

9/9/2026

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jill Claudine Stanko 2026.09.09 09:01:19-05'00'

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

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

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD ROADWAY DRAWINGS	1A1
STANDARD STRUCTURE AND TRAFFIC DESIGN DRAWINGS	1A2
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1 - 2B8
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F, 2F1 - 2F4
DETAIL SHEETS	2G, 2G1 - 2G7
RIGHT-OF-WAY NOTES, UTILITY NOTES, AND UTILITY OWNERS	3
PROPERTY MAP(S) AND RIGHT-OF-WAY ACQUISITION TABLE(S)	3A – 3C
PRESENT LAYOUT(S)	4 9
RIGHT-OF-WAY DETAILS	4A – 9A
PROPOSED LAYOUT(S)	4B – 9B
PROPOSED PROFILE(S)	4C 7C
RAMP PROFILE(S)	10 – 16
SIDE ROADS PROFILE(S)	17 – 27
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILE(S)	28
DRAINAGE MAP(S)	29 - 30
CULVERT SECTION(S)	31 - 32
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	33, 34, 35-37F
SIGNING AND PAVEMENT MARKING PLAN(S)	38 - 45
SIGN SCHEDULE SHEET(S)	46 – 50
MISCELLANEOUS SIGNING DETAILS	51
TRAFFIC CONTROL PLANS	T1 – T35

YEAR	PROJECT NO.	SHEET NO.
2026	STP-M-NH-I-40-1(372)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT- SIGNATURE SHEET.DGN



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jill Stanko
2026.11.04 13:07:58-06'00'

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MEMPHIS, TN 38125
JILL STANKO, P.E. 121754

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SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN2
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD ROADWAY DRAWINGS	1A1
ESTIMATED ROADWAY QUANTITIES	2
BASELINE PROFILE(S)	17 – 23
SIDE ROAD PROFILES(S)	27
ROADWAY CROSS SECTIONS	52-90
SIDE ROAD CROSS SECTIONS	91-145
TRAFFIC CONTROL PLANS	T2

YEAR	PROJECT NO.	SHEET NO.
2026	STP-M-NH-I-40-1(372)	ROADWAY-SIGN2

REV. 10/30/2026
ADDED THIS SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT- SIGNATURE SHEET 2.DGN

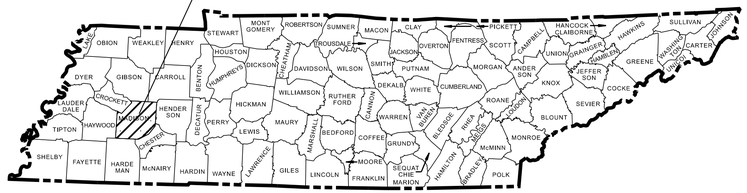
Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	STP-M-NH-I-40-1(372)	
STATE PROJ. NO.	57I040-F3-003	

PROJECT LOCATION
BRIDGE ID. # 57I00400037



PS&E

GRADE, DRAIN, BRIDGE, PAVE, SIGN, CONSTRUCTION, SIGNAL, AND LIGHTING

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

MADISON COUNTY

I-40 INTERCHANGE AT CHRISTMASVILLE ROAD
(EXIT 85)

NO EXCLUSIONS

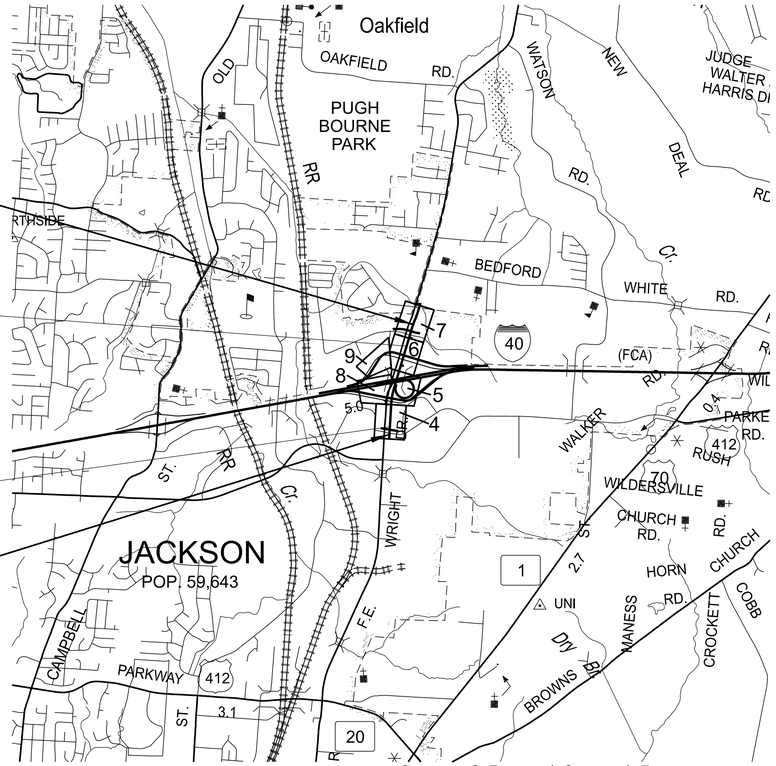
PROJECT TO BE CONSTRUCTED UNDER TRAFFIC

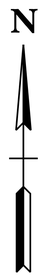
57I040-F3-003
END PROJECT NO. STP-M-NH-I-40-1(372) CONSTRUCTION
STA. 241+00.00
N 503565.3175 E 1143508.6344

57I040-S2-003
END PROJECT NO. STP-M-NH-I-40-1(372) ROW
STA. 233+16.31 CHRISTMASVILLE ROAD
N 502815.1760 E 1143281.8575

57I040-S2-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) ROW
STA. 204+28.59 CHRISTMASVILLE ROAD
N 500002.8478 E 1142698.3931

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONSTRUCTION
STA. 201+60.00
N 499734.7143 E 1142682.6598





R.O.W. LENGTH	0.546 MILES
ROADWAY LENGTH	0.691 MILES
BRIDGE LENGTH	0.054 MILES
BOX BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES ▲
PROJECT LENGTH	0.746 MILES

▲ Not included in the project length (Non Riding Surface).

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

SURVEY 10-23-23

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

CHRISTMASVILLE I-40

TRAFFIC DATA		TRAFFIC DATA	
ADT (2028)	16,730	ADT (2028)	57,630
ADT (2048)	20,080	ADT (2048)	74,930
DHV (2028)	1,804	DHV (2028)	4,719
D	39 - 61	D	51 - 48
T (ADT)	12 %	T (ADT)	34 %
T (DHV)	12 %	T (DHV)	34 %
V	45 MPH	V	70 MPH

COORDINATES ARE NAD/83(1995) (2011 ADJUSTMENT) ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 12B

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: SETH HENDREN, P.E.
DESIGNED BY : FISHER ARNOLD
DESIGNER : JILL STANKO, P.E. CHECKED BY JOHN PANKEY, P.E.
P.E. NO. 57I040-S0-002 (NEPA)
PIN NO. 132680.00

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PS&E INDEX OF SHEETS

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1
SIGNATURE SHEETS	ROADWAY-SIGN2
TITLE SHEET	1
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STANDARD STRUCTURE AND TRAFFIC DESIGN DRAWINGS	1A2
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ROADWAY CROSS SECTIONS	52 – 90
SIDE ROAD CROSS SECTIONS	91 – 145
TRAFFIC CONTROL PLANS	T1 – T35
SIGNATURE SHEETS	BRIDGE-SIGN1
SIGNATURE SHEETS	BRIDGE-SIGN2
BRIDGE PLANS	B-1
SIGNATURE SHEETS	GEOTECH-SIGN1
SIGNATURE SHEETS	GEOTECH-SIGN2
GEOTECHNICAL PLANS	G-1
SIGNATURE SHEETS	ITS-SIGN1
ITS PLANS	ITS-1
SIGNATURE SHEETS	LIGHTING-SIGN1
SIGNATURE SHEETS	LIGHTING-SIGN2
LIGHTING PLANS	L-1
SIGNATURE SHEETS	SIGNAL-SIGN1
SIGNATURE SHEETS	SIGNAL-SIGN2
SIGNAL PLANS	SIG-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS	S-1
UTILITIES PLANS	U1–1

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

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-8	02-20-20	STANDARD LEGEND FOR NATURAL STREAM DESIGN
10-101.00 STANDARDS ROADWAY DRAWINGS		
RD18-TS-6	01-30-26	URBAN MAJOR ARTERIAL FLUSH MEDIAN (4-6 LANE)
RD18-TS-7A		FREEWAYS WITH MEDIAN BARRIER (4-6 LANE)
RD18-TS-8	04-30-26	RAMPS (1-2-3 LANE)
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-LR-1		MINIMUM RUNOFF LENGTHS (LR) FOR URBAN HIGHWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-S-11B		DESIGN AND CONSTRUCTION DETAILS FOR ROCK CUT SLOPE AND CATCHMENT
RD11-SA-1	04-30-26	SAFETY APPROACH TO UNDERPASSES GRADING DESIGN AND SLOPE PROTECTION
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD11-SD-4		INTERSECTION SIGHT DISTANCE 4-LANE AND 5-LANE UNDIVIDED ROADWAYS
RD-UD-3	01-09-24	UNDERDRAIN DETAILS
RD-UD-4	06-28-19	UNDERDRAIN LATERAL DETAILS
RD-UD-9	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	1A
PS&E	2026	STP-M-NH-I-40-1(372)	1A

REV. 10/30/2026
ADDED SHEETS TO INDEX ROADWAY-SIGN2, BASELINE PROFILE(S), BRIDGE-SIGN2, GEOTECH-SIGN2, LIGHTING-SIGN2, AND SIGNAL-SIGN2.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
PROFESSIONAL ENGINEER
No. 121734
STATE OF TENNESSEE
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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10-102.00 AQUATIC ORGANISM PASSAGE (AOP) DESIGN, PIPE CULVERTS, AND ENDWALLS

D-FLU-2		BRIDGE END DRAIN FLUME DETAILS
D-FLU-2A		BRIDGE END DRAIN FLUME DETAILS
D-FLU-3	04-14-25	BRIDGE END DRAIN FLUME DETAILS
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PB-4	01-09-24	PIPE COLLAR DETAILS
D-PE-18A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-18B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-36A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 36" PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-36B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 36" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-99	03-04-21	TYPE "U" CROSS DRAIN ENDWALL DETAILS, PIPE GRATE & SKEWED CONNECTION
D-SEW-1A	01-30-26	TYPE "SAFETY" SIDE ENDWALL WITH STEEL PIPE GRATE, FOR 15" THRU 48" PIPES, 6:1 SLOPE
SD-MSE-1	06-28-19	SIDE DRAIN MITERED END SECTION

10-104.00 CATCH BASINS AND MANHOLES

D-CB-12LP	02-20-20	LOW PROFILE 32" X 32" SQUARE CONCRETE NO. 12LP CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-12P	02-20-20	STANDARD PRECAST RECTANGULAR CONCRETE NO.12 CATCH BASIN
D-CB-12RA	01-28-22	STANDARD PRECAST 48" CIRCULAR NO. 12 CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-12RB	02-20-20	STANDARD PRECAST 60" AND 72" CIRCULAR NO. 12 CATCH BASIN FOR USE WITH 6" VERTICAL CURB
D-CB-12S	02-20-20	STANDARD RECTANGULAR CONCRETE NO. 12 CATCH BASIN
D-CB-42RB	02-20-20	STANDARD PRECAST CIRCULAR NO. 42 CATCH BASIN
D-CB-42S	02-20-20	STANDARD 32" X 32" SQUARE CONCRETE NO. 42 CATCH BASIN
D-CB-99	02-20-20	MISCELLANEOUS DETAILS FOR RECTANGULAR STRUCTURES
D-CB-99R	01-28-22	MISCELLANEOUS DETAILS FOR ROUND STRUCTURES
D-CB-99RA	10-29-21	BILL OF STEEL FOR ROUND CATCH BASIN LIDS
D-CBB-12A	06-28-19	TYPE 'B' CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS
D-CBB-12D	07-07-23	TYPE "B" CAST IRON FRAME, GRATE & CURB HOOD DETAILS FOR NOS. 12, 14, 16 & 17 TYPE CATCH BASINS
D-MH-2	02-20-20	STANDARD PRECAST NO. 3 MANHOLE
D-MH-3	02-20-20	TYPICAL DESIGN OF LIDS FOR NO. 3 MANHOLE
D-MH-4	02-20-20	STANDARD NO. 3 MANHOLE CASTINGS AND STEPS
D-MH-5	02-20-20	STANDARD 5' 2" X 5' 2" SQUARE CONCRETE NO. 3 MANHOLE
D-RMH-1		PRECAST MANHOLE STRUCTURES (48' THRU 120")

10-106.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

RP-J-1	05-01-20	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-3	05-01-20	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-5	05-01-20	TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS
RP-J-7	05-01-20	CONCRETE RAMP JOINT TYPES AND SPACING
RP-J-9	05-01-20	CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT
RP-J-11	05-01-20	3/4" AND 1 3/4" EXPANSION AND EDGE PAVEMENT JOINTS
RP-J-13	05-01-20	3/4" AND 1 3/4" ELASTOMERIC COMPRESSION JOINT SEALS
RP-J-15	05-01-20	LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS
RP-J-17	05-01-20	DOWEL ASSEMBLY DEVICES
RP-J-18	01-28-22	DOWEL ASSEMBLY DEVICES
RP-J-19	05-01-20	DOWEL ASSEMBLY DEVICES
RP-D-15	04-01-25	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-D-16	04-01-25	DETAILS OF LOWERED STANDARD CONCRETE DRIVEWAYS
RP-R-1	04-21-25	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
RP-VC-10	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 8" TO 12" GUTTER DEPTH)
RP-VC-11	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 6" & 7" GUTTER DEPTH)
S-F-1	03-01-23	HIGH VISIBILITY FENCE

10-107.00 MULTIMODAL

CR-GN-1	04-30-26	GENERAL NOTES CURB RAMP
CR-DWS-1	04-30-26	DETECTABLE WARNING SURFACE DETAIL
CR-CRT-1	04-30-26	CURB RAMP TYPES
CR-GTL-1	04-30-26	GUTTER TRANSITION LAYOUT
CR-GTL-2	04-30-26	GUTTER TRANSITION LAYOUT
CR-PL-1	04-30-26	PERPENDICULAR CURB RAMP PLACEMENT LAYOUT
CR-10	04-30-26	PERPENDICULAR CURB RAMP
CR-PL-2	04-30-26	PARALLEL CURB RAMP PLACEMENT LAYOUT
CR-PL-2	04-30-26	PARALLEL CURB RAMP PLACEMENT LAYOUT
CR-20	04-30-26	PARALLEL CURB RAMP 5 – FT SIDEWALK
CR-21	04-30-26	COMBINATION RAMP USED WITH WIDE SIDEWALK
CR-40	04-30-26	MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
CR-50	04-30-26	PEDESTRIAN REFUGE
CR-51	04-30-26	PEDESTRIAN REFUGE
MM-SW-1	04-30-26	DETAILS FOR CONCRETE SIDEWALKS
MM-TS-2	04-30-26	LATERAL OFFSETS FOR SIDEWALK AND SHARED USE PATH
MM-TS-3	04-30-26	SEPARATED SHARED USE PATH TYPICAL SECTIONS

10-108.00 SAFETY DESIGN AND GUARDRAILS

S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
S-PL-3	03-01-23	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-4A	01-09-24	SAFETY PLAN FOR BRIDGE PIERS IN CLEAR ZONE & OUT OF CLEAR ZONE
S-PL-6	04-30-26	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-PL-7	04-30-26	SAFETY PLAN HARDWARE PLACEMENT AT INTERSECTIONS
S-CC-1	10-01-24	CRASH CUSHION
S-GR31-1	10-31-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-AGT-1		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-2		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-3		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-4		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-5		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-6		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-AGT-7		LONG SPAN APPROACH GUARDRAIL TRANSITION
S-GRC-4	10-31-25	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
S-GRC-5	10-31-25	GUARDRAIL CONNECTION TO BRIDGE ENDS (TRAILING ENDS)
S-GRS-3	06-28-19	SPECIAL CASE GUARDRAIL FOOTING
S-GRS-7A	07-30-24	SHORT RADIUS-GUARDRAIL SYSTEM (SRGS) ANCHOR DETAILS
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-3	06-28-19	TYPE 21 GUARDRAIL END TERMINAL
S-GRT-4	01-30-25	TYPE 21 GATING END TERMINAL
S-GRT-4A		TYPE 21 GATING END TERMINAL ANCHOR DETAILS
S-GRT-4B		GATING TERMINAL POST & RAIL DETAILS
S-GRA-1	06-28-19	TYPE 12 GUARDRAIL ANCHOR
S-GRA-3	01-09-24	TYPE 13 GUARDRAIL ANCHOR
S-SSMB-4	07-17-20	FLARED SINGLE SLOPE CONCRETE MEDIAN BARRIER WALL (VERTICAL BACK)

10-109.00 EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-11	03-16-17	CULVERT PROTECTION TYPE 1
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-39	08-01-12	CURB INLET PROTECTION TYPE 1 & 2
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	1A1
PS&E	2026	STP-M-NH-I-40-1(372)	1A1

REV. 10/30/2026
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FROM PAGE 1.

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10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
ROADWAY
DRAWINGS

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STANDARD STRUCTURE AND TRAFFIC DESIGN DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	1A2
PS&E	2026	STP-M-NH-I-40-1(372)	1A2

DWG.	REV.	DESCRIPTION
10-300.00	**NEW STRUCTURES**	
STD-1-1SS	07-09-25	BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET
STD-1-2SS	05-31-24	STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS
STD-1-5	06-05-23	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
STD-4-1	04-08-05	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-2	04-08-05	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA
STD-4-3	03-02-02	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS
STD-4-4	06-10-96	STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS
STD-5-1		STANDARD PILE DETAILS
STD-6-1	12-08-23	STANDARD SEISMIC DETAILS
STD-8-2SS		SINGLE SLOPE PARAPET STANDARD LIGHT SUPPORT DETAILS
STD-8-6	10-03-18	TRI-STAR STATE EMBLEM FINISH DETALS
STD-9-1	10-07-08	STANDARD REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS
STD-10-1	06-05-23	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
STD-10-2	06-05-23	MISC. ABUTMENT & PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS
10-200.00	**SIGN**	
T-S-6	07-30-25	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-9	07-30-25	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-11	07-30-25	DELINEATOR AND MILEPOST DETAILS
T-S-12	07-30-25	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-13	07-30-25	I-BEAM BREAK-AWAY LARGE SIGN SUPPORT DETAILS
T-S-14	07-30-25	WF-BEAM BREAK-AWAY LARGE SIGN SUPPORT DETAILS
T-S-15	07-30-25	STANDARD CONDUIT & GROUND DETAILS FOR OVERHEAD & CANTILEVER SIGN STRUCTURES
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE "U" POST SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-30-25	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-18	07-30-25	END OF ROADWAY, DEAD END SIGNS, AND METAL BARRICADES (TYPE III)
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS
T-S-21	07-30-25	DETAILS FOR SIGNS MOUNTS ON CONCRETE MEDIAN BARRIERS
T-S-22	07-30-25	SIGN LAYOUT FOR HOV LANES
T-S-23A	07-30-25	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23B	07-30-25	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
T-S-23C	07-30-25	BREAKWAY POST SIGN SUPPORTS
10-201.00	**SIGNALS**	
T-SG-2	12-18-25	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3B		ALTERNATE DETECTION DETAILS
T-SG-5	12-18-25	CONTROLLER CABINET DETAILS
T-SG-6	12-18-25	PEDESTRIAN SIGNAL DETAILS
T-SG-6A		TYPE A PEDESTAL POLE DETAILS
T-SG-6B		TYPE B PEDESTAL POLE DETAILS
T-SG-7	12-18-25	SIGNAL HEAD ASSEMBLIES
T-SG-7C	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT ONE-LANE AND TWO-LANE APPROACHES
T-SG-7D	1-21-26	TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES
T-SG-7E	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-7F	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-9	12-18-25	CANTILEVER SIGNAL SUPPORT DETAIL
T-SG-9A	12-18-25	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	12-18-25	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-11	12-18-25	MAINTENANCE OF EXISTING SIGNALS DURING HIGHWAY CONSTRUCTION
T-SG-12	12-18-25	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
T-SG-13	12-18-25	FLASHING BEACON DETAIL
10-202.00	**LIGHTING AND UTILITY POLES**	
T-FO-2		FIBER OPTIC UNDERGROUND ENTRANCE DETAILS
T-FO-4		FIBER OPTIC PULL BOX, CABINET & POLE DETAILS
T-L-1	07-15-24	STANDARD LIGHTING FOUNDATION DETAILS
T-L-1TM	07-15-24	STANDARD LIGHTING DETAILS TENON MOUNTED OFFSET LIGHTING SUPPORTS
T-L-3	07-15-24	STANDARD LIGHTING DETAILS PULL BOXES
T-L-4	07-15-24	STANDARD LIGHTING DETAILS CONDUIT, CABLE INSTALLATION
T-L-5		STANDARD LIGHTING DETAILS CONTROL CENTER 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-M-4A2		STANDARD RRFB COMMERCIAL AND STREET ENTRANCES
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-24-25	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9A	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9B	07-22-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-15A	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-14	03-26-25	TWO-OUTSIDE LANE CLOSURE FOR INTERSTATES AND EXPRESSWAYS
T-WZ-15	03-26-25	INTERIOR LANE CLOSURE FOR EXPRESSWAYS AND FREEWAYS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-21	03-26-25	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-26-25	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-42	03-26-25	CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-55	03-26-25	SIDEWALK TRAFFIC CONTROL
T-WZ-61	03-26-25	ROLLING ROADBLOCK DETAIL FOR DIVIDED HIGHWAYS
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
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	03-26-25	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD STRUCTURE AND TRAFFIC DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	1B
PIH	2026	STP-M-NH-I-40-1(372)	1B
PS&E	2026	STP-M-NH-I-40-1(372)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISION	DESCRIPTION	STA. / LOCATION
EDEC001	ENVIRONMENTAL DIVISION, ECOLOGY	CLIFF SWALLOW AND BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) WILL NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS MAY BE REMOVED OR DESTROYED, AND MEASURES MAY BE IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (E.G., CLOSING OFF AREA USING NETTING).	
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	AN ASBESTOS CONTAINING MATERIAL (ACM) SURVEY WAS COMPLETED ON BRIDGE NO. 57I00400037 CHRISTMASVILLE ROAD OVER I-40 LM 3.23 (57-00872-03.23). NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORT FOR FURTHER DETAILS AND PHOTOGRAPHS. NO SPECIAL ACCOMMODATIONS FOR DEMOLITION AND WASTE DISPOSAL ARE ANTICIPATED FOR THESE STRUCTURES AND THE MATERIAL CAN BE DEPOSITED IN A C&D LANDFILL. PRIOR TO THE DEMOLITION OR REHABILITATION OF ANY STRUCTURE (BRIDGE OR BUILDING), THE CONTRACTOR IS REQUIRED TO SUBMIT THE NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS STANDARD 10-DAY NOTICE OF DEMOLITION TO THE TDEC DIVISION OF AIR POLLUTION CONTROL (PER TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JANUARY 1, 2021) SECTIONS 107.08.D AND 202.03).	

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DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 57I040-F3-003
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
	202-02.21	REMOVAL OF PIPE (15" RCP)	L.F.	110
	202-02.22	REMOVAL OF PIPE (12" CMP)	L.F.	20
	202-02.23	REMOVAL OF PIPE (24" RCP)	L.F.	20
	202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	166
(22)	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	18660
	202-04.01	REMOVAL OF STRUCTURES (2 EW, RAMP C STA. 65+29.48)	LS	1
	202-04.02	REMOVAL OF STRUCTURES (2 EW, RAMP E STA. 615+64.63)	LS	1
	202-08.10	REMOVAL OF CURB (RAISED)	L.F.	175
	202-08.15	REMOVAL OF CURB AND GUTTER (6-30)	L.F.	297
(12-14)(27)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	30813
(27)	203-03	BORROW EXCAVATION (UNCLASSIFIED)	C.Y.	24890
	203-07	FURNISHING & SPREADING TOPSOIL	C.Y.	769
	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	40
(5)(6)	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.	35
(5)(6)	209-05	SEDIMENT REMOVAL	C.Y.	605
(5)(6)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	2300
(5)(6)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	10000
(5)(6)	209-08.07	ROCK CHECK DAM	EACH	8
(5)(6)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
(5)(6)	209-09.40	CURB INLET PROTECTION (TYPE 1)	EACH	39
(5)(6)	209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH	2
(5)(6)	209-40.31	CATCH BASIN PROTECTION (TYPE B)	EACH	2
(5)(6)(18)	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	39
(2)(27)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	26805
(27)	303-01.09	MINERAL AGGREGATE, TYPE A BASE, GRADING D LIMESTONE	TON	4397
(5)(6)(19)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	105
(15)	303-10.04	MINERAL AGGREGATE (SIZE 57)	TON	2026
(27)	307-01.22	ASP. CONC. MIX(PG76-22) (BPMB-HM) GR. A-S	TON	254
(23)(27)	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	2176
(24)(27)	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	2217
(27)	307-03.01	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	1746
(27)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	960
(27)	307-03.12	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING CM	TON	701
(27)	313-03	TREATED PERMEABLE BASE	S.Y.	5682
(27)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	34
	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	15000
(27)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	2906
(27)	411-03.23	ACS MIX (PG76-22) OGFC	TON	468
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	2.2
(27)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	1682
(27)	501-01.03	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"	S.Y.	5325
	604-03.07	CLASS A CONCRETE (ISLANDS)	C.Y.	6
(4)(27)	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	4250
(27)	607-03.10	18" CONCRETE PIPE CULVERT(CLASS IV)TRENCHLESS	L.F.	560
(4)(27)	607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	70
(4)(27)	607-07.02	36" CONCRETE PIPE CULVERT (CLASS III)	L.F.	5
(27)	611-01.02	MANHOLES, > 4' - 8' DEPTH	EACH	1
(27)	611-01.03	MANHOLES, > 8' - 12' DEPTH	EACH	1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 57I040-F3-003
(27)	611-07.54	18IN ENDWALL (CROSS DRAIN) 3:1	EACH	5
(27)	611-07.55	18IN ENDWALL (CROSS DRAIN) 4:1	EACH	1
(27)	611-07.56	18IN ENDWALL (CROSS DRAIN) 6:1	EACH	7
(27)	611-07.63	36IN ENDWALL (CROSS DRAIN) 3:1	EACH	1
(27)	611-12.01	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH	29
(27)	611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	5
(27)	611-12.03	CATCH BASINS, TYPE 12, > 8' - 12' DEPTH	EACH	2
(27)	611-12.04	CATCH BASINS, TYPE 12, > 12' - 16' DEPTH	EACH	1
(27)	611-42.01	CATCH BASINS, TYPE 42, 0' - 4' DEPTH	EACH	2
(27)	611-62.03	MANHOLE STRUCTURE, 48IN ROUND,> 12FT-16FT DEPTH	EACH	1
(25)	701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	1280
(27)	701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	1066
(27)	701-02.03	CONCRETE CURB RAMP	S.F.	2552
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	445
(27)	705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.	675
(27)	705-06.10	GR TERMINALTRAILING END (TYPE 13) MASH TL-3	EACH	1
(27)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	2
(27)	705-06.25	THRIE BEAM BRIDGE TRANSITION MASH TL-3	EACH	1
(27)	705-06.26	THRIE BEAM BRIDGE TRANSITION MASH TL-2	EACH	2
(27)	705-06.30	GR TERMINAL (ENERGY ABSORBING) MASH TL2	EACH	3
(1)	706-01	GUARDRAIL REMOVED	L.F.	1213
(5)(6)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	420
(5)(6)(9)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	1762
(5)(6)(10)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	1008
(11)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	414
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	2975
	710-05	LATERAL UNDERDRAIN	L.F.	380
	710-06.15	LATERAL UNDERDRAIN ENDWALL (6:1)	EACH	16
(27)	711-05.71	51IN SINGLE SLOPE CONCRETE BARRIER WALL	L.F.	275
	711-05.77	FLARED S/S CONCRETE MEDIAN BARRIER WALL	L.F.	90
	712-01	TRAFFIC CONTROL	LS	1
	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	2360
(21)	712-02.47	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	289
(3)	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	3
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	2632
	712-04.50	BARRIER RAIL DELINEATOR	EACH	21
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	1130
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	1502
	712-06	SIGNS (CONSTRUCTION)	S.F.	1290
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	125
	712-08.03	ARROW BOARD (TYPE C)	EACH	6
	712-08.14	Portable Queue Warning System	DAY	56
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	15580
(16)	712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)	L.F.	40067
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	6.77
	713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	3509
	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	5
	713-06	STEEL I-BEAMS & WF-BEAMS(BREAKAWAY) SIGN SUPPORT	LB.	8440
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	2861
	713-11.21	P POST SLIP BASE	EACH	32
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	143
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	333
	713-14	EXTRUDED ALUMINUM PANEL SIGNS	S.F.	1703

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2
PIH	2026	STP-M-NH-I-40-1(372)	2
PS&E	2026	STP-M-NH-I-40-1(372)	2

REV. 10/30/2026
REMOVED ITEM NUMBER 712-08.06.

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STATE OF TENNESSEE
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ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	2-1
PIH	2026	STP-M-NH-I-40-1(372)	2-1
PS&E	2026	STP-M-NH-I-40-1(372)	2-1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 571040-F3-003
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	3
	713-16.20	SIGNS (ILLUMINATED DO NOT ENTER)	EACH	4
	716-01.11	RAISED PVMT MARKERS (BI-DIRECTIONAL) (1 COLOR LENS)	EACH	1710
	716-01.14	RAISED PAVEMENT MARKER REMOVAL	EACH	1710
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(1 COLOR)	EACH	515
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	85
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	334
	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	214
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	439
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	34
	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	25
	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	702
	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	509
	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.6
	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	7
	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	4
	716-04.06	PLASTIC PAVEMENT MARKING (WRONG WAY ARROW)	EACH	3
	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	45
	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	4
	716-05.04	PAINTED PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	139
(28)	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	754
	716-05.06	PAINTED PAVEMENT MARKING (TURN LANE ARROW)	EACH	21
(29)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	11
(30)	716-05.49	PAINTED PAVEMENT MARKINGS(8" LINE)	L.M.	3.6
	716-06.01	PAINTED WORD PVMT MARK (ONLY)	EACH	4
	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	19336
	716-08.02	REMOVAL OF PAVEMENT MARKING (8" BARRIER LINE)	L.F.	6843
	716-08.04	REMOVAL OF PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	131
	716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	185
	716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	10
	716-09.42	CONTRAST PAVEMENT MARKING 6" (TAPE)	L.F.	1360
	716-09.44	CONTRAST PAVEMENT MARKING 8" (TAPE)	L.F.	1040
	716-09.83	CONTRAST PAVEMENT MARKING 6"	L.F.	5138
	716-09.84	CONTRAST PAVEMENT MARKING 8"	L.F.	237
(26)	716-09.87	CONTRAST PAVEMENT MARKINGS WORDS AND SYMBOLS	EACH	1
	716-09.97	CONTRAST PAVEMENT SHADOW MARKING 8"	L.F.	337
(17)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	7.3
	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LNE)	L.F.	359
	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	298
	716-12.10	ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	340
	717-01	MOBILIZATION	LS	1
(14)	740-07.04	GEOGRID REINFORCEMENT TYPE 2	S.Y.	2864
(5)(6)(20)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	4460
(14)	740-10.04	GEOTEXTILE (TYPE IV)(STABILIZATION)	S.Y.	852
(5)(6)	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F.	2810
(7)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	400
(8)	801-03	WATER (SEEDING & SODDING)	M.G.	435
	803-01	SODDING (NEW SOD)	S.Y.	41500

FOOTNOTES

(1) REMOVAL OF 1150' OF GUARDRAIL AT BRIDGE ENDS AND RAMP B.
(2) 39 TONS TO BE USED FOR DRIVEWAYS.
(3) THIS ITEM SHALL BE A PROTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIEMENTS OF AASHTO MASH TEST 3. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
(4) BEDDING MATERIALS SHALL BE INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT.
(5) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(6) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECED BY THE ENGINEER.
(7) THE COST OF FERTILIZER AND LIME USED IN INITIAL SEED BED PREPARATION IS TO BE INCLUDED IN THE COST OF SEEDING. SEE SECTION 801 OF TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
(8) INCLUDES 455 THOUSAND GALLONS FOR EROSION PREVENTION AND SEDIMENT CONTROL.
(9) 1600 TONS TO BE USED FOR TEMPORARY CONSTRUCTION EXITS AND 162 TONS FOR BRIDGE CONSTRUCTION.
(10) INCLUDES 900 TONS FOR CULVERT PROTECTION TYPE 1 AND 23 TONS FOR TEMPORARY RIP-RAP APRONS. 33 TONS TO BE USED FOR STORM SEWER RIP-RAP APRONS. 52 TONS TO BE USED BRIDGE FLUME.
(11) 414 TONS TO BE USED FOR STORM SEWER RIP-RAP APRONS.
(12) INCLUDES 229 CY FOR TEMPORARY CONSTRUCTION EXITS AND 611 CY FOR TEMPORARY BERMS.
(13) EXISTING PAVEMENT EXCAVATION NOT INCLUDED IN EARTHWORK CALCULATIONS BUT IS INCLUDED IN ITEM 202-03.01.
(14) SEE GRADING SPECIAL NOTES ON SHEET 2D.
(15) CONTRACTOR MAY USE ALLOWABLE GRADATIONS PER STD-10-2.
(16) ITEM TO BE USED FOR TRAFFIC CONTROL.
(17) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
(18) ITEM IS TO BE USED AS NEEDED DURING THE CONSTRUCTION OF THE CATCH BASIN.
(19) INCLUDES 105 TONS FOR CULVERT PROTECTION TYPE 1.
(20) INCLUDES 2,750 SY FOR TEMPORARY CONSTRUCTION EXITS AND 1,710 SY FOR CULVERT PROTECTION TYPE 1.
(21) ITEM TO BE USED FOR BRIDGE CONSTRUCTION
(22) INCLUDES 5,500 S.Y. FOR PARTIAL DEPTH ASPHALT REPAIRS, 5,030 S.Y. FOR REMOVAL OF TTC SHOULDER, AND 8,130 S.Y. FOR WIDDENING CHRISTMASVILLE ROAD.
(23) INCLUDES 140 TONS FOR PARTIAL DEPTH ASPHALT REPAIRS.
(24) INCLUDES 640 TONS FOR PARTIAL DEPTH ASPHALT REPAIRS.
(25) INCLUDES 294 SF OF TARPAPER REQUIRED FOR FLARED SINGLE SLOPE CONCRETE MEDIAN BARRIER WALL AT BRIDGE PIER. SEE TDOT STD S-SGMB-4.
(26) TO BE USED FOR LONGITUDINAL CROSS-WALK ON RAMP E.
(27) SEE TABULATED QUANTITIES. SHEETS 2F - 2F1.
(28) INCLUDES 295 L.F. FOR TRAFFIC CONTROL.
(29) INCLUDES 3.6 L.M. FOR TRAFFIC CONTROL.
(30) INCLUDES 2.8 L.M. FOR TRAFFIC CONTROL.

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JILL CLAUDINE STANKO REGISTERED ENGINEER Jill Claudine Stanko 121754 ENGINEER STATE OF TENNESSEE

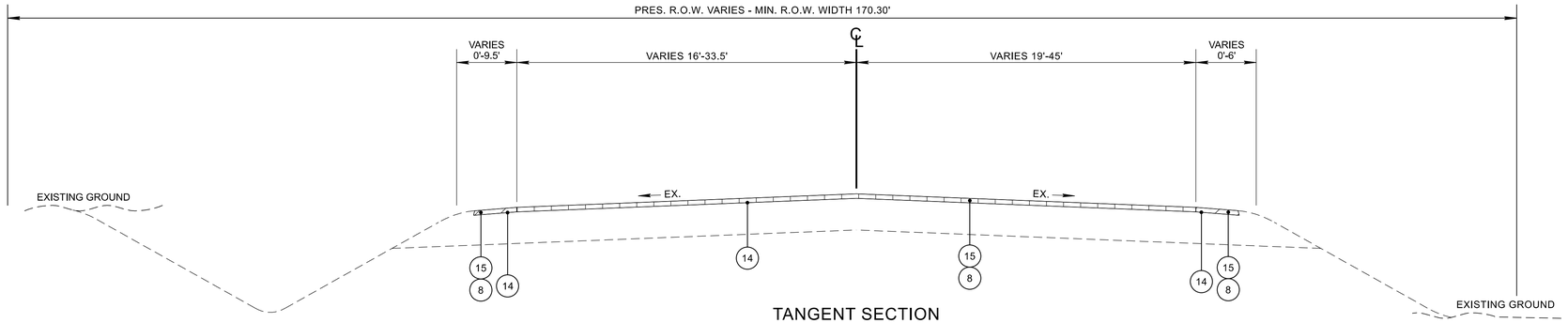
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

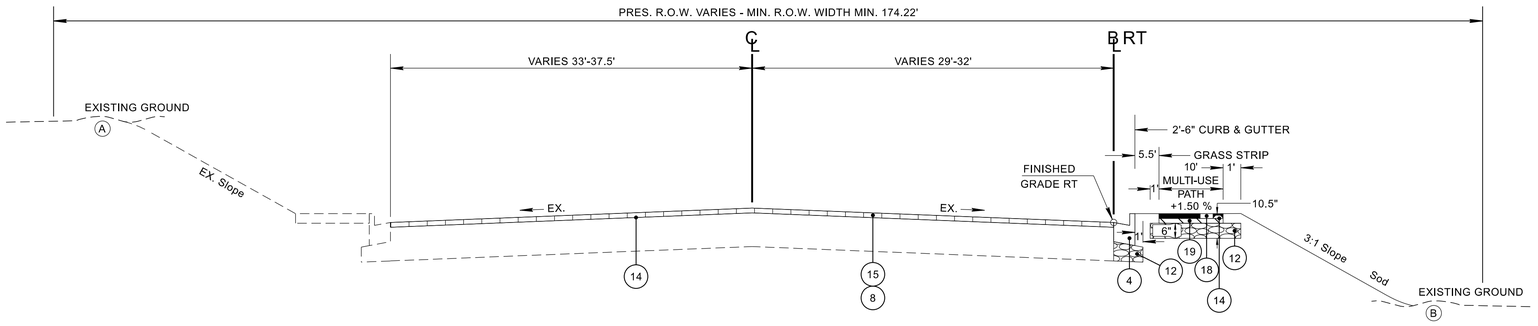
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2B
PIH	2026	STP-M-NH-I-40-1(372)	2B
PS&E	2026	STP-M-NH-I-40-1(372)	2B



TANGENT SECTION
DR. F. E. WRIGHT DRIVE / CHRISTMASVILLE ROAD

FROM STA. 201+60.00 TO STA. 203+41.22
FROM STA. 238+28.24 TO STA. 241+00.00

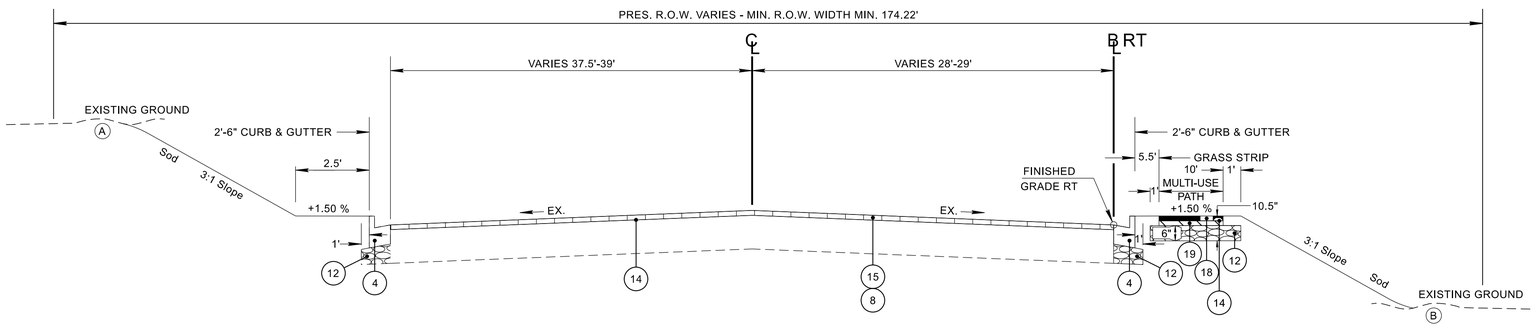


(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

TANGENT SECTION
DR. F. E. WRIGHT DRIVE / CHRISTMASVILLE ROAD

(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 203+41.22 TO STA. 203+92.00



(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

TANGENT SECTION
DR. F. E. WRIGHT DRIVE / CHRISTMASVILLE ROAD

(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 203+92.00 TO STA. 207+00.00

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JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
No. 121154
STATE OF TENNESSEE
9/9/2026

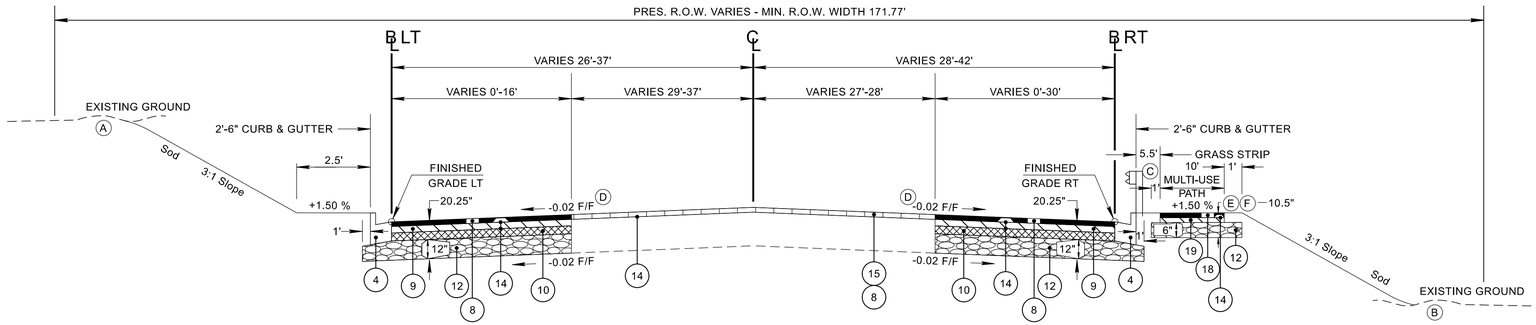
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2B1
PIH	2026	STP-M-NH-I-40-1(372)	2B1
PS&E	2026	STP-M-NH-I-40-1(372)	2B1



TANGENT SECTION
DR. F. E. WRIGHT DRIVE / CHRISTMASVILLE ROAD

(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 207+00.00 TO STA. 211+94.70
FROM STA. 219+28.91 TO STA. 219+70.84
FROM STA. 222+59.84 TO STA. 238+24.38

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

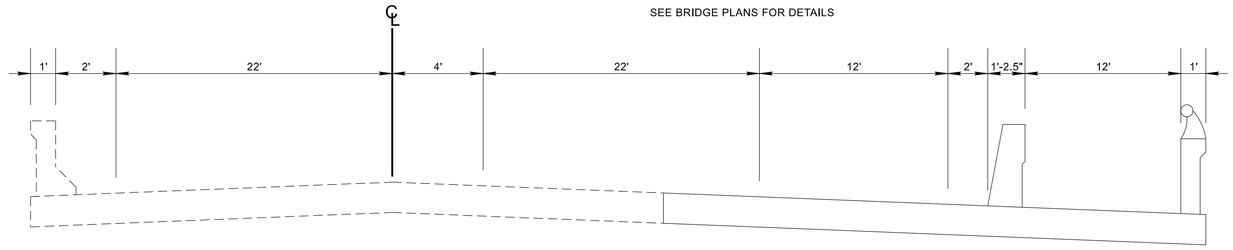
(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(C) AS REQUIRED. SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(D) TRANSITIONS TO -0.018 TO MATCH EXIST. BRIDGE CROSS SLOPE. SEE S.E. DIAGRAM ON PROFILE SHEETS FOR STATIONING.

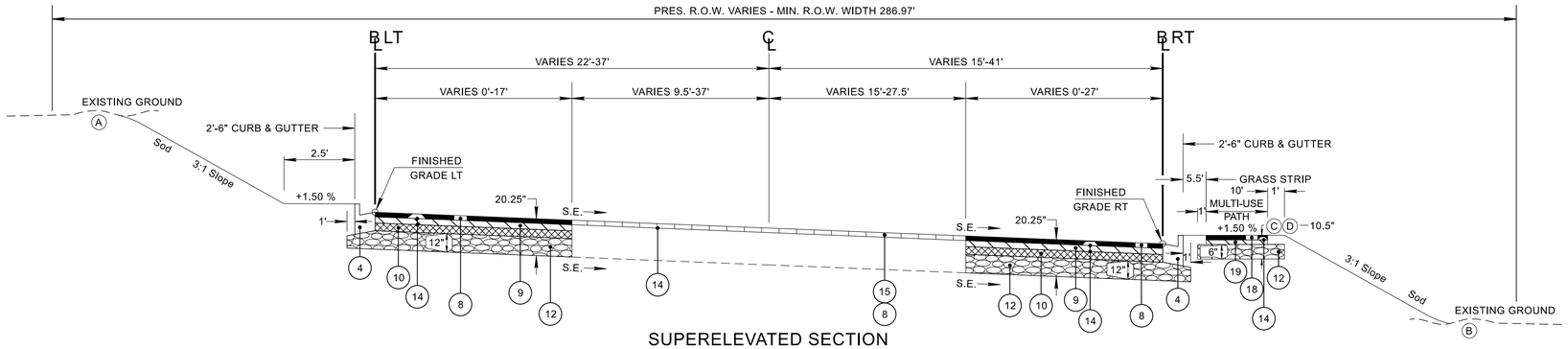
(E) -1.5% FROM END OF RAMP E TO STA. 223+15.00 WHERE CONTROLLED BY PATH PROFILE.

(F) C&G AND MULTI-USE PATH GRADE AND CROSS SLOPE TRANSITIONS OVER 10' TO MATCH EXIST. BRIDGE GRADE AND CROSS SLOPE. THIS TRANSITION TO BE COMPLETED PRIOR TO APPROACH SLAB SOUTH SIDE OF BRIDGE AND TO BEGIN AFTER APPROACH SLAB NORTH SIDE OF BRIDGE.



TANGENT SECTION - BRIDGE
CHRISTMASVILLE ROAD

FROM STA. 219+70.84 TO STA. 222+59.84



SUPERELEVATED SECTION
DR. F. E. WRIGHT DRIVE / CHRISTMASVILLE ROAD

(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 211+94.70 TO STA. 219+28.91

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(C) -1.5% FROM END OF RAMP E TO STA. 223+15.00 WHERE CONTROLLED BY PATH PROFILE.

(D) C&G AND MULTI-USE PATH GRADE AND CROSS SLOPE TRANSITIONS OVER 10' TO MATCH EXIST. BRIDGE GRADE AND CROSS SLOPE. THIS TRANSITION TO BE COMPLETED PRIOR TO APPROACH SLAB SOUTH SIDE OF BRIDGE AND TO BEGIN AFTER APPROACH SLAB NORTH SIDE OF BRIDGE.

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JILL CLAUDINE STANKO
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9/9/2026

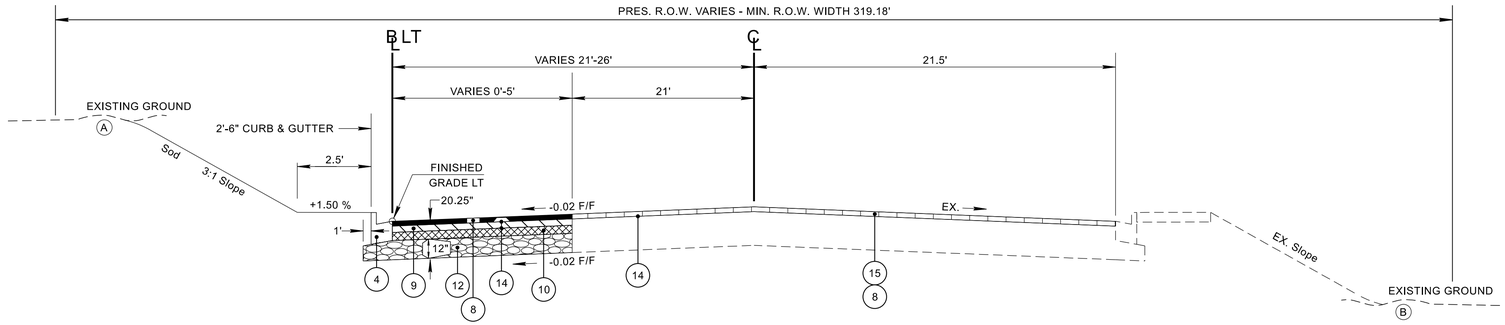
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2B2
PIH	2026	STP-M-NH-I-40-1(372)	2B2
PS&E	2026	STP-M-NH-I-40-1(372)	2B2

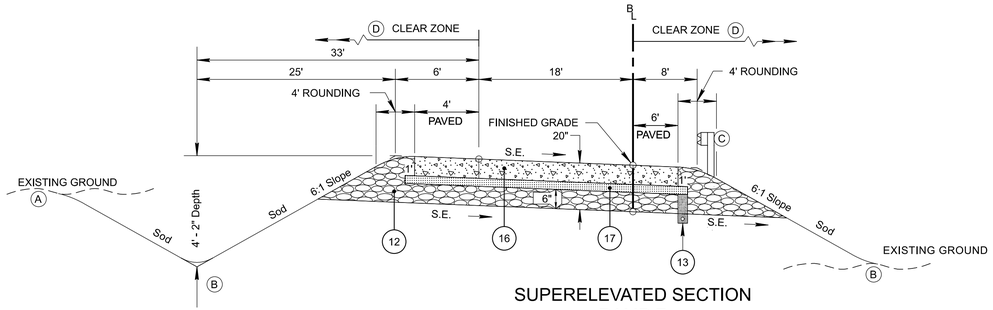


TANGENT SECTION
DR. F. E. WRIGHT DRIVE / CHRISTMASVILLE ROAD

(BASED ON STD. DWG. RD18-TS-6)
FROM STA. 238+24.38 TO STA. 238+28.24

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.



SUPERELEVATED SECTION
RAMP E

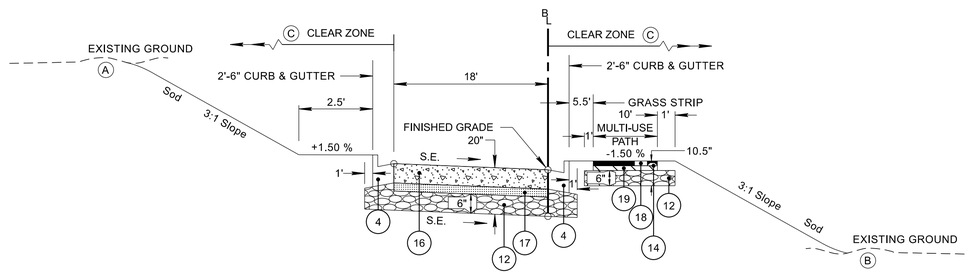
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 608+90.65 TO STA. 624+75.00

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(C) AS REQUIRED. SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(D) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



SUPERELEVATED SECTION
RAMP E

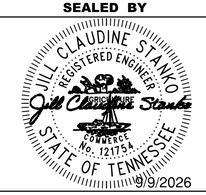
(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 624+75.00 TO STA. 626+90.30

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(C) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

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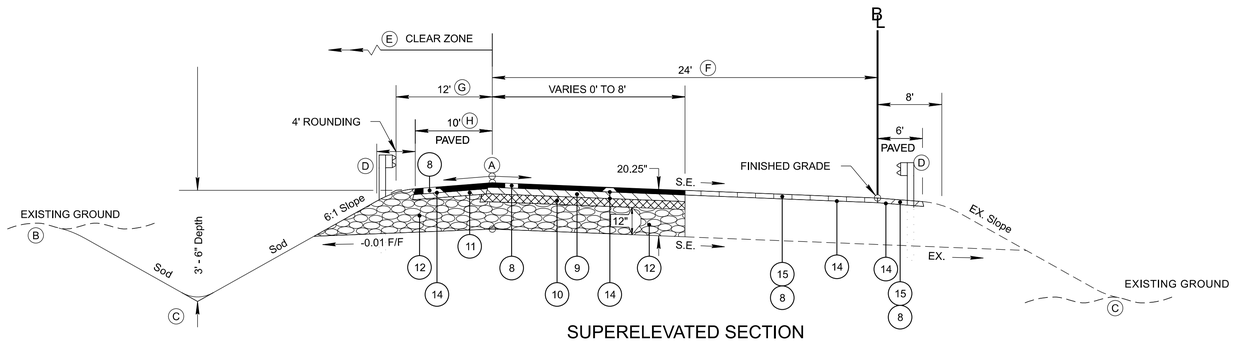
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2B3
PIH	2026	STP-M-NH-I-40-1(372)	2B3
PS&E	2026	STP-M-NH-I-40-1(372)	2B3



SUPERELEVATED SECTION
RAMP B

(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 30+66.95 TO STA. 32+40.00
FROM STA. 38+10.00 TO STA. 45+10.00

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

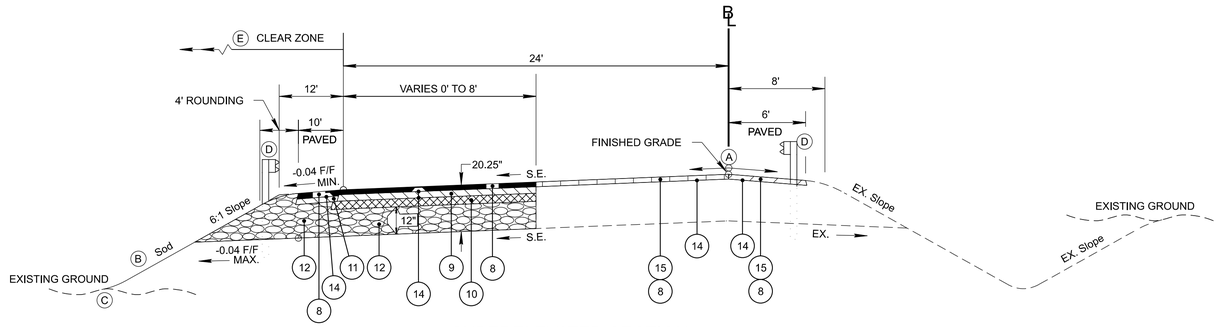
(D) AS REQUIRED. SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

(F) TRANSITIONS FROM 24' AT STA. 39+50.00 TO 16.5' AT STA. 45+10.00.

(G) TRANSITIONS FROM 12' AT STA. 44+10.00 TO 6' AT STA. 45+10.00.

(H) TRANSITIONS FROM 10' AT STA. 44+10.00 TO 4' AT STA. 45+10.00.



SUPERELEVATED SECTION
RAMP B

(BASED ON STD. DWG. RD18-TS-8)
FROM STA. 32+40.00 TO STA. 38+10.00

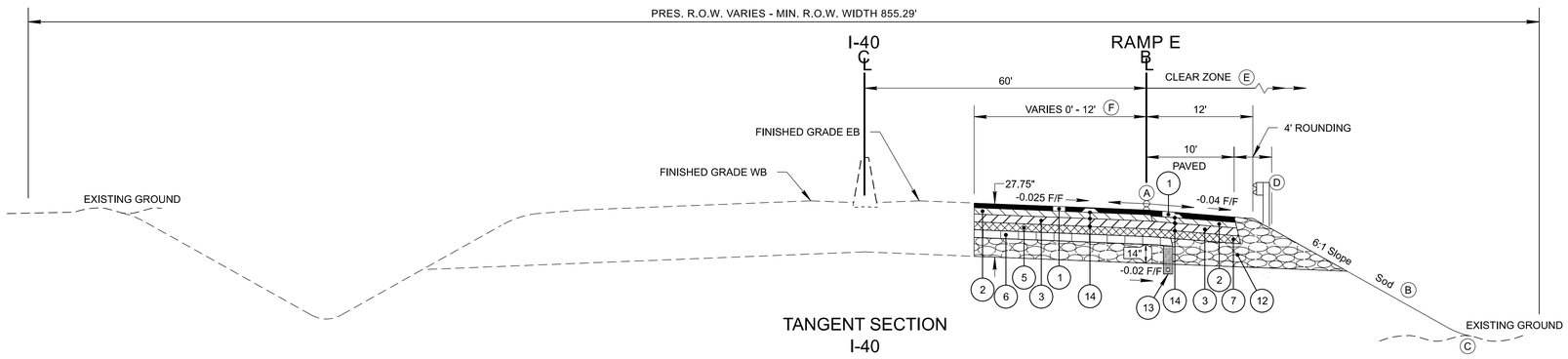
(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) AS REQUIRED. SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



TANGENT SECTION
I-40

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 419+64.81 TO STA. 428+25.00

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) AS REQUIRED. SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

(F) TRANSITIONS FROM 0' AT STA. 419+64.81 TO 12' AT STA. 422+64.81.

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JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
9/9/2026
No. 121754
STATE OF TENNESSEE

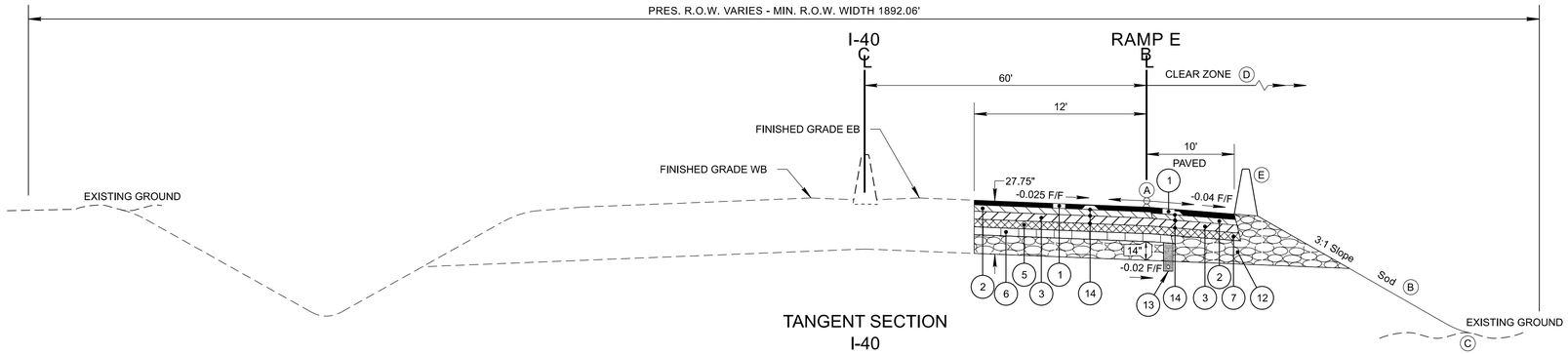
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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SHEET 4 OF 9

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\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00087TR\TRANSPORTATION\57I040-SHT-TYPICAL SECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2B4
PIH	2026	STP-M-NH-I-40-1(372)	2B4
PS&E	2026	STP-M-NH-I-40-1(372)	2B4



TANGENT SECTION
I-40

(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 428+25.00 TO STA. 431+55.46

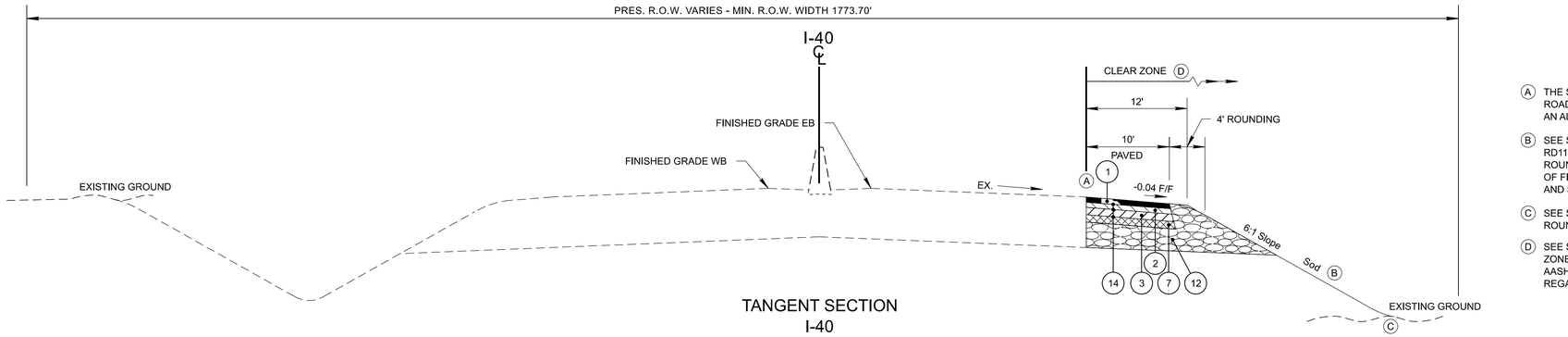
(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

(E) AS REQUIRED. SEE STANDARD DRAWING NO. S-SSMB-2 FOR SINGLE SLOPE BARRIER WALL DETAILS.



TANGENT SECTION
I-40

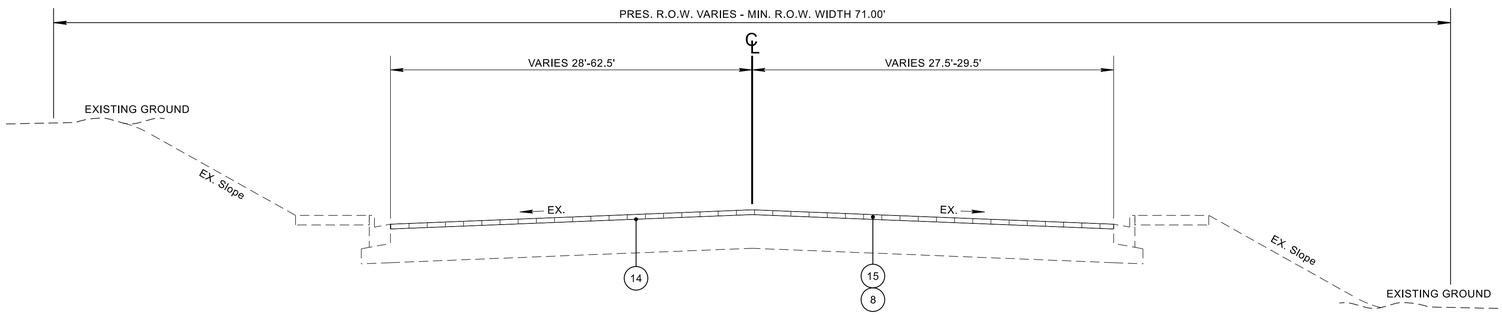
(BASED ON STD. DWG. RD18-TS-7A)
FROM STA. 432+67.19 TO STA. 434+62.48

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



TANGENT SECTION
CHRISTMASVILLE COVE

FROM STA. 151+07.50 TO STA. 153+20.00

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

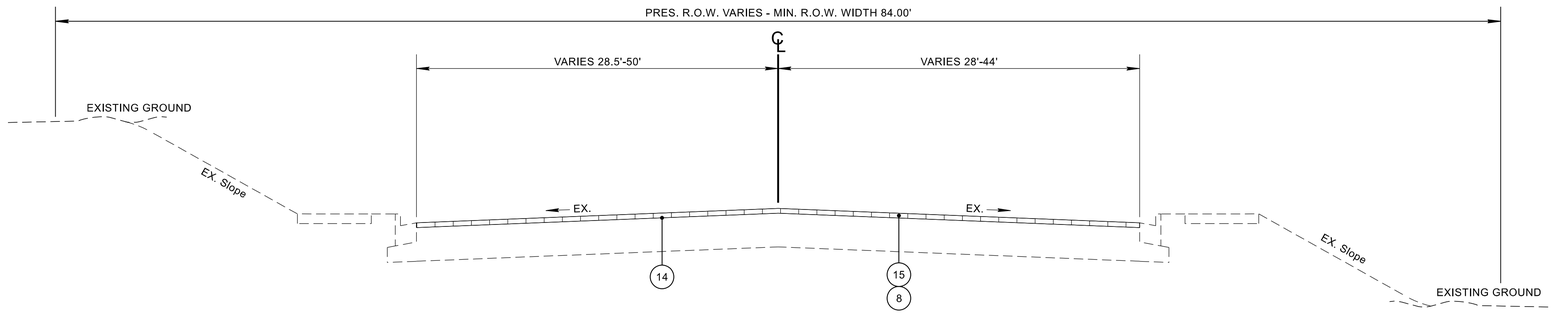
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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SHEET 5 OF 9

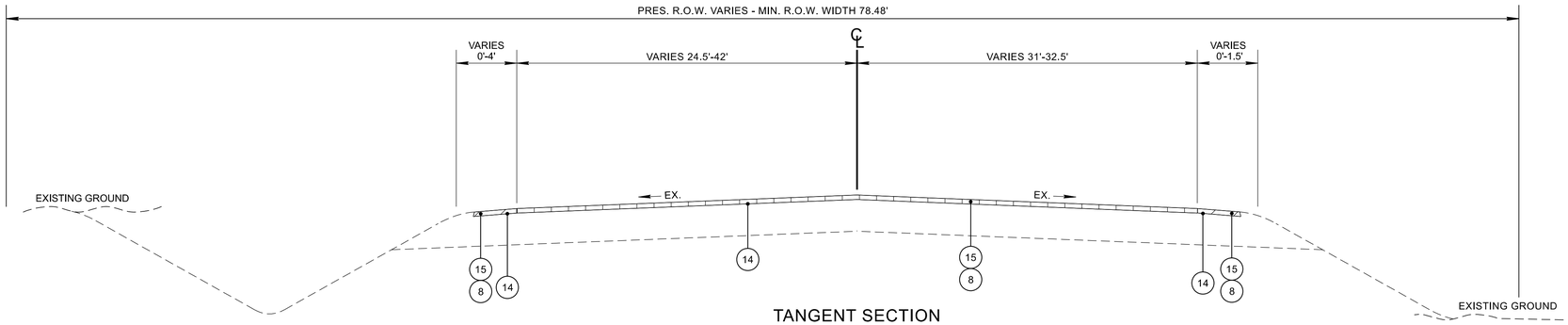
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\\EGNYTEDRIVE\PROJECTS\TDOTDOT\0087TRITRANSPORTATION\57I040-SHT-TYPICAL SECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2B5
PIH	2026	STP-M-NH-I-40-1(372)	2B5
PS&E	2026	STP-M-NH-I-40-1(372)	2B5



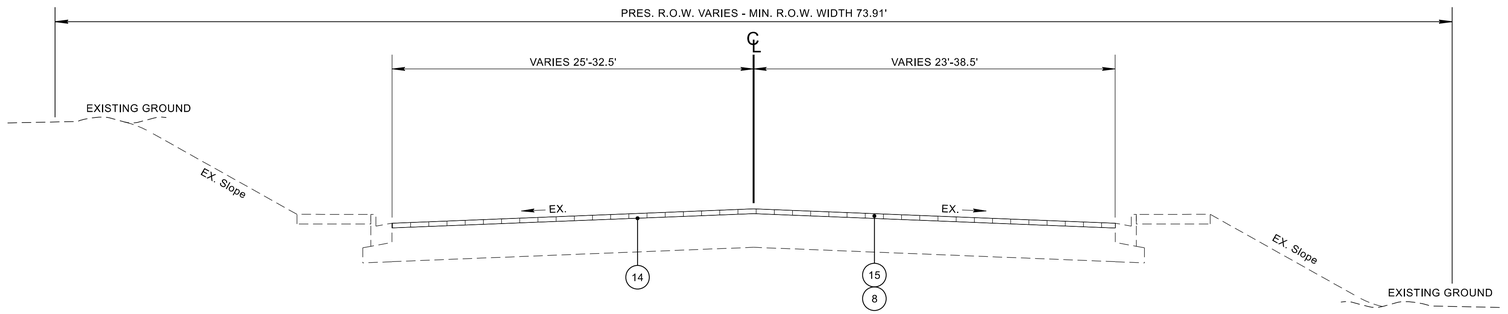
TANGENT SECTION
BANCORPSOUTH PARKWAY

FROM STA. 153+20.00 TO STA. 154+90.00



TANGENT SECTION
KENWORTH BOULEVARD

FROM STA. 305+14.00 TO STA. 306+50.00



TANGENT SECTION
SAND PEBBLE DRIVE

FROM STA. 306+50.00 TO STA. 307+55.00

SEALED BY

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REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

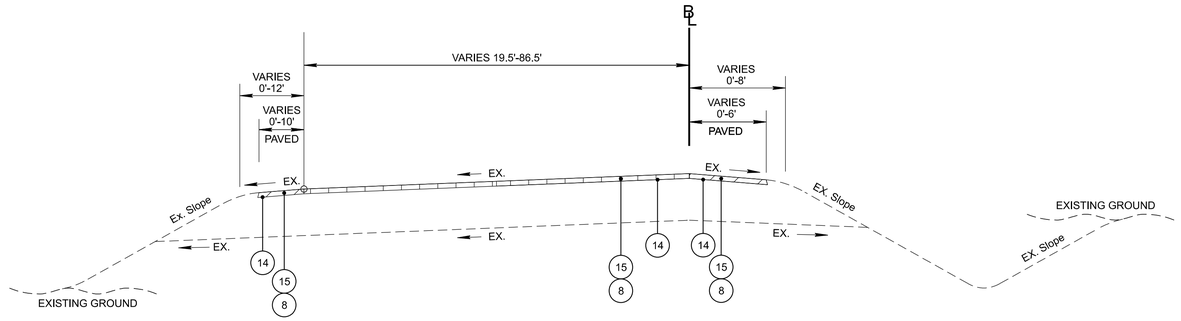
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

NOT TO SCALE
SHEET 6 OF 9

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2B6
PIH	2026	STP-M-NH-I-40-1(372)	2B6
PS&E	2026	STP-M-NH-I-40-1(372)	2B6

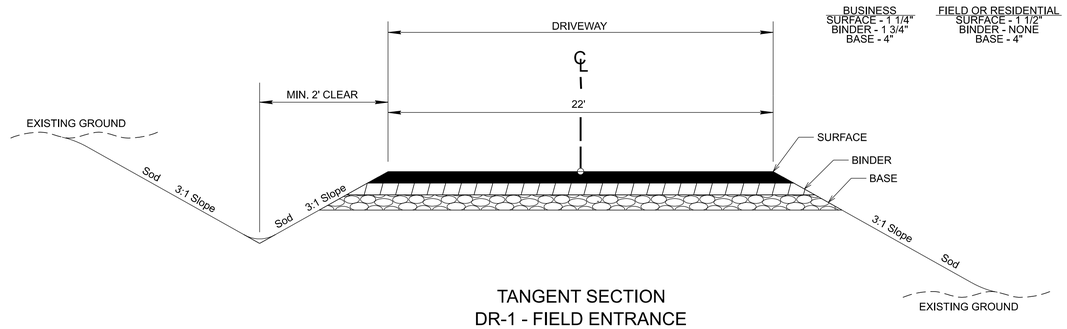


TANGENT SECTION
RAMPS

RAMP A FROM STA. 27+90.00 TO STA. 28+62.54
RAMP C FROM STA. 60+68.32 TO STA. 61+35.00
RAMP D FROM STA. 121+40.00 TO STA. 122+02.80

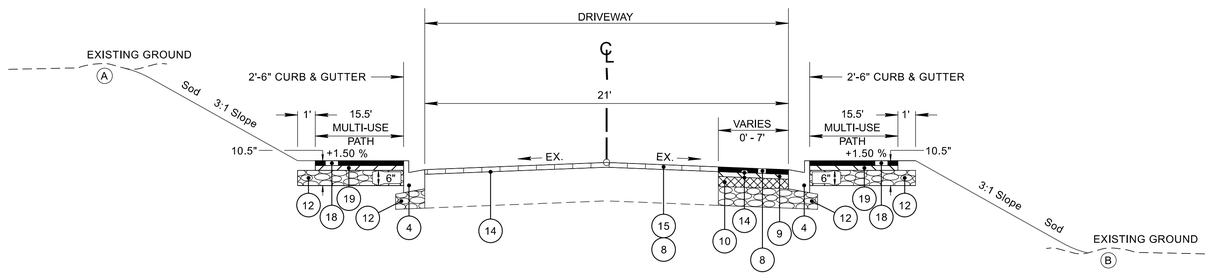
BUSINESS
SURFACE - 1 1/4"
BINDER - 1 3/4"
BASE - 4"

FIELD OR RESIDENTIAL
SURFACE - 1 1/2"
BINDER - NONE
BASE - 4"



TANGENT SECTION
DR-1 - FIELD ENTRANCE

FROM STA. 10+56.00 TO STA. 11+00.00



TANGENT SECTION
DR-2

FROM STA. 10+28.54 TO STA. 11+15.00

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

SEALED BY

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COMMERCE
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9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

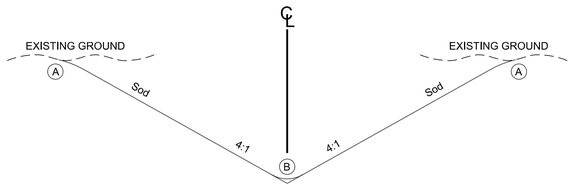
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SHEET 7 OF 9

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2B7
PIH	2026	STP-M-NH-I-40-1(372)	2B7
PS&E	2026	STP-M-NH-I-40-1(372)	2B7

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

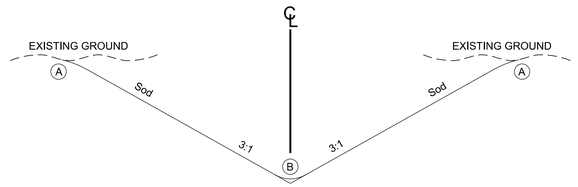


TANGENT SECTION
SPECIAL DITCH

SPECIAL DITCH FROM STA. 10+00.00 TO STA. 14+26.29

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

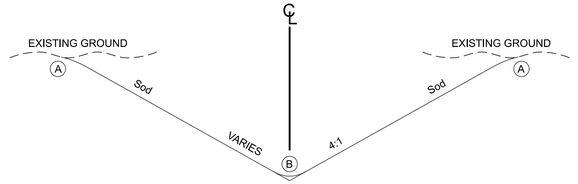


TANGENT SECTION
SPECIAL DITCH

CHRISTMASVILLE ROAD FROM STA. 204+21.86 TO STA. 205+03.70
CHRISTMASVILLE ROAD FROM STA. 237+27.26 TO STA. 237+82.15
RAMP B FROM STA. 31+11.43 TO STA. 32+82.82

(A) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

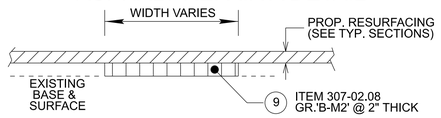
(B) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.



TANGENT SECTION
SPECIAL DITCH

RAMP E FROM STA. 604+60.19 TO STA. 605+60.19
RAMP E FROM STA. 608+35.19 TO STA. 609+40.65

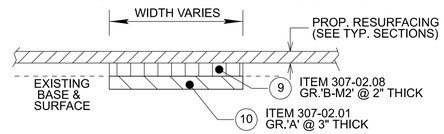
PARTIAL DEPTH ASPHALT REPAIR A DETAIL



SEE SHEET 4B FOR LOCATION(S)

(NOT TO SCALE)

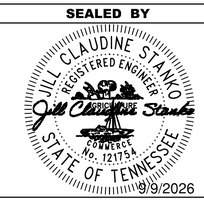
PARTIAL DEPTH ASPHALT REPAIR B DETAIL



SEE SHEET 7B FOR LOCATION

(NOT TO SCALE)

SEALED BY



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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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SHEET 8 OF 9

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2B8
PIH	2026	STP-M-NH-I-40-1(372)	2B8
PS&E	2026	STP-M-NH-I-40-1(372)	2B8

PROPOSED PAVEMENT SCHEDULE

(1) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG76-22 GRADING "OGFC" ROADWAY @ 1.25" THICK (APPROX. 110 LB./S.Y.) 411-03.23 GRADING OGFC SURFACE (PG 76-22)	(12) MINERAL AGGREGATE BASE TYPE A 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
(2) ASPHALTIC CONCRETE MIX (HOT MIX) PG76-22 GRADING "CM" @ 1.5" THICK (APPROX. 165 LB./S.Y.) 307-03.12 ASPHALT CONCRETE MIX (PG76-22) GRADING "CM"	(13) UNDERDRAIN (SEE STD. RD-UD-3) 710-02 AGGREGATE UNDERDRAIN (WITH PIPE)
(3) BITUMINOUS PLANT MIX BASE (HOT MIX) PG76-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.) 307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING "B-M2"	(14) TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD)
(4) 702-03 CONCRETE COMBINED CURB AND GUTTER, TYPE 6-30 SEE STD. DWG. RP-VC-10	(15) COLD PLANING @ 1.25" THICK (APPROX. 131.25 LBS./S.Y.) 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
(5) BITUMINOUS PLANT MIX BASE (HOT MIX) PG76-22 GRADING "A" @ 6.00" THICK (APPROX. 690 LB./S.Y.) 307-03.01 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING "A"	(16) PORTALND CEMENT CONCRETE (PLAIN) 501-01.03 PORTLAND CEMENT CONCRETE (PLAIN) 10"
(6) BITUMINOUS PLANT MIX BASE (HOT MIX) PG76-22 GRADING "A-S" @ 3.00" THICK (APPROX. 318 LB./S.Y.) 307-01.22 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING "A-S"	(17) TREATED PERMEABLE BASE @ 4.00" THICK 313-03 TREATED PERMEABLE BASE (S.Y.)
(7) BITUMINOUS PLANT MIX BASE (HOT MIX) PG76-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.) 307-03.01 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING "A"	(18) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22 GRADING "D" SURFACE @ 1.50" THICK (APPROX. 159 LB./S.Y.) 411-02.10 ACS MIX (PG70-22) GRADING "D"
(8) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-02.10 ACS MIX (PG70-22) GRADING "D"	(19) BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "B-M2" @ 3.00" THICK (APPROX. 339 LB./S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"
(9) BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"	
(10) BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "A" @ 5.00" THICK (APPROX. 575 LB./S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A"	
(11) BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "B-M2" @ 2.50" THICK (APPROX. 282.5 LB./S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"	

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9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT SCHEDULE

NOT TO SCALE
SHEET 9 OF 9

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GENERAL NOTES

GRADING

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

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

SEEDING AND SODDING

(2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

(4) ITEM NO. 801-01.07, TEMPORARY SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

GUARDRAIL

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

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

DRAINAGE

(1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(2) EXCAVATION FOR PIPE CULVERTS AND STORM SEWER WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.

(4) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

(6) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

(7) ALL EXISTING PIPES AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER THAT ARE TO BE LEFT IN PLACE AND ABANDONED MUST BE BACKFILLED AND PLUGGED. ALL COST FOR THIS WORK SHALL BE INCLUDED IN ITEM NO. 204-08.01, BACKFILL MATERIAL (FLOWABLE FILL), C.Y.

MISCELLANEOUS

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

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

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

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 (5" 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 (3" BARRIER LINE), L.F.

(4) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02 PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.

FINAL PAVEMENT MARKING

(8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

(9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" 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. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(17) BEFORE OPENING THE LANE SHIFT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.08 PER L.F. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LUMP SUM.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

(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.

(6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

(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

(1) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE. ALL EXTRUDED PANEL SIGNS SHALL BE ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.

(2) FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.

(3) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC DESIGN DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.

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

(5) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL OPERATIONS OFFICE.

(6) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE TRAFFIC DESIGN DIVISION, SIGNING SECTION (TDOT.TrafficDesign.SignsandMarking@tn.gov) FOR REVIEW. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE REGIONAL SIGN DESIGNER FOR REVIEW.

(7) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NHI-40-1(372)	2C
PS&E	2026	STP-M-NHI-40-1(372)	2C

SEALED BY

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

9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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GENERAL NOTES CONTINUED

(8) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.

(9) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.

(10) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

(11) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

(12) 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.

(13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

TRAFFIC CONTROL DIRECTIONAL SIGNING

(1) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE FUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

(2) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

(3) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. 712-01 , AS DIRECTED BY THE ENGINEER.

(5) ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-01.

SIGNALIZATION

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

(6) SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE CITY AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE CITY.

(7) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

(8) ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

(9) AN ADVANCE FLASH OPERATION PERIOD IS REQUIRED TO MAKE MOTORISTS AWARE OF THE PRESENCE OF NEW SIGNAL HEADS. NEW SIGNAL HEADS SHALL BE PUT IN FLASH OPERATION FOR MINIMUM OF SEVEN (7) CALENDAR DAYS UP TO FOURTEEN (14) CALENDAR DAYS PRIOR TO ACTIVATION OF NORMAL TRAFFIC SIGNAL OPERATION. OTHER FLASH OPERTATION TIME PERIODS MAY BE CONSIDERED UPON WRITTEN APPROVAL FROM THE REGIONAL TRAFFIC ENGINEER.

(10) THE CONTRACTOR SHALL CONTACT THE CITY OF JACKSON A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

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

(12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.

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

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

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

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

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED APRIL 1, 2026 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(4) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.

(5) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

(6) LIGHT STANDARDS SHALL BE ROUND TAPERED POLES. LENGTH SHALL BE DETERMINED BY REQUIRED MOUNTING HEIGHT.

(7) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

(8) STANDARDS SHALL BE DESIGNED FOR 30-MPH WIND PRESSURE AND SHALL SUPPORT A 62-POUND LUMINAIRE ON A 15-FOOT ARM.

(9) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	2C1
PS&E	2026	STP-M-NH-I-40-1(372)	2C1

SEALED BY

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REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NHH-40-1(372)	2D
PS&E	2026	STP-M-NHH-40-1(372)	2D

GRADING

(1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.

(2) BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.

(3) TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.

(4) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.

(5) EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

(1) THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).

(2) ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.

(3) THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

HISTORICAL

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

SIGNALIZATION

(1) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.

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.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2E
PIH	2026	STP-M-NH-I-40-1(372)	2E
PS&E	2026	STP-M-NH-I-40-1(372)	2E

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

(1) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

(2) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.

(3) INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.

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

(5) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.

(6) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.

(7) HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.

(8) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.

(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

(10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.

(11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

(12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

(13) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).

(14) ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.

(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 ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

(16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

(17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

SUPPORT ACTIVITIES

(18) MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

ENVIRONMENTAL

(20) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

PROJECT COMMITMENTS

(5) SEE PROJECT COMMITMENTS, SHEET _1B_, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

(6) THE SCOPE OF THIS PROJECT INCLUDES THE CONSTRUCTION OF A SOUTHEAST LOOP RAMP TO PROVIDE A FREE FLOW MOVEMENT FOR VEHICLES TO TRAVEL FROM EASTBOUND I-40 ONTO NORTHBOUND CHRISTMASVILLE ROAD. TO ACCOMMODATE THIS DESIGN, CHRISTMASVILLE ROAD WILL BE WIDDEN TO INCLUDE AN AUXILIARY LANE. THIS WIDDENING WILL INCLUDE ROADWAY AND BRIDGE. THIS PROJECT ALSO INCLUDES CURB AND GUTTER, A 10-FCOT SHARED USE PATH, UTILITY RELOCATION, STORM SEWER DESIGN, AND SIGNAL IMPROVEMENTS.

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ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	2F
PS&E	2026	STP-M-NH-I-40-1(372)	2F

CURB RAMP TABULATION

ROADWAY		LOCATION								SIGNALIZED	STANDARD	CURB RAMP (RETROFIT)	CURB RAMP (NEW)	REMARKS
MAINLINE	INTERSECTING	STATION or LOG MILE (L.M.)	LEFT	MEDIAN	RIGHT	QUADRANT N.	QUADRANT S.	QUADRANT E.	QUADRANT W.	YES / NO	DRAWING NO.	ITEM NO. 701-02.01 S.F.	ITEM NO. 701-02.03 S.F.	
CHRISTMASVILLE ROAD	BANCORPSOUTH PARKWAY	203+56.06			X	X		X		YES	CR-20	127		
CHRISTMASVILLE ROAD	BANCORPSOUTH PARKWAY	203+77.06			X	X		X		YES	CR-20	141		
CHRISTMASVILLE ROAD	I-40 RAMP C	213+83.48			X		X	X		YES	CR-20		218	
CHRISTMASVILLE ROAD	I-40 RAMP C	214+05.53		X			X	X		YES	CR-50		101	
CHRISTMASVILLE ROAD	I-40 RAMP C	214+59.28			X	X		X		YES	CR-10		284	
CHRISTMASVILLE ROAD	I-40 RAMP E	217+35.61			X		X	X		NO	CR-20		160	
CHRISTMASVILLE ROAD	I-40 RAMP E	217+44.89			X		X	X		NO	CR-20		187	
CHRISTMASVILLE ROAD	I-40 RAMP D	229+44.14			X		X	X		YES	CR-10		336	
CHRISTMASVILLE ROAD	I-40 RAMP D	230+33.32			X	X		X		YES	CR-10		185	
CHRISTMASVILLE ROAD	DRIVEWAY 2	236+06.95			X		X	X		NO	CR-20		327	
CHRISTMASVILLE ROAD	DRIVEWAY 2	236+36.96			X	X		X		NO	CR 20		429	
CHRISTMASVILLE ROAD	SAND PEBBLE DRIVE	237+88.75			X		X	X		YES	CR-20	658		
CHRISTMASVILLE ROAD	KENWORTH BOULEVARD	238+05.68	X				X		X	YES	CR-20		183	
CHRISTMASVILLE ROAD	SAND PEBBLE DRIVE	238+09.08		X			X	X		YES	CR-50		142	
CHRISTMASVILLE ROAD	SAND PEBBLE DRIVE	238+98.05			X	X		X		YES	CR-20	140		
											TOTAL	1066	2552	

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATIONS FROM	STATIONS TO	GUARDRAIL: THRIE BEAM BRIDGE TRAN. MASH TL-3 (20.65') 705-06.25 EACH	GUARDRAIL: THRIE BEAM BRIDGE TRAN. MASH TL-2 (20.65') 705-06.26 EACH	GUARDRAIL: W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	TERMINAL ANCHORS: TYPE 13 MASH TL3 (9.375') 705-06.10 (EACH)	TERMINAL ANCHORS: TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	TERMINAL ANCHORS: TYPE 21 MASH TL2 (21.875') 705-06.30 (EACH)	REMARKS
5B	CHRISTMASVILLE ROAD		X		219+91.18		1				1	
5B	CHRISTMASVILLE ROAD	X		222+56.95			1				1	
6B	CHRISTMASVILLE ROAD	X		229+83.54	233+04.99			362				GUARDRAIL IN A RADIUS
6B	CHRISTMASVILLE ROAD	X		233+04.99							1	
8B	I-40		x		605+60.19	1				1		
9B	RAMP B	X		35+59.37	38+71.87			312.50	1	1		
TOTALS						1	2	675	1	2	3	

PROPOSED CONCRETE BARRIER WALL

SHEET NO.	LOCATION	SIDE LT	SIDE CT	SIDE RT	STATION FROM	STATION TO	51 IN SINGLE SLOPE CONCRETE BARRIER WALL 711-05.71 (L.F.)	FLARED SINGLE SLOPE CONCRETE MEDIAN BARRIER WALL 711-05.77 (L.F.)	REMARKS
5B & 8B	RAMP E			X	605+60.19	608+35.19	275		
2G7	I-40		X		409+63.08	410+53.08		90	
TOTALS							275	90	

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

SHEET 1 OF 5

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	2F1
PS&E	2026	STP-M-NH-I-40-1(372)	2F1

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)											COLD PLANING	CONCRETE (S.Y.)	
	MINERAL AGG.		BITUMINOUS PLANT MIX BASE (HOT MIX)						TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)			TREATED PERMEABLE BASE	CONCRETE PAVEMENT 10"
			PG-70-22		PG-76-22					PG 70-22	PG 76-22			
	D		A	B-M2	A	A-S	B-M2	CM		D	OGFC	TON		
	303-01	303-01.09	307-02.01	307-02.08	307-03.01	307-01.22	307-03.08	307-03.12	403-01	411-02.10	411-03.23	415-01.01	313-03	501-01.03
CHRISTMASVILLE ROAD	6115		1784	1021					15	1806		1190		
I-40		4397			834	254	363	265	4		177	16		
I-40 RAMP A									0.3	39		39		
I-40 RAMP B	3440		244	323					4	440		274		
I-40 RAMP C									0.2	28		28		
I-40 RAMP D									0.2	30		30		
I-40 RAMP E	4539												5682	5325
SIDE ROADS			140	320					2	271		82		
DRIVEWAY 1	26									9				
DRIVEWAY 2	18		8	3					0.3	25		23		
MULTI-USE PATH	1316			550					2	258				
TEMPORARY TRAFFIC CONTROL SHOULDER	11351				912		597	436	6		291			
TOTALS	26805	4397	2176	2217	1746	254	960	701	34	2906	468	1682	5682	5325

STORM DRAINAGE ENDWALLS

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	STRUCTURE TYPE	STANDARD DRAWING	18IN ENDWALL (CROSS DRAIN) 3:1 611-07.54 (EACH)	18IN ENDWALL (CROSS DRAIN) 4:1 611-07.55 (EACH)	18IN ENDWALL (CROSS DRAIN) 6:1 611-07.56 (EACH)	36IN ENDWALL (CROSS DRAIN) 3:1 611-07.63 (EACH)
5B	RAMP E	624+80.09	26.48 RT	EW1	U	D-PE-18A			1	
5B	CHRISTMASVILLE	213+84.92	83.01 LT	EW2	U	D-PE-18A	1			
5B	CHRISTMASVILLE	214+84.59	114.67 RT	EW3	U	D-PE-18A			1	
5B	CHRISTMASVILLE	213+47.41	88.41 RT	EW4	U	D-PE-18A	1			
5B	CHRISTMASVILLE	223+11.31	69.46 RT	EW5	U	D-PE-18A	1			
6B	CHRISTMASVILLE	229+16.34	100.66 LT	EW6	U	D-PE-18A			1	
6B	CHRISTMASVILLE	229+17.10	109.40 RT	EW7	U	D-PE-18A			1	
7B	CHRISTMASVILLE	236+68.59	111.61 RT	EW8	U	D-PE-18A		1		
6B	CHRISTMASVILLE	233+00.05	138.48 RT	EW9	U	D-PE-18A			1	
7B	CHRISTMASVILLE	240+54.84	80.89 LT	EW10	U	D-PE-18A	1			
5B	RAMP E	615+87.35	22.49 RT	EW11	U	D-PE-18A			1	
5B	RAMP E	615+22.11	58.56 LT	EW12	U	D-PE-18A			1	
9B	RAMP B	38+15.38	113.52 LT	EW13	U	D-PE-36A				1
5B	RAMP E	626+81.39	53.01 RT	EW14	U	D-PE-18A	1			
TOTALS							5	1	7	1

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TABULATED QUANTITIES

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CATCH BASINS AND MANHOLES

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/TOP ELEV.	STRUCTURE TYPE	INSIDE DIMENSIONS	DEPTH (FT.)	STANDARD DRAWING	TYPE 3 611-01.02 4' - 8'	TYPE 3 611-01.03 8' - 12'	TYPE 12 611-12.01 0' - 4'	TYPE 12 611-12.02 4' - 8'	TYPE 12 611-12.03 8' - 12'	TYPE 12 611-12.04 12'-16'	TYPE 42 611-42.01 0' - 4'	MH 611-62.03 12' - 16'
4B	CHRSITMASVILLE	205+19.70	40.96 LT	CB1	432.16	12	48x36	3.90	D-CB-12S			1					
4B	CHRSITMASVILLE	205+20.00	29.96 RT	CB2	432.13	12	48x36	4.25	D-CB-12S				1				
4B	CHRSITMASVILLE	203+45.50	72.56 RT	CB3	478.47	12	32x32	3.86	D-CB-12LP			1					
4B	CHRSITMASVILLE	208+20.20	40.46 LT	CB4	438.34	12	48x36	3.90	D-CB-12S			1					
4B	CHRSITMASVILLE	211+20.01	38.96 LT	CB5	494.32	12	48x36	3.90	D-CB-12S			1					
4B	CHRSITMASVILLE	206+80.00	29.96 RT	CB6	435.54	12	48x36	3.90	D-CB-12S			1					
4B	CHRSITMASVILLE	209+40.00	31.66 RT	CB7	490.94	12	48x36	3.90	D-CB-12S			1					
4B	CHRSITMASVILLE	211+80.00	42.47 RT	CB8	495.18	12	48x36	3.90	D-CB-12S			1					
5B	RAMP E	626+81.35	1.96 RT	CB9	510.71	12	48x36	11.99	D-CB-12S					1			
5B	RAMP E	624+80.00	1.96 RT	CB10	504.79	12	48x36	3.90	D-CB-12S			1					
5B	CHRISTMASVILLE	219+20.00	24.18 LT	CB11	511.08	12	48x36	3.94	D-CB-12S			1					
5B	RAMP C	60+60.00	22.38 LT	CB12	499.94	12	5' DIA	8.16	D-CB-12RB					1			
5B	CHRISTMASVILLE	214+78.00	31.96 RT	CB13	501.30	12	4' DIA	6.10	D-CB-12RA				1				
5B	CHRISTMASVILLE	216+20.00	27.96 LT	CB14	506.11	12	48x36	3.90	D-CB-12S			1					
5B	RAMP A	28+70.15	27.23 LT	CB15	502.31	12	4' DIA	3.90	D-CB-12RA			1					
5B	CHRISTMASVILLE	223+00.00	23.96 LT	CB16	517.87	12	48x36	3.90	D-CB-12S			1					
5B	CHRISTMASVILLE	223+80.00	42.27 RT	CB17	517.74	12	48x36	3.90	D-CB-12S			1					
5B	CHRISTMASVILLE	223+12.29	39.96 RT	CB18	517.56	12	48x36	4.07	D-CB-12S				1				
6B	CHRISTMASVILLE	226+00.00	27.96 LT	CB19	517.35	12	48x36	3.90	D-CB-12S			1					
6B	CHRISTMASVILLE	227+60.00	27.96 LT	CB20	515.14	12	48x36	3.90	D-CB-12S			1					
6B	RAMP B	30+57.08	27.26 LT	CB21	510.07	12	4' DIA	4.00	D-CB-12RA			1					
6B	CHRISTMASVILLE	225+20.00	42.87 RT	CB22	517.66	12	48x36	3.90	D-CB-12S			1					
6B	CHRISTMASVILLE	226+60.00	38.67 RT	CB23	516.57	12	48x36	3.90	D-CB-12S			1					
6B	CHRISTMASVILLE	228+80.21	32.07 RT	CB24	512.20	12	48x36	3.90	D-CB-12S			1					
6B	RAMP D	122+09.67	18.08 LT	CB25	510.51	12	4' DIA	3.91	D-CB-12RA			1					
6B	CHRISTMASVILLE	231+00.00	31.96 RT	CB26	504.83	12	48x36	3.90	D-CB-12S			1					
6B	CHRISTMASVILLE	233+00.00	31.96 RT	CB27	496.65	12	48x36	13.26	D-CB-12S						1		
6B	CHRISTMASVILLE	235+00.00	31.96 RT	CB28	488.35	12	48x36	3.90	D-CB-12S			1					
7B	DR-2	11+10.70	12.46 RT	CB29	479.73	12	48x36	3.90	D-CB-12S			1					
7B	DR-2	11+11.21	12.50 LT	CB30	479.05	12	48x36	3.95	D-CB-12S			1					
6B	CHRISTMASVILLE	233+00.00	38.96 LT	CB31	496.44	12	48x36	3.90	D-CB-12S			1					
7B	CHRISTMASVILLE	235+99.79	27.96 LT	CB32	484.15	12	48x36	3.90	D-CB-12S			1					
7B	KENWORTH BLVD	305+85.05	37.14 RT	CB33	473.86	12	4' DIA	5.96	D-CB-12RA				1				
6B	CHRISTMASVILLE	228+80.00	27.96 LT	CB34	512.40	12	48x36	3.90	D-CB-12S			1					
7B	CHRISTMASVILLE	237+84.14	62.05 LT	CB35	470.65	42	32x32	2.94	D-CB-42S							1	
4B	CHRISTMASVILLE	204+19.86	53.92 RT	CB36	478.00	42	32x32	3.50	D-CB-42S							1	
6B	CHRISTMASVILLE	229+35.00	35.78 RT	CB37	511.22	12	4' DIA	3.92	D-CB-12RA			1					
5B	CHRISTMASVILLE	214+81.00	27.96 LT	CB38	503.65	12	4' DIA	4.05	D-CB-12RA				1				
6B	RAMP B	30+36.38	41.36 LT	CB39	510.85	12	4' DIA	3.90	D-CB-12RA			1					
4B	CHRISTMASVILLE	203+45.45	52.55 RT	MH1	478.44	3	62x62	4.25	D-MH-5	1							
7B	CHRISTMASVILLE	240+45.00	22.50 LT	MH2	486.72	3	62x62	10.73	D-MH-5		1						
7B	CHRISTMASVILLE	237+85.69	50.92 LT	MH3	474.00	3	4' DIA	13.77	D-RMH-1								1
TOTALS										**1**	**1**	**29**	**5**	**2**	**1**	**2**	**1**

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	2F2
PS&E	2026	STP-M-NH-I-40-1(372)	2F2

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JILL CLAUDINE STANKO
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DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

SHEET 3 OF 5

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	2F3
PS&E	2026	STP-M-NH-I-40-1(372)	2F3

STORM DRAINAGE PIPES

SHEET NO.	FROM		TO		%	REINFORCED CONC. PIPE - CLASS III (L.F.)			TRENCHLESS CLASS IV (L.F.)	RIP-RAP A-1	RIP-RAP B
	CODE	OUTLET ELEV.	CODE	INLET ELEV.	GRADE	18" 607-03.02	24" 607-05.02	36" 607-07.02	18" 607-03.10	709-05.06 (TON)	709-05.08 (TON)
4B	CB1	478.26	CB2	477.88	0.58				65.95		
4B	CB3	474.61	MH1	474.19	2.81	14.99					
4B	CB4	484.44	CB1	478.26	2.08	296.50					
4B	CB5	490.42	CB4	484.44	2.02	295.81					
4B	CB8	491.28	CB7	487.04	1.79	236.32					
4B	CB7	487.04	CB6	481.64	2.11	256.01					
4B	CB6	481.64	CB2	477.88	2.41	156.00					
5B	CB10	500.89	EW1	499.81	4.50	24.00					
5B	CB11	507.13	CB14	502.21	1.65	297.87					
5B	CB17	513.84	CB18	513.50	0.54	63.75					
5B	CB16	513.96	CB18	513.50	0.76				60.22		
5B	CB18	513.50	EW5	513.15	1.21	28.94					
6B	CB22	513.77	CB23	512.67	0.81	136.06					
6B	CB23	512.67	CB24	508.30	2.02	216.28					
6B	CB19	513.45	CB20	511.24	1.42	156.00					
6B	CB20	511.24	CB34	508.50	2.36	116.00					
6B	CB26	500.93	CB27	492.66	4.22	196.00					
7B	CB29	475.83	CB30	475.60	1.15				20.00		
7B	CB30	475.60	EW8	474.83	2.30	33.50				32.67	
6B	CB31	492.54	CB32	480.25	4.15	296.00					
6B	CB28	484.45	CB27	483.40	0.54	196.00					
6B	CB27	483.40	EW9	482.68	0.68	106.00					359.72
5B	EW11	485.43	EW12	484.53	0.85	106.00					
7B	MH2	456.00	EW10	447.84	14.19	57.48					53.47
5B	CB9	498.72	EW14	496.64	4.12	50.53					
7B	CB33	467.90	CB35	467.71	0.60	31.70					
6B	CB25	506.60	EW7	506.01	0.97	60.81					
4B	CB2	477.88	CB36	474.50	3.38	99.98					
4B	CB36	474.50	MH1	474.19	0.45		69.47				
5B	CB38	499.60	CB15	498.41	2.30	51.87					
5B	CB14	502.21	CB38	499.60	1.89	138.38					
5B	CB15	498.41	EW2	497.08	2.14				62.23		
5B	EW3	492.14	CB12	491.78	0.52	68.54					
5B	CB12	491.78	EW4	488.53	3.55				91.48		
5B	CB13	495.20	CB12	491.78	7.23	47.32					
6B	CB24	508.30	CB37	507.30	1.88	53.25					
6B	CB37	507.30	CB25	506.60	2.01	34.90					
6B	CB21	506.08	EW6	505.83	0.45	55.14					
6B	CB34	508.50	CB39	506.95	2.88	54.01					
6B	CB39	506.95	CB21	506.08	3.41	25.45					
7B	CB32	480.25	MH3	467.50	6.95	183.38					
7B	CB35	467.71	MH3	467.50	2.36	8.90					
7B	MH3	462.00	MH2	456.00	2.31				259.52		
9B	EW13	473.96	EX. PIPE	473.86	2.00			5.00			
TOTALS						**4250**	**69**	**5**	**559**	**33**	**413**

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TABULATED QUANTITIES

SHEET 4 OF 5

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	2F4
PS&E	2026	STP-M-NH-I-40-1(372)	2F4

ESTIMATED GRADING QUANTITIES

	DESCRIPTION	UNADJUSTED VOLUMES (CY) EXC.	UNADJUSTED VOLUMES (CY) EMB.	ADJUSTED VOLUMES (CY) EXC.
	MAINLINE	2,415	6,681	2,053
	SIDE ROADS	10,592	20,276	9,004
	PVT. DRIVES, BUSINESS AND FIELD ENTRANCES			
	INDEPENDENT DITCHES			
	TEMPORARY CONSTRUCTION EXITS	229		195
1.	OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...) (EMB.)	54	54	46
1.	OTHER (BRIDGE EXCAVATION, PAVEMENT, ETC...) (EXC.)	840		
	TOPSOIL (EMB.)	5,883	5,883	
	TOPSOIL (EXC.)	3,937		
	TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

ROCK (C.Y.) EXC.	ROCK (C.Y.) EMB.	TOTALS (C.Y.) EXC. (UNCL.)	TOTALS (C.Y.) EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	23,056	32,894	23,056	13,236	11,251

BALANCE SUMMARY

SHRINK = 15 % SWELL = 30 %

	EMB.		EXC.
	32,394	VS.	-11,251
AVAILABLE		=	21,643
BORROW MATERIAL		=	24,890
ROAD & DRAINAGE		=	29,973

FOOTNOTES

1. EXISTING PAVEMENT EXCAVATION NOT INCLUDED IN EARTHWORK CALCULATIONS BUT IS INCLUDED IN ITEM 202-03.01

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TABULATED QUANTITIES

SHEET 5 OF 5

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2G
PIH	2026	STP-M-NH-I-40-1(372)	2G
PS&E	2026	STP-M-NH-I-40-1(372)	2G

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1

CG RT-1
CURVE 01
PI 808+60.01
N 500833.6565
E 1142788.2128
Δ 02°57'12" RT.
D 02°09'17"
R 2659.00'
L 137.06'
T 68.54'
LC 137.04'
BC N04°50'05.0"E

2

CHRISTMASVILLE RD
CURVE 01
PI 215+10.82
N 501083.2116
E 1142761.7854
Δ 13°21'21" RT.
D 02°07'19"
R 2700.00'
L 629.38'
T 316.12'
LC 627.95'
BC N10°02'09.6"E
SE EXIST. FT/FT

3

CG LT-1
CURVE 01
PI 707+85.63
N 500838.0068
E 1142710.3339
Δ 02°51'36" RT.
D 02°05'36"
R 2737.00'
L 136.62'
T 68.32'
LC 136.61'
BC N04°47'17.0"E

4

CG RT-2
CURVE 01
PI 811+35.89
N 501175.7469
E 1142825.8361
Δ 05°49'37" RT.
D 02°08'45"
R 2670.00'
L 271.54'
T 135.89'
LC 271.42'
BC N12°13'42.8"E

5

CG LT-2
CURVE 01
PI 711+37.24
N 501189.0719
E 1142771.4277
Δ 05°45'51" RT.
D 02°06'07"
R 2726.00'
L 274.24'
T 137.24'
LC 274.12'
BC N12°15'36.0"E

6

RAMP E
SPIRAL 01
PIs 608+89.59
Ns 501640.4237
Es 1143177.8146
θs 13°14'59"
LT 98.94'
ST 49.59'
Ls 148.00'

7

RAMP E
CURVE 01
PI 613+62.99
N 501654.6257
E 1142903.4285
Δ 269°13'42" RT.
D 17°54'18"
R 320.00'
L 1503.65'
T 324.34'
LC 455.59'
BC S47°34'37.5"W
SE 0.074 FT/FT
TRANS. LENGTH 148'
DESIGN SPEED 30 MPH

8

RAMP E
SPIRAL 02
PIs 625+91.89
Ns 501380.0731
Es 1142892.9234
θs 13°14'59"
LT 98.94'
ST 49.59'
Ls 148.00'

9

RAMP C
CURVE 01
PI 66+32.75
N 500875.3692
E 1143387.9110
Δ 50°22'16" LT.
D 11°55'36"
R 480.41'
L 422.34'
T 225.91'
LC 408.87'
BC N75°09'03.4"E
SE EXIST. FT/FT

10

RAMP B
CURVE 01
PI 36+86.62
N 502677.8678
E 1142523.7966
Δ 73°14'33" LT.
D 11°47'29"
R 485.91'
L 621.15'
T 361.15'
LC 579.71'
BC S69°15'01.3"W
SE EXIST. FT/FT

11

KENWORTH BLVD
CURVE 01
PI 302+91.90
N 503432.0139
E 1143085.7470
Δ 22°27'36" RT.
D 04°05'33"
R 1400.00'
L 548.80'
T 277.97'
LC 545.29'
BC S85°05'30.7"E

12

SAND PEBBLE DR
CURVE 01
PI 307+82.40
N 503286.8496
E 1143561.7277
Δ 06°55'44" LT.
D 05°43'46"
R 1000.00'
L 120.93'
T 60.54'
LC 120.86'
BC S76°36'16.3"E

13

CHRISTMASVILLE RD
CURVE 02
PI 241+47.93
N 503611.6626
E 1143521.0255
Δ 06°02'18" RT.
D 02°15'10"
R 2543.36'
L 268.04'
T 134.14'
LC 267.92'
BC N19°43'59.0"E

14

CHRISTMASVILLE RD
CURVE 03
PI 244+30.34
N 503872.3241
E 1143630.3417
Δ 05°41'50" LT.
D 01°55'11"
R 2984.60'
L 296.78'
T 148.51'
LC 296.66'
BC N19°54'12.7"E

15

RAMP A
CURVE 01
PI 15+54.11
N 501249.8533
E 1141412.1357
Δ 12°52'14" RT.
D 04°23'44"
R 1303.50'
L 292.81'
T 147.02'
LC 292.19'
BC S85°17'56.9"E
SE EXIST. FT/FT

16

RAMP B
CURVE 03
PI 53+18.13
N 501439.0163
E 1141384.8880
Δ 10°51'24" RT.
D 02°48'18"
R 2042.60'
L 387.04'
T 194.10'
LC 386.46'
BC S74°17'05.8"W
SE EXIST. FT/FT

17

RAMP B
CURVE 02
PI 48+45.46
N 501616.7317
E 1141844.4107
Δ 36°13'39" RT.
D 06°16'37"
R 912.79'
L 577.15'
T 298.59'
LC 567.58'
BC S50°44'34.3"W
SE EXIST. FT/FT

18

RAMP C
CURVE 01
PI 80+45.95
N 501803.3727
E 1144492.5082
Δ 20°35'55" RT.
D 03°53'30"
R 1472.25'
L 529.29'
T 267.53'
LC 526.45'
BC N60°15'53.1"E
SE EXIST. FT/FT

19

RAMP C
CURVE 02
PI 85+26.08
N 501965.0583
E 1144950.7220
Δ 10°10'48" RT.
D 03°06'43"
R 1841.15'
L 327.13'
T 163.99'
LC 326.70'
BC N75°39'14.7"E
SE EXIST. FT/FT

20

RAMP C
CURVE 03
PI 89+62.51
N 502035.3935
E 1145382.3171
Δ 05°33'35" RT.
D 01°04'57"
R 5293.36'
L 513.63'
T 257.02'
LC 513.43'
BC N83°31'26.1"E
SE EXIST. FT/FT

21

RAMP D
CURVE 02
PI 109+45.77
N 502105.5106
E 1144457.4661
Δ 16°20'45" RT.
D 03°40'03"
R 1562.24'
L 445.69'
T 224.37'
LC 444.18'
BC N81°29'50.8"W
SE EXIST. FT/FT

22

RAMP D
CURVE 01
PI 106+36.35
N 502103.7298
E 1144766.9303
Δ 03°23'19" RT.
D 02°02'47"
R 2800.00'
L 165.60'
T 82.82'
LC 165.58'
BC S88°38'07.4"W
SE EXIST. FT/FT

23

I-40
CURVE 01
PI 456+61.61
N 502129.3234
E 1145535.6128
Δ 11°10'52" RT.
D 01°00'00"
R 5729.58'
L 1118.10'
T 560.83'
LC 1116.33'
BC N85°18'13.7"E

24

PATH
CURVE 01
PI 50+16.17
N 501859.4801
E 1143039.0795
Δ 44°01'41" RT.
D 143°14'22"
R 40.00'
L 30.74'
T 16.17'
LC 29.99'
BC N38°43'40.5"E

25

PATH
CURVE 02
PI 50+42.87
N 501873.3124
E 1143063.7708
Δ 44°01'41" LT.
D 190°59'09"
R 30.00'
L 23.05'
T 12.13'
LC 22.49'
BC N38°43'40.5"E

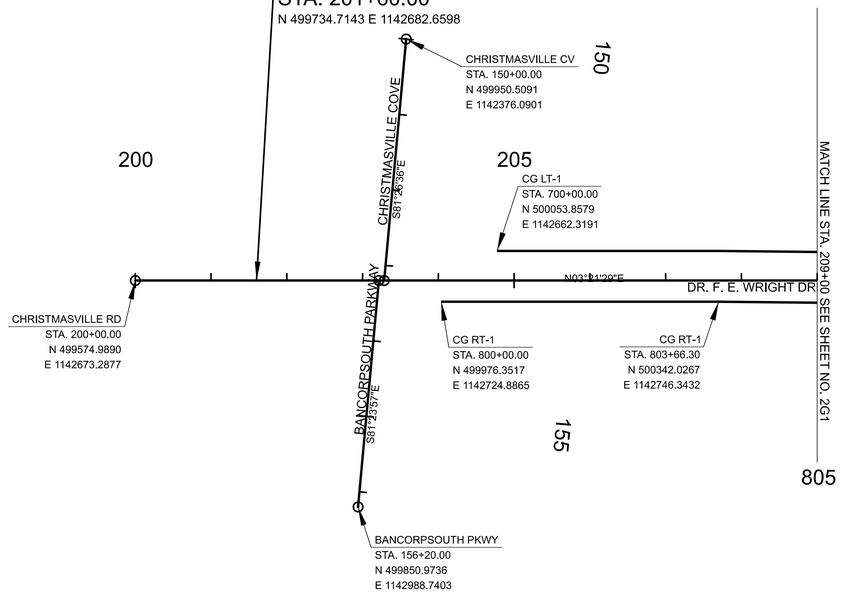
26

PATH
CURVE 03
PI 50+76.23
N 501906.4163
E 1143073.7112
Δ 24°48'42" LT.
D 95°29'35"
R 60.00'
L 25.98'
T 13.20'
LC 25.78'
BC N04°18'29.1"E

27

PATH
CURVE 04
PI 51+04.41
N 501934.7274
E 1143069.6830
Δ 24°48'42" RT.
D 81°51'04"
R 70.00'
L 30.31'
T 15.40'
LC 30.08'
BC N04°18'29.1"E

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598



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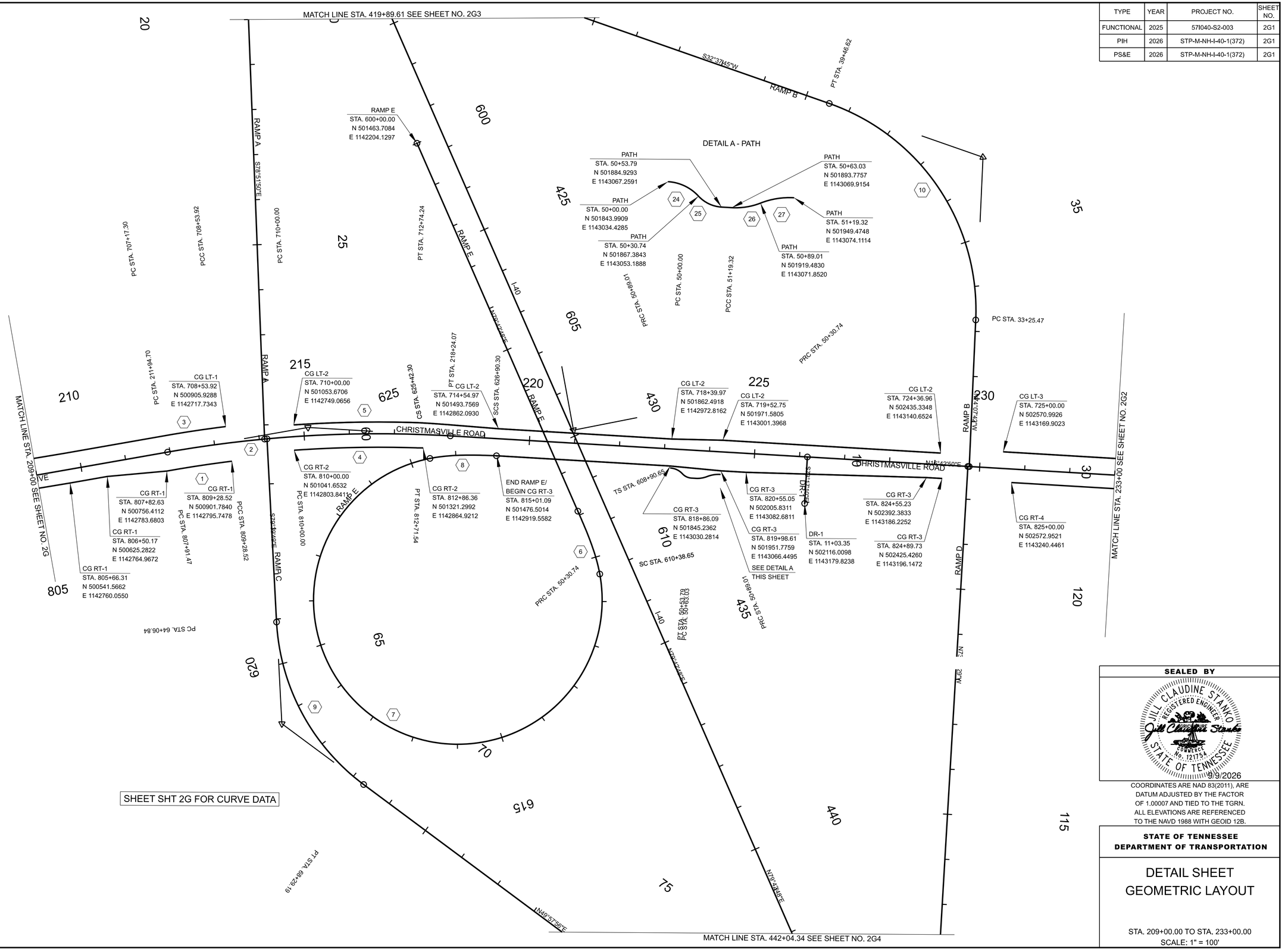
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DETAIL SHEET
GEOMETRIC LAYOUT

STA. 200+00.00 TO STA. 209+00.00
SCALE: 1" = 100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2G1
PIH	2026	STP-M-NH-I-40-1(372)	2G1
PS&E	2026	STP-M-NH-I-40-1(372)	2G1



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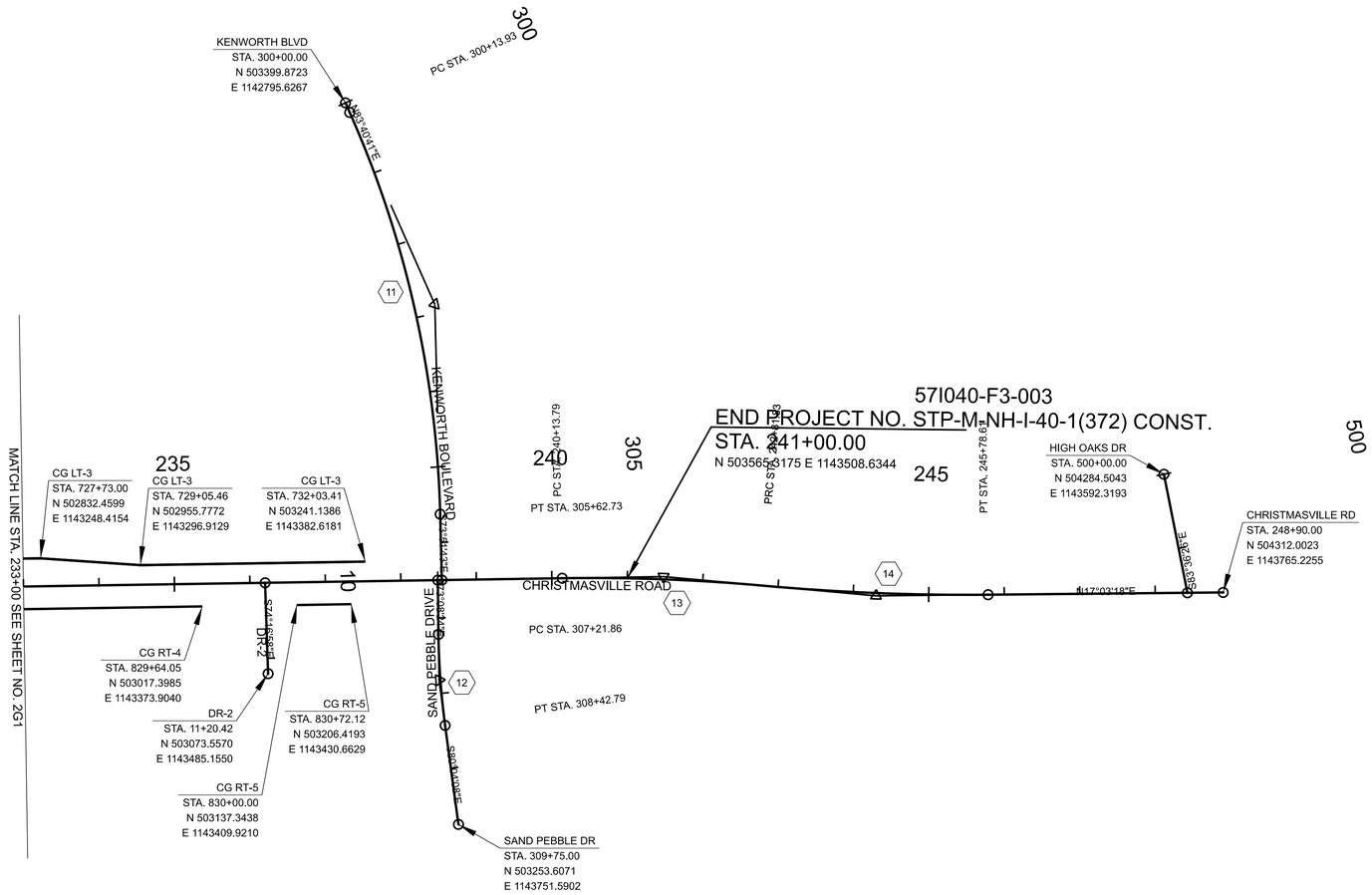
DETAIL SHEET
GEOMETRIC LAYOUT

STA. 209+00.00 TO STA. 233+00.00
SCALE: 1" = 100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2G2
PIH	2026	STP-M-NH-I-40-1(372)	2G2
PS&E	2026	STP-M-NH-I-40-1(372)	2G2

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SHEET SHT 2G FOR CURVE DATA

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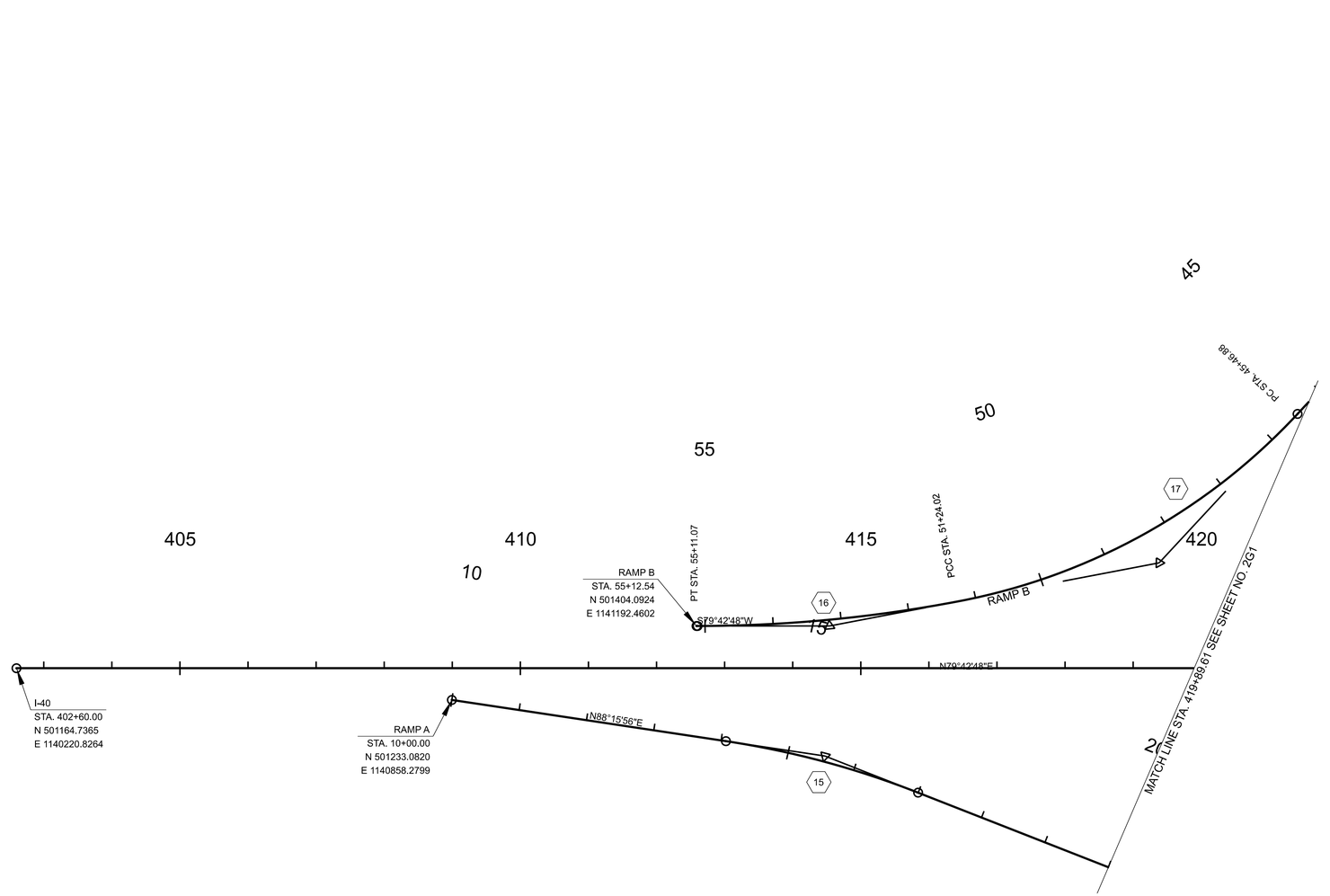
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DETAIL SHEET
GEOMETRIC LAYOUT

STA. 233+00.00 TO STA. 248+90.00
SCALE: 1" = 100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2G3
PIH	2026	STP-M-NH-I-40-1(372)	2G3
PS&E	2026	STP-M-NH-I-40-1(372)	2G3



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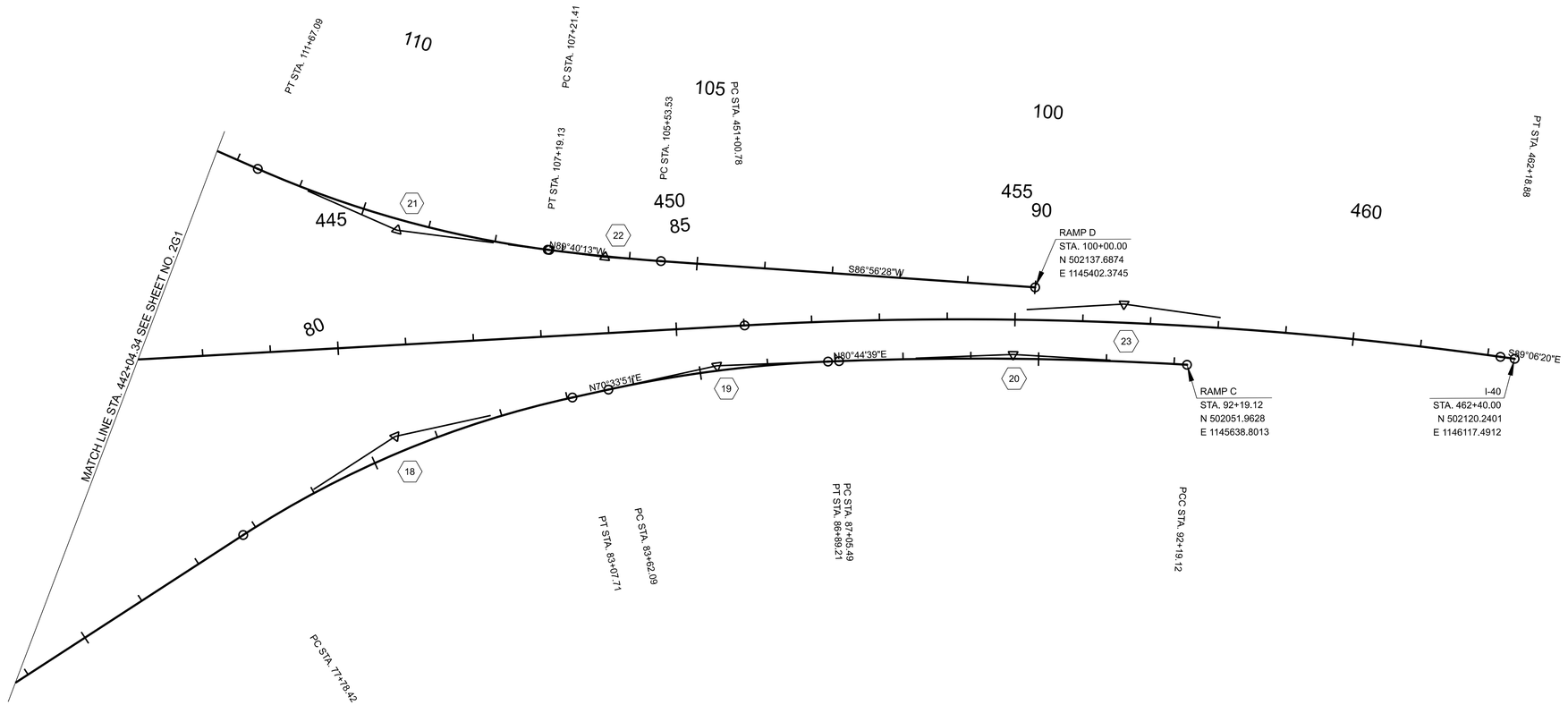
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
GEOMETRIC LAYOUT

STA. 402+60.00 TO STA. 419+89.61
SCALE: 1" = 100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2G4
PIH	2026	STP-M-NH-I-40-1(372)	2G4
PS&E	2026	STP-M-NH-I-40-1(372)	2G4



SHEET SHT 2G FOR CURVE DATA

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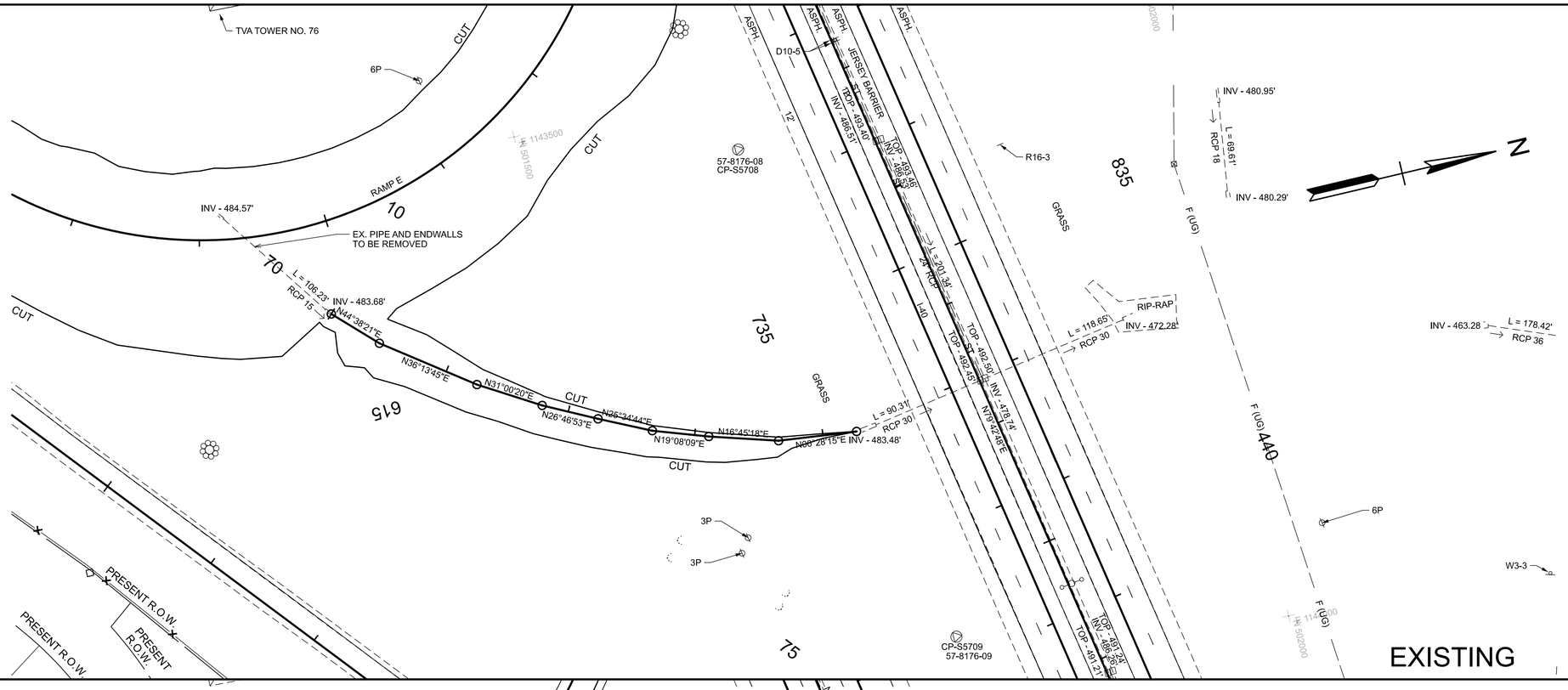
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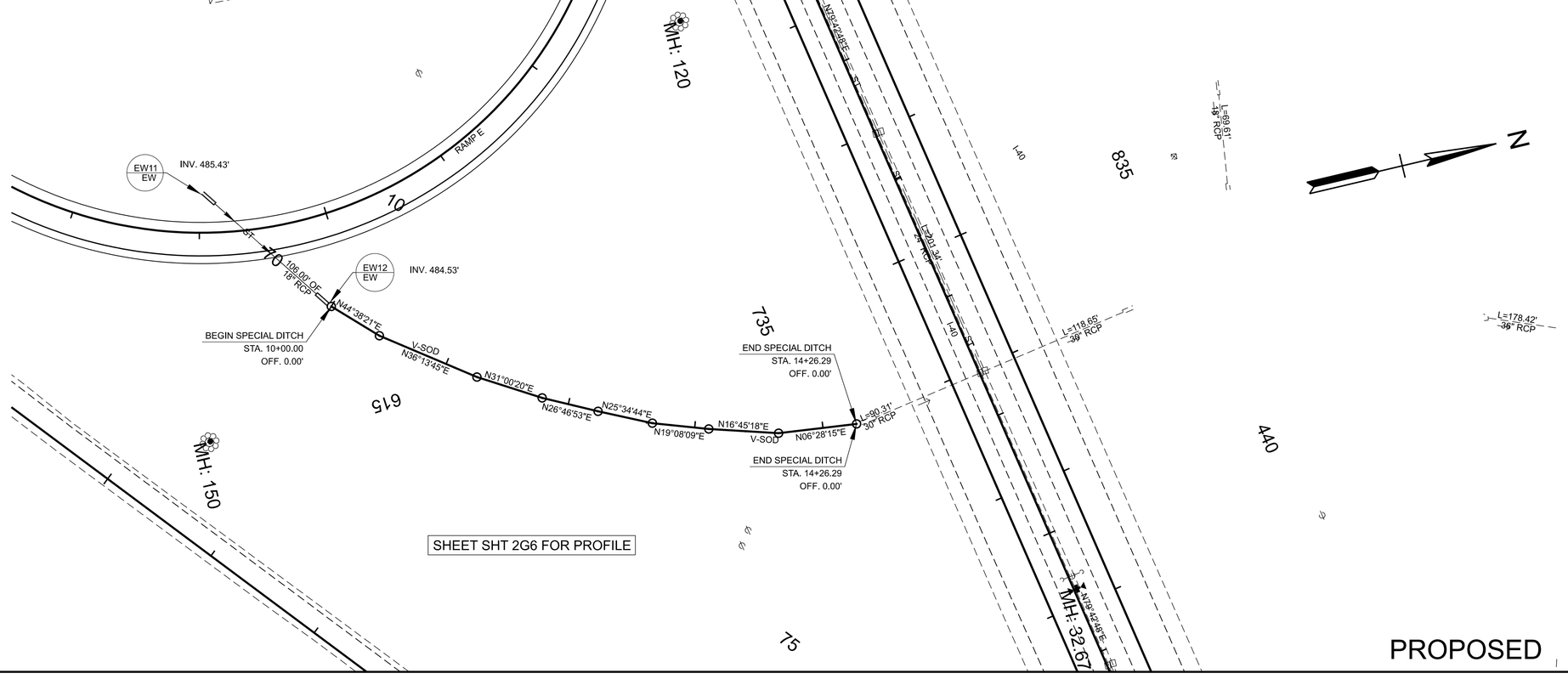
DETAIL SHEET
GEOMETRIC LAYOUT

STA. 442+04.34 TO STA. 462+40.00
SCALE: 1" = 100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2G5
PIH	2026	STP-M-NH-I-40-1(372)	2G5
PS&E	2026	STP-M-NH-I-40-1(372)	2G5





SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

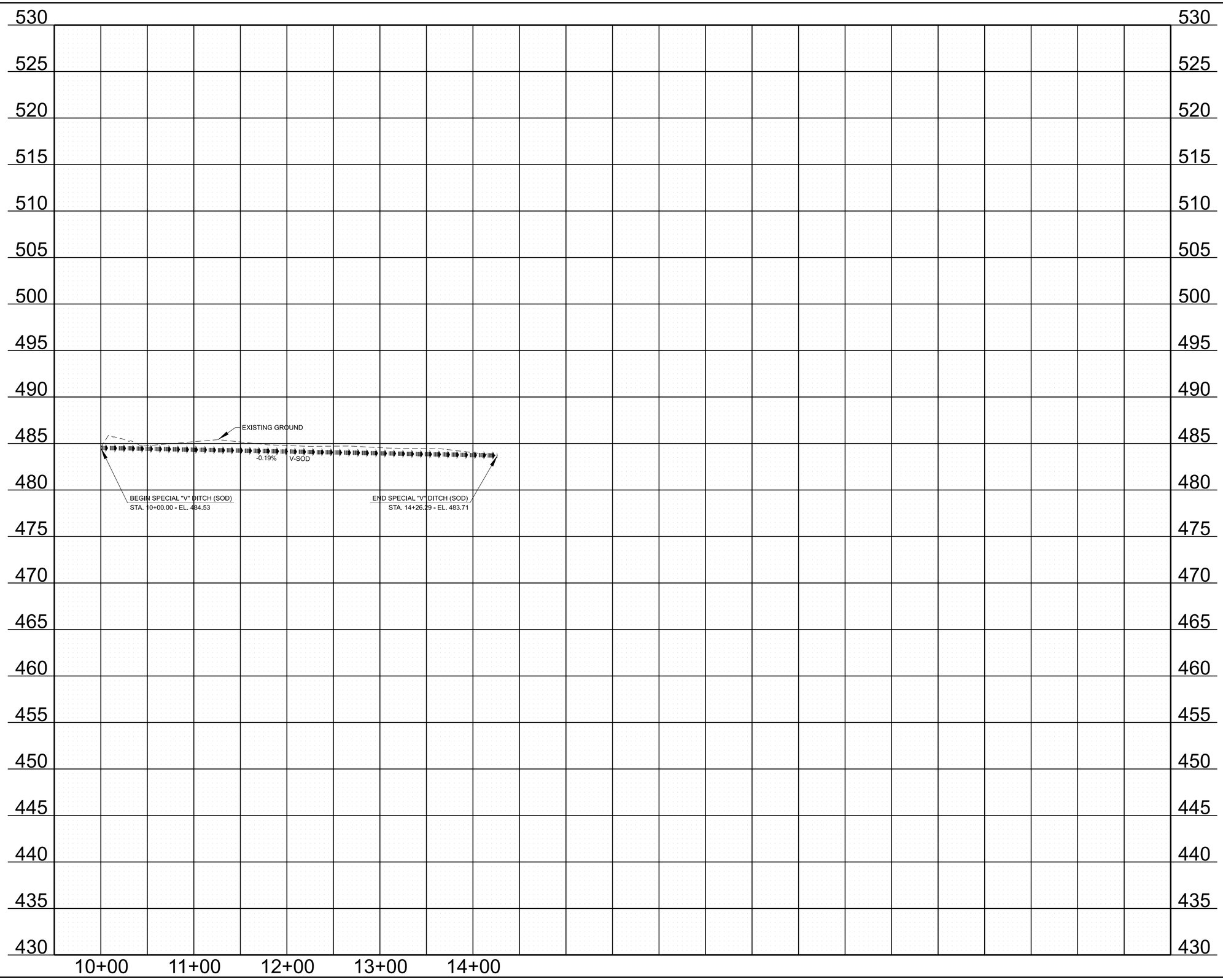
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
SPECIAL DITCH

SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	2G6
PIH	2026	STP-M-NH-I-40-1(372)	2G6
PS&E	2026	STP-M-NH-I-40-1(372)	2G6



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE
SPECIAL DITCH

STA. 10+00.00 TO STA. 14+26.29

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

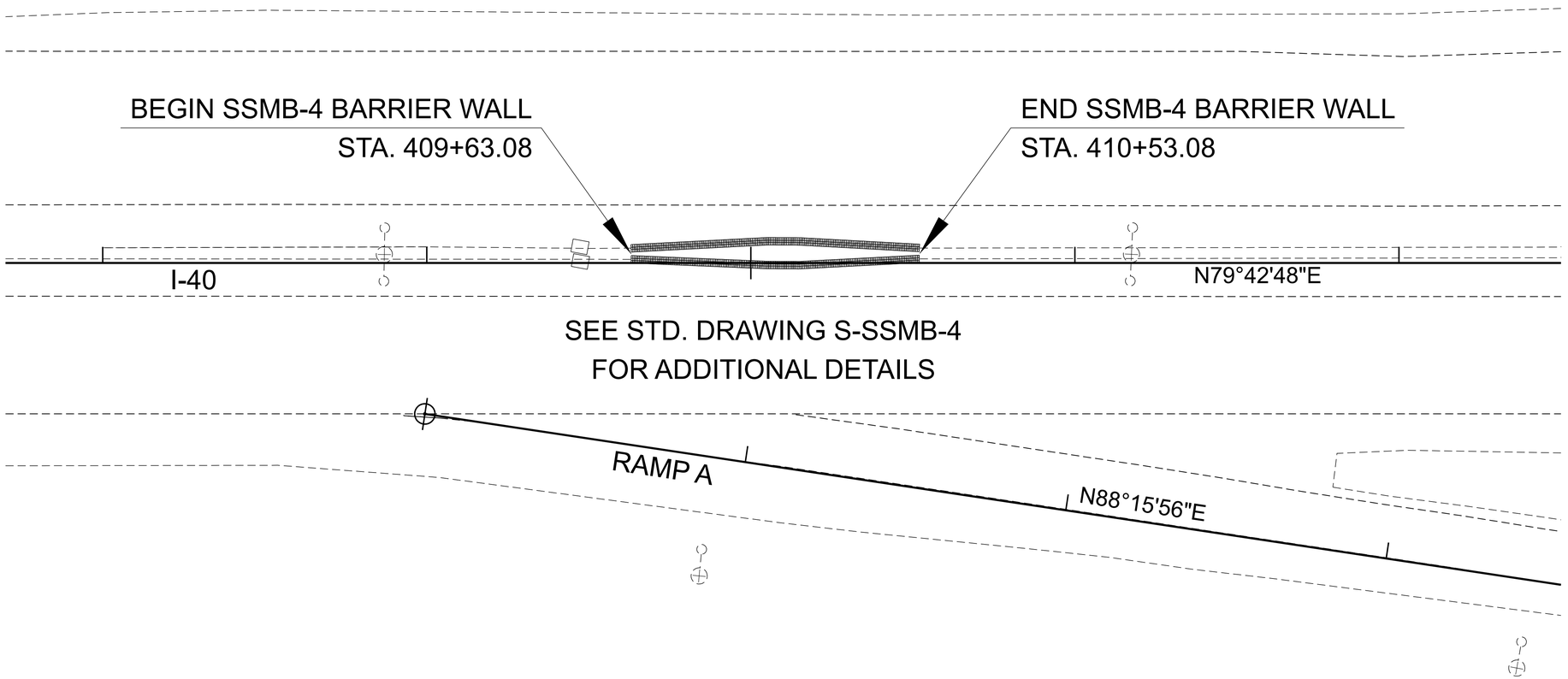
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	2G7

410

10

N



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
STATE OF TENNESSEE
No. 121754

9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
I-40 MEDIAN BARRIER

STA. 407+70.02 TO STA. 412+50.02
SCALE: 1" = 20'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	3
PIH	2026	STP-M-NH-I-40-1(372)	3
PS&E	2026	STP-M-NH-I-40-1(372)	3

RIGHT-OF-WAY

(1) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-F-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.

(2) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT

(3) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.

(4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.

(5) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.

UTILITY

(1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC. AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

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

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

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

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

UTILITY OWNERS

CABLE:

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

GAS, WATER, ELECTRIC, TELEPHONE, SEWER:

JACKSON ENERGY AUTHORITY
250 NORTH HIGHLAND AVE./ P.O. BOX 68
JACKSON, TN 38301
CONTACT: HAVEEN HARRIS, P.E.
OFFICE PHONE: 731 422 7500
CELL PHONE: 731 422 7372
Email: HHARRIS@JAXENERGY.COM

TELEPHONE:

AT&T
3138 CYPRESS RIDGE DR.
EADS, TN 38028
CONTACT: DANIEL POTTS
CELL PHONE: 901 488 2359
Email: DP7607@ATT.COM

ELECTRIC:

TENNESSEE VALLEY AUTHORITY
1101 MARKET STREET
CHATTANOOGA, TN 37402
CONTACT: STEPHEN WILLIAMS
OFFICE PHONE: 662 690 3530
CELL PHONE: 662 255 6272
Email: SEWILLIAMS@TVA.GOV

FIBER:

CITY OF JACKSON
117 EAST MAIN STREET SUITE 206
JACKSON, TN 38301
CONTACT: STAN PILANT
OFFICE PHONE: 731 425 8220
CELL PHONE: 731 425 8201
Email: SPILANT@JACKSONTN.GOV

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
COURAGE
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
NOTES,
UTILITY NOTES
AND
UTILITY OWNERS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	3A
PIH	2026	STP-M-NH-I-40-1(372)	3A
PS&E	2026	STP-M-NH-I-40-1(372)	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM DRAINAGE	SLOPE	CONST
				BOOK	PAGE											
1	JACKSON TN LAND GROUP, LLC	056	019.02	754	852	11.189		11.189				11.189				
2	HAYNES INTERSTATE INVESTMENTS, LP	043	101.04	569	184	28.254		28.254				28.254				
3	PARK PLACE HOTEL PARTNERS, LLC	056	019.01	737	1366	2.075		2.075				2.075				
4	TAB PROPERTIES, LLC	043	101.02	775	57	0.497		0.497				0.497				
5	HUDSON LIU 2019 IRREVOCABLE TRUST, LIN DEE LIU, TRUSTEE	056	072.12	761	552	1.202		1.202				1.202				
6	H. M. GEORGIA, LLC	043	101.03	675	417	11.153		11.153				11.153				
7	MADISON COUNTY LODGING, INC	056	072.13	734	960	2.000		2.000				2.000				
8	JOSH LEFEVRE	043	101.05	766	1675	4.480		4.480				4.480				
9	OB LAND, LLC	056	072.07	762	1222	1.457		1.457				1.457				
10	JOSH LEFEVRE	043	101.01	773	1488	4.266		4.266				4.266				
11	OB LAND, LLC	056	072.15	761	732	1.000		1.000				1.000				
12	WENDHAM PROPERTIES. c/o JEAN HAYNES	043	101.00	540	426	9.006		9.006				9.006				
13	OB LAND, LLC	056	072.08	761	1229	2.528		2.528				2.528				
14	VICTOR STEVENSON	042	061.13	693	1183	1.004		1.004				1.004				
15	HAYWOOD HOSPITALITY LLC	042	061.10	698	921	1.762		1.762				1.762				
16	PARKSTONE PLACE LODGING, LLC, c/o BRUCE PATEL	057	002.01	739	317		1.720	1.720					1.720			
17	GARY A. TAYLOR	057	002.14	670	501		1.381	1.381					1.381			
18	GARY A. TAYLOR	042	061.16	656	221		5.780	5.780					5.780	0.108		
19	GARY A. TAYLOR	057	002.17	670	591		6.717	6.717					6.717			
20	CHIH C. & JADE H. SUN	057	002.18	685	804		1.332	1.332					1.332			
21	AARYA HOSPITATILY, LLC	057	002.29	769	878		1.218	1.218					1.218			
22	CLAY CARLOCK, Jr LIVING TRUST, c/o GROVER C. CARLOCK, Jr, TRUSTEE	057	002.28	719	584		1.797	1.797					1.797			
23	GARY A. TAYLOR	057	002.25	670	591		2.217	2.217					2.217			
24	PILOT TRAVEL CENTERS #366, c/o TAX DEPT	042	061.15	691	519		9.114	9.114					9.114			
25	CITY OF JACKSON	057	002.00	670	603		15.607	15.607					15.607			
26	STRIBLING EQUIPMENT, LLC	042	061.18	697	164		4.858	4.858					4.858			
27	STRIBLING EQUIPMENT, LLC	042	061.20	766	1027		5.951	5.951					5.951			
28	LYNN HAYNES, ETAL c/o JEAN HAYNES	042	062.00	183	470		1.574	1.574					1.574			
29	LORETHA KARNES REVOCABLE TRUST	042	060.00	715	405		32.448	32.448					32.448			
30	INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF JACKSON	042	063.00	706	1523		4.939	4.939					4.939			
31	KAMEL AEDEL IKBARIAH GIFT TRUST, c/o AYMAN HAMDALLAH HAMDAN,	056	024.06	722	413	1.898		1.898				1.898				
32	LEADERS CREDIT UNION c/o ACCOUNTS PAYAELE	057	002.07	763	1806		1.151	1.151					1.151			
33	BOING US HOLDCO, INC	056	024.07	776	1590	1.472		1.472				1.472				
34	512 JACKSON TN LLC	057	002.06	749	1601		1.361	1.361					1.361			
35	KAYLA INVESTMENTS, LLC	056	024.08	691	1039	1.298		1.298				1.298				
36	BRG DEVELOPMENT	057	002.31	743	360		0.733	0.733					0.733			
37	TRM II, LLC, c/o MICHAEL BAYLEY	057	002.05	779	1356		0.837	0.837					0.837			
38	McDONALDS REAL ESTATE COMPANY c/o TAX DEPT	056	024.09	694	1304	1.323		1.323				1.323				
39	JOSEPH ANTHONY FRANCIA FAMILY LIVING TRUST, LTD c/o JOSEPHINE SARAFINA ANGELO	057	002.04	743	1092		1.308	1.308					1.308			
40	AMBROSIAL II REALTY, LLC	056	072.14	777	1431	0.729		0.729				0.729				217 S.F.
41	FOLEY HOUSE ON CHIPPEWA, INC, c/o WILLIAM N. MAVRELIS	056	072.11	775	416	0.975		0.975				0.975				
42	FAIRLANE DRIVE, LLC c/o MARTIN J. LOBDELL	057	002.03	784	1913		0.926	0.926					0.926			
43	STEVE & DEBBIE VIERHUS REVOCABLE TRJST c/o STEPHEN C. VIERHUS, ETUX, TRUSTEE	056	072.10	746	811	0.912		0.912				0.912				
44	WAFFEL HOUSE, INC c/o PROPERTY TAX DEPT	057	002.30	739	1439		0.627	0.627					0.627			
45	OB LAND, LLC	056	072.09	761	1229	1.620		1.620				1.620				
46	GARY A. TAYLOR	057	002.02	670	583		0.330	0.330					0.330			
47	LAXME INVESTMENTS, LLC	042	061.09	696	757	1.670		1.670				1.670				
48	SPEEDWAY, LLC REAL ESTATE DEPARTMENT	042	034.07	723	891		3.000	3.000					3.000			
49	HAMADA SHEHATA	042	061.05	693	631	0.980		0.980				0.980				
50	WENDHAM PROPERTIES. c/o JEAN HAYNES	042	061.04	467	745	8.500		8.500				8.500				
51	GARY A. TAYLOR	042	034.05	656	221		26.000	26.000					26.000			
52	H & H HIGH OAKS, INC, c/o JEAN HAYNES	042I	006.00	468	912	0.626		0.626				0.626				
53	BERNICE M. ELKINS, c/o SATIY PRICE	042I	005.00	430	506	0.762		0.762				0.762				
54	MARTHA A. POPE	042I	004.00	398	29	0.769		0.769				0.769				
55	FARHAD NOTAMEDI	057	002.11	734	957		1.910	1.910					1.910			
56	GARY A. TAYLOR	057	002.12	670	583		1.750	1.750					1.750			
57	29 KENWORTH LLC	042	061.06	762	33	1.700		1.700				1.700				
58	TENNESSEE DONUTS REALTY, LLC	057	002.32	787	1633		0.630	0.630					0.630			
ACQUISITION TOTALS (ACRES)														0.108		217 S.F.

DISTURBED AREA

IN BETWEEN SLOPE LINES	13.098	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	4.682	(AC)
TOTAL DISTURBED AREA	17.780	(AC)
TOTAL PROJECT AREA	83.087	(AC)

SEALED BY

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REGISTERED ENGINEER
Jill Claudine Stanko
PROFESSIONAL ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

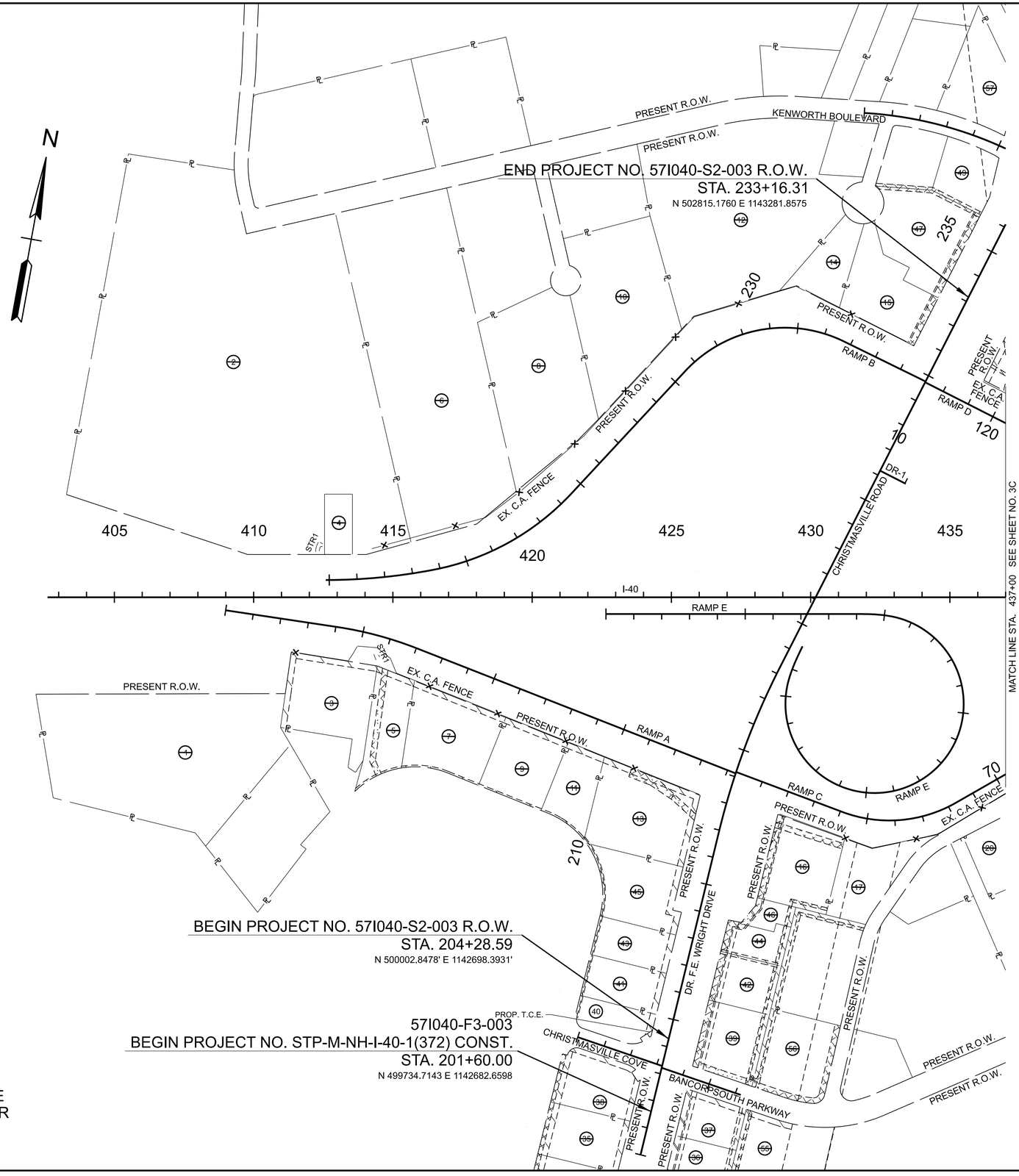
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	3B
PIH	2026	STP-M-NH-I-40-1(372)	3B
PS&E	2026	STP-M-NH-I-40-1(372)	3B

REV. 10/22/2025
REVISED BEGIN AND END R.O.W. CALLOUT.



PROP. T.C.E.

EX. UTILITY ESMT.

EX. DRAINAGE ESMT.

EX. TVA ESMT.

NOTE: FOR INTERSECTION DATA SEE PRESENT LAYOUT, R.O.W. DETAIL, OR PROPOSED LAYOUT SHEETS.

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REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

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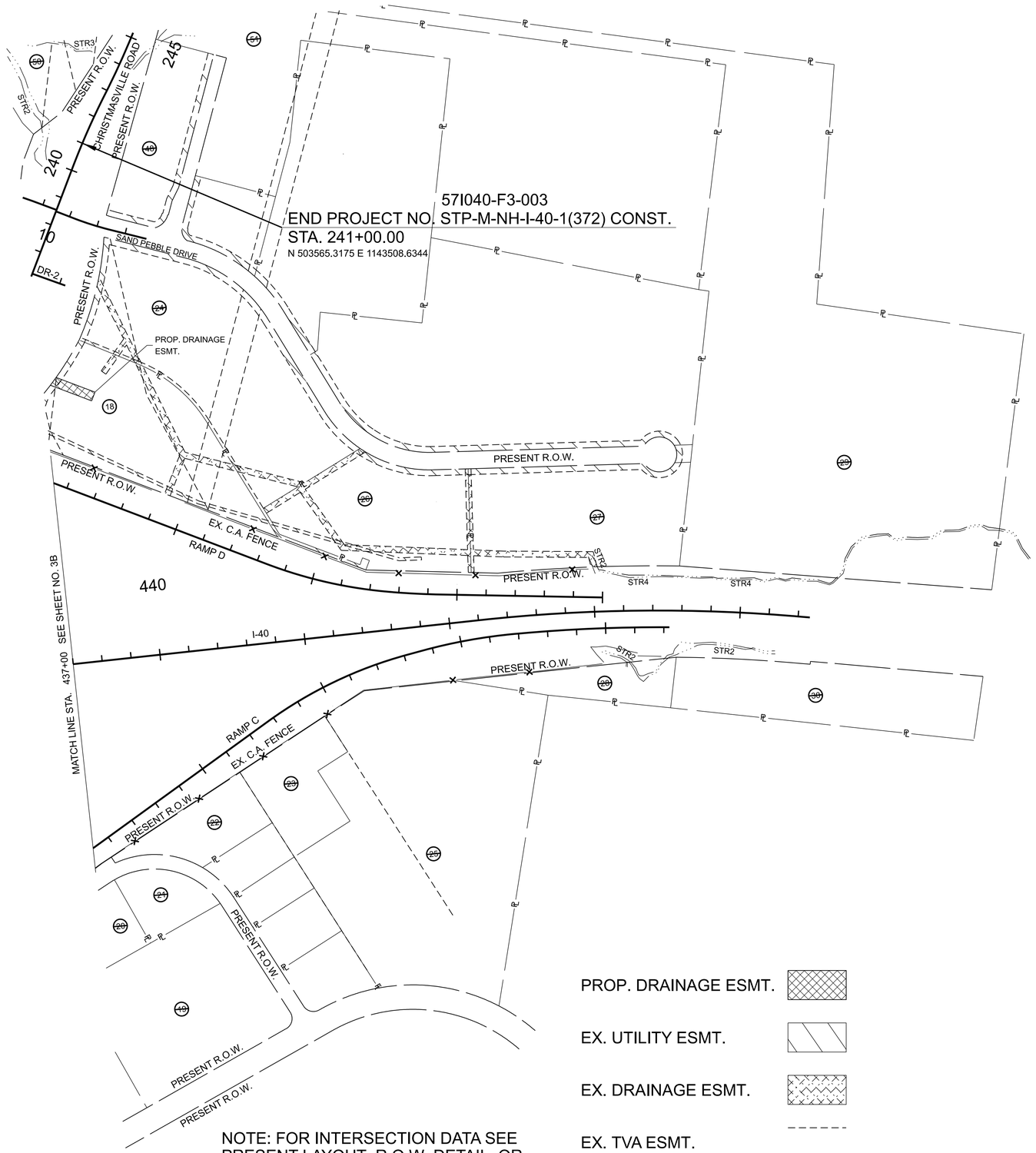
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

SCALE: 1"=200'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	3C
PIH	2026	STP-M-NH-I-40-1(372)	3C
PS&E	2026	STP-M-NH-I-40-1(372)	3C



N

PROP. DRAINAGE ESMT.

