

2/6/2025 12:23:21 PM
P:\23_ALL_2023\23011 I-40 Pavement Reconstruction Design\Microstation\T1 Traffic Control Typical Section.sht

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:

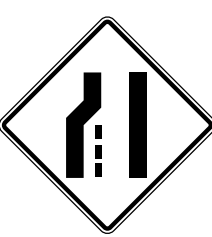
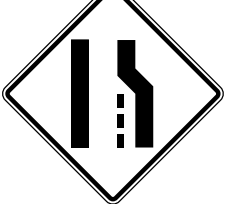
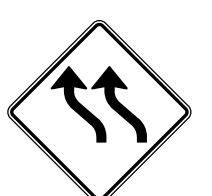
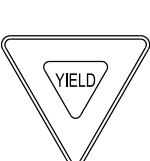
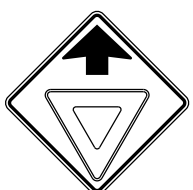
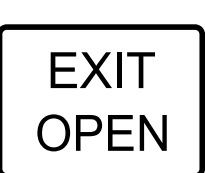
(1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

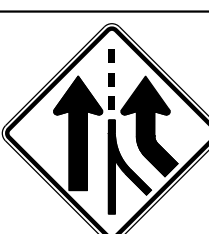
(2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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.
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| CONST. | 2024 | NH-I-40-1(370) | T1 |
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| STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION |
| PAVEMENT EDGE
DROP-OFF
TRAFFIC CONTROL
NOTES |

TRAFFIC CONTROL SIGN SCHEDULE						
SIGN TYPE	MUTCD NUMBER	SIZE AREA	UNIT	PHASE ONE	PHASE TWO	TOTAL
	G20-2	36" X 18" 4.50 S.F.	S. F.	58.50	58.50	58.50
	R2-5A	24" x 30" 5.00 S.F.	S. F.	20.00	20.00	20.00
	R2-1M (MOD)	24" X 48" 8.00 S.F.	S. F.	64.00	64.00	64.00
	W20-1	48" X 48" 16.00 S.F.	S. F.	208.00	208.00	208.00
	W20-5LF	48" X 48" 16.00 S.F.	S. F.	-	96.00	96.00
	W4-2LC	48" X 48" 16.00 S.F.	S. F.	-	96.00	96.00
	W4-2RC	48" X 48" 16.00 S.F.	S. F.	144.00	32.00	144.00
	W20-5RF	48" X 48" 16.00 S.F.	S. F.	128.00	-	128.00
	W20-5RM	48" X 48" 16.00 S.F.	S. F.	64.00	-	64.00
	W20-1M	48" X 48" 16.00 S.F.	S. F.	64.00	64.00	64.00
	W1-4bR	36" X 36" 9.00 S.F.	S. F.	36.00	-	36.00
	R1-2	48" X 48" 7.00 S.F.	S. F.	35.00	-	35.00
	W4-1	48" X 48" 16.00 S.F.	S. F.	80.00	80.00	80.00
	W3-2S	48" X 48" 16.00 S.F.	S. F.	80.00	-	80.00
	E5-2	48" X 36" 12.00 S.F.	S. F.	48.00	12.00	48.00

TRAFFIC CONTROL SIGN SCHEDULE						
SIGN TYPE	MUTCD NUMBER	SIZE AREA	UNIT	PHASE ONE	PHASE TWO	TOTAL
	W5-1	48" X 36" 12.00 S.F.	S. F.	48.00	12.00	48.00
	W5-3 (MOD)	48" X 48" 16.00 S.F.	S. F.	32.00	16.00	32.00
	W4-3R	48" X 48" 16.00 S.F.	S. F.	48.00	48.00	48.00
	W20-5LM	48" X 48" 16.00 S.F.	S. F.	-	64.00	64.00
	W1-4bL	36" X 36" 9.00 S.F.	S. F.	-	32.00	32.00
	E5-3	48" X 36" 12.00 S.F.	S. F.	24.00	12.00	24.00

ITEM 712-06 : 1,469.50 S.F.

TRAFFIC CONTROL QUANTITIES						
ITEM NO.	DESCRIPTION	QUANTITY				REMARKS
		UNIT	PHASE I	PHASE II	TOTAL	
712-01	TRAFFIC CONTROL	LS			1	
712-02.06	TEMPORARY WORK ZONE CRASH CUSHION (MASH TI-3)	EACH	10	4	10	
712-02.10	PORTABLE BARRIR RAIL (MASH TI-3)	LF	24450	33080	33080	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EA.	983	170	983	
712-06	SIGNS (CONSTRUCTION)	S.F.			1469.5	
712-08.03	ARROW BOARD (TYPE C)	EACH	4	4	4	
712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	94335	91470	185805	
712-09.03	REMOVABLE PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	15	72	87	
716-01.01	RAISED PVMT MARKERS (BI-DIRECTIONAL) (2 COLOR LENS)	EACH	2000	2000	4000	

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CONST.	2024	NH-I-40-1(370)	T1A

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TRAFFIC
PHASING NOTES,
LEGEND AND
TABULATION

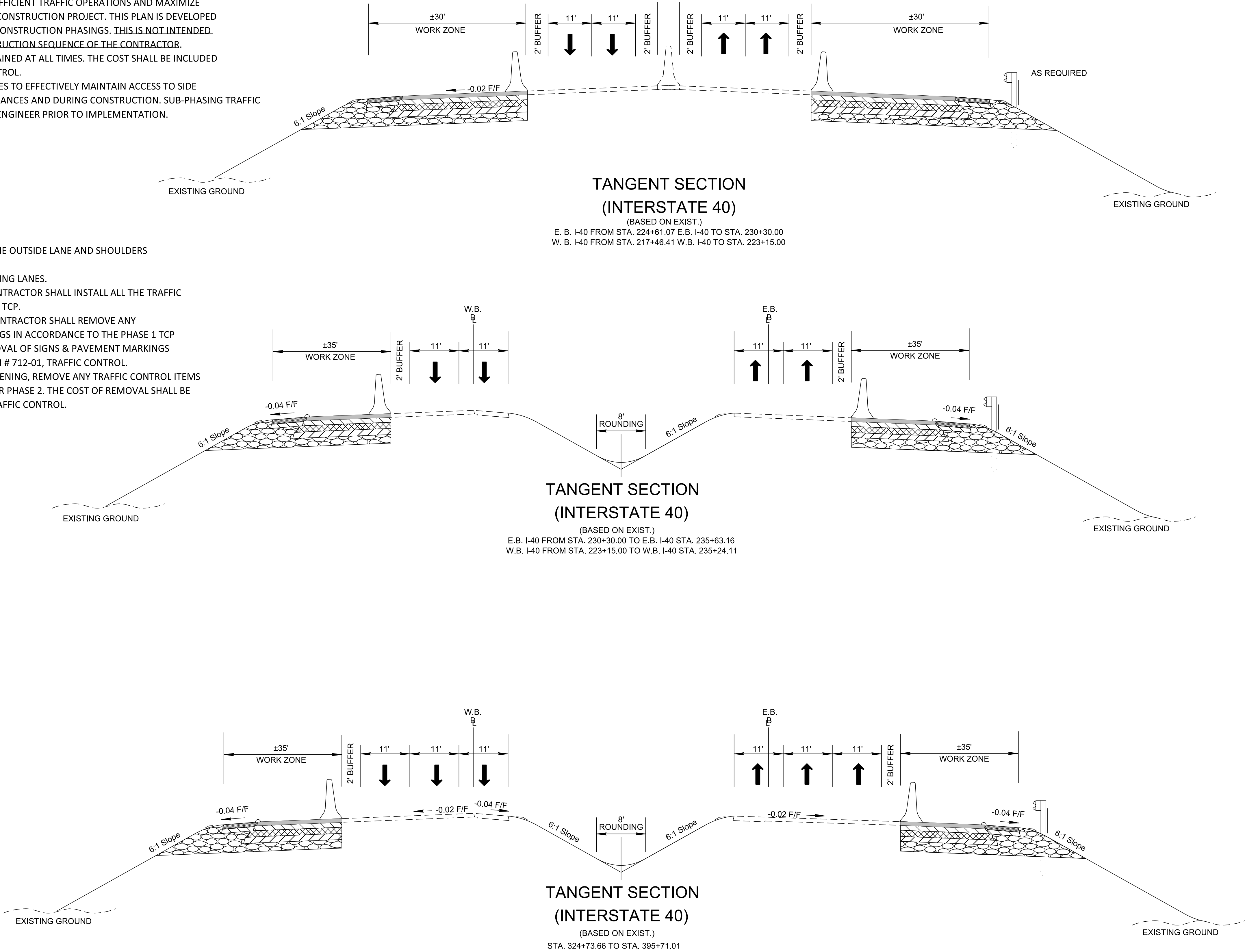
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GENERAL TRAFFIC CONTROL NOTES

1.
- THIS INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) AND PHASING NOTES IS TO ADJUST THE TRAFFIC FLOW PATTERNS ALONG I-240, I-40, AND PROPOSED LOOP RAMPS WITHIN THE VICINITY OF THE CONSTRUCTION LIMITS TO MAINTAIN SAFE, EFFICIENT TRAFFIC OPERATIONS AND MAXIMIZE THE CONSTRUCTION WORK ZONES FOR THIS CONSTRUCTION PROJECT. THIS PLAN IS DEVELOPED WITH SOME ASSUMPTION OF THE GENERAL CONSTRUCTION PHASINGS. ~~THIS IS NOT INTENDED TO REPLACE OR DICTATE THE ACTUAL CONSTRUCTION SEQUENCE OF THE CONTRACTOR.~~
2.
- ACCESS TO ALL PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. THE COST SHALL BE INCLUDED IN THE COST OF ITEM # 712-01, TRAFFIC CONTROL.
3.
- THE CONTRACTOR SHALL DEVELOP SUB-PHASES TO EFFECTIVELY MAINTAIN ACCESS TO SIDE ROADS, EXISTING RESIDENTIALS & FIELD ENTRANCES AND DURING CONSTRUCTION. SUB-PHASING TRAFFIC CONTROL PLAN SHALL BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION.

PHASING NOTES
PHASE 1

1.
- PHASE 1 INVOLVES THE CONSTRUCTION OF THE OUTSIDE LANE AND SHOULDERS OF I-240 & I-40.
2.
- TRAFFIC SHALL BE MAINTAINED ON THE EXISTING LANES.
3.
- PRIOR TO ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL INSTALL ALL THE TRAFFIC CONTROL ITEMS IN ACCORDANCE TO PHASE 1 TCP.
3.
- PRIOR TO ANY LANE SHIFTING OF TRAFFIC, CONTRACTOR SHALL REMOVE ANY CONFLICTING SIGNS AND PAVEMENT MARKINGS IN ACCORDANCE TO THE PHASE 1 TCP AS SHOWN IN THE PLANS. THE COST OF REMOVAL OF SIGNS & PAVEMENT MARKINGS SHALL BE INCLUDED IN THE COST OF THE ITEM # 712-01, TRAFFIC CONTROL.
4.
- UPON COMPLETION OF THE TEMPORARY WIDENING, REMOVE ANY TRAFFIC CONTROL ITEMS THAT MAY BE RENDERED NOT APPLICABLE FOR PHASE 2. THE COST OF REMOVAL SHALL BE INCLUDED IN THE COST OF ITEM # 712-01, TRAFFIC CONTROL.



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CONST.	2025	NH-I-40-1(370)	T1B

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TYPICAL
SECTIONS AND
TRAFFIC
CONTROL

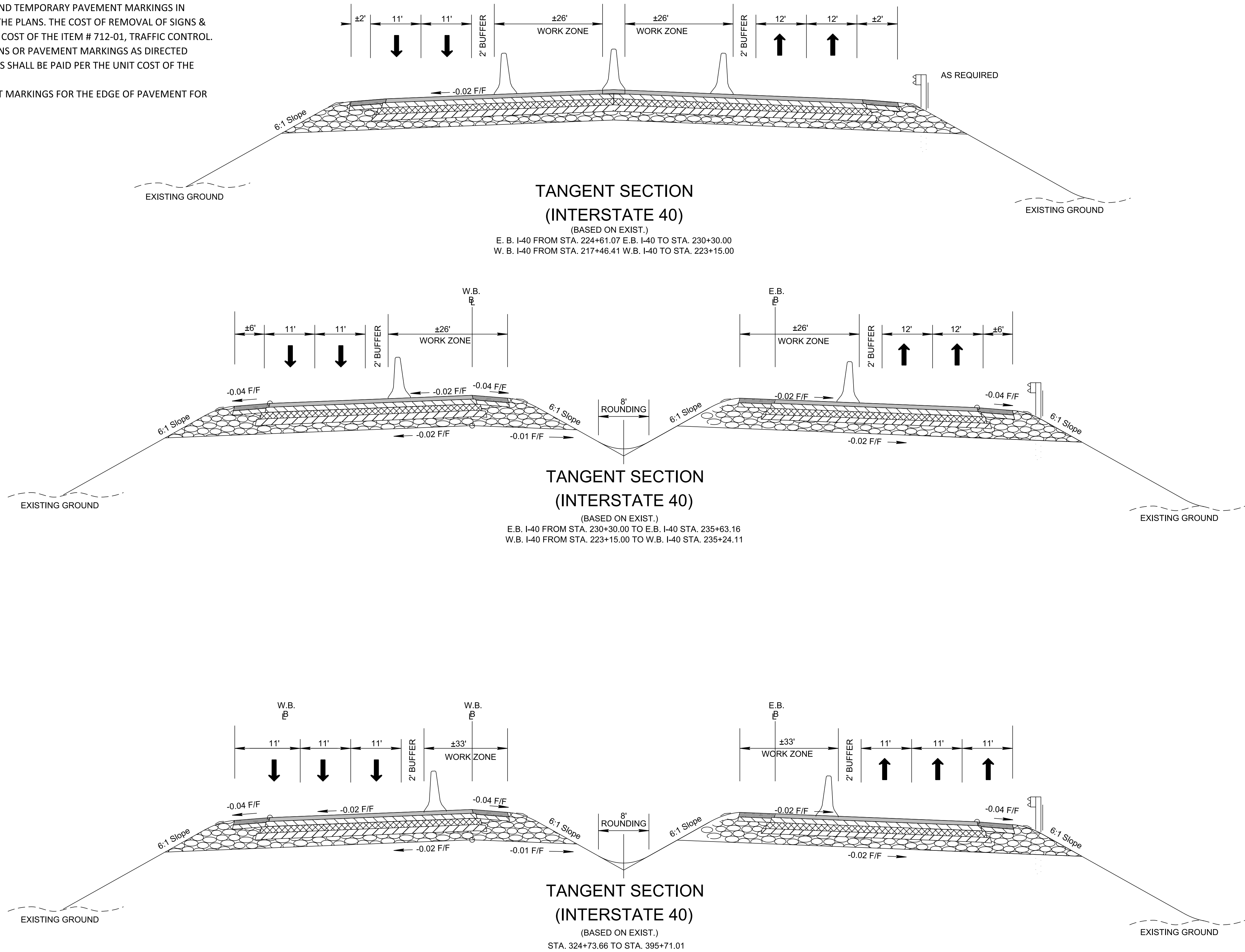
PHASE I

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PHASE 2

1.
- PHASE 2 INVOLVES THE CONSTRUCTION OF THE PROPOSED INTERIOR LANES AND SHOULDERS FOR I-240 AND I-40. ALONG WITH THE REMOVAL OF THE CURBS ALONG THE THREE LOOP RAMP.
2.
- PRIOR TO ANY LANE CLOSURE AND SHIFTING OF TRAFFIC, CONTRACTOR SHALL REMOVE ANY CONFLICTING SIGNS AND PAVEMENT MARKINGS, AND INSTALL NEW TEMPORARY TRAFFIC CONTROL ITEMS SUCH AS ADVANCE WARNING SIGNS, ETC. AND TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE TO THE PHASE 2 TCP AS SHOWN IN THE PLANS. THE COST OF REMOVAL OF SIGNS & PAVEMENT MARKINGS SHALL BE INCLUDED IN THE COST OF THE ITEM # 712-01, TRAFFIC CONTROL. THE CONTRACTOR SHALL INSTALL ADDITIONAL SIGNS OR PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER. COST OF ANY ADDITIONAL ITEMS SHALL BE PAID PER THE UNIT COST OF THE ITEMS AS BIDDED.
3.
- CONTRACTOR TO INSTALL PERMANENT PAVEMENT MARKINGS FOR THE EDGE OF PAVEMENT FOR THE FINISHED WEST BOUND ROADWAY.
4.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T1C



