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ROADWAY INDEX

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BRIDGE INDEX

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STANDARD ROADWAY, TRAFFIC DESIGN AND STRUCTURES DRAWINGS

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PIER 5 REPAIR DETAILS	BR-132-759
MISCELLANEOUS REPAIR DETAILS	BR-132-760

DWG. REV. DESCRIPTION

STANDARD ROADWAYDRAWINGS

10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
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

10-102.00 AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS

D-FLU-3	04-14-25	BRIDGE END DRAIN FLUME DETAILS
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10-106.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

S-F-1	03-01-23	HIGH VISIBILITY FENCE
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10-108.00 SAFETY DESIGN AND GUARDRAILS

S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-6	04-30-26	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	10-31-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRC-4	10-31-25	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET

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-32	08-01-12	TEMPORARY DIVERSION CULVERTS
EC-STR-44		CATCH BASIN FILTER ASSEMBLY (TYPE 4)

10-110.00 NATURAL STREAM DESIGN

D-NSD-27	11-30-20	LOG AND BOULDER STEP POOLS
D-NSD-37	05-01-20	SPECIAL NOTES FOR NATURAL STREAM DESIGN

STANDARD TRAFFIC DESIGN DRAWINGS

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-WZ-32	03-26-25	TRAFFIC CONTROL PLAN SIGNAL LAYOUT FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-33	03-26-25	TRAFFIC CONTROL PLAN FOR CLOSE INTERSECTION CONDITIONS USING TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-34	03-26-25	TRAFFIC CONTROL PLAN GENERAL NOTES FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-35	03-26-25	TRAFFIC CONTROL PLAN PAY ITEM AND SIGN DETAILS FOR TRAFFIC SIGNAL AT TWO LANE BRIDGE RECONSTRUCTION SITE
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	03-25-25	PORTABLE CONCRETE BARRIER RAIL DETAILS

STANDARD STRUCTURES DRAWINGS

10-300.00 NEW STRUCTURES

STD-1-5	05-28-26	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
STD-10-1	06-05-23	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-10-2	06-05-23	MISC. ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS

LIST OF REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)

1993 ORIGINAL BRIDGE PLANS.....SHEETS M-280-48 THRU M-280-95

2005 BRIDGE REPAIR PLANS.....SHEETS 1 THRU 7

2013 BRIDGE REPAIR PLANS..... BR-114-103 THRU BR-114-112

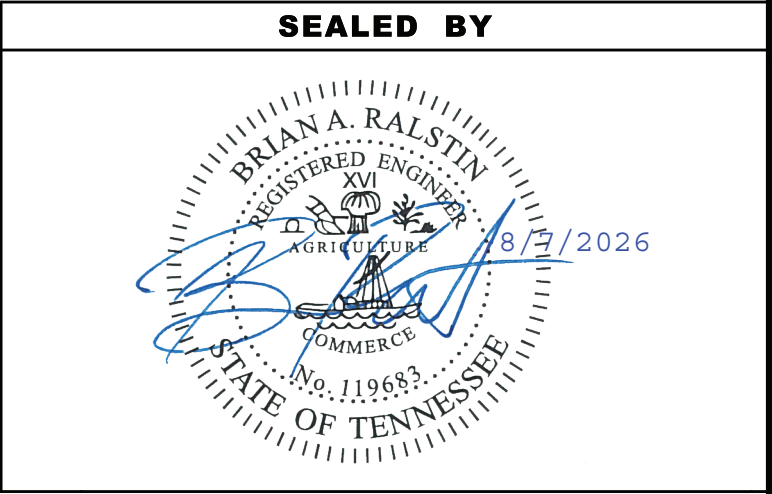
DWG. REV. DESCRIPTION

LIST OF SPECIAL PROVISIONS

604FRP	FIBER REINFORCED POLYMER MATERIAL
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	61S060-M3-003	1A
PS&E	2026	61S060-M3-003	1A

