THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Wyman Turner Digitally signed by Wyman Turner
Date: 2026.01.26 18:38:47 -06'00'

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COMPANY NAME TTL, INC.
ADDRESS 624 Grassmere Park, Suite 14
CITY, STATE Nashville, TN 37211
PE NAME, PE NUMBER Wyman D. Turner, TN 130564

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.

YEAR	PROJECT NO.	SHEET NO.
2026	R-BR-STP/HIP-3(149)	ROADWAY-SIGN 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

1/26/2026 5:56:00 PM
N:\TRANSPORTATION GROUP\PROJECTS\ORD\ORD_2021RELEASE2_10.10.21.04\WORKSPACES\WORKSETS\124748 SR 3 OVERFLOW\DGN\79S003-SHT-SIGNATURE SHEET_LETTINGREV.DGN

Wyman Turner

Digitally signed by Wyman Turner
Date: 2025.12.19 09:53:51 -06'00'

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Wyman Turner

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SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD STRUCTURE & TRAFFIC DESIGN DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B - 2B1
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE(S) AND PEROPERTY MAP(S)	3A - 3B
PRESENT LAYOUTS	4 – 5
RIGHT OF WAY DETAILS	4A – 5A
PROPOSED LAYOUTS	4B – 5B
PROPOSED PROFILES	4C – 5C
DRAINAGE MAP	6
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS	7 – 11A
ENVIRONMENTAL MITIGATION PLANS	12 – 12B
SIGN SCHEDULE SHEET	13
ROADWAY CROSS SECTIONS	14 – 30
TRAFFIC CONTROL PLANS	T1 – T10

YEAR	PROJECT NO.	SHEET NO.
2026	R-BR-STP/HIP-3(149)	ROADWAY-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Index Of Sheets

SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SHELBY COUNTY

S.R. 3
(THOMAS STREET),
BRIDGE OVER OVERFLOW,
L.M. 15.69 (IA)

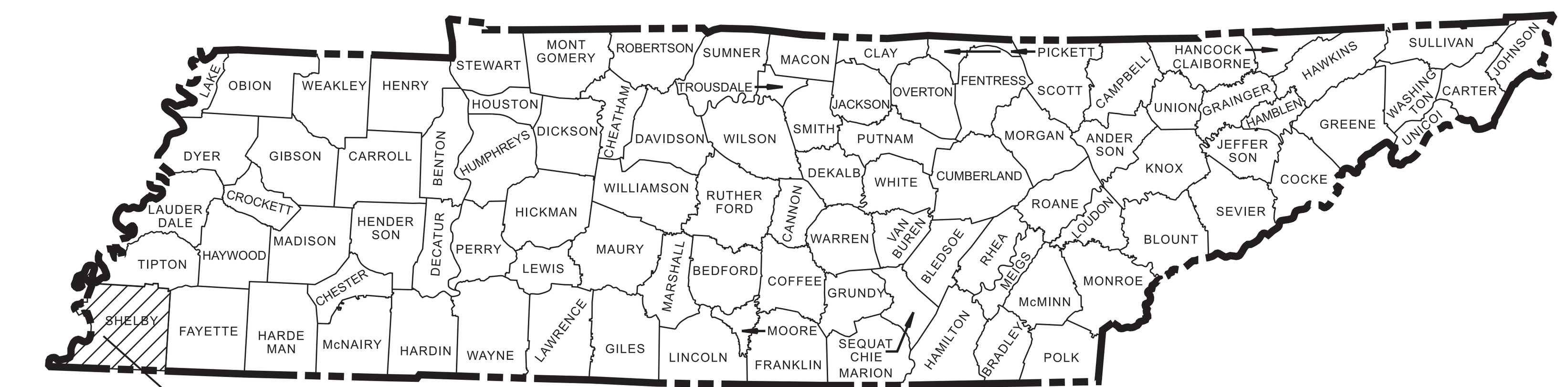
PS&E

GRADE, DRAIN, BRIDGE, PAVE, SIGN, LIGHTING, GUARDRAIL, PVMT. MARKINGS

STATE HIGHWAY NO. 3 F.A.H.S. NO. 51

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	R-BR-STP/HIP-3(149)	
STATE PROJ. NO.	79017-3296-94	



NO EXCLUSIONS

PROJECT TO BE CONSTRUCTED UNDER TRAFFIC

79017-2295-94
ADJACENT PROJECT NO. BR-STP/HIP-3(148)
SR 3
N 342009.8085 E 763763.6948

79017-3296-94
END CONST. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47 SR 3
N 339234.0491 E 763316.7084

79017-2296-94
END R.O.W. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47 SR 3
N 339234.0491 E 763316.7084

79017-2296-94
BEGIN R.O.W. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 101+66.47 SR 3
N 338099.9947 E 763205.9722

79017-3296-94
BEGIN CONST. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 101+66.47 SR 3
N 338099.9947 E 763205.9722

SCALE: 1"= 1/2 MILE

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.

R.O.W. LENGTH	0.000 MILES
ROADWAY LENGTH	0.159 MILES
BRIDGE LENGTH	0.056 MILES
PROJECT LENGTH	0.215 MILES

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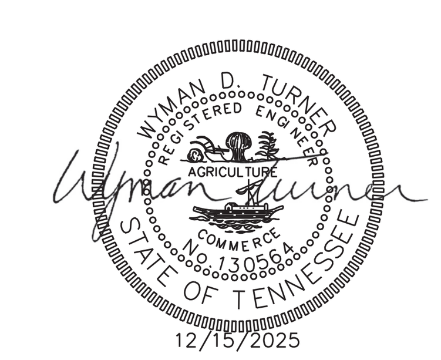

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

SURVEY 06-09-21	TRAFFIC DATA	
UPDATED 04-17-24	ADT (2025)	13,690
	ADT (2045)	18,350
	DHV (2045)	2,202
	D	- 65-35
	T (ADT)	12 %
	T (DHV)	8 %
	V	35 MPH

COORDINATES ARE NAD/83(1995) (DATUM ADJUSTMENT) ADJUSTED BY THE FACTOR OF 1.00000, AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 2003 MODEL

TDOT PROJECT MANAGER : ELI JONES, REG. 4
DESIGNED BY : TTL, INC
DESIGNER : WYMAN TURNER, P.E. CHECKED BY: JOHN CASTLEMAN, P.E.
P.E. NO. 79017-1296-94 (PE-D)
PIN NO. 124748.00

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN2
SIGNATURE SHEET	ROADWAY-SIGN1
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ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD STRUCTURE & TRAFFIC DESIGN DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B - 2B1
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RIGHT-OF-WAY ACQUISITION TABLE(S) AND PROPERTY MAP(S)	3A – 3B
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PROPOSED PROFILES	4C - 5C
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ENVIRONMENTAL MITIGATION PLANS	12 – 12B
SIGN SCHEDULE SHEET	13
ROADWAY CROSS SECTIONS	14 - 30
TRAFFIC CONTROL PLANS	T1 – T10
BRIDGE PLANS	B-1
LIGHTING PLANS	L-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS	S-1
UTILITY PLANS	U1-1

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

FOOTNOTES:

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS AND LEGENDS		
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
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
ROADWAY DESIGN STANDARDS		
RD18-TS-6C	IB 25-08	RURAL MAJOR ARTERIAL FLUSH MEDIAN (4-6 LANE)
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-LR-1		MINIMUM RUNOFF LENGTHS (Lr) FOR URBAN HIGHWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD-UD-3	01-09-24	UNDERDRAIN DETAILS
RD-UD-4	06-28-19	UNDERDRAIN LATERAL DETAILS
RD-UD-7	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES
AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS		
D-FLU-3	04-14-25	BRIDGE END DRAIN FLUME DETAILS
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
S-F-1	03-01-23	HIGH VISIBILITY FENCE
SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	10-31-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GENERAL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRC-4	10-31-25	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
S-GRC-5	10-31-25	GUARDRAIL CONNECTION TO BRIDGE ENDS (TRAILING ENDS)
S-GRC-6	10-31-25	GUARDRAIL CONNECTION TO BRIDGE ENDS FOR LOW SPEED ROADWAYS
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL

DWG.	REV.	DESCRIPTION
EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-33	08-01-12	SUSPENDED PIPE DIVERSION (DOWNSTREAM)
EC-STR-37	06-10-14	SEDIMENT TUBE

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2026	R-BR-STP/HIP-3(149)	1A
PS&E	2026	R-BR-STP/HIP-3(149)	1A

REV. 01/23/26: ADDED ROADWAY-SIGN 2 SHEET.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2026	R-BR-STP/HIP-3(149)	1A1
PS&E	2026	R-BR-STP/HIP-3(149)	1A1

STANDARD STRUCTURES DRAWINGS

DWG.	REV.	DESCRIPTION
NEW STRUCTURES		
STD-1-2SS	05-31-24	STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE PARAPET AND BRIDGE DECCK DRAIN DETAILS
STD-1-5	06-05-23	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
STD-2-1	08-26-25	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL
STD-2-3	08-26-25	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL ALTERNATE CONNECTION DETAIL
STD-5-1		STANDARD PILE DETAILS
STD-5-2		STANDARD PIPE PILE BENT DETAILS
STD-6-1	12-08-23	STANDARD SEISMIC DETAILS
STD-8-2SS		SINGLE SLOPE PARAPET STANDARD LIGHT SUPPORT DETAILS
STD-8-4	02-26-25	SIGN, LUMINAIRE, AND TRAFFIC SIGNAL SUPPORTS
STD-8-6	10-03-18	TRI-STAR STATE EMBLEM FINISH DETAILS
STD-9-1	10-07-08	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-10-1	06-05-23	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-10-2	06-05-23	MISCELLANEOUS ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS
STD-11-1	04-15-20	BRIDGE RAILING CONCRETE PARAPET WITH STRUCTURAL TUBING
STD-14-1	06-05-23	STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR BULB-TEE AND WIDE BULB-TEE BEAMS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-6	07-30-25	STANDARD MOUNTING DETAILS – BOLTED EXTRUDED PANELS
T-S-9	07-30-25	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEETS SIGNS ALUMINUM-STEEL DESIGN
T-S-12	07-30-25	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS
LIGHTING AND UTILITY POLES		
T-L-1	07-15-24	STANDARD LIGHTING FOUNDATION DETAILS
T-L-1SA	07-15-24	STANDARD LIGHTING DETAILS FOR SINGLE ARM SUPPORTS
T-L-3	07-15-24	STANDARD LIGHTING DETAILS PULL BOXES
T-L-4	07-15-24	STANDARD LIGHTING DETAILS, CONDUIT, CABLE INSTALLATION
PAVEMENT MARKINGS		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
WORK ZONES		
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON 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 BOARD
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	03-26-25	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
130624
STATE OF TENNESSEE
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURE & TRAFFIC DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	1B
P.I.H.	2026	R-BR-STP/HIP-3(149)	1B
PS&E	2026	R-BR-STP/HIP-3(149)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 79SR0030027, SR-3 OVERFLOW LM 15.69 (79-SR003-15.69). NO ACM WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2015) SECTIONS 107.08 D AND 202.03).	BRIDGE ID. # 79SR0030027 L.M. 15.69 (IA)

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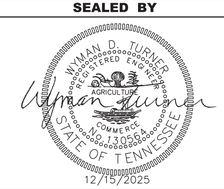

12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2026	R-BR-STP/HIP-3(149)	2
PS&E	2026	R-BR-STP/HIP-3(149)	2

REV. 01/23/26: ADDED ITEM NO. 740-07.04,
REVISED ITEM NO 209-05 AND 712-06

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79017-3296-94
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
5	201-01	CLEARING AND GRUBBING	LS	1
18	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	180
1,6,11	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	3514
11	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	2150
	203-06	WATER	M.G.	25
11	203-07	FURNISHING & SPREADING TOPSOIL	C.Y.	755
1	209-05	SEDIMENT REMOVAL	C.Y.	112
1	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	3950
1	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	500
1	209-08.07	ROCK CHECK DAM	EACH	4
1	209-09.01	SANDBAGS	BAG	25
1	209-20.04	POLYETHYLENE SHEETING (10 MIL.)	S.Y.	200
15	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1338
1	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	50
17	303-10.04	MINERAL AGGREGATE (SIZE)	TON	1700
15	307-01.21	ASP. CONC. MIX(PG70-22) (BPMB-HM) GR. A-S	TON	62
15	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	79
14,15	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	735
15	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	7
4,15	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	130
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	3
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	1050
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	397
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	1657
2	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	50
15	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH	4
15	705-06.01	W BEAM GR (TYPE 2) MASH TL-3	L.F.	1100
15	705-06.26	THRIE BEAM BRIDGE TRANSITION MASH TL-2	EACH	4
	706-01	GUARDRAIL REMOVED	L.F.	1270
	707-01.11	CHAIN LINK FENCE (6 FOOT)	L.F.	228
	707-06.01	REMOVAL OF FENCE (6 FT CAHIN LINK)	L.F.	228
1	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	2724
1,12	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	320
3	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	5259
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	1050
	710-05	LATERAL UNDERDRAIN	L.F.	100
	710-06.12	LATERAL UNDERDRAIN ENDWALL (3:1)	EACH	4
	712-01	TRAFFIC CONTROL	LS	1
7	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	600
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100
	712-04.50	BARRIER RAIL DELINEATOR	EACH	50
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	50
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	100
8	712-06	SIGNS (CONSTRUCTION)	S.F.	436
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	80
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	7360
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	94
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	24
	713-15.36	REMOVE SIGN, SUPPORT & FOOTING	EACH	3
16	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
9	713-16.20	SIGNS (D12-5)	EACH	2
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	28
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	28
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2
	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	5655
	716-09.94	CONTRAST PAVEMENT SHADOW MARKING 6"	L.M.	1
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	1
10	717-01	MOBILIZATION	LS	1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79017-3296-94
17	740-07.04	GEOGRID REINFORCEMENT TYPE 2	S.Y.	2950
1,13	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	6132
3,17	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	6667
1	740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	500
1	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	1
	801-01.36	SPECIAL WETLAND SEED MIXTURE	UNIT	1
1	801-01.38	NATVE SEED MX FINAL STABLIZATN OF SLOPES	UNIT	1
1	801-03	WATER (SEEDING & SODDING)	M.G.	30
	802-12.40	SALIX NIGRA (BLACK WILLOW SEEDLNG B.R.)	EACH	14
	802-12.44	ULMUS AMERICANA (AMERICAN ELM SEEDLNG B.R.)	EACH	14
	802-12.61	ALNUS SERRULATA (HAZEL ALDER SEEDLING B.R.)	EACH	11
	802-13.53	CEPHALANTHUS OCCIDENTALIS (BUTTONBUSH SDLNG BARE ROOT)	EACH	11
	802-13.54	CORNUS AMOMUM (SILKY DOGWOOD SDLNG BARE ROOT)	EACH	11
1	803-01	SODDING (NEW SOD)	S.Y.	547
1	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	5732

FOOTNOTES

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

(2) 621-03.02 TO BE USED FOR TEMPORARY CONSTRUCTION EXITS.

(3) 126 TONS OF ITEM 709-05.06 AND 99 SF OF ITEM 740-10.04 ARE INCLUDED FOR BRIDGE FLUMES, AS SHOWN IN STD-10-3.

(4) 100 TONS OF ITEM 402-02 INCLUDED AS AGGREGATE FOR THE EXISTING ACCESS ROAD TO BE UTILIZED AS A HAUL ROAD

(5) INCLUDES ANY CLEARING NEEDED FOR THE EXISTING ACCESS ROAD AS DIRECTED BY THE ENGINEER.

(6) 50 CY OF ITEM 203-01 FOR USE IN CONSTRUCTING TEMPORARY CONSTRUCTION EXITS, AND 2307 CY IS FOR BRIDGE EXCAVATION.

(7) THE CONTRACTOR SHALL PROVIDE AN APPROVED ANCHORED BARRIER OR ANOTHER APPROVED BARRIER THAT PROVIDES MINIMAL DEFLECTION. SEE TDOTS QUALIFIED PRODUCTS LIST FOR APPROVED PRODUCTS.

(8) THIS CONSTRUCTION SIGNING IS TO BE AS MINIMUM. OTHER SIGNS AS DIRECTED BY THE TDOT ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES. ALL SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). SEE T2 FOR SIGN TABULATOIN.

(9) SIGN FACE, SUPPORT INSTALLATION AND HARDWARE TO BE INCLUDED IN ITEM NUMBER.

(10) FOR USE AS PERMANENT PAVEMENT MARKING ONLY.

(11) SEE GRADING SPECIAL NOTES ON SHEET 2D.

(12) TO BE USED FOR CONSTRUCTION EXITS.

(13) 140 SY TO BE USED FOR CONSTRUCTION EXITS.

(14) 735 TONS OF ITEM 307-02.08 TO BE USED AS LEVELING.

(15) SEE SHEET 2F FOR TABULATED QUANTITIES

(16) THE TWO (2) CHANGEABLE MESSAGE SIGN UNITS SHALL BE USED WITH THE ADVANCE WARNING SIGNS TO INFORM DRIVERS OF THE WORK AT THE BRIDGE. THE LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

(17) 1700 TON OF 303-10.04, 700 S.Y. OF 740-10.04, AND 2950 S.Y. OF 740-07.04 TO BE USED FOR PAVEMENT AT BRIDGE ENDS, SEE STD-10-2.

(18) 202-03.01 TO BE USED TO REMOVE EXISTING ASPHALT SHOULDERS.

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ESTIMATED ROADWAY QUANTITIES

SHEET 1 OF 1

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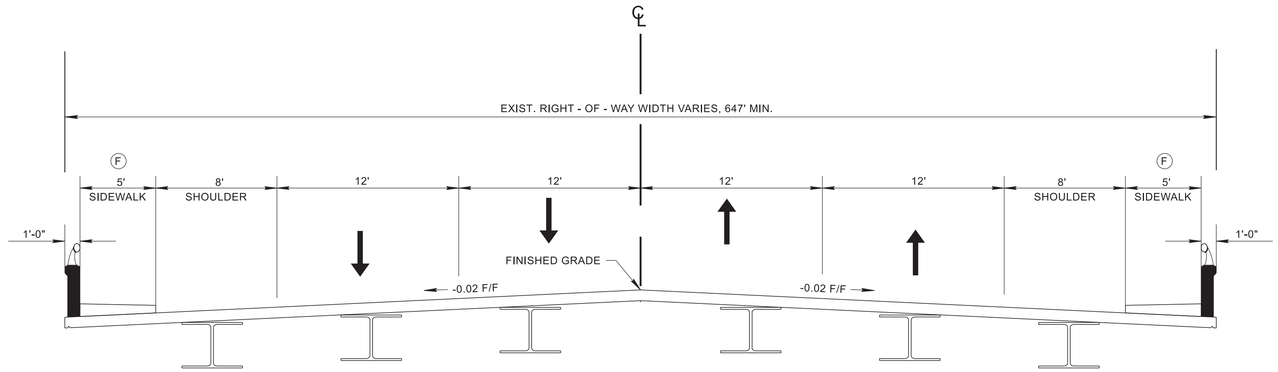
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	2B
P.I.H.	2026	R-BR-STP/HIP-3(149)	2B
PS&E	2026	R-BR-STP/HIP-3(149)	2B



BRIDGE SECTION
SR-3 (US-51) THOMAS STREET

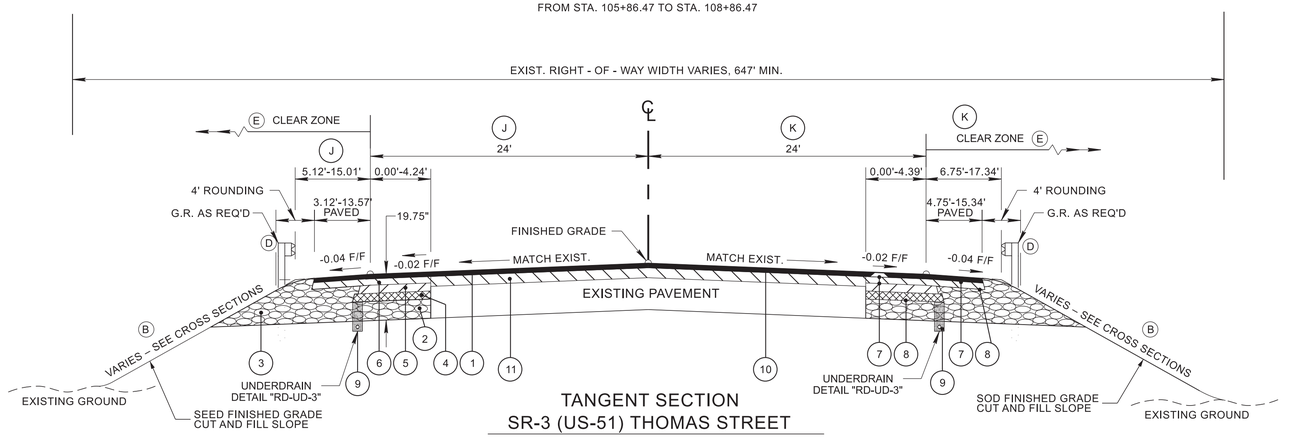
FROM STA. 105+86.47 TO STA. 108+86.47

J

LEFT LANE AND SHOULDER PAVEMENT WIDTH						
DESCRIPTION	STATION	OFFSET (FT)	WIDTH (FT)	STATION	OFFSET (FT)	WIDTH (FT)
TAPER TRAVEL LANES	102+50.00	-23.12	23.12	103+50.00	-24.00	24.00
TAPER SHOULDER	102+50.00	-26.24	3.12	103+50.00	-32.00	8.00
TRAVEL LANES	103+50.00	-24.00	24.00	109+71.47	-24.00	24.00
SHOULDER	103+50.00	-32.00	8.00	104+25.00	-32.00	8.00
TAPER SHOULDER	104+25.00	-32.00	8.00	105+25.00	-37.00	13.00
TAPER UNPVD SHLDR	105+46.43	-39.00	2.00	105+86.47	-37.00	0.00
TAPER UNPVD SHLDR	108+86.47	-37.00	0.00	109+71.47	-39.00	2.00
TAPER TRAVEL LANES	109+71.47	-24.00	24.00	110+46.47	-23.42	23.42
TAPER SHOULDER	109+71.47	-37.00	13.00	110+46.47	-35.62	12.20
TRAVEL LANES	110+46.47	-23.42	23.42	110+75.00	-24.36	24.36
TAPER SHOULDER	110+46.47	-35.62	12.20	110+75.00	-37.93	13.57

K

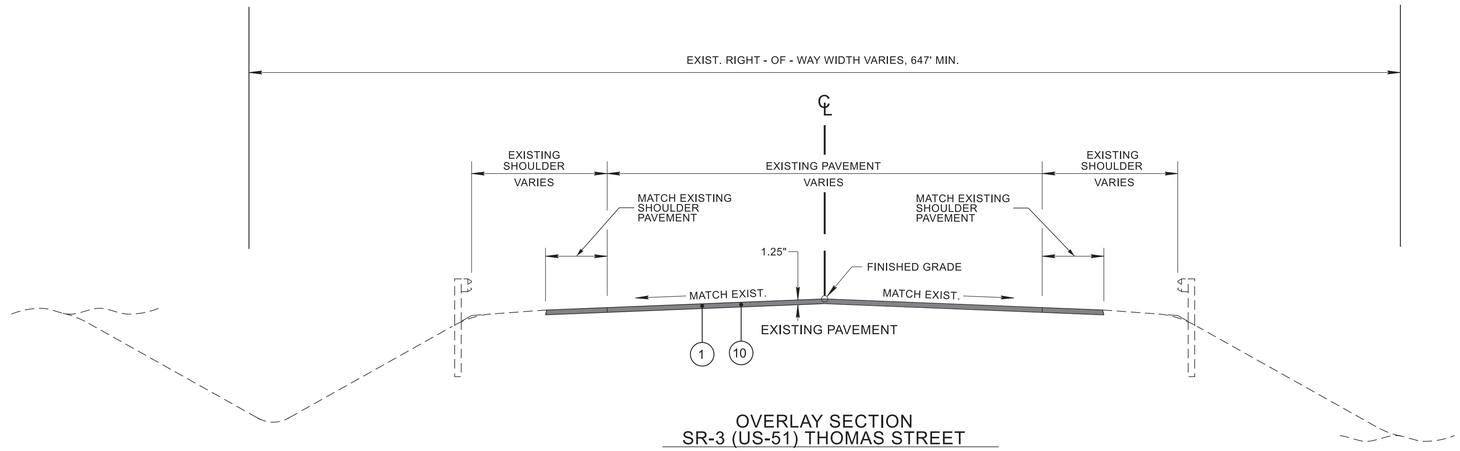
RIGHT LANE AND SHOULDER PAVEMENT WIDTH						
DESCRIPTION	STATION	OFFSET (FT)	WIDTH (FT)	STATION	OFFSET (FT)	WIDTH (FT)
TAPER TRAVEL LANES	102+50.00	22.84	22.84	103+50.00	24.00	24.00
TAPER SHOULDER	102+50.00	27.59	4.75	103+50.00	32.00	8.00
TRAVEL LANES	103+50.00	24.00	24.00	109+71.47	24.00	24.00
SHOULDER	103+50.00	32.00	8.00	104+25.00	32.00	8.00
TAPER SHOULDER	104+25.00	32.00	8.00	105+25.00	37.00	13.00
TAPER UNPVD SHLDR	105+46.43	39.00	2.00	105+86.47	37.00	0.00
TAPER UNPVD SHLDR	108+86.47	37.00	0.00	109+71.47	39.00	2.00
TAPER TRAVEL LANES	109+71.47	24.00	24.00	110+46.47	23.71	23.71
TAPER SHOULDER	109+71.47	37.00	13.00	110+46.47	39.05	15.34
TRAVEL LANES	110+46.47	23.71	23.71	110+75.00	24.71	24.71
TAPER SHOULDER	110+46.47	39.05	15.34	110+75.00	39.40	14.69



TANGENT SECTION
SR-3 (US-51) THOMAS STREET

(BASED ON STD. DWG. RD18-TS-6C)

FROM STA. 102+50.00 TO STA. 105+86.47
FROM STA. 108+86.47 TO STA. 110+75.00



OVERLAY SECTION
SR-3 (US-51) THOMAS STREET

FROM STA. 101+66.47 TO STA. 102+50.00
FROM STA. 110+75.00 TO STA. 113+06.47

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

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

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

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

(F) SLOPE CONCRETE MAX 1.5% FROM PAVED SHOULDER TO FUTURE PEDESTRIAN FACILITY AT BEGIN AND END OF BRIDGE.

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TYPICAL SECTIONS

SHEET 1 OF 1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	2B1
P.I.H.	2026	R-BR-STP/HIP-3(149)	2B1
PS&E	2026	R-BR-STP/HIP-3(149)	2B1

PROPOSED PAVEMENT SCHEDULE

1. ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22
GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.50 LB./S.Y.)
411-02.10 ACS MIX (PG70-22) GRADING "D"

2. MINERAL AGGREGATE @ 10" THICK
303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"

3. MINERAL AGGREGATE @ 16.5" THICK
303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"

4. BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22
GRADING "A-S" @ 3.0" THICK (APPROX. 318 LB./S.Y.)
307-01.21 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A-S"

5. BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22
GRADING "A" @ 3.5" THICK (APPROX. 402.50 LB./S.Y.)
307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A"

6. BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22
GRADING "B-M2" @ 2.0" THICK (APPROX. 226 LB./S.Y.)
307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"

7. TACK COAT
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD)

8. PRIME COAT
402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.30-0.35 GALLONS/S.Y.
402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8-12 LB./S.Y.

9. UNDERDRAIN
710-02 AGGREGATE UNDERDRAIN (WITH PIPE)

10. COLD PLANING
415-01.02 COLD PLANING BITUMINOUS PAVEMENT (1.25" THICK)

11. BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22
GRADING "B-M2" @ 0" - 4.2" THICK (APPROX. 0 - 445 LB./S.Y.)
307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"

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PAVEMENT
SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2026	R-BR-STP/HIP-3(149)	2C
PS&E	2026	R-BR-STP/HIP-3(149)	2C

GENERAL NOTES

GRADING

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

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

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

SEEDING AND SODDING

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 801-01.38.

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

(4) ITEM NO. 801-01.38, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

GUARDRAIL

(1) 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.

(3) 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.

DRAINAGE

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

FENCING

(1) LOCATION OF THE FENCE SHALL BE ONE FOOT INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS.

(2) FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES, STOCK PASSES AND BRIDGES WHERE DIRECTED BY THE ENGINEER SO AS TO ABUT WINGWALLS AND/OR ABUTMENTS.

MISCELLANEOUS

(3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

(2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

FINAL PAVEMENT MARKING

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

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(16) THE PAVEMENT MARKING ON THE LANE SHIFT FOR CENTERLINE, EDGE LINE, LANE LINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO.716-05.20, L.M.

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

(3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

RESURFACING

(6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

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

SIGNING

(3) 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.

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

(5) 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.

(7) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15.36 AND BECOME THE PROPERTY OF THE CONTRACTOR.

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

(9) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY 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.

(10) 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.

(11) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

(12) 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.

(13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130968
STATE OF TENNESSEE

12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2026	R-BR-STP/HIP-3(149)	2C1
PS&E	2026	R-BR-STP/HIP-3(149)	2C1

TRAFFIC CONTROL DIRECTIONAL SIGNING

(1) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

(2) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

(3) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. 712-01 , AS DIRECTED BY THE ENGINEER.

(4) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.

(5) ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-01.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

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

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

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JANUARY 1, 2015 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.

(4) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.

(5) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

(6) LIGHT STANDARDS SHALL BE ROUND TAPERED POLES. LENGTH SHALL BE DETERMINED BY REQUIRED MOUNTING HEIGHT.

(7) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

(8) STANDARDS SHALL BE DESIGNED FOR 80-MPH WIND PRESSURE AND SHALL SUPPORT A 62-POUND LUMINAIRE ON A 15-FOOT ARM.

(9) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.

(10) BRACKET ARMS SHALL BE ROUND TAPERED TRUSS TYPE WITH STRAP MOUNTING AND LENGTHS AS SCHEDULED.

(11) BRACKET ARM UPSWEEP SHALL BE THE SAME FOR ALL LIGHT STANDARDS OF THE SAME TYPE.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2026	R-BR-STP/HIP-3(149)	2D
PS&E	2026	R-BR-STP/HIP-3(149)	2D

SPECIAL NOTES

GRADING

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

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

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

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

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

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

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

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
130624
STATE OF TENNESSEE
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	2E
P.I.H.	2026	R-BR-STP/HIP-3(149)	2E
PS&E	2026	R-BR-STP/HIP-3(149)	2E

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

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

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

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

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

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

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

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

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

SPECIES

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

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

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

PERMITS, PLANS & RECORDS

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

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

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

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

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

SUPPORT ACTIVITIES

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

ENVIRONMENTAL

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

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

(1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

ECOLOGY

(2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRECONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.

(3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.

(4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

PROJECT COMMITMENTS

(5) SEE PROJECT COMMITMENTS, SHEET 1B FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

(6) WIDEN EXISTING FROM FOUR (4) TEN FOOT LANES TO FOUR (4) TWELVE FOOT LANES FROM STATION 104+26.47 TO STATION 105+86.47 AND FROM STATION 108+86.47 TO STATION 110+46.47; REHAB EXISTING PAVEMENT FROM STATION 101+66.47 TO STATION 105+86.47 AND FROM STATION 108+86.47 TO STATION 113+06.47; PROPOSED BRIDGE FROM STATION 105+86.47 TO STATION 108+86.47; PROVIDE LIGHTING FROM STATION 101+66.47 TO STATION 113+06.47.

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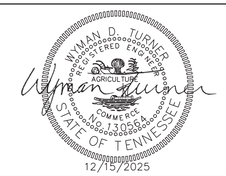

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2026	R-BR-STP/HIP-3(149)	2F
PS&E	2026	R-BR-STP/HIP-3(149)	2F

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
S.R. 3	1207	5012	1063
SIDEROADS			0
PVT. DRIVES, BUSINESSES AND FIELD ENTRANCES			0
INDEPENDENT DITCHES			0
EPSC MEASURES			0
OTHER (BRIDGE EXCAVATION)	2307		2031
PAVEMENT			0
TOPSOIL (EMB.)			
TOPSOIL (EXC.)			
TOPSOIL TOTALS (SEE TOPSOIL TAB)			

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL)	EMB. (UNCL)	EXC. (COMMON)	EXC. (AVAIL)	EXC. (ADJ)
		3514	5012	3514	3514	3093

BALANCE SUMMARY

SHRINK 12% SWELL 12%

EXC		EMB
3093	VS.	-5012
AVAILABLE	=	-1919
BORROW MATERIAL	=	-2150

TOPSOIL

IF EXISTING TOPSOIL IS NOT SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.	WASTE TOTAL (C.Y.)
61,115	N/A	N/A	N/A	755	N/A	755	N/A	N/A

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	ALTERNATE	TYPE - GRADE - PAY ITEM (TON)							
		MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX) PG-70-22			PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX) PG 70-22
		D	A	A-S	B-M2				D
		303-01	307-02.01	307-01.21	307-02.08	402-01	402-02	403-01	411-02.10
SR 3		1338.0	79.0	62.0	735.0	7.0	30.0	3.0	397.0
TOTALS		1338.0	79.0	62.0	735.0	7.0	30.0	3.0	397.0

GUARDRAIL QUANTITIES

SHEET	STATION	STATION	SIDE		GR TRANSITION 27 IN TO 31 IN 705-02.10 EACH	W BEAM GR (TYPE 2) 705-06.01 L.F.	THRIE BEAM BRIDGE TRANSITION TL-2 705-06.26 EACH
			LT	RT			
4B	101+66.47	101+91.47	X	X	2		
4B	101+91.47	105+77.94	X	X		775.0	
4B	105+77.94	105+86.47	X	X			2
4B	108+86.47	108+95.00	X	X			2
4B	108+95.00	110+50.00	X	X		325.0	
4B	110+50.00	110+75.00	X	X	2		
TOTALS					4	1100.0	4

REMOVAL OF FENCE

SHEET	STATION	STATION	SIDE		REMOVAL OF FENCE (CHAIN LINK) 707-06.01 L.F.
			LT	RT	
4	108+74.17	109+26.14	X		113
4	108+74.68	109+27.98		X	115
TOTALS					228

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WYMAN D. TURNER REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 130958 STATE OF TENNESSEE

12/15/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

SHEET 1 OF 1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	3
P.I.H.	2026	R-BR-STP/HIP-3(149)	3
PS&E	2026	R-BR-STP/HIP-3(149)	3

UTILITY

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

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

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

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

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

(6) NO WORK SHALL OCCUR IN THE AREA MARKED ON THE PLANS AS STREAM/WETLAND MITIGATION RIGHT-OF-WAY OR MITIGATION AREA. NO UTILITY RELOCATION OR OTHER LAND DISTURBANCE IS AUTHORIZED. ONLY ACTIVITIES PERTAINING TO THE CONSTRUCTION OR MANAGEMENT OF THE STREAM/WETLAND MITIGATION SITE MAY OCCUR, WHICH WILL BE INDICATED ON THE STREAM MITIGATION PLANS (12 – 12B). ANY VIOLATIONS OF THE ABOVE MENTIONED WILL RESULT IN NON-COMPLIANCE WITH THE ENVIRONMENTAL PERMIT REQUIREMENTS.

UTILITY OWNERS

ELECTRIC, WATER:
MLG&W
220 S. MAIN ST.
MEMPHIS, TN 38103
CONTACT: TOM WORD
OFFICE PHONE: 901 528 4186
CELL PHONE: ___ ___ ____
Email: Tword@mlgw.org

TELEPHONE:
AT&T
315 E. COLLEGE ST.
JACKSON, TN 38301
CONTACT: DANIEL R. POTTS
OFFICE PHONE: 901 488 2359
CELL PHONE: ___ ___ ____
Email: db7607@att.com

SEWAGE:
CITY OF MEMPHIS
125 N. MAIN ST. ROOM 639
MEMPHIS, TN 38103
CONTACT: FARAEDOON QALADIZE
OFFICE PHONE: 901 636 6725
CELL PHONE: 901 636 6971
Email: faraedoon.qaladize@memphistn.gov

CABLE:
CHARTER COMMUNICATIONS
24 CIRCLE DR.
McKENZIE, TN 38201
CONTACT: KEITH CHESSER
OFFICE PHONE: 731 352 1146
CELL PHONE: 731 621 9552
Email: Keith.chesser@charter.com

RAILROAD:
CNIC
2151 N. MILL ST.
JACKSON, MS 39202
CONTACT: JOHN DINNING
OFFICE PHONE: 601 914 2658
CELL PHONE: ___ ___ ____
Email: John.Dinning@cn.ca

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	3A
P.I.H.	2026	R-BR-STP/HIP-3(149)	3A
PS&E	2026	R-BR-STP/HIP-3(149)	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
1	Belz Investco GP	109H	81C	JX6670			130.804	130.804					130.804				
2	Belz Investco GP	110E	7	JX6670		7.539		7.539				7.539					
ACQUISITION TOTALS (ACRES)																	

DISTURBED AREA		
IN BETWEEN SLOPE LINES	3.489	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.718	(AC)
TOTAL DISTURBED AREA	4.207	(AC)
TOTAL PROJECT AREA	17.110	(AC)

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WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130624
STATE OF TENNESSEE
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE(S) AND PROPERTY MAP(S)

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	3B
P.I.H.	2026	R-BR-STP/HIP-3(149)	3B
PS&E	2026	R-BR-STP/HIP-3(149)	3B

N

85 90 95 100 105 110 115 120

79017-3296-94
BEGIN CONST. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 101+66.47
N 338099.9947 E 763205.9722

79017-3296-94
END CONST. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47
N 339234.0491 E 763316.7084

79017-2296-94
BEGIN R.O.W. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 101+66.47
N 338099.9947 E 763205.9722

79017-2296-94
END R.O.W. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47
N 339234.0491 E 763316.7084

EXISTING R.R.

PRES. R.O.W.

STR-1

STR-1 TOE

THOMAS STREET

S.R. 3 US-51

WTL-1 WAA-1

WTL-1 WAA-2

END FENCE REMOVAL
STA. 109+25.93
OFF. -130.94'

BEGIN FENCE REMOVAL
STA. 108+74.17
OFF. -30.53'

PROP. CONTROL- ACCESS FENCE (113 FT)

EXISTING CONTROL-ACCESS FENCE REMOVE 113 FT

BEGIN FENCE REMOVAL
STA. 108+74.68
OFF. 29.46'

END FENCE REMOVAL
STA. 109+28.19
OFF. 131.23'

EXISTING CONTROL-ACCESS FENCE REMOVE 115 FT

PROP. CONTROL-ACCESS FENCE (115 FT)

PC STA. 112+52.94

PT STA. 113+36.82

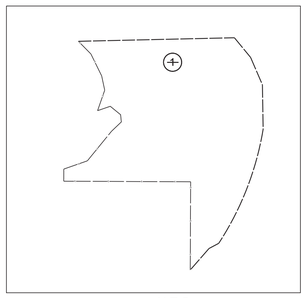
CURVE
PI 94+01.97
N 337,338.4717
E 763,138.8866
Δ 01°00'29" RT.
D 02°51'53"
R 2000.00'
L 35.19'
T 17.59'
SE FT/FT
TRANS. LENGTH '
DESIGN SPEED MPH

CURVE
PI 98+14.62
N 337,749.2243
E 763,178.3813
Δ 00°59'41" LT.
D 02°51'53"
R 2000.00'
L 34.72'
T 17.36'
SE FT/FT
TRANS. LENGTH '
DESIGN SPEED MPH

CURVE
PI 110+26.34
N 338,957.2169
E 763,273.3994
Δ 04°41'13" RT.
D 02°51'53"
R 2000.00'
L 163.61'
T 81.85'
SE N.C.
TRANS. LENGTH N/A
DESIGN SPEED 40 MPH

CURVE
PI 112+94.90
N 339,222.4222
E 763,316.2794
Δ 04°48'18" LT.
D 05°43'46"
R 1000.00'
L 83.86'
T 41.96'
SE N.C.
TRANS. LENGTH N/A
DESIGN SPEED 40 MPH

CURVE
PI 117+77.06
N 339,703.2236
E 763,353.0899
Δ 03°53'46" RT.
D 00°30'19"
R 11340.00'
L 771.14'
T 385.72'
SE N.C.
TRANS. LENGTH N/A
DESIGN SPEED 40 MPH



N.T.S.

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130564
STATE OF TENNESSEE
12/15/2025

COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE(S) AND PROPERTY MAP(S)

STA. 101+66.47 TO STA. 113+06.47
SCALE: 1" = 200'

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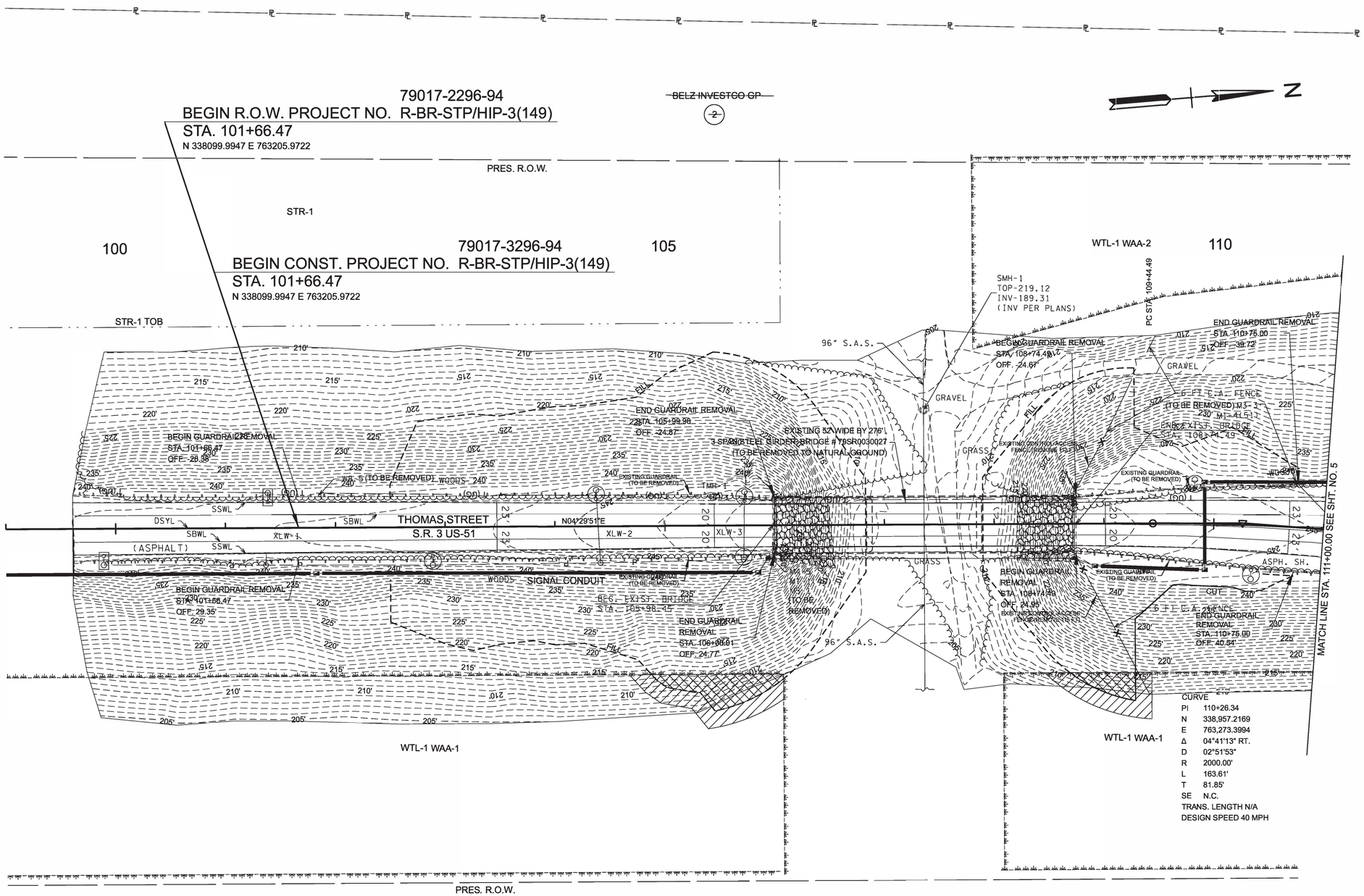
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	4
P.I.H.	2026	R-BR-STP/HIP-3(149)	4
PS&E	2026	R-BR-STP/HIP-3(149)	4



CONTROL POINTS						
POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
79-003-O9	339236.3768	763255.8609	242.13	113+02.03	60.74' (LT)	TDOT GPS MONUMENT
79-003-10	339570.3524	763399.0952	242.06	116+49.33	53.11' (RT)	TDOT GPS MONUMENT
BM(1)	337329.9436	763106.0118	245.74	93+90.80	32.12' (LT)	CHISLED SQUARE SEE PROFILE FOR DETAILS
BM(2)	339609.0210	763355.6101	243.40	116+83.51	5.95' (RT)	CHISLED SQUARE SEE PROFILE FOR DETAILS

EXISTING HPS ROADWAY LUMINAIRES ON EXISTING LIGHT STANDARDS (TO BE REMOVED)

EXISTING HPS ROADWAY LUMINAIRES ON EXISTING LIGHT STANDARDS (TO REMAIN)

LEGEND	WETLAND IMPACTS (WTL-1 WAA-1)				
	AREA OF PERMANENT IMPACT	0.07	ACRE	117	CY
	AREA OF TEMPORARY IMPACT	0.09	ACRE	153	CY

THE FOLLOWING UTILITY LINES WERE SHOWN PER ITS PLANS. IT IS NOT FIELD LOCATED.

SIGNAL CONDUIT

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130684
STATE OF TENNESSEE
12/15/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 101+ 66.47 TO STA. 111+00.00
SCALE: 1" = 50'

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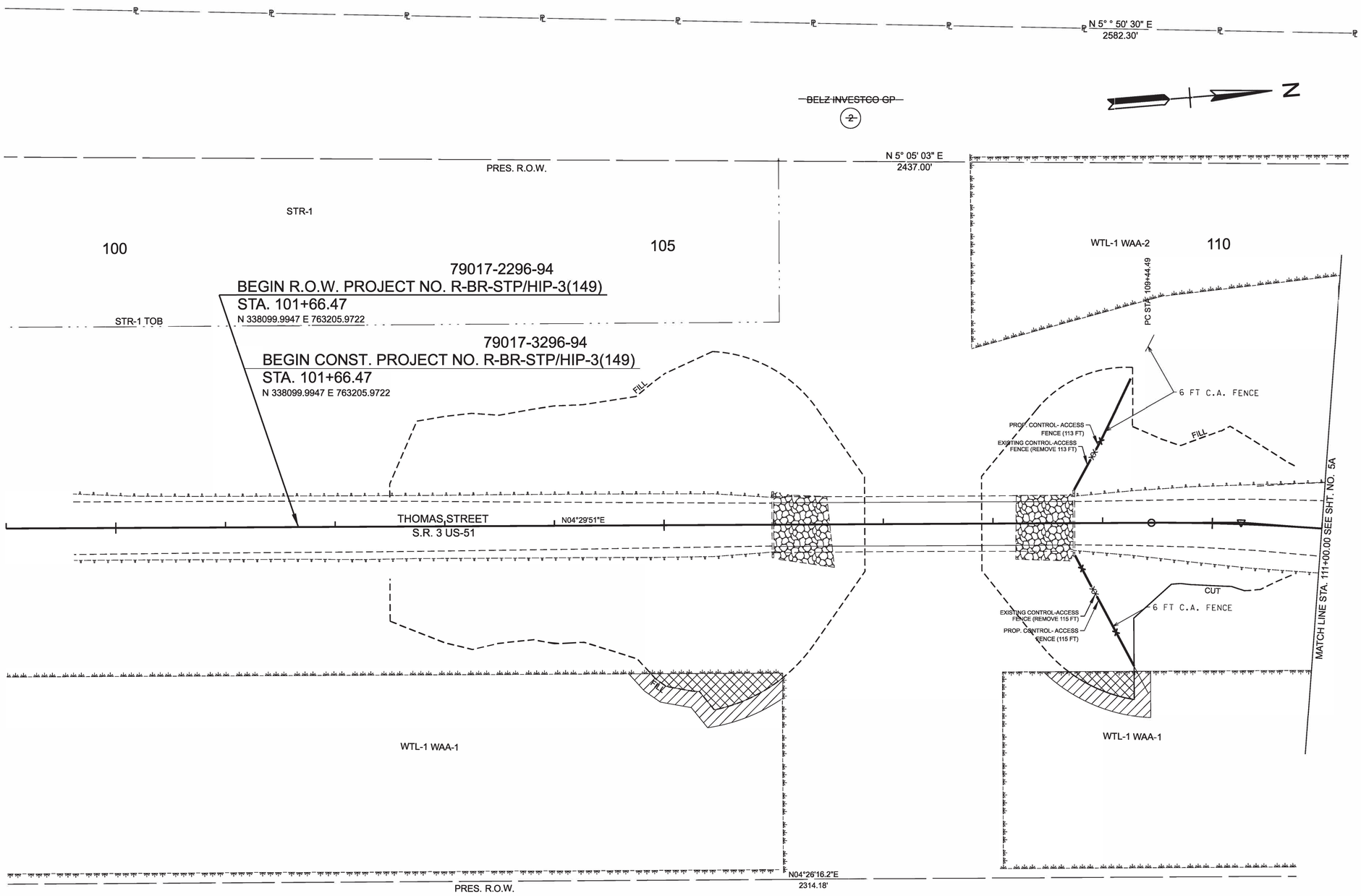
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	4A
P.I.H.	2026	R-BR-STP/HIP-3(149)	4A
PS&E	2026	R-BR-STP/HIP-3(149)	4A



CONTROL POINTS						
POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
79-003-O9	339236.3768	763255.8609	242.13	113+02.03	60.74' (LT)	TDOT GPS MONUMENT
79-003-10	339570.3524	763399.0952	242.06	116+49.33	53.11' (RT)	TDOT GPS MONUMENT
BM(1)	337329.9436	763106.0118	245.74	93+90.80	32.12' (LT)	CHISLED SQUARE SEE PROFILE FOR DETAILS
BM(2)	339609.0210	763355.6101	243.40	116+83.51	5.95' (RT)	CHISLED SQUARE SEE PROFILE FOR DETAILS

LEGEND	WETLAND IMPACTS (WTL-1 WAA-1)				
	AREA OF PERMANENT IMPACT	0.07	ACRE	117	CY
	AREA OF TEMPORARY IMPACT	0.09	ACRE	153	CY

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 113084
STATE OF TENNESSEE

12/15/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 101+ 66.47 TO STA. 111+00.00
SCALE: 1" = 50'

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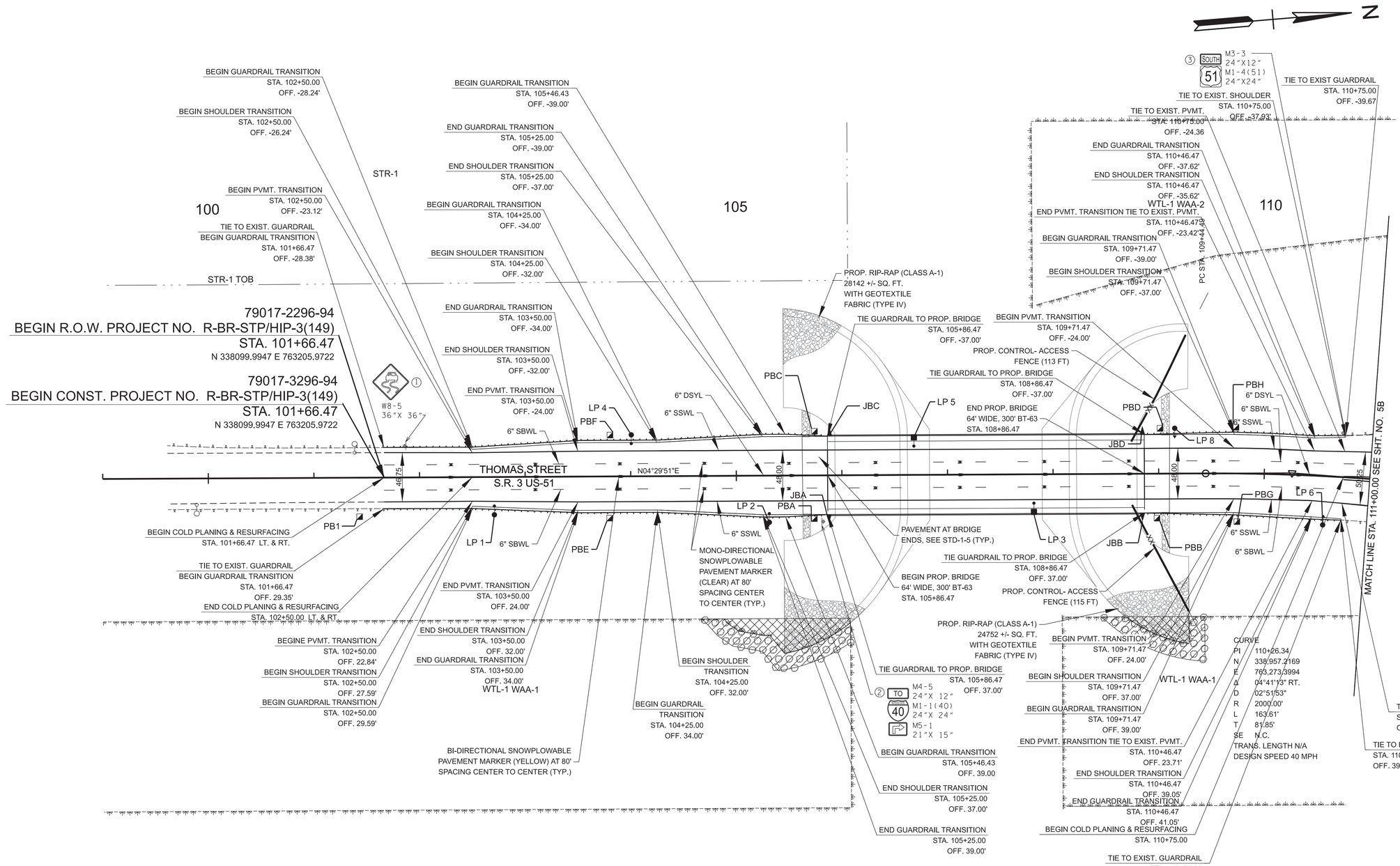
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	4B
P.I.H.	2026	R-BR-STP/HIP-3(149)	4B
PS&E	2026	R-BR-STP/HIP-3(149)	4B



NOTES:

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

2. SEE SHEETS 12-12B FOR WETLAND IMPACT AND TREE PLANTING DETAILS.

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WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 113564
STATE OF TENNESSEE
12/15/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 101+ 66.47 TO STA. 111+00.00
SCALE: 1" = 50'

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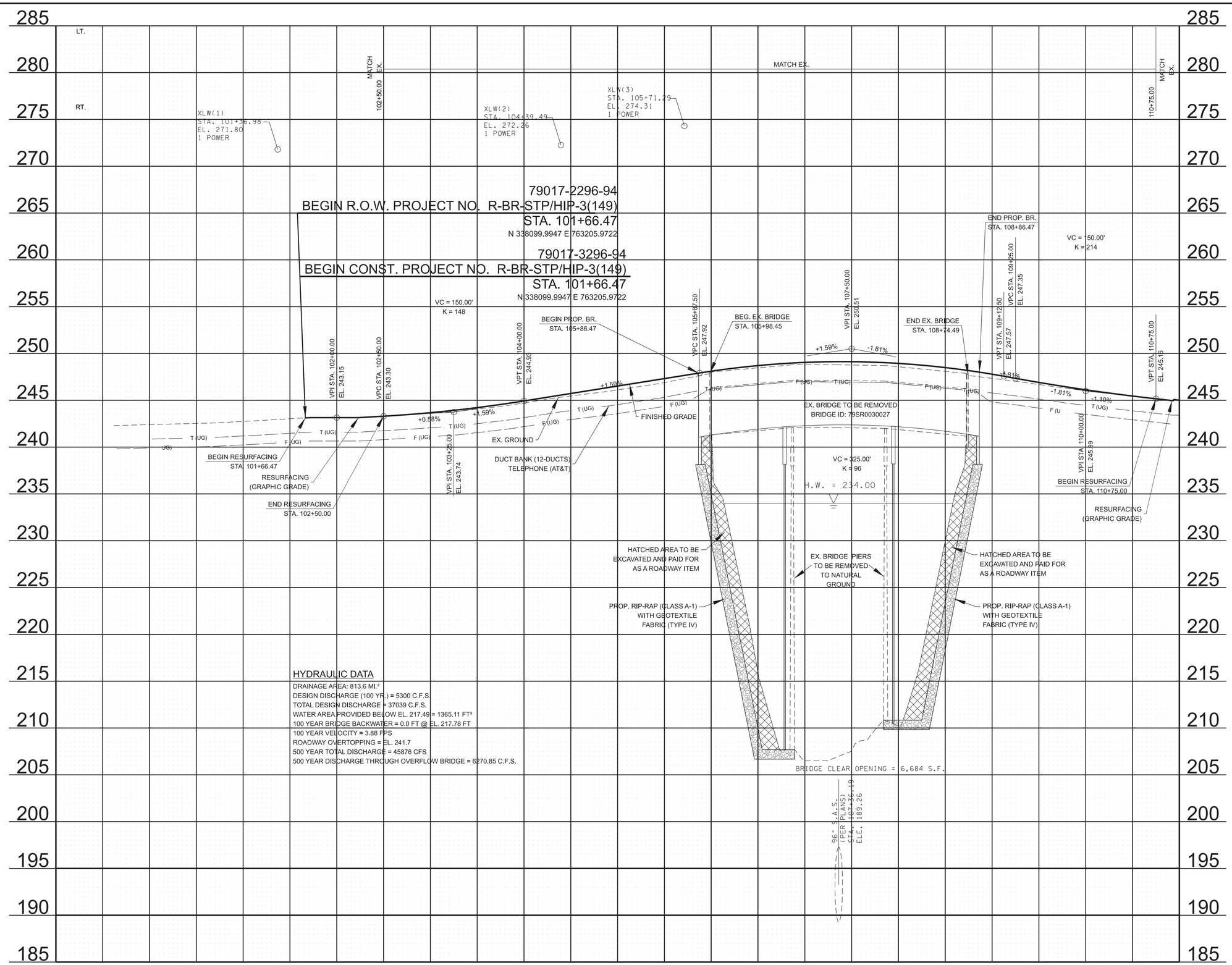
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	4C
P.I.H.	2026	R-BR-STP/HIP-3(149)	4C
PS&E	2026	R-BR-STP/HIP-3(149)	4C



HYDRAULIC DATA

DRAINAGE AREA: 813.6 MI.²
DESIGN DISCHARGE (100 YR.) = 5300 C.F.S.
TOTAL DESIGN DISCHARGE = 37039 C.F.S.
WATER AREA PROVIDED BELOW EL. 217.49 = 1365.11 FT²
100 YEAR BRIDGE BACKWATER = 0.0 FT @ EL. 217.78 FT
100 YEAR VELOCITY = 3.88 FPS
ROADWAY OVERTOPPING = EL. 241.7
500 YEAR TOTAL DISCHARGE = 45876 CFS
500 YEAR DISCHARGE THRCUGH OVERFLOW BRIDGE = 6270.85 C.F.S.

THE FOLLOWING UTILITY LINES WERE SHOWN PER ITS PLANS. IT IS NOT FIELD LOCATED.	
—— ——	SIGNAL CONDUIT

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 115684
STATE OF TENNESSEE
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 101+66.47 TO STA. 111+00.00

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

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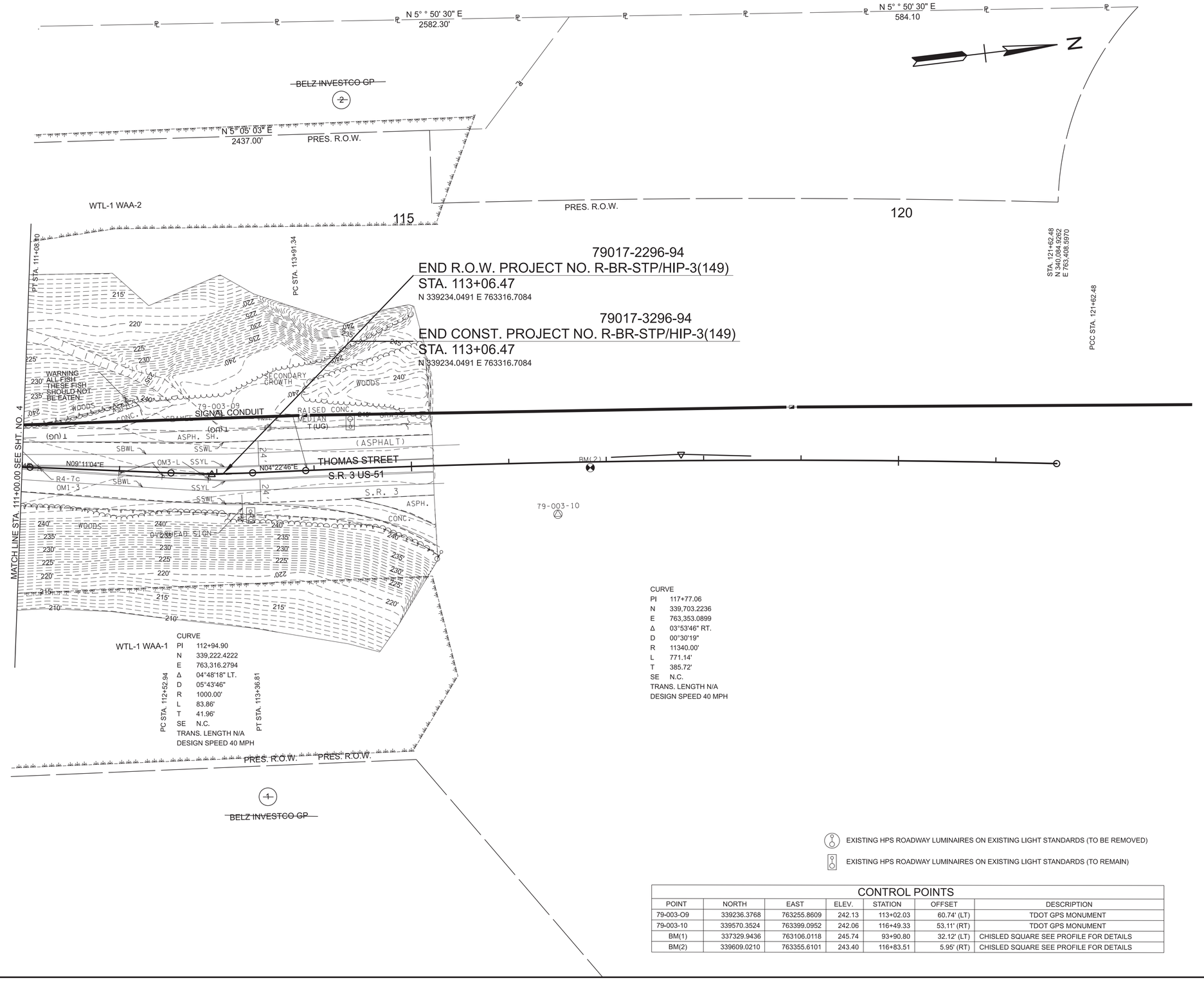
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	5
P.I.H.	2026	R-BR-STP/HIP-3(149)	5
PS&E	2026	R-BR-STP/HIP-3(149)	5



79017-2296-94
END R.O.W. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47
N 339234.0491 E 763316.7084

79017-3296-94
END CONST. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47
N 339234.0491 E 763316.7084

STA. 121+62.48
N 340,084.9262
E 763,408.5970

PCC STA. 121+62.48

WTL-1 WAA-1

CURVE
PI 112+94.90
N 339,222.4222
E 763,316.2794
Δ 04°48'18" LT.
D 05°43'46"
R 1000.00'
L 83.86'
T 41.96'
SE N.C.
TRANS. LENGTH N/A
DESIGN SPEED 40 MPH

PC STA. 112+52.94
PT STA. 113+36.81

CURVE
PI 117+77.06
N 339,703.2236
E 763,353.0899
Δ 03°53'46" RT.
D 00°30'19"
R 11340.00'
L 771.14'
T 385.72'
SE N.C.
TRANS. LENGTH N/A
DESIGN SPEED 40 MPH

THE FOLLOWING UTILITY LINES WERE SHOWN PER ITS PLANS. IT IS NOT FIELD LOCATED.	
	SIGNAL CONDUIT

EXISTING HPS ROADWAY LUMINAIRES ON EXISTING LIGHT STANDARDS (TO BE REMOVED)

EXISTING HPS ROADWAY LUMINAIRES ON EXISTING LIGHT STANDARDS (TO REMAIN)

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
79-003-O9	339236.3768	763255.8609	242.13	113+02.03	60.74' (LT)	TDOT GPS MONUMENT
79-003-10	339570.3524	763399.0952	242.06	116+49.33	53.11' (RT)	TDOT GPS MONUMENT
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BM(2)	339609.0210	763355.6101	243.40	116+83.51	5.95' (RT)	CHISLED SQUARE SEE PROFILE FOR DETAILS

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 113052
STATE OF TENNESSEE
12/15/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.111+00.00 TO STA. 113+06.47
SCALE: 1" = 50'

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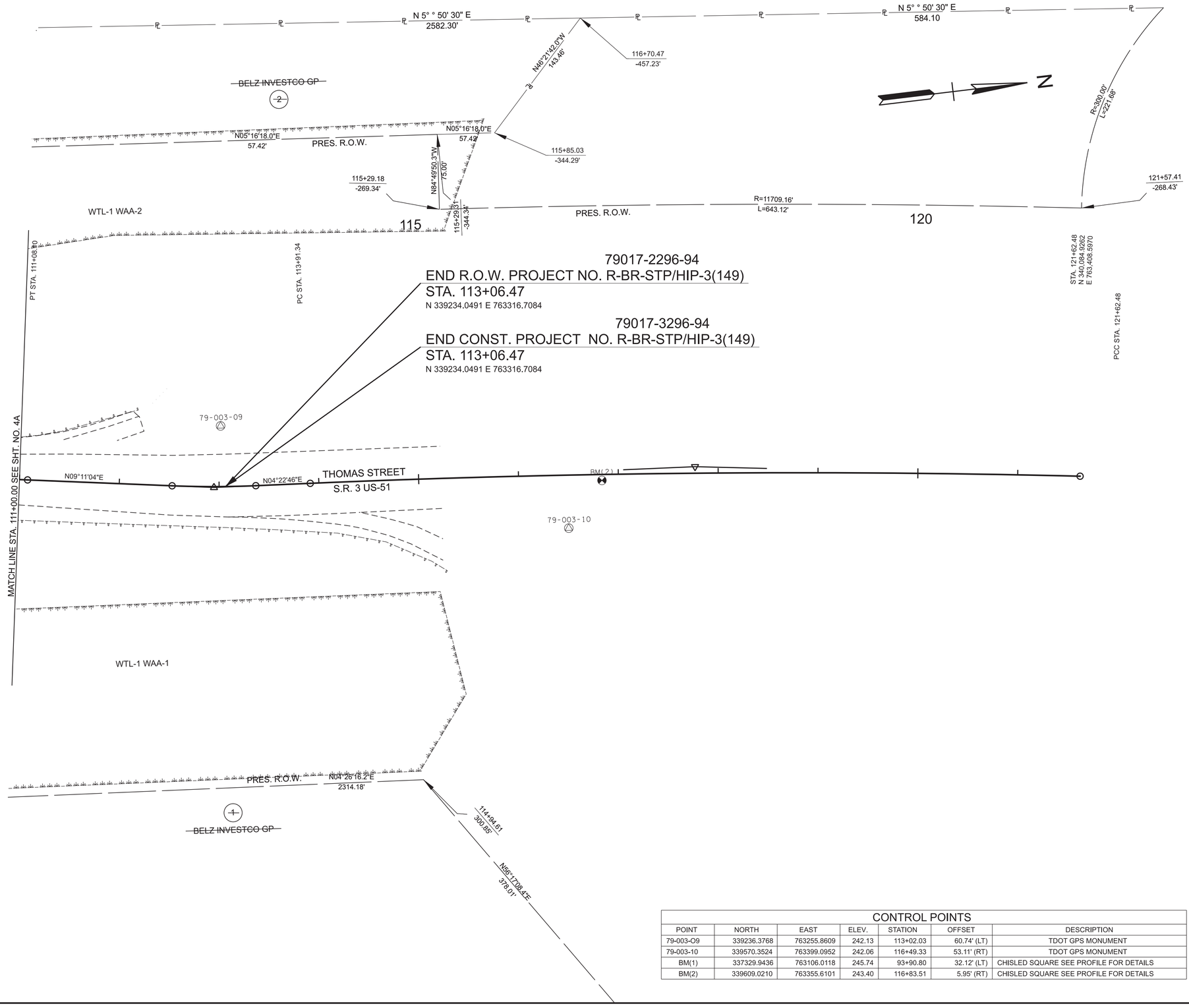
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	5A
P.I.H.	2026	R-BR-STP/HIP-3(149)	5A
PS&E	2026	R-BR-STP/HIP-3(149)	5A



79017-2296-94
END R.O.W. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47
N 339234.0491 E 763316.7084

79017-3296-94
END CONST. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47
N 339234.0491 E 763316.7084

CONTROL POINTS						
POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
79-003-O9	339236.3768	763255.8609	242.13	113+02.03	60.74' (LT)	TDOT GPS MONUMENT
79-003-10	339570.3524	763399.0952	242.06	116+49.33	53.11' (RT)	TDOT GPS MONUMENT
BM(1)	337329.9436	763106.0118	245.74	93+90.80	32.12' (LT)	CHISLED SQUARE SEE PROFILE FOR DETAILS
BM(2)	339609.0210	763355.6101	243.40	116+83.51	5.95' (RT)	CHISLED SQUARE SEE PROFILE FOR DETAILS

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WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 130582
STATE OF TENNESSEE
12/15/2025

COORDINATES ARE NAD 83(1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA.111+00.00 TO STA. 113+06.47
SCALE: 1" = 50'

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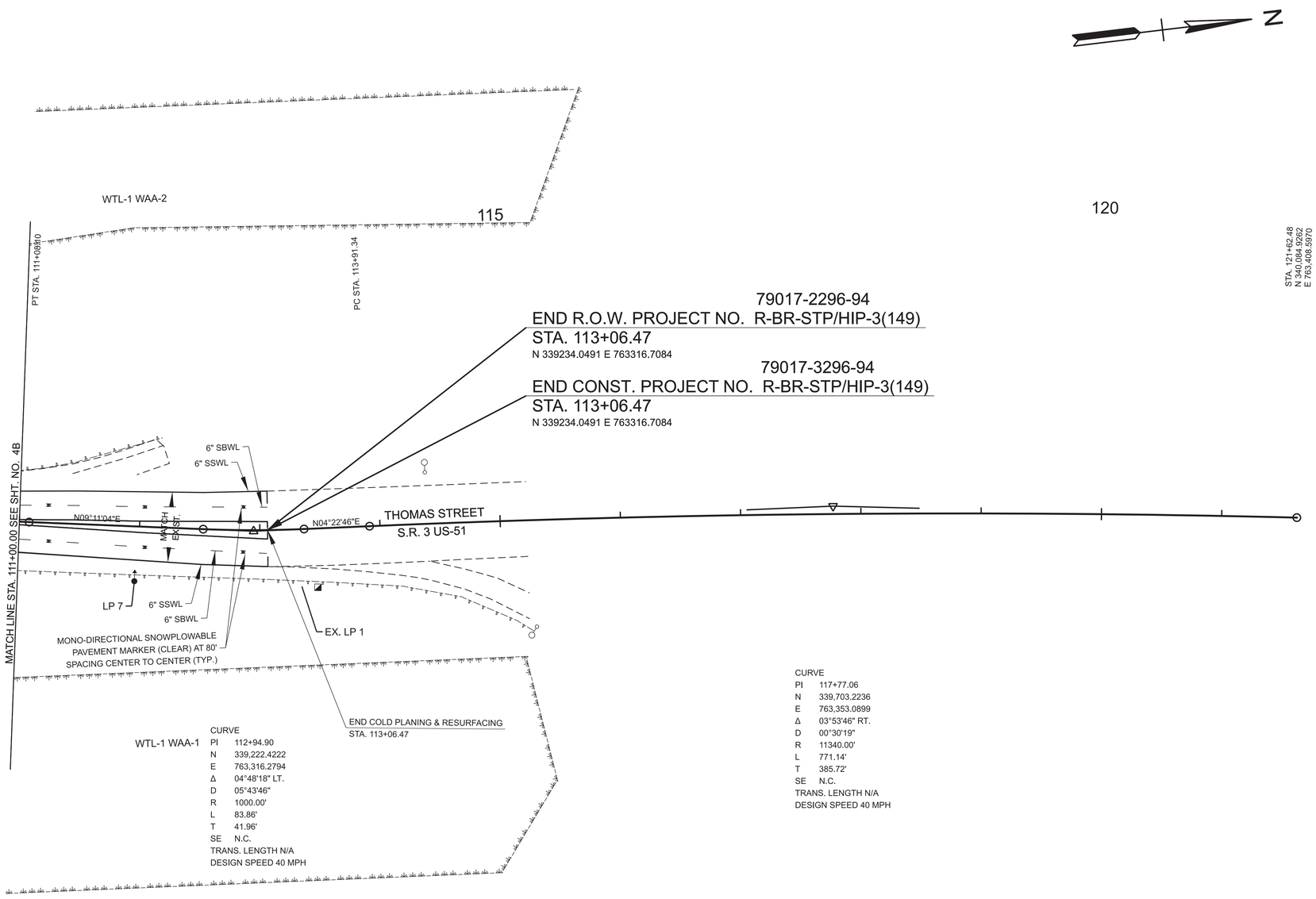
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	5B
P.I.H.	2026	R-BR-STP/HIP-3(149)	5B
PS&E	2026	R-BR-STP/HIP-3(149)	5B



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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130582
STATE OF TENNESSEE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 111+00.00 TO STA. 113+06.47
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	5C
P.I.H.	2026	R-BR-STP/HIP-3(149)	5C
PS&E	2026	R-BR-STP/HIP-3(149)	5C

79-003-10
STA. 116+49.33, 53.11'(RT
N 339570.3524
E 763399.0952
ELEV 242.06
ALLUM. DISK ATOP 5/8REBAR STAMPED 79-003-10
BEGINNING AT THE JCT. OF S.R. 3 (U.S. 51) &
S.R. 300 IN MEMPHIS GO IN A SOUTHERLY DIRECTION
ON S.R. 3 FOR 0.11 MILES TO THE STA. ON THE EAST
50.0' EAST OF CL OF S.R. 3
66.0' SOUTH OF AN ORANGE WITNESS POST SET @ LIGHTPOLE

79017-2296-94
END R.O.W. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47
N 339234.0491 E 763316.7084

79017-3296-94
END CONST. PROJECT NO. R-BR-STP/HIP-3(149)
STA. 113+06.47
N 339234.0491 E 763316.7084

RESURFACING
(GRAPHIC GRADE)
VPI STA. 112+00.00
EL. 244.37
VPI STA. 112+50.00
EL. 244.10
VPI STA. 113+00.00
EL. 244.03
T (UG)
F (UG)
79-003-09
T (UG)
F (UG)
T (UG)
F (UG)
EX. GROUND
DUCT BANK (12-DUCTS)
TELEPHONE (AT&T)
END RESURFACING
STA. 113+06.47

79-003-09
STA. 113+02.03, 60.74'(LT)
N 339236.3768
E 763255.8609
ELEV 242.13
ALLUM. DISK ATOP 5/8REBAR STAMPED 79-003-09
BEGINNING AT THE JCT. OF S.R. 3 (U.S. 51) &
S.R. 300 IN MEMPHIS GO IN A SOUTHERLY DIRECTION
ON S.R. 3 FOR 0.17 MILES TO THE STA. ON THE WEST
61.5' WEST OF CL OF S.R. 3
84.0' NORTH-NORTHEAST OF END OF GUARDRAIL

BM(2)
STA. 116+83.51, 5.95'(RT)
N 339609.0210
E 763355.6101
ELEV 243.40
CHISELED SQUARE ON T/C F/C OF CURB ISLAND AT
MEDIAN ON S.R. 3 NEAR TURN LANE TO S.R. 300
12.0' NORTH OF ER ON THE EAST SIDE OF MEDIAN CURB

THE FOLLOWING UTILITY LINES WERE SHOWN PER ITS PLANS. IT IS NOT FIELD LOCATED.	
—— ——	SIGNAL CONDUIT

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WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
130626
STATE OF TENNESSEE
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA. 111+00.00 TO STA. 113+06.47

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

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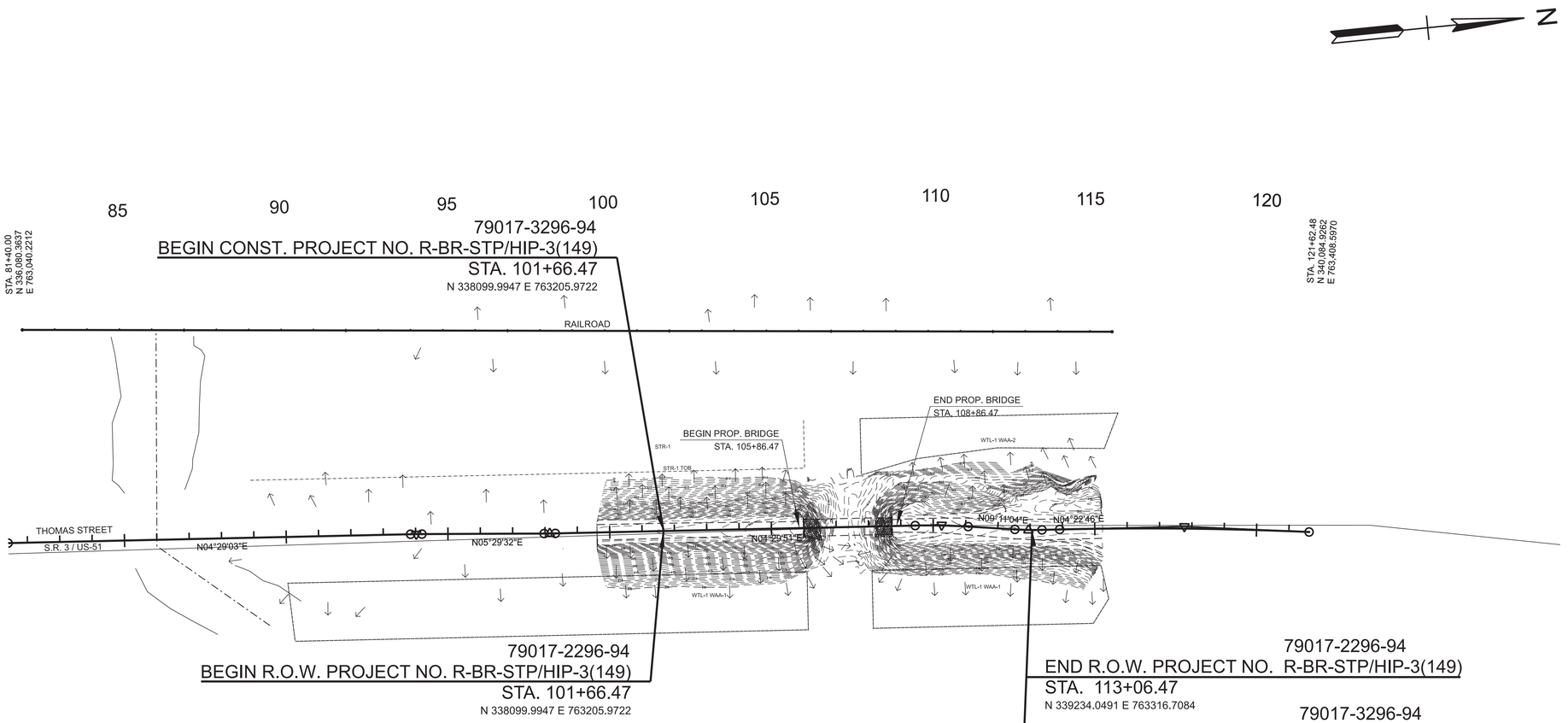
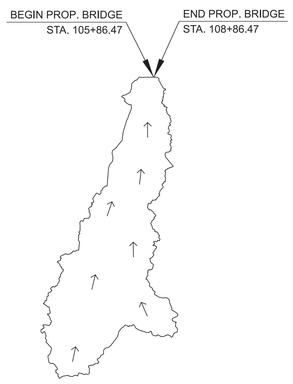
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	6
P.I.H.	2026	R-BR-STP/HIP-3(149)	6
PS&E	2026	R-BR-STP/HIP-3(149)	6





DRAINAGE AREA
WOLF RIVER
N.T.S.

DRAINAGE DATA FOR WOLF RIVER

STATION 107+36.47

DIRECTION OF FLOW: NONE
DRAINAGE AREA 813 SQ. MIL, ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: THREE (3) SPAN CONTINUOUS STEEL PLATE GIRDER, STRUCTURE LENGTH: 276.2 FT, MAXIMUM SPAN LENGTH: 100.1 FT, VERTICAL CLEARANCE: 35.5 FT
EXISTING STRUCTURE CONDITION: SUFFICIENCY RATING: 47.9
REMARKS:

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COORDINATES ARE NAD/83 (1995), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
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TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

SCALE: 1" = 200'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	7
P.I.H.	2026	R-BR-STP/HIP-3(149)	7
PS&E	2026	R-BR-STP/HIP-3(149)	7

EROSION CONTROL NOTES

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

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

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

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

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

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

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

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12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	8
P.I.H.	2026	R-BR-STP/HIP-3(149)	8
PS&E	2026	R-BR-STP/HIP-3(149)	8

REV 01/23/26: REVISED ITEM NO 740-10.03
AND UPDATED FOOTNOTE 1.

	EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
	SYMBOL	ITEM	STD. DWG.
①②	✳ SF ✳ SF ✳	SILT FENCE	EC-STR-3B
	✳ SFB ✳ SFB ✳	SILT FENCE WITH WIRE BACKING	EC-STR-3C
①		ROCK CHECK DAM (V-DITCH)	EC-STR-6
①	TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
		RIPRAP	EC-STR-27
①		SAND BAG	EC-STR-33
①	✳✳ TUBE ✳✳ TUBE	SEDIMENT TUBE	EC-STR-37
	✳ HVF ✳ HVF ✳	HIGH VISIBILITY FENCE	S-F-1
		EROSION CONTROL BLANKET	EC-STR-34

① ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER
② J-HOOKS SHALL BE INSTALLED FOR SILT FENCE INSTALLED ACROSS A CONTOUR.

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79017-3296-94
1	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	50
	209-05	SEDIMENT REMOVAL	C.Y.	112
	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	3950
	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	500
	209-08.07	ROCK CHECK DAM	EACH	4
	209-09.01	SANDBAGS	BAG	25
	209-20.04	POLYETHYLENE SHEETING (10 MIL.)	S.Y.	200
	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	50
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	2724
1	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	160
1	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	6132
	740-11.04	TEMPORARY SEDIMENT TUBE 20IN	L.F.	500
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	1
	801-01.38	NATVE SEED MX FINAL STABLIZATN OF SLOPES	UNIT	1
	801-03	WATER (SEEDING & SODDING)	M.G.	30
	803-01	SODDING (NEW SOD)	S.Y.	547
	805-12.02	EROSION CONTROL BLANKET (TYPE II)	S.Y.	5732

FOOTNOTES

(1) TO BE USED FOR TEMPORARY CONSTRUCTION EXITS. 140 S.Y. OF ITEM NUMBER 740-10.03.

ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

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WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 113068
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

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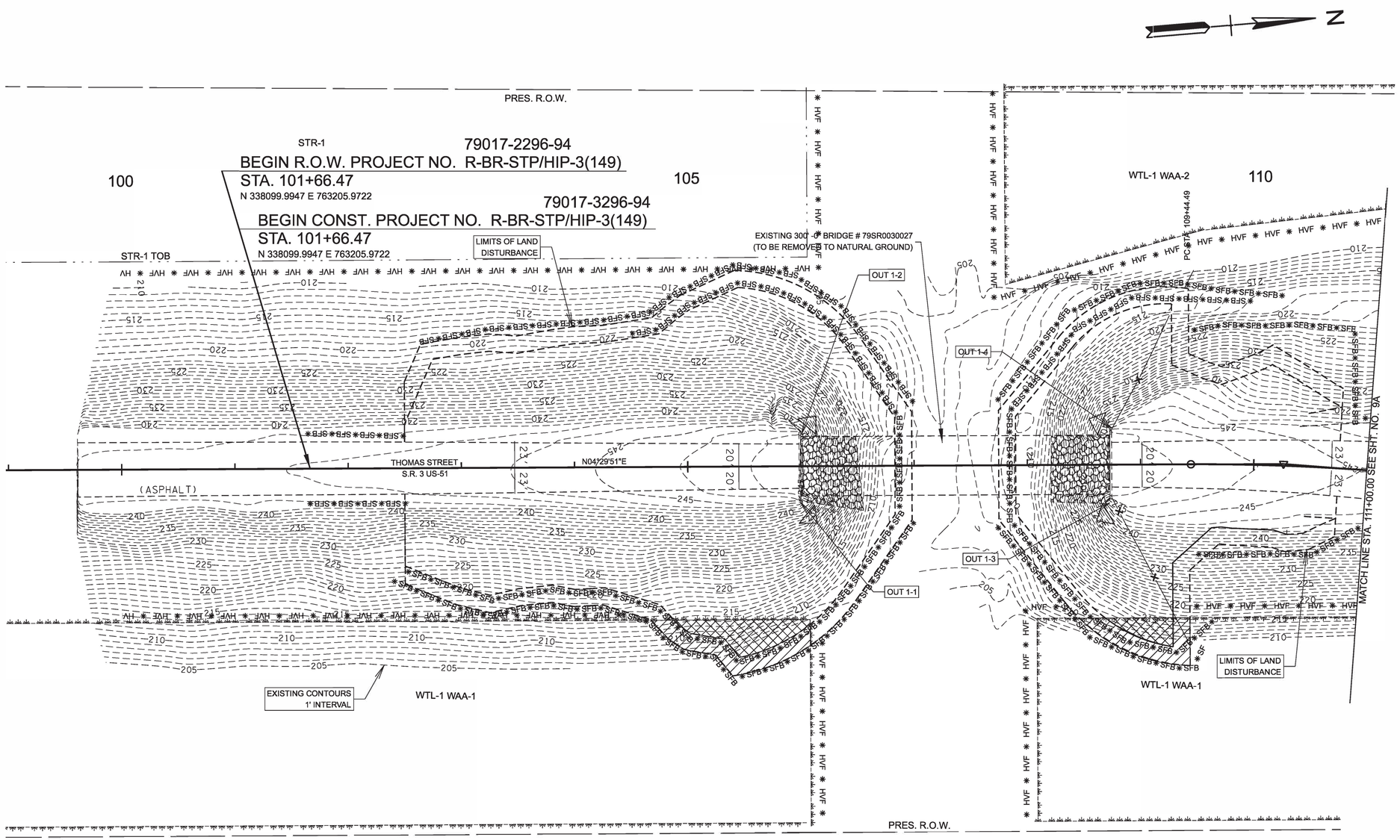
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	9
P.I.H.	2026	R-BR-STP/HIP-3(149)	9
PS&E	2026	R-BR-STP/HIP-3(149)	9



NOTES:
1. TEMPORARY CONSTRUCTION ENTRACE (TCE) LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.

