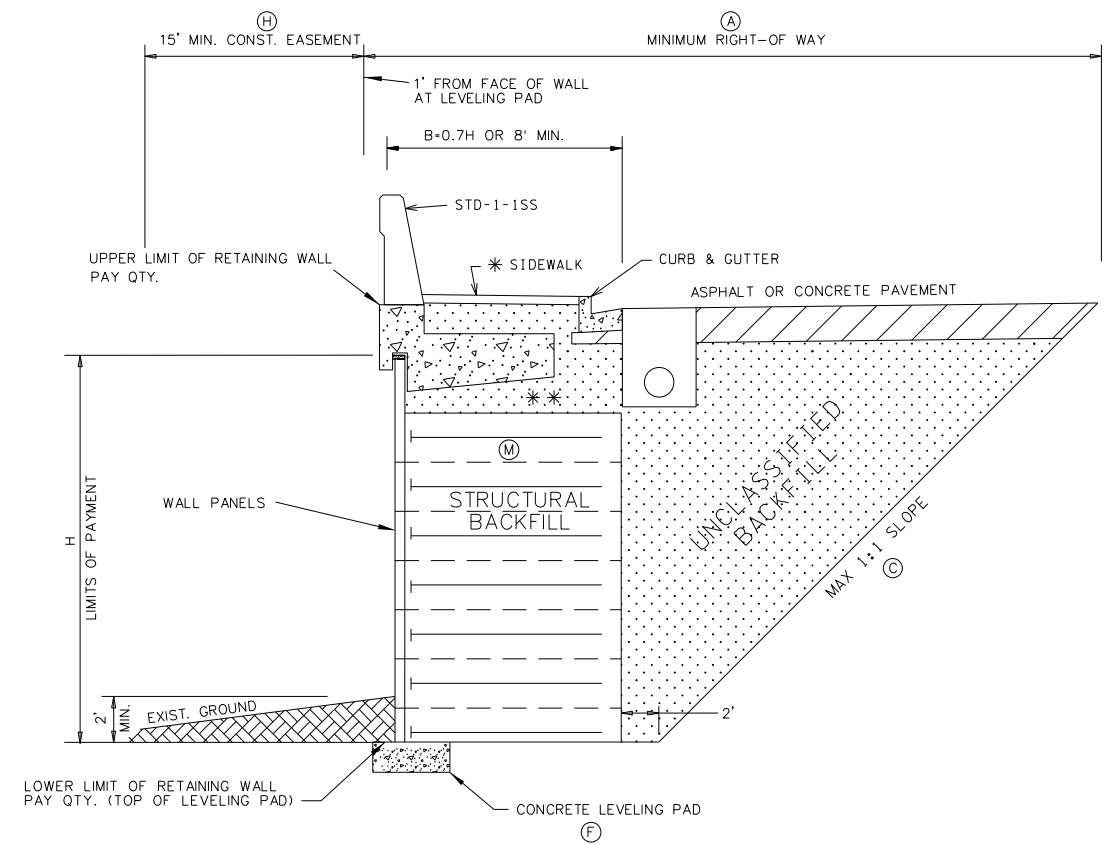


MECHANICALLY STABILIZED EARTH (MSE)  
SEGMENTAL PRECAST WALL TYPICAL SECTION IN CUT  
(NOT RECOMMENDED IN CUT SECTIONS)

NOTE: THIS IS NOT A STRUCTURAL  
DESIGN DRAWING. IT IS A  
GUIDE FOR THE ROADWAY  
DESIGNER.



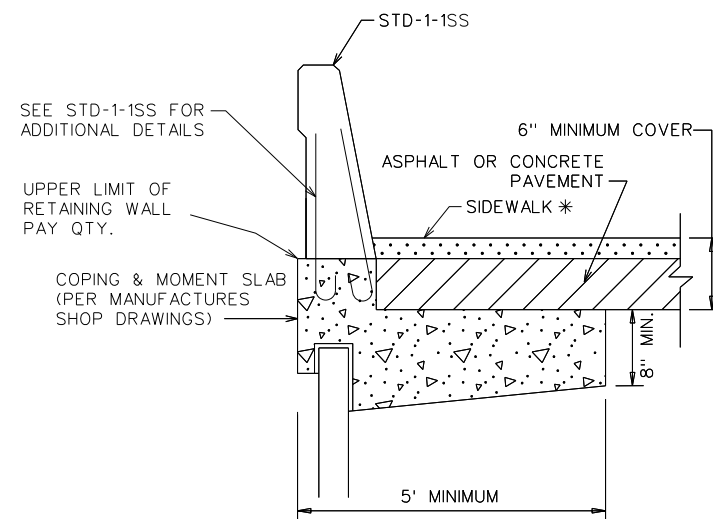
MECHANICALLY STABILIZED EARTH (MSE)  
SEGMENTAL PRECAST WALL TYPICAL SECTION IN FILL

\* WALL TYPE MAY ALSO BE USED WHEN ROAD SECTION HAS A  
SHOULDER, INSTEAD OF CURB, GUTTER, AND SIDEWALK.  
\* \* WHEN LIGHT POLES ARE PROPOSED, WALL DESIGNER TO BE  
AWARE THAT THE FOUNDATION FOR THE POLES WILL LIKELY  
BE A MINIMUM OF 15' DEEP.