07-30-26: ADDED BRIDGE-SIGN2 SHEET AND ROADWAY-SIGN2 SHEET
08-07-26: ADDED BRIDGE-SIGN3 SHEET AND ROADWAY-SIGN3 SHEET



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

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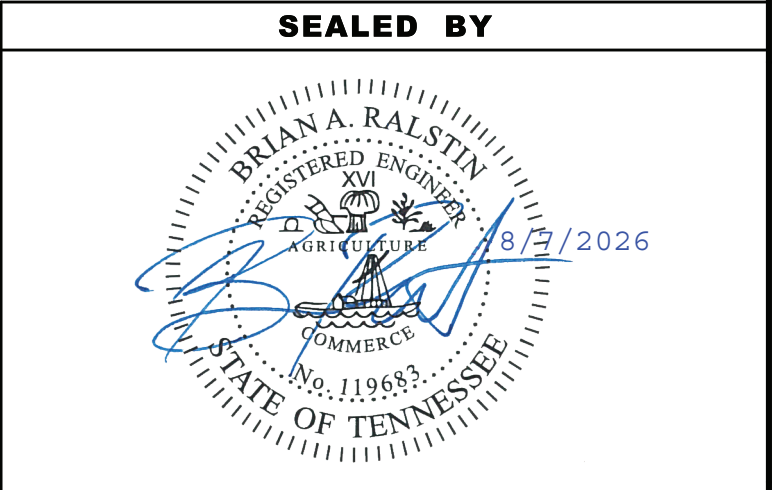
ROADWAY ESTIMATED QUANTITIES				
ITEM NO.		DESCRIPTION	UNIT	QUANTITY
(20)	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(10)(13)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	2926
	209-03.36	STREAM MITIGATION - STEP POOL	EACH	41
	209-05	SEDIMENT REMOVAL	C.Y.	13
(9)(13)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	2500
(9)(13)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	7
(9)(19)	209-09.01	SANDBAGS	BAG	800
(9)(19)	209-20.03	POLYETHYLENE SHEETING (6 MIL. MINIMUM)	S.Y.	34
(9)(13)	209-40.44	CATCH BASIN FILTER ASSEMBLY (TYPE 4)	EACH	3
(8)	303-10.04	MINERAL AGGREGATE (SIZE 57)	TON	1200
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	45
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	133
	403-02.01	TRACKLESS TACK COAT	TON	2
(1)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	89
(1)(2)	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	1350
(17)	621-03.03	24" TEMPORARY DRAINAGE PIPE	L.F.	162
(18)	705-06.01	W BEAM GR (TYPE 2) MASH TL-3	L.F.	50
(3)	705-06.25	THRIE BEAM BRIDGE TRANSITION MASH TL-3	EACH	3
	706-01	GUARDRAIL REMOVED	L.F.	50
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	470
(14)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	117
(12)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	409
(4)(6)	712-01	TRAFFIC CONTROL	LS	1
(5)	712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.	3860
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	4
	712-04.01	FLEXIBLE DRUMS (CHANNELIZATION)	EACH	150
	712-04.50	BARRIER RAIL DELINEATOR	EACH	200
	712-06	SIGNS (CONSTRUCTION)	S.F.	254
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	16400
	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	48
	712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)	L.F.	4000
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (YELLOW)	EACH	12
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	12
	716-13.02	SPRAY THERMO PVMT MRKNG (60 MIL) (6IN LINE)	L.M.	2.55
	717-01	MOBILIZATION	L.S.	1
	730-40.02	TEMPORARY TRAFFIC SIGNAL SYSTEM	L.S.	1
(8)	740-07.04	GEOGRID REINFORCEMENT TYPE 2	S.Y.	1830
(14)	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	167
(8)	740-10.04	GEOTEXTILE (TYPE IV) (STABILIZATION)	S.Y.	415
	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F.	455
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	17
(13)(15)	801-01.38	NATVE SEED MX FINAL STABLIZATN OF SLOPES	UNIT	15
(16)	801-03	WATER (SEEDING & SODDING)	M.G.	4

FOOTNOTES	
(1)	TO BE USED FOR 125' OF PAVEMENT AT BRIDGE APPROACHES.
(2)	COLD MILLING DEPTHS VARIES AT BRIDGE APPROACHES.
(3)	ITEM INCLUDES REMOVAL, INSTALLATION AND CONNECTION TO EXISTING GUARDRAIL FOR INSTALLATION OF BRIDGE FLUMES.
(4)	ITEM INCLUDES REMOVAL OF PAVEMENT MARKINGS. CONTRACTOR SHALL COORDINATE WITH ENGINEER TO DETERMINE LIMITS OF PAVEMENT MARKING REMOVAL. ALL REMOVAL OF EXISTING PAVEMENT MARKINGS SHOULD BE OBLITERATED PER TDOT STANDARDS SO THAT IT IS NO LONGER VISIBLE TO DRIVER.
(5)	ITEM INCLUDES ALL INCIDENTALS NEEDED FOR THE INSTALLATION, MAINTENANCE AND REMOVAL OF PORTABLE BARRIER RAIL, INCLUDING BUT NOT LIMITED TO SPACERS, ANCHOR PINS, CONNECTION KEY, JOINT ASSEMBLY STEEL TUBE AND OTHER HARDWARE MATERIALS.
(6)	ITEM SHALL INCLUDE PLATING FOR CATCH BASIN PROTECTION ON THE BRIDGE.
(7)	CONTRACTOR CAN ELECT TO USE A TRAFFIC SIGNAL SYSTEM THAT IS RADIO CONTROLLED VIA DIRECT CABLE CONNECTION. ITEM INCLUDES USE OF VIDEO DETECTION EQUIPMENT AS PART OF SIGNAL SYSTEM WHICH TAKES THE PLACE OF INDUCTIVE LOOP EQUIPMENT FOR VEHICLE DETECTION. ITEM SHALL ALSO INCLUDE TRAFFIC SIGNAL HEADS, WOOD POLES, GUY WIRES, SPAN WIRE, AND OVERHEAD MOUNTED SIGN INSTALLATION. ITEM SHALL ALSO INCLUDE ANY MATERIALS NECESSARY TO RUN THE SIGNAL VIA SOLAR POWER.
(8)	ITEM TO BE USED FOR BACKFILL AT PAVEMENT AT BRIDGE ENDS.
(9)	SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATION FOR MAINTENANCE REPLACEMENT.
(10)	1387 C.Y. FOR BRIDGE ENDS AND PAVEMENT TRANSITIONS. 67 C.Y. FOR BRIDGE END DRAIN FLUMES. 1472 C.Y. FOR BOULDER STEP POOLS AND GULLY REPAIR.
(11)	PERMANENT STABILIZATION WITH NATIVE OR NATURALIZED PERENNIAL VEGETATION IS REQUIRED IN ALL AREAS AUTHORIZED FOR TEMPORARY AND PERMANENT IMPACT TO STREAMS AND RIPARIAN AREAS, INCLDUING ADJACENT BUFFER ZONES WITHIN 60 FT OF THE EDGE OF WATER. THE APPROPRIATE SEED MIXTURE FOR THE REGION AND SITE CONDITIONS SHALL BE SELECTED FROM APPENDIX D OF THE TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) TENNESSEE EROSION & SEDIMENT CONTROL HANDBOOK REVISION 2.
(12)	ITEM TO BE USED FOR GULLY REPAIR.
(13)	ALL QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER.
(14)	ITEM TO BE USED IN FLUME CONSTRUCTION.
(15)	ITEM SHALL BE USED FOR AREA DISTURBED BY CONSTRUCTION EQUIPTMENT. ITEM INCLUDES ALL INCIDENTALS INCLUDING WATER.
(16)	INCLUDES 2 M.G. FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(17)	INCLUDES ALL MATERIALS AND INCIDENTALS NECESSARY WITH THE INSTALLATION, STABILIZATION, MAINTENANCE AND REMOVAL OF THE TEMPORARY DIVERSION PIPE.
(18)	ITEM INCLUDES INSTALLATION AND CONNECTION TO EXISTING GUARDRAIL FOR ACCESS TO STEP POOL CONSTRUCTION.
(19)	FOR TEMPORARY DIVERSION PIPE.
(20)	INCLUDES COST OF ALL LABOR AND MATERIALS NECESSARY FOR THE REMOVAL AND DISPOSAL OF VEGETATION OVER GROWTH WITHIN PROPOSED SLOPE LINES OF THE STEP POOLS, AND GULLY REPAIR. WHERE POSSIBLE, LEAVE STUMPS AND ROOTS TO REMAIN TO PREVENT GROUND DISTURBANCE AND EROSION.