EPSC STAGE 1 OUTFALL AREAS		
OUTFALL	AREA (AC)	AVG. SLOPE
1-1	0.05	1.08
1-2	0.05	1.08
1-3	0.11	1.15
1-4	0.11	1.15

DRAINAGE DATA FOR WOLF RIVER
STATION 107+36.47

DIRECTION OF FLOW: NONE
DRAINAGE AREA 813 SQ. MIL, ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: THREE (3) SPAN CONTINUOUS STEEL PLATE GIRDER, STRUCTURE LENGTH: 276.2 FT, MAXIMUM SPAN LENGTH: 100.1 FT, VERTICAL CLEARANCE: 35.5 FT
EXISTING STRUCTURE CONDITION: SUFFICIENCY RATING: 47.9
REMARKS:

LEGEND	WETLAND IMPACTS (WTL-1 WAA-1)				
	AREA OF PERMANENT IMPACT	0.07	ACRE	117	CY
	AREA OF TEMPORARY IMPACT	0.09	ACRE	153	CY

STAGE I
(WITH EX. CONTOURS)

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WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
130135
STATE OF TENNESSEE
12/15/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 101+66.47 TO STA. 111+00.00
SCALE: 1" = 50'

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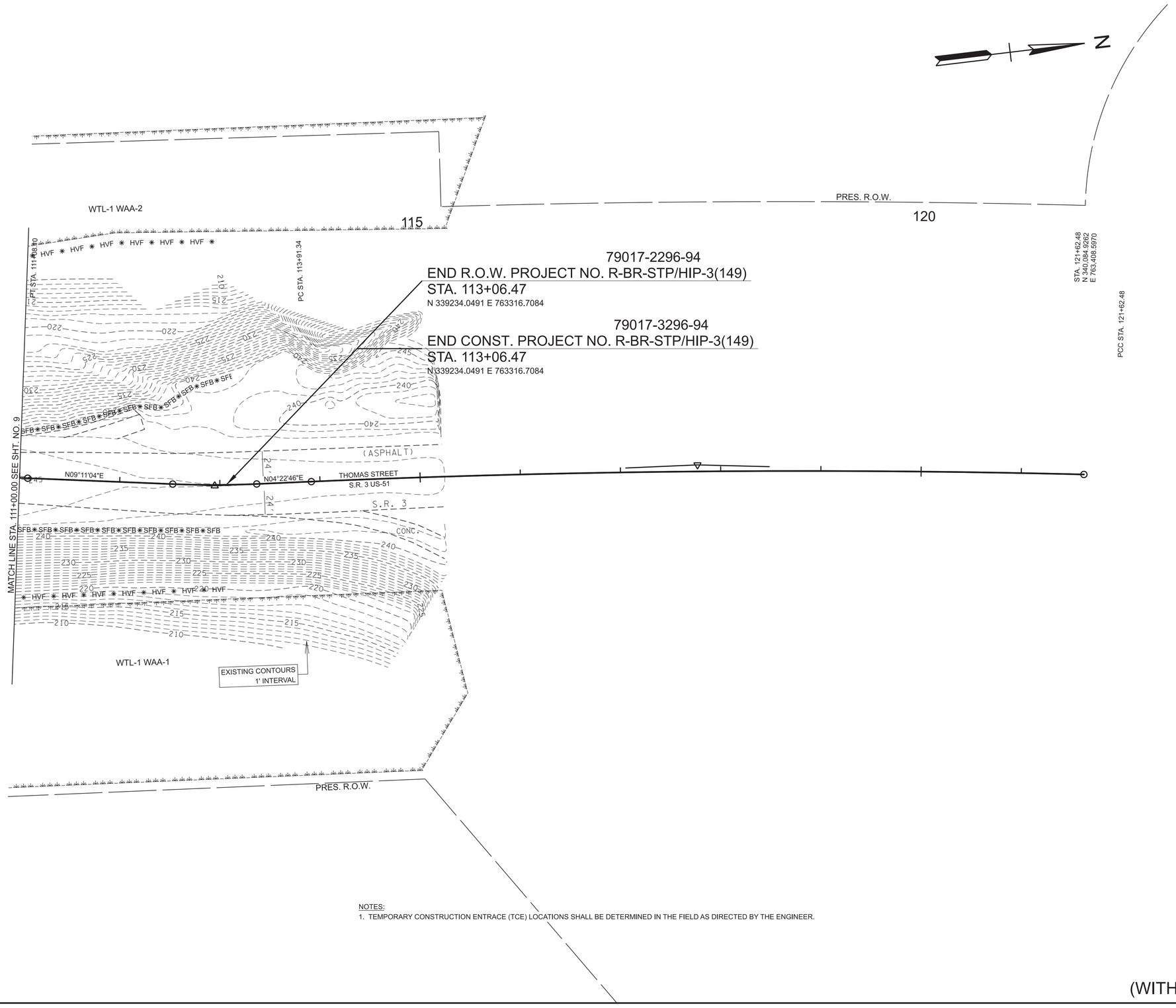
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	9A
P.I.H.	2026	R-BR-STP/HIP-3(149)	9A
PS&E	2026	R-BR-STP/HIP-3(149)	9A



NOTES:
1. TEMPORARY CONSTRUCTION ENTRACE (TCE) LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 115058
STATE OF TENNESSEE
12/15/2025

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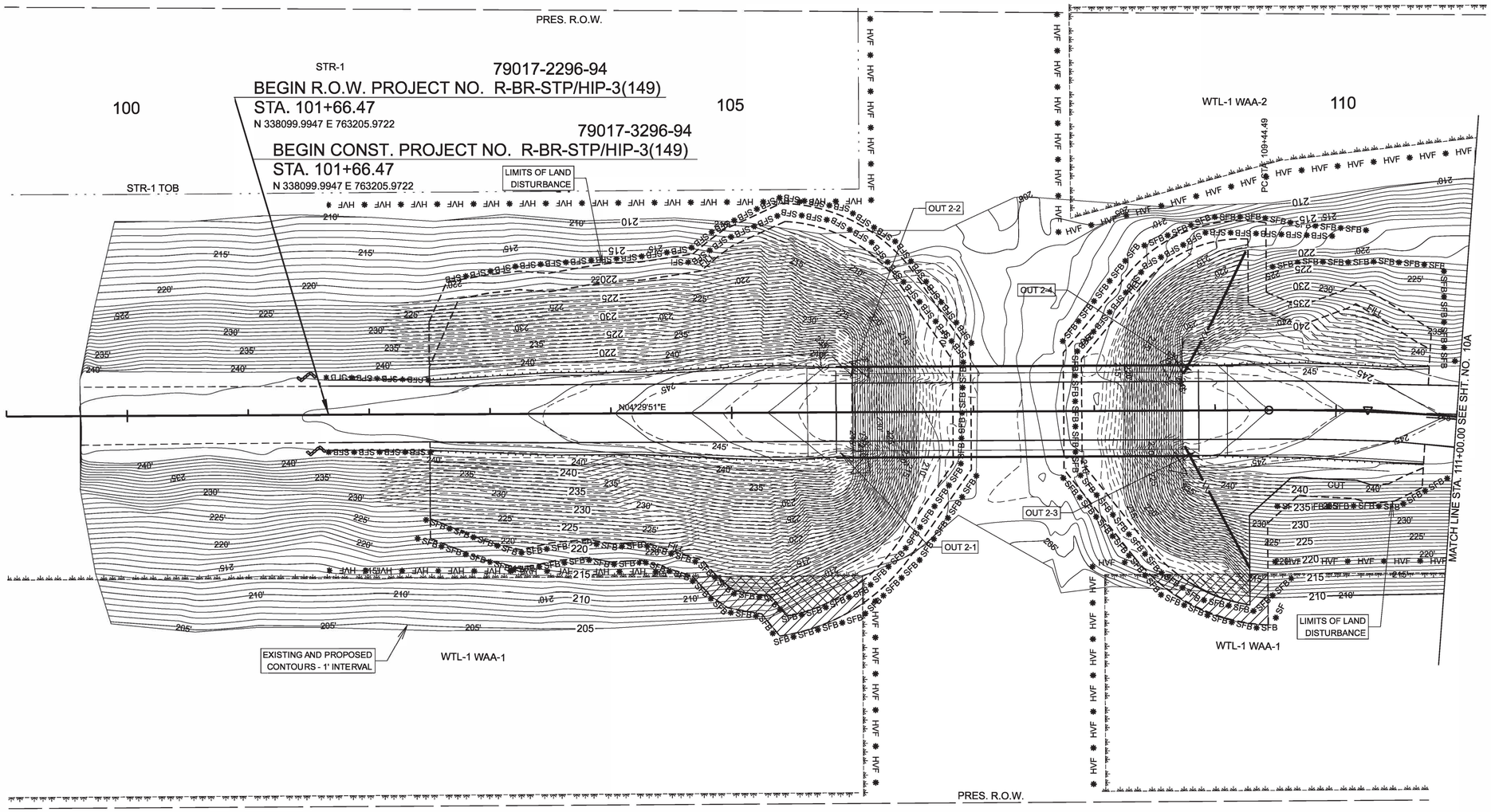
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 111+00.00 TO STA. 113+06.47
SCALE: 1" = 50'

STAGE I
(WITH EX. CONTOURS)

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	10
P.I.H.	2026	R-BR-STP/HIP-3(149)	10
PS&E	2026	R-BR-STP/HIP-3(149)	10



NOTES:
1. TEMPORARY CONSTRUCTION ENTRACE (TCE) LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.

EPSC STAGE 2 OUTFALL AREAS		
OUTFALL	AREA (AC)	AVG. SLOPE
2-1	0.14	1.59
2-2	0.14	1.59
2-3	0.12	1.81
2-4	0.12	1.81

LEGEND	WETLAND IMPACTS (WTL-1 WAA-1)				
	AREA OF PERMANENT IMPACT	0.07	ACRE	117	CY
	AREA OF TEMPORARY IMPACT	0.09	ACRE	153	CY

STAGE II
(WITH EX. AND PROP. CONTOURS)

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WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE
12/15/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 101+66.47 TO STA. 111+00.00

SCALE: 1" = 50'

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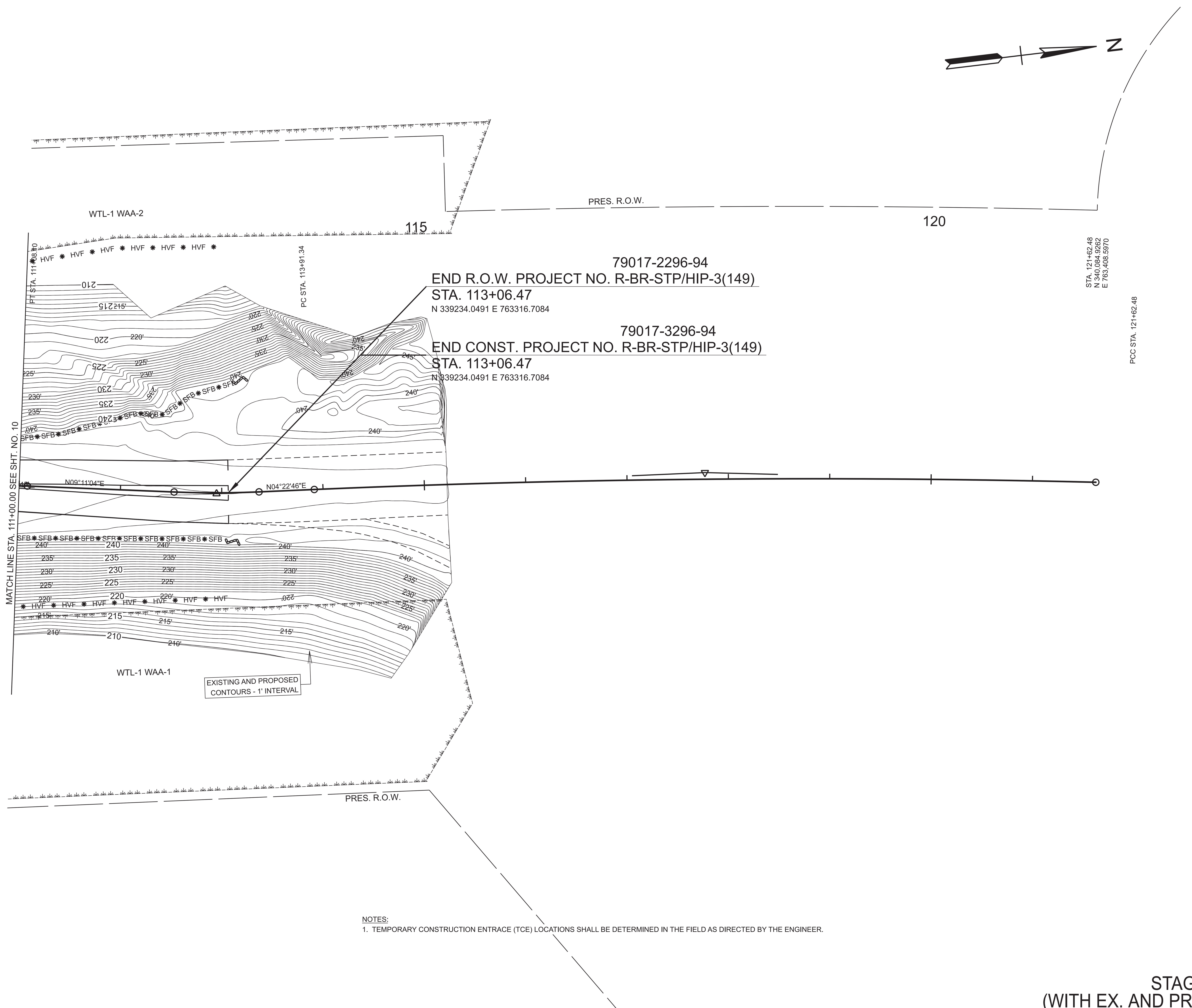
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	10A
P.I.H.	2026	R-BR-STP/HIP-3(149)	10A
PS&E	2026	R-BR-STP/HIP-3(149)	10A



NOTES:

1. TEMPORARY CONSTRUCTION ENTRACE (TCE) LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.

STAGE II
(WITH EX. AND PROP. CONTOURS)

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130564
STATE OF TENNESSEE
12/15/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 111+00.00 TO STA. 113+06.47

SCALE: 1" = 50'

12/16/2025 9:11:09 AM
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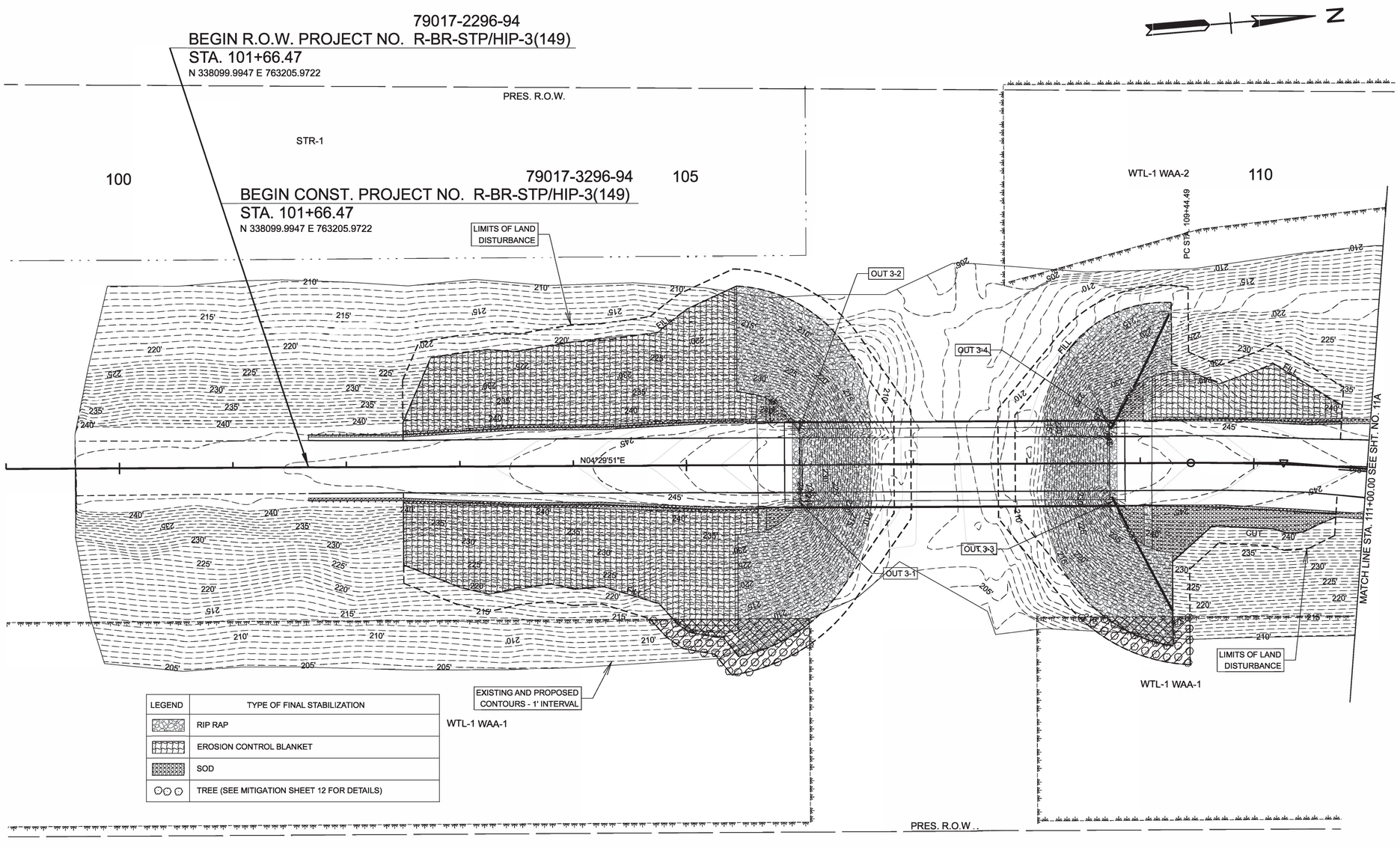
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	11
P.I.H.	2026	R-BR-STP/HIP-3(149)	11
PS&E	2026	R-BR-STP/HIP-3(149)	11



LEGEND	TYPE OF FINAL STABILIZATION
	RIP RAP
	EROSION CONTROL BLANKET
	SOD
	TREE (SEE MITIGATION SHEET 12 FOR DETAILS)

EPSC STAGE 3 OUTFALL AREAS		
OUTFALL	AREA (AC)	AVG. SLOPE
3-1	0.14	1.59
3-2	0.14	1.59
3-3	0.12	1.81
3-4	0.12	1.81

NOTES:
1. TEMPORARY CONSTRUCTION ENTRACE (TCE) LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.

LEGEND	WETLAND IMPACTS (WTL-1 WAA-1)				
	AREA OF PERMANENT IMPACT	0.07	ACRE	117	CY
	AREA OF TEMPORARY IMPACT	0.09	ACRE	153	CY

STAGE III
(WITH PROP. CONTOURS FINAL STABILIZATION)

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119084
STATE OF TENNESSEE
12/15/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 003 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 101+66.47 TO STA. 111+00.00

SCALE: 1" = 50'

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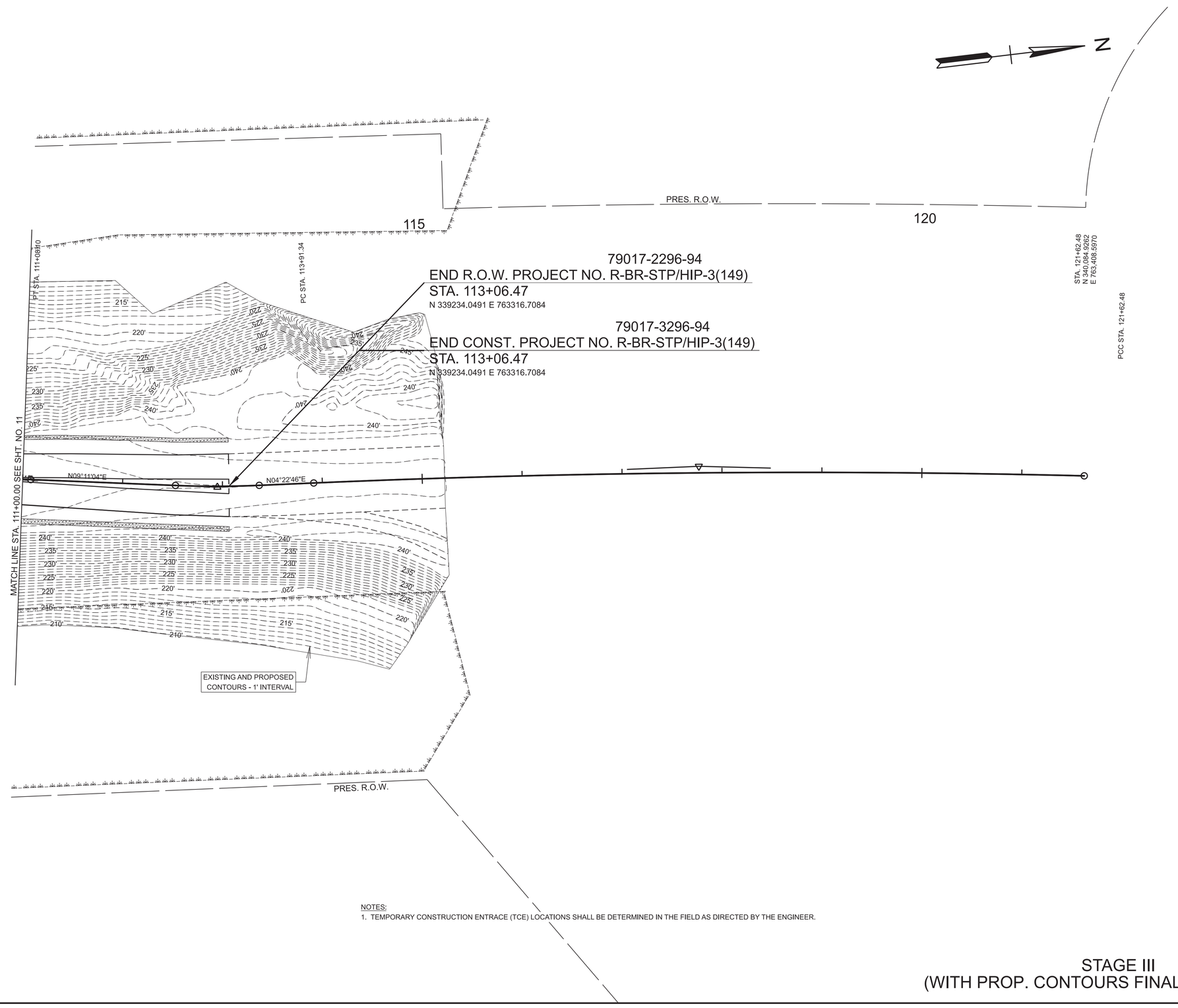
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	11A
P.I.H.	2026	R-BR-STP/HIP-3(149)	11A
PS&E	2026	R-BR-STP/HIP-3(149)	11A



NOTES:
1. TEMPORARY CONSTRUCTION ENTRACE (TCE) LOCATIONS SHALL BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER.

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 130584
STATE OF TENNESSEE
12/15/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 111+00.00 TO STA. 113+06.47
SCALE: 1" = 50'

STAGE III
(WITH PROP. CONTOURS FINAL STABILIZATION)

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	12
P.I.H.	2026	R-BR-STP/HIP-3(149)	12
PS&E	2026	R-BR-STP/HIP-3(149)	12

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
801-01.36	SPECIAL WETLAND SEED MIXTURE	UNIT	1
802-12.40	(TREE) SALIX NIGRA (BLACK WILLOW SEEDLING B.R.)	EACH	14
802-12.44	(TREE) ULMUS AMERICANA (AMERICAN ELM SEEDLING B.R.)	EACH	14
802-12.61	(SHRUB) ALNUS SERRULATA (HAZEL ALDER SEEDLING B.R.)	EACH	11
802-13.53	(SHRUB) CEPHALANTHUS OCCIDENTALIS (BUTTONBUSH SDLNG BARE ROOT)	EACH	11
802-13.54	(SHRUB) CORNUS AMOMUM (SILKY DOGWOOD SDLNG BARE ROOT)	EACH	11

B.R. = BARE ROOT

GENERAL WETLAND NOTES

(1) REMOVE THE TOP 12 INCHES OF TOPSOIL AND STOCKPILE IT UNTIL CONSTRUCTION IS COMPLETE.

(2) ONCE CONSTRUCTION ACTIVITIES ARE COMPLETED, RESTORE ALL TEMPORARY WETLAND IMPACT AREAS TO PRE-CONSTRUCTION CONDITIONS. THIS INCLUDES REMOVING HAUL ROADS (IF APPLICABLE), RESTORING THE SITE TO THE ORIGINAL (PRE-CONSTRUCTION) ELEVATION, AND SPREADING STOCKPILED TOPSOIL BACK OVER THE WETLAND SITE.

(3) THE AREA OF TEMPORARY IMPACTS WILL BE STABILIZED WITH WETLAND SEED MIXTURE 801-01.36 ONLY.

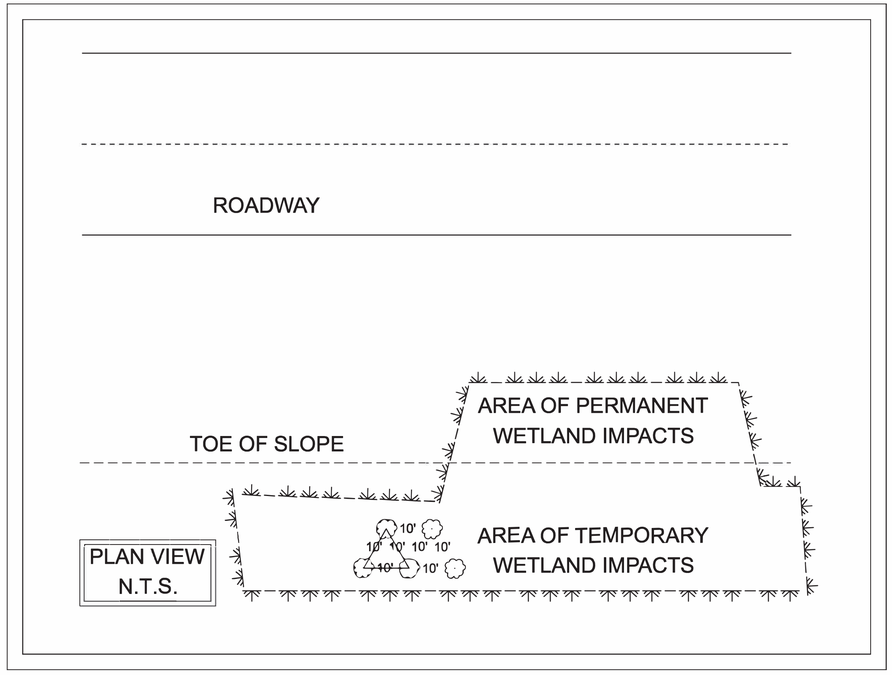
(4) WETLAND AREA LOCATED OUTSIDE OF PROPOSED RIGHT-OF-WAY AND CONSTRUCTION EASEMENTS ARE TO BE CLEARLY MARKED AND NOT TO BE DISTURBED.

TREES

(1) THE AREA OF TEMPORARY IMPACTS SHOULD BE STABILIZED AS SOON AS PRACTICAL. NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT MITIGATION OFFICE. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION. UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

(2) THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE TIME TO LOCATE.

(3) TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.



LEGEND	WETLAND IMPACTS (WTL-1 WAA-1)				
	AREA OF PERMANENT IMPACT	0.07	ACRE	117	CY
	AREA OF TEMPORARY IMPACT	0.09	ACRE	153	CY

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL MITIGATION PLAN

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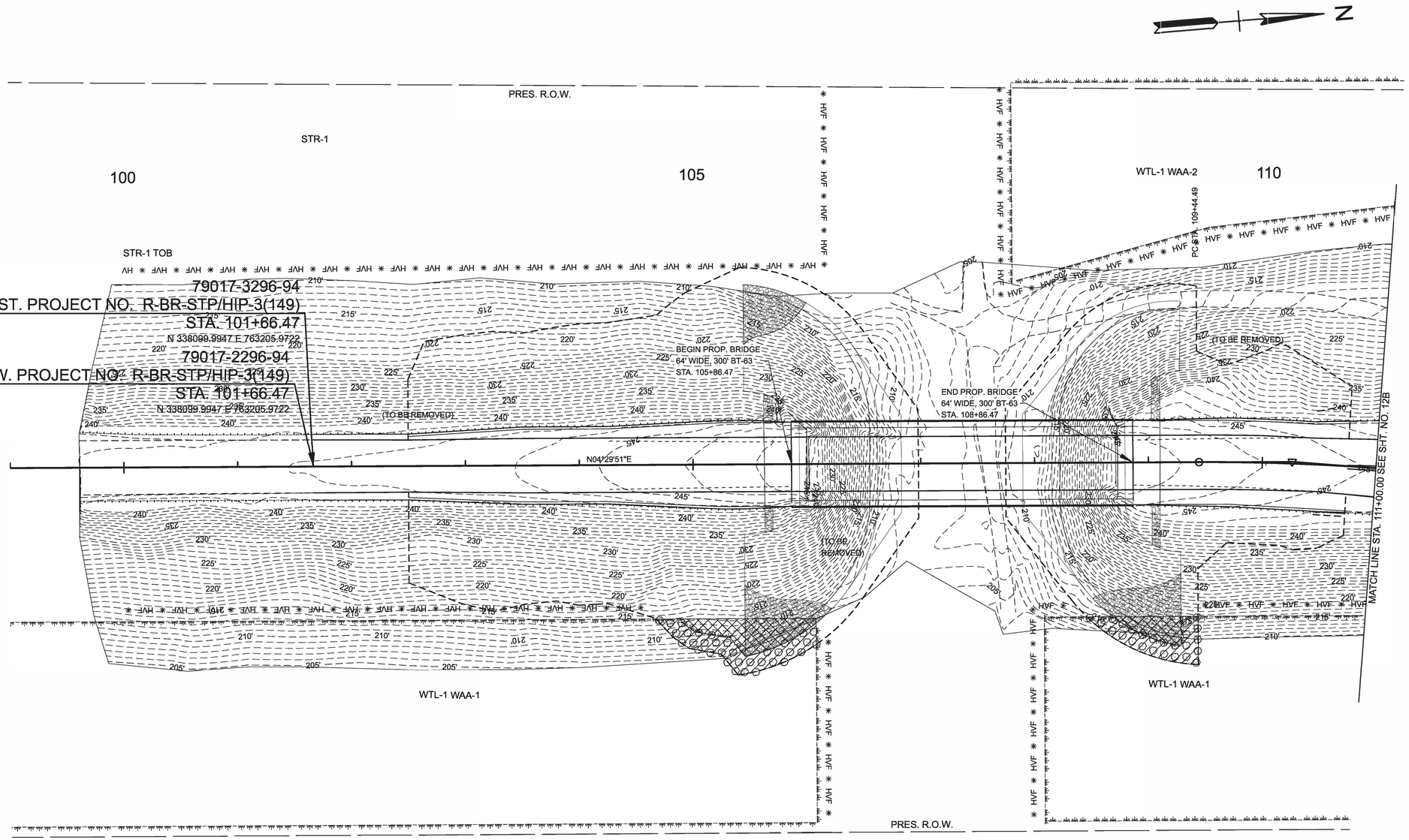
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	12A
P.I.H.	2026	R-BR-STP/HIP-3(149)	12A
PS&E	2026	R-BR-STP/HIP-3(149)	12A



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LEGEND	WETLAND IMPACTS (WTL-1 WAA-1)				
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	AREA OF TEMPORARY IMPACT	0.09	ACRE	153	CY

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
160130
STATE OF TENNESSEE

12/15/2025

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL MITIGATION PLAN

STA. 101+66.47 TO STA. 111+00.00
SCALE: 1" = 50'

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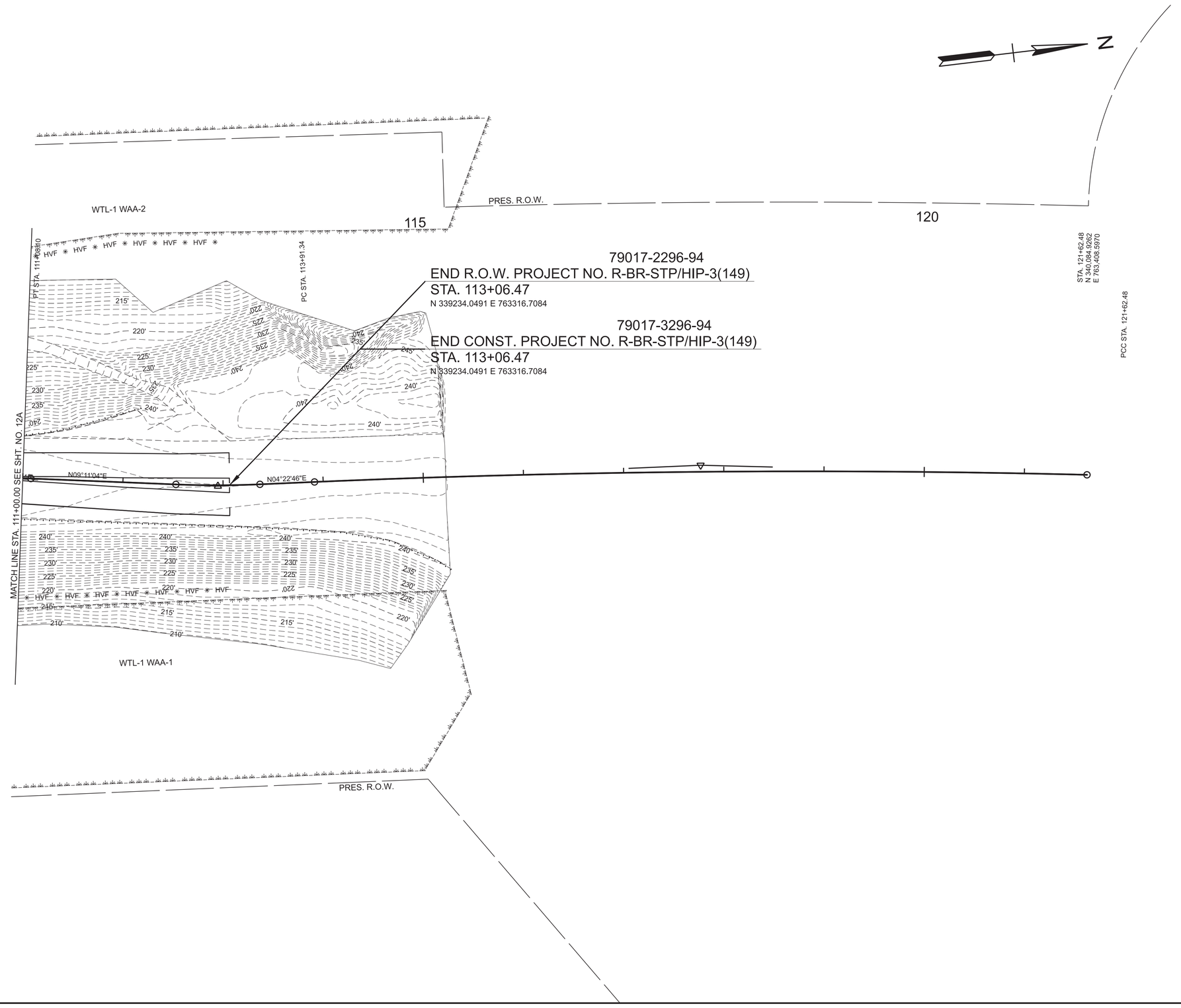
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	12B
P.I.H.	2026	R-BR-STP/HIP-3(149)	12B
PS&E	2026	R-BR-STP/HIP-3(149)	12B



SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL MITIGATION PLAN

STA. 111+00.00 TO STA. 113+06.47
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
P.I.H.	2026	R-BR-STP/HIP-3(149)	13
PS&E	2026	R-BR-STP/HIP-3(149)	13

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SEE STD. DWG. NO. T-S-19

THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20); EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C); RAILROAD (T-S-16)

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
①	W8-5	4B	36"	36"									BLACK	YELLOW (REF.)	.100" SHEET ALUMINUM	P8	14'9"				7	NEW INSTALLATION
②	M4-5 M1-1 M5-1	4B 4B 4B	24" 24" 21"	12" 24" 15"									WHITE WHITE WHITE	BLUE (REF.) BLUE (REF.) BLUE (REF.)	.100" SHEET ALUMINUM	P8	14'9"				7	NEW INSTALLATION
③	M3-3 M1-4	4B 4B	24" 24"	12" 24"									BLACK BLACK	WHITE (REF.) WHITE (REF.)	.100" SHEET ALUMINUM	P8	13'9"				7	NEW INSTALLATION
	D12-5		72"	72"									WHITE	BLUE (REF.)	.100" SHEET ALUMINUM	P8	16'11" 18'0"				7	TO BE PLACED AT BEGIN AND END PROJECT

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MUI OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 #/FT.

SEALED BY

WYMAN D. TURNER
No. 130564

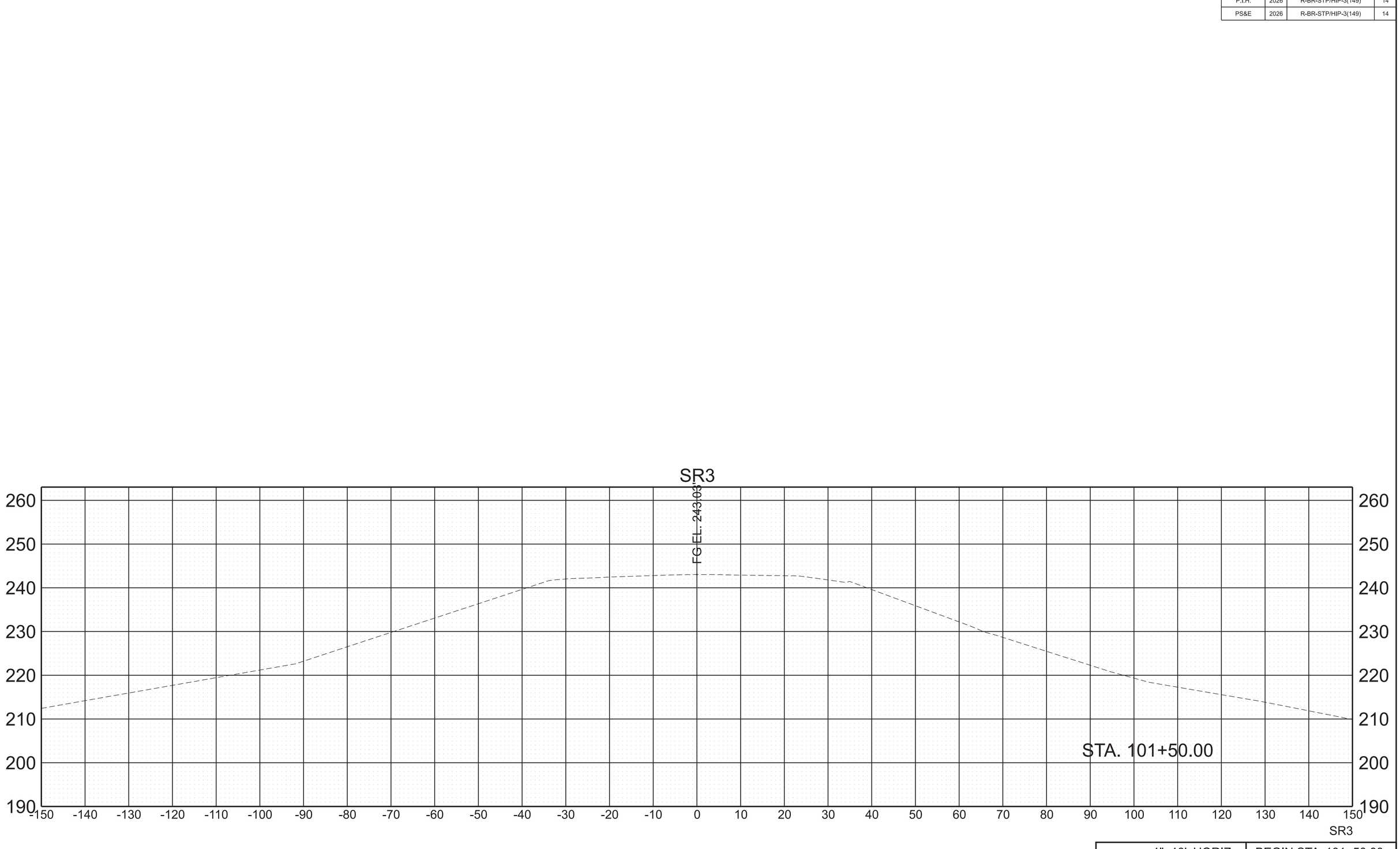
Wyman Turner

12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN
SCHEDULE
SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	13
P.I.H.	2026	R-BR-STP/HIP-3(149)	14
PS&E	2026	R-BR-STP/HIP-3(149)	14



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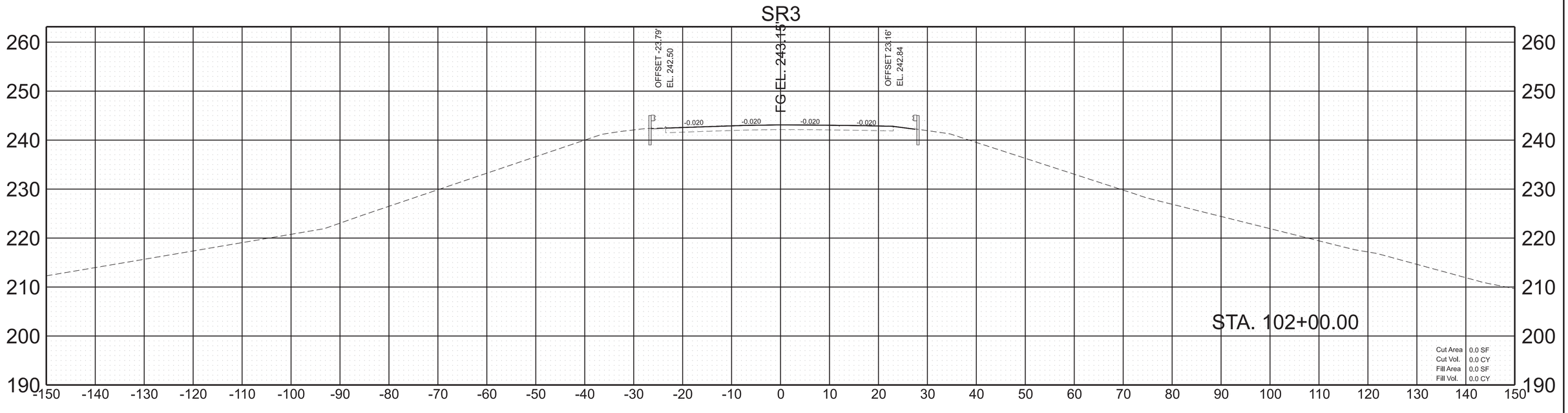
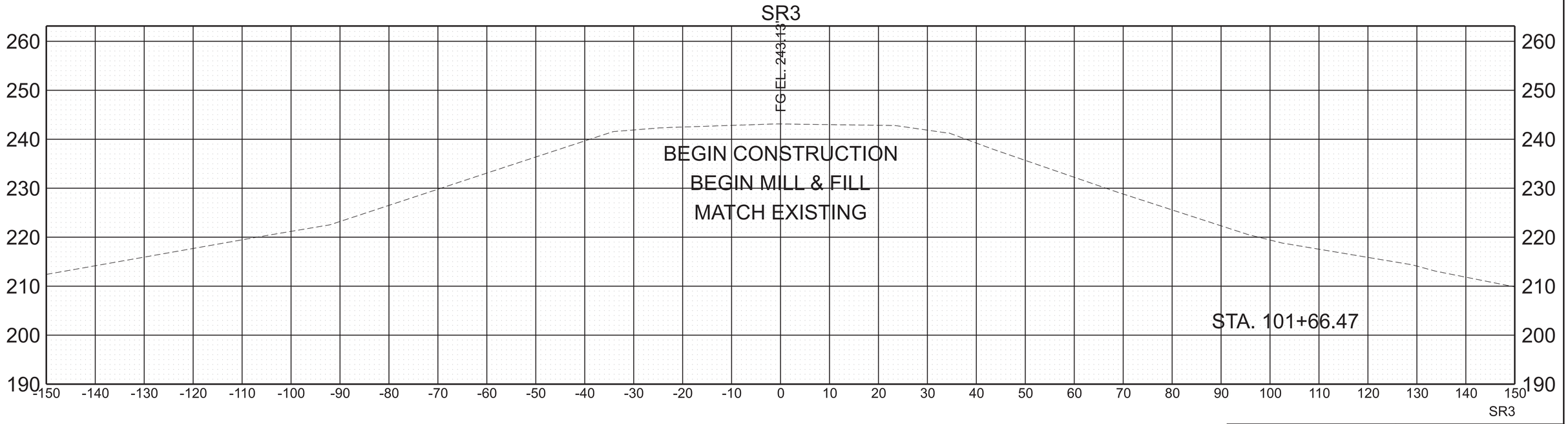
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	14
P.I.H.	2026	R-BR-STP/HIP-3(149)	15
PS&E	2026	R-BR-STP/HIP-3(149)	15





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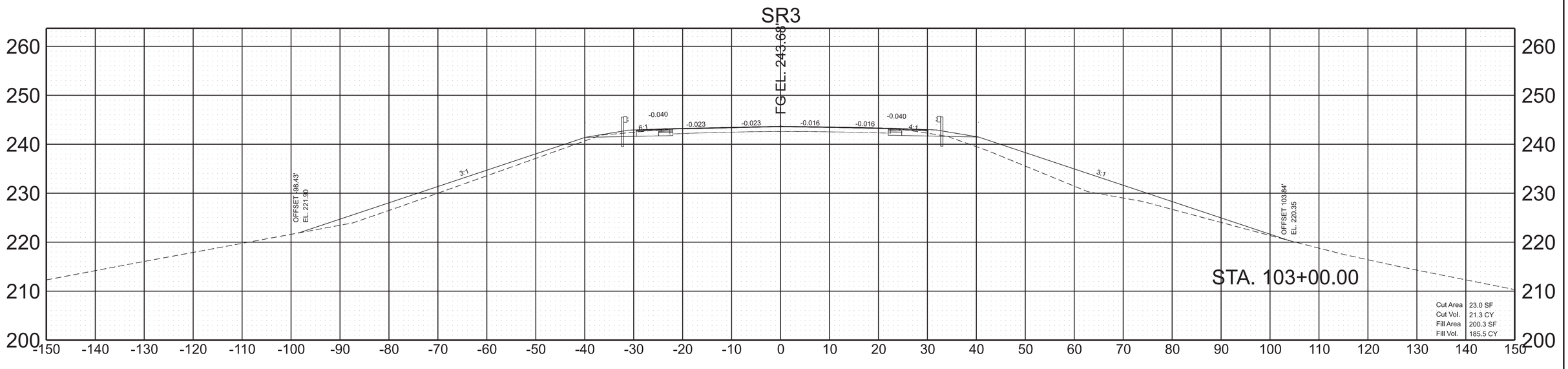
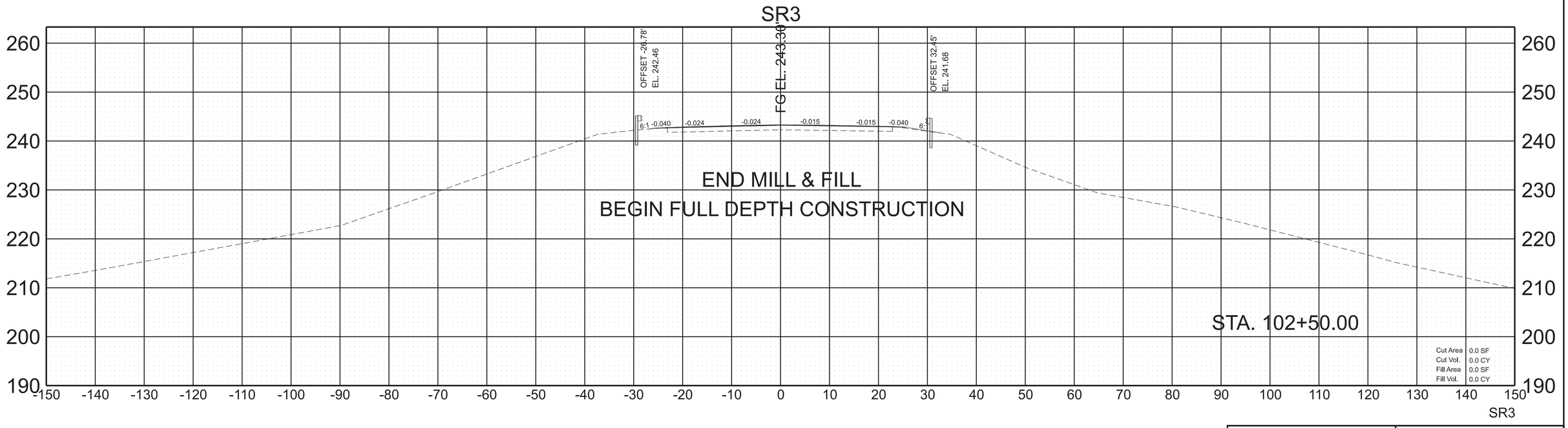
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	15
P.I.H.	2026	R-BR-STP/HIP-3(149)	16
PS&E	2026	R-BR-STP/HIP-3(149)	16





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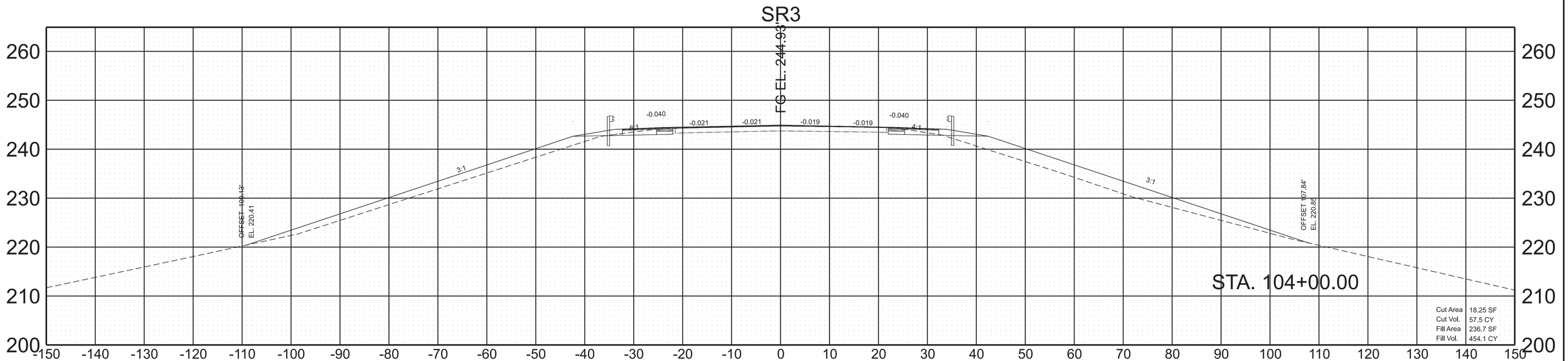
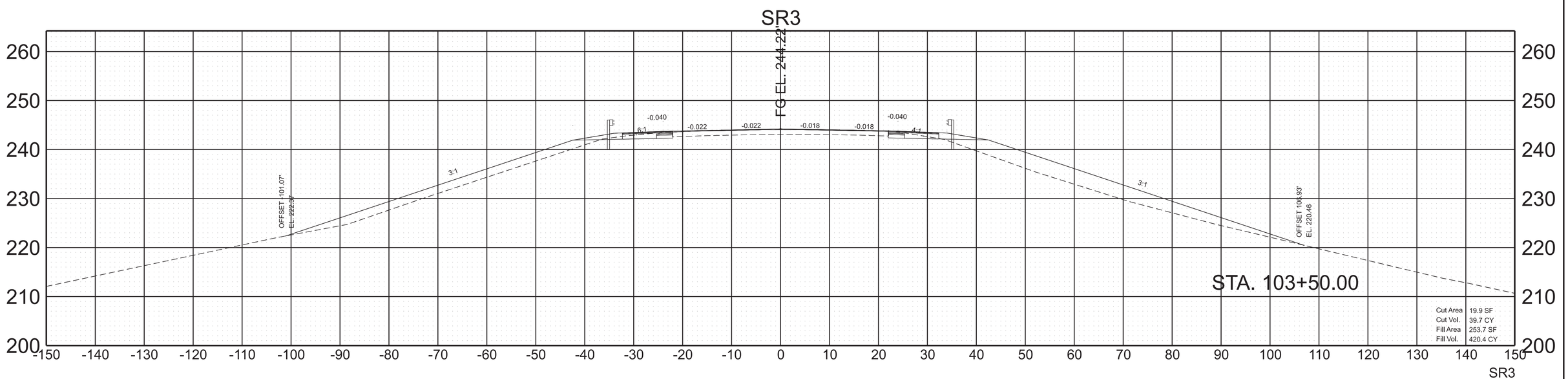
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	16
P.I.H.	2026	R-BR-STP/HIP-3(149)	17
PS&E	2026	R-BR-STP/HIP-3(149)	17





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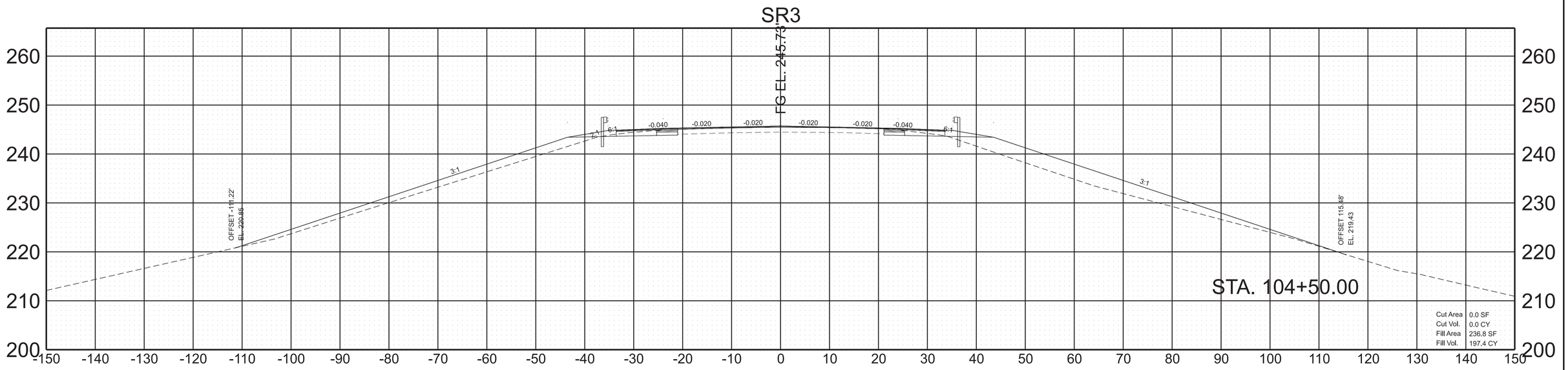
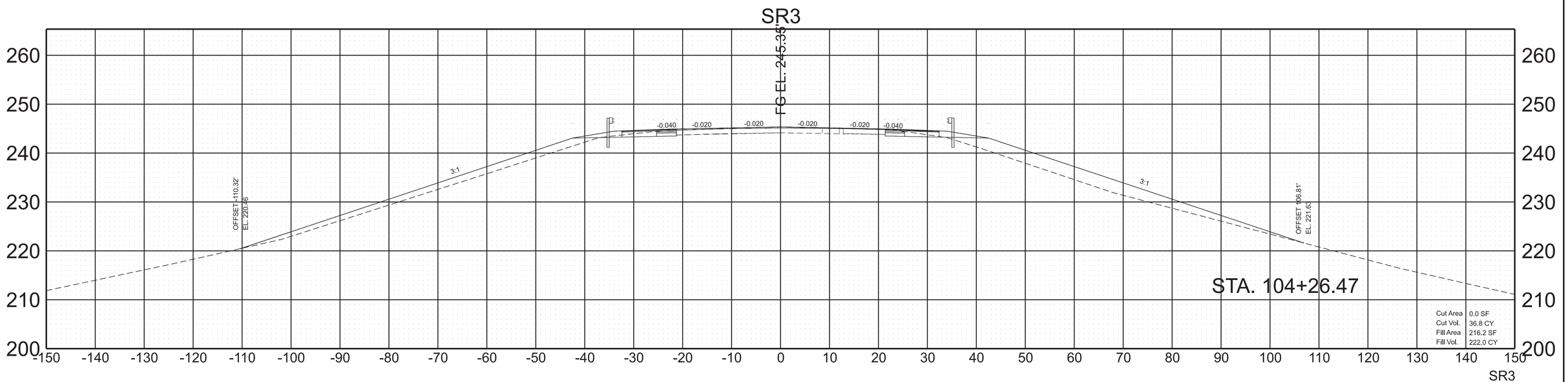
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	17
P.I.H.	2026	R-BR-STP/HIP-3(149)	18
PS&E	2026	R-BR-STP/HIP-3(149)	18





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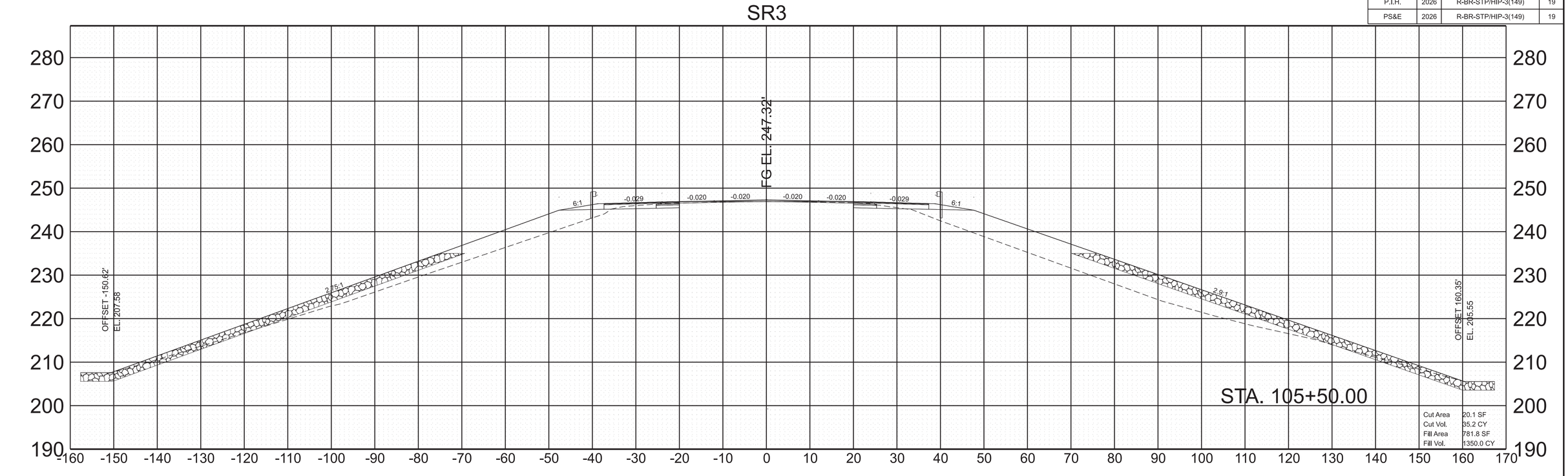
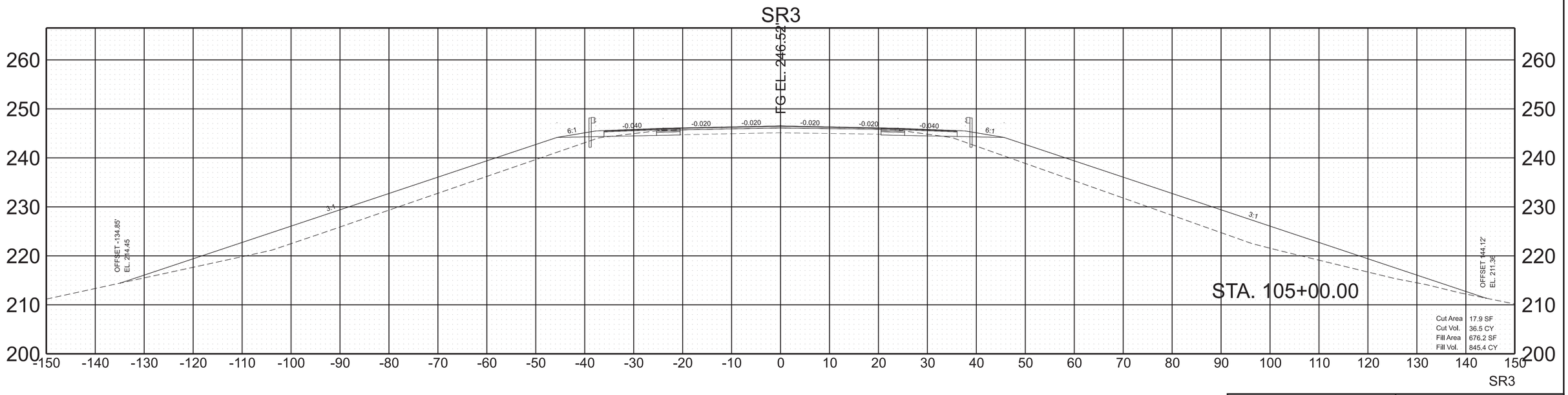
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	18
P.I.H.	2026	R-BR-STP/HIP-3(149)	19
PS&E	2026	R-BR-STP/HIP-3(149)	19





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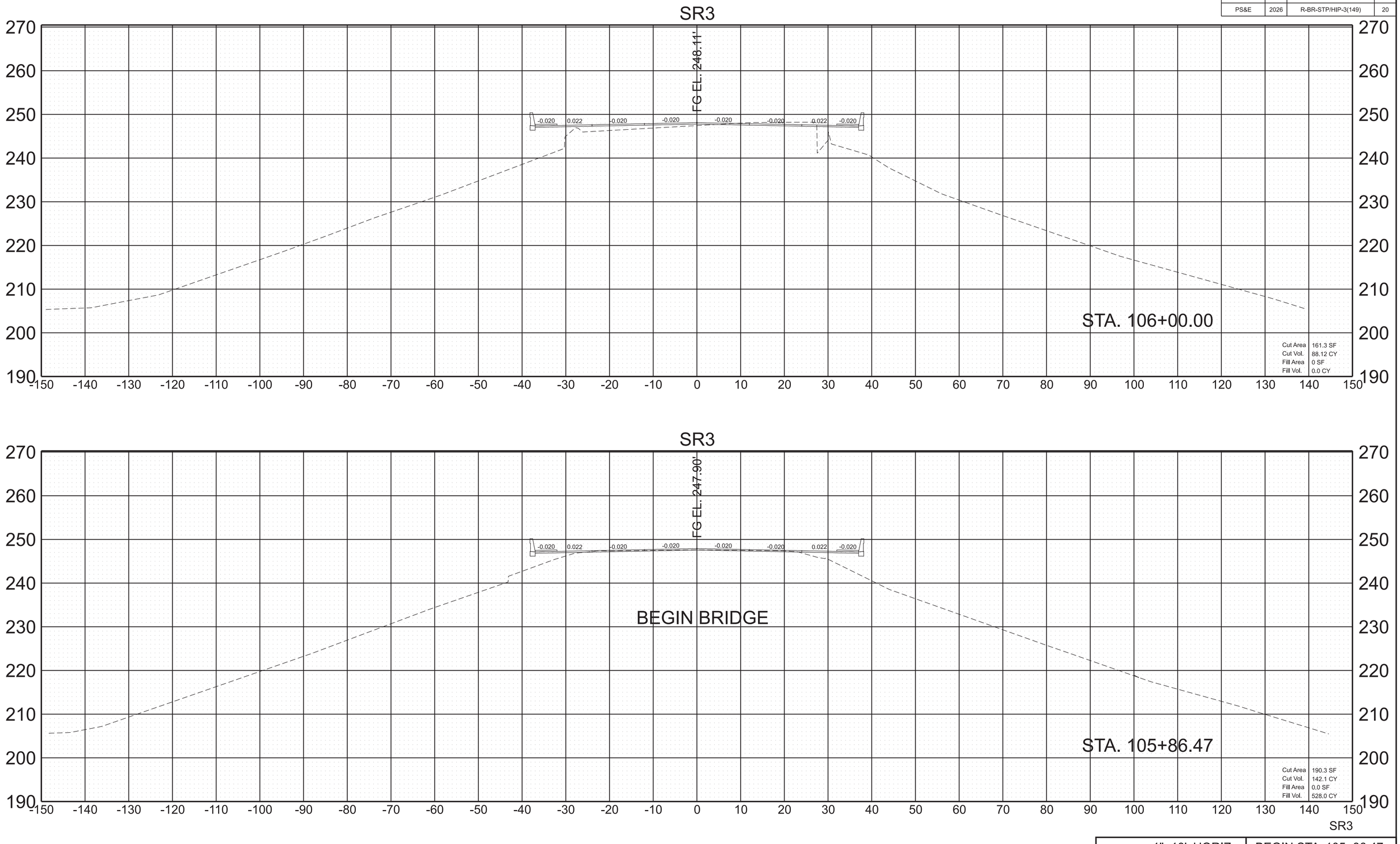
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	19
P.I.H.	2026	R-BR-STP/HIP-3(149)	20
PS&E	2026	R-BR-STP/HIP-3(149)	20



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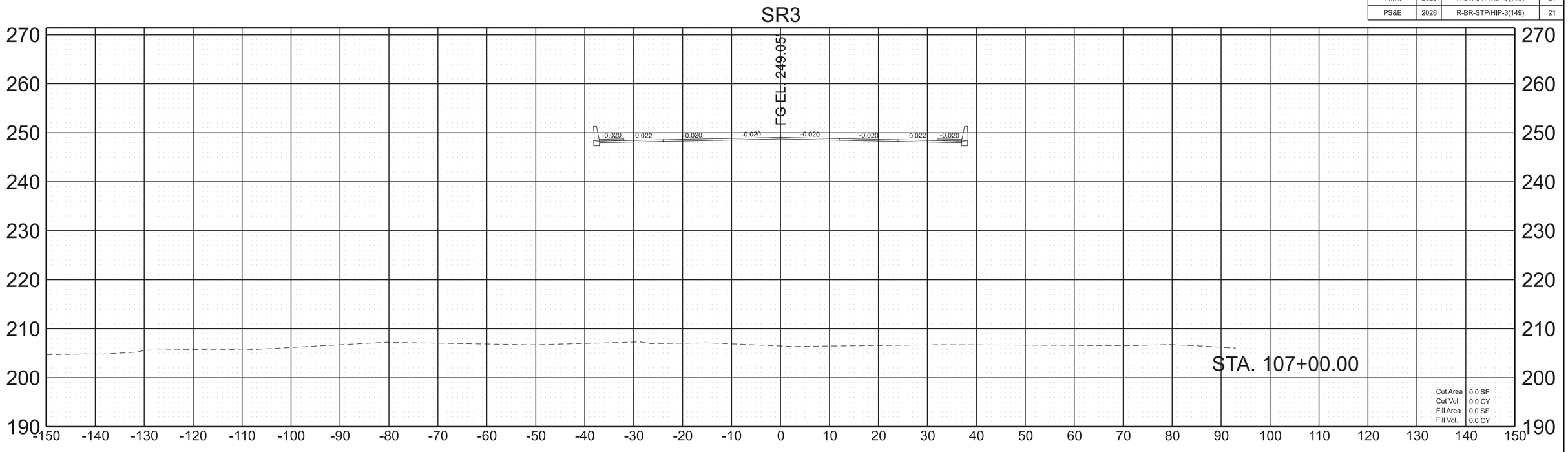
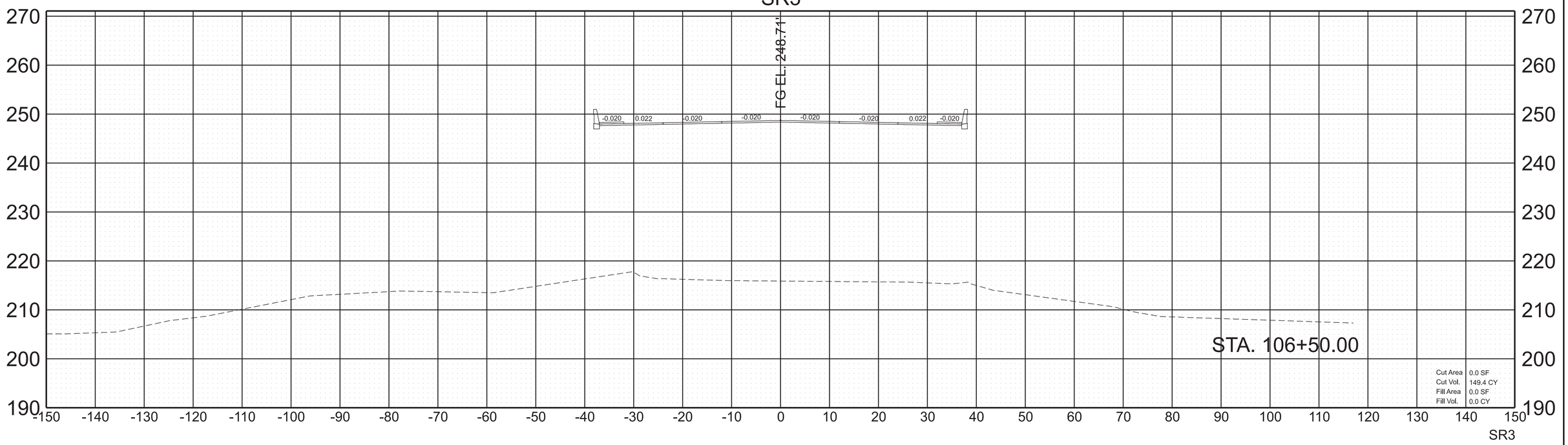
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	20
P.I.H.	2026	R-BR-STP/HIP-3(149)	21
PS&E	2026	R-BR-STP/HIP-3(149)	21





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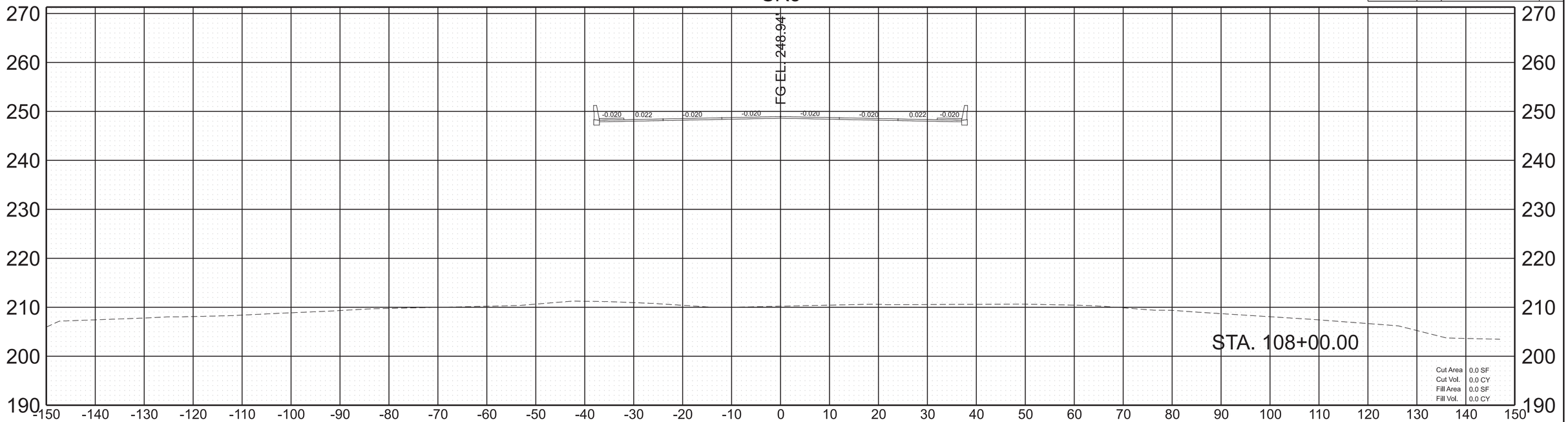
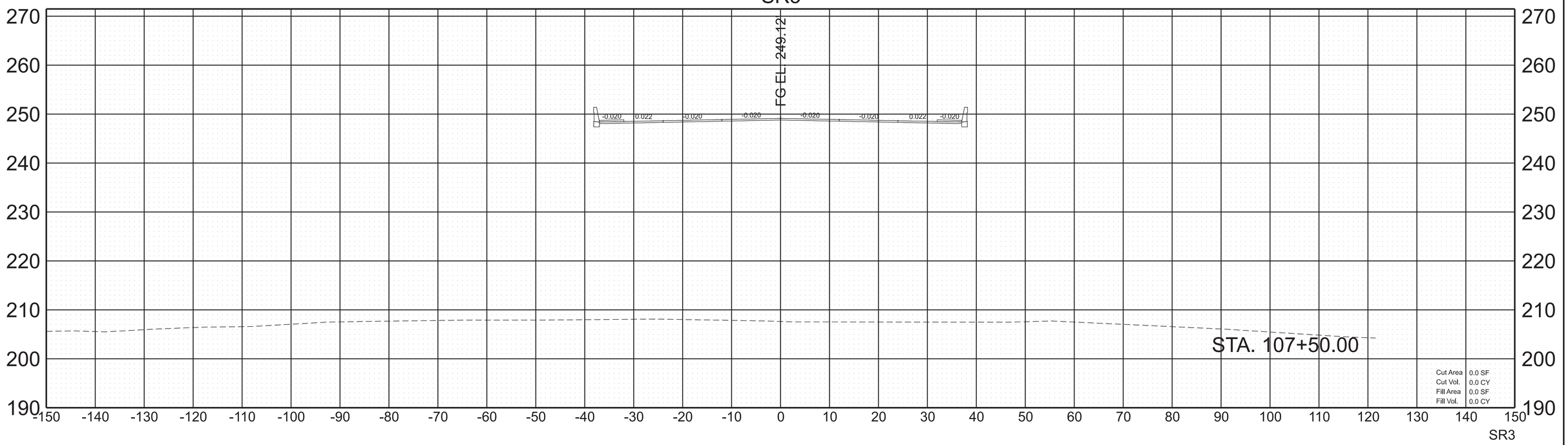
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	21
P.I.H.	2026	R-BR-STP/HIP-3(149)	22
PS&E	2026	R-BR-STP/HIP-3(149)	22





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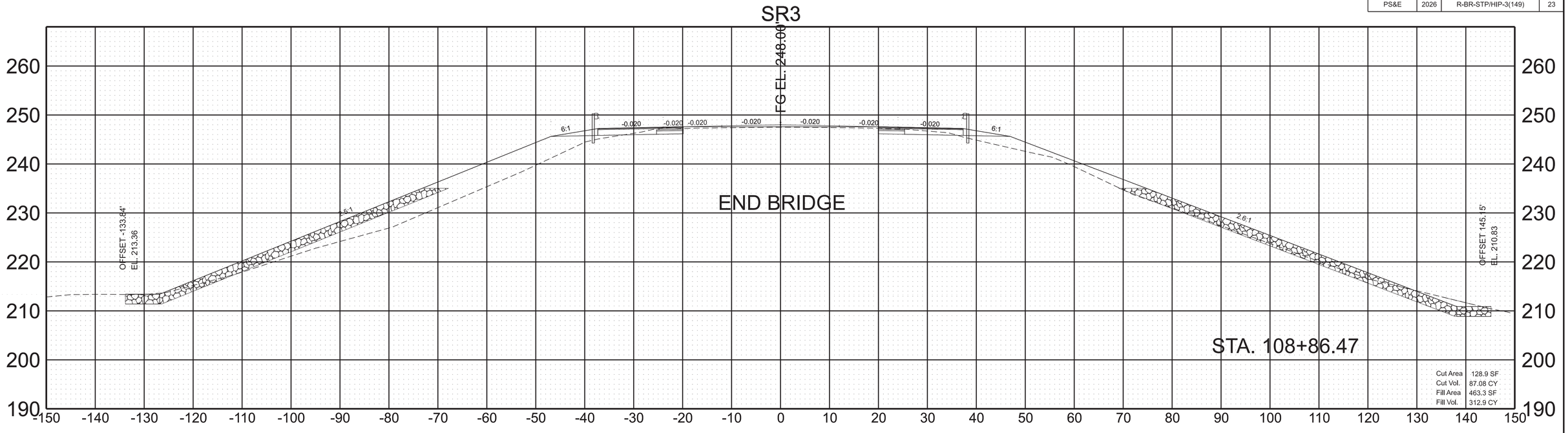
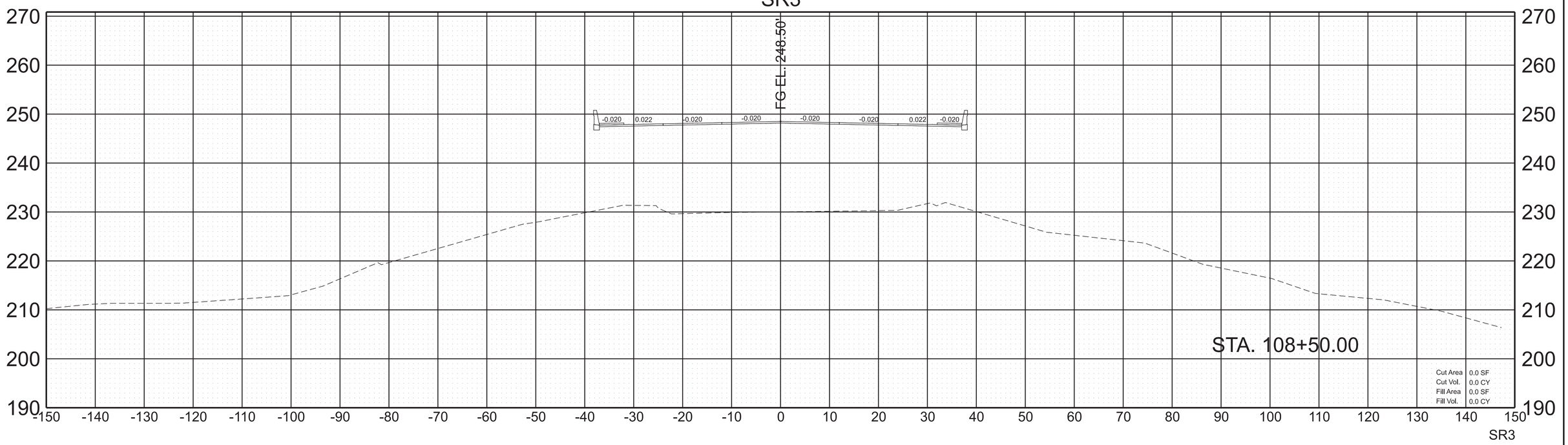
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	22
P.I.H.	2026	R-BR-STP/HIP-3(149)	23
PS&E	2026	R-BR-STP/HIP-3(149)	23





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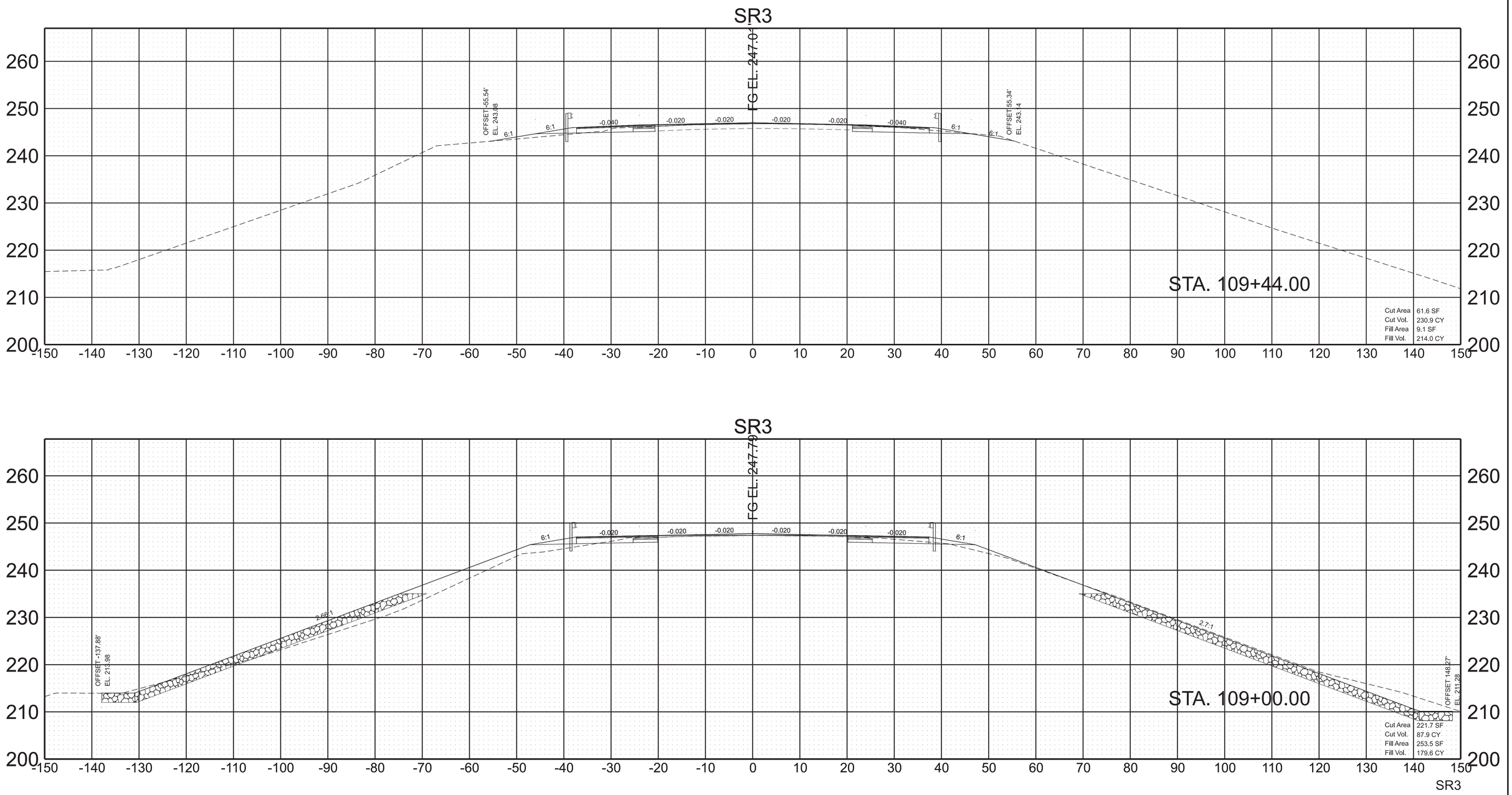
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	23
P.I.H.	2026	R-BR-STP/HIP-3(149)	24
PS&E	2026	R-BR-STP/HIP-3(149)	24



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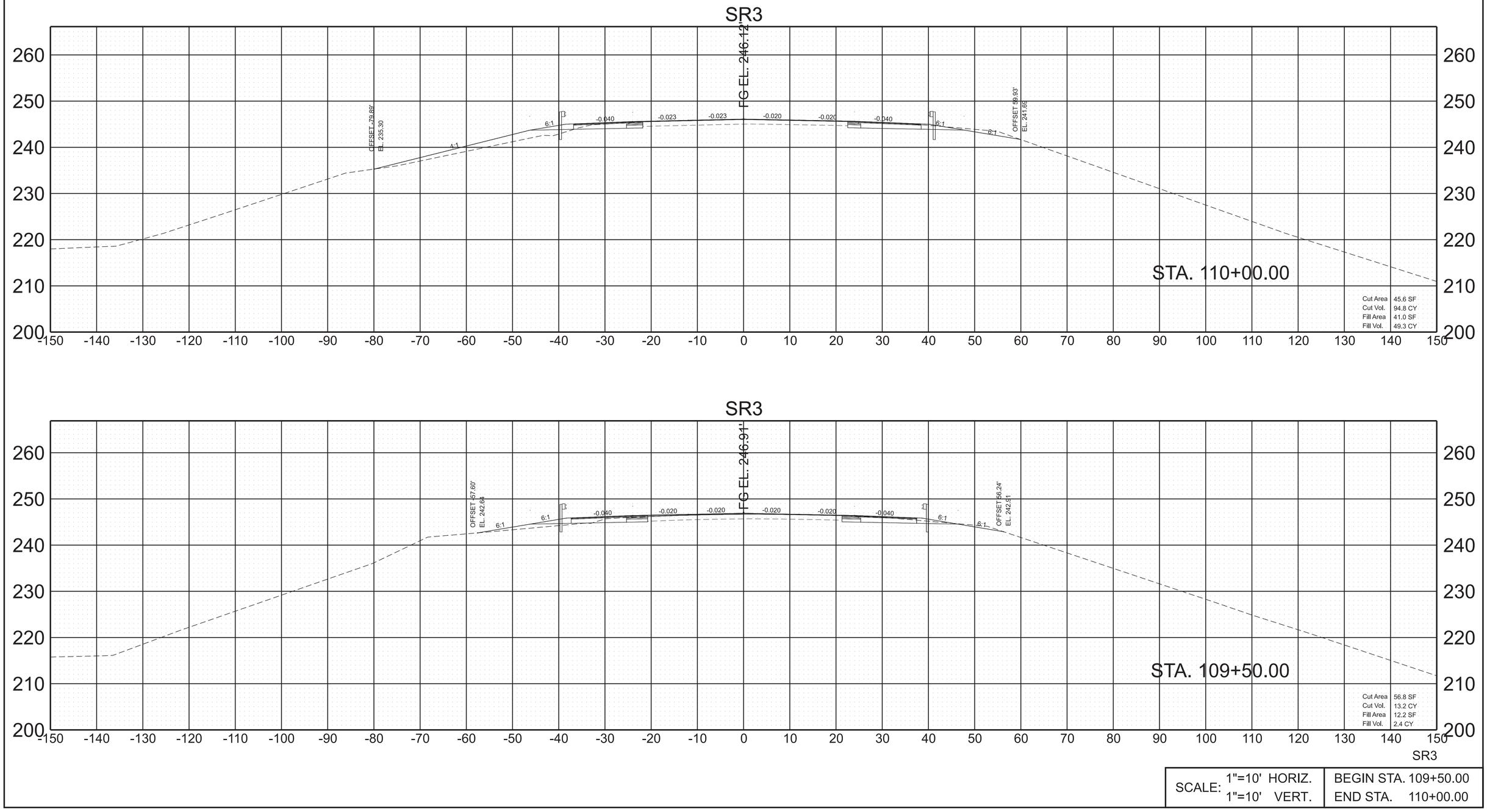
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	24
P.I.H.	2026	R-BR-STP/HIP-3(149)	25
PS&E	2026	R-BR-STP/HIP-3(149)	25



