

09/09/2026

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

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

FISHER ARNOLD, INC.
9180 CRESTWYN HILLS DRIVE
MEMPHIS, TN 38125
JILL STANKO, P.E. 121754

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	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

YEAR	PROJECT NO.	SHEET NO.
2026	NH-I-40-1(377)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

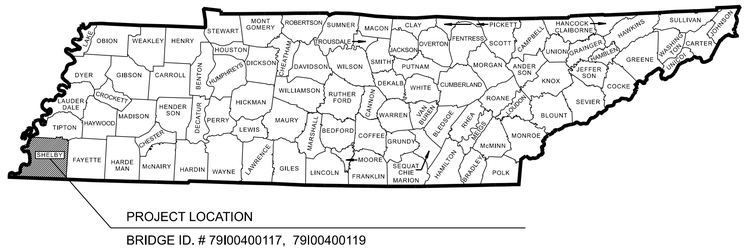
TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH-I-40-1(377)	
STATE PROJ. NO.	79I040-F8-020	
BRIDGE PROJ. NO.	79I040-M3-020	

SHELBY COUNTY

INTERSTATE 40
FROM FLETCHER CREEK
TO NEAR DAVIES PLANTATION ROAD

RESURFACE & BRIDGE REPAIR
MILL, 411D, PAVEMENT MARKINGS, AND GUARDRAIL

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-40

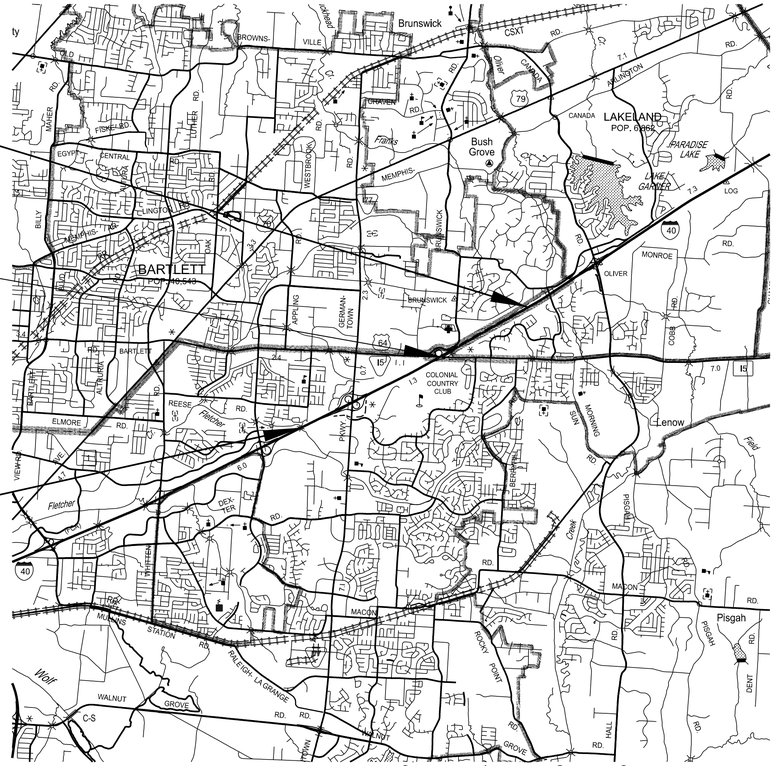


NO EXCLUSIONS

79I040-F8-020
END PROJECT NO. NH-I-40-1(377) RESURFACE
NEAR DAVIES PLANTATION ROAD (L.M. 22.84)

BRIDGE REPAIR PROJECT NO. 79I040-M3-020
BRIDGE ID. #79I00400119
L.M. 21.47 (SR-15 US-HWY. 64)

79I040-F8-020
BEGIN PROJECT NO. NH-I-40-1(377) RESURFACE
FLETCHER CREEK (L.M. 19.44)



SCALE: 1"= 5280'

PROJECT LENGTH	3.40 MILES
TOTAL LANE MILES RESURFACED	24.74 MILES

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 APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: ELI JONES, REGION 4
DESIGN FIRM : FISHER ARNOLD, INC.
DESIGNER : BRANDON PITTMAN CHECKED BY JILL STANKO, P.E.
P.E. NO. 98043-4175-04 (DESIGN)
PIN NO. 136608.00

SEALED BY
JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
AGRICULTURE
No. 121754
STATE OF TENNESSEE
09/09/2026

APPROVED:
SHANE HESTER, CHIEF ENGINEER
DATE:
APPROVED:
WILL REID, COMMISSIONER

TRAFFIC COUNTER & WEATHER STATIONS	
STATION LOCATION	LOG MILE
TC STATION 295	20.693
EMBEDDED DETECTION LOOPS	22.620

TRAFFIC DATA	
ADT (2026)	119171
POSTED SPEED L.M. 19.44 - 22.84	65 MPH

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F
DETAIL SHEETS	2G, 2G1
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1
BRIDGE REPAIR PLANS	B-1

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	09-26-16	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	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
10-108.00 SAFETY DESIGN AND GUARDRAILS		
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-201.00 SIGNALS		
T-SG-2	12-18-25	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	12-18-25	INDUCTIVE LOOPS DETECTION DETAILS
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-24-25	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9A	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9B	07-22-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
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-13	03-26-25	TWO-OUTSIDE LANE CLOSURE FOR EXPRESSWAY 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-63	03-26-25	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64	03-26-25	WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
STANDARD ROADWAY
DRAWINGS AND
STANDARD TRAFFIC
DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 79I00400119 I-40 OVER SR-15 LM 21.47 (79-I0040-21.47). 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 AT L.M. 21.47

SEALED BY

JILL CLAUDINE STANKO
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No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79I040-F8-020
(1)	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	149
	203-06	WATER	M.G.	8
(2)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	8
(1)	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (D)	TON	1115
(3)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	34
(4)	403-02.01	TRACKLESS TACK COAT	TON	115
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	2947
(5)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	31
(6)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	14218
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	14
(7)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	17003
(8)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	1
(8)	706-01	GUARDRAIL REMOVED	L.F.	50
(9)	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	894
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	364
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	530
(10)(11)	712-06	SIGNS (CONSTRUCTION)	S.F.	2614
(12)	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	10
	712-08.03	ARROW BOARD (TYPE C)	EACH	6
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	9
	712-08.12	QUEUE PROTECTION TRUCK	DAY	220
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
(13)	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	855
(14)	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	1815
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1715
(14)(15)(16)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	411
(14)(15)(16)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	89
(14)(15)(16)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	9
(14)(15)(16)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	1575
(14)(15)(16)	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	4
(15)(16)	716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	810
(14)(15)(16)	716-04.07	PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	3
(15)(16)	716-04.09	PLASTIC PAVEMENT MARKING (H.O.V. DIAMOND)	EACH	22
(14)(15)(16)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	82
(15)(16)	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	2
(17)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	16
(14)(15)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	19
(14)(15)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	9174
(14)(15)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	2812
(14)(15)	716-12.09	ENHANCED FLAT LINE THERMO (12IN LINE)	L.F.	1247
(14)(15)	716-12.10	ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	14115
	717-01	MOBILIZATION	LS	1
(18)	730-03.20	INSTALL PULL BOX (TYPE A)	EACH	2
(19)	730-12.01	CONDUIT 1" DIAMETER (PVC SCHEDULE 40)	L.F.	55
(18)	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	30
(18)	730-12.16	CONDUIT 1.5" DIAMETER (PVC SCHEDULE 40)	L.F.	10
(20)	730-14.02	SAW SLOT	L.F.	550
(21)(22)	730-14.03	LOOP WIRE	L.F.	1850

NOTE: THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT.

FOOTNOTES

(1) TO BE USED AS DIRECTED BY THE ENGINEER.

(2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING PRIOR TO WORK. SEE SHEET NO. 2C, NOTE (6) UNDER FINAL PAVEMENT MARKING FOR MORE INFORMATION.

(3) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM NO. 202-03.01.

(4) INCLUDES 4 TONS FOR RAMPS AND 6 TONS FOR ACCELERATION / DECELERATION LANES.

(5) USE CRAFCO PAVEMENT JOINT ADHESIVE #3452D. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.

(6) INCLUDES 667 TONS FOR RAMPS AND 793 TONS FOR ACCELERATION / DECELERATION LANES.

(7) INCLUDES 661 TONS FOR RAMPS AND 786 TONS FOR ACCELERATION / DECELERATION LANES.

(8) SEE PROPOSED GUARDRAIL (RESURFACING) ON SHEET 2F.

(9) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(10) SEE TRAFFIC CONTROL SIGN TABULATION ON SHEET 2F.

(11) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).

(12) ITEM TO BE USED ONLY WHEN A REDUCED SPEED LIMIT IS ESTABLISHED WITHIN THE PROJECT CONSTRUCTION WORK ZONE LIMITS. ITEM INCLUDES SIGN FACE, SUPPORTS, AND TWO TYPE "B" FLASHERS PER THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING ON THE TYPE "B" FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.

(13) TO BE USED FOR TRANSVERSE SHOULDER MARKINGS. SEE T-M-8 FOR DETAILS.

(14) INCLUDES QUANTITY FROM RAMP & GORE AREA PAVEMENT MARKING TABULATION ON SHEET 2F.

(15) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.

(16) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.

(17) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.

(18) TO BE USED FOR TRAFFIC DETECTION LOOPS. SEE DETAIL SHEETS 2G AND 2G1.

(19) SEE SIGNALIZATION TABULATION ON SHEET 2F.

(20) INCLUDES 200 L.F. FOR SIGNAL QUANTITIES (SEE SHEET 2F) AND 350 L.F. FOR TRAFFIC DETECTION LOOPS (SEE SHEETS 2G AND 2G1).

(21) INCLUDES 250 L.F. FOR SIGNAL QUANTITIES (SEE SHEET 2F) AND 1600 L.F. FOR TRAFFIC DETECTION LOOPS (SEE SHEETS 2G AND 2G1).

(22) INCLUDES AN EXTRA 320' (20' PER LEAD LINE) THAT IS TO REMAIN IN PULL BOX FOR INSTALLATION BY TRAFFIC COUNTER PERSONAL.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
COMMERCE
No. 121754
STATE OF TENNESSEE
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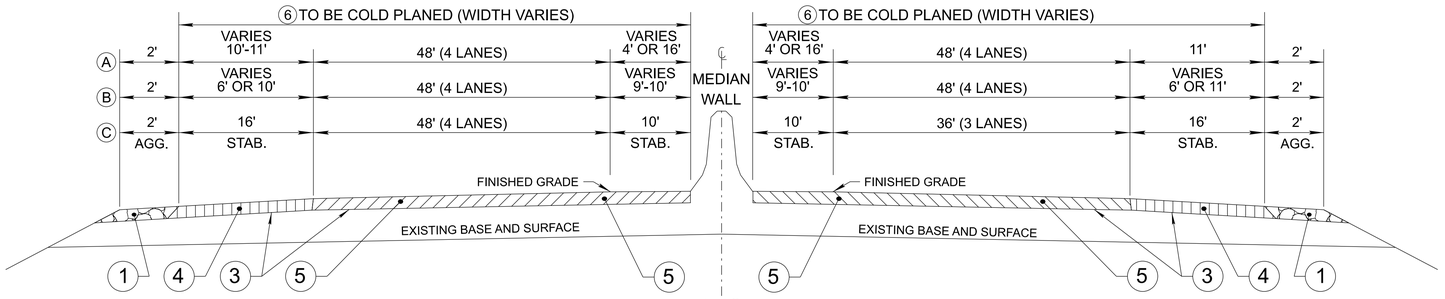
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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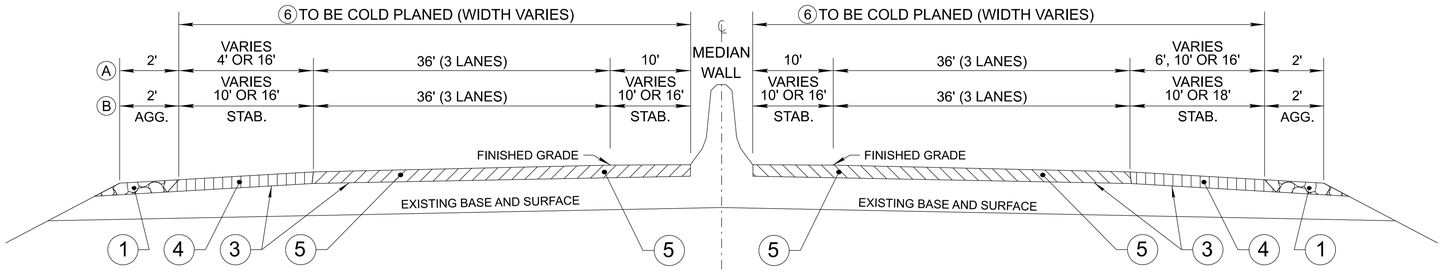
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	2B

NOTE: ACCELERATION & DECELERATION LANES ARE EXCLUDED FROM TYPICALS.

