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Jill Stanko Jill Stanko
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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
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F, 2F1
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(380)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

9/9/2026 5:46:15 PM
\\EGNYTEDRIVE\PROJECTS\HDRINCOR\0009TRIFY27\TRANSPORTATION\01_DECEMBER\137136.00 - I40 - SHELBY CO\ROADWAY-SIGN1_SIGNATURE SHEET.DGN



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jill Stanko
2026.10.30 10:57:16-05'00'

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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-SIGN2
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2

YEAR	PROJECT NO.	SHEET NO.
2026	NH-I-40-1(380)	ROADWAY-SIGN2

REV. 10/30/26
ADDED SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

10/30/2026 10:02:50 AM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0126TR\TRANSPORTATION\01_DECEMBER\137136.00 - I40 - SHELBY CO\ROADWAY-SIGN2_SIGNATURE SHEET - COPY.DGN

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(380)	
STATE PROJ. NO.	79I040-F8-022	

SHELBY COUNTY

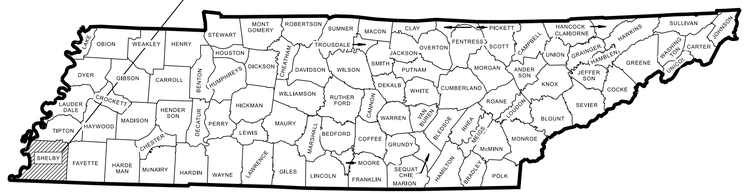
INTERSTATE 40
FROM NEAR MM 9.31
TO NEAR MACON ROAD

RESURFACE

MILL, 411D, 411E, CURB RAMPS, AND PAVEMENT MARKINGS

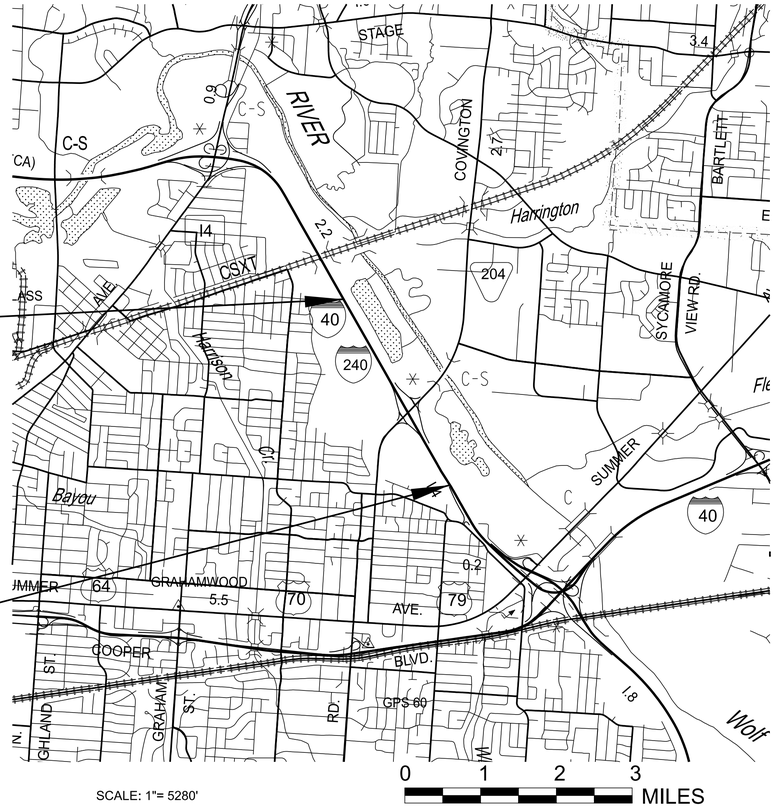
STATE HIGHWAY NO. N/A F.A.H.S. NO. I40

PROJECT LOCATION
BRIDGE ID. # 79I00400093



79I040-F8-022
BEGIN PROJECT NO. NH-I-40-1(380) RESURFACE
NEAR MM 9.31 (L.M. 11.74)

79I040-F8-022
END PROJECT NO. NH-I-40-1(380) RESURFACE
NEAR MACON ROAD (L.M. 13.15)



SCALE: 1"= 5280'

N

NO EXCLUSIONS

PROJECT LENGTH 1.41 MILES
TOTAL LANE MILES RESURFACED 11.11 MILES

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

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

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 : ELI CLARKSON CHECKED BY JILL STANKO, P.E.
P.E. NO. 98043-4175-04 (DESIGN)
PIN NO. 137136.00