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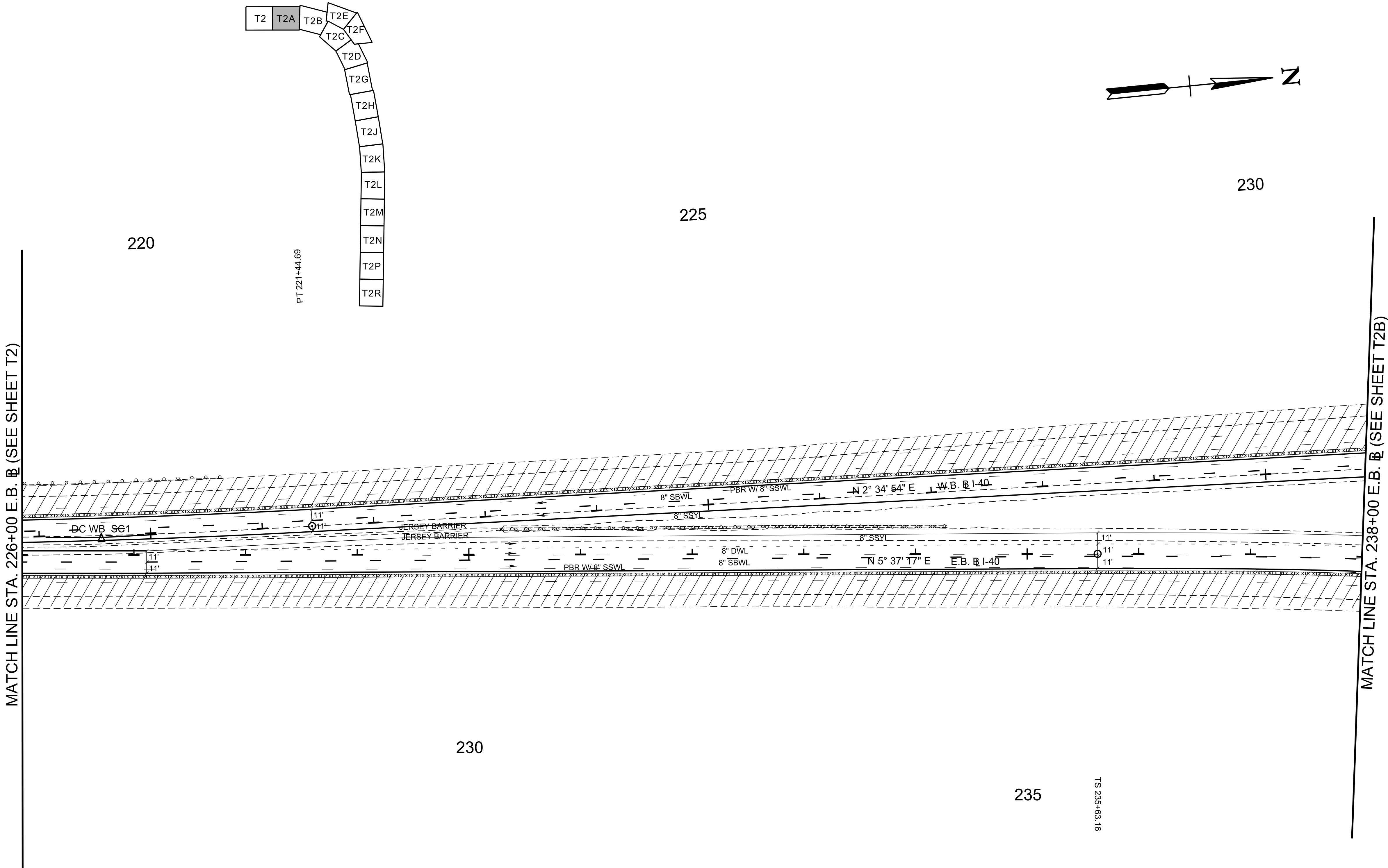
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TYPICAL
SECTIONS AND
TRAFFIC
CONTROL

PHASE II

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2A



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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

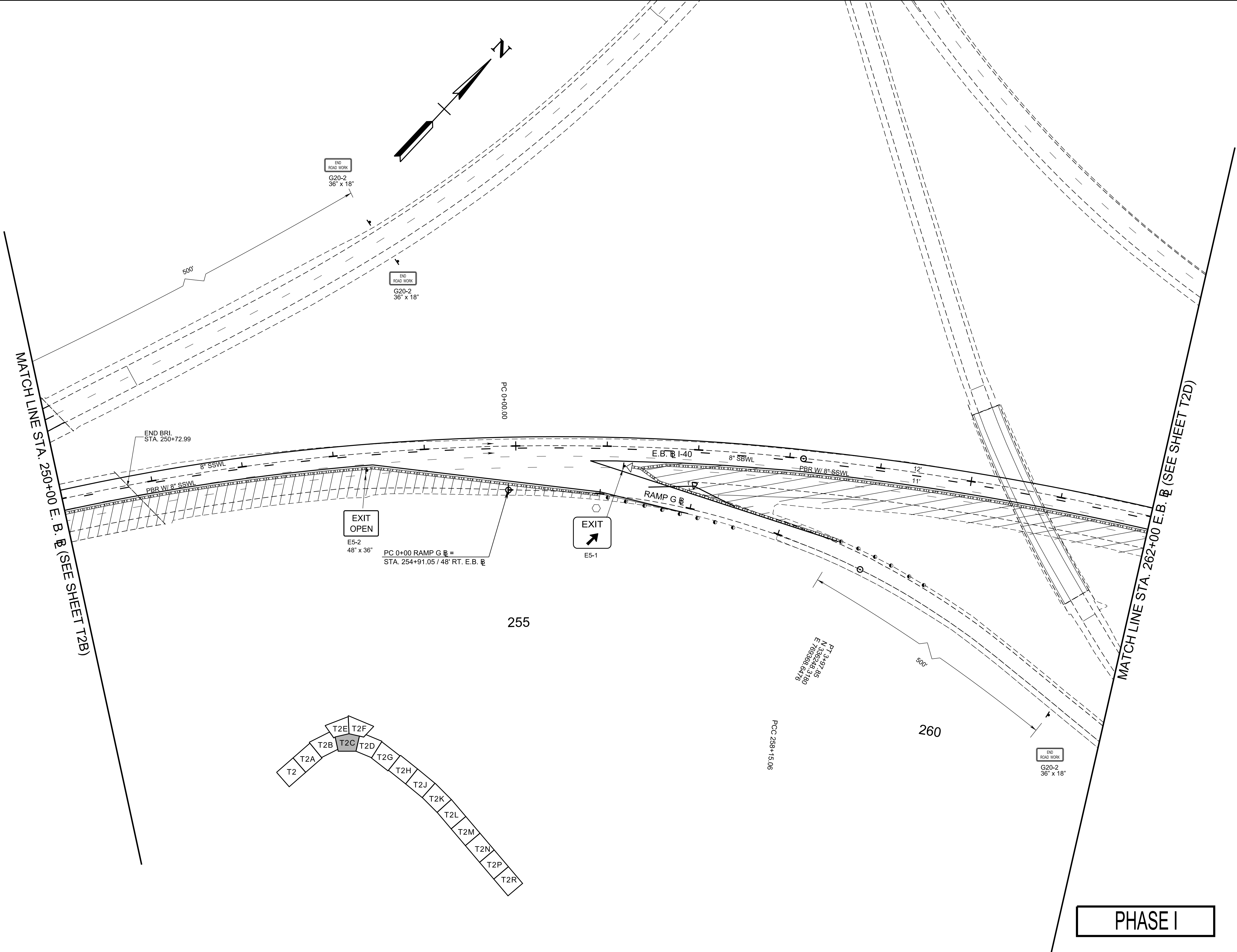
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PHASE I

TRAFFIC
CONTROL
PLANS
STA.226+00 TO STA.238+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2C



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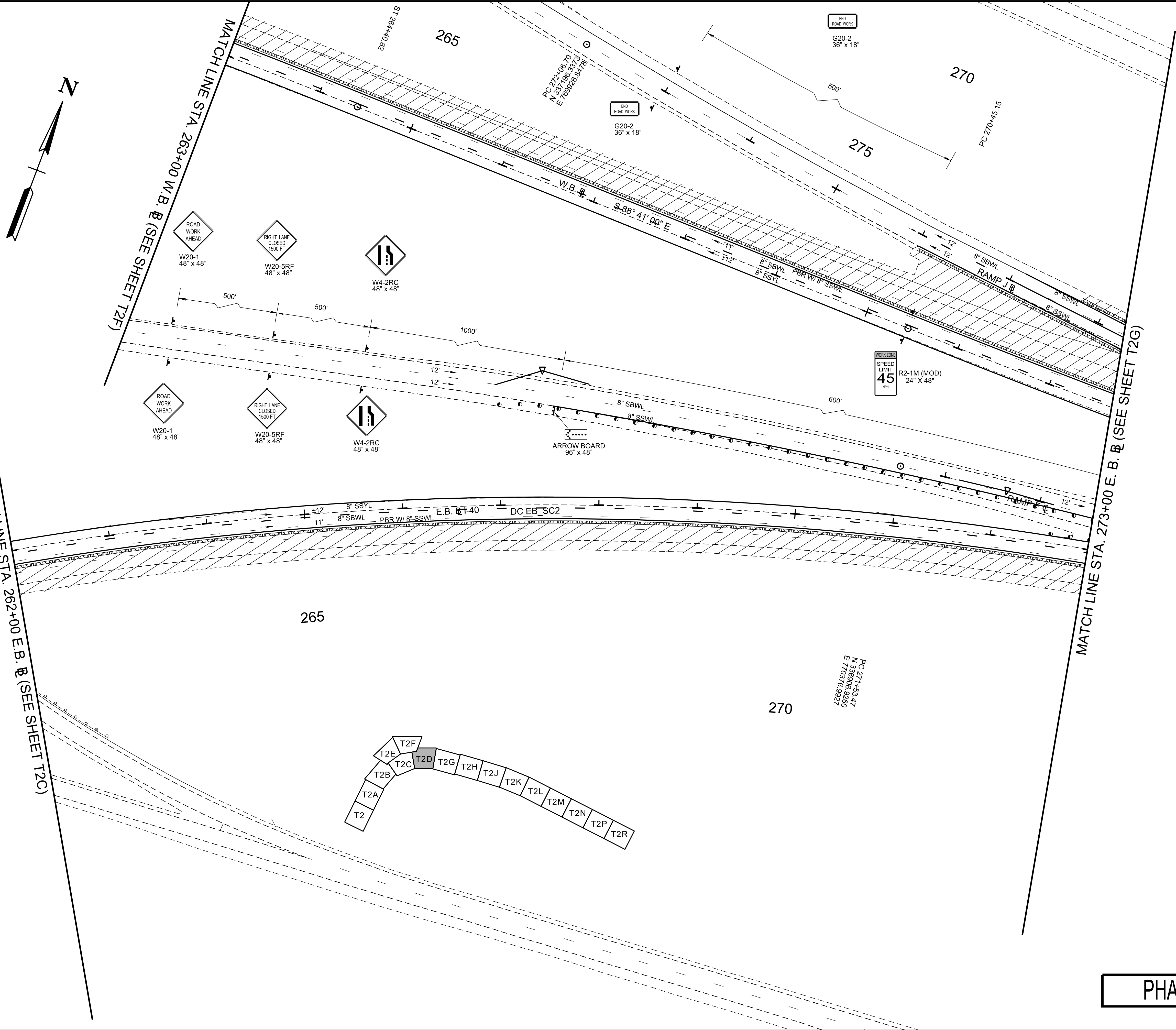
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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

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PHASE I

TRAFFIC
CONTROL
PLANS
STA.250+00 TO STA.262+00
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2D

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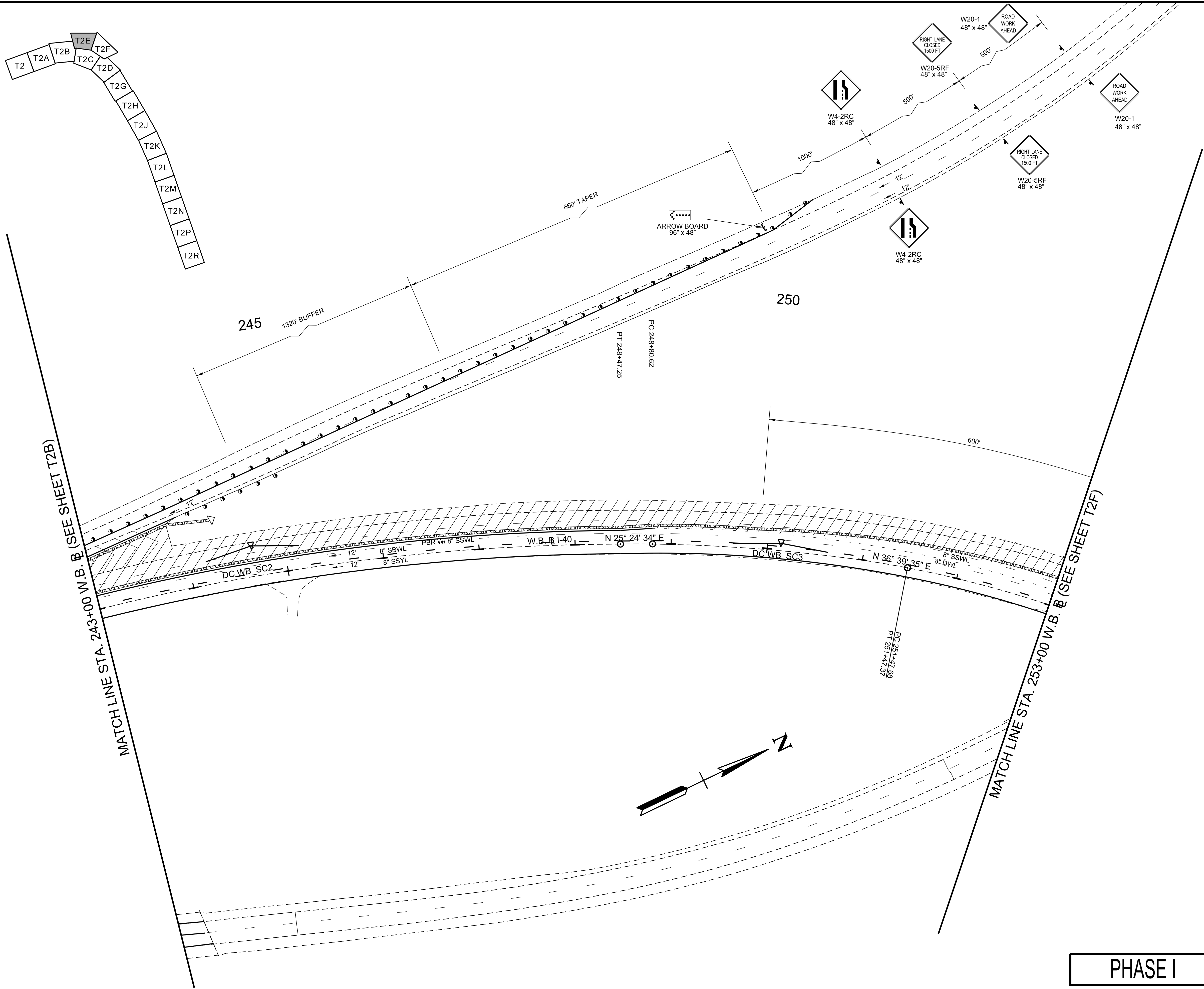
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PHASE I