EX. UTILITY ESMT.

EX. DRAINAGE ESMT.

EX. TVA ESMT.

NOTE: FOR INTERSECTION DATA SEE PRESENT LAYOUT, R.O.W. DETAIL, OR PROPOSED LAYOUT SHEETS.

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No. 121754
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

SCALE: 1"=200'

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INTERSECTION	ALIGNMENT 1 NAME	ALIGNMENT 1 STA.	ALIGNMENT 2 NAME	ALIGNMENT 2 STA.	NORTHING	EASTING
1	DR. F. E. WRIGHT DR.	203+21.40	DANCORPSOUTH PKWY	153+20.00	499995.9306	1142692.1141
2	DR. F. E. WRIGHT DR.	203+28.47	CHRISTMASVILLE CV	153+20.00	499902.8971	1142692.5283

CONTROL POINTS							
Point	Northing	Easting	Elevation	Feature	CPS Point	Station	Offset
S5702	499937.1955	1142771.4595	479.470	XCP	57-8176-02	203+67.53	76.77

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	4
PIH	2026	STP-M-NH-I-40-1(372)	4
PS&E	2026	STP-M-NH-I-40-1(372)	4

REV. 06/26/2025
REVISED NOTE 3.

REV. 07/22/2025
REVISED NOTE 3 CALLOUT.

REV. 10/22/2025
REVISED BEGIN R.O.W. CALLOUT.

REMOVAL OF ASPHALT PVMT

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598

BEGIN PROJECT NO. 57I040-S2-003 R.O.W.
STA. 204+28.59
N 500002.8478' E 1142698.3931'

NOTES:
1. SEE PROPOSED PROFILE SHEETS 4C AND 27.
2. FOR CURVE DATA INFORMATION SEE SHEET NOS. 2G - 2G4.
3. PRIVATE SIGN, STONE RETAINING WALL, STONE COLUMN, AND RAIL FENCING WILL NOT BE DISTURBED. 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.

SEALED BY
JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COOKEVILLE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 200+00.00 TO STA. 212+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-PRESENT.DGN

CONTROL POINTS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S5702	499937.3955	1142771.4595	479.470	XCP	57-8176-02	203+67.53	76.77

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	4A
PIH	2026	STP-M-NH-I-40-1(372)	4A
PS&E	2026	STP-M-NH-I-40-1(372)	4A

REV. 10/22/2025
REVISED BEGIN R.O.W. CALLOUT.

EX. UTILITY ESMT
EX. DRAINAGE ESMT
EX. TVA ESMT
PROP. TCE

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598

BEGIN PROJECT NO. 57I040-S2-003 R.O.W.
STA. 204+28.59
N 500002.8478' E 1142698.3931'

N

DR. F. E. WRIGHT DRIVE
BANCORPSOUTH PARKWAY
CHRISTMASVILLE COVE
PRESENT R.O.W.
LIMIT OF PAVING
LIMIT OF CONST.
CUT
FILL
MAGNAIL
EIP
R/W
PL

MATCH LINE STA. 212+00 SEE SHEET NO. 5A

SEALED BY
JILL CLAUDINE STANKO
REGISTERED ENGINEER
STATE OF TENNESSEE
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 200+00.00 TO STA. 212+00.00
SCALE: 1" = 50'

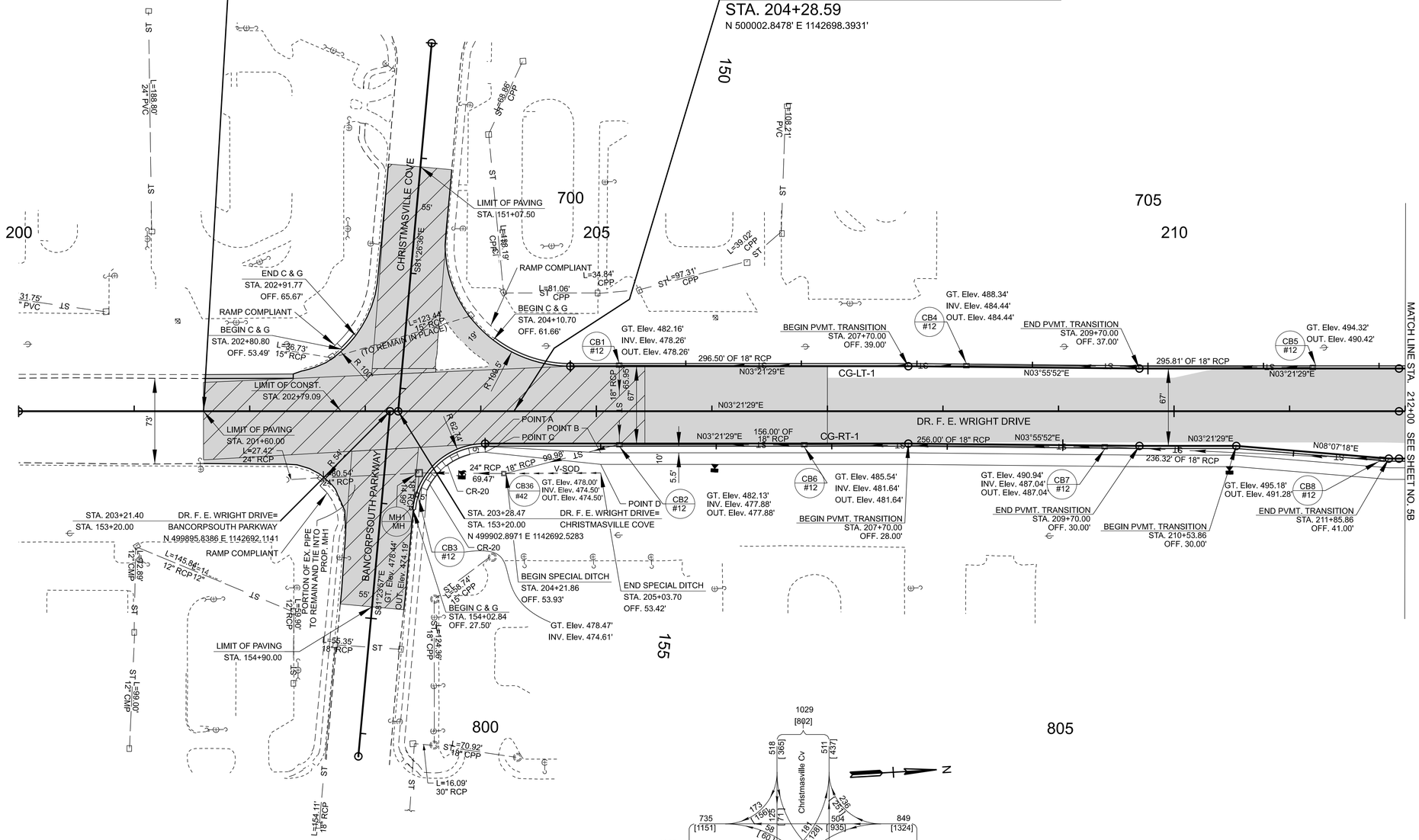
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\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT0087\TRITRANSPORTATION\57I040-SHT-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	4B
PIH	2026	STP-M-NH-I-40-1(372)	4B
PS&E	2026	STP-M-NH-I-40-1(372)	4B

REV. 10/22/2025
REVISED BEGIN R.O.W. CALLOUT.

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598

BEGIN PROJECT NO. 57I040-S2-003 R.O.W.
STA. 204+28.59
N 500002.8478' E 1142698.3931'



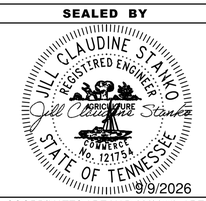
NOTES:
1. SEE PROFILE SHEET 17 FOR CG-LT-1 PROFILE.
2. SEE PROFILE SHEET 20 FOR CG-RT-1 PROFILE.
3. SEE PROFILE SHEET 27 FOR BANCORPSOUTH PARKWAY PROFILE.

MILL & OVERLAY

PARTIAL DEPTH ASPHALT REPAIR A

POINT	DESCRIPTION	STATION	OFFSET
A	BEGIN S.W. TRANSITION	204+03.70	30.50
B	END S.W. TRANSITION	205+03.70	36.00
C	BEGIN S.W. TRANSITION	204+03.70	40.50
D	END S.W. TRANSITION	205+03.70	46.00

SEALED BY



9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT CHRISTMASVILLE RD

STA. 200+00.00 TO STA. 212+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	4C
PIH	2026	STP-M-NH-I-40-1(372)	4C
PS&E	2026	STP-M-NH-I-40-1(372)	4C

REV. 10/22/2025
REVISED BEGIN R.O.W. CALLOUT.

OH WIRE
STA. 209+00.41
LOW WIRE EL. 515.70'
TEMP. 76 DEG.
02 POWER
01 CABLE

OH WIRE
STA. 203+63.97
LOW WIRE EL. 503.18'
TEMP. 76 DEG.
SPAN WIRE

OH WIRE
STA. 202+67.69
LOW WIRE EL. 500.27'
TEMP. 76 DEG.
SPAN WIRE

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598

BEGIN PROJECT NO. 57I040-S2-003 R.O.W.
STA. 204+28.59
N 500002.8478 E 1142698.3931

BEGIN SPECIAL "V" DITCH RT (SOD)
STA. 204+21.86 - EL. 478.00
END SPECIAL "V" DITCH RT (SOD)
STA. 205+03.70 - EL. 480.41

CB-36
TYPE 42S
TOP- 478.00
INV.- 474.50

STA. 203+91.41
EXIST. CB
OFF. 83.21' LT
TOP ELEV. 478.13'
INV. ELEV. 475.48'
BOT ELEV. 475.48'

MH-1
TOP - 478.44
INV. - 474.19

S5702
XCP
STA. 203+67.53 OFF. 76.77' RT
N 499937.3955
E 1142771.4595
EL. 479.470'
57-8176-02

CB-3
TYPE 12LP
TOP - 478.47
INV. - 474.61

EX. UG GAS
SIZE UNKNOWN

STA. 202+61.53
EXIST. CB
OFF. 57.94' RT
TOP ELEV. 476.38'
INV. ELEV. 473.56'
BOT ELEV. 473.56'

EX. UG WATER SIZE UNKNOWN

EX. UG FIBER

EX. UG GAS SIZE UNKNOWN

STA. 202+70.95
EXIST. CB
OFF. 47.37' LT
TOP ELEV. 476.58'
INV. ELEV. 474.16'
BOT ELEV. 474.16'

EX. UG POWER
EX. 15" RCP
EX. UG FIBER
EX. 24" RCP

EX. 15" RCP

EX. 24" RCP

EX. UG FIBER

EX. UG POWER

EX. UG GAS SIZE UNKNOWN

EX. UG POWER

EX. UG WATER SIZE UNKNOWN

24" RCP

STA. 203+26.47 CHRISTMASVILLE ROAD=
STA.153+20.00 CHRISTMASVILLE COVE
N 499902.8971 E 1142692.5283

STA. 203+21.40 CHRISTMASVILLE ROAD=
STA.153+20.00 BANCORPSOUTH PARKWAY
N 499895.8386 E 1142692.1141

EXISTING GROUND

CB-1
TYPE 12
TOP - 482.16
INV. - 478.26

CB-6
TYPE 12
TOP - 485.54
INV. - 481.64

CB-4
TYPE 12
TOP - 488.34
INV. - 484.44

CB-7
TYPE 12
TOP - 490.94
INV. - 487.04

CB-5
TYPE 12
TOP - 494.32
INV. - 490.42

CB-8
TYPE 12
TOP - 495.18
INV. - 491.28

+2.06%

2.95%

V-SOD

18" RCP

CB-2
TYPE 12
TOP - 482.13
INV. - 477.88

EX. UG FIBER

EX. UG WATER SIZE UNKNOWN

EX. UG GAS SIZE UNKNOWN

e = -0.02 RIGHT EOP

STA. 211+94.70
BEGIN TRANSITION

SUPERELEVATION DIAGRAM
N.T.S.

NOTE: THE SUPERELEVATION DIAGRAM IS A GRAPHICAL REPRESENTATION OF THE EXISTING CROSS SLOPE AND TRANSITIONS ONLY.

535 530 525 520 515 510 505 500 495 490 485 480 475 470 465 460 455 450 445 440 435

200+00 201+00 202+00 203+00 204+00 205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

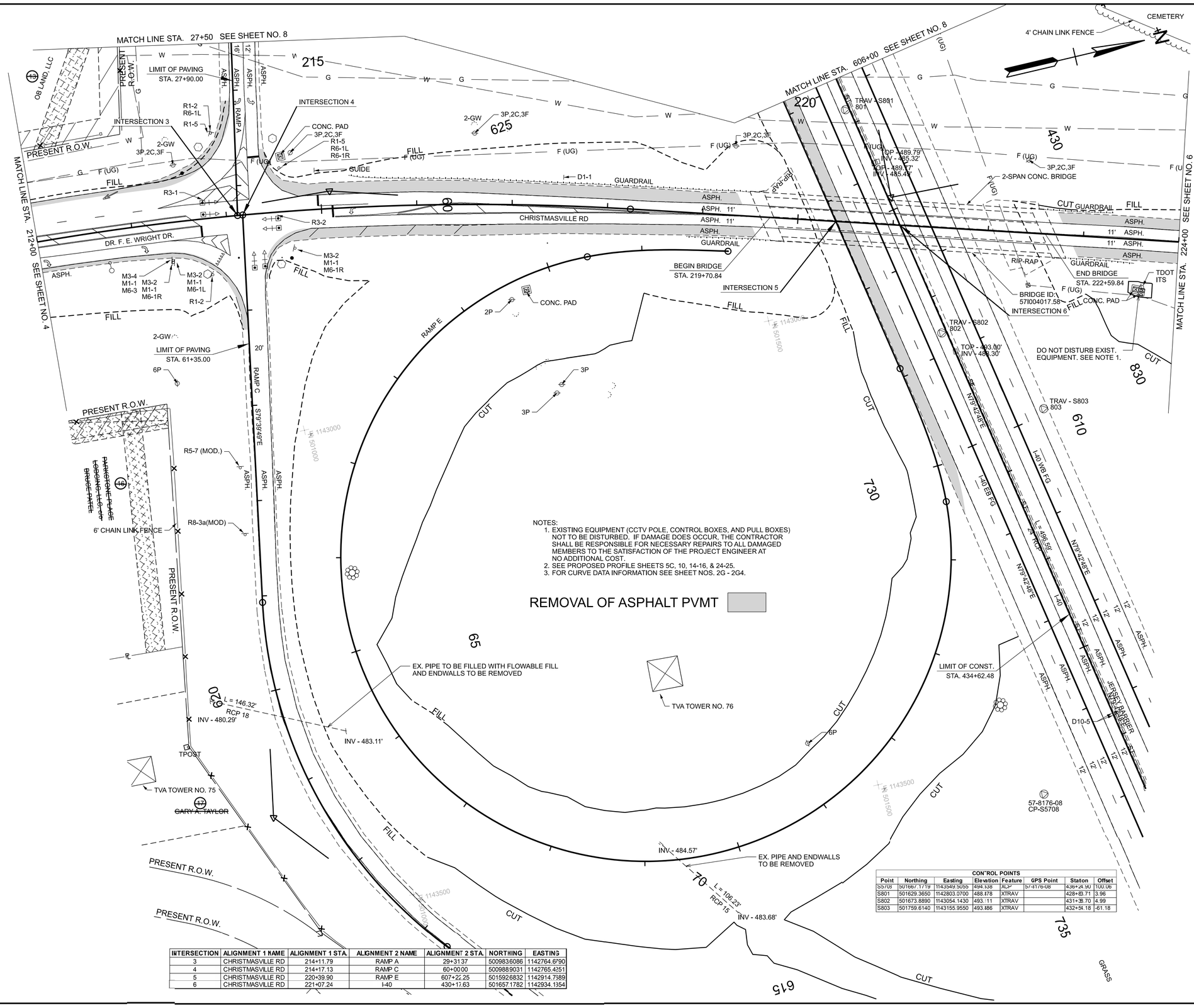
PROPOSED
PROFILE
CHRISTMASVILLE RD
STA. 200+00.00 TO STA. 212+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	5
PIH	2026	STP-M-NH-I-40-1(372)	5
PS&E	2026	STP-M-NH-I-40-1(372)	5

REV. 07/22/2025
REVISED NOTE 1 CALLOUT.



NOTES:
1. EXISTING EQUIPMENT (CCTV POLE, CONTROL BOXES, AND PULL BOXES) NOT TO BE DISTURBED. 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.
2. SEE PROPOSED PROFILE SHEETS 5C, 10, 14-16, & 24-25.
3. FOR CURVE DATA INFORMATION SEE SHEET NOS. 2G - 2G4.

REMOVAL OF ASPHALT PVMT

INTERSECTION	ALIGNMENT 1 NAME	ALIGNMENT 1 STA.	ALIGNMENT 2 NAME	ALIGNMENT 2 STA.	NORTHING	EASTING
3	CHRISTMASVILLE RD	214+11.79	RAMP A	29+31.37	5009836086	1142764.6790
4	CHRISTMASVILLE RD	214+17.13	RAMP C	60+00.00	5009889031	1142765.4251
5	CHRISTMASVILLE RD	220+39.90	RAMP E	607+22.25	5015926832	1142914.7389
6	CHRISTMASVILLE RD	221+07.24	I-40	430+17.63	501657.1782	1142934.1354

CONTROL POINTS

Point	Northing	Easting	Elevation	Feature	GPS Point	Staton	Offset
S5708	501667.1719	1143549.5055	494.338	XCP	57-8176-08	436+28.90	100.06
S801	501629.3650	1142803.0700	488.878	XTRAV		428+83.71	3.96
S802	501673.8890	1143054.1430	493.111	XTRAV		431+35.70	4.99
S803	501759.6140	1143155.9550	493.886	XTRAV		432+54.18	-61.18

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JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
No. 121754
STATE OF TENNESSEE
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

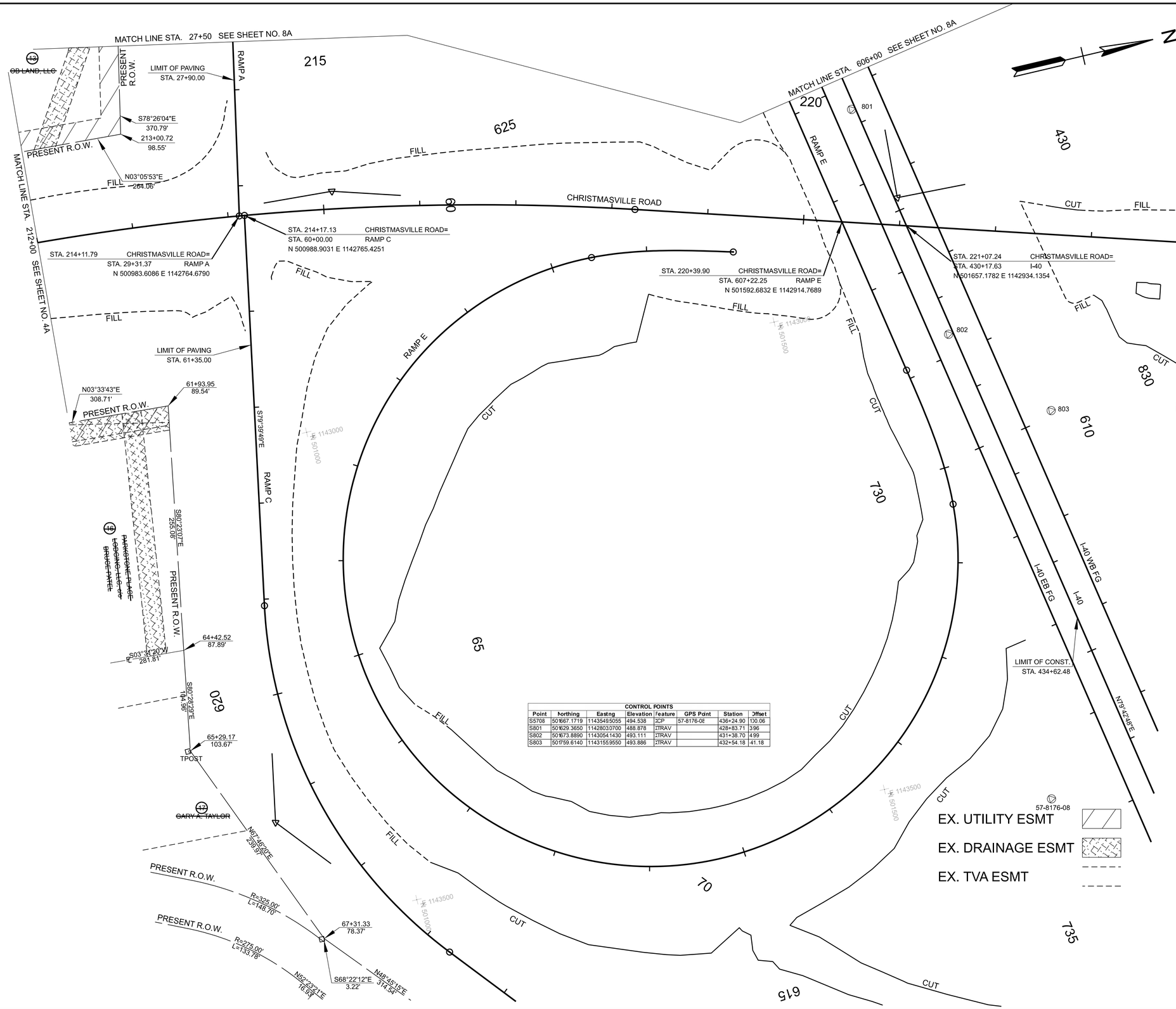
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	5A
PIH	2026	STP-M-NH-I-40-1(372)	5A
PS&E	2026	STP-M-NH-I-40-1(372)	5A



CONTROL POINTS

Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S5708	501667.1719	1143549.5055	494.538	2CP	57-8176-08	436+24.90	130.06
S801	501629.3650	1142803.0700	488.878	2TRAV		428+83.71	3.96
S802	501673.8890	1143054.1430	493.111	2TRAV		431+38.70	4.99
S803	501759.6140	1143159.9550	493.886	2TRAV		432+54.18	-41.18

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
CERTIFICATE
No. 121154
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

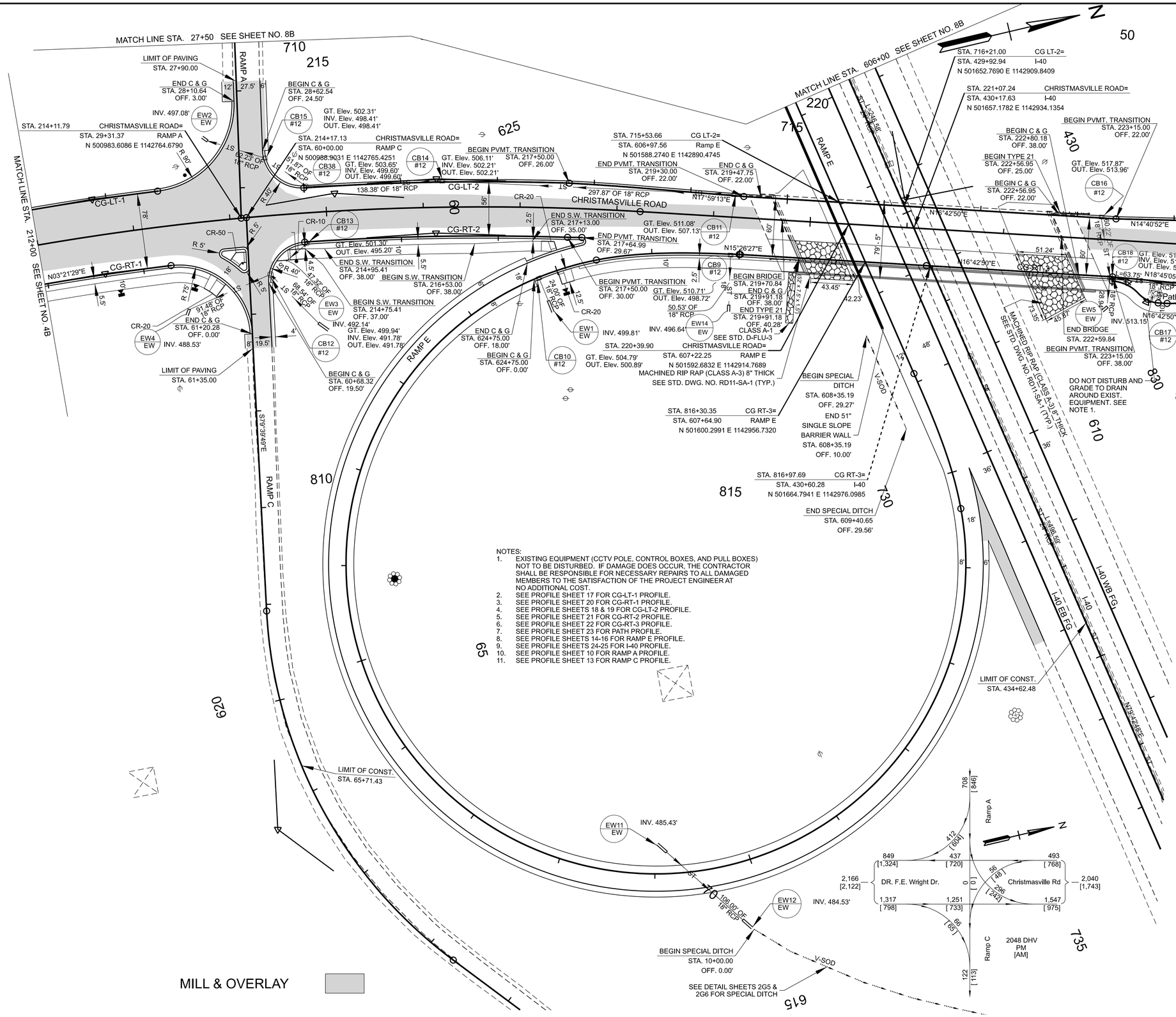
RIGHT OF WAY DETAILS

STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	5B
PIH	2026	STP-M-NH-I-40-1(372)	5B
PS&E	2026	STP-M-NH-I-40-1(372)	5B

REV. 07/22/2025
REVISED NOTE 1 CALLOUT.



NOTES:
1. EXISTING EQUIPMENT (CCTV POLE, CONTROL BOXES, AND PULL BOXES) NOT TO BE DISTURBED. 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.
2. SEE PROFILE SHEET 17 FOR CG-LT-1 PROFILE.
3. SEE PROFILE SHEET 20 FOR CG-RT-1 PROFILE.
4. SEE PROFILE SHEETS 18 & 19 FOR CG-LT-2 PROFILE.
5. SEE PROFILE SHEET 21 FOR CG-RT-2 PROFILE.
6. SEE PROFILE SHEET 22 FOR CG-RT-3 PROFILE.
7. SEE PROFILE SHEET 23 FOR PATH PROFILE.
8. SEE PROFILE SHEETS 14-16 FOR RAMP E PROFILE.
9. SEE PROFILE SHEETS 24-25 FOR I-40 PROFILE.
10. SEE PROFILE SHEET 10 FOR RAMP A PROFILE.
11. SEE PROFILE SHEET 13 FOR RAMP C PROFILE.

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JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT CHRISTMASVILLE RD

STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	5C
PIH	2026	STP-M-NH-I-40-1(372)	5C
PS&E	2026	STP-M-NH-I-40-1(372)	5C

OH WIRE
STA. 213+74.77
LOW WIRE EL. 527.97'
TEMP. 76 DEG.
SPAN WIRE

OH WIRE
STA. 214+53.94
LOW WIRE EL. 528.11'
TEMP. 76 DEG.
SPAN WIRE

OH WIRE
STA. 216+78.39
LOW WIRE EL. 532.59'
TEMP. 76 DEG.
02 POWER

STA. 214+11.79 CHRISTMASVILLE ROAD=
STA.29+31.37 RAMP A
N 500983.5086 E 1142764.6790

STA. 214+17.13 CHRISTMASVILLE ROAD=
STA.60+00.00 RAMP C
N 500988.9031 E 1142765.4251

STA. 220+39.90 CHRISTMASVILLE ROAD=
STA.607+22.25 RAMP E
N 501592.6832 E 1142914.7689

STA. 221+07.24 CHRISTMASVILLE ROAD=
STA.430+17.65 I-40
N 501657.1782 E 1142934.1354

BRIDGE ID: 57I004017.58

CB-15
TYPE 12RA
TOP- 502.31
INV. - 498.41

CB-38
TYPE 12RA
TOP- 503.65
INV. - 499.60

CB-14
TYPE 12
TOP- 506.11
INV.- 502.21

EXISTING GROUND

+2.06%

18" RCP

EW - 2
INV. - 497.08

EW - 4
INV. - 488.53

CB-12
TYPE 12RB
TOP- 499.94
INV. - 491.78

EW - 3
INV. - 492.14

CB-13
TYPE 12RA
TOP- 501.30
INV. - 495.20

EX. UG GAS SIZE UNKNOWN

EX. UG WATER SIZE UNKNOWN

EX. UG FIBER

CB-11
TYPE 12
TOP-511.08
INV.-507.13

VPI STA. 219+46.38
EL. 512.25

VPI STA. 219+70.84
EL. 512.81

+2.32%

BEGIN BRIDGE
STA. 219+70.84

BRIDGE DECK

BRIDGE GIRDER

CONCRETE PIER

PROP. RIP RAP
CLASS "A-3"

VPC STA. 221+03.31
EL. 515.84

VPI STA. 221+81.57
EL. 517.15

+1.11%

END BRIDGE
STA. 222+59.84

VPT STA. 222+89.84
EL. 518.02

VPC STA. 222+93.92
EL. 518.21

+0.78%

EXISTING GROUND

18" RCP

CB-18
TYPE 12
TOP - 517.56
INV. - 513.50

EW-5
INV. - 513.15
EX. UG FIBER

CB-17
TYPE 12
TOP- 517.74
INV.- 513.84

CB-16
TYPE 12
TOP - 517.87
INV. - 513.96

VC = 156.53'
K = 165

VC = 1050.00'
K = 165

EX. UG GAS SIZE UNKNOWN
VC = 869.39'
K = 165

EX. UG WATER SIZE UNKNOWN

EX. UG FIBER

PROP. RIP RAP
CLASS "A-3"

EX. UG FIBER

EX. UG WATER SIZE UNKNOWN

EX. UG GAS SIZE UNKNOWN

SUPERELEVATION DIAGRAM
N.T.S.

STA. 214+78.38
e = 0.04
LEFT EOP

STA. 216+50.00
BEGIN TRANSITION

STA. 217+00.00
END TRANSITION
e = 0.02

STA. 217+50.00
BEGIN TRANSITION
LEFT EOP

STA. 218+40.00
END/BEGIN TRANSITION

STA. 217+50.00
BEGIN TRANSITION RT
STA. 217+50.00
BEGIN TRANSITION RT

RIGHT EOP
e = -0.04
INTERSECTION

STA. 213+33.86
END TRANSITION

STA. 214+75.41

e = -0.04
RIGHT EOP

STA. 217+50.00
BEGIN TRANSITION

STA. 219+00.00
END TRANSITION
e = -0.018

STA. 219+28.91
END/BEGIN TRANSITION
e = -0.02

STA. 219+45.31
END TRANSITION

RIGHT EOP

e = -0.018

e = -0.02

STA. 222+86.00
BEGIN TRANSITION LT

STA. 223+43.00
END TRANSITION LT

NOTE: THE SUPERELEVATION DIAGRAM IS A GRAPHICAL REPRESENTATION OF THE EXISTING CROSS SLOPE AND TRANSITIONS ONLY.

212+00 213+00 214+00 215+00 216+00 217+00 218+00 219+00 220+00 221+00 222+00 223+00 224+00

455 460 465 470 475 480 485 490 495 500 505 510 515 520 525 530 535 540 545 550 555

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

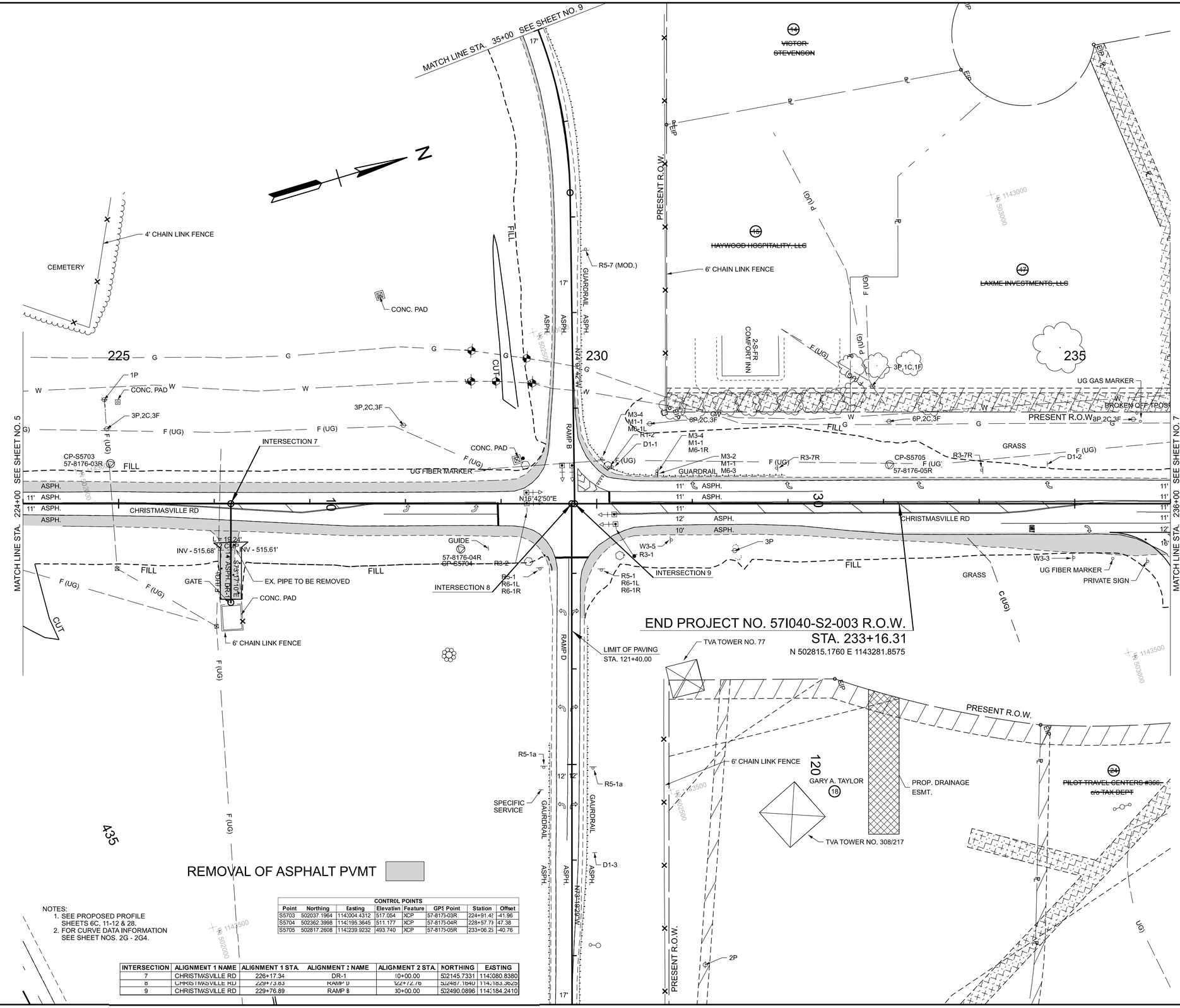
PROPOSED
PROFILE
CHRISTMASVILLE RD
STA. 212+00.00 TO STA. 224+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	6
PIH	2026	STP-M-NH-I-40-1(372)	6
PS&E	2026	STP-M-NH-I-40-1(372)	6

REV. 10/22/2025
REVISED END R.O.W. CALLOUT.



REMOVAL OF ASPHALT PVMT

NOTES:
1. SEE PROPOSED PROFILE SHEETS 6C, 11-12 & 28.
2. FOR CURVE DATA INFORMATION SEE SHEET NOS. 2G - 2G4.

CONTROL POINTS

Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S5703	502037.1964	1142004.4312	517.054	XCP	57-8173-03R	224+91.42	41.96
S5704	502362.3998	1142195.3645	511.177	XCP	57-8173-04R	228+57.73	47.38
S5705	502817.2608	1142239.9232	493.740	XCP	57-8173-05R	233+06.25	40.76

INTERSECTION	ALIGNMENT 1 NAME	ALIGNMENT 1 STA.	ALIGNMENT 2 NAME	ALIGNMENT 2 STA.	NORTHING	EASTING
7	CHRISTMASVILLE RD	226+17.34	DR-1	10+00.00	502145.7331	1142080.8380
8	CHRISTMASVILLE RD	229+73.83	RAMP D	12+72.76	502487.1640	1142183.3625
9	CHRISTMASVILLE RD	229+76.89	RAMP B	30+00.00	502490.0896	1142184.2410

SEALED BY

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REGISTERED ENGINEER
AGRICULTURE
No. 121154
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

9/8/2026 4:21:48 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	6A
PIH	2026	STP-M-NH-I-40-1(372)	6A
PS&E	2026	STP-M-NH-I-40-1(372)	6A

REV. 10/22/2025
REVISED END R.O.W. CALLOUT.

MATCH LINE STA. 35+00 SEE SHEET NO. 9A

CONTROL POINTS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S5703	502037.1964	1143004.4312	517.054	XCP	57-8176-03R	224+91.42	-41.96
S5704	502362.3998	1143195.3645	511.177	XCP	57-8176-04R	228+57.79	47.38
S5705	502817.2608	1143230.0232	493.710	XCP	57-8176-05R	233+96.26	10.76

225

230

235

435

FILL

CUT

RAMP B

RAMP D

PRESENT R.O.W.

N74°07'42"W

N73°11'39"W 171.58'

N73°20'22"W 300.56'

S06°11'55"W 313.76'

N25°10'44"W 106.00'

N73°23'19"W 165.18'

N16°40'00"E 50.00'

N73°23'19"W 141.23'

N73°20'00"W 190.42'

N06°09'43"E 215.24'

N73°25'14"W 403.98'

R=75.00' L=77.78'

R=75.00' L=38.94'

R=75.00' L=145.47'

33+82.73 106.00'

30+94.52 97.76'

S16°42'33"W 192.08'

S16°42'33"W 334.46'

232+65.32 95.97'

235+99.78 95.99'

BROKEN OFF TPOS

57-8176-05R

(44) VICTOR STEVENSON

(43) HAYWOOD HOSPITALITY, LLC

(42) LAXMI INVESTMENTS, LLC

STA. 226+17.34 CHRISTMASVILLE ROAD=
STA. 10+00.00 DR-1
N 502145.7331 E 1143080.8380

STA. 229+76.89 CHRISTMASVILLE ROAD=
STA. 30+00.00 RAMP B
N 502490.0896 E 1143184.2410

57-8176-03R

57-8176-04R

CHRISTMASVILLE ROAD

N16°42'50"E

10

30

DR-1

S73°17'10"E

STA. 229+73.83 CHRISTMASVILLE ROAD=
STA. 122+72.76 RAMP D
N 502487.1640 E 1143183.3625

MATCH LINE STA. 224+00 SEE SHEET NO. 5A

MATCH LINE STA. 236+00 SEE SHEET NO. 7A

END PROJECT NO. 57I040-S2-003 R.O.W.
STA. 233+16.31
N 502815.1760 E 1143281.8575

LIMIT OF PAVING
STA. 121+40.00

120+88.11 101.61'

N16°16'17"E 173.40'

232+48.95 183.25'

232+84.23 194.25'

R=1115.63' L=33.22'

233+16.24 203.14'

R=1115.63' L=220.94'

234+64.22 231.37'

R=1030.74' L=365.84'

N73°19'03"W 151.44'

S73°19'03"E 142.53'

PROP. DRAINAGE ESMT.

120

(18) GARY A. TAYLOR

233+16.31 345.67'

232+84.31 345.68'

S16°40'57"W 32.00'

(24) PILOT TRAVEL CENTERS #366, C/O TAX DEPT

N71°56'36"W 219.63'

R=500.00' L=314.16'

N73°19'29"W 923.51'

EX. UTILITY ESMT

EX. DRAINAGE ESMT

EX. TVA ESMT

PROP. DRAINAGE ESMT

SEALED BY

JILL CLAUDINE STAKKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

9/8/2026 4:21:52 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\0087TR\TRANSPORTATION\57I040-SHT-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	6B
PIH	2026	STP-M-NH-I-40-1(372)	6B
PS&E	2026	STP-M-NH-I-40-1(372)	6B

REV. 10/22/2025
REVISED END R.O.W. CALLOUT.

MATCH LINE STA. 35+00 SEE SHEET NO.9B

END PROJECT NO. 57I040-S2-003 R.O.W.
STA. 233+16.31
N 502815.1760 E 1143281.8575

END SPECIAL DITCH
STA. 32+82.82
OFF. 80.39'

720 225 725 230 730 235

END PVMT. TRANSITION
STA. 224+27.70
OFF. 26.00'

CB19 #12 GT. Elev. 517.35' OUT. Elev. 513.45'

CB20 #12 GT. Elev. 515.14' INV. Elev. 511.24' OUT. Elev. 511.24'

156.00' OF 18" RCP

STA. 226+17.34 CHRISTMASVILLE ROAD=
STA. 10+00.00 DR-1
N 502145.7331 E 1143080.8380

INV. 505.83' EW6 EW

BEGIN SPECIAL DITCH
STA. 31+11.43
OFF. 66.13'

GT. Elev. 510.07' INV. Elev. 506.08' OUT. Elev. 506.08' CB21 #12

END C & G
STA. 30+66.95
OFF. 24.00'

CB39 #12 GT. Elev. 510.85' INV. Elev. 506.95' OUT. Elev. 506.95'

CB34 #12 GT. Elev. 512.40' INV. Elev. 508.50' OUT. Elev. 508.50'

116.00' OF 18" RCP

54.01' OF 18" RCP

55.14' OF 18" RCP

12' 24' 8' RAMP B

BEGIN GUARDRAIL
STA. 229+83.54
OFF. 113.66'

STA. 229+76.89 CHRISTMASVILLE ROAD=
STA. 30+00.00 RAMP B
N 502490.0896 E 1143184.2410

BEGIN C & G
STA. 230+50.25
OFF. 37.00'

BEGIN TYPE 21
STA. 233+04.99
OFF. 39.64'

GT. Elev. 496.44' OUT. Elev. 492.54' CB31 #12

BEGIN PVMT. TRANSITION
STA. 233+23.25
OFF. 37.00'

CB32 #12 GT. Elev. 484.15' INV. Elev. 480.25' OUT. Elev. 480.25'

END PVMT. TRANSITION
STA. 234+55.31
OFF. 26.00'

296.00' OF 18" RCP

CG-LT-2 N16°42'50"E

CG-LT-3 N16°42'50"E N21°28'39"E N16°42'50"E

MATCH LINE STA. 224+00 SEE SHEET NO. 5B

MATCH LINE STA. 236+00 SEE SHEET NO. 7B

10 CHRISTMASVILLE ROAD 30

68' 56' 67' 67' 56'

BEGIN PVMT. TRANSITION
STA. 224+83.88
OFF. 42.00'

N16°42'50"E 136.06' OF 18" RCP

N14°59'44"E 216.28' OF 18" RCP

CG-RT-3 CG-RT-4 N16°42'50"E 196.00' OF 18" RCP

106.00' OF 18" RCP

CR-10 CR-20

R 40' R 75' R 90' R 60' R 70'

STA. 821+88.57 CG RT-3=
STA. 10+38.00 DR-1
N 502134.8057 E 1143117.2290

DR-1 S73°17'10"E 22'

CB22 #12 GT. Elev. 517.66' OUT. Elev. 513.77'

LIMIT OF CONST.
STA. 11+00.00
22' FIELD ENTRNACE

END PVMT. TRANSITION
STA. 224+27.44
OFF. 42.00'

BEGIN S.W. TRANSITION
STA. 227+25.55
OFF. 42.75'

CB23 #12 GT. Elev. 516.57' INV. Elev. 512.67' OUT. Elev. 512.67'

STA. 229+73.83 CHRISTMASVILLE ROAD=
STA. 122+72.76 RAMP D
N 502487.1640 E 1143183.3625

END PVMT. TRANSITION
STA. 228+83.88
OFF. 30.00'

CB24 #12 GT. Elev. 512.20' INV. Elev. 508.30' OUT. Elev. 508.30'

CB37 #12 GT. Elev. 511.22' INV. Elev. 507.30' OUT. Elev. 507.30'

END S.W. TRANSITION
STA. 229+44.14
OFF. 42.75'

EW7 EW INV. 506.01'

END C & G
STA. 122+02.80
OFF. 15.50'

34.99' OF 18" RCP

60.81' OF 18" RCP

8' 24' 10.25' 8'

CB25 #12 GT. Elev. 510.51' INV. Elev. 506.60' OUT. Elev. 506.60'

BEGIN C & G
STA. 231+56.00
OFF. 35.50'

BEGIN S.W. TRANSITION
STA. 121+52.70
OFF. 8.50'

CB26 #12 GT. Elev. 504.83' OUT. Elev. 500.93'

END S.W. TRANSITION
STA. 232+06.00
OFF. 38.00'

CB27 #12 GT. Elev. 496.65' INV. Elev. 492.66' OUT. Elev. 483.40'

CB28 #12 GT. Elev. 488.35' OUT. Elev. 484.45'

EW9 EW INV. 482.68'

LIMIT OF PAVING
STA. 121+40.00

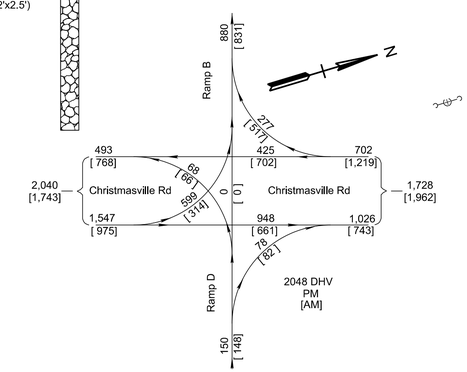
RAMP D

820 435 825 120

CLASS 'B' RIP-RAP (185'x12'x2.5')

NOTES:
1. SEE PROFILE SHEETS 11-12 FOR RAMP B PROFILE.
2. SEE PROFILE SHEETS 18-19 FOR CG-LT-2 PROFILE.
3. SEE PROFILE SHEET 22 FOR CG-RT-3 PROFILE.
4. SEE PROFILE SHEET 23 FOR PATH PROFILE.
5. SEE PROFILE SHEET 19 FOR CG-LT-3 PROFILE.
6. SEE PROFILE SHEET 23 FOR CG-RT-4 PROFILE.
7. SEE PROFILE SHEET 28 FOR DR-1 PROFILE.

MILL & OVERLAY



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

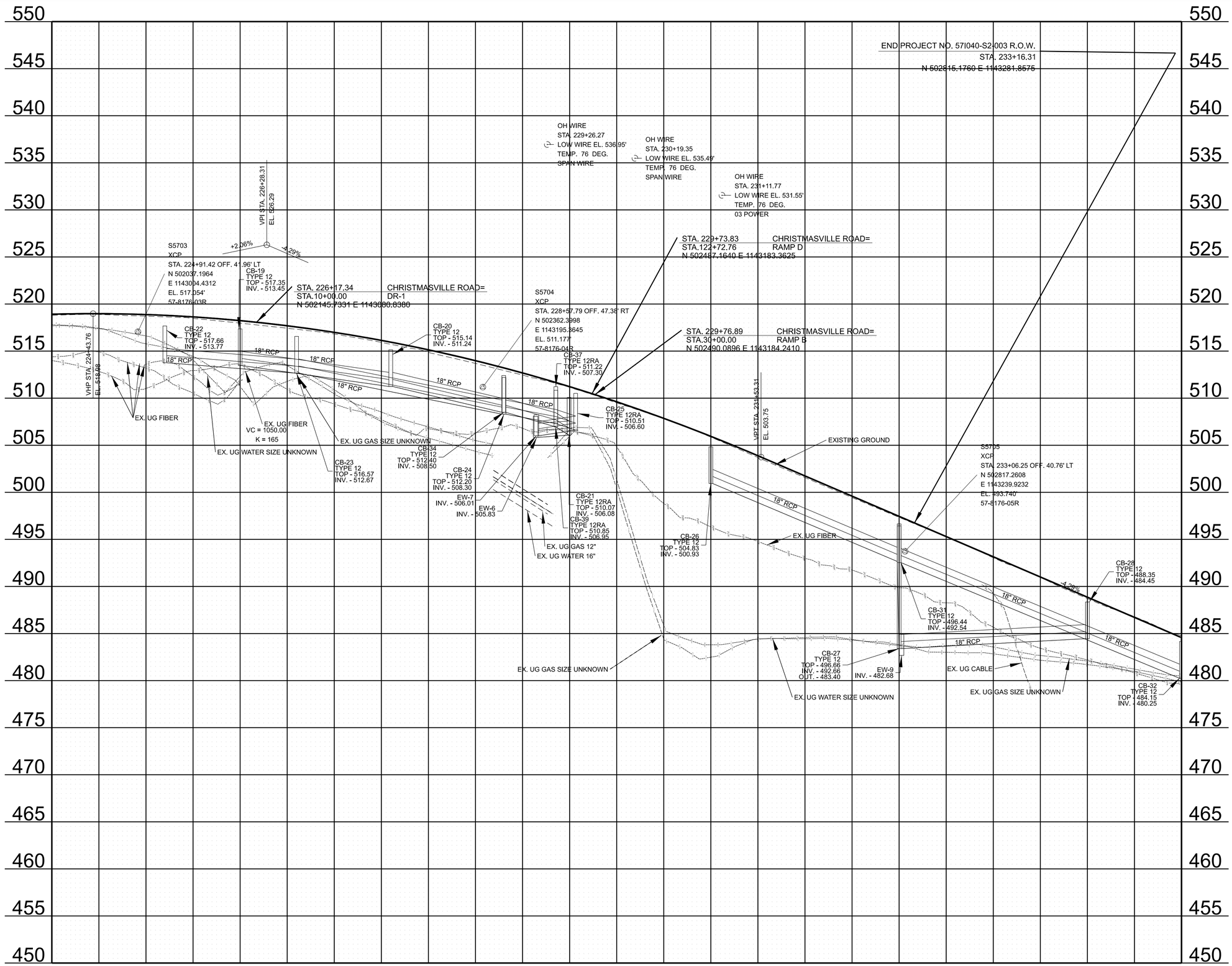
PROPOSED LAYOUT CHRISTMASVILLE RD

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOT\0087\TR\TRANSPORTATION\57I040-SHT-PROPOSED.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	6C
PIH	2026	STP-M-NH-I-40-1(372)	6C
PS&E	2026	STP-M-NH-I-40-1(372)	6C

REV. 10/22/2025
REVISED END R.O.W. CALLOUT.



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE
CHRISTMASVILLE RD
STA. 224+00.00 TO STA. 236+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

9/8/2026 4:22:14 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	7
PIH	2026	STP-M-NH-I-40-1(372)	7
PS&E	2026	STP-M-NH-I-40-1(372)	7

REV. 07/22/2025
REVISED NOTE 1 CALLOUT.

57I040-F3-003
END PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 241+00.00
N 503565.3175 E 1143508.6344

REMOVAL OF ASPHALT PVMT

NOTES:
1. EXISTING POLE NOT TO BE DISTURBED. 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.
2. SEE PROPOSED PROFILE SHEETS 7C, 26 & 28.
3. FOR CURVE DATA INFORMATION SEE SHEET NOS. 2G - 2G4.
4. PIPE TO BE PLUGGED AND FILLED WITH FLOWABLE FILL.

INTERSECTION	ALIGNMENT 1 NAME	ALIGNMENT 1 STA.	ALIGNMENT 2 NAME	ALIGNMENT 2 STA.	NORTHING	EASTING
10	CHRISTMASVILLE RD	236+20.15	DR-2	10+00.00	503106.1770	1143369.2389
11	CHRISTMASVILLE RD	238+48.89	SAND PEBBLE DR	306+50.00	503325.2450	1143435.0216
12	CHRISTMASVILLE RD	238+54.36	KENWORTH BLVD	306+50.00	503330.4935	1143436.5964

SEALED BY
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AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	7A
PIH	2026	STP-M-NH-I-40-1(372)	7A
PS&E	2026	STP-M-NH-I-40-1(372)	7A

N06°09'43"E 215.24'
R=16.00' L=22.50'
301+22.97 32.35'
R=1060.00' L=169.59'
PRESENT R.O.W.
N=1143000
N=503500
302+51.64 47.65'
S11°23'12"W 324.99'
N87°11'48"E 208.67'
EIP
S11°23'12"W 80.88'
R=1193.17' L=260.49'
N35°56'31"W 207.92'
APPROX. JACKSON TN CITY LIMITS
N
EIP
PRESENT R.O.W.
N16°47'57"W 109.22'
N16°47'57"W 109.40'
S83°36'24"E 333.90'
S06°15'08"W 201.76'
303+14.23 31.53'
EIP
PRESENT R.O.W.
R=1060.00' L=163.53'
40
HAMADA SHEHATA
57
29 KENWORTH LLC
56
WENDHAM PROPERTIES, c/o JEAN HAYNES
239+68.17 166.32'
305+03.90 40.00'
S03°21'37"W 78.69'
S16°39'57"W 101.00'
240
N48°23'23"W 53.78'
240+65.76 166.97'
305
S48°14'58"W 121.37'
241+66.25 107.69'
245
N=1143500
N=504000
N83°36'25"W 322.25'
N83°36'25"W 241.69'
52
H & I HIGH OAKS, INC., c/o JEAN HAYNES
53
BERNICE M. ELKINS, c/o CATHY PRICE
305+02.23 38.20'
S03°15'00"W 143.50'
305+18.88 40.84'
235+99.78 95.99'
BROKEN OFF TPOST TOP
S16°42'33"W 72.22'
236+72.00 96.00'
CUT
FILL
LIMIT OF PAVING STA. 305+14.00
KENWORTH BOULEVARD
S73°51'43"E
PRESENT R.O.W.
S29°12'10"W 444.56'
R=25.00' L=43.74'
247+81.61 38.82'
APPROX. JACKSON, TN CITY LIMITS
246+07.51 37.58'
247+09.51 38.31'
S16°38'43"W 102.01'
S16°38'36"W 72.10'
57I040-F3-003
END PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 241+00.00
N 503565.3175 E 1143508.6344
CHRISTMASVILLE ROAD
N17°03'18"E
SEE SHEET NO. 6A
MATCH LINE STA. 236+00
DR-2
S74°16'58"E
STA. 236+20.15 CHRISTMASVILLE ROAD=
STA. 10+00.00 DR-2
N 503106.1770 E 1143369.2389
S73°08'32"E
FILL
STA. 238+54.36 CHRISTMASVILLE ROAD=
STA. 306+50.00 KENWORTH BOULEVARD
N 503330.4935 E 1143436.5964
ISTA. 238+48.89 CHRISTMASVILLE ROAD=
STA. 306+50.00 SAND PEBBLE DRIVE
N 503325.2490 E 1143435.0216
SAND PEBBLE DRIVE
LIMIT OF PAVING & CONST. STA. 307+55.00
308+20.73 44.97'
N11°35'48"E 627.79'
245+26.34 80.44'
N11°35'48"E 173.06'
246+97.21 63.51'
N11°35'48"E 50.30'
N11°35'48"E 79.87'
247+47.28 58.72'
EIP
S86°38'35"E 151.74'
59
LORETHIA KARNES REVOCABLE TRUST
S86°32'01"E 239.62'
S86°32'02"E 175.98'
EIP
EIP
EIP
S79°19'00"E 205.88'
54
GARY A. TAYLOR
S79°19'00"E 45.07'
S79°19'00"E 294.92'
308+32.48 29.48'
PRESENT R.O.W.
R=1030.74' L=365.84'
S79°41'17"E 285.53'
S80°04'08"E
PRESENT R.O.W.
R=450.00' L=31.84'
308+53.53 43.91'
PRESENT R.O.W.
N79°46'26"W 139.53'
48
SPEEDWAY, LLC REAL ESTATE DEPARTMENT
N79°19'00"W 2.00'
S10°41'00"W 471.88'
R=633.50' L=67.47'
S20°41'00"W 50.14'
S21°59'36"W 50.99'
PRESENT R.O.W.
N10°41'00"E 417.71'
24
PILOT TRAVEL CENTERS #366, c/o TAX DEPT
PRESENT R.O.W.
N10°41'00"E 182.94'
R=43.50' L=51.87'
N79°19'00"W 2.00'
PRESENT R.O.W.
R=537.53' L=258.85'
R=475.00' L=365.82'
N=1144000
N=503500

EX. UTILITY ESMT
EX. DRAINAGE ESMT
EX. TVA ESMT

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
CERTIFICATE
No. 121154
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

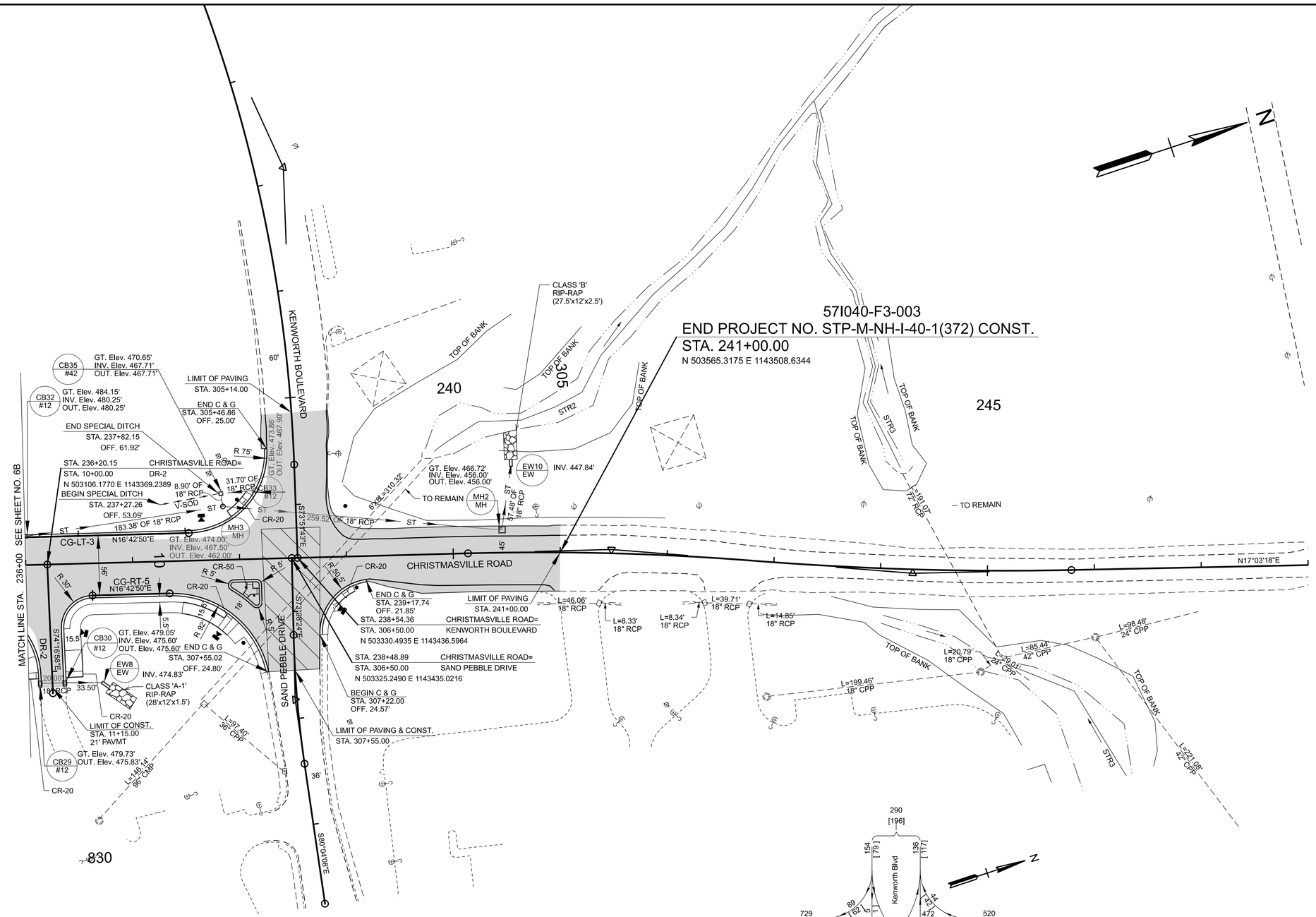
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

9/8/2026 4:22:22 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	7B
PIH	2026	STP-M-NH-I-40-1(372)	7B
PS&E	2026	STP-M-NH-I-40-1(372)	7B



SEALED BY
JILL CLAUDINE STAHLY
REGISTERED ENGINEER
AGRICULTURE
STEWARD
No. 121754
STATE OF TENNESSEE
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

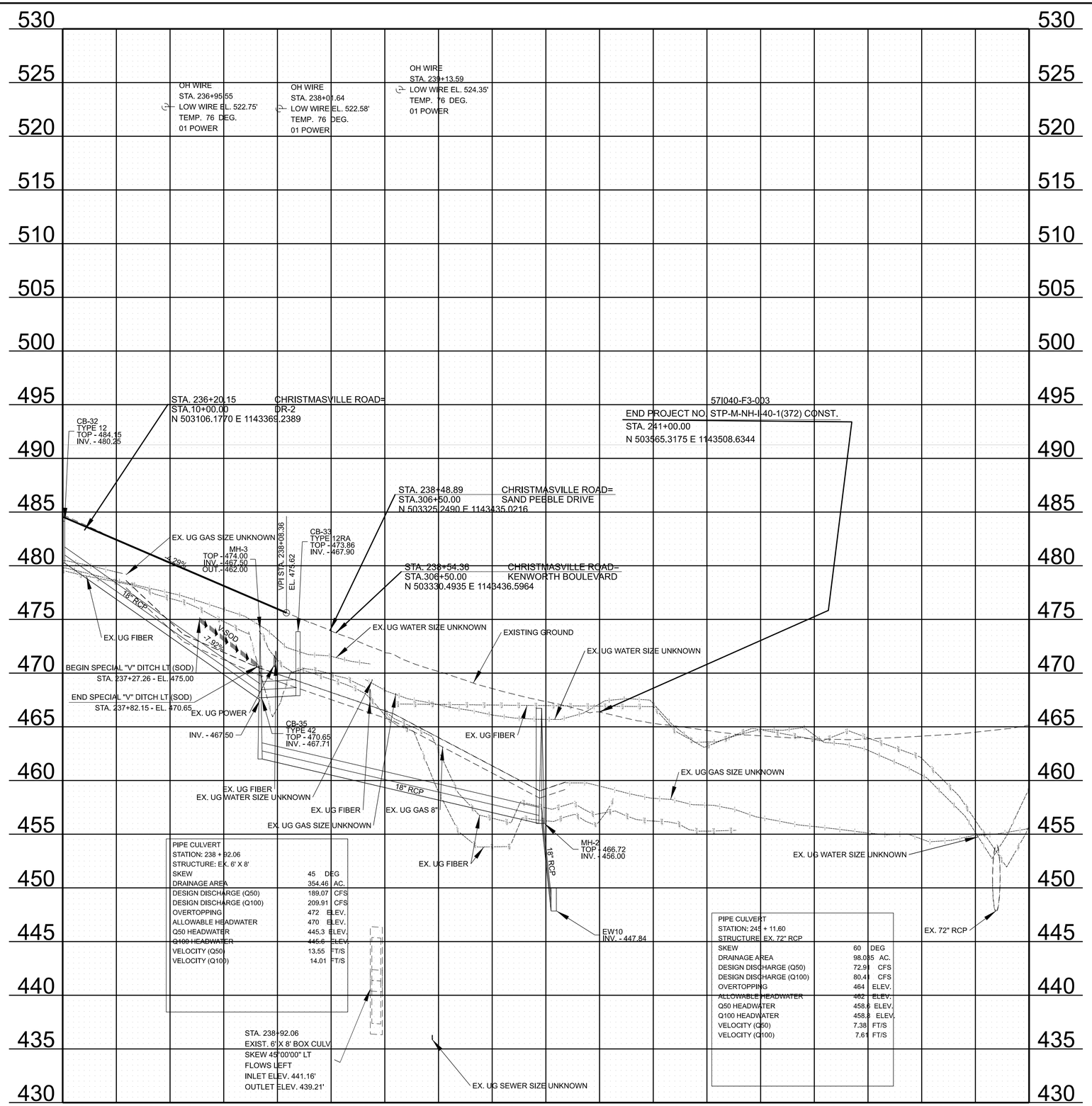
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT CHRISTMASVILLE RD

STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	7C
PIH	2026	STP-M-NH-I-40-1(372)	7C
PS&E	2026	STP-M-NH-I-40-1(372)	7C



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
STATE OF TENNESSEE
No. 121754
9/9/2026

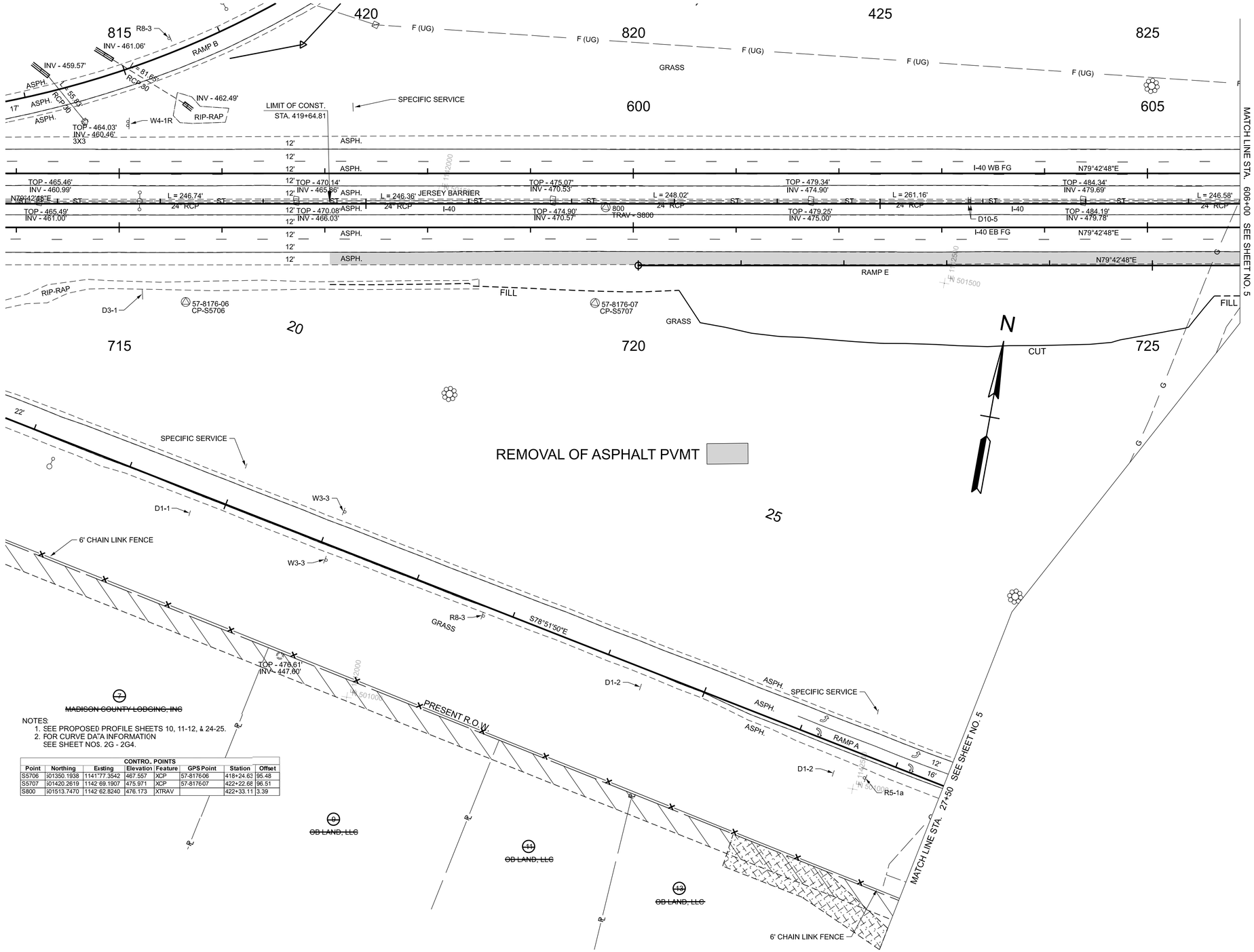
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE
CHRISTMASVILLE RD
STA. 236+00.00 TO STA. 245+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

9/8/2026 4:22:43 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	8
PIH	2026	STP-M-NH-I-40-1(372)	8
PS&E	2026	STP-M-NH-I-40-1(372)	8



NOTES:
1. SEE PROPOSED PROFILE SHEETS 10, 11-12, & 24-25.
2. FOR CURVE DATA INFORMATION SEE SHEET NOS. 2G - 2G4.

CONTRO. POINTS

Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S5706	301350.1938	1141777.3542	467.557	XCP	57-8176-06	418+24.63	95.48
S5707	301420.2619	1142 69.1907	475.971	XCP	57-8176-07	422+22.68	96.51
S800	301513.7470	1142 62.8240	476.173	XTRAV		422+33.11	3.39

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
No. 121154
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

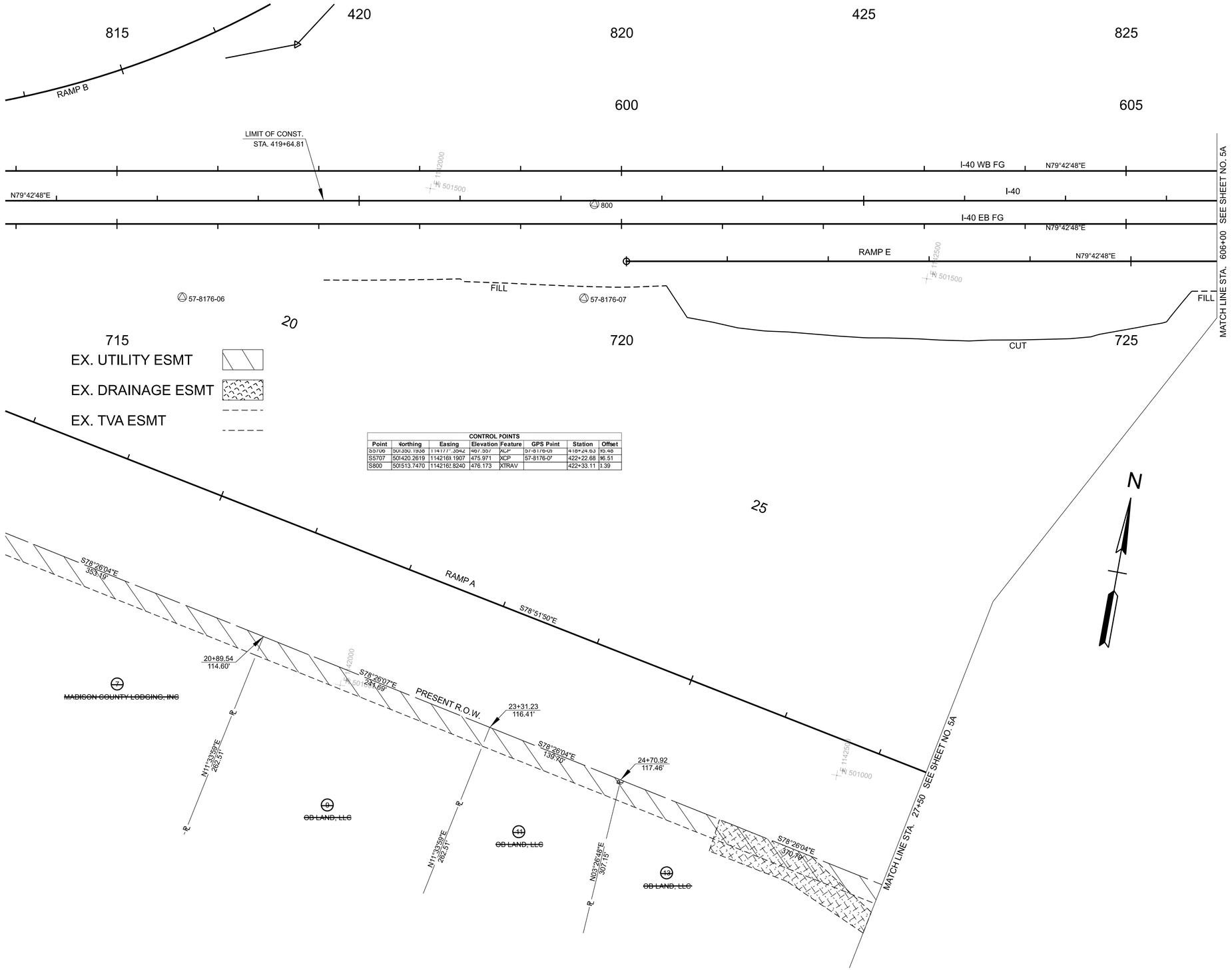
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 594+00.00 TO STA. 606+00.00
SCALE: 1" = 50'

9/8/2026 4:22:47 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\00087TRITRANSPORTATION\57I040-SHT-PRESENT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	8A
PIH	2026	STP-M-NH-I-40-1(372)	8A
PS&E	2026	STP-M-NH-I-40-1(372)	8A



CONTROL POINTS

Point	Northing	Easing	Elevation	Feature	GPS Point	Station	Offset
S5706	501350.1936	1141777.3542	467.357	XCP	57-8176-05	418+24.63	35.46
S5707	501420.2619	1142161.1907	475.971	XCP	57-8176-07	422+22.68	36.51
S800	501513.7470	1142162.8240	476.173	XTRAV		422+33.11	1.39

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REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

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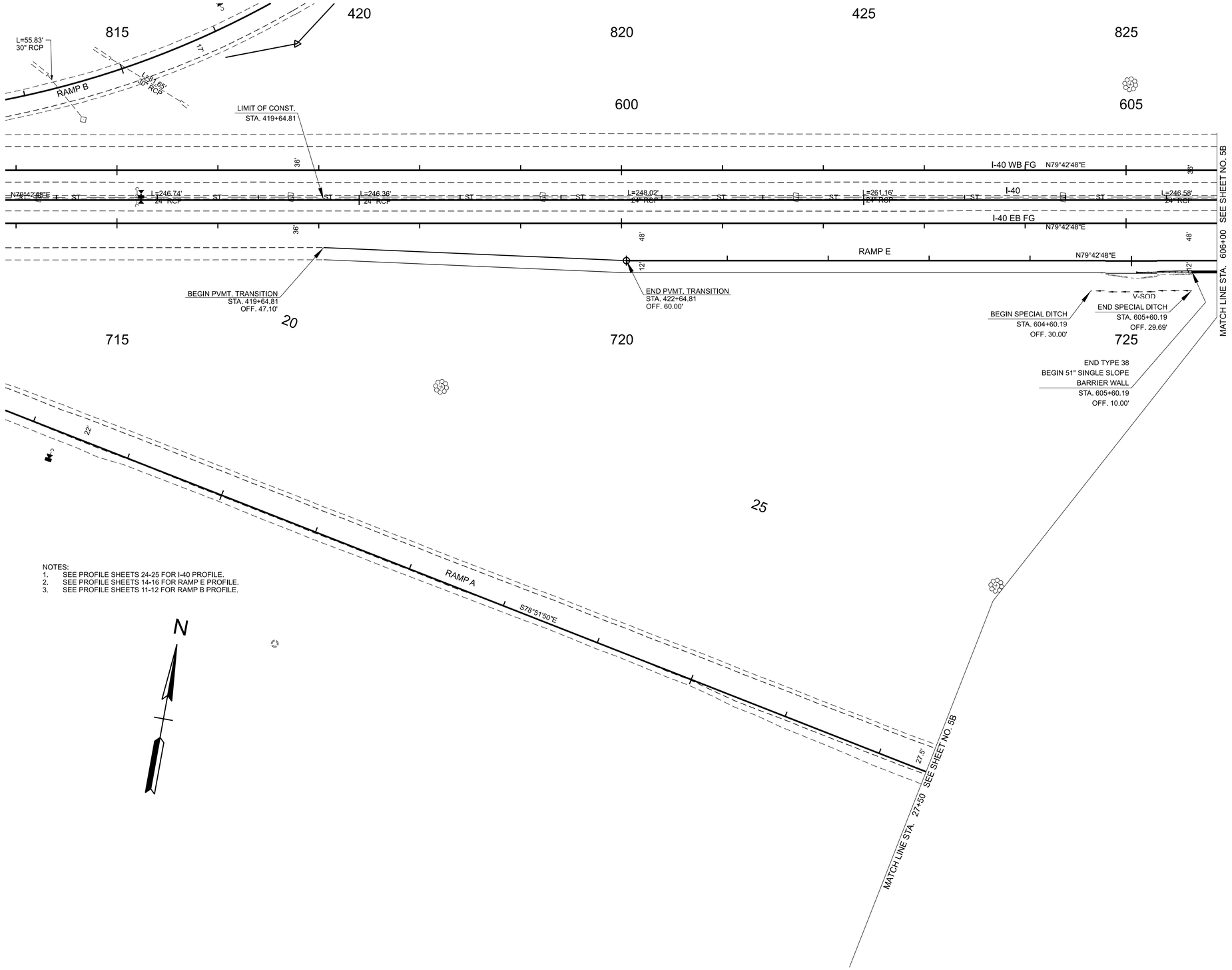
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 594+00.00 TO STA. 606+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\571040-SHT-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	8B
PIH	2026	STP-M-NH-I-40-1(372)	8B
PS&E	2026	STP-M-NH-I-40-1(372)	8B



NOTES:
1. SEE PROFILE SHEETS 24-25 FOR I-40 PROFILE.
2. SEE PROFILE SHEETS 14-16 FOR RAMP E PROFILE.
3. SEE PROFILE SHEETS 11-12 FOR RAMP B PROFILE.

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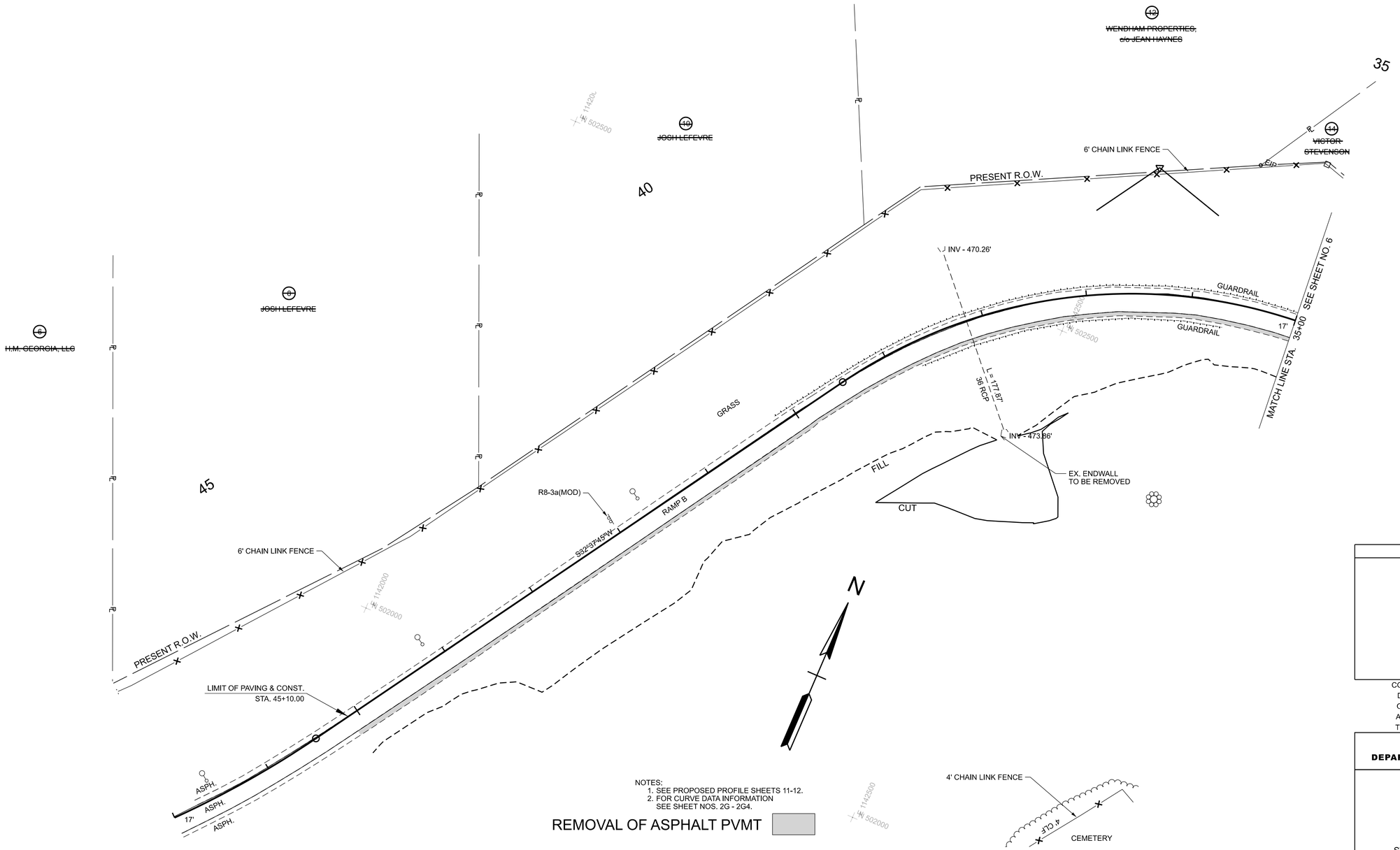
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT I-40 / RAMP E

STA. 594+00.00 TO STA. 606+00.00
SCALE: 1" = 50'

9/8/2026 4:22:59 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-PROPOSED.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	9
PIH	2026	STP-M-NH-I-40-1(372)	9
PS&E	2026	STP-M-NH-I-40-1(372)	9



NOTES:
1. SEE PROPOSED PROFILE SHEETS 11-12.
2. FOR CURVE DATA INFORMATION SEE SHEET NOS. 2G - 2G4.

REMOVAL OF ASPHALT PVMT

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JILL CLAUDINE STAHKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE

Jill Claudine Stahko

9/9/2026

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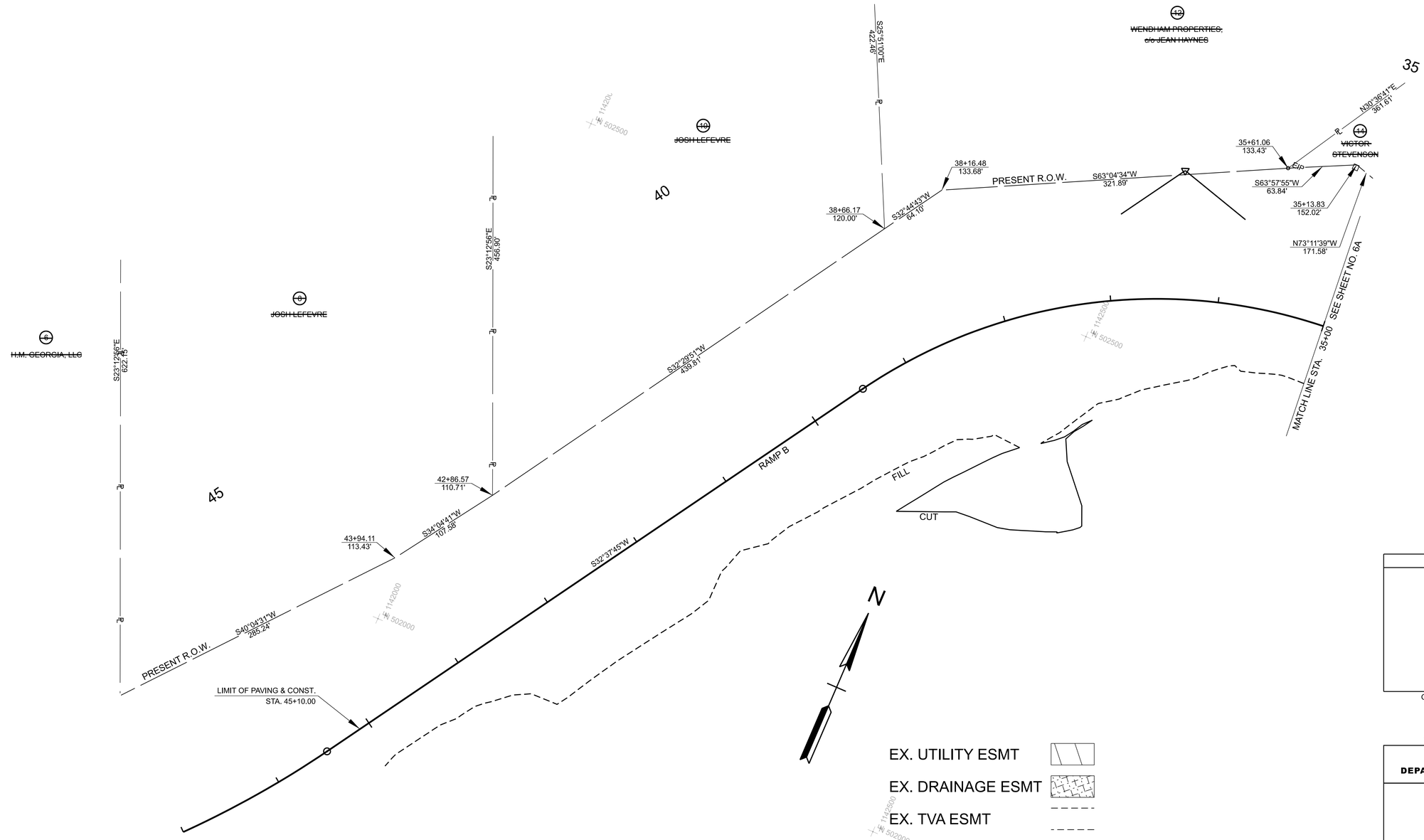
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

9/8/2026 4:23:02 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TRITRANSPORTATION\57I040-SHT-PRESENT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	9A
PIH	2026	STP-M-NH-I-40-1(372)	9A
PS&E	2026	STP-M-NH-I-40-1(372)	9A



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AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

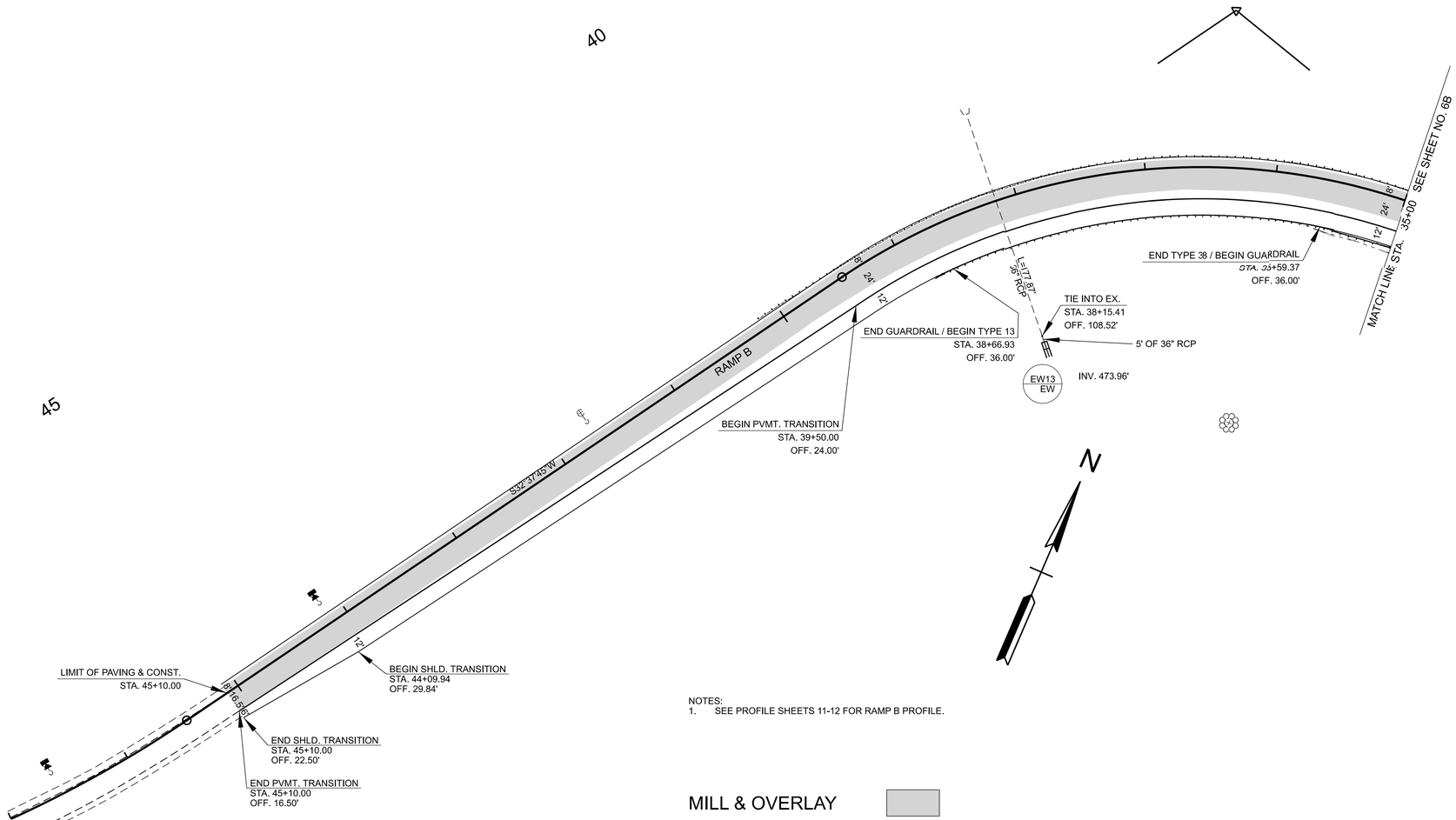
STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	9B
PIH	2026	STP-M-NH-I-40-1(372)	9B
PS&E	2026	STP-M-NH-I-40-1(372)	9B

35

40



NOTES:
1. SEE PROFILE SHEETS 11-12 FOR RAMP B PROFILE.

MILL & OVERLAY

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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 121754
9/9/2026

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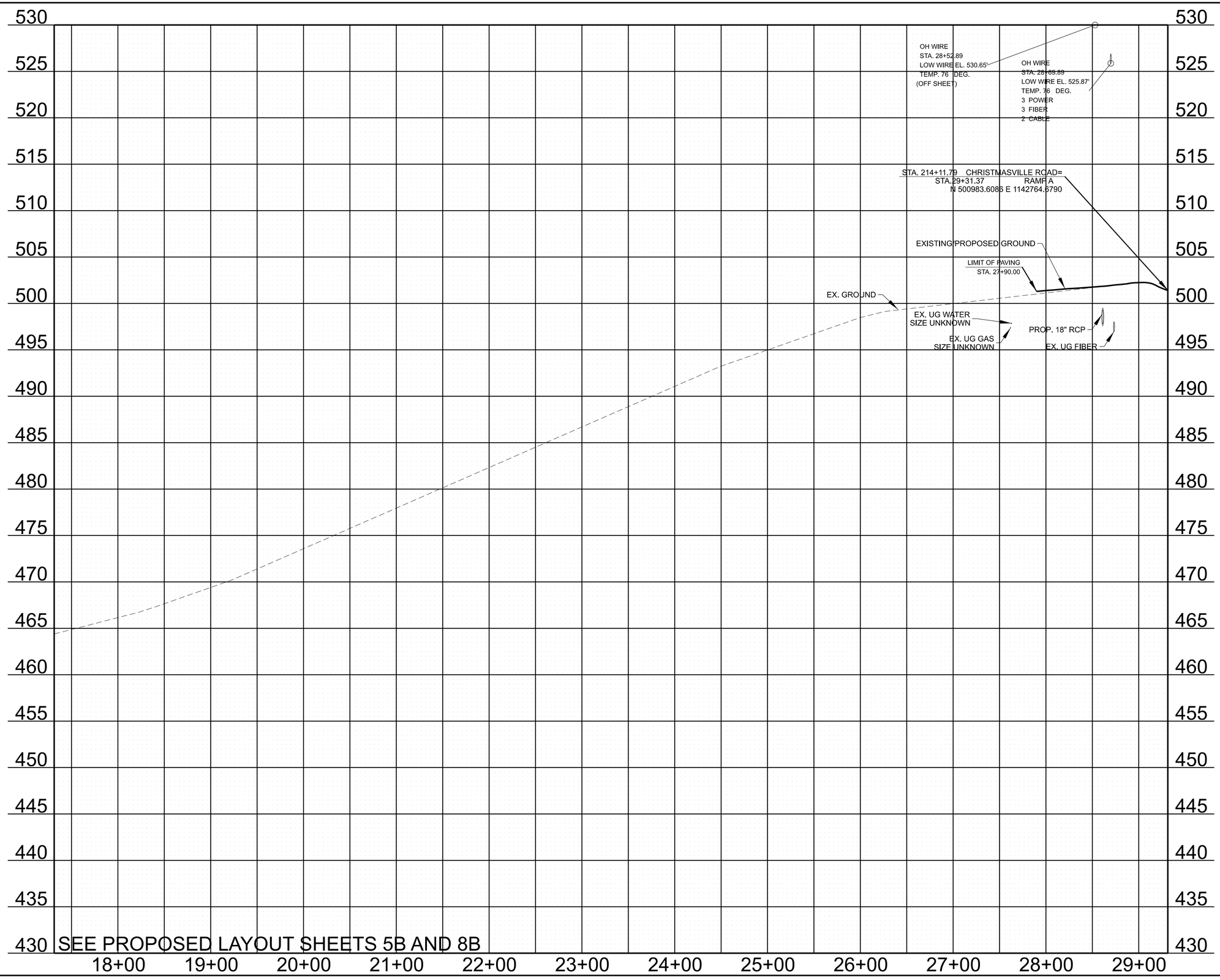
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT RAMP B

STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

9/8/2026 4:23:14 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877\TRTRANSPORTATION\57I040-SHT-PROPOSED.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	10



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No. 121754
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE
RAMP A
STA. 17+31.37 TO STA. 29+31.37

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

9/8/2026 4:23:29 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00087TR\TRANSPORTATION\57\040-SHT-PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	13
PIH	2026	STP-M-NH-I-40-1(372)	13
PS&E	2026	STP-M-NH-I-40-1(372)	11

OH WIRE
STA. 30+40.26
LOW WIRE EL. 537.56'
TEMP. 76 DEG.
01 SPAN WIRE

OH WIRE
STA. 30+81.11
LOW WIRE EL. 533.38'
TEMP. 76 DEG.
03 POWER
03 FIBER
02 CABLE

STA. 30+00.00 RAMP B=
STA.229+76.89 CHRISTMASVILLE ROAD
N 502490.0896 E 1143184.2410

EXISTING/PROPOSED GROUND

-1.32%
V-SOD

EX. UG GAS SIZE UNKNOWN

EX. UG WATER SIZE UNKNOWN

EX. UG FIBER

BEGIN SPECIAL "V" DITCH LT (SOD)
STA. 31+11.43 - EL. 505.84

END SPECIAL "V" DITCH LT (SOD)
STA. 32+82.82 - EL. 503.57

e = 0.00
STA. 30+66.95 BEGIN TRANSITION
LEFT EOP
STA. 31+70.00 END TRANSITION
e = 0.02
STA. 32+40.00 BEGIN TRANSITION
LEFT EOP
STA. 35+30.00 END TRANSITION
e = -0.07
LEFT EOP
STA. 38+10.00 BEGIN TRANSITION
LEFT EOP
STA. 40+50.00 END TRANSITION
e = 0.02
LEFT EOP

EW-13
INV. - 473.96'
EX. 36" RCP

SUPERELEVATION DIAGRAM
N.T.S.

NOTE: THE SUPERELEVATION DIAGRAM IS A GRAPHICAL REPRESENTATION OF THE EXISTING CROSS SLOPE AND TRANSITIONS ONLY.

SEE PROPOSED LAYOUT SHEETS 6B AND 9B

550 545 540 535 530 525 520 515 510 505 500 495 490 485 480 475 470 465 460 455 450

30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00

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9/9/2026

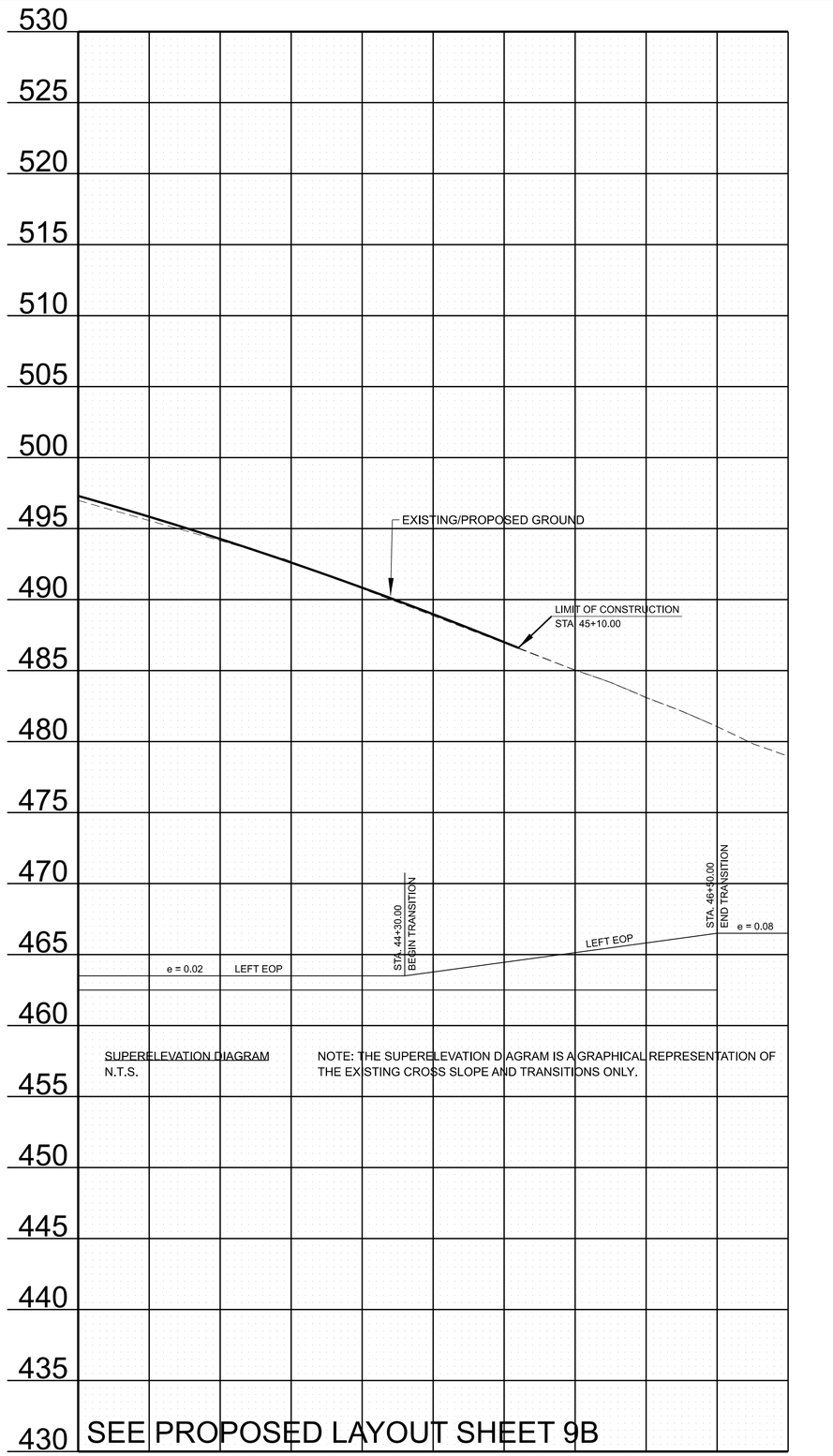
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE
RAMP B
STA. 30+00.00 TO STA. 42+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

9/8/2026 4:23:30 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087\TRTRANSPORTATION\57I040-SHT-PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	14
PIH	2026	STP-M-NH-I-40-1(372)	14
PS&E	2026	STP-M-NH-I-40-1(372)	12



SUPERELEVATION DIAGRAM
N.T.S.

NOTE: THE SUPERELEVATION DIAGRAM IS A GRAPHICAL REPRESENTATION OF THE EXISTING CROSS SLOPE AND TRANSITIONS ONLY.

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JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE RAMP B

STA. 42+00.00 TO STA. 47+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

9/8/2026 4:23:31 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\DOT0087\TRITRANSPORTATION\57I040-SHT-PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	13

OH WIRE
STA. 61+76.83
LOW WIRE EL. 533.22'
TEMP. 76 DEG.
3 POWER

OH WIRE
STA. 61+82.83
LOW WIRE EL. 533.15'
TEMP. 76 DEG.
3 POWER

OH WIRE
STA. 60+57.21
LOW WIRE EL. 524.49
TEMP. 76 DEG.
SPAN WIRE

STA. 214+17.13 CHRISTMASVILLE ROAD=
STA.60+00.00 RAMP C
N 500988.9031 E 1142765.4251

LIMIT OF PAVING
STA. 61+35.00

EX. GROUND

EXISTING/PROPOSED GROUND

PROP. 18" RCP

EX. 18" RCP
TO BE FILLED WITH
FLOWABLE FILL

SEE PROPOSED LAYOUT SHEET 5B

545 540 535 530 525 520 515 510 505 500 495 490 485 480 475 470 465 460 455 450 445

60+00 61+00 62+00 63+00 64+00 65+00 66+00 67+00 68+00 69+00 70+00 71+00 72+00

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REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

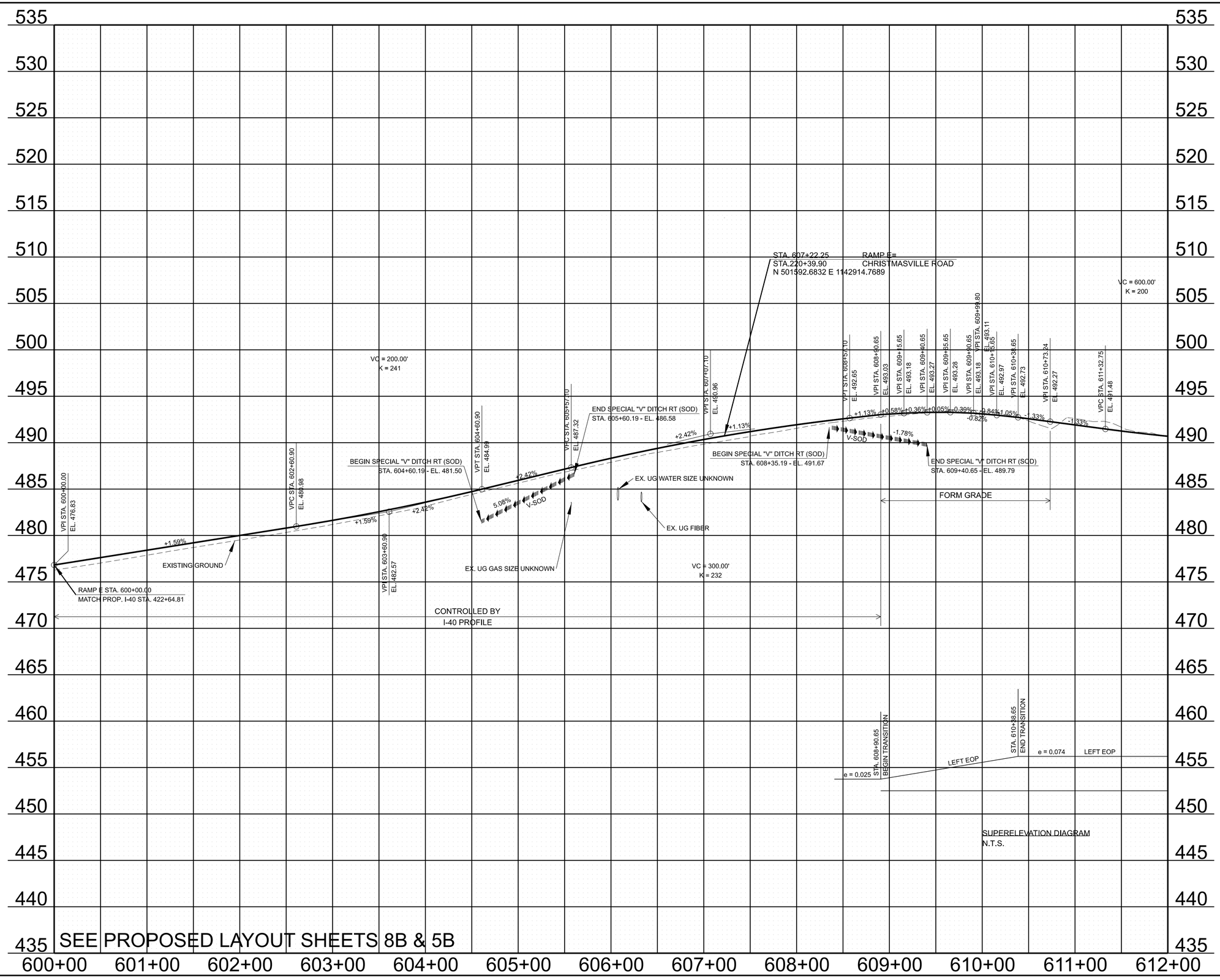
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE
RAMP C
STA. 60+00.00 TO STA. 72+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

9/8/2026 4:23:31 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57\040-SHT-PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	10
PIH	2026	STP-M-NH-I-40-1(372)	10
PS&E	2026	STP-M-NH-I-40-1(372)	14



SUPERELEVATION DIAGRAM
N.T.S.

SEALED BY

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REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

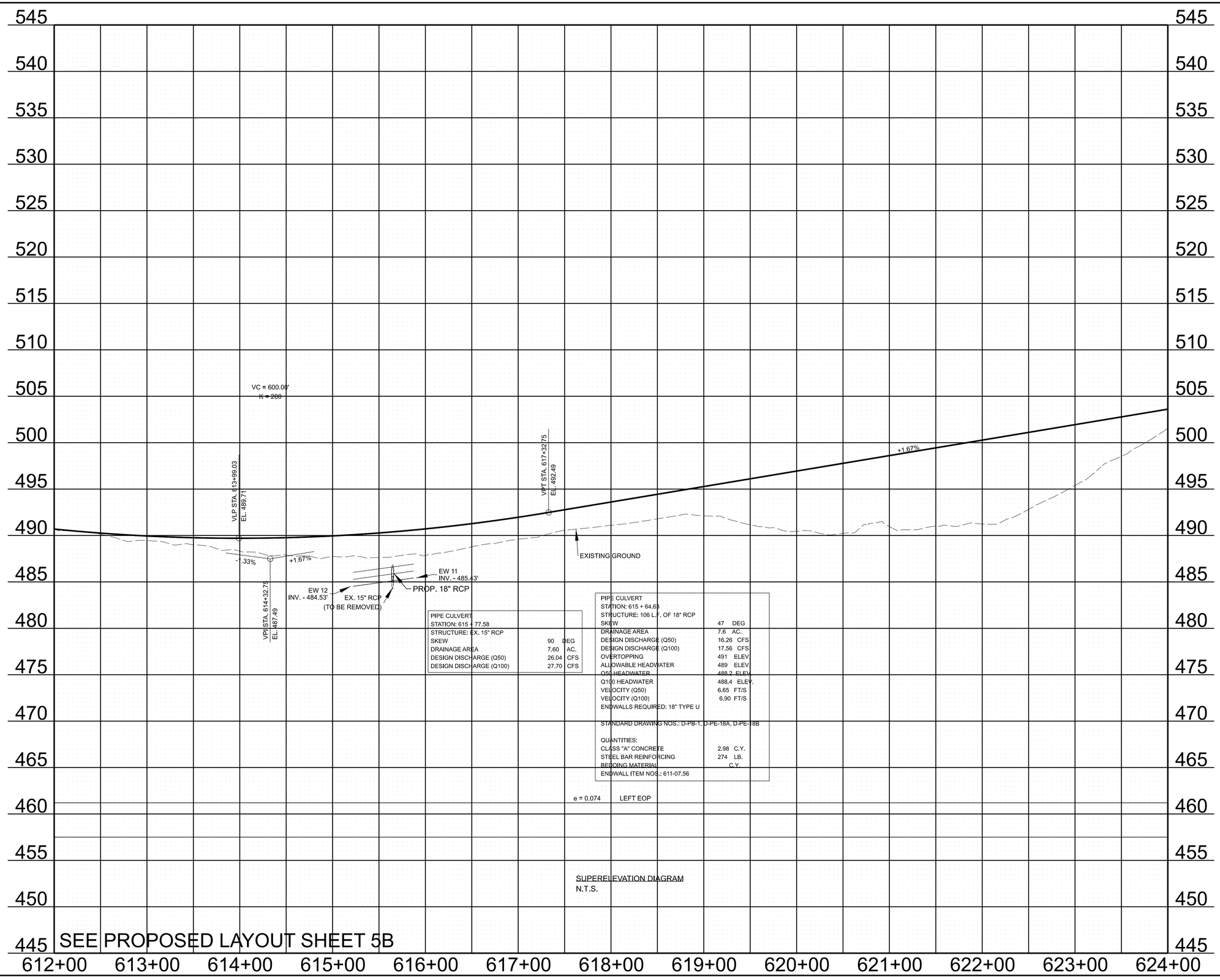
PROPOSED
PROFILE
RAMP E

STA. 600+00.00 TO STA. 612+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

9/8/2026 4:23:33 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	11
PIH	2026	STP-M-NH-I-40-1(372)	11
PS&E	2026	STP-M-NH-I-40-1(372)	15



SUPERELEVATION DIAGRAM
N.T.S.

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Jill Claudine Stanko
No. 121754
STATE OF TENNESSEE
9/9/2026

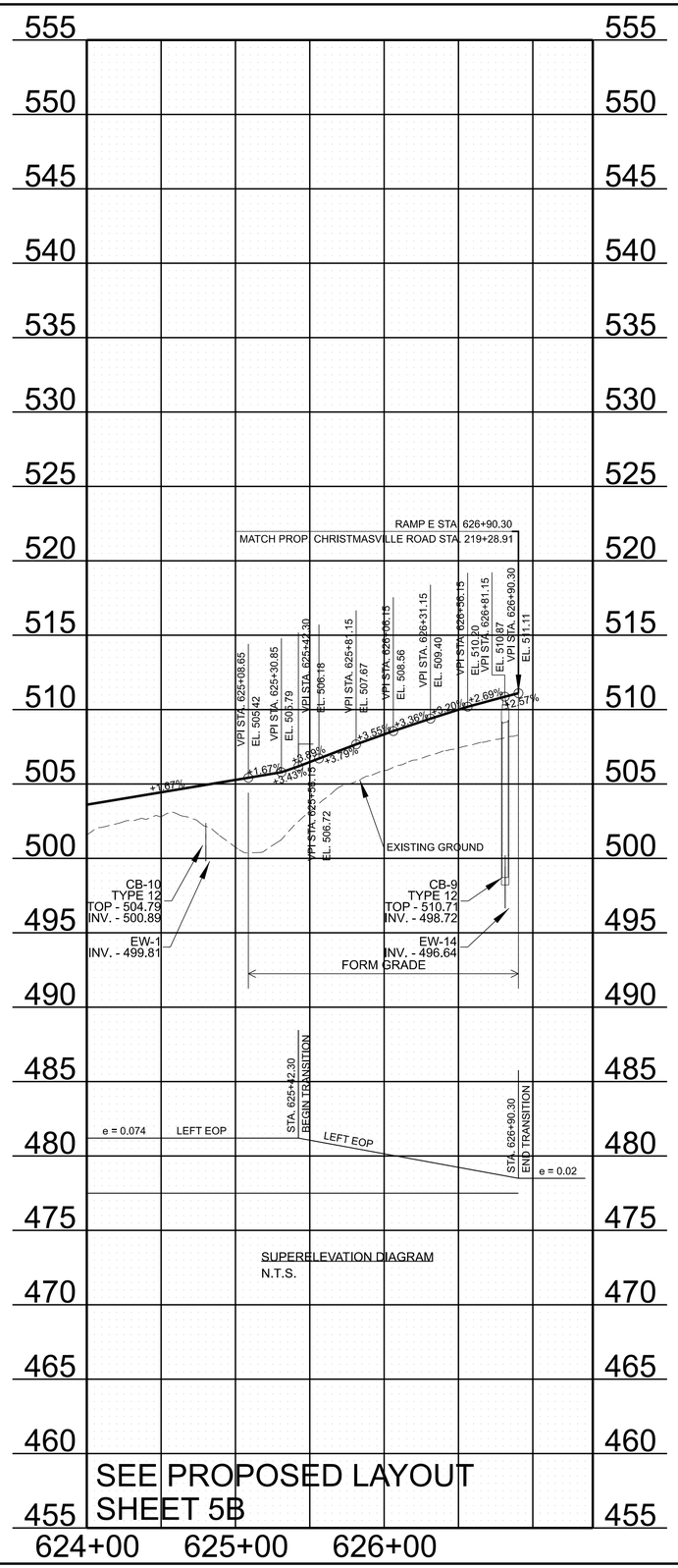
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE
RAMP E
STA. 612+00.00 TO STA. 624+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

9/8/2026 4:23:34 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087\TRITRANSPORTATION\57I040-SHT-PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	12
PIH	2026	STP-M-NH-I-40-1(372)	12
PS&E	2026	STP-M-NH-I-40-1(372)	16



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STATE OF TENNESSEE
No. 121754
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

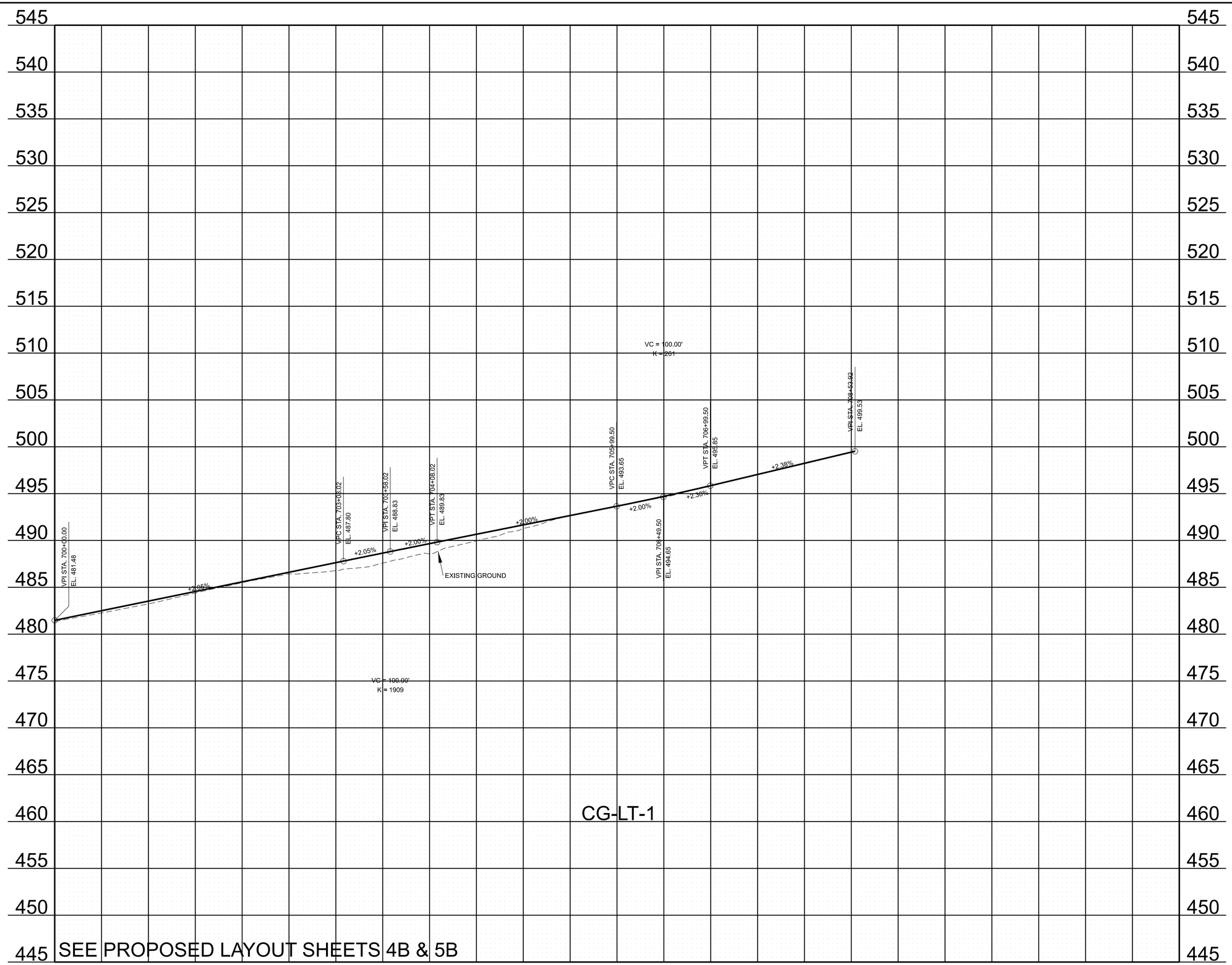
PROPOSED
PROFILE
RAMP E
STA. 624+00.00 TO STA. 626+90.30

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	15
PIH	2026	STP-M-NH-I-40-1(372)	15
PS&E	2026	STP-M-NH-I-40-1(372)	17

REV. 10/30/2026
REVISED SHEET TITLE BLOCK.



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No. 121754
STATE OF TENNESSEE
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

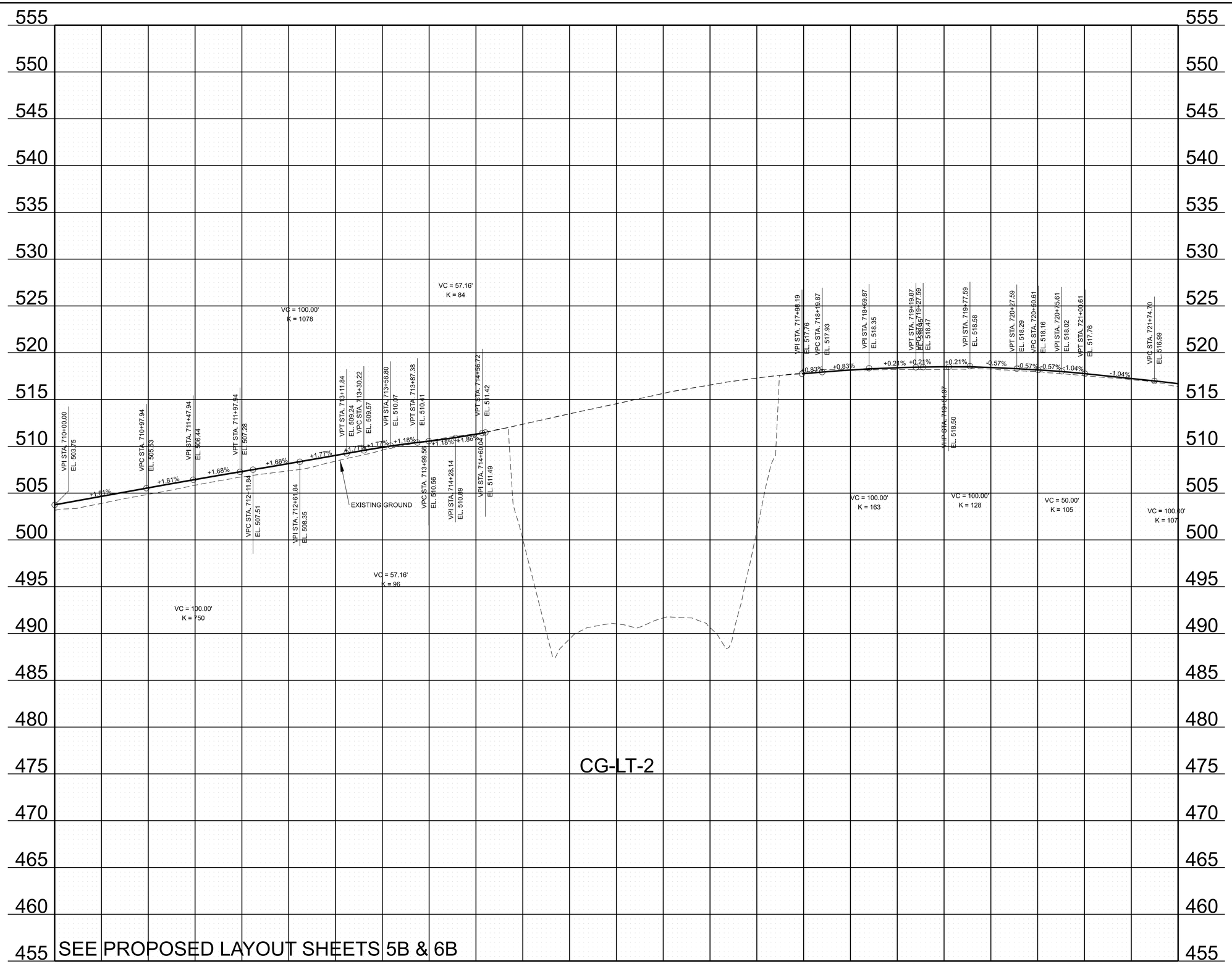
BASELINE
PROFILE

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	16
PIH	2026	STP-M-NH-I-40-1(372)	16
PS&E	2026	STP-M-NH-I-40-1(372)	18

REV. 10/30/2026
REVISED SHEET TITLE BLOCK.



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REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

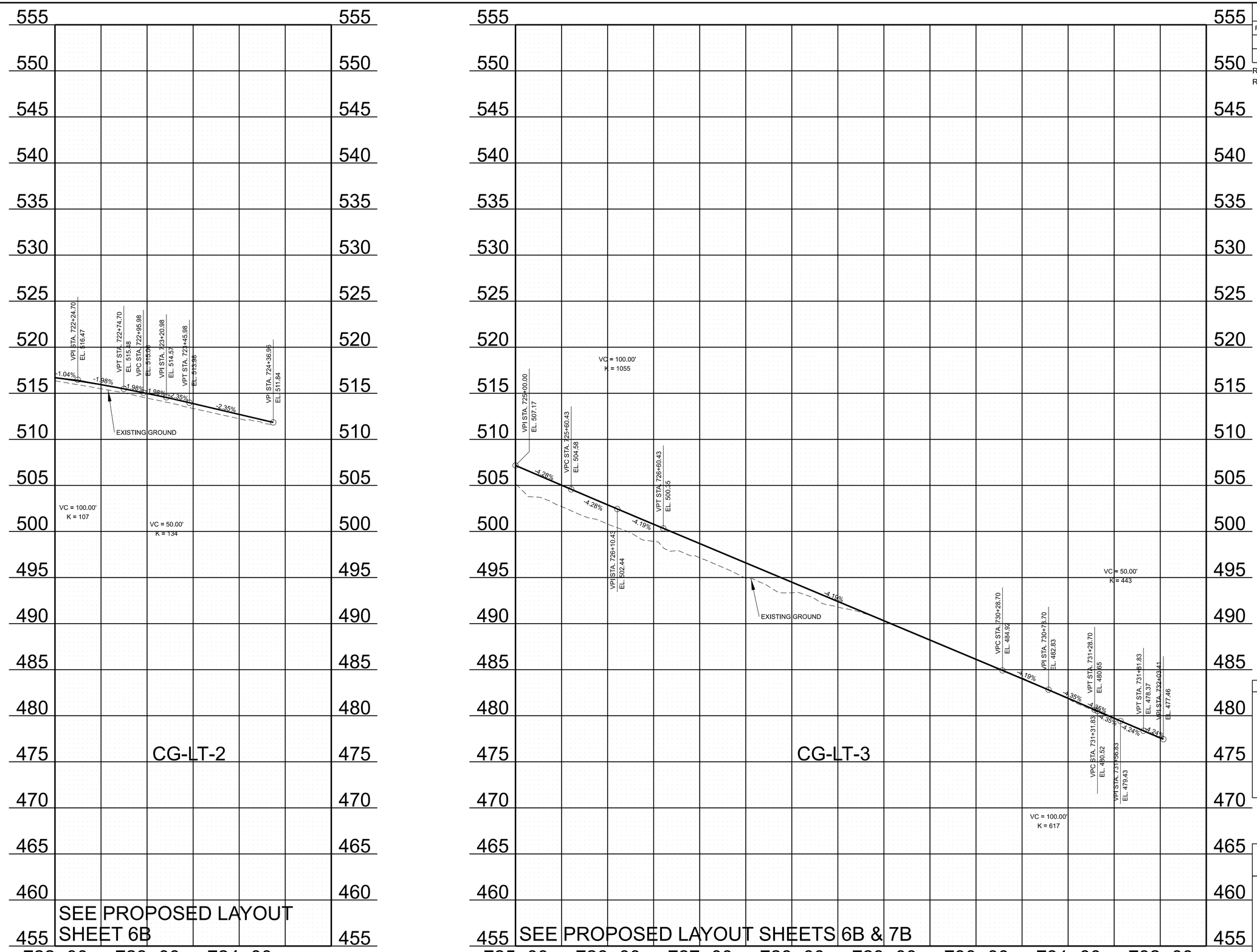
BASELINE
PROFILE

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	17
PIH	2026	STP-M-NH-I-40-1(372)	17
PS&E	2026	STP-M-NH-I-40-1(372)	19

REV. 10/30/2026
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REGISTERED ENGINEER
Jill Claudine Stanko
SIGNATURE
POWELL
No. 121754
STATE OF TENNESSEE
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

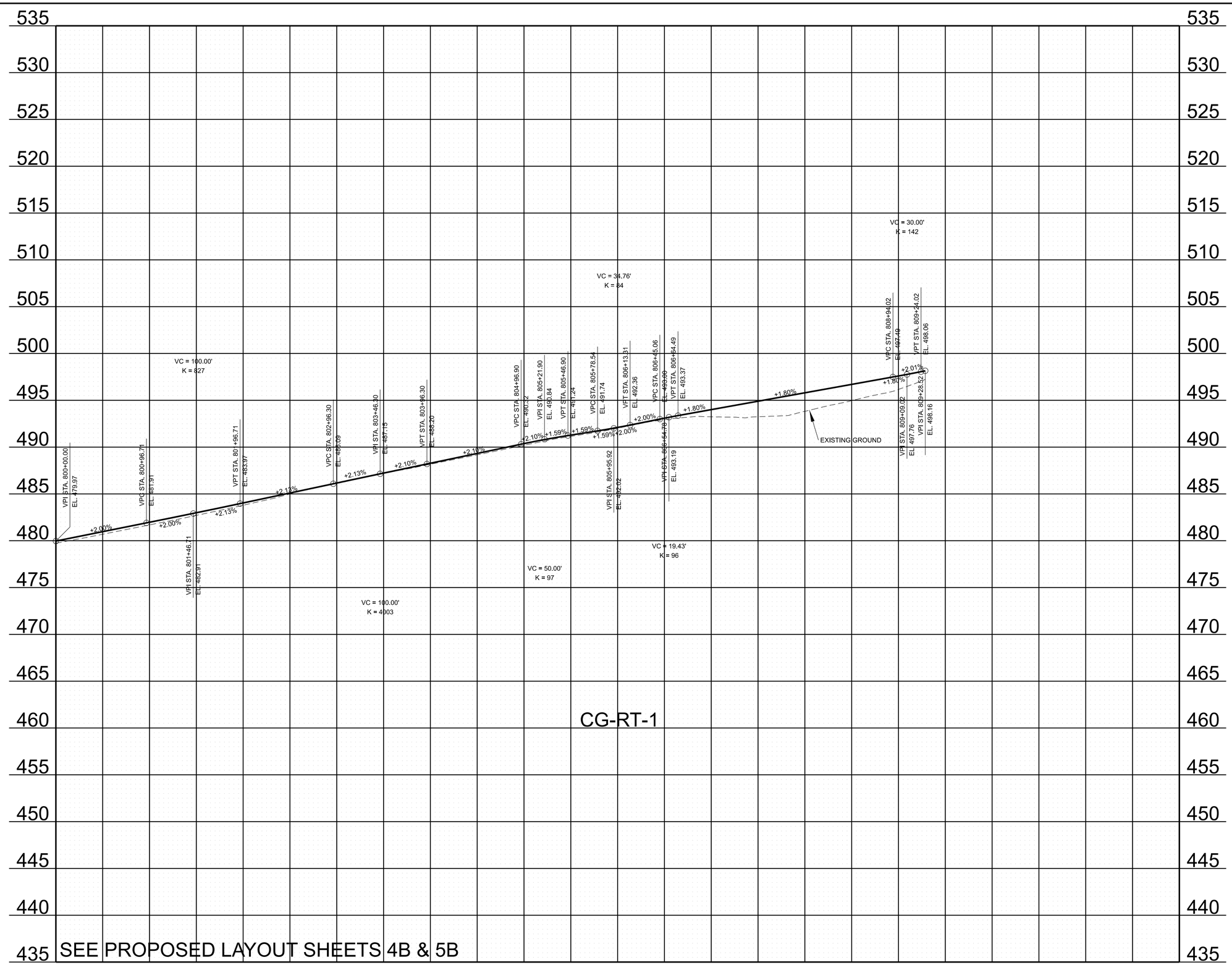
BASELINE
PROFILE

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

10/30/2026 11:30:58 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	18
PIH	2026	STP-M-NH-I-40-1(372)	18
PS&E	2026	STP-M-NH-I-40-1(372)	20

REV. 10/30/2026
REVISED SHEET TITLE BLOCK.



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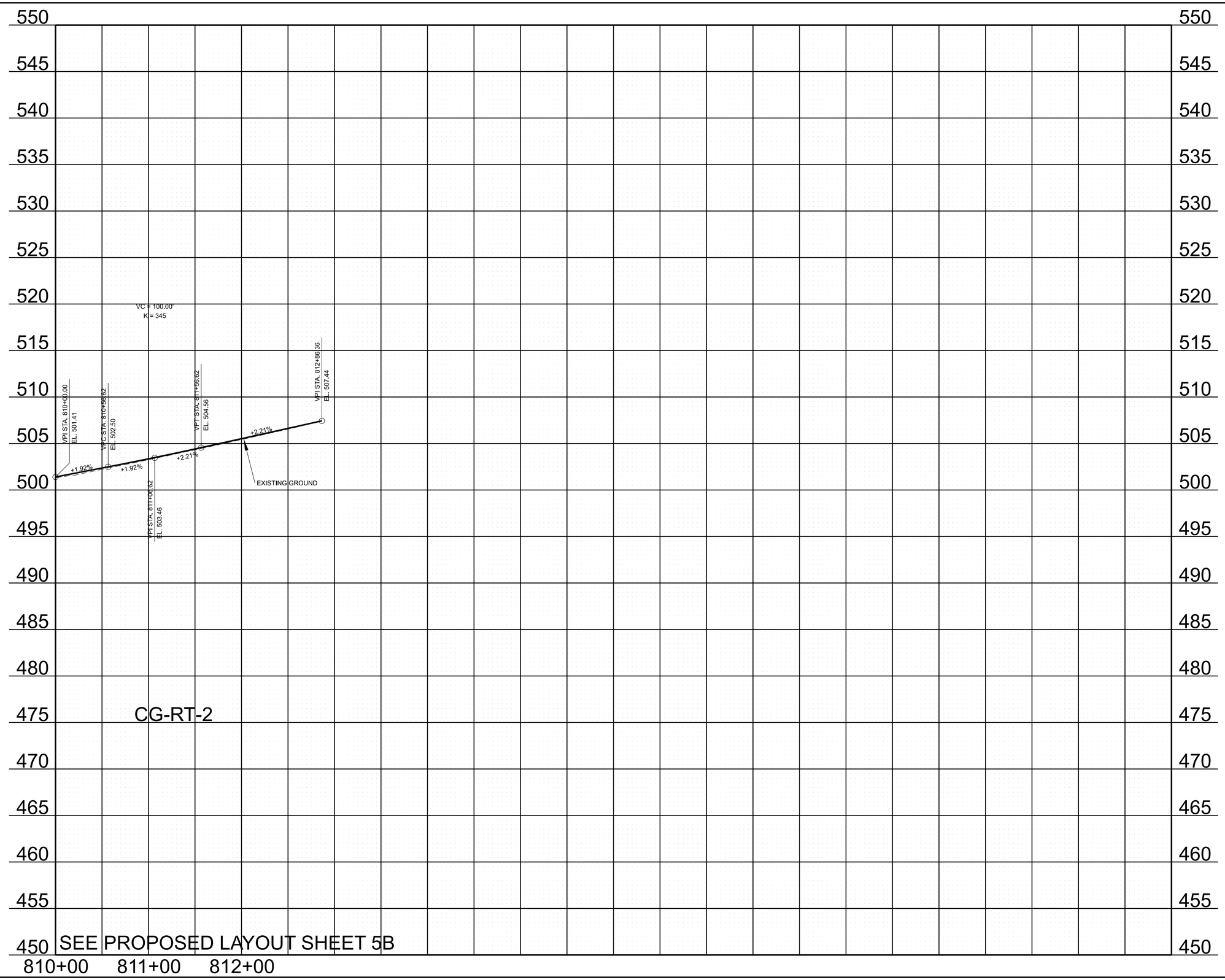
JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BASELINE
PROFILE

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

10/30/2026 11:30:58 AM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT10087TR\TRANSPORTATION\57I040-DES-ALIGNMENT-BASELINE.DGN



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	19
PIH	2026	STP-M-NH-I-40-1(372)	19
PS&E	2026	STP-M-NH-I-40-1(372)	21

REV. 10/30/2026
REVISED SHEET TITLE BLOCK.

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REGISTERED ENGINEER
PRINCIPAL
POWERS
No. 121754
STATE OF TENNESSEE
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

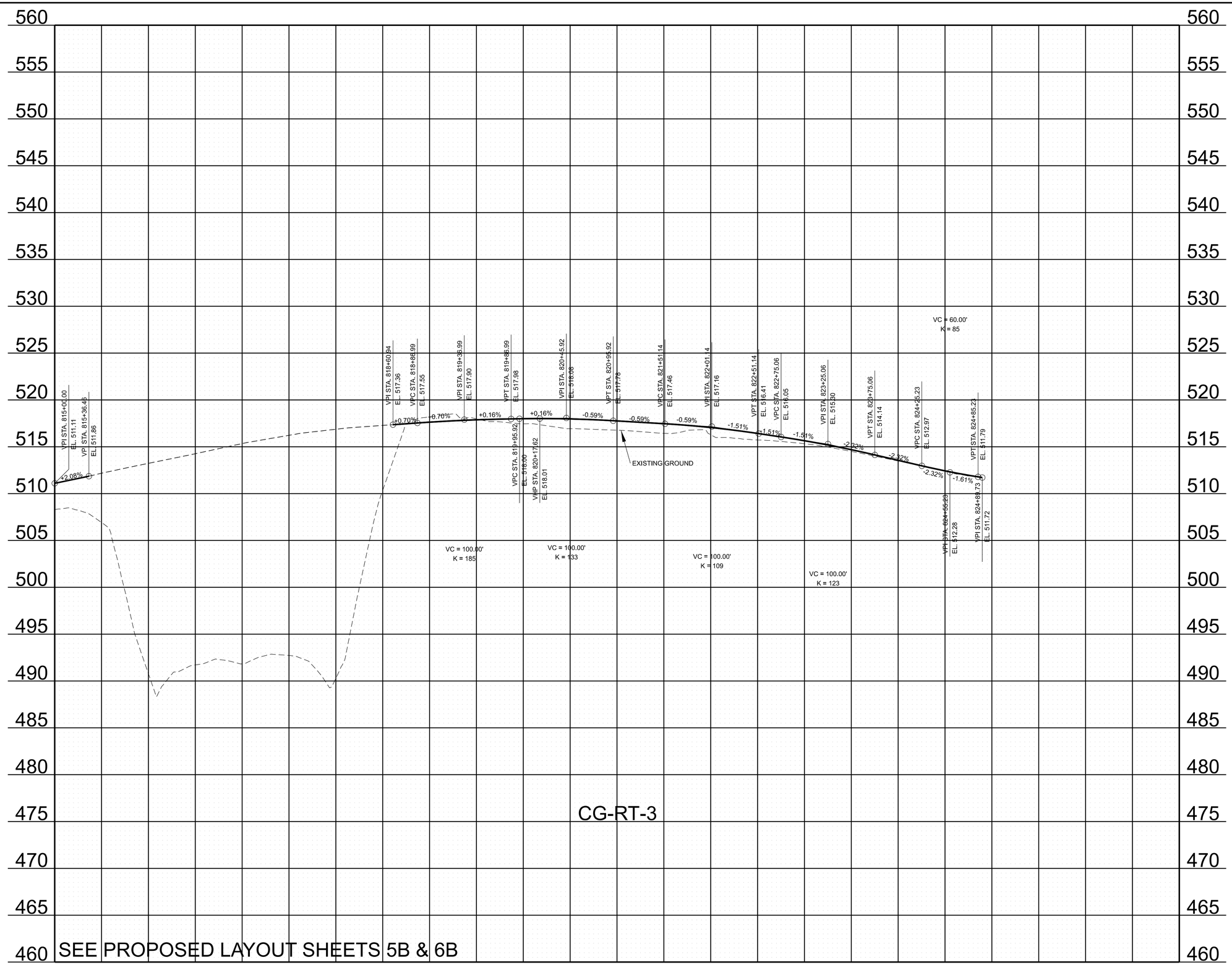
BASELINE
PROFILE

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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\\EGNYTEDRIVE\PROJECTS\TDOT\DOT\0087TRITRANSPORTATION\57I040-DES-ALIGNMENT-BASELINE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	20
PIH	2026	STP-M-NH-I-40-1(372)	20
PS&E	2026	STP-M-NH-I-40-1(372)	22

REV. 10/30/2026
REVISED SHEET TITLE BLOCK.



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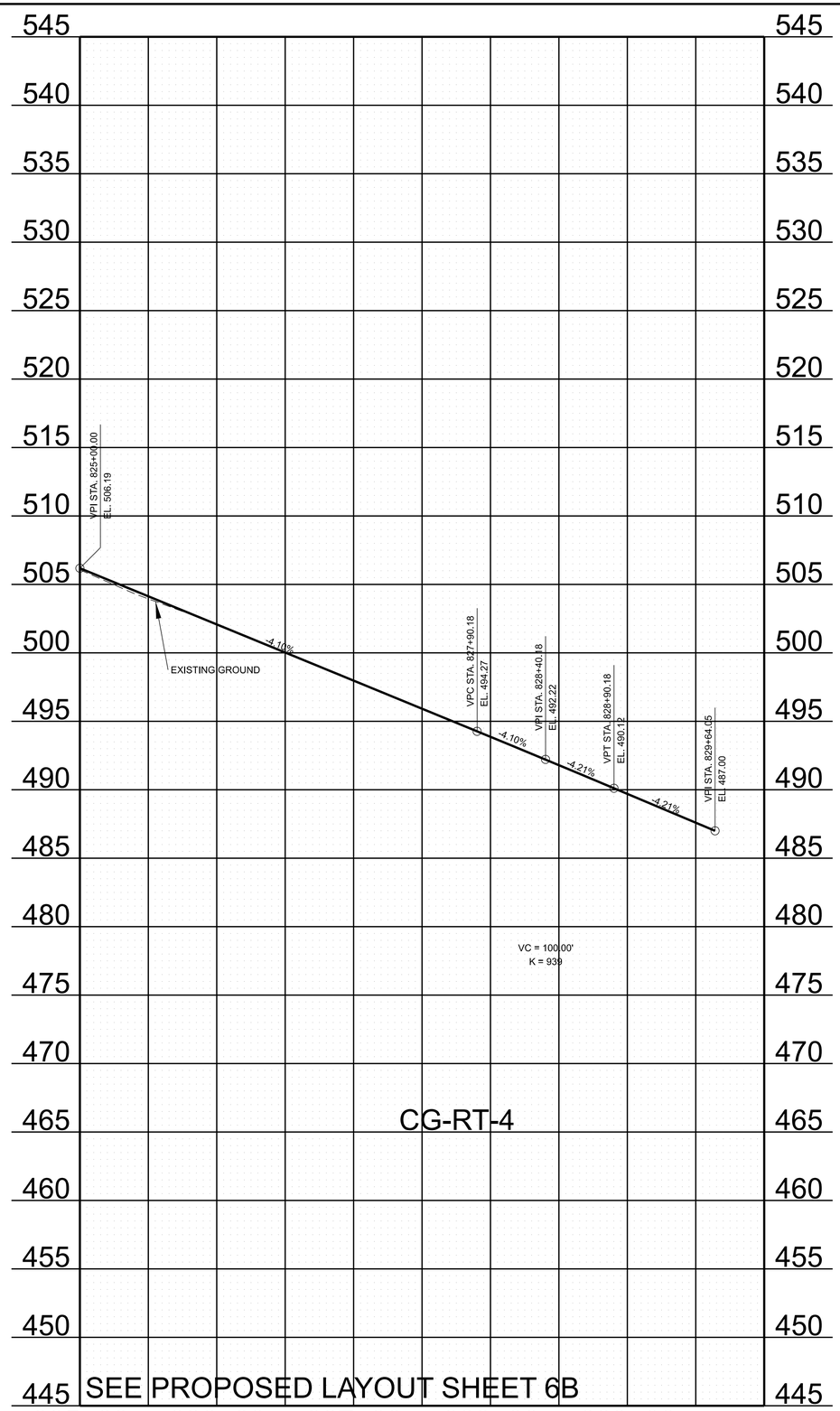
JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
SIGNATURE
POWERS
No. 121754
STATE OF TENNESSEE
10/30/2026

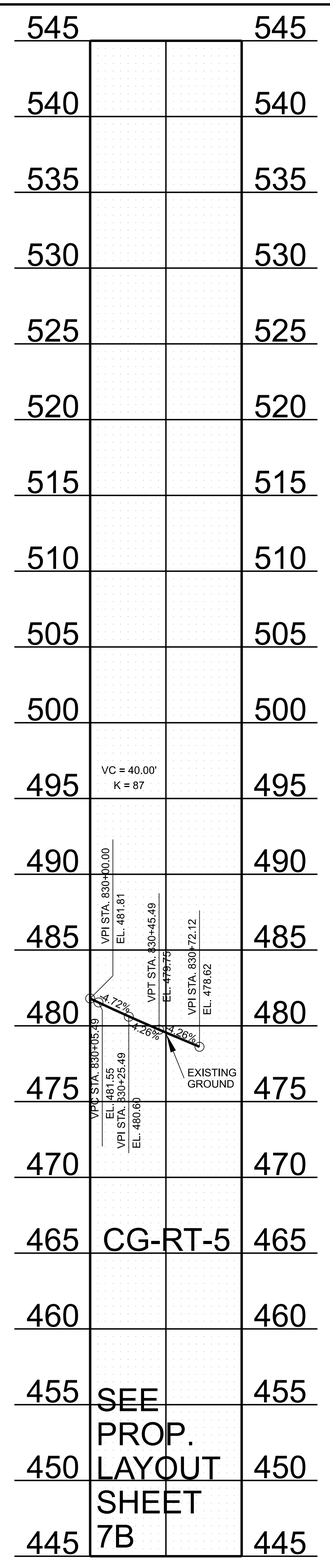
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

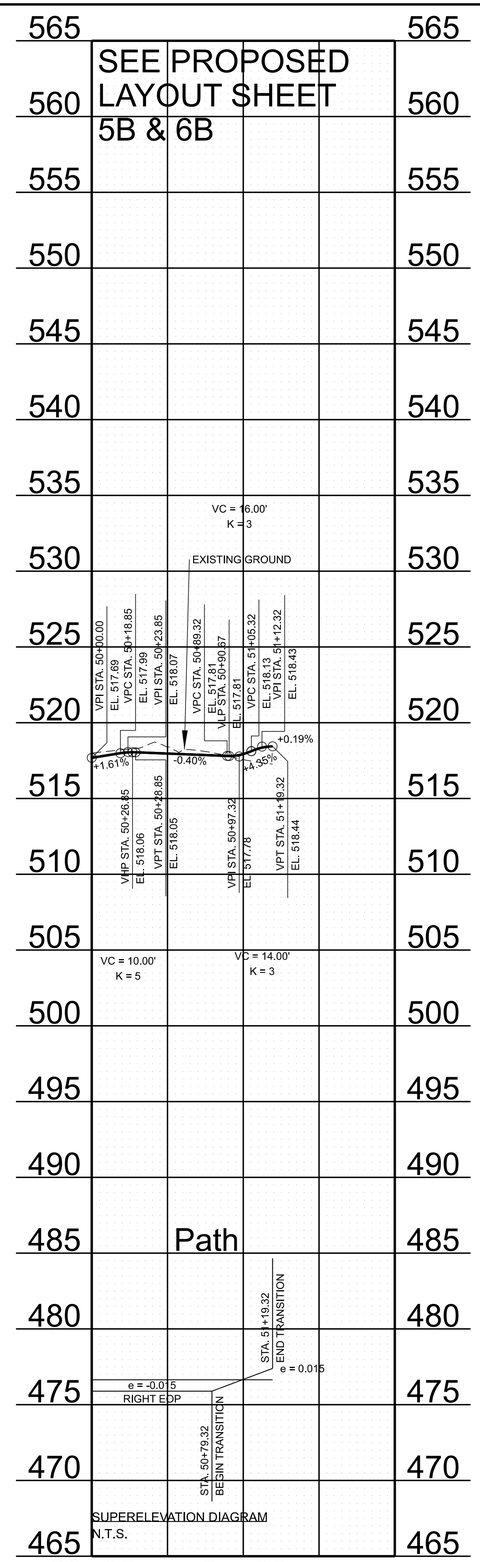
BASELINE
PROFILE

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1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	21
PIH	2026	STP-M-NH-I-40-1(372)	21
PS&E	2026	STP-M-NH-I-40-1(372)	23

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10/30/2026

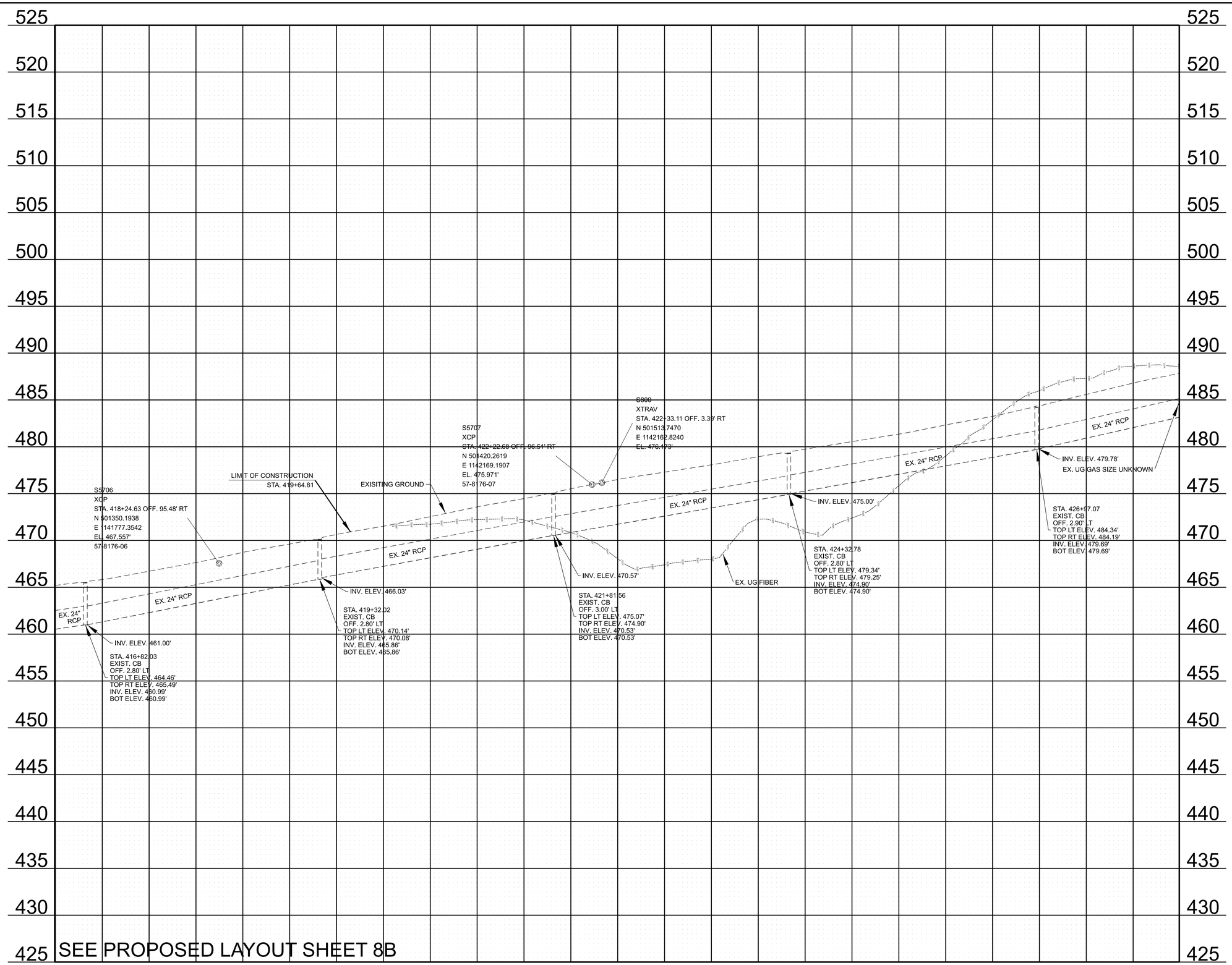
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BASELINE
PROFILE

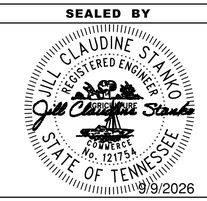
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1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	22
PIH	2026	STP-M-NH-I-40-1(372)	22
PS&E	2026	STP-M-NH-I-40-1(372)	24



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DEPARTMENT OF TRANSPORTATION

SIDE ROAD
PROFILE
I-40
STA. 416+49.30 TO STA. 428+49.30

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	23
PIH	2026	STP-M-NH-I-40-1(372)	23
PS&E	2026	STP-M-NH-I-40-1(372)	25

OH WIRE
STA. 429+35.81
LOW WIRE EL. 534.63'
TEMP. 76 DEG.
03 POWER
02 CABLE
03 FIBER

OH WIRE
STA. 439+91.86
LOW WIRE EL. 520.64'
TEMP. 76 DEG.
03 POWER

OH WIRE
STA. 439+99.86
LOW WIRE EL. 520.84'
TEMP. 76 DEG.
03 POWER

EX. UG FIBER

STA. 430+17.63
STA.220+39.90
N 501592.6832 E 1142914.7689

I-40=
CHRISTMASVILLE ROAD

S801
XTRAV
STA. 428+83.71 OFF. 3.96' RT
N 501629.3650
E 1142803.0700
EL. 488.878'

S802
XTRAV
STA. 431+38.70 OFF. 4.99' RT
N 501673.8890
E 1143054.1430
EL. 493.111'

S803
XTRAV
STA. 432+54.18 OFF. 61.18' LT
N 501759.6140
E 1143155.9550
EL. 493.886'

EXISITING GROUND

LIMIT OF CONSTRUCTION
STA. 434+62.48

S5708
XCP
STA. 436+24.90 OFF. 100.06' RT
N 501667.1719
E 1143549.5055
EL. 494.538'
57-8176-08

S5709
XCP
STA. 440+39.38 OFF. 95.93' RT
N 501745.2514
E 1143956.5861
EL. 491.279'
57-8176-09

EX. 24" RCP

EX. 24" RCP

EX. UG FIBER

EX. UG WATER SIZE UNKNOWN

STA. 429+46.91
EXIST. CB
OFF. 2.90' LT
TOP LT ELEV. 489.79'
TOP RT ELEV. 489.77'
INV. ELEV. 485.32'
BOT ELEV. 485.32'

STA. 431+62.30
EXIST. CB
OFF. 0.31' LT
TOP ELEV. 493.00'
INV. ELEV. 483.30'
BOT ELEV. 483.30'

STA. 436+61.60
EXIST. CB
OFF. 2.70' LT
TOP LT ELEV. 493.46'
TOP RT ELEV. 493.40'
INV. ELEV. 486.51'
BOT ELEV. 486.51'

INV. ELEV. 486.53'

EX. UG FIBER

STA. 438+64.42
EXIST. CB
OFF. 2.70' LT
TOP LT ELEV. 492.50'
TOP RT ELEV. 492.45'
INV. ELEV. 478.74'
BOT ELEV. 478.74'

SEE PROPOSED LAYOUT SHEET 5B

540 535 530 525 520 515 510 505 500 495 490 485 480 475 470 465 460 455 450 445 440

429+00 430+00 431+00 432+00 433+00 434+00 435+00 436+00 437+00 438+00 439+00 440+00

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STATE OF TENNESSEE

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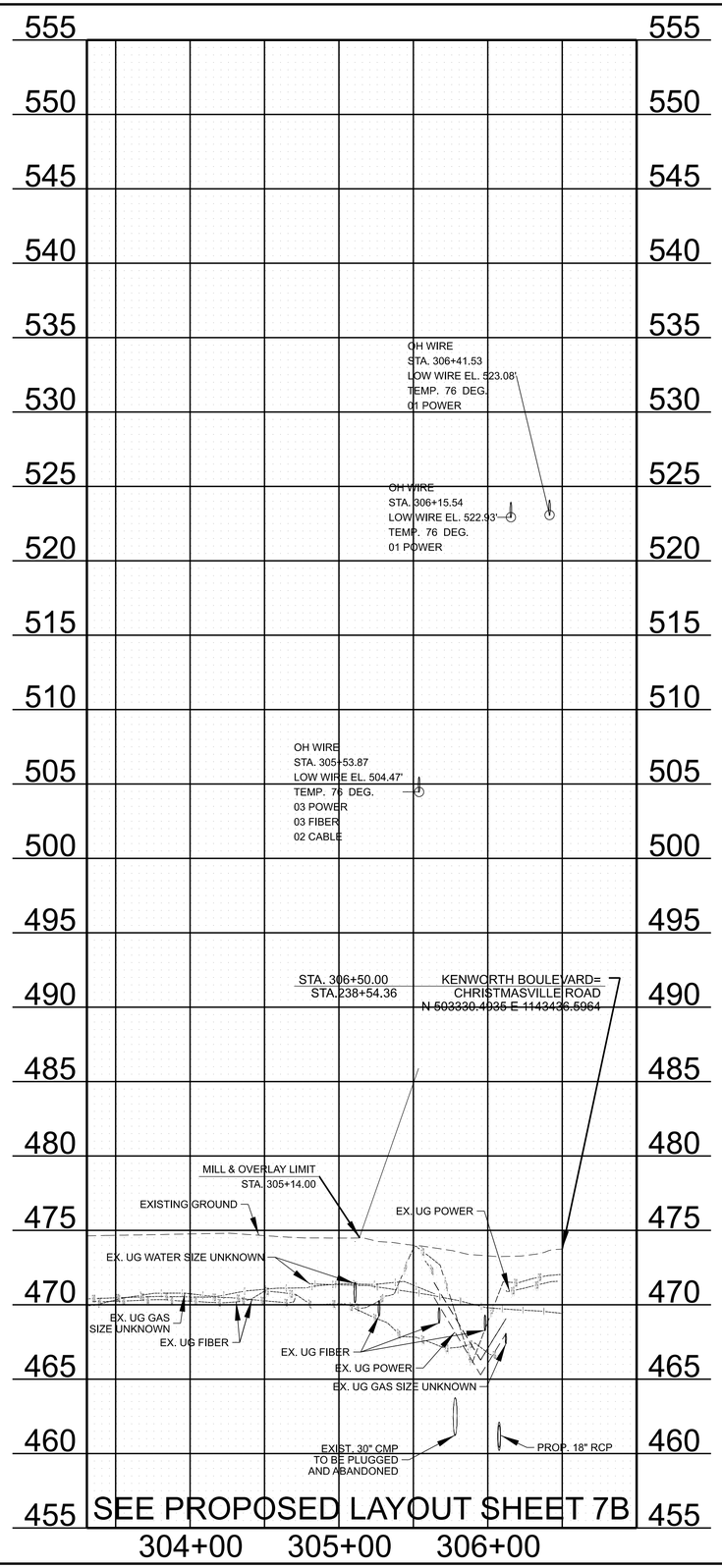
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD
PROFILE
I-40
STA. 428+49.30 TO STA. 440+49.30

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	24
PIH	2026	STP-M-NH-I-40-1(372)	24
PS&E	2026	STP-M-NH-I-40-1(372)	26



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9/9/2026

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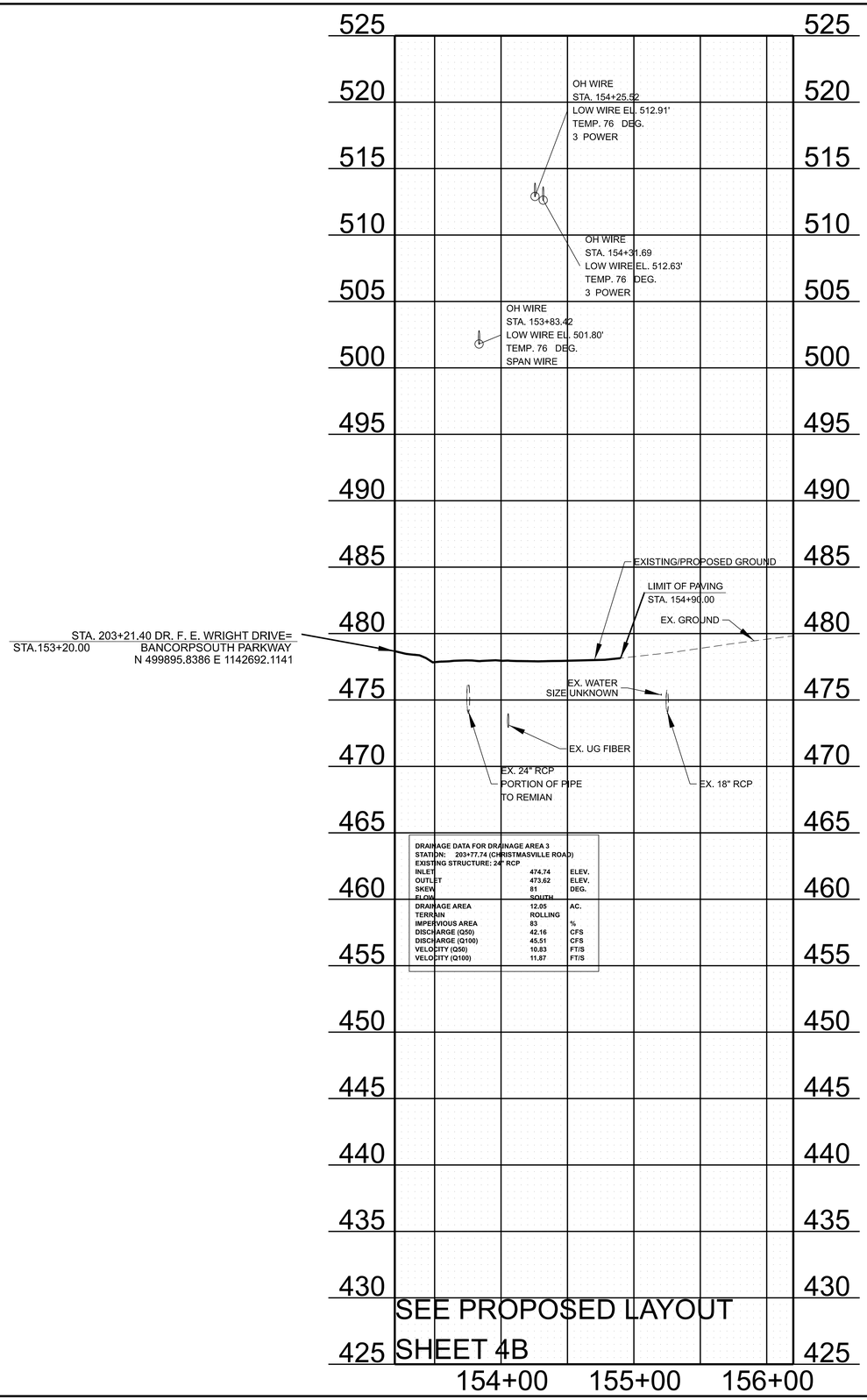
SIDE ROAD
PROFILE
KENWORTH BLVD
STA. 303+30.73 TO STA. 306+50.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	27

REV. 10/30/2026
REVISED SHEET TITLE BLOCK.



