THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jared Thompson
2025.05.30 16:26:14 -05'00'

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

NEEL-SCHAFFER, INC.
210 25TH AVE N
STE 800
NASHVILLE, TN 37203
JARED M. THOMPSON, P.E. NO. 120988

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	STRUCTURE-SIGN1
TITLE SHEET	1
PROJECT COMMITMENTS	1B
ESTIMATED BRIDGE QUANTITIES AND BRIDGE INDEX	2 (BR-133-227)
BRIDGE GENERAL NOTES	2A (BR-133-226)
BRIDGE PLANS	BR-133-224 – BR-133-246

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Zachary Farris
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NEEL-SCHAFFER, INC.
210 25TH AVE N
STE 800
NASHVILLE, TN 37203
ZACHARY S. FARRIS, P.E. NO. 123387

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	STRUCTURE-SIGN1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	2E1 – 2E3
DETAIL SHEET	2F
UTILITY NOTES AND UTILITY OWNERS	3
TRAFFIC CONTROL PLANS	4 – 27, 5A, 6A

YEAR	PROJECT NO.	SHEET NO.
2025	R4I040-M3-002	STRUCTURE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Y:\Projects\0015000\0017000\17451 TDOT Bridge Inspection Rating and Repair\13 Fayette and Shelby County\DGNs\000-StructuresSign1.dgn

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

\\neel-schaffer.com\Files\MS\Projects\0015000\0017000\17451\TDOT Bridge Inspection Rating and Repair\V3 Fayette and Shelby County\DGNs\01- Title Sheet.dgn
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Index Of Sheets
(SEE SHEET 1A FOR INDEX)

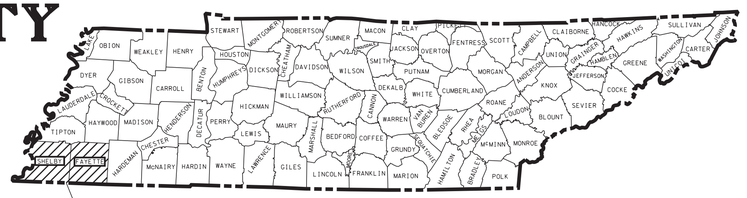
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	R4I040-M3-002	

SHELBY AND FAYETTE COUNTY

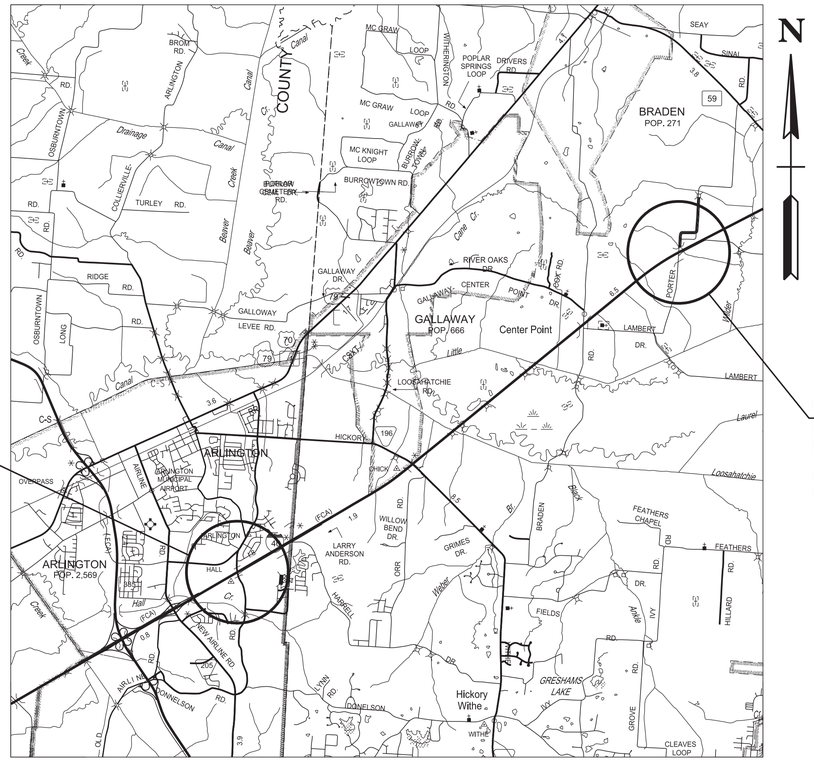
BRIDGES (EB AND WB) OVER CHESTER STREET IN SHELBY COUNTY LM. 29.74, AND OVER PORTER ROAD IN FAYETTE COUNTY LM. 6.40



PROJECT LOCATION
BRIDGE NO. 24-I0040-06.40L
BRIDGE NO. 24-I0040-06.40R
BRIDGE NO. 79-I0040-29.74L
BRIDGE NO. 79-I0040-29.74R

PS&E (BRIDGE REPAIR)

INTERSTATE 40



SCALE: 1"= 1 MILE

SHELBY COUNTY

BRIDGE NO. 1
BRIDGE NO. 79-I0040-29.74L

BRIDGE NO. 2
BRIDGE NO. 79-I0040-29.74R

FAYETTE COUNTY

BRIDGE NO. 3
BRIDGE NO. 24-I0040-06.40L

BRIDGE NO. 4
BRIDGE NO. 24-I0040-06.40R

NO EXCLUSIONS

SHELBY COUNTY		FAYETTE COUNTY	
INTERSTATE 40		INTERSTATE 40	
ADT (2023)	44,490	ADT (2023)	44,059
POSTED SPEED	65	POSTED SPEED	65

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT REPAIR OFFICE PROJECT MANAGER: SEAN MONTGOMERY
DESIGNED BY NEEL-SCHAFFER, INC.
DESIGNER CHARDIN STENGELE CHECKED BY JARED THOMPSON
P.E. NO. R4I040-M3-002
PIN NO. 135712.00

Survey & Design Division

DISTURBED AREA

	SHELBY COUNTY	FAYETTE COUNTY	TOTAL
TOTAL DISTURBED AREA	0.261 (AC)	0.590 (AC)	0.851 (AC)
TOTAL PROJECT AREA	1.023 (AC)	1.893 (AC)	2.916 (AC)

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

APPROVED:
WILL REID, DEPUTY COMMISSIONER / CHIEF ENGINEER
DATE:

APPROVED:
HOWARD H. ELEY DEPUTY GOVERNOR & COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	1A
PS&E	2025	R4I040-M3-002	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	STRUCTURES-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED BRIDGE QUANTITIES	2 (BR-133-227)
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GENERAL NOTES	2C
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EROSION PREVENTION AND SEDIMENT CONTROL PLANS	2E1 – 2E3
DETAIL SHEET	2F
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
TRAFFIC CONTROL PLANS	4 – 27, 5A, 6A
BRIDGE PLANS	BR-133-224 – BR-133-246
UTILITIES PLANS	U1–1

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

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 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-5	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
10-104.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
S-F-1	03-01-23	HIGH VISIBILITY FENCE
10-107.00 SAFETY DESIGN AND GUARDRAILS		
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-3	03-01-23	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
S-CC-1	10-01-24	CRASH CUSHION
S-GR31-1	03-13-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRC-4	01-30-25	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
S-GRC-5	02-28-20	GUARDRAIL CONNECTION TO BRIDGE ENDS (TRAILING ENDS)
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
10-108.00 EROSION PREVENTION AND SEDIMENT CONTROL		
EC-STR-8	06-10-14	FILTER SOCK
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

STANDARD TRAFFIC DESIGN DRAWINGS

10-204.00 DESIGN - TRAFFIC CONTROL

DWG.	REV.	DESCRIPTION
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
T-M-8	01-24-25	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-M-18	01-24-25	FLEXIBLE DELINEATOR DETAILS
T-M-18A	01-24-25	DELINEATOR MOUNTING DETAILS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-15	03-26-25	INTERIOR LANE CLOSURE FOR EXPRESSWAYS AND FREEWAYS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING PROCEDURES
T-WZ-61	03-26-25	ROLLING ROADBLOCK DETAIL FOR DIVIDED HIGHWAYS
T-WZ-62	03-26-25	CONSTRUCTION ACCESS/EMERGENCY PULL-OFF ON FREEWAYS
T-WZ-63	03-26-25	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW 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-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	03-26-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

STANDARD STRUCTURE DRAWINGS

STD-1-1SS	07-24-24	BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET
STD-2-1	11-01-10	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL
STD-2-2		VERTICAL PANEL DETAILS
STD-2-3		BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL ALTERNATE CONNECTION DETAIL
STD-4-1	04-08-05	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-2	04-08-05	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-3	03-02-02	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-4	06-10-96	STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS
STD-9-1	10-07-08	REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS

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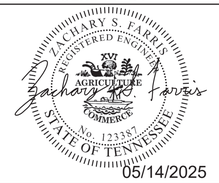

05/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD DRAWINGS

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	1B
PS&E	2025	R4I040-M3-002	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STA./LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON BRIDGE NO. 79I00400135 I-40 EB OVER CHESTER STREET LM 29.74 (79-I0040-29.74R) AND BRIDGE NO. 79I00400136 I-40 WB OVER CHESTER STREET LM 29.74 (79-I0040-29.74L). NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORTS 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, 2021) SECTIONS 107.08.D AND 202.03).	BRIDGE NO. 1: 79-I0040-29.74L BRIDGE NO. 2: 79-I0040-29.74R
EDHZ002	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON BRIDGE NO. 24I00400015 I-40 EB OVER PORTER ROAD LM 6.40 (24-I0040-06.40R) AND BRIDGE NO. 24I00400016 I-40 WB OVER PORTER ROAD LM 6.40 (24- I0040-06.40L). NO ASBESTOS 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, 2021) SECTIONS 107.08.D AND 202.03).	BRIDGE NO. 3: 24-I0040-06.40L BRIDGE NO. 4: 24-I0040-06.40R
EDEC001	ENVIRONMENTAL DIVISION, ECOLOGY	CLIFF SWALLOW AND BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) WILL NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS MAY BE REMOVED OR DESTROYED, AND MEASURES MAY BE IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (E.G., CLOSING OFF AREA USING NETTING).	BRIDGE NO. 1: 79-I0040-29.74L BRIDGE NO. 2: 79-I0040-29.74R BRIDGE NO. 3: 24-I0040-06.40L BRIDGE NO. 4: 24-I0040-06.40R

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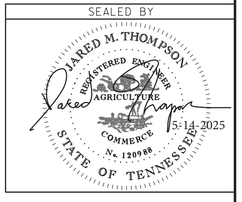

5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT COMMITMENTS

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PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

ESTIMATED BRIDGE QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	BRIDGE NO. 1 79-I0040-29.74L	BRIDGE NO. 2 79-I0040-29.74R	BRIDGE NO. 3 24-I0040-06.40L	BRIDGE NO. 4 24-I0040-06.40R	TOTAL
④	201-05.31	VEGETATION REMOVAL	L.S.	0.25	0.25	0.25	0.25	1
⑩	202-04.01	REMOVAL OF STRUCTURES (BR. NO. 24-I0040-06.40L)	L.S.	-	-	1	-	1
①⑥	602-08.01	JACKING STRUCTURES	L.S.	-	-	0.5	0.5	1
⑧⑨	604-02.03	EPOXY COATED REINFORCING STEEL	LB	3,126	3,126	30,351	3,238	39,841
⑤	604-03.32	CLASS DS CONCRETE	C.Y.	8	8	111	8	135
	604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	-	-	240	-	240
	604-04.02	APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	346	346	-	317	1,009
	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	-	-	415	-	415
①②	604-10.05	CONCRETE	S.F.	19	21	72	78	190
	604-10.14	REMOVE EXISTING WEARING SURFACE	L.S.	0.25	0.25	0.25	0.25	1
①⑦	604-10.26	BRACING	EACH	-	-	8	8	16
	604-10.30	BRIDGE DECK REPAIRS (FULL DEPTH OF SLAB)	S.Y.	5	25	-	6	36
	604-10.50	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)	S.Y.	15	82	-	17	114
①③	604-10.54	CONCRETE REPAIRS	S.F.	51	41	71	125	288
	617-01	BRIDGE DECK SEALANT	S.Y.	420	420	-	446	1,286
	620-05.01	CONCRETE PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	-	-	241	-	241
①	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	16	16	-	-	32

FOOTNOTES:

① ITEM MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

② INCLUDES ALL COSTS TO REPAIR SPALLED AND/OR DELAMINATED AREAS ON ABUTMENTS, BENTS, AND BEAMS USING HIGH STRENGTH CONCRETE (ITEM NO. 604-10.05). SEE DRAWINGS BR-133-229, BR-133-230, BR-133-231, BR-133-232, BR-133-235, BR-133-236, BR-133-241, BR-133-242, BR-133-243, AND BR-133-245 FOR DETAILS AND NOTES.

③ INCLUDES ALL COSTS TO REPAIR SPALLED AND/OR DELAMINATED AREAS ON ABUTMENTS, BENTS, AND BEAMS USING QUICK SET PATCHING MATERIAL ITEM NO. 604-10.54. SEE DRAWINGS BR-133-229, BR-133-230, BR-133-231, BR-133-232, BR-133-235, BR-133-236, BR-133-241, BR-133-242, BR-133-243, AND BR-133-245 FOR DETAILS AND NOTES.

④ VEGETATION REMOVAL SHALL OCCUR UP TO 10' OFF OF THE BRIDGE AND SHALL INCLUDE ALL BENTS AND PIERS. ITEM SHALL ALSO INCLUDE COST OF DIRT AND DEBRIS REMOVAL AT ENDS OF THE BRIDGE RAIL.

⑤ CLASS DS CONCRETE SHALL BE USED FOR DECK REPLACEMENT FOR BRIDGE NO. 3, 24-I0040-06.40L OVER PORTER RD.

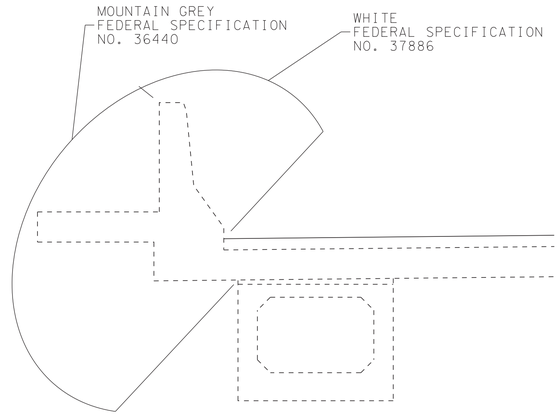
⑥ INCLUDES ALL COSTS OF ENGINEERING AND JACKING TO REPAIR BEAM ENDS ON BRIDGES 3 AND 4. FOR JACKING DETAIL REQUIREMENTS AND FURTHER NOTES SEE SHEET BR-133-235.

⑦ INCLUDES ALL COSTS OF ENGINEERING, SHORING, BRACING, AND SUPPORT MATERIAL TO SAFELY ACCOMMODATE JACKING LOADS TO REPAIR BEAM ENDS. FOR JACKING LOADS, BRACING, AND FURTHER NOTES SEE DRAWING BR-133-235.

⑧ THE PRICE BID FOR EPOXY COATED REINFORCING SHALL INCLUDE THE COST OF 274 BAR COUPLERS AND COUPLER BARS (137 BARS EACH PHASE) FOR BRIDGE 3.

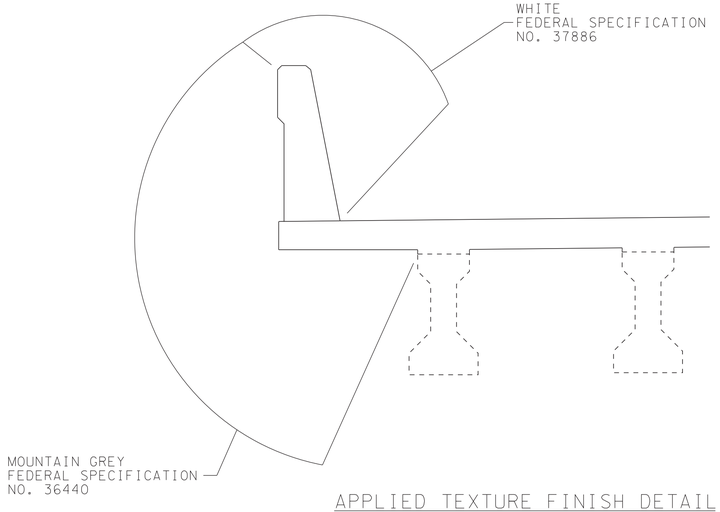
⑨ THE PRICE BID FOR EPOXY COATED REINFORCING SHALL INCLUDE THE COST OF 96 BAR COUPLERS AND COUPLER BARS (48 BARS EACH PHASE) FOR BRIDGE 1, 2, AND 4.

⑩ ITEM INCLUDES ALL COST TO REMOVE THE EXISTING PARAPET, CURB, AND DECK AS REQUIRED FOR THE INSTALLATION OF THE NEW CONCRETE DECK.



APPLIED TEXTURE FINISH DETAIL

BRIDGE NOS. 1 & 2 SHOWN
BRIDGE NO. 4 SIMILAR



APPLIED TEXTURE FINISH DETAIL

BRIDGE NO. 3

NOTES:

ALL COST OF TEXTURE COATING SHALL BE INCLUDED IN ITEM 604-04.01 AND 604-04.02 AND SHALL BE IN ACCORDANCE WITH SECTION 604.21 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL USE CONTAINMENT SCREENS OR OTHER MEASURES AS NECESSARY TO PREVENT ANY TEXTURE COATING FROM ENTERING THE ENVIRONMENT. CONTAINMENT MEASURES SHALL BE APPROVED BY THE ENGINEER AND COST SHALL BE INCLUDED IN ITEMS BID ON.

BEFORE APPLYING ANY TEXTURE FINISH, ALL SURFACES SHALL BE COMPLETELY CLEANED OF ALL DEBRIS AND FOREIGN MATERIALS.

IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISHED DETAIL SKETCH, ALL EXPOSED SURFACES OF THE WINGWALL, ABUTMENTS, EXISTING ABUTMENTS, AND RETAINING WALL ARE TO RECEIVE APPLIED TEXTURE FINISH (MOUNTAIN GREY, FED. SPEC. NO. 36440).

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

ESTIMATED BRIDGE QUANTITIES

INTERSTATE 40
BRIDGE NO. 24-I40-6.40 (L & R)
BRIDGE NO. 79-I40-29.74 (L & R)
FAYETTE & SHELBY COUNTIES
2025

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
SUPERVISED BY	JMT	DATE	10/2024
CHECKED BY	JMT	DATE	05/2025

BR-133-227

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GENERAL NOTES

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

DESIGN SPECIFICATIONS:
9TH EDITION (2020) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.

LOADING:
HL-93 LIVE LOADING.

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

CONCRETE:
TO BE CLASS A (CAST-IN-PLACE) F'C = 3,000 PSI EXCEPT AS NOTED OTHERWISE.

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

CONCRETE CURING:
ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.

NOTE:
THE CONTRACTOR SHALL PROVIDE 100% CONVENTIONAL FALL PROTECTION FOR WORKERS CONDUCTING REPAIRS ABOVE 15 FEET FROM THE GROUND LEVEL.

APPROVAL OF MATERIALS:
NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS WITH A COPY OF THE TEST REPORTS ALSO GOING TO THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.

REQUIREMENTS AND RESTRICTIONS FOR PHASE CONSTRUCTION:
ONE 12'-0" WIDE TRAFFIC LANE WITH 2'-0" WIDE SHOULDERS SHALL BE MAINTAINED AT ALL TIMES.

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 APPLIED TEXTURE FINISH SHALL BE MEASURED AND PAID FOR UNDER ITEM NOS. 604-04.01 AND 604-04.02.

SHOP DRAWINGS:
REFER TO SECTION 105.02 OF THE STANDARD SPECIFICATIONS. IF USING PAPER COPIES, SHOP DRAWINGS ARE TO BE SENT TO THE BRIDGE REPAIR OFFICE IN THE DIVISION OF STRUCTURES. FOR ELECTRONIC SUBMITTALS, SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS. EACH SHOP DRAWING SHALL CONTAIN IN THE TITLE BLOCK THE FOLLOWING: THE STATE PROJECT NUMBER, COUNTY, BRIDGE NAME, BRIDGE NUMBER (OR STRUCTURE TYPE AND NUMBER), STATION, AND CONTRACT NUMBER. SHOP DRAWINGS WITH TITLE BLOCKS NOT INCLUDING THE FOREGOING IDENTIFICATION WILL BE RETURNED FOR CORRECTION BEFORE ANY REVIEWS FOR APPROVAL ARE CONDUCTED.

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

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

NOTE:
MECHANICAL BAR SPLICERS MUST BE ON THE TDOT QUALIFIED PRODUCTS LIST 27. THE BAR SPLICERS SHALL MEET AASHTO LRFD SPECIFICATIONS FOR MECHANICAL CONNECTION. WHEN EPOXY COATING IS REQUIRED, THE EXPOSED THREADS SHALL BE REPAIRED AFTER SPLICING ACCORDING TO SECTION 907 OF THE STANDARD SPECIFICATIONS. THE COST OF FURNISHING THE BAR SPLICERS, (AND EPOXY COATING WHEN REQUIRED) INCLUDING ALL LABOR AND MATERIALS NECESSARY FOR COMPLETE INSTALLATION, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE REINFORCING BARS, UNLESS NOTED OTHERWISE IN PLANS.

HIGH EARLY STRENGTH CONCRETE:
THE MIX IS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, CLASS X. THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. DESIGN AIR CONTENT SHALL BE 6% WITH ±2% ACCEPTANCE RANGE IN THE FIELD. SLUMP SHALL BE 3 ±1 INCHES. IF USING A TYPE A, F, OR G WATER REDUCER, THE SLUMP SHALL BE A MAXIMUM OF 8 INCHES. NO FLY ASH REPLACEMENT WILL BE PERMITTED. THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 3,500 PSI. TRAFFIC SHALL NOT BE PERMITTED ON ANY OF THE REPAIRED AREAS UNTIL TEST SPECIMENS ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.

BRIDGE DECK FORMS:
BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING EITHER REMOVABLE FORMS OR PERMANENT FORMS. PERMANENT FORMS MAY BE EITHER REMAIN-IN-PLACE STEEL OR PRECAST, PRESTRESSED CONCRETE PANELS. 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 DRAWINGS STD-4-1 THRU 4, STD-14-2, AND ARTICLE 604.05 OF THE STANDARD SPECIFICATIONS.

SPECIAL NOTE TO CONTRACTOR:
CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURES NECESSARY TO ENSURE THAT NO DEBRIS IS DROPPED INTO THE STREAM. ANY DEBRIS WHICH IS ALLOWED TO DROP ON THE BANKS BELOW THE BRIDGE SHALL NOT BE ALLOWED TO ENTER THE STREAM AND SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. COST OF REMOVAL AND DISPOSAL OF DEBRIS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

THE CONTRACTOR IS RESPONSIBLE FOR AND SHOULD TAKE ALL PRECAUTIONS TO ENSURE STABILITY OF THE STRUCTURE DURING REMOVAL.

THE CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS AND QUANTITIES BEFORE ORDERING MATERIAL.

FORMS AND FALSEWORK:
CONCRETE FORM WORK, FALSEWORK, AND TEMPORARY SUPPORTS SHALL BE REMOVED FROM THE JOB SITE AFTER WORK IS COMPLETED. COST OF FORMS, FALSEWORK, AND TEMPORARY SUPPORT SHALL BE INCLUDED IN ITEMS BID ON. THIS WORK SHALL BE COMPLETED BEFORE FINAL PAYMENT IS APPROVED.

QUICK-SET PATCHING MATERIAL:
QUICK-SET PATCHING MATERIAL SHALL BE A POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13.009 POLY MOD CEMENT STRUCT PATCH VERT & OVER FOR ACCEPTABLE PATCHING MATERIALS.

DEMOLITION:
THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. FOR FULL DEPTH SLAB REMOVAL, EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTIAL DEPTH SLAB REMOVAL AND ANY WORK OVER THE BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS; CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE AS LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. EXPANSION JOINT REMOVAL SHALL FOLLOW THE SAME RESTRICTIONS AS FULL DEPTH SLAB REMOVAL. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.

THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM), MINI EXCAVATOR, OR OTHER EQUIPMENT FOR ANY CONCRETE REMOVAL.

MACHINED RIP-RAP:
MACHINED RIP-RAP FOR SLOPE PROTECTION SHALL BE 2" TO 6" IN SIZE UNIFORMLY GRADED AND MEET THE REQUIREMENTS OF SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER ROADWAY ITEM NO. 709-05.06.

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	2A

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
SUPERVISED BY	JMT	DATE	10/2024
CHECKED BY	JMT	DATE	05/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

JARED M. THOMPSON — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 120988 — STATE OF TENNESSEE
05-14-2025

GENERAL NOTES

INTERSTATE 40
BRIDGE NO. 24-I40-6.40 (L & R)
BRIDGE NO. 79-I40-29.79 (L & R)
FAYETTE & SHELBY COUNTIES
2025

BR-133-226

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	2B
PS&E	2025	R4I040-M3-002	2B

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY R4I040-M3-002	QUANTITY R4I040-M3-002	TOTAL QUANTITY
(1),(2)	209-03.21	FILTER SOCK (12 INCH)	L.F.	1250	1250	2500
(1),(2)	209-05	SEDIMENT REMOVAL	C.Y.	20	50	70
(3)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	199	239	438
(3)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	3	3	6
(3)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	252	383	635
(3)	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	3297	5326	8623
	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH		3	3
	705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.		50	50
	705-06.25	THRIE BEAM BRIDGE TRANSITION MASH TL-3	EACH		2	2
	706-01	GUARDRAIL REMOVED	L.F.		75	75
	706-10.80	MICHIGAN AND MODIFIED MICHIGAN END SHOE	EACH		1	1
(1),(2)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	900	900	1800
(1),(2),(6)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	300	300	600
(4)	712-01	TRAFFIC CONTROL	LS	0.5	0.5	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	1580	1900	3480
	712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.		170	170
	712-02.36	REMOVE AND RELOCATE PORTABLE BARRIER RAIL	L.F.	860	1120	1980
	712-02.47	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL	L.F.		110	110
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	4	4	8
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	335	420	755
	712-04.50	BARRIER RAIL DELINEATOR	EACH	86	130	216
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4	4	8
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	50	50	100
	712-06	SIGNS (CONSTRUCTION)	S.F.	1291	1470	2761
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	50	50	100
(5)	712-08.03	ARROW BOARD (TYPE C)	EACH	4	4	8
	712-08.14	PORTABLE QUEUE WARNING SYSTEM	DAY	40	80	120
	712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F.	27620	24870	52490
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2	2	4
	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	12	16	28
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	12	16	28
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.5	0.75	1.25
	717-01	MOBILIZATION	LS	0.5	0.5	1
(1),(2),(6)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	515	514	1029
(1),(2)	740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	4700	7400	12100
(1),(2)	801-01	SEEDING (WITH MULCH)	UNIT	17	26	43
(1),(2)	801-03	WATER (SEEDING & SODDING)	M.G.	2	3	5

FOOTNOTES

(1) SEE SUBSECTION 209.07 OF STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

(2) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES AS DIRECTED BY ENGINEER

(3) ITEM USED FOR PAVEMENT AT BRIDGE ENDS.

(4) INCLUDES REMOVAL OF CONFLICTING PAVEMENT MARKINGS.

(5) ARROW BOARDS TO BE USED AT THE DIRECTION OF THE ENGINEER.

(6) ITEM USED FOR TEMPORARY CONSTRUCTION ENTRANCE.

SEALED BY

ZACHARY S. FARRIS REGISTERED ENGINEER No. 123587 STATE OF TENNESSEE

Zachary S. Farris

05/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	2C
PS&E	2025	R4I040-M3-002	2C

GENERAL NOTES

SEEDING AND SODDING

(4) ITEM NO. 801-01, 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.

(2) 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.

MISCELLANEOUS

(1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.

(2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.

(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.

ROAD CLOSURE

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

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. **712-09.08 REMOVABLE PAVEMENT MARKING (6" LINE), L.F.**

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

(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. **712-09.08 REMOVABLE PAVEMENT MARKING (6" LINE),** 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

(1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

(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.

SIGNING

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.

(8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

(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.

SEALED BY

ZACHARY S. FARRIS
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 123387
STATE OF TENNESSEE
Zachary S. Farris
05/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

5/30/2025 3:54:02 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	2D
PS&E	2025	R4I040-M3-002	2D

SPECIAL NOTES

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.

HISTORICAL

(1) THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING AND COORDINATING WITH THE TDOT REGIONAL SIGN SHOP FOR STORING HISTORIC MARKER(S). AT THE TIME THE MARKER(S) IS TAKEN DOWN, LINDA WYNN WITH THE TENNESSEE HISTORICAL COMMISSION SHOULD BE NOTIFIED AT (615)-770-1093. AT THE END OF CONSTRUCTION, MARKER(S) WILL BE RESET BY THE SIGN SHOP AT THE DIRECTION OF THE REGIONAL TRAFFIC ENGINEER. IF THE MARKER CANNOT BE RESET OUTSIDE OF THE CLEAR ZONE, THE REGIONAL TRAFFIC ENGINEER WILL CONTACT THE TENNESSEE HISTORIC COMMISSION AND RETURN THE MARKER(S).

SEALED BY

05/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

5/30/2025 3:54:34 PM
Y:\Projects\0015000\0017000\17451 TDOT Bridge Inspection Rating and Repair\13 Fayette and Shelby County\DGNs\ROADWAY\002D.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	2E
PS&E	2025	R4I040-M3-002	2E

ENVIRONMENTAL 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.

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

(9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL OR WATER QUALITY FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BY PERSONNEL OR EQUIPMENT. 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

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

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.

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 PRE-CONSTRUCTION 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) REFER TO BRIDGE PLANS FOR SCOPE OF WORK.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	2E1
PS&E	2025	R4I040-M3-002	2E1

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

(1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.

(2) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

(3) UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES.

(4) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS APPLIED.

(5) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

SEDIMENT CONTROL

(6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

(7) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.

(8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

(9) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

(10) THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

INSPECTION, MAINTENANCE & REPAIR

(12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

(13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.

(14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.

(15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.

(16) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24 HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.

(17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

(18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

(19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

EROSION PREVENTION

(20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

(21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

(22) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC DEVICES ON THE EPSC PLAN.

(23) TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.

(24) STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.

(25) PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

(26) TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.

(27) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.

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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R4I040-M3-002	2E2

EROSION PREVENTION AND SEDIMENT CONTROL NOTES (CONT.)

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

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

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

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

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

SUPPORT ACTIVITIES

(41) IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.

(42) MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.

(43) IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY EPSC PLANS FOR THE MATERIAL AND STAGING AREAS TO THE ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

(44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.

(45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

(46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

(47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

(48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

(49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

(50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.

(51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

(52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.

(53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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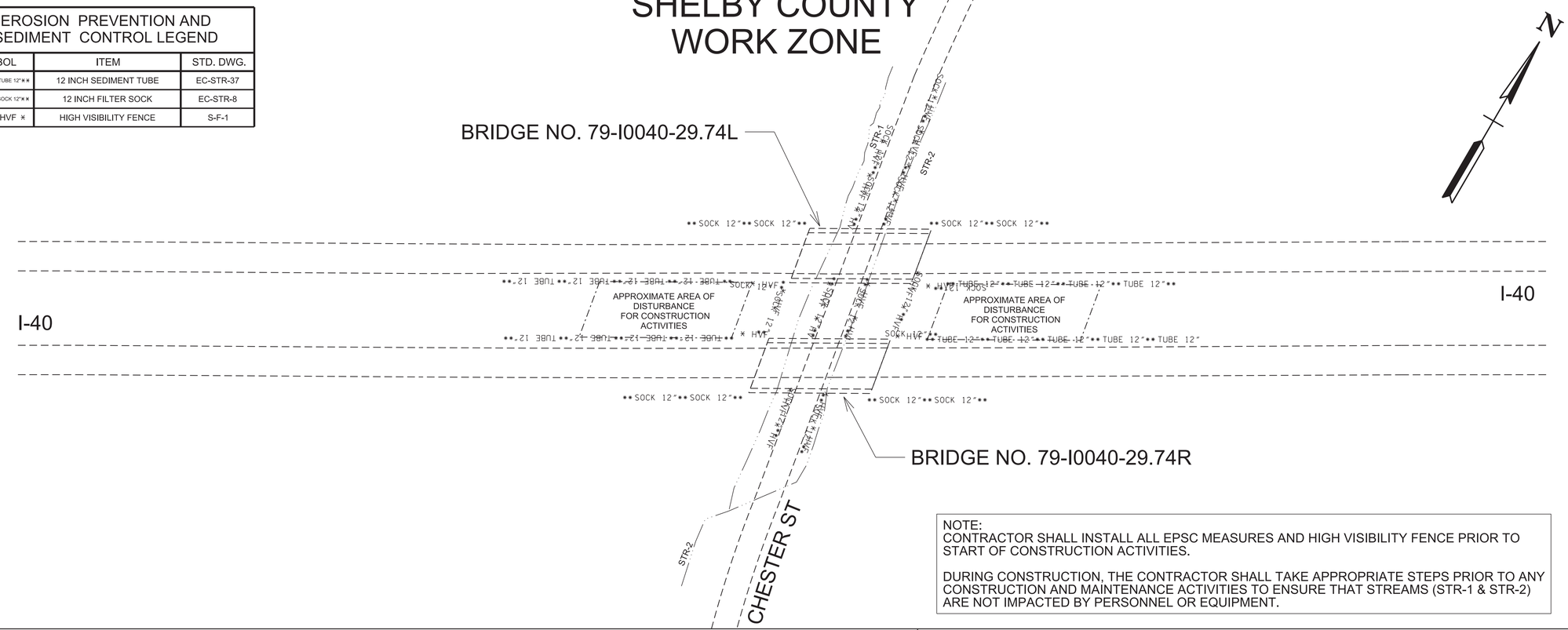
EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
✕✕TUBE 12"✕✕TUBE 12"✕✕	12 INCH SEDIMENT TUBE	EC-STR-37
✕✕SOCK 12"✕✕SOCK 12"✕✕	12 INCH FILTER SOCK	EC-STR-8
✕ HVF ✕ HVF ✕	HIGH VISIBILITY FENCE	S-F-1

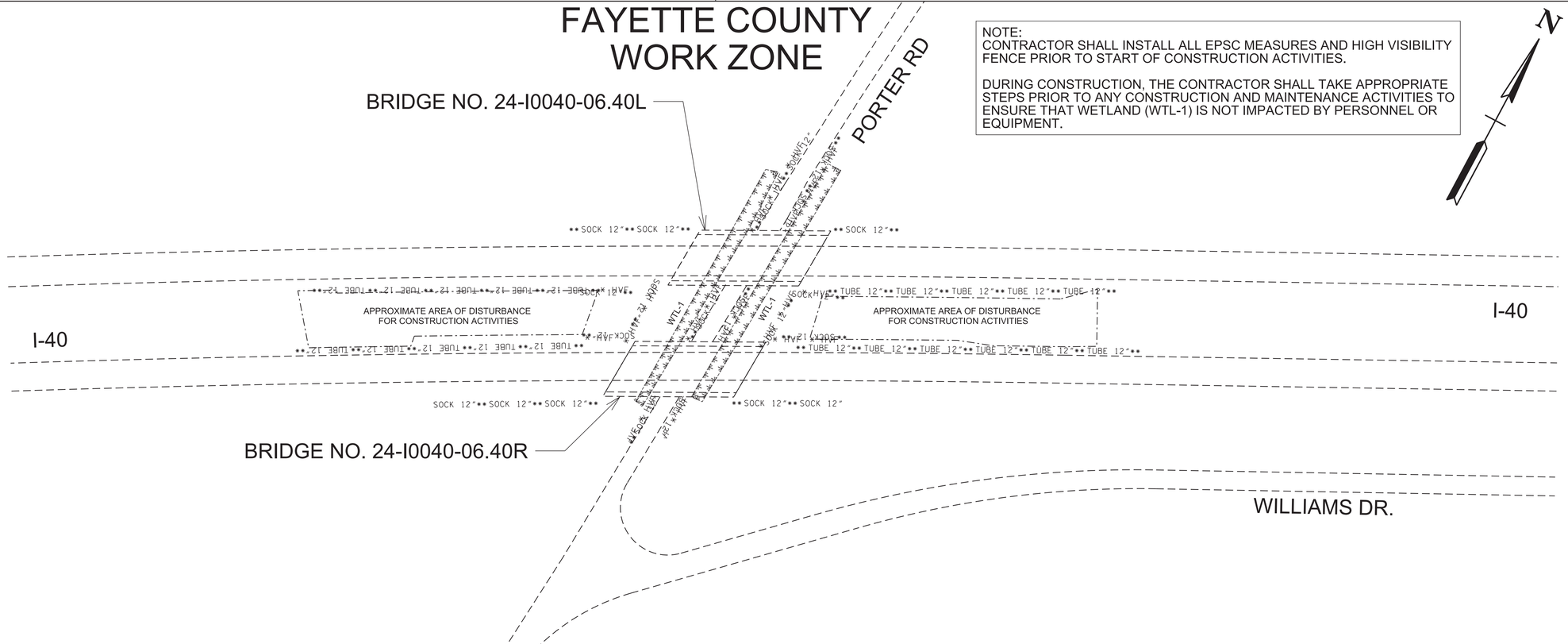
SHELBY COUNTY WORK ZONE



NOTE:
CONTRACTOR SHALL INSTALL ALL EPSC MEASURES AND HIGH VISIBILITY FENCE PRIOR TO START OF CONSTRUCTION ACTIVITIES.

DURING CONSTRUCTION, THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT STREAMS (STR-1 & STR-2) ARE NOT IMPACTED BY PERSONNEL OR EQUIPMENT.

FAYETTE COUNTY WORK ZONE



NOTE:
CONTRACTOR SHALL INSTALL ALL EPSC MEASURES AND HIGH VISIBILITY FENCE PRIOR TO START OF CONSTRUCTION ACTIVITIES.

DURING CONSTRUCTION, THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT WETLAND (WTL-1) IS NOT IMPACTED BY PERSONNEL OR EQUIPMENT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2025	R4I040-M3-002	2E3

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Zachary S. Farris

05/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

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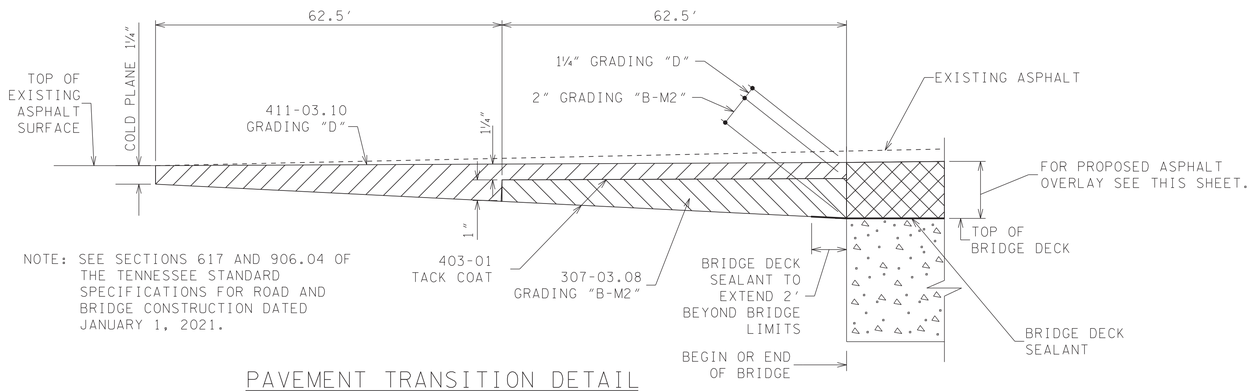
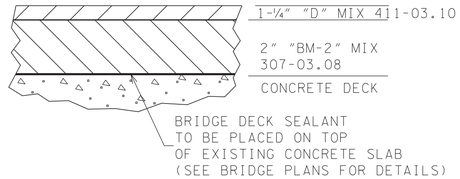
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	2F
PS&E	2025	R4I040-M3-002	2F



NOTE: SEE SECTIONS 617 AND 906.04 OF THE TENNESSEE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JANUARY 1, 2021.

PAVEMENT TRANSITION DETAIL

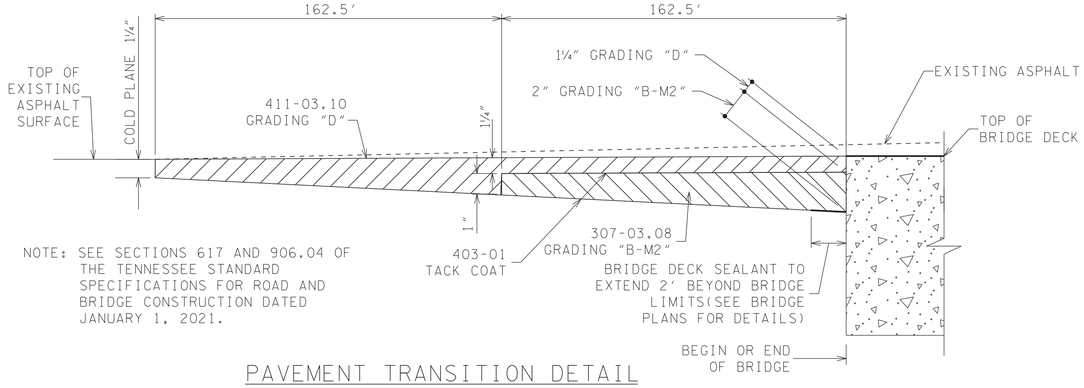
NOT TO SCALE



ASPHALT OVERLAY DETAIL

NOT TO SCALE

DETAIL FOR BRIDGE NOS. 1, 2 & 4
BRIDGE NO. 79-I40-29.79 (L),
BRIDGE NO. 79-I40-29.79 (R) &
BRIDGE NO. 24-I40-6.40 (R)



NOTE: SEE SECTIONS 617 AND 906.04 OF THE TENNESSEE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JANUARY 1, 2021.

PAVEMENT TRANSITION DETAIL

NOT TO SCALE

DETAIL FOR BRIDGE NO. 3
BRIDGE NO. 24-I40-6.40 (L)

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DEPARTMENT OF TRANSPORTATION

DETAIL SHEETS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	3
PS&E	2025	R4I040-M3-002	3

UTILITY

(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.

(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.

NOTE: NO UTILITY CONFLICTS ARE ANTICIPATED BASED ON THE SCOPE OF WORK.

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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.
L&G	2025	R4I040-M3-002	4
PS&E	2025	R4I040-M3-002	4

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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05/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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TABULATED TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	PHASE 1 & 2 QUANTITY SHELBY CO.	PHASE 3 & 4 QUANTITY FAYETTE CO.	QUANTITY TOTAL
(1)	712-01	TRAFFIC CONTROL	LS	0.5	0.5	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	1580	1900	3480
	712-02.12	PORTABLE BARRIER RAIL, REDUCED DEFLECTION (MASH TL-3)	L.F.		170	170
	712-02.36	REMOVE AND RELOCATE PORTABLE BARRIER RAIL	L.F.	860	1120	1980
	712-02.47	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL	L.F.		110	110
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	4	4	8
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	335	420	755
	712-04.50	BARRIER RAIL DELINEATOR	EACH	86	130	216
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4	4	8
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	50	50	100
	712-06	SIGNS (CONSTRUCTION)	S.F.	1291	1470	2761
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	50	50	100
(2)	712-08.03	ARROW BOARD (TYPE C)	EACH	4	4	8
	712-08.14	PORTABLE QUEUE WARNING SYSTEM	DAY	40	80	120
	712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F.	27620	24870	52490
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2	2	4
	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	12	16	28
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	12	16	28
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.5	0.75	1.25
	717-01	MOBILIZATION	LS	0.5	0.5	1

FOOTNOTES

(1) INCLUDES REMOVAL OF CONFLICTING PAVEMENT MARKINGS.

(2) ARROW BOARDS TO BE USED AT THE DIRECTION OF THE ENGINEER.

