


THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jill Claudine Stanko 2026.09.09 10:41:53-05'00'

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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-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 | STP/HSIP-14(72) | ROADWAY-SIGN1 |
| | | |
| | | |
| | | |

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

SIGNATURE SHEET

9/9/2026 9:31:01 AM
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Index Of Sheets
SEE SHEET NO. 1A

PROJECT TO BE LET WITH:
SHELBY CO. SR 1, SR 14, AND SR 14 SB
PIN 137595.00 AND SR 3 PIN 133149.00

# STATE OF TENNESSEE
# DEPARTMENT OF TRANSPORTATION
# BUREAU OF ENGINEERING

# SHELBY COUNTY

STATE ROUTE 14A (SOUTHBOUND)
FROM UNION AVE
TO STATE ROUTE 14

## RESURFACE & SAFETY

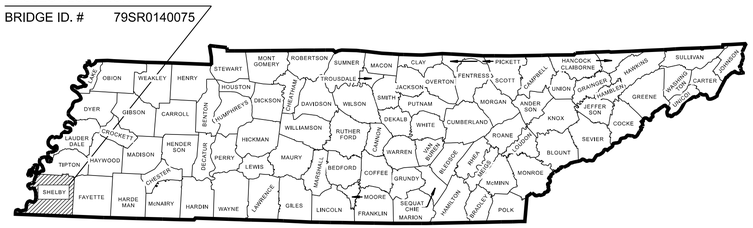
MILL, 411D, CURB RAMPS, AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 14 F.A.H.S. NO. 61

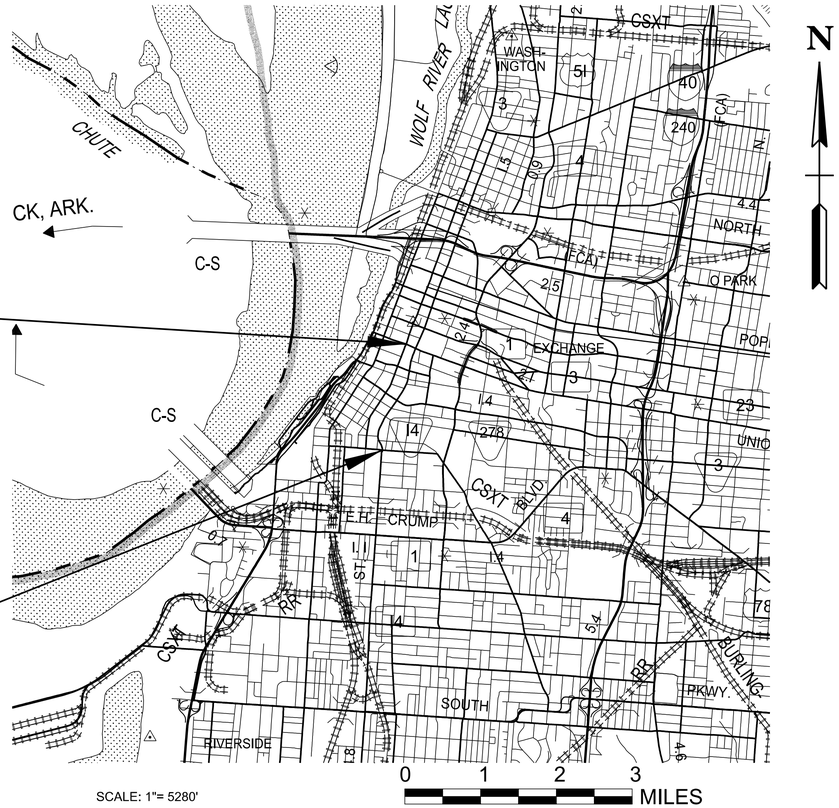
| | | |
|---|---|---|
| DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86 | YES | NO X |
| WORK ZONE SIGNIFICANCE DETERMINATION | | |
| SIGNIFICANT | YES | NO X |
| RAILROAD INVOLVEMENT | YES | NO X |

| TENN. | YEAR | SHEET NO. |
|---|---|---|
| | 2026 | 1 |
| FED. AID PROJ. NO. | STP/HSIP-14(72) | |
| STATE PROJ. NO. | 79S014-F3-010 | |
| STATE PROJ. NO. | 79S014-F8-010 | |

PROJECT LOCATION
BRIDGE ID. # 79SR0140075




NO EXCLUSIONS




79S014-F3-010
79S014-F8-010
BEGIN PROJECT NO. STP/HSIP-14(72) RESURFACE & SAFETY
UNION AVE (L.M. 0.082)

79S014-F3-010
79S014-F8-010
END PROJECT NO. STP/HSIP-14(72) RESURFACE & SAFETY
STATE ROUTE 14 (L.M. 0.93)

PROJECT LENGTH 0.848 MILES
TOTAL LANE MILES RESURFACED 1.93 MILES

SEALED BY
JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
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 : CHLOE BIRDWELL CHECKED BY JILL STANKO, P.E.
P.E. NO. 98043-4283-04 (DESIGN)
PIN NO. 133176.00

| TRAFFIC COUNTER & WEATHER STATIONS | |
|---|---|
| IDENTIFICATION | LOG MILE |
| TC STATION 506 | 0.256 |
| TC STATION 501 | 0.692 |
| TC STATION 499 | 0.882 |

| TRAFFIC DATA | |
|---|---|
| ADT (2027) | 8,360 |
| POSTED SPEED L.M. 0.082 - L.M. 0.93 | 30 MPH |

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# ROADWAY INDEX


| 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 |
| DETAIL SHEETS | 2G-2G3 |
| 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 |
| **10-106.00 MULTIMODAL** | | |
| CR-GN-1 | 04-30-26 | GENERAL NOTES CURB RAMP |
| CR-DWS-1 | 04-30-26 | DETECTABLE WARNING SURFACE DETAIL |
| CR-10 | 04-30-26 | PERPENDICULAR CURB RAMP |
| CR-11 | 04-30-26 | PERPENDICULAR CURB RAMP WITH BRICK DETAILS |
| CR-20 | 04-30-26 | PARALLEL CURB RAMP 5 – FT SIDEWALK |
| CR-30 | 04-30-26 | CURB RAMPS IN CURVE BI-DIRECTIONAL DUAL CROSSING |
| CR-40 | 04-30-26 | MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS |

# STANDARD TRAFFIC DESIGN DRAWINGS

| DWG. | REV. | DESCRIPTION |
|---|---|---|
| **10-200.00 SIGN** | | |
| T-S-16 | 07-30-25 | GROUND MOUNTED ROADSIDE “U” POST SIGN PLACEMENT DETAILS |
| **10-204.00 DESIGN - TRAFFIC CONTROL** | | |
| T-M-1 | 01-24-25 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS |
| T-M-2 | 01-24-25 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS |
| T-M-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-WZ-10 | 03-26-25 | ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS |
| T-WZ-22 | | ONE LANE CLOSURE DETAIL FOR UNDIVIDED HIGHWAYS |
| T-WZ-40 | 03-26-25 | RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS |
| T-WZ-55 | 03-26-25 | SIDEWALK TRAFFIC CONTROL |
| T-WZ-FAB1 | 03-26-25 | FLASHING YELLOW ARROW BOARD |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2026 | STP/HSIP-14(72) | 1A |
| | | | |
| | | | |
| | | | |