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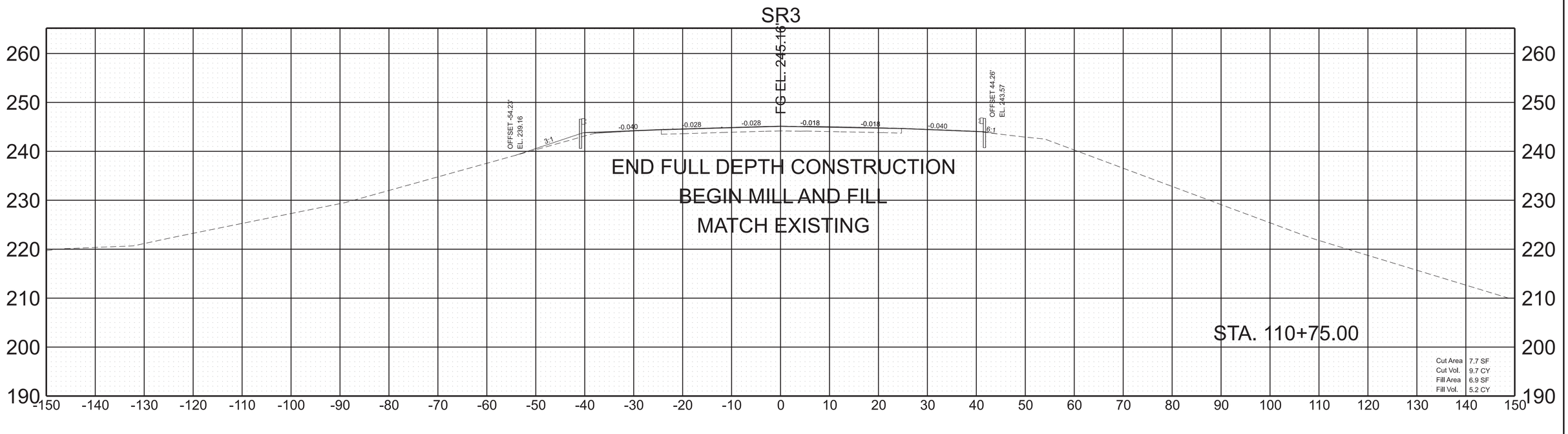
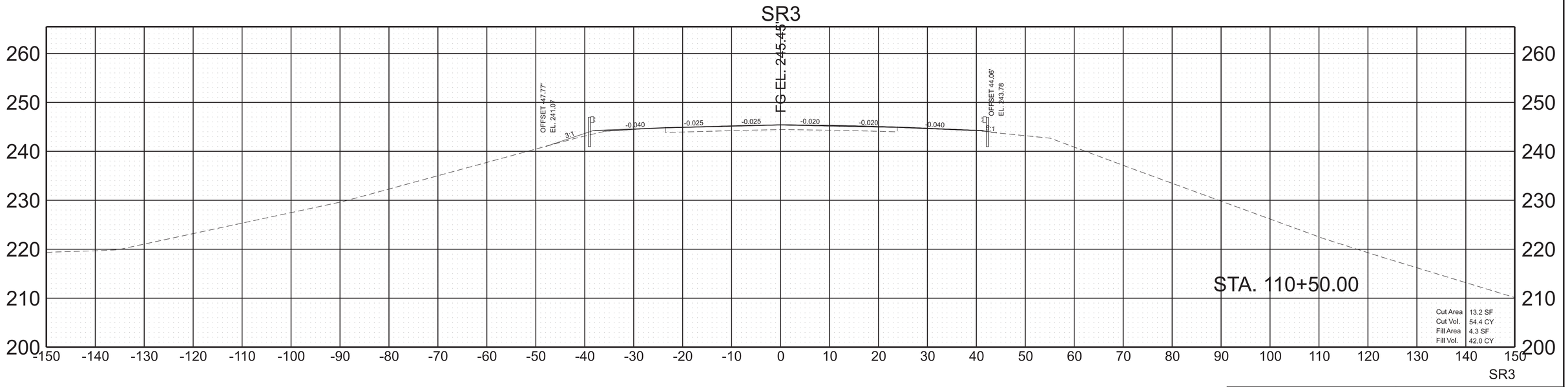
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	25
P.I.H.	2026	R-BR-STP/HIP-3(149)	26
PS&E	2026	R-BR-STP/HIP-3(149)	26





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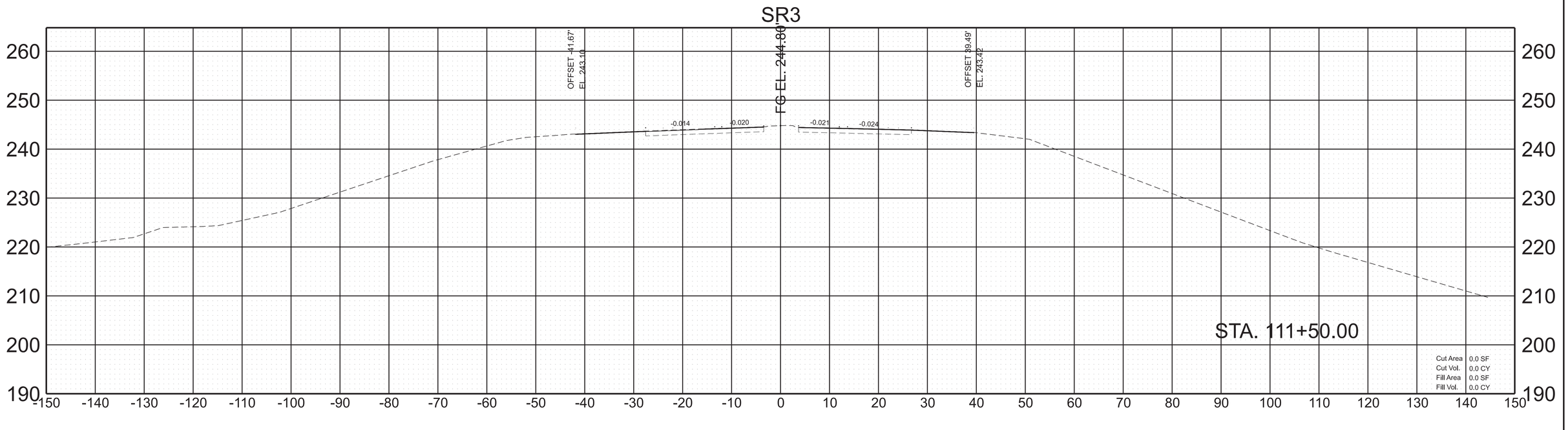
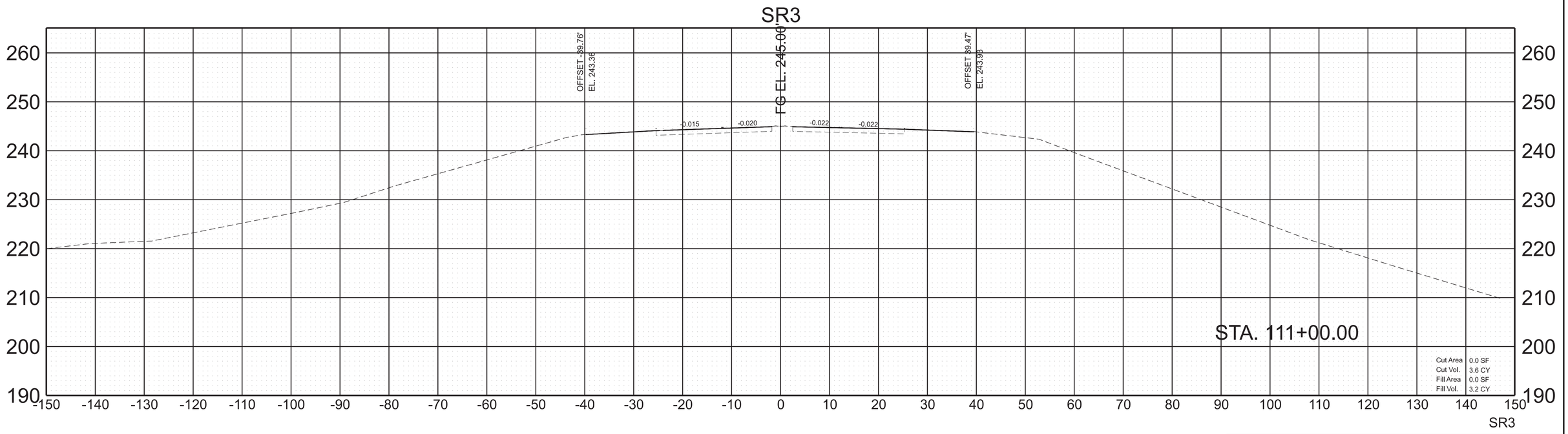
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	26
P.I.H.	2026	R-BR-STP/HIP-3(149)	27
PS&E	2026	R-BR-STP/HIP-3(149)	27





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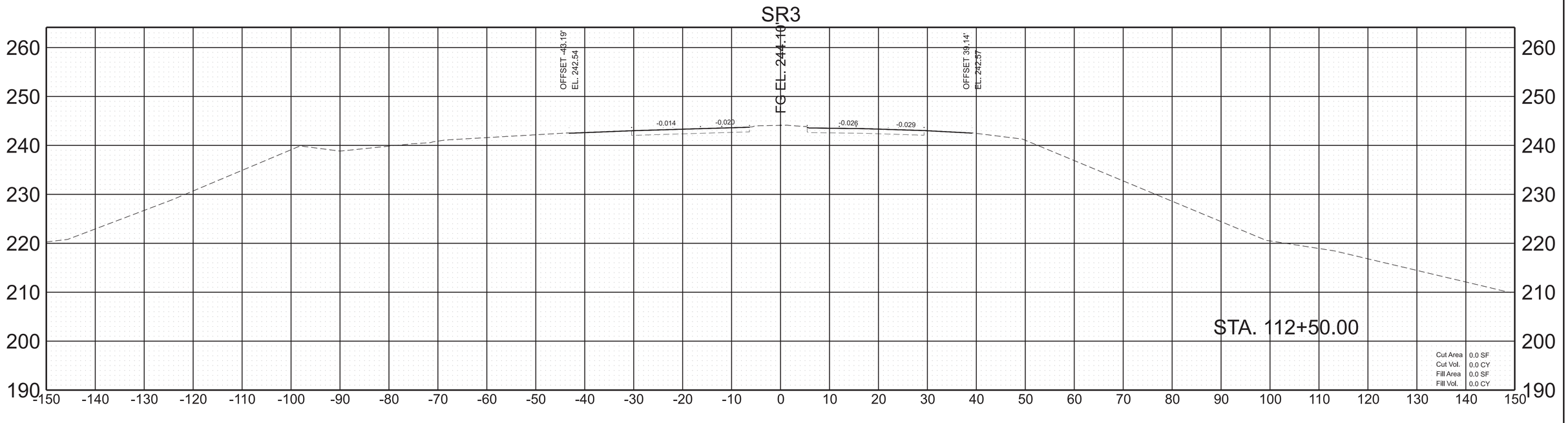
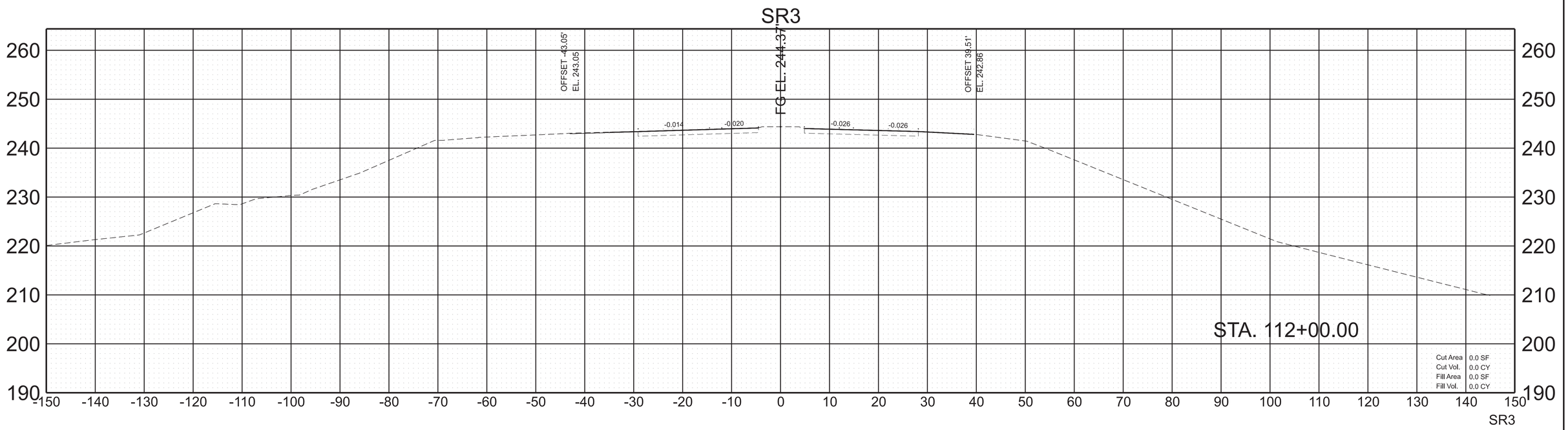
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	27
P.I.H.	2026	R-BR-STP/HIP-3(149)	28
PS&E	2026	R-BR-STP/HIP-3(149)	28





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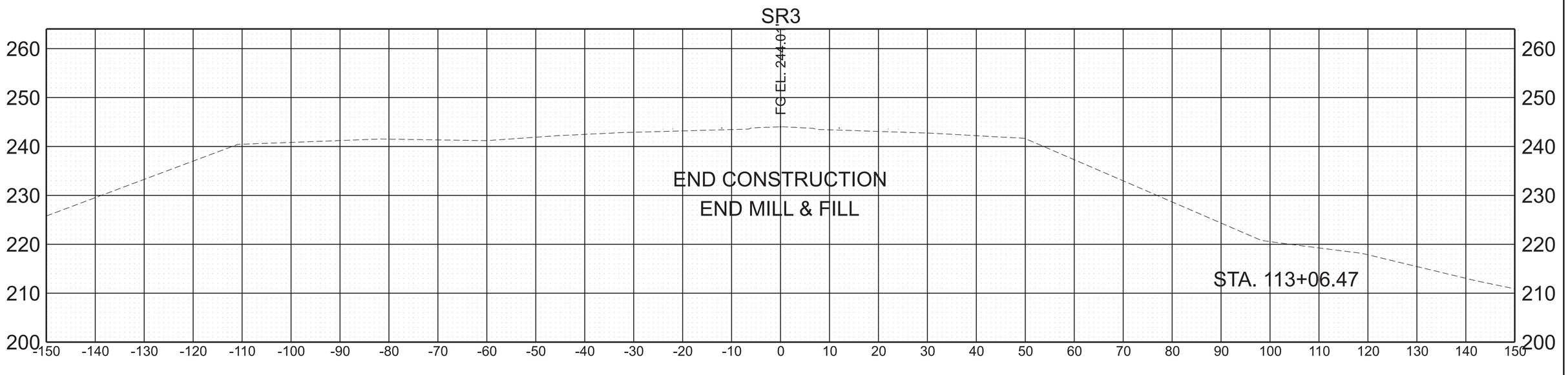
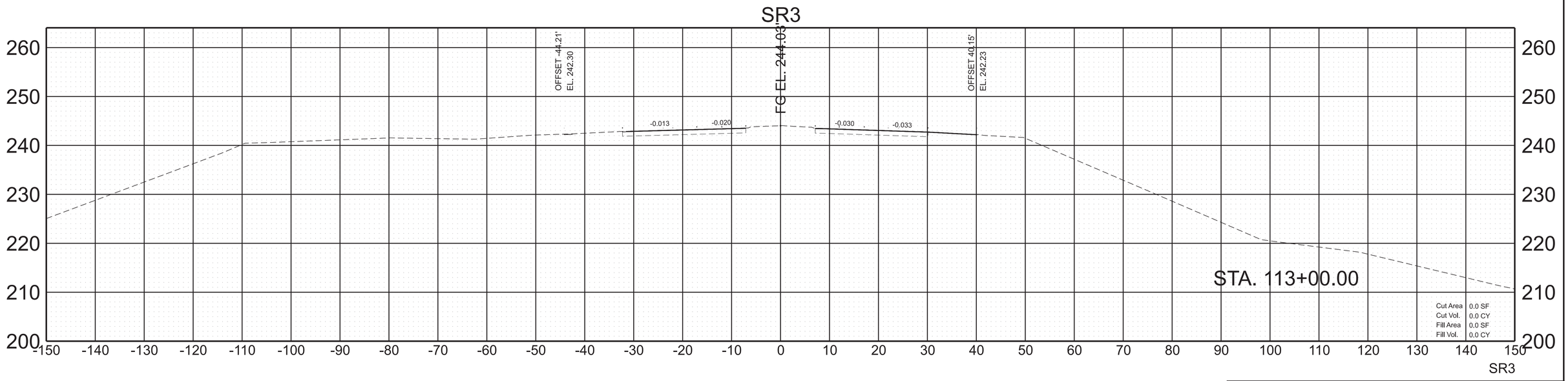
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	28
P.I.H.	2026	R-BR-STP/HIP-3(149)	29
PS&E	2026	R-BR-STP/HIP-3(149)	29





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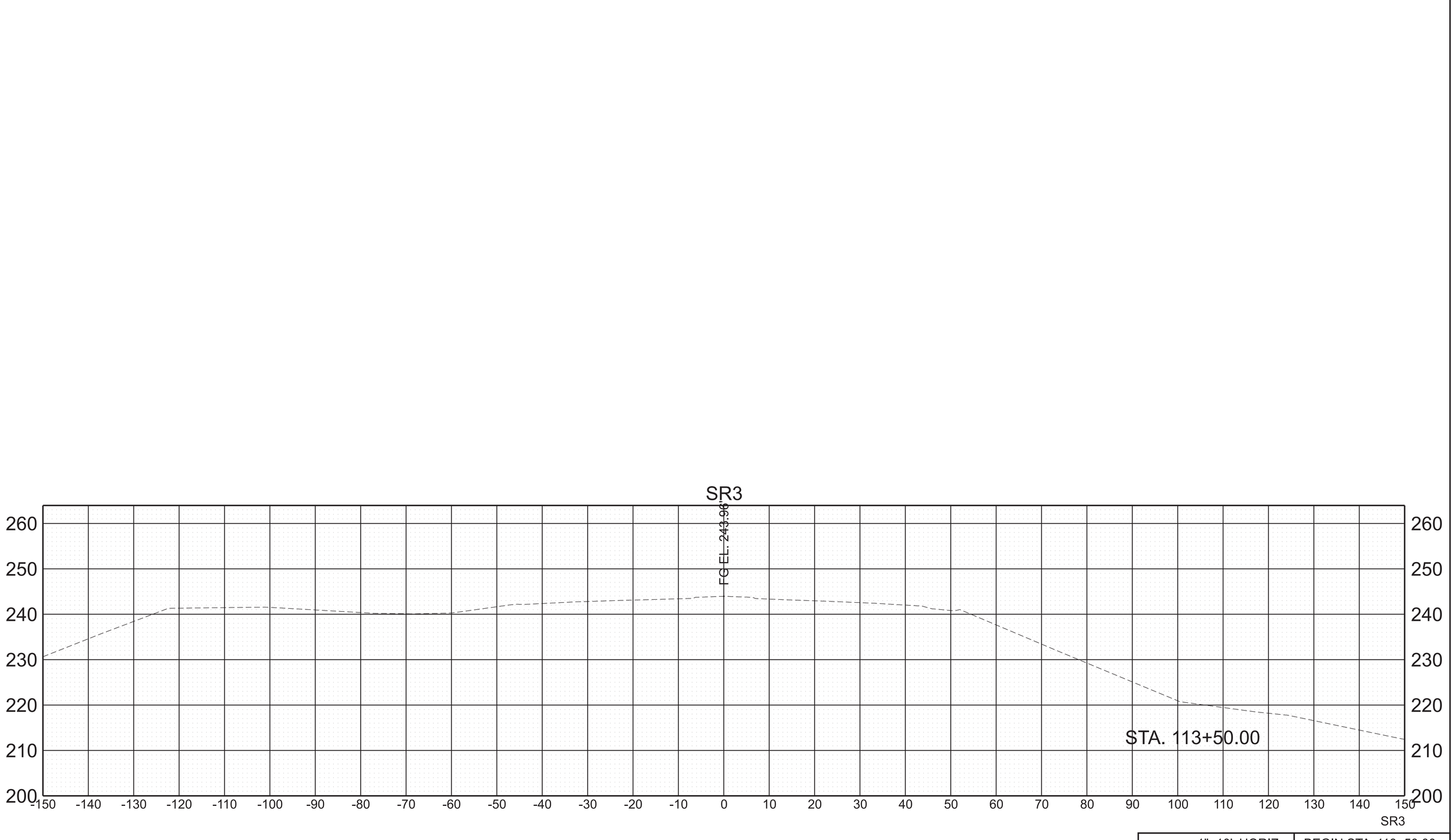
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	29
P.I.H.	2026	R-BR-STP/HIP-3(149)	30
PS&E	2026	R-BR-STP/HIP-3(149)	30



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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	T1
P.I.H.	2026	R-BR-STP/HIP-3(149)	T1
PS&E	2026	R-BR-STP/HIP-3(149)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

WYMAN D. TURNER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 113095
STATE OF TENNESSEE

12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	T2
P.I.H.	2026	R-BR-STP/HIP-3(149)	T2
PS&E	2026	R-BR-STP/HIP-3(149)	T2

REV. 01/23/26: REVISED ITEM NO. 712-09.02

GENERAL NOTES

1. PLACE ADVANCED WARNING SIGNS AND TEMPORARY TRAFFIC CONTROL MEASURES PRIOR TO WORK STARTING. ALL SIGNS AND DEVICES SHALL BE ERECTED AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH THE CURRENT EDITION OF THE MUTCD AND TDOT STANDARD DRAWINGS.
2. THE TEMPORARY TRAFFIC CONTROL PLAN IS ONLY A GUIDE AND OTHER SIGNS MAY BE REQUIRED DURING DIFFERENT PARTS OF THE CONSTRUCTION PHASING.
3. ALL DRAINAGE STRUCTURES WHETHER PERMANENT OR TEMPORARY SHALL BE INSTALLED STARTING FROM THE DOWN STREAM END. ANY IMPROVEMENTS REQUIRED TO THE DOWN STREAM END SHALL BE COMPLETED AND APPROVED BY THE ENGINEER BEFORE DRAINAGE RUNOFF IS RELEASED.
4. EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN IN THE EROSION AND SEDIMENT CONTROL PLANS AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, TDOT DRAINAGE MANUAL CHAPTER 10 AND ANY PERMIT REQUIREMENTS SHALL BE IN PLACE AND PROPERLY MAINTAINED AND INSPECTED AT ALL TIMES.
5. ANY WORK THAT SHALL REQUIRE ONE LANE OF TRAFFIC THROUGH THE WORK ZONE SHALL BE APPROVED BY THE ENGINEER. THE WORK ZONE SHALL BE OPENED TO 2 WAY TRAFFIC BY THE END OF EACH WORKDAY.
6. ALL ADVANCED WARNING SIGNS SHALL REMAIN IN PLACE UNLESS OTHERWISE SHOWN ON THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER.
8. EACH PHASE OF THE TRAFFIC CONTROL PLAN SHALL BE COMPLETED AND IN PLACE READY FOR TRAFFIC BEFORE THE NEXT PHASE OF CONSTRUCTION BEGINS. ANY PROPOSED CHANGES TO THIS PROCESS SHALL BE APPROVED BY THE ENGINEER PRIOR TO TRAFFIC USE AND CONSTRUCTION BEGINNING.

PHASE ONE

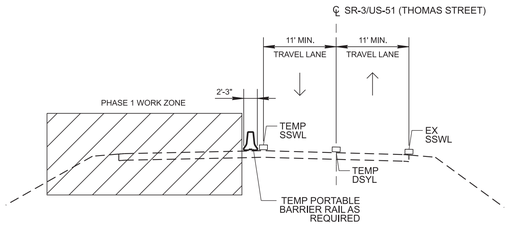
1. WARNING SIGNS AND ANY REQUIRED TEMPORARY PAVEMENT MARKING SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION.
2. PLACE ADVANCE WARNING SIGNS, TEMPORARY STRIPING, TEMPORARY BARRIER WALL, AND BARRELS AS DIRECTED BY THE ENGINEER. MERGE NORTH BOUND AND SOUTH BOUND TRAFFIC TO ONE LANE EACH. SHIFT SOUTH BOUND TRAFFIC TO TWO (2) WAY TWO (2) LANE TRAFFIC ON THE NORTH BOUND SIDE OF SR-3.
3. DEMOLISH THE WESTERN SIDE OF THE EXISTING STRUCTURE AND REPLACE AS DIRECTED ON THE BRIDGE PLANS. CONSTRUCT ANY WORK ALONG THE ADJACENT AREAS ON THE WEST SIDE OF SR-3 INCLUDING GUARDRAIL, STORM SYSTEMS, PROP. DRIVEWAYS, ETC. FROM STA 101+66.47 TO STA 113+06.47, EXCLUDING THE SIDEWALK ON THE PROPOSED BRIDGE.

PHASE TWO

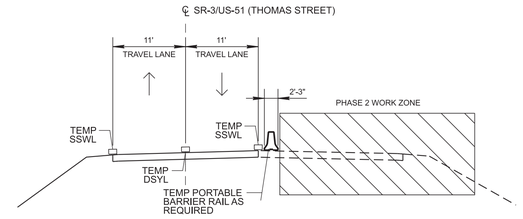
1. WARNING SIGNS AND ANY REQUIRED TEMPORARY PAVEMENT MARKING SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION.
2. PLACE ADVANCE WARNING SIGNS, WORK ZONE SPEED REDUCTION SIGNS, TEMPORARY STRIPING, TEMPORARY BARRIER WALL AS DIRECTED BY THE ENGINEER, AND BARRELS.
3. RELOCATE TRAFFIC TO THE NEWLY CONSTRUCTED WEST SIDE OF SR-3 AS SHOWN IN THE TRAFFIC CONTROL PLANS. MERGE NORTH BOUND AND SOUTH BOUND TRAFFIC TO ONE LANE EACH. SHIFT NORTH BOUND TRAFFIC TO TWO (2) WAY TWO (2) LANE TRAFFIC ON THE SOUTH BOUND SIDE OF SR-3.
4. DEMOLISH THE EASTERN SIDE OF THE EXISTING STRUCTURE AND REPLACE AS DIRECTED ON THE BRIDGE PLANS. CONSTRUCT ANY WORK ALONG THE ADJACENT AREAS ON THE EAST SIDE OF SR-3 INCLUDING GUARDRAIL, STORM SYSTEMS, PROP. DRIVEWAYS, ETC. FROM STA 101+66.47 TO STA 113+06.47.

PHASE THREE

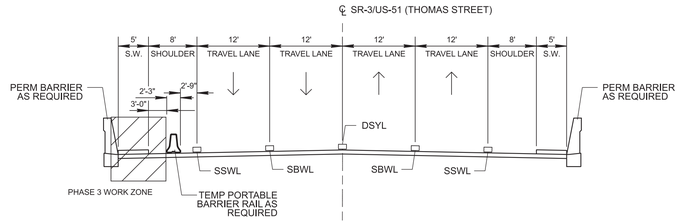
1. CONSTRUCT THE PROPOSED SIDEWALK ALONG THE WESTERN SIDE OF THE PROPOSED BRIDGE.
2. WARNING SIGNS AND ANY REQUIRED TEMPORARY PAVEMENT MARKING SHALL BE IN PLACE PRIOR TO BEGINNING CONSTRUCTION.
3. PLACE ALL SURFACE MIX AND COMPLETE ALL PERMANENT PAVEMENT MARKINGS AND SIGNING UTILIZING FLAGGERS.



TYPICAL SECTION
SR-3
TRAFFIC CONTROL PHASE 1



TYPICAL SECTION
SR-3
TRAFFIC CONTROL PHASE 2



TYPICAL SECTION
SR-3
TRAFFIC CONTROL PHASE 3

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
→	TRAFFIC FLOW
	TEMPORARY BARRICADE (TYPE III)
	FLAGGER
	PORTABLE BARRIER RAIL
	CHANGEABLE MESSAGE SIGN
	SIGN (CONSTRUCTION)
	FLEXIBLE DRUMS (CHANNELIZING)
	TEMPORARY ATTENUATOR
	ARROW BOARD TYPE C (SINGLE ARROW)

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79017-3296-94
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	600
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	2
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100
712-04.50	BARRIER RAIL DELINEATOR	EACH	50
712-05.01	WARNING LIGHTS (TYPE A)	EACH	50
712-05.03	WARNING LIGHTS (TYPE C)	EACH	100
712-06	SIGNS (CONSTRUCTION)	S.F.	436
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	80
712-08.03	ARROW BOARD (TYPE C)	EACH	2
712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	7360
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	5655

FOOTNOTES:
1. THE TWO (2) CHANGEABLE MESSAGE SIGN UNITS SHALL BE USED WITH THE ADVANCE WARNING SIGNS TO INFORM DRIVERS OF THE WORK AT THE BRIDGE. THE LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	NO. REQUIRED PHASE III	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
G20-2	END ROAD WORK	48"	X	24"	8	2	2		2	16.00		
G20-5aP	WORK ZONE	36"	X	24"	6		2		2	12.00		
R2-1	SPEED LIMIT 30	36"	X	48"	12		2		2	24.00		
W1-4L	REVERSE CURVE (LEFT)	48"	X	48"	16	1	1		1	16.00		
W1-4R	REVERSE CURVE (RIGHT)	48"	X	48"	16		1		1	16.00		
W4-2L	LANE CLOSED MERGE LEFT	48"	X	48"	16	1			1	16.00		
W4-2R	LANE CLOSED MERGE RIGHT	48"	X	48"	16	1	1		1	16.00		
W20-1	ROAD WORK 500'	48"	X	48"	16	2	2	2	2	32.00		
W20-1	ROAD WORK 1000'	48"	X	48"	16	2	2	2	2	32.00		
W20-1	ROAD WORK 1/2 MILE	48"	X	48"	16	2	2	2	2	32.00		
W20-5	LEFT LANE CLOSED AHEAD	48"	X	48"	16	1	1		1	16.00		
W20-5	RIGHT LANE CLOSED AHEAD	48"	X	48"	16	1	1		1	16.00		
W6-3	TWO-WAY TRAFFIC	48"	X	48"	16	2	2		2	32.00		
W21-5bR	RIGHT SHOULDER CLOSED 1500 FT	48"	X	48"	16			1	1	16.00		
W21-5aR	RIGHT SHOULDER CLOSED	48"	X	48"	16			1	1	16.00		
W20-1	LEFT LANE CLOSED 1 MILE	48"	X	48"	16			1	1	16.00		
W20-1	LEFT LANE CLOSED 1/2 MILE	48"	X	48"	16			1	1	16.00		
W20-1	LEFT LANE CLOSED 1500 FT	48"	X	48"	16			1	1	16.00		
W20-1	RIGHT LANE CLOSED 1 MILE	48"	X	48"	16			1	1	16.00		
W20-1	RIGHT LANE CLOSED 1/2 MILE	48"	X	48"	16			1	1	16.00		
W20-1	RIGHT LANE CLOSED 1500 FT	48"	X	48"	16			1	1	16.00		
W3-5	REDUCED SPEED LIMIT AHEAD	48"	X	48"	16		2		2	32.00		
									TOTAL	436	S.F.	

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TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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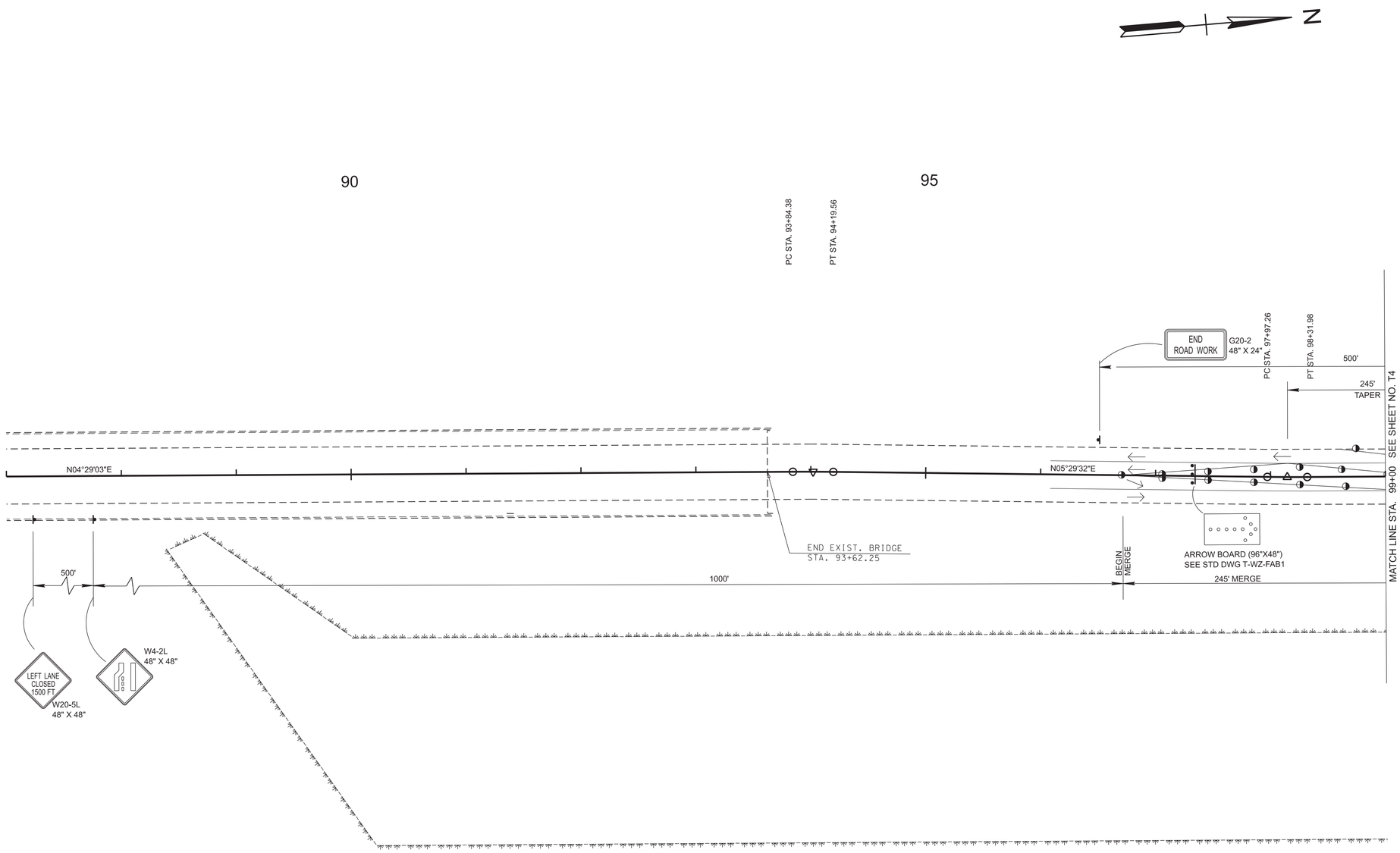
PS&E	2026	R-BR-STP/HIP-3(149)	T3



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TRAFFIC CONTROL

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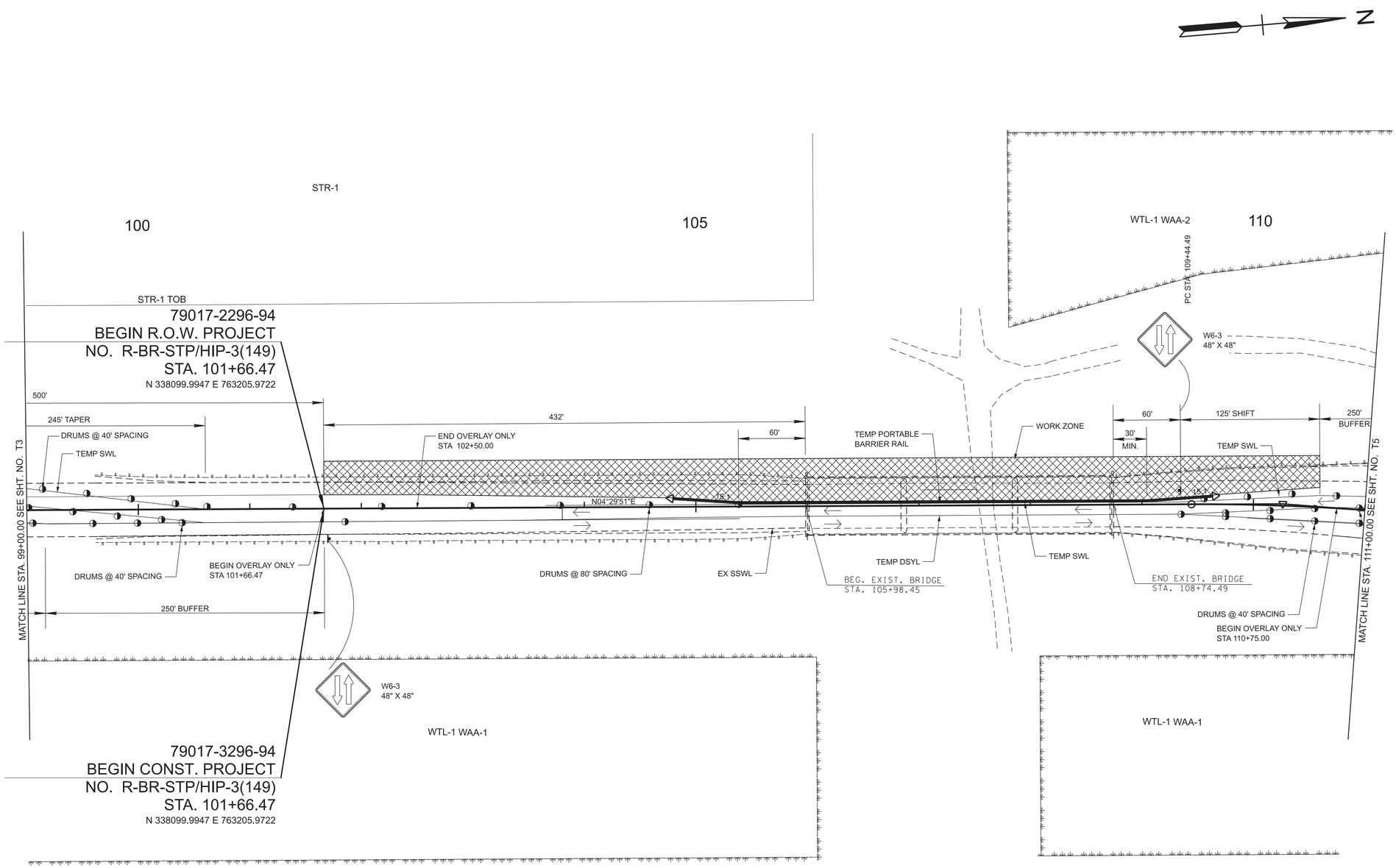
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	T3
P.I.H.	2026	R-BR-STP/HIP-3(149)	T4
PS&E	2026	R-BR-STP/HIP-3(149)	T4



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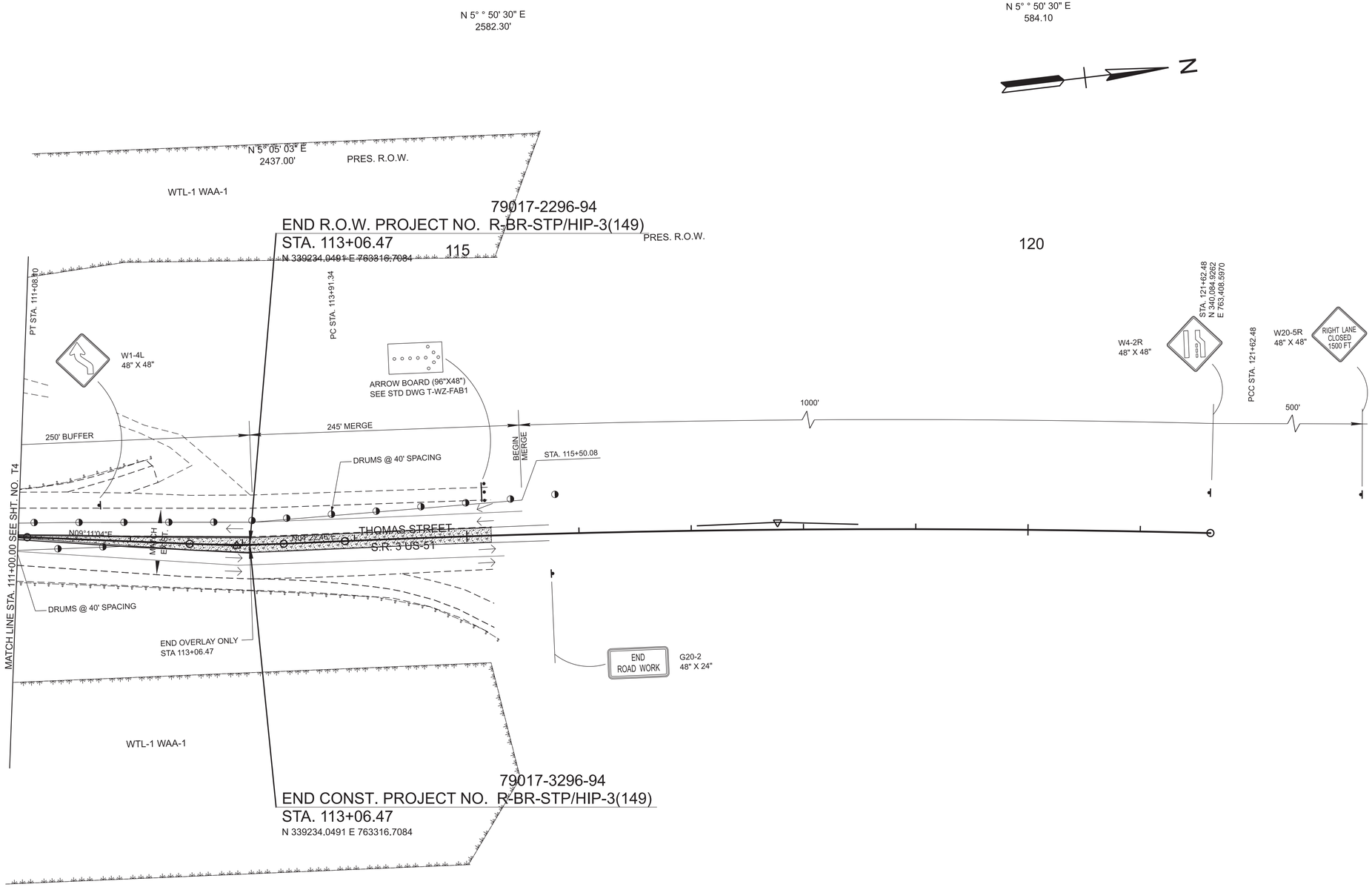
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	T4
P.I.H.	2026	R-BR-STP/HIP-3(149)	T5
PS&E	2026	R-BR-STP/HIP-3(149)	T5



NOTE: EXISTING WETLAND AND STREAM LOCATION BOUNDARIES WERE NOT SURVEYED. LOCATIONS IN PLANS WERE DRAWN FROM EBR AND ARE APPROXIMATE.

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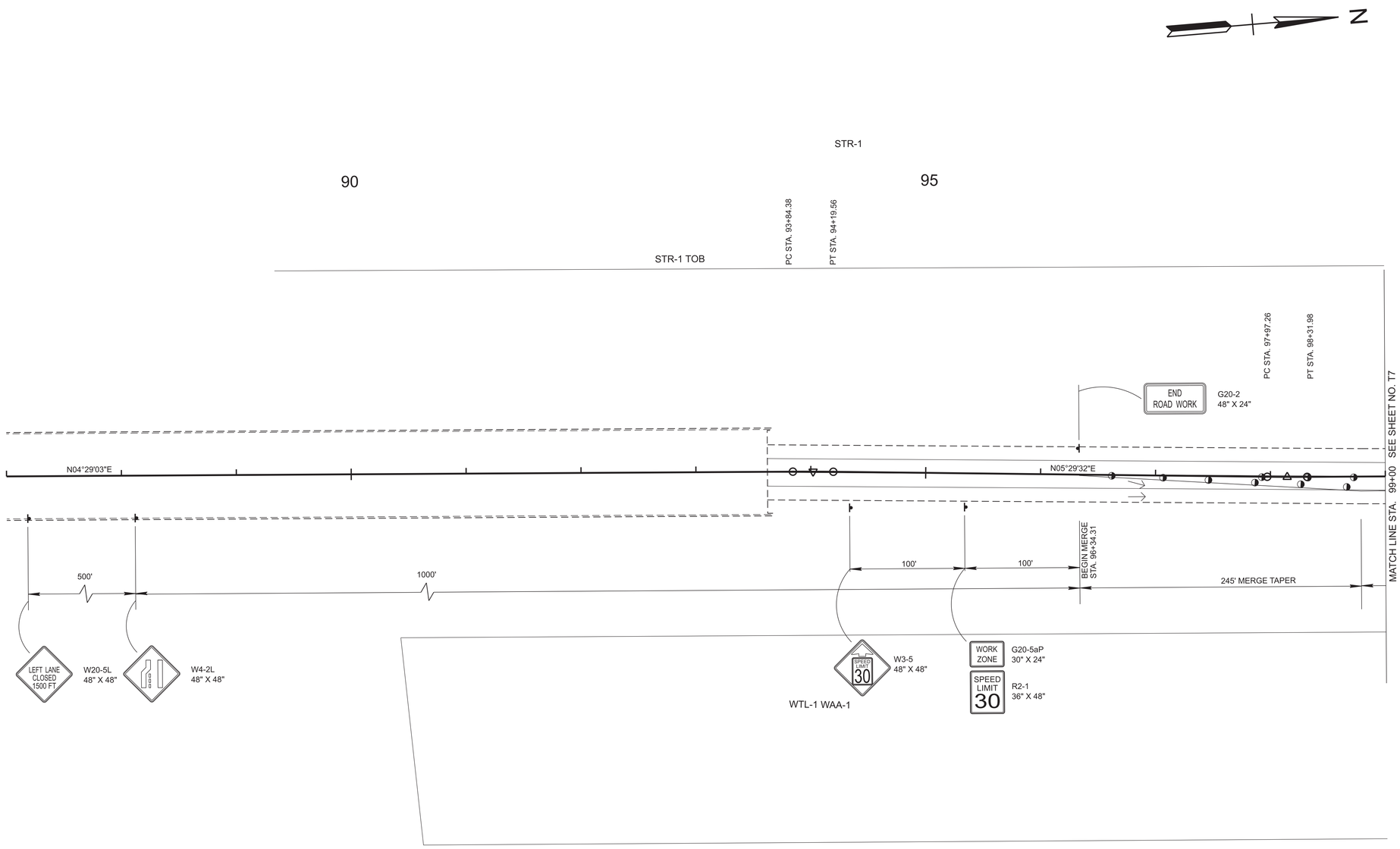
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	T5
P.I.H.	2026	R-BR-STP/HIP-3(149)	T6
PS&E	2026	R-BR-STP/HIP-3(149)	T6



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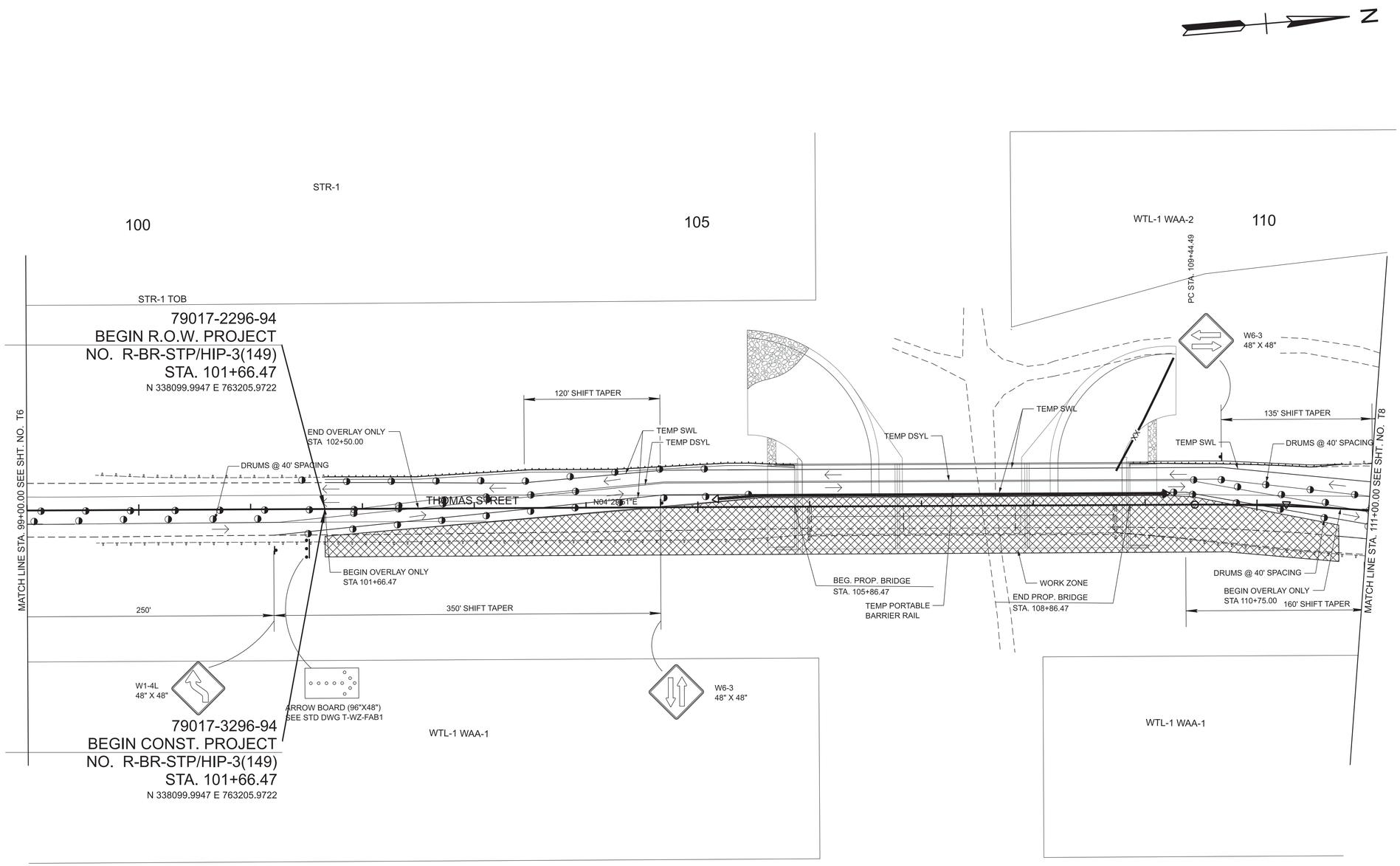
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	T6
P.I.H.	2026	R-BR-STP/HIP-3(149)	T7
PS&E	2026	R-BR-STP/HIP-3(149)	T7



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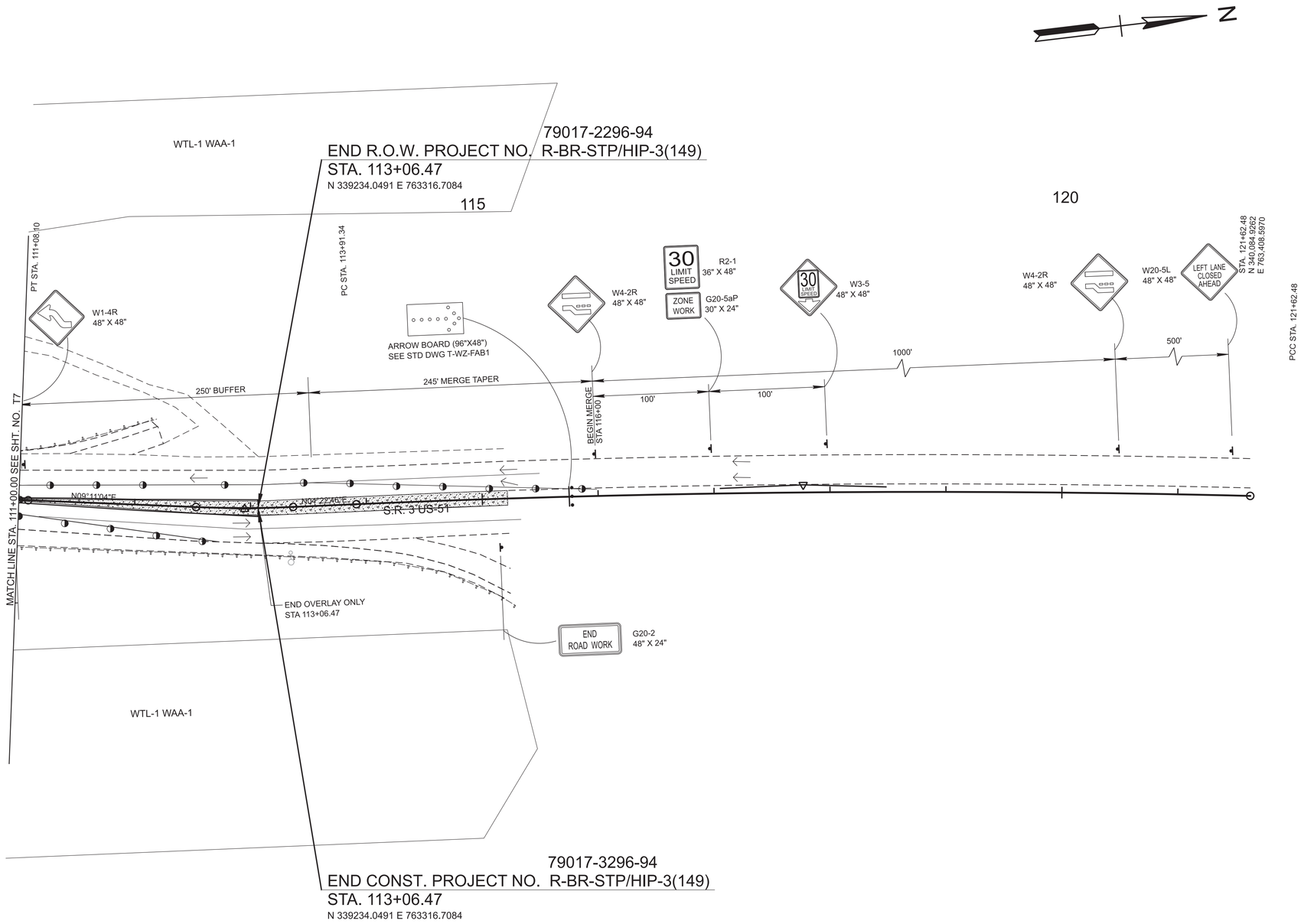
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	T7
P.I.H.	2026	R-BR-STP/HIP-3(149)	T8
PS&E	2026	R-BR-STP/HIP-3(149)	T8



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PHASE II

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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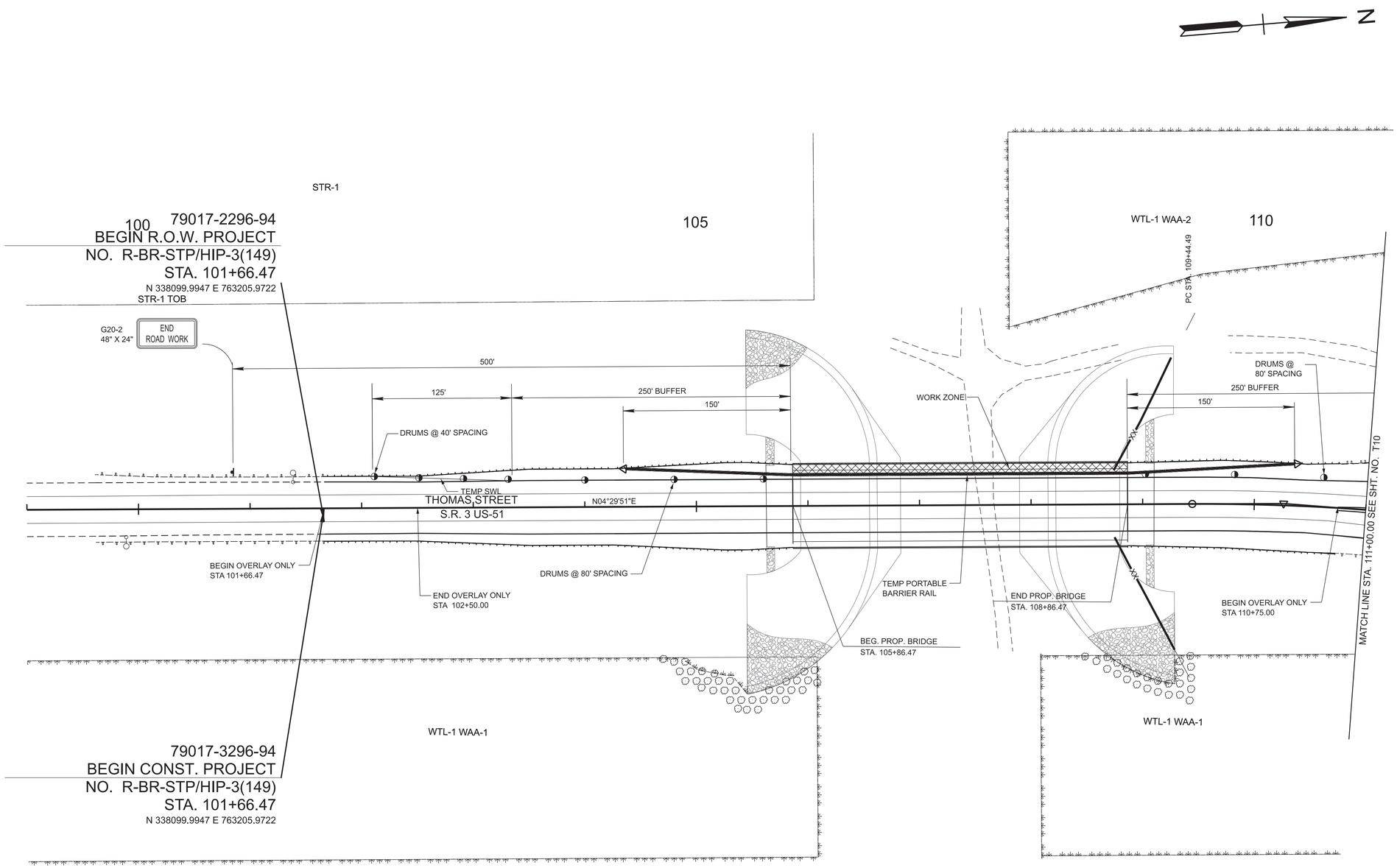
PS&E	2026	R-BR-STP/HIP-3(149)	T9



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PHASE 3

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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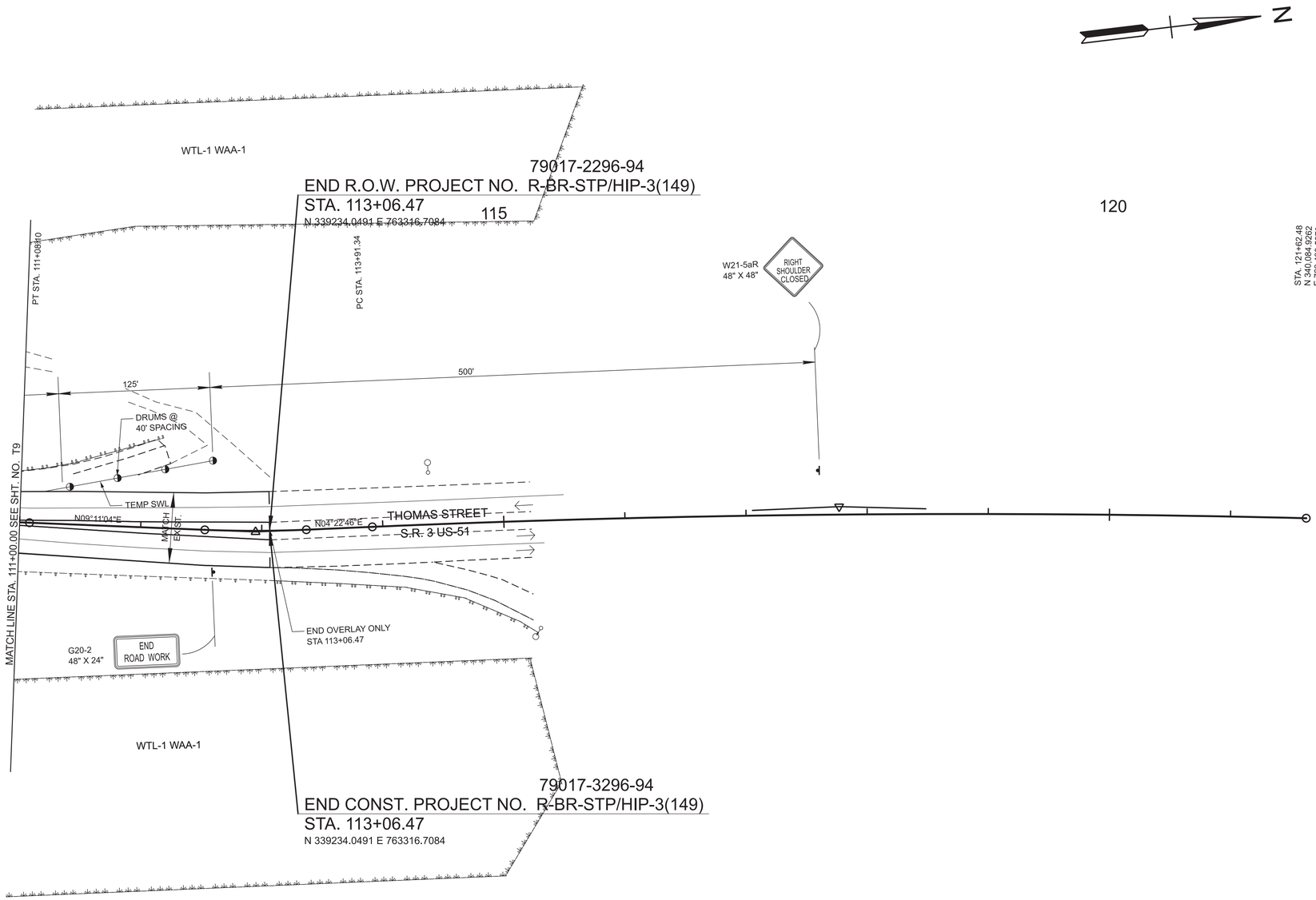
PS&E	2026	R-BR-STP/HIP-3(149)	T10



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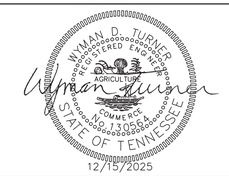

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JAMES K. POLK BUILDING, SUITE 1100
505 DEADERICK STREET
NASHVILLE, TN 37243
DAN SHIKE, P.E. NO. 106952

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

LIST OF DRAWINGS

YEAR	PROJECT NO.	SHEET NO.
2026	R-BR-STP/HIP-3(149)	STRUCTURE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

$$$$SYTIME$$$$$$
$$$$DGNSPEC$$$$

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	B-1

REVISIONS

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

LIST OF DRAWINGS	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	STRUCTURE-SIGN1	
INDEX OF DRAWINGS	B-1	
LAYOUT OF BRIDGE	U-102-41	
GENERAL NOTES	U-102-42	
ESTIMATED QUANTITIES	U-102-43	
FOUNDATION DATA	U-102-44	
FOUNDATION DATA	U-102-45	
SUPERSTRUCTURE	U-102-46	
SUPERSTRUCTURE DETAILS	U-102-47	
SUPERSTRUCTURE DETAILS	U-102-48	
SUPERSTRUCTURE DETAILS	U-102-49	
SUPERSTRUCTURE DETAILS	U-102-50	
PRESTRESSED BULB-TEE BEAM SPAN NOS. 1 & 3	U-102-51	
PRESTRESSED BULB-TEE BEAM SPAN NO. 2	U-102-52	
ABUTMENT NO. 1	U-102-53	
ABUTMENT NO. 1 DETAILS	U-102-54	
ABUTMENT NO. 1 DETAILS	U-102-55	
ABUTMENT NO. 2	U-102-56	
ABUTMENT NO. 2 DETAILS	U-102-57	
ABUTMENT NO. 2 DETAILS	U-102-58	
BENT NOS. 1 & 2 DETAILS	U-102-59	
FINAL FOUNDATION DATA	U-102-60	
BILL OF STEEL	U-102-61	

LIST OF STANDARD DRAWINGS	DWG. NO.	LAST REV. DATE
STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2SS	05-31-2024
REINFORECED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	06-05-2023
BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL	STD-2-1	08-26-2025
BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL ALTERNATE CONNECTION DETAIL	STD-2-3	08-26-2025
STANDARD PIPE PILE BENT DETAILS	STD-5-2	
SINGLE SLOPE PARAPET STANDARD LIGHT SUPPORT DETAILS	STD-8-2SS	
STANDARD SEISMIC DETAILS	STD-6-1	12-08-2023
STANDARD REINFORCEMENT BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	10-07-2008
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	06-05-2023
MISCELLANEOUS ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS	STD-10-2	06-05-2023
BRIDGE RAILING CONCRETE PARAPET WITH STRUCTURAL TUBING	STD-11-1	04-15-2020
STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR BULB-TEE BEAMS AND WIDE BULB-TEE BEAMS	STD-14-1	06-05-2023
BRIDGE END DRAIN FLUME DETAILS	D-FLU-3	04-14-2025

LIST OF SPECIAL PROVISIONS	PROV. NO.	REV. DATE
REGARDING BRIDGE DECK CRACK SEALING	604CR	02-19-1996

LIST OF REFERENCE DRAWINGS
(EXISTING BRIDGE DRAWINGS)

BRIDGE REPAIR	BR-26-51 THRU BR-26-61
LAYOUT OF BRIDGE	B-1-92
PLATE GIRDER DETAILS	A-14-146
CONCRETE ABUTMENT	B-2-17
PIERS 1 & 2	B-1-93
CONCRETE HANDRAIL	A-8-79

SEALED BY

DANIEL J. SHIKE
STATE OF TENNESSEE
12-16-25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: P. MOSHER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

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12/3/2025

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

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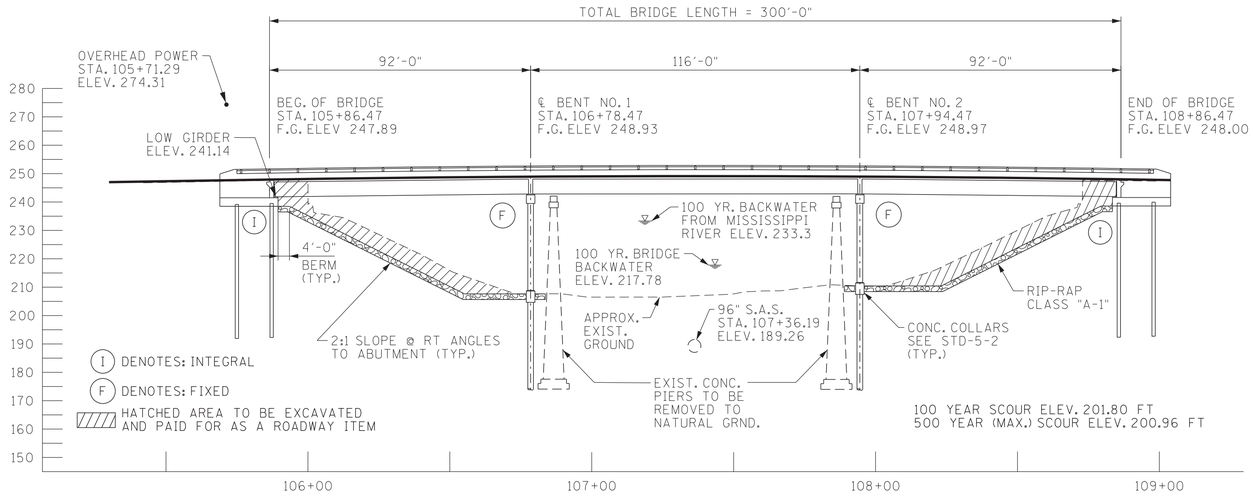
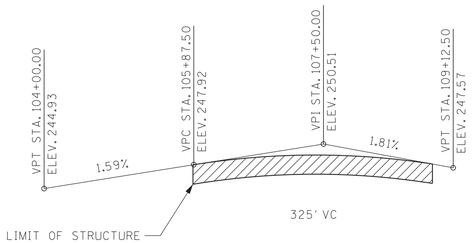
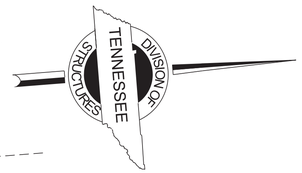


ELEVATION
(SCALE 1" : 25'-0")

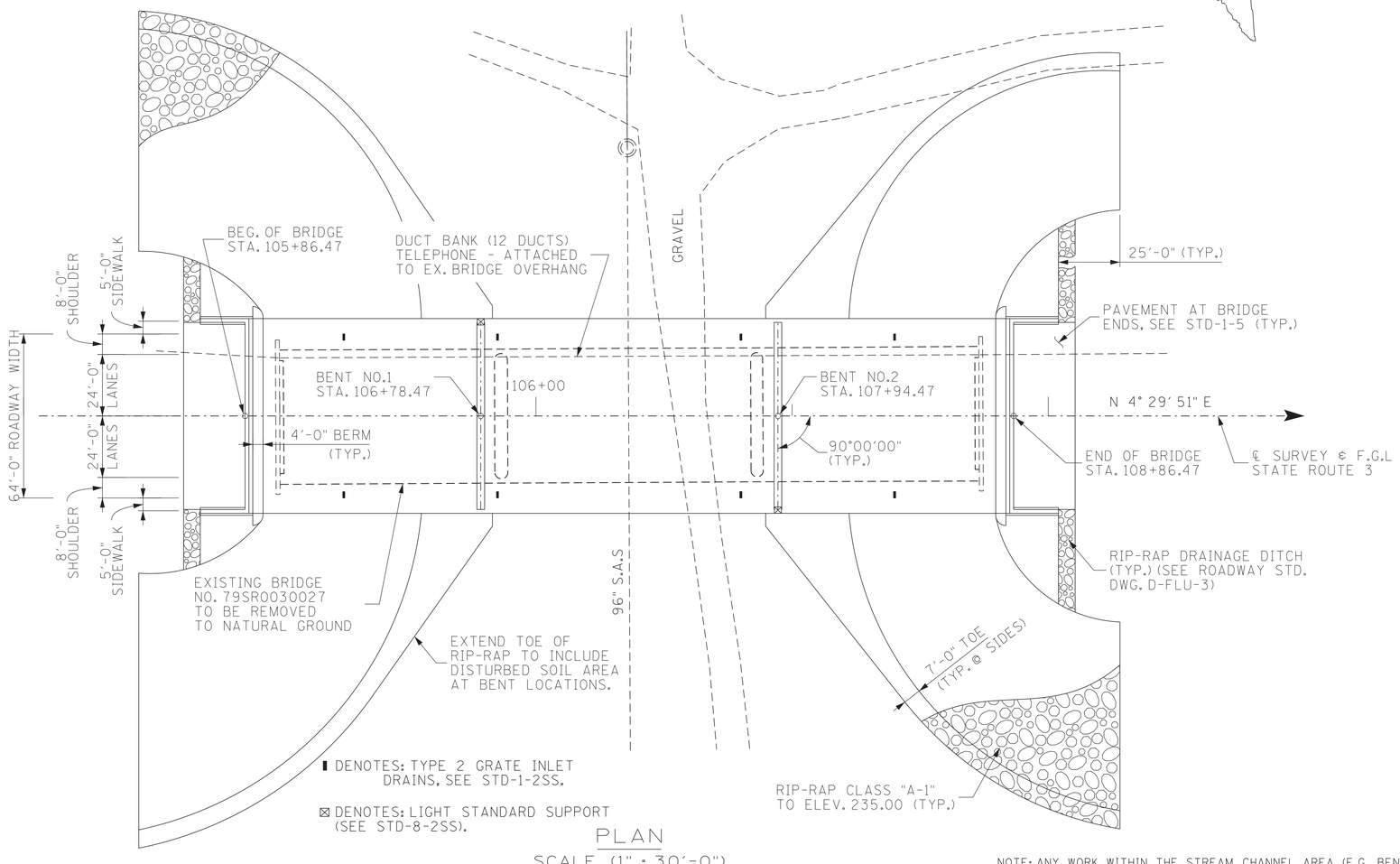


GRADE SKETCH



HYDRAULIC DATA

DRAINAGE AREA = 813.6 MI.²
DESIGN DISCHARGE (100 YR.) = 5299.66 C.F.S.
TOTAL DESIGN DISCHARGE = 37039 C.F.S.
WATER AREA PROVIDED BELOW EL. 217.49 = 1365.11 FT²
100 YEAR BRIDGE BACKWATER = 0.0 FT @ EL. 217.78 FT
100 YEAR VELOCITY = 3.88 FPS
ROADWAY OVERTOPPING = EL. 241.7
500 YEAR TOTAL DISCHARGE = 45876 CFS
500 YEAR DISCHARGE THROUGH OVERFLOW BRIDGE = 6270.85 C.F.S.

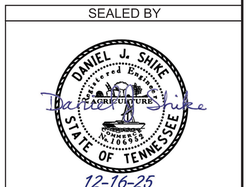


PLAN
SCALE (1" : 30'-0")

DRAIN STATIONS
(BOTH SIDES OF BRIDGE)

STATIONS
106+25.00
106+85.00
107+80.00
108+40.00

SEALED BY



PIN NO.:	124748.00		
DESIGN BY:	S. ALSAFFAR	DATE:	07/2024
DRAWN BY:	P. MOSHER	DATE:	07/2025
SUPERVISED BY:	D. SHIKE/D. EASTERLY	DATE:	07/2025
CHECKED BY:	D. SHIKE	DATE:	08/2025

NOTE: ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., 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 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)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-41

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12/3/2025

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:

A. HL-93 LIVE LOAD INCREASED BY 10% (MULTIPLIED BY 1.1) IN ADDITION TO ALL LOAD FACTORS SPECIFIED BY AASHTO FOR ALL APPLICABLE LOAD COMBINATIONS.
B. SEISMIC DESIGN CATEGORY C WITH A_S= 0.454, S_{DS}=0.927, S_{D1}=0.399, (1000 YEAR RETURN PERIOD)
C. DEAD LOAD INCLUDES 35 LB/SQ. FT. FOR FUTURE WEARING SURFACE.

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

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

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

BRIDGE DECK FORMS: BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING EITHER REMOVABLE FORMS OR PERMANENT FORMS. PERMANENT FORMS SHALL BE REMAIN-IN-PLACE STEEL. IN EITHER CASE, FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO MAIN STRUCTURAL MEMBERS OR REINFORCING STEEL. TEMPORARY ERECTION DIAPHRAGMS MUST BE USED AT THE ENDS OF PRECAST CONCRETE GIRDERS WHERE END DIAPHRAGMS, SUPPORT DIAPHRAGMS, OR ABUTMENT ENDWALLS ARE TO BE POURED CONCURRENTLY WITH THE DECK AND SHALL BE PROVIDED ELSEWHERE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS TO PREVENT GIRDER ROTATION. SEE STANDARD DRAWING STD-14-1 AND ARTICLE 604.05 OF THE STANDARD SPECIFICATIONS.

SLAB OVERHANGS: IT IS RECOMMENDED THAT SPACING OF OVERHANG BRACKETS FOR BEAMS NOT EXCEED 2'-0" CENTER-TO-CENTER.

PIPE PILES: SHALL BE PP 14" x ½" FOR ABUTMENTS, PP 24" x ½" FOR BENTS, 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.

FRICTION PILES: TO BE 14" x ½" FOR ABUTMENTS, 24" X ½" FOR BENTS. AFTER EXCAVATION TO THE PROPOSED FOOTING ELEVATIONS, A TEST PILE SHALL BE DRIVEN AT EACH SUBSTRUCTURE AT THE LOCATION DESIGNATED ON DRAWING NO. U-102-60. A LOAD TEST WILL THEN BE APPLIED TO THE TEST PILE IN ABUTMENT NO.1 AND BENT NO.1. FROM THE RESULTS OF THE LOAD TEST, THE ENGINEER OF STRUCTURES WILL DETERMINE THE REQUIRED LENGTH OF THE PRODUCTION PILES AND MINIMUM REQUIRED BEARING. FOR PILE DESIGN LOADS AND CUT-OFF ELEVATIONS, SEE TABLE ON THIS SHEET.
THE CONTRACTOR SHALL INSTALL PILING SUCH THAT ALL THE FOLLOWING REQUIREMENTS ARE MET. THE TIP ELEVATION FOR ALL TEST PILES AND PRODUCTION PILES SHALL BE EQUAL TO OR BELOW THE MINIMUM PILE TIP ELEVATION SHOWN ON THE PLANS. IN ADDITION, TEST PILES TO BE LOAD TESTED SHALL BE INSTALLED TO AT LEAST THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH, 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 PILE SPLICES: FULL LENGTH PILES SHALL BE USED WHERE PRACTICAL. PILES MAY BE SPLICED WITH THE PRIOR APPROVAL OF THE ENGINEER. SPLICES SHALL USE FULL PENETRATION WELDS DESIGNED TO DEVELOP THE FULL STRENGTH OF THE PILE CROSS-SECTION IN TENSION AND COMPRESSION. ONLY ONE SPLICE PER 40 LINEAR FEET OF PILE WILL BE ALLOWED. DRIVE-ON SPLICES SHALL NOT BE USED AND ONLY COMMERCIALLY MANUFACTURED SPLICES WILL BE ALLOWED. SPLICING DETAILS MUST BE SUBMITTED TO THE ENGINEER FOR APPROVAL. COST TO BE INCLUDED IN THE COST OF PILES ITEM NOS. 606-18.03 AND 606-22.13.

PILE PROTECTION SYSTEMS: AT THE BENT LOCATIONS SPECIFIED ON THE PLANS, AND AFTER THE STEEL PILES HAVE BEEN DRIVEN TO THEIR FINAL ELEVATION, A CONCRETE COLLAR AS DETAILED ON DRAWING NO.STD-5-2 SHALL BE CONSTRUCTED ONE (1) FOOT ABOVE AND THREE (3) FEET BELOW THE FINISHED GROUND ELEVATION INDICATED ON THE CONTRACT PLANS.
STEEL PILES THAT EXTEND ABOVE THE GROUND OR WATER SURFACE SHALL BE PAINTED AS SPECIFIED IN SUBSECTION 606.19 OF THE STANDARD SPECIFICATIONS. THE TOP COAT COLOR SHALL BE GRAY, COLOR NO. 36440, AMS-STD-595A. INSTEAD OF FIELD PAINTING, STEEL PILES MAY BE SHOP PAINTED PROVIDED THE CONTRACTOR REPAIRS, TO THE SATISFACTION OF THE ENGINEER, ANY AREAS DAMAGED DUE TO HANDLING OR INSTALLATION.

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

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

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.

FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.21 OF THE STANDARD SPECIFICATIONS WITH THE CONTRACTOR HAVING THE OPTION OF USING EITHER CLASS II FINISH OR A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE. THE COST OF FINISHING CONCRETE SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 604-04.01.

PARAPET SYSTEM: BUILD PARAPETS ACCORDING TO STANDARD DRAWING STD-11-1. 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.

LEAD/CHROMATE PAINT: OUR MAINTENANCE RECORDS INDICATE THE BRIDGE WAS ORIGINALLY PAINTED WITH MATERIALS CONTAINING LEAD AND/OR CHROMATES. THE CONTRACTOR IS REQUIRED TO PROCEED ACCORDINGLY TO TAKE ALL MANDATORY SAFEGUARDS PRESCRIBED BY STATE AND FEDERAL LAW FOR BOTH WORKER PROTECTION AND HAZARDOUS MATERIALS DISPOSAL.

CUTTING STEEL WITH LEAD/CHROMATE PAINT: WHEN STRUCTURAL STEEL MEMBERS COATED WITH LEAD AND/OR CHROMATES PAINTS ARE TO BE SEVERED USING THERMAL CUTTING METHODS, THE AREAS TO BE CUT SHALL FIRST BE CLEANED TO BARE METAL BY ABRASION.

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

SHOP DRAWINGS: SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

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. THE LOCATION OF LONGITUDINAL CONSTRUCTION JOINTS SHALL NOT BE CHANGED TO ACCOMMODATE STAY-IN-PLACE DECK FORMS.

C. NO SHEET PILES OR BEARING PILES MAY BE DRIVEN FROM THE EXISTING OR PROPOSED STRUCTURE.

D. TWO 11 FT - 0 IN TRAFFIC LANES SHALL BE MAINTAINED AT ALL TIMES.

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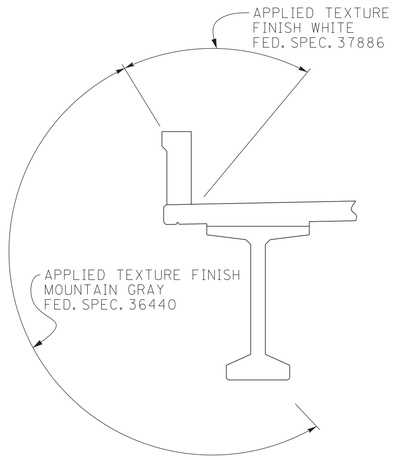

APPLIED TEXTURE FINISH SKETCH

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

PILE DATA TABLE

LOCATION	DESIGN LOAD (TONS)	P.C.O. ELEV.	EST. PILE LENGTH (L.F.)	TEST PILE LENGTH (L.F.)	MIN. PILE TIP ELEV.
ABUTMENT NO. 1	107	238.95	60	70	N/A
BENT NO. 1	219	239.13	100	110	155.00
BENT NO. 2	219	239.13	100	110	155.00
ABUTMENT NO. 2	107	239.05	60	70	N/A

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-42

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ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL	SUPERSTRUCTURE	ABUT. NO. 1	BENT NO. 1	BENT NO. 2	ABUT. NO. 2
2	202-04.01	REMOVAL OF STRUCTURES (EXIST. BR. NO. 79SR0030027)	L.S.	1					
3	204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	278		139			139
8	303-01.02	GRANULAR BACKFILL (BRIDGES)	TONS	88		44			44
7	604-02.03	EPOXY COATED REINFORCING STEEL	LB.	166,298	160532	2,883			2,883
11	604-03.01	CLASS A CONCRETE (BRIDGES)	C.Y.	357	77	80	60	60	80
7	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	40,121	3375	8,600	9,773	9,773	8,600
1	604-03.04	PAVEMENT @ BRIDGE ENDS	S.Y.	390		195			195
	604-03.32	CLASS DS CONCRETE	C.Y.	694	694				
	604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	1,527	1,267	44	86	86	44
	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	2,397					
	606-18.01	TEST PILES (STEEL PIPE PILES, 14-INCH)	L.F.	140		70			70
	606-18.02	LOADING TEST (STEEL PIPE PILES, 14-INCH)	EA.	1		1			
	606-18.03	STEEL PIPE PILE (14-INCH)	L.F.	2,040		1,020			1,020
	606-22.13	STEEL PIPE PILES (24-INCH)	L.F.	2,600			1,300	1,300	
	606-22.15	TEST PILES (STEEL PIPE PILES, 24-INCH)	L.F.	220			110	110	
	606-22.16	LOAD TESTING (STEEL PIPE PILES, 24-INCH)	EA.	1			1		
	610-10.45	DECK DRAINS (GRATE TYPE 2)	EA.	8					
5, 10	615-01.11	PRESTRESSED CONCRETE BULB TEE BEAM (6" WEB)(BT-63)	L.F.	2,646					
9	617-02	BRIDGE DECK CRACK SEALING	L.F.	300					
	617-05	SEALANT (HMWM)	GAL.	2					
	620-05	CONCRETE PARAPET WITH STRUCTURAL TUBING	L.F.	670					
6	710-09.01	6" PERFORATED PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	206		103			103
	710-09.02	6" PIPE UNDERDRAIN	L.F.	72		36			36
12	714-01	STRUCTURAL LIGHTING	L.S.	1					

FOOTNOTES

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

2) **NOTE:** LUMP SUM EXISTING BRIDGE NO. 79SR0030027 TO BE REMOVED TO NATURAL GROUND BETWEEN STATIONS105+98 AND 108+75. EXISTING BRIDGE CONTAINS 3 STEEL GIRDER SPANS SUPPORTED BY CONCRETE WALL PIERS. THE STRUCTURE IS 52'-4" WIDE X 276'-4" LONG.

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

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

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

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

7) **NOTE:** 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.

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

9) **NOTE:** INCLUDES ALL COSTS FOR INSTALLING THE BRIDGE DECK CRACK SEALER (HMWM) INCLUDING CRACK PREPARATION, CLEANING, LABOR, AND ALL MISCELLANEOUS MATERIALS REQUIRED TO SEAL THE LONGITUDINAL CONSTRUCTION JOINT ACCORDING TO SPECIAL PROVISION 604CR AND MANUFACTURERS' SPECIFICATIONS. CRACK SEALING SHALL BE DONE AT THE END OF CONSTRUCTION TO ALLOW SHRINKAGE OF DECK CONCRETE CAUSING THE CRACK TO OCCUR.

10) **NOTE:** INTERMEDIATE DIAPHRAGMS SHALL BE PAID FOR IN ACCORDANCE WITH STANDARD DRAWING STD-14-1.

11) **NOTE:** THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR THE INSTALLATION OF 54 ANCHOR BOLT ASSEMBLIES SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CLASS A CONCRETE (BRIDGES), ITEM NO. 604-03.01.

12) **NOTE:** LUMP SUM FOR STRUCTURAL LIGHTING INCLUDES 1200 FT. 2" Ø SCHEDULE 40 PVC CONDUIT WITH PULL WIRES, 4 PULL BOXES, 4 JUNCTION BOXES, 8 ANCHOR BOLTS, AND ALL NECESSARY MATERIALS FOR INSTALLATION OF STRUCTURAL LIGHTING. SEE LIGHTING PLANS FOR ADDITIONAL DETAILS.