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	SIGN (CONSTRUCTION) (2-POST)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY ATTENUATOR
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	ARROW BOARD TYPE C (CAUTION)
	CHANGEABLE MESSAGE SIGN
	CHANGEABLE MESSAGE SIGN
	TEMPORARY BARRICADE (TYPE III)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
✕✕SOCK 12"✕✕SOCK 12"✕✕	12 INCH FILTER SOCK	EC-STR-8
✕✕TUBE 12"✕✕TUBE 12"✕✕	12 INCH SEDIMENT TUBE	EC-STR-37
✕ HVF ✕ HVF ✕	HIGH VISIBILITY FENCE	S-F-1

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	5
PS&E	2025	R4I040-M3-002	5

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05/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED TRAFFIC CONTROL QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	5A
PS&E	2025	R4I040-M3-002	5A

712-06 SIGNS(CONSTRUCTION) SHELBY COUNTY

DESCRIPTION	M.U.T.C.D. NO.	SIZE (IN. X IN.)		SIGN AREA (S.F.)	QUANTITY	TOTAL AREA (S.F.)	REMARKS
END ROAD WORK	G20-2	48	24	8	6	48	
LANE SHIFT	W1-4L	48	48	16	4	64	
LANE SHIFT	W1-4R	48	48	16	4	64	
ROAD WORK AHEAD	W20-1	48	48	16	3	48	
ROAD WORK 1000 FT	W20-1F	48	48	16	5	80	
ROAD WORK 1 MILE	W20-1M	48	48	16	5	80	
ROAD WORK 1/2 MILE	W20-1M	48	48	16	4	64	
LEFT LANE CLOSED 1500 FT	W20-5LF	48	48	16	4	64	
LEFT LANE CLOSED 1/2 MILE	W20-5LM	48	48	16	4	64	
LEFT LANE CLOSED 1 MILE	W20-5LM	48	48	16	4	64	
RIGHT LANE CLOSED 1500 FT	W20-5RF	48	48	16	4	64	
RIGHT LANE CLOSED 1/2 MILE	W20-5RM	48	48	16	4	64	
RIGHT LANE CLOSED 1 MILE	W20-5RM	48	48	16	4	64	
LANE CLOSED MERGE LEFT - SYM	W4-2LC	48	48	16	4	64	
LANE CLOSED MERGE RIGHT - SYM	W4-2RC	48	48	16	4	64	
YIELD AHEAD	W3-2S	48	48	16	1	16	
YIELD	R1-2	48	48	16	1	16	
MERGE	W4-1	48	48	16	3	48	
ROAD CLOSED 2 MILES	W20-3M	36	36	9	1	9	
ROAD CLOSED 1 MILE	W20-3M	36	36	9	1	9	
CHESTER STREET CLOSED	CUSTOM	36	36	9	1	9	
CHESTER STREET	CUSTOM	36	36	9	5	45	
NO RIGHT TURN SYMBOL	R3-2	24	24	4	1	4	
ROAD CLOSED AHEAD LOCAL TRAFFIC ONLY	R11-2B (MOD)	60	30	12.5	2	25	
ROAD CLOSED	R11-2	48	30	10	2	20	
WORKERS PRESENT WHEN FLASHING	TN-44	78	60	32.5	4	130	
TOTAL						**1291**	

712-06 SIGNS(CONSTRUCTION) FAYETTE COUNTY

DESCRIPTION	M.U.T.C.D. NO.	SIZE (IN. X IN.)		SIGN AREA (S.F.)	QUANTITY	TOTAL AREA (S.F.)	REMARKS
PORTER ROAD	CUSTOM	36	18	4.5	5	23	
END ROAD WORK	G20-2	48	24	8	5	40	
INTERSTATE 40	M1-1.2	24	24	4	12	48	
WEST	M3-4	24	12	2	12	24	
DETOUR ARROW RT	M4-10R	24	24	4	1	4	
DETOUR	M4-8	24	12	2	12	24	
END DETOUR	M4-8A	24	12	2	3	6	
DETOUR LT	M4-9L	30	24	5	1	5	
DETOUR RT	M4-9R	30	24	5	2	10	
DETOUR STRAIGHT	M4-9S	30	24	5	4	20	
ADVANCE 90° TURN ARROW (LEFT)	M5-1L	21	15	2.19	1	2	
90° ARROW	M6-1	21	15	2.19	2	4	
45° ARROW	M6-2	21	15	2.19	4	9	
0° ARROW	M6-3	21	15	2.19	7	15	
ROAD CLOSED	R11-2	48	30	10	2	20	
ROAD CLOSED AHEAD LOCAL TRAFFIC ONLY	R11-2B (MOD)	60	30	12.5	1	13	
ONE LANE BRIDGE 5 MILES HORIZ. CLEARANCE 13 FT	SPECIAL	60	30	12.5	1	13	
ONE LANE BRIDGE 8 MILES HORIZ. CLEARANCE 13 FT	SPECIAL	60	30	12.5	1	13	
WIDE LOADS USE DETOUR EXIT 35	SPECIAL	60	30	12.5	2	25	
WIDE LOAD DETOUR EXIT 35	SPECIAL	60	30	12.5	1	13	
WIDE LOAD DETOUR EXIT 19B	SPECIAL	60	30	12.5	1	13	
TN 59	TN-6D	30	24	5	6	30	
LANE SHIFT	W1-4L	48	48	16	4	64	
LANE SHIFT	W1-4R	48	48	16	4	64	
ROAD WORK AHEAD	W20-1	48	48	16	3	48	
ROAD WORK 1000 FT	W20-1F	48	48	16	4	64	
ROAD WORK 1 MILE	W20-1M	48	48	16	5	80	
ROAD WORK 1/2 MILE	W20-1M	48	48	16	4	64	
DETOUR AHEAD	W20-2	36	36	9	1	9	
DETOUR 1000 FT	W20-2F	36	36	9	1	9	
ROAD CLOSED 1000 FT	W20-3F	36	36	9	2	18	
ROAD CLOSED 2 MILES	W20-3M	36	36	9	1	9	
ROAD CLOSED 1 MILE	W20-3M	36	36	9	2	18	
ROAD CLOSED 2.5 MILES	W20-3M	36	36	9	1	9	
LEFT LANE CLOSED 1500 FT	W20-5LF	48	48	16	4	64	
LEFT LANE CLOSED 1/2 MILE	W20-5LM	48	48	16	4	64	
LEFT LANE CLOSED 1 MILE	W20-5LM	48	48	16	4	64	
RIGHT LANE CLOSED 1500 FT	W20-5RF	48	48	16	4	64	
RIGHT LANE CLOSED 1/2 MILE	W20-5RM	48	48	16	4	64	
RIGHT LANE CLOSED 1 MILE	W20-5RM	48	48	16	4	64	
LANE CLOSED MERGE LEFT - SYM	W4-2LC	48	48	16	4	64	
LANE CLOSED MERGE RIGHT - SYM	W4-2RC	48	48	16	4	64	
WORKERS PRESENT WHEN FLASHING	TN-44	78	60	32.5	4	130	
TOTAL						**1470**	

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TABULATED TRAFFIC CONTROL SIGN QUANTITIES

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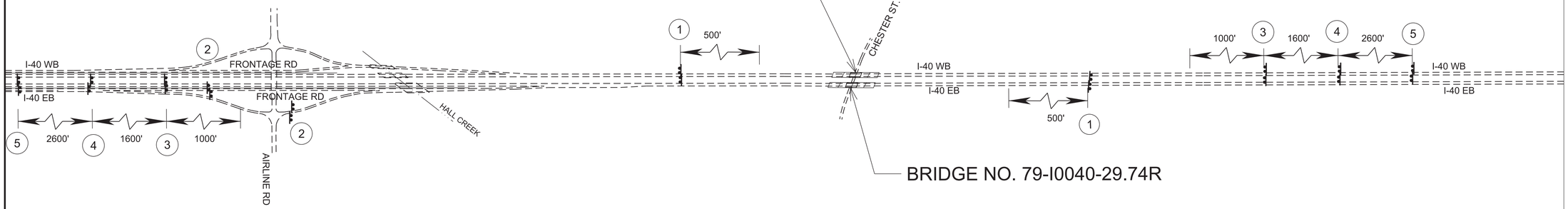
SHELBY COUNTY

TRAFFIC CONTROL PHASES 1 & 2
SEE SHEETS 6 - 16

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	6
PS&E	2025	R4I040-M3-002	6



1 END ROAD WORK — G20-2, 48" x 24"
* SIGNS PLACED ALONG I-40

2 ROAD WORK AHEAD — W20-1, 48" x 48"
* SIGNS PLACED ALONG EB FRONTAGE ROAD AND RAMP

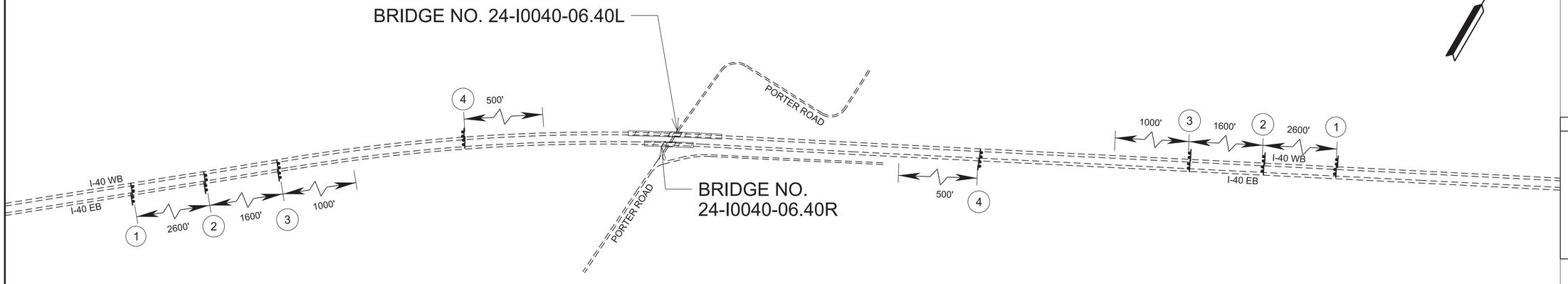
3 ROAD WORK 1000 FT — W20-1F, 48" x 48"
* SIGNS PLACED ALONG I-40

4 ROAD WORK 1/2 MILE — W20-1M, 48" x 48"
* SIGNS PLACED ALONG I-40

5 ROAD WORK 1 MILE — W20-1M, 48" x 48"
* SIGNS PLACED ALONG I-40

FAYETTE COUNTY

TRAFFIC CONTROL PHASES 3 & 4
SEE SHEETS 18 - 25



1 ROAD WORK 1 MILE — W20-1M, 48" x 48"

2 ROAD WORK 1/2 MILE — W20-1M, 48" x 48"

3 ROAD WORK 1000 FT — W20-1F, 48" x 48"

4 END ROAD WORK — G20-2, 48" x 24"

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ADVANCED SIGNING PLAN
INTERSTATE 40
SCALE: 1"=500'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	6A
PS&E	2025	R4I040-M3-002	6A

SPECIAL NOTES
PORTABLE QUEUE WARNING SYSTEM
DESCRIPTION

(1) A PORTABLE QUEUE WARNING SYSTEM SHALL BE UTILIZED TO PROVIDE PROTECTION OF TRAFFIC QUEUES CAUSED BY CONSTRUCTION OPERATIONS. THE SYSTEM SHALL CONSIST OF PORTABLE RADAR SENSORS, PORTABLE CHANGEABLE MESSAGE SIGNS, AND APPROPRIATE SOFTWARE THAT WILL MONITOR AND CONTROL ITS OPERATION. THE DEPLOYMENT OF THE SYSTEM SHALL CLEARLY ALERT MOTORISTS OF SPEED DIFFERENTIALS AHEAD. THE CONTRACTOR SHALL MAINTAIN AND UPDATE THE SYSTEM AS REQUIRED THROUGHOUT THE DURATION OF THE PROJECT. THERE WILL BE SEPARATE SYSTEMS AND PAYMENT FOR EACH DIRECTION OF TRAVEL. SEE DETAIL BELOW FOR EQUIPMENT LOCATION AND SPACING RECOMMENDATIONS.

(2) THE CONTRACTOR SHALL PROVIDE THE FOLLOWING EQUIPMENT FOR THIS PROJECT SPECIFIC PROVISION:

a. PORTABLE DOPPLER OR MICROWAVE RADAR SENSORS TO INCLUDE CELLULAR COMMUNICATION CAPABILITIES, BATTERY LIFE OF 20 CONSECUTIVE DAYS AND PROVIDE PORTABLE QUEUE WARNING SYSTEM IN ADVANCE OR THE HAZARD. RADAR SENSORS SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATION AT LOCATIONS SPECIFIED BY THE ENGINEER.

EASTBOUND SYSTEM - SEVENTEEN (17) SENSORS
WESTBOUND SYSTEM - SEVENTEEN (17) SENSORS

b. FULL MATRIX PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) CAPABLE OF COMMUNICATING WITH THE MICROWAVE RADAR SENSORS, AND ABEL TO FUNCTION AS AN EARLY DETECTION SYSTEM. PCMS SHALL BE INSTALLED PER DIRECTION OF ENGINEER IN ADVANCE OF THE WORK ZONE.

EASTBOUND SYSTEM - EIGHT (8) PCMS
WESTBOUND SYSTEM - EIGHT (8) PCMS

c. RADAR SENSORS SHALL BE CAPABLE OF COLLECTING TRAFFIC SPEED DATA AND THE PROCESSED DATA SHALL BE USER CONFIGURABLE AND USED TO TRIGGER PRE-PROGRAMMED

d. CELLULAR COMMUNICATIONS: ALL PORTABLE QUEUE WARNING SYSTEM EQUIPMENT SHALL UTILIZE PROVEN CELLULAR MODEMS WITH MAJOR SERVICE COMMUNICATIONS PROVIDERS. IT IS UP TO THE CONTRACTOR TO ENSURE THAT ALL DEVICES ARE PROVIDED WITH RADAR COMMUNICATION NETWORKS TO MINIMIZE COMMUNICATION MALFUNCTIONS.

e. WEEKLY TRAFFIC DATA REPORTS SHALL BE PROVIDED TO THE PROJECT ENGINEER AND SHOULD INCLUDE SPEED DATA PER SENSOR LOCATION AND QUEUE LENGTHS IN BOTH GRAPHICAL AND NUMERICAL FORMATS. REAL TIME DATA SHALL ALSO BE MADE AVAILABLE UPON REQUEST OF ENGINEER.

f. PERIODIC ADJUSTMENTS TO LOCATIONS OF SENSORS AND/OR MESSAGE BOARDS MAY BE MADE AT REQUEST OF ENGINEER AND BE CONSIDERED INCIDENTAL TO THE OPERATION OF THE SYSTEM.

MAINTENANCE OF TRAFFIC

(3) THE FOLLOWING PROCEDURES WILL BE FOLLOWED UNTIL FREE FLOW TRAFFIC CONDITIONS ARE PRESENT: ("FREE FLOW"IS DEFINED AS THE ABSENCE OF A TEMPORARY LANE OR SHOULDER CLOSURE OR ABSENCE OF A TEMPORARY SHIFT OF TRAFFIC LANES WITH NO QUEUE PRESENT).

a. PORTABLE QUEUE WARNING SYSTEM EQUIPMENT SHALL BE UTILIZED DURING PLANNED LANE CLOSURES AND OTHER PROJECT ACTIVITIES EXPECTED TO CAUSE A QUEUE

b. THE PCMS SHALL BE INSTALLED PER DIRECTION OF ENGINEER; MESSAGES SHALL CHANGE IN REAL TIME PERTINENT TO TRAFFIC CONDITIONS.

c. PCMS MESSAGES AND SPEED THRESHOLDS FOR CHANGING MESSAGES SHALL BE DETERMINED BY THE PROJECT ENGINEER AT THE PRECONSTRUCTION CONFERENCE.

d. QUEUE LENGTH ESTIMATES AND TRAFFIC CONDITIONS SHALL BE REPORTED TO THE TDOT DISTRICT OPERATIONS SUPERVISOR OR DESIGNATED AT THE FOLLOWING PERIODS:
i. AT 30 MINUTE INTERVALS
ii. AT SIGNIFICANT CHANGES
iii. DURATION OF WORK IS COMPLETE
iv. WHEN FREE FLOW TRAFFIC IS ACHIEVED.

(4) THE PORTABLE QUEUE WARNING SYSTEM SHALL BE MOBILIZED WHEN LANE OR SHOULDER RESTRICTIONS EXIST. THE SYSTEM IS INTENDED TO REMAIN IN PLACE FOR THE DURATION OF LANE OR SHOULDER RESTRICTIONS AND MAY BE DEMOBILIZED WHEN ALL LANE AND SHOULDER RESTRICTIONS ARE REMOVED. IF THE ENGINEER DEEMS NECESSARY, THE PORTABLE QUEUE WARNING SYSTEM MAY BE DEPLOYED AT ANY TIME.

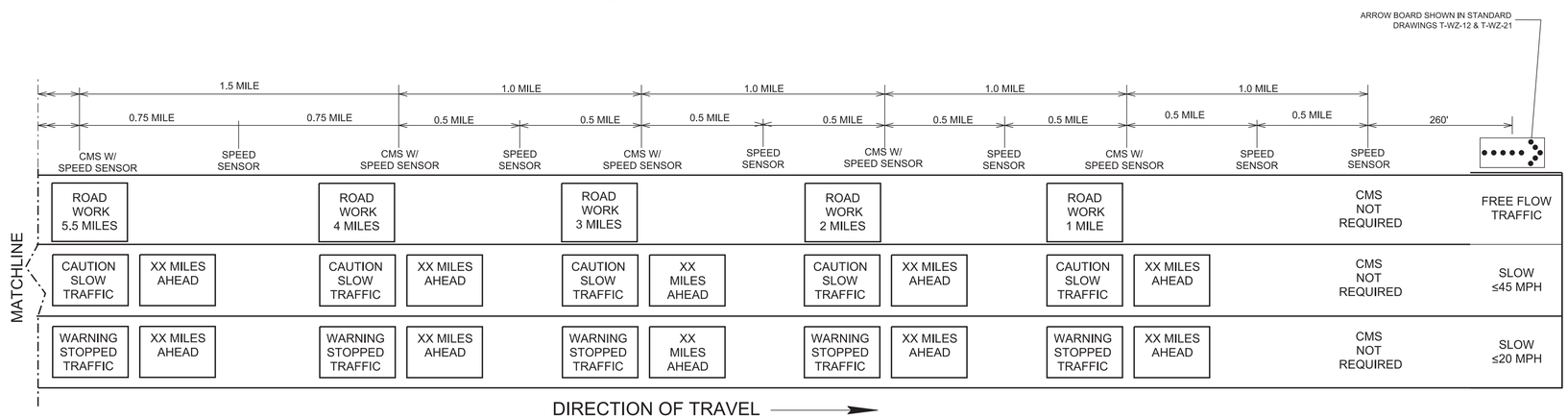
METHOD OF MEASUREMENT

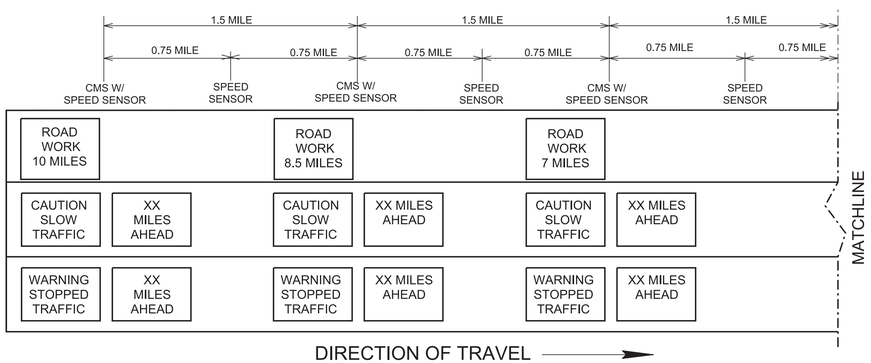
(5) ITEM 712-08.14, PORTABLE QUEUE WARNING SYSTEM SHALL BE PAID FOR EACH COMPLETE QUEUE WARNING SYSTEM PROVIDING QUEUE PROTECTION EACH DAY. SYSTEMS THAT ARE LEFT IN PLACE FOR THE DURATION OF THE PROJECT SHALL NOT BE PAID FOR TIME WHEN WORK IS NOT BEING PERFORMED.

BASIS OF PAYMENT

(6) THE FOLLOWING ITEMS SHALL BE PAID BY THE DAY DEFINED AS ONE FULL CALENDAR DAY AND SHALL INCLUDE ALL INCIDENTALS.

a. ITEM 712-08.14, PORTABLE QUEUE WARNING SYSTEM, DAY, SHALL INCLUDE RADAR SENSOR(S),MESSAGE BOARD, LABOR AND ALL RELATED EQUIPMENT OUTLINED ABOVE AND USED AS A PART OF THE PORTABLE QUEUE WARNING SYSTEM AND COSTS ASSOCIATED WITH THOSE ITEMS DURING ANY GIVEN DAY.





NOTES:

1) PORTABLE QUEUE WARNING SYSTEM WILL BE REQUIRED FOR ALL PHASES AND IN EACH DIRECTION OF TRAVEL OF TRAFFIC CONTROL

2) SEE ARROW BOARD LOCATION FOR RELATIVE CHANGING MESSAGE SIGN AND SENSOR PLACEMENT

3) IF TRAFFIC BACKS UP BEYOND THE LAST CHANGEABLE MESSAGE SIGN UNIT, TDOT PERSONNEL SHOULD BE NOTIFIED SO ADJUSTMENTS CAN BE MADE TO RELOCATE THE LAST CMS WITH SPEED SENSOR TO THE NEW END OF THE QUEUE AND ADJUST ANY SPACING OF THE INTERMITTENT SPEED SENSORS.

4)THE PRECISE POSITIONS OF THE CMS AND SENSORS MAY BE ESTABLISHED BY THE ENGINEER IF THERE IS ANY ISSUE INSTALLING THE CMS & SENSORS AT THE LOCATIONS DESIGNATED IN THE PLANS.

PORTABLE QUEUE WARNING SYSTEM
EASTBOUND(I-40)/WESTBOUND(I-40)

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PORTABLE QUEUE WARNING SYSTEM PLAN
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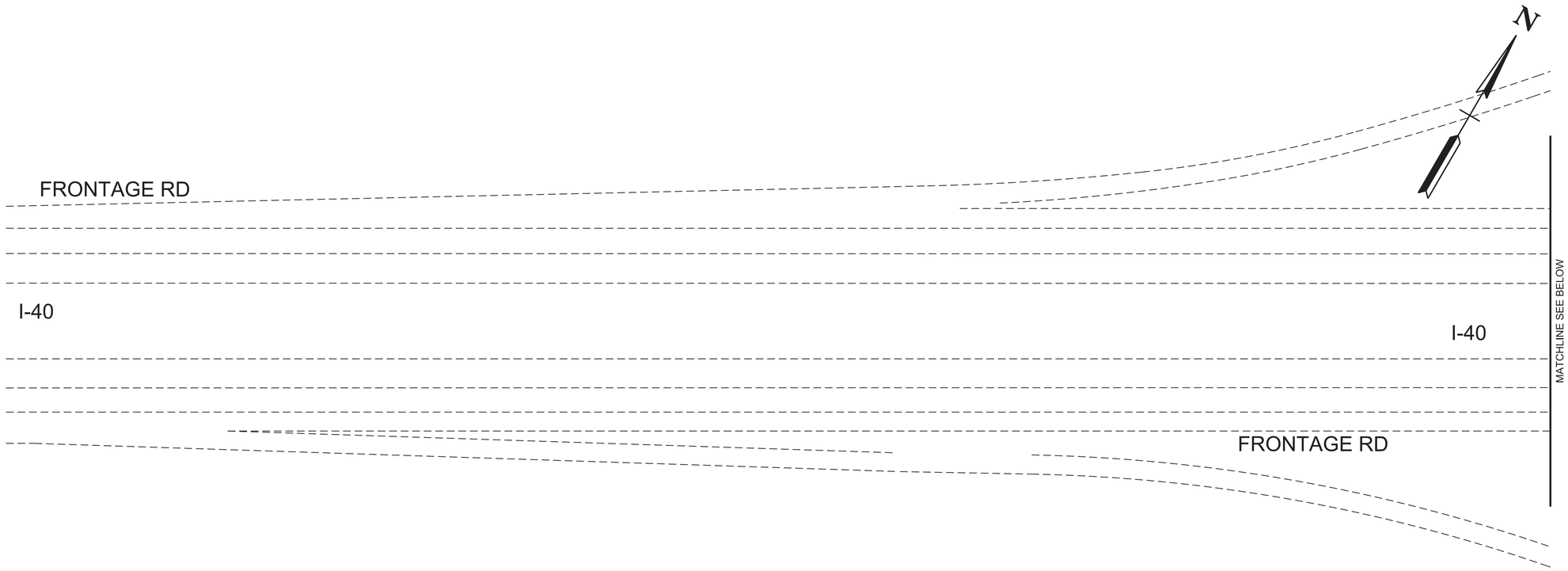
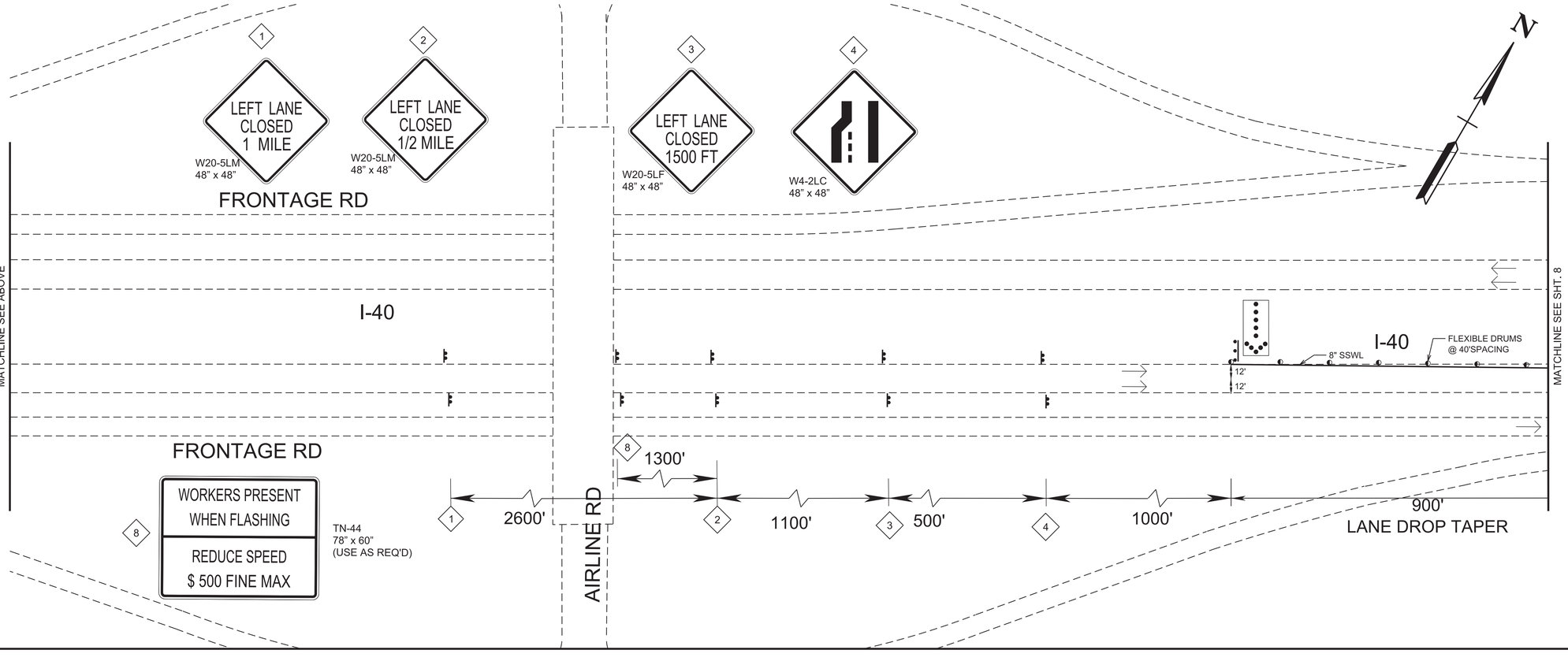
PS&E	2025	R4I040-M3-002	7





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TRAFFIC CONTROL PLANS PHASE 1

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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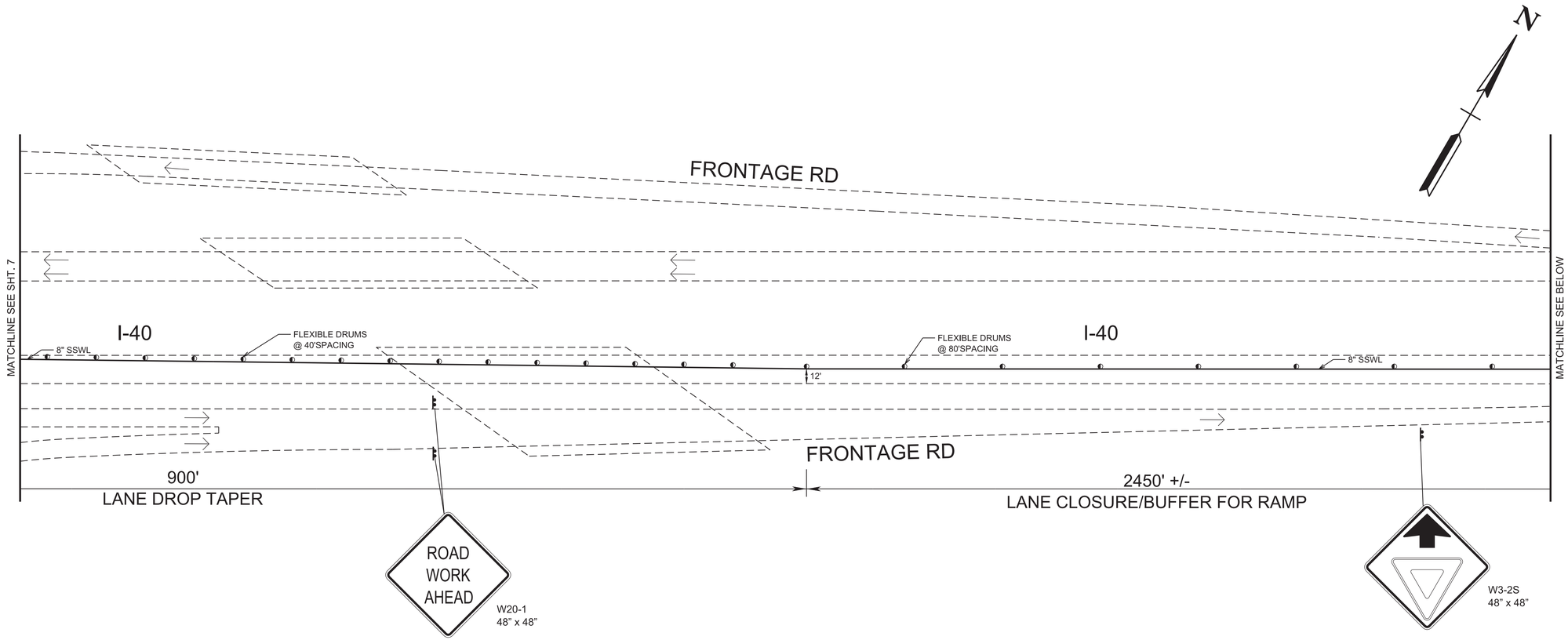
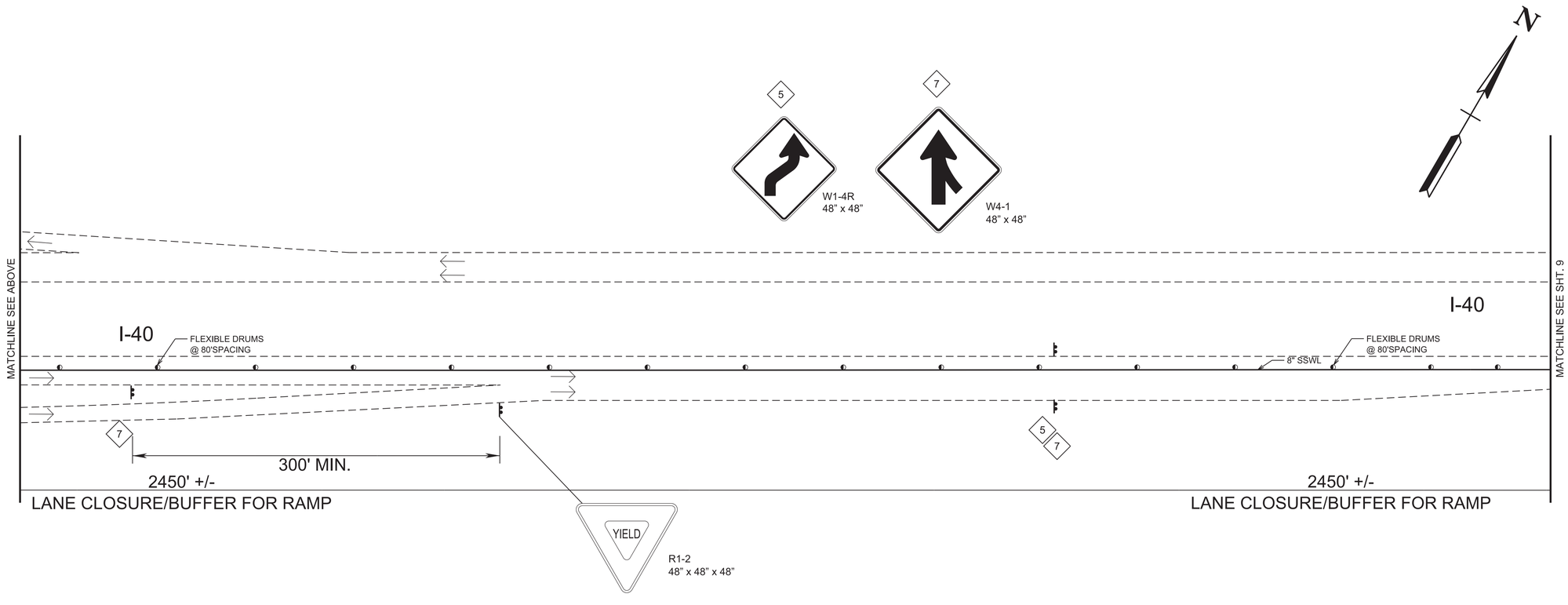
PS&E	2025	R4I040-M3-002	8





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TRAFFIC CONTROL PLANS PHASE 1

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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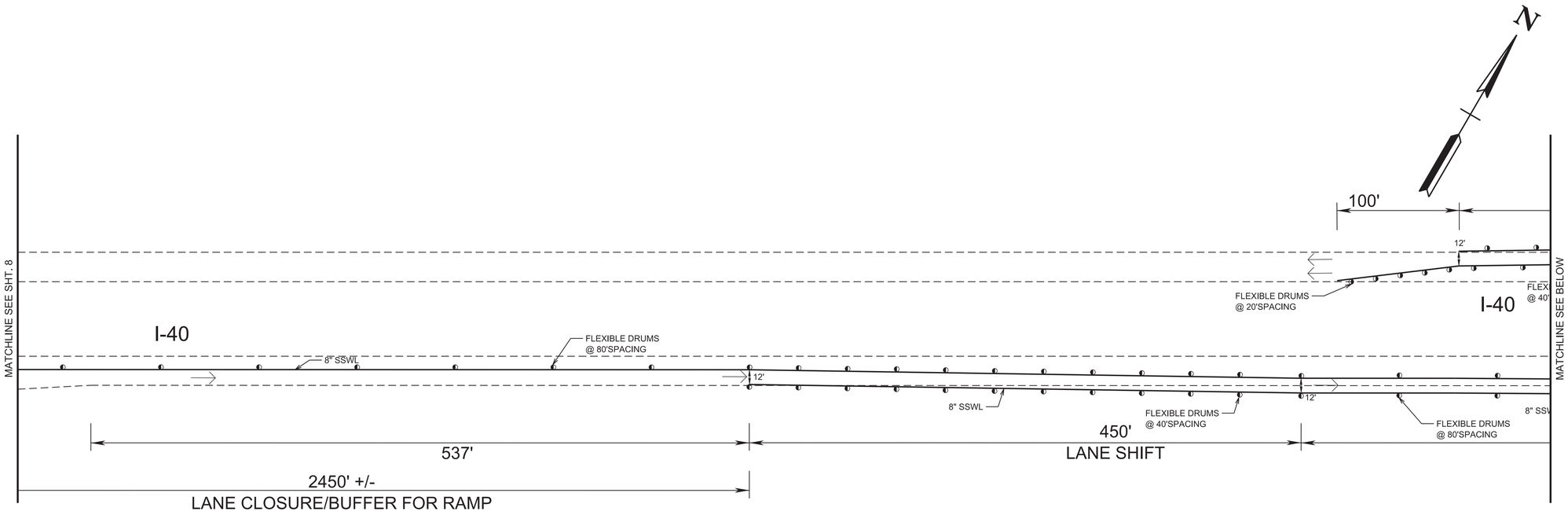

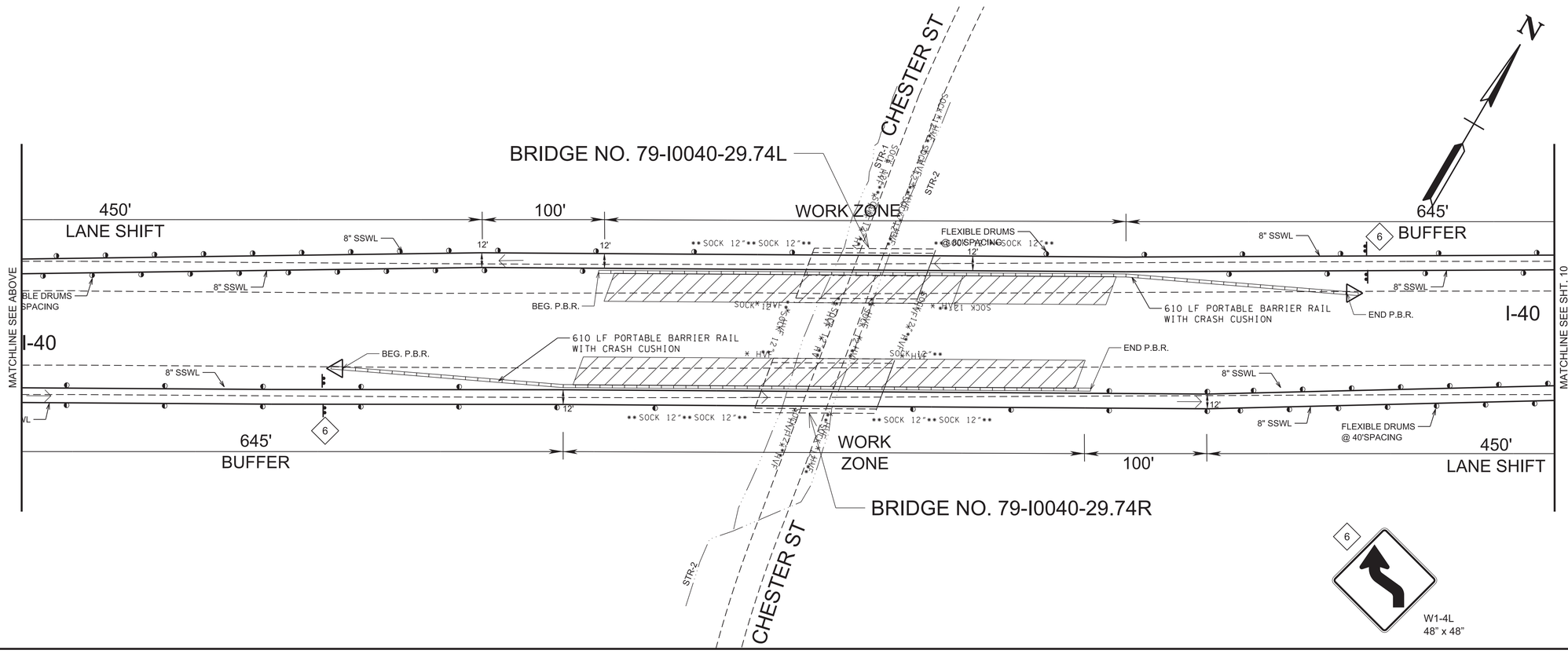

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TRAFFIC CONTROL PLANS PHASE 1

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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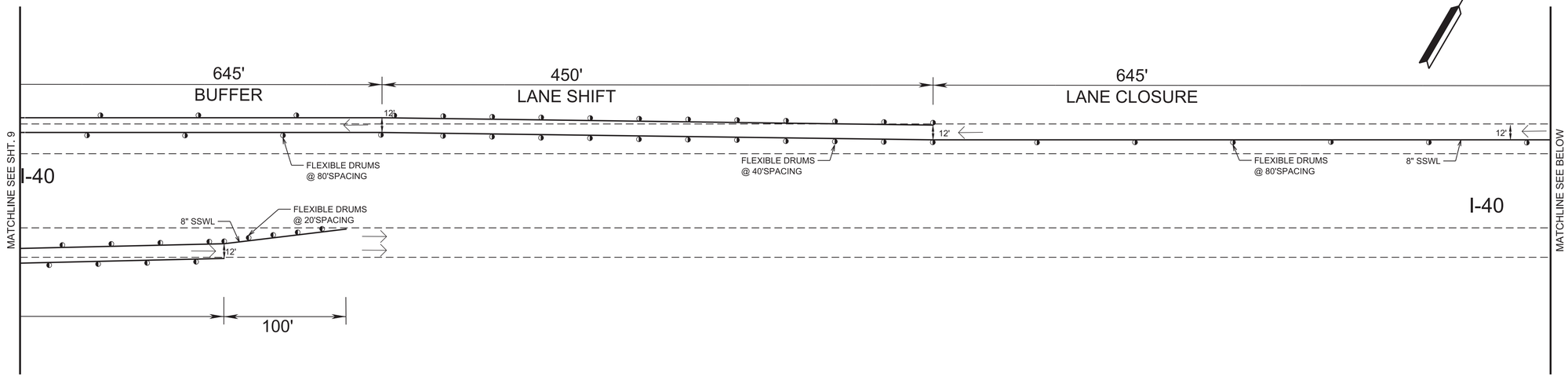

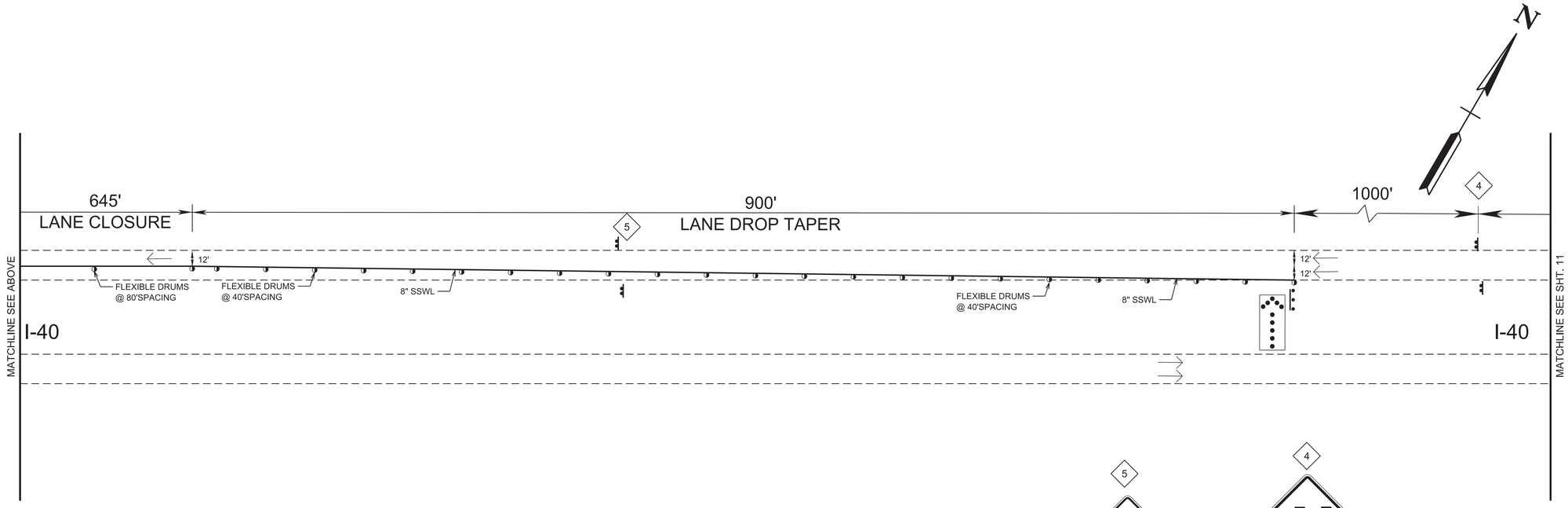

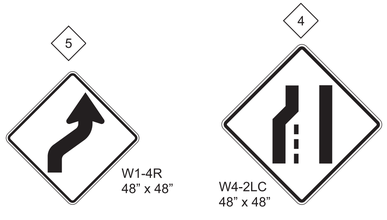

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TRAFFIC CONTROL PLANS PHASE 1

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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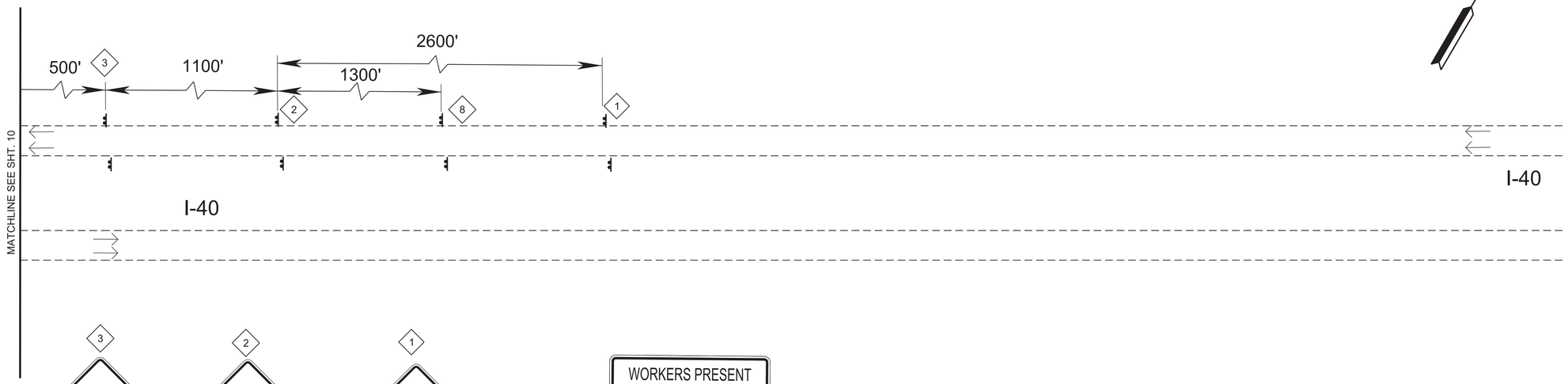
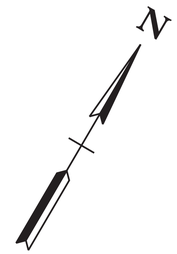
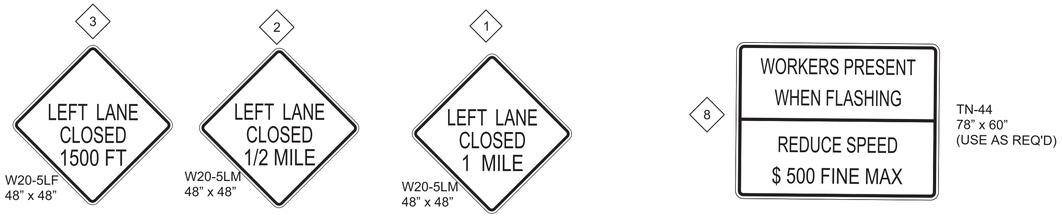
PS&E	2025	R4I040-M3-002	11







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TRAFFIC CONTROL PLANS PHASE 1

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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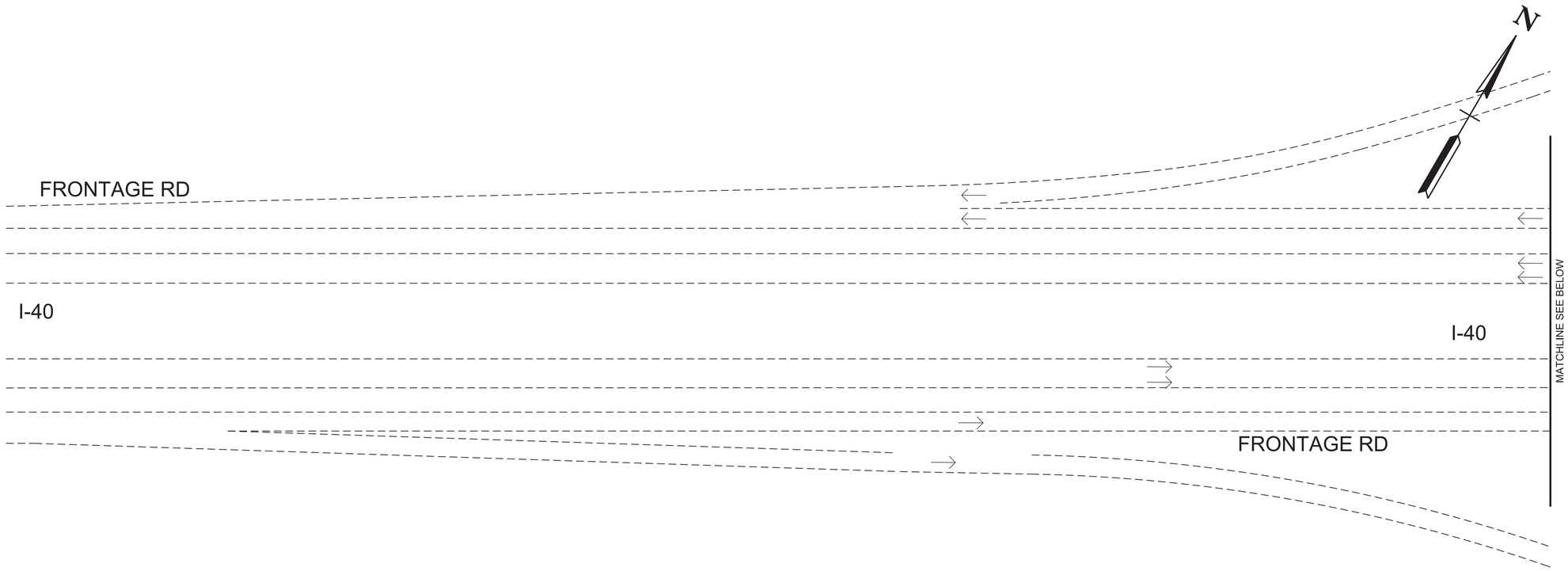
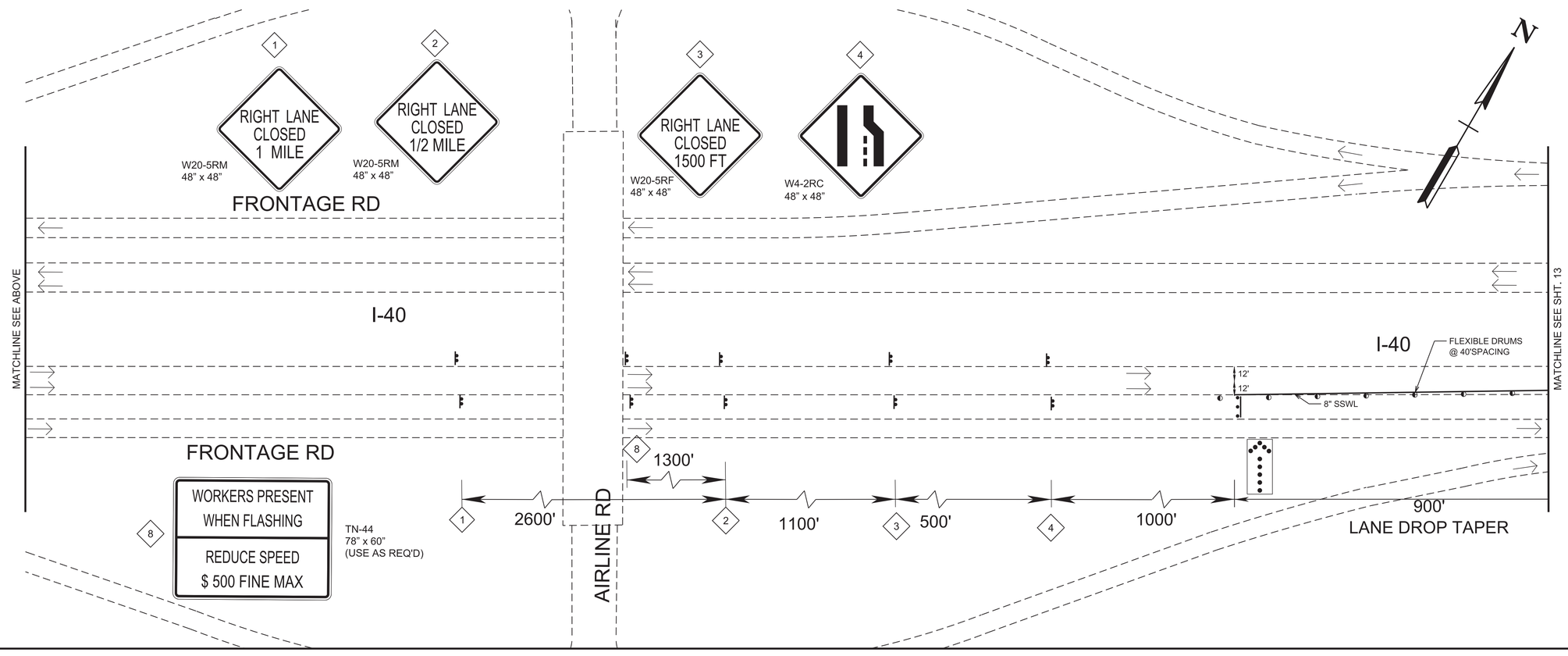
PS&E	2025	R4I040-M3-002	12





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TRAFFIC CONTROL PLANS PHASE 2