TRAFFIC COUNTER & WEATHER STATIONS	
IDENTIFICATION	LOG MILE
NONE WITHIN THE PROJECT LIMITS	

TRAFFIC DATA	
ADT (2027)	120,290
POSTED SPEED L.M. 11.74 - L.M. 13.06	65 MPH
POSTED SPEED L.M. 13.06 - L.M. 13.15	55 MPH

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ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
SIGNATURE SHEET	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E, 2E1
TABULATED QUANTITIES	2F, 2F1
DETAIL SHEETS	2G, 2G1
UTILITY NOTES AND UTILITY OWNERS	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

NO UTILITY SHEETS ARE INCLUDED IN THIS PLAN SET.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
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
10-107.00 MULTIMODAL		
CR-GN-1	04-30-26	GENERAL NOTES CURB RAMPS
CR-GN-2	04-30-26	CURB RAMP NUMBERING
CR-DWS-1	04-30-26	DETECTABLE WARNING SURFACE DETAIL
CR-GTL-1	04-30-26	GUTTER TRANSITION LAYOUT
CR-GTL-2	04-30-26	GUTTER TRANSITION LAYOUT
CR-10	04-30-26	PERPENDICULAR CURB RAMP
CR-40	04-30-26	MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-204.00 DESIGN - TRAFFIC CONTROL		
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 MARKINGS 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-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-14	03-26-25	TWO-OUTSIDE LANE CLOSURE FOR INTERSTATES AND FREEWAYS
T-WZ-15	03-26-25	INTERIOR LANE CLOSURE FOR EXPRESSWAYS AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-55	03-26-25	SIDEWALK TRAFFIC CONTROL
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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(380)	1A

REV. 10/30/26
ADDED ROADWAY-SIGN2 TO INDEX.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
NO. 121754
STATE OF TENNESSEE
10/30/2026

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(380)	2

REV. 10/30/26
REVISED ITEM NUMBERS 411-01.07,
415-01.01, 712-06, AND 712-07.02.

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79I040-F8-022
(1)	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	447
(2)	202-08.15	REMOVAL OF CURB AND GUTTER (ALL TYPES)	L.F.	71
	203-06	WATER	M.G.	3
(3)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	5
(1)	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	374
(4)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	102
(5)	403-02.01	TRACKLESS TACK COAT	TON	68
(6)	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	3534
(7)(8)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	13
(9)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	7150
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	6
(10)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	10519
(2)(11)	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	608
(2)(11)	701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	500
(2)(11)	701-02.06	DETECTABLE WARNING SURFACE (REHABILITATION)	S.F.	175
(2)	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	7
(12)	712-01	TRAFFIC CONTROL	LS	1
(13)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	150
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	58
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	92
(14)	712-06	SIGNS (CONSTRUCTION)	S.F.	2252
(15)	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	6
	712-07.02	TEMPORARY BARRICADES (TYPE II)	L.F.	30
	712-08.03	ARROW BOARD (TYPE C)	EACH	4
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	4
(16)	712-08.12	QUEUE PROTECTION TRUCK	DAY	50
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
(17)	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	821
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	654
(17)(18)(19)	716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	213
(17)(18)(19)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	69
(17)(18)(19)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	14
(17)(18)(19)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	1400
(17)(18)(19)	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	14
(18)(19)	716-04.07	PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	5
(18)(19)	716-04.08	PLASTIC PAVEMENT MARKING (OPTION LANE ARROW)	EACH	5
(17)(18)(19)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	42
(18)(19)	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	4
(17)(20)	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	3242
(17)(20)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	10
(18)(19)	716-10.50	PREFORMED PLASTIC PAVEMENT MARKING (INTERSTATE SHIELD)	EACH	9
(17)(18)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	10
(17)(18)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	3242
(18)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	1450
(17)(18)	716-12.09	ENHANCED FLAT LINE THERMO (12IN LINE)	L.F.	1636
(18)	716-12.10	ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	3373
	717-01	MOBILIZATION	LS	1

NOTE: THERE ARE NO GUARDRAIL ADJUSTMENTS WITHIN THE PROJECT LIMITS.