ESTIMATED GRADING QUANTITIES							
DESCRIPTION		UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)	BALANCE SUMMARY		
		EXC.	EMB.	EXC.	SHRINK = 15 % SWELL = 15 %		
STEP POOLS		1472	60	1252	EXC.	EMB.	
GULLY		0	132				
BRIDGE END DRAIN FLUMES		67		57			
PVMT TRANS. AND PVMT. AT BRIDGE ENDS		1387		1179			
					2488	VS.	
					AVAILABLE	=	
					2296		
					WASTE MATERIAL	=	
					2641		
ROCK(C.Y.)		TOTALS (C.Y.)					
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)	
0	0	2926	192	2926	2926	2488	

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2026	61S060-M3-003	2B
PS&E	2026	61S060-M3-003	2B

08-07-26: ADDED ITEM 201-01 AND FOOTNOTE 20



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES



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	BRIDGE-SIGN3
ESTIMATED BRIDGE QUANTITIES.....	BR-132-731
BRIDGE GENERAL NOTES.....	BR-132-732

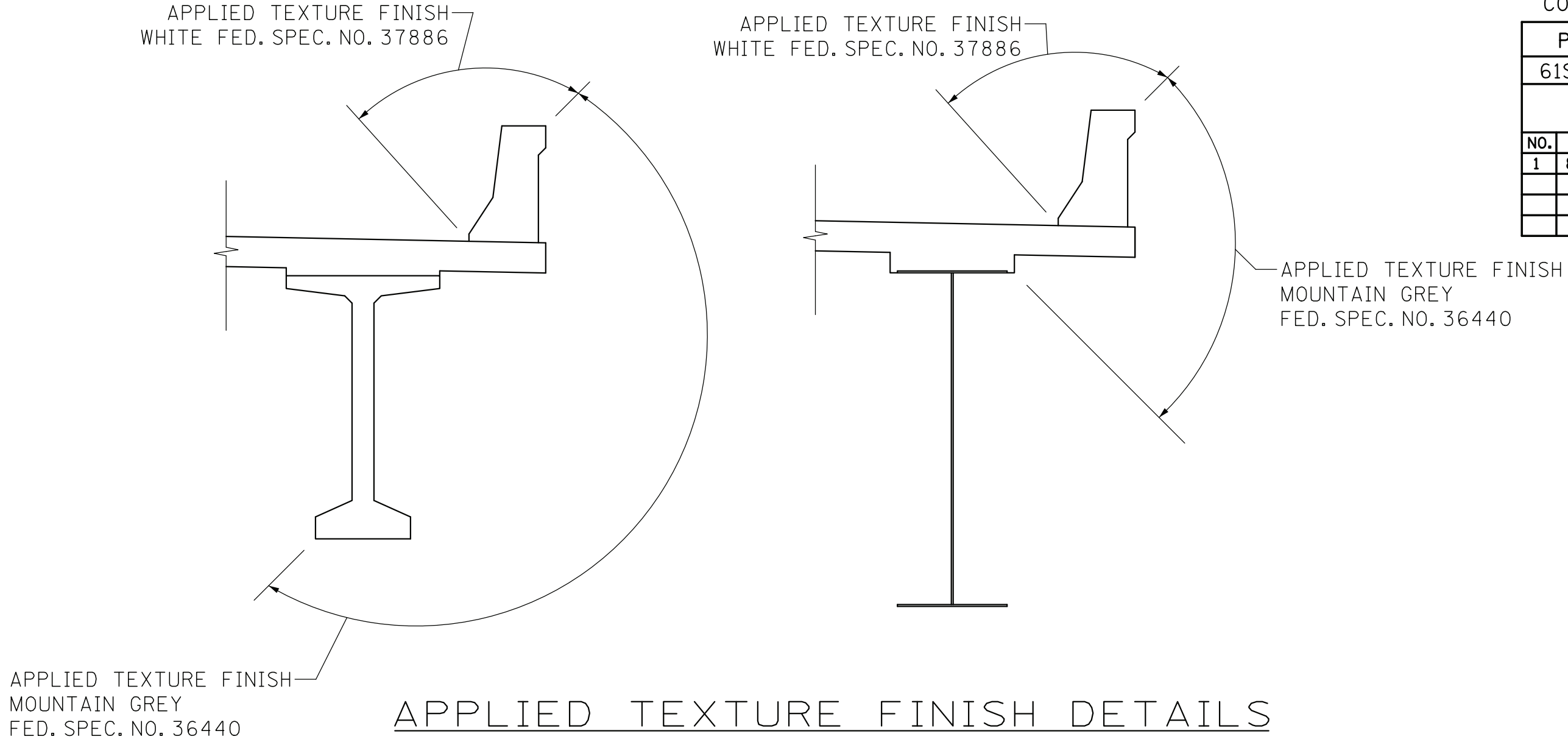
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YEAR	PROJECT NO.	SHEET NO.
2026	61S060-M3-003	BRIDGE-SIGN3
08-07-26: ADDED BRIDGE-SIGN3 SHEET		
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION		
SIGNATURE SHEET		