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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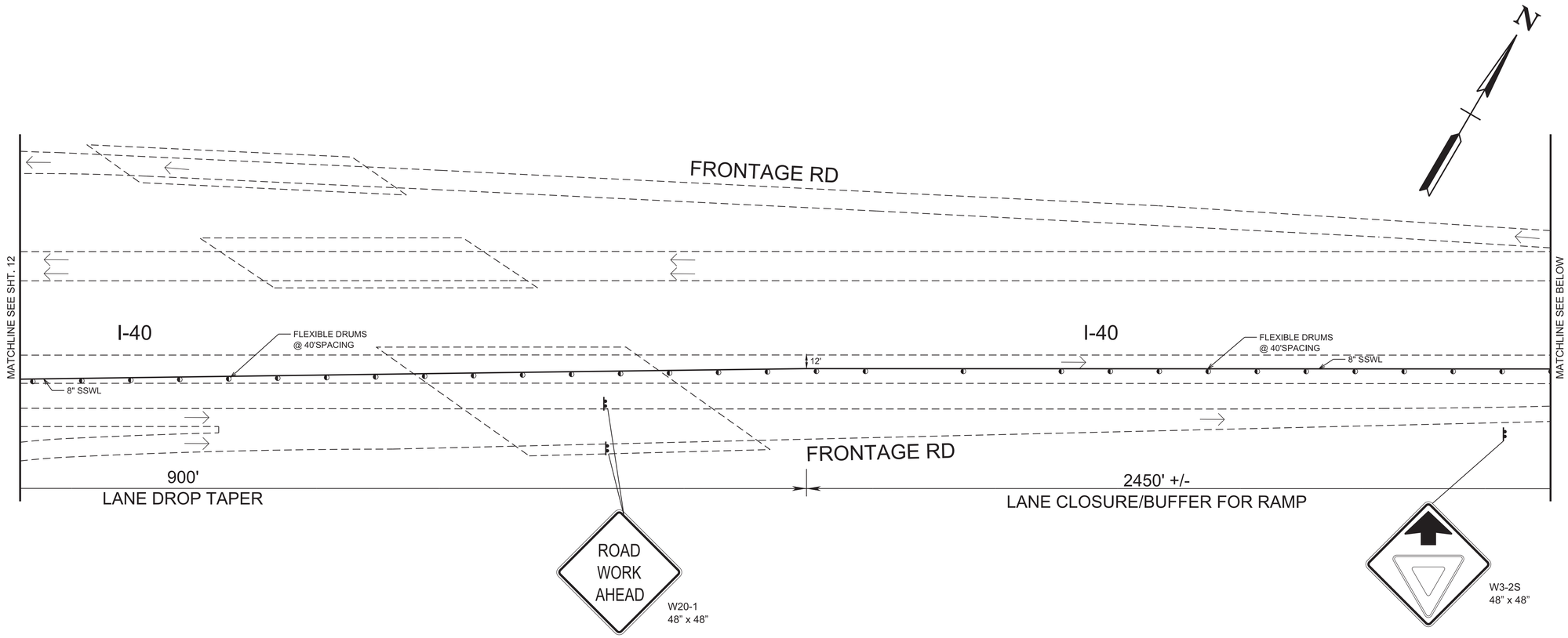

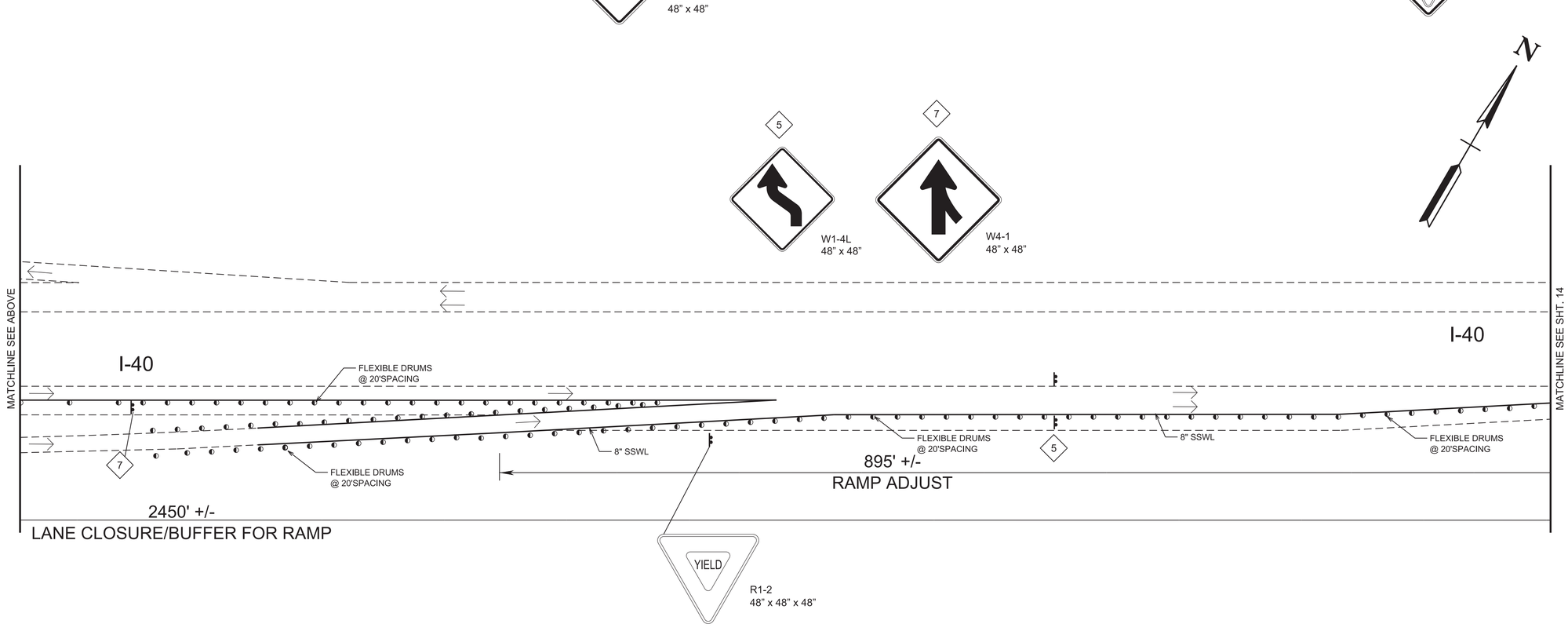

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TRAFFIC CONTROL PLANS PHASE 2

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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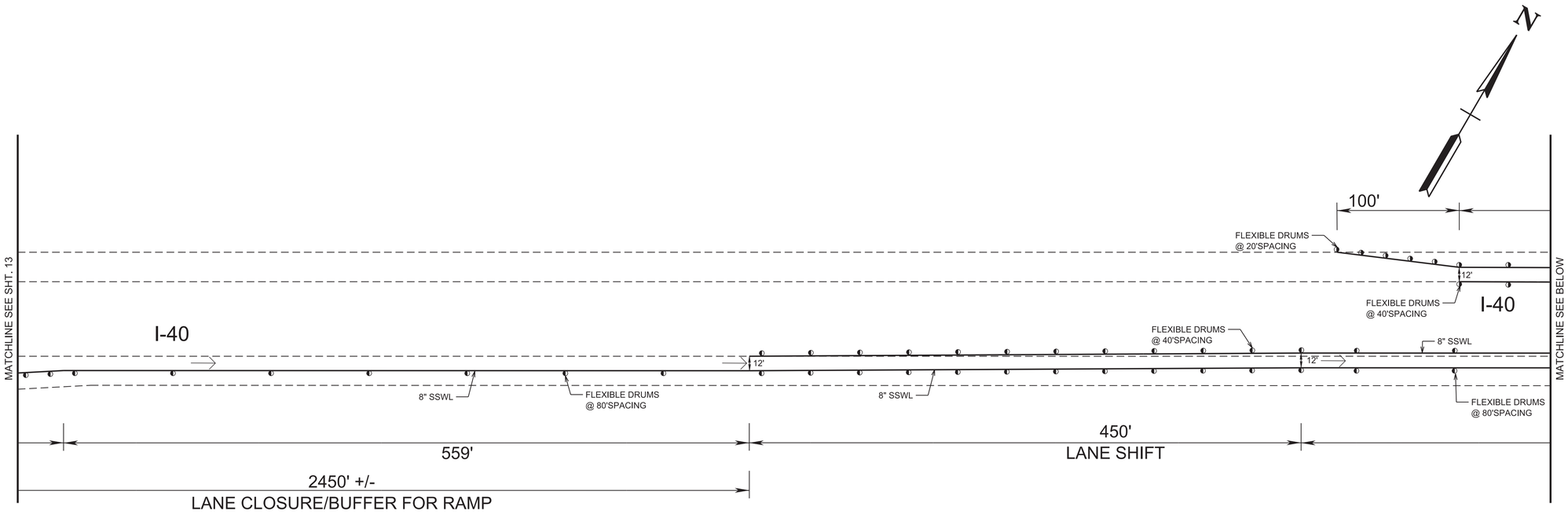

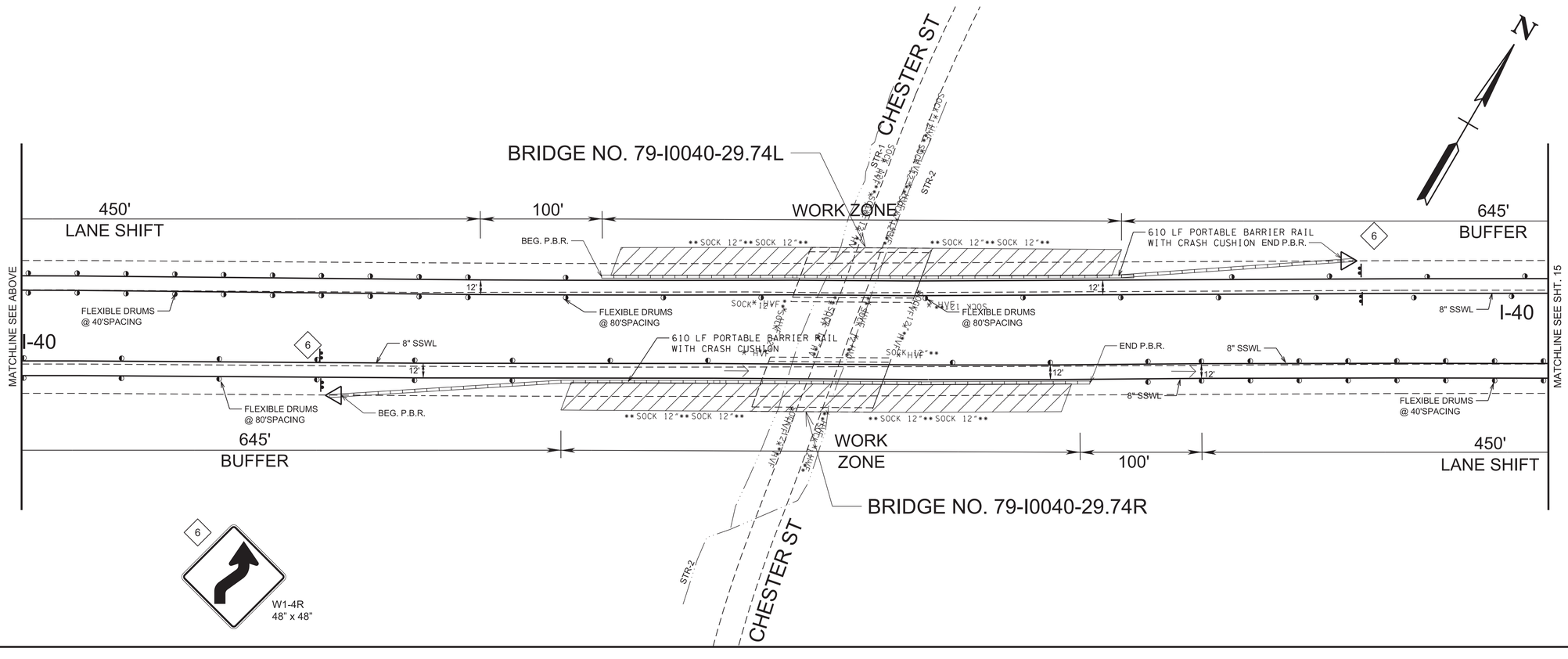

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Zachary S. Farris

05/14/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS PHASE 2

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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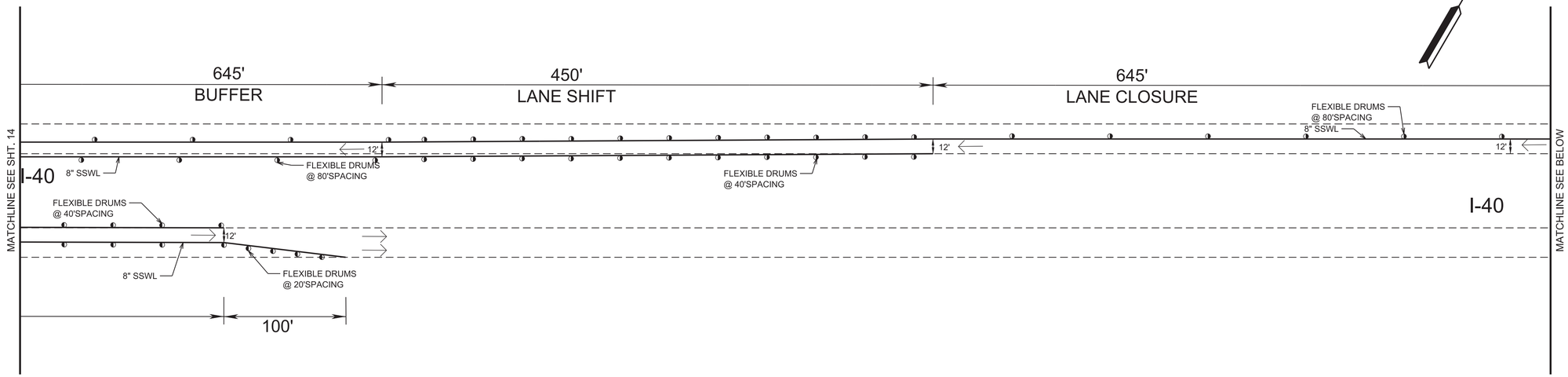
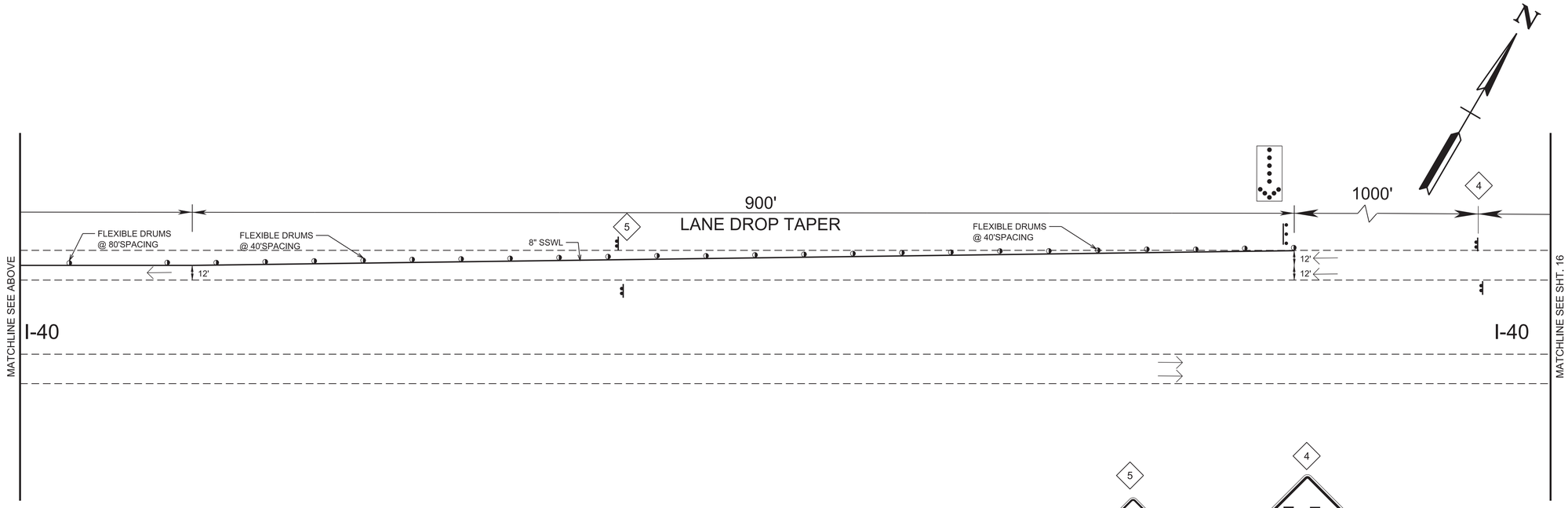
PS&E	2025	R4I040-M3-002	15





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TRAFFIC CONTROL PLANS PHASE 2

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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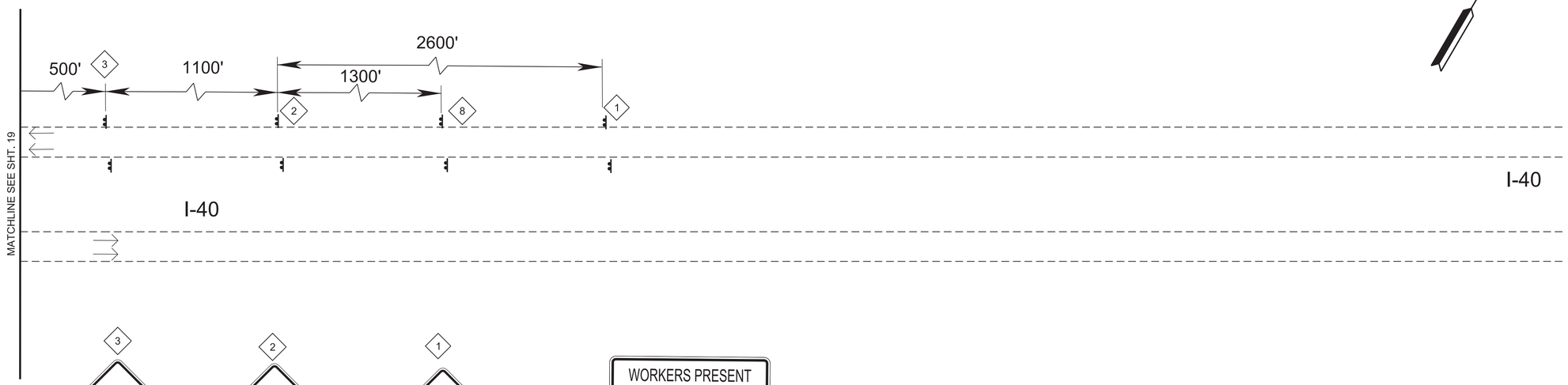

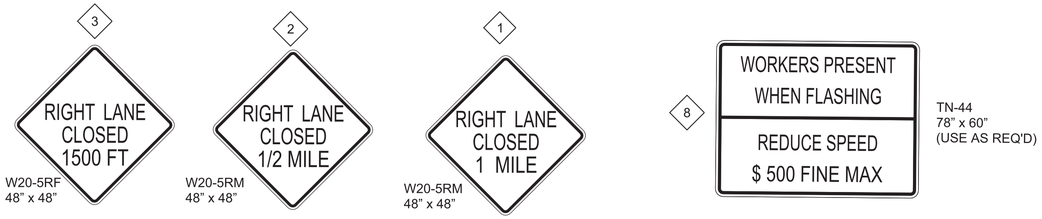

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TRAFFIC CONTROL PLANS PHASE 2

BRIDGE NOS. 79-I40-29.74L & 79-I40-29.74R

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	17
PS&E	2025	R4I040-M3-002	17

N

AIRLINE RD.

AIRLINE RD.

I-40 WB
I-40 EB

WORK ZONE BRIDGE NOS.
79-I40-29.74L & 79-I40-29.74R

1

ROAD CLOSED AHEAD
LOCAL TRAFFIC ONLY
CHESTER STREET

R11-2B (MOD)
60" X 30"

CUSTOM
36" X 18"

MILTON WILSON BLVD.

CHESTER ST.

END
ROAD WORK

G20-2
36" x 18"

AIRLINE RD.

CHESTER ST.

CHESTER ST.

1

SCARLET RIDGE DR.

CUSTOM
36" X 36"

CHESTER
STREET
CLOSED

R3-2
24" x 24"

R11-2B (MOD)
60" X 30"

ROAD CLOSED AHEAD
LOCAL TRAFFIC ONLY

CUSTOM
36" X 18"

CHESTER
STREET

W20-3M
36" x 36"

ROAD
CLOSED
2 MILES

CUSTOM
36" X 18"

CHESTER
STREET

W20-3M
36" x 36"

ROAD
CLOSED
1 MILE

CUSTOM
36" X 18"

CHESTER
STREET

W20-1F
36" x 36"

ROAD
WORK
1000 FT

CUSTOM
36" X 18"

CHESTER
STREET

LARRY ANDERSON LN.

I-40 WB
I-40 EB

HARRELL RD.

ROAD
WORK
1 MILE

W20-1M
36" x 36"

LARRY ANDERSON COVE

1

ROAD CLOSED
R11-2
48" X 30"

A

A

TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS

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05/14/2025

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ROAD CLOSURE MAP
CHESTER STREET

BRIDGE NOS. 79-I40-29.74L &
79-I40-29.74R
NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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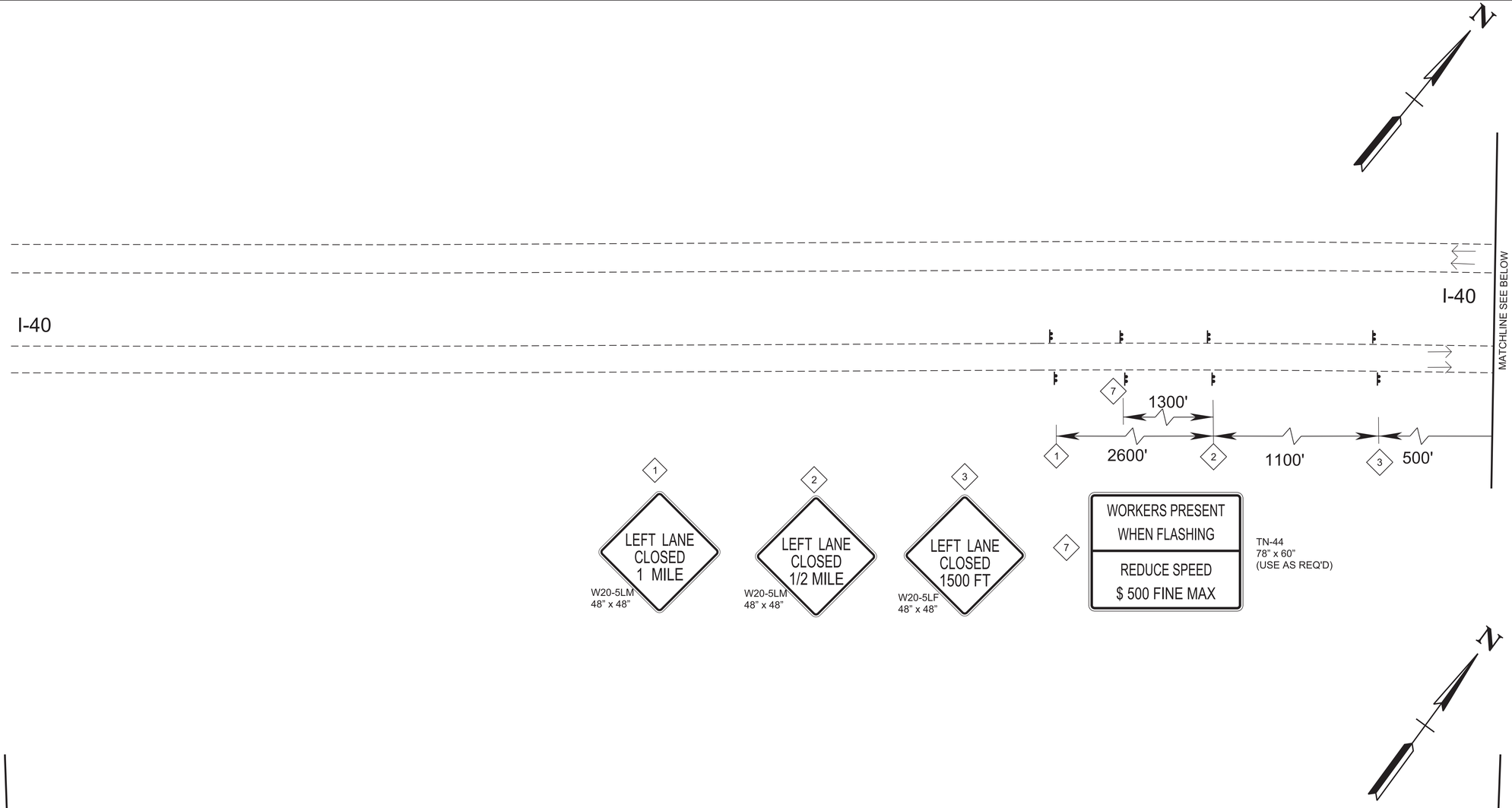
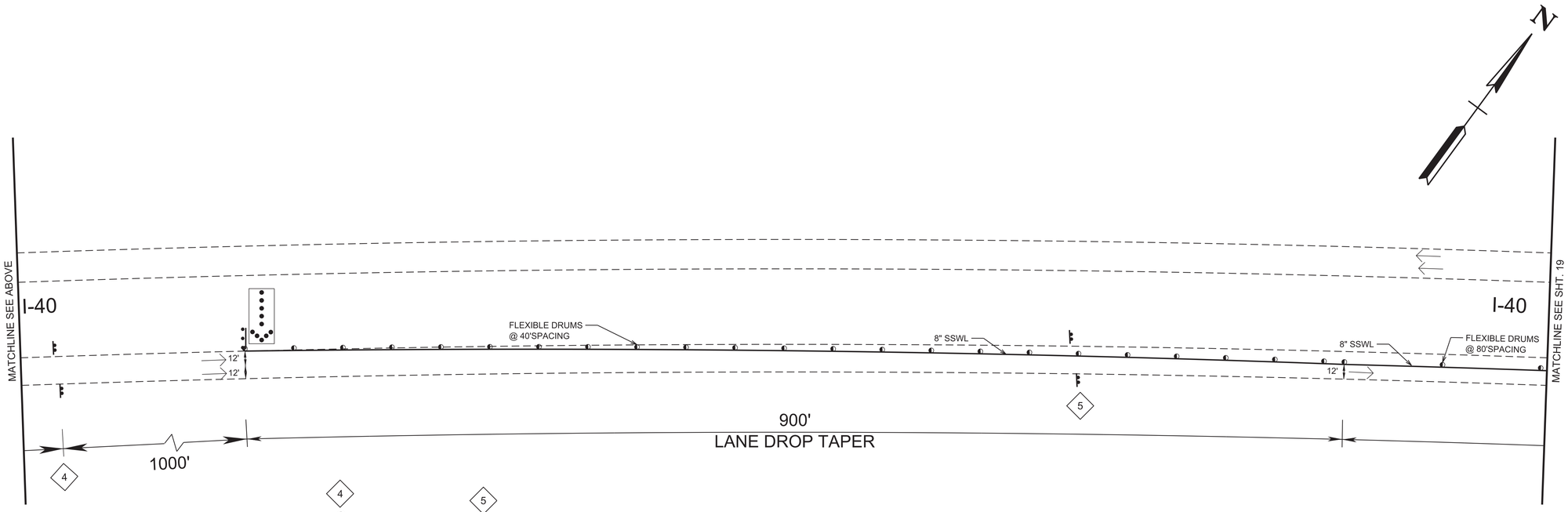
PS&E	2025	R4I040-M3-002	18





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TRAFFIC CONTROL PLANS PHASE 3

BRIDGE NOS. 24-I40-06.40L & 24-I40-06.40R

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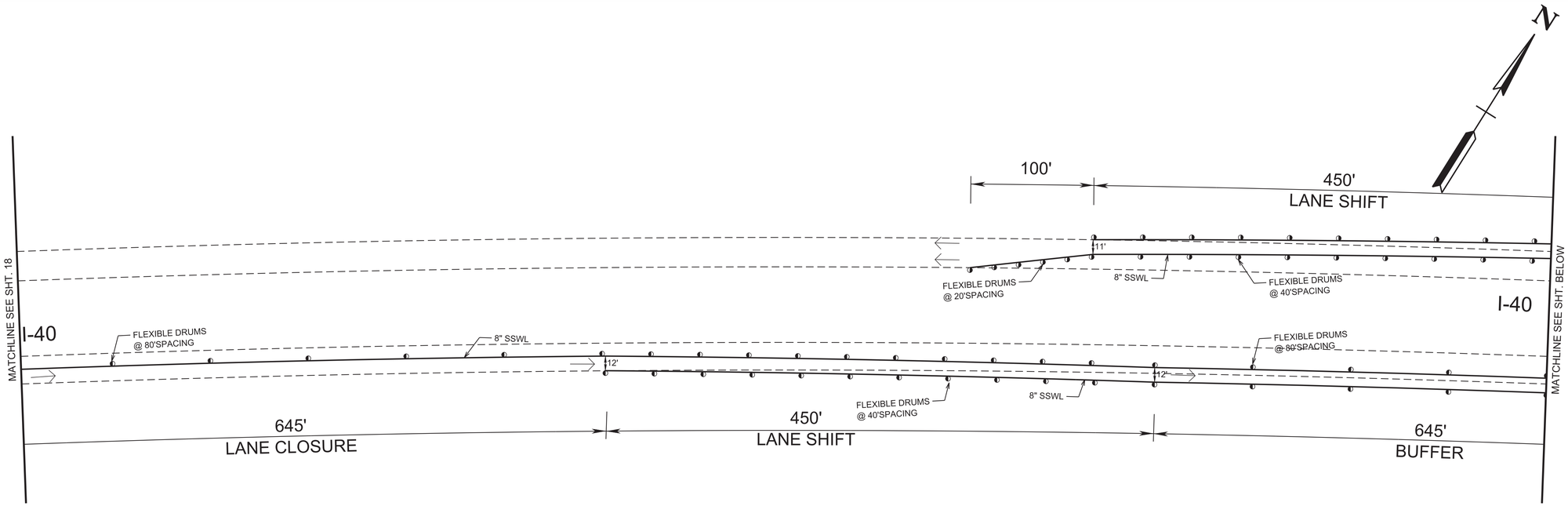
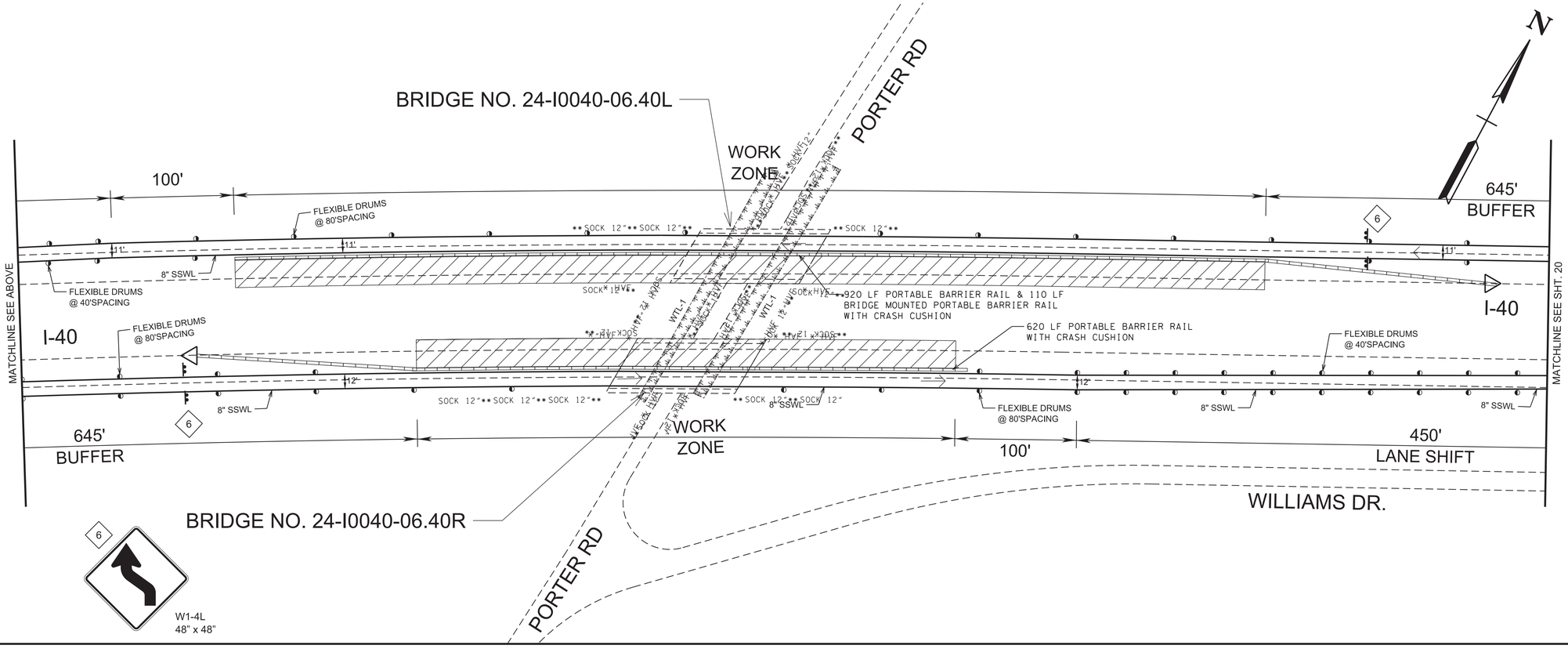
PS&E	2025	R4I040-M3-002	19





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TRAFFIC CONTROL PLANS PHASE 3

BRIDGE NOS. 24-I40-06.40L & 24-I40-06.40R

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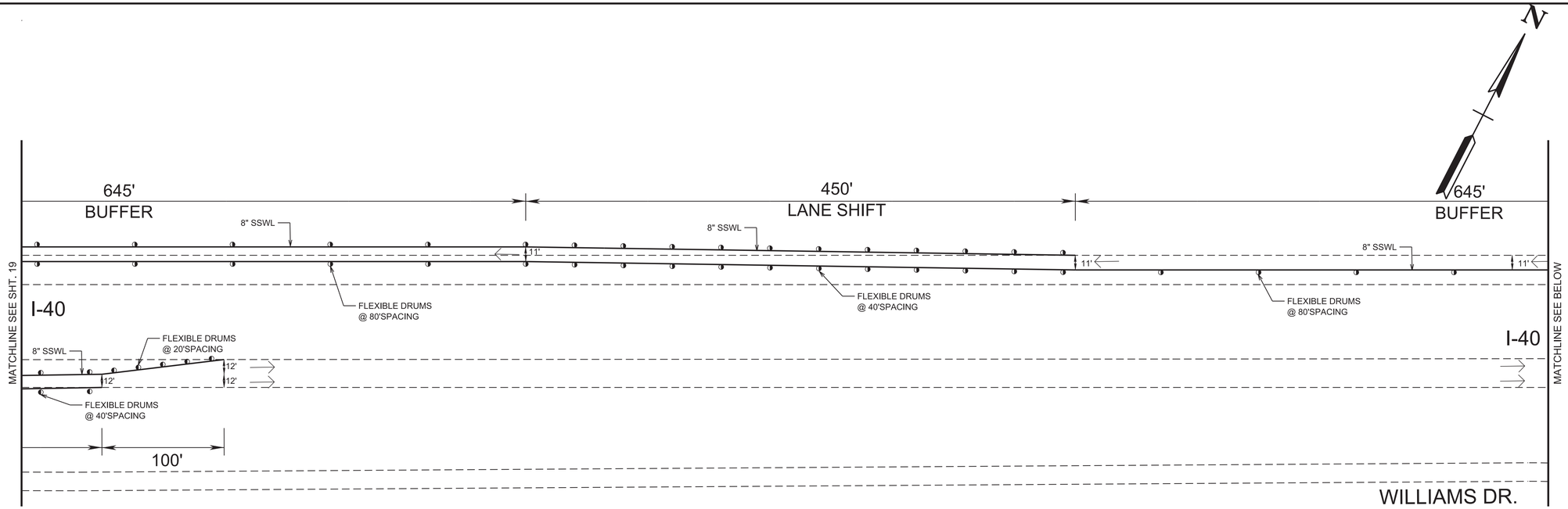
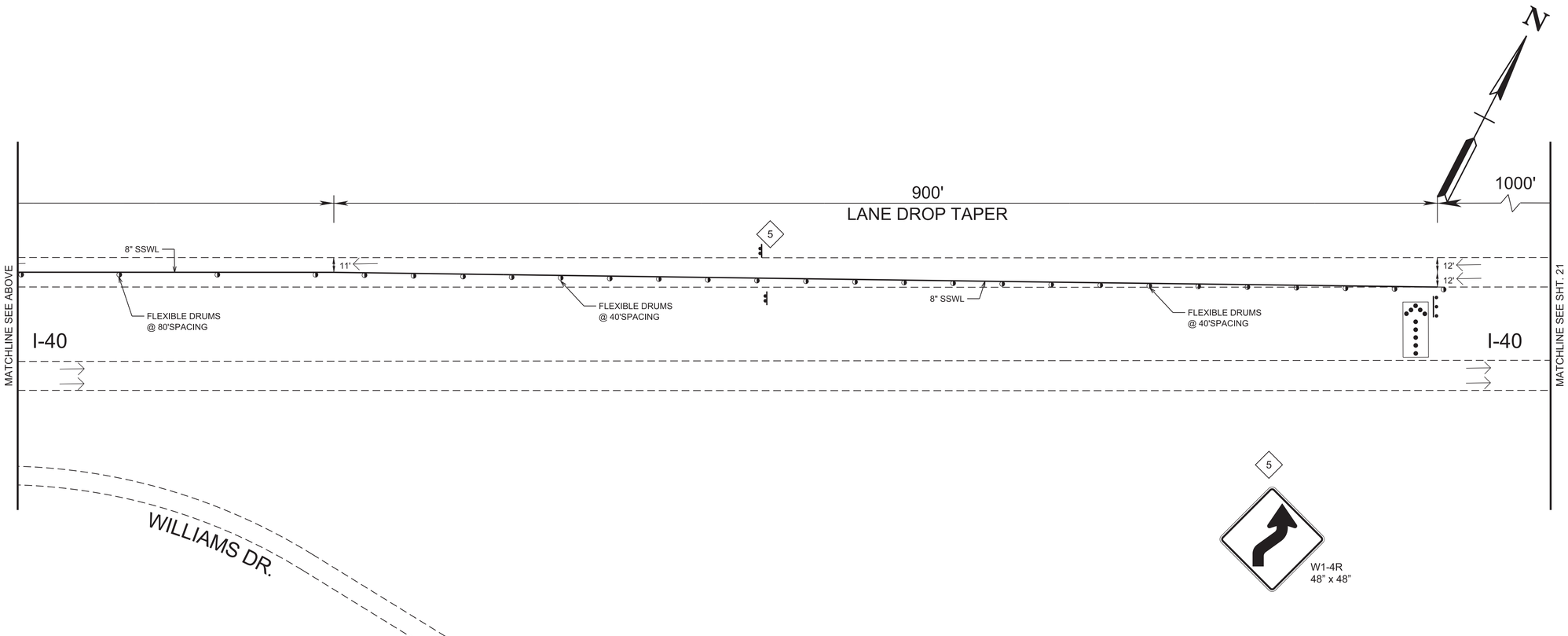
PS&E	2025	R4I040-M3-002	20





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TRAFFIC CONTROL PLANS PHASE 3

BRIDGE NOS. 24-I40-06.40L & 24-I40-06.40R

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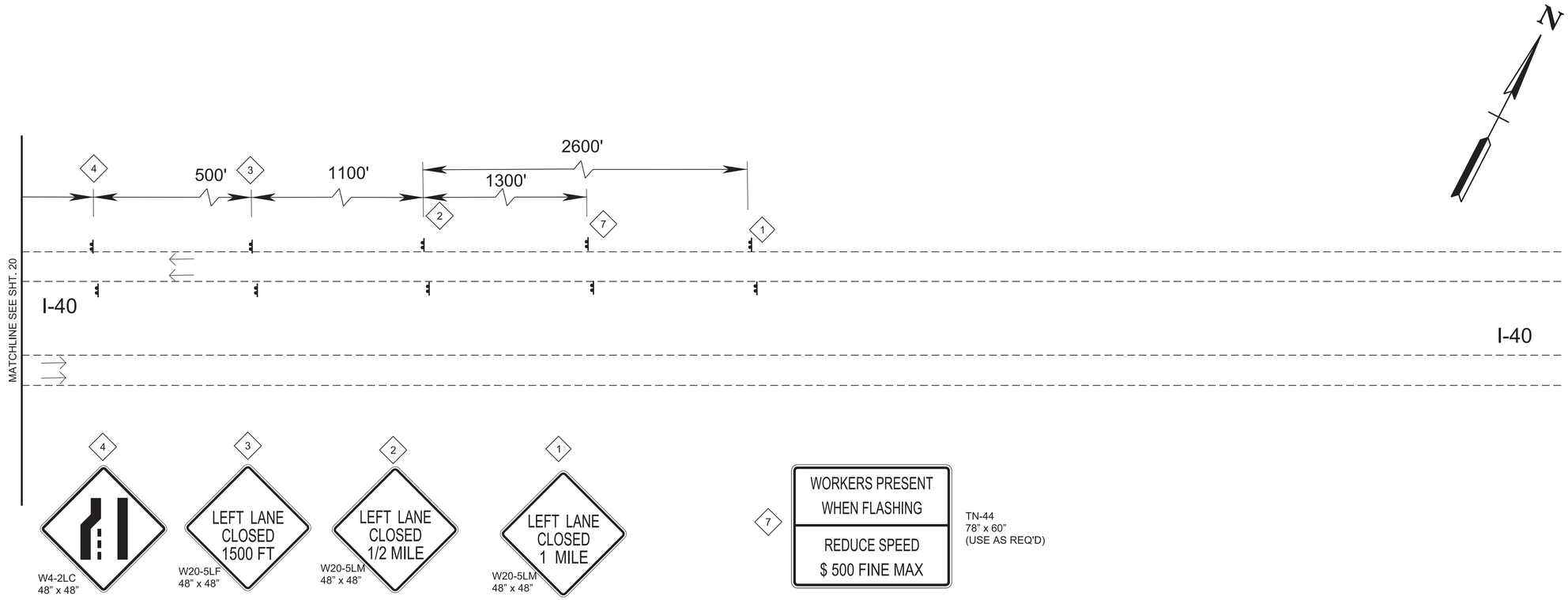
PS&E	2025	R4I040-M3-002	21



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TRAFFIC CONTROL PLANS PHASE 3

BRIDGE NOS. 24-I40-06.40L & 24-I40-06.40R

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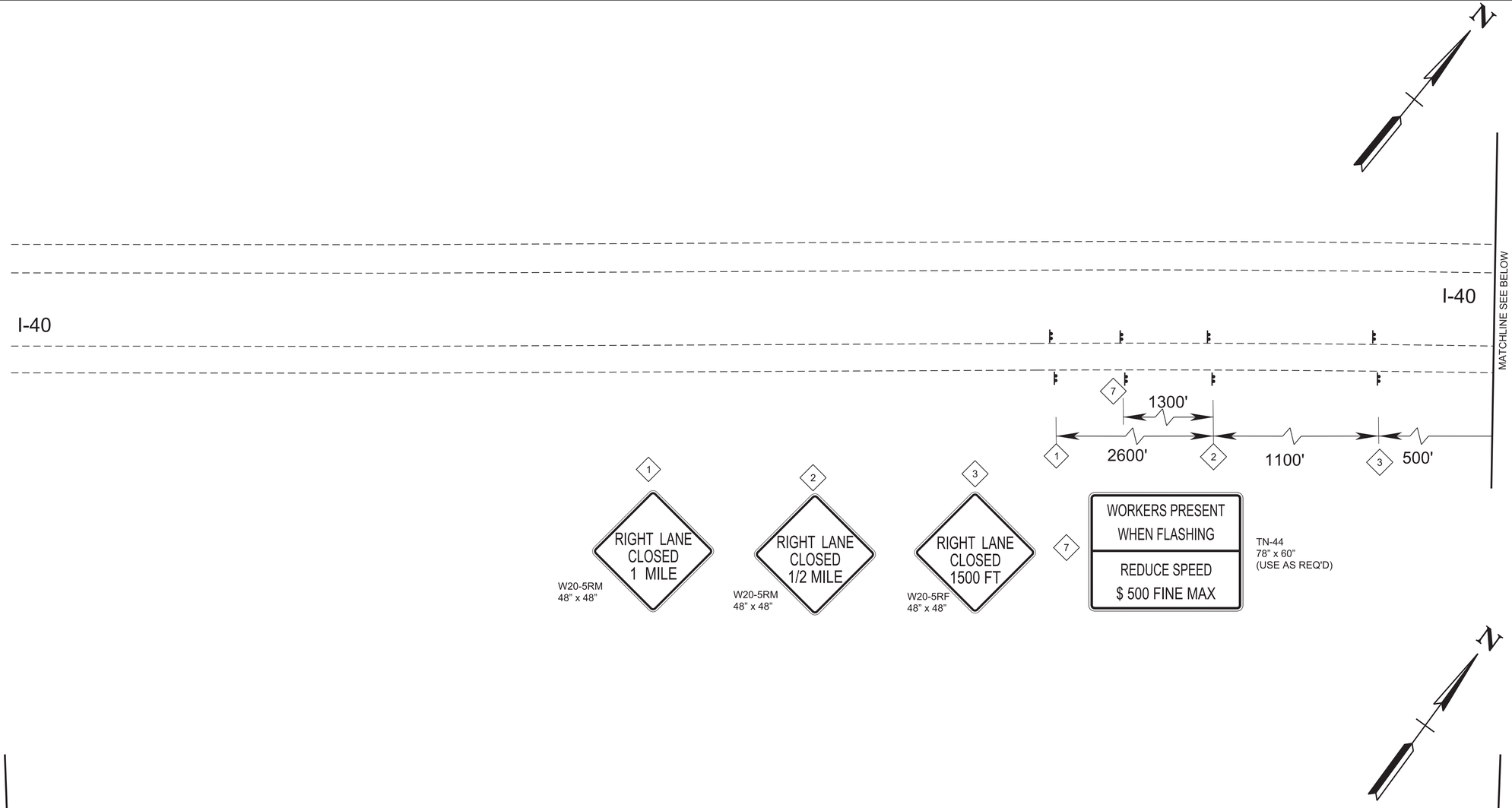
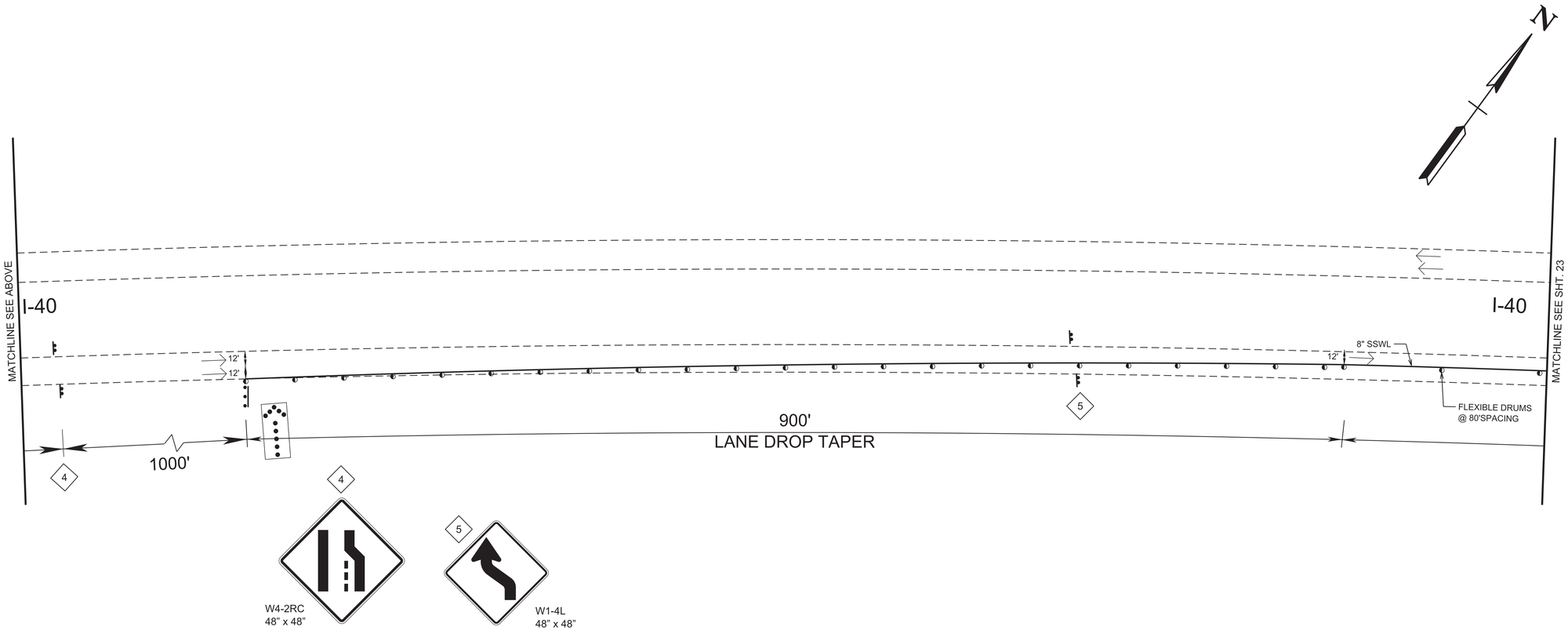
PS&E	2025	R4I040-M3-002	22





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TRAFFIC CONTROL PLANS PHASE 4

BRIDGE NOS. 24-I40-06.40L & 24-I40-06.40R

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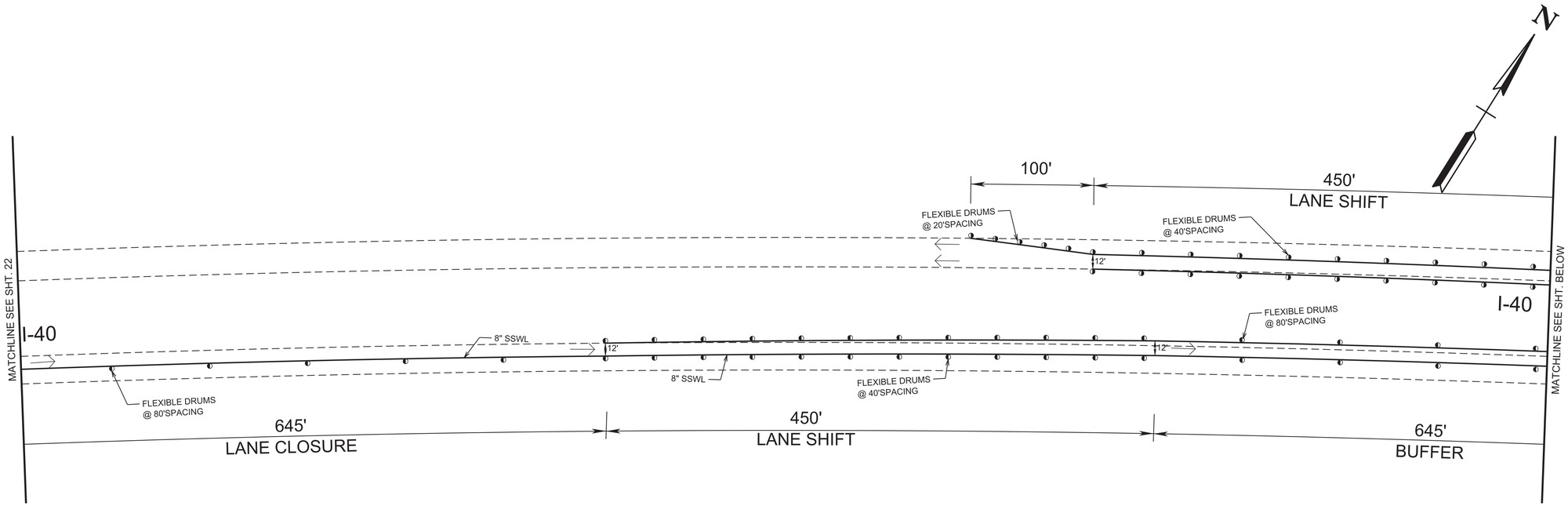