FOOTNOTES

(1) TO BE USED AS DIRECTED BY THE ENGINEER.
(2) SEE SHEETS 2G AND 2G1 FOR DETAILS.
(3) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C, NOTE (6) UNDER FINAL PAVEMENT MARKING FOR MORE INFORMATION.
(4) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM NO. 202-03.01.
(5) INCLUDES 13 TONS FROM RAMP AND GORE ASPHALT TABULATION ON SHEET 2F.
(6) INCLUDES 355 TONS FROM RAMP AND GORE ASPHALT TABULATION ON SHEET 2F.
(7) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
(8) TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
(9) INCLUDES 1890 TONS FROM RAMP AND GORE ASPHALT TABULATION ON SHEET 2F.
(10) INCLUDES 2245 TONS FROM RAMP AND GORE ASPHALT TABULATION ON SHEET 2F.
(11) SEE SHEET 2F1 FOR CURB RAMP TABULATION.
(12) 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.
(13) TO BE USED FOR TRANSITION TAPERS.
(14) 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). SEE TRAFFIC CONTROL TABULATION ON SHEET 2F.
(15) 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.
(16) SEE SP712PTQ FOR ADDITIONAL INFORMATION.
(17) INCLUDES QUANTITY FROM RAMP & GORE AREA PAVEMENT MARKING TABULATION ON SHEET 2F.
(18) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
(19) 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.
(20) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.

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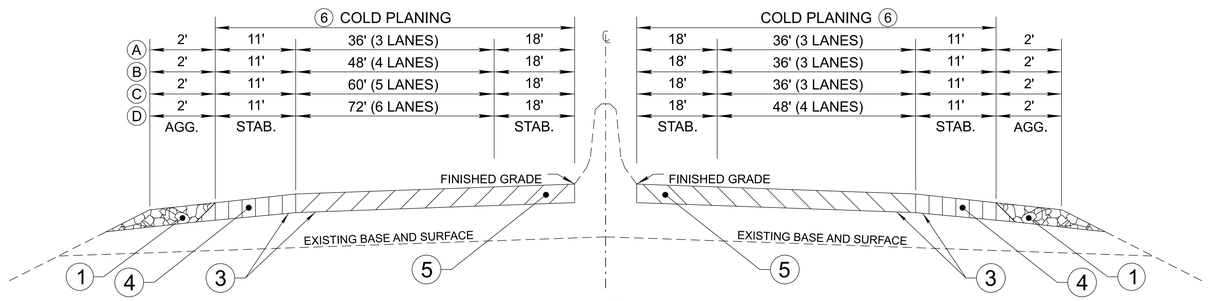
JILL CLAUDINE STANKO
REGISTERED ENGINEER
CERTIFICATE NO. 121754
STATE OF TENNESSEE
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

10/30/2026 10:03:12 AM
\\EGNYTEDRIVE\PROJECTS\TDOT\0126TRITRANSPORTATION\01_DECEMBER\137136.00 - I40 - SHELBY CO\2_ESTIMATED ROADWAY QUANTITIES.DGN

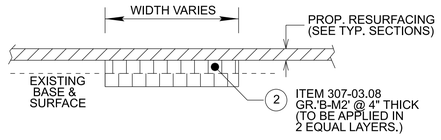
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(380)	2B



I 40

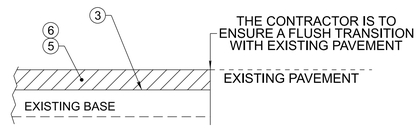
(A) FROM: L.M. 11.74 TO L.M. 11.92
(B) FROM: L.M. 11.92 TO L.M. 12.49
(C) FROM: L.M. 12.49 TO L.M. 12.78
(D) FROM: L.M. 12.78 TO L.M. 13.15

DETAIL OF PARTIAL-DEPTH ASPHALT REPAIR



(NOT TO SCALE)

PAVEMENT DETAIL



AT PROJECT LIMITS L.M. 11.74 & L.M. 13.15
(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"

(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 ASPHALT REPAIR ONLY)

(3) TRACKLESS TACK COAT
ITEM 403-02.01 TRACKLESS TACK COAT (TC)
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD

(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

(5) ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)
ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"

(6) COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)
ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

SEALED BY

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

NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

9/9/2026 5:47:00 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(380)	2C

GENERAL NOTES

GRADING

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

(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.

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.

(3) 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. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.

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.

(5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

(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.

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.

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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(380)	2D

SPECIAL NOTES

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.

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.

(5) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK SO AS NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS TO ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

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.

MULTIMODAL

(1) DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

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(380)	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

(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 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.

SCOPE OF WORK

(6) THIS PROJECT INCLUDES MILL, 411D, E-MIX, COLD-PLANING, SNOWPLOWABLE RAISED PAVEMENT MARKERS, RUMBLE STRIPES, CURB RAMPS, AND PAVEMENT MARKINGS.

