



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=icl
Date: 2025.08.12 11:17:11-0400'

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-2
TITLE SHEET.....1
ESTIMATED BRIDGE QUANTITIES AND NOTES2 (BR-133-247)
RETAINING WALL REPAIR DETAILS - 1BR-133-256



Digitally signed by LLRampersad
DN: E=LLRampersad@modjeski.com, CN=LLRampersad,
OU=Grand Rapids, OU=Modjeski Users, OU=MODJESKI AND
MASTERS, DC=mm, DC=icl
Date: 2025.08.12 11:10:39-04'00'

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 QUANTITIES2A
EROSION PREVENTION AND SEDIMENTATION CONTROL NOTES2D-2F
PROPOSED LAYOUT3A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

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

ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

RP-J-1	05/01/2020	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-9	05/01/2020	CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT
RP-J-11	05/01/2020	3/4" AND 1 3/4" EXPANSION AND EDGE PAVEMENT JOINTS
RP-J-13	05/01/2020	3/4" AND 1 3/4" ELASTOMERIC COMPRESSION JOINT SEALS
RP-J-15	05/01/2020	LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS
RP-J-17	05/01/2020	DOWEL ASSEMBLY DEVICES
RP-J-18	1/28/2022	DOWEL ASSEMBLY DEVICES
RP-J-19	05/01/2020	DOWEL ASSEMBLY DEVICES
RP-J-23	1/28/2022	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05/01/2020	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS
RP-J-25	05/01/2020	CONCRETE PAVEMENT JOINT REPAIR DETAILS

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
T-S-19	06-12-20	ALUMINUM-STEEL DESIGN
T-S-20	07-11-17	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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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