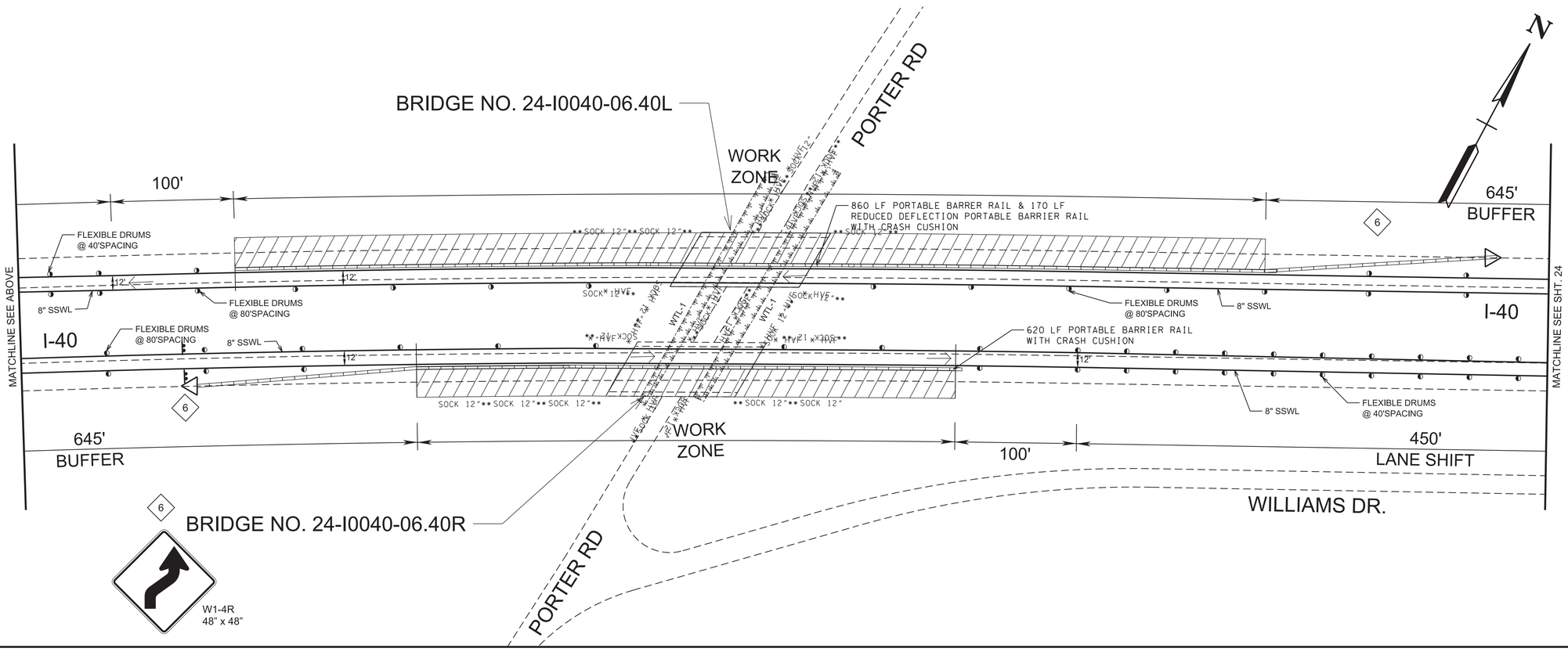

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TRAFFIC CONTROL PLANS PHASE 4

BRIDGE NOS. 24-I40-06.40L & 24-I40-06.40R

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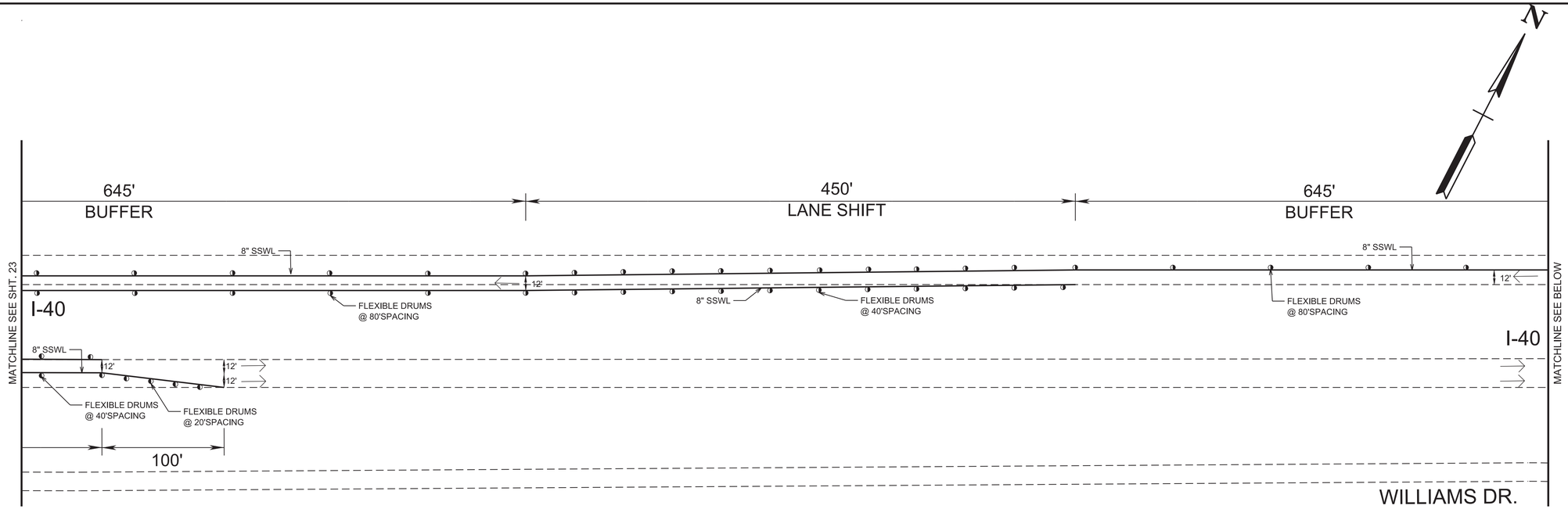

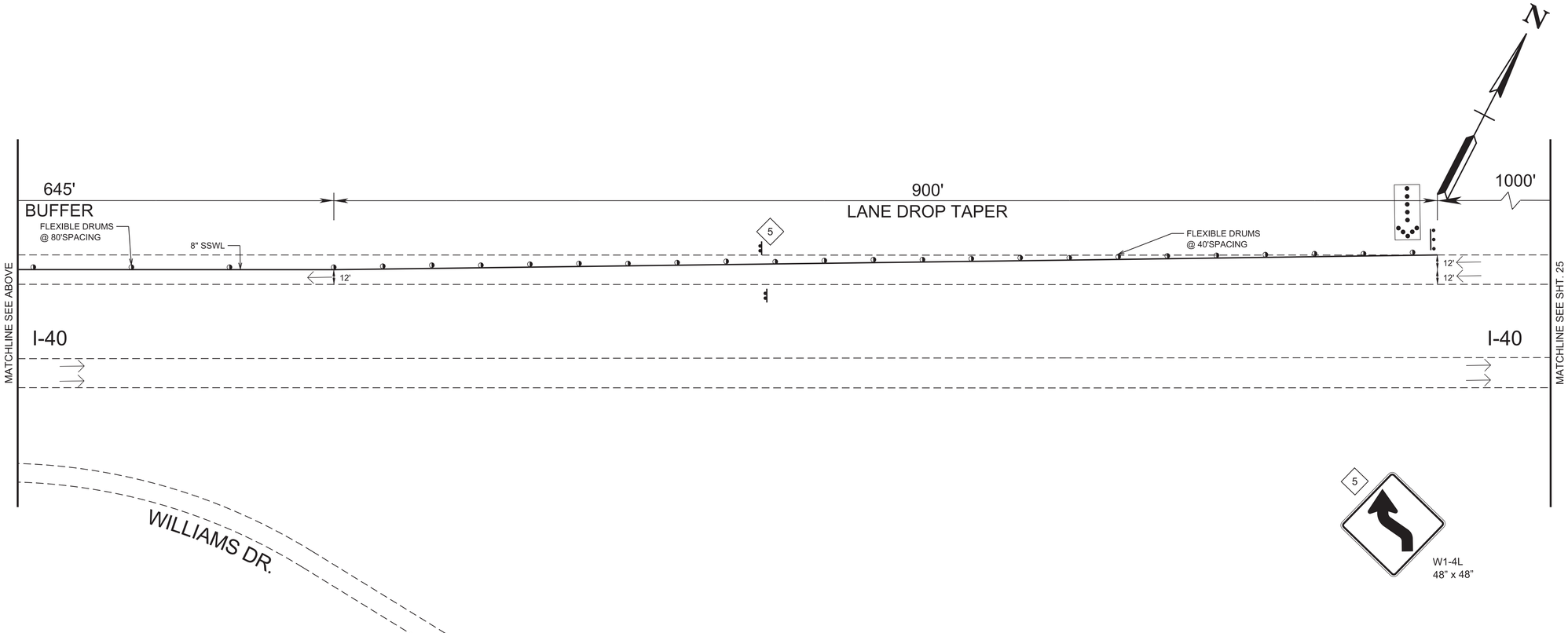

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TRAFFIC CONTROL PLANS PHASE 4

BRIDGE NOS. 24-I40-06.40L & 24-I40-06.40R

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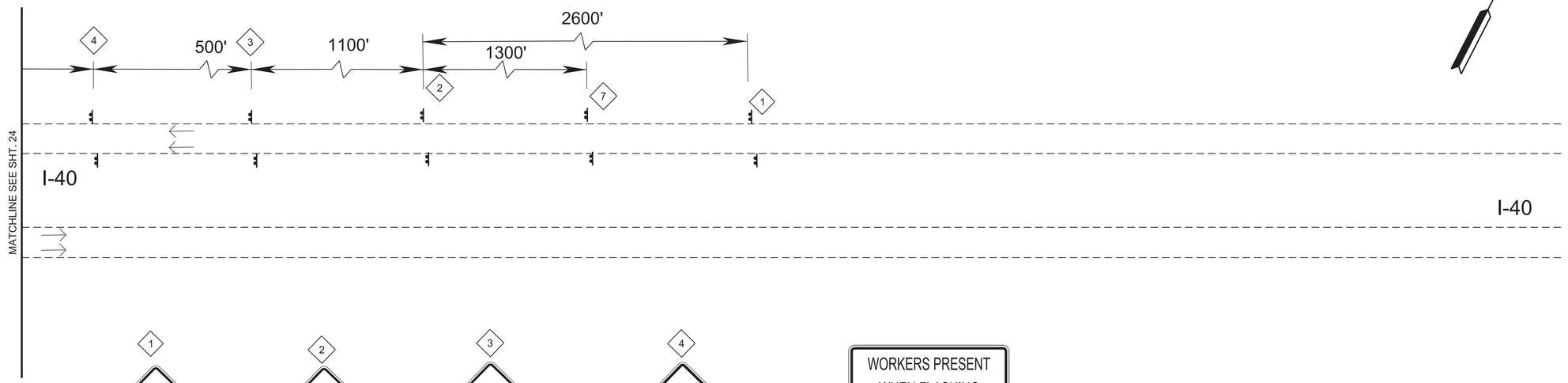

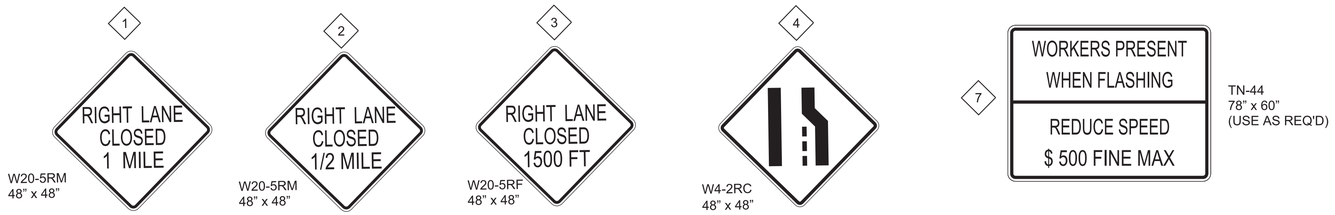

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TRAFFIC CONTROL PLANS PHASE 4

BRIDGE NOS. 24-I40-06.40L & 24-I40-06.40R

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	R4I040-M3-002	26
PS&E	2025	R4I040-M3-002	26

1

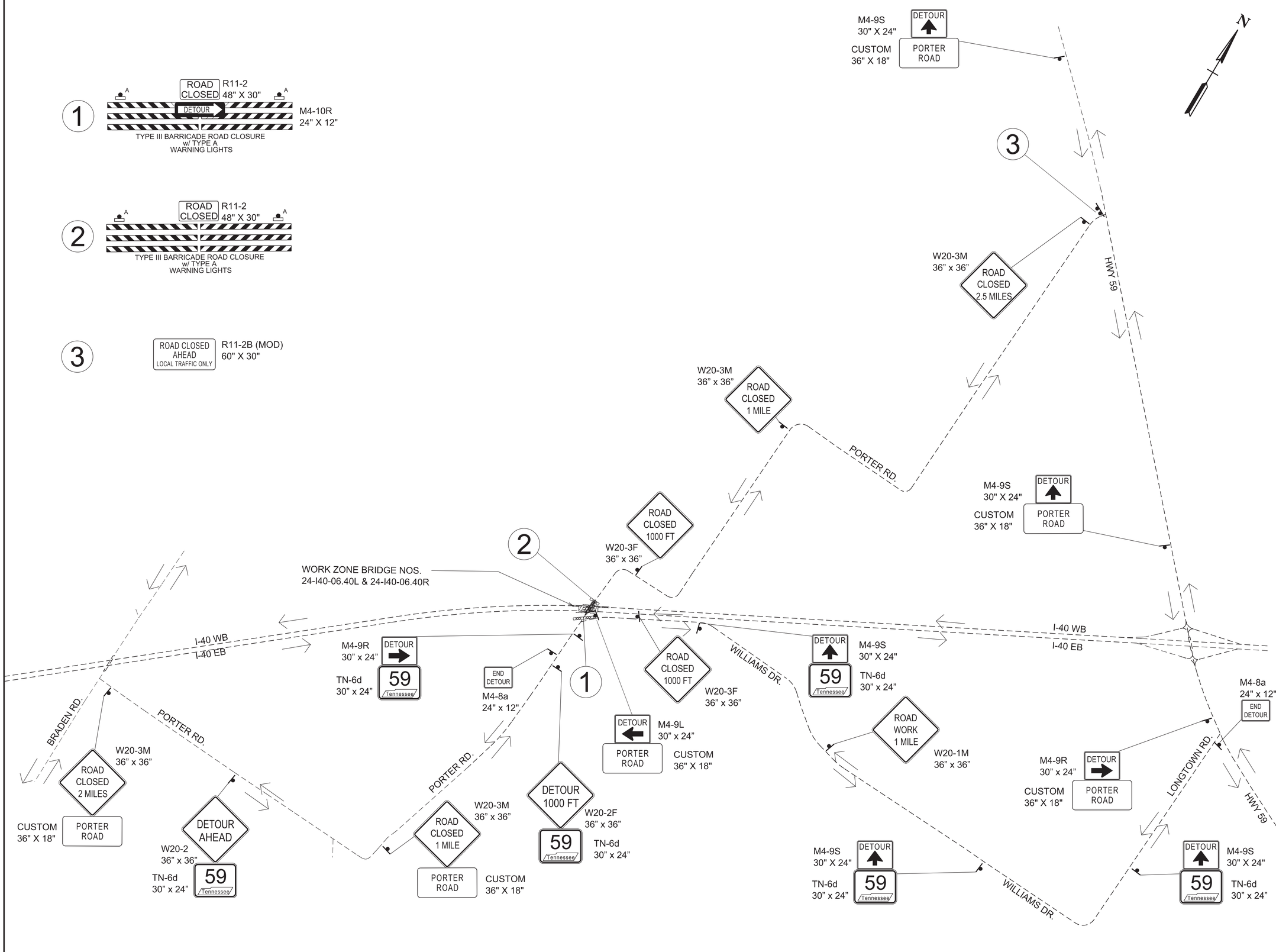
TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS

2

TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS

3

R11-2B (MOD)
60" X 30"



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STATE OF TENNESSEE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETOUR MAP
PORTER ROAD

BRIDGE NOS. 24-I40-06.40L &
24-I40-06.40R
NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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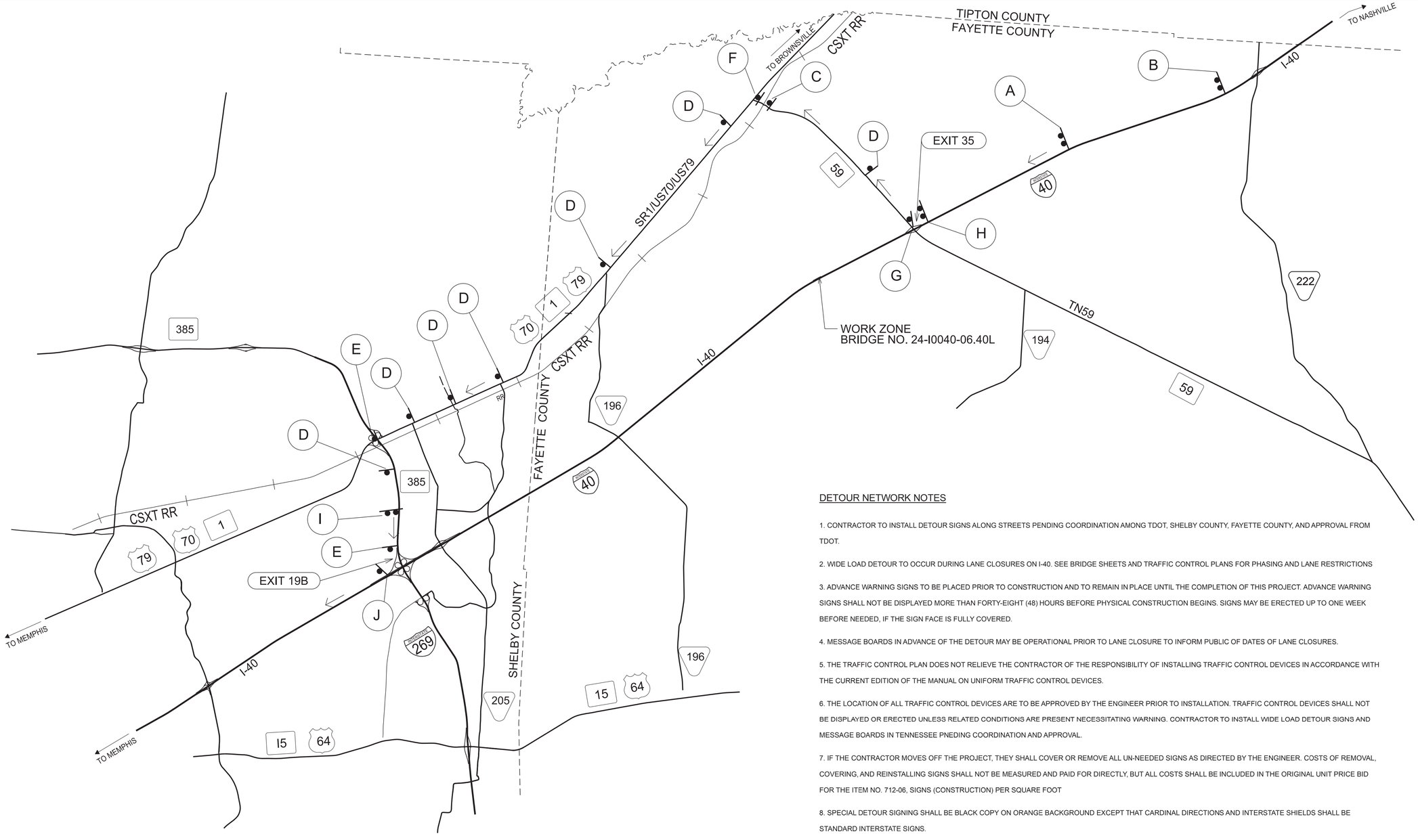
PS&E	2025	R4I040-M3-002	27



DETOUR NETWORK NOTES

1. CONTRACTOR TO INSTALL DETOUR SIGNS ALONG STREETS PENDING COORDINATION AMONG TDOT, SHELBY COUNTY, FAYETTE COUNTY, AND APPROVAL FROM TDOT.

2. WIDE LOAD DETOUR TO OCCUR DURING LANE CLOSURES ON I-40. SEE BRIDGE SHEETS AND TRAFFIC CONTROL PLANS FOR PHASING AND LANE RESTRICTIONS

3. ADVANCE WARNING SIGNS TO BE PLACED PRIOR TO CONSTRUCTION AND TO REMAIN IN PLACE UNTIL THE COMPLETION OF THIS PROJECT. ADVANCE 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.

4. MESSAGE BOARDS IN ADVANCE OF THE DETOUR MAY BE OPERATIONAL PRIOR TO LANE CLOSURE TO INFORM PUBLIC OF DATES OF LANE CLOSURES.

5. THE TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

6. THE LOCATION OF ALL TRAFFIC CONTROL DEVICES ARE TO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING. CONTRACTOR TO INSTALL WIDE LOAD DETOUR SIGNS AND MESSAGE BOARDS IN TENNESSEE PNEDING COORDINATION AND APPROVAL.

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

8. SPECIAL DETOUR SIGNING SHALL BE BLACK COPY ON ORANGE BACKGROUND EXCEPT THAT CARDINAL DIRECTIONS AND INTERSTATE SHIELDS SHALL BE STANDARD INTERSTATE SIGNS.

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WIDE LOAD DETOUR MAP I-40W

BRIDGE NO. 24-I40-06.40L
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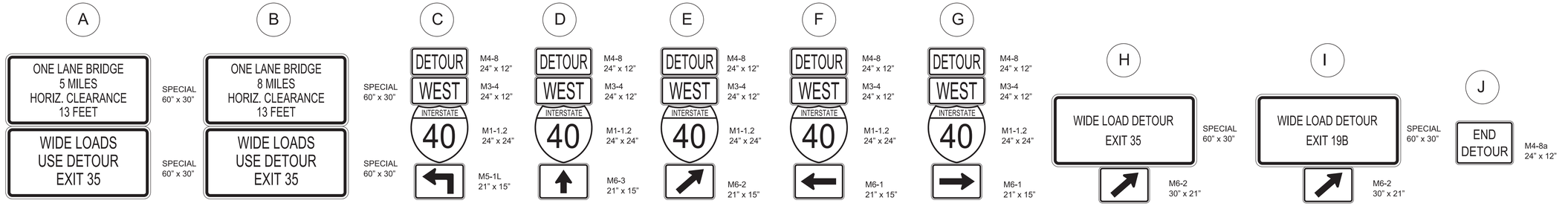
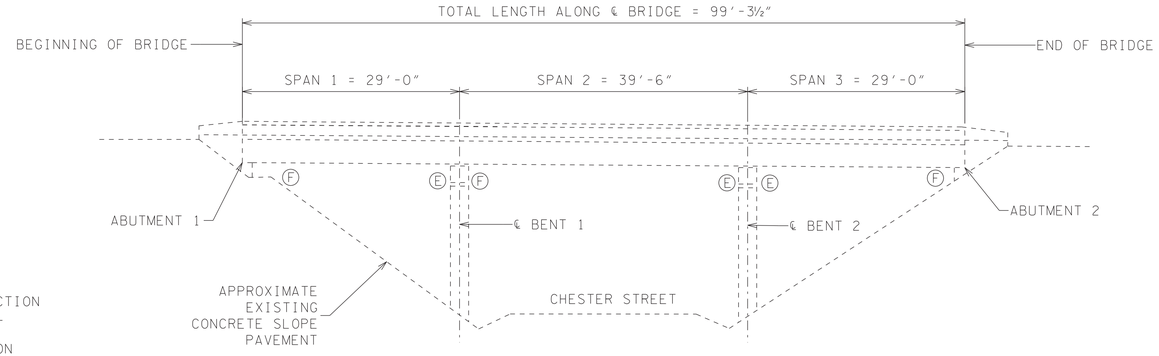


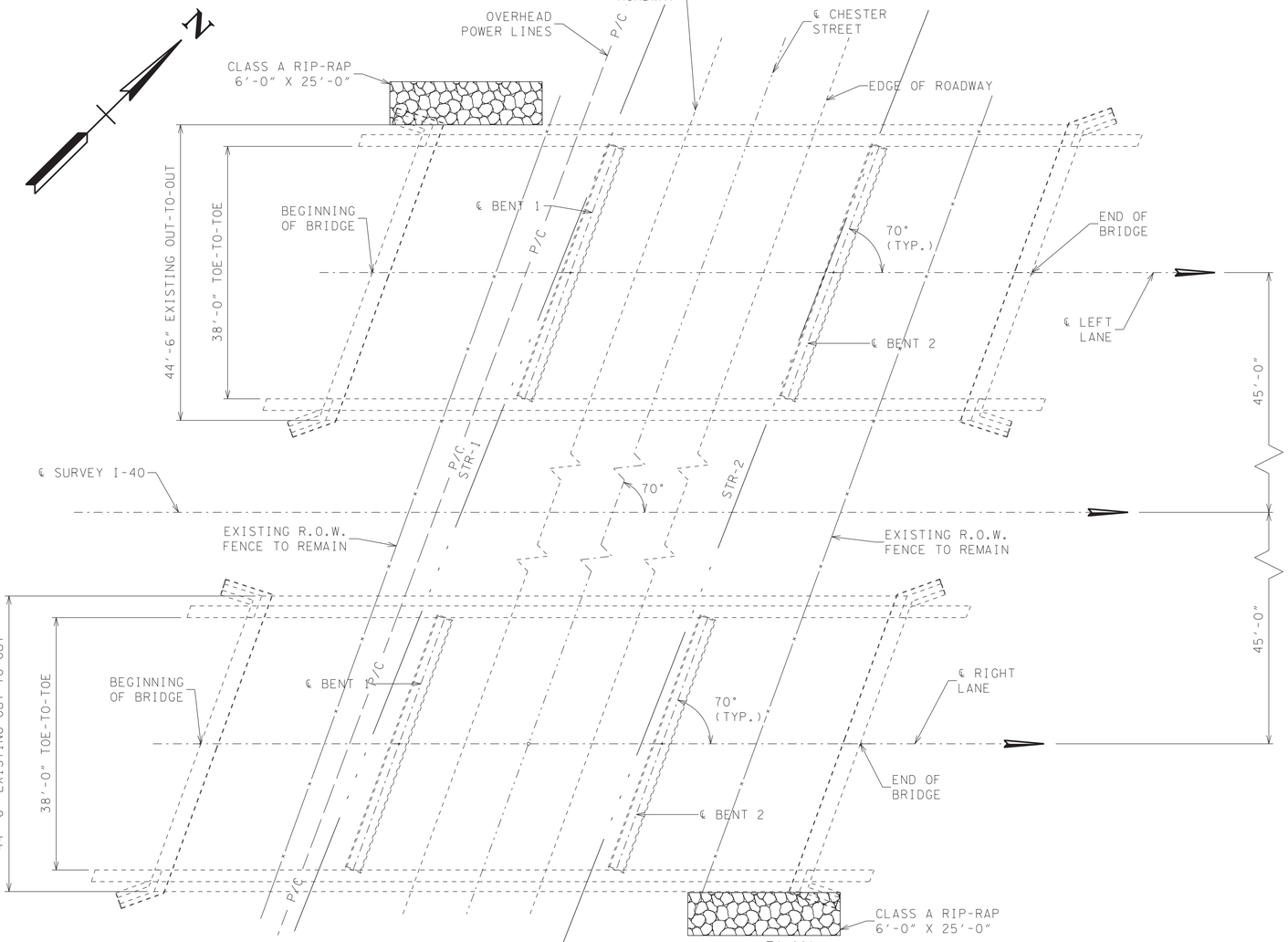


LEGEND

- ◯ DENOTES EXISTING CONNECTION
- E DENOTES EXPANSION JOINT
- F DENOTES FIXED CONNECTION

ELEVATION

NOT TO SCALE



PLAN

NOT TO SCALE

GENERAL SCOPE OF WORK

1. PROVIDE REQUIRED TRAFFIC CONTROL TO MAINTAIN ONE 12'-0" LANE OF TRAFFIC ON EXISTING BRIDGE FOR ALL PHASES OF CONSTRUCTION.
2. COMPLETE FULL AND PARTIAL DEPTH DECK REPAIRS AS REQUIRED.
3. APPLY AN ASPHALT SANDWICH SEAL OVERLAY TO BRIDGE DECK ALONG THE ENTIRE LENGTH OF THE BRIDGE.
4. ADJUST APPROACH TRANSITIONS AT EACH END OF THE BRIDGE TO ACCOMODATE THE NEW ASPHALT SANDWICH SEAL OVERLAY.
5. INSTALL LINK SLAB AT BENT JOINT LOCATIONS. SEE DETAILS ON SHEET BR-133-244 FOR MORE INFORMATION.
6. REPAIR ALL AREAS OF SPALLS AND DELAMINATIONS ON ALL BEAMS, DIPAHRAGMS, AND SUBSTRUCTURE UNITS AS SHOWN IN THE PLANS.
7. INSTALL RIPRAP ALONG EXISTING CONCRETE SLOPE PAVEMENT AS DENOTED IN PLANS.

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

LIST OF DRAWINGS

DWG NO.	LAST REV. DATE	DRAWING
BR-133-224		BRIDGE NOS. 1 & 2 LAYOUT OF BRIDGES TO BE REPAIRED
BR-133-226		GENERAL NOTES
BR-133-227		ESTIMATED BRIDGE QUANTITIES
BR-133-228		BRIDGE NOS. 1 & 2 PHASE CONSTRUCTION (DECK REPAIR)
BR-133-229		BRIDGE NOS. 1 & 2 SUPERSTRUCTURE REPAIR DETAILS (1 OF 2)
BR-133-230		BRIDGE NOS. 1 & 2 SUPERSTRUCTURE REPAIR DETAILS (2 OF 2)
BR-133-231		BRIDGE NO. 1 SUBSTRUCTURE REPAIR DETAILS
BR-133-232		BRIDGE NO. 2 SUBSTRUCTURE REPAIR DETAILS
BR-133-243		DIAPHRAGM REPAIR DETAILS
BR-133-244		JOINT REPAIR DETAILS
BR-133-245		BRIDGE REPAIR DETAILS

LIST OF REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)

DWG NO.	DRAWING
K-20-115	LAYOUT OF BRIDGE
K-20-116	SUPERSTRUCTURE DETAILS
K-20-117	ABUTMENTS NO. 1 & 2 LEFT AND RIGHT LANES
K-20-118	BENTS NO. 1 & 2 LEFT AND RIGHT LANES

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
05-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NOS. 1 & 2 LAYOUT OF BRIDGES TO BE REPAIRED

INTERSTATE 40
OVER CHESTER STREET
BRIDGE NO. 79-I40-29.74 (L & R)
SHELBY COUNTY
2025

DESIGNED BY	CCS	DATE 10/2024
DRAWN BY	CCS	DATE 10/2024
SUPERVISED BY	JMT	DATE 10/2024
CHECKED BY	JMT	DATE 05/2025

BR-133-224

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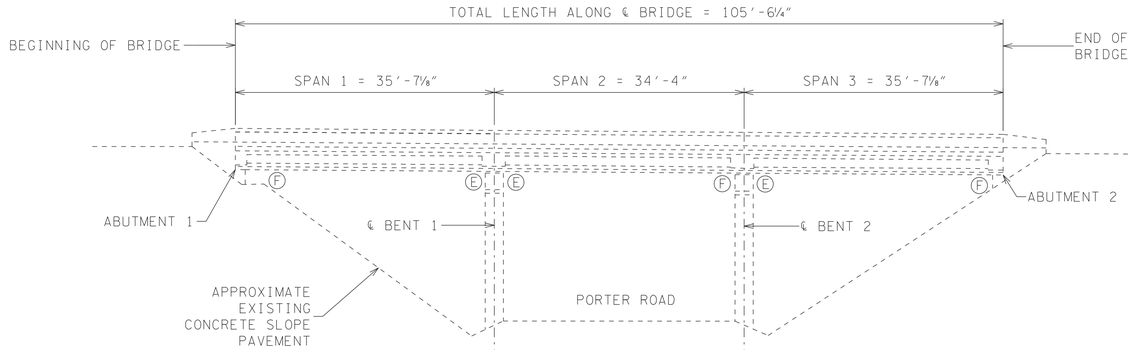
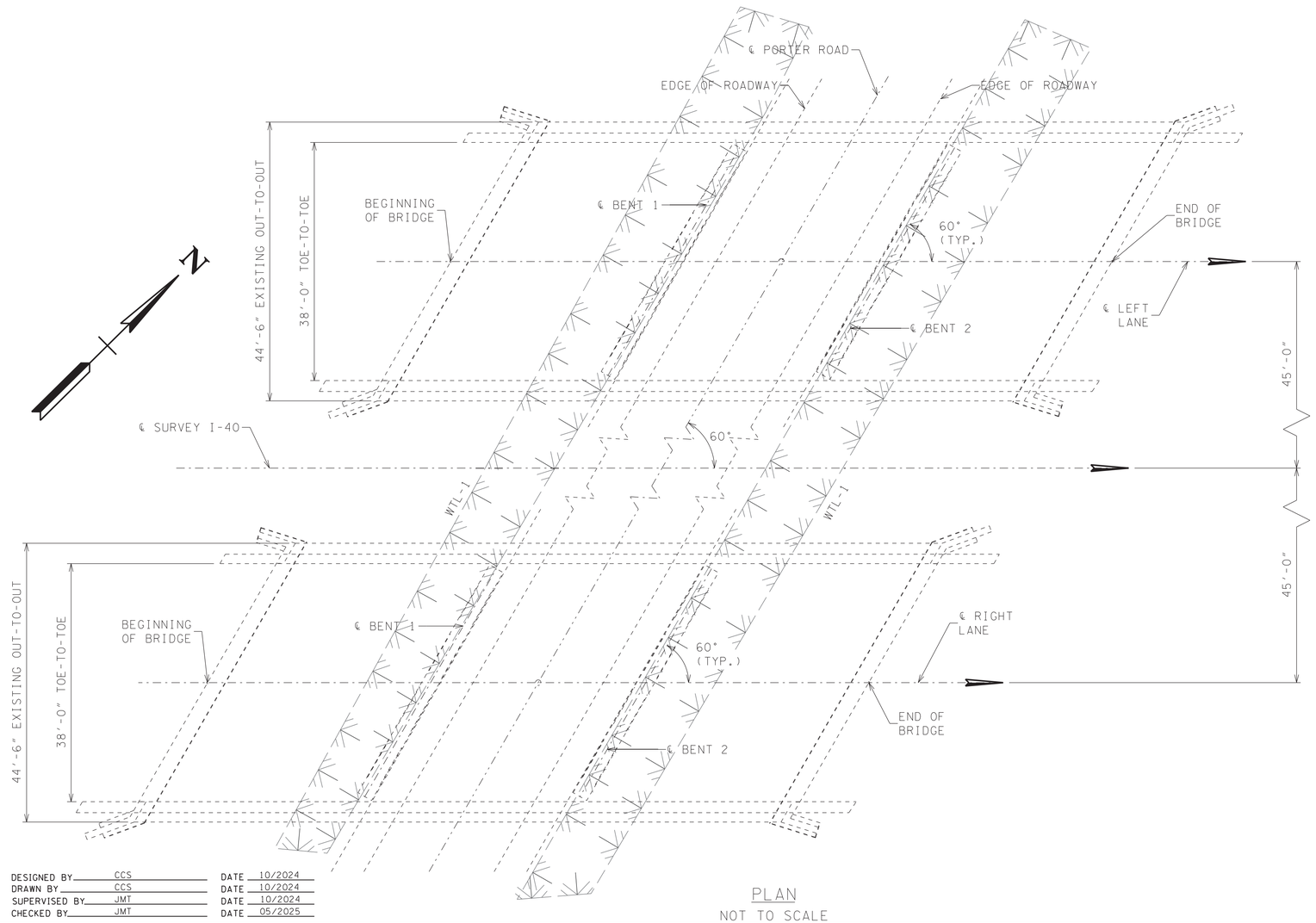


ELEVATION
NOT TO SCALE

LEGEND

- ◯ DENOTES EXISTING CONNECTION
- ☐ DENOTES PROPOSED CONNECTION FOR BRIDGE NO. 3
- E DENOTES EXPANSION JOINT
- F DENOTES FIXED CONNECTION



PLAN
NOT TO SCALE

GENERAL SCOPE OF WORK

1. PROVIDE REQUIRED TRAFFIC CONTROL TO MAINTAIN ONE 12'-0" LANE OF TRAFFIC ON EXISTING BRIDGE FOR ALL PHASES OF CONSTRUCTION.
2. BRIDGE NO. 3: REMOVE EXISTING DECK AND PARAPETS AND INSTALL NEW 8½" DECK WITH STD-1-1SS PARAPETS.
3. BRIDGE NO. 4: COMPLETE FULL AND PARTIAL DEPTH DECK REPAIRS AS REQUIRED.
4. APPLY AN ASPHALT SANDWICH SEAL OVERLAY TO BRIDGE DECK ALONG THE ENTIRE LENGTH OF THE BRIDGE.
5. ADJUST APPROACH TRANSITIONS AT EACH END OF THE BRIDGE TO ACCOMODATE THE NEW ASPHALT SANDWICH SEAL OVERLAY.
6. INSTALL LINK SLAB AT BENT JOINT LOCATIONS. SEE DETAILS ON SHEET BR-133-244 FOR MORE INFORMATION.
7. REPAIR ALL AREAS OF SPALLS AND DELAMINATIONS ON ALL BEAMS, DIAPHRAGMS, AND SUBSTRUCTURE UNITS AS SHOWN IN THE PLANS.

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

LIST OF DRAWINGS

DWG NO.	LAST REV. DATE	DRAWING
BR-133-225		BRIDGE NOS. 3 & 4 LAYOUT OF BRIDGES TO BE REPAIRED
BR-133-226		GENERAL NOTES
BR-133-227		ESTIMATED BRIDGE QUANTITIES
BR-133-233		BRIDGE NO. 3 PHASE CONSTRUCTION (DECK REPLACEMENT)
BR-133-234		BRIDGE NO. 4 PHASE CONSTRUCTION (DECK REPAIR)
BR-133-235		BRIDGE NOS. 3 & 4 SUPERSTRUCTURE REPAIR DETAILS (1 OF 2)
BR-133-236		BRIDGE NOS. 3 & 4 SUPERSTRUCTURE REPAIR DETAILS (2 OF 2)
BR-133-237		BRIDGE NO. 3 DECK REINFORCEMENT (1 OF 3)
BR-133-238		BRIDGE NO. 3 DECK REINFORCEMENT (2 OF 3)
BR-133-239		BRIDGE NO. 3 DECK REINFORCEMENT (3 OF 3)
BR-133-240		BRIDGE NO. 3 BRIDGE SCREED
BR-133-241		BRIDGE NO. 3 SUBSTRUCTURE REPAIR DETAILS
BR-133-242		BRIDGE NO. 4 SUBSTRUCTURE REPAIR DETAILS
BR-133-243		DIAPHRAGM REPAIR DETAILS
BR-133-244		JOINT REPAIR DETAILS
BR-133-245		BRIDGE REPAIR DETAILS
BR-133-246		BRIDGE NO. 3 BILL OF STEEL

STANDARD BRIDGE DRAWINGS

DWG NO.	REV. DATE	DRAWING
STD-1-1SS	07-24-2024	BRIDGE NOS. 3 & 4 LAYOUT OF BRIDGES TO BE REPAIRED
STD-2-1	11-01-2010	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL
STD-2-3		BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL ALTERNATE CONNECTION DETAIL
STD-4-1	04-08-2005	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-2	04-08-2005	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-3	03-02-2002	STANDARDPRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-4	06-10-1996	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS
STD-9-1	10-07-2008	STANDARD REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS

LIST OF REFERENCE DRAWINGS
(TO BE PRINTED WITH PLANS)

DWG NO.	DRAWING
K-13-28	LAYOUT OF BRIDGES LEFT AND RIGHT LANES
K-13-29	PRESTRESSED BEAM DETAILS LEFT AND RIGHT LANES
K-13-30	SUPERSTRUCTURE DETAILS LEFT AND RIGHT LANES
K-13-31	ABUTMENTS NO. 1 & 2 LEFT AND RIGHT LANES
K-13-32	ABUTMENTS NO. 1 & 2 LEFT AND RIGHT LANES
K-13-33	BENTS NO. 1 & 2 LEFT AND RIGHT LANES

DESIGNED BY CCS DATE 10/2024
DRAWN BY CCS DATE 10/2024
SUPERVISED BY JMT DATE 10/2024
CHECKED BY JMT DATE 05/2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NOS. 3 & 4 LAYOUT OF BRIDGES TO BE REPAIRED

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (L & R)
FAYETTE COUNTY
2025

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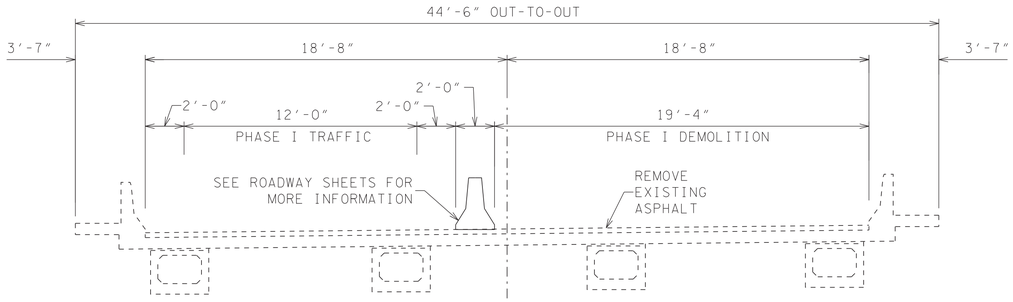
PROJECT NO.	YEAR	SHEET NO.
R4I040-M3-002	2025	

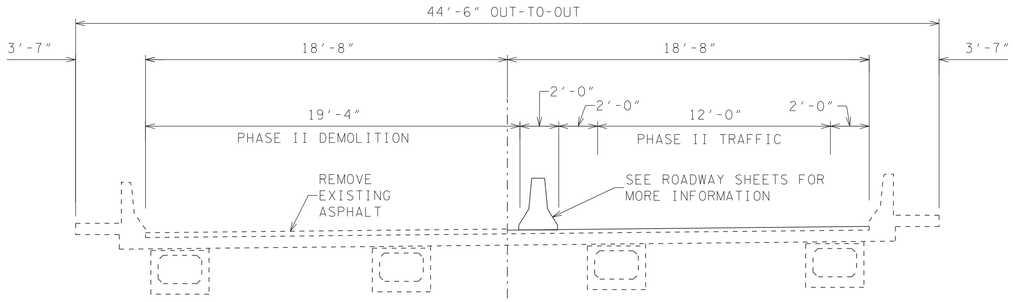
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



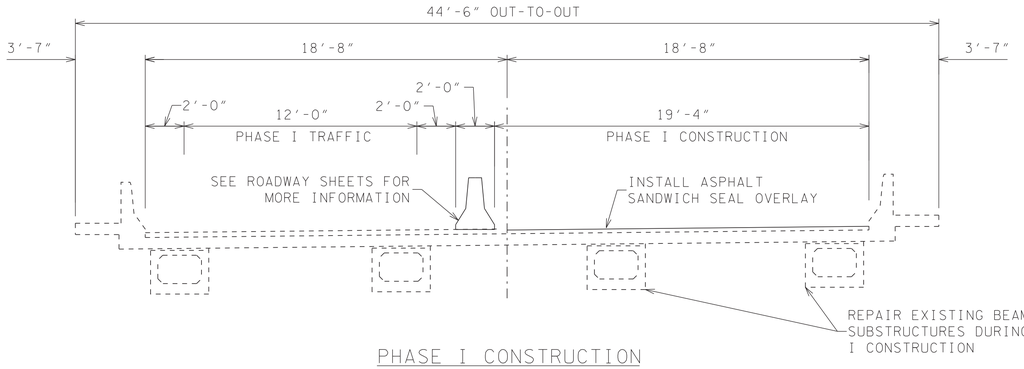
PHASE I DEMOLITION

LOOKING FORWARD ON SURVEY
I-40 WB (L) SHOWN
I-40 EB (R) SHOWN
NOT TO SCALE



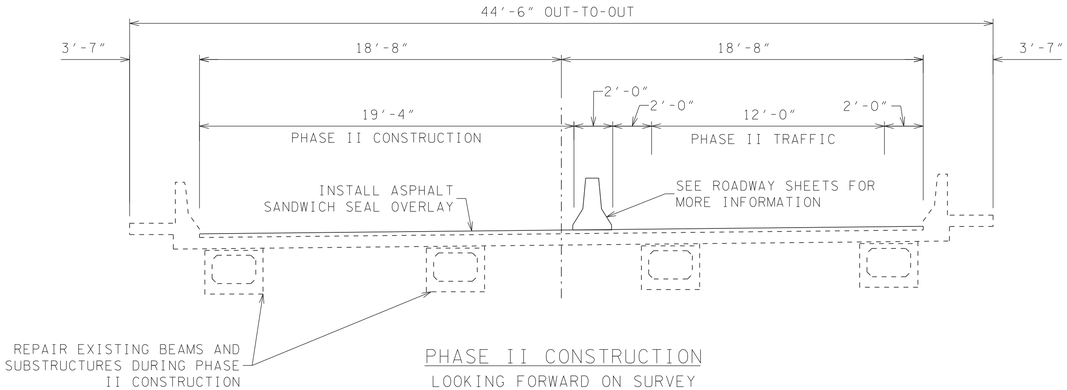
PHASE II DEMOLITION

LOOKING FORWARD ON SURVEY
I-40 WB (L) SHOWN
I-40 EB (R) SHOWN
NOT TO SCALE



PHASE I CONSTRUCTION

LOOKING FORWARD ON SURVEY
I-40 WB (L) SHOWN
I-40 EB (R) SHOWN
NOT TO SCALE



PHASE II CONSTRUCTION

LOOKING FORWARD ON SURVEY
I-40 WB (L) SHOWN
I-40 EB (R) SHOWN
NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NOS. 1 & 2
PHASE CONSTRUCTION
(DECK REPAIR)

INTERSTATE 40
OVER CHESTER STREET
BRIDGE NO. 79-I40-29.74 (L & R)
SHELBY COUNTY
2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE

5-14-2025

DESIGNED BY	CCS	DATE 10/2024
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BR-133-228

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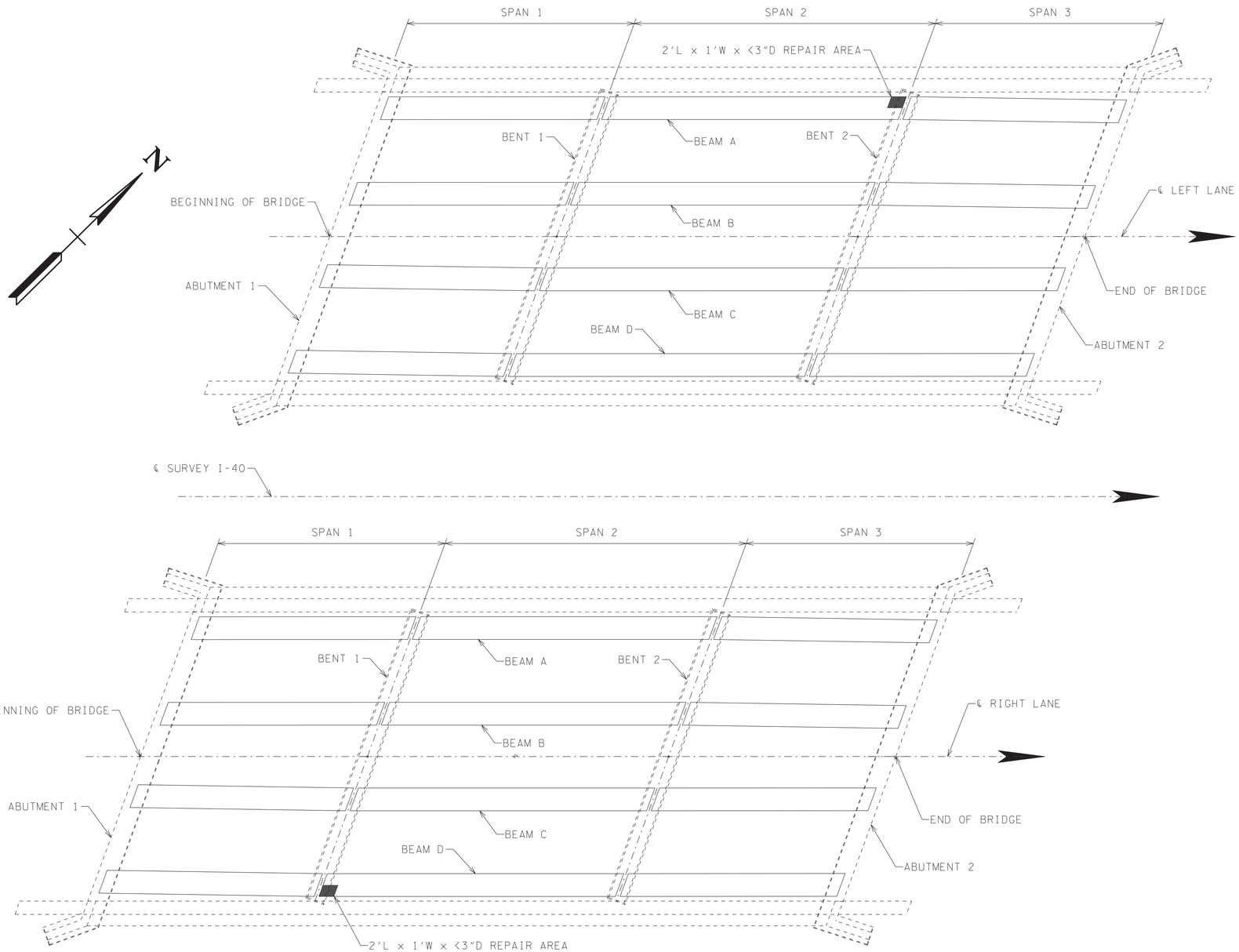

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:

1. EXTREME CARE SHALL BE TAKEN WHEN REMOVING THE EXISTING SPALLED CONCRETE SO AS NOT TO DAMAGE THE EXISTING REINFORCING STEEL. ALL EXPOSED EXISTING REINFORCING STEEL SHALL RECEIVE A COMPLETE CLEANING TO REMOVE ALL RUST. ALL REINFORCING STEEL SHALL REMAIN IN PLACE. ALL WORK MUST MEET THE FULL APPROVAL OF THE ENGINEER.
2. COST OF SAW CUTTING, REMOVING SPALLED CONCRETE, CLEANING EXISTING REINFORCING STEEL, HIGH EARLY STRENGTH CONCRETE, LABOR, AND ANY MISCELLANEOUS MATERIAL NECESSARY TO COMPLETE REPAIRS AS SHOWN ON THESE PLANS SHALL BE INCLUDED IN ITEMS NO. 604-10.05, CONCRETE (SPALL REPAIR), S.F. AND NO. 604-10.54, CONCRETE REPAIRS (SPALL REPAIR), S.F.