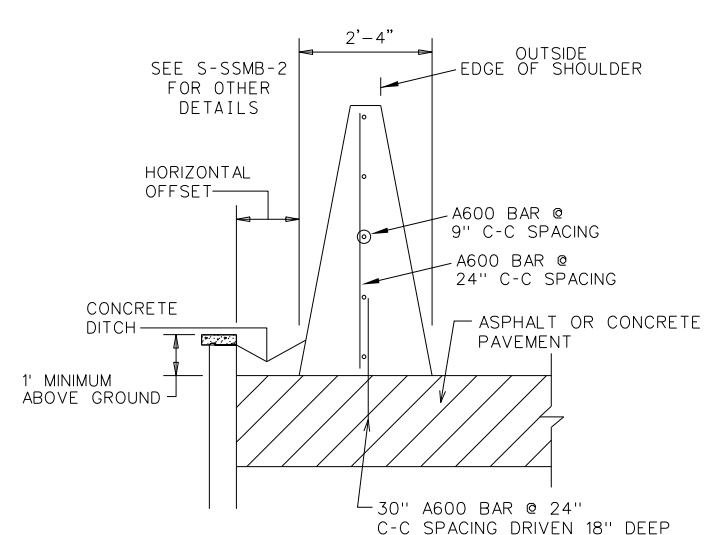
### GENERAL NOTES

THE PURPOSE OF THIS DRAWING IS TO ILLUSTRATE TO THE ROADWAY DESIGNER THE RIGHT-OF-WAY, SAFETY AND DRAINAGE REQUIREMENTS ASSOCIATED WITH RETAINING WALLS.

- (A) THE ENTIRE WALL MUST BE BUILT WITHIN THE RIGHT-OF-WAY, PLUS 1' IN FRONT OF WALL PANELS (AT LEVELING PAD) WHEN IN A FILL.
- (B) A MINIMUM OF 15' CONSTRUCTION EASEMENT REQUIRED BEHIND SLOPE TIE IN.
- (C) ACTUAL UNDERCUT DEPTH AND BACKFILL SLOPE TO BE DETERMINED BY THE GEOTECHNICAL ENGINEER.
- (D) IF WALL IS WITHIN CLEAR ZONE OF ROADWAY, OR MEETS ANY OF THE CRITERIA SPECIFIED IN SP 624, PLACE CONCRETE BARRIER WALL IN FRONT OF WALL. COST TO BE INCLUDED IN S.F. COST OF THE WALL.
- (E) BACKFILL AREA TO BE PURCHASED AS SLOPE EASEMENT UNTIL TIED IN WITH EXISTING GROUND LINE, UNLESS GEOTECHNICAL ENGINEER DEEMS SELECT BACKFILL A NECESSITY. IN WHICH CASE THE BACKFILL AREA SHALL BE PURCHASED AS RIGHT-OF-WAY.
- (F) COST OF LEVELING PAD, WILL BE PAID FOR IN THE COST OF THE RETAINING WALL.
- (G) IF DRAINAGE STRUCTURES ARE PRESENT WITHIN STRUCTURAL BACKFILL AREA, THE WALL MANUFACTURER SHALL DETERMINE THE EXTENT OF THIS INSTALLATION AND DESIGN THE WALL ACCORDINGLY.
- (H) AREA OUTSIDE OF WALL TO BE GRADED TO DRAIN AWAY FROM WALL. ALL GRADING TO BE INCLUDED IN CONSTRUCTION EASEMENT.
- (I) ALL COSTS ASSOCIATED WITH MOMENT SLAB TO BE INCLUDED IN THE COST OF THE RETAINING WALL.
- (J) BEGINNING AND END OF WALLS SHOULD BE PLACED OUTSIDE THE CLEAR ZONE. IF THIS OPTION IS NOT FEASIBLE, USE A TL-3 END TERMINAL OR CRASH CUSHION ATTACHED TO CONCRETE BARRIER WALL DO NOT ATTACH IT TO THE WALL ITSELF.
- (K) DEFER TO QPL. ONLY APPROVED WALL TYPES MAY BE USED.
- (L) COST OF CONCRETE BARRIER SHALL BE PAID SEPARATELY.
- (M) WALL DESIGNER TO BE AWARE OF ANY FEATURES THAT MAY INTERFERE WITH STRUCTURAL BACKFILL. ITEMS COULD INCLUDE, BUT ARE NOT LIMITED TO: DRAINAGE STRUCTURES, LIGHT POLES (FOUNDATIONS ARE TYPICALLY AT LEAST 15' DEEP), UTILITIES, ETC.



CONCRETE BARRIER ATTACHMENT DETAIL  
TO BE PROVIDED BY MANUFACTURER



ALTERNATE ATTACHMENT DETAIL FOR  
51" SINGLE SLOPE CONCRETE BARRIER

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ROADWAY  
FEATURES  
FOR MSE SEGMENTAL  
PRECAST FACING  
RETAINING WALL

8-15-15 W-MSE-1