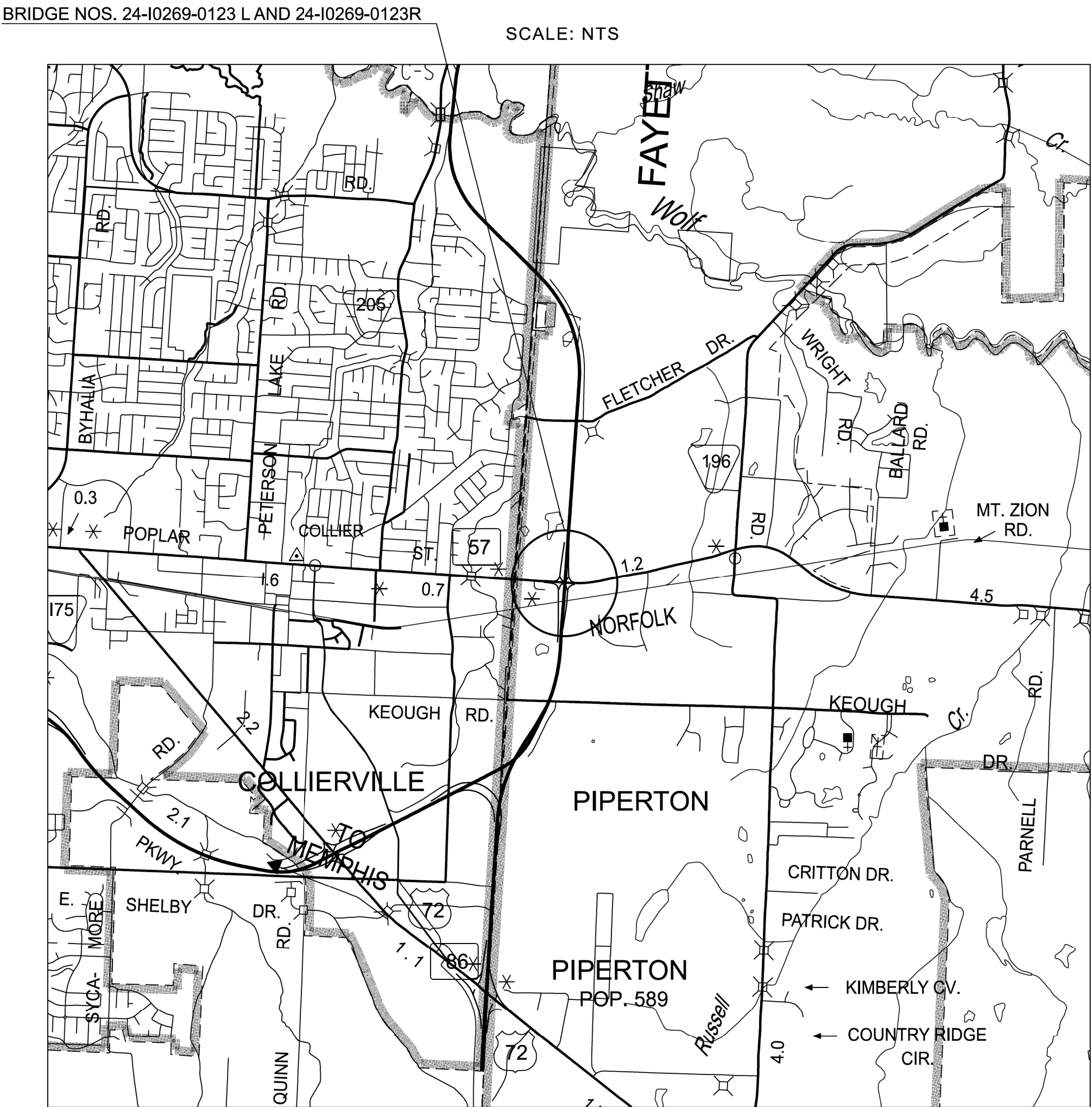
FAYETTE COUNTY

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

FAYETTE COUNTY
BRIDGE ID NOS. 24SR0570029 AND 24SR0570030



PROJECT LENGTH
0.10 MILE

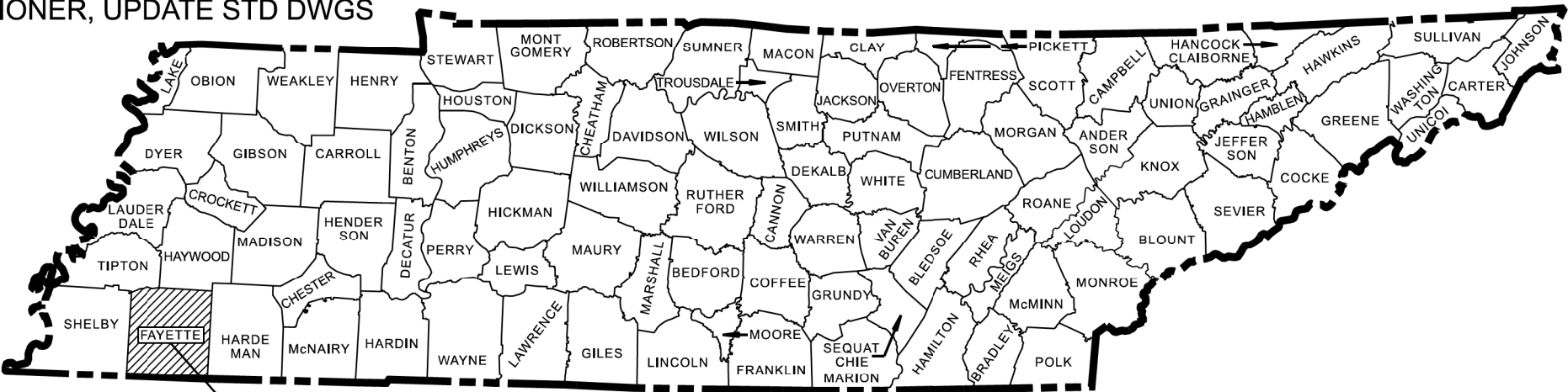
TRAFFIC DATA	
AADT (2023)	22,521
POSTED SPEED	65 MPH

TOTAL DISTURBANCE 0.7 ACRE

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO <input checked="" type="checkbox"/>
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES <input checked="" type="checkbox"/>	NO

REV 1. 8-1-2025 DEM UPDATE SHEET INDEX,
ADD REVISION DATE TO BRIDGE DRAWINGS, UPDATE
COMMISSIONER, UPDATE STD DWGS

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	241269-M3-003	



Index Of Sheets

SIG-1, SIG-2.....	SIGNATURE SHEET
1.....	TITLE SHEET
1A.....	PROJECT COMMITMENTS
2(BR-133-247).....	ESTIMATED BRIDGE QUANTITIES AND NOTES
2A.....	ESTIMATED ROADWAY QUANTITIES
2B.....	GENERAL AND SPECIAL NOTES
2C.....	ENVIRONMENTAL NOTES
2D-2F.....	EROSION AND SEDIMENTATION NOTES
3.....	PRESENT LAYOUT
3A.....	PROPOSED LAYOUT
T1-T13.....	TRAFFIC CONTROL PLAN

LIST OF BRIDGE DRAWINGS

	REVISION DATE
ESTIMATED BRIDGE QUANTITIES AND NOTES.....	BR-133-247 (8/1/2025)
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
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ABUTMENT UNDERMINING REPAIRS.....	BR-133-255
RETAINING WALL REPAIR DETAILS - 1.....	BR-133-256
RETAINING WALL REPAIR DETAILS - 2.....	BR-133-257

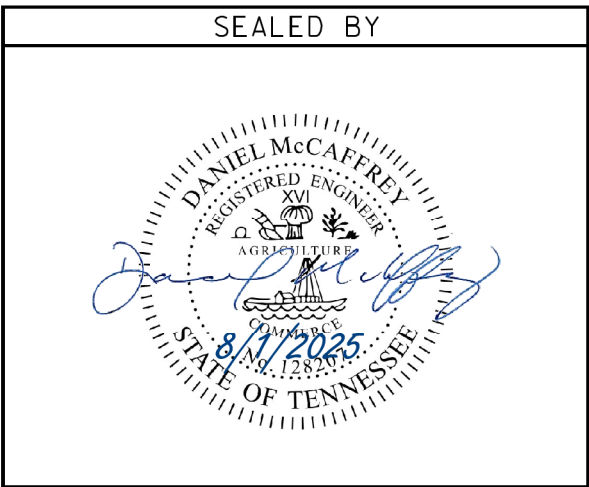
*LIST OF BRIDGE REFERENCE DRAWINGS

(* 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, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:
DIVISION ADMINISTRATOR
DATE

