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Kirschten Roberts
2026.01.09 09:15:48 -06'00'

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

| SHEET NAME | SHEET NO. |
|---------------------------------------------------|---------------|
| SIGNATURE SHEETS | ROADWAY-SIGN2 |
| ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS | 1A |
| GENERAL NOTES | 2C |
| RIGHT-OF-WAY ACQUISITION TABLE(S) | 3A |
| PRESENT LAYOUT(S) | 5 |
| RIGHT OF WAY DETAILS | 5A |

| YEAR | PROJECT NO. | SHEET NO. |
|------|---------------|----------------|
| 2026 | 38S180-S3-007 | ROADWAY-SIGN 2 |
| | 38S180-M3-007 | |
| | 38S180-S3-008 | |

REV. 12-17-2025
ADDED SHEET TO PLANS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

ROADWAY INDEX

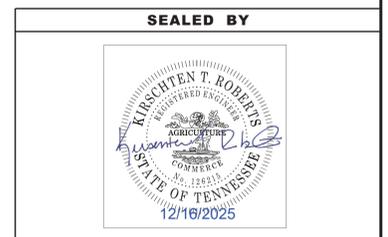
| SHEET NAME | SHEET NO. |
|----------------------------------------------------------------------------------------|--------------------------------|
| SIGNATURE SHEETS..... | ROADWAY-SIGN1 ROADWAY-SIGN2 |
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| STANDARD STRUCTURE AND TRAFFIC OPERATIONS DRAWINGS..... | 1A1 |
| PROJECT COMMITMENTS..... | 1B |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B, 2B1 |
| GENERAL NOTES..... | 2C |
| SPECIAL NOTES..... | 2D |
| ENVIRONMENTAL NOTES..... | 2E |
| TABULATED QUANTITIES | 2F |
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| DRAINAGE MAP(S)..... | 7 |
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| NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS. | |

STANDARD ROADWAY DRAWINGS

| DWG. | REV. | DESCRIPTION | DWG. | REV. | DESCRIPTION |
|---------------------------------------------------------------------------|----------|------------------------------------------------------------------|----------------------------------------------------------|----------|-----------------------------------------------------|
| 10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS | | | 10-107.00 EROSION PREVENTION AND SEDIMENT CONTROL | | |
| RD-TP-1 | 10-01-24 | STANDARD ROADWAY DRAWINGS TITLE SHEET | S-GRC-1M | | GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL |
| RD-A-1 | 02-20-20 | STANDARD ABBREVIATIONS A THROUGH L | EC-STR-3C | 03-01-23 | SILT FENCE WITH WIRE BACKING |
| RD-A-2 | | STANDARD ABBREVIATIONS M THROUGH Z | EC-STR-34 | 05-04-22 | EROSION CONTROL BLANKET FOR SLOPE INSTALLATION |
| RD-L-1 | 02-20-20 | STANDARD LEGEND | EC-STR-6 | 11-30-20 | ROCK CHECK DAM |
| RD-L-1A | | STANDARD LEGEND | EC-STR-6A | 05-06-16 | ENHANCED ROCK CHECK DAM |
| RD-L-2 | 02-20-20 | STANDARD LEGEND FOR UTILITY INSTALLATIONS | EC-STR-7 | 05-04-22 | SEDIMENT TRAP WITH CHECK DAM |
| RD-L-5 | 07-30-24 | STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL | | | |
| RD-L-6 | 02-20-20 | STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL | | | |
| RD-L-7 | 02-20-20 | STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL | | | |
| 10-101.00 STANDARDS ROADWAY DRAWINGS | | | | | |
| RD11-SE-1 | | TRANSITION AND CROSS SLOPE DETAILS | | | |
| RD11-SE-2 | | SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS | | | |
| RD11-SE-2A | | SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS | | | |
| RD11-TS-2 | | DESIGN STANDARDS FOR COLLECTORS, 2-LANE ROADS AND STREETS | | | |
| RD11-LR-1 | | MINIMUM RUNOFF LENGTHS (LR) FOR URBAN HIGHWAYS | | | |
| RD11-LR-2 | | MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS | | | |
| RD11-S-11 | | DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT | | | |
| RD11-S-11A | | ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION | | | |
| RD11-S-11B | | DESIGN AND CONSTRUCTION DETAILS FOR ROCK CUT SLOPE AND CATCHMENT | | | |
| 10-106.00 SAFETY DESIGN AND GUARDRAILS | | | | | |
| S-CZ-1 | 06-28-19 | CLEAR ZONE CRITERIA | | | |
| S-PL-1 | 03-01-23 | SAFETY PLAN FOR BARRIER LENGTH OF NEED | | | |
| S-PL-1A | 03-01-23 | SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS) | | | |
| S-PL-6 | 07-30-24 | SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE | | | |
| S-GR31-1 | 03-13-25 | GUARDRAIL DETAILS | | | |
| S-GR31-1A | 06-28-19 | GUARDRAIL AND BLOCK-OUT DETAILS | | | |
| S-GR31-1B | | GUARDRAIL FASTENING HARDWARE | | | |
| S-GR31-1C | 07-07-23 | GUARDRAIL GENERAL NOTES AND POST DETAILS | | | |
| S-AGT-1 | | LONG SPAN APPROACH GUARDRAIL TRANSITION | | | |
| S-GRT-2 | 06-28-19 | TYPE 38 GUARDRAIL END TERMINAL | | | |
| S-GRT-2P | 10-16-20 | EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL | | | |
| S-GR28-1M | 06-15-21 | W-BEAM & THRIE BEAM BARRIER RAIL AND RUB RAIL DETAILS | | | |
| S-GR28-2M | 06-28-19 | GUARDRAIL HARDWARE DETAILS | | | |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|-------|------|---------------|-----------|
| FUNC. | 2025 | 38S180-S2-007 | NA |
| | | 38S180-M2-007 | |
| | | 38S180-S2-008 | |
| PIH | 2025 | 38S180-S3-007 | 1A |
| | | 38S180-M3-007 | |
| | | 38S180-S3-008 | |
| PS&E | 2026 | 38S180-S3-007 | 1A |
| | | 38S180-M3-007 | |
| | | 38S180-S3-008 | |

REV. 12-17-2025
ADDED ROADWAY-SIGN2 TO INDEX.



