



Digitally signed by DEMcCaffrey
DN: E=DEMcCaffrey@modjeski.com, CN=DEMcCaffrey,
OU=Engineers, OU=Mechanicsburg, OU=Modjeski
Users, OU=MODJESKI AND MASTERS, DC=mm, DC=le
Date: 2025.06.03 11:48:13-04'00'

MODJESKI & MASTERS, INC.
100 STERLING PKWY #302
MECHANICSBURG, PA
DANIEL MCCAFFREY, P.E. NO. 128207

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.....	SIG-1
TITLE SHEET.....	1
PROJECT COMMITMENTS.....	1A
ESTIMATED BRIDGE QUANTITIES AND NOTES	2 (BR-133-247)
LAYOUT OF BRIDGE TO BE REPAIRED	BR-133-248
DECK REPAIR DETAILS	BR-133-249
EPOXY OVERLAY DETAILS	BR-133-250
CONCRETE REPAIR DETAILS.....	BR-133-251
DRAINAGE REPAIR DETAILS.....	BR-133-252
PABE REPLACEMENT DETAILS - 1.....	BR-133-253
PABE REPLACEMENT DETAILS - 2.....	BR-133-254
ABUTMENT UNDERMINING REPAIRS.....	BR-133-255
RETAINING WALL REPAIR DETAILS - 1	BR-133-256
RETAINING WALL REPAIR DETAILS - 2	BR-133-257



Digitally signed by LLRampersad
DN: E=LLRampersad@modjeski.com, CN=LLRampersad,
OU=Grand Rapids, OU=Modjeski Users, OU=MODJESKI AND
MASTERS, DC=mm, DC=Id
Date: 2025.06.03 11:43:04-04'00'

MODJESKI & MASTERS, INC.
5510 CASCADE ROAD SE, SUITE 200
GRAND RAPIDS, MI 49546
LAURA LOUISE RAMPERSAD, P.E. NO. 131249

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.
ESTIMATED ROADWAY QUANTITIES	2A
GENERAL AND SPECIAL NOTES.....	2B
ENVIRONMENTAL NOTES.....	2C
EROSION AND SEDIMENTATION NOTES.....	2D
PRESENT LAYOUT.....	3
PROPOSED LAYOUT.....	3A
TRAFFIC CONTROL PLANS.....	T1-T14

6/2/2025 2:00:10 PM \\MDC\0\PROJECTS_24660.10 TDOT FAYETTE OVER SR57\CADD\STRUCTURAL\02-TITLE SHEET.DGN

Index Of Sheets

SIG-1.....	SIGNATURE SHEET
1.....	TITLE SHEET
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2(BR-133-247).....	ESTIMATED BRIDGE QUANTITIES AND NOTES
2A.....	ESTIMATED ROADWAY QUANTITIES
2B.....	GENERAL AND SPECIAL NOTES
2C.....	ENVIRONMENTAL NOTES
2D.....	EROSION AND SEDIMENTATION NOTES
3.....	PRESENT LAYOUT
3A.....	PROPOSED LAYOUT
T1-T14.....	TRAFFIC CONTROL PLAN

Standard Drawings

DRAWING NO.	CURRENT REVISION DATE	DESCRIPTION
STD-1-1	05/10/2021	BRIDGE RAILING CONCRETE PARAPET
STD-1-5	06/05/2023	REINFORCEMENT CONCRETE PAVEMENT AT BRIDGE ENDS (APPROACH SLAB)
STD-1-6	05/10/2021	BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS
STD-1-7	05/10/2021	BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS
STD-1-8	05/10/2021	BRIDGE END DRAIN DETAILS 2'x8'-7" WITH PAVEMENT AT BRIDGE ENDS
STD-10-1	06/05/2023	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-10-2	06/05/2023	MISCELLANEOUS ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS

ROADWAY DESIGN STANDARDS

RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND

TRAFFIC CONTROL APPURTENANCES

T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAYS & FREEWAY INTERCHANGES
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
T-WZ-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-21	03-26-25	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB4	03-26-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

SAFETY APPURTENANCES

S-CC-1	01-09-24	CRASH CUSHION
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EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-3B	06-15-21	SILT FENCE
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SPECIAL NOTES

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

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

TDOT C.E. MANAGER 1 OR
TDOT TRANSPORTATION MANAGER 1: S.M. MONTGOMERY

DESIGNED BY: MODJESKI & MASTERS, INC.

DESIGNER: D.E. MCCAFFREY CHECKED BY F.A. ARTMONT

PE NO. 241269-M3-003 PIN NO. 135707.00

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

FAYETTE COUNTY

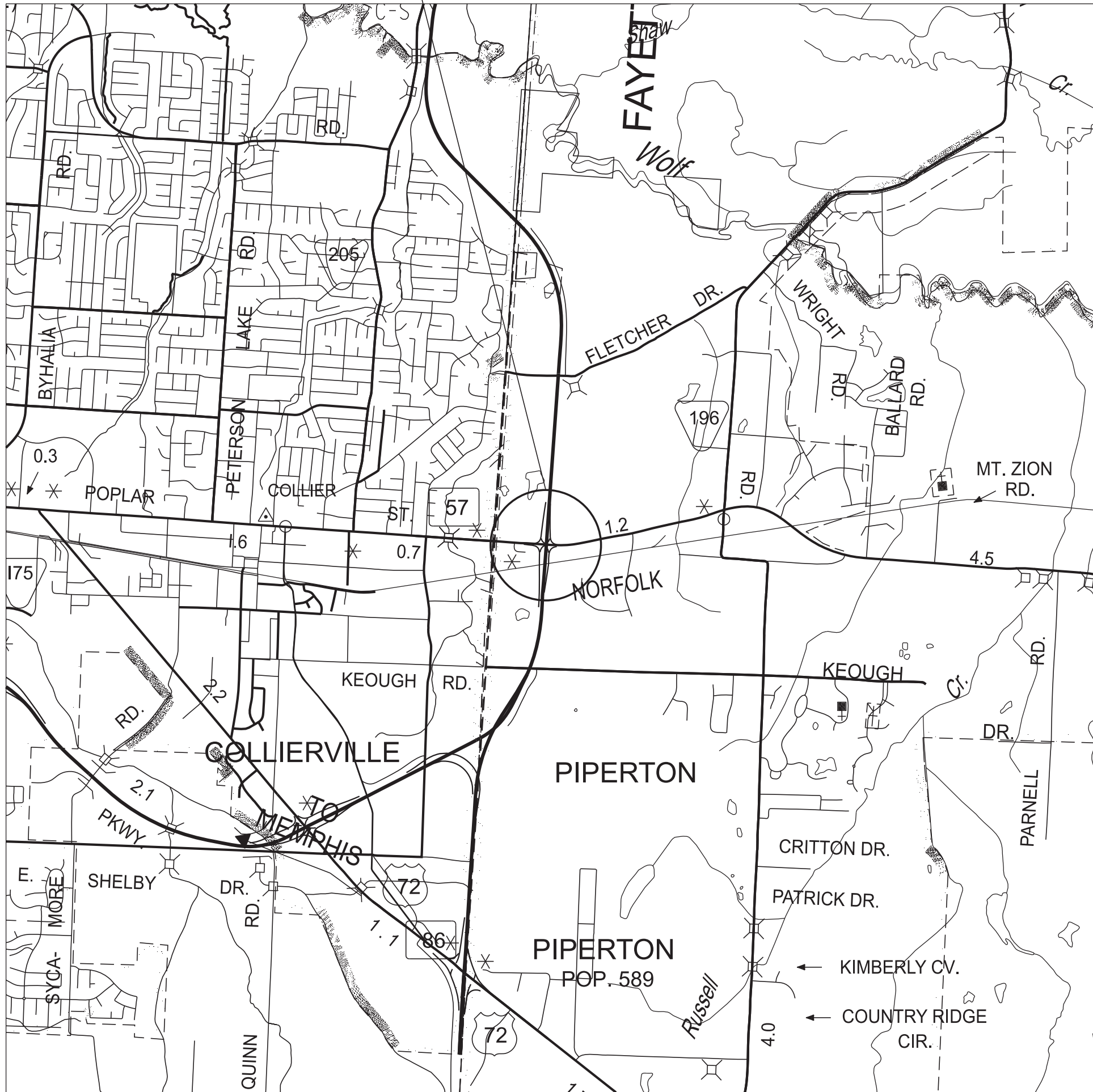
BRIDGE NOS. 24-10269-0123 L AND 24-10269-0123 R OVER STATE ROUTE 57
BRIDGE ID NOS. 24SR0570029 AND 24SR0570030

PS&E BRIDGE REPAIR

STATE HIGHWAY NO. 385 INTERSTATE NO. I-269

BRIDGE NOS. 24-10269-0123 L AND 24-10269-0123R

SCALE: NTS

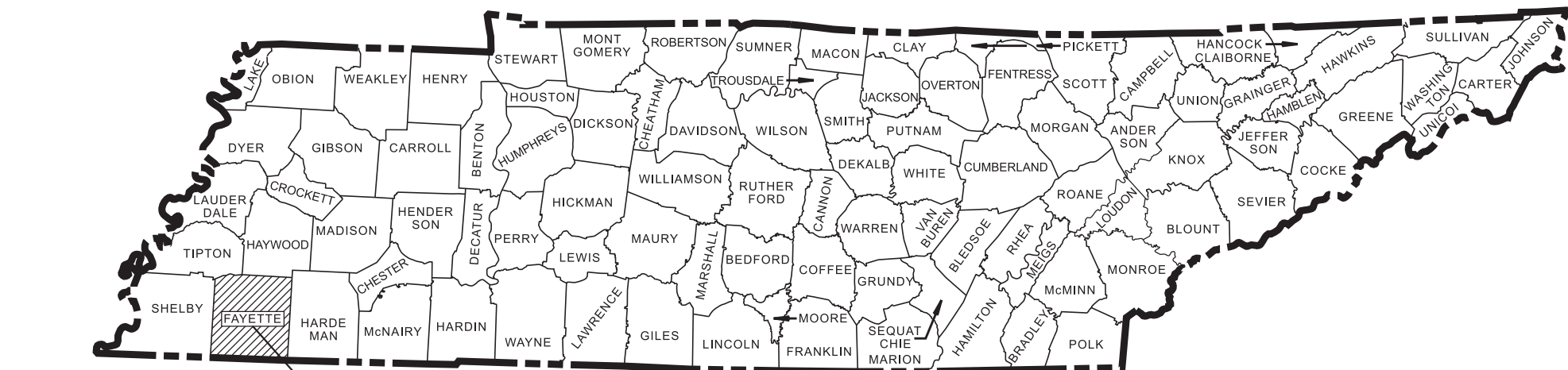


PROJECT LENGTH
0.10 MILE

TRAFFIC DATA

AADT (2023)	22,521
POSTED SPEED	65 MPH

TOTAL DISTURBANCE 0.7 ACRE



FAYETTE COUNTY

BRIDGE ID NOS. 24SR0570029 AND 24SR0570030

LIST OF BRIDGE DRAWINGS

ESTIMATED BRIDGE QUANTITIES AND NOTES.....	BR-133-247
LAYOUT OF BRIDGE TO BE REPAIRED.....	BR-133-248
DECK REPAIR DETAILS.....	BR-133-249
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RETAINING WALL REPAIR DETAILS - 2.....	BR-133-257

*LIST OF BRIDGE REFERENCE DRAWINGS

(* TO BE PRINTED WITH PLANS)

M-436-188, M-436-191, M-436-199, M-436-200, M-436-201, M-436-202, M-436-203,
M-436-204, M-436-205, M-436-206, M-411-074, M-411-075, M-411-076, M-411-077,
M-411-078, M-411-079, M-411-080, M-411-081

APPROVED:

Will Reid

WILL REID, CHIEF ENGINEER

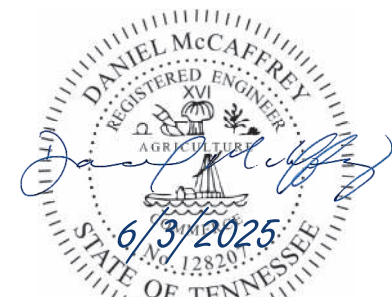
DATE:

APPROVED:

Howard H. Eley

HOWARD H. ELEY, COMMISSIONER

SEALED BY



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

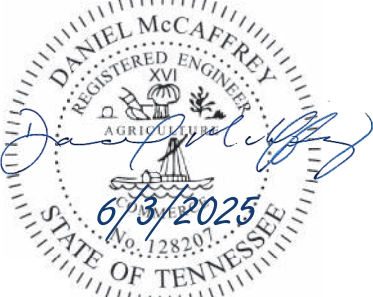
DIVISION ADMINISTRATOR

DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	1A

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STA./LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 24SR0570029 I-269 NB OVER SR-57 LM 1.23 (24-I0269-01.23R) AND BRIDGE NO. 24SR0570030 I-269 SB OVER SR-57 LM 1.23 (24-I0269-01.23L). NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08.D AND 202.03)	BRIDGE NO. 24SR0570029 I-269 NB OVER SR-57 LM 1.23 (24-I0269-01.23R) BRIDGE NO. 24SR0570030 I-269 SB OVER SR-57 LM 1.23 (24-I0269-01.23L)

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

GENERAL NOTES

SPECIFICATIONS & LOADING

CONSTRUCTION SPECIFICATIONS: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021 EDITION).

DESIGN SPECIFICATIONS: 9th EDITION (2020) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE 2nd EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS

STEEL, CONCRETE, REINFORCING & FORMING

CONCRETE: TO BE CLASS A F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.

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

PAVEMENT AT BRIDGE ENDS: CLASS D CONCRETE IN PAVEMENT AT BRIDGE ENDS SHALL HAVE SURFACE AGGREGATE IN ACCORDANCE WITH ARTICLE 903.24 OF THE STANDARD SPECIFICATIONS.

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.

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

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

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

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.

FOUNDATION ELEMENTS

FOUNDATION PREPARATION: SEE SECTION 204 OF THE STANDARD SPECIFICATIONS. IF IT IS DETERMINED THAT COFFERDAMS ARE REQUIRED, THEY SHALL BE IN ACCORDANCE WITH SECTION 204.09 OF THE STANDARD SPECIFICATIONS.

MISCELLANEOUS GENERAL NOTES

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.

PARAPET SYSTEM: BUILD PARAPETS ACCORDING TO STANDARD DRAWING (STD-1-1SS, STD-7-1, STD-11-1, STD-11-2, STD-11-3, OR STD-11-4 AND STD-11-4A). 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.

GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT, AND THE BAR ROTATED (NOT DRIVEN) TO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED ¼"IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT, AND THE BAR SHALL BE DRIVEN TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY TDOT MATERIALS AND TESTS.

RIP-RAP: MACHINED RIP-RAP SHALL BE CLASS A-3 IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER BRIDGE ITEM NO.709-05.05.

REQUIREMENTS AND RESTRICTIONS FOR PHASE CONSTRUCTION

- A. THE PHASE CONSTRUCTION SEQUENCE MAY PROHIBIT THE EXTRACTION OF SOME SHEET PILING. ALL COSTS ASSOCIATED WITH SHEET PILING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.
- B. NO SHEET PILES OR BEARING PILES MAY BE DRIVEN FROM THE EXISTING OR PROPOSED STRUCTURE.
- C. THE NUMBER AND WIDTH OF TRAFFIC LANES SHOWN IN THE TRAFFIC CONTROL PLANS SHALL BE MAINTAINED AT ALL TIMES.

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.

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.

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.



PIN NO.: 135707.00
DESIGN BY: FAA DATE: 5/27/2025
DRAWN BY: ALS DATE: 5/27/2025
SUPERVISED BY: DEM DATE: 5/27/2025
CHECKED BY: HK DATE: 5/27/2025

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
24I269-M3-003		2025	2
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

BRIDGE REPAIR QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
202-04.01	REMOVAL OF STRUCTURES (PAVEMENT AND BRIDGE ENDS)	LS	1
(1) 204-06.01	FLOWABLE FILL (GENERAL)	CY	7
204-08	FOUNDATION FILL	CY	1964
(2) 604-02.03	EPOXY COATED REINFORCING STEEL	LB	4594
(3) 604-03.04	PAVEMENT @ BRIDGE ENDS	SY	451
(4) 604-04.03	BRIDGE END DRAINS (2'x8')	EACH	2
(5) 604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	SY	427
604-03.07	CLASS A CONCRETE (WINGWALLS)	CY	16
(6) 604-10.05	CONCRETE	SF	5
604-10.50	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)	SY	5
(7) 604-12.15	DRILL & GROUT STEEL BARS	EACH	80
(8) 610-10.40	BRIDGE DECK DRAINS	LS	1
620-03.10	CONCRETE PARAPET (AT WINGWALLS)	LF	96
617-04.01	TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE)	SY	4302
709-02.01	RUBBLE STONE RIP-RAP (GROUTED)	CY	2
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	80
709-05.08	MACHINED RIP-RAP (CLASS B)	TON	1403

FOOTNOTES

(1)	INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO REMOVE AND DISPOSE OF THE PABE, PARAPET AT WINGWALLS, AND PORTION OF WINGWALLS.
(2)	INCLUDES WINGWALL REINFORCEMENT AND ADDITIONAL PABE REINFORCEMENT. DOES NOT INCLUDE TDOT STANDARD REINFORCEMENT IN PABE OR PARAPETS.
(3)	INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO REPLACE PAVEMENT AT BRIDGE ENDS.
(4)	INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO REPLACE BRIDGE END DRAINS.
(5)	INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PROVIDE GROOVING IN NEW PAVEMENT AT BRIDGE ENDS.
(6)	INCLUDES COSTS OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO PERFORM CONCRETE REPAIRS SHOWN ON SHEET BR-133-251.
(7)	INCLUDES COST OF DRILLING AND GROUTING W501 AND W601 BARS FOR NEW WINGWALLS AS INDICATED. BARS ARE PAID FOR UNDER ITEM 604-02.03.
(8)	INCLUDES COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO CLEAN 12 BRIDGE DECK DRAINS.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ESTIMATED BRIDGE QUANTITES AND NOTES
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-I0269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025

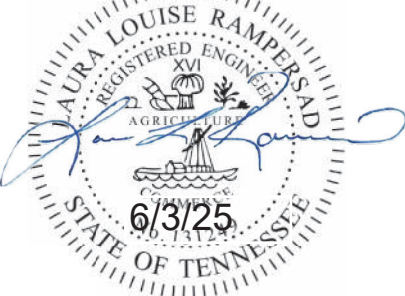
BR-133-247

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	2A

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	204-02.01 DRY EXCAVATION (BRIDGES)	C.Y.	1224
	209-08.02 TEMPORARY SILT FENCE (WITH BACKING)	L.F.	258
	303-10.04 MINERAL AGGREGATE (#57)	TON	1775
	706-10.73 REMOVAL OF GUARDRAIL & POST FOR REUSE	L.F.	120
(1)	712-01 TRAFFIC CONTROL	LS	1
	712-02.10 PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	360
(2)	712-02.12 PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.	1078
(3)	712-02.60 TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	319
	712-04.50 BARRIER RAIL DELINEATOR	EACH	54
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	20
(4)	712-06 SIGNS (CONSTRUCTION)	S.F.	709
	712-07.03 TEMPORARY BARRICADES (TYPE III)	L.F.	104
	712-08.03 ARROW BOARD (TYPE C)	EACH	4
	712-08.08 SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
(5)(6)	712-08.14 PORTABLE QUEUE WARNING SYSTEM	DAY	196
(7)	712-09.02 REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	39970
	713-18.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	713-30.09 BARRIER MOUNTED SIGN SUPPORT	EACH	3
	716-02.07 PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	1381
(8)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	4.4
	716-12.03 ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	2295
	716-12.05 ENHANCED THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	1125
	717-01 MOBILIZATION	LS	1
	740-07.04 GEOGRID REINFORCEMENT TYPE 2	SY	3060
	740-10.04 GEOTEXTILE (TYPE IV) (STABILIZATION)	SY	776

FOOTNOTES	
(1)	ALL COSTS ASSOCIATED WITH INSTALLING AND STORING ALL TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE PRICE BID FOR EACH ITEM. ALL WORK MUST MEET THE FULL APPROVAL OF THE TDOT ENGINEER.
(2)	BARRIERS ARE TO BE PINNED ACROSS THE BRIDGE DECK AND ANCHORED AS REQUIRED IN THE TAPER.
(3)	THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF AASHTO MASH FOR TEST LEVEL 3. THE UNIT BID ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWINGS.
(4)	ANY LOSS OR DAMAGE TO THE SIGNS SHALL BE PAID FOR BY THE CONTRACTOR.
(5)	SEE SPECIAL PROVISIONS SP712PQWS.
(6)	SYSTEM SHALL INCLUDE 3 TRAFFIC MONITORING CAMERAS FOR EACH DIRECTION OF TRAVEL, 6 TOTAL, CONTRACTORS SHALL COORDINATE WITH TDOT STAFF FOR EXPECTED SPECIFICATIONS OF THE CAMERA.
(7)	WHITE: 21927 L.F. YELLOW: 18043 L.F.
(8)	WHITE: 2.4 L.M. YELLOW: 2.0 L.M

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

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.
- (2)

CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- (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.

MISCELLANEOUS

- (1)

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.

PAVEMENT MARKINGS

FINAL PAVEMENT MARKING

- (1)

PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" 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. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. 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.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

- (1)

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- (1)

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

- (1)

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

THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.
- (3)

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1)

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2)

IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3)

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4)

TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5)

USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6)

THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7)

ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8)

ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- (9)

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL AND
SPECIAL NOTES

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 ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.
- (16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.
- (17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

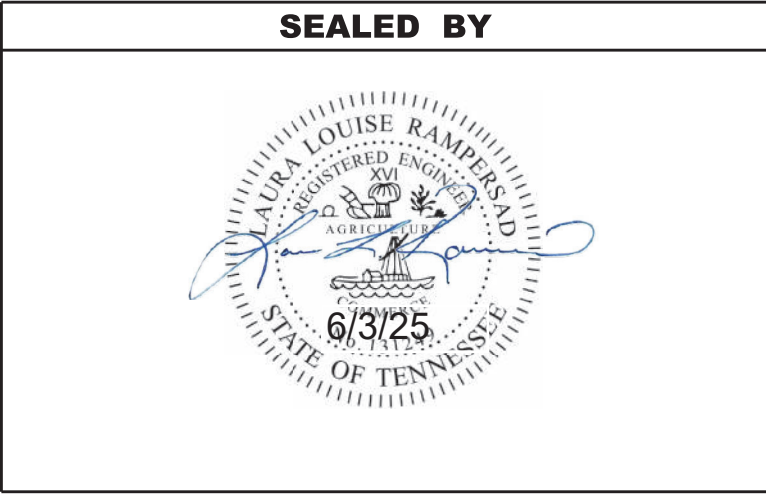
SUPPORT ACTIVITIES

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

ENVIRONMENTAL

- (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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

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ENVIRONMENTAL NOTES

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

- (1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.
- (2) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.
- (3) UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES.
- (4) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS APPLIED.
- (5) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

SEDIMENT CONTROL

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (7) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (9) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- (10) THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR

IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

INSPECTION, MAINTENANCE & REPAIR

- (12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.
- (13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.
- (14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.
- (15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.
- (16) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24 HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.
- (18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- (19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

EROSION PREVENTION

- (20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.
- (21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

- (22) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.
- (23) TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.
- (24) STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.
- (25) PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.
- (26) TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.
- (27) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.

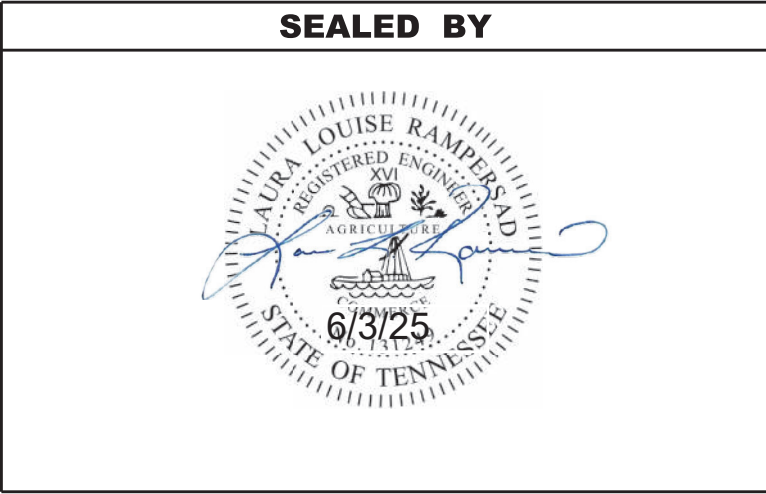
PERMITS, PLANS & RECORDS

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE UNTIL SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION &
SEDIMENT CONTROL
NOTES

6/2/2025 6:44:28 PM \\MMDC\10\Projects_2\4660.10 TDOT Fayette over SR57\CADD\Highway\03A- Erosion Prevention and Sedimentation Control Notes.dgn

ENVIRONMENTAL NOTES - CONT'D

INSPECTION, MAINTENANCE & REPAIR

- (33)

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

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

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

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

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

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

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

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

SUPPORT ACTIVITIES

- (41)

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

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

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

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44)

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

FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46)

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

- (47)

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

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

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

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

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

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

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

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.

SUBSECTION 4 – EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

NPDES

UTILITY RELOCATION

- (5)

STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.
- (6)

SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.

- (7)

UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.
- (8)

IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFFSITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFFSITE AND ENTERING WATERS OF THE STATE/U.S.
- (9)

FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.
- (10)

IN REGARD TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.
- (11)

TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT RESPONSIBLE PARTY.
- (12)

FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.
- (13)

THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.
- (14)

THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT RESPONSIBLE PARTY BEFORE COMMENCING WORK.

FLOCCULANTS

- (16)

ENSURE THE FLOCCULANT EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE AND MEET THE FOLLOWING REQUIREMENTS:

A.

MEETS THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR GREATER THAN 0.005% ACRYLAMIDE MONOMER.

B.

HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE.

C.

MIXTURE IS NON-COMBUSTIBLE.

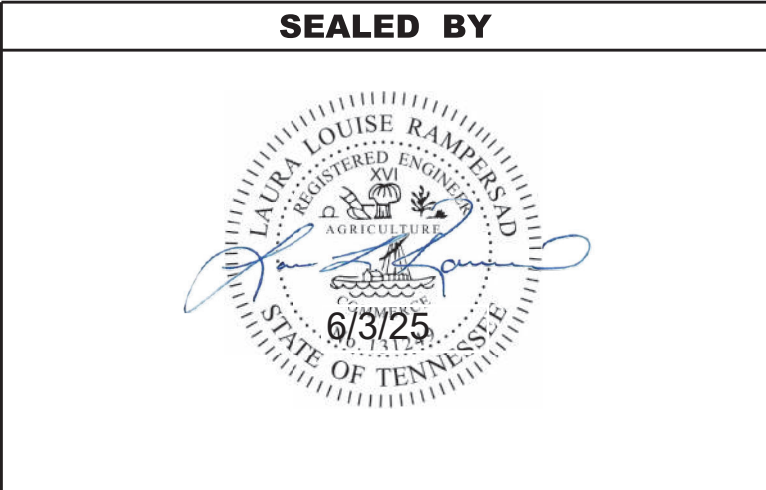
D.

CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.
- (17)

FLOCCULANT SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET REQUIREMENTS AND THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.
- (18)

ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPA REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED. CATIONIC FORMS OF FLOCCULANTS ARE NOT ALLOWED UNDER THIS SECTION DUE TO HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. FLOCCULANT EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN

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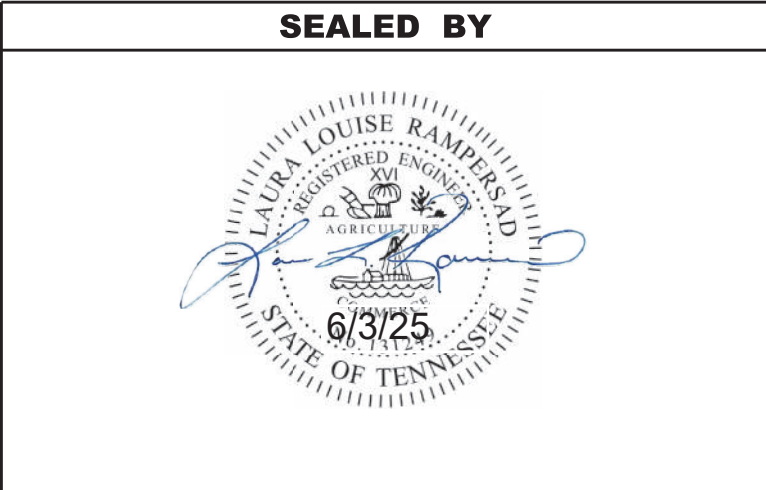
EROSION PREVENTION &
SEDIMENT CONTROL
NOTES

ENVIRONMENTAL NOTES - CONT'D

WATERS DUE TO SURFACTANT TOXICITY. THE CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR USE ON THIS PROJECT.

- (19) ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS DEMONSTRATING A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.
- (20) EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS.
- (21) FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.
- (22) PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.
- (23) FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.

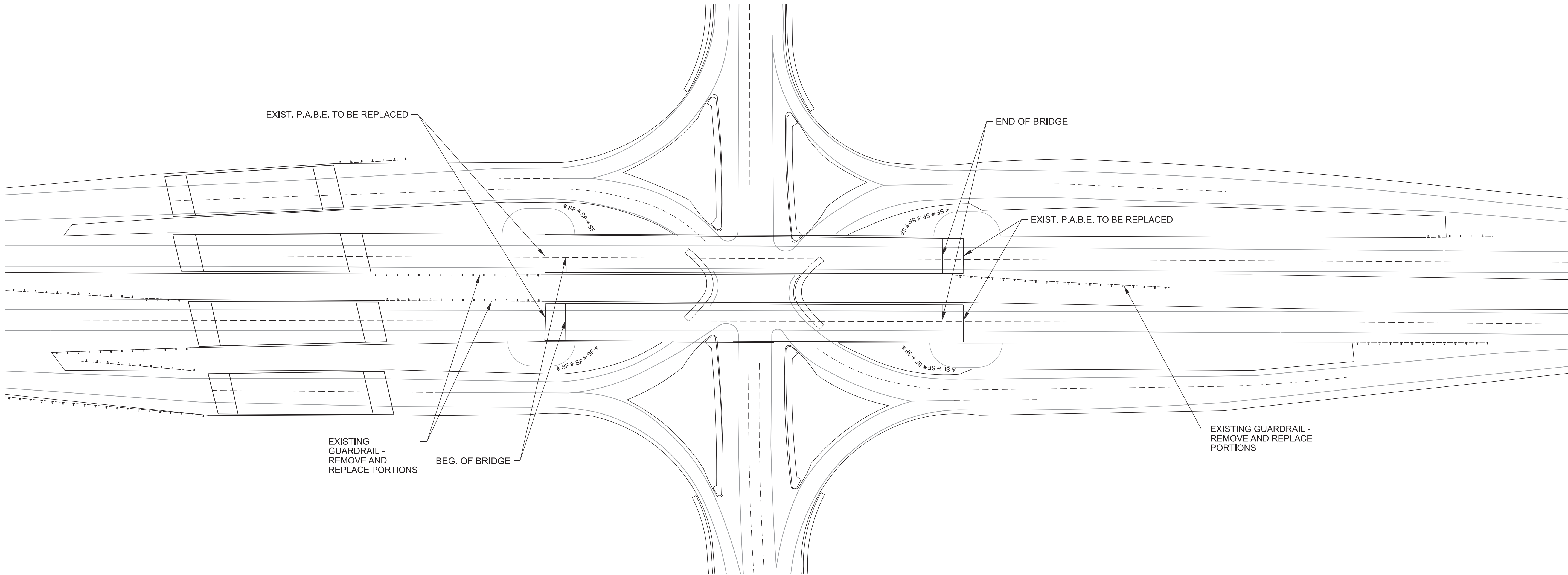
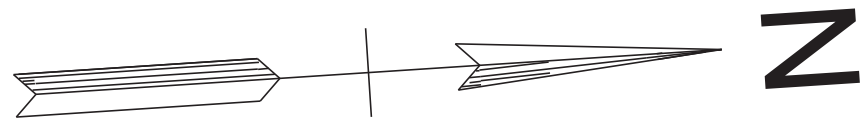
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EROSION PREVENTION &
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NOTES

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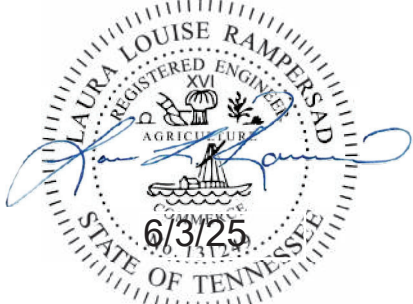


EROSION PREVENTION AND
SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* SF * SF * SF	SILT FENCE	EC-STR-3B

DISTURBED AREA TABLE	
DISTURBED AREA	.185 AC
TOTAL PROJECT AREA	.185 AC

- NOTES:
- THE CONTRACTOR SHALL NOT DISTURB ANY WATERS OR AREAS OUTSIDE OF THE MAINTAINED RIGHT-OF-WAY AT THE BRIDGE REPAIR SITE.
 - IN THE EVENT ANY OF THE CONSTRUCTION ACTIVITIES DO RESULT IN ANY DISCHARGE, RELEASE OF POLLUTANTS, OR ALTERATIONS TO WATERS THAT WILL BE A VIOLATION OF THE TWQCA, IN THE EVENT SUCH A DISCHARGE OCCURS THE INCIDENT SHOULD BE REPORTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE IMMEDIATELY.
 - NO SURVEY WAS PERFORMED, ALL LINES ARE APPROXIMATE AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY FOR PROPER PLACEMENT.

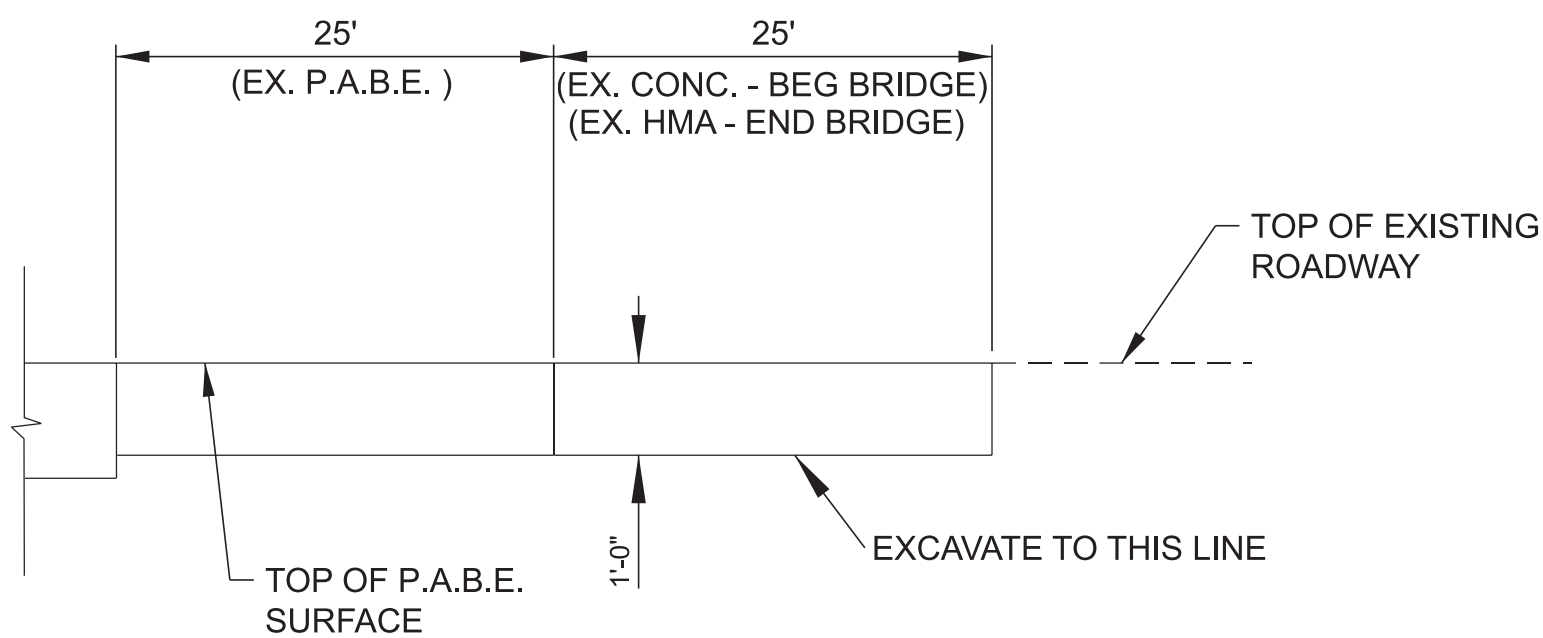
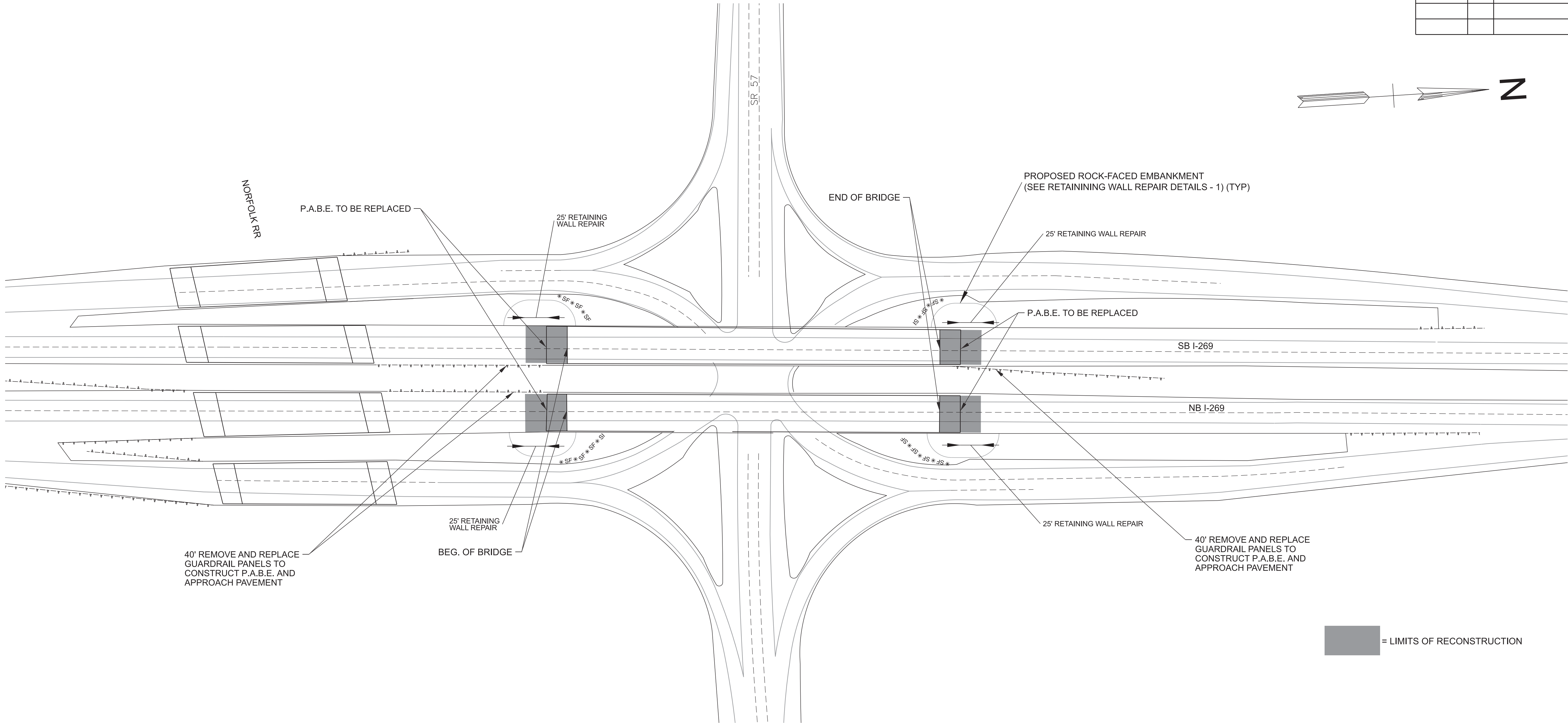
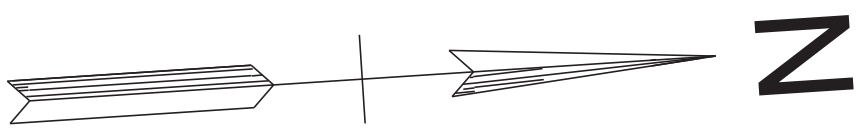