GENERAL NOTES

SPECIFICATIONS & LOADING

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

DESIGN SPECIFICATIONS: 9" EDITION (2020) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE 2" 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
1	8/12/2025	DEM	REVISED FOOTNOTE AND REFERENCE
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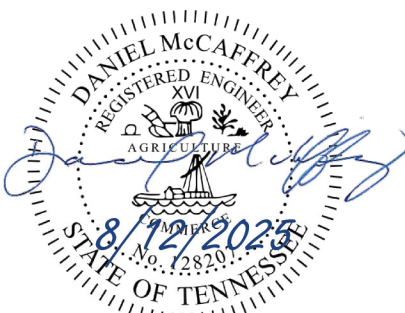
BRIDGE REPAIR QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	202-04.01	REMOVAL OF STRUCTURES (PAVEMENT AND BRIDGE ENDS)	LS	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, INCLUDING ANY TEMPORARY SHORING REQUIRED AT THE PHASE LINE OR OTHER LOCATIONS.
(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

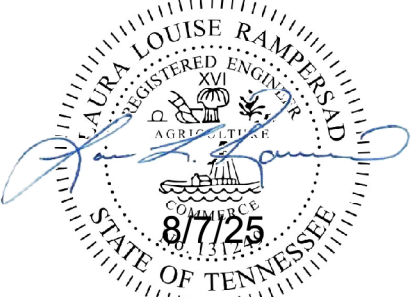
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	2A

REV. 1 08-01-2025 LLR Updated Pay Items, Quantities, and Footnotes

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	225
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
313-03	TREATED PERMEABLE BASE	S.Y.	450
407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	81
502-03.13	CONCRETE PAVEMENT REMOVAL	S.Y.	225
502-03.20	FULL DEPTH PCC PAVEMENT REPAIR	C.Y.	125
502-04.01	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F.	81
502-04.02	LOAD TRANSFER DOWELS	EACH	288
502-08.01	RESEALING JOINTS (HOT POURED ELASTIC)	L.F.	486
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)(5) 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
(6)(7) 712-08.14	PORTABLE QUEUE WARNING SYSTEM	DAY	196
(8) 712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	39970
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	1381
(9) 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)	TEMPORARY SIGNAGE QUANTITY INCLUDES 10 TEMPORARY BARRIER MOUNTING DETAILS.
(6)	SEE SPECIAL PROVISIONS SP712PQWS.
(7)	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.
(8)	WHITE: 21927 L.F. YELLOW: 18043 L.F.
(9)	WHITE: 2.4 L.M. YELLOW: 2.0 L.M

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

6/2/2025 6:43:26 PM \\MMDC\10\Projects_2\4660_10 TDOT Fayette over SR57\CADD\Highway\03A- Erosion Prevention and Sedimentation Control Notes.dgn

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 MCVING 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.

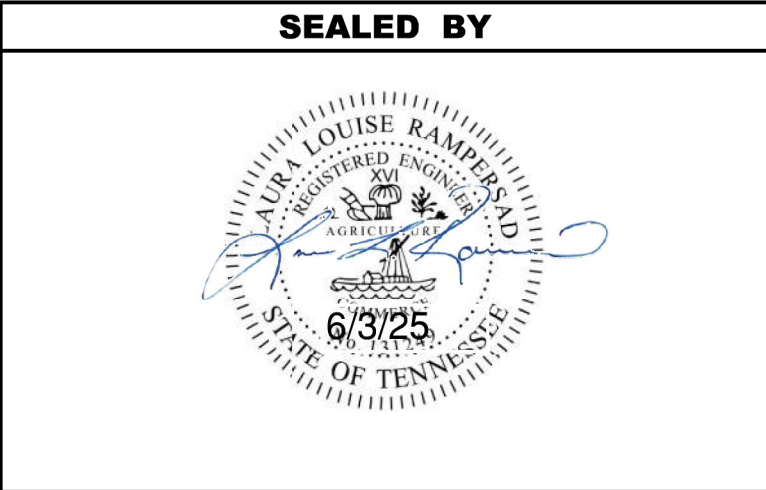
PERMITS, PLANS & RECORDS

- (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 UNT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.

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



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION &
SEDIMENT CONTROL
NOTES

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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.