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS**

GENERAL NOTES

GRADING

- ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

SEEDING AND SODDING

- SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.
- ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

GUARDRAIL

- THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.
- GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

DRAINAGE

- THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

MISCELLANEOUS

- THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

ROAD CLOSURE

- NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

FINAL PAVEMENT MARKING

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HCLES 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.

PAVING

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

SIGNING

- FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.
- THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC DESIGN DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.
- THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL OPERATIONS OFFICE.
- ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.
- THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.
- THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.
- ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

TRAFFIC CONTROL DIRECTIONAL SIGNING

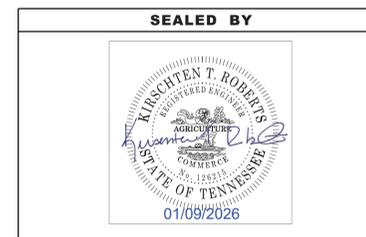
- WHEN EXISTING "TOURIST ORIENTED DIRECTIONAL SIGNS" (TODS) ARE ON NCN-ACCESS CONTROLLED CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING THESE "TODS" AND TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 712-01, AS DIRECTED BY THE ENGINEER. NEW SUPPORTS AND SIGN FACE FOR FINAL LOCATION WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- 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.
- 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.
- 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.
- TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- 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.
- 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.
- ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|-------|------|---------------|-----------|
| FUNC. | 2025 | 38S180-S2-007 | NA |
| | | 38S180-M2-007 | |
| | | 38S180-S2-008 | |
| PIH | 2025 | 38S180-S3-007 | 2C |
| | | 38S180-M3-007 | |
| | | 38S180-S3-008 | |
| PS&E | 2026 | 38S180-S3-007 | 2C |
| | | 38S180-M3-007 | |
| | | 38S180-S3-008 | |

REV. 12-17-2025
REMOVED DESIGN GUIDELINES PAVING GENERAL NOTE 3 IN REGARDS TO THE PAVEMENT EDGE AS DIRECTED BY CONSTRUCTION.



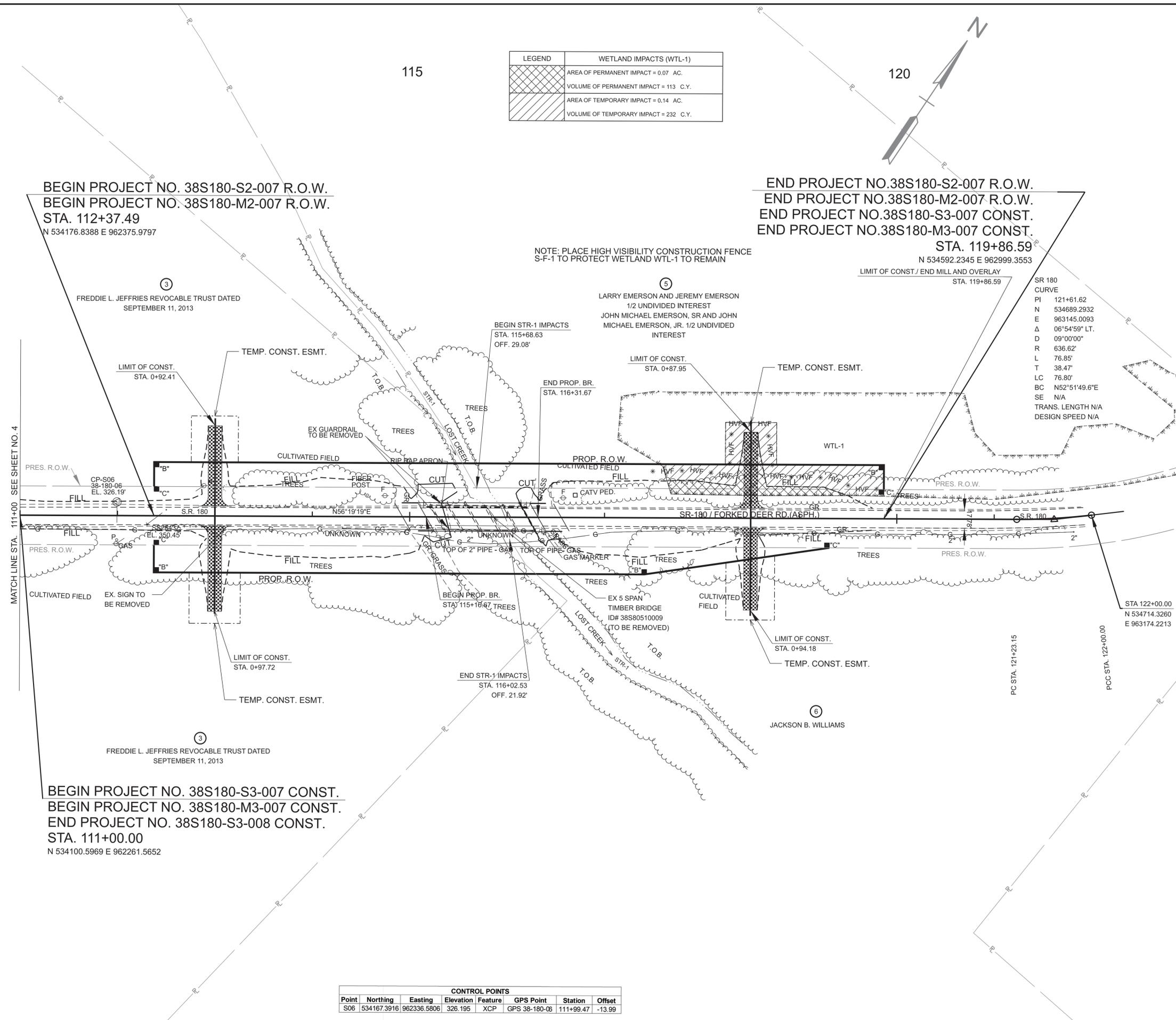
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

GENERAL
NOTES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|-------|------|---------------|-----------|
| FUNC. | 2025 | 38S180-S2-007 | 5 |
| | | 38S180-M2-007 | |
| | | 38S180-S2-008 | |
| PIH | 2025 | 38S180-S3-007 | 5 |
| | | 38S180-M3-007 | |
| | | 38S180-S3-008 | |
| PS&E | 2026 | 38S180-S3-007 | 5 |
| | | 38S180-M3-007 | |
| | | 38S180-S3-008 | |

REV. 12-17-2025
REVISED TRACT 5 OWNER NAME.