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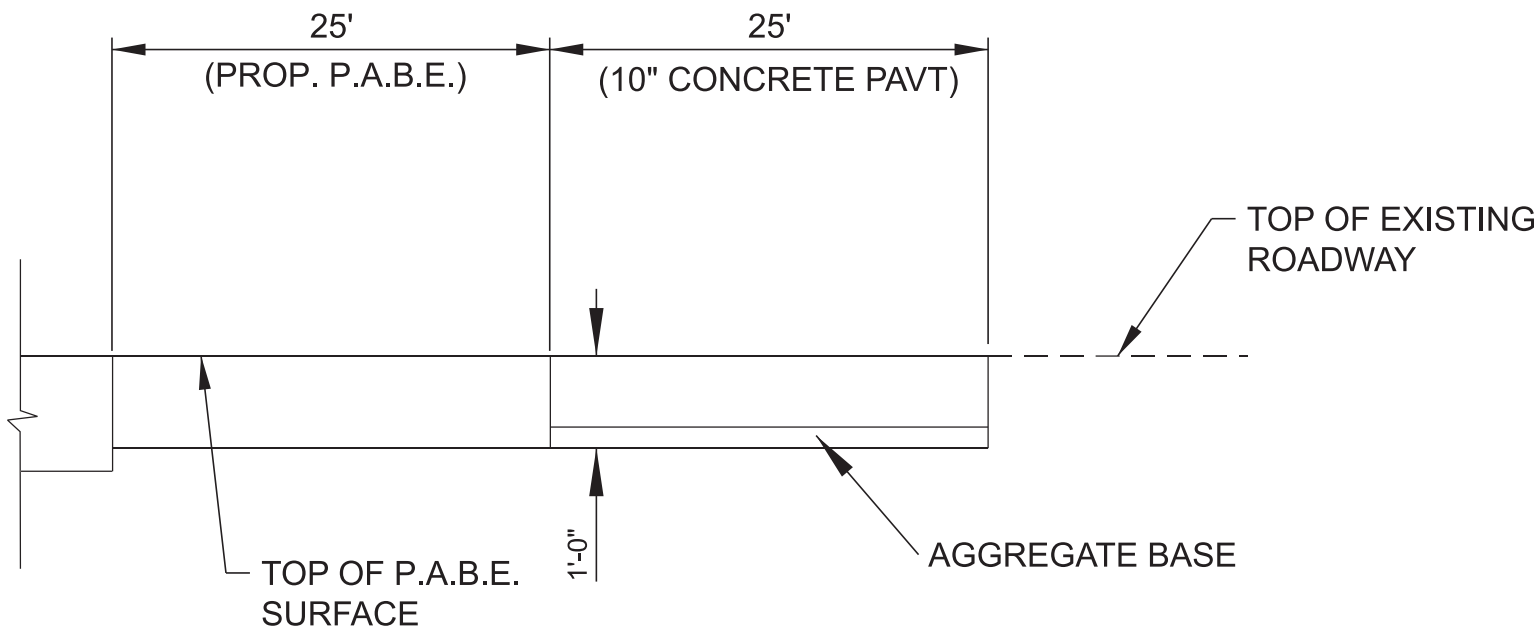
PRESENT
LAYOUT

SCALE: 1" = 60'

TYPE	YEAR	PROJECT NO.	SHEET NO.
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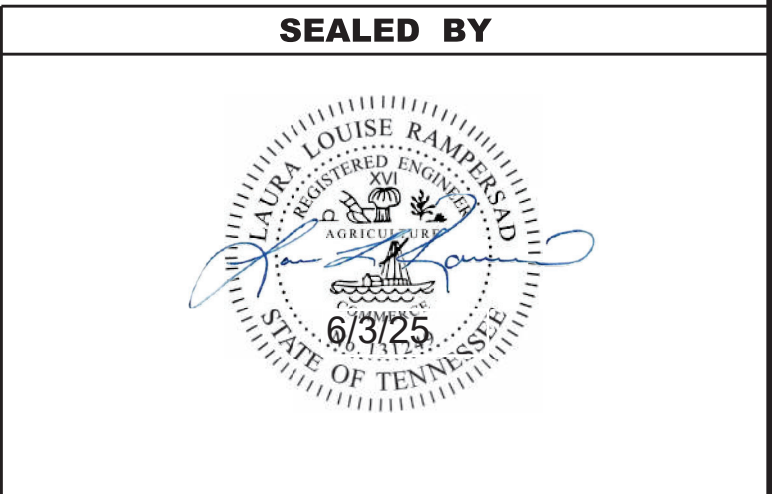
REMOVAL DETAIL



PROPOSED PAVING DETAIL

NOTES:

- THE CONTRACTOR SHALL NOT DISTURB ANY WATERS OR AREAS OUTSIDE OF THE MAINTAINED RIGHT-OF-WAY AT THE BRIDGE REPAIR SITE.
- IN THE EVENT ANY OF THE CONSTRUCTION ACTIVITIES DO RESULT IN ANY DISCHARGE, RELEASE OF POLLUTANTS, OR ALTERATIONS TO WATERS THAT WILL BE A VIOLATION OF THE TWQCA. IN THE EVENT SUCH A DISCHARGE OCCURS THE INCIDENT SHOULD BE REPORTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE IMMEDIATELY.
- NO SURVEY WAS PERFORMED, ALL LINES ARE APPROXIMATE AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY FOR PROPER PLACEMENT.



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PROPOSED
LAYOUT

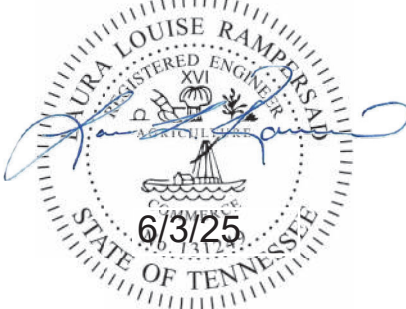
SCALE: 1" = 60'

TYPE	YEAR	PROJECT NO.	SHEET NO.
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TRAFFIC CONTROL SIGN QUANTITIES					
TYPE	DESCRIPTION	SIZE (INCHES) L X W	S.F.	QUANTITY	SIGNS (CONST.) 712-06, S.F.
E5-1	EXIT GORE	48 X 36	12	1	12
E5-2	EXIT OPEN	48 X 36	12	1	12
E5-2a	EXIT CLOSED	48 X 36	12	6	72
R11-2	ROAD CLOSED	48 X 24	8	4	32
R2-1	SPEED LIMIT	36 X 48	12	4	48
R2-12	END WORK ZONE SPEED LIMIT	36 X 54	13.5	2	27
W20-1	ROAD WORK (WITH DISTANCE)	48 X 48	16	8	128
W20-1	RAMP WORK AHEAD	48 X 48	16	1	16
W20-5L	LEFT LANE CLOSED (WITH DISTANCE)	48 X 48	16	4	64
W20-5R	RIGHT LANE CLOSED (WITH DISTANCE)	48 X 48	16	8	128
W4-1R	MERGE (RIGHT)	48 X 48	16	2	32
W4-2L	LANE ENDS (LEFT)	48 X 48	16	2	32
W4-2R	LANE ENDS (RIGHT)	48 X 48	16	2	32
W21-5L	LEFT SHOULDER CLOSED	48 X 48	16	2	32
W1-4AL	LEFT REVERSE CURVE	48 X 48	16	1	16
W1-4AR	RIGHT REVERSE CURVE	48 X 48	16	1	16
W1-6L	LEFT LARGE ARROW (ONE-DIRECTION)	60 X 30	12.5	2	25
W1-6R	RIGHT LARGE ARROW (ONE-DIRECTION)	60 X 30	12.5	2	25
G20-2	END ROAD WORK	48 X 24	8	5	40
G20-5aP	WORK ZONE	36 X 24	6	4	24
TOTAL					709

TRAFFIC CONTROL NOTES	
(1)	THESE TRAFFIC CONTROL PLANS DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".
(2)	THE CONTRACTOR IS REQUIRED TO PROVIDE LANE SHIFTS WHERE NECESSARY TO ROUTE TRAFFIC AROUND CONSTRUCTION.
(3)	NO TRAFFIC SHALL BE DETOURED OR ROADWAY CLOSED, ABANDONED, OR REMOVED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
(4)	ADVANCE WARNING SIGNS ARE TO BE PLACED PRIOR TO BEGINNING OF CONSTRUCTION AND REMAIN IN PLACE UNTIL THE COMPLETION OF THIS PROJECT.
(5)	PERMINANT SIGNS AND PERMINANT MARKINGS SHALL BE IN PLACE BEFORE COMPLETED ROADWAYS ARE OPEN TO TRAFFIC.
(6)	SEE THE CURRENT EDITION OF "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" FOR TRAFFIC DETAILS NOT SHOWN, GENERAL TRAFFIC CONTROL NOTES, AND SIGN DETAILS.
(7)	THE CONTRACTOR IS TO COORDINATE ALL LANE CLOSURES WITH THE TDOT REGIONAL OFFICE AND THE COUNTY ENGINEER.
(8)	MINIMUM TRAVEL LANE WIDTH ON INTERSTATE-40 IS TO BE 12 FEET (STRIPED).
(9)	ALL PORTABLE BARRIER RAIL (PBR) DEFLECTS DURING IMPACT. CONTRACTOR SHALL EXERCISE CAUTION WHEN WORKING IMMEDIATELY BEHIND THE PBR.
(10)	SIGNS ON MEDIAN SIDE SHALL BE MOUNTED ON BARRIER.

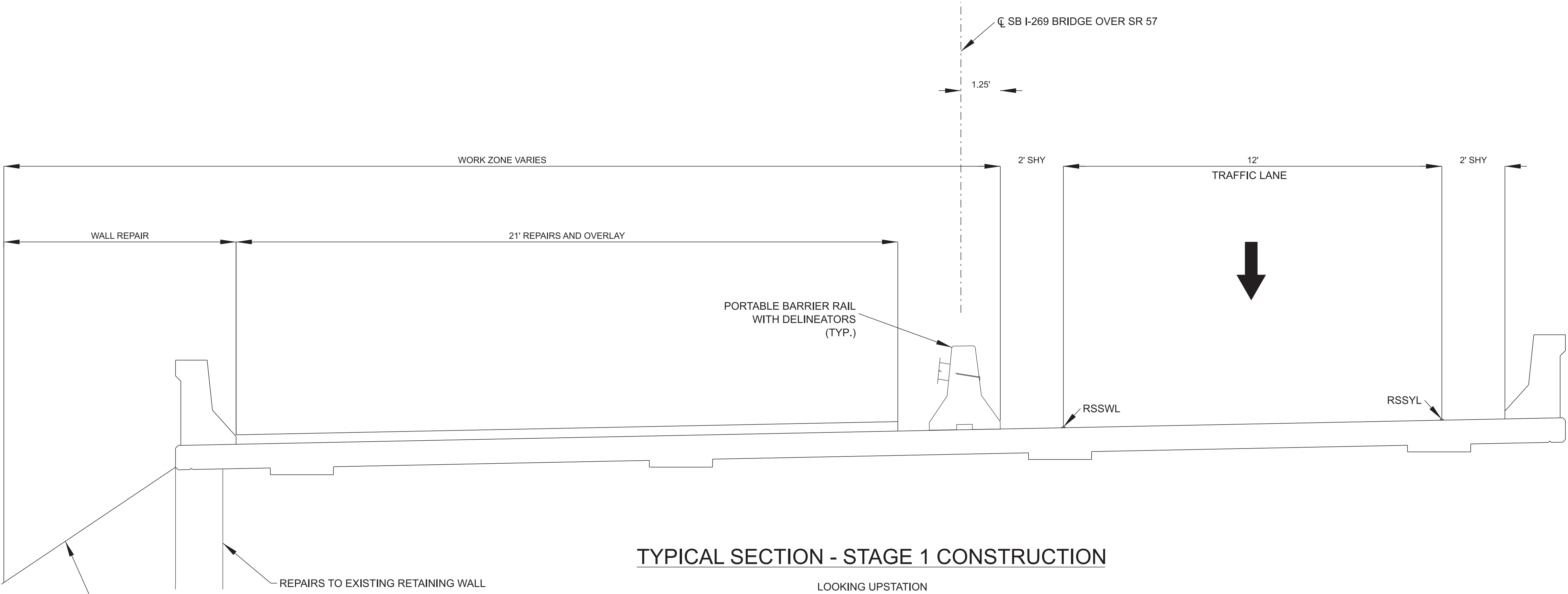
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

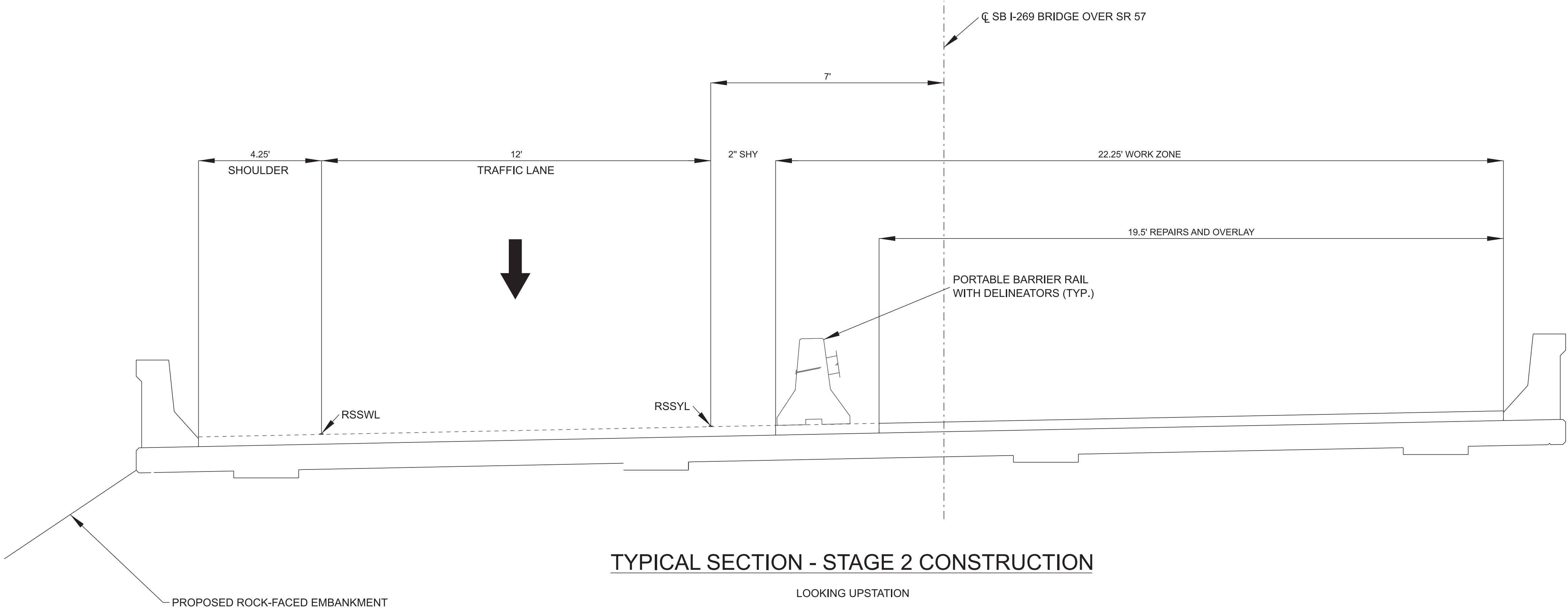
TRAFFIC CONTROL
PLAN AND NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T2



TYPICAL SECTION - STAGE 1 CONSTRUCTION

APPLIES : RETAINING WALL AND PAVEMENT REPAIRS



TYPICAL SECTION - STAGE 2 CONSTRUCTION

APPLIES : RETAINING WALL AND PAVEMENT REPAIRS

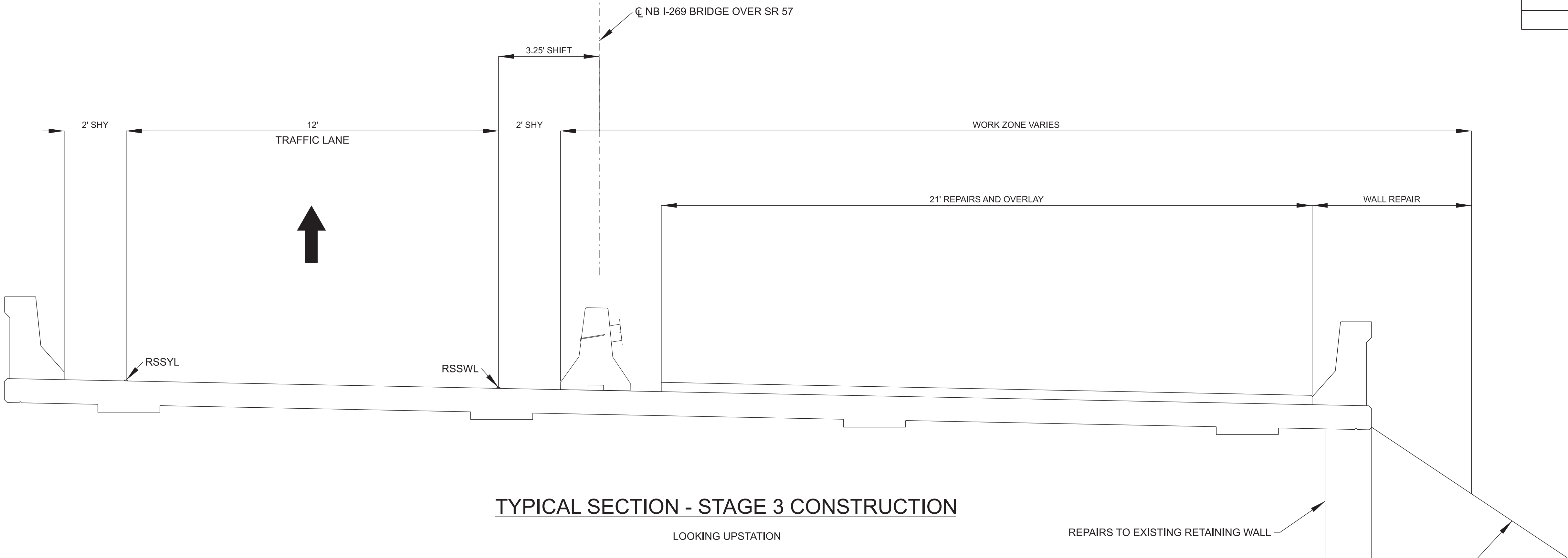
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LAURA LOUISE RAMPION
REGISTERED ENGINEER
6/3/25
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

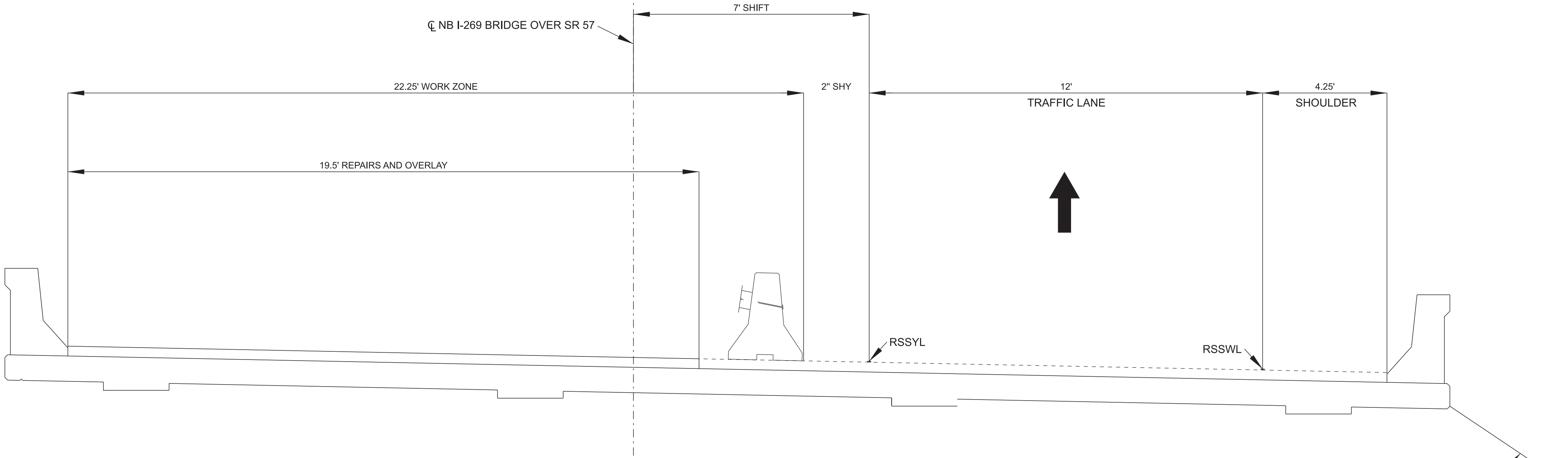
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T3



TYPICAL SECTION - STAGE 3 CONSTRUCTION

LOOKING UPSTATION

APPLIES : RETAINING WALL AND PAVEMENT REPAIRS



TYPICAL SECTION - STAGE 4 CONSTRUCTION

LOOKING UPSTATION

APPLIES : RETAINING WALL AND PAVEMENT REPAIRS

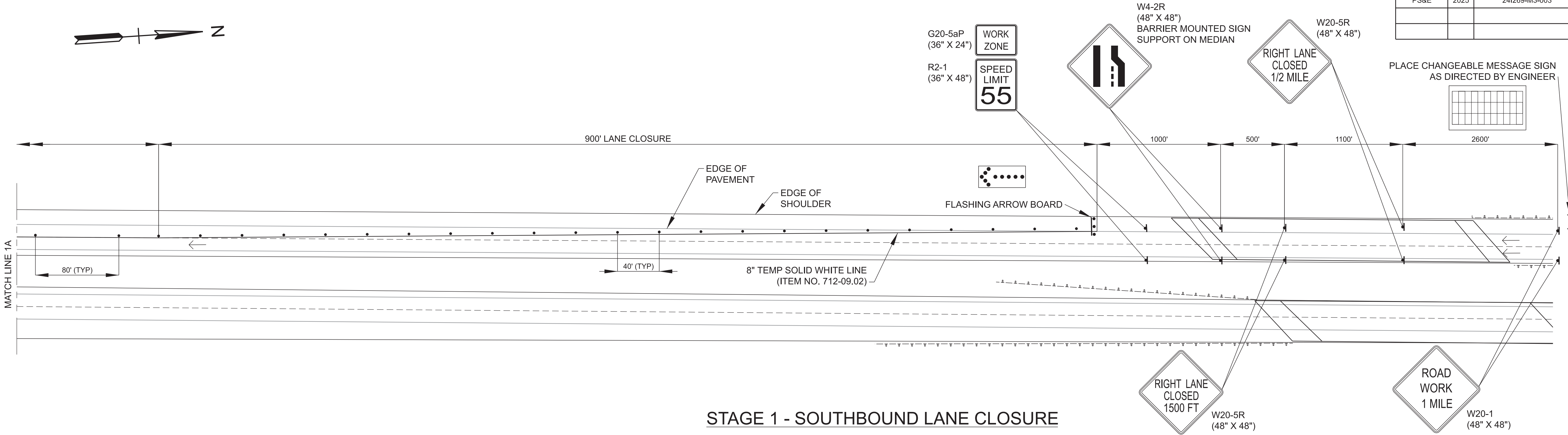
SEALED BY

LAURA LOUISE RAMMERS, P.E.
REGISTERED ENGINEER
24000
6/3/25
STATE OF TENNESSEE

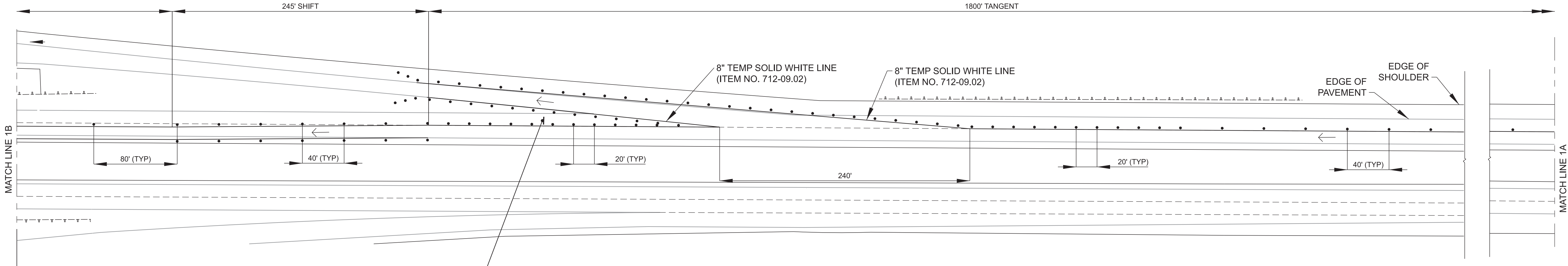
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC
CONTROL
PLANS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T4



STAGE 1 - SOUTHBOUND LANE CLOSURE



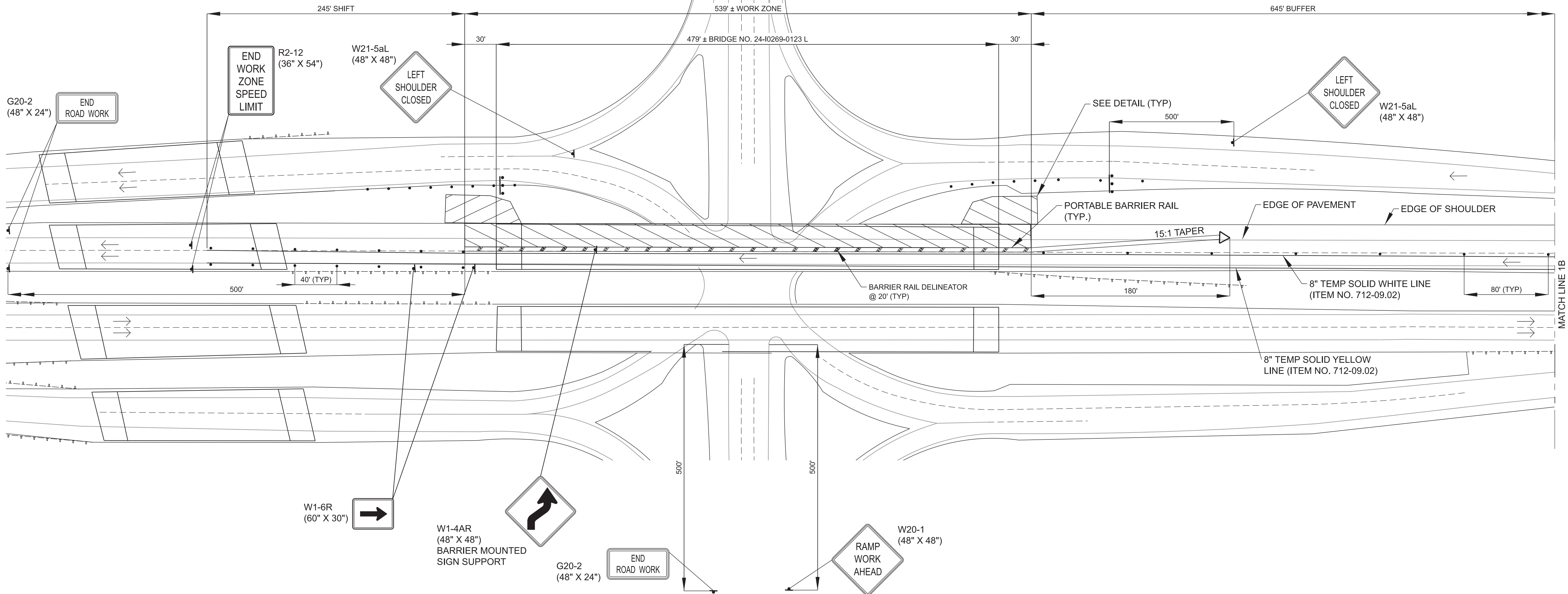
STAGE 1 - SOUTHBOUND LANE CLOSURE

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN UNIT
	ARROW BOARD (TYPE C)
	WORK ZONE
	TEMPORARY WORK ZONE CRASH CUSHION
	TRAFFIC FLOW

SEALED BY

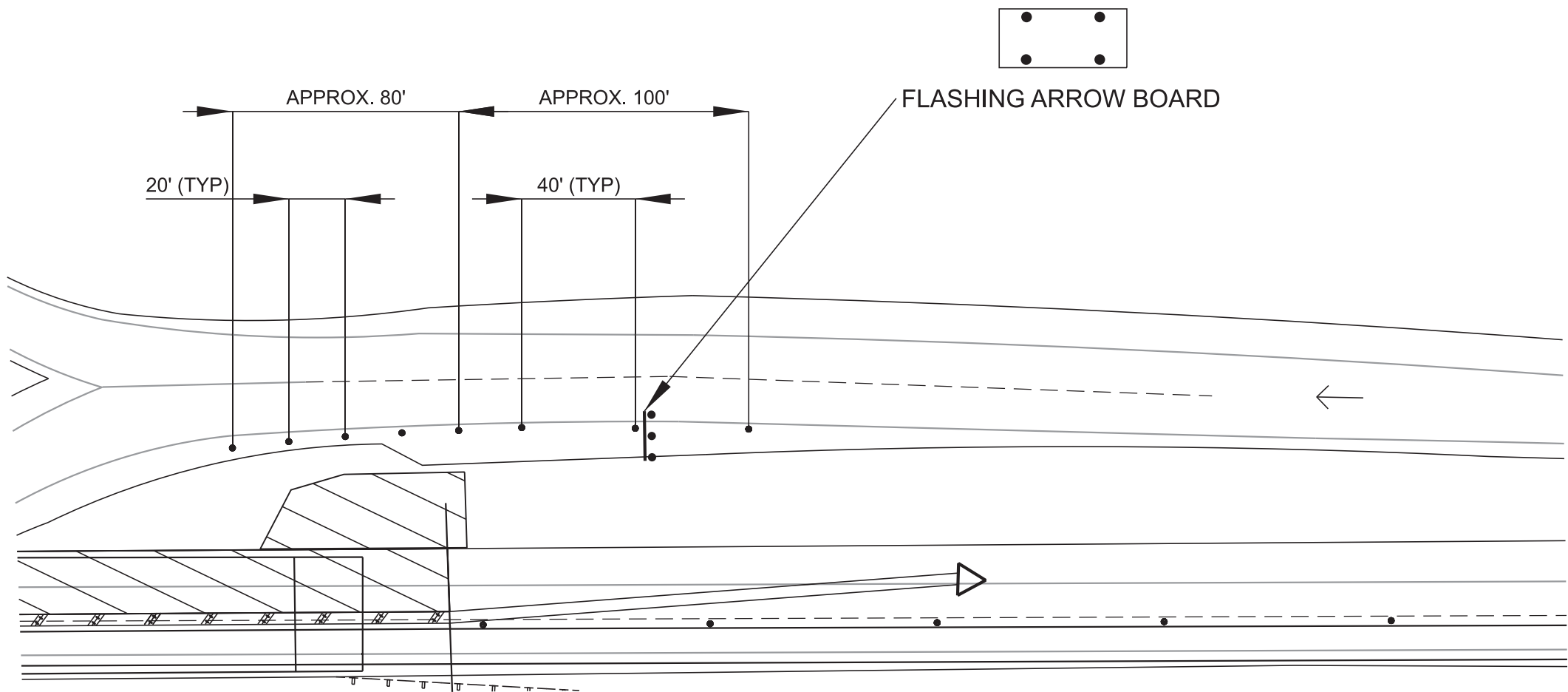
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLANS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T5



STAGE 1 - SOUTHBOUND LANE CLOSURE

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN UNIT
	ARROW BOARD (TYPE C)
	WORK ZONE
	TEMPORARY WORK ZONE CRASH CUSHION
	TRAFFIC FLOW



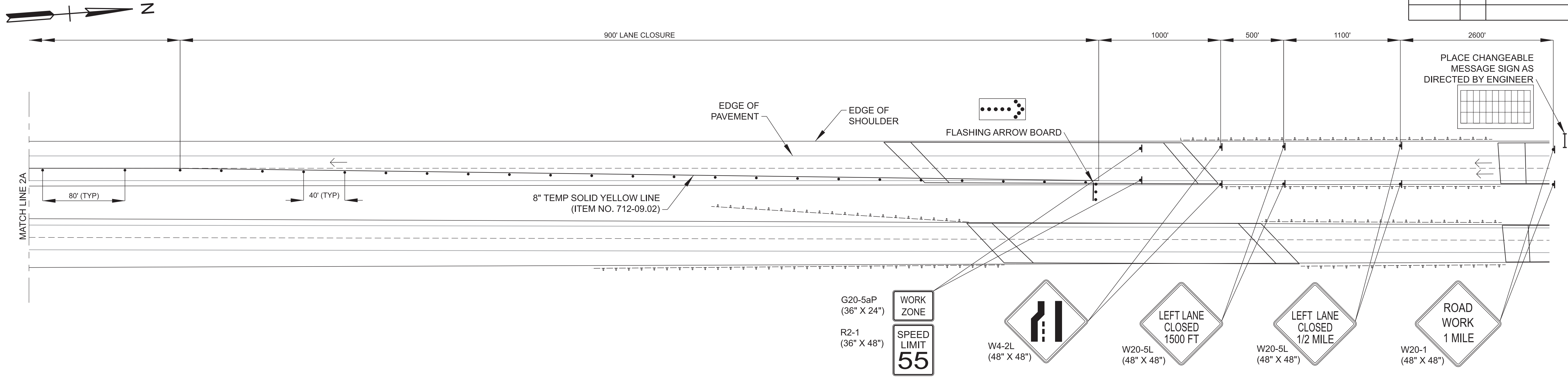
SHOULDER CLOSURE DETAIL

SEALED BY

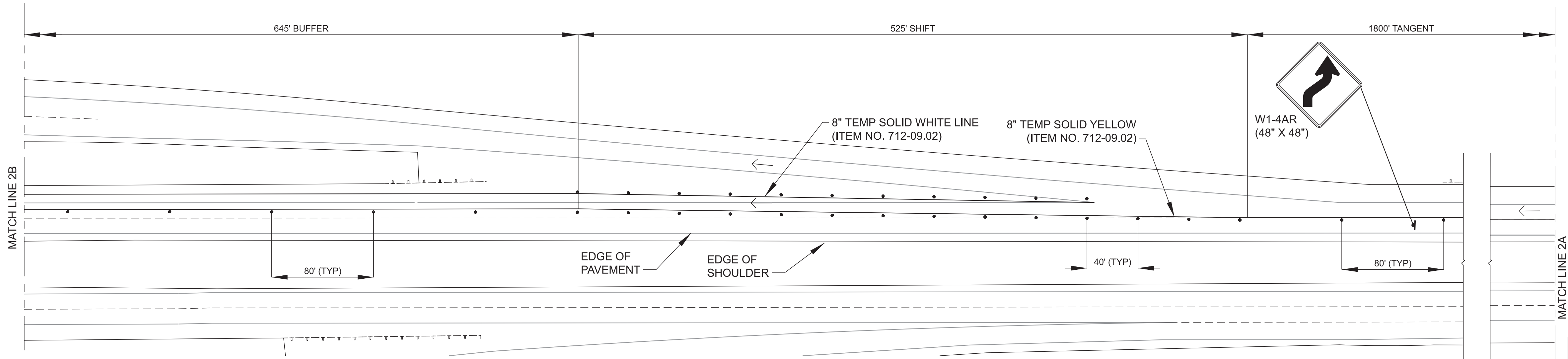
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T6



STAGE 2 - SOUTHBOUND LANE CLOSURE



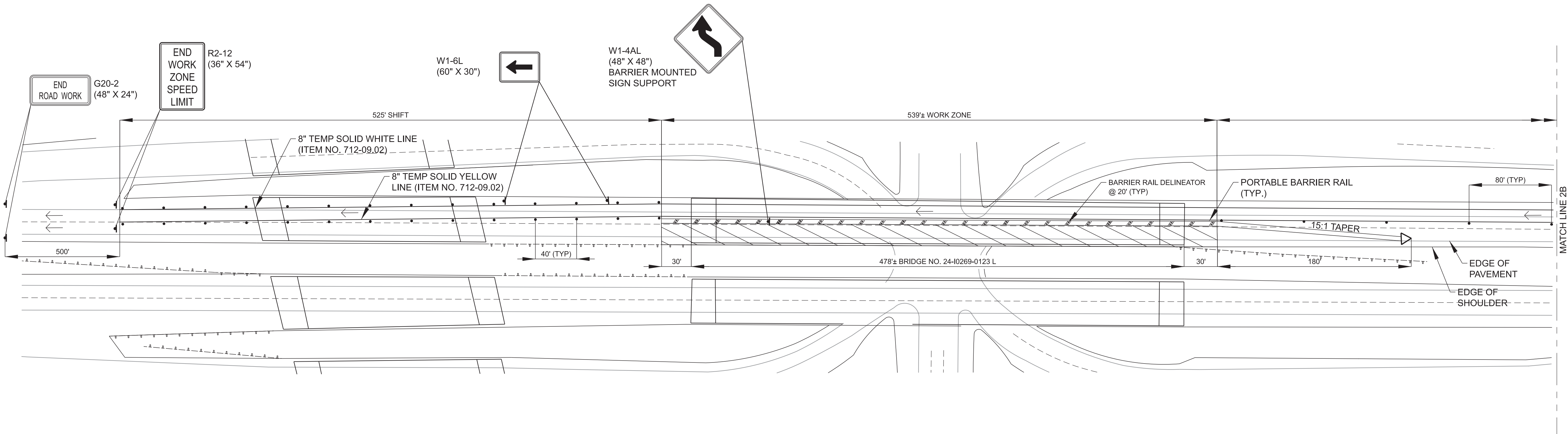
STAGE 2 - SOUTHBOUND LANE CLOSURE

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN UNIT
	ARROW BOARD (TYPE C)
	WORK ZONE
	TEMPORARY WORK ZONE CRASH CUSHION
	TRAFFIC FLOW

SEALED BY

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLANS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T7