TRAFFIC
CONTROL
PLANS
STA. 262+00 TO STA. 273+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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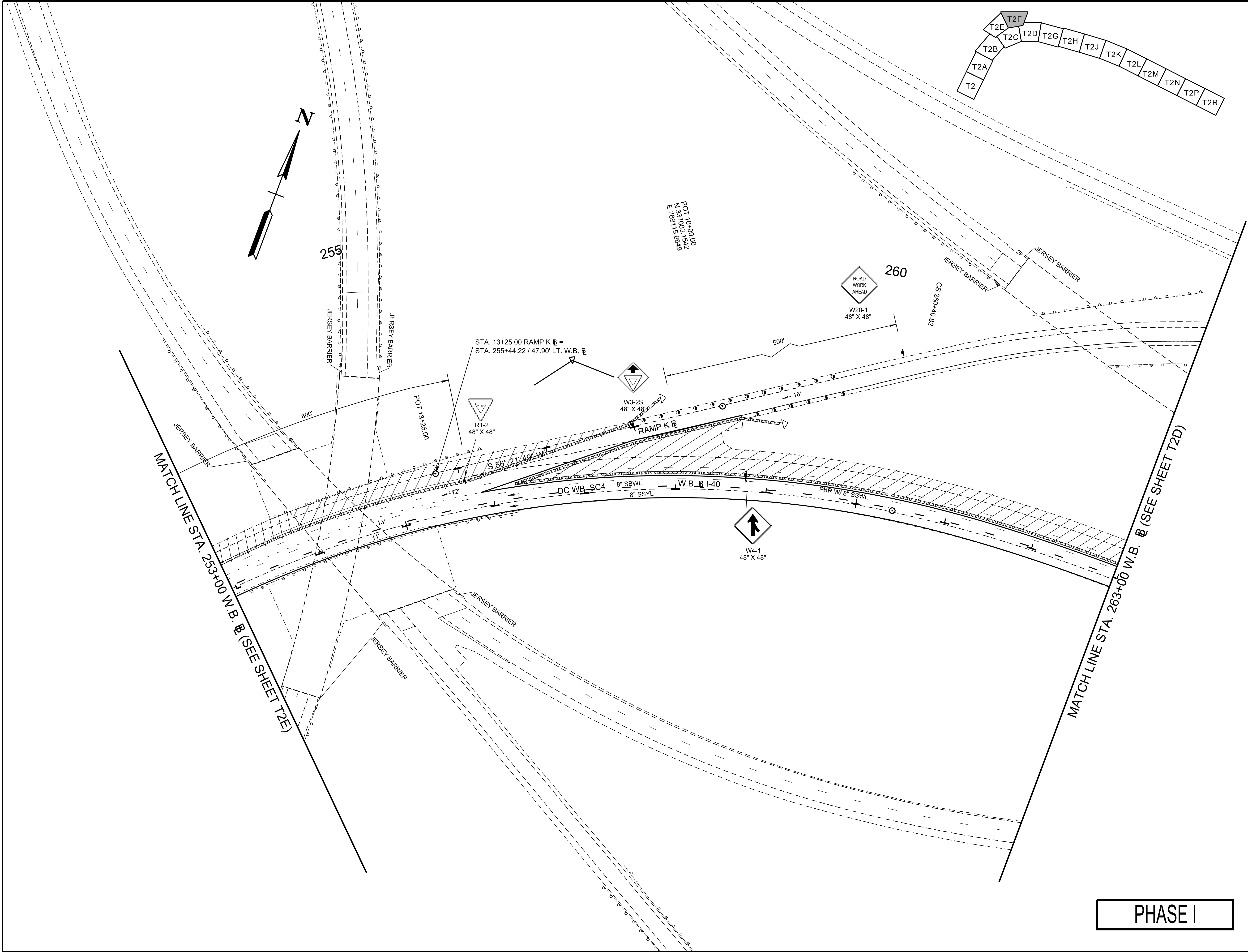
COORDINATES ARE NAD 83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

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PHASE I

TRAFFIC
CONTROL
PLANS
STA.243+00 TO STA.253+00
SCALE: 1"=50'

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE I

TRAFFIC
CONTROL
PLANS
STA.253+00 TO STA.263+00
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2G

PHASE I

INFO
ONLY

SEALED BY

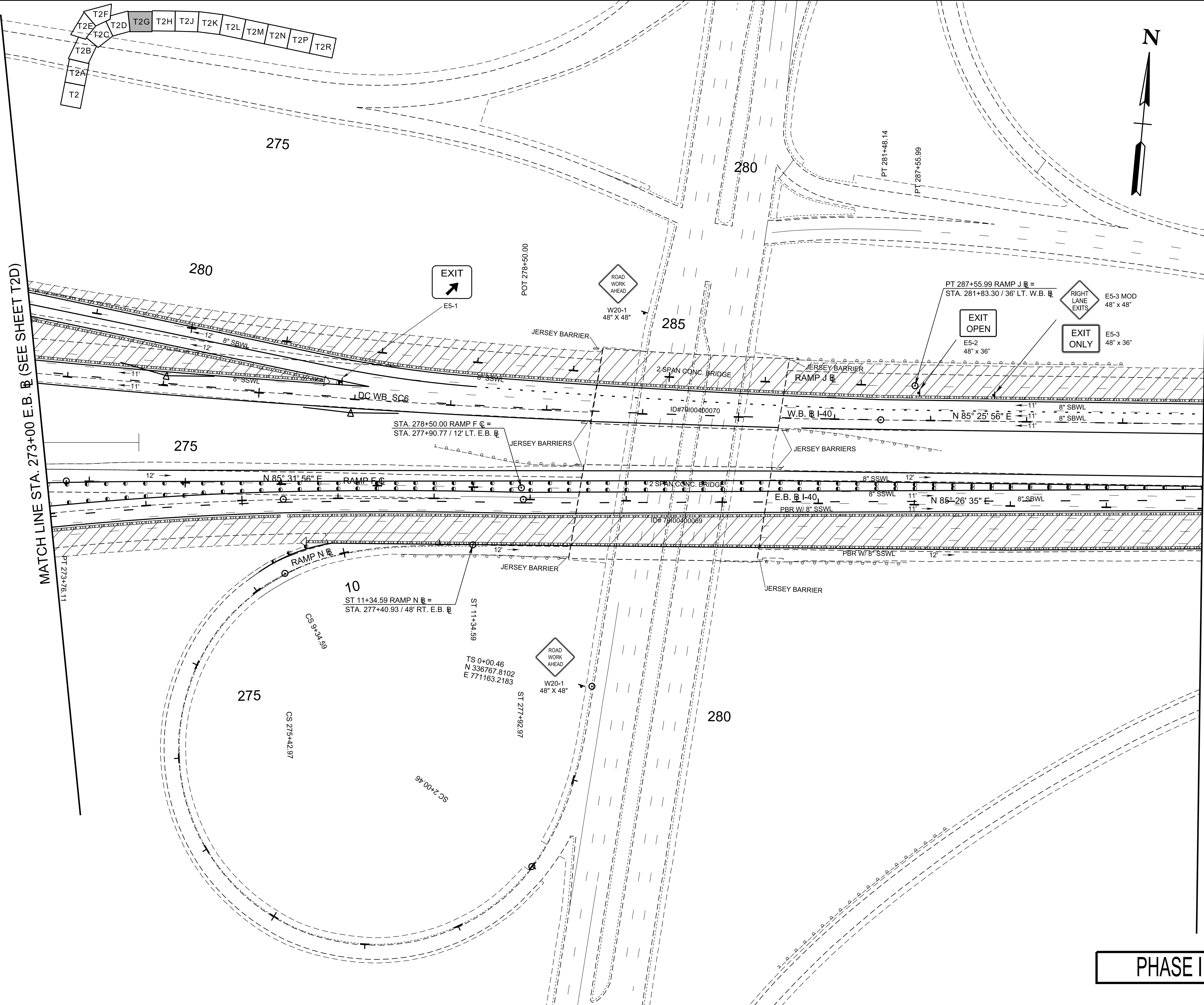
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.273+00 TO STA.285+00
SCALE: 1"=50'

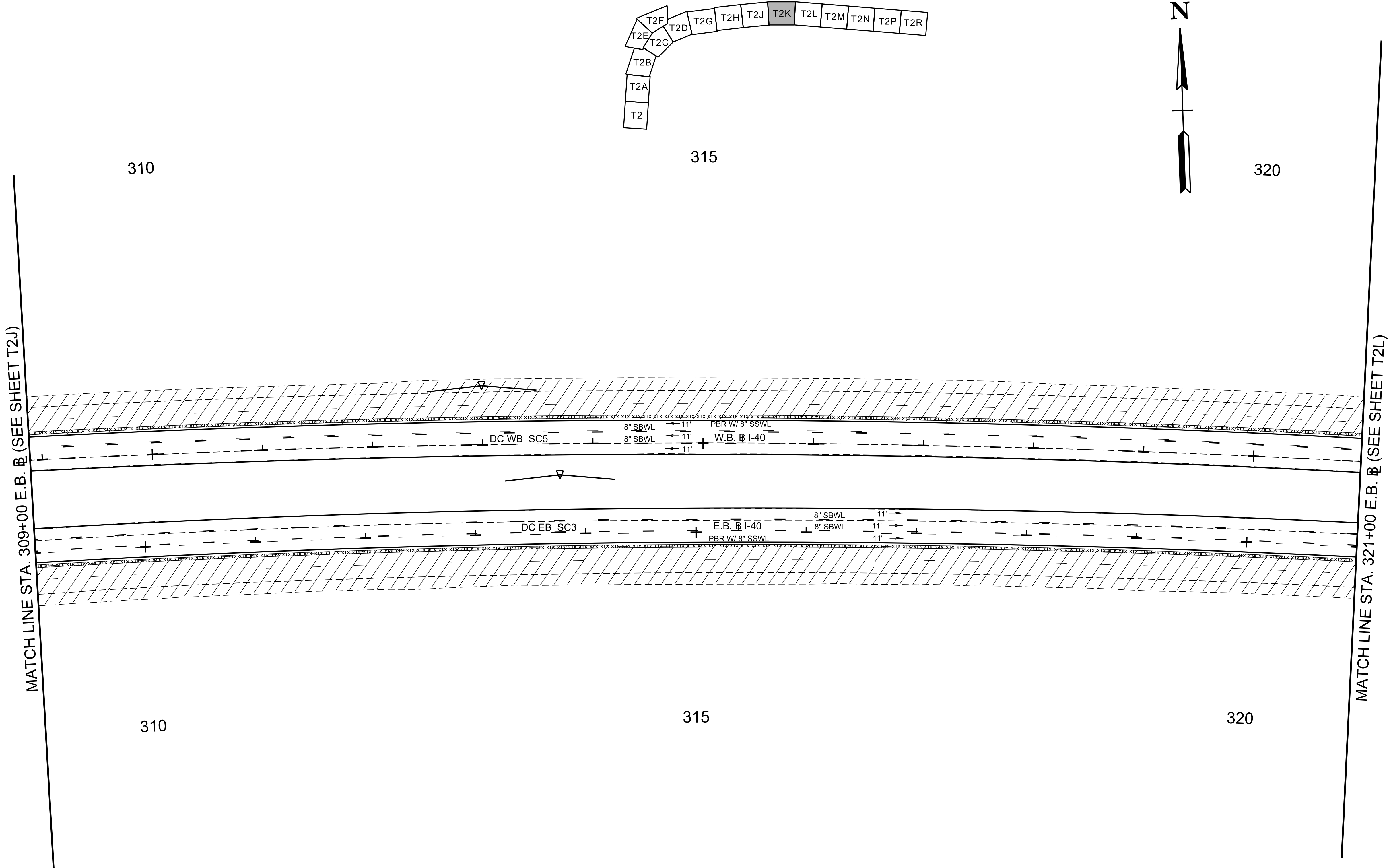
MATCH LINE STA. 273+00 E.B. B (SEE SHEET T2D)

MATCH LINE STA. 285+00 E.B. B (SEE SHEET T2H)



2/6/2025 12:25:22 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2K



INFO
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COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

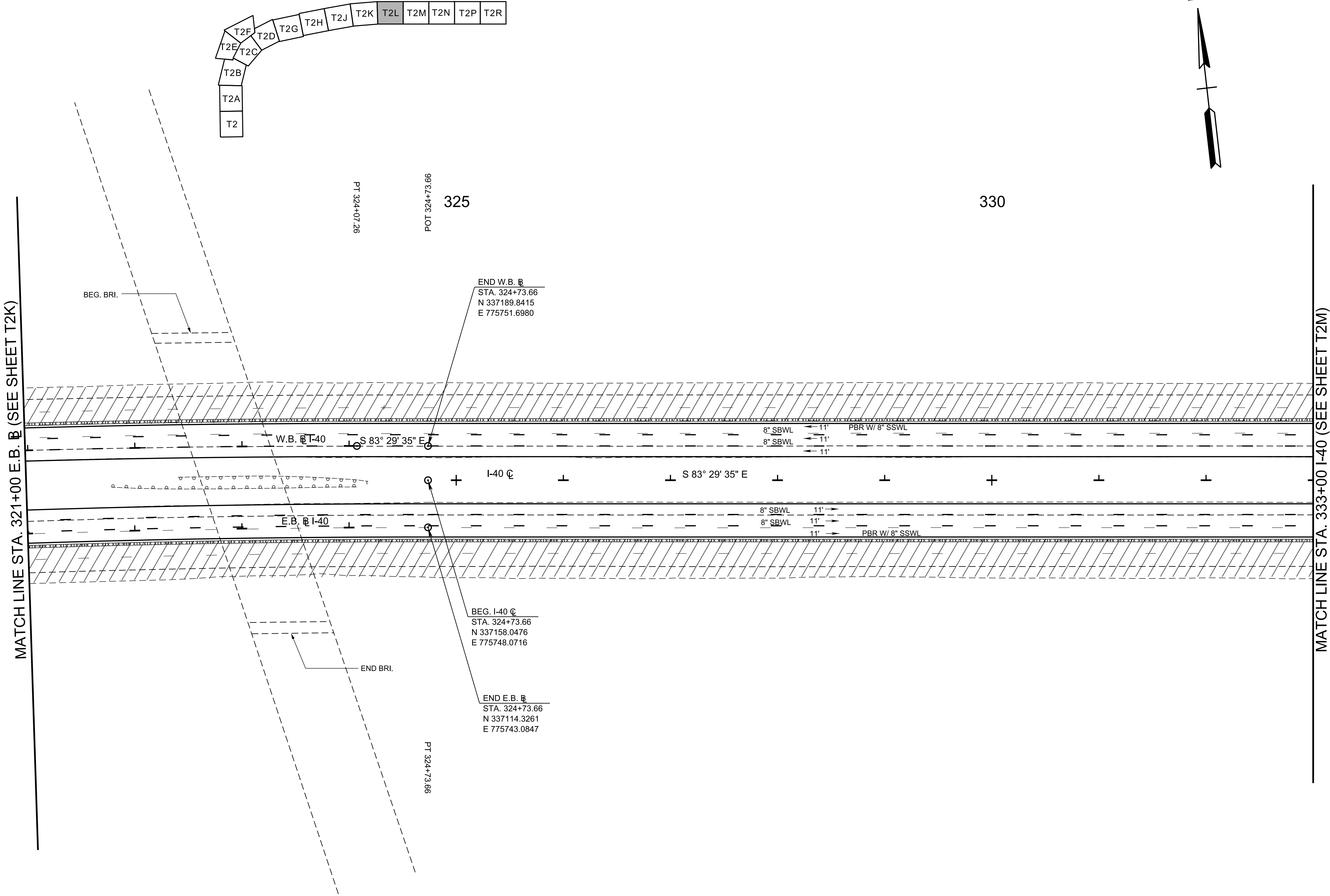
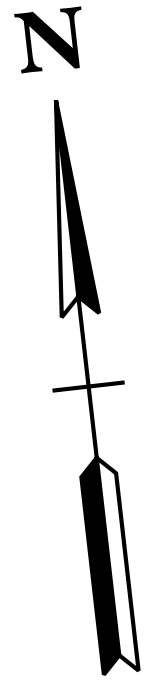
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE I

TRAFFIC
CONTROL
PLANS
STA.309+00 TO STA.321+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2L



INFO
ONLY

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COORDINATES ARE NAD 83(2011). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