| LEGEND | | WETLAND IMPACTS (WTL-1) | |
|--------|-------------------------------------|-------------------------|---------------------------------------|
| | AREA OF PERMANENT IMPACT = 0.07 AC. | | VOLUME OF PERMANENT IMPACT = 113 C.Y. |
| | AREA OF TEMPORARY IMPACT = 0.14 AC. | | VOLUME OF TEMPORARY IMPACT = 232 C.Y. |



BEGIN PROJECT NO. 38S180-S2-007 R.O.W.
BEGIN PROJECT NO. 38S180-M2-007 R.O.W.
STA. 112+37.49
N 534176.8388 E 962375.9797

END PROJECT NO. 38S180-S2-007 R.O.W.
END PROJECT NO. 38S180-M2-007 R.O.W.
END PROJECT NO. 38S180-S3-007 CONST.
END PROJECT NO. 38S180-M3-007 CONST.
STA. 119+86.59
N 534592.2345 E 962999.3553

NOTE: PLACE HIGH VISIBILITY CONSTRUCTION FENCE S-F-1 TO PROTECT WETLAND WTL-1 TO REMAIN

SR 180
CURVE
PI 121+61.62
N 534689.2932
E 963145.0093
Δ 06°54'59" LT.
D 09°00'00"
R 636.62'
L 76.85'
T 38.47'
LC 76.80'
BC N52°51'49.6"E
SE N/A
TRANS. LENGTH N/A
DESIGN SPEED N/A

| CONTROL POINTS | | | | | | |
|----------------|-------------|-------------|-----------|---------|---------------|-----------|
| Point | Northing | Easting | Elevation | Feature | GPS Point | Station |
| S06 | 534167.3916 | 962336.5806 | 326.195 | XCP | GPS 38-180-06 | 111+99.47 |
| | | | | | | -13.99 |

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2018.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT

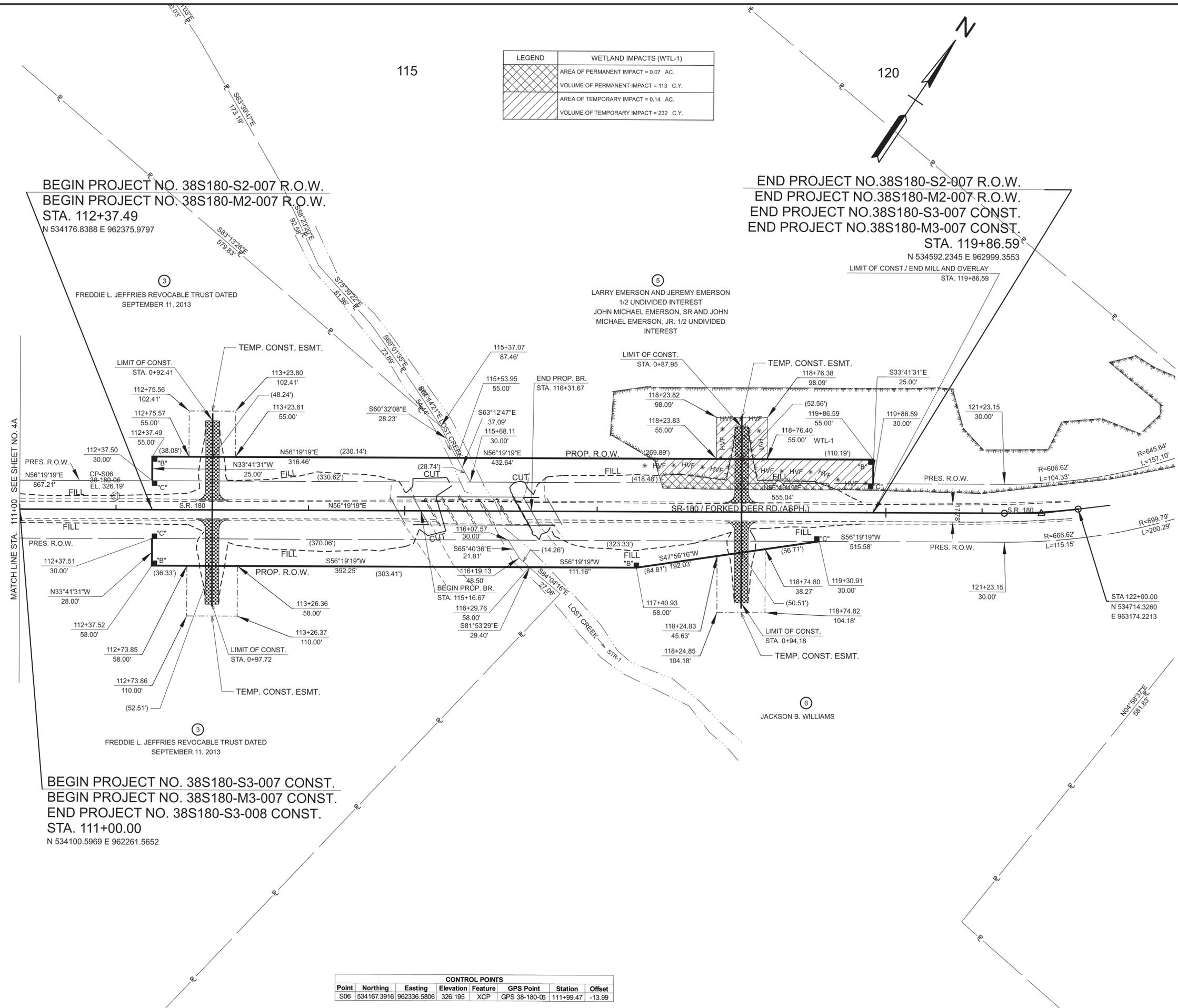
STA. 111+00.00 TO STA. 122+00.00
SCALE: 1" = 50'

12/16/2025 9:03:03 AM C:\TMP\PW\ISE\DO160785\38S180-SHT-PRESENT LAYOUT.DGN

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|-------|------|---------------|-----------|
| FUNC. | 2025 | 38S180-S2-007 | 5A |
| | | 38S180-M2-007 | |
| | | 38S180-S2-008 | |
| PIH | 2025 | 38S180-S3-007 | 5A |
| | | 38S180-M3-007 | |
| | | 38S180-S3-008 | |
| PS&E | 2026 | 38S180-S3-007 | 5A |
| | | 38S180-M3-007 | |
| | | 38S180-S3-008 | |

REV. 12-17-2025
REVISED TRACT 5 OWNER NAME.