STAGE 2 - SOUTHBOUND LANE CLOSURE

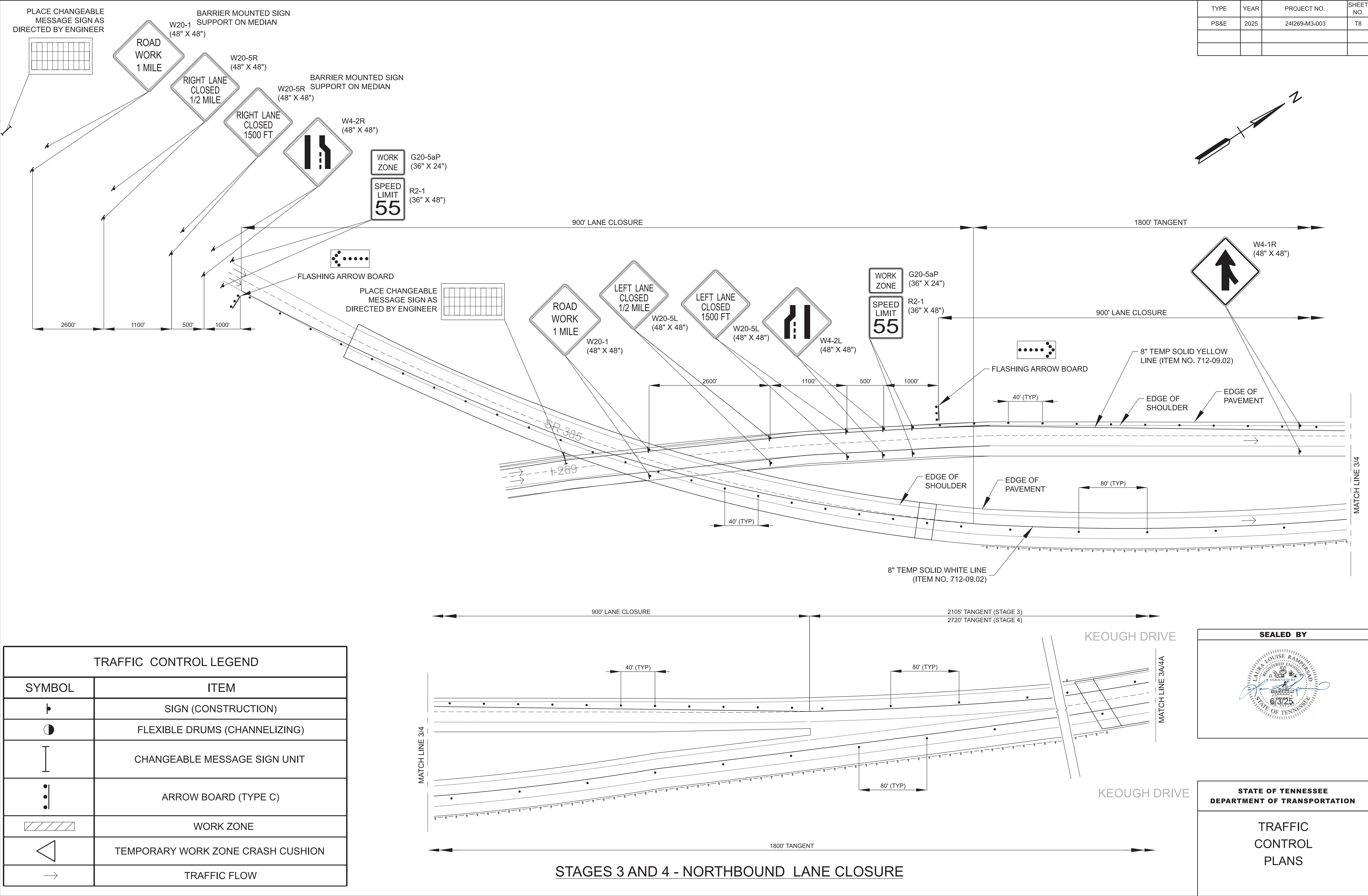
TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN UNIT
	ARROW BOARD (TYPE C)
	WORK ZONE
	TEMPORARY WORK ZONE CRASH CUSHION
	TRAFFIC FLOW

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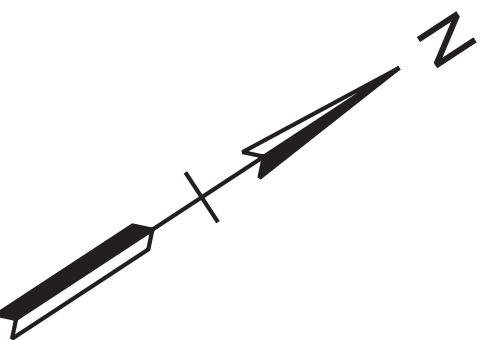
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS

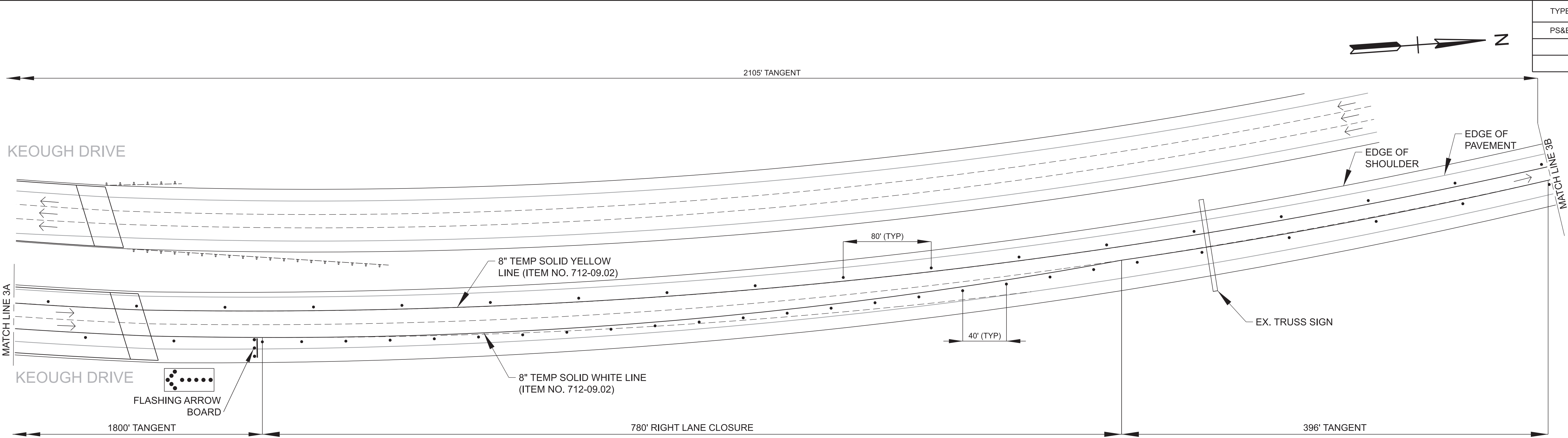
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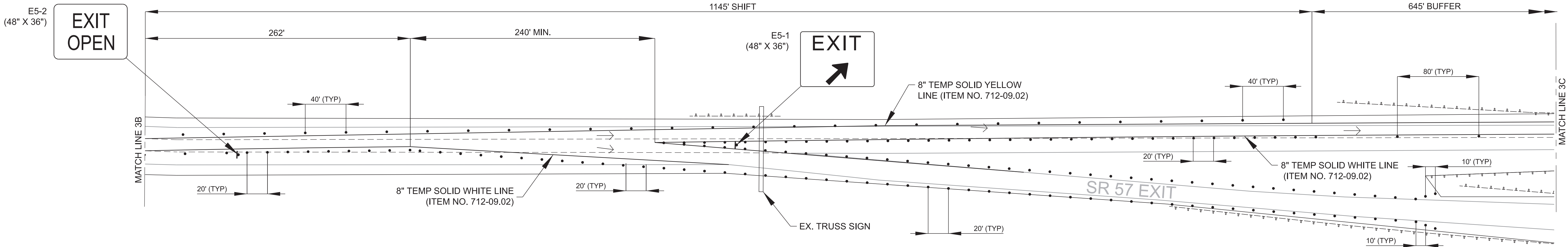
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PS&E	2025	24I269-M3-003	T8



TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T9

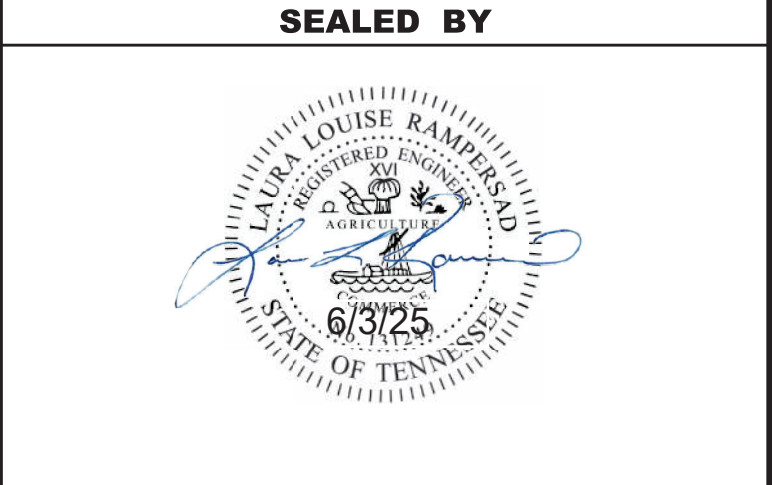


STAGE 3 - NORTHBOUND LANE CLOSURE



STAGE 3 - SR 57 EXIT DETAIL

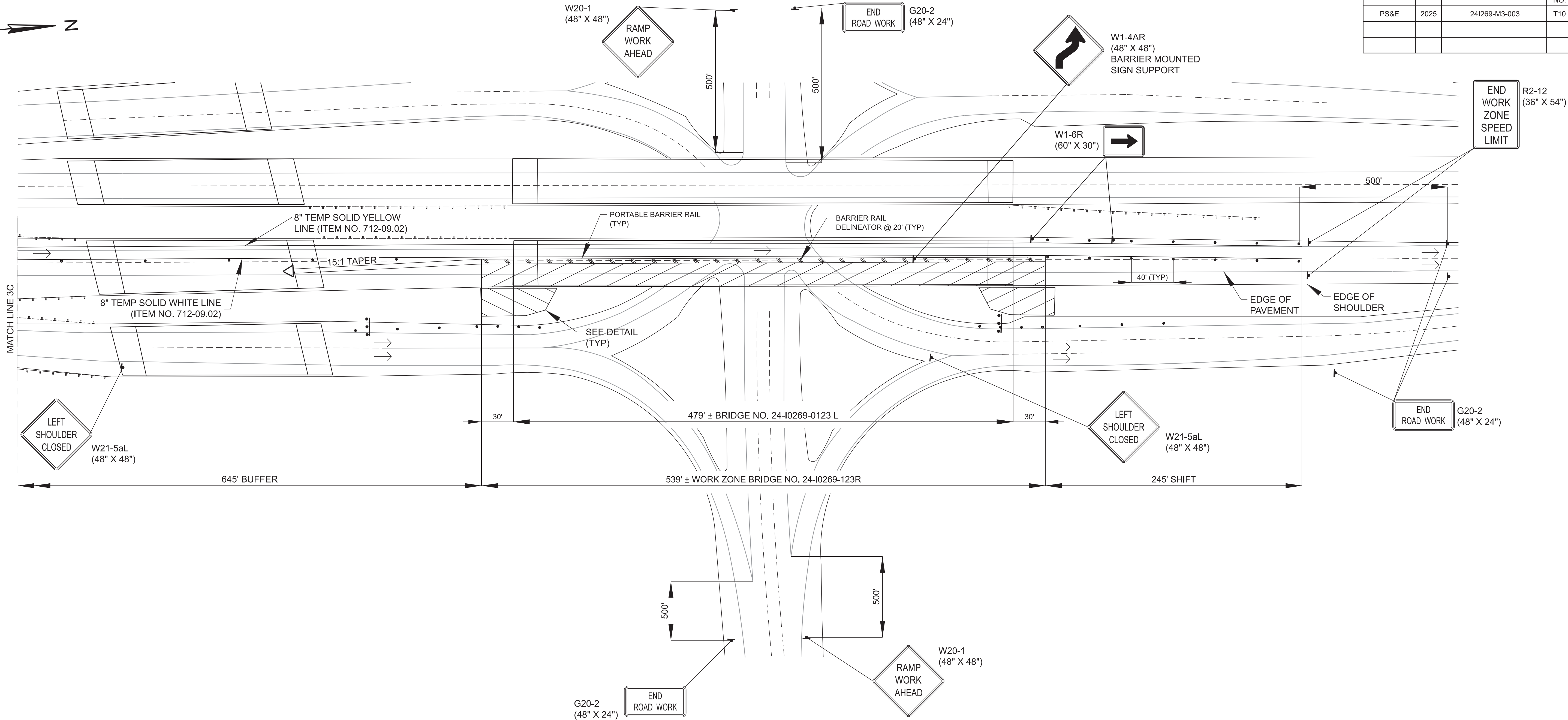
TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN UNIT
	ARROW BOARD (TYPE C)
	WORK ZONE
	TEMPORARY WORK ZONE CRASH CUSHION
	TRAFFIC FLOW



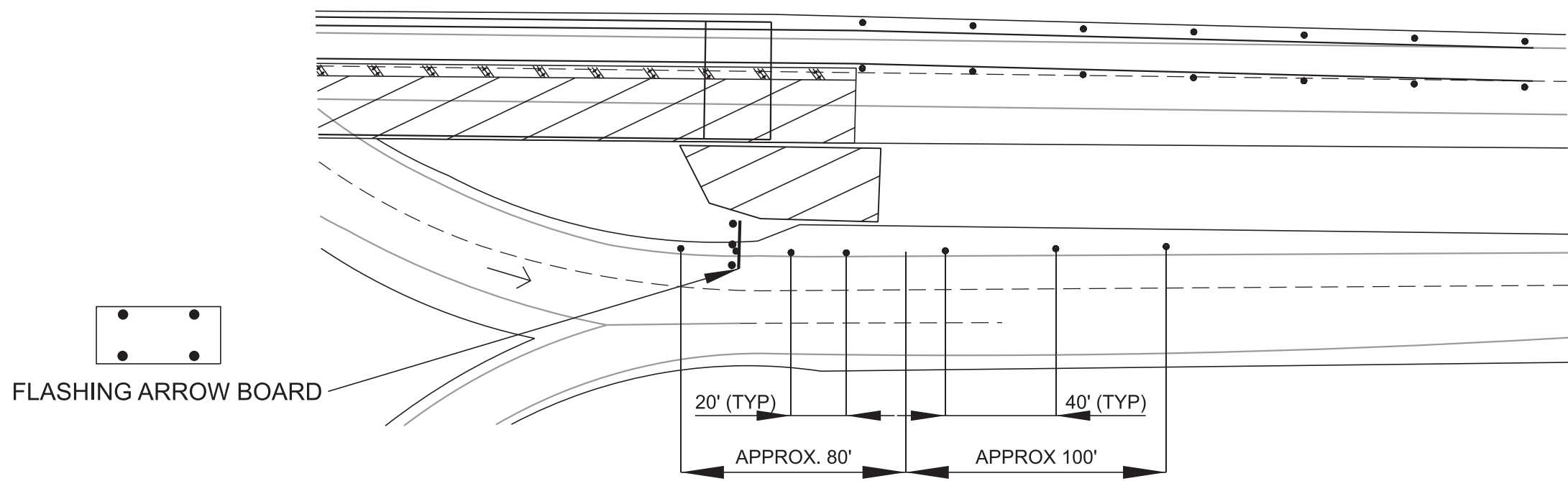
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLANS



TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T10



STAGE 3 - NORTHBOUND LANE CLOSURE



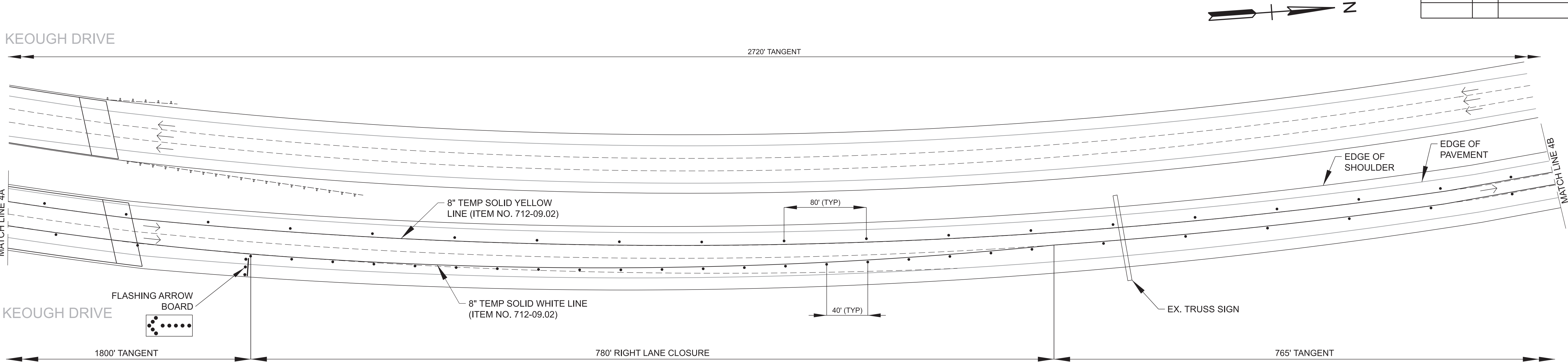
SHOULDER CLOSURE DETAIL

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN UNIT
	ARROW BOARD (TYPE C)
	WORK ZONE
	TEMPORARY WORK ZONE CRASH CUSHION
	TRAFFIC FLOW

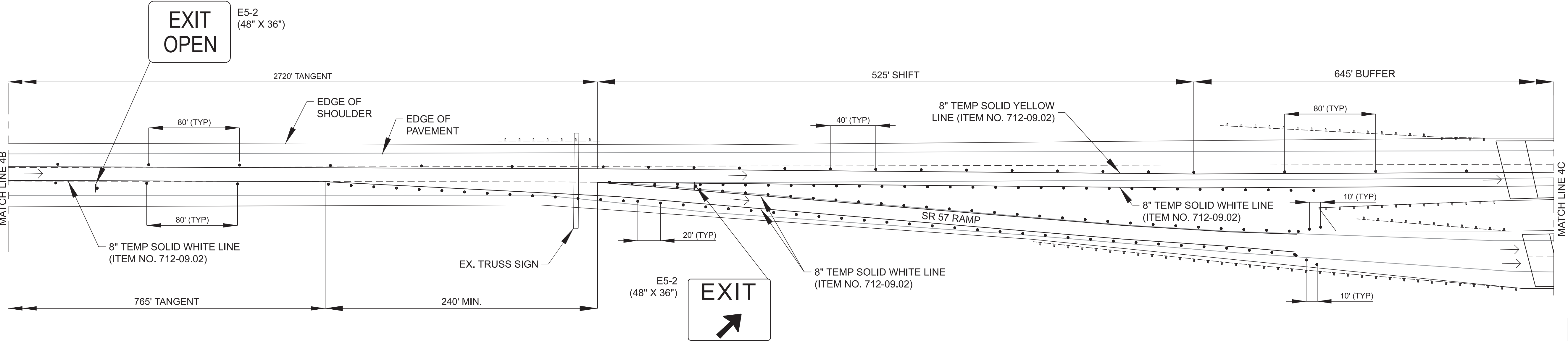
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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLANS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T11



STAGE 4 - NORTHBOUND LANE CLOSURE



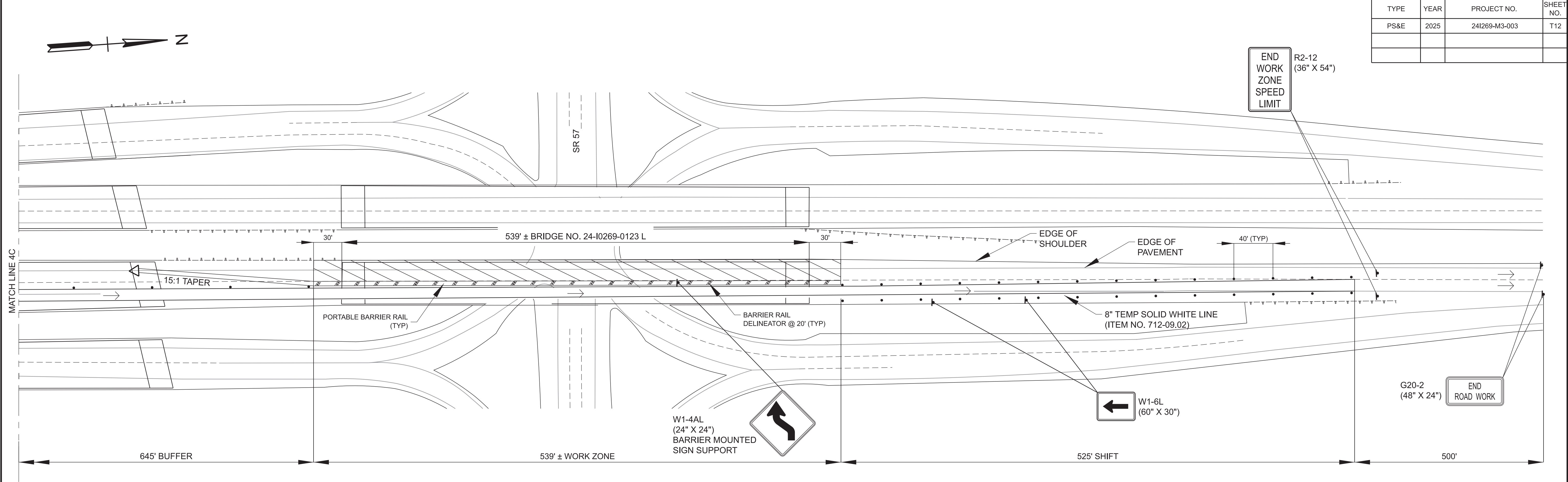
STAGE 4 - SR 57 EXIT DETAIL

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN UNIT
	ARROW BOARD (TYPE C)
	WORK ZONE
	TEMPORARY WORK ZONE CRASH CUSHION
	TRAFFIC FLOW

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLANS



STAGE 4 - NORTHBOUND LANE CLOSURE

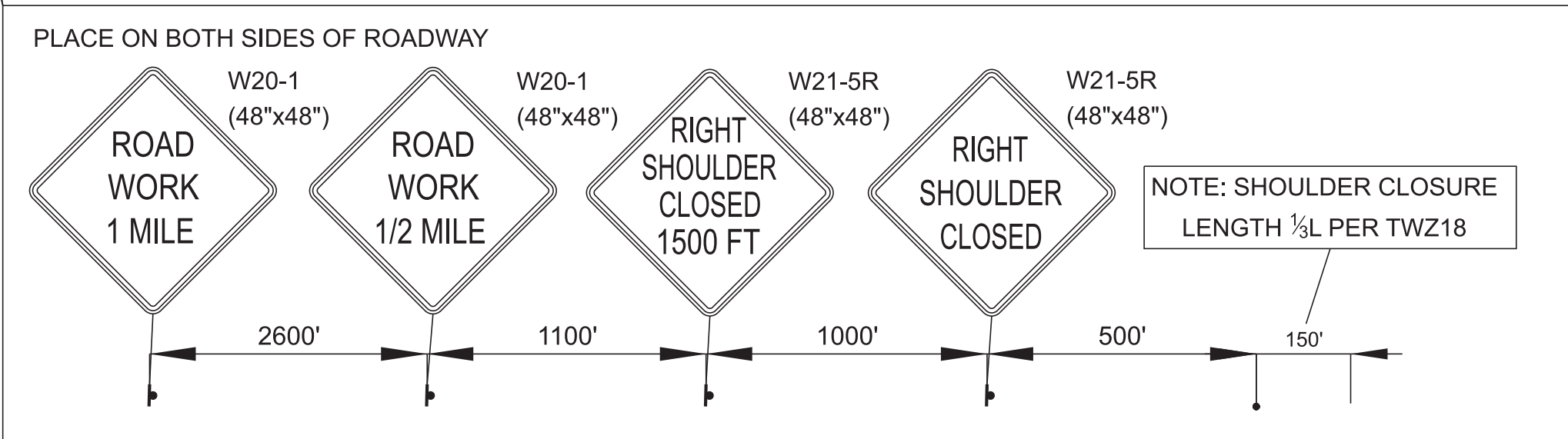
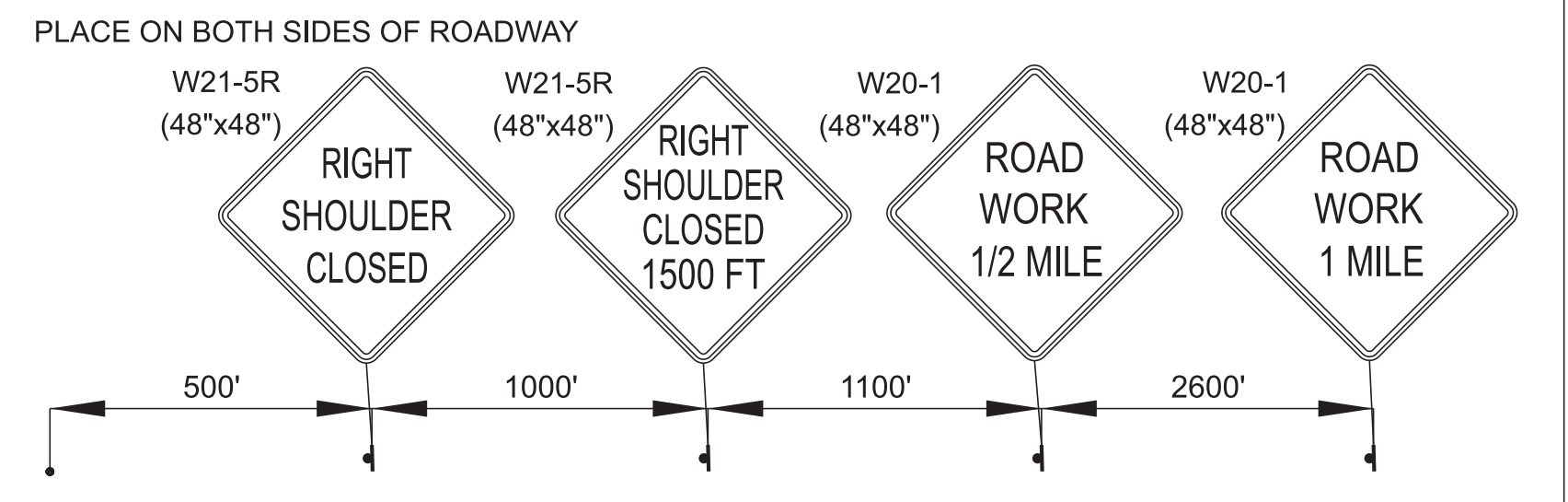
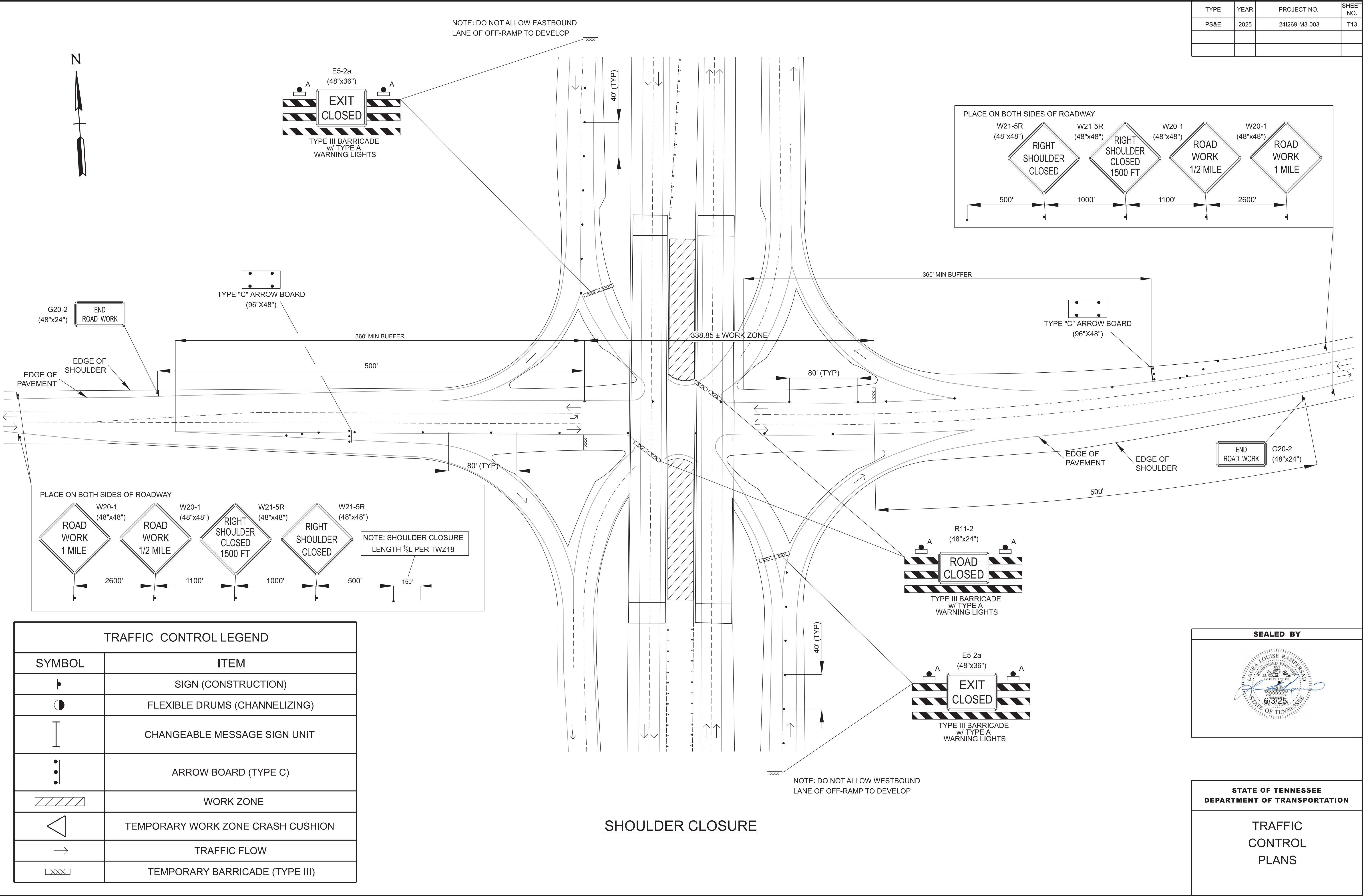
TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN UNIT
	ARROW BOARD (TYPE C)
	WORK ZONE
	TEMPORARY WORK ZONE CRASH CUSHION
	TRAFFIC FLOW

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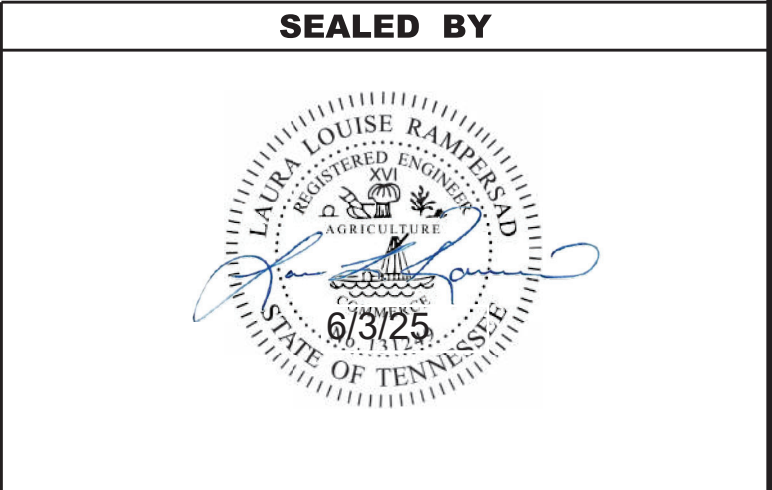
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T13



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	CHANGEABLE MESSAGE SIGN UNIT
	ARROW BOARD (TYPE C)
	WORK ZONE
	TEMPORARY WORK ZONE CRASH CUSHION
	TRAFFIC FLOW
	TEMPORARY BARRICADE (TYPE III)

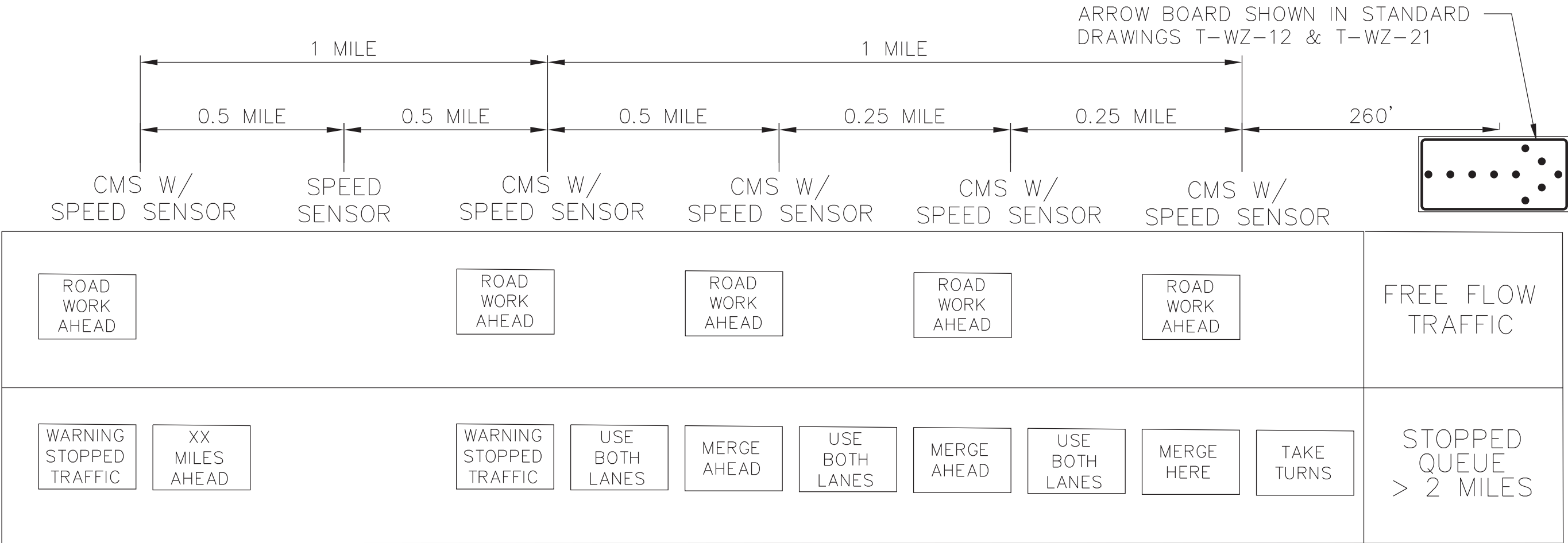


STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
TRAFFIC CONTROL PLANS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	T14

NOTES:

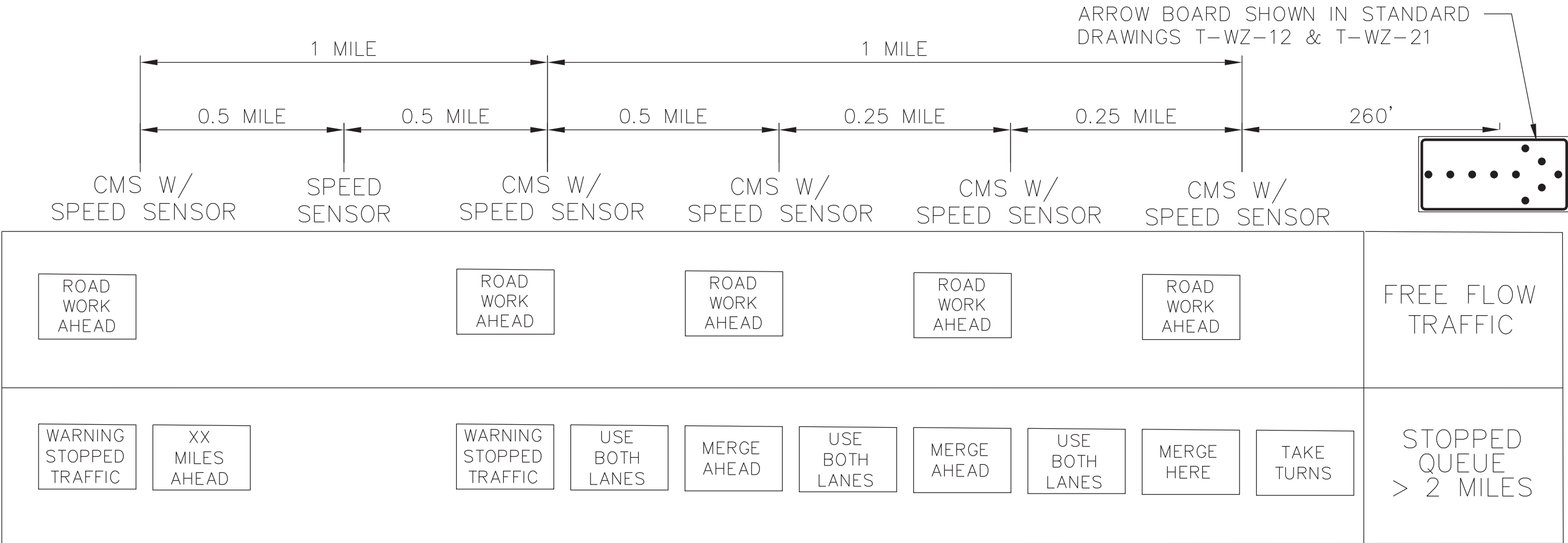
1. IF TRAFFIC BACKS UP BEYOND THE LAST CHANGEABLE MESSAGE SIGN UNIT SHOWN IN THIS DETAIL, TDOT PERSONNEL AND TRAFFIC CONTROL CONTRACTOR SHALL BE NOTIFIED VIA EMAIL SO THAT QUEUE PROTECTION TRUCKS CAN BE DEPLOYED, OR ADJUSTMENTS CAN BE MADE TO RELOCATE THE LAST CMS WITH SPEED SENSORS TO THE END OF THE QUEUE AND ADJUST ANY SPACING OF THE INTERMITTENT SPEED SENSORS.
2. USE RECOMMENDED MESSAGES SHOWN UNLESS DIRECTED BY TDOT PERSONNEL DURING CONSTRUCTION.
3. ALL CMS AND SENSORS TO BE PAID FOR AND COMPLY WITH SP712PQWS.