SEALED BY

DANIEL J. SHIKE — REGISTERED ENGINEER — AGRICULTURE — No. 109695 — STATE OF TENNESSEE

Daniel Shike

12-16-25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
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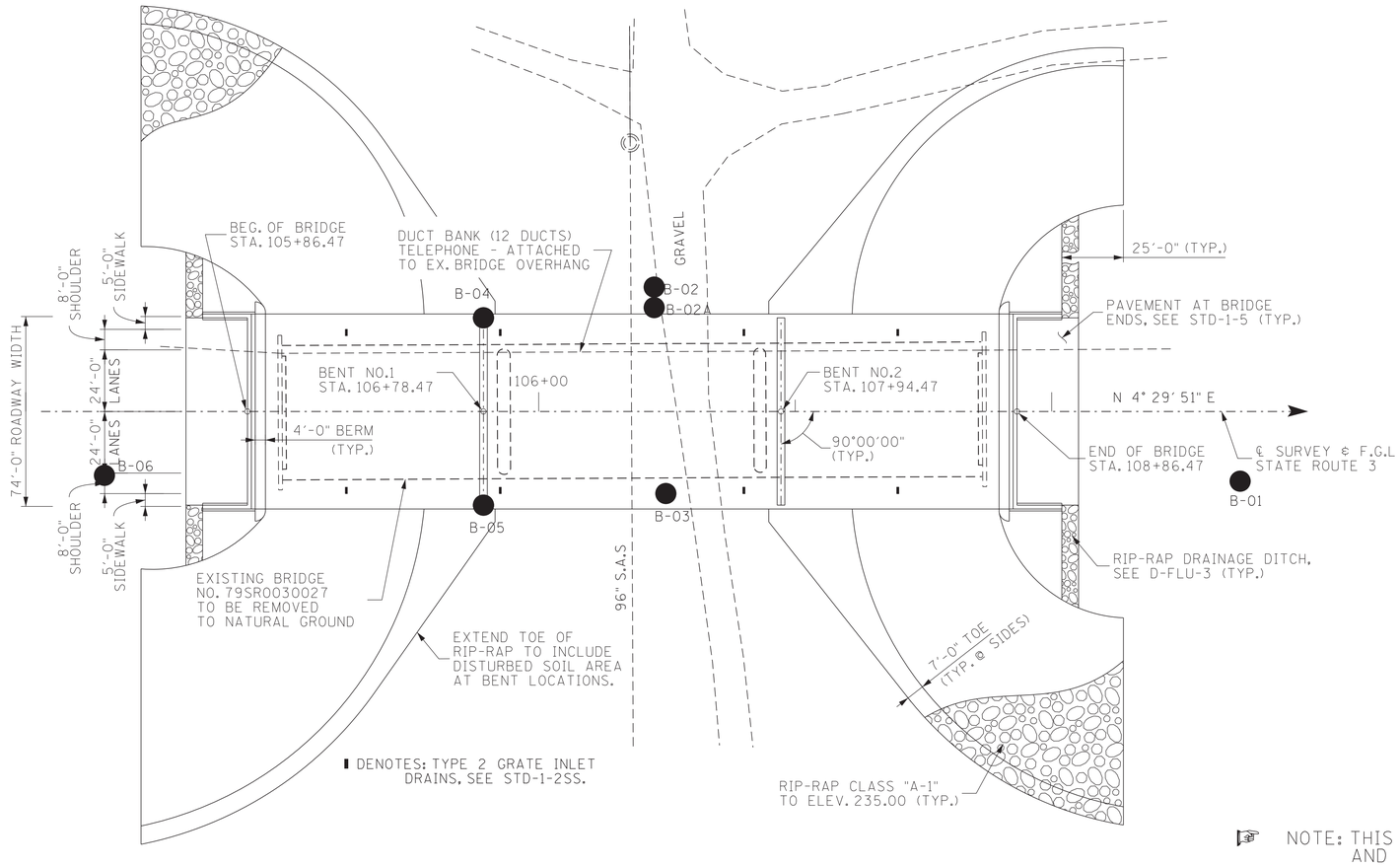

PLAN

SCALE (1" : 30'-0")

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

NOTES REQUIRED:

1) SUFFICIENT GROUND INFORMATION FOR BRIDGE FOUNDATION.

2) APPROXIMATE EXISTING GROUND.

3) DESIGN SPECIFICATIONS: AASHTO LRFD 9TH EDITION, 2020, AND THE 2011 AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN, EDITION 2 (WITH INTERIMS). SEISMIC DESIGN CATEGORY ZONE "D" WITH AS=0.53, SDS=0.77, SD1=0.50.

TABLE OF POINT LOCATION

(GLOBAL COORDINATES)

POINT	STATION	OFFSET	NORTH	EAST
B-01	109+73.47	27.16' (RT)	338926.97	763297.29
B-02	107+45.02	48.18' *LT*	338704.30	763202.27
B-02A	107+45.02	40.60' *LT*	338703.99	763209.74
B-03	107+49.57	31.96' *RT*	338702.89	763271.60
B-04	106+78.47	36.25' *LT*	338613.26	763209.98
B-05	106+78.47	36.25' (RT)	338607.57	763282.25
B-06	105+30.77	24.89 *RT*	338480.87	763257.95

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: D. EASTERLY DATE: 08/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA
STATE ROUTE 3 (THOMAS ST.) OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-44

12/3/2025 11:52:20 AM

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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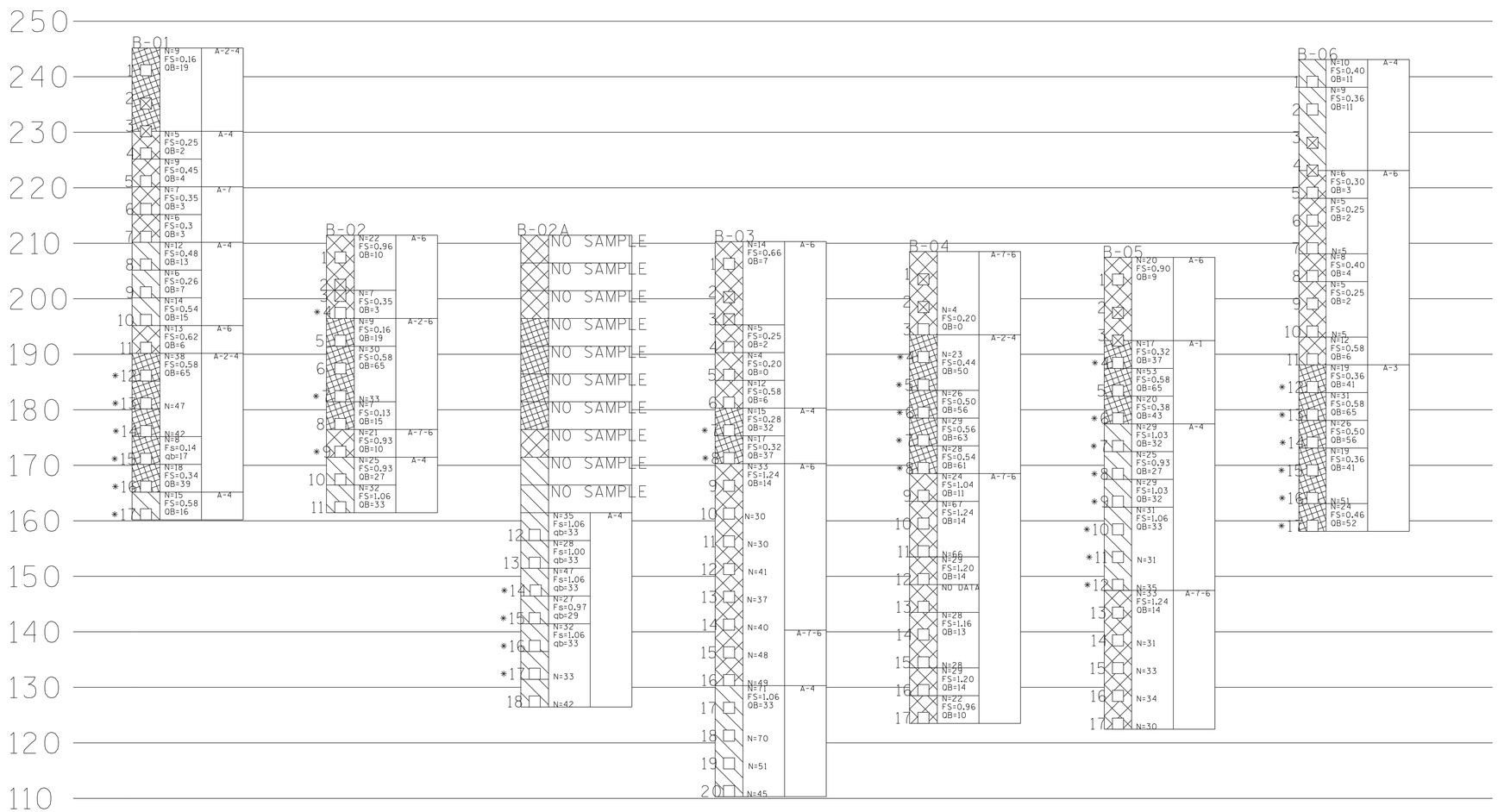

LEGEND

CLAY

SILT

SAND

B-01 BORING NUMBER

SAMPLE NO. 1 SPLIT SPOON

2 SHELBY TUBE

* LIQUIFACTION IS PRBABLE AT THESE LOCATIONS

FS= SIDE FRICTION VALUE FOR INTERVAL TSF

QB= END BEARING FOR LAYER TSF

N= AVERAGE N VALUE FOR INTERVAL SHOWN

FS AND QB VALUES SHOWN ARE FOR DRIVEN CONCRETE PILES ONLY

GROUND ELEVATIONS

B-01 G 245.170

B-02 G 211.451

B-02A G 211.451

B-03 G 210.302

B-04 G 208.503

B-05 G 207.461

B-06 G 243.100

PIN NO.: 124748.00

DESIGN BY: S. ALSAFFAR DATE: 07/2024

DRAWN BY: D. EASTERLY DATE: 07/2025

SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025

CHECKED BY: D. SHIKE DATE: 08/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FOUNDATION DATA
STATE ROUTE 3 (THOMAS ST.) OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-45

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NOTE: NO PORTION OF THE SIDEWALKS OR PARAPETS SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE (UNLESS REQUIRED FOR PHASE CONSTRUCTION).

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. WHEN POURING PARAPET, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS FOR HANDRAILS. ALSO SEE STD. DWG. NO. STD-11-1.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. WHILE IT IS STRONGLY RECOMMENDED THAT BOTH THE TEMPORARY ERECTION DIAPHRAGMS AND THE PERMANENT INTERMEDIATE DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE BEAMS, IT IS REQUIRED THAT ALL TEMPORARY ERECTION DIAPHRAGMS AND ALL PERMANENT INTERMEDIATE DIAPHRAGMS IN A SPAN BE FULLY INSTALLED PRIOR TO POURING ANY PORTION OF THE SLAB IN THAT SPAN.

NOTE: THE SUPPORT DIAPHRAGMS AT THE BENTS SHALL BE FORMED AND THE BOTTOM 15 INCHES POURED AS SOON AS POSSIBLE AFTER THE BEAMS HAVE BEEN SET. THE REMAINDER OF THE DIAPHRAGMS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB. THE BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE REMAINDER OF THE SUPPORT DIAPHRAGMS AND DECK SLAB. ALL DIAPHRAGM CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR CLASS DS CONCRETE.

NOTE: PRESTRESSED DECK PANELS ARE NOT ALLOWED.

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

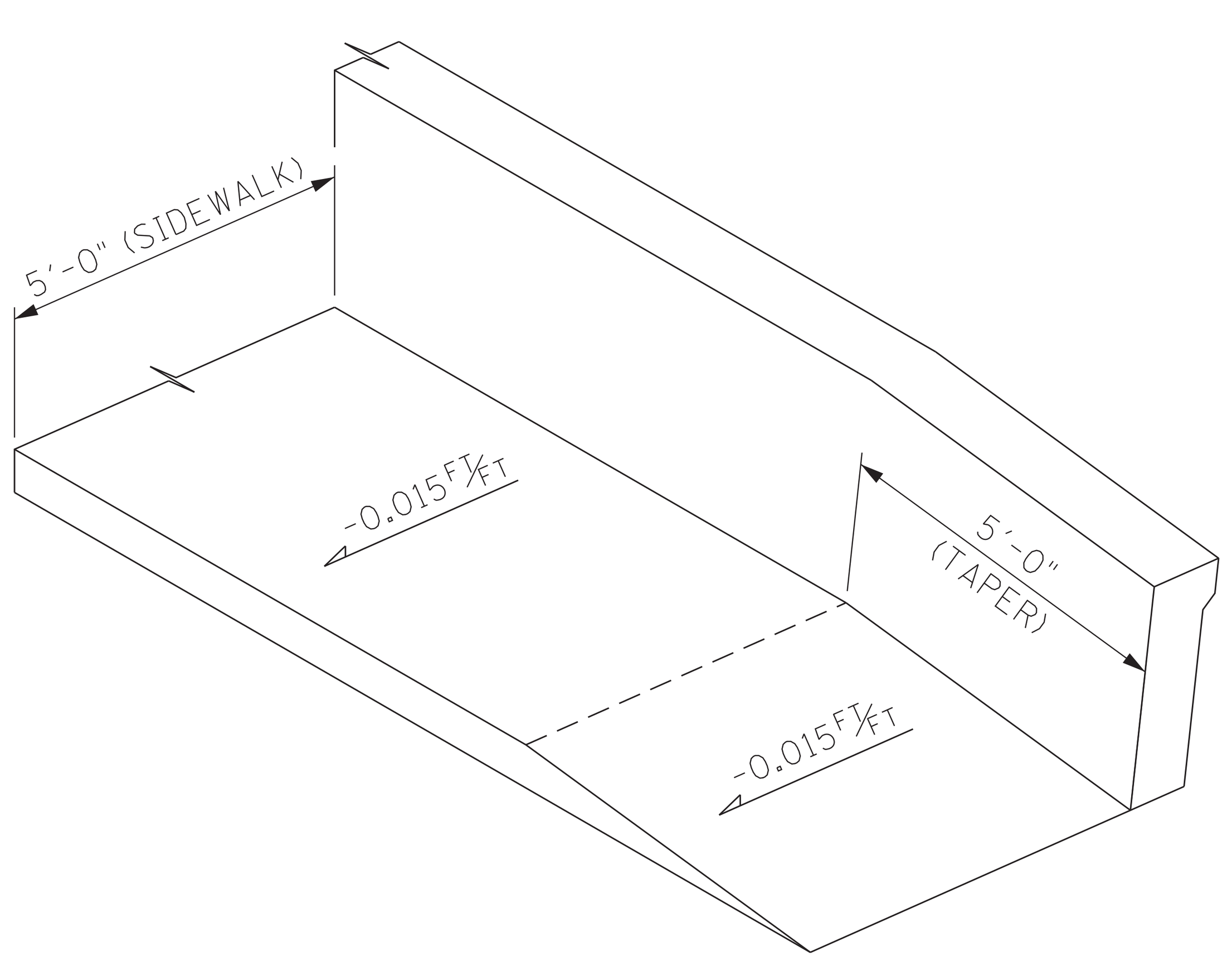
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

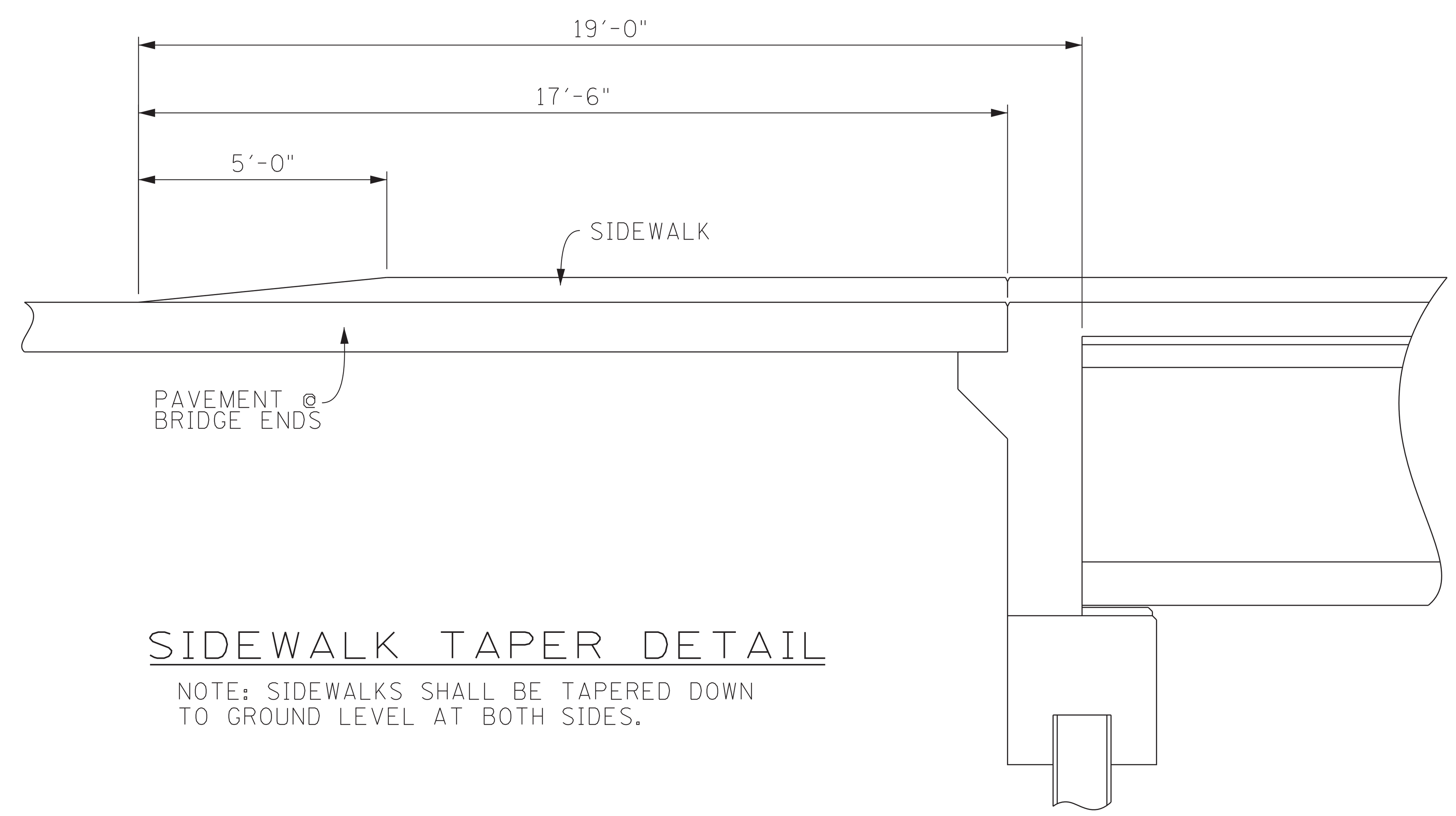
HALF-SECTION @ MIDSPAN

TYPICAL-CROSS SECTION
(LOOKING FORWARD ON SURVEY)

HALF-SECTION @ BENT

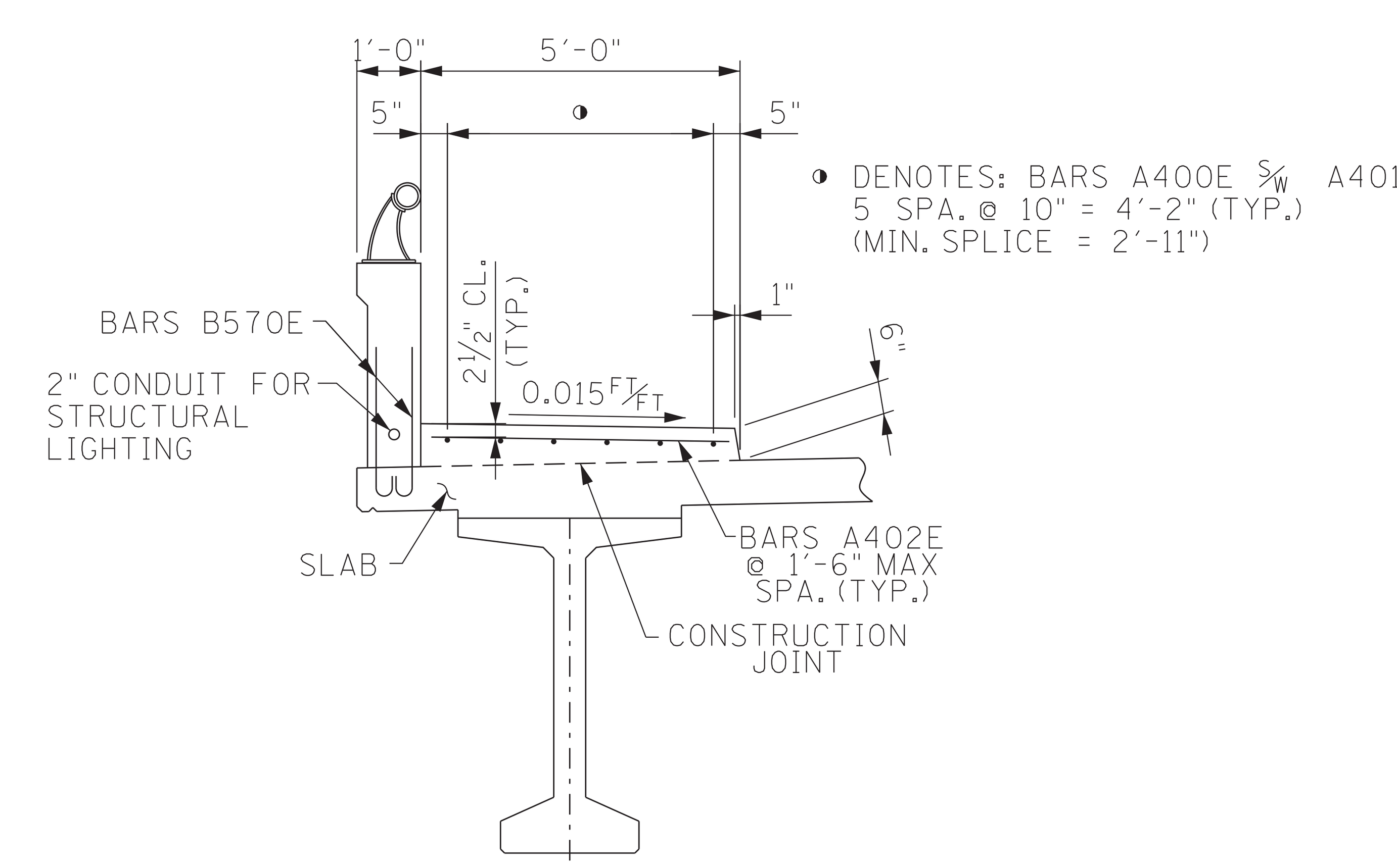


SIDEWALK TAPER DETAIL



SIDEWALK TAPER DETAIL

NOTE: SIDEWALKS SHALL BE TAPERED DOWN TO GROUND LEVEL AT BOTH SIDES.

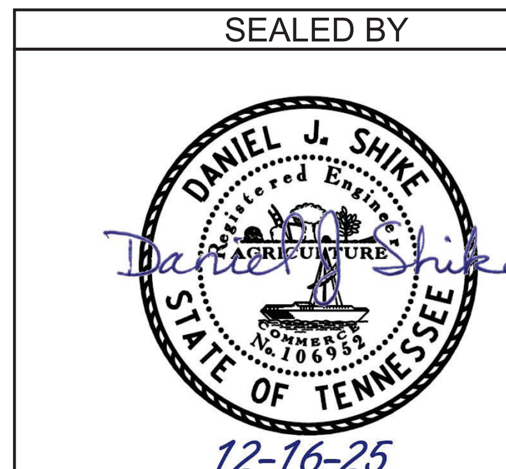


SIDEWALK DETAIL

NOTE: SIDEWALKS TO EXTEND TO END OF WINGWALLS AS SHOWN IN SIDEWALK TAPER DETAILS. ALL SIDEWALK CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR ITEM 604-03.01.

NOTE: SIDEWALK IS TO BE POURED AFTER BRIDGERAIL IS IN PLACE. THIS DETAIL ALSO APPLIES TO SIDEWALK IN THE PAVEMENT AT BRIDGE ENDS. (SEE STD. DWG. STD.-1-7)

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE

STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

PIN NO.:	124748.00		
DESIGN BY:	S. ALSAFFAR	DATE:	07/2024
DRAWN BY:	A. HUNTER	DATE:	07/2025
SUPERVISED BY:	D. SHIKE/D. EASTERLY	DATE:	07/2025
CHECKED BY:	D. SHIKE	DATE:	08/2025

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CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

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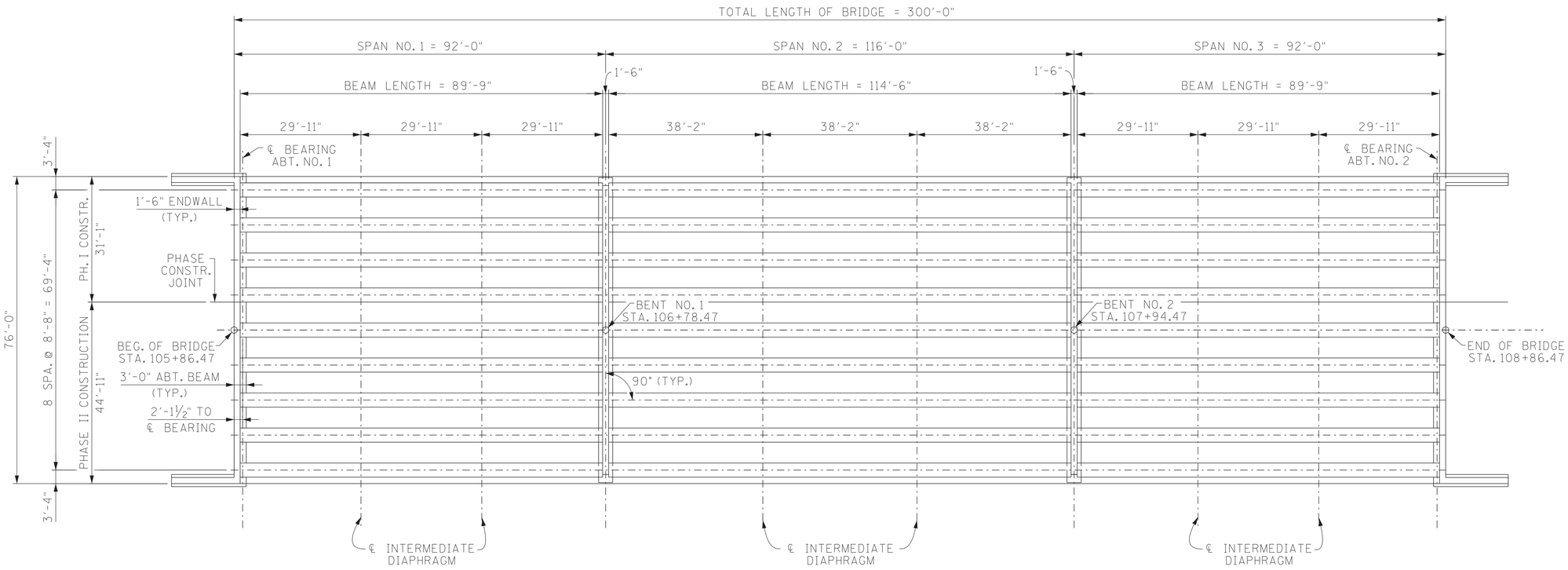
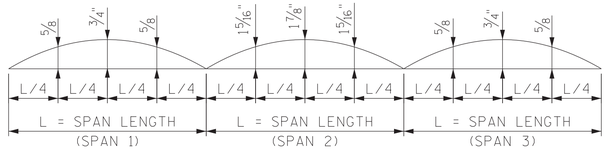
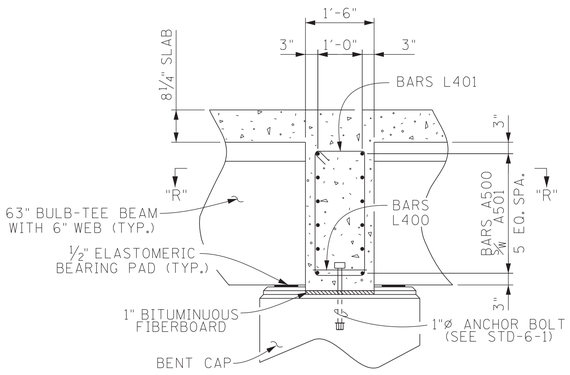


FRAMING PLAN



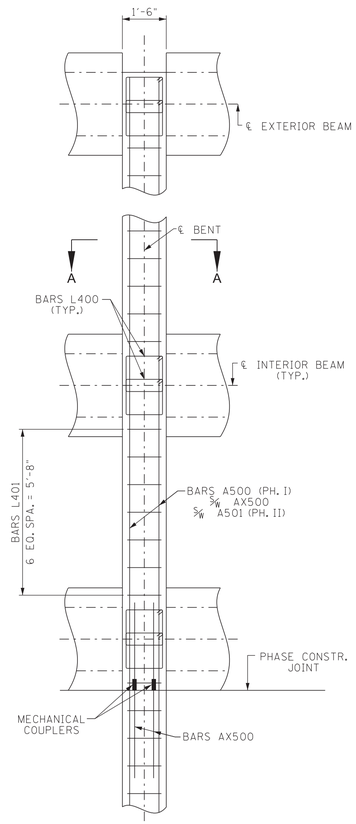
DEAD LOAD CORRECTION CURVE

DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE AND SHALL BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.



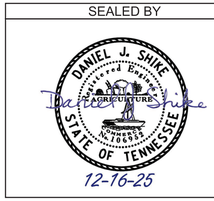
SECTION "A"-"A"
(TYP. @ BENT NO. 1 & NO. 2)

SPECIAL NOTE FOR ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.



PART PLAN OF DIAPHRAGM

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 3 (THOMAS ST.) OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-47

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: A. HUNTER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

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CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

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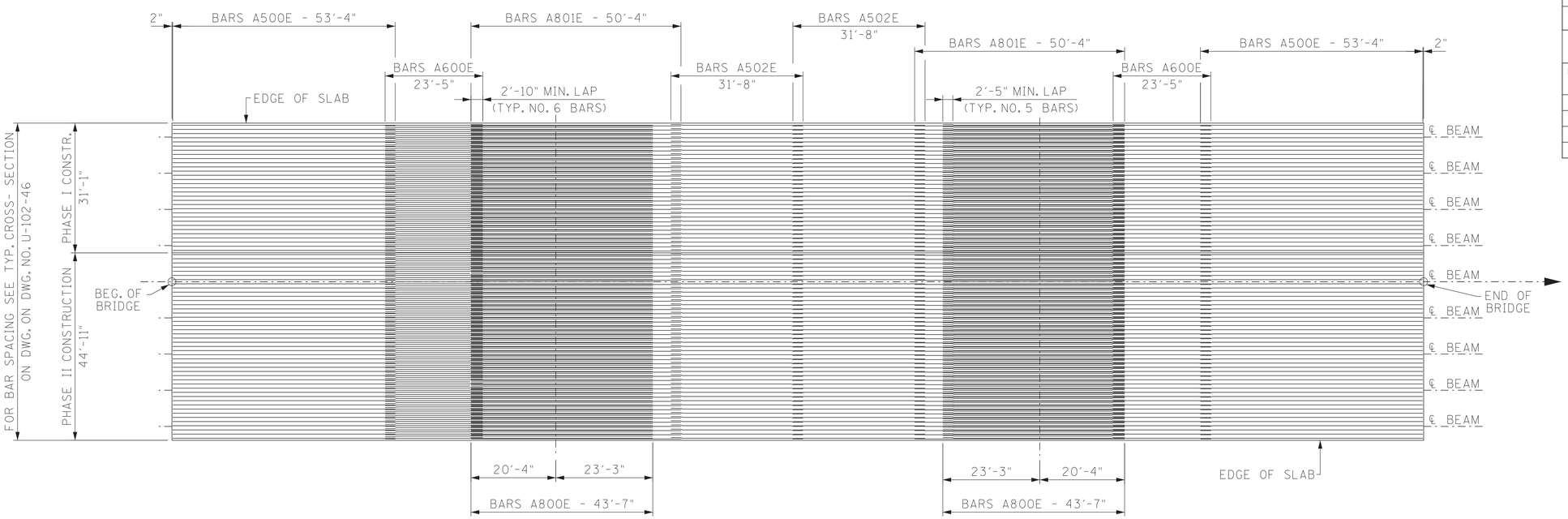
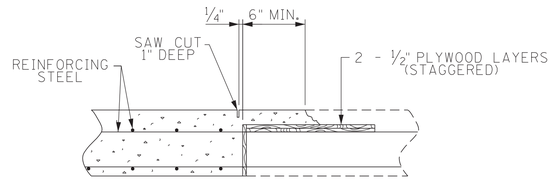


PLAN OF MAIN REINFORCING



SLAB CONSTRUCTION JOINT DETAIL

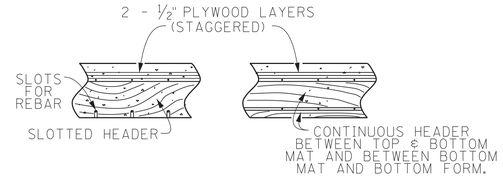
(N.T.S.)

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

1) NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.

2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

3) ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAILS SHOWN ON THIS SHEET.



ALTERNATE A ALTERNATE B

ALTERNATE HEADER DETAILS

SEALED BY

DANIEL J. SHIKE — REGISTERED ENGINEER — AGRICULTURE — STATE OF TENNESSEE

Daniel J. Shike

12-16-25

PIN NO.:	124748.00		
DESIGN BY:	S. ALSAFFAR	DATE:	07/2024
DRAWN BY:	A. HUNTER	DATE:	07/2025
SUPERVISED BY:	D. SHIKE/D. EASTERLY	DATE:	07/2025
CHECKED BY:	D. SHIKE	DATE:	08/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

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CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

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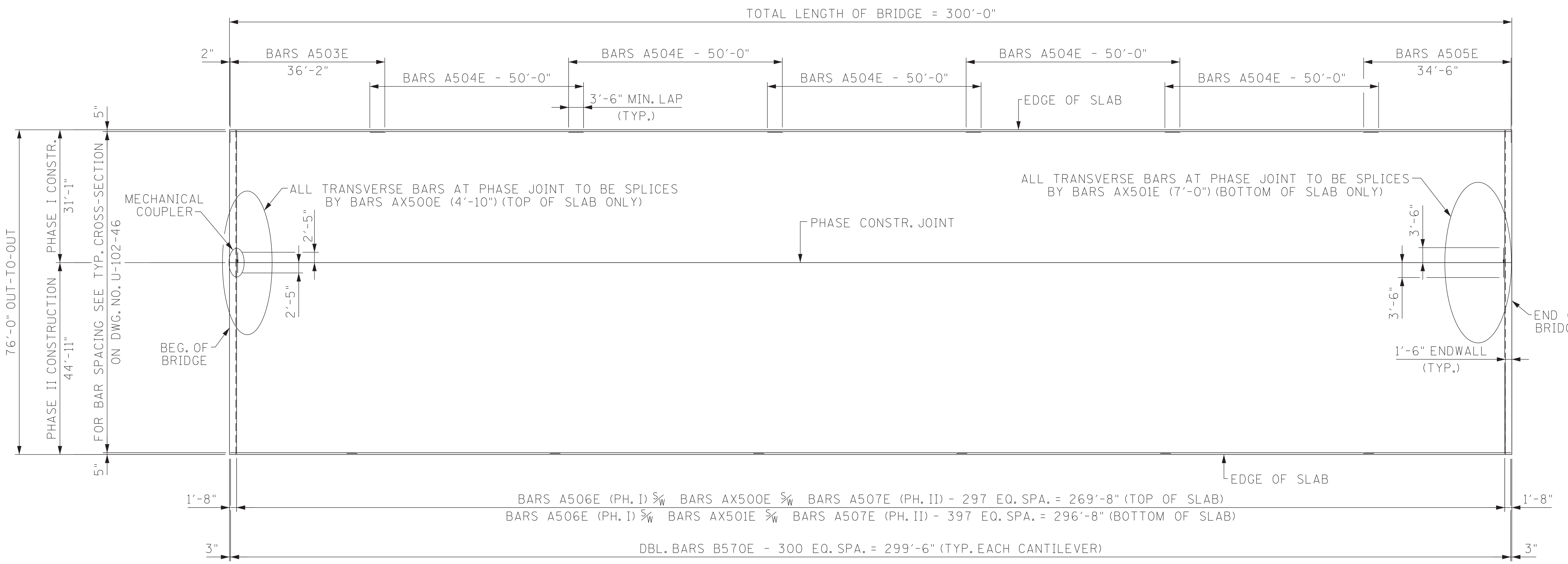

SLAB PLAN

SEALED BY

DANIEL J. SHIKE
STATE OF TENNESSEE
12-16-25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS

STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
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SUPERVISED BY:	D. SHIKE/D. EASTERLY	DATE:	07/2025
CHECKED BY:	D. SHIKE	DATE:	08/2025

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CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

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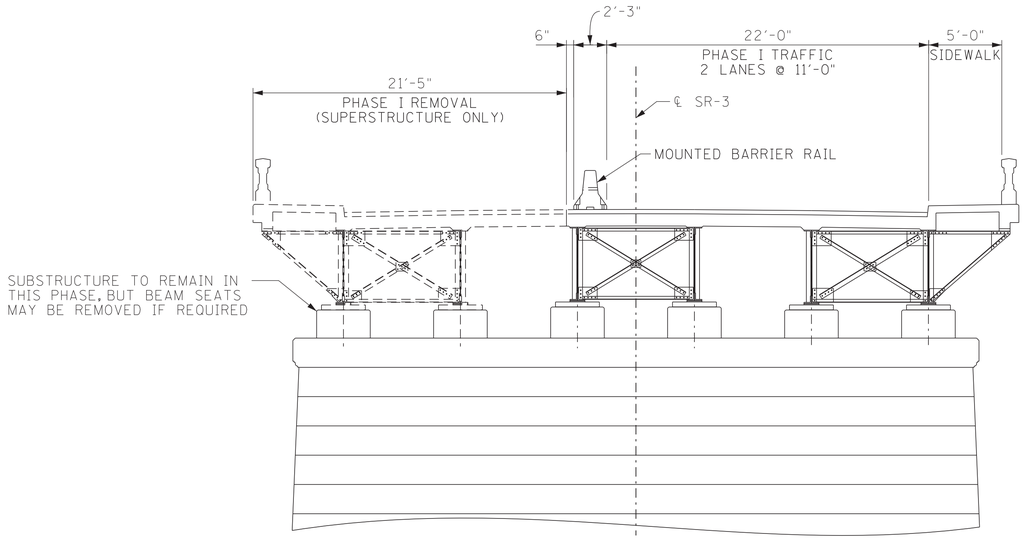
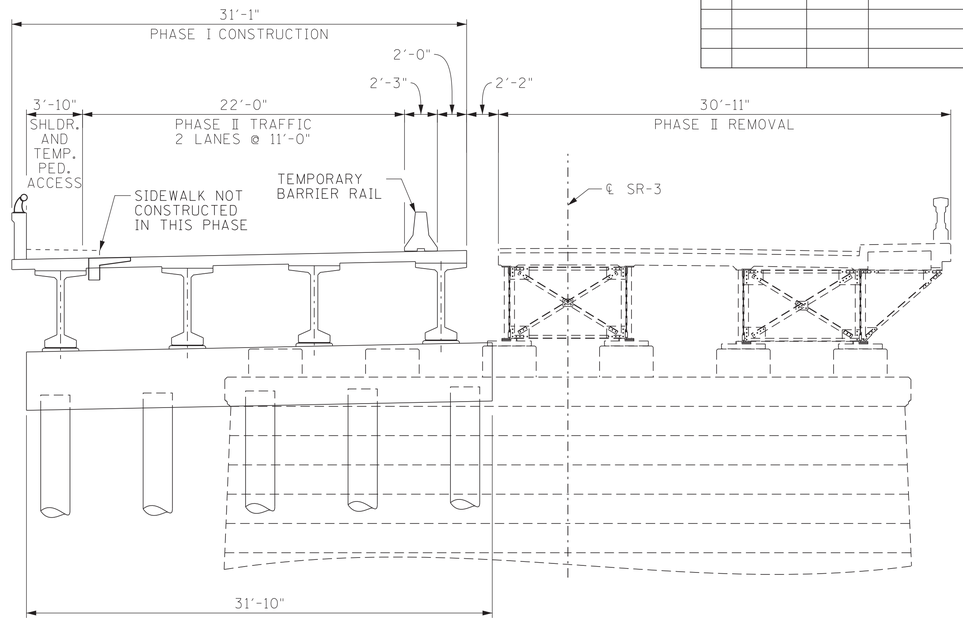


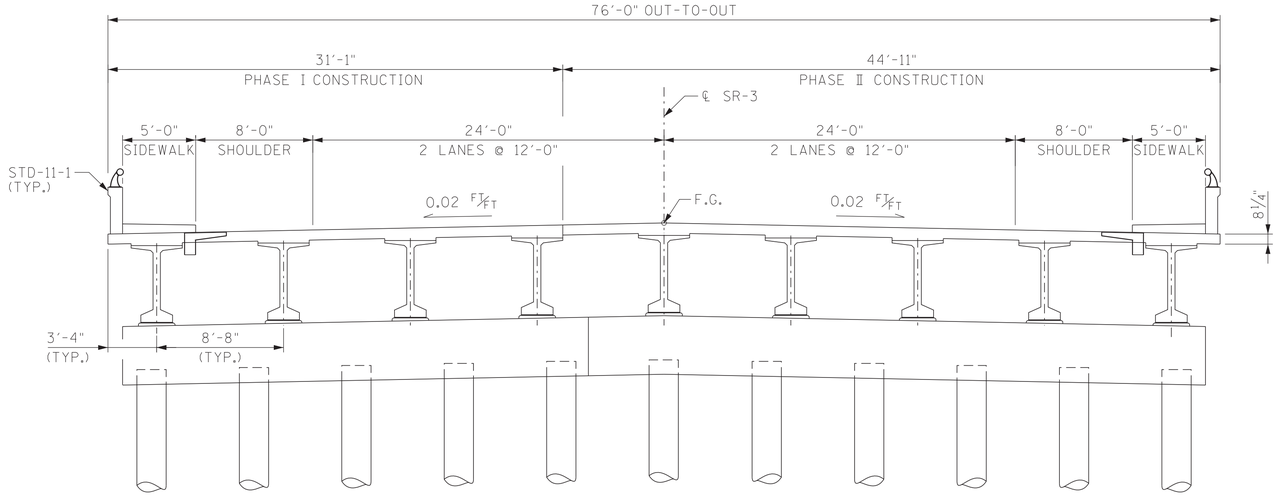
DENOTES: EXISTING STRUCTURE TO BE REMOVED

PHASE I TRAFFIC
(LOOKING FORWARD ON SURVEY)



DENOTES: EXISTING STRUCTURE TO BE REMOVED

PHASE II TRAFFIC
(LOOKING FORWARD ON SURVEY)



TYPICAL SECTION
(LOOKING FORWARD ON SURVEY)

SEALED BY

DANIEL J. SHIKE
LICENSED PROFESSIONAL ENGINEER
STATE OF TENNESSEE
Daniel J. Shike
12-16-25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-50

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
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SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

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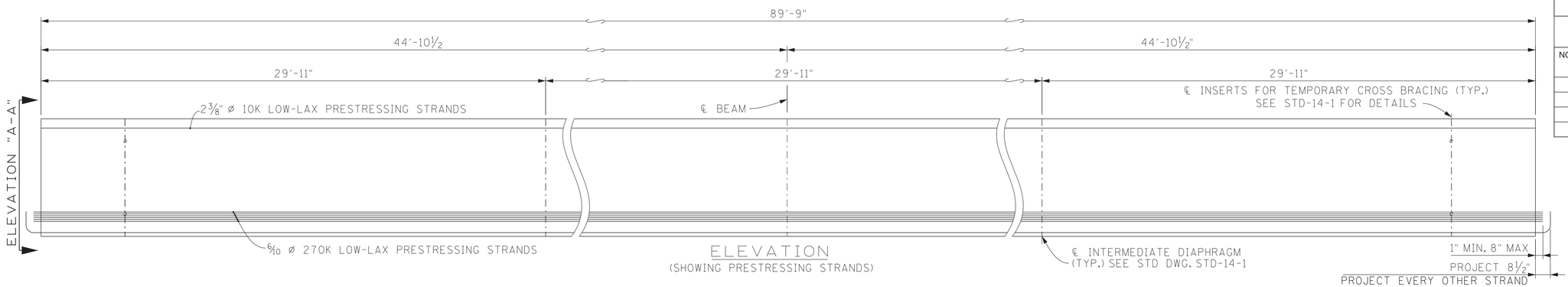
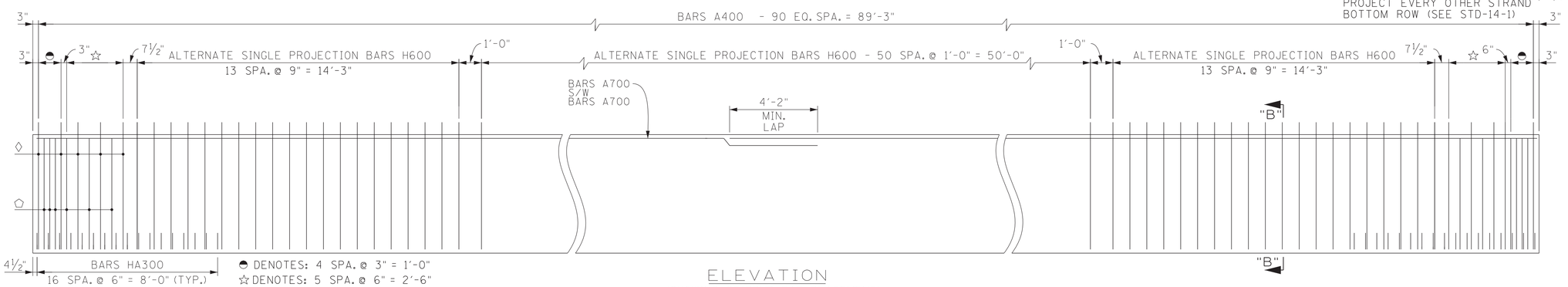


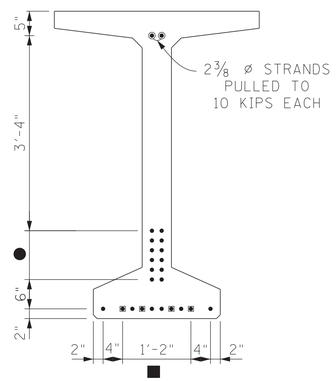
ELEVATION
(SHOWING PRESTRESSING STRANDS)



◓ DENOTES: 4 SPA. @ 3" = 1'-0"
☆ DENOTES: 5 SPA. @ 6" = 2'-6"
◇ DENOTES: DOUBLE PROJECTING BARS H600 (TYP.)
⬠ DENOTES: DOUBLE-NON PROJECTING BARS H601 (TYP.)

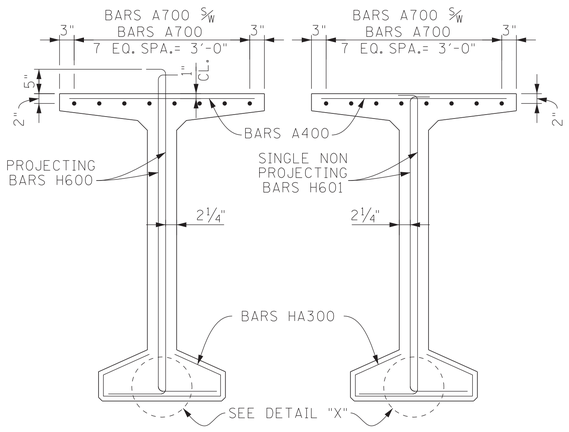
ELEVATION
(SHOWING STIRRUP BAR PLACEMENT)

ESTIMATED QUANTITIES			
NUMBER OF BEAMS REQ'D	PRE STRESSING STRANDS (LOW RELAXATION) LB.	CONCRETE C.Y.	REINFORCING STEEL LB.
18	1,500	17	3,185

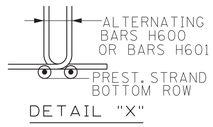


ELEVATION "A"-"A"
SHOWING 22 STRANDS @ 6/10" ø AND
2 STRANDS @ 2 3/8" ø PULLED TO 10 KIPS

● DENOTES: 5 SPA. @ 2" = 10"
■ DENOTES: 7 SPA. @ 2" = 1'-2"



SECTION "B"-"B"



DETAIL "X"

PRESTRESSED BEAM DESIGN DATA

LIVE LOAD DISTRIBUTION FACTOR FOR MOMENT = 0.831
LIVE LOAD DISTRIBUTION FACTOR FOR SHEAR = 0.861
COMPOSITE DEAD LOAD: DC = 193 LB/FT
DW = 249 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: = 4,000 PSI

NOTE: ALL BEAMS SHALL HAVE UPWARD DEFLECTION OF AT LEAST 1/8" UNDER TOTAL DEAD LOAD.

NOTE: SEE STD-14-1 FOR BULB-TEE BEAM STANDARD DETAILS, NOTES, AND REINFORCING.

NOTE: ALL BEAMS ARE BT-63.

NOTE: THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGMS (EXCLUDING BOTTOM 15") AND DECK SLAB.

NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 9000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 7000 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

PRESTRESSING STRANDS: ALL STRANDS SHALL BE 6/10" DIAMETER, UNCOATED, 7- WIRE STRANDS, ASTM A416 GRADE 270, LOW-LAX, A = 0.217 SQ. IN. PULLED TO 43,943 LBS. PER STRAND UNLESS OTHERWISE NOTED.

BILL OF STEEL PER BEAM SPAN NOS.1 & 3			
BAR	SIZE	NO. REQ'D	LENGTH
A400	4	91	3'-2"
A500	5	6	5'-6"
A700	7	16	46'-10"
H600	6	111	6'-10
H601	6	24	6'-4"
HA300	3	34	4'-7"

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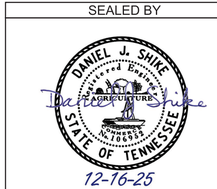

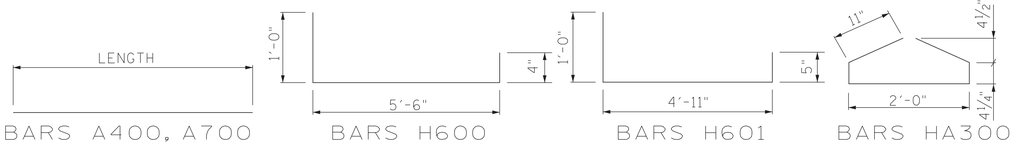

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: TRENT JOHNSTON DATE: 08/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PRESTRESSED BULB -TEE BEAM
SPAN NOS. 1 & 3
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-51

12:38:20 PM
12/3/2025

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
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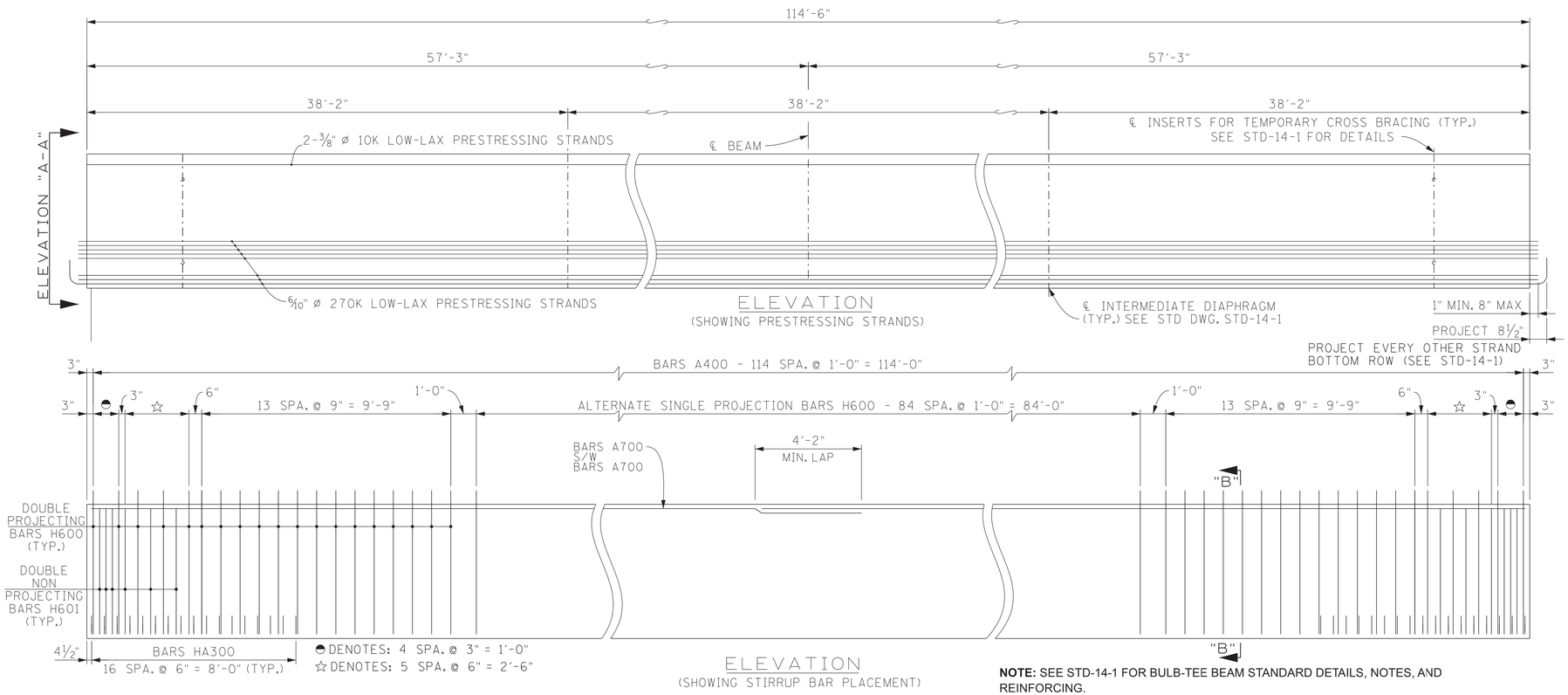
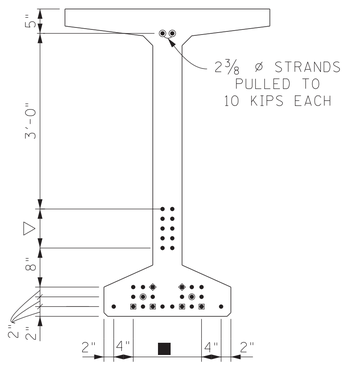
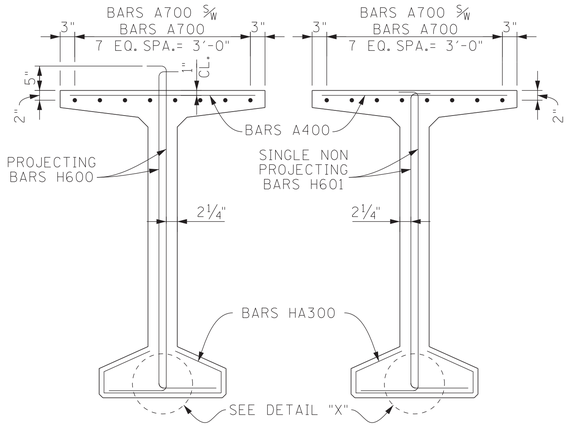




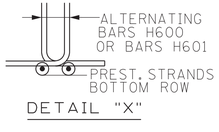
ELEVATION "A"-"A"

SHOWNG 32 STRANDS @ 6/10" Ø AND 2 STRANDS @ 2⅜" Ø PULLED TO 10 KIPS

◓ DENOTES: BREAK BOND 10'-0" FROM END OF BEAM
◉ DENOTES: BREAK BOND 7'-0" FROM END OF BEAM
◉ DENOTES: BREAK BOND 4'-0" FROM END OF BEAM
■ DENOTES: 7 SPA. @ 2" = 1'-2"
△ DENOTES: 4 SPA. @ 2" = 8"



SECTION "B"-"B"



DETAIL "X"

NOTE: SEE STD-14-1 FOR BULB-TEE BEAM STANDARD DETAILS, NOTES, AND REINFORCING.

NOTE: ALL BEAMS ARE BT-63.

NOTE: THE PRESTRESSED BEAMS SHALL ATTAIN AN AGE OF AT LEAST 90 DAYS PRIOR TO POURING THE SUPPORT DIAPHRAGMS (EXCLUDING BOTTOM 15") AND DECK SLAB.

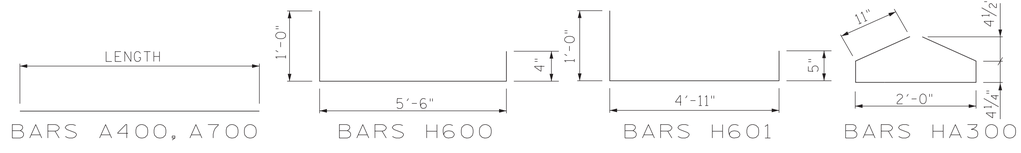
NOTE: THE CONCRETE FOR THIS CONSTRUCTION SHALL BE OF SUCH PROPERTIES AS TO ATTAIN A COMPRESSIVE STRENGTH OF NOT LESS THAN 9000 PSI AT THE AGE OF 28 DAYS AND STRESS TRANSFER SHALL NOT BE MADE TO THE BRIDGE MEMBER UNTIL THE TEST SPECIMENS INDICATE THAT THE CONCRETE HAS REACHED A COMPRESSIVE STRENGTH OF AT LEAST 7000 PSI. SEE GENERAL NOTES FOR CONCRETE FINISHING NOTE.

PRESTRESSING STRANDS: ALL STRANDS SHALL BE 6/10" DIAMETER, UNCOATED, 7- WIRE STRANDS, ASTM A416 GRADE 270, LOW-LAX, A = 0.217 SQ. IN. PULLED TO 43,943 LBS. PER STRAND UNLESS OTHERWISE NOTED.

PRESTRESSED BEAM DESIGN DATA

LIVE LOAD DISTRIBUTION FACTOR FOR MOMENT = 0.831
LIVE LOAD DISTRIBUTION FACTOR FOR SHEAR = 0.861
COMPOSITE DEAD LOAD: DC = 193 LB/FT
DW = 249 LB/FT
COMPOSITE SLAB DESIGN STRENGTH: = 4,000 PSI

NOTE: ALL BEAMS SHALL HAVE UPWARD DEFLECTION OF AT LEAST 1/8" UNDER TOTAL DEAD LOAD.



ESTIMATED QUANTITIES

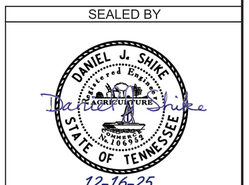
NUMBER OF BEAMS REQ'D	PRE STRESSING STRANDS (LOW RELAXATION) LB.	CONCRETE C.Y.	REINFORCING STEEL LB.
9	2,732	21	4,152

BILL OF STEEL

PER BEAM
SPAN NO. 2

BAR	SIZE	NO. REQ'D	LENGTH
A400	4	115	3'-2"
A500	5	6	5'-6"
A700	7	16	59'-2"
H600	6	161	6'-10"
H601	6	24	6'-4"
HA300	3	34	4'-7"

SEALED BY



PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: TRENT JOHNSTON DATE: 08/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PRESTRESSED BULB-TEE BEAM
SPAN NO. 2
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-52

12:39:41 PM
12/3/2025

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

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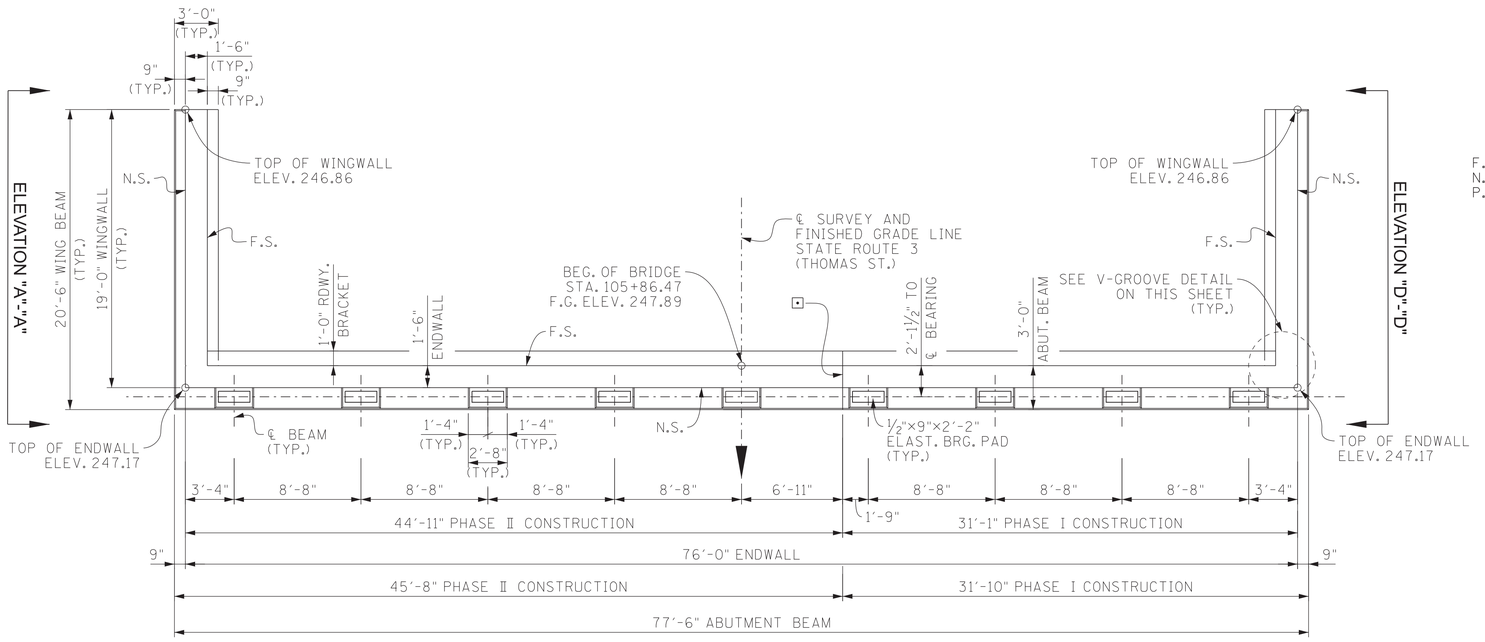
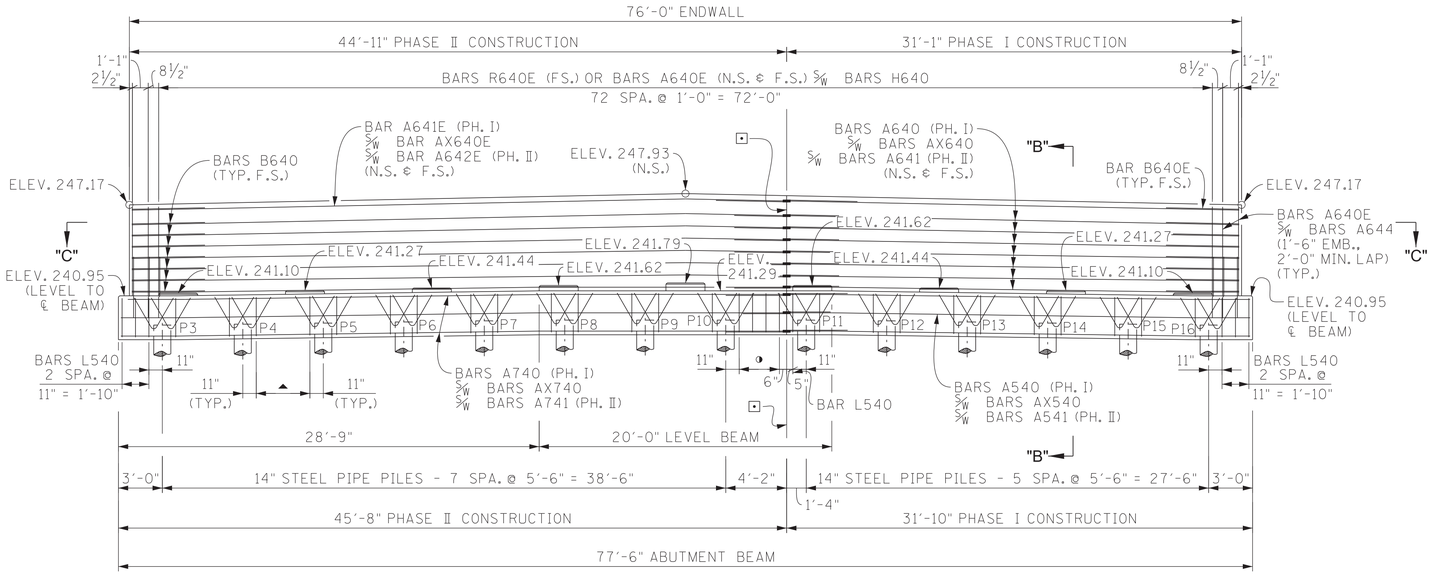
	- -		



PLAN

⊡ DENOTES: PHASE CONST. JOINT AND LOCATION OF MECHANICAL BAR SPLICES

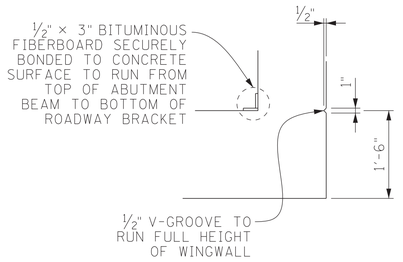


ELEVATION
(LOOKING BACK ON SURVEY)

▲ DENOTES: BARS L540 - 4 EQ. SPA. = 3'-8" (TYP. BETWEEN PILES U.N.O.)

◑ DENOTES: BARS L540 - 3 EQ. SPA. = 2'-9"

F.S. DENOTES: FAR SIDE
N.S. DENOTES: NEAR SIDE
P.C.O. DENOTES: PILE CUT-OFF



"V"-GROOVE DETAIL

NOTE: RISER BLOCK BEARING SURFACE TO CONFORM TO BOTTOM OF BEAM GRADE.

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. STD-11-1.

NOTE: NOT LESS THAN HALF OF THE SLAB IN THE END SPANS SHALL BE POURED CONCURRENTLY WITH PLACEMENT OF ANY PART OF THE ABUTMENT ENDWALLS. AT LEAST THE TOP 12 INCHES OF THE ENDWALLS SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.

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

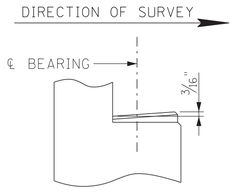
NOTE: THE CONTRACTOR SHALL SUPPORT THE ABUTMENT UNTIL THE SUPERSTRUCTURE IS IN PLACE, FALSEWORK HAS BEEN REMOVED, AND BACKFILLING HAS BEEN COMPLETED.

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

NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

TABLE OF P.C.O. ELEVATIONS

	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16
P.C.O. ELEV.	238.95	239.02	239.09	239.16	239.22	239.29	239.29	239.29	239.29	239.22	239.16	239.09	239.02	238.95



RISER BLOCK SLOPE DETAIL

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-53

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: P. MOSHER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

12/3/2025 12:19:51 PM

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
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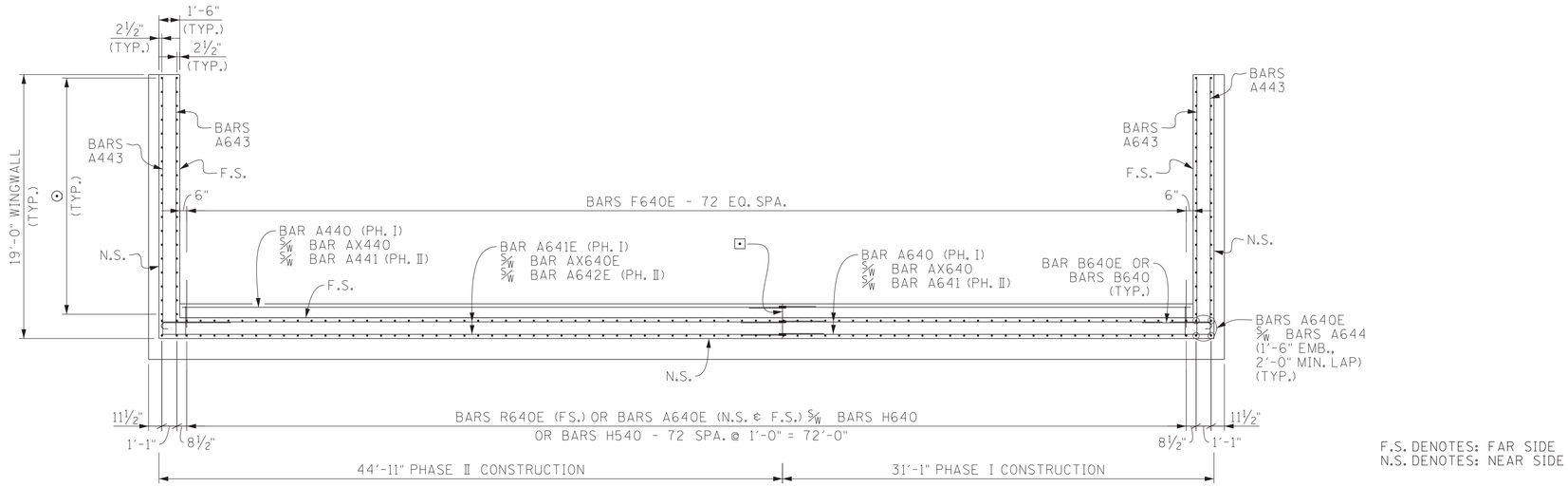
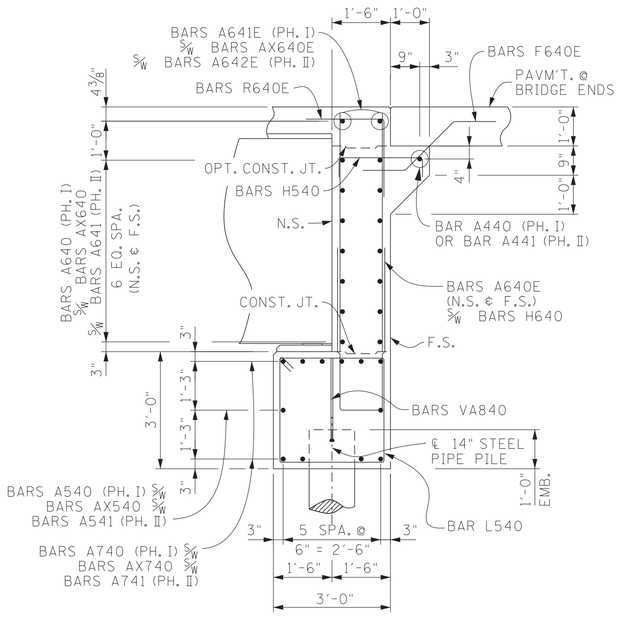


F.S. DENOTES: FAR SIDE
N.S. DENOTES: NEAR SIDE

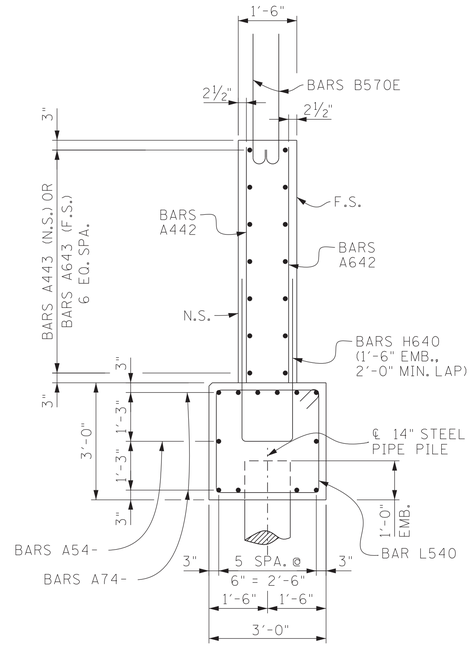
SECTION "C"-"C"

⊙ DENOTES: BARS A442 (N.S.) OR BARS A642 (F.S.)
BARS H640 - 17 SPA. @ 1'-0" = 17'-0"

⊡ DENOTES: PHASE CONST. JOINT AND LOCATION OF MECHANICAL BAR SPLICES



SECTION "B"-"B"



SECTION "E"-"E"

SEALED BY

Daniel J. Shike
12-16-25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1 DETAILS
STATE ROUTE 3 (THOMAS ST.) OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-54

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: P. MOSHER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

12:20:46 PM
12/3/2025

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
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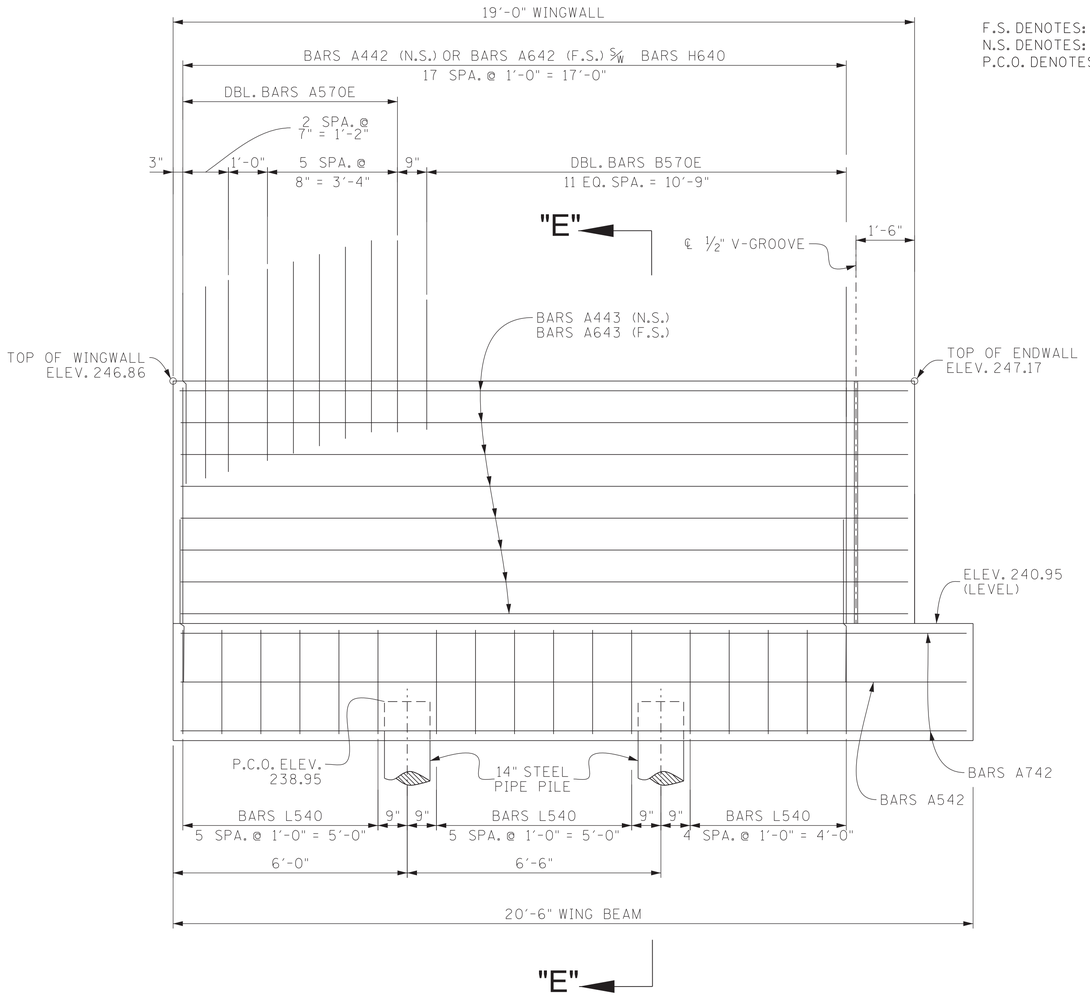
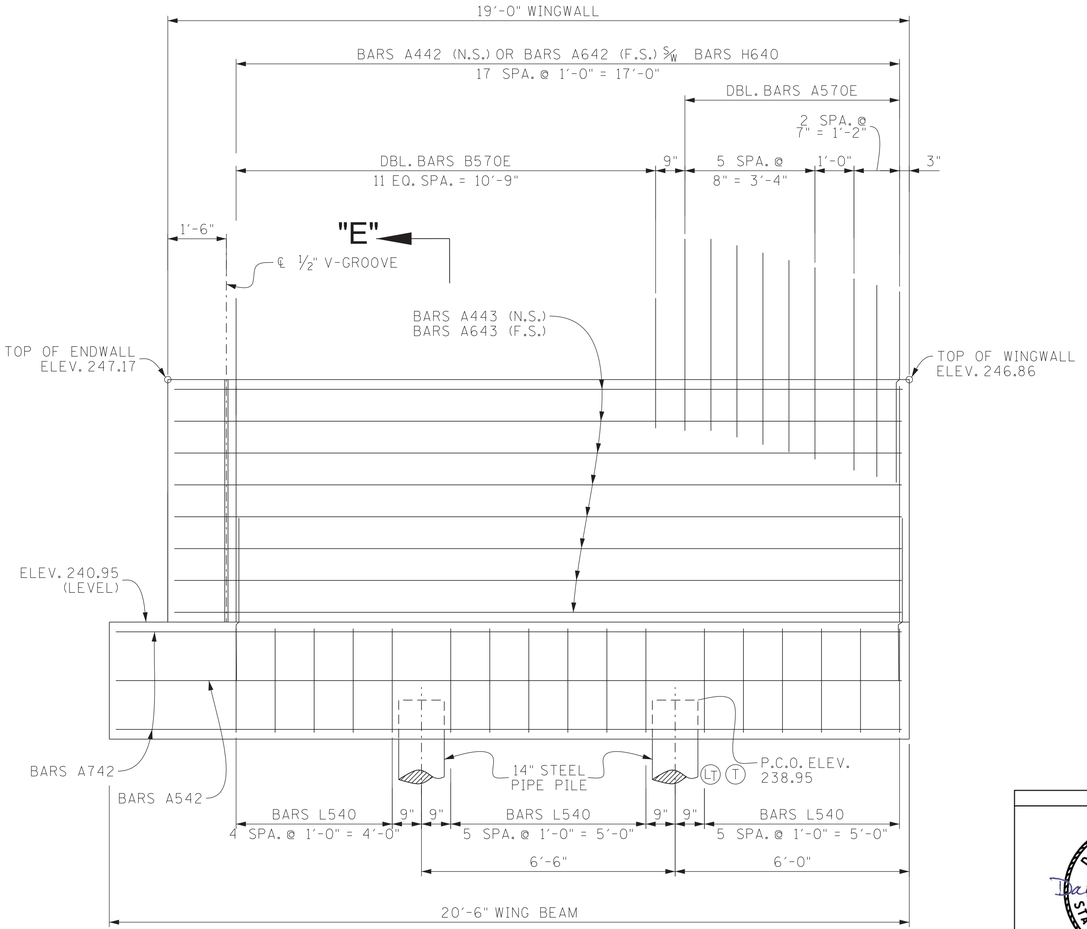
F.S. DENOTES: FAR SIDE
N.S. DENOTES: NEAR SIDE
P.C.O. DENOTES: PILE CUT-OFF



ELEVATION "A"-"A"



ELEVATION "D"-"D"

(T) DENOTES: TEST PILE

(LT) DENOTES: LOAD TEST

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 1 DETAILS
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-55

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: P. MOSHER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

12:21:49 PM
12/3/2025

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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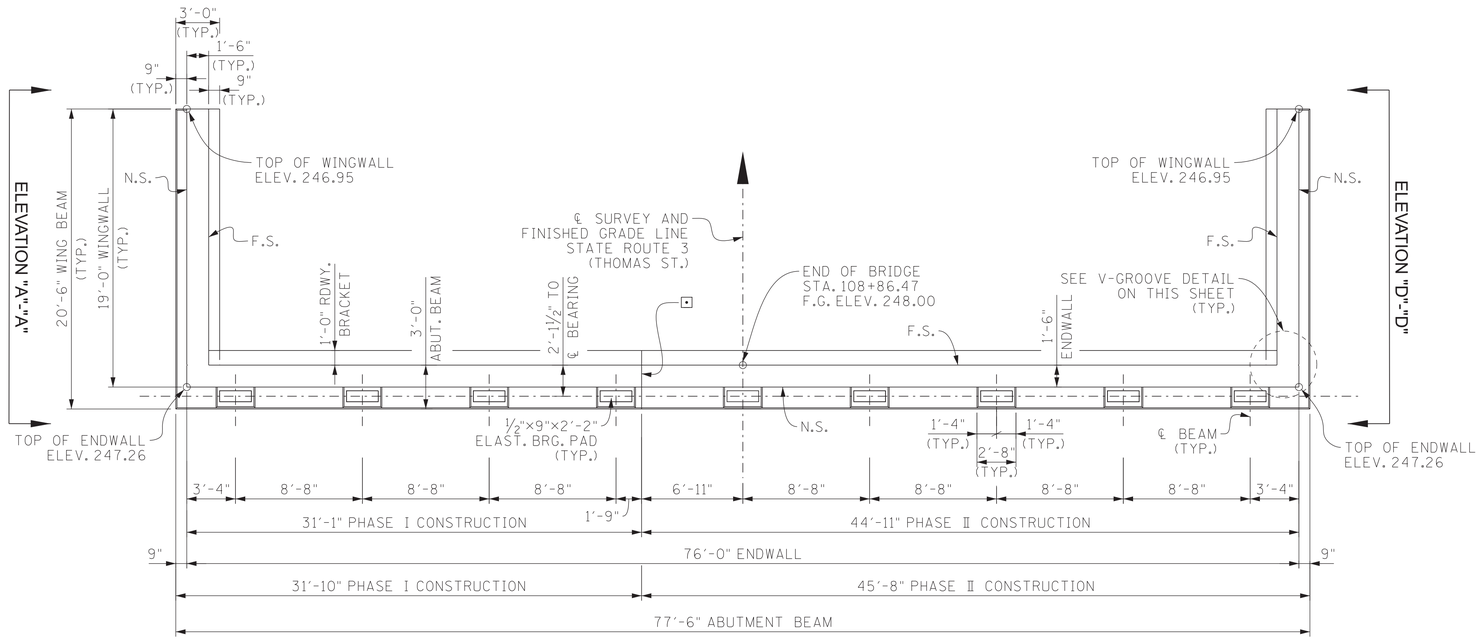
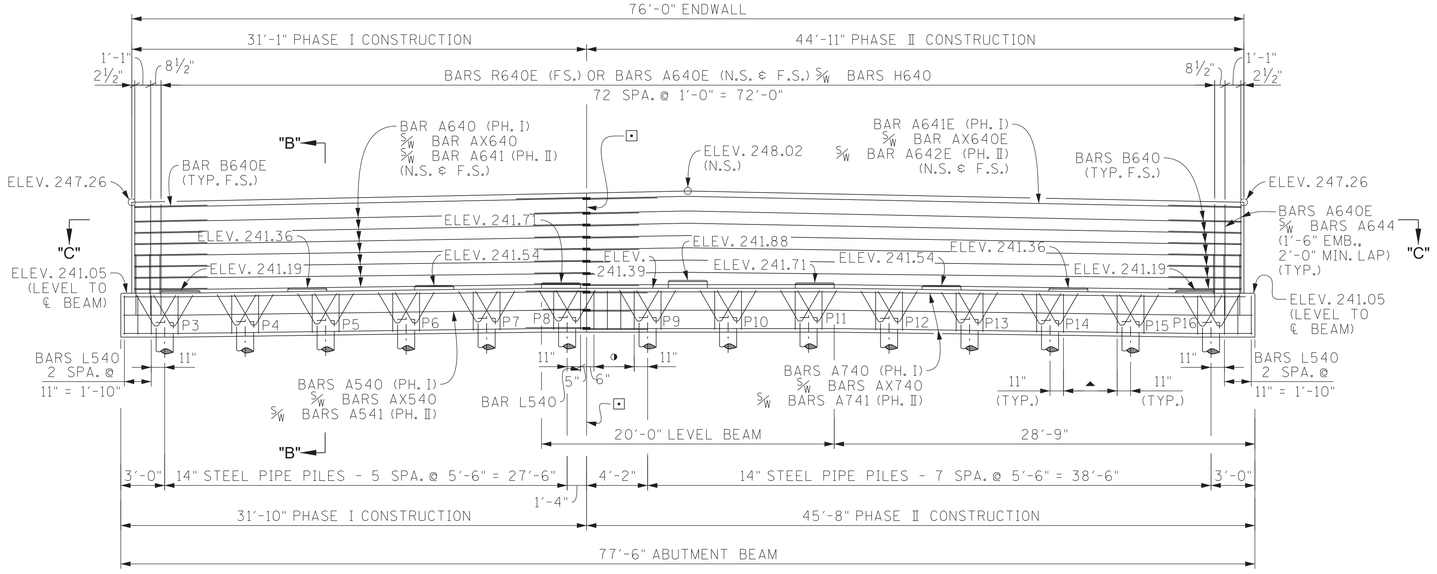


PLAN

⊡ DENOTES: PHASE CONST. JOINT AND LOCATION OF MECHANICAL BAR SPLICES

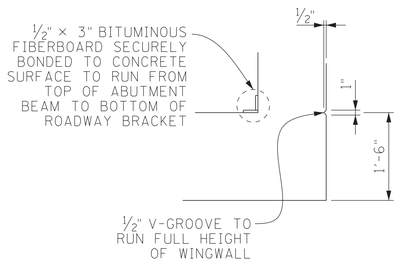


ELEVATION
(LOOKING FORWARD ON SURVEY)

▲ DENOTES: BARS L540 - 4 EQ. SPA. = 3'-8" (TYP. BETWEEN PILES U.N.O.)

◑ DENOTES: BARS L540 - 3 EQ. SPA. = 2'-9"

F.S. DENOTES: FAR SIDE
N.S. DENOTES: NEAR SIDE
P.C.O. DENOTES: PILE CUT-OFF



"V"-GROOVE DETAIL

NOTE: RISER BLOCK BEARING SURFACE TO CONFORM TO BOTTOM OF BEAM GRADE.

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. STD-11-1.

NOTE: NOT LESS THAN HALF OF THE SLAB IN THE END SPANS SHALL BE POURED CONCURRENTLY WITH PLACEMENT OF ANY PART OF THE ABUTMENT ENDWALLS. AT LEAST THE TOP 12 INCHES OF THE ENDWALLS SHALL BE POURED CONCURRENTLY WITH THE END OF SLAB.

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

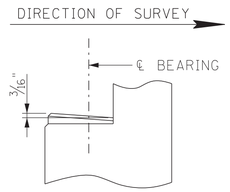
NOTE: THE CONTRACTOR SHALL SUPPORT THE ABUTMENT UNTIL THE SUPERSTRUCTURE IS IN PLACE, FALSEWORK HAS BEEN REMOVED, AND BACKFILLING HAS BEEN COMPLETED.