| LEGEND | WETLAND IMPACTS (WTL-1) |
|--------|---------------------------------------|
| | AREA OF PERMANENT IMPACT = 0.07 AC. |
| | VOLUME OF PERMANENT IMPACT = 113 C.Y. |
| | AREA OF TEMPORARY IMPACT = 0.14 AC. |
| | VOLUME OF TEMPORARY IMPACT = 232 C.Y. |



MATCH LINE STA. 111+00 SEE SHEET NO. 4A

| CONTROL POINTS | | | | | | | |
|----------------|-------------|-------------|-----------|---------|---------------|-----------|--------|
| Point | Northing | Easting | Elevation | Feature | GPS Point | Station | Offset |
| S06 | 534167.3916 | 962336.5806 | 326.195 | XCP | GPS 38-180-06 | 111+99.47 | -13.99 |

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2018.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY
DETAILS**

STA. 111+00.00 TO STA. 122+00.00
SCALE: 1" = 50'



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Gilreath, Corey Digitally signed by Gilreath, Corey
Date: 2026.01.08 17:26:21 -05'00'

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

AMERICAN STRUCTUREPOINT, INC.
9025 RIVER ROAD, SUITE 200
INDIANAPOLIS, IN 46240
COREY D. GILREATH, P.E. NO. 132497

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 SHEETS | STRUCTURE-SIGN2 |
| INDEX OF DRAWINGS | B-1 |
| GENERAL NOTES AND ESTIMATED QUANTITIES..... | U-97-968 |

| YEAR | PROJECT NO. | SHEET NO. |
|------|---------------|------------------|
| 2026 | 38S180-S3-008 | STRUCTURE-SIGN 2 |
| | | |
| | | |

REV. 12-17-2025
ADDED SHEET TO PLANS.

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**

CONST. NO.:

| PROJECT NO. | YEAR | SHEET NO. | |
|---------------|------------|-----------|--------------------------|
| 38S180-S3-008 | 2026 | B-1 | |
| REVISIONS | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION |
| 1 | 12/17/2025 | CDG | Revised List of Drawings |
| - | - | - | - |
| - | - | - | - |
| - | - | - | - |

LIST OF DRAWINGS

| TITLE | DWG. NO. | LAST REV. DATE |
|----------------------------------------|-----------------|----------------|
| SIGNATURE SHEET | STRUCTURE-SIGN1 | |
| SIGNATURE SHEET | STRUCTURE-SIGN2 | 12/17/2025 |
| INDEX OF DRAWINGS | B-1 | 12/17/2025 |
| LAYOUT OF BRIDGE | U-97-967 | |
| GENERAL NOTES AND ESTIMATED QUANTITIES | U-97-968 | 12/17/2025 |
| FOUNDATION DATA | U-97-969 | |
| SUPERSTRUCTURE | U-97-970 | |
| SUPERSTRUCTURE DETAILS | U-97-971 | |
| PRESTRESSED BOX BEAM DETAILS | U-97-972 | |
| ABUTMENT NO. 1 | U-97-973 | |
| ABUTMENT NO. 1 DETAILS | U-97-974 | |
| ABUTMENT NO. 1 DETAILS | U-97-975 | |
| ABUTMENT NO. 2 | U-97-976 | |
| ABUTMENT NO. 2 DETAILS | U-97-977 | |
| ABUTMENT NO. 2 DETAILS | U-97-978 | |
| FINAL FOUNDATION DATA | U-97-979 | |
| BILL OF STEEL | U-97-980 | |

LIST OF STANDARD DRAWINGS

| TITLE | DWG. NO. | LAST REV. DATE |
|-------------------------------------------------------------|-----------|----------------|
| BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET | STD-1-ISS | 7-24-24 |
| REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS | STD-1-5 | 06-05-23 |
| STANDARD PILE DETAILS | STD-5-1 | 2023 |
| STANDARD SEISMIC DETAILS | STD-6-1 | 12-08-23 |
| STANDARD REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS | STD-9-1 | 10-07-08 |
| MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS | STD-10-1 | 06-05-23 |
| MISC. ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS | STD-10-2 | 06-05-23 |
| STANDARD DETAILS FOR PRESTRESSED BOX BEAMS | STD-14-3 | 06-06-24 |

LIST OF SPECIAL PROVISIONS

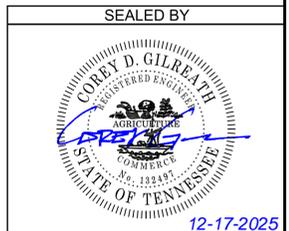
| TITLE | SPEC. PROV. NO. | REV. DATE |
|-----------------------------------------------|-----------------|-----------|
| REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM) | 202ACM | 07-07-14 |

LIST OF REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)

| TITLE | DWG. NO. |
|--------------------------------------------|----------|
| LAYOUT OF BRIDGE LOST CREEK | K-04-03 |
| PRECAST SLAB BRIDGE | F-10-31 |
| STANDARD TIMBER PILE BENTS WITH TIMBER CAP | |
| ☉ CONCRETE CAP FOR PRECAST CONCRETE DECK | F-10-32 |

PIN NO.: 136185.06
 DESIGN BY: CDG DATE: 06/10/2025
 DRAWN BY: TMT DATE: 06/13/2025
 SUPERVISED BY: MAH DATE: 06/13/2025
 CHECKED BY: CDG DATE: 06/16/2025



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
 STATE ROUTE 180 OVER OVERFLOW
 BRIDGE I.D NO. 38S80510007
 STATION 105+91.00
 LOG MILE 4.57
 HAYWOOD COUNTY
 2026

12/15/2025 7:47:38 AM C:\TMP\PW\SEIC\GILREATH@STRUCTUREPOINT.COM\160786\38S80510007-SHT-IND.DGN

GENERAL NOTES:

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

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

LOADING:
HL-93 LIVE LOAD INCREASED BY 10% (MULTIPLIED BY 1.1) IN ADDITION TO ALL LOAD FACTORS SPECIFIED BY AASHTO FOR ALL APPLICABLE LOAD COMBINATIONS SEISMIC DESIGN CATEGORY C WITH AS=0.54, SDS=1.087, SDI=0.467, (1000 YEAR RETURN PERIOD) DEAD LOAD INCLUDES 35 LB/SQ.FT. FOR FUTURE WEARING SURFACE.

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

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

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

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

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

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.

ABUTMENTS ON FILL: THE FILLS AT THE ENDS OF THE BRIDGE SHALL BE IN PLACE AND THOROUGHLY COMPACTED BEFORE ANY ABUTMENT PILES ARE DRIVEN.