PORTABLE QUEUE WARNING SYSTEM

I-269 SOUTHBOUND - STAGES 1 & 2

I-269 NORTHBOUND - STAGES 3 & 4



PORTABLE QUEUE WARNING SYSTEM

SR-385 NORTHBOUND - STAGES 3 & 4

SEALED BY

LAURA LOUISE RAMBERG

REGISTERED ENGINEER

6/3/25

STATE OF TENNESSEE

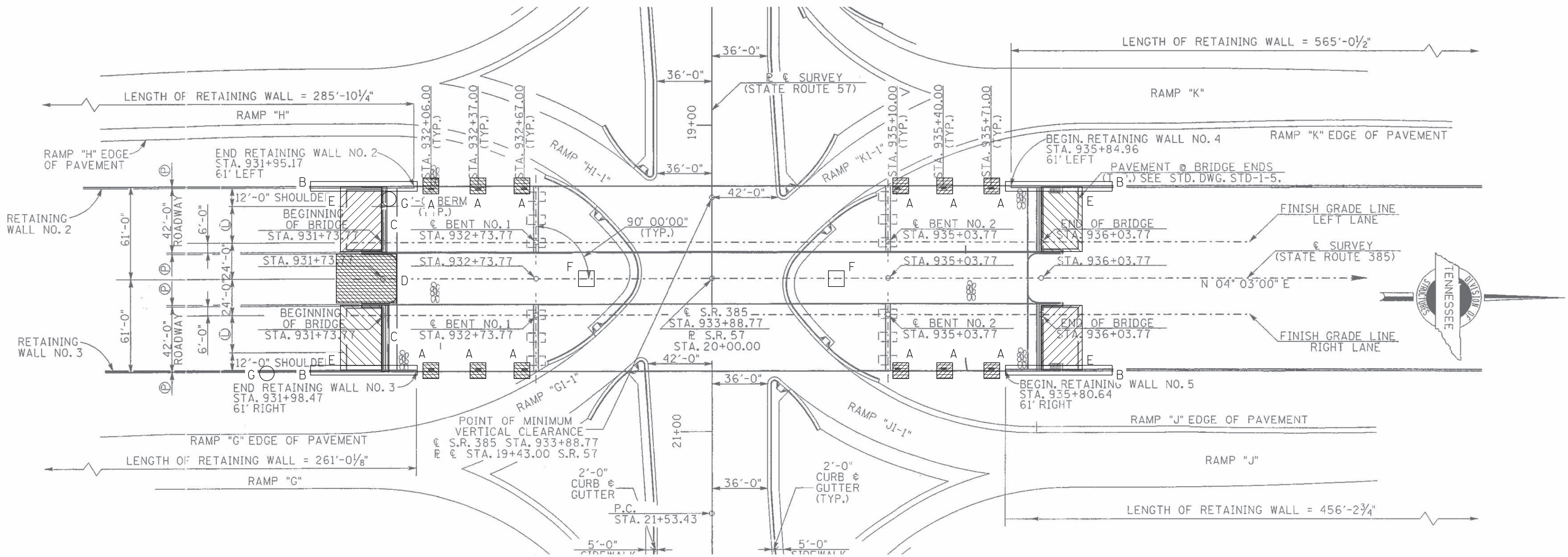
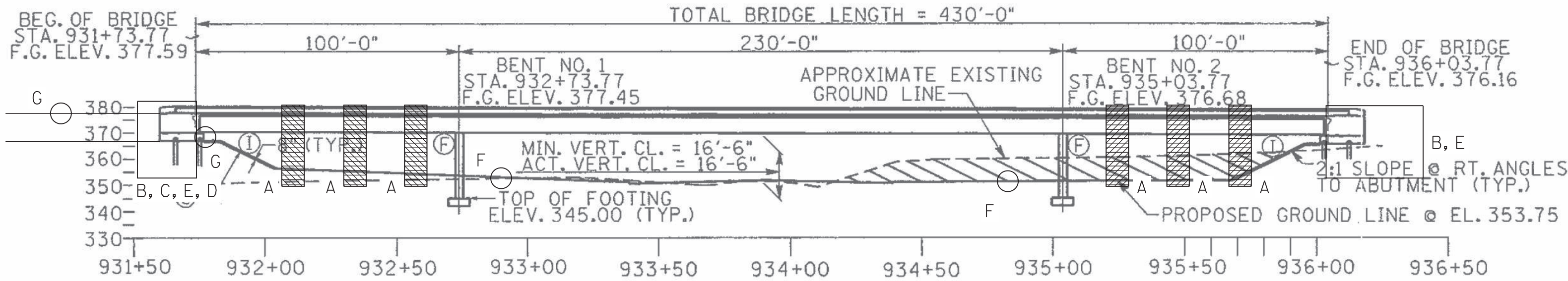
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PLAN AND NOTES

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
24I269-M3-003		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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Ⓔ DENOTES : FIXED
Ⓘ DENOTES : INTEGRAL



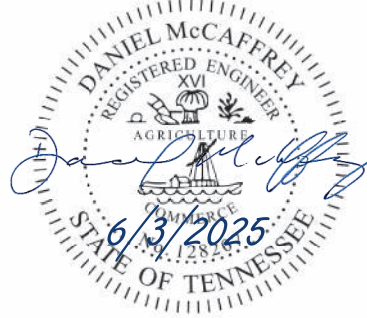
SCOPE OF WORK:

1. PROVIDE TRAFFIC CONTROL AS INDICATED.
2. PERFORM PARTIAL-DEPTH DECK REPAIRS.
3. INSTALL TYPE 1 THIN EPOXY DECK OVERLAY.
4. PLACE RIP-RAP AS INDICATED.
5. REPAIR EXISTING RETAINING WALLS USING ROCK-FACED EMBANKMENTS.
6. ADD FLOWABLE FILL UNDER SOUTH ABUTMENTS.
7. RE-ESTABLISH RIP-RAP DRAINAGE DITCH BETWEEN SOUTH ABUTMENTS.
8. REPLACE PAVEMENT AT BRIDGE ENDS, INCLUDING BACKFILL AND DRAINAGE UNDERNEATH.
9. PERFORM CONCRETE SPALL REPAIRS.

REPAIR LOCATION KEY:

- A = CLEAN DECK DRAINS AND PLACE RIP-RAP BELOW DECK DRAIN LOCATIONS
B = RETAINING WALL REPAIR
C = FLOWABLE FILL BENEATH ABUTMENTS
D = RE-ESTABLISH RIP-RAP DRAINAGE DITCH
E = RECONSTRUCT BACKFILL AND REPLACE PAVEMENT AT BRIDGE ENDS
F = CLEAN MAIN DRAINAGE INLETS
G = CONCRETE REPAIRS

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
LAYOUT OF BRIDGE TO BE REPAIRED
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-I0269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025

BR-133-248

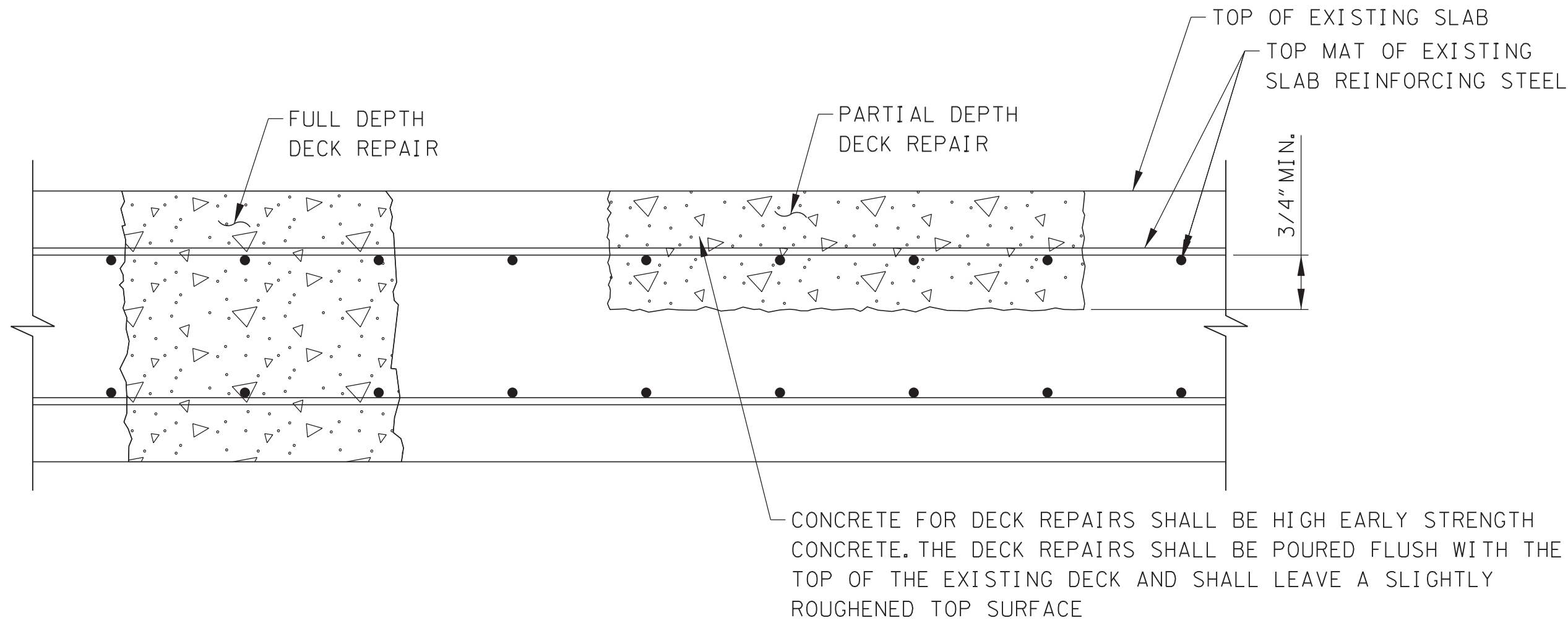


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CHECKED BY: HK DATE: 5/27/2025

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PIN NO.:	135707.00	
DESIGN BY:	FAA	DATE: 5/27/2025
DRAWN BY:	ALS	DATE: 5/27/2025
SUPERVISED BY:	DEM	DATE: 5/27/2025
CHECKED BY:	HK	DATE: 5/27/2025



DETAIL SHOWING FULL AND PARTIAL DEPTH DECK REPAIR

NOTES:

CONCRETE FOR DECK REPAIRS SHALL BE HIGH EARLY STRENGTH CONCRETE F'C = 3,500 PSI @ 28 DAY COMPRESSIVE STRENGTH. TRAFFIC SHALL NOT BE PERMITTED ON ANY REPAIR AREA UNTIL TEST SPECIMENS ATTAIN A COMPRESSIVE STRENGTH OF 3,000 PSI MINIMUM AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.

REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF 3/4" BELOW THE TOP BAR OF THE TOP MAT OF THE REINFORCING STEEL. ALL REINFORCING STEEL IN AREAS OF DECK REPAIR SHALL BE COMPLETELY CLEANED. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE BRIDGE REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST THREE (3) DAYS IN ADVANCE. DECK REPAIR WILL BE PAID FOR UNDER ITEM NO. 604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB) AND ITEM NO. 604-10.30 BRIDGE DECK REPAIR (FULL DEPTH OF SLAB). DURING PARTIAL DEPTH REPAIRS, SHOULD DETERIORATED CONCRETE BE ENCOUNTERED WHICH APPEARS TO RUN FULL DEPTH IN THE SLAB, THE ENGINEER MAY DESIGNATE THESE AREAS TO BE REPAIRED UNDER ITEM NO. 604-10.30. POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL AND FULL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

- 1) 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.
- 2) CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

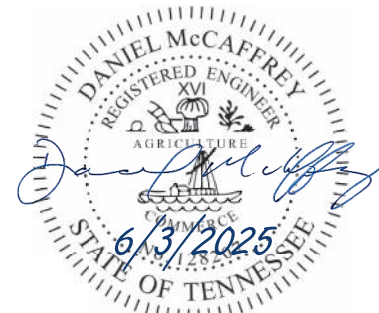
ITEM NOS. 604-10.30 AND 604-10.50 CAN BE INCREASED, DECREASED, OR ELIMINATED AS DIRECTED BY THE ENGINEER.

REPAIR ANY DAMAGE TO THE DECK CAUSED BY PINNING OF PORTABLE CONCRETE BARRIER RAIL DURING CONTRUCTION USING THE PROCEDURES SHOWN ON THIS SHEET.

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
24I269-M3-003		2025	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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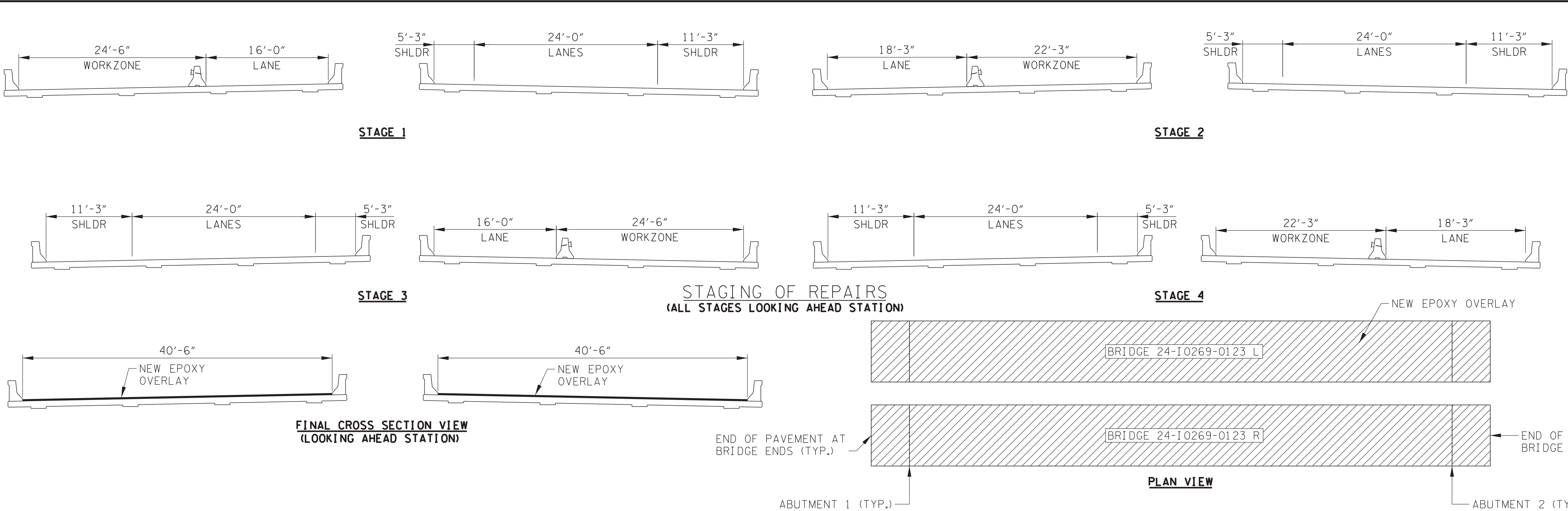
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DECK REPAIR DETAILS
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-I0269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025

BR-133-249

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CONST. NO.:			
PROJECT NO.	YEAR	SHEET NO.	
241269-M3-003	2025		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

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".

APPLICATION EQUIPMENT SHOULD:

- BE CAPABLE OF METERING, MIXING AND DISTRIBUTING THE POLYMER AND PRETREATMENT TO MANUFACTURER'S RECOMMENDATION.
- USE AN APPLICATION MACHINE THAT FEATURES POSITIVE DISPLACEMENT VOLUMETRIC METERING PUMPS CONTROLLED BY A HYDRAULIC POWER UNIT.
- STORE COMPONENTS IN TEMPERATURE CONTROLLED RESERVOIRS CAPABLE OF MAINTAINING 100 DEGREES FAHRENHEIT (PLUS OR MINUS 10 DEGREES) TO ENSURE OPTIMAL MIXING.
- CHECK MIXING RATIO AT THE PUMP OUTLETS AS WELL AS CYCLE COUNTING CAPABILITIES TO MONITOR OUTPUT ON STANDARD FEATURES.
- USE MOTIONLESS IN-LINE MIXING SO AS TO NOT OVERLY SHEAR THE MATERIAL TO ENTRAP AIR IN THE MIX.
- 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 APPLICATION OF THE THIN EPOXY OVERLAY. MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACK COAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.



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SCHEMATIC OF EPOXY OVERLAY DETAILS

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% 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.

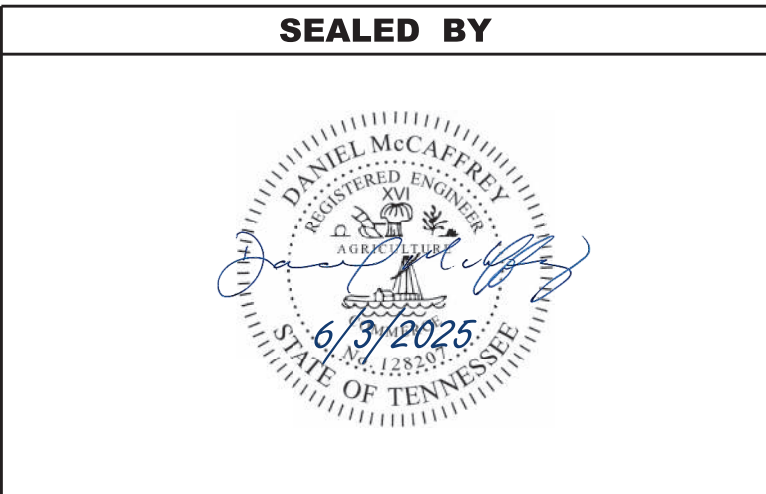
TRAFFIC, OTHER THAN APPLICATION EQUIPMENT, SHALL NOT BE ALLOWED ON ANY PORTION OF THE DECK THAT HAS BEEN SHOTBLASTED OR WHERE PART OF THE APPLICATION HAS BEEN PLACED.

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

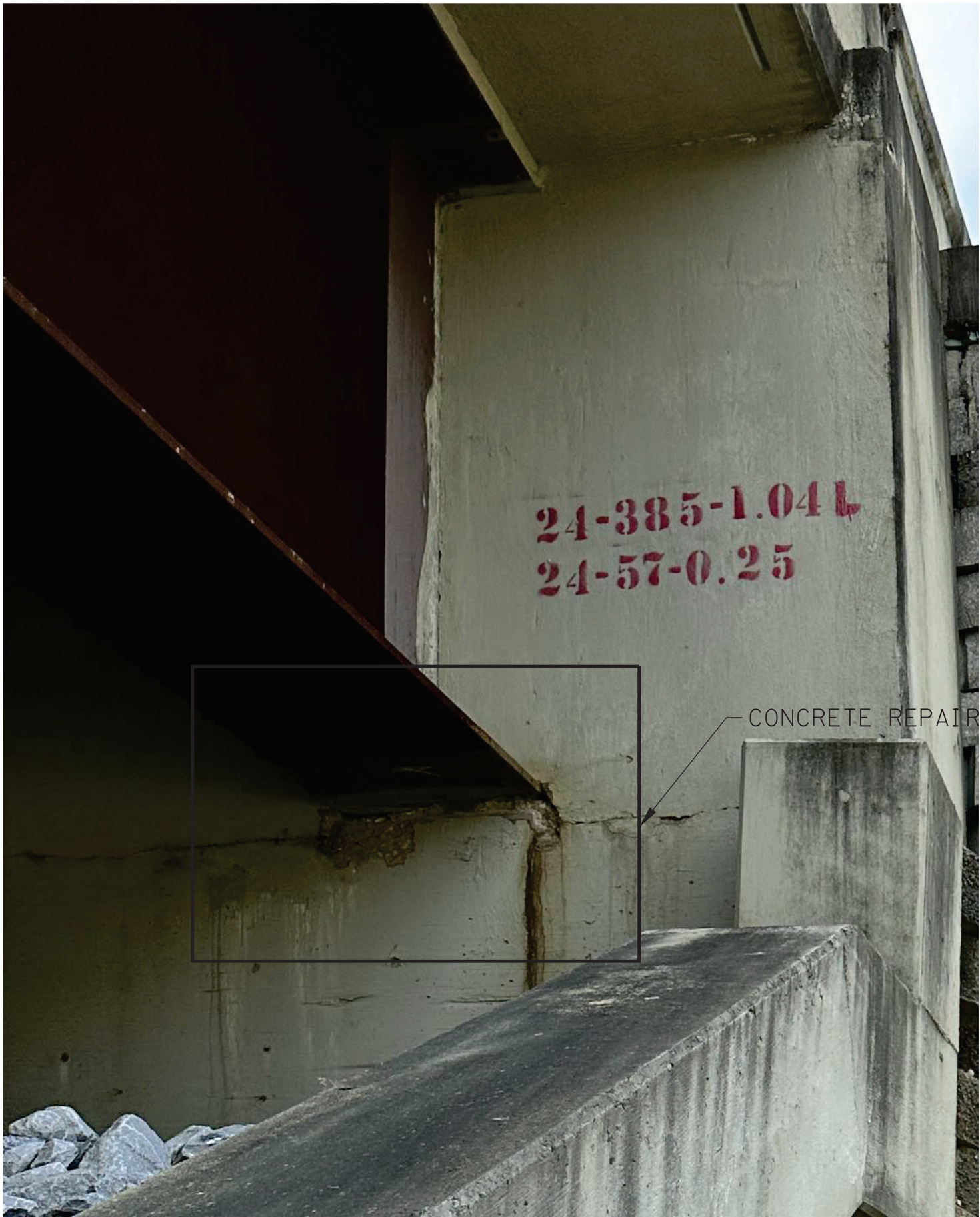
THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE 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.

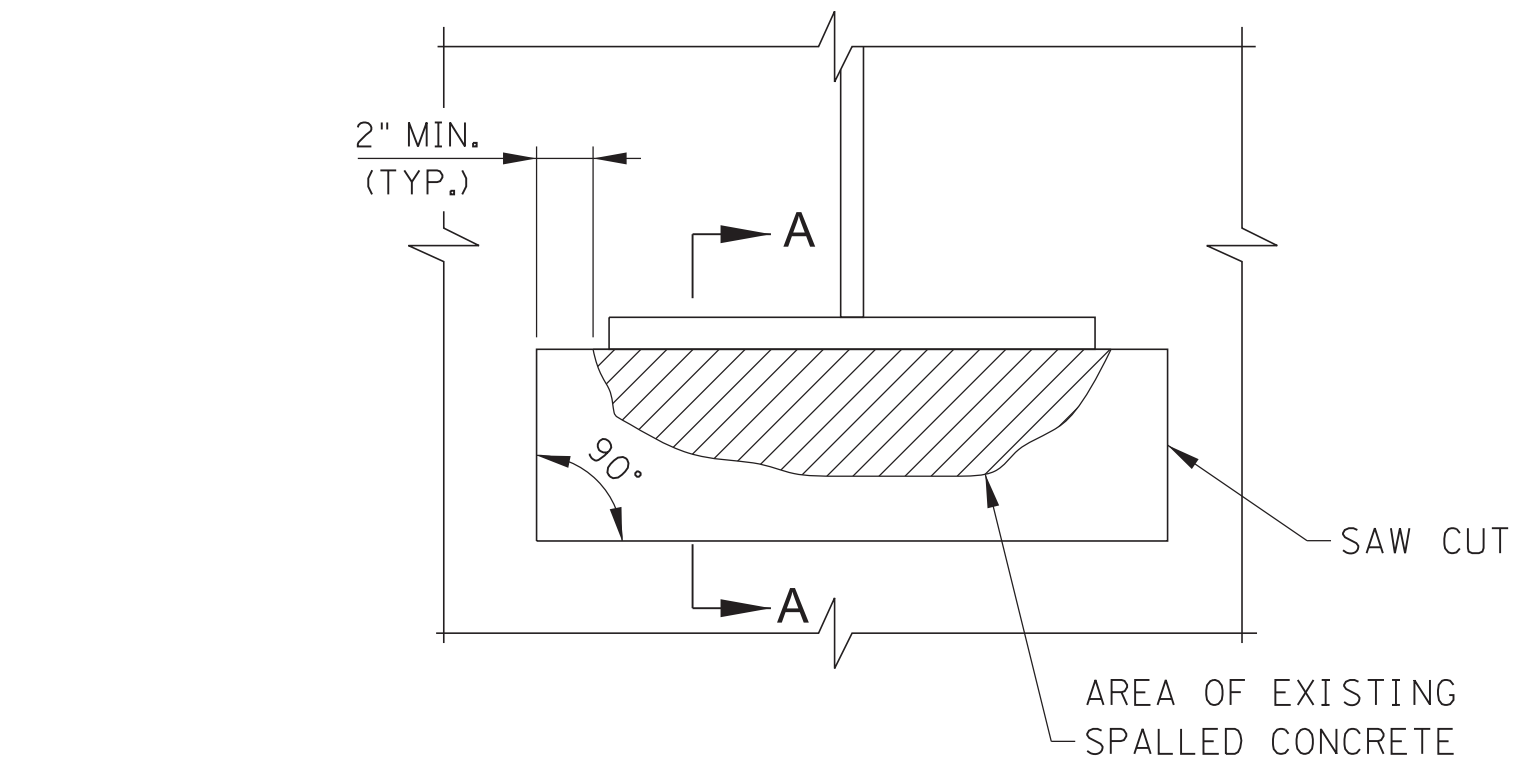
THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8" THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8" AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS. THIN AREAS SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION SHALL CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1-1/2" DIAMETER. THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.



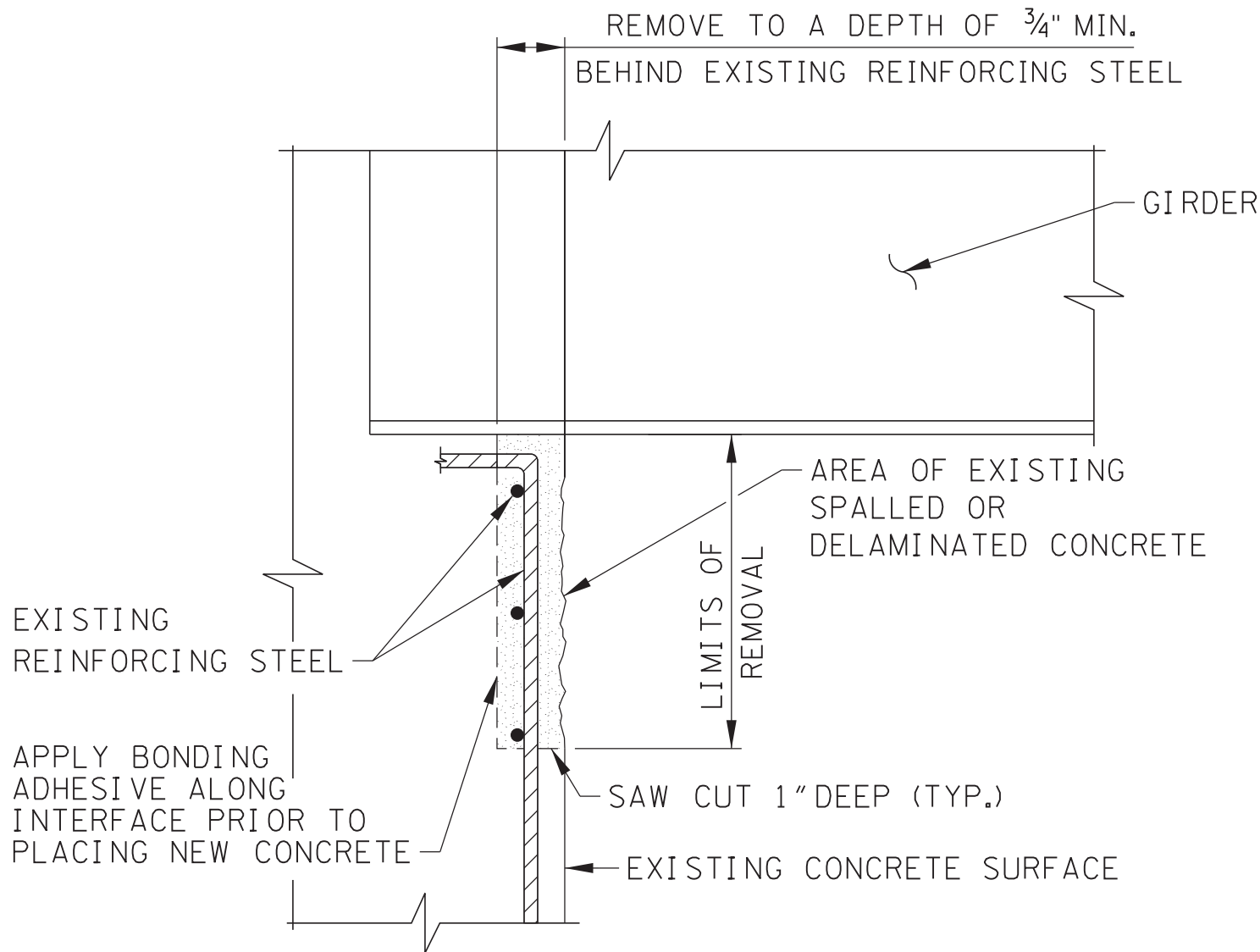
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
EPOXY OVERLAY DETAILS
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-10269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025



CONCRETE REPAIR AT BEAM SEAT
(BRIDGE 24-10269-0123L LOOKING BACK STATION SHOWN,
OTHER LOCATIONS SIMILAR)



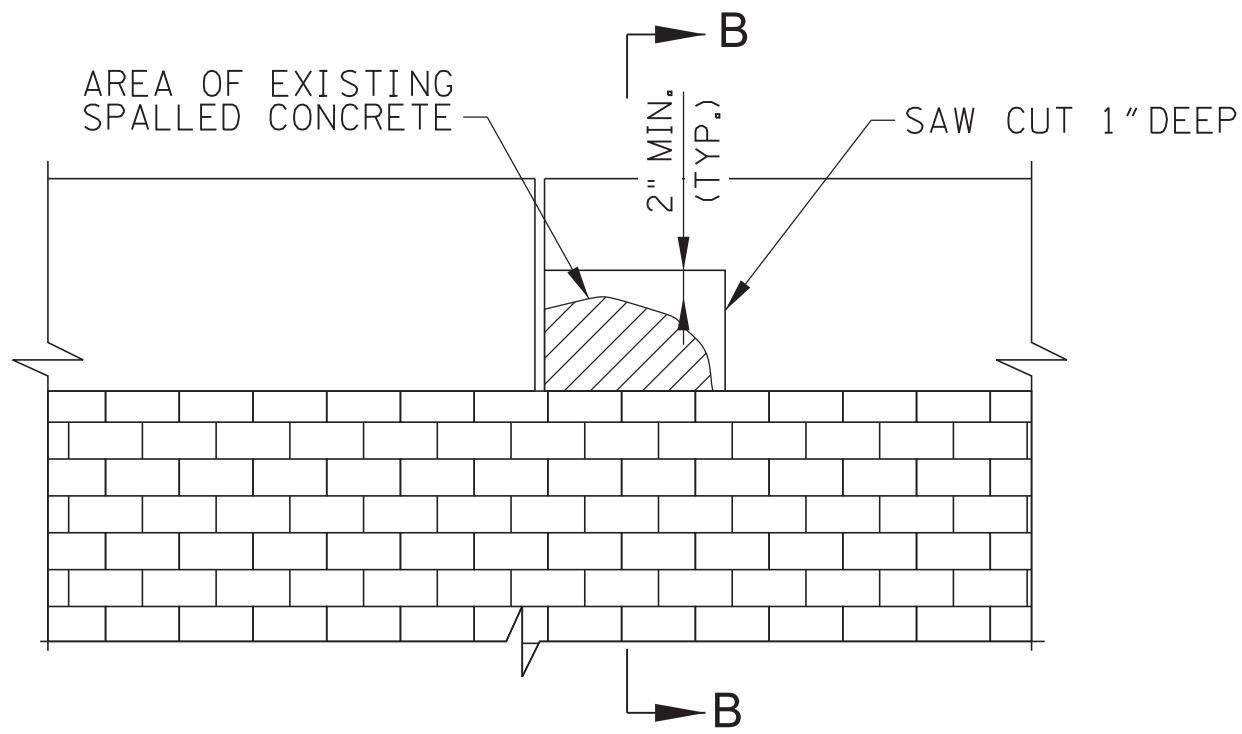
BEAM SPALL REPAIR DETAIL



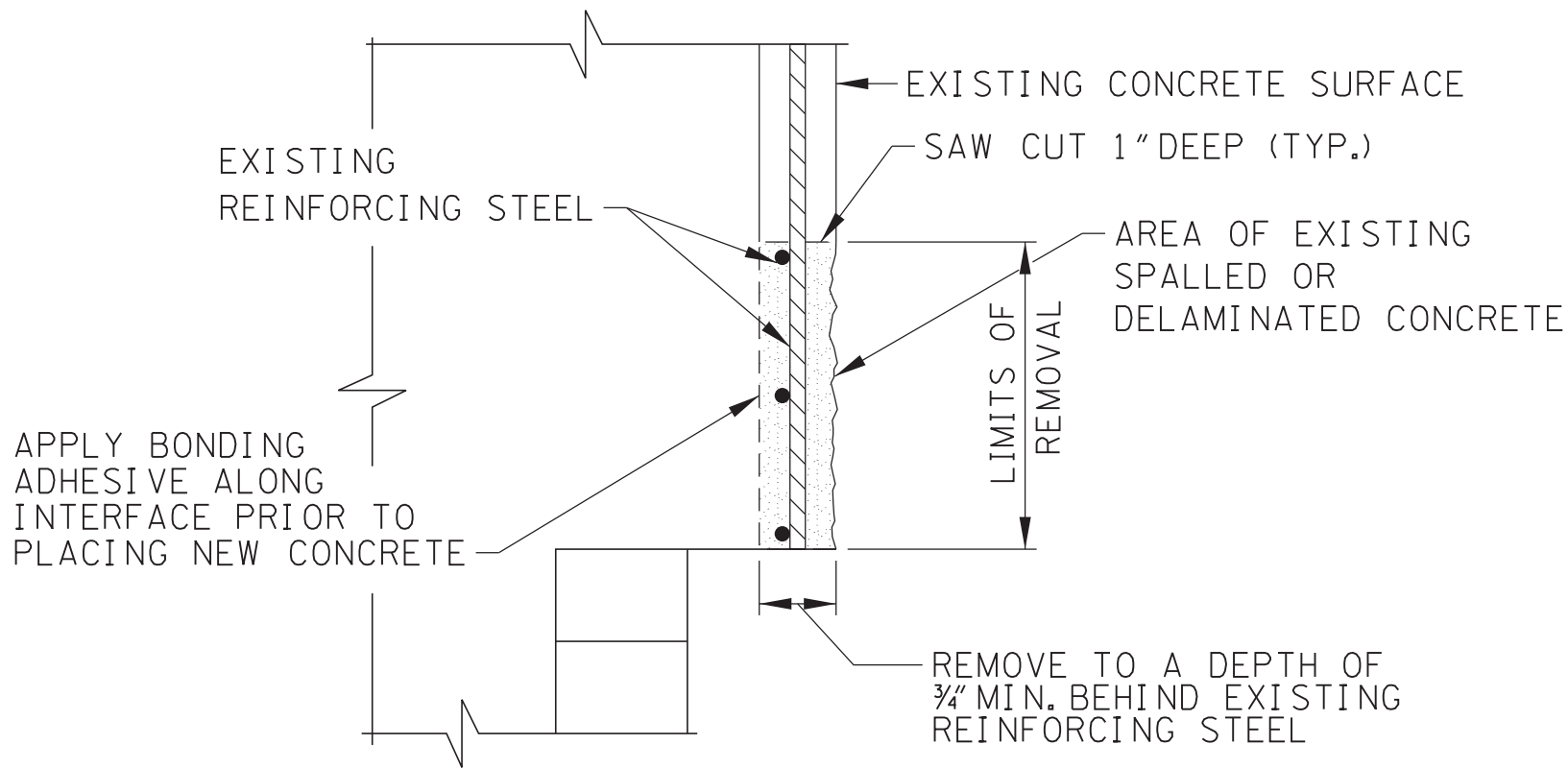
SECTION A-A



CONCRETE REPAIR AT RETAINING WALL CAP
(BRIDGE 24-10269-0123R LOOKING BACK STATION)



RETAINING WALL CAP SPALL
REPAIR DETAIL



SECTION B-B

NOTES:

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

REPAIRS SHALL BE MADE UNDER ITEM NO. 604-10.05. PATCHING MATERIAL FOR ITEM NO. 604-10.05 SHALL BE HIGH EARLY STRENGTH CONCRETE. SEE TDOT QUALIFIED PRODUCTS LIST 13, PRODUCT CATEGORY - PATCHING MATERIALS; OPL 13.009.

PNEUMATICALLY PLACED CONCRETE IS NOT ALLOWED.

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

THE ENGINEER SHALL DESIGNATE ALL SPALLED OR DELAMINATED CONCRETE REPAIR AREAS IN THE FIELD. QUANTITIES GIVEN ARE APPROXIMATE. ITEM NO. 604-10.05 CAN BE INCREASED, DECREASED, OR ELIMINATED AS DIRECTED BY THE ENGINEER.

POWER HAND DRIVEN TOOLS USED FOR REMOVAL OF UNSOUND CONCRETE ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:
1. PNEUMATIC HAMMERS HEAVIER THAN THE 35 LB. CLASS SHALL NOT BE USED.
2. CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BEHIND REINFORCING STEEL.

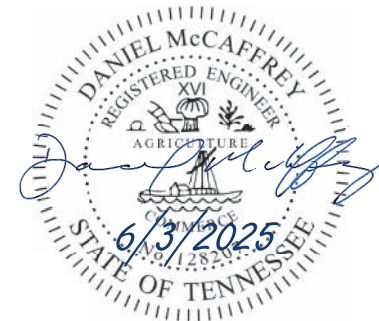
IF DEPTH OF REMOVED CONCRETE MUST EXCEED 6", CONTACT THE ENGINEER.

BONDING ADHESIVE SHALL BE SIKADUR-32-HI-MOD OR AN EQUIVALENT EPOXY BONDING ADHESIVE CONFORMING TO ASTM C881 TYPE V AND AASHTO M-235. FOLLOW ALL MANUFACTURER INSTRUCTIONS. BONDING ADHESIVE IS INCIDENTAL TO 604-10.05 CONCRETE.