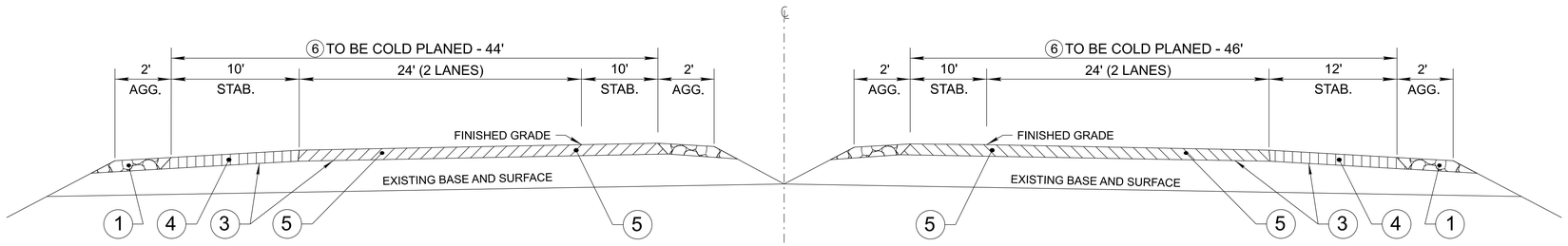


A FROM: L.M. 19.44 TO L.M. 19.85
B FROM: L.M. 19.85 TO L.M. 21.36
C FROM: L.M. 21.36 TO L.M. 21.47

NOTE: FROM L.M. 21.47 - 21.51 SEE BRIDGE NOTES ON SHEET 2F



A FROM: L.M. 21.51 TO L.M. 21.85
B FROM: L.M. 21.85 TO L.M. 22.37



FROM: L.M. 22.37 TO L.M. 22.84

SEALED BY

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No. 121754
STATE OF TENNESSEE
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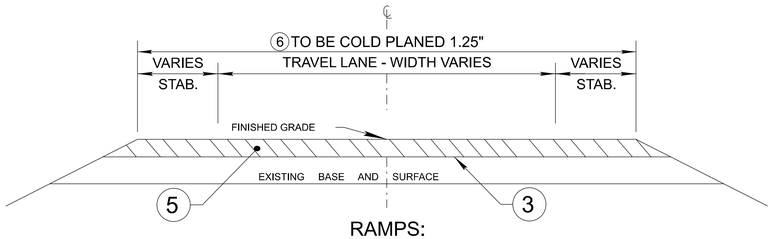
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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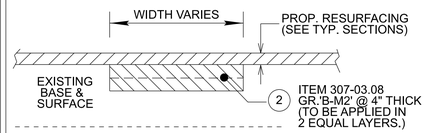
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	2B1



RAMPS:

EXIT 16 EAST TO SR-177 / GERMANTOWN RD SB
ENTRANCE 16 EAST FROM SR-177 / GERMANTOWN RD
EXIT 16A WEST TO SR-177 / GERMANTOWN RD SB
EXIT 16B WEST TO SR-177 / GERMANTOWN RD NB
ENTRANCE 16 WEST FROM SR-177 / GERMANTOWN RD
EXIT 18 EAST TO US-64
EXIT 18 EAST FROM US-64
EXIT 18 WEST TO US-64
EXIT 18 WEST FROM US-64

DETAIL OF PARTIAL DEPTH REPAIR

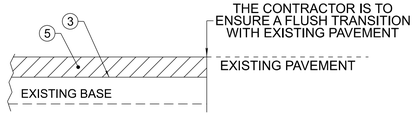


(NOT TO SCALE)

NOTE:

ASPHALT RAMP SECTIONS TO BE RESURFACED.
CONCRETE RAMP SECTIONS TO BE RESTRIPED.
SEE SHEET 2F FOR DETAILS.

PAVEMENT DETAIL

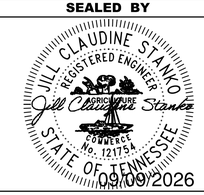


AT PROJECT LIMITS L.M. 19.44 & L.M. 22.84 AND RAMPS
(NOT TO SCALE)

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"	(4) ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-01.07 ACS MIX (PG64-22) GRADING "E" SHOULDER
(2) BITUMINOUS COURSE (BINDER) @ 4.00"± THICK (APPROX. 452.0 LBS./S.Y.) ITEM 307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING "B-M2" (TO BE USED FOR PARTIAL DEPTH REPAIR ONLY)	(5) ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"
(3) TRACKLESS TACK COAT ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD	(6) COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

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NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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GENERAL NOTES

GRADING

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

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

GUARDRAIL

(1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

(3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

(6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.

b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.

c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(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.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

(4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

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

SIGNING

(10) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

SIGNALIZATION

(1) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

(4) EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT “SPECIAL PROVISIONS REGARDING SECTION 730M-TRAFFIC SIGNALS.”

(11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.

(13) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.

(14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	2C

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09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	2D

SPECIAL NOTE

PAVEMENT

RESURFACING

(1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

B. THE SURFACE SHALL BE SWEPT AND CLEANED OF ALL LOOSE MATERIALS.

C. THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.

D. RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.

E. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (W8-15 AND W8-15P) PLACED IN ADVANCE OF ANY MILLED AREAS

F. IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.

G. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

(2) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

A. BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.

B. ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

C. ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

COLD PLANING

(1) IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.

(3) IF SUBSURFACE PAVEMENT FAILURE IS EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE WITH "BM2" MIX PRIOR TO PLACING PROPOSED OVERLAY.

(4) AT THE COMPLETION OF COLD PLANING OPERATION, ANY DEPRESSIONS WILL BE CLEANED AND BROUGHT TO PROPER GRADE WITH "BM2" MIX MATERIAL. THE COST OF THE CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE FOR "BM2" MIX MATERIAL.

JOINT SEALANT

(1) THE CONTACT SURFACE OF LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURERS' RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.

(2) PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEPT OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.

(3) TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENTLY TO PREVENT DAMAGE FROM TRACKING.

MISCELLANEOUS

(1) ITEM 303-02 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

(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 FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

(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 PERMIT REVISIONS ARE NEEDED. THE PROJECT MANAGER SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

PROJECT COMMITMENTS

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

SCOPE OF WORK

(6) THIS PROJECT INCLUDES MILL, 411D, E-MIX, PAVEMENT MARKINGS, GUARDRAIL, SNOWPLOWABLE MARKERS, RUMBLE STRIPS, AND BRIDGE REPAIR.

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.

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.

(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.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

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

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

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

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

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

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

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DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	2E1

ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

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

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE PARKS COMMERCE
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	2F

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

	M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
	E5-1	EXIT	72" x 60"	30	5	150
	E5-2	EXIT OPEN	48" x 36"	12	5	60
	E5-2A	EXIT CLOSED	48" x 36"	12	5	60
	G20-1	ROAD WORK NEXT 4 MILES	48" x 24"	8	4	32
	G20-2	END ROAD WORK	48" x 24"	8	12	96
	R1-2	YIELD	48" x 48"	8	4	32
	W3-2	YIELD AHEAD	48" x 48"	16	4	64
	W4-1R	MERGING TRAFFIC	48" x 48"	16	4	64
	W4-2L	LEFT LANE ENDS SYMBOL	48" x 48"	16	4	64
	W4-2R	RIGHT LANE ENDS SYMBOL	48" x 48"	16	4	64
	W8-9	SHOULDER DROP OFF	48" x 48"	16	4	64
	W8-11	UNEVEN LANES	48" x 48"	16	16	256
	W8-15	GROOVED PAVEMENT	48" x 48"	16	16	256
	W8-15P	MOTORCYCLE PLAQUE	30" x 24"	5	16	80
	W20-1	ROAD WORK 1 MILE	48" x 48"	16	4	64
	W20-1	ROAD WORK 1/2 MILE	48" x 48"	16	4	64
	W20-1	ROAD WORK 1000 FT	48" x 48"	16	4	64
	W20-1	ROAD WORK AHEAD	48" x 48"	16	12	192
	W20-5L	LEFT LANE CLOSED AHEAD	48" x 48"	16	4	64
	W20-5L	LEFT LANE CLOSED 1/2 MILE	48" x 48"	16	4	64
	W20-5L	LEFT LANE CLOSED 1500 FT	48" x 48"	16	4	64
	W20-5L	LEFT TWO LANES CLOSED AHEAD	48" x 48"	16	4	64
	W20-5L	LEFT TWO LANES CLOSED 1/2 MILE	48" x 48"	16	4	64
	W20-5L	LEFT TWO LANES CLOSED 1500 FT	48" x 48"	16	4	64
	W20-5R	RIGHT TWO LANES CLOSED AHEAD	48" x 48"	16	4	64
	W20-5R	RIGHT TWO LANES CLOSED 1/2 MILE	48" x 48"	16	4	64
	W20-5R	RIGHT TWO LANES CLOSED 1500 FT	48" x 48"	16	4	64
	W20-5R	RIGHT LANE CLOSED AHEAD	48" x 48"	16	4	64
	W20-5R	RIGHT LANE CLOSED 1/2 MILE	48" x 48"	16	4	64
	W20-5R	RIGHT LANE CLOSED 1500 FT	48" x 48"	16	4	64
	W21-2	FRESH OIL - PORTABLE	48" x 48"	16	2	32
*	W21-5	SHOULDER WORK	48" x 48"	16	4	64
	R2-1	SPEED LIMIT	36" x 48"	12	2	24
	NOTE: THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.				TOTAL	2614

* TO BE USED AS DIRECTED BY THE ENGINEER

PROPOSED GUARDRAIL (RESURFACING)

SIDE		LOG MILE	GUARDRAIL	TERMINAL ANCHORS
			GUARDRAIL REMOVED	TYPE 38 MASH TL3 (46.875')
LT	RT		706-01 (L.F.)	705-06.20 (EACH)
X		20.29	50	1
TOTALS			50	1

SIGNALIZATION TABULATION (RESURFACING)

LOCATION	1" CONDUIT (PVC) (LF) 730-12.01	SAW SLOT (L.F.) 730-14.02	LOOP WIRE (L.F.) 730-14.03
I-40 EB RAMPS (SR-15/US-64)	55	200	250

BRIDGE NOTES

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK NOTES
79I00400117	20.140	UNDERPASS	291'	TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS, COLD PLANE TO MATCH THE THICKNESS OF TREATEMENT. V.C. EBL: 16' 11" ; V.C. WBL: 16' 10"
79I00400119	21.470	OVER	361.875'	BRIDGE DECK REPAIR ITEM AND REPLACEMENT OF BRIDGE JOINTS INCLUDED (SEE BRIDGE SHEETS).