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.

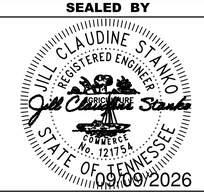
(37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED.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

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(380)	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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(380)	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	2	60
	E5-2	EXIT OPEN	48" x 36"	12	2	24
	E5-2A	EXIT CLOSED	48" x 36"	12	2	24
	G20-2	END ROAD WORK	48" x 24"	8	6	48
	R1-2	YIELD	48" x 48"	8	2	16
	R9-9	SIDEWALK CLOSED	24" x 12"	2	2	4
	R9-10	SIDEWALK CLOSED, USE OTHER SIDE	24" x 12"	2	2	4
	R9-11	SIDEWALK CLOSED AHEAD, CROSS HERE	24" x 18"	3	2	6
	W3-2	YIELD AHEAD	48" x 48"	16	2	32
	W4-1R	MERGING TRAFFIC	48" x 48"	16	1	16
	W4-2L	LEFT LANE ENDS SYMBOL	48" x 48"	16	4	64
	W4-2R	RIGHT LANE ENDS SYMBOL	48" x 48"	16	4	64
	W8-11	UNEVEN LANES	48" x 48"	16	8	128
	W8-15	GROOVED PAVEMENT	48" x 48"	16	8	128
	W8-15P	MOTORCYCLE PLAQUE	30" x 24"	5	8	40
	W8-17	SHOULDER DROP-OFF	48" x 48"	16	4	64
	W11-2	PEDESTRIAN CROSSING	36" x 36"	9	4	36
	W16-7P	DIAGONAL DOWNWARD-POINTING ARROW	21" x 15"	3	2	6
	W16-9P	AHEAD	24" x 12"	2	2	4
	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 500 FT	48" x 48"	16	4	64
	W20-1	ROAD WORK AHEAD	48" x 48"	16	6	96
	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 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
	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
	W21-2	FRESH OIL - PORTABLE	48" x 48"	16	2	32
*	W21-5	SHOULDER WORK	48" x 48"	16	4	64
	W21-5aL	LEFT SHOULDER CLOSED	48" x 48"	16	2	32
	W21-5bL	LEFT SHOULDER CLOSED 1500FT	48" x 48"	16	2	32
	W21-5aR	RIGHT SHOULDER CLOSED	48" x 48"	16	2	32
	W21-5bR	RIGHT SHOULDER CLOSED 1500FT	48" x 48"	16	2	32
	R2-1	SPEED LIMIT	36" x 48"	12	6	72
	TN-44	WORKERS PRESENT WHEN FLASHING	78" x 60"	33	4	132
	NOTE: THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES				TOTAL	2252

*TO BE USED AS DIRECTED BY THE ENGINEER

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
79I00400093	12.540	CROSSES SR-204/COVINGTON PIKE	134'	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" OF NEW ASPHALT.

RAMP & GORE ASPHALT TABULATION

I40 @ COVINGTON PIKE EXIT #10	TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)		COLD PLANING BITUMINOUS PAVEMENT
		D	E	TON
	403-01	411-03.10	411-01.07	415-01.01
SB EXIT	4.77	730	103	833
SB ENT	2.42	370	73	443
NB EXIT	2.80	440	129	569
NB ENT	2.30	350	50	400
TOTALS	12.3	1890	355	2245

RAMP & GORE AREA PAVEMENT MARKING TABULATION

MAINLINE	EXIT #	INTERCHANGE ROUTE #	ROADWAY DIRECTION (N S E W)	ENT/EXIT	ITEM NO. 716-01.23 (EACH)	716-02.03 (L.F.)	716-02.05 (L.F.)	716-02.06 (EACH)	716-02.07 (L.F.)	716-03.01 (EACH)	716-04.12 (S.F.)	716-05.02 (L.F.)	716-05.20 (L.M.)	716-12.02 (L.M.)	716-12.03 (L.F.)	716-12.09 (L.F.)	REMARKS
I-40	10	COVINGTON PIKE	SB	EXIT	113	53	35	8	840	8	21	1330	0.92	0.92	1330		INCLUDES 11 SRPM'S FOR YIELD LINE AND 18 FOR STOP LINE.
I-40	10	COVINGTON PIKE	SB	ENT	53	60			220		21	679	0.48	0.48	679		INCLUDES 11 SRPM'S FOR YIELD LINE.
I-40	10	COVINGTON PIKE	NB	EXIT	19	42			90			372	0.51	0.51	372		
I-40	10	COVINGTON PIKE	NB	ENT	68	58	34	6	250	6		861	0.68	0.68	861	231	INCLUDES 17 SRPM'S FOR STOP LINE.
NOTE: THESE QUANTITIES INCLUDE MARKINGS FOR THE RAMPS ONLY.				TOTAL	253	213	69	14	1400	14	42	3242	2.59	2.59	3242	231	