FRICTION PILES: TO BE 14" Ø PIPE PILES, 0.500" WALL THICKNESS. AFTER EXCAVATION TO THE PROPOSED FOOTING ELEVATIONS, A TEST PILE SHALL BE DRIVEN AT EACH SUBSTRUCTURE AT THE LOCATION DESIGNATED ON DRAWING NO. U-97-979. A LOAD TEST WILL THEN BE APPLIED TO THE TEST PILE IN ABUT. NO. 1. FROM THE RESULTS OF THE LOAD TEST, THE ENGINEER OF STRUCTURES WILL DETERMINE THE REQUIRED LENGTH OF THE PRODUCTION PILES AND MINIMUM REQUIRED BEARING. FOR PILE DESIGN LOADS AND CUT-OFF ELEVATIONS, SEE TABLE ON DRAWING NO. U97-968. THE CONTRACTOR SHALL INSTALL PILING SUCH THAT ALL THE FOLLOWING REQUIREMENTS ARE MET. THE TIP ELEVATION FOR ALL TEST PILES AND PRODUCTION PILES SHALL BE EQUAL TO OR BELOW THE MINIMUM PILE TIP ELEVATION SHOWN ON THE PLANS. IN ADDITION, TEST PILES TO BE LOAD TESTED SHALL BE INSTALLED TO AT LEAST THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH, WHICHEVER OCCURS FIRST. ALL OTHER TEST PILES SHALL BE INSTALLED TO AT LEAST 1.5 TIMES THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH, WHICHEVER OCCURS FIRST. ALL PRODUCTION PILES SHALL BE INSTALLED FULL LENGTH UNLESS EXCESSIVELY HARD DRIVING WHICH MIGHT DAMAGE THE PILES IS ENCOUNTERED. IF THE PRODUCTION PILES DO NOT ACHIEVE THE MINIMUM REQUIRED BEARING, THE ENGINEER OF STRUCTURES WILL DETERMINE IF ADDITIONAL PILES ARE REQUIRED. IN THE EVENT THAT DRIVING THE TEST PILE TO AT LEAST THE MINIMUM TIP ELEVATION OR DRIVING THE PRODUCTION PILE FULL LENGTH MIGHT DAMAGE THE PILE BECAUSE OF EXCESSIVELY HARD DRIVING, THE CONTRACTOR SHALL USE OTHER METHODS APPROVED BY THE ENGINEER FOR INSTALLING THE PILES SUCH AS JETTING OR PRE-DRILLING HOLES. HOWEVER, ALL PILES MUST BE DRIVEN BY HAMMER FOR THE LAST FEW FEET OF PENETRATION. NO MEASUREMENT FOR PAYMENT WILL BE MADE FOR PRE-DRILLING HOLES OR FOR JETTING PILING TO OBTAIN THE REQUIRED PILE PENETRATION. THE PILE LOAD TEST SHALL BE A QUICK LOAD TEST CONDUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE PILE LOAD TEST APPARATUS FOR APPLYING LOADS AND MEASURING MOVEMENT SHALL MEET THE REQUIREMENTS OF ASTM D1143, STANDARD TEST METHODS FOR DEEP FOUNDATION ELEMENTS UNDER STATIC AXIAL COMPRESSIVE LOAD. WHEN INSUFFICIENT CLEARANCE IS AVAILABLE WITHIN AN EXCAVATION, THE CLEARANCE REQUIREMENTS IN ARTICLE 9.1.1 MAY BE REDUCED, BUT ONLY WITH PRIOR APPROVAL OF THE ENGINEER.

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

PIPE PILE SPLICES: FULL LENGTH PILES SHALL BE USED WHERE PRACTICAL. PILES MAY BE SPLICED WITH THE PRIOR APPROVAL OF THE ENGINEER. SPLICES SHALL USE FULL PENETRATION WELDS DESIGNED TO DEVELOP THE FULL STRENGTH OF THE PILE CROSS-SECTION IN TENSION AND COMPRESSION. ONLY ONE SPlice PER 40 LINEAR FEET OF PILE WILL BE ALLOWED. DRIVE-ON SPLICES SHALL NOT BE USED AND ONLY COMMERCIALY MANUFACTURED SPLICES WILL BE ALLOWED. SPLICING DETAILS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL. COST TO BE INCLUDED IN THE COST OF PILES ITEM NO. 606-18.03.

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

UTILITIES: IT IS INTENDED THAT THE COST OF MATERIALS AND LABOR NECESSARY FOR THE COMPLETE INSTALLATION OF UTILITIES SHALL BE BORNE BY OTHERS AND SHALL NOT BE PAID FOR AS A PART OF THIS CONTRACT. THE CONTRACTOR SHALL COOPERATE WITH OTHERS IN THE INSTALLATION OF UTILITIES WITH NO ADDITIONAL COMPENSATION ALLOWED THE CONTRACTOR AS A RESULT.

SHOP DRAWINGS: SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

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

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

VALUE ENGINEERING ALTERNATE BRIDGE DESIGN CRITERIA: ALTERNATE BRIDGE DESIGN PROPOSALS MAY NOT DIMINISH THE FUNCTIONAL OR STRUCTURAL EQUIVALENCY OF THE BRIDGE AND MUST MEET OR EXCEED THE CAPACITIES OF THE CONTRACT PLANS STRUCTURE AT ALL LIMIT STATES IN AASHTO TABLE 3.4.1-1. ADDITIONALLY, THE WATERWAY OPENING AND FLOOD CLEARANCES MAY NOT BE REDUCED.