RAMP & GORE AREA PAVEMENT MARKING TABULATION

MAINLINE	EXIT #	INTERCHANGE ROUTE #	ROADWAY DIRECTION (N S E W)	ENT/EXIT	ITEM NO. 716-01.23 (EACH)	716-02.04 (S.Y.)	716-02.05 (L.F.)	716-02.06 (EACH)	716-02.07 (L.F.)	716-03.01 (EACH)	716-04.07 (EACH)	716-04.12 S.F.	716-12.02 (L.M.)	716-12.03 (L.F.)	716-12.05 (L.F.)	716-12.09 (L.F.)	716-12.10 (L.F.)	REMARKS
I-40	16	GERMANTOWN PKWY	EAST	EXIT (SB)	35	17	11	4	168	4			0.9	801	21			SB GERMANTOWN PARKWAY.
I-40	16	GERMANTOWN PKWY	EAST	EXIT (NB)	12				172				0.9	486				NB GERMANTOWN PARKWAY. INCLUDES GORE AT NB AND SB SPLIT.
I-40	16	GERMANTOWN PKWY	EAST	ENT	55	17			101			26	0.8	444	106			INCLUDES 14 SRPM'S FOR YIELD LINE.
I-40	16A	GERMANTOWN PKWY	WEST	EXIT	34				117				0.6	342	65			
I-40	16B	GERMANTOWN PKWY	WEST	EXIT	25		44		131				0.4	502	23			
I-40	16	GERMANTOWN PKWY	WEST	ENT	33	5			92			26	0.9	902	130			INCLUDES 14 SRPM'S FOR YIELD LINE.
I-40	18	STATE ROUTE 64	EAST	EXIT	61	7	17	4	338		3		0.5	897		1247	298	
I-40	18	STATE ROUTE 64	EAST	ENT	60	7			174			30	0.8	874	141			INCLUDES 16 SRPM'S FOR YIELD LINE.
I-40	18	STATE ROUTE 64	WEST	EXIT	21	33	17	1	176				0.9	453	82			INCLUDES THE STRIPING BETWEEN THE EXIT AND ENTRANCE RAMPS.
I-40	18	STATE ROUTE 64	WEST	ENT	54	36			106				0.5	633				
NOTE: THESE QUANTITIES INCLUDE MARKINGS FOR ACCELERATION/DECELERATION LANES FOR THE RAMPS.				TOTAL	390	122	89	9	1575	4	3	82	7.2	6334	568	1247	298	

SEALED BY

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Jill Claudine Stanko
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9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(377)	2G

Special Traffic Counter Specifications:

THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL RELATED EQUIPMENT. THE CONTRACTOR SHALL MAKE SURE EACH DETECTION LOOP IS OPERATIONAL AT THE COMPLETION OF THE PROJECT. THE STATE'S LONG RANGE PLANNING DIVISION'S TRAFFIC COUNTER PERSONNNEL WILL MAKE THE TRAFFIC COUNTING SITE FULLY USEABLE.

ALL LOOPS SHALL BE 5'X7' FOOT TYPICAL IN SIZE WITH 3 TURNS OF LOOP WIRE. TWO LOOPS LOCATED IN EACH LANE SPACED 16'.0 FEET APART FROM LEADING EDGE TO LEADING EDGE.

LEAD WIRES TO ALL LOOPS SHALL BE RUN THROUGH 2" PVC CONDUIT FROM THE ROAD TO AN IN-GROUND PULL BOX LOCATED AS CLOSE AS POSSIBLE AND BEHIND THE GUARDRAIL. LOOP LEAD-INS AND CONDUIT SHALL BE MARKED ON THE ROADWAY SURFACE SO THAT ANY GUARDRAIL POST INSTALLATION OR OTHER CONSTRUCTION WILL NOT DISTURB THE UNDERGROUND WORK.

AN EXTRA 20 FEET OF LEAD WIRE FOR EACH LOOP SHOULD BE STORED IN THE PULL BOX. ADDITIONALLY THERE SHOULD BE ANOTHER 1.5" PVC STUBBED UP FROM INSIDE THE PULL BOX TO THE OUTSIDE EXTENDING APPROX 3 FEET ABOVE THE GROUND FOR THE INSATLLATION OF AN ELECTRAICAL BOX TO BE INSTALLED BY TDOT PERSONNEL. EACH LOOP LEAD-INS SHALL BE MARKED WITH LANE IDENTIFICATION, DENOTING THE LANE AND POSITION IN THE LANE FOR EACH LOOP (SUCH AS NB-1 FOR NORTH BOUND ECT).

PLEASE CONTACT STANLEY DUNN AT 615-350-4571 OR 615-210-0431 WHEN ALL LOOPS AND PULL BOXES ARE INSTALLED AND READY FOR INSTALLATION OF ELECTRACIAL BOXES WHICH WILL BE INSTALLED BY TDOT PERSONNEL MAKING THE SITE USABLE AND COMPLETE. PLEASE SUPPLY THE X/Y COORDDINATES (BASED ON WGS COORDINATES) OF EACH PULL BOX.

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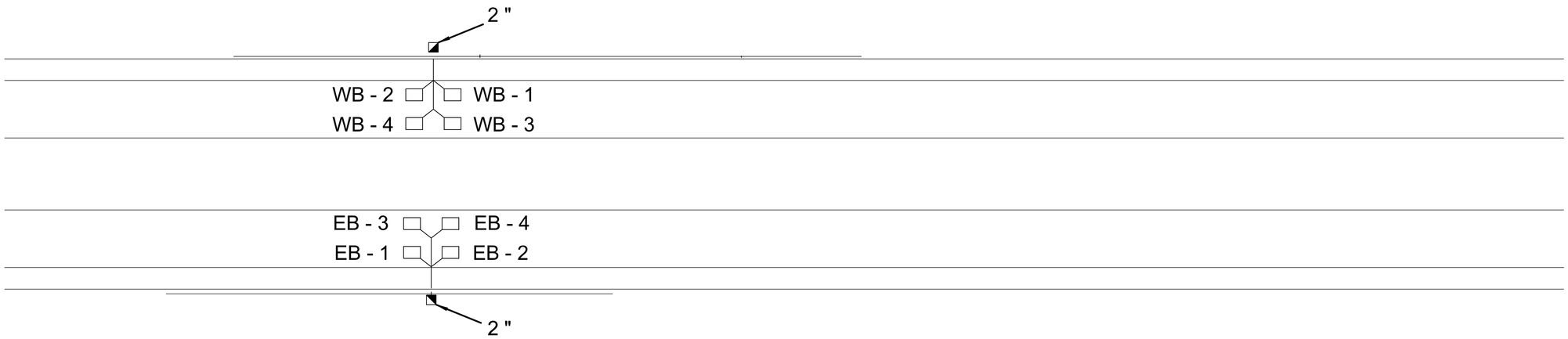
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL
SHEETS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(377)	2G1

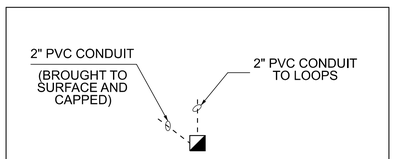
NOTE: NOTIFICATION OF COMPLETION AND THE
X/Y COORDINATES OF ALL PULL BOXES IS REQUIRED
SEE SPECIAL TRAFFIC COUNTER SPECIFICATIONS



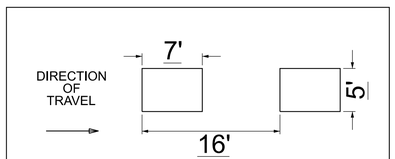


SHELBY COUNTY
CYCLE COUNT # 202
LOG MILE 22.63

NOT TO SCALE



PULL BOX DETAIL



LOOP DETAIL

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL
SHEETS

SHEET 2 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(377)	3

UTILITY NOTES

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

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

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

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

UTILITY OWNERS

CABLE:

COMCAST
5450 WINCHESTER ROAD
MEMPHIS, TN. 38115
CONTACT: ANDREW SMITH
OFFICE PHONE: 901 623 7471
CELL PHONE: 901 208 6380
Email: ANDREW_SMITH6@COMCAST.COM

ELECTRIC:

TVA
1101 MARKET ST. MR. 4G
CHATTANOOGA, TN. 37402
CONTACT: STEPHEN WILLIAMS
OFFICE PHONE: 662 255 6272
CELL PHONE:
Email: ROWCUSTOMER@TVA.GOV

WATER, GAS, ELECTRIC:

MLGW
220 SOUTH MAIN ST.
MEMPHIS, TN. 38103
CONTACT: DARRYL MCLEMORE
OFFICE PHONE: 901 528 4186
CELL PHONE: 901 502 6207
Email: DMCLEMORE@MLGW.ORG

TELEPHONE:

AT&T
315 E. COLLEGE STREET
JACKSON, TN. 38301
CONTACT: DANIEL R. POTTS
OFFICE PHONE: 901 488 2359
CELL PHONE:
Email: DP7607@ATT.COM

SEWER:

CITY OF MEMPHIS
125 NORTH MAIN ST. ROOM 639
MEMPHIS, TN. 38103
CONTACT: FARAEDOON QALADIZE
OFFICE PHONE: 901 636 6725
CELL PHONE: 901 636 6971
Email: FARAEDOON.QALADIZE@MEMPHISTN.GOV

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(377)	T-1

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. 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 6 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 0.75 INCH AND NOT EXCEEDING 2 INCHES.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
PROFESSIONAL
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

9/9/2026 2:49:58 PM
Z:\TDOT\TDOT\0126TR\TRANSPORTATION\01_DECEMBER\136608.00 - I40 - SHELBY COUNTY_PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES.DGN



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

BRIAN KENNETH EGLI
2026.01.26 13:09:38 -06'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
505 DEADERICK STREET, SUITE 1200
NASHVILLE, TN 37243
BRIAN K. EGLI, P.E. NO. 107196

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	BRIDGE-SIGN 1
INDEX OF DRAWINGS	B-1
BRIDGE TABULATION, ESTIMATED QUANTITIES, REPAIRS NOTES AND DETAILS	B-2
PLAN VIEW REPAIRS LOCATIONS	B-3
PHASE CONSTRUCTION	B-4
EXPANSION JOINT DETAILS AT APPROACHES PAVEMENTS ENDS	B-5

YEAR	PROJECT NO.	SHEET NO.
2026	79I040-M3-020	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-020	2026	B-1

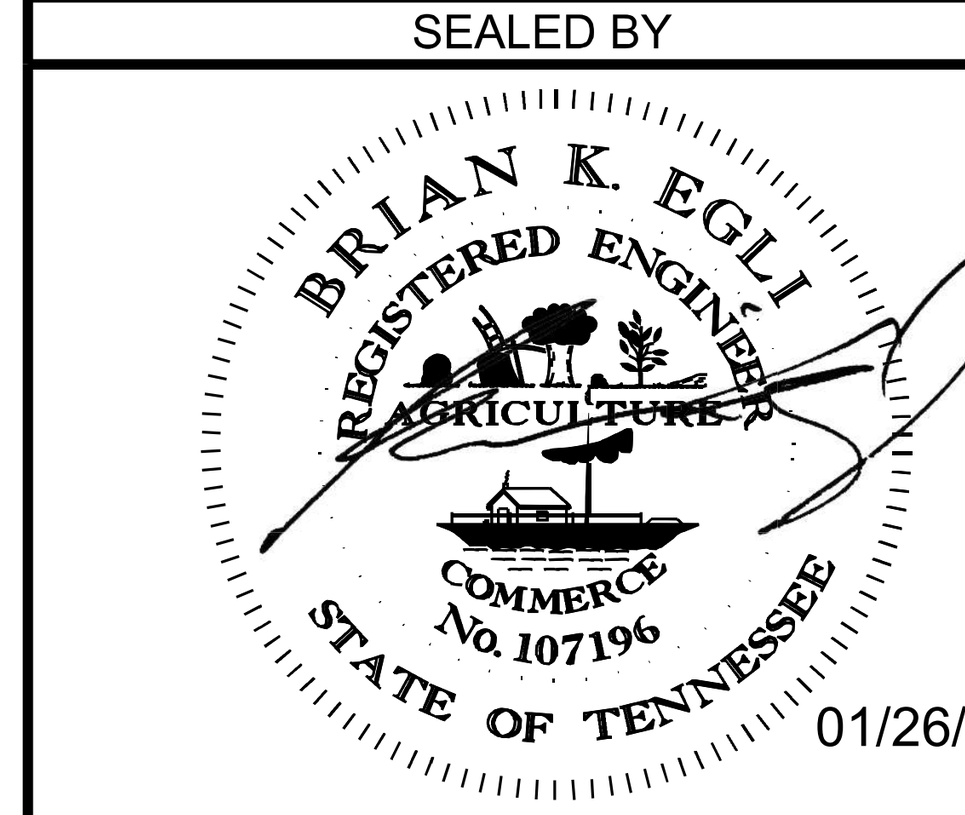
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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INDEX OF DRAWINGS	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN 1	
INDEX OF DRAWINGS	B-1	
BRIDGE TABULATION, ESTIMATED QUANTITIES, REPAIRS NOTES AND DETAILS	B-2	
PLAN VIEW REPAIRS LOCATIONS	B-3	
PHASE CONSTRUCTION	B-4	
EXPANSION JOINT DETAILS AT APPROACHES PAVEMENTS ENDS	B-5	