SEALED BY

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(380)	2F1

CURB RAMP TABULATION

ROADWAY		LOCATION			RAMP TYPE	STANDARD DRAWING NUMBER	CONCRETE (RETROFIT) ITEM NO. 701-02.01 S.F.	DETECTABLE WARNING SURFACE (REHABILITATION) ITEM NO. 701-02.06 S.F.	CONCRETE SIDEWALK (4") ITEM NO. 701-01.01 S.F.	REMARKS
MAINLINE	INTERSECTING	LOG MILE (L.M.)	SIGNALIZED	QUADRANT						
COVINGTON PIKE	I-40 (SB ENTRANCE RAMP)	9.41		SE	PERPENDICULAR	CR-10	100	0	89	RETROFIT.
COVINGTON PIKE	I-40 (SB ENTRANCE RAMP)	9.41		SE	PERPENDICULAR	CR-10	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (SB EXIT RAMP)	9.43		SW	PERPENDICULAR	CR-10	100	0	116	RETROFIT.
COVINGTON PIKE	I-40 (SB EXIT RAMP)	9.43		SW	PERPENDICULAR	CR-10	100	0	164	RETROFIT.
COVINGTON PIKE	I-40 (SB EXIT RAMP)	9.46	X	SW	PERPENDICULAR	CR-10	0	10	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (SB EXIT RAMP)	9.45	X	SW	PERPENDICULAR	CR-10	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (SB EXIT RAMP)	9.46	X	SW	PERPENDICULAR	CR-10	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (SB ENTRANCE RAMP)	9.45	X	SE	PERPENDICULAR	CR-10	0	10	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (SB ENTRANCE RAMP)	9.45	X	SE	PERPENDICULAR	CR-10	0	10	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (SB ENTRANCE RAMP)	9.46	X	SE	PERPENDICULAR	CR-10	0	11	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	COVINGTON PIKE MEDIAN	9.45	X	SW	MONO-DIRECTIONAL	CR-40	0	10	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	COVINGTON PIKE MEDIAN	9.45	X	SE	MONO-DIRECTIONAL	CR-40	0	10	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (NB EXIT RAMP)	0.07	X	NE	PERPENDICULAR	CR-10	0	15	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (NB EXIT RAMP)	0.07	X	NE	PERPENDICULAR	CR-10	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (NB EXIT RAMP)	0.07	X	NE	PERPENDICULAR	CR-10	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (NB ENTRANCE RAMP)	0.07	X	NW	PERPENDICULAR	CR-10	0	9	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (NB ENTRANCE RAMP)	0.07	X	NW	PERPENDICULAR	CR-10	100	0	128	RETROFIT.
COVINGTON PIKE	I-40 (NB ENTRANCE RAMP)	0.07	X	NW	PERPENDICULAR	CR-10	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	COVINGTON PIKE MEDIAN	0.07	X	NW	MONO-DIRECTIONAL	CR-40	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	COVINGTON PIKE MEDIAN	0.07	X	NE	MONO-DIRECTIONAL	CR-40	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (NB EXIT RAMP)	0.09		NE	PERPENDICULAR	CR-10	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (NB EXIT RAMP)	0.09		NE	PERPENDICULAR	CR-10	100	0	111	RETROFIT.
COVINGTON PIKE	I-40 (NB ENTRANCE RAMP)	0.11		NW	PERPENDICULAR	CR-10	0	8	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
COVINGTON PIKE	I-40 (NB ENTRANCE RAMP)	0.11		NW	PERPENDICULAR	CR-10	0	9	0	RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE
						TOTAL	500	175	608	