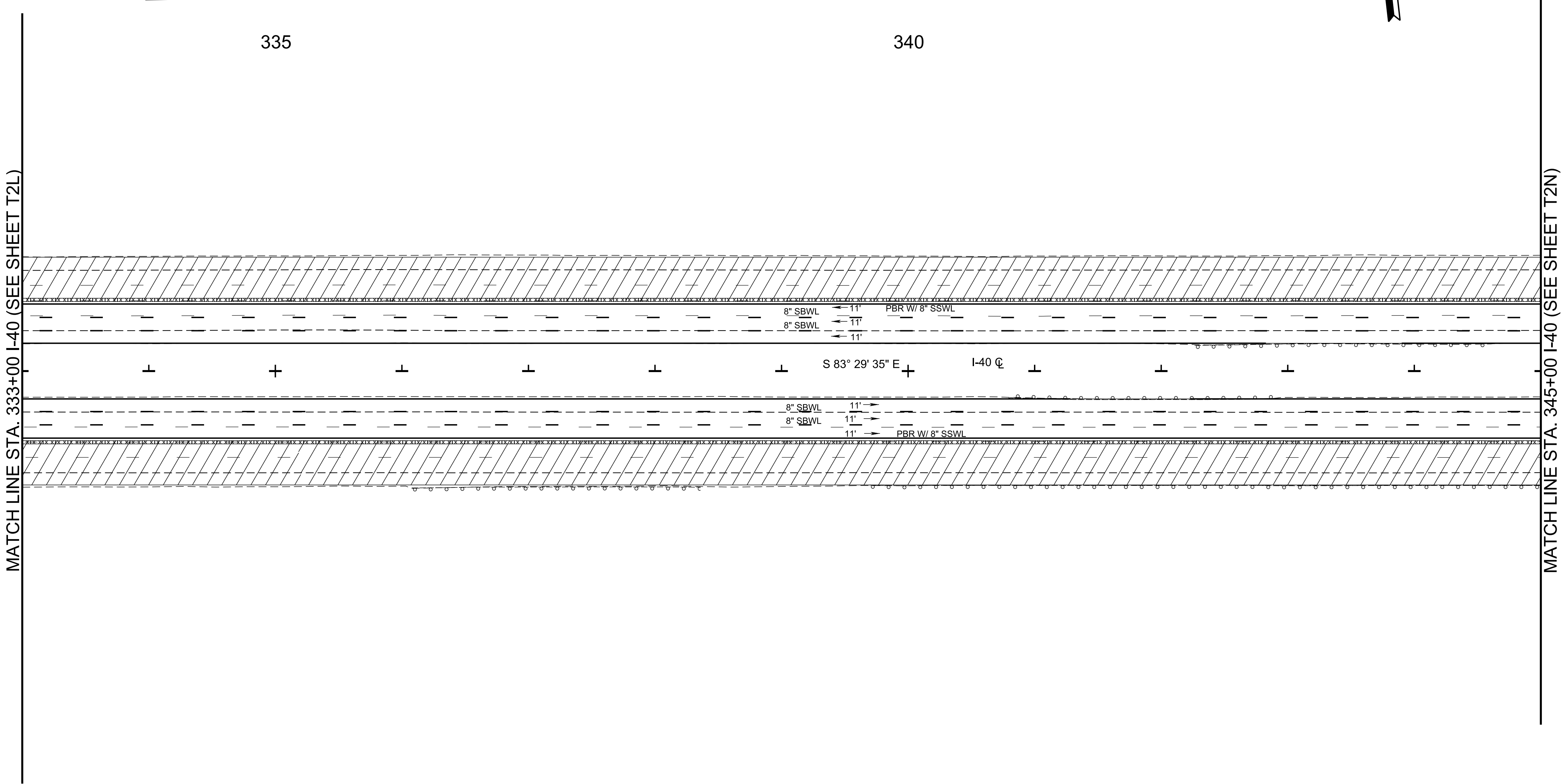
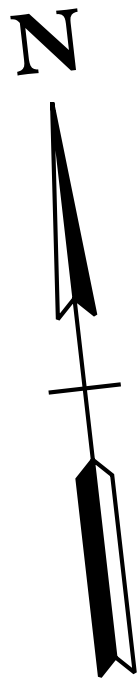
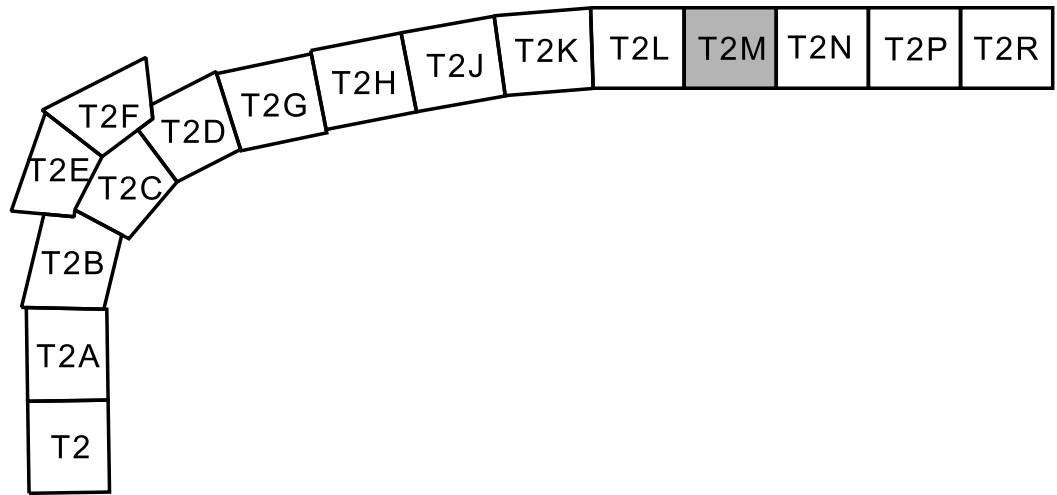
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.321+00 TO STA.333+00
SCALE: 1"=50'

PHASE I

2/6/2025 12:25:24 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2M



INFO
ONLY

SEALED BY

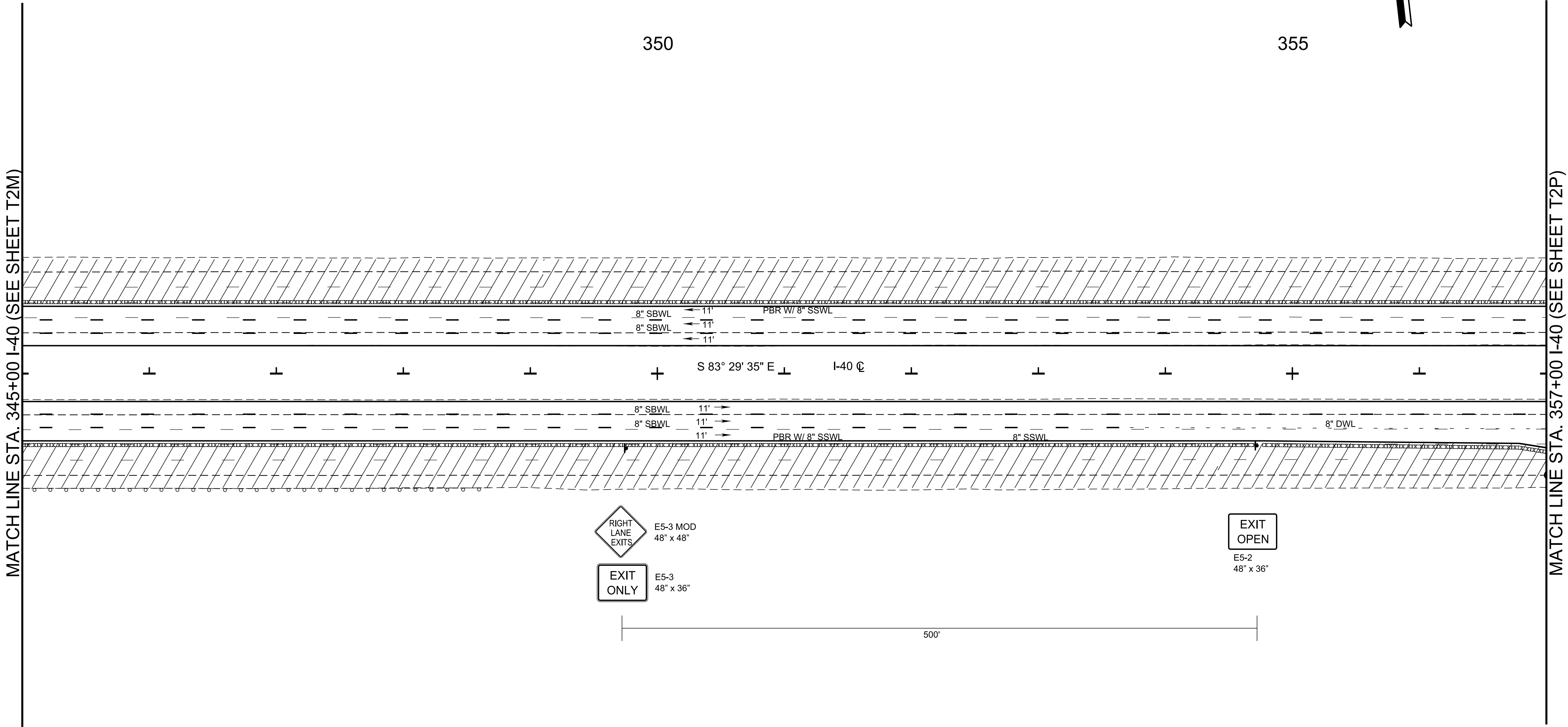
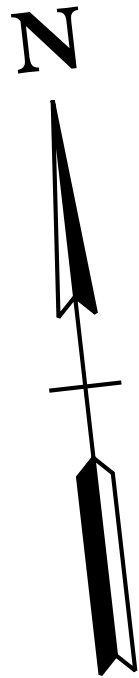
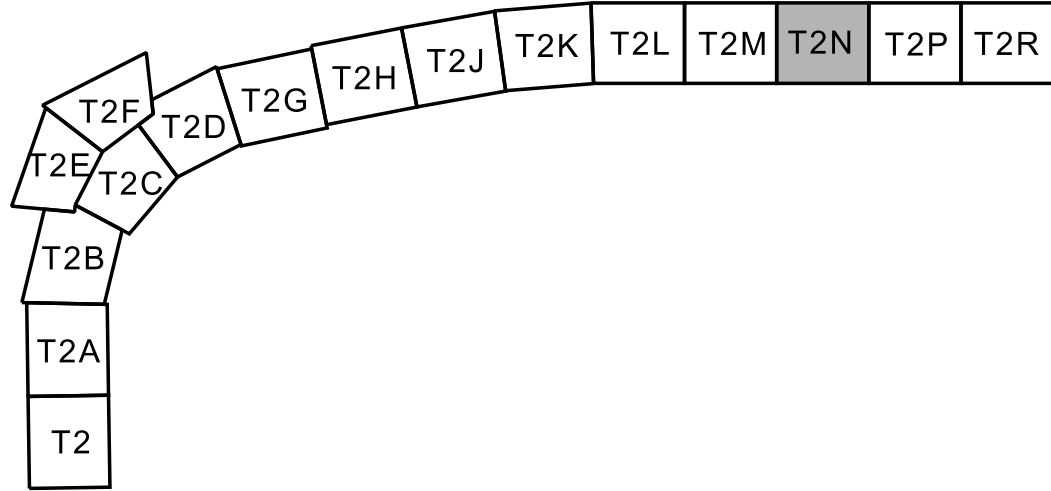
COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00000 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE I

TRAFFIC
CONTROL
PLANS
STA.333+00 TO STA.345+00
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2N



INFO
ONLY

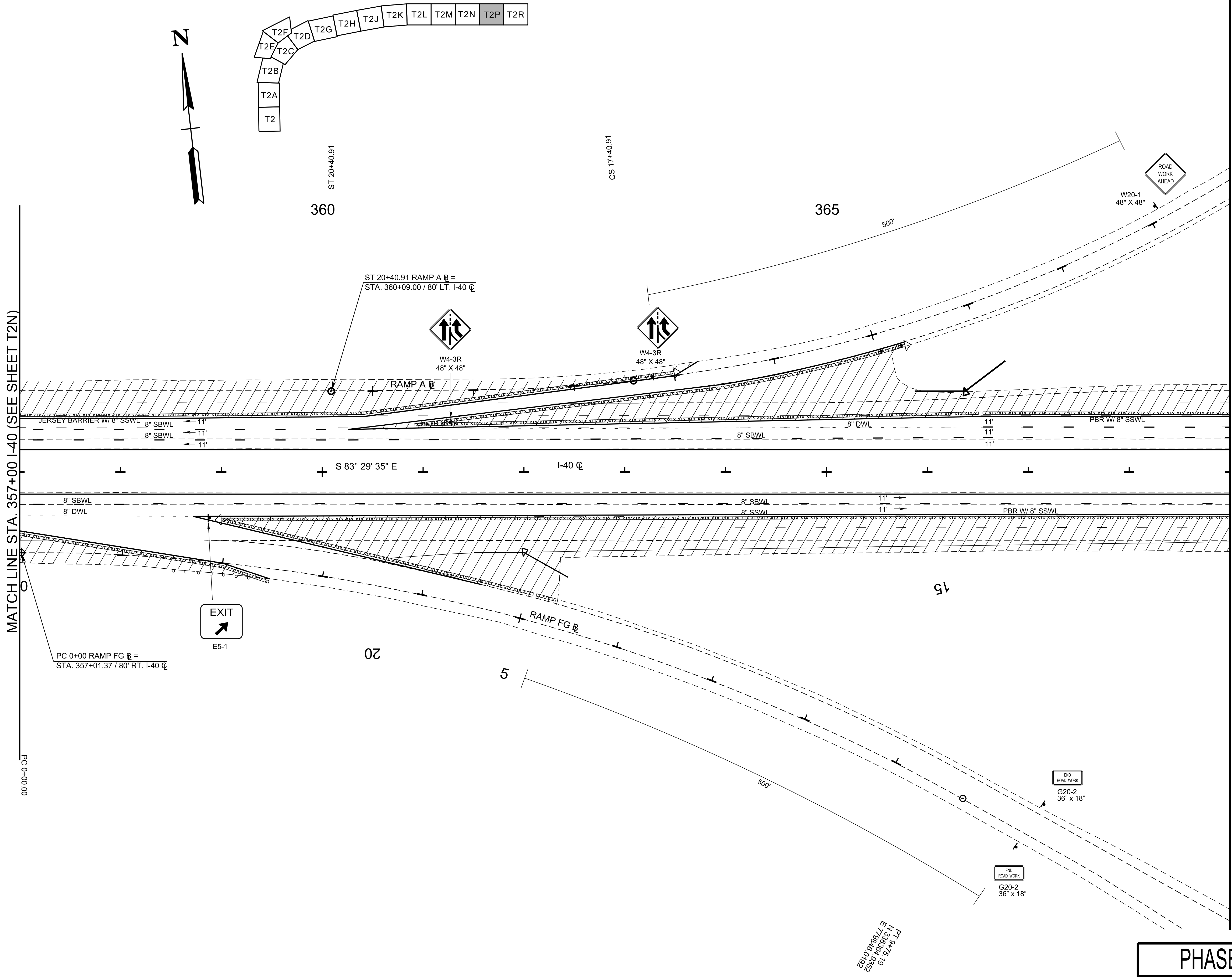
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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE I

TRAFFIC
CONTROL
PLANS
STA.345+00 TO STA.357+00
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2P

INFO
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SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

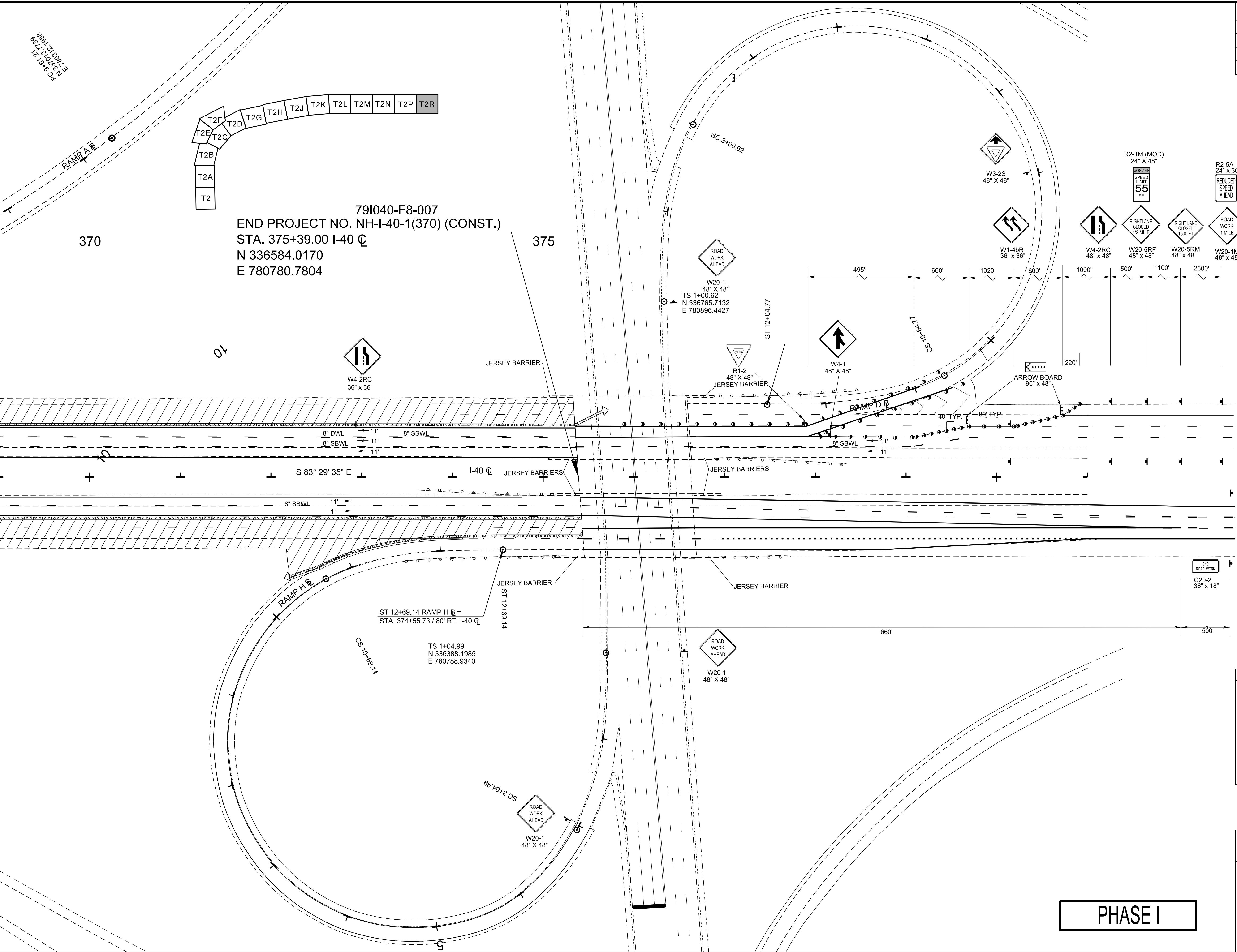
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.357+00 TO STA.369+00
SCALE: 1"=50'