PROCEDURE FOR CONCRETE REPAIRS:

1. CONTRACTOR SHALL SAW CUT CONCRETE ½" TO OBTAIN SQUARE AREAS. CONTRACTOR SHALL THEN REMOVE PORTIONS OF THE PRESTRESSED BEAM AS SHOWN IN THESE PLANS TO ENSURE THAT SOUND CONCRETE HAS BEEN REACHED IN ALL AREAS.
2. CONTRACTOR SHALL CLEAN EXISTING REINFORCING STEEL PRIOR TO PERFORMING CONCRETE REPAIRS.
3. CONTRACTOR SHALL FORM AND POUR REPAIR AREAS SHOWN WITH HIGH EARLY STRENGTH, F'C = 5,000 PSI CONCRETE. AGGREGATE USED SHALL BE SIZE NO. 6 MAXIMUM.

DENOTES AREA OF REPAIR. SEE SHEET BR-133-245 FOR CONCRETE REPAIR NOTES

NOTE: AREAS SHOWN IN PLAN VIEW SHOW REPAIR AREAS ALONG SIDES AT ENDS OF BEAMS. REPAIR AREAS MAY ALSO EXTEND BELOW THE BEAM INTO THE BEARING AREA. CONTRACTOR SHALL CONFIRM LOCATIONS OF REPAIR WITH THE BRIDE REPAIR OFFICE.

PLAN VIEW
SHOWING LOCATIONS OF BEAM REPAIR
NOT TO SCALE

CONCRETE REPAIR QUANTITIES

BRIDGE	SPAN	BEAM	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
1	2	A	2	-
2	2	D	2	-
		TOTAL	4	-

DESIGNED BY CCS DATE 10/2024
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CHECKED BY JMT DATE 05/2025

JARED M. THOMPSON REGISTERED ENGINEER AGRICULTURE COMMERCE No. 120988 STATE OF TENNESSEE
5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NOS. 1 & 2
SUPERSTRUCTURE REPAIR DETAILS
(1 OF 2)

INTERSTATE 40
OVER CHESTER STREET
BRIDGE NO. 79-I40-29.74 (L & R)
SHELBY COUNTY
2025

BR-133-229

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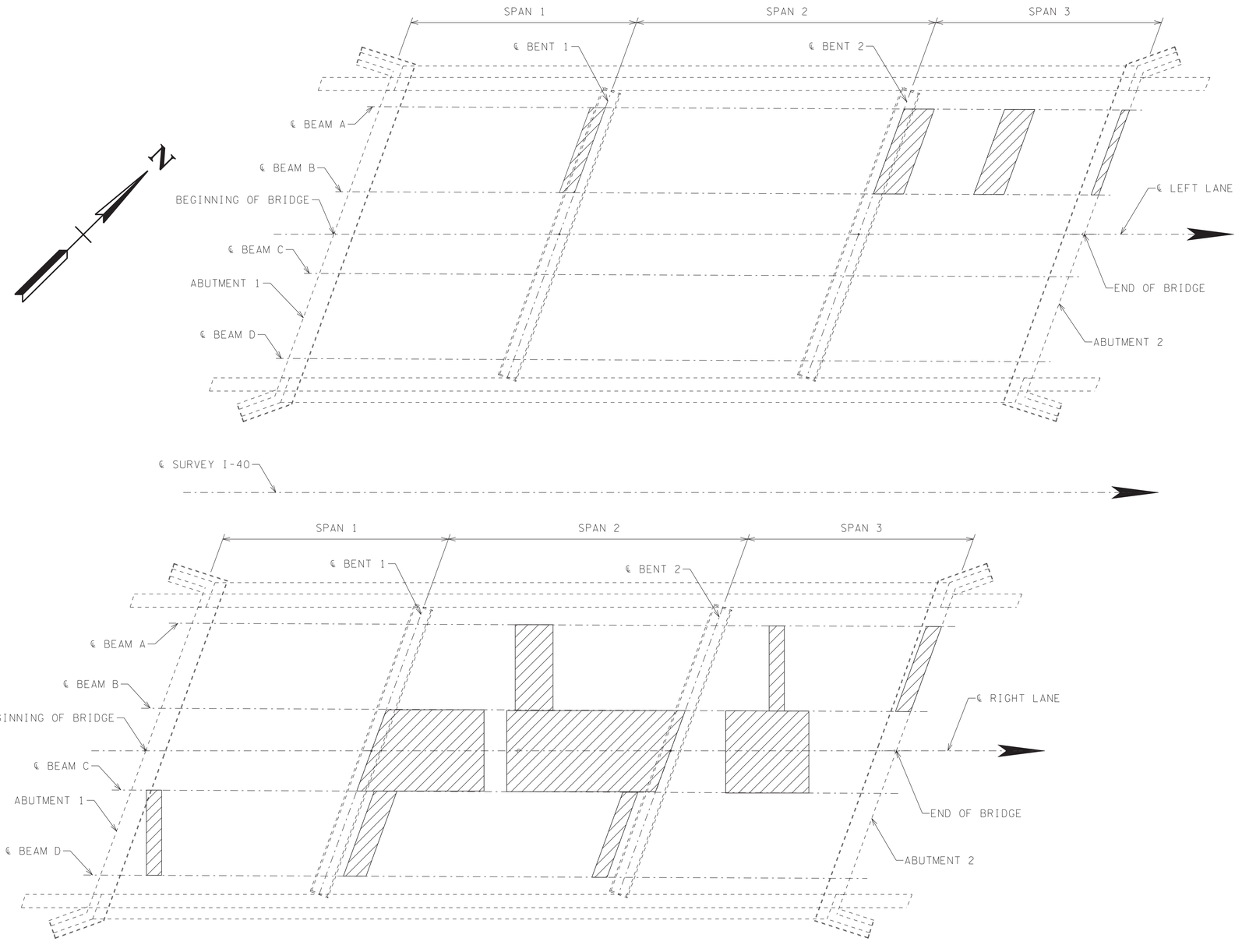
PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PLAN VIEW

SHOWING LOCATIONS OF DECK REPAIR
NOT TO SCALE

DENOTES AREA OF REPAIR. SEE SHEET BR-133-245 FOR CONCRETE REPAIR NOTES

NOTE: AREAS SHOWN IN PLAN VIEW SHOW REPAIR AREAS ON DECK.
CONFIRM LOCATIONS OF REPAIR WITH THE BRIDE REPAIR OFFICE.

DECK REPAIR QUANTITIES

BRIDGE	LOCATION	604-10.30 FULL DEPTH S.Y.	604-10.50 PARTIAL DEPTH S.Y.
1	SPAN 1	1	3
1	SPAN 2	--	--
1	SPAN 3	4	12
2	SPAN 1	1	3
2	SPAN 2	18	60
2	SPAN 3	6	19
	TOTAL	30	97

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
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CHECKED BY	JMT	DATE	05/2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NOS. 1 & 2
SUPERSTRUCTURE REPAIR DETAILS
(2 OF 2)

INTERSTATE 40
OVER CHESTER STREET
BRIDGE NO. 79-I40-29.74 (L & R)
SHELBY COUNTY
2025

BR-133-230

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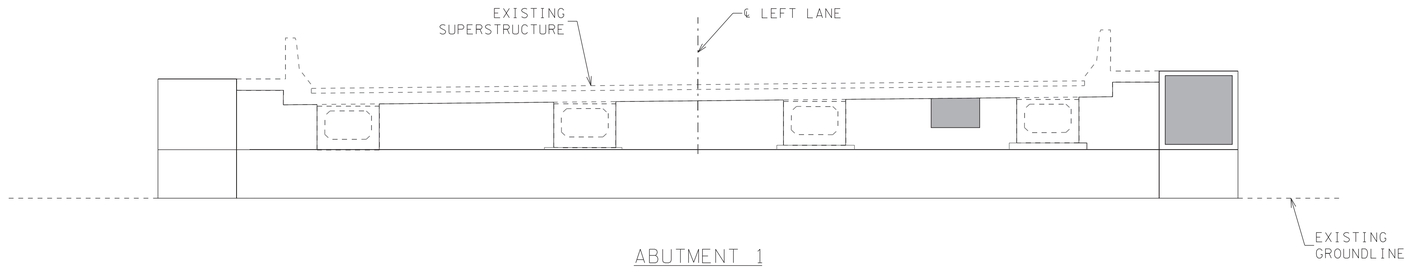
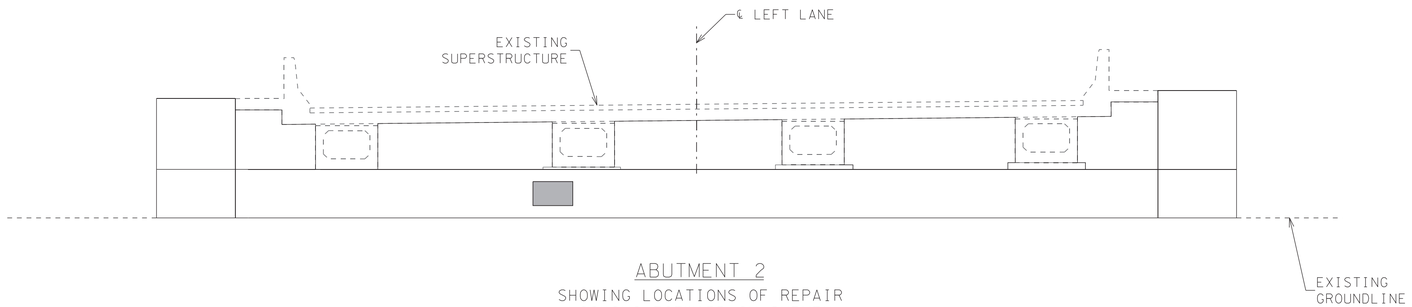
PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

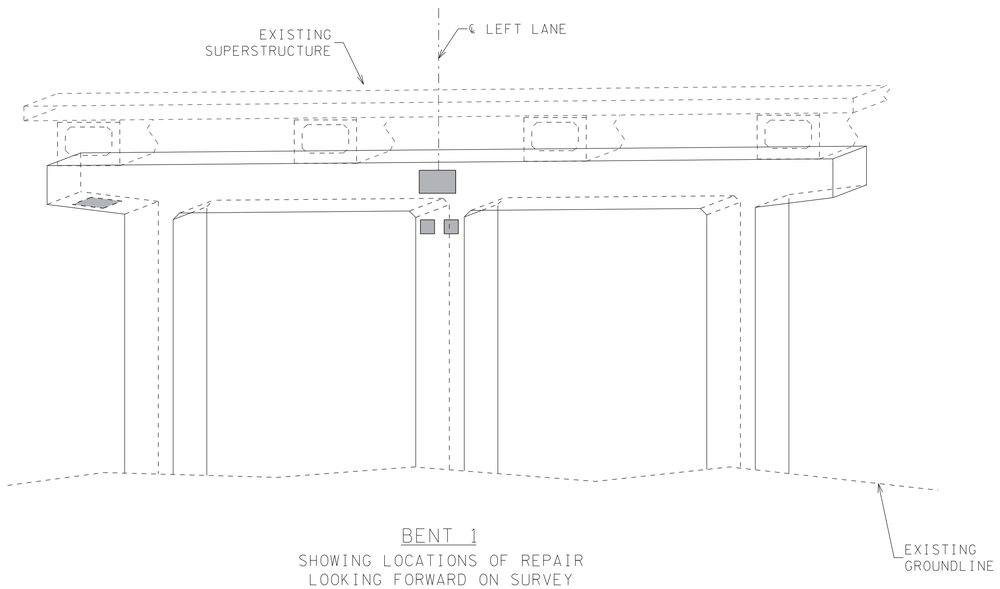
NO.	DATE	BY	BRIEF DESCRIPTION



ABUTMENT 1
SHOWING LOCATIONS OF REPAIR
LOOKING BACK ON SURVEY
NOT TO SCALE



ABUTMENT 2
SHOWING LOCATIONS OF REPAIR
LOOKING FORWARD ON SURVEY
NOT TO SCALE



BENT 1
SHOWING LOCATIONS OF REPAIR
LOOKING FORWARD ON SURVEY
NOT TO SCALE

DENOTES AREA OF SPALL REPAIR. SEE SHEET BR-133-245 FOR CONCRETE REPAIR NOTES.

GENERAL CONCRETE REPAIR NOTES:

1. CONCRETE REPAIR AREAS SHALL BE LOCATED BY THE ENGINEER.
2. REPAIR AREAS OF SPALLED OR DELAMINATED CONCRETE ON BENTS AND ABUTMENTS WITH QUICK SET PATCHING MATERIAL AND/OR HIGH EARLY STRENGTH CONCRETE.
3. THE AREAS TO BE REPAIRED SHALL BE SUFFICIENTLY LARGER THAN THE SPALLED AREAS TO ENSURE THAT PATCHES EXTEND INTO SOUND CONCRETE. SEE BRIDGE REPAIR DETAILS ON SHEET BR-133-245 FOR LIMITS OF CONCRETE REPAIR.
4. UNSOUND CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF ¾" BEHIND EXISTING REINFORCEMENT.
5. COST OF REMOVING ALL UNSOUND AND DETERIORATED CONCRETE, PLACING OF NEW CONCRETE, AND ALL LABOR AND MATERIALS NECESSARY FOR COMPLETING THE WORK SHALL BE PAID FOR UNDER ITEM NO. 604-10.54, CONCRETE REPAIR, S.F. OR 604-10.05, CONCRETE, S.F.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS, INCLUDING TEMPORARY SHORING. COST OF SHORING, IF REQUIRED, TO BE INCLUDED IN OTHER ITEMS BID ON.
7. SEE DRAWING BR-133-245 FOR MORE DETAILS OF SPALLED CONCRETE REPAIR.

PROCEDURE FOR CONCRETE REPAIRS DEEPER THAN 3 INCHES:

1. SAW CUT RECTANGULAR AREA (ONE INCH DEEP) FOR LENGTH (HORIZONTALLY AND VERTICALLY) AS NEEDED TO OBTAIN MINIMUM SPLICE LENGTH SHOWN IN NOTE 4.
2. CLEAN EXISTING REINFORCING STEEL PRIOR TO PERFORMING SPLICE REPAIRS.
3. SPLICE NEW IN-KIND REINFORCING STEEL AS DIRECTED BY ENGINEER.
4. IF A PORTION OF EXISTING BAR HAS EXCESSIVE LOSS OF SECTION, A NEW BAR SHALL BE SPLICED TO THE EXISTING BAR WITH THE FOLLOWING DIMENSIONS: FOR A #5 BAR, USE A MINIMUM SPLICE LENGTH OF 36 INCHES.
5. POUR BACK TO ORIGINAL LINES WITH HIGH EARLY STRENGTH CONCRETE ACCORDING TO DETAILS ON SHEET BR-133-245 AND MANUFACTURER'S SPECIFICATIONS.

CONCRETE REPAIR QUANTITIES		
SUBSTRUCTURE ELEMENT	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
ABUTMENT 1	-	30
BENT 1	-	6
ABUTMENT 2	-	3

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 1
SUBSTRUCTURE REPAIR DETAILS

INTERSTATE 40
OVER CHESTER STREET
BRIDGE NO. 79-I40-29.74 (L)
SHELBY COUNTY
2025

DESIGNED BY CCS DATE 10/2024
DRAWN BY CCS DATE 10/2024
SUPERVISED BY JMT DATE 10/2024
CHECKED BY JMT DATE 05/2025

BR-133-231

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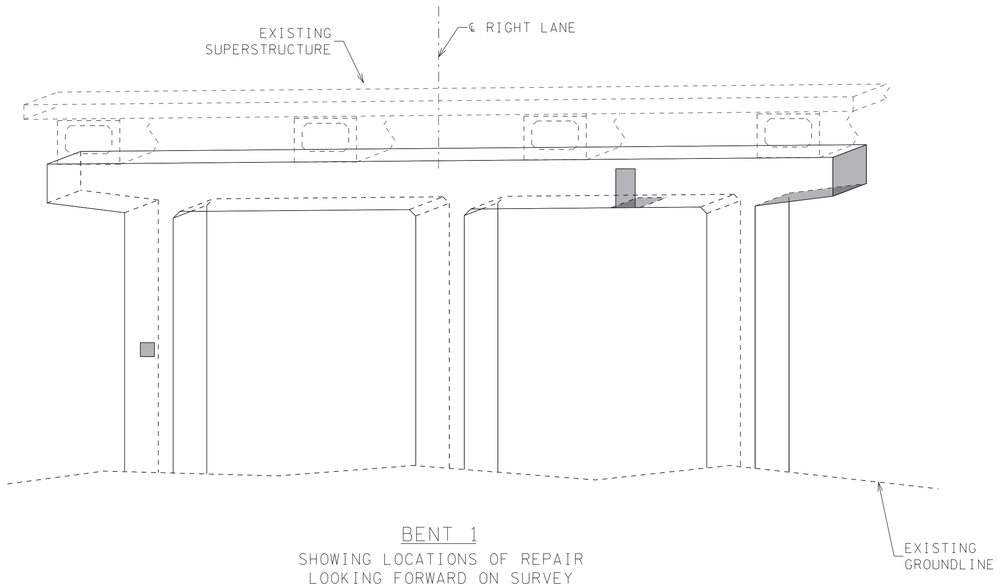
PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

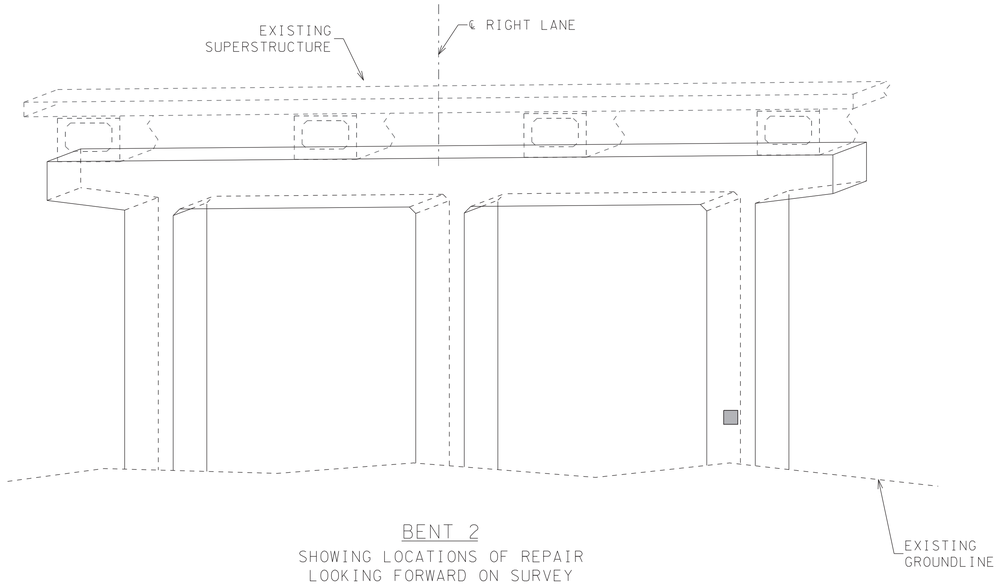
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



BENT 1

SHOWING LOCATIONS OF REPAIR
LOOKING FORWARD ON SURVEY
NOT TO SCALE



BENT 2

SHOWING LOCATIONS OF REPAIR
LOOKING FORWARD ON SURVEY
NOT TO SCALE

DENOTES AREA OF SPALL REPAIR. SEE SHEET BR-133-245 FOR CONCRETE REPAIR NOTES.

GENERAL CONCRETE REPAIR NOTES:

1. CONCRETE REPAIR AREAS SHALL BE LOCATED BY THE ENGINEER.
2. REPAIR AREAS OF SPALLED OR DELAMINATED CONCRETE ON BENTS AND ABUTMENTS WITH QUICK SET PATCHING MATERIAL AND/OR HIGH EARLY STRENGTH CONCRETE.
3. THE AREAS TO BE REPAIRED SHALL BE SUFFICIENTLY LARGER THAN THE SPALLED AREAS TO ENSURE THAT PATCHES EXTEND INTO SOUND CONCRETE. SEE BRIDGE REPAIR DETAILS ON SHEET BR-133-245 FOR LIMITS OF CONCRETE REPAIR.
4. UNSOUND CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF ¾" BEHIND EXISTING REINFORCEMENT.
5. COST OF REMOVING ALL UNSOUND AND DETERIORATED CONCRETE, PLACING OF NEW CONCRETE, AND ALL LABOR AND MATERIALS NECESSARY FOR COMPLETING THE WORK SHALL BE PAID FOR UNDER ITEM NO. 604-10.54, CONCRETE REPAIR, S.F. OR 604-10.05, CONCRETE, S.F.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS, INCLUDING TEMPORARY SHORING. COST OF SHORING, IF REQUIRED, TO BE INCLUDED IN OTHER ITEMS BID ON.
7. SEE DRAWING BR-133-245 FOR MORE DETAILS OF SPALLED CONCRETE REPAIR.

PROCEDURE FOR CONCRETE REPAIRS DEEPER THAN 3 INCHES:

1. SAW CUT RECTANGULAR AREA (ONE INCH DEEP) FOR LENGTH (HORIZONTALLY AND VERTICALLY) AS NEEDED TO OBTAIN MINIMUM SPLICE LENGTH SHOWN IN NOTE 4.
2. CLEAN EXISTING REINFORCING STEEL PRIOR TO PERFORMING SPLICE REPAIRS.
3. SPLICE NEW IN-KIND REINFORCING STEEL AS DIRECTED BY ENGINEER.
4. IF A PORTION OF EXISTING BAR HAS EXCESSIVE LOSS OF SECTION, A NEW BAR SHALL BE SPLICED TO THE EXISTING BAR WITH THE FOLLOWING DIMENSIONS: FOR A #5 BAR, USE A MINIMUM SPLICE LENGTH OF 36 INCHES.
5. POUR BACK TO ORIGINAL LINES WITH HIGH EARLY STRENGTH CONCRETE ACCORDING TO DETAILS ON SHEET BR-133-245 AND MANUFACTURER'S SPECIFICATIONS.

CONCRETE REPAIR QUANTITIES		
SUBSTRUCTURE ELEMENT	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
BENT 1	-	26
BENT 2	-	1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 2
SUBSTRUCTURE REPAIR DETAILS

INTERSTATE 40
OVER CHESTER STREET
BRIDGE NO. 79-I40-29.74 (R)
SHELBY COUNTY
2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE

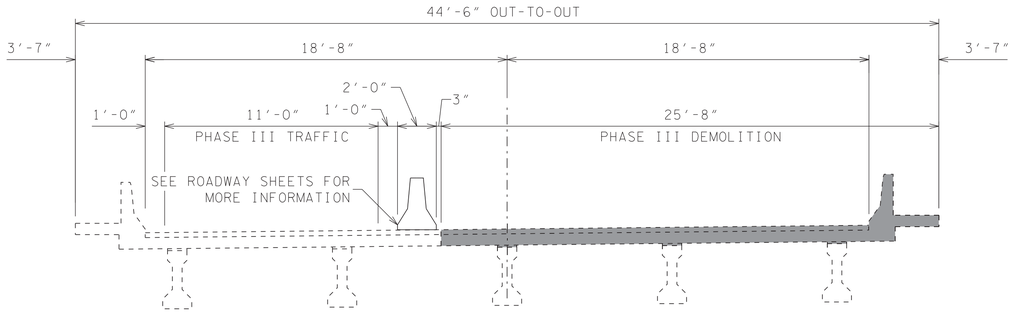
5-14-2025

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
SUPERVISED BY	JMT	DATE	10/2024
CHECKED BY	JMT	DATE	05/2025

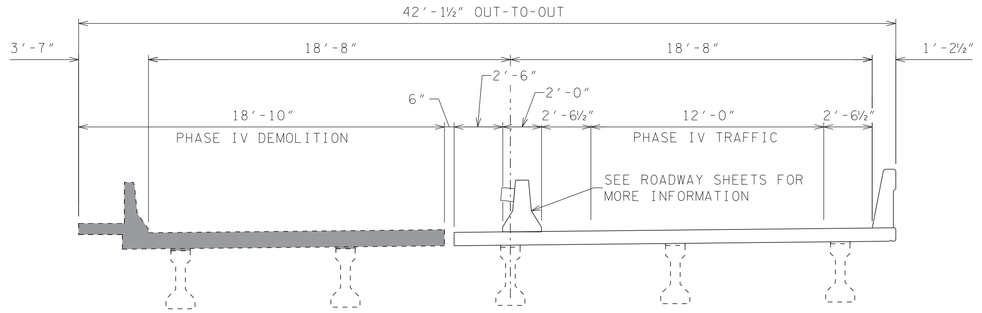
PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PHASE III DEMOLITION
LOOKING BACK ON SURVEY
NOT TO SCALE



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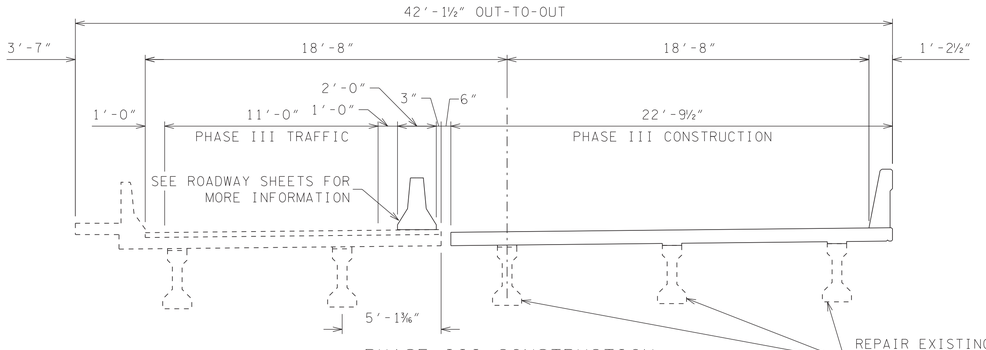
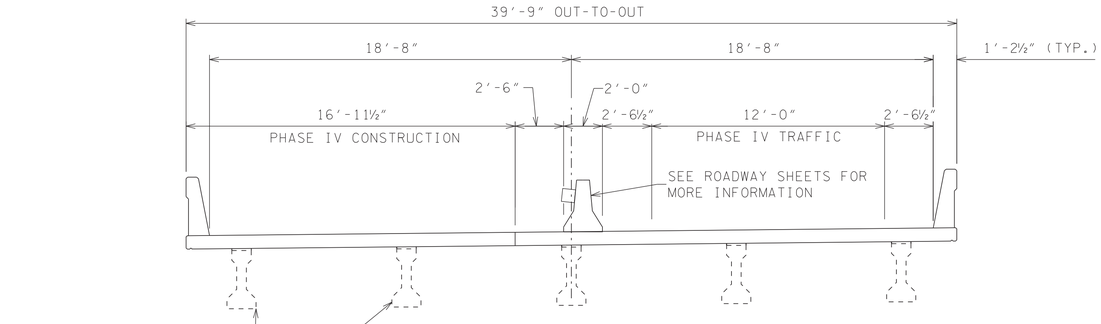
LOOKING BACK ON SURVEY
NOT TO SCALE



PHASE III CONSTRUCTION
LOOKING BACK ON SURVEY
NOT TO SCALE



PHASE IV CONSTRUCTION
LOOKING BACK ON SURVEY
NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 3
PHASE CONSTRUCTION
(DECK REPLACEMENT)

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (L)
FAYETTE COUNTY
2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE

5-14-2025

DESIGNED BY	CCS	DATE 10/2024
DRAWN BY	CCS	DATE 10/2024
SUPERVISED BY	JMT	DATE 10/2024
CHECKED BY	JMT	DATE 05/2025

BR-133-233

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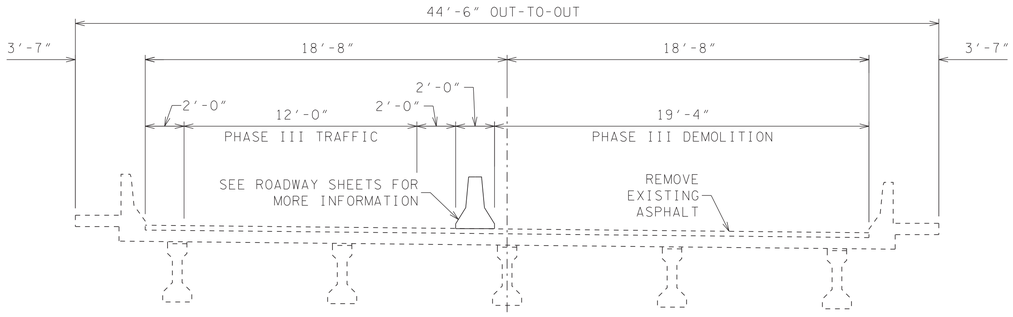
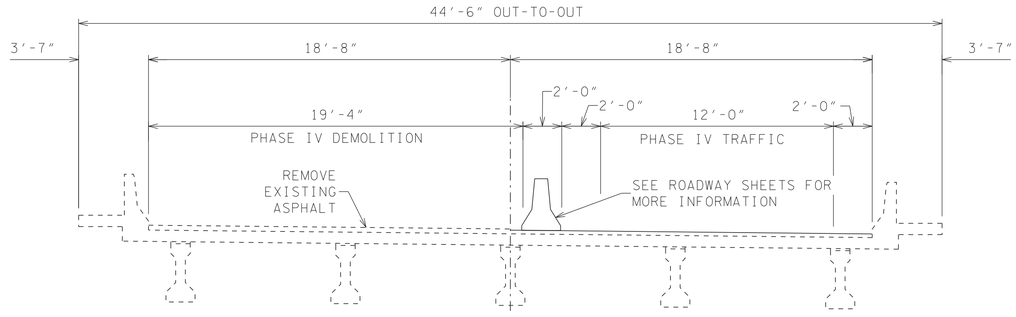
PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PHASE III DEMOLITION
LOOKING FORWARD ON SURVEY
NOT TO SCALE



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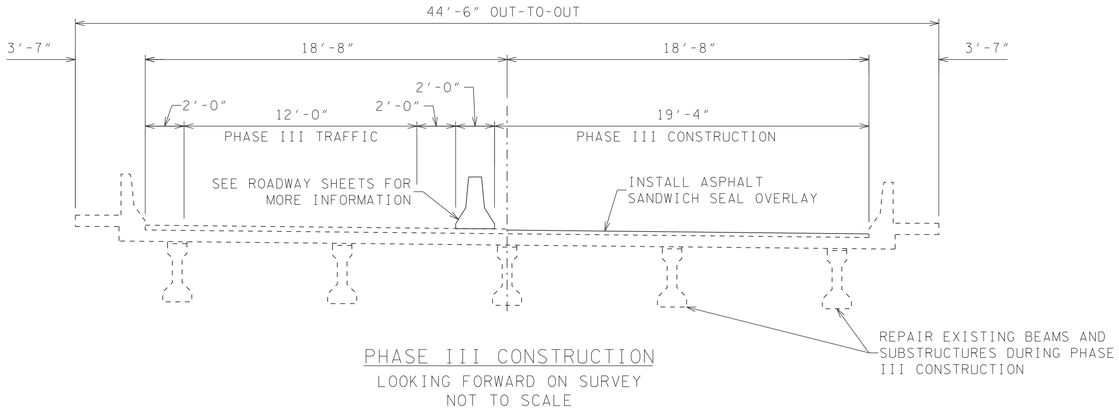
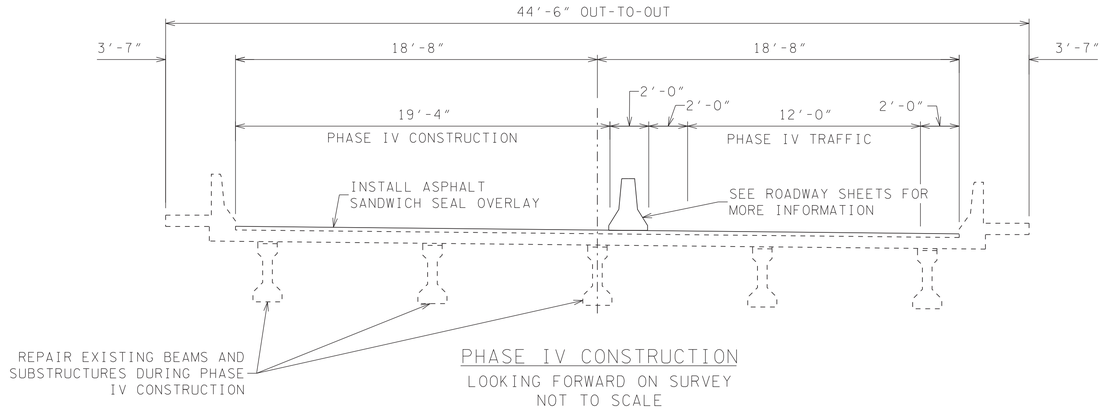
LOOKING FORWARD ON SURVEY
NOT TO SCALE



PHASE III CONSTRUCTION
LOOKING FORWARD ON SURVEY
NOT TO SCALE



PHASE IV CONSTRUCTION
LOOKING FORWARD ON SURVEY
NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 4
PHASE CONSTRUCTION
(DECK REPAIR)

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (R)
FAYETTE COUNTY
2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE

5-14-2025

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
SUPERVISED BY	JMT	DATE	10/2024
CHECKED BY	JMT	DATE	05/2025

BR-133-234

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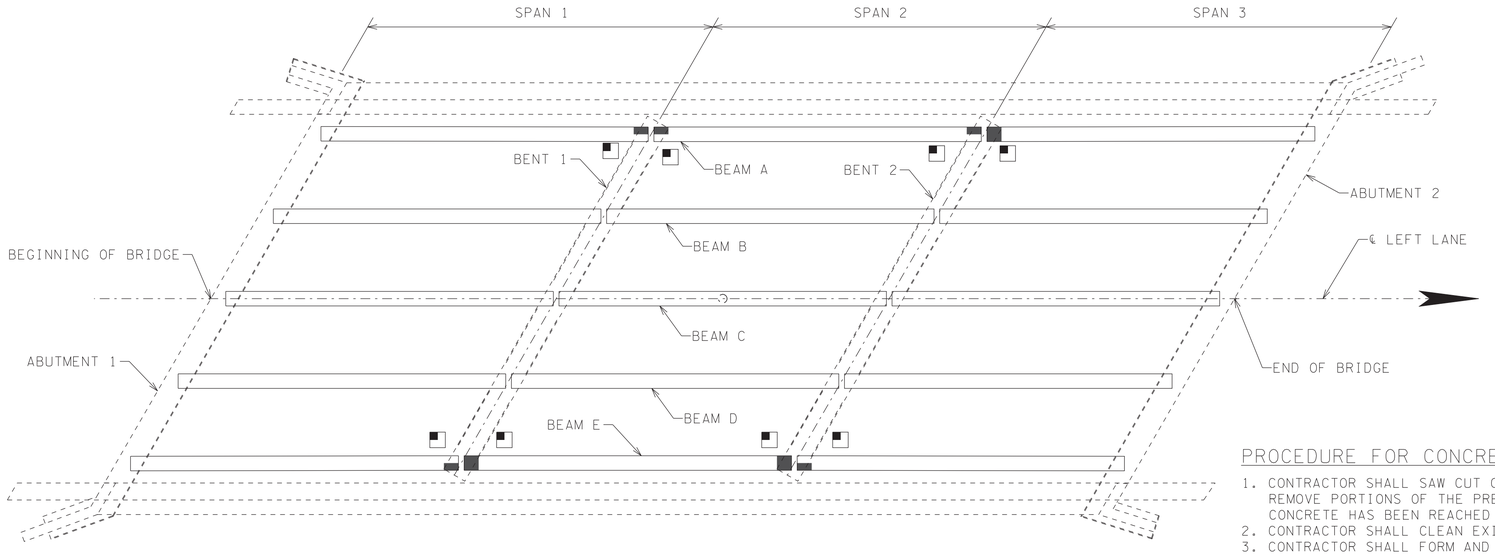
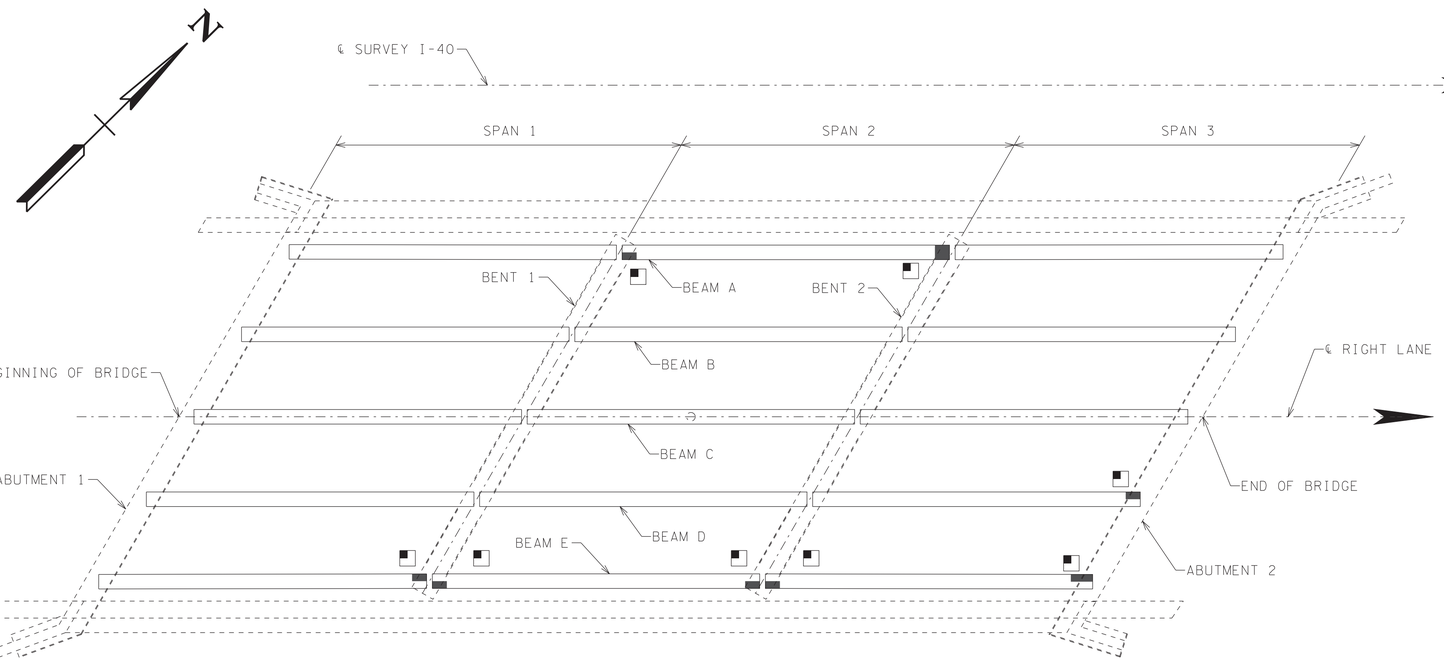
CONCRETE REPAIR QUANTITIES				
BRIDGE	SPAN	BEAM	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
3	1	A	1	-
3	1	E	1	-
3	2	A	1	1
3	2	E	2	2
3	3	A	2	-
3	3	E	1	-
4	1	E	1	-
4	2	A	2	1
4	2	E	1	1
4	3	D	1	-
4	3	E	2	1
		TOTAL	15	6





DENOTES AREA OF REPAIR. SEE SHEET BR-133-245 FOR CONCRETE REPAIR NOTES

DENOTES AREA OF BEAM END REPAIR, JACKING REQUIRED. SEE THIS SHEET FOR JACKING NOTES.

NOTE: AREAS SHOWN IN PLAN VIEW SHOW REPAIR AREAS ALONG BOTTOM AND AT ENDS OF BEAMS. REPAIR AREAS MAY ALSO EXTEND UP EACH SIDE OF BEAM IN CONJUNCTION WITH BOTTOM OF BEAM AREAS SHOWN. CONTRACTOR SHALL CONFIRM LOCATIONS OF REPAIR WITH THE BRIDE REPAIR OFFICE.

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES:

1. EXTREME CARE SHALL BE TAKEN WHEN REMOVING THE EXISTING SPALLED CONCRETE SO AS NOT TO DAMAGE THE EXISTING REINFORCING STEEL. ALL EXPOSED EXISTING REINFORCING STEEL SHALL RECEIVE A COMPLETE CLEANING TO REMOVE ALL RUST. ALL REINFORCING STEEL SHALL REMAIN IN PLACE. ALL WORK MUST MEET THE FULL APPROVAL OF THE ENGINEER.

2. COST OF SAW CUTTING, REMOVING SPALLED CONCRETE, CLEANING EXISTING REINFORCING STEEL, HIGH EARLY STRENGTH CONCRETE, LABOR, AND ANY MISCELLANEOUS MATERIAL NECESSARY TO COMPLETE REPAIRS AS SHOWN ON THESE PLANS SHALL BE INCLUDED IN ITEMS NO. 604-10.05, CONCRETE (SPALL REPAIR), S.F. AND NO. 604-10.54, CONCRETE REPAIRS (SPALL REPAIR), S.F.

PROCEDURE FOR CONCRETE REPAIRS:

1. CONTRACTOR SHALL SAW CUT CONCRETE ½" TO OBTAIN SQUARE AREAS. CONTRACTOR SHALL THEN REMOVE PORTIONS OF THE PRESTRESSED BEAM AS SHOWN IN THESE PLANS TO ENSURE THAT SOUND CONCRETE HAS BEEN REACHED IN ALL AREAS.
2. CONTRACTOR SHALL CLEAN EXISTING REINFORCING STEEL PRIOR TO PERFORMING CONCRETE REPAIRS.
3. CONTRACTOR SHALL FORM AND POUR REPAIR AREAS SHOWN WITH HIGH EARLY STRENGTH, F'C = 5,000 PSI CONCRETE. AGGREGATE USED SHALL BE SIZE NO. 6 MAXIMUM.

JACKING NOTES:

1. JACKING PROCEDURE AND METHOD OF SUPPORT SHALL BE DESIGNED BY A TENNESSEE LICENSED PROFESSIONAL ENGINEER. DESIGN CALCULATIONS, SUPPORT DETAILS, AND JACKING PROCEDURE SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.

2. SERVICE LIMIT STATE BEAM REACTIONS FOR JACKING:
   BRIDGE 3 & 4: SPANS 1, 2, & 3.
   BRIDGE 3 & 4: SPANS 1, 2, & 3.
   DEAD LOAD: 30 KIPS PER BEAM
   LIVE LOAD: 57 KIPS PER BEAM (1 LANE LOADED WITHOUT IMPACT)

3. JACKING PROCEDURE SHALL ALLOW FOR THE CONCRETE REPAIR OF THE BEAM ENDS.

4. THE COST OF ENGINEERING, LABOR, AND MATERIALS FOR JACKING THE BEAMS AT BRIDGE 3 AND 4 SHALL BE INCLUDED IN THE COST OF ITEM NO. 602-08.01, JACKING STRUCTURES, L.S..

5. THE COST OF ALL LABOR AND MATERIALS FOR SHORING, BRACING, AND SUPPORT MATERIAL TO SAFELY ACCOMMODATE THE JACKING LOADS SHALL BE INCLUDED IN THE ITEM NO. 604-10.26, BRACING, EACH. (BRIDGE 3: 8 LOCATIONS, BRIDGE 4: 8 LOCATIONS, 16 TOTAL LOCATIONS REQUIRED)

SUGGESTED JACKING METHODS:

1. BRIDGE CAN BE JACKED FROM THE EXISTING PIER/BENT CAPS BY THE USE OF EXTERNAL STEEL SUPPORT BRACKETS. THESE BRACKETS CAN BE ATTACHED TO THE EXISTING ABUTMENT BEAM BY DRILLED AND GROUTED ANCHORS. ONCE JACKING IS COMPLETED, THE SUPPORT BRACKETS AND ANCHORS SHALL BE REMOVED. THE DRILLED ANCHORS SHALL BE REMOVED AND CUT 1 INCH BACK FROM THE EXISTING FACE OF THE ABUTMENT. THE HOLES SHALL BE REPAIRED WITH APPROVED EPOXY GROUT.

2. BRIDGE CAN NOT BE JACKED INDEPENDENTLY OF THE EXISTING PIERS AND BENTS DUE TO THE SUBSTRUCTURES BEING IN A WETLAND (WTL-1). SEE ENVIRONMENTAL NOTES FOR MORE INFORMATION.

3. OTHER JACKING METHODS WILL BE ACCEPTABLE AS LONG AS THE DETAILS AND METHODS ARE STAMPED BY A LICENSED TENNESSEE PROFESSIONAL ENGINEER. OTHER JACKING METHODS MUST STAY OUT SIDE THE LIMITS OF THE WETLAND (WTL-1). SEE ENVIRONMENTAL NOTES FOR MORE INFORMATION.

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
05-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NOS. 3 & 4
SUPERSTRUCTURE REPAIR DETAILS
(1 OF 2)

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (L & R)
FAYETTE COUNTY
2025

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
SUPERVISED BY	JMT	DATE	10/2024
CHECKED BY	JMT	DATE	05/2025

BR-133-235

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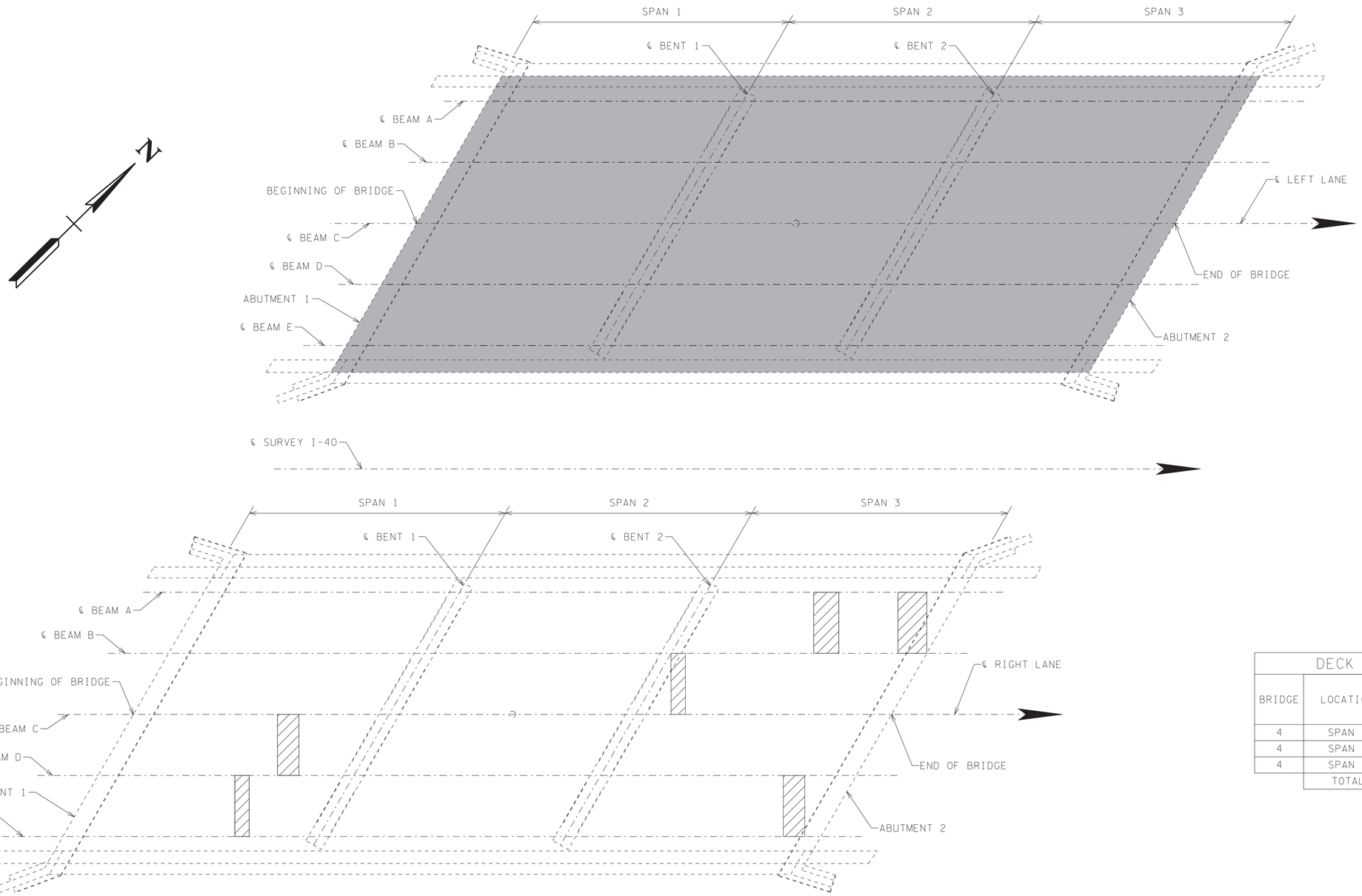
PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



DECK REPAIR QUANTITIES			
BRIDGE	LOCATION	604-10.30 FULL DEPTH S.Y.	604-10.50 PARTIAL DEPTH S.Y.
4	SPAN 1	2	5
4	SPAN 2	--	--
4	SPAN 3	4	12
	TOTAL	6	17

▨ DENOTES AREA OF REPAIR. SEE SHEET BR-133-245 FOR CONCRETE REPAIR NOTES.