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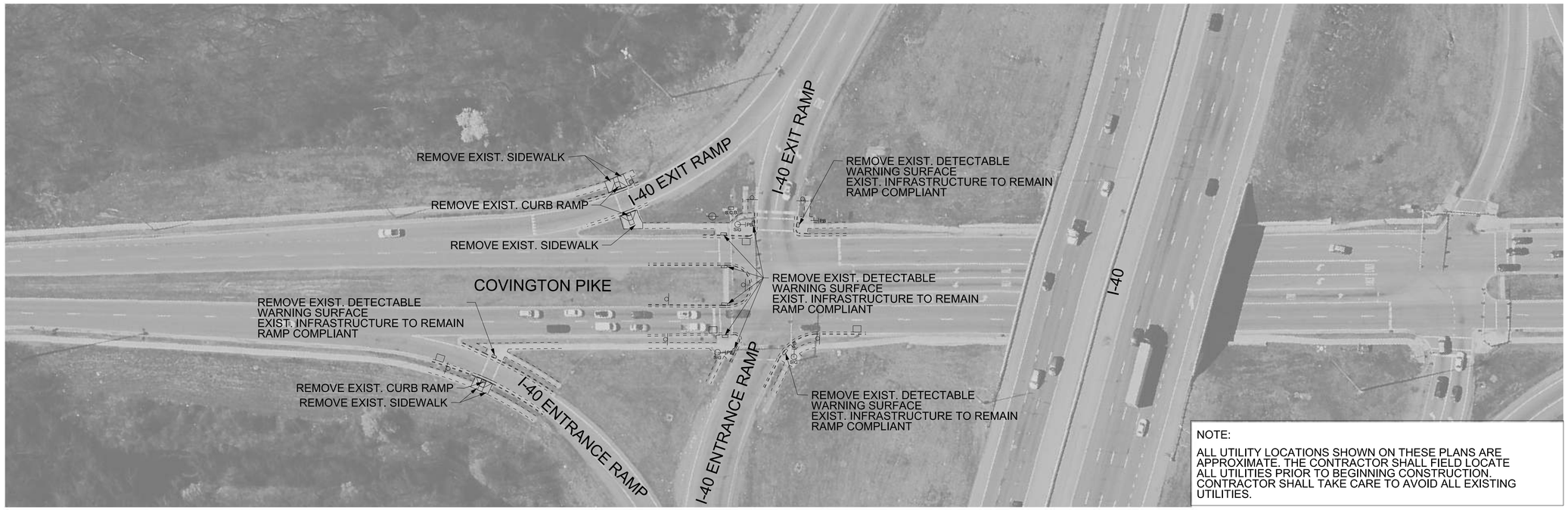
JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
09/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

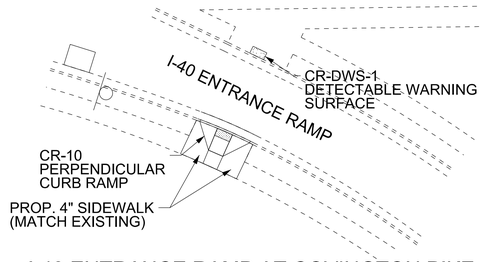
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(380)	2G

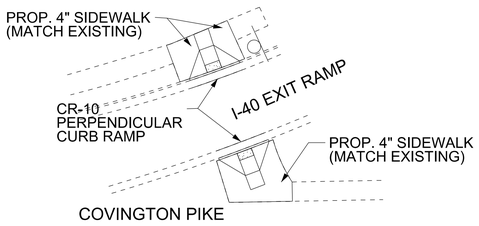


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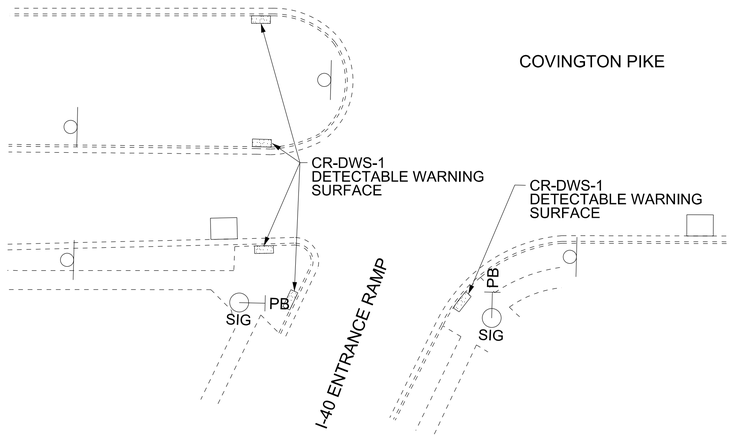
ALL UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL TAKE CARE TO AVOID ALL EXISTING UTILITIES.