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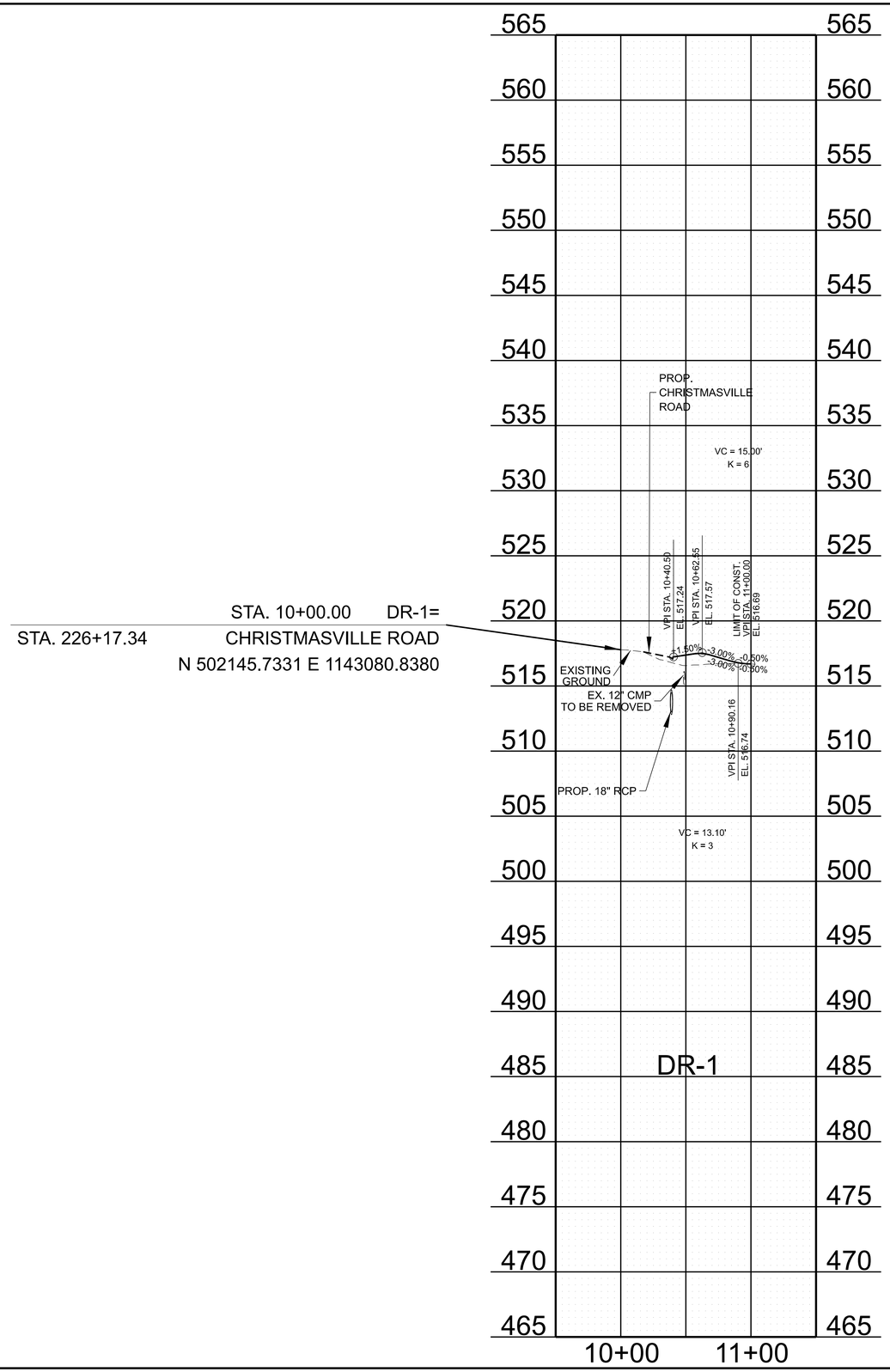
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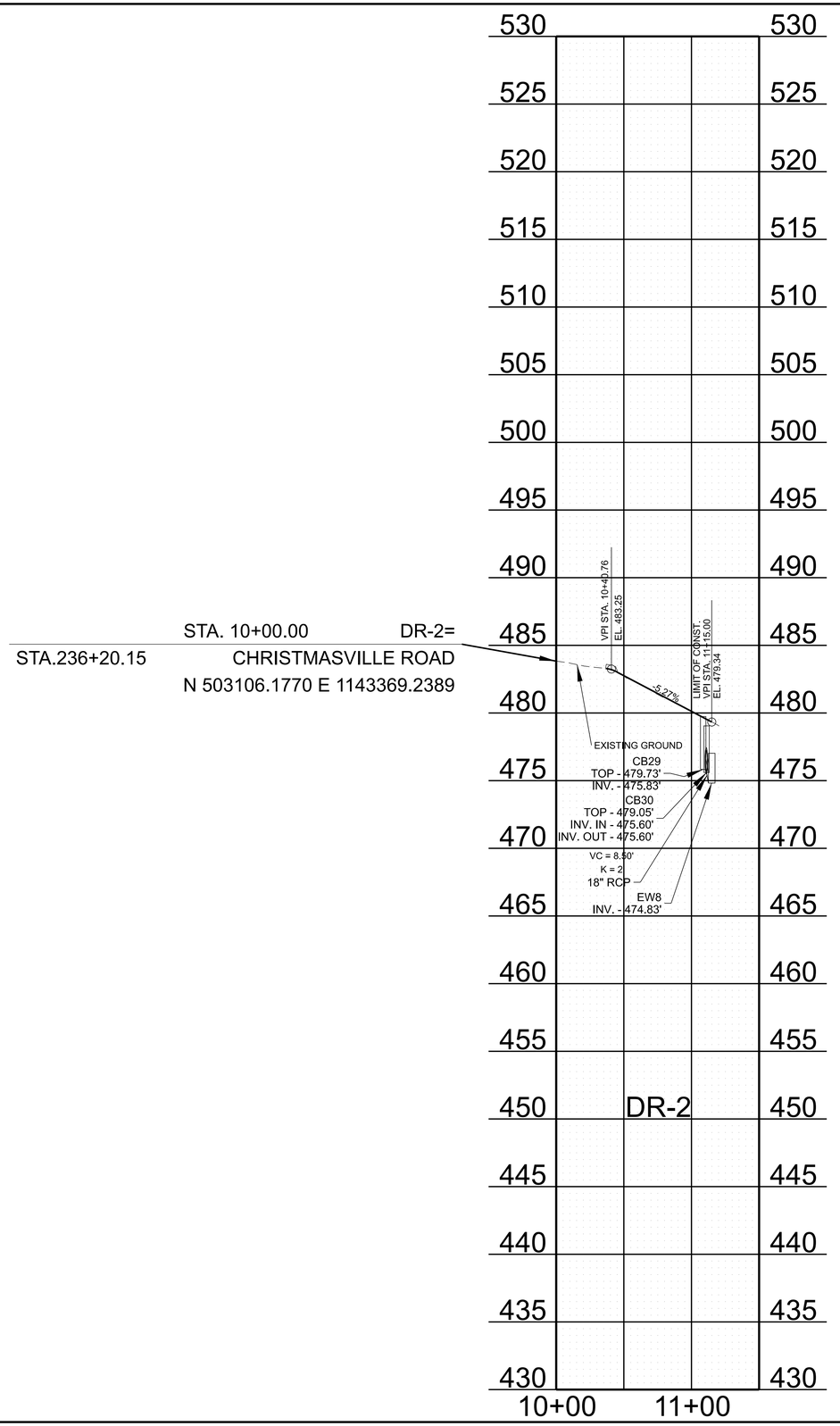
SIDE ROAD
PROFILE
BANCORPSOUTH PARKWAY
STA. 153+20.00 TO STA. 156+20.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	25
PIH	2026	STP-M-NH-I-40-1(372)	25
PS&E	2026	STP-M-NH-I-40-1(372)	28





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9/9/2026

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PRIVATE DRIVE, BUSINESS AND FIELD ENTRANCE PROFILES

DR-1 AND DR-2

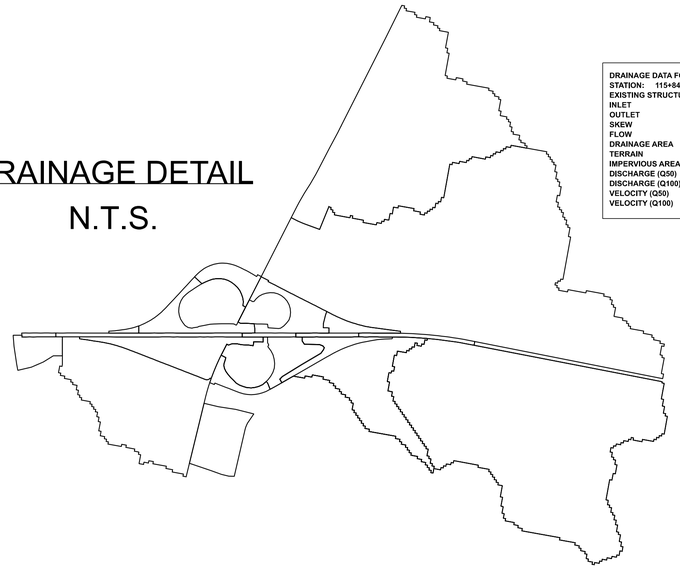
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	26
PIH	2026	STP-M-NH-I-40-1(372)	26
PS&E	2026	STP-M-NH-I-40-1(372)	29

REV. 10/22/2025
REVISED BEGIN AND END R.O.W. CALLOUT.

DRAINAGE DETAIL
N.T.S.



57I040-F3-003
END PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 241+00.00
N 503565.3175 E 1143508.6344

END PROJECT NO. 57I040-S2-003 R.O.W.
STA. 233+16.31
N 502815.1760' E 1143281.8575'

BEGIN PROJECT NO. 57I040-S2-003 R.O.W.
STA. 204+28.59
N 500002.8478' E 1142698.3931'

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598

MATCH LINE STA. 443+00 SEE SHEET NO. 30

DRAINAGE DATA FOR DRAINAGE AREA 8
STATION: 115+84.83
EXISTING STRUCTURE: 36" RCP

INLET	463.28	ELEV.
OUTLET	458.52	ELEV.
SKEW	90	DEG.
FLOW	NORTHEAST	
DRAINAGE AREA	26.897	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	20	%
DISCHARGE (Q50)	39.00	CFS
DISCHARGE (Q100)	42.77	CFS
VELOCITY (Q50)	7.65	FT/S
VELOCITY (Q100)	7.97	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 9
STATION: 69+47.78
EXISTING STRUCTURE: 15" RCP

INLET	484.57	ELEV.
OUTLET	483.68	ELEV.
SKEW	90	DEG.
FLOW	NORTHEAST	
DRAINAGE AREA	7.6	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	1	%
DISCHARGE (Q50)	13.82	CFS
DISCHARGE (Q100)	14.92	CFS
VELOCITY (Q50)		FT/S
VELOCITY (Q100)		FT/S

DRAINAGE DATA FOR DRAINAGE AREA 1
STATION: 15+61.12
EXISTING STRUCTURE: 6' X 4' BOX

INLET	439.00	ELEV.
OUTLET	435.88	ELEV.
SKEW	60	DEG.
FLOW	NORTHWEST	
DRAINAGE AREA	48.497	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	6	%
DISCHARGE (Q50)	118.66	CFS
DISCHARGE (Q100)	125.75	CFS
VELOCITY (Q50)	7.3	FT/S
VELOCITY (Q100)	7.39	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 2
STATION: 415+92.62
EXISTING STRUCTURE: 30" RCP

INLET	448.54	ELEV.
OUTLET	438.17	ELEV.
SKEW	59	DEG.
FLOW	WEST	
DRAINAGE AREA	13.138	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	2	%
DISCHARGE (Q50)	30.38	CFS
DISCHARGE (Q100)	32.20	CFS
VELOCITY (Q50)	5.52	FT/S
VELOCITY (Q100)	5.83	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 3
STATION: 203+77.74
EXISTING STRUCTURE: 24" RCP

INLET	474.74	ELEV.
OUTLET	473.62	ELEV.
SKEW	81	DEG.
FLOW	SOUTH	
DRAINAGE AREA	12.05	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	83	%
DISCHARGE (Q50)	42.16	CFS
DISCHARGE (Q100)	45.51	CFS
VELOCITY (Q50)	10.83	FT/S
VELOCITY (Q100)	11.87	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 4
STATION: 418+23.07
EXISTING STRUCTURE: 30" RCP

INLET	462.49	ELEV.
OUTLET	461.06	ELEV.
SKEW	50	DEG.
FLOW	NORTHWEST	
DRAINAGE AREA	16.488	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	10	%
DISCHARGE (Q50)	42.02	CFS
DISCHARGE (Q100)	44.53	CFS
VELOCITY (Q50)	3.05	FT/S
VELOCITY (Q100)	3.32	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 5
STATION: 423+77.44
EXISTING STRUCTURE: 24" RCP

INLET	469.97	ELEV.
OUTLET	469.68	ELEV.
FLOW	SOUTHWEST	
DRAINAGE AREA	9.849	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	2	%
DISCHARGE (Q50)	27.09	CFS
DISCHARGE (Q100)	28.78	CFS
VELOCITY (Q50)	9.06	FT/S
VELOCITY (Q100)	9.51	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 6
STATION: 39+15.41
EXISTING STRUCTURE: 36" RCP

INLET	473.86	ELEV.
OUTLET	470.26	ELEV.
SKEW	90	DEG.
FLOW	NORTHWEST	
DRAINAGE AREA	4.522	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	2	%
DISCHARGE (Q50)	15.55	CFS
DISCHARGE (Q100)	16.54	CFS
VELOCITY (Q50)	9.90	FT/S
VELOCITY (Q100)	10.08	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 7
STATION: 437+40.24
EXISTING STRUCTURE: 18" RCP

INLET	480.95	ELEV.
OUTLET	480.29	ELEV.
FLOW	EAST	
DRAINAGE AREA	5.237	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	1	%
DISCHARGE (Q50)	17.94	CFS
DISCHARGE (Q100)	19.09	CFS
VELOCITY (Q50)	10.26	FT/S
VELOCITY (Q100)	10.88	FT/S

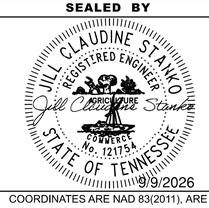
DRAINAGE DATA FOR DRAINAGE AREA 10
STATION: 438+63.57
EXISTING STRUCTURE: 30" RCP

INLET	483.48	ELEV.
OUTLET	472.28	ELEV.
SKEW	45	DEG.
FLOW	NORTHEAST	
DRAINAGE AREA	13.623	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	5	%
DISCHARGE (Q50)	23.61	CFS
DISCHARGE (Q100)	25.49	CFS
VELOCITY (Q50)	16.05	FT/S
VELOCITY (Q100)	16.40	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 11
STATION: 115+84.83
EXISTING STRUCTURE: 18" RCP

INLET	483.11	ELEV.
OUTLET	480.29	ELEV.
SKEW	59	DEG.
FLOW	NORTHEAST	
DRAINAGE AREA	2.707	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	11	%
DISCHARGE (Q50)	10.47	CFS
DISCHARGE (Q100)	11.14	CFS
VELOCITY (Q50)	8.98	FT/S
VELOCITY (Q100)	9.09	FT/S

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 395+00.00 TO STA. 443+00.00
SCALE: 1" = 200'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	27
PIH	2026	STP-M-NH-I-40-1(372)	27
PS&E	2026	STP-M-NH-I-40-1(372)	30

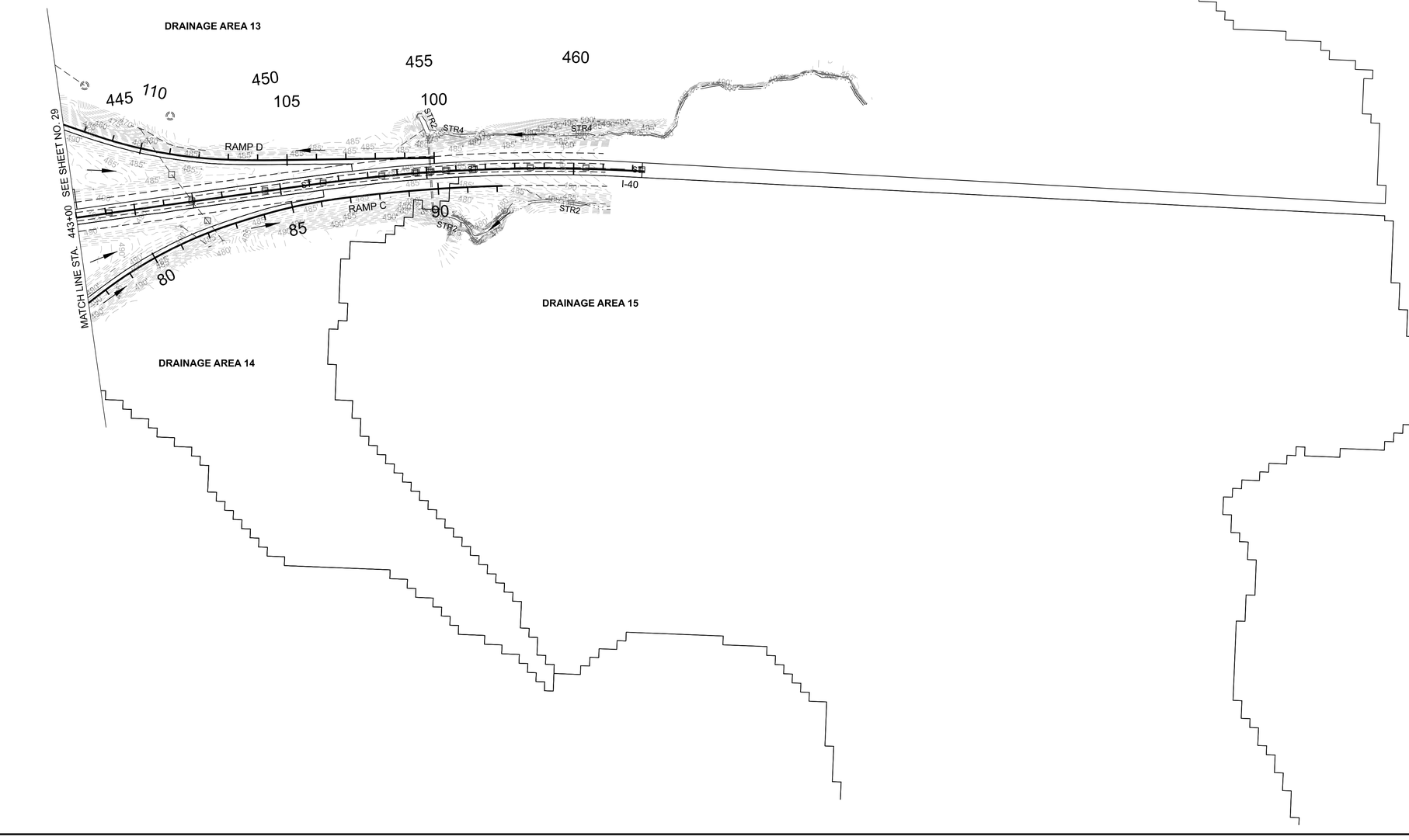
DRAINAGE AREA 12

DRAINAGE DATA FOR DRAINAGE AREA 12		
STATION:	245+11.60	
EXISTING STRUCTURE: 72" RCP		
INLET	455.04	ELEV.
OUTLET	439.60	ELEV.
SKEW	60	DEG.
FLOW	WEST	
DRAINAGE AREA	98.035	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	15	%
DISCHARGE (Q50)	72.91	CFS
DISCHARGE (Q100)	80.41	CFS
VELOCITY (Q50)	7.38	FT/S
VELOCITY (Q100)	7.61	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 13		
STATION:	237+62.21	
EXISTING STRUCTURE: 6' X 8' BOX		
INLET	441.16	ELEV.
OUTLET	436.21	ELEV.
SKEW	45	DEG.
FLOW	NORTHWEST	
DRAINAGE AREA	354.459	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	10	%
DISCHARGE (Q50)	189.07	CFS
DISCHARGE (Q100)	209.91	CFS
VELOCITY (Q50)	13.55	FT/S
VELOCITY (Q100)	14.01	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 14		
STATION:	446+40.61	
EXISTING STRUCTURE: 30" RCP		
INLET	477.26	ELEV.
OUTLET	468.64	ELEV.
SKEW	60	DEG.
FLOW	NORTHWEST	
DRAINAGE AREA	32.466	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	30	%
DISCHARGE (Q50)	51.78	CFS
DISCHARGE (Q100)	56.78	CFS
VELOCITY (Q50)	12.82	FT/S
VELOCITY (Q100)	12.84	FT/S

DRAINAGE DATA FOR DRAINAGE AREA 15		
STATION:	455+13.99	
EXISTING STRUCTURE: 5' X 4' BOX		
INLET	464.52	ELEV.
OUTLET	463.78	ELEV.
SKEW	90	DEG.
FLOW	NORTH	
DRAINAGE AREA	140.718	AC.
TERRAIN	ROLLING	
IMPERVIOUS AREA	20	%
DISCHARGE (Q50)	89.36	CFS
DISCHARGE (Q100)	99.21	CFS
VELOCITY (Q50)	8.96	FT/S
VELOCITY (Q100)	9.28	FT/S



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COMMERCE
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STATE OF TENNESSEE
9/9/2026

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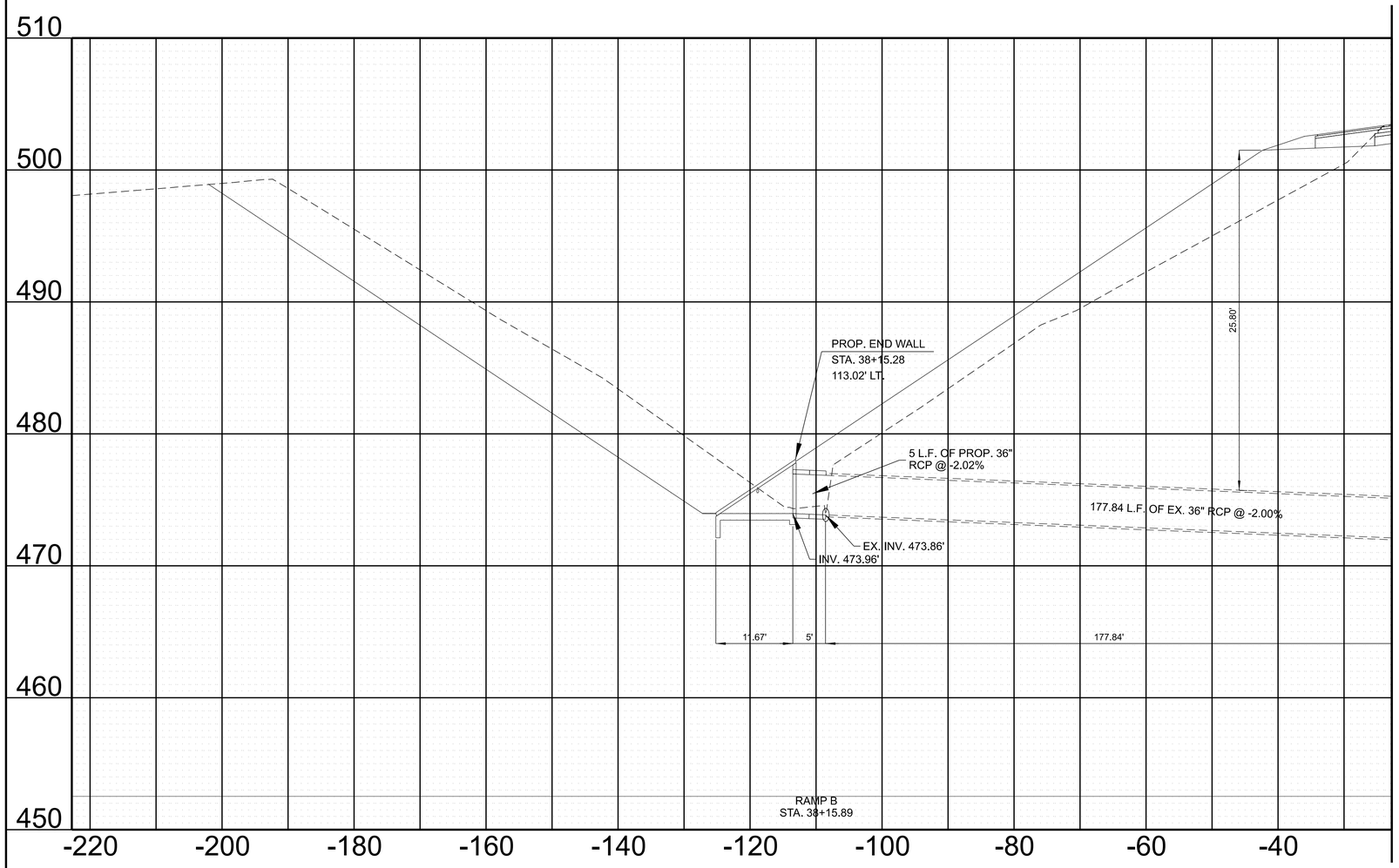
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 443+00.00 TO STA. 491+00.00
SCALE: 1" = 200'

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\\egnytedrive\Projects\TDOT\TDOT\00877R\Transportation\57I040-SHT-Drainage Map.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	28
PIH	2026	STP-M-NH-I-40-1(372)	28
PS&E	2026	STP-M-NH-I-40-1(372)	31



MATCH LINE SEE SHT 32

PIPE CULVERT
STATION: 38 + 15.89
STRUCTURE: 5 L.F. EXTENSION OF 36" RCP

SKEW	90 DEG
DRAINAGE AREA	4.52 AC.
DESIGN DISCHARGE (Q50)	15.55 CFS
DESIGN DISCHARGE (Q100)	16.54 CFS
OVERTOPPING	504 ELEV.
ALLOWABLE HEADWATER	502 ELEV.
Q50 HEADWATER	475.7 ELEV.
Q100 HEADWATER	475.7 ELEV.
VELOCITY (Q50)	9.9 FT/S
VELOCITY (Q100)	10.08 FT/S

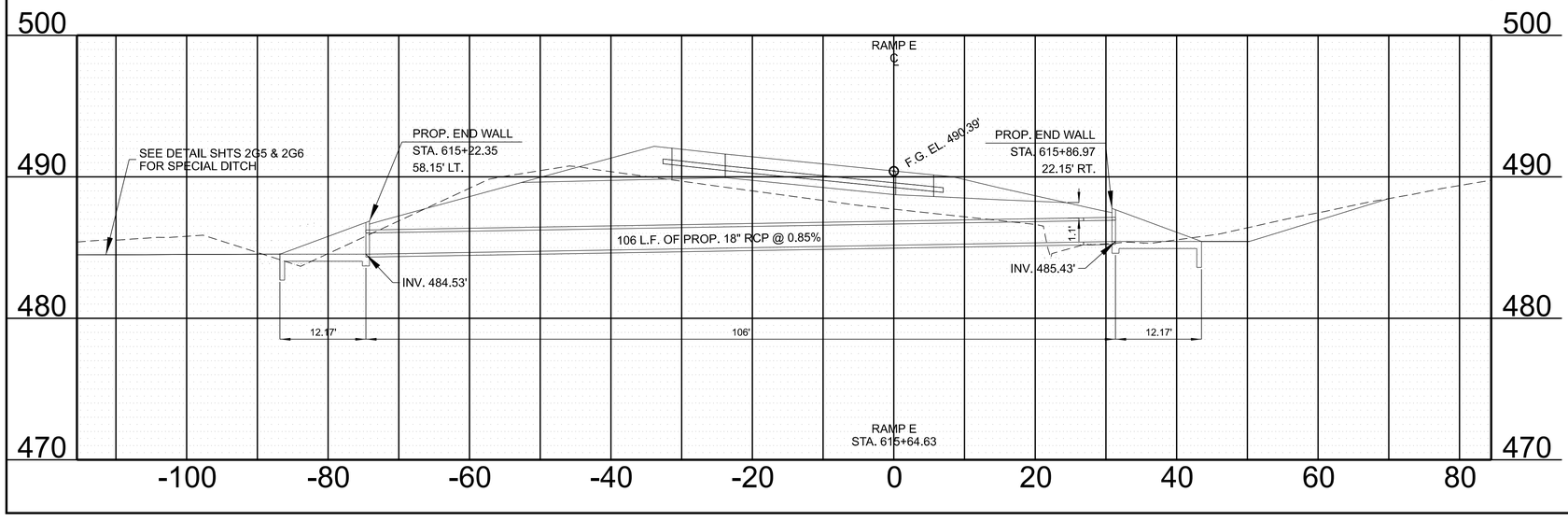
ENDWALLS REQUIRED: 36" TYPE U

STANDARD DRAWING NOS.: D-PB-1, D-PE-36A, D-PE-36B

QUANTITIES:

CLASS "A" CONCRETE	2.43 C.Y.
STEEL BAR REINFORCING	219 LB.
STRUCTURAL STEEL	132 LB.
BEDDING MATERIAL	C.Y.

ENDWALL ITEM NOS.: 611-07.63



PIPE CULVERT
STATION: 615 + 64.63
STRUCTURE: 106 L.F. OF 18" RCP

SKEW	47 DEG
DRAINAGE AREA	7.6 AC.
DESIGN DISCHARGE (Q50)	16.26 CFS
DESIGN DISCHARGE (Q100)	17.56 CFS
OVERTOPPING	491 ELEV.
ALLOWABLE HEADWATER	489 ELEV.
Q50 HEADWATER	488.2 ELEV.
Q100 HEADWATER	488.4 ELEV.
VELOCITY (Q50)	6.65 FT/S
VELOCITY (Q100)	6.90 FT/S

ENDWALLS REQUIRED: 18" TYPE U

STANDARD DRAWING NOS.: D-PB-1, D-PE-18A, D-PE-18B

QUANTITIES:

CLASS "A" CONCRETE	2.98 C.Y.
STEEL BAR REINFORCING	274 LB.
BEDDING MATERIAL	C.Y.

ENDWALL ITEM NOS.: 611-07.56

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9/9/2026

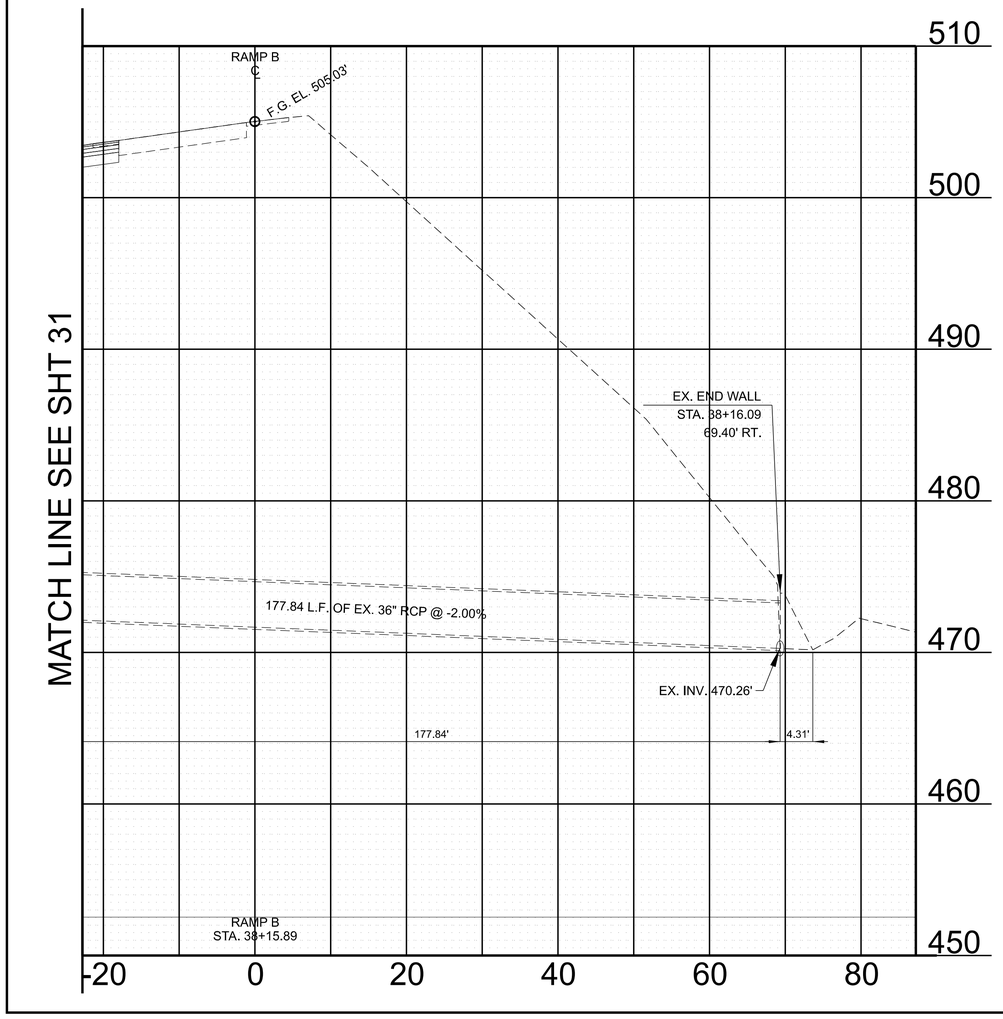
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTION

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087\TRITRANSPORTATION\57I040-SHT-CULVERTSECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	29
PIH	2026	STP-M-NH-I-40-1(372)	29
PS&E	2026	STP-M-NH-I-40-1(372)	32



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTION

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	30
PIH	2026	STP-M-NH-I-40-1(372)	30
PS&E	2026	STP-M-NH-I-40-1(372)	33

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

(11) REFER TO THE STORM WATER POLLUTION AND PREVENTION PLAN SHEET SERIES (S-1) FOR SWPPP, PERMITS, AND RECORDS NOTES.

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.

STREAMS, WETLANDS & BUFFER ZONES

(54) ANY WORK WITHIN THE STREAM CHANNEL AREA (E.G., PIER FOOTING, RIP-RAP PLACEMENT, CULVERT/BRIDGE CONSTRUCTION, ETC.) SHALL BE SEPARATED FROM FLOWING WATER OR EXPECTED FLOW PATH AND PERFORMED DURING LOW FLOW CONDITIONS. ALL ITEMS USED WITHIN THE STREAM CHANNEL AREA FOR DIVERSION OF FLOW (OR EXPECTED FLOW), UNLESS SPECIFIED IN THE PLANS, SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. THIS NOTE EXCLUDES ANY ITEMS SPECIFIED IN THE PLANS FOR THE TEMPORARY DIVERSION CHANNELS (EC-STR-31) AND TEMPORARY DIVERSION CULVERTS (EC STR-32) FOR SINGLE BARREL CULVERT CONSTRUCTION.

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9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	31
PIH	2026	STP-M-NH-I-40-1(372)	31
PS&E	2026	STP-M-NH-I-40-1(372)	34

ESTIMATED EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
5)	203-01	ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	840
	209-05	SEDIMENT REMOVAL	CY	605
	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.	35
	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	LF	2300
	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	LF	10000
	209-08.07	ROCK CHECK DAM	EACH	8
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	4
	209-09.40	CURB INLET FROTECTIN (TYPE 1)	EACH	39
	209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH	2
	209-40.31	CATCH BASIN PROTECTION (TYPE B)	EACH	2
7)	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	39
8)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	105
	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	420
4)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	1600
6)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	923
3)	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	SY	4460
	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	LF	2810
	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	400
	801-03	WATER (SEEDING AND SCDDING)	MG	455
	803-01	SODDING (NEW SOD)	S.Y.	41500

FOOTNCTES:

1. ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
2. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT. ALL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
3. INCLUDES 2,750 SY FOR TEMPORARY CONSTRUCTION EXITS AND 1,710 SY FOR CULVERT PROTECTION TYPE 1.
4. INCLUDES 1600 TONS FOR TEMPCRARY CONSTRUCTION EXITS.
5. INCLUDES 229 CY FOR TEMPORARY CONSTRUCTION EXITS AND 611 CY FOR TEMPCRARY BERMS.
6. INCLUDES 900 TONS FOR CULVERT PROTECTION TYPE 1 AND 23 TONS FOR TEMPCRARY RIP RAP APRONS.
7. ITEM IS TO BE USED AS NEEDED DURING THE CONSTRUCTION OF THE CATCH BASIN.
8. INCLUDES 105 TONS FOR CULVERT PROTECTION TYPE 1.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
✱ SF ✱ SF ✱ SF	SILT FENCE	EC-STR-3B
✱ SFB ✱ SFB ✱	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6
	CENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 1)	EC-STR-11
	CATCH BASIN PROTECTION (TYPE A)	EC-STR-19
	CATCH BASIN PROTECTION (TYPE B)	EC-STR-19
	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY SLOPE DRAIN WITH TEMPORARY BERM	EC-STR-27
✱✱ TUBE ✱✱ TUBE	SEDIMENT TUBE	EC-STR-37
	CURB INLET PROTECTION (TYPE 1)	EC-STR-39
✱ HVF ✱ HVF	HIGH VISIBILITY FENCE	S-F-1

OUTFALL	AREA (AC)			SLOPE	NOTES
	STAGE I	STAGE II	STAGE III	(%)	
OUT-1	1.20	0.78	0.78	2.47	
OUT-2	2.74	2.73	2.73	2.06	
OUT-3	14.29	16.23	16.23	0.16	RUNOFF SHOULD BE DIVERTED VIA CONSTRUCTION SEQUENCING AND SUBOUTFALLS
OUT-3A	7.36	1.80		1.35	4.45 AC DIVERTED VIA BERM IN STAGE 1
OUT-3B		7.04		1.01	4.24 AC DIVERTED VIA BERM IN STAGE 2
OUT 4	2.71			2.27	
OUT-5	2.79	1.87	1.87	2.72	
OUT-6	1.53			4.60	
OUT-7	4.93	4.54	4.54	8.61	2.89 AC DIVERTED THROUGH SUBOUTFALLS
OUT-7A	2.08	2.08	2.08	2.62	
OUT-7B	0.81	0.81		17.60	
OUT-8	1.57	1.57	1.57	4.87	
OUT-9	0.97	0.97	0.97	2.63	
OUT-10	1.78	2.58	2.58	2.17	
OUT-11	5.95	5.20	5.20	1.88	3.35 AC DIVERTED VIA BERM
OUT-12		1.41	1.41	4.60	
OUT-13		0.68	0.68	4.28	

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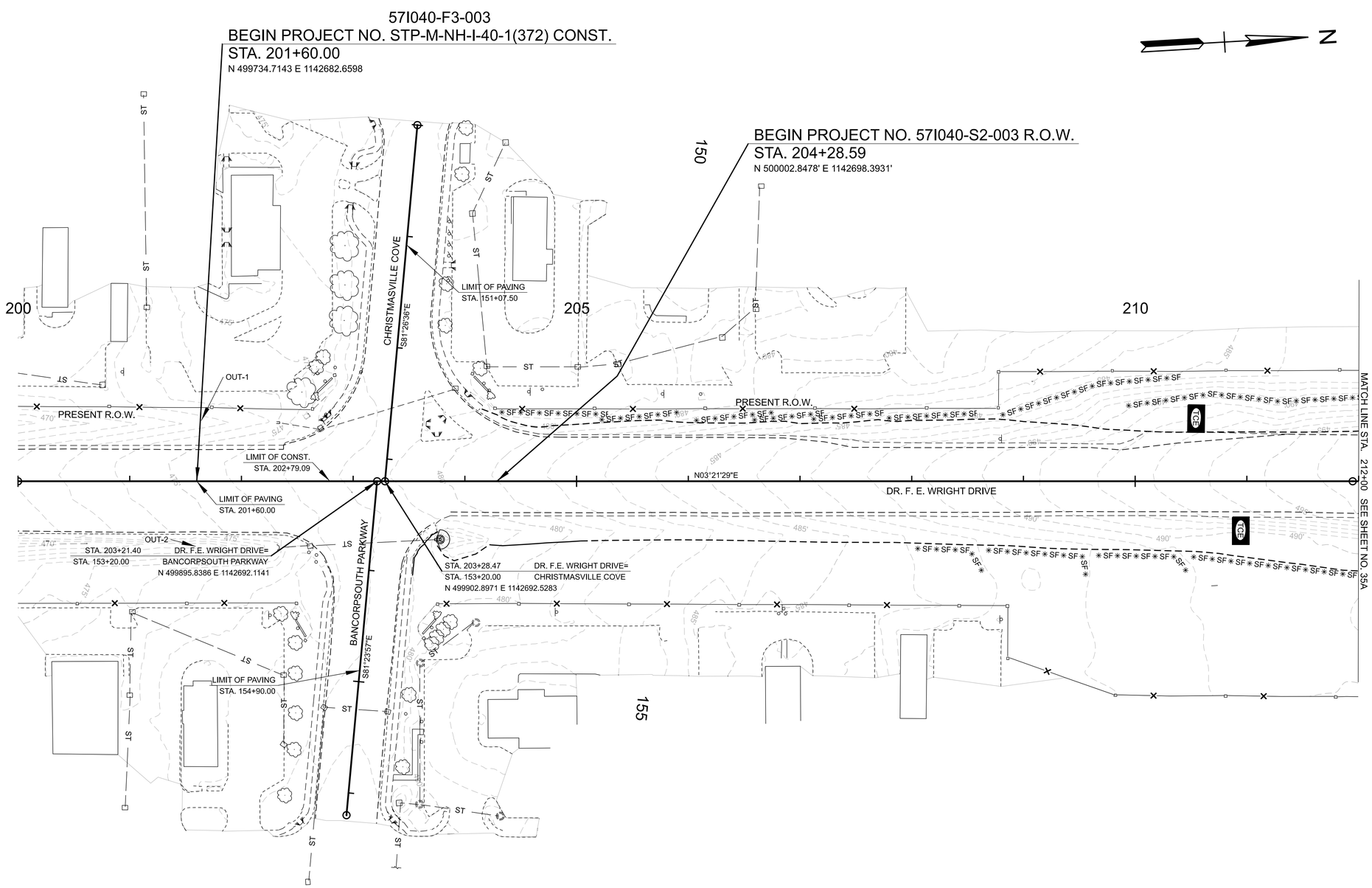
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

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\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-EPSC LEGEND AND TAB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	32
PIH	2026	STP-M-NH-I-40-1(372)	32
PS&E	2026	STP-M-NH-I-40-1(372)	35

REV. 10/22/2025
REVISED BEGIN R.O.W. CALLOUT.



EXISTING CONTOURS

SEALED BY

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No. 121754
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9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 1

STA. 200+00.00 TO STA. 212+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00887TRITRANSPORTATION\57I040-SHT-EPSCSTAGE1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	32A
PIH	2026	STP-M-NH-I-40-1(372)	32A
PS&E	2026	STP-M-NH-I-40-1(372)	35A

MATCH LINE STA. 27+50 SEE SHEET NO. 35D

MATCH LINE STA. 27+50 SEE SHEET NO. 35D

MATCH LINE STA. 606+00 SEE SHEET NO. 35D

MATCH LINE STA. 212+00 SEE SHEET NO. 35

MATCH LINE STA. 224+00 SEE SHEET NO. 35B

MATCH LINE SEE SHEET NO. 35F

LIMIT OF PAVING
STA. 27+90.00

LIMIT OF PAVING
STA. 61+35.00

RAMP A

RAMP C

RAMP E

CHRISTMASVILLE ROAD

STA. 214+11.79 CHRISTMASVILLE ROAD=
STA. 29+31.37 RAMP A
N 500983.6086 E 1142764.6790

STA. 214+17.13 CHRISTMASVILLE ROAD=
STA. 60+00.00 RAMP C
N 500988.9031 E 1142765.4251

STA. 220+39.90 CHRISTMASVILLE ROAD=
STA. 607+22.25 RAMP E
N 501592.6832 E 1142914.7689

STA. 221+07.24 CHRISTMASVILLE ROAD=
STA. 430+17.63 I-40
N 501657.1782 E 1142934.1354

BEGIN BRIDGE
STA. 219+70.84

END BRIDGE
STA. 222+59.84

2-SPAN CONC. BRIDGE
BRIDGE ID:
57I04017.58

LIMIT OF DISTURBANCE

LIMIT OF CONST.
STA. 434+62.48

S37°36'49"E

N73°42'48"E

L40 ST

OUT-10

OUT-4

OUT-3A

18" TEMP. SLOPE DRAIN

L=108.23'
15" RCP

TUBE

TCE

GRASS

215 220 625 430 610 620 65 70 615

EXISTING CONTOURS

SEALED BY

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9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

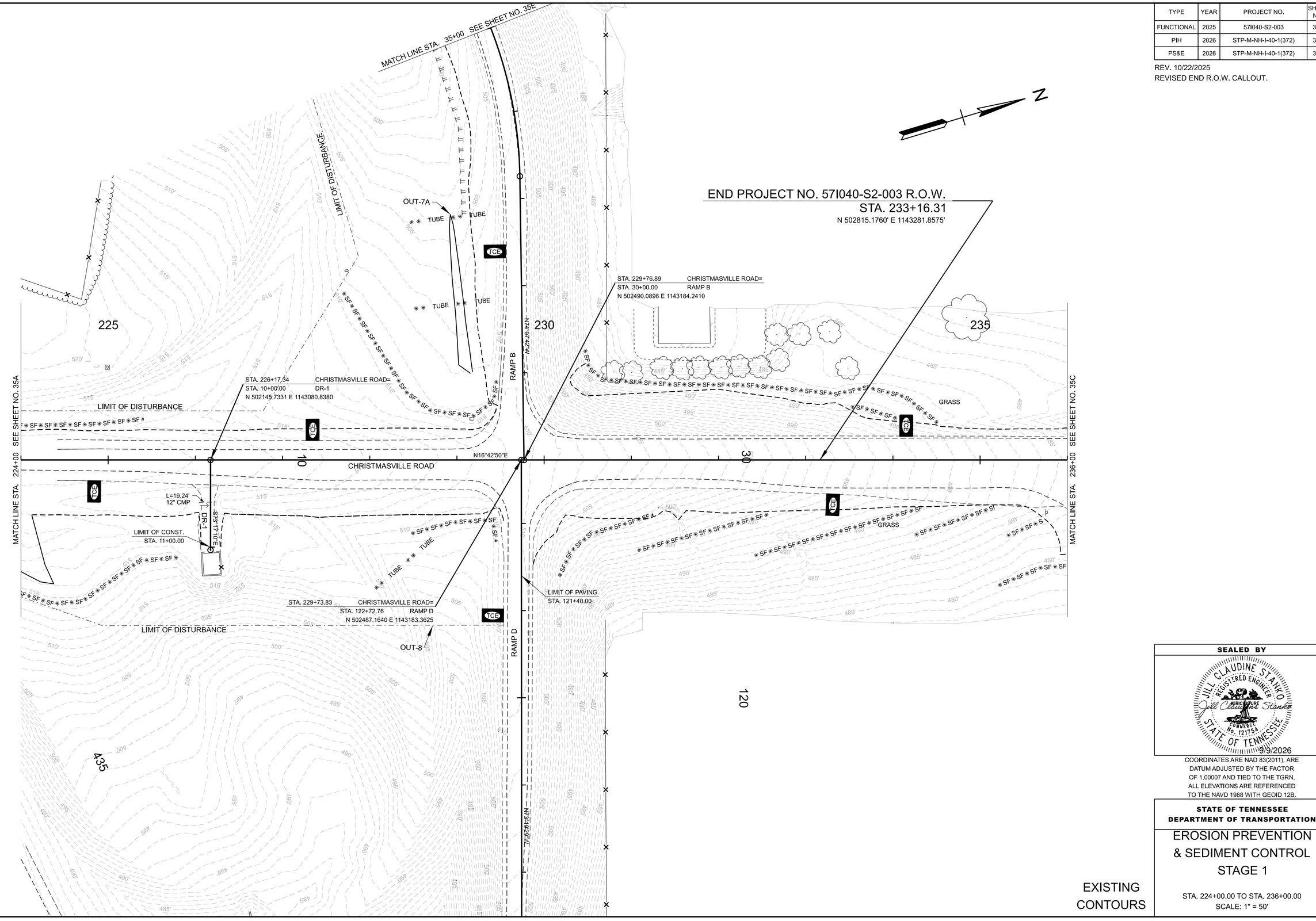
EROSION PREVENTION & SEDIMENT CONTROL STAGE 1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	32B
PIH	2026	STP-M-NH-I-40-1(372)	32B
PS&E	2026	STP-M-NH-I-40-1(372)	35B

REV. 10/22/2025
REVISED END R.O.W. CALLOUT.



EXISTING CONTOURS

SEALED BY

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No. 121754
STATE OF TENNESSEE
9/9/2026

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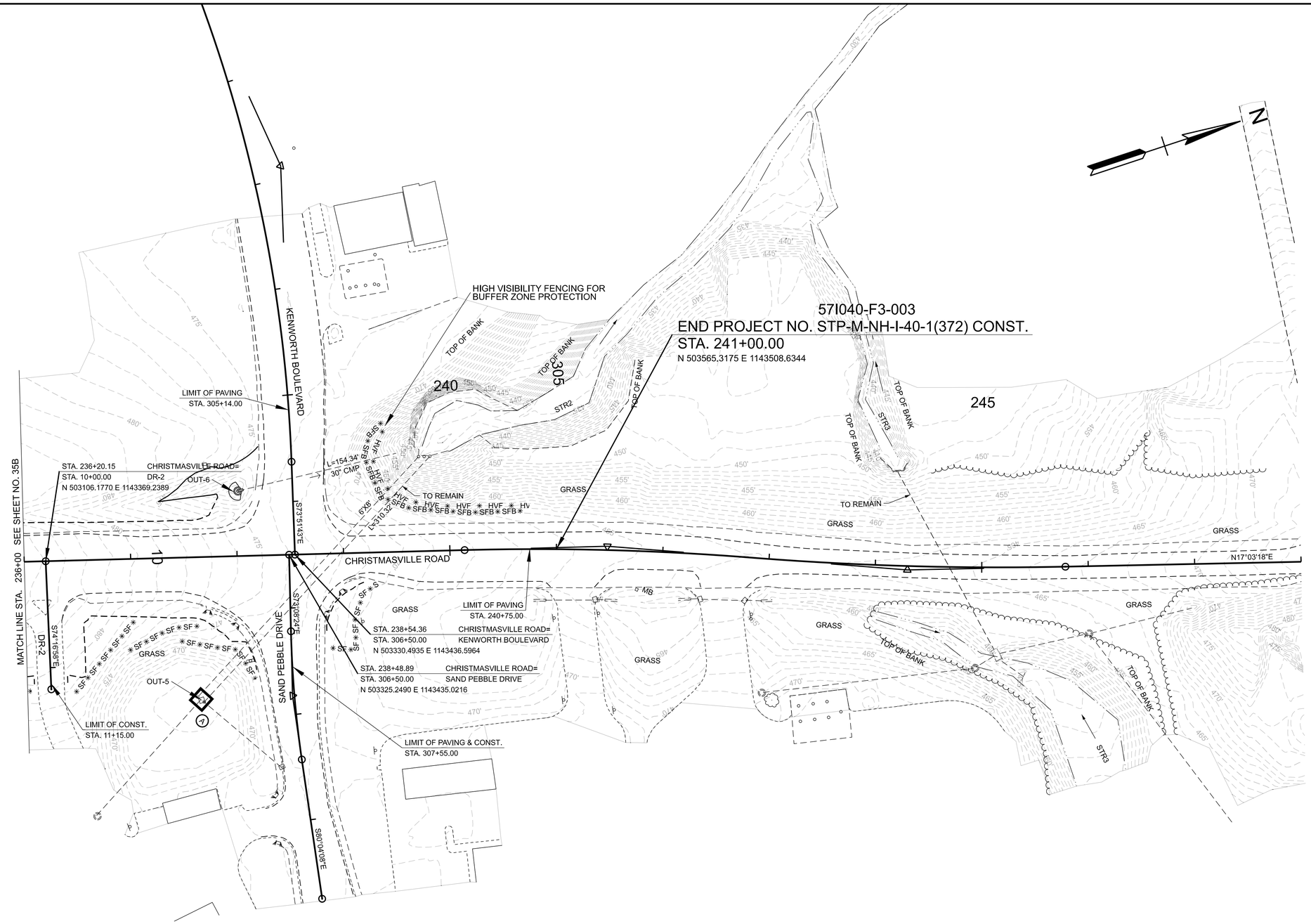
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 1

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	32C
PIH	2026	STP-M-NH-I-40-1(372)	32C
PS&E	2026	STP-M-NH-I-40-1(372)	35C



EXISTING CONTOURS

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

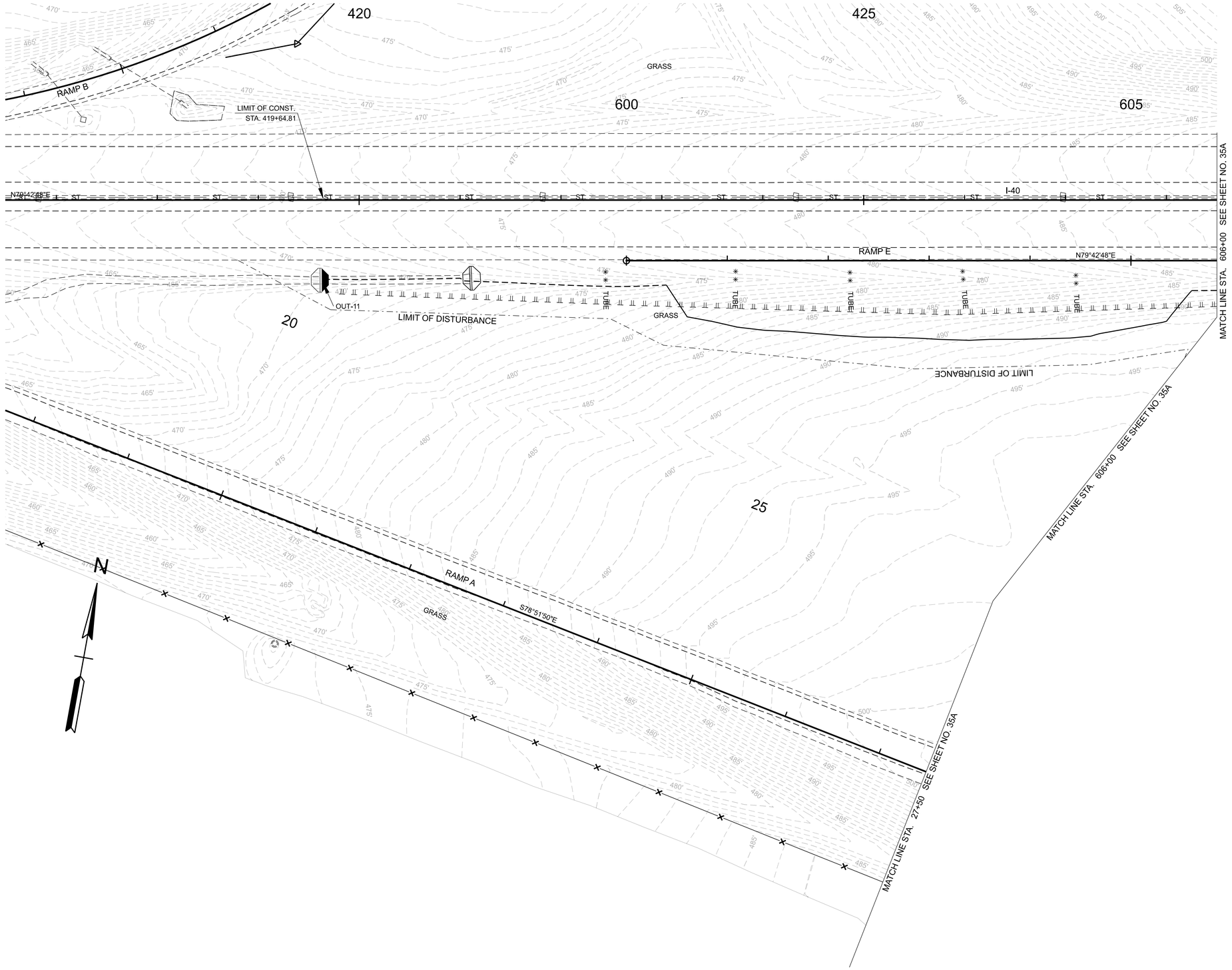
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 1

STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	32D
PIH	2026	STP-M-NH-I-40-1(372)	32D
PS&E	2026	STP-M-NH-I-40-1(372)	35D



EXISTING CONTOURS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 1

STA. 594+00.00 TO STA. 606+00.00
SCALE: 1" = 50'

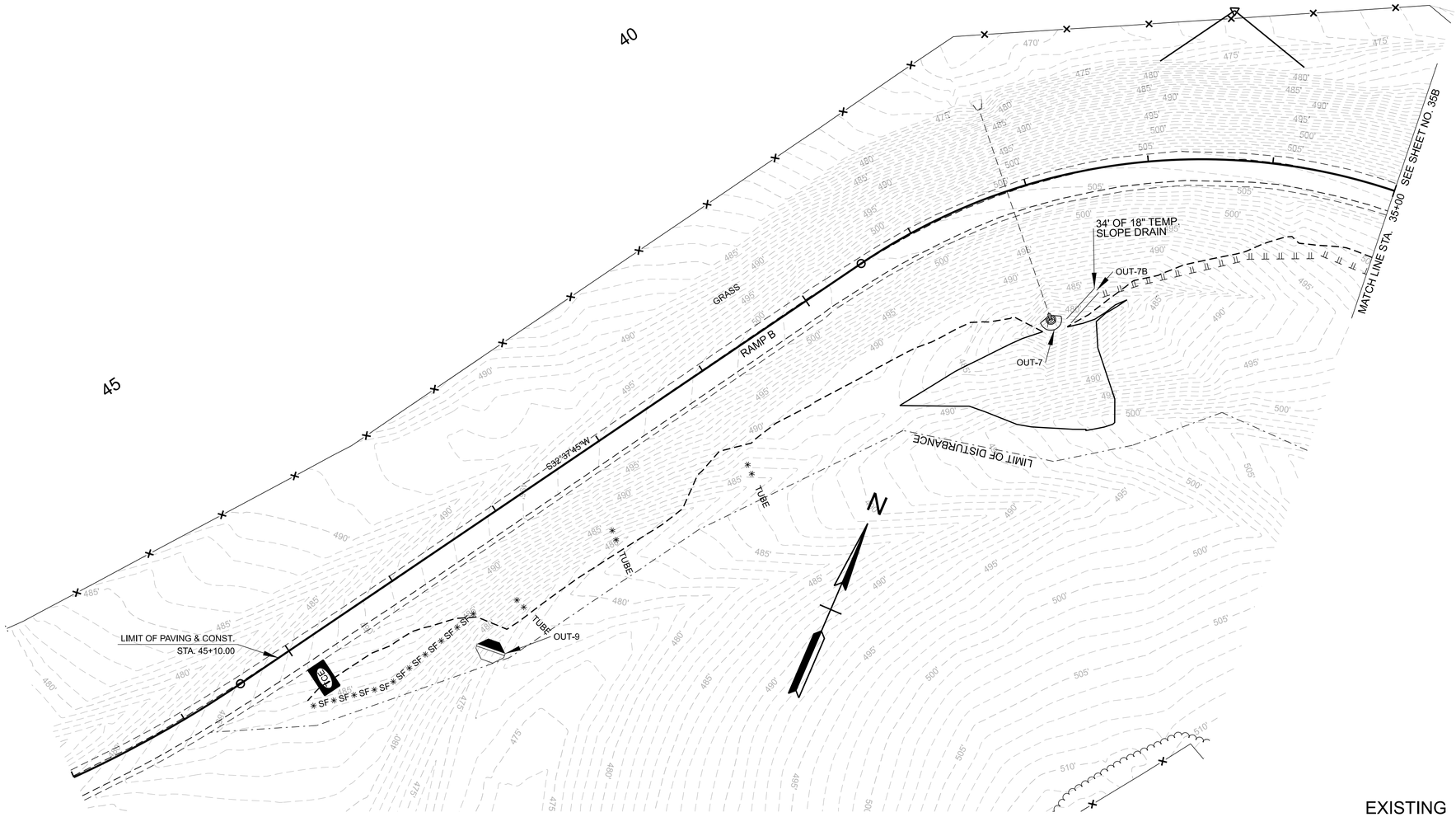
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	32E
PIH	2026	STP-M-NH-I-40-1(372)	32E
PS&E	2026	STP-M-NH-I-40-1(372)	35E

35

40

45



EXISTING CONTOURS

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

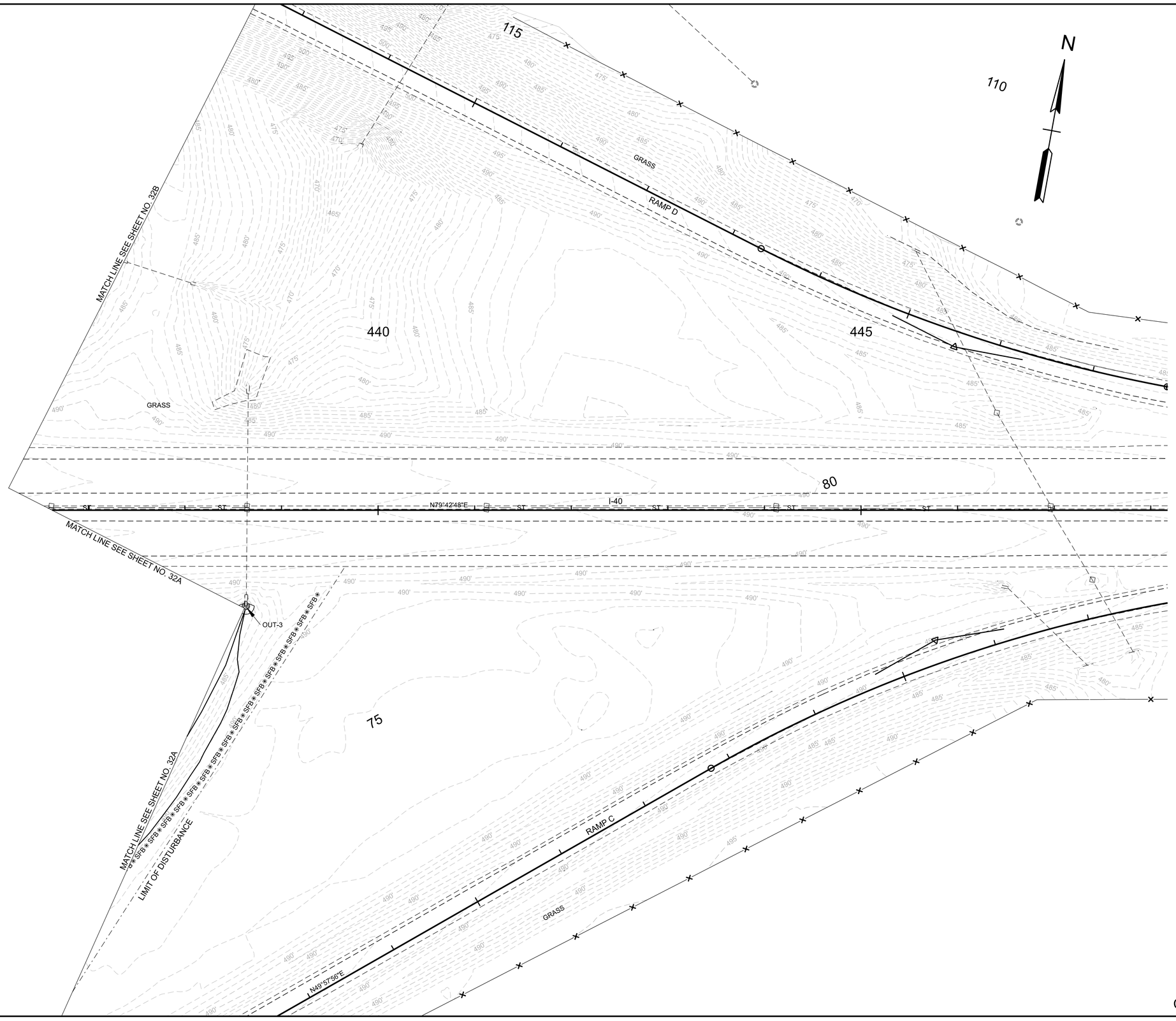
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 1

STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

9/8/2026 4:25:42 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087\TRI\TRANSPORTATION\57I040-SHT-EPSCSTAGE1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	32F
PIH	2026	STP-M-NH-I-40-1(372)	32F
PS&E	2026	STP-M-NH-I-40-1(372)	35F



EXISTING CONTOURS

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STATE OF TENNESSEE
No. 121754
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 1

SCALE: 1" = 50'

9/8/2026 4:25:43 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-EPSCSTAGE1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	33
PIH	2026	STP-M-NH-I-40-1(372)	33
PS&E	2026	STP-M-NH-I-40-1(372)	36

REV. 10/22/2025
REVISED BEGIN R.O.W. CALLOUT.

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598

BEGIN PROJECT NO. 57I040-S2-003 R.O.W.
STA. 204+28.59
N 500002.8478' E 1142698.3931'

N

200 205 210 150 155

PRESENT R.O.W.
CHRISTMASVILLE COVE
S81°26'36"E
LIMIT OF PAVING
STA. 151+07.50
L=188.80' 24" PVC ST
L=31.75' 8" PVC ST
OUT-1
L=36.73' 15" RCP
TO REMAIN IN PLACE
L=123.44' 15" RCP
L=81.06' CPP
L=34.84' CPP
L=97.31' CPP
L=39.02' CPP ST
L=180.21' PVC ST
SF=69.86' CPP
L=38.19' CPP
T.C.P.
LIMIT OF CONST.
STA. 202+79.09
LIMIT OF PAVING
STA. 201+60.00
N03°21'29"E
DR. F. E. WRIGHT DRIVE
MATCH LINE STA. 212+00 SEE SHEET NO. 36A
OUT-2
STA. 203+21.40
STA. 153+20.00
DR. F.E. WRIGHT DRIVE=
BANCORPSOUTH PARKWAY
N 499895.8386 E 1142692.1141
PORTION OF EX. PIPE TO REMAIN
L=50.54' 18" RCP
BANCORPSOUTH PARKWAY
S81°23'57"E
BEGIN SPECIAL DITCH
STA. 204+21.86
OFF. 53.93'
END SPECIAL DITCH
STA. 205+03.70
OFF. 53.42'
L=145.84' 12" CMP
L=92.89' 12" CMP
L=99.00' 12" CMP
L=12.71' 30" RCP
LIMIT OF PAVING
STA. 154+90.00
L=95.35' 18" RCP
L=158.74' 15" CPP
L=128.36' 18" CPP
L=70.92' 18" CPP
L=16.09' 30" RCP
L=454.11' 18" RCP
STA. 203+28.47
STA. 153+20.00
DR. F.E. WRIGHT DRIVE=
CHRISTMASVILLE COVE
N 499902.8971 E 1142692.5283

INTERMEDIATE CONTOURS

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REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 2

STA. 200+00.00 TO STA. 212+00.00
SCALE: 1" = 50'

9/9/2026 4:25:48 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-EPSCSTAGE2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	33A
PIH	2026	STP-M-NH-I-40-1(372)	33A
PS&E	2026	STP-M-NH-I-40-1(372)	36A

MATCH LINE STA. 27+50 SEE SHEET NO. 36D

MATCH LINE STA. 606+00 SEE SHEET NO. 36D

MATCH LINE STA. 212+00 SEE SHEET NO. 36

MATCH LINE STA. 224+00 SEE SHEET NO. 36B

MATCH LINE SEE SHEET NO. 36F

PRESENT R.O.W.

LIMIT OF PAVING
STA. 27+90.00

LIMIT OF PAVING
STA. 61+35.00

RAMP A

RAMP C

RAMP E

CHRISTMASVILLE ROAD

I-40

215

STA. 214+11.79 CHRISTMASVILLE ROAD=
STA. 29+31.37 RAMP A
N 500983.6086 E 1142764.6790

STA. 214+17.13 CHRISTMASVILLE ROAD=
STA. 60+00.00 RAMP C
N 500988.9031 E 1142765.4251

LIMIT OF DISTURBANCE

220

STA. 221+07.24 CHRISTMASVILLE ROAD=
STA. 430+17.63 I-40
N 501657.1782 E 1142934.1354

LIMIT OF DISTURBANCE
END BRIDGE
STA. 222+59.84

625

430

610

620

65

615

BEGIN BRIDGE
STA. 219+70.84

43.45'

212.3'

51.24'

73.35'

49.87'

2-SPAN CONC.
BRIDGE ID:
571004017.58

STA. 220+39.90 CHRISTMASVILLE ROAD=
STA. 607+22.25 RAMP E
N 501592.6832 E 1142914.7689

MACHINED RIP RAP (CLASS A-3) 8" THICK
SEE STD. DWG. NO. RD11-SA-1 (TYP.)

MACHINED RIP RAP (CLASS A-3) 8" THICK
SEE STD DWG NO. RD11-SA-1 (TYP.)

BEGIN SPECIAL DITCH
STA. 608+35.19
OFF. 29.27'

END SPECIAL DITCH
STA. 609+40.65
OFF. 29.56'

DITCH SHALL BE CONSTRUCTED IN
THE DRY AND FULLY STABILIZED

LIMIT OF CONST.
STA. 434+62.48

OUT-10

OUT-3A

OUT-3B

18" L=106'

TUBE

GRASS

S79°39'49"E

N79°42'48"E

MATCH LINE SEE
SHEET NO. 36F

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REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 121754
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 2

STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

INTERMEDIATE CONTOURS

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877\TRITRANSPORTATION\571040-SHT-EPSCSTAGE2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	33B
PIH	2026	STP-M-NH-I-40-1(372)	33B
PS&E	2026	STP-M-NH-I-40-1(372)	36B

REV. 10/22/2025
REVISED END R.O.W. CALLOUT.

MATCH LINE STA. 35+00 SEE SHEET NO. 36E

MATCH LINE STA. 224+00 SEE SHEET NO. 36A

MATCH LINE STA. 236+00 SEE SHEET NO. 36C

LIMIT OF DISTURBANCE

LIMIT OF CONST.
STA. 11+00.00

OUT-7A

TUBE

END SPECIAL DITCH
STA. 32+82.82
OFF. 80.39'

BEGIN SPECIAL DITCH
STA. 31+11.43
OFF. 66.13'

STA. 226+17.54 CHRISTMASVILLE ROAD=
STA. 10+00.00 DR-1
N 502145.7331 E 1143080.8380

STA. 229+76.89 CHRISTMASVILLE ROAD=
STA. 30+00.00 RAMP B
N 502490.0896 E 1143184.2410

END PROJECT NO. 57I040-S2-003 R.O.W.
STA. 233+16.31
N 502815.1760 E 1143281.8575

STA. 229+73.83 CHRISTMASVILLE ROAD=
STA. 122+72.76 RAMP D
N 502487.1640 E 1143183.3625

LIMIT OF PAVING
STA. 121+40.00

OUT-8

OUT-13

PROP. DRAINAGE ESMT.

RAMP B

RAMP D

CHRISTMASVILLE ROAD

N16°42'50"E

PRESENT R.O.W.

GRASS

225 230 235 435 10 30 120

INTERMEDIATE CONTOURS

SEALED BY

JILL CLAUDINE STAHKO
REGISTERED ENGINEER
AGRICULTURE
CHEMICAL
ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

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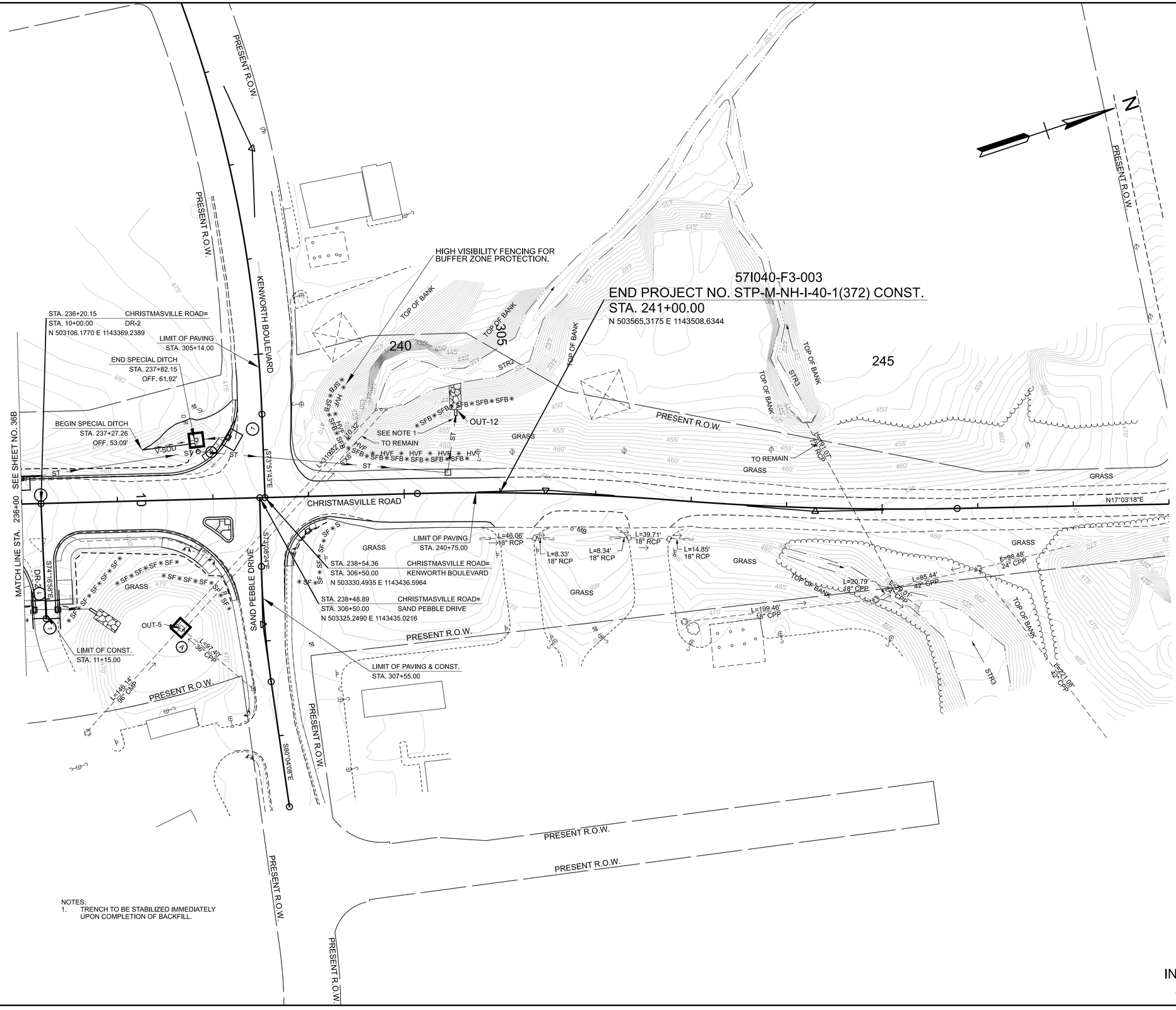
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 2

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

9/8/2026 4:25:51 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087\TRITRANSPORTATION\57I040-SHT-EPSCSTAGE2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	33C
PIH	2026	STP-M-NH-I-40-1(372)	33C
PS&E	2026	STP-M-NH-I-40-1(372)	36C



SEALED BY

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AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE

Jill Claudine Staiko

9/9/2026

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DEPARTMENT OF TRANSPORTATION

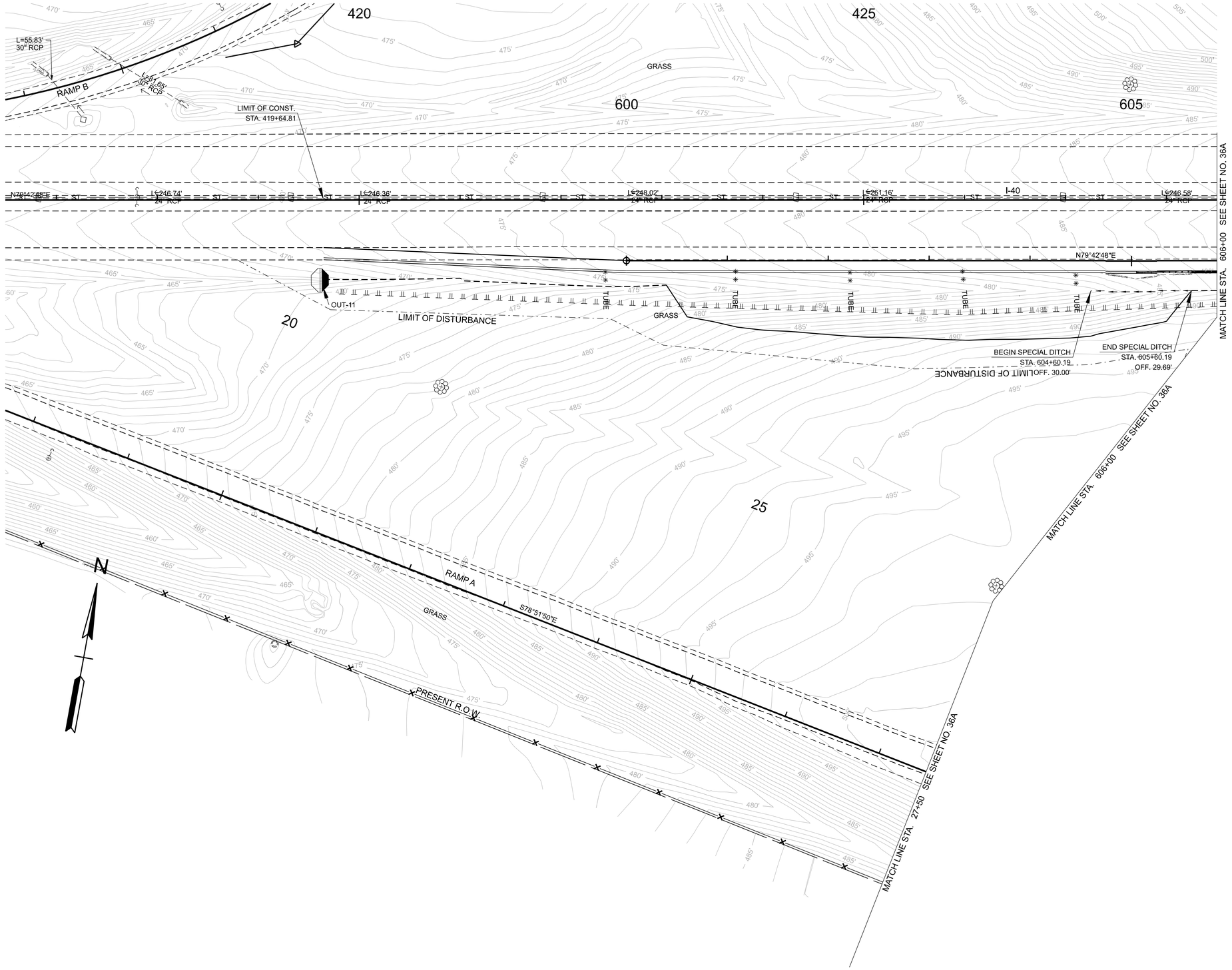
EROSION PREVENTION & SEDIMENT CONTROL STAGE 2

STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

INTERMEDIATE CONTOURS

9/8/2026 4:25:52 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00877\TRTRANSPORTATION\57I040-SHT-EPSCSTAGE2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	33D
PIH	2026	STP-M-NH-I-40-1(372)	33D
PS&E	2026	STP-M-NH-I-40-1(372)	36D



INTERMEDIATE CONTOURS

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AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

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EROSION PREVENTION & SEDIMENT CONTROL STAGE 2

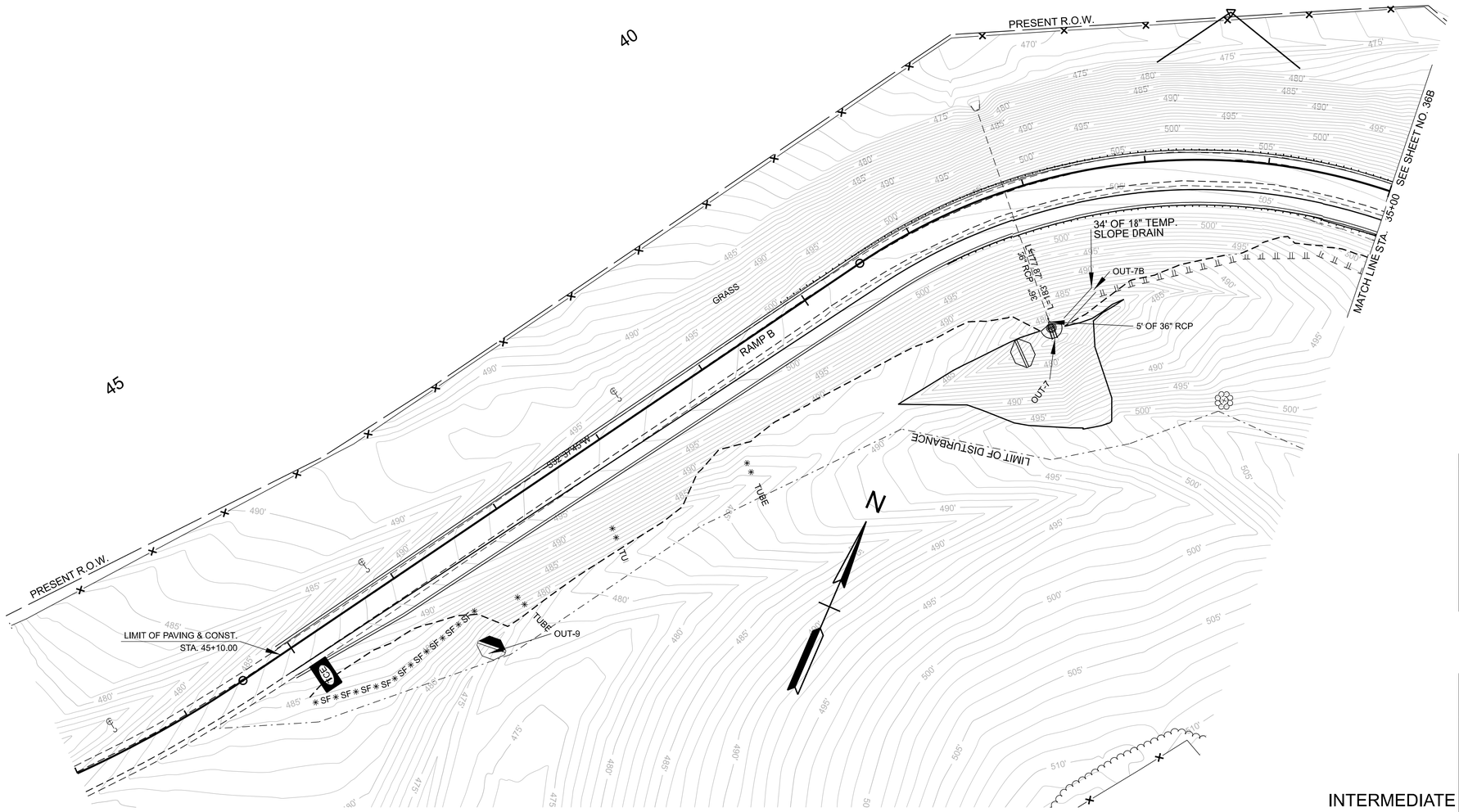
STA. 594+00.00 TO STA. 606+00.00
SCALE: 1" = 50'

9/8/2026 4:25:54 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-EPSCSTAGE2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	33E
PIH	2026	STP-M-NH-I-40-1(372)	33E
PS&E	2026	STP-M-NH-I-40-1(372)	36E

35

40



INTERMEDIATE CONTOURS

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
CIVIL
No. 121154
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 2

STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

9/8/2026 4:25:55 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00087TRITRANSPORTATION\57I040-SHT-EPSCSTAGE2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	33F
PIH	2026	STP-M-NH-I-40-1(372)	33F
PS&E	2026	STP-M-NH-I-40-1(372)	36F

N

115

110

105

100

95

90

85

80

75

440

445

GRASS

RAMP D

RAMP C

I-40

L=153.25'
60" CMP

L=178.42'
36" RCP

L=69.61'
18" RCP

L=118.65'
36" RCP

L=201.34'
24" RCP

N79°42'48"E

L=299.56'
18" RCP

L=283.97'
18" RCP

L=186.64'
30" RCP

L=114.02'
30" RCP

L=90.31'
30" RCP

L=154.94'
30" RCP

L=115.41'
24" RCP

L=156.02'
30" RCP

N49°57'56"E

OUT-3

MATCH LINE SEE SHEET NO. 33B

MATCH LINE SEE SHEET NO. 33A

MATCH LINE SEE SHEET NO. 33A

SFB∗SFB∗SFB∗SFB∗SFB∗SFB∗SFB∗SFB∗SFB∗SFB∗SFB∗SFB∗SFB∗

LIMIT OF DISTURBANCE

DITCH SHALL BE CONSTRUCTED IN THE DRY AND FULLY STABILIZED

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COMMERCE
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EROSION PREVENTION & SEDIMENT CONTROL STAGE 2

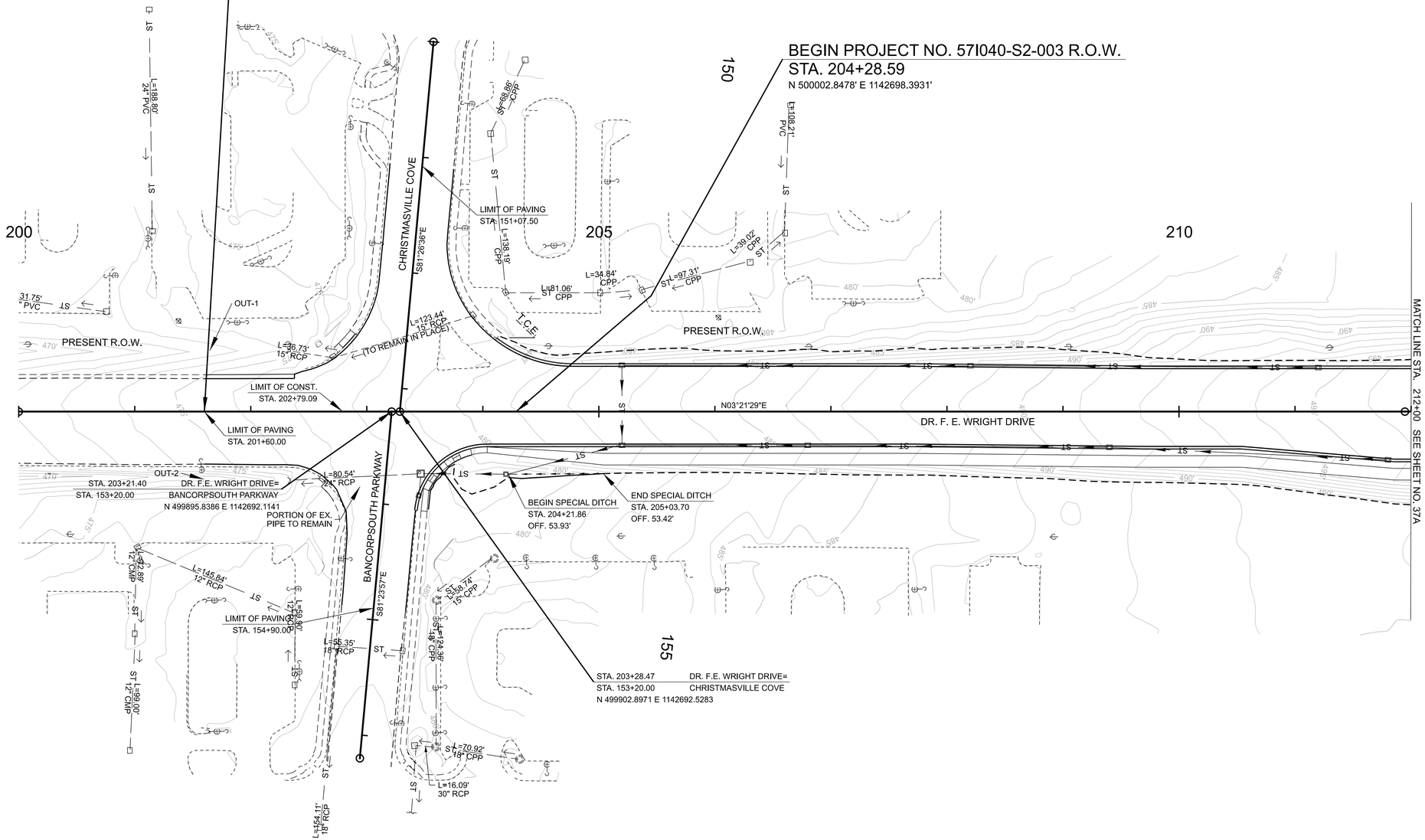
INTERMEDIATE CONTOURS

SCALE: 1" = 50'

9/8/2026 4:25:56 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT10087TR\TRANSPORTATION\57I040-SHT-EPSCSTAGE2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	34
PIH	2026	STP-M-NH-I-40-1(372)	34
PS&E	2026	STP-M-NH-I-40-1(372)	37

REV. 10/22/2025
REVISED BEGIN R.O.W. CALLOUT.



PROPOSED CONTOURS

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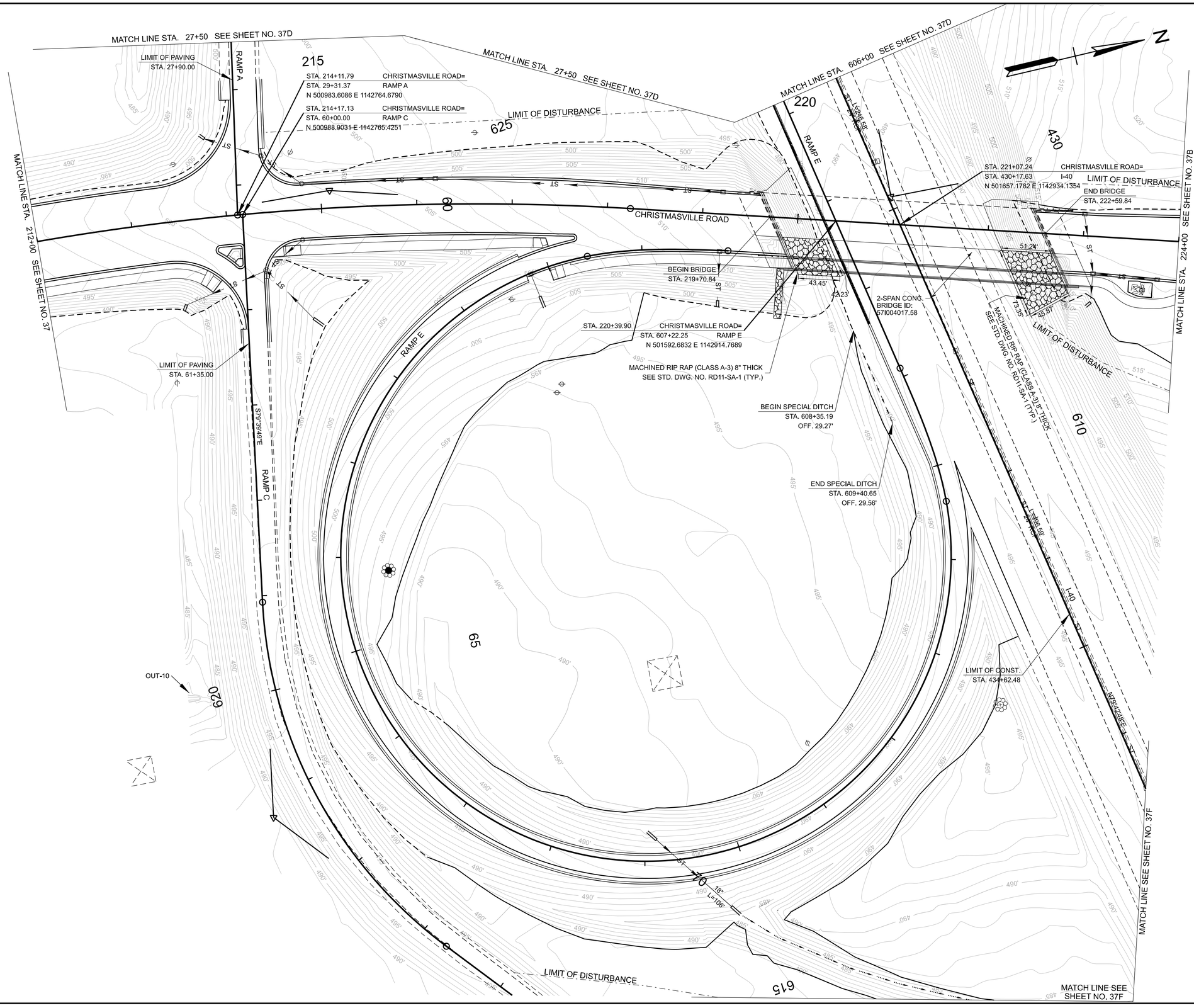
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 3

STA. 200+00.00 TO STA. 212+00.00
SCALE: 1" = 50'

9/8/2026 4:26:05 PM
\\EGNYTEDRIVE\PROJECTS\TDOTDOT\0087TR\TRANSPORTATION\57I040-SHT-EPSCSTAGE3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	34A
PIH	2026	STP-M-NH-I-40-1(372)	34A
PS&E	2026	STP-M-NH-I-40-1(372)	37A



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STATE OF TENNESSEE
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EROSION PREVENTION & SEDIMENT CONTROL STAGE 3

STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

PROPOSED CONTOURS

9/8/2026 4:26:07 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\DOT\0087TR\TRANSPORTATION\571040-SHT-EPSCSTAGE3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	34B
PIH	2026	STP-M-NH-I-40-1(372)	34B
PS&E	2026	STP-M-NH-I-40-1(372)	37B

REV. 10/22/2025
REVISED END R.O.W. CALLOUT.

MATCH LINE STA. 35+00 SEE SHEET NO. 37E

N

END PROJECT NO. 57I040-S2-003 R.O.W.
STA. 233+16.31
N 502815.1760 E 1143281.8575

STA. 229+76.89 CHRISTMASVILLE ROAD=
STA. 30+00.00 RAMP B
N 502490.0896 E 1143184.2410

END SPECIAL DITCH
STA. 32+82.82
OFF. 80.39'

OUT-7A

LIMIT OF DISTURBANCE

BEGIN SPECIAL DITCH
STA. 31+11.43
OFF. 66.13'

STA. 226+17.34 CHRISTMASVILLE ROAD=
STA. 10+00.00 DR-1
N 502145.7331 E 1143080.8380

LIMIT OF DISTURBANCE

RAMP B

CHRISTMASVILLE ROAD

N16°42'50"E

MATCH LINE STA. 224+00 SEE SHEET NO. 37A

MATCH LINE STA. 236+00 SEE SHEET NO. 37C

DR-1
573+17.10'E

LIMIT OF CONST.
STA. 11+00.00

STA. 229+73.83 CHRISTMASVILLE ROAD=
STA. 122+72.76 RAMP D
N 502487.1640 E 1143183.3625

LIMIT OF DISTURBANCE

OUT-8

RAMP D

LIMIT OF PAVING
STA. 121+40.00

PROP. DRAINAGE ESMT.

OUT-13

PROPOSED CONTOURS

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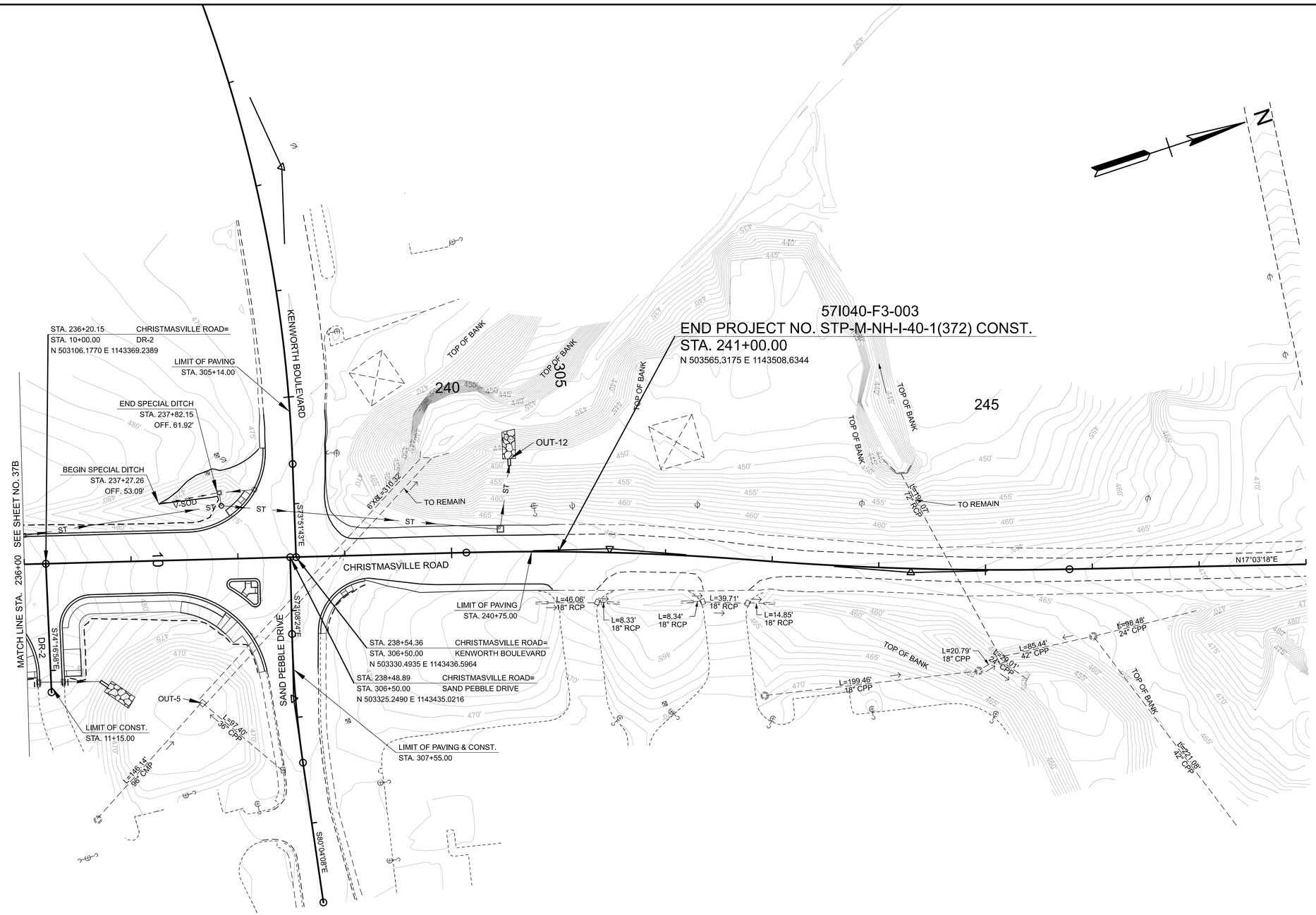
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 3

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

9/8/2026 4:26:08 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877\TRITRANSPORTATION\57I040-SHT-EPSCSTAGE3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	34C
PIH	2026	STP-M-NH-I-40-1(372)	34C
PS&E	2026	STP-M-NH-I-40-1(372)	37C



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ENGINEERING
No. 121754
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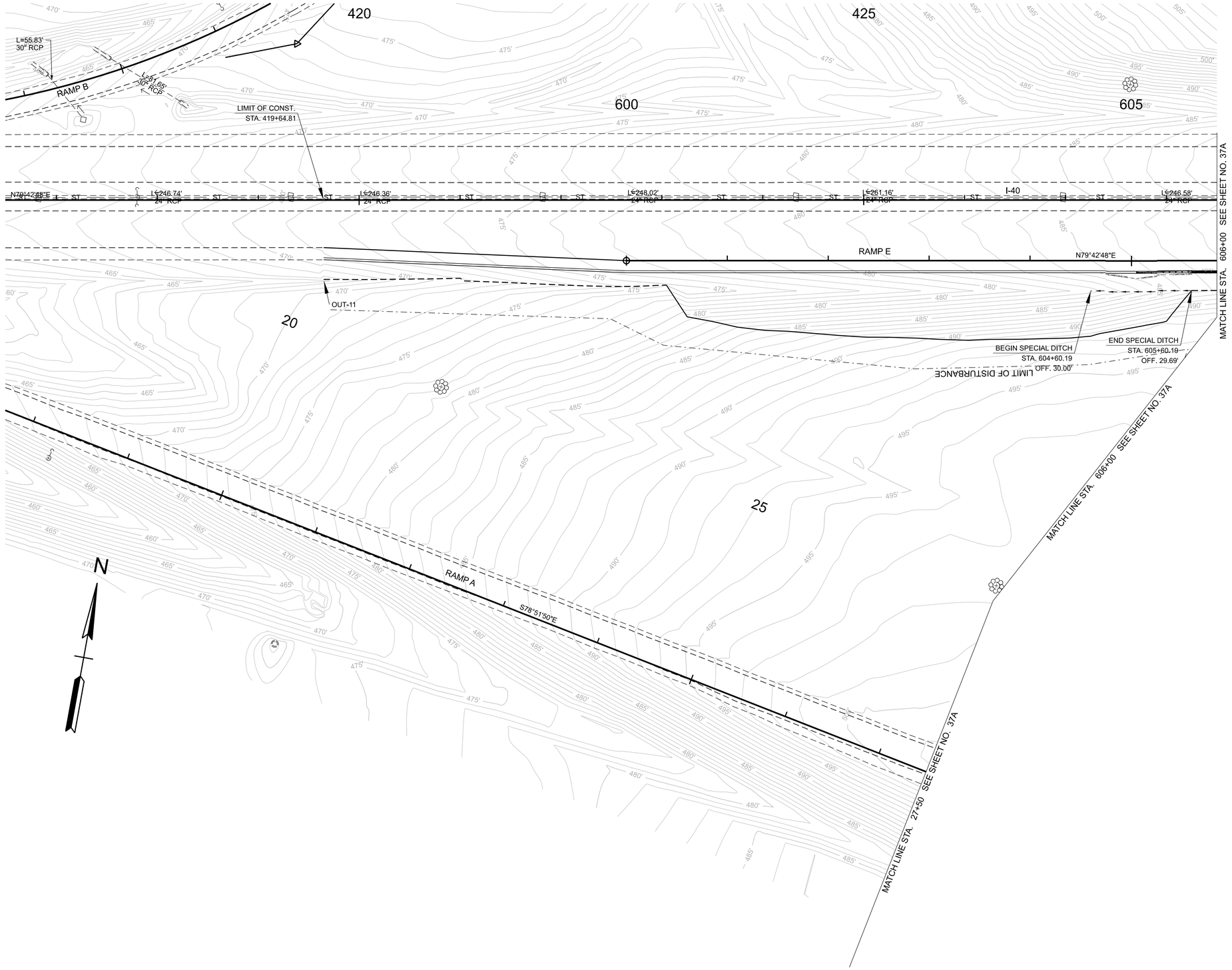
EROSION PREVENTION & SEDIMENT CONTROL STAGE 3

STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

PROPOSED CONTOURS

9/8/2026 4:26:11 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877\TRITRANSPORTATION\57I040-SHT-EPSCSTAGE3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	34D
PIH	2026	STP-M-NH-I-40-1(372)	34D
PS&E	2026	STP-M-NH-I-40-1(372)	37D



PROPOSED CONTOURS

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AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 3

STA. 594+00.00 TO STA. 606+00.00
SCALE: 1" = 50'

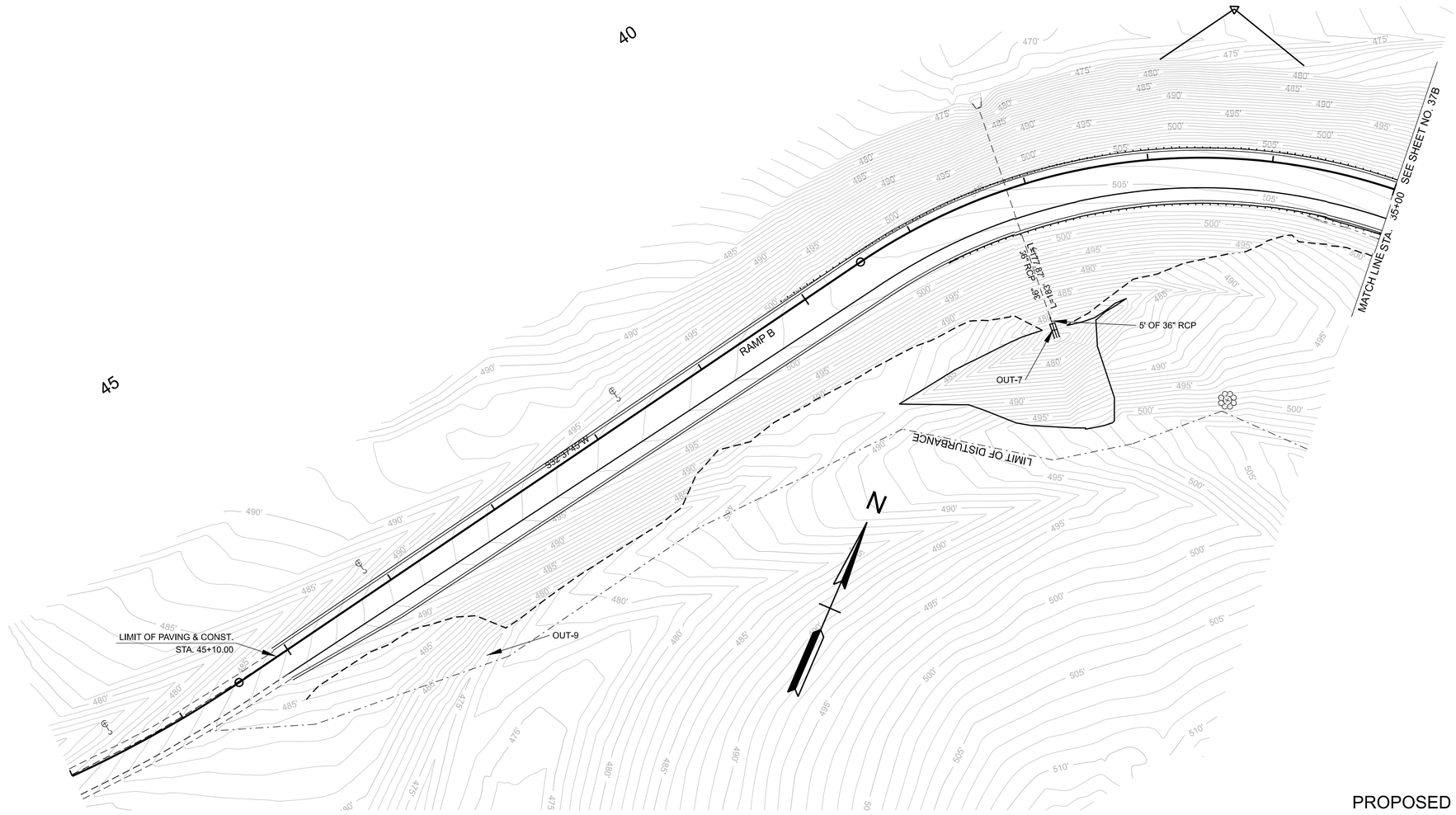
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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-EPSCSTAGE3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	34E
PIH	2026	STP-M-NH-I-40-1(372)	34E
PS&E	2026	STP-M-NH-I-40-1(372)	37E

35

40

45



PROPOSED CONTOURS

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
CENTERED
No. 121754
STATE OF TENNESSEE

9/9/2026

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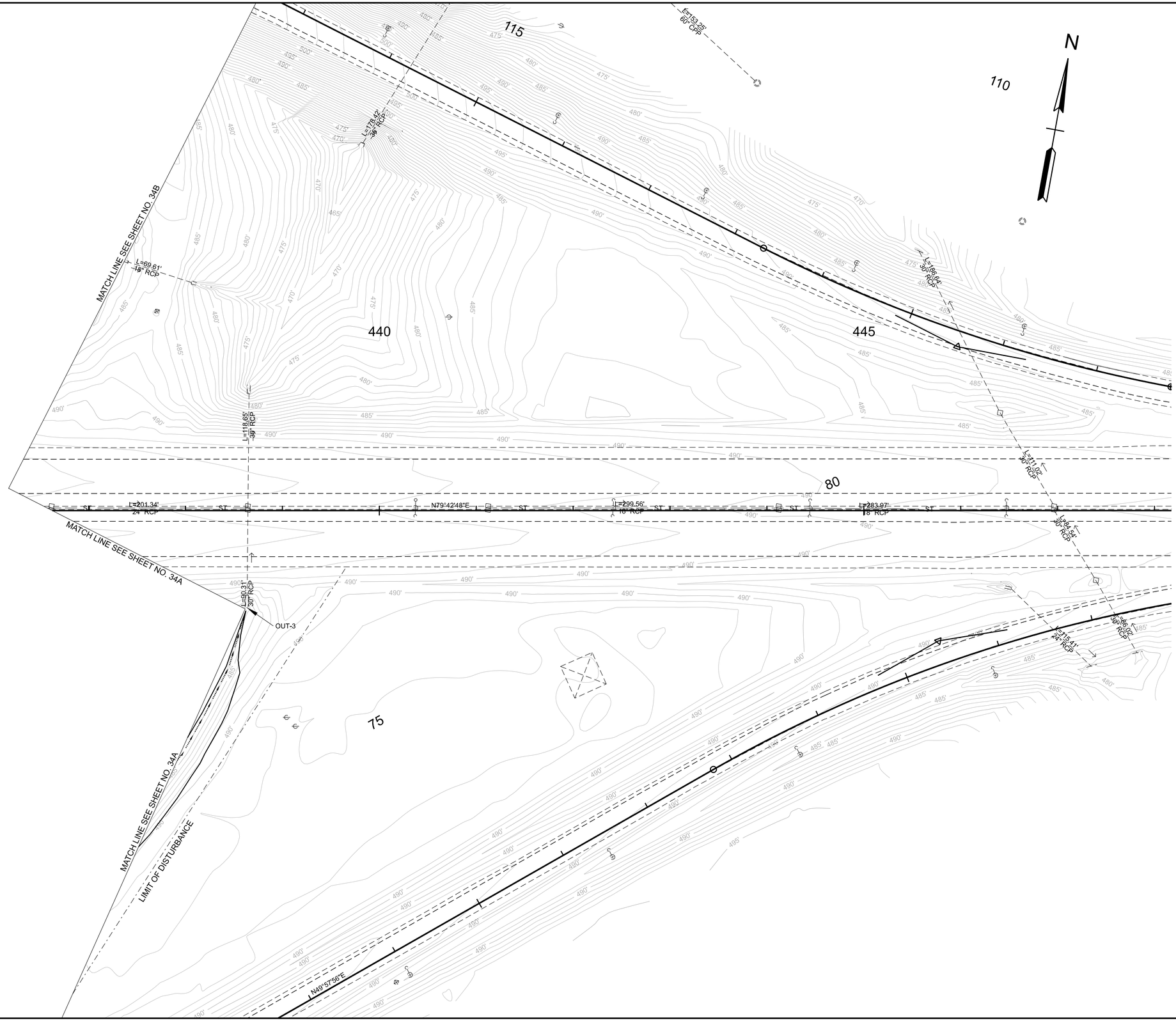
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 3

STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00887TRITRANSPORTATION\57I040-SHT-EPSCSTAGE3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	34F
PIH	2026	STP-M-NH-I-40-1(372)	34F
PS&E	2026	STP-M-NH-I-40-1(372)	37F



PROPOSED CONTOURS

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL STAGE 3

SCALE: 1" = 50'

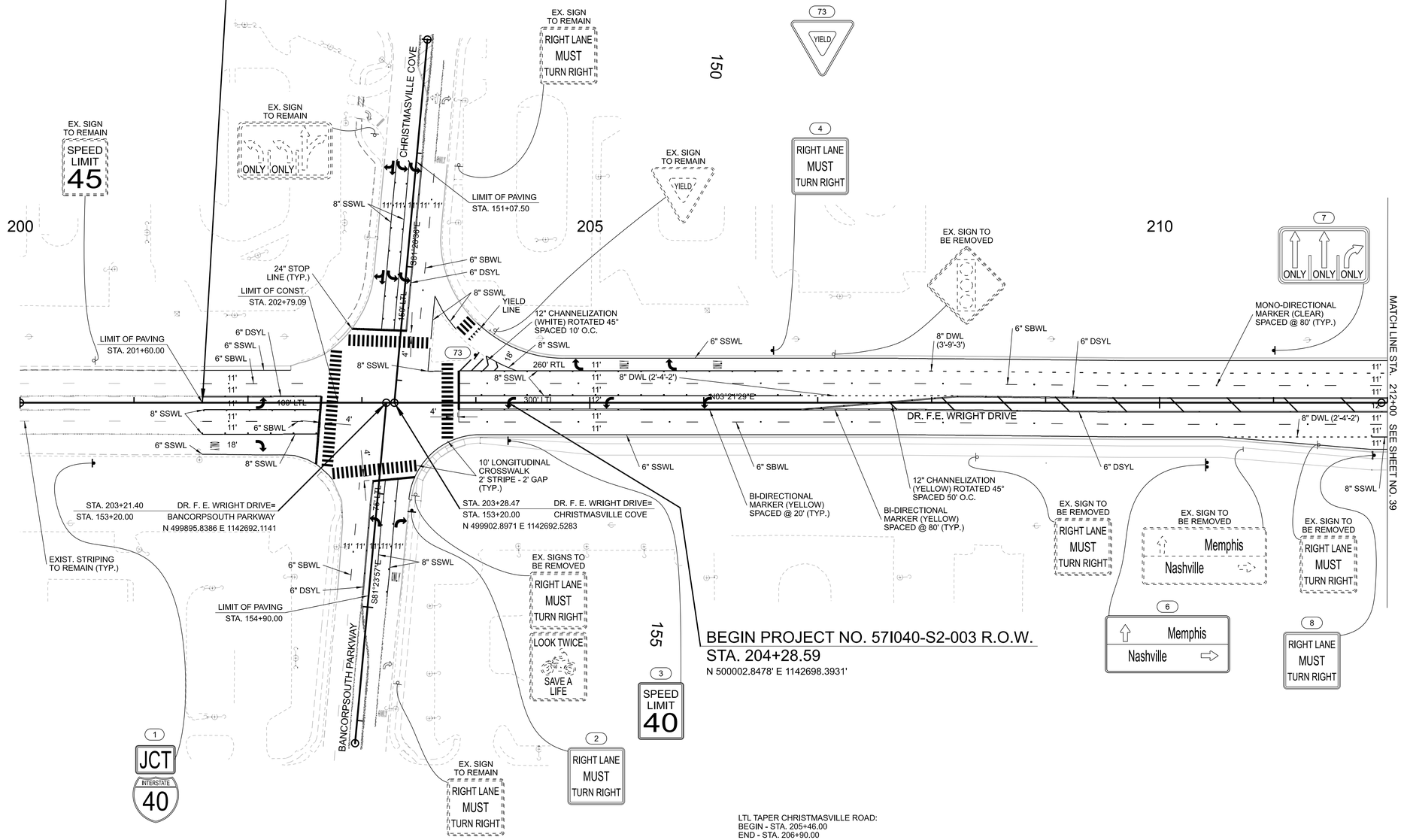
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	35
PIH	2026	STP-M-NH-I-40-1(372)	35
PS&E	2026	STP-M-NH-I-40-1(372)	38

REV. 10/22/2025
REVISED BEGIN R.O.W. CALLOUT.

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598

N



LTL TAPER CHRISTMASVILLE ROAD:
BEGIN - STA. 205+46.00
END - STA. 206+90.00

SIGNING AND PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
DWL	DOTTED WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SBWL	SINGLE BROKEN WHITE LINE
SSYL	SINGLE SOLID YELLOW LINE
SSWL	SINGLE SOLID WHITE LINE
	SIGN (EXISTING)
	SIGN (PROPOSED)

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
STATE OF TENNESSEE
No. 121754
9/9/2026

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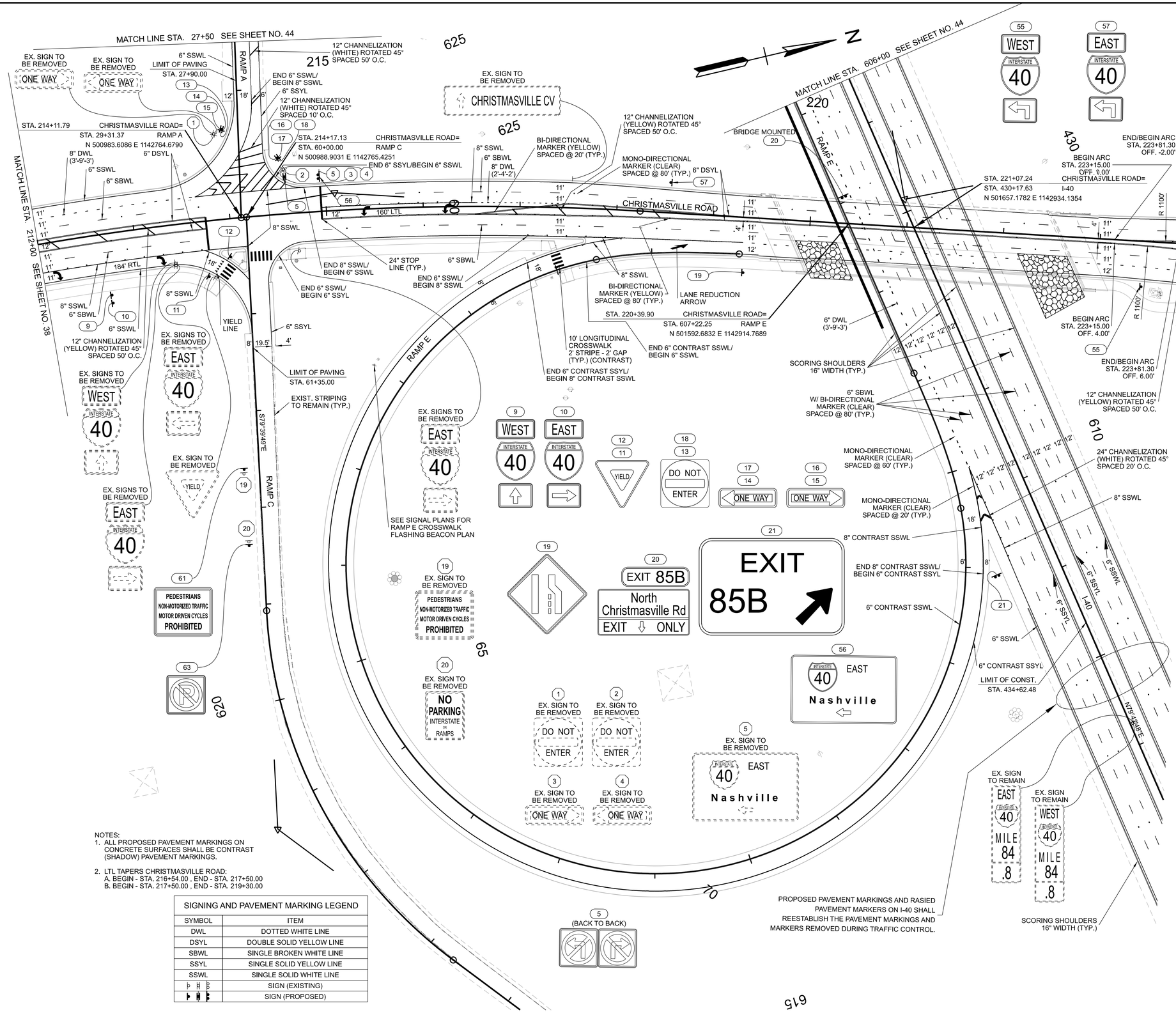
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKINGS CHRISTMASVILLE RD

STA. 200+00.00 TO STA. 212+00.00
SCALE: 1" = 50'

9/8/2026 4:26:23 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-PAVEMENTMARKING&SIGNING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	36
PIH	2026	STP-M-NH-I-40-1(372)	36
PS&E	2026	STP-M-NH-I-40-1(372)	39



NOTES:
1. ALL PROPOSED PAVEMENT MARKINGS ON CONCRETE SURFACES SHALL BE CONTRAST (SHADOW) PAVEMENT MARKINGS.
2. LTL TAPERS CHRISTMASVILLE ROAD:
   A. BEGIN - STA. 216+54.00 , END - STA. 217+50.00
   B. BEGIN - STA. 217+50.00 , END - STA. 219+30.00

SIGNING AND PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
DWL	DOTTED WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SBWL	SINGLE BROKEN WHITE LINE
SSYL	SINGLE SOLID YELLOW LINE
SSWL	SINGLE SOLID WHITE LINE
	SIGN (EXISTING)
	SIGN (PROPOSED)

PROPOSED PAVEMENT MARKINGS AND RASIED PAVEMENT MARKERS ON I-40 SHALL REESTABLISH THE PAVEMENT MARKINGS AND MARKERS REMOVED DURING TRAFFIC CONTROL.

SEALED BY

JILL CLAUDINE STAYKO REGISTERED ENGINEER AGRICULTURE No. 121754 STATE OF TENNESSEE

9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKINGS CHRISTMASVILLE RD

STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-PAVEMENTMARKING&SIGNING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	37
PIH	2026	STP-M-NH-I-40-1(372)	37
PS&E	2026	STP-M-NH-I-40-1(372)	40

REV. 10/22/2025
REVISED END R.O.W. CALLOUT.

MATCH LINE STA. 35+00 SEE SHEET NO. 45

6" SBWL
MONO-DIRECTIONAL MARKER (CLEAR) SPACED @ 80' (TYP.)
LANE REDUCTION ARROW
6" SSYL
6" SBWL
6" SSWL
12' 12' 12' 8'
N47°07'42"W
RAMP B
18'
8" SSWL
N16°42'50"E
END 6" SSWL/ BEGIN 8" SSWL
END 6" SSWL/ BEGIN 6" SSYL
24" STOP LINE (TYP.)
12" CHANNELIZATION (WHITE) ROTATED 45° SPACED 10' O.C.
STA. 229+76.89 CHRISTMASVILLE ROAD=
STA. 30+00.00 RAMP B
N 502490.0896 E 1143184.2410
8" SSWL
6" SSWL
6" SBWL
8" DWL (2'-4'-2')
6" DSYL
8" DWL (3'-9'-3')
BI-DIRECTIONAL MARKER (YELLOW) SPACED @ 80' (TYP.)
8" SSWL
8" DWL (2'-4'-2')
6" DSYL
EX. SIGN TO BE REMOVED
PEDESTRIANS
NON-MOTORIZED TRAFFIC
MOTOR DRIVEN CYCLES
PROHIBITED
EX. SIGNS TO BE REMOVED
WEST
INTERSTATE 40
EX. SIGN TO BE REMOVED
YIELD
EX. SIGN TO BE REMOVED
Industrial Parks
EX. SIGNS TO BE REMOVED
EAST
INTERSTATE 40
EX. SIGNS TO BE REMOVED
WEST
INTERSTATE 40
Nashville
Memphis
EX. SIGN TO BE REMOVED
RIGHT LANE MUST TURN RIGHT
RIGHT LANE MUST TURN RIGHT
EX. SIGN TO BE REMOVED
RIGHT LANE MUST TURN RIGHT
EX. SIGN TO BE REMOVED
Nashville
Memphis
EAST
WEST
INTERSTATE 40
INTERSTATE 40
N

225
230
235
30
120

MATCH LINE STA. 224+00 SEE SHEET NO. 39
MATCH LINE STA. 236+00 SEE SHEET NO. 41

12" CHANNELIZATION (YELLOW) ROTATED 45° SPACED 50' O.C.
END ARC STA. 224+47.60 OFF. -4.00'
R 1100'
6" DSYL
6" SBWL
6" SSWL
BI-DIRECTIONAL MARKER (YELLOW) SPACED @ 20' (TYP.)
STA. 226+17.34 CHRISTMASVILLE ROAD=
STA. 10+00.00 DR-1
N 502145.7331 E 1143080.8380
MONO-DIRECTIONAL MARKER (CLEAR) SPACED @ 80' (TYP.)
356' LTL
CHRISTMASVILLE ROAD
308' RTL
11' 11' 11' 11' 12' 12' 12' 12'
END ARC STA. 224+47.60 OFF. 8.00'
6" SBWL
6" SSWL
8" DWL (2'-4'-2')
LIMIT OF CONST. STA. 11+00.00
DR-1
S73°17'10"E
22' 22'
LANE REDUCTION ARROW
8" DWL (3'-9'-3')
FLEXIBLE DELINEATOR 5 SPACED @ 100' O.C. (TYP.)
8" SSWL
STA. 229+73.83 CHRISTMASVILLE ROAD=
STA. 122+72.76 RAMP D
N 502487.1640 E 1143183.3625
END 6" SSWL/ BEGIN 6" SSYL
6" SSYL
6" SSWL
8' 12' 12' 8'
RAMP D
N73°16'30"W
10' LONGITUDINAL CROSSWALK 2' STRIPE - 2' GAP (TYP.)
LIMIT OF PAVING STA. 121+40.00
6" SSWL
6" SBWL
12" CHANNELIZATION (YELLOW) ROTATED 45° SPACED 50' O.C.
8" DWL (3'-9'-3')
8" DWL (2'-4'-2')
BI-DIRECTIONAL MARKER (YELLOW) SPACED @ 80' (TYP.)
6" DSYL
8" SSWL
EX. SIGN TO BE REMOVED
ONE WAY
EX. SIGN TO BE REMOVED
ONE WAY
EX. SIGN TO BE REMOVED
ONE WAY
EX. SIGN TO BE REMOVED
ONE WAY
ONLY ONLY
EX. SIGN TO BE REMOVED
RIGHT LANE MUST TURN RIGHT
(BACK TO BACK)
EX. SIGN TO BE REMOVED
WRONG WAY
EXIST. STRIPING TO REMAIN (TYP.)
EX. SIGN TO BE REMOVED
WRONG WAY
WRONG WAY
WRONG WAY ARROW
WRONG WAY
EX. SIGN TO BE REMOVED
WEST
INTERSTATE 40
Memphis
DO NOT ENTER
ONE WAY
ONE WAY
Industrial Parks
435
EX. SIGN TO REMAIN
GAS
EX. SIGN TO REMAIN
JACKSON STATE
COMM COLLEGE
LANE COLLEGE
EX. SIGN TO BE REMOVED
WEST
INTERSTATE 40
Memphis
EX. SIGN TO BE REMOVED
DO NOT ENTER
EX. SIGN TO BE REMOVED
DO NOT ENTER
EX. SIGN TO BE REMOVED
SPEED LIMIT 40

END PROJECT NO. 57I040-S2-003 R.O.W.
STA. 233+16.31
N 502815.1760 E 1143281.8575

LTL TAPERS CHRISTMASVILLE ROAD:
BEGIN - STA. 233+95.00
END - STA. 235+39.00

SIGNING AND PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
DWL	DOTTED WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SBWL	SINGLE BROKEN WHITE LINE
SSYL	SINGLE SOLID YELLOW LINE
SSWL	SINGLE SOLID WHITE LINE
	SIGN (EXISTING)
	SIGN (PROPOSED)

SEALED BY

JILL CLAUDINE STAMKO
REGISTERED ENGINEER
AGRICULTURE CIVIL ENGINEERING COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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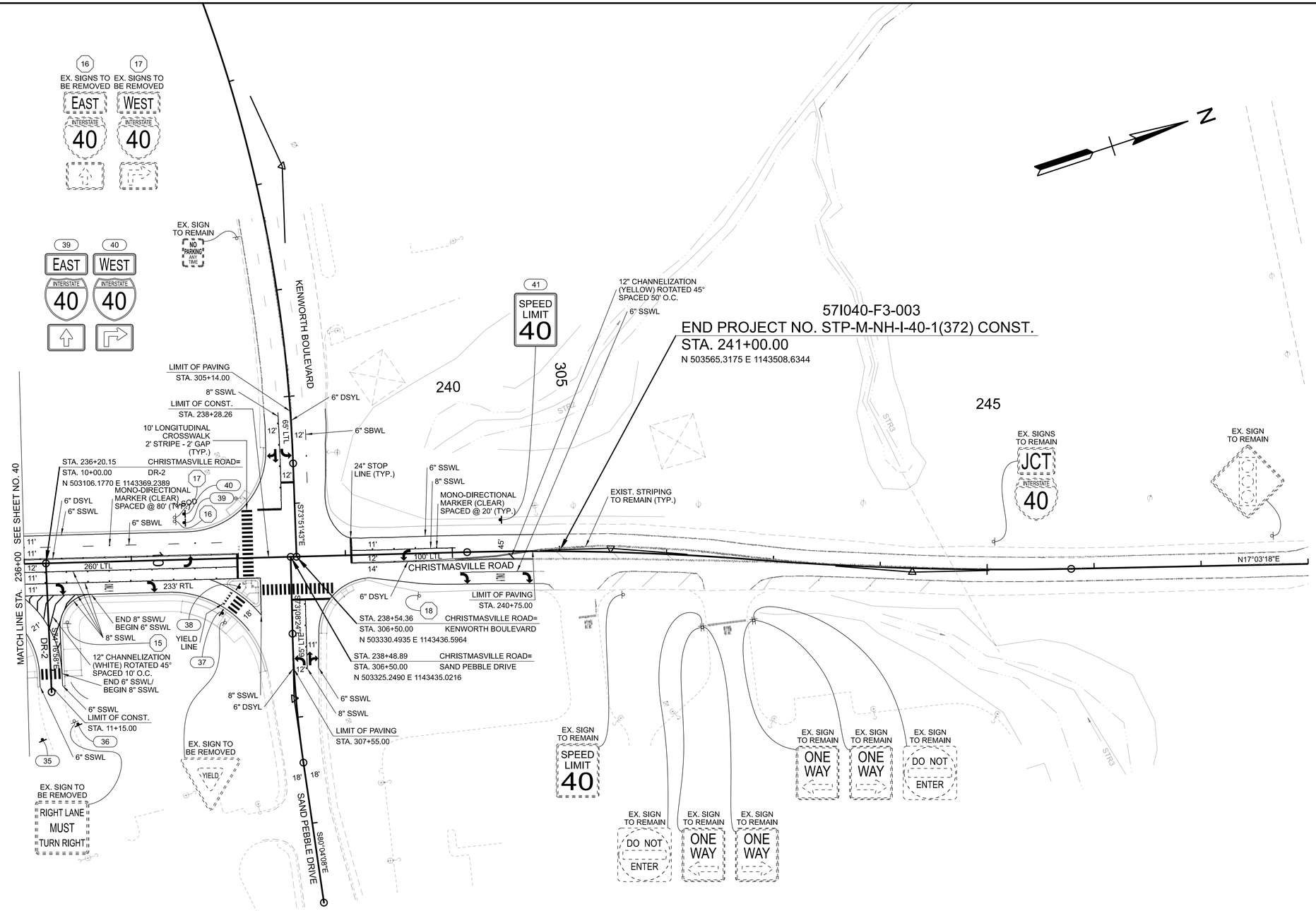
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKINGS CHRISTMASVILLE RD

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087\TR\TRANSPORTATION\57I040-SHT-PAVEMENTMARKING&SIGNING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	38
PIH	2026	STP-M-NH-I-40-1(372)	38
PS&E	2026	STP-M-NH-I-40-1(372)	41



SIGNING AND PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
DWL	DOTTED WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SBWL	SINGLE BROKEN WHITE LINE
SSYL	SINGLE SOLID YELLOW LINE
SSWL	SINGLE SOLID WHITE LINE
	SIGN (EXISTING)
	SIGN (PROPOSED)

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
CENTRE
No. 121754
STATE OF TENNESSEE

9/9/2026

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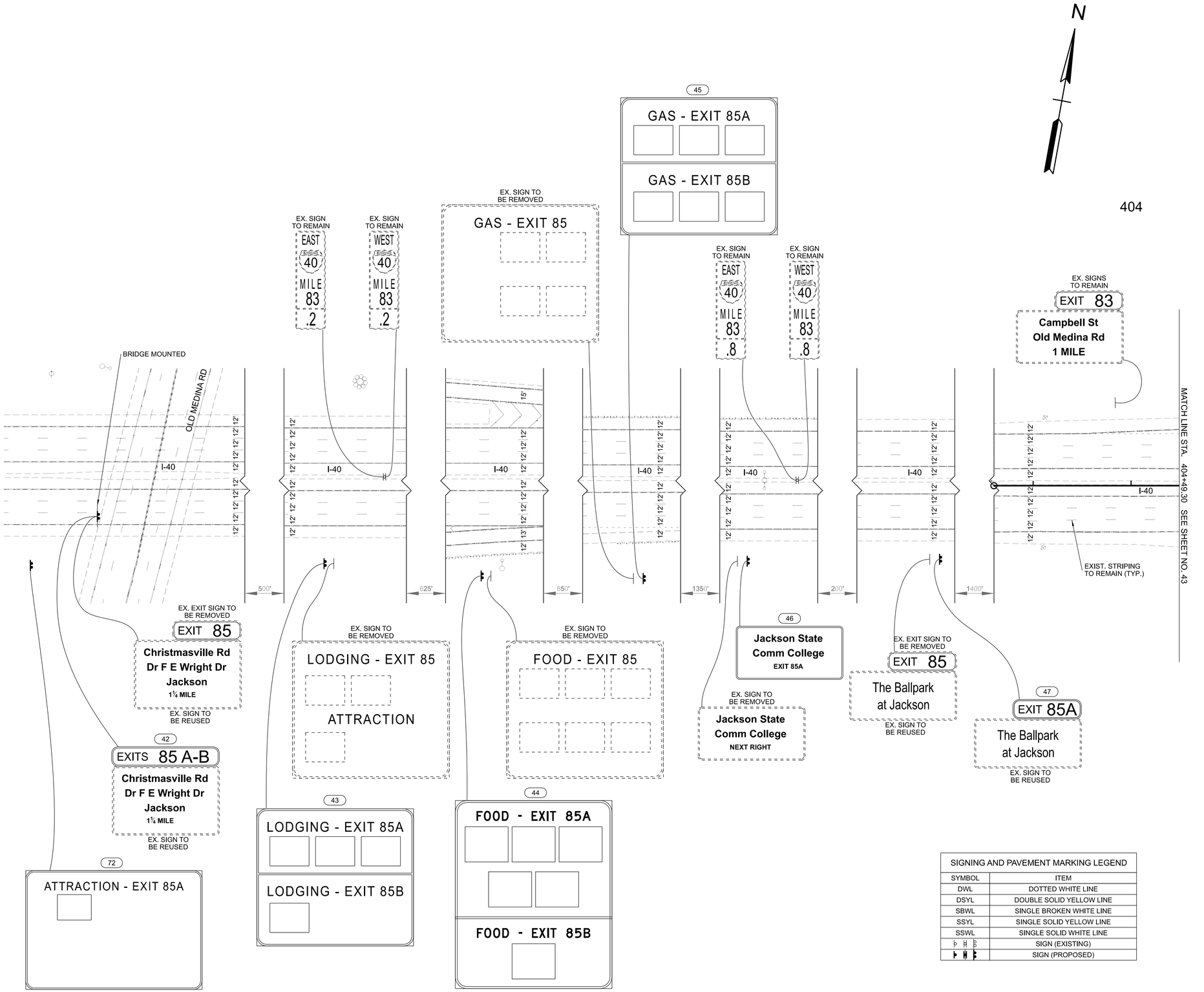
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKINGS CHRISTMASVILLE RD

STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00887TRITRANSPORTATION\57I040-SHT-PAVEMENTMARKING&SIGNING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	39
PIH	2026	STP-M-NH-I-40-1(372)	39
PS&E	2026	STP-M-NH-I-40-1(372)	42



SIGNING AND PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
DWL	DOTTED WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SBWL	SINGLE BROKEN WHITE LINE
SSYL	SINGLE SOLID YELLOW LINE
SSWL	SINGLE SOLID WHITE LINE
	SIGN (EXISTING)
	SIGN (PROPOSED)

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKINGS I-40

STA. 392+49.30 TO STA. 404+49.30
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	40
PIH	2026	STP-M-NH-I-40-1(372)	40
PS&E	2026	STP-M-NH-I-40-1(372)	43

N

55

405

410

415

EX. SIGN TO REMAIN

EAST 40 MILE 84 .2

EX. SIGN TO REMAIN

WEST 40 MILE 84 .2

EX. SIGN TO REMAIN

GAS - EXIT 83

FOOD - EXIT 83

10

EX. SIGN TO REMAIN

EAST 40 MILE 84 .4

EX. SIGN TO REMAIN

WEST 40 MILE 84 .4

EXIST. STRIPING TO REMAIN (TYP.)

RAMP B

S79°42'48"W

15

6" SBWL W/ BI-DIRECTIONAL MARKER (CLEAR) SPACED @ 80' (TYP.)

I-40

6" SSYL

6" SSWL

SCORING SHOULDERS 16" WIDTH (TYP.)

PROPOSED PAVEMENT MARKINGS AND RASIED PAVEMENT MARKERS ON I-40 SHALL REESTABLISH THE PAVEMENT MARKINGS AND MARKERS REMOVED DURING TRAFFIC CONTROL.

MATCH LINE STA. 404+49.30 SEE SHEET NO. 42

MATCH LINE STA. 416+49.30 SEE SHEET NO. 44

12' 12' 12' 12' 12'

16' 12' 12' 12' 12'

N88°15'56"E

RAMP A

16'

48

EXIT 85A

West TN School For the Deaf

EX. EXIT SIGN TO BE REMOVED

EXIT 85

West TN School For the Deaf

EX. SIGN TO BE REUSED

EX. SIGN TO BE REUSED

EX. SIGNS TO BE REMOVED

EXIT 85

Christmasville Rd Dr F E Wright Dr Jackson

50

EXIT 85A

64

EX. SIGN TO BE REMOVED

NO PARKING INTERSTATE & RAMPS

EX. SIGN TO BE REMOVED

LODGING ATTRACTION

49A

EXIT 85 B

NORTH Christmasville Road NEXT RIGHT

49

EXIT 85 A

SOUTH Dr FE Wright Dr Jackson

EX. SIGN TO BE REMOVED

EXIT 85

SIGNING AND PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
DWL	DOTTED WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SBWL	SINGLE BROKEN WHITE LINE
SSYL	SINGLE SOLID YELLOW LINE
SSWL	SINGLE SOLID WHITE LINE
	SIGN (EXISTING)
	SIGN (PROPOSED)

SEALED BY

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

Jill Claudine Stanko

9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

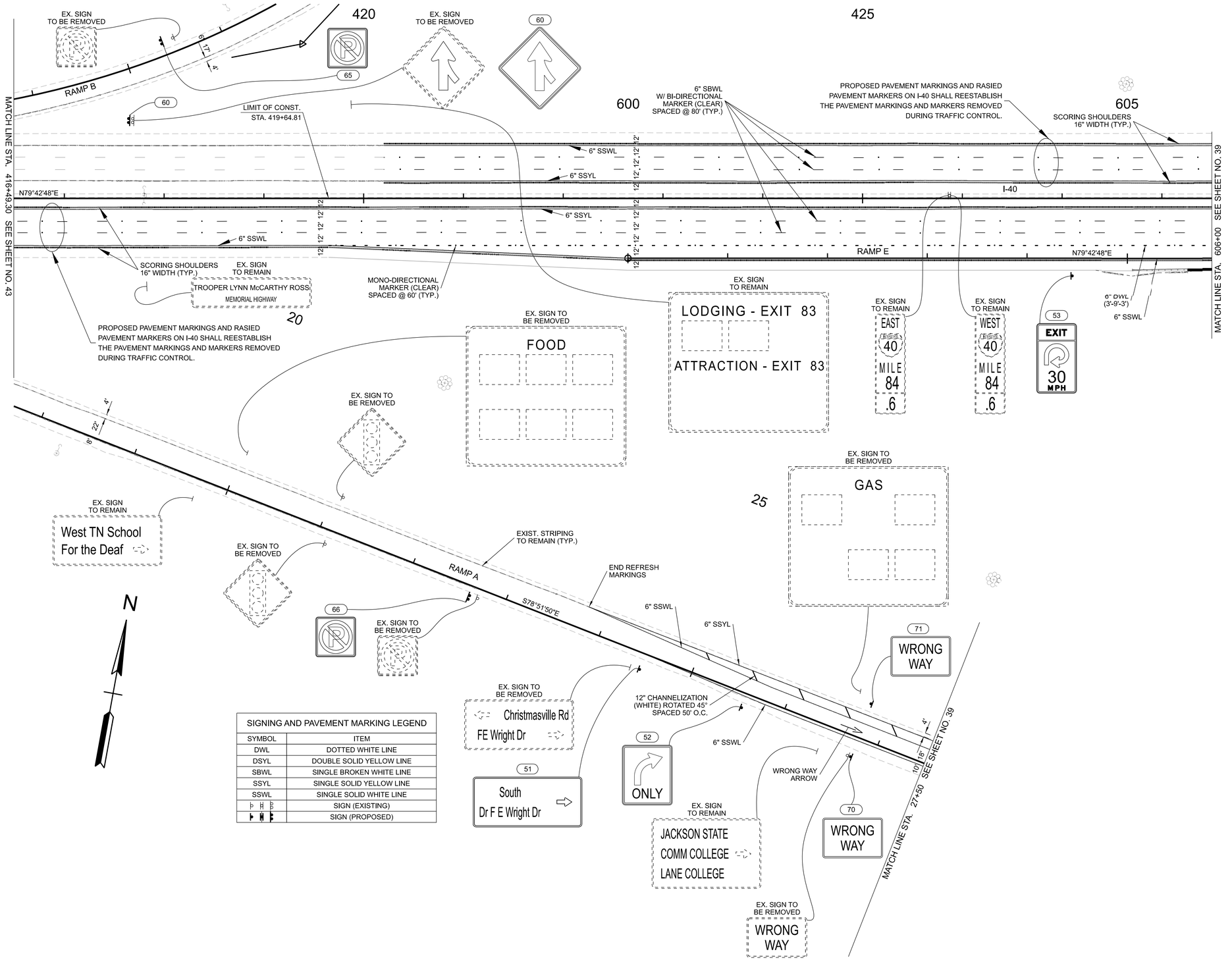
SIGNING AND PAVEMENT MARKINGS I-40 / RAMP A

STA. 404+49.30 TO STA. 416+49.30

SCALE: 1" = 50'

9/8/2026 4:26:38 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT0087TR\TRANSPORTATION\571040-SHT-PAVEMENTMARKING&SIGNING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	41
PIH	2026	STP-M-NH-I-40-1(372)	41
PS&E	2026	STP-M-NH-I-40-1(372)	44



SIGNING AND PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
DWL	DOTTED WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SBWL	SINGLE BROKEN WHITE LINE
SSYL	SINGLE SOLID YELLOW LINE
SSWL	SINGLE SOLID WHITE LINE
	SIGN (EXISTING)
	SIGN (PROPOSED)

SEALED BY

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

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKINGS I-40 / RAMP A

STA. 416+49.30(I-40) TO STA. 606+00.00(Ramp E)
SCALE: 1" = 50'

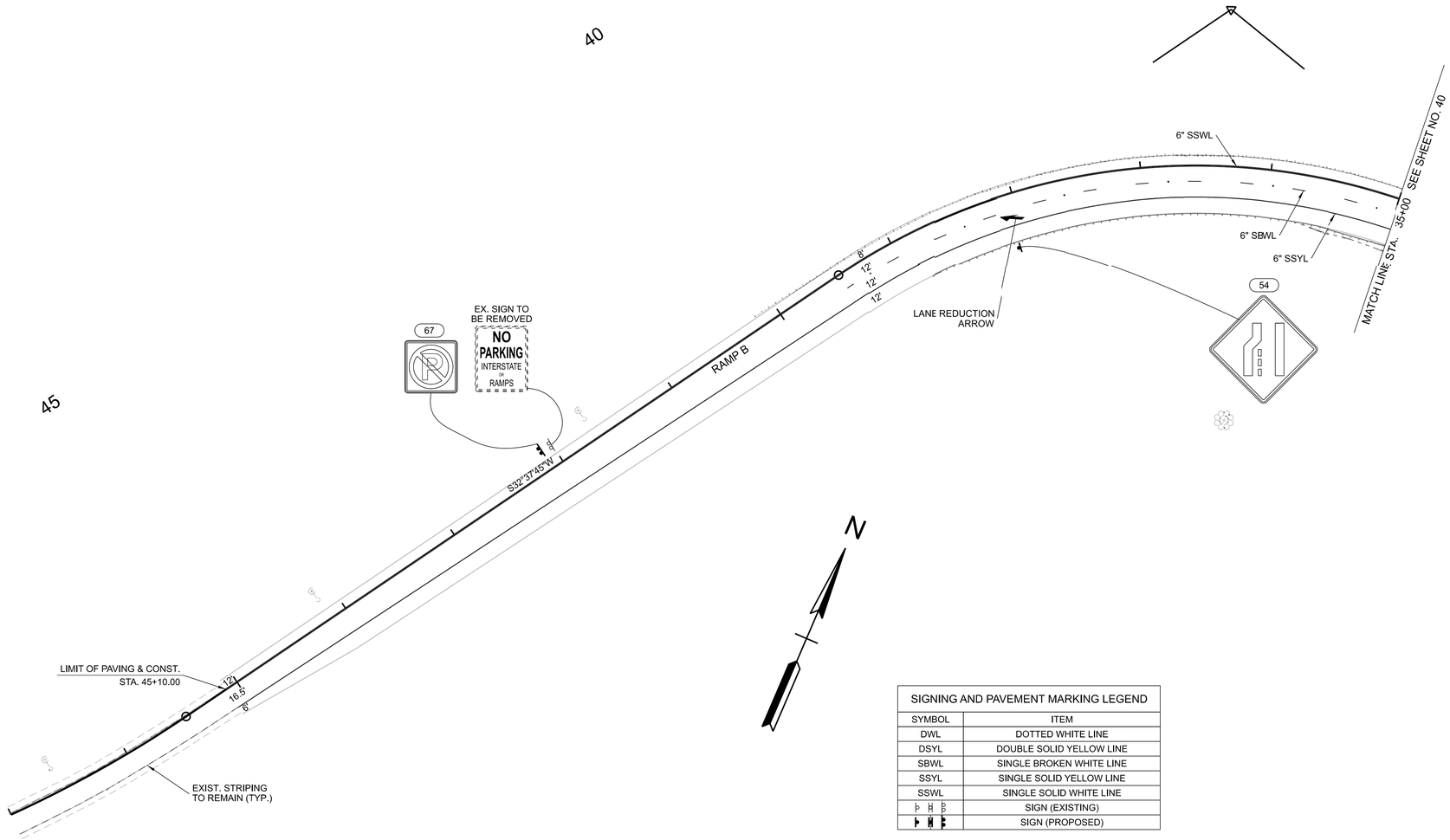
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	42
PIH	2026	STP-M-NH-I-40-1(372)	42
PS&E	2026	STP-M-NH-I-40-1(372)	45

3

40

45



SIGNING AND PAVEMENT MARKING LEGEND	
SYMBOL	ITEM
DWL	DOTTED WHITE LINE
DSYL	DOUBLE SOLID YELLOW LINE
SBWL	SINGLE BROKEN WHITE LINE
SSYL	SINGLE SOLID YELLOW LINE
SSWL	SINGLE SOLID WHITE LINE
	SIGN (EXISTING)
	SIGN (PROPOSED)

SEALED BY

JILL CLAUDINE STANKO
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No. 121754
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKINGS RAMP B

STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

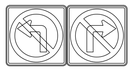
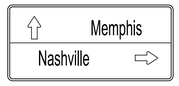
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\\EGNYTEDRIVE\PROJECTS\TDOTDOT\0087TR\TRANSPORTATION\57I040-SHT-PAVEMENTMARKING&SIGNING.DGN

DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SEE STD. DWG. NO. T-S-19

THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20); EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C); RAILROAD (T-S-16)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	57I040-F3-003	43
PS&E	2026	STP-M-NH-I-40-1(372)	46

SIGN NO	LEGEND	SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
1		M2-1 M1-1	38	21" 24"	15" 24"								BLACK WHITE	WHITE (REF) BLUE (REF)	0.080" SHEET ALUMINUM	P5	13.5'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
2		R3-7R	38	36"	36"								BLACK	WHITE (REF)	0.100" SHEET ALUMINUM	P3	13'				7'	
4			38																			
8			38																			
33			40																			
34			40																			
3		R2-1	38	30"	36"								BLACK	WHITE (REF)	0.080" SHEET ALUMINUM	P3	13'				7'	
41			41																			
5		R3-1L & R3-1R (BACK TO BACK)	39	36" 36"	36" 36"								RED (REF) BLACK	WHITE (REF)	0.080" SHEET ALUMINUM	P3	13'				7'	
59			40																			
6			38	72"	36"	1.88"	0.75"	6"			"D"		5.38" X 9.375" 9.375" X 5.38"	WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S3 X 5.7	H1=12' H2=12'	TYPE 5 D=1.25'	0.36	100.2	7'	
7		R3-8	38	36"	30"								BLACK	WHITE (REF)	0.080" SHEET ALUMINUM	P3	12.5'				7'	
9		M3-4 M1-1 M6-3	39	24" 24" 21"	12" 24" 15"								BLACK WHITE BLACK	WHITE (REF) BLUE (REF) WHITE (REF)	0.080" SHEET ALUMINUM	P5	14.75'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
10		M3-2 M1-1 M6-1R	39	24" 24" 21"	12" 24" 15"								BLACK WHITE BLACK	WHITE (REF) BLUE (REF) WHITE (REF)	0.080" SHEET ALUMINUM	P5	14.75'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
11		R1-2	39	36" X 36"	36"								RED (REF)	RED (REF) WHITE (REF)	0.100" SHEET ALUMINUM	P2	13'				7'	
12			39																			
37			41																			
38			41																			
73			38																			
13		R5-1	39	36"	36"								WHITE (REF)	WHITE (REF) RED (REF)	PAID FOR UNDER ITEM NO. 713-16.20	P2	13'				7'	
18			39																			
23			40																			
26			40																			

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2 /FT. U1	2½FT. MUI OR 2'/FT. R1
2.5½FT. U3	2.5½FT. MU3 OR 3½FT. R2*
3½FT. U6	
4½FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 /FT.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

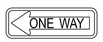
SIGN SCHEDULE SHEET

DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SEE STD. DWG. NO. T-S-19

THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20); EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C); RAILROAD (T-S-16)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	57I040-F3-003	44
PS&E	2026	STP-M-NH-I-40-1(372)	47

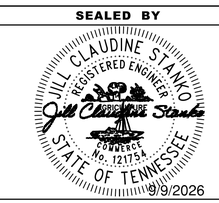
SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
14	 R6-1L	39	48"	18"									BLACK	WHITE (REF) BLACK	0.100" SHEET ALUMINUM	P1	H1=11.5' H2=11.5'				7'	
17		39																				
24		40																				
28		40																				
15	 R6-1R	39	48"	18"									BLACK	WHITE (REF) BLACK	0.100" SHEET ALUMINUM	P1	H1=11.5' H2=11.5'				7'	
16		39																				
25		40																				
27		40																				
19	 W4-2R	39	36"	36"									BLACK	YELLOW (REF)	0.100" SHEET ALUMINUM	P5	13'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
20	 EXIT 85B E1-5P North Christmasville Rd D1-2 EXIT ⇩ ONLY E11-1	39	138" 198" 198"	30" 54" 36"	3" 12" 12"	2" 1.5" 1.5"	10" 15" 12" 12"	12"	15"	"E" MOD.		22" @ 270°	WHITE BLACK	GREEN (REF) YELLOW (REF)	EXTRUDED ALUMINUM	BRIDGE MOUNTED					7'	SEE BRIDGE PLANS FOR BRIDGE MOUNTED SIGNS
21	 E5-1a	39	108"	60"	6"	1.5"	12"		18"	"E" MOD.		29.3" @ 45°	WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S4 X 7.7	H1=14' H2=14'	TYPE 5 D=1.25'	0.36	100.2	7'	
22		40	78"	72"	9"	1.5"	7" 7"	6" 6"			24" X 24"		WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S4 X 7.7	H1=15' H2=15'	TYPE 5 D=1.25'	0.36	100.2	7'	
29		40	144"	24"	1.9"	0.8"	8"			"E" MOD.		12.3" X 7.1" @ 180°	WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S3 X 5.7	H1=11' H2=11'	TYPE 5 D=1.25'	0.36	100.2	7'	
30	 M3-2 M1-1	40	24" 24"	12" 24"									BLACK WHITE	WHITE (REF) BLUE (REF)	0.080" SHEET ALUMINUM	P5	14.75'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
39	M6-3	41	21"	15"									BLACK	WHITE (REF)								
31	 M3-4 M1-1	40	24" 24"	12" 24"									BLACK WHITE	WHITE (REF) BLUE (REF)	0.080" SHEET ALUMINUM	P5	14.75'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
	M6-1R		21"	15"									BLACK	WHITE (REF)								
32	 R3-8	40	24"	30"									BLACK	WHITE (REF)	0.080" SHEET ALUMINUM	P2	12.5'				7'	

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2.5#/FT. MUI OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 /FT.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

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THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20); EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C); RAILROAD (T-S-16)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	57I040-F3-003	45
PS&E	2026	STP-M-NH-I-40-1(372)	48

SIGN NO	LEGEND	SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
35	DO NOT ENTER R5-1	41	30"	30"									WHITE (REF)	WHITE (REF) RED (REF)	0.100" SHEET ALUMINUM	P5	14.75'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
36	WRONG WAY R5-1a	41	36"	24"									WHITE (REF)	RED (REF)	0.100" SHEET ALUMINUM							
40	WEST M3-4 INTERSTATE 40 M1-1 M5-1R	41	24" 24" 21"	12" 24" 15"									BLACK WHITE BLACK	WHITE (REF) BLUE (REF) WHITE (REF)	0.080" SHEET ALUMINUM	P5	14.75'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
42	EXITS 85 A-B Christmasville Rd Dr F E Wright Dr Jackson 1¼ MILE EX. SIGN TO BE REUSED	42	162"	30"	3"	2"	10"		15"	"E" MOD.			WHITE	GREEN (REF)	EXTRUDED ALUMINUM	BRIDGE MOUNTED						SEE BRIDGE PLANS FOR BRIDGE MOUNTED SIGNS
43	LODGING - EXIT 85A LODGING - EXIT 85B	42	198"	144"	3"	1.5"	10" 10"		10" 10"	"E" MOD.			WHITE	BLUE (REF)	EXTRUDED ALUMINUM	W6 X 20	H1=23' H2=23' H3=23'	TYPE 6 D=1.5'	0.612	138.6	7'	
44	FOOD - EXIT 85A FOOD - EXIT 85B	42	160"	192"	12"	2"	10" 10"		10" 10"	"E" MOD.			WHITE	BLUE (REF)	EXTRUDED ALUMINUM	W8 X 24	H1=27' H2=27' H3=27'	TYPE 6 D=1.5'	0.612	138.6	7'	
45	GAS - EXIT 85A GAS - EXIT 85B	42	198"	144"	3"	1.5"	10" 10"		10" 10"	"E" MOD.			WHITE	BLUE (REF)	EXTRUDED ALUMINUM	W6 X 20	H1=23' H2=23' H3=23'	TYPE 6 D=1.5'	0.612	138.6	7'	
46	Jackson State Comm College EXIT 85A	42	168"	66"	3"	1.5"	10" 6"		10" 6"	"E" MOD.			WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S5 X 10	H1=16.5' H2=16.5'	TYPE 5 D=1.25'	0.36	100.2	7'	

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MUI OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 /FT.

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DEPARTMENT OF TRANSPORTATION

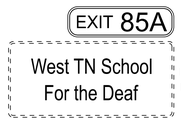
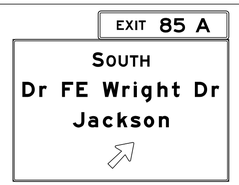
SIGN SCHEDULE SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	571040-F3-003	46
PS&E	2026	STP-M-NH-I-40-1(372)	49

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU, YD.	REIN STEEL LBS.		
47	 EX. SIGN TO BE REUSED	42	102"	30"	3"	2"	10"		12"	"E" MOD.			WHITE	BROWN (REF)	EXTRUDED ALUMINUM	S5 X 10	H1=16' H2=16' H3=16'	TYPE 5 D=1.25'	0.54	150.3	7'	
48	 EX. SIGN TO BE REUSED	43	96"	30"	3"	2"	8"		12"	"E" MOD.			WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S5 X 10	H1=16' H2=16' H3=16'	TYPE 5 D=1.25'	0.54	150.3	7'	
49		43	138" 228"	30" 150"	3" 3"	2" 1.5"	10" 16"		15"	"E" MOD. "E" MOD.		TYPE A @ 45°	WHITE	GREEN (REF)	EXTRUDED ALUMINUM						19.5'	MOUNT ON OVERHEAD STRUCTURE OH-1. INSTALL EXIT NUMBERING PANEL WITH AUXILIARY SUPPORT PAID FOR BY ITEM NUMBER 713-17.02
49A		43	132" 216"	30" 120"	3" 3"	2" 1.5"	10" 16"		15"	"E" MOD. "E" MOD.			WHITE	GREEN (REF)	EXTRUDED ALUMINUM						19.5'	MOUNT ON OVERHEAD STRUCTURE OH-1. INSTALL EXIT NUMBERING PANEL WITH AUXILIARY SUPPORT PAID FOR BY ITEM NUMBER 713-17.02
50	 E5-1a	43	108"	60"	6"	1.5"	12"		18"	"E" MOD. "E" MOD.		29.3" @ 45°	WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S4 X 7.7	H1=14' H2=14'	TYPE 5 D=1.25'	0.36	100.2	7'	
51		44	102"	54"	3"	1.5"	8"			"E" MOD.		17.9" X 10.9"	WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S4 X 7.7	H1=13.5' H2=13.5'	TYPE 5 D=1.25'	0.36	100.2	7'	
52	 R3-5R	44	30"	36"									BLACK	WHITE (REF)	0.080" SHEET ALUMINUM	P3	13'				7'	
53	 W13-6R	44	36"	66"									BLACK	YELLOW (REF)	0.100" SHEET ALUMINUM	P3	H1=15.5' H2=15.5'				7'	
54	 W4-2L	45	48"	48"									BLACK	YELLOW (REF)	0.100" SHEET ALUMINUM	P5	H1=14' H2=14'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MUI OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 /FT.

SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER Jill Claudine Stanko COMMERCE No. 121754 STATE OF TENNESSEE 9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	50

SIGN NO	LEGEND		SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
				LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
55	WEST / INTERSTATE 40	M3-4		24"	12"									BLACK	WHITE (REF)								
		M1-1	39	24"	24"									WHITE	BLUE (REF)	0.080" SHEET ALUMINUM	P5	14.75'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
		M5-1L		21"	15"									BLACK	WHITE (REF)								
56	INTERSTATE 40 EAST Nashville		39	78"	72"	9"	1.5"	7"	6"			24" X 24"		WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S4 X 7.7	H1=15' H2=15'	TYPE 5 D=1.25'	0.36	100.2	7'	
								7"	6"														
57	EAST / INTERSTATE 40	M3-2		24"	12"									BLACK	WHITE (REF)								
		M1-1	39	24"	24"									WHITE	BLUE (REF)	0.080" SHEET ALUMINUM	P5	14.75'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
		M5-1L		21"	15"									BLACK	WHITE (REF)								
58	Nashville / Memphis		40	72"	36"	1.88"	0.75"	6"			"D"		5.38" X 9.375" 9.375" X 5.38"	WHITE	GREEN (REF)	EXTRUDED ALUMINUM	S3 X 5.7	H1=12' H2=12'	TYPE 5 D=1.25'	0.36	100.2	7'	
60		W4-1	44	48"	48"									BLACK	YELLOW (REF)	0.100" SHEET ALUMINUM	P5	H1=14' H2=14'				7'	TO BE INSTALLED WITH MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT, T-S-23A
61	PEDESTRIANS NON-MOTORIZED TRAFFIC MOTOR DRIVEN CYCLES PROHIBITED	TN-21	39	36"	30"									BLACK	WHITE (REF)	0.100" SHEET ALUMINUM	P5	12.5'				7'	
62			40																				
63		R8-3	39	48"	48"									RED	WHITE (REF)	0.100" SHEET ALUMINUM	P5	H1=14' H2=14'				7'	
64			43																				
65			44																				
66			44																				
67			45																				
68	WRONG WAY	R5-1A	40	42"	30"									RED	WHITE (REF)	0.100" SHEET ALUMINUM	P5	12.5'				7'	
69			40																				
70			44																				
71			44																				
72	ATTRACTION - EXIT 85A		42	178"	120"	12"	2"	10"		10"	"E" MOD.			WHITE	BLUE (REF)	EXTRUDED ALUMINUM	W6 X 15	H1=21' H2=21' H3=21'	TYPE 6 D=1.5'	0.612	138.6	7'	

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MUI OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 /FT.

SEALED BY

JILL CLAUDINE STANKO REGISTERED ENGINEER No. 121154 STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

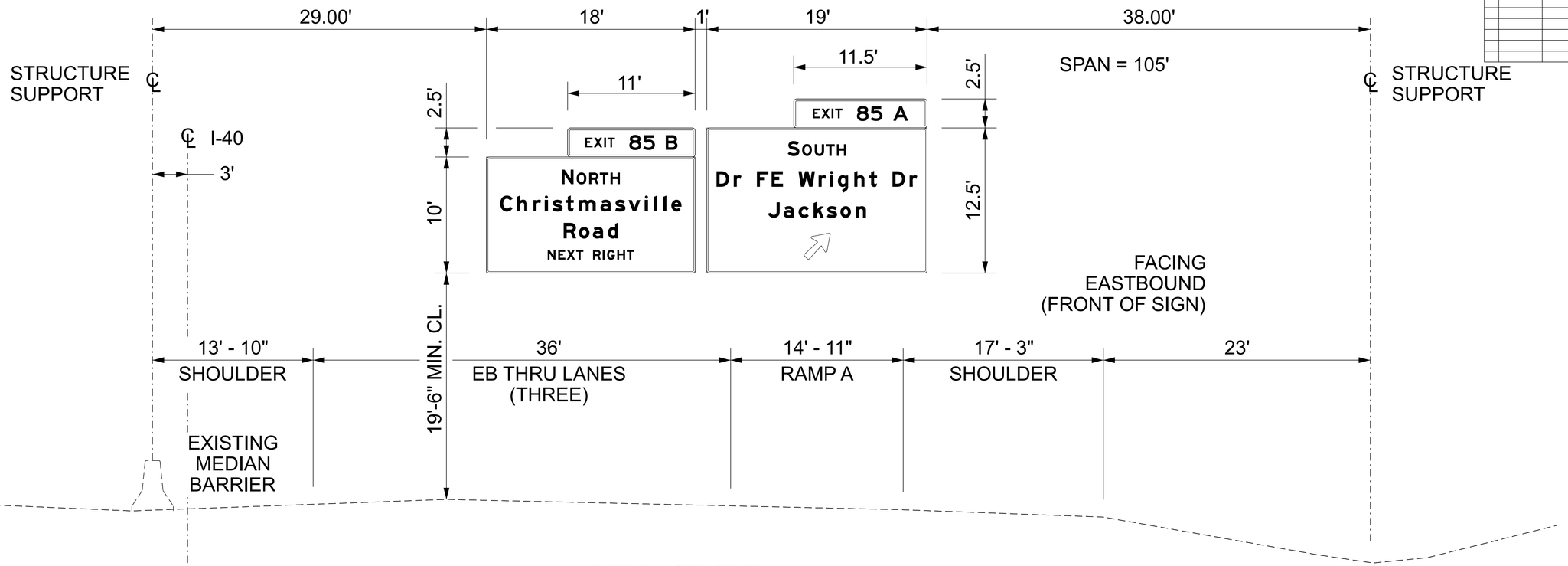
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	51

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



OVERHEAD STRUCTURE

SIGN NO.S 49 & 49A
STA. 410+00

DESIGN DATA

SIGN DESIGN AREA = 473.75 S.F.
WIND VELOCITY = 90 MPH
SOIL DATA: N = XX, PP = X.XX KSF, & K = XX.X KCF

THE CONTRACTOR SHALL REFER TO STANDARD BRIDGE DRAWING "STD-8-4". IF THIS DRAWING IS NOT LISTED IN THE PLANS THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING THIS STANDARD. (THIS STANDARD DRAWING CAN BE FOUND ON THE TDOT INTERNET WEBSITE).

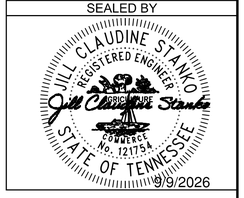
PRIOR TO ORDERING ANY MATERIAL, THE CONTRACTOR SHALL FIELD MEASURE THE SIGN STRUCTURE TO VERIFY SPAN LENGTH.

THE COST OF THE FOOTINGS ARE TO BE INCLUDED IN THE BID ITEM FOR THIS SIGN STRUCTURE.

CENTER THE EXIT ARROW OVER THE CENTER OF RAMP A.

SIGN STRUCTURE I.D. NO.
XXXXXXXXXXXX

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

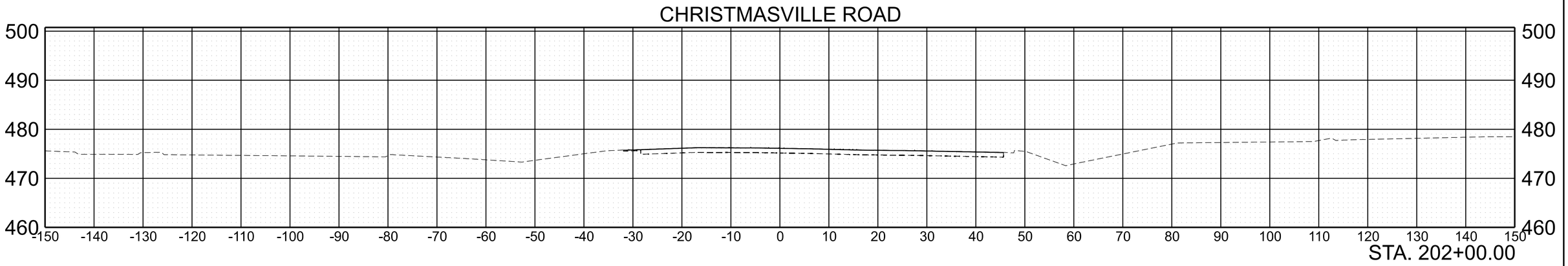
MADISON COUNTY
I-40 EASTBOUND
OH-1

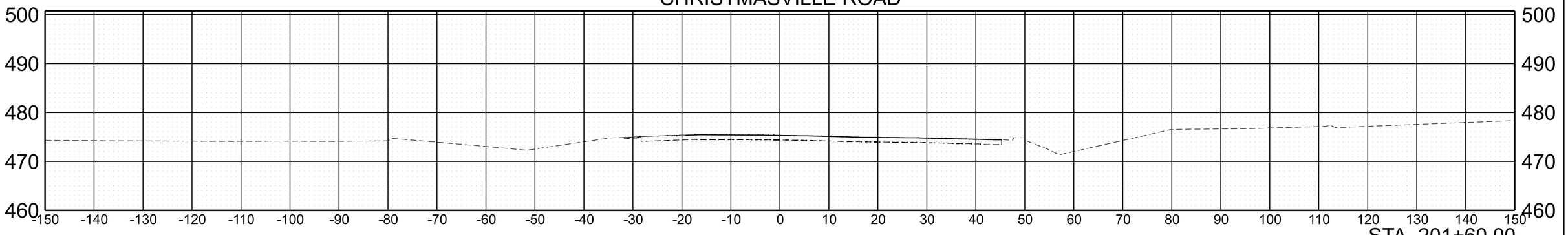
CORRECT
ENGINEER OF STRUCTURES

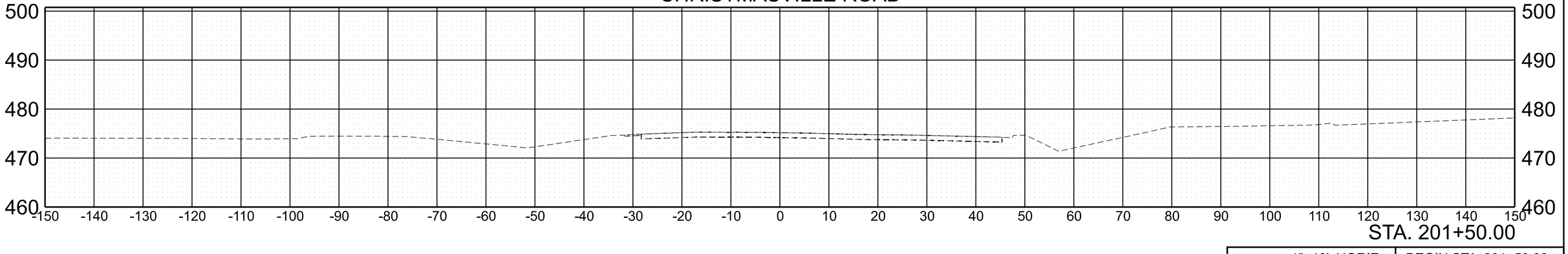
APPROVED
DIRECTOR OF HIGHWAYS

9/8/2026 4:27:01 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57\040-SHT-SIGN STRUCTURE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	43
PIH	2026	STP-M-NH-I-40-1(372)	47
PS&E	2026	STP-M-NH-I-40-1(372)	52





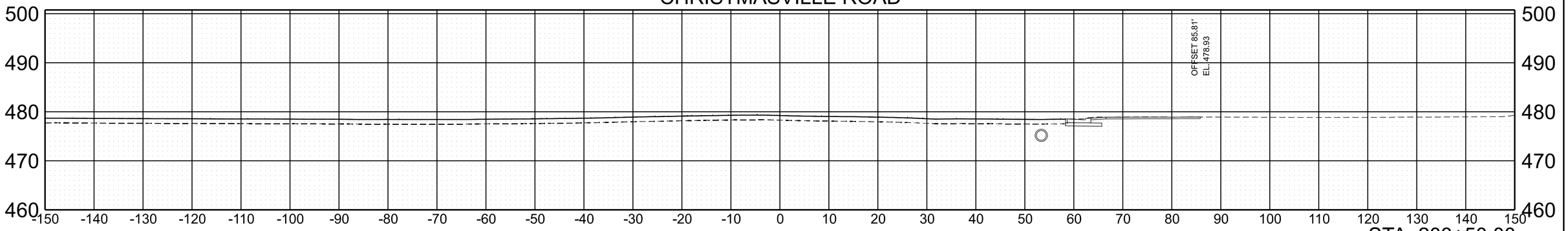


SCALE:	1"=10' HORIZ.	BEGIN STA. 201+50.00
	1"=10' VERT.	END STA. 202+00.00

9/8/2026 4:27:07 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

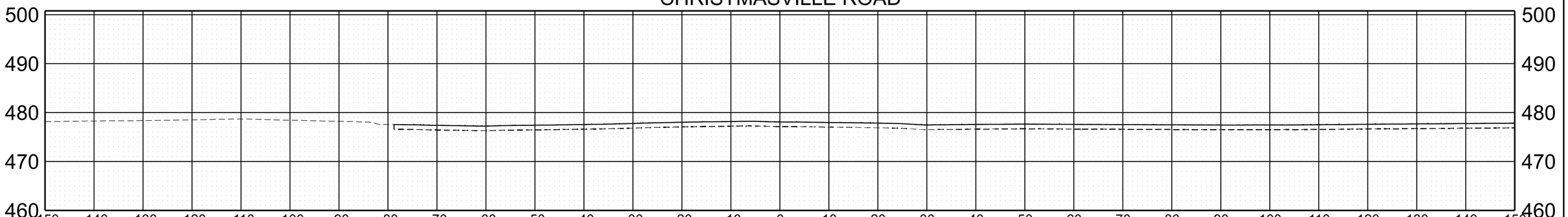
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	44
PIH	2026	STP-M-NH-I-40-1(372)	48
PS&E	2026	STP-M-NH-I-40-1(372)	53

CHRISTMASVILLE ROAD



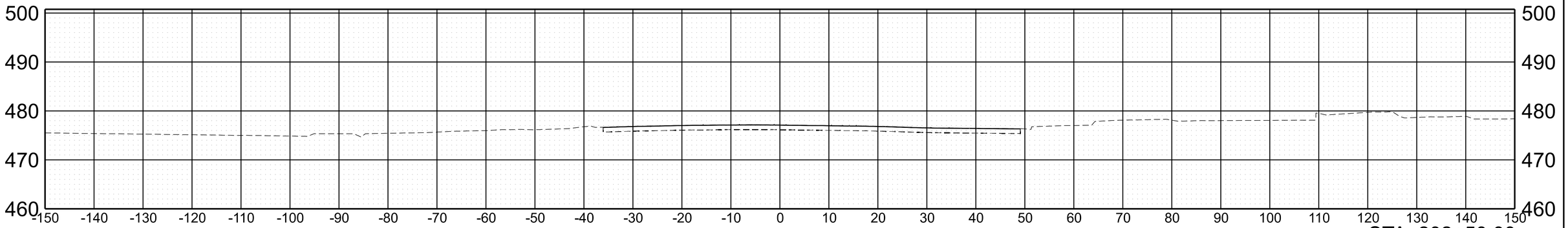
STA. 203+50.00

CHRISTMASVILLE ROAD



STA. 203+00.00

CHRISTMASVILLE ROAD



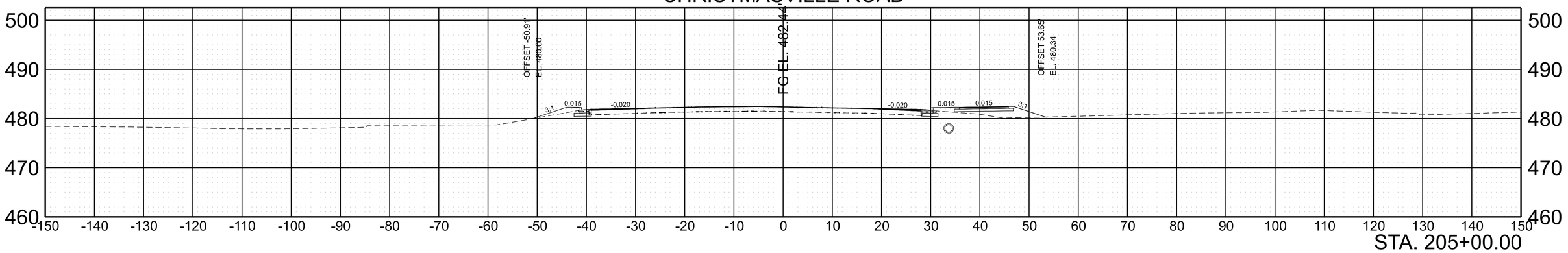
STA. 202+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 202+50.00
	1"=10' VERT.	END STA. 203+50.00

9/8/2026 4:27:18 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

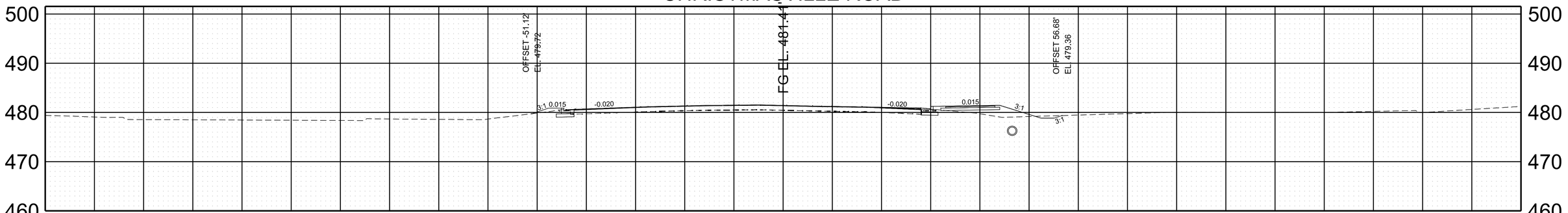
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	45
PIH	2026	STP-M-NH-I-40-1(372)	49
PS&E	2026	STP-M-NH-I-40-1(372)	54

CHRISTMASVILLE ROAD



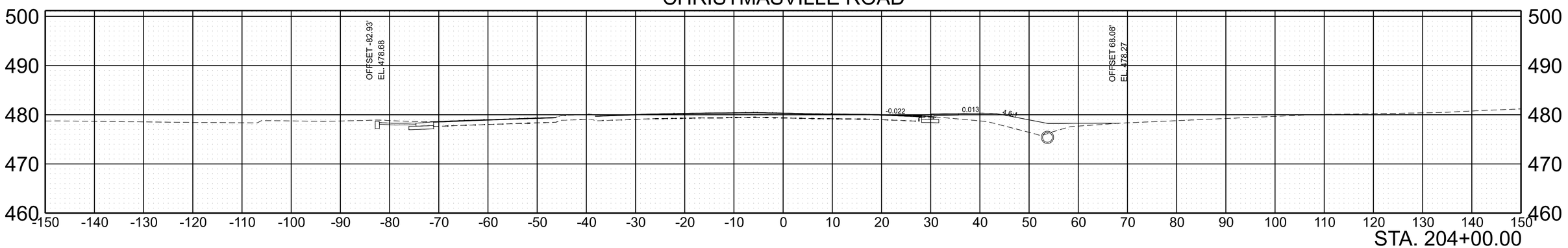
STA. 205+00.00

CHRISTMASVILLE ROAD



STA. 204+50.00

CHRISTMASVILLE ROAD



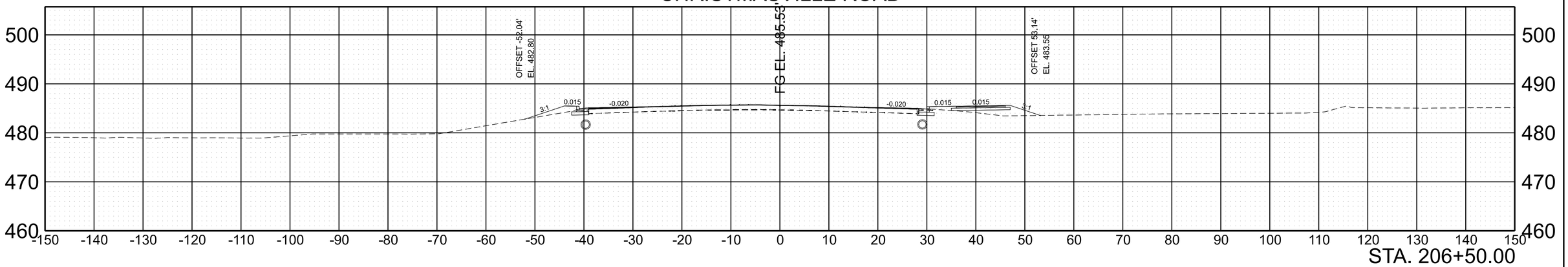
STA. 204+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 204+00.00
	1"=10' VERT.	END STA. 205+00.00

9/8/2026 4:27:20 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

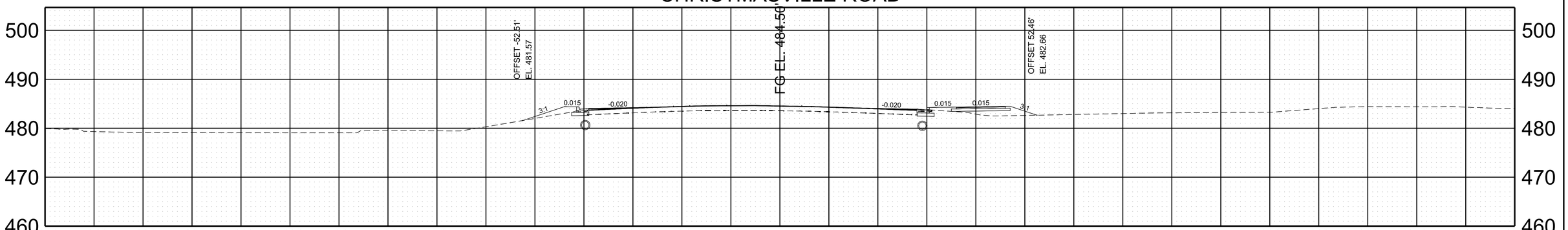
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	46
PIH	2026	STP-M-NH-I-40-1(372)	50
PS&E	2026	STP-M-NH-I-40-1(372)	55

CHRISTMASVILLE ROAD



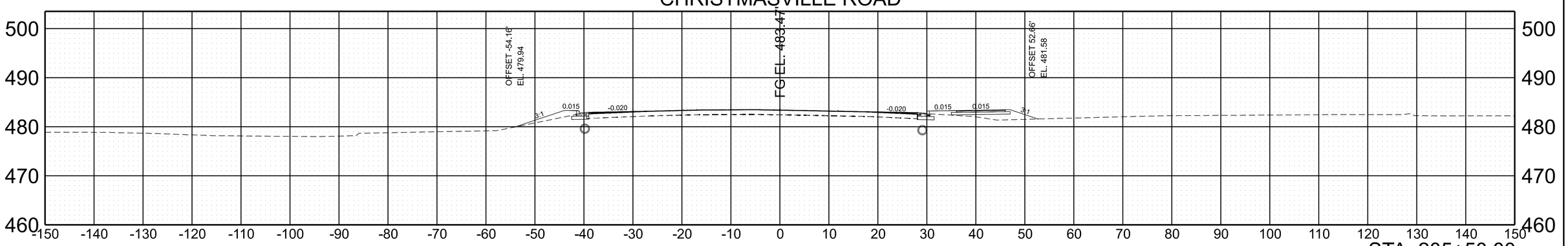
STA. 206+50.00

CHRISTMASVILLE ROAD



STA. 206+00.00

CHRISTMASVILLE ROAD



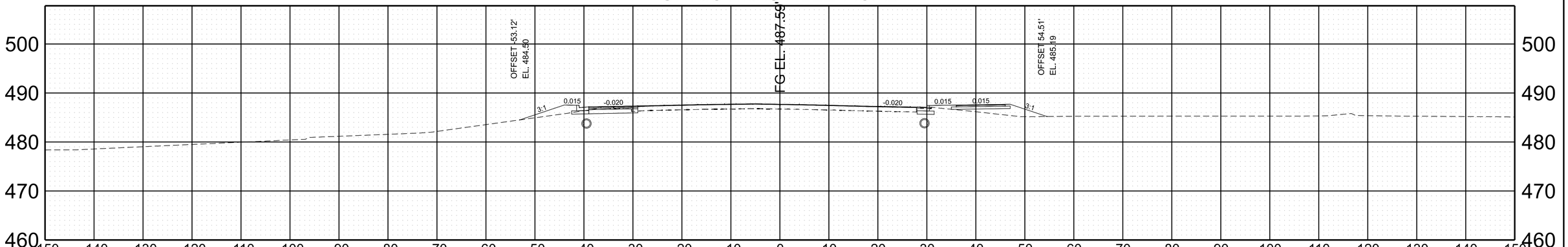
STA. 205+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 205+50.00
	1"=10' VERT.	END STA. 206+50.00

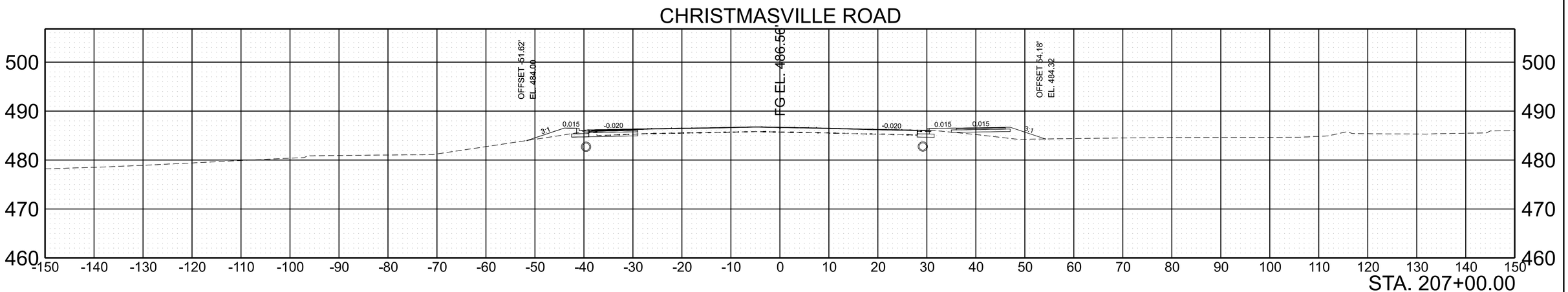
9/8/2026 4:27:21 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	47
PIH	2026	STP-M-NH-I-40-1(372)	51
PS&E	2026	STP-M-NH-I-40-1(372)	56

CHRISTMASVILLE ROAD



CHRISTMASVILLE ROAD

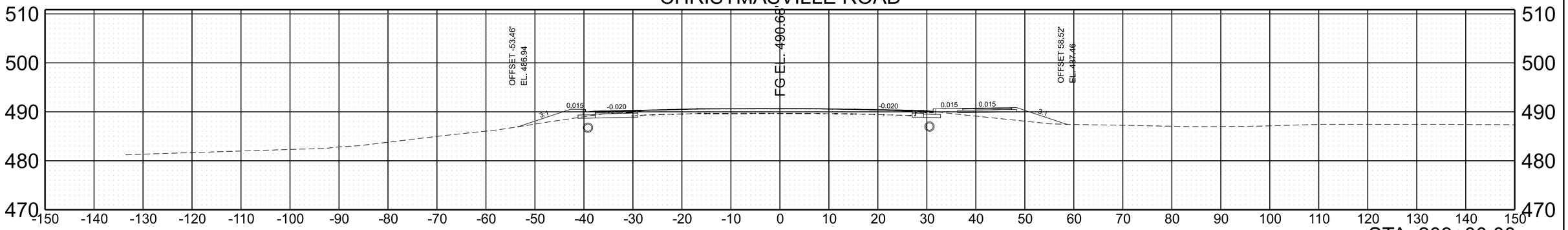


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 207+00.00
	1"=10' VERT.	END STA. 207+50.00

9/8/2026 4:27:22 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT0087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

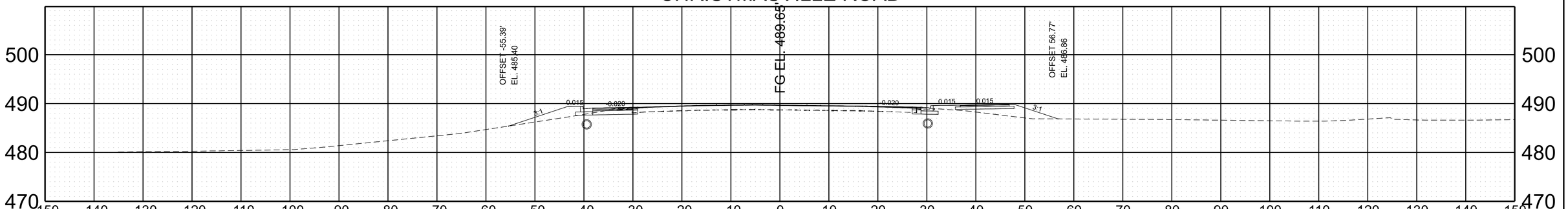
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	48
PIH	2026	STP-M-NH-I-40-1(372)	52
PS&E	2026	STP-M-NH-I-40-1(372)	57

CHRISTMASVILLE ROAD



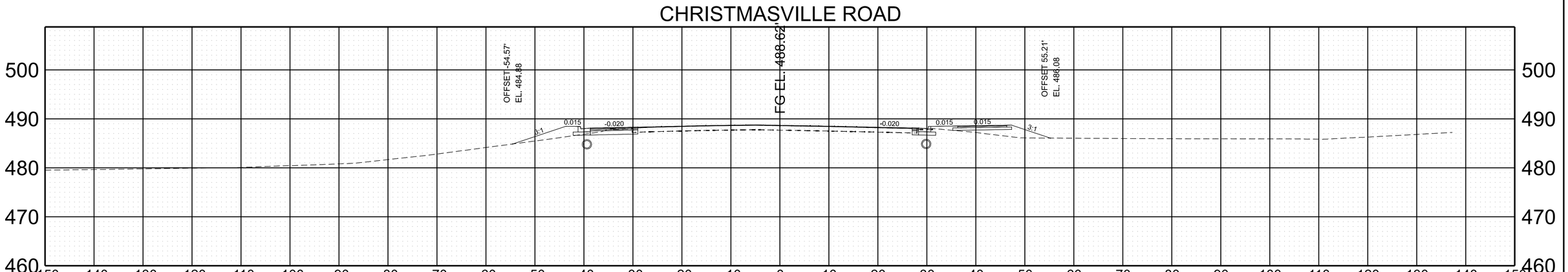
STA. 209+00.00

CHRISTMASVILLE ROAD



STA. 208+50.00

CHRISTMASVILLE ROAD



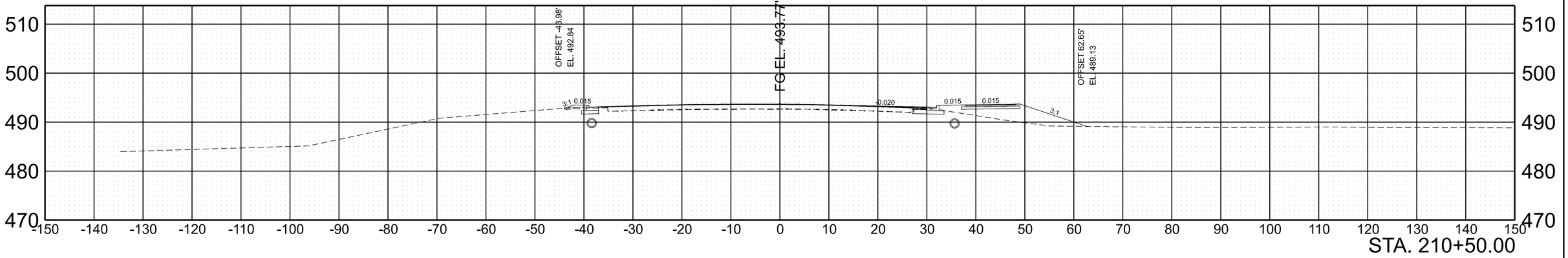
STA. 208+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 208+00.00
	1"=10' VERT.	END STA. 209+00.00

9/8/2026 4:27:24 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

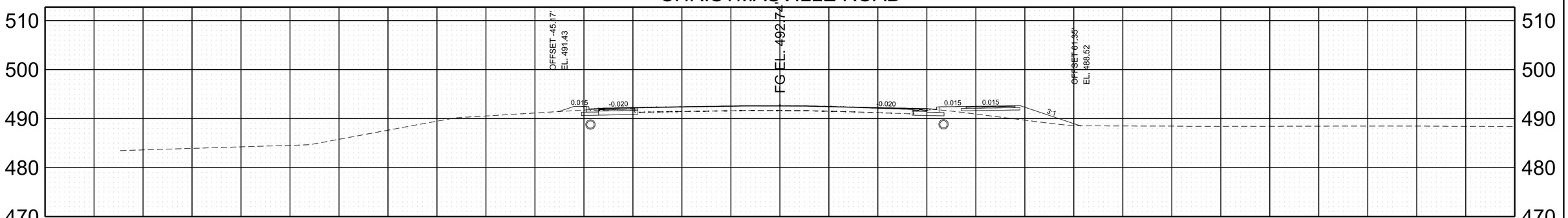
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	49
PIH	2026	STP-M-NH-I-40-1(372)	53
PS&E	2026	STP-M-NH-I-40-1(372)	58

CHRISTMASVILLE ROAD



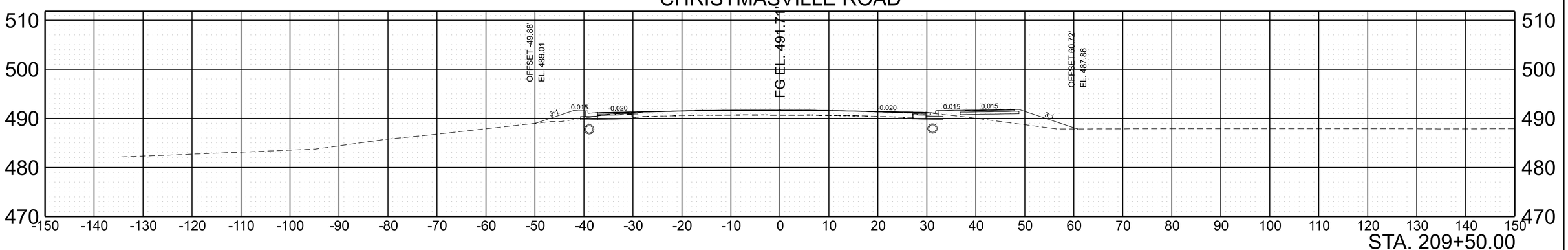
STA. 210+50.00

CHRISTMASVILLE ROAD



STA. 210+00.00

CHRISTMASVILLE ROAD

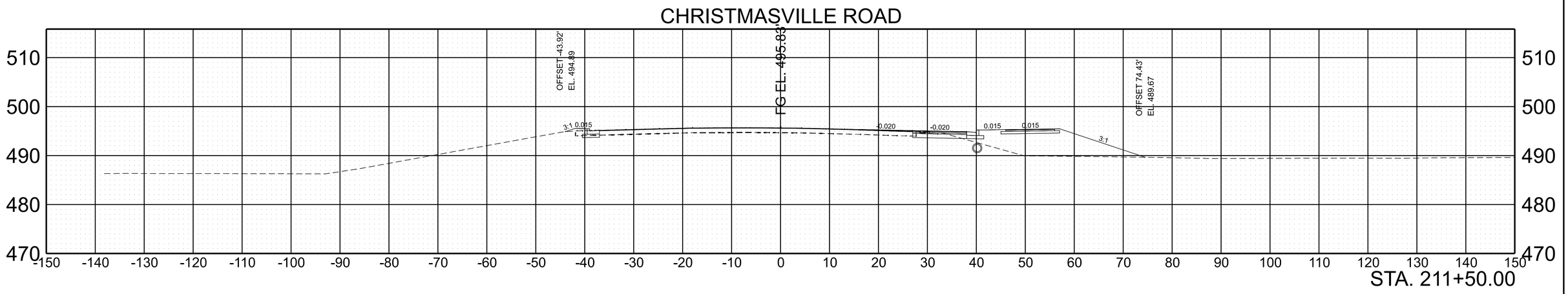


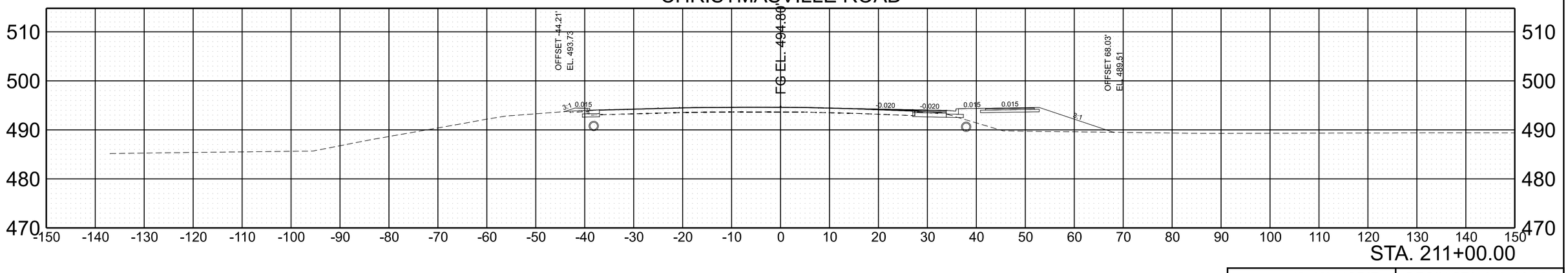
STA. 209+50.00

SCALE:		
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	1"=10' VERT.	END STA. 210+50.00

9/8/2026 4:27:25 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	50
PIH	2026	STP-M-NH-I-40-1(372)	54
PS&E	2026	STP-M-NH-I-40-1(372)	59



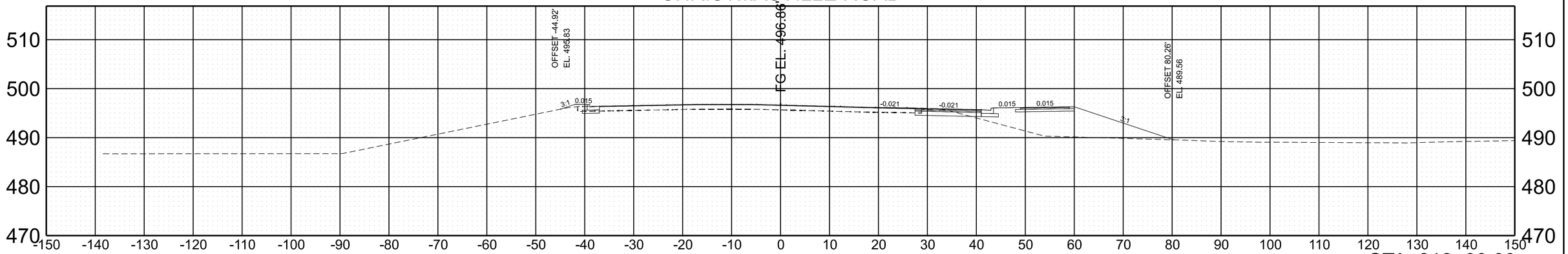


SCALE:			
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	1"=10'	VERT.	END STA. 211+50.00

9/8/2026 4:27:26 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087\TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

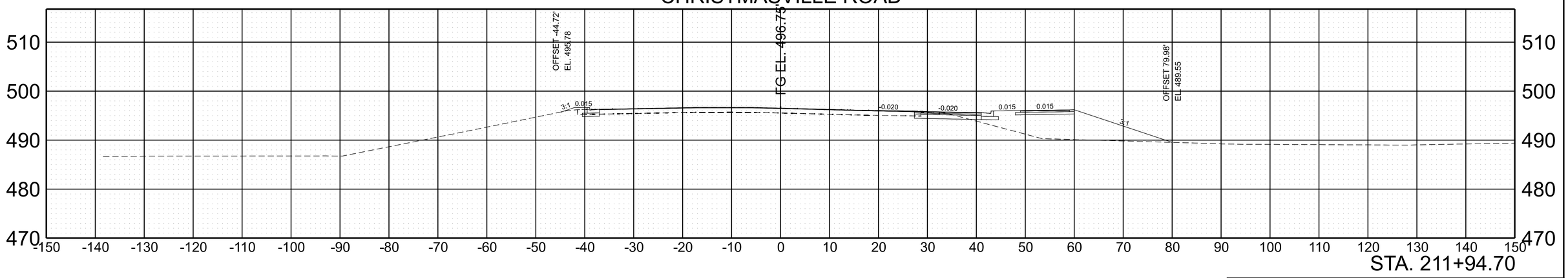
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	51
PIH	2026	STP-M-NH-I-40-1(372)	55
PS&E	2026	STP-M-NH-I-40-1(372)	60

CHRISTMASVILLE ROAD



STA. 212+00.00

CHRISTMASVILLE ROAD

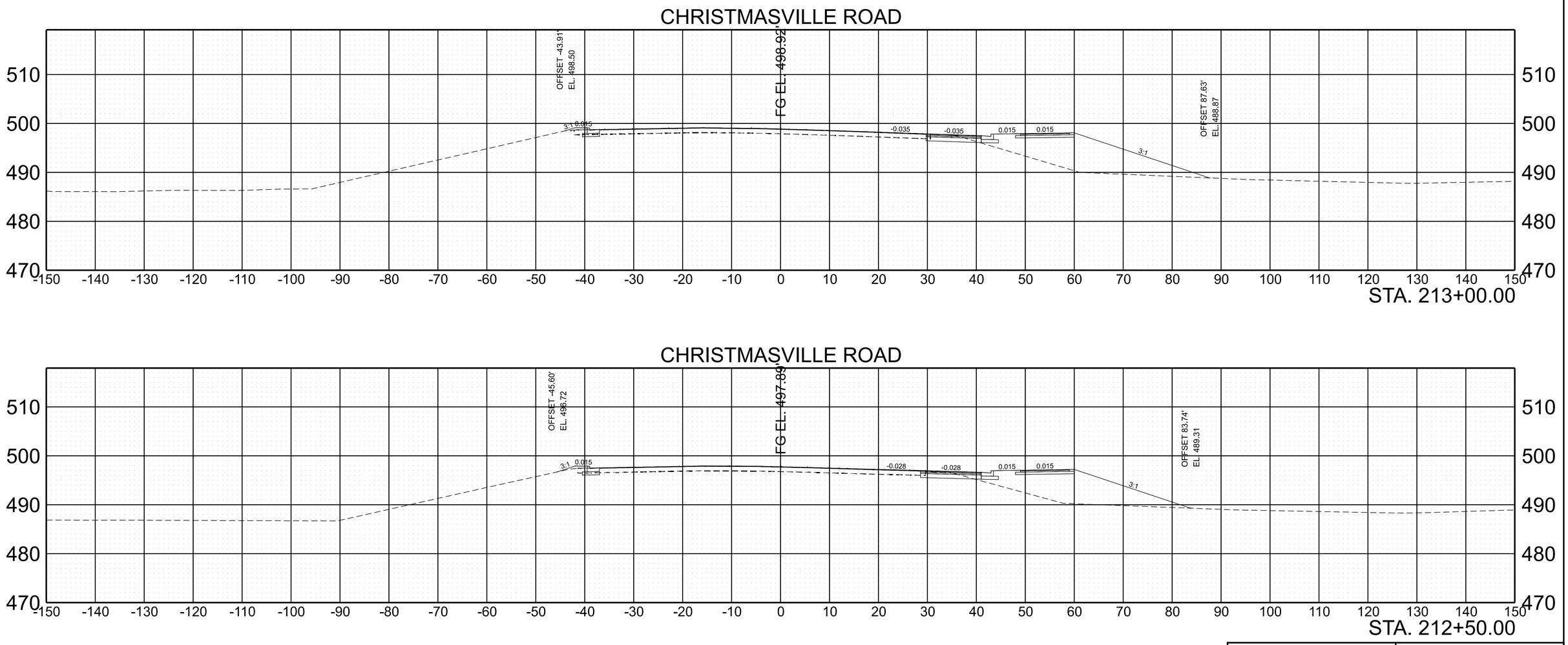


STA. 211+94.70

SCALE:	1"=10' HORIZ.	BEGIN STA. 211+94.70
	1"=10' VERT.	END STA. 212+00.00

9/8/2026 4:27:28 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

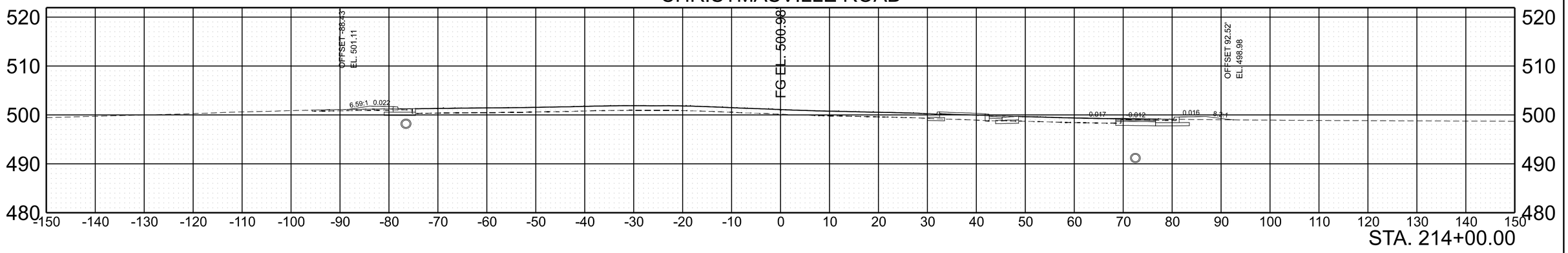
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	52
PIH	2026	STP-M-NH-I-40-1(372)	56
PS&E	2026	STP-M-NH-I-40-1(372)	61

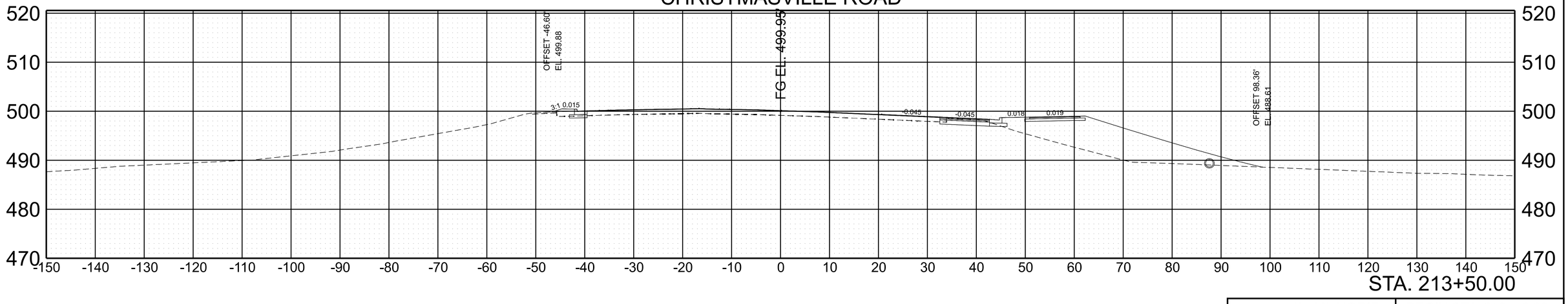


SCALE:	1"=10' HORIZ.	BEGIN STA. 212+50.00
	1"=10' VERT.	END STA. 213+00.00

9/8/2026 4:27:29 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	53
PIH	2026	STP-M-NH-I-40-1(372)	57
PS&E	2026	STP-M-NH-I-40-1(372)	62



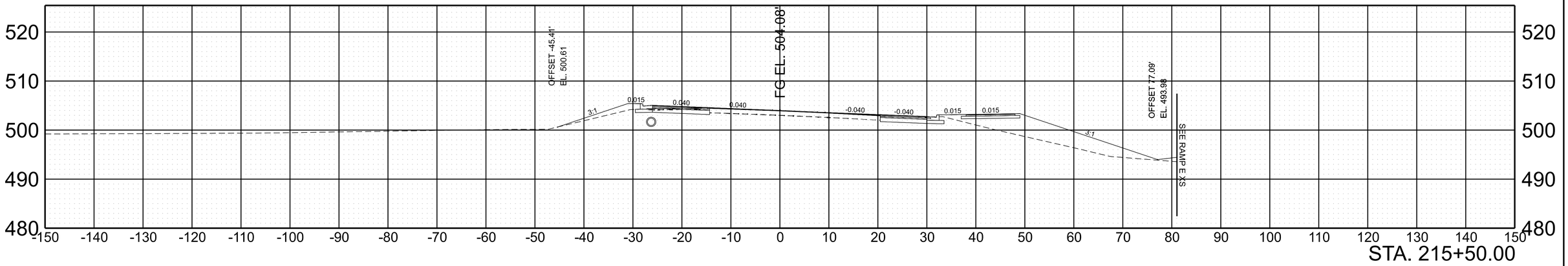


SCALE:	1"=10' HORIZ.	BEGIN STA. 213+50.00
	1"=10' VERT.	END STA. 214+00.00

9/8/2026 4:27:30 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

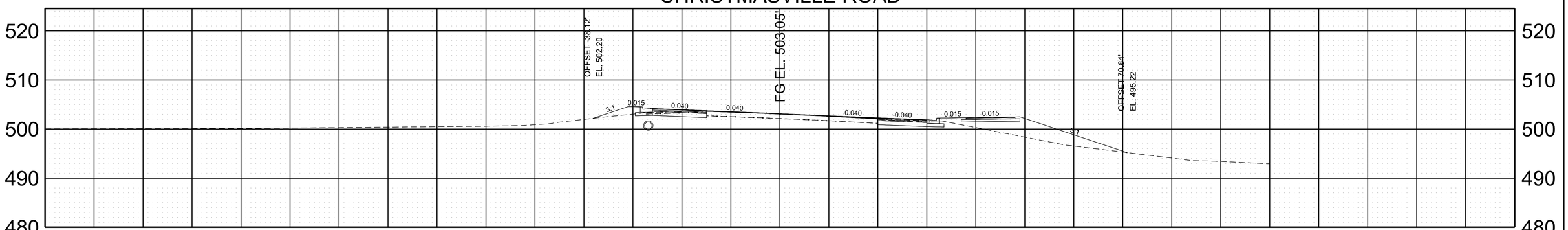
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	54
PIH	2026	STP-M-NH-I-40-1(372)	58
PS&E	2026	STP-M-NH-I-40-1(372)	63

CHRISTMASVILLE ROAD



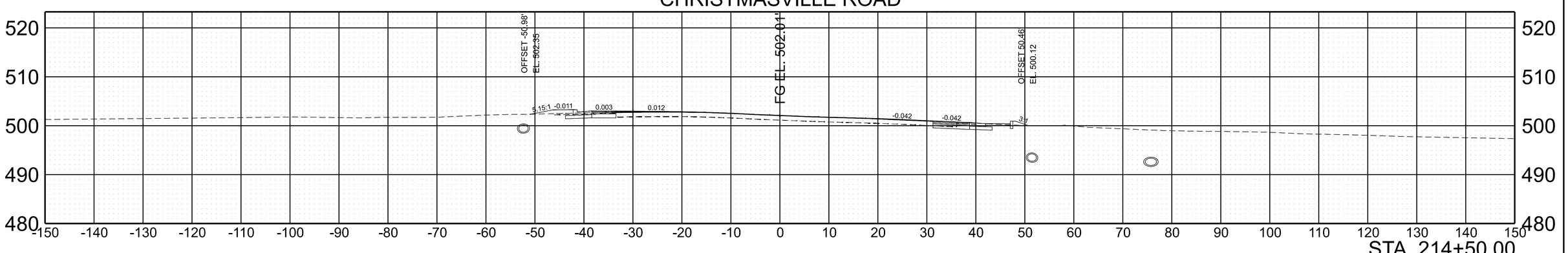
STA. 215+50.00

CHRISTMASVILLE ROAD



STA. 215+00.00

CHRISTMASVILLE ROAD

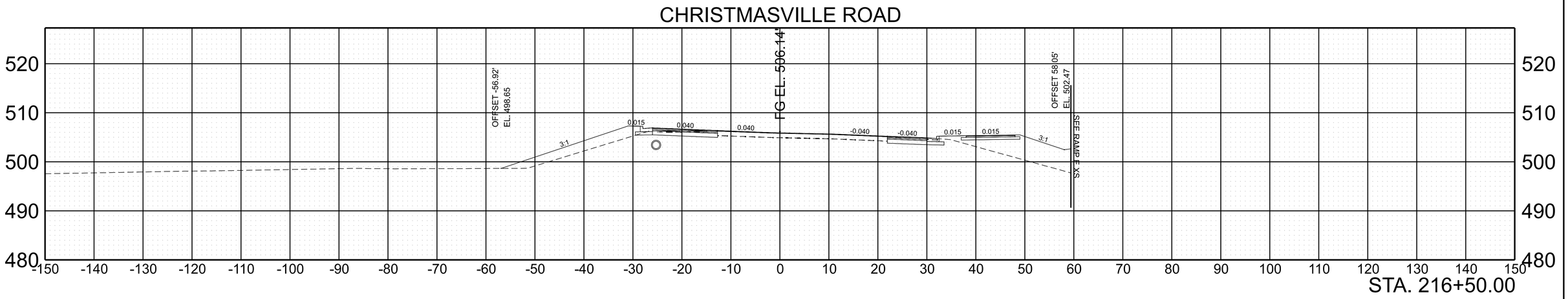


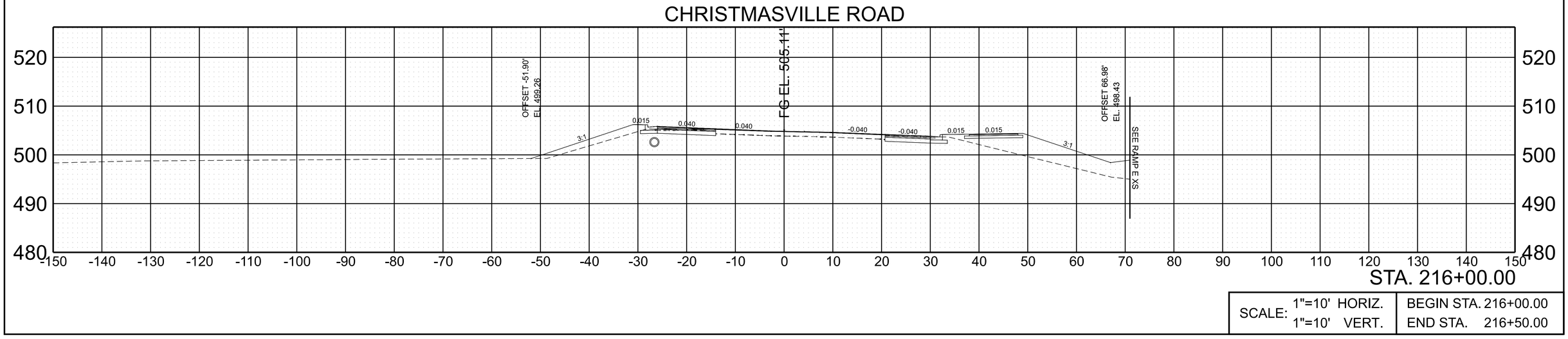
STA. 214+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 214+50.00
	1"=10' VERT.	END STA. 215+50.00

9/8/2026 4:27:32 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\DOT0087TRITRANSPORTATION\571040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	55
PIH	2026	STP-M-NH-I-40-1(372)	59
PS&E	2026	STP-M-NH-I-40-1(372)	64



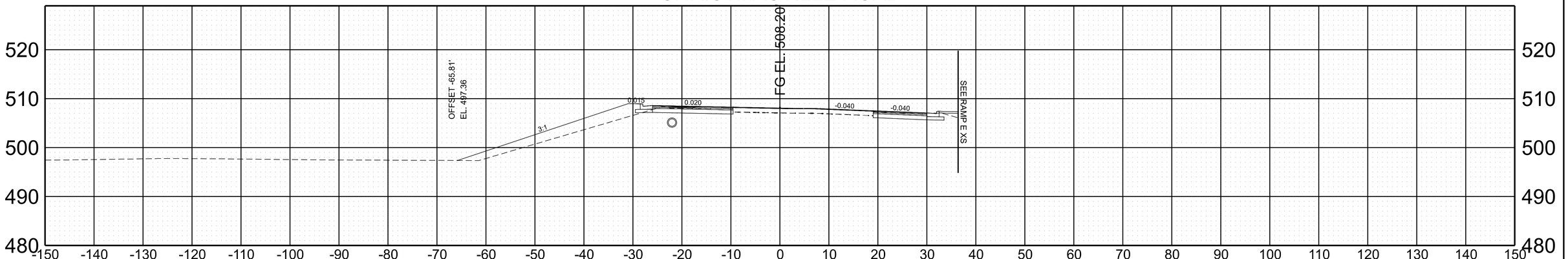


SCALE:	1"=10' HORIZ.	BEGIN STA. 216+00.00
	1"=10' VERT.	END STA. 216+50.00

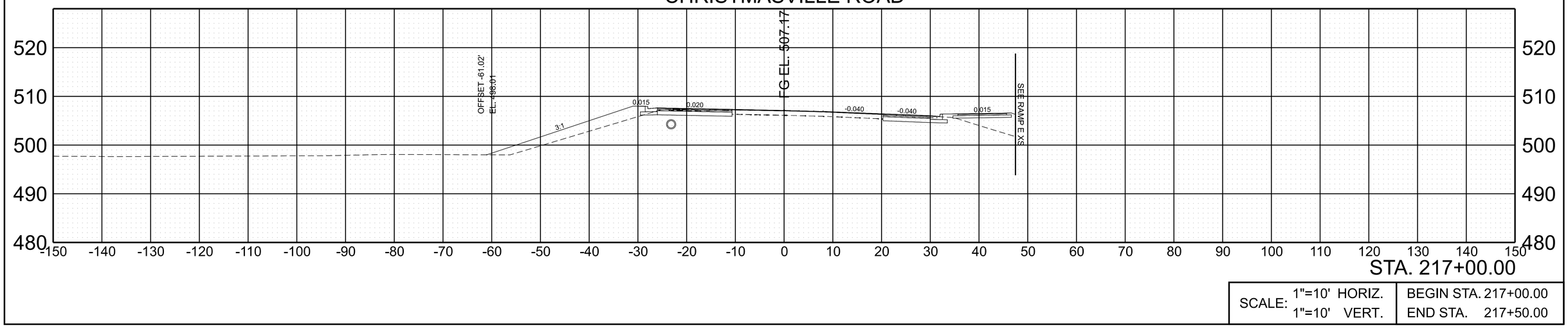
9/8/2026 4:27:33 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00087R\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	56
PIH	2026	STP-M-NH-I-40-1(372)	60
PS&E	2026	STP-M-NH-I-40-1(372)	65

CHRISTMASVILLE ROAD



CHRISTMASVILLE ROAD

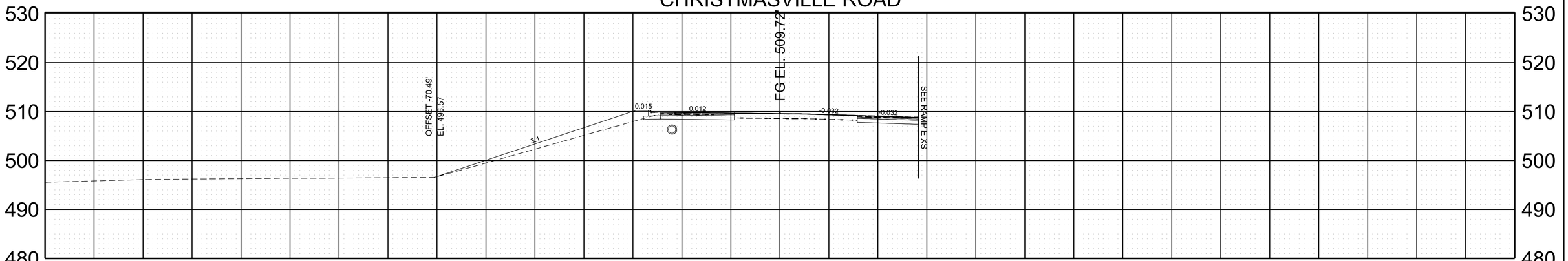


SCALE:	1"=10' HORIZ.	BEGIN STA. 217+00.00
	1"=10' VERT.	END STA. 217+50.00

9/8/2026 4:27:35 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

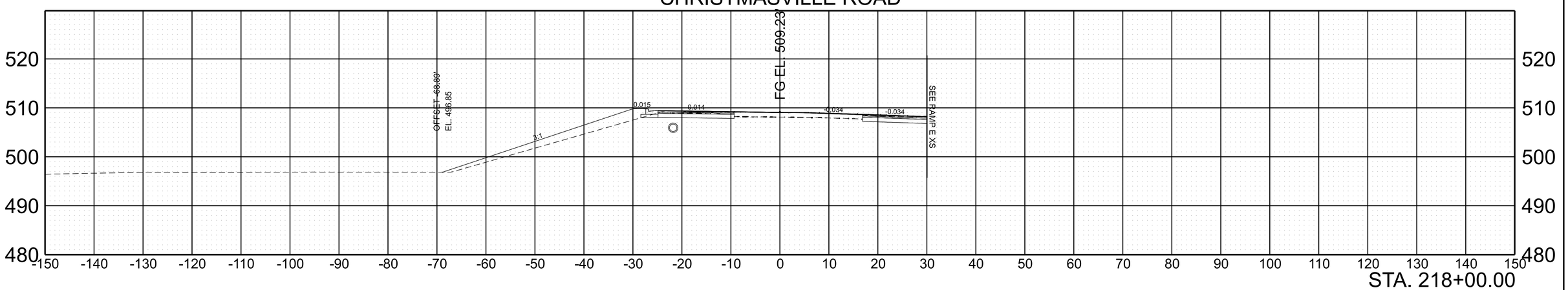
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	57
PIH	2026	STP-M-NH-I-40-1(372)	61
PS&E	2026	STP-M-NH-I-40-1(372)	66

CHRISTMASVILLE ROAD



STA. 218+24.07

CHRISTMASVILLE ROAD



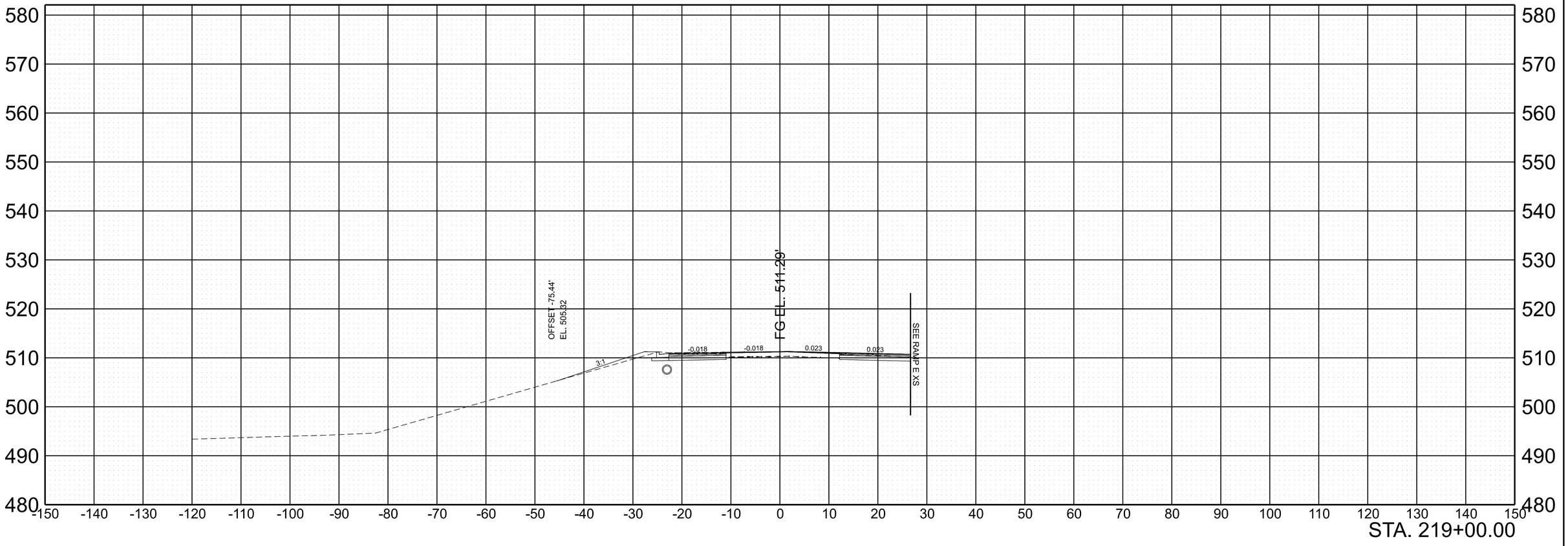
STA. 218+00.00

SCALE:		
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	1"=10' VERT.	END STA. 218+24.07

9/8/2026 4:27:37 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

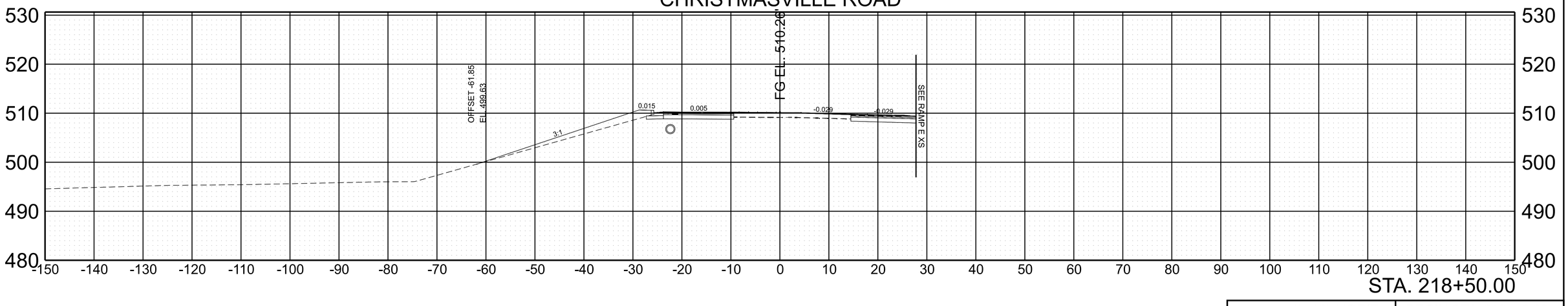
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	58
PIH	2026	STP-M-NH-I-40-1(372)	62
PS&E	2026	STP-M-NH-I-40-1(372)	67

CHRISTMASVILLE ROAD



STA. 219+00.00

CHRISTMASVILLE ROAD



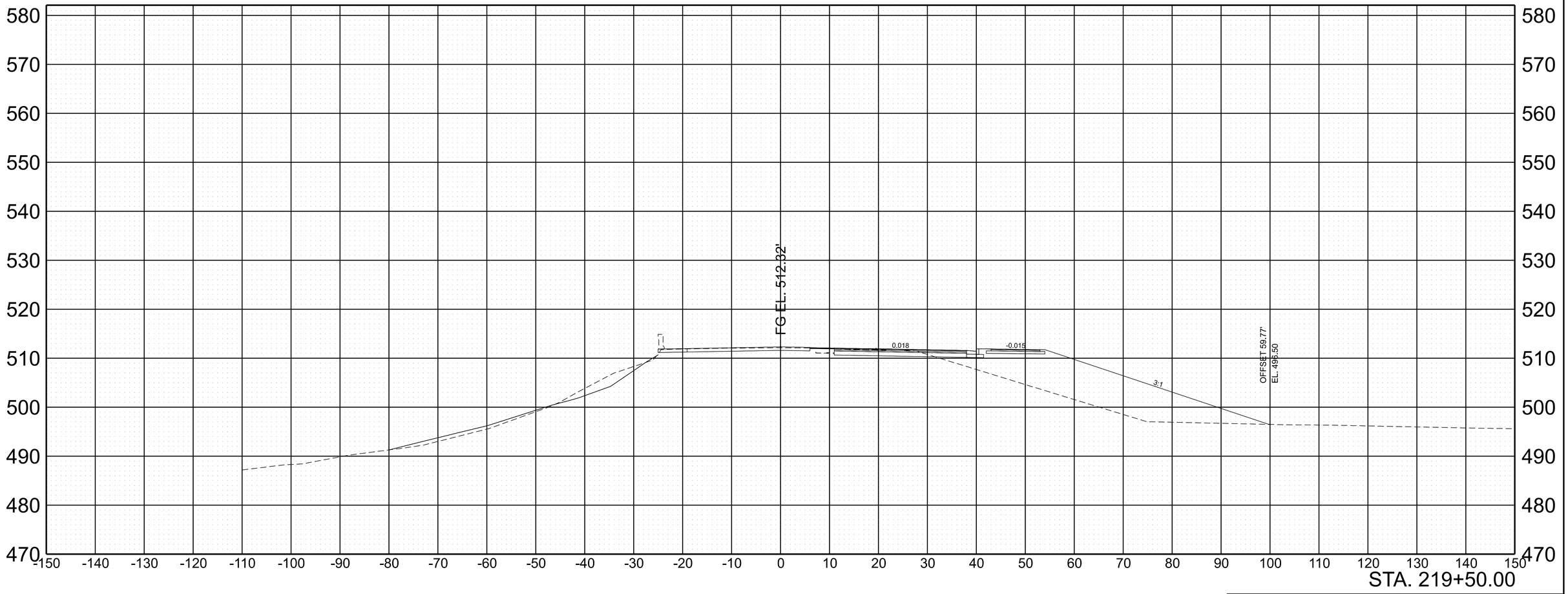
STA. 218+50.00

SCALE:			
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	1"=10'	VERT.	END STA. 219+00.00

9/8/2026 4:27:38 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877\TRTRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	59
PIH	2026	STP-M-NH-I-40-1(372)	63
PS&E	2026	STP-M-NH-I-40-1(372)	68

CHRISTMASVILLE ROAD

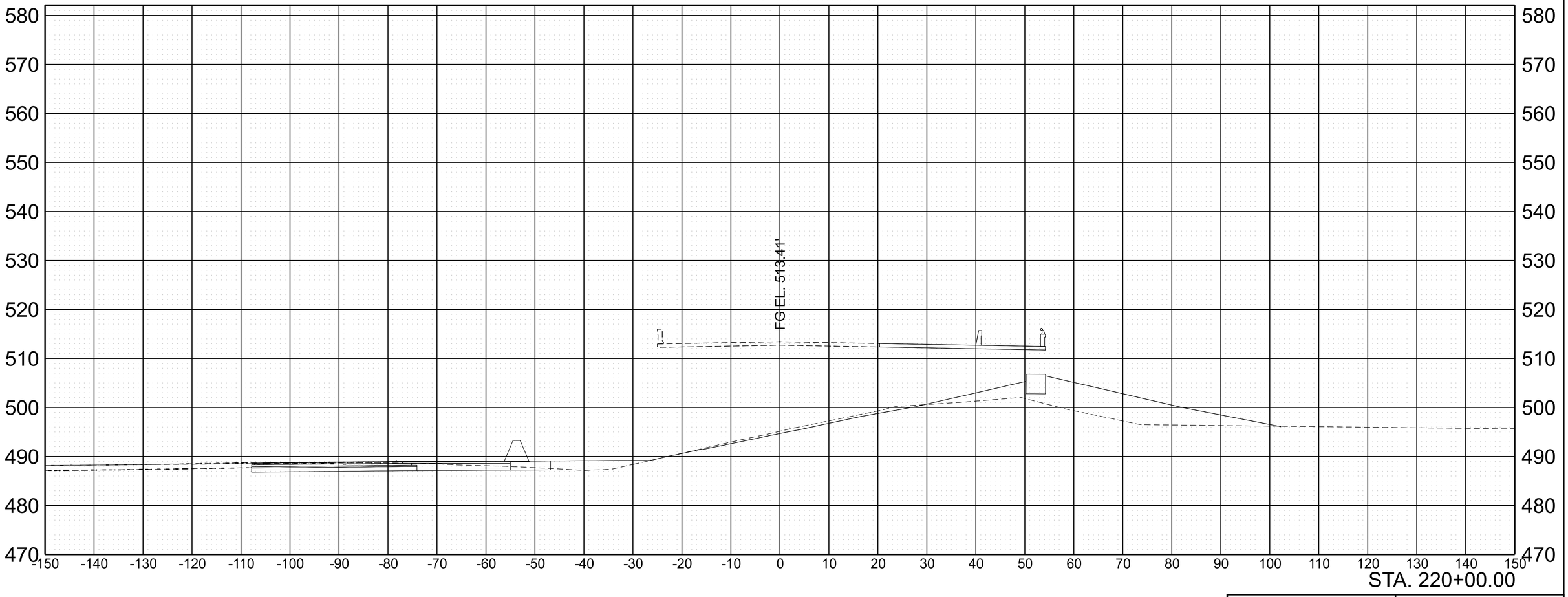


SCALE:		
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	1"=10' VERT.	END STA. 219+50.00

9/8/2026 4:27:40 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	60
PIH	2026	STP-M-NH-I-40-1(372)	64
PS&E	2026	STP-M-NH-I-40-1(372)	69

Feature With Name.Feature Name



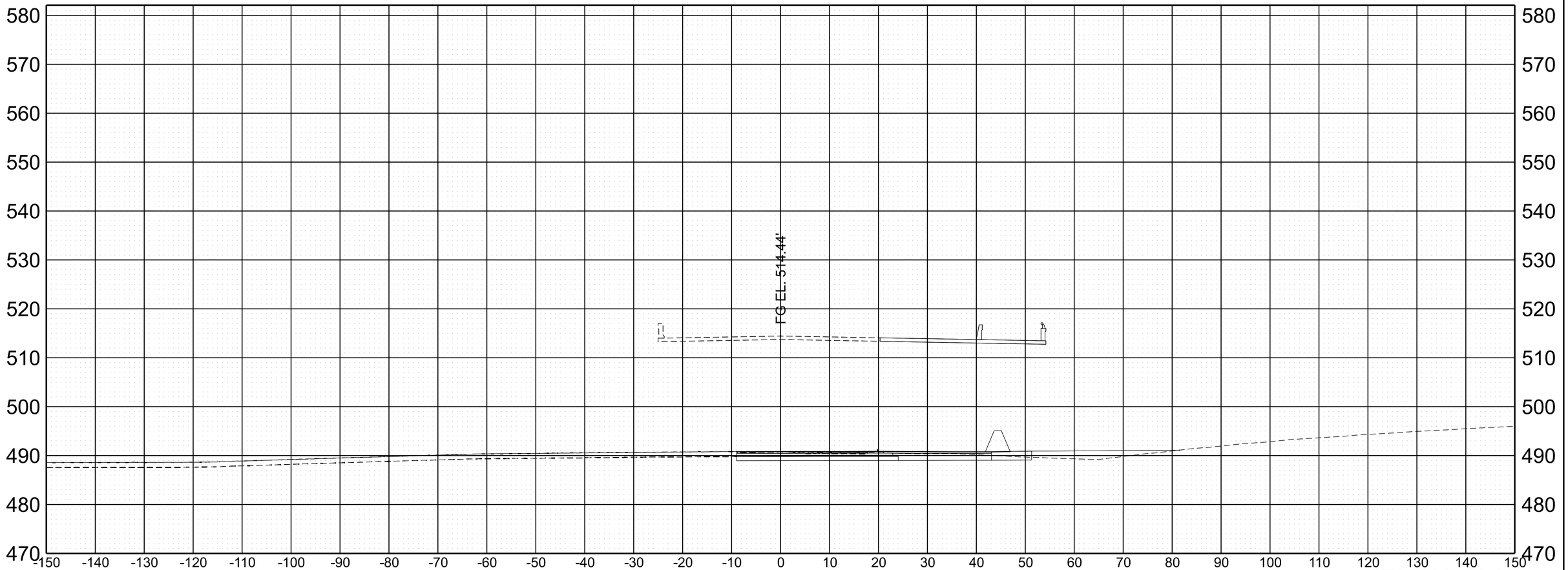
SCALE: 1"=10' HORIZ. 1"=10' VERT.

BEGIN STA. 220+00.00
END STA. 220+00.00

9/8/2026 4:27:41 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	61
PIH	2026	STP-M-NH-I-40-1(372)	65
PS&E	2026	STP-M-NH-I-40-1(372)	70

CHRISTMASVILLE ROAD



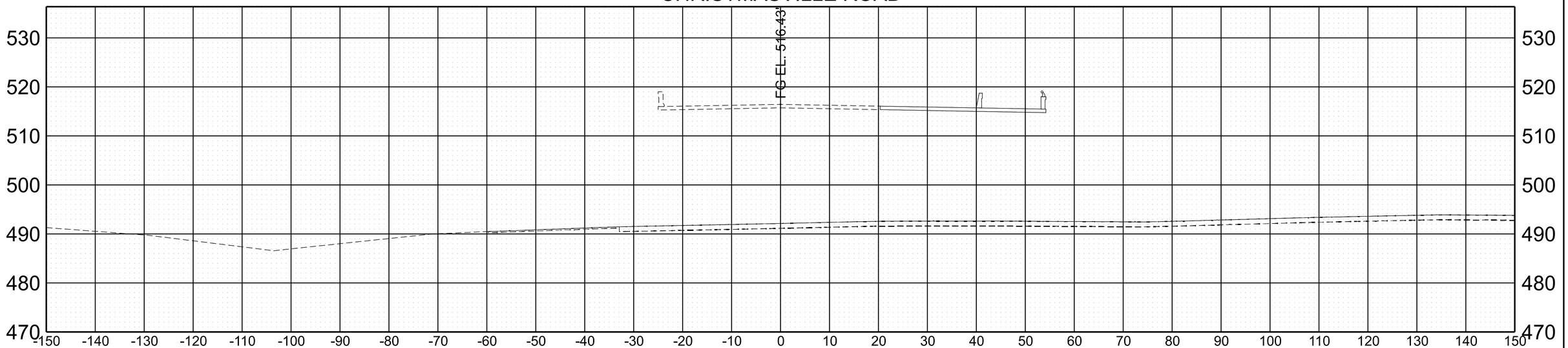
STA. 220+50.00

SCALE:			
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	1"=10'	VERT.	END STA. 220+50.00

9/8/2026 4:27:43 PM
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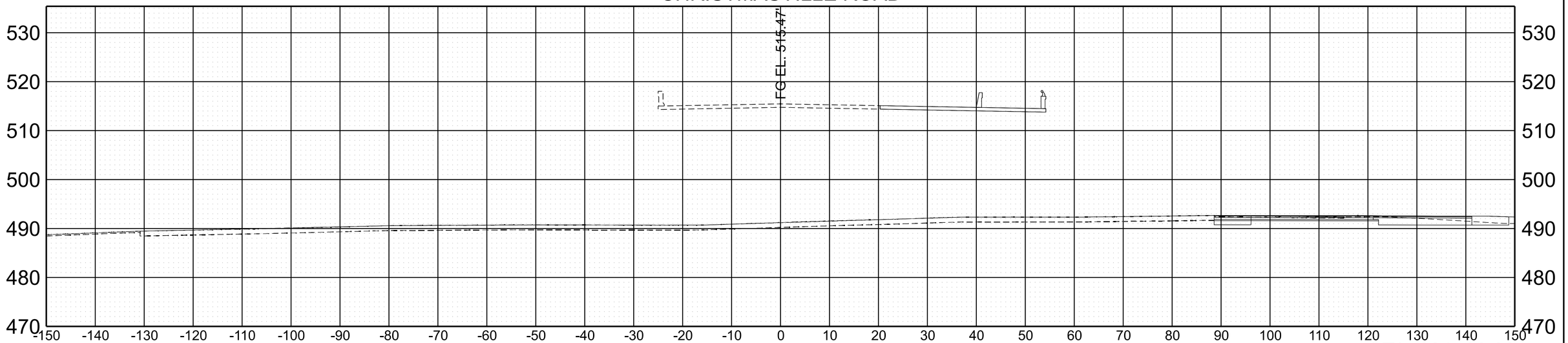
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	62
PIH	2026	STP-M-NH-I-40-1(372)	66
PS&E	2026	STP-M-NH-I-40-1(372)	71

CHRISTMASVILLE ROAD



STA. 221+50.00

CHRISTMASVILLE ROAD



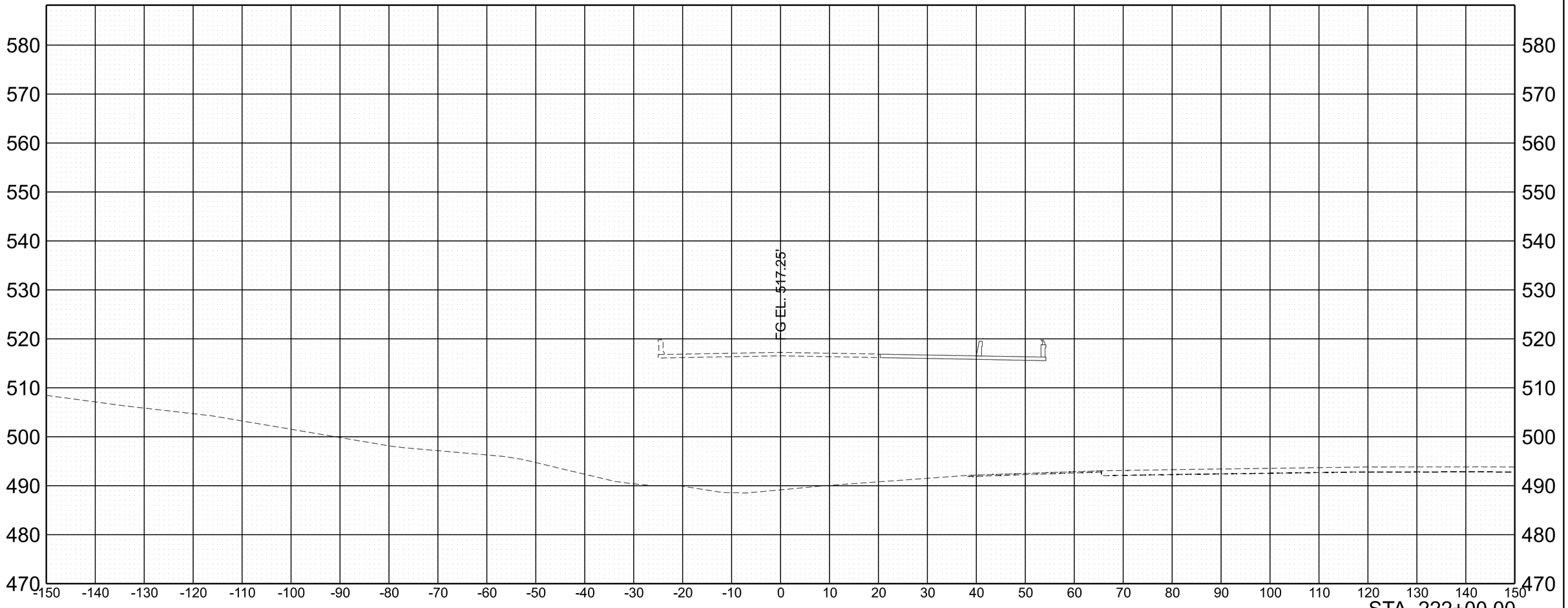
STA. 221+00.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 221+00.00 END STA. 221+50.00

9/8/2026 4:27:45 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087\TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	63
PIH	2026	STP-M-NH-I-40-1(372)	67
PS&E	2026	STP-M-NH-I-40-1(372)	72

CHRISTMASVILLE ROAD

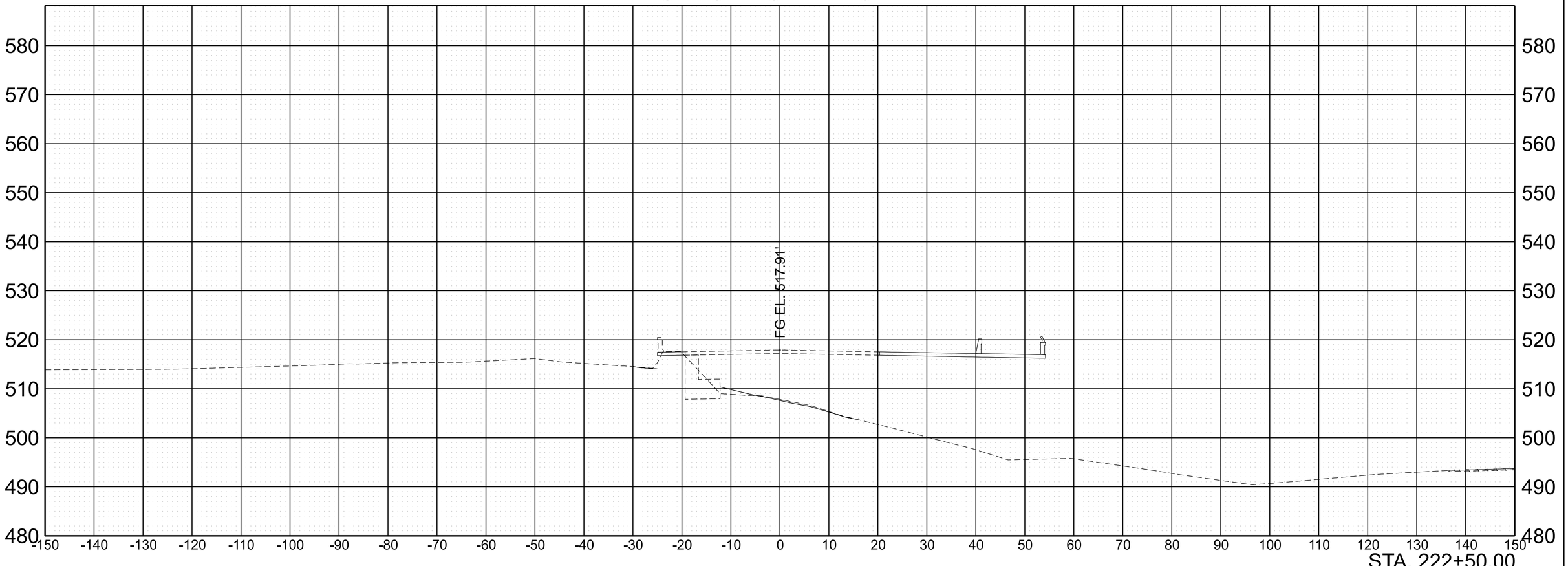


SCALE:	1"=10' HORIZ.	BEGIN STA. 222+00.00
	1"=10' VERT.	END STA. 222+00.00

9/8/2026 4:27:46 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	64
PIH	2026	STP-M-NH-I-40-1(372)	68
PS&E	2026	STP-M-NH-I-40-1(372)	73

CHRISTMASVILLE ROAD

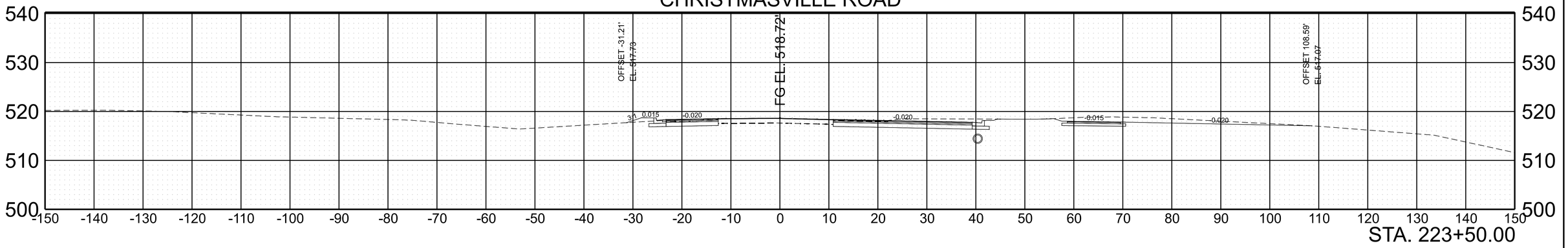


SCALE:	1"=10' HORIZ.	BEGIN STA. 222+50.00
	1"=10' VERT.	END STA. 222+50.00

9/8/2026 4:27:47 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

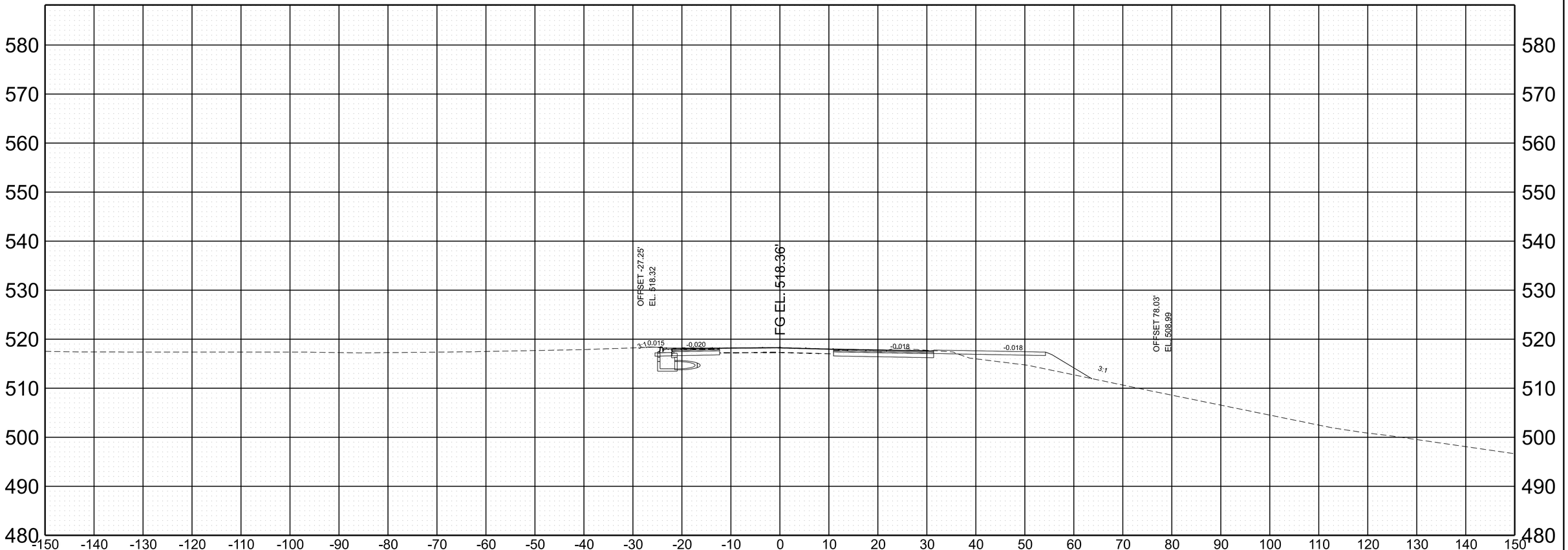
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	65
PIH	2026	STP-M-NH-I-40-1(372)	69
PS&E	2026	STP-M-NH-I-40-1(372)	74

CHRISTMASVILLE ROAD



STA. 223+50.00

CHRISTMASVILLE ROAD



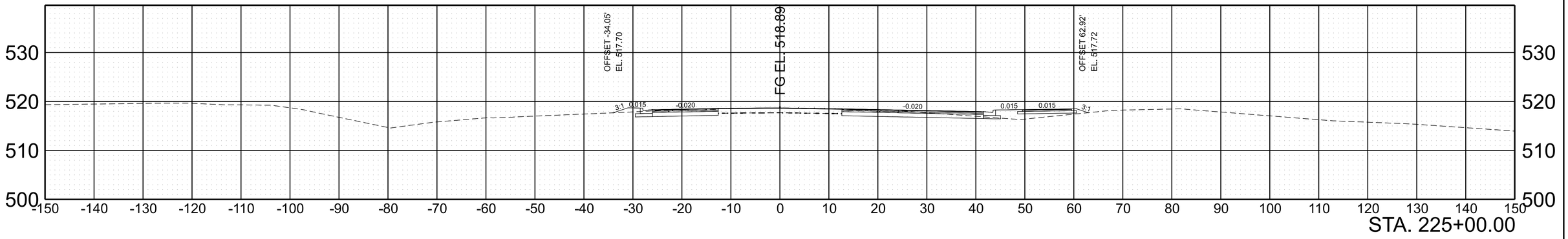
STA. 223+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 223+00.00
	1"=10' VERT.	END STA. 223+50.00

9/8/2026 4:27:49 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

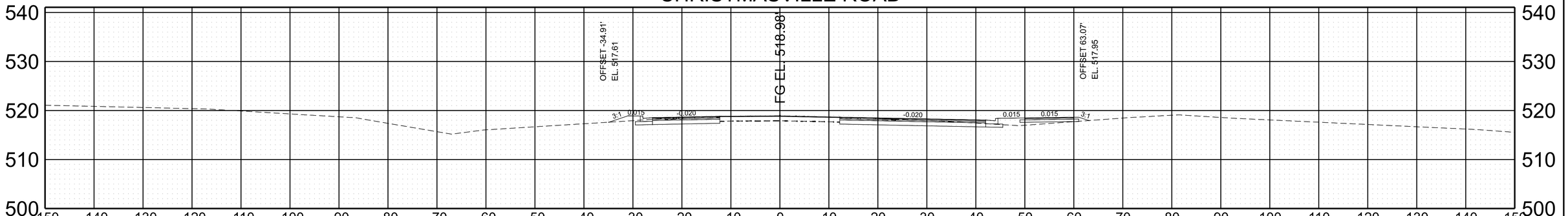
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	66
PIH	2026	STP-M-NH-I-40-1(372)	70
PS&E	2026	STP-M-NH-I-40-1(372)	75

CHRISTMASVILLE ROAD



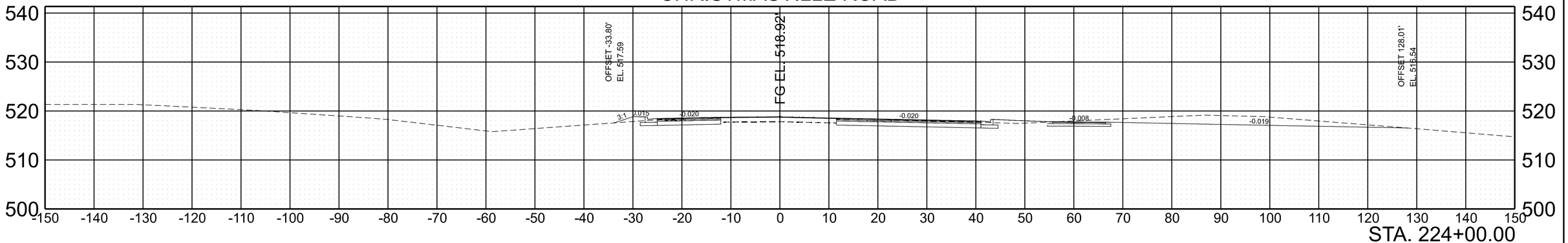
STA. 225+00.00

CHRISTMASVILLE ROAD



STA. 224+50.00

CHRISTMASVILLE ROAD



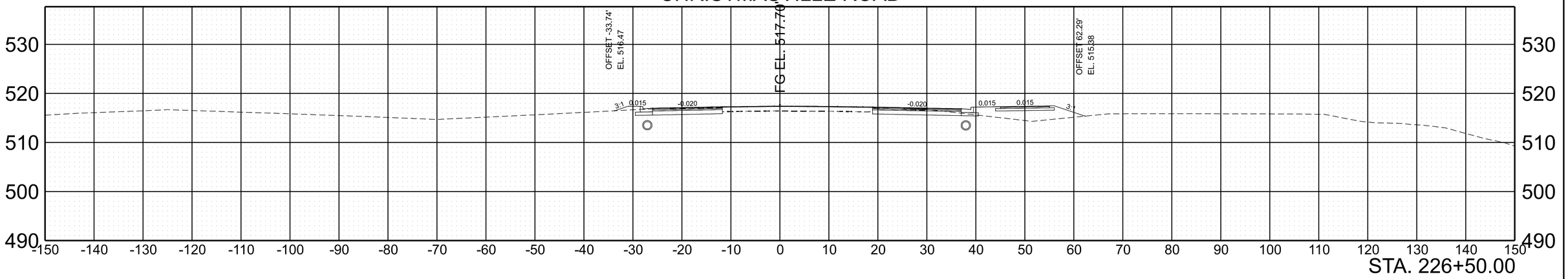
STA. 224+00.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 224+00.00 END STA. 225+00.00

9/8/2026 4:27:50 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\00087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

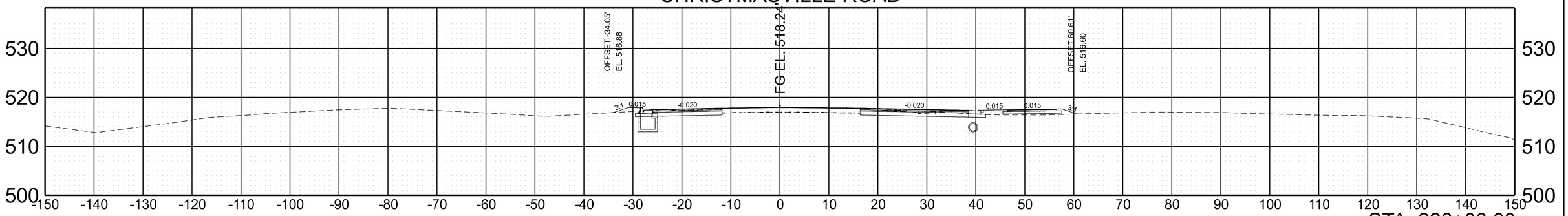
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	67
PIH	2026	STP-M-NH-I-40-1(372)	71
PS&E	2026	STP-M-NH-I-40-1(372)	76

CHRISTMASVILLE ROAD



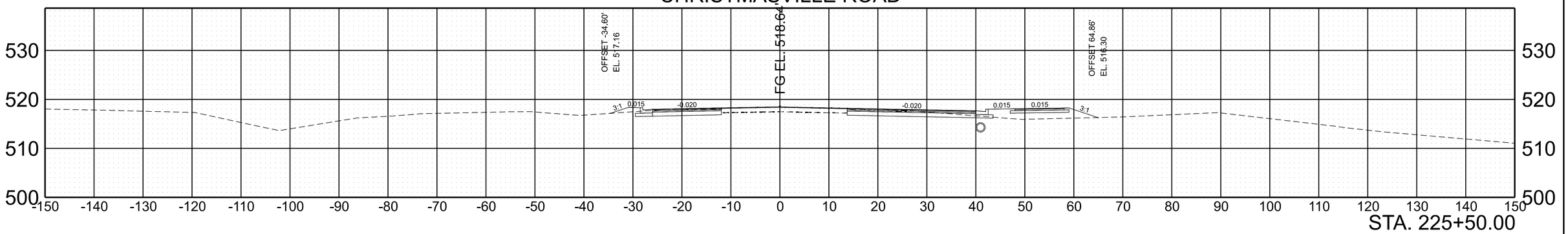
STA. 226+50.00

CHRISTMASVILLE ROAD



STA. 226+00.00

CHRISTMASVILLE ROAD



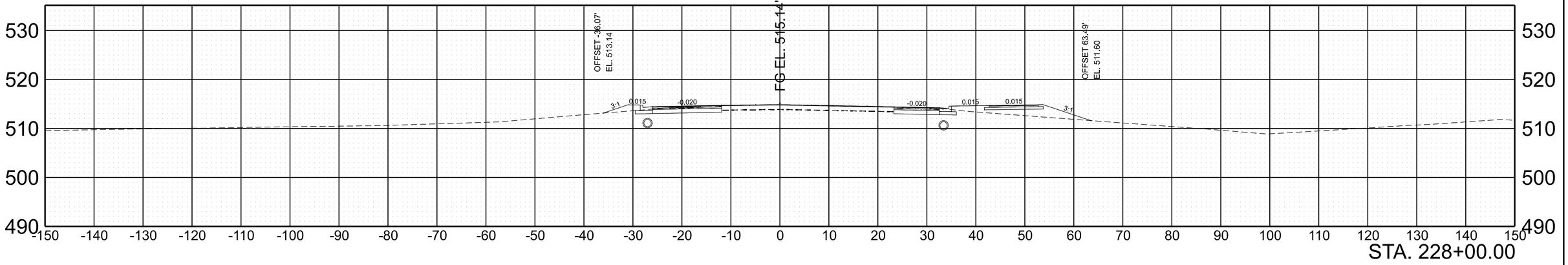
STA. 225+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 225+50.00
	1"=10' VERT.	END STA. 226+50.00

9/8/2026 4:27:52 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\00087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

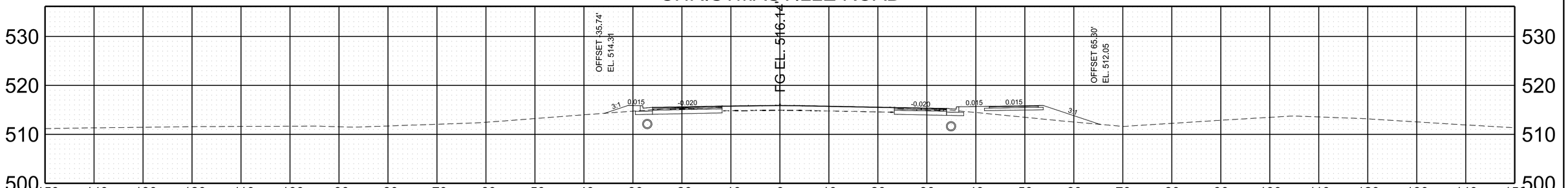
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	68
PIH	2026	STP-M-NH-I-40-1(372)	72
PS&E	2026	STP-M-NH-I-40-1(372)	77

CHRISTMASVILLE ROAD



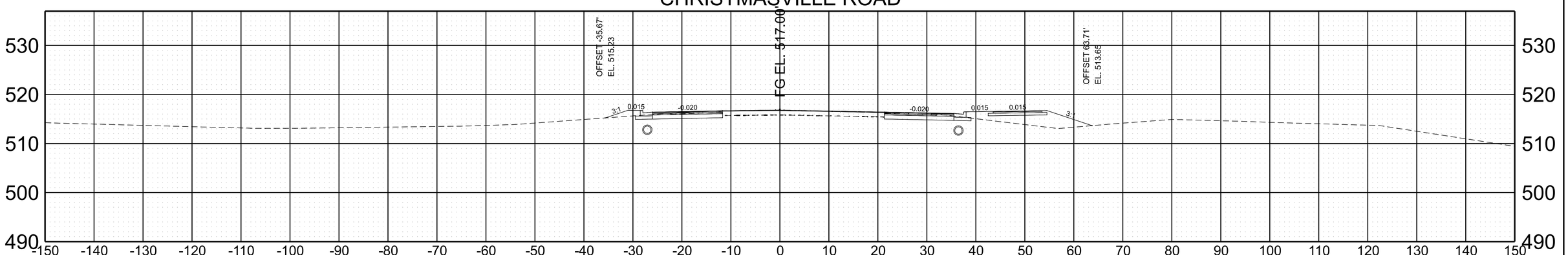
STA. 228+00.00

CHRISTMASVILLE ROAD



STA. 227+50.00

CHRISTMASVILLE ROAD



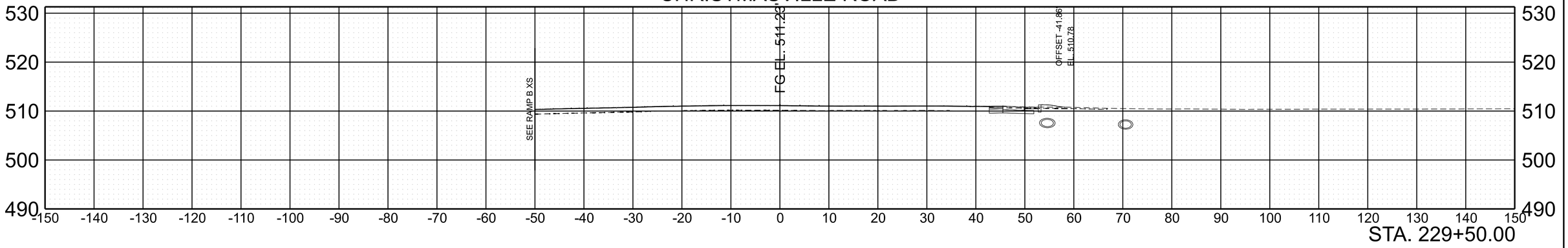
STA. 227+00.00

SCALE:		
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	1"=10' VERT.	END STA. 228+00.00

9/8/2026 4:27:54 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

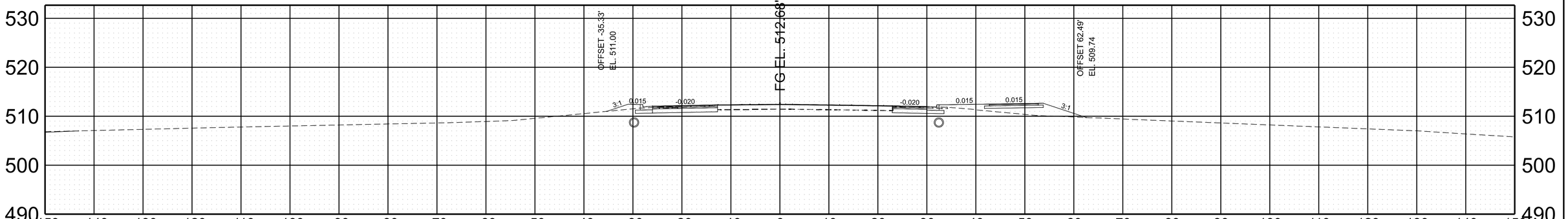
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	69
PIH	2026	STP-M-NH-I-40-1(372)	73
PS&E	2026	STP-M-NH-I-40-1(372)	78

CHRISTMASVILLE ROAD



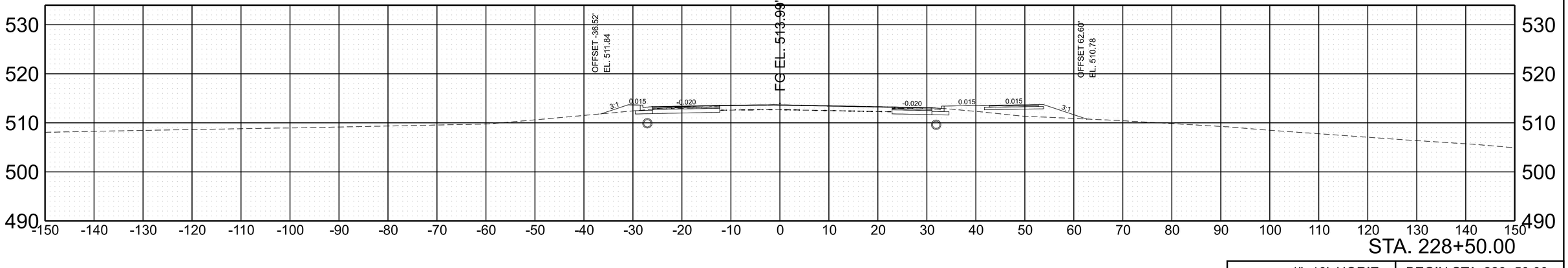
STA. 229+50.00

CHRISTMASVILLE ROAD



STA. 229+00.00

CHRISTMASVILLE ROAD

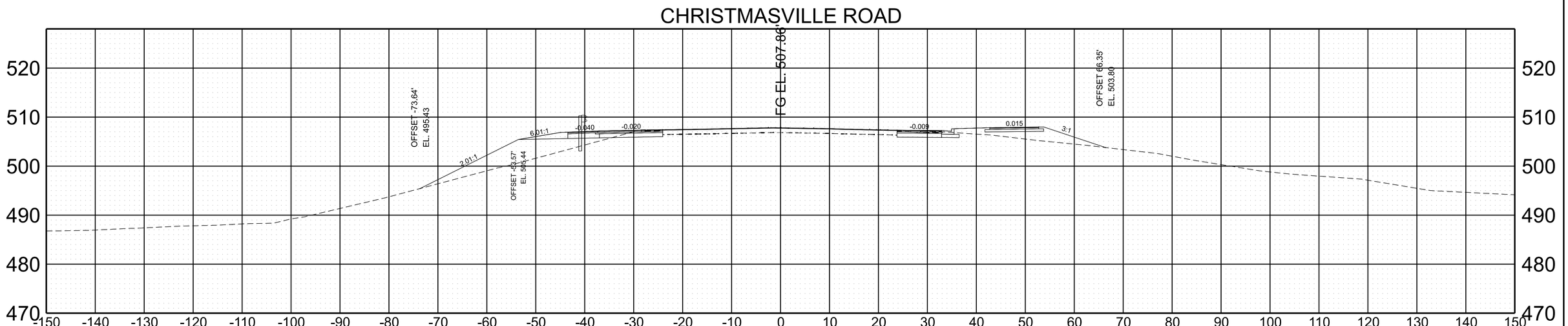


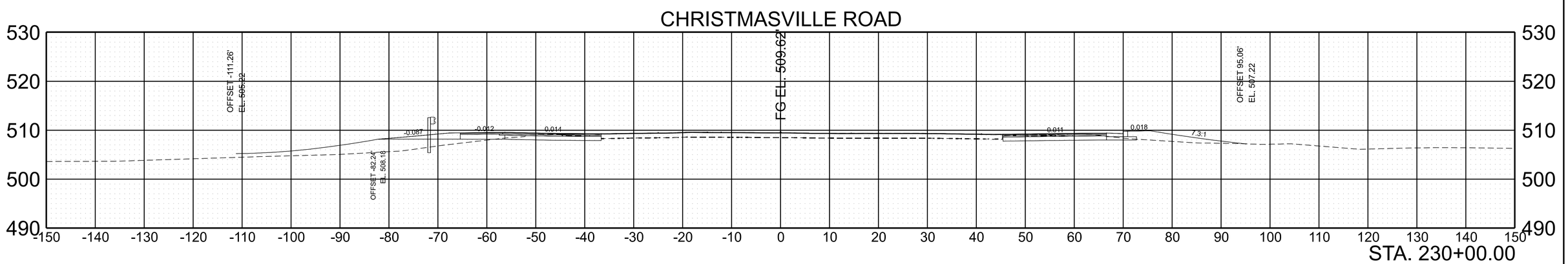
STA. 228+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 228+50.00
	1"=10' VERT.	END STA. 229+50.00

9/8/2026 4:27:56 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT0087\TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	70
PIH	2026	STP-M-NH-I-40-1(372)	74
PS&E	2026	STP-M-NH-I-40-1(372)	79

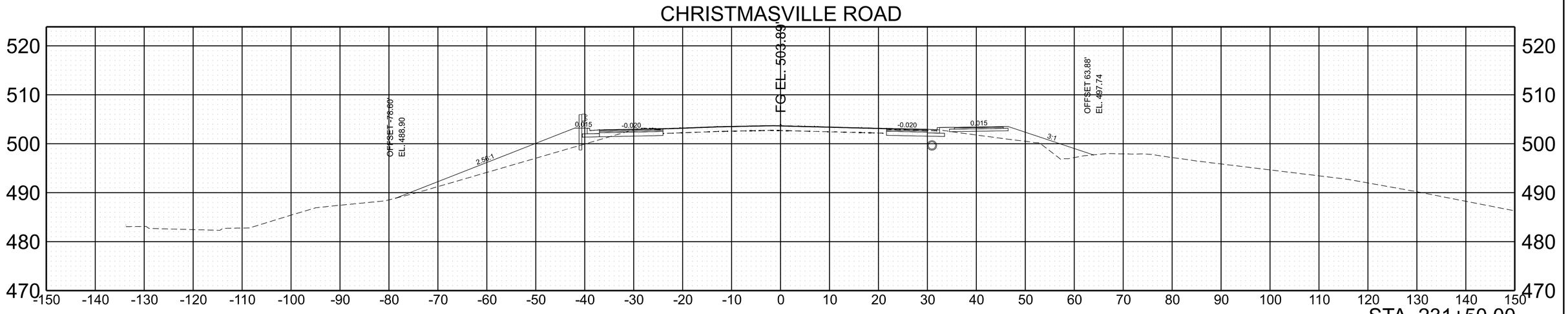


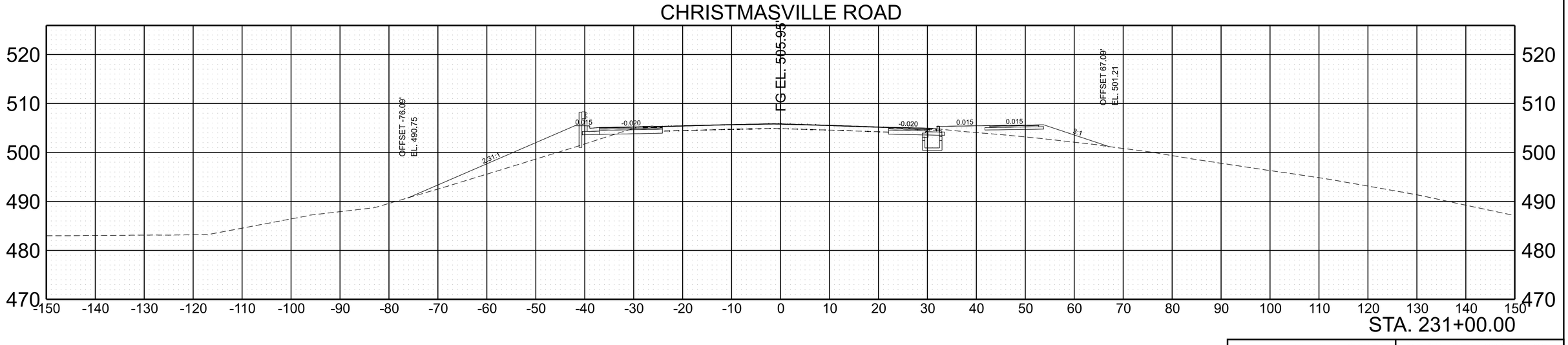


SCALE:	1"=10' HORIZ.	BEGIN STA. 230+00.00
	1"=10' VERT.	END STA. 230+50.00

9/8/2026 4:27:57 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT0087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	71
PIH	2026	STP-M-NH-I-40-1(372)	75
PS&E	2026	STP-M-NH-I-40-1(372)	80

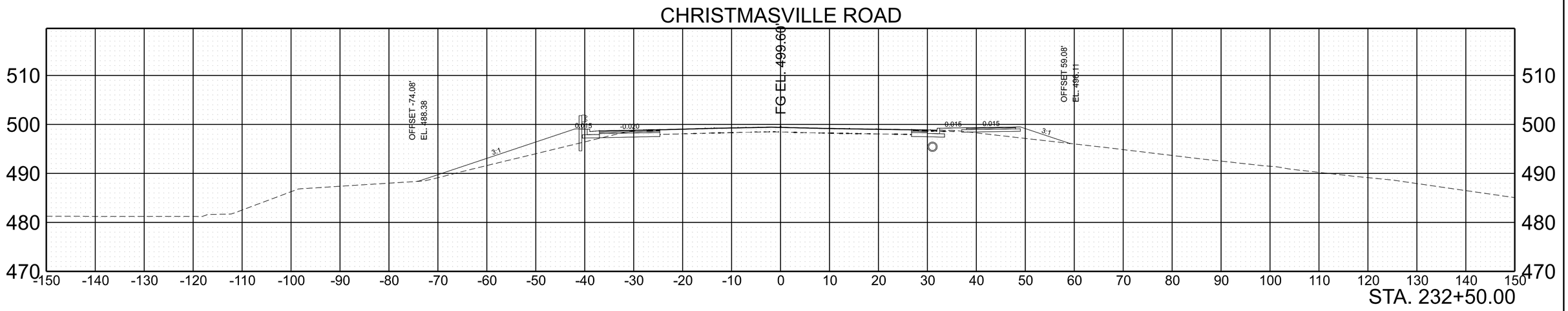


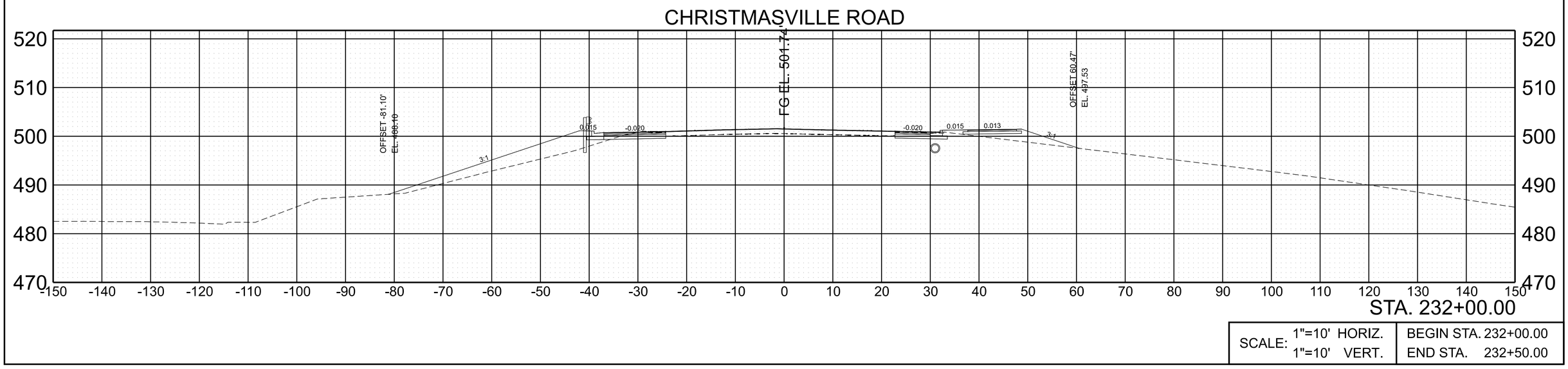


SCALE:	1"=10' HORIZ.	BEGIN STA. 231+00.00
	1"=10' VERT.	END STA. 231+50.00

9/8/2026 4:27:59 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	72
PIH	2026	STP-M-NH-I-40-1(372)	76
PS&E	2026	STP-M-NH-I-40-1(372)	81

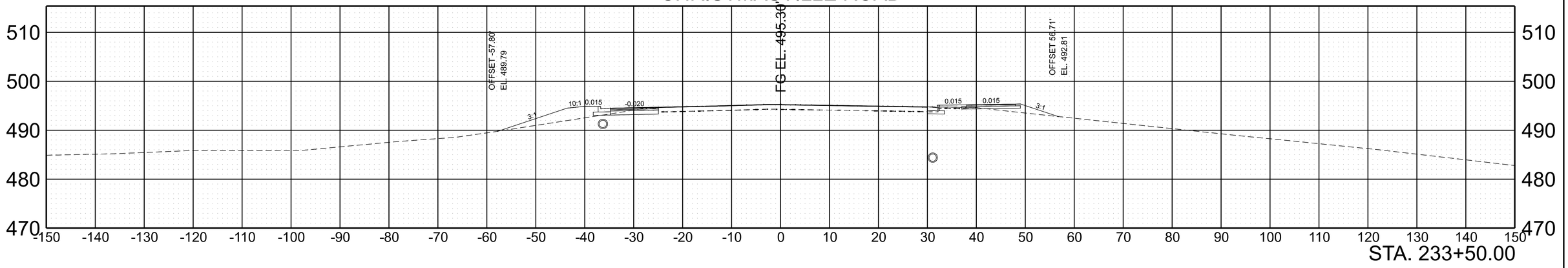


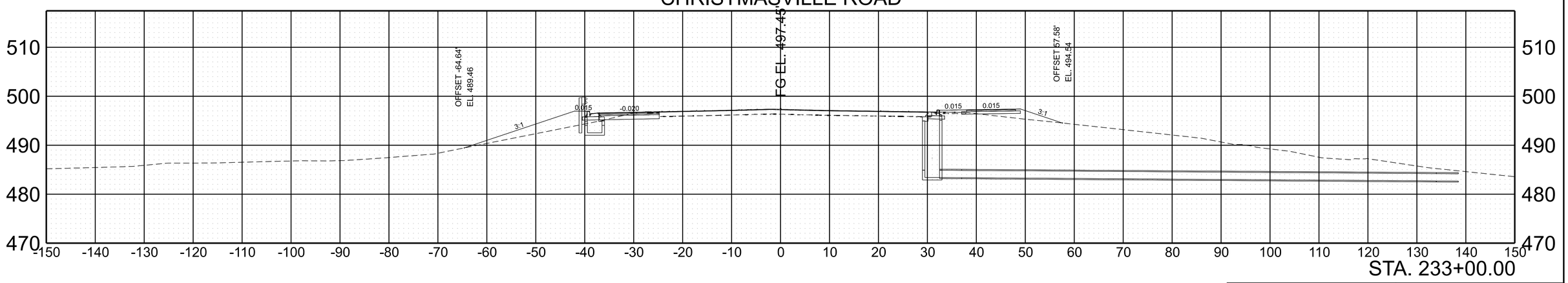


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 232+00.00
	1"=10' VERT.	END STA. 232+50.00

9/8/2026 4:28:00 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	73
PIH	2026	STP-M-NH-I-40-1(372)	77
PS&E	2026	STP-M-NH-I-40-1(372)	82

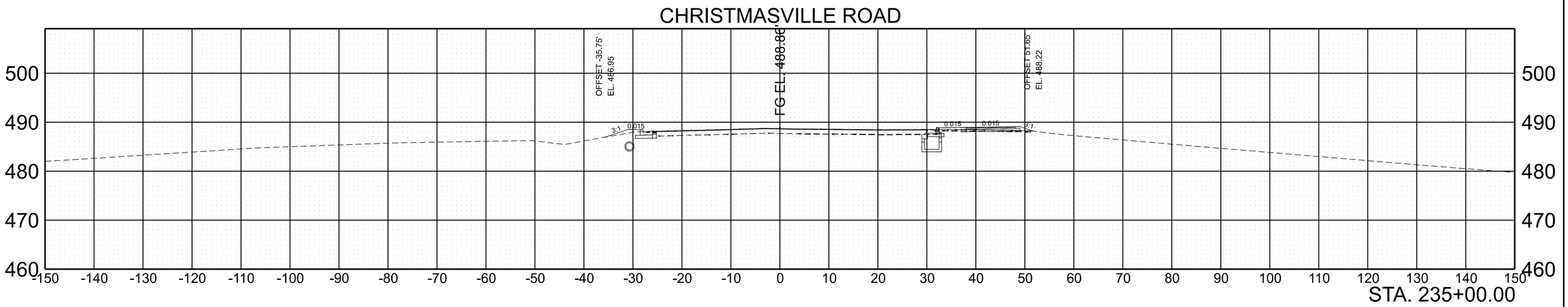


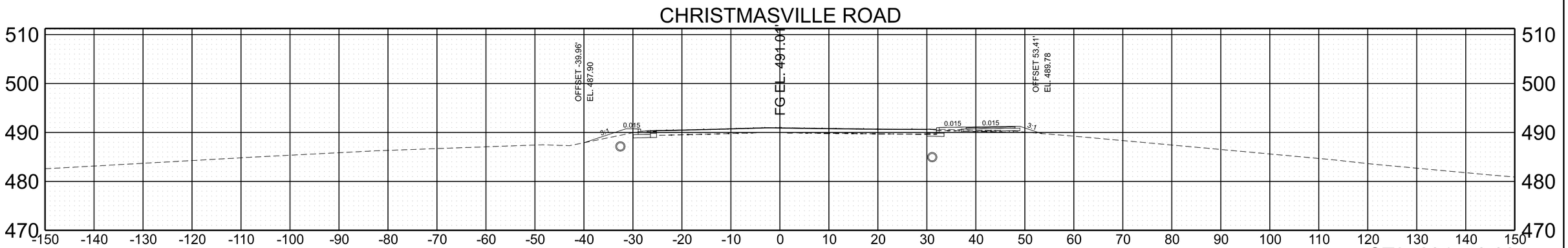


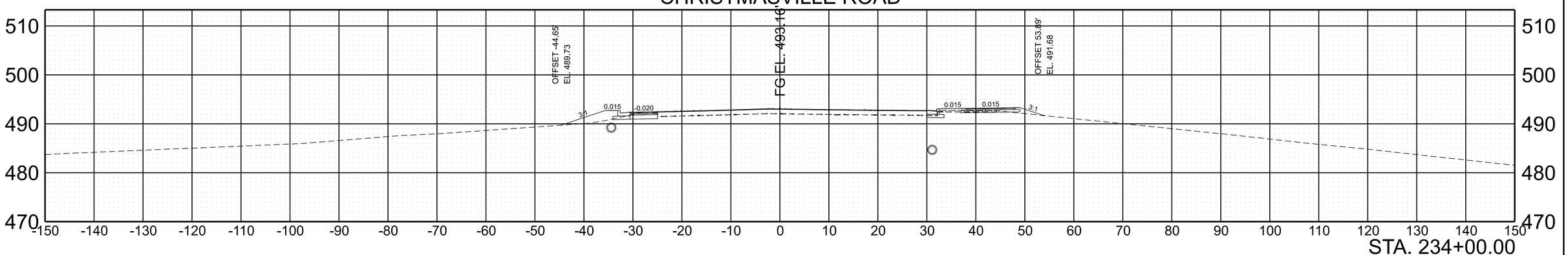
SCALE:	1"=10' HORIZ.	BEGIN STA. 233+00.00
	1"=10' VERT.	END STA. 233+50.00

9/8/2026 4:28:02 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT0087\TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	74
PIH	2026	STP-M-NH-I-40-1(372)	78
PS&E	2026	STP-M-NH-I-40-1(372)	83





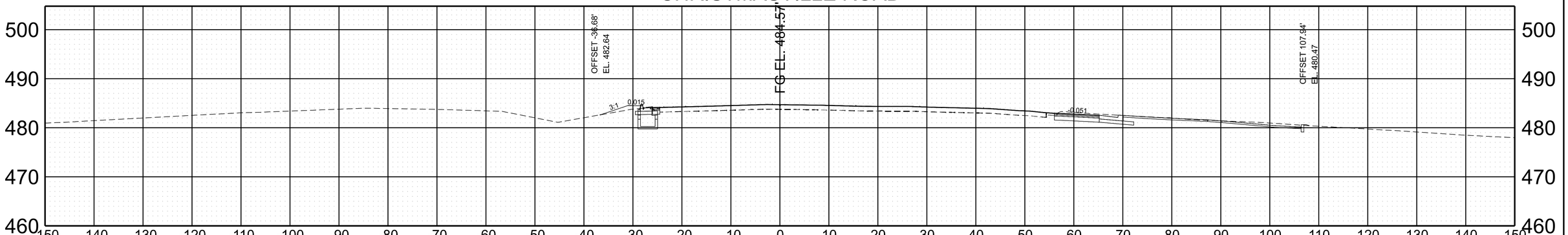


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 234+00.00 END STA. 235+00.00

9/8/2026 4:28:03 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

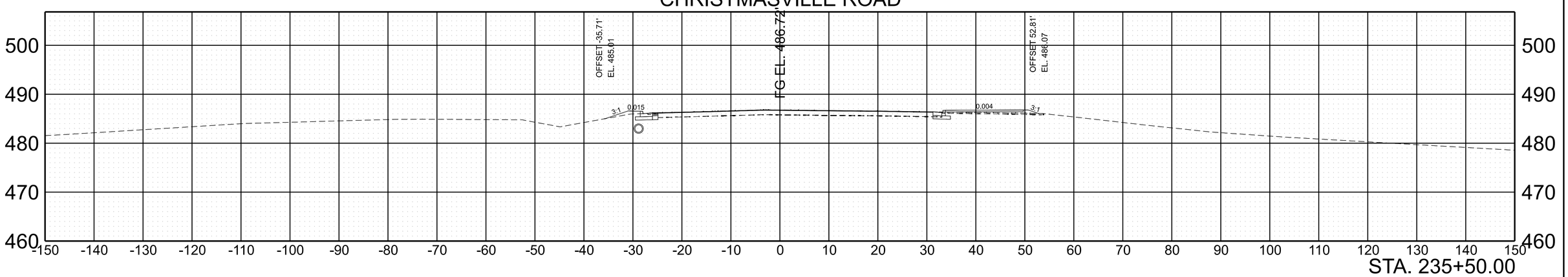
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	75
PIH	2026	STP-M-NH-I-40-1(372)	79
PS&E	2026	STP-M-NH-I-40-1(372)	84

CHRISTMASVILLE ROAD



STA. 236+00.00

CHRISTMASVILLE ROAD



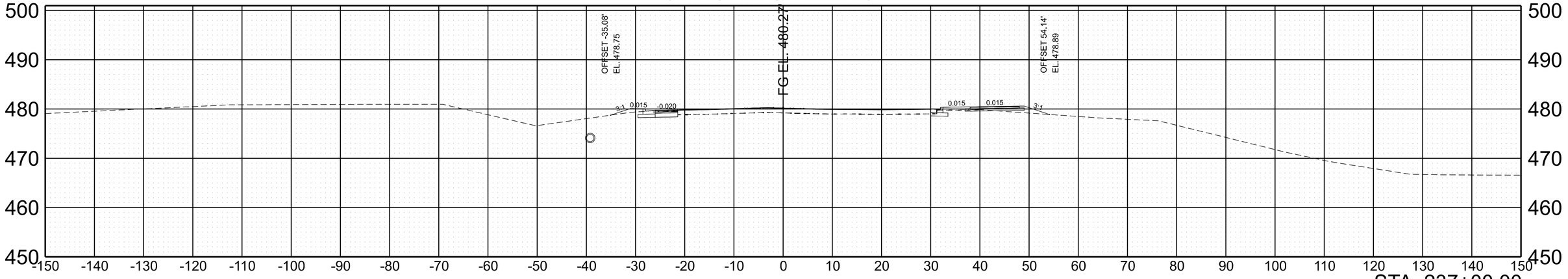
STA. 235+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 235+50.00
	1"=10' VERT.	END STA. 236+00.00

9/8/2026 4:28:05 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

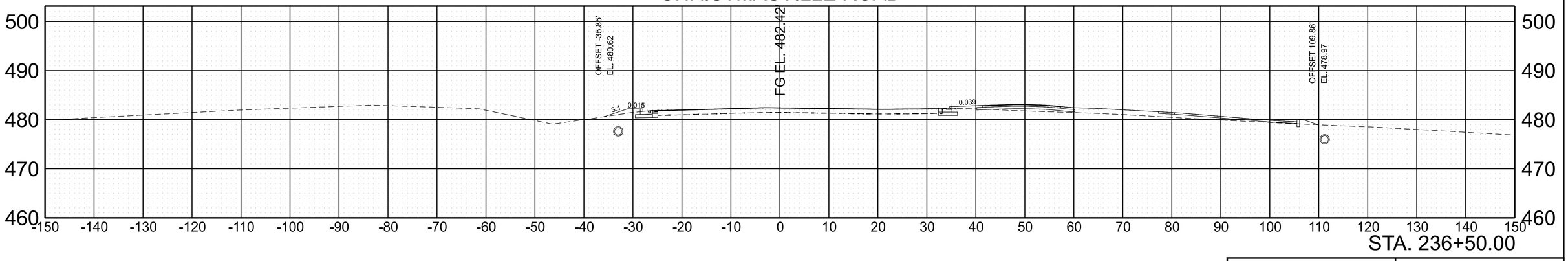
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	76
PIH	2026	STP-M-NH-I-40-1(372)	80
PS&E	2026	STP-M-NH-I-40-1(372)	85

CHRISTMASVILLE ROAD



STA. 237+00.00

CHRISTMASVILLE ROAD



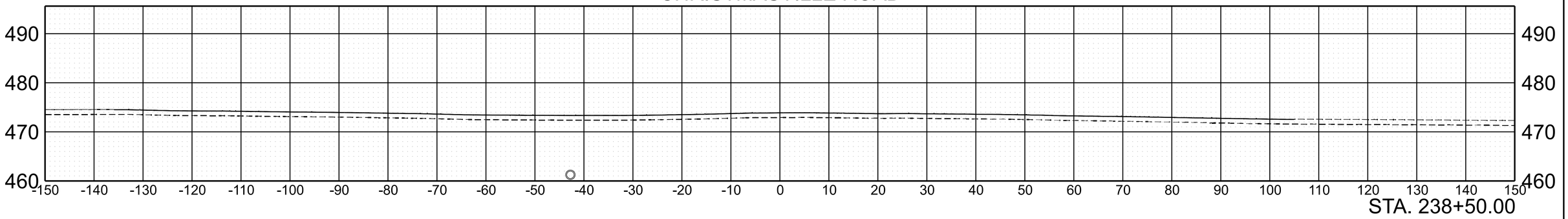
STA. 236+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 236+50.00
	1"=10' VERT.	END STA. 237+00.00

9/8/2026 4:28:06 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877\TRTRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

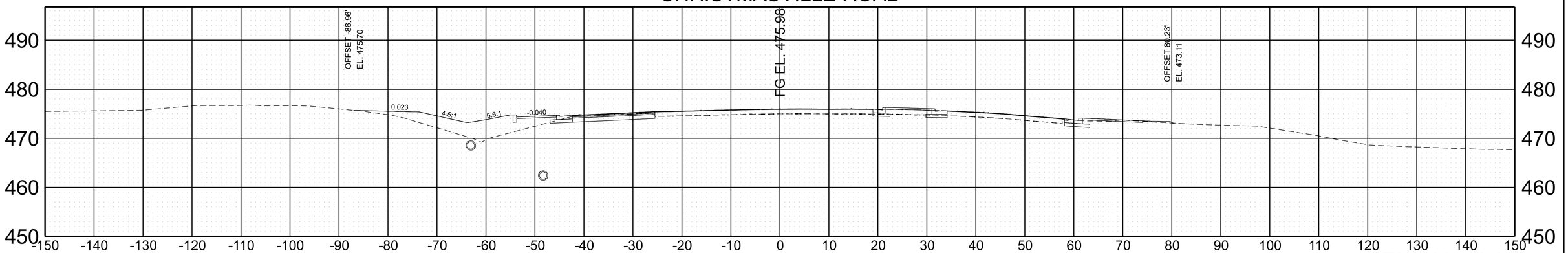
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	77
PIH	2026	STP-M-NH-I-40-1(372)	81
PS&E	2026	STP-M-NH-I-40-1(372)	86

CHRISTMASVILLE ROAD



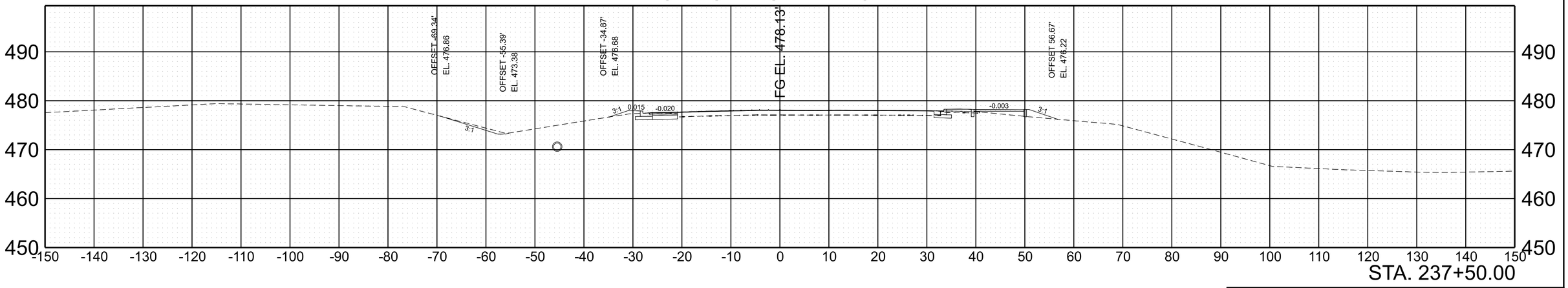
STA. 238+50.00

CHRISTMASVILLE ROAD



STA. 238+00.00

CHRISTMASVILLE ROAD



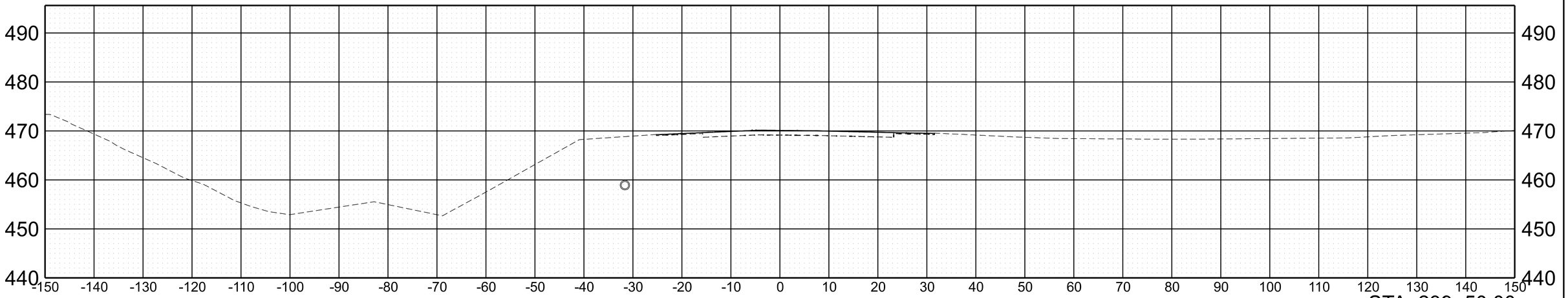
STA. 237+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 237+50.00
	1"=10' VERT.	END STA. 238+50.00

9/8/2026 4:28:08 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

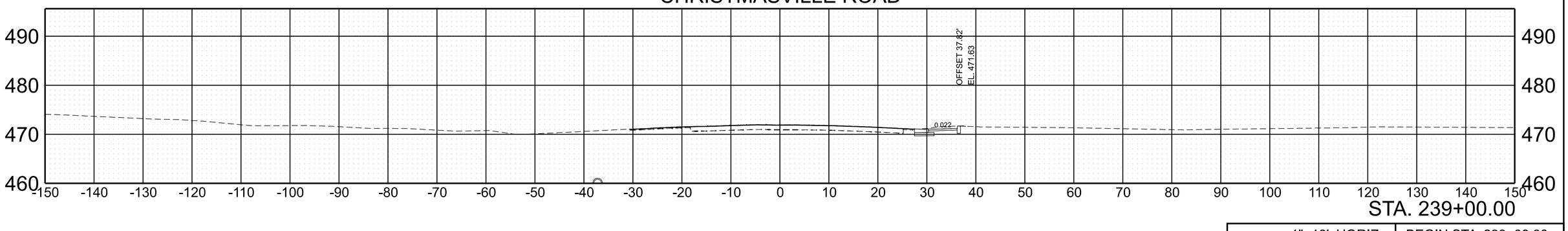
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	78
PIH	2026	STP-M-NH-I-40-1(372)	82
PS&E	2026	STP-M-NH-I-40-1(372)	87

CHRISTMASVILLE ROAD



STA. 239+50.00

CHRISTMASVILLE ROAD

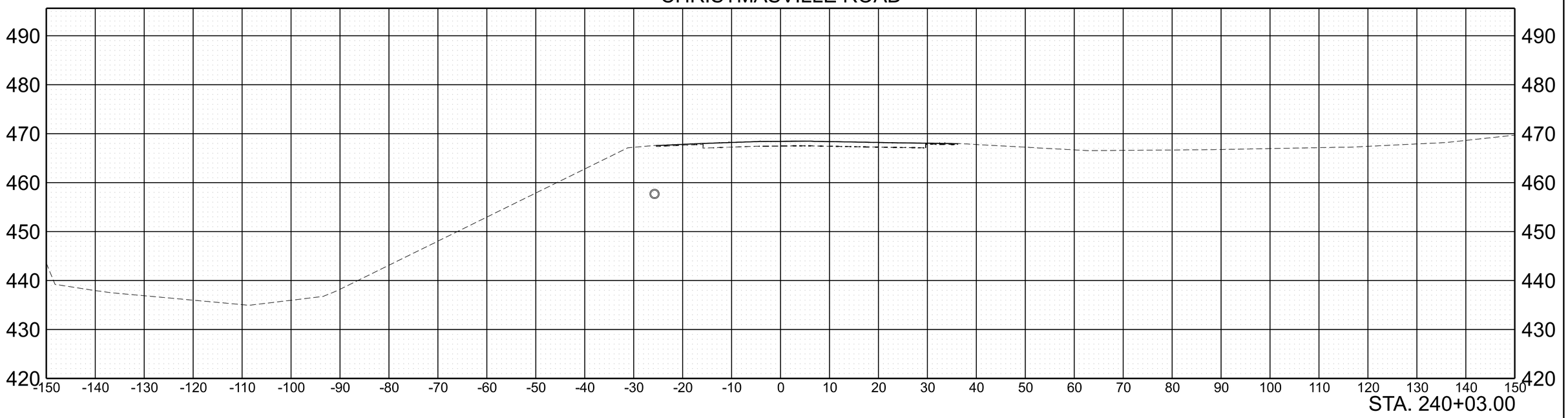


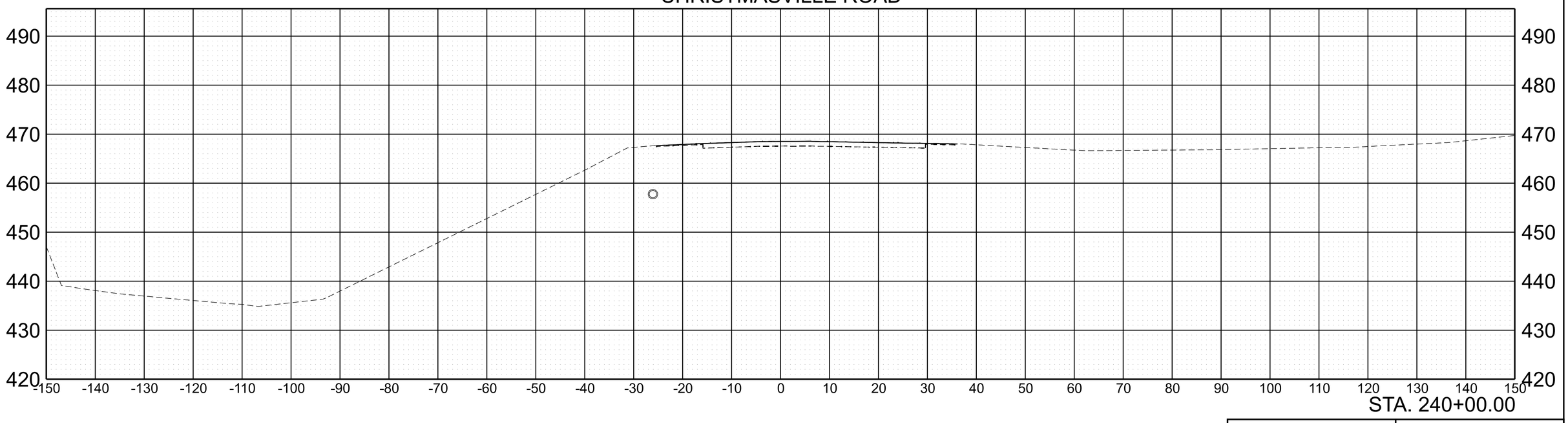
STA. 239+00.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 239+00.00 END STA. 239+50.00

9/8/2026 4:28:09 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\00087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	79
PIH	2026	STP-M-NH-I-40-1(372)	83
PS&E	2026	STP-M-NH-I-40-1(372)	88

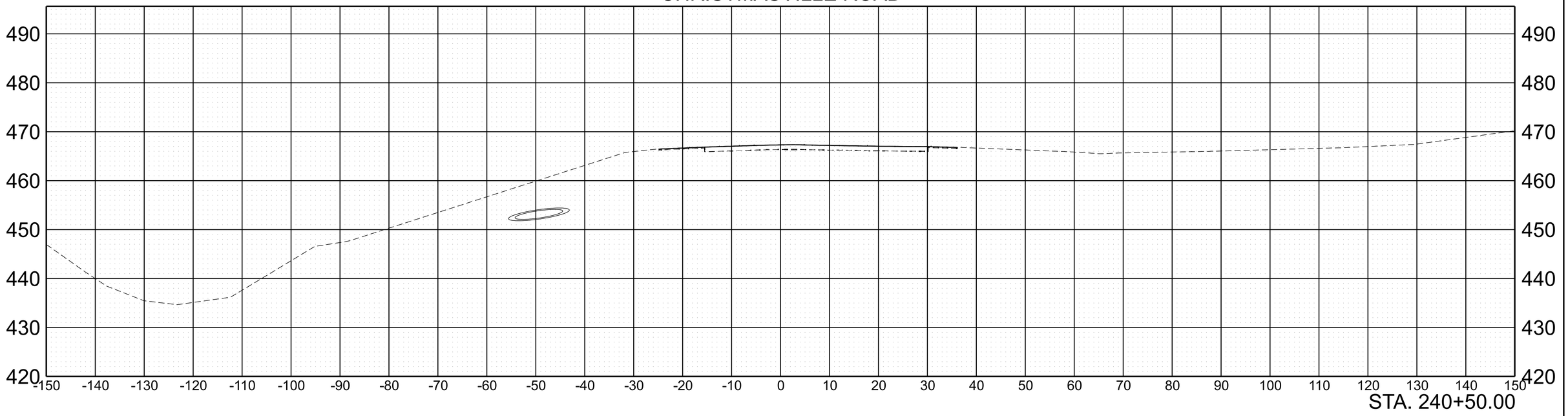


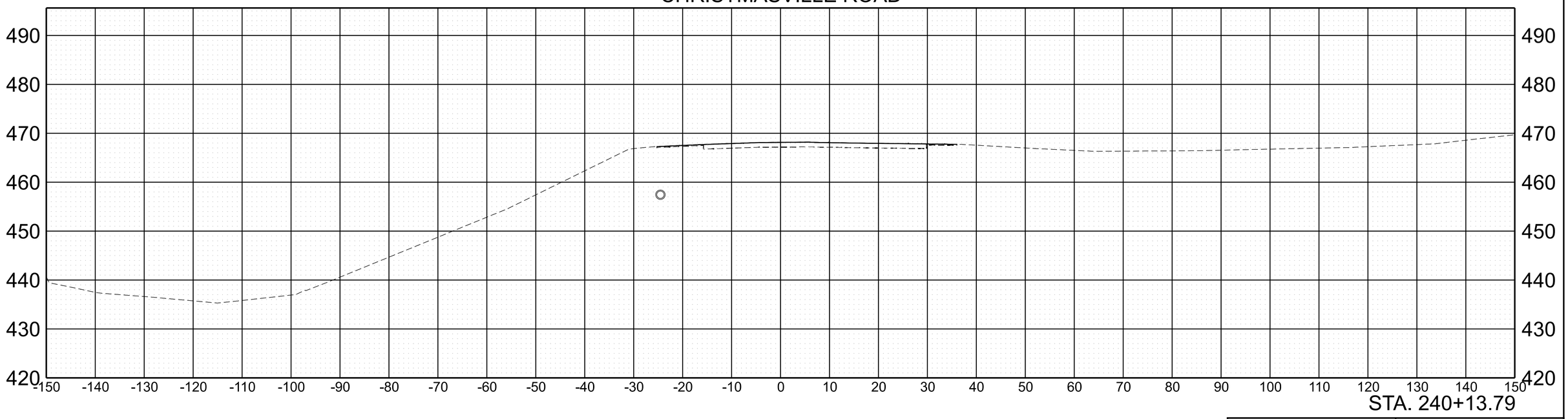


SCALE:	1"=10' HORIZ.	BEGIN STA. 240+00.00
	1"=10' VERT.	END STA. 240+03.00

9/8/2026 4:28:10 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	80
PIH	2026	STP-M-NH-I-40-1(372)	84
PS&E	2026	STP-M-NH-I-40-1(372)	89

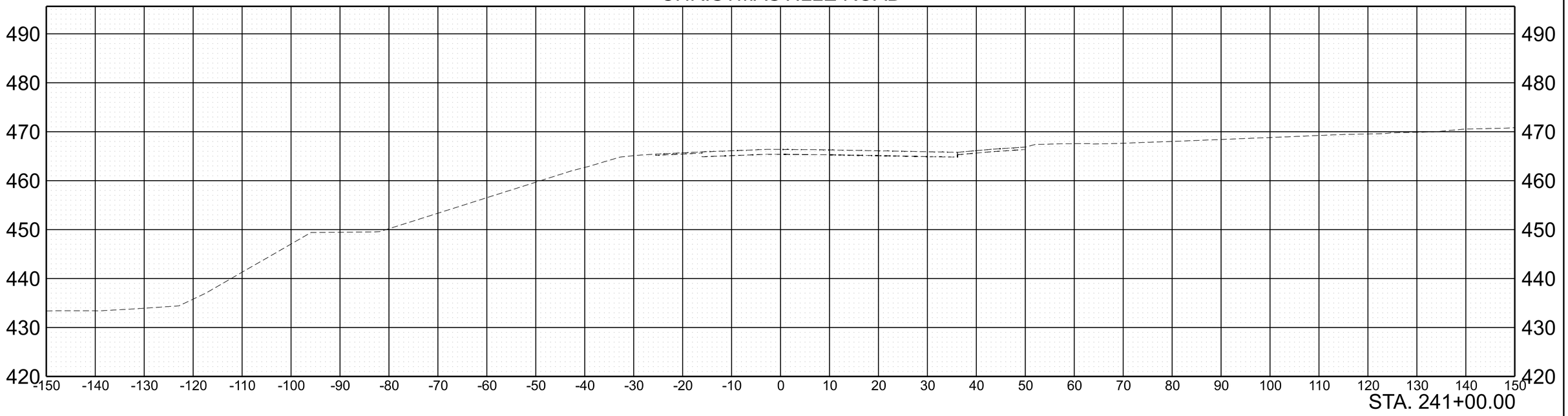


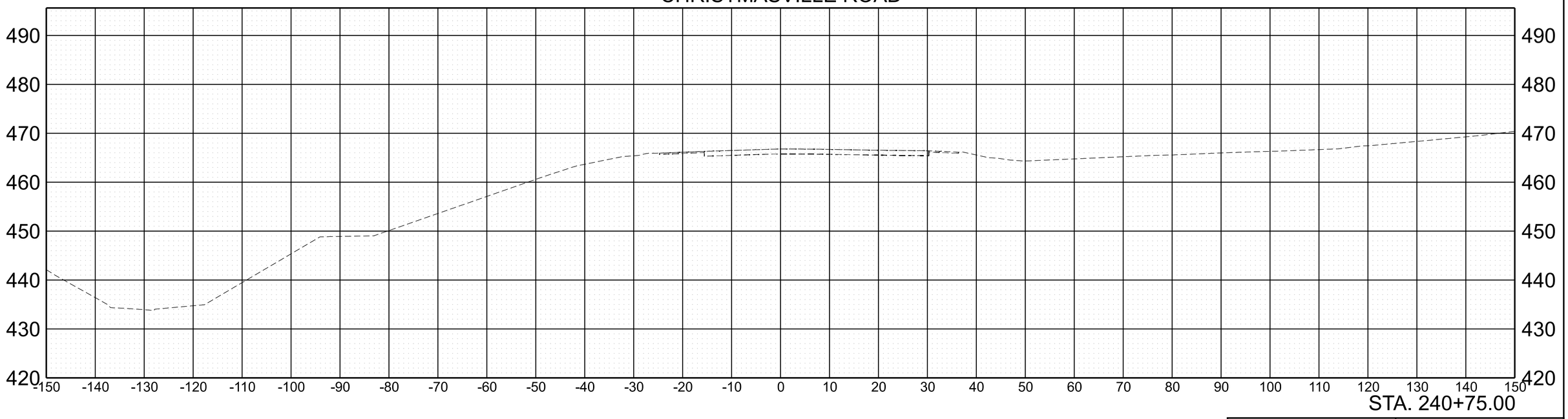


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 240+13.79 END STA. 240+50.00

9/8/2026 4:28:11 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	81
PIH	2026	STP-M-NH-I-40-1(372)	85
PS&E	2026	STP-M-NH-I-40-1(372)	90

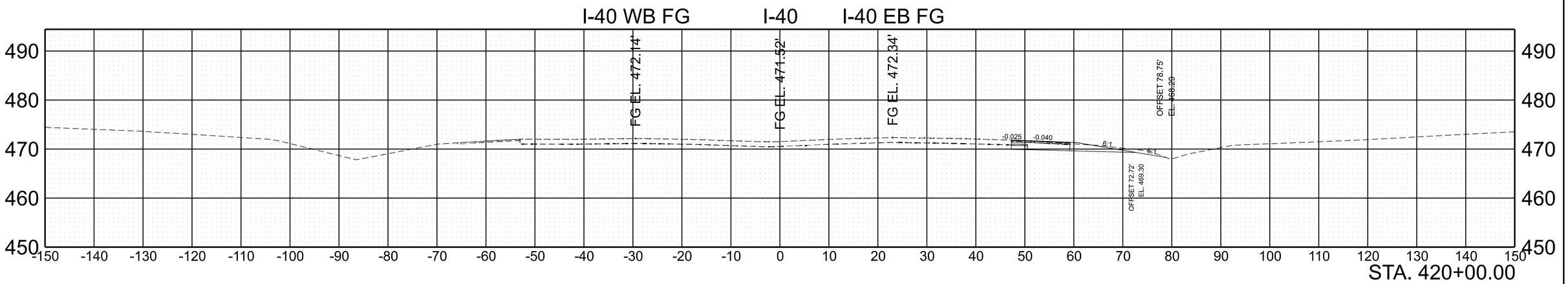




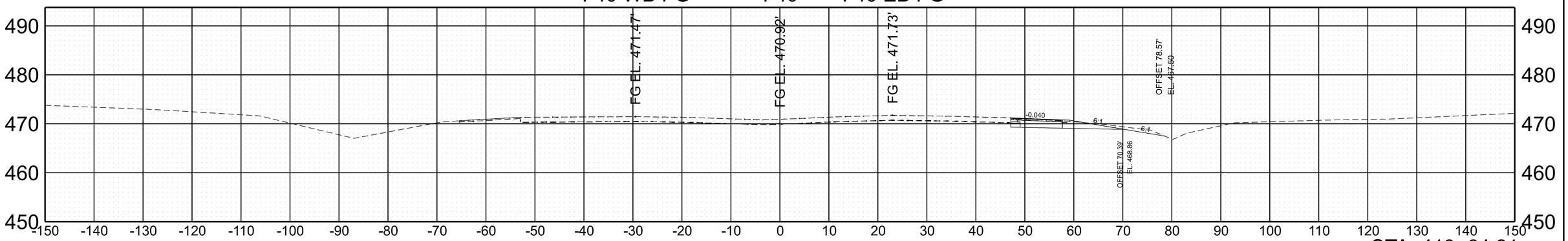
SCALE:	1"=10' HORIZ.	BEGIN STA. 240+75.00
	1"=10' VERT.	END STA. 241+00.00

9/8/2026 4:28:12 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-CHRISTMASVILLE.DGN

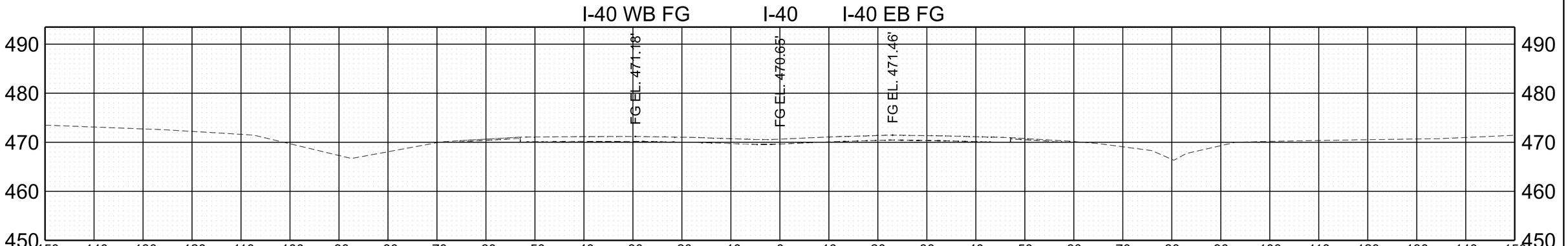
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	82
PIH	2026	STP-M-NH-I-40-1(372)	86
PS&E	2026	STP-M-NH-I-40-1(372)	91



STA. 420+00.00



STA. 419+64.81

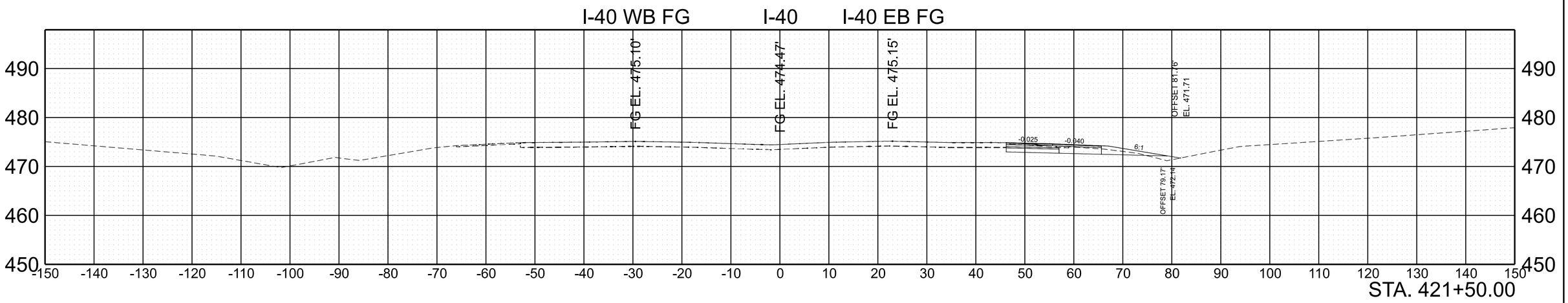


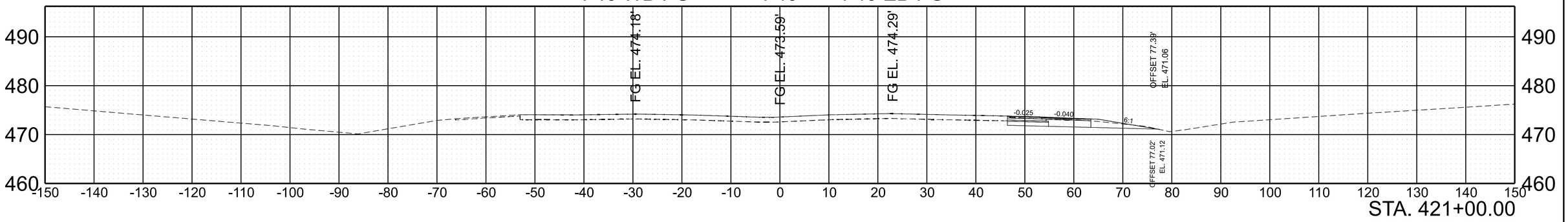
STA. 419+50.00

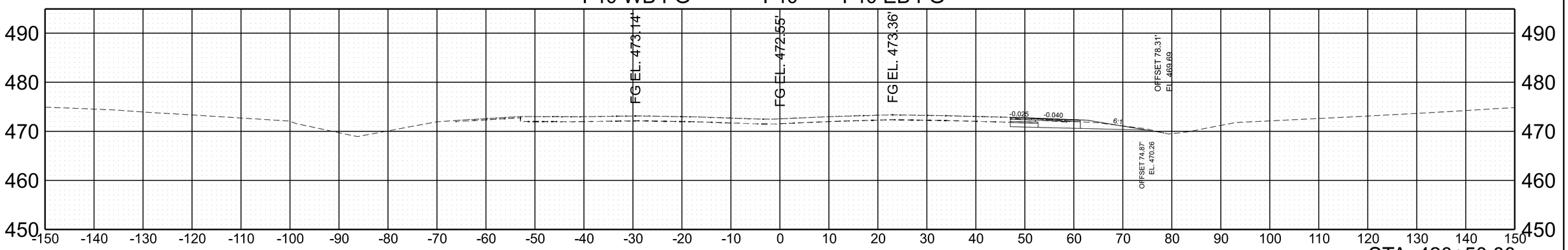
SCALE:	1"=10' HORIZ.	BEGIN STA. 419+50.00
	1"=10' VERT.	END STA. 420+00.00