INDEX OF REFERENCE DRAWINGS	DWG. NO.
LAYOUT OF BRIDGE	M-299-107
SUPERSTRUCTURE	M-299-110
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5

SEALED BY



01/26/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
79-I40-21.47 OVER SR-15
FED. BRIDGE ID NO.
79I00400119
SHELBY COUNTY
2026

PIN NO.: 136608.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 11/25
SUPERVISED BY: KEVIN MARTINKO DATE: 11/25
CHECKED BY: DATE: / /

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

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-020	2026	B-2

REVISIONS

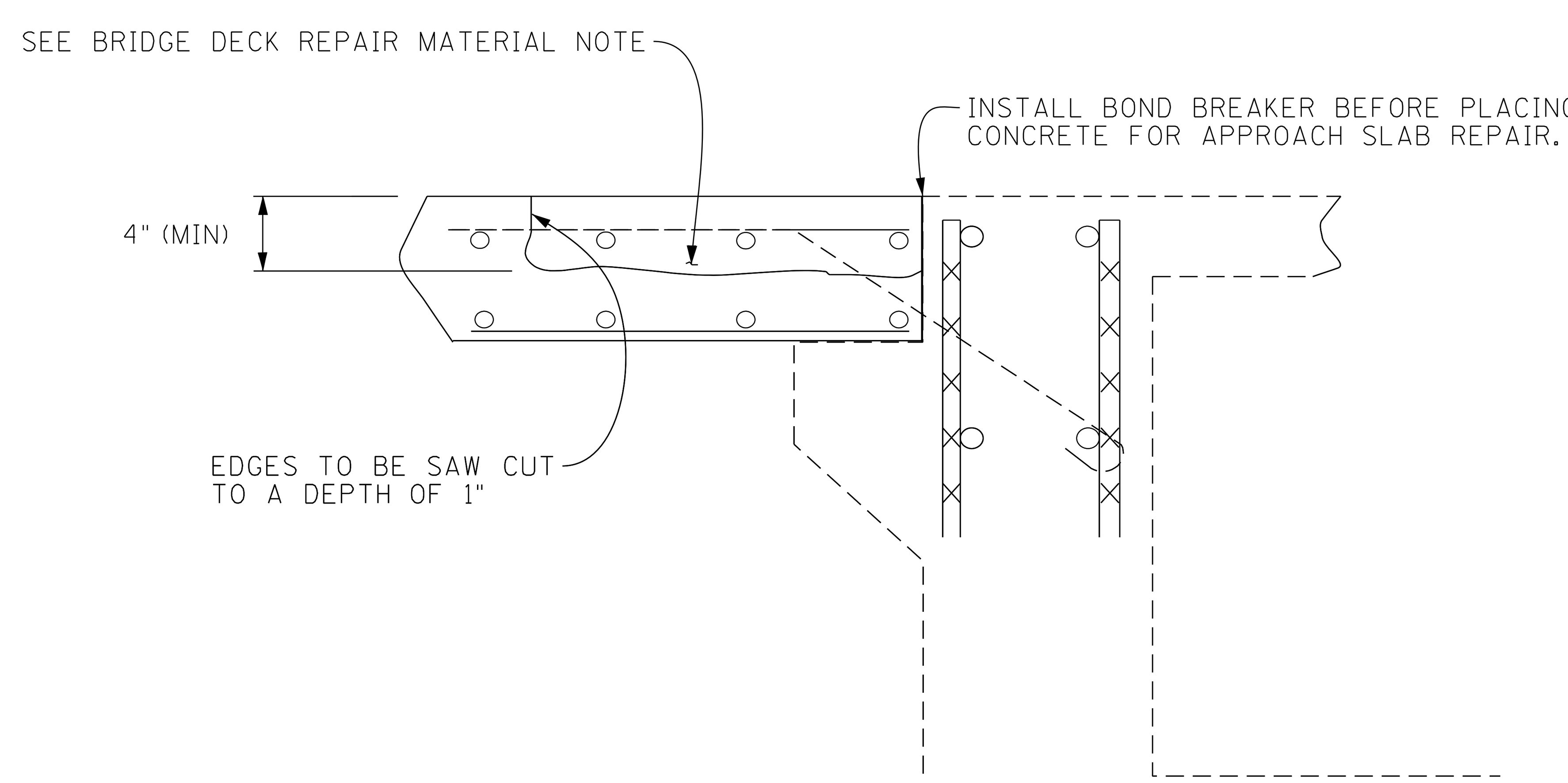
NO.	DATE	BY	BRIEF DESCRIPTION
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TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.44 EXPANSION JOINT REPAIRS L.F.	604-10.53 CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.
79-I40-21.47 OVER SR-15 (79I00400119)	M-299-107 M-299-110 STD-1-5	EXPANSION JOINT REPAIRS CONCRETE REPAIR	474	10
TOTAL			474	10

BRIDGE REPAIR TRAFFIC CONTROL QUANTITIES

ITEM #	DESCRIPTION	UNIT	QUANTITY
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	456
712-05.01	WARNING LIGHTS (TYPE A)	EACH	281
712-05.03	WARNING LIGHTS (TYPE C)	EACH	175
712-08.03	ARROW BOARD (TYPE C)	EACH	4



CONCRETE APPROACH PAVEMENT REPAIR DETAILS:

NOTE: REMOVE CONCRETE TO A DEPTH OF ¾" MINIMUM BELOW EXISTING REINFORCING STEEL OR TO SOUND CONCRETE. CONCRETE REMOVAL SHOULD BE TO A MINIMUM DEPTH OF 4". DEPTH FOR CONCRETE REMOVAL SHOULD NOT BE MORE THAN 6".

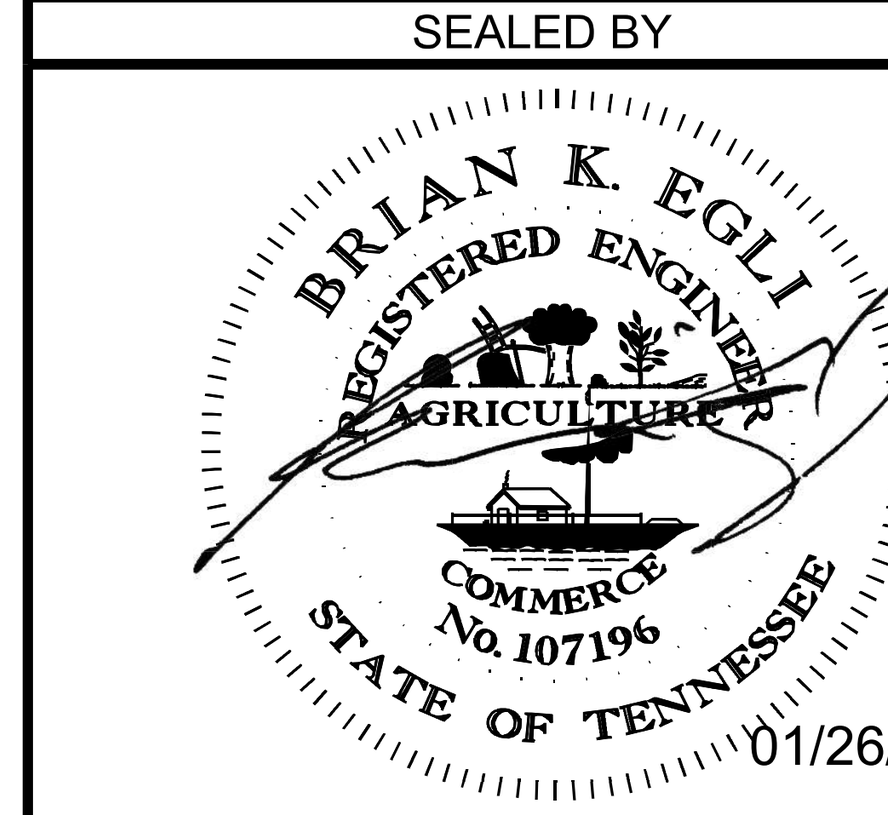
NOTE: COST OF SAW CUTTING, CONCRETE REMOVAL, COMPLETELY CLEANING EXPOSED REINFORCING STEEL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.53 CONCRETE REPAIR S.Y.

NOTE: ITEM NO. 604-10.53, CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PVMT.) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

BRIDGE DECK REPAIR MATERIAL

ALL REPAIRS SHALL USE AN EXTENDED
QUICK SET PATCHING MATERIAL
FROM THE TDOT QUALIFIED PRODUCTS LIST:
13.004-RAPID SET CEMENTITIUOS PATCHING MATERIALS.
PATCHING MATERIAL SHALL BE APPLIED ACCORDING TO
MANUFACTURER'S SPECIFICATIONS.
MIX MUST MEET 3000 P.S.I. BEFORE OPENING TO TRAFFIC.