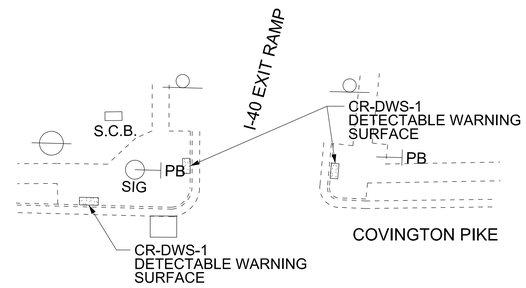
I-40 ENTRANCE RAMP AT COVINGTON PIKE
SCALE: 1"=20'



I-40 EXIT RAMP AT COVINGTON PIKE
SCALE: 1"=20'



I-40 ENTRANCE RAMP AT COVINGTON PIKE
SCALE: 1"=20'



I-40 EXIT RAMP AT COVINGTON PIKE
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER/GAS VALVE
- EXISTING MAIL BOX
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE
- EXISTING SIGNAL CONTROL
- EXISTING UTILITY BOX
- DETECTABLE WARNING SURFACE
- EXISTING GUARDRAIL
- EXISTING SIGNAL POLE
- EXISTING PED PUSHBUTTON
- EXISTING FENCE

TDOT REGION 4 DISTRICT 49 CURB RAMP IMPROVEMENTS

I-40
LOG MILE 11.74 TO LOG MILE 13.15
SHELBY COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

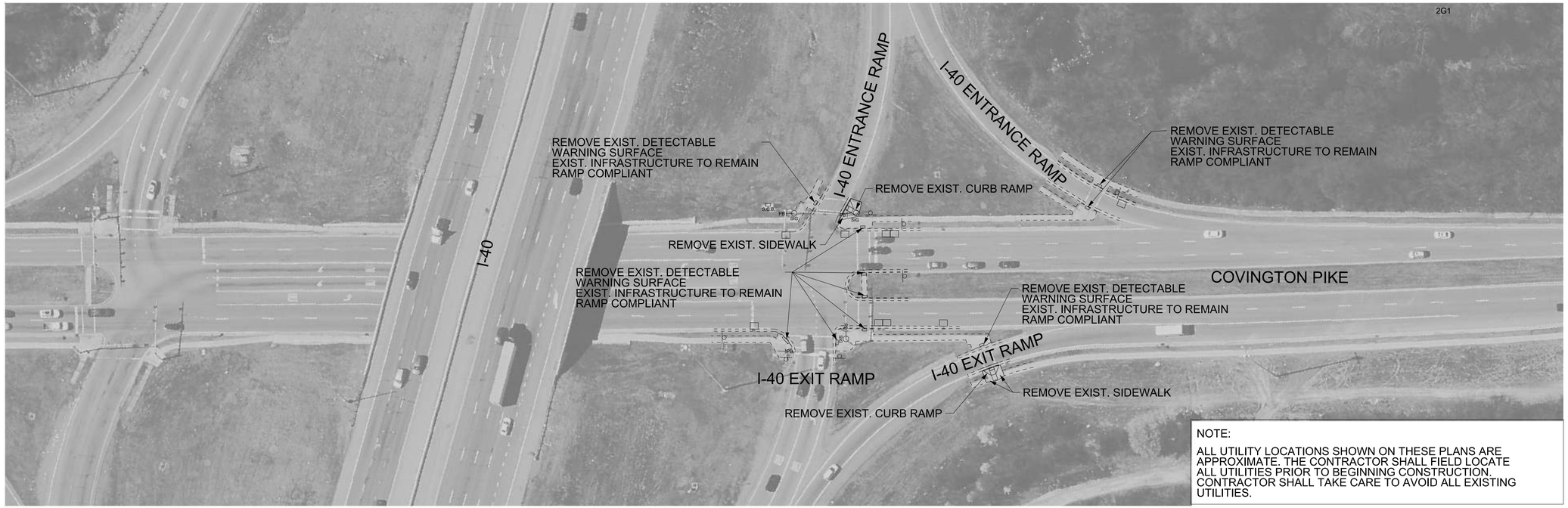
DETAIL SHEET

L.M. 12.58 TO L.M. 12.49

SCALE: 1"= 50'

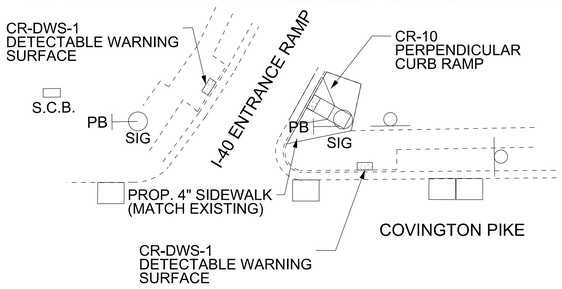
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(380)	2G1