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

ESTIMATED QUANTITIES

| ITEM NO. | DESCRIPTION | UNIT | TOTAL | SUPERSTRUCTURE | ABUTMENT 1 | ABUTMENT 2 |
|-----------|---------------------------------------------------------|------|-------|----------------|------------|------------|
| 202-01.02 | REMOVAL OF ASBESTOS | L.S. | 0.5 | | | |
| 202-04.02 | REMOVAL OF STRUCTURES (EXIST. BRIDGE NO. 38-SR180-0457) | L.S. | 1 | | | |
| 204-02.01 | DRY EXCAVATION (BRIDGES) | C.Y. | 148 | | 74 | 74 |
| 303-01.02 | GRANULAR BACKFILL (BRIDGES) | TON | 50 | | 25 | 25 |
| 604-02.03 | EPOXY COATED REINFORCING STEEL | LB. | 15223 | 12609 | 1307 | 1307 |
| 604-03.01 | CLASS "A" CONCRETE (BRIDGES) | C.Y. | 48 | | 24 | 24 |
| 604-03.02 | STEEL BAR REINFORCEMENT (BRIDGES) | LB. | 10234 | | 5117 | 5117 |
| 604-03.04 | PAVEMENT @ BRIDGE ENDS | S.Y. | 140 | | | |
| 604-03.09 | CLASS D CONCRETE (BRIDGE DECK) | C.Y. | 88 | 54 | 17 | 17 |
| 604-04.01 | APPLIED TEXTURE FINISH (NEW STRUCTURES) | S.Y. | 330 | 238 | 46 | 46 |
| 604-05.31 | BRIDGE DECK GROOVING (MECHANICAL) | S.Y. | 352 | | | |
| 606-18.01 | TEST PILES (STEEL PIPE PILES, 14-INCH) | L.F. | 179 | | 83 | 96 |
| 606-18.02 | LOADING TEST (STEEL PIPE PILES, 14-INCH) | EACH | 1 | | 1 | |
| 606-18.03 | STEEL PIPE PILES (14-INCH) | L.F. | 1113 | | 511 | 602 |
| 615-02.17 | PRESTRESSED CONCRETE BOX BEAM (36" X 36") | L.F. | 266 | | | |
| 620-05.01 | CONCRETE PARAPET SINGLE SLOPE (STD-1-1SS) | L.F. | 212 | | | |
| 710-09.01 | 6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM | L.F. | 130 | | 65 | 65 |
| 710-09.02 | 6" PIPE UNDERDRAIN | L.F. | 48 | | 24 | 24 |

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

NOTE: LUMP SUM: TO INCLUDE COMPLETE REMOVAL OF EXISTING BRIDGE NO. 38-SR180-04.57 AND APPROACHES TO NATURAL GROUND. LENGTH OF 57' AND WIDTH OF 24'-11" CONSISTS OF 3 SPANS OF CONCRETE CHANNEL SLAB SUPPORTED ON A TIMBER PILE SUBSTRUCTURE.

NOTE: EXCAVATION BASED ON FINAL PROFILE AT ABUTMENTS.

NOTE: THE COST OF BITUMINOUS-FIBERBOARD, AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

NOTE: THE DEPARTMENT PROCURED THE BEAMS AHEAD OF LETTING THIS JOB, WHICH INCLUDES DELIVERY TO THE PROJECT SITE. THE UNIT PRICE BID FOR THE ERECTION OF BRIDGE BEAMS SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO ERECT THE BEAMS. THIS INCLUDES ALL WORK NECESSARY TO COORDINATE BEAM DELIVERY, OFFLOAD THE BEAMS, AND SET THE BEAMS INTO FINAL POSITION. THE COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE ERECTION OF BRIDGE BEAMS.

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

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

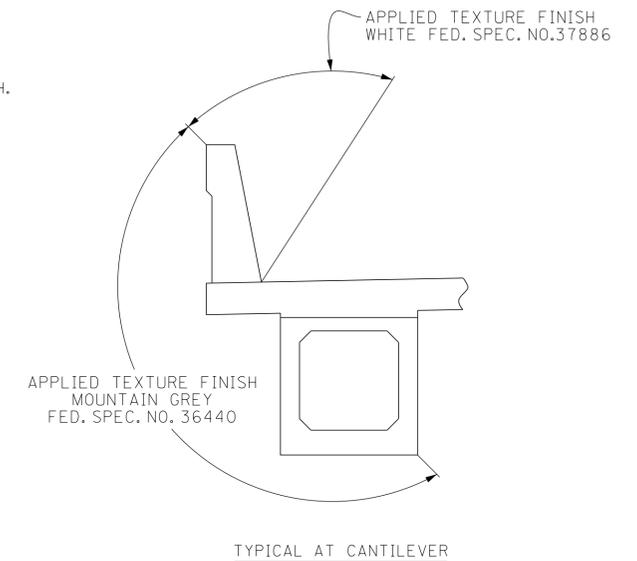
NOTE: THE UNIT PRICE BID FOR THE CAST STEEL POINTS SHALL INCLUDE FURNISHING AND INSTALLATION TO THE PILES.

NOTE: SEE PROJECT COMMITMENTS AND SPECIAL PROVISION 202ACM.

PILE DATA TABLE

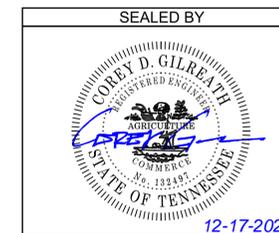
| LOCATION | DESIGN LOADS (TONS) | TEST PILE CUT-OFF EL. (FT.) | ESTIMATED PILE LENGTH (FT.) | TEST PILE LENGTH (FT.) | MINIMUM PILE TIP ELEVATION |
|------------|---------------------|-----------------------------|-----------------------------|------------------------|----------------------------|
| ABUTMENT 1 | 115 | 322.70 | 73 | 83 | 250.00 |
| ABUTMENT 2 | 115 | 322.74 | 86 | 96 | 237.00 |

| CONST. NO.: | | | |
|---------------|------------|-----------|-------------------------------------------------------------------------------------------------------------------|
| PROJECT NO. | YEAR | SHEET NO. | |
| 38S180-S3-008 | 2026 | | |
| REVISIONS | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION |
| 1 | 12/17/2025 | CDG | Revised quantity for Item No. 202-01.02, 606-18.01, & 606-18.03. Updated Item No. 202-04.01 to Item No. 202-04.02 |
| -- | | | |
| -- | | | |
| -- | | | |



APPLIED TEXTURE FINISH SKETCH

NOTE: IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISH SKETCH ALL EXPOSED SURFACES OF THE WINGWALLS, ABUTMENT BEAMS, AND EXTERIOR PORTIONS OF ENDWALL ARE TO RECEIVE AN APPLIED TEXTURE FINISH MOUNTAIN GREY, FED. SPEC. NO. 36440.