PHASE I

2/6/2025 12:25:26 PM
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MATCH LINE STA. 369+00 I-40 (SEE SHEET T2P)



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T2R

INFO
ONLY

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

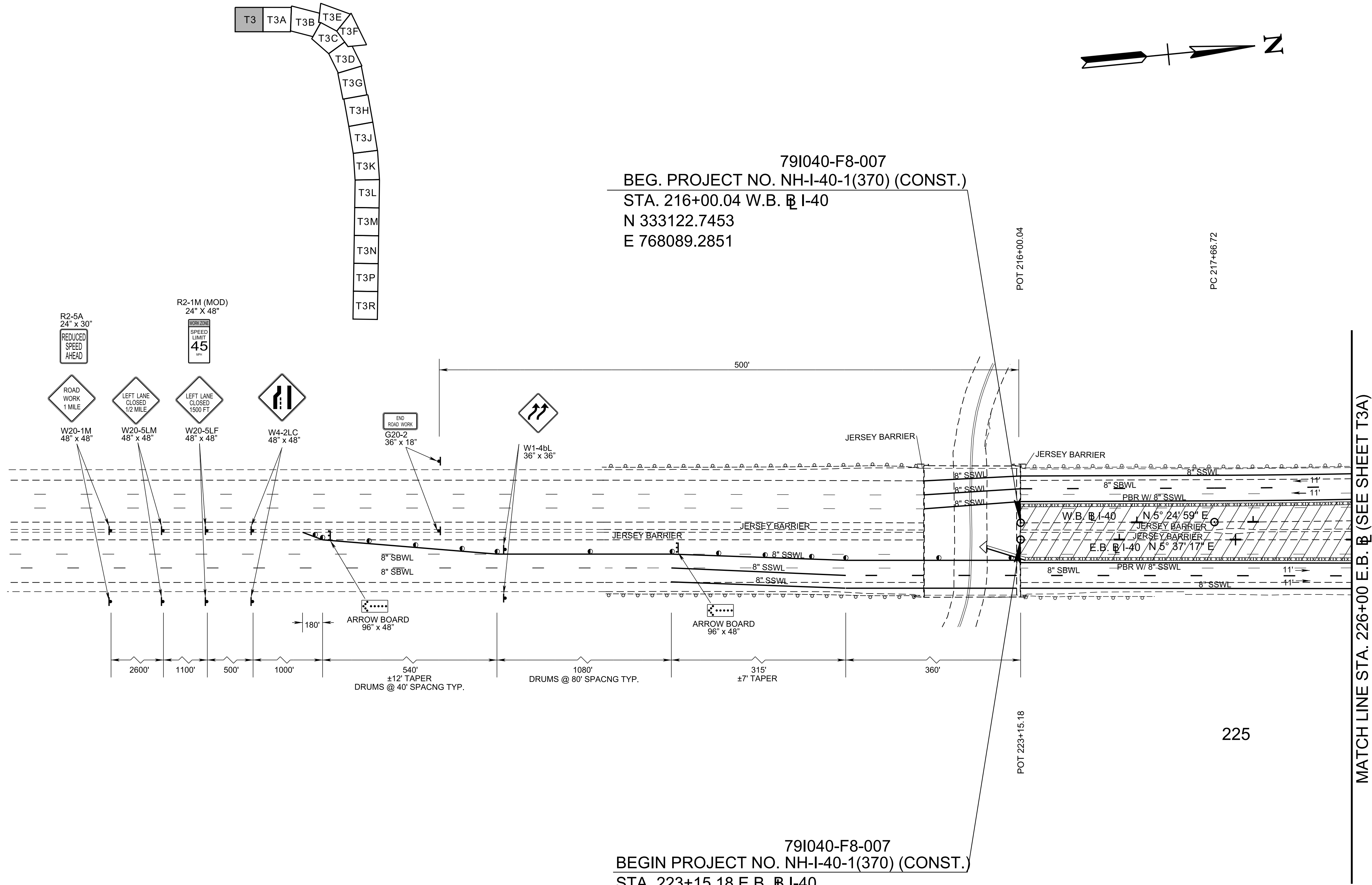
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.369+00 TO STA.381+00
SCALE: 1"=50'

PHASE I

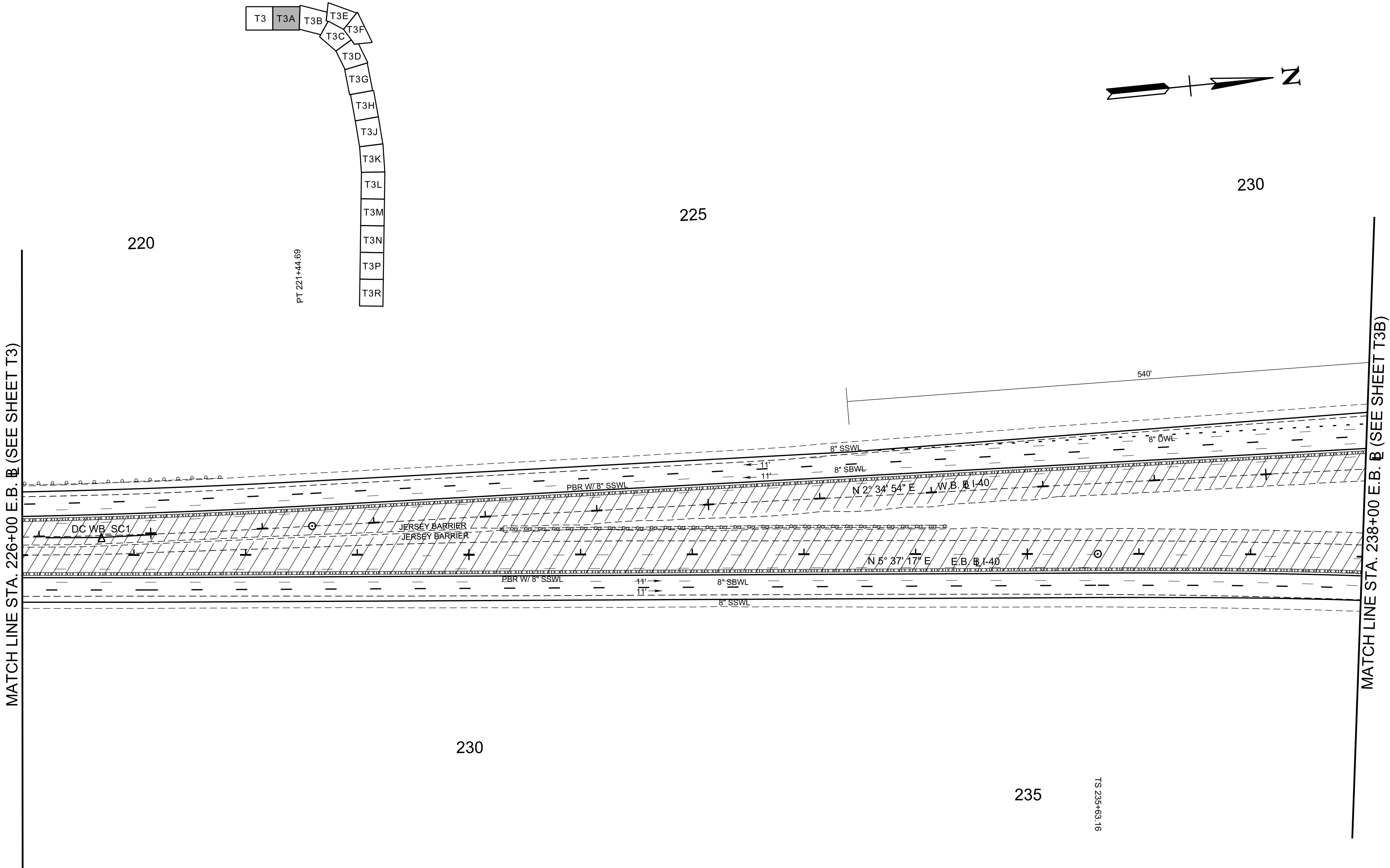
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3



2/6/2025 12:25:28 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3B



INFO
ONLY

SEALED BY

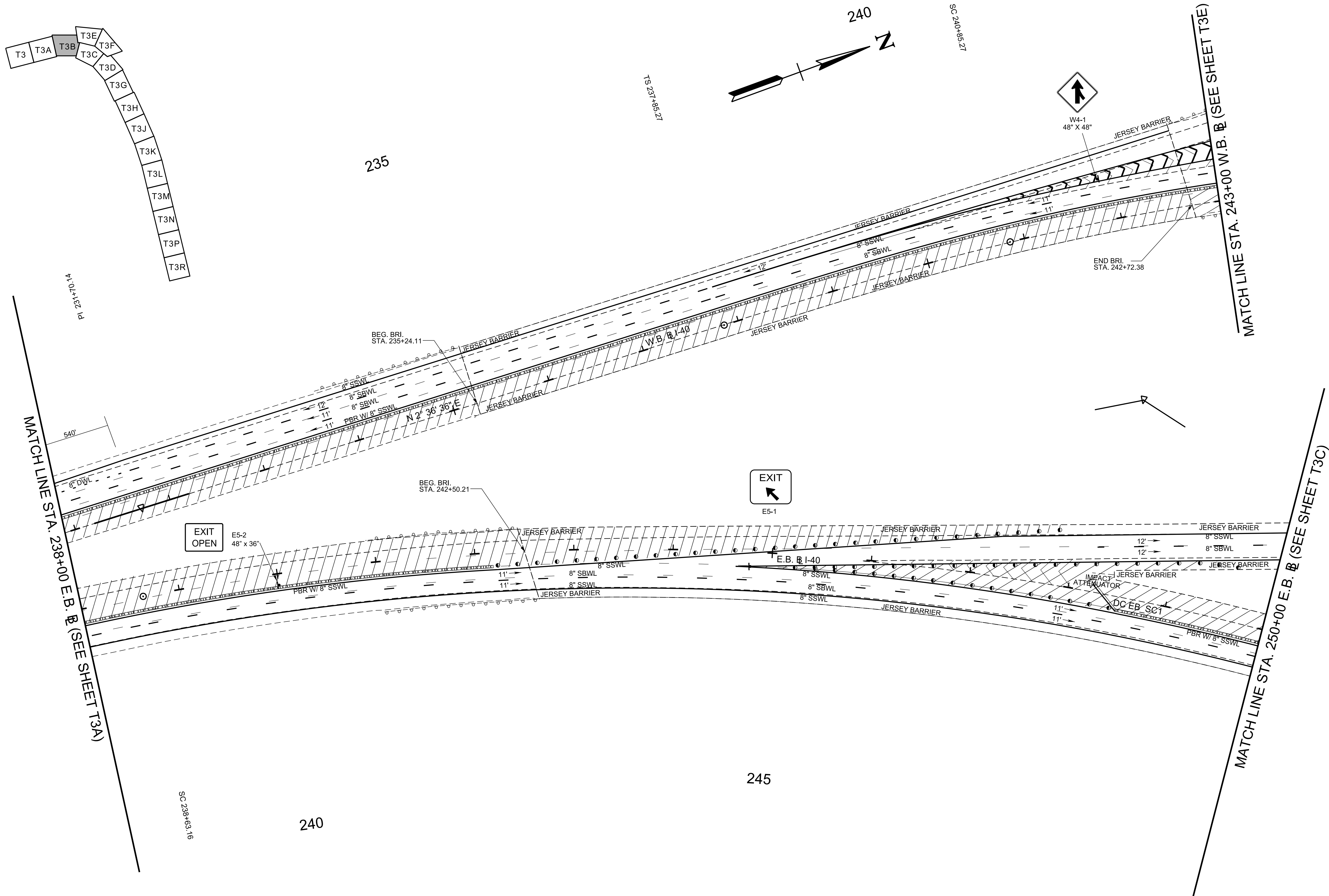
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

TRAFFIC
CONTROL
PLANS
STA.226+00 TO STA.238+00
SCALE: 1"=50'

2/6/2025 12:25:29 PM
P:\23_ALL_2023\23011 I-40 Pavement Reconstruction Design\Microstation\T3B TCP.sht



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3B

INFO
ONLY

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

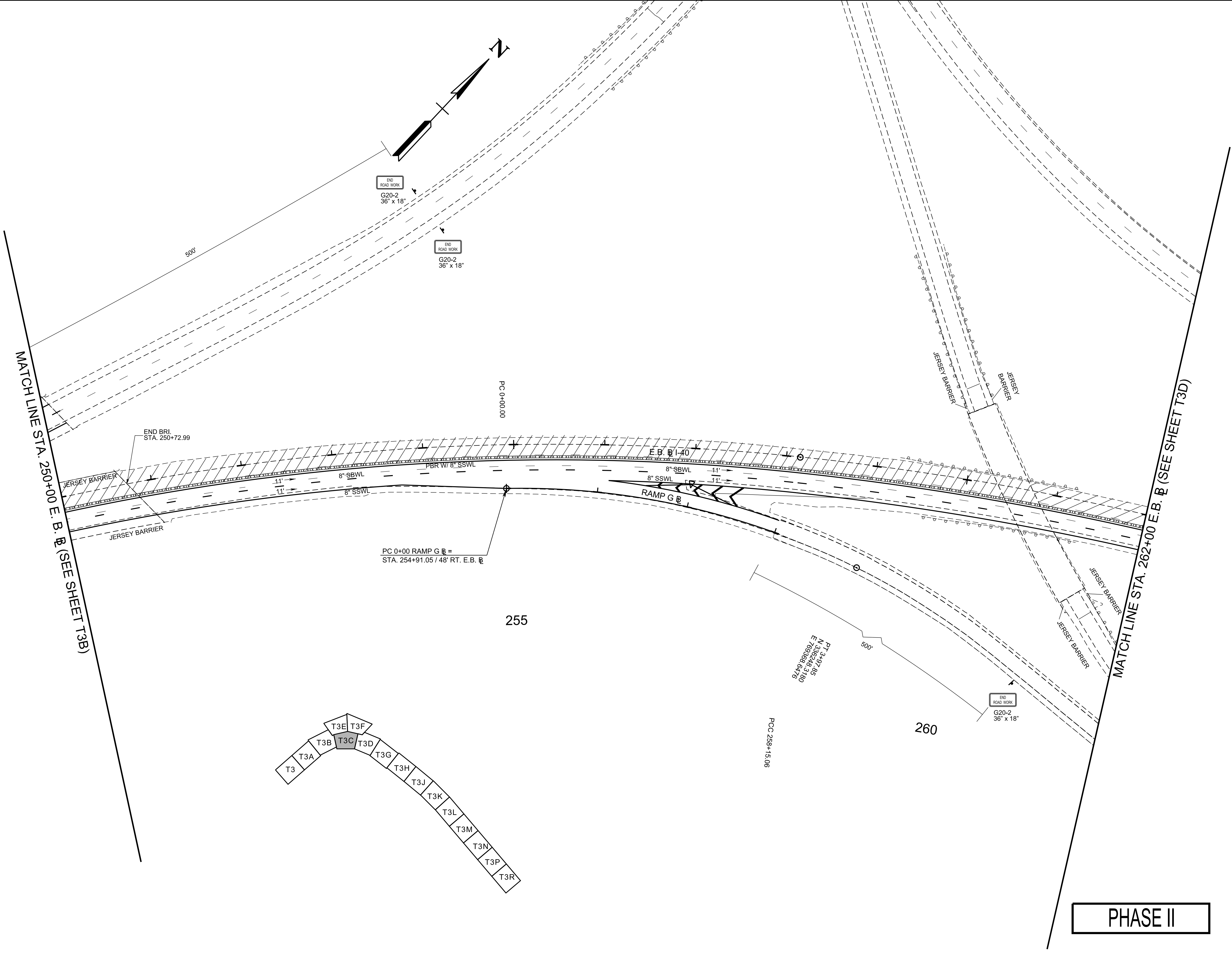
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