ESTIMATED BRIDGE QUANTITIES				
	ITEM NO.	DESCRIPTION	UNIT	TOTAL
(1)	201-05.31	VEGETATION REMOVAL	LS	1
(2)	202-04.01	REMOVAL OF STRUCTURES (BR. NO. 61-SR060-03.10)	LS	1
(3)	204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	767
(4)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	114
(5)	602-10.12	BEARING DEVICE (REPAIR)	LS	1
(6)	602-10.19	JACKING STEEL SPANS	LS	1
(23)	603-01.01	PAINTING STEEL STRUCTURES (NEW PLATES, ABT. 1)	LS	1
(7)	604-03.04	PAVEMENT @ BRIDGE ENDS	S.Y.	248
(8)	604-03.30	CLASS D CONCRETE	C.Y.	17
(9)	604-04.02	APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	10,722
(10)	604-10.05	CONCRETE	S.F.	65
(11)	604-10.22	CONCRETE PARAPET REPAIR	L.F.	5
(12)	604-10.26	BRACING	EACH	9
(13)	604-10.50	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)	S.Y.	73
(14)	604-10.54	CONCRETE REPAIRS	S.F.	82
(21)(15)	604-10.58	EPOXY INJECTION (INJECTION)	GAL.	258
(22)(16)	604-10.60	EXPANSION JOINT REPAIRS (MODULAR TYPE)	L.F.	50
(16)	604-10.61	EXPANSION JOINT REPAIRS (MODULAR TYPE)	L.F.	50
(17)	604-10.62	EPOXY INJECTION REPAIR (COMPLETE AND IN PLACE)	L.F.	5,160
	604-10.83	COMPOSITE FIBER ENCASEMENT	S.F.	49,452
(18)	604-12.15	DRILL & GROUT STEEL BARS	EACH	14
	617-04.01	TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE)	S.Y.	73
(19)	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	154
	710-09.02	6" PIPE UNDERDRAIN	L.F.	40
(20)	714-16.01	NAVIGATIONAL LIGHTING	LS	1

FOOTNOTES:

- (1) INCLUDES COST OF ALL LABOR AND MATERIALS NECESSARY FOR THE REMOVAL AND DISPOSAL OF VEGETATION OVER GROWTH WITHIN 10 FEET OF THE STRUCTURE. WHERE POSSIBLE, STUMPS AND ROOTS ARE TO REMAIN TO PREVENT GROUND DISTURBANCE.
- (2) INCLUDES COST OF ALL LABOR AND MATERIALS NECESSARY FOR THE REMOVAL AND DISPOSAL OF THE EXISTING PAVEMENT AT BRIDGE ENDS, SLEEPER SLAB, BRIDGE END DRAINS, MODULAR EXPANSION JOINTS, AND PORTIONS OF DECK, END DIAPHRAGMS, BACKWALL, AND BRIDGE RAILS AS SHOWN IN THE PLANS.
- (3) EXCAVATION BASED ON EXISTING GROUND FOR PAVEMENT AT BRIDGE END AT ABUTMENT 1 AND ABUTMENT 2.
- (4) GRANULAR BACKFILL SHALL BE CLASS "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1.
- (5) ITEM INCLUDES COST OF ALL LABOR AND MATERIALS NECESSARY FOR DRILLING, CLEANING HOLES, AND EPOXY GROUTING NEW ANCHOR BOLTS AT 6 BEARING LOCATIONS (24 ANCHOR BOLTS TOTAL) ON ABUTMENT 1 AND PIER 5. ALSO INCLUDES COST TO REPLACE LOOSE NUTS (3 NUTS TOTAL) AT BEARINGS ON PIERS 2 AND 3 AND REPLACEMENT OF KEEPER PLATES AND BASE PLATES AT ABUTMENT 1 AS SHOWN ON SHEET BR-132-755.
- (6) INCLUDES COST OF ENGINEERING AND JACKING TO REPAIR THE BEARINGS AT ABUTMENT 1 INCLUDING ANY LABOR AND INCIDENTALS. FOR JACKING DETAIL REQUIREMENTS SEE SHEET BR-132-756. TOTAL REACTION LOAD PER BEARING AT ABUTMENT 1: 361 KIPS. JACKING PLAN MUST BE SUBMITTED FOR APPROVAL.
- (7) PRIOR TO CONSTRUCTION OF THE PAVEMENT AT BRIDGE ENDS, THE CONTRACTOR SHALL SUBMIT A PROPOSED BILL OF STEEL TO THE ENGINEER FOR APPROVAL. INCLUDES COST OF ALL LABOR AND MATERIALS NECESSARY FOR THE INSTALLATION OF MECHANICAL BAR SPLICERS. SEE SHEETS BR-132-758 AND BR-132-759. INCLUDES COST OF LABOR AND MATERIALS NECESSARY FOR THE PLACEMENT OF FLOWABLE FILL TO REPAIR UNDERMINING AT ABUTMENT 2.
- (8) INCLUDES COST OF ALL LABOR AND MATERIALS FOR REPAIR AT PIER 5 AS SHOWN ON SHEET BR-132-759, INCLUDING NEW CONCRETE ENCASEMENT, REPAIRED BACKWALL, AND REPLACEMENT OF DECK PORTIONS REMOVED OVER BEAMS AT PIER 5 AND ABUTMENT 1.
- (9) INCLUDES COST OF APPLYING TEXTURE FINISH TO LIMITS AS INDICATED IN TEXTURE FINISH SKETCH, INCLUDING OVER COMPOSITE FIBER ENCASEMENT FRP WRAP AS NOTED ON SHEET BR-132-745.
- (10) INCLUDES ALL LABOR AND MATERIALS NECESSARY TO PLACE HIGH EARLY STRENGTH CONCRETE FOR REPAIR OF THE AREAS INDICATED IN THE PLANS.
- (11) INCLUDES COST OF ALL LABOR AND MATERIALS FOR AND RECONSTRUCTION OF PORTION OF CRACKED BRIDGE RAIL AT PIER 5 ON BOTH SIDES OF BRIDGE, INCLUDING REMOVAL AND REPLACEMENT OF SLIDER PLATES. SEE EXISTING BRIDGE PLANS SHEET M-280-90 FOR RAIL SECTION DETAILS.
- (12) INCLUDES COST OF ALL ENGINEERING AND SUPPORT MATERIAL TO SAFELY ACCOMMODATE JACKING LOADS TO REPAIR THE BEARINGS AT ABUTMENT 1 (3 BRACING LOCATIONS). FOR JACKING LOADS SEE SHEET BR-132-756. ALSO INCLUDES BRACING TO REPAIR DAMAGED NAVIGATIONAL LIGHT MOUNTS (6 BRACING LOCATIONS). SEE SHEET BR-132-757 FOR DETAILS.
- (13) DECK REPAIRS SHALL INCLUDE ALL LABOR AND MATERIAL COSTS ASSOCIATED WITH THE USAGE OF HIGH EARLY STRENGTH CONCRETE. REFER TO THE BRIDGE GENERAL NOTES AND DECK REPAIR NOTES FOR FURTHER DETAILS.
- (14) INCLUDES ALL LABOR AND MATERIALS TO PLACE A POLYMER MODIFIED CEMENTITIOUS STRUCTURAL PATCHING MATERIAL FOR THE REPAIR AREAS INDICATED IN THE PLANS.