SEALED BY



01/26/26

PIN NO.:	136608.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	SILESHI ERGICHO	DATE:	11/25
SUPERVISED BY:	KEVIN MARTINKO	DATE:	11/25
CHECKED BY:		DATE:	/ /

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

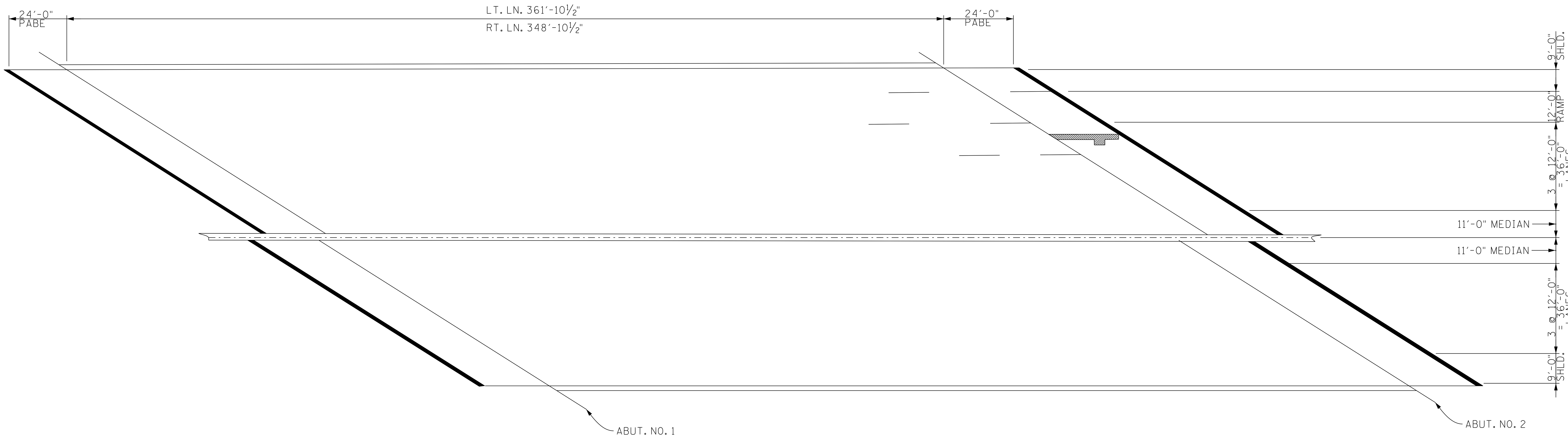
BRIDGE TABULATION,
ESTIMATED QUANTITIES,
REPAIRS NOTES
AND DETAILS
79-I40-21.47 OVER SR-15
FED. BRIDGE ID NO.
79I00400119
SHELBY COUNTY
2026

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

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-020	2026	B-3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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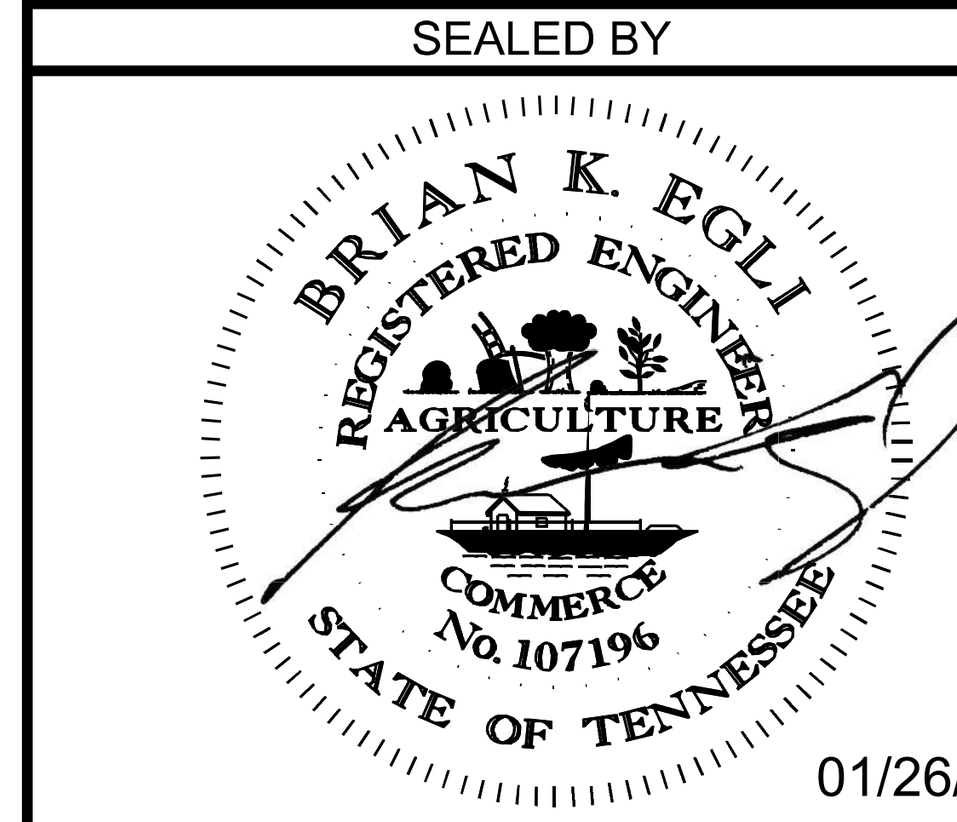


PLAN VIEW
79-I40-21.47

DENOTES: APPROXIMATE CONCRETE REPAIRS LOCATION (PARTIAL DEPTH OF APPROACH PAVEMENT)

DENOTES: EXPANSION JOINT REPAIRS LOCATIONS

SEALED BY



01/26/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIRS LOCATIONS
79-I40-21.47
OVER SR-15
FED. BRIDGE ID NO.
79I00400119
SHELBY COUNTY
2026

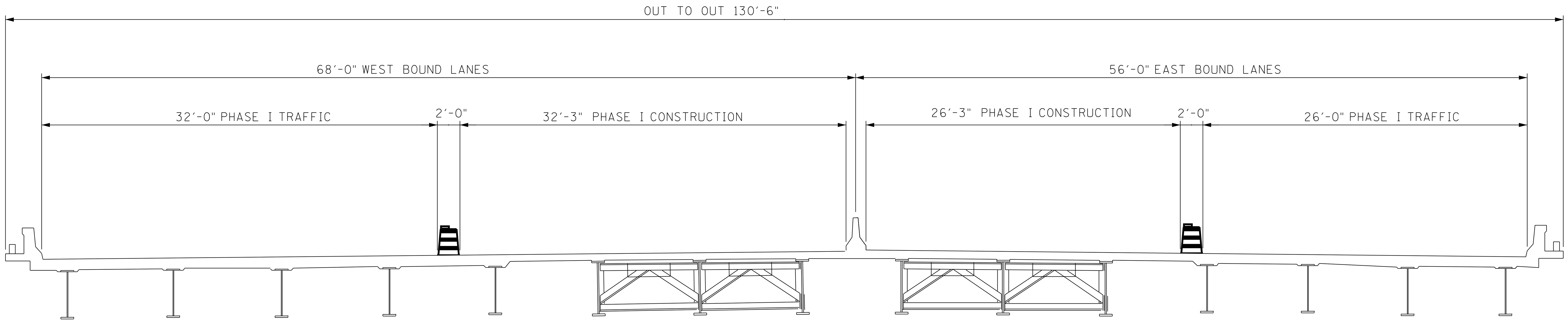
PIN NO.: 136608.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 11/25
SUPERVISED BY: KEVIN MARTINKO DATE: 11/25
CHECKED BY: DATE: / /

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

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-020	2026	B-4

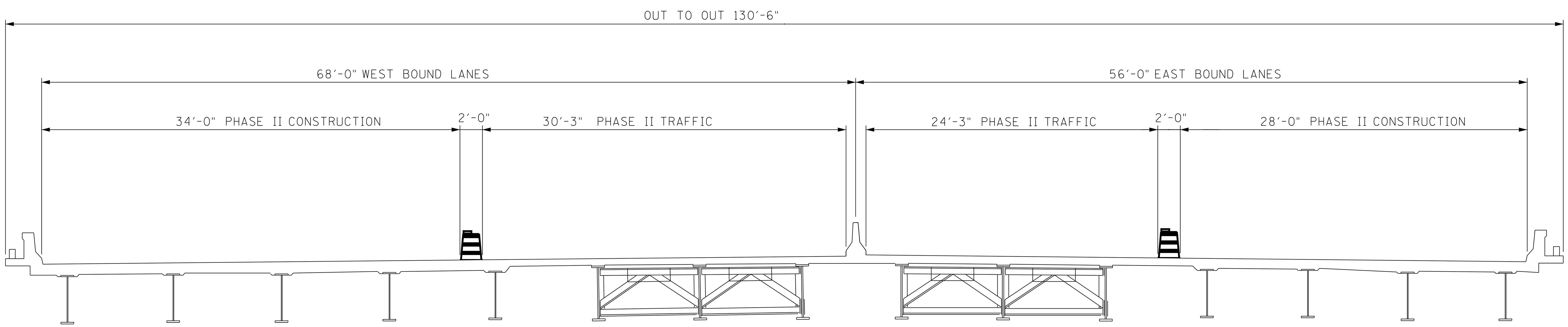
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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PHASE I CONSTRUCTION

(LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION

(LOOKING AHEAD ON THE SURVEY)

SEALED BY

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
01/26/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION
79-I40-21.47 OVER SR-15
FED. BRIDGE ID NO.
79I00400119
SHELBY COUNTY
2026

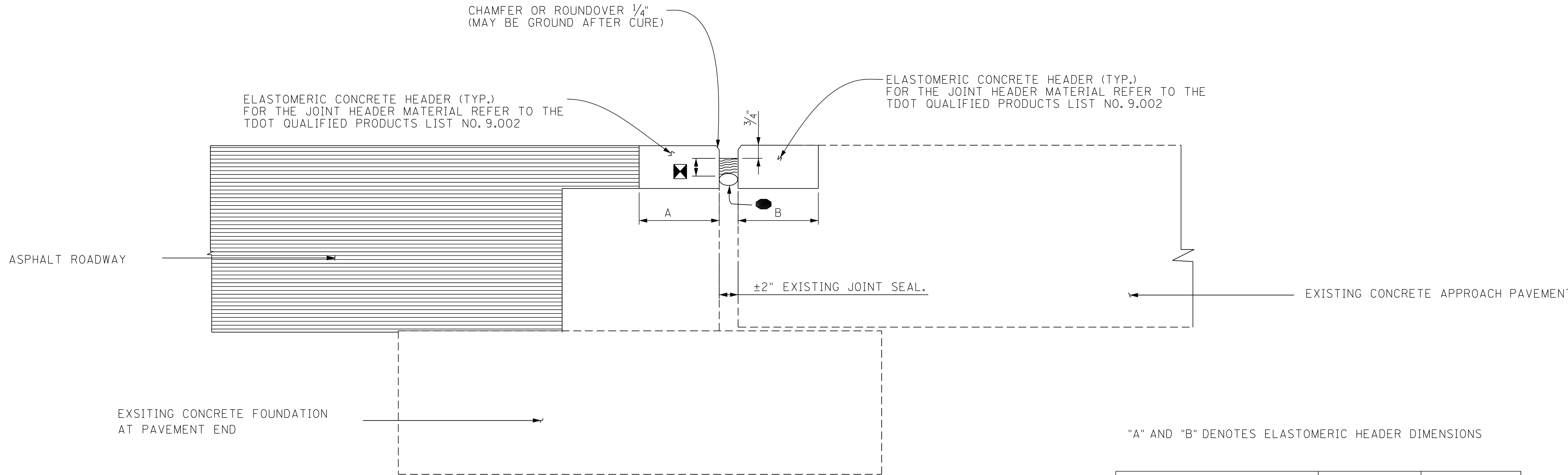
PIN NO.: 136608.00
DESIGN BY: DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 11/25
SUPERVISED BY: KEVIN MARTINKO DATE: 11/25
CHECKED BY: DATE: / /

$$$$SYTIME$$$$$$
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PROJECT NO.	YEAR	SHEET NO.
79I040-M3-020	2026	B-5

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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"A" AND "B" DENOTES ELASTOMERIC HEADER DIMENSIONS

DIMENSIONS IN INCH	"A"	"B"
@ APP. NO. 1	5.5	5.5
2 APP. NO. 2	5.5	6.5

(DETAIL SHOWN @ APPROACH PAVEMENT NO. 1)
(FOR APPROACH PAVEMENT NO. 2 OPPOSITE HAND, OPPOSITE SIDE)

● NOTE: THE EXISTING JOINT OPENING SHALL BE CAULKED WITH A BACKER ROD OF SUITABLE DIAMETER, THE ROD SHALL BE PLACED AT A DEPTH TO INSURE THE CORRECT WIDTH/DEPTH RATIO OF THE NEW JOINT SEALANT MATERIAL, BACKER ROD SHALL BE AS PER JOINT MANUFACTURERS RECOMMENDATIONS.

⧗ NOTE: FULL DEPTH OF ALL EXISTING JOINTS SHALL SHALL BE RESEALED WITH NEW JOINT SEALER. THE NEW JOINT SEALER SHALL BE A COLD PUOR TWO PART SILICONE SEALER FROM QPL 5.001.