9/8/2026 4:28:16 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00087TRITRANSPORTATION\57I040-SHT-XS-I40.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	83
PIH	2026	STP-M-NH-I-40-1(372)	87
PS&E	2026	STP-M-NH-I-40-1(372)	92



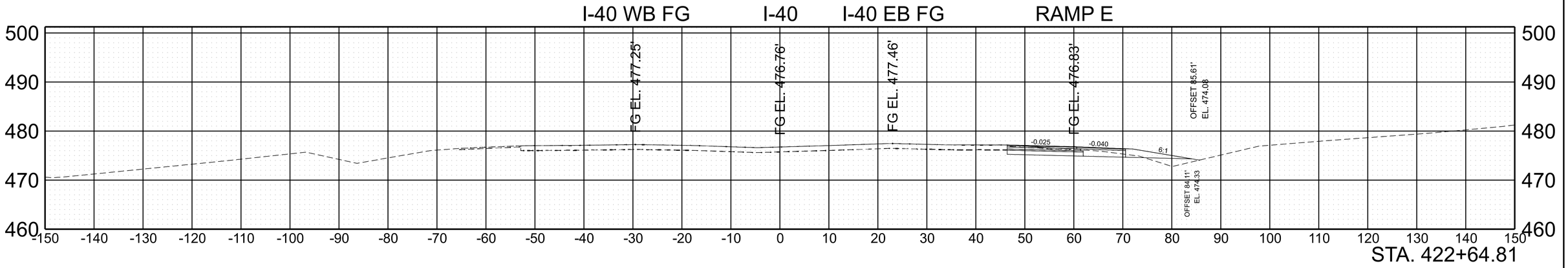


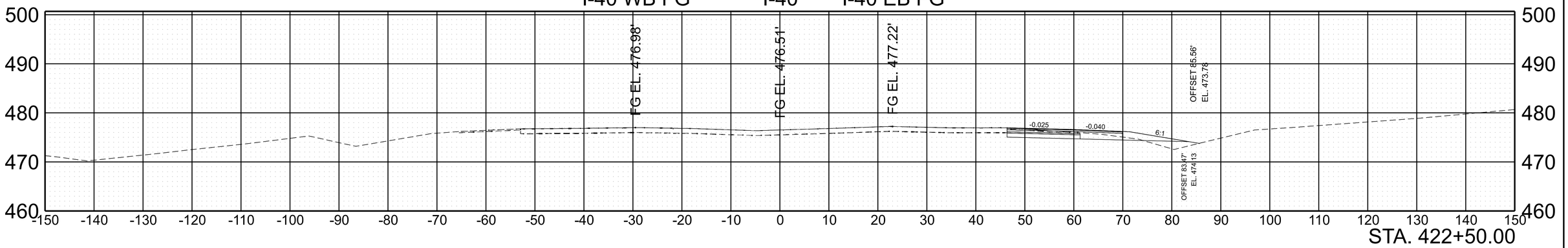


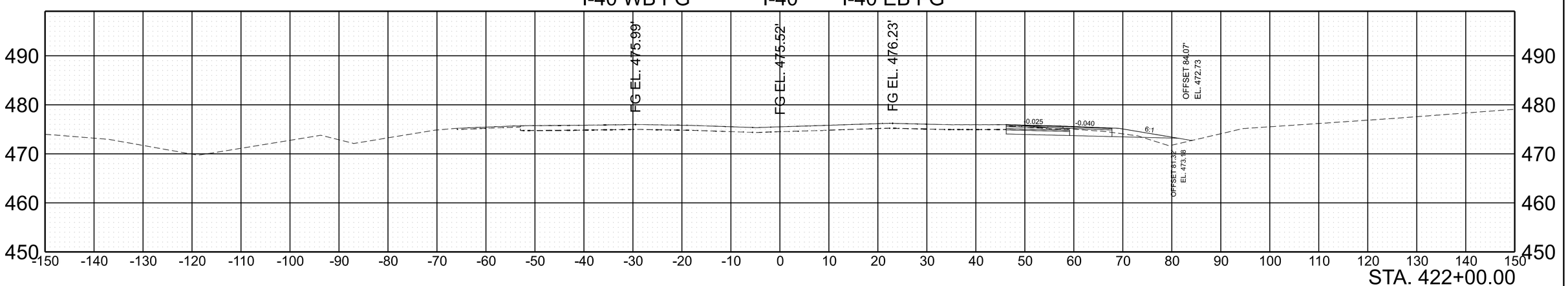
SCALE:	1"=10' HORIZ.	BEGIN STA. 420+50.00
	1"=10' VERT.	END STA. 421+50.00

9/8/2026 4:28:17 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-I40.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	84
PIH	2026	STP-M-NH-I-40-1(372)	88
PS&E	2026	STP-M-NH-I-40-1(372)	93



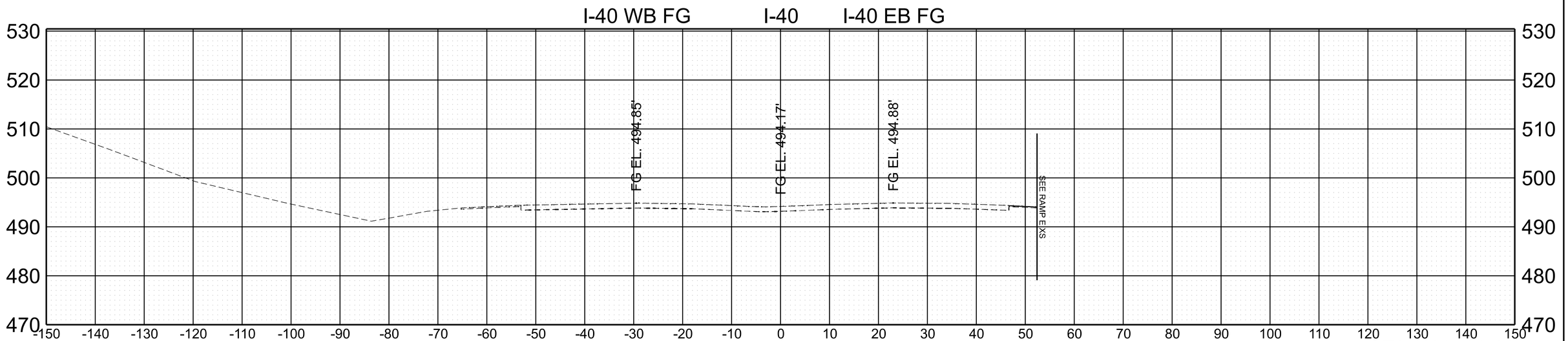




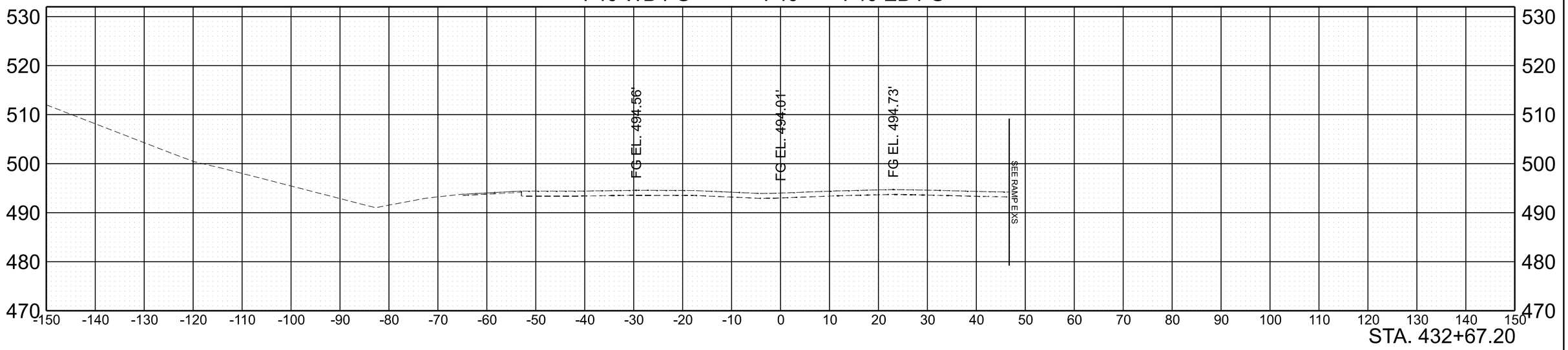
SCALE:	1"=10' HORIZ.	BEGIN STA. 422+00.00
	1"=10' VERT.	END STA. 422+64.81

9/8/2026 4:28:19 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-I40.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	85
PIH	2026	STP-M-NH-I-40-1(372)	89
PS&E	2026	STP-M-NH-I-40-1(372)	94



STA. 433+00.00

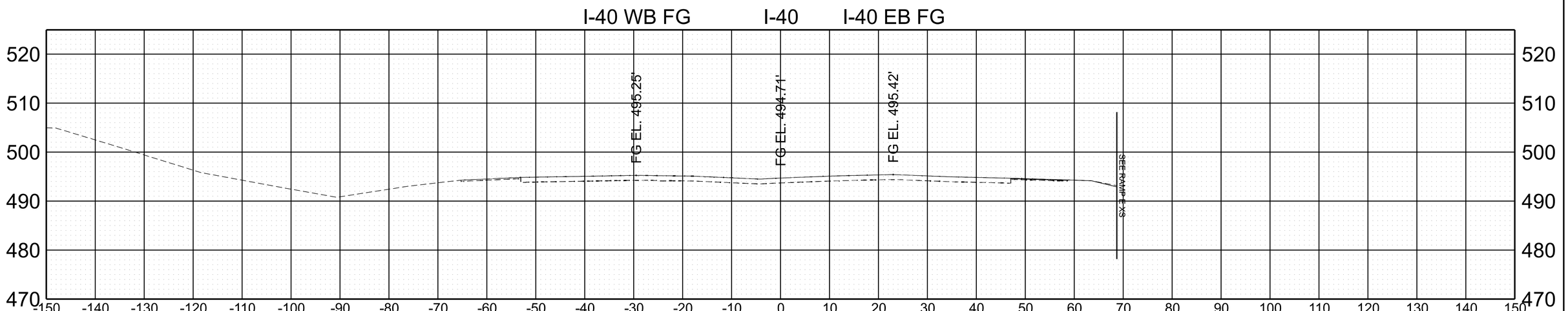


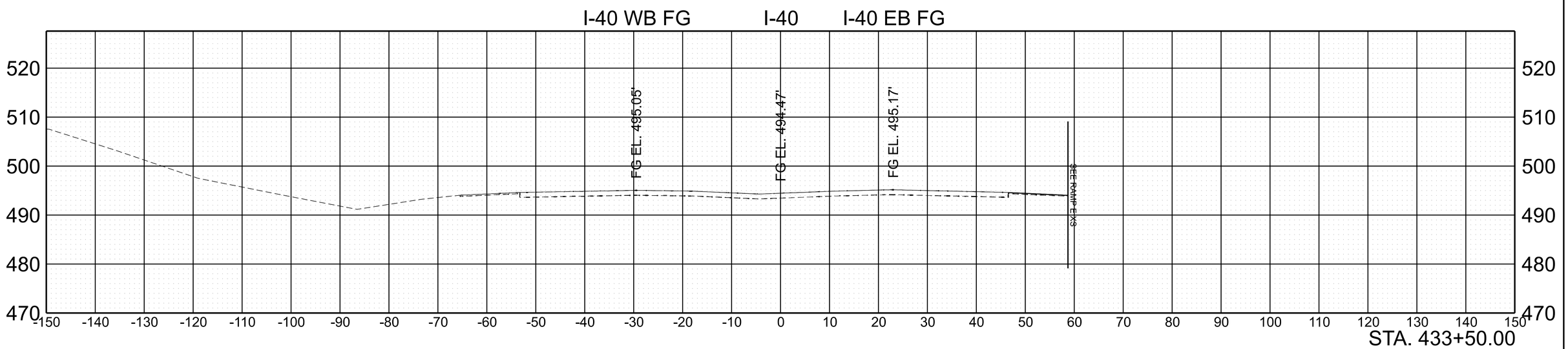
STA. 432+67.20

SCALE:	1"=10' HORIZ.	BEGIN STA. 432+67.20
	1"=10' VERT.	END STA. 433+00.00

9/8/2026 4:28:21 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-I40.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	86
PIH	2026	STP-M-NH-I-40-1(372)	90
PS&E	2026	STP-M-NH-I-40-1(372)	95

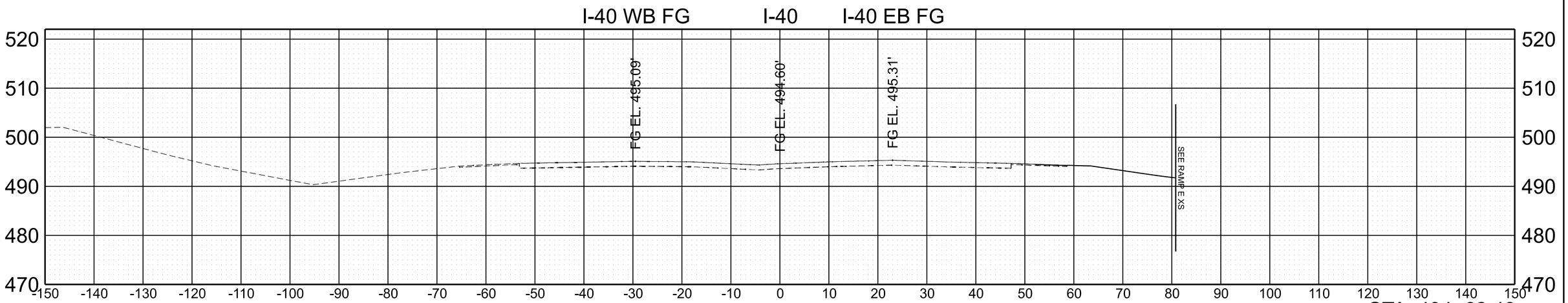


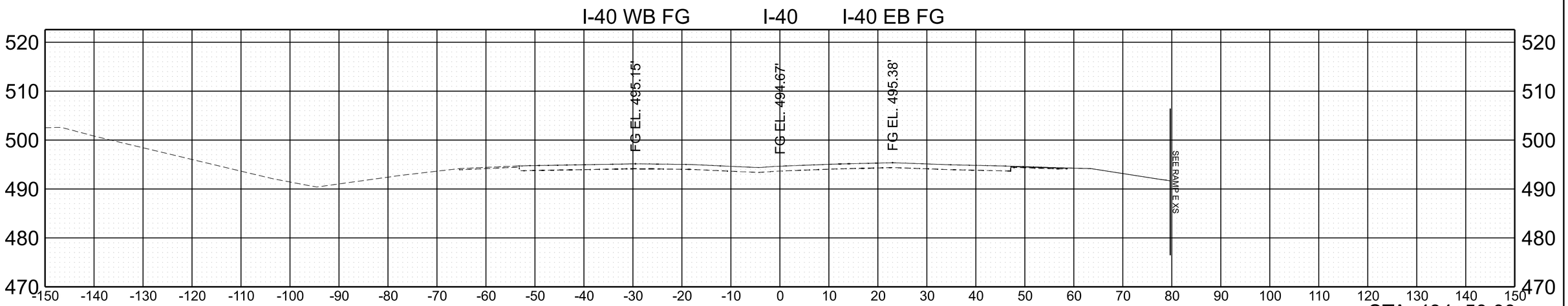


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 433+50.00 END STA. 434+00.00

9/8/2026 4:28:23 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00887TRITRANSPORTATION\57I040-SHT-XS-I40.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	87
PIH	2026	STP-M-NH-I-40-1(372)	91
PS&E	2026	STP-M-NH-I-40-1(372)	96

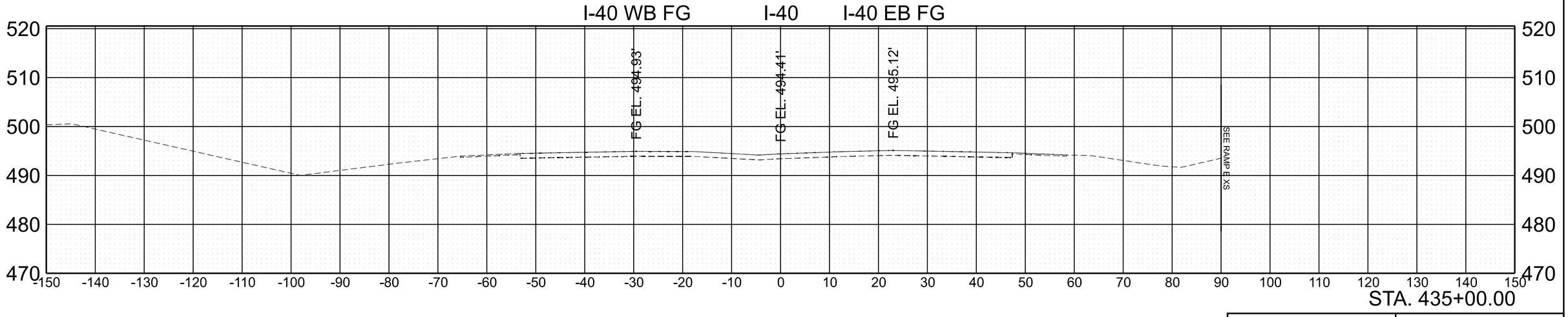




SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 434+50.00 END STA. 434+62.48

9/8/2026 4:28:24 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-I40.DGN

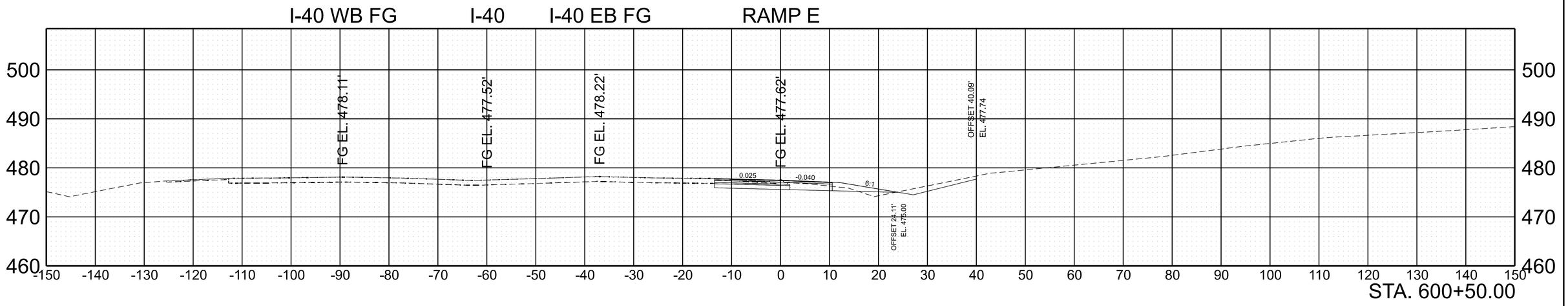
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	88
PIH	2026	STP-M-NH-I-40-1(372)	92
PS&E	2026	STP-M-NH-I-40-1(372)	97

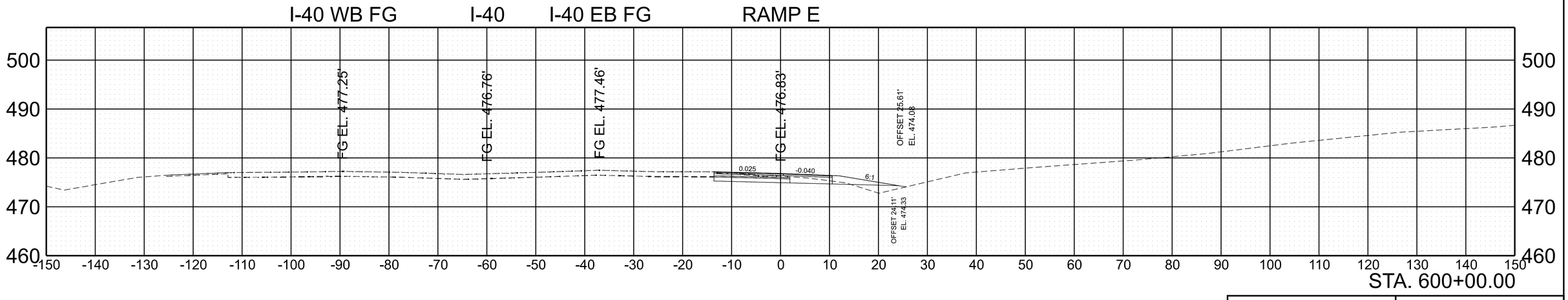


SCALE:	1"=10' HORIZ.	BEGIN STA. 435+00.00
	1"=10' VERT.	END STA. 435+00.00

9/8/2026 4:28:25 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TRITRANSPORTATION\57I040-SHT-XS-I40.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	89
PIH	2026	STP-M-NH-I-40-1(372)	93
PS&E	2026	STP-M-NH-I-40-1(372)	98

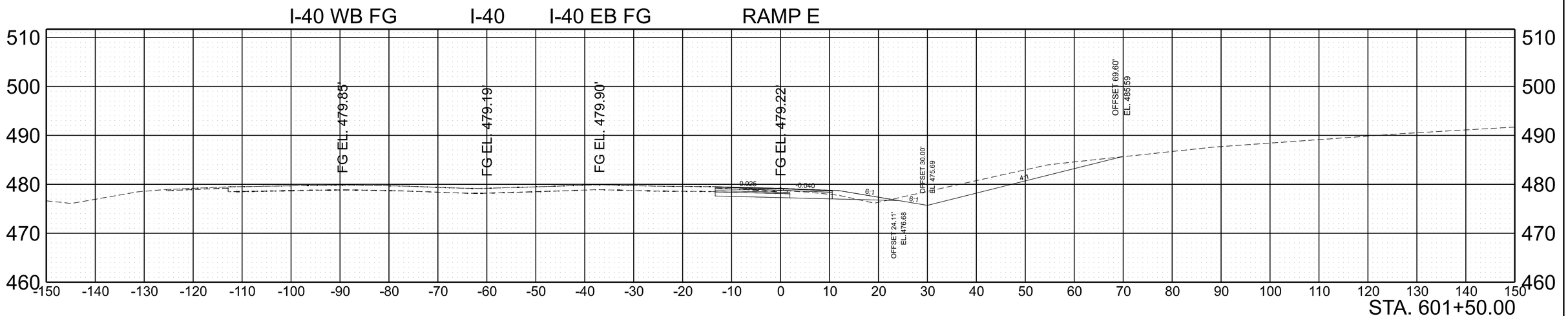


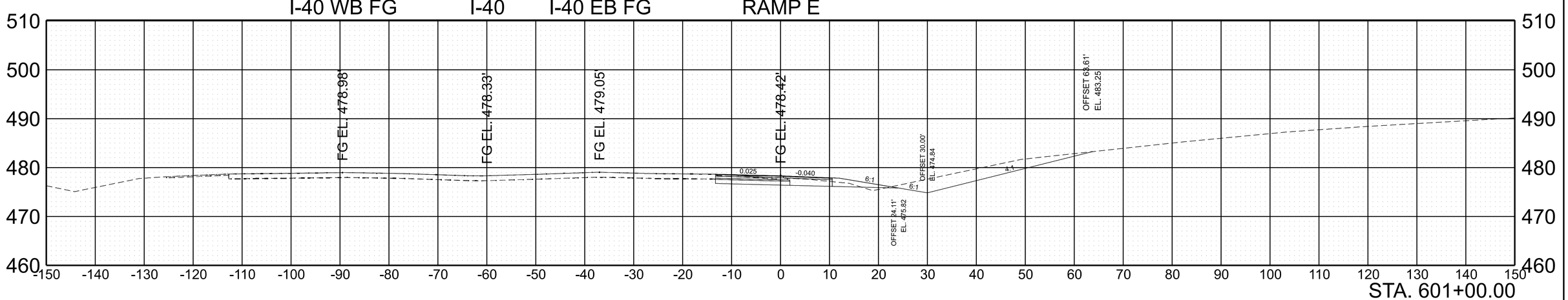


SCALE:		
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	1"=10' VERT.	END STA. 600+50.00

9/8/2026 4:28:28 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087\TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	90
PIH	2026	STP-M-NH-I-40-1(372)	94
PS&E	2026	STP-M-NH-I-40-1(372)	99

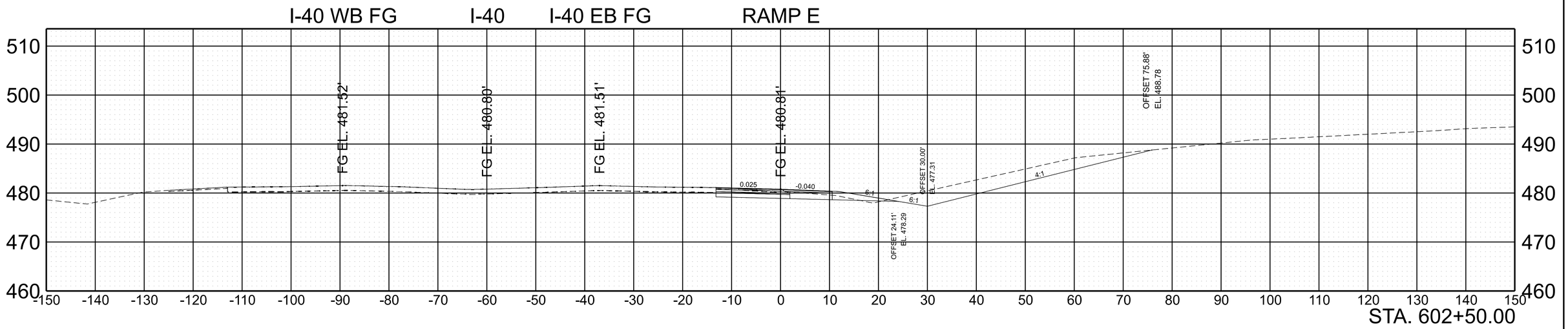


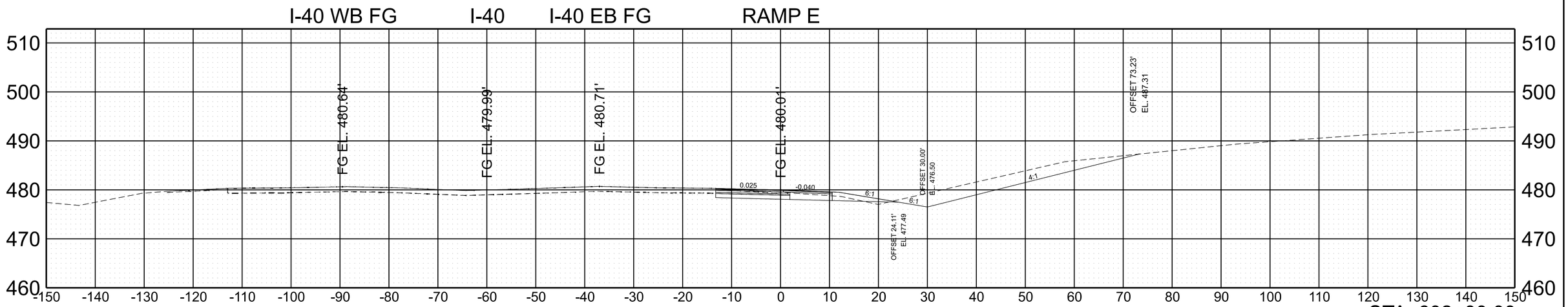


SCALE:		
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	1"=10' VERT.	END STA. 601+50.00

9/8/2026 4:28:30 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00087TR\TRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	91
PIH	2026	STP-M-NH-I-40-1(372)	95
PS&E	2026	STP-M-NH-I-40-1(372)	100

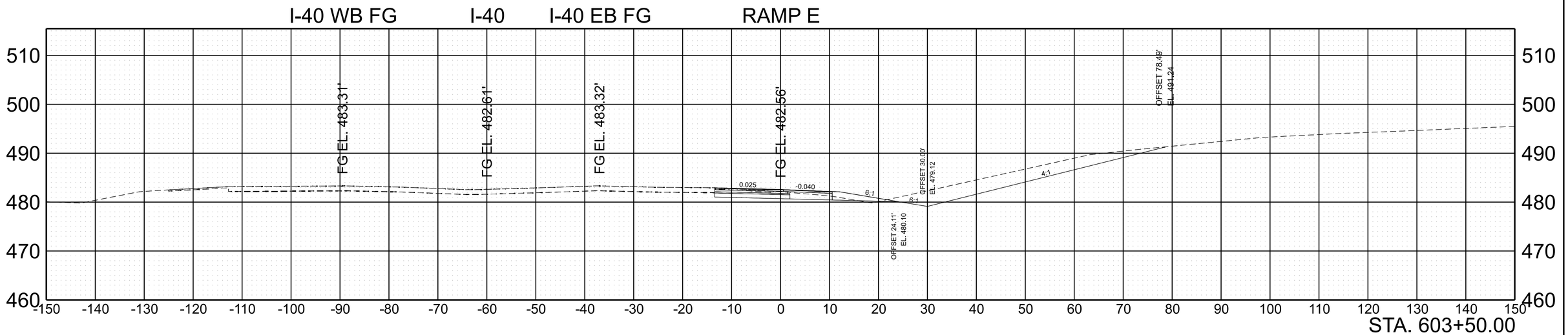


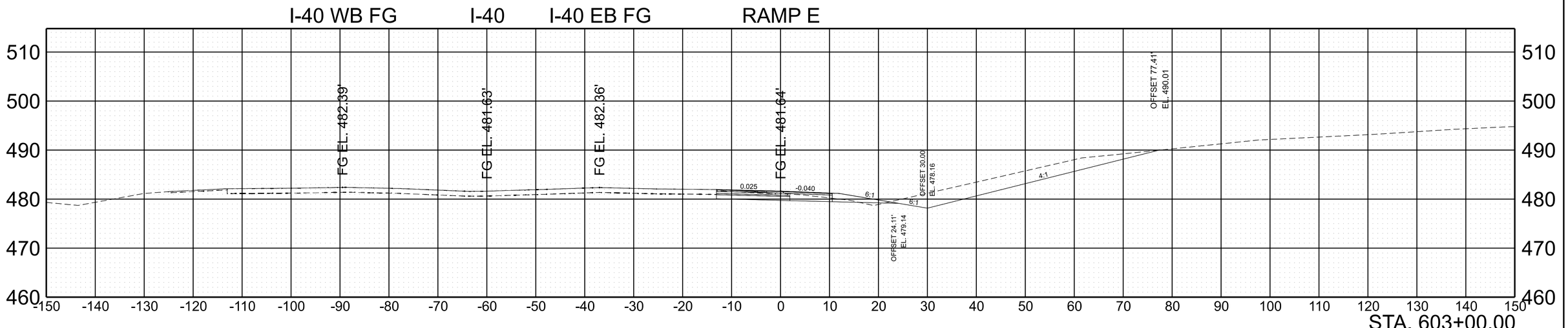


SCALE:	1"=10' HORIZ.	BEGIN STA. 602+00.00
	1"=10' VERT.	END STA. 602+50.00

9/8/2026 4:28:32 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	92
PIH	2026	STP-M-NH-I-40-1(372)	96
PS&E	2026	STP-M-NH-I-40-1(372)	101

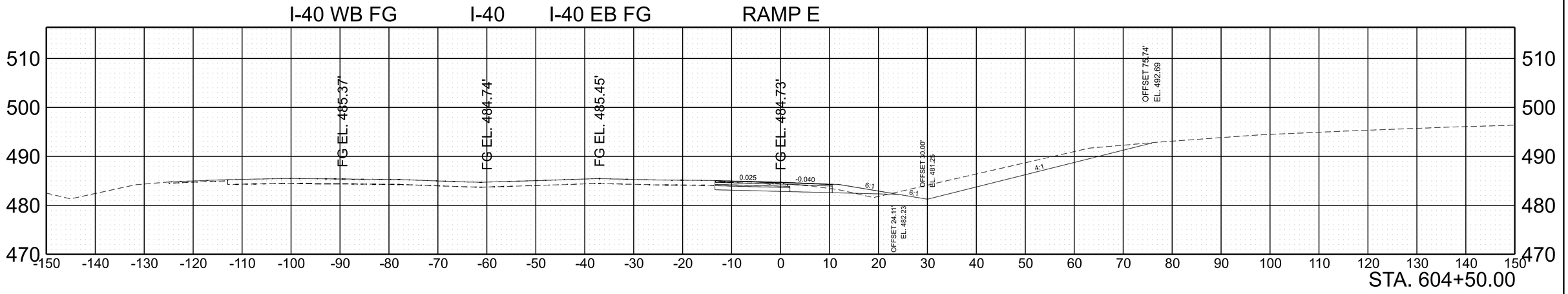


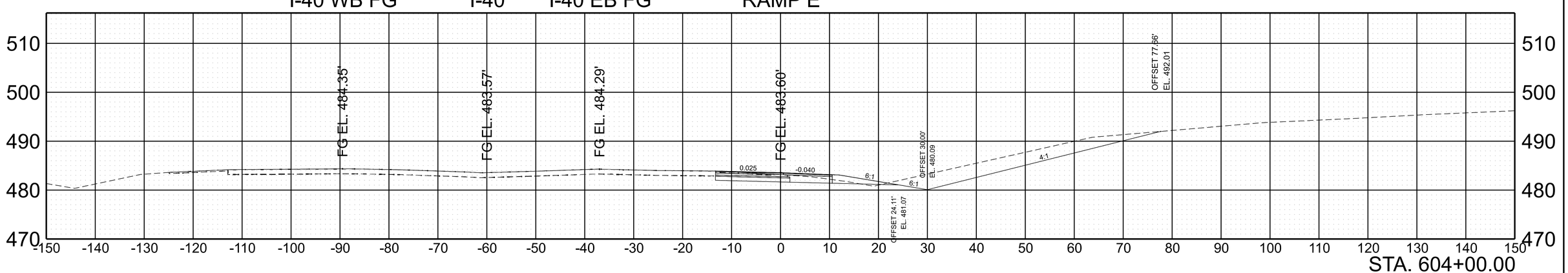


SCALE:	1"=10' HORIZ.	BEGIN STA. 603+00.00
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9/8/2026 4:28:33 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	93
PIH	2026	STP-M-NH-I-40-1(372)	97
PS&E	2026	STP-M-NH-I-40-1(372)	102

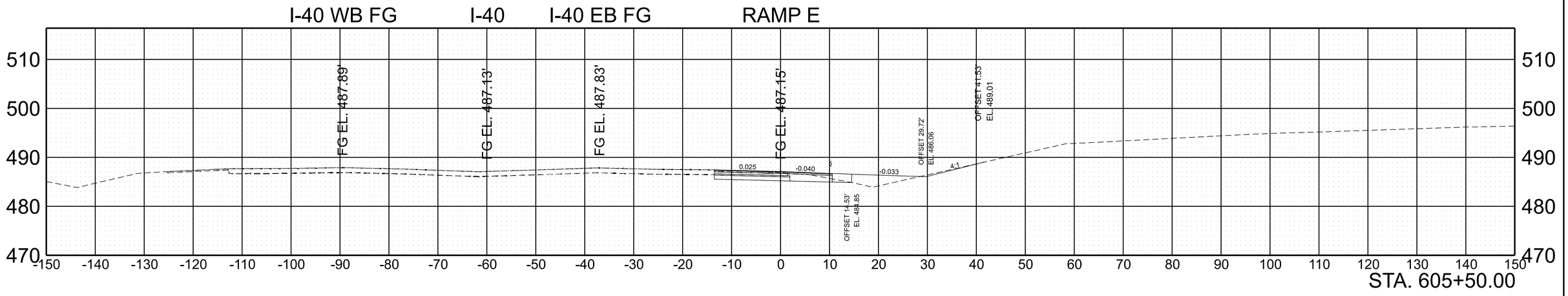


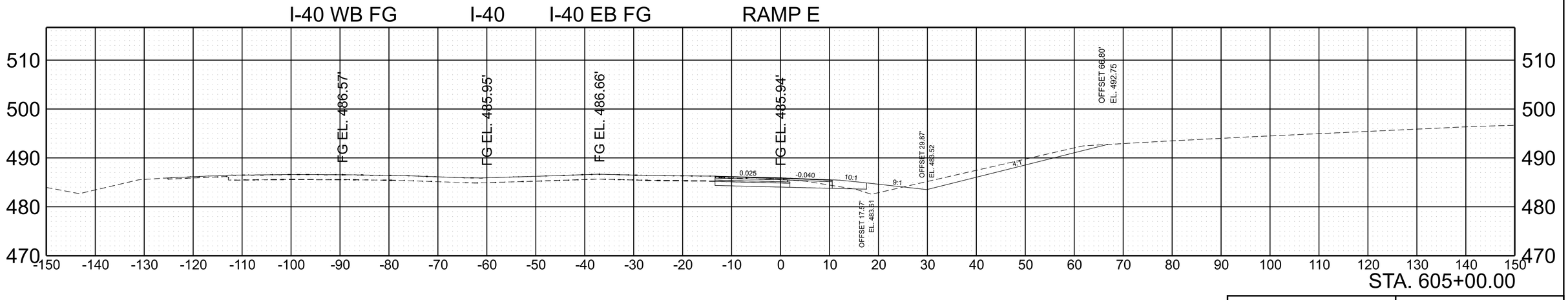


SCALE:	1"=10' HORIZ.	BEGIN STA. 604+00.00
	1"=10' VERT.	END STA. 604+50.00

9/8/2026 4:28:34 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087\TR\TRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	94
PIH	2026	STP-M-NH-I-40-1(372)	98
PS&E	2026	STP-M-NH-I-40-1(372)	103

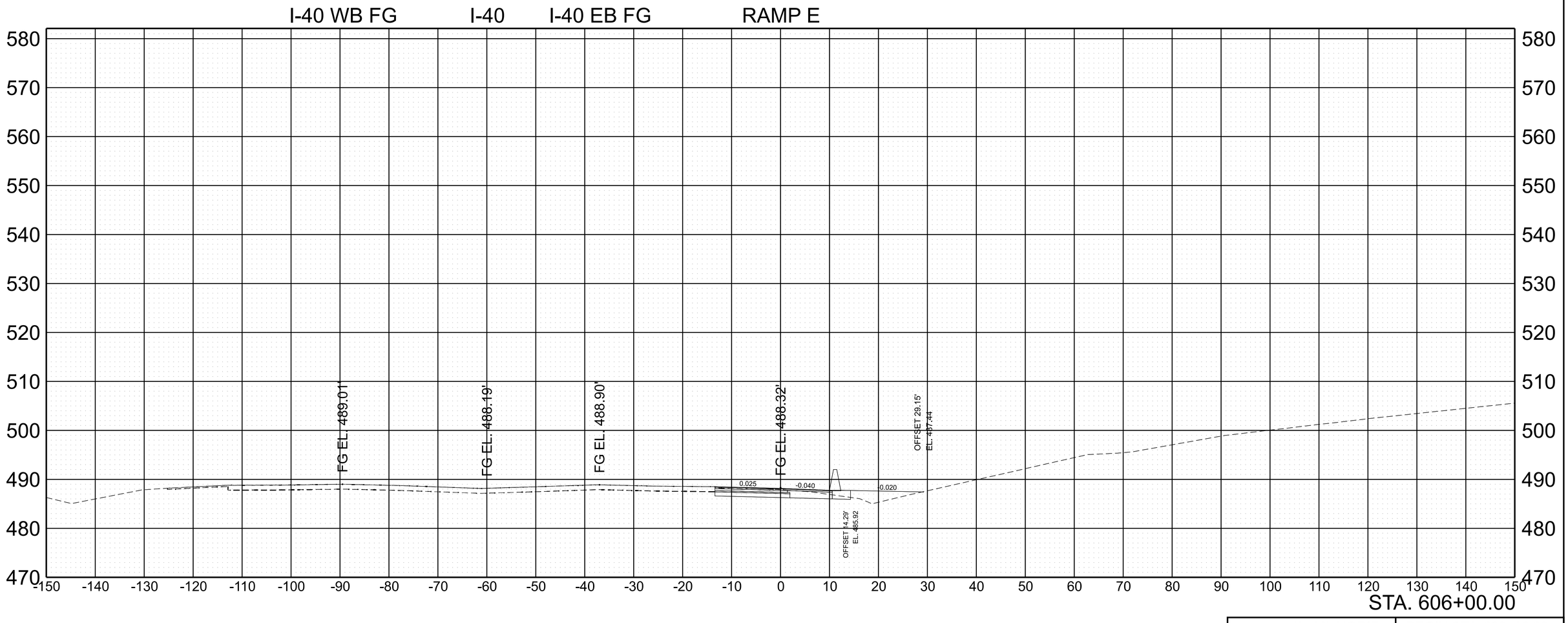




SCALE:	1"=10' HORIZ.	BEGIN STA. 605+00.00
	1"=10' VERT.	END STA. 605+50.00

9/8/2026 4:28:36 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087\TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

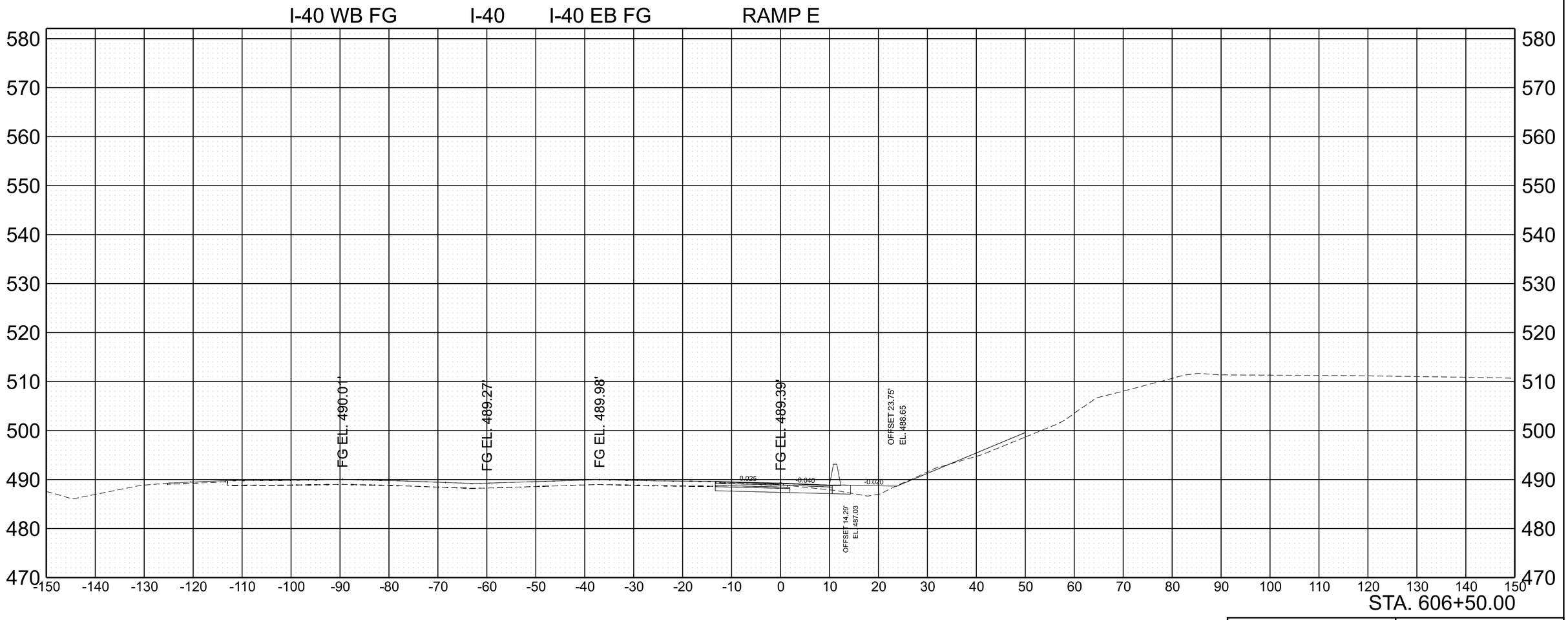
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	95
PIH	2026	STP-M-NH-I-40-1(372)	99
PS&E	2026	STP-M-NH-I-40-1(372)	104



SCALE:	1"=10' HORIZ.	BEGIN STA. 606+00.00
	1"=10' VERT.	END STA. 606+00.00

9/8/2026 4:28:37 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

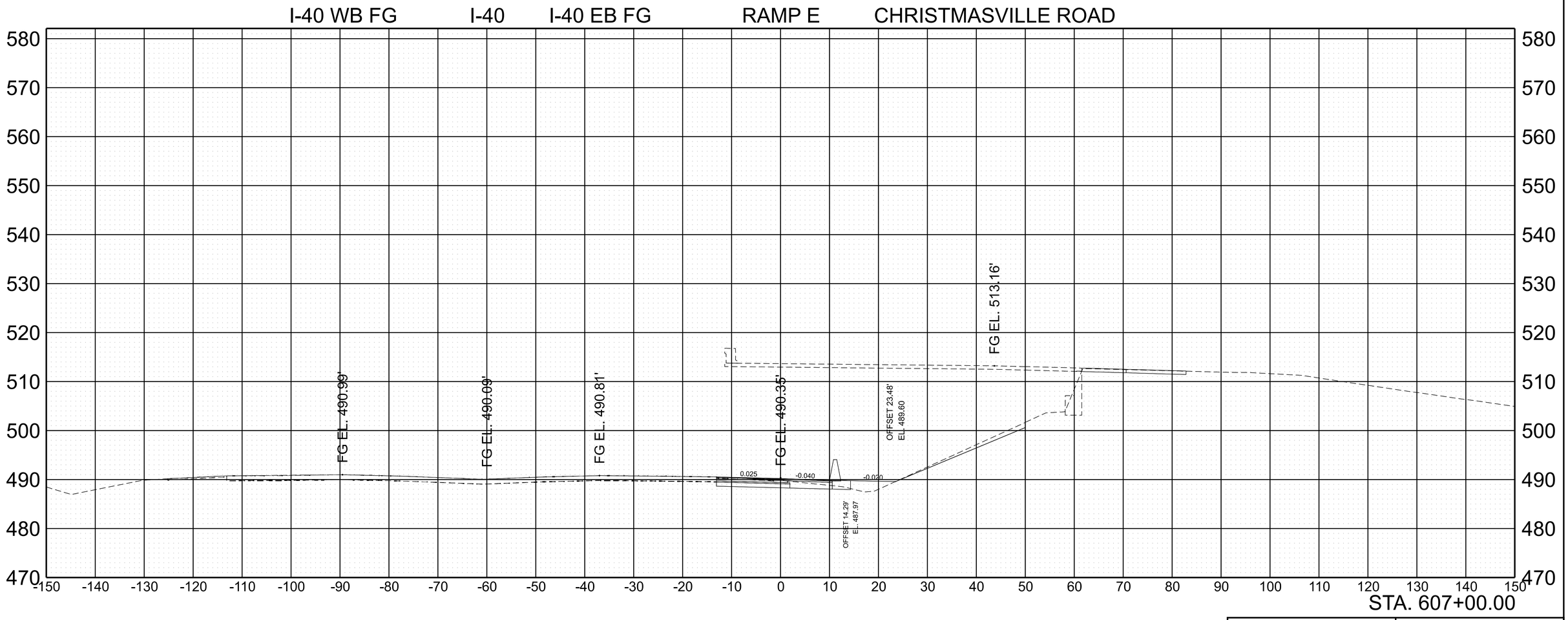
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	96
PIH	2026	STP-M-NH-I-40-1(372)	100
PS&E	2026	STP-M-NH-I-40-1(372)	105



SCALE:	1"=10' HORIZ.	BEGIN STA. 606+50.00
	1"=10' VERT.	END STA. 606+50.00

9/8/2026 4:28:38 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	97
PIH	2026	STP-M-NH-I-40-1(372)	101
PS&E	2026	STP-M-NH-I-40-1(372)	106



SCALE: 1"=10' HORIZ. 1"=10' VERT.

BEGIN STA. 607+00.00
END STA. 607+00.00

9/8/2026 4:28:39 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	98
PIH	2026	STP-M-NH-I-40-1(372)	102
PS&E	2026	STP-M-NH-I-40-1(372)	107

CHRISTMASVILLE ROAD

I-40 WB FG I-40 I-40 EB FG RAMP E

580 570 560 550 540 530 520 510 500 490 480 470

FG EL. 491.90'
FG EL. 491.00'
FG EL. 515.43'
FG EL. 491.68'
FG EL. 491.20'
OFFSET 25.72
EL. 490.30
0.025
-0.040
-0.020
OFFSET 14.29'
EL. 488.71

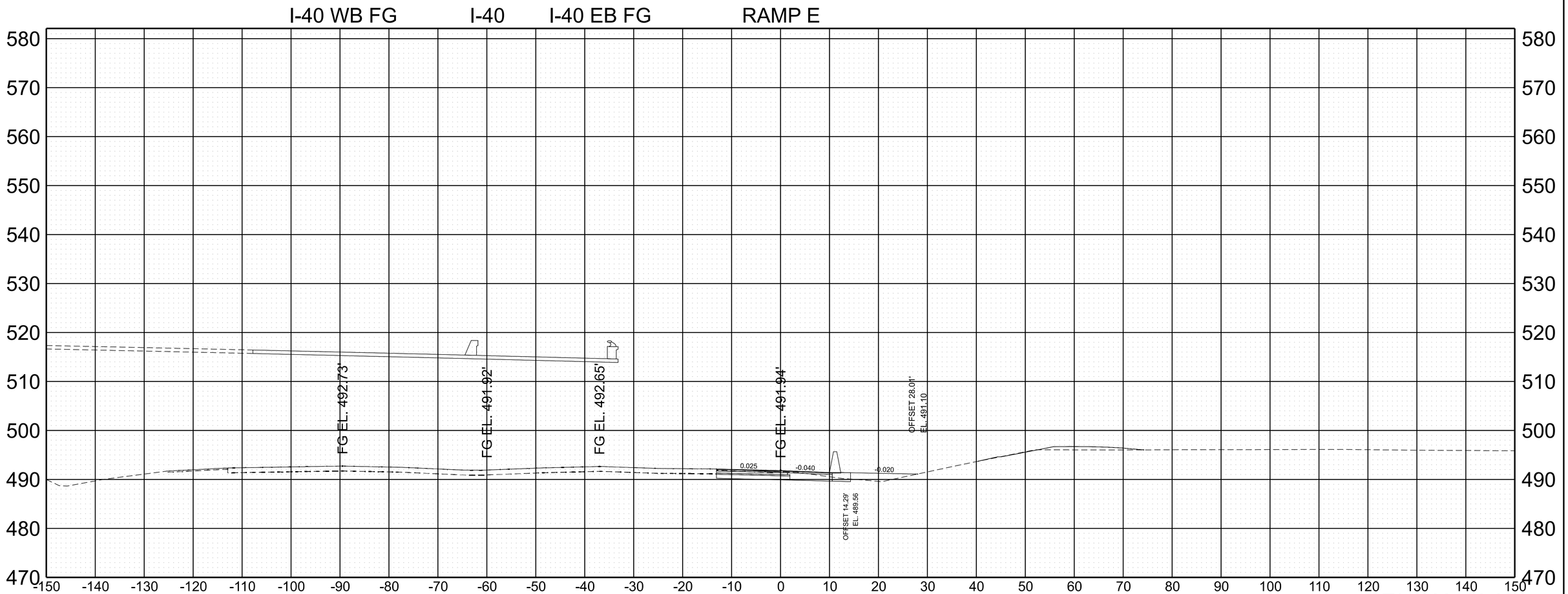
-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

STA. 607+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 607+50.00
	1"=10' VERT.	END STA. 607+50.00

9/8/2026 4:28:40 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

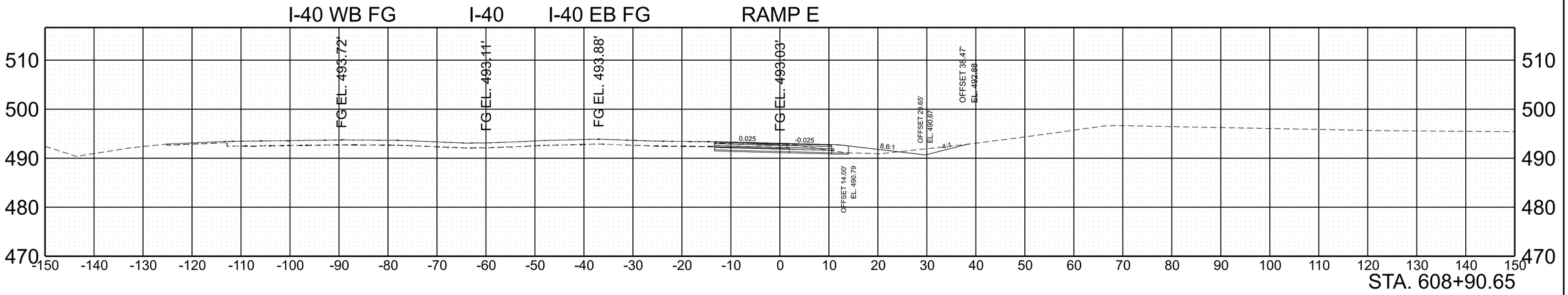
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	99
PIH	2026	STP-M-NH-I-40-1(372)	103
PS&E	2026	STP-M-NH-I-40-1(372)	108



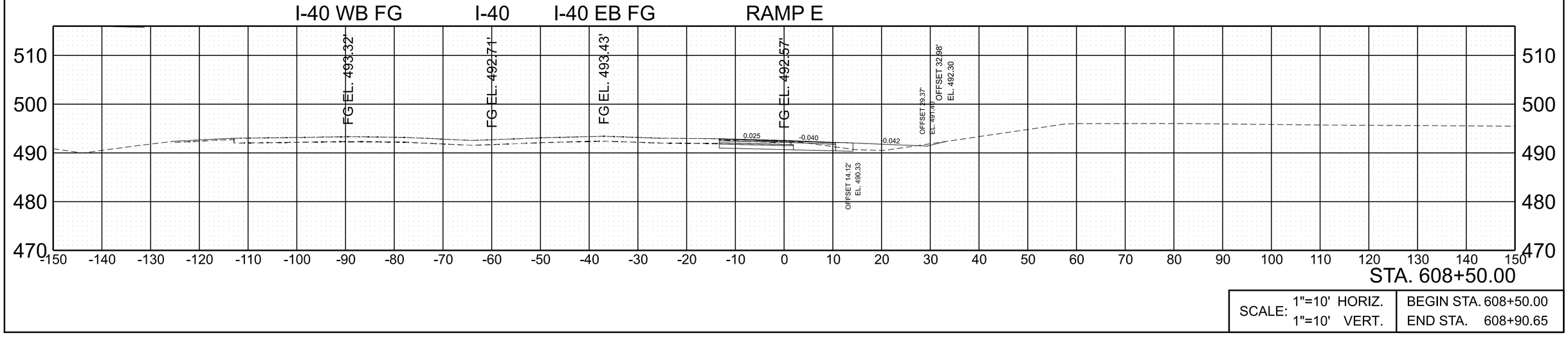
SCALE:	1"=10' HORIZ.	BEGIN STA. 608+00.00
	1"=10' VERT.	END STA. 608+00.00

9/8/2026 4:28:41 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	100
PIH	2026	STP-M-NH-I-40-1(372)	104
PS&E	2026	STP-M-NH-I-40-1(372)	109



STA. 608+90.65

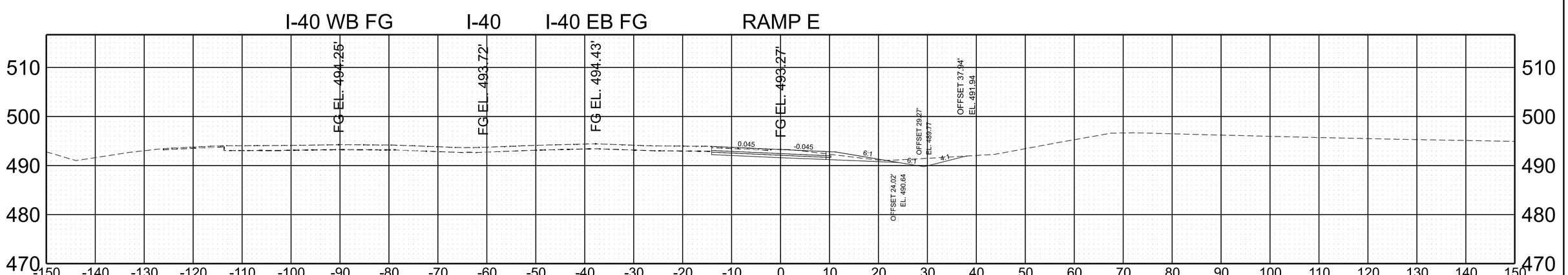


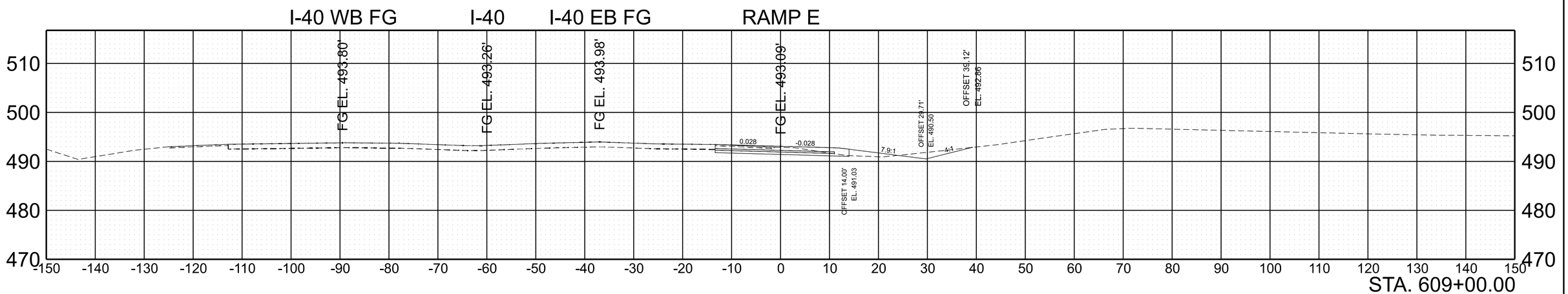
STA. 608+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 608+50.00
	1"=10' VERT.	END STA. 608+90.65

9/8/2026 4:28:43 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	101
PIH	2026	STP-M-NH-I-40-1(372)	105
PS&E	2026	STP-M-NH-I-40-1(372)	110



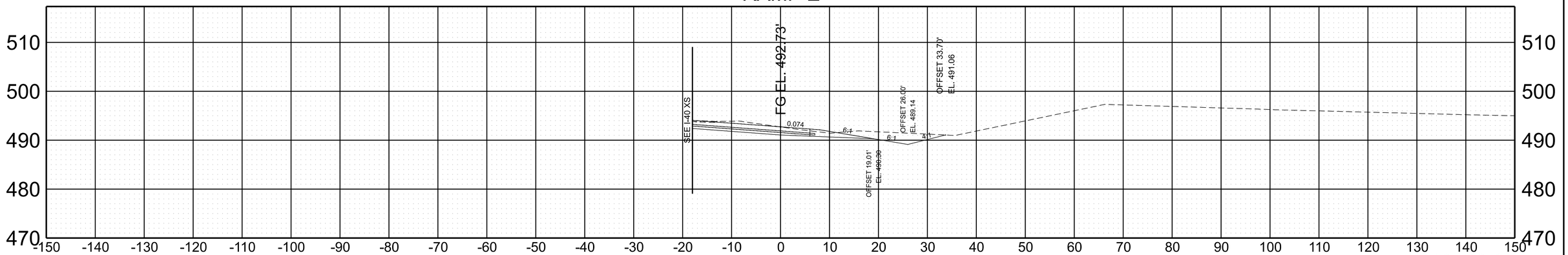


SCALE:	1"=10' HORIZ.	BEGIN STA. 609+00.00
	1"=10' VERT.	END STA. 609+50.00

9/8/2026 4:28:44 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

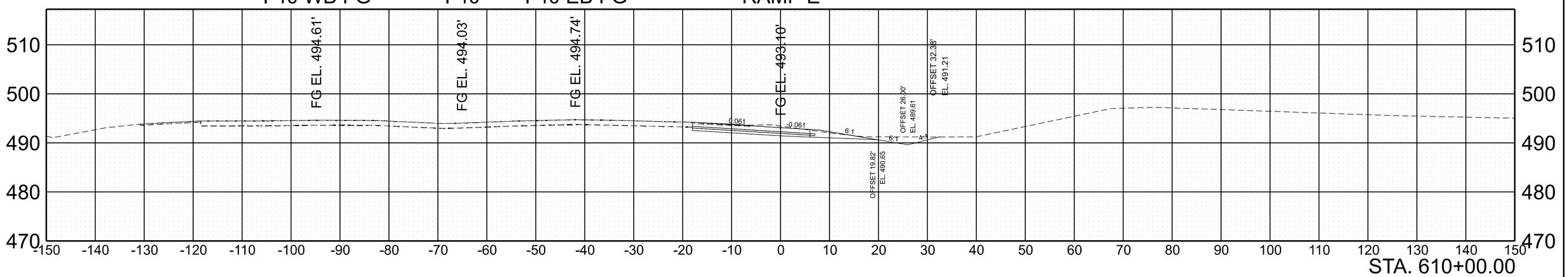
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	102
PIH	2026	STP-M-NH-I-40-1(372)	106
PS&E	2026	STP-M-NH-I-40-1(372)	111

RAMP E



STA. 610+38.65

I-40 WB FG I-40 I-40 EB FG RAMP E



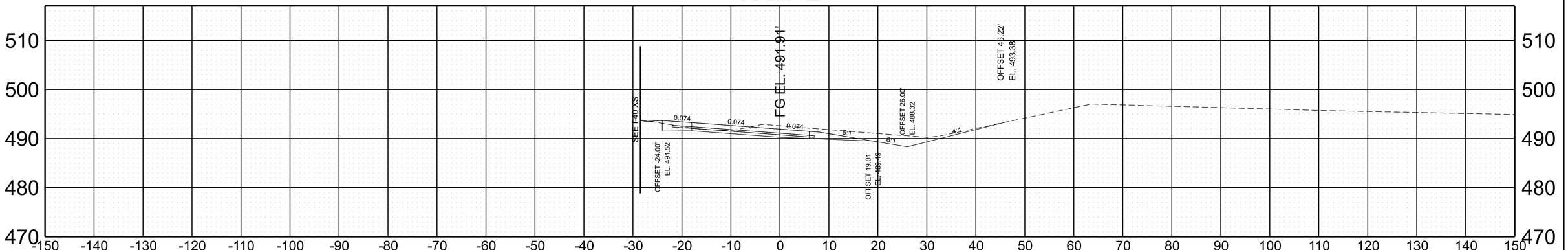
STA. 610+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 610+00.00
	1"=10' VERT.	END STA. 610+38.65

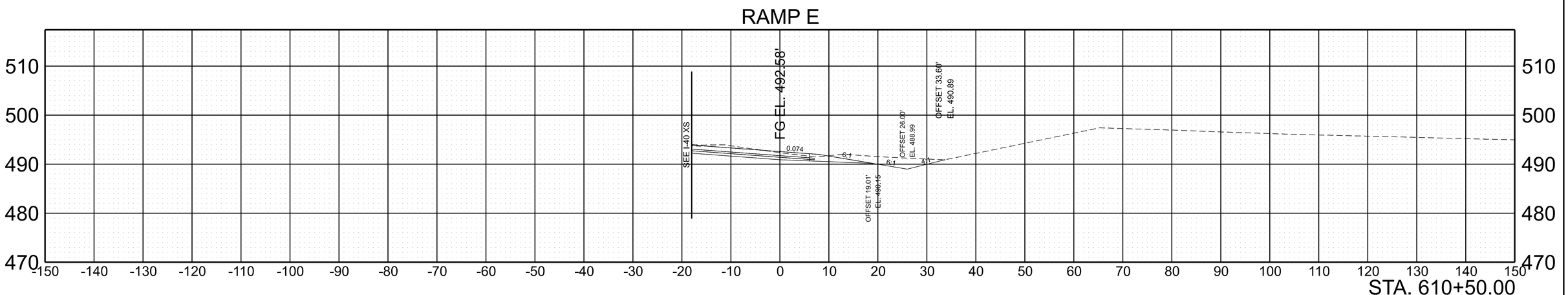
9/8/2026 4:28:45 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00887TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	103
PIH	2026	STP-M-NH-I-40-1(372)	107
PS&E	2026	STP-M-NH-I-40-1(372)	112

RAMP E



RAMP E

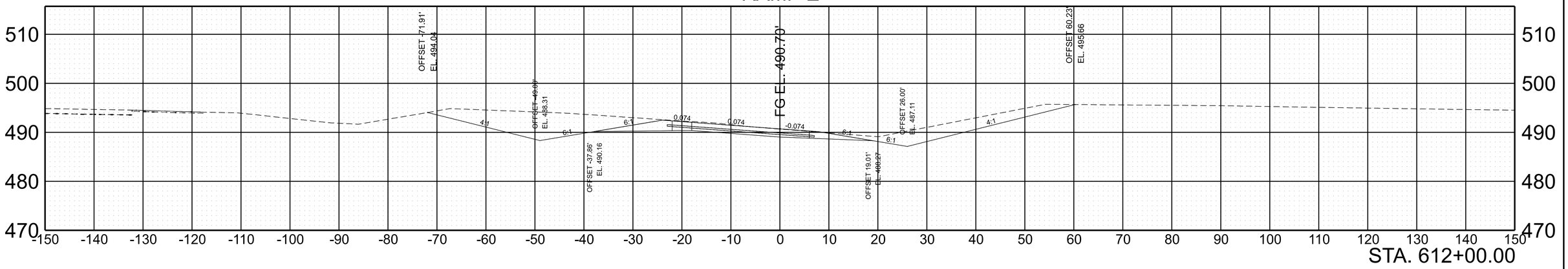


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 610+50.00
	1"=10' VERT.	END STA. 611+00.00

9/8/2026 4:28:46 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00087TR\TRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

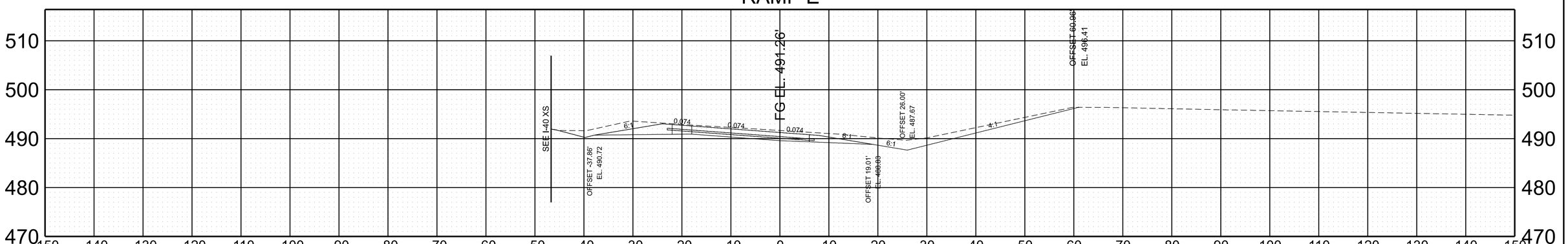
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	104
PIH	2026	STP-M-NH-I-40-1(372)	108
PS&E	2026	STP-M-NH-I-40-1(372)	113

RAMP E



STA. 612+00.00

RAMP E



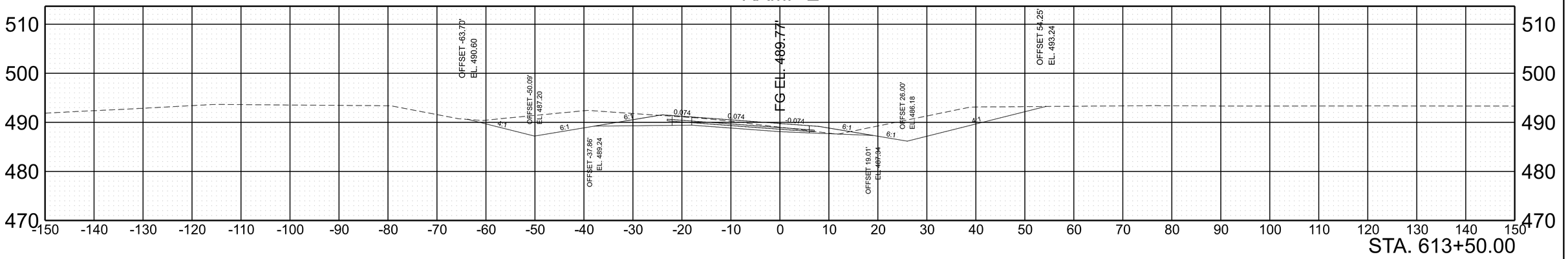
STA. 611+50.00

SCALE:			
	1"=10' HORIZ.	BEGIN STA.	611+50.00
	1"=10' VERT.	END STA.	612+00.00

9/8/2026 4:28:48 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087\TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

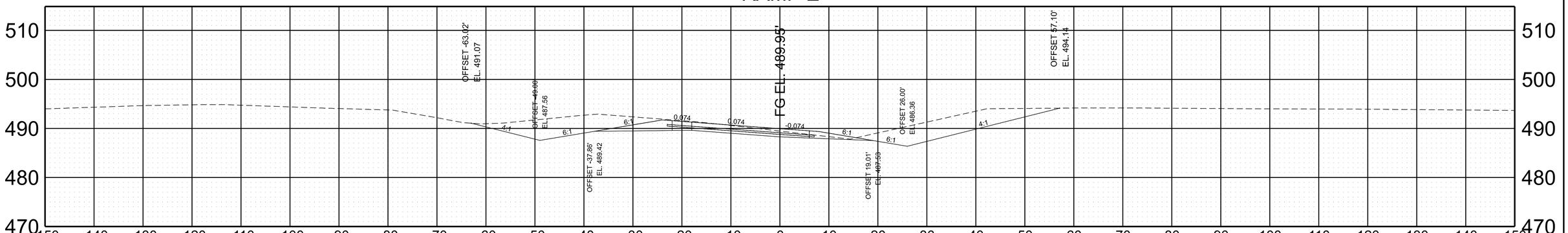
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	105
PIH	2026	STP-M-NH-I-40-1(372)	109
PS&E	2026	STP-M-NH-I-40-1(372)	114

RAMP E



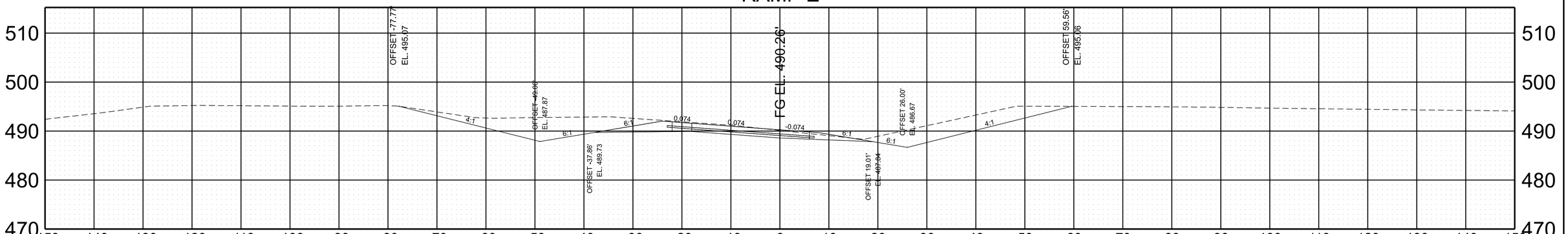
STA. 613+50.00

RAMP E



STA. 613+00.00

RAMP E



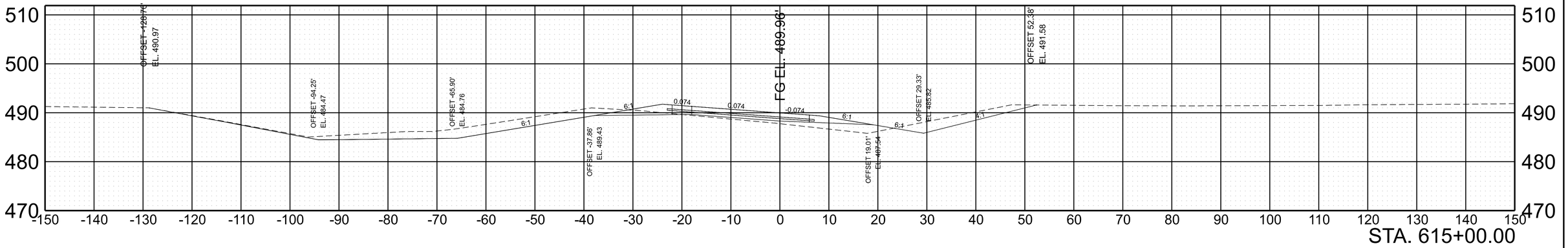
STA. 612+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 612+50.00
	1"=10' VERT.	END STA. 613+50.00

9/8/2026 4:28:49 PM
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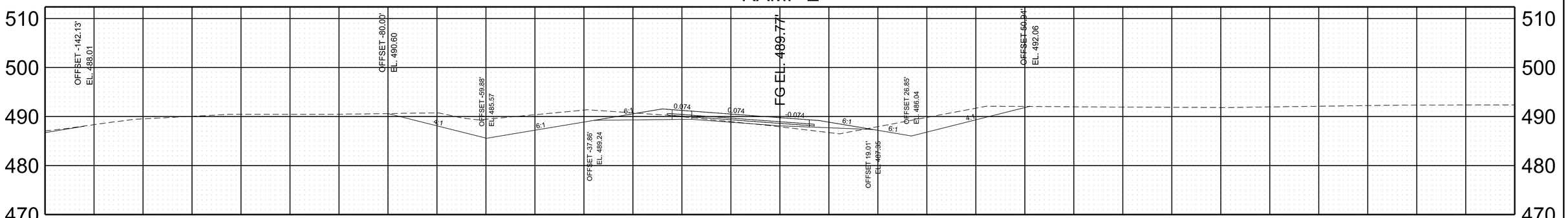
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	106
PIH	2026	STP-M-NH-I-40-1(372)	110
PS&E	2026	STP-M-NH-I-40-1(372)	115

RAMP E



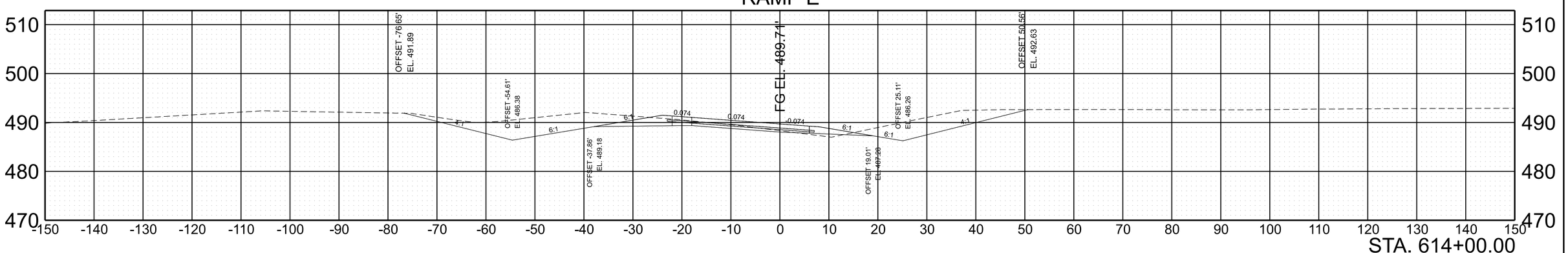
STA. 615+00.00

RAMP E



STA. 614+50.00

RAMP E



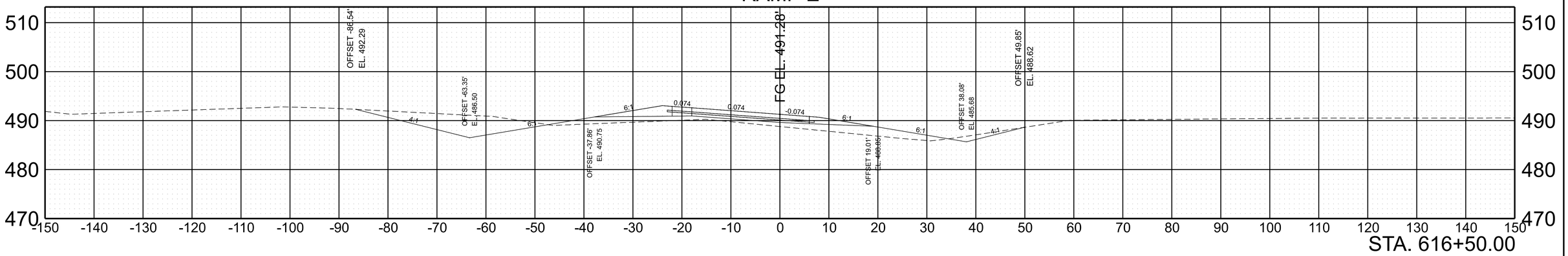
STA. 614+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 614+00.00
	1"=10' VERT.	END STA. 615+00.00

9/8/2026 4:28:51 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

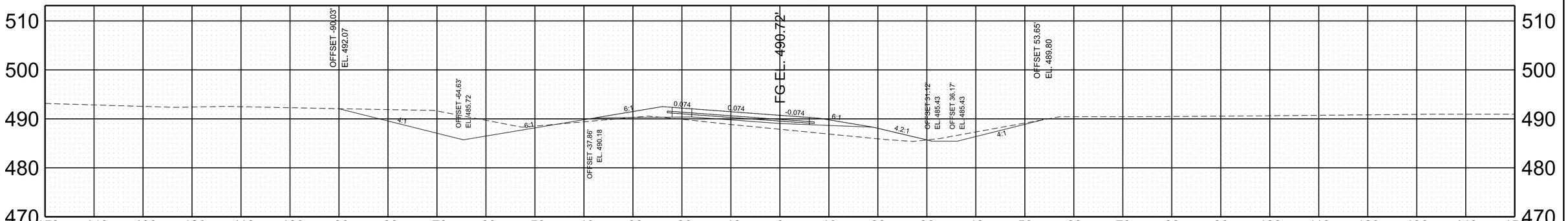
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	107
PIH	2026	STP-M-NH-I-40-1(372)	111
PS&E	2026	STP-M-NH-I-40-1(372)	116

RAMP E



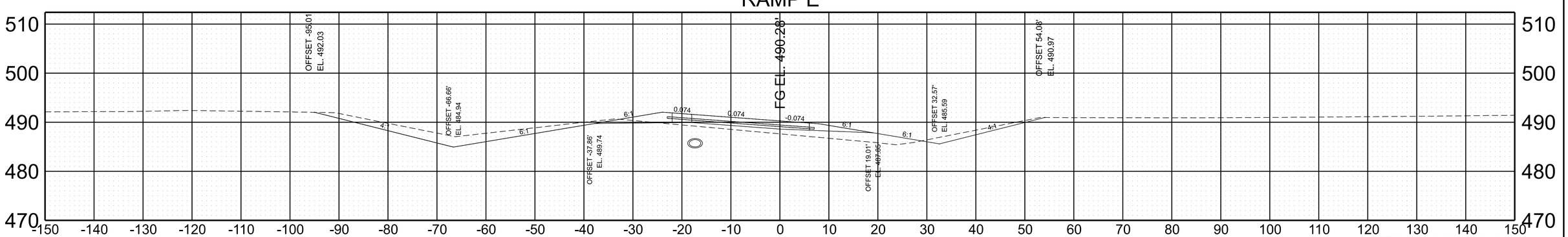
STA. 616+50.00

RAMP E



STA. 616+00.00

RAMP E



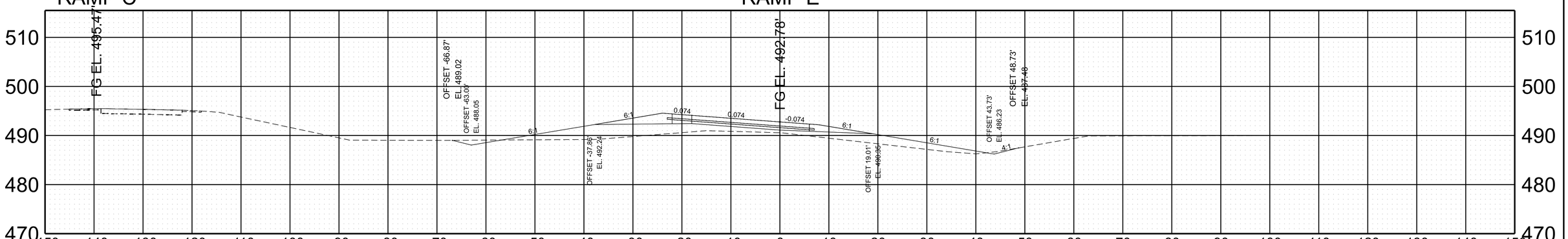
STA. 615+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 615+50.00 END STA. 616+50.00

9/8/2026 4:28:52 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877\TRTRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

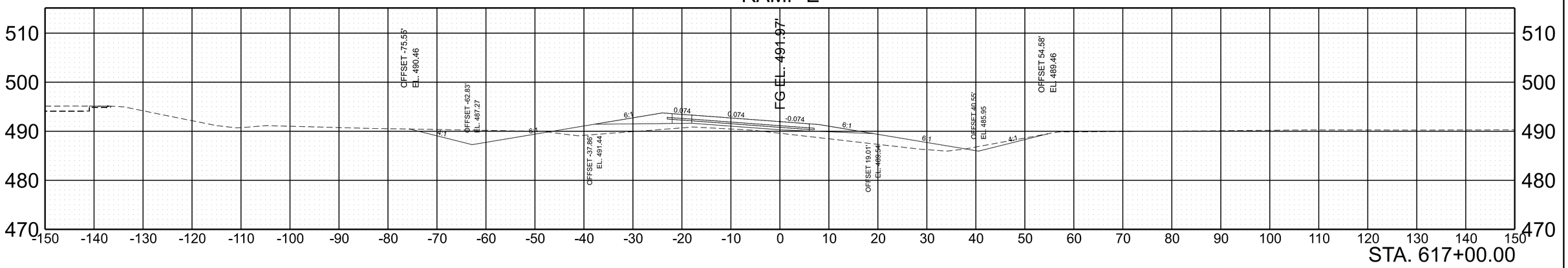
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	108
PIH	2026	STP-M-NH-I-40-1(372)	112
PS&E	2026	STP-M-NH-I-40-1(372)	117

RAMP C



STA. 617+50.00

RAMP E

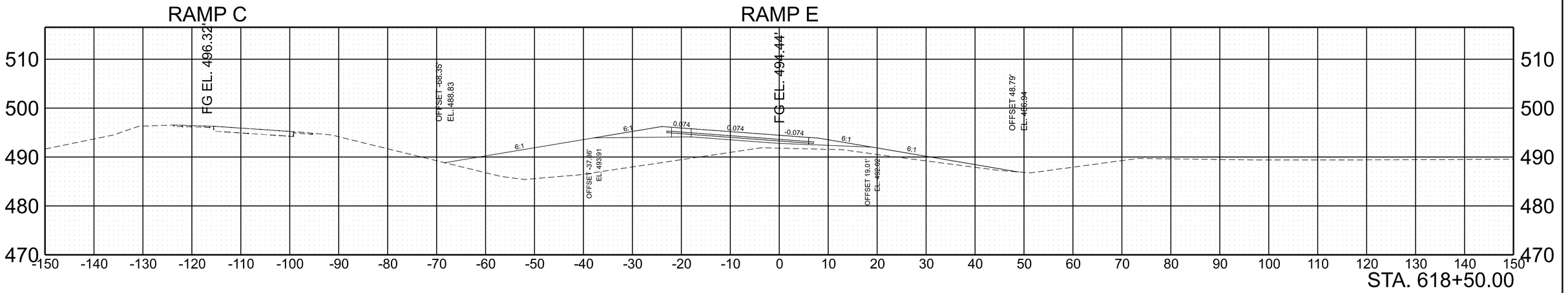


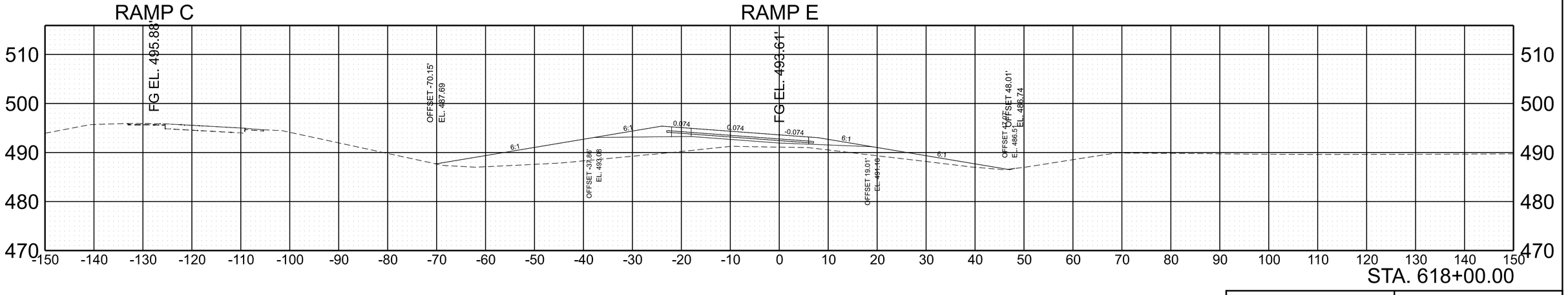
STA. 617+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 617+00.00
	1"=10' VERT.	END STA. 617+50.00

9/8/2026 4:28:54 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	109
PIH	2026	STP-M-NH-I-40-1(372)	113
PS&E	2026	STP-M-NH-I-40-1(372)	118

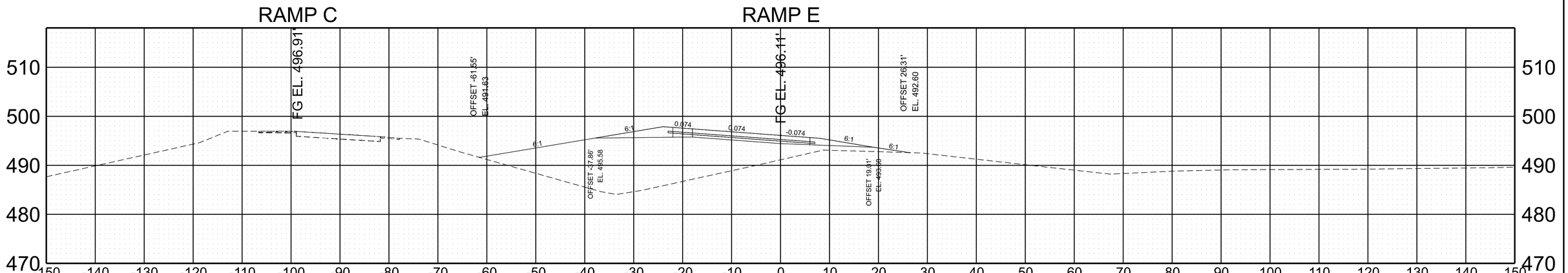


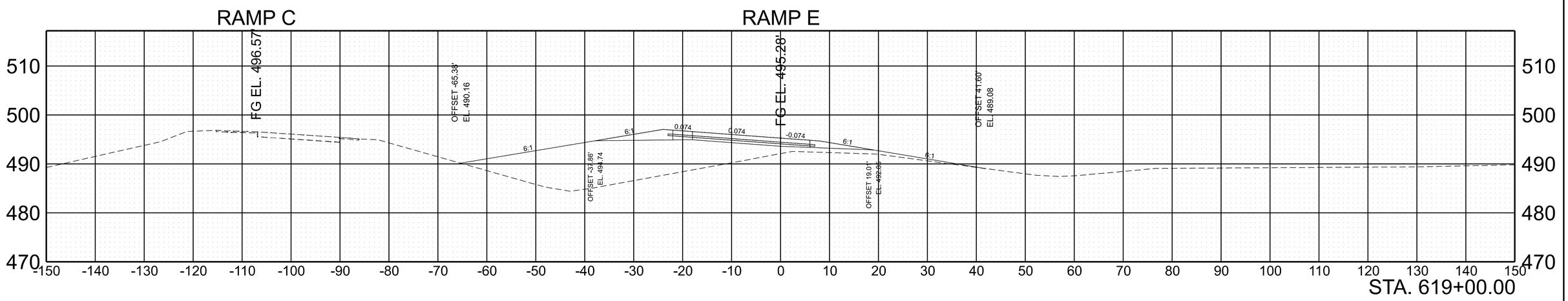


SCALE:	1"=10' HORIZ.	BEGIN STA. 618+00.00
	1"=10' VERT.	END STA. 618+50.00

9/8/2026 4:28:55 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087\TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	110
PIH	2026	STP-M-NH-I-40-1(372)	114
PS&E	2026	STP-M-NH-I-40-1(372)	119

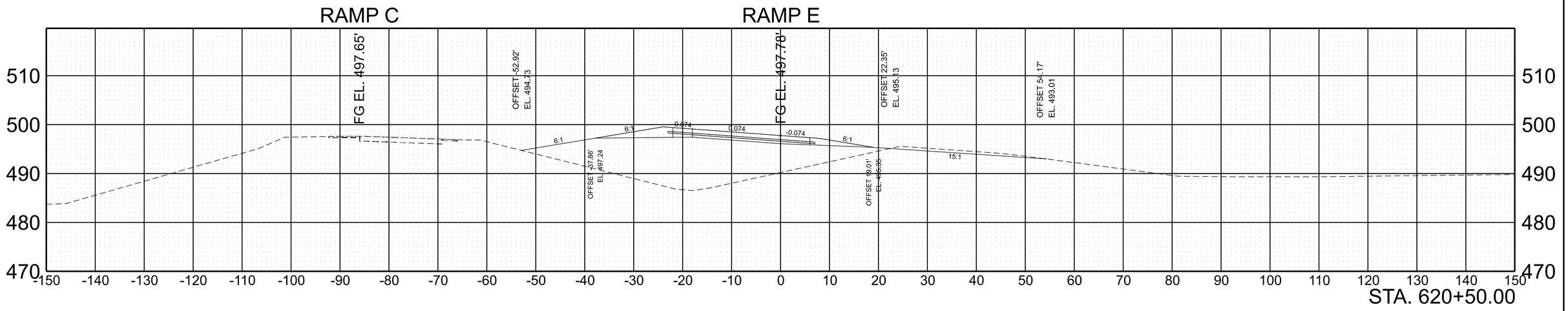


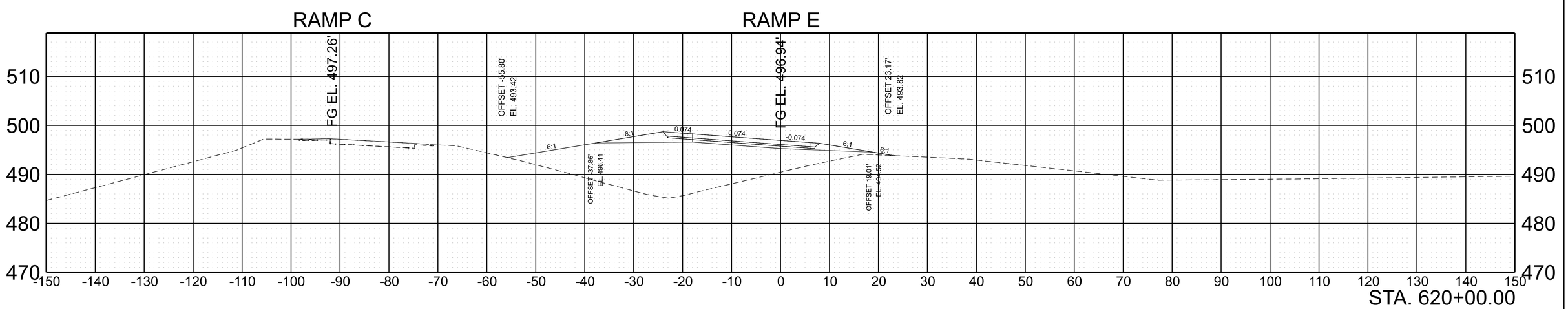


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 619+00.00 END STA. 619+50.00

9/8/2026 4:28:57 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\00087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	111
PIH	2026	STP-M-NH-I-40-1(372)	115
PS&E	2026	STP-M-NH-I-40-1(372)	120

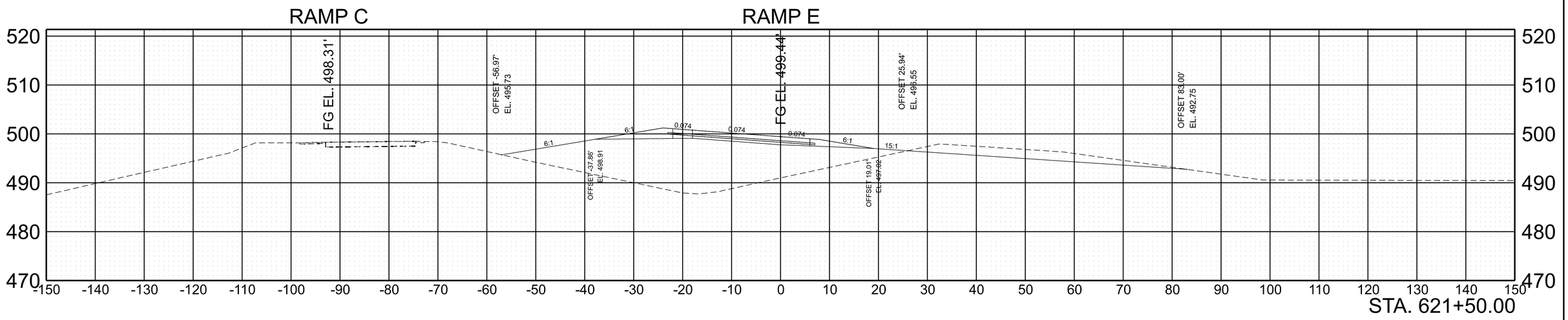


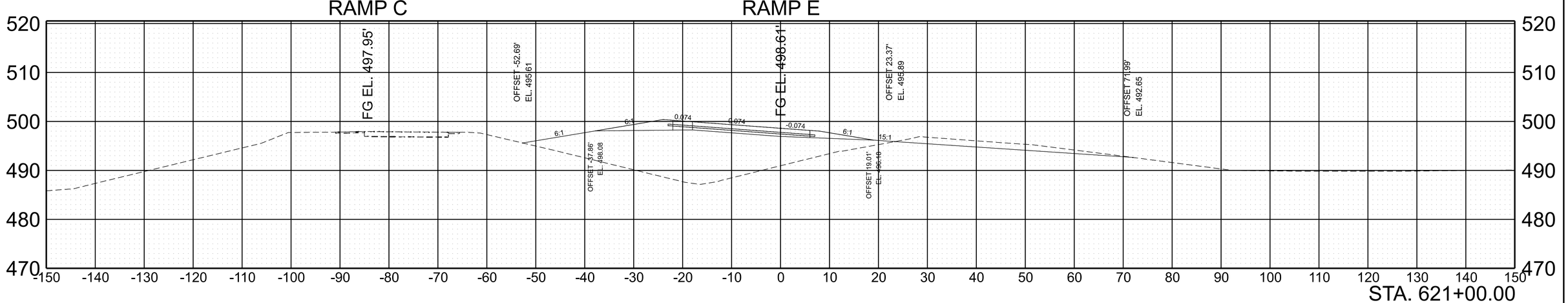


SCALE:	1"=10' HORIZ.	BEGIN STA. 620+00.00
	1"=10' VERT.	END STA. 620+50.00

9/8/2026 4:28:58 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877\TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	112
PIH	2026	STP-M-NH-I-40-1(372)	116
PS&E	2026	STP-M-NH-I-40-1(372)	121





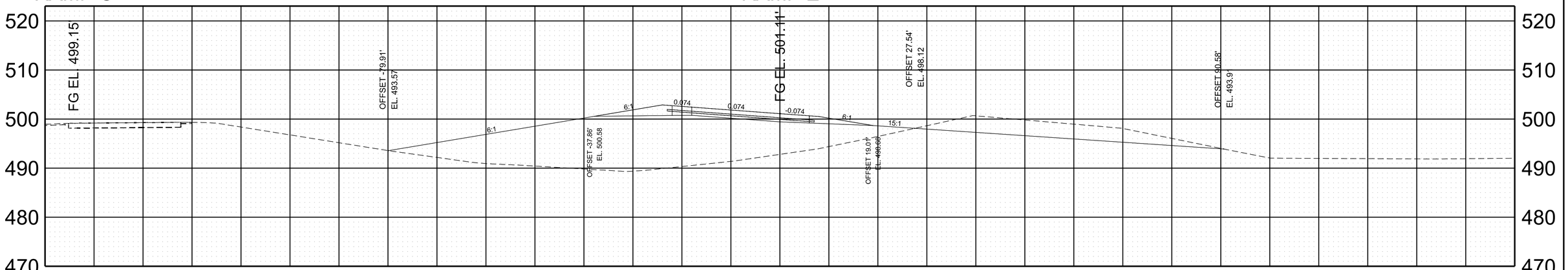
SCALE:	1"=10' HORIZ.	BEGIN STA. 621+00.00
	1"=10' VERT.	END STA. 621+50.00

9/8/2026 4:28:59 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\DOT10087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	113
PIH	2026	STP-M-NH-I-40-1(372)	117
PS&E	2026	STP-M-NH-I-40-1(372)	122

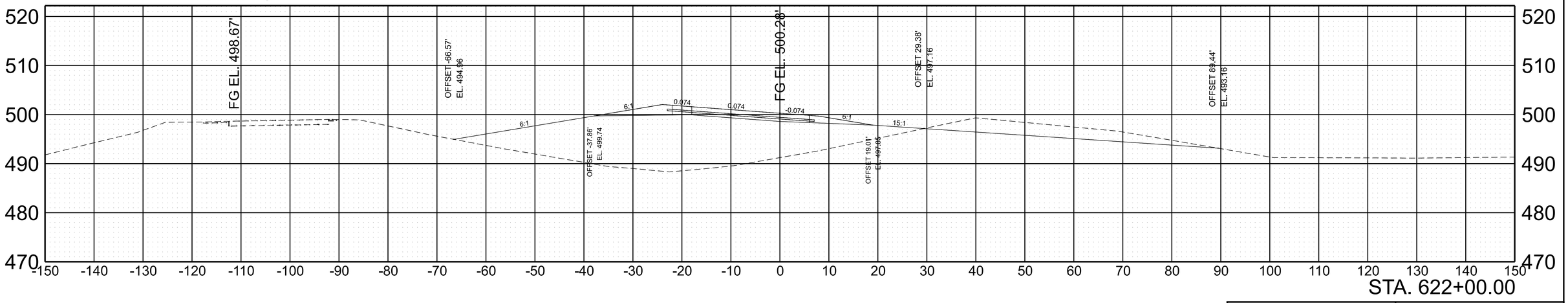
RAMP C

RAMP E



RAMP C

RAMP E

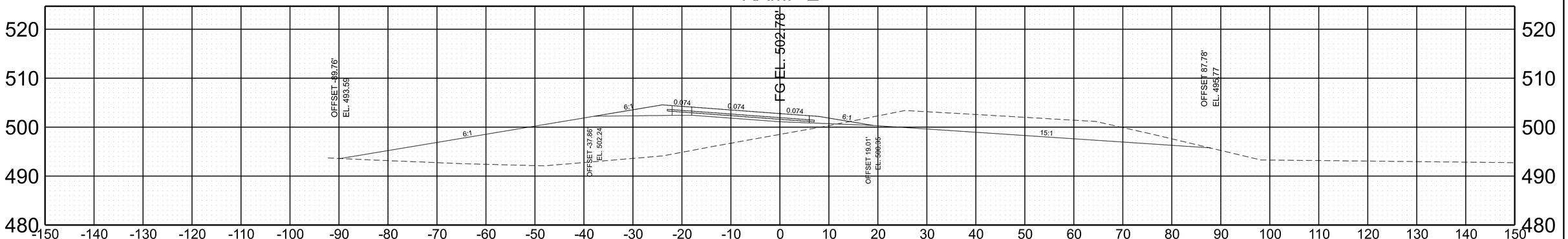


SCALE:	1"=10' HORIZ.	BEGIN STA. 622+00.00
	1"=10' VERT.	END STA. 622+50.00

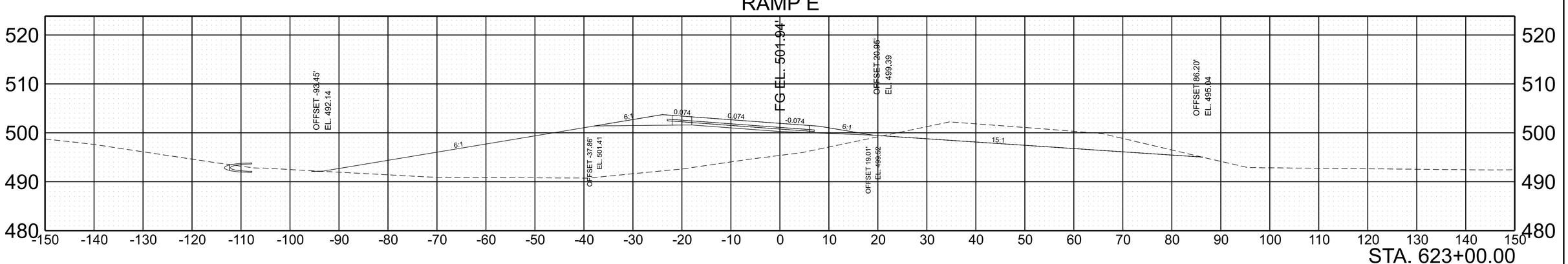
9/8/2026 4:29:00 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	114
PIH	2026	STP-M-NH-I-40-1(372)	118
PS&E	2026	STP-M-NH-I-40-1(372)	123

RAMP E



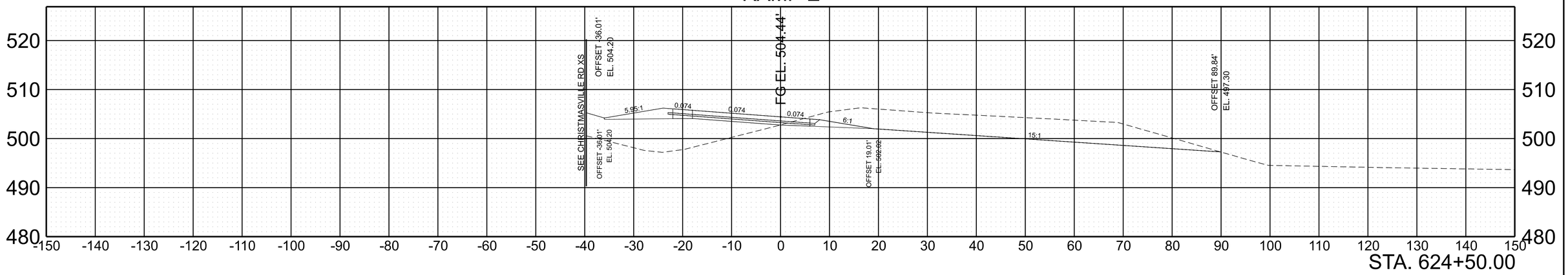
RAMP E

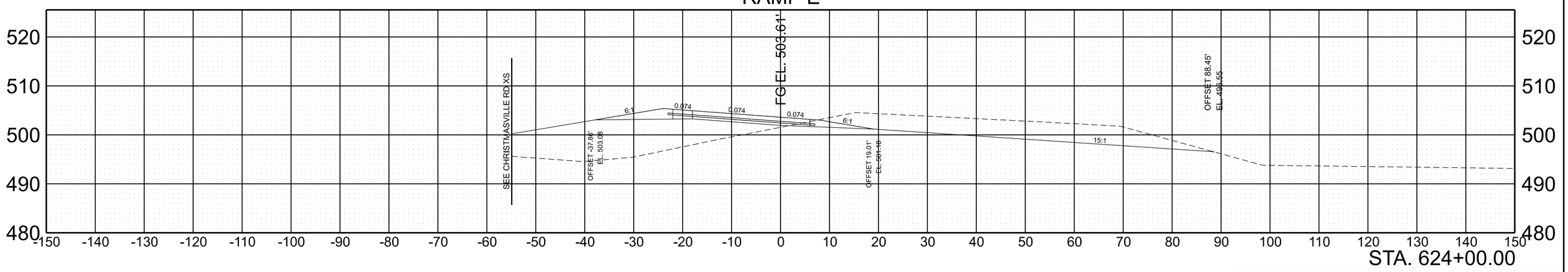


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 623+00.00
	1"=10' VERT.	END STA. 623+50.00

9/8/2026 4:29:02 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\00087 TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	115
PIH	2026	STP-M-NH-I-40-1(372)	119
PS&E	2026	STP-M-NH-I-40-1(372)	124



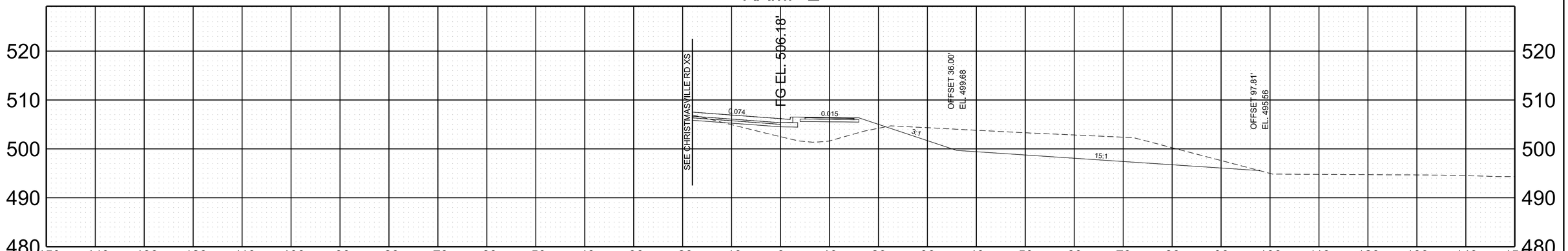


SCALE:	1"=10' HORIZ.	BEGIN STA. 624+00.00
	1"=10' VERT.	END STA. 624+50.00

9/8/2026 4:29:03 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087\TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

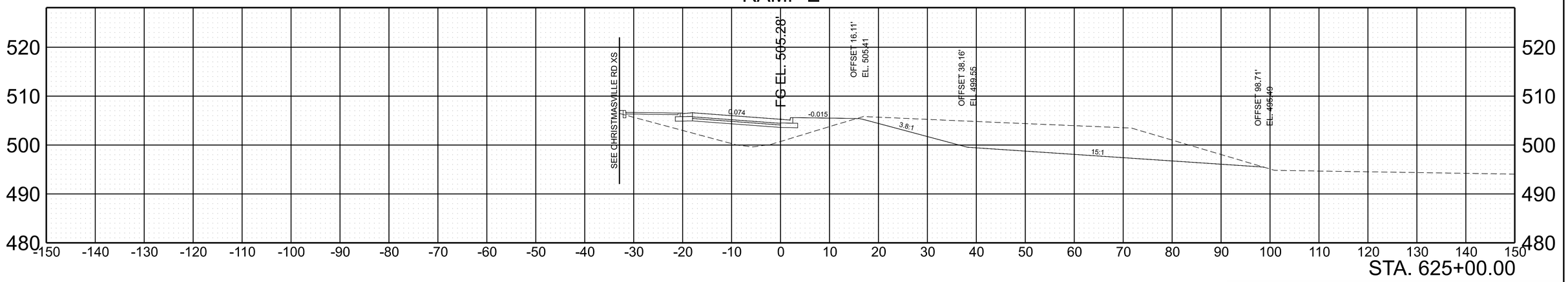
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	116
PIH	2026	STP-M-NH-I-40-1(372)	120
PS&E	2026	STP-M-NH-I-40-1(372)	125

RAMP E



STA. 625+42.30

RAMP E

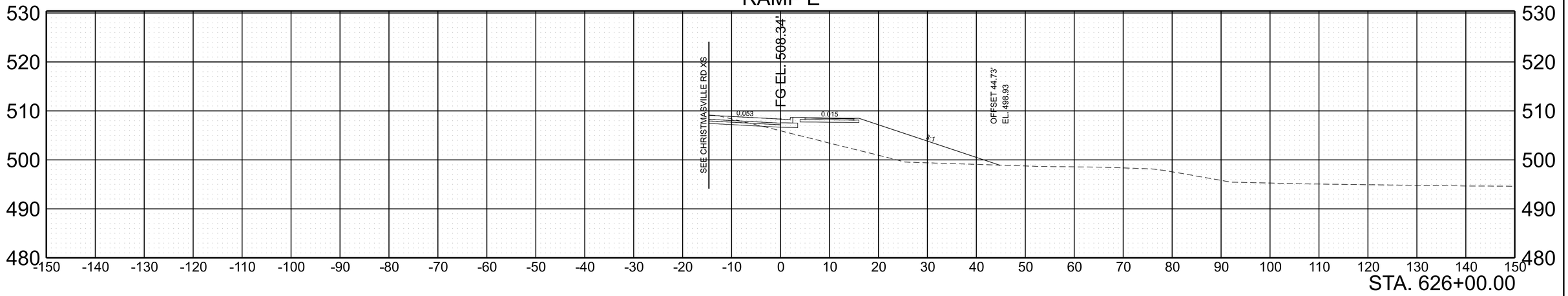


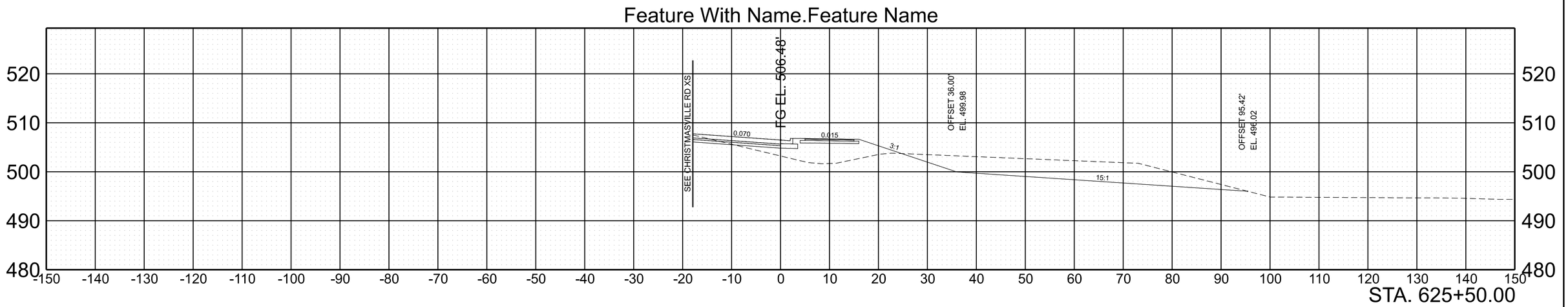
STA. 625+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 625+00.00
	1"=10' VERT.	END STA. 625+42.30

9/8/2026 4:29:04 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	117
PIH	2026	STP-M-NH-I-40-1(372)	121
PS&E	2026	STP-M-NH-I-40-1(372)	126



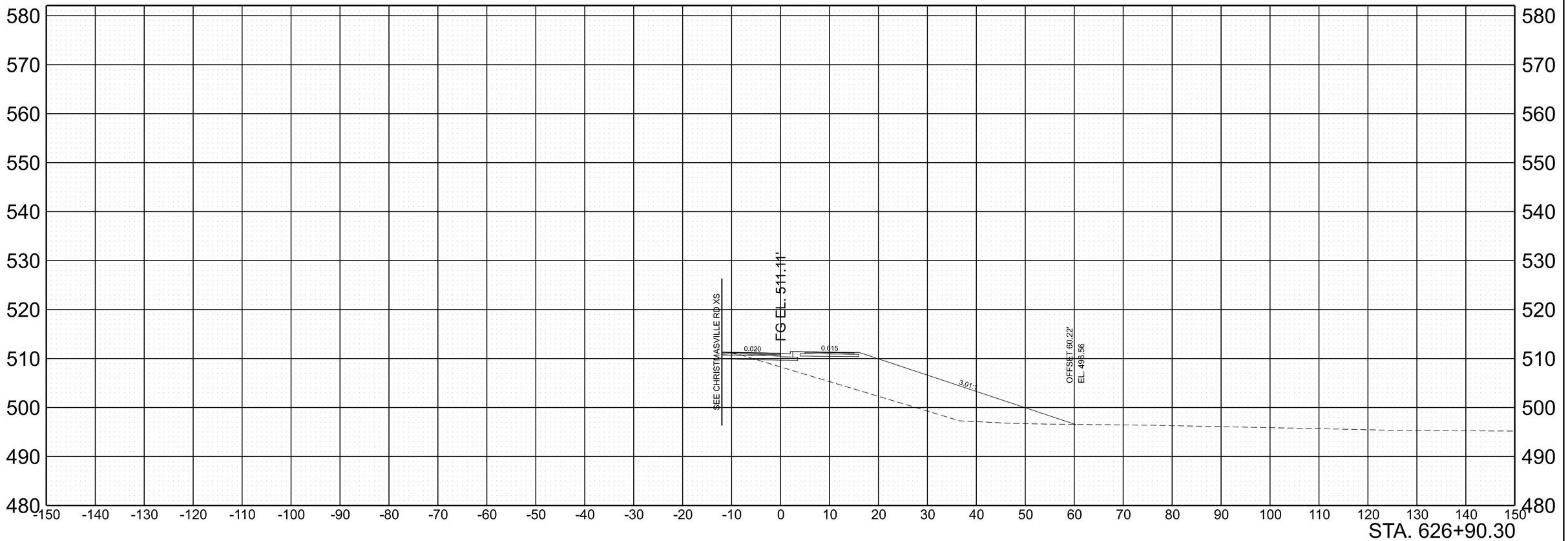


SCALE:	1"=10' HORIZ.	BEGIN STA. 625+50.00
	1"=10' VERT.	END STA. 626+00.00

9/8/2026 4:29:06 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

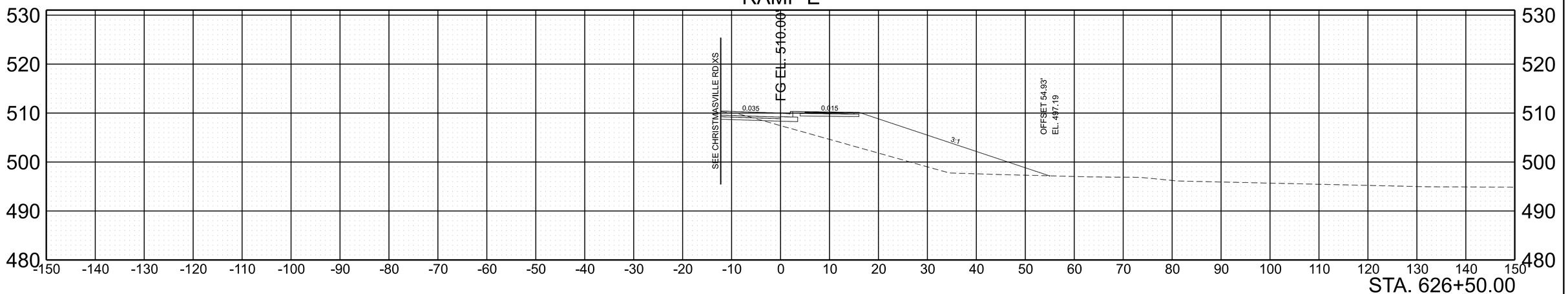
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	118
PIH	2026	STP-M-NH-I-40-1(372)	122
PS&E	2026	STP-M-NH-I-40-1(372)	127

RAMP E



STA. 626+90.30

RAMP E

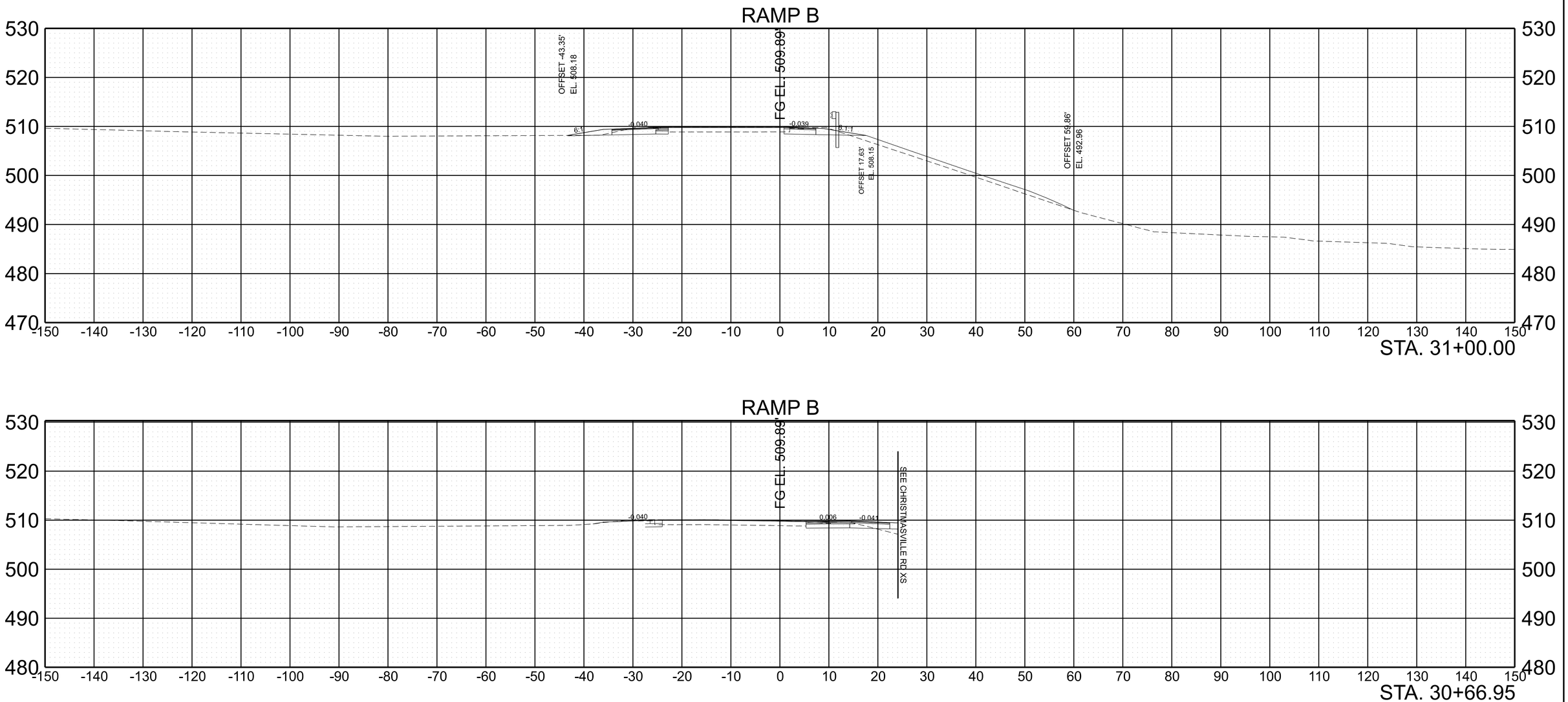


STA. 626+50.00

SCALE:		
	1"=10' HORIZ.	BEGIN STA. 626+50.00
	1"=10' VERT.	END STA. 626+90.30

9/8/2026 4:29:07 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-RAMPE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	119
PIH	2026	STP-M-NH-I-40-1(372)	123
PS&E	2026	STP-M-NH-I-40-1(372)	128

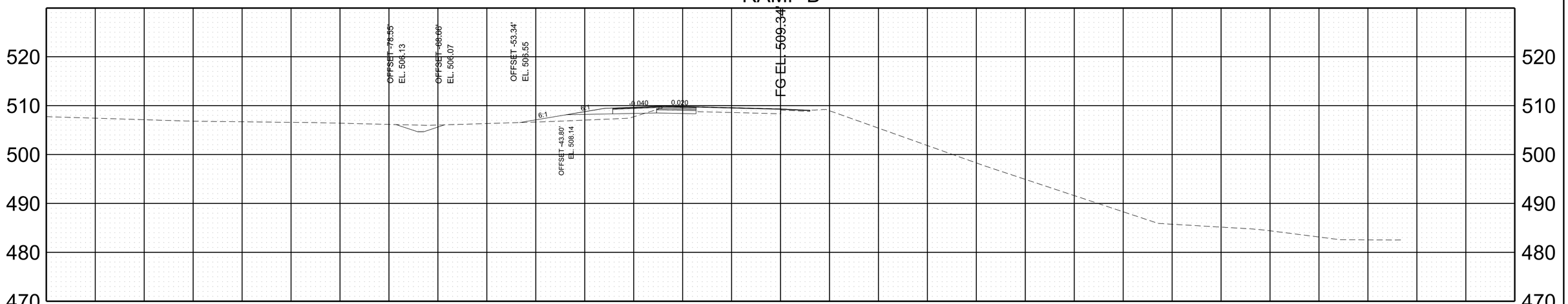


SCALE:	1"=10' HORIZ.	BEGIN STA. 30+66.95
	1"=10' VERT.	END STA. 31+00.00

9/8/2026 4:29:11 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

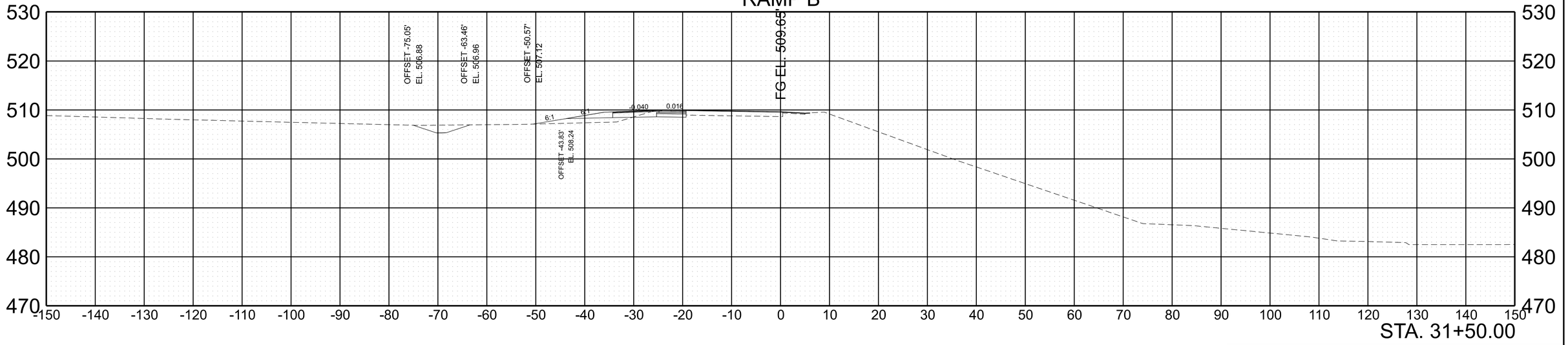
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	120
PIH	2026	STP-M-NH-I-40-1(372)	124
PS&E	2026	STP-M-NH-I-40-1(372)	129

RAMP B



STA. 32+00.00

RAMP B

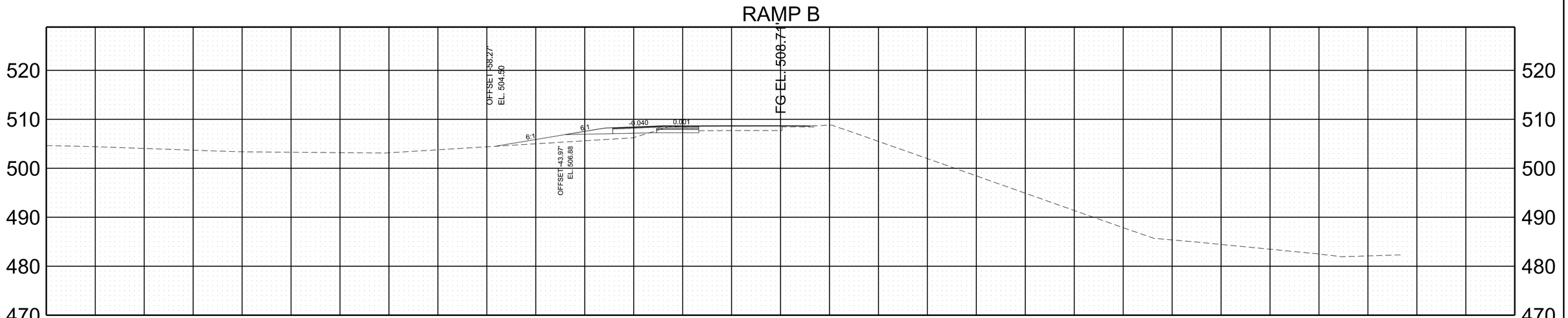


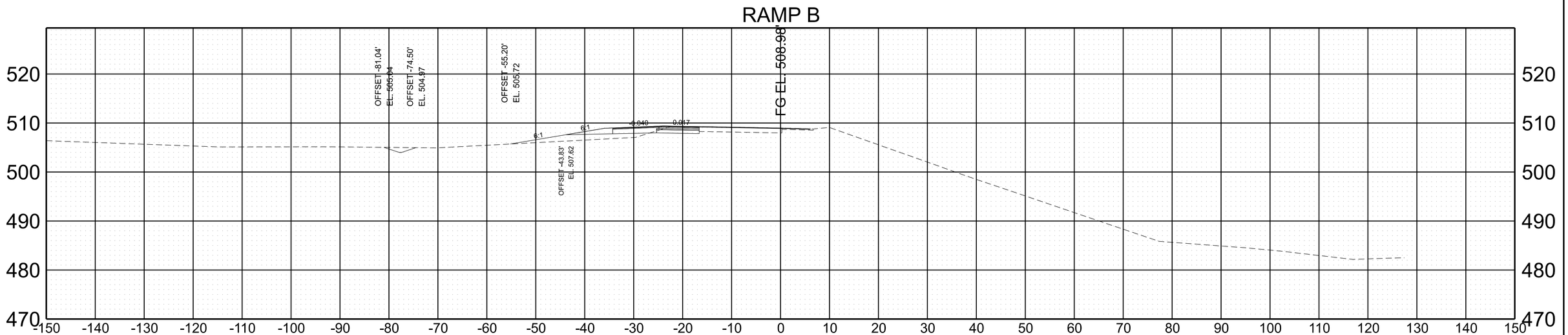
STA. 31+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 31+50.00 END STA. 32+00.00

9/8/2026 4:29:14 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	121
PIH	2026	STP-M-NH-I-40-1(372)	125
PS&E	2026	STP-M-NH-I-40-1(372)	130

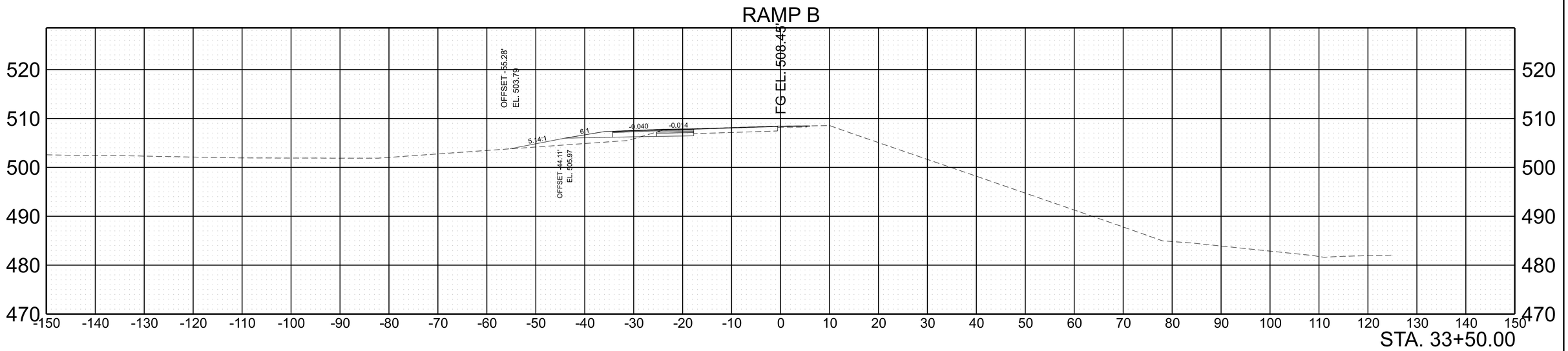


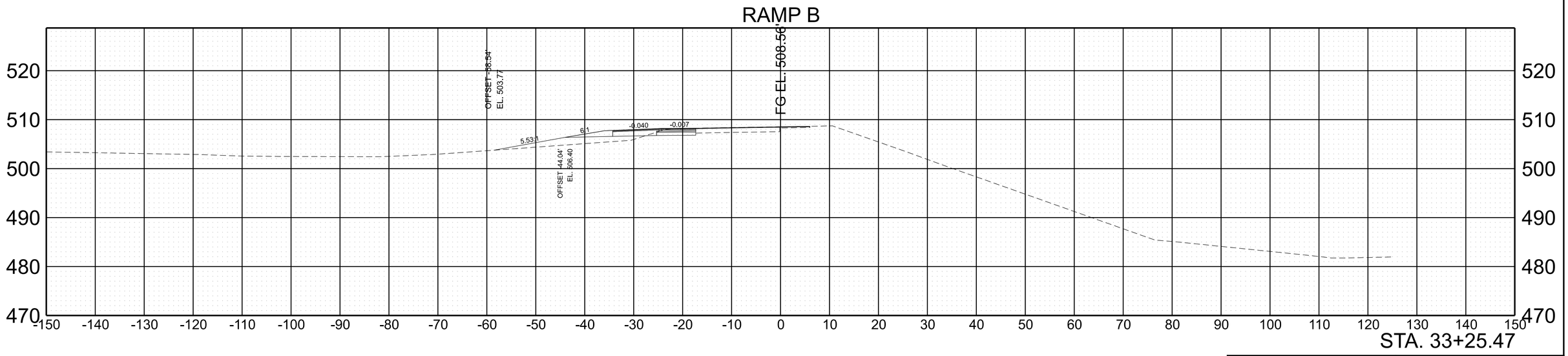


SCALE:	1"=10' HORIZ.	BEGIN STA. 32+50.00
	1"=10' VERT.	END STA. 33+00.00

9/8/2026 4:29:17 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	122
PIH	2026	STP-M-NH-I-40-1(372)	126
PS&E	2026	STP-M-NH-I-40-1(372)	131

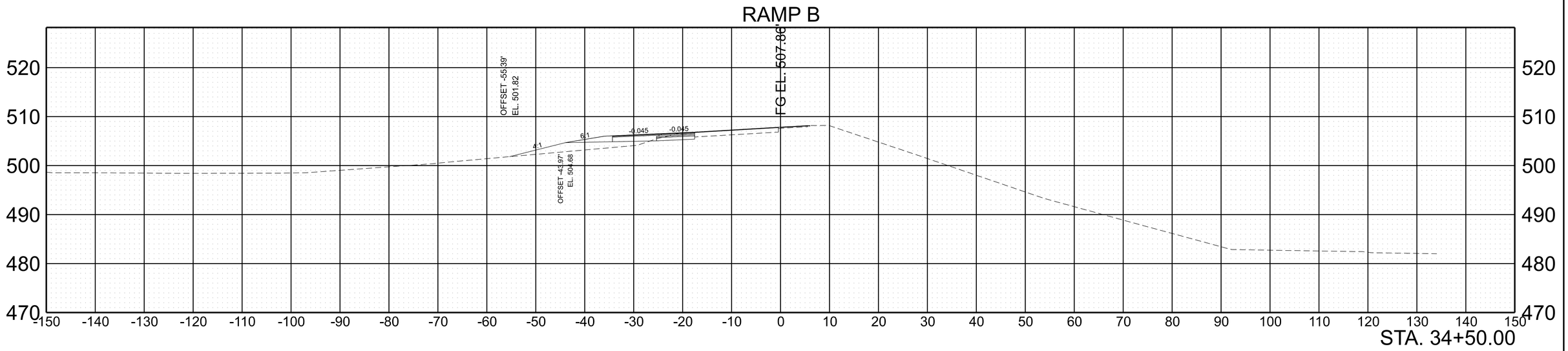


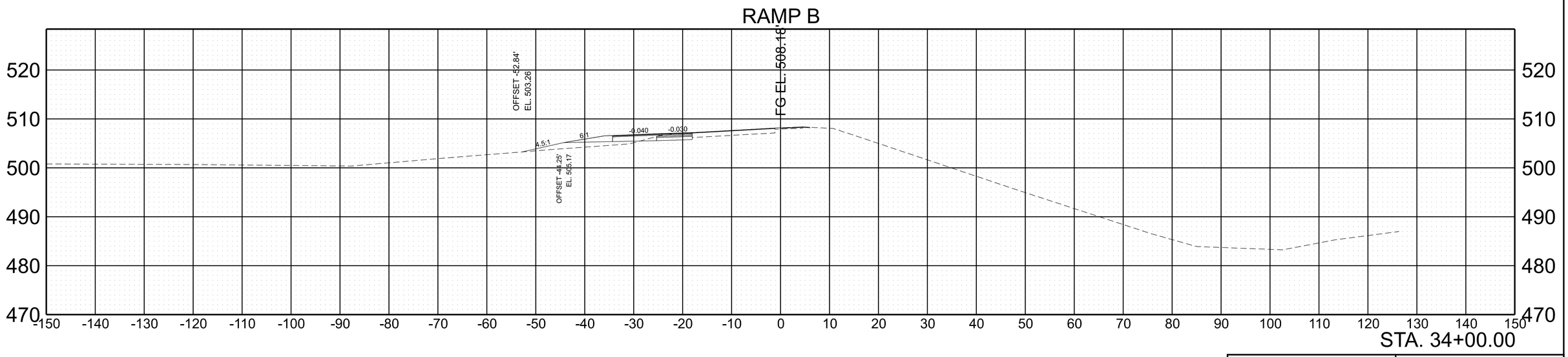


SCALE:	1"=10' HORIZ.	BEGIN STA. 33+25.47
	1"=10' VERT.	END STA. 33+50.00

9/8/2026 4:29:19 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	123
PIH	2026	STP-M-NH-I-40-1(372)	127
PS&E	2026	STP-M-NH-I-40-1(372)	132



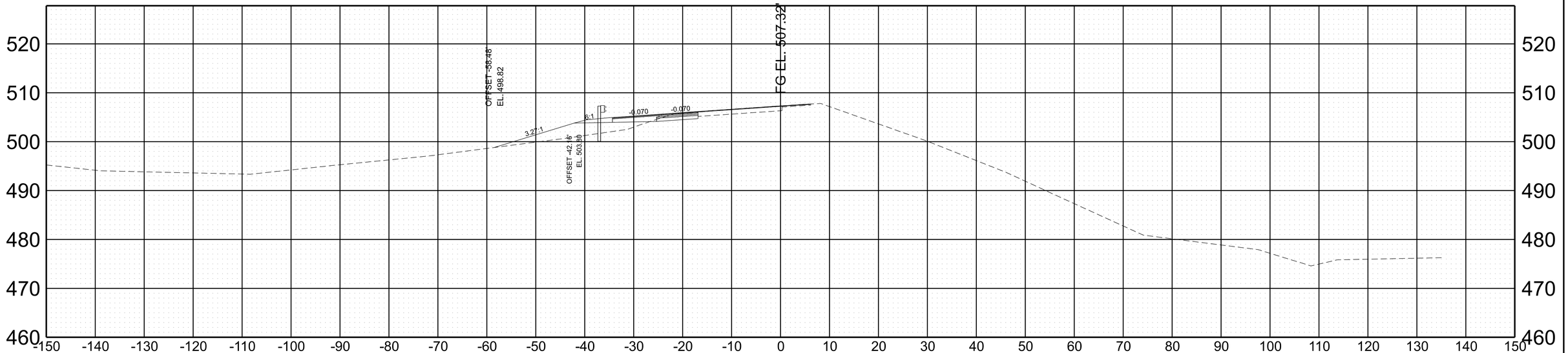


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 34+00.00 END STA. 34+50.00

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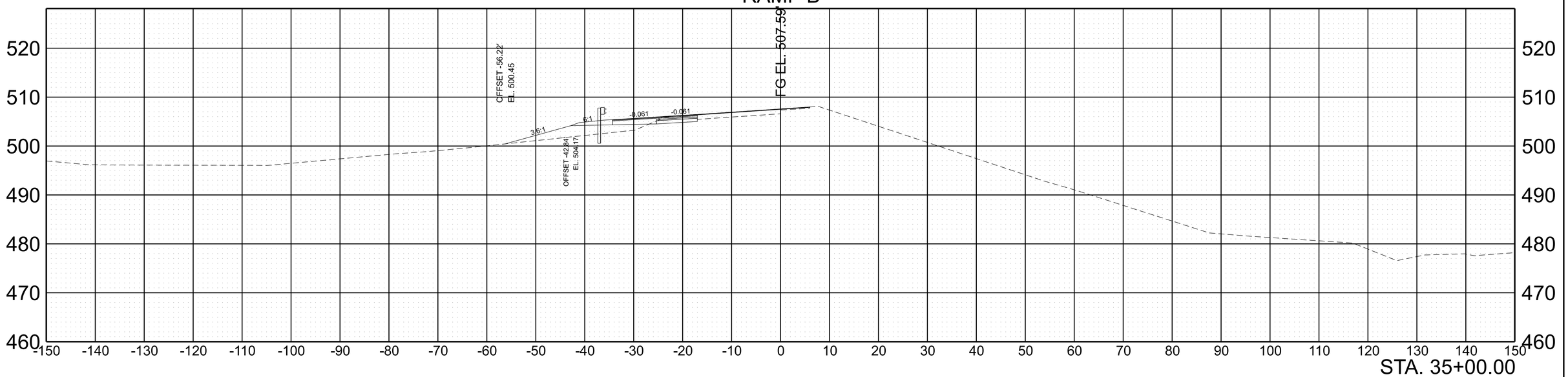
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	124
PIH	2026	STP-M-NH-I-40-1(372)	128
PS&E	2026	STP-M-NH-I-40-1(372)	133

RAMP B



STA. 35+50.00

RAMP B

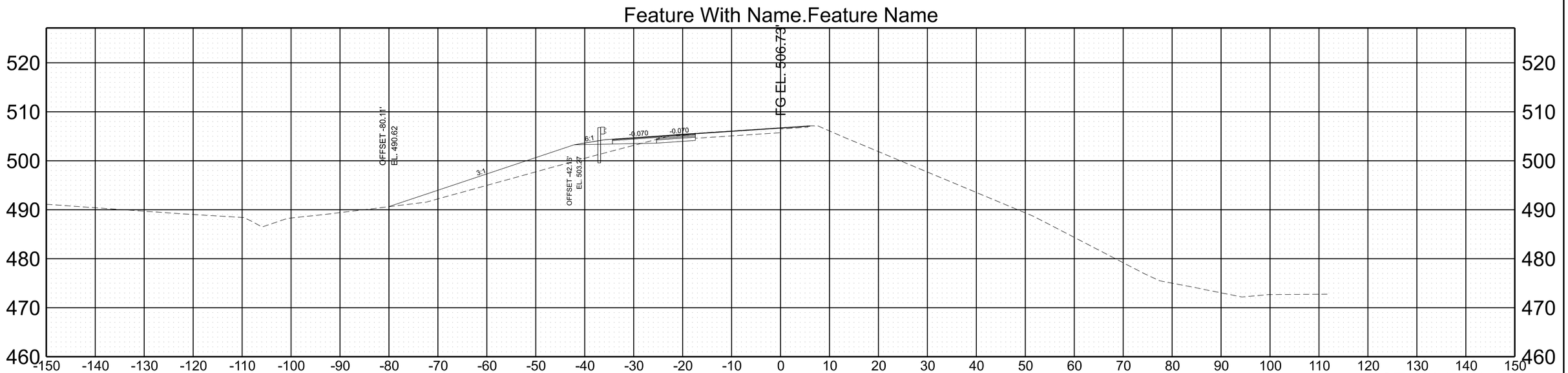


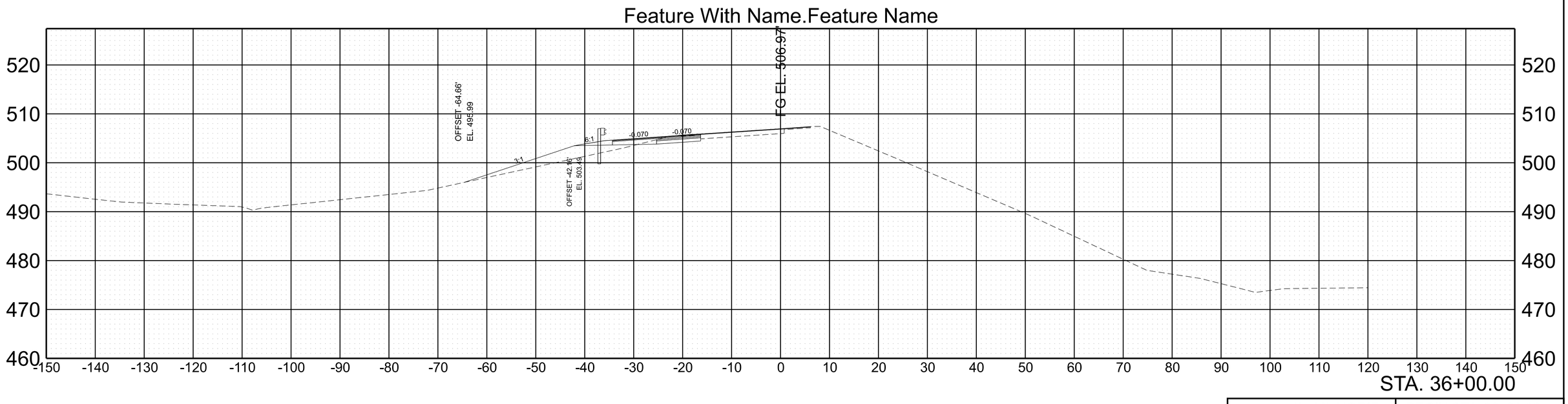
STA. 35+00.00

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9/8/2026 4:29:24 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	125
PIH	2026	STP-M-NH-I-40-1(372)	129
PS&E	2026	STP-M-NH-I-40-1(372)	134

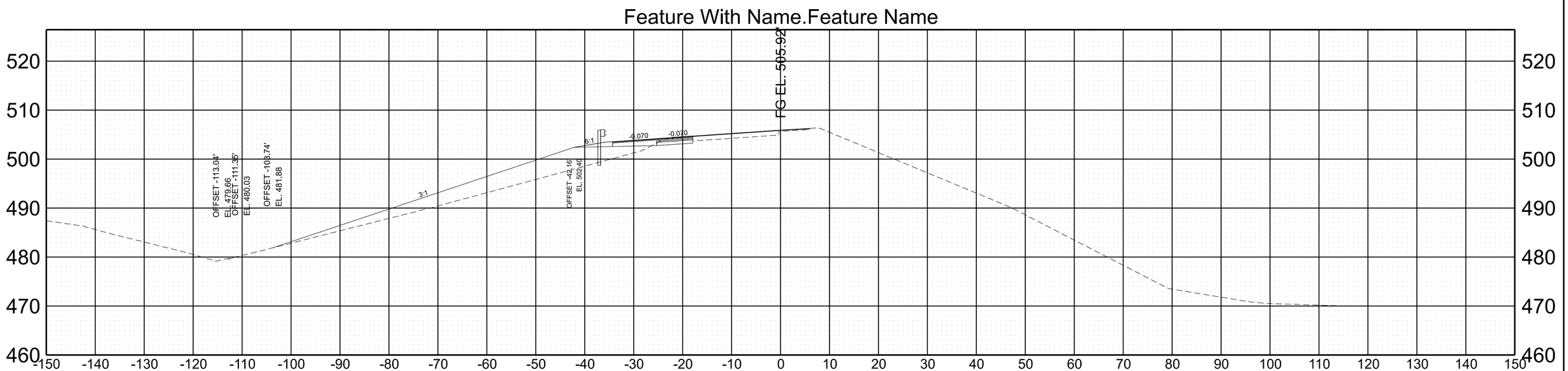


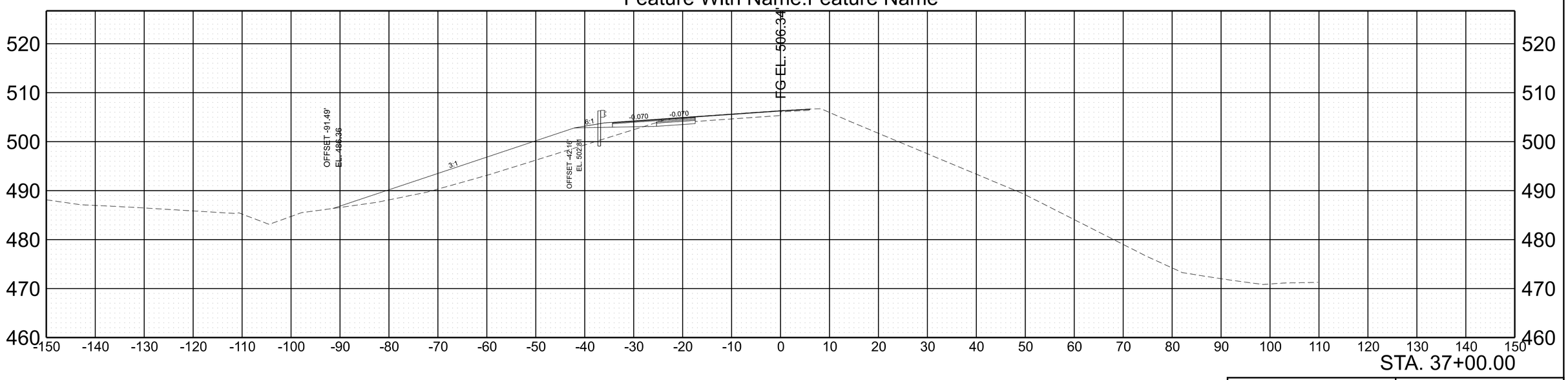


SCALE:	1"=10' HORIZ.	BEGIN STA. 36+00.00
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9/8/2026 4:29:27 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	126
PIH	2026	STP-M-NH-I-40-1(372)	130
PS&E	2026	STP-M-NH-I-40-1(372)	135

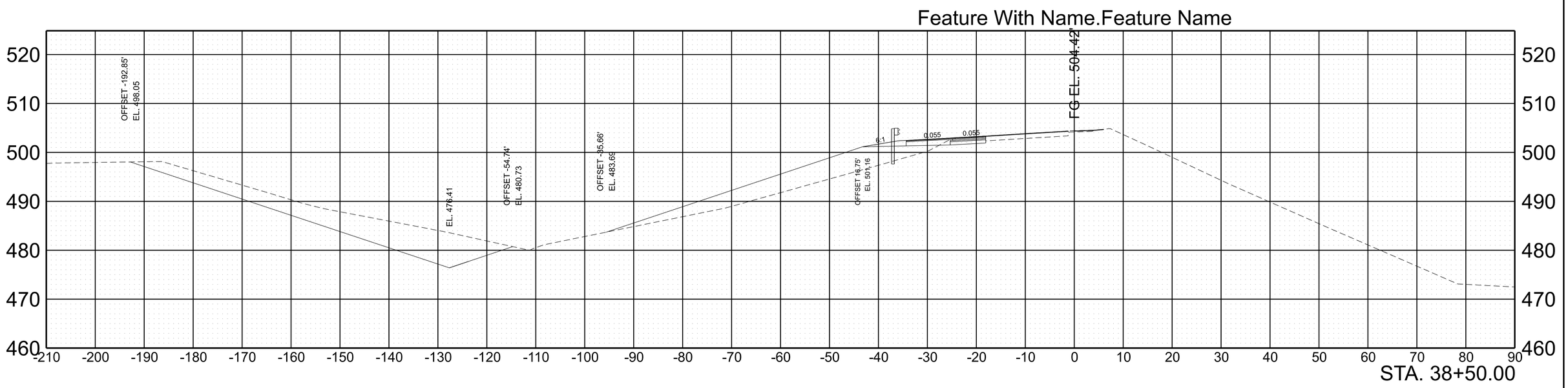


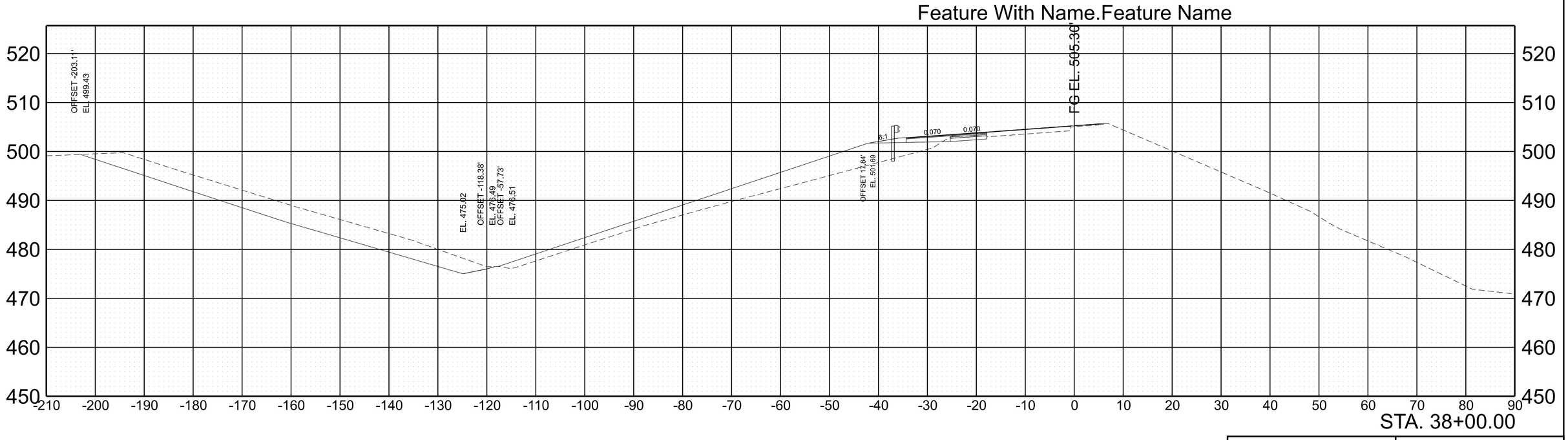


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9/8/2026 4:29:29 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	127
PIH	2026	STP-M-NH-I-40-1(372)	131
PS&E	2026	STP-M-NH-I-40-1(372)	136



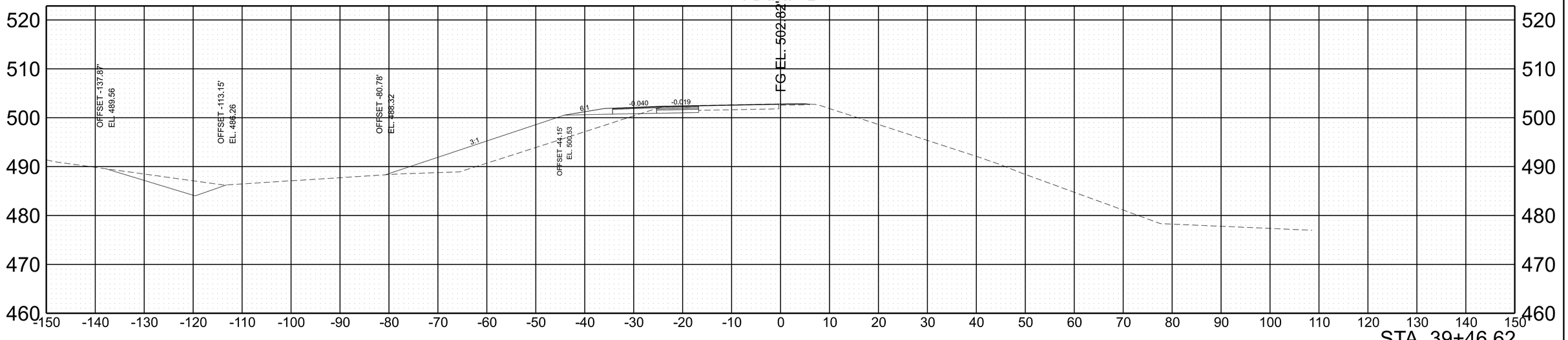


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9/8/2026 4:29:32 PM
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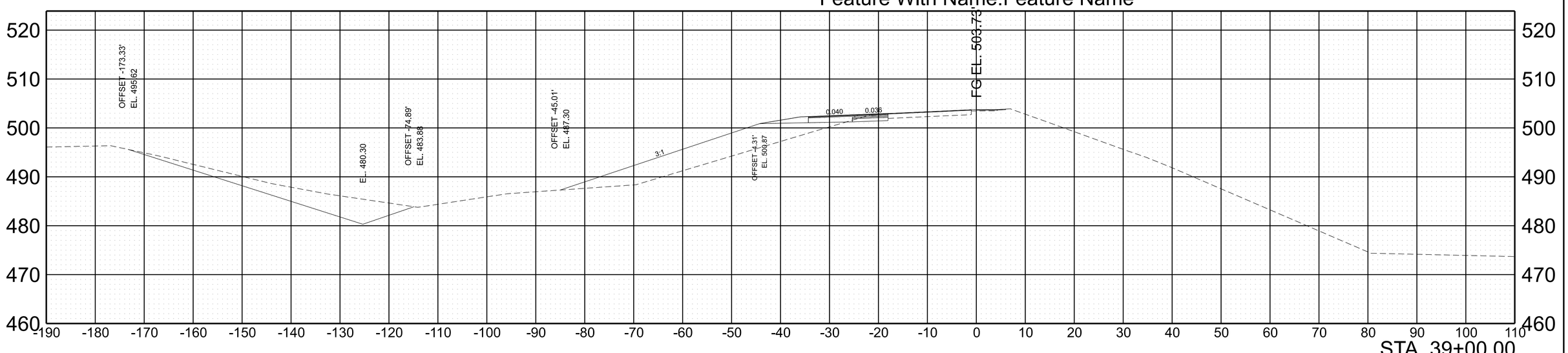
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	128
PIH	2026	STP-M-NH-I-40-1(372)	132
PS&E	2026	STP-M-NH-I-40-1(372)	137

RAMP B



STA. 39+46.62

Feature With Name.Feature Name

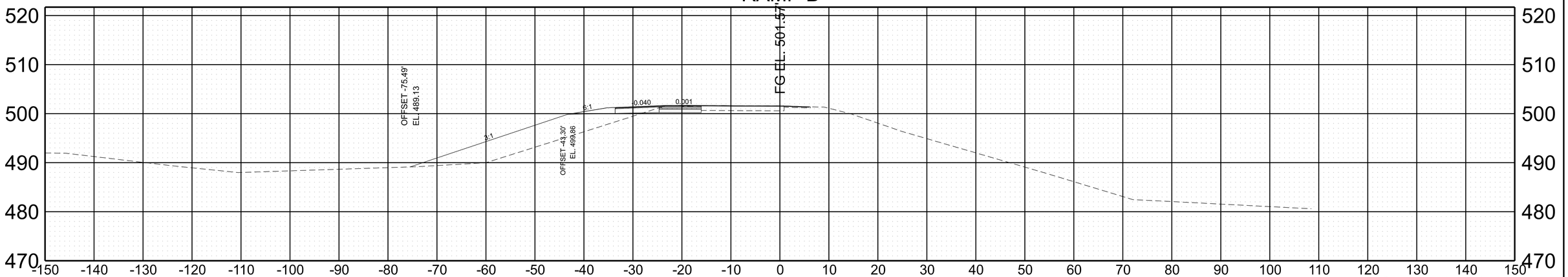


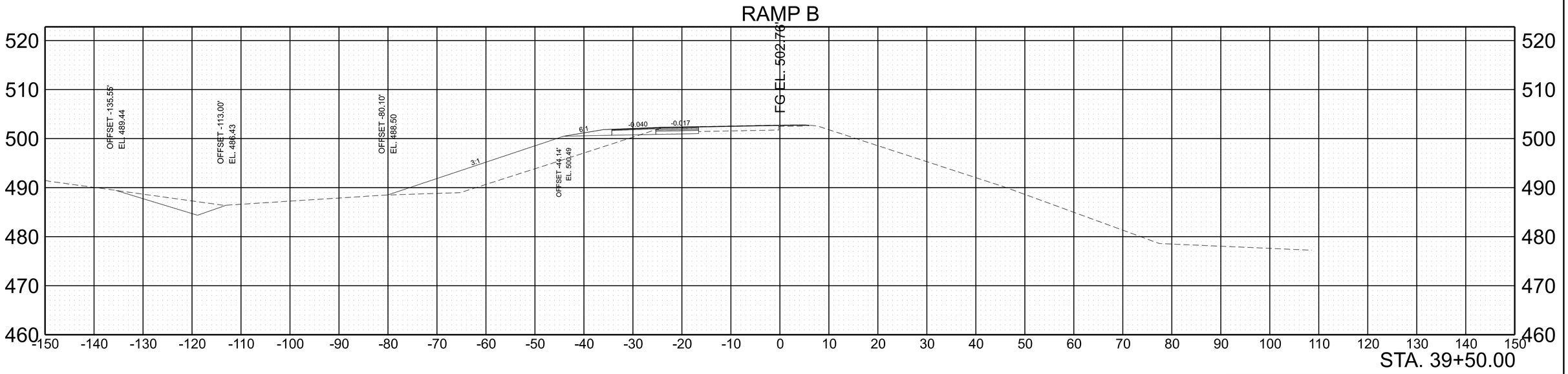
STA. 39+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 39+00.00
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9/8/2026 4:29:34 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	129
PIH	2026	STP-M-NH-I-40-1(372)	133
PS&E	2026	STP-M-NH-I-40-1(372)	138

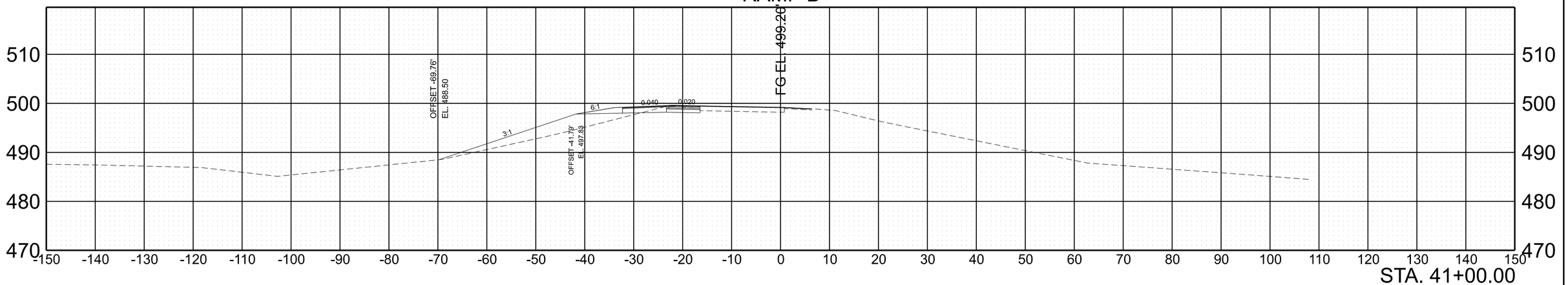


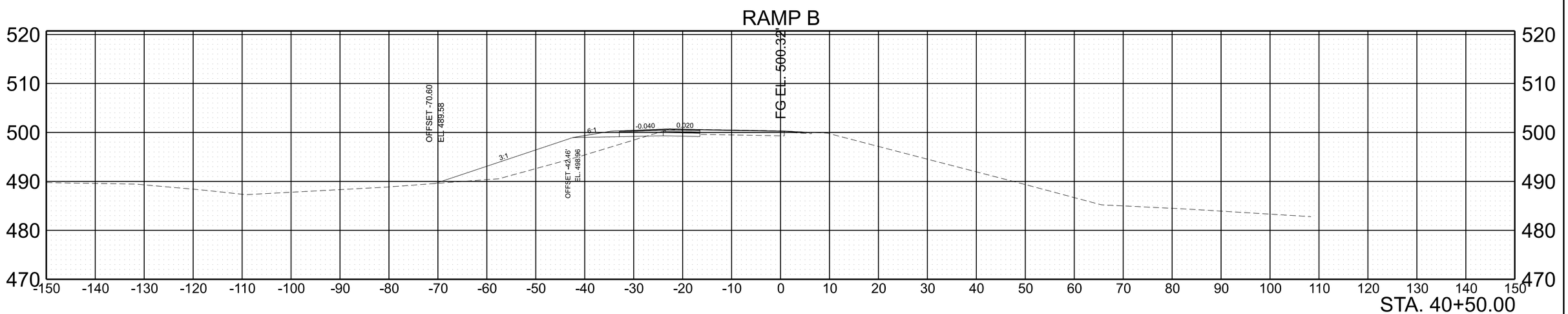


SCALE:	1"=10' HORIZ.	BEGIN STA. 39+50.00
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9/8/2026 4:29:37 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	130
PIH	2026	STP-M-NH-I-40-1(372)	134
PS&E	2026	STP-M-NH-I-40-1(372)	139

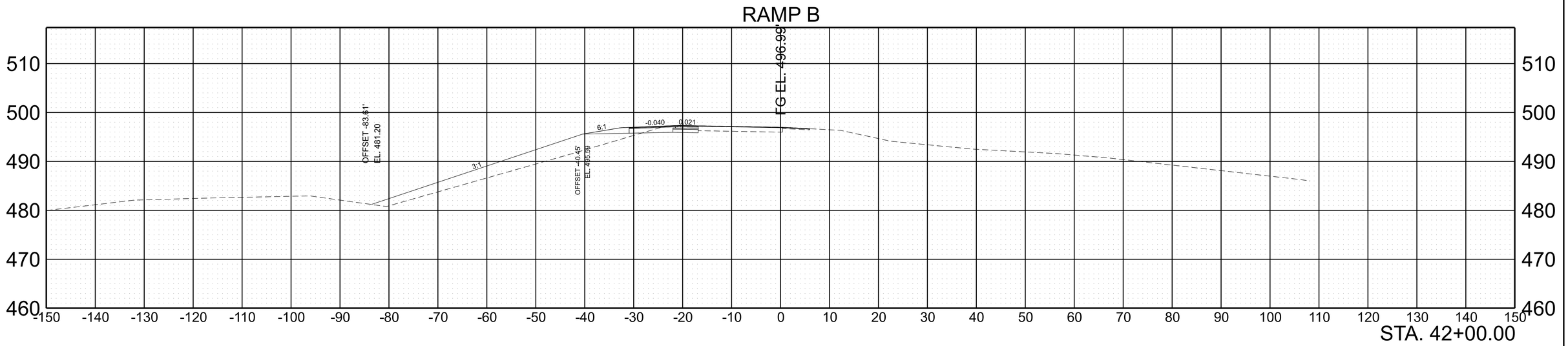


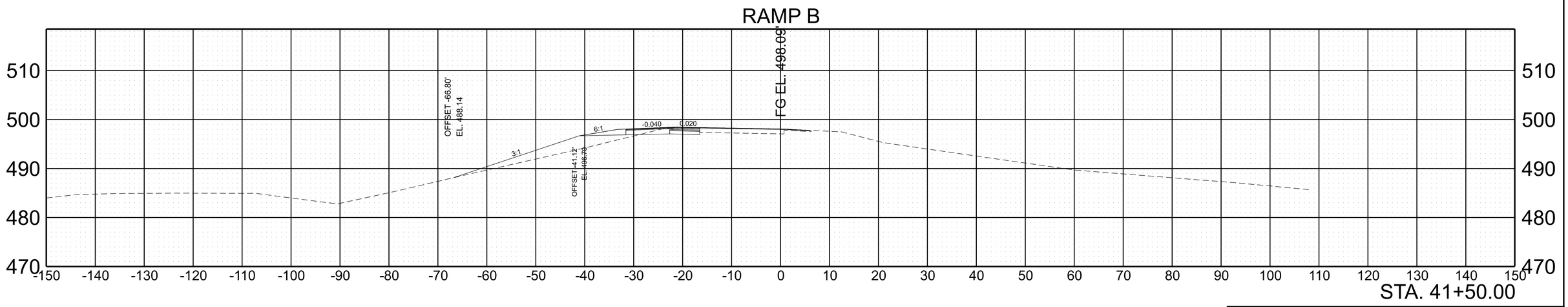


SCALE:	1"=10' HORIZ.	BEGIN STA. 40+50.00
	1"=10' VERT.	END STA. 41+00.00

9/8/2026 4:29:40 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	131
PIH	2026	STP-M-NH-I-40-1(372)	135
PS&E	2026	STP-M-NH-I-40-1(372)	140



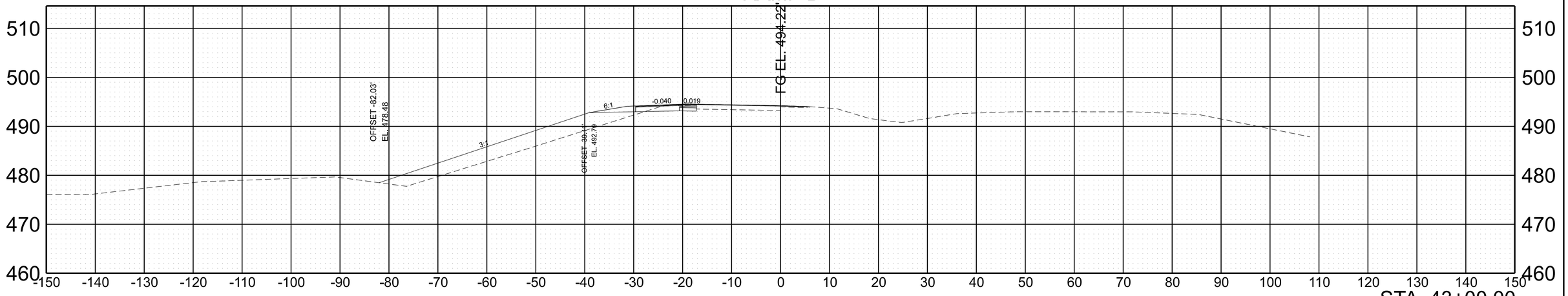


SCALE:	1"=10' HORIZ.	BEGIN STA. 41+50.00
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9/8/2026 4:29:43 PM
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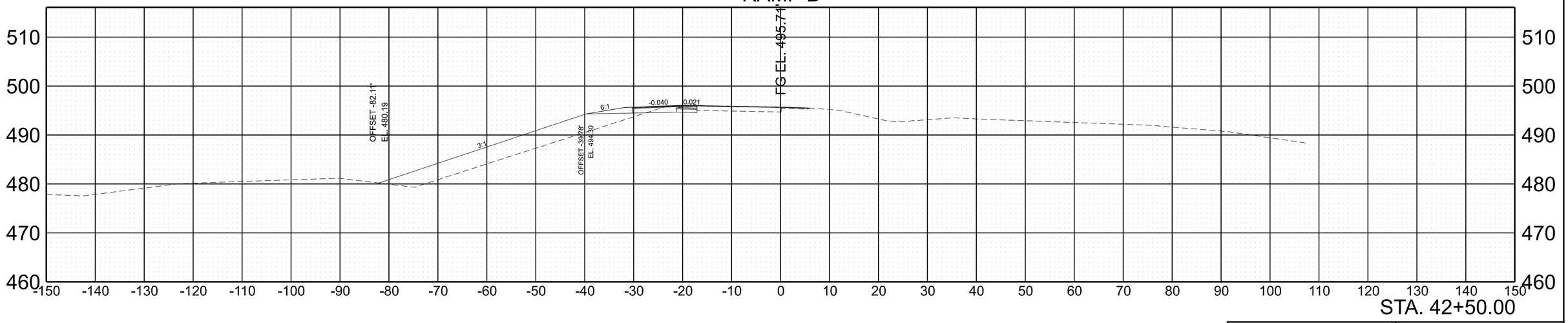
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	132
PIH	2026	STP-M-NH-I-40-1(372)	136
PS&E	2026	STP-M-NH-I-40-1(372)	141

RAMP B



STA. 43+00.00

RAMP B

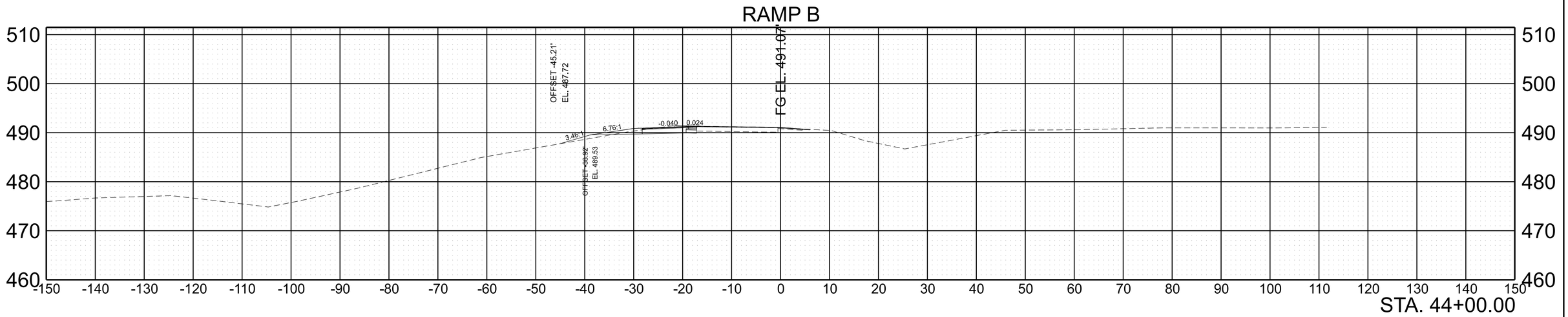


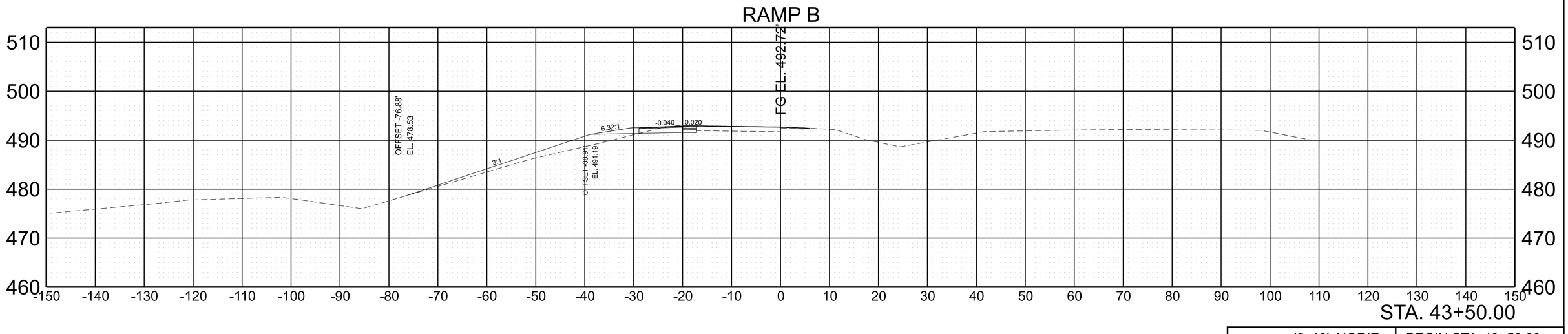
STA. 42+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 42+50.00
	1"=10' VERT.	END STA. 43+00.00

9/8/2026 4:29:46 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TRITRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	133
PIH	2026	STP-M-NH-I-40-1(372)	137
PS&E	2026	STP-M-NH-I-40-1(372)	142

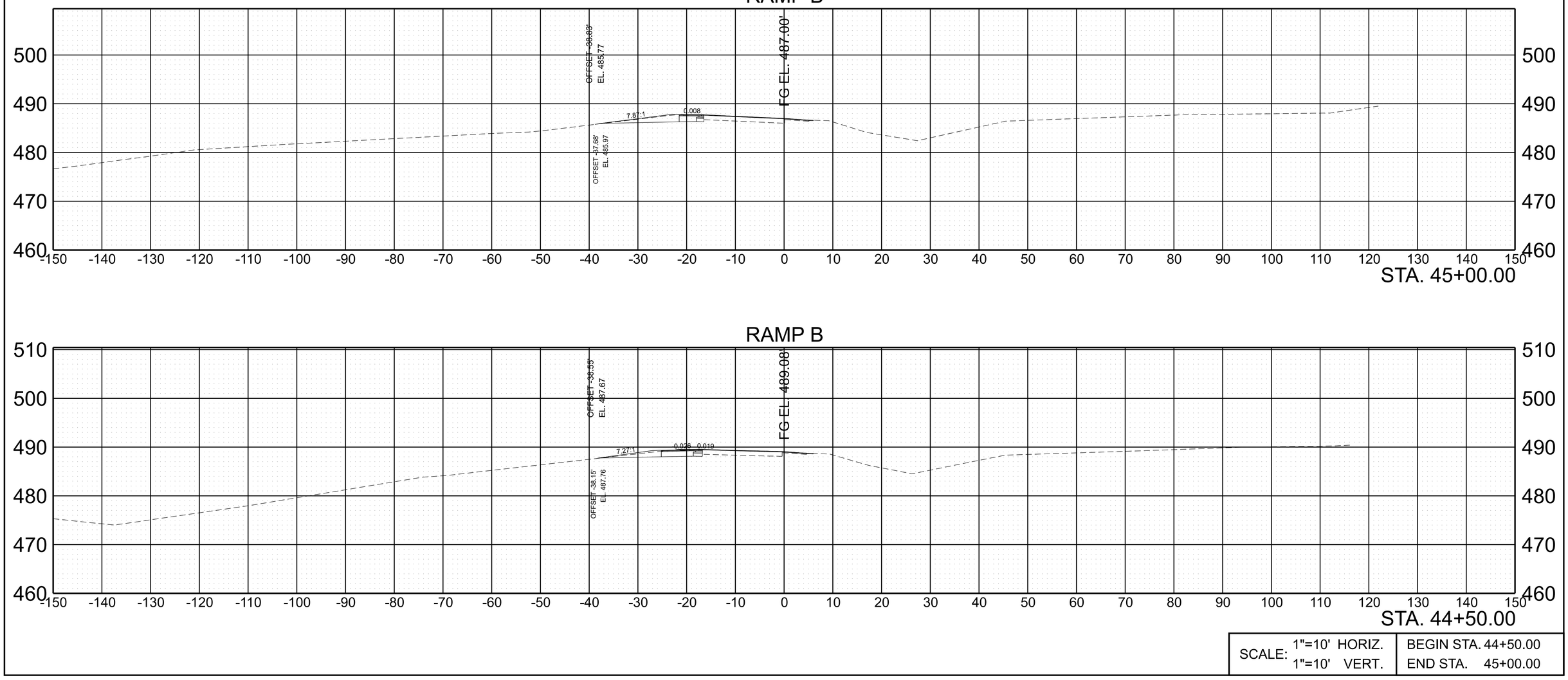




SCALE:	1"=10' HORIZ.	BEGIN STA. 43+50.00
	1"=10' VERT.	END STA. 44+00.00

9/8/2026 4:29:48 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT00087TR\TRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	134
PIH	2026	STP-M-NH-I-40-1(372)	138
PS&E	2026	STP-M-NH-I-40-1(372)	143

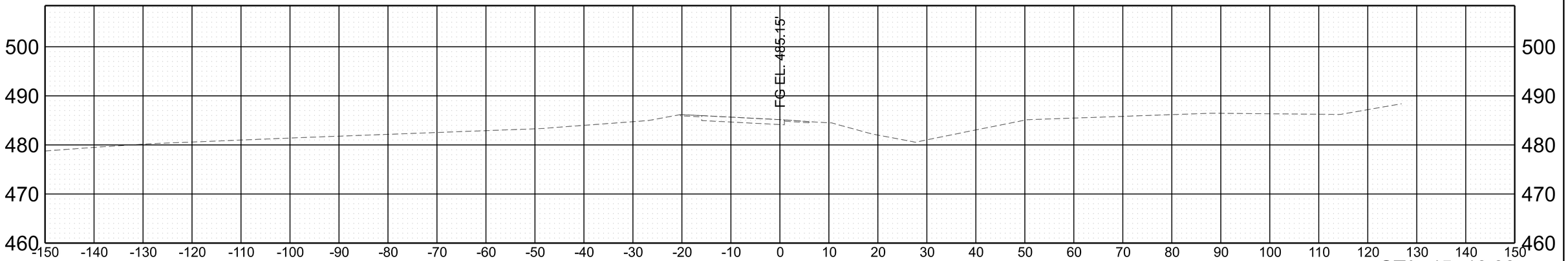


SCALE:	1"=10' HORIZ.	BEGIN STA. 44+50.00
	1"=10' VERT.	END STA. 45+00.00

9/8/2026 4:29:51 PM
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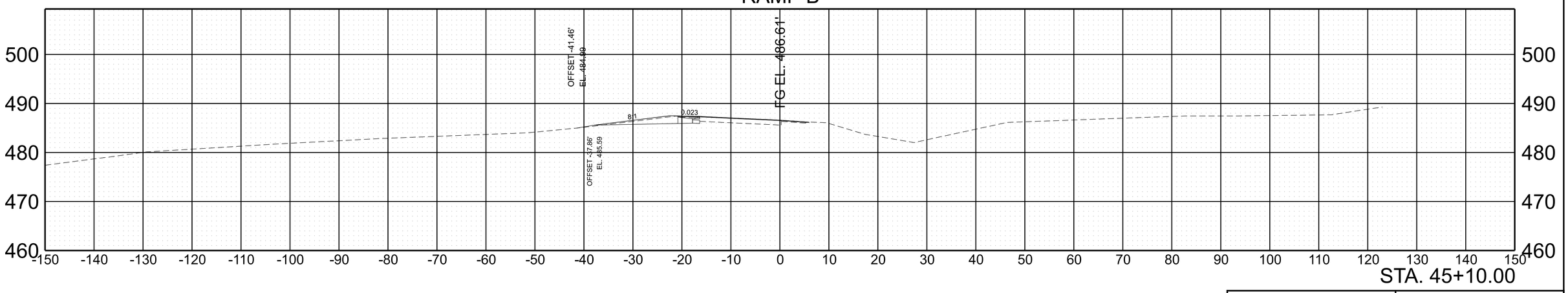
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	135
PIH	2026	STP-M-NH-I-40-1(372)	139
PS&E	2026	STP-M-NH-I-40-1(372)	144

RAMP B



STA. 45+46.88

RAMP B

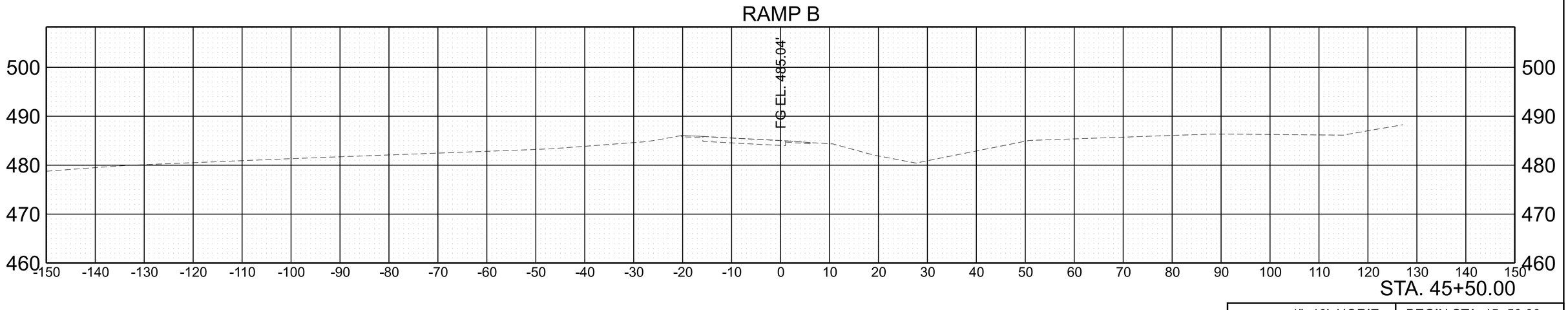


STA. 45+10.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 45+10.00 END STA. 45+46.88

9/8/2026 4:29:54 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT00087\TRTRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	136
PIH	2026	STP-M-NH-I-40-1(372)	140
PS&E	2026	STP-M-NH-I-40-1(372)	145



SCALE:		
	1"=10' HORIZ.	BEGIN STA. 45+50.00
	1"=10' VERT.	END STA. 45+50.00

9/8/2026 4:29:55 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877RITRANSPORTATION\57I040-SHT-XS-RAMPB.DGN

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	T-1
PIH	2026	STP-M-NH-I-40-1(372)	T-1
PS&E	2026	STP-M-NH-I-40-1(372)	T-1

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

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

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

   d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

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

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

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

   b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

   IN THESE SITUATIONS THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

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

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

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

   IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

   b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

   c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.

   d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

   FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

   IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
Jill Claudine Stanko
DESIGNER
No. 121754
STATE OF TENNESSEE
9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-2
PIH	2026	STP-M-NH-I-40-1(372)	T-2
PS&E	2026	STP-M-NH-I-40-1(372)	T-2

REV. 10/30/2026
REMOVED ITEM NUMBER 712-08.06

CHRISTMASVILLE TRAFFIC CONTROL PHASING NOTES:

PHASE 1: CONTRACTOR SHALL CLOSE THE SOUTHBOUND SHOULDER OF DR. F.E. WRIGHT DRIVE/CHRISTMASVILLE ROAD AND SOUTH SHOULDER OF RAMP B TO ACCOMMODATE THE WIDENING OF THE WEST SIDE OF DR. F.E. WRIGHT DRIVE/CHRISTMASVILLE ROAD AND SOUTH SIDE OF RAMP B.