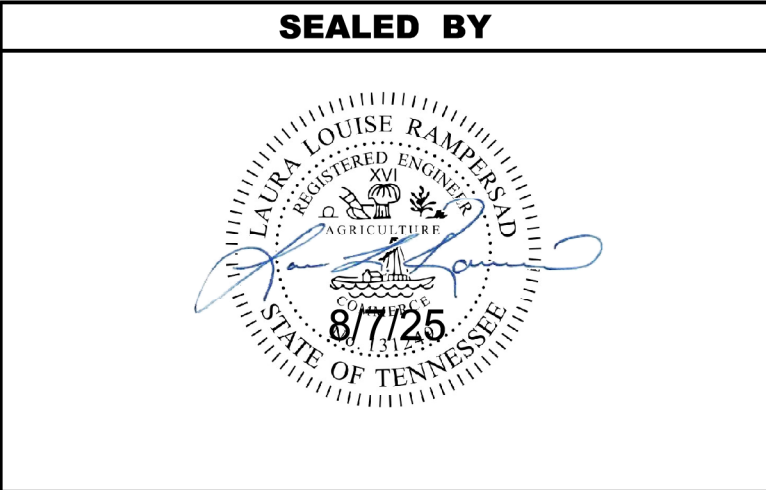
CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.
- (17)

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

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

REV. 1 08-01-2025 LLR Updated Sheet Number



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION &
SEDIMENT CONTROL
NOTES

ENVIRONMENTAL NOTES - CONT'D

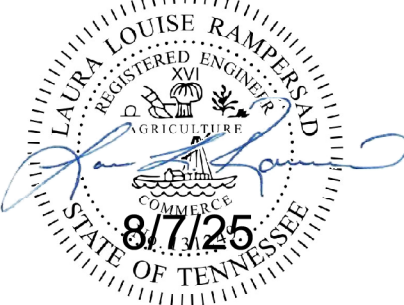
WATERS DUE TO SURFACTANT TOXICITY. THE CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR USE ON THIS PROJECT.

- (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.