CONST. NO.:

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
CONCRETE REPAIR DETAILS
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-10269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025

BR-133-251

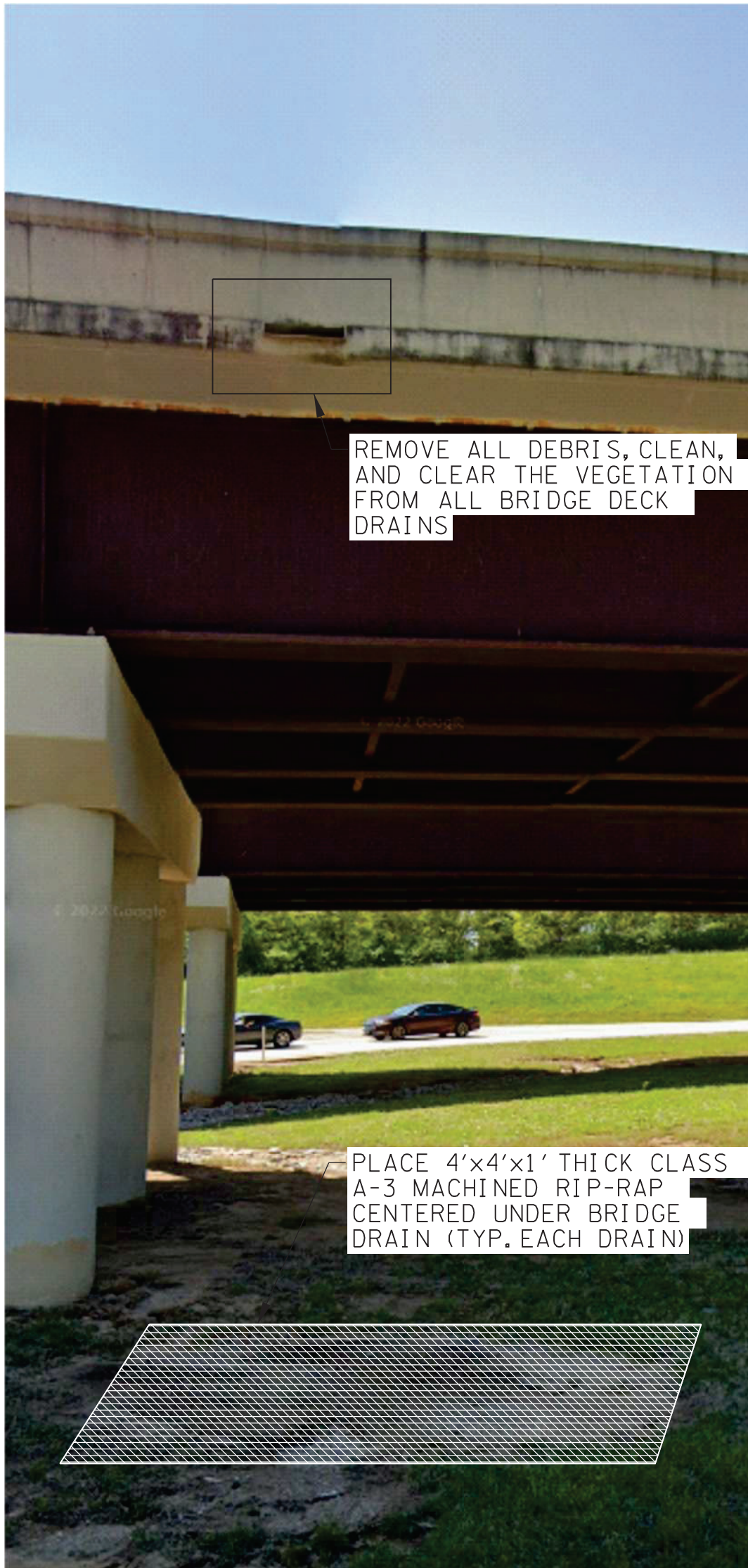


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BRIDGE DECK DRAINAGE IMPROVEMENTS
(TYPICAL LOCATION SHOWN, OTHER 11 LOCATIONS SIMILAR)



SOUTH ABUTMENT DRAINAGE IMPROVEMENTS
(LOOKING BACK STATION)

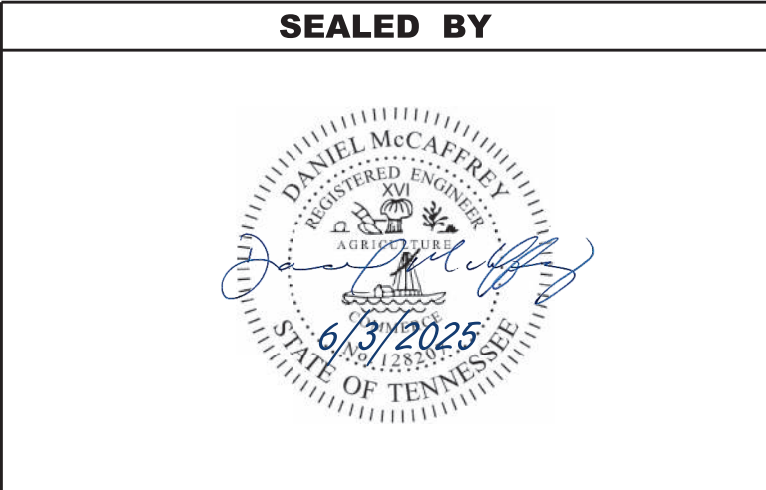


MAIN DRAINAGE INLET CLEANING
(TYPICAL LOCATION SHOWN, OTHER LOCATION SIMILAR)



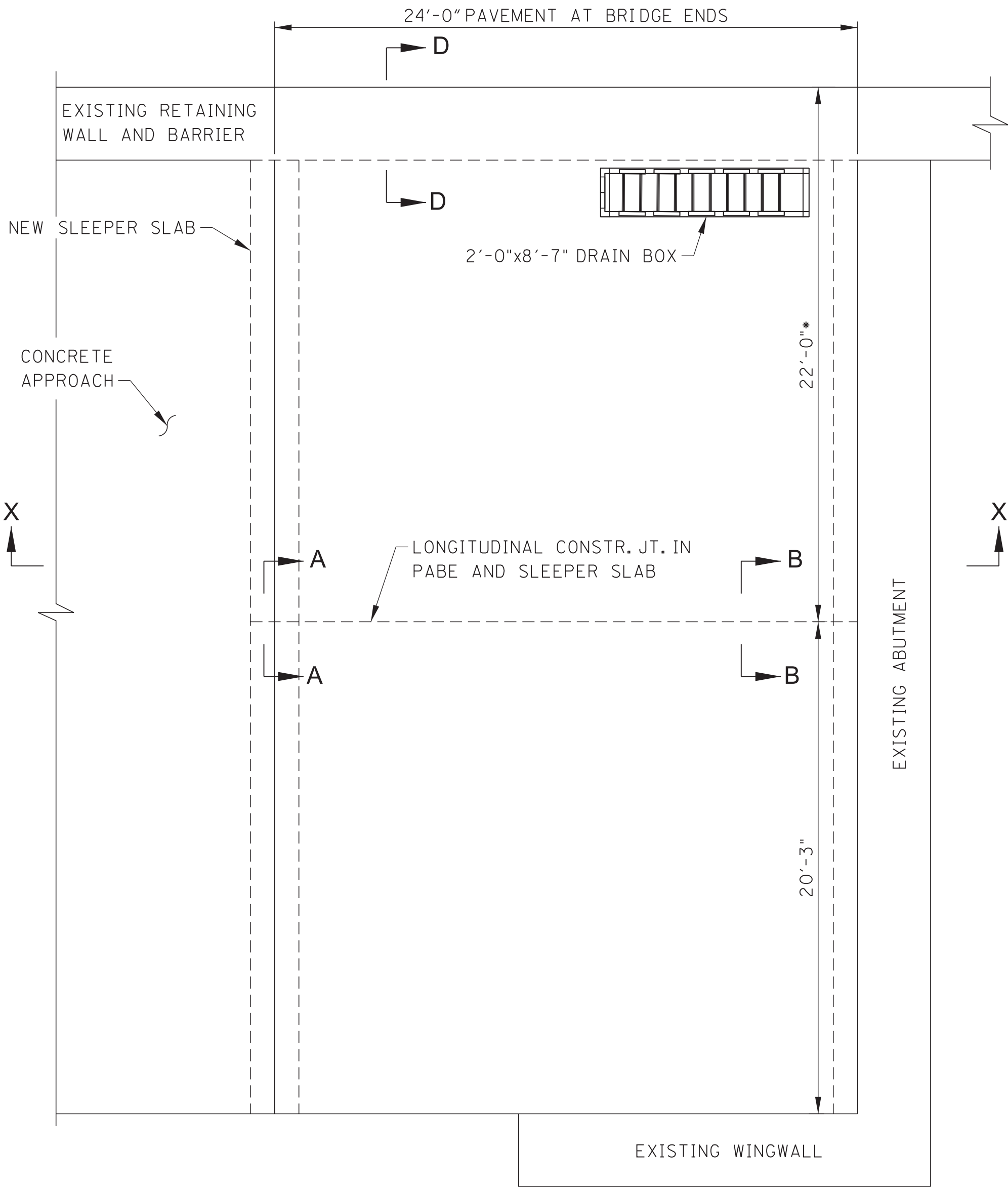
DETAIL A
(DETAIL AT SOUTH ABUTMENT, RIGHT SHOWN,
DETAIL AT SOUTH ABUTMENT, LEFT SIMILAR)

CONST. NO.:		
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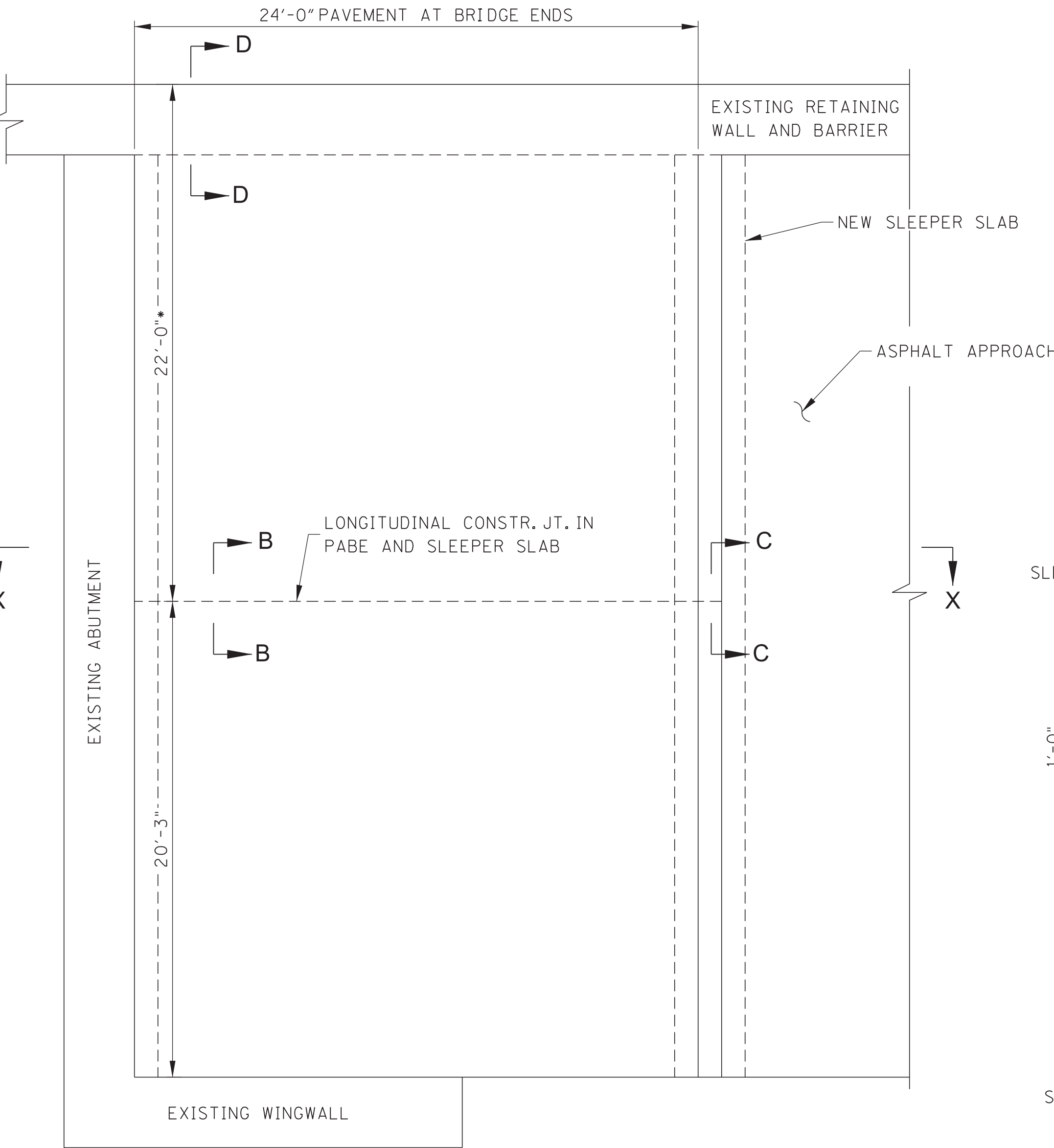
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DRAINAGE REPAIR DETAILS
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-I0269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025

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ABUTMENT 1 PLAN

(LEFT BRIDGE SHOWN,
RIGHT BRIDGE INVERTED)



ABUTMENT 2 PLAN

(LEFT BRIDGE SHOWN,
RIGHT BRIDGE INVERTED)

NOTES:

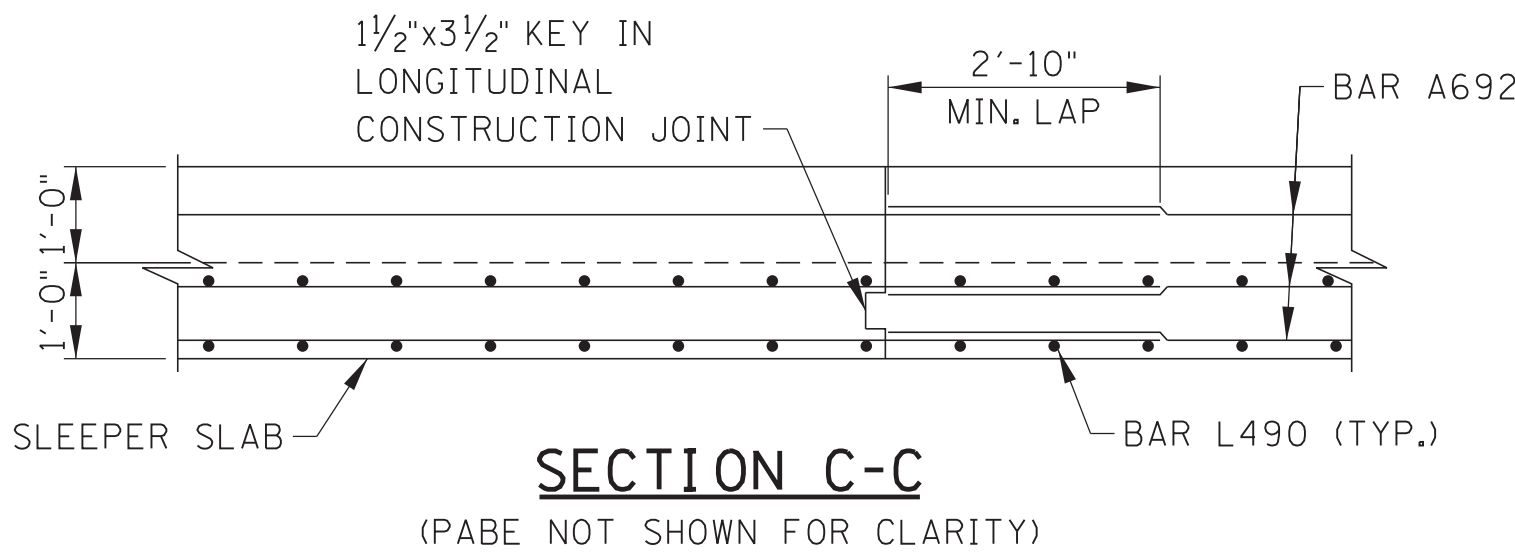
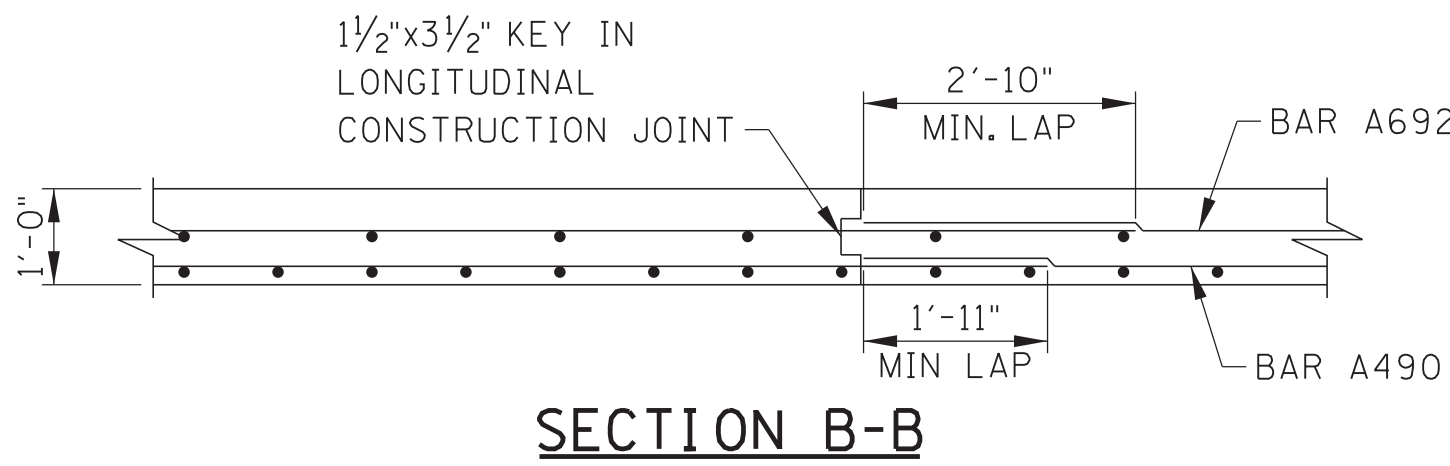
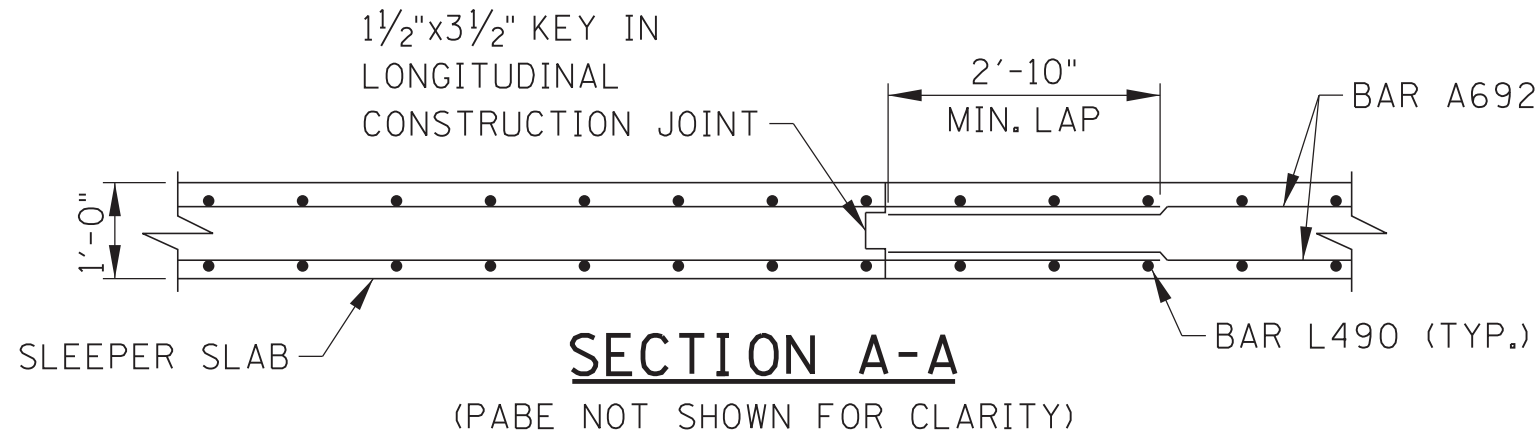
- PAVEMENT AT BRIDGE ENDS (PABE) SHALL BE COMPLETELY REMOVED AND REPLACED AT BOTH ENDS OF BOTH BRIDGES (4 LOCATIONS TOTAL). THIS SHALL INCLUDE A COMPLETE REMOVAL AND REPLACEMENT OF THE ABUTMENT BACKFILL AND DRAINAGE SYSTEM AT ALL FOUR LOCATIONS.
- FOR PABE OR BACKFILL DETAILS NOT SHOWN, REFER TO THE FOLLOWING TDOT STANDARD DRAWINGS:
STD-1-5 REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS (APPROACH SLAB) 2021
STD-1-6 BRIDGE END DRAIN DETAILS 2' x 8'-7" & 4' x 8'-7" WITH PAVEMENT AT BRIDGE ENDS 2021
STD-1-7 BRIDGE END DRAIN DETAILS 2' x 8'-7" & 4' x 8'-7" WITH PAVEMENT AT BRIDGE ENDS 2021
STD-1-8 BRIDGE END DRAIN DETAILS 2' x 8'-7" WITH PAVEMENT AT BRIDGE ENDS 2021
STD-10-1 MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS 2020
STD-10-2 MISC. ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS 2020.
- FOR SECTION A-A, SEE ELEVATION VIEW IN TDOT STD-10-2.
- NEW PABE SHALL PASS OVER TOPS OF EXISTING RETAINING WALLS, AND SHALL HAVE BARRIER MOUNTED AT EDGE. SEE SECTION D-D AND DETAILS ON NEXT SHEET.
- DIMENSIONS NOTED WITH * ARE BASED ON LIMITED INFORMATION. FIELD VERIFY DIMENSIONS AND ADJUST WIDTH OF PABE TO MATCH TOP OF EXISTING RETAINING WALL.



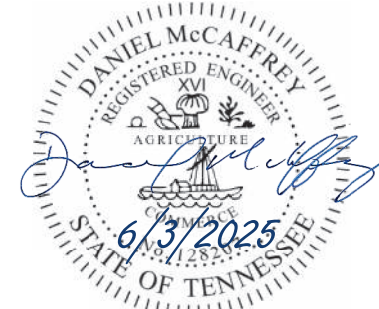
PIN NO.: 135707.00
DESIGN BY: FAA DATE: 5/27/2025
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SUPERVISED BY: DEM DATE: 5/27/2025
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CONST. NO.:

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SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PABE REPLACEMENT DETAILS - 1
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-I0269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025

BR-133-253

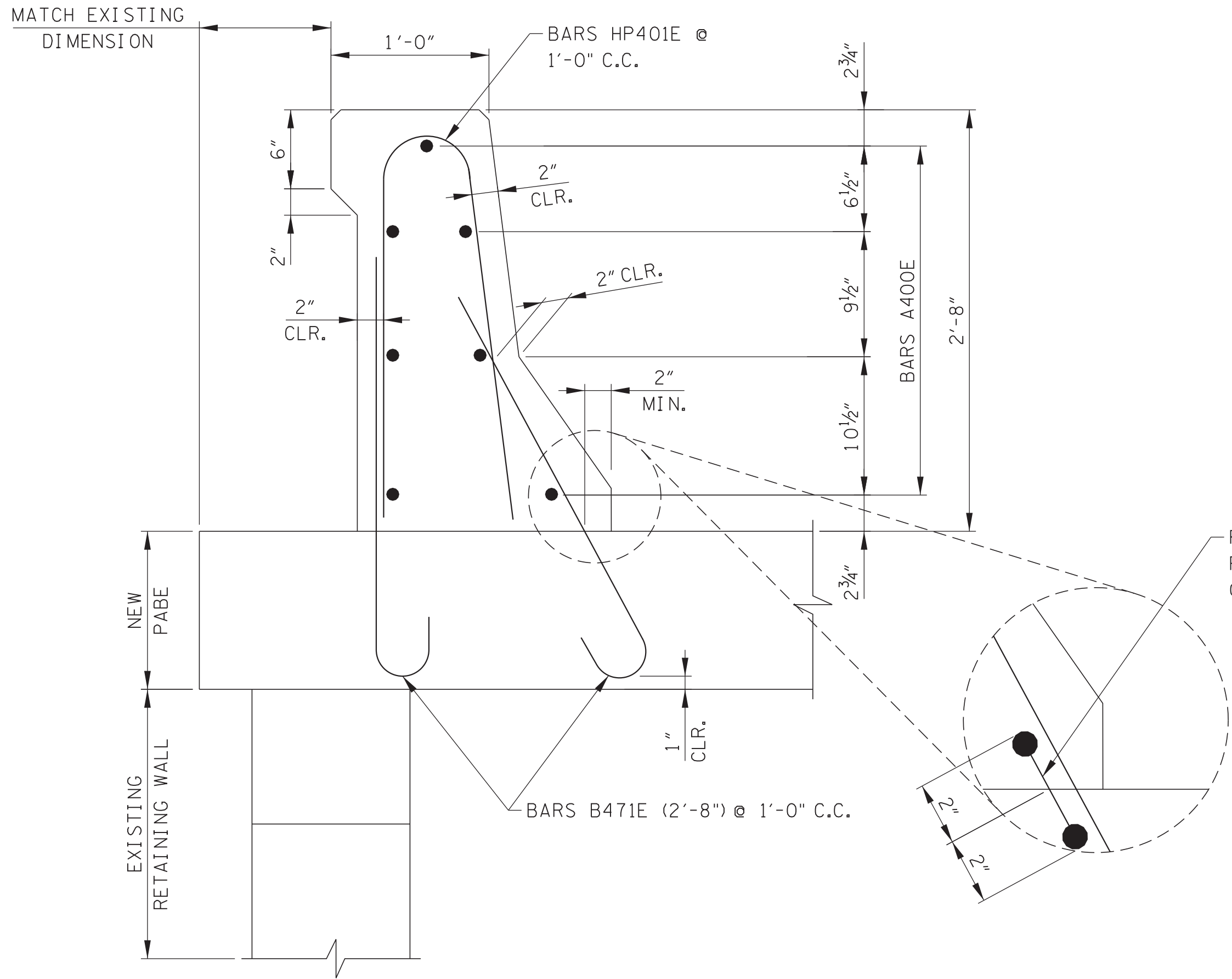
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PIN NO.: 135707.00
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SUPERVISED BY: DEM DATE: 5/27/2025
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NOTES:

1. ALL ADDITIONAL PABE BARS (BAR ID STARTING WITH P) ARE EPOXY-COATED.
2. BARS P601 HAVE A STANDARD 180 DEGREE HOOK AT ONE END, SEE BAR DETAIL THIS SHEET.
3. FOR LOCATION OF SECTION D-D, SEE BR-133-253.
4. BARS WITH BAR IDS BEGINNING WITH A OR B ARE INCLUDED IN TDOT STANDARDS AND ARE SHOWN HERE FOR CLARITY. TDOT STANDARD BARS ARE NOT INCLUDED IN REINFORCEMENT SCHEDULES.
5. BARS WITH IDS BEGINNING WITH P ARE UNIQUE TO THIS PROJECT AND ARE INCLUDED IN THE REINFORCEMENT SCHEDULE ON THIS SHEET.



PVC WATERSTOP, SEE
FABRICATION NOTE 6
ON TDOT STD-1-1

4 - BARS P501E
SPACED AS SHOWN

BARS A692 AT 1'-0" C.C.
BARS A490 AT 1'-0" C.C.

2" CLR.

4" MAX.

BARS P601E AT 12"

2 1/2" CLR.

BARS B471E AT 1'-0" C.C.

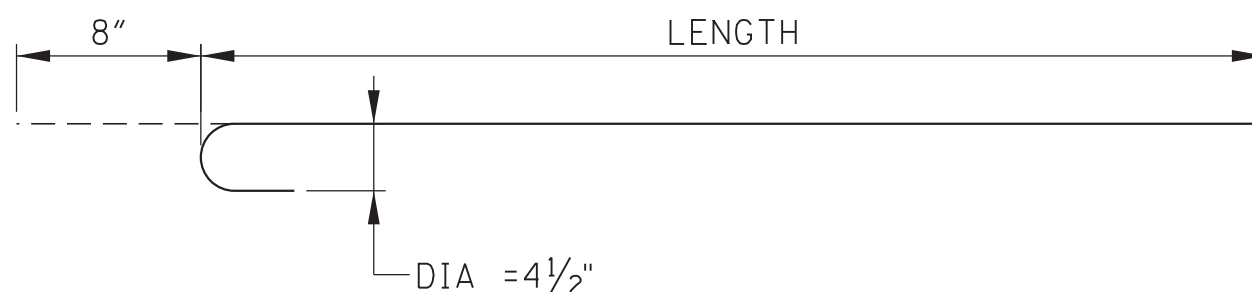
BARS A691 AT 1'-0" C.C.

BARS A690 AT 6" C.C.

ADDITIONAL PABE REINFORCING
(NOT TO SCALE)

ADDITIONAL PABE REINFORCEMENT SCHEDULE
(INCLUDES ALL 4 LOCATIONS)

BAR ID	SIZE	LENGTH	QUANTITY
P501E	#5	23'-8"	16
P502E	#5	23'-8"	40
P601E	#6	10'-3"	100

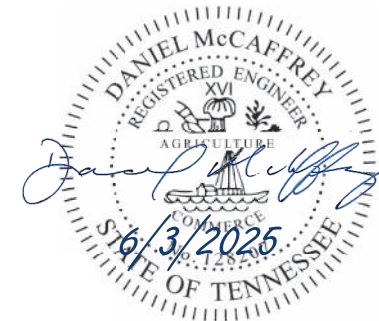


BAR P601 DETAIL

CONST. NO.:

PROJECT NO.		YEAR	SHEET NO.
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REVISIONS			
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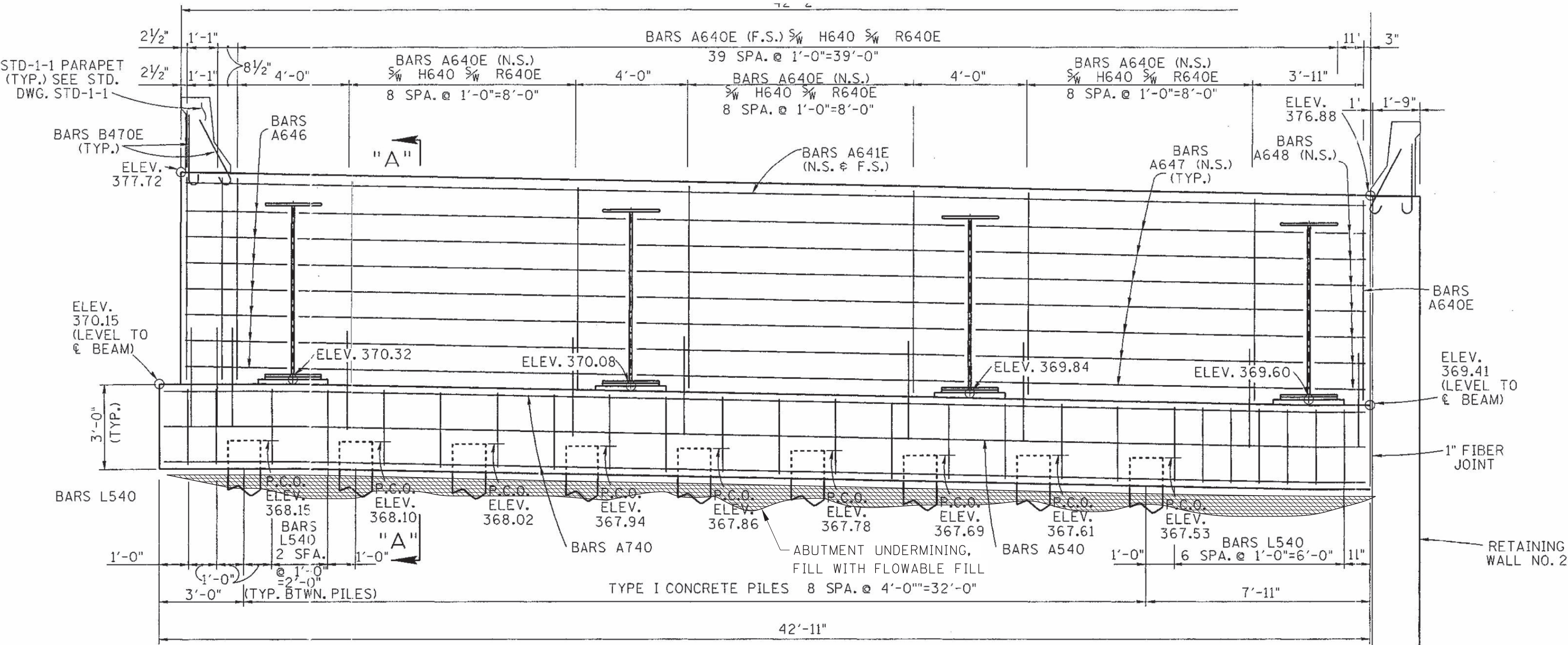


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PABE REPLACEMENT DETAILS - 2
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-I0269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025

BR-133-254

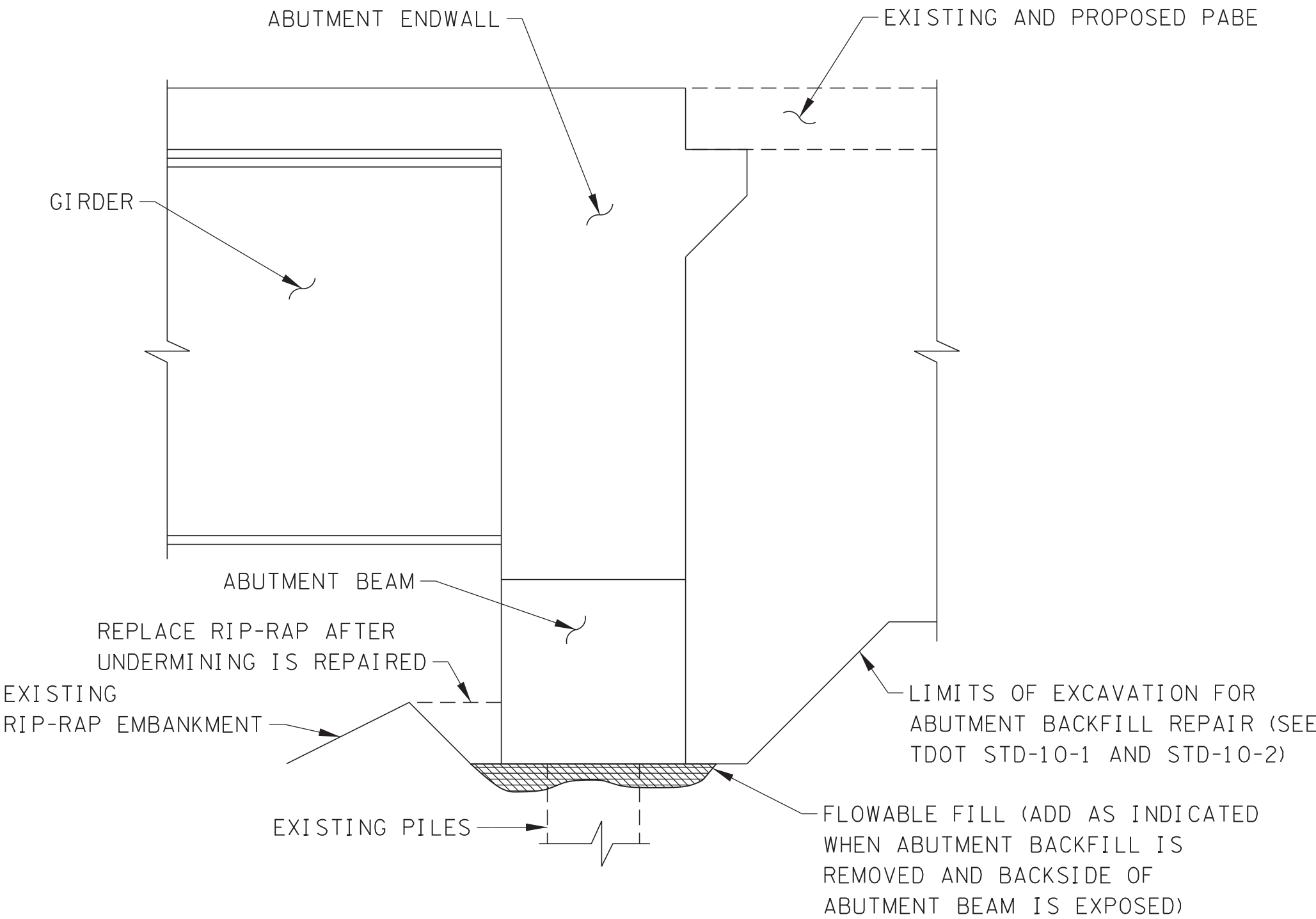
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PROJECT NO.	YEAR	SHEET NO.	
241269-M3-003	2025		
REVISIONS			
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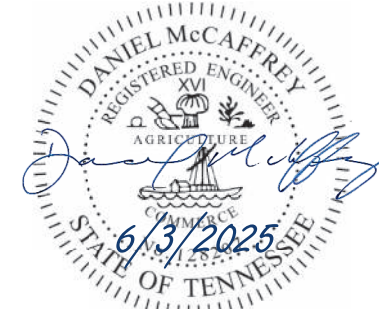
ELEVATION - SOUTHEAST ABUTMENT

(LOOKING BACK STATION)
(SOUTHEAST ABUTMENT SHOWN, SOUTHWEST ABUTMENT OPPOSITE HAND)



SECTION A-A

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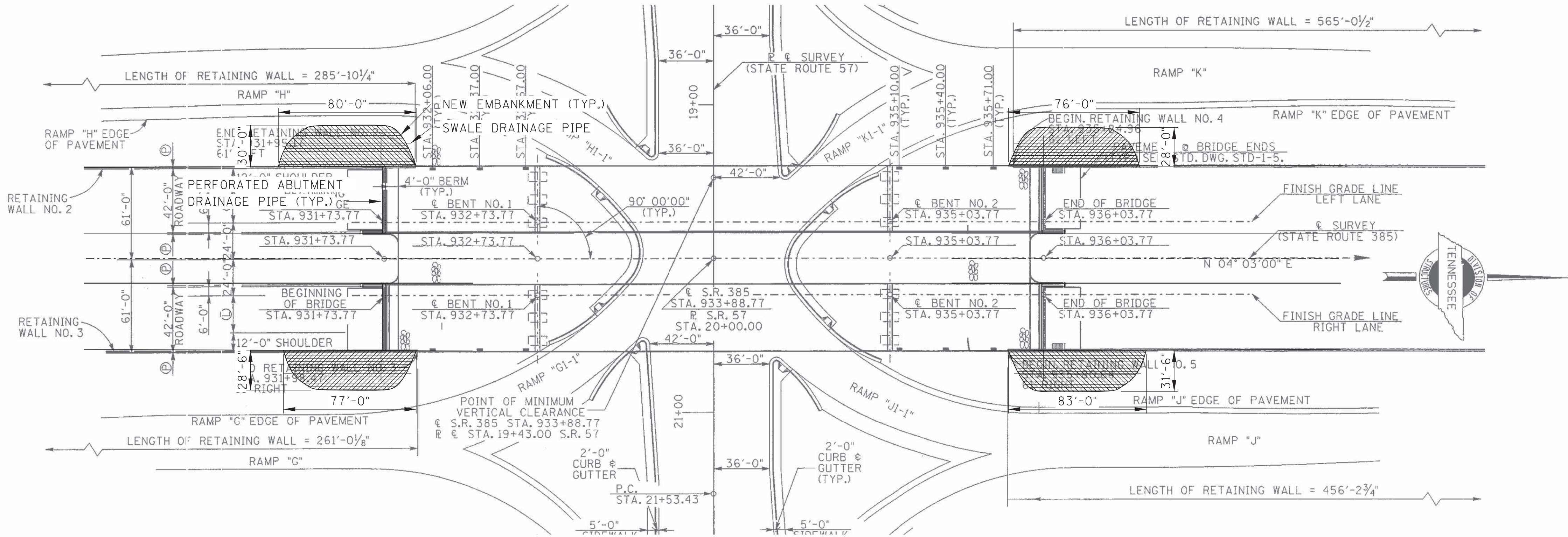


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT UNDERMINING REPAIRS
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-10269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025