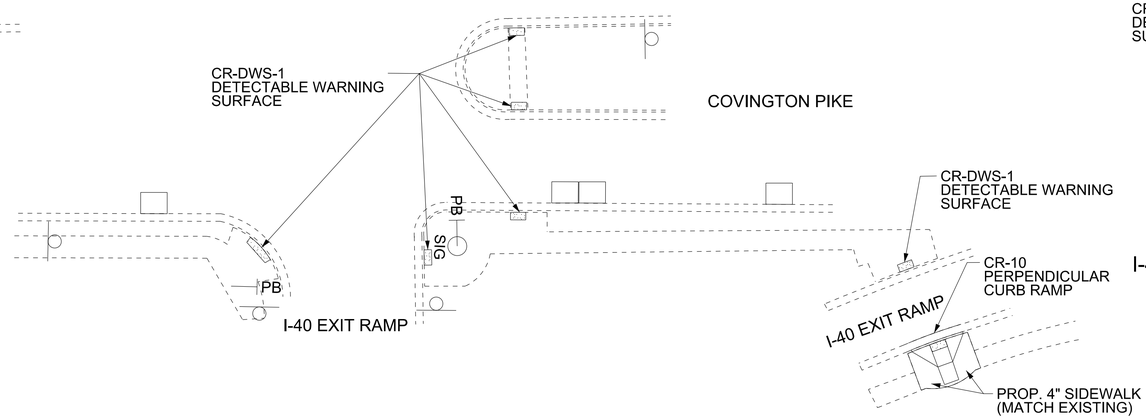


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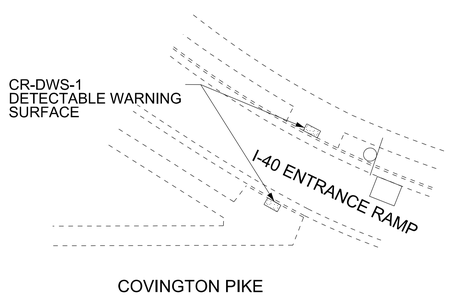
ALL UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL TAKE CARE TO AVOID ALL EXISTING UTILITIES.



I-40 ENTRANCE RAMP AT COVINGTON PIKE
SCALE: 1"=20'



I-40 EXIT RAMP AT COVINGTON PIKE
SCALE: 1"=20'



I-40 ENTRANCE RAMP AT COVINGTON PIKE
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER/GAS VALVE
- EXISTING MAIL BOX
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE
- EXISTING SIGNAL CONTROL
- EXISTING UTILITY BOX
- DETECTABLE WARNING SURFACE
- EXISTING GUARDRAIL
- EXISTING SIGNAL POLE
- EXISTING PED PUSHBUTTON
- EXISTING FENCE

TDOT REGION 4 DISTRICT 49 CURB RAMP IMPROVEMENTS

I-40
LOG MILE 11.74 TO LOG MILE 13.15
SHELBY COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

L.M.12.58 TO L.M. 12.49

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(380)	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

FIBER:
MSTREET FIBER BY MERIDIAM
100 PEABODY PLACE SUITE 800
MEMPHIS, TN 38103
CONTACT: MATTHEW POWELL
OFFICE PHONE: 901 570 4287
Email: M.POWELL@MSTREETFIBER.COM

COMMUNICATIONS:
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

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

COMMUNICATIONS:
CENTURYLINK / LEVEL 3 / LUMEN
8110 CORDOVA ROAD SUITE 101
CORDOVA, TN 38016
CONTACT: BRIAN MCGREGOR
OFFICE PHONE: 901 435 2025
Email: BRIAN.MCGREGOR@LUMEN.COM

COMMUNICATIONS:
VERIZON / XO COMMUNICATIONS
5127 TRUSE ROAD
MEMPHIS, TN 38117
CONTACT: ROBERT STAFFORD
OFFICE PHONE: 901 239 2912
Email: ROBERT.STAFFORD@VERIZON.COM

WATER, GAS, & ELECTRIC:
MLG&W
220 SOUTH MAIN STREET
MEMPHIS, TN 38103
CONTACT: KEENAN WILBURN
OFFICE PHONE: 901 528 4186
Email: KWILBURN@MLGW.ORG

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

SEALED BY

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

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(380)	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. 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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PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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