TRAFFIC
CONTROL
PLANS
STA.238+00 TO STA.250+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3C



INFO
ONLY

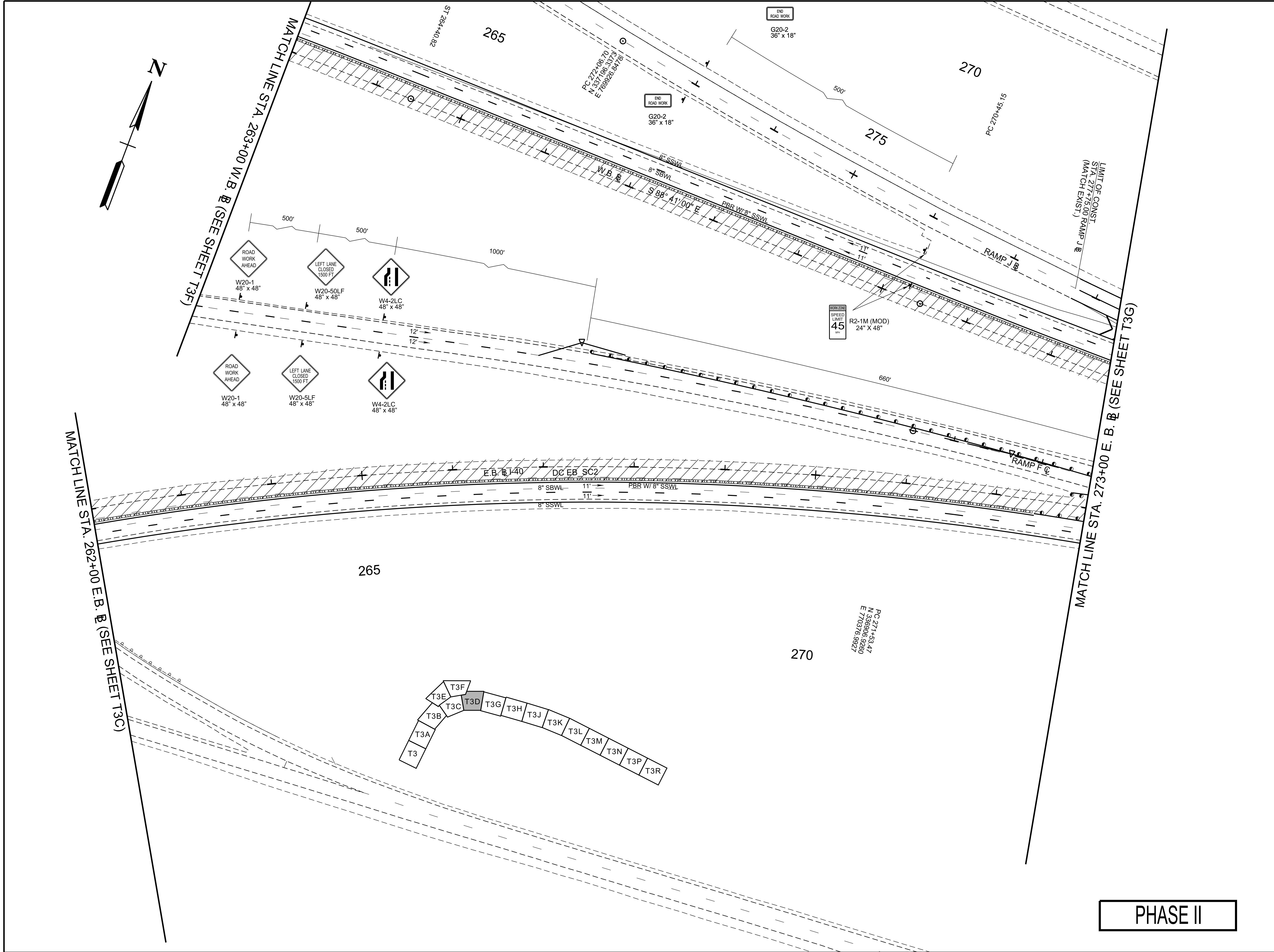
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

TRAFFIC
CONTROL
PLANS
STA.250+00 TO STA.262+00
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3D

INFO ONLY

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
STA.262+00 TO STA.273+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3E

MATCH LINE STA. 243+00 W.B. (SEE SHEET T3C)

PHASE II

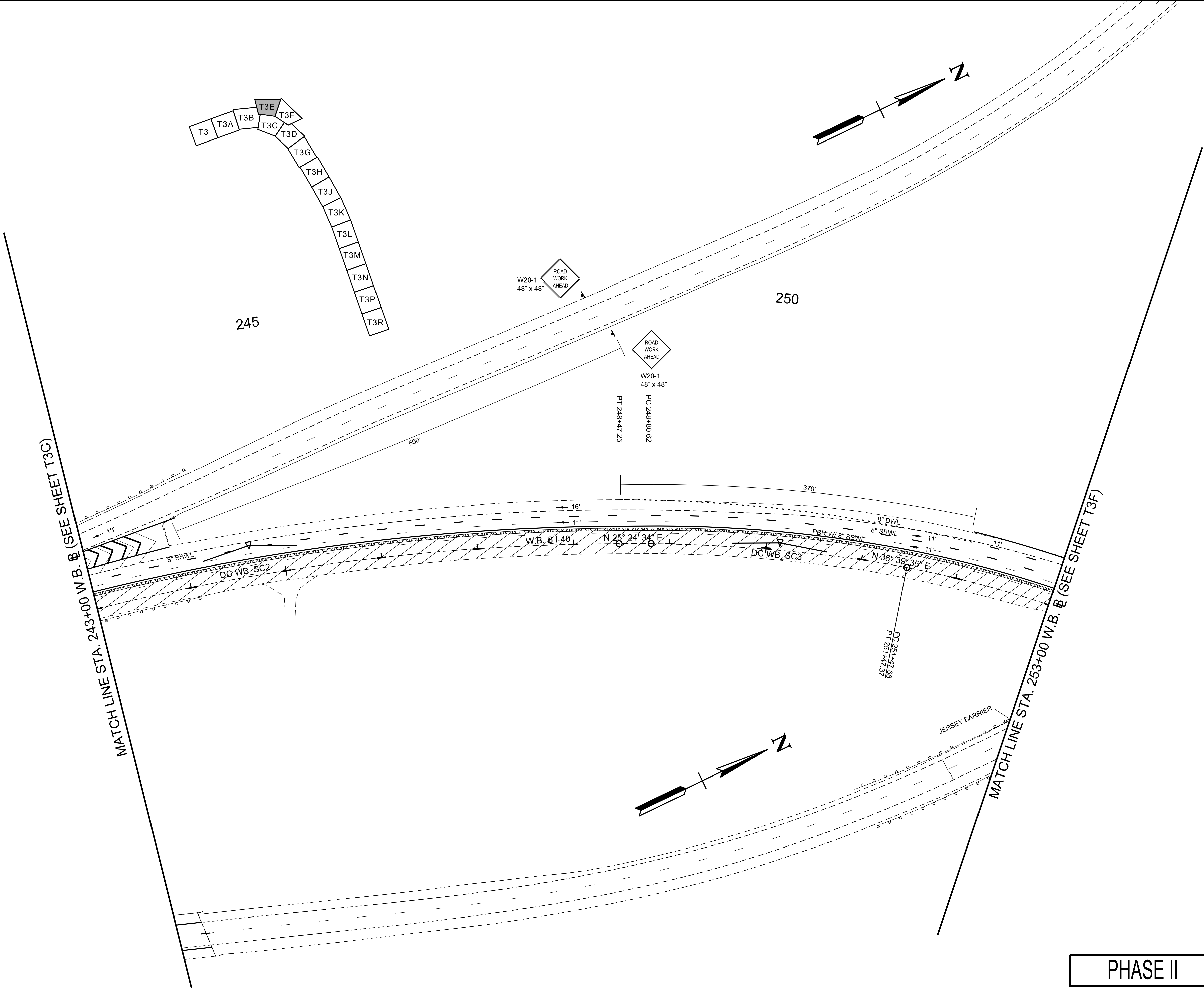
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SEALED BY

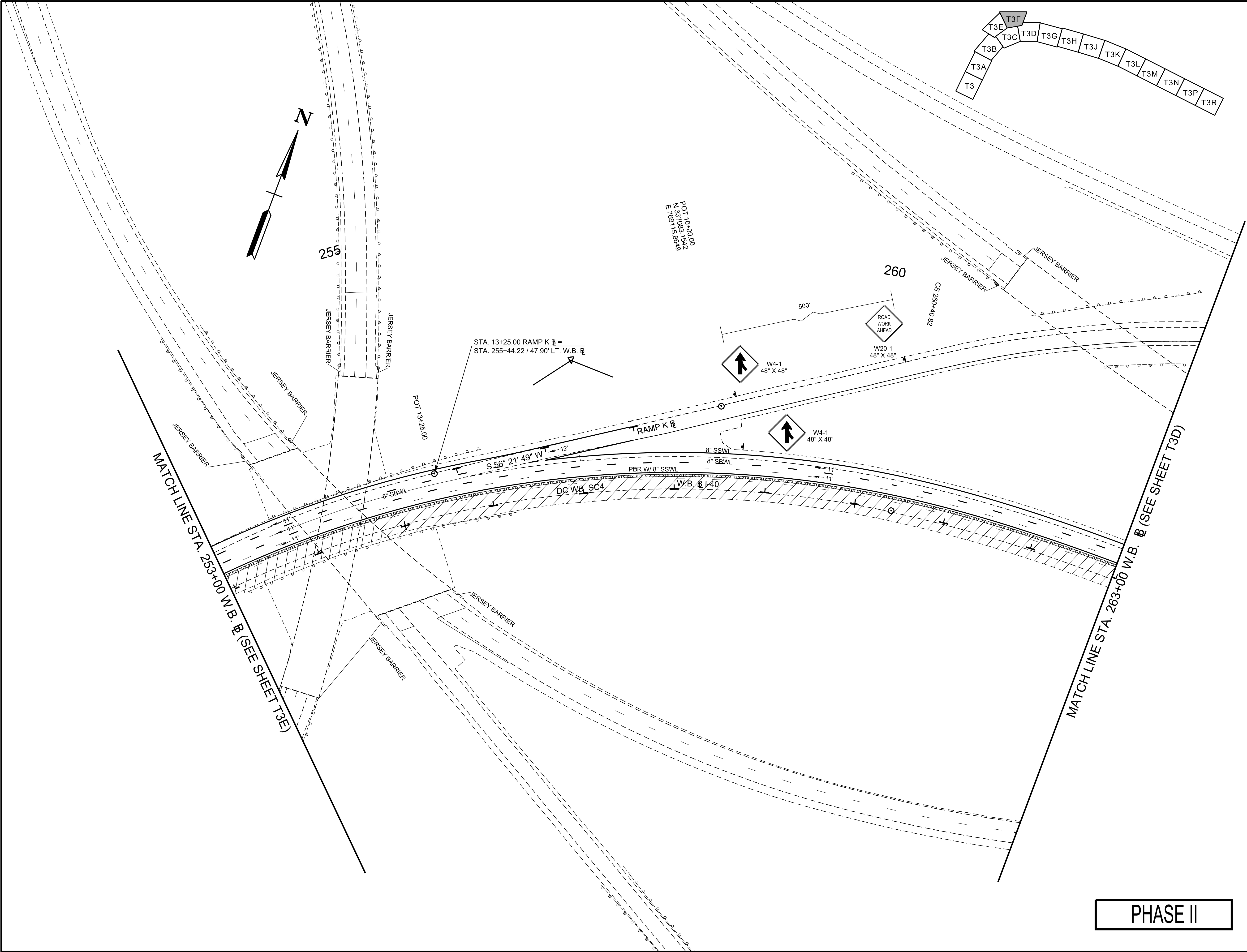
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.243+00 TO STA.253+00
SCALE: 1"=50'



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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3F

INFO
ONLY

SEALED BY

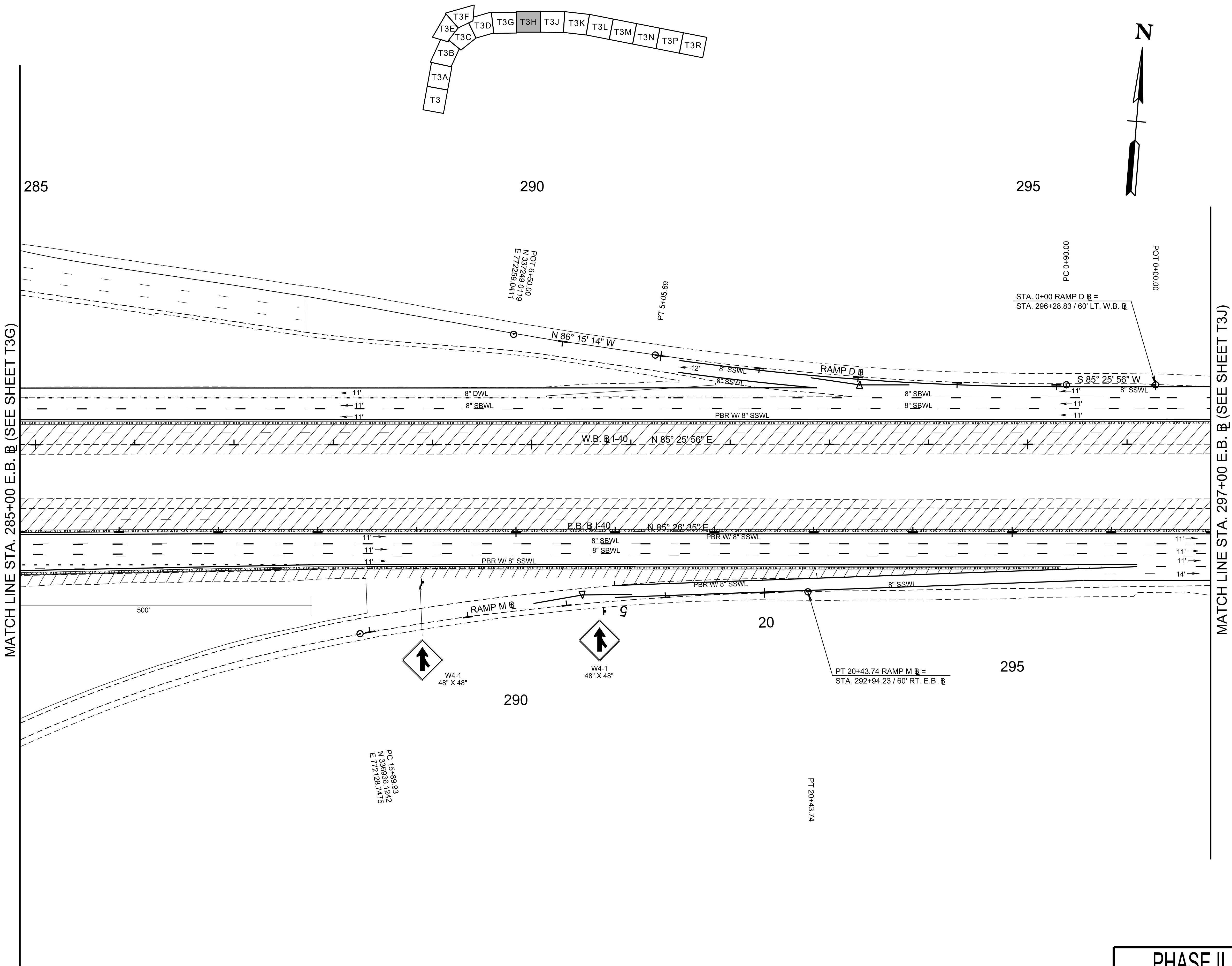
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

TRAFFIC
CONTROL
PLANS
STA.253+00 TO STA.263+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3H