BR-133-255

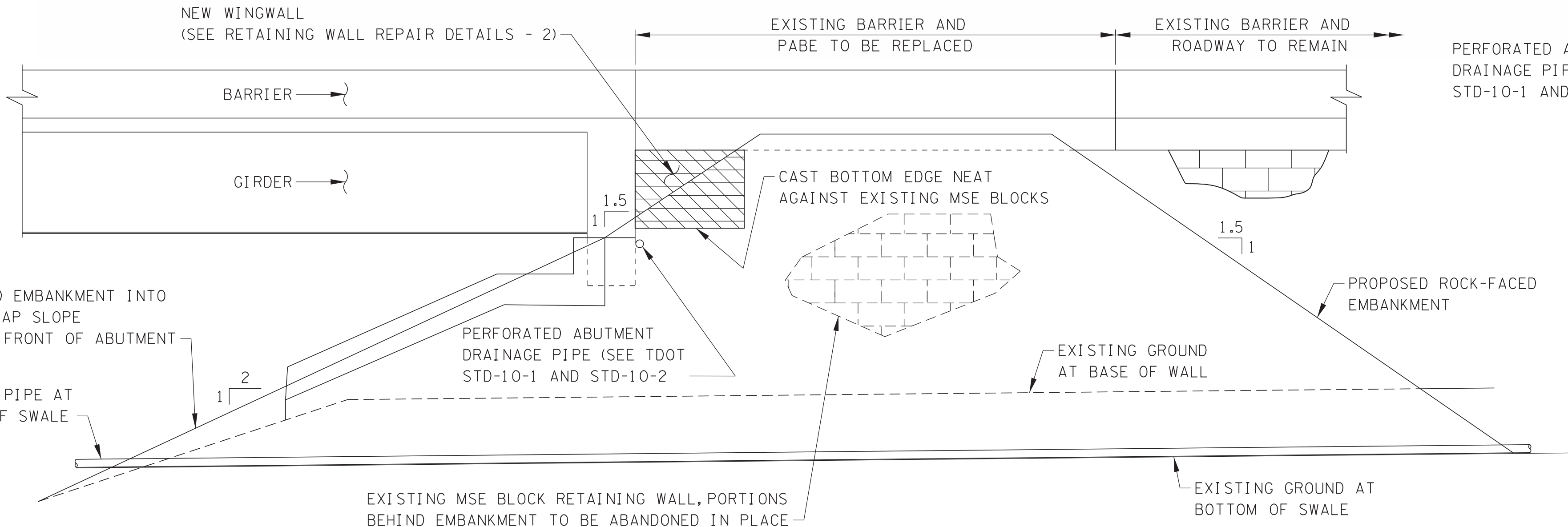


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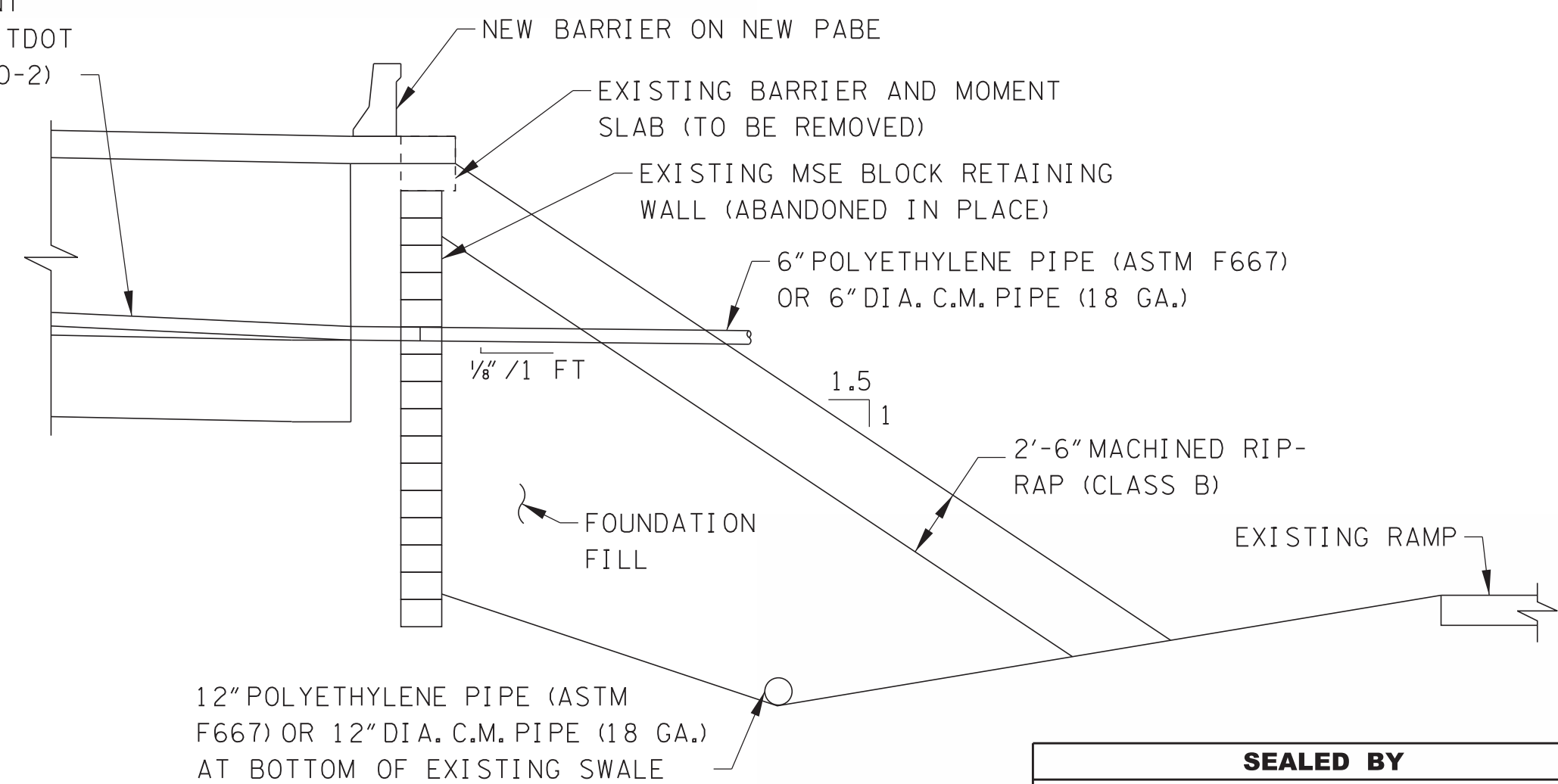
PLAN
(NOT TO SCALE)

CONST. NO.:		
PROJECT NO.	YEAR	SHEET NO.
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REVISIONS		
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BRIEF DESCRIPTION		



TYPICAL ELEVATION

(LOOKING TOWARDS CENTERLINE OF BRIDGE)
(NORTHEAST AND SOUTHWEST CORNERS SHOWN, OTHER CORNERS OPPOSITE HAND)



TYPICAL SECTION

NOTES:

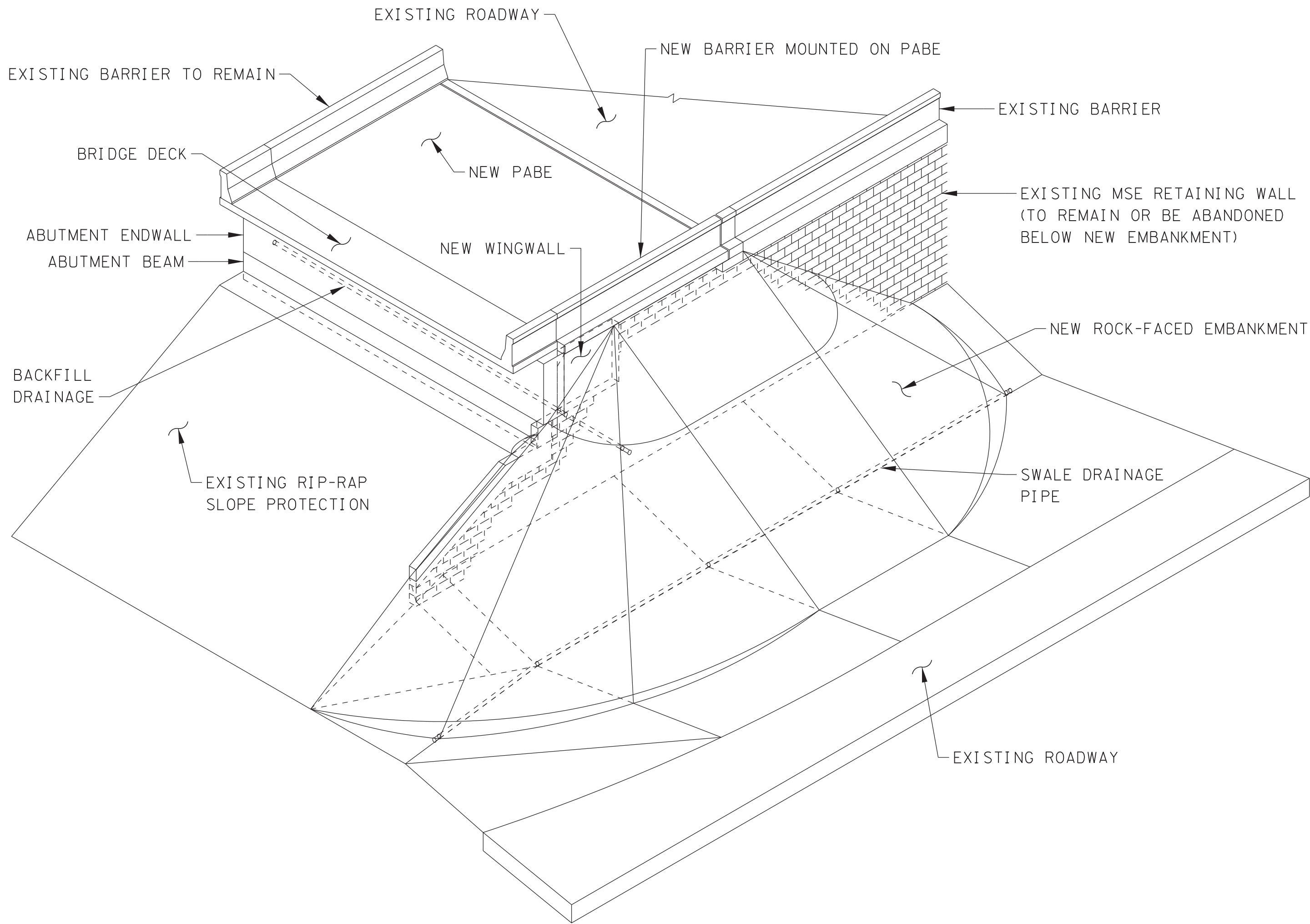
1. RETAINING WALL REPAIRS SHALL CONSIST OF PROVIDING A ROCK-FACED EMBANKMENT AT EACH LOCATION WHERE THE EXISTING RETAINING WALLS HAVE FAILED, AS INDICATED.
2. SEE TDOT STD-10-1 AND STD-10-2 FOR DRAINAGE AND ABUTMENT BACKFILL DETAILS NOT SHOWN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
RETAINING WALL REPAIR DETAILS - 1
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-I0269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025



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ISOMETRIC VIEW

(GIRDERS NOT SHOWN FOR CLARITY)
(NORTHEAST AND SOUTHWEST CORNERS SHOWN, OTHER CORNERS OPPOSITE HAND)

NOTES:

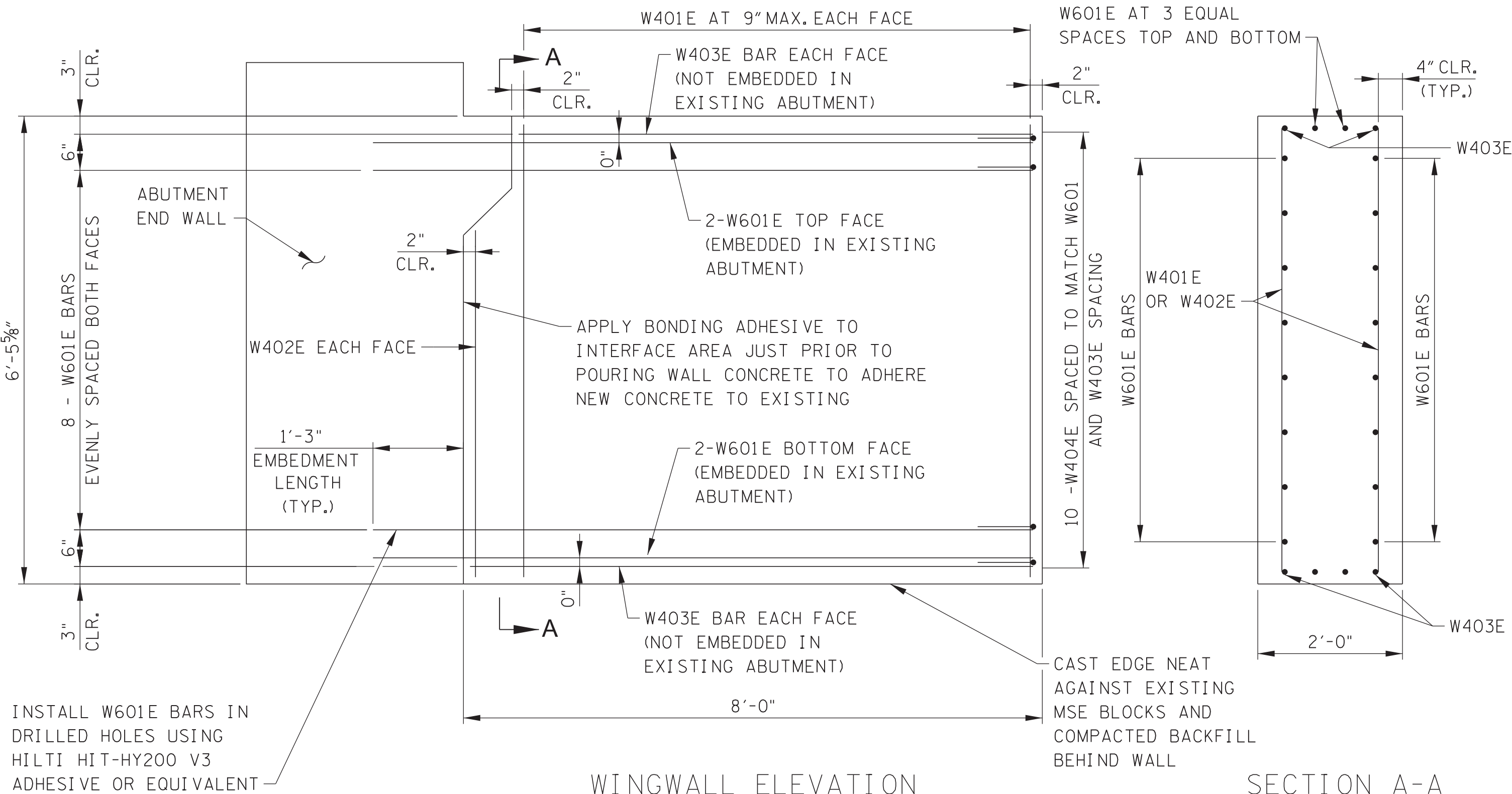
1. ALL BARS ARE EPOXY COATED.
2. FOLLOW ALL MANUFACTURER INSTRUCTIONS FOR USE OF THE HILTI HIT-HY200 ADHESIVE OR EQUIVALENT.
3. FOR BAR W601E, ENSURE EPOXY COATING DOES NOT REDUCE OVERALL RIB HEIGHT OF THE REBAR.
4. BONDING ADHESIVE SHALL BE SIKADUR-32 HI-MOD OR AN EQUIVALENT EPOXY BONDING ADHESIVE CONFORMING TO ASTM C881 TYPE V AND AASHTO M-235. FOLLOW ALL MANUFACTURER INSTRUCTIONS. BONDING ADHESIVE IS INCIDENTAL TO WINGWALL CONCRETE.



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WINGWALL ELEVATION

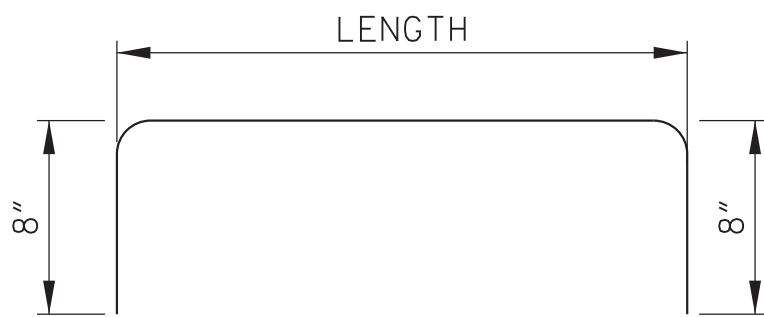
(LOOKING TOWARDS CENTERLINE OF BRIDGE)
(NORTHEAST AND SOUTHWEST CORNERS SHOWN, OTHER CORNERS OPPOSITE HAND)

SECTION A-A

(W404E NOT SHOWN FOR CLARITY)

WINGWALL REINFORCEMENT SCHEDULE
(INCLUDES ALL 4 LOCATIONS)

BAR ID	SIZE	LENGTH	QUANTITY
W401E	#4	6'-1"	72
W402E	#4	4'-6"	8
W403E	#4	7'-8"	16
W404E	#4	1'-3"	40
W601E	#6	9'-1"	80



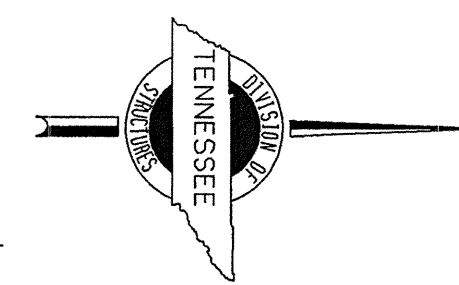
BAR W404E DETAIL

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
RETAINING WALL REPAIR DETAILS - 2
I-269 BRIDGES OVER SR-57
BRIDGE NO. 24-I0269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025

BR-133-257



* - DENOTES ELEVATION TAKEN FROM CONTOUR MAP, AS PER T.D.O.T.

P F NO 24385-3205-14

REQUIRED:

- ## BENCHMARKS:

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

2021 ADT = 26,670
DUAL - 42'-0" ROADWAYS $\frac{W}{STD-1-1}$ PARAPET
DESIGN SPEED = 70 MPH

BRIDGE NO. 10

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA

ROUT

OVER

STATE ROUTE 57
BRIDGE I.D. NO. RIGHT LANE 24SR0570029
BRIDGE I.D. NO. LEFT LANE 24SR0570030
STATION 933+88.77
FAYETTE COUNTY
2002

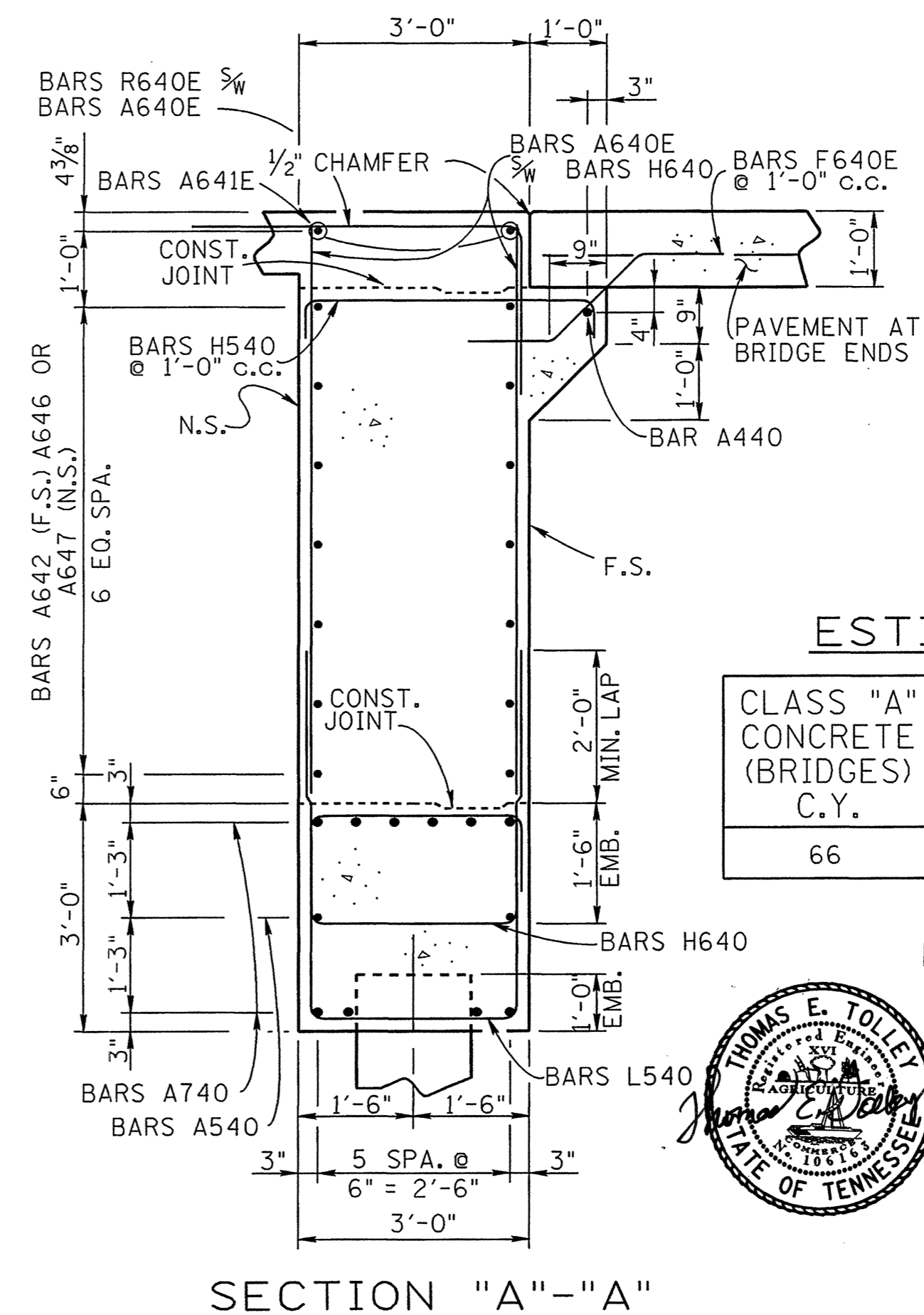
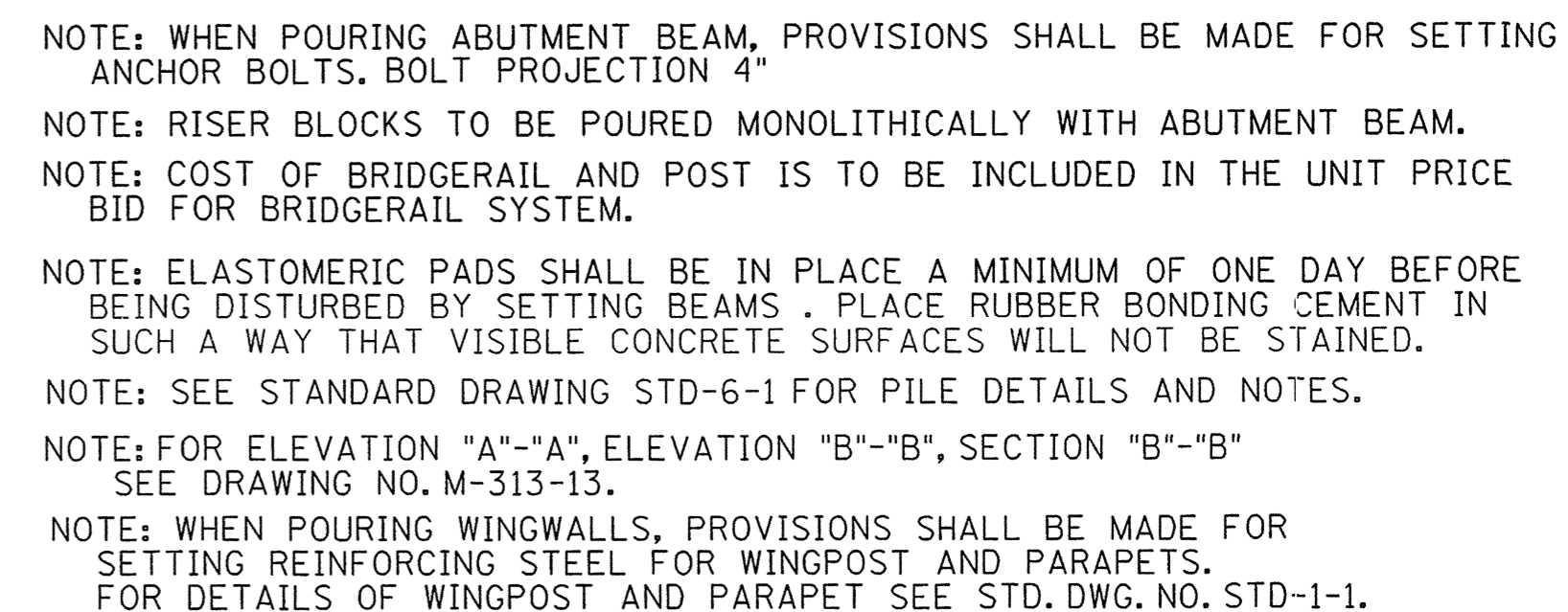
CORRECT

Edward P. Wasserman
ENGINEER OF STRUCTURES

M-436-191

DESIGNED BY ADW DATE 01-2001
DRAWN BY FARRAR DATE 01-2001
SUPERVISED BY _____ DATE _____
CHECKED BY _____ DATE _____

CONST NO 24385-3205-14



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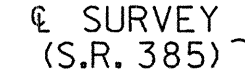
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 10
ABUTMENT NO. 1
LEFT LANE
STATE ROUTE 385
OVER
STATE ROUTE 57
STATION 933+88.77
FAYETTE COUNTIES
2002

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THOMAS E. TOLLE
GOVERNOR
RED E. HARRIS
COMMISSIONER
AGRICULTURE
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CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES



42'-2"



NOTE: WHEN POURING ABUTMENT BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. BOLT PROJECTION 4"

NOTE: RISER BLOCKS TO BE POURED MONOLITHICALLY WITH ABUTMENT BEAM.

NOTE: COST OF BRIDGERAIL AND POST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR BRIDGERAIL SYSTEM.

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: SEE STANDARD DRAWING STD-6-1 FOR PILE DETAILS AND NOTES.

NOTE: FOR ELEVATION "A"-"A", ELEVATION "B"-"B", SECTION "B"-"B"
SEE DRAWING NO. M-313-13.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST AND PARAPETS.
FOR DETAILS OF WINGPOST AND PARAPET SEE STD. DWG. NO. STD-1-1.




H640

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

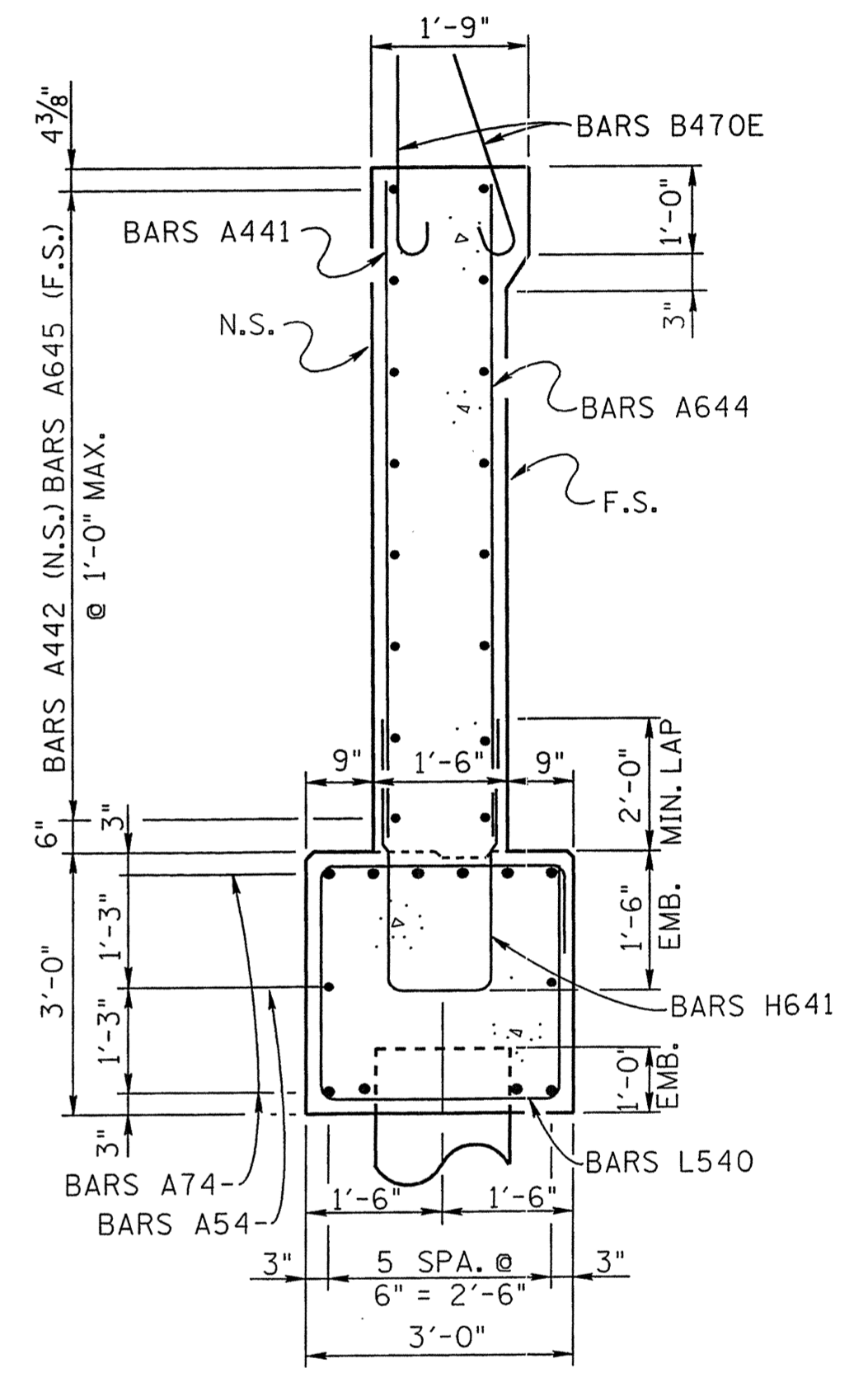
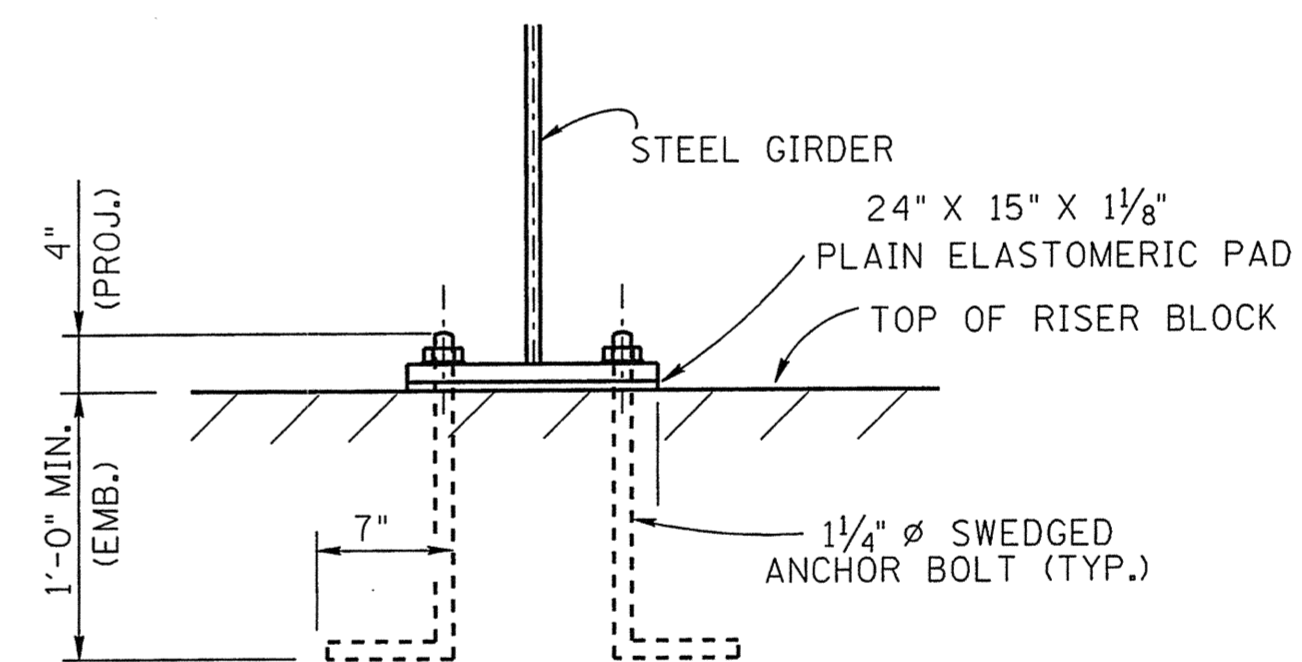
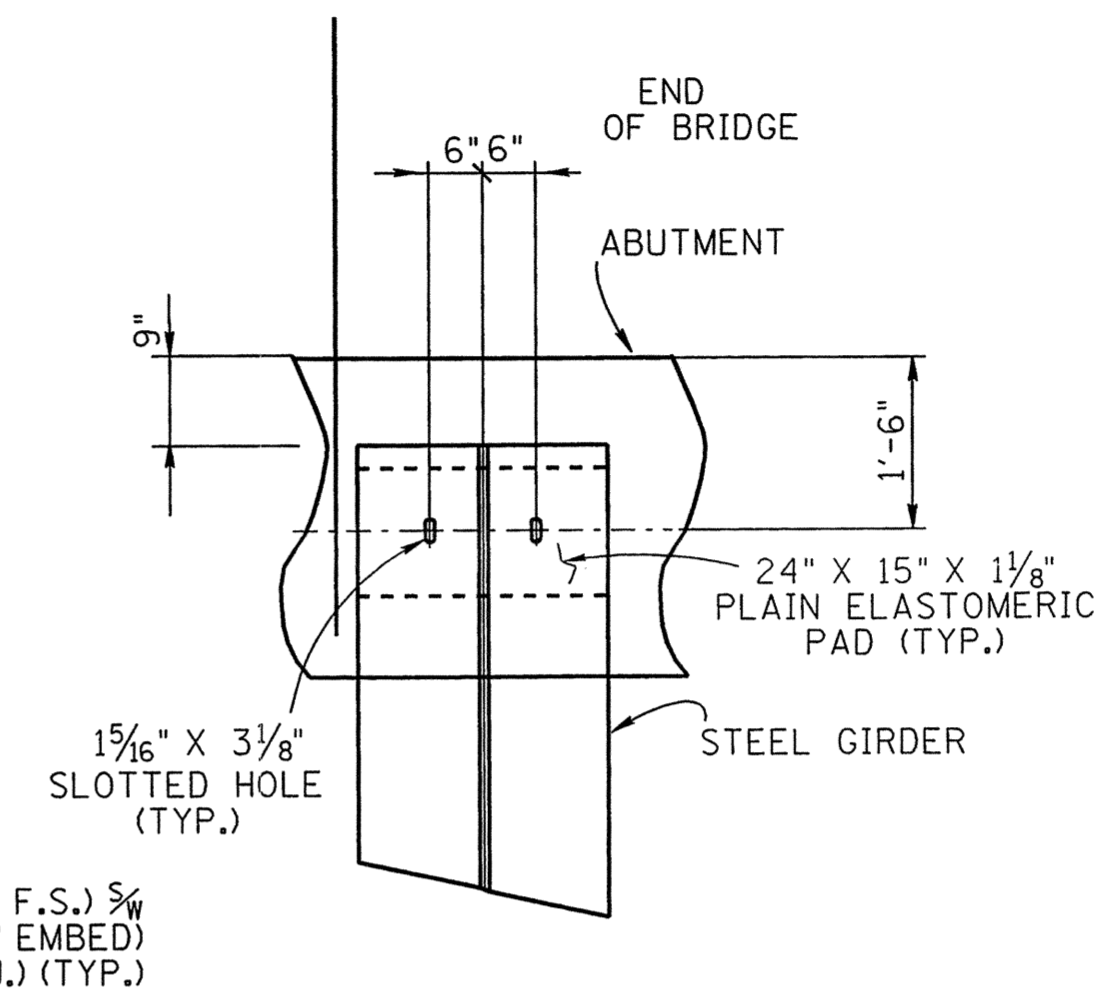
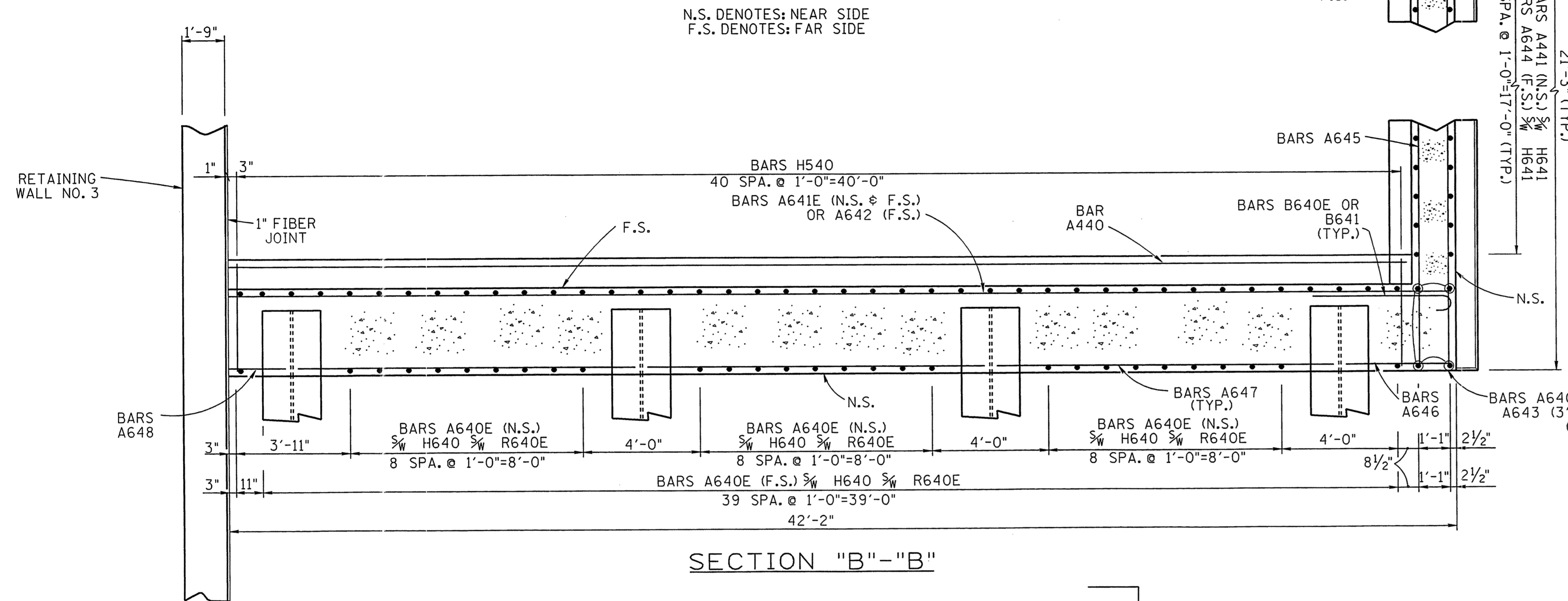
BRIDGE NO. 10
ABUTMENT NO. 1
RIGHT LANE
STATE ROUTE 385
OVER
STATE ROUTE 57
STATION 933+88.77
SHELBY/FAYETTE COUNTIES
2002

40



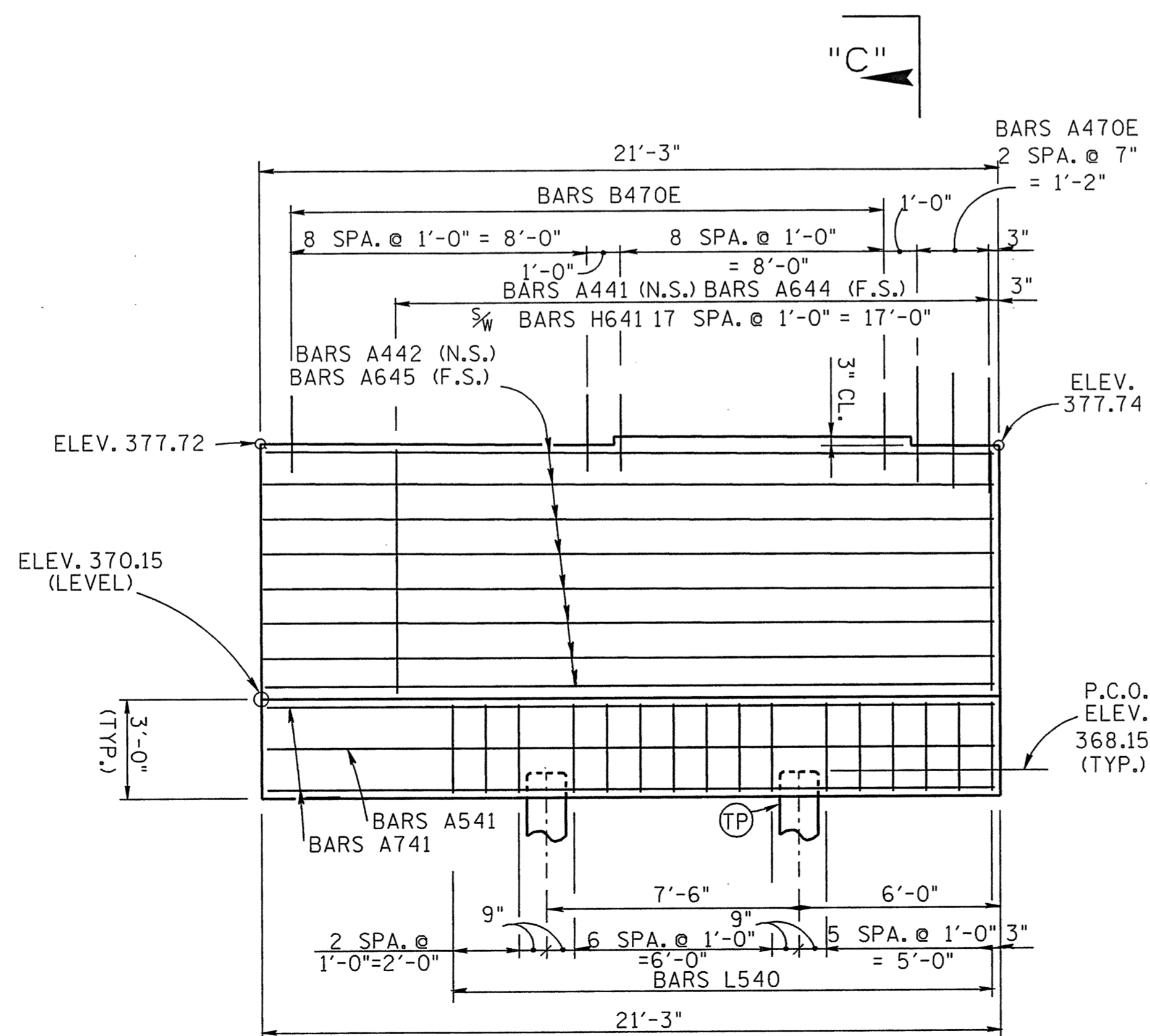
THOMAS E. TOLLEY
BRIDGE ENGINEER
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

M-436-201

[illegible]

ANCHOR BOLT DETAIL

SECTION "C"-"C"

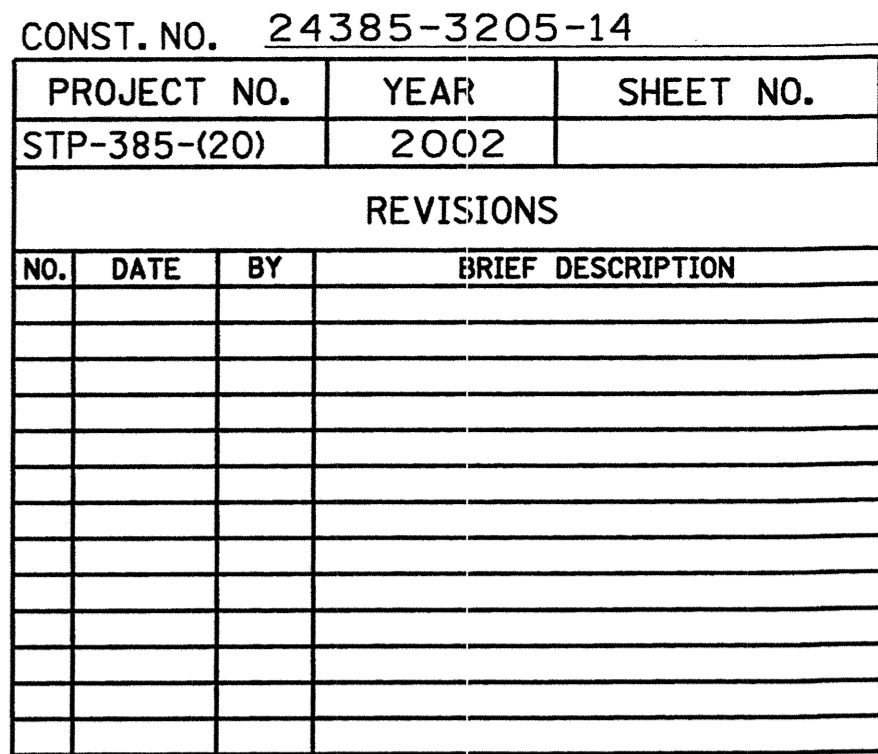


(TP) DENOTES: TEST PILE ELEVATION "A"-"A" "C"

DESIGNED BY KATHLEEN MARTIN DATE 06-02
DRAWN BY FRED SHARPE DATE 07-02
SUPERVISED BY J.W.F./T.E.T. DATE 07-02
CHECKED BY KATHLEEN MARTIN DATE 08-02

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 10
ABUTMENT NO. 1 DETAILS
RIGHT LANE
STATE ROUTE 385
OVER
STATE ROUTE 57
STATION 933+88.77
SHELBY/FAYETTE COUNTIES
2002

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES



NOTE: WHEN POURING ABUTMENT BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. BOLT PROJECTION 4"

NOTE: RISER BLOCKS TO BE POURED MONOLITHICALLY WITH ABUTMENT BEAM.