EXPANSION JOINT REPAIR NOTES:

THE JOINT HEADER SYSTEM SHALL BE FROM QPL 9.002. THE JOINT SEAL SYSTEM CONSISTS OF THE ELASTOMERIC HEADER MATERIAL AND A TWO-PART COLD POUR SILICONE SEALANT. THE CONTRACTOR SHALL ALSO HAVE THE OPTION OF USING A PRECOMPRESSED FOAM WITH SILICONE TOPPED PRODUCT (SIMILAR TO AND INCLUDING BEJS) FROM QPL 7.001 WITH AN APPROPRIATELY SIZED SEAL FOR THE JOINT OPENING, AND AN ELASTOMERIC CONCRETE FROM QPL 9.001. THE SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE SYSTEM MANUFACTURER. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION OF THE JOINT LOCATIONS PRIOR TO ANY INSTALLATION OF THE JOINT SYSTEM MATERIALS. PRODUCTS FROM QPL 7.001 "ON A ROLL" AND "COMPRESSION ONLY" WILL NOT BE ALLOWED. THE TOP OF THE QPL 7.001 JOINT FILLER SHALL BE A MINIMUM OF 3/4 OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REQUIRES A DEEPER DEPTH.

MANUFACTURERS SPECIFICATIONS AND INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW PRIOR TO THE JOINT REPLACEMENT/REPAIR WORK. THE MANUFACTURER AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORKMANSHIP OF THE JOINT INSTALLATION.

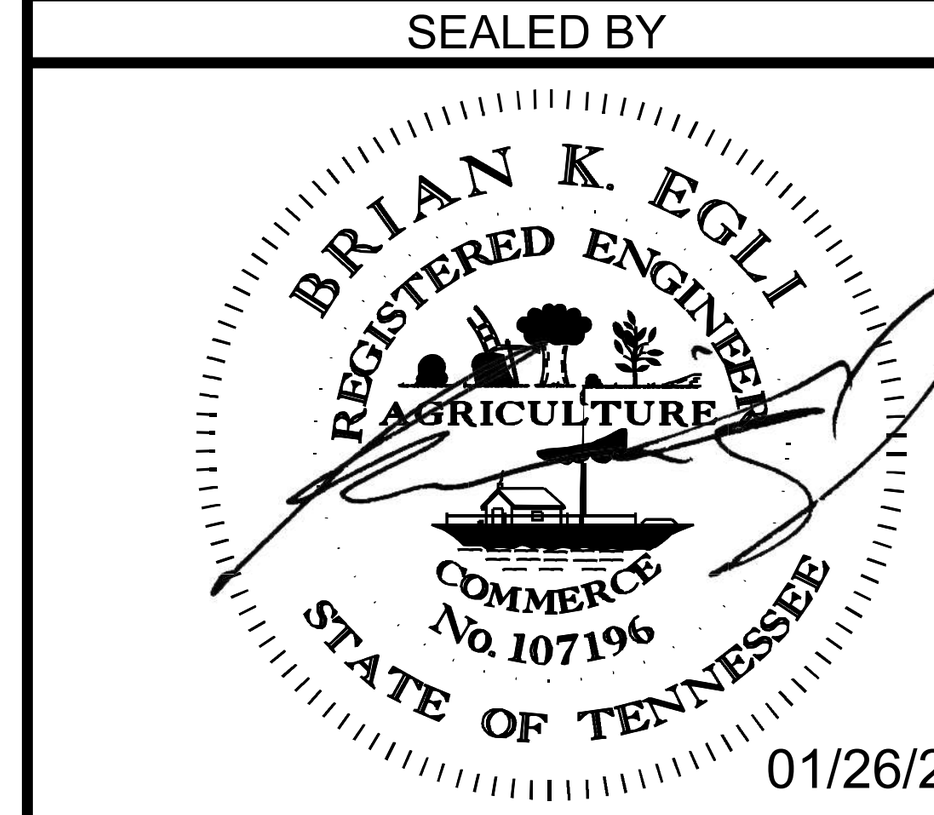
PRIOR TO THE INSTALLATION OF THE NEW JOINT, THE EXISTING JOINT OPENING SHALL BE CLEANED OF ALL DIRT, DEBRIS, AND PRIOR CONSTRUCTION MATERIAL, ETC., THE FULL DEPTH OF THE OPENING. THE SURFACES WHERE THE NEW MATERIAL BONDS TO STAY IN PLACE, SHALL BE CLEANED PER MANUFACTURERS RECOMMENDATION, TO REMOVE ANY SUBSTANCES THAT WOULD INHIBIT BONDING.

THE COST FOR REMOVING THE OLD JOINT SYSTEM, INSTALLING THE NEW JOINT SYSTEM, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO INSTALL THE NEW EXPANSION JOINT, IS TO BE INCLUDED UNDER ITEM NUMBER 604-10.44, EXPANSION JOINT REPAIRS, L.F.

PIN NO.: 136608.00
DESIGN BY: ______ DATE: / /
DRAWN BY: SILESHI ERGICHO DATE: 11/25
SUPERVISED BY: KEVIN MARTINKO DATE: 11/25
CHECKED BY: ______ DATE: / /

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SEALED BY



01/26/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

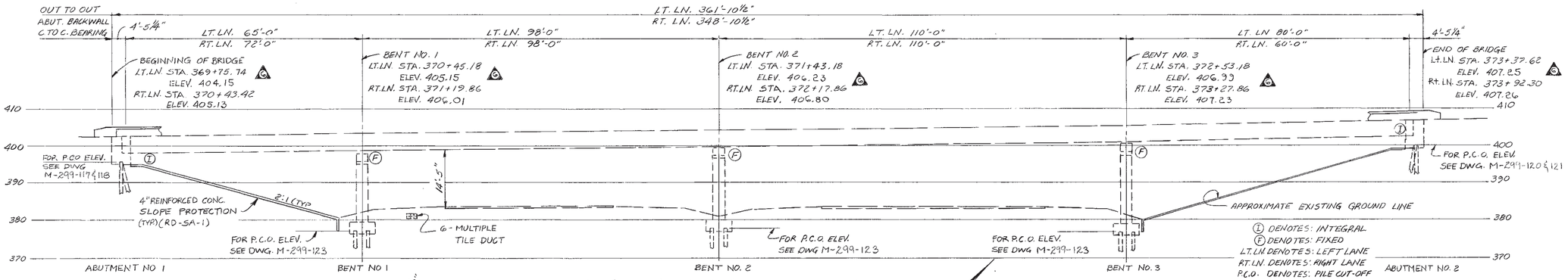
EXPANSION JOINT DETAILS
AT APPROACHES
PAVEMENTS ENDS
79-I40-21.47 OVER SR-15
FED. BRIDGE ID NO.
79I00400119
SHELBY COUNTY
2026

CONST. NO. 79003-3172-44

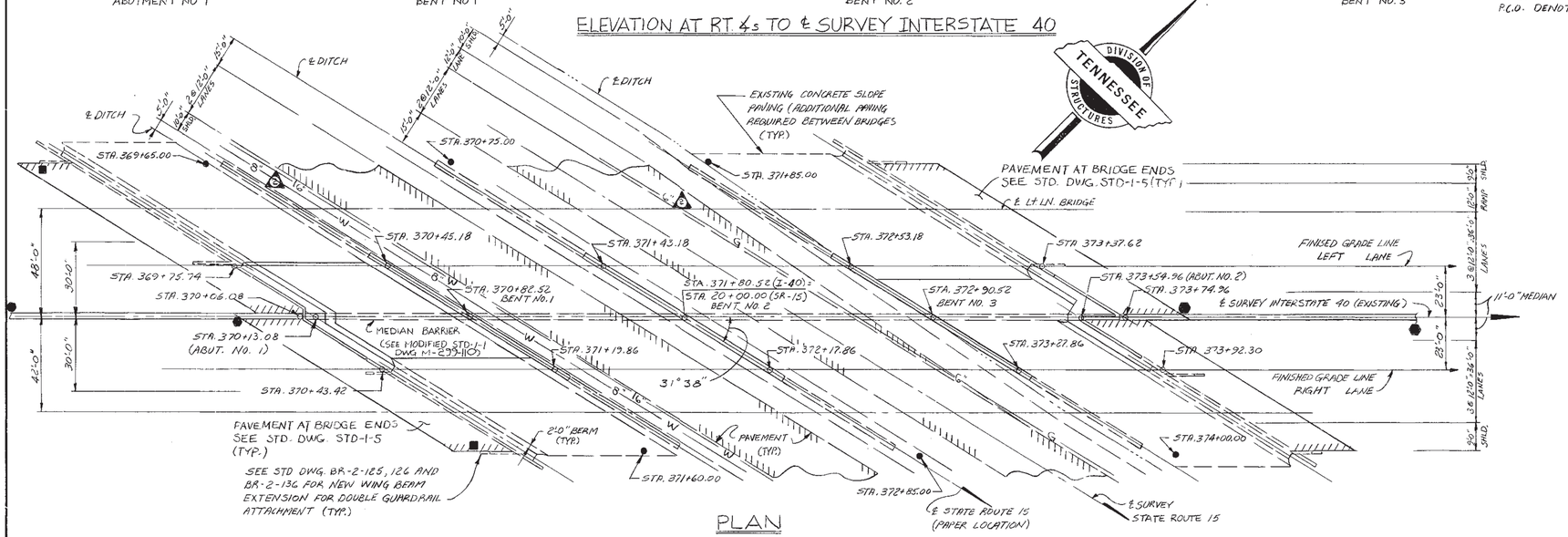
PROJECT NO.	YEAR	SHEET NO.
NH/IM-I-40-1(262)5	1996	

REVISIONS

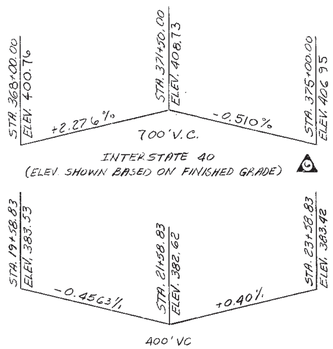
NO.	DATE	BY	BRIEF DESCRIPTION
1	02-20-96	WHP	REVISED DWGS
2	03-05-96	CMD	ADDED UTILITIES & NOTE, REV DATE
3	02-07-96	CMD	LAST REV DATES
4	06-13-96	WHP	REVISION DATES
5	8-12-96	WHP	REVISION DATES
6	12-3-96	CMD	REVISED GRADE
7	10-20-98	CMD	LAST REV. DATES



ELEVATION AT RT. 4s TO ℄ SURVEY INTERSTATE 40



PLAN



- DENOTES: PARAPET DRAIN REQUIRED
- DENOTES: ROADWAY DRAIN
- ■ DENOTES: END OF BRIDGE DRAIN REQUIRED (4'x8'-7") (SEE STD. DWGS. STD-1-6, 7 AND 9.)

NOTE 2

MEMPHIS LIGHT, GAS, AND WATER WILL UNCOVER THE 16" WATER MAIN AND THE 8" WATER LINE AT TIME OF CONSTRUCTION TO VERIFY LOCATION. THE CONTRACTOR SHALL TAKE PRECAUTIONS DURING THE CONSTRUCTION OF THE BENT AS TO NOT DAMAGE THE WATER MAIN OR THE WATER LINE. IF THE WATER MAIN OR THE WATER LINE IS DAMAGED DURING CONSTRUCTION, THE CONTRACTOR SHALL REPAIR THE DAMAGE AT HIS OWN EXPENSE.

NOTE 3

PROFILE OF INTERSTATE 40 SHOWN ABOVE LEFT IS TO BE USED IN DETERMINING BRIDGE ELEVATIONS. GRADE TO BE TRANSITIONED BEYOND STRUCTURE LIMITS TO MATCH PROPOSED ROADWAY GRADES.