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

NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

TABLE OF P.C.O. ELEVATIONS

	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15	P16
P.C.O. ELEV.	239.05	239.12	239.18	239.25	239.32	239.39	239.39	239.39	239.39	239.32	239.25	239.18	239.12	239.05



RISER BLOCK SLOPE DETAIL

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-56

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: P. MOSHER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

12:24:26 PM
12/3/2025

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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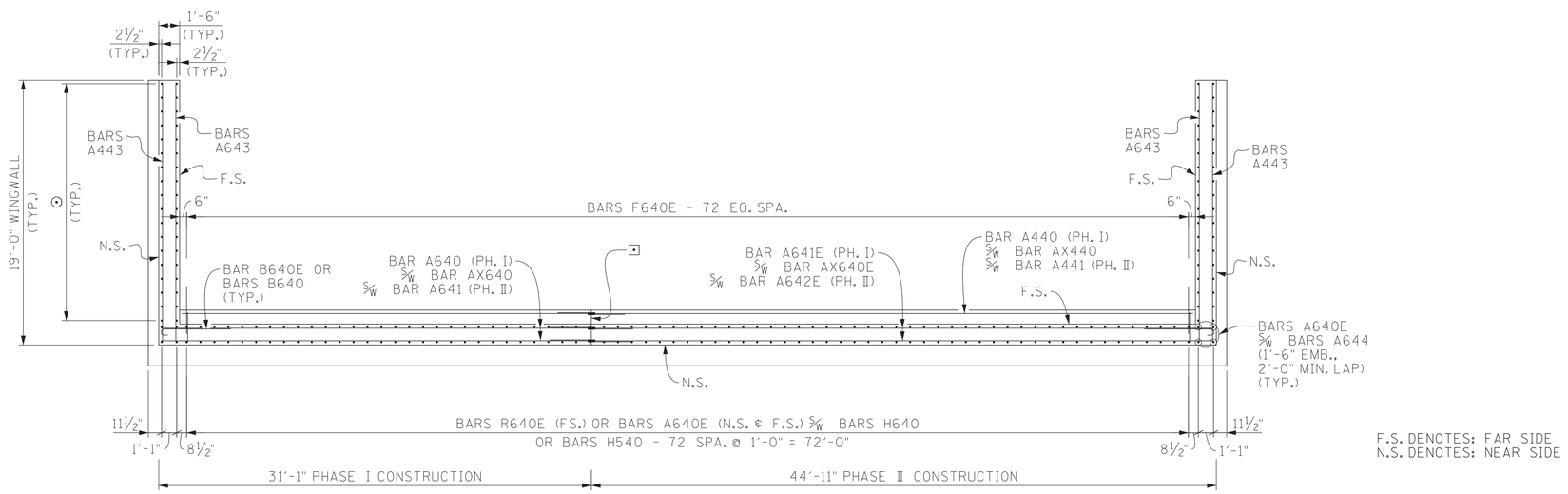
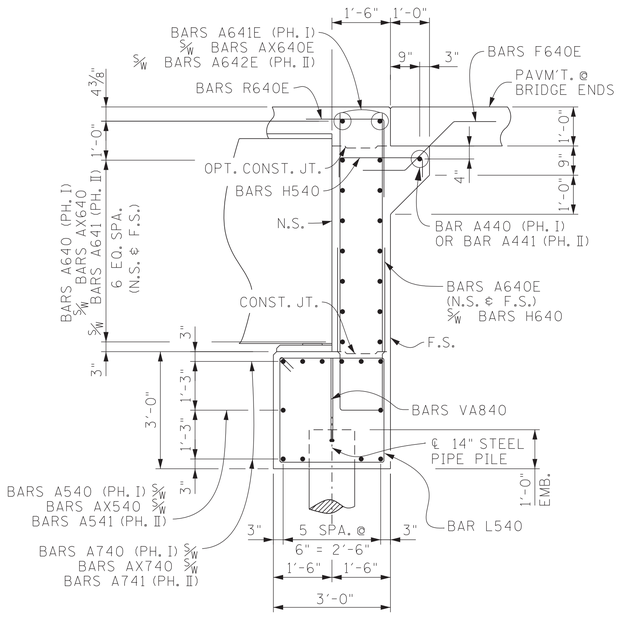


F.S. DENOTES: FAR SIDE
N.S. DENOTES: NEAR SIDE

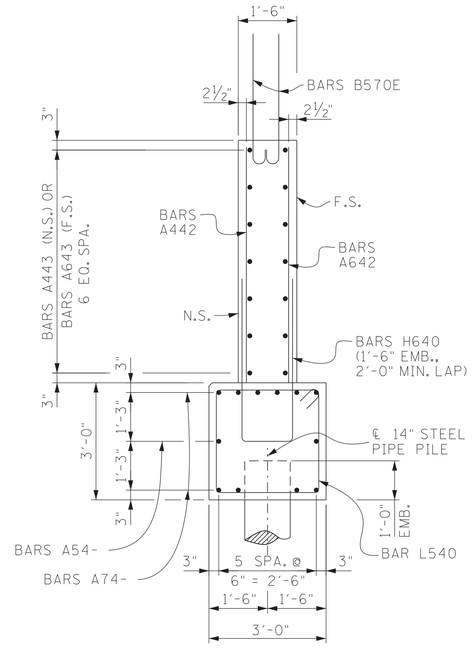
SECTION "C"-"C"

⊙ DENOTES: BARS A442 (N.S.) OR BARS A642 (F.S.)
BARS H640 - 17 SPA. @ 1'-0" = 17'-0"

⊡ DENOTES: PHASE CONST. JOINT AND LOCATION OF MECHANICAL BAR SPLICES.



SECTION "B"-"B"



SECTION "E"-"E"

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2 DETAILS
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-57

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: P. MOSHER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

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12/3/2025

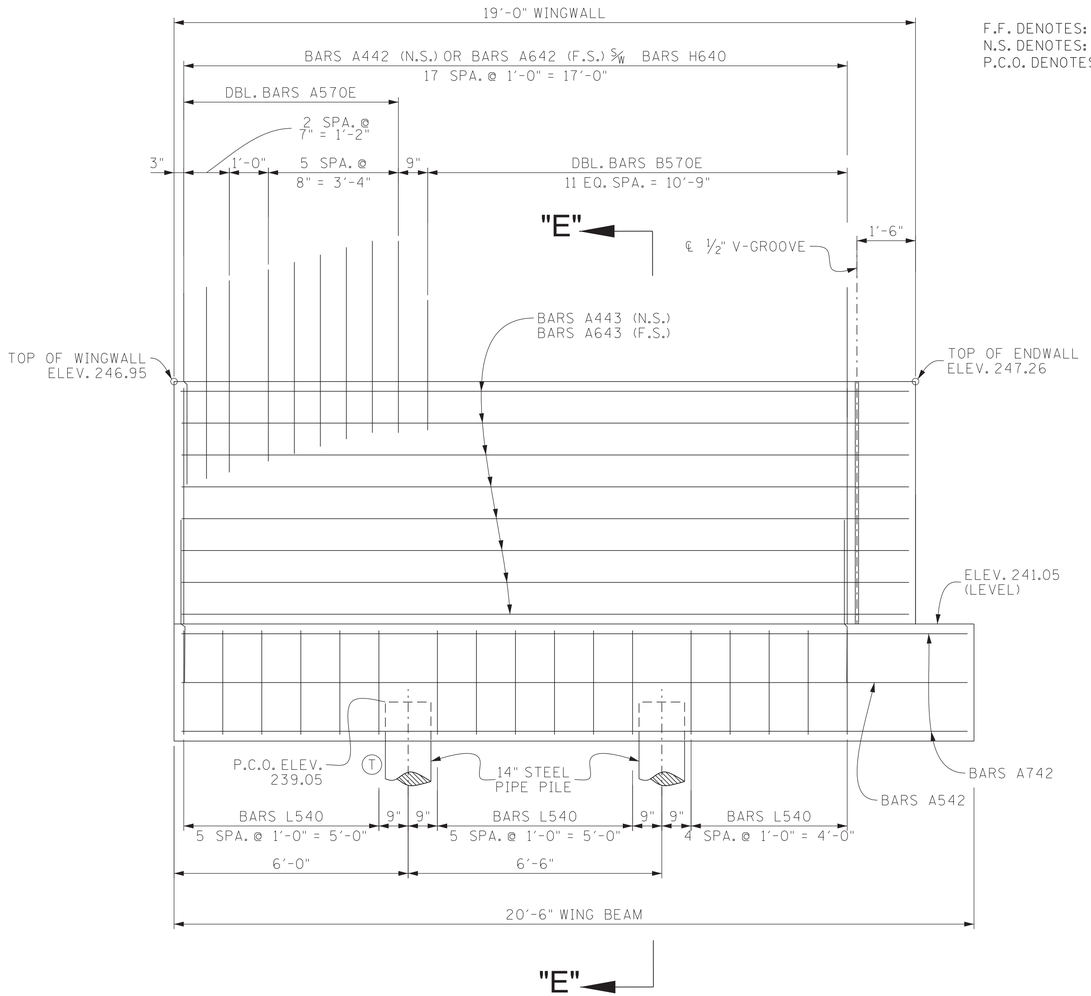
CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

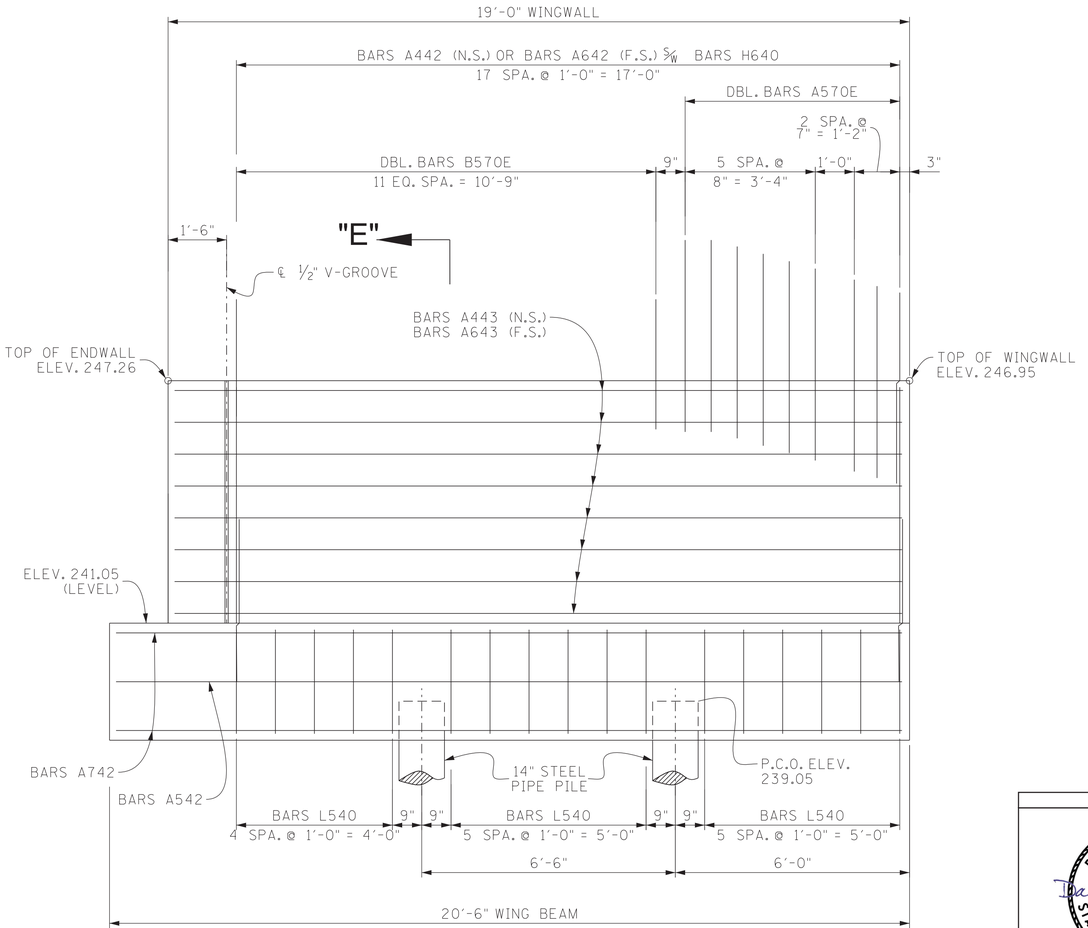
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

F.F. DENOTES: FAR SIDE
N.S. DENOTES: NEAR SIDE
P.C.O. DENOTES: PILE CUT-OFF



ELEVATION "A"-"A"

(T) DENOTES: TEST PILE



ELEVATION "D"-"D"

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2 DETAILS
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-58

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: P. MOSHER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

12/3/2025 12:25:59 PM

NOTE: WHEN POURING CAP BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. SEE STANDARD DRAWING STD-6-1. BOLT PROJECTION 11".

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH BENT CAP.

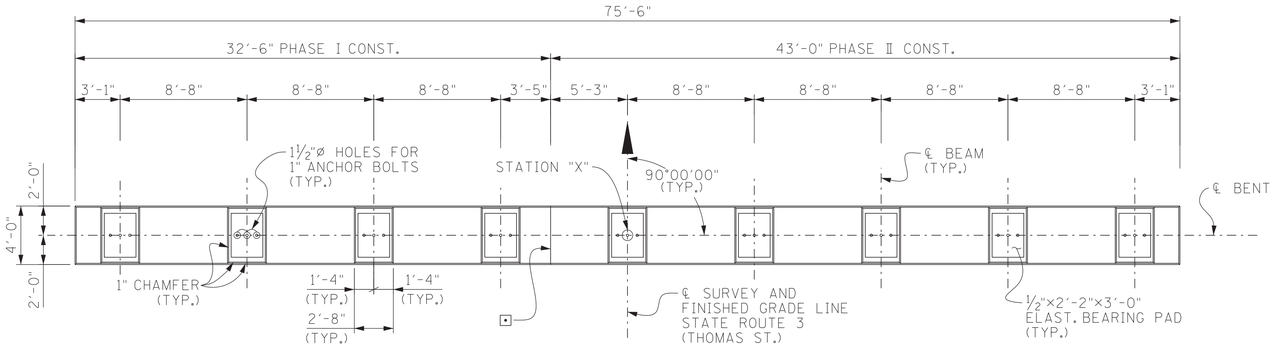
NOTE: RISER BLOCK BEARING SURFACE SHALL CONFORM TO BOTTOM OF BEAM GRADE.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: SEE STANDARD DRAWING STD-5-2 FOR PIPE PILE DETAILS AND NOTES.

TABLE OF ELEVATIONS

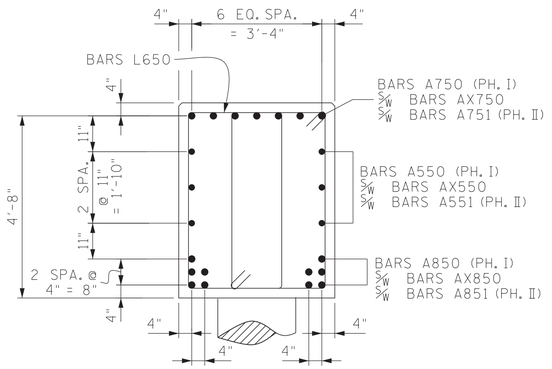
	E1	E2	E3	E4	E5	E6	E7	E8	E9	E10	E11	E12
BENT NO. 1	242.09	242.27	242.44	242.61	242.79	242.61	242.44	242.27	242.09	241.84	241.84	242.59
BENT NO. 2	242.13	242.30	242.48	242.65	242.82	242.65	242.48	242.30	242.13	241.88	241.88	242.63



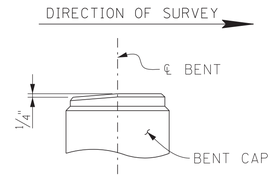
STATION "X" = 106+78.47 (BENT NO. 1)
107+94.47 (BENT NO. 2)

PLAN

⊡ DENOTES: PHASE CONST. JOINT AND LOCATION OF MECHANICAL BAR SPLICES

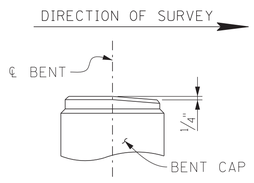


SECTION "A"-"A"



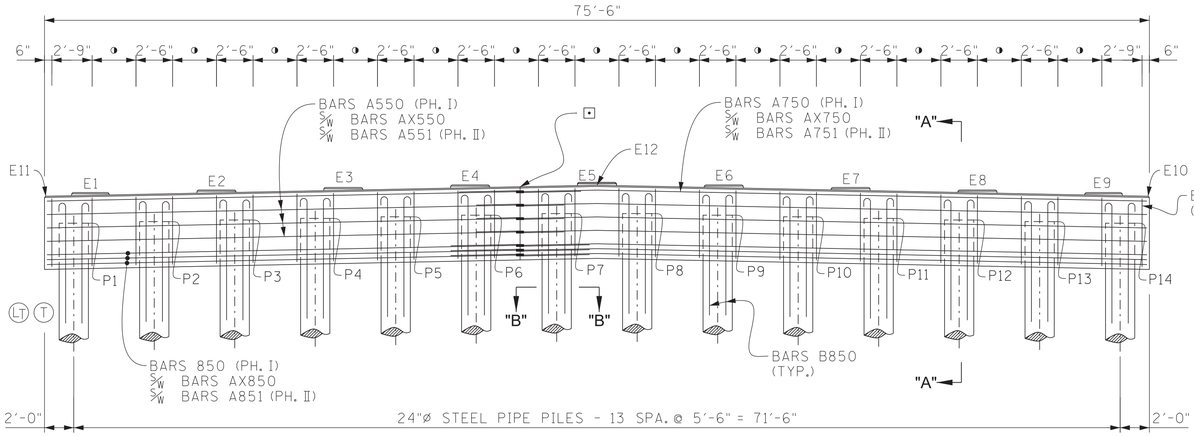
RISER BLOCK SLOPE DETAIL

(@ BENT NO. 1)



RISER BLOCK SLOPE DETAIL

(@ BENT NO. 2)

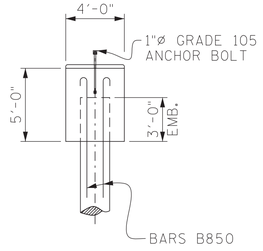


◑ DENOTES: BARS L650 - 6 SPA. @ 6" = 3'-0"

Ⓣ DENOTES: TEST PILE (BENTS 1 & 2)

Ⓛⓣ DENOTES: LOAD TEST (BENT 1 ONLY)

ELEVATION
(LOOKING FORWARD ON SURVEY)



END ELEVATION

TABLE OF P.C.O. ELEVATIONS

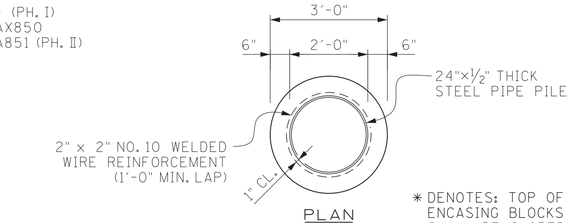
	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14
BENT NO. 1	239.90	240.01	240.12	240.23	240.34	240.45	240.56	240.56	240.45	240.34	240.23	240.12	240.01	239.90
BENT NO. 2	239.93	240.04	240.15	240.26	240.37	240.48	240.59	240.59	240.48	240.37	240.26	240.15	240.04	239.93

CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

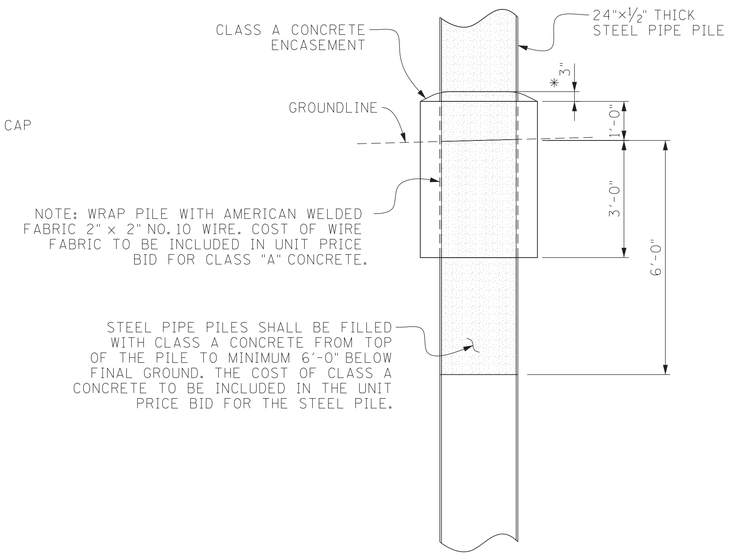
REVISIONS

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



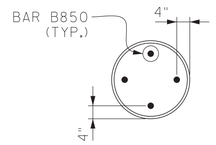
PLAN

* DENOTES: TOP OF ENCASING BLOCKS SHALL BE SLOPED TO DRAIN AS SHOWN.



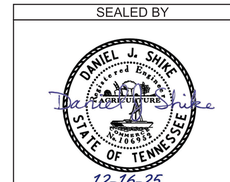
ELEVATION

PILE ENCASEMENT DETAIL



SECTION "B"-"B"

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BENT NOS. 1 & 2 DETAILS
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-59

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: P. MOSHER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

12/3/2025 12:28:22 PM

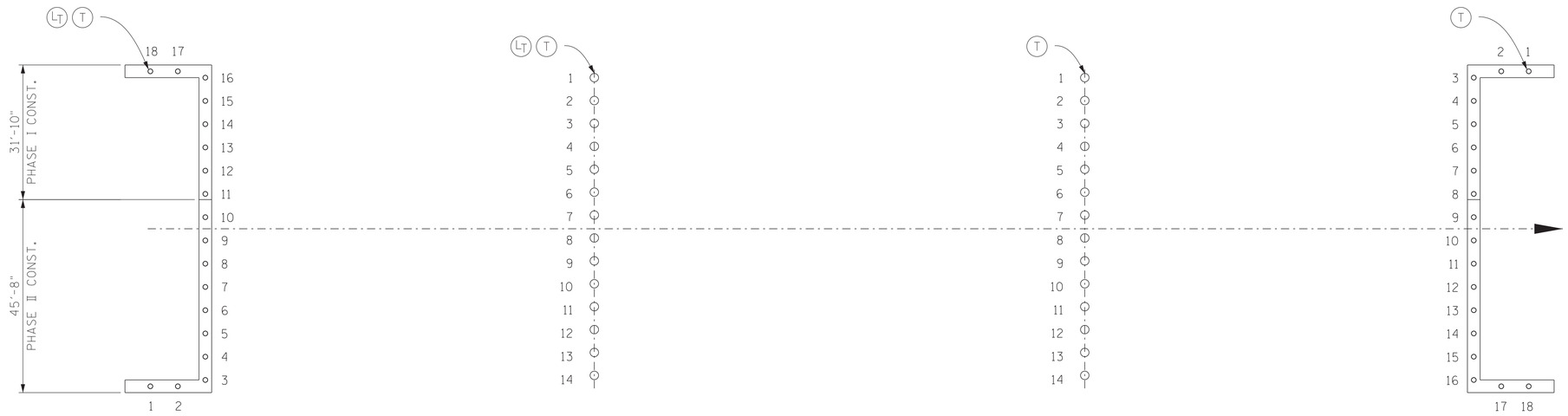
CONST. NO.: 79017-3296-94

PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

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

(T) DENOTES: TEST PILE
(LT) DENOTES: LOAD TEST



ABUTMENT NO. 1 | BENT NO. 1 | BENT NO. 2 | ABUTMENT NO. 2

PILE DATA TABLE

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
ABUTMENT NO. 1	PILE CUT-OFF ELEVATION																		
	PILE TIP ELEVATION																		
	IN PLACE PILE LENGTH																		
BENT NO. 1	PILE CUT-OFF ELEVATION																		
	PILE TIP ELEVATION																		
	IN PLACE PILE LENGTH																		
BENT NO. 2	PILE CUT-OFF ELEVATION																		
	PILE TIP ELEVATION																		
	IN PLACE PILE LENGTH																		
ABUTMENT NO. 2	PILE CUT-OFF ELEVATION																		
	PILE TIP ELEVATION																		
	IN PLACE PILE LENGTH																		

PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: P. MOSHER DATE: 07/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

NOTE TO CONTRACTOR AND CONSTRUCTION OFFICE:
THE BLANKS ON THIS SHEET ARE TO BE FILLED IN BY THE CONSTRUCTION OFFICE AND/OR FIELD ENGINEER GIVING AS BUILT CONDITIONS. AFTER COMPLETION, IT IS TO BE SENT TO THE DIVISION OF STRUCTURES TO BECOME PART OF FINAL BRIDGE DOCUMENTS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL FOUNDATION DATA
STATE ROUTE 3 (THOMAS ST.)
OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-60

12:29:39 PM
12/3/2025

SUPERSTRUCTURE EPOXY

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A400E	SIDEWALK	4	60					60'-0"
A401E	SIDEWALK	4	12					49'-3"
A402E	SIDEWALK	4	448					4'-8"
A500E	SLAB	5	152					53'-4"
A502E	SLAB	5	152					31'-8"
A503E	SLAB	5	90					36'-2"
A504E	SLAB	5	450					50'-0"
A505E	SLAB	5	90					34'-6"
A506E	SLAB PH. I	5	696					30'-11"
A507E	SLAB PH. II	5	696					44'-9"
AX500E	SLAB	5	298	2'-5"	2'-5"			4'-10"
AX501E	SLAB	5	398	3'-6"	3'-6"			7'-0"
A600E	SLAB	6	302					23'-5"
A800E	SLAB	8	150					43'-7"
A801E	SLAB	8	152					50'-4"
B570E	SLAB/PARAPET	5	1,204	3'-4"				3'-11"

SUPERSTRUCTURE REGULAR

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A500	DIAPHRAGM PH. I	5	28					28'-8"
A501	DIAPHRAGM PH. II	5	28					42'-6"
AX500	DIAPHRAGM	5	28	3'-0"	3'-0"			6'-0"
L400	DIAPHRAGM	4	36	1'-2"	1'-2"			5'-5"
L401	DIAPHRAGM	4	112	1'-2"	5'-1"			13'-3"

ABUTMENT NO. 1 (EPOXY)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A570E	WINGWALL/BRIDGERAIL	5	36					5'-6"
A640E	ENDWALL	6	154					5'-9"
A641E	ENDWALL (PH. 1)	6	2					30'-11"
A642E	ENDWALL (PH. 2)	6	2					44'-9"
AX640E	ENDWALL	6	2	4'-10"	4'-10"			9'-8"
B570E	WINGWALL/BRIDGERAIL	5	48	3'-4"				3'-11"
B640E	ENDWALL	6	2	5'-0"				5'-8"
F640E	ROADWAY BRKT/P.A.B.E.	6	73	1'-1"	1'-3"	1'-1"	1'-3"	4'-0"
R640E	SLAB/ENDWALL	6	73	2'-0"	2'-0"			4'-0"

ABUTMENT NO. 1 (REGULAR)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A440	ROADWAY BRACKET (PH. 1)	4	1					29'-5'
A441	ROADWAY BRACKET (PH. 2)	4	1					43'-3"
A442	WINGWALL	4	36					5'-9"
A443	WINGWALL	4	14					18'-8"
A540	ABUTMENT BEAM (PH. 1)	5	2					31'-8"
A541	ABUTMENT BEAM (PH. 2)	5	2					45'-6"
A542	WING BEAM	5	4					20'-2"
A640	ENDWALL (PH. 1)	6	14					30'-11"
A641	ENDWALL (PH. 2)	6	14					44'-9"
A642	WINGWALL	6	36					5'-9"
A643	WINGWALL	6	14					18'-8"
A644	ENDWALL CORNER/ABUT. BM.	6	8					4'-2"
A740	ABUTMENT BEAM (PH. 1)	7	10					31'-8"
A741	ABUTMENT BEAM (PH. 2)	7	10					45'-6"
A742	WING BEAM	7	20					20'-2"
AX440	ROADWAY BRACKET	4	1	2'-5"	2'-5"			4'-10"
AX540	ABUTMENT BEAM	5	2	3'-0"	3'-0"			6'-0"
AX640	ENDWALL	6	14	3'-7"	3'-7"			7'-2"
AX740	ABUTMENT BEAM	7	10	4'-2"	4'-2"			8'-4"
B640	ENDWALL	6	14	5'-0"				5'-8"
H540	ENDWALL/RDWY BRKT	5	73	2'.2'	6"			3'.2"
H640	ABUT. BM./WING BEAM	6	109	1'-2"	4'-2"			9'-6"
L540	ABUTMENT BEAM/WING BEAMS	5	105	2'-8"	2'-8"			11'-7"
VA840	PILES/ABUT. BEAM	8	28	2'-6"	2'-6"			5'-0"

NOTE: BAR NUMBERS IN ABUTMENTS ARE NOT CONSECUTIVE BUT ARE PER ABUTMENT AND NEED TO BE LABELED ACCORDINGLY.

ABUTMENT NO. 2 (EPOXY)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A570E	WINGWALL/BRIDGERAIL	5	36					5'-6"
A640E	ENDWALL	6	154					5'-9"
A641E	ENDWALL (PH. 1)	6	2					30'-11"
A642E	ENDWALL (PH. 2)	6	2					44'-9"
AX640E	ENDWALL	6	2	4'-10"	4'-10"			9'-8"
B570E	WINGWALL/BRIDGERAIL	5	48	3'-4"				3'-11"
B640E	ENDWALL	6	2	5'-0"				5'-8"
F640E	ROADWAY BRKT/P.A.B.E.	6	73	1'-1"	1'-3"	1'-1"	1'-3"	4'-0"
R640E	SLAB/ENDWALL	6	73	2'-0"	2'-0"			4'-0"

ABUTMENT NO. 2 (REGULAR)

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A440	ROADWAY BRACKET (PH. 1)	4	1					29'-5'
A441	ROADWAY BRACKET (PH. 2)	4	1					43'-3"
A442	WINGWALL	4	36					5'-9"
A443	WINGWALL	4	14					18'-8"
A540	ABUTMENT BEAM (PH. 1)	5	2					31'-8"
A541	ABUTMENT BEAM (PH. 2)	5	2					45'-6"
A542	WING BEAM	5	4					20'-2"
A640	ENDWALL (PH. 1)	6	14					30'-11"
A641	ENDWALL (PH. 2)	6	14					44'-9"
A642	WINGWALL	6	36					5'-9"
A643	WINGWALL	6	14					18'-8"
A644	ENDWALL CORNER/ABUT. BM.	6	8					4'-2"
A740	ABUTMENT BEAM (PH. 1)	7	10					31'-8"
A741	ABUTMENT BEAM (PH. 2)	7	10					45'-6"
A742	WING BEAM	7	20					20'-2"
AX440	ROADWAY BRACKET	4	1	2'-5"	2'-5"			4'-10"
AX540	ABUTMENT BEAM	5	2	3'-0"	3'-0"			6'-0"
AX640	ENDWALL	6	14	3'-7"	3'-7"			7'-2"
AX740	ABUTMENT BEAM	7	10	4'-2"	4'-2"			8'-4"
B640	ENDWALL	6	14	5'-0"				5'-8"
H540	ENDWALL/RDWY BRKT	5	73	2'-2'	6"			3'-2"
H640	ABUT. BM./WING BEAM	6	109	1'-2"	4'-2"			9'-6"
L540	ABUTMENT BEAM/WING BEAMS	5	105	2'-8"	2'-8"			11'-7"
VA840	PILES/ABUT. BEAM	8	28	2'-6"	2'-6"			5'-0"

BENT NO. 1

BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A550	CAP (PH. I)	5	6					32'-4"
A551	CAP (PH. II)	5	6					42'-10"
A750	CAP (PH. I)	7	7					32'-4"
A751	CAP (PH. II)	7	7					42'-10"
A850	CAP (PH. I)	8	10					32'-4"
A851	CAP (PH. II)	8	10					42'-10"
AX550	CAP	5	6	3'-0"	3'-0"			6'-0"
AX750	CAP	7	7	4'-2"	4'-2"			8'-4"
AX850	CAP	8	10	4'-9"	4'-9"			9'-6"
B850	PILE/CAP	8	56	7'-9"				8'-8"
L650	CAP	6	93	3'-8"	4'-8"			18'-0"

BENT NO. 2

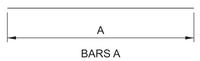
BARS	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH (FEET)
A550	CAP (PH. I)	5	6					32'-4"
A551	CAP (PH. II)	5	6					42'-10"
A750	CAP (PH. I)	7	7					32'-4"
A751	CAP (PH. II)	7	7					42'-10"
A850	CAP (PH. I)	8	10					32'-4"
A851	CAP (PH. II)	8	10					42'-10"
AX550	CAP	5	6	3'-0"	3'-0"			6'-0"
AX750	CAP	7	7	4'-2"	4'-2"			8'-4"
AX850	CAP	8	10	4'-9"	4'-9"			9'-6"
B850	PILE/CAP	8	56	7'-9"				8'-8"
L650	CAP	6	93	3'-8"	4'-8"			18'-0"

CONST. NO.: 79017-3296-94

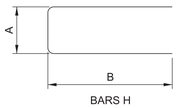
PROJECT NO.	YEAR	SHEET NO.
R-BR-STP/HIP-3(149)	2026	

REVISIONS

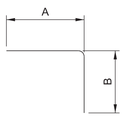
NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		



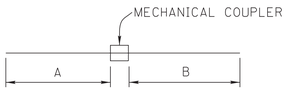
BARS A



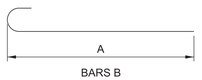
BARS H



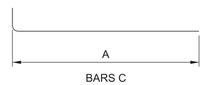
BARS R



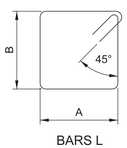
BARS AX



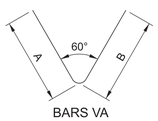
BARS B



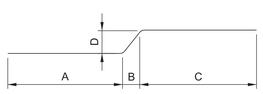
BARS C



BARS L



BARS VA



BARS F

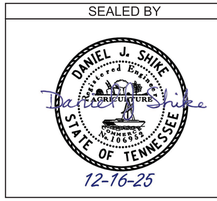
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE: DIMENSIONS SHOWN ON THIS SHEET ARE OUTSIDE TO OUTSIDE OF BAR. STANDARD C.R.S.I. HOOK DETAILS SHALL APPLY, EXCEPT AS NOTED.

NOTE: THE SUFFIX E FOR BARS SO MARKED DENOTES EPOXY COATED REINFORCEMENT.

SEALED BY



PIN NO.: 124748.00
DESIGN BY: S. ALSAFFAR DATE: 07/2024
DRAWN BY: D. EASTERLY DATE: 08/2025
SUPERVISED BY: D. SHIKE/D. EASTERLY DATE: 07/2025
CHECKED BY: D. SHIKE DATE: 08/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

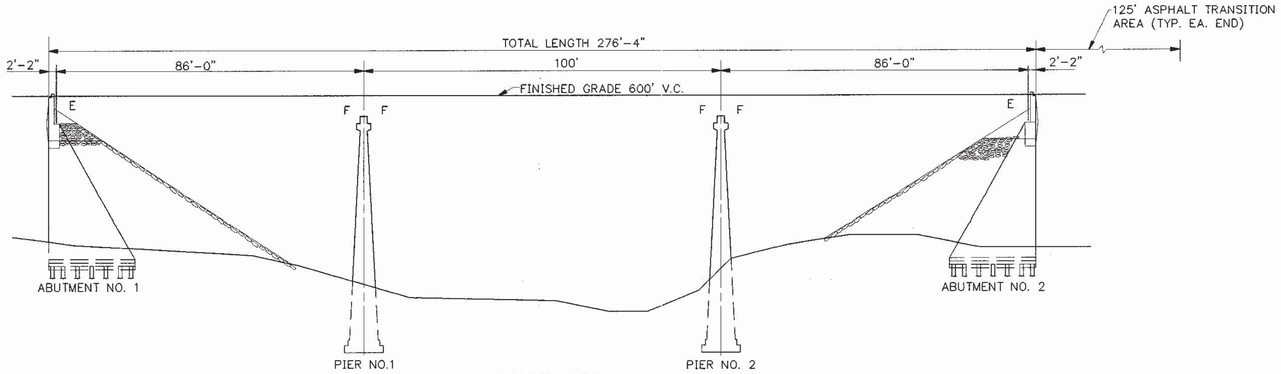
BILL OF STEEL
STATE ROUTE 3 (THOMAS ST.) OVER OVERFLOW
BRIDGE ID NO. 79SR0030027
STATION 107+36.47
LOG MILE 15.69
SHELBY COUNTY

U-102-61

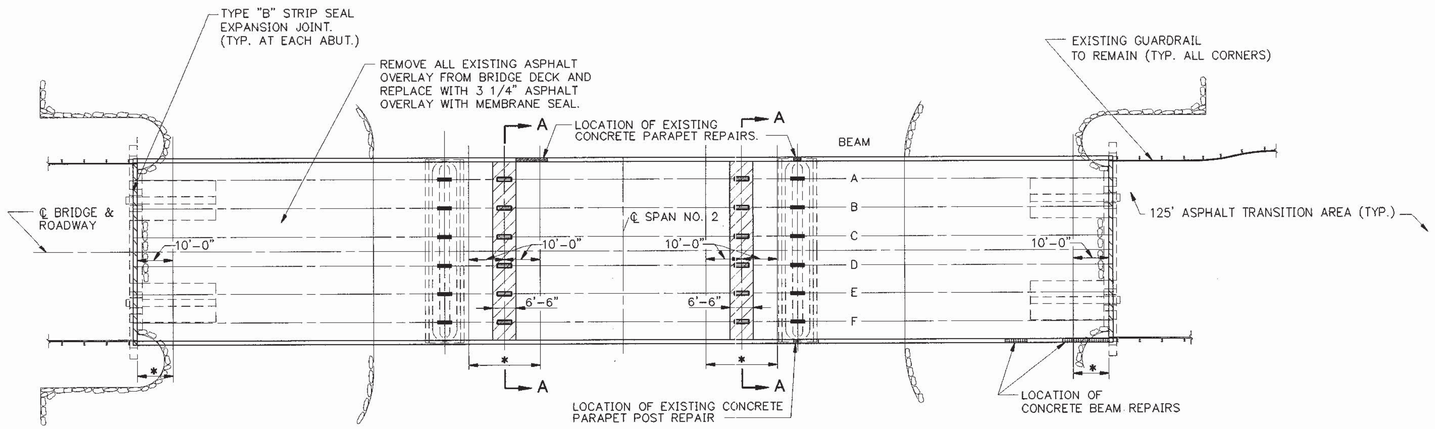
12/3/2025 1:55:19 PM

LEGEND

E = EXPANSION
F = FIXED



ELEVATION
SCALE: 1" = 20'



PLAN
SCALE: 1" = 20'

FOR SECTION A-A, SEE DRAWING NO. BR-26-53

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	3/14/97	TLJ	ADDED DRAWING REVISION DATES

SCOPE OF WORK

REMOVE EXISTING 4 1/2"± ASPHALT SURFACE ON BRIDGE DECK AND REPLACE WITH NEW 3 1/4" ASPHALT OVERLAY WITH MEMBRANE SEAL. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-61.

PROVIDE FULL AND PARTIAL DEPTH DECK REPAIRS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-57.

REPAIR EXISTING CONCRETE BRIDGE RAIL. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-56.

PROVIDE SEISMIC RESTRAINTS AT BOTH ABUTMENTS. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-26-54 AND BR-26-55.

PROVIDE SPALL REPAIRS AT DESIGNATED LOCATIONS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-57.

REMOVE EXISTING SLIDING PLATE JOINTS AND INSTALL TYPE "B" STRIP SEAL EXPANSION JOINTS AT BOTH ABUTMENTS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-57.

PROVIDE CONCRETE BEAM REPAIR AT DESIGNATED LOCATIONS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-55.

REMOVE EXISTING SLIDING PLATE EXPANSION JOINT, 4" DIA. PINS, FILLER PLATES VERTICAL ANGLES AND GUSSET PLATES AT THE FIXED AND EXPANSION HINGES. ADD SPLICE PLATES AND REPLACE VERTICAL ANGLES AND GUSSET PLATES AT ALL BUILT-UP STEEL GIRDERS. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-26-58 AND BR-26-58A.

ADD SECTION REINFORCEMENT TO ALL BUILT-UP STEEL GIRDERS AT PIERS 1 AND 2. FOR NOTES AND DETAILS, SEE DWG. NOS. BR-26-59 AND BR-26-59A.

RESURFACE 1 1/4" DEEP ASPHALT TRANSITIONS AT EACH END OF BRIDGE. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-61.

REMOVE 6'-6" SECTION OF EXISTING CONCRETE, INCLUDING EXISTING JOINTS AND POUR BACK NEW CONTINUOUS SECTION OF CONCRETE. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-61.

* LIMITS WHERE ALL EXISTING STEEL IS TO BE CLEANED AND PAINTED. ALSO PAINT AREAS DISTURBED AT THE TOP SECTION REINFORCEMENTS AND OTHER SPOT AREAS AS DESIGNATED BY THE ENGINEER.

LIST OF DRAWINGS

DWG. NO.	LAST REV. DATE	DRAWING
1 BR-26-51	3/14/97	LAYOUT OF BRIDGE TO BE REPAIRED
1 BR-26-52	3/14/97	ESTIMATED QUANTITIES AND GENERAL NOTES
1 BR-26-53	3/14/97	BRIDGE REPAIR DETAILS
BR-26-54		BRIDGE REPAIR DETAILS
BR-26-55		BRIDGE REPAIR DETAILS
BR-26-56		BRIDGE REPAIR DETAILS
BR-26-57		BRIDGE REPAIR DETAILS
1 BR-26-58	3/14/97	BRIDGE REPAIR DETAILS
1 BR-26-58A	3/14/97	BRIDGE REPAIR DETAILS
1 BR-26-59	3/14/97	BRIDGE REPAIR DETAILS
1 BR-26-59A	3/14/97	BRIDGE REPAIR DETAILS
1 BR-26-60	3/14/97	BRIDGE REPAIR DETAILS
BR-26-61		BRIDGE REPAIR DETAILS

LIST OF REFERENCE DRAWINGS ◐

DWG. NO.	LAST REV. DATE	DRAWING
B-1-92		LAYOUT OF BRIDGE
A-14-146		STANDARD CANTILEVER BRIDGE PLATE GIRDER TYPE
B-2-17		STANDARD CONCRETE ABUTMENT OPEN TYPE
B-1-93		DETAILS OF PIERS NO. 1 & 2
E-6-59		RECONSTRUCTION OF RIP-RAP AT ABUTMENT NO. 2
A-8-79		HANDRAIL

◐ ALL REFERENCE DRAWINGS TO BE PRINTED WITH THE PLANS

LIST OF SPECIAL PROVISIONS

NO.	LAST REV. DATE	REGARDING
105A	**	APPROVAL OF SHOP DRAWINGS

** DENOTES CURRENT REVISION DATE AS PER CONTRACT DOCUMENTS

DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

TERRY L. JOHNSON REGISTERED ENGINEER AMERICA COMMERCE 23171 STATE OF TENNESSEE
3/14/97

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE TO BE REPAIRED
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

BR-26-51

NDT/NOT SR3-4 U:\ \931923 12/26/96

BRIDGE REPAIR QUANTITIES

	ITEM	DESCRIPTION	UNIT	QUANTITY
(1)	209-08.01	TEMPORARY FILTER BARRIER	L.F.	50
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
	411-01.01	MINERAL AGGREGATE (ACS) GRADING "D"	TON	145
	411-01.02	ASPHALT CEMENT (ACS) GRADING "D"	TON	10
	411-02.01	MINERAL AGGREGATE (ACS) GRADING "E"	TON	126
	411-02.02	ASPHALT CEMENT (ACS) GRADING "E"	TON	9
	415-01.02	COLD PLANING OF BITUMINOUS PAVEMENT	S.Y.	1112
	415-02.02	SALVAGE VALUE OF COLD PLANING	S.Y.	1112
(2)	602-10.32	STRUCTURAL STEEL (REPAIRS)	LB.	20600
(3)	603-02.20	SPOT PAINTING OF EXISTING STEEL STRUCTURES	S.F.	12000
(4)	604-03.60	BRIDGE JOINT SEISMIC MODIFICATION	EACH	24
(5)	604-10.06	CONCRETE HANDRAIL REPAIR	L.F.	11
(6)	604-10.14	REMOVE EXISTING WEARING SURFACE	L.S.	1
(7)	604-10.18	REINFORCING STEEL (REPAIRS)	LB.	3403
(7)	604-10.30	BRIDGE DECK REPAIRS (FULL DEPTH OF SLAB)	S.Y.	46
(9)	604-10.32	EXPANSION JOINT REPAIRS (TYPE A)	L.F.	105
(10)	604-10.42	CONCRETE REPAIRS	C.F.	487
(11)	604-10.50	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)	S.Y.	182
(12)	604-10.54	CONCRETE REPAIRS	S.F.	30
(13)	604-10.90	MISCELLANEOUS BRIDGE ITEMS	L.S.	1
	617-01	BRIDGE DECK SEALANT	S.Y.	1227
	712-01	TRAFFIC CONTROL	L.S.	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	480
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	72
	712-04.10	TEMPORARY FLEXIBLE TUBULAR DELINEATOR	EACH	43
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	8
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	53
	712-06	SIGNS (CONSTRUCTION)	S.F.	164
(14)	712-06.01	VERTICAL PANELS	S.F.	40
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-09.01	REMOVABLE PAVEMENT MARKING LINE	L.F.	8474
	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.45
	717-01	MOBILIZATION	L.S.	1

(1) INCLUDES THE COST OF ALL LABOR AND MATERIALS FOR FURNISHING AND INSTALLING THE TEMPORARY FILTER BARRIER WHERE LOCATED BY THE ENGINEER, AND REMOVAL UPON PROJECT COMPLETION. SEE STD. DWG. ESC-STR-3. THE ENGINEER MAY INCREASE, DECREASE, OR ELIMINATE THE QUANTITY FOR THIS ITEM.

(2) INCLUDES COST OF ALL LABOR AND MATERIALS NECESSARY FOR SECTION PLATES, SPLICE PLATES, SPLICE ANGLES, GUSSET PLATES, BOLTS AND ALL MISCELLANEOUS MATERIALS TO COMPLETE THE INSTALLATIONS OF NEW STRUCTURAL STEEL AS SHOWN ON THE PLANS, AND INCLUDES CLEANING AND PAINTING AND OTHER ITEMS AS NECESSARY. SEE DRAWING NOS. BR-26-58, BR-26-58A, BR-26-59 AND BR-26-59A. FOR NOTES AND LOCATIONS, SEE DRAWING NO. BR-26-51 AND THE PAINTING NOTES ON THIS DRAWING.

⚠ ALSO INCLUDES FURNISHING AND INSTALLING TWO STEEL BARRIER CONNECTION PLATES, TO BE USED IN TWO LOCATIONS FOR EACH PLATE. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-60.

(3) INCLUDES ALL COSTS TO CLEAN AND PAINT AREAS OF EXISTING STRUCTURAL STEEL IN THE FIRST TEN FEET FROM EACH ABUTMENT; WITHIN TEN FEET EACH SIDE OF THE EXPANSION AND HINGED JOINT SPLICES; THE CROSS FRAMES AND WIND BRACING WITHIN THESE AREAS; AND ANY OTHER AREAS AS DESIGNATED BY THE ENGINEER. THE QUANTITY MAY BE INCREASED, DECREASED OR ELIMINATED BY THE ENGINEER. SEE THE PAINTING NOTES ON THIS DRAWING.

(4) INCLUDES COST OF ALL LABOR AND MATERIALS NECESSARY TO PROVIDE CORROSION RESISTANT STEEL ROPES AT EACH EXISTING STEEL GIRDER AT ABUTMENTS 1 AND 2, INCLUDING 1" ø DRILLCO MAXI-BOLTS, A36 PLATES, GALVANIZED ROPE THIMBLES, AND PAINTING. FOR LOCATIONS, NOTES AND DETAILS, SEE DWG. NOS. BR-26-54 AND BR-26-55.

(5) INCLUDES ALL COSTS, INCLUDING NEW REINFORCING STEEL AND BLAST CLEANING EXISTING REINFORCING STEEL, TO REMOVE AND REPLACE CONCRETE RAIL AND POSTS AT DESIGNATED LOCATIONS. FOR LOCATIONS SEE DWG. NO. BR-26-51. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-56.

(6) INCLUDES ALL COSTS FOR REMOVING ALL EXISTING ASPHALT SURFACE FROM BRIDGE END TO BRIDGE. (4 1/2" APPROX. DEPTH) FOR NOTES AND DETAILS, SEE DWG. NOS. BR-26-53 AND BR-26-61.

(7) INCLUDES COST OF ALL REINFORCING STEEL REQUIRED TO COMPLETE REPAIRS AS SHOWN ON THESE PLANS, INCLUDING MECHANICAL COUPLERS. SEE DWG. NO. BR-26-61 FOR BAR LIST.

(8) INCLUDES ALL COSTS TO PERFORM FULL DEPTH DECK REPAIRS. SEE DECK REPAIR NOTES AND DETAILS ON DWG. NO. BR-26-57.

(9) INCLUDES THE COST OF LABOR AND MATERIALS FOR REMOVING AND REPOURING CONCRETE, EPOXY COATED REINFORCING STEEL, MECHANICAL THREADED CONNECTORS, COUPLER BARS, STRIP SEAL EXPANSION JOINT ASSEMBLIES AND ALL OTHER WORK REQUIRED FOR PLACEMENT OF THE JOINTS AT EACH ABUTMENT. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-57.

(10) INCLUDES COST OF ALL LABOR AND MATERIALS FOR REMOVING THE EXISTING CONCRETE SLAB AT EXISTING EXPANSION AND FIXED HINGES AND FORMING AND PLACING NEW HIGH EARLY STRENGTH CONCRETE. FOR LOCATIONS, SEE DWG. NO. BR-26-51. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-61.

(11) INCLUDES ALL COSTS TO PERFORM PARTIAL DEPTH DECK REPAIRS. SEE DECK REPAIR NOTES AND DETAILS ON DWG. NO. BR-26-57.

(12) INCLUDES ALL COSTS TO PERFORM SPALL REPAIRS AT CURBS, RAIL AND BEAMS. FOR REPAIR NOTES AND DETAILS, SEE DWG. NOS. BR-26-55 AND BR-26-57.

⚠ (13) INCLUDES ALL COSTS FOR FURNISHING AND INSTALLING TWO (2) STEEL BARRIER CONNECTION PLATES TO BE USED AT TWO LOCATIONS EACH. FOR NOTES AND DETAILS, SEE DWG. NO. BR-26-60.

(14) INCLUDES ALL COSTS FOR FURNISHING AND INSTALLING TEN (10) VP-1L AND TEN (10) VP-1R VERTICAL PANELS. FOR NOTES AND DETAILS, SEE STD. DWG. NO. T-PBR-2. FOR LOCATIONS, SEE SHEET NO. 3, TRAFFIC CONTROL PLAN.

DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

U/NDT SR3-2 U:\...\931923 3/14/97 2 1=1 1:35 p.m.

GENERAL NOTES

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (MARCH 1, 1995 EDITION).

DESIGN SPECIFICATIONS: AASHTO 1996 EDITION.

STRUCTURAL STEEL: SHALL CONFORM TO AASHTO M270 GRADE 36 (ASTM A709 GRADE 36) UNLESS OTHERWISE NOTED.

REINFORCING STEEL: SEE THE STANDARD SPECIFICATIONS.

MECHANICAL BAR SPLICERS: MUST BE ON THE APPROVED LIST MAINTAINED BY THE DIVISION OF MATERIALS AND TESTS. THE BAR SPLICER SHALL MEET AASHTO STANDARD SPECIFICATIONS FOR MECHANICAL CONNECTION. WHEN EPOXY COATING IS REQUIRED, THE EXPOSED THREADS SHALL BE REPAIRED AFTER SPLICING ACCORDING TO THE STANDARD SPECIFICATIONS, SECTION 907. 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. 604-10.18, LB.

SHOP DRAWINGS: SHALL BE SUBMITTED ACCORDING TO SPECIAL PROVISION NO. 105A, EXCEPT SHOP DRAWINGS SHALL BE SUBMITTED TO THE HEADQUARTERS BRIDGE INSPECTION AND REPAIR OFFICE IN LIEU OF THE DIVISION OF STRUCTURES.

BOLTS: SHALL BE HIGH TENSILE STRENGTH BOLTS (ASTM-A325), UNLESS OTHERWISE NOTED. SIZE TO BE AS NOTED ON PLANS. SEE AASHTO SPECIFICATIONS, ARTICLE 11.5.6, DIVISION II. EXISTING CONTACT SURFACES SHALL BE CLEANED TO SSPC-10 SPECIFICATIONS PRIOR TO ATTACHMENT OF NEW MEMBERS.

HIGH EARLY STRENGTH CONCRETE: THE MIX TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS CLASS "A", EXCEPT THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER-TO-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40, NO FLY ASH REPLACEMENT WILL BE PERMITTED AND THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 3,500 P.S.I. TRAFFIC SHALL NOT BE PERMITTED ON ANY OF THE REPAIR AREAS UNTIL TEST SPECIMENS ATTAIN A COMPRESSIVE STRENGTH OF 3000 P.S.I. MINIMUM 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.

NON-PAY ITEMS: ONLY ITEMS SHOWN ON THE PROPOSAL AS PAY ITEMS WILL BE PAID FOR. COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, AND INCIDENTALS FOR THE ENTIRE CONTRACT SHALL BE INCLUDED IN THE PRICE FOR PAY ITEMS.

SPECIAL NOTE: TO IMPROVE THE FLOWABILITY OF THE CONCRETE, THE CONTRACTOR MAY USE ADMIXTURES (SUPERPLASTICIZERS) IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. CONCRETE ADMIXTURES (SUPERPLASTICIZERS) USED SHALL BE APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION MATERIALS AND TEST DIVISION PRIOR TO USE. COARSE AGGREGATE FOR THE CONCRETE USED IN THE REPAIR AREAS SHALL BE SIZE 67 STONE.

GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED 1/2" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT AND THE BAR DRIVEN TO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED 1/4" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT AND THE BAR DRIVEN TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY T.D.O.T. MATERIAL AND TESTS.

DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM) OR OTHER SIMILARLY HEAVY EQUIPMENT FOR CONCRETE REMOVAL. PNEUMATIC HAMMERS MAY BE USED TO REMOVE UNSOUND CONCRETE. FOR FULL DEPTH OF CONCRETE SLAB REMOVAL EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTIAL DEPTH OF CONCRETE SLAB REMOVAL AND ANY WORK OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS. SAWING OR CUTTING OF CONCRETE IS ACCEPTABLE AS LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET WITH APPROVAL OF THE ENGINEER.

GROUT: GROUT SHALL BE A PORTLAND CEMENT TYPE IN ACCORDANCE WITH STANDARD SPECIFICATION 918.21 - GROUT.

SURFACE PREPARATION AND SPOT PAINTING OF EXISTING STEEL

CLEANING OF EXISTING STEEL SHALL BE DONE IN ACCORDANCE WITH SECTION 603.13 - REPAINTING OF EXISTING STEEL STRUCTURE, TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

CLEANING OF STEEL MAY BE DONE WITH A VACUUM-SHROUDED DEVICE CAPABLE OF CONTAINING ALL WASTE MATERIAL ELIMINATING THE TOTAL CONTAINMENT REQUIREMENT.

PAINTING SHALL BE IN ACCORDANCE WITH SECTION 603.06, SCHEDULE OF PAINTING, SYSTEM C, OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

COST OF CLEANING AND PAINTING THE EXISTING STEEL SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 603-02.20, SPOT PAINTING OF EXISTING STEEL STRUCTURES, S.F.

PAINTING NEW STEEL

NEW STEEL SHALL BE SHOP PRIMED IN ACCORDANCE WITH SECTON 603.06 - SCHEDULE OF PAINTING, SYSTEM A - INORGANIC ZINC, OF THE TDOT STD. SPEC.

TOP COAT OF NEW STEEL SHALL BE IN ACCORDANCE WITH SECTION 603.06 SCHEDULE OF PAINTING, SYSTEM C OF THE TDOT STANDARD SPECIFICATIONS.

COST OF SHOP PRIMING SURFACES OF NEW STRUCTURAL STEEL SHALL BE INCLUDED IN ITEM NO. 602-10.32, STRUCTURAL STEEL (REPAIRS), LB.

COST OF TOP COATING NEW STEEL SHALL BE INCLUDED IN ITEM NO. 603-02.20, SPOT PAINTING OF EXISTING STEEL STRUCTURES, S.F.

CONST. 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. 712-01, TRAFFIC CONTROL, LUMP SUM.

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS FLAGGER SIGNS 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, VERTICAL PANELS, 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. 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 THIRTY (30) FEET SETBACK, THE ENGINEER SHALL APPROVE ALTERNATE LOCATIONS.

THE CONTRACTOR WILL 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. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO BE PARKED WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK, THE ENGINEER SHALL APPROVE ALTERNATE LOCATIONS.

UTILITY NOTES

THE LOCATION OF UTILITIES SHALL BE FIELD LOCATED BY THE CONTRACTOR AND BY CONTACTING THE UTILITY COMPANIES INVOLVED.

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO CO-OPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT.

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

THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING ALL AFFECTED UTILITIES PRIOR TO SUBMITTING HIS BID. IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF THE WORK FOR THE PROJECT. SOME UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS, WHILE SOME WORK MAY BE REQUIRED "AROUND" UTILITY FACILITIES THAT WILL REMAIN IN PLACE. IT IS UNDERSTOOD AND AGREED THAT THE CONTRACTOR WILL RECEIVE NO ADDITIONAL COMPENSATION FOR ANY DELAYS OR INCONVENIENCE CAUSED BY THE UTILITY ADJUSTMENTS.

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL OWNER OF HIS PLAN OF OPERATION IN THE AREA OF UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT OWNERS AND REQUEST THEM TO PROPERLY RELOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
⚠1	3/14/97	TLJ	CORRECTED NUMBER OF STEEL BARRIER CONNECTION PLATES TO BE FURNISHED

TERRY L. JOHNSON REGISTERED ENGINEER AGRICULTURE TRANSPORTATION STRUCTURES No. 23172 STATE OF TENNESSEE 3/14/97

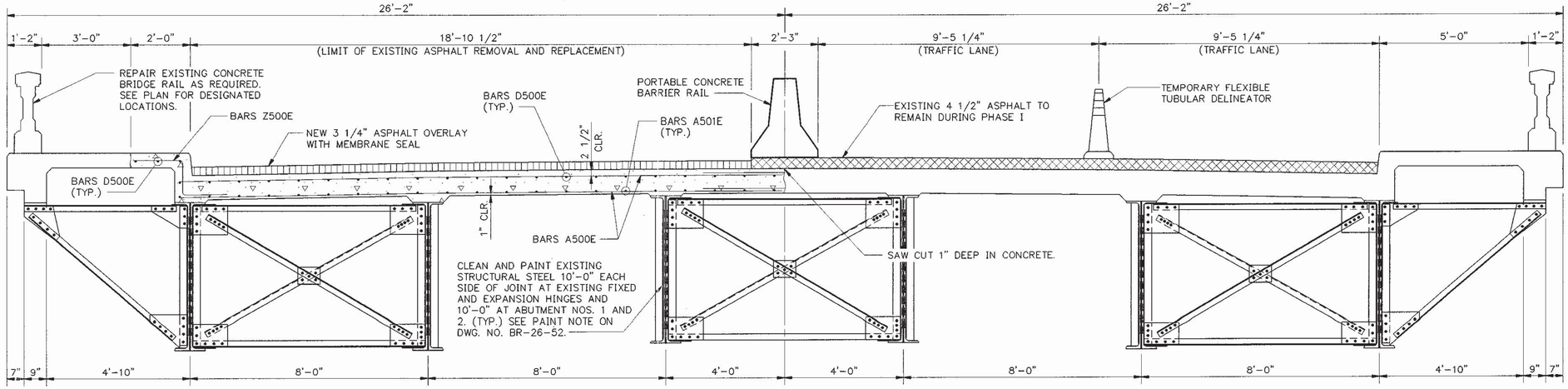
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES AND GENERAL NOTES

STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

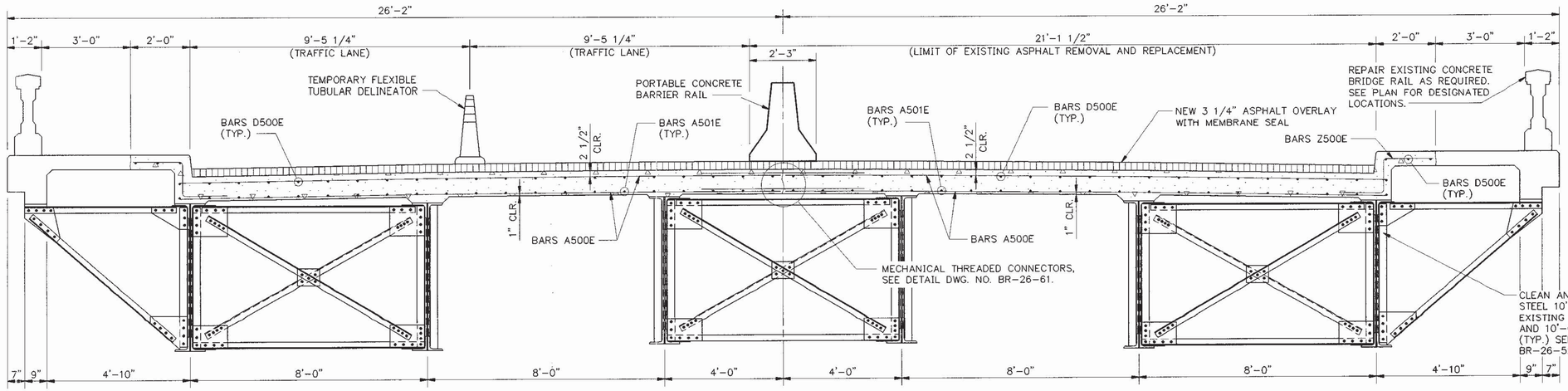
BR-26-52



SECTION A-A
(SHOWING PHASE I CONSTRUCTION)
SCALE: 1/2" = 1'-0"

NOTE:

EXISTING REINFORCING STEEL IN SLAB NOT SHOWN FOR CLARITY. ALL EXISTING LONGITUDINAL STEEL SHALL BE PRESERVED AND BLAST CLEANED.



SECTION A-A
(SHOWING PHASE II CONSTRUCTION)
SCALE: 1/2" = 1'-0"

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

REVISIONS

NO	DATE	BY	BRIEF DESCRIPTION
1	3/14/97	TLJ	CORRECTED PAY ITEM FOR STEEL BARRIER CONNECTOR PLATE

NOTES:

REMOVE EXISTING 4 1/2"± ASPHALT OVERLAY FROM BRIDGE DECK AND REPLACE NEW 3 1/4" ASPHALT OVERLAY WITH MEMBRANE SEAL. REMOVAL OF ASPHALT SHALL BE INCLUDED IN ITEM NO. 604-10.14, REMOVE EXISTING WEARING SURFACE, L.S.

CONTRACTOR SHALL SAW CUT 1" DEEP IN CONCRETE ONLY. EXTREME CARE SHALL BE TAKEN WHEN REMOVING THE EXISTING CONCRETE AND JOINT SO AS NOT TO DAMAGE THE EXISTING LONG. REINFORCING STEEL TO REMAIN. ALL EXISTING LONGITUDINAL REINFORCING STEEL TO REMAIN SHALL BE PRESERVED AND BLAST CLEANED.

CONCRETE SHALL BE HIGH EARLY STRENGTH CONCRETE, f'c = 3500 PSI AT 28 DAY STRENGTH.

COST OF EXISTING CONCRETE REMOVAL AND EXISTING JOINT REMOVAL, BLAST CLEANING EXISTING REINFORCING STEEL, NEW CONCRETE, AND ALL LABOR AND ANY MISCELLANEOUS ITEMS NECESSARY FOR REPAIRS AS SHOWN ON THE DETAILS SHALL BE INCLUDED IN ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F.

COST OF ALL REINFORCING STEEL SHALL BE INCLUDED IN ITEM NO. 604-10.18, REINFORCING STEEL (REPAIRS), LB.

FOR EXISTING JOINT LOCKUP DETAIL, BAR CONNECTOR DETAIL AND BAR LIST, SEE DWG. NO. BR-26-61.

FOR DETAILS OF NEW 3 1/4" ASPHALT OVERLAY WITH MEMBRANE SEAL, SEE DWG. NO. BR-26-61.

1 ALL COSTS ASSOCIATED WITH THE NEW INTERCONNECTED PORTABLE BARRIER RAIL SHALL BE INCLUDED IN ITEM NO. 712-02.02, EXCEPT FOR THE STEEL BARRIER CONNECTOR PLATE SHOWN ON DWG. NO. BR-26-60, WHICH SHALL BE INCLUDED IN ITEM NO. 604-10.90, MISCELLANEOUS BRIDGE ITEMS, L.S.

FOR MORE DETAILS ON TRAFFIC CONTROL, SEE SHEET NO. 3.

TEMPORARY FLEXIBLE TUBULAR DELINEATOR NOTES

THE TUBULAR DEVICE IS TO BE MADE OF A FLEXIBLE MATERIAL OR HAVE A FLEXIBLE JOINT AT THE BASE SUCH THAT IT WILL NOT CAUSE DAMAGE TO VEHICLES UPON IMPACT AND WILL RETURN TO IT'S ORIGINAL SHAPE AFTER BEING STRUCK BY 5000 lb. VEHICLE AT A VELOCITY OF 75 FT./SEC.

THE TUBULAR DEVICE SHALL BE ORANGE WITH TWO WHITE RREFLECTORIZED CONE COLLARS. REFLECTORIZED MATERIAL SHALL HAVE A SMOOTH SEALED OUTER SURFACE WHICH WILL DISPLAY THE SAME APPROXIMATE COLOR DAY AND NIGHT.

SURFACE MOUNTED DELINEATORS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-04.10 TEMPORARY FLEXIBLE TUBULAR DELINEATOR, EACH. FOR THE INITIAL INSTALLATION ONLY. ANT ADDITIONAL DELINEATORS NEEDED TO REPLACE THOSE THAT BECOME DAMAGED OR MISSING SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION.

THE COST OF EPOXY GLUE AND ALL WORK NECESSARY TO MOUNT THE TUBULAR DELINEATORS TO THE PAVEMENT SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT SHALL BE INCLUDED IN PRICE BID FOR ITEM 712-04.10, TEMPORARY FLEXIBLE TUBULAR DELINEATOR, EACH.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

TERRY L. JOHNSON REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 23171 STATE OF TENNESSEE
3/14/97

DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

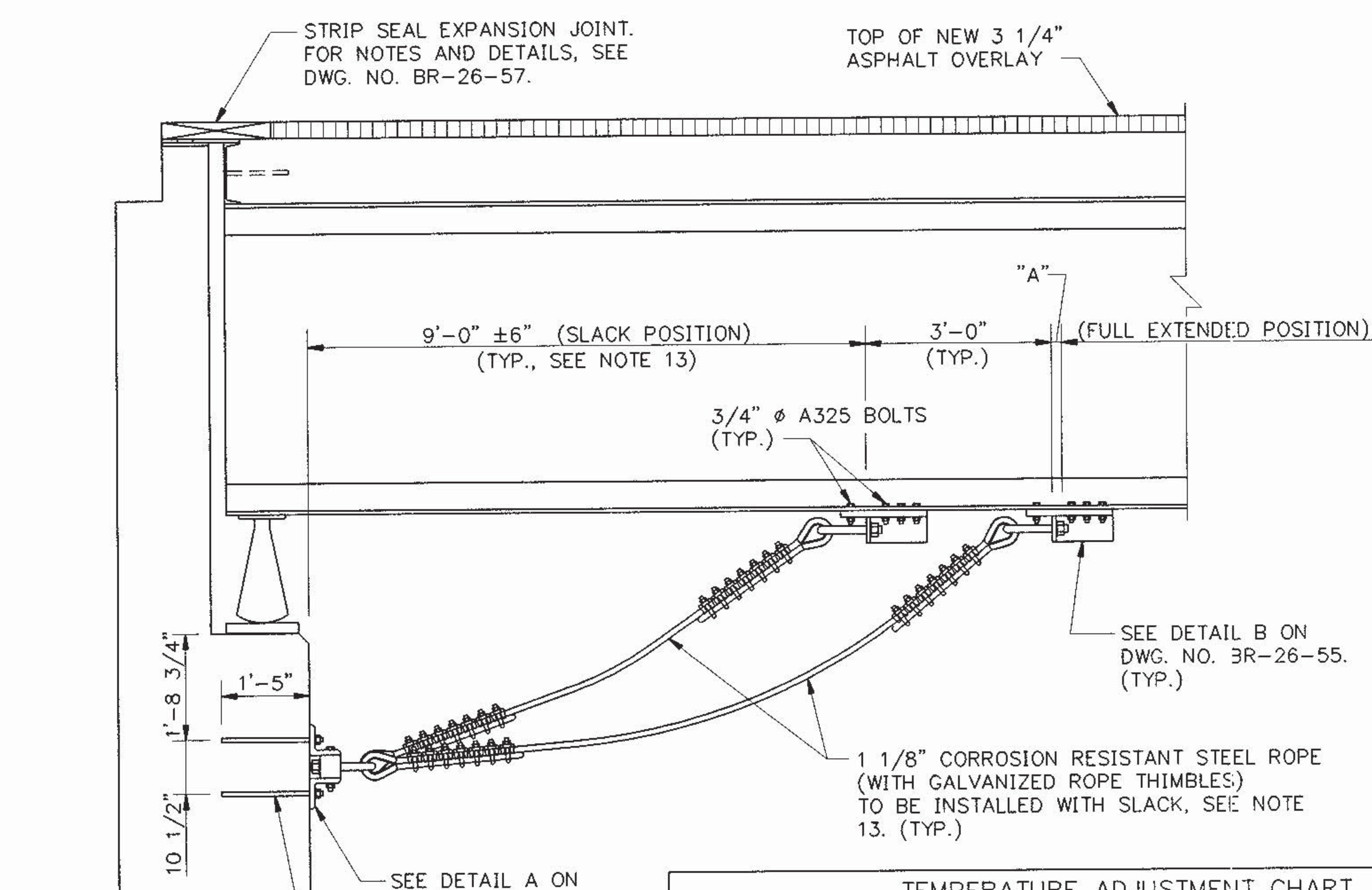
U/CFM SR3-5 U:_\931923 3/17/97 2 1=1 11:34 a.m.

BR-26-53

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

REVISIONS

NO	DATE	BY	BRIEF DESCRIPTION

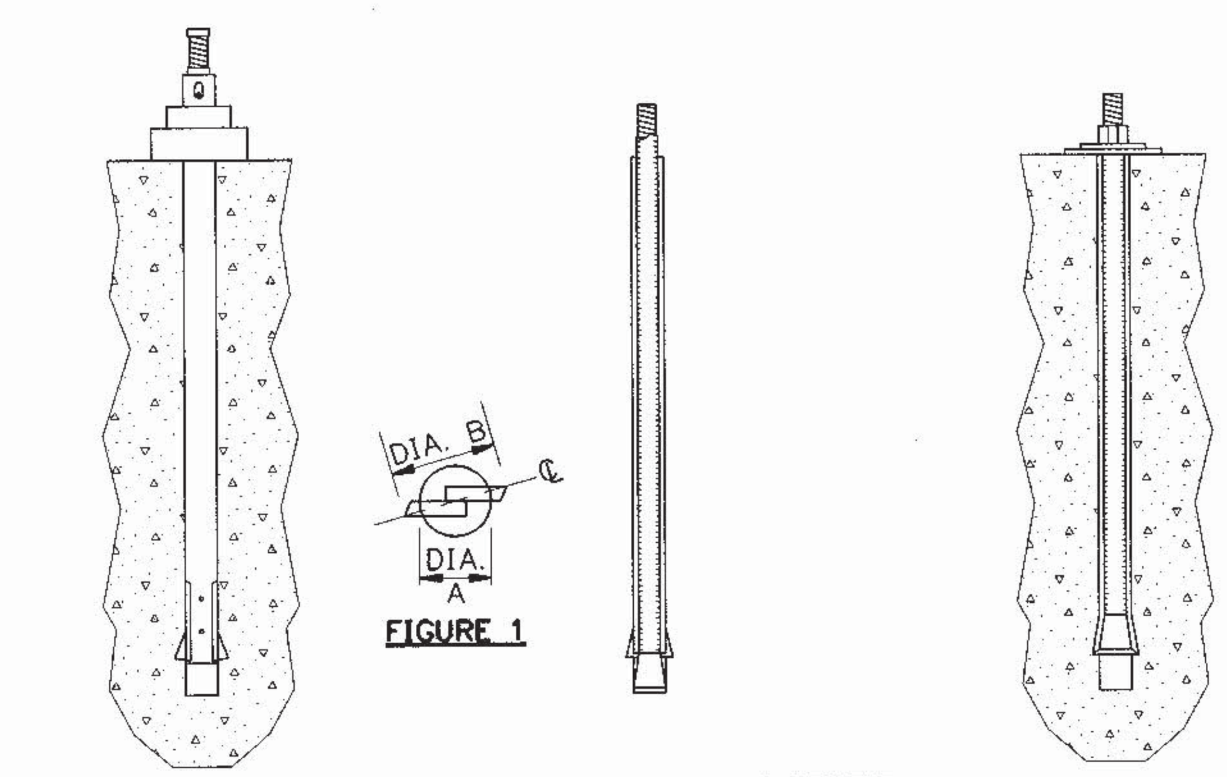


TEMPERATURE ADJUSTMENT CHART					
TEMP. AT INSTALLATION	20°	40°	60°	80°	100°
DIM "A"	2 7/16"	2 3/16"	2 "	1 13/16"	1 9/16"

SEISMIC RESTRAINT AT ABUTMENTS
(ABUTMENT 1 SHOWN, ABUTMENT 2 SIMILAR)
SCALE: 1/2" = 1'-0"

TABLE 1
PRIMARY HOLE DRILL DIAMETERS AND HOLE DEPTHS

NOMINAL ANCHOR SIZE	DRILL DIAMETER MAXIMUM	MINIMUM HOLE DEPTH ANCHOR EMBEDMENT PLUS	UNDERCUTTING TOOL			TENSIONING TORQUE (FT.-LB.)	SETTING LOAD 50% Fy (POUND)	TENSIONING LOAD 81% Fy (POUND)
			DIAMETER A (INCHES)	DIAMETER B (INCHES)	TOLERANCE (INCHES)			
1"	1.690"	2"	1.625	2.275	+.010 -.050	645 - 650	31,815	51,540



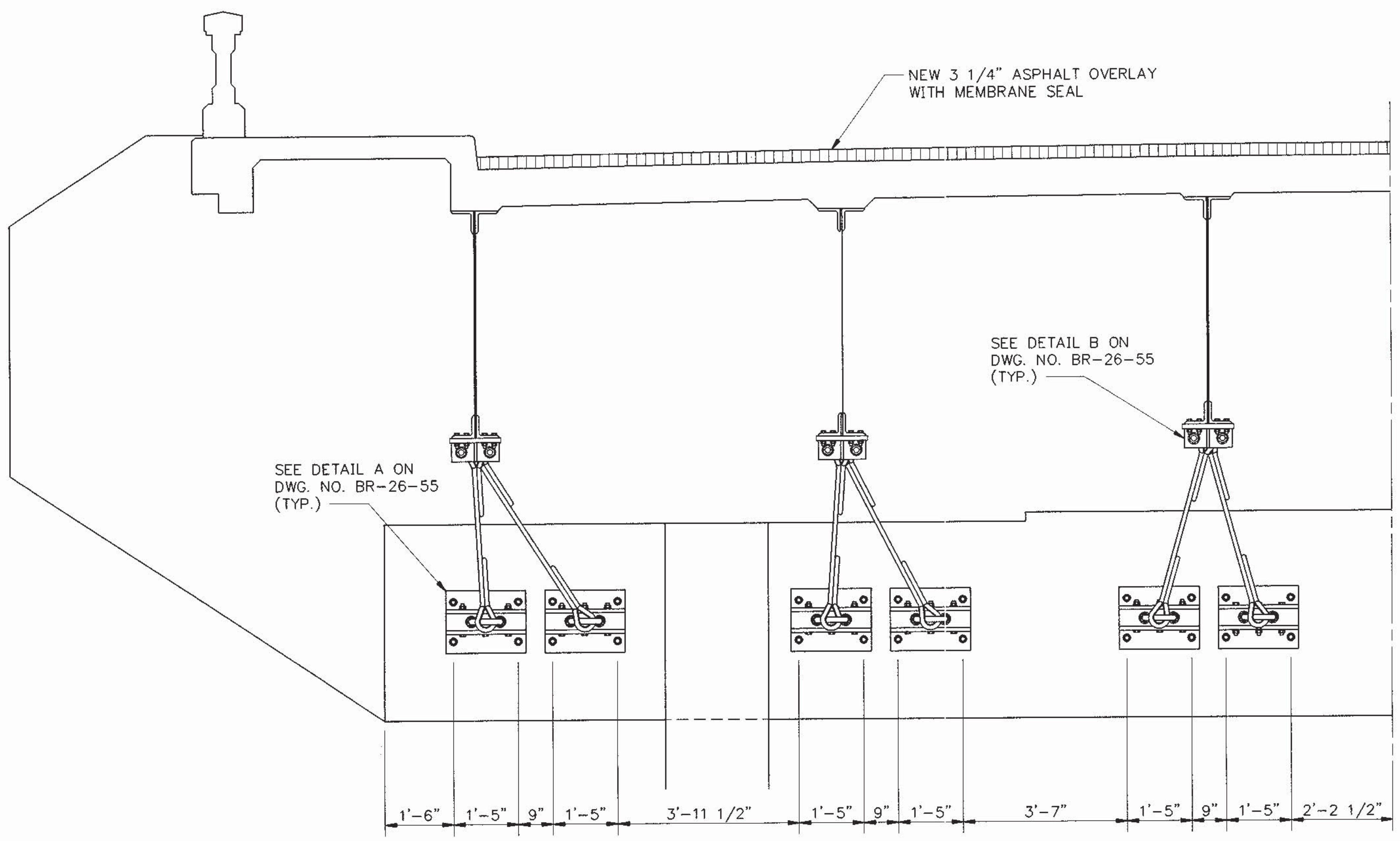
MAXI-BOLT UNDERCUTTING TOOL

THE ANCHOR IS THEN INSERTED IN THIS UNDERCUT HOLE AND IS EXPANDED INTO THE UNDERCUT BY DRAWING THE CONE UP INTO THE SLEEVE. THIS PROCESS MAY BE PERFORMED WITH A TORQUE WRENCH OR HYDRAULIC CYLINDER.

ANCHOR EXPANDED

PROCEDURE FOR INSTALLATION OF ANCHOR BOLTS:

1. LOCATE PLACEMENT OF EXISTING REBAR IN VICINITY OF ANCHORS WITH A REBAR LOCATING DEVICE AND MAKE NECESSARY CORRECTIONS IN LOCATION OF ANCHORS ON CONCRETE. ANCHOR LOCATION MAY VARY PLUS OR MINUS 3 INCHES IN ANY DIRECTION BUT THE HOLE SHALL BE DRILLED WITHIN 6 DEGREES OF PERPENDICULAR TO THE NOMINAL CONCRETE SURFACE.
NOTE: CUTTING OF REBAR WILL BE ALLOWED.
2. HOLES SHALL BE DRILLED WITH A DRILLCO CARBIDE PERCUSSION DRILL BIT, OR A DRILLCO "REBAR EATER" BIT., OR A DRILLCO DIAMOND CORE BIT. ANY OTHER BRAND NAME SYSTEM WITH THE SAME MECHANICAL CONNECTION SYSTEM MAY BE USED SUBJECT TO THE APPROVAL OF THE DIRECTOR OF STRUCTURES.
3. THE DRILL BIT DIAMETER AND HOLE DEPTHS ARE SPECIFIED IN TABLE 1.
   a. THE DRILL BIT DIAMETER SHALL NOT EXCEED THE SPECIFIED MAXIMUM DIAMETER.
   b. THE HOLE DEPTH SHALL NOT BE LESS THAN THE SPECIFIED HOLE DEPTH BUT MAY EXCEED THE SPECIFIED HOLE DEPTH BY NOT MORE THAN 1 INCH.
4. IF AN ANCHOR MUST BE RELOCATED AND A NEW HOLE DRILLED, THE OLD HOLE SHALL BE REPAIRED WITH A NON SHRINKAGE PACK GROUT.
5. UNDERCUT IN PRIMARY HOLE SHALL BE AS SPECIFIED IN TABLE 1 AND ILLUSTRATED BY FIGURE 1. THE DIAMETER B SHALL NOT BE SMALLER OR LARGER THAN THE SPECIFIED DIAMETER PLUS OR MINUS THE SPECIFIED TOLERANCE.
6. CLEAN THE HOLE OF CONCRETE DUST AND DEBRIS USING OIL FREE COMPRESSED AIR OR BY VACUUMING. PLACE BEARING SLEEVE FLUSH WITH THE CONCRETE SURFACE.
7. THE EXPANSION SLEEVE IS TO EXPAND INTO THE UNDERCUT CREATED BY THE UNDERCUTTING TOOL THEREFORE THE ANCHOR TUBE MUST TERMINATE AT THE BASE OF THE UNDERCUT SECTION.
8. TO SET THE ANCHOR, IT IS NECESSARY TO DRAW THE CONICAL NUT OF THE STUD BOLT INTO THE ANCHOR SLEEVE. THE REQUIRED SEATING TORQUE AND SEATING FORCE ARE LISTED IN TABLE 1. AFTER THE STEEL PLATES ARE IN PLACE THE FINAL TENSION LOAD LISTED IN TABLE 1 SHALL BE APPLIED. THE ANCHOR LOADS MAY BE APPLIED BY MANUAL TORQUING OR HYDRAULIC TENSIONING.
9. BECAUSE OF CLOSE TOLERANCE BETWEEN CONICAL NUT O.D. AND HOLE I.D. IT MAY BE NECESSARY TO LIGHTLY HAMMER THE ANCHOR INTO THE HOLE. IF HAMMERING IS NECESSARY, STEPS SHALL BE EMPLOYED WHICH WILL PREVENT DAMAGE TO THE STUD BOLT THREADS.
10. INSTALLATION PROCEDURES REQUIRED BY THE ANCHOR MANUFACTURER IN ADDITION TO THE INSTRUCTIONS LISTED ABOVE SHALL BE TAKEN AS REQUIRED.
11. FOR STEEL GIRDERS, DETAIL B SHALL BE ATTACHED TO FLANGES WITH ASTM A325 TYPE I GALVANIZED BOLTS WITH GALVANIZED ASTM A563 GRADE DH NUT AND ASTM F436 WASHER.
12. PLATES SHALL BE A36 MATERIAL GALVANIZED TO ASTM A123 STANDARD.
13. DETAIL B SHALL BE POSITIONED ON THE GIRDER WITH CABLE IN THE FULL EXTENDED POSITION AND PLATE POSITION MARKED. THE PLATE SHALL THEN BE SHIFTED TOWARD THE ABUTMENT THE DISTANCE "A" SHOWN IN THE TEMPERATURE ADJUSTMENT CHART AND THE ANCHOR BOLT LOCATIONS MARKED THROUGH DETAIL B ANCHOR HOLES.



TYPICAL SECTION
(SHOWING SEISMIC RESTRAINTS)
SCALE: 1/2" = 1'-0"

NOTES:

PROVIDE 1 1/8" ø CORROSION RESISTANT STEEL ROPES AT ABUTMENTS 1 AND 2 (24 TOTAL).

ALL COSTS ASSOCIATED WITH INSTALLING 1 1/8" ø CORROSION RESISTANT STEEL ROPES SHALL BE PAID FOR UNDER ITEM NO. 604-03.60, BRIDGE JOINT SEISMIC MODIFICATION, EACH.

FOR ADDITIONAL SEISMIC DETAILS, SEE DWG. NO. BR-26-55.

BRIDGE JOINT SEISMIC DETAILS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY
1997

DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

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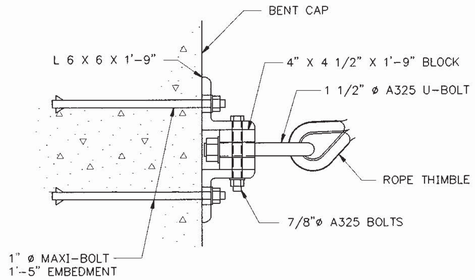
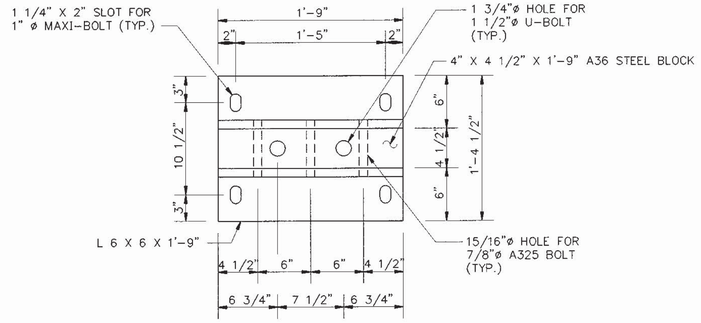
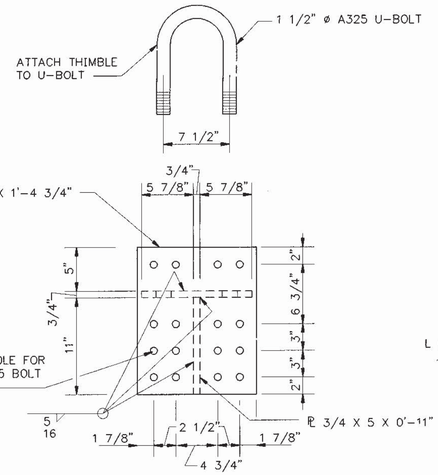
BR-26-54



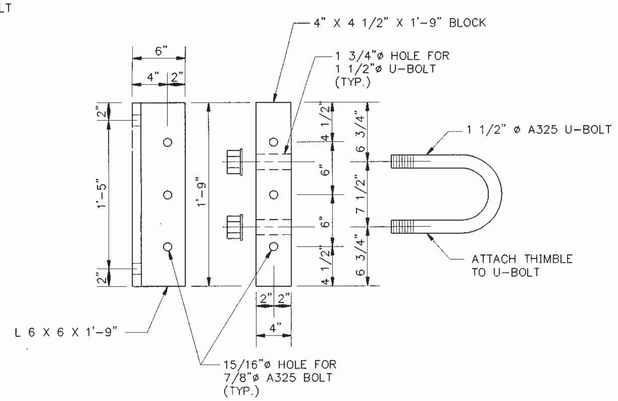
DETAIL A
SCALE: 1 1/2" = 1'-0"



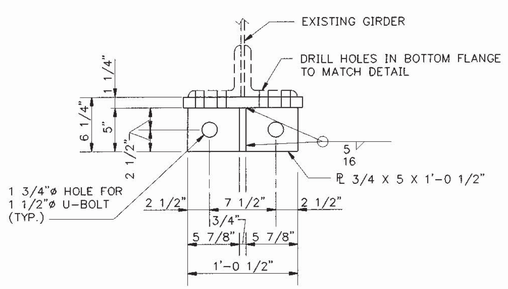
FRONT VIEW OF DETAIL A
SCALE: 1 1/2" = 1'-0"



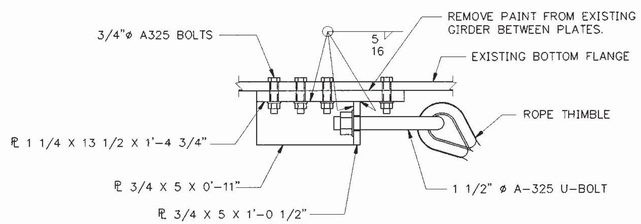
END VIEW OF DETAIL B
SCALE: 1 1/2" = 1'-0"



PLAN OF DETAIL A
SCALE: 1 1/2" = 1'-0"



DETAIL B
SCALE: 1 1/2" = 1'-0"



BRIDGE JOINT SEISMIC DETAILS

NOTES:

PROVIDE DETAILS A AND B AT ABUTMENTS 1 AND 2 (DETAIL A = 24 LOCATIONS AND DETAIL B = 24 LOCATIONS).