INFO
ONLY

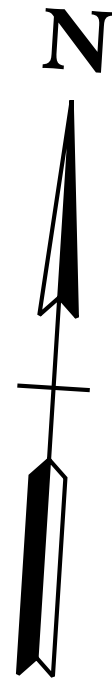
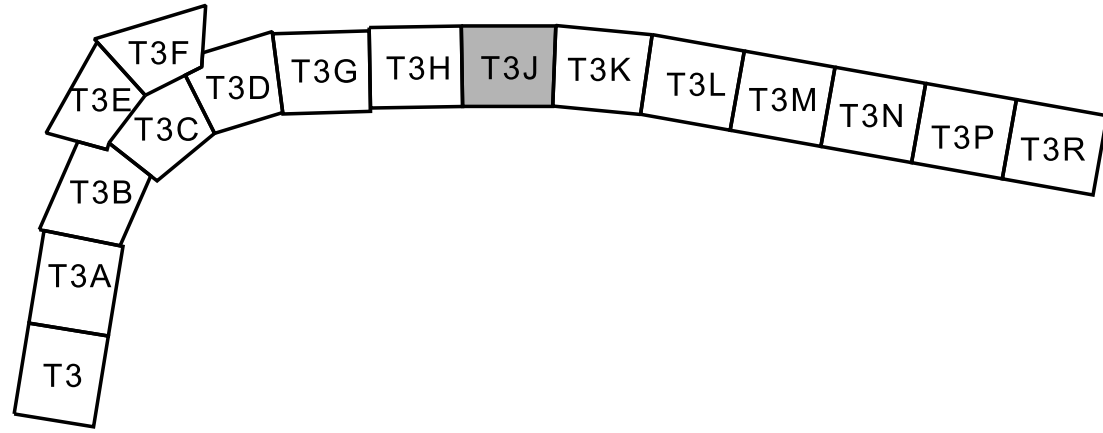
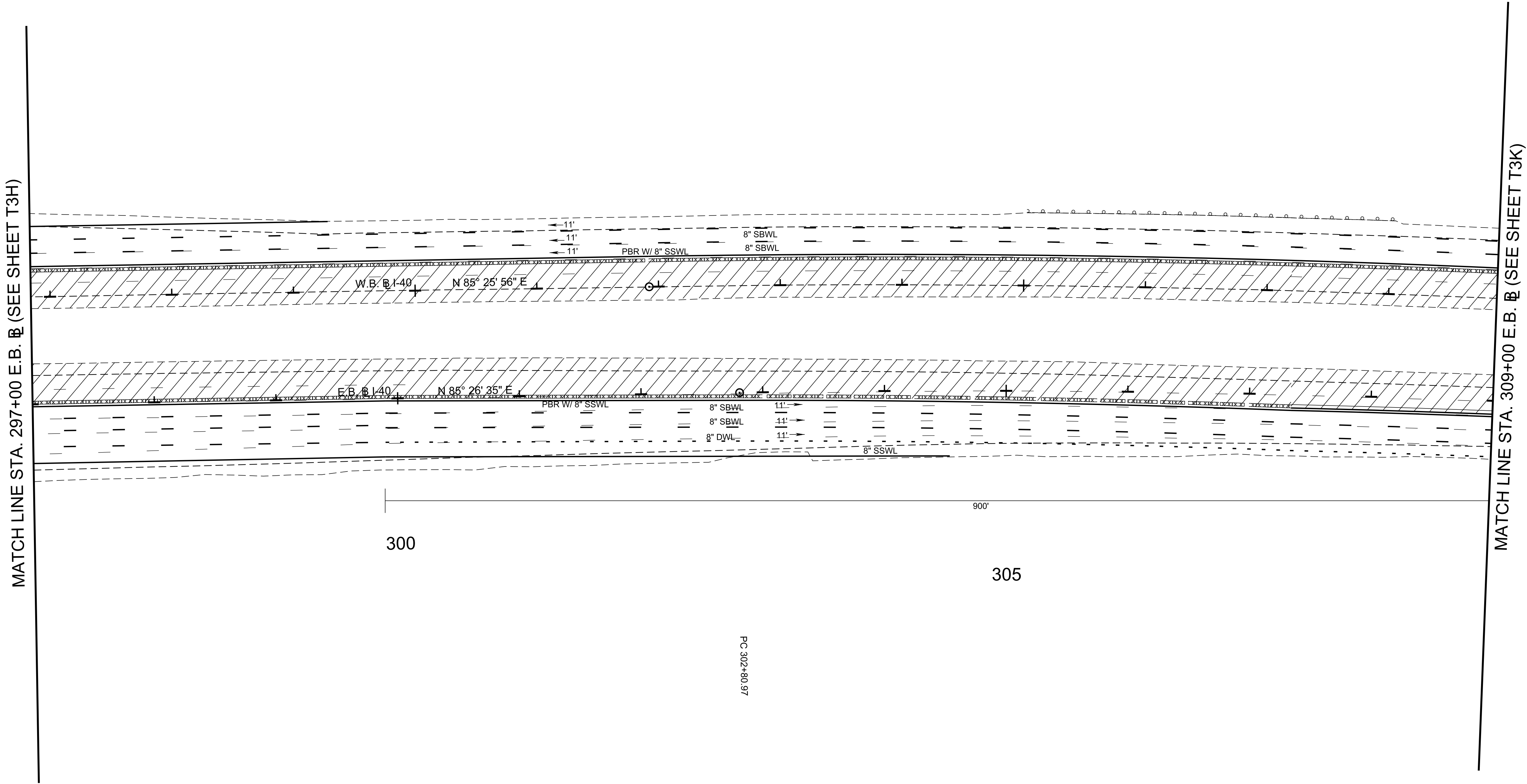
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

TRAFFIC
CONTROL
PLANS
STA.285+00 TO STA.297+00
SCALE: 1"=50'



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3J

INFO
ONLY

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

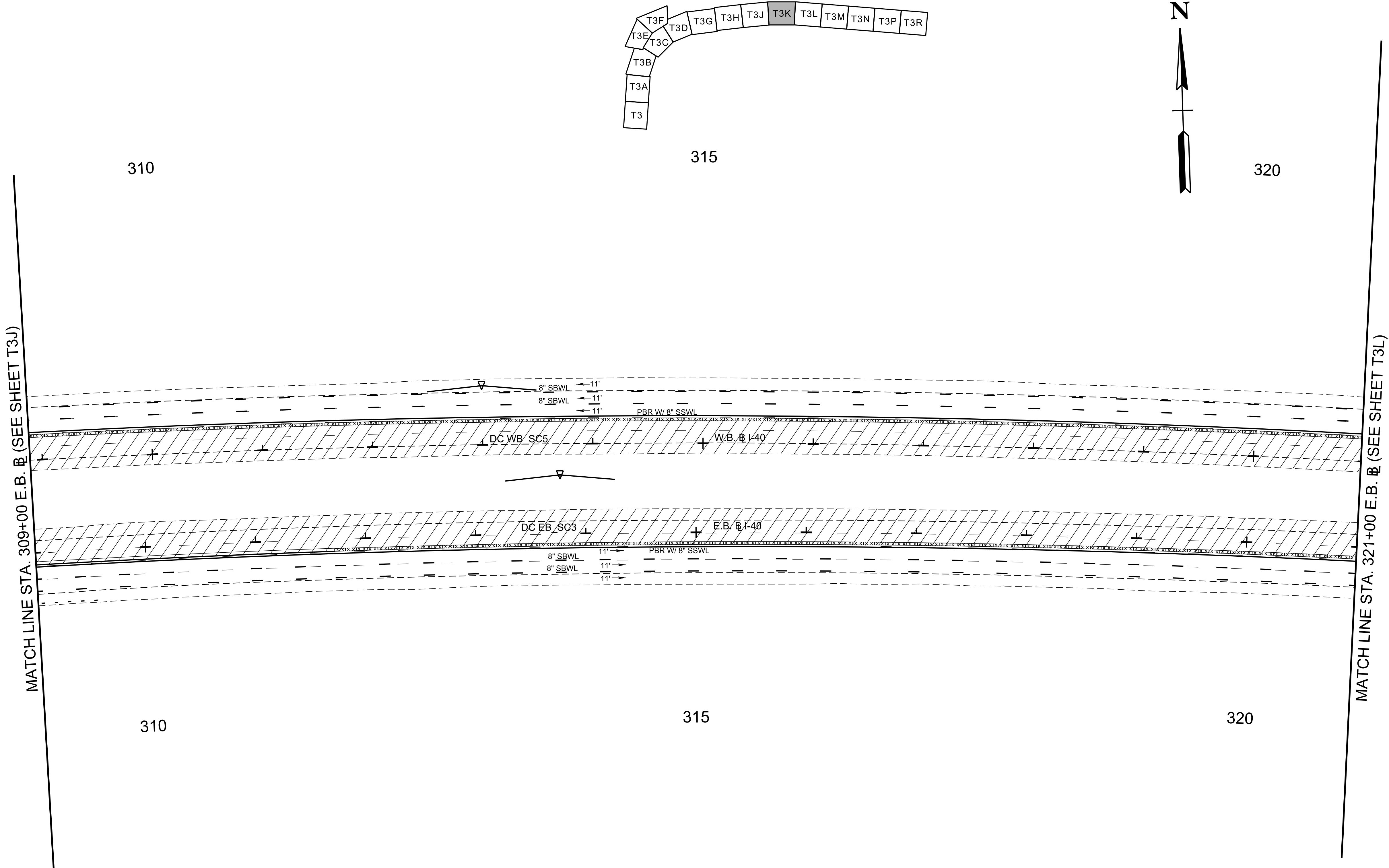
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.297+00 TO STA.309+00
SCALE: 1"=50'

PHASE II

2/6/2025 12:25:36 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3K



INFO
ONLY

SEALED BY

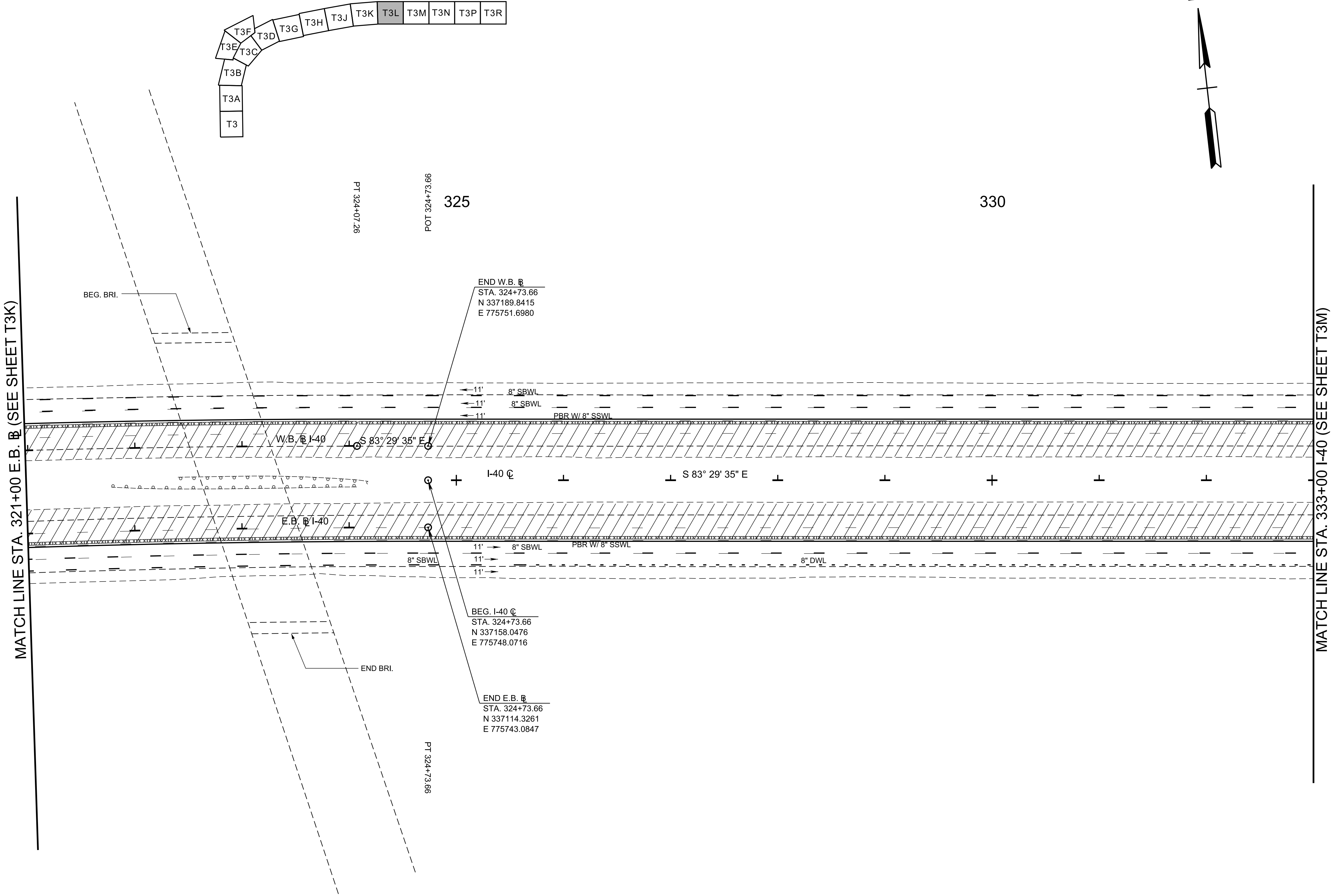
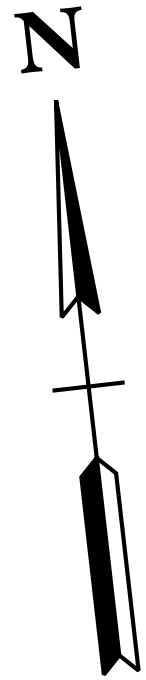
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

TRAFFIC
CONTROL
PLANS
STA.309+00 TO STA.321+00
SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3L



INFO
ONLY

SEALED BY

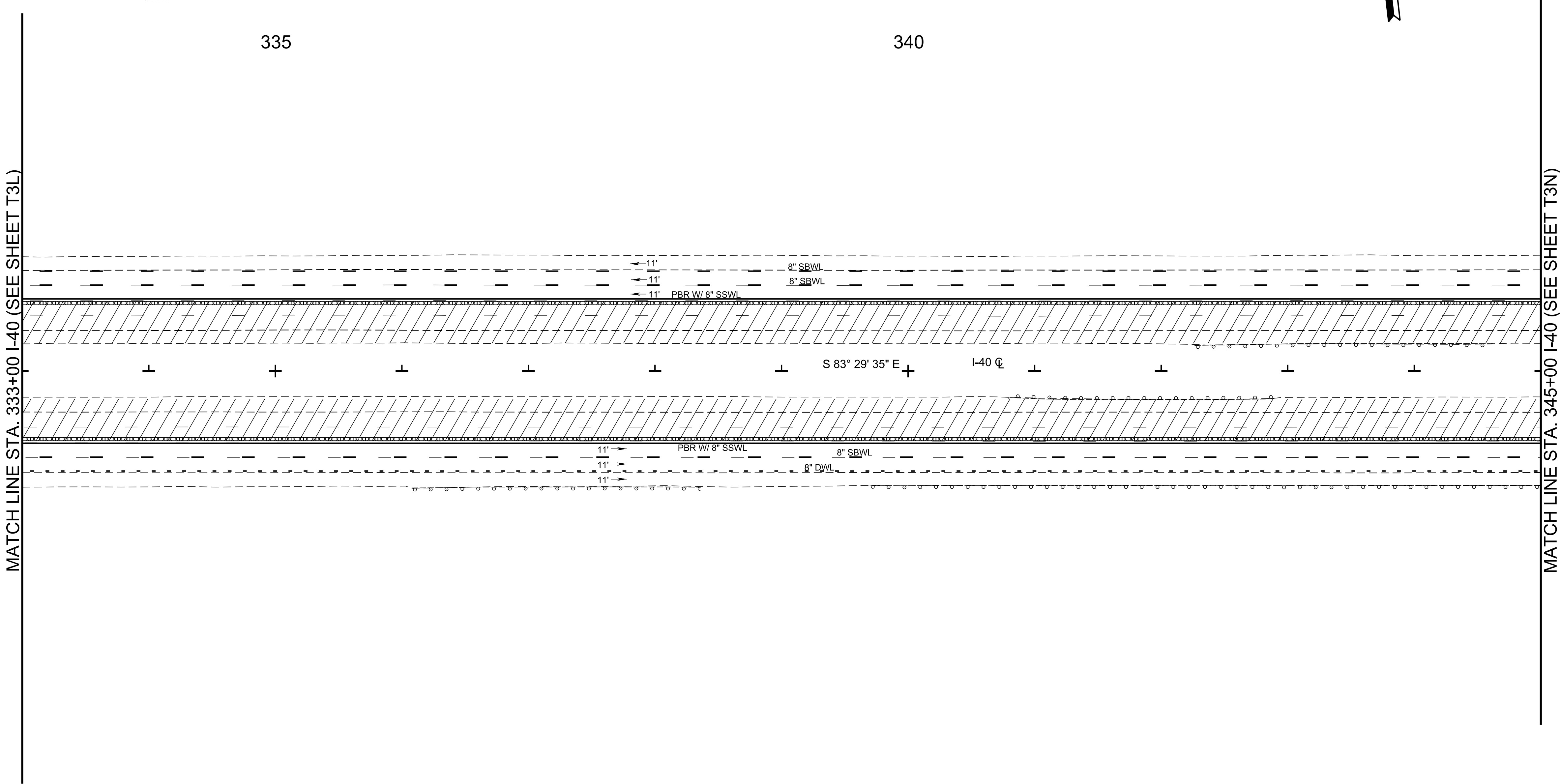
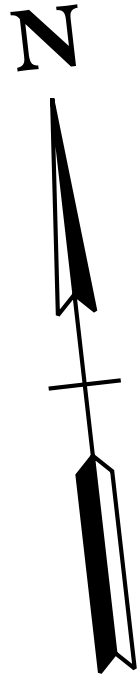
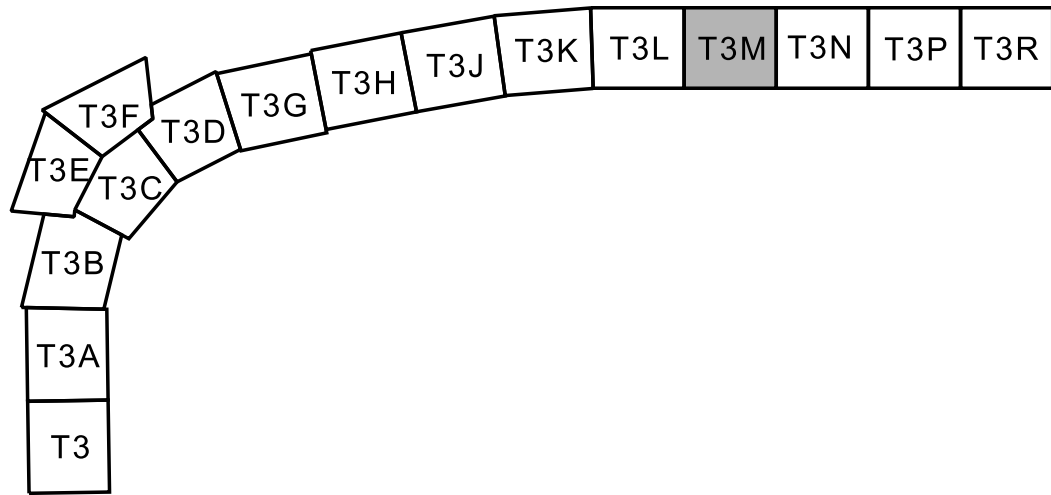
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.321+00 TO STA.333+00
SCALE: 1"=50'