**SEALED BY**

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
SIGNATURE
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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## ESTIMATED ROADWAY QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 79S014-F8-010 | QUANTITY 79S014-F3-010 | TOTAL QUANTITY |
|---|---|---|---|---|---|---|
| (1) | 202-03.01 | REMOVAL OF ASPHALT PAVEMENT | S.Y. | 596 | | 596 |
| (2) | 202-08.15 | REMOVAL OF CURB AND GUTTER (ALL TYPES) | L.F. | 299 | | 299 |
| (3) | 307-01.08 | ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2 | TON | 135 | | 135 |
| (4) | 403-02.01 | TRACKLESS TACK COAT | TON | 14 | | 14 |
| (5) | 411-01.10 | ACS MIX(PG64-22) GRADING D | TON | 1734 | | 1734 |
| (6)(7) | 411-01.21 | LONGITUDINAL JOINT SEALANT | L.M. | 2 | | 2 |
| (8) | 415-01.01 | COLD PLANING BITUMINOUS PAVEMENT | TON | 1717 | | 1717 |
| (9) | 611-03.04 | GRAY IRON CASTING (CATCHBASIN) | LB. | | 3250 | 3250 |
| (2)(10) | 701-01.01 | CONCRETE SIDEWALK (4 ") | S.F. | 921 | | 921 |
| (2)(10) | 701-02.01 | CONCRETE CURB RAMP (RETROFIT) | S.F. | 1533 | | 1533 |
| (2)(10) | 701-02.06 | DETECTABLE WARNING SURFACE (REHABILITATION) | S.F. | 224 | | 224 |
| (2) | 702-01 | CONCRETE CURB | C.Y. | 7 | | 7 |
| (2) | 702-03 | CONCRETE COMBINED CURB & GUTTER | C.Y. | 6 | | 6 |
| (11) | 712-01 | TRAFFIC CONTROL | LS | 0.3 | | 0.3 |
| (12) | 712-04.01 | FLEXIBLE DRUMS (CHANNELIZING) | EACH | 34 | | 34 |
| (13) | 712-06 | SIGNS (CONSTRUCTION) | S.F. | 968 | | 968 |
| | 712-07.02 | TEMPORARY BARRICADES (TYPE II) | L.F. | 30 | | 30 |
| | 712-08.03 | ARROW BOARD (TYPE C) | EACH | 2 | | 2 |
| (2) | 713-15.02 | REMOVAL & RELOCATION OF SIGN & SUPPORT | EACH | 3 | | 3 |
| | 716-01.21 | SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR) | EACH | | 24 | 24 |
| | 716-01.22 | SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR) | EACH | 60 | 79 | 139 |
| | 716-01.30 | REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER | EACH | 60 | | 60 |
| (14)(15) | 716-02.04 | PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING) | S.Y. | 147 | | 147 |
| (14)(15)(16) | 716-02.05 | PLASTIC PAVEMENT MARKING (STOP LINE) | L.F. | 700 | | 700 |
| (14)(15) | 716-02.06 | PLASTIC PAVEMENT MARKING (TURN LANE ARROW) | EACH | 14 | | 14 |
| (14)(15) | 716-02.08 | PLASTIC PAVEMENT MARKING (8" DOTTED LINE) | L.F. | | 18 | 18 |
| (14)(15) | 716-02.09 | PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK) | L.F. | 1044 | 510 | 1554 |
| (14)(15) | 716-02.12 | PLASTIC PAVEMENT MARKING (8IN LINE) | L.M. | 0.6 | | 0.6 |
| (14)(15) | 716-03.01 | PLASTIC WORD PAVEMENT MARKING (ONLY) | EACH | 11 | | 11 |
| (14)(15) | 716-04.01 | PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW) | EACH | 7 | | 7 |
| (14)(15) | 716-04.05 | PLASTIC PAVEMENT MARKING (STRAIGHT ARROW) | EACH | 5 | | 5 |
| (14)(15) | 716-04.15 | PLASTIC PAVEMENT MARKING-BIKE SYMBOL/ARROW SHARED | EACH | 4 | | 4 |
| (16)(17) | 716-05.05 | PAINTED PAVEMENT MARKING (STOP LINE) | L.F. | 671 | | 671 |
| (14)(18) | 716-05.08 | PAINTED PAVEMENT MARKING (PARKING LINE) | L.F. | 622 | | 622 |
| (18) | 716-05.20 | PAINTED PAVEMENT MARKING (6" LINE) | L.M. | 2.7 | | 2.7 |
| (14) | 716-12.02 | ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) | L.M. | 0.7 | 2 | 2.7 |
| | 717-01 | MOBILIZATION | LS | 0.3 | | 0.3 |

NOTE: THERE ARE NO GUARDRAIL ADJUSTMENTS WITHIN THE PROJECT LIMITS

## FOOTNOTES

(1) TO BE USED FOR PARTIAL-DEPTH ASPHALT REPAIRS ONLY.
(2) SEE SHEETS 2G-2G3 FOR DETAILS.
(3) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01.
(4) INCLUDES 2 TONS FOR FOR PARTIAL-DEPTH ASPHALT REPAIR AND 2 TONS FOR CITY STREETS.
(5) INCLUDES 280 TONS FOR EXTRA WIDTH PAVING.
(6) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
(7) TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
(8) INCLUDES 277 TONS FOR CITY STREETS.
(9) COST TO INCLUDE REMOVAL OF EXISTING GRATE AND REPLACEMENT WITH BICYCLE FRIENDLY GRATES WHERE APPLICABLE, INCLUDING MATERIAL, PARTS, LABOR, EQUIPMENT, MACHINERY, TOOLS, OR APPARATUS NECESSARY FOR REMOVAL AND INSTALLATION. THE CONTRACTOR SHALL VERIFY GRATE DIMENSIONS IN THE FIELD. SEE SHEET 2F FOR DETAILS.
(10) SEE CURB RAMP TABULATION ON SHEET 2F1.
(11) 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.
(12) TO BE USED FOR TRANSITION TAPERS.
(13) 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 SIGN TABULATION ON SHEET 2F.
(14) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
(15) 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.
(16) ALL STOP BARS ON SIDE STREETS WILL BE MARKED AS DIRECTED BY THE ENGINEER.
(17) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.
(18) TO BE USED FOR ON STREET PARKING FROM L.M. 0.082 TO L.M. 0.373.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2026 | STP/HSIP-14(72) | 2 |
| | | | |
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SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER No. 121754 STATE OF TENNESSEE

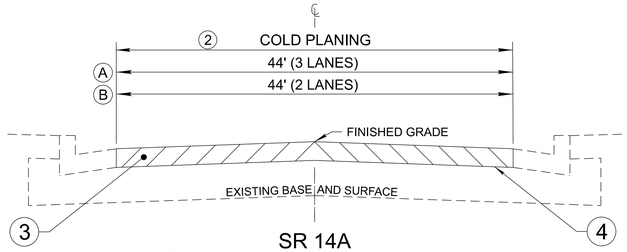
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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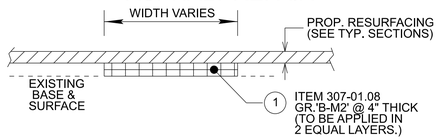
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2026 | STP/HSIP-14(72) | 2B |
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SR 14A

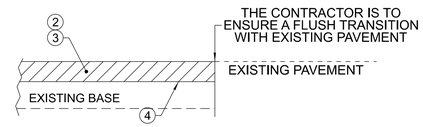
(A) FROM: L.M. 0.082 TO L.M. 0.23
FROM: L.M. 0.75 TO L.M. 0.84
(B) FROM: L.M. 0.23 TO L.M. 0.75
FROM: L.M. 0.84 TO L.M. 0.93

## DETAIL OF PARTIAL-DEPTH ASPHALT REPAIR




(NOT TO SCALE)

## PAVEMENT DETAIL




AT PROJECT LIMITS L.M. 0.082 & L.M. 0.93
(NOT TO SCALE)

## PROPOSED PAVEMENT SCHEDULE

| | |
|---|---|
| (1) **BITUMINOUS COURSE (BINDER) @ 4.00"± THICK (APPROX. 452.0 LBS./S.Y.)**<br>ITEM 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"<br>(TO BE USED FOR PARTIAL-DEPTH ASPHALT REPAIR ONLY) | (3) **ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)**<br>ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D" |
| (2) **COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)**<br>ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT | (4) **TRACKLESS TACK COAT**<br>ITEM 403-02.01 TRACKLESS TACK COAT (TC)<br>SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD |

**SEALED BY**

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

NOT TO SCALE

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2026 | STP/HSIP-14(72) | 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

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

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

## 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

(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.

(7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

(8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.

(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

(5) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.

(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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GENERAL NOTES

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| RESURF | 2026 | STP/HSIP-14(72) | 2D |
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# SPECIAL NOTES

## PAVEMENT

### RESURFACING

(3) TAPER AROUND ALL CATCH BASINS, AREA DRAINS, AND MANHOLES AS DIRECTED BY THE ENGINEER.

## 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.

## 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

(2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION. ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

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SPECIAL NOTES

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# 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) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL FIELD REVIEW MEETINGS.