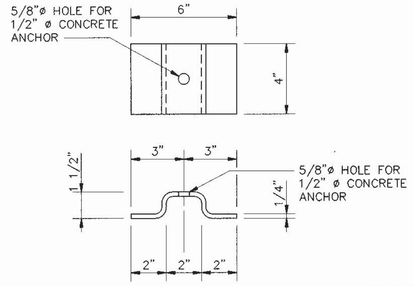
7/8"ø BOLTS AND 1 1/2"ø U-BOLTS SHALL BE A325 AND GALVANIZED WITH GALVANIZED WASHERS AND NUTS.

ALL COSTS ASSOCIATED WITH FURNISHING AND INSTALLING DETAILS A AND B SHALL BE PAID FOR UNDER ITEM NO. 604-03.60, BRIDGE JOINT SEISMIC MODIFICATION, EACH.

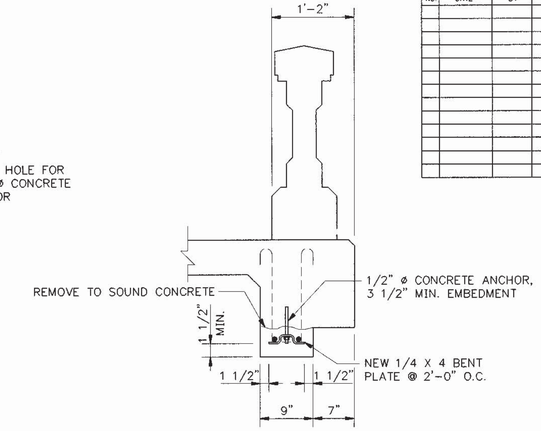
ALL STRUCTURAL STEEL PLATES SHALL MEET AASHTO M27 GRADE 36 AND SHALL RECEIVE A SHOP PRIMER COAT OF 2 1/2 MILS MINIMUM DRY FILM THICKNESS OF INORGANIC ZINC. DO NOT PAINT SURFACE PLACED AGAINST BEAM.

FINISH COATS SHALL BE IN ACCORDANCE WITH THE PAINT NOTE FOR PAINTING NEW OR EXISTING STRUCTURAL STEEL ON DWG. NO. BR-26-52.

FOR ADDITIONAL SEISMIC DETAILS AND PROCEDURE FOR INSTALLATION OF ANCHOR BOLTS, SEE DWG. NO. BR-26-54.



BENT PLATE DETAIL
SCALE: 3" = 1'-0"



BEAM REPAIR DETAIL
SCALE: 1" = 1'-0"

NOTES:

FOR LOCATIONS OF BEAM REPAIR, SEE DWG. NO. BR-26-51. (6 L.F. MIDSPAN AND 13 L.F. AT BEAM END)

COST OF SAW CUTTING, REMOVING SPALLED OR CRACKED CONCRETE, BLAST CLEANING, PATCHING MATERIAL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.54, CONCRETE REPAIRS, S.F.

FOR ADDITIONAL NOTES AND DETAILS AND TABLE OF APPROXIMATE QUANTITIES, SEE DWG. NO. BR-26-57.

COST OF BENT PLATE AND 1/2" ø CONCRETE ANCHOR TO BE INCLUDED IN ITEMS BID ON. (6 PLATES AND ANCHORS IN 13 L.F. SECTION AND 3 PLATES AND ANCHORS IN 6 L.F. SECTION.)

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

TERRY L. JOHNSON
REGISTERED ENGINEER
AGRICULTURE
No. 23171
STATE OF TENNESSEE
12/20/97

BR-26-55

DESIGNED BY N. TINER DATE JANUARY 1997
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SUPERVISED BY T. JOHNSON DATE JANUARY 1997
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NOTES:

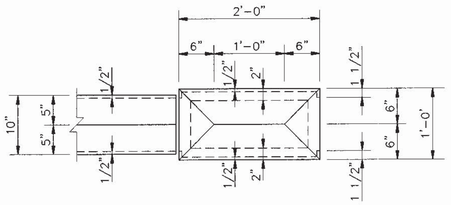
ALL COSTS ASSOCIATED WITH THE REMOVAL AND REPLACEMENT OF THE CONCRETE RAIL AND POST REPAIR, INCLUDING HIGH EARLY STENGTH, FORMING, REINFORCING STEEL, BLAST CLEANING, SHALL BE INCLUDED IN THE COST FOR ITEM NO. 604-10.06, CONCRETE HANDRAIL REPAIR, L.F. MEASUREMENT SHALL BE AS SHOWN ON THE ELEVATION OF POST & RAIL.

CONCRETE FOR NEW RAIL AND POST SHALL BE HIGH EARLY STRENGTH CONCRETE, f'c = 3500 PSI AT 28 DAY STRENGTH.

REPLACE ONE MISSING POST ON LEFT SIDE OF SPAN 2, AND ONE DAMAGED POST ON RIGHT SIDE OF SPAN 3. REMOVE AND REPLACE SECTION NEAR MIDSPAN ON THE LEFT SIDE OF SPAN 2, AS WELL AS OTHER LOCATIONS AS MAY BE DESIGNATED BY THE ENGINEER. SEE DRAWING NO. BR-26-51 FOR LOCATIONS.

ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO ORDERING REINFORCEMENT.

SPALL REPAIR TO POSTS AND RAIL SHALL BE INCLUDED IN ITEM NO. 604-10.54, CONCRETE REPAIRS, S.F. FOR LOCATIONS, NOTES AND DETAILS OF SPALL REPAIR, SEE DWG. NO. BR-26-57.



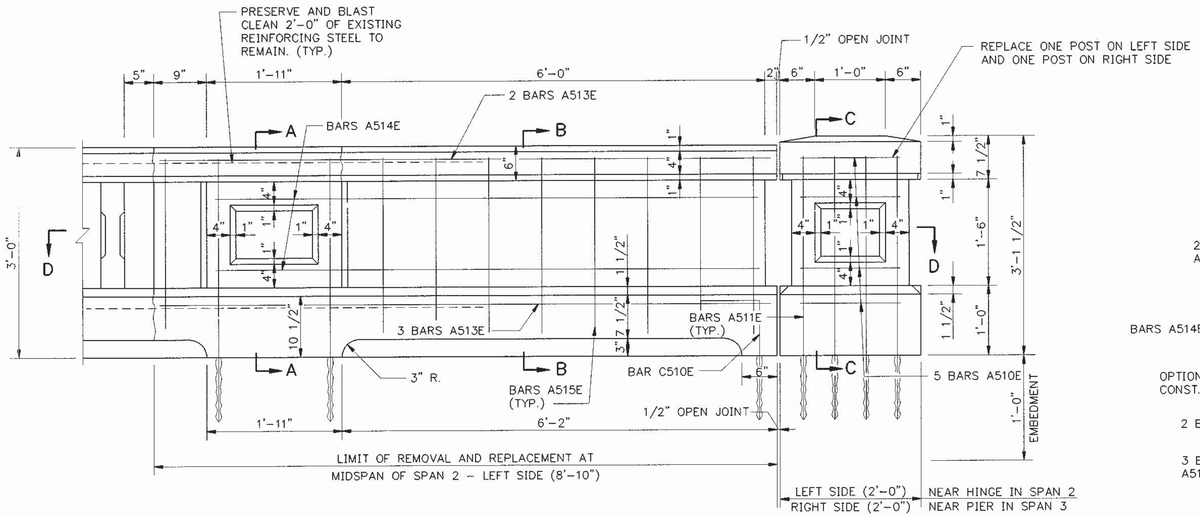
TOP VIEW OF POST & RAIL
SCALE: 1" = 1'-0"

BILL OF STEEL				
BARS	SIZE	NO. REQ	A	LENGTH
POST (LEFT SIDE & RIGHT SIDE)				
A510E	5	10		1'-5"
A511E	5	8		3'-10"
RAIL (LEFT SIDE)				
A511E	5	2		3'-10"
A513E	5	5		8'-8"
A514E	5	2		8'-6"
A515E	5	9		2'-5"
C510E	5	1	2'-3"	3'-1"

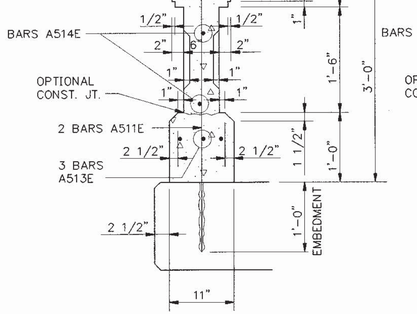
ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATION.
ALL DIMENSIONS GIVEN ARE OUT TO OUT.
BARS ENDING WITH AN "E" ARE TO BE EPOXY COATED.

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

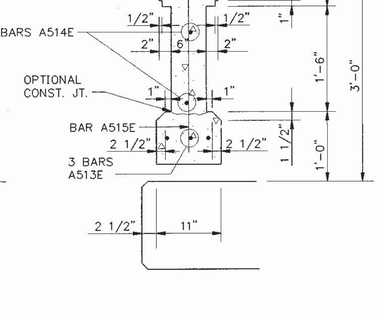
REVISIONS			
NO	DATE	BY	BRIEF DESCRIPTION



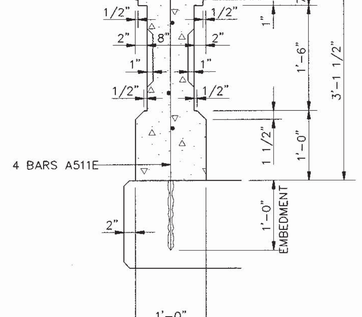
ELEVATION OF POST & RAIL
SCALE: 1" = 1'-0"



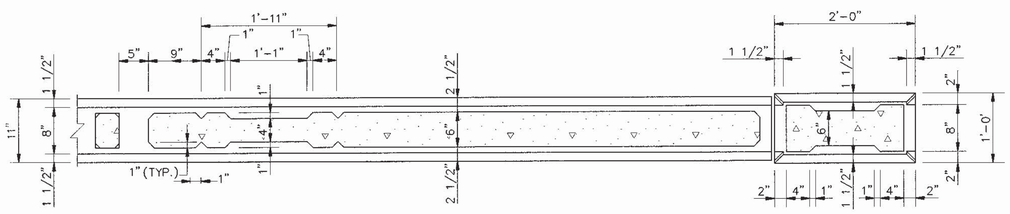
SECTION A-A
SCALE: 1" = 1'-0"



SECTION B-B
SCALE: 1" = 1'-0"



SECTION C-C
SCALE: 1" = 1'-0"



SECTION D-D
SCALE: 1" = 1'-0"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

TERRY L. JOHNSON REGISTERED ENGINEER AGRICULTURE COMMERCE No. 23171 STATE OF TENNESSEE
1/20/97

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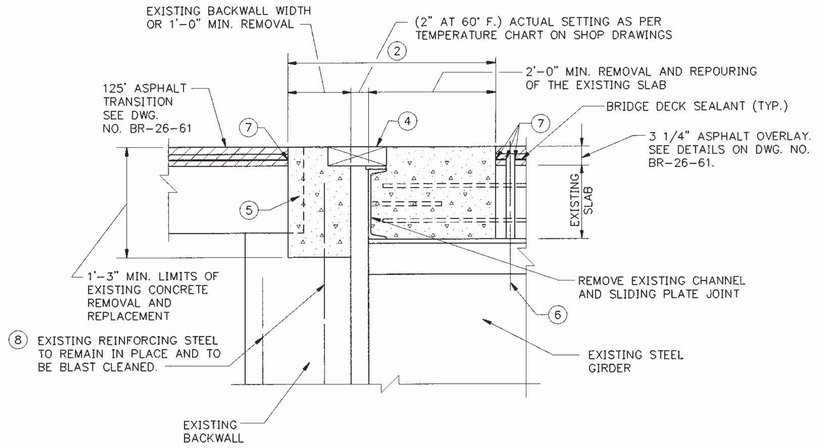
BR-26-56



EXPANSION JOINT REPLACEMENT DETAIL

TYPE "A" (ITEM NO. 604-10.32)
(SEE EXPANSION JOINT REPLACEMENT DETAILS TYPE "A" ON STD DWG. NO. BR-2-117)
(TYPICAL AT ABUTMENTS 1 AND 2)

NOTES:

(1) ALL CONCRETE POURS SHALL BE WELL CONSOLIDATED BEHIND AND AROUND THE EXPANSION JOINT STEEL RETAINER.

(2) SEE EXPANSION JOINT REPLACEMENT DETAIL, TYPE "A" ON STANDARD DRAWING NO. BR-2-117. FOR FURTHER DETAILS AND NOTES, SEE STANDARD DRAWING NO. BR-2-115, BR-2-116, AND SPECIAL PROVISION NO. 604S.

(3) SET ALL EXPANSION JOINT REPLACEMENTS 2" (TWO INCHES) AT MID-TEMPERATURE OF 60° F., WITH A TOTAL MOVEMENT REQUIRED OF 4" (FOUR INCHES). ACTUAL SETTING AS PER TEMPERATURE CHART ON EXPANSION JOINT SHOP DRAWINGS.

(4) SEE TYPE "X" MEMBRANE RETAINER AND TYPE "Y" RETAINER WITH ELASTOMERIC SEAL AND NOTES ON STANDARD DRAWING NO. BR-2-116. FOR ADDITIONAL DETAILS AND NOTES, SEE STANDARD DRAWING NOS. BR-2-115 AND BR-2-117.

(5) FOR LEVELING BOLT ASSEMBLIES NOT SHOWN, SEE DETAILS ON STANDARD DRAWING NOS. BR-2-116, AND BR-2-117.

(6) CONTRACTOR TO DRILL A 1½"ø HOLE NEAR FACE OF CURB AT LOW POINT AT EACH SIDE OF BRIDGE.

(7) MASTIC AS RECOMMENDED BY MANUFACTURER OF MEMBRANE. SEE STANDARD SPECIFICATIONS, ARTICLE 906.04.

(8) EXTREME CARE SHALL BE TAKEN WHEN REMOVING CONCRETE SLAB SO AS NOT TO DAMAGE THE EXISTING LONGITUDINAL REINFORCING STEEL. ALL EXISTING LONGITUDINAL REINFORCING STEEL SHALL BE BLAST CLEANED AND INCORPORATED WITH NEW REINFORCING STEEL. ALL WORK MUST MEET WITH FULL SATISFACTION OF THE ENGINEER.

(9) CONCRETE FOR ALL EXPANSION JOINT REPAIR AREAS TO BE HIGH EARLY STRENGTH CONCRETE, f'c = 3500 PSI AT 28 DAYS.

(10) COST OF REMOVING CONCRETE FOR THE LIMITS SHOWN, REPOURING WITH HIGH EARLY STRENGTH CONCRETE, EPOXY COATED REINFORCING STEEL, MECHANICAL THREADED CONNECTORS, COUPLER BARS, REMOVAL AND REPLACEMENT OF SIDEWALK PLATES, AND EXPANSION JOINT ASSEMBLIES SHALL BE PAID FOR UNDER ITEM NO. 604-10.32, EXPANSION JOINT REPAIR (TYPE "A"), L.F.

(11) COST OF INCIDENTALS SUCH AS WELDING, BLAST CLEANING, SAW CUTTING, DRILLING, ETC. AND MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE INSTALLATION OF THE NEW EXPANSION JOINTS AT ABUTMENTS 1 AND 2 SHALL BE INCLUDED UNDER ITEMS BID ON.

CROSS SECTION SHOWING LIMITS OF NEW TYPE "A" STRIP SEAL EXPANSION JOINT

THE CONTRACTOR SHALL USE MECHANICAL THREADED CONNECTORS TO SPLICE TRANSVERSE REINFORCEMENT BETWEEN CONSTRUCTION OF EACH PHASE. FOR NOTES AND DETAILS, SEE BAR CONNECTOR DETAIL ON DWG. NO. BR-26-61.

DESIGNED BY	N. TINER	DATE	JANUARY 1997
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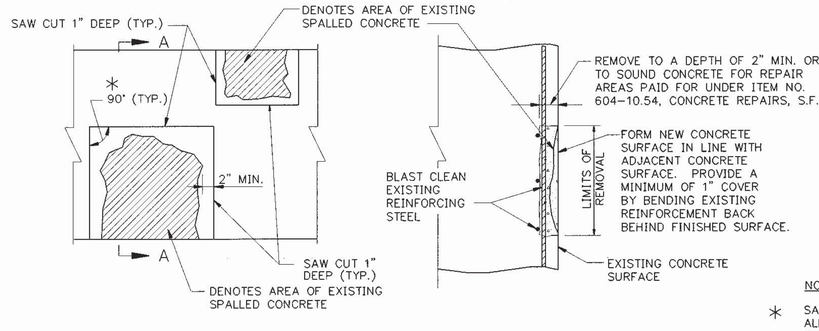


SPALL REPAIR DETAILS

REPAIRS (CURBS)

LOCATIONS	AREA (SQ. FT.)
SPAN 1 - LEFT	2
SPAN 1 - RIGHT	2
SPAN 3 - RIGHT	1
TOTAL	5

REPAIRS (RAIL)

LOCATIONS	AREA (SQ. FT.)
SPAN 2 - RIGHT	10
TOTAL	10

REPAIRS (BEAMS)

LOCATIONS	AREA (SQ. FT.)
SPAN 1 - RIGHT	15
TOTAL	15

NOTES:

* SAW CUT EXISTING CONCRETE 1" DEEP SO AS TO OBTAIN A RECTANGULAR AREA. ALL EXISTING REINFORCEMENT SHALL BE CAREFULLY PRESERVED AND BLAST CLEANED.

ENGINEER SHALL INSPECT ALL AREAS BEFORE PATCHING MATERIAL IS PLACED TO ENSURE THAT ALL REBAR HAS BEEN PROPERLY BLAST CLEANED.

COST OF SAW CUTTING, REMOVING SPALLED OR CRACKED CONCRETE, BLAST CLEANING, PATCHING MATERIAL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM 604-10.54, CONCRETE REPAIRS, S.F.

PATCHING MATERIAL SHALL BE POLYMER-MODIFIED, CEMENTITIOUS STRUCTURAL PATCHING MATERIAL FROM THE TENNESSEE DEPARTMENT OF TRANSPORTATION QUALIFIED PRODUCTS LIST 13, SEC. F.

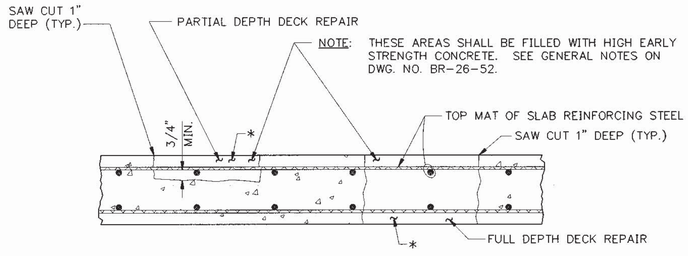
SEE TABLES THIS SHEET FOR APPROXIMATE LOCATIONS OF SPALL REPAIRS. THE ENGINEER FROM T.D.O.T INSPECTION AND REPAIR SHALL DESIGNATE ALL AREAS TO BE REPAIRED.

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

* NOTE: THE CONCRETE USED TO FILL THESE AREAS TO THE EXISTING SLAB SURFACE SHALL BE INCLUDED UNDER ITEM NOS. 604-10.30 AND 604-10.50.



DETAIL SHOWING FULL AND PARTIAL DEPTH DECK REPAIR

REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF 3/4" BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL. ALL REINFORCING STEEL IN AREAS OF DECK REPAIR SHALL BE BLAST CLEANED. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. DECK REPAIR WILL BE PAID FOR UNDER ITEM NO. 604-10.50, BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), AND ITEM NO. 604-10.30, BRIDGE DECK REPAIR (FULL DEPTH OF SLAB). DURING PARTIAL DEPTH REPAIRS, SHOULD DETERIORATED CONCRETE BE ENCOUNTERED WHICH APPEARS TO RUN FULL DEPTH IN THE SLAB, THE ENGINEER MAY DESIGNATE THESE AREAS TO BE REPAIRED UNDER ITEM NO. 604-10.30. POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS: 1) PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 POUND CLASS SHALL NOT BE USED; 2) CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

ALL FORMWORK SHALL BE REMOVED AFTER COMPLETION OF THE WORK.

NOTE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY LATERAL BRACING REQUIRED TO INSURE THE STABILITY OF THE BEAMS DURING FULL DEPTH DECK REPAIR. COST OF LATERAL BRACING TO BE INCLUDED IN ITEMS BID ON.

NOTE:

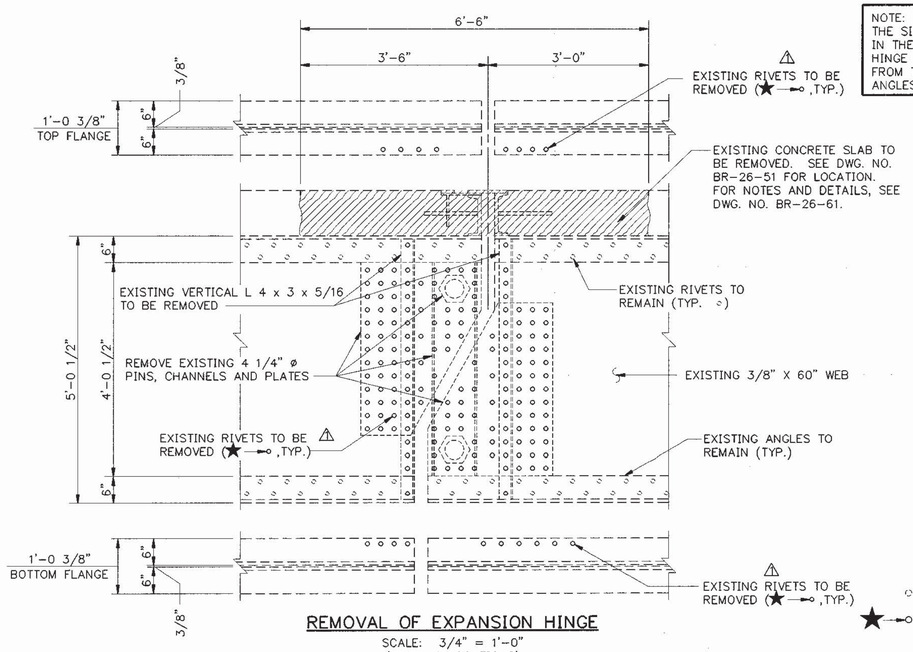
ITEM NOS. 604-10.30 AND 604-10.50 SHALL BE BID SUCH THAT THESE ITEMS MAY BE INCREASED, DECREASED OR ELIMINATED BY THE ENGINEER.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

BR-26-57



REMOVAL OF EXPANSION HINGE

SCALE: 3/4" = 1'-0"
(TOTAL 6 LOCATIONS)

NOTE: CONTRACTOR MUST SUPPORT THE SIDEWALK, BRIDGE RAIL AND CONDUITS IN THE AREA ADJACENT TO THE EXPANSION HINGE PRIOR TO REMOVING THE THE RIVETS FROM THE GUSSET PLATES TO THE VERTICAL ANGLES ON THE EXTERIOR BEAMS.

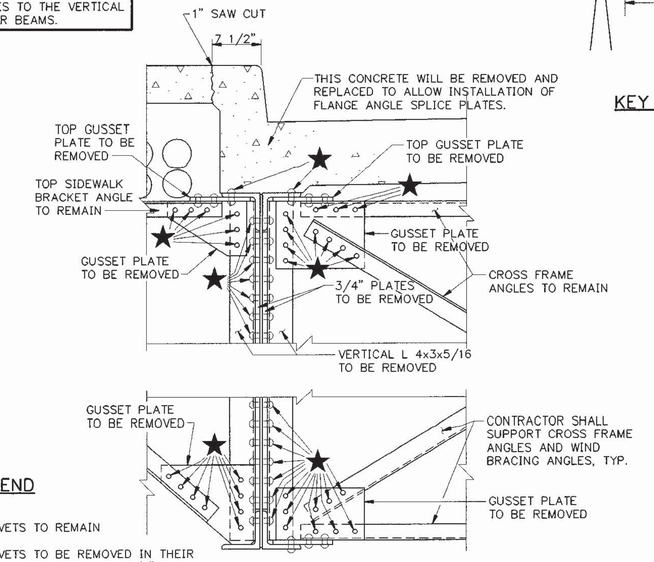
LEGEND

○ EXISTING RIVETS TO REMAIN

★—○ EXISTING RIVETS TO BE REMOVED IN THEIR ENTIRETY AND REPLACED WITH 7/8" DIA. A325 BOLTS

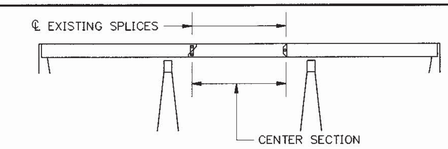
● 7/8" DIA. A325 BOLTS IN NEW HOLES

⚠



BEFORE

NOTE: GIRDER A SHOWN. INTERIOR GIRDERS SIMILAR. SEE REFERENCE DRAWING A-14-146.



KEY PLAN

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
⚠	3/14/97	TLJ	CLARIFIED LEGEND SYMBOLS

NOTES:

THE CONTRACTOR SHALL FIELD VERIFY DIMENSIONS AND HOLE SPACING PRIOR TO DRILLING SPLICE PLATES.

ONLY ONE BEAM SPLICE, FICED OR EXPANSION, SHALL BE INSTALLED AT A TIME. THE SPLICE SHALL BE STRUCTURALLY COMPLETE PRIOR TO BEGINNING THE SPLICE AT ANOTHER LOCATION.

THE CONTRACTOR SHALL PROVIDE SUPPORT FOR THE CENTER SECTION OF THE BEAM DURING THE SPLICING OPERATIONS, AND FOR THE BRIDGE RAIL, SIDEWALK AND CONDUITS AT THE EXTERIOR BEAMS. THE DEAD LOAD IS APPROX. 76,000 LBS/BEAM FOR EXTERIOR BEAMS AND 44,000 LBS FOR INTERIOR BEAMS. THE CONTRACTOR SHALL ALSO COONSIDER ANY LIVE LOADINGS FROM HIS OPERATIONS. THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS, PREPARED BY A REGISTERED PROFESSIONAL ENGINEER, REGISTERED IN TENNESSEE, TO THE ENGINEER WHICH SHOW THE TEMPORARY SUPPORT SYSTEM. BY REVIEWING THESE CALCULATIONS AND DRAWINGS, THE ENGINEER SHALL ASSUME NO LIABILITY UPON HIMSELF OR THE STATE OF TENNESSEE, NOR SHALL THIS REVIEW RELIEVE THE CONTRACTOR FOR THE SUFFICIENCY OF THE TEMPORARY SUPPORT SYSTEM.

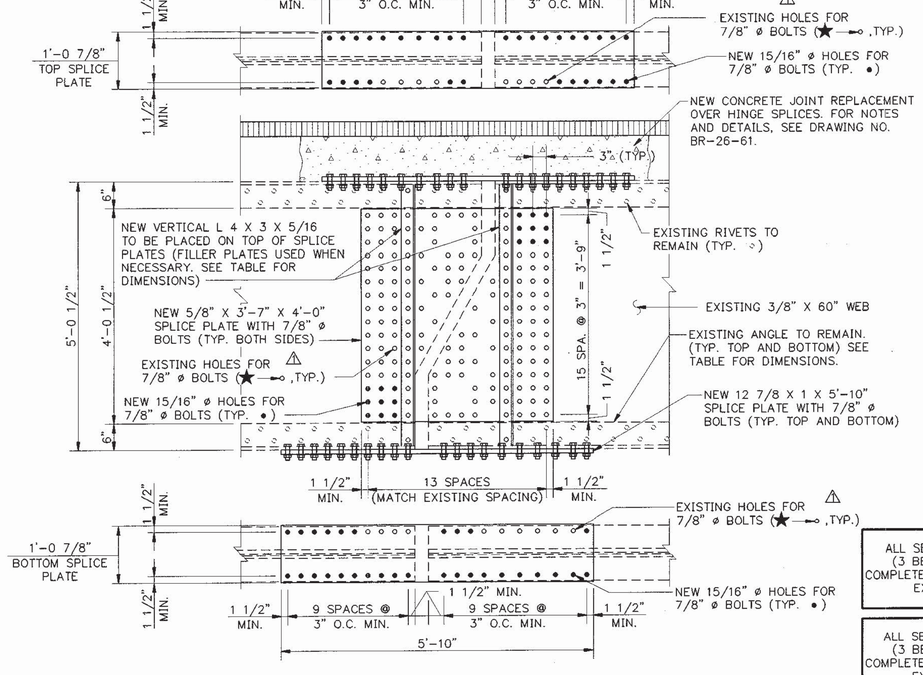
FOR ADDITIONAL STRUCTURAL DETAILS, SEE REFERENCE DWG. NO. A-14-146. EXACT CONFIGURATION MAY VARY.

EXISTING RIVETS TO BE REMOVED SHALL HAVE THE HEAD GROUND OR CHIPPED OFF AND THE SHANK PUNCHED OUT USING A DRIFT OR OTHER MEANS. RIVET HOLES SHALL NOT BE ENLARGED OR CUT OUT WITH A TORCH.

THE CONTACT SURFACES OF THE SPLICE PLATES AND THE EXISTING STEEL SHALL BE CLEANED IN ACCORDANCE WITH THE PAINTING REQUIREMENT BEFORE THE SPLICE IS ASSEMBLED AND BOLTED. COST OF CLEANING CONTACT SURFACES PRIOR TO BOLTING TO BE INCLUDED IN ITEM NO. 602-10.32, STRUCTURAL STEEL (REPAIRS), LB.

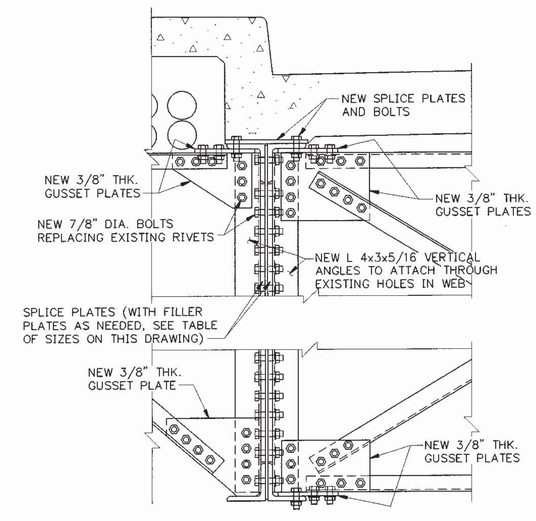
COST OF FURNISHING AND INSTALLING SPLICE PLATES, REMOVING RIVETS GRINDING OFF RIVET HEADS, BOLTS AND SUPPORT FOR THE CENTER SECTION OF THE BRIDGE, CLEANING, BOLTS AND ALL MATERIALS NECESSARY TO COMPLETE THE HINGE REPLACEMENTS TO BE INCLUDED IN ITEM 602-10.32, STRUCTURAL STEEL (REPAIRS), LB.

THE ENTIRE BEAM, INCLUDING CROSS FRAMES AND WIND BRACING, SHALL BE CLEANED AND PAINTED FOR 10' EACH SIDE OF ℄ SPLICE 40' TOTAL PER BEAM). COST TO BE INCLUDED IN ITEM NO. 603-02.20, SPOT PAINTING OF EXISTING STEEL STRUCTURES, S.F. REMOVAL OF EXISTING PAINT CAN BE DONE WITH MECHANICAL HAND TOOL CLEANING PROVIDED ALL WASTE MATERIAL IS CAUGHT AND PROPERLY DISPOSED OF.



ADDED SPLICE PLATES AT EXPANSION HINGE

SCALE: 3/4" = 1'-0"
(TOTAL 6 LOCATIONS)



AFTER

EXPANSION HINGE SPLICE DETAIL

TABLE OF SIZES FOR FILLER PLATES

LOCATION		NEW FILLER ℄	TOTAL NO. REQD.**
BEAMS A, F	PIER SIDE	1/8 X 4 X 4'-0"	8
	MIDSPAN SIDE	–	–
BEAMS B, E	PIER SIDE	1/8 X 4 X 4'-0"	8
	MIDSPAN SIDE	1/8 X 4 X 0'-4"	16
BEAMS C, D	PIER SIDE	1/4 X 4 X 4'-0"	8
	MIDSPAN SIDE	1/8 X 4 X 4'-0"	8

** BOTH EXPANSION AND FIXED SPLICES

ALL SECTION PLATE ADDITIONS IN PHASE 1 (3 BEAM LINES, 6 LOCATIONS) SHALL BE COMPLETED PRIOR TO BEGINNING OF ANY SPLICE, EXPANSION OR FIXED, IN PHASE 1

ALL SECTION PLATE ADDITIONS IN PHASE 2 (3 BEAM LINES, 6 LOCATIONS) SHALL BE COMPLETED PRIOR TO BEGINNING OF ANY SPLICE, EXPANSION OR FIXED, IN PHASE 2

ONLY ONE SPLICE, HINGED OR EXPANSION, SHALL BE DONE AT ONE TIME.

TERRY L. JOHNSON REGISTERED ENGINEER AGRICULTURE COMMERCE No. 21342 STATE OF TENNESSEE
3/14/97

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

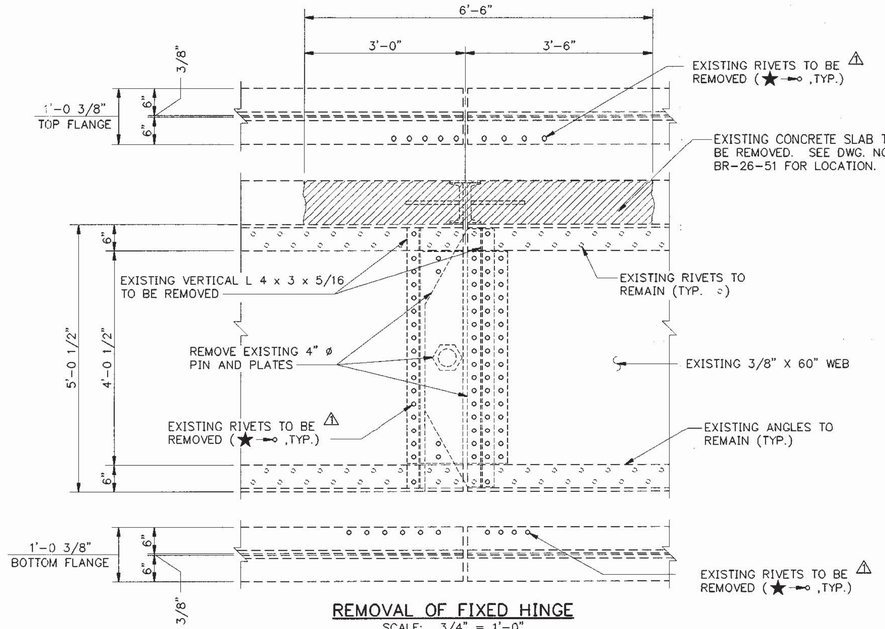
BRIDGE REPAIR DETAILS
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1996

DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

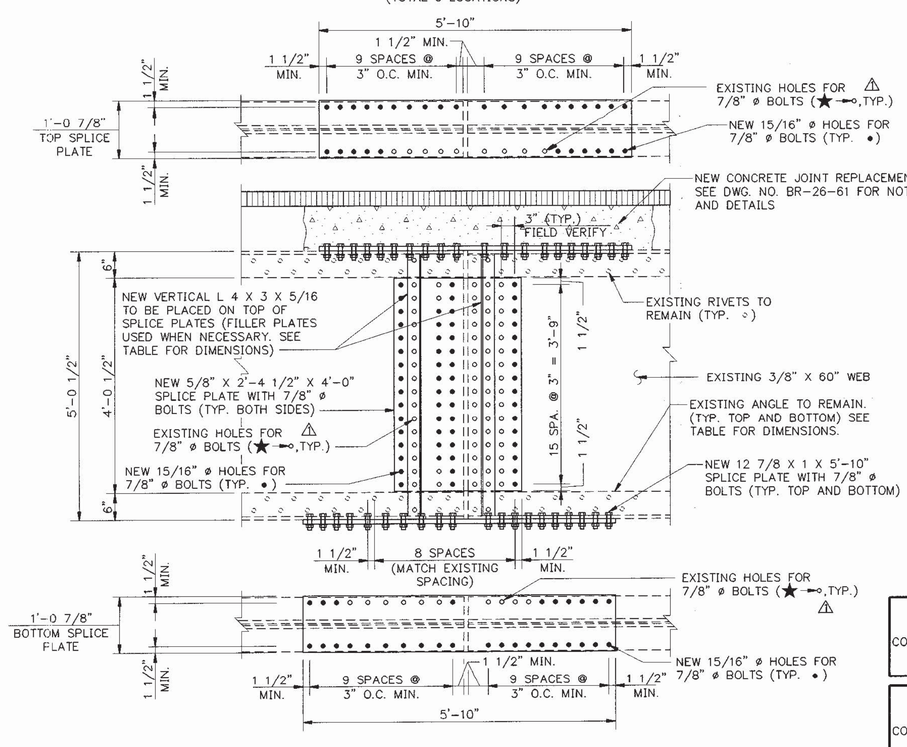
CFM/NDT SR3-10 U:\...\031923 3/14/97 2 1=1

BR-26-58



REMOVAL OF FIXED HINGE

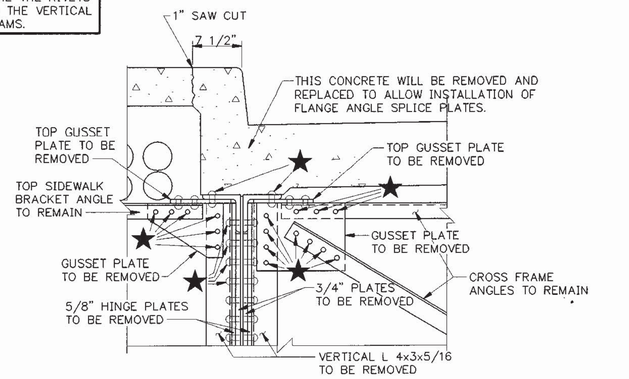
SCALE: 3/4" = 1'-0"
(TOTAL 6 LOCATIONS)



ADDED SPLICE PLATES AT FIXED HINGE

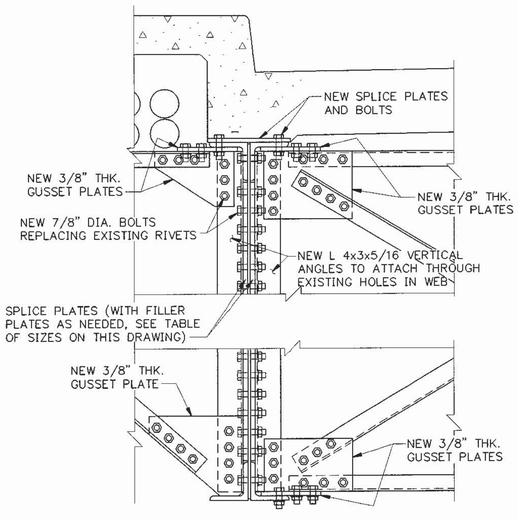
SCALE: 3/4" = 1'-0"
(TOTAL 6 LOCATIONS)

NOTE: CONTRACTOR MUST SUPPORT THE SIDEWALK, BRIDGE RAIL AND CONDUITS IN THE AREA ADJACENT TO THE FIXED HINGE PRIOR TO REMOVING THE THE RIVETS FROM THE GUSSET PLATES TO THE VERTICAL ANGLES ON THE EXTERIOR BEAMS.



BEFORE

NOTE: GIRDER A SHOWN. INTERIOR GIRDERS SIMILAR. SEE REFERENCE DRAWING A-14-146.



AFTER

FIXED HINGE SPLICE DETAIL

ALL SECTION PLATE ADDITIONS IN PHASE 1 (3 BEAM LINES, 6 LOCATIONS) SHALL BE COMPLETED PRIOR TO BEGINNING OF ANY SPLICE, EXPANSION OR FIXED, IN PHASE 1

ALL SECTION PLATE ADDITIONS IN PHASE 2 (3 BEAM LINES, 6 LOCATIONS) SHALL BE COMPLETED PRIOR TO BEGINNING OF ANY SPLICE, EXPANSION OR FIXED, IN PHASE 2

ONLY ONE SPLICE, HINGED OR EXPANSION, SHALL BE DONE AT ONE TIME.

NOTE: THE NOTES PERTAINING TO THE EXPANSION HINGE SPLICE ALSO APPLY TO THE FIXED HINGE SPLICE. REFER TO DRAWING NO. BR-26-58 FOR THESE NOTES.

NOTE: FILLER PLATES WILL BE REQUIRED AT THE SPLCES. SEE DRAWING BR-26-58 FOR TABLE OF FILLER PLATE SIZES.

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	3/14/97	TLJ	CLARIFIED LEGEND SYMBOLS

LEGEND

- ○ EXISTING RIVETS TO REMAIN
- ★—○ EXISTING RIVETS TO BE REMOVED IN THEIR ENTIREITY AND REPLACED WITH 7/8" DIA. A325 BOLTS
- • 7/8" DIA. A325 BOLTS IN NEW HOLES
- ⚠

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

TERRY L. JOHNSON REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 23121 STATE OF TENNESSEE
3/14/97

DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

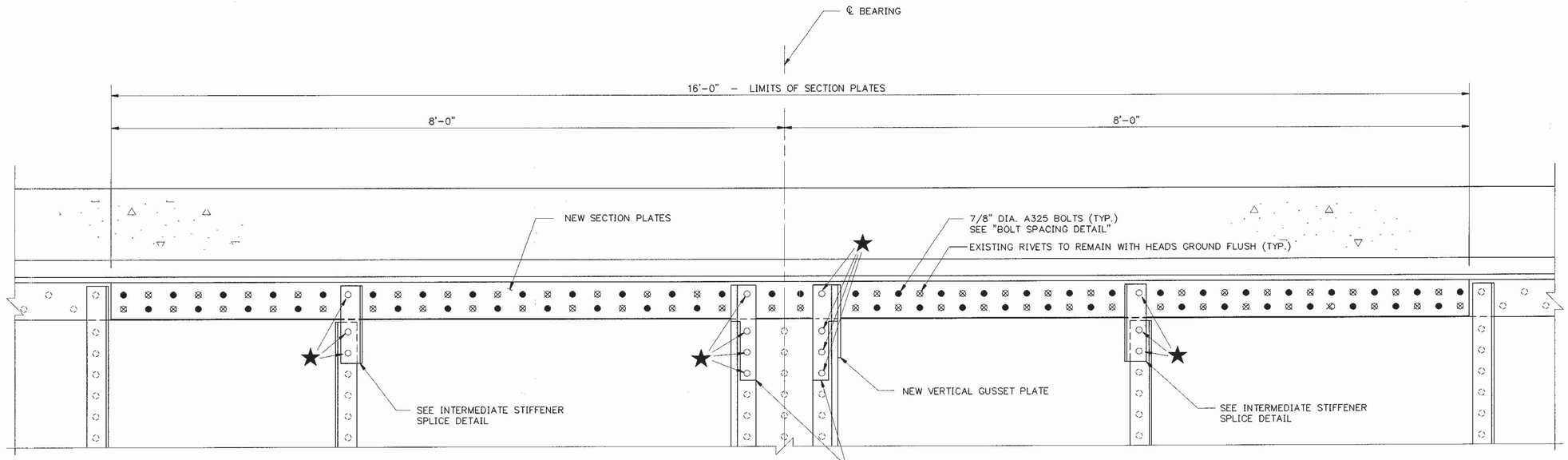
U/DFM SR3-10A U:\...\931923 3/14/97 2 1=1 12:49 p.m.

BR-26-58A

PROJECT NO.	YEAR	SHEET NO.
	1996	

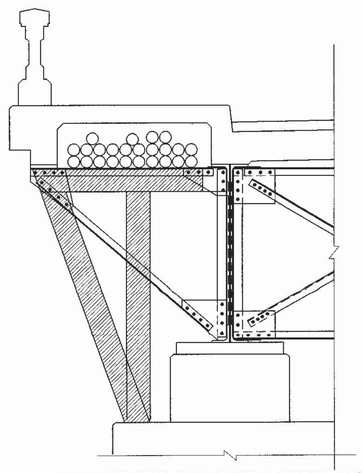
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	3/14/97	TLJ	CLARIFIED LEGEND SYMBOLS



ELEVATION AT ℄ BEARING

NOTE: SIDEWALK BRACKET AND CROSS FRAME MEMBERS OMITTED FROM THIS VIEW. SEE DWG. NO. BR-26-53 FOR FULL SECTION VIEW THROUGH GIRDERS.



THE CONTRACTOR SHALL PLACE A SUPPORT OFF THE PIER CAP TO SUPPORT THE CURB, SIDEWALK AND CONDUITS BEFORE REMOVING THE VERTICAL GUSSET PLATES.

SUPPORT DETAIL

SECTION REINFORCEMENT

12 LOCATIONS

NOTES:

FOR ADDITONAL STRUCTURAL DETAILS, SEE REFERENCE DWG. NO. A-14-146. EXACT CONFIGURATION MAY VARY.

COST OF FURNISHING AND INSTALLING NEW SECTION PLATES, SPLICE ANGLES, SPACERS, BOLTS, NUTS, WASHERS, RIVETS AND RIVET HEADS REMOVAL AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN ITEM NO. 602-10.32, STRUCTURAL STEEL (REPAIRS), LB.

COST OF CLEANING AND REPAINTING EXISTING STEEL WILL BE INCLUDED IN ITEM NO. 603-02.20, SPOT PAINTING OF EXISTING STEEL STRUCTURES, S.F.

COST OF CLEANING AND PAINTING NEW STEEL WILL BE INCLUDED IN ITEM NO. 602-10.32, STRUCTURAL STEEL (REPAIRS),LB.

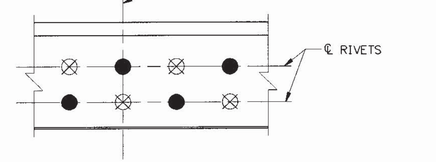
⚠ SECTION PLATE INSTALLATION SEQUENCE

1. SUPPORT CURB, SIDEWALK, AND CONDUITS. SEE NOTE AND DETAIL THIS DRAWING.
2. REMOVE VERTICAL GUSSET PLATES AT TOP FLANGE ANGLES.
3. SAW CUT THROUGH THE VERTICAL ANGLE BEARING STIFFENERS AND INTERMEDIATE STIFFENERS APPROXIMATELY 1/4" BELOW THE BOTTOM OF THE EXISTING TOP FLANGE ANGLES TO REMOVE THE TOP PART OF THE VERTICAL ANGLES.
4. GRIND OR CHIP OFF RIVET HEADS FLUSH ON EACH SIDE OF THE TOP FLANGE ANGLES FOR THE 16' TOTAL LENGTH OF THE NEW PLATES.
5. REMOVE PAINT AND CLEAN THE CONTACT SURFACES BETWEEN THE EXISTING FLANGE ANGLES AND THE NEW SECTION PLATES. THE REMOVAL OF PAINT CAN BE DONE WITH MECHANICAL HAND TOOL CLEANING PROVIDED ALL WASTE MATERIAL IS CAUGHT AND PROPERLY DISPOSED OF.
6. HOLE SECTION PLATES IN POSITION ON EACH SIDE OF THE TOP FLANGE BOLTS AS DRILLING PROGRESSES. STAGGER BOLTS OPPOSITE EXISTING RIVET SPACING AND DRILL 15/16" DIA. HOLES FOR 7/8" DIA. A 325 BOLTS IN FRICTION. INSTALL AS SHOWN IN THE ELEVATION VIEW.
7. SPLICE BEARING STIFFENERS AND INTERMEDIATE STIFFENERS.
8. INSTALL NEW GUSSET PLATES AT BEARING STIFFENERS AND REATTACH THE CROSSFRAME MEMBERS.

SPECIAL NOTE: ONLY ONE GIRDER LINE SHALL RECEIVE SECTION PLATES AT ONE TIME. ALL BOLTS SHALL BE INSTALLED AND TIGHT AT ONE GIRDER LINE BEFORE BEGINNING WORK ON ANY OTHER GIRDER LINE.

LEGEND

- ○ EXISTING RIVETS TO REMAIN
- ★—○ EXISTING RIVETS TO BE REMOVED IN THEIR ENTIREITY AND REPLACED WITH 7/8" DIA. A325 BOLTS
- ● 7/8" DIA. A325 BOLTS IN NEW HOLES
- ⚠ ⊠ EXISTING RIVETS W/ HEADS GROUND FLUSH



ESTABLISH NEW BOLT LOCATIONS ON ℄'s OF EXISTING RIVET LOCATIONS

BOLT SPACING DETAIL

N.T.S.

DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

TERRY L. JOHNSON REGISTERED ENGINEER No. 23121 STATE OF TENNESSEE

3/14/97

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS

STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

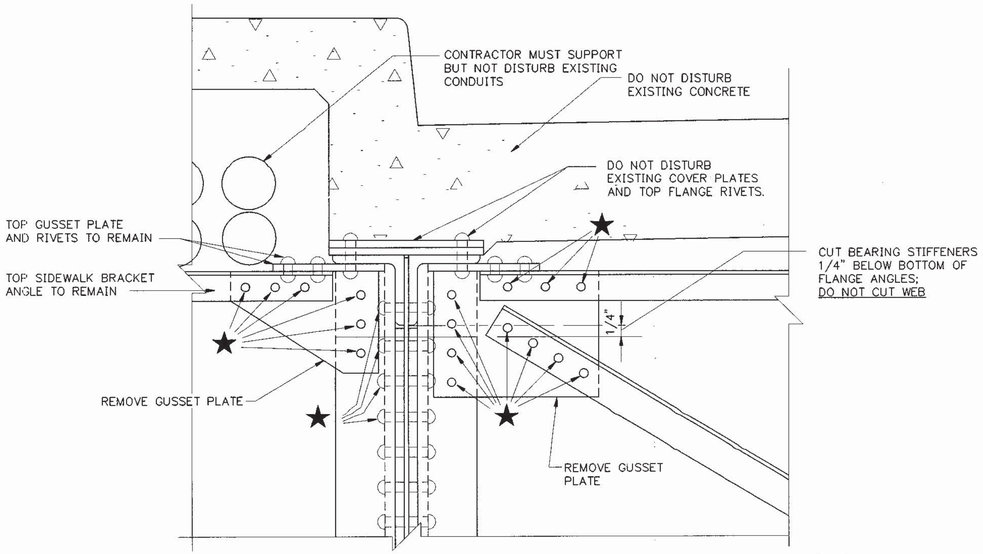
BR-26-59

U:\CFM SR3-11 U:_\031923 3/14/97 2:1el 12:10 p.m.

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

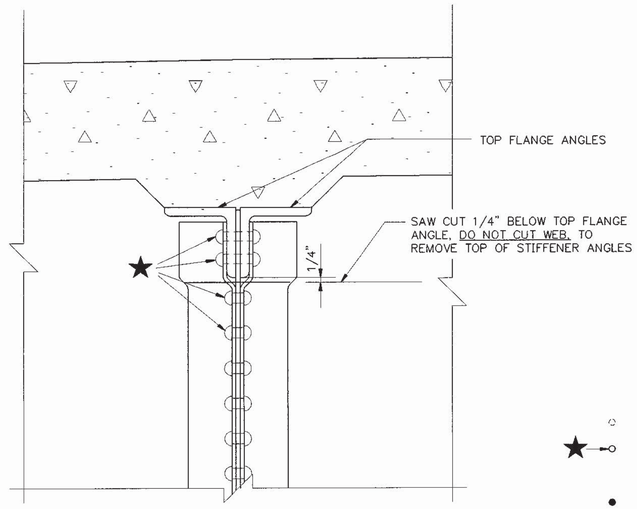
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	3/14/97	TLJ	CLARIFIED LEGEND SYMBOLS



BEFORE

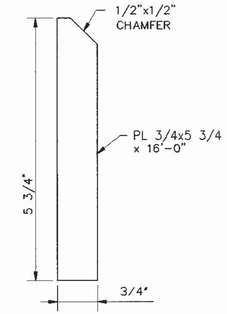
NOTE: GIRDER A SHOWN. INTERIOR GIRDERS SIMILAR. SEE REFERENCE DRAWING A-14-146



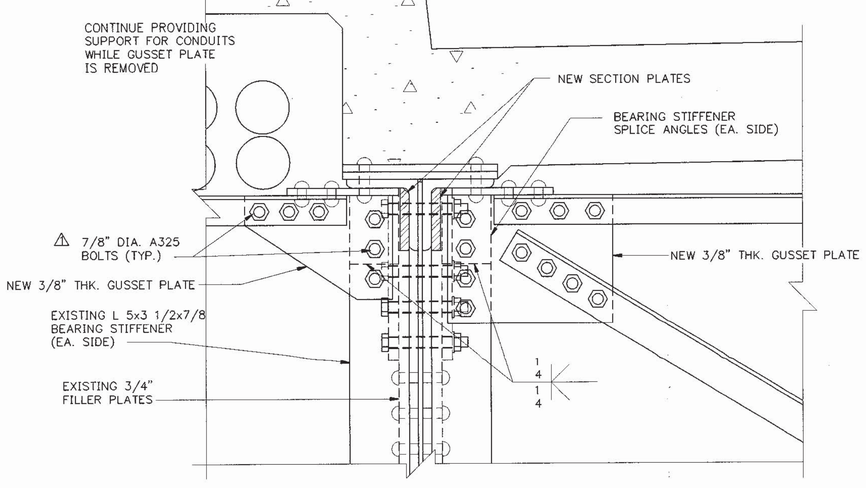
BEFORE

LEGEND

- EXISTING RIVETS TO REMAIN
- EXISTING RIVETS TO BE REMOVED IN THEIR ENTIREITY AND REPLACED WITH 7/8" DIA. A325 BOLTS
- 7/8" DIA. A325 BOLTS IN NEW HOLES
- ⚠

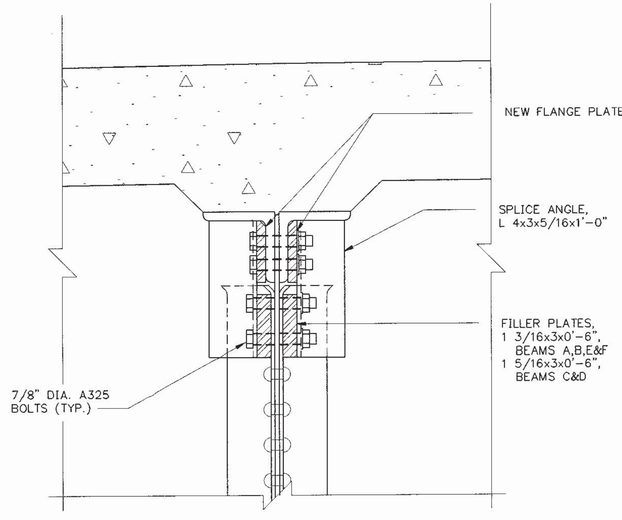


SECTION PLATE DETAIL



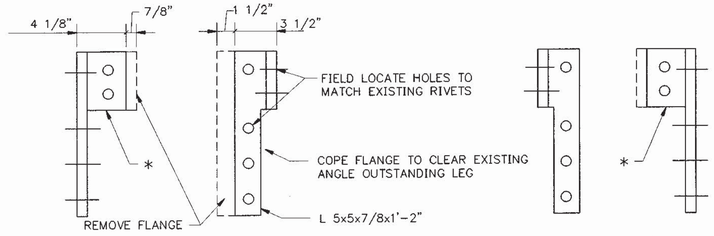
AFTER

BEARING STIFFENER ASSEMBLY DETAIL



AFTER

INTERMEDIATE STIFFENER SPLICE DETAIL



* PREPARE THIS EDGE TO WELD TO EXISTING BEARING STIFFENER

BEARING STIFFENER SPLICE ANGLE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS

STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

TERRY L. JOHNSON REGISTERED ENGINEER AGRICULTURAL ENGINEER 23127 STATE OF TENNESSEE
3/14/97

DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

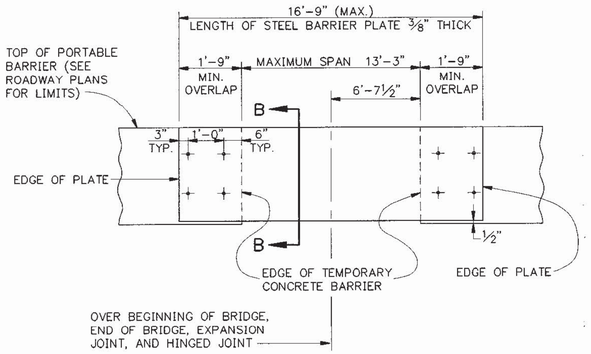
BR-26-59A

U:\CFN SR3-11A U:\ \931923 3/14/97 2 1=1 12:25 p.m.

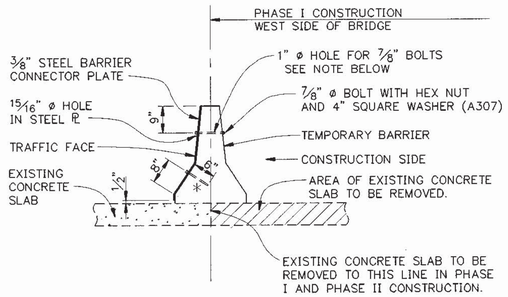
PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	3/14/97	TLJ	CLARIFIED NO. OF PLATES FURNISHED



ELEVATION SHOWING PORTABLE STEEL BARRIER CONNECTOR PLATE



SECTION "B-B"

DETAILS SHOWING PORTABLE STEEL BARRIER CONNECTOR PLATE

N.T.S.

NOTE:

CONTRACTOR SHALL INSTALL A 3/8" THICK STEEL CONNECTOR PLATE TO THE PORTABLE CONCRETE BARRIERS IN AREAS WHERE THE SLAB IS TO BE REMOVED IN PHASE I AND PHASE II CONSTRUCTION. DETAILS SHOWN ARE FOR PHASE I CONSTRUCTION. THE CONNECTOR PLATES SHALL BE USED ON THE OPPOSITE SIDE DURING PHASE II CONSTRUCTION. 1" DIA. HOLES MAY BE REUSED FOR PHASE II CONSTRUCTION WITH NEW HOLES FOR BOTTOM MASONRY ANCHORS.

NOTE:

1" DIA. HOLES FOR THE MASONRY ANCHOR AND 1" DIA. HOLES FOR 7/8" DIA. BOLTS SHALL BE DRILLED WITH A HIGH SPEED DRILL. THE DRILL BIT SHALL BE CAPABLE OF DRILLING THROUGH EXISTING REINFORCING BARS AND CONCRETE.

NOTE:

COST OF THE 3/8" THICK STEEL CONNECTOR PLATES, ALL BOLTS WITH HEX NUTS AND WASHERS, MASONRY ANCHORS, DRILLING, LABOR, AND ALL MISCELLANEOUS MATERIALS NECESSARY FOR FABRICATION OF TWO (2) STEEL BARRIER CONNECTOR PLATES INSTALLED AT FOUR LOCATIONS TO BE INCLUDED IN ITEM NO. 604-10.90, MISCELLANEOUS BRIDGE ITEMS, L.S. CONTRACTOR'S BID FOR THIS ITEM SHALL BE FOR TWO (2) PLATES WITH A TOTAL WEIGHT OF 1440 LBS, WITH EACH PLATE TO BE USED IN TWO LOCATIONS. COST SHALL INCLUDE REMOVAL AND REINSTALLATION OF EACH PLATE IN THE SECOND LOCATION. IF THE CONTRACTOR ELECTS TO FABRICATE MORE THAN TWO (2) PLATES, IT SHALL BE AT HIS OWN EXPENSE. ⚠1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TERRY L. JOHNSON REGISTERED ENGINEER AGRICULTURE TRANSPORTATION COMMERCE No. 23171 STATE OF TENNESSEE 3/14/97

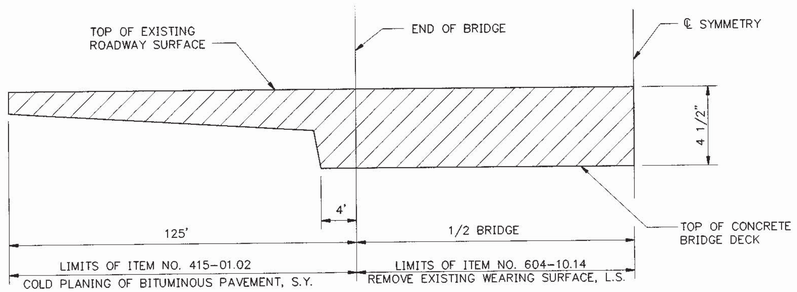
BRIDGE REPAIR DETAILS
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

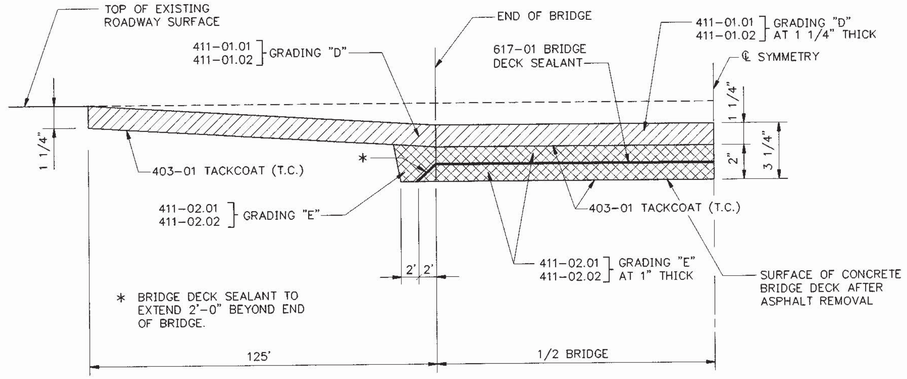
DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

U:\NDT SR3-12 U:_\931923 3/17/97 2 1=1 11:31 a.m.

BR-26-60



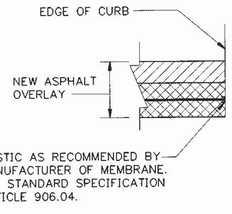
STEP 1: REMOVE EXISTING ASPHALT BEHIND BARRICADE (PER CONSTRUCTION PHASE)
SCALE: NONE



BRIDGE DECK SEALANT AND PAVEMENT TRANSITION PROFILE (PER CONSTRUCTION PHASE)

ASPHALT PAVING DETAILS

SCALE: NONE



OVERLAY DETAIL AT CURB

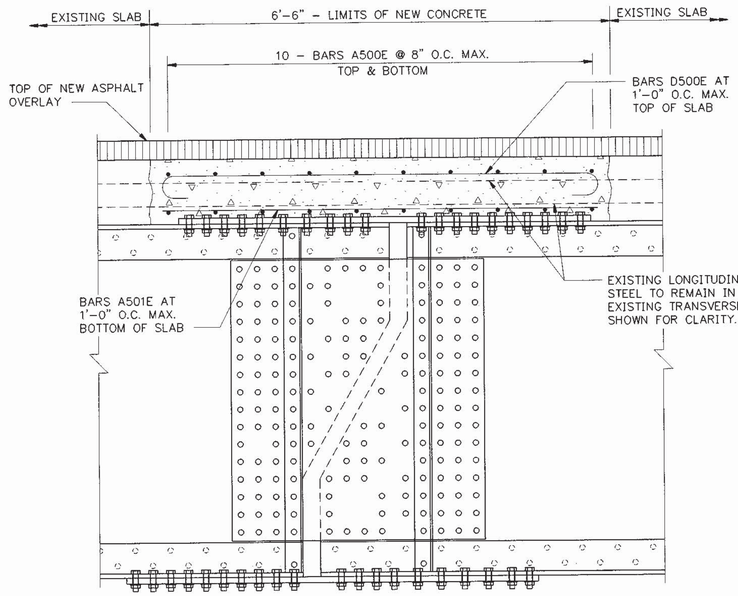
NOTES:

SEE SECTION 617 AND 906 OF THE TENNESSEE STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION.

PAINTED PAVEMENT MARKING (LINE) SHALL BE ACCORDING TO STANDARD SPECIFICATIONS SECTION 716-05.01 AND SHALL BE PLACED TO THE SATISFACTION OF THE ENGINEER. COST SHALL BE INCLUDED IN THE COST OF ITEM NO. 716-05.01.

COST OF ALL LABOR AND MATERIALS FOR PLACING BRIDGE DECK SEALANT FOR THE FULL WIDTH AND LENGTH OF BRIDGE AND 2' PAST THE BEGINNING AND END OF BRIDGE SHALL BE INCLUDED UNDER ITEM NO. 617-01, BRIDGE DECK SEALANT, S.Y.

TEMPORARY ASPHALT RAMPS PLACED FOR MAINTENANCE OF TRAFFIC BY DIRECTION OF THE ENGINEER DURING PHASE II CONSTRUCTION SHALL BE PAID FOR UNDER ITEM NO. 307-03.15, BITUMINOUS PLANT MIX BASE (HOT MIX) GRADING B-M, TON. COST FOR REMOVAL OF TEMPORARY ASPHALT RAMPS WILL BE INCLUDED IN ITEMS BID ON.



JOINT REPLACEMENT DETAIL

(EXPANSION HINGE SHOWN, FIXED HINGE SIMILAR)
SCALE: 1" = 1'-0"

FOR LOCATIONS OF BARS Z500E, SEE SECTION A-A, DWG. NO. BR-26-53.

PROJECT NO.	YEAR	SHEET NO.
79017-4272-04	1997	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

BILL OF STEEL

SLAB REINFORCEMENT

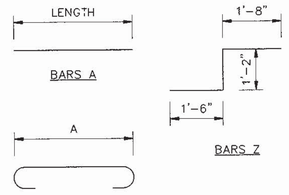
BARS	SIZE	NO. REQ	A	LENGTH
A500E	5	80		20'-3"
A501E	5	84		6'-2"
* A600E	6	80		2'-9"
D500E	5	96	6'-2"	7'-4"
Z500E	5	24		4'-4"

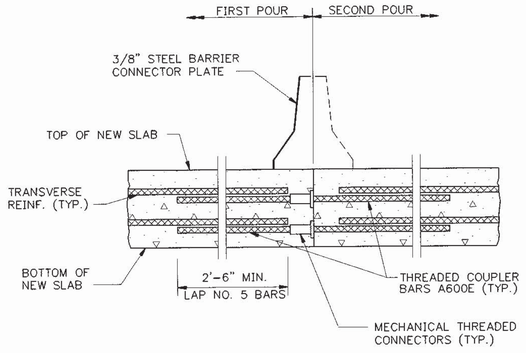
ALL DIMENSIONS SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATION.

ALL DIMENSIONS GIVEN ARE OUT TO OUT.

BARS ENDING WITH AN "E" ARE TO BE EPOXY COATED.

* THREADED FOR MECHANICAL COUPLER





BAR CONNECTOR DETAIL

N.T.S.

SHOWING TRANSVERSE REINFORCING STEEL SPLICING WITH MECHANICAL THREADED CONNECTORS.

NOTES:

COST OF MECHANICAL THREADED CONNECTORS TO BE INCLUDED UNDER ITEM NO. 604-10.18, REINFORCING STEEL (REPAIRS), LBS.

NOTES:

CONTRACTOR SHALL SAW CUT 1" DEEP IN CONCRETE ONLY. EXTREME CARE SHALL BE TAKEN WHEN REMOVING THE EXISTING CONCRETE, SO AS NOT TO DAMAGE THE EXISTING REINFORCING STEEL. ALL EXISTING REINFORCING STEEL SHALL BE PRESERVED AND BLAST CLEANED.

CONCRETE SHALL BE HIGH EARLY STRENGTH CONCRETE, f'c=3500 PSI AT 28 DAY STRENGTH.

COST OF CONCRETE AND EXISTING JOINT REMOVAL, BLAST CLEANING EXISTING REINFORCING STEEL AND ALL LABOR AND ANY MISCELLANEOUS ITEMS NECESSARY FOR DEMOLITION AS SHOWN ON THE DETAILS SHALL BE INCLUDED IN ITEM NO. 604-10.42, CONCRETE REPAIRS, C.F. FOR DETAILS OF EXISTING JOINT, SEE REF. DWG. NO. A-14-146.

COST OF ALL REINFORCING STEEL SHALL BE INCLUDED UNDER ITEM NO. 604-10.18, REINFORCING STEEL (REPAIRS), LBS.

FOR TYPICAL SECTION, SEE DWG. NO. BR-26-53.

FOR LOCATIONS, SEE DWG. NO. BR-26-51.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE REPAIR DETAILS
STATE ROUTE 3
OVER OVERFLOW
BRIDGE NO. 79-3-15.69
SHELBY COUNTY

1997

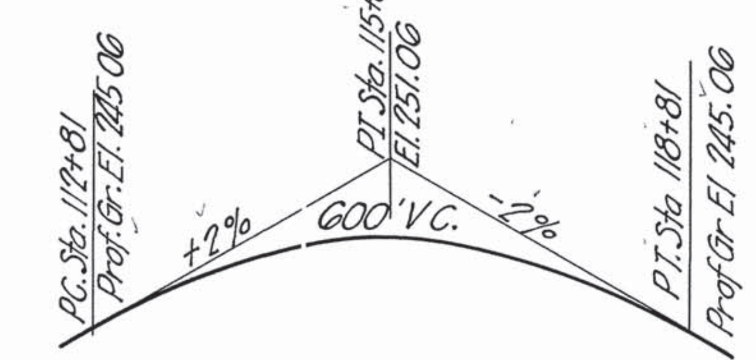
TERRY L. JOHNSON REGISTERED ENGINEER AGRICULTURAL ENGINEER NO. 21121 STATE OF TENNESSEE
1/20/97

DESIGNED BY N. TINER DATE JANUARY 1997
DRAWN BY N. TINER DATE JANUARY 1997
SUPERVISED BY T. JOHNSON DATE JANUARY 1997
CHECKED BY T. JOHNSON DATE JANUARY 1997

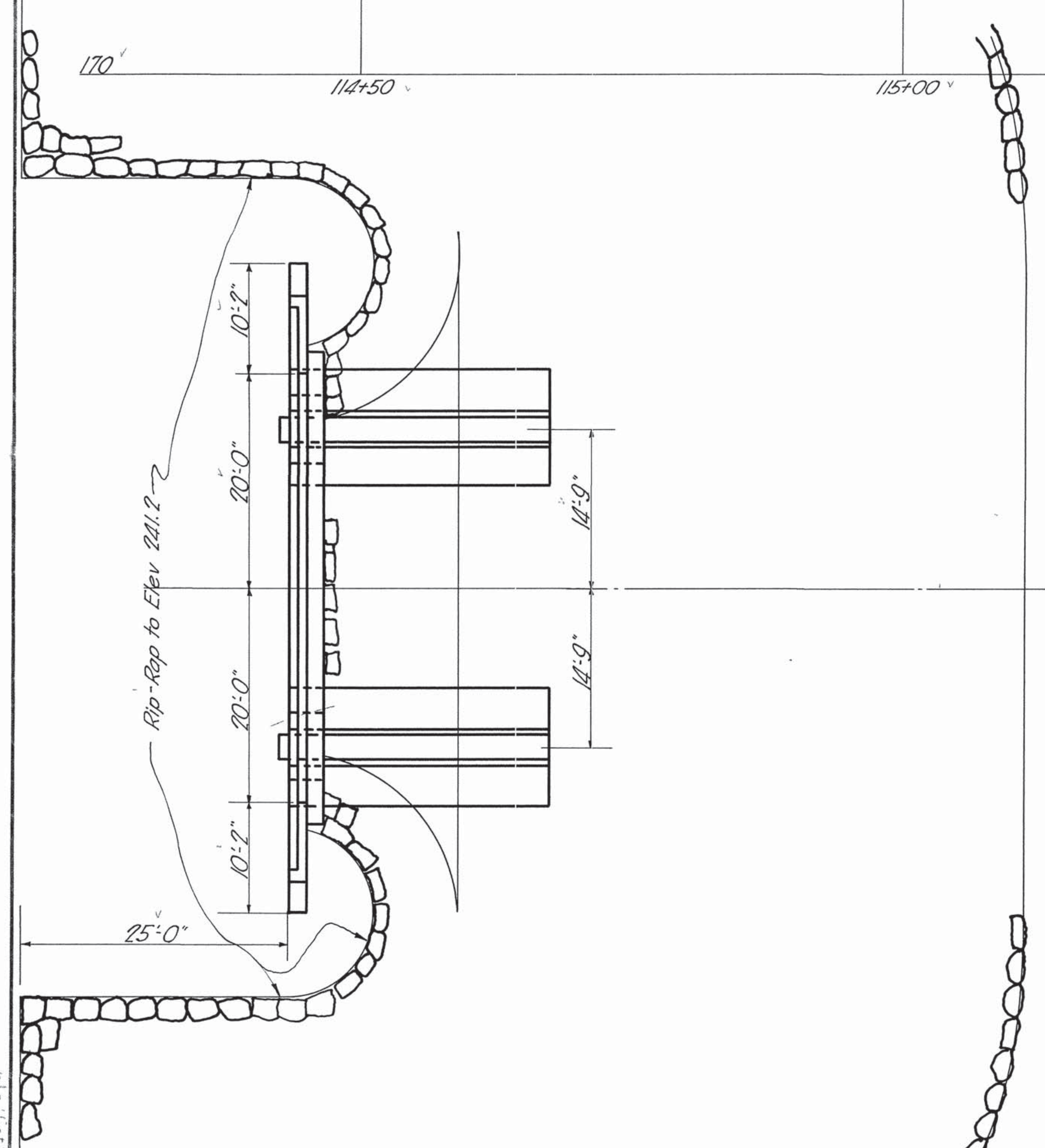
NDT/NDT SR3-13 U:\...\931923 12/30/96

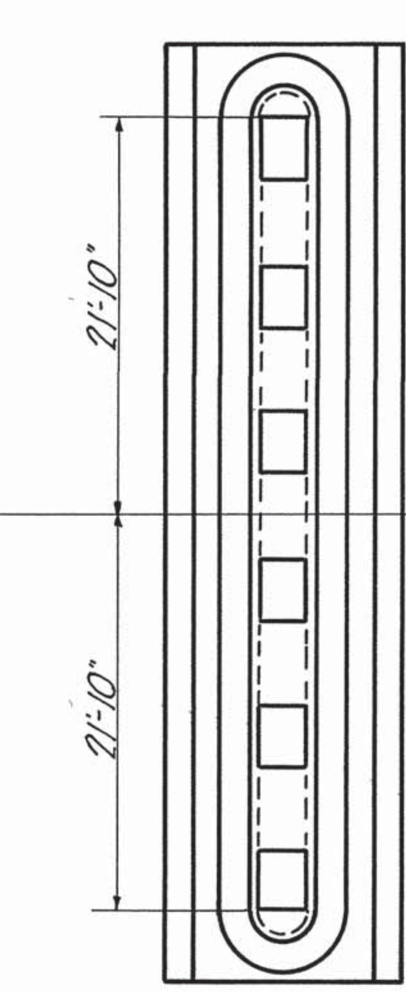
BR-26-61

SECTION ON ℄ BRIDGE AND ROADWAY



SKETCH OF GRADES
ELEVATIONS REFER TO PROFILE GRADE



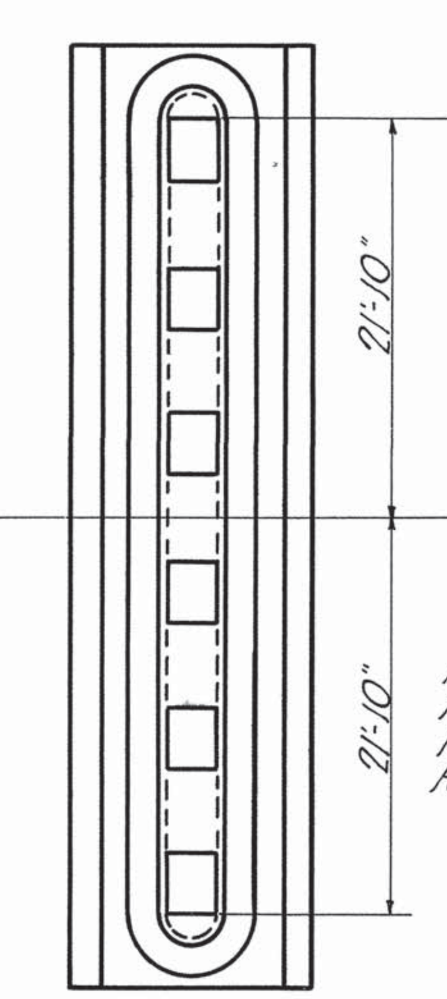


GENERAL NOTES:-
Specifications: Standard Road and Bridge Specifications of the Tennessee Department of Highways and Public Works

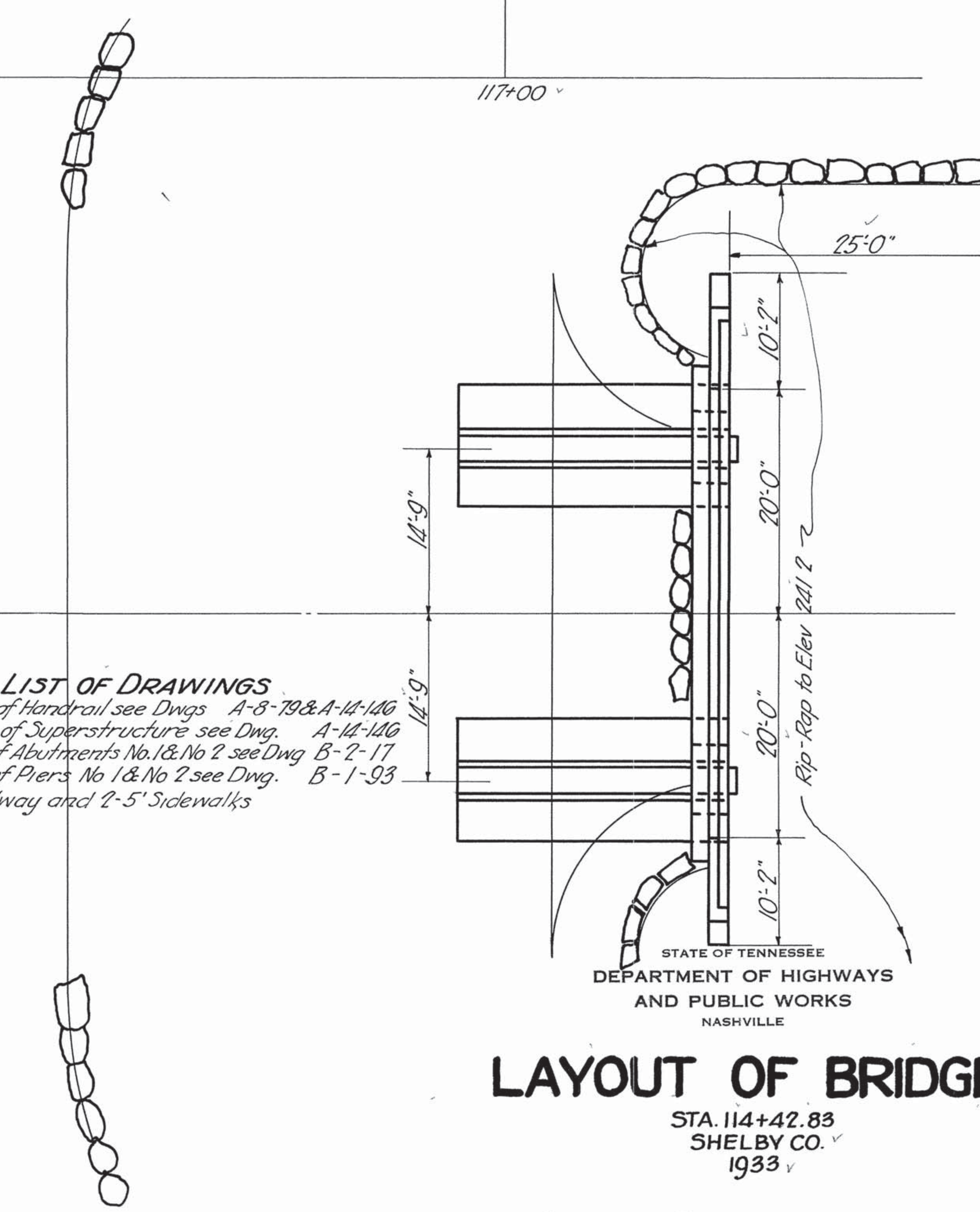
℄ of Bridge and Roadway

SPECIAL NOTE:
The entire Structure shall be in place before any filling is done at either End of the Bridge

PLAN



LIST OF DRAWINGS
For Details of Handrail see Dwgs A-8-79 & A-14-146
For Details of Superstructure see Dwg. A-14-146
For Details of Abutments No. 1 & No. 2 see Dwg B-2-17
For Details of Piers No 1 & No 2 see Dwg. B-1-93
40' Roadway and 2-5' Sidewalks



ESTIMATED QUANTITIES

ITEM	EXCAVATION CU YDS		CONCRETE CU. YDS			STEEL POUNDS		CONCRETE PILES LIN FT	UNTREATED TIMBER PILES LIN FT	RIP-RAP CU. YDS
	DRY	WET	CLASS "S"	CLASS "A"	CLASS "B"	REINFORCING	STRUCTURAL			
Superstructure	–	–	38.2	442.1	–	64724	497750	–		–
Abutment No 1	242	–	–	185.7	–	14005	–	1400		602
Pier No 1	47	506	–	–	593.9	1257	–	–		–
Pier No 2	224	506	–	–	593.9	1257	–	–		–
Abutment No. 2	221	–	–	185.7	–	14005	–	1456		507
TOTALS	734	1012	38.2	813.5	1187.8	95248	497.750	2856		1109

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

LAYOUT OF BRIDGE

STA. 114+42.83
SHELBY CO.
1933

DESIGNED BY A. R. Jessup DATE 8-10-33
DRAWN BY DATE
TRACED BY Wm. J. Givens DATE 11-7-33
CHECKED BY H. Yut DATE 10-19-33

CORRECT L. W. Erickson BRIDGE ENGINEER
APPROVED O. F. Goetz STATE HIGHWAY ENGINEER

B-1-92

FED ROAD DIST. No.	STATE	FED AID PROJ. No.	FISCAL YEAR	SHEET No	TOTAL SHEETS
8	TENN.	R-8-B	1933	11	42

NRH

BAR LIST

	NO	SIZE	LENGTH
FLOOR			
A	297	5/8"φ	43'-2"
B	297	"	41'-8"
C	297	5/8"φ	43'-4"
D	330	1/2"□	36'-0"
D2	110	1/2"□	34'-0"
E	1092	3/8"φ	5'-10"
F1	60	7/8"φ	15'-0"
F2	8	7/8"φ	16'-0"
F3	8	7/8"φ	10'-0"
G1	64	7/8"φ	8'-0"
G2	24	5/8"φ	4'-6"
S	500	3/8"φ	3'-9"
HANDRAIL			
A1	528	1/2"□	2'-6"
B1	32	"	2'-0"
C1	40	"	17'-6"
C2	60	"	30'-8"
D1	96	"	4'-3"
E1	24	"	1'-6"
E2	72	"	1'-8"
F	4	3/4"φ	2'-6"
G	20	1/2"□	2'-3"
H	50	3/4"φ	4'-6"
K	70	1/2"□	1'-5"

General Notes

Specifications: Standard Road and Bridge Specifications of the Tennessee Department of Highways and Public Works.

Rivets: 7/8" in main beams, 3/4" in braces.

Reaming: Splices in main beams shall be sub-punched 13/16" and reamed to 15/16" thru steel templates 1" thick.

Shop and Field Paint: See Specifications.

Concrete shall be Class A in floor, Cl. S in handrail.

Reinforcing steel: See Specifications.

Forms and Finish: See Specifications.

DESIGN DATA

BEAM	A	B	C
DEAD LOAD			
UNIFORM	2300#'	840'#	1320#'
LIVE LOAD			
UNIFORM	214#'	427#'	427#'
CONCENT.	6000#	12000#	12000#
ADD IMPACT 50/(L+125) TO ABOVE LL			
SIDEWALK	649#'	0.0	0.0

ALLOWABLE STRESSES

Concrete in compression	650#/□"
Concrete in shear	
Without web reinforcing	40#/□"
With stirrups and bentup bars	160#/□"
Reinforcing steel in tension	16000#/□"
Structural steel in tension	16000#/□"
Shop rivets: Shear	12000#/□"
Bearing	24000#/□"
Field rivets: Shear	10000#/□"
Bearing	20000#/□"

Top inch of roadway slab is for wearing surface only. An additional dead load of 15 lbs. per sq. ft. is added to take care of future paving.

ESTIMATED QUANTITIES

STRUCTURAL STEEL	488,630 lbs *
CAST STEEL	3620 lbs.
REINFORCING STEEL (EXCEPT HANDRAIL)	60383 lbs.
REINFORCING STEEL HANDRAIL	4340 lbs.
CLASS A CONCRETE	442.1 CU. YDS.
CLASS S CONCRETE	38.2 CU. YDS.