PHASE II

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3M



INFO
ONLY

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

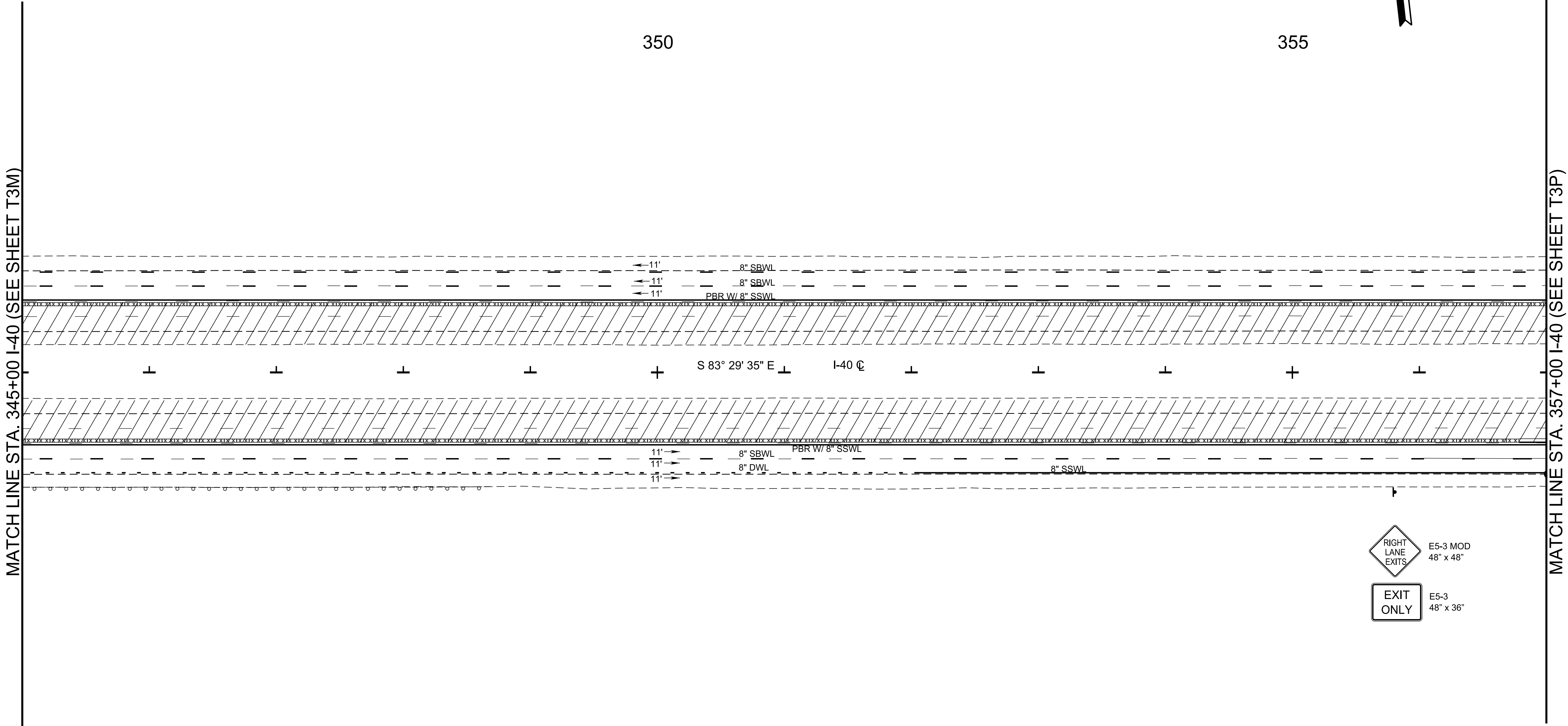
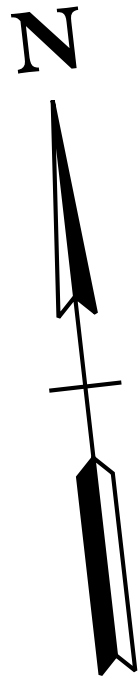
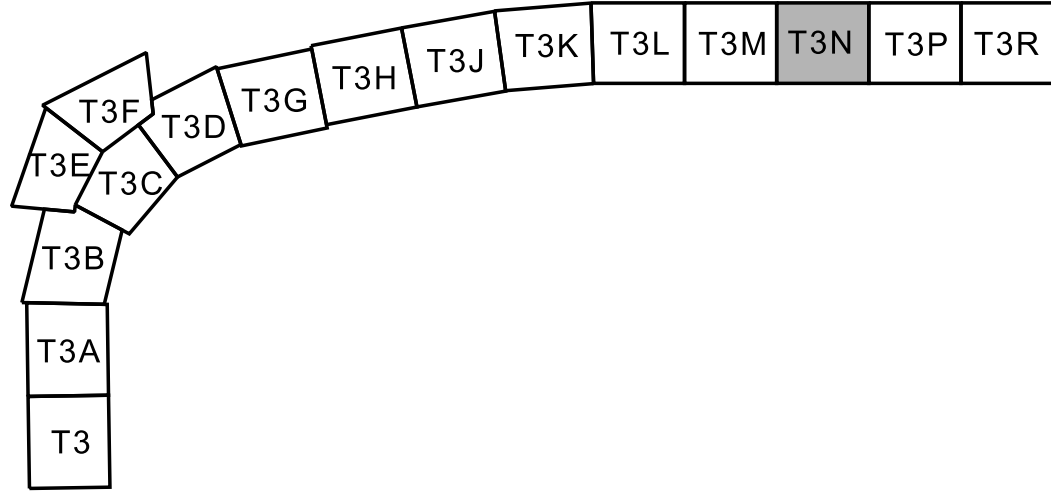
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

TRAFFIC
CONTROL
PLANS
STA.333+00 TO STA.345+00
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3N



INFO
ONLY

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

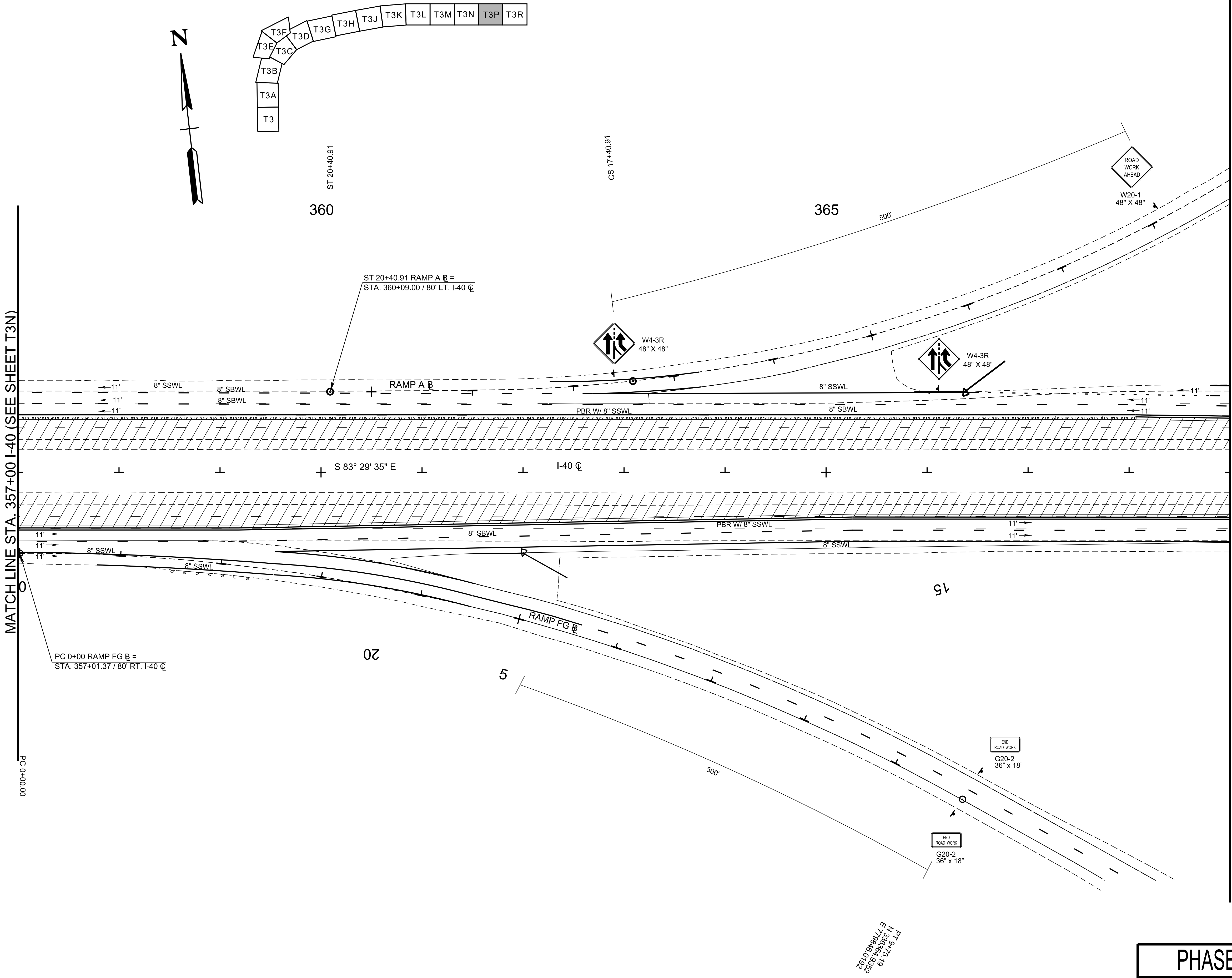
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

TRAFFIC
CONTROL
PLANS
STA.345+00 TO STA.357+00
SCALE: 1"=50'

MATCH LINE STA. 357+00 I-40 (SEE SHEET T3N)

MATCH LINE STA. 369+00 I-40 (SEE SHEET T3R)



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2025	NH-I-40-1(370)	T3P

INFO
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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.357+00 TO STA.369+00
SCALE: 1"=50'

PHASE II

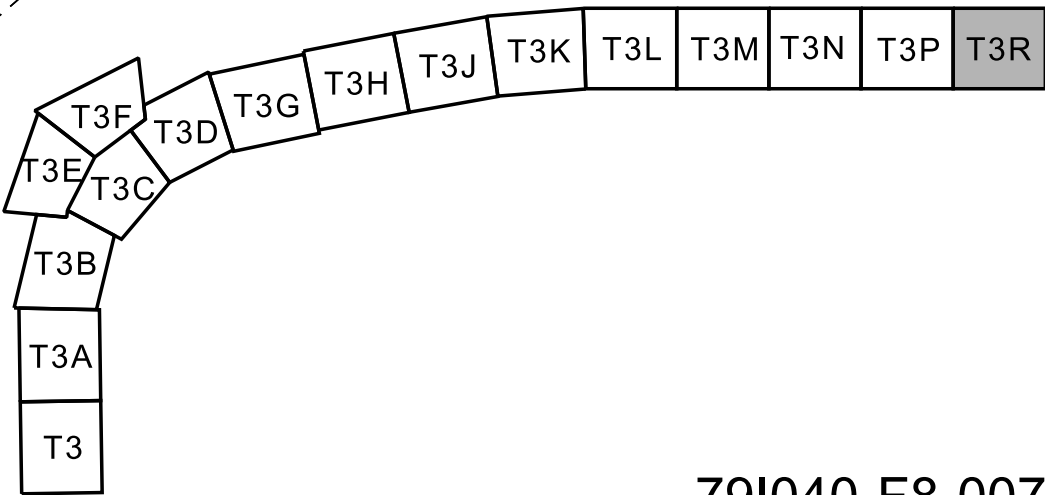
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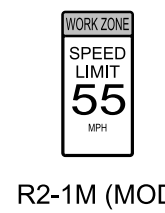
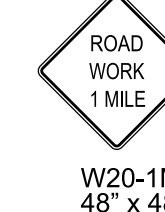
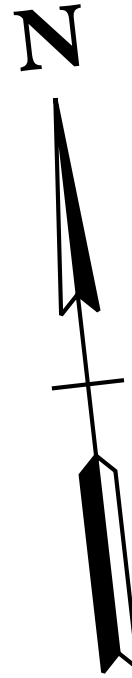
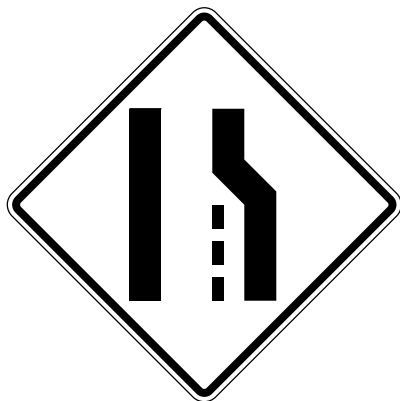
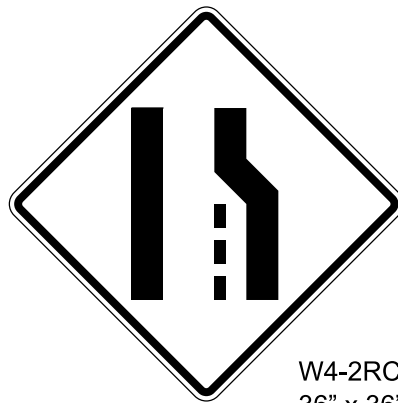
P:\123_ALL_2023\123011 I-40 Pavement Reconstruction Design\Microstation\T3R TCP.sht

MATCH LINE STA. 369+00 1-40 (SEE SHEET T3P)

PC 367+13.713
E 780712.1898



791040-F8-007
END PROJECT NO. NH-I-40-1(370) (CONST.)
STA. 375+39.00 I-40 C
N 336584.0170
E 780780.7804



INFO
ONLY

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COORDINATES ARE NAD 83(2011), ARE
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ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC
CONTROL
PLANS
STA.369+00 TO STA.381+00
SCALE: 1"=50'

PHASE II