### 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, SNOWPLOWABLE RAISED PAVEMENT MARKERS, CURB RAMPS, CATCHBASIN ADJUSTMENT, AND PAVEMENT MARKING.

## 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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ENVIRONMENTAL NOTES

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# 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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## 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. |
|---|---|---|---|---|---|---|---|
| G20-2 | END ROAD WORK | 48" | x | 24" | 8 | 21 | 168 |
| R3-7L | LEFT LANE MUST TURN LEFT | 48" | x | 48" | 16 | 2 | 32 |
| 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, CROSS HERE | 24" | x | 18" | 3 | 2 | 6 |
| W4-2L | LEFT LANE ENDS | 48" | x | 48" | 16 | 2 | 32 |
| W4-2R | RIGHT LANE ENDS | 48" | x | 48" | 16 | 2 | 32 |
| W8-11 | UNEVEN LANES | 48" | x | 48" | 16 | 2 | 32 |
| W8-15 | GROOVED PAVEMENT | 48" | x | 48" | 16 | 2 | 32 |
| W8-15P | MOTORCYCLE PLAQUE | 30" | x | 24" | 5 | 2 | 10 |
| W9-3a | INTERIOR LANE SHIFT | 48" | x | 48" | 16 | 2 | 32 |
| W11-2 | PEDESTRAIN CROSSING | 36" | x | 36" | 9 | 4 | 36 |
| W12-1 | DOUBLE ARROW | 48" | x | 48" | 16 | 2 | 32 |
| W16-2P | 1000 FT | 24" | x | 18" | 3 | 2 | 6 |
| W16-2P | 500 FT | 24" | x | 18" | 3 | 2 | 6 |
| W16-7P | DIAGONAL DOWNWARD-POINTING ARROW | 21" | x | 15" | 2 | 2 | 4 |
| W16-9P | AHEAD | 21" | x | 12" | 2 | 2 | 4 |
| W20-1 | ROAD WORK 1/2 MILE | 48" | x | 48" | 16 | 2 | 32 |
| W20-1 | ROAD WORK 1500 FT | 48" | x | 48" | 16 | 2 | 32 |
| W20-1 | ROAD WORK 1000 FT | 48" | x | 48" | 16 | 2 | 32 |
| W20-1 | ROAD WORK 500 FT | 48" | x | 48" | 16 | 2 | 32 |
| W20-1 | ROAD WORK AHEAD | 48" | x | 48" | 16 | 19 | 304 |
| W20-5L | LEFT LANE CLOSED 1000 FT | 48" | x | 48" | 16 | 2 | 32 |
| W20-5R | RIGHT LANE CLOSED 1000 FT | 48" | x | 48" | 16 | 2 | 32 |
| THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES. | | | | | | TOTAL | 968 |

## CATCH BASINS

| LOG MILE | DIR | LEFT | RIGHT | GRAY IRON CASTINGS (CATCH BASIN) 611-03.04 |
|---|---|---|---|---|
| 0.094 | SB | X | | 250 |
| 0.164 | SB | | X | 250 |
| 0.229 | SB | | X | 250 |
| 0.280 | SB | X | X | 500 |
| 0.413 | SB | X | X | 750 |
| 0.435 | SB | | X | 250 |
| 0.552 | SB | | X | 250 |
| 0.838 | EB | X | X | 500 |
| 0.911 | EB | | X | 250 |
| | | | TOTAL | 3250 |

NOTE: Estimated grate weights in this table are based on standard 24" by 38.5" TDOT grate.

## BRIDGE DECK RECOMMENDATIONS (RESURFACING)

| BRIDGE NUMBER | CROSSES OVER/UNDER | UNDERPASS VERTICAL CLEARANCE | LOCATION LOG MILE | BRIDGE DECK RECOMMENDATIONS |
|---|---|---|---|---|
| 79SR0140075 | PEDESTRIAN WALKWAY | 17'1" | 0.20 | TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT. |

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TABULATED QUANTITIES

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| RESURF | 2026 | STP/HSIP-14(72) | 2F1 |
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# CURB RAMP TABULATION

| ROADWAY | | LOCATION | | SIGNALIZED YES / NO | STANDARD DRAWING NO. | CURB RAMP (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.) | QUADRANT | | | | | | |
| SR-14SB (S 2ND ST) | PEABODY PLACE | 0.22 | NE | X | CR-11 | 100 | | 57 | RETROFIT. |
| SR-14SB (S 2ND ST) | PEABODY PLACE | 0.24 | SW | X | CR-20 | 187 | | 108 | RETROFIT. |
| SR-14SB (S 2ND ST) | PEABODY PLACE | 0.24 | SE | X | CR-20 | 243 | | 59 | RETROFIT. INLCUDES REMOVAL OF EXISTING TRASH CAN. |
| SR-14SB (S 2ND ST) | BEALE STREET | 0.28 | NW | X | CR-10 | 100 | | 42 | RETROFIT. BEGIN RAMP WEST OF THE EXISTING UTILITY BOX. |
| SR-14SB (S 2ND ST) | BEALE STREET | 0.28 | NE | X | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | BEALE STREET | 0.29 | SW | X | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | BEALE STREET | 0.29 | SE | X | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | WESTIN MEMPHIS HOTEL DRIVEWAY | 0.32 | NE | | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO RIGHT OF WAY CONSTRAINT. INSTALL DETECTABLE WARNING SURFACE |
| SR-14SB (S 2ND ST) | WESTIN MEMPHIS HOTEL DRIVEWAY | 0.32 | SE | | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | LT. GEORGE W. LEE AVENUE | 0.35 | NE | | CR-10 | | 11 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO RIGHT OF WAY CONSTRAINT. INSTALL DETECTABLE WARNING SURFACE |
| SR-14SB (S 2ND ST) | LT. GEORGE W. LEE AVENUE | 0.36 | SE | | CR-10 | | 10 | | RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | DR. M.L. KING JR. AVENUE | 0.41 | NW | X | CR-10 | 100 | | 82 | RETROFIT. |
| SR-14SB (S 2ND ST) | DR. M.L. KING JR. AVENUE | 0.41 | NE | X | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | DR. M.L. KING JR. AVENUE | 0.43 | SW | X | CR-10 | | 10 | | RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | DR. M.L. KING JR. AVENUE | 0.43 | SE | X | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | E PONTOTOC AVENUE | 0.48 | NW | | CR-10 | | 10 | | RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | E PONTOTOC AVENUE | 0.48 | NE | | CR-10 | | 10 | | RETROFIT. |
| SR-14SB (S 2ND ST) | E PONTOTOC AVENUE | 0.49 | SW | | CR-40 | 100 | | 40 | RETROFIT. |
| SR-14SB (S 2ND ST) | E PONTOTOC AVENUE | 0.49 | SE | | CR-30 | 100 | | 57 | RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | VANCE AVENUE | 0.55 | NE | X | CR-10 | | 10 | | RAMP COMPLIANT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | VANCE AVENUE | 0.56 | SW | X | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO RIGHT OF WAY CONSTRAINT. INSTALL DETECTABLE WARNING SURFACE |
| SR-14SB (S 2ND ST) | VANCE AVENUE | 0.56 | SE | X | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | TALBOT AVENUE | 0.62 | NW | | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (S 2ND ST) | TALBOT AVENUE | 0.63 | SW | | CR-10 | | 11 | | RETROFIT. |
| SR-14SB (S 2ND ST) | HULING AVENUE | 0.70 | NW | | CR-40 | 100 | | 26 | EXISTING INFRASTRUCTURE TO REMAIN DUE TO RIGHT OF WAY CONSTRAINT. INSTALL DETECTABLE WARNING SURFACE |
| SR-14SB (S 2ND ST) | HULING AVENUE | 0.71 | SW | | CR-40 | | 11 | | Retrofit. |
| SR-14SB (S 2ND ST) | E BUTLER AVENUE | 0.73 | NW | | CR-10 | 100 | | 38 | EXISTING INFRASTRUCTURE TO REMAIN DUE TO RIGHT OF WAY CONSTRAINT. INSTALL DETECTABLE WARNING SURFACE |
| SR-14SB (S 2ND ST) | E BUTLER AVENUE | 0.73 | NE | | CR-10 | | 10 | | RETROFIT. |
| SR-14SB (S 2ND ST) | E BUTLER AVENUE | 0.74 | SW | | CR-10 | 100 | | 86 | EXISTING INFRASTRUCTURE TO REMAIN DUE TO RIGHT OF WAY CONSTRAINT. INSTALL DETECTABLE WARNING SURFACE |
| SR-14SB (S 2ND ST) | E BUTLER AVENUE | 0.74 | SE | | CR-10 | | 10 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (GE PATTERSON AVE) | SOUTH 2ND STREET | 0.82 | NW | X | CR-10 | | 11 | | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. INSTALL DETECTABLE WARNING SURFACE. |
| SR-14SB (GE PATTERSON AVE) | SOUTH 2ND STREET | 0.82 | NW | X | CR-10 | | 10 | | RETROFIT. |
| SR-14SB (GE PATTERSON AVE) | SOUTH 2ND STREET | 0.82 | NE | X | CR-10 | 100 | | 175 | RETROFIT. |
| SR-14SB (GE PATTERSON AVE) | SOUTH 2ND STREET | 0.83 | SW | X | CR-10 | 103 | | 87 | RETROFIT. |
| SR-14SB (GE PATTERSON AVE) | SOUTH 2ND STREET | 0.83 | SE | X | CR-10 | 100 | | 64 | EXISTING INFRASTRUCTURE TO REMAIN DUE TO UTILITY CONFLICT. |
| | | | | | TOTAL | 1533 | 224 | 921 | |