▬ DENOTES AREA OF DECK REPLACEMENT. SEE SHEETS BR-133-237 THRU BR-133-240 FOR DECK REPLACEMENT DETAILS.

NOTE: AREAS SHOWN IN PLAN VIEW SHOW REPAIR AREAS ON DECK.

DESIGNED BY CCS DATE 10/2024
DRAWN BY CCS DATE 10/2024
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CHECKED BY JMT DATE 05/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NOS. 3 & 4
SUPERSTRUCTURE REPAIR DETAILS
(2 OF 2)

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (L & R)
FAYETTE COUNTY
2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

BR-133-236

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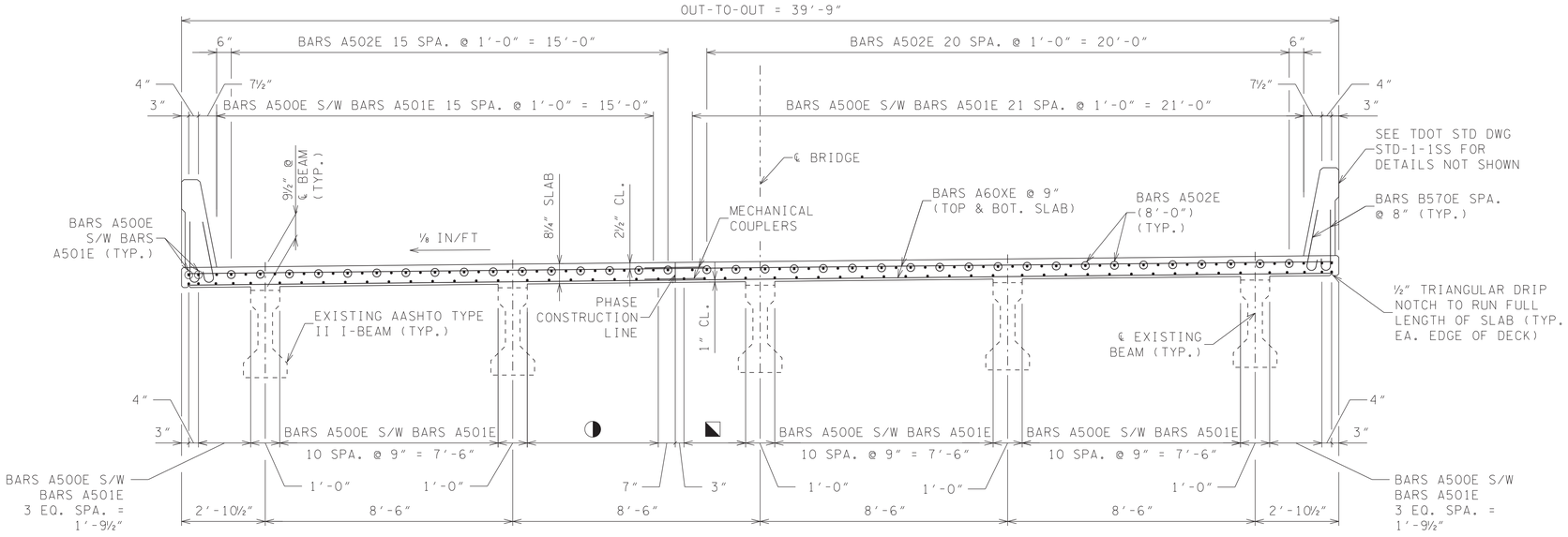
PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

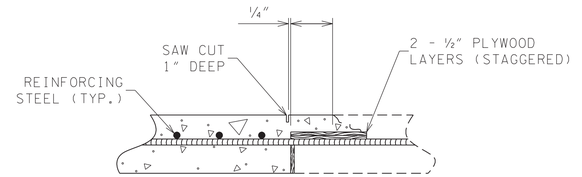


◑ BARS A500E S/W BARS A501E 6 SPA. @ 9" = 4'-6"

◥ BARS A500E S/W BARS A501E 3 EQ. SPA. = 2'-1⅜"

TYPICAL CROSS SECTION

LOOKING FORWARD
NOT TO SCALE



SLAB CONSTRUCTION JOINT DETAIL

NOTE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION EXCEPT NO JOINT MAT BE LOCATED CLOSER THAN 1/5 SPAN LENGTH FROM AN INTERIOR SUPPORT. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING. NO EQUIPMENT SHALL BE PERMITTED ON THE BRIDGE UNTIL ALL POURS ARE MADE AND THE CONCRETE IS PROPERLY CURED. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 3
DECK REINFORCEMENT
(1 OF 3)

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (L)
FAYETTE COUNTY
2025

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
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BR-133-237

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PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

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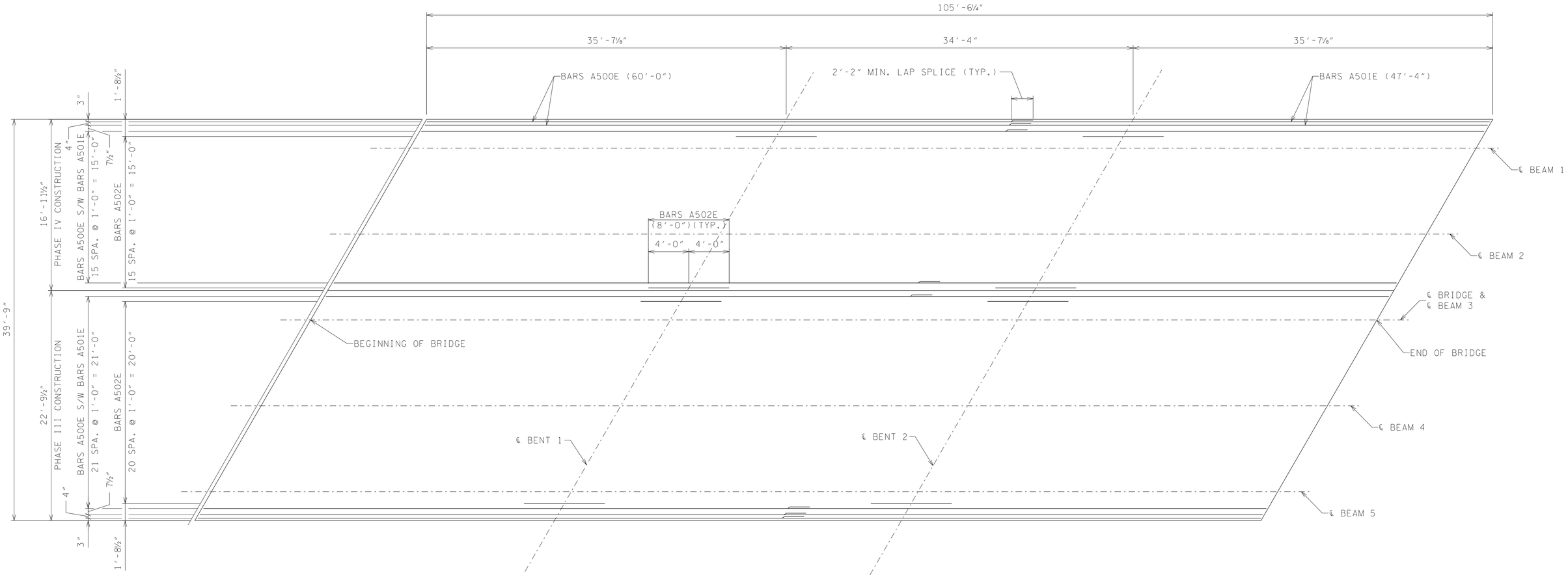

SLAB PLAN

TOP MAT LONGITUDINAL REINFORCEMENT

NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 3
DECK REINFORCEMENT
(2 OF 3)

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (L)
FAYETTE COUNTY
2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE

5-14-2025

DESIGNED BY	CCS	DATE 10/2024
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BR-133-238

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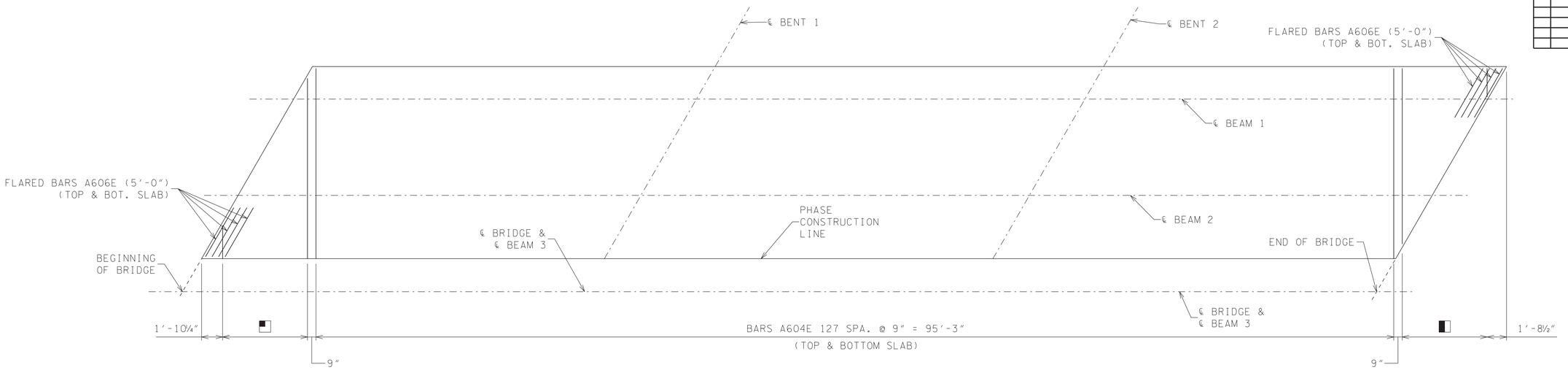
PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

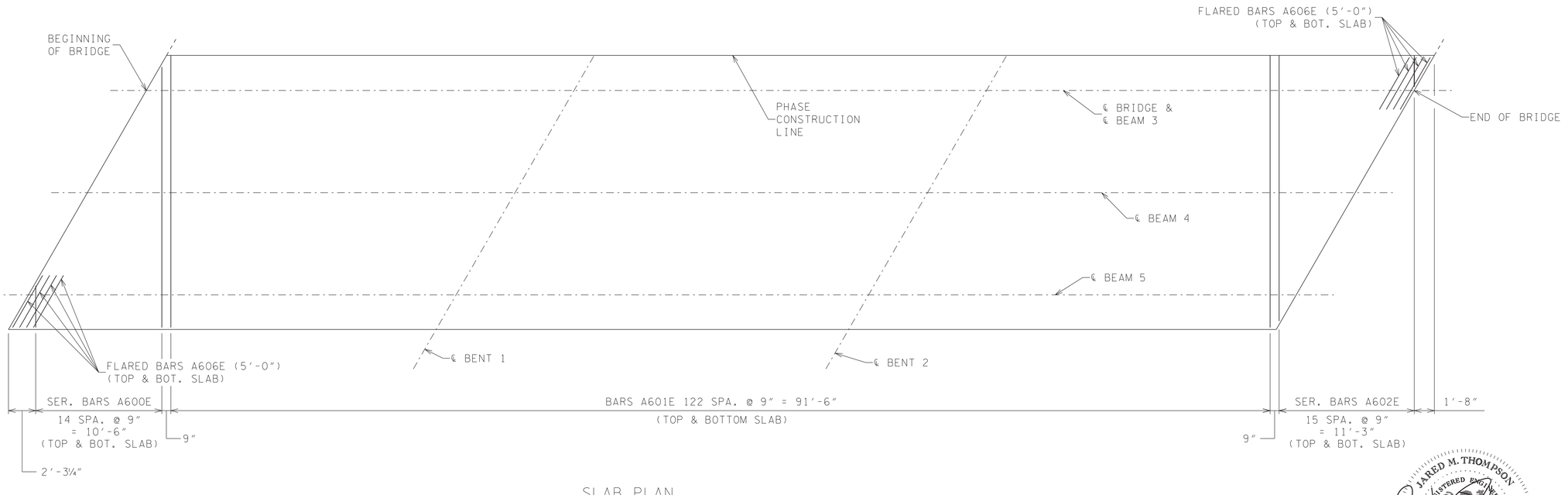


SLAB PLAN

PHASE IV CONSTRUCTION
TRANSVERSE REINFORCEMENT
NOT TO SCALE

■ SERIES BARS A603E 10 SPA. @ 9″ = 7′-6″ (TOP & BOT. SLAB)

◧ SERIES BARS A605E 10 SPA. @ 9″ = 7′-6″ (TOP & BOT. SLAB)



SLAB PLAN

PHASE III CONSTRUCTION
TRANSVERSE REINFORCEMENT
NOT TO SCALE

DESIGNED BY CCS DATE 10/2024
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JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE

5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 3
DECK REINFORCEMENT
(3 OF 3)

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (L)
FAYETTE COUNTY
2025

BR-133-239

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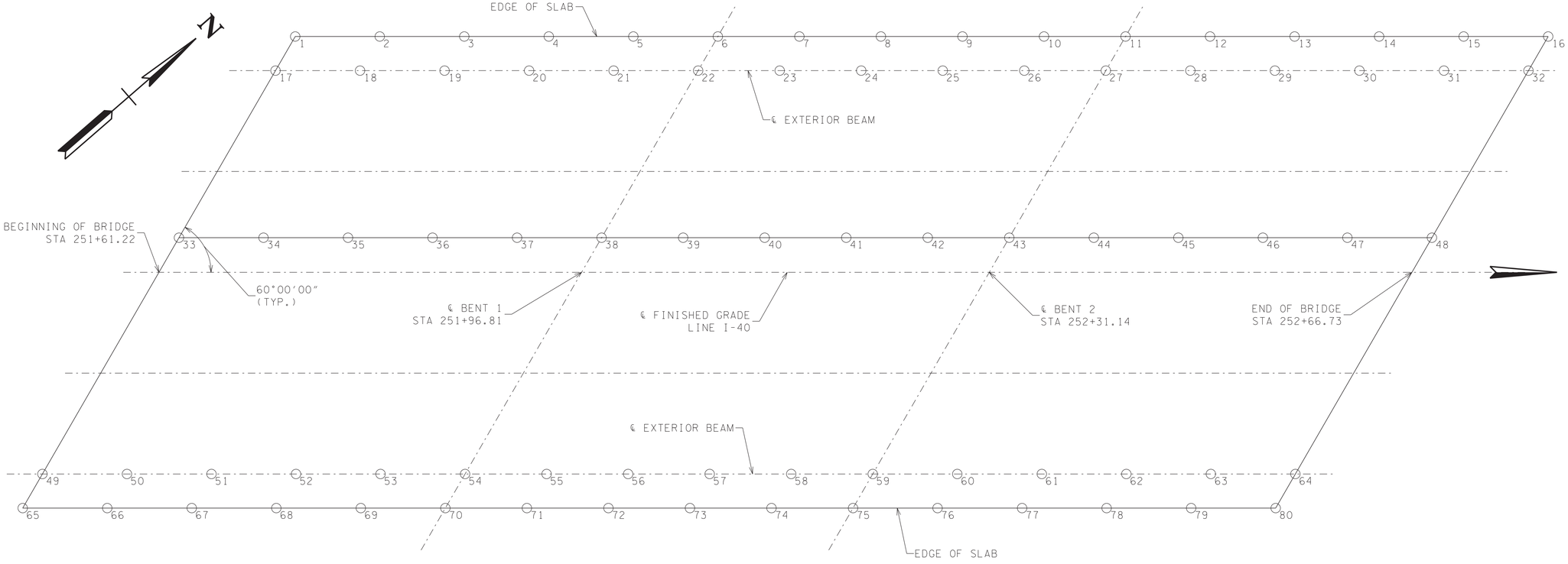


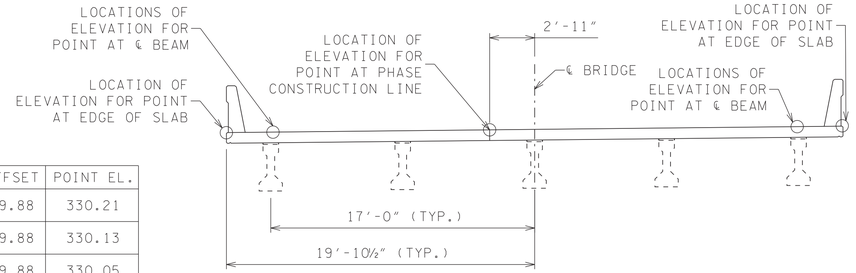
BRIDGE SCREED PLAN

NOT TO SCALE

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



TYPICAL SECTION

LOOKING FORWARD ON SURVEY

NOT TO SCALE

BRIDGE SCREED TABLE

POINT	STATION	OFFSET	POINT EL.
1	251+72.69	19.88	329.53
2	251+79.81	19.88	329.45
3	251+86.93	19.88	329.37
4	251+94.05	19.88	329.30
5	252+01.17	19.88	329.22
6	252+08.29	19.88	329.14
7	252+15.16	19.88	329.06
8	252+22.02	19.88	328.98
9	252+28.89	19.88	328.91
10	252+35.76	19.88	328.83
11	252+42.62	19.88	328.75
12	252+49.74	19.88	328.67
13	252+56.86	19.88	328.59
14	252+63.98	19.88	328.51
15	252+71.10	19.88	328.43
16	252+78.22	19.88	328.35

POINT	STATION	OFFSET	POINT EL.
17	251+71.03	17.00	329.58
18	251+78.15	17.00	329.50
19	251+85.27	17.00	329.42
20	251+92.39	17.00	329.34
21	251+99.51	17.00	329.26
22	252+06.63	17.00	329.18
23	252+13.50	17.00	329.11
24	252+20.36	17.00	329.03
25	252+27.23	17.00	328.95
26	252+34.10	17.00	328.88
27	252+40.96	17.00	328.80
28	252+48.08	17.00	328.72
29	252+55.20	17.00	328.64
30	252+62.32	17.00	328.56
31	252+69.44	17.00	328.48
32	252+76.56	17.00	328.40

POINT	STATION	OFFSET	POINT EL.
33	251+62.90	2.92	329.82
34	251+70.02	2.92	329.74
35	251+77.14	2.92	329.66
36	251+84.26	2.92	329.58
37	251+91.38	2.92	329.50
38	251+98.50	2.92	329.42
39	252+05.36	2.92	329.35
40	252+12.23	2.92	329.27
41	252+19.10	2.92	329.19
42	252+25.96	2.92	329.11
43	252+32.83	2.92	329.04
44	252+39.95	2.92	328.96
45	252+47.07	2.92	328.88
46	252+54.19	2.92	328.80
47	252+61.31	2.92	328.72
48	252+68.42	2.92	328.64

POINT	STATION	OFFSET	POINT EL.
49	251+51.41	17.00	330.16
50	251+58.52	17.00	330.08
51	251+65.64	17.00	330.00
52	251+72.76	17.00	329.92
53	251+79.88	17.00	329.84
54	251+87.00	17.00	329.76
55	251+93.87	17.00	329.68
56	252+00.73	17.00	329.60
57	252+07.60	17.00	329.53
58	252+14.47	17.00	329.45
59	252+21.33	17.00	329.37
60	252+28.45	17.00	329.29
61	252+35.57	17.00	329.21
62	252+42.69	17.00	329.13
63	252+49.81	17.00	329.05
64	252+56.93	17.00	328.98

POINT	STATION	OFFSET	POINT EL.
65	251+49.75	19.88	330.21
66	251+56.86	19.88	330.13
67	251+63.98	19.88	330.05
68	251+71.10	19.88	329.97
69	251+78.22	19.88	329.89
70	251+85.34	19.88	329.81
71	251+92.21	19.88	329.73
72	251+99.07	19.88	329.65
73	252+05.94	19.88	329.58
74	252+12.81	19.88	329.50
75	252+19.67	19.88	329.42
76	252+26.79	19.88	329.34
77	252+33.91	19.88	329.26
78	252+41.03	19.88	329.18
79	252+48.15	19.88	329.10
80	252+55.27	19.88	329.02

DESIGNED BY CCS DATE 10/2024
DRAWN BY CCS DATE 10/2024
SUPERVISED BY JMT DATE 10/2024
CHECKED BY JMT DATE 05/2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 3
BRIDGE SCREED

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (L)
FAYETTE COUNTY
2025

BR-133-240

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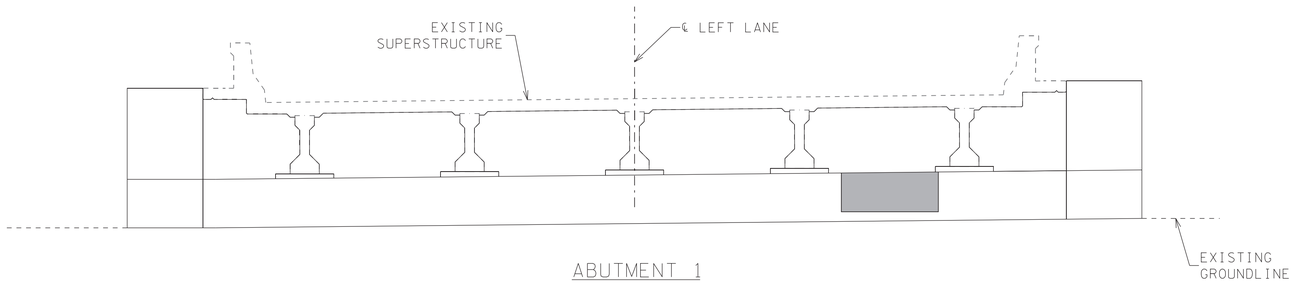
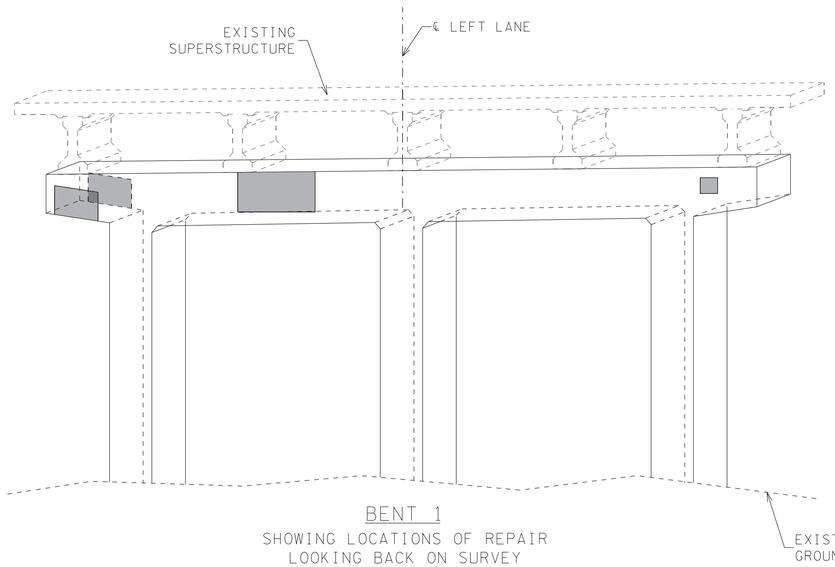
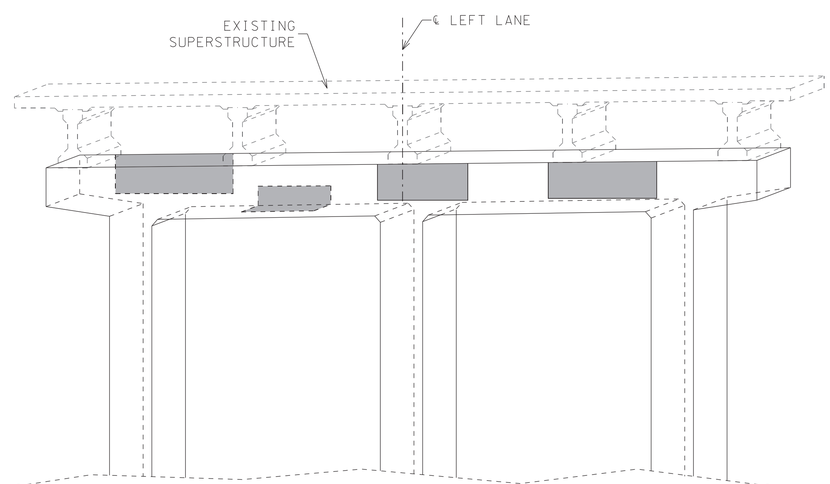


ABUTMENT 1
SHOWING LOCATIONS OF REPAIR
LOOKING BACK ON SURVEY
NOT TO SCALE



BENT 1
SHOWING LOCATIONS OF REPAIR
LOOKING BACK ON SURVEY
NOT TO SCALE



BENT 2
SHOWING LOCATIONS OF REPAIR
LOOKING FORWARD ON SURVEY
NOT TO SCALE

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL CONCRETE REPAIR NOTES:

1. CONCRETE REPAIR AREAS SHALL BE LOCATED BY THE ENGINEER.
2. REPAIR AREAS OF SPALLED OR DELAMINATED CONCRETE ON BENTS AND ABUTMENTS WITH QUICK SET PATCHING MATERIAL AND/OR HIGH EARLY STRENGTH CONCRETE.
3. THE AREAS TO BE REPAIRED SHALL BE SUFFICIENTLY LARGER THAN THE SPALLED AREAS TO ENSURE THAT PATCHES EXTEND INTO SOUND CONCRETE. SEE BRIDGE REPAIR DETAILS ON SHEET BR-133-245 FOR LIMITS OF CONCRETE REPAIR.
4. UNSOUND CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF ¾" BEHIND EXISTING REINFORCEMENT.
5. COST OF REMOVING ALL UNSOUND AND DETERIORATED CONCRETE, PLACING OF NEW CONCRETE, AND ALL LABOR AND MATERIALS NECESSARY FOR COMPLETING THE WORK SHALL BE PAID FOR UNDER ITEM NO. 604-10.54, CONCRETE REPAIR, S.F. OR 604-10.05, CONCRETE, S.F.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS, INCLUDING TEMPORARY SHORING. COST OF SHORING, IF REQUIRED, TO BE INCLUDED IN OTHER ITEMS BID ON.
7. SEE DRAWING BR-133-245 FOR MORE DETAILS OF SPALLED CONCRETE REPAIR.

PROCEDURE FOR CONCRETE REPAIRS DEEPER THAN 3 INCHES:

1. SAW CUT RECTANGULAR AREA (ONE INCH DEEP) FOR LENGTH (HORIZONTALLY AND VERTICALLY) AS NEEDED TO OBTAIN MINIMUM SPLICE LENGTH SHOWN IN NOTE 4.
2. CLEAN EXISTING REINFORCING STEEL PRIOR TO PERFORMING SPLICE REPAIRS.
3. SPLICE NEW IN-KIND REINFORCING STEEL AS DIRECTED BY ENGINEER.
4. IF A PORTION OF EXISTING BAR HAS EXCESSIVE LOSS OF SECTION, A NEW BAR SHALL BE SPLICED TO THE EXISTING BAR WITH THE FOLLOWING DIMENSIONS: FOR A #5 BAR, USE A MINIMUM SPLICE LENGTH OF 36 INCHES.
5. POUR BACK TO ORIGINAL LINES WITH HIGH EARLY STRENGTH CONCRETE ACCORDING TO DETAILS ON SHEET BR-133-245 AND MANUFACTURER'S SPECIFICATIONS.

CONCRETE REPAIR QUANTITIES		
SUBSTRUCTURE ELEMENT	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
ABUTMENT 1	10	-
BENT 1	-	19
BENT 2	27	30

DENOTES AREA OF SPALL REPAIR. SEE SHEET BR-133-245 FOR CONCRETE REPAIR NOTES.

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 3
SUBSTRUCTURE REPAIR DETAILS

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (L)
FAYETTE COUNTY
2025

DESIGNED BY CCS DATE 10/2024
DRAWN BY CCS DATE 10/2024
SUPERVISED BY JMT DATE 10/2024
CHECKED BY JMT DATE 05/2025

BR-133-241

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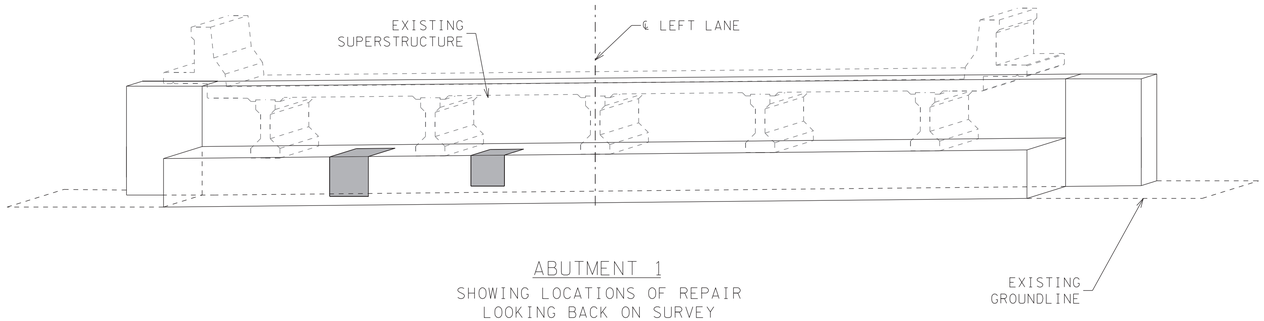
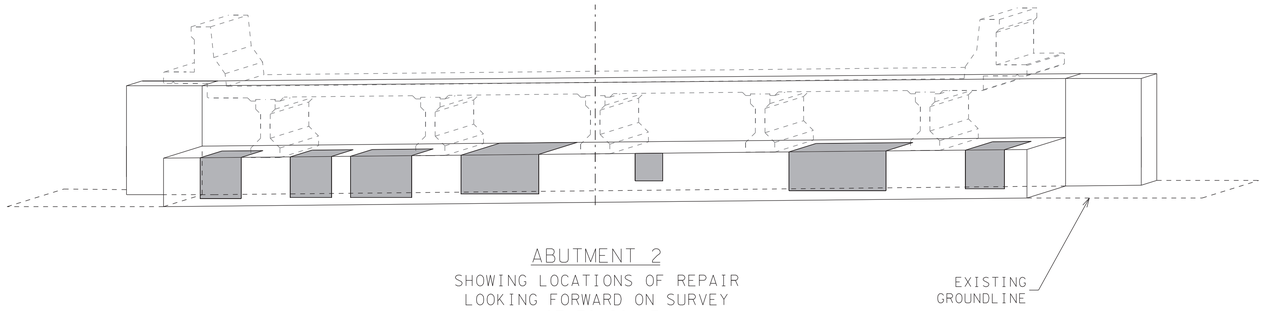
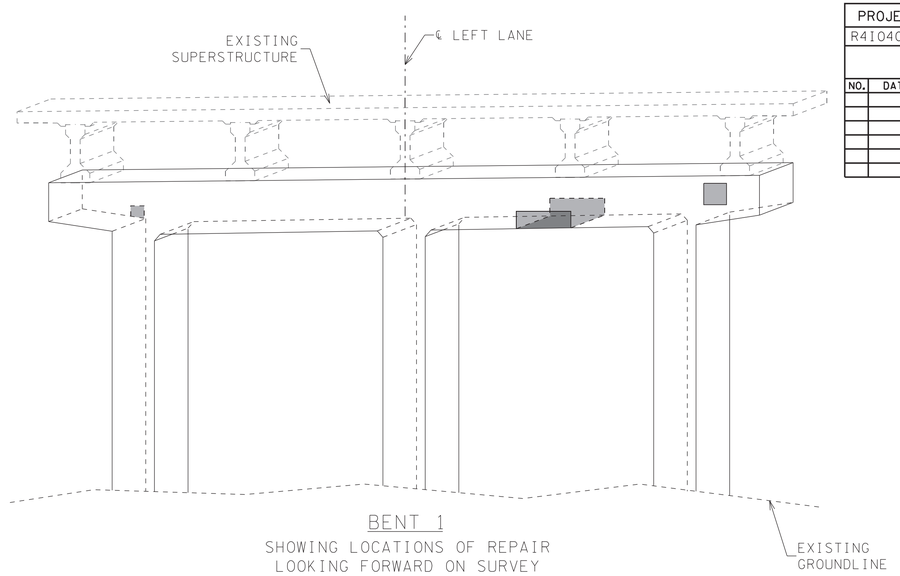


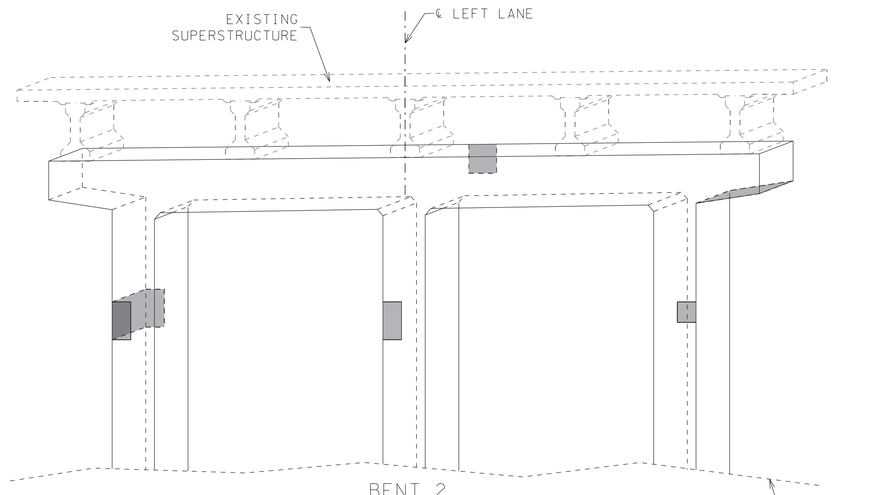
ABUTMENT 1
SHOWING LOCATIONS OF REPAIR
LOOKING BACK ON SURVEY
NOT TO SCALE



ABUTMENT 2
SHOWING LOCATIONS OF REPAIR
LOOKING FORWARD ON SURVEY
NOT TO SCALE



BENT 1
SHOWING LOCATIONS OF REPAIR
LOOKING FORWARD ON SURVEY
NOT TO SCALE



BENT 2
SHOWING LOCATIONS OF REPAIR
LOOKING FORWARD ON SURVEY
NOT TO SCALE

DENOTES AREA OF SPALL REPAIR. SEE SHEET BR-133-245 FOR CONCRETE REPAIR NOTES.

GENERAL CONCRETE REPAIR NOTES:

1. CONCRETE REPAIR AREAS SHALL BE LOCATED BY THE ENGINEER.
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4. UNSOUND CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF ¾" BEHIND EXISTING REINFORCEMENT.
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7. SEE DRAWING BR-133-245 FOR MORE DETAILS OF SPALLED CONCRETE REPAIR.

PROCEDURE FOR CONCRETE REPAIRS DEEPER THAN 3 INCHES:

1. SAW CUT RECTANGULAR AREA (ONE INCH DEEP) FOR LENGTH (HORIZONTALLY AND VERTICALLY) AS NEEDED TO OBTAIN MINIMUM SPLICE LENGTH SHOWN IN NOTE 4.
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5. POUR BACK TO ORIGINAL LINES WITH HIGH EARLY STRENGTH CONCRETE ACCORDING TO DETAILS ON SHEET BR-133-245 AND MANUFACTURER'S SPECIFICATIONS.

CONCRETE REPAIR QUANTITIES		
SUBSTRUCTURE ELEMENT	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
ABUTMENT 1	-	14
BENT 1	-	23
BENT 2	-	23
ABUTMENT 2	41	41

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

DESIGNED BY CCS DATE 10/2024
DRAWN BY CCS DATE 10/2024
SUPERVISED BY JMT DATE 10/2024
CHECKED BY JMT DATE 05/2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 4
SUBSTRUCTURE REPAIR DETAILS

INTERSTATE 40
OVER PORTER ROAD
BRIDGE NO. 24-I40-6.40 (R)
FAYETTE COUNTY
2025

BR-133-242

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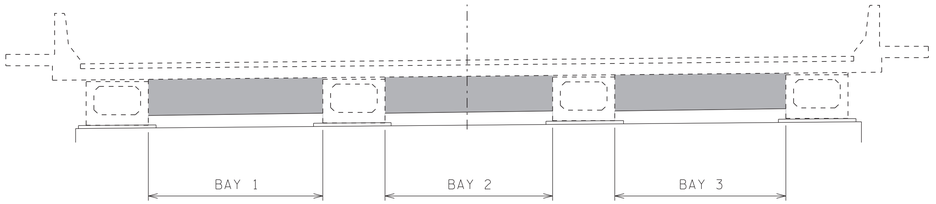
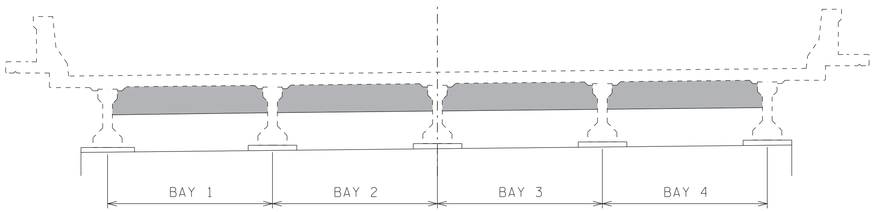
PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

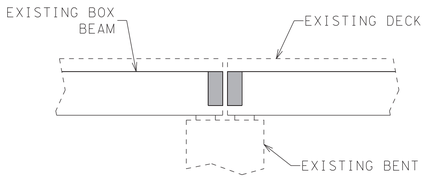


DIAPHRAGM TYPICAL SECTION
I-40 OVER CHESTER STREET
SHELBY COUNTY
LOOKING FORWARD ON SURVEY

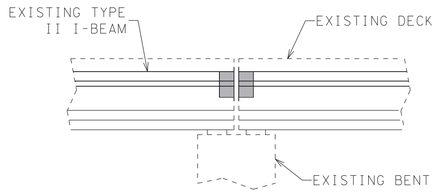


DIAPHRAGM TYPICAL SECTION
I-40 OVER PORTER ROAD
FAYETTE COUNTY
LOOKING FORWARD ON SURVEY

DENOTES DIAPHRAGM AREA



DIAPHRAGM ELEVATION
I-40 OVER PORTER ROAD
FAYETTE COUNTY



DIAPHRAGM ELEVATION
I-40 OVER PORTER ROAD
FAYETTE COUNTY

DIAPHRAGM REPAIR AREAS
BRIDGE 1
I-40 WB OVER CHESTER STREET (L)
SHELBY COUNTY

SUPPORT	BAY	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
BENT 1	BAY 1	3	2
BENT 1	BAY 2	3	2
BENT 1	BAY 3	5	3
BENT 2	BAY 1	2	2
BENT 2	BAY 2	2	1
BENT 2	BAY 3	2	2
	TOTAL	17	12

DIAPHRAGM REPAIR AREAS
BRIDGE 2
I-40 EB OVER CHESTER STREET (R)
SHELBY COUNTY

SUPPORT	BAY	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
BENT 1	BAY 1	-	-
BENT 1	BAY 2	4	3
BENT 1	BAY 3	4	3
BENT 2	BAY 1	2	1
BENT 2	BAY 2	8	6
BENT 2	BAY 3	1	1
	TOTAL	19	14

DIAPHRAGM REPAIR AREAS
BRIDGE 3
I-40 WB OVER PORTER ROAD (L)
FAYETTE COUNTY

SUPPORT	BAY	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
BENT 1	BAY 1	-	-
BENT 1	BAY 2	2	2
BENT 1	BAY 3	11	7
BENT 1	BAY 4	6	4
BENT 2	BAY 1	2	2
BENT 2	BAY 2	-	-
BENT 2	BAY 3	4	3
BENT 2	BAY 4	2	1
	TOTAL	27	19

DIAPHRAGM REPAIR AREAS
BRIDGE 4
I-40 EB OVER PORTER ROAD (R)
FAYETTE COUNTY

SUPPORT	BAY	604-10.05 CONCRETE S.F.	604-10.54 CONCRETE REPAIR S.F.
BENT 1	BAY 1	3	2
BENT 1	BAY 2	11	7
BENT 1	BAY 3	2	2
BENT 1	BAY 4	5	3
BENT 2	BAY 1	1	1
BENT 2	BAY 2	4	3
BENT 2	BAY 3	2	2
BENT 2	BAY 4	2	1
	TOTAL	30	21

GENERAL CONCRETE REPAIR NOTES:

1. CONCRETE REPAIR AREAS SHALL BE LOCATED BY THE ENGINEER.
2. REPAIR AREAS OF SPALLED OR DELAMINATED CONCRETE ON BENTS AND ABUTMENTS WITH QUICK SET PATCHING MATERIAL AND/OR HIGH EARLY STRENGTH CONCRETE.
3. THE AREAS TO BE REPAIRED SHALL BE SUFFICIENTLY LARGER THAN THE SPALLED AREAS TO ENSURE THAT PATCHES EXTEND INTO SOUND CONCRETE. SEE BRIDGE REPAIR DETAILS ON SHEET BR-133-245 FOR LIMITS OF CONCRETE REPAIR.
4. UNSOUND CONCRETE SHALL BE REMOVED TO A MINIMUM DEPTH OF ¾" BEHIND EXISTING REINFORCEMENT.
5. COST OF REMOVING ALL UNSOUND AND DETERIORATED CONCRETE, PLACING OF NEW CONCRETE, AND ALL LABOR AND MATERIALS NECESSARY FOR COMPLETING THE WORK SHALL BE PAID FOR UNDER ITEM NO. 604-10.54, CONCRETE REPAIR, S.F. OR 604-10.05, CONCRETE, S.F.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS, INCLUDING TEMPORARY SHORING. COST OF SHORING, IF REQUIRED, TO BE INCLUDED IN OTHER ITEMS BID ON.
7. SEE DRAWING BR-133-245 FOR MORE DETAILS OF SPALLED CONCRETE REPAIR.

PROCEDURE FOR CONCRETE REPAIRS DEEPER THAN 3 INCHES:

1. SAW CUT RECTANGULAR AREA (ONE INCH DEEP) FOR LENGTH (HORIZONTALLY AND VERTICALLY) AS NEEDED TO OBTAIN MINIMUM SPLICE LENGTH SHOWN IN NOTE 4.
2. CLEAN EXISTING REINFORCING STEEL PRIOR TO PERFORMING SPLICE REPAIRS.
3. SPLICE NEW IN-KIND REINFORCING STEEL AS DIRECTED BY ENGINEER.
4. IF A PORTION OF EXISTING BAR HAS EXCESSIVE LOSS OF SECTION, A NEW BAR SHALL BE SPLICED TO THE EXISTING BAR WITH THE FOLLOWING DIMENSIONS: FOR A #5 BAR, USE A MINIMUM SPLICE LENGTH OF 36 INCHES.
5. POUR BACK TO ORIGINAL LINES WITH HIGH EARLY STRENGTH CONCRETE ACCORDING TO DETAILS ON SHEET BR-133-245 AND MANUFACTURER'S SPECIFICATIONS.

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
SUPERVISED BY	JMT	DATE	10/2024
CHECKED BY	JMT	DATE	05/2025

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM REPAIR DETAILS

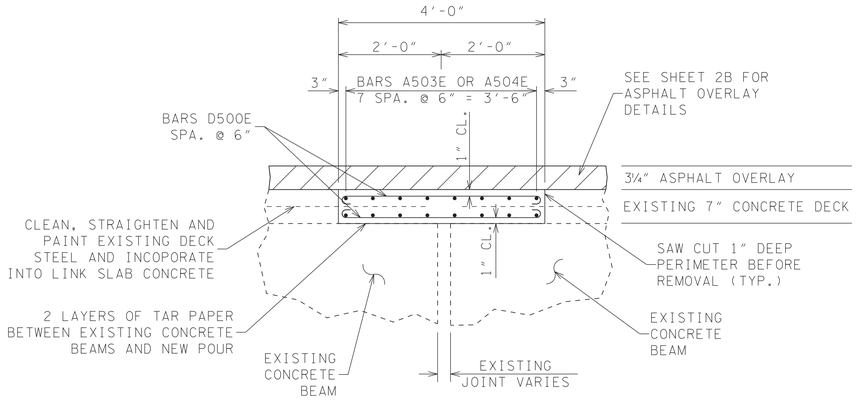
INTERSTATE 40
BRIDGE NO. 24-I40-6.40 (L & R)
BRIDGE NO. 79-I40-29.74 (L & R)
FAYETTE & SHELBY COUNTIES
2025

BR-133-243

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



EXISTING EXPANSION JOINT LINK SLAB DETAIL

NOTE: CONCRETE FOR LINK SLAB SHALL BE CLASS "DS" CONCRETE AND PAID FOR UNDER ITEM NO. 604-03.32, CLASS "DS" CONCRETE (BRIDGE DECK), AND ALSO INCLUDES ALL COST FOR LABOR AND MATERIALS TO REMOVE EXISTING CONCRETE, CLEAN JOINT, AND TO INSTALL LINK SLAB.

NOTE: REINFORCING STEEL IN LINK SLAB SHALL BE PAID FOR UNDER ITEM NO. 604-02.03, EPOXY COATED REINFORCING STEEL, AND INCLUDES ALL COST FOR LABOR AND MATERIALS TO INSTALL LINK SLAB REINFORCING STEEL.

SHELBY COUNTY
LINK SLAB (EACH) (EPOXY-COATED)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	LENGTH
A503E	LINK SLAB	5	32	20'-3"			20'-3"
D500E	LINK SLAB	5	162	3'-8"			4'-10"

∴ REQUIRED: 16 EPOXY COATED NO. 5 MECHANICAL COUPLERS WITH RELATED SPLICE BAR TO BE PAID FOR UNDER ITEM NO. 604-02.03, EPOXY COATED REINFORCING STEEL, LBS.

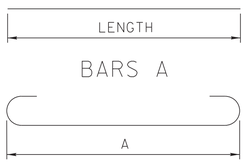
604-03.32 CLASS "DS" CONCRETE (BRIDGE DECK) (CY)	604-02.03 EPOXY COATED REINFORCING STEEL (LBS.)
4	1563

FAYETTE COUNTY
LINK SLAB (EACH) (EPOXY-COATED)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	LENGTH
A504E	LINK SLAB	5	32	21'-11"			21'-11"
D500E	LINK SLAB	5	176	3'-8"			4'-10"

∴ REQUIRED: 16 EPOXY COATED NO. 5 MECHANICAL COUPLERS WITH RELATED SPLICE BAR TO BE PAID FOR UNDER ITEM NO. 604-02.03, EPOXY COATED REINFORCING STEEL, LBS.

604-03.32 CLASS "DS" CONCRETE (BRIDGE DECK) (CY)	604-02.03 EPOXY COATED REINFORCING STEEL (LBS.)
4	1619



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

JARED M. THOMPSON
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 120988
STATE OF TENNESSEE
5-14-2025

JOINT REPAIR DETAILS

INTERSTATE 40
BRIDGE NO. 24-I40-6.40R
BRIDGE NO. 79-I40-29.74 (L & R)
FAYETTE & SHELBY COUNTIES
2025

BR-133-244

DESIGNED BY CCS DATE 10/2024
DRAWN BY CCS DATE 10/2024
SUPERVISED BY JMT DATE 10/2024
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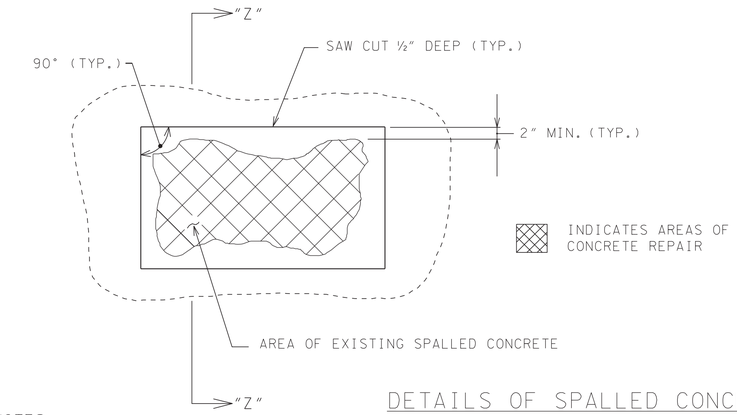
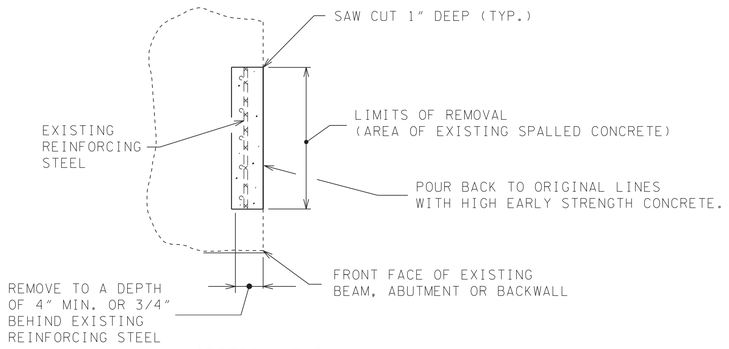




SECTION "Z-Z"

DETAILS OF SPALLED CONCRETE SURFACE AND REPAIR

NOTES:

EXTREME CARE SHALL BE TAKEN WHEN REMOVING THE DETERIORATED CONCRETE SO AS NOT TO DAMAGE THE EXISTING REINFORCING STEEL. ALL EXPOSED REINFORCING STEEL SHALL BE COMPLETELY CLEANED TO THE SATISFACTION OF THE ENGINEER BEFORE REPOURING.