NOTE: * Includes bearing plates & expansion devices over hinges.
For each end expansion device as shown add 2750 lbs.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

STANDARD

CANTILEVER BRIDGE

PLATE GIRDER TYPE

SPAN 272'-0" ROADWAY 40'-0"

2 SIDEWALKS

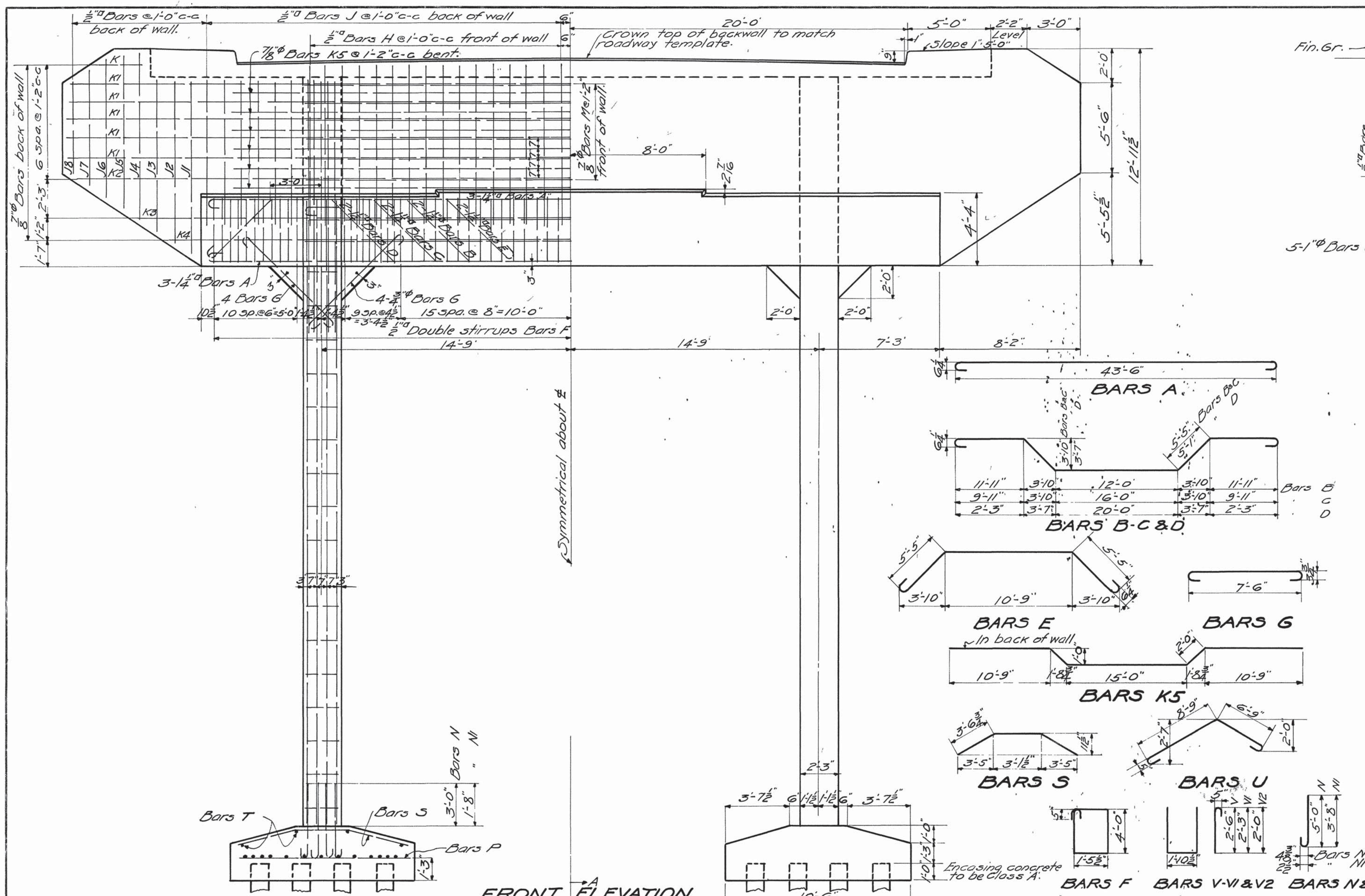
1933

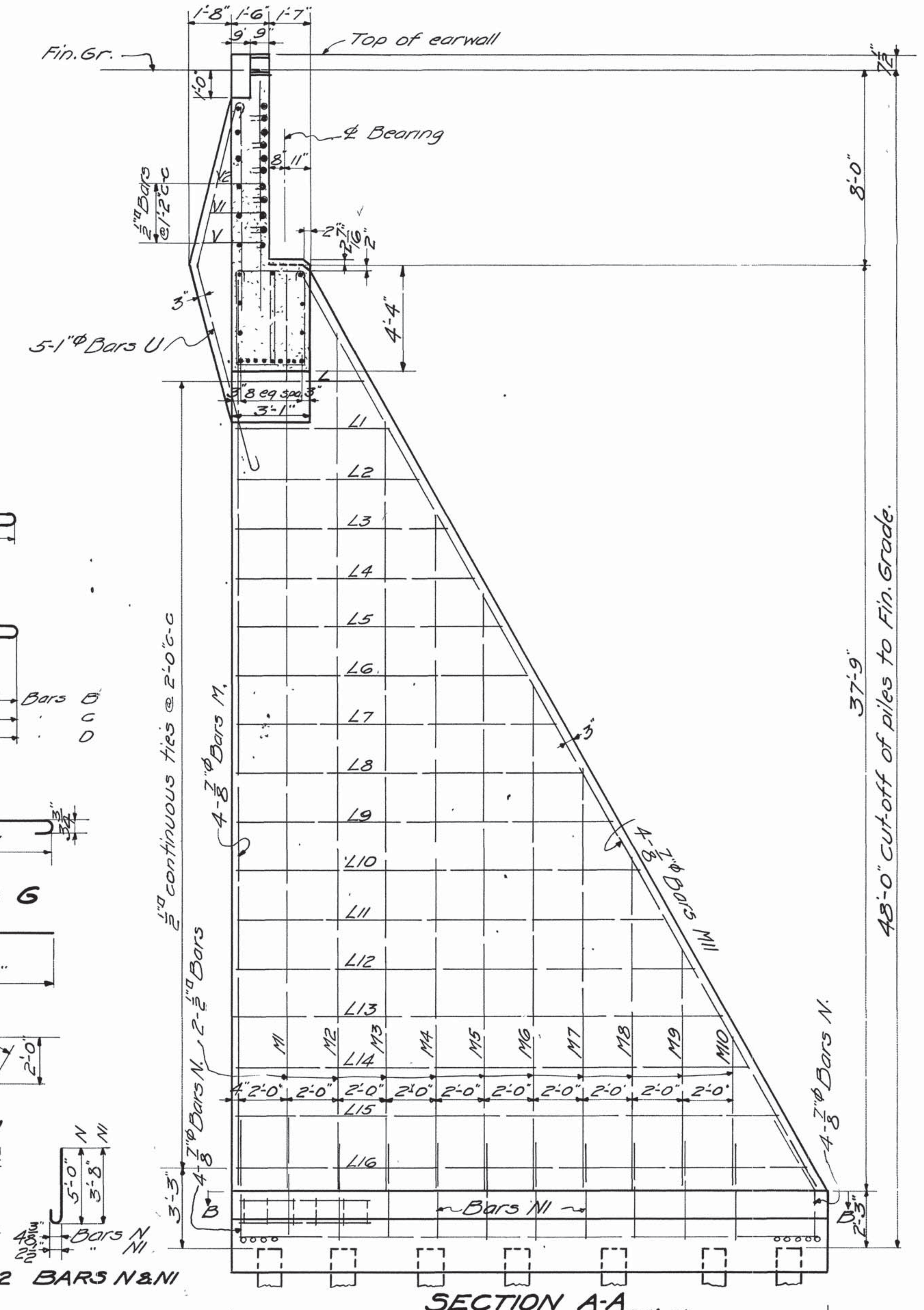
DESIGNED BY J. R. Jessup DATE 5-33
DRAWN BY J. L. Albers & W. R. J. DATE
TRACED BY J. Warner DATE 7-18-33
CHECKED BY J. L. Albers DATE

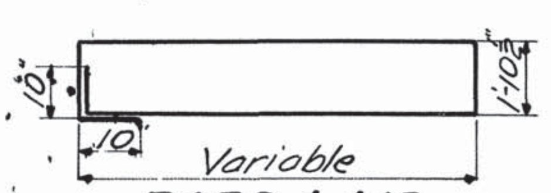
CORRECT L. W. Ericsson, BRIDGE ENGINEER
APPROVED D. F. Goetz, STATE HIGHWAY ENGINEER

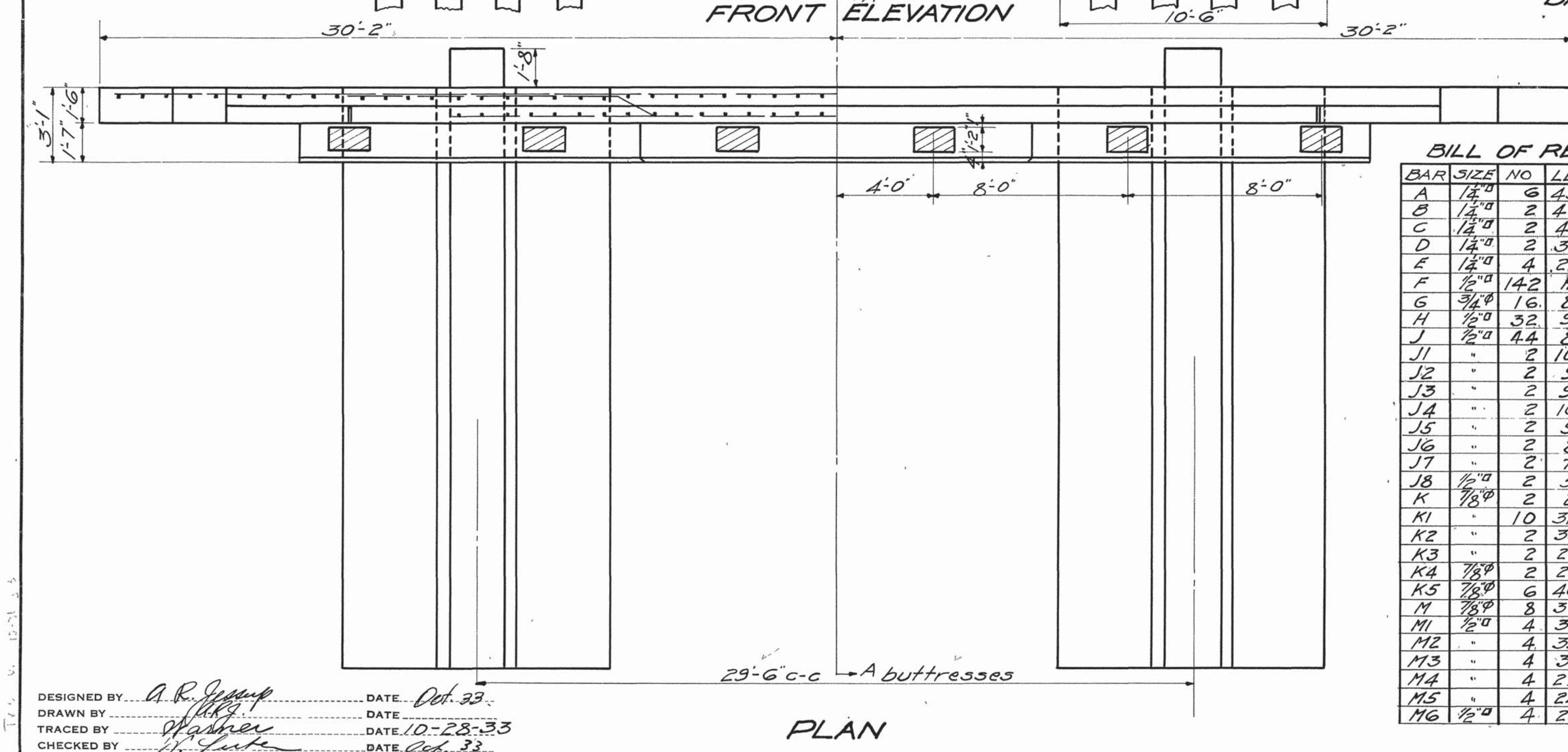
A-14-146

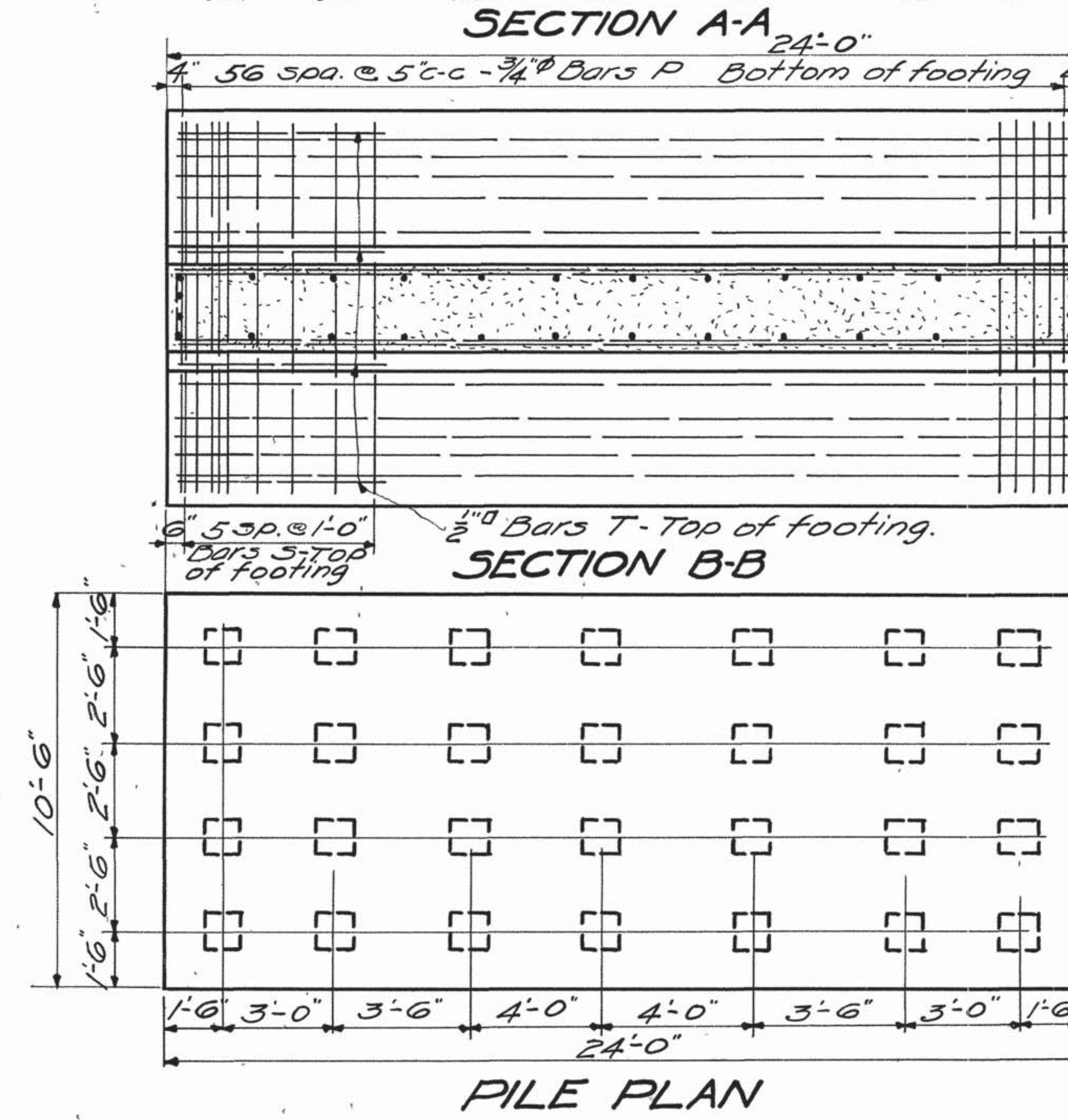
FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR	SHEET No	TOTAL SHEETS
8	TENN.	K.B	1933	19	42











BILL OF REINFORCING STEEL

BAR	SIZE	NO	LENGTH	BAR	SIZE	NO	LENGTH
A	1¼"□	6	45'-6"	M7	½"□	4	17'-0"
B	1¼"□	2	48'-8"	M8	"	4	13'-3"
C	1¼"□	2	48'-8"	M9	"	4	9'-9"
D	1¼"□	2	36'-8"	M10	½"□	4	6'-3"
E	1¼"□	4	23'-7"	M11	⅞"φ	8	42'-9"
F	½"□	142	11'-9"	L	½"□	2	16'-0"
G	¾"φ	16	8'-10"	L1	"	2	18'-3"
H	½"□	32	9'-6"	L2	"	2	20'-6"
J	½"□	44	8'-9"	L3	"	2	22'-9"
J1	"	2	10'-3"	L4	"	2	25'-0"
J2	"	2	9'-9"	L5	"	2	27'-3"
J3	"	2	9'-0"	L6	"	2	29'-6"
J4	"	2	10'-0"	L7	"	2	31'-9"
J5	"	2	9'-3"	L8	"	2	33'-9"
J6	"	2	8'-3"	L9	"	2	36'-0"
J7	"	2	7'-0"	L10	"	2	38'-3"
J8	½"□	2	5'-9"	L11	"	2	40'-6"
K	⅞"φ	2	2'-9"	L12	"	2	42'-9"
K1	"	10	31'-6"	L13	"	2	45'-0"
K2	"	2	30'-9"	L14	"	2	47'-3"
K3	"	2	27'-3"	L15	"	2	49'-6"
K4	⅞"φ	2	25'-6"	L16	½"□	2	51'-9"
K5	⅞"φ	6	40'-6"	N	⅞"φ	16	5'-9"
M	⅞"φ	8	36'-6"	N1	½"□	40	4'-1"
M1	½"□	4	35'-3"	P	¾"φ	114	10'-0"
M2	"	4	34'-9"	R	¾"φ	26	23'-6"
M3	"	4	31'-3"	S	⅝"φ	12	10'-3"
M4	"	4	27'-6"	T	½"□	8	5'-6"
M5	"	4	24'-3"	U	1"φ	10	17'-2"
M6	½"□	4	20'-6"	V	½"□	2	7'-9"
				V1	"	2	7'-3"
				V2	½"□	2	6'-9

FOR DETAILS OF PRECAST PILES SEE DWG. A-7-141.

General Notes

Specifications: Standard Road and Bridge Specifications of the Tennessee Department of Highways and Public Works.
Concrete shall be Class "A".
Reinforcing steel: See Specifications.
Forms and Finish: See Specifications.
Piles to be precast concrete. Lengths to be shown on "Layout Sheet."

ESTIMATED QUANTITIES

Concrete Class "A"	169.9	Cu. Yds.
Reinforcing steel	14005	Lbs.

NOTE:
When concrete piles are used add 15.8 Cu. Yds. of Class "A" Concrete to above quantities.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE
STANDARD

CONCRETE ABUTMENT

OPEN TYPE
TOTAL HEIGHT 48'-0"   ROADWAY 40'-0"
FOR PLATE GIRDER SPANS
1933

DESIGNED BY A. R. Jessup DATE Oct. 33
DRAWN BY [illegible] DATE
TRACED BY [illegible] DATE 10-28-33
CHECKED BY [illegible] DATE Oct. 33

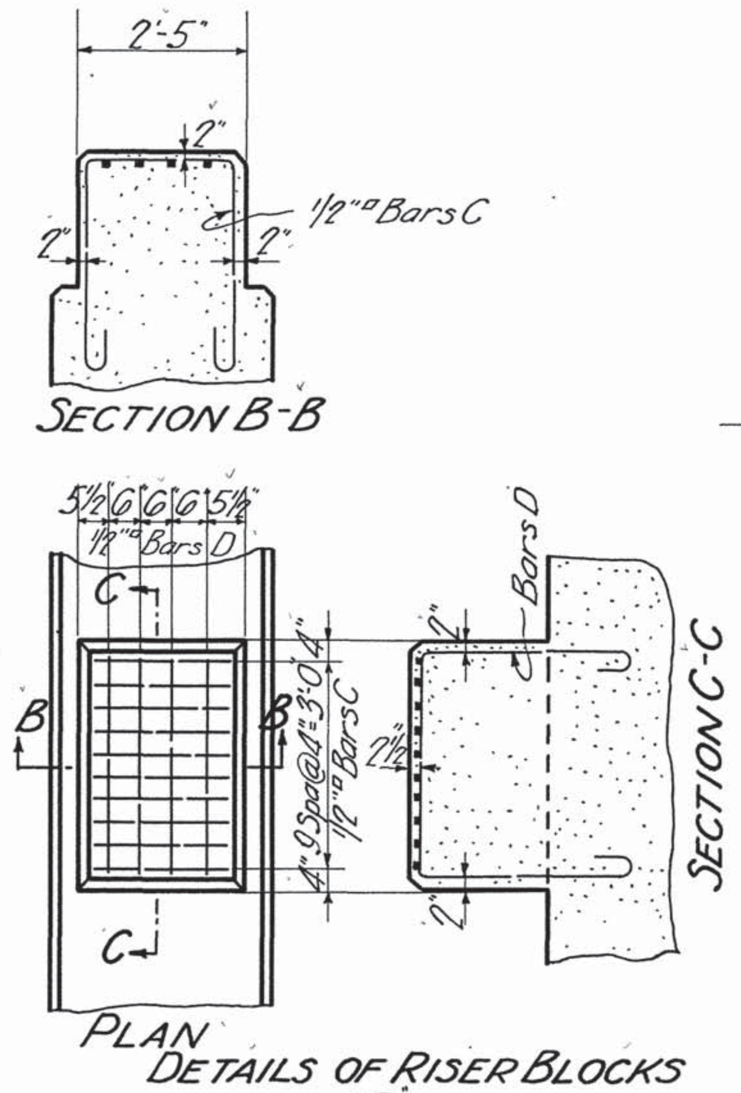
CORRECT L. N. Erickson BRIDGE ENGINEER
APPROVED O. J. Goetz STATE HIGHWAY ENGINEER

B-2-17

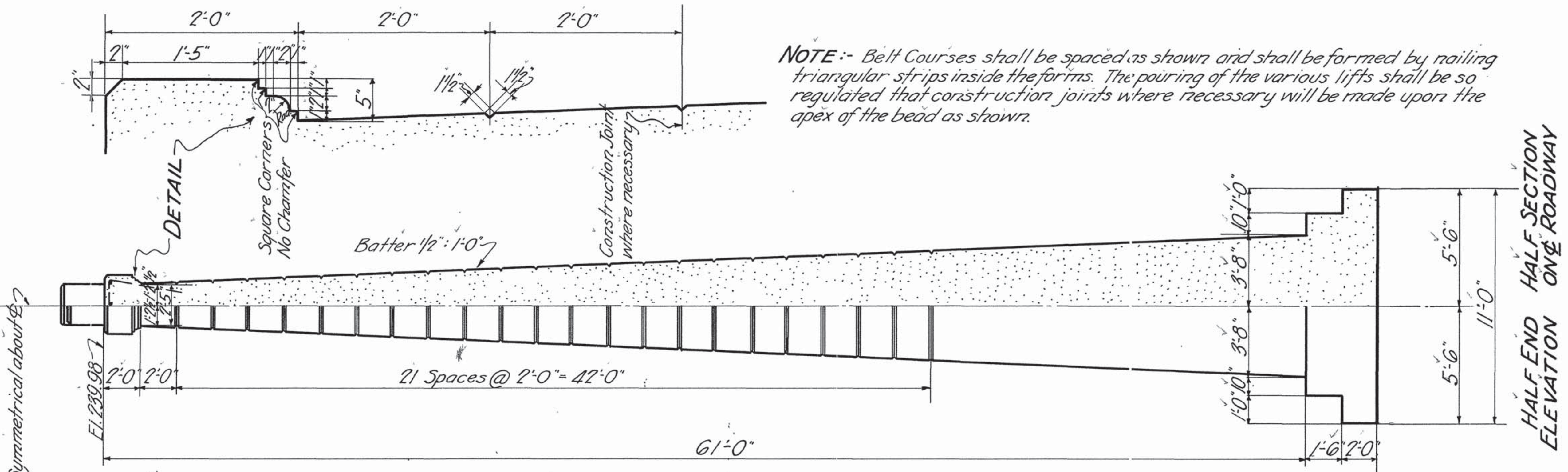
FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	TENN.	R-8-B	1933	15	42

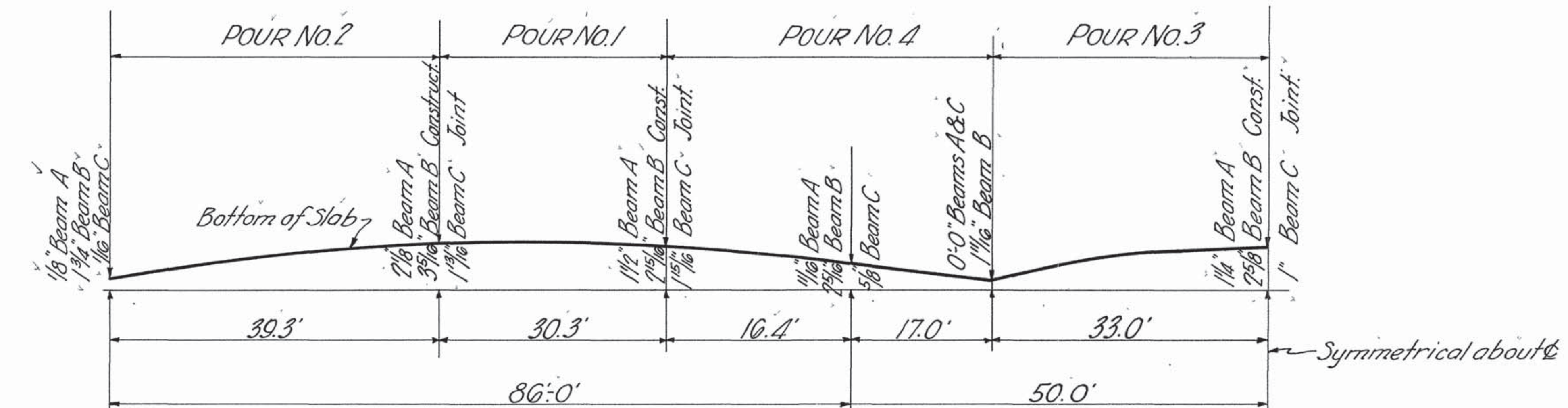
NRH

NOTE:- Belt Courses shall be spaced as shown and shall be formed by nailing triangular strips inside the forms. The pouring of the various lifts shall be so regulated that construction joints where necessary will be made upon the apex of the bead as shown.



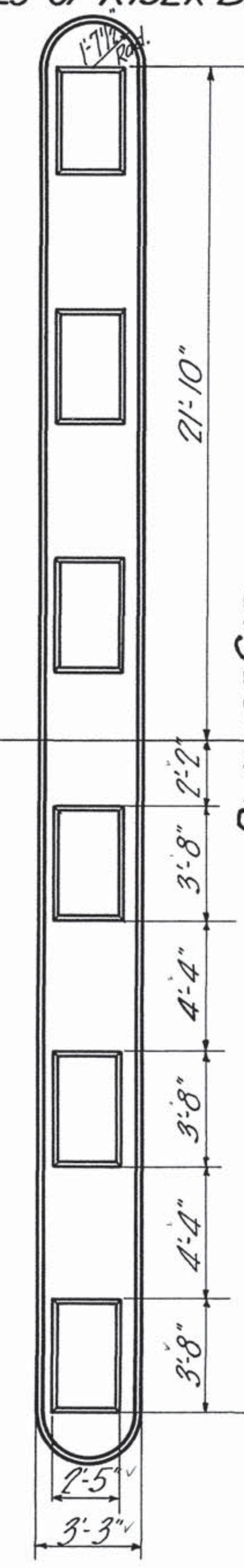
DETAILS OF RISER BLOCKS

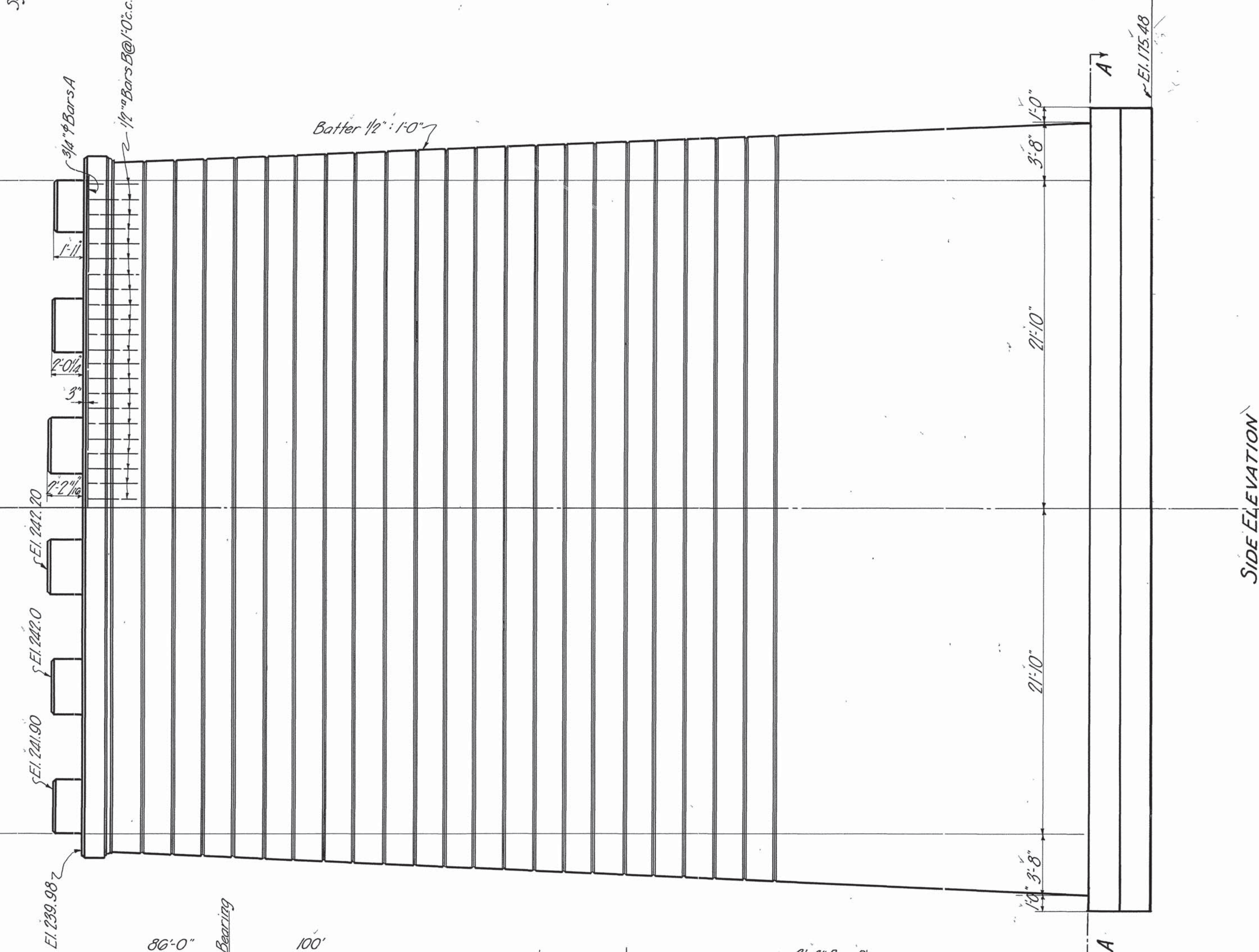


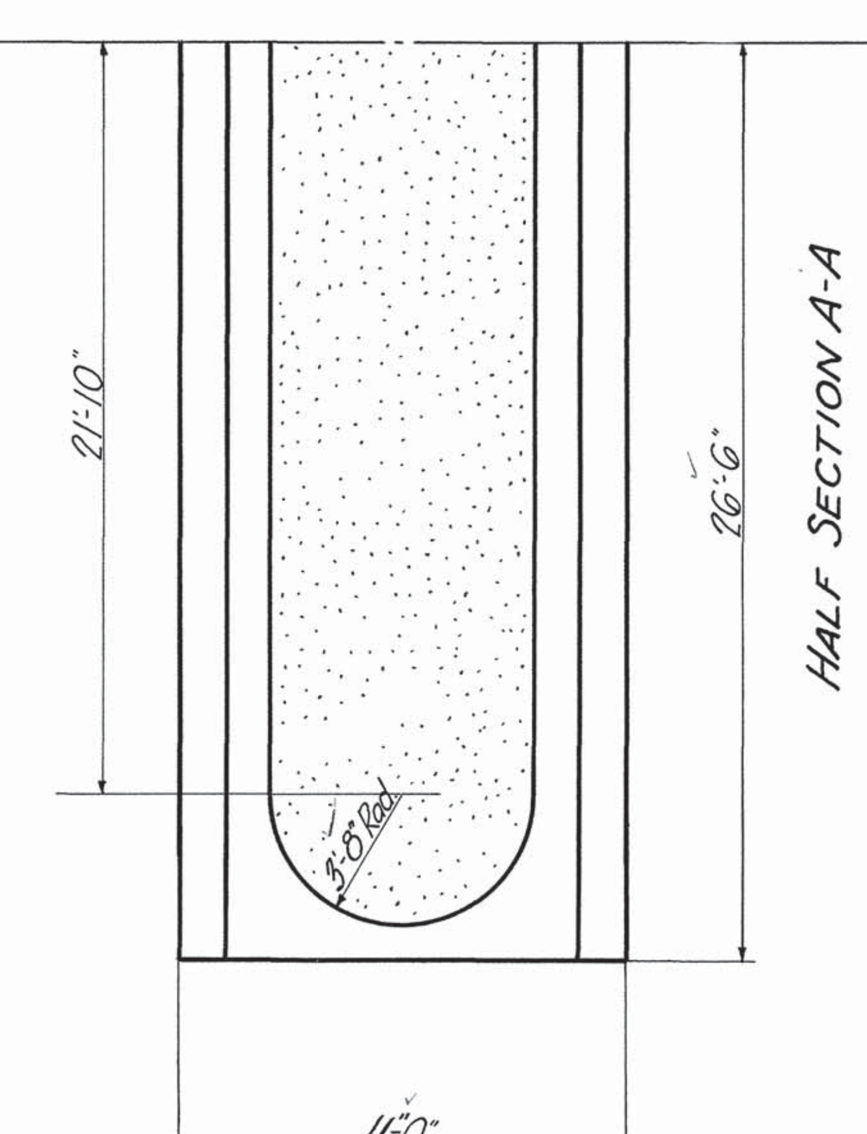


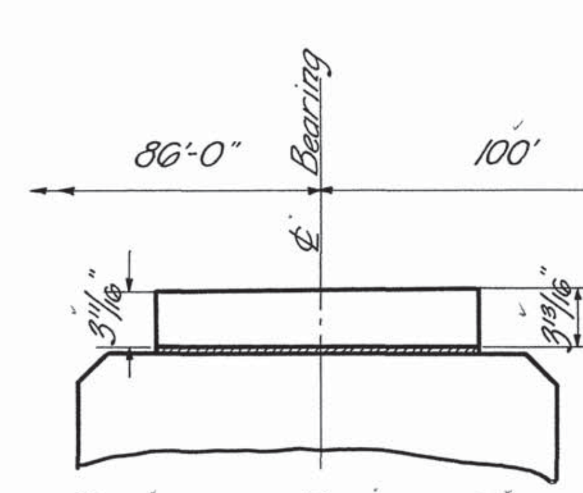
CAMBER & PLACING DIAGRAM FOR CONCRETE SLAB

Note: Diagram above supersedes similar diagram on Drawing A-14-146.



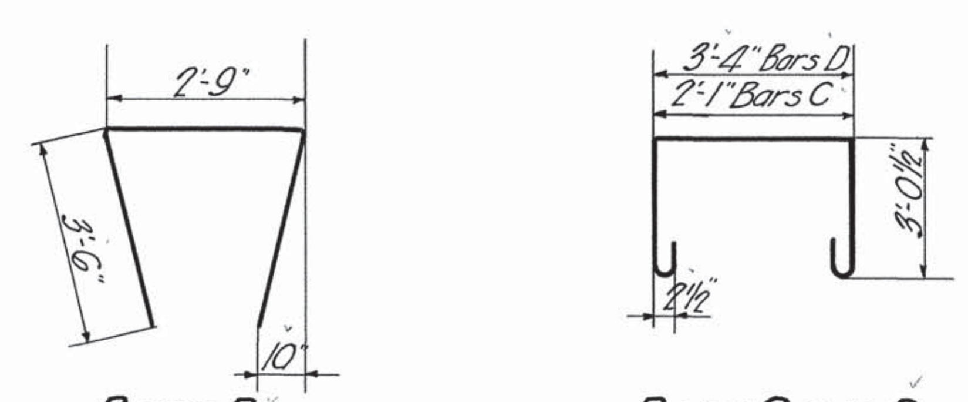






DETAIL OF BEVEL FOR BEARING PLATES PIERS 1 & 2

For Dimensions and Details not shown see Drawing A-14-146



BENDING DETAILS

BILL OF REINFORCING STEEL ONE PIER

BAR	No.	SIZE	LENGTH
A	6	3/4"⌀	23'-3"
B	44	1/2"□	9'-9"
C	60	1/2"□	9'-0"
D	24	1/2"□	10'-3"

GENERAL NOTES:-

Specifications: Standard Road and Bridge Specifications of the Tennessee Department of Highways and Public Works.
Concrete in Piers shall be Class "B".
Reinforcing Steel: See Specifications.
Forms and Finish: See Specifications.

ESTIMATED QUANTITIES ONE PIER

CONCRETE CLASS "B"	593.9 Cu. Yds.
REINFORCING STEEL	1257 Lbs.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

DETAILS OF
PIERS NO. 1 & 2
STA. 114+42.83
SHELBY CO.
1933

DESIGNED BY A.R. Jessup DATE 8-24-33
DRAWN BY DATE
TRACED BY Givens DATE 11-10-33
CHECKED BY W. ... DATE 10-19-33

CORRECT L. W. ... BRIDGE ENGINEER
APPROVED O. F. Goetz STATE HIGHWAY ENGINEER

B-1-93

Last revision 7-27-33

FED. ROAD DIST. No	STATE	FED. AID PROJ. No	FISCAL YEAR	SHEET No	TOTAL SHEETS
8	TENN			19	73

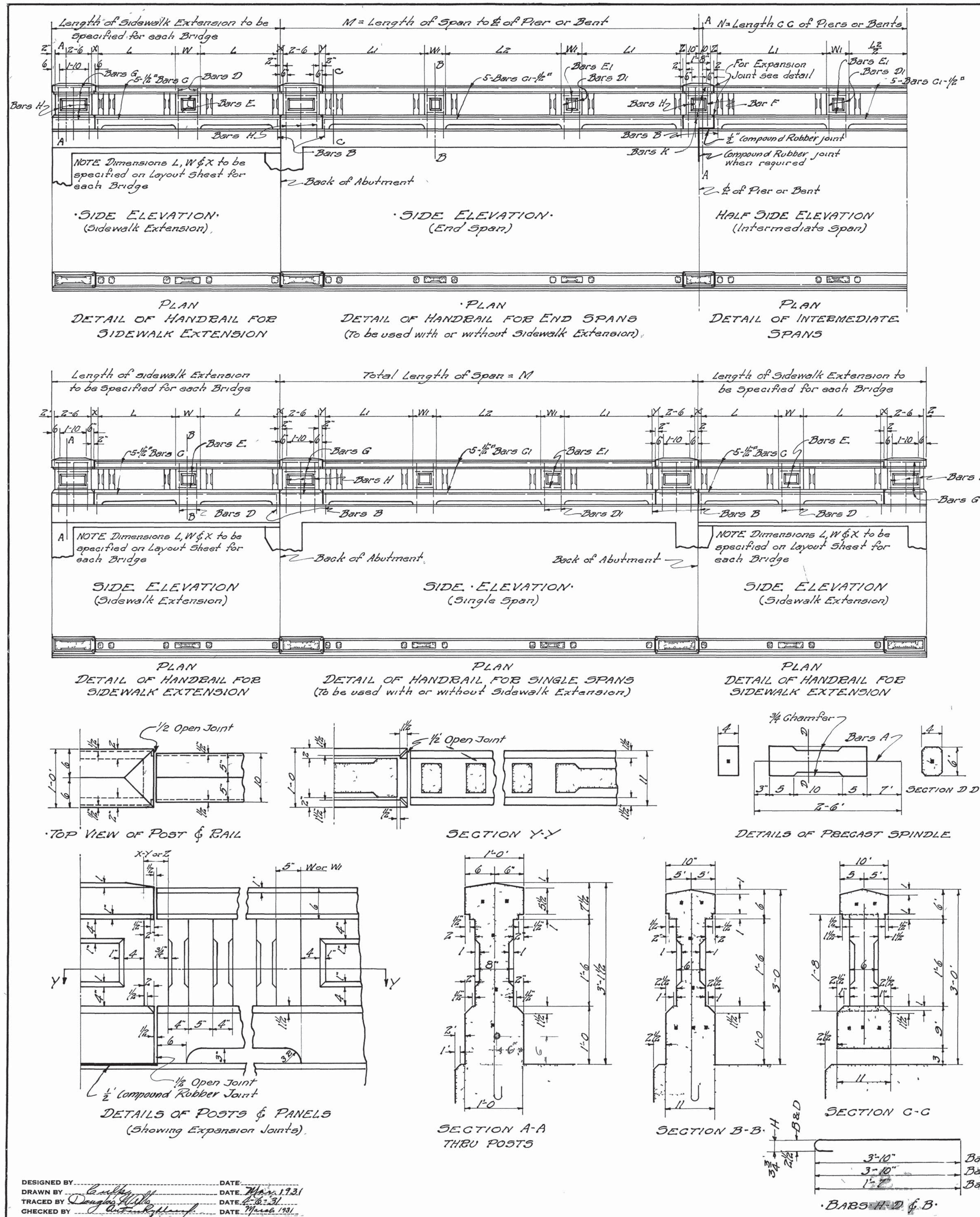


TABLE OF DIMENSIONS AND ESTIMATED QUANTITIES FOR END SPANS

Clear Span Feet	DIMENSIONS M	Y	Z	W1	L1	L2	STEEL REINFORCEMENT (All bars ½") BARS A No	Length	BARS B No	Length	BARS C1 No	Length	BARS D1 No	Length	BARS E1 No	Length	ESTIMATED QUANTITIES Steel * Lbs	Concrete * Cu Yds
16	18'-6	5	5"	2@1'-3	2@3-9	1@4-2	30	2-6	4	2-0	10	14-4	8	4-3	8	1-0	230 8	2.037
18	20'-6"	4½	4½'	2@1'-2"	2@4-6'	1@4-11	36		4		10	16-4"	8		8	0-11	260 3	2.304
20	22-6	5"	5	2@1'-9	2@4'-6	1@5-8	38		4		10	18-4	8		8	1-6	285 8	2.594
22	24-6'	4½	4½"	2@1-8	2@5'-3"	1@6'-5"	44	·	4		10	20-4	8		8	1-5	315 3	2.860
24	26-6"	5	5"	2@1-6	2@6'-0"	1@7-2	50		4		10	22-4	8		8	1-3	344 3	3.124
26	28-6	4½'	4½	2@1-5"	2@6-9	1@7-11	56		4	·	10	24-4"	8		8	1'-2	373 8	3.391
28	31'-0	5½"	5½"	2@1-10"	2@7-6	1@7-11	60		4	" ·	10	26-10	8		8	1'-7"	406 8	3.742
30	33-0"	5½"	5½	3@1-9"	2@6'-0"	2@5-8"	60	"	4		10	28-10	12		12	1'-6	443 2	4.039
32	35'-0'	5½"	5½"	3@1'-5'	2@6'-9"	2@6'-5	68	·	4	·	10	30'-10'	12	·	12	1-2	474 2	4.292
34	37'-0"	5½	5½"	3@1-7"	2@6-9"	2@7-2"	72	·	4		20	17-3"	12	·	12	1'-4'	516.0	4.570
36	39-0"	5½	5½	3@1-9"	2@7'-6"	2@7-2	76	"	4	·	20	18-3	12		12	1'-6	543.6	4.848
38	41-0	5½	5½	3@1-11"	2@7-6"	2@7-11"	80	:	4		20	19-3"	12	·	12	1'-8"	571.0	5.126
40	43-0'	4½'	4½	4@1-6	2@6'-9'	3@6-5"	84	2'-6"	4	2-0"	20	20'-3'	16	4'-3"	16	1'-3'	611.4	5.400

* See also Quantities for Rail Posts
NOTE: For Quantities and Bill of Steel for Sidewalk Extension Handrail see Layout Sheet for each Bridge

TABLE OF DIMENSIONS AND ESTIMATED QUANTITIES FOR INTERMEDIATE SPANS

Clear Span Feet	DIMENSIONS N	Z	W1	L1	L2	STEEL REINFORCEMENT (All bars ½") BARS A No	Length	BARS B No	Length	BARS C1 No	Length	BARS D1 No	Length	BARS E1 No	Length	ESTIMATED QUANTITIES Steel * Lbs	Concrete * Cu Yds
16	18'-6'	5	2@1-5"	2@4-6	1@4'-2	34	2-6	4	2-0	10	16-2	8	4'-3	8	1'-2	256 3	2.290
18	20-6	5	2@1-8	2@4-6	1@5'-8	38		4		10	18-2"	8		8	1'-5"	283 8	2.568
20	22'-6'	5½	2@1-6"	2@5-3'	1@6-5"	44		4		10	20-2	8	·	8	1-3	312 8	2.832
22	24-6	5	2@1-5"	2@6-0'	1@7-2	50		4	·	10	22-2	8	·	8	1'-2	342 3	3.099
24	26-6'	5	2@1-8'	2@6-9	1@7-2"	54		4	·	10	24-2"	8	·	8	1'-5'	369 8	3.377
26	28-6'	5½	2@1-6"	2@7'-6	1@7-11"	60		4		10	26'-2	8	·	8	1'-3	398 7	3.641
28	31-0"	4½	3@1-9"	2@6-0'	2@5-8	60	·	4	·	10	28-8	12	·	12	1'-6'	441 7	4.016
30	33'-0'	4½	3@1-11	2@6-0'	2@6-5	64	·	4		10	30-8	12		12	1'-8	469 3	4.294
32	35-0	4½"	3@1-7	2@6-9	2@7-2	72	·	4		20	17-2	12		12	1'-4"	514 6	4.547
34	37-0	4½	3@1-9	2@7-6	2@7-2	76		4		20	18-2"	12		12	1'-6	542 1	4.825
36	39'-0'	4½	3@1-11"	2@7-6	2@7-11	80	·	4		20	19-2	12	·	12	1-8'	569 6	5.103
38	41'-0"	4½'	4@1-10	2@6-0	3@6-5	80	·	4		20	20-2"	16	·	16	1'-7	606.1	5.400
40	43-0'	5'	4@1-9	2@6-0	3@7-2	86	2'-6	4	2-0	20	21'-2'	16	4'-3"	16	1'-6	634 9	5.664

* See also Quantities for Rail Posts
NOTE. For Quantities and Bill of Steel for Sidewalk Extension Handrail see Layout Sheet for each Bridge

TABLE OF DIMENSIONS AND ESTIMATED QUANTITIES FOR SINGLE SPAN

Clear Span Feet	DIMENSIONS M	Y	W1	L1	L2	STEEL REINFORCEMENT (All bars ½") BARS A No	Length	BARS B No	Length	BARS C1 No	Length	BARS D1 No	Length	BARS E1 No	Length	ESTIMATED QUANTITIES Steel * Lbs	Concrete * Cu Yds
16	18-6	5½	1@1'-9	2@5-3		28	2'-6	4	2-0	10	12-6"	4	4-3'	4	1-6	194.4	1.777
18	20-6	5	2@1'-4"	2@3-9	1@4-2	30		4		10	14-6	8		8	1-1'	232 8	2.062
20	22-6	4½	2@1'-3	2@4-6	1@4-11	36		4		10	16'-6"	8	·	8	1-0"	262 3	2.329
22	24-6	5½'	2@1-5	2@5'-3"	1@4-11	40		4		10	18-6'	8	·	8	1-2"	289.2	2.604
24	26-6'	5"	2@1'-4'	2@6-0	1@5-8	46		4		10	20-6	8	·	8	1'-1	318 8	2.871
26	28-6	5	2@1'-7	2@6-0"	1@7-2	50		4		10	22-6'	8	·	8	1'-4	346 3	3.149
28	31'-0	4½	2@1-9	2@6-9	1@7-11	56		4		10	25-0	8	·	8	1'-6	381 8	3.492
30	33 0	5½"	2@1'-11	2@7-6'	1@7-11	60	·	4	·	10	27-0	8	·	8	1-8	408.8	3.767
32	35-0	5"	3@1-4	2@6-0"	2@6-5"	64	·	4	·	10	29-0	12		12	1-1	449.0	4.039
34	37-0	5"	3@1'-6	2@6-9'	2@6'-5	68	·	4	·	20	16-4	12	·	12	1'-3"	490 8	4.317
36	39-0'	5	3@1-8	2@6'-9"	2@7-2	72	"	4	"	20	17'-4	12		12	1'-5	518 2	4.596
38	41-0	5	3@1-10	2@7'-6	2@7-2	76	·	4	·	20	18-4	12	·	12	1'-7'	545 8	4.874
40	43-0	5'	3@2'-0'	2@7-6"	2@7'-11'	80	2'-6"	4	2-0	20	19'-4	12	4-3	12	1'-9'	573.3	5.152

* See also Quantities for Rail Posts
NOTE For Quantities and Bill of Steel for Sidewalk Extension Handrail, See Layout Sheet for each Bridge

BILL OF STEEL AND ESTIMATED QUANTITIES FOR TWO RAIL POSTS AS LISTED

Description	Bar	No	Size	Length	Steel Lbs	Concrete Cu Yds
END POSTS	G	10	½"	2-3	60 4	.517
	H	6	¾"φ	4-6'		
INTERMEDIATE POSTS	F	2	¾φ	2-6	47 2	358
	H	4	¾φ	4'-6'		
	K	10	½"	1'-5'		

GENERAL NOTES
Specifications Standard Road and Bridge Specifications of the Tennessee Department of Highways and Public Works
Concrete shall be Class 3 The aggregates used shall be free from lignite
Reinforcing Steel See Specifications
Forms and Finish See Specifications

SPECIAL NOTE
Handrail to be built as detailed no chamfers to be used unless specified

NOTE
Spindles shall be precast in Steel Forms and shall not be handled for seven days after they have been poured Top surfaces of spindles as they lie in their molds, when cast in a horizontal position shall be carefully floated to a true plane before the concrete obtains its permanent set

Revised 7-27-33 to eliminate lignite from aggregates
Rev. Bit Felt joints changed to Compound Rubber Joints 7-29-32
Revised: 3-Bars C1 in bottom of rail - H & F from ¾ to ¾ 4-9-32
Revised using open joints for expansions 3-4-32

DESIGNED BY .... DATE ....
DRAWN BY .... DATE Mar. 1931
TRACED BY .... DATE 2-6-31
CHECKED BY .... DATE March 1931

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS AND PUBLIC WORKS
NASHVILLE

STANDARD
CONCRETE HANDRAIL
SPINDLE TYPE
FOR SLAB AND GIRDER BRIDGES WITH SIDE WALKS
1931

CORRECT L. N. Erickson BRIDGE ENGINEER
APPROVED .... STATE HIGHWAY ENGINEER

A-8-79

TYPE	YEAR	PROJECT NO.	SHEET NO.
PLAN-IN-HAND	2025	R-BR-STP/HIP-3(149)	LIGHTING-SIGN1
PS&E	2026	R-BR-STP/HIP-3(149)	LIGHTING-SIGN1

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Kodi L Berger
2025.12.19 09:22:58-05'00'

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

KIMLEY-HORN AND ASSOCIATES, INC.
4525 MAIN STREET
SUITE 1000
VIRGINIA BEACH, VA 23462
KODI L. BERGER, P.E. NO. 129688

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

PLAN-IN-HAND LIGHTING INDEX

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	L-1
PS&E	2026	R-BR-STP/HIP-3(149)	L-1

PLAN-IN-HAND LIGHTING INDEX

SEALED BY

12/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LIGHTING
INDEX

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PLAN-IN-HAND	2025	R-BR-STP/HIP-3(149)	L-2
PS&E	2026	R-BR-STP/HIP-3(149)	L-2

ESTIMATED LIGHTING QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79017-3296-94
(1)	714-03	JACKED OR BORED CONDUIT	L.F.	320
(6)	714-08.20	FOUNDATION (ONLY) FOR LIGHT STANDARD	EACH	6
(7)	714-09.47	LED LUMINAIRES (110 WATT LED ROADWAY)	EACH	5
(8)	714-09.48	LED LUMINAIRES (140 WATT LED INTERSTATE)	EACH	3
(9)	714-25.01	ELECTRICAL CONNECTION (PSA)	LS	1
(10)	714-25.02	ELECTRICAL CONNECTION (PSB)	LS	1
	714-70.14	#4 AWG 1/C EPR INSULATED & JACKETED COPPER CABLE 600V	L.F.	4,274
(3)	714-70.58	#6 AWG GROUND WIRE INSULATED SOLID COPPER	L.F.	1,700
(5)	714-71.21	STEEL LIGHTING POLE 30FT	EACH	2
(4)	714-71.22	STEEL LIGHTING POLE 38FT	EACH	6
(7)	714-72.03	2IN RIGID PVC CONDUIT	L.F.	1,186
(2)	714-72.10	PULL BOX WITH COVER MEDIUM	EACH	6
(4)	714-74.01	BRACKET ARM 15FT FOR STEEL POLE W/SIMPLEX	EACH	6
(5)	714-74.02	BRACKET ARM 6FT W/SIMPLEX-HIGH RISE FOR STEEL POLE	EACH	2
(11)	714-75.02	PHOTO ELECTRIC RELAY 240V	EACH	8

FOOTNOTES

(1) DIRECTIONAL BORING ONLY. INCLUDES THE COST OF THE PULL WIRE FOR EACH SPARE CONDUIT.

(2) SHALL BE PRECAST CONCRETE ELECTRIC STREET LIGHT HANDHOLE 13" X 24" X 12" WITH 13 3/4" X 23 1/4" X 2" BOLT DOWN COVER (MLGW STD 41-0260A).

(3) #6 AWG CONDUCTORS TO BE INSTALLED AS GROUND CONDUCTOR FOR ALL CIRCUITS. SHALL BE RUN IN TRENCH WITH THE LIGHTING CONDUIT (PER SP714M).

(4) SHALL BE GALVANIZED STEEL EXPRESSWAY LIGHTING POLE WITH SINGLE ARM SIMPLEX ATTACHMENTS (MLGW STD 43-8638) WITH 15 FOOT TRUSS LUMINAIRE SUPPORT (MLGW STD 43-0638).

(5) SHALL BE GALVANIZED STEEL BRIDGE LIGHTING POLE WITH SINGLE ARM SIMPLEX ATTACHMENTS (MLGW STD 43-8643) WITH 6 FOOT HIGH RISE STREET LIGHT BRACKET (MLGW STD 43-0670).

(6) SHALL BE CLASS 'A' CONCRETE FOUNDATION, SEE TDOT STD. DWG. T-L-1 AND STD-8-4. COSTS ASSOCIATED WITH THE FOUNDATION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE. INCLUDES THE COST OF GROUND ROD AND WIRING.

(7) ROADWAY LUMINAIRE SHALL BE COOPER STREETWORKS 110W LED VERDEON GRANDE (CA-SERIES) WITH TYPE II DISTRIBUTION, 70CRI, 3000K, IN GREY COLOR, PARALLEL 20kV MOV SURGE PROTECTION DEVICE, COOPER CATALOGUE NO. VERD-CA2-110-730-T2-AP-20MSP-PR7-U148032 OR THE THEN CURRENT MLGW EQUIVALENT. USE COOPER PHOTOMETRIC DATA FILE: VERD-G-CA2-110-730-U-T2.IES TOTAL LUMENS = 16,278. LUMINAIRES SHALL BE BALLASTED FOR 120 VOLT OPERATION. INCLUDES ALL APPURTENANCES FOR A COMPLETE INSTALLATION. COORDINATE WITH MLGW FOR APPROVAL PRIOR TO ORDERING.

(8) INTERSTATE LUMINAIRE SHALL BE COOPER STREETWORKS 140W LED VERDEON GRANDE (CA-SERIES) WITH TYPE III DISTRIBUTION, 70CRI, 3000K, IN GREY COLOR, PARALLEL 20kV MOV SURGE PROTECTION DEVICE, COOPER CATALOGUE NO. VERD-G-CA2-140-730-U-T3-AP-20MSP-PR7-U148030 OR THE THEN CURRENT MLGW USE COOPER PHOTOMETRIC DATA FILE: VERD-G-CA2-140-730-U-T3.IES TOTAL LUMENS = 20,115. LUMINAIRES SHALL BE BALLASTED FOR 240 VOLT OPERATION. INCLUDES ALL APPURTENANCES FOR A COMPLETE INSTALLATION. COORDINATE WITH MLGW FOR APPROVAL PRIOR TO ORDERING.

(9) INCLUDES THE COST FOR CONNECTION OF ROADWAY LUMINAIRES LP 1 THRU LP 5 TO THE EXISTING LIGHTING CIRCUITRY AT POWER SOURCE PSA BY THE CONTRACTOR. ALSO INCLUDES THE COST OF 1-STEEL RISER, 1-PULL BOX (PB1), AND THE COST TO FURNISH AND INSTALL ALL APPURTENANCES FOR A COMPLETE INSTALLATION.

(10) INCLUDES THE COST FOR CONNECTION OF INTERSTATE LUMINAIRES LP 6 THRU LP 8 TO THE EXISTING LIGHTING CIRCUITRY AT POWER SOURCE PSB BY THE CONTRACTOR. ALSO INCLUDES THE COST OF 1-PULL BOX (PB2), AND THE COST TO FURNISH AND INSTALL ALL APPURTENANCES FOR A COMPLETE INSTALLATION.

(11) THE TWIST-LOCK TYPE PHOTO-ELECTRIC CONTROL SHALL BE 7-PIN SMART WIRELESS VERSION SUITABLE FOR USE WITH LED LUMINAIRES. COORDINATE WITH MLGW FOR APPROVAL PRIOR TO ORDERING.

SEALED BY

KODI L. BERGER — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 129660 — STATE OF TENNESSEE

12/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED LIGHTING QUANTITIES

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SPECIAL LIGHTING NOTES

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JANUARY 1, 2021; THE LATEST VERSION OF SP714M REGARDING ROADWAY AND STRUCTURE LIGHTING UNDER MEMPHIS LIGHT GAS AND WATER JURISDICTION; AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRICAL CODE, NFPA 70.

(2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC CONDUIT, UNLESS OTHERWISE NOTED IN THE PLANS.

(3) FOR DIRECTIONAL BORING, USE ONLY POLYETHYLENE PIPE. NO SEAMS ARE PERMITTED. CONTRACTOR SHALL USE POLYETHYLENE PIPE ADHESIVE AT JUNCTIONS.

(4) CONDUIT AND PULL BOXES SHOWN ON THESE PLANS ARE DIAGRAMMATIC. ACTUAL ROUTING OR CONDUIT RUNS SHALL CONFORM TO FIELD CONDITIONS AND SHALL BE INSTALLED WITIHIN THE R.O.W. LIMITS. THE CONTRACTOR SHALL MARK CONDUIT ROUTES FOR APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION.

(5) CONDUITS PROVIDING ELECTRICAL SERVICE CONDUCTORS SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITIONS OF THE “NATIONAL ELECTRIC CODE”, THE “NATIONAL SAFETY CODE”, LOCAL BUILDING CODES, AND TO THE REQUIREMENTS OF TDOT AND ALL UTILITIES INVOLVED.

(6) DURING THE INSTALLATION OF ANY CABLE, THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE CONDUCTORS, INSULATION, OR OUTER COVERING. THE LENGTH OF CABLE INSTALLED SHALL NOT CAUSE EXCESSIVE STRESS ON THE CONDUCTORS OR ANY PART OF THE CABLE. AN INSERT LUBRICANT SHALL BE USED WHEN PLACING CABLE IN CONDUIT.

(7) CABLES FOR THE LIGHTING CIRCUITRY SHALL BE INSTALLED IN CONDUIT AND PULL BOXES INDEPENDENT OF ANY OTHER SYSTEM. CONDUITS FOR VARIOUS SYSTEMS MAY BE RUN IN THE SAME TRENCH.

(8) ALL GROUND WIRES SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE SOLID COPPER, COLORED GREEN AND HAVE USE-2 RUGGEDIZED INSULATION.

(9) SOME UTILITIES MAY REQUIRE LOCATION BY HAND DIGGING PRIOR TO PROPOSED LIGHT STANDARD INSTALLATION.

(10) ALL LIGHTING STANDARDS SHALL BE INSTALLED WITH THE HAND HOLE ON THE DOWNSTREAM SIDE OF TRAFFIC SO THAT WORKERS ARE FACING ONCOMING TRAFFIC.

(11) LIGHT STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE AMERICAN ASSOCIATION OF HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, FIRST EDITION (2015 AND THE UPDATED REVISIONS) THAT REQUIRE THE BASIC WIND SPEED SHALL BE 120 MPH FOR EXTREME 1 LIMIT STATE (SEE SP700SIG) AND SHALL SUPPORT A 62-POUND LUMINAIRE.

(12) LIGHT STANDARDS SHALL HAVE CONCRETE FOUNDATIONS AND BREAK-AWAY COUPLINGS. NO TRANSFORMER BASES WILL BE PERMITTED. NO SCREW-IN FOUNDATIONS SHALL BE ALLOWED IN THE NEW FILL AREA. CONTRACTOR MAY USE SCREW-IN TYPE FOUNDATIONS WHERE NO FILL IS PLACED WITH THE CONSENT OF THE ENGINEER.

(13) SCREW-IN TYPE BASES REMOVED ARE NOT CONSIDERED SALVAGEABLE EQUIPMENT AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR. SCREW-IN TYPE BASES SHALL NOT BE RE-USED.

(14) POLES MAY BE ADJUSTED 5’. ANY ADJUSTMENT GREATER THAN 5’ SHALL BE APPROVED BY THE ENGINEER.

(15) ALL POLES, REGARDLESS OF POLE LENGTH, SHALL UTILIZE THE SAME BOLT CIRCLE SIZE.

(16) ALL LIGHTING, ELECTRICAL, AND STRUCTURAL PULL BOXES SHALL BE MLGW APPROVED (MLGW STD 41-0260A), UNLESS OTHERWISE NOTED.

(17) LIGHTING AND ELECTRICAL PULL BOXES SHALL BE LABELED “STREET LIGHTING”.

(18) LIGHTING CONDUITS IN OR ON THE PROPOSED BRIDGE ARE INCLUDED IN THE BRIDGE (BRIDGE NO. 79SR0030027) PLANS AND QUANTITIES SUMMARY. REFER TO THE BRIDGE PLANS FOR LIGHTING CONDUITS ON BRIDGES.

(19) PRIOR TO COMMENCEMENT OF WORK ON THE LIGHTING SYSTEM, THE CONTRACTOR SHALL CONTACT MLGW, ANGEL BAILEY AT (901) 528-4186, OR SHLEAH WHITLOCK AT (901) 567-6022.

(20) SALVAGEABLE EQUIPMENT SHALL BE STOCKPILED ON THE JOBSITE FOR PICK UP BY MLGW. SALVAGEABLE MATERIAL INCLUDE LIGHT FIXTURES AND POLES. CONTRACTOR SHALL CONTACT ANGEL BAILEY OR SHLEAH WHITLOCK FOR PICKUP.

(21) NON-SALVAGEABLE MATERIAL SHALL BECOME, THE PROPERTY OF THE CONTRACTOR FOR REMOVAL AND DISPOSAL.

(22) WHERE POSSIBLE, EXISTING LUMINAIRES SHALL REMAIN IN PLACE UNTIL THE PROPOSED LIGHTING SYSTEM IS OPERATIONAL.

(23) CONTRACTOR SHALL ENSURE THAT ANY EXISTING LUMINAIRES THAT REMAIN IN PLACE CONTINUE TO BE ENERGIZED.

(24) THE 110W LED ROADWAY LIGHT POLES LP 1 THRU LP 5 SHALL BE CONNECTED TO THE SR 3 NON-EXPRESSWAY LIGHTING CIRCUITRY AT EXISTING CONTROL CENTER EX. CC1. LP 1 THRU LP 5 SHALL BE CONNECTED TO EX. CC1 AT POWER SOURCE PSA AS SHOWN IN THE PLANS.

(25) INSTALL 1-RISER AND PULL BOX PB1 AT EXIST. WOOD GUY POLE TO REMAIN TO INTERCEPT EXIST. 120/240 VOLT NON-EXPRESSWAY LIGHTING CIRCUITRY (3-WIRE).

(26) CONNECT LP 1 THRU LP 5 TO EXISTING NON-EXPRESSWAY LIGHTING CIRCUITRY AT PB1. SEE CONDUIT AND WIRING SCHEDULE ON SHEET L-7 FOR ADDITIONAL DETAILS.

(27) THE 140W LED INTERSTATE LIGHT POLES LP 6 THRU LP 8 SHALL BE CONNECTED TO THE I-40 EXPRESSWAY LIGHTING CIRCUITRY AT EXISTING CONTROL CENTER EX. CC2. LP 6 THRU LP 8 SHALL BE CONNECTED TO EX. CC2 AT POWER SOURCE PSB AS SHOWN IN THE PLANS.

(28) INSTALL PULL BOX PB2 ADJACENT TO EXIST. INTERSTATE LUMINAIRE TO REMAIN EX. LP 1 TO INTERCEPT EXIST. 240/480 VOLT EXPRESSWAY LIGHTING CIRCUITRY (3-WIRE).

(29) CONNECT LP 6 THRU LP 8 TO THE EXISTING EXPRESSWAY LIGHTING CIRCUITRY AT PB2. SEE CONDUIT AND WIRING SCHEDULE ON SHEET L-7 FOR ADDITIONAL DETAILS.

GROUND RODS

(30) USE TWO (2) 5/8” X 8” COPPER PLATED GROUND RODS JOINED END TO END, USING A THREADLESS GROUND ROD COUPLING, EMBEDDED IN THE GROUND, FOR EACH 30’ GALVANIZED STEEL LIGHT POLE. EQUIPMENT BEING GROUNDED SHALL BE BONDED TO THE GROUND RODS USING A #4 SOLID BARE COPPER WIRE AND A 5/8” THREADLESS GROUND ROD CLAMP.

(31) FOR GROUNDING WITHIN STRUCTURES. USE TWO (2) 5/8” X 8’ COPPER PLATED GROUND RODS JOINED END TO END, USING A THREADLESS GROUND ROD COUPLING EMBEDDED IN THE GROUND AT EACH END OF THE STRUCTURE. EQUIPMENT BEING GROUNDED SHALL BE BONDED TO THE GROUND RODS USING A #4 SOLID BARE COPPER WIRE AND A 5/8” THREADLESS GROUND ROD CLAMP. SEE SHEET L-10.

(32) ALL GROUND MOUNTED LIGHT STANDARDS SHALL HAVE GROUND RODS TO GROUND THE STANDARD AND/OR LUMINAIRES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PLAN-IN-HAND	2025	R-BR-STP/HIP-3(149)	L-3
PS&E	2026	R-BR-STP/HIP-3(149)	L-3

SEALED BY

12/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL LIGHTING NOTES

12/19/2025 7:55:44 AM
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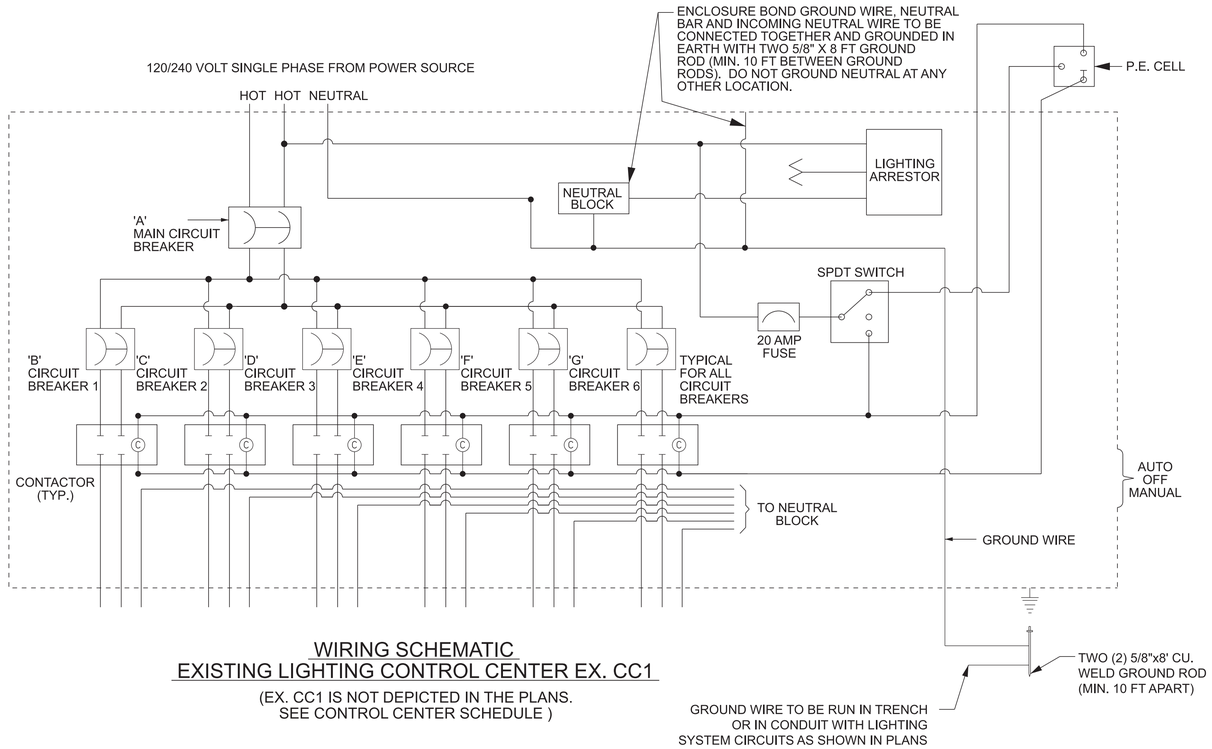
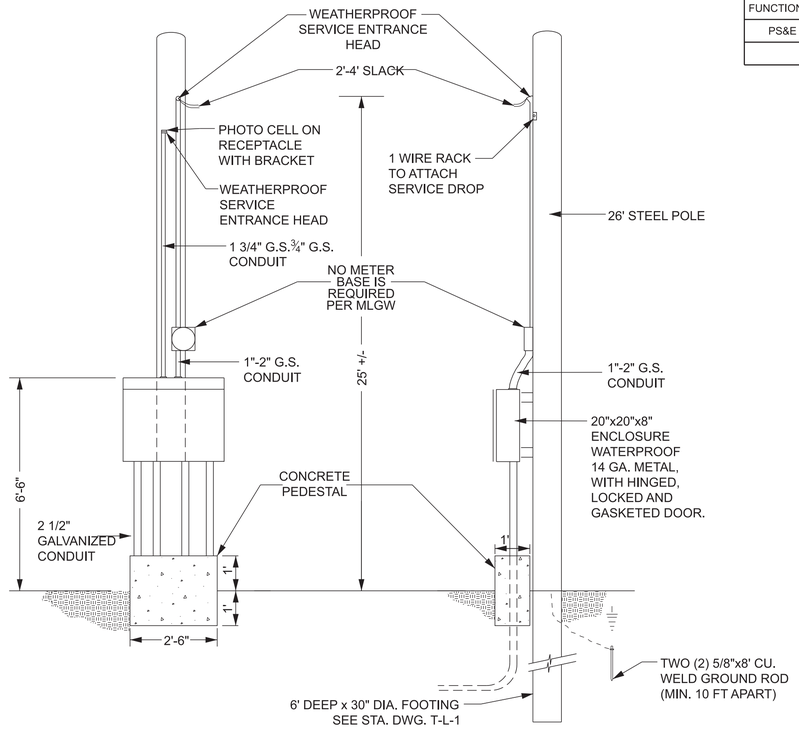
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	L-2
PS&E	2026	R-BR-STP/HIP-3(149)	L-4



WIRING SCHEMATIC
EXISTING LIGHTING CONTROL CENTER EX. CC1

(EX. CC1 IS NOT DEPICTED IN THE PLANS. SEE CONTROL CENTER SCHEDULE)



EXISTING POLE MOUNTED CONTROLLER (EX. CC1) CONSTRUCTION DETAIL

EXISTING CONTROL CENTER SCHEDULE

	CONTROL CENTER NO.	MAIN CIRCUIT BREAKER (AMPS) 'A'	BRANCH CIRCUIT BREAKERS (AMPS) CIR. 1 'B'	CIR. 2 'C'	CIR. 3 'D'	CIR. 4 'E'	CIR. 5 'F'	CIR. 6 'G'	CONTROLLER LOCATION
(A, B)	EX. CC1	100	20	20	20	20	20	20	LOCATED AT THE SE QUADRANT OF SR 3 AND LEVEE ROAD

(A) BREAKER SIZES OBTAINED FROM TDOT PROJECT NO. BR-STP-3(66).
(B) CONTRACTOR SHALL VERIFY BREAKER SIZES FOR CONNECTION OF ROADWAY LIGHT POLES LP 1 THRU LP 5 TO THE EXISTING CIRCUITRY.

EXISTING POWER SOURCE SCHEDULE (REMOVAL)

POWER SOURCE	CIRCUIT	LIGHT POLE NUMBERS	NUMBER OF LUMINAIRES	HPS WATTAGE	VOLTS	AMPS	TOTAL WATTAGE	KVA	TOTAL KVA
EX. CC1	NA	NA	4	200	120/240	6.67	800	0.80	-0.80
					TOTAL KVA (REMOVAL)				-0.80

PROPOSED POWER SOURCE SCHEDULE

POWER SOURCE	CIRCUIT	LIGHT POLE NUMBERS	NUMBER OF LUMINAIRES	LED WATTAGE	VOLTS	AMPS	TOTAL WATTAGE	KVA	TOTAL KVA
EX. CC1	EX. CIR	LP 1 THRU LP 5	5	110	120/240	4.58	550	0.55	+0.55
					TOTAL KVA (PROPOSED)				+0.55

TOTAL KVA (PROPOSED - EXISTING)	-0.25

EX. CC1 CONTROL CENTER NOTES

(1) PRIOR TO COMMENCEMENT OF WORK ON THE LIGHTING SYSTEM, CONTRACTOR SHALL CONTACT MEMPHIS LIGHT, GAS AND WATER (MLGW), ANGEL BAILEY AT (901) 528-4186 OR SHLEAH WHITLOCK AT (901) 567-6022. ANGEL BAILEY MAY ALSO BE CONTACTED FOR ELECTRICAL REQUIREMENTS AND COST.

(2) CONTRACTOR TO COORDINATE ALL WORK AT EXISTING POLE MOUNTED CONTROL CENTER EX. CC1 WITH MLGW AND THE ENGINEER.

(3) ONLY 1-LIGHTING CIRCUIT IS PERMITTED PER EACH CONDUIT.

(4) CONDUIT BENDS SHALL NOT EXCEED A LONG-SWEEP 24" RADIUS.

(5) ALL SPLICES SHALL BE IN JUNCTION BOXES, PULL BOXES OR HANDHOLES.

(6) LIGHTING SYSTEM SHALL BE 120/240 VOLT SINGLE PHASE SERVICE. LUMINAIRES SHALL OPERATE AT 120 VOLTS.

(7) NON-EXPRESSWAY CIRCUITS SHALL BE 3-WIRE (2-HOT, 1-NEUTRAL) 120/240 VOLTS (PLUS #4 SOLID BARE COPPER GROUND WIRE), WITH CONSECUTIVE LUMINAIRES BEING CONNECTED BY ALTERNATING BETWEEN EACH OF THE TWO PHASES. THE NEUTRAL IS COMMON TO EACH PHASE. THE LAST SPAN OF WIRE IN A CIRCUIT CAN BE 2-WIRE (1-HOT, 1-NEUTRAL) (PLUS #4 SOLID BARE COPPER GROUND WIRE).

(8) THE 110W LED ROADWAY LIGHT POLES (LP 1 THRU LP 5) SHALL BE CONNECTED TO THE SR 3 NON-EXPRESSWAY LIGHTING CIRCUITRY AT EXISTING CONTROL CENTER EX. CC1.

(9) CONTRACTOR SHALL BALANCE LOADS ON EACH CIRCUIT.

SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129016
STATE OF TENNESSEE
12/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONTROL CENTER DETAILS

SHEET 1 OF 2

12/19/2025 7:56:25 AM
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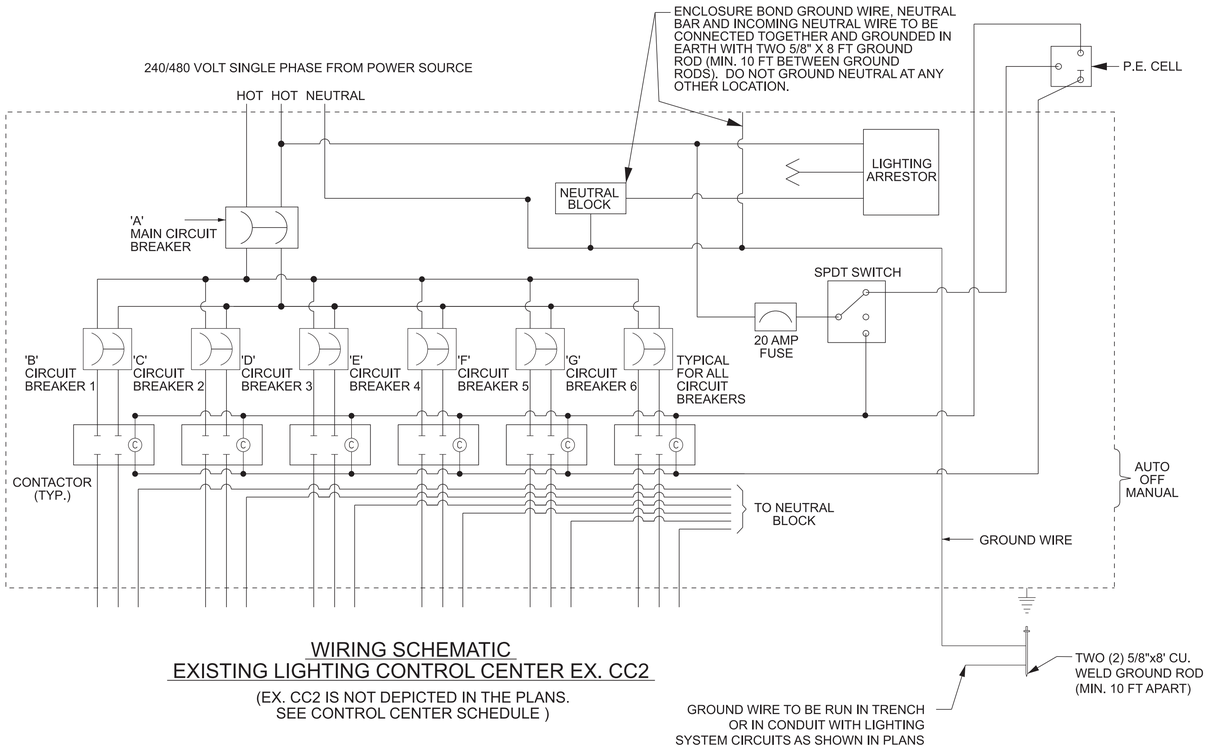
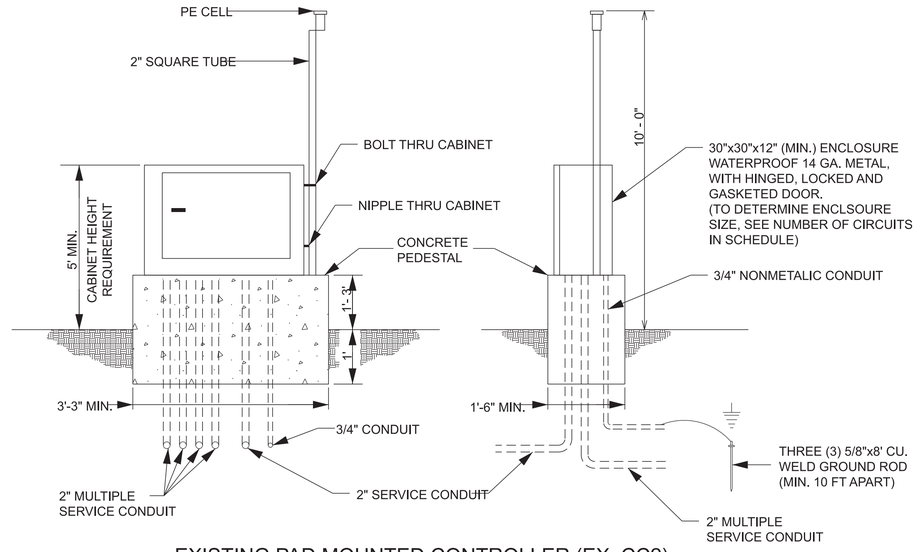
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	L-3
PS&E	2026	R-BR-STP/HIP-3(149)	L-5



WIRING SCHEMATIC
EXISTING LIGHTING CONTROL CENTER EX. CC2

(EX. CC2 IS NOT DEPICTED IN THE PLANS. SEE CONTROL CENTER SCHEDULE)



EXISTING PAD MOUNTED CONTROLLER (EX. CC2) CONSTRUCTION DETAIL

EXISTING CONTROL CENTER SCHEDULE

	CONTROL CENTER NO.	MAIN CIRCUIT BREAKER (AMPS) 'A'	BRANCH CIRCUIT BREAKERS (AMPS) CIR. 1 'B'	CIR. 2 'C'	CIR. 3 'D'	CIR. 4 'E'	CIR. 5 'F'	CIR. 6 'G'	CONTROLLER LOCATION
(A)	EX. CC2	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.

(A) CONTRACTOR SHALL VERIFY BREAKER SIZES FOR CONNECTION OF ROADWAY LIGHT POLES LP 6 THRU LP 8 TO THE EXISTING CIRCUITRY.

EXISTING POWER SOURCE SCHEDULE (REMOVAL)

POWER SOURCE	CIRCUIT	LIGHT POLE NUMBERS	NUMBER OF LUMINAIRES	HPS WATTAGE	VOLTS	AMPS	TOTAL WATTAGE	KVA	TOTAL KVA
EX. CC2	NA	NA	2	200	240/480	1.67	400	0.40	-0.40
					TOTAL KVA (REMOVAL)				-0.40

PROPOSED POWER SOURCE SCHEDULE

POWER SOURCE	CIRCUIT	LIGHT POLE NUMBERS	NUMBER OF LUMINAIRES	LED WATTAGE	VOLTS	AMPS	TOTAL WATTAGE	KVA	TOTAL KVA
EX. CC2	EX. CIR	LP 6 THRU LP 8	3	140	240/480	1.75	420	0.42	+0.42
					TOTAL KVA (PROPOSED)				+0.42

TOTAL KVA (PROPOSED - EXISTING)	0.02

EX. CC2 CONTROL CENTER NOTES

(1) PRIOR TO COMMENCEMENT OF WORK ON THE LIGHTING SYSTEM, CONTRACTOR SHALL CONTACT MEMPHIS LIGHT, GAS AND WATER (MLGW), ANGEL BAILEY AT (901) 528-4186 OR SHLEAH WHITLOCK AT (901) 567-6022. ANGEL BAILEY MAY ALSO BE CONTACTED FOR ELECTRICAL REQUIREMENTS AND COST.

(2) CONTRACTOR TO COORDINATE ALL WORK AT EXISTING PAD MOUNTED CONTROL CENTER EX. CC2 WITH MLGW AND THE ENGINEER.

(3) ONLY 1-LIGHTING CIRCUIT IS PERMITTED PER EACH CONDUIT.

(4) CONDUIT BENDS SHALL NOT EXCEED A LONG-SWEEP 24" RADIUS.

(5) ALL SPLICES SHALL BE IN JUNCTION BOXES, PULL BOXES OR HANDHOLES.

(6) LIGHTING SYSTEM SHALL BE 240/480 VOLT SINGLE PHASE SERVICE. LUMINAIRES SHALL OPERATE AT 240 VOLTS.

(7) EXPRESSWAY CIRCUITS SHALL BE 3-WIRE (2-HOT, 1-NEUTRAL) 240/480 VOLTS (PLUS #4 SOLID BARE COPPER GROUND WIRE), WITH CONSECUTIVE LUMINAIRES BEING CONNECTED BY ALTERNATING BETWEEN EACH OF THE TWO PHASES. THE NEUTRAL IS COMMON TO EACH PHASE. THE LAST SPAN OF WIRE IN A CIRCUIT CAN BE A 2-WIRE (1-HOT, 1-NEUTRAL) (PLUS #4 SOLID BARE COPPER GROUND WIRE).

(8) THE 140W LED INTERSTATE LIGHT POLES (LP 6 THRU LP 8) SHALL BE CONNECTED TO THE I-40 EXPRESSWAY LIGHTING CIRCUITRY AT EXISTING CONTROL CENTER EX. CC2.

(9) CONTRACTOR SHALL BALANCE LOADS ON EACH CIRCUIT.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONTROL CENTER DETAILS

SHEET 2 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	L-4
PS&E	2026	R-BR-STP/HIP-3(149)	L-6

ROADWAY LIGHT POLE SCHEDULE

	LIGHT POLE NO.	SHEET NO.	MOUNTING HEIGHT (FT)	ARM LENGTH (FT)	LUMINAIRE TYPE	LAMP WATTAGE (LED)	NO. OF LUMINAIRES	VOLTAGE	CONTROL CENTER NO.	CIRCUIT NO.	BASE LINE	STATION	OFFSET (FT)	SIDE	NORTHING	EASTING
(1)	LP 1	L-8	37	15	A	110	1	120	EX. CC1	EX. CIR.	SR 3	102+70.70	35.8	RT	338201.1021	763249.7908
(1)	LP 2	L-8	37	15	A	110	1	120	EX. CC1	EX. CIR.	SR 3	105+31.04	44.3	RT	338459.9754	763278.6741
	LP 3	L-8	35	6	B	110	1	120	EX. CC1	EX. CIR.	SR 3	107+81.69	NA	RT	BRIDGE MOUNTED	
(1)	LP 4	L-8	37	15	A	110	1	120	EX. CC1	EX. CIR.	SR 3	104+00.72	39.3	LT	338336.6062	763185.1634
	LP 5	L-8	35	6	B	110	1	120	EX. CC1	EX. CIR.	SR 3	106+68.33	NA	LT	BRIDGE MOUNTED	

INTERSTATE LIGHT POLE SCHEDULE

	LIGHT POLE NO.	SHEET NO.	MOUNTING HEIGHT (FT)	ARM LENGTH (FT)	LUMINAIRE TYPE	LAMP WATTAGE (LED)	NO. OF LUMINAIRES	VOLTAGE	CONTROL CENTER NO.	CIRCUIT NO.	BASE LINE	STATION	OFFSET (FT)	SIDE	NORTHING	EASTING
(1)	LP 6	L-8	37	15	C	140	1	240	EX. CC2	EX. CIR.	SR 3	110+57.69	46.2	RT	338981.9472	763324.7738
(1)	LP 7	L-9	37	15	C	140	1	240	EX. CC2	EX. CIR.	SR 3	111+97.48	45.6	RT	339118.9793	763345.7240
(1)	LP 8	L-8	37	15	C	140	1	240	EX. CC2	EX. CIR.	SR 3	109+15.36	42.9	LT	338849.9447	763221.9018

A = PROPOSED LED ROADWAY LUMINAIRE ON NEW GALVANIZED STEEL LIGHT STANDARD WITH 15FT TRUSS ARM

B = PROPOSED LED ROADWAY LUMINAIRE ON NEW BRIDGE MOUNTED ALUMINUM LIGHT STANDARD WITH 6FT BRACKET ARM

C = PROPOSED LED INTERSTATE LUMINAIRE ON NEW ALUMINUM LIGHT STANDARD WITH 15FT TRUSS ARM

(1) FRONT FACE OF POLE TO BE INSTALLED 4FT BEHIND GUARDRAIL.