**SEALED BY**

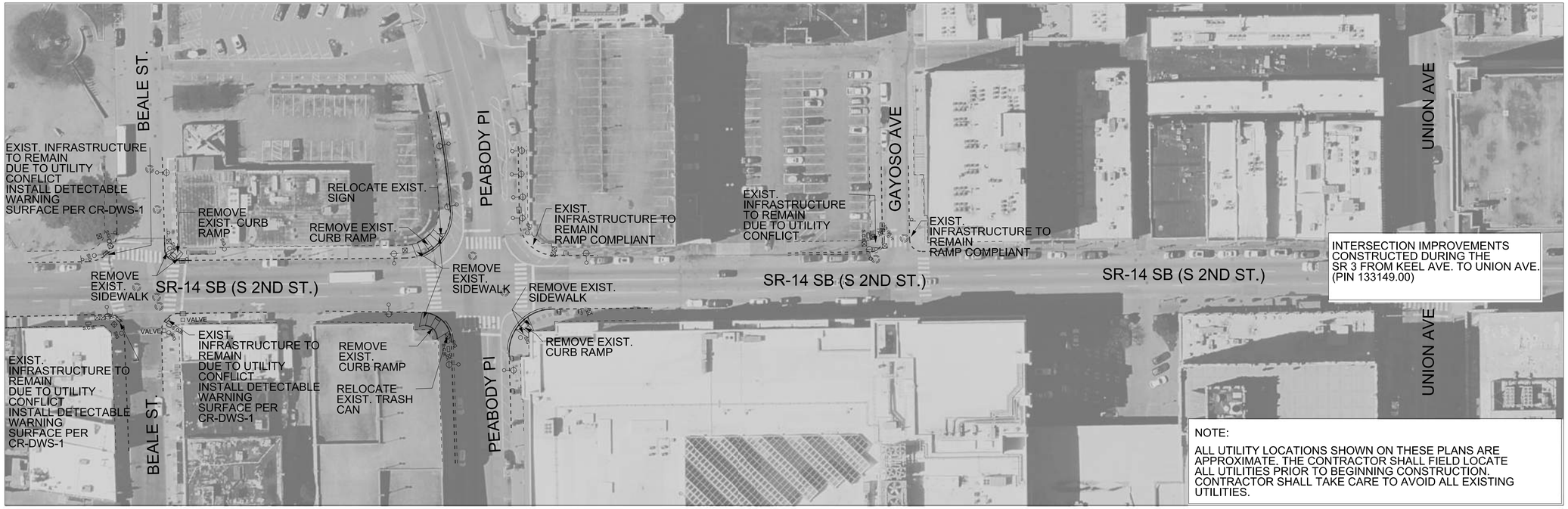
JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
09/09/2026

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

TABULATED QUANTITIES

9/8/2026 8:15:00 AM
Z:\TDOTDOT\0126TR\TRANSPORTATION\01_DECEMBER\133176.00 - SR14A - SHELBY CO\2F1_TABULATED QUANTITIES.DGN

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF. | 2026 | STP/HSIP-14(72) | 2G |
| | | | |
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INTERSECTION IMPROVEMENTS CONSTRUCTED DURING THE SR 3 FROM KEEL AVE. TO UNION AVE. (PIN 133149.00)

NOTE:

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.




SR-14 SB (SOUTH SECOND STREET) AT BEALE STREET
SCALE: 1"=20'




SR-14 SB (SOUTH SECOND STREET) AT PEABODY PLACE
SCALE: 1"=20'

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 POST
- EXISTING FENCE

FOR REFERENCE ONLY

SEALED BY

# TDOT REGION 4 DISTRICT 49 CURB RAMP IMPROVEMENTS

SR-14 SB
LOG MILE 0.082 TO LOG MILE 0.930
SHELBY COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

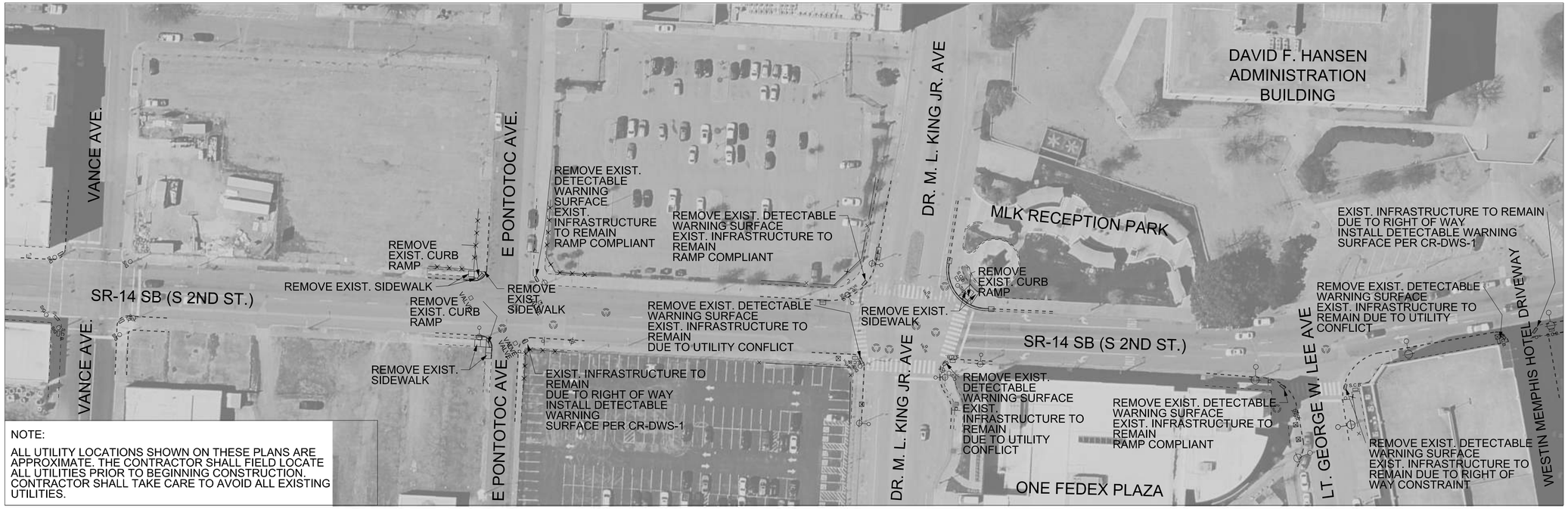
DETAIL SHEET

L.M. 0.082 TO L.M. 0.30

SCALE: 1"= 50'