APPLIED TEXTURE FINISH DETAILS

TEXTURE FINISH SHALL BE APPLIED TO PARAPET, OVERHANG, AND BOTTOM AND EXTERIOR FACE OF EXTERIOR CONCRETE BEAMS AND OVER FRP WRAP.

COST OF TEXTURE COATING SHALL BE INCLUDED IN ITEM NO. 604-04.02.

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

THE EXISTING SURFACES THAT ARE TO RECEIVE A TEXTURE FINISH SHALL BE FREE OF ALL FLAKING TEXTURE COATING, RUST, DIRT, OIL, AND OTHER FOREIGN SUBSTANCES PRIOR TO THE APPLICATION OF THE TEXTURE FINISH. THE SURFACE SHALL BE CLEANED TO THE COMPLETE SATISFACTION OF THE ENGINEER USING A HIGH PRESSURE WATER WASH. COST TO BE INCLUDED IN ITEM NO. 604-04.02.

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

- (15) INCLUDES ALL COSTS ASSOCIATED WITH PROVIDING EPOXY.
- (16) THE EXPANSION JOINT AT ABUTMENT 1 AND PIER 5 SHALL BE IN ACCORDANCE WITH SECTION 623.02 OF THE STANDARD SPECIFICATIONS. THE TOTAL REQUIRED MOVEMENT IS 8 INCHES AT ABUTMENT 1 AND 18 INCHES AT PIER 5. SHOP DRAWINGS AND CALCULATIONS (BOTH STAMPED BY AN ENGINEER LICENSED IN TENNESSEE) SHALL BE SUBMITTED TO THE ENGINEER OF STRUCTURES FOR APPROVAL. JOINT MEMBERS AND SUPPORT BOXES SHALL BE GALVANIZED AFTER FABRICATION IN ACCORDANCE WITH ASTM A123.
- (17) INCLUDES ALL COSTS ASSOCIATED WITH PROVIDING EPOXY INJECTION TO LOCATIONS SHOWN IN THE PLANS.
- (18) INCLUDES COST OF ALL LABOR AND MATERIALS TO DRILL HOLES AND INSTALL TWENTY-FOUR (24) DYWIDAG THREADBAR AT PIER 5 AS SHOWN ON SHEET BR-132-759.
- (19) COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN THE UNIT PRICE BID FOR PERFORATED PIPE.
- (20) INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NEEDED TO REPAIR THE EXISTING NAVIGATIONAL LIGHTING AND SURROUNDING CONCRETE AND REPLACE WITH NEW LED LIGHTING.
- (21) ITEM INCLUDES ALL COSTS ASSOCIATED WITH EXPANSION JOINT AT ABUTMENT 1
- (22) ITEM INCLUDES ALL COSTS ASSOCIATED WITH EXPANSION JOINT AT PIER 5
- (23) ITEM INCLUDES ALL COSTS ASSOCIATED WITH PAINTING OF NEW STEEL KEEPER AND BASE PLATES FOR BEARING REPAIRS AT ABUTMENT 1.

CONST. NO.			
PROJECT NO.	YEAR	SHEET NO.	
61S060-M3-003	2026		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	8/7/26	NC	REV. FOOTNOTE (5); ADDED ITEM NO.
			603-01.01

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED BRIDGE QUANTITIES

BRIDGE NO. 61-SR060-03.10
FED. BRIDGE NO. 61SR0600001
STATE ROUTE 60
OVER TENNESSEE RIVER
MEIGS-RHEA COUNTY
2026



08-07-2026

DESIGNED BY BENESCH DATE 07/2026
DRAWN BY DANIEL RIKLI, P.E. DATE 07/2026
SUPERVISED BY N. CHAYANKURA, P.E. DATE 07/2026
CHECKED BY JACOB WILLIAMS, P.E. DATE 07/2026



GENERAL NOTES

- (1)

CONSTRUCTION SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (APRIL 1, 2026 EDITION), AND THE 4TH EDITION (2017) AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS WITH INTERIMS.
- (2)

DESIGN SPECIFICATIONS: 10TH EDITION (2024) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS WITH INTERIMS, AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.
- (3)

LOADING:

A.