TYPE	MANUFACTURER	MLGW EQ. WATTAGE	CATALOGUE NUMBER	DESCRIPTION	WATTAGE
A & B	COOPER	200W	VERD-CA2-110-730-T2-AP-20MSP-PR7-U148032	ROADWAY	110
C	COOPER	250W	VERD-G-CA2-140-730-U-T3-AP-20MSP-PR7-U148030	INTERSTATE	140

CONDUIT AND CONDUCTOR SCHEDULE										
CONDUCTOR RUN NO.			1	2	3	4	5	6	7	8
CONDUIT SIZE			2"	(2) 2"	(2) 2"	2"	2"	(2)2"	(2) 2"	2"
CONDUIT TYPE			P	H	P	B	B	P	H	P
AWG	#6*	1C	1	1	1	1	-	-	1	1
	#4	1C	3	3	2	2	-	-	2	2

P - PVC CONDUIT

H - HDPE BORED CONDUIT (DIRECT BURIAL SCH. 80 PVC MAY BE USED AS AN ALTERNATIVE)

* - ALL GROUNDING CONDUCTORS ARE #6 AWG

CALCULATION SUMMARY							
LABEL	CALC TYPE	UNITS	AVERAGE	MAX	MIN	AVG/MIN	MAX/MIN
01_EXIST SR 3 BTWN BRIDGES	ILLUMINANCE	FC	1.3	3.5	0.4	3.6	9.9
02_SR 3 BEFORE BRIDGE	ILLUMINANCE	FC	1.3	2.0	0.5	2.5	4.0
03_SR 3 BRIDGE	ILLUMINANCE	FC	1.3	2.3	0.4	3.2	5.6
04_SR 3 AFTER BRIDGE	ILLUMINANCE	FC	1.3	2.0	0.5	2.5	4.0
05_EXIST SR 3 AT I-69 RAMP	ILLUMINANCE	FC	1.2	4.3	0.2	6.1	22.7

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12/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LIGHTING
DETAILS
(SCHEDULES)

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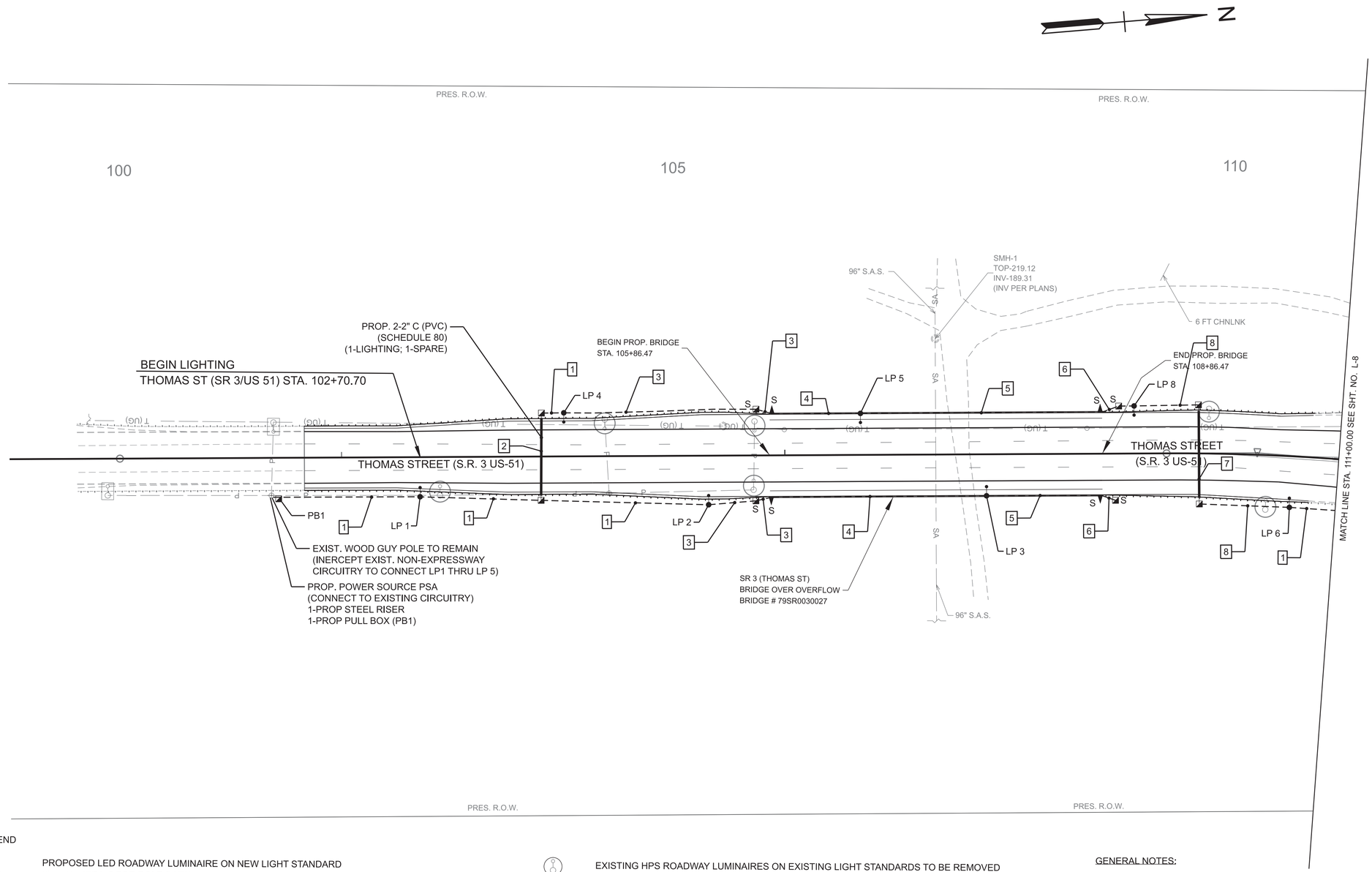
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	L-5
PS&E	2026	R-BR-STP/HIP-3(149)	L-7



LEGEND

- PROPOSED LED ROADWAY LUMINAIRE ON NEW LIGHT STANDARD (SEE SHEET L-6 FOR POLE DATA)
- PROPOSED TRENCHED CONDUIT
- PROPOSED DIRECTIONAL DRILL CONDUIT
- PULL BOX (MLGW STANDARD)
- PROPOSED PULL BOX (MLGW STANDARD) INCLUDED WITH STRUCTURAL LIGHTING PAY ITEMS
- PROPOSED JUNCTION BOX (6" X 6") INCLUDED WITH STRUCTURAL LIGHTING PAY ITEMS
- EXISTING HPS ROADWAY LUMINAIRES ON EXISTING LIGHT STANDARDS TO BE REMOVED
- EXISTING HPS ROADWAY LUMINAIRES ON EXISTING LIGHT STANDARDS TO REMAIN
- # PROPOSED CONDUIT RUN (SEE SHEET L-6)

GENERAL NOTES:

1. REFER TO BRIDGE PLANS FOR CONDUIT AND JUNCTION BOX LOCATIONS, SIZES, AND MATERIALS ON BRIDGES.

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COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING LAYOUT

STA. 101+66.47 TO STA. 111+00.00
SCALE: 1" = 50'

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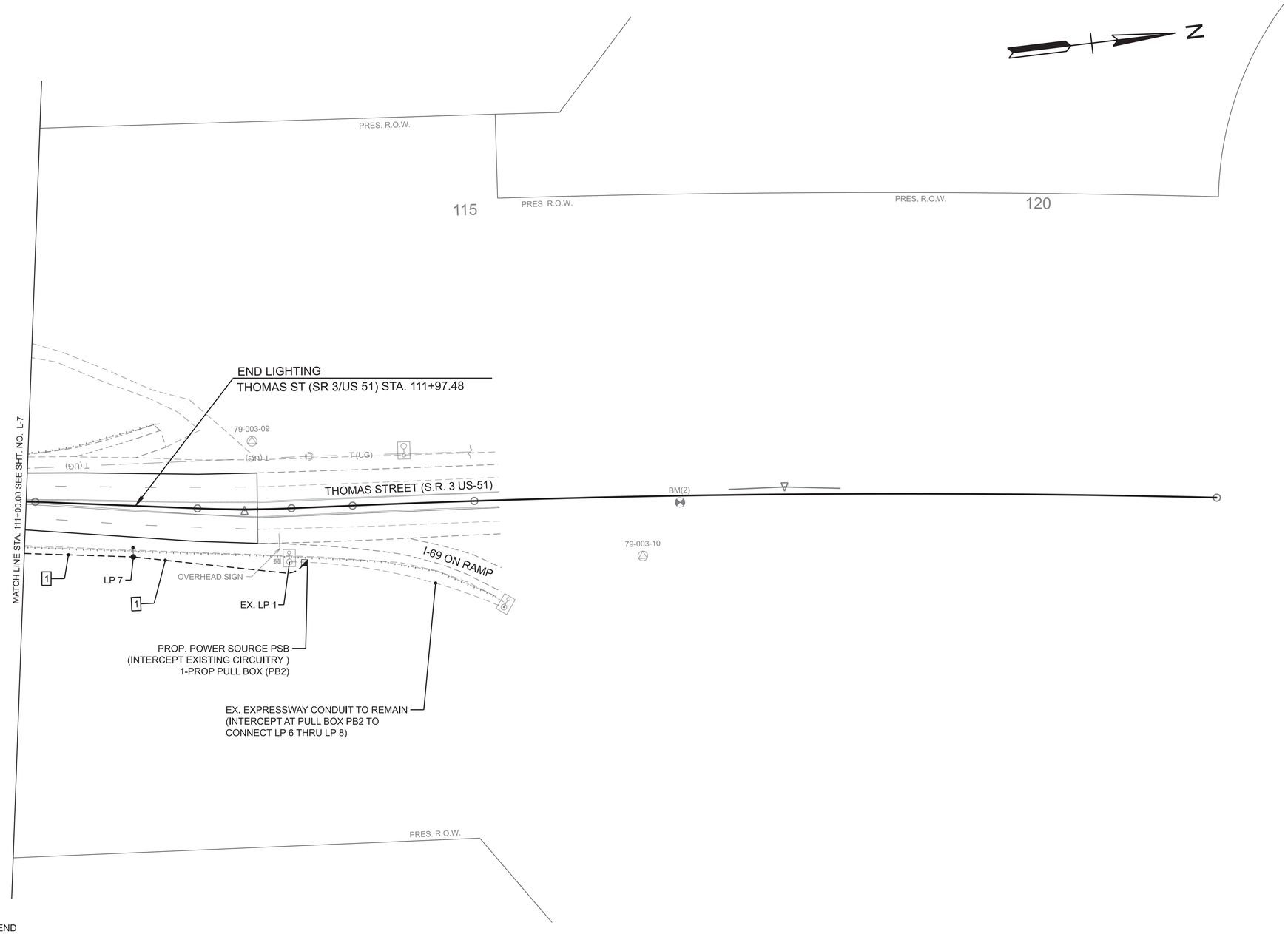
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	R-BR-STP/HIP-3(149)	L-6
PS&E	2026	R-BR-STP/HIP-3(149)	L-8



LEGEND

- PROPOSED LED ROADWAY LUMINAIRE ON NEW LIGHT STANDARD (SEE SHEET L-6 FOR POLE DATA)
- PROPOSED TRENCHED CONDUIT
- PROPOSED DIRECTIONAL DRILL CONDUIT
- PULL BOX (MLGW STANDARD)
- S PROPOSED PULL BOX (MLGW STANDARD) INCLUDED WITH STRUCTURAL LIGHTING PAY ITEMS
- S PROPOSED JUNCTION BOX (6" X 6") INCLUDED WITH STRUCTURAL LIGHTING PAY ITEMS
- EXISTING HPS ROADWAY LUMINAIRES ON EXISTING LIGHT STANDARDS TO BE REMOVED
- EXISTING HPS ROADWAY LUMINAIRES ON EXISTING LIGHT STANDARDS TO REMAIN
- # PROPOSED CONDUIT RUN (SEE SHEET L-6)

GENERAL NOTES:

1. REFER TO BRIDGE PLANS FOR CONDUIT AND JUNCTION BOX LOCATIONS, SIZES, AND MATERIALS ON BRIDGES.

SEALED BY

12/19/2025

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 2003 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING LAYOUT

STA. 111+00.00 TO STA. 113+06.47
SCALE: 1" = 50'

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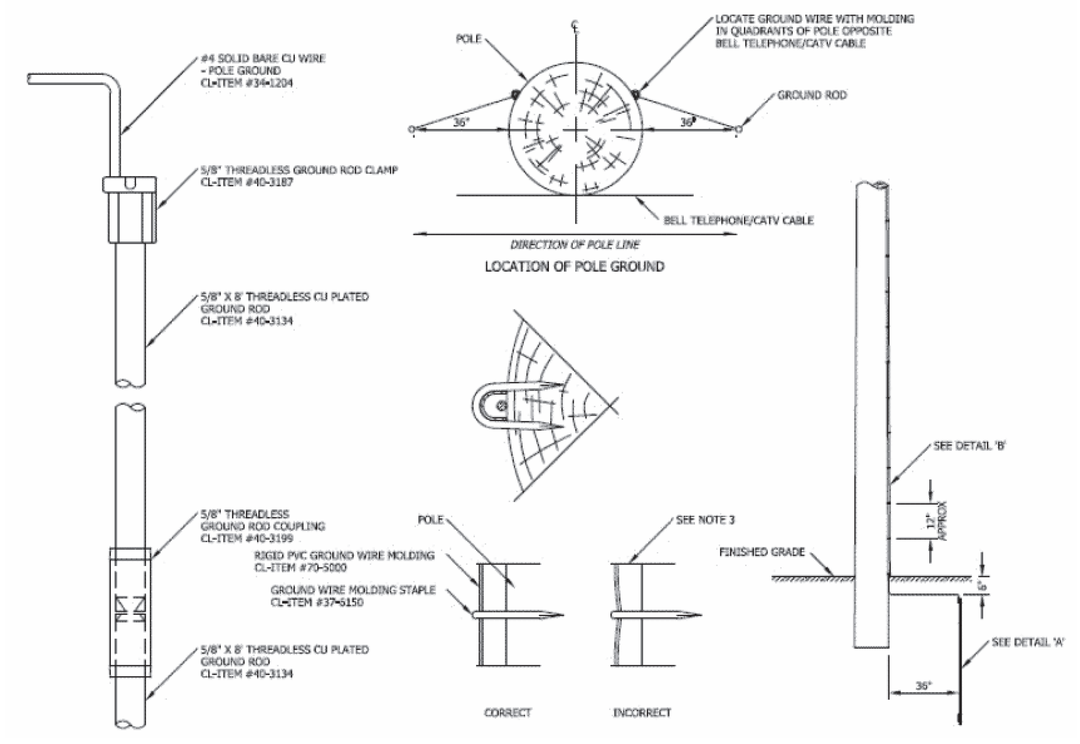
TYPE	YEAR	PROJECT NO.	SHEET NO.
PLAN-IN-HAND	2025	R-BR-STP/HIP-3(149)	L-9
PS&E	2026	R-BR-STP/HIP-3(149)	L-9



DETAIL 'B-A'
GROUND ASSEMBLY

DETAIL 'B-B'
METHOD OF STAPLING
MOLDING TO POLE

DETAIL 'B-C'
POLE GROUND

DETAIL 'A'
GROUNDING INSTALLATION DETAILS
(NTS)

1. GROUND WIRE MOLDING STAPLES SHALL BE SPACED APPROXIMATELY 12" APART AND DRIVEN UNTIL IT TOUCHES THE RIGID PVC OR RE GROUND WIRE MOLDING; DRIVING STAPLE TOO FAR WILL DEFORM THE MOLDING.

2. GROUND ROD AND WIRE SHALL BE PLACED ON THE PROPERTY SIDE OF THE POLE, WHEN POSSIBLE.

3. TO PREVENT RADIO INTERFENCE, STAPLES SHALL BE DRIVEN OVER THE MOLDING EXCEPT WHERE THE TOP AND BOTTOM STAPLES ARE USED TO STRAIGHTEN AND POSITION THE FULL LENGTH OF THE GROUND WIRE PRIOR TO ATTACHING THE MOLDING; THE TOP STAPLE SHALL BE AT LEAST SIX INCHES FROM ANY POLE LINE HARDWARE.

4. MLGW ITEM NO: 34-1204, #4 SOLID BARE COPPER WIRE - POLE GROUND
MLGW ITEM NO: 40-3187, ⅝" THREADLESS GROUND ROD CLAMP
MLGW ITEM NO: 40-3134, ⅝" X 8' THREADLESS COPPER PLATED GROUND ROD
MLGW ITEM NO: 40-3199, ⅝" THREADLESS GROUND ROD COUPLING
MLGW ITEM NO: 70-5000, RIGID PVC GROUND WIRE MOLDING
MLGW ITEM NO: 37-6150, GROUND WIRE MOLDING STAPLE

GENERAL NOTES

A. THE INFORMATION PROVIDED IN THIS STANDARD DRAWING IS EQUIVALENT TO MLGW STANDARD DRAWING 103.01. BASED ON MLGW ITEM NUMBERS 34-1204, 40-3187, 40-3134, 40-3199, 70-5000, AND 37-6150.

SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 129668
STATE OF TENNESSEE

12/19/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GROUNDING
INSTALLATION
DETAILS

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TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	S-1
P.I.H.	2026	R-BR-STP/HIP-3(149)	S-1
PS&E	2026	R-BR-STP/HIP-3(149)	S-1

SWPPP INDEX OF SHEETS

NOTE: CITATIONS IN PARENTHESIS INDICATE SECTIONS OF THE CURRENT CGP.

1. SWPPP REQUIREMENTS (5.0.)

1.1. HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (5.2)?

☒ YES (CHECK ALL THAT APPLY BELOW) OR ☐ NO

- ☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)
- ☐ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
- ☒ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

1.2. DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (E.G. SEDIMENT BASINS) (5.2.)? YES ☐ NO ☒

IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT? ☐ YES ☐ NO

1.3. DO THE PROJECT STORMWATER OUTFALLS DISCHARGE INTO THE FOLLOWING (6.4.1.)? ☒ YES (CHECK ALL THAT APPLY BELOW) ☐ NO

- ☒ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION)
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

2. SITE DESCRIPTION (5.5.1.)

2.1. PROJECT LIMITS (5.5.1.f): REFER TO TITLE SHEET

2.2. TOTAL PROJECT AREA (5.5.1.b): 17.110 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 4.207 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: SR-3 (THOMAS STREET) BRIDGE OVER OVERFLOW
COUNTY: SHELBY
PIN: 124748.00

2.5. SITE MAP(S) (3.2.2.): REFER TO TITLE SHEET

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 9 & 9A, DRAINAGE MAP SHEET(S) 6, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

2.7. MAJOR SOIL DISTURBING ACTIVITIES (5.5.1.a) (CHECK ALL THAT APPLY):

- ☒ CLEARING AND GRUBBING
- ☒ EXCAVATION
- ☒ CUTTING AND FILLING
- ☒ FINAL GRADING AND SHAPING
- ☐ UTILITIES
- ☐ OTHER (DESCRIBE): _____

2.8. NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.

2.9. ARE THERE ANY SEASONAL LIMITATIONS ON WORK? ☐ YES ☒ NO

IF YES, LIST THE CORRESPONDING PLAN SHEET: _____

2.10. WAS ROW FINALIZED PRIOR TO FEBRUARY 1, 2010 (4.1.2.2)?

☐ YES NEED DATE (DATE) ☒ NO

IF ROW WAS FINALIZED PRIOR TO FEBRUARY 1, 2010, THIS PROJECT IS CONSIDERED A PRE-APPROVED SITE (4.1.2.2)

2.11. SOIL PROPERTIES (5.5.1.d, 5.5.3.3.d, 5.5.3.6.b).

SOIL PROPERTIES FOR THE PRIMARY SOILS ARE LISTED IN THE TABLE BELOW.

SOIL PROPERTIES			
PRIMARY SOIL NAME	**HSG**	**% OF SITE**	**ERODIBILITY (k value)**
Fm - FALAYA SILT LOAM	C	71.3%	.43
Wv - WAVERLY SILT LOAM	B/D	28.7%	.49

2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT? ☐ YES ☐ NO; AND

2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT? ☐YES ☐ NO ☐ N/A (TDOT SP107L WILL BE APPLIED.)

2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (5.5.3.6.a).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS				
AREA TYPE	**AREA(AC)**	**PERCENTAGE OF TOTAL AREA (%)**	**RUNOFF CN**	**C FACTOR**
IMPERVIOUS	1.542	9.0%	98	
GRAVEL	0.457	2.7%	96	
WOODED (HSG C)	4.906	28.7%	70	
WOODED (HSG D)	2.371	13.9%	77	
WETLAND/POND	7.347	42.9%	98	
BRUSH/WEEDS/GRASS MIX (HSG C)	0.487	2.8%	65	
WEIGHTED CURVE NUMBER OR C-FACTOR =			86	

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	**AREA(AC)**	**PERCENTAGE OF TOTAL AREA (%)**	**RUNOFF CN**	**C FACTOR**
IMPERVIOUS	1.899	11.1%	98	
GRAVEL	0.448	2.6%	96	
WOODED (HSG C)	4.620	27.0%	70	
WOODED (HSG D)	2.327	13.6%	77	
WETLAND/POND	7.347	42.9%	98	
BRUSH/WEEDS/GRASS MIX (HSG C)	0.469	2.7%	65	
WEIGHTED CURVE NUMBER OR C-FACTOR =			87	

3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS N/A)

3.2. INSTALL STABILIZED TEMPORARY CONSTRUCTION EXITS (TCE). THE LOCATION OF THESE IS NOTED ON THE PLANS AS "TO BE DETERMINED IN THE FIELD AS DIRECTED BY THE ENGINEER" THESE MUST NOT BE PLACED IN WETLAND OR STREAMS OUTSIDE OF THE AREA COVERED BY THE ARAP.

3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.

3.4. INSTALL INITIAL EPSC MEASURES BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN TWO WEEKS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).

3.6. REMOVE AND STORE TOPSOIL.

3.7. STABILIZE DISTURBED AREAS WITHIN 2 WEEKS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY (STEEP SLOPES SHALL BE STABILIZED WITHIN 1 WEEK AFTER CONSTRUCTION ACTIVITY HAS TEMPORARY OR PERMANENTLY CEASED).

3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.

3.9. INSTALL INLET AND CULVERT PROTECTION ONCE STRUCTURES ARE IN PLACE AND CAPABLE OF INTERCEPTING FLOW.

3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.

3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.

3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.

3.13. COMPLETE PERMANENT STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)

3.14. REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.

3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION

4.1. STREAM INFORMATION (5.5.1.h, 5.5.1.i)

4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS? ☒ YES ☐ NO

IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.

4.1.2. HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):

☒ 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION

☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

4.1.3. RECEIVING WATERS OF THE STATE (5.5.1.h, 5.5.1.j, 5.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	**NAME OF RECEIVING STATE WATER**	**303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)**	**ETW (YES OR NO)**	**LOCATED WITHIN PROJECT LIMITS (YES OR NO)**	**LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)**
STR-1	WOLF RIVER OVERFLOW	YES	NO	YES	NO
WTL-1 WAA-1	WOLF RIVER UNNAMED TRIBUTARY	NO	NO	YES	NO
	WOLF RIVER	YES	NO	NO	YES

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DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	S-2
P.I.H.	2026	R-BR-STP/HIP-3(149)	S-2
PS&E	2026	R-BR-STP/HIP-3(149)	S-2

4.1.4. RECEIVING WATERS OF THE US (NON STATE WATERS) (4.1.2). LIST ANY FEATURE THAT IS IDENTIFIED AS A WET WEATHER CONVEYANCE (TDEC) AND IDENTIFIED AS WATERS OF THE US BY THE ARMY CORPS OF ENGINEERS.

WET WEATHER CONVEYANCES THAT ARE WATERS OF THE US		
TDOT STATE WATER LABEL FROM EBR	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
NONE	N/A	N/A

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.l, 6.4.2.)

☐ YES ☒ NO

BUFFER ZONE REQUIREMENTS ARE NOT REQUIRED FOR PRE-APPROVED SITES (4.1.2.2.)

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

☐ 60-FEET FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 30-FEET).

A 60 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 30-FEET FOR ALL OTHER STREAMS (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 15-FEET).

A 30 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 15-FEET FOR ANY WET WEATHER CONVEYANCES IDENTIFIED AS WATERS OF THE US BY THE US ARMY CORPS OF ENGINEERS.

4.1.6. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (1.5.2.)

☐ YES ☐ NO

4.1.7. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1.) ☐ YES ☐ NO

IF YES, EXISTING CONDITIONS DESCRIPTION:_____

4.1.8. EVERY ATTEMPT SHOULD BE MADE FOR CONSTRUCTION ACTIVITIES TO NOT TAKE PLACE WITHIN THE WATER QUALITY RIPARIAN BUFFER ZONE AND FOR EXISTING FORESTED AREAS TO BE PRESERVED. (4.1.2., 6.4.2.)

4.1.9. BECAUSE OF HEAVY SEDIMENT LOAD ASSOCIATED WITH CONSTRUCTION SITE RUNOFF, WATER QUALITY RIPARIAN BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE WATER QUALITY RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA.

4.1.10. WHERE IT IS NOT PRACTICABLE TO MAINTAIN A FULL WATER QUALITY RIPARIAN BUFFER, BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MUST BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CGP. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

4.2. OUTFALL INFORMATION

4.2.1. OUTFALL TABLE (5.5.1.c). SEE SWPPP SHEET S-9, 10, and 11 FOR OUTFALL INFORMATION.

4.2.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (5.5.1.f)? ☒ YES ☐ NO

4.2.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE "DOCUMENTATION AND PERMITS" BINDER (3.2.2.)? ☒YES ☐ NO

4.2.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?

☒ YES ☐ NO ☐ N/A

4.2.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S) OR SEDIMENT TRAP(S)? (5.5.3.5.)

☐ YES ☐ NO ☒ N/A

4.2.6. A SEDIMENT BASIN, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (5.5.3.5)

OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.e).

ALL CALCULATIONS RELATED TO DRAINAGE AREAS, RUNOFF COEFFICIENTS, BASIN VOLUMES AND EQUIVALENT CONTROL MEASURES MUST BE PROVIDED IN THE SWPPP (5.5.3.5.)

4.2.7. A SEDIMENT TRAP, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF 3.5 - 4.9 ACRES FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS (303d SILTATION) OR EXCEPTIONAL TENNESSEE WATERS (ETW). A SEDIMENT TRAP THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.f).

IN BOTH INSTANCES, THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

4.2.8. SEDIMENT STRUCTURES TREATING DRAINAGE AREAS IN EXCESS OF 25 ACRES REQUIRE A SITE-SPECIFIC DESIGN THAT ACCURATELY DEFINES THE SITE HYDROLOGY, SITE-SPECIFIC SEDIMENT LOADING, HYDRAULICS OF THE SITE, AND ADHERES TO ALL TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK DESIGN RECOMMENDATIONS FOR SEDIMENT BASINS. (5.5.3.5.)

4.3. WETLAND INFORMATION

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WETLANDS? ☒ YES ☐ NO

IF YES, THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND IN THE WATER QUALITY PERMITS.

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)
WTL-1 WAA-1	104+64 RT	109+43 RT	0.07	0.09

4.4. TOTAL MAXIMUM DAILY LOADS (TMDL) INFORMATION (1.3.j)

4.4.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION?

☐YES ☒ NO

4.4.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?

☐ YES ☐ NO

4.4.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION?

☐ YES ☐ NO

IF YES, SWPPP INCORPORATES MEASURES OR CONTROLS CONSISTENT WITH THE ASSUMPTIONS AND REQUIREMENTS OF THE TMDL

4.5. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?

☐ YES ☒ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☐ YES ☒ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)

5.1. EPSC MEASURES MUST BE DESIGNED, INSTALLED AND MAINTAINED TO CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE EROSION (4.1.1).

5.2. EPSC MEASURES MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWS AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS, STREAM CHANNELS, AND STREAM BANKS. (4.1.1)

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?

☒YES ☐ NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 5-YEAR, 24 HOUR STORM EVENT (5.5.3.5., 6.4.1.b).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (5.5.1.f)? ☒ YES ☐ NO

5.6. AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

5.7. UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES OR ROW/ EASEMENT LINE, WHICHEVER IS LESSER.

5.8. CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

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FUNCTIONAL	2024	BR-STP-3(149)	S-3
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5.9. HAS A THREE STAGED EPSC PLAN BEEN PREPARED FOR THE PROJECT (5.5.2.)?

YES ☒ NO ☐

PLEASE NOTE THAT A THREE STAGED EPSC PLAN IS REQUIRED FOR ALL TDOT PROJECTS FOR WHICH AN NPDES PERMIT IS REQUIRED.

5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (5.5.3.4.) (10. "STEEP SLOPE")? ☒ YES ☐ NO ☐ N/A

5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (5.5.1.h). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET 7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE "DOCUMENTATION AND PERMITS" BINDER.

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 8 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.

5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.

5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.

5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.

5.18. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 8 (5.5.3.1.j).

5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).

5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER 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.

5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).

5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.

5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.

5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).

5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).

5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE

5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.5.3.5.)? ☐ YES ☒ NO

IF YES, THE FOLLOWING NOTES APPLY:

6.1. ENSURE THE FLOCCULANT EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE (5.5.3.5.). AND MEET THE FOLLOWING REQUIREMENTS:

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

6.1.2. HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE (MILLIGRAM PER MOLE).

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

6.2. 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.

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

6.4. 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.

6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHODS SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN BUFFERS.

6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.

6.7. 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.

6.8. 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.

6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☐ YES ☒ NO

IF YES, THE FOLLOWING APPLY:

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

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

7.3. 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.

7.4. 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 EPSC MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE 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 OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.

7.5. 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 FOURTEEN 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 THE TRENCH IS BACKFILLED.

7.6. IN REGARDS 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.

7.7. 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 ENGINEER.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	S-4
P.I.H.	2026	R-BR-STP/HIP-3(149)	S-4
PS&E	2026	R-BR-STP/HIP-3(149)	S-4

7.8. 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 PERMANENT VEGETATIVE COVER.

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

7.10. 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 ENGINEER BEFORE COMMENCING WORK.

7.11. FOR UTILITY CROSSINGS THAT UTILIZE HORIZONTAL DIRECTIONAL DRILLING THE FOLLOWING SHALL APPLY:

7.11.1. THE ENTRY AND EXIT POINTS SHALL BE AT LEAST 50 FEET FROM THE STREAM BANK OR WETLAND BOUNDARY.

7.11.2. THE DEPTH OF BORE BELOW THE STREAMBED IS SUFFICIENT TO PREVENT RELEASE OF DRILLING FLUID, BASED ON THE PARENT MATERIAL.

7.11.3. A SITE-SPECIFIC CONTINGENCY AND CONTAINMENT PLAN FOR INADVERTENT RELEASE OF DRILLING FLUID SHALL BE ESTABLISHED PRIOR TO COMMENCEMENT OF WORK. THIS PLAN SHALL BE SUBMITTED TO THE TDOT PROJECT ENGINEER AND THE TDOT ENVIRONMENTAL DIVISION PERMITS AND/OR COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW AND APPROVAL.

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE. AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (5.5.3.10.):

8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC “LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL” COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.

8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.

8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).

8.1.1.5. SUCCESSFULLY COMPLETED TDEC “LEVEL II – DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR’S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 “INSPECTOR”) (5.5.1.f).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (5.5.3.11.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (5.5.3.11.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 “INSPECTOR”).

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 1 WEEK OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 2 WEEKS OF THE INSPECTION (5.5.3.11.e AND 5.5.3.11.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE “DOCUMENTATION AND PERMITS” BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET PERMANENT STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (5.5.3.11.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (5.1. AND 5.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

8.3.3. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE, MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (5.5.3.11.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (5.5.3.1.d).

8.3.5. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. SITE ASSESSMENTS (5.5.3.8.)

QUALITY ASSURANCE SITE ASSESSMENTS OF EROSION PREVENTION AND SEDIMENT CONTROLS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE GUIDELINES.

10. STORMWATER MANAGEMENT (5.5.3.11.h)

10.1. STORMWATER MANAGEMENT WILL BE HANDLED BY TEMPORARY CONTROLS OUTLINED IN THIS SWPPP AND ANY PERMANENT CONTROLS NEEDED TO MEET PERMANENT STORMWATER MANAGEMENT NEEDS IN THE POST CONSTRUCTION PERIOD. PERMANENT CONTROLS WILL BE DEPICTED ON THE PLANS AND NOTED AS PERMANENT.

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): EROSION CONTROL BLANKETS, RIPRAP ON SLOPES.

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

CONSTRUCTION MATERIALS: THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

- ☒ LUMBER, GUARDRAIL, TRAFFIC CONTROL DEVICES
- ☒ CONCRETE WASHOUT
- ☐ PIPE CULVERTS (I.E. CONCRETE, CORRUGATED METAL, HDPE, ETC.)
- ☒ MINERAL AGGREGATES, ASPHALT
- ☒ EARTH
- ☒ LIQUID TRAFFIC STRIPING MATERIALS, PAINT
- ☒ ROCK
- ☒ CURING COMPOUND
- ☐ EXPLOSIVES
- ☐ OTHER _____

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2024	BR-STP-3(149)	S-5
P.I.H.	2026	R-BR-STP/HIP-3(149)	S-5
PS&E	2026	R-BR-STP/HIP-3(149)	S-5

10.4. WASTE MATERIALS (5.5.3.7.c)

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

10.5. HAZARDOUS WASTE (5.5.3.7.c) (8.8)

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

10.6. SANITARY WASTE (5.5.3.7.b)

PORTABLE SANITARY FACILITIES WILL BE PROVIDED ON ALL CONSTRUCTION SITES. SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY LOCAL REGULATIONS. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

10.7. OTHER MATERIALS

THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

☒ FERTILIZERS AND LIME

☐ PESTICIDES AND/OR HERBICIDES

☒ DIESEL AND GASOLINE

☒ MACHINERY LUBRICANTS (OIL AND GREASE)

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

11.1. THE FOLLOWING NON-STORMWATER DISCHARGES ARE ANTICIPATED DURING THE CONSTRUCTION OF THIS PROJECT (CHECK ALL THAT APPLY):

☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.

☒ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.

☒ WATER USED TO CONTROL DUST. (3.5.3.1.n)

☐ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.

☒ UNCONTAMINATED GROUNDWATER OR SPRING WATER.

☐ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.

☐ OTHER: _____

11.2. ALL ALLOWABLE NON-STORMWATER DISCHARGES WILL BE DIRECTED TO STABLE DISCHARGE STRUCTURES PRIOR TO LEAVING THE SITE. FILTERING OR CHEMICAL TREATMENT MAY BE NECESSARY PRIOR TO DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

11.3. THE DESIGN OF ALL IMPACTED EPSC MEASURES RECEIVING FLOW FROM ALLOWABLE NON-STORMWATER DISCHARGES MUST BE DESIGNED TO HANDLE THE VOLUME OF THE NON-STORMWATER COMPONENT.

11.4. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS WILL NOT BE PERMITTED ON-SITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (5.5.1.g)?

☐ YES ☒ NO

IF YES, SPECIFY THE LOCATION OF THE ACTIVITY AND ITS PERMIT NUMBER: _____

12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)

12.1. SPILL PREVENTION (5.5.3.7.c)

12.1.1. CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ON-SITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE TANKS WITH AGGREGATE STORAGE CAPACITY IN EXCESS OF 1,320 GALLONS SHALL HAVE SECONDARY CONTAINMENT.

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW PRIOR TO STORING 1320 GALLONS ON SITE.

12.1.3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ON-SITE AND A COPY PROVIDED TO THE TDOT CONSTRUCTION ENGINEER.

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ON-SITE BY THE CONTRACTOR. EXCEPT FOR BULK MATERIALS THE CONTRACTOR WILL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING WILL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. WHEN POSSIBLE, ALL PRODUCTS WILL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFF SITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS WILL BE FOLLOWED. THE CONTRACTOR'S SITE SUPERINTENDENT WILL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL. DUST GENERATED WILL BE CONTROLLED IN AN ENVIRONMENTALLY SAFE MANNER. VEGETATION AREAS NOT ESSENTIAL TO THE CONSTRUCTION PROJECT WILL BE PRESERVED AND MAINTAINED AS NOTED ON THE PLANS.

12.2.2. HAZARDOUS MATERIALS

PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS UNLESS THE CONTAINER IS NOT RE-SEALABLE. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED IN A SAFE PLACE TO RELAY IMPORTANT PRODUCT INFORMATION. IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S LABEL DIRECTIONS FOR DISPOSAL WILL BE FOLLOWED. MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS WILL BE CONDUCTED ON AN IMPERVIOUS SURFACE AND UNDER COVER DURING WET WEATHER TO PREVENT THE RELEASE OF CONTAMINANTS ONTO THE GROUND. WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM. POTENTIAL pH-MODIFYING MATERIALS SUCH AS: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHINGS AND CURING WATERS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS WILL BE COLLECTED ON SITE AND MANAGED TO PREVENT CONTAMINATION OF STORMWATER RUNOFF.

12.3. PRODUCT SPECIFIC PRACTICES

12.3.1. PETROLEUM PRODUCTS: ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.

12.3.2. FERTILIZERS: FERTILIZERS WILL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED BY TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER. FERTILIZERS WILL BE STORED IN AN ENCLOSED AREA UNDER COVER. THE CONTENTS OF PARTIALLY USED FERTILIZER BAGS WILL BE TRANSFERRED TO SEALABLE CONTAINERS TO AVOID SPILLS.

12.3.3. PAINTS: ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. THE EXCESS WILL BE DISPOSED OF PER THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

12.3.4. CONCRETE TRUCKS: CONTRACTORS WILL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED AND NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. UPON COMPLETION OF CONSTRUCTION WASHOUT AREAS WILL BE PROPERLY STABILIZED.

12.4. SPILL MANAGEMENT

IN ADDITION TO THE PREVIOUS HOUSEKEEPING AND MANAGEMENT PRACTICES, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP IF NECESSARY:

12.4.1. ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANGE OF LEAKAGE AND SPILLS.

12.4.2. FOR ALL HAZARDOUS MATERIALS STORED ON SITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP WILL BE CLEARLY POSTED. SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

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

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

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

12.4.6. IF SPILLS REPRESENT AN IMMINENT THREAT OF ESCAPING THE SITE AND ENTERING RECEIVING WATERS, PERSONNEL WILL RESPOND IMMEDIATELY TO CONTAIN THE RELEASE AND NOTIFY THE SUPERINTENDENT AFTER THE SITUATION HAS BEEN STABILIZED.

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

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

12.5. SPILL NOTIFICATION (6.1)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:

12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.

12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.

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12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE.

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (7.2.1.) (7.2.1.):

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING

13.1.7. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

13.2.2. LOCATION

THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.

13.2.3. METHODS

RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.

13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.

13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.

13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.

13.3. KEEPING PLANS CURRENT (5.4.)

13.3.1. THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

13.3.3. THE TDOT EPSC INSPECTOR OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MODIFY AND UPDATE THE SWPPP WHEN ANY OF THE FOLLOWING CONDITIONS APPLY:

13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;

13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;

13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;

13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;

13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.

13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 1 WEEK BY THE PROJECT EPSC INSPECTOR.

13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).

13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE PERMANENT STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (5.3.4.) (7.2.1.):

13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (9.0.)

13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY PERMANENT STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.

13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE

13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN PERMANENTLY STABILIZED; AND

13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND

13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND

13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND

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13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND

13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE PERMANENT STABILIZATION IS MAINTAINED; AND

13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (7.1.)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED BY ME, OR UNDER MY DIRECTION OR SUPERVISION. THE SUBMITTED INFORMATION IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Robbie Stephens

PRINTED NAME

Statewide Transportation Engineer

TITLE

December 3, 2025

DATE

15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE REVIEWED THIS DOCUMENT, ANY ATTACHMENTS, AND THE SWPPP REFERENCED ABOVE. BASED ON MY INQUIRY OF THE CONSTRUCTION SITE OWNER/DEVELOPER IDENTIFIED ABOVE AND/OR MY INQUIRY OF THE PERSON DIRECTLY RESPONSIBLE FOR ASSEMBLING THIS NOI AND SWPPP, I BELIEVE THE INFORMATION SUBMITTED IS ACCURATE. I AM AWARE THAT THIS NOI, IF APPROVED, MAKES THE ABOVE-DESCRIBED CONSTRUCTION ACTIVITY SUBJECT TO NPDES PERMIT NUMBER TNR100000, AND THAT CERTAIN OF MY ACTIVITIES ONSITE ARE THEREBY REGULATED. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS, AND FOR FAILURE TO COMPLY WITH THESE PERMIT REQUIREMENTS. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

16. ENVIRONMENTAL PERMITS (1.5.2.)

LIST ALL ENVIRONMENTAL PERMITS AND EXPIRATION DATES FOR PROJECT **(TO BE COMPLETED AT THE ENVIRONMENTAL PRECONSTRUCTION MEETING BY TDOT CONSTRUCTION OR THEIR DULY AUTHORIZED REPRESENTATIVE)**:

ENVIRONMENTAL PERMITS			
PERMIT	**YES OR NO**	**PERMIT OR TRACKING NO.**	**EXPIRATION DATE***
TDEC ARAP			
CORPS OF ENGINEERS (USACE)			
TVA 26A			
TDEC CGP			
OTHER:			

*THE TDOT ENVIRONMENTAL DIVISION MUST BE NOTIFIED SIX MONTHS PRIOR TO PERMIT EXPIRATION DATE.

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17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)

EPSC STAGE	OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
1	1-1		105+99 RT	1.08	0.05	N/A	N/A	WTL-1 WAA-1	
1	1-2		105+99 LT	1.08	0.05	N/A	N/A	STR-1	
1	1-3		108+74 RT	1.15	0.11	N/A	N/A	WTL-1 WAA-1	
1	1-4		108+74 LT	1.15	0.11	N/A	N/A	WTL-1 WAA-2	
2 & 3	2-1 (S2); 3-1 (S3)		105+87 RT	1.59	0.14	N/A	N/A	WTL-1 WAA-1	
2 & 3	2-2 (S2); 3-2 (S3)		105+87 LT	1.59	0.14	N/A	N/A	STR-1	
2 & 3	2-3 (S2); 3-3 (S3)		108+86 RT	1.81	0.12	N/A	N/A	WTL-1 WAA-1	
2 & 3	2-4 (S2); 3-4 (S3)		108+86 LT	1.81	0.12	N/A	N/A	WTL-1 WAA-2	

ALL UNUSED FIELDS WITHIN THE OUTFALL TABLE ARE TO BE SHADED, HATCHED, OR REMOVED TO INDICATE THEIR NON-USAGE.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SHELBY COUNTY

SR-3 (THOMAS STREET),
BRIDGE OVER OVERFLOW, L.M. 15.69 (IA)

STATE HIGHWAY NO. 3 F.A.H.S. NO. US-51

CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:
MOVE IN STATE	TELEPHONE FIBER OPTIC	AT&T DANIEL POTTS 315 E. COLLEGE STREET JACKSON, TN. 38301 901-488-2359 dp7607@att.com
NO CONFLICT	ELECTRIC GAS WATER	MLG&W DARRYL MCLEMORE 220 S. MAIN ST. MEMPHIS, TN. 38103 901-528-4186 dmclemore@mlgw.org
NO CONFLICT	SEWER	CITY OF MEMPHIS FARAEDOON QALADIZE 125 N. MAIN ST., ROOM 639 MEMPHIS, TN. 38103 901-576-6725/ 901-636-6971 faraedoon.qaladize@memphistn.gov

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PIN: 124748.00

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX
AND
UTILITY OWNERS

SPECIAL NOTES

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE SYSTEM, INC. AT 1-800-351-1111.

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Federal Project No: BR-STP-3(149)
State Project No: 79017-3296-94
Route: STATE ROUTE 3
From: (Thomas St), Bridge over Overflow, LM 15.69 (IA)
County: Shelby
Submitted By: Daniel Potts (AT&T), Rebecca Shepherd (RTS Associates, LLC)
Utiltiy Office Contact: Daniel Potts

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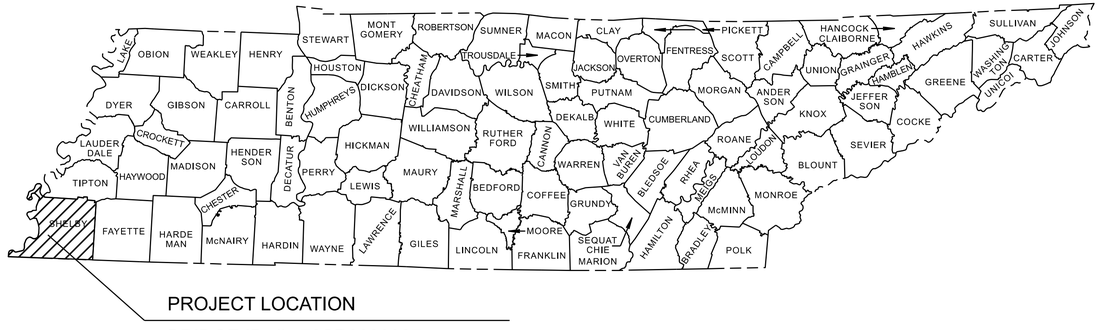
ESTIMATED UTILITY QUANTITIES

TELEPHONE QUANTITIES | 100% PROJ / 0% UTILITY

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	FOOTNOTE NO.	BUY AMERICA DESIGNATION
793-16.53	DIRECTIONAL BORE 4IN/FLEX SLEEVE X 2(AT&T)	L.F.	1518	19,21	N/A
793-14.19	4IN SCH 80 ORANGE FLEXPIPE	L.F.	3136	3,16	N/A
793-14.10	4IN CORE DRILL INTO MANHOLE	EACH	4	7	N/A
793-16.01	MH(RETIRE/REMOVE/GRAVEL BACKFILL)	EACH	1	9	N/A
793-11.19	MARKER POST	EACH	5	24	N/A
793-13.20	2 DUCT FORMATION @ 72IN DEPTH (AT&T)	L.F.	50	16	N/A



PROJECT LOCATION

BRIDGE ID. # 79SR0030027

LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- PROPOSED POWER POLE
- EXISTING POWER POLE
- PROPOSED ANCHOR
- CONDUIT — PROPOSED CONDUIT
- CONDUIT — EXISTING CONDUIT
- CONDUIT — REMOVED CONDUIT
- B — EXISTING CABLE
- B — ABANDON/REMOVED CABLE
- PROPOSED MANHOLE
- EXISTING MANHOLE
- ABANDONED MANHOLE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- REMOVED HANDHOLE
- PROPOSED PEDESTAL
- EXISTING PEDESTAL
- REMOVED PEDESTAL

FOOTNOTE 1:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO BUTT WRAP, MGNV, GROUND ROD, DIG HOLE, TAMP, BLASTING, AND NUMBER POLE.
FOOTNOTE 2:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO DIGGING HOLE, BLASTING OR MECHANICALLY INSERTING INTO GROUND, BONDING/GROUDING.
FOOTNOTE 3:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO BACKFILL PER SPECIFICATIONS, SURFACE RESTORATION OF ALL CROSSING TO TDOT STANDARDS, SETUP AND TRAFFIC CONTROL.
FOOTNOTE 4:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, BONDING/GROUDING, AND TENSIONING.
FOOTNOTE 5:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO HARDWARE, TENSIONING, FUSING, TERMINATION AT THE POLE AND CUSTOMER, NETWORK INTERFACE.
FOOTNOTE 6:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, MOUNTING HARDWARE, BONDING/GROUNDING AND SPLICING.
FOOTNOTE 7
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO CABLE GUARD, PIT, OTHER TERMINATION HARDWARE, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 8:
INCLUDES ALL MATERIALS AND EQUIPMENT INCLUDING BUT NOT LIMITED TO MOUNTING HARDWARE, BONDING/GROUDNING, STRAND SIZE AS INDICATED IN SPECS. AND LOOPS.
FOOTNOTE 9:
INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.
FOOTNOTE 10:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO LOOP UPS, DRIVEWAY/ROADWAY RESTORATION TO TDOT STANDARDS, TRAFFIC CONTROL AND SAFETY.
FOOTNOTE 11:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO PLACEMENT OVER CABLE, PEST CONTROL, GRAVEL, BONDING/GROUNDING, IDENTIFYING THE PED, TERMINAL, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 12:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO HARDWARE, FUSING, TERMINATION AT THE POLE AND CUSTOMER, NETWORK INTERFACE, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 13:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO DIGGING HOLE, PLACING HANDHOLE, TERMINATING CONDUIT, RESTORING SURFACE TO TDOT STANDARDS, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 14:
PLACED OPEN TRENCH METHOD.
FOOTNOTE 15:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, BENDS AND TRAFFIC CONTROL.
FOOTNOTE 16:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SPACERS, COUPLINGS, BEND, OPENING TRENCH, BACKFILL PER SPECS, SURFACE RESTORATION OF ALL CROSSINGS TO TDOT STANDARDS, SETUP, TRAFFIC CONTROL.
FOOTNOTE 17:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO DIGGING HOLE, GRAVEL BASE, BACKFILL, AND SURFACE RESTORATION TO TDOT STANDARDS, FRAME AND COVER, SETUP AND TRAFFIC CONTROL.
FOOTNOTE 18:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, RODDING DUCT AND PULLING IN INNERDUCT.
FOOTNOTE 19:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, BORE PIT AND RECEIVING PIT AT ANY DEPTH.
FOOTNOTE 20:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, TO REMOVE AND RESTORE SURFACE TO TDOT STANDARDS.
FOOTNOTE 21:
INCLUDES BORE PIT, SETUP, TRAFFIC CONTROL, ANY DEPTH. INCLUDES SMALL SECTIONS OF OPEN CUT TRENCH TO TRANSITION AT DIRECTION CHANGES AND TO EXTEND INTO MANHOLE, TURN UP AT POLES, PEDESTALS OR HANDHOLES.
FOOTNOTE 22:
INCLUDES LABOR, EQUIPMENT AND TRAFFIC CONTROL.
FOOTNOTE 23:
INCLUDES ALL MATERIAL, LABOR, AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING GROUND RODS, GROUND WIRE, MECHANICAL CONNECTIONS AND SURFACE RESTORATION.
FOOTNOTE 24:
AT&T TO FURNISH MARKER POST TO MEET SPECIFICATIONS. INCLUDES LABOR AND EQUIPMENT, SURFACE RESTORATION. POST TO BE EVENLY SPACED ALONG TRENCH OR BORE PATH AND TO MAINTAIN LINE-OF-SIGHT.
FOOTNOTE 25:
UNLESS OTHERWISE NOTED ALL CONDUIT 90'S AND BENDS SHOULD HAVE MINIMUM RADIUS OF 36".

BUY AMERICA DESIGNATION LEGEND

N/A.....NOT APPLICABLE TO BUY AMERICA. LESS THAN 90% STEEL OR INRO CONTENT WHEN DELIVERED TO THE JOB SITE FOR INSTALLATION.
MISC....MISCELLANEOUS COMPONENTS AND HARDWARE SUCH AS CABINETS, COVERS, CLAMPS, FITTINGS, SLEEVES, WASHERS, BOLTS, NUTS, SCREWS, TIE WIRE, SPACERS, ETC.
BA.....BUY AMERICA. CERTIFICATION IS REQUIRED FOR ALL STRUCTURAL STEEL OR IRON COMPONENTS FOR ITEM. MISCELLANEOUS COMPONENTS, SUBCOMPONENTS AND HARDWARE NECESSARY TO ENCASE, ASSEMBLE AND CONSTRUCT DO NOT REQUIRE CERTIFICATIONS.
BAR.....BUY AMERICA. CERTIFICATION REQUIRED FOR ALL STEEL OR IRON COMPONENTS OF PRECAST CONCRETE PRODUCTS CONTAINING REINFORCING STEEL, WIRE MESH, AND PRE-STRESSING OR POST TENSIONING STRANDS AND CABLES.

REV. 12-11-25: REVISED PROJECT NUMBER AND YEAR IN BORDER.
REVISED INDEX OF SHEETS TO REFLECT PROFILE SHEETS U2-6 & U2-6.
REVISED ESTIMATED UTILITY QUANTITIES.

SEALED BY

KURT A. BROWN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 101855
STATE OF TENNESSEE

Kurt A Brown
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

COVER SHEET

DWG U2-1 OF U2-7

GENERAL NOTES TO CONTRACTOR, ADDITIONAL DETAIL U2-3

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	R-BR-STP/HIP-3(149)	U2-2
.	.	.	.
.	.	.	.

LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- PROPOSED POWER POLE
- EXISTING POWER POLE
- PROPOSED ANCHOR
- CONDUIT — PROPOSED CONDUIT
- CONDUIT — EXISTING CONDUIT
- CONDUIT — REMOVED CONDUIT
- B — EXISTING CABLE
- B — ABANDON/REMOVED CABLE
- PROPOSED MANHOLE
- EXISTING MANHOLE
- ABANDONED MANHOLE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- REMOVED HANDHOLE
- PROPOSED PEDESTAL
- EXISTING PEDESTAL
- REMOVED PEDESTAL

DAMAGED TO EXISTING UTILITES

REPAIRS AND/OR REPLACEMENTS TO ANY UTILITIES DAMAGE BY CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. NO ADDITIONAL PAYMENT WILL BE ALLOWED.

STAKING PROPOSED FACILITIES

NOTIFY COREY BARTHOLOMEW @ (731) 693-0492 TWO WEEKS IN ADVANCE FOR ARRANGEMENT TO HAVE THE PROPOSED ANCHORS, HANDHOLES AND PEDESTAL LOCATIONS STAKED. THE CONTRACTOR WILL NEED TO HAVE THE TDOT R.O.W. STAKED. ANY LINE-OF-SIGHT OBSTRUCTIONS MUST BE REMOVED FOR THE PROPOSED POLE LINE TO BE STAKED PROPERLY.

DIRECTIONAL BORE PLACEMENT GUIDELINES(ITEM# 793-16.53)

WHERE MULTI-DUCT IS PROPOSED TO BE DIRECTIONAL BORE, REAM BORE AND PULL BACK MULTIPLE DUCTS IN SAME BORE. GROUT ANNULAR SPACE BETWEEN DUCTS AND THE ADJACENT SOILS WITH A CEMENT OR BENTONITE-CEMENT MIXTURE. GROUTING SHOULD BE PERFORMED IMMEDIATELY AFTER DUCT IS PULLED BACK. THE GROUTING PROCEDURE CONSISTS OF INSERTING GROUT TUBES INTO THE ANNULAR SPACE AS FAR AS POSSIBLE. THE GROUT MIXTURE IS THEN PUMPED INTO THE ANNULUS UNTIL GROUT RETURNS TO THE SURFACE AT THE ENTRY.

THE BORE DEPTH IS DEPTH FROM FINAL GRADE. WHEN PLACING THIS CONDUIT, IT IS THE ROAD BUILDER'S RESPONSIBILITY TO AVOID ALL CONFLICTS WITH THE CONSTRUCTION OF ROAD PROJECT AND OTHER UTILITIES.

ROD AND MANDRILL ALL DUCTS AND PLACE 1500LB MULE TAPE, OR GREATER, IN ALL DUCTS.

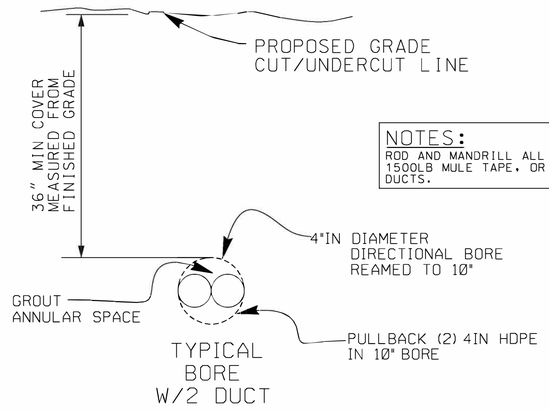
TRENCHING AND BURIED FACILITY PLACEMENT GUIDELINES(ITEM#7693-16.53 SUPPLEMENT)

TRENCHING DETAIL GIVEN FOR SMALL SECTIONS OF OPEN CUT TRENCH TO TRANSITION AT DIRECTION CHANGES AND TO EXTEND INTO MANHOLE, ASSOCIATED WITH ITEM 793-16.53.

THE BOTTOM OF THE TRENCH SHOULD BE RELATIVELY SMOOTH, UNDISTURBED EARTH. IT WOULD BE WELL TAMPED, OR IT CAN BE SAND. WHEN EXCAVATION IS IN ROCK OR ROCKY SOILS, THE CONDUIT SHOULD BE LAID ON A PROTECTIVE LAYER OF WELL-TEMPED BACKFILL. BACKFILL WITHIN 4 INCHES OF THE CONDUIT SHOULD BE FREE OF MATERIALS THAT MAY DAMAGE THE CONDUIT. BACKFILL SHOULD BE ADEQUATELY COMPACTED. MACHINE COMPACTION SHOULD NOT BE WITHIN 6 INCHES OF THE CONDUIT. THE FIRST 6 INCHES OF FILL DIRECTLY ABOVE THE CONDUIT SHOULD BE CLEAN SAND OR SOIL. THE FILL SHOULD BE FREE OF ROCKS, PAVEMENT AND FROZEN MATERIAL THAT MIGHT DAMAGE THE CONDUIT. SEE CONDUIT TRENCH DETAIL THIS SHEET. ALL REQUIRED BENDS MUST BE SWEEPING WITH NO LESS THAN 24 INCH RADIUS.
NOTE: THE CONDUIT DETAIL IS DEPTH FROM FINAL GRADE. WHEN PLACING THIS CONDUIT, IT IS THE ROAD BUILDER'S RESPONSIBILITY TO AVOID ALL CONFLICTS WITH THE CONSTRUCTION OF THIS ROAD PROJECT.

ITEM# 793-16.53

MULTI-DUCT DIRECTIONAL BORE 2 DUCT FORMATION

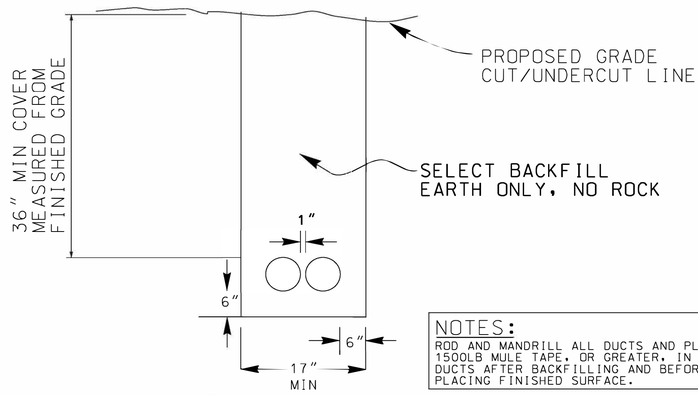


TYPICAL BORE W/2 DUCT

NOTES:
ROD AND MANDRILL ALL DUCTS AND PLACE 1500LB MULE TAPE, OR GREATER, IN ALL DUCTS.

ITEM# 793-16.53(SUPPPLEMENT)

TRENCH DETAIL 2 DUCT FORMATION



TYPICAL TRENCH DETAIL (2) DUCT

NOTES:
ROD AND MANDRILL ALL DUCTS AND PLACE 1500LB MULE TAPE, OR GREATER, IN ALL DUCTS AFTER BACKFILLING AND BEFORE PLACING FINISHED SURFACE.

REV. 12-11-25: REVISED PROJECT NUMBER AND YEAR IN BORDER.

SEALED BY

KURT A. BROWN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 101083 STATE OF TENNESSEE

Kurt A Brown
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

SPECIFICATON SHEET

DWG U2-2 OF U2-7

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	R-BR-STP/HIP-3(149)	U2-3
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.	.	.	.

MANHOLE CONDUIT TERMINATION DETAIL

THE DETAIL BELOW REFLECTS AT&T'S CURRENT RECORDS OF EXISTING DUCT TERMINATION, AT EXISTING MANHOLES MH 508 AND MH 506. THE DETAIL SHOWN BELOW IS RECOMMENDED TERMINATION LOCATION, UTILIZING EXISTING MANHOLE PORTS. IF CONDUIT TERMINATION IS FOUND TO BE DIFFERENT FROM THAT SHOWN BELOW, CONTACT COREY BARTHOLOMEW @ (731) 693-0492, TO VERIFY CORRECT PORT LOCATION FOR NEW CONDUIT. IF UNABLE TO USE EXISTING PORTS, ITEM# 793-14.10(QTY=4) HAS BEEN GIVEN TO CORE DRILL WALLS.

THE TOP WESTERN MOST DUCTS WERE CHOOSEN FOR EASE OF PLACEMENT. ONE OF THESE DUCTS IS SHOWN TO CONTAIN AN ABANDONED CABLE. CONTACT COREY BARTHOLOMEW @ (731) 692-0492 TO CONFIRM CABLE IS ABANDONED PRIOR TO TERMINATING NEW DUCT.

THE TERMINATION SHOWN BELOW IS ONLY A RECOMMENDATION AND CAN BE CHANGED DURING CONSTRUCTION, WITH AT&T APPROVAL.

DO NOT TRANSPOSED DUCT BETWEEN MANHOLES, DURING PLACEMENT.

NEW DUCT TERMINATIONS SHOULD BE SEALED WITH HYDRAULIC CEMENT AND ALL DUCTS PLUGGED. PRIOR TO PLUGGING DUCT, ROD AND MANDRILL ALL DUCTS AND PLACE 1500LB MULE TAPE, OR GREATER, IN EACH DUCT.

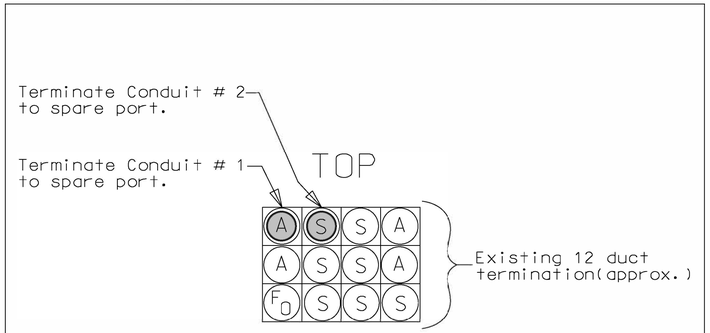
MH DETAIL LEGEND

- (A) = Manhole port with terminated 4" conduit containing abandoned cable
- (S) = Manhole port with terminated spare 4" conduit
- (FO) = Manhole port with terminated 4" conduit containing active fiber optic cable
- (S) = Manhole port with terminated spare 4" conduit, to be replaced with new 4" conduit
- (A) = Manhole port with terminated 4" conduit, containing abandoned cable, to be replaced with new 4" conduit

LEGEND

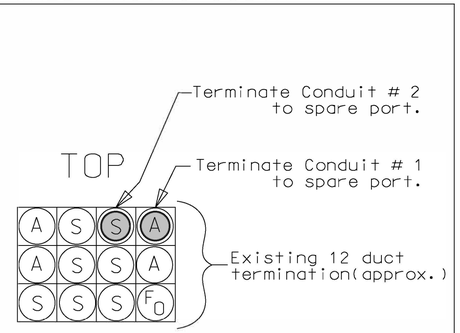
- EXISTING TELEPHONE POLE
- **PROPOSED TELEPHONE POLE**
- **REMOVED TELEPHONE POLE**
- **PROPOSED POWER POLE**
- EXISTING POWER POLE
- **PROPOSED ANCHOR**
- **—CONDUIT— PROPOSED CONDUIT**
- —CONDUIT— EXISTING CONDUIT
- —CONDUIT— REMOVED CONDUIT
- —B— EXISTING CABLE
- —B— ABANDON/REMOVED CABLE
- **PROPOSED MANHOLE**
- **EXISTING MANHOLE**
- **ABANDONED MANHOLE**
- **PROPOSED HANDHOLE**
- EXISTING HANDHOLE
- **REMOVED HANDHOLE**
- **PROPOSED PEDESTAL**
- EXISTING PEDESTAL
- **REMOVED PEDESTAL**

MH 508 DETAIL
NORTH WALL-FACING NORTH



NOTES:
DETAIL SHOWN IS REFLECTIVE OF AT&T'S RECORDS, AND HAVE NOT BEEN FIELD VERIFIED

MH 506 DETAIL
SOUTH WALL-FACING SOUTH



NOTES:
DETAIL SHOWN IS REFLECTIVE OF AT&T'S RECORDS, AND HAVE NOT BEEN FIELD VERIFIED

REV. 12-11-25: REVISED PROJECT NUMBER AND YEAR IN BORDER.

SEALED BY

KURT A. BROWN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 101083 STATE OF TENNESSEE

Kurt A Brown
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

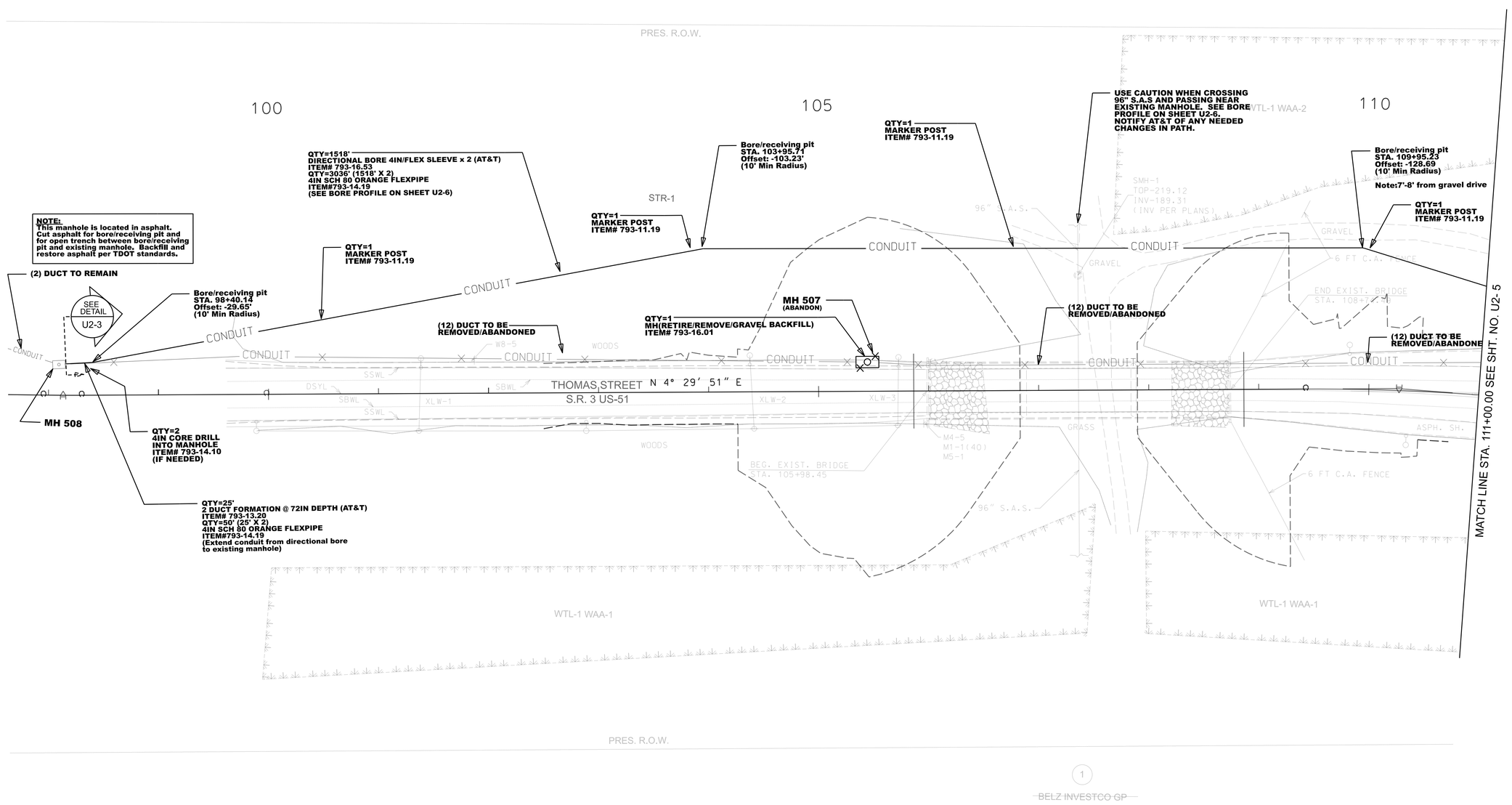
RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

SPECIFICATON SHEET

DWG U2-3 OF U2-7

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	R-BR-STP/HIP-3(149)	U2-4



LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- PROPOSED POWER POLE
- EXISTING POWER POLE
- PROPOSED ANCHOR
- CONDUIT — PROPOSED CONDUIT
- CONDUIT — EXISTING CONDUIT
- CONDUIT — REMOVED CONDUIT
- B — EXISTING CABLE
- B — ABANDON/REMOVED CABLE
- PROPOSED MANHOLE
- EXISTING MANHOLE
- ABANDONED MANHOLE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- REMOVED HANDHOLE
- PROPOSED PEDESTAL
- EXISTING PEDESTAL
- REMOVED PEDESTAL

REV. 12-11-25: REVISED PROJECT NUMBER AND YEAR IN BORDER. REVISED BORE PATH TO FOR ACCESSIBILITY, AND ADDED DETAIL. REVISED QUANTITY FOR 793-16.53 & ITEM 793-14.19.
REVISED TO ADD ITEM 793-13.20. 2 DUCT FORMATION, TO TRANSITION FROM BORE TO EXISTING MANHOLE.

ESTIMATED QUANTITIES THIS SHEET

ITEM•	TDOT DESCRIPTION	QTY
793-16.53	DIRECTIONAL BORE 4IN/FLEX SLEEVE X 2 (AT&T)	1518'
793-14.19	4IN SCH 80 ORANGE FLEXPIPE	3086'
793-14.10	4IN CORE DRILL INTO MANHOLE	2
793-16.01	MH(RETIRE/REMOVE/GRAVEL BACKFILL)	1
793-11.19	MARKER POST	4
793-13.20	2 DUCT FORMATION @ 72IN DPETH (AT&T)	25'

SEALED BY

KURT A. BROWN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 101985 STATE OF TENNESSEE

Kurt A Brown
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

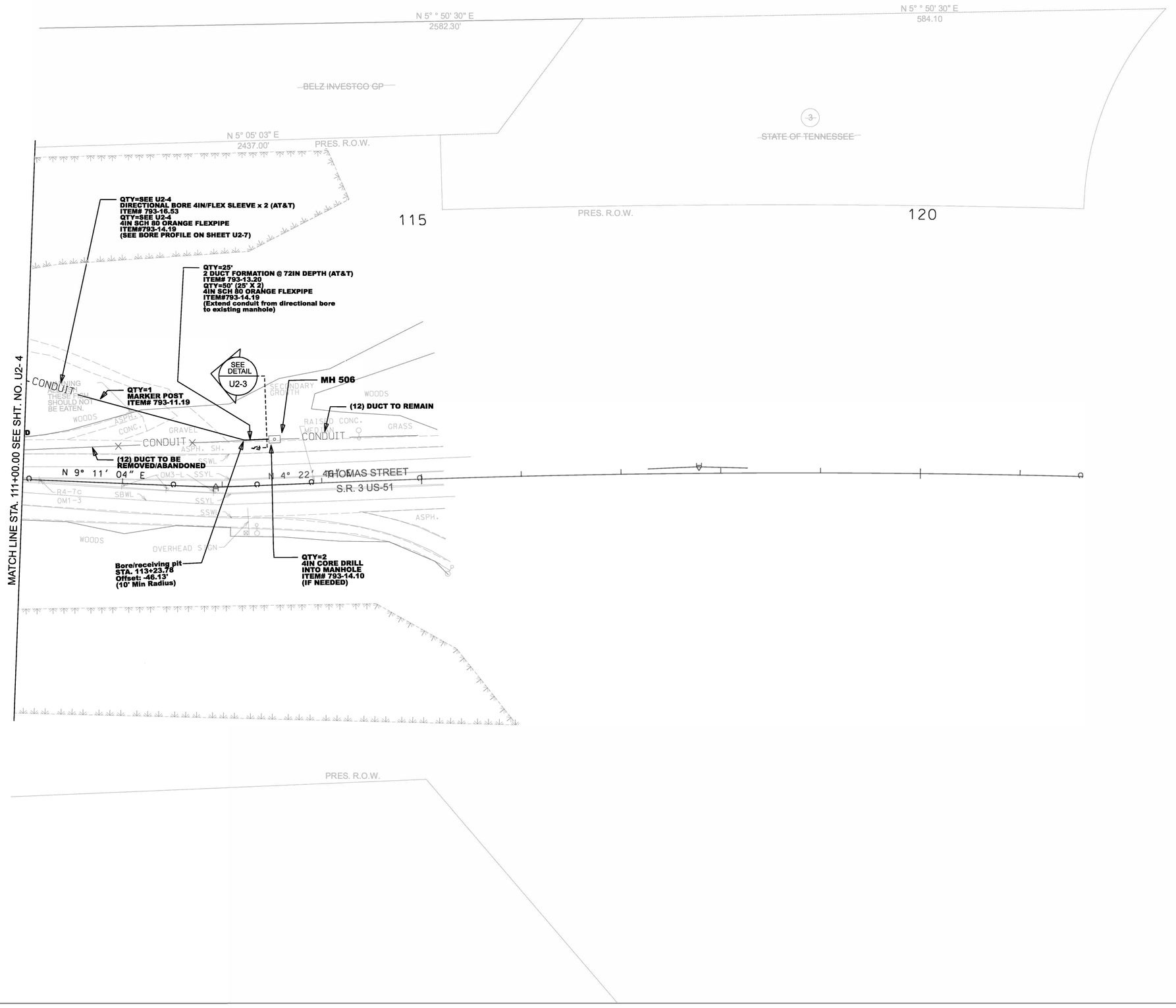
RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

RELOCATION PLANS

STA.101+66.47 TO STA. 111+00
SCALE: 1" = 50'

DWG U2-4 OF U2-7



TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	R-BR-STP/HIP-3(149)	U2-5
.	.	.	.
.	.	.	.

LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- PROPOSED POWER POLE
- EXISTING POWER POLE
- PROPOSED ANCHOR
- CONDUIT — PROPOSED CONDUIT
- CONDUIT — EXISTING CONDUIT
- CONDUIT — REMOVED CONDUIT
- B — EXISTING CABLE
- B — ABANDON/REMOVED CABLE
- PROPOSED MANHOLE
- EXISTING MANHOLE
- ABANDONED MANHOLE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- REMOVED HANDHOLE
- PROPOSED PEDESTAL
- EXISTING PEDESTAL
- REMOVED PEDESTAL

REV. 12-11-25: REVISED PROJECT NUMBER AND YEAR IN BORDER. REVISED BORE PATH TO FOR ACCESSIBILITY, AND ADDED DETAIL. REVISED TO ADD ITEM 793-13.20 & 793-14.19 FOR 2 DUCT FORMATION, TO TRANSITION FROM BORE TO EXISTING MANHOLE.

ESTIMATED QUANTITIES THIS SHEET

ITEM#	TDOT DESCRIPTION	QTY
793-14.10	4IN CORE DRILL INTO MANHOLE	2
793-11.19	MARKER POST	1
793-13.20	2 DUCT FORMATION @ 72IN DPETH (AT&T)	25'
793-14.19	4IN SCH 80 ORANGE FLEXPIPE	50'

SEALED BY

KURT A. BROWN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 101065
STATE OF TENNESSEE

Kurt A Brown
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

RELOCATION PLANS

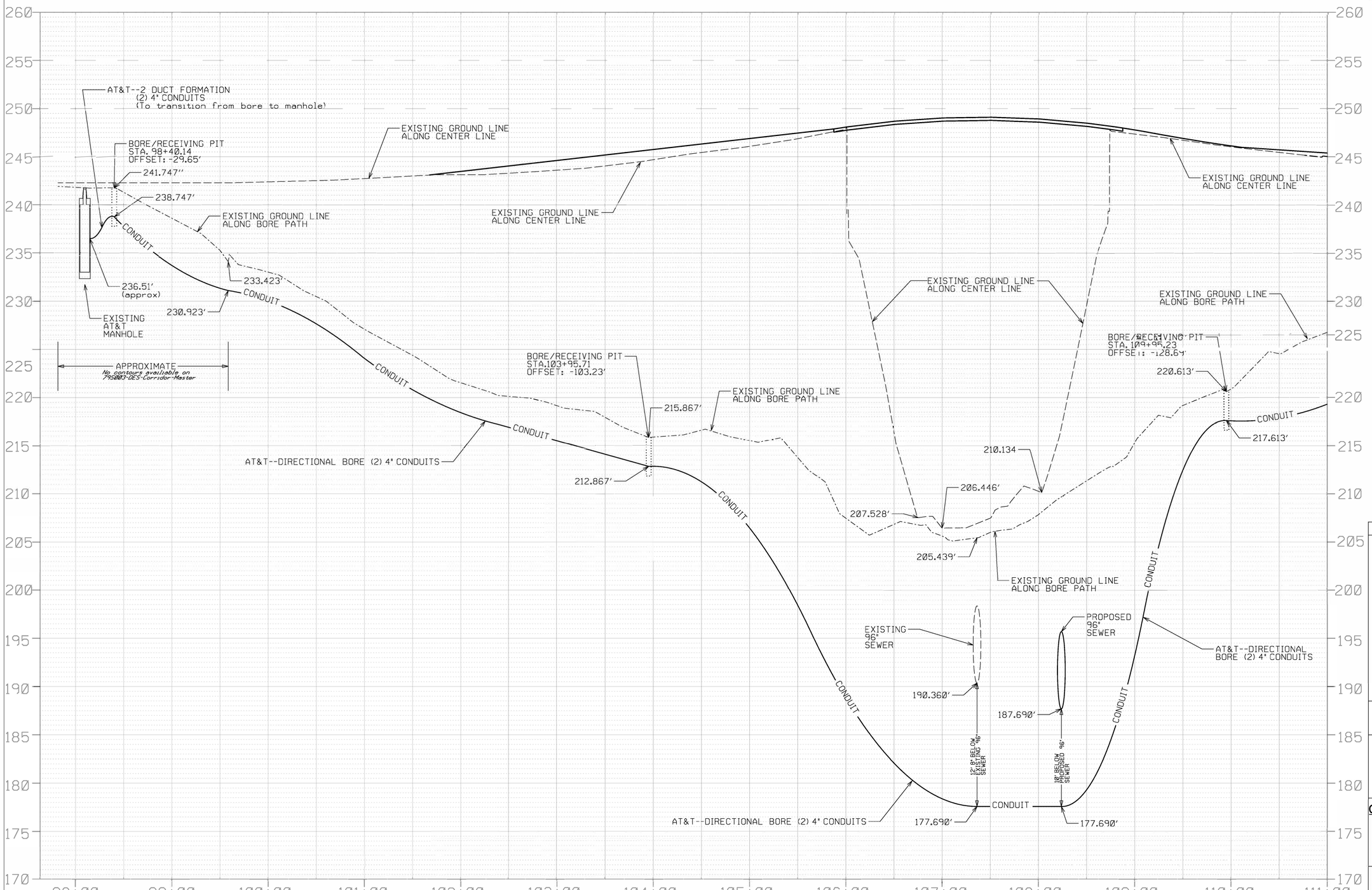
STA.111+00 TO STA. 113+06.47

SCALE: 1" = 50'

DWG U2-5 OF U2-7

Developed using "79S003-DES-Corridor-Master.dgn" contours

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	R-BR-STP/HIP-3(149)	U2-6



LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- PROPOSED POWER POLE
- EXISTING POWER POLE
- PROPOSED ANCHOR
- CONDUIT— PROPOSED CONDUIT
- CONDUIT— EXISTING CONDUIT
- CONDUIT-X-REMOVED CONDUIT
- B— EXISTING CABLE
- B-X- ABANDON/REMOVED CABLE
- PROPOSED MANHOLE
- EXISTING MANHOLE
- ABANDONED MANHOLE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- REMOVED HANDHOLE
- PROPOSED PEDESTAL
- EXISTING PEDESTAL
- REMOVED PEDESTAL

NOTE:
AT&T's existing conduits and manhole to be removed/abandoned omitted for clarity.

REV. 12-11-25: REVISED TO ADD THIS SHEET TO INCLUDE PROFLE FOR SHEET U2-4.

SEALED BY

KURT A. BROWN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 101085
STATE OF TENNESSEE

Kurt A Brown
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

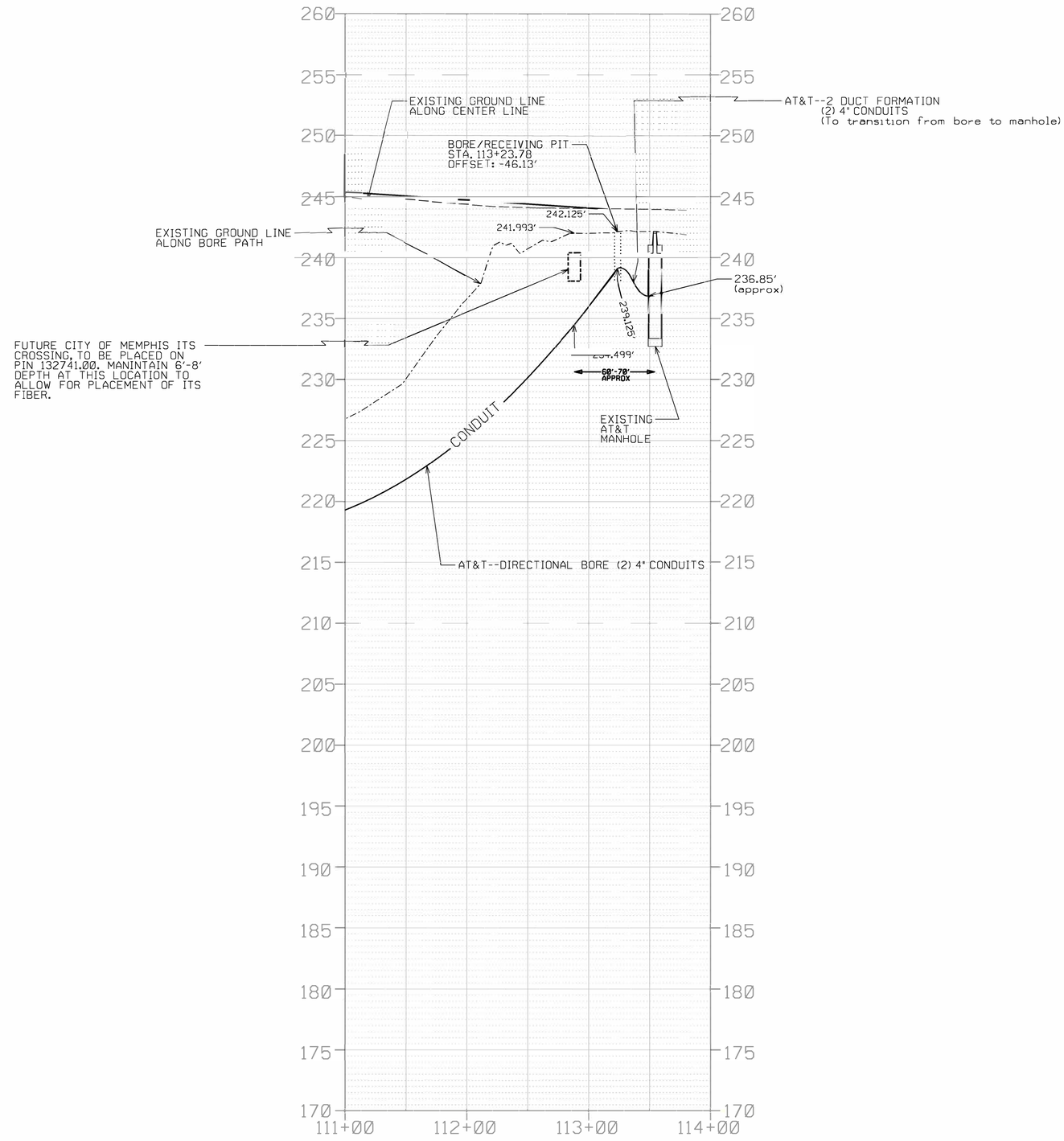
SHT. U2-4 BORE PROFILE

STA. 98+00 TO STA. 111+00
SCALE: 1" = 50' HORIZ
1"= 5' VERT

DWG U2-6 OF U2-7

Developed using "79S003-DES-Corridor-Master.dgn" contours

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	R-BR-STP/HIP-3(149)	U2-7



NOTE:
AT&T's existing conduits and manhole to be removed/abandoned omitted for clarity.

LEGEND

- EXISTING TELEPHONE POLE
- PROPOSED TELEPHONE POLE
- REMOVED TELEPHONE POLE
- PROPOSED POWER POLE
- EXISTING POWER POLE
- PROPOSED ANCHOR
- CONDUIT— PROPOSED CONDUIT
- CONDUIT— EXISTING CONDUIT
- CONDUIT—X—REMOVED CONDUIT
- —B— EXISTING CABLE
- —B—X— ABANDON/REMOVED CABLE
- PROPOSED MANHOLE
- EXISTING MANHOLE
- ABANDONED MANHOLE
- PROPOSED HANDHOLE
- EXISTING HANDHOLE
- REMOVED HANDHOLE
- PROPOSED PEDESTAL
- EXISTING PEDESTAL
- REMOVED PEDESTAL

REV. 12-11-25: REVISED TO ADD THIS SHEET TO INCLUDE PROFLE FOR SHEET U2-5.

SEALED BY

KURT A. BROWN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 101083 STATE OF TENNESSEE

Kurt A Brown
12/15/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

SHT. U2-5 BORE PROFILE

STA. 111+00 TO STA. 114+00
SCALE: 1" = 50' HORIZ
1"= 5' VERT

DWG U2-7 OF U2-7