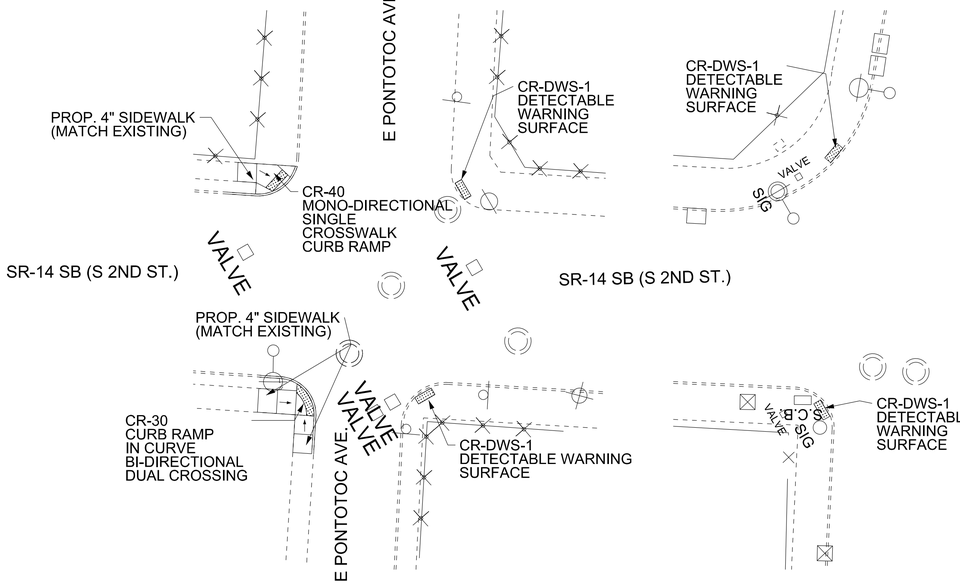
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$$$$DGNSPEC$$$$$$$

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
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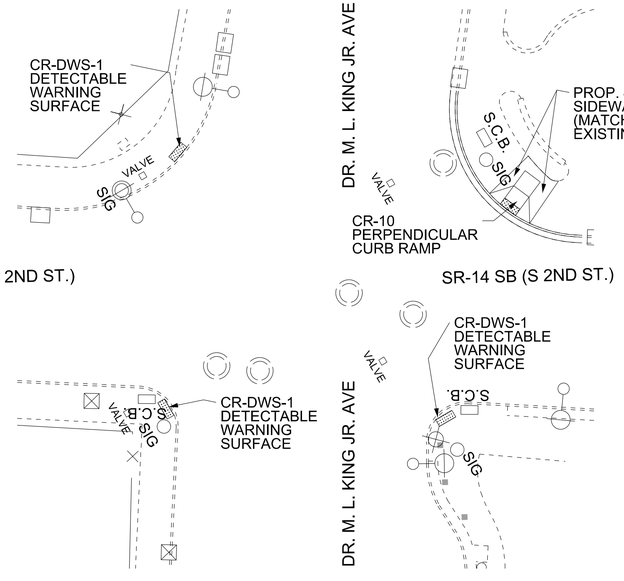



NOTE:

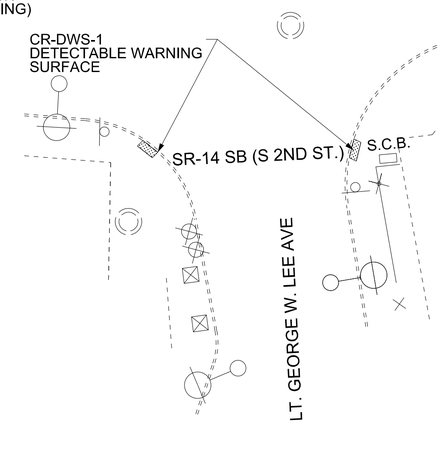
ALL UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL TAKE CARE TO AVOID ALL EXISTING UTILITIES.



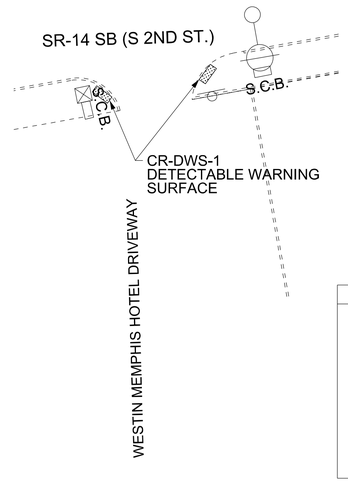

SR-14SB (SOUTH SECOND STREET) AT EAST PONTOTOC AVENUE
SCALE: 1"=20'




SR-14SB (SOUTH SECOND STREET) AT DR. MARTIN LUTHER KING JR. AVENUE
SCALE: 1"=20'




SR-14SB (SOUTH SECOND STREET) AT LT. GEORGE W. LEE AVENUE
SCALE: 1"=20'




SR-14SB (SOUTH SECOND STREET) AT WESTIN MEMPHIS HOTEL DRIVEWAY
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 POST
- EXISTING FENCE

# TDOT REGION 4 DISTRICT 49 CURB RAMP IMPROVEMENTS

SR-14 SB
LOG MILE 0.082 TO LOG MILE 0.930
SHELBY COUNTY

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

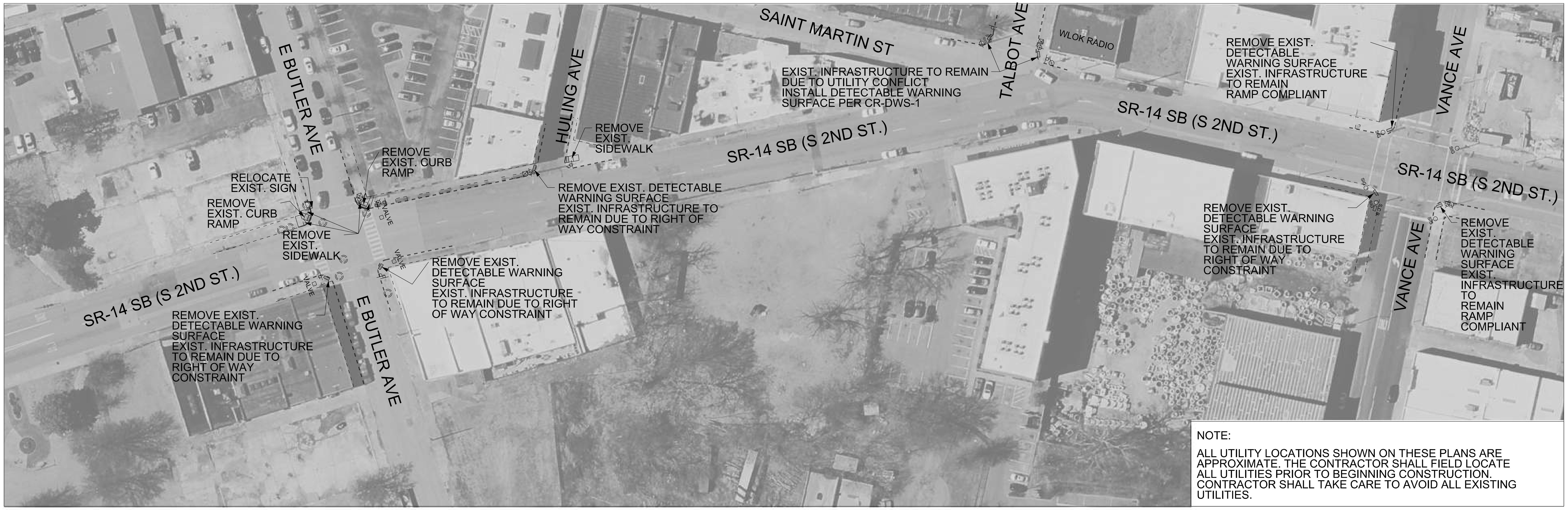
DETAIL SHEET

L.M. 0.54 TO L.M. 0.30

SCALE: 1"= 50'