LIST OF DRAWINGS

	DWG. NO.	LAST REV DATE
LAYOUT OF BRIDGE	M-299-107	10-20-98
GENERAL NOTES AND ESTIMATED QUANTITIES	M-299-108	10-20-98
FOUNDATION DATA	M-299-109	
SUPERSTRUCTURE	M-299-110	10-20-98
SUPERSTRUCTURE DETAILS	M-299-111	
SUPERSTRUCTURE DETAILS	M-299-112	8-12-96
SUPERSTRUCTURE DETAILS	M-299-113	02-20-96
SUPERSTRUCTURE DETAILS	M-299-114	12-3-96
SUPERSTRUCTURE DETAILS	M-299-115	12-3-96
BEARING DEVICE DETAILS	M-299-116	
ABUTMENT NO. 1	M-299-117	12-3-96
ABUTMENT NO. 1	M-299-118	12-3-96
ABUTMENT NO. 1 DETAILS	M-299-119	12-3-96
ABUTMENT NO. 2	M-299-120	12-3-96
ABUTMENT NO. 2	M-299-121	12-3-96
ABUTMENT NO. 2 DETAILS	M-299-122	12-3-96
BENTS NOS 1, 2 AND 3	M-299-123	12-3-96
RETRO-FIT DETAILS	M-299-124	
FINAL FOUNDATION	M-299-125	
BILL OF STEEL	M-299-126	12-3-96
BILL OF STEEL	M-299-127	12-3-96

LIST OF SPECIAL PROVISIONS

	DWG NO.	LAST REV DATE
SECTION 602-STEEL STRUCTURES	602	3-03-95
APPROVAL OF SHOP DRAWINGS	105A	3-06-95

LIST OF STANDARD DRAWINGS

	DWG NO.	LAST REV DATE
* SLIDER PLATES AND DECK DRAINS	STD-1-2	9-11-95
* STD. CONCRETE MEDIAN BARRIER	STD-1-3	12-18-95
* PAVEMENT AT BRIDGE ENDS	STD-1-5	12-18-95
BRIDGE END DRAIN W/ PABE	STD-1-6	5-1-95
BRIDGE END DRAIN W/ PABE	STD-1-7	5-1-95
BRIDGE END DRAIN 4'x8'-7" W/PABE	STD-1-9	5-1-95
DETAILS SHOWING REPLACEMENT OF EXIST. BRIDGERAIL SYSTEM W/NEW JERSEY SHAPE CONC. PARAPET AND NEW 10'-2" ENDPOST	BR-2-125	11-16-92
DETAILS SHOWING REPLACEMENT OF EXIST BRIDGERAIL SYSTEM W/NEW JERSEY SHAPE CONC. PARAPET AND NEW 10'-2" ENDPOST	BR-2-126	11-16-92
STD. PILE DETAILS	STD-5-1	10-25-93
STD PILE DETAILS	STD-5-2	10-26-92
STANDARD SEISMIC DETAILS	STD-6-1	5-01-95
STANDARD SEISMIC DETAILS	STD-6-2	11-07-94
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	STD-9-1	12-13-94
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	5-11-92
SLOPE PROTECTION	RD-SA-1	4-29-88
STD. DWG FOR REPLACING EXIST. CONC. ENDPOST AND GUARDRAIL AT EXIST. BRIDGE ENDS	BR-2-136	

*THESE STANDARDS ARE TO BE PRINTED WITH THE PLANS.

LIST OF REFERENCE DRAWINGS

LAYOUT K-23-42 THRU K-23-49
(TO BE PRINTED WITH THE PLANS)

L.M. 21.53
ROADWAY WIDTH = 124'-0"
ESTIMATED 2015 ADT = 84,900
DESIGN VELOCITY = 70 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE NO. 2
LAYOUT OF BRIDGE
WIDENING OF INTERSTATE 40
OVER STATE ROUTE 15
STATION 370+06.08
BRIDGE I.D. NOS. 79100400119 AND 79100400120
SHELBY COUNTY
1996

WILLIAM R. WOODS — REGISTERED ENGINEER — No. 012209 — STATE OF TENNESSEE
10-31-94

CORRECT _____ ENGINEER OF STRUCTURES

APPROVED _____ DIRECTOR OF HIGHWAYS

DESIGNED BY M. ELROD DATE 4-93
DRAWN BY J.E. DODSON DATE 1-94
SUPERVISED BY J. FIELDS & H. PATE DATE 1-94
CHECKED BY K. ELROD DATE 4/94

M-299-107

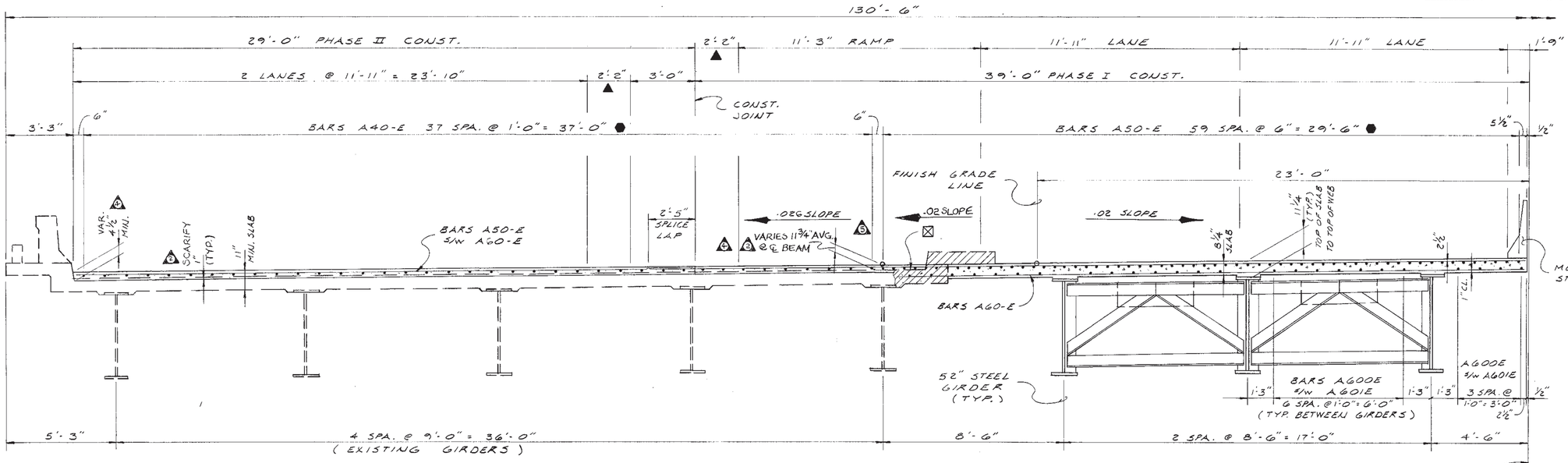
TEMPORARY PORTABLE BARRIER RAIL = 1614 L.F.

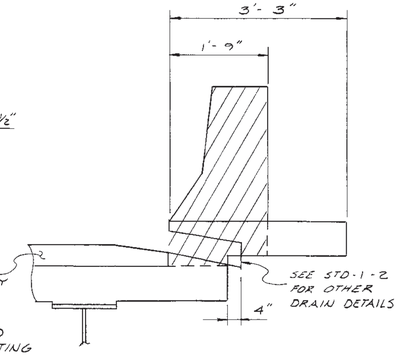
CONST. No. 79003-3172-44

PROJECT NO.	YEAR	SHEET NO.
NH/IM-I-40-1(62)/15	1996	

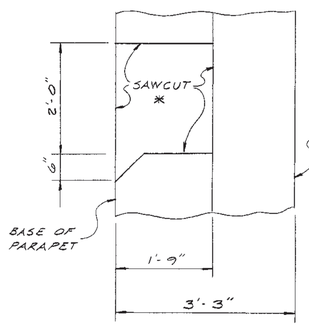
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-27-94	WHP	GENERAL REVISIONS
2	03-07-96	CMD	REVISED QUANTITY AND DIMS., CLARIFIED SCARIFICATION
3	8-12-96	WHP	REVISED QUAUTITY
4	12-3-96	CMD	REV. QUANTITY AND DIMS.
5	10-20-98	CMD	REV. CROSS-SLOPES, SLAB THICKNESS AND CONCRETE QUANTITY





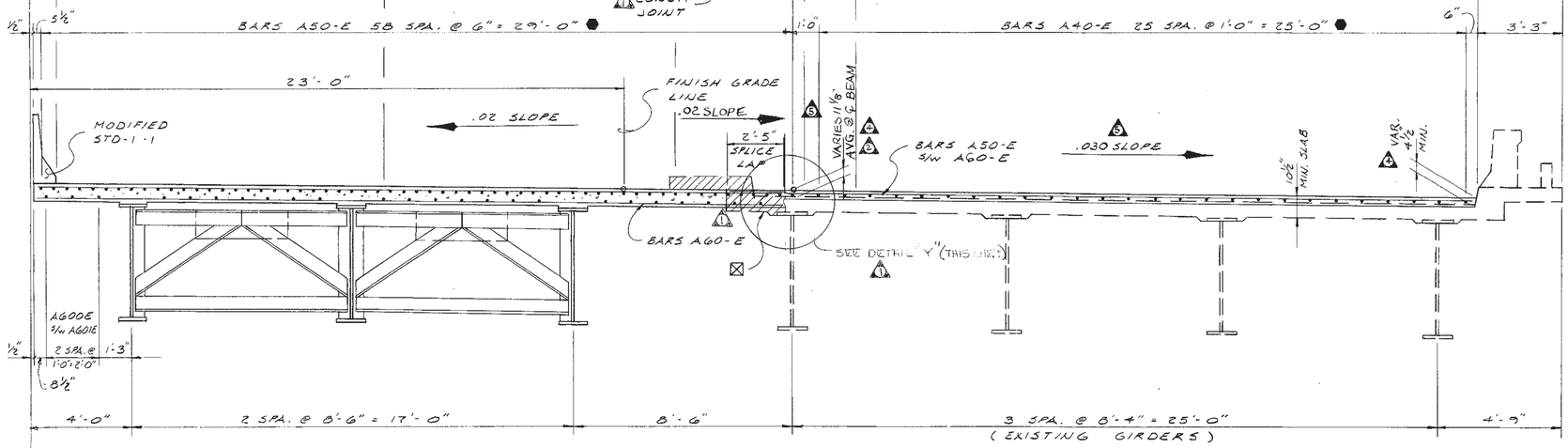
NOTE: REMOVE CROSS-HATCHED AREA OF PARAPET AND EXISTING SLAB. REPOUR TO DIMENSIONS SHOWN.



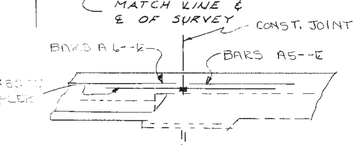
* DENOTE: SAWCUT EXISTING SLAB AND PARAPET REMOVE FULL HEIGHT OF PARAPET EXISTING HORIZONTAL STEEL TO REMAIN.

NOTE: DASHED LINES REPRESENT EXISTING STRUCTURES

PARAPET DRAIN DETAILS



TYPICAL CROSS-SECTION @ SUPPORT
(LOOKING FORWARD ON SURVEY)

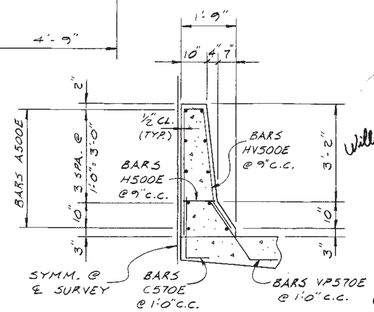


DETAIL "Y"

▲ DENOTE: TEMPORARY BARRIER

● DENOTES: FOR BAR DESIGATION SEE PLAN OF MAIN REINFORCING ON DWG. NO. M-299-111.

☒ DENOTES: EXISTING TRANSVERSE STEEL IS TO REMAIN IN PLACE AND BE CLEANED, STRAIGHTENED AND INTEGRATED INTO NEW SLAB.