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

REV. 1 08-01-2025 LLR Updated Sheet Number

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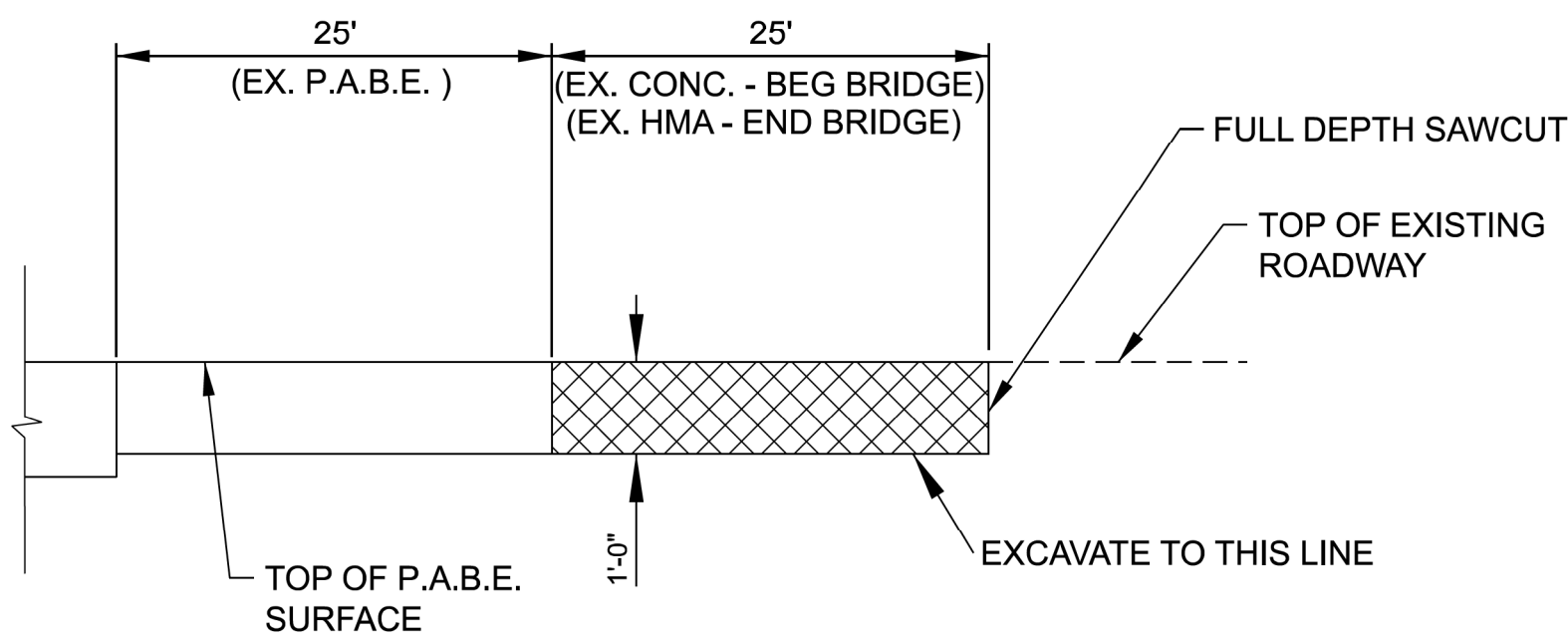
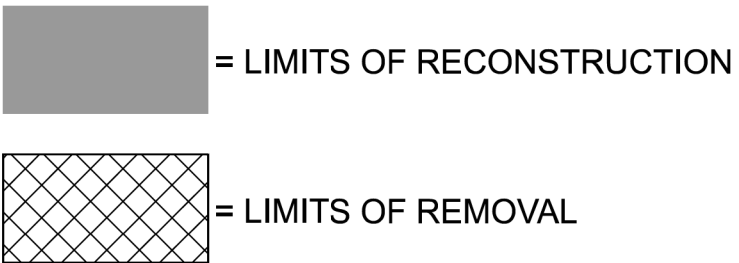
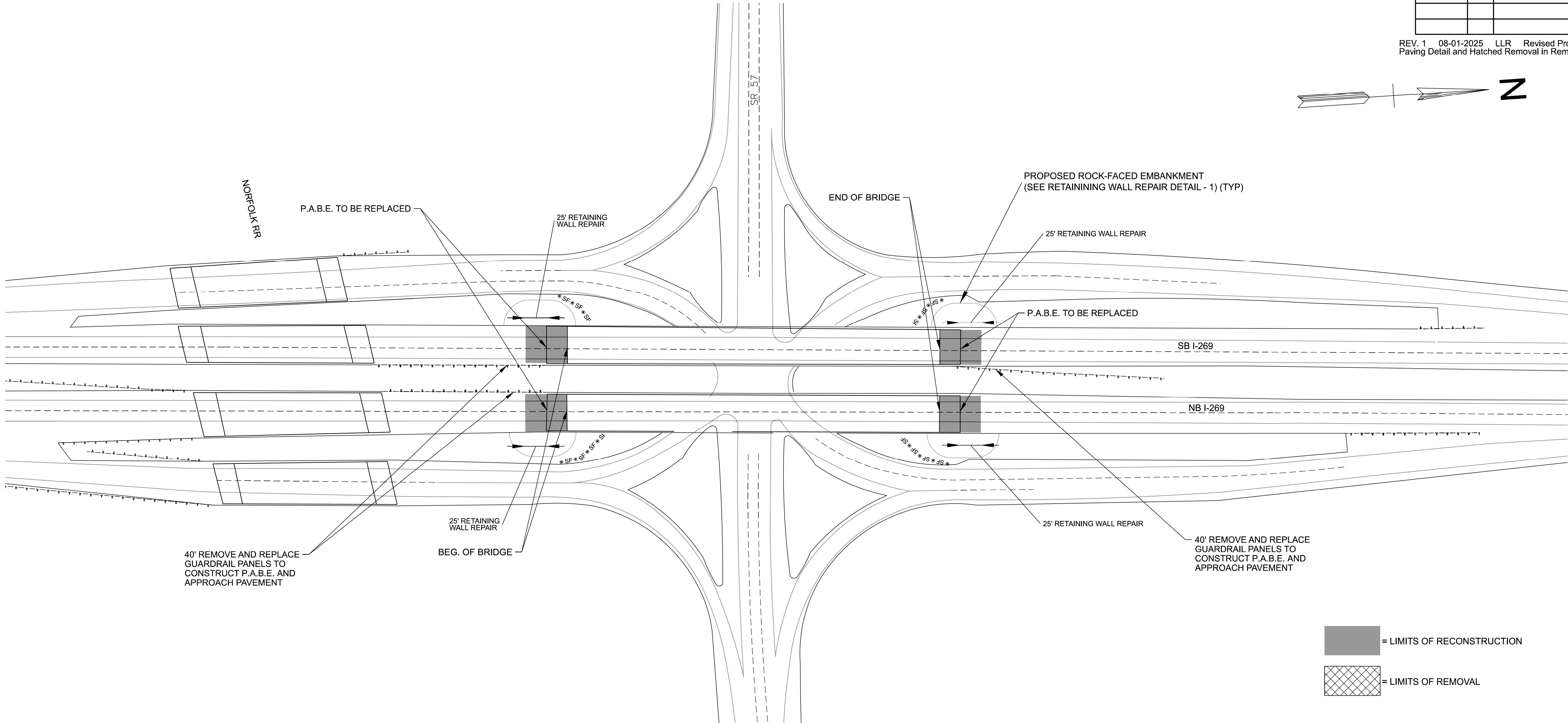
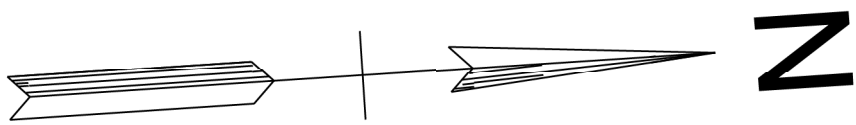