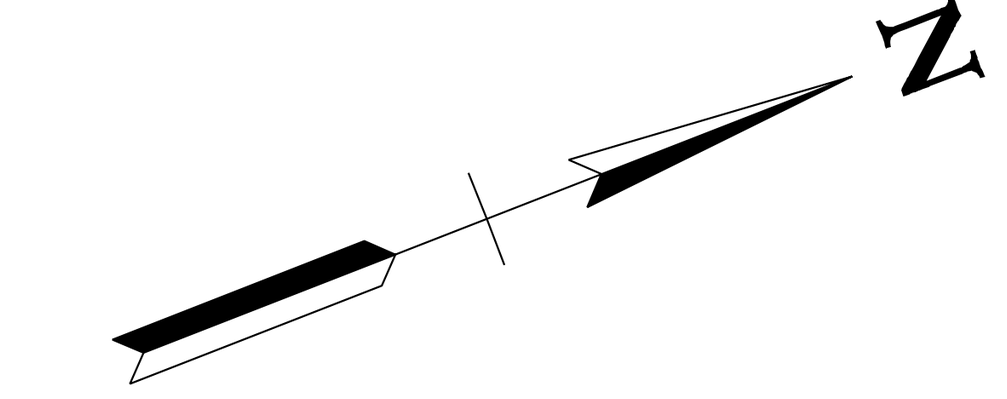
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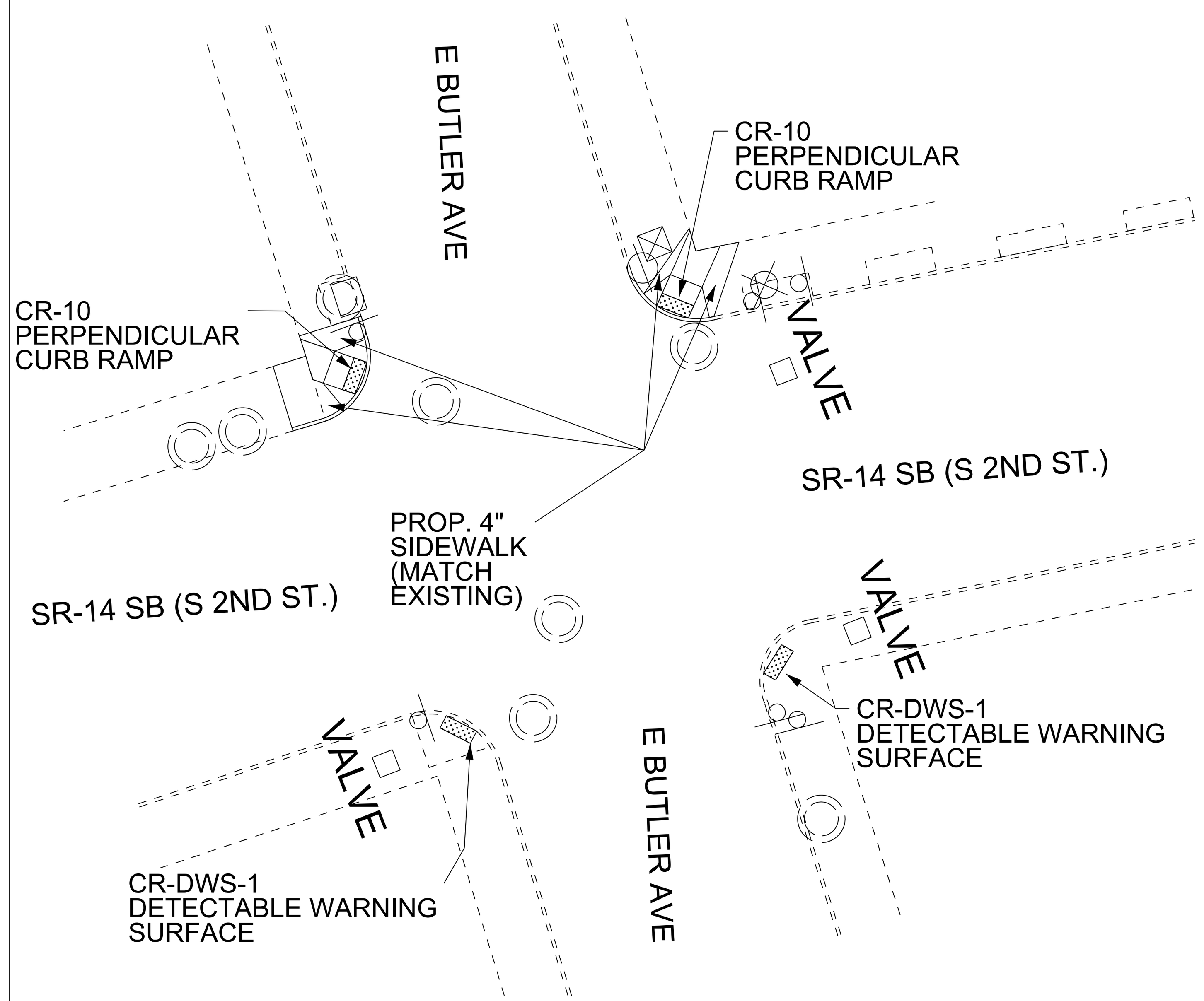
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF. | 2026 | STP/HSIP-14(72) | 2G2 |
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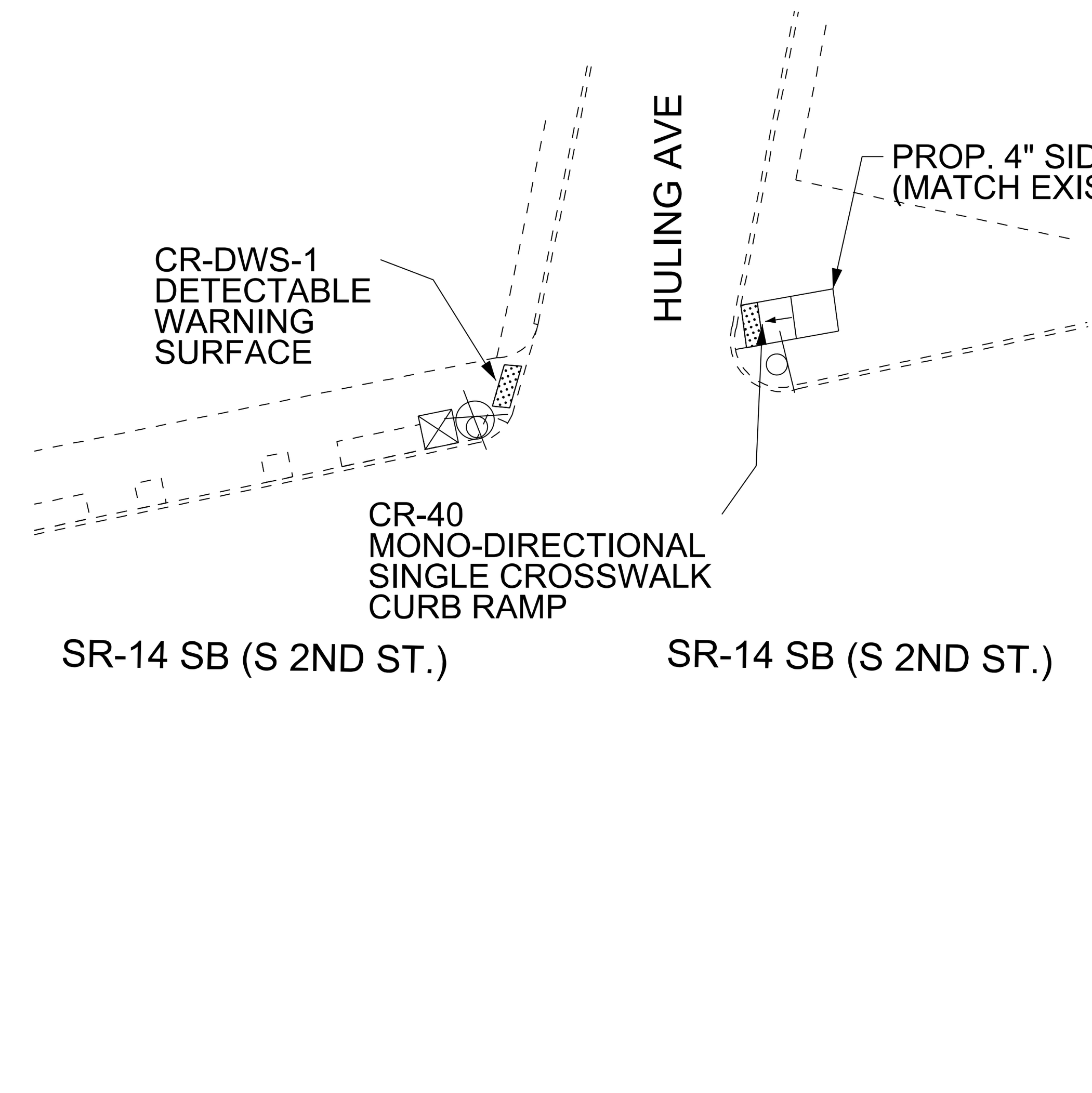