PHASE 2: CONTRACTOR SHALL CLOSE THE NORTHBOUND SHOULDER OF DR. F.E. WRIGHT DRIVE/CHRISTMASVILLE ROAD AND EASTBOUND SHOULDER OF I-40 TO ACCOMMODATE THE WIDENING OF THE EAST SIDE OF DR. F.E. WRIGHT DRIVE/CHRISTMASVILLE ROAD AND CONSTRUCTION OF RAMP E.

BRIDGE TRAFFIC CONTROL PHASING NOTE FOR THE HYRDO-DEMOING AND PAINTING OF THE CHRISTMASVILLE ROAD BRIDGE:

PHASE 1 & 3: CONTRACTOR SHALL CLOSE THE EASTBOUND AND WESTBOUND OUTSIDE MOST LANE AND SHIFT TRAFFIC TO THE INSIDE TO ACCOMMODATE REPLACING THE OUTSIDE SHOULDER WITH A HIGHER-GRADE PAVEMENT AND ALLOWING FOR PARTIAL HYDRO-DEMOING AND PAINTING OF THE CHRISTMASVILLE ROAD BRIDGE.

PHASE 2 & 4: CONTRACTOR SHALL CLOSE THE EASTBOUND AND WESTBOUND INSIDE MOST LANE AND SHIFT TRAFFIC TO THE OUTSIDE TO ALLOW FOR THE REMAINING HYDRO-DEMOING AND PAINTING OF THE CHRISTMASVILLE ROAD BRIDGE.

OVERHEAD SIGN INSTALLATION PHASING NOTE:

THE SIGN FOUNDATION CONSTUCTION AND BARRIER PLACEMENT WILL BE PREFORMED DURING THE I-40 LANE CLOSURE AND SHOULDER SHIFT OPERATIONS (BRIDGE TRAFFIC CONTROL PHASE 2 & 4). INSTALLATION OF THE OVERHEAD TRUSS SIGN SUPPORT STRUCTURE AND OVERHEAD SIGN PANELS WILL REQUIRE ROLLING ROADBLOCKS ON EASTBOUND I-40.

BRIDGE TRAFFIC CONTROL PHASING NOTE FOR THE REMOVAL OF THE EXISTING BRIDGE OVERHANGS AND ERECTION OF NEW BEAMS FOR THE BRIDGE:

THIS WORK WILL REQUIRE A FULL CLOSURE OF I-40. TRAFFIC WILL BE REQUIRED TO DETOUR AROUND THE CONSTRUCTION ACTIVITY.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	FLEXIBLE DRUMS (CHANNELIZING)
	TEMPORARY ATTENUATOR
	TEMPORARY BARRICADE (TYPE III)
	SIGNS
	WORK ZONE
	REMOVE PAVEMENT STRIPING
	PORTABLE BARRIER RAIL
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)
	CHANGEABLE MESSAGE SIGN
→	TRAFFIC FLOW

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 57I040-F3-003
712-01	TRAFFIC CONTROL	LS	1
712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	2360
712-02.47	BRIDGE MOUNTED INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	299
712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	3
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	2632
712-04.50	BARRIER RAIL DELINEATOR	EACH	21
712-05.01	WARNING LIGHTS (TYPE A)	EACH	1130
712-05.03	WARNING LIGHTS (TYPE C)	EACH	1502
712-06	SIGNS (CONSTRUCTION)	S.F.	1290
712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	125
712-08.03	ARROW BOARD (TYPE C)	EACH	3
712-08.14	Portable Queue Warning System	DAY	56
712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	15580
712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)	L.F.	40067
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	3
716-01.11	RAISED PVMT MARKERS (BI-DIRECTIONAL) (1 COLOR LENS)	EACH	1710
716-01.14	RAISED PAVEMENT MARKER REMOVAL	EACH	1710
716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	334
716-05.04	PAINTED PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	139
716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	295
716-05.06	PAINTED PAVEMENT MARKING (TURN LANE ARROW)	EACH	21
716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	3.6
716-05.49	PAINTED PAVEMENT MARKINGS(8" LINE)	L.M.	2.8
716-06.01	PAINTED WORD PVMT MARK (ONLY)	EACH	4
716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	19336
716-08.02	REMOVAL OF PAVEMENT MARKING (8" BARRIER LINE)	L.F.	6843
716-08.04	REMOVAL OF PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	131
716-08.05	REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	135
716-08.06	REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	10
716-09.42	CONTRAST PAVEMENT MARKING 6" (TAPE)	L.F.	1360
716-09.44	CONTRAST PAVEMENT MARKING 8" (TAPE)	L.F.	1040

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L	X	W	S.F.	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	NO. REQUIRED BRIDGE PHASE I	NO. REQUIRED BRIDGE PHASE II	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	REMARKS
E5-1	EXIT GORE	48"	X	36"	12.0		1	2		3	36	
E5-2	EXIT OPEN	48"	X	36"	12.0		1	2		3	36	
G20-2	END ROAD WORK	36"	X	18"	4.5	6	6			6	27	
G20-2	END ROAD WORK	48"	X	24"	8.0	2	4	4	4	8	64	
R4-9	STAY IN LANE	48"	X	60"	20.0			8	8	8	160	
TN-44	WORKERS PRESENT WHEN FLASHING	78"	X	60"	32.5		2	4	4	6	195	
W1-4bR	REVERSE CURVE SIGN (RIGHT)	48"	X	48"	16.0			4	4	4	64	
W1-4bL	REVERSE CURVE SIGN (LEFT)	48"	X	48"	16.0			4	4	4	64	
W4-2R	LANE ENDS (RIGHT)	48"	X	48"	16.0		3	4		7	112	
W4-2L	LANE ENDS (LEFT)	48"	X	48"	16.0				4	4	64	
W20-1	ROAD WORK AHEAD	36"	X	36"	9.0	4	4			4	36	
W20-1	ROAD WORK AHEAD	48"	X	48"	16.0	2	2			2	32	
W20-1	ROAD WORK 1 MILE	48"	X	48"	16.0		2	4	4	6	96	
W20-1	ROAD WORK 1/2 MILES	48"	X	48"	16.0	2	4	4	4	8	128	
W20-1	ROAD WORK 1500 FEET	48"	X	48"	16.0		2	4	4	6	96	
W20-1	ROAD WORK 1000 FEET	48"	X	48"	16.0	2	2			2	32	
W20-1	ROAD WORK 500 FEET	48"	X	48"	16.0	2	2			2	32	
W20-5R	RIGHT LANE CLOSED AHEAD	48"	X	48"	16.0		1			1	16	
										TOTAL	1290	

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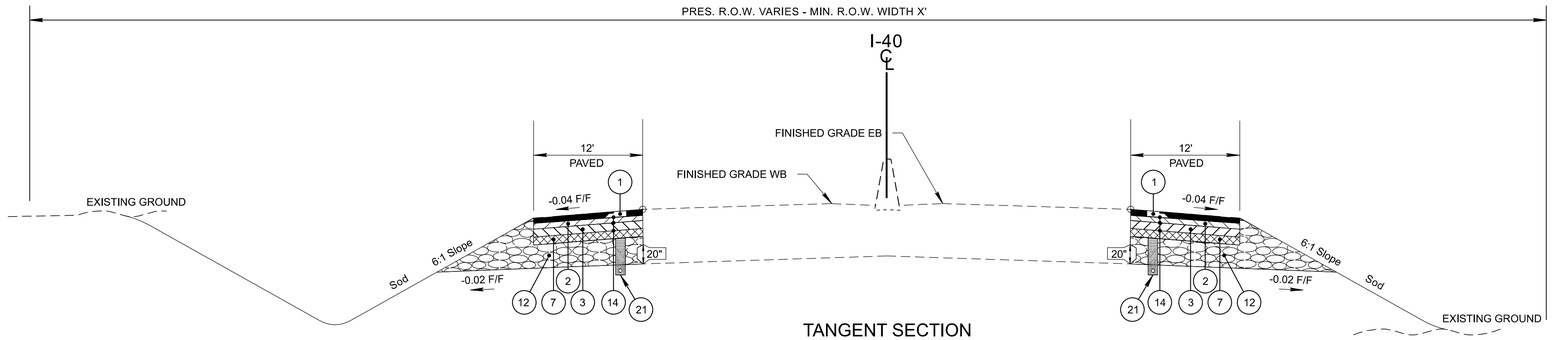
JILL CLAUDINE STANKO
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No. 121754
STATE OF TENNESSEE
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-3
PS&E	2026	STP-M-NH-I-40-1(372)	T-3



TANGENT SECTION
I-40

(BASED ON STD. DWG. RD11-TS-5B)
EB:
FROM STA. 413+58.60 TO STA. 419+65.99
FROM STA. 434+62.48 TO STA. 440+40.02
WB:
FROM STA. 421+39.90 TO STA. 447+15.98

SEE SHEET 2B7 FOR PAVEMENT SCHEDULE

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9/9/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
TYPICAL SECTIONS

NOT TO SCALE
SHEET 1 OF 1

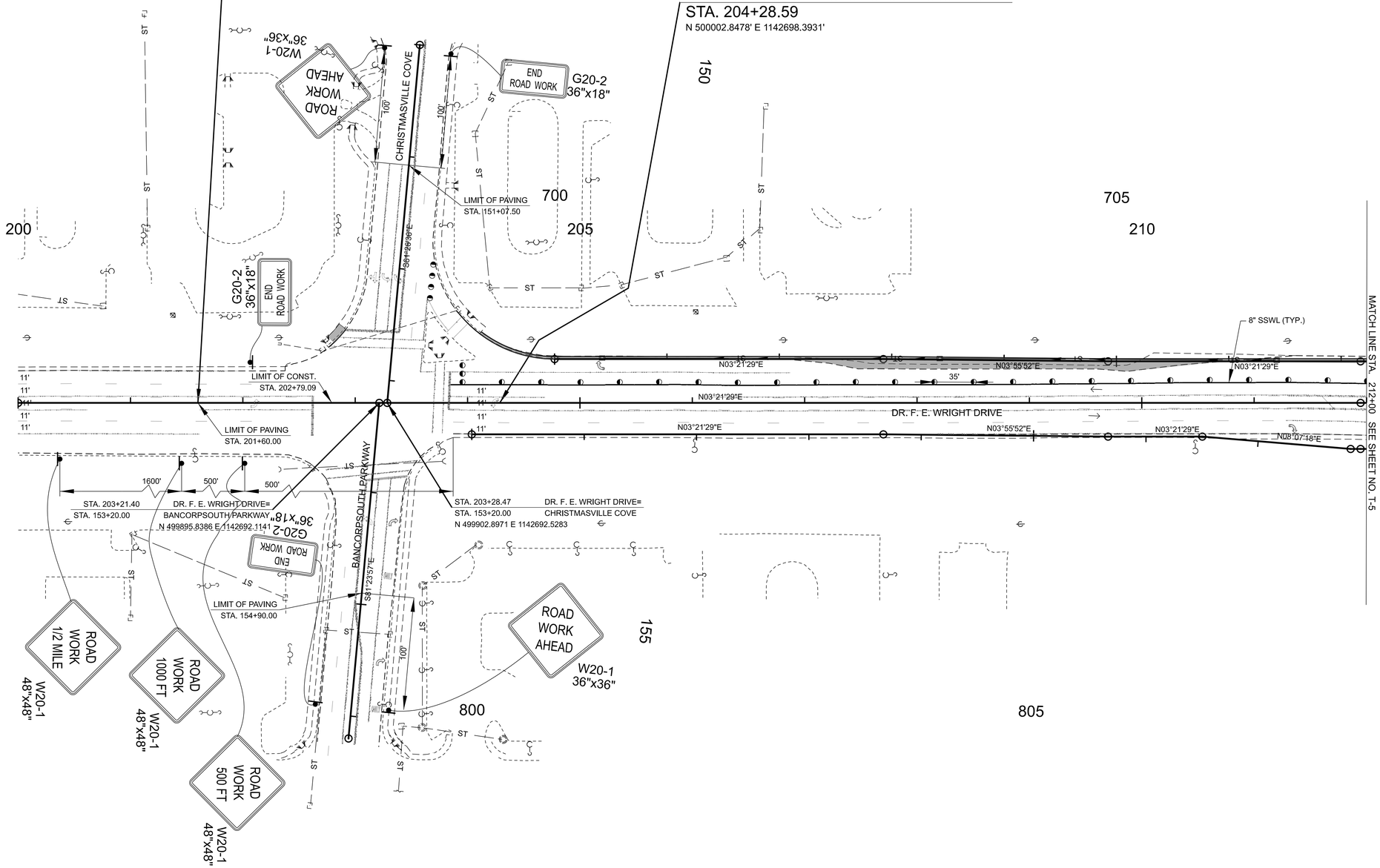
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-3
PIH	2026	STP-M-NH-I-40-1(372)	T-4
PS&E	2026	STP-M-NH-I-40-1(372)	T-4

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598

BEGIN PROJECT NO. 57I040-S2-003 R.O.W.
STA. 204+28.59
N 500002.8478' E 1142698.3931'

N



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

WORK ZONE

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No. 121754
9/9/2026

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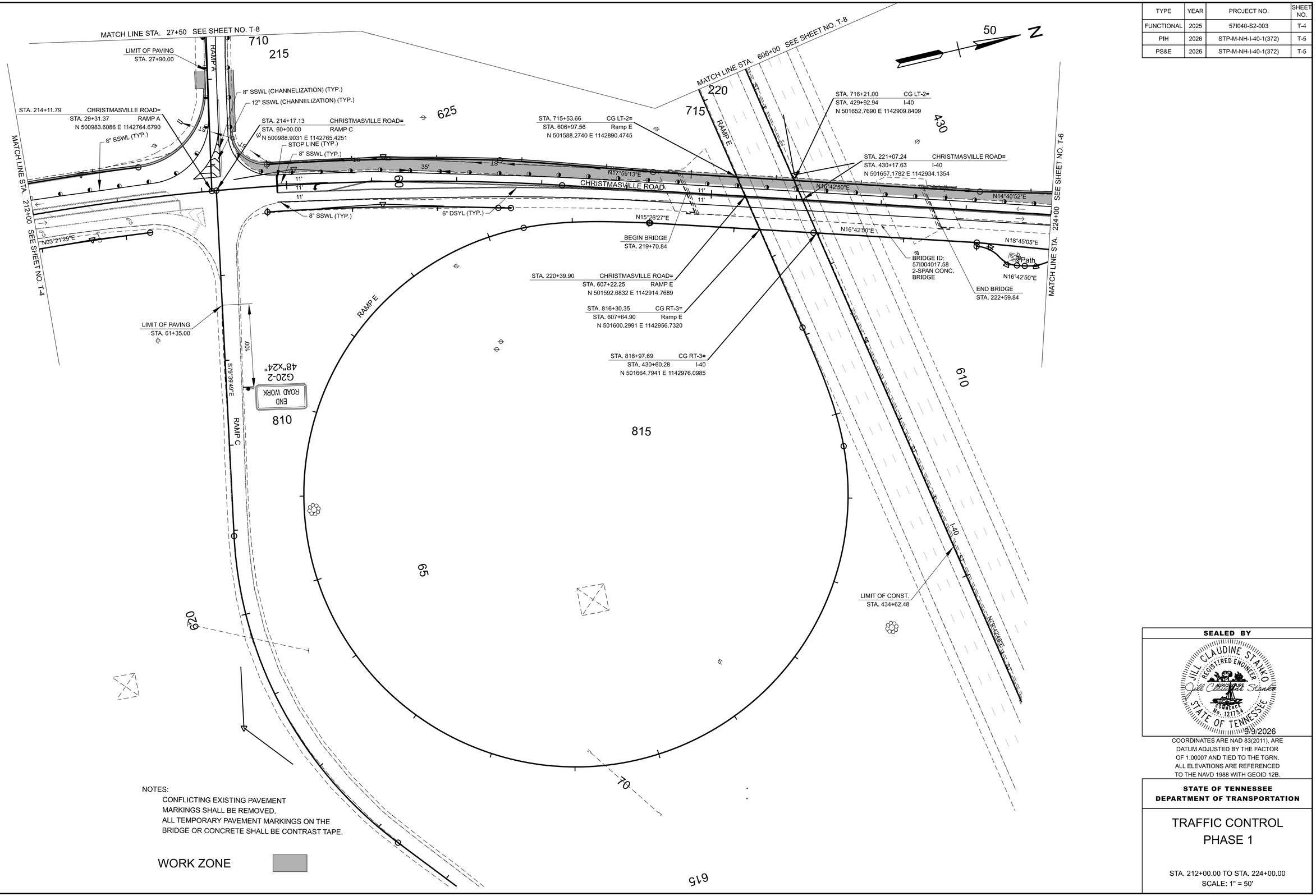
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 1

STA. 200+00.00 TO STA. 212+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-4
PIH	2026	STP-M-NH-I-40-1(372)	T-5
PS&E	2026	STP-M-NH-I-40-1(372)	T-5



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9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 1

STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-5
PIH	2026	STP-M-NH-I-40-1(372)	T-6
PS&E	2026	STP-M-NH-I-40-1(372)	T-6

MATCH LINE STA. 35+00 SEE SHEET NO. T-9

N

720
225
230
725
235
730

SEE SHEET NO. T-5

MATCH LINE STA. 224+00

STA. 226+17.34 CHRISTMASVILLE ROAD=
STA. 10+00.00 DR-1
N 502145.7331 E 1143080.8380

8" SSWL (TYP.)

8" SSWL (CHANNELIZATION) (TYP.)

12" SSWL (CHANNELIZATION) (TYP.)

RAMP B

STA. 229+76.89 CHRISTMASVILLE ROAD=
STA. 30+00.00 RAMP B
N 502490.0896 E 1143184.2410

STOP LINE (TYP.)

12" SSWL (CHANNELIZATION) (TYP.)

N16°42'50"E 35' ST

N21°28'39"E

N16°42'50"E

11' 11' CHRISTMASVILLE ROAD 11' 11'

N16°42'50"E

N14°59'44"E

6" DSYL (TYP.)

8" SSWL (TYP.)

N16°42'50"E

6" DSYL

N16°42'50"E

DR-1 S73°17'10"E

STA. 821+88.57 CG RT-3=
STA. 10+38.00 DR-1
N 502134.8057 E 1143117.2290

LIMIT OF CONST.
STA. 11+00.00

STA. 229+73.83 CHRISTMASVILLE ROAD=
STA. 122+72.76 RAMP D
N 502487.1640 E 1143183.3625

END PROJECT NO. 57I040-S2-003 R.O.W.
STA. 233+16.31
N 502815.1760 E 1143281.8575

LIMIT OF PAVING
STA. 121+40.00

100'

RAMP D

W20-1
48"x48"
ROAD WORK AHEAD

820
825
435
120

SEE SHEET NO. T-7

MATCH LINE STA. 236+00

NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

WORK ZONE

SEALED BY

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No. 121754
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9/9/2026

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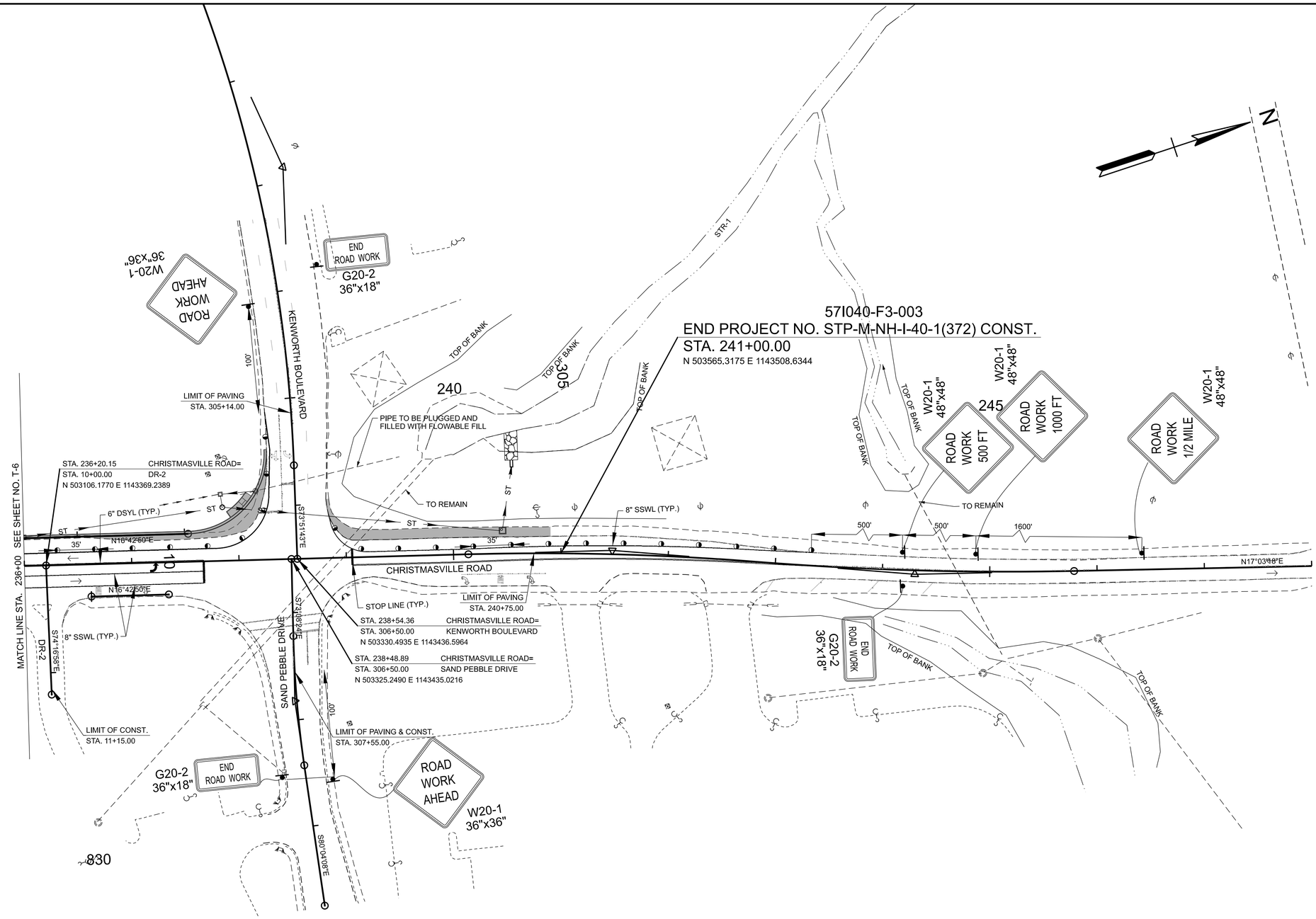
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 1

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-6
PIH	2026	STP-M-NH-I-40-1(372)	T-7
PS&E	2026	STP-M-NH-I-40-1(372)	T-7



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

WORK ZONE

SEALED BY

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9/9/2026

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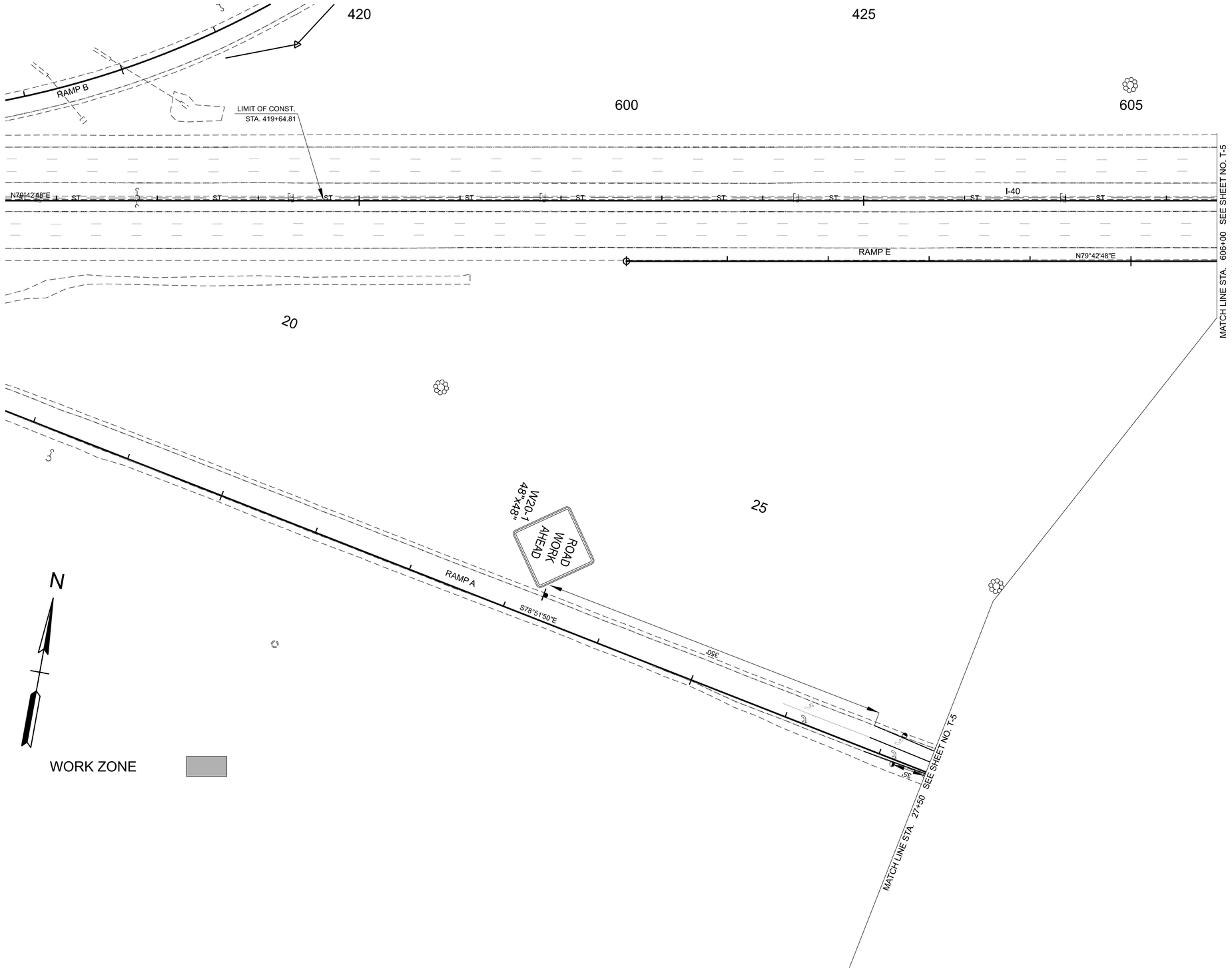
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 1

STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-7
PIH	2026	STP-M-NH-I-40-1(372)	T-8
PS&E	2026	STP-M-NH-I-40-1(372)	T-8



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9/9/2026

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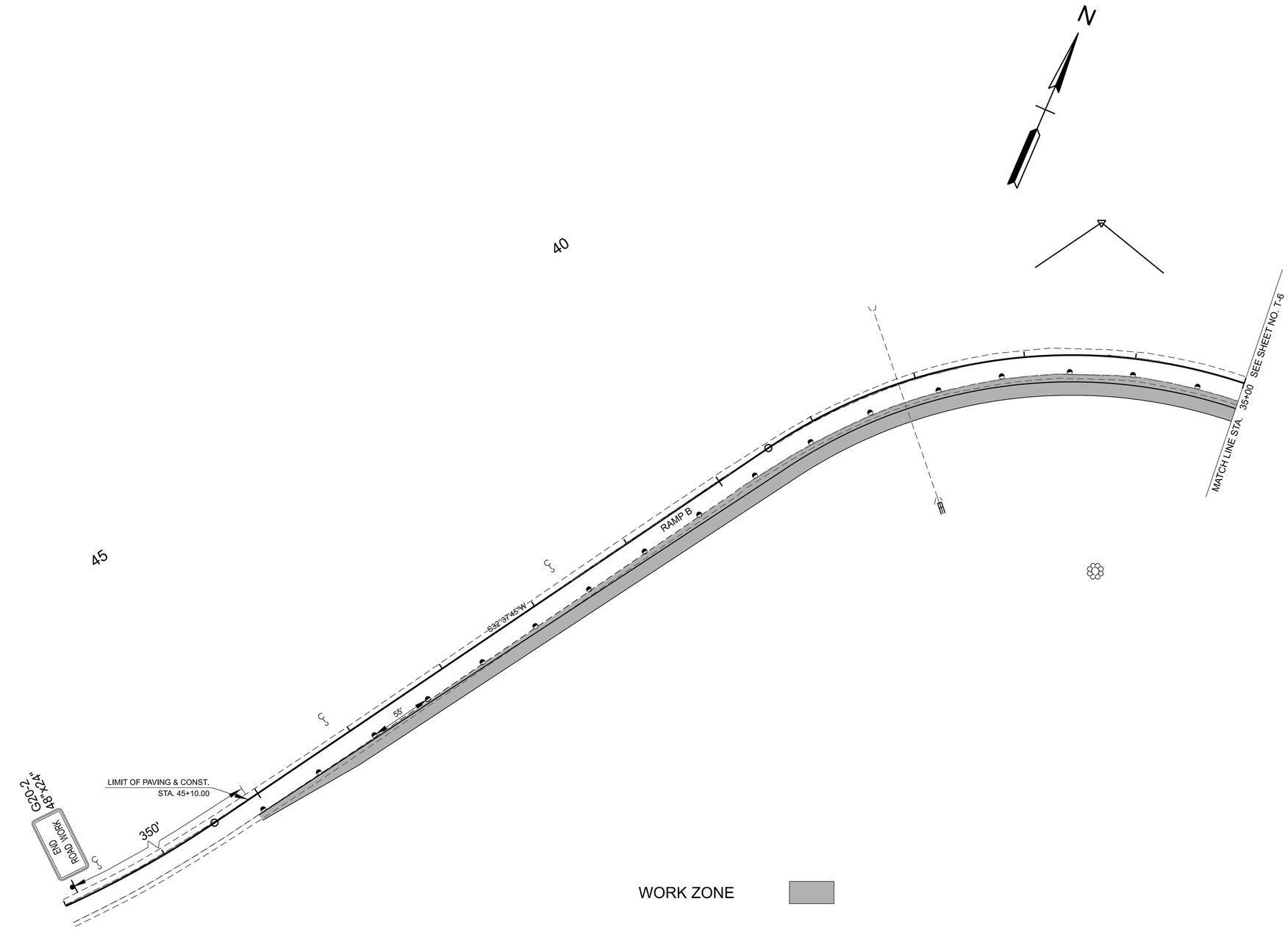
STATE OF TENNESSEE
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TRAFFIC CONTROL PHASE 1

STA. 594+00.00 TO STA. 606+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-8
PIH	2026	STP-M-NH-I-40-1(372)	T-9
PS&E	2026	STP-M-NH-I-40-1(372)	T-9



SEALED BY

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9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 1

STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

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\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00087TR\TRANSPORTATION\57I040-SHT-TRAFFICCONTROLPHASE1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-9
PIH	2026	STP-M-NH-I-40-1(372)	T-10
PS&E	2026	STP-M-NH-I-40-1(372)	T-10

57I040-F3-003
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598

BEGIN PROJECT NO. 57I040-S2-003 R.O.W.
STA. 204+28.59
N 500002.8478' E 1142698.3931'

N

ROAD WORK AHEAD W20-1 36"x36"

END ROAD WORK G20-2 36"x18"

LIMIT OF PAVING STA. 151+07.50

CHRISTMASVILLE COVE S81°49'39"E

STOP BAR (TYP.)

8" SSWL (CHANNELIZATION) (TYP.)

12" SSWL (CHANNELIZATION) (TYP.)

8" SSWL (TYP.)

6" SBWL (TYP.)

6" SDWL (3' - 9')

N03°21'29"E

N03°55'52"E

DR. F. E. WRIGHT DRIVE

35'

70'

N08°07'46"E

8" SSWL (TYP.)

6" DSYL (TYP.)

MATCH LINE STA. 200+00 SEE THIS SHEET

MATCH LINE STA. 212+00 SEE SHEET NO. T-11

LIMIT OF CONST. STA. 202+79.09

LIMIT OF PAVING STA. 201+60.00

10' (TYP.)

BANCORPSOUTH PARKWAY S81°23'57"E

STA. 203+21.40 DR. F. E. WRIGHT DRIVE=
STA. 153+20.00 BANCORPSOUTH PARKWAY
N 499895.8386 E 1142692.1141

LIMIT OF PAVING STA. 154+90.00

STA. 203+28.47 DR. F. E. WRIGHT DRIVE=
STA. 153+20.00 CHRISTMASVILLE COVE
N 499902.8971 E 1142692.5283

ROAD WORK AHEAD W20-1 36"x36"

END ROAD WORK G20-2 36"x18"

MATCH LINE STA. 200+00 SEE THIS SHEET

8" SSWL (TYP.)

1600' 500' 350' 150' 350' 600' TAPER

ROAD WORK 1/2 MILE W20-1 48"x48"

ROAD WORK 1000 FT W20-1 48"x48"

ROAD WORK 500 FT W20-1 48"x48"

RIGHT LANE CLOSED AHEAD W20-5R 48"x48"

W4-2R 48"x48"

ARROW BOARD (96"X48")
SEE STD. DWG. T-WZ-FAB1

NOTE: CONFLICTING PHASE 1 PAVEMENT MARKINGS SHALL BE REMOVED.

WORK ZONE

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
STATE OF TENNESSEE
No. 121754
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

STA. 193+10.00 TO STA. 212+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-10
PIH	2026	STP-M-NH-I-40-1(372)	T-11
PS&E	2026	STP-M-NH-I-40-1(372)	T-11

MATCH LINE STA. 27+50 SEE SHEET NO. T-16

MATCH LINE STA. 606+00 SEE SHEET NO. T-16

MATCH LINE STA. 212+00 SEE SHEET NO. T-10

MATCH LINE STA. 224+00 SEE SHEET NO. T-12

LIMIT OF PAVING
STA. 27+90.00

RAMP A

STA. 214+11.79 CHRISTMASVILLE ROAD=
STA. 29+31.37 RAMP A
N 500983.6086 E 1142764.6790

STA. 214+17.13 CHRISTMASVILLE ROAD=
STA. 60+00.00 RAMP C
N 500988.9031 E 1142765.4251

STOP LINE (TYP.)

6" SDWL (3' - 9')

8" SDWL (2' - 4')

8" SSWL (TYP.)

6" DSYL (TYP.)

CHRISTMASVILLE ROAD

N03°21'20"E

8" SSWL (TYP.)
8" SSWL
(CHANNELIZATION) (TYP.)
12" SSWL
(CHANNELIZATION) (TYP.)

LIMIT OF PAVING
STA. 61+35.00

G20-2
48"x24"
END ROAD WORK

100'

S76°39'49"E

RAMP C

RAMP E

STA. 715+53.66 CG LT-2=
STA. 606+97.56 Ramp E
N 501588.2740 E 1142890.4745

BEGIN BRIDGE
STA. 219+70.84

N17°59'13"E

N15°26'27"E

BARRIER MOUNTED
FLEXIBLE DELINEATOR
SPACING 40'

STA. 220+39.90 CHRISTMASVILLE ROAD=
STA. 607+22.25 RAMP E
N 501592.6832 E 1142914.7689

STA. 816+30.35 CG RT-3=
STA. 607+64.90 Ramp E
N 501600.2991 E 1142956.7320

STA. 816+97.69 CG RT-3=
STA. 430+60.28 I-40
N 501664.7941 E 1142976.0985

STA. 716+21.00 CG LT-2=
STA. 429+92.94 I-40
N 501652.7690 E 1142909.8409

BARRIER MOUNTED
FLEXIBLE DELINEATOR
SPACING 40'

STA. 221+07.24 CHRISTMASVILLE ROAD=
STA. 430+17.63 I-40
N 501657.1782 E 1142934.1354

N16°42'50"E

N14°40'52"E

N18°45'05"E

BRIDGE ID:
57I004017.58
2-SPAN CONC.
BRIDGE

Path

END BRIDGE
STA. 222+59.84

I-40

N73°42'48"E

500'

LIMIT OF CONST.
STA. 434+62.48

G20-2
48"x24"
END ROAD WORK

NOTES:
1. CONFLICTING PHASE 1 PAVEMENT MARKINGS SHALL BE REMOVED.
2. ALL TEMPORARY PAVEMENT MARKINGS ON THE BRIDGE OR CONCRETE SHALL BE CONTRAST TAPE.
3. WORK ZONE "A" NECESSITATES THE LANE CLOSURE ON I-40.

WORK ZONE "A"

WORK ZONE

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-11
PIH	2026	STP-M-NH-I-40-1(372)	T-12
PS&E	2026	STP-M-NH-I-40-1(372)	T-12

MATCH LINE STA. 35+00 SEE SHEET NO. T-17

N

END PROJECT NO. 57I040-S2-003 R.O.W.
STA. 233+16.31
N 502815.1760 E 1143281.8575

720 225 230 725 235 730

SEE SHEET NO. T-11

MATCH LINE STA. 224+00

SEE SHEET NO. T-13

MATCH LINE STA. 236+00

STA. 226+17.34 CHRISTMASVILLE ROAD=
STA. 10+00.00 DR-1
N 502145.7331 E 1143080.8380

STA. 229+76.89 CHRISTMASVILLE ROAD=
STA. 30+00.00 RAMP B
N 502490.0896 E 1143184.2410

RAMP B

N14°01'42"W

8" SSWL (TYP.)

STOP LINE (TYP.)

12" SSWL (CHANNELIZATION)

8" SSWL (CHANNELIZATION)

N16°42'50"E

N21°28'39"E

35' (TYP.)

CHRISTMASVILLE ROAD

N14°59'44"E

6" DSYL (TYP.)

STA. 821+88.57 CG RT-3=
STA. 10+38.00 DR-1
N 502134.8057 E 1143117.2290

DR-1

S73°17'10"E

LIMIT OF CONST.
STA. 11+00.00

STA. 229+73.83 CHRISTMASVILLE ROAD=
STA. 122+72.76 RAMP D
N 502487.1640 E 1143183.3625

LIMIT OF PAVING
STA. 121+40.00

RAMP D

100'

ROAD WORK AHEAD
W20-1
48"x48"

N16°42'50"W

820 435 825 120

NOTE: CONFLICTING PHASE 1 PAVEMENT MARKINGS SHALL BE REMOVED.

WORK ZONE

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

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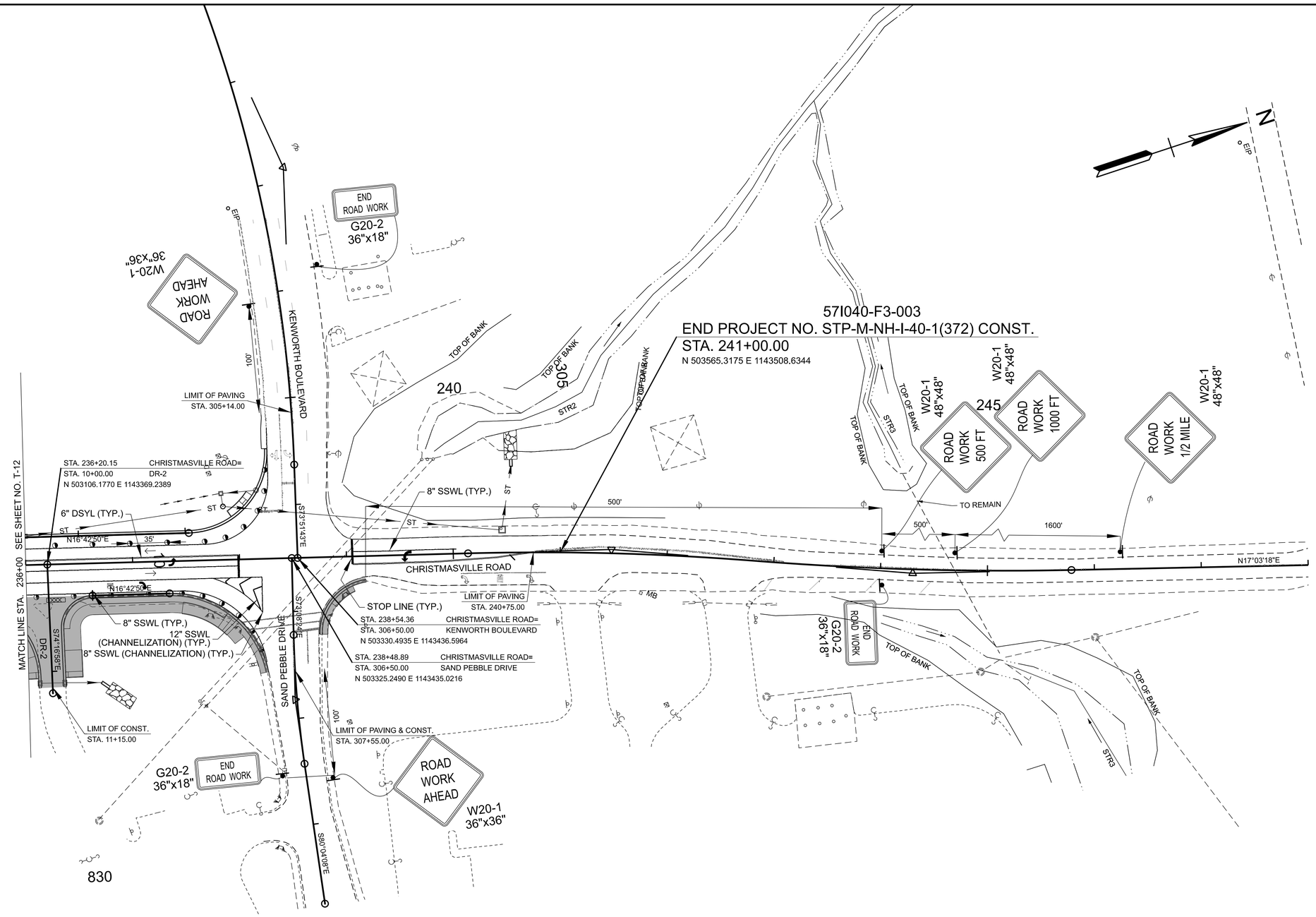
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-12
PIH	2026	STP-M-NH-I-40-1(372)	T-13
PS&E	2026	STP-M-NH-I-40-1(372)	T-13



NOTE: CONFLICTING PHASE 1 PAVEMENT MARKINGS SHALL BE REMOVED.

WORK ZONE

SEALED BY

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

9/9/2026

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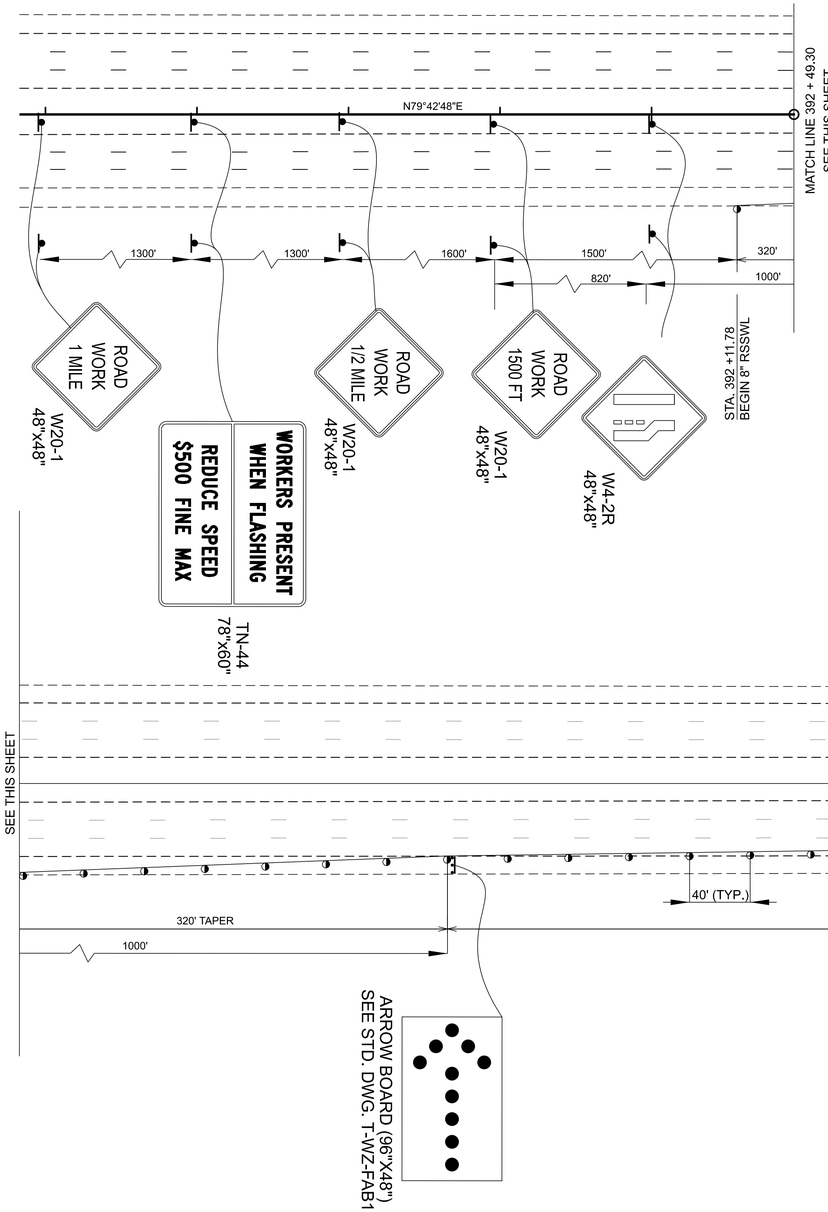
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

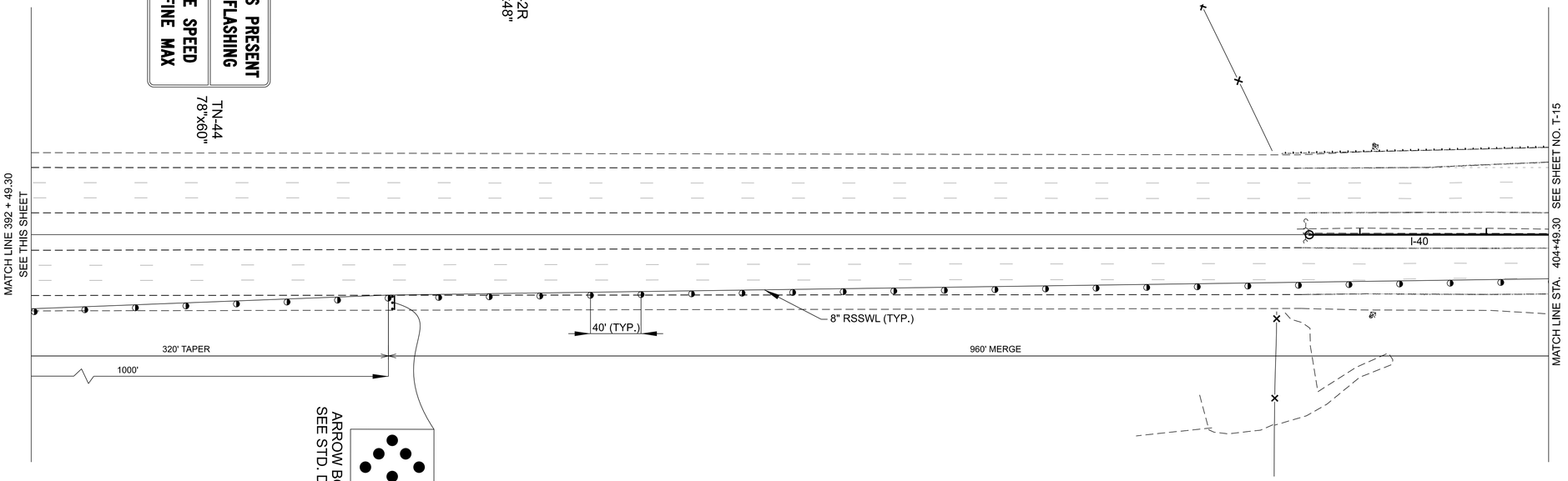
STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-13
PIH	2026	STP-M-NH-I-40-1(372)	T-14
PS&E	2026	STP-M-NH-I-40-1(372)	T-14







SEALED BY

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REGISTERED ENGINEER
Jill Claudine Stanko
STATE OF TENNESSEE
No. 121754
9/9/2026

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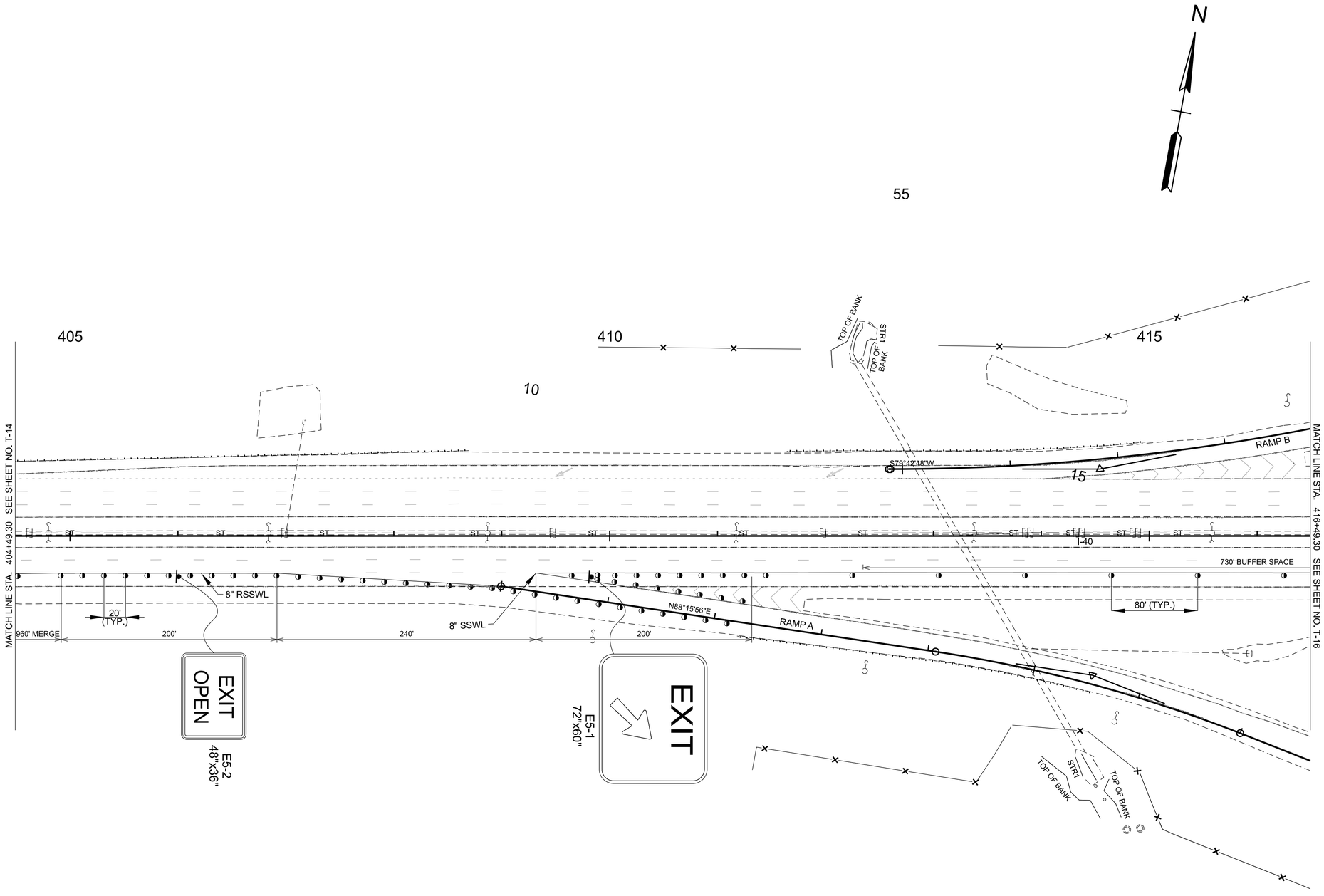
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

STA. 387+38.23 TO STA. 404+49.30
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-14
PIH	2026	STP-M-NH-I-40-1(372)	T-15
PS&E	2026	STP-M-NH-I-40-1(372)	T-15



SEALED BY

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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

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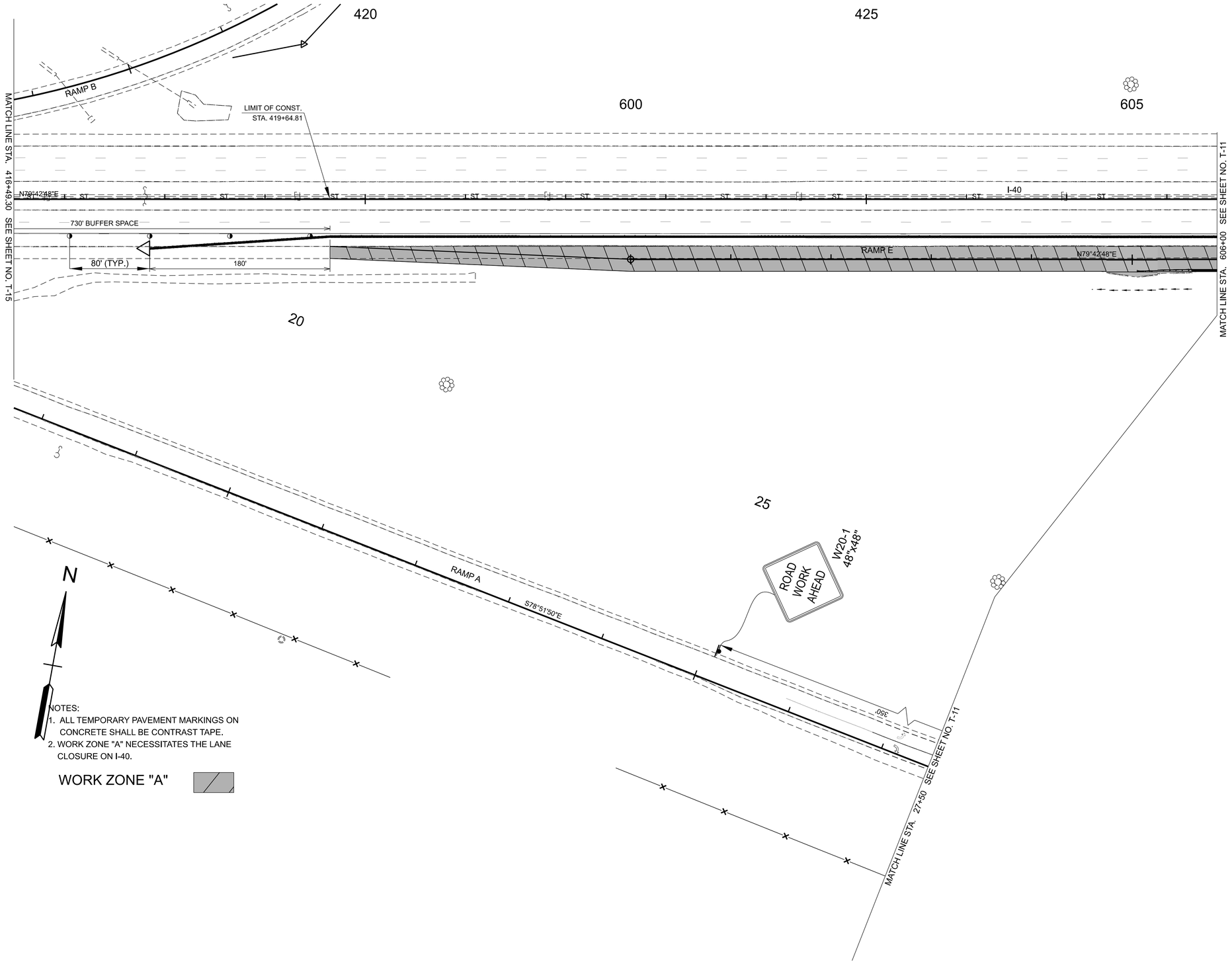
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL
PHASE 2

STA. 404+49.30 TO STA. 416+49.30
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-15
PIH	2026	STP-M-NH-I-40-1(372)	T-16
PS&E	2026	STP-M-NH-I-40-1(372)	T-16



NOTES:
1. ALL TEMPORARY PAVEMENT MARKINGS ON CONCRETE SHALL BE CONTRAST TAPE.
2. WORK ZONE "A" NECESSITATES THE LANE CLOSURE ON I-40.

WORK ZONE "A"

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
No. 121754
STATE OF TENNESSEE
9/9/2026

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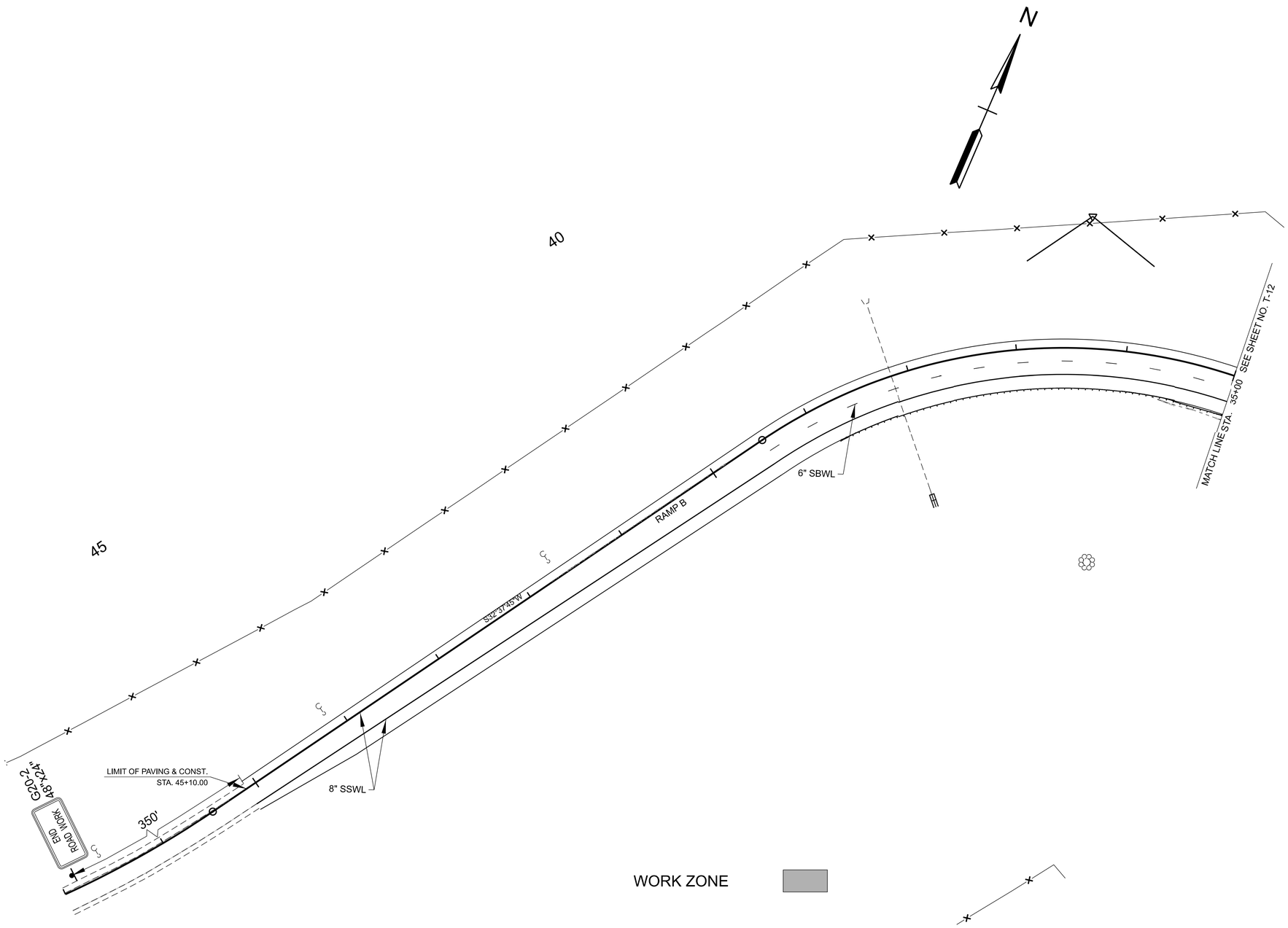
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

STA. 416+49.30(I-40) TO STA. 606+00.00(RAMP E)
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	T-16
PIH	2026	STP-M-NH-I-40-1(372)	T-17
PS&E	2026	STP-M-NH-I-40-1(372)	T-17



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
CERTIFIED
No. 121154
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

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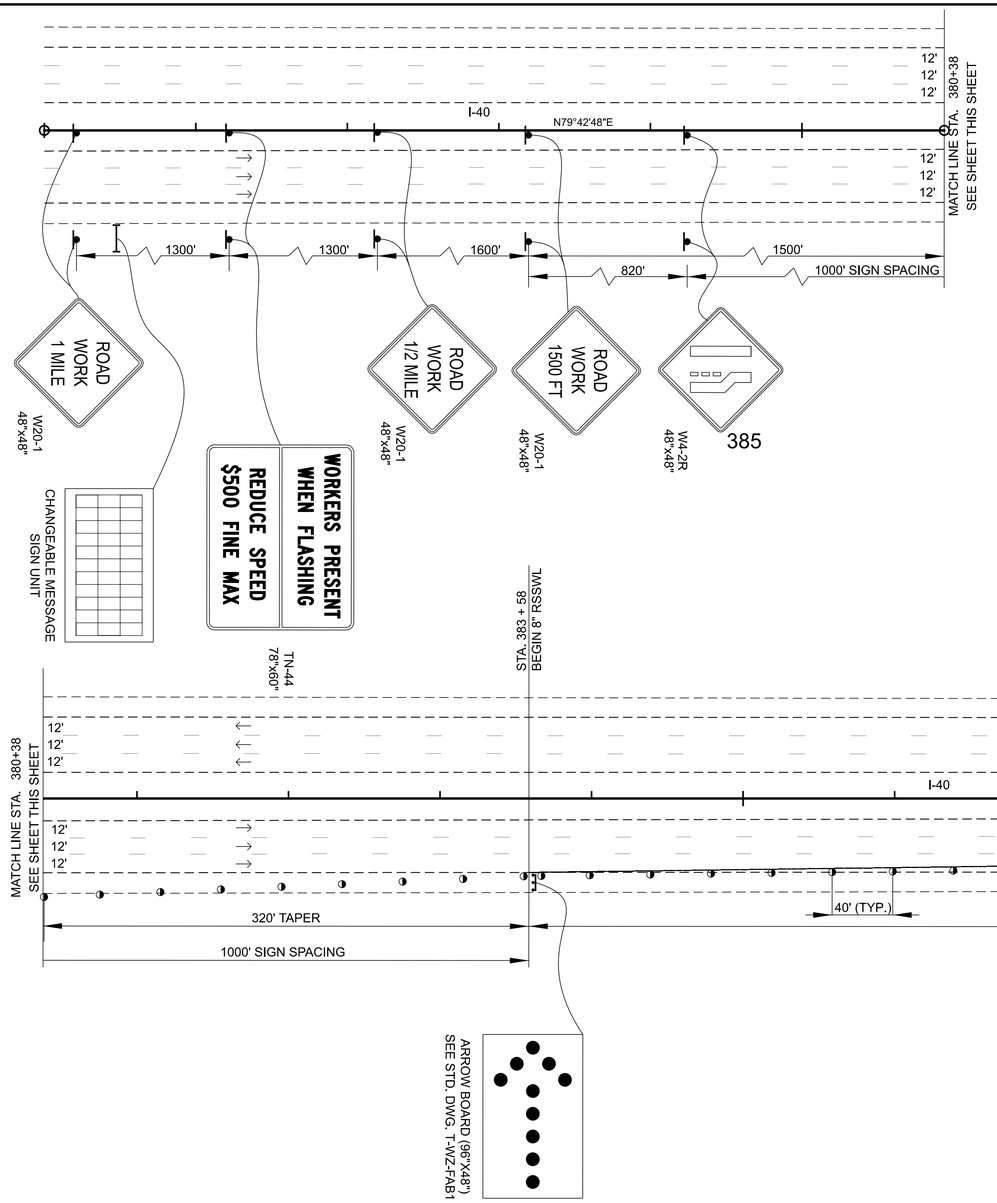
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASE 2

STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-18
PS&E	2026	STP-M-NH-I-40-1(372)	T-18





390

NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

BRIDGE WORK
TRAFFIC CONTROL
PHASE 1 & 3

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

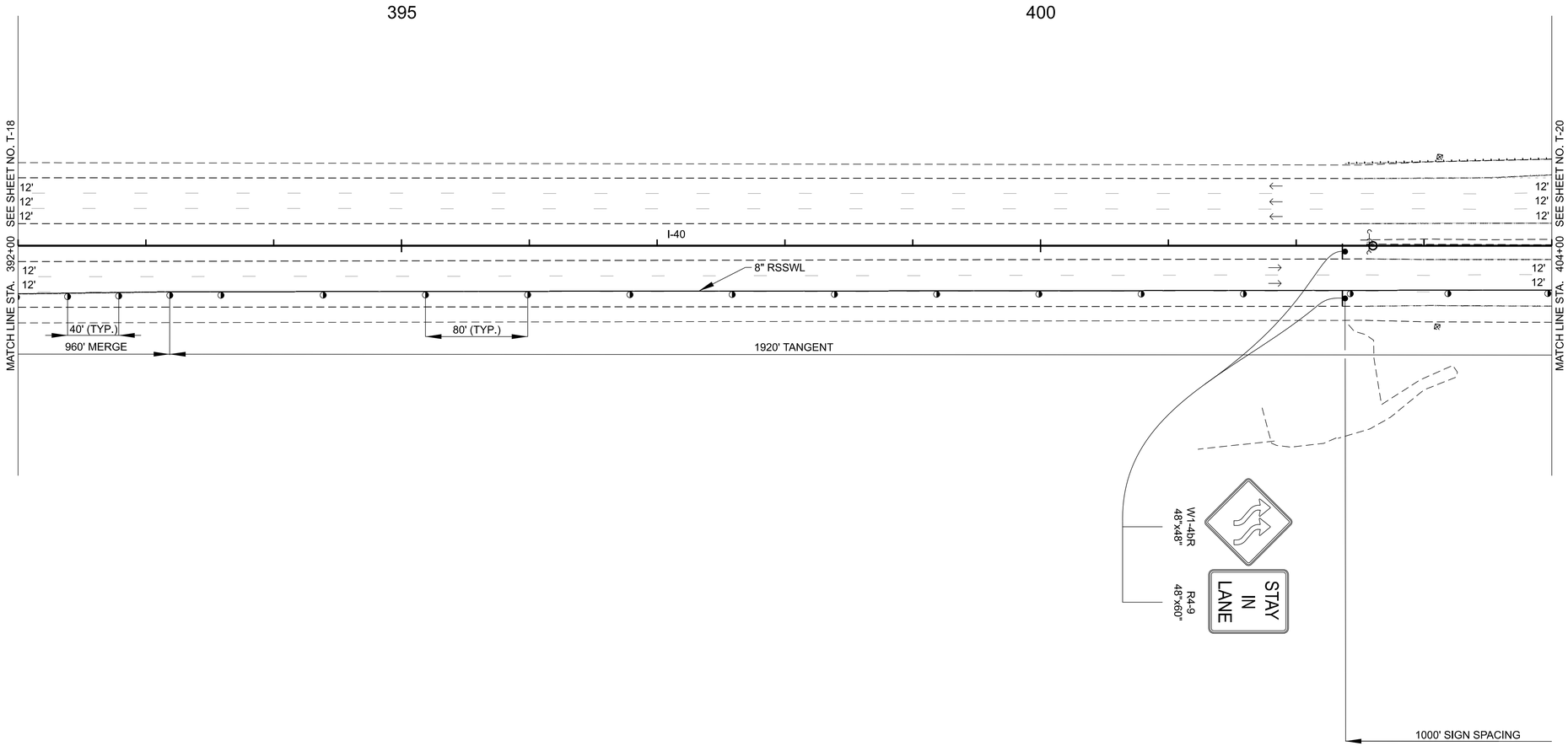
TRAFFIC CONTROL PLANS

STA. 374+44 TO STA. 392+00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-19
PS&E	2026	STP-M-NH-I-40-1(372)	T-19





NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

BRIDGE WORK
TRAFFIC CONTROL
PHASE 1 & 3

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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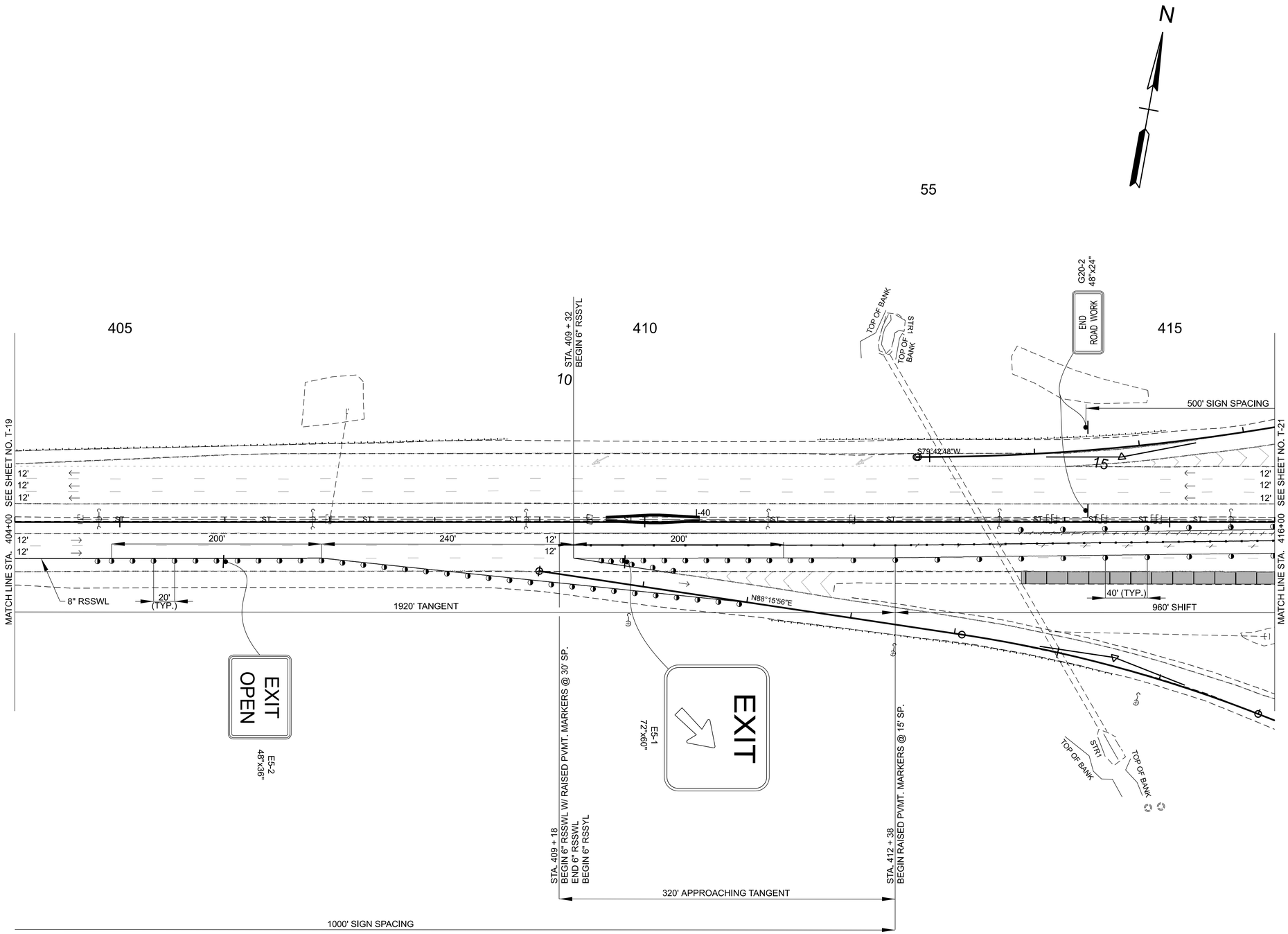
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 392+00 TO STA. 404+00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-20
PS&E	2026	STP-M-NH-I-40-1(372)	T-20



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

	TRAFFIC CONTROL PHASE 2 WORK ZONE
	TEMPORARY SHOULDER WORK ZONE

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

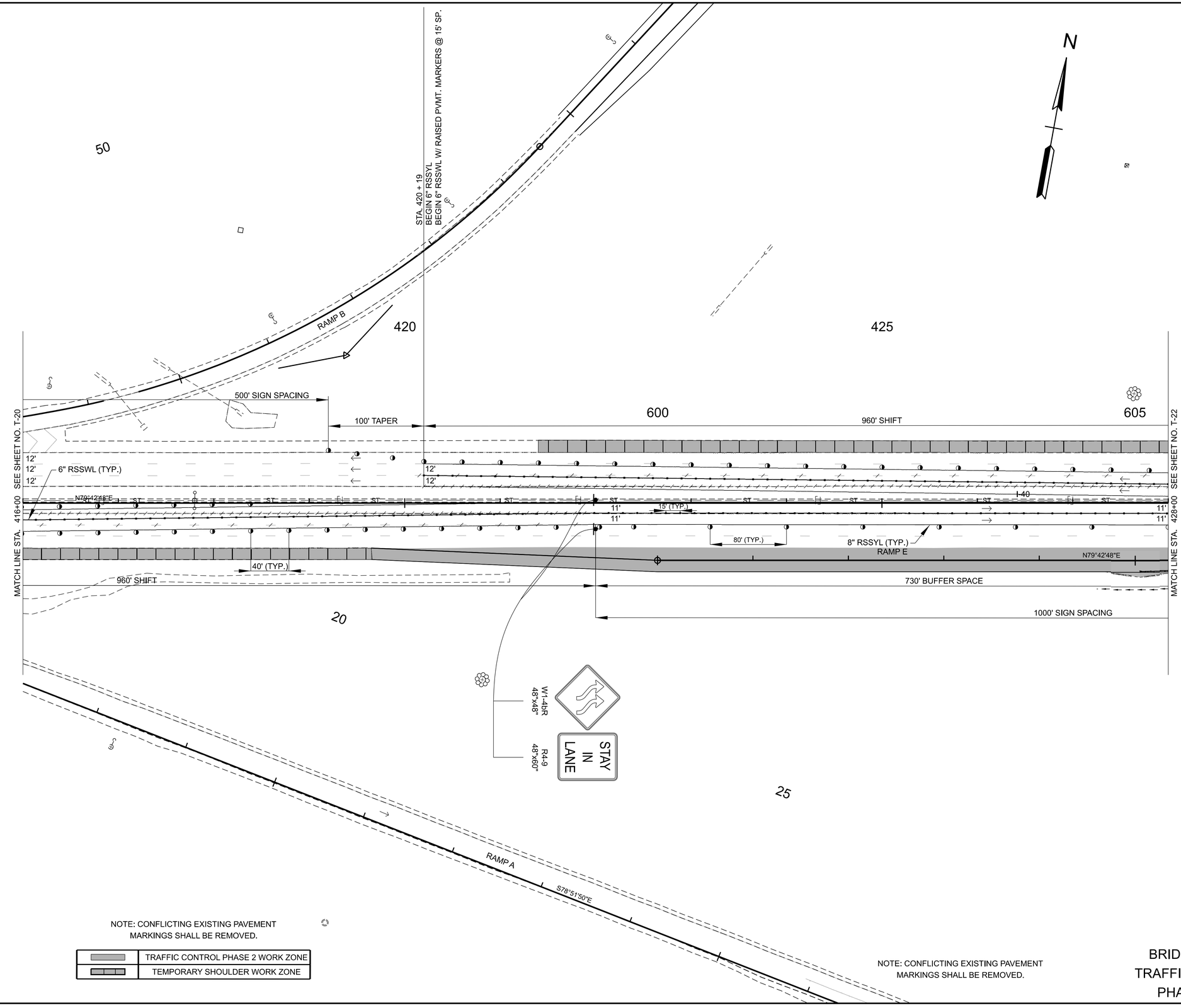
TRAFFIC CONTROL PLANS

STA. 404+00 TO STA. 416+00
SCALE: 1" = 50'

BRIDGE WORK
TRAFFIC CONTROL
PHASE 1 & 3

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-21
PS&E	2026	STP-M-NH-I-40-1(372)	T-21



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

	TRAFFIC CONTROL PHASE 2 WORK ZONE
	TEMPORARY SHOULDER WORK ZONE

NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 121754
Jill Claudine Stanko
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

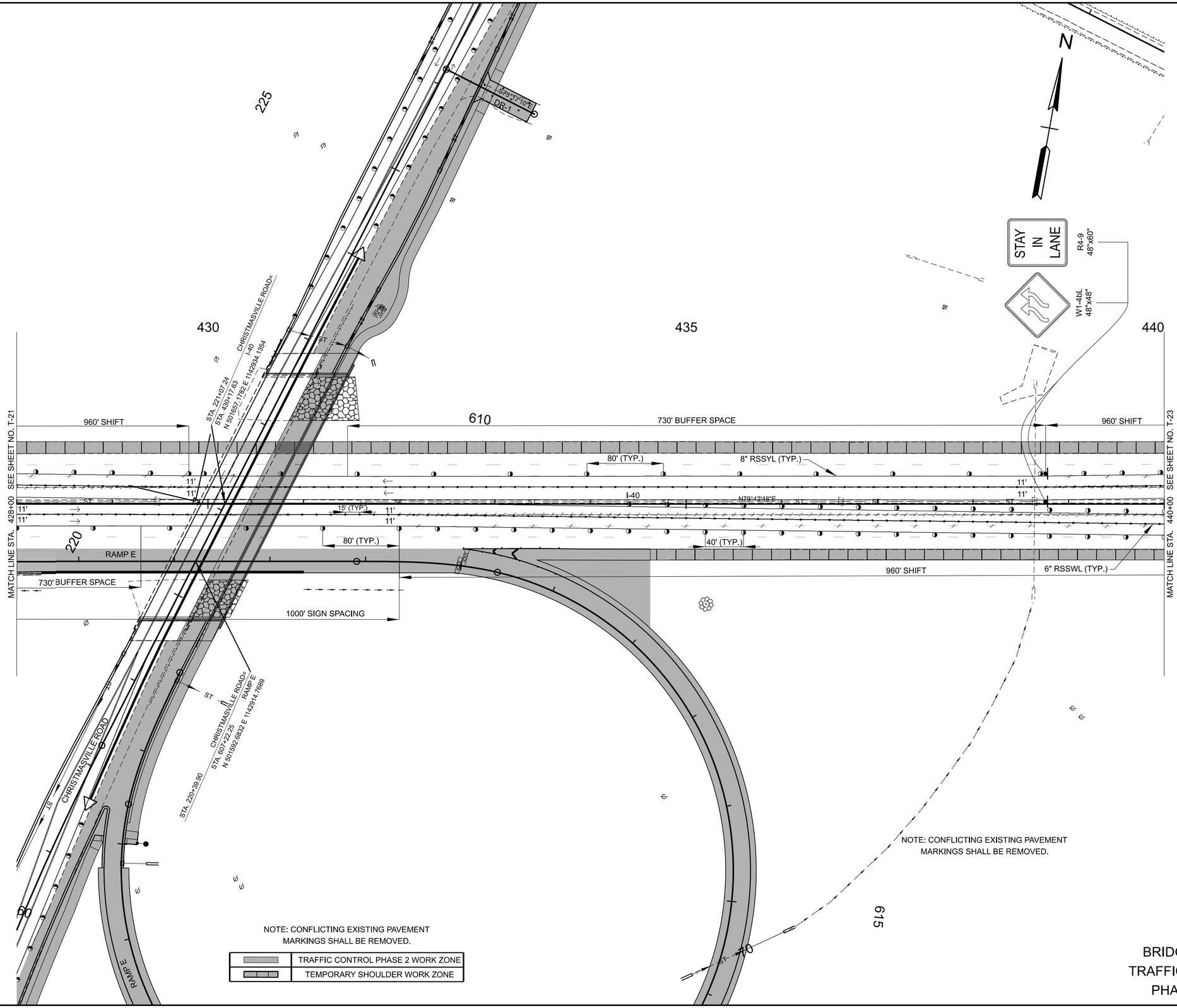
TRAFFIC CONTROL PLANS

STA. 416+00 TO STA. 428+00
SCALE: 1" = 50'

BRIDGE WORK
TRAFFIC CONTROL
PHASE 1 & 3

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-22
PS&E	2026	STP-M-NH-I-40-1(372)	T-22



SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

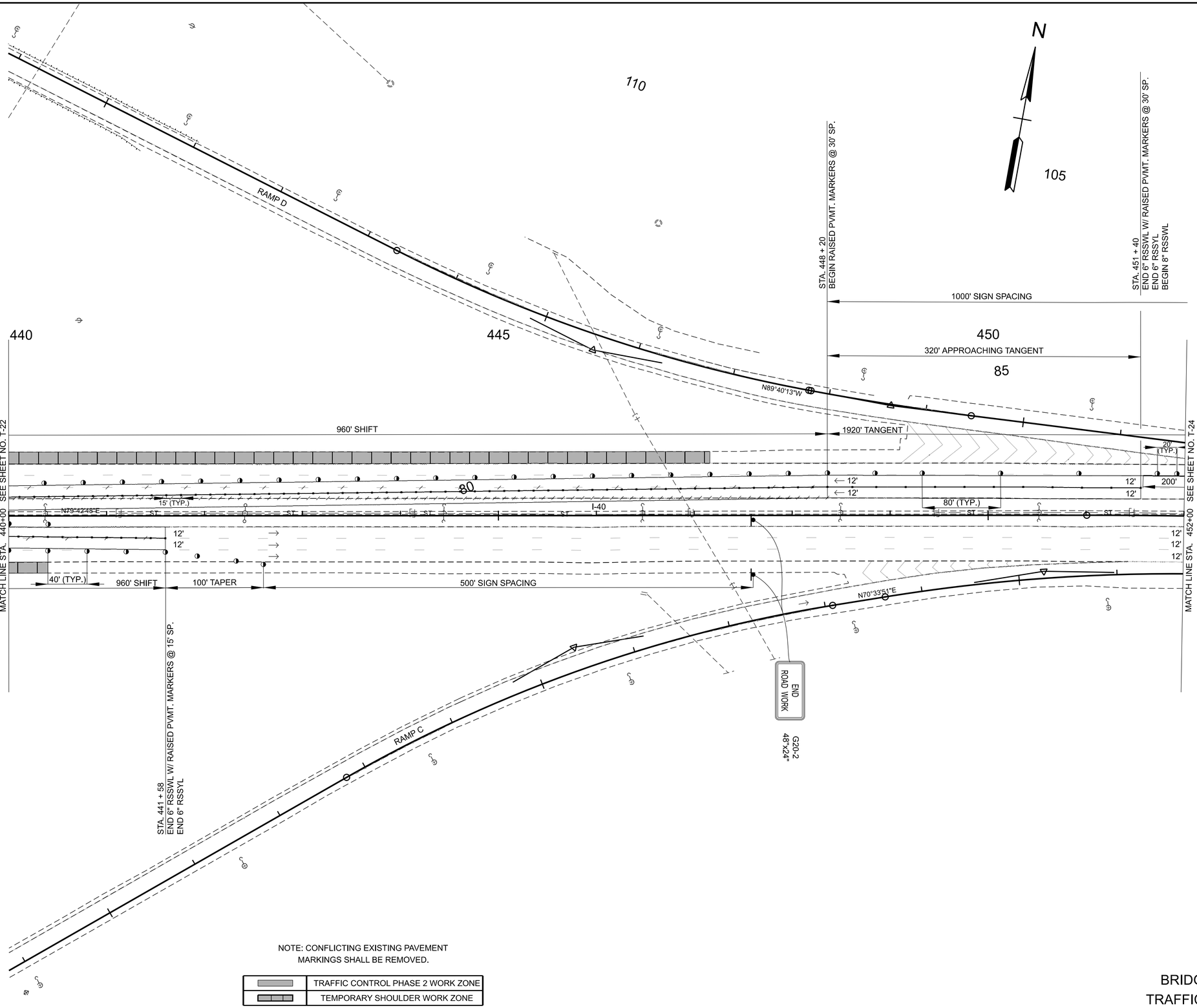
TRAFFIC CONTROL PLANS

STA. 428+00 TO STA. 440+00
SCALE: 1" = 50'

BRIDGE WORK
TRAFFIC CONTROL
PHASE 1 & 3

9/8/2026 4:31:34 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\DOT\0087TR\TRANSPORTATION\57\040-SHT-I-40_ OUTSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-23
PS&E	2026	STP-M-NH-I-40-1(372)	T-23



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

	TRAFFIC CONTROL PHASE 2 WORK ZONE
	TEMPORARY SHOULDER WORK ZONE

BRIDGE WORK
TRAFFIC CONTROL
PHASE 1 & 3

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
Jill Claudine Stanko
9/9/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

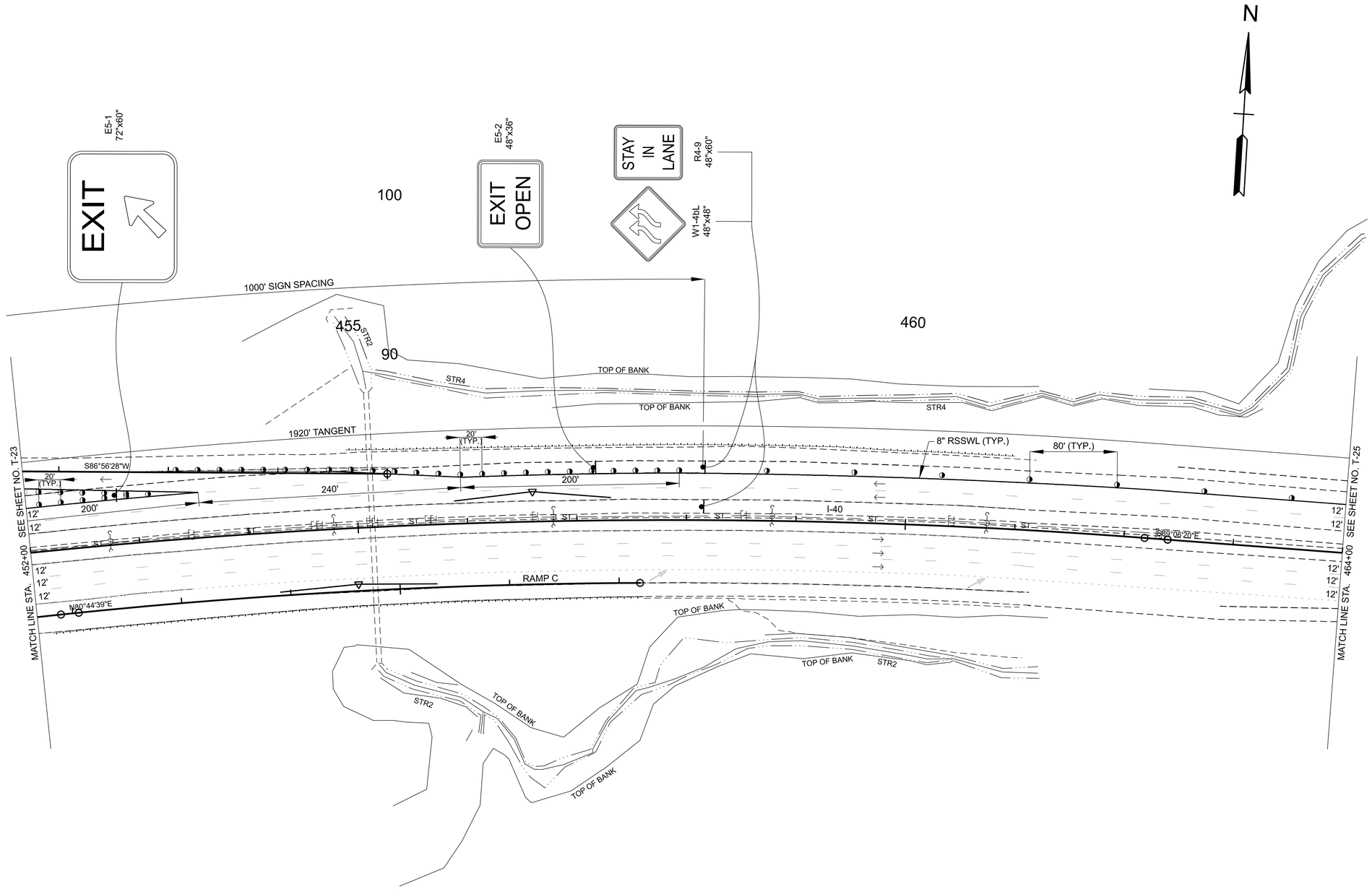
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 440+00 TO STA. 452+00
SCALE: 1" = 50'

9/8/2026 4:31:35 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT0087TRI\TRANSPORTATION\57I040-SHT-I-40_ OUTSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-24
PS&E	2026	STP-M-NH-I-40-1(372)	T-24



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

BRIDGE WORK
TRAFFIC CONTROL
PHASE 1 & 3

SEALED BY

JILL CLAUDINE STAHLO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

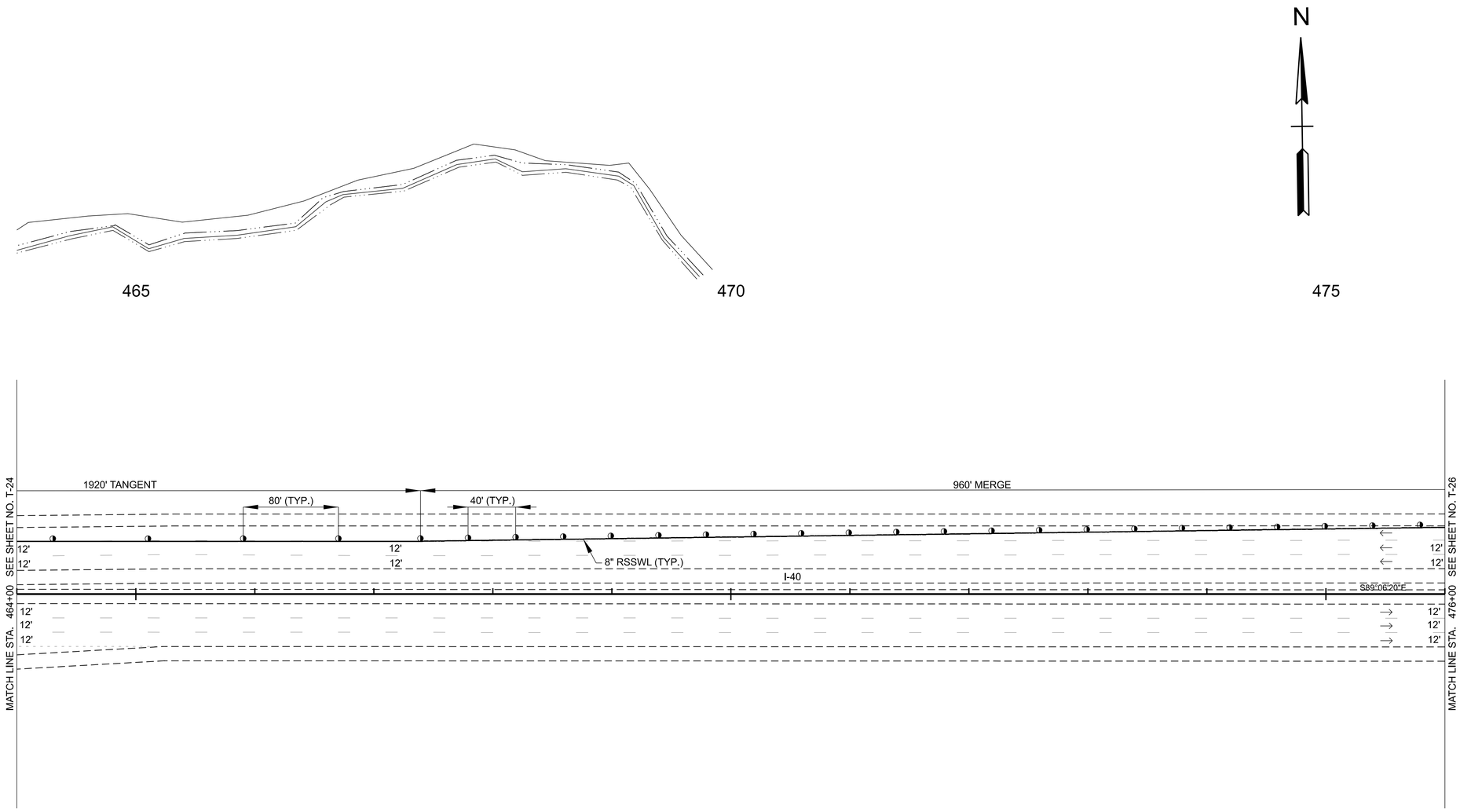
TRAFFIC CONTROL PLANS

STA. 452+00 TO STA. 464+00
SCALE: 1" = 50'

9/8/2026 4:31:36 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\00877\TRITRANSPORTATION\57I040-SHT-I-40_ OUTSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-25
PS&E	2026	STP-M-NH-I-40-1(372)	T-25

465 470 475



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

SEALED BY

JILL CLAUDINE STAIKO
REGISTERED ENGINEER
Jill Claudine Staiko
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

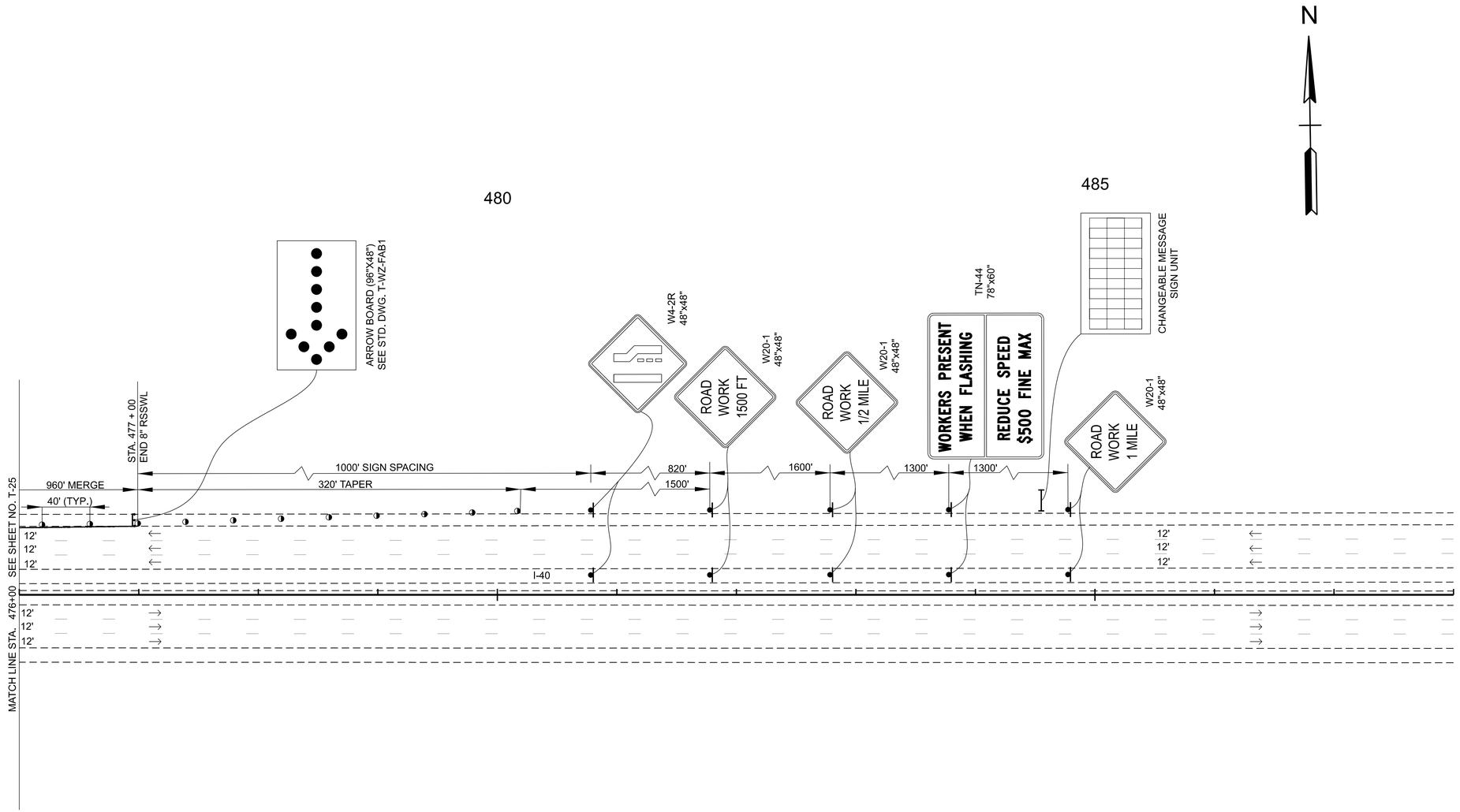
BRIDGE WORK TRAFFIC CONTROL PHASE 1 & 3

TRAFFIC CONTROL PLANS

STA. 464+00 TO STA. 476+00
SCALE: 1" = 50'

9/8/2026 4:31:36 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\DOT\0087TRI\TRANSPORTATION\57I040-SHT-I-40_ OUTSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-26
PS&E	2026	STP-M-NH-I-40-1(372)	T-26



BRIDGE WORK
TRAFFIC CONTROL
PHASE 1 & 3

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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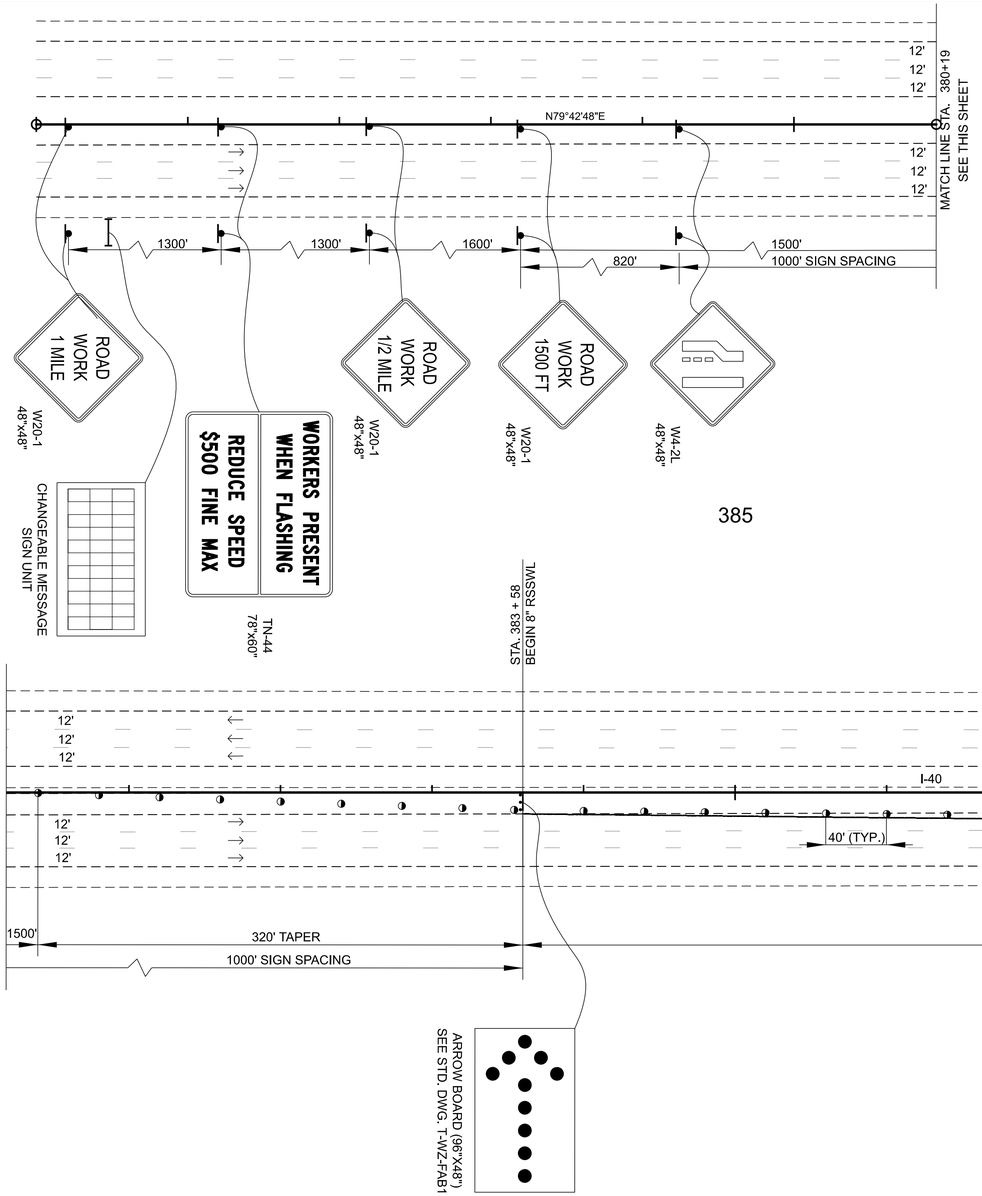
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 476+00 TO STA. 488+00
SCALE: 1" = 50'

9/8/2026 4:31:37 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\DOT\0087TRI\TRANSPORTATION\57I040-SHT-I-40_ OUTSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-27
PS&E	2026	STP-M-NH-I-40-1(372)	T-27



N

NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

BRIDGE WORK
TRAFFIC CONTROL
PHASE 2 & 4

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

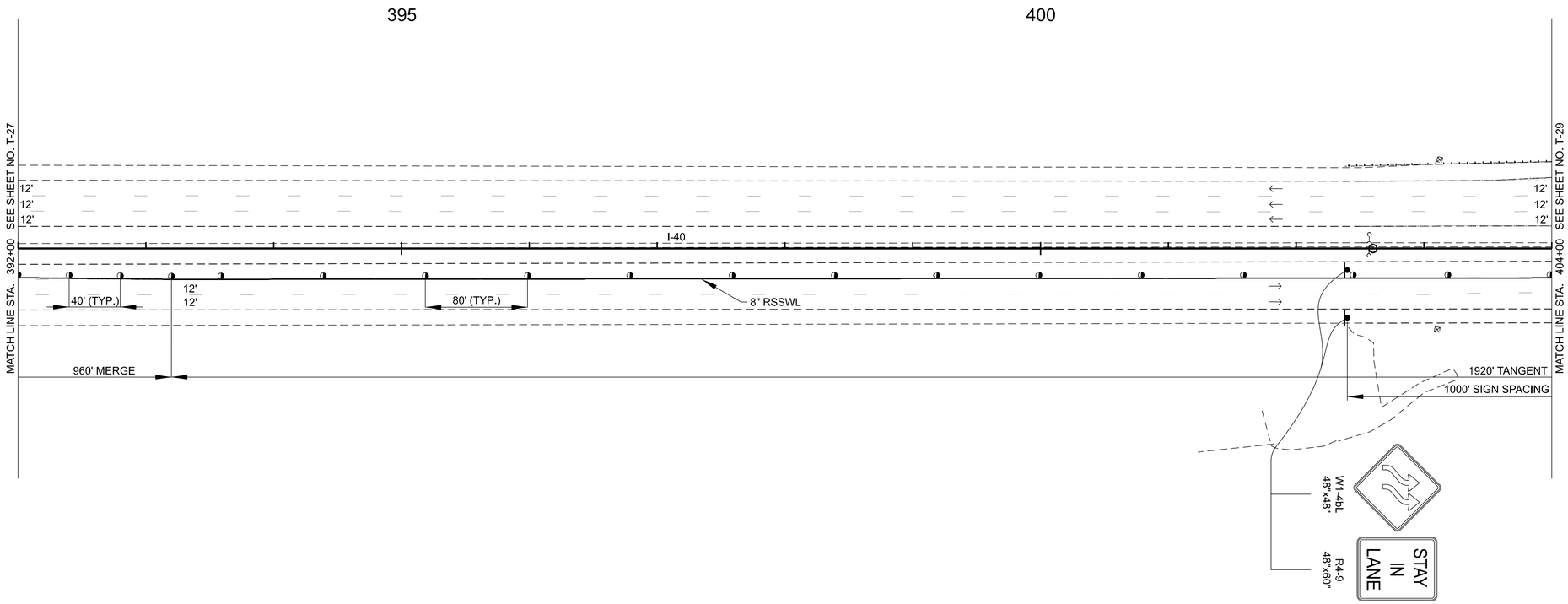
TRAFFIC CONTROL PLANS

STA. 374+25 TO STA. 392+00
SCALE: 1" = 50'

9/8/2026 4:31:40 PM
\\EGNYTEDRIVE\PROJECTS\TDOTDOT\0087TR\TRANSPORTATION\571040-SHT-I-40_ INSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-28
PS&E	2026	STP-M-NH-I-40-1(372)	T-28





NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

BRIDGE WORK
TRAFFIC CONTROL
PHASE 2 & 4

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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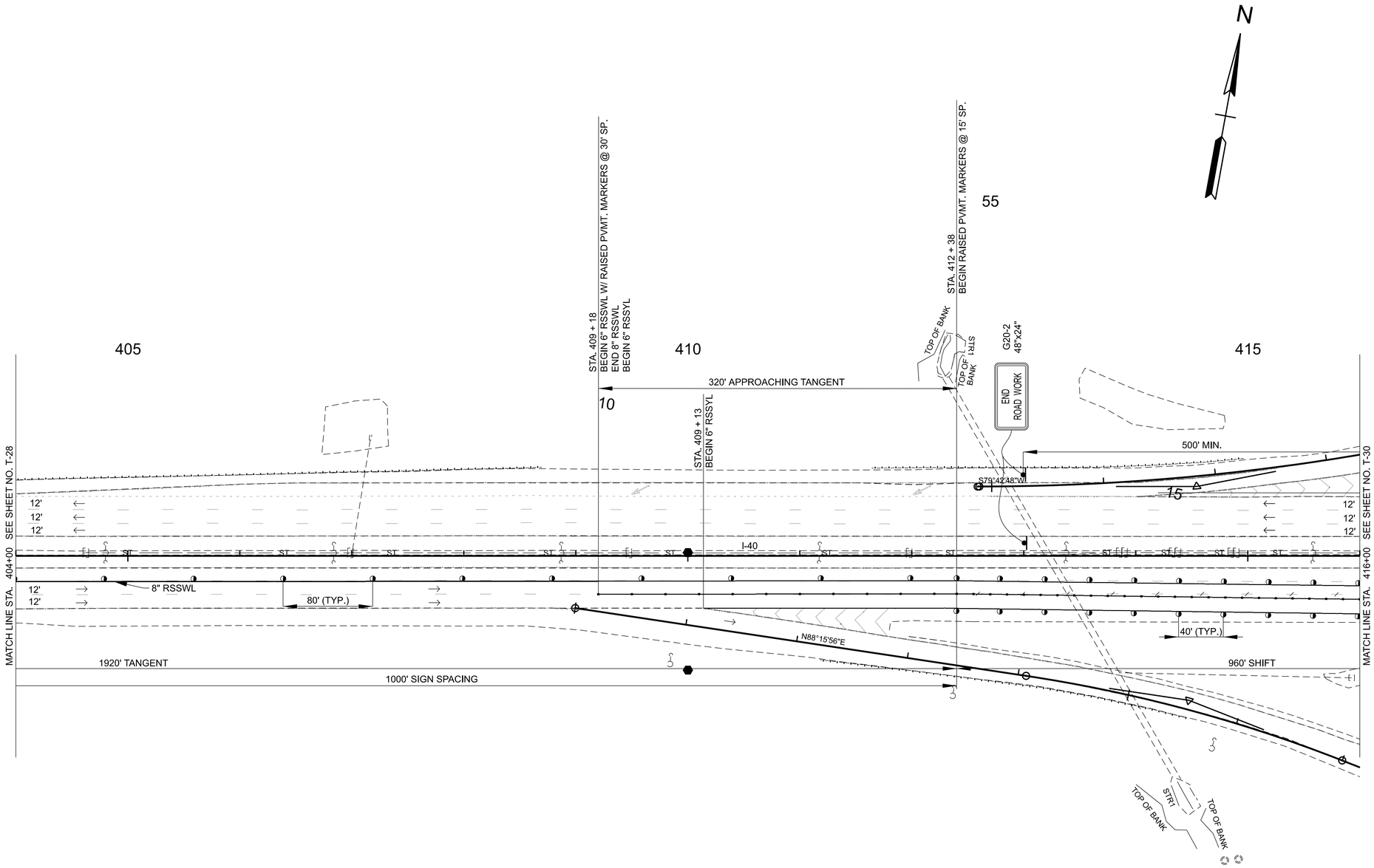
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 392+00 TO STA. 404+00
SCALE: 1" = 50'

9/8/2026 4:31:40 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57\040-SHT-I-40_ INSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-29
PS&E	2026	STP-M-NH-I-40-1(372)	T-29



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

SEALED BY

JILL CLAUDINE STAHKO
REGISTERED ENGINEER
Jill Claudine Stahko
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

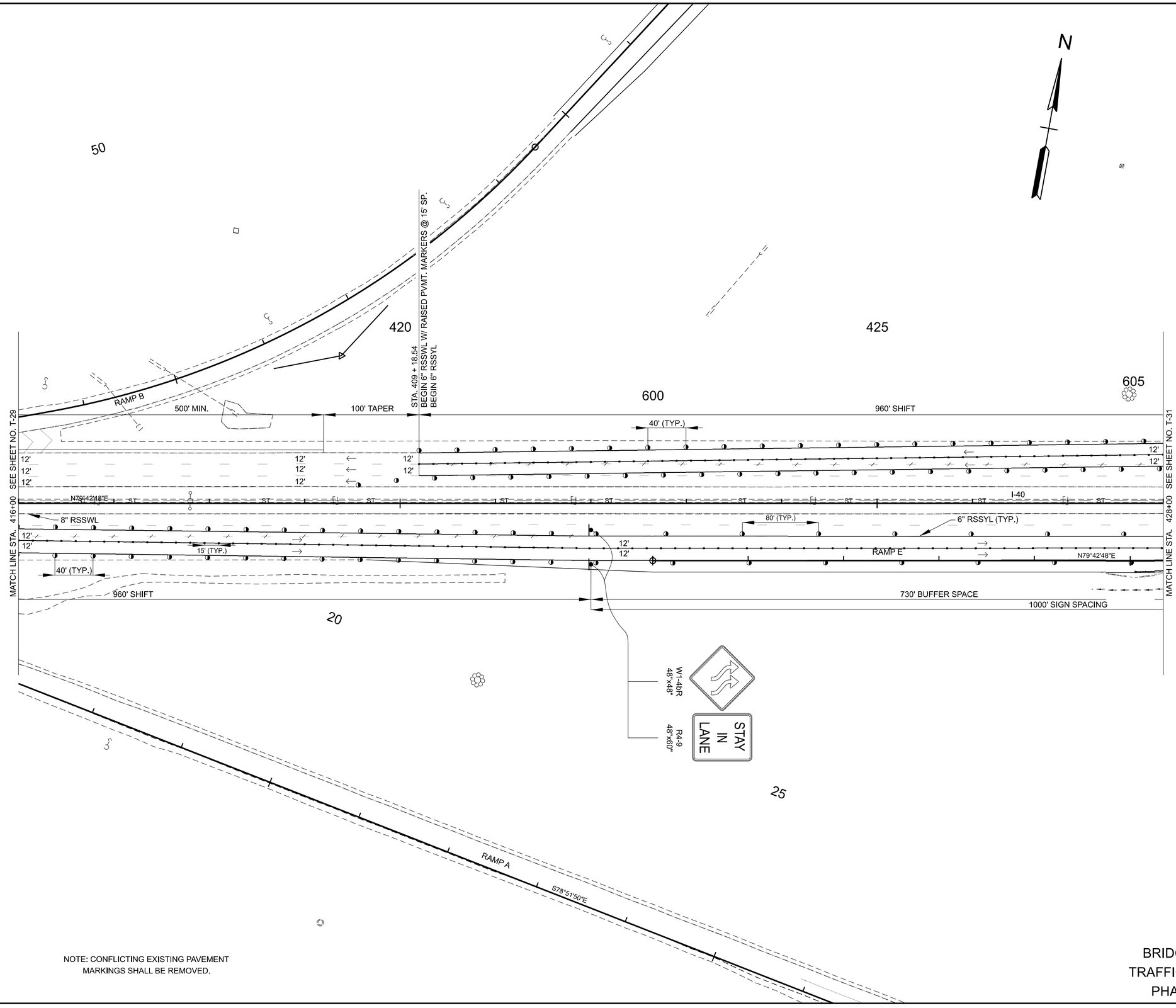
TRAFFIC CONTROL PLANS

STA. 404+00 TO STA. 416+00
SCALE: 1" = 50'

BRIDGE WORK
TRAFFIC CONTROL
PHASE 2 & 4

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\\EGNYTEDRIVE\PROJECTS\TDOT\DOT0087TR\TRANSPORTATION\57I040-SHT-I-40_ INSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-30
PS&E	2026	STP-M-NH-I-40-1(372)	T-30



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

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STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
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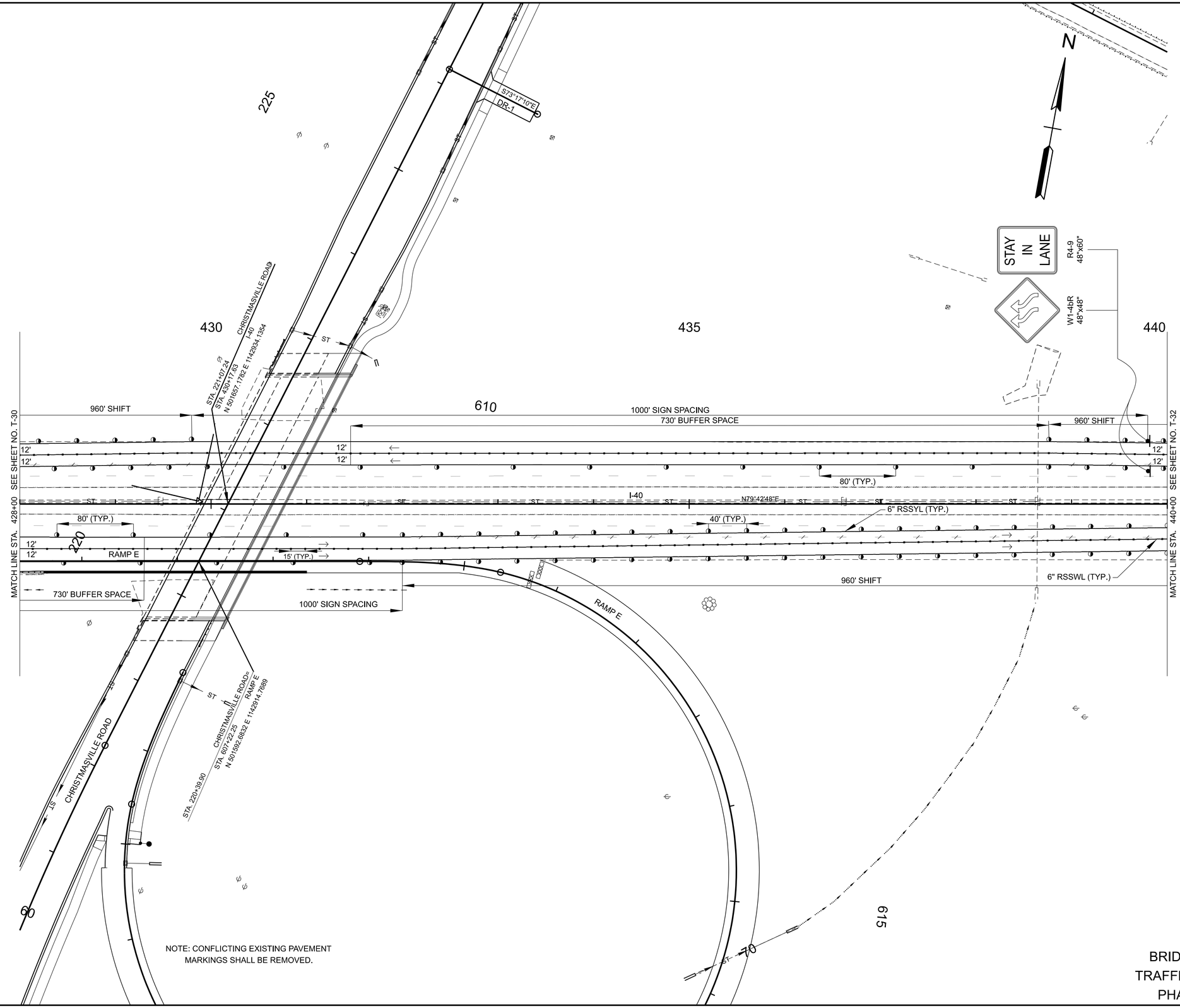
TRAFFIC CONTROL PLANS

STA. 416+00 TO STA. 428+00
SCALE: 1" = 50'

BRIDGE WORK
TRAFFIC CONTROL
PHASE 2 & 4

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\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57\040-SHT-I-40_ INSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-31
PS&E	2026	STP-M-NH-I-40-1(372)	T-31



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REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

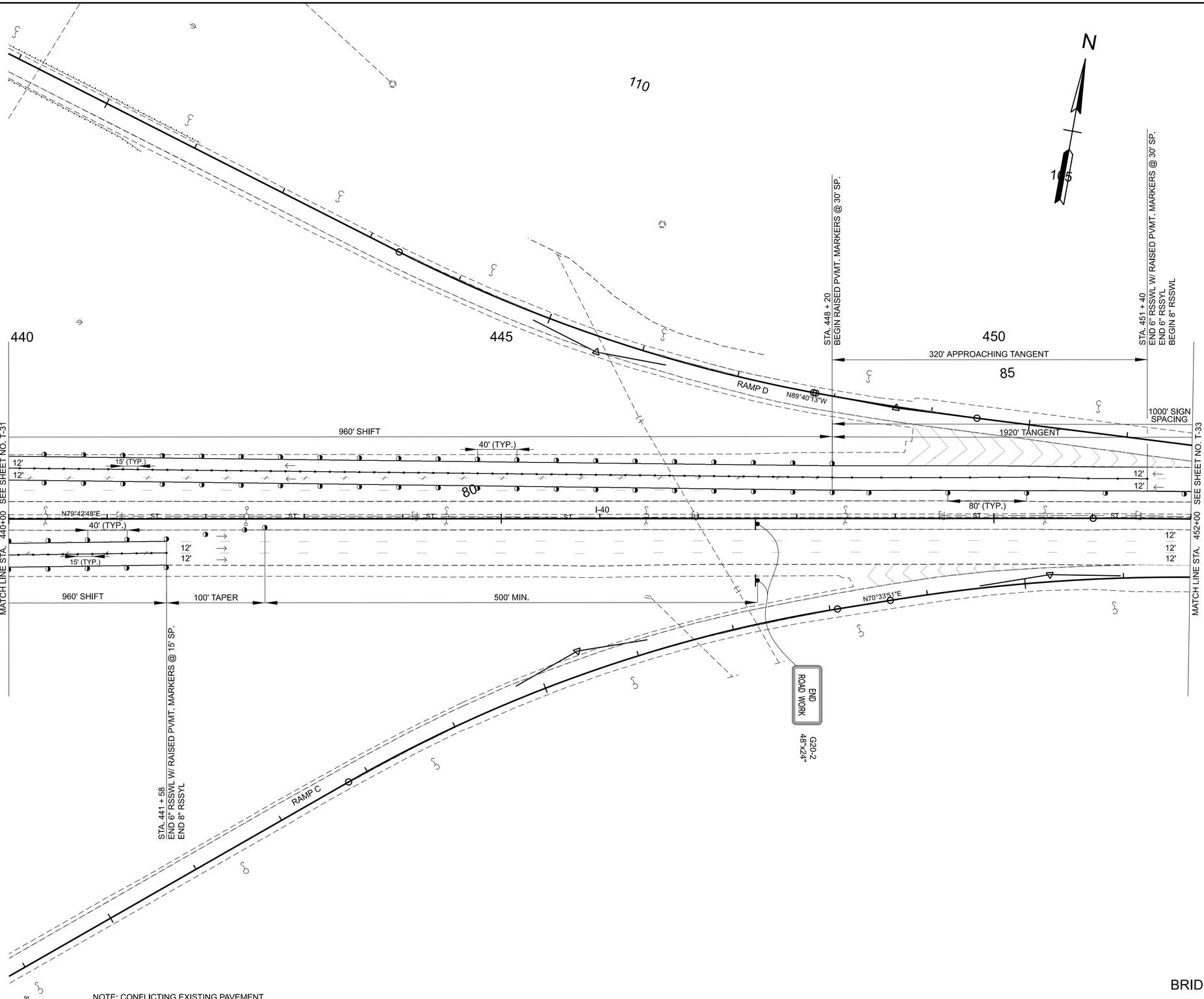
TRAFFIC CONTROL PLANS

STA. 428+00 TO STA. 440+00
SCALE: 1" = 50'

BRIDGE WORK
TRAFFIC CONTROL
PHASE 2 & 4

9/8/2026 4:31:41 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\TDOT\0087TR\TRANSPORTATION\57\040-SHT-I-40_ INSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-32
PS&E	2026	STP-M-NH-I-40-1(372)	T-32



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

BRIDGE WORK
TRAFFIC CONTROL
PHASE 2 & 4

SEALED BY

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COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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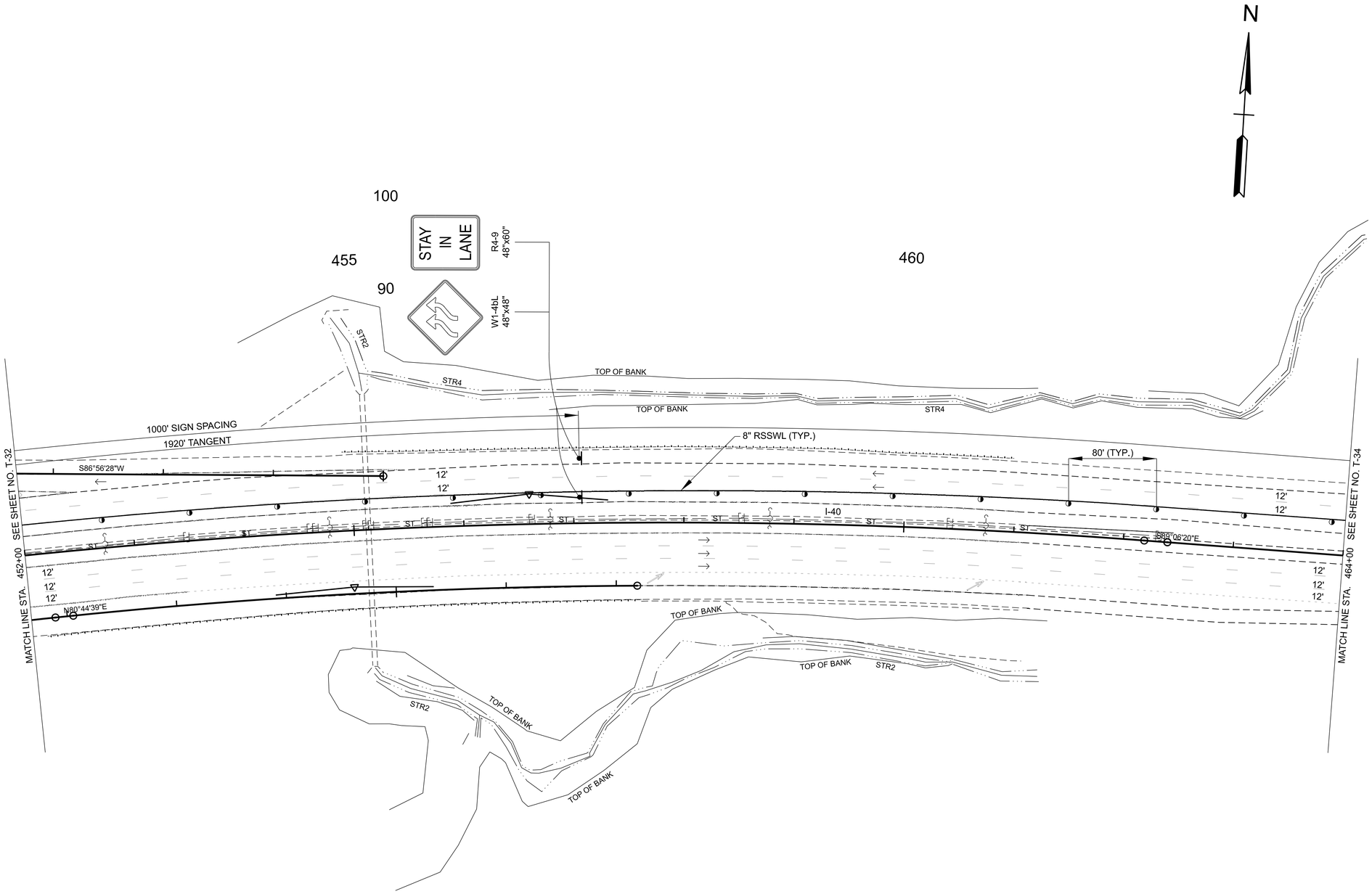
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 440+00 TO STA. 452+00
SCALE: 1" = 50'

9/8/2026 4:31:42 PM
\\EGNYTEDRIVE\PROJECTS\TDOTTDOT\0087TR\TRANSPORTATION57\040-SHT-I-40_ INSIDE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-33
PS&E	2026	STP-M-NH-I-40-1(372)	T-33



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

SEALED BY

JILL CLAUDINE STANKO
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 121754
Jill Claudine Stanko
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

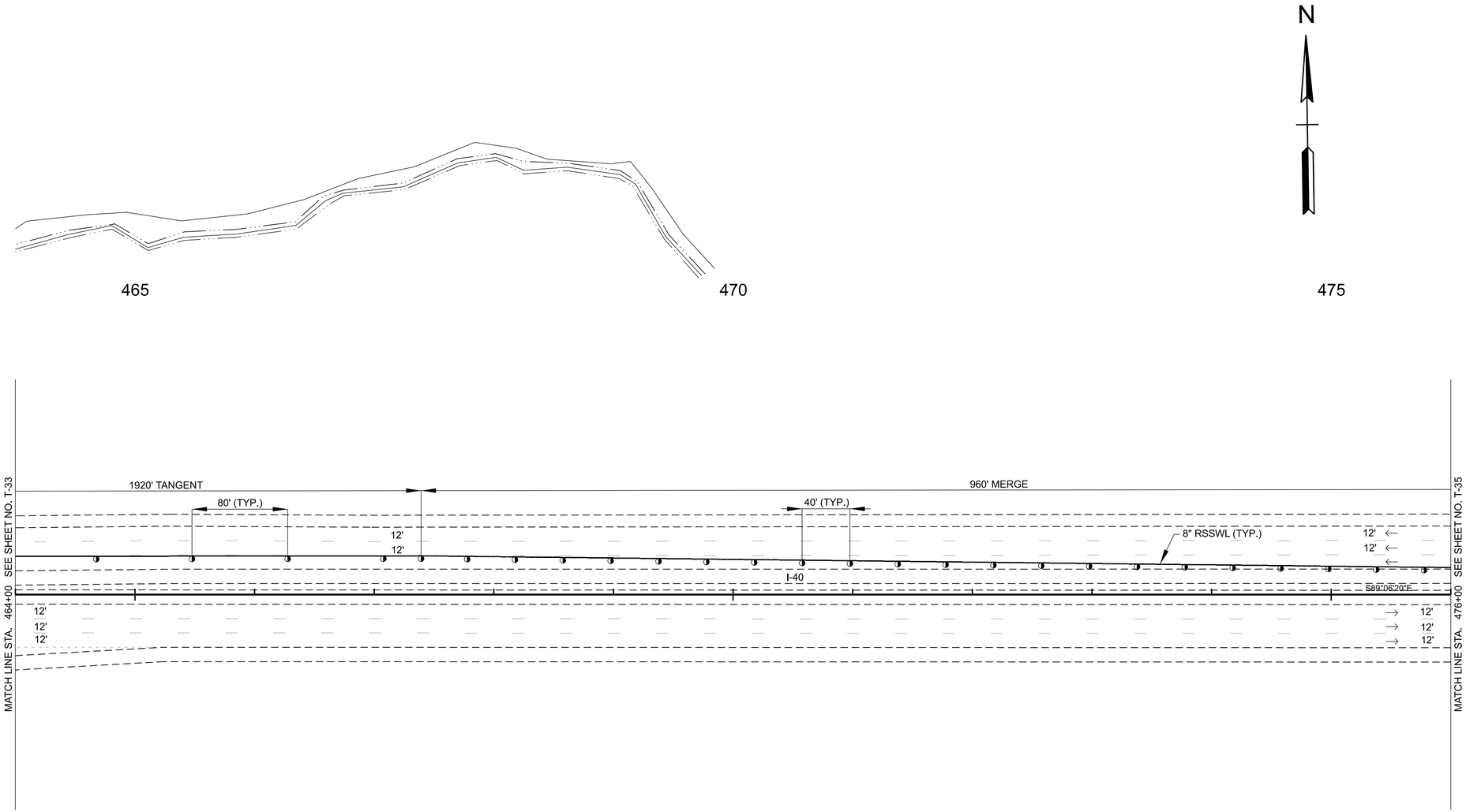
STA. 452+00 TO STA. 464+00
SCALE: 1" = 50'

BRIDGE WORK
TRAFFIC CONTROL
PHASE 2 & 4

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-34
PS&E	2026	STP-M-NH-I-40-1(372)	T-34

465 470 475



NOTE: CONFLICTING EXISTING PAVEMENT MARKINGS SHALL BE REMOVED.