MODIFIED STD-1-1 RAIL

ESTIMATED QUANTITIES

CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	EPOXY REINFORCING STEEL LB.
④⑤ 1178	⑥ 260,477 ⑤

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE NO. 2
SUPERSTRUCTURE
WIDENING OF INTERSTATE 40
OVER STATE ROUTE 15
STATION 370+06.08
SHELBY COUNTY
1996

William R. Woods
10-31-94

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

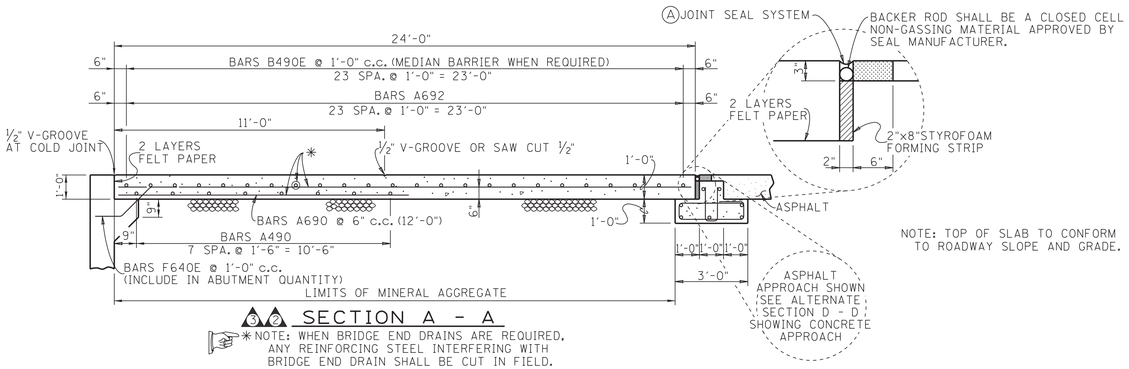
APPROVED _____
DIRECTOR OF HIGHWAYS

DESIGNED BY	K. ELROD	DATE 1-94
DRAWN BY	JERRY BENSON	DATE 1-94
SUPERVISED BY	J. FIELDS & H. PATE	DATE 1-94
CHECKED BY	K. ELROD	DATE 4-94

M-299-110

312213

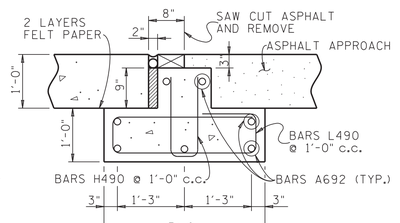
STD15.DGN



3 2 SECTION A - A

✳ NOTE: WHEN BRIDGE END DRAINS ARE REQUIRED, ANY REINFORCING STEEL INTERFERING WITH BRIDGE END DRAIN SHALL BE CUT IN FIELD.

NOTE: TOP OF SLAB TO CONFORM TO ROADWAY SLOPE AND GRADE.



3 SECTION D - D

BILL OF STEEL

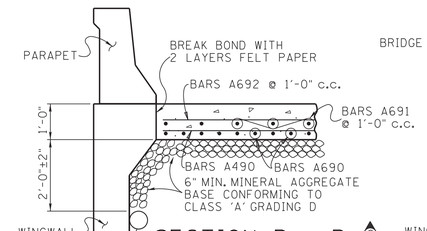
	BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
	B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
3 2	A490	SLAB	4	8					△
	A690	SLAB	6	△					12'-0"
	A691	SLAB	6	△					23'-8"
	A692	SLAB ✡	6	31					△
	H490	FOOTING ✡	4	△	6"	1'-4"			3'-4"
3	L490	FOOTING	4	△	2'-7¼"	1'-0"	8"		7'-6½"

△ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

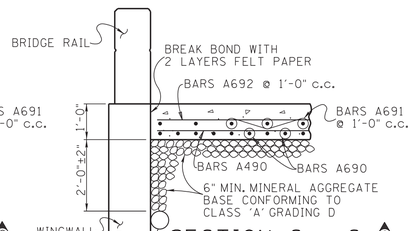
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-1-95	CMH	GENERAL REVISION REDESIGN
2	12-18-95	CMH	ADDED BARS A490 AND JOINT DETAIL
3	4-28-97	CMH	REVISED JOINT DETAILS AND NOTE
4	9-6-99	CMH	REVISED JOINT NOTE



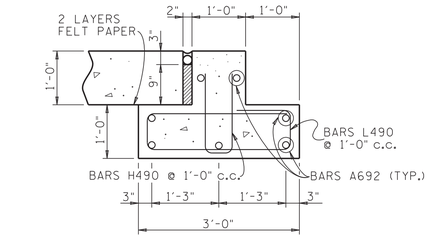
3 2 SECTION B - B

NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



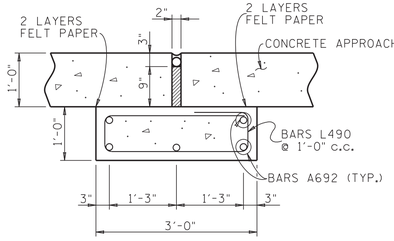
3 2 SECTION C - C

NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



3 ALTERNATE SECTION D - D

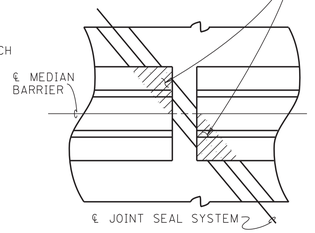
NOTE: TO BE USED ONLY WHEN ROADWAY PAVING IS NOT INCLUDED IN PROJECT.



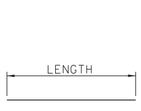
3 ALTERNATE SECTION D - D

✡ OMIT BARS H490 & 2 BARS A692 WHEN USING THIS ALTERNATE SECTION D - D.

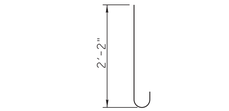
BREAK BOND BETWEEN MEDIAN BARRIER AND JOINT OR SLAB ON ANY PORTION OF MEDIAN BARRIER PAST EDGE OF JOINT SEAL SYSTEM WITH 1 INCH STYROFOAM. ANY REINFORCING IN BOND BREAK AREA PROJECTING OUT OF SLAB SHALL BE CUT FLUSH WITH SLAB.



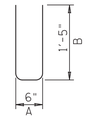
2 PLAN
(SHOWING DETAIL @ OPEN JOINT)



BARS A

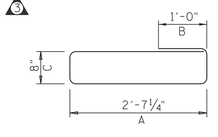


BARS B490E
(MEDIAN BARRIER)
TOTAL LENGTH = 2'-8"

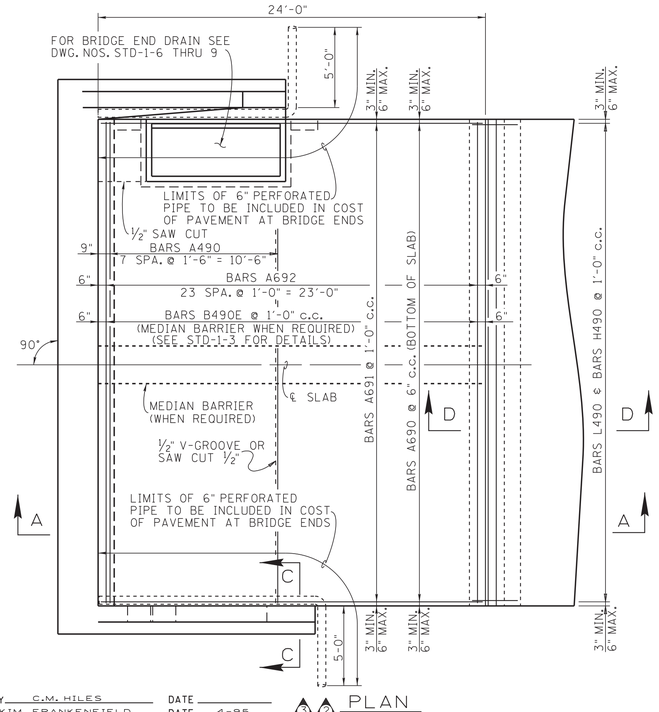


BARS H490
TOTAL LENGTH = 3'-4"

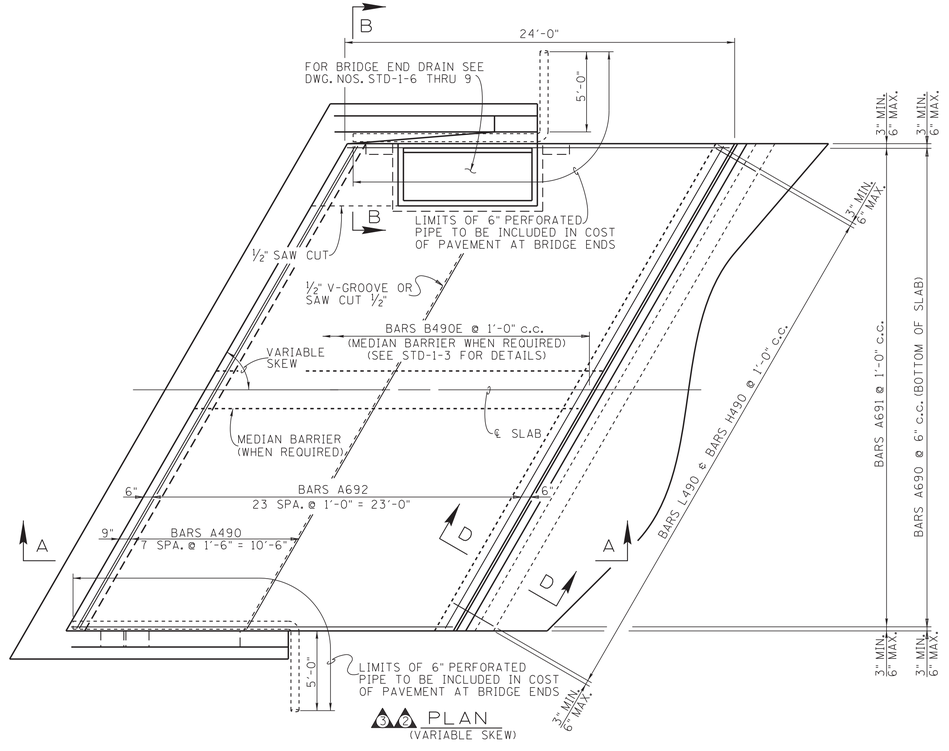
3



BARS L490
TOTAL LENGTH = 7'-6½"



3 2 PLAN
(90° SKEW)



3 2 PLAN
(VARIABLE SKEW)

NOTES

1. QUANTITIES FOR CLASS 'A' CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL (WHEN REQUIRED FOR MEDIAN BARRIER), BACKER ROD, JOINT SEALER, ELASTOMERIC CONCRETE, STYROFOAM, GRATE AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN, WHEN REQUIRED, ARE TO BE INCLUDED IN PAVEMENT AT BRIDGE ENDS, S.Y. FOR BAR BENDING DIMENSIONS SEE THIS SHEET AND BILL OF STEEL FOR BRIDGE END DRAIN ON DRAWING NO. STD-1-6.
2. COST OF MINERAL AGGREGATE CLASS A GRADING D BASE QUANTITY SHALL BE INCLUDED IN COST OF PAVEMENT AT BRIDGE ENDS. CLASS B GRADING C OR D MAY ALSO BE USED.

GENERAL NOTES

CONCRETE: TO BE CLASS 'A' (f'c = 3,000 psi)

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

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).

NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.

NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), SO AS TO MATCH THE IN PLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.

2 3 4 Ⓐ JOINT SEAL SYSYTEM:
THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED QUAILFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER.

M/R MINOR REVISION - FHWA APPROVAL NOT REQUIRED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

1

REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS 1995

DESIGNED BY C.M. HILES DATE
DRAWN BY KIM FRANKENFIELD DATE 4-95
SUPERVISED BY C.M. HILES DATE 4-95
CHECKED BY DATE

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

SHEET 5 OF 13
STD-1-5