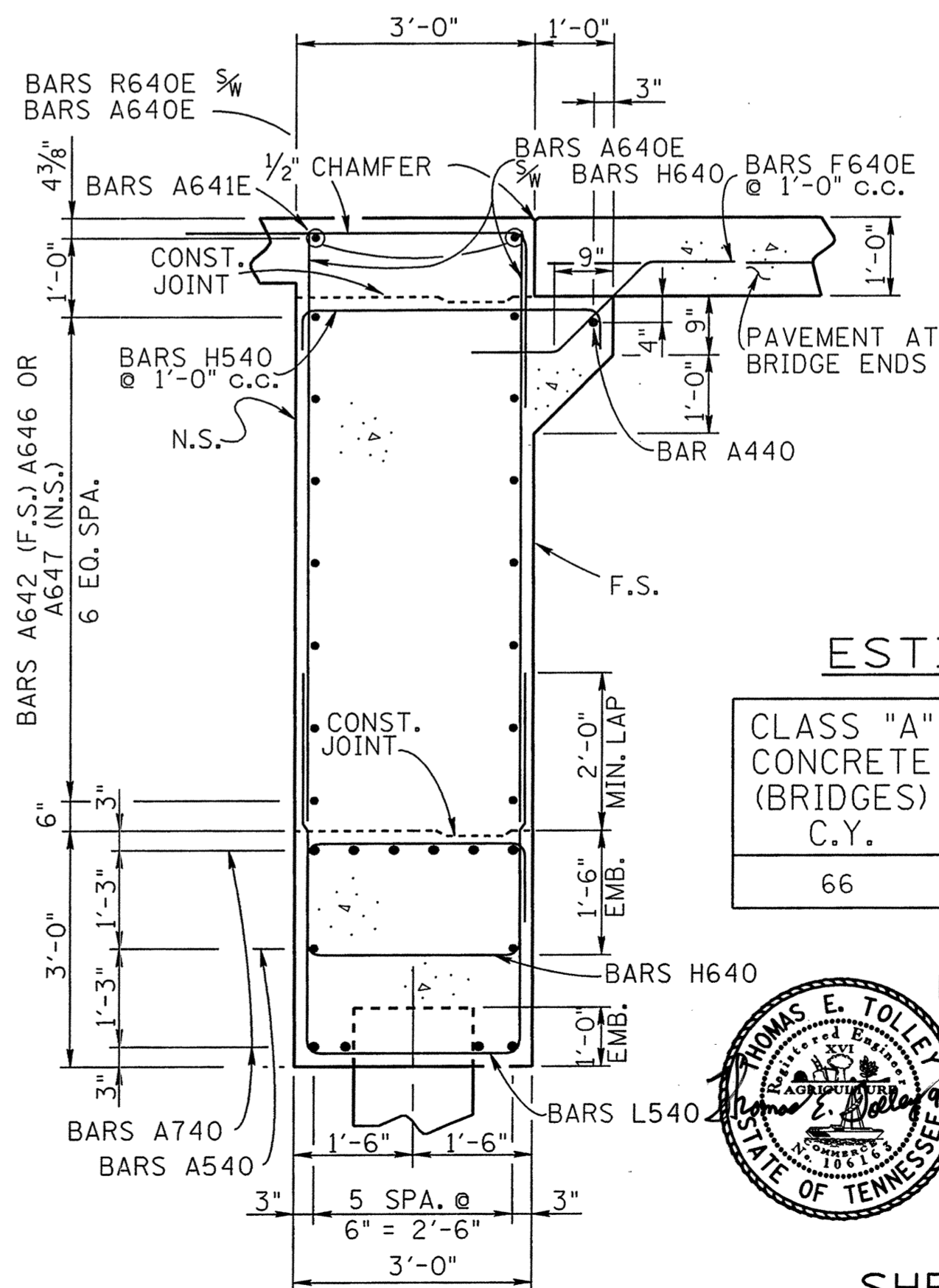
NOTE: COST OF BRIDGERAIL AND POST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR BRIDGERAIL SYSTEM.

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: SEE STANDARD DRAWING STD-6-1 FOR PILE DETAILS AND NOTES.

NOTE: FOR ELEVATION "A"-"A", ELEVATION "B"-"B", SECTION "B"-"B"
SEE DRAWING NO. M-313-13.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST AND PARAPETS.
FOR DETAILS OF WINGPOST AND PARAPET SEE STD. DWG. NO. STD-1-1.



ESTIMATED QUANTITIES		
CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.	EPOXY COATED REINFORCING STEEL (BRIDGES) LB.
66	4,728	1,528

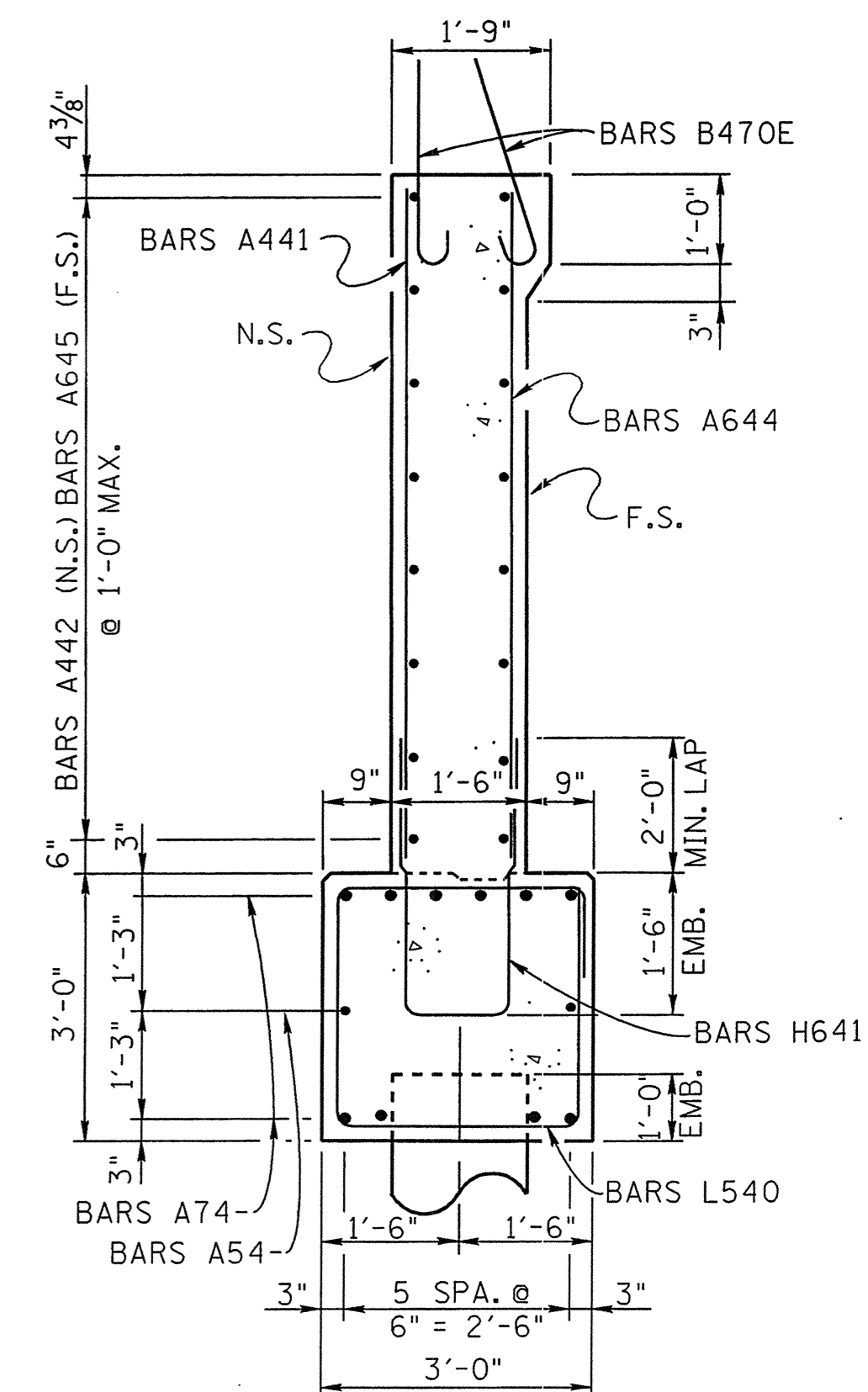
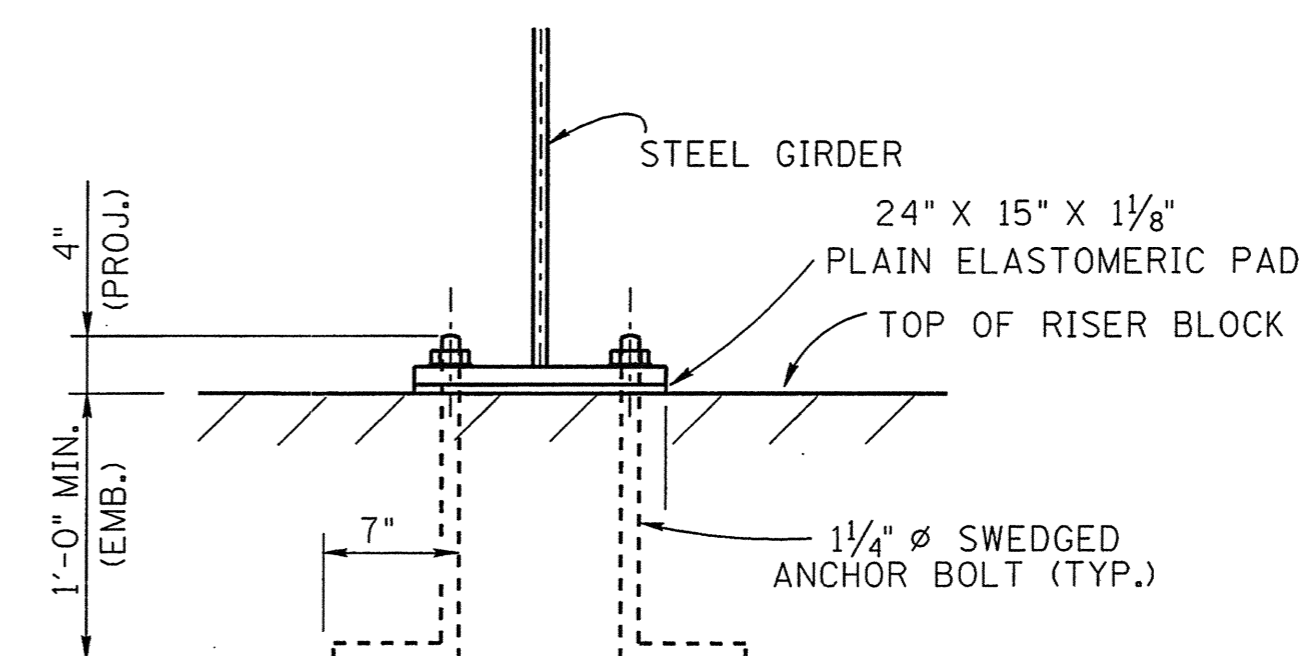
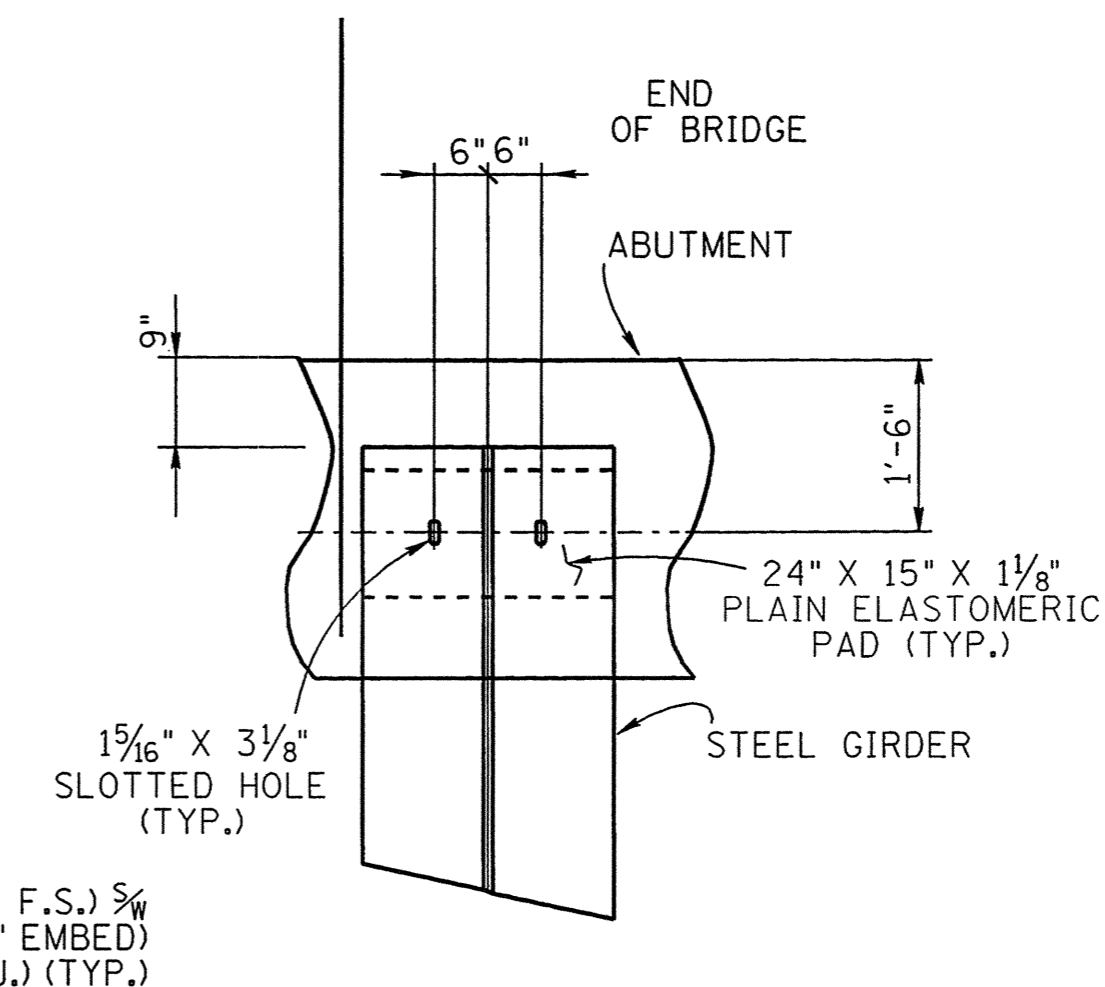
0640

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 10
ABUTMENT NO. 2
LEFT LANE
STATE ROUTE 385
OVER
STATE ROUTE 57
STATION 933+88.77
SHELBY/FAYETTE COUNTIES
2002

THOMAS E. TOLLEY
COMMISSIONER
STATE OF TENNESSEE
1989

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES



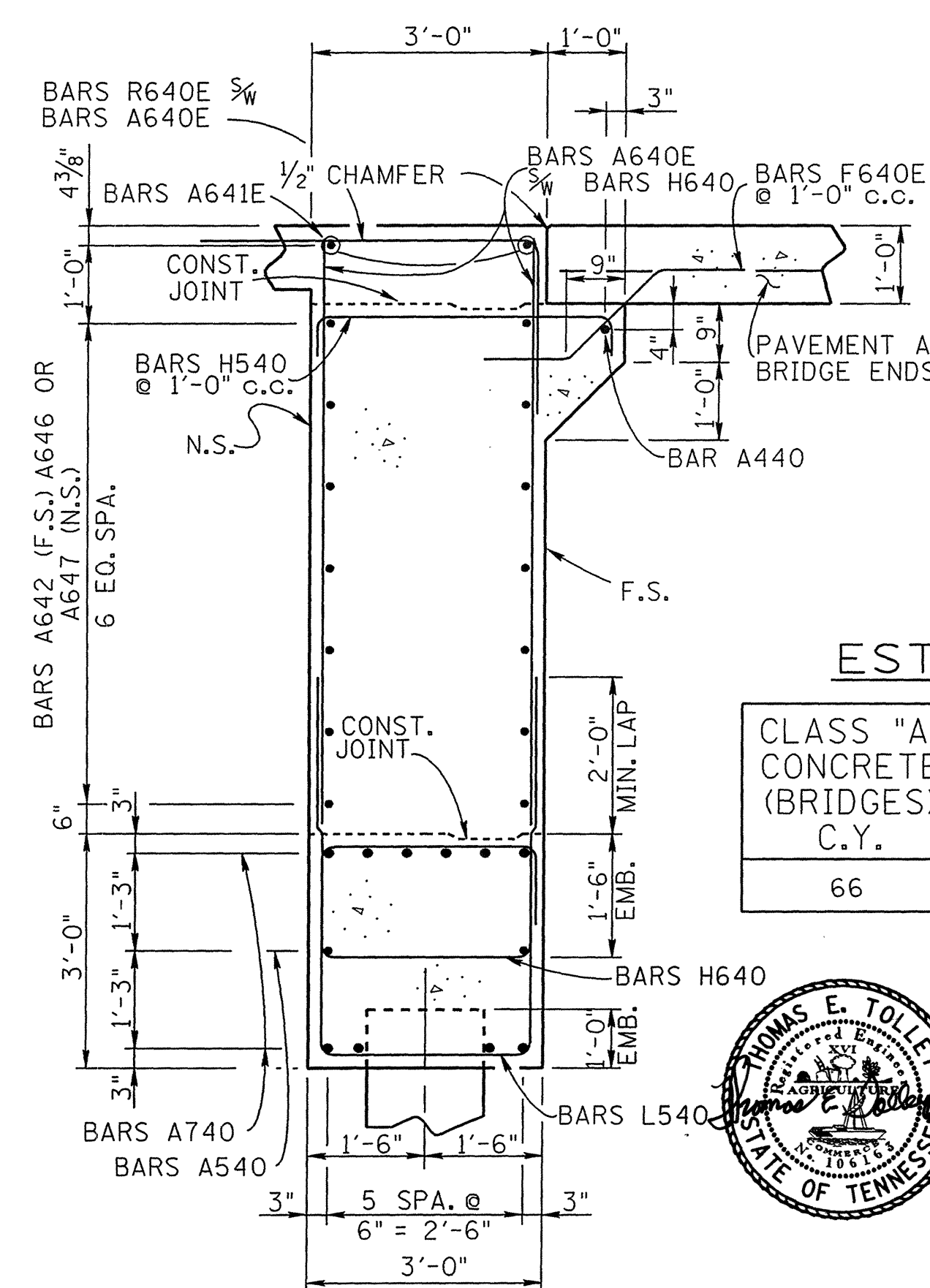
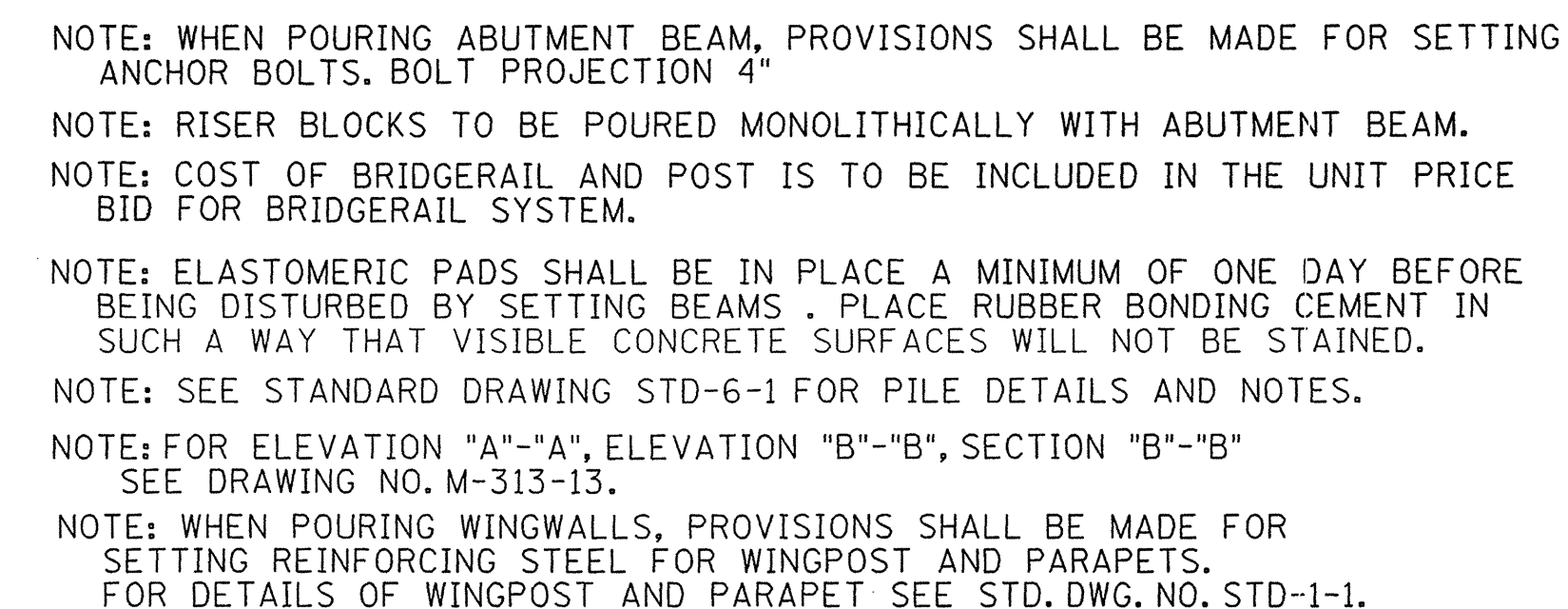
ANCHOR BOLT DETAIL

SECTION "C"-"C"



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE NO. 10
ABUTMENT NO. 2 DETAILS
LEFT LANE
STATE ROUTE 385
OVER
STATE ROUTE 57
STATION 933+88.77
SHELBY/FAYETTE COUNTIES
2002

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES



ESTIMATED QUANTITIES		
CLASS "A" CONCRETE (BRIDGES) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.	EPOXY COATED REINFORCING STEEL (BRIDGES) LB.
66	4,728	1,528

H640

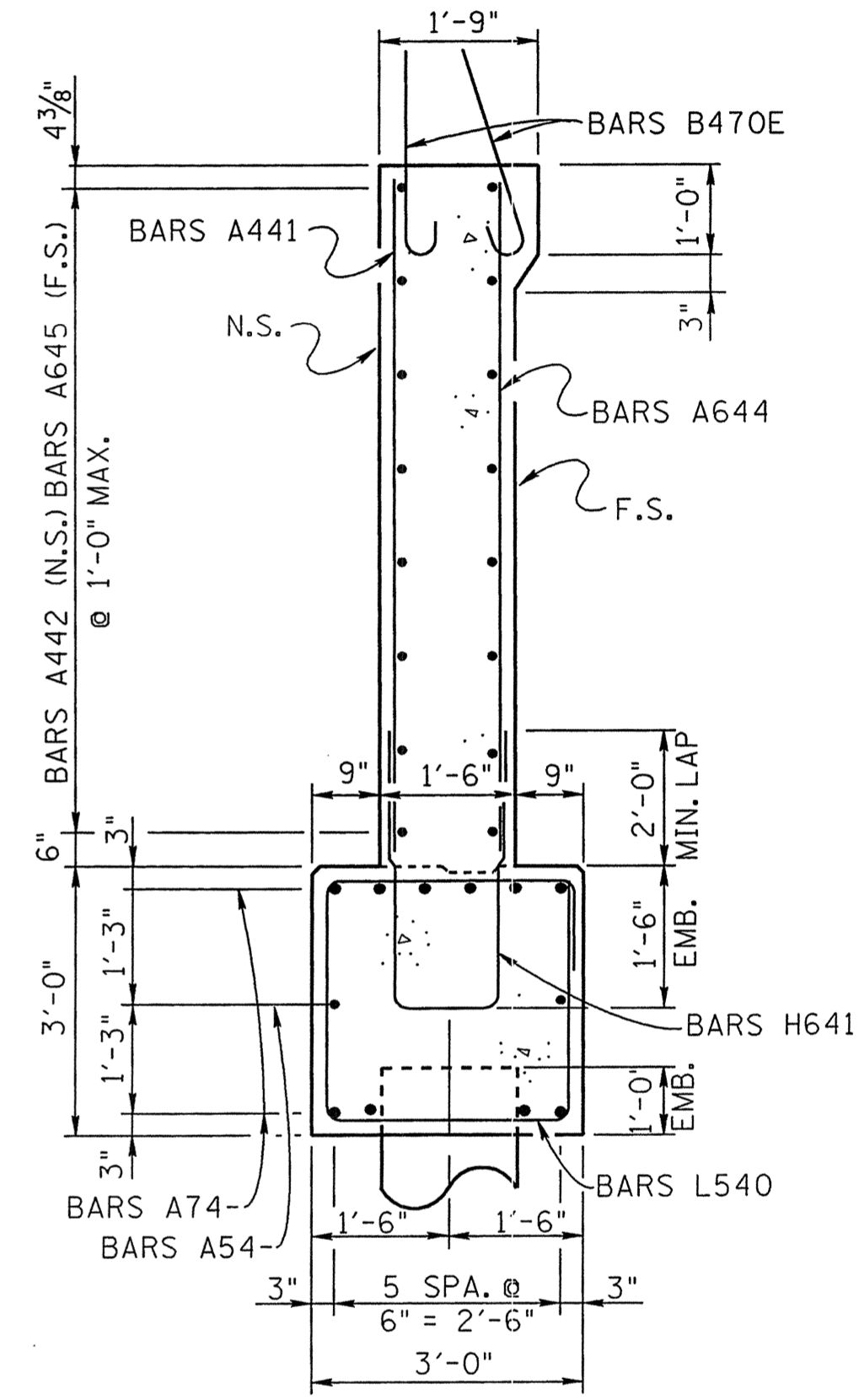
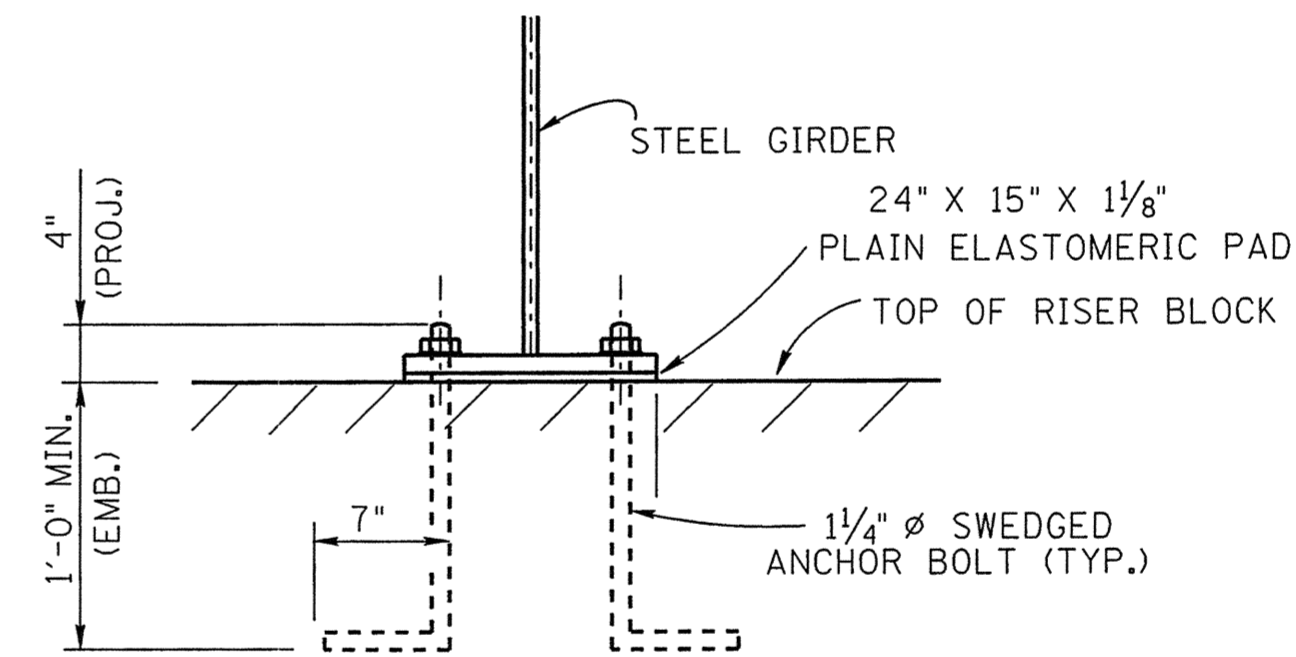
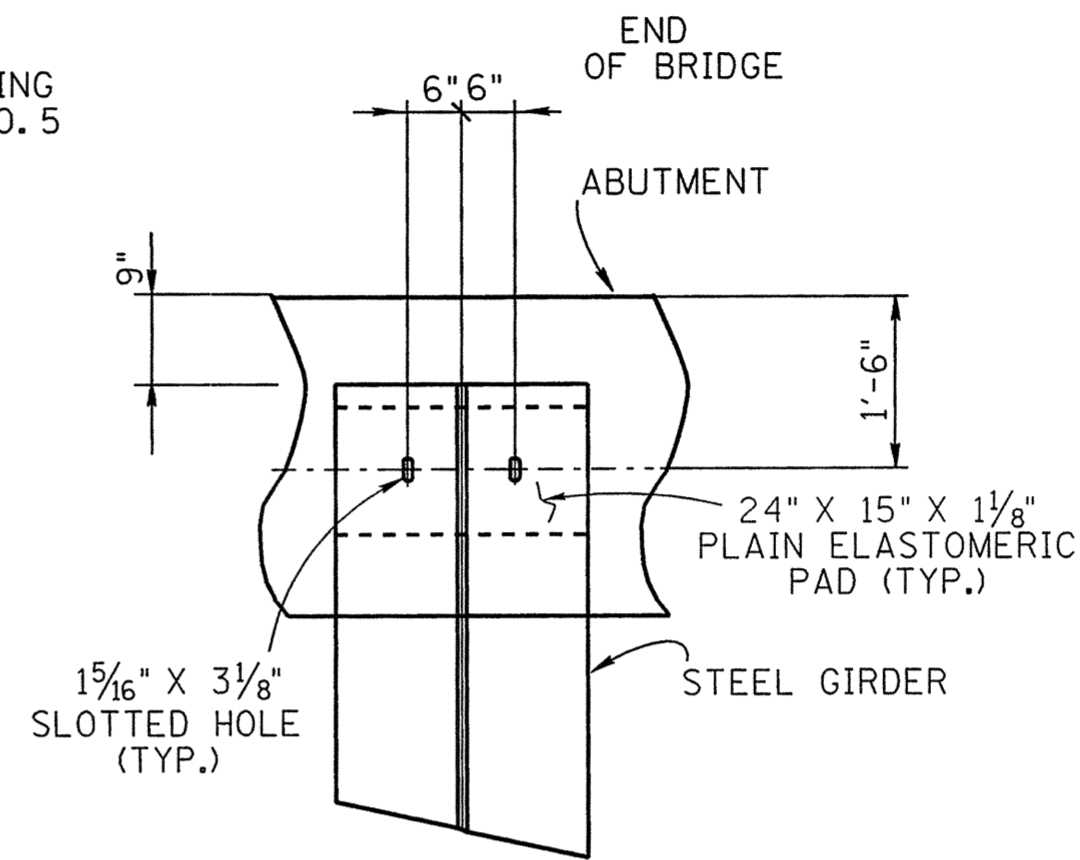
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 10
ABUTMENT NO. 2
RIGHT LANE
STATE ROUTE 385
OVER
STATE ROUTE 57
STATION 933+88.77
FAYETTE COUNTIES
2002

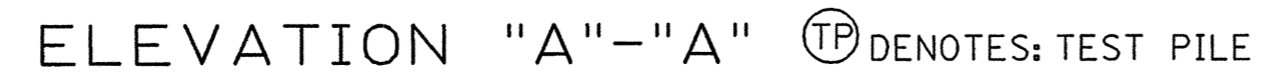
THOMAS E. TOLLEY
COMMISSIONER
STATE OF TENNESSEE

10-02

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

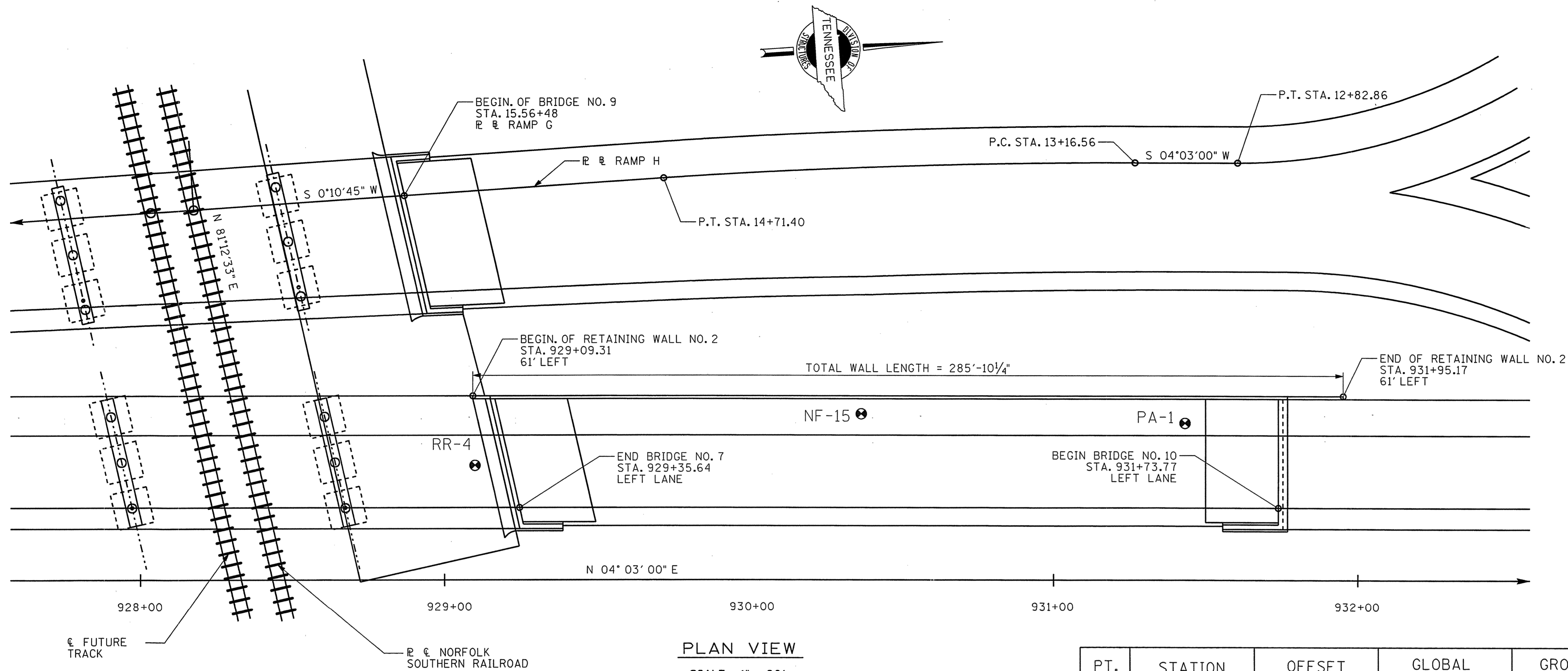


SECTION "C"-"C"