SEALED BY

JILL CLAUDINE STAIKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

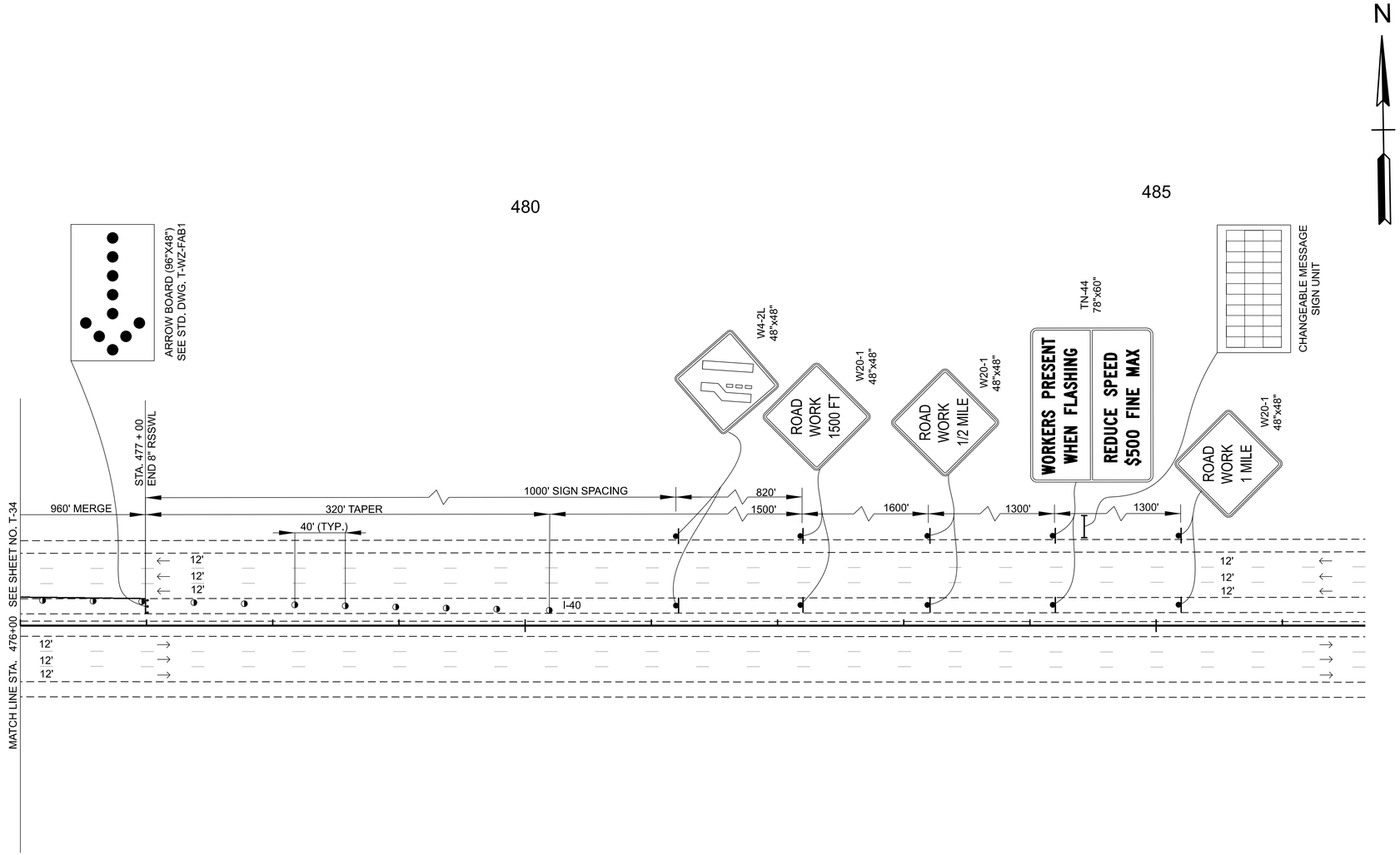
TRAFFIC CONTROL PLANS

STA. 464+00 TO STA. 476+00
SCALE: 1" = 50'

BRIDGE WORK
TRAFFIC CONTROL
PHASE 2 & 4

9/8/2026 4:31:43 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	T-35
PS&E	2026	STP-M-NH-I-40-1(372)	T-35



BRIDGE WORK
TRAFFIC CONTROL
PHASE 2 & 4

SEALED BY

JILL CLAUDINE STAINKO
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 121754
STATE OF TENNESSEE
9/9/2026

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OF 1.00007 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 476+00 TO STA. 488+00
SCALE: 1" = 50'

9/8/2026 4:31:43 PM
\\EGNYTEDRIVE\PROJECTS\TDOT\DOT0087\TRITRANSPORTATION\57I040-SHT-I-40_ INSIDE.DGN



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Aaron Smith Gordon, PE

Digitally signed by Aaron Smith Gordon, PE
DN: C=US, E=aaron.gordon@kimley-horn.com, O=Kimley-Horn, CN="Aaron Smith Gordon, PE"
Reason: I am approving this document
Date: 2026.09.14 09:24:50-05'00'

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

KIMLEY-HORN AND ASSOCIATES, INC.
10 LEA AVENUE
SUITE 400
NASHVILLE, TN 37210
AARON SMITH GORDON, P.E. NO. 127123

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.
BRIDGE NO. 1	
SIGNATURE SHEET	BRIDGE-SIGN1
INDEX OF BRIDGES	B-1
INDEX OF DRAWINGS	U-102-62
LAYOUT OF BRIDGE	U-102-63
GENERAL NOTES	U-102-64
GENERAL NOTES	U-102-65
REPAIR DETAILS	U-102-66
ESTIMATED QUANTITIES	U-102-67
PHASE CONSTRUCTION DETAILS	U-102-70
SUPERSTRUCTURE	U-102-71
SUPERSTRUCTURE DETAILS	U-102-72
SUPERSTRUCTURE DETAILS	U-102-73
STRUCTURAL STEEL DETAILS	U-102-74
STRUCTURAL STEEL DETAILS	U-102-75
STRUCTURAL STEEL DETAILS	U-102-76
STRUCTURAL STEEL DETAILS	U-102-77
MODIFIED STD-1-1SS PARAPET	U-102-78
MODIFIED STD-11-1 PARAPET	U-102-79
ABUTMENT NO. 1	U-102-80
ABUTMENT NO. 1 DETAILS	U-102-81
ABUTMENT NO. 2	U-102-82
ABUTMENT NO. 2 DETAILS	U-102-83
BENT NO. 1	U-102-84
BENT NO. 1 DETAILS	U-102-85
BILL OF STEEL	U-102-87
MOUNTED SIGN DETAILS	U-102-88
BRIDGE NO. 2	
MOUNTED SIGN DETAILS	U-75-266A

YEAR	PROJECT NO.	SHEET NO.
2026	STP-M-NH-I-40-1(372)	BRIDGE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Aaron Smith Gordon, PE

Digitally signed by Aaron Smith Gordon, PE
DN: C=US, E=aaron.gordon@kimley-horn.com, O=Kimley-Horn, CN="Aaron Smith Gordon, PE"
Reason: I am approving this document
Date: 2026.11.04 14:07:06-06'00'

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10 LEA AVENUE
SUITE 400
NASHVILLE, TN 37210
AARON SMITH GORDON, P.E. NO. 127123

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SHEET NAME	SHEET NO.
BRIDGE NO.1	
SIGNATURE SHEET	BRIDGE-SIGN2
INDEX OF BRIDGES	B-1
INDEX OF DRAWINGS	U-102-62
ESTIMATED QUANTITIES	U-102-67

YEAR	PROJECT NO.	SHEET NO.
2026	STP-M-NH-I-40-1(372)	BRIDGE-SIGN2

REV. 10/30/2026
ADDED THIS SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	B-1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-30-2026	KHA	ADDED BRIDGE-SIGN2 TO INDEX

BRIDGE NO. 1

LIST OF DRAWINGS	DWG. NO.	LATEST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN1	
SIGNATURE SHEET	BRIDGE-SIGN2	
INDEX OF BRIDGES	B-1	10-30-2026
INDEX OF DRAWINGS	U-102-62	10-30-2026
LAYOUT OF BRIDGE	U-102-63	
GENERAL NOTES	U-102-64	
GENERAL NOTES	U-102-65	
REPAIR DETAILS	U-102-66	
ESTIMATED QUANTITIES	U-102-67	10-30-2026
FOUNDATION DATA	U-102-68	
FOUNDATION DATA	U-102-69	
PHASE CONSTRUCTION DETAILS	U-102-70	
SUPERSTRUCTURE	U-102-71	
SUPERSTRUCTURE DETAILS	U-102-72	
SUPERSTRUCTURE DETAILS	U-102-73	
STRUCTURAL STEEL DETAILS	U-102-74	
STRUCTURAL STEEL DETAILS	U-102-75	
STRUCTURAL STEEL DETAILS	U-102-76	
STRUCTURAL STEEL DETAILS	U-102-77	
MODIFIED STD-1-1SS PARAPET	U-102-78	
MODIFIED STD-11-1 PARAPET	U-102-79	
ABUTMENT NO. 1	U-102-80	
ABUTMENT NO. 1 DETAILS	U-102-81	
ABUTMENT NO. 2	U-102-82	
ABUTMENT NO. 2 DETAILS	U-102-83	
BENT NO. 1	U-102-84	
BENT NO. 1 DETAILS	U-102-85	
FINAL FOUNDATION DATA	U-102-86	
BILL OF STEEL	U-102-87	
MOUNTED SIGN DETAILS	U-102-88	

BRIDGE NO. 2

LIST OF DRAWINGS	DWG. NO.	LATEST REV. DATE
MOUNTED SIGN DETAILS	U-75-266A	

LIST OF STANDARD DRAWINGS	DWG. NO.	LATEST REV. DATE
BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET	STD-1-1SS	07-09-25
STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2SS	05-31-24
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	05-28-26
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	04-08-05
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	04-08-05
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	03-02-02
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	06-10-96
STANDARD PILE DETAILS	STD-5-1	
STANDARD SEISMIC DETAILS	STD-6-1	12-08-23
SINGLE SLOPE PARAPET STANDARD LIGHT SUPPORT DETAILS	STD-8-2SS	
TRI-STAR STATE EMBLEM FINISH DETAILS	STD-8-6	10-03-18
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	06-16-26
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	06-05-23
MISCELLANEOUS ABUTMENT AND PAVEMENT AT BRIDGE ENDS BACKFILL DETAILS	STD-10-2	06-05-23
SAFETY APPROACH TO UNDERPASS GRADING DESIGN AND SLOPE PROTECTION	RD11-SA-1	04-30-26
PORTABLE CONCRETE BARRIER RAIL	T-WZ-PCB2	03-26-25
STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS	T-S-6	07-30-25
FLARED SINGLE SLOPE CONCRETE MEDIAN BARRIER WALL (VERTICAL BACK)	S-SSMB-4	07-17-20
VERTICAL CONCRETE CURBS AND CURB AND GUTTER (FOR 8" TO 12" GUTTER DEPTH)	RP-VC-10	03-04-21
SPECIAL CASE GUARDRAIL FOOTING	S-GRS-3	06-28-19

LIST OF SPECIAL PROVISIONS	PROV. NO.	LATEST REV. DATE
REPAIR OF BRIDGE DECK CRACKS	604CR	02-08-21
BRIDGE DECK PREPARATION USING HYDRODEMOLITION	604H	03-30-15

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF BRIDGES
I-40 INTERCHANGE
AT CHRISTMASVILLE ROAD
(EXIT 85)
MADISON COUNTY
2026

PIN NO.: 132680.00
DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

11/3/2026 2:32:54 PM

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-30-2026	KHA	ADDED BRIDGE-SIGN2 TO INDEX

LIST OF DRAWINGS

	DWG. NO.	LATEST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN1	
SIGNATURE SHEET	BRIDGE-SIGN2	
INDEX OF DRAWINGS	U-102-62	10-30-2026
LAYOUT OF BRIDGE	U-102-63	
GENERAL NOTES	U-102-64	
GENERAL NOTES	U-102-65	
REPAIR DETAILS	U-102-66	
ESTIMATED QUANTITIES	U-102-67	10-30-2026
FOUNDATION DATA	U-102-68	
FOUNDATION DATA	U-102-69	
PHASE CONSTRUCTION DETAILS	U-102-70	
SUPERSTRUCTURE	U-102-71	
SUPERSTRUCTURE DETAILS	U-102-72	
SUPERSTRUCTURE DETAILS	U-102-73	
STRUCTURAL STEEL DETAILS	U-102-74	
STRUCTURAL STEEL DETAILS	U-102-75	
STRUCTURAL STEEL DETAILS	U-102-76	
STRUCTURAL STEEL DETAILS	U-102-77	
MODIFIED STD-1-1SS PARAPET	U-102-78	
MODIFIED STD-11-1 PARAPET	U-102-79	
ABUTMENT NO.1	U-102-80	
ABUTMENT NO.1 DETAILS	U-102-81	
ABUTMENT NO.2	U-102-82	
ABUTMENT NO.2 DETAILS	U-102-83	
BENT NO.1	U-102-84	
BENT NO.1 DETAILS	U-102-85	
FINAL FOUNDATION DATA	U-102-86	
BILL OF STEEL	U-102-87	
MOUNTED SIGN DETAILS	U-102-88	

LIST OF STANDARD DRAWINGS

	DWG. NO.	LATEST REV. DATE
BRIDGE RAILING SINGLE SLOPE CONCRETE PARAPET	STD-1-1SS	07-09-25
STEEL SLIDER PLATE ASSEMBLIES FOR SINGLE SLOPE CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2SS	05-31-24
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	05-28-26
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	04-08-05
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STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	03-02-02
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	06-10-96
STANDARD PILE DETAILS	STD-5-1	
STANDARD SEISMIC DETAILS	STD-6-1	12-08-23
SINGLE SLOPE PARAPET STANDARD LIGHT SUPPORT DETAILS	STD-8-2SS	
TRI-STAR STATE EMBLEM FINISH DETAILS	STD-8-6	10-03-18
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLABS	STD-9-1	06-16-26
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SAFETY APPROACH TO UNDERPASS GRADING DESIGN AND SLOPE PROTECTION	RD11-SA-1	04-30-26
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STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS	T-S-6	07-30-25
FLARED SINGLE SLOPE CONCRETE MEDIAN BARRIER WALL (VERTICAL BACK)	S-SSMB-4	07-17-20
VERTICAL CONCRETE CURBS AND CURB AND GUTTER (FOR 8" TO 12" GUTTER DEPTH)	RP-VC-10	03-04-21
SPECIAL CASE GUARDRAIL FOOTING	S-GRS-3	06-28-19

LIST OF SPECIAL PROVISIONS

	PROV. NO.	LATEST REV. DATE
REPAIR OF BRIDGE DECK CRACKS	604CR	02-08-21
BRIDGE DECK PREPARATION USING HYDRODEMOLITION	604H	03-30-15

LIST OF REFERENCE DRAWINGS (EXISTING BRIDGE DRAWINGS)

	DWG. NO.	LATEST REV. DATE
LAYOUT OF BRIDGE	M-172-119	08-22-86
GENERAL NOTES & ESTIMATED QUANTITIES	M-172-120	08-22-86
FOUNDATION DATA	M-172-121	08-22-86
SUPERSTRUCTURE	M-172-122	08-22-86
SUPERSTRUCTURE DETAILS	M-172-123	08-22-86
SUPERSTRUCTURE DETAILS	M-172-124	08-22-86
ABUTMENT NO.1 AND 2	M-172-125	08-22-86
ABUTMENT NO.1 AND 2 DETAILS	M-172-126	08-22-86
BENT	M-172-127	08-22-86
BENT DETAILS	M-172-128	08-22-86
BILL OF STEEL	M-172-129	08-22-86

SEALED BY



BRIDGE NO.1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INDEX OF DRAWINGS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-62

PIN NO.: 132680.00
DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

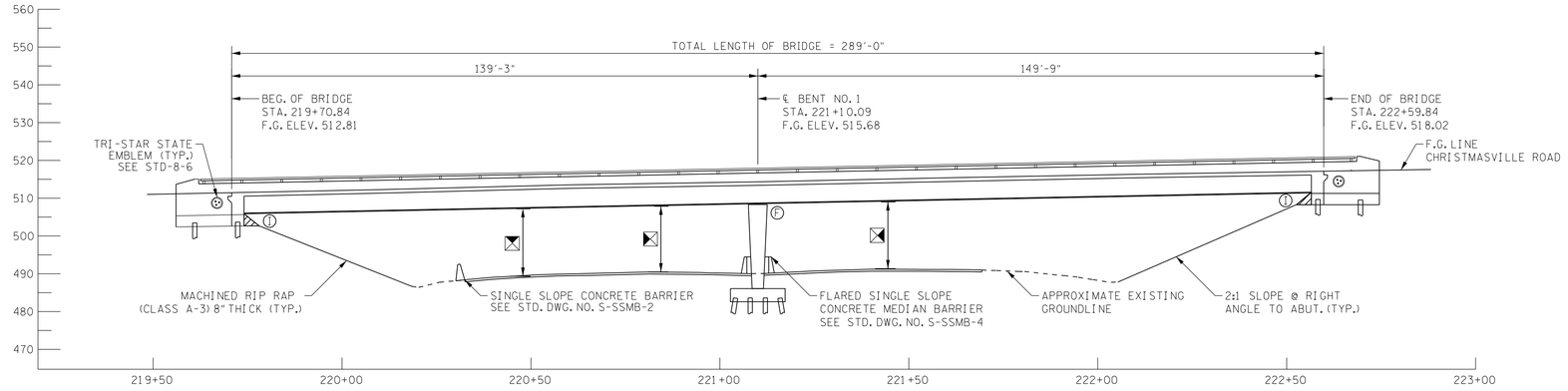
11/3/2026 2:39:12 PM

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



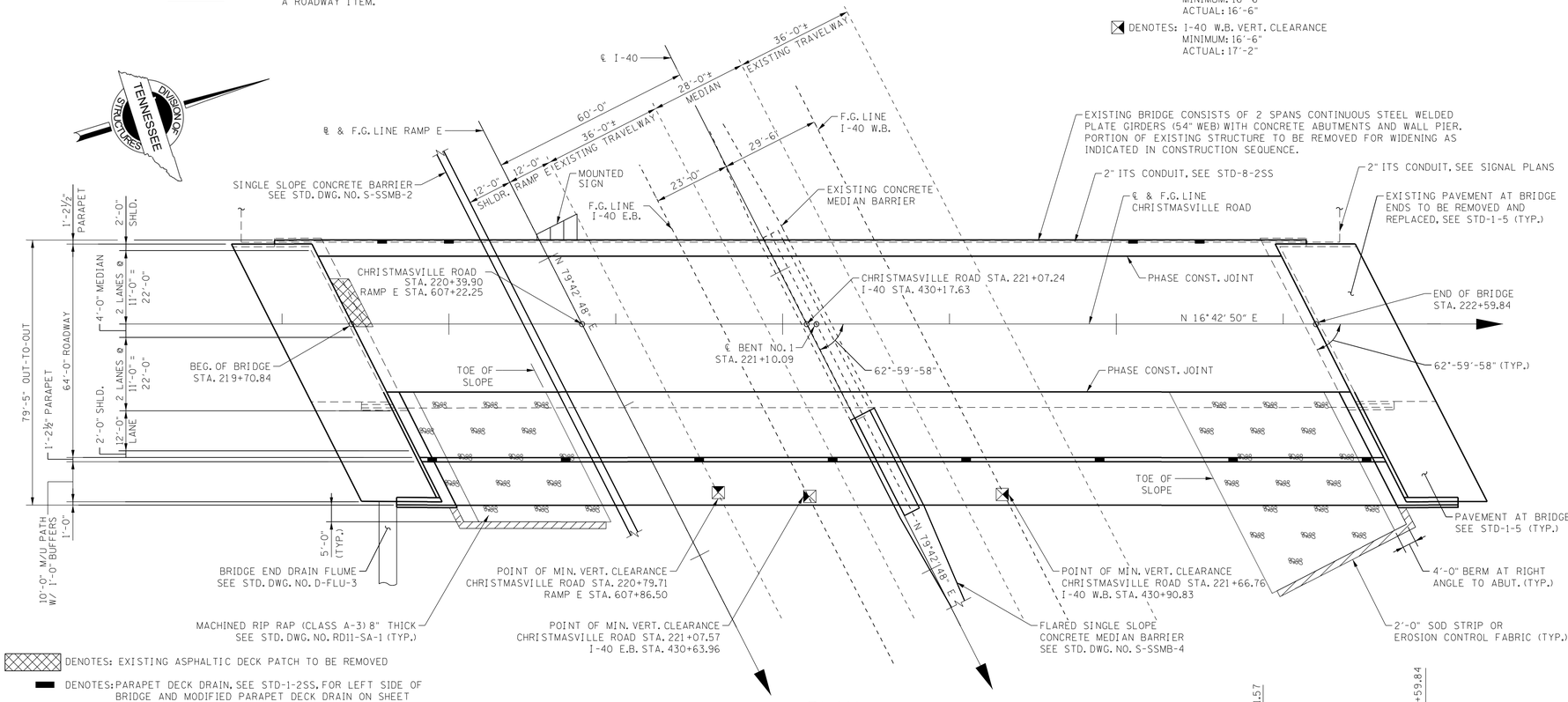
Ⓘ DENOTES: INTEGRAL
Ⓕ DENOTES: FIXED
DENOTES: AREA TO BE EXCAVATED AND PAID FOR AS A ROADWAY ITEM.

ELEVATION
SCALE: 1" = 20'-0"

DENOTES: RAMP E VERT. CLEARANCE
MINIMUM: 16'-6"
ACTUAL: 16'-6"

DENOTES: I-40 E.B. VERT. CLEARANCE
MINIMUM: 16'-6"
ACTUAL: 16'-6"

DENOTES: I-40 W.B. VERT. CLEARANCE
MINIMUM: 16'-6"
ACTUAL: 17'-2"



DENOTES: EXISTING ASPHALTIC DECK PATCH TO BE REMOVED

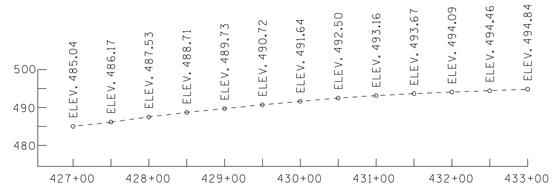
DENOTES: PARAPET DECK DRAIN, SEE STD-1-2SS, FOR LEFT SIDE OF BRIDGE AND MODIFIED PARAPET DECK DRAIN ON SHEET U-102-78 FOR RIGHT SIDE OF BRIDGE

PLAN
SCALE: 1" = 20'-0"

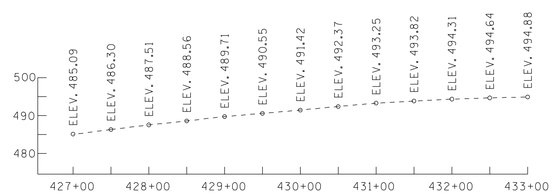
NOTE: ALL DIMENSIONS AND ELEVATIONS ARE BASED ON EXISTING BRIDGE PLANS, FIELD MEASUREMENTS, OR THE ROADWAY PLANS. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE DIMENSIONS AND ELEVATIONS.

BRIDGE DECK DRAIN STATIONS

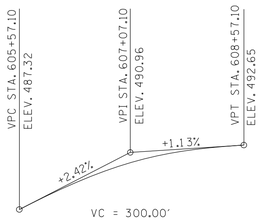
LEFT	RIGHT
STA. 219+80	STA. 219+95
STA. 220+00	STA. 220+35
STA. 222+05	STA. 220+75
STA. 222+25	STA. 221+15
	STA. 221+55
	STA. 221+95
	STA. 222+35
	STA. 222+75



GRADE SKETCH
(F.G. LINE I-40 W.B.)
(FROM TOPOGRAPHICAL SURVEY)



GRADE SKETCH
(F.G. LINE I-40 E.B.)
(FROM TOPOGRAPHICAL SURVEY)



VC = 300.00'

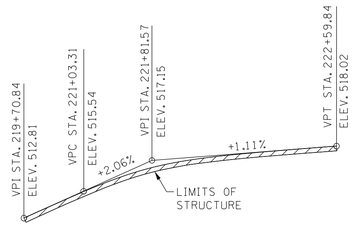
GRADE SKETCH
(RAMP E)

2048 ADT = 20,080
64'-7" ROADWAY WITH 12'-0" MULTI-USE PATH, STD-11-1 BRIDGE RAILING, STD-1-1SS PARAPET, AND MODIFIED STD-1-1SS PARAPET
DESIGN SPEED = 45 MPH

BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026



VC = 156.53'

GRADE SKETCH
(CHRISTMASVILLE ROAD)

SEALED BY



PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

6/16/2026 8:43:10 AM

U-102-63

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL NOTES

SPECIFICATIONS AND LOADING

1) **CONSTRUCTION SPECIFICATIONS:** TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (APRIL 1, 2026 EDITION).

2) **DESIGN SPECIFICATIONS:** 9TH EDITION (2020) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS, AND AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, FIRST EDITION (2015) WITH INTERIMS.

3) **LOADING:**
   - A. HL-93 LIVE LOADING
   - B. SEISMIC DESIGN CATEGORY C WITH AS= 0.340, SDS=0.732, SD1=0.322, (1000 YEAR RETURN PERIOD)
   - C. DEAD LOAD INCLUDES 35 LB/SQ.FT. FOR FUTURE WEARING SURFACE.

CONCRETE, REINFORCING, AND FORMING

4) **CONCRETE:** TO BE CLASS A F'C = 3000 PSI EXCEPT AS NOTED OTHERWISE.

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

6) **BRIDGE DECK SURFACE FINISH:** PROPOSED CONCRETE DECK TO BE IN ACCORDANCE WITH METHOD 1 IN ARTICLE 604.22 OF THE STANDARD SPECIFICATIONS. PROPOSED OVERLAY TO BE TEXTURED ACCORDING TO ARTICLE 619.10 OF THE STANDARD SPECIFICATIONS.

7) **BRIDGE DECK FORMS:** BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING EITHER REMOVABLE FORMS OR PERMANENT FORMS. PERMANENT FORMS MAY BE EITHER REMAIN-IN-PLACE STEEL OR PRECAST, PRESTRESSED CONCRETE PANELS. IN EITHER CASE, FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO MAIN STRUCTURAL MEMBERS OR REINFORCING STEEL. TEMPORARY ERECTION DIAPHRAGMS MUST BE USED AT THE ENDS OF PRECAST CONCRETE GIRDERS WHERE END DIAPHRAGMS, SUPPORT DIAPHRAGMS, OR ABUTMENT ENDWALLS ARE TO BE POURED CONCURRENTLY WITH THE DECK AND SHALL BE PROVIDED ELSEWHERE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS TO PREVENT GIRDER ROTATION. SEE STANDARD DRAWINGS STD-4-1 THRU 4 AND ARTICLE 604.05 OF THE STANDARD SPECIFICATIONS.

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

FOUNDATION ELEMENTS

9) **ABUTMENTS ON FILL:** THE FILLS AT THE ENDS OF THE BRIDGE SHALL BE IN PLACE AND THOROUGHLY COMPACTED BEFORE ANY ABUTMENT PILES ARE DRIVEN.

10) **FRICTION PILES:** TO BE OPEN ENDED PP 16". AFTER EXCAVATION TO THE PROPOSED FOOTING ELEVATIONS, A TEST PILE SHALL BE DRIVEN AT EACH SUBSTRUCTURE AT THE LOCATION DESIGNATED ON SHEET U-102-86. A LOAD TEST WILL THEN BE APPLIED TO THE TEST PILE IN ABUTMENT NO. 1. FROM THE RESULTS OF THE LOAD TEST, THE ENGINEER OF STRUCTURES WILL DETERMINE THE REQUIRED LENGTH OF THE PRODUCTION PILES AND MINIMUM REQUIRED BEARING. FOR PILE DESIGN LOADS AND CUT-OFF ELEVATIONS, SEE TABLE ON SHEET U-102-64.

    THE CONTRACTOR SHALL INSTALL PILING SUCH THAT ALL THE FOLLOWING REQUIREMENTS ARE MET. THE TIP ELEVATION FOR ALL TEST PILES AND PRODUCTION PILES SHALL BE EQUAL TO OR BELOW THE MINIMUM PILE TIP ELEVATION SHOWN ON THE PLANS. IN ADDITION, TEST PILES TO BE LOAD TESTED SHALL BE INSTALLED TO AT LEAST THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH, WHICHEVER OCCURS FIRST. ALL OTHER TEST PILES SHALL BE INSTALLED TO AT LEAST 1.5 TIMES THE SPECIFIED BEARING SHOWN ON THE PLANS OR FULL LENGTH, WHICHEVER OCCURS FIRST. ALL PRODUCTION PILES SHALL BE INSTALLED FULL LENGTH UNLESS EXCESSIVELY HARD DRIVING WHICH MIGHT DAMAGE THE PILES IS ENCOUNTERED. IF THE PRODUCTION PILES DO NOT ACHIEVE THE MINIMUM REQUIRED BEARING, THE ENGINEER OF STRUCTURES WILL DETERMINE IF ADDITIONAL PILES ARE REQUIRED.

    IN THE EVENT THAT DRIVING THE TEST PILE TO AT LEAST THE MINIMUM TIP ELEVATION OR DRIVING THE PRODUCTION PILE FULL LENGTH MIGHT DAMAGE THE PILE BECAUSE OF EXCESSIVELY HARD DRIVING, THE CONTRACTOR SHALL USE OTHER METHODS APPROVED BY THE ENGINEER FOR INSTALLING THE PILES SUCH AS JETTING (WHERE ALLOWED) OR PRE-DRILLING HOLES. HOWEVER, ALL PILES MUST BE DRIVEN BY HAMMER FOR THE LAST FEW FEET OF PENETRATION. NO MEASUREMENT FOR PAYMENT WILL BE MADE FOR PRE-DRILLING HOLES OR FOR JETTING PILING TO OBTAIN THE REQUIRED PILE PENETRATION.

    THE PILE LOAD TEST SHALL BE A QUICK LOAD TEST CONDUCTED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. THE PILE LOAD TEST APPARATUS FOR APPLYING LOADS AND MEASURING MOVEMENT SHALL MEET THE REQUIREMENTS OF ASTM D1143, STANDARD TEST METHODS FOR DEEP FOUNDATION ELEMENTS UNDER STATIC AXIAL COMPRESSIVE LOAD. WHEN INSUFFICIENT CLEARANCE IS AVAILABLE WITHIN AN EXCAVATION, THE CLEARANCE REQUIREMENTS IN ARTICLE 9.1.1 MAY BE REDUCED, BUT ONLY WITH PRIOR APPROVAL OF THE ENGINEER.

11) **ALTERNATE FRICTION PILES:** WITH THE EXCEPTION OF PILE BENTS, THE CONTRACTOR MAY USE AN ALTERNATE PILE TYPE OR SIZE FROM THAT SHOWN ON THE PLANS PROVIDED THE SUBSTITUTION MEETS MINIMUM DESIGN STANDARDS AND SPECIFICATIONS AND IS APPROVED BY THE ENGINEER. FOR PILE BENTS, ANY PROPOSAL OF THE CONTRACTOR TO USE AN ALTERNATE PILE TYPE OR SIZE SHALL BE CONSIDERED VALUE ENGINEERING.

STEEL SUPERSTRUCTURES

12) **WELDING:** SEE SECTION 602 OF THE STANDARD SPECIFICATIONS AND NOTES ON SHEET U-102-72.

13) **PAINT:** PAINT SHALL BE SYSTEM "A" (QPL 3.001) - INORGANIC ZINC. COLOR OF THE FINISH COAT SHALL COMPLY WITH AMS-STD-595A, FEDERAL STANDARD NO. 30059 (BROWN). SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL ALSO HAVE THE OPTION TO USE ORGANIC ZINC IN SYSTEM "A" INSTEAD OF AN INORGANIC ZINC. ORGANIC ZINC SYSTEMS SHALL BE FROM QPL 3.002.

14) **RADIOGRAPHIC, ULTRASONIC, AND MAGNETIC INSPECTION:** SEE SECTION 602 OF THE STANDARD SPECIFICATIONS AND NOTES ON SHEET U-102-72.

15) **STEEL STRUCTURES:** SEE TENNESSEE STANDARD SPECIFICATIONS SECTION 602 AND NOTES ON SHEET U-102-72.

16) **PROTECTION OF SUBSTRUCTURES:** SINCE THIS BRIDGE UTILIZES WEATHERING STEEL, THE CONTRACTOR MUST TAKE SPECIAL PRECAUTIONS TO PREVENT STAINING OF PIERS AND ABUTMENTS. PRIOR TO THE ERECTION OF ANY STEEL, THE TOPS AND SIDES OF THE COMPLETED SUBSTRUCTURES SHALL BE PROTECTED FROM STAINING BY WRAPPING WITH TRANSLUCENT, REINFORCED, HIGH DENSITY, TWO-PLY, CROSS-LAMINATED POLYETHYLENE.

    IN LIEU OF THIS PROTECTION, THE CONTRACTOR MAY ELECT TO THOROUGHLY CLEAN THE CONCRETE OF RUST STAINING BY SANDBLASTING OR OTHER APPROVED METHODS. PRIOR TO APPLYING A TEXTURE-COATED FINISH. NO SEALANT TYPE MATERIALS SHALL BE APPLIED WHICH ARE INCOMPATIBLE WITH THE TEXTURE-COATED FINISH UNLESS THEY CAN BE THOROUGHLY REMOVED PRIOR TO APPLYING THE FINISH. TEXTURE-COATING OF THE SUBSTRUCTURE SHALL BE DELAYED UNTIL AFTER THE DECK IS COMPLETED.

    AFTER A SUBSTRUCTURE HAS RECEIVED ITS FINAL FINISH, THE TOP AND SIDES SHALL BE PROTECTED FROM STAINING BY WRAPPING WITH REINFORCED POLYETHYLENE, WHICH, IF BEING REUSED, SHALL BE IN GOOD CONDITION AND FREE FROM HOLES AND TEARS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT THE SUBSTRUCTURES FROM STAINING FOR THE DURATION OF THE CONTRACT. ANY CORRECTIVE TEXTURE-COATING SHALL BE AT THEIR EXPENSE. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

17) **BLAST CLEANING:** ALL GIRDERS AND ALL FAYING SURFACES OF FIELD SPLICES OF ALL GIRDERS SHALL BE BLAST CLEANED IN ACCORDANCE WITH THE STEEL STRUCTURES PAINTING COUNCIL SURFACE PREPARATION SPECIFICATIONS "NO. 6 COMMERCIAL BLAST CLEANING" SSPC-SP 6 (OR NACE EQUIVALENT). PRIOR TO BOLTING, ANY LOOSE RUST ON THE FAYING SURFACES SHALL BE REMOVED.

18) **FINAL APPEARANCE:** PRIOR TO FINAL ACCEPTANCE, ALL STRUCTURAL STEEL SHALL BE FREE OF GREASE, OIL, CHALK MARKS, PAINT, CONCRETE SPATTER AND SIMILAR SOILAGE. DEPENDING ON THE LOCATION, WITH RESPECT TO VIEW AND SEVERITY OF THE FOREGOING SOILAGE, THE STRUCTURAL STEEL SHALL BE CLEANED UNDER THE PROVISIONS OF ONE OF THE FOLLOWING STEEL STRUCTURES PAINTING COUNCIL SURFACE PREPARATION SPECIFICATIONS:
    - NO. 1 SOLVENT CLEANING - SSPC-SP 1
    - NO. 2 HAND CLEANING - SSPC-SP 2
    - NO. 3 POWER TOOL CLEANING - SSPC-SP 3
    - NO. 7 BRUSH-OFF BLAST CLEANING - SSPC-SP 7 (OR NACE EQUIVALENT)

19) **WEATHERING BOLTS:** ALL BOLTS SHALL BE ASTM F3125 GRADE A490 TYPE 3 UNLESS NOTED OTHERWISE. ALL BOLTS, NUTS, AND WASHERS SHALL HAVE THE SAME WEATHERING CHARACTERISTICS AS THE STRUCTURAL STEEL USED. IN LIEU OF USING DIRECT TENSION INDICATORS (DTI'S), ALL BOLTS SHALL BE INSTALLED BY EITHER TURN-OF-NUT TIGHTENING OR CALIBRATED WRENCH TIGHTENING IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS AND THE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS, CURRENT EDITION.

20) **RETIGHTENING BOLTS:** ASTM F3125 A490 BOLTS SHALL NOT BE RETIGHTENED AFTER THEY HAVE BEEN FULLED PRETENSIONED. IF THEY ARE LOOSENED AFTER BEING FULLY TENTIONED, THE BOLT, WASHER, AND NUT ASSEMBLY SHALL BE DISGARDED AND REPLACED.

21) **PAINTING GIRDERS ENCASED IN CONCRETE:** WHERE WEATHERING STEEL GIRDERS ARE ENCASED IN CONCRETE AT INTEGRAL ABUTMENTS, THE GIRDERS SHALL BE PAINTED OVER THE ENTIRE EMBEDMENT LENGTH PLUS AT LEAST ONE FOOT OUTSIDE THE ENCASEMENT. HOWEVER, THE SURFACES EMBEDDED IN CONCRETE SHALL ONLY RECEIVE A COAT OF PRIMER. FOR SURFACES NOT EMBEDDED IN CONCRETE, THE COLOR OF THE TOP COAT SHALL BE BROWN, FEDERAL STANDARD AMS-STD-595A, COLOR NO. 30059.

MISCELLANEOUS GENERAL NOTES

22) **SHOP DRAWINGS:** SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

23) **PARAPET SYSTEM:** BUILD PARAPETS ACCORDING TO STANDARD DRAWING STD-1-1SS, SHEET U-102-78, AND SHEET U-102-79. THE PARAPETS SHALL BE FORMED AND CAST PLUMB, NOT PERPENDICULAR TO THE SLAB. THE DIMENSIONS AT THE TRAFFIC FACE SHALL BE KEPT CONSTANT, WITH VARIATION DUE TO CROSS-SLOPE ACCOMMODATED AT THE REAR FACE.

24) **GROUTED BARS IN DRILLED HOLES:** HORIZONTALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT, AND THE BAR ROTATED (NOT DRIVEN) TO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT, AND THE BAR SHALL BE DRIVEN TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY TDOT MATERIALS AND TESTS.

25) **MACHINED RIP-RAP:** MACHINED RIP-RAP FOR SLOPE PROTECTION SHALL BE 2" TO 6" IN SIZE UNIFORMLY GRADED AND MEET THE REQUIREMENTS OF SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE MEASURED AND PAID FOR UNDER ROADWAY ITEM NO. 709-05.05.

26) **VALUE ENGINEERING ALTERNATE BRIDGE DESIGN CRITERIA:** ALTERNATE BRIDGE DESIGN PROPOSALS MAY NOT DIMINISH THE FUNCTIONAL OR STRUCTURAL EQUIVALENCY OF THE BRIDGE AND MUST MEET OR EXCEED THE CAPACITIES OF THE CONTRACT PLANS STRUCTURE AT ALL LIMIT STATES IN AASHTO TABLE 3.4.1-1. ADDITIONALLY, THE WATERWAY OPENING AND FLOOD CLEARANCES MAY NOT BE REDUCED. FOR GRADE SEPARATIONS, THE HORIZONTAL CLEARANCES MAY NOT BE REDUCED, NOR MAY THE VERTICAL CLEARANCES BE LESS THAN THE MINIMUM ACCEPTABLE FOR THE TYPE FACILITY CROSSED.

27) **REQUIREMENTS AND RESTRICTIONS FOR PHASE CONSTRUCTION**

   - A. THE PHASE CONSTRUCTION SEQUENCE MAY PROHIBIT THE EXTRACTION OF SOME SHEET PILING. ALL COSTS ASSOCIATED WITH SHEET PILING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.
   - B. THE LOCATION OF LONGITUDINAL CONSTRUCTION JOINTS SHALL NOT BE CHANGED TO ACCOMMODATE STAY-IN-PLACE DECK FORMS.
   - C. NO SHEET PILES OR BEARING PILES MAY BE DRIVEN FROM THE EXISTING OR PROPOSED STRUCTURE.
   - D. TWO (2) 11'-0" TRAFFIC LANES SHALL BE MAINTAINED AT ALL TIMES.

28) **SLAB REMOVAL FOR WIDENINGS:** THE CONTRACTOR SHALL SAW CUT 1 INCH DEEP INTO THE SLAB BEFORE REMOVING CONCRETE. ALL TRANSVERSE REINFORCING STEEL SHALL REMAIN IN PLACE AND BE SPLICED WITH THE NEW REINFORCING. EPOXY COATING OF ALL REINFORCING STEEL TO REMAIN IN PLACE MUST BE REPAIRED IN ACCORDANCE WITH STANDARD SPECIFICATIONS ARTICLE 907.01. THE CONTRACTOR SHALL NOT USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM) OR OTHER SIMILAR HEAVY EQUIPMENT FOR CONCRETE REMOVAL. THE MAXIMUM ALLOWABLE HAMMER SIZE IS THE 60 POUND CLASS.

31) **FINISHING CONCRETE SURFACES:** CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.21 OF THE STANDARD SPECIFICATIONS. A CLASS I FINISH FOLLOWED BY AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS II FINISH. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE. THE APPLIED TEXTURE FINISH SHALL BE MEASURED AND PAID FOR UNDER ITEM NO. 604-04.01.

32) **WIDENING DIMENSIONS:** THE CONTRACTOR SHALL CHECK THE LOCATION OF ALL EXISTING SUBSTRUCTURES AND VERIFY SPAN LENGTHS BEFORE FABRICATING GIRDERS.

BRIDGE REPAIR

33) **HYDRODEMOLITION:** ROTOMILLING OF THE CONCRETE DECK WILL BE ALLOWED PRIOR TO HYDRODEMOLITION TO A DEPTH THAT IT DOES NOT COME INTO CONTACT WITH EXISTING STEEL REINFORCEMENT. THE EXISTING DEPTH OF THE STEEL REINFORCEMENT MAY VARY FROM THAT SHOWN ON THE BRIDGE REFERENCE SHEETS. ADJUST THE ROTOMILLING DEPTH ACCORDINGLY TO AVOID DAMAGING THE STEEL. NO ADDITIONAL COMPENSATION WILL BE MADE FOR VARIATIONS IN STEEL DEPTH OR FOR INCREASES OR DECREASES IN THE AMOUNT OF ROTOMILLING PERFORMED, OR FOR INCREASES OR DECREASES IN THE DEPTH OF HYDRODEMOLITION. ALL ROTOMILLING PERFORMED PRIOR TO THE HYDRODEMOLITION SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED IN THE CONTRACT UNIT PRICE.

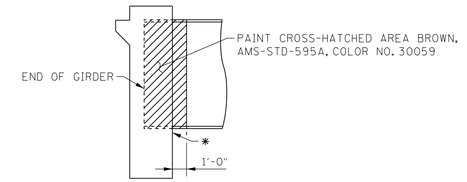
34) **HIGH EARLY STRENGTH CONCRETE:** THE MIX IS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATION, CLASS X. THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS. THE WATER-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. DESIGN AIR CONTENT SHALL BE 6% WITH +2% ACCEPTANCE RANGE IN THE FIELD. SLUMP SHALL BE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

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

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

PILE DATA TABLE

LOCATION	DESIGN LOAD (TONS)	TEST PILE CUT-OFF ELEV. (FT.)	ESTIMATED PILE LENGTH (FT.)	TEST PILE LENGTH (FT.)	MINIMUM PILE TIP ELEV. (FT.)
ABUTMENT NO. 1	175	504.41	55	65	N/A
BENT NO. 1	190	482.50	55	65	N/A
ABUTMENT NO. 2	175	509.60	55	65	N/A



PAINT DETAIL

* DENOTES: SPACE BETWEEN THE EMBEDDED STEEL GIRDERS AND CONCRETE AT ABUTMENTS SHALL BE SEALED BY SILICONE CAULK

SEALED BY



BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
GENERAL NOTES
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57100400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-64

PIN NO.: 132680.00
DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

8/24/2026 4:06:12 PM

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

LEAD/CHROMATE-BASED PAINT

1) **CONTAINMENT AND DISPOSAL:** OUR RECORDS SHOW THAT THIS BRIDGE HAS OR HAS HAD LEAD-BASED/CHROMATE-BASED PAINT APPLIED TO IT DURING ITS HISTORY; THEREFORE, THE CONTRACTOR SHALL ASSUME THAT REMNANTS OF THAT PAINT REMAIN ON THE BRIDGE. SEE SECTION 603.13 OF THE STANDARD SPECIFICATIONS FOR SPECIAL PRECAUTIONS THAT MUST BE TAKEN IN THE REMOVAL; CONTAINMENT AND DISPOSAL OF THE SURFACE PREPARATION WASTE AND PAINT REMOVAL MEDIA; AND WORKER AND PUBLIC SAFETY.

2) **SPECIAL NOTE SURFACE PREPARATION FOR PAINT:** OUR RECORDS SHOW THAT THIS BRIDGE HAS OR HAS HAD LEAD-BASED/CHROMATE-BASED PAINT APPLIED TO IT DURING ITS HISTORY. THEREFORE, THE CONTRACTOR SHALL ASSUME THAT REMNANTS OF THAT PAINT REMAIN ON THE BRIDGE ALONG WITH THE POSSIBILITY OF THE PRESENCE OF MILLSCALE. CONTRACTOR SHALL BID ACCORDINGLY.

3) **WORKER PROTECTION:** OUR MAINTENANCE RECORDS INDICATE THAT THIS BRIDGE WAS ORIGINALLY PAINTED WITH MATERIALS CONTAINING LEAD AND/OR CHROMATES AND THE CONTRACTOR SHALL BE REQUIRED TO PROCEED ACCORDINGLY AND TAKE ALL MANDATORY SAFEGUARDS PRESCRIBED BY THE STATE AND FEDERAL LAW FOR WORKER PROTECTION AND HAZARDOUS MATERIALS DISPOSAL.

BLAST CLEANING AND PAINTING (SYSTEM "A") NOTES

1) **CLEANING AND PAINTING:** ALL EXISTING STRUCTURAL STEEL SHALL BE BLAST CLEANED AND PAINTED. BLAST CLEANING SHALL BE IN ACCORDANCE WITH SECTION 603.05(B.2) OF THE STANDARD SPECIFICATIONS. PAINT SHALL BE SYSTEM "A" (QPL 3.001) INORGANIC ZINC. COLOR OF THE FINISH COAT SHALL COMPLY WITH AMS-STD-595A, FEDERAL STANDARD NO. 30059 (BROWN). SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL ALSO HAVE THE OPTION TO USE ORGANIC ZINC IN SYSTEM "A" INSTEAD OF AN INORGANIC ZINC. ORGANIC ZINC SYSTEMS SHALL BE FROM QPL 3.002.

2) BLAST CLEANING SHALL BE IN ACCORDANCE WITH SECTION 603.05(B.2) AND CLEANED TO SSPC-SP 10 "NEAR - WHITE METAL BLAST CLEANING" (OR NACE EQUIVALENT). BLAST CLEANING SHOULD PRODUCE A UNIFORM SURFACE PROFILE BETWEEN 1.5 MIL AND 3.5 MIL. IF THE PROFILE REQUIREMENTS OF THE COATING MANUFACTURER ARE MORE RESTRICTIVE, THE CONTRACTOR SHALL ADVISE THE ENGINEER AND COMPLY WITH THE MORE RESTRICTIVE REQUIREMENTS.

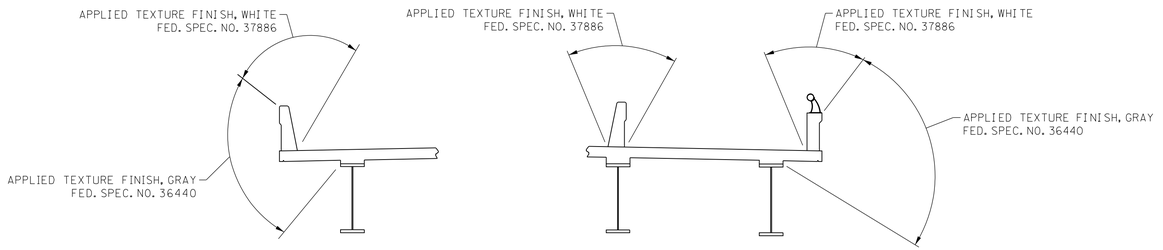
3) DRY FILM THICKNESSES SHOWN IN SECTION 603.06 OF THE STANDARD SPECIFICATIONS ARE THICKNESSES ABOVE THE SURFACE PROFILE.

4) ROLLER AND DAUBER NAP SHALL NOT BE ALLOWED IN THE COATINGS.

5) FINS, TEARS, SLIVERS, AND DELAMINATIONS ARE TO BE GROUND FOLLOWED BY RE-BLASTING. AT THE DESCRETION OF THE ENGINEER, THE USE OF POWER TOOLS TO CLEAN THE LOCALIZED AREAS AFTER GRINDING AND ESTABLISH A SURFACE PROFILE ACCEPTABLE TO THE COATING MANUFACTURER CAN BE USED IN LIEU OF RE-BLASTING.

6) ALL COATS SHALL BE TINTED TO CONTRAST AGAINST THE PRECEDING OR FOLLOWING COAT.

7) SEE TDOT QUALIFIED PRODUCTS LIST 3.001 (INORGANIC ZINC SYSTEM) OR 3.002 (ORGANIC ZINC SYSTEM) FOR ACCEPTABLE COATINGS FOR THE SYSTEM "A" PAINT SYSTEM. THE SAME MANUFACTURER SHALL SUPPLY ALL PRODUCTS USED, INCLUDING THINNERS.

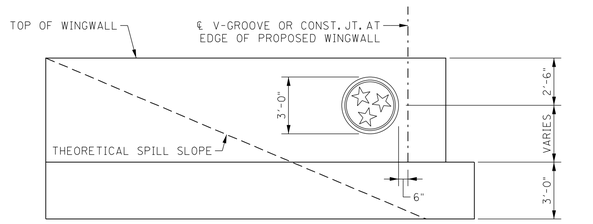


LEFT CANTILEVER

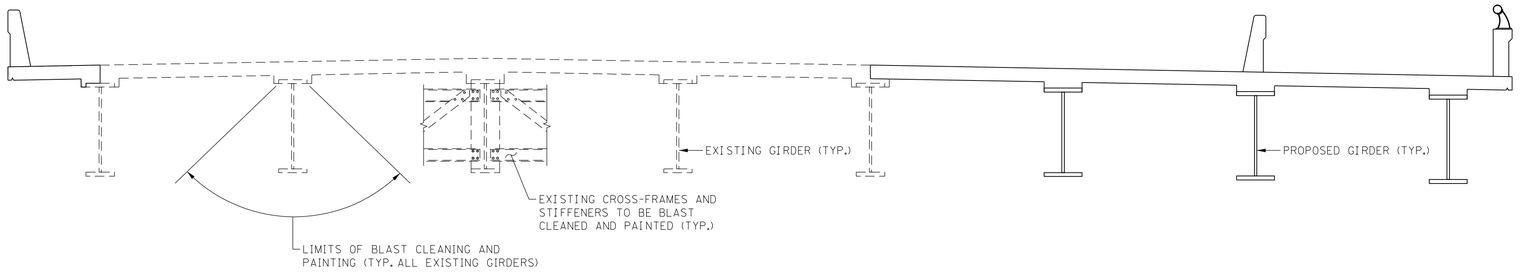
RIGHT CANTILEVER

APPLIED TEXTURE FINISH SKETCH

TEXTURE FINISH: IN ADDITION TO THE SURFACES SHOWN IN THE APPLIED TEXTURE FINISH SKETCH, ALL EXISTING AND PROPOSED EXPOSED SURFACES OF THE WINGWALLS, ABUTMENT BEAMS, BENTS, AND EXTERIOR PORTIONS OF THE ENDWALLS SHALL RECEIVE AN APPLIED TEXTURE FINISH (GRAY, AMS-STD-595A, COLOR NO. 36440).



TRI-STAR TREATMENT AT ABUTMENT WINGWALL
(TYP. AT EACH ABUTMENT)



BLAST CLEANING AND PAINTING SKETCH

SEALED BY



BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
GENERAL NOTES
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-65

PIN NO.: 132680.00
DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

6/16/2026 8:43:22 AM

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTES FOR EPOXY INJECTION

UNLESS OTHERWISE NOTED, THE INTENT OF THIS SPECIFICATION IS FOR DESIGNATED CRACKS TO BE INJECTED THEIR FULL LENGTH AND DEPTH.

DESIGNATED CRACKS SHALL BE INJECTED WITH AN APPROVED EPOXY RESIN ADHESIVE FILLING ALL VOIDS FOR THE CRACK DEPTH OR THICKNESS OF THE MEMBER. THE EPOXY RESIN ADHESIVE SHALL BE ON THE CURRENT QUALIFIED PRODUCTS LIST MAINTAINED BY THE DIVISION OF MATERIALS AND TESTS. ALL CRACKS SHALL BE INJECTED USING AN ADHESIVE SUITABLE FOR THE FIELD CONDITIONS (CRACK WIDTH, TEMPERATURE, HUMIDITY, ETC.) RECOMMENDED BY THE ADHESIVE MANUFACTURER AS SHOWN ON MATERIAL DATA SHEETS. FOLLOWING INJECTION, ALL INJECTION PORTS AND CAPPING MATERIAL SHALL BE REMOVED FROM EXPOSED SURFACES LEAVING THE SURFACE SMOOTH AND FLUSH WITH THE SURROUNDING CONCRETE SURFACES.

THE CONTRACTOR SHALL HAVE SUFFICIENT EXPERIENCE AND TRAINING TO PERFORM THE EPOXY INJECTION IN ACCORDANCE WITH THESE PLANS. PRIOR TO PERFORMING ANY WORK,THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A WRITTEN PROCEDURE FOR PERFORMING THE EPOXY INJECTION. THE PROCEDURE SHALL DESCRIBE IN DETAIL HOW THE WORK WILL BE PERFORMED. THE PROCEDURE SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING INFORMATION:

1) DESCRIPTION OF EQUIPMENT
   - A) THE INJECTION EQUIPMENT SHALL BE OF THE TYPE THAT MIXES ADHESIVE COMPONENTS AT THE INJECTION HEAD.
   - B) THE INJECTION EQUIPMENT SHALL BE CAPABLE OF DISCHARGING MIXED ADHESIVE AT ANY PRESSURE UP TO 300 PSI. THE INJECTION EQUIPMENT SHALL BE EQUIPPED WITH GAUGES WHICH CAN MEASURE THE INJECTION PRESSURE AND VOLUME.
2) EQUIPMENT CALIBRATION PROCEDURES AND SCHEDULE.
3) MATERIALS TO BE USED (INCLUDING MANUFACTURER DATA SHEETS).
   - A) CAPPING MATERIAL
   - B) EPOXY ADHESIVE (TYPE TO BE APPROPRIATE FOR CRACK SIZES TO BE INJECTED).
4) PORT SPACING
   - A) PORT SPACING SHALL NOT BE LESS THAN THE THICKNESS OF THE CONCRETE IN THAT LOCATION.
5) INJECTION SEQUENCE
   - A) INJECTION SHALL PROCEED FROM LOWER END OF CRACK ALONG ADJACENT PARTS.
   - B) SKIPPING OF PORTS DURING INJECTION SHALL NOT BE ALLOWED.

THE CONTRACTOR SHALL HAVE THE MANUFACTURER'S INSTRUCTIONS FOR PROPORTIONING AND MIXING AVAILABLE AT THE JOB SITE AT ALL TIMES AND SHALL ENSURE THAT THE EQUIPMENT IS SUPPLYING THE MIXED ADHESIVE IN THE CORRECT PROPORTIONS.

TO ENSURE PROPER MIXING AND PROPORTIONING, SAMPLES SHALL BE TAKEN FROM THE INJECTOR HEAD. SAMPLES SHALL BE TAKEN AT THE START OF EACH WORKDAY AND EACH TIME THE ADHESIVE RESERVOIRS ARE REFILLED. THE SAMPLES SHALL BE IN A TEST CUP. THE SAMPLES SHALL BE MONITORED TO ENSURE THAT THE CURE TIME IS IN COMPLIANCE WITH THE MANUFACTURER'S DATA SHEETS. IF THE SAMPLES DO NOT CURE IN THE SPECIFIED TIME THEN THE EQUIPMENT USED TO PRODUCE THE SAMPLE SHALL NOT BE USED UNTIL THE PROBLEM IS CORRECTED.

CORE SAMPLES SHALL BE TAKEN AS VERIFICATION OF THE QUALITY OF WORK. THE CONTRACTOR SHALL TAKE ONE (1) ONE (1) INCH DIAMETER (FULL DEPTH OF CONCRETE AT LOCATION CORED) CORE SAMPLE STARTING WITH THE FIRST REPAIR LOCATION THEN EVERY 3RD REPAIR LOCATION AFTERWARDS. WORK SHALL NOT PROCEED UNTIL THE CORE SAMPLE IS TAKEN AND ACCEPTED. ALL CORE SAMPLES AND HOLES SHALL BE INDEXED FOR FUTURE REFERENCE. THE ENGINEER SHALL DESIGNATE ALL LOCATIONS TO BE CORED. IF ANY CORES SHOW UNACCEPTABLE RESULTS, ALL WORK SHALL BE STOPPED UNTIL THE CONTRACTOR SUBMITS A PROPOSAL FOR CORRECTING UNACCEPTABLE WORK.

THE INITIAL CORE WILL ALSO SERVE TO QUALIFY THE FOREMAN FOR THIS WORK. IF AT ANY TIME A NEW FOREMAN IS USED, HE OR SHE SHALL BE QUALIFIED WITH A CORE SAMPLE.

THE CONTRACTOR, AT THEIR EXPENSE, SHALL REPAIR ALL CORE HOLES WITH AN APPROVED CEMENTITIOUS PATCHING MATERIAL.

CORE SAMPLES SHALL BE VISUALLY INSPECTED TO CONFIRM THAT CRACKS ARE COMPLETELY FILLED WITH ADHESIVE. ANY CORE HAVING LESS THAN 95% OF THE CRACK FILLED WITH ADHESIVE SHALL BE CONSIDERED UNACCEPTABLE AND BE REJECTED.

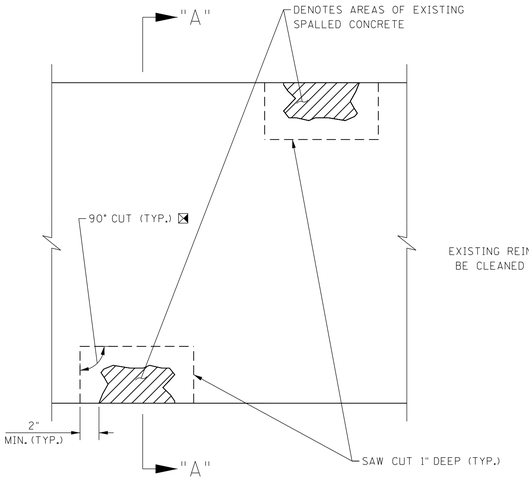
CORE SAMPLES SHALL BE TESTED FOR BOND STRENGTH. SAMPLES MAY BE FRACTURED BY HAMMER BLOW TO CRACK AREA OR THROWN AT A HARD SURFACE. IF ADHESIVE FAILURE OCCURS BEFORE CONCRETE FAILURE, THE CORE SHALL BE CONSIDERED UNACCEPTABLE AND REJECTED.

PAYMENT FOR EPOXY INJECTION CRACK REPAIR SHALL BE MADE UNDER ITEM NUMBER:
604-10.62, EPOXY INJECTION REPAIR (COMPLETE AND IN PLACE), LF

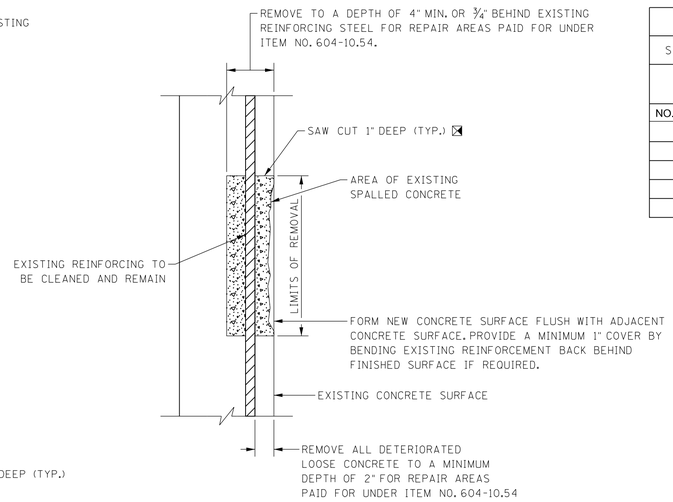
PRICE BID FOR ITEM NUMBER 604-10.62, EPOXY INJECTION REPAIR (COMPLETE AND IN PLACE), LF, SHALL INCLUDE COST OF ALL LABOR AND MATERIALS FOR GRINDING FOR SURFACE PREPARATION, CRACK PREPARATION, CAPPING, INJECTION OF ADHESIVE, ALL SAMPLING AND TESTING, REMOVAL OF CAPPING MATERIAL AND PORTS, AND OTHER INCIDENTALS. CRACKS SHALL BE MEASURED FOR PAYMENT ALONG THE LENGTH OF THE VISIBLE SURFACE CRACK.

NO PAYMENT SHALL BE MADE FOR REWORK DEEMED NECESSARY BY FAILURE OF ADHESIVE SAMPLES OR CORE SAMPLES.

ALL WORK INCLUDING SAMPLING AND TESTING SHALL BE IN THE PRESENCE OF THE ENGINEER OR HIS OR HER REPRESENTATIVE OR CONTRACT INSPECTORS. ANY WORK DONE WITHOUT INSPECTORS PRESENT SHALL NOT BE PAID FOR. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH WEEKLY SCHEDULES OF WORK TO BE PERFORMED. SCHEDULES SHALL BE SUBMITTED AT LEAST THREE (3) DAYS IN ADVANCE OF WORK TO BE DONE. THE ENGINEER SHALL BE NOTIFIED OF ANY CHANGE IN THE SCHEDULE A MINIMUM OF TWENTY-FOUR (24) HOURS IN ADVANCE OF CHANGE.



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



SECTION "A"-"A"

SPALL SURFACE REPAIR DETAIL

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

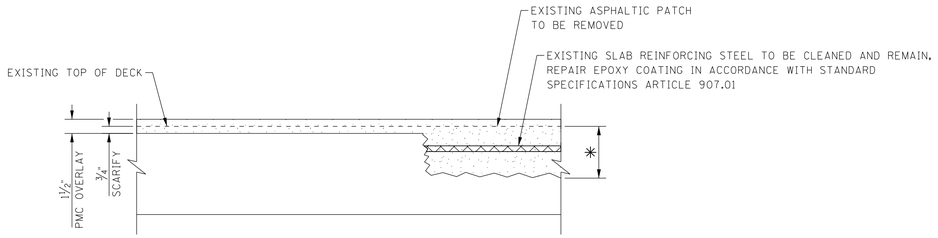
NOTE: PATCHING MATERIAL SHALL BE A POLYMER-MODIFIED CEMENTITIOUS STRUCTURAL PATCHING VERTICAL AND OVERHEAD MATERIAL. SEE TDOT QUALIFIED PRODUCTS LIST 13.009 POLY MOD CEMENT STRUCT PATCH VERT & OVER FOR ACCEPTABLE PATCHING MATERIALS.

NOTE: CONCRETE OR PATCHING MATERIALS SHALL NOT BE PLACED BY PNEUMATIC METHODS.

NOTE: DURING SUBSTRUCTURE REPAIRS, ANY EXISTING REINFORCING STEEL EXHIBITING MORE THAN 20 PERCENT SECTION LOSS SHALL BE REPAIRED, EITHER NEW IN-KIND REINFORCING SHALL BE SPLICED TO THE EXISTING BARS OR THE BARS SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. THE COST OF ANY NEW REINFORCING STEEL REQUIRED TO COMPLETE THE SUBSTRUCTURE REPAIRS SHALL BE INCLUDED IN ITEM NO. 604-10.54, CONCRETE, S.F. ANY DAMAGE TO EXISTING REINFORCING STEEL DURING CONCRETE REMOVAL SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

NOTE: THE COST OF SAW CUTTING, REMOVING SPALLED CONCRETE, CLEANING EXPOSED REINFORCING STEEL, PATCHING MATERIAL, LABOR AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO.604-10.54, CONCRETE REPAIRS, S.F.

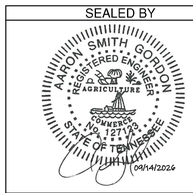
NOTE: POWER AND HAND TOOLS USED FOR REMOVAL OF UNSOUND CONCRETE ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:
PNEUMATIC HAMMERS HEAVIER THAN THE 35 LB. CLAS SHALL NOT BE USED.
CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BEHIND REINFORCING STEEL.



✳ DENOTES: VARIABLE DEPTH, SEE STANDARD SPECIFICATIONS ARTICLE 619.14 FOR MEASUREMENT AND STANDARD SPECIFICATIONS ARTICLE 619.15 FOR PAYMENT.

EXISTING ASPHALTIC PATCH REPAIR DETAIL

SEALED BY



BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

REPAIR DETAILS
WIDENING OF CHRISTMASVILLE ROAD OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
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DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
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6/16/2026 8:43:28 AM

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	10-30-2026	KHA	REVISED ITEM NO. FOR REMOVAL OF STR.

ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL	SUPERSTRUCTURE	ABUT. NO. 1	BENT NO. 1	ABUT. NO. 2
(8)	202-04.03	REMOVAL OF STRUCTURES (EXISTING BR. NO. 57100400037, PARTIAL DEMO)	L.S.	1				
(2)	204-02.01	DRY EXCAVATION (BRIDGES)	C.Y.	389		84	220	85
	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	6		6		
(11)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	118		59		59
	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	72				
(3)	602-04.01	STEEL STRUCTURES (BR NO. 57100400037, STA. 221+07.24)	L.S.	1	1			
(13)	603-02.01	REPAINTING EXISTING STEEL STRUCTURES (EXISTING BR. NO. 57100400037)	L.S.	1	1			
	603-05.20	CONTAINMENT & DISPOSAL OF WASTE (BR NO. 57100400037, STA. 221+07.24)	L.S.	1	1			
	604-02.03	EPOXY COATED REINFORCING STEEL	LB.	85,629	82,026	1,835		1,768
(4)	604-03.01	CLASS 'A' CONCRETE (BRIDGES)	C.Y.	259		27	204	28
	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	LB.	43,118		4,094	34,906	4,118
(1)	604-03.04	PAVEMENT AT BRIDGE ENDS	S.Y.	408	408			
	604-03.32	CLASS 'DS' CONCRETE	C.Y.	343	293	26		24
	604-04.01	APPLIED TEXTURE FINISH (NEW STRUCTURES)	S.Y.	1,152	891	44	174	43
	604-04.02	APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	331		38	255	38
	604-04.41	THREE STAR STATE EMBLEM	EA.	4		2		2
	604-05.31	BRIDGE DECK GROOVING (MECHANICAL)	S.Y.	2,322	2,322			
(9)(10)	604-10.20	HYDRODEMOLITION	S.Y.	1,306	1,306			
(14)	604-10.54	CONCRETE REPAIRS	S.F.	30		10	10	10
(14)	604-10.62	EPOXY INJECTION REPAIR (COMPLETE AND IN PLACE)	L.F.	60		20	20	20
	606-19.01	TEST PILES (STEEL PIPE PILES, 16-INCH)	L.F.	195		65	65	65
	606-19.02	LOADING TEST (STEEL PIPE PILES, 16-INCH)	EA.	1		1		
	606-19.03	STEEL PIPE PILES (16-INCH)	L.F.	1,375		165	1,045	165
(12)	617-02	BRIDGE DECK CRACK SEALING	L.F.	578	578			
	617-05	SEALANT (HMWM)	GAL.	3	3			
	619-01	BRIDGE DECK OVERLAY (PMC)	S.Y.	2,056	2,056			
	620-05	CONCRETE PARAPET WITH STRUCTURAL TUBING	L.F.	325	325			
(5)	620-05.01	CONCRETE PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	318	318			
(5)	620-05.03	CONCRETE PARAPET SINGLE SLOPE (MODIFIED STD-1-1SS)	L.F.	289	289			
	621-05.02	TEMPORARY SHORING	L.S.	1				
(7)	710-09.01	6" PERF. PIPE WITH VERTICAL DRAIN SYSTEM	L.F.	212		106		106
	710-09.02	6" PIPE UNDERDRAIN	L.F.	60		30		30
	711-05.77	FLARED S/S CONCRETE MEDIAN BARRIER WALL	L.F.	105				
	713-15.11	SIGN SUPPORT ASSEMBLY ON BRIDGES (SIGN NO. 20)	L.S.	1	1			
(15)	725-01	STRUCTURAL ITS	L.S.	1	1			
	797-11.46	CONCRETE CAP	C.Y.	6				

(1) PRIOR TO CONSTRUCTION OF THE PAVEMENT AT BRIDGE ENDS, THE CONTRACTOR SHALL SUBMIT A PROPOSED BILL OF STEEL TO THE ENGINEER FOR APPROVAL.

(2) EXCAVATION BASED ON FINAL PROFILE AT ABUTMENTS AND EXISTING GROUND AT BENTS.

(3) LUMP SUM: TOTAL ESTIMATED WEIGHT OF 360,210 LBS. OF STRUCTURAL STEEL INCLUDES GIRDERS, FIELD SPLICES, CROSS-FRAMES, STIFFENERS, LATERAL BRACES, SHEAR CONNECTORS, TAB CONNECTION PLATES, BOLTS, DIVERSION STRIPS, ETC. ALSO SEE TENNESSEE STANDARD SPECIFICATIONS SECTIONS 602.49 AND 602.50.

(4) COST OF RUBBER BONDING CEMENT, BEVELED PLATES, ANCHOR BOLTS, AND ELASTOMERIC BEARING PADS TO BE INCLUDED IN UNIT PRICE BID FOR CLASS 'A' CONCRETE.

(5) COST OF TWELVE (12) BRIDGE PARAPET DRAINS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PARAPET.

(6) COST OF BITUMINOUS-FIBERBOARD AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN THE UNIT PRICE BID FOR OTHER ITEMS.

(7) COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN THE UNIT PRICE BID FOR PERFORATED PIPE.

(8) COST OF REMOVING THE EXTERIOR PORTION OF THE EXISTING SLAB, PORTIONS OF THE EXISTING ABUTMENT, AND THE PARAPET SHALL BE INCLUDED IN THE UNIT PRICE BID FOR REMOVAL OF STRUCTURES, ITEM NO. 202-04.01.

(9) COST OF REMOVING ANY EXISTING ASPHALT OVERLAY SHALL BE INCLUDED IN THE UNIT PRICE BID FOR HYDRODEMOLITION.

(10) THE SURFACE OF THE BRIDGE DECK SHALL BE REMOVED TO THE DEPTH NECESSARY TO EXPOSE SOUND CONCRETE UTILIZING HYDRODEMOLITION EQUIPMENT WITH A MINIMUM NOZZLE PRESSURE OF 17,000 PSI. THE EQUIPMENT AND WORK OPERATION AT EACH SITE WILL BE SUBJECT TO APPROVAL OF THE ENGINEER. IF THE DEPTH OR SOUNDESS OF CONCRETE BEING REMOVED IS UNACCEPTABLE TO THE ENGINEER, THE NOZZLE PRESSURE SHALL BE ADJUSTED AS NECESSARY TO PROVIDE SATISFACTORY PERFORMANCE.

AFTER THE HYDRODEMOLITION OPERATION IS COMPLETED, THE ENGINEER WILL DETERMINE IF THE EXPOSED REINFORCING STEEL AND CONCRETE IS SUFFICIENTLY CLEANED OR IF ADDITIONAL SAND BLASTING IS REQUIRED. ALL LOOSE MATERIAL SHALL BE REMOVED FROM THE DECK PRIOR TO POURING CONCRETE.

AREAS OF THE DECK NOT ACCESSIBLE OR OTHERWISE ADAPTABLE TO HYDRODEMOLITION SHALL BE REMOVED BY CONVENTIONAL POWER CHIPPING OR HAND TOOLS. PNEUMATIC HAMMERS HEAVIER THAN THE 30 POUND CLASS SHALL NOT BE USED.

THE COST OF ALL WORK REQUIRED TO REMOVE UNSOUND CONCRETE AND THE EXISTING ASPHALTIC PATCH FROM THE DECK AND TO CLEAN AND PREPARE THE DECK TO THE SATISFACTION OF THE ENGINEER SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 604-10.20, HYDRODEMOLITION, S.Y.

(11) GRANULAR BACKFILL SHALL BE TYPE "A" GRADING "D" MATERIAL. SEE STANDARD DRAWING STD-10-1.

(12) INCLUDES ALL COSTS FOR INSTALLING THE BRIDGE DECK CRACK SEALER (HMWM) INCLUDING CRACK PREPARATION, CLEANING, LABOR, AND ALL MISCELLANEOUS MATERIALS REQUIRED TO SEAL THE LONGITUDINAL CONSTRUCTION JOINT ACCORDING TO SPECIAL PROVISION 604CR AND MANUFACTURERS' SPECIFICATIONS. CRACK SEALING SHALL BE DONE AT THE END OF CONSTRUCTION TO ALLOW SHRINKAGE OF DECK CONCRETE CAUSING THE CRACK TO OCCUR.

(13) INCLUDES ALL COSTS FOR BLAST CLEANING AND PAINTING EXISTING STRUCTURAL STEEL.

(14) ITEM NO. 604-10.54 AND ITEM NO. 604-10.62 MAY BE INCREASED, DECREASED, OR ELIMINATED BY THE ENGINEER. SEE SHEET U-102-66.

(15) LUMP SUM FOR STRUCTURAL ITS INCLUDES LABOR AND MATERIALS NECESSARY FOR INSTALLING 2" CONDUIT AND JUNCTION BOXES ON THE STRUCTURE. LABOR AND MATERIALS NECESSARY FOR FIBER INSTALLATION WILL BE INCLUDED AS SEPARATE PAY ITEM(S) IN SIGNAL PLANS.

PIN NO.: 132680.00

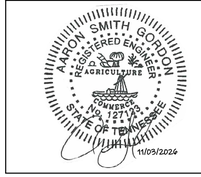
DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026

DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026

SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026

CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

SEALED BY



BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57100400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-67

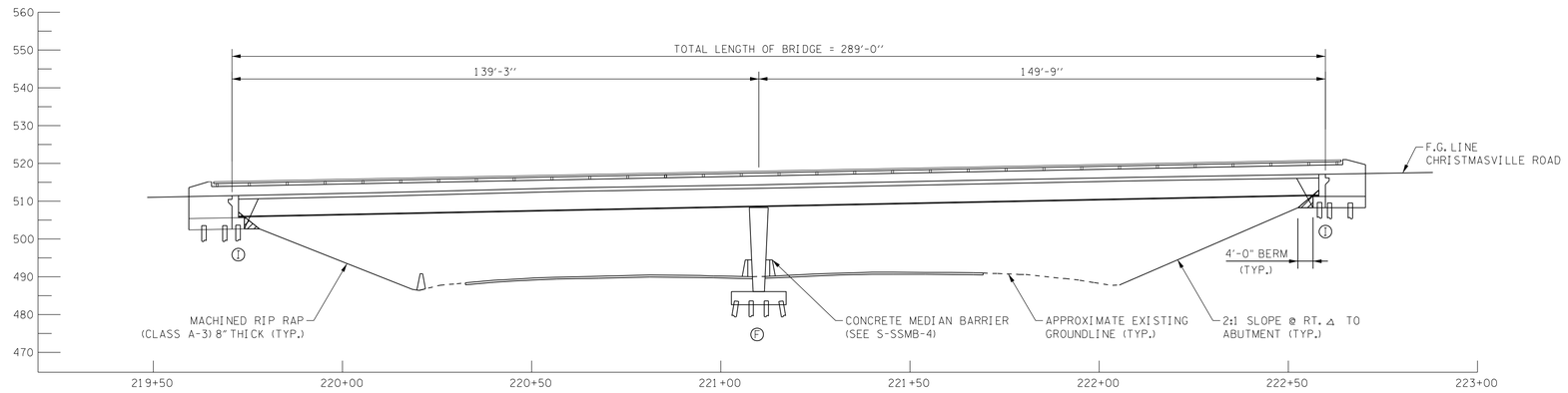
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CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

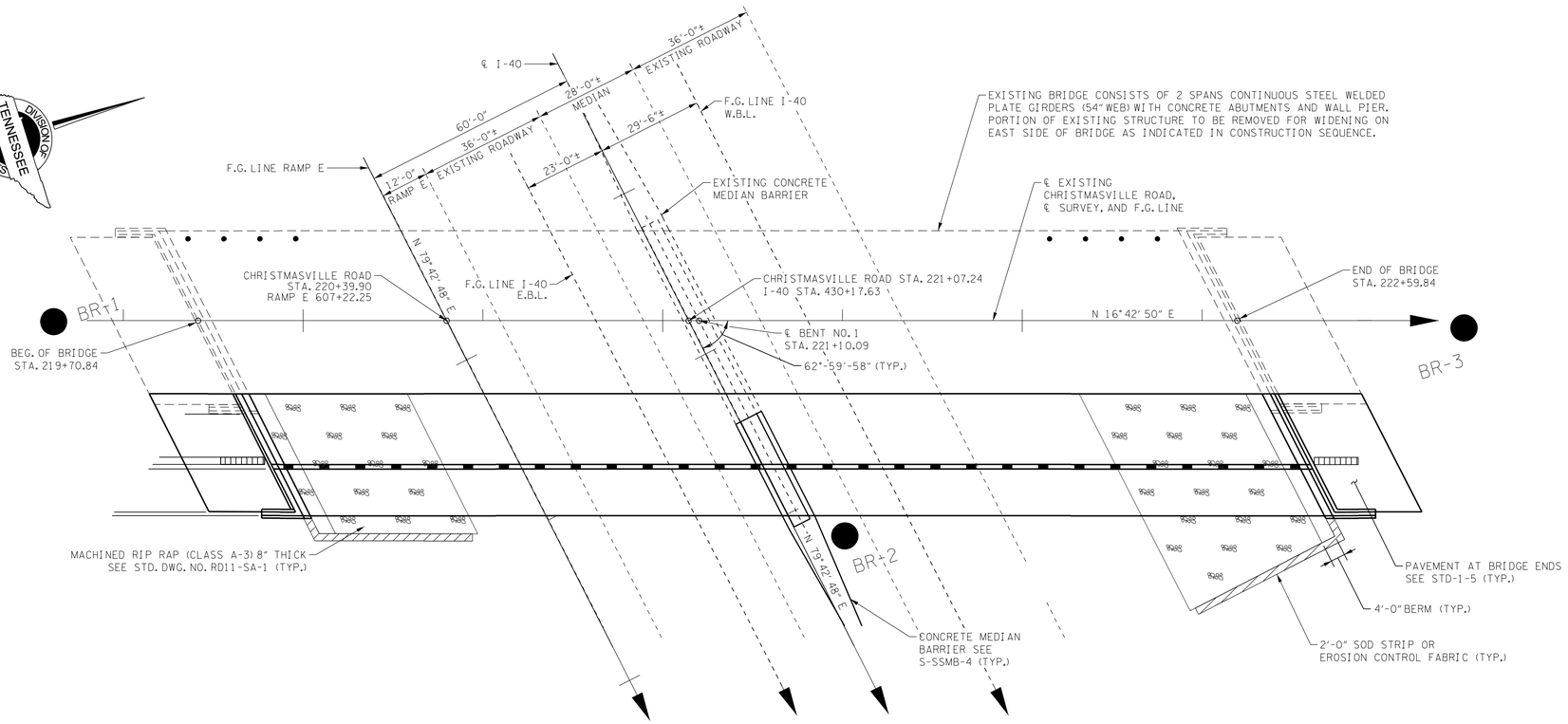
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



ELEVATION

Ⓘ DENOTES: INTEGRAL
Ⓕ DENOTES: FIXED
DENOTES: AREA TO BE EXCAVATED AND PAID FOR AS A ROADWAY ITEM.



PLAN

NOTE: ALL DIMENSIONS AND ELEVATIONS ARE BASED ON EXISTING BRIDGE PLANS, FIELD MEASUREMENTS, OR THE ROADWAY PLANS. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE DIMENSIONS AND ELEVATION.

BORING	STATION	OFFEST
BR-1	219+24.00	18.6 RT
BR-2	221+40.40	39.1 RT
BR-3	223+37.40	19.2 RT

NOTE: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
FOUNDATION DATA
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

6/16/2026 8:43:39 AM

U-102-68

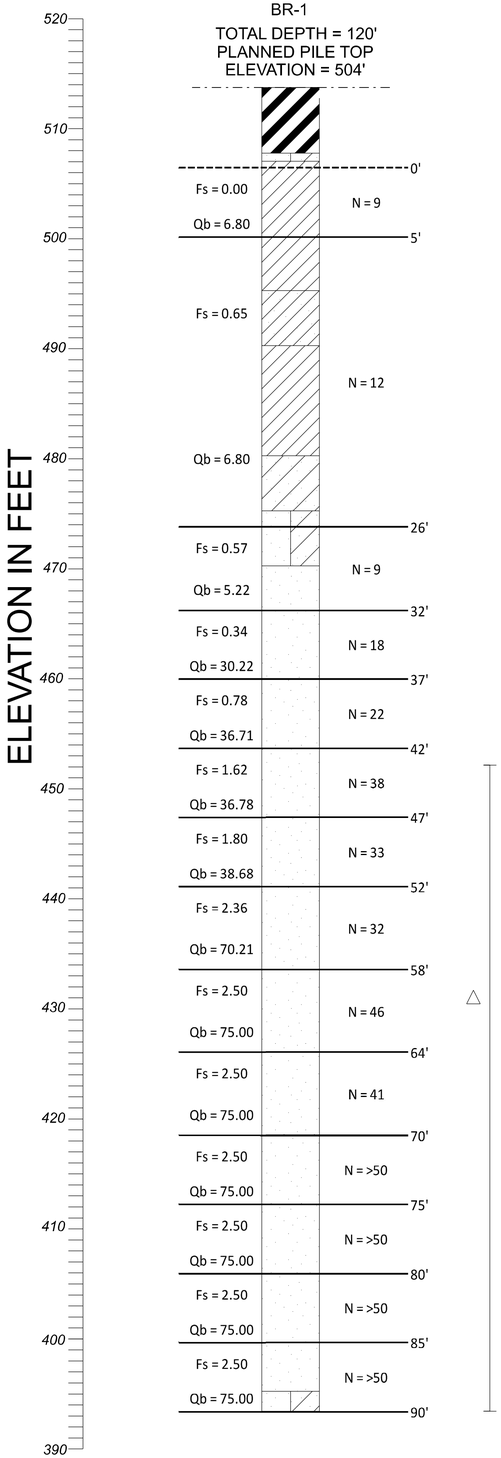
NOTES:

1. UNIT RESISTANCES ARE GIVEN FOR THE PLANNED GROUND SURFACE ELEVATIONS. UES SHOULD BE CONTACTED IF OTHER PILE ELEVATIONS ARE CONSIDERED.

2. SIDE RESISTANCE (Fs) AND END BEARING (Qb) VALUES ARE FOR DRIVEN 16-INCH x 0.5-INCH OPEN-ENDED PIPE PILES.

LEGEND

N = AVERAGE SPT N-VALUE
Fs = NOMINAL SIDE RESISTANCE (TSF)
Qb = NOMINAL TIP RESISTANCE (TSF)
———— #' DEPTH BELOW PILE TOP ELEVATION (FT)
·-·-·-·- APPROXIMATE TOP OF BORING ELEVATION (FT)
- - - - - - - APPROXIMATE PILE TOP ELEVATION (FT)
△ = HARD DRIVING CONDITIONS



CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-1-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

SOILS LEGEND

- Clay
- Silty Clay
- Sand
- Clayey Sand
- Silty Sand
- Sandy Clay
- Fat Clay

Dual symbol used for soil exhibiting mixture of both; ie gravelly sand, sand with silt, etc.

BRIDGE ID NO. 57I00400037
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

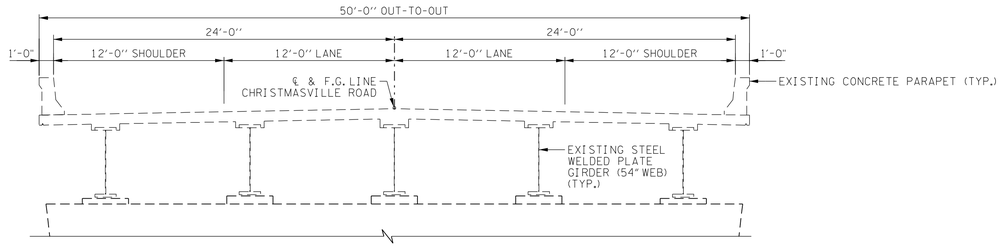
DRIVEN 16-INCH X 0.5-INCH
OPEN-ENDED PIPE PILES

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
FOUNDATION DATA
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-69

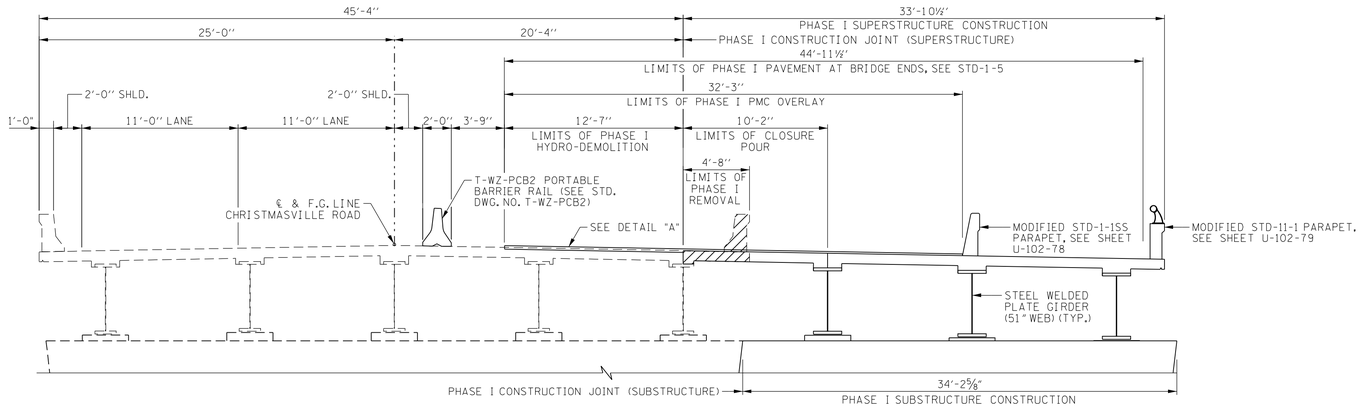
PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

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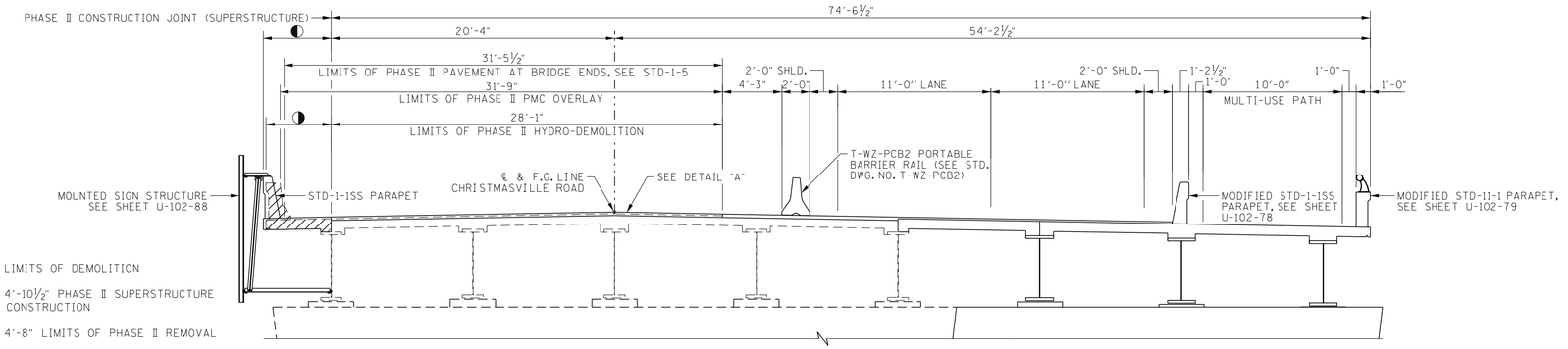
EXISTING TYPICAL SECTION

(LOOKING FORWARD ON SURVEY)



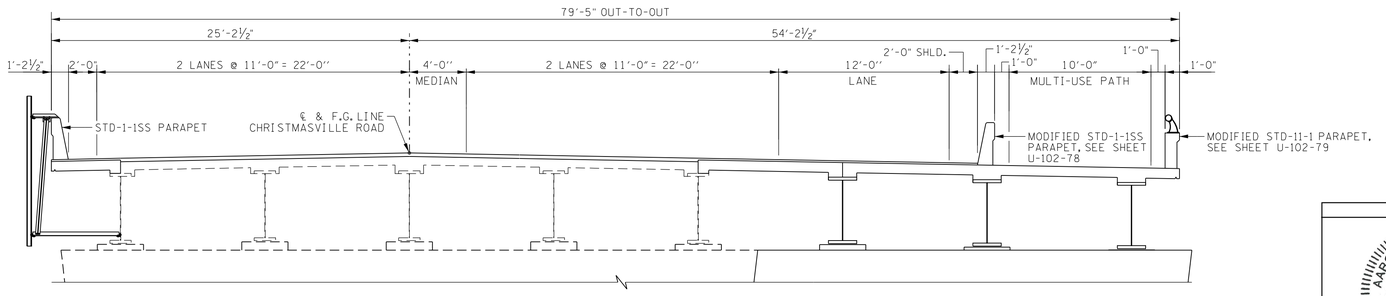
PHASE I CONSTRUCTION

(LOOKING FORWARD ON SURVEY)



PHASE II CONSTRUCTION

(LOOKING FORWARD ON SURVEY)



PHASE III CONSTRUCTION AND FINAL TYPICAL SECTION

(LOOKING FORWARD ON SURVEY)

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

CONSTRUCTION SEQUENCE

PHASE I

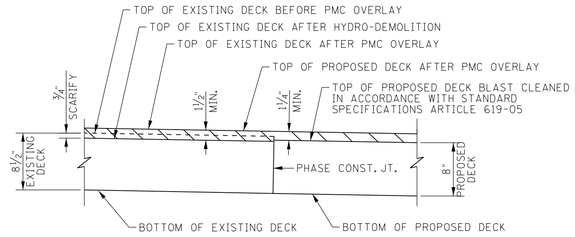
1) INSTALL PORTABLE BARRIER RAIL AS SHOWN.
2) CONSTRUCT TEMPORARY SUPPORT AS NEEDED FOR PHASE I CONSTRUCTION.
3) REMOVE EXISTING PAVEMENT AT BRIDGE ENDS, SUPERSTRUCTURE, AND SUBSTRUCTURE ACCORDING TO PLANS.
4) CONSTRUCT PHASE I SUBSTRUCTURE AND PHASE I SUPERSTRUCTURE.
5) CONSTRUCT PHASE I PAVEMENT AT BRIDGE ENDS.
6) PERFORM PHASE I HYDRO-DEMOLITION OF EXISTING DECK AND INSTALL PHASE I PMC OVERLAY.

PHASE II

1) RELOCATE PORTABLE BARRIER RAIL AS SHOWN.
2) CONSTRUCT TEMPORARY SUPPORT AS NEEDED FOR PHASE II CONSTRUCTION.
3) REMOVE EXISTING PAVEMENT AT BRIDGE ENDS, SUPERSTRUCTURE, AND SUBSTRUCTURE ACCORDING TO PLANS.
4) CONSTRUCT PHASE II SUBSTRUCTURE AND PHASE II SUPERSTRUCTURE.
5) CONSTRUCT PHASE II PAVEMENT AT BRIDGE ENDS.
6) CONSTRUCT MOUNTED SIGN STRUCTURE.
7) PERFORM PHASE II HYDRO-DEMOLITION OF EXISTING DECK AND INSTALL PHASE II PMC OVERLAY.

PHASE III

1) REMOVE PORTABLE BARRIER RAIL.
2) BLAST CLEAN AND PAINT EXISTING STRUCTURAL STEEL.
3) PERFORM CONCRETE REPAIRS ACCORDING TO PLANS.



DENOTES: PMC OVERLAY

NOTE: REINFORCEMENT NOT SHOWN FOR CLARITY.

NOTE: POLYMER MODIFIED CONCRETE (PMC) OVERLAY, SHALL BE PAID FOR UNDER ITEM NO. 619-01, BRIDGE DECK OVERLAY (PMC), S.Y.

DETAIL "A"

(SHOWING EXISTING DECK HYDRO-DEMOLITION AND PMC OVERLAY LOOKING FORWARD)

PIN NO.: 132680.00

DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026

DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026

SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026

CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

SEALED BY

AARON SMITH GORDON
REGISTERED ENGINEER
AGRICULTURE
NUMBER 127171
STATE OF TENNESSEE
04/14/2026

BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE CONSTRUCTION DETAILS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-70

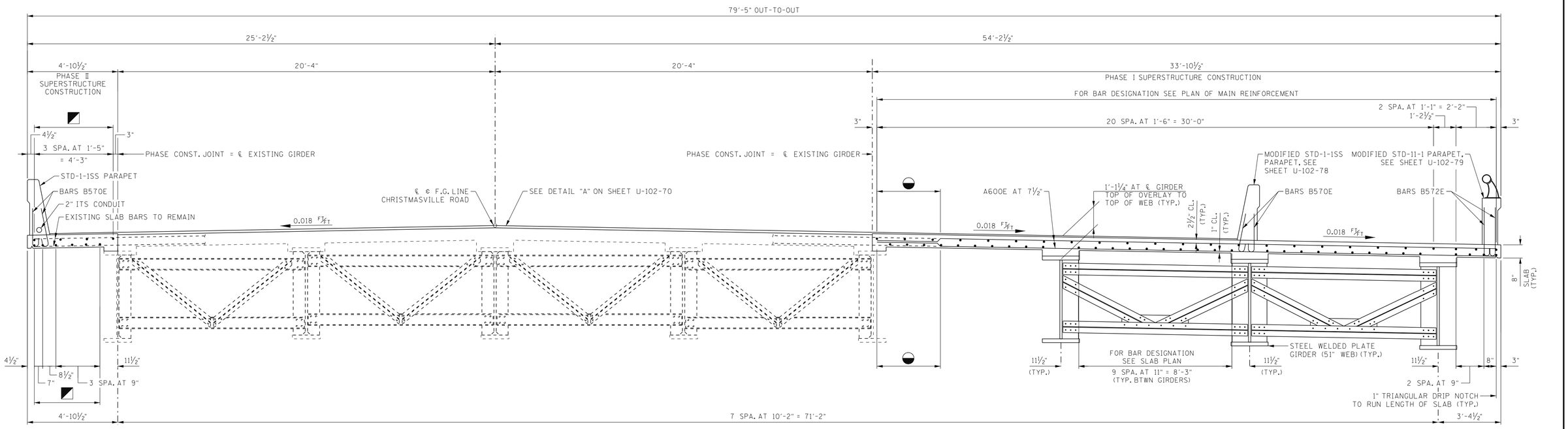
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CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

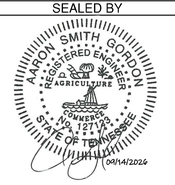


TYPICAL CROSS-SECTION
(LOOKING FORWARD ON SURVEY)

◒ DENOTES: 4'-6" MIN. LAP WITH EXISTING SLAB BAR

◪ DENOTES: FOR BAR DESIGNATIONS SEE PLAN OF MAIN REINFORCEMENT

SEALED BY



BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-71

PIN NO.: 132680.00
DESIGN BY: E. ZIEBART (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

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CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

SUPERSTRUCTURE NOTES:

1) **NOTE:** ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAILS SHOWN ON THIS SHEET.

2) **NOTE:** THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF THE SLAB TO PREVENT THE EXTERIOR GIRDERS FROM TWISTING.

3) **NOTE:** NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE UNLESS REQUIRED FOR PHASE CONSTRUCTION.

4) **NOTE:** THE CONCRETE DECK SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING AND/OR BOLTING IS COMPLETE.

5) **NOTE:** WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPETS. THE PARAPETS SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. WHEN POURING PARAPETS, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS FOR HANDRAILS AND FOR MOUNTED SIGN STRUCTURE. ALSO SEE MODIFIED STD-11-1 AND SHEET U-102-79.

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

7) **IDENTITY OF MAIN MATERIALS:** SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.

8) **STRUCTURAL STEEL:** SHALL CONFORM TO ASTM A709 GRADE 50W UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR GIRDER FLANGES IN TENSION AND ALL WEBS SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARPY V-NOTCH TESTS SPECIFIED IN THE ASTM SPECIFICATIONS. ZONE 2 OF NON-FRACTURE CRITICAL CRITERIA SHALL APPLY.

9) **WELDING:** AASHTO/AWS D1.5-CURRENT EDITION BRIDGE WELDING CODE AND SECTION 602 OF THE STANDARD SPECIFICATIONS.

10) **FIELD CONNECTIONS:** SHALL BE 1" ø HIGH TENSILE STRENGTH BOLTS ASTM F3125 GRADE A490 TYPE 3 UNLESS OTHERWISE SHOWN. SEE AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS ART. 11.3.2 AND SECTION 602 OF THE STANDARD SPECIFICATIONS.

11) **ADDITIONAL SHOP SPLICE NOTE:** SHOP SPLICES NECESSARY DUE TO LENGTHS OR SIZE OF MATERIAL INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.

12) **ADDITIONAL FIELD SPLICE NOTE:** FIELD SPLICES NECESSARY DUE TO LENGTHS INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.

13) **FIELD SPLICE NOTE:** FIELD SPLICES SHOWN ON THE PLANS MAY BE DELETED BY THE CONTRACTOR. ADJUSTMENT TO THE LUMP SUM PRICE FOR STEEL STRUCTURES SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

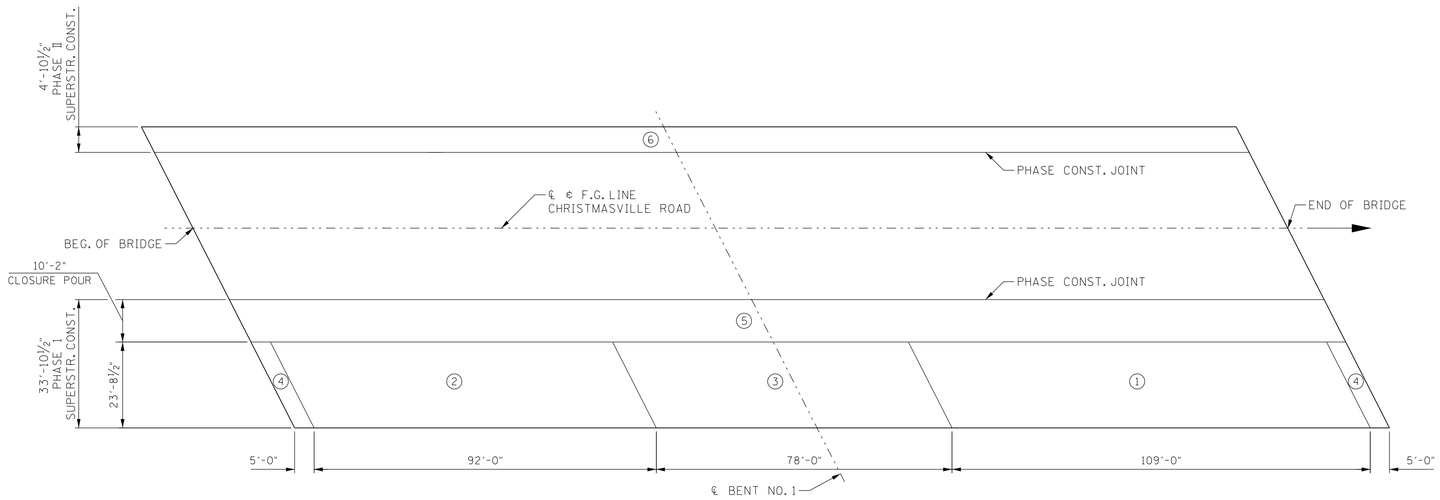
14) **STEEL BEAM DESIGN DATA (PER BEAM):**

LIVE LOAD DISTRIBUTION FACTOR:	0.890 LANES FOR MOMENT 0.963 LANES FOR SHEAR 0.742 LANES FOR FATIGUE
COMPOSITE DEAD LOAD:	DC = 235 LB/FT DW = 370 LB/FT
COMPOSITE SLAB DESIGN STRENGTH:	f'c = 4000 PSI

15) **STRAIGHT GIRDER ERECTION:** GIRDERS MAY HAVE TO BE CRANE-LIFTED, JACKED, NEEDLE-BEAMED, ETC. TO ACHIEVE THE PROPER CROSS-SLOPE AND HOLE ALIGNMENT DURING PHASE 1 TRANSVERSE BRACING INSTALLATION. ALL TRANSVERSE BRACING BETWEEN PROPOSED GIRDERS SHALL BE IN PLACE AND ALL BOLTS TENSIONED TO THE PLANS SPECIFIED VALUES PRIOR TO THE SLAB POUR IN THAT PHASE. ALL COSTS OF TRANSVERSE BRACING INSTALLATION TO BE INCLUDED IN THE LUMP SUM COST OF STEEL STRUCTURES.

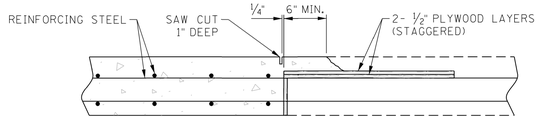
16) **STRAIGHT GIRDER TRANSVERSE BRACING:** STRAIGHT GIRDER TRANSVERSE BRACING, INCLUDING CLOSURE BRACING, SHALL BE FABRICATED FOR TOTAL CAMBER MINUS GIRDER SELF WEIGHT CAMBER.

17) **SHEAR CONNECTORS:** SHEAR CONNECTOR MATERIAL SHALL BE COLD-DRAWN ASTM A108 GRADE 1015, 1018, OR 1020, EITHER SEMI OR FULLY KILLED, AND HAVE SPECIFIED MINIMUM YIELD AND TENSILE STRENGTHS OF 50 KSI AND 60 KSI, RESPECTIVELY.



SLAB POURING SEQUENCE

ALL SLAB POURS SHALL BE MADE IN NUMERICAL SEQUENCE SHOWN.



SLAB CONSTRUCTION JOINT DETAIL

ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.

SEALED BY



BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-72

PIN NO.: 132680.00

DESIGN BY:	A. SCAGGS (KIMLEY-HORN)	DATE: 07/2026
DRAWN BY:	P. TSOUROUK, (KIMLEY-HORN)	DATE: 07/2026
SUPERVISED BY:	G. GOOD (KIMLEY-HORN)	DATE: 07/2026
CHECKED BY:	A. GORDON (KIMLEY-HORN)	DATE: 07/2026

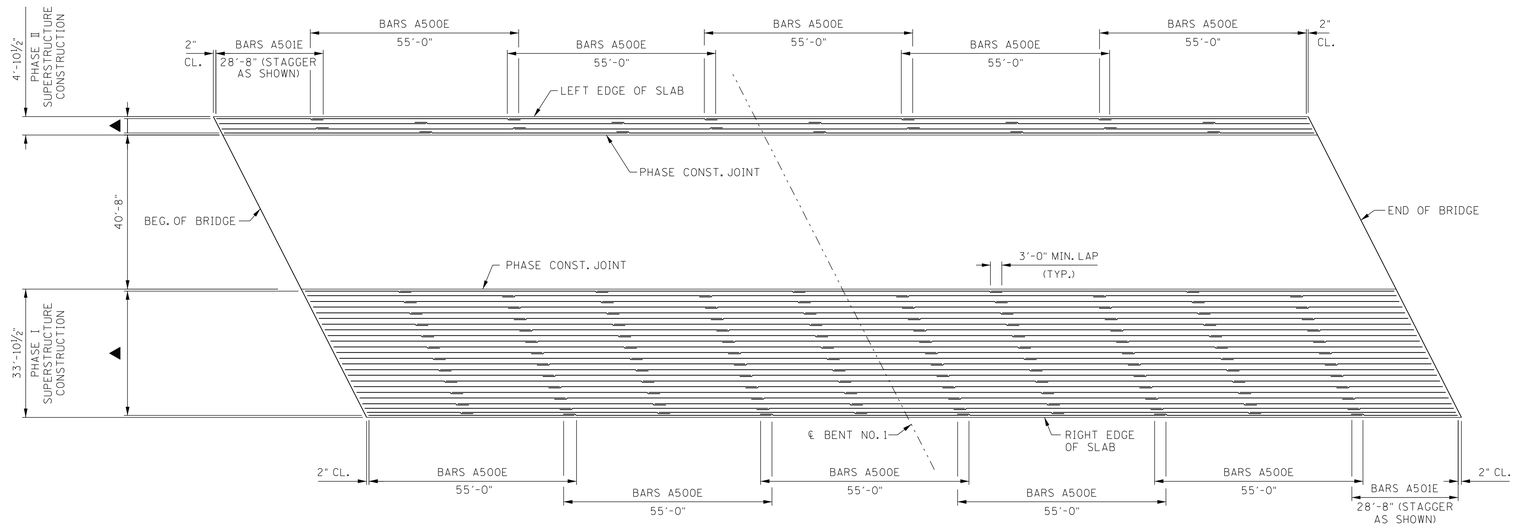
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CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

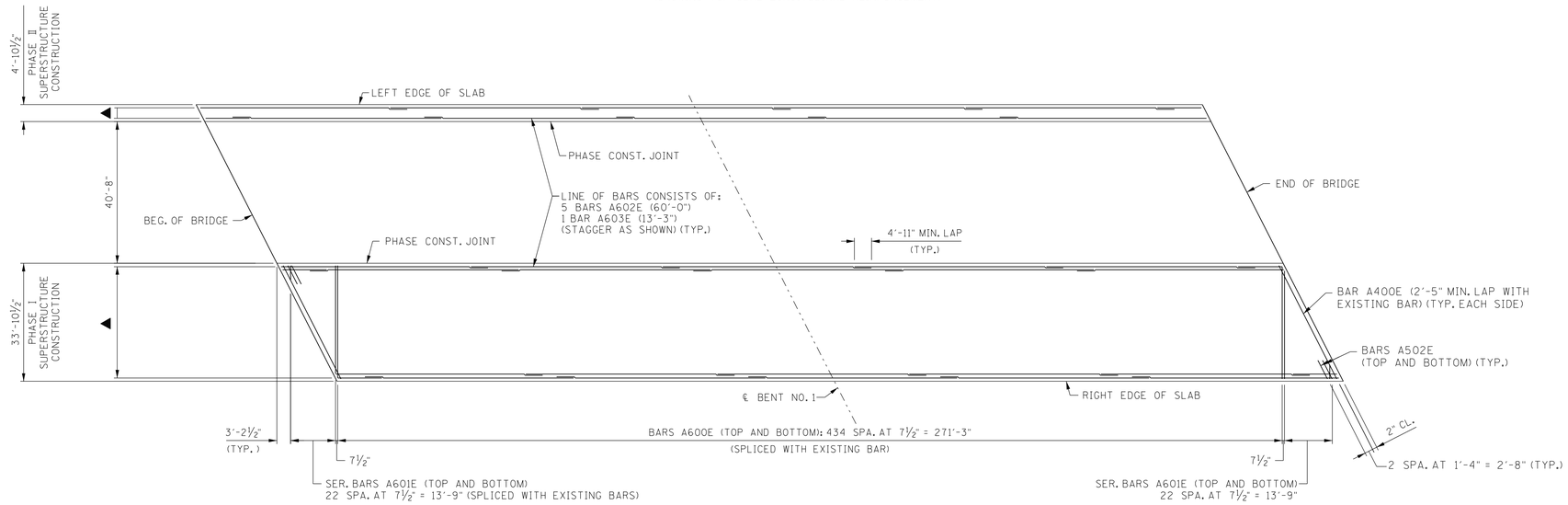
NO.	DATE	BY	BRIEF DESCRIPTION



PLAN OF MAIN REINFORCING

(SHOWING TOP SLAB LONGITUDINAL REINFORCEMENT)

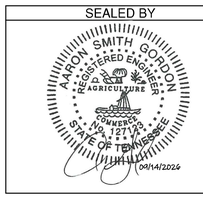
▲ DENOTES: FOR BAR SPACING, SEE TYPICAL SECTION



SLAB PLAN

(SHOWING BOTTOM SLAB LONGITUDINAL REINFORCEMENT AND TOP AND BOTTOM SLAB TRANSVERSE REINFORCEMENT)

SEALED BY



BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-73

PIN NO.: 132680.00
DESIGN BY: E. ZIEBART (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

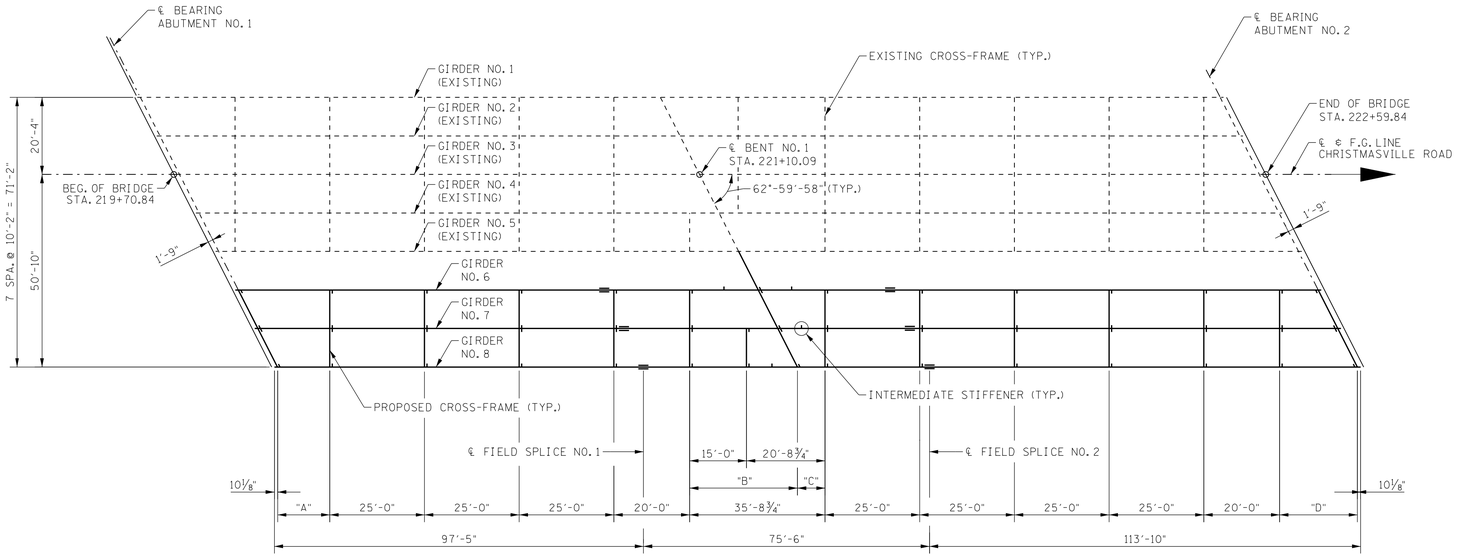
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CONST. NO.: 571040-F3-003

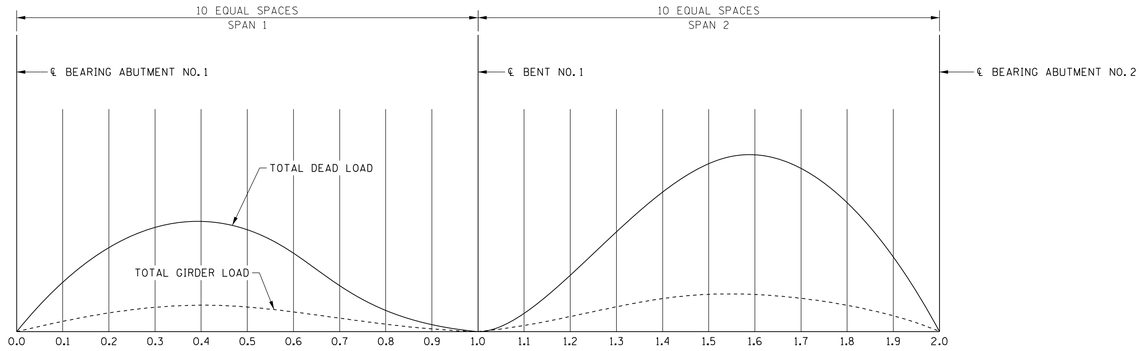
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



FRAMING PLAN



	SPAN LOCATIONS	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	1.0	1.1	1.2	1.3	1.4	1.5	1.6	1.7	1.8	1.9	2.0
GIRDER NO. 6	TOTAL GIRDER LOAD	0"	1/4"	7/16"	9/16"	5/8"	9/16"	7/16"	5/16"	1/8"	0"	0"	1/8"	3/8"	5/8"	7/8"	1"	1 1/16"	15/16"	3/4"	3/8"	0"
	TOTAL DEAD LOAD	0"	1 3/16"	2 3/16"	2 13/16"	3"	2 3/4"	2 3/16"	1 3/8"	7/16"	1/16"	0"	5/16"	1 1/8"	2 1/8"	3 15/16"	4 5/8"	4 13/16"	4 3/8"	3 5/16"	1 15/16"	0"
GIRDER NO. 7	TOTAL GIRDER LOAD	0"	1/4"	7/16"	9/16"	5/8"	7/16"	1/16"	5/16"	1/8"	0"	0"	1/8"	3/8"	5/8"	7/8"	1 1/16"	1 1/16"	1"	3/4"	3/8"	0"
	TOTAL DEAD LOAD	0"	1 1/8"	2 1/16"	2 5/8"	2 13/16"	2 5/16"	2"	1 1/4"	1/2"	1/16"	0"	5/16"	1 1/8"	2 13/16"	3 15/16"	4 5/8"	4 13/16"	4 3/8"	3 5/16"	1 15/16"	0"
GIRDER NO. 8	TOTAL GIRDER LOAD	0"	1/4"	7/16"	9/16"	5/8"	9/16"	7/16"	1/4"	1/8"	0"	0"	1/8"	3/8"	11/16"	15/16"	1 1/16"	1 1/8"	1"	3/4"	7/16"	0"
	TOTAL DEAD LOAD	0"	1 1/16"	1 15/16"	2 7/16"	2 5/8"	2 5/8"	1 7/8"	1 1/8"	7/16"	0"	0"	5/16"	1 1/8"	2 1/8"	3 15/16"	4 5/8"	4 13/16"	4 3/8"	3 5/16"	1 13/16"	0"

DEAD LOAD CORRECTION

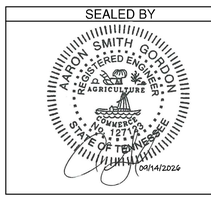
DEAD LOAD CORRECTION CURVE: GIRDERS SHALL BE CAMBERED TO COMPENSATE FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE.

NOTE: IF PRESTRESSED DECK PANELS ARE USED AND THE GIRDERS ARE PROFILED AFTER THE PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

DIMENSION TABLE

	"A"	"B"	"C"	"D"
GIRDER NO. 6	24'-1 15/16"	18'-1 3/16"	17'-7 3/16"	10'-2 3/16"
GIRDER NO. 7	18'-11 5/8"	23'-3 3/4"	12'-5"	15'-4 7/8"
GIRDER NO. 8	13'-9 1/2"	28'-5 7/8"	7'-2 1/8"	20'-6 1/2"

SEALED BY



BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-74

PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

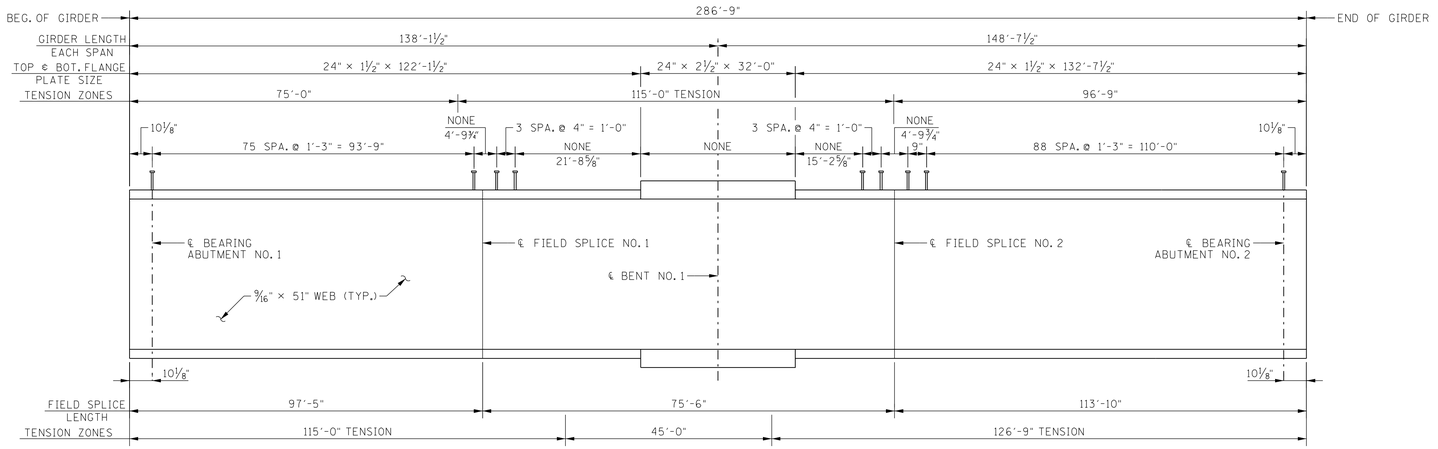
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CONST. NO.: 571040-F3-003

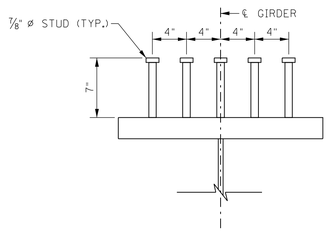
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

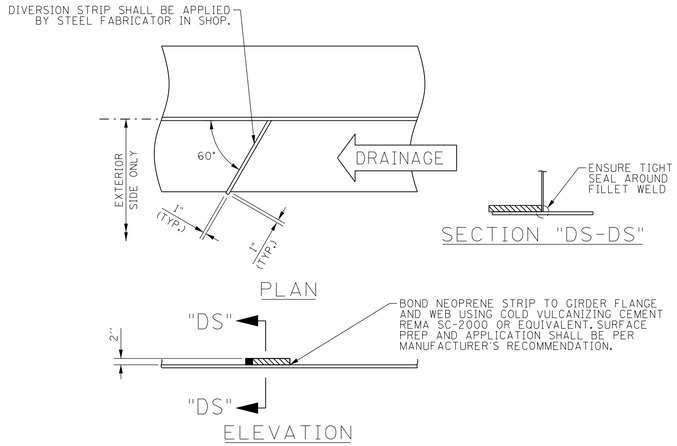
NO.	DATE	BY	BRIEF DESCRIPTION



GIRDER ELEVATION



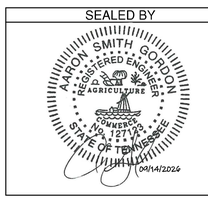
SHEAR CONNECTOR DETAIL



DIVERSION STRIP DETAILS

NOTE: NEOPRENE DIVERSION STRIPS SHALL BE LOCATED ON THE EXTERIOR SIDE OF THE WEB OF ALL GIRDERS. THE STRIPS SHALL BE PLACED NEAR THE LOW END OF ALL SPANS. THE STRIPS SHALL BE LOCATED FIVE (5'-0") FEET FROM THE GIRDER END OR FROM THE CENTERLINE OF THE BENT FOR GIRDERS CONTINUOUS OVER A BENT AND SHALL BE SLOPED TOWARD THE END OF THE GIRDER AS SHOWN IN PLAN VIEW.

SEALED BY



BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-75

PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

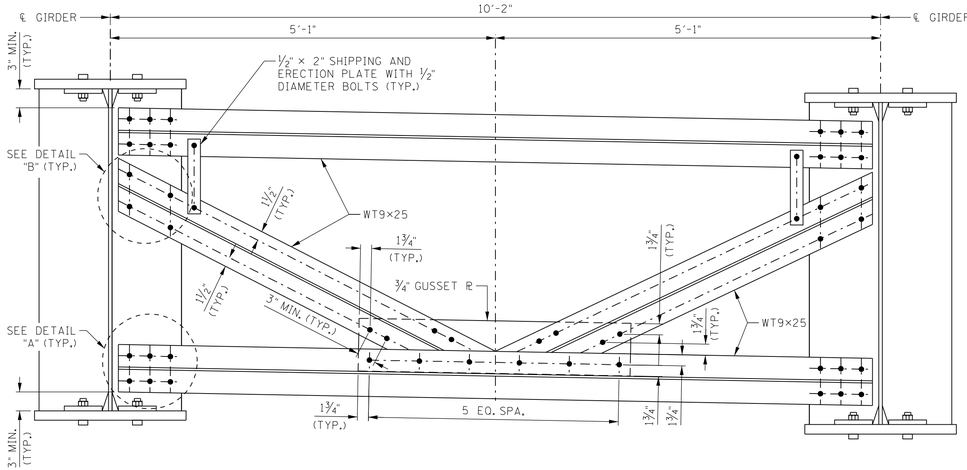
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CONST. NO.: 571040-F3-003

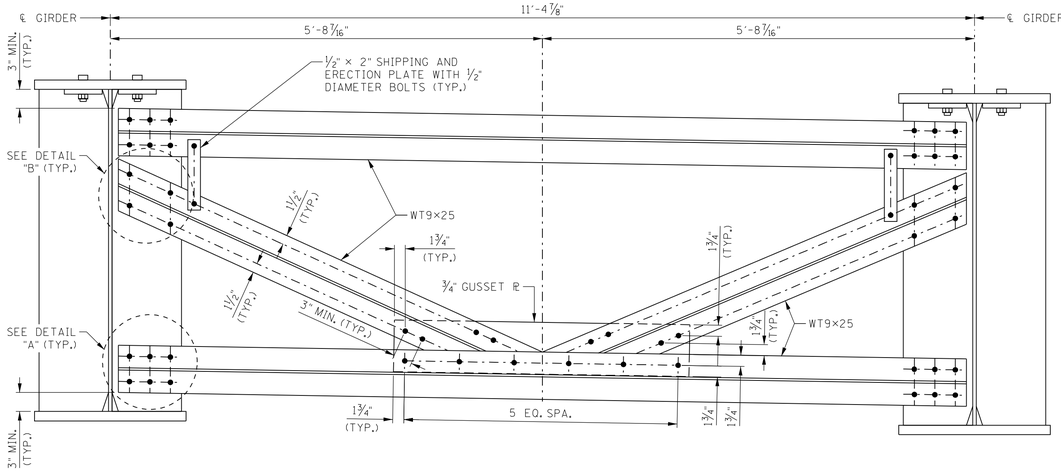
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

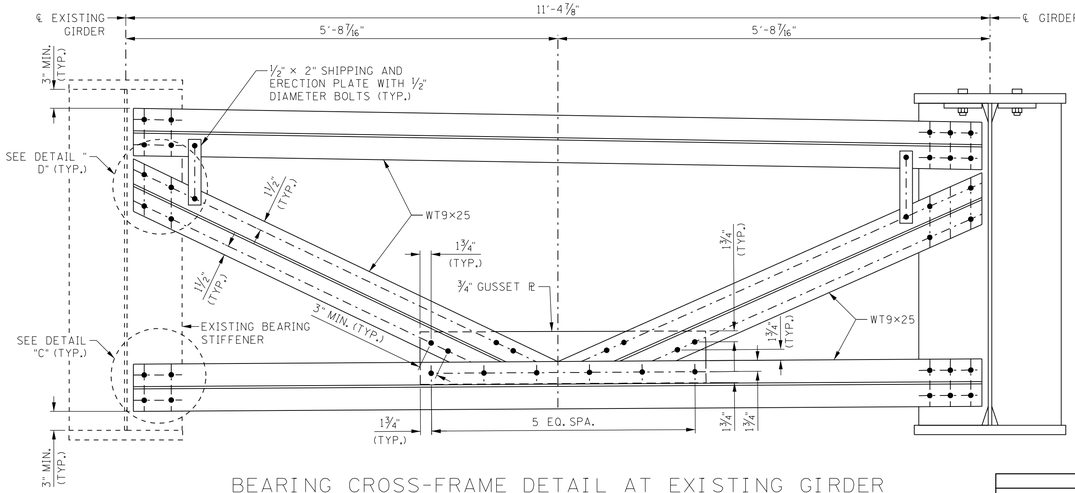
NO.	DATE	BY	BRIEF DESCRIPTION



TYPICAL INTERMEDIATE CROSS-FRAME DETAIL

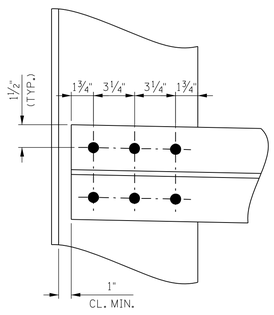


TYPICAL BEARING CROSS-FRAME DETAIL

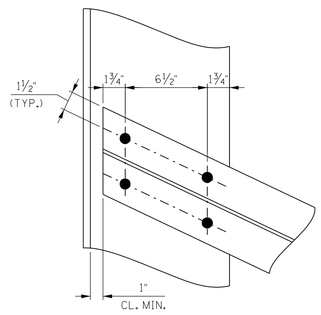


BEARING CROSS-FRAME DETAIL AT EXISTING GIRDER

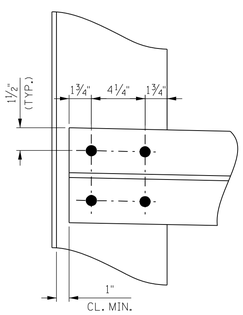
(BENT NO. 1 ONLY)



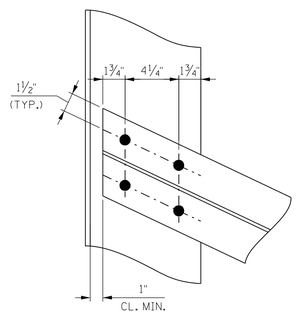
DETAIL "A"



DETAIL "B"

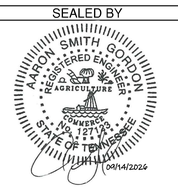


DETAIL "C"



DETAIL "D"

SEALED BY



BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57100400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-76

PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

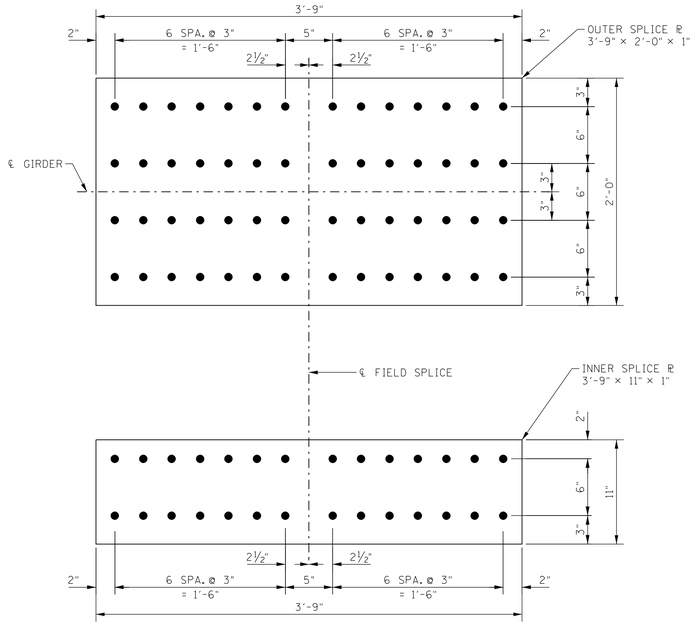
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CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

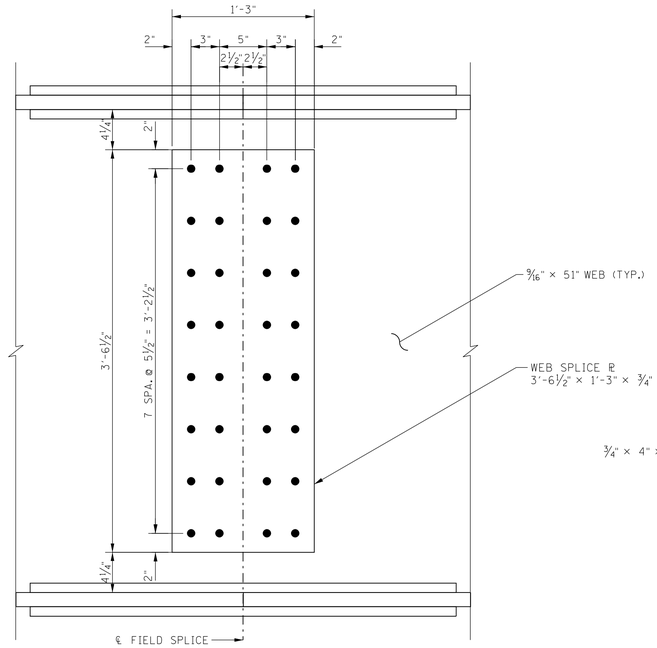
NO.	DATE	BY	BRIEF DESCRIPTION



● DENOTES: 1" DIAMETER BOLT, ASTM F3125 A325 TYPE 3

TOP AND BOTTOM FLANGE SPLICE PLATES

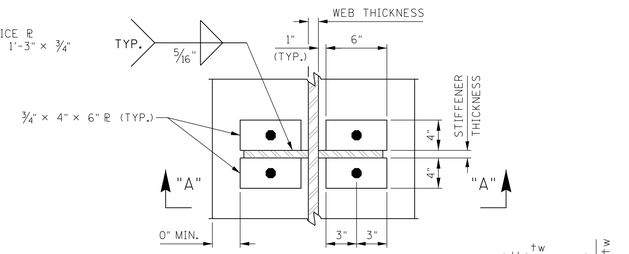
(ALL FIELD SPLICES)

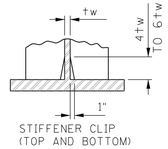


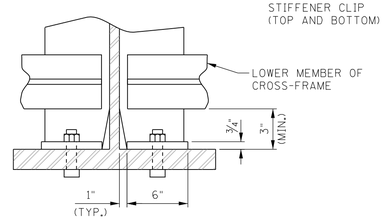
● DENOTES: 1" DIAMETER BOLT, ASTM F3125 A325 TYPE 3

WEB SPLICE PLATE

(ALL FIELD SPLICES)

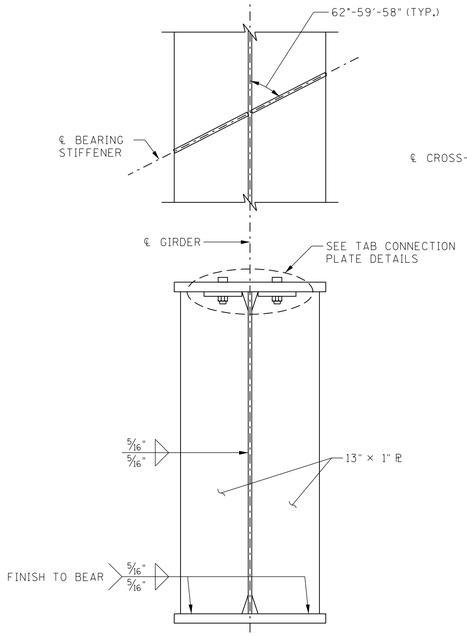






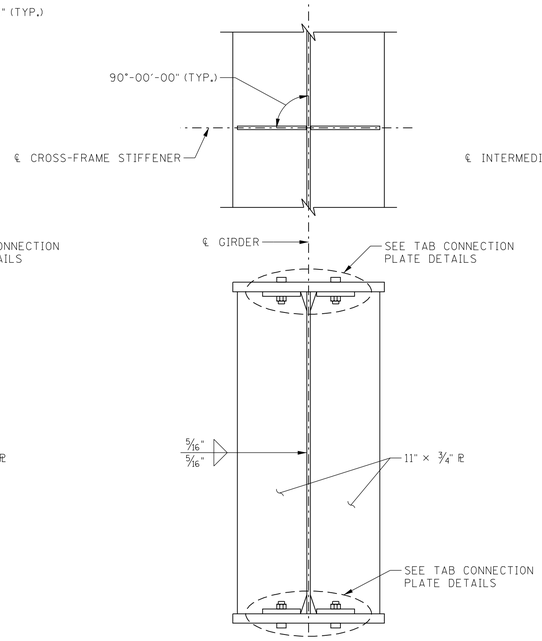
SECTION "A"-"A"

TAB CONNECTION PLATE DETAILS



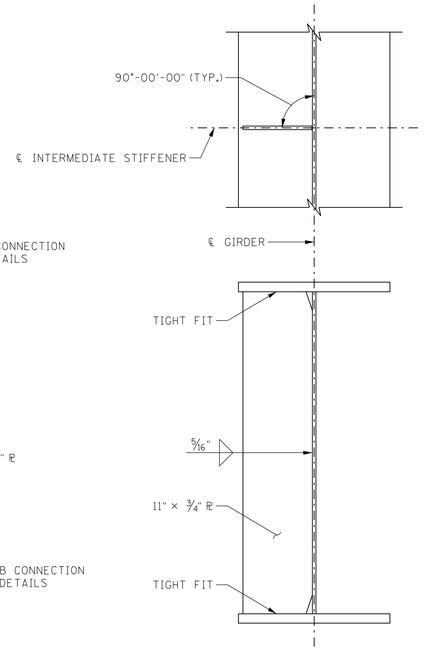
BEARING STIFFENER DETAIL

(LOOKING FORWARD ON SURVEY)



CROSS-FRAME STIFFENER DETAIL

(OMIT STIFFENER ON OUTSIDE FACE OF EXTERIOR GIRDER)
(LOOKING FORWARD ON SURVEY)



INTERMEDIATE STIFFENER DETAIL

(LOOKING FORWARD ON SURVEY)

NOTE: TAB CONNECTION PLATE YIELD STRENGTH SHALL MATCH STIFFENER YIELD STRENGTH, TAB CONNECTION PLATE SIZE AND LOCATION SHALL BE AS SHOWN REGARDLESS OF STIFFENER WIDTH.

NOTE: TAB CONNECTION PLATES ARE REQUIRED AT THE TOP AND BOTTOM FLANGES AT ALL CROSS-FRAME LOCATIONS EXCEPT AT THE BOTTOM FLANGE AT BEARING STIFFENERS.

NOTE: 1"Ø - ASTM F3125 GRADE A325 TYPE 3 BOLTS TO BE TENSIONED TO AASHTO SPECIFICATION FOR SLIP-CRITICAL CONNECTION PRIOR TO TAB-TO-TAB STIFFENER WELD.

NOTE: WEB STIFFENER SHALL BE TIGHT FIT AGAINST FLANGE WITHIN AWS D1.5 FABRICATION TOLERANCE.

NOTE: NO BURNING OF HOLES IN THE EXISTING BRIDGE STEEL STRUCTURAL MEMBER SHALL BE ALLOWED FOR THE TAB CONNECTION PLATES. ALL HOLES SHALL BE DRILLED.

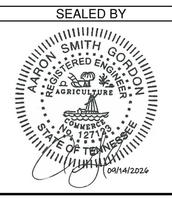
BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
WIDENING OF CHRISTMASVILLE ROAD OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-77

SEALED BY



PIN NO.: 132680.00

DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026

DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026

SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026

CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

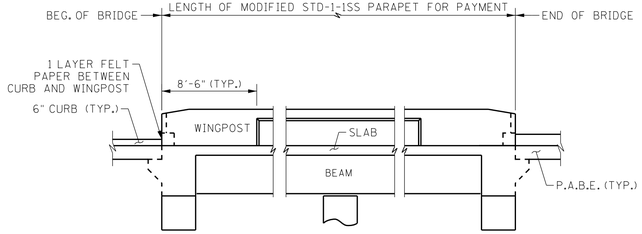
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CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-1-40-1(372)	2026	

REVISIONS

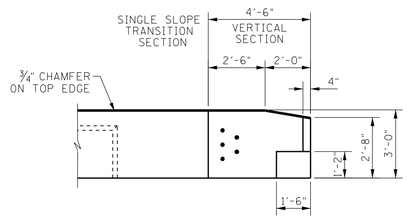
NO.	DATE	BY	BRIEF DESCRIPTION



ELEVATION

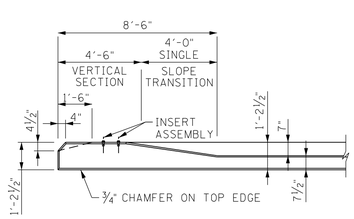
PARAPET ℄ CURB ℄ BENT

NOTE: ALL CURB CONCRETE SHALL BE INCLUDED IN THE QUANTITY FOR ITEM 604-03.01

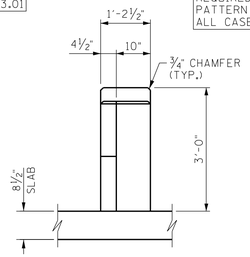


ELEVATION OF WINGPOST

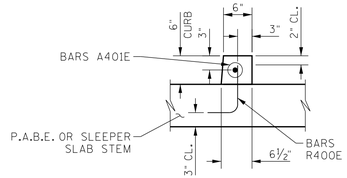
SEE ROADWAY PLANS FOR APPLICABLE GUARDRAIL STANDARD DRAWINGS FOR INSERT ASSEMBLY DETAILS REQUIRED FOR GUARDRAIL ATTACHMENT. INSERT ASSEMBLY PATTERN SHOWN ON THIS SHEET IS NOT TYPICAL FOR ALL CASES.



PLAN OF WINGPOST

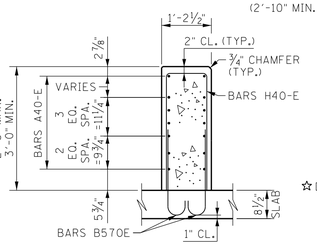


END ELEVATION

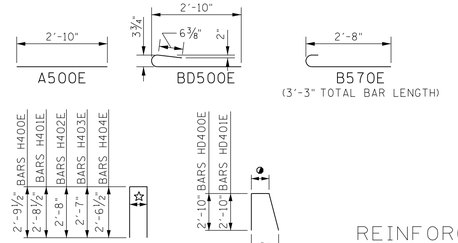


TYPICAL CURB SECTION

NOTE: SEE STANDARD ROADWAY DRAWING RP-VC-10 FOR CURB DETAILS. SEE STANDARD ROADWAY DRAWING S-GRS-3 FOR ATTACHMENT OF GUARDRAIL TO P.A.B.E.

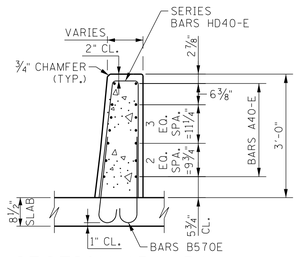


SECTION "A"-"A"

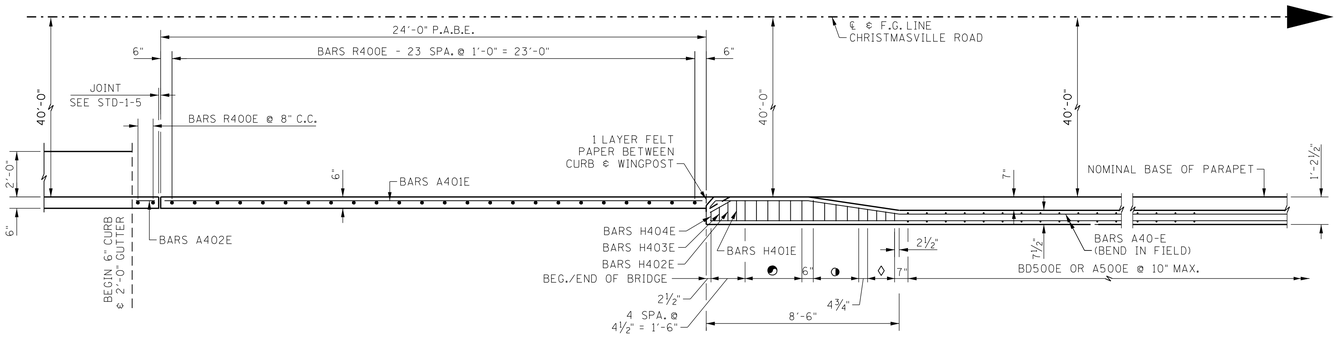


☆DENOTES:
BARS H400E 10½"
BARS H401E 9½"
BARS H402E 8¾"
BARS H403E 7⅞"
BARS H404E 6½"

◕ DENOTES: SER. BARS HD401E = VARIES FROM 10" TO 6½". SER. BARS HD400E VARIES FROM 5⅞" TO 3¾".

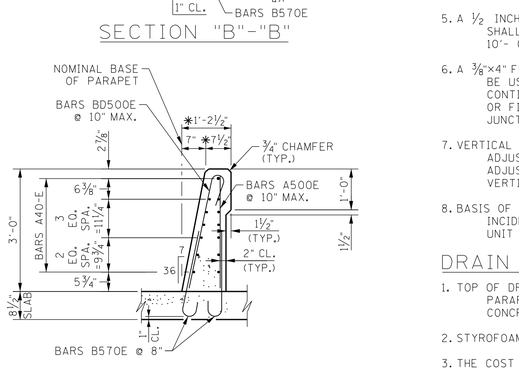


SECTION "B"-"B"

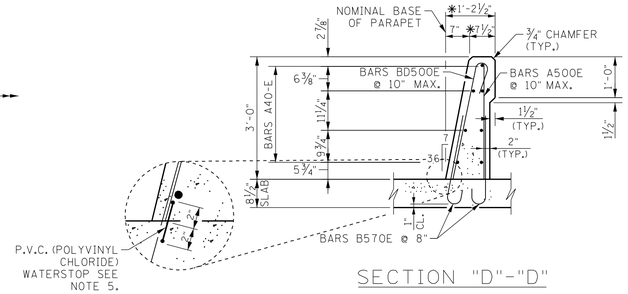


PLAN SHOWING REINFORCING STEEL

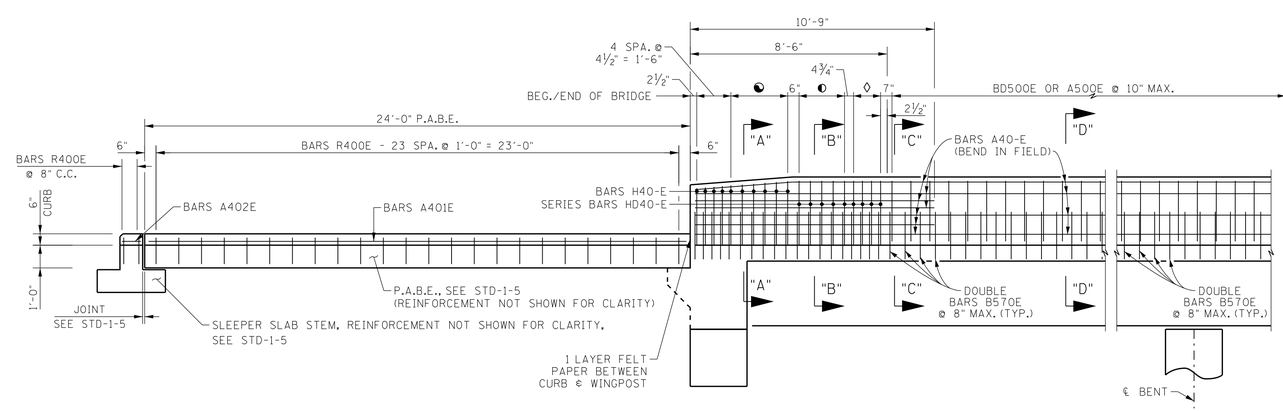
◕ DENOTES: BARS H400E & DOUBLE BARS B570E 5 SPA. @ 6" = 2'-6"
◐ DENOTES: SER. BARS HD401E & DOUBLE BARS B570E 4 SPA. @ 6" = 2'-0"
◊ DENOTES: SER. BARS HD400E & DOUBLE BARS B570E 3 SPA. @ 4¾" = 1'-2¼"



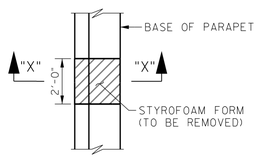
SECTION "C"-"C"



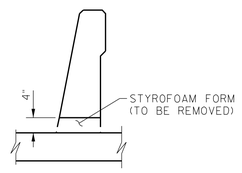
SECTION "D"-"D"



ELEVATION SHOWING REINFORCING STEEL



PLAN OF PARAPET DRAIN



NOTE: REINFORCEMENT NOT SHOWN FOR CLARITY.

SECTION "X"-"X"

REINFORCING STEEL NOTES:

1. BAR DIMENSIONS ARE OUT-TO-OUT. FIRST DIGIT OF THE NUMBER INDICATES SIZE.
2. LONGITUDINAL BARS SHALL BE FULL LENGTH OF PARAPET.
3. BARS B570E IN SLAB TO BE INCLUDED IN EPOXY COATED REINFORCING QUANTITIES AND BILL OF STEEL FOR SUPERSTRUCTURE.

✱ DENOTES: REGARDLESS OF THE HEIGHT OF PARAPET CONSTRUCTED, INCLUDING THE SPECIFIED HEIGHT OF THE CONTRACT AND ANY ADJUSTMENT TO ACHIEVE A SMOOTH TOP OF PARAPET PROFILE, THE 7½" TOP OF PARAPET WIDTH AND 7:36 SLOPE OF PARAPET FASCIA SHALL BE MAINTAINED WITHOUT VARIATIONS. RESULTING HEIGHT ADJUSTMENTS MAY ONLY BE ACCOMMODATED BY VARYING THE WIDTH OF THE PARAPET BASE. THE 1'-2½" NOMINAL BASE WIDTH APPLIES FOR A 36" PARAPET HEIGHT AT TRAFFIC FASCIA.

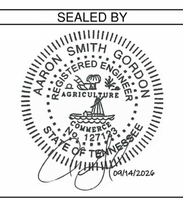
PARAPET NOTES:

1. CONSTRUCT PARAPET ACCORDING TO STD-1-1SS EXCEPT FOR THE MODIFICATIONS AS SHOWN ON THIS SHEET.
2. PARAPET CONCRETE SHALL NOT BE CAST PRIOR TO REMOVAL OF ALL SUPERSTRUCTURE-RELATED FALSEWORK.
3. ALIGNMENT AND PROFILE OF PARAPET SHALL CONFORM TO ROADWAY PROFILE AND GEOMETRY.
4. IF THE PARAPET IS SLIP-FORMED, ROUNDED EDGES WITH A 1 INCH RADIUS MAY BE USED INSTEAD OF THE ¾" CHAMFER AS SHOWN.
5. A ½ INCH DEEP V-GROOVE ALONG THE TRAFFIC FACE AND TOP OF PARAPET SHALL BE FORMED DURING CASTING OF CONCRETE OR SOON AFTER SLIP-FORMING @ 10'- 0" CENTER-TO-CENTER SPACING.
6. A ⅜"×4" FLAT DUMBBELL OR FLAT RIBBED P.V.C. (POLYVINYL CHLORIDE) WATERSTOP MAY BE USED IN LIEU OF THE 1¼" SLOPE AT EDGE OF SLAB. WATERSTOP MUST BE CONTINUOUS ENTIRE LENGTH OF PARAPET. RUBBER WATERSTOP MUST BE FACTORY OR FIELD VULCANIZED OR CEMENT SPLICED WITH THE AID OF PREMOLDED JUNCTIONS AND/OR UNIONS.
7. VERTICAL DIMENSIONS ARE TAKEN AT THE TRAFFIC FACE WITH PARAPET PLUMB. ALL ADJUSTMENTS FOR CROSS-SLOPE OF THE DECK SHALL BE ACCOMMODATED BY ADJUSTING THE BACK SIDE OF THE PARAPET AND ANY ASSOCIATED BACK FACE VERTICAL REINFORCING STEEL.
8. BASIS OF PAYMENT: ALL MISCELLANEOUS ITEMS, LABOR, MATERIALS, TOOLS, AND INCIDENTALS FOR CONSTRUCTING THE ENTIRE PARAPET SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 620-05.03.

DRAIN NOTES:

1. TOP OF DRAIN TO BE SUPPORTED INTERNALLY PRIOR TO AND DURING POURING OF PARAPET CONCRETE. STYROFOAM FORM TO BE REMOVED AFTER THE PARAPET CONCRETE HAS SET.
2. STYROFOAM FORM TO BE IN ACCORDANCE WITH ASTM C578 (TYPE VIII).
3. THE COST OF THE DECK DRAINS TO BE INCLUDED IN COST OF THE PARAPET.
4. REINFORCING STEEL IN CONFLICT WITH DECK DRAIN TO BE CUT IN FIELD. EPOXY-COATED REINFORCING STEEL TO BE REPAINTED ACCORDING TO ASTM D3963.

SEALED BY



BRIDGE NO. 1

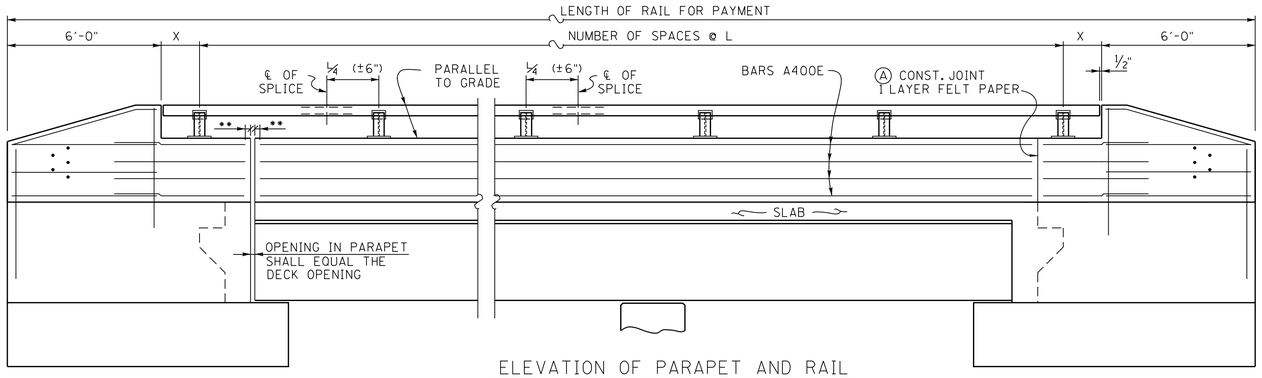
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MODIFIED STD-1-1SS PARAPET
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-78

PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

6/16/2026 8:45:08 AM

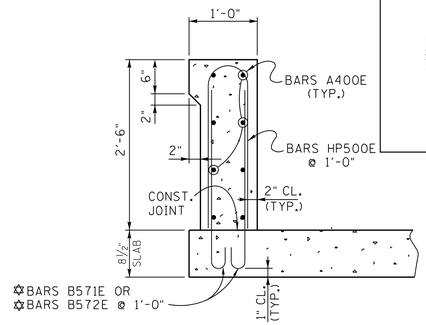


ELEVATION OF PARAPET AND RAIL

(TYPICAL EXTERIOR VIEW OF CONTINUOUS BRIDGE)

** DENOTES: REINFORCING STEEL TO CLEAR 3" FROM CONSTRUCTION JOINT OR EXPANSION JOINT.

NOTE: X: 9" MIN TO 1'-6" MAX.
L: MAX = 10'-6"



SECTION OF PARAPET

SEALED BY

AARON SMITH GORDON
REGISTERED ENGINEER
STATE OF TENNESSEE
09/19/2024

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-1-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL NOTES

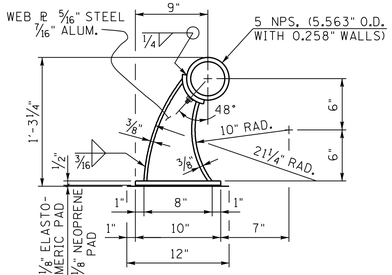
Ⓐ NOTE: CONTRACTOR MAY POUR THE PARAPET WITHOUT FELT PAPER PROVIDED THEY FORM A ½ INCH V-GROOVE ALONG THE TRAFFIC FACE AND TOP OF PARAPET DURING CASTING OF CONCRETE OR SOON AFTER SLIP-FORMING.

MATERIAL: TUBING AND RAIL POSTS MAY BE EITHER ALUMINUM OR STEEL.
FOR ALUMINUM ALTERNATE:
RAIL AND SPLICE SLEEVE TO BE ALLOY 6061-T6 OR 6063-T6, ASTM B429
FABRICATED POSTS - ALLOY 6061-T6, ASTM B209
CAST ALUMINUM POST - ALLOY A444.0-T4
RAIL FASTENERS - ALLOY 2024-T4 FOR BOLTS AND ALLOY 6262-T9 FOR HEX NUTS, ASTM B211
FOR STEEL ALTERNATE:
RAILING MEMBER - ASTM A53 GRADE A OR B STEEL PIPE
SPLICE SLEEVE - ASTM A500 GRADE A OR B CARBON STEEL TUBING
FABRICATED POST - ASTM A709 GRADE 36
RAIL FASTENERS - ASTM A307

MISCELLANEOUS RAIL ITEMS.
WATERSTOPS - SEE TENNESSEE HIGHWAY DEPARTMENT SPECIFICATIONS.
ANCHOR PLATES - ASTM A709 GRADE 36. ANCHOR A307.
INSERT ASSEMBLIES - FOR LOCATION SEE ROADWAY PLANS.
ELASTOMERIC PADS OR NEOPRENE PADS - SEE TENNESSEE HIGHWAY DEPARTMENT SPECIFICATIONS.

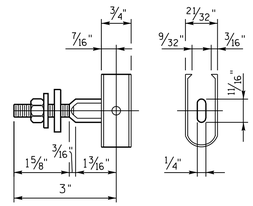
RAIL ITEMS: BASIS OF PAYMENT TO BE PER LINEAR FOOT. THE ITEM INCLUDES ALL COMPONENTS OF THE RAIL, ITS ANCHORAGE, THE REINFORCED CONCRETE PARAPET, ENDPOST AND MISCELLANEOUS RAIL ITEMS.

FABRICATION AND ERECTION:
1. THE RAILING MEMBER SHALL BE CONTINUOUS FROM ENDPOST TO ENDPOST WITH EACH RAIL SEGMENT ATTACHED TO A MINIMUM OF THREE POSTS.
2. ALIGNMENT AND PROFILE OF RAIL SHALL CONFORM TO PLANS DETAILS. RAIL SHALL BE PARALLEL TO AND POST NORMAL TO ROADWAY GRADE UNLESS OTHERWISE NOTED ON PLANS.
3. OPEN JOINTS OR CONSTRUCTION JOINTS WILL BE REQUIRED AS SHOWN ON THIS SHEET OR AS MODIFIED ON CONTRACT DRAWINGS.
4. NO CONCRETE FOR THE PARAPETS SHALL BE CAST ON ANY STRUCTURE UNTIL THE FALSEWORK HAS BEEN STRUCK.
5. ALL METAL MATERIALS NOT SPECIFIED TO BE ALUMINUM ALLOY SHALL BE GALVANIZED TO THE APPLICABLE ASTM REQUIREMENTS. SEE NOTE 7 BELOW.
6. ALL WELDING SHALL CONFORM TO THE REQUIREMENTS OF EITHER THE "SPECIAL PROVISION FOR WELDED STRUCTURES" FOR STEEL RAIL ALTERNATE, OR "AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS" FOR ALUMINUM RAIL ALTERNATE. AFTER WELDING, ALL EXPOSED JOINTS SHALL BE FINISHED BY GRINDING TO GIVE A NEAT APPEARANCE.
7. IF THE STEEL RAIL ALTERNATE IS SELECTED, ALL COMPONENTS SHALL BE HOT DIP GALVANIZED:
A) RAILING MEMBERS AND POSTS SHALL BE GALVANIZED TO ASTM REQUIREMENTS A123. ALL MISCELLANEOUS STEEL ITEMS SHALL BE GALVANIZED TO ASTM REQUIREMENTS A153.
B) ALL FABRICATION SHALL BE COMPLETE AND READY FOR ASSEMBLY BEFORE GALVANIZING EXCEPT THAT NUTS FOR ALL FASTENERS ARE TO BE RETAPPED AFTER GALVANIZING.
C) GALVANIZED MEMBERS SHALL BE FREE FROM DROSS, FLUX AND ROUGH-COATING CAUSED BY LOW VAT TEMPERATURES.
8. A ½ INCH DEEP V-GROOVE ALONG THE TRAFFIC FACE AND TOP OF PARAPET SHALL BE FORMED DURING CASTING OF CONCRETE OR SOON AFTER SLIP-FORMING @ 10'-0" CENTER-TO-CENTER.



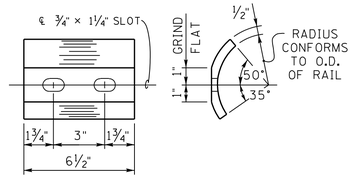
RAIL POST DETAILS

CAST ALUMINUM POST CONFORMING TO THE DIMENSION SHOWN ABOVE FOR FABRICATED ALUMINUM MAY BE USED SUBJECT TO THE APPROVAL OF THE ENGINEER.



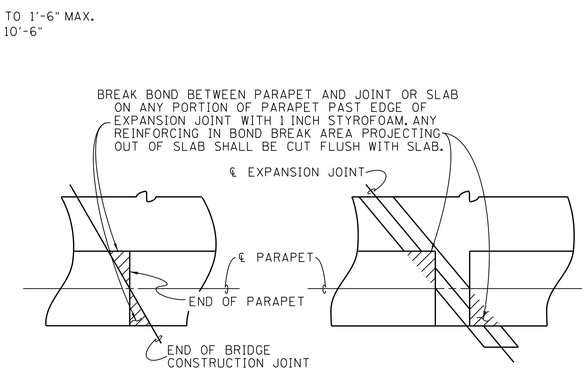
TOGGLE BOLT ASSEMBLY

NOTE: ALTERNATE DETAILS MAY BE SUBMITTED TO THE BRIDGE ENGINEER FOR APPROVAL. FASTENERS CONFORMING TO ASTM B211 SHALL HAVE AN ANODIC COATING OF .0002 INCH MINIMUM THICKNESS WITH DICHROMATE OR BOILING WATER SEAL.



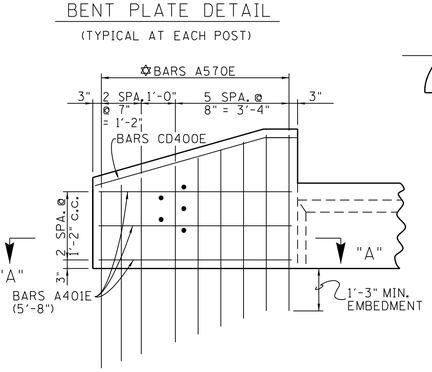
BENT PLATE DETAIL

(TYPICAL AT EACH POST)

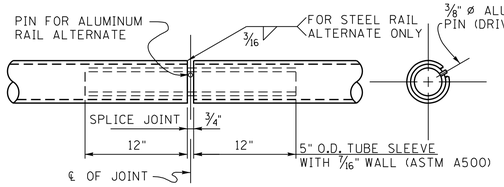


PLAN

(SHOWING DETAIL @ OPEN JOINT)

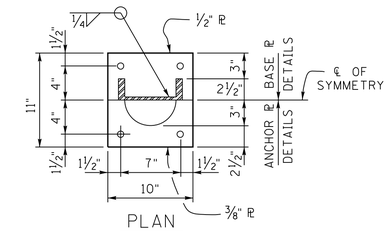


ELEVATION



EXPANSION ℄ SPLICE JOINTS

(RAIL EXPANSION JOINTS TO BE USED AT ALL JOINTS IN BRIDGE DECK WITH TUBE OPENING EQUAL TO SLAB OPENING)

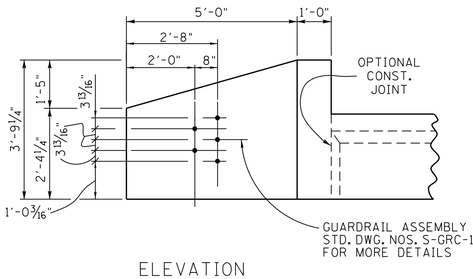


RAIL CAP DETAILS

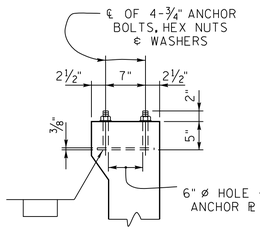
(TYP. @ RAIL END)

PLAN

(SHOWING BASE R ℄ ANCHOR R)

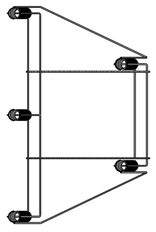


ELEVATION



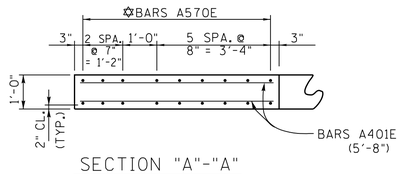
ANCHORAGE DETAIL

(SHOWING PART SECTION AT PARAPET)

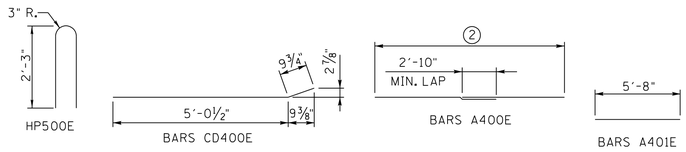


INSERT ASSEMBLY

CAST IN PLACE THREADED STEEL INSERT WITH 7/8"×2" HEX HEAD GALVANIZED BOLTS (A307) HOT DIP ZINC COATING ASTM A153



SECTION "A"-"A"



BAR DETAILS ① ③

① -BAR DIMENSIONS ARE OUTSIDE TO OUTSIDE. FIRST DIGIT OF NUMBER INDICATES SIZE.
② -THESE BARS SHALL BE FULL LENGTH OF PARAPET AND ARE TO EXTEND 2'-0" INTO WINGPOST.
③ -ALL REINFORCING STEEL TO BE ASTM A615 GRADE 60 EPOXY COATED.

WINGPOST QUANTITIES (EACH)	
CLASS "A" CONCRETE C.Y.	EPOXY REINF STEEL LB.
0.78	30.6

PARAPET QUANTITIES (PER FOOT)	
CLASS "A" CONCRETE C.Y.	EPOXY REINF STEEL LB.
0.081	10.3

✡ BARS A570E AND BARS B571E TO BE INCLUDED IN EPOXY COATED REINFORCING QUANTITIES AND BILL OF STEEL FOR WINGWALLS.
✡ BARS B572E TO BE INCLUDED IN EPOXY COATED REINFORCING QUANTITIES AND BILL OF STEEL FOR SUPERSTRUCTURE.
NOTE: BARS LISTED IN ABOVE NOTES ARE NOT INCLUDED IN WINGPOST QUANTITIES OR PARAPET QUANTITIES SHOWN THIS SHEET.

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
MODIFIED STD-11-1 PARAPET
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-79

PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

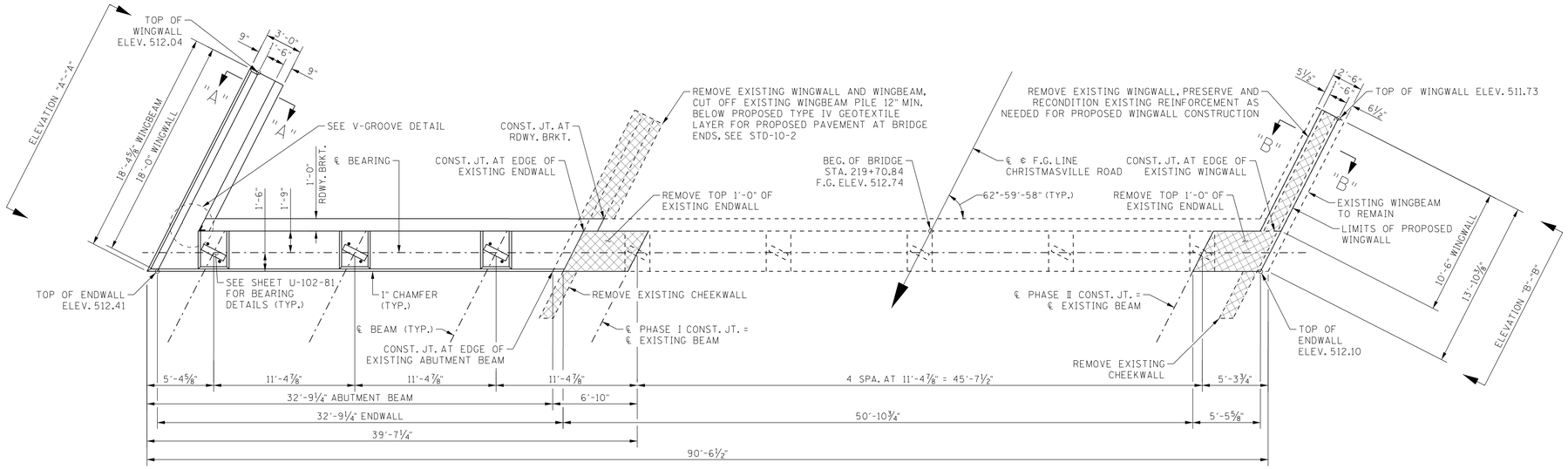
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CONST. NO.: 571040-F3-003

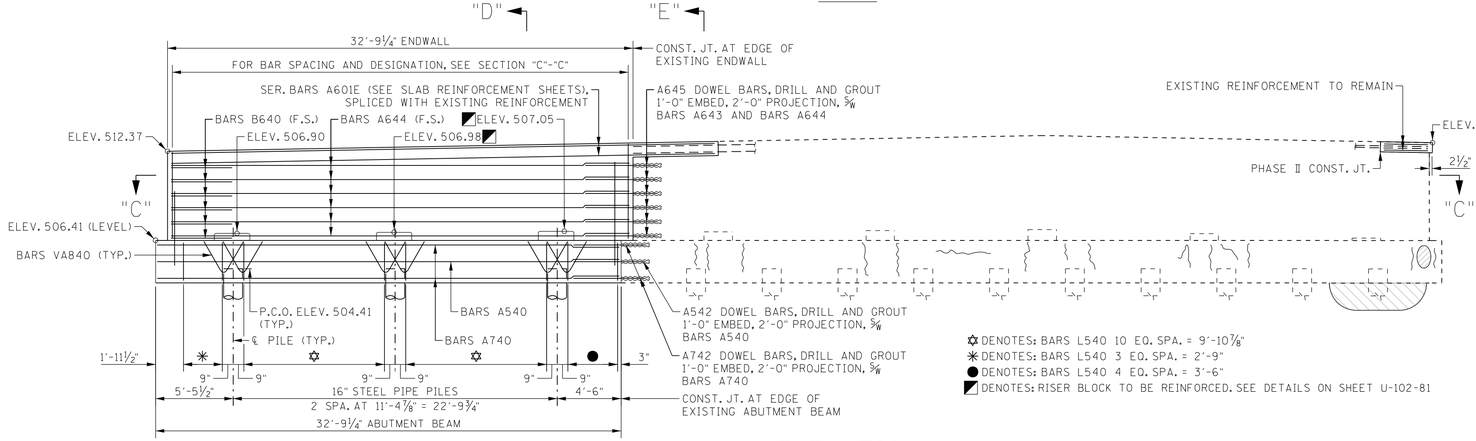
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-1-40-1(372)	2026	

REVISIONS

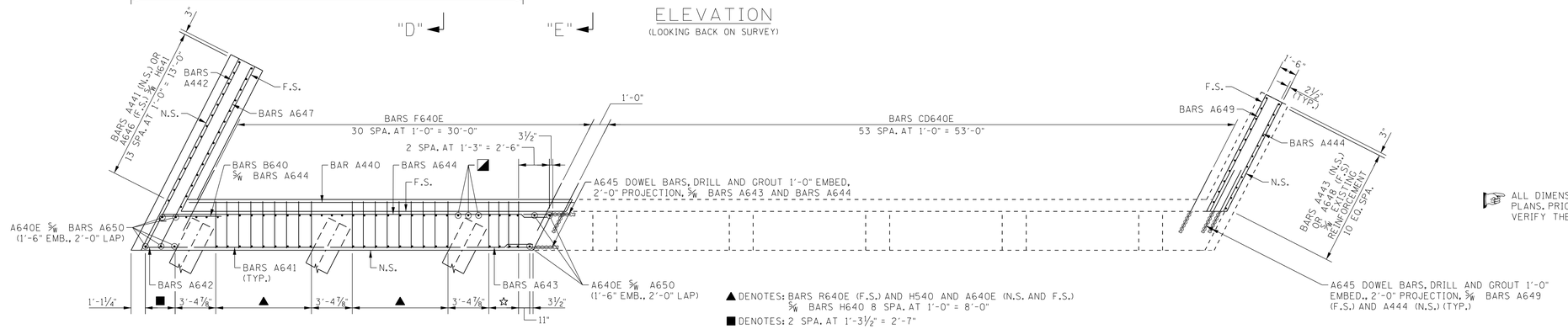
NO.	DATE	BY	BRIEF DESCRIPTION



PLAN



ELEVATION
(LOOKING BACK ON SURVEY)



SECTION "C"-"C"

DENOTES: CRACKS TO BE EPOXY INJECTED UNDER ITEM NO. 604-10.62. SEE REPAIR DETAILS.