NOTE:

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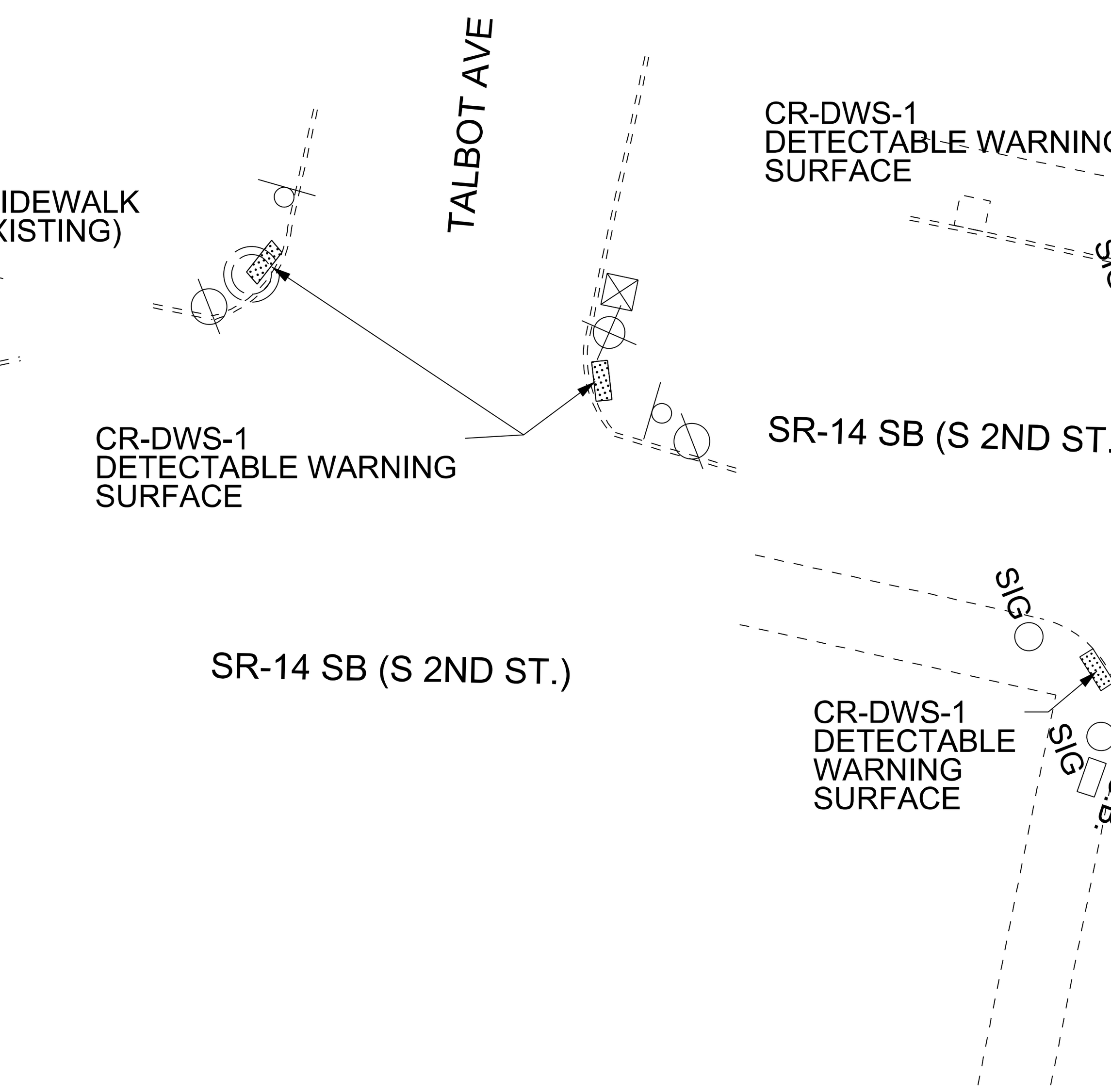


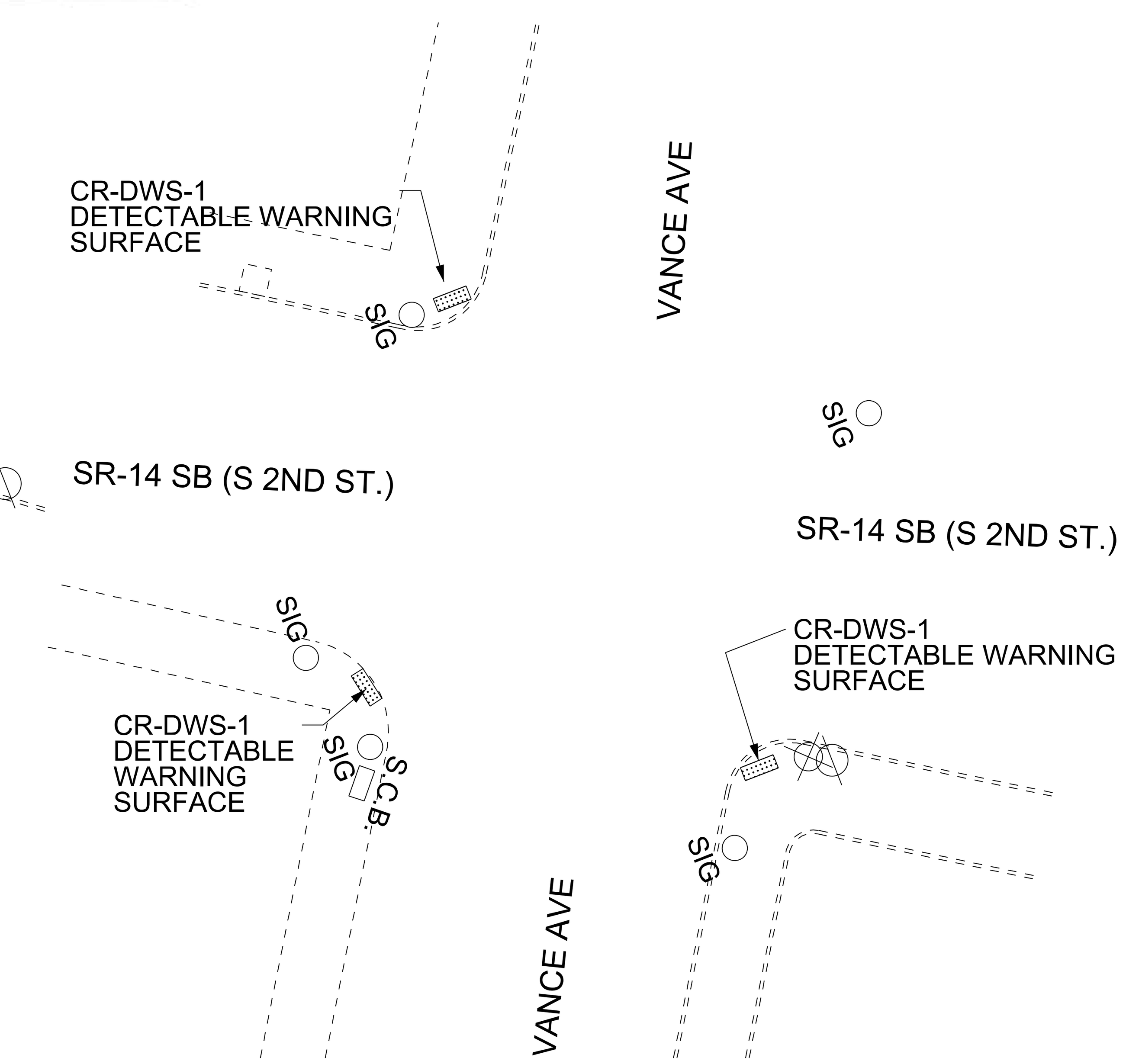

SR-14SB (SOUTH SECOND STREET) AT EAST BUTLER AVENUE
SCALE: 1"=20'