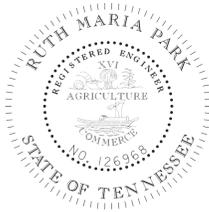
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
**GENERAL NOTES AND
ESTIMATED QUANTITIES**
STATE ROUTE 180 OVER FLOW
BRIDGE I.D NO. 38S80510007
STATION 105+91.00
LOG MILE 4.57
HAYWOOD COUNTY
2026

U-97-968

1/8/2026 5:16:33 PM C:\TMP\PWSE\CGILREATH@STRUCTUREPOINT.COM\160785\38S80510007-SHT-GN.DGN

PIN NO.: 136185.06
DESIGN BY: CDG DATE: 06/10/2025
DRAWN BY: TMT DATE: 06/13/2025
SUPERVISED BY: MAH DATE: 06/13/2025
CHECKED BY: CDG DATE: 06/16/2025





THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Ruth Park
2026.01.09 13:31:31 -06'00'

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

GRESHAM SMITH
222 2ND AVE. SOUTH, SUITE 1400
NASHVILLE, TN 37201-2308
RUTH MARIA PARK, P.E. NO. 126968

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 SHEETS | STRUCTURE-SIGN2 |
| INDEX OF DRAWINGS | B-1 |
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| YEAR | PROJECT NO. | SHEET NO. |
|------|---------------|------------------|
| 2026 | 38S180-M3-007 | STRUCTURE-SIGN 2 |
| | | |
| | | |

REV. 12-17-2025
ADDED SHEET TO PLANS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

CONST. NO.:

| PROJECT NO. | YEAR | SHEET NO. | |
|---------------|------------|-----------|--------------------------|
| 38S180-M3-007 | 2026 | B-1 | |
| REVISIONS | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION |
| 1 | 12-17-2025 | RMP | REVISED LIST OF DRAWINGS |
| - | - | - | - |
| - | - | - | - |
| - | - | - | - |

1 LIST OF DRAWINGS

| TITLE | DWG. NO. | LAST REV. DATE |
|-----------------------------------|-----------------|----------------|
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| SIGNATURE SHEET | STRUCTURE-SIGN2 | 12-17-25 |
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| FOUNDATION DATA | U-97-984 | |
| FOUNDATION DATA | U-97-985 | |
| FOUNDATION DATA | U-97-986 | |
| SUPERSTRUCTURE | U-97-987 | |
| SUPERSTRUCTURE DETAILS | U-97-988 | |
| SUPERSTRUCTURE DETAILS | U-97-989 | |
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| ABUTMENT NO. 1 DETAILS | U-97-992 | |
| ABUTMENT NO. 2 | U-97-993 | |
| ABUTMENT NO. 2 DETAILS | U-97-994 | |
| FINAL FOUNDATION DATA | U-97-995 | |
| BILL OF STEEL | U-97-996 | |

LIST OF STANDARD DRAWINGS

| TITLE | DWG. NO. | LAST REV. DATE |
|-------------------------------------------------------------------------------------------|-----------|----------------|
| BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET | STD-1-1SS | 07-24-24 |
| REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS | STD-1-5 | 06-05-23 |
| STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS | STD-4-1 | 04-08-05 |
| STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA | STD-4-2 | 04-08-05 |
| STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS | STD-4-3 | 03-02-02 |
| STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS | STD-4-4 | 06-10-96 |
| STANDARD PILE DETAILS | STD-5-1 | |
| STANDARD SEISMIC DETAILS | STD-6-1 | 12-08-23 |
| STANDARD SEISMIC DETAILS | STD-6-2 | 11-07-94 |
| STANDARD REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS | STD-9-1 | 10-07-08 |
| MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS | STD-10-1 | 06-05-23 |
| MISC. ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS | STD-10-2 | 06-05-23 |
| STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR BULB -TEE AND WIDE BULB-TEE BEAMS | STD-14-1 | 06-05-23 |

LIST OF SPECIAL PROVISIONS

| TITLE | SPEC. PROV. NO. | REV. DATE |
|-----------------------------------------------|-----------------|-----------|
| REMOVAL OF ASBESTOS CONTAINING MATERIAL (ACM) | 202ACM | 07-07-14 |

LIST OF REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)

| TITLE | DWG. NO. |
|--------------------------------------------|----------|
| LAYOUT OF BRIDGE LOST CREEK | K-4-4 |
| PRECAST SLAB BRIDGE | F-10-31 |
| STANDARD TIMBER PILE BENTS WITH TIMBER CAP | |
| ⊕ CONCRETE CAP FOR PRECAST CONCRETE DECK | F-10-32 |



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
 S.R.180 OVER LOST CREEK
 BRIDGE I.D. NO. 38S80510009
 STATION 115+74.17
 LOG MILE 4.75
 HAYWOOD COUNTY
 2026

PIN NO.: 136347.07
 DESIGN BY: R. Park DATE: 06/27/2025
 DRAWN BY: R. Palmer DATE: 06/27/2025
 SUPERVISED BY: D. McCrary DATE: 06/27/2025
 CHECKED BY: A. Allsbrook DATE: 06/27/2025



CONST. NO.:

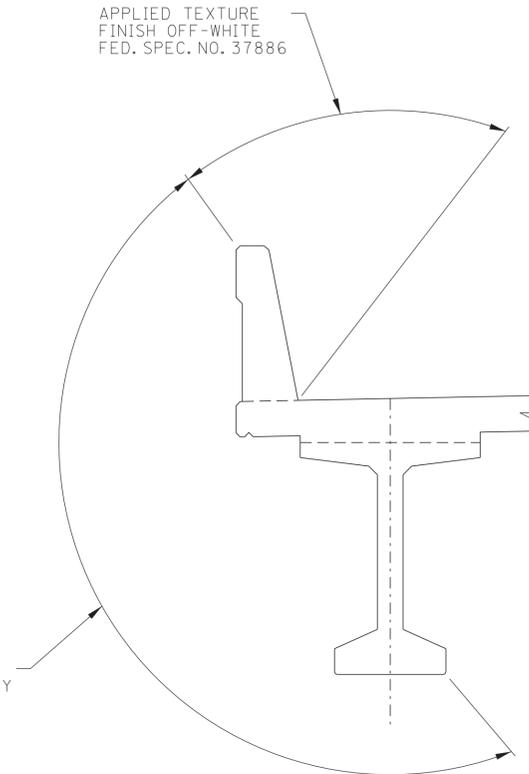
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|---------------|------------|-----------|------------------------------|
| PROJECT NO. | YEAR | SHEET NO. | |
| 38S180-M3-007 | 2026 | | |
| REVISIONS | | | |
| NO. | DATE | BY | BRIEF DESCRIPTION |
| 1 | 12-17-2025 | RMP | REVISED ESTIMATED QUANTITIES |
| - | - | - | - |
| - | - | - | - |
| - | - | - | - |
| - | - | - | - |