DENOTES: AREA OF SPALL TO BE REPAIRED. SEE REPAIR DETAILS.

DENOTES: AREA OF UNDERMINING TO BE REPAIRED.

DENOTES: REMOVAL OF EXISTING BRIDGE.

NOTE: WHEN POURING ABUTMENT BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. BOLT PROJECTION 4½".

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM.

NOTE: RISER BLOCK BEARING SURFACE TO CONFORM TO BOTTOM OF BEAM GRADE.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. STD-1-ISS AND MODIFIED STD-11-1 DETAILS.

NOTE: THE PHASE I ABUTMENT ENDWALL SHALL BE POURED CONCURRENTLY WITH POUR NO. 4. THE PHASE II ABUTMENT ENDWALL SHALL BE POURED CONCURRENTLY WITH POUR NO. 6. SEE SHEET U-102-72 FOR DETAILS.

NOTE: COST OF PARAPET AND POST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PARAPET SYSTEM.

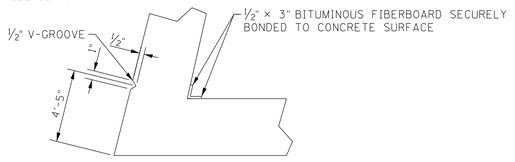
NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

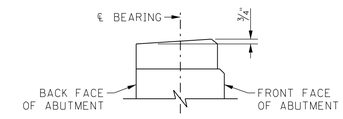
NOTE: ALL LABOR AND MATERIALS NECESSARY TO PLACE FLOWABLE FILL FOR THE UNDERMINED AREAS AT ABUTMENT NO. 1 SHALL BE INCLUDED IN ITEM NO. 204-08.01, BACKFILL MATERIAL (FLOWABLE FILL), C.Y.

NOTE: ALL ELEVATIONS ON THIS SHEET ARE DENOTED AT TOP OF CAST-IN-PLACE REINFORCED CONCRETE AND DO NOT INCLUDE PMC OVERLAY.

N.S. DENOTES: NEAR SIDE
F.S. DENOTES: FAR SIDE
P.C.O. DENOTES: PILE CUT-OFF



V - GROOVE DETAIL



RISER BLOCK SLOPE DETAIL

ALL DIMENSIONS AND ELEVATIONS ARE BASED ON EXISTING BRIDGE PLANS OR THE ROADWAY PLANS. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE DIMENSIONS AND ELEVATIONS.

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

SEALED BY



PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

6/16/2026 8:45:28 AM

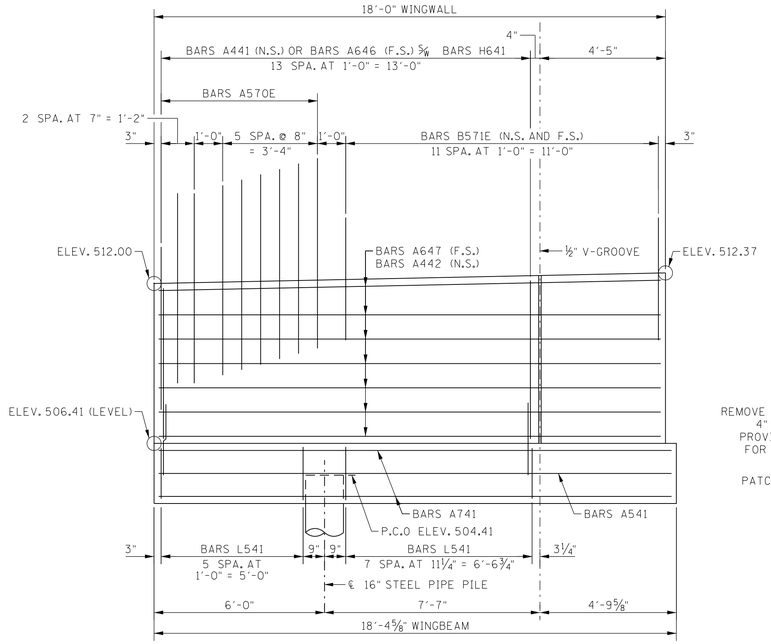
U-102-80

CONST. NO.: 571040-F3-003

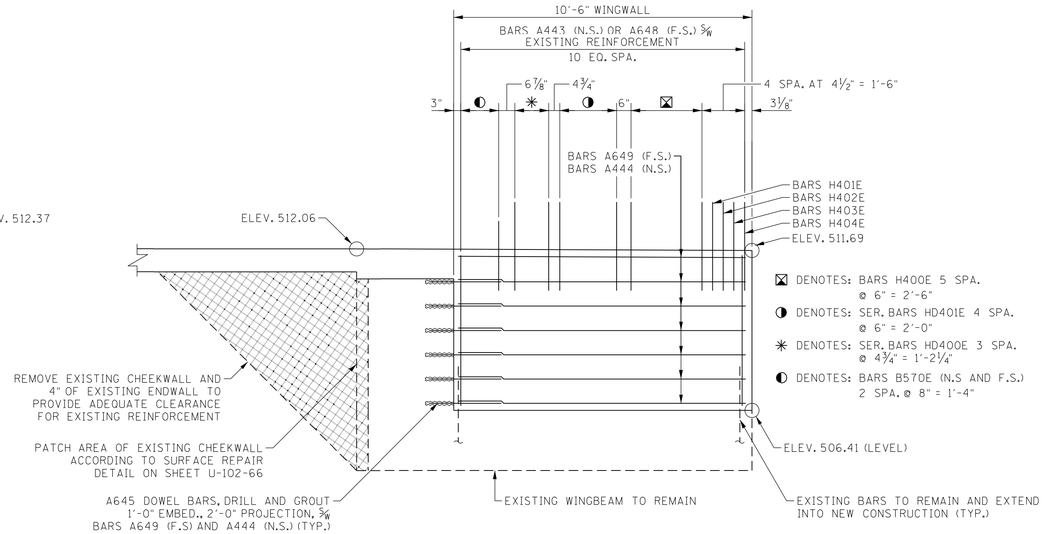
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

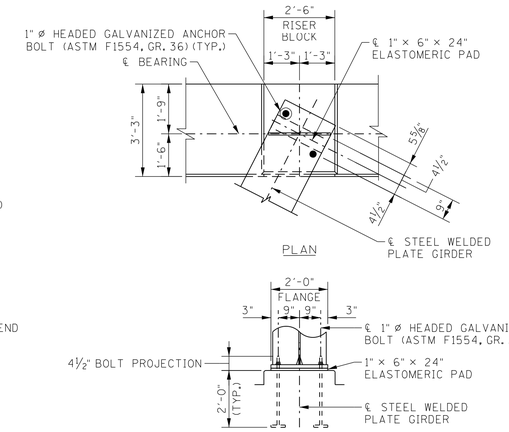
NO.	DATE	BY	BRIEF DESCRIPTION



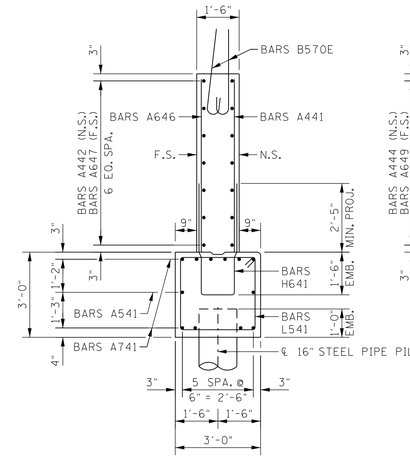
ELEVATION "A"-"A"



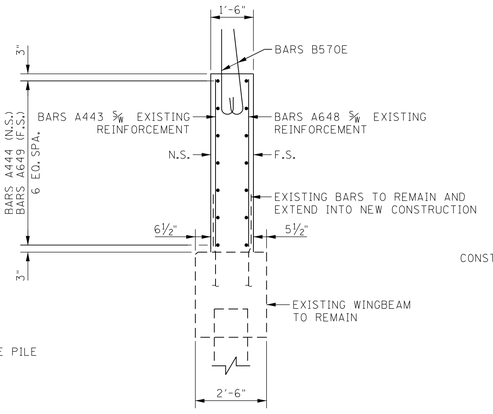
ELEVATION "B"-"B"



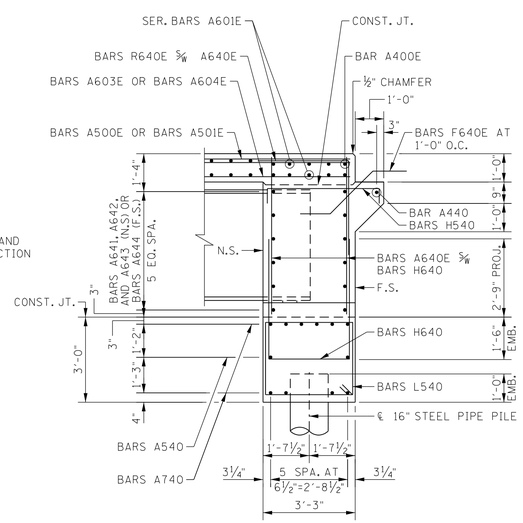
BEARING DETAILS



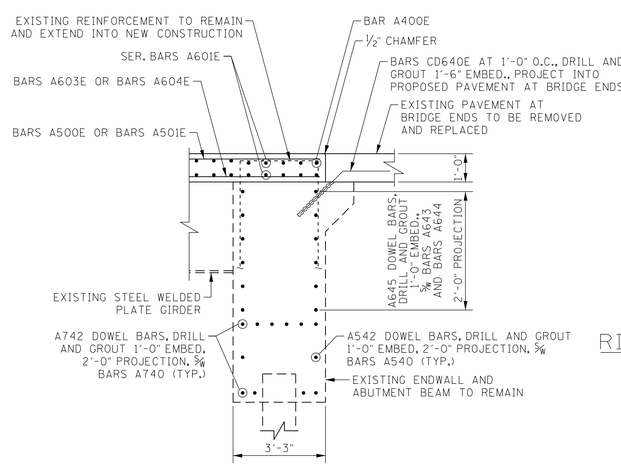
SECTION "A"-"A"



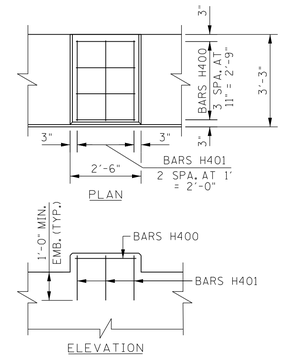
SECTION "B"-"B"



SECTION "D"-"D"



SECTION "E"-"E"



RISER BLOCK DETAILS

F.S. DENOTES: FAR SIDE
N.S. DENOTES: NEAR SIDE

PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

SEALED BY



BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 1 DETAILS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-81

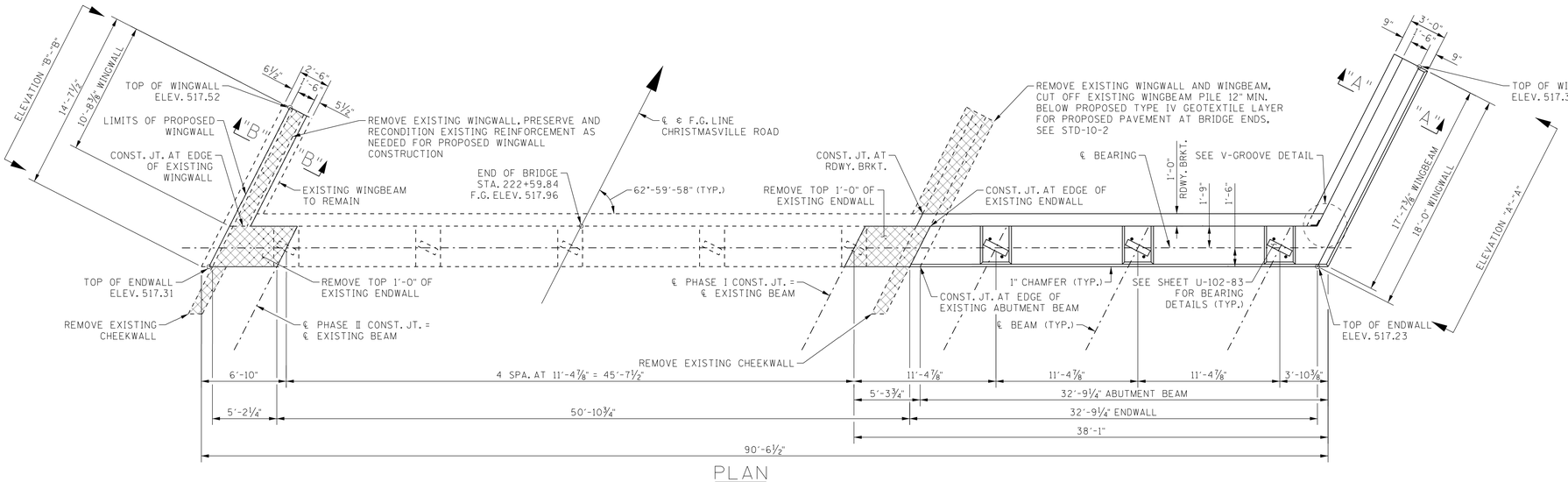
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CONST. NO.: 571040-F3-003

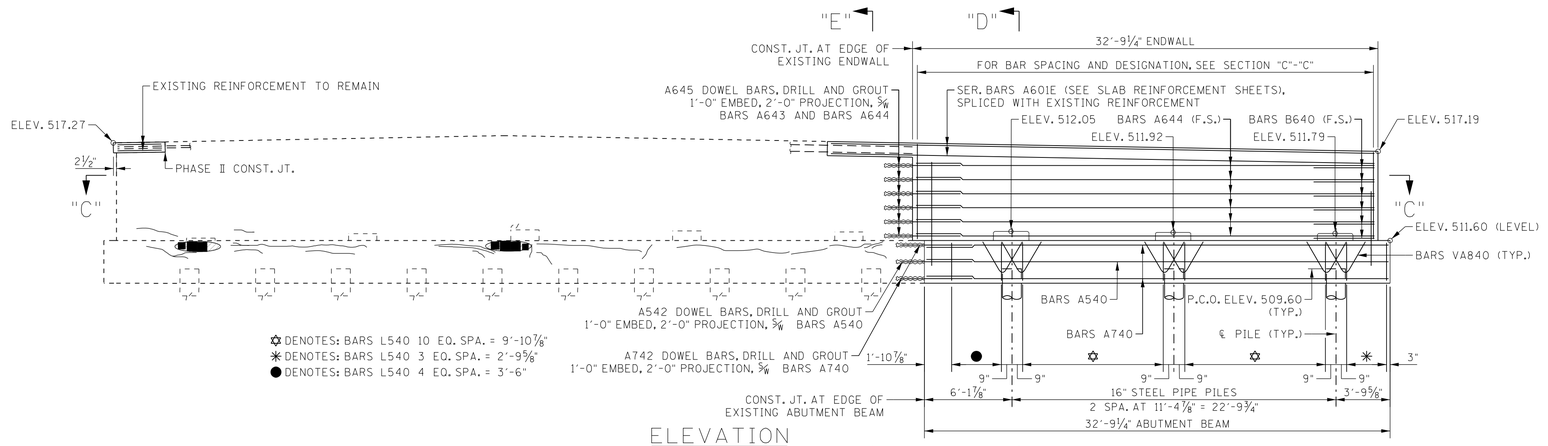
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-1-40-1(372)	2026	

REVISIONS

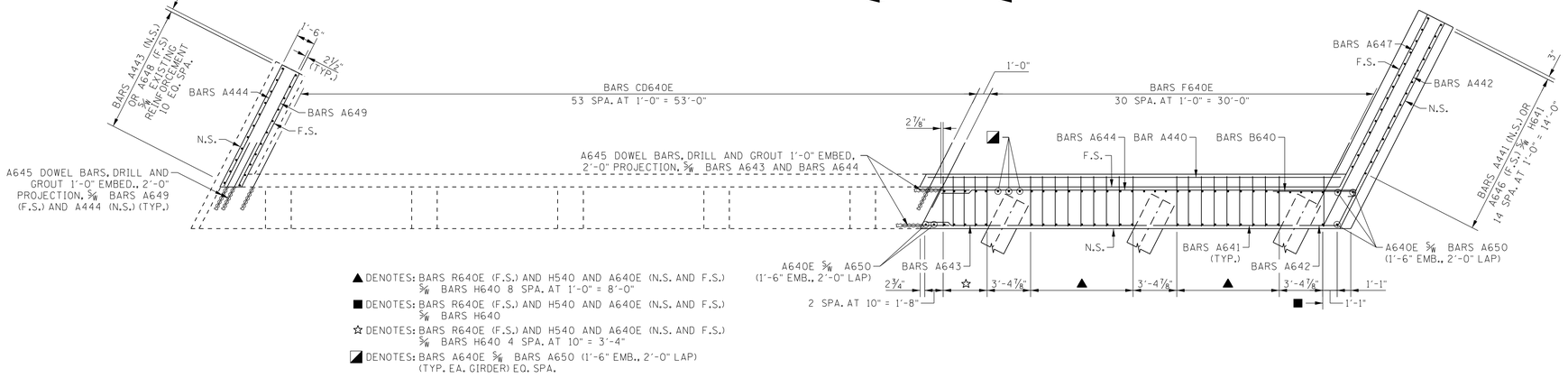
NO.	DATE	BY	BRIEF DESCRIPTION



PLAN



ELEVATION
(LOOKING FORWARD ON SURVEY) "E" "D"



▲ DENOTES: BARS R640E (F.S.) AND H540 AND A640E (N.S. AND F.S.) ⅝ BARS H640 8 SPA. AT 1'-0" = 8'-0"
■ DENOTES: BARS R640E (F.S.) AND H540 AND A640E (N.S. AND F.S.) ⅝ BARS H640
☆ DENOTES: BARS R640E (F.S.) AND H540 AND A640E (N.S. AND F.S.) ⅝ BARS H640 4 SPA. AT 10" = 3'-4"
◪ DENOTES: BARS A640E ⅝ BARS A650 (1'-6" EMB., 2'-0" LAP) (TYP. EA. GIRDER) EQ. SPA.

SECTION "C"-"C"

DENOTES: CRACKS TO BE EPOXY INJECTED UNDER ITEM NO. 604-10.62. SEE REPAIR DETAILS.

DENOTES: AREA OF SPALL TO BE REPAIRED, SEE REPAIR DETAILS.

DENOTES: REMOVAL OF EXISTING BRIDGE.

NOTE: WHEN POURING ABUTMENT BEAM, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. BOLT PROJECTION 4½".

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE ABUTMENT BEAM.

NOTE: RISER BLOCK BEARING SURFACE TO CONFORM TO BOTTOM OF BEAM GRADE.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOSTS AND PARAPETS. FOR DETAILS OF WINGPOSTS AND PARAPETS, SEE STD. DWG. NO. STD-1-ISS AND MODIFIED STD-11-1 DETAILS.

NOTE: THE PHASE I ABUTMENT ENDWALL SHALL BE POURED CONCURRENTLY WITH POUR NO. 4. THE PHASE II ABUTMENT ENDWALL SHALL BE POURED CONCURRENTLY WITH POUR NO. 6. SEE SHEET U-102-72 FOR DETAILS.

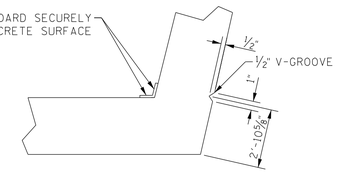
NOTE: COST OF PARAPET AND POST IS TO BE INCLUDED IN THE UNIT PRICE BID FOR THE PARAPET SYSTEM.

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

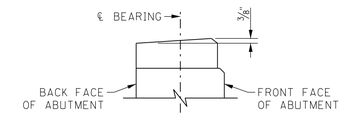
NOTE: WINGBEAM PILES SHALL BE DRIVEN TO THE PLANS TIP ELEVATION OR REFUSAL. SEISMIC ATTACHMENT IS NOT REQUIRED FOR WINGBEAM PILES.

NOTE: ALL ELEVATIONS ON THIS SHEET ARE DENOTED AT TOP OF CAST-IN-PLACE REINFORCED CONCRETE AND DO NOT INCLUDE PMC OVERLAY.

N.S. DENOTES: NEAR SIDE
F.S. DENOTES: FAR SIDE
P.C.O. DENOTES: PILE CUT-OFF



V - GROOVE DETAIL



RISER BLOCK SLOPE DETAIL

ALL DIMENSIONS AND ELEVATIONS ARE BASED ON EXISTING BRIDGE PLANS OR THE ROADWAY PLANS. PRIOR TO CONSTRUCTION, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FIELD VERIFY THE DIMENSIONS AND ELEVATIONS.

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ABUTMENT NO. 2
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

SEALED BY



U-102-82

PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

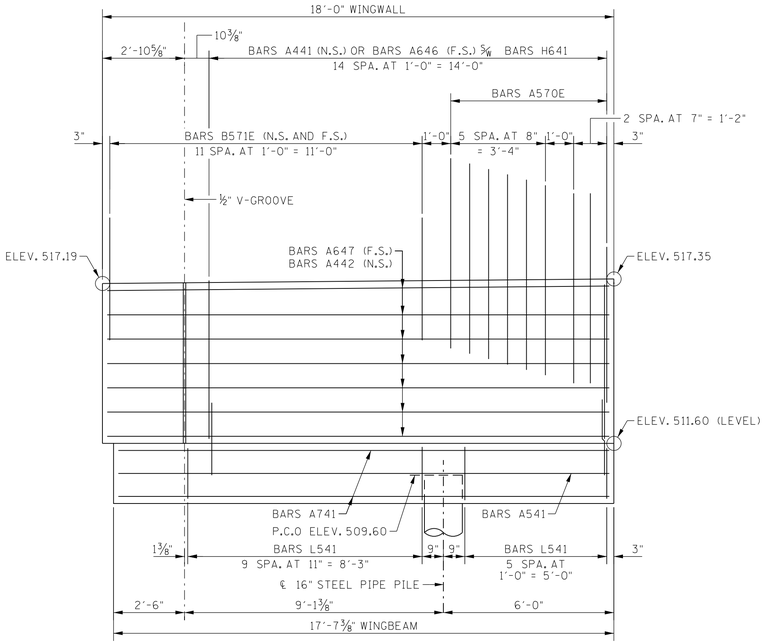
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CONST. NO.: 571040-F3-003

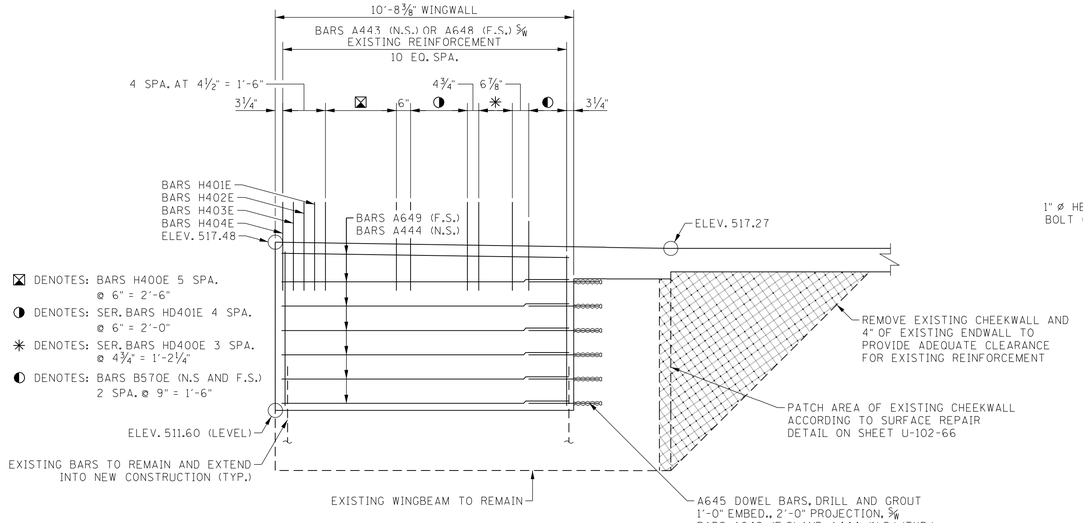
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

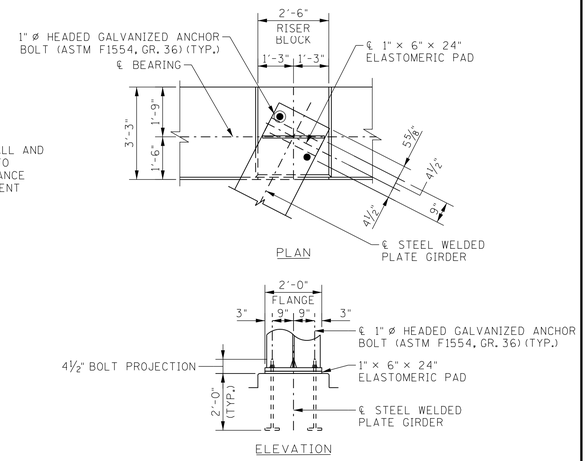
NO.	DATE	BY	BRIEF DESCRIPTION



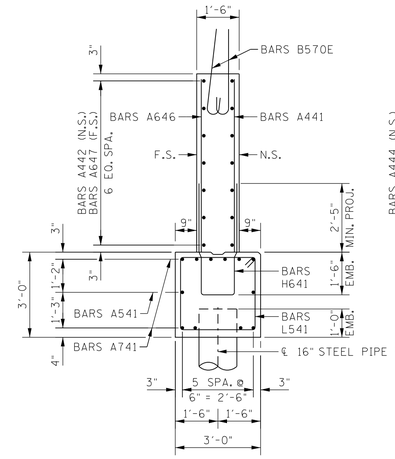
ELEVATION "A"-"A"



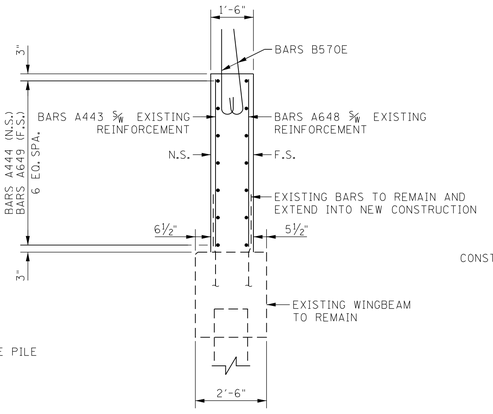
ELEVATION "B"-"B"



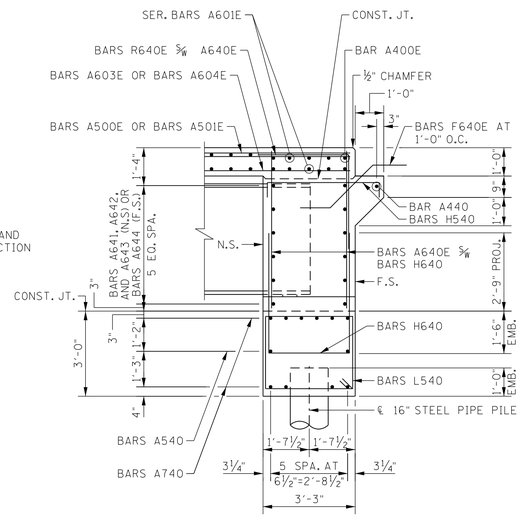
BEARING DETAILS



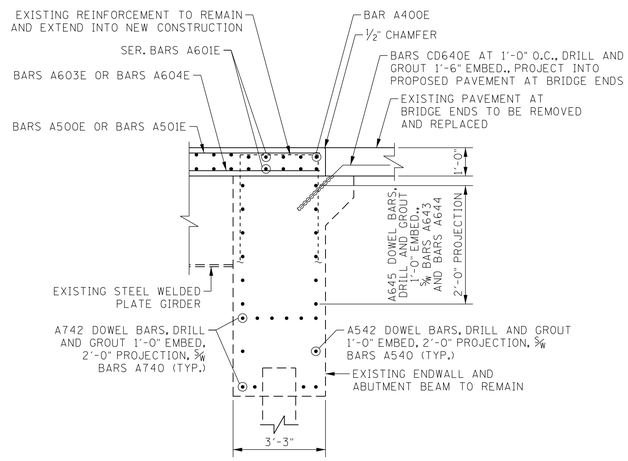
SECTION "A"-"A"



SECTION "B"-"B"



SECTION "D"-"D"



SECTION "E"-"E"

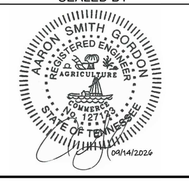
F.S. DENOTES: FAR SIDE
N.S. DENOTES: NEAR SIDE

BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT NO. 2 DETAILS
WIDENING OF CHRISTMASVILLE ROAD OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

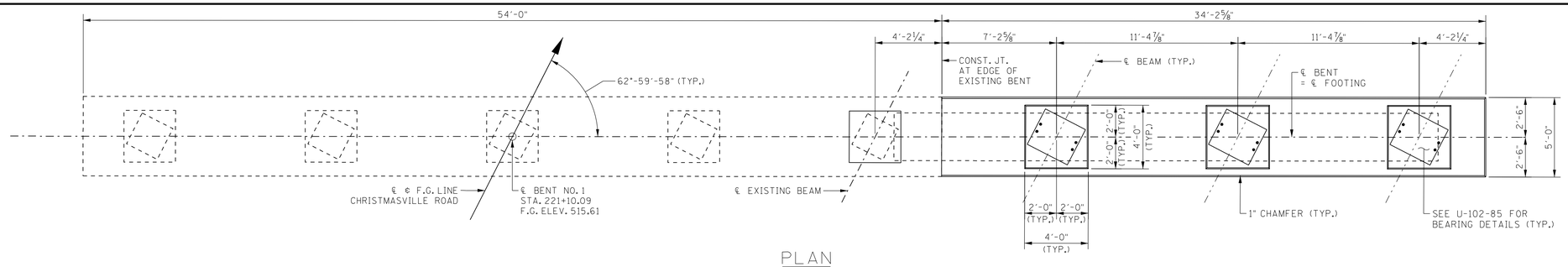
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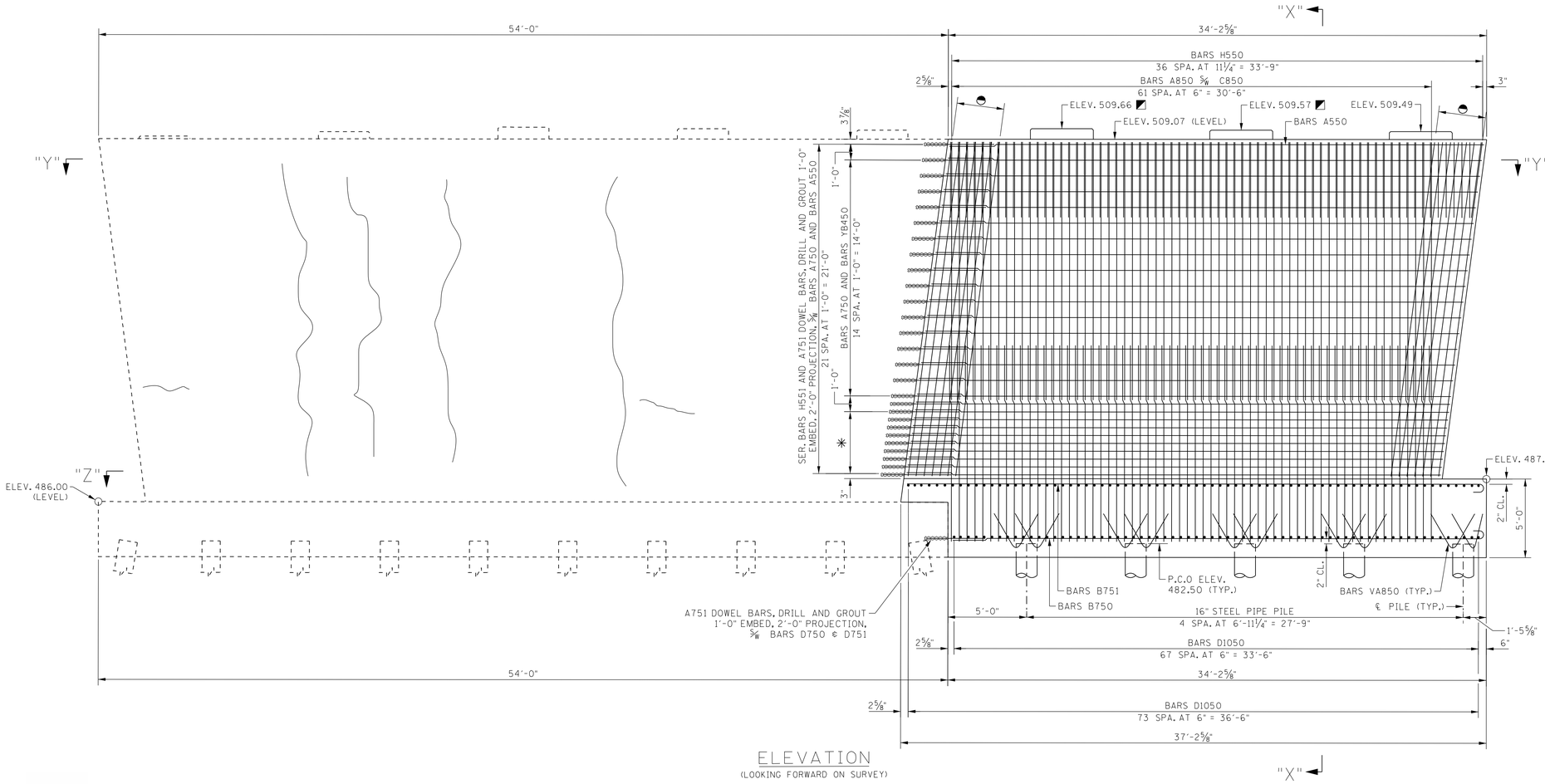
PIN NO.: 132680.00
DESIGN BY: A. SCAGGS (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

6/16/2026 8:46:04 AM

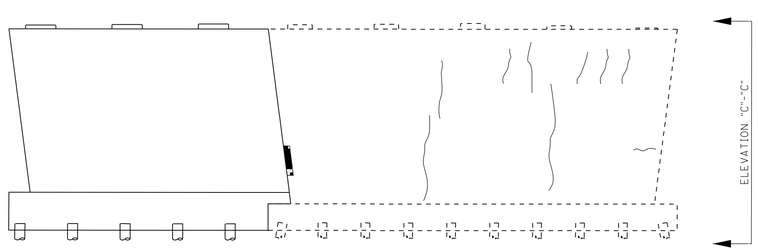
U-102-83



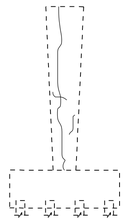
PLAN



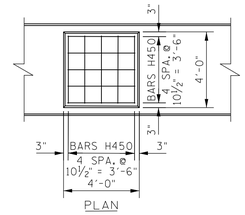
ELEVATION
(LOOKING FORWARD ON SURVEY)



ELEVATION
(LOOKING BACK ON SURVEY)



ELEVATION "C"-"C"



RISER BLOCK DETAILS

NOTE: WHEN POURING WALL BENT, PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. BOLT PROJECTION 6 INCHES.

NOTE: RISER BLOCKS SHALL BE POURED MONOLITHICALLY WITH THE BENT.

NOTE: ELASTOMERIC PADS SHALL BE IN PLACE A MINIMUM OF ONE DAY BEFORE BEING DISTURBED BY SETTING BEAMS ON CONCRETE. PLACE RUBBER BONDING CEMENT IN SUCH A WAY THAT VISIBLE CONCRETE SURFACES WILL NOT BE STAINED.

NOTE: SEE STANDARD DRAWING STD-6-1 FOR PILE SEISMIC ATTACHMENT DETAILS AND NOTES.

DENOTES: CRACKS TO BE EPOXY INJECTED UNDER ITEM NO. 604-10.62. SEE REPAIR DETAILS.

DENOTES: AREA OF SPALL TO BE REPAIRED, SEE REPAIR DETAILS.

✳ DENOTES: BARS A750 AND BARS YB450 10 SPA. AT 6" = 5'-0"

DENOTES: BARS A851 6 SPA. AT 6" = 3'-0"

DENOTES: RISER BLOCK TO BE REINFORCED. SEE DETAILS ON THIS SHEET.

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

SEALED BY

AARON SMITH GORDON
REGISTERED ENGINEER
TENNESSEE
DEPARTMENT OF
AGRICULTURE
LIC. 127.1
STATE OF TENNESSEE
04/14/2026

PIN NO.: 132680.00

DESIGN BY:	E. ZIEBART (KIMLEY-HORN)	DATE: 07/2026
DRAWN BY:	P. TSOUROUK. (KIMLEY-HORN)	DATE: 07/2026
SUPERVISED BY:	G. GOOD (KIMLEY-HORN)	DATE: 07/2026
CHECKED BY:	A. GORDON (KIMLEY-HORN)	DATE: 07/2026

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BENT NO. 1
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-84

6/16/2026 8:46:11 AM

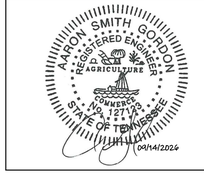
CONST. NO.: 571040-F3-003

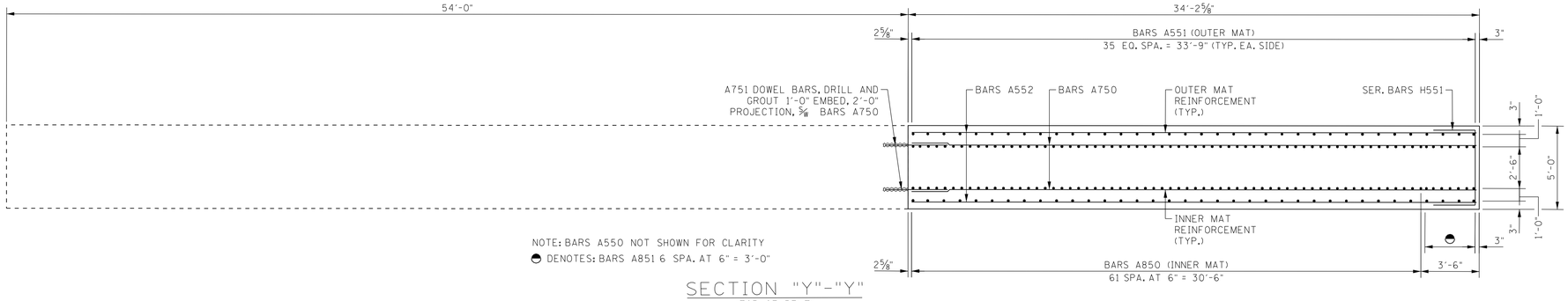
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

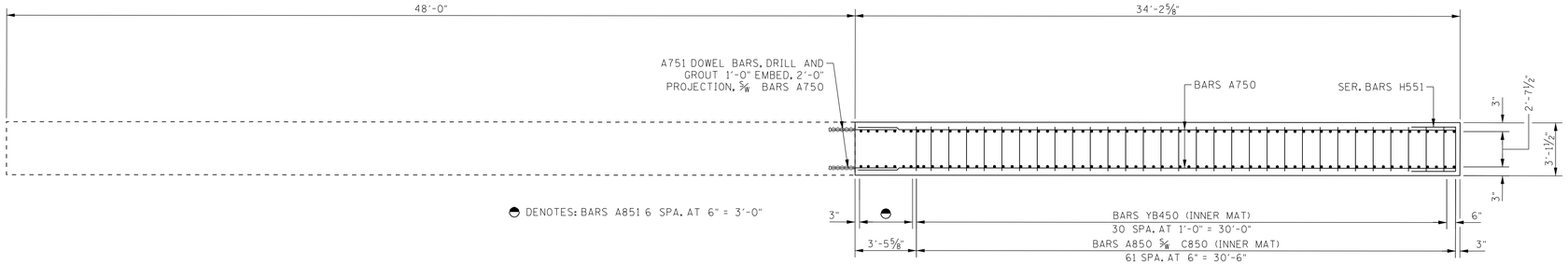
NO.	DATE	BY	BRIEF DESCRIPTION

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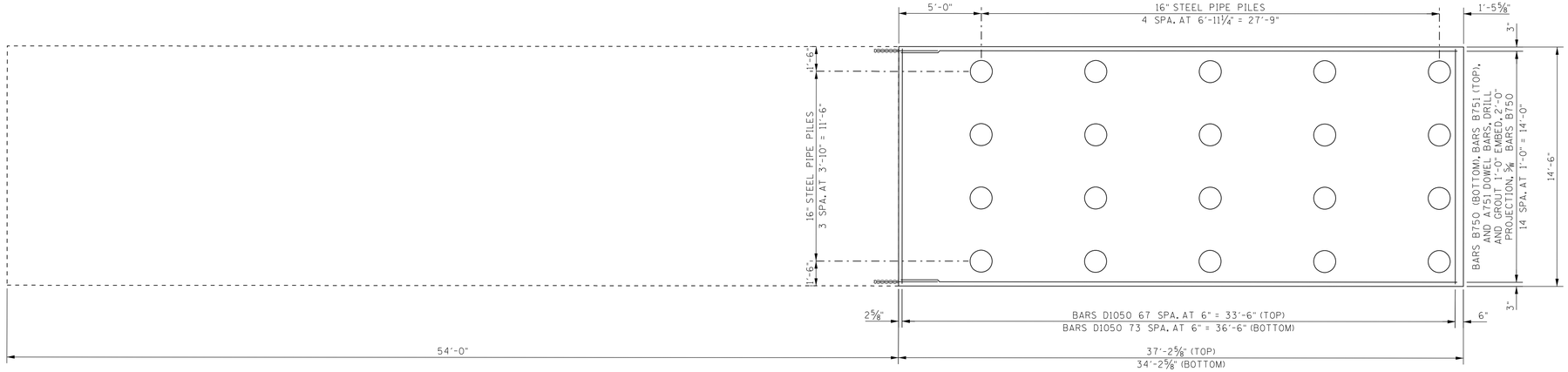




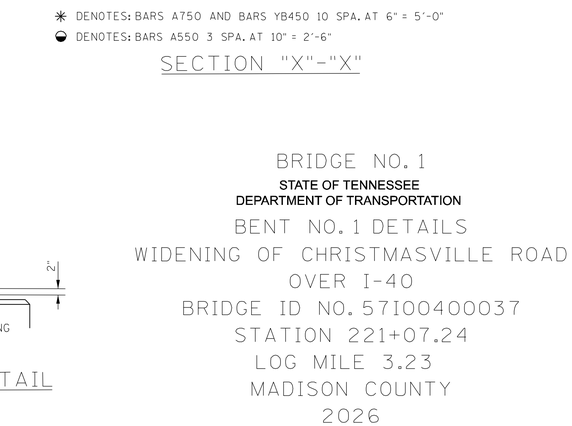
SECTION "Y"-"Y"
(TOP OF BENT)



SECTION "Z"-"Z"
(BOTTOM OF BENT)

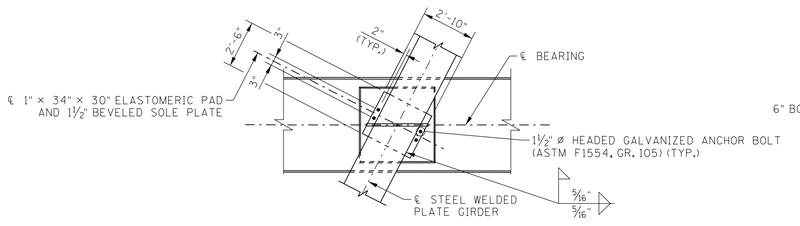


PLAN OF FOOTING
(BOTTOM OF FOOTING)

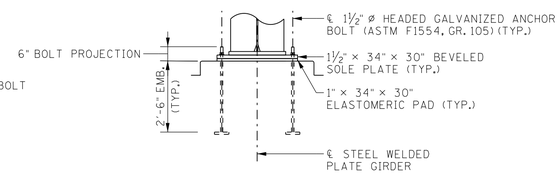


DENOTES: BARS A750 AND BARS YB450 10 SPA. AT 6" = 5'-0"
DENOTES: BARS A550 3 SPA. AT 10" = 2'-6"

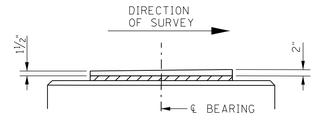
SECTION "X"-"X"



PLAN



ELEVATION



BEVEL PLATE DETAIL

BEARING DETAILS

PIN NO.: 132680.00
DESIGN BY: E. ZIEBART (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

6/16/2026 8:46:12 AM

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BENT NO. 1 DETAILS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

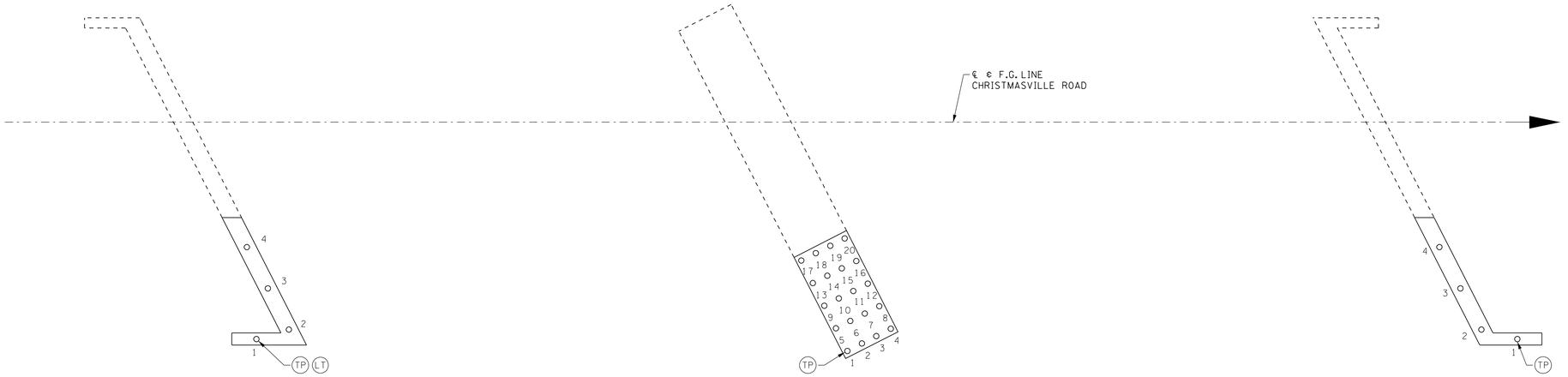
U-102-85

CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



ABUTMENT NO. 1 | BENT NO. 1 | ABUTMENT NO. 2

TABLE OF PILE DATA

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ABUTMENT NO. 1	PILE CUT-OFF ELEV.																				
	PILE TIP ELEV.																				
	IN PLACE PILE LENGTH																				
BENT NO. 1	PILE CUT-OFF ELEV.																				
	PILE TIP ELEV.																				
	IN PLACE PILE LENGTH																				
ABUTMENT NO. 2	PILE CUT-OFF ELEV.																				
	PILE TIP ELEV.																				
	IN PLACE PILE LENGTH																				

(TP) DENOTES: TEST PILE

(LT) DENOTES: STATIC LOAD TEST PILE

NOTE TO CONTRACTOR AND CONSTRUCTION OFFICE: THE BLANKS ON THIS SHEET ARE TO BE FILLED IN BY THE CONSTRUCTION OFFICE AND/OR FIELD ENGINEER GIVING AS-BUILT CONDITIONS AFTER COMPLETION. IT IS TO BE SENT TO THE DIVISION OF STRUCTURES TO BECOME PART OF FINAL BRIDGE DOCUMENTS.

BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL FOUNDATION DATA
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57100400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

PIN NO.: 132680.00
DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

6/16/2026 8:46:19 AM

U-102-86

BILL OF STEEL

SUPERSTRUCTURE (EPOXY COATED)

BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A400E	SLAB	4	2					37'-8"
A401E	CURB	4	2					23'-8"
A402E	CURB	4	2					0'-8"
A500E	SLAB	5	140					55'-0"
A501E	SLAB	5	28					28'-8"
A502E	SLAB	5	8					7'-5"
A600E	SLAB	6	870					33'-6"
SERIES								
A601E	SLAB	6	4	LENGTH VARIES FROM 5'-5" TO 32'-4" IN INC. OF 1'-2½" (23 BARS)				430'-4"
A602E	SLAB	6	200					60'-0"
A603E	SLAB	6	40					13'-3"
B570E	PARAPET	5	1684	2'-8"				3'-3"
B572E	PARAPET	5	565	2'-11"				3'-6"
R400E	CURB/P.A.B.E.	4	52	1'-1"	0'-8"			1'-9"

ABUTMENT NO. 1 (REGULAR)

BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A440	ROADWAY BRKT.	4	1					31'-10"
A441	WINGWALL	4	14					5'-3"
A442	WINGWALL	4	7					17'-4"
A443	WINGWALL	4	11					4'-11"
A444	WINGWALL	4	7					10'-3"
A540	ABUT. BEAM	5	2					32'-5"
A541	WINGBEAM	5	2					16'-7"
A542	ABUT. BEAM	5	2					3'-0"
A641	ENDWALL	6	12					10'-10"
A642	ENDWALL	6	6					3'-4"
A643	ENDWALL	6	6					5'-6"
A644	ENDWALL	6	6					32'-3"
A645	ENDWALL/WINGWALL	6	24					3'-0"
A646	WINGWALL	6	14					5'-3"
A647	WINGWALL	6	7					16'-11"
A648	WINGWALL	6	11					4'-11"
A649	WINGWALL	6	7					10'-10"
A650	ENDWALL	6	17					3'-6"
A740	ABUT. BEAM	7	10					32'-5"
A741	WINGBEAM	7	10					16'-7"
A742	ABUT. BEAM/WINGBEAM	7	10					3'-0"
B640	ENDWALL	6	6	5'-0"				5'-8"
H400	RISER BLOCK	4	12	2'-0"	1'-8"			5'-4"
H401	RISER BLOCK	4	9	2'-9"	1'-8"			6'-1"
H540	RDWY. BRKT./P.A.B.E.	5	22	3'-9"	0'-6"			4'-9"
H640	ABUT. BEAM	6	22	2'-11"	4'-3"			11'-5"
H641	WINGBEAM	6	14	1'-2"	3'-11"			9'-0"
L540	ABUT. BEAM	5	31	2'-11"	2'-7"			11'-11"
L541	WINGBEAM	5	14	2'-8"	2'-7"			11'-5"
VA850	PILES	8	6	2'-6"	2'-6"			5'-0"

ABUTMENT NO. 1 (EPOXY COATED)

BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A570E	WINGWALL/ENDPOST	5	18					4'-11"
A640E	ENDWALL	6	61					5'-9"
B570E	WINGWALL/ENDPOST	5	6	2'-8"				3'-3"
B571E	WINGWALL/ENDPOST	5	24	2'-8"				3'-3"
CD640E	ENDWALL/P.A.B.E.	6	54	2'-5"	1'-1"	9¼"		3'-9"
F640E	ENDWALL/P.A.B.E.	6	31	1-1"	1'-3"	1-1"	1'-3"	4'-0"
H400E	WINGWALL	4	6	0'-10½"	3'-11"			8'-9"
H401E	WINGWALL	4	1	0'-9⅞"	3'-10"			8'-6"
H402E	WINGWALL	4	1	0'-8¾"	3'-9"			8'-3"
H403E	WINGWALL	4	1	0'-7⅝"	3'-8"			8'-0"
H404E	WINGWALL	4	1	0'-6½"	3'-7"			7'-9"
SERIES								
HD400E	WINGWALL	4	1	•	3'-11"	0'-9"		33'-0"
				• DIM "A" VARIES FROM 3¾" TO 5⅞" IN INC. OF ¾" (4 BARS)				
SERIES								
HD401E	WINGWALL	4	1	•	3'-11"	0'-9"		42'-8"
				• DIM "A" VARIES FROM 6½" TO 10" IN INC. OF ⅞" (5 BARS)				
R640E	ENDWALL	6	22	5'-11"	4'-3"			10'-2"

ABUTMENT NO. 2 (REGULAR)

BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A440	ROADWAY BRKT.	4	1					31'-10"
A441	WINGWALL	4	15					5'-3"
A442	WINGWALL	4	7					17'-7"
A443	WINGWALL	4	11					5'-4"
A444	WINGWALL	4	7					10'-3"
A540	ABUT. BEAM	5	2					32'-5"
A541	WINGBEAM	5	2					17'-3"
A542	ABUT. BEAM	5	2					3'-0"
A641	ENDWALL	6	12					10'-10"
A642	ENDWALL	6	6					3'-2"
A643	ENDWALL	6	6					5'-8"
A644	ENDWALL	6	6					32'-3"
A645	ENDWALL/WINGWALL	6	24					3'-0"
A646	WINGWALL	6	15					5'-3"
A647	WINGWALL	6	7					18'-1"
A648	WINGWALL	6	11					5'-4"
A649	WINGWALL	6	7					9'-8"
A650	ENDWALL	6	14					3'-6"
A740	ABUT. BEAM	7	10					32'-5"
A741	WINGBEAM	7	10					17'-3"
A742	ABUT. BEAM/WINGBEAM	7	10					3'-0"
B640	ENDWALL	6	6	5'-0"				5'-8"
H540	RDWY. BRKT./P.A.B.E.	5	24	3'-9"	0'-6"			4'-9"
H640	ABUT. BEAM	6	24	2'-11"	4'-3"			11'-5"
H641	WINGBEAM	6	15	1'-2"	3'-11"			9'-0"
L540	ABUT. BEAM	5	31	2'-11"	2'-7"			11'-11"
L541	WINGBEAM	5	16	2'-8"	2'-7"			11'-5"
VA850	PILES	8	6	2'-6"	2'-6"			5'-0"

ABUTMENT NO. 2 (EPOXY COATED)

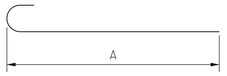
BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A570E	WINGWALL/ENDPOST	5	18					4'-11"
A640E	ENDWALL	6	62					5'-4"
B570E	WINGWALL/ENDPOST	5	6	2'-8"				3'-3"
B571E	WINGWALL/ENDPOST	5	24	2'-8"				3'-3"
CD640E	ENDWALL/P.A.B.E.	6	54	2'-5"	1'-1"	9¼"		3'-6"
F640E	ENDWALL/P.A.B.E.	6	31	1-1"	1'-3"	1-1"	1'-3"	4'-0"
H400E	WINGWALL	4	6	0'-10½"	3'-11"			8'-9"
H401E	WINGWALL	4	1	0'-9⅞"	3'-10"			8'-6"
H402E	WINGWALL	4	1	0'-8¾"	3'-9"			8'-3"
H403E	WINGWALL	4	1	0'-7⅝"	3'-8"			8'-0"
H404E	WINGWALL	4	1	0'-6½"	3'-7"			7'-9"
SERIES								
HD400E	WINGWALL	4	1	•	3'-11"	0'-9"		33'-0"
				• DIM "A" VARIES FROM 3¾" TO 5⅞" IN INC. OF ¾" (4 BARS)				
SERIES								
HD401E	WINGWALL	4	1	•	3'-11"	0'-9"		42'-8"
				• DIM "A" VARIES FROM 6½" TO 10" IN INC. OF ⅞" (5 BARS)				
R640E	ENDWALL	6	24	5'-11"	4'-3"			10'-2"

BENT NO. 1 (REGULAR)

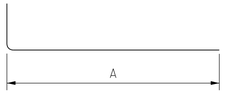
BAR	LOCATION	SIZE	NO. REQ'D.	BENDING DIMENSIONS A	B	C	D	LENGTH
A550	WALL	5	6					33'-8"
A551	WALL	5	72					14'-0"
A552	WALL	5	30					33'-8"
A750	WALL	7	52					33'-10"
A751	WALL/FOOTING	7	59					3'-0"
A850	WALL	8	124					16'-11"
A851	WALL	8	28					21'-5"
B750	FOOTING	7	15	33'-8"				34'-6"
B751	FOOTING	7	15	36'-8"				37'-6"
C850	WALL/FOOTING	8	124	12'-0"				13'-4"
D1050	FOOTING	10	142	14'-0"				16'-10"
H450	RISER BLOCK	4	20	3'-6"	1'-8"			6'-10"
H550	WALL	5	37	4'-6"	3'-1"			10'-8"
SERIES								
H551	WALL	5	1	•	3'-1"			214'-9"
				• DIM "A" VARIES FROM 2'-6" TO 4'-7" IN INC. OF 1¼" (22 BARS)				
VA850	PILES	8	40	2'-6"	2'-6"			5'-0"
YB450	WALL	4	806	2'-8"	8"			4'-1"
YB550	FOOTING	5	204	3'-8"	10"			5'-0"



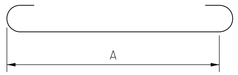
BARS A



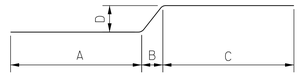
BARS B



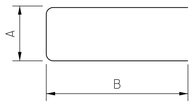
BARS C



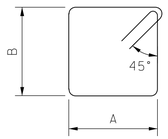
BARS D



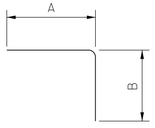
BARS F



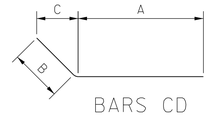
BARS H



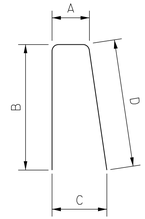
BARS L



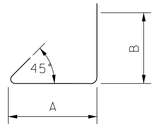
BARS R



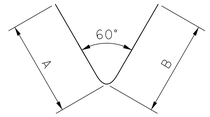
BARS CD



BARS HD



BARS YB



BARS VA

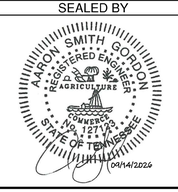
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	06

NOTE: DIMENSIONS SHOWN ON THIS SHEET ARE OUTSIDE TO OUTSIDE OF BAR. STANDARD C.R.S.I. HOOK DETAILS SHALL APPLY, EXCEPT AS NOTED.

NOTE: THE SUFFIX E FOR BARS SO MARKED DENOTES EPOXY COATED REINFORCEMENT.

SEALED BY



CONST. NO.: 571040-F3-003

PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

BRIDGE NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BILL OF STEEL
WIDENING OF CHRISTMASVILLE ROAD OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-87

PIN NO.: 132680.00
DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

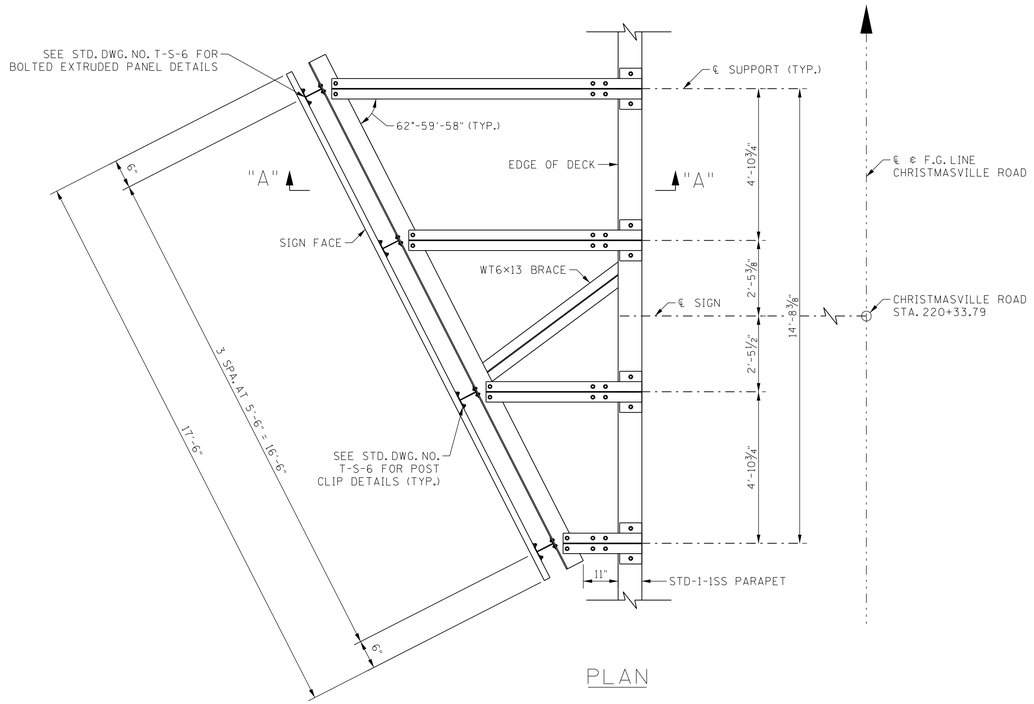
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CONST. NO.: 571040-F3-003

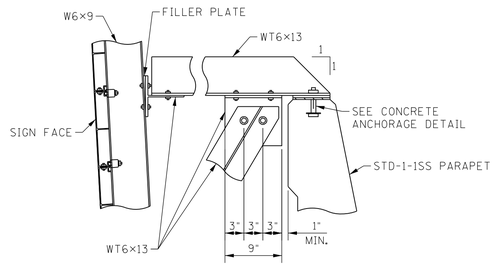
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

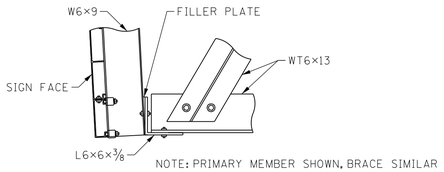
NO.	DATE	BY	BRIEF DESCRIPTION



PLAN

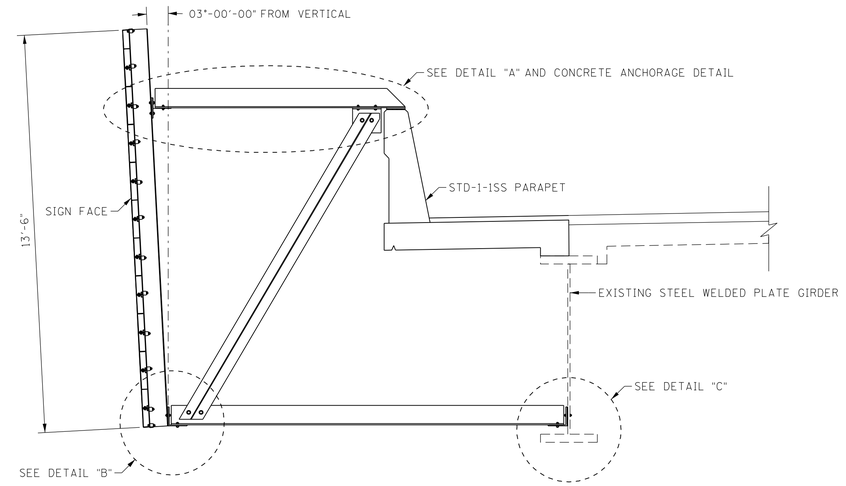


DETAIL "A"



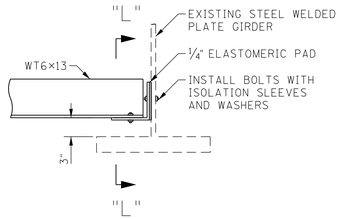
NOTE: PRIMARY MEMBER SHOWN, BRACE SIMILAR

DETAIL "B"

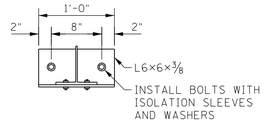


NOTE: REINFORCEMENT NOT SHOWN FOR CLARITY.

SECTION "A"-"A"

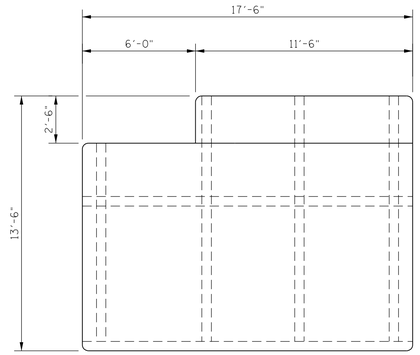


DETAIL "C"



NOTE: PRIMARY MEMBER SHOWN, BRACE SIMILAR.

SECTION "L"-"L"



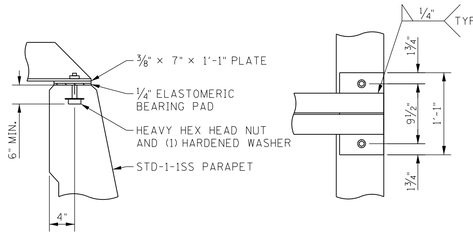
FRONT ELEVATION

SIGN STRUCTURE NOTES:

1. ALL STEEL SHALL BE GALVANIZED AFTER FABRICATION. ALL STEEL HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 OR ASTM B695. ALL OTHER STEEL COMPONENTS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM 123. ALL DAMAGE TO ZINC COATING SHALL BE REPAIRED IN ACCORDANCE WITH ASTM A780.
2. MATERIAL FOR STEEL STRUCTURAL SHAPE AND PLATES SHALL BE ASTM A36 STEEL.
3. ALL BOLTS FOR STRUCTURAL STEEL CONNECTIONS SHALL BE ¾" ø ASTM F3125 GRADE A325 TYPE 1. NUTS SHALL BE ASTM A563 OR ASTM A194 AND ARE TO BE OF TAMPER PROOF TYPE. HARDENED STEEL WASHERS ARE TO BE ASTM F436. INSTALL ISOLATION SLEEVES AND WASHERS WHERE INDICATED.
4. ALL ANCHOR BOLTS SHALL BE ¾" ø F1554 GRADE 55.
5. NO BURNING OF HOLES IN THE EXISTING BRIDGE STEEL STRUCTURAL MEMBER SHALL BE ALLOWED FOR THE SIGN CONNECTIONS. ALL HOLES SHALL BE DRILLED.
6. THE SIGN STRUCTURE ID NUMBERS, DATE OF FABRICATION, AND NAME OF THE FABRICATOR SHALL BE PERMANENTLY ATTACHED TO THE SIDE OF THE LONGEST TOP HORIZONTAL WT MEMBER. THEY SHALL BE LOCATED ABOVE THE BASE PLATE AND BE READABLE WHILE STANDING ADJACENT TO THE PROPOSED STD-1-1SS PARAPET. THE LETTERS SHALL BE A MINIMUM OF ⅜" TALL. THE LETTER SHALL BE DIE CUT OR ENGRAVED INTO THE METAL BEFORE GALVANIZING AND SHALL BE READABLE AFTER GALVANIZING. ALL EXCESS GALVANIZING SHALL BE BRUSHED OFF. THE LOCATION AND DESCRIPTION OF THE DATA MUST BE SHOWN ON THE SHOP PLANS. STENCILING WITH PAINT WILL NOT BE ALLOWED. IF A FABRICATOR ELECTS TO PLACE THE REQUIRED INFORMATION ON A STEEL PLATE, THEN THE PLATE MUST BE WELDED ALL AROUND BEFORE GALVANIZING.

ESTIMATED QUANTITIES

GALVANIZED STEEL 2,227 LB. COST OF SIGN ASSEMBLY IN PLACE INCLUDING ALL STRUCTURAL COMPONENTS AND CONNECTIONS SHALL BE A LUMP SUM AND SHALL BE BID AS ITEM NO. 713-15.11.



CONCRETE ANCHORAGE DETAIL

PIN NO.: 132680.00
DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

SEALED BY



BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
MOUNTED SIGN DETAILS
WIDENING OF CHRISTMASVILLE ROAD
OVER I-40
BRIDGE ID NO. 57I00400037
STATION 221+07.24
LOG MILE 3.23
MADISON COUNTY
2026

U-102-88

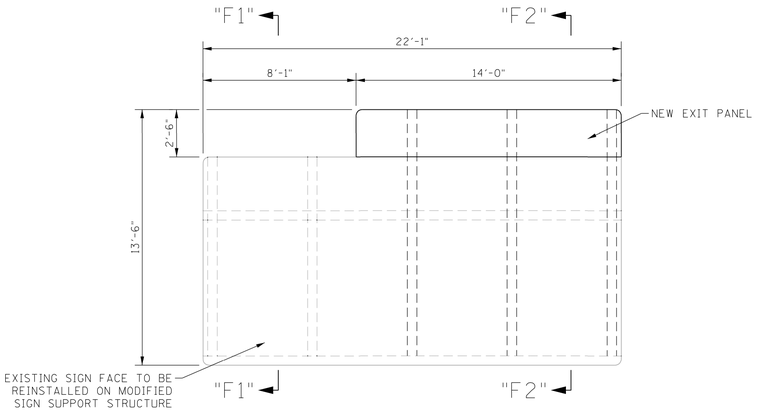
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CONST. NO.: 571040-F3-003

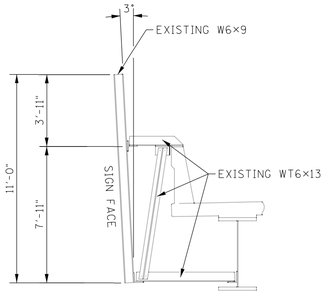
PROJECT NO.	YEAR	SHEET NO.
STP-M-NH-I-40-1(372)	2026	

REVISIONS

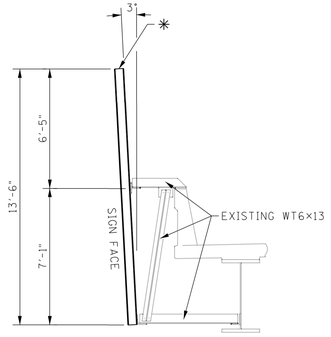
NO.	DATE	BY	BRIEF DESCRIPTION



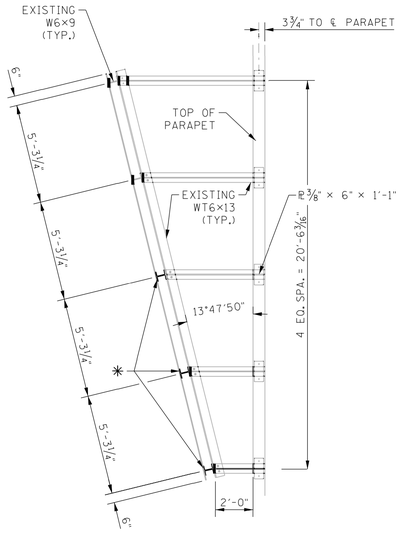
FRONT ELEVATION



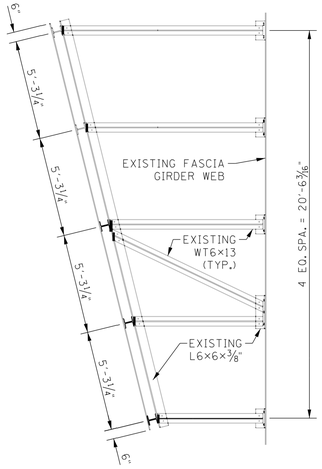
SECTION "F1"-"F1"



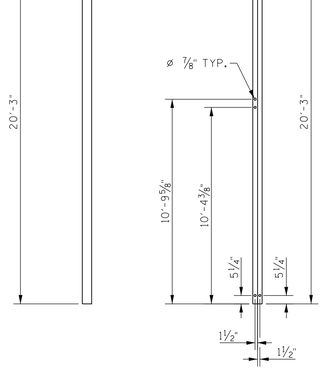
SECTION "F2"-"F2"



PLAN OF TRUSS AT TOP



PLAN OF TRUSS AT BOTTOM



W6×9 MEMBER DETAIL

ESTIMATED QUANTITIES

GALVANIZED STEEL 365 LB.

COST OF SIGN ASSEMBLY IN PLACE SHALL BE A LUMP SUM AND PAID FOR WITH BRIDGE NO. 2 QUANTITIES AS ITEM NO. 713-15.12.

NOTE

EXISTING MOUNTED SIGN TO BE MODIFIED AS SHOWN. EXISTING STRUCTURAL MEMBERS ARE SHOWN GRAY ON THE SHEET. PROPOSED OR MODIFIED STRUCTURAL MEMBERS ARE SHOWN BLACK ON THE SHEET.

ALL DIMENSIONS AS SHOWN FOR EXISTING STRUCTURE SHALL BE VERIFIED BY FIELD MEASUREMENTS PRIOR TO FABRICATION OF PROPOSED SIGN SUPPORT MEMBERS.

NEITHER THE SIGN FACE NOR ANY SUPPORT MEMBER SHALL BE LOWER THAN BOTTOM OF BRIDGE FASCIA GIRDER.

GENERAL NOTES

CONSTRUCTION SPECIFICATIONS: TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (APRIL 1, 2026 EDITION).

DESIGN SPECIFICATIONS: AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, FIRST EDITION (2015) WITH INTERIMS.

SHOP DRAWINGS: SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS.

MATERIAL SPECIFICATIONS

1. ALL STEEL SHALL BE GALVANIZED AFTER FABRICATION AND CONFORM TO THE REQUIREMENTS OF ASTM-A123. DAMAGE TO THE COATING SHALL BE REPAIRED SUBSEQUENT TO ERECTION.
2. MATERIAL FOR STEEL STRUCTURAL SHAPE AND PLATES SHALL BE ASTM-A36 STEEL.
3. ALL BOLTS FOR STRUCTURAL STEEL CONNECTIONS SHALL BE ¾" ⌀ GALVANIZED ASTM F3125 A325 GRADE STEEL. NUTS ARE TO BE TAMPER PROOF TYPE.
4. NO BURNING OF HOLES IN THE EXISTING BRIDGE STEEL STRUCTURAL MEMBER SHALL BE ALLOWED FOR THE SIGN CONNECTIONS. ALL HOLES SHALL BE DRILLED.

* DENOTES: W6×9 MEMBERS TO BE REMOVED AND REPLACED WITH LONGER MEMBERS. SEE W6×9 MEMBER DETAIL. REMAINDER OF SIGN STRUCTURE TO REMAIN.

LIST OF REFERENCE DRAWINGS (EXISTING BRIDGE DRAWINGS)

	PROV. NO.	LATEST REV. DATE
SIGN SUPPORT DETAILS	U-75-266	11-04-20

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TOTAL
713-15.12	SIGN SUPPORT ASSEMBLY ON BRIDGE (SIGN NO. 42)	L.S.	1

SEALED BY



BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
MOUNTED SIGN DETAILS
CAMPBELL STREET
OVER I-40
BRIDGE ID NO. 57I00400029
LOG MILE 16.01
MADISON COUNTY
2026

U-75-266A

PIN NO.: 132680.00
DESIGN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
DRAWN BY: P. TSOUROUK. (KIMLEY-HORN) DATE: 07/2026
SUPERVISED BY: G. GOOD (KIMLEY-HORN) DATE: 07/2026
CHECKED BY: A. GORDON (KIMLEY-HORN) DATE: 07/2026

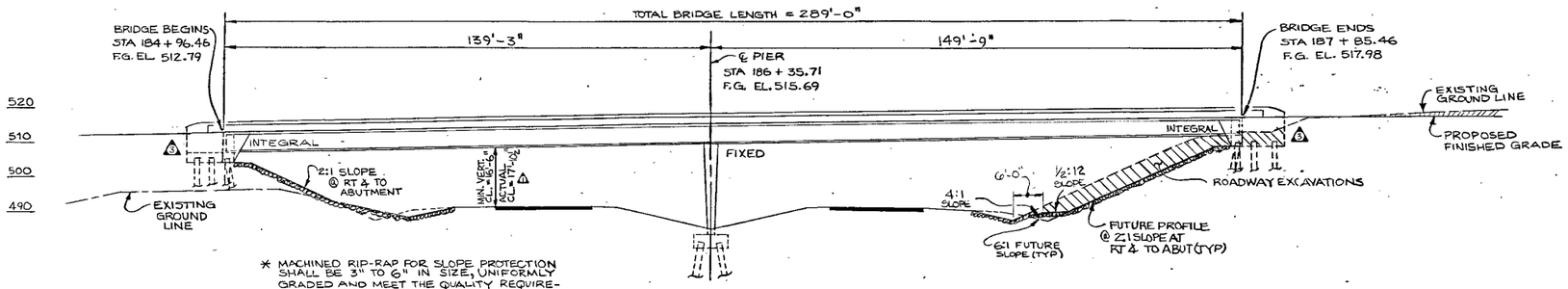
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CONST. NO. 57001-3154-44

PROJECT NO.	YEAR	SHEET NO.
IR-40-1(218)85	1986	

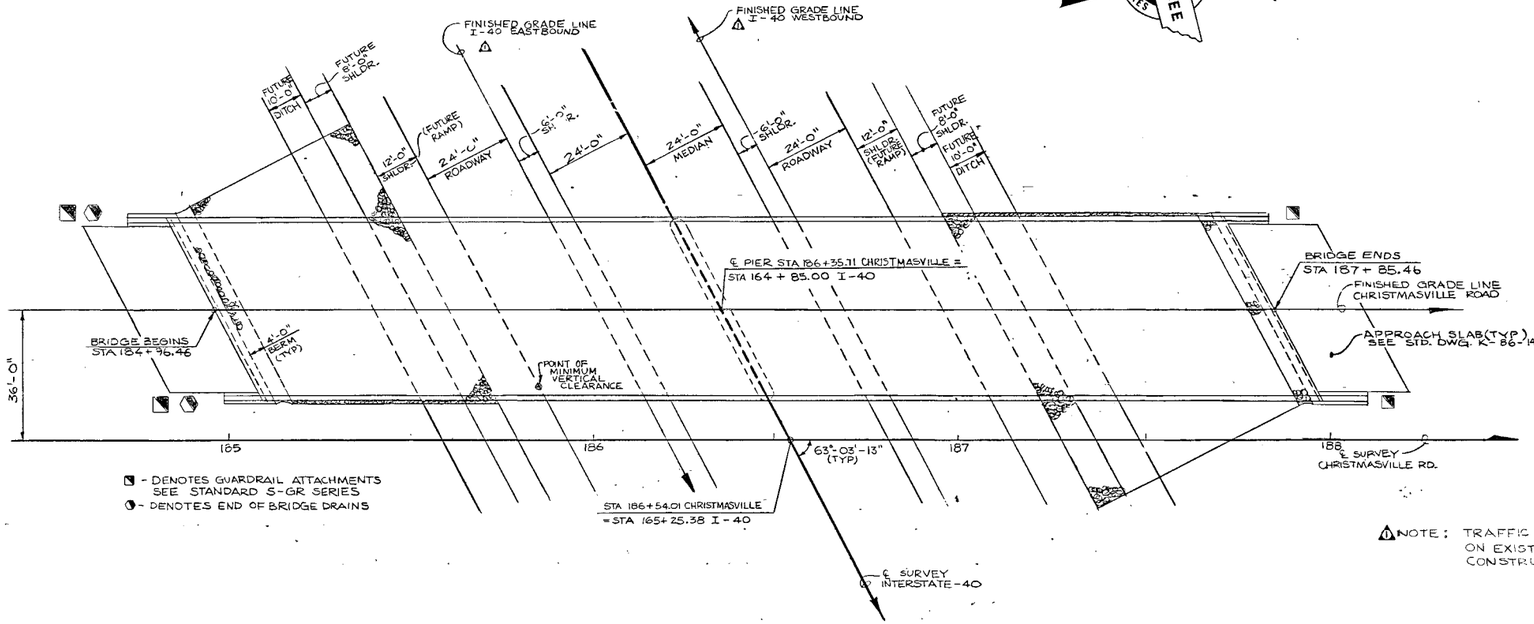
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-22-86	LAF	CHANGED VERTICAL CLEARANCE; ADDED NOTES; CHANGED DIRECTIONS FOR EASTBOUND & WESTBOUND LANES
2	6-12-86	LAF	UPDATED REVISION DATE
3	8-22-86	LAF	REVISED APRONWALLS; UPDATED REVISION DATES
4	8-26-86	LAF	UPDATED REVISION DATES



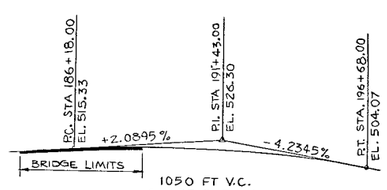
* MACHINED RIP-RAP FOR SLOPE PROTECTION SHALL BE 3" TO 6" IN SIZE, UNIFORMLY GRADED AND MEET THE QUALITY REQUIREMENTS OF SUBSECTION 918-10 AND PAID FOR UNDER ITEM 709-05.04. SEE STD. DWG NO. RD-SA-1.

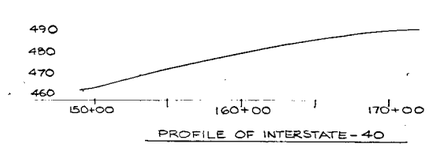
ELEVATION



- DENOTES GUARDRAIL ATTACHMENTS SEE STANDARD S-GR SERIES
- DENOTES END OF BRIDGE DRAINS

PLAN





⚠1 NOTE: TRAFFIC WILL BE MAINTAINED ON EXISTING STRUCTURE DURING CONSTRUCTION.

LIST OF DRAWINGS	DWG. NO.	⚠2 ⚠3 ⚠4 LAST REV. DATE
LAYOUT OF BRIDGE	M-172-119	8-22-86
GEN. NOTES & EST QUANTITIES	M-172-120	8-26-86
FOUNDATION DATA	M-172 121	8-26-86
SUPERSTRUCTURE	M-172-122	8-22-86
SUPERSTRUCTURE DETAILS	M-172-123	
SUPERSTRUCTURE DETAILS	M-172-124	8-22-86
ABUTMENTS 1 & 2	M-172-125	8-26-86
ABUTMENTS 1 & 2 DETAILS	M-172-126	8-26-86
BENT	M-172-127	8-22-86
IDENT DETAILS	M-172-128	8-22-86
BILL OF STEEL	M-172-129	8-22-86

LIST OF STANDARD DWGS.	DWG. NO.	LAST REV. DATE
STD. PILE DETAILS	H-5-111	11-12-82
MISC ABUT. & DRAINAGE DETAILS	K-85-150	1-9-75
BRIDGE RAILING-CONC. PARAPET	M-28-1	4-11-85
TENN. STD. PRECAST, PREST. BRIDGE DECK PANELS DESIGN CRITERIA	M-164-24	2-4-86
TENN. STD. PRECAST, PREST. BRIDGE DECK PANELS GENERAL DETAILS	M-164-25	2-4-86
REINF BAR SUPPORT DETAILS FOR CONCRETE SLABS	K-80-14	8-27-76
REINF. CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	7-17-81

PROV NO.	REV DATE	SPEC. PROVISION
105A	3-25-85	REG. APPROVAL OF SHOP DWGS.
604	1-6-86	REG. CONCRETE STRUCTURES
604A	12-20-82	REG. CLASS 'A' CONC. FOR PRIDEL DECKS
604P	11-11-85	REG. PRECAST, PREST. BRIDGE DECK PANELS
709	12-23-85	REG. MACHINED RIP-RAP
602	9-30-85	REG. SECTION 602-STEEL STRUCTURES
907A	3-25-85	REG. EPOXY COATED REINF. STEEL

DESIGNED BY L.A FLETCHER DATE 1-86
DRAWN BY L.A.F. & P.C DATE 4-86
SUPERVISED BY J. FIELDS & M.A. HOLLAHAN DATE 4-86
CHECKED BY L.A. FLETCHER DATE 5-86

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LAYOUT OF BRIDGE
CHRISTMASVILLE ROAD OVER INTERSTATE 40
STATION 186+54.01
MADISON COUNTY
1986

CORRECT _____ ENGINEER OF STRUCTURES
APPROVED _____ DIRECTOR OF HIGHWAYS

M-172-119

CLASS 'A' GRADING 'D' 10 CY

CONST. NO: 57001-3154-44

PROJECT NO.	YEAR	SHEET NO.
IR-40-1(218)85	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-15-86	LAF	CORRECTED UNIT FOR ITEM 709-05.04
2	5-22-86	LAF	ADDED ITEM 202-04.01
3	6-12-86	LAF	CHANGED QUANTITIES
4	8-22-86	LAF	REVISED QUANTITIES
5	8-26-86	LAF	REVISED QUANTITIES; TEXTURE FINISH SKETCH
6	9-16-87	DAS	REVISED QUANTITIES
7	8-3-88	BEB	REVISED QUANTITIES

GENERAL NOTES

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (MARCH 1981 EDITION)

LOADING: HS20-44

DESIGN SPECIFICATIONS: AASHTO 1983 EDITION WITH ADDENDA.

CONCRETE: TO BE CLASS 'A' F'C = 3,000 P.S.I. UNLESS OTHERWISE NOTED.

CLASS 'A' CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SECTION 604 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY SPECIAL PROVISION 604A.

BRIDGE DECK FORMS: BRIDGE DECK FORMS FOR CONCRETE DECKS SHALL BE CONSTRUCTED USING EITHER REMOVEABLE FORMS OR PERMANENT FORMS. PERMANENT FORMS MAY BE EITHER REMAIN-IN-PLACE STEEL OR PRECAST, PRESTRESSED CONCRETE PANELS. IN EITHER CASE, FORMS SHALL BE ATTACHED BY MEANS OTHER THAN WELDING TO SUPPORT MEMBERS. THE CONTRACTOR SHALL TAKE STEPS TO ASSURE THE STABILITY OF THE EXTERIOR GIRDER AGAINST TWISTING OR OVER-TURNING DURING SLAB POURING OPERATIONS.

REINFORCING STEEL: TO BE ASTM A615 GRADE 60. STANDARD CRSI HOOK DETAILS APPLY UNLESS OTHERWISE NOTED ON BILL OF STEEL. SPACING DIMENSIONS ARE CENTER TO CENTER UNLESS OTHERWISE NOTED ON DETAIL DRAWINGS. THE SUFFIX 'E' FOR BARS SO MARKED, DENOTES EPOXY COATED REINFORCEMENT; SEE SPECIAL PROVISION 907A.

WELDING: SEE SPECIAL PROVISION NO. 602 AND NOTES ON DWG NO. M-172-122.

PAINT: SYSTEM A - SILICO CHROMATE: BLUE TOP COAT - SEE TENNESSEE STANDARD SPECIFICATION, SECTION 603.05(b).

RADIOGRAPHIC, ULTRASONIC, AND MAGNETIC INSPECTION: SEE SPECIAL PROVISION NO. 602, NOTES ON DWG. NO. M-172-122.

STEEL STRUCTURES: SEE TENNESSEE STANDARD SPECIFICATIONS SECTION 602 AND NOTES ON DRAWING NO. M-172-122.

NON-PAY ITEMS: ONLY ITEMS SHOWN ON THE PROPOSAL AS PAY ITEMS WILL BE PAID FOR. COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND INCIDENTALS FOR THE ENTIRE CONTRACT SHALL BE INCLUDED IN THE PRICE BID FOR PAY ITEMS.

MACHINED RIP-RAP: MACHINED RIP-RAP FOR SLOPE PROTECTION SHALL BE 3" TO 6" IN SIZE UNIFORMLY GRADED AND MEET THE QUALITY REQUIREMENT OF SUBSECTION 918-1C AND PAID FOR UNDER ITEM 709-05.04-C.Y.

BRIDGE RAIL SYSTEM: BUILD PARAPETS ACCORDING TO STANDARD DRAWING NO. M-28-1.

SHOP DRAWINGS: SEE SPECIAL PROVISION 105A.

LINSEED OIL PROTECTIVE TREATMENT: SURFACES RECEIVING AN APPLIED TEXTURE FINISH SHALL NOT RECEIVE A LINSEED OIL TREATMENT. SEE APPLIED TEXTURE FINISH DETAIL ON THIS SHEET.

BRIDGE DECK SURFACE FINISH: TO BE IN ACCORDANCE WITH NOTE C, SHEET 2, OF SPECIAL PROVISION 604.

FRICTION PILES: TO BE SIZE I. AFTER EXCAVATION TO THE PROPOSED FOOTING ELEVATIONS, A TEST PILE SHALL BE DRIVEN AT EACH SUBSTRUCTURE AT THE LOCATION DESIGNATED ON DRAWING NUMBERS M-172-125 AND M-172-127. A LOAD TEST WILL THEN BE APPLIED TO THE TEST PILE ON ABUTMENT NO.1. FROM THE RESULTS OF THE LOAD TEST THE ENGINEER OF STRUCTURES WILL DETERMINE FINAL PILE TIP ELEVATIONS FOR PILE DESIGN LOADS, CUT-OFF ELEVATIONS AND TIP ELEVATIONS, SEE TABLE ON DWG. NO. M-172-121.

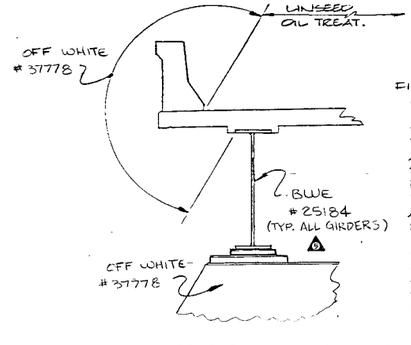
ALTERNATE PILES: THE CONTRACTOR MAY USE PILING OF A DIFFERENT MATERIAL OR CONFIGURATION FROM THAT SHOWN ON THE PLANS PROVIDED THE SUBSTITUTION MEETS MINIMUM DESIGN STANDARDS AND SPECIFICATIONS AND IS APPROVED BY THE ENGINEER.

"ESTIMATED QUANTITIES"

ITEM NO'S	202-04.01	204-02.01		606-09.01	606-09.02	606-09.03	604-02.03	602-03	604-01.12	604-03.01	604-03.02	604-03.03	604-04.01		620-03	709-05.04	710-09.01	710-09.02
ITEMS	⚠REMOVAL OF STRUCTURES (EXISTING BRIDGE NO.57-151-5.52, STA 20+00) L.S. (2)	DRY EXCAVATION (BRIDGES) C.Y. (1)		TEST PILES (PRECAST CONC. SIZE I) L.F	LOADING TEST (PRECAST CONC SIZE I) EA.	PRECAST CONC. PILES (SIZE I) (14"x14") L.F.	EPOXY COATED REINFORCING STEEL ⚠ LB.	STEEL STRUCTURES L.S. (5)	CLASS 'A' CONCRETE (BRIDGE DECK) ⚠ C.Y.	CLASS 'A' CONCRETE (BRIDGES) ⚠ C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) ⚠ LB.	LINSEED OIL TREATMENT S.Y.	APPLIED TEXTURE FINISH (NEW STRUCTURES) S.Y.		CONCRETE PARAPET (M-28-1) L.F. (4)(6)	MACHINED RIP-RAP (3" TO 6") C.Y. ⚠	6" PERF. PIPE UNDERDRAIN W/VERTICAL DRAIN SYSTEM L.F. (3)	6" PIPE UNDERDRAIN L.F.
SUPERSTRUCTURE							104,441		⚠ 472	16	3,387							
ABUTMENT NO.1		68		40		390				⚠ 27	4,908					151	71	16
PIER		197		30		780				274	29,276							
ABUTMENT NO.2		68		30		260				⚠ 27	4,883					151	71	16
PAVMT @ BRIDGE ENDS							6069			99	19635							
TOTALS	1	333		100 ⚠	1	1430 ⚠	110,510 ⚠	1	⚠ 472	⚠ 443	62,089 ⚠	1493	1,196		622	302	142	32

NOTES:

1. EXCAVATION BASED ON FINAL PROFILE.
2. LUMP SUM REMOVAL OF EXISTING BRIDGE WITH CONCRETE GIRDERS AND CONCRETE DECK.
3. COST OF POLYETHYLENE SHEETING AND ALL MISCELLANEOUS ITEMS NECESSARY FOR INSTALLATION TO BE INCLUDED IN COST OF PERFORATED PIPE.
4. THE COST OF 4 INSERT ASSEMBLIES AND 16 7/8" ø x 4" HEX HEAD BOLTS, (A307), TO BE INCLUDED IN ITEM 620-03.
5. ALL REINFORCING STEEL IN THE TRAFFIC FACE OF PARAPET SHALL BE EPOXY COATED. COST TO BE INCLUDED IN THE PRICE BID FOR ITEM 620-03.
6. COST OF RUBBER BONDING CEMENT AND ELASTOMERIC BEARING PADS, TO BE INCLUDED IN UNIT PRICE BID FOR CLASS 'A' CONCRETE.
7. THE COST OF BITUMINOUS FIBERBOARD, AND ALL MISCELLANEOUS JOINT MATERIAL TO BE INCLUDED IN BRIDGE ITEM'S BID ON.
8. NOTE: LUMP SUM: TOTAL ESTIMATED WEIGHT OF 453,150 LBS. OF STRUCTURAL STEEL INCLUDES: (A325) 1,640 LBS., (A36) 46,023 LBS (A572) 362,619 LBS (A588) 42,868 LBS. TOTAL ESTIMATED WEIGHT INCLUDES SHEAR CONNECTORS (A36), AND BOLTS (A325). ALSO SEE TENNESSEE STANDARD SPECIFICATIONS SECTION 602.5(3) AND 602.54.



TEXTURE FINISH SKETCH

⚠ BLUE # 25184
OFF-WHITE # 37778

FINISHING CONCRETE SURFACES: CONCRETE FINISHING SHALL BE IN ACCORDANCE WITH SECTION 604.22 OF THE TENNESSEE STANDARD SPECIFICATION. AN APPLIED TEXTURE FINISH SHALL BE USED IN LIEU OF A CLASS 2 FINISH. THE COLOR OF THE FINISH SHALL BE SIMILAR TO ⚠, FEDERAL SPECIFICATION NO. ⚠, FEDERAL COLOR STANDARD NO. 595A, AND A COLOR SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. NO TEXTURE FINISH SHALL BE APPLIED PRIOR TO COMPLETION OF PAVING AND HAULING OPERATIONS AT THE BRIDGE SITE. PAYMENT FOR THE APPLIED TEXTURE FINISH SHALL BE UNDER ITEM NO. 604-04-01.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

GENERAL NOTES & ESTIMATED QUANTITIES
CHRISTMASVILLE ROAD OVER INTERSTATE 40
STATION 186+54.01
MADISON COUNTY
1986

DESIGNED BY L.A FLETCHER DATE 1/86
DRAWN BY WANDA ALLEN & JG DATE 4/86
SUPERVISED BY FIELDS & M.A.H. DATE 4/86
CHECKED BY L.A. FLETCHER DATE 5/86

CORRECT _____ ENGINEER OF STRUCTURES
APPROVED _____ DIRECTOR OF HIGHWAYS

M-172-120

DRAWING 44 141 6398

ATA1390Y

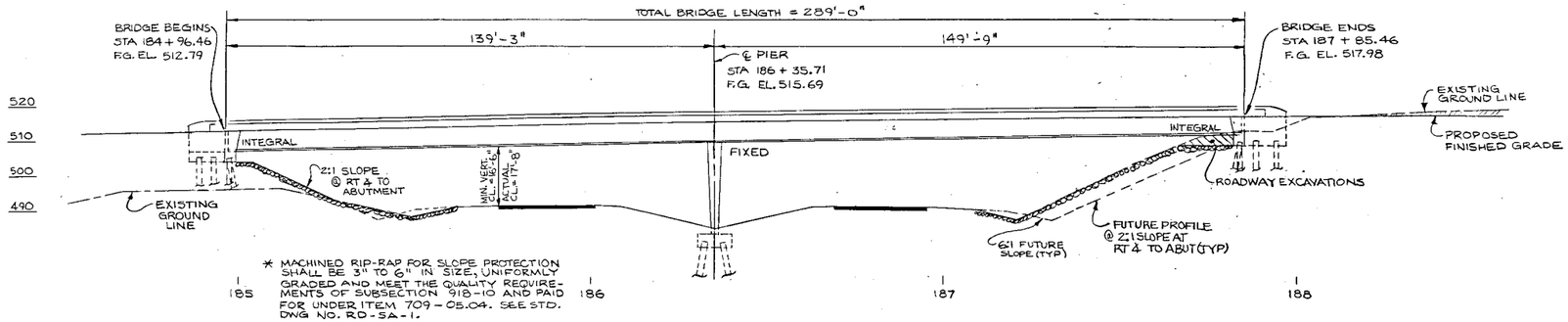
CONST. No. 57001-3154-44

P.E. No. 57001-5149-44.

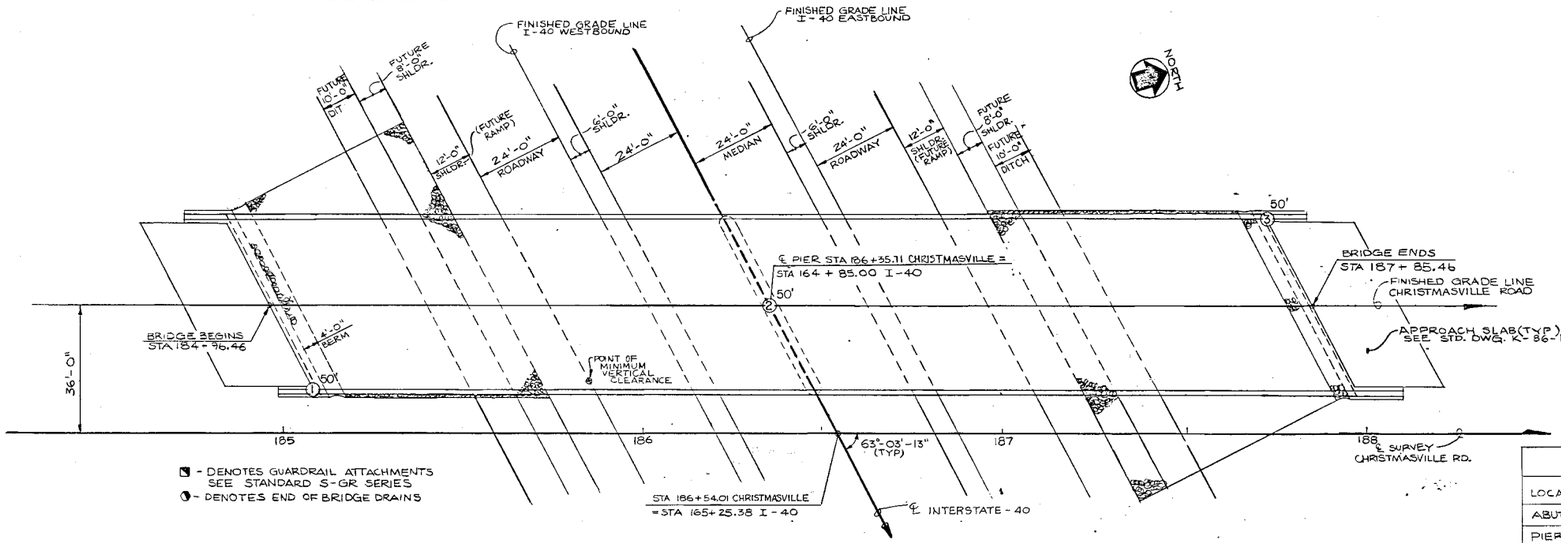
PROJECT NO.	YEAR	SHEET NO.
IR-40-1(209)85	1986	

REVISIONS

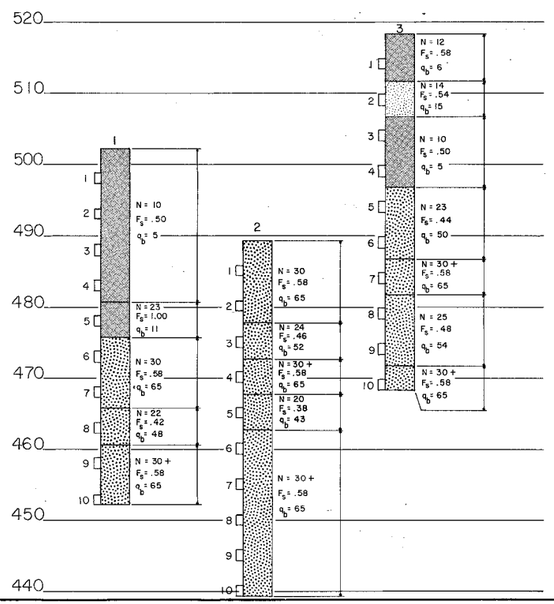
NO.	DATE	BY	BRIEF DESCRIPTION
1	8-26-86	LAF	FOUNDATION SHEET ADDED TO PLANS

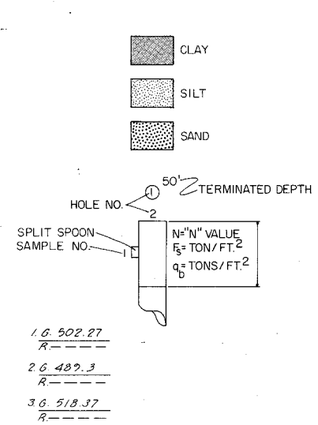


* MACHINED RIP-RAP FOR SLOPE PROTECTION SHALL BE 3" TO 6" IN SIZE, UNIFORMLY GRADED AND MEET THE QUALITY REQUIREMENTS OF SUBSECTION 918-10 AND PAID FOR UNDER ITEM 709-05.04. SEE STD. DWG NO. RD-SA-1.



▧ - DENOTES GUARDRAIL ATTACHMENTS SEE STANDARD S-GR SERIES
◑ - DENOTES END OF BRIDGE DRAINS





I.G. 502.27
R.———

2.G. 489.3
R.———

3.G. 518.37
R.———

B.M. Elev. 473.16
Nail in Root 60" Oak
40' Rt. Sta. 175+60.

B.M. Elev. 484.06
Nail in Base 12" Oak
25' Lt. Sta. 180+18.

B.M. Elev. 494.93
Nail in 6" Soapwood
5' Rt. Sta. 184+85.

B.M. Elev. 521.70
Nail in Power Pole
100' Lt. Sta. 189+70.

B.M. Elev. 488.85
Nail in Tele. Pole
55' Rt. Sta. 196+50.

PILE DATA

LOCATION	DESIGN LOAD	TEST PILE LENGTH	P.C.O. ELEVATION	ESTIMATED PILE LENGTH	MINIMUM PILE TIP ELEV.
ABUT. 1	94 TONS	40 FT.	504.41	30 FT.	474.41
PIER 1	98 TONS	30 FT.	483.50	20 FT.	463.50
ABUT. 2	94 TONS	30 FT.	509.65	20 FT.	489.65

REQUIRED:

1. APPROXIMATE EXISTING GROUND LINE AND ROCK LINE.
2. SUFFICIENT GROUND, ROCK, AND CORING INFORMATION FOR BRIDGE FOUNDATIONS.

NOTE: THIS DRAWING IS FOR FOUNDATION INFORMATION ONLY AND IS NOT TO BE USED AS A LAYOUT.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

FOUNDATION DATA
CHRISTMASVILLE ROAD
OVER INTERSTATE 40
STATION 186+54.01
MADISON COUNTY
1986

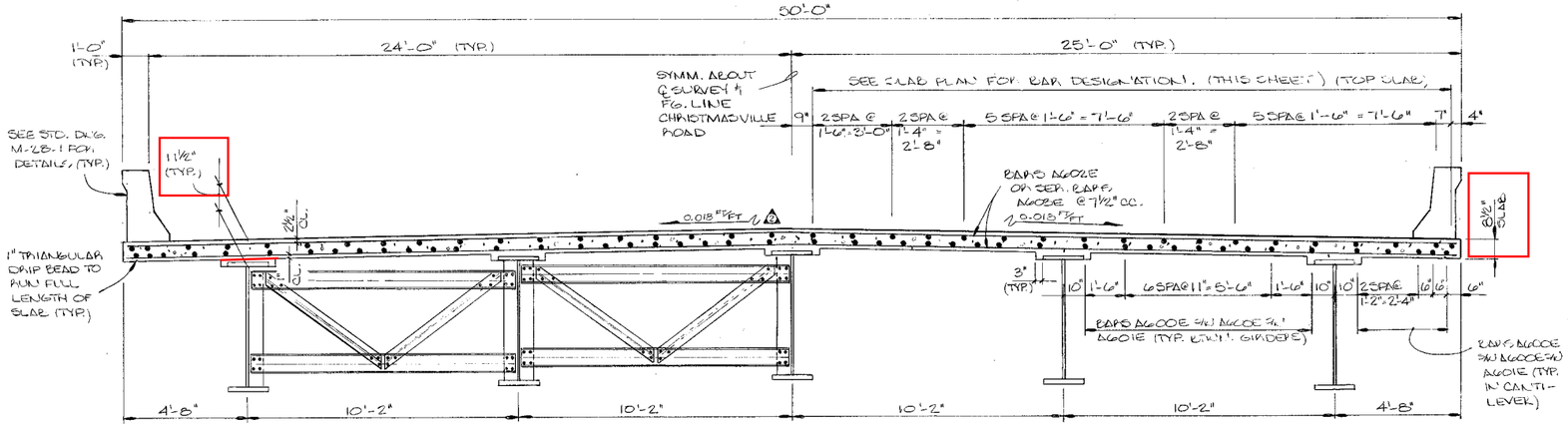
CORRECT Clellon L Loveall
ENGINEER OF STRUCTURES

APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

M-172-121

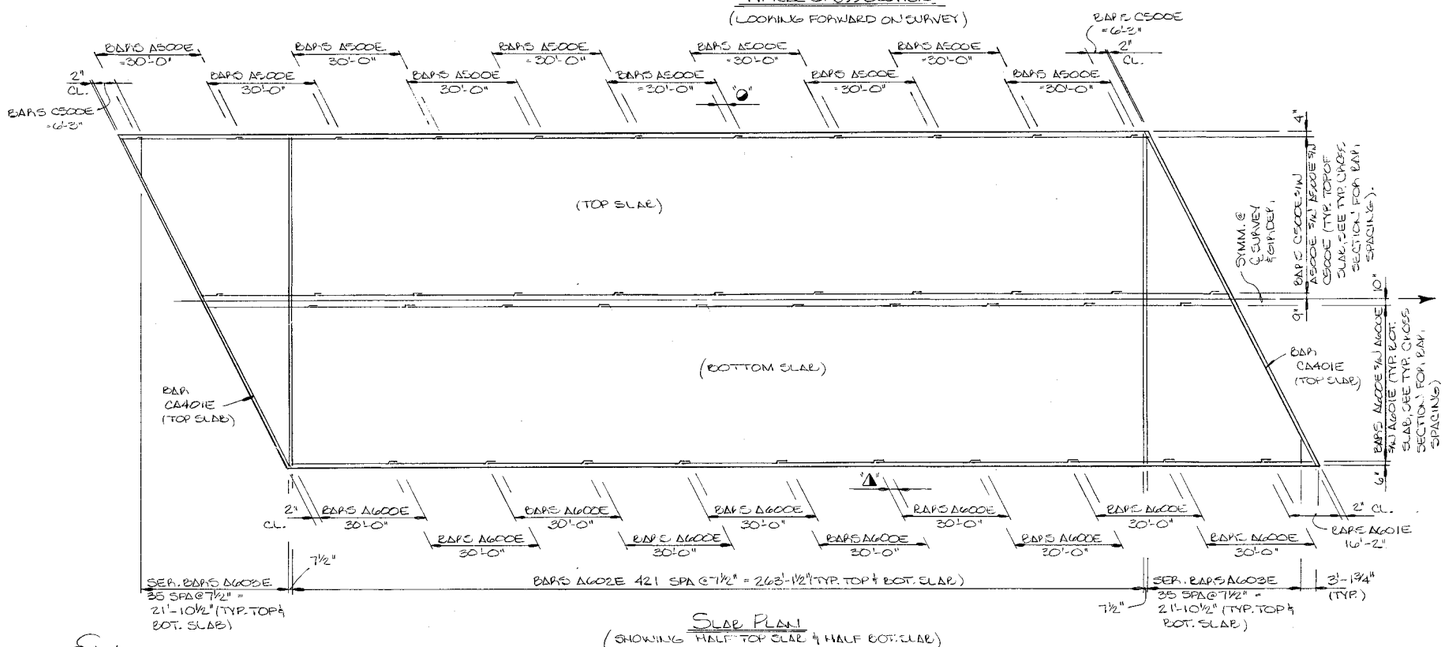
DESIGNED BY _____ DATE _____
DRAWN BY REPRODUCTION M. DYE DATE 4-86
SUPERVISED BY B.L.H. & M.A.H. DATE 4-86
CHECKED BY _____ DATE _____

DRAWING 44-141 61318



TYPICAL CROSS SECTION

(LOOKING FORWARD ON SURVEY)

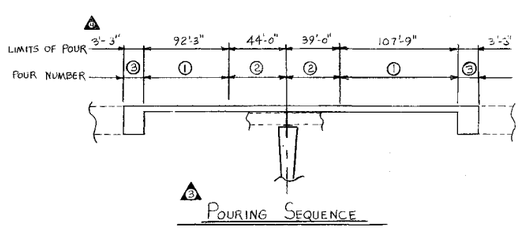


SLAB PLAN

(SHOWING HALF TOP SLAB & HALF BOT. SLAB)

DENOTES: 2'-2" MIN. LAP.

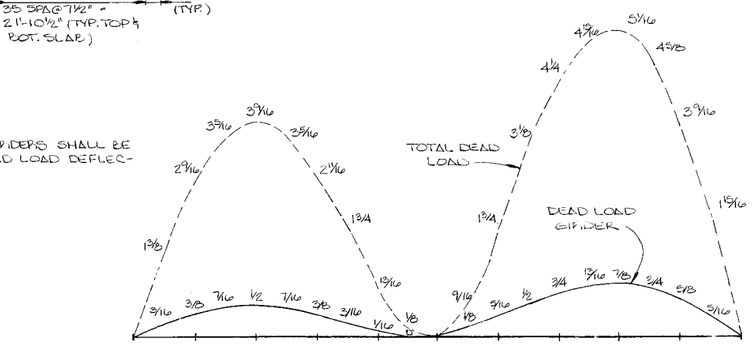
DENOTES: 2'-9" MIN. LAP.



POURING SEQUENCE

(SEE POURING SEQUENCE NOTE THIS SHEET)

DEAD LOAD CORRECTION CURVE: GIRDERS SHALL BE CAMBERED TO COMPENSATE FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE.



DEAD LOAD CORRECTION CURVE

NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DWG. M-28-1.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGFOOT AND PARAPET. FOR DETAILS OF WINGFOOT AND PARAPET SEE STD. DWG. M-28-1.

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

IDENTITY OF MAIN MATERIALS: SEE SPECIAL PROVISION NO. 602.

WELDING: ANSI D1.1-80 STRUCTURAL WELDING CODE, AASHTO STANDARD SPECIFICATIONS FOR WELDING OF STRUCTURAL STEEL HIGHWAY BRIDGES, THIRD EDITION, 1981, AND SPECIAL PROV. 602.

FIELD CONNECTIONS: SHALL BE ⅞" Ø HIGH TENSILE STRENGTH BOLTS ASTM-A325 (OR ASTM A490) UNLESS OTHERWISE SHOWN. SEE AASHTO SPECIFICATIONS ART. 10.17 DIVISION II. ALL HIGH STRENGTH BOLTED CONNECTIONS ARE FRICTION TYPE.

SHOP ASSEMBLY: PROGRESSIVE SHOP ASSEMBLY WILL BE ALLOWED. SEE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, ART. 10.14.4.2 DIVISION II.

NOTE: THE CONCRETE DECK SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING AND/OR BOLTING COMPLETE.

ADDITIONAL SHOP SPLICE NOTE: SHOP SPLICES NECESSARY DUE TO LENGTHS OR SIZE OF MATERIAL INVOLVED MAY BE LOCATED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER.

ADDITIONAL FIELD SPLICE NOTE: FIELD SPLICES NECESSARY DUE TO LENGTHS INVOLVED MAY BE LOCATED BY THE FABRICATOR, SUBJECT TO APPROVAL BY THE ENGINEER.

STRUCTURAL STEEL: SHALL CONFORM TO AASHTO M 183 (ASTM A36) UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR GIRDERS FLANGES IN TENSION AND ALL WEBS SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARPY V-NOTCH TESTS SPECIFIED IN AASHTO MATERIAL SPECIFICATIONS, ZONE 2 OF TABLE 5I SHALL APPLY. AASHTO M223 (ASTM-572) IN THICKNESS GREATER THAN 2 INCHES SHALL MEET THE LONGITUDINAL CHARPY IMPACT VALUES SPECIFIED FOR M222 (ASTM-588) OF EQUIVALENT THICKNESSES.

(3) POURING SEQUENCE: THE SLAB SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING OR BOLTING IS COMPLETED. ALL POURS ARE TO BE MADE IN NUMERICAL SEQUENCE. POUR NO. 1 SHALL PROCEED IN A DIRECTION FROM MID-SPAN TO THE ABUTMENT. POURS WITH THE SAME NUMERICAL DESIGNATION MAY BE MADE SIMULTANEOUSLY. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING. NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE ENTIRE SLAB IS IN PLACE. (SEE NOTE CONCERNING POUR NO. 3 LOCATED AT SECTION "A-A" ON DRAWING NUMBER M-172-125)

CONST. NO. 5100I-3154-44

PROJECT NO.	YEAR	SHEET NO.
IR-40-1(218)82	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	6-12-86	LAF	ESTIMATED QUANTITIES
2	8-22-86	LAF	ADDED CROSS-SLOPE
3	9-16-87	DAS	ADDED POURING SEQUENCE SKETCH.
			REVISED NOTE & QUANTITIES
4	8-3-88	BEB	REVISED ESTIMATED DECK QUAN.
			QUANTITIES DUE TO ADJT. CHANGE

(3) (4) "ESTIMATED QUANTITIES"

CLASS "A" CONCRETE BRIDGE DECK CY	CLASS "A" CONCRETE CY	EPOXY COATED REINFORCING STEEL LB. (1)	REINFORCING STEEL LB.
472	16	104,441	3,387

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE
CHRISTMASVILLE ROAD OVER
INTERSTATE-40
STATION 186+54.01
MADISON COUNTY
1986

CORRECT _____ ENGINEER OF STRUCTURES

APPROVED _____ DIRECTOR OF HIGHWAYS

M-172-122

DESIGNED BY	L. FLETCHER	DATE 3/86
DRAWN BY	K. PHILLIPS	DATE 4/86
SUPERVISED BY	J. FIELDS & M. HOLLOMAN	DATE 4/86
CHECKED BY	L.A. FLETCHER	DATE 5/86

BRUNING 44-141 61318

CONST. NO. STP-I-0031-3154-44

PROJECT NO.	YEAR	SHEET NO.
IM-40-1(218) 85	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

GIRDER (A) = 25'-0"
GIRDER (B) = 19'-10"
GIRDER (C) = 14'-8"
GIRDER (D) = 9'-6"
GIRDER (E) = 4'-4"

INTER. CROSS-FRAME SPACING

℄ BRG @ ABUT. 1

1@27", 1@45", 4@37"

4@75" (TYP.)

4@75" (TYP.)

GIRDER (A) = 20'-6⅜"
GIRDER (B) = 15'-4⅜"
GIRDER (C) = 10'-2⅜"
GIRDER (D) = 5'-0⅜"

22'-1 1"

GIRDER (B)
GIRDER (C)
GIRDER (D)
GIRDER (E)

INTER. CROSS-FRAME SPACING

℄ PIER-1

9@25", 1@21⅜"

4@15", 5@25"

1@88", 4@55"

4@75" (TYP.)

4@75" (TYP.)

4@75" (TYP.)

1@27", 1@43", 2@54"
1@60"

1@72", 1@128", 2@50"

2@60", 1@45", 3@35", 1@30"

1@22⅜", 5@25"

4@25", 1@24⅜", 3@20"

4@25", 5@25"

1@44", 1@116", 1@72", 1@68"

1@25", 1@27"

1@27", 1@43"
1@52", 1@54"

2@69", 1@116", 1@46"

2@60", 4@45"

1@34⅜", 7@25"

4@25", 1@22⅜"

4@25", 5@35"

1@75", 1@128", 2@51"

1@44"
1@43", 1@27

1@27", 1@43"
1@44"

1@75", 1@74", 1@60", 1@91"

2@75", 3@50"

1@36⅜", 1@25, 8@25"

1@20⅜"
2@20"

4@25", 5@35"

1@68", 1@72", 1@116"
1@44"

1@54", 1@52"
1@43", 1@27

1@27", 1@25"

4@75"

5@60"

1@50", 3@25", 2@30"
1@25"

2@25",
1@23",
1@20⅜"

7@15", 1@28⅜", 2@25"

4@50", 1@88"

1@60", 2@54", 1@43",
1@27"

4@75"

1@46", 1@116", 2@69"

1@50", 3@25", 2@30"
1@25"

1@20⅜", 5@25"

4@51", 1@45", 1@27"

50'-0"
10'-2"
10'-2"
10'-2"
10'-2"
4'-8"
4'-8"

INTERMEDIATE CROSS-FRAME SPACING

4'-4"

4 SPA @ 25'-0" = 100'-0"

GIRDER (B) = 1@20'-0" & 1@12'-1⅜"
GIRDER (C) = 1@20'-0" & 1@7-9⅜"
GIRDER (D) = 22'-7⅜"
GIRDER (E) = 17'-5⅜"
GIRDER (A) = 12'-3⅜"

22'-9⅜"
GIRDER (E) (ONLY)

4 SPA @ 25'-0" = 100'-0"

GIRDER (C) = 25'-0"
GIRDER (B) = 19'-10"
GIRDER (D) = 14'-8"
GIRDER (E) = 9'-6"
GIRDER (A) = 4'-4"

℄ BRG @ ABUT. 2

℄ CHRISTMASVILLE RD.

NOTE: ALL STIFFENER SPACING SHOWN ON FRAMING PLAN ARE TO BE READ FROM LEFT TO RIGHT.

FRAMING PLAN

GIRDER LENGTH

286'-9⅛"

TOP & EXT. FLANGE PL'S CONNECTOR SPACING

10⅛"

8 SPA @ 21" = 14'-0"

18" x 1½" x 124'-1½" (A572)

35 SPA @ 2'-0" = 70'-0"

6'-2" SPA @ 2'-0" = 2'-0"

2 SPA @ 1'-0" = 2'-0"

18" x 2½" x 28'-0" (A588)

NONE REQUIRED

18" x 1½" x 52'-5" (A572)

NONE REQUIRED

21 SPA @ 1'-11" = 40'-2" (A572)

2'-9"

25 SPA @ 2'-0" = 50'-0"

18" x 1½" x 44'-1" (A572)

5 SPA @ 22" = 9'-2"

18" x 1½" x 2'-6-3½" (A572)

10⅛"

WEB PL 3/8" x 54" (A572)

WEB PL 3/8" x 54" (A572)

℄ BRG @ A-1

℄ PIER

℄ BRG @ A-2

FIELD SPLICE LOCATION

10⅛"

81'-1"

℄ FS

50'-7⅜"

45'-7⅜"

℄ FS

102'-2"

10⅛"

GIRDER ELEVATION

EL. 511.26
STA. 184+59.24

EL. 512.07

EL. 512.66

EL. 513.24

EL. 513.82

EL. 514.40

EL. 514.98

EL. 515.57

EL. 516.11

EL. 516.59

EOS LEFT

EL. 517.02

EL. 517.39

EL. 517.66
STA. 187+91.24

512.21

512.10

512.27

512.85

514.54

515.12

515.70

516.27

516.71

517.12

517.50

PAVEMELT @ BRIDGE ENDS (TYP.)

BEG. OF BRIDGE STA. 184+96.46

℄ PIER STA. 186+28.71

℄ BEARS

END OF BRIDGE, STA. 187+88.46

℄ SURVEY

512.44

515.22

515.80

514.29

514.87

515.58

516.07

516.57

517.01

517.29

517.78

EL. 512.07
STA. 184+84.61

EL. 512.61

EL. 512.19

EL. 513.77

EL. 514.25

EL. 514.95

EL. 515.49

EL. 516.09

EL. 516.52

EL. 516.96

EOS RIGHT

EL. 517.34

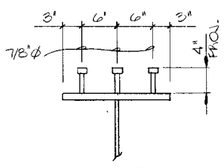
EL. 517.67

EL. 517.70
STA. 188+22.67

5 EQ. SPA = 139'-3"

5 EQ. SPA = 149'-9"

BRIDGE SCREED



STUD DETAIL (TYP.)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE DETAILS
CHRISTMASVILLE ROAD OVER
INTERSTATE 40
STATION 186+28.01
MADISON COUNTY
1986

DESIGNED BY	L. FLETCHER	DATE	4/86
DRAWN BY	K. PHILLIPS	DATE	4/86
SUPERVISED BY	J. FIELDS & M. HOLLOPHAN	DATE	4/86
CHECKED BY	L. FLETCHER	DATE	5/86

CORRECT _____ ENGINEER OF STRUCTURES

APPROVED _____ DIRECTOR OF HIGHWAYS

M-172-123

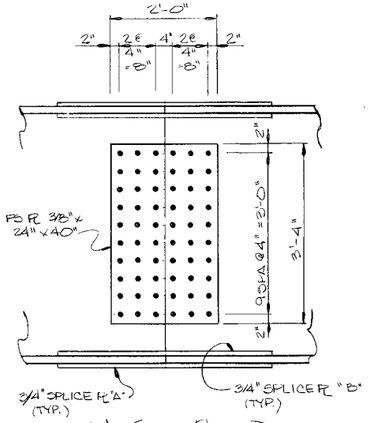
BRUNING 44-141 61318

CONST. NO. 57001-3154-44

PROJECT NO.	YEAR	SHEET NO.
IR-40-1(218)85	1986	

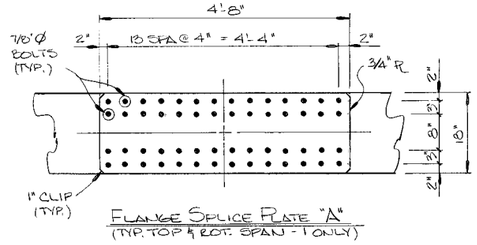
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	8-22-86	LAF	REVISED BEARING PAD DETAILS @ PIER.
			ADDED ABOUT SPLICES

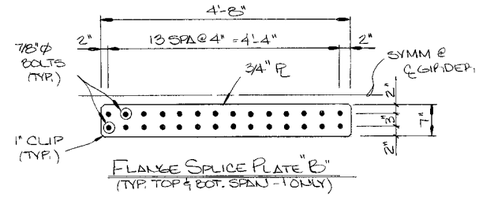


KEE SPLICE PLATE DETAILS
(TYP. BOTH SPANS)

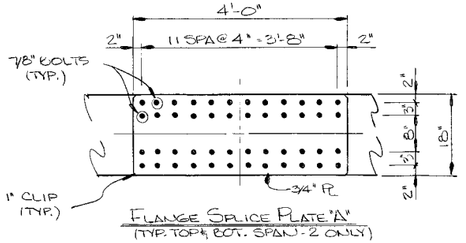
MC8X18.7
A=5.50
I=52.4



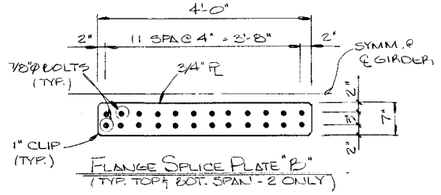
FLANGE SPLICE PLATE "A"
(TYP. TOP & BOT. SPAN - 1 ONLY)



FLANGE SPLICE PLATE "B"
(TYP. TOP & BOT. SPAN - 1 ONLY)

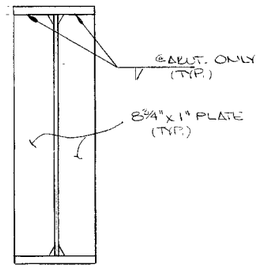


FLANGE SPLICE PLATE "A"
(TYP. TOP & BOT. SPAN - 2 ONLY)

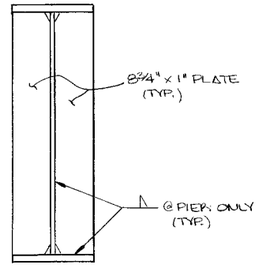


FLANGE SPLICE PLATE "B"
(TYP. TOP & BOT. SPAN - 2 ONLY)

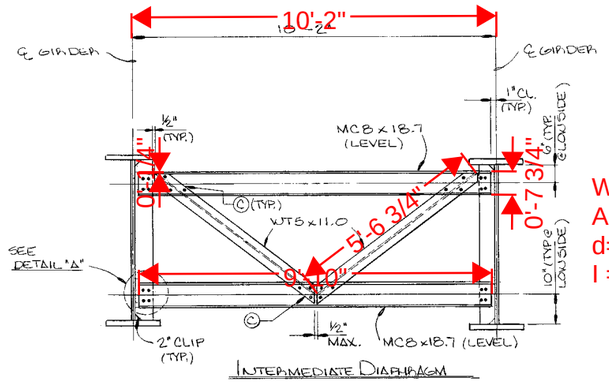
NOTE: ALL BOLTS TO BE 7/8"ø BOLTS UNLESS OTHERWISE NOTED.
⚠ ALL SPLICE MATERIAL TO BE A572.



BEARING STIFFENERS
(@ ABUTS)

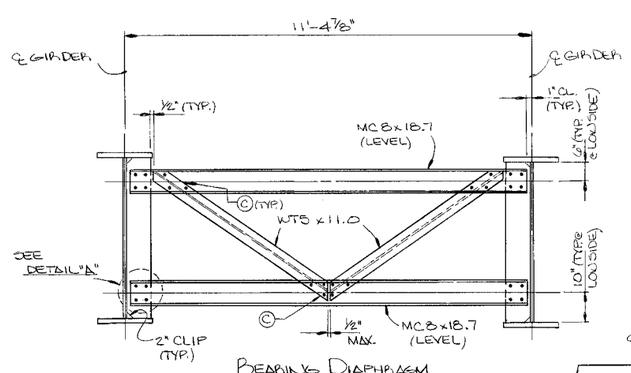


BEARING STIFFENERS
(@ PIER)



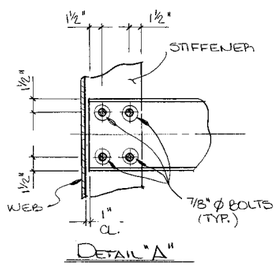
INTERMEDIATE DIAPHRAGM

WT5x11.0
A=3.24
d=5.09
I = 6.88

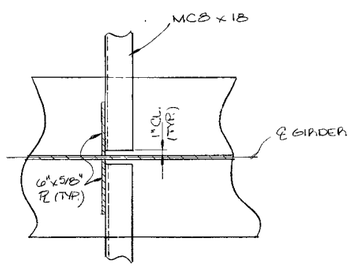


BEARING DIAPHRAGM

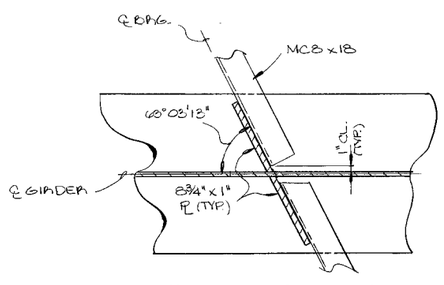
℄ DENOTES: WT5x11.0 IN CROSS FRAMES MAY BE FILLET WELDED IN SHOP AT CONTRACTOR'S OPTION. WELD SHALL BE SIZED TO DEVELOP STRENGTH EQUIVALENT TO THAT OF BOLTED CONNECTION.



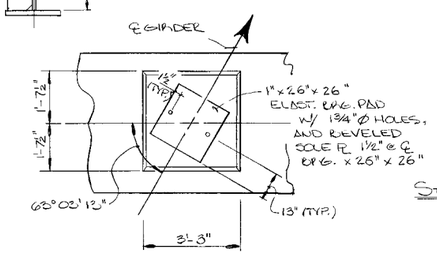
DETAIL "A"



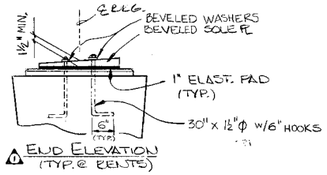
PART PLAN @ INTERMEDIATE DIAPHRAGM



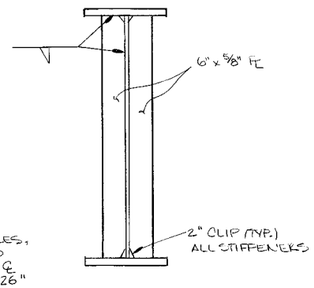
PART PLAN @ BEARING DIAPHRAGM



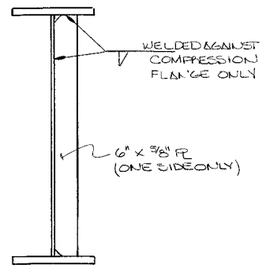
⚠ PLAN
(TYP. @ ENDS)



⚠ END ELEVATION
(TYP. @ ENDS)



STIFFENER @ INTERMEDIATE CROSS FRAMES



INTERMEDIATE STIFFENER DETAIL

NOTE: USE A572 FOR BEARING STIFFENERS AND A36 FOR INTERMEDIATE STIFFENERS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SUPERSTRUCTURE DETAILS
CHRISTMASVILLE ROADOVER
INTERSTATE 40
STATION 180+54.01
MADISON COUNTY
1986

DESIGNED BY L. FLETCHER DATE 4/86
DRAWN BY R. PHILLIPS DATE 4/86
SUPERVISED BY J. FIELDS AM. HOLLOMAN DATE 4/86
CHECKED BY L. A. FLETCHER DATE 5/86

CORRECT E. Clellon Loveall
ENGINEER OF STRUCTURES
APPROVED Lynn Greer
DIRECTOR OF HIGHWAYS

M-172-124

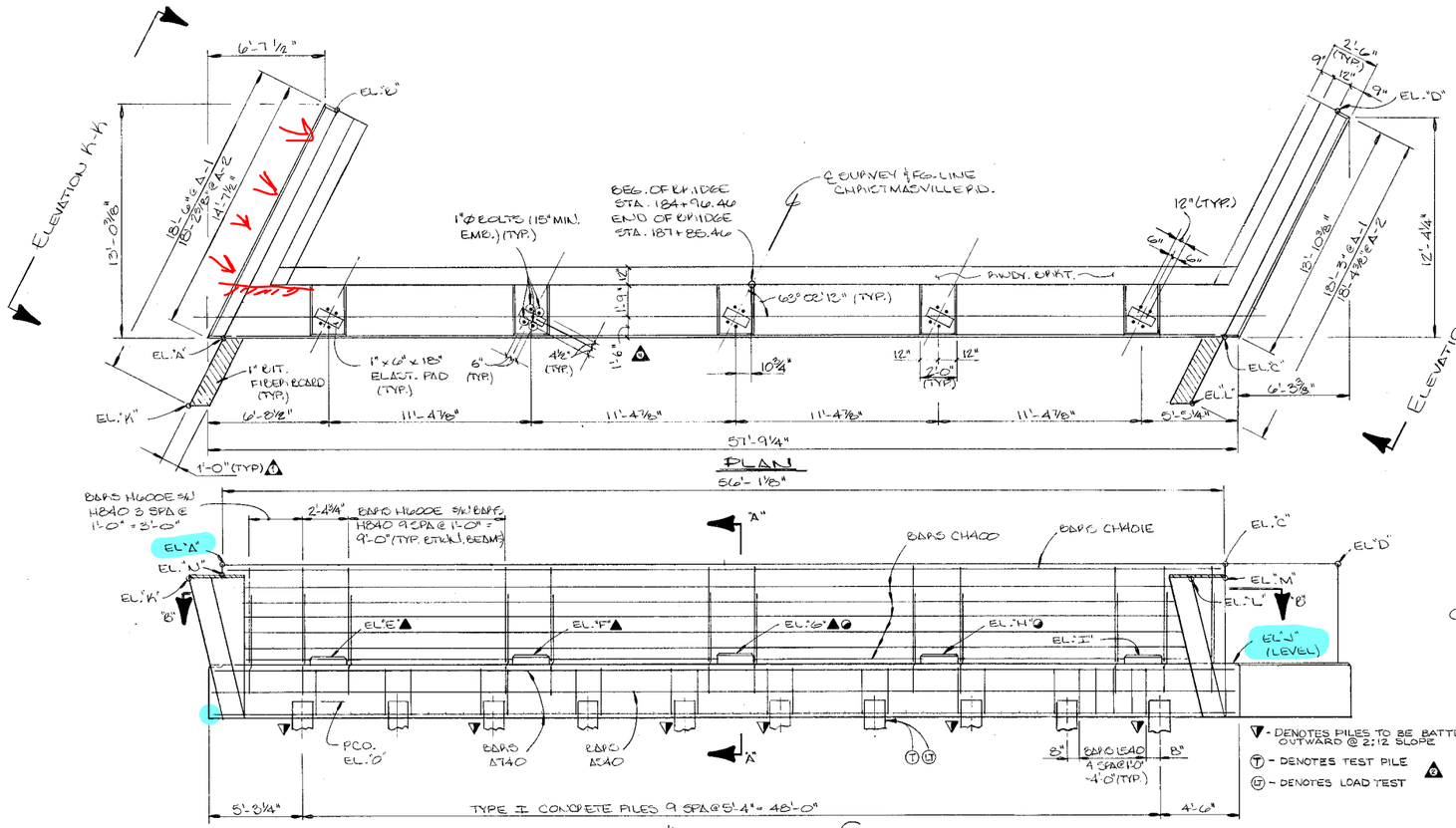
BRUNING 44-141 61318

CONST. NO. 57001-3124-44

PROJECT NO.	YEAR	SHEET NO.
IM-40-1(218)EE	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	8-22-86	LAF	REVISED ELEVATIONS; REVISED DIMENSION AT END OF BEAM; RISER BLOCK SLOPE; REINFORCEMENT DETAILS IN SECTION B-B; ADDED DIMENSION ON APRONWALL
2	8-26-86	LAF	DENOTED BATTERED PILES, TEST PILES, AND LOAD TEST
3	9-16-87	DAS	DENOTED POUR NO. 3, ADDED NOTE, REVISED ELEVATIONS & RISER SLOPES
4	7-29-88	BEB	REVISED ABUTMENT BEAM WIDTH AND ESTIMATED QUANTITIES



◑ THE VERTICAL LIMITS OF POUR NO. 3 MAY BE DIVIDED SUCH THAT A SUB-POUR MAY STOP BELOW OR AT THE TOP OF THE ROADWAY BRACKET.

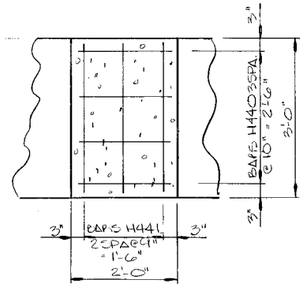
NOTE: COST OF BRIDGE RAIL AND POST IS TO BE INCLUDED IN THE COST OF BRIDGE RAIL SYSTEM.

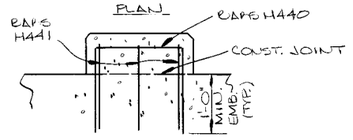
TOP OF APRON WALL TO CONFORM TO BOTTOM OF ROADWAY SLAB.

WHEN POURING ABUTMENT BEAM PROVISIONS SHALL BE MADE FOR SETTING ANCHOR BOLTS. IF THE CONTRACTOR ELECTS TO DRILL THE HOLES FOR THE ANCHOR BOLTS, THE REINFORCING STEEL SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE DRILLING. BOLT PROJECTION = 6".

RISER BLOCK BEARING PAD SURFACES TO CONFORM TO BOTTOM OF BEAM GRADE.

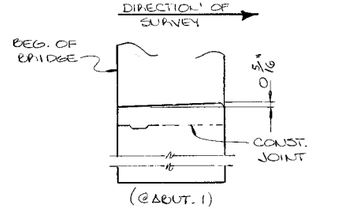
RISER BLOCKS TO BE POURED MONOLITHICALLY WITH ABUTMENT BEAM.



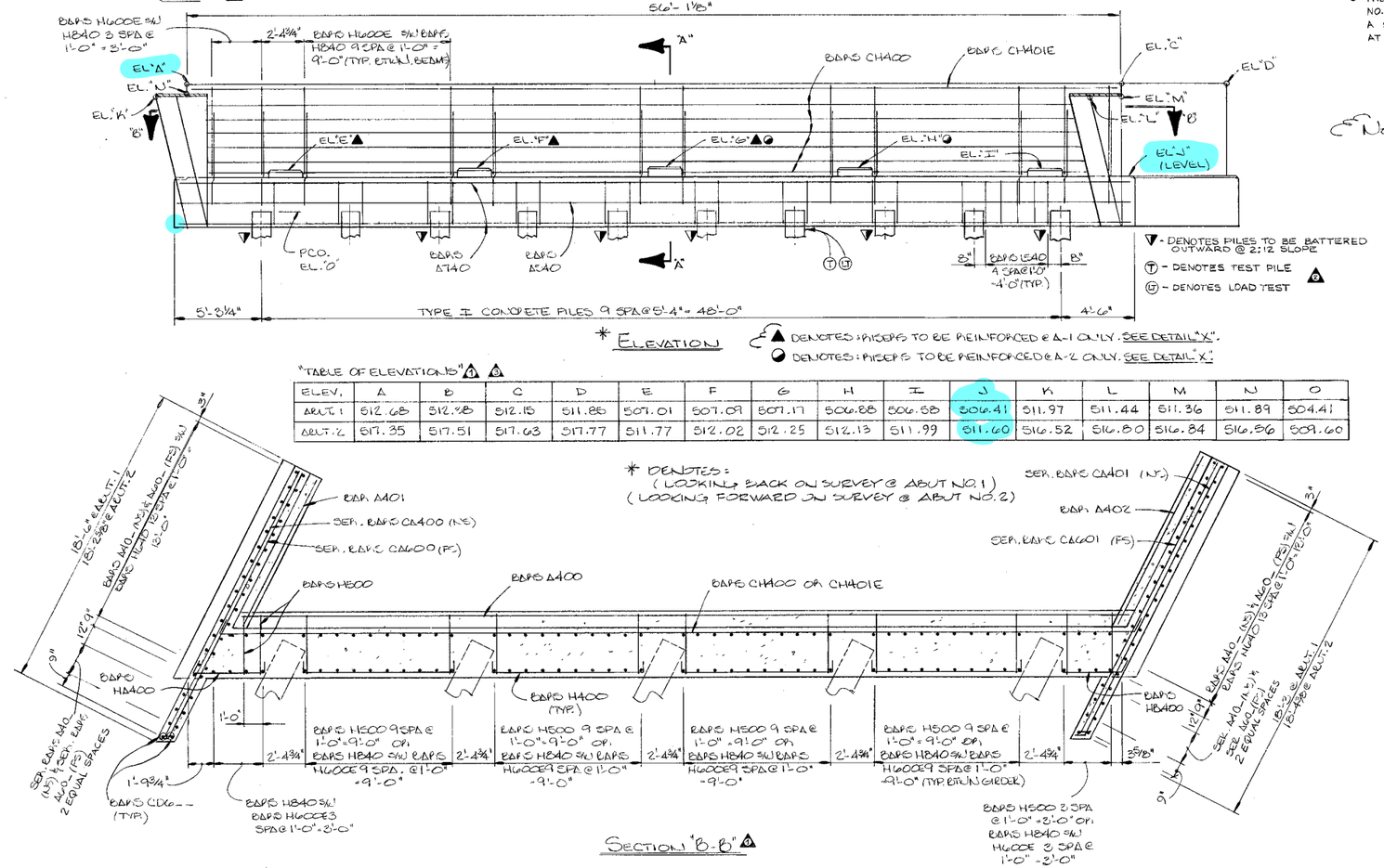


"ESTIMATED QUANTITIES"

	CLASS "A" CONCRETE CY.	REINFORCING STEEL LB.
ABUT. 1	27	4908
ABUT. 2	27	4883



RISER BLOCK SLOPE DETAILS



ELEV.	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
ABUT. 1	512.68	512.48	512.15	511.85	507.01	507.09	507.17	506.88	506.58	506.41	511.97	511.44	511.36	511.89	504.41
ABUT. 2	517.35	517.51	517.63	517.77	511.77	512.02	512.25	512.13	511.99	511.60	516.52	516.80	516.84	516.56	509.60

▼ - DENOTES PILES TO BE BATTERED OUTWARD @ 2:12 SLOPE
Ⓣ - DENOTES TEST PILE
Ⓛ - DENOTES LOAD TEST

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ABUTMENT NO. 1 AND 2
CHRISTMASVILLE ROAD OVER
INTERSTATE 40
STATION 186+54.01
MADISON COUNTY
1986

DESIGNED BY L. FLETCHER DATE 4-86
DRAWN BY K. FRANKLIN, FIELD & K. PHILLIPS DATE 4/86
SUPERVISED BY FIELDS & HOLLOWAY DATE 4/86
CHECKED BY L. FLETCHER DATE 5/86

CORRECT Sheldon L. Lowell
ENGINEER OF STRUCTURES
APPROVED Lewis Lynch
DIRECTOR OF HIGHWAYS

M-172-125

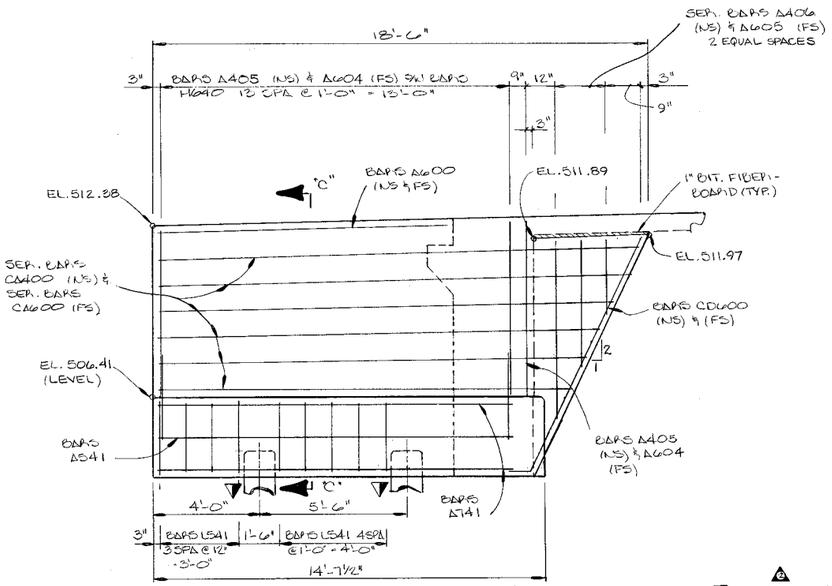
BRUNING 44-141 61318

CONST. NO. 51001-2154-44

PROJECT NO.	YEAR	SHEET NO.
IR-40-1(218)25	1986	

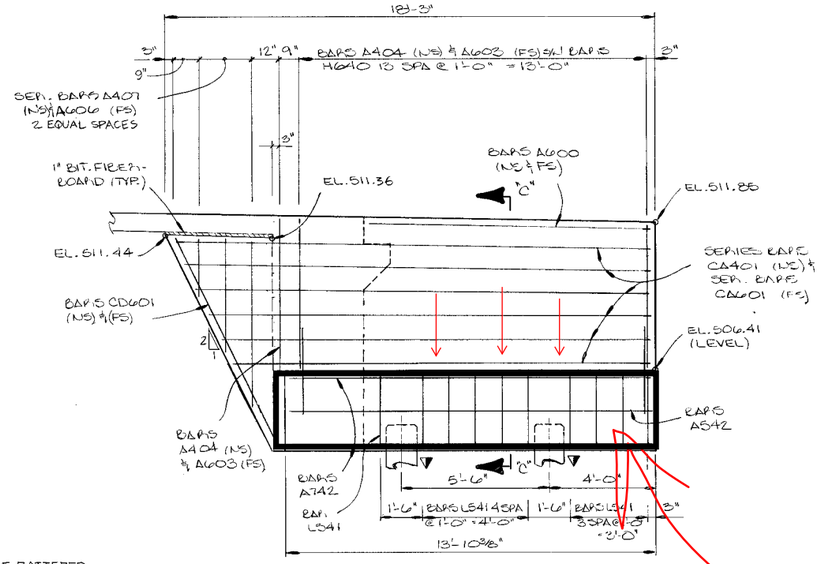
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	8-22-86	LAF	REVISED ELEVATIONS AND REINFORCING ON ALL VIEWS
2	8-26-86	LAF	DENOTED PILES TO BE BATTERED

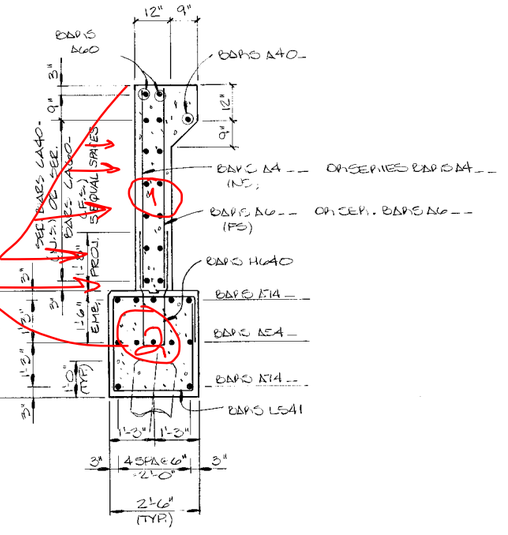


ELEVATION K-K @ ABUT-1

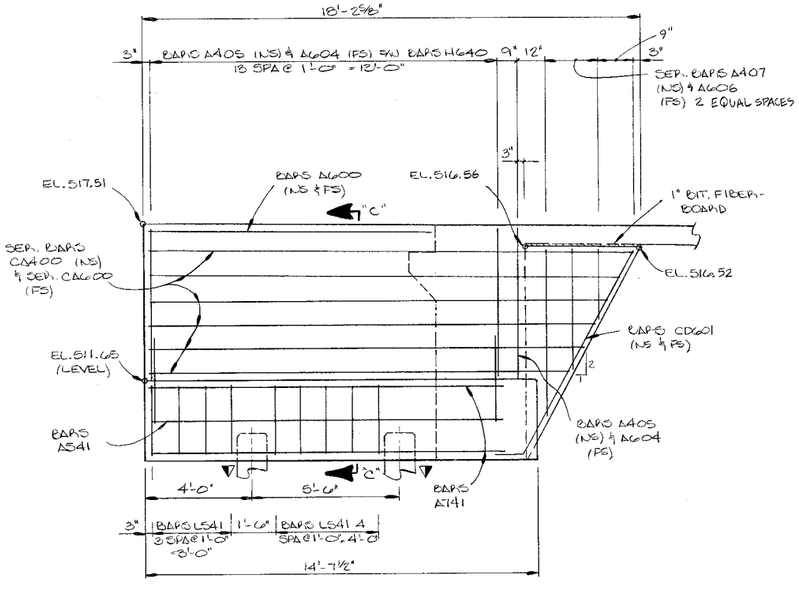
▼ - DENOTES PILES TO BE BATTERED OUTWARD AT 2:12 SLOPE



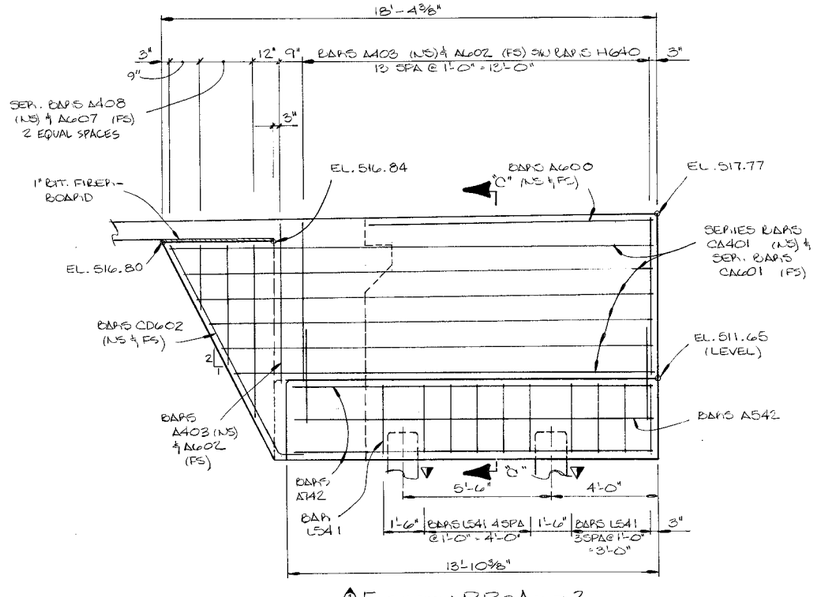
ELEVATION P-P @ ABUT-1



SECTION C-C



ELEVATION K-K @ ABUT.-2



ELEVATION P-P @ ABUT.-2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ABUTMENT No. 1 AND 2 DETAILS
CHRISTMASVILLE ROAD OVER
INTERSTATE-40
STATION 1866+54.01
MADISON COUNTY
1986

DESIGNED BY L. FLETCHER DATE 4-86
DRAWN BY M. PHILLIPS DATE 5/86
SUPERVISED BY J. FIELDS & NICHOLSON, JR. DATE 5/86
CHECKED BY L.A. FLETCHER DATE 5-86

CORRECT _____ ENGINEER OF STRUCTURES
APPROVED _____ DIRECTOR OF HIGHWAYS

M-172-1266

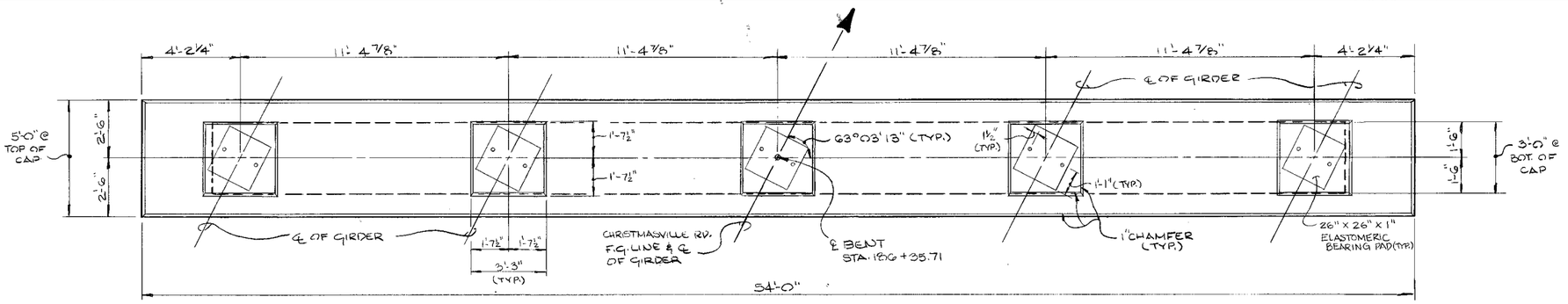
BRUNING 44-141-61318

CONST. NO. 57001-3154-44

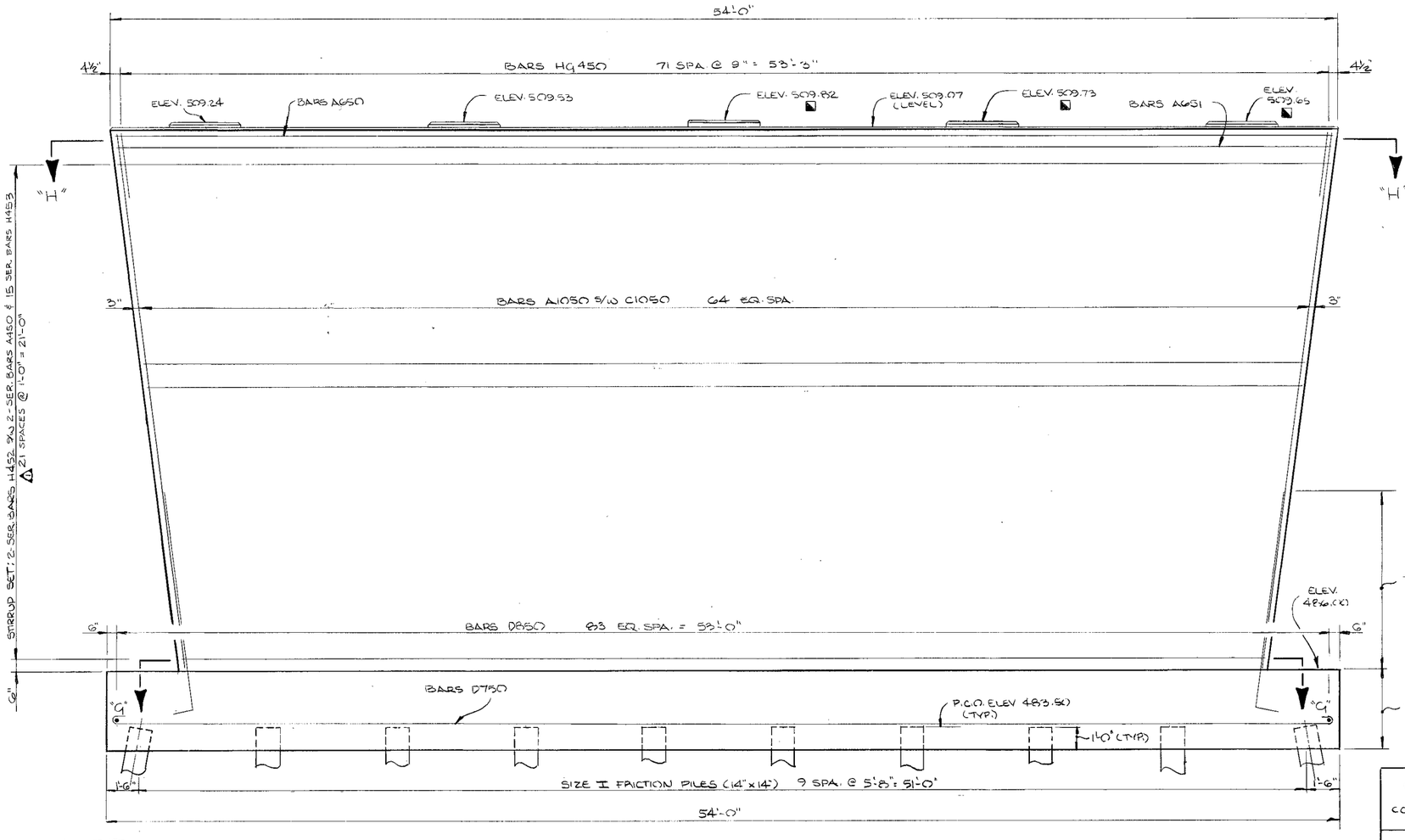
PROJECT NO.	YEAR	SHEET NO.
IR-40-1(218)85	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	6-12-86	LAF	REVISED STIRRUP SETS IN COLUMN; ADDED BARS HG450 IN TOP OF BENT; CHANGED REINFORCEMENT QUANTITY
2	8-22-86	LAF	REVISED BEARING DETAILS

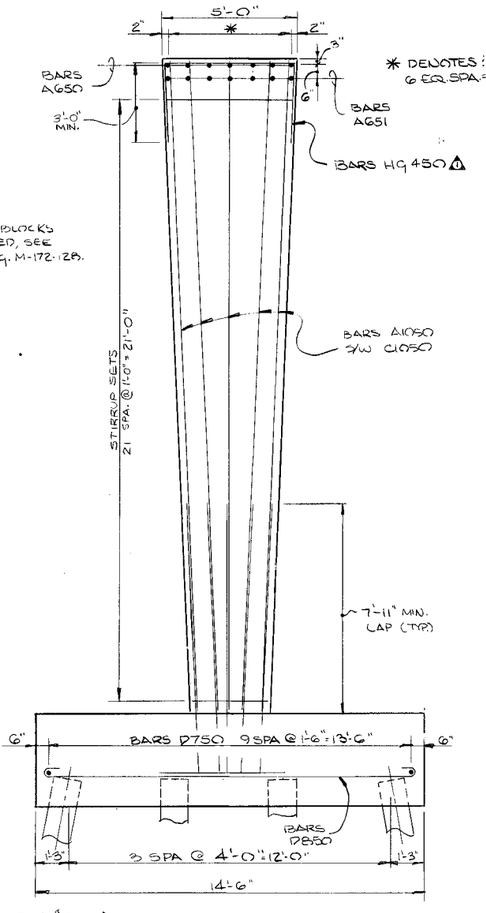


② PLAN



ELEVATION
(LOOKING FORWARD ON SURVEY)

▩ DENOTES RISER BLOCKS TO BE REINFORCED, SEE DETAILS ON DWG. M-172-128.



END ELEVATION

BENT EST. QUANT'S.

CLASS "A" CONCRETE C.Y.	REINFORCING STEEL LB.
274	29,276 ①

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BENT

CHRISTMASVILLE ROAD OVER INTERSTATE 40
STATION 186+54.01
MADISON COUNTY
1986

DESIGNED BY L.A. FLETCHER DATE 4-86
DRAWN BY JLG DATE 4-86
SUPERVISED BY J. FIELDS & M.A. HOLLORAN DATE 5-86
CHECKED BY L.A. FLETCHER DATE 5-86

CORRECT _____ ENGINEER OF STRUCTURES
APPROVED _____ DIRECTOR OF HIGHWAYS

M-172-127