SR-14SB (SOUTH SECOND STREET) AT HULING AVENUE
SCALE: 1"=20'




SR-14SB (SOUTH SECOND STREET) AT TALBOT AVENUE
SCALE: 1"=20'




SR-14SB (SOUTH SECOND STREET) AT VANCE AVENUE
SCALE: 1"=20'

FOR REFERENCE ONLY

SEALED BY

## LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- EXISTING WATER/GAS VALVE (VALVE)
- EXISTING MAIL BOX (MB)
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE
- EXISTING SIGNAL CONTROL (S.C.B.)
- EXISTING UTILITY BOX
- DETECTABLE WARNING SURFACE
- EXISTING GUARDRAIL
- EXISTING SIGNAL POLE (SIG)
- EXISTING PED PUSHBUTTON (PB)
- EXISTING POST
- EXISTING FENCE

# TDOT REGION 4 DISTRICT 49 CURB RAMP IMPROVEMENTS

SR-14 SB
LOG MILE 0.082 TO LOG MILE 0.930
SHELBY COUNTY

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

DETAIL SHEET

L.M. 0.79 TO L.M. 0.54

SCALE: 1"= 50'

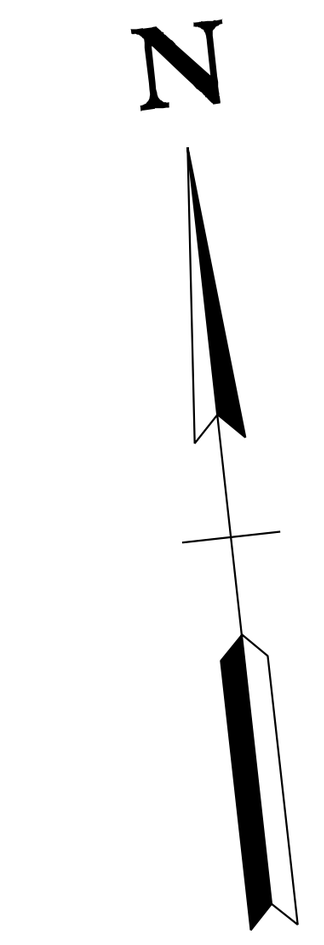
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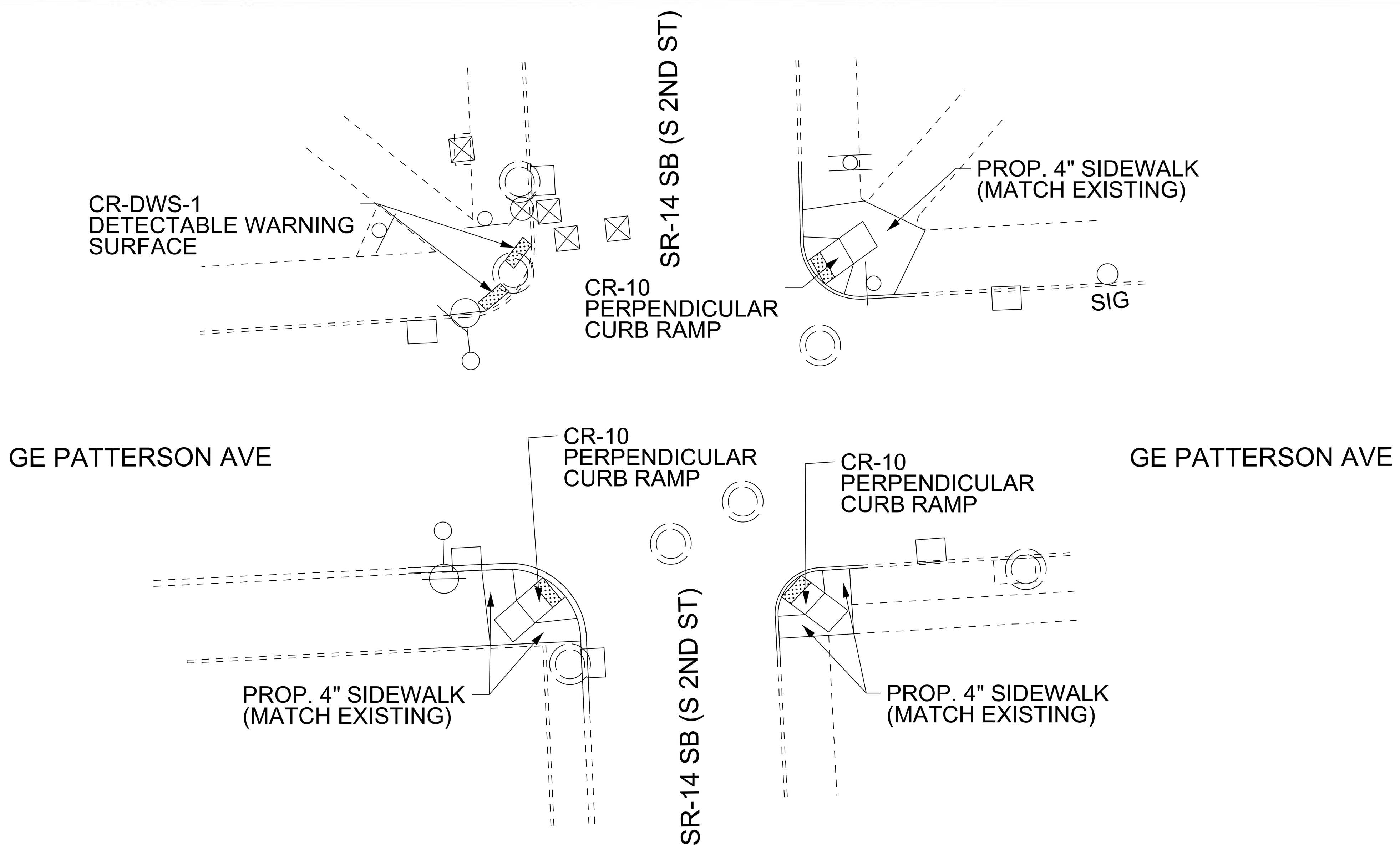
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF. | 2026 | STP/HSIP-14(72) | 2G3 |
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NOTE:

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.




SR-14SB (SOUTH SECOND STREET) AT GE PATTERSON AVENUE
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 POST
- EXISTING FENCE

# TDOT REGION 4 DISTRICT 49 CURB RAMP IMPROVEMENTS

SR-14 SB
LOG MILE 0.082 TO LOG MILE 0.930
SHELBY COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

L.M. 0.79 TO L.M. 0.93
SCALE: 1"= 50'

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

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2026 | STP/HSIP-14(72) | 3 |
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## 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

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

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

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

**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

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

**COMMUNICATIONS:**
**COMCAST**
5450 WINCHESTER ROAD
MEMPHIS, TN. 39115
CONTACT: ANDREW SMITH
OFFICE PHONE: 901 623 7471
901 208 6380
Email: ANDREW_SMITH@COMCAST.COM

**SIGNALS:**
**CITY OF MEMPHIS**
125 NORTH MAIN ST. SUITE 668
MEMPHIS, TN. 38103
CONTACT: RANDALL TATUM
OFFICE PHONE: 901 636 6710
Email: RANDALL.TATUM@MEMPHISTN.GOV

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

**DRAINAGE/STORMWATER:**
**CITY OF MEMPHIS**
125 NORTH MAIN ST. SUITE 677
MEMPHIS, TN. 38103
CONTACT: ELIZABETH KLINE
OFFICE PHONE: 901 636 6700
901 636 6905
Email: ELIZABETH.KLINE@MEMPHISTN.GOV

**CABLE:**
**CHARTER COMMUNICATIONS**
24 CIRCLE DRIVE
MCKENZIE, TN. 38201
CONTACT: KEITH CHESSER
OFFICE PHONE: 731 352 1146
731 621 9552
Email: KEITHER.CHESSER@CHARTER.COM

**COMMUNCATION:**
**ZAYO**
2030 POWERS FERRY RD SE, STE-360
ATLANTA, GA. 30339
CONTACT: RUSTY PERDIEU
OFFICE PHONE: 706 889 6967
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**SEALED BY**

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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. |
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| RESURF | 2026 | STP/HSIP-14(72) | T1 |
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# 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.

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