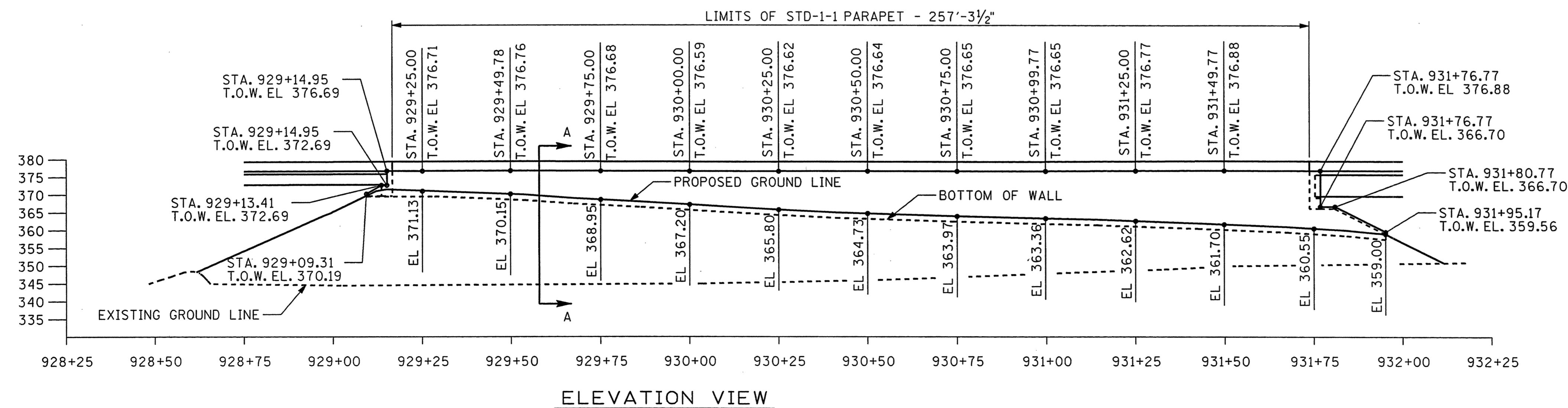
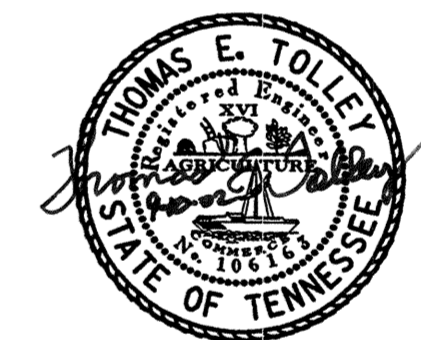
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

PROJECT NO.	YEAR	SHEET NO.
STP-385(20)	2002	

[illegible]

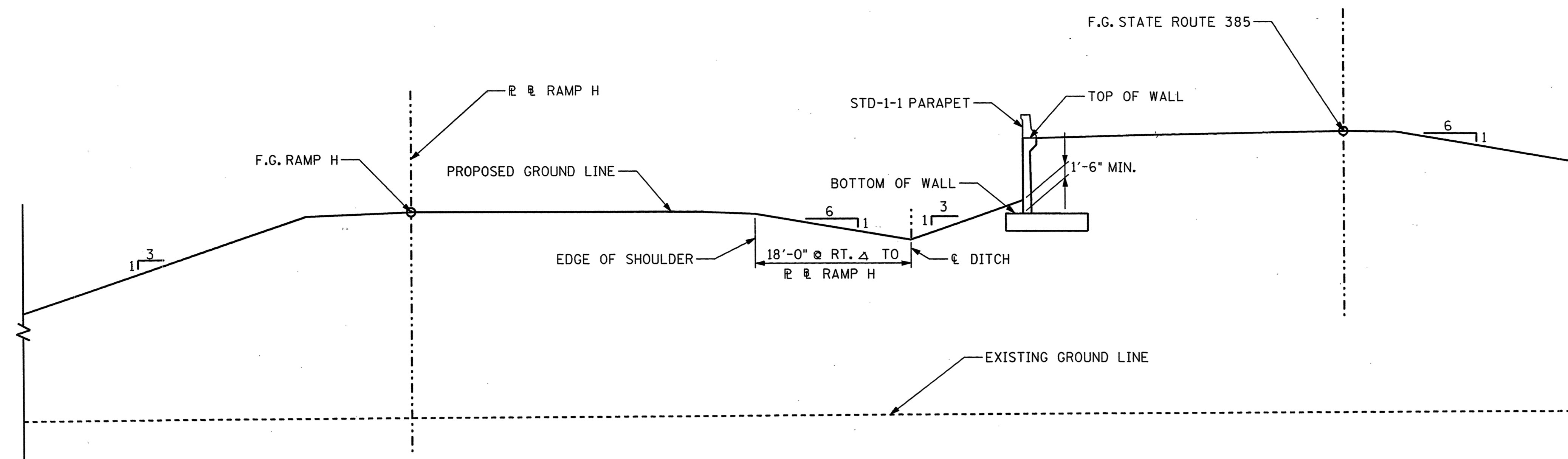
ITEM NO.	DESCRIPTION	UNITS	QUANTITY
620-03.10	CONCRETE PARAPET (STD-1-1)	L.F.	257
604-07.02	RETAINING WALL NO.2 (STATION 929+09.31)	S.F.	2991

PT.	STATION	OFFSET DISTANCE	GLOBAL COORDINATES	GROUND ELEVATION
RR-4	929+10	38' LT	N=278728.77 E=879674.09	344.93
NF-15	930+37	55' LT	N=278856.66 E=879666.10	345.48
PA-1	931+43	52' LT	N=278962.18 E=879676.58	349.43

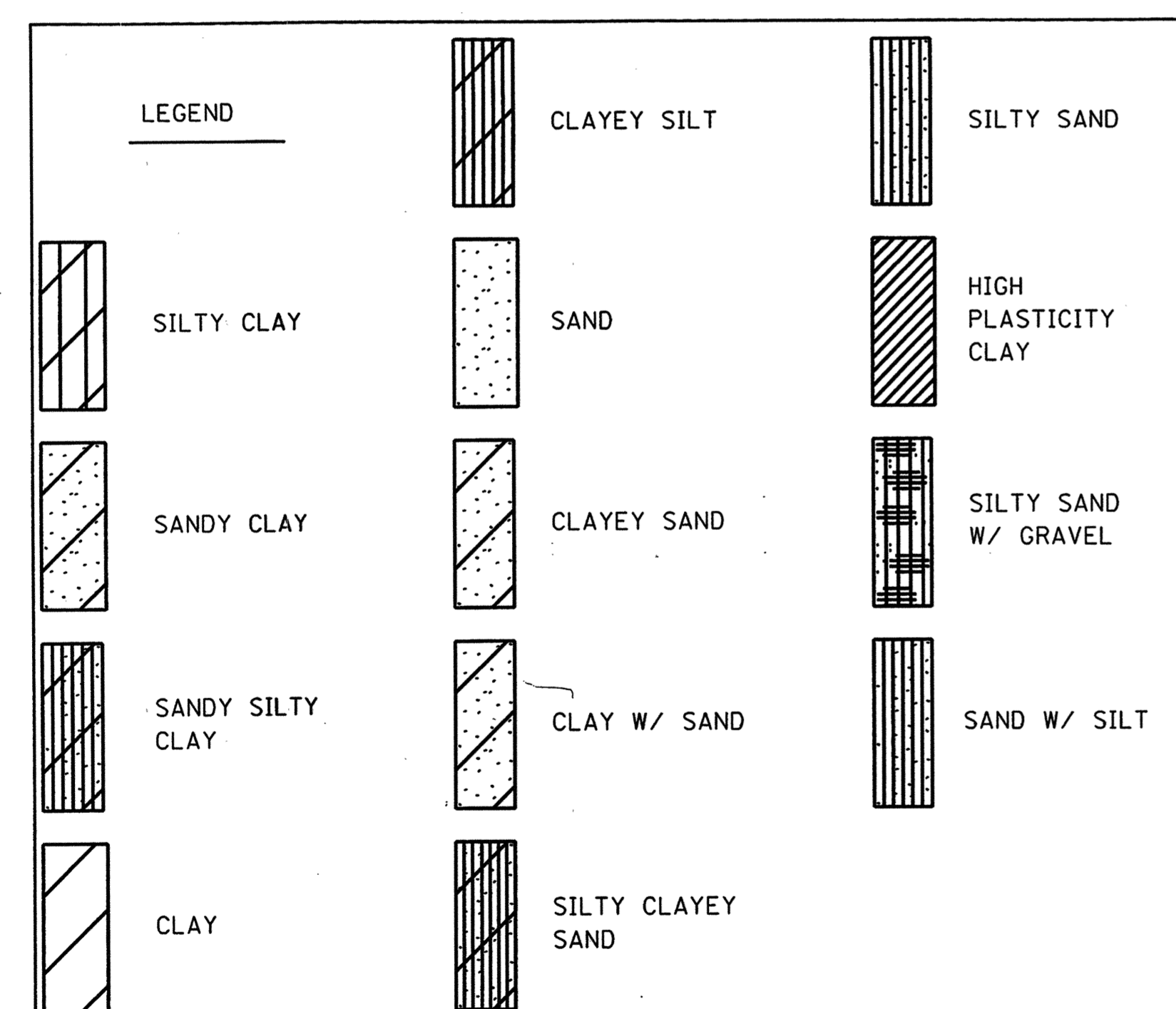


DESIGNED BY KDM DATE 07-02
DRAWN BY KDM DATE 07-02
SUPERVISED BY TET. JHW DATE 07-02
CHECKED BY TET. JHW DATE 07-02

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

[illegible]

(NOT TO SCALE)



GEOTECHNICAL NOTES:

1. ACCEPTABLE WALL TYPES
 - CANTILEVER WALL
 - GRAVITY WALL
 - MECHANICALLY STABILIZED EARTH (MSE) WALLSEE TDOT EARTH RETAINING STRUCTURES MANUAL FOR DESIGN CRITERIA FOR EACH WALL TYPE AND APPROVED RETAINING WALL SYSTEMS/SUPPLIERS
2. GEOTECHNICAL DESIGN REQUIREMENTS AND PARAMETERS
 - ULTIMATE BEARING CAPACITY OF FOOTING = 5 ksf
 - SAFETY FACTOR = 2.5
 - FRICTION ANGLE OF FINE-GRAINED SOIL = 18 DEGREES
 - ULTIMATE PULLOUT CAPACITY OF ANCHOR = 0.65 ksf
 - UNIT WEIGHT OF IN-SITU SOIL = 120 pcf
 - UNIT WEIGHT OF SELECT FILL = 115 pcf
 - FRICTION ANGLE OF SELECT FILL = 28 DEGREES
 - SLIDING COEFFICIENT OF FRICTION (SELECT FILL) = 0.6
 - SLIDING COEFFICIENT OF FRICTION (IN-SITU SOIL) = 0.3
3. MAXIMUM SLOPE FOR CONSTRUCTION = 1:1 OTHERWISE CONTRACTOR MUST USE SHORING IN CONFORMANCE WITH OSHA REQUIREMENTS
4. COPY OF BORING RECORDS, LABORATORY TEST RESULTS, AND GEOTECHNICAL REPORT IS AVAILABLE FROM GEOTECHNICAL ENGINEERING SECTION, CALL (615) 350-4130.

CONCEPTUAL DRAWING
RETAINING WALL NO. 2
ALONG STATE ROUTE 385
STATION 929+09.31
FAYETTE COUNTY
2002

DESIGNED BY KDM DATE 07-02
 DRAWN BY KDM DATE 07-02
 SUPERVISED BY TET. JHW DATE 07-02
 CHECKED BY TET. JHW DATE 07-02

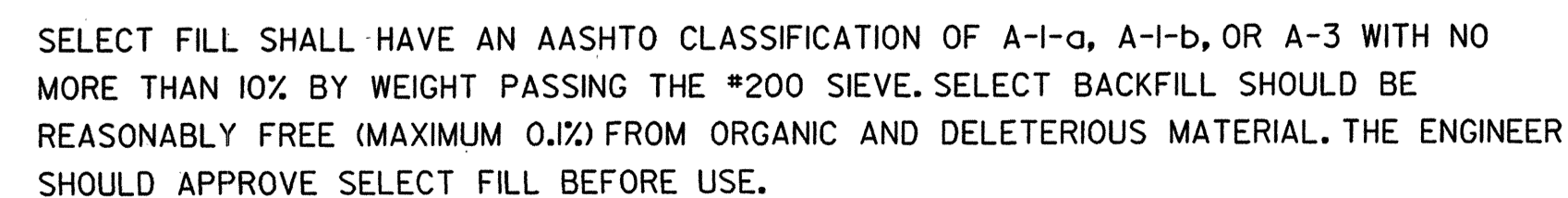
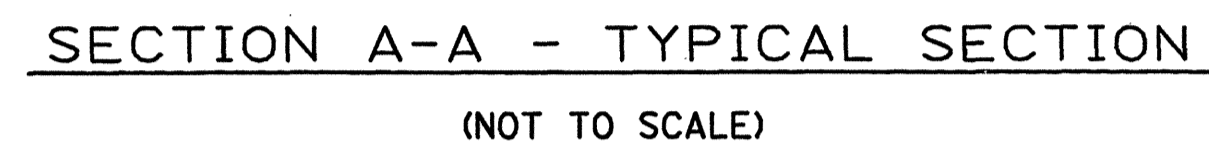
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

PT.	STATION	OFFSET DISTANCE	GLOBAL COORDINATES	GROUND ELEVATION
RR-6	929+28	38' RT	N=278741.36 E=879751.17	346.09
SF-12	930+37	60' RT	N=278848.53 E=879780.81	346.85
PA-2	931+43	52' RT	N=278954.56 E=879780.54	346.89

- 1) B.M. - MAG. NAIL SET IN WOODEN
FENCE POST
EL. 344.82
STA. 913+00
OFFSET = 230' LT.
- 2) B.M. - RR SPIKE SET IN BASE OF 8"
SWEETGUM TREE
EL. 331.46
STA. 923+00
OFFSET = 150' LT.



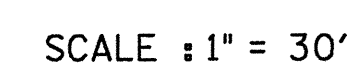
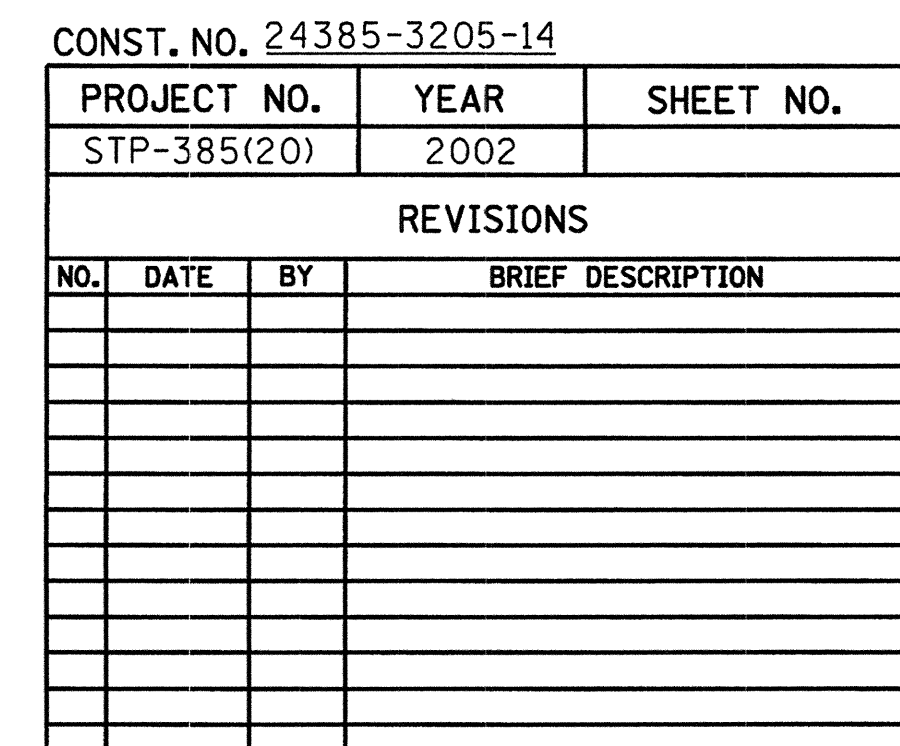
CONCEPTUAL DRAWING
RETAINING WALL NO. 3
ALONG STATE ROUTE 385
STATION 929+37.49
FAYETTE COUNTY
2002

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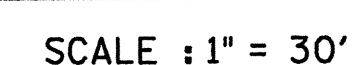
1. ACCEPTABLE WALL TYPES
 - CANTILEVER WALL
 - GRAVITY WALL
 - MECHANICALLY STABILIZED EARTH (MSE) WALLSEE TDOT EARTH RETAINING STRUCTURES MANUAL FOR DESIGN CRITERIA FOR EACH WALL TYPE AND APPROVED RETAINING WALL SYSTEMS/SUPPLIERS
2. GEOTECHNICAL DESIGN REQUIREMENTS AND PARAMETERS
 - ULTIMATE BEARING CAPACITY OF FOOTING = 5 ksf
 - SAFETY FACTOR = 2.5
 - FRICTION ANGLE OF FINE-GRAINED SOIL = 18 DEGREES
 - ULTIMATE PULLOUT CAPACITY OF ANCHOR = 0.65 ksf
 - UNIT WEIGHT OF IN-SITU SOIL = 120 pcf
 - UNIT WEIGHT OF SELECT FILL = 115 pcf
 - FRICTION ANGLE OF SELECT FILL = 28 DEGREES
 - SLIDING COEFFICIENT OF FRICTION (SELECT FILL) = 0.6
 - SLIDING COEFFICIENT OF FRICTION (IN-SITU SOIL) = 0.3
3. MAXIMUM SLOPE FOR CONSTRUCTION = 1:1 OTHERWISE CONTRACTOR MUST USE SHORING IN CONFORMANCE WITH OSHA REQUIREMENTS
4. COPY OF BORING RECORDS, LABORATORY TEST RESULTS, AND GEOTECHNICAL REPORT IS AVAILABLE FROM GEOTECHNICAL ENGINEERING SECTION. CALL (615) 350-4130.

CONCEPTUAL DRAWING
RETAINING WALL NO. 3
ALONG STATE ROUTE 385
STATION 929+37.49
FAYETTE COUNTY
2002

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES



PT.	STATION	OFFSET DISTANCE	GLOBAL COORDINATES	GROUND ELEVATION
PA-5	936+30	50' LT	N=279447.82 E=879712.97	366.64
NF-16	937+36	80' LT	N=279555.67 E=879690.53	371.35
NF-17	938+40	80' LT	N=279659.42 E=879697.87	373.50
RK-1	939+70	60' LT	N=279787.68 E=879727.01	376.60
RK-2	941+50	60' LT	N=279967.23 E=879739.72	373.64



BENCHMARKS:

- 1) B.M. - MAG. NAIL SET IN WOODEN
FENCE POST
EL. 344.82
STA. 913+00
OFFSET = 230' LT.
- 2) B.M. - RR SPIKE SET IN BASE OF 8"
SWEETGUM TREE
EL. 331.46
STA. 923+00
OFFSET = 150' LT.

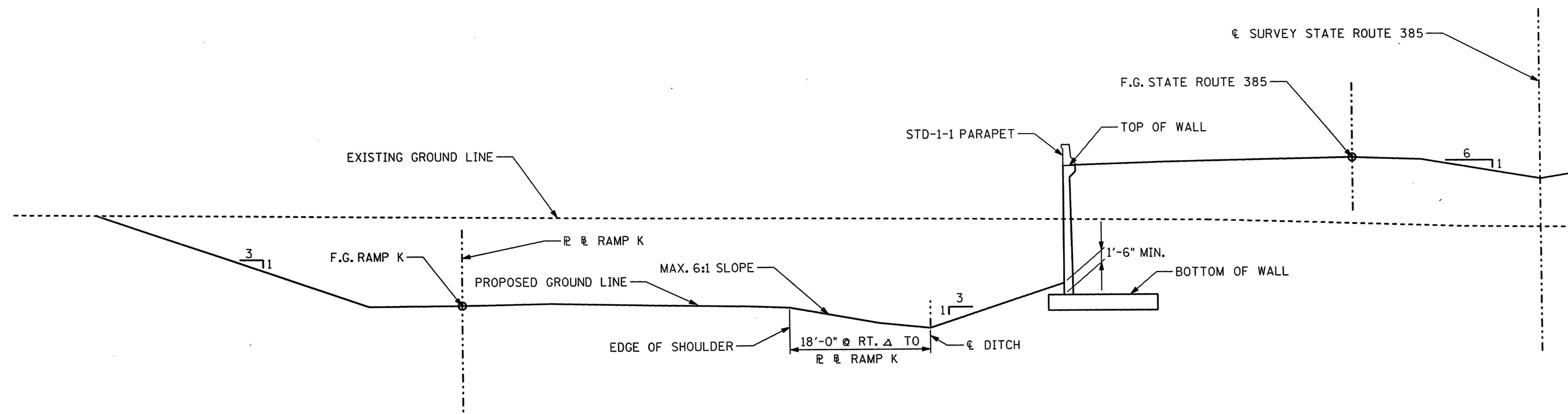
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONCEPTUAL DRAWING
RETAINING WALL NO. 4
ALONG STATE ROUTE 385
STATION 935+84.96
FAYETTE COUNTY
2002

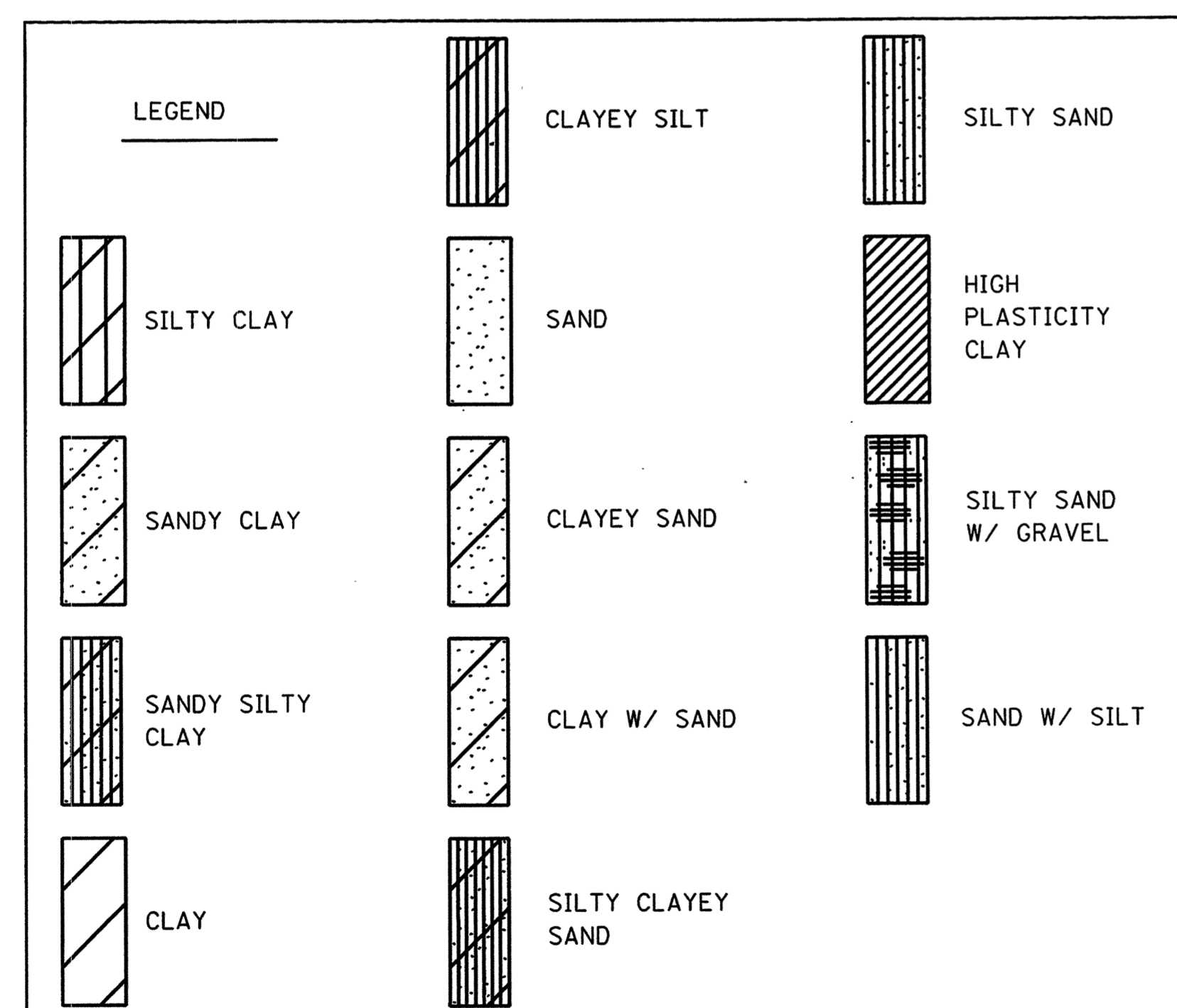
DESIGNED BY KDM DATE 07-02
 DRAWN BY KDM DATE 07-02
 SUPERVISED BY TET, JHW DATE 07-02
 CHECKED BY TET, JHW DATE 07-02

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

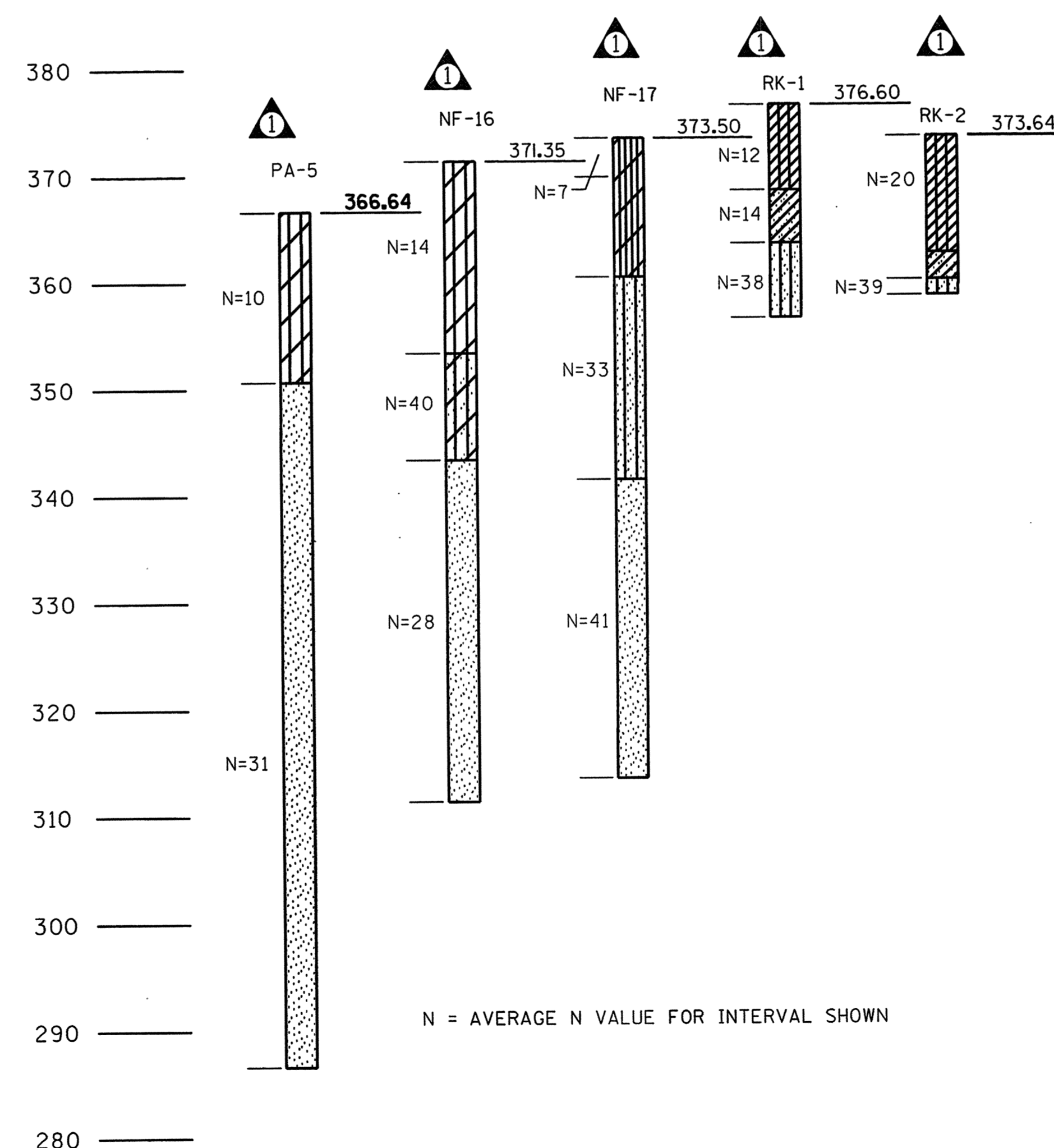
M-411-78

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SECTION A-A - TYPICAL SECTION
(NOT TO SCALE)



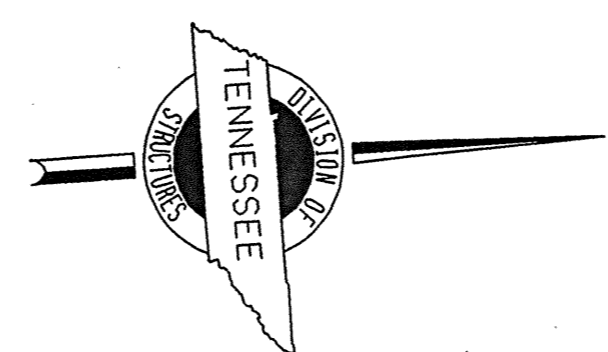
SELECT FILL SHALL HAVE AN AASHTO CLASSIFICATION OF A-1-a, A-1-b, OR A-3 WITH NO MORE THAN 10% BY WEIGHT PASSING THE #200 SIEVE. SELECT BACKFILL SHOULD BE REASONABLY FREE (MAXIMUM 0.1%) FROM ORGANIC AND DELETERIOUS MATERIAL. THE ENGINEER SHOULD APPROVE SELECT FILL BEFORE USE.



GEOTECHNICAL NOTES:

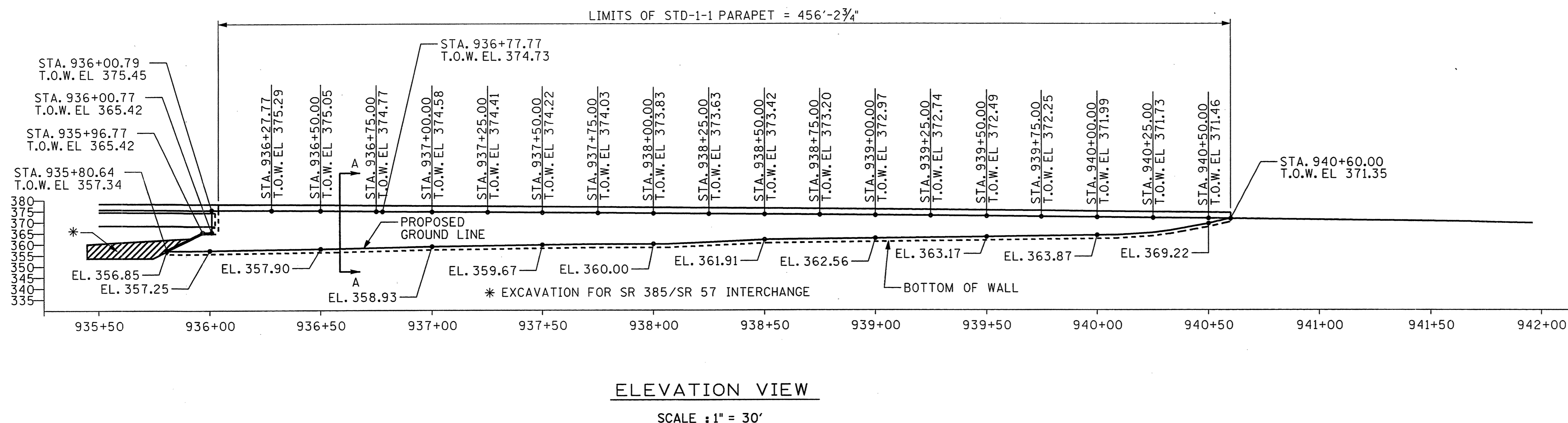
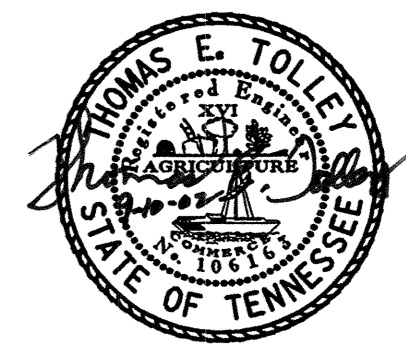
1. ACCEPTABLE WALL TYPES
- ANCHORED WALL
 - SHEET PILE WALL
 - TANGENT PILE/SECANT PILE WALL
 - CANTILEVER WALL
 - MECHANICALLY STABILIZED EARTH (MSE)
- 1 SEE TDOT EARTH RETAINING STRUCTURES MANUAL
FOR DESIGN CRITERIA FOR EACH WALL TYPE AND
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2. GEOTECHNICAL DESIGN REQUIREMENTS AND PARAMETERS
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WITH OSHA REQUIREMENTS
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
CONCEPTUAL DRAWING
RETAINING WALL NO. 4
ALONG STATE ROUTE 385
STATION 935+84.96
FAYETTE COUNTY
2002

[illegible]

ITEM NO.	DESCRIPTION	UNITS	QUANTITY
620-03.10	CONCRETE PARAPET (STD-1-1)	L.F.	456
604-07.05	RETAINING WALL NO.5 (STATION 935+84.96)	S.F.	5685

PT.	STATION	OFFSET DISTANCE	GLOBAL COORDINATES	GROUND ELEVATION
PA-6	936+30	50' RT	N=279440.76 E=879812.72	364.63
SF-13	937+36	55' RT	N=279546.14 E=879825.19	370.14
SF-14	938+40	60' RT	N=279649.53 E=879837.52	375.39
RJ-1	939+90	60' RT	N=279799.15 E=879848.12	379.41
RJ-2	941+50	60' RT	N=279958.75 E=879859.42	375.18



1) B.M. - MAG. NAIL SET IN WOODEN
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STA. 913+00
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2) B.M. - RR SPIKE SET IN BASE OF 8"
SWEETGUM TREE
EL. 331.46
STA. 923+00
OFFSET = 150' LT.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
CONCEPTUAL DRAWING
RETAINING WALL NO. 5
ALONG STATE ROUTE 385
STATION 935+80.64
FAYETTE COUNTY
2002

DESIGNED BY KDM DATE 07-02
DRAWN BY KDM DATE 07-02
SUPERVISED BY TET. JHW DATE 07-02
CHECKED BY TET. JHW DATE 07-02

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

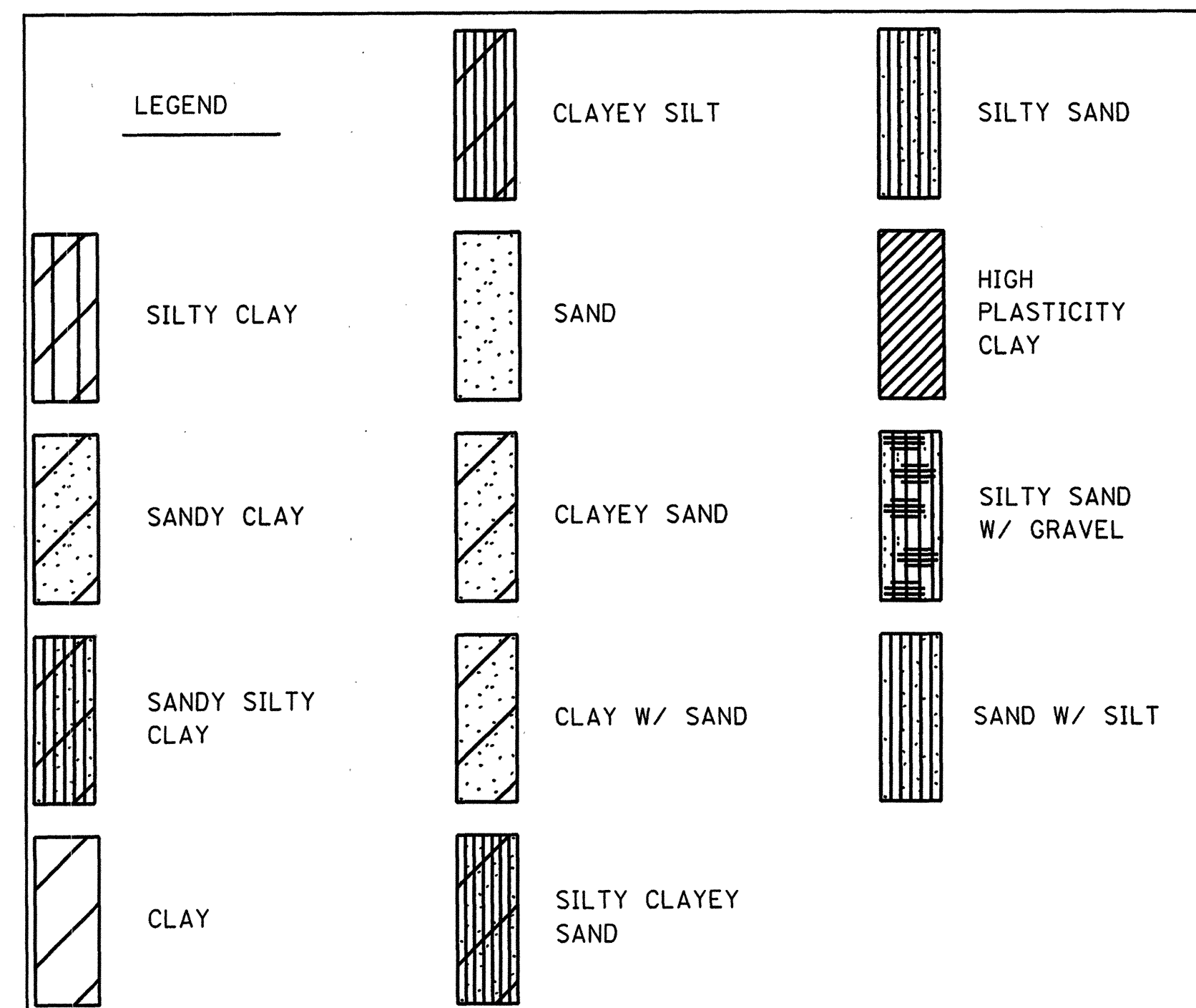
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Figure 1 is a stratigraphic correlation chart showing five boreholes (PA-6, SF-13, SF-14, RJ-1, RJ-2) with depth in feet on the left (280 to 380). Each borehole has a vertical column representing its stratigraphic profile, with different patterns for different geological units. Correlation lines connect equivalent depths across the boreholes. A table at the bottom provides the average N values for each interval.

Interval	PA-6	SF-13	SF-14	RJ-1	RJ-2
379.41 - 380.00					
375.39 - 379.41				N=21	
370.14 - 375.39			N=14	N=30	N=25
364.63 - 370.14	N=18	N=28		N=41	N=46
350.00 - 364.63	N=29	N=24			
340.00 - 350.00		N=18			
330.00 - 340.00		N=37	N=36		
320.00 - 330.00	N=62				
310.00 - 320.00					
300.00 - 310.00					
290.00 - 300.00					
280.00 - 290.00					

N = AVERAGE N VALUE FOR INTERVAL SHOWN

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