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

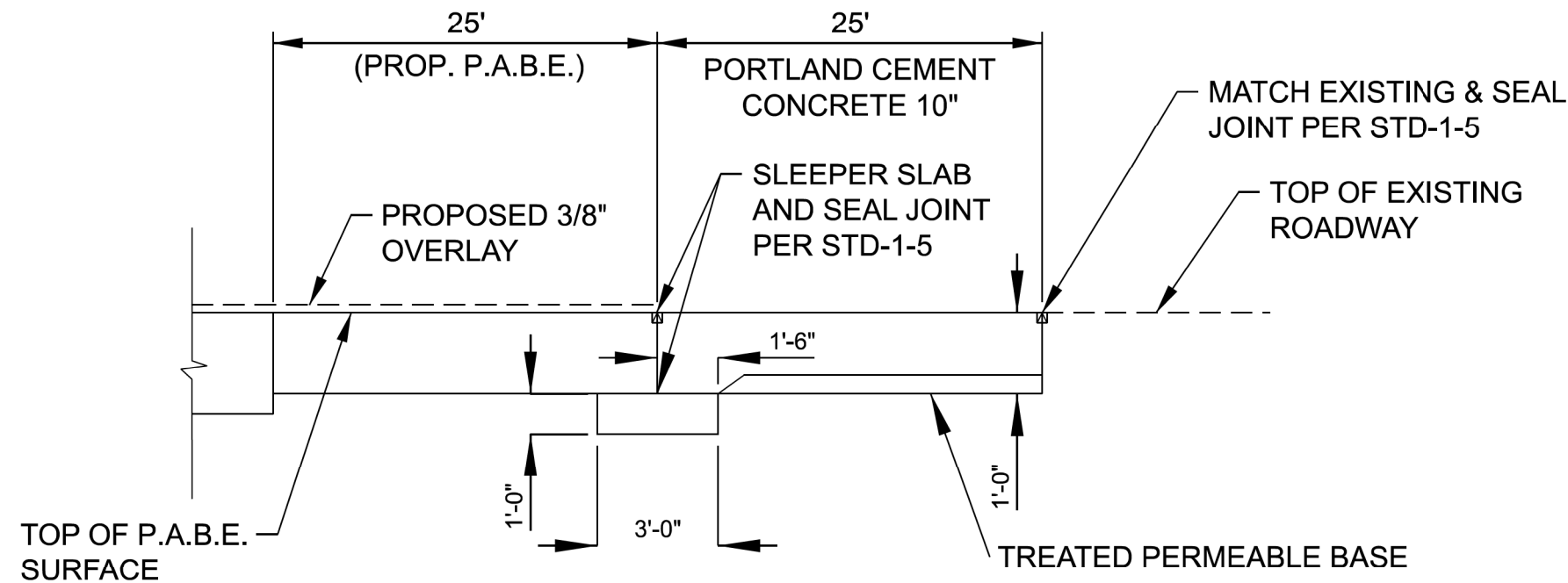
EROSION PREVENTION &
SEDIMENT CONTROL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	24I269-M3-003	3A

REV. 1 08-01-2025 LLR Revised Proposed
Paving Detail and Hatched Removal in Removal Detail



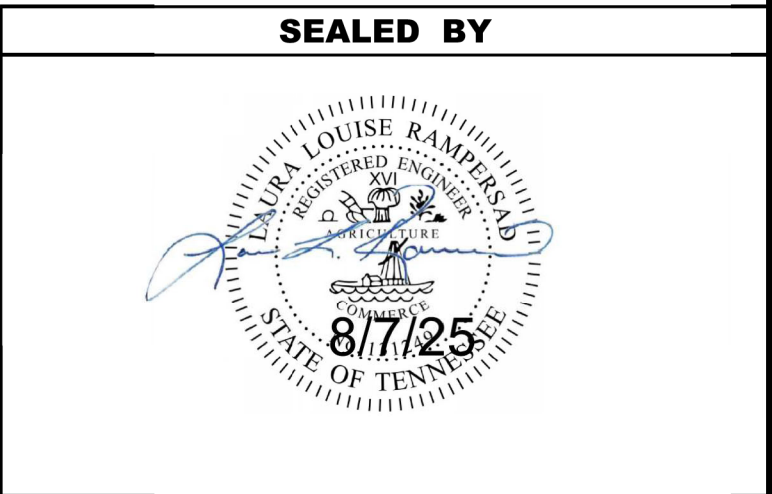
REMOVAL DETAIL



PROPOSED PAVING DETAIL

NOTES:

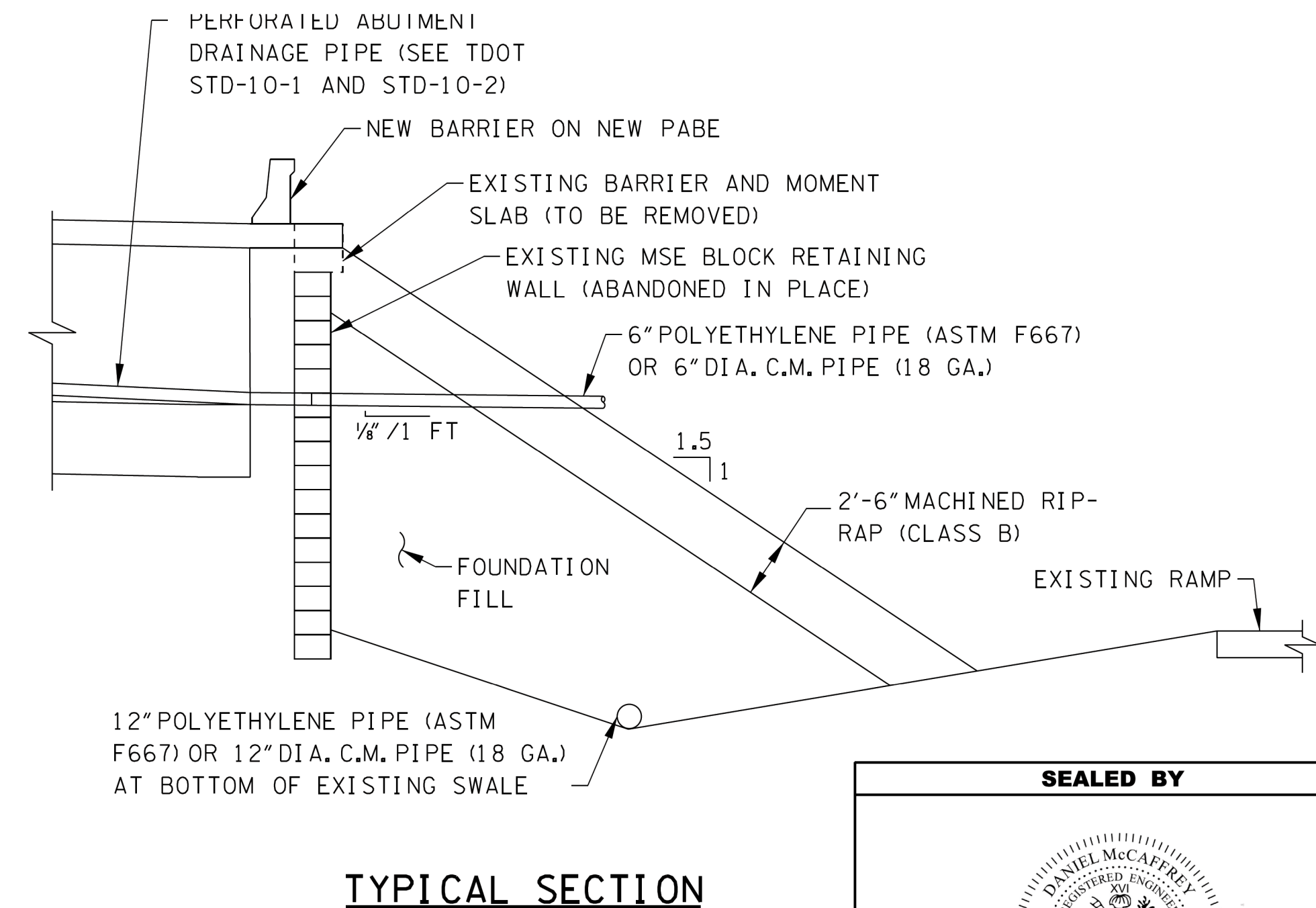
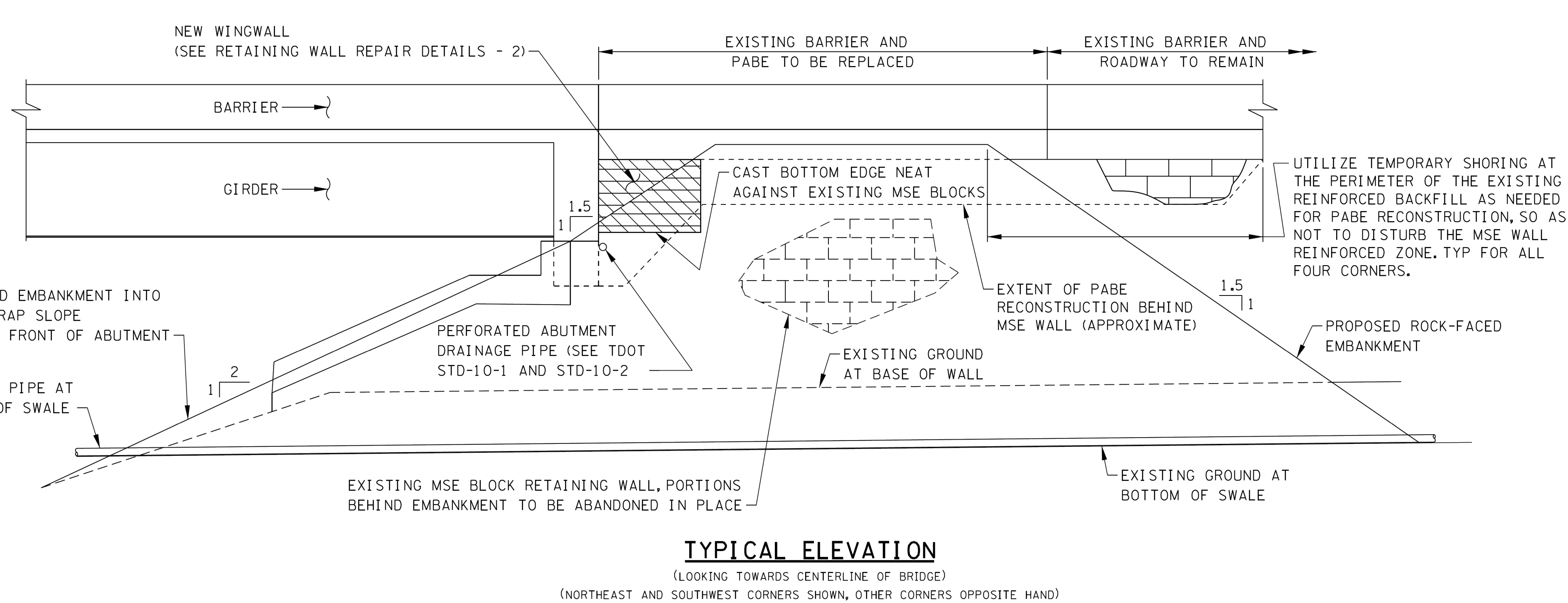
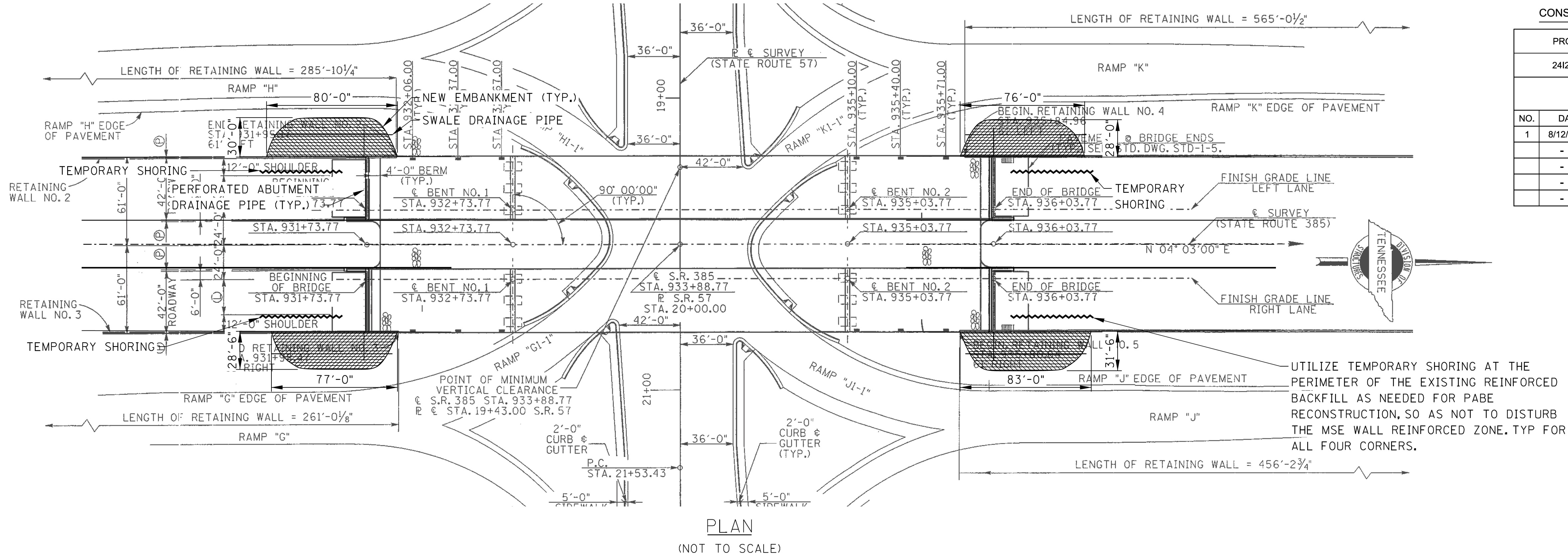
- THE CONTRACTOR SHALL NOT DISTURB ANY WATERS OR AREAS OUTSIDE OF THE MAINTAINED RIGHT-OF-WAY AT THE BRIDGE REPAIR SITE.
- IN THE EVENT ANY OF THE CONSTRUCTION ACTIVITIES DO RESULT IN ANY DISCHARGE, RELEASE OF POLLUTANTS, OR ALTERATIONS TO WATERS THAT WILL BE A VIOLATION OF THE TWQCA. IN THE EVENT SUCH 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.



STATE OF TENNESSEE
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PROPOSED LAYOUT

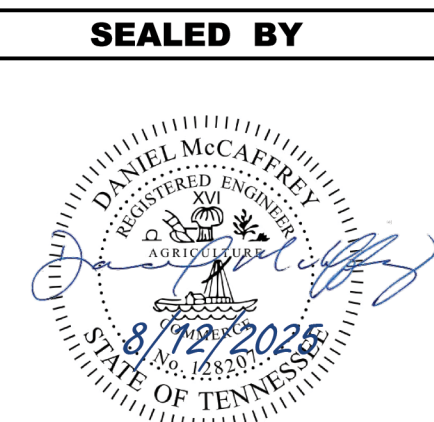
SCALE: 1" = 60'



NOTES:

- RETAINING WALL REPAIRS SHALL CONSIST OF PROVIDING A ROCK-FACED EMBANKMENT AT EACH LOCATION WHERE THE EXISTING RETAINING WALLS HAVE FAILED, AS INDICATED.
- 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. 24-10269-0123 L & R
FED. I.D. NOS. 24SR0570029 AND 24SR0570030
FAYETTE COUNTY
2025



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