ESTIMATED BRIDGE QUANTITIES

| ITEM NO. | DESCRIPTION | UNIT | SUPER-STRUCTURE | ABUTMENT NO. 1 | ABUTMENT NO. 2 | TOTAL QUANTITY |
|----------|-------------|------------------------------------------------------|-----------------|----------------|----------------|----------------|
| (3) | 202-01.02 | REMOVAL OF ASBESTOS | LS | | | 0.5 |
| (2) | 202-04.01 | REMOVAL OF STRUCTURES (EXIST. BR. NO. 38-SR180-0475) | LS | | | 1 |
| (4) | 204-02.01 | DRY EXCAVATION (BRIDGES) | C.Y. | 75 | 50 | 125 |
| (10) | 303-01.02 | GRANULAR BACKFILL (BRIDGES) | TON | 16 | 16 | 32 |
| (9) | 604-02.03 | EPOXY COATED REINFORCING STEEL | LB. | 35,059 | 1,487 | 1,487 |
| | 604-03.01 | CLASS A CONCRETE (BRIDGES) | C.Y. | 50 | 50 | 100 |
| (9) | 604-03.02 | STEEL BAR REINFORCEMENT (BRIDGES) | LB. | 6,246 | 6,246 | 12,492 |
| (1) | 604-03.04 | PAVEMENT @ BRIDGE ENDS | S.Y. | 81 | 81 | 162 |
| | 604-03.09 | CLASS D CONCRETE (BRIDGE DECK) | C.Y. | 96 | | 96 |
| | 604-04.01 | APPLIED TEXTURE FINISH (NEW STRUCTURES) | S.Y. | 503 | 64 | 64 |
| | 604-05.31 | BRIDGE DECK GROOVING (MECHANICAL) | S.Y. | 450 | | 450 |
| | 606-18.01 | TEST PILES (STEEL PIPE PILES, 14-INCH) | L.F. | 100 | 100 | 200 |
| | 606-18.02 | LOADING TEST (STEEL PIPE PILES, 14-INCH) | EACH | 1 | 1 | 2 |
| | 606-18.03 | STEEL PIPE PILES (14-INCH) | L.F. | 1080 | 1080 | 2160 |
| (6) | 615-01.20 | ERECTION OF BRIDGE BEAMS | LS | 0.5 | | 0.5 |
| | 620-05.01 | CONC PARAPET SINGLE SLOPE (STD-1-1SS) | L.F. | 296 | | 296 |
| (8) | 710-09.01 | 6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM | L.F. | 59 | 59 | 118 |
| | 710-09.02 | 6" PIPE UNDERDRAIN | L.F. | 10 | 10 | 20 |

FOOT NOTES:

- PRIOR TO CONSTRUCTION OF THE PAVEMENT AT BRIDGE ENDS, THE CONTRACTOR SHALL SUBMIT A PROPOSED BILL OF STEEL TO THE ENGINEER FOR APPROVAL.
- LUMP SUM (BRIDGE NO. 38-SR180-0475); EXISTING BRIDGE CONSISTS OF 5 PRE-CAST DECK SPANS ON TIMBER SUBSTRUCTURES, OUT-TO-OUT WIDTH = 25'-0", TOTAL LENGTH = 95'-0", SPANS ARE 5 @ 19'-0".
- SEE PROJECT COMMITMENTS AND SPECIAL PROVISION 202ACM.
- EXCAVATION BASED ON FINAL PROFILE AT ABUTMENTS.
- THE DEPARTMENT PROCURED THE BEAMS AHEAD OF LETTING THIS JOB, WHICH INCLUDES DELIVERY TO THE PROJECT SITE. THE UNIT PRICE BID FOR THE ERECTION OF BRIDGE BEAMS SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO ERECT THE BEAMS. THIS INCLUDES ALL WORK NECESSARY TO COORDINATE BEAM DELIVERY, OFFLOAD THE BEAMS, AND SET THE BEAMS INTO FINAL POSITION. COST OF ELASTOMERIC PADS AND RUBBER BONDING CEMENT TO BE INCLUDED IN THE UNIT PRICE BID FOR THE ERECTION OF BRIDGE BEAMS.
- INTERMEDIATE DIAPHRAGMS SHALL BE PAID FOR IN ACCORDANCE WITH STANDARD DRAWING STD-14-1.
- COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN THE UNIT PRICE BID FOR PERFORATED PIPE.
- 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 ITEM NO. 604-02.03 AND ITEM NO. 604-03.02.
- GRANULAR BACKFILL SHALL BE TYPE "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1.
- THE COST OF BITUMINOUS-FIBERBOARD, AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.



LIMITS OF TEXTURE FINISH

- NOTE: IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISH SKETCH, ALL EXPOSED SURFACES OF THE WINGWALLS, ABUTMENT BEAMS, AND EXTERIOR PORTIONS OF THE ENDWALLS SHALL RECEIVE AN APPLIED TEXTURE FINISH, (GRAY, AMS-STD-595A, COLOR NO. 36440).
- NOTE: COST OF TEXTURE COATING SHALL BE INCLUDED IN ITEM NO. 604-04.01.
- NOTE: BEFORE APPLYING ANY TEXTURE FINISH, ALL SURFACES SHALL BE COMPLETELY CLEANED OF ALL DEBRIS AND FOREIGN MATERIALS.
- NOTE: THE CONTRACTOR SHALL USE CONTAINMENT SCREENS OR OTHER MEASURES AS NECESSARY TO PREVENT ANY TEXTURE COATING FORM ENTERING THE ENVIRONMENT. CONTAINMENT MEASURES SHALL BE APPROVED BY THE ENGINEER AND COST SHALL BE INCLUDED ITEMS BID ON.

PILE DATA TABLE

| LOCATION | DESIGN LOAD (TONS) | TEST PILE CUT-OFF ELEVATION | ESTIMATED PILE LENGTH (FT.) | TEST PILE LENGTH (FT.) | MINIMUM PILE TIP ELEVATION |
|------------|--------------------|-----------------------------|-----------------------------|------------------------|----------------------------|
| ABUTMENT 1 | 100 | 322.64 | 90 | 100 | 234 |
| ABUTMENT 2 | 100 | 322.64 | 90 | 100 | 234 |

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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
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 STATION 115+74.17
 LOG MILE 4.75
 HAYWOOD COUNTY
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U-97-982