FOR CONCRETE NOTE, SEE GENERAL NOTES ON DRAWING BR-133-226.

LIMITS AND LOCATION OF REPAIRS TO BE DESIGNATED BY THE ENGINEER. ALL UNSOUND CONCRETE IN THESE AREAS SHALL BE REMOVED AND REPOURED WITH PATCHING MATERIAL. THE MINIMUM DEPTH OF REPAIR SHALL BE 4 INCHES. DEPTH MAY BE INCREASED TO EXTEND INTO SOUND CONCRETE AS DIRECTED BY THE ENGINEER. EDGES OF THE REPAIR AREAS SHALL HAVE A MINIMUM 1 INCH SAW CUT PERPENDICULAR TO THE FACE OF THE CONCRETE.

PATCHING MATERIAL FOR REPAIRS LESS THAN 3 INCHES DEEP SHALL BE POLYMER MODIFIED CEMENTITIOUS STRUCTURAL PATCHING MATERIAL FROM THE TENNESSEE DEPARTMENT OF TRANSPORTATION QUALIFIED PRODUCTS LIST 13, SECTION B.9. PATCHING MATERIAL FOR REPAIRS DEEPER THAN 3 INCHES SHALL BE RAPID SET HIGH EARLY STRENGTH CEMENTITIOUS PATCHING MATERIAL. PATCHING MATERIALS SHALL BE FROM THE TENNESSEE DEPARTMENT OF TRANSPORTATION QUALIFIED PRODUCTS LIST 13, SECTION B.4.

SAW CUT EXISTING CONCRETE SURFACES SO AS TO OBTAIN SQUARED CORNERS.

NOTES:

POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE ARE SUBJECT TO THE FOLLOWING RESTRICTIONS.

1) PNEUMATIC HAMMERS HEAVIER THAN A 35 LB. CLASS SHALL NOT BE USED.
2) CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BEHIND THE REINFORCING STEEL.

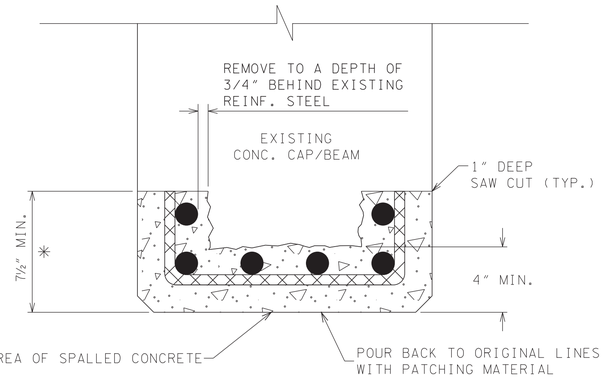
THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STABILITY OF THE STRUCTURE DURING REPAIRS. DETAILS OF ANY TEMPORARY SUPPORT SYSTEM (IF REQUIRED) SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND SHALL MEET WITH THE FULL SATISFACTION OF THE ENGINEER BEFORE REPAIRS HAVE BEGUN. COST TO BE INCLUDED IN ITEMS BID ON.

COST OF REMOVING DETERIORATED CONCRETE, CLEANING EXISTING REINFORCING STEEL, FORMING, PATCHING MATERIAL AND ALL ADDITIONAL MATERIALS AND LABOR NECESSARY TO COMPLETE REPAIRS SHOWN IN THIS DETAIL TO BE INCLUDED UNDER ITEM NO. 604-10.54, CONCRETE REPAIRS, S.F. OR ITEM NO. 604-10.05, CONCRETE, S.F.

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

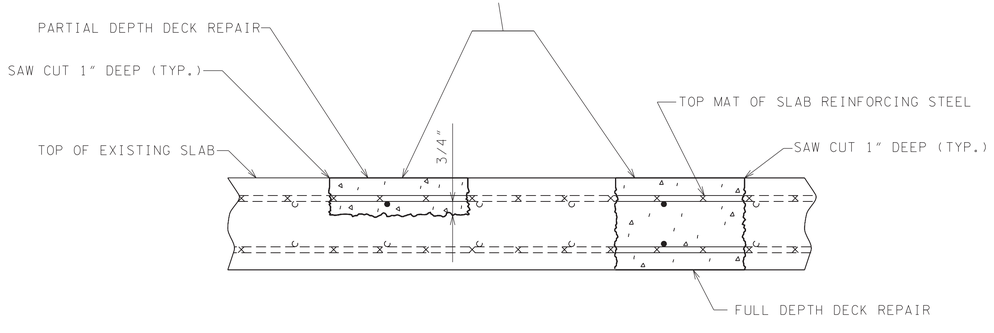
NO.	DATE	BY	BRIEF DESCRIPTION



* DENOTES: LIMIT AND LOCATIONS OF REPAIR TO BE DESIGNATED BY THE ENGINEER.

TYPICAL BEAM AND/OR BENT CAP REPAIR

CONCRETE FOR DECK REPAIR SHALL BE CLASS X. 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.



DETAIL SHOWING FULL AND PARTIAL DEPTH DECK REPAIR

FULL AND PARTIAL DEPTH DECK REPAIR NOTES:

1. REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF ¾" BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL. ALL REINFORCING STEEL IN AREAS OF DECK REPAIR SHALL BE COMPLETELY CLEANED. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST THREE (3) DAYS IN ADVANCE.

2. DECK REPAIR WILL BE PAID FOR UNDER ITEM NO. 604-10.50, BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), S.Y. AND ITEM NO. 604-10.30, BRIDGE DECK REPAIR (FULL DEPTH OF SLAB), S.Y. 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.

3. POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL AND FULL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:
   1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 LBS CLASS SHALL NOT BE USED.
   2) FULL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 90 LBS CLASS SHALL NOT BE USED. ALSO ALL DECK REPAIR OVER BEAMS WILL BE RESTRICTED TO 60 LBS PNEUMATIC HAMMERS.
   3) CHIPPING HAMMERS OF THE 15 LB CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

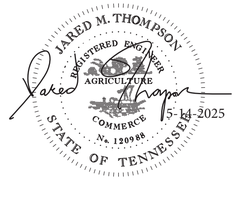
4. CARE SHALL BE TAKEN WHEN REMOVING ANY AREAS OF SLAB NEAR THE 1" SAW CUT LINE. A 1" MIN. VERTICAL DEPTH SAW CUT LINE IS REQUIRED AROUND THE FULL PERIMETER OF PATCH PRIOR TO PLACEMENT OF CONCRETE.

5. PRECAST CONCRETE DECK PANELS WERE USED IN CONSTRUCTION OF THE BRIDGE. CARE SHALL BE TAKEN NOT TO DAMAGE THE PANELS WHEN PARTAIL DEPTH REPAIRS ARE BEING DONE ON THE TOP PORTION OF THE SLAB.

6. CLASS X CONCRETE SHALL BE USED FOR FULL AND PARTIAL DEPTH DECK REPAIRS. REFER TO BR-133-226 FOR CLASS X NOTES.

7. SEE SHEET BR-133-230 AND BR-133-236 FOR LOCATION AND SIZE OF REPAIRS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION



BRIDGE REPAIR DETAILS

INTERSTATE 40
BRIDGE NO. 24-I40-6.40 (L & R)
BRIDGE NO. 79-I40-29.74 (L & R)
FAYETTE & SHELBY COUNTIES
2025

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
SUPERVISED BY	JMT	DATE	10/2024
CHECKED BY	JMT	DATE	05/2025

BR-133-245

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SUPERSTRUCTURE (EPOXY-COATED)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	LENGTH
A500E	SLAB	5	96	60'-0"			60'-0"
A501E	SLAB	5	96	47'-4"			47'-4"
A502E	SLAB	5	74	8'-0"			8'-0"
A600E	SLAB (SERIES)	6	2	*1			188'-5 1/4"
A601E	SLAB	6	246	22'-7 1/2"			22'-7 1/2"
A602E	SLAB (SERIES)	6	2	*2			195'-7"
A603E	SLAB (SERIES)	6	2	*3			103'-1 1/2"
A604E	SLAB	6	256	16'-9 1/2"			16'-9 1/2"
A605E	SLAB (SERIES)	6	2	*4			98'-7 7/8"
A606E	SLAB	6	32	5'-0"			5'-0"
B570E	SLAB & BRIDGE RAIL	5	640	2'-8"			2'-8"

*1	DIMENSION A VARIES FROM 3'-5 3/8" TO 21'-8" IN INCREMENTS OF 1'-3 5/8" (15 BARS)
*2	DIMENSION A VARIES FROM 2'-7 1/2" TO 22'-1" IN INCREMENTS OF 1'-3 5/8" (16 BARS)
*3	DIMENSION A VARIES FROM 2'-10 3/8" TO 15'-10 5/8" IN INCREMENTS OF 1'-3 5/8" (11 BARS)
*4	DIMENSION A VARIES FROM 2'-5 1/2" TO 15'-5 1/2" IN INCREMENTS OF 1'-3 5/8" (11 BARS)
⁂	REQUIRED: 274 EPOXY COATED NO. 6 MECHANICAL COUPLERS WITH RELATED SPLICE BAR TO BE PAID FOR UNDER ITEM NO. 604-02.03, EPOXY COATED REINFORCING STEEL, LBS.

DESIGNED BY	CCS	DATE	10/2024
DRAWN BY	CCS	DATE	10/2024
SUPERVISED BY	JMT	DATE	10/2024
CHECKED BY	JMT	DATE	05/2025

PROJECT NO.	YEAR	SHEET NO.
R41040-M3-002	2025	

REVISIONS

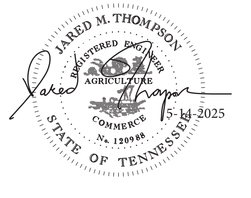
NO.	DATE	BY	BRIEF DESCRIPTION

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.



5-14-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 3
BILL OF STEEL

INTERSTATE 40
BRIDGE NO. 24-I40-6.40L
FAYETTE
COUNTY
2025

BR-133-246

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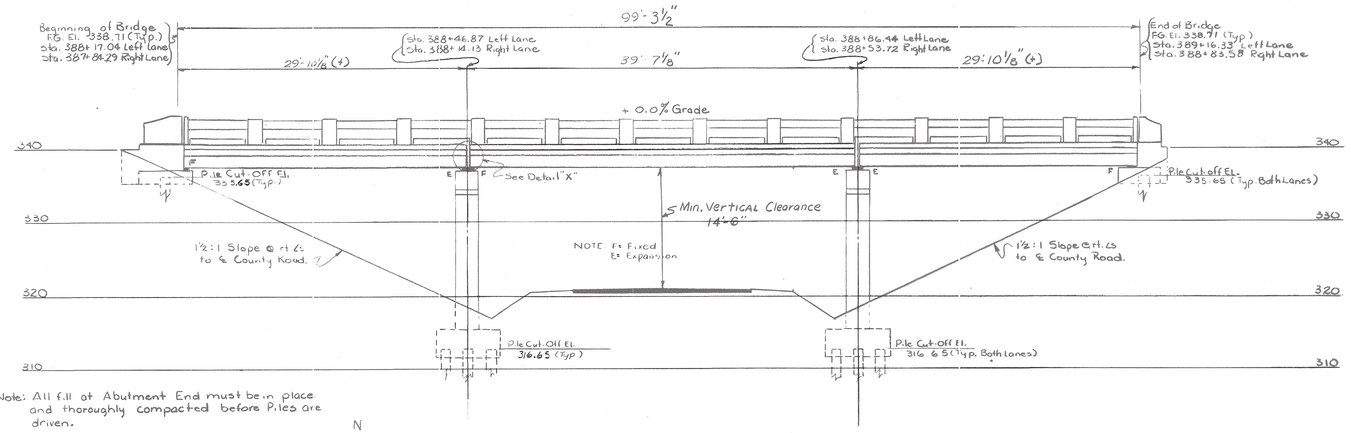
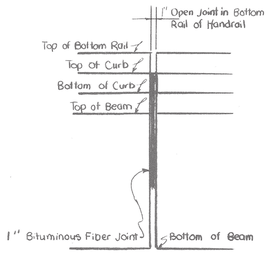
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	44	272

I-40-1-(6)17

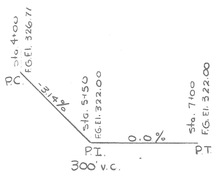


Note: All fill at Abutment End must be in place and thoroughly compacted before Piles are driven.

ELEVATION AT RIGHT ANGLES TO ℄ I-40



DETAIL "X"

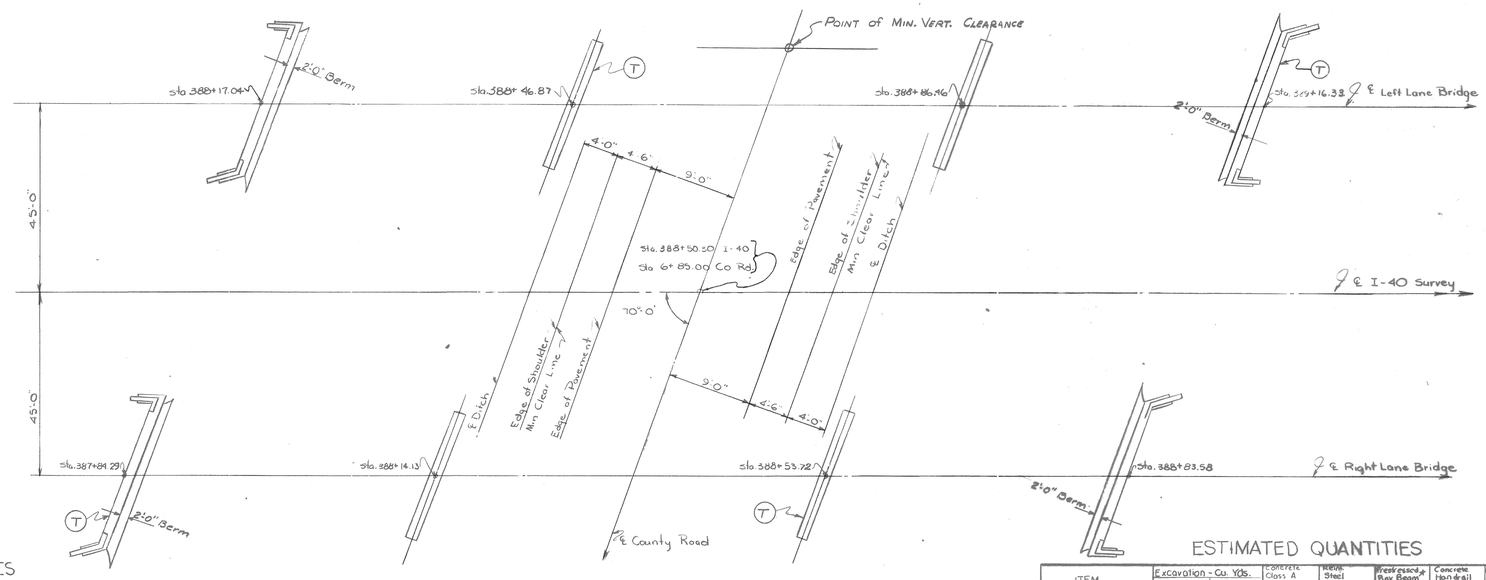


COUNTY ROAD

INTERSTATE 40

SKETCH SHOWING GRADES

NOTE: Elevations shown based on Finished Grade



PLAN

Ⓣ Indicates Location of Test Piles

★ Required 16 Box Beams @ 29'-0" and 8 Box Beams @ 39'-6"

ESTIMATED QUANTITIES

	ITEM	Excavation - Cu. Yds. Dry	Excavation - Cu. Yds. Wet	Concrete Class A Cu. Yds.	Reinf. Steel Lbs.	Prestressed Box Beams 27" x 36"	Concrete Handrail Lin. Ft.	Precast Conc. Test Piles Lin. Ft.	Precast Conc. Piles, Steel Lin. Ft. ★
Left Lane	Superstructure			117.8	30127	12			
	Abutment No. 1			18.3	2150				
	Bents No. 1	82		31.8	7289				
	Bent No. 2	82		31.8	7289				
	Abutment No. 2			18.3	2150				
	Total	164		218.0	49005	12	193	80	1470
Right Lane	Superstructure			117.8	30127	12			
	Abutment No. 1			18.3	2150				
	Bent No. 1	82		31.8	7289				
	Bent No. 2	82		31.8	7289				
	Abutment No. 2			18.3	2150				
	Total	164		218.0	49005	12	193	80	1470
	Total - Both Lanes	328		436.0	98010	24	386	160	2940

GENERAL NOTES

SPECIFICATIONS: Standard Road and Bridge specifications of the Tennessee Department of Highways.

LOADING: H20-S16-44 and Alternate Military Loading.
CONCRETE: To be Class "A" (cast in place)
REINFORCING STEEL: To be intermediate or hard grade. Hook details as recommended by CRSI shall apply.

PRESTRESSED CONCRETE PILES: See Special Provisions.
NEOPRENE BEARING PAD: See Special Provisions.
JOINT SEALER: See Special Provisions. Class A
DESIGN SPECIFICATIONS: AASHO-1961

SPECIAL NOTE - TEST PILES

Before any piles are ordered A Precast Concrete Test Pile 40' Long shall be driven in its final location in the footing of the Bents and Abutments designated on the Plan this Sheet. From the Results Obtained Precast Concrete Piles shall be ordered of such length as to provide a minimum bearing of 30 tons for Bents and Abutments.

HANDRAIL NOTE

Build Handrail according to Standard Drawing H-S-110, Except Endpost as Shown on Dwg. No. K-20-117
X=1", Q=96"-11¾", L=6'-6½"(±) (12 Spaces).

LIST OF DRAWINGS

	DWG. NO.
HANDRAIL: See Note This Sheet	H-S-110
SUPERSTRUCTURE	K-20-116
ABUTMENTS NO. 1 & 2	K-20-117
BENTS NO. 1 & 2	K-20-118
BILL OF STEEL	K-20-119
PILES	H-S-111

★ NOTE: The Contractor May Substitute Precast Prestressed Concrete Piles For The Precast Concrete Piles.

2-38'-0" ROADWAYS WITH SAFETY CURBS

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

LAYOUT OF BRIDGE

INTERSTATE 40 OVER COUNTY ROAD
RIGHT AND LEFT LANES
STA. 388+00.66
SHELBY AND FAYETTE COUNTIES
1962

DESIGNED BY Thayer Morlain DATE
DRAWN BY J. Towry DATE 4-24-62
CHECKED BY DATE

CORRECT Fred Greene BRIDGE ENGINEER

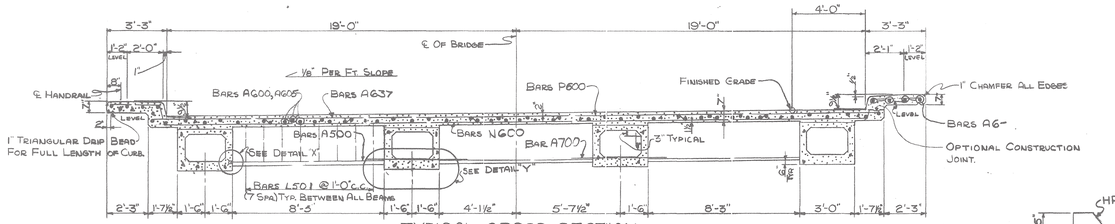
APPROVED [signature] STATE HIGHWAY ENGINEER

K-20-115

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	72	272

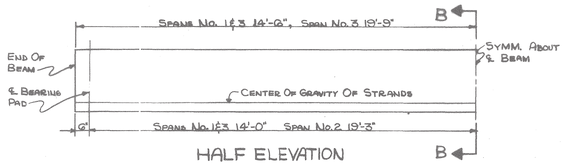
I-40-1(6)117

NOTE: WHEN POURING CURB, PROVISIONS SHALL BE MADE FOR SETTING STEEL FOR CONCRETE HANDRAIL. SEE ALSO DETAILS ON DRAWING NO. H-5-110.

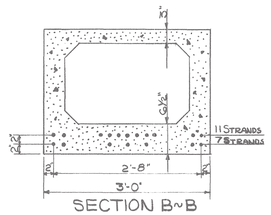


TYPICAL CROSS SECTION

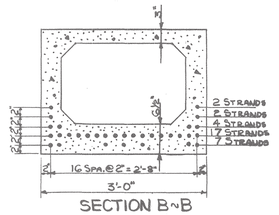
NOTE: DETAIL SAME FOR ALL DIAPHRAGMS OVER BENTS
LEFT LANE LOOKING FORWARD ON SURVEY
RIGHT LANE LOOKING BACK ON SURVEY



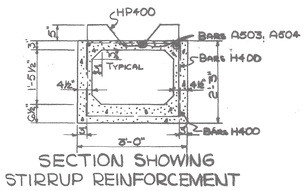
HALF ELEVATION



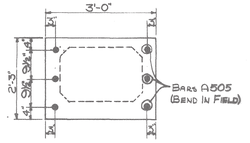
SECTION B~B
SPANS No. 1 & 3



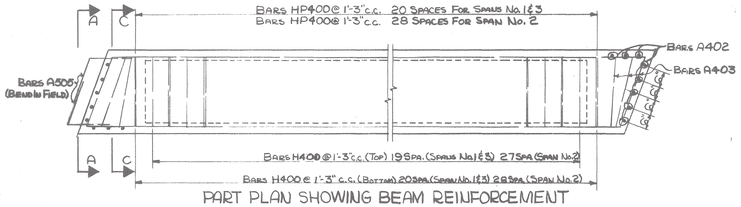
SECTION B~B
SPAN No. 2



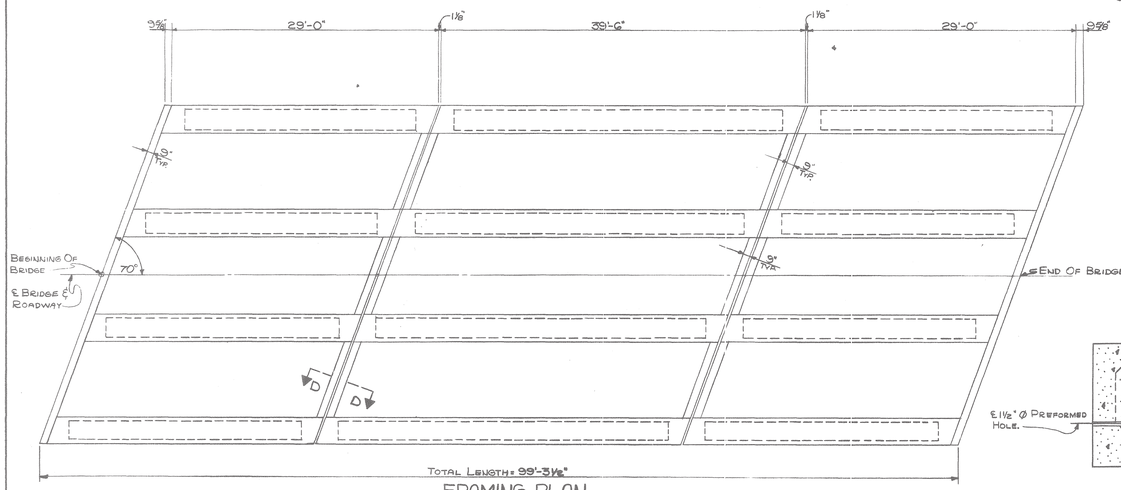
SECTION SHOWING STIRRUP REINFORCEMENT



END ELEVATION A~A
NOTE: BARS A505 IN BEAMS AT ABUTMENT END ONLY.

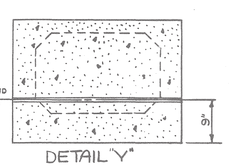


PART PLAN SHOWING BEAM REINFORCEMENT

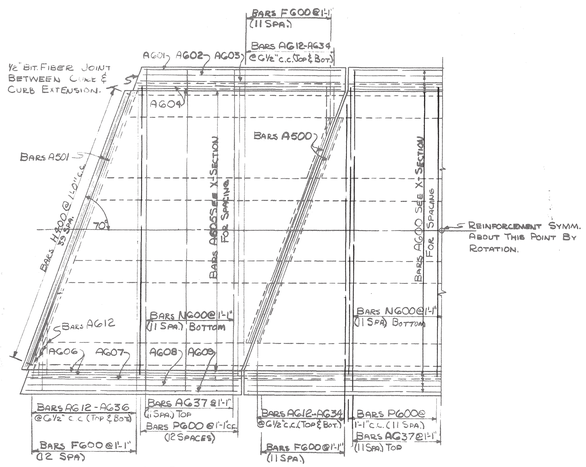


FRAMING PLAN

DETAIL 'Y'
TYPICAL FOR INTERIOR BEAMS OVER BENTS.

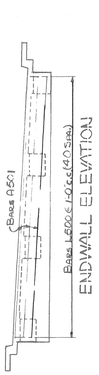


DETAIL 'X'
TYPICAL FOR EXTERIOR BEAMS OVER BENTS.

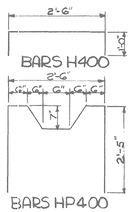


PLAN ~ SPAN NO. 1

PLAN ~ HALF SPAN NO. 2



ENDWALL ELEVATION



BARS HP400

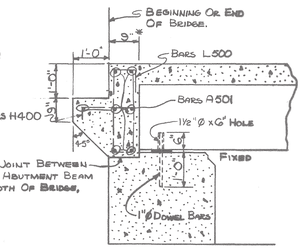
BILL OF STEEL ~ EACH BOX

Spans No. 1 & 3

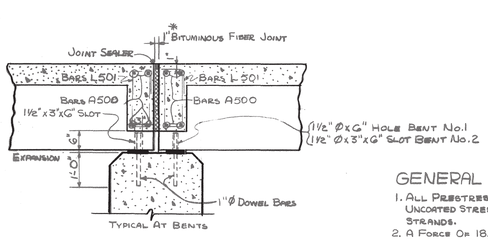
BAR	NO.	SIZE	LENGTH
A402	16	4	1'-9"
A403	24	4	2'-7"
A503	4	5	28'-6"
A505	6	5	3'-2"
H400	41	4	4'-6"
HP400	21	4	7'-10"

Span No. 2

BAR	NO.	SIZE	LENGTH
A402	16	4	1'-9"
A403	24	4	2'-7"
A504	4	5	39'-0"
H400	57	4	4'-6"
HP400	29	4	7'-10"

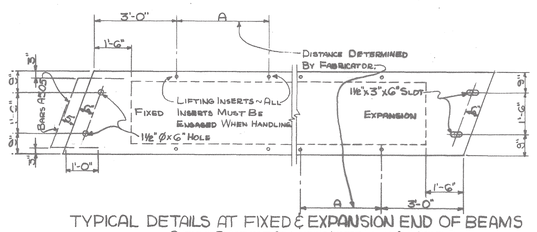


TYPICAL AT ABUTMENTS



TYPICAL AT BENTS

PART LONGITUDINAL SECTION
* NOTE: AT RT. ANGLES TO ℄ JOINT & ABUTMENT BEAM



TYPICAL DETAILS AT FIXED & EXPANSION END OF BEAMS
SHOWING PLACEMENT OF LIFTING INSERT HOLES AND DOWEL BARS

ESTIMATED QUANTITIES PER BOX

	CONCRETE CL. "A" CU. YDS.	REINFORCING STEEL LBS.	PRESTRESSING STEEL LBS.
SPANS No. 1 & 3	4.3	432	195
SPAN No. 2	5.7	546	471

ESTIMATED QUANTITIES*

CONCRETE CL. "A" CU. YDS.	REINFORCING STEEL LBS.
117.8	30127

* CAST IN PLACE

GENERAL NOTES:

1. ALL PRESTRESSING STRANDS TO BE 7/16" Ø 7 WIRE UNCOATED STRESS RELIEVED PRESTRESSED CONCRETE STRANDS.
2. A FORCE OF 18,900# SHALL BE APPLIED TO EACH STRAND IN ALL BOX GIRDERS.
3. TOP OF BOX TO BE ROUGH FLOATED. AT APPROXIMATELY THE TIME OF INITIAL SET, THE TOP OF THE BEAM SHALL BE SCRUBBED TRANSVERSELY WITH A COARSE WIRE BRUSH TO REMOVE ALL LAITANCE AND TO PRODUCE A ROUGH SURFACE.
4. INSERTS FOR DIAPHRAGMS TO BE RICHMOND TYPE DTINS OR EQUAL FOR END DIAPHRAGMS, 16 REQUIRED. COST OF INSERTS WITH ¾"Ø x 2'-3" THREADED BARS TO BE INCLUDED IN PRICE OF PRECAST PRESTRESSED BOXES.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

SUPERSTRUCTURE DETAILS
INTERSTATE 40 OVER COUNTY ROAD
STATION 388+00.66
SHELBY ~ FAYETTE COUNTIES
1962

DESIGNED BY F. T. MARTIN DATE
DRAWN BY E. R. GREEN DATE
TRACED BY DATE
CHECKED BY DATE

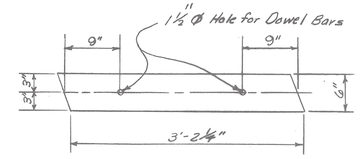
CORRECT Fred Greene
BRIDGE ENGINEER

APPROVED Edd Long
STATE HIGHWAY ENGINEER

K-20-116

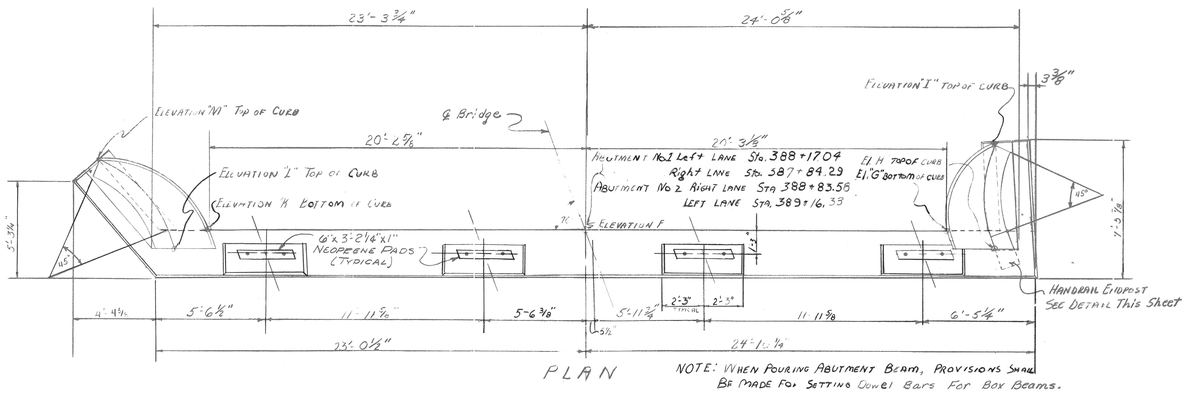
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN		19 73		272

I-40-1-(50)17



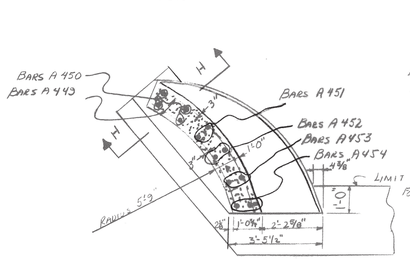
NEOPRENE BEARING PAD DETAIL

Note: Typical for all bearing pads. 1" Thick



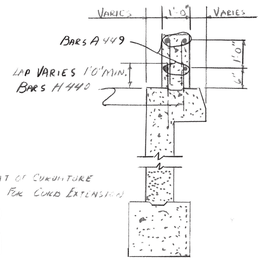
PLAN

NOTE: When Pouring Abutment Beam, Provisions Shall Be Made For Setting Dowel Bars For Box Beams. Bar Projection 6"

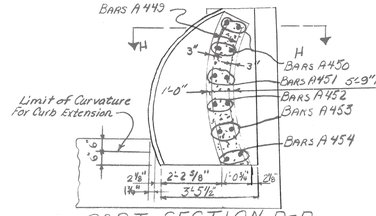


PART SECTION D~D

Showing Reinforcement in Wing Post

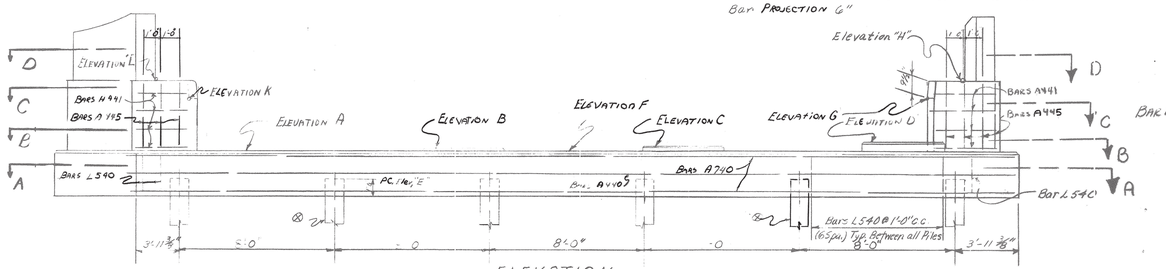


SECTION HH



PART SECTION-D-D

Showing Reinforcement in Wing Post

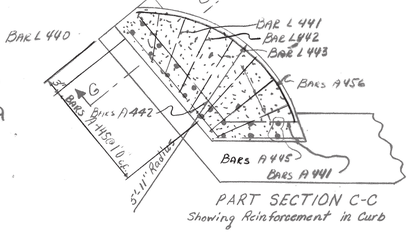


℄ Batter 2:12
See Section E-E

ELEVATION

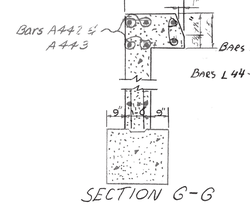
Abutment No. 1 Right Lane Looking Back On Survey
Same for Abutment No. 2 Left Lane Looking Forward On Survey

NOTE: Same for Abutment No 2 Right Lane and Abutment No 1 Left Lane Except for Effects of Elevations
See Table Of Elevations

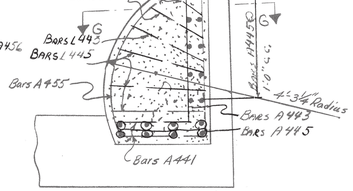


PART SECTION C-C

Showing Reinforcement in Curb

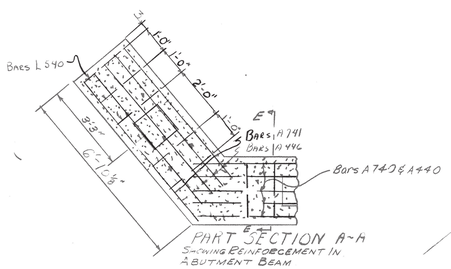


SECTION G-G



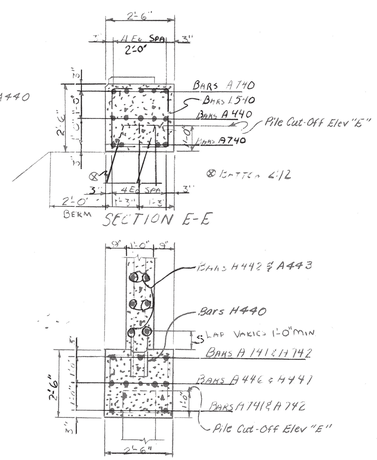
PART SECTION C~C

Showing Reinforcement in Curb



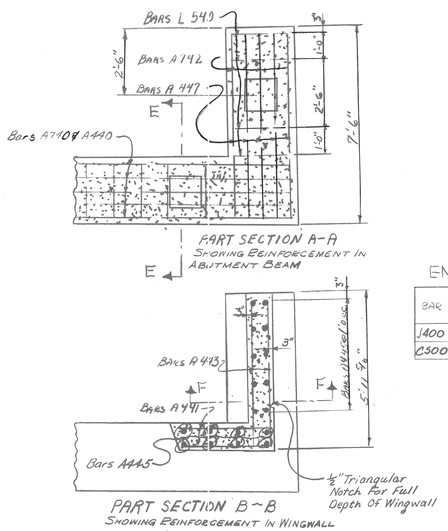
PART SECTION-BB

Showing Reinforcement In Wingwall



SECTION E-E

SECTION F-F

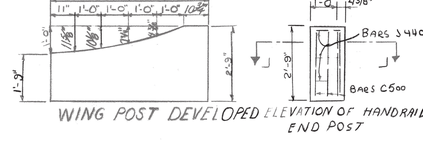


PART SECTION A-A

Showing Reinforcement in Abutment Beam

PART SECTION B~B

Showing Reinforcement in Wingwall



WING POST DEVELOPED

ELEVATION OF HANDRAIL END POST

SECTION J-J

BARS C500

TABLE OF ELEVATIONS

ITEM	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"K"	"L"	"M"
Ab. No. 1 Rt. Lane*	337.15	337.27	337.38	337.50	335.65	337.15	340.50	341.29	341.29	340.13	340.32	340.92
Ab. No. 1 Lt. Lane**	337.50	337.38	337.27	337.15	335.65	337.15	340.13	340.32	340.92	340.50	341.29	341.29

*Same for Abut. No. 2 Left Lane
**Same for Abut. No. 2 Right Lane

END POST LIST OF MATERIALS EACH

BAR	SIZE	NO.	LENGTH	QUANTITIES	
				CONCRETE CU YDS.	STEEL LBS.
J400	4	3	3'-9"	.12	21
C500	5	4	3'-4"		

ESTIMATED QUANTITIES ~ EACH LANE

ITEM	CONCRETE CLASS "A" CU YDS	REINFORCING STEEL LBS.
Abutment No. 1	18.3	2175
Abutment No. 2	18.3	2175

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

ABUTMENTS No. 1 & 2
LEFT AND RIGHT LANES
INTERSTATE 40 OVER COUNTY ROAD
STATION 388+00.66
SHELBY-FAYETTE COUNTIES
1962

DESIGNED BY F.T. MARTIN DATE
DRAWN BY F.T. MARTIN DATE
TRACED BY — DATE
CHECKED BY P.D.G. DATE

CORRECT Fred Groves
BRIDGE ENGINEER

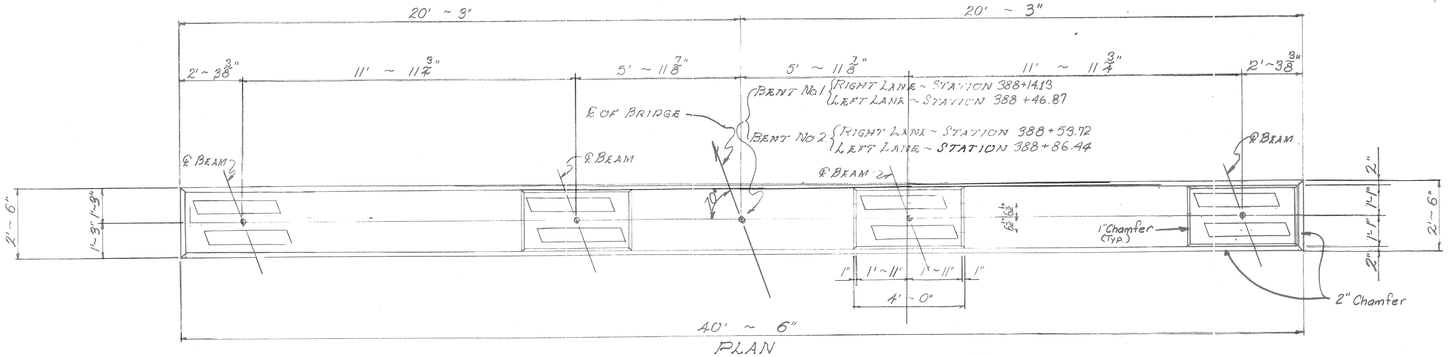
APPROVED [illegible]
STATE HIGHWAY ENGINEER

K-20-117

NOTE: WHEN POURING CAP BEAMS, PROVISIONS SHALL BE MADE FOR SETTING DOWEL BARS FOR PRESTRESSED BOX BEAMS. BAR PROJECTION 6".

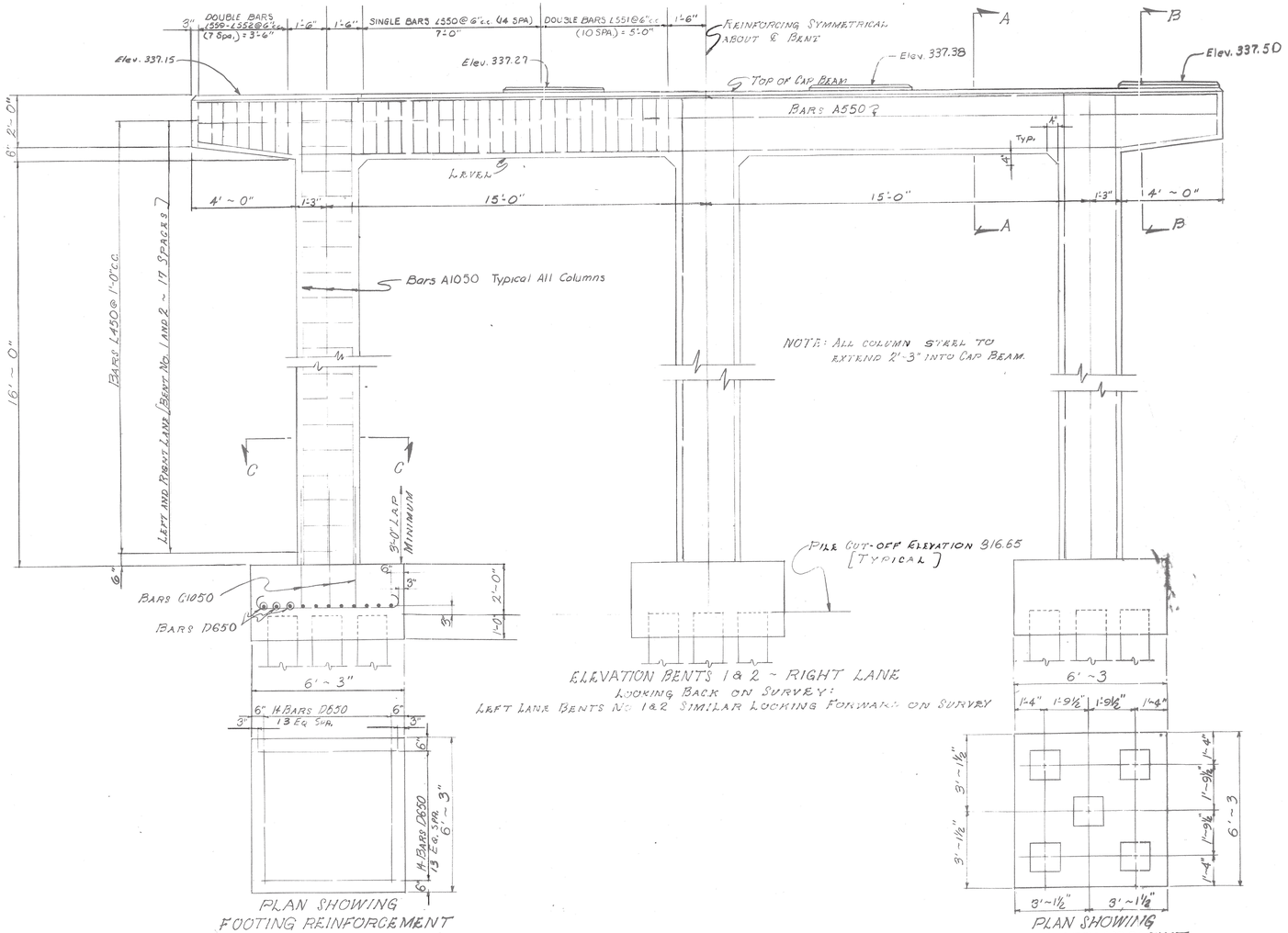
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	74	272

I-40-1-(5)17



PLAN

NOTE: FOR DETAILS OF BEARING PADS SEE DRAWING NO. K-20-117



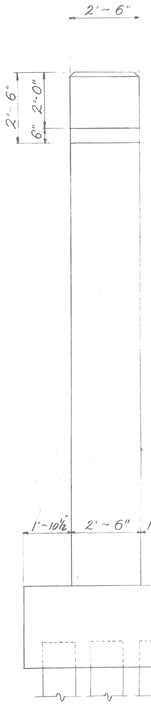
PLAN SHOWING FOOTING REINFORCEMENT

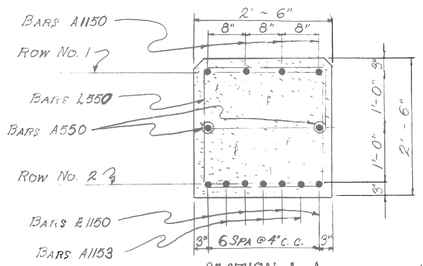
ELEVATION BENTS 1 & 2 ~ RIGHT LANE

LOOKING BACK ON SURVEY:

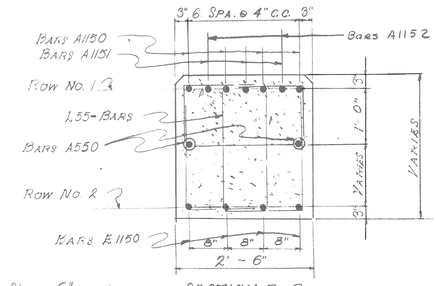
LEFT LANE BENTS NO. 1&2 SIMILAR LOOKING FORWARD ON SURVEY

PLAN SHOWING PILE ARRANGEMENT

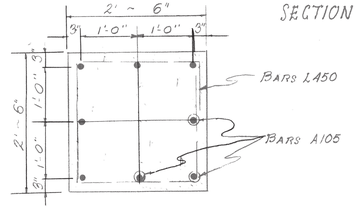




SECTION A~A

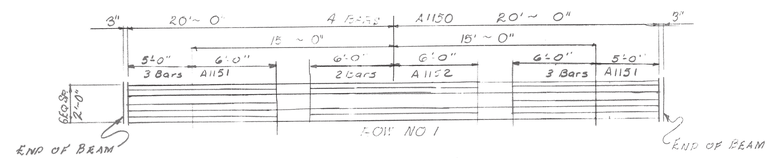


SECTION B~B

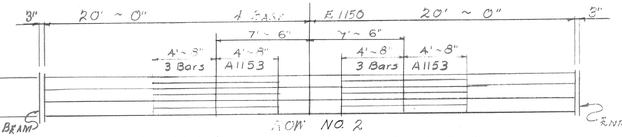


SECTION C~C

Typical All Columns



℄ BENT



PLAN OF MAIN REINFORCING ~ CAP BEAM

ESTIMATED QUANTITIES

	ITEM	CONCRETE CLASS "A" CU YDS.	REINFORCING STEEL LBS
LEFT LANE	BENT No. 1	31.8	7289
	BENT No. 2	31.8	7289
RIGHT LANE	BENT No. 1	31.8	7289
	BENT No. 2	31.8	7289

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

BENTS NO. 1 & 2
LEFT AND RIGHT LANES
INTERSTATE 40 OVER COUNTY ROAD
STATION 388 + 01.66
SHELBY ~ FAYETTE COUNTY
1962

DESIGNED BY F.T. MARTIN DATE
DRAWN BY JAMES R. WOODARD DATE 1-24-62
TRACED BY DATE
CHECKED BY PDQ DATE

CORRECT: Fred Groves, BRIDGE ENGINEER

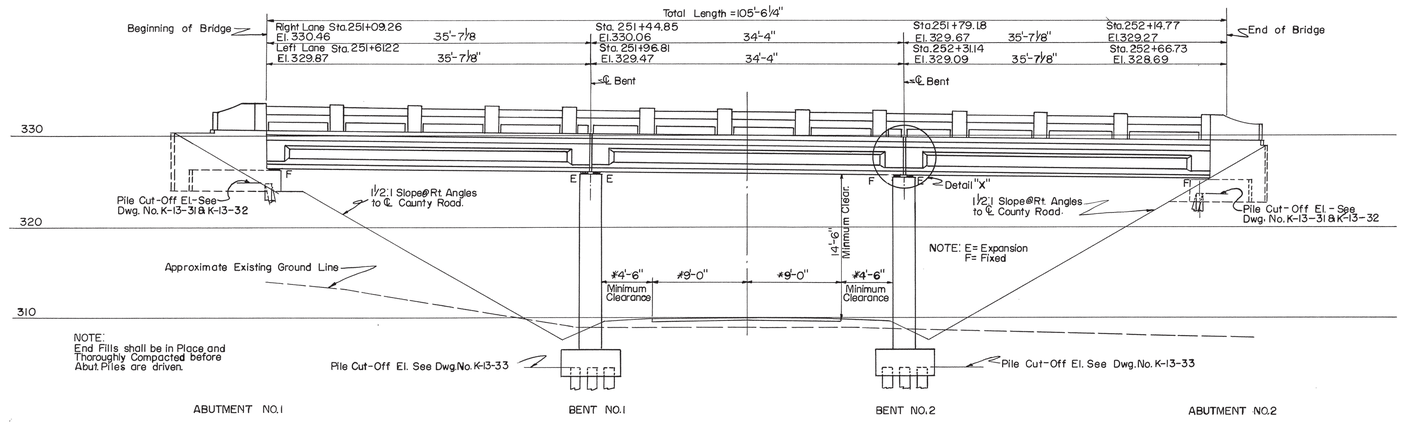
APPROVED: [illegible], STATE HIGHWAY ENGINEER

K-20-118

Revised 9-18-62

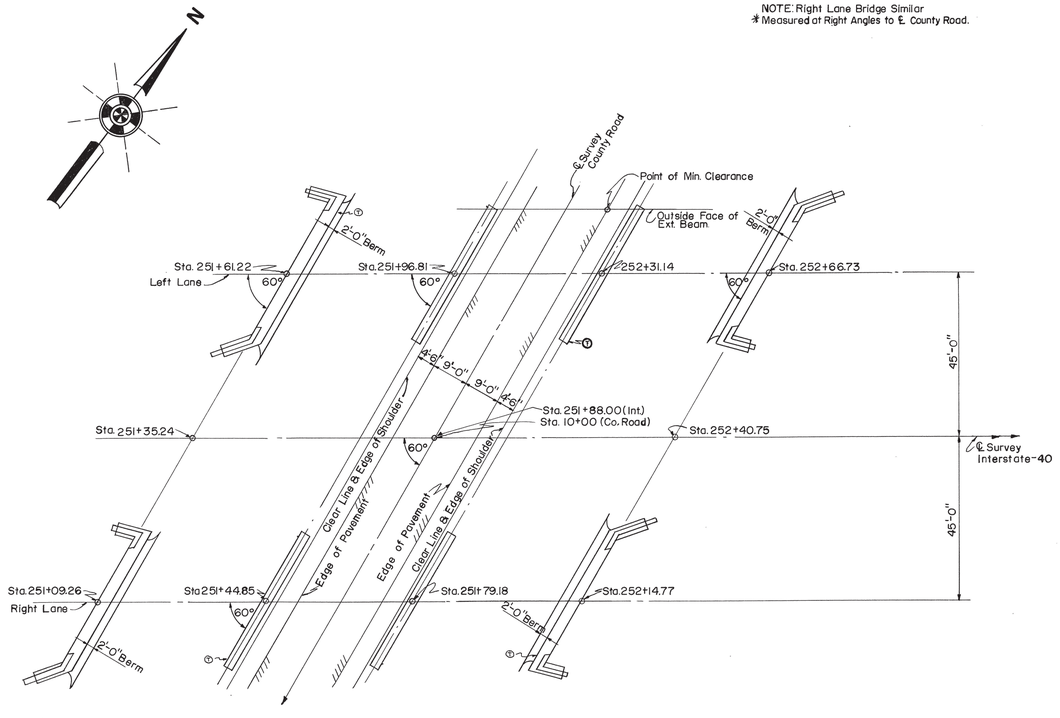
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	41	190

I-40-1(39)26



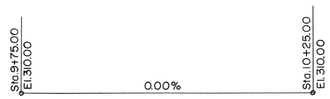
ELEVATION AT RIGHT ANGLES TO ℄ LEFT LANE BRIDGE-INTERSTATE-40

NOTE: Right Lane Bridge Similar
* Measured at Right Angles to ℄ County Road.