HL-93 LIVE LOADING 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 B WITH A_S = 0.155, S_{DS} = 0.294, S_{D1} = 0.117, (1000 YEAR RETURN PERIOD)

C.

DEAD LOAD INCLUDES 35 LB/SQ. FT. FOR FUTURE WEARING SURFACE.
- (4)

REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.
- (5)

NOTE: MECHANICAL BAR SPLICERS MUST BE ON THE TDOT QUALIFIED PRODUCTS LIST 27. THE BAR SPLICERS SHALL MEET AASHTO LRFD SPECIFICATIONS FOR MECHANICAL CONNECTION. WHEN EPOXY COATING IS REQUIRED, THE EXPOSED THREADS SHALL BE REPAIRED AFTER SPLICING ACCORDING TO SECTION 907 OF THE STANDARD SPECIFICATIONS. THE COST OF FURNISHING THE BAR SPLICERS, (AND EPOXY COATING WHEN REQUIRED) INCLUDING ALL LABOR AND MATERIALS NECESSARY FOR COMPLETE INSTALLATION, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REINFORCING BARS, UNLESS NOTED OTHERWISE IN PLANS.
- (6)

BOLTS: SHALL BE HIGH TENSILE STRENGTH BOLTS (ASTM F3125 GRADE A325, 144 OR A490, OR ASTM F3148 GRADE 144), TYPE 3, UNLESS OTHERWISE NOTED. BOLT SIZE TO BE AS NOTED ON PLANS. SEE SECTION 602 OF THE STANDARD SPECIFICATIONS. EXISTING CONTACT SURFACES SHALL BE CLEANED OF ALL EXISTING PAINT AND/OR RUST TO BARE METAL PRIOR TO ATTACHMENT OF NEW MEMBERS.
- (7)

CONCRETE: TO BE CLASS A (CAST-IN-PLACE) F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.
- (8)

HIGH EARLY STRENGTH CONCRETE: THE MIX IS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, CLASS X. THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. DESIGN AIR CONTENT SHALL BE 6% WITH ±2% ACCEPTANCE RANGE IN THE FIELD. SLUMP SHALL BE 3±1 INCHES. IF USING A TYPE A, F, OR G WATER REDUCER, THE SLUMP SHALL BE MAXIMUM OF 8 INCHES. NO FLY ASH REPLACEMENT WILL BE PERMITTED. THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 3,500 PSI. TRAFFIC SHALL NOT BE PERMITTED ON ANY OF THE REPAIRED AREAS UNTIL TEST SPECIMENS ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.
- (9)

CONCRETE CURING: ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.
- (10)

SHOP DRAWINGS: REFER TO SECTION 105.02 OF THE STANDARD SPECIFICATIONS. IF USING PAPER COPIES, SHOP DRAWINGS ARE TO BE SENT TO THE BRIDGE REPAIR OFFICE IN THE DIVISION OF STRUCTURES, FOR ELECTRONIC SUBMITTALS, SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS. EACH SHOP DRAWING SHALL CONTAIN IN THE TITLE BLOCK THE FOLLOWING: THE STATE PROJECT NUMBER, COUNTY, BRIDGE NAME, BRIDGE NUMBER (OR STRUCTURE TYPE AND NUMBER), STATION, AND CONTRACT NUMBER. SHOP DRAWINGS WITH TITLE BLOCKS NOT INCLUDING THE FOREGOING IDENTIFICATION WILL BE RETURNED FOR CORRECTION BEFORE ANY REVIEWS FOR APPROVAL ARE CONDUCTED.
- (11)

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



- (12)

DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. FOR FULL DEPTH SLAB REMOVAL, EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTIAL DEPTH SLAB REMOVAL AND ANY WORK OVER THE BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS; CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE AS LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. EXPANSION JOINT REMOVAL SHALL FOLLOW THE SAME RESTRICTIONS AS FULL DEPTH SLAB REMOVAL. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.
- (13)

HOE RAMS AND OTHER LARGE SIZE HAMMERS: THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM), MINI EXCAVATOR, OR OTHER EQUIPMENT FOR ANY CONCRETE REMOVAL.
- (14)

NOTE: LUMP SUM FOR NAVIGATIONAL LIGHTING INCLUDES ALL ITEMS AND LABOR NECESSARY TO MAKE THE NAVIGATION LIGHTING COMPLETE AS SHOWN ON THE PLANS, INCLUDING CONNECTION TO THE EXISTING POWER SOURCE. NEW LIGHTING SHALL MEET COAST GUARD REGULATIONS. SHOP DRAWINGS FOR NAVIGATIONAL LIGHTING SUPPORT BRACKET MODIFICATIONS OR REPLACEMENT SUPPORTS SHALL BE SUBMITTED FOR APPROVAL.
- (15)

SPECIAL NOTE CONCERNING WORK OVER A NAVIGABLE WATERWAY: THE CONTRACTOR SHALL COMPLY FULLY WITH ANY REQUIREMENTS ESTABLISHED BY THE CORPS OF ENGINEERS, U.S. COAST GUARD, AND ANY OTHER AGENCIES WHICH MAY HAVE JURISDICTION RELATIVE TO CONSTRUCTION WORK OVER A NAVIGABLE STREAM WHICH IS APPLICABLE TO THIS CONTRACT, AND WHICH MAY NOT BE COVERED BY EXISTING PERMITS. THE CONTRACTOR SHALL ALSO NOTIFY THE CORPS OF ENGINEERS INFORMING THEM OF WORK TO BE PERFORMED BEFORE ANY WORK OVER THE WATERWAY BEGINS. THE CONTRACTOR SHALL SUBMIT A DESCRIPTION OF WORK AND SKETCHES OF ANY FALSEWORK, SCAFFOLDING, DEBRIS CONTAINMENT SYSTEMS, ETC. WHICH MAY BE REQUIRED DURING CONSTRUCTION WHICH MAY ENCROACH UPON THE VERTICAL AND/OR HORIZONTAL CLEARANCES FOR WATERWAY TRAFFIC TO THE U.S. COAST GUARD FOR APPROVAL BEFORE ANY WORK BEGINS.
- CONTACT:

ERIC WASHBURN
U.S. COAST GUARD
BRIDGE ADMINISTRATOR
1222 SPRUCE STREET
ST. LOUIS, MO 63103-2832
- (16)

GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT, AND THE BAR ROTATED (NOT DRIVEN) TO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT, AND THE BAR DRIVEN TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY TDOT MATERIALS AND TESTS
- (17)

QUICK-SET PATCHING MATERIAL: QUICK-SET PATCHING MATERIAL SHALL BE A POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13.009 POLY MOD CEMENT STRUCT PATCH VERT & OVER FOR ACCEPTABLE PATCHING MATERIALS.
- (18)

SPECIAL NOTE TO CONTRACTOR: THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND QUANTITIES BEFORE ORDERING ANY MATERIALS.
- (19)

FORMS AND FALSWORK: CONCRETE FORM WORK, FALSEWORK, AND TEMPORARY SUPPORTS SHALL BE REMOVED FROM THE JOB SITE AFTER WORK IS COMPLETED. COST OF FORMS, FALSEWORK, AND TEMPORARY SUPPORT SHALL BE INCLUDED IN ITEMS BID ON. THIS WORK SHALL BE COMPLETED BEFORE FINAL PAYMENT IS APPROVED.
- (20)

EXPANSION JOINTS (STRIP SEAL AND MODULAR): FOR ADDITIONAL GENERAL NOTES APPLICABLE TO STRIP SEAL EXPANSION JOINTS, SEE STANDARD DRAWING NOS. SBR-2-115 AND SBR-2-116, ALSO SEE SECTION 623 OF THE STANDARD SPECIFICATIONS. FOR MODULAR JOINTS SEE SECTION 623 OF THE STANDARD SPECIFICATIONS.

(21) PAINTING OF NEW STEEL: ALL STRUCTURAL STEEL SHALL BE BLAST CLEANED AND SHOP PRIMED. BLAST CLEANING SHALL BE IN ACCORDANCE WITH 603.05(B.2) OF THE STANDARD SPECIFICATIONS. PAINT SHALL BE SYSTEM "A", INORGANIC ZINC SYSTEM (QPL 3.001), AS STATED IN SECTION 603.06(A) OF THE STANDARD SPECIFICATIONS. COLOR OF THE URETHANE FINISH COAT SHALL COMPLY WITH FEDERAL STANDARD AMS-STD-595A COLOR NO. (FED COLOR ID AND DESCRIPTION). SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATIONS. COST OF SHOP PRIMECOAT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR STRUCTURAL STEEL. THE CONTRACTOR SHALL ALSO HAVE THE OPTION TO USE ORGANIC ZINC WHEN USING A PAINT SYSTEM FROM QPL 3.002. ORGANIC ZINC SYSTEMS SHALL BE FROM QPL 3.002.

(22) SEE THE TDOT QUALIFIED PRODUCTS LIST 3.001 OR 3.002 FOR ACCEPTABLE COATINGS FOR THE PAINT SYSTEM. THE SAME MANUFACTURER SHALL SUPPLY ALL PRODUCTS USED, INCLUDING THINNERS.

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PROJECT NO.		YEAR	SHEET NO.
61S060-M3-003		2026	
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NO.	DATE	BY	BRIEF DESCRIPTION
1	8/7/26	NC	ADDED PAINTING NOTES

THIN EPOXY OVERLAY NOTES

TYPE 1 THIN EPOXY OVERLAY SYSTEM - USE DECK PRETREATMENT/PRIMER PER MANUFACTURER'S RECOMMENDATION, AND 2 LIFTS OF AN EPOXY-URETHANE COPOLYMER AND AGGREGATE. TYPE 1 OVERLAY SHALL BE APPLIED MECHANICALLY USING METERED EQUIPMENT; HAND MIXING OF MATERIAL IS NOT PERMITTED.

THIN OVERLAY SYSTEM SHALL BE FROM THE QUALIFIED PRODUCTS LIST 23.005 TYPE 1 THIN OVERLAY (EPOXY URETHANE). MINIMUM OVERLAY THICKNESS SHALL BE 3/8 INCH.

APPLICATION EQUIPMENT SHOULD :

- A) BE CAPABLE OF METERING, MIXING AND DISTRIBUTING THE POLYMER AND PRETREATMENT TO MANUFACTURER'S RECOMMENDATION.
- B) USE AN APPLICATION MACHINE THAT FEATURES POSITIVE DISPLACEMENT VOLUMETRIC METERING PUMPS CONTROLLED BY A HYDRAULIC POWER UNIT.
- C) STORE COMPONENTS IN TEMPERATURE CONTROLLED RESERVOIRS CAPABLE OF MAINTAINING 100 DEGREES FAHRENHEIT (PLUS OR MINUS 10 DEGREES) TO INSURE OPTIMAL MIXING.
- D) CHECK MIXING RATIO AT THE PUMP OUTLETS AS WELL AS CYCLE COUNTING CAPABILITIES TO MONITOR OUTPUT ON STANDARD FEATURES.
- E) USE MOTIONLESS IN-LINE MIXING SO AS TO NOT OVERLY SHEAR THE MATERIAL TO ENTRAP AIR IN THE MIX.
- F) MAXIMIZE MATERIAL WORKING TIME BY MIXING IT IMMEDIATELY BEFORE DISPENSING.

AGGREGATE SHALL BE ANGULAR, HAVING LESS THAN 0.2% MOISTURE AND FREE OF DIRT, CLAY, ASPHALT AND OTHER FOREIGN OR ORGANIC MATERIALS. AGGREGATE FOR ALL LAYERS SHALL BE BAUXITE OR FLINT ROCK PRODUCTS FLINT AND MEETS THE FOLLOWING GRADATION:

SIEVE SIZE	% PASSING
NO. 6	95-100
NO. 10	10-35
NO. 20	0-3

FULL AND PARTIAL DEPTH DECK REPAIR SHALL CURE A MINIMUM OF 28 DAYS BEFORE THE OVERLAY IS PLACED. THE 28 DAYS MAY BE WAIVED IF THE OVERLAY MANUFACTURER PROVIDES A METHOD OF TESTING THE REPAIRED AREAS AND APPROVES THE PLACEMENT BY LETTER. TRAFFIC SHALL BE ALLOWED TO USE THE BRIDGE DURING THE CURING PERIOD OF THE PATCHES BUT NOT AFTER SHOTBLASTING. MAGNESIUM PHOSPHATE BASED MATERIALS WILL NOT BE ALLOWED.

THE CONCRETE DECK SURFACE SHALL BE CLEANED BY SHOTBLASTING TO REMOVE ANY OIL, DIRT, RUBBER, TRAFFIC STRIPING, OR ANY OTHER POTENTIAL DETRIMENTAL MATERIAL SUCH AS CURING COMPOUND AND LAITANCES, WHICH THE MANUFACTURER AND ENGINEER'S OPINION WOULD PREVENT PROPER BONDING AND CURING OF THE MATERIAL. IN AREAS WHERE SHOTBLASTING EQUIPMENT CAN NOT REACH (I.E., ALONG CURBS AND BRIDGE RAILS) SANDBLASTING IS PERMITTED TO AN EXTENT TO THE ENGINEER'S AND MANUFACTURER'S APPROVAL. IMMEDIATELY BEFORE APPLICATION, ALL PREPARED SURFACES SHALL BE CLEANED WITH COMPRESSED AIR OR VACUUMED TO REMOVE DUST AND DEBRIS. THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACK COAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO THE APPLICATION OF THE THIN OVERLAY. MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACK COAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE. ALL SURFACES THAT ARE TREATED SHALL BE DRY AT THE TIME OF APPLICATION. THE OVERLAY SHALL NOT BE APPLIED WHEN IT HAS RAINED 24 HOURS PRIOR TO, OR RAIN IS FORECAST WITHIN 8 HOURS AFTER, APPLICATION. THE MOISTURE CONTENT IN THE DECK SUBSTRATE SHALL BE TESTED. MOISTURE IS NOT TO EXCEED 4.5 PERCENT WHEN MEASURED BY ELECTRONIC METER. IF THE TEST SHOWS EXCESS MOISTURE, THE DECK SHALL CONTINUE TO DRY BEFORE APPLICATION PROCEEDS.

BLUSHING (A WAXY SURFACE COATING ON THE EPOXY) IS CAUSED BY THE REACTION OF MOISTURE WITH THE HARDENING AGENT. BLUSHING CREATES A SURFACE THAT MAKES FUTURE LAYERS DIFFICULT TO ADHERE. LIFTS THAT SHOW SIGNS OF BLUSHING SHALL BE REMOVED AND REPLACED PRIOR TO APPLICATION OF THE NEXT. THE COST TO REMOVE AND REPLACE THESE AREAS SHALL BE AT THE CONTRACTOR'S EXPENSE.

TRAFFIC, OTHER THAN APPLICATION EQUIPMENT, SHALL NOT BE ALLOWED ON ANY PORTION OF THE DECK THAT HAS BEEN SHOTBLASTED OR WHERE PART OF THE APPLICATION HAS BEEN PLACED.

SEE MANUFACTURER'S RECOMMENDATIONS FOR REQUIRED AMBIENT AND SURFACE TEMPERATURES AND HUMIDITY LIMITS FOR APPLICATION.

THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE ENGINEER AND REPRESENTATIVE ARE SATISFIED THAT APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN BY THE CONTRACTOR.

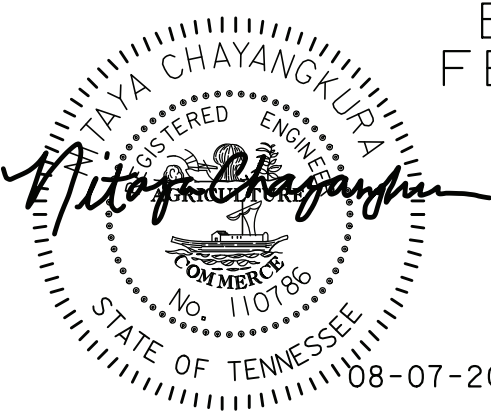
ALL COSTS FOR AGGREGATE, EPOXY FOR MINIMUM OF TWO LIFTS, SURFACE PREPARATION, LABOR AND ANY OTHER MISCELLANEOUS MATERIALS REQUIRED TO PLACE THIN OVERLAY SHALL BE INCLUDED IN ITEM NO. 617-04.01, TYPE 1 THIN EPOXY OVERLAY (EPOXY URETHANE), SY.

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS, SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES, HOLES, ETC., BUT IN ALL CASES, ANY DESTRUCTIVELY TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE GENERAL NOTES

BRIDGE NO. 61-SR060-03.10
FED. BRIDGE NO. 61SR0600001
STATE ROUTE 60
OVER TENNESSEE RIVER
MEIGS-RHEA COUNTY
2026



08-07-2026

DESIGNED BY BENESCH DATE 07/2026
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