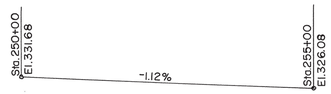
PLAN

Ⓣ Indicates Location of Test Piles.



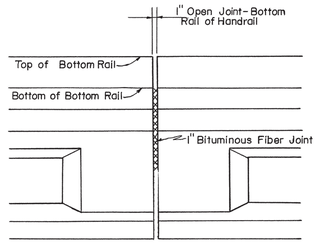
COUNTY ROAD SKETCH SHOWING GRADE

NOTE: Elevations Shown Based On Finished Grade



INTERSTATE-40 SKETCH SHOWING GRADE

NOTE: Elevations Shown Based On Finished Grade.



DETAIL "X"

NOTE: Typical

ESTIMATED QUANTITIES

	ITEM	Excavation Cu. Yds. Dry	Concrete Class "A" Cu. Yds.	Reinforcing Steel Lbs.	Prestressed Beams AASHO Typ. II 34'-3"	Concrete Handrail Lin. Ft.	Precast Conc. Test Piles Lin. Ft.	Precast Conc. Piles Size I Lin. Ft.
Left Lane	Superstructure		130.7	34,798	15			
	Abutment No.1		20.3	2376				
	Bent No.1	80	34.1	4399				
	Bent No.2	80	33.9	4378				
	Abutment No.2		20.3	2376				
	Totals	160	239.3	48,327	15	206	80	1480
Right Lane	Superstructure		130.7	34,798	15			
	Abutment No.1		20.4	2376				
	Bent No.1	80	34.5	4458				
	Bent No.2	80	34.3	4438				
	Abutment No.2		20.3	2376				
	Total	160	240.2	48,327	15	206	80	1480
	Total Both Lanes	320	479.5	96,654	30	412	160	2960

NOTE: Contractor may substitute Prestressed Concrete Piles for the Precast Concrete Piles.

GENERAL NOTES:

SPECIFICATIONS: Standard Road and Bridge Specifications of The Tennessee Department of Highways.
LOADING: H20-S16-44 & Alt. Military Ld.
CONCRETE: (Cast in Place) To be Class "A".
REINFORCING STEEL: To be Intermediate or Hard Grade, Standard Hook Details as recommended by C.R.S.I. shall apply.
Piles: To be Precast Concrete No.1 for Bents & Abutments.
NEOPRENE MASONRY PADS: See Special Provisions.
JOINT SEALER: See Special Provisions. Class "A".
PRESTRESSED CONCRETE PILES: See Special Provisions.

HANDRAIL NOTE:

Build Handrail According to Standard Dwg. H-5-110, Except use Endpost as shown on Dwg. K-13-31 & K-13-32 Dimension L = 7'-0"(-), X = 1 1/8", Q = 103°-0¼" (12 Spaces)

SPECIAL NOTE:

Before any piles are ordered a Precast Concrete Test Pile 40'-0" long shall be Driven in its Final Location in the Footing of the Bents and Abutments designated on the Plan This Sheet. From the results Obtained Precast Concrete Piles shall be Ordered of such length as to Provide a Minimum Bearing of 30 Tons for Bents and Abutments.

LIST OF DRAWINGS:

HANDRAIL: See NOTE THIS SHEET	H-5-110
PRESTRESSED BEAM DETAIL:	K-13-29
SUPERSTRUCTURE:	K-13-30
ABUTMENTS NO.1 & NO.2:	K-13-31 & K-13-32
BENTS NO.1 & NO.2:	K-13-33
BILL OF STEEL:	K-13-34
PILES:	H-5-111

DESIGNED BY J.W. Southerland DATE
DRAWN BY D.B. Miller DATE 5-15-61
TRACED BY A. Kelley & T.A. Ensey DATE 6-15-61
CHECKED BY D.E. Strong DATE 6-6-61

Revised 1-22-62

ITEM NO. 1-40-1(39)26

ALTERNATE "P"
TWO 38'-0" ROADWAYS WITH SAFETY CURBS

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

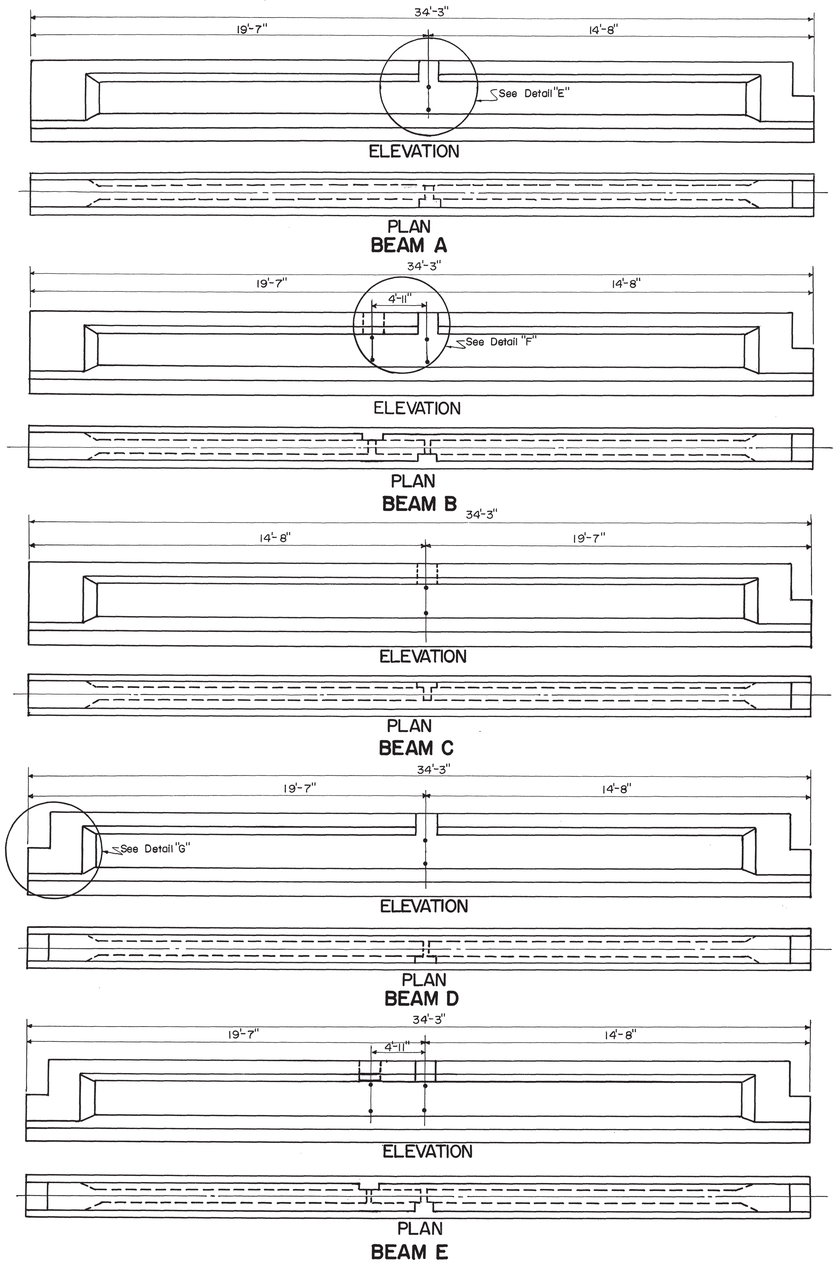
LAYOUT OF BRIDGES LEFT & RIGHT LANES INTERSTATE 40 OVER COUNTY ROAD STATION 251+35.24 FAYETTE COUNTY 1961

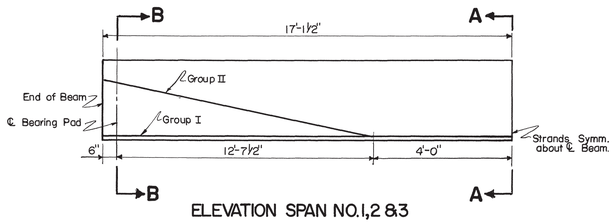
CORRECT Fred Greve BRIDGE ENGINEER
APPROVED [illegible] Long STATE HIGHWAY ENGINEER

K-13-28

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	55	190

I-40-1(39)26

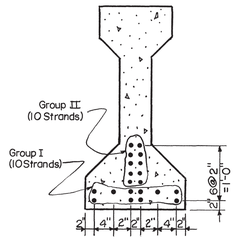




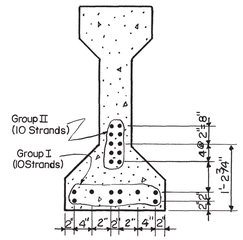
ELEVATION SPAN NO.1,2 &3

DETAILS SHOWING STRAND DEFLECTION PATTERN

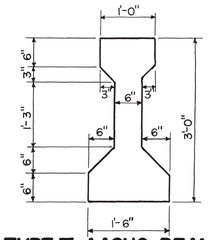
NOTE: Typical for all three Spans and all Beams.



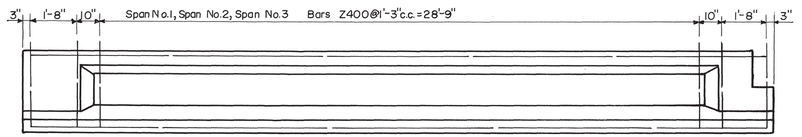
SECTION A-A



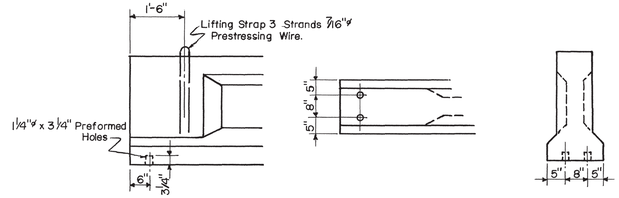
SECTION B-B



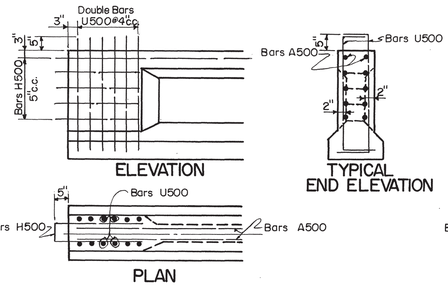
TYPE II AASHO BEAM

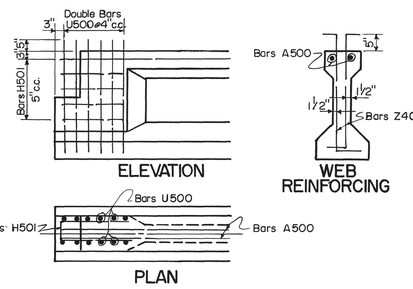


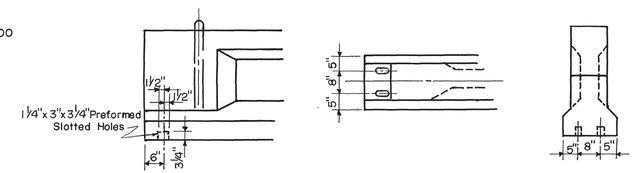
TYPICAL ELEVATION OF BEAMS SHOWING REINFORCEMENT



TYPICAL DETAILS AT FIXED END OF BEAMS

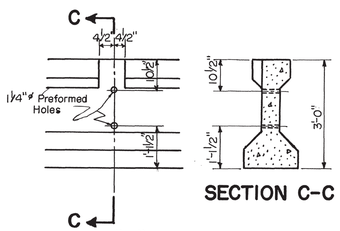




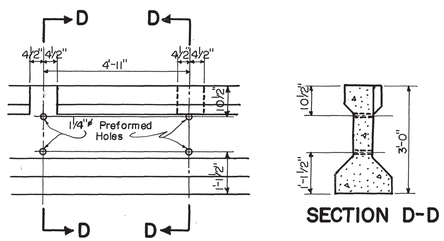


TYPICAL DETAILS AT EXPANSION END OF BEAMS

END BLOCK REINFORCING AT ABUTMENTS



END BLOCK REINFORCING AT BENTS

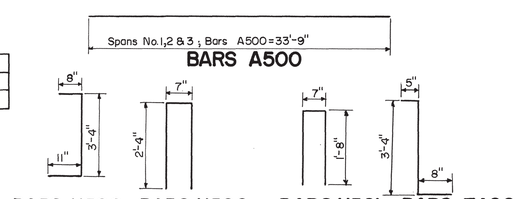


GENERAL NOTES

1. All Prestressing Strands to be 7/16"ϕ 7 wire uncoated stress-relieved Prestressed Concrete Strands.
2. A Force of 18,900# shall be applied to each Strand in all Beams.
3. Top of Beam to be rough floated. At approximately the time of initial set, the top of the Beam shall be scrubbed transversely with a coarse wire brush to remove all laitance and to produce a rough surface.
4. All Beams are AASHO-PCI Standard Type II.

ESTIMATED QUANTITIES-PER BEAM

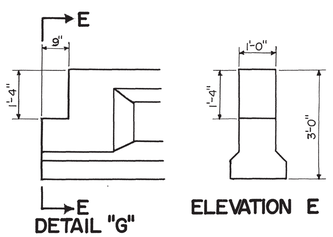
ITEM	Concrete Class "A" Cu.Yd.	Reinforcing Steel Lbs.	Prestressed Steel Lbs.
Beams A,B,& C	3.3	383	256
Beams D&E	3.3	376	256



BILL OF STEEL— EACH BEAM

BEAMS A,B&C				BEAMS D&E			
BAR	NO.	SIZE	LENGTH	BAR	NO.	SIZE	LENGTH
A500	2	5	33'-9"	A500	2	5	33'-9"
H500	5	5	5'-3"	H501	10	5	3'-11"
H501	5	5	3'-11"	U500	24	5	4'-11"
U500	24	5	4'-11"	Z400	48	4	4'-5"
Z400	48	4	4'-5"				

Reqd: 120-1"ϕ x 1'-6" Dowel Bars



DESIGNED BY J.W. Southerland DATE 5-11-61
DRAWN BY D.B. Miller DATE
TRACED BY 8/16 & T.R.Ensey DATE 6-13-61
CHECKED BY D.E. Strong DATE 6-7-61

Revised May 9, 62

ALTERNATE "P"

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

PRESTRESSED BEAM DETAILS
LEFT & RIGHT LANES
INTERSTATE 40 OVER COUNTY ROAD
STATION 251+35.24
FAYETTE COUNTY
1961

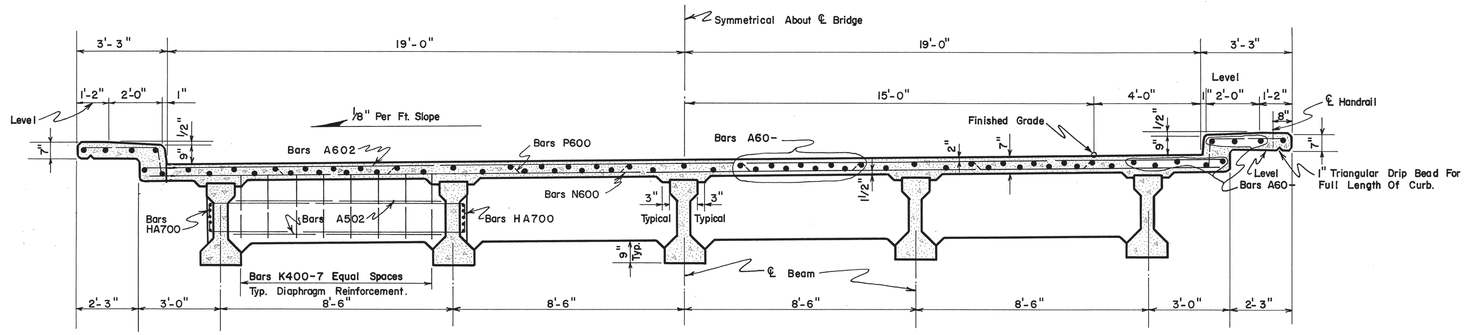
CORRECT Fred Greve BRIDGE ENGINEER

APPROVED ccc D Long STATE HIGHWAY ENGINEER

K-13-29

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	56	190

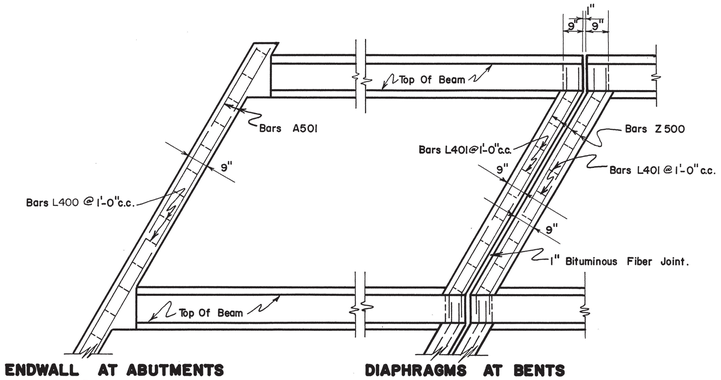
I-40-1(39)26



TYPICAL CROSS SECTION

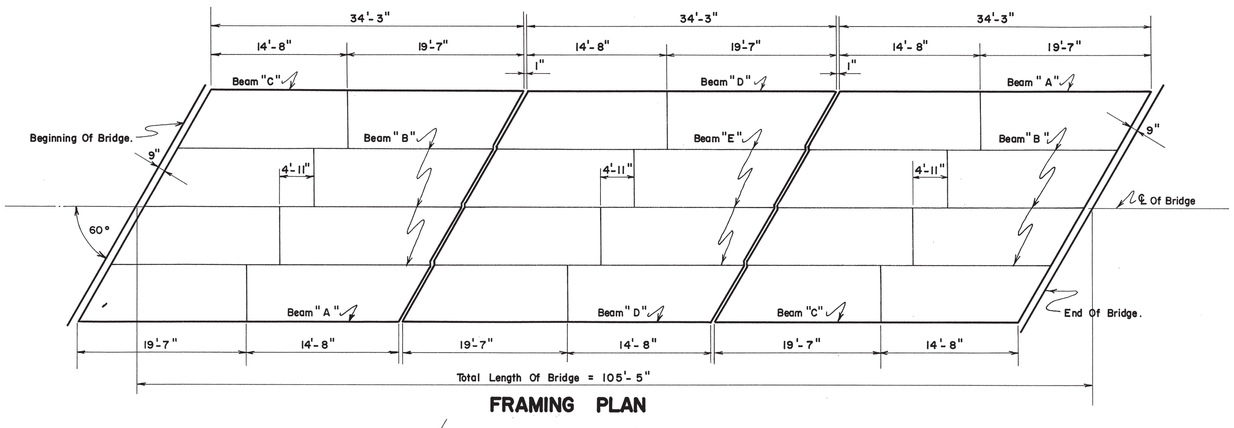
Left Lane Looking Forward On Survey – Right Lane Looking Back On Survey.

NOTE : When Pouring Curb, Provisions Shall Be Made For Setting Steel For Concrete Handrails . See Also Details On H-5-110.

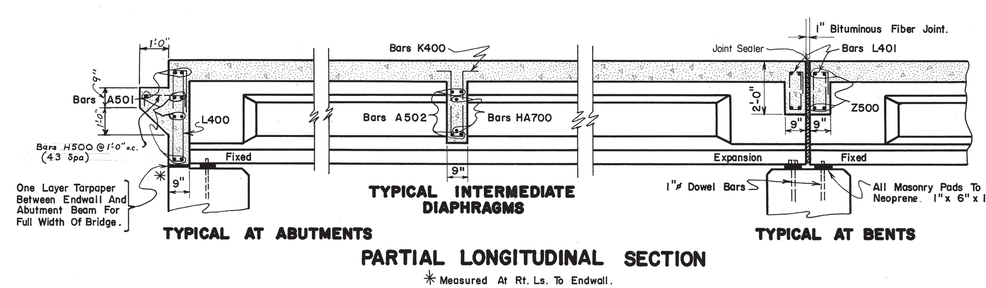


ENDWALL AT ABUTMENTS — DIAPHRAGMS AT BENTS

DETAILS OF ENDWALL AND DIAPHRAGMS SHOWING REINFORCEMENT



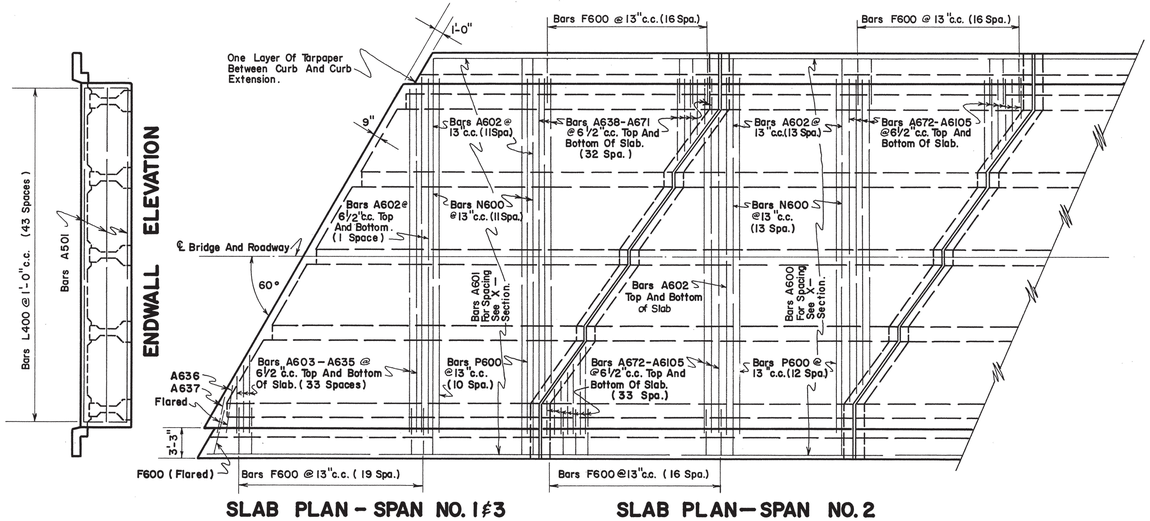
FRAMING PLAN



TYPICAL AT ABUTMENTS — TYPICAL INTERMEDIATE DIAPHRAGMS — TYPICAL AT BENTS

PARTIAL LONGITUDINAL SECTION

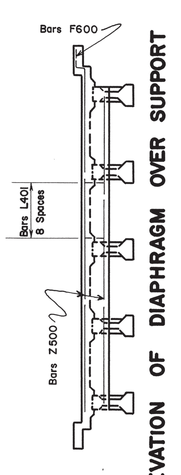
✳ Measured At Rt. Ls. To Endwall.



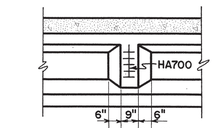
SLAB PLAN – SPAN NO. 1 & 3

SLAB PLAN – SPAN NO. 2

ENDWALL ELEVATION

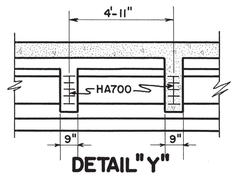


ELEVATION OF DIAPHRAGM OVER SUPPORT



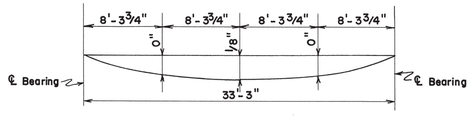
DETAIL "X"

For Outside Face Of Exterior Beam Only.



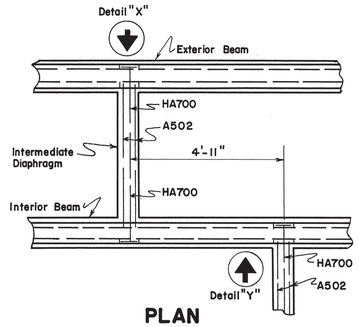
DETAIL "Y"

Showing Details And Relation Between Intermediate Diaphragms.



DEAD LOAD DEFLECTION DUE TO SLAB

Same For All Spans



PLAN

Showing Location Of Bar HA700 In Beams And Diaphragms.

ESTIMATED QUANTITIES

Concrete Class "A" Cubic Yards	Reinforcing Steel Lbs.
1307	34,798

ALTERNATE "P"

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

SUPERSTRUCTURE DETAILS LEFT AND RIGHT LANES INTERSTATE 40 OVER COUNTY ROAD STATION 251+35.24 FAYETTE COUNTY 1961

CORRECT Fred Greene BRIDGE ENGINEER

APPROVED ccc D Long STATE HIGHWAY ENGINEER

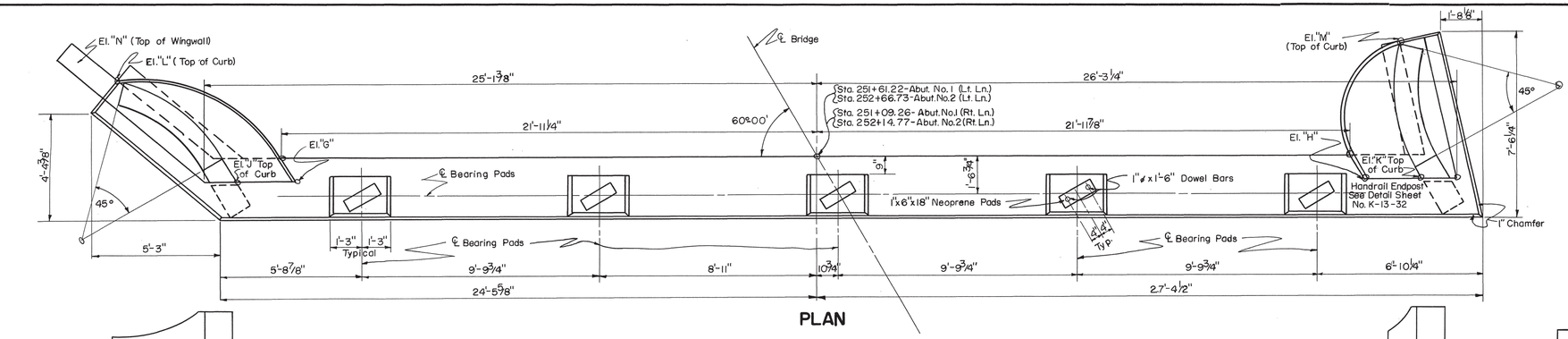
DESIGNED BY Jim W. Southerland DATE 5-11-61
DRAWN BY Paul Bain DATE 5-31-61
TRACED BY Joe B. Cantrell Jr. DATE 6-22-61
CHECKED BY Paul Quarles DATE 6-19-61

K-13-30

MICROFILMED

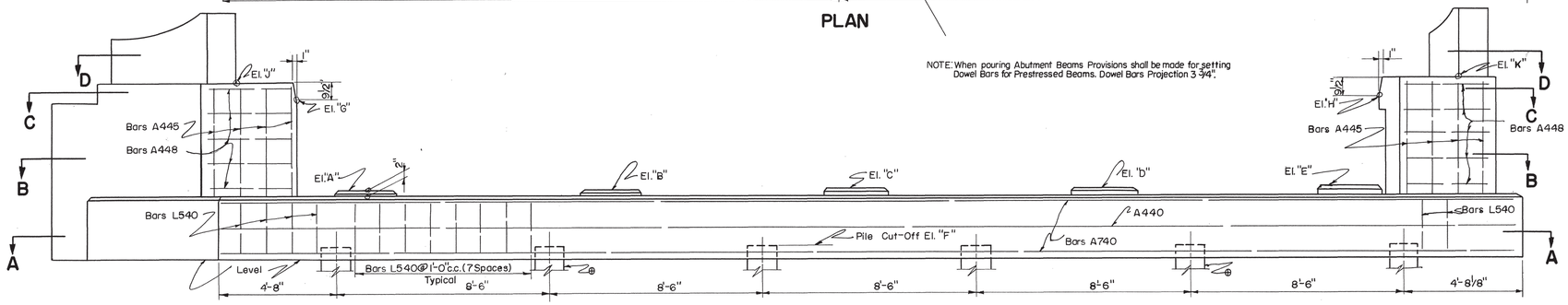
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	57	190

I-40-1(39)26



PLAN

NOTE: When pouring Abutment Beams Provisions shall be made for setting Dowel Bars for Prestressed Beams. Dowel Bars Projection 3 ¾".



*ELEVATION ABUTMENT NO.2

Looking Forward On Survey

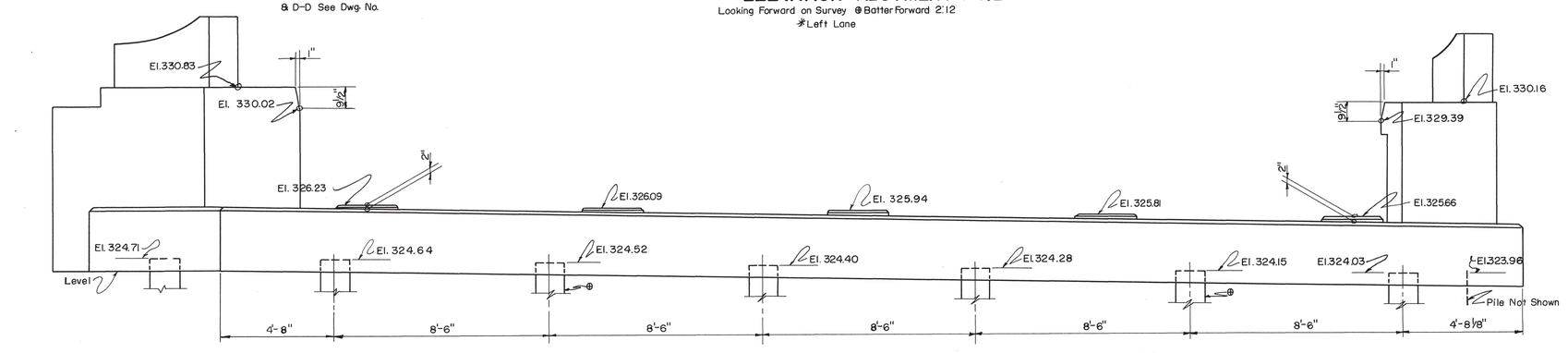
NOTE: Same for Abutment No.1—Looking Back on Survey Except for Steps See Table of Elevations.

*Right Lane

⊕ Batter Forward 2:12

TABLE OF ELEVATIONS

ELEV.	ITEM			
	Abutment No.1 Right Lane	Abutment No.2 Right Lane	Abutment No.1 Left Lane	Abutment No.2 Left Lane
"A"	326.46	325.45	—	—
"B"	326.50	325.42	—	—
"C"	326.52	325.38	—	—
"D"	326.56	325.36	—	—
"E"	326.59	325.32	—	—
"F"	324.29	323.15	—	—
"G"	330.21	329.20	—	—
"H"	330.36	329.05	—	—
"J"	331.02	329.97	—	—
"K"	331.13	329.86	—	—
"L"	331.08	329.91	330.89	328.93
"M"	331.20	329.79	330.23	329.60
"N"	330.29	329.12	330.10	328.14



NOTE: For Section A-A-B-B-C-C & D-D See Dwg. No.

*ELEVATION ABUTMENT NO.2

Looking Forward on Survey ⊕ Batter Forward 2:12

*Left Lane

ESTIMATED QUANTITIES

ITEM	Concrete Class "A" Cu. Yds.	Reinforcing Steel Lbs.
Abutment No.1 Right Lane	20.4	2376
Abutment No.2 Right Lane	20.3	2376
Abutment No.1 Left Lane	20.3	2376
Abutment No.2 Left Lane	20.3	2376

*ELEVATION ABUTMENT NO.1

Looking Back on Survey

NOTE! Details Not Shown Same as on Abutment No.2.

*Left Lane

⊕ Batter Forward 2:12

ALTERNATE "P"

STATE OF TENNESSEE

DEPARTMENT OF HIGHWAYS

NASHVILLE

ABUTMENTS NO.1 & 2
LEFT & RIGHT LANES
INTERSTATE 40 OVER COUNTY ROAD
STATION 251+35.24
FAYETTE COUNTY
1961

DESIGNED BY _____ DATE _____
DRAWN BY D.B. Miller DATE 5-19-61
TRACED BY T.G. Ensey DATE 6-22-61
CHECKED BY P.D.Q. DATE 6-20-61

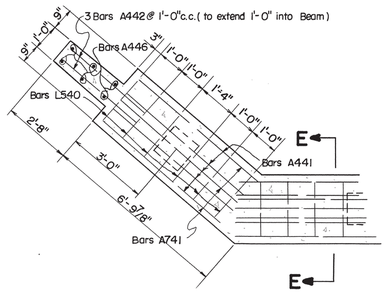
CORRECT Fred Greene BRIDGE ENGINEER

APPROVED C.C. Long STATE HIGHWAY ENGINEER

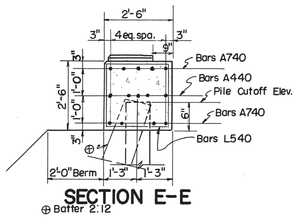
K-13-31

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	58	190

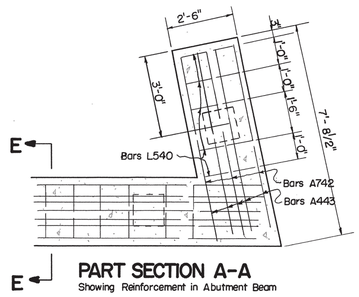
I-40-1(39)26



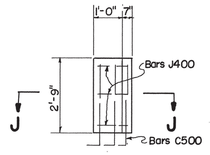
PART SECTION A-A
Showing Reinforcement in Abutment Beam



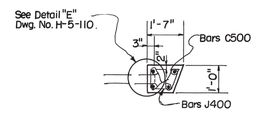
SECTION E-E
⊕ Batter 2:12



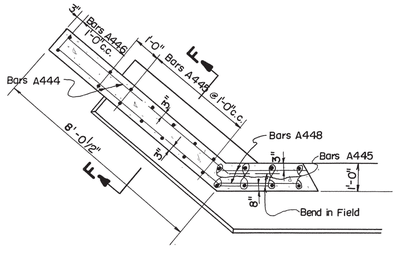
PART SECTION A-A
Showing Reinforcement in Abutment Beam



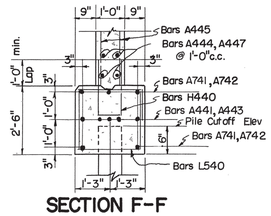
ELEVATION OF HANDRAIL ENDPOST



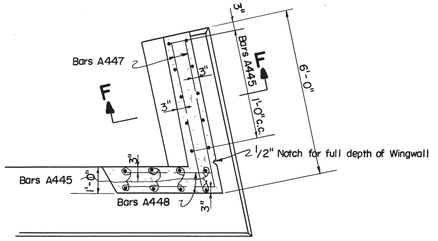
SECTION J-J



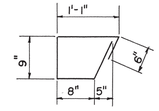
PART SECTION B-B
Showing Reinforcement in Wingwall



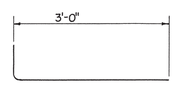
SECTION F-F



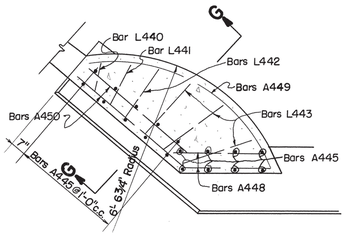
PART SECTION B-B
Showing Reinforcement in Wingwall



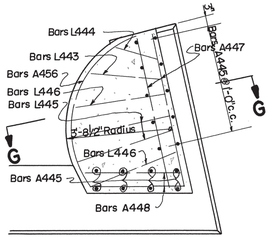
BARS J400



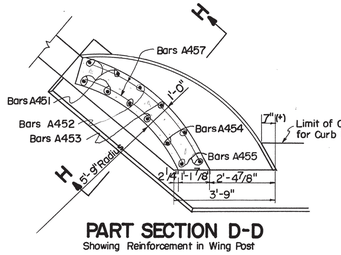
BARS C500



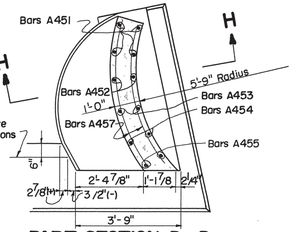
PART SECTION C-C
Showing Curb Reinforcement



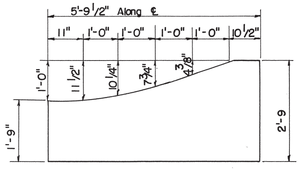
PART SECTION C-C
Showing Curb Reinforcement



PART SECTION D-D
Showing Reinforcement in Wing Post



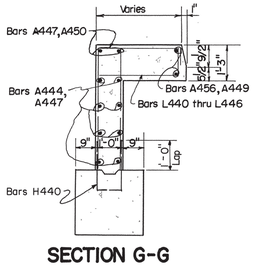
PART SECTION D-D
Showing Reinforcement in Wing Post



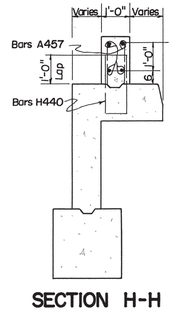
WING POST DEVELOPED

ENDPOST - LIST OF MATERIAL - EACH

BAR	SIZE	NO.	LENGTH	QUANTITIES	
				Cu.Y	Steel Lbs
C500	5	4	3'-4"	.13	21.3
J400	4	3	3'-8"		



SECTION G-G



SECTION H-H

ALTERNATE "P"

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

ABUTMENTS NO. 1 & 2
LEFT & RIGHT LANES
INTERSTATE 40 OVER COUNTY ROAD
STATION 251 + 35.24
FAYETTE COUNTY
1961

DESIGNED BY _____ DATE _____
DRAWN BY D.B. Miller DATE 5-19-61
TRACED BY E. Moore DATE 6-22-61
CHECKED BY P.D.Q. DATE 6-20-61

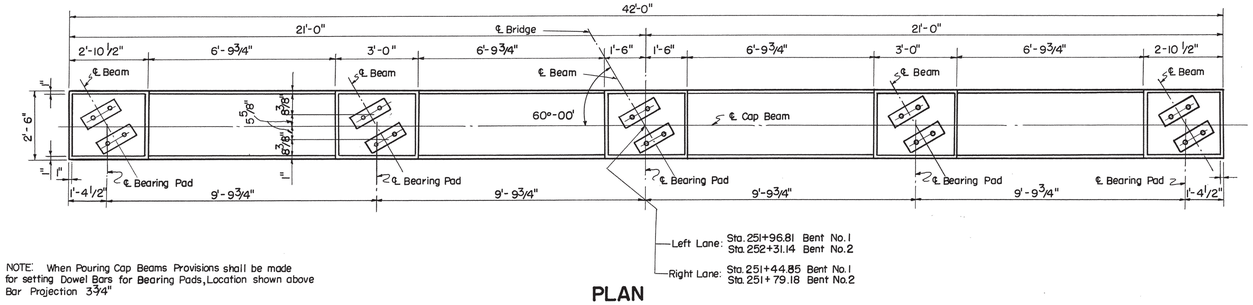
CORRECT Fred Greene BRIDGE ENGINEER

APPROVED C.C.D. Long STATE HIGHWAY ENGINEER

K-13-32

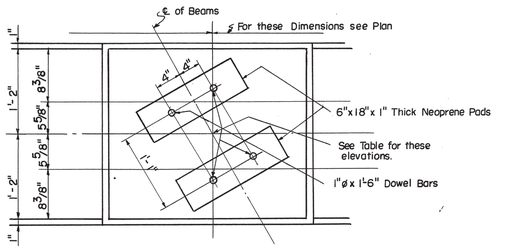
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19	59	190

I-40-1(39)26

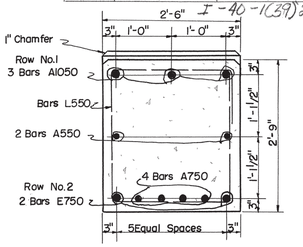


NOTE: When Pouring Cap Beams Provisions shall be made for setting Dowel Bars for Bearing Pads, Location shown above Bar Projection 3 3/4"

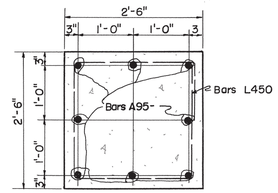
PLAN



BEARING PAD LOCATION DETAIL

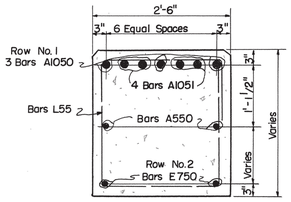


SECTION A-A

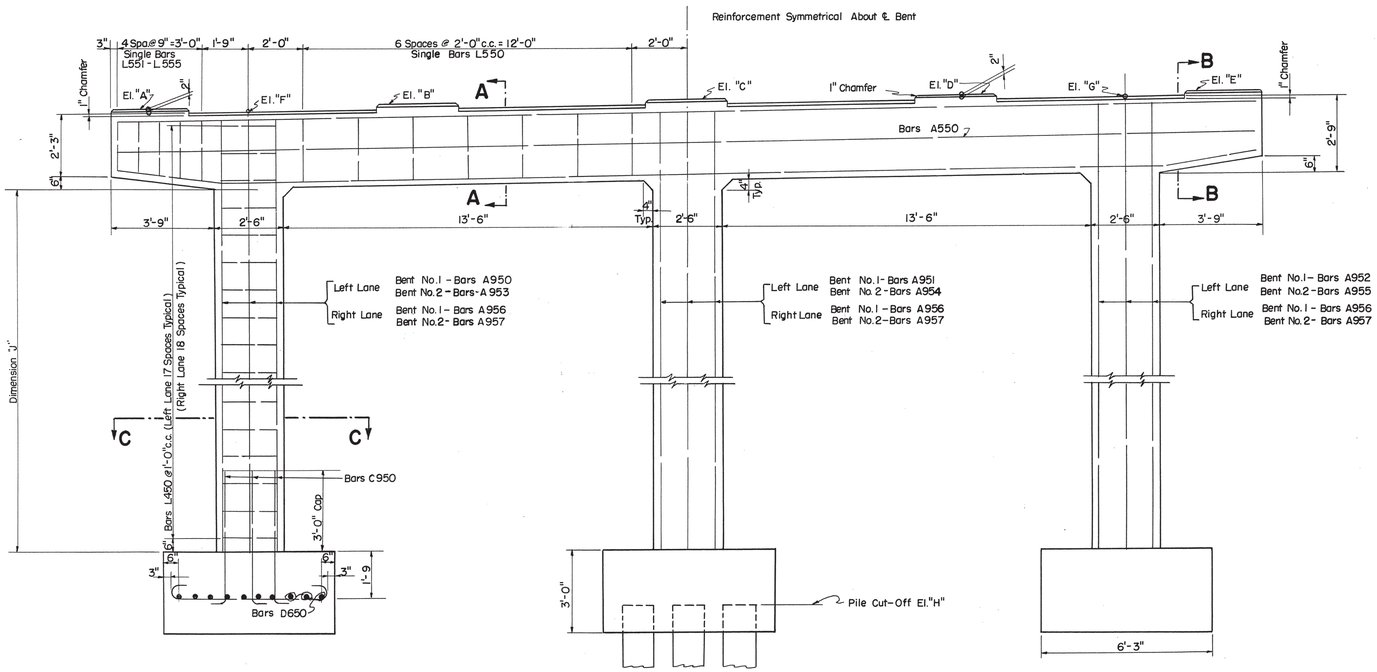


SECTION C-C

Same all Columns



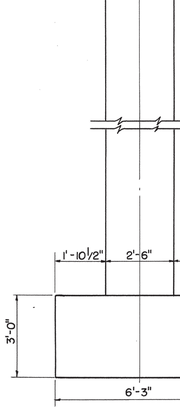
SECTION B-B



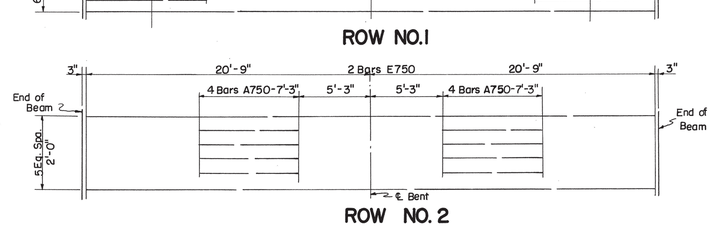
ELEVATION BENT NO.1 - LEFT LANE

Looking Forward on Survey

Note: Right Lane Similar Looking Back on Survey.



END ELEVATION



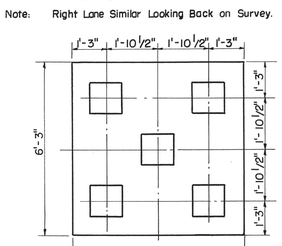
ROW NO.1

ROW NO. 2

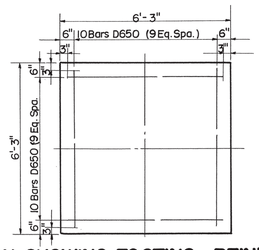
PLAN OF MAIN REINFORCING - CAP BEAM

TABLE OF ELEVATIONS & DIMENSIONS

	ITEM	ELEVATIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	DIMENSION "J"
Left Lane	Bent No.1	325.28	325.43	325.56	325.71	325.86	325.18	325.61	304.68	15'-9"
	Bent No.2	324.90	325.04	325.18	325.32	325.47	324.80	325.23	304.55	15'-6"
Right Lane	Bent No.1	326.08	326.12	326.14	326.18	326.21	325.93	326.02	304.64	16'-6"
	Bent No.2	325.70	325.73	325.76	325.79	325.83	325.55	325.64	304.55	16'-3"



PLAN SHOWING PILE ARRANGEMENT



PLAN SHOWING FOOTING REINFORCEMENT

ESTIMATED QUANTITIES

ITEM	Left Lane Bent #1	Left Lane Bent #2	Right Lane Bent #1	Right Lane Bent #2
Concrete Cl. "A"	34.1	33.9	34.5	34.3
Reinf. Steel	4399	4378	4458	4438

ALTERNATE "P"

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

BENTS NO. 1 & 2
LEFT AND RIGHT LANES
INTERSTATE 40 OVER COUNTY ROAD
STATION 251+35.24
FAYETTE COUNTY
1961

DESIGNED BY _____ DATE _____
DRAWN BY D.R. Miller DATE 5-23-61
TRACED BY E. Moore DATE 6-23-61
CHECKED BY P.D.Q. DATE 6-20-61

CORRECT. Fred Greene BRIDGE ENGINEER

APPROVED. [illegible] Long STATE HIGHWAY ENGINEER

K-13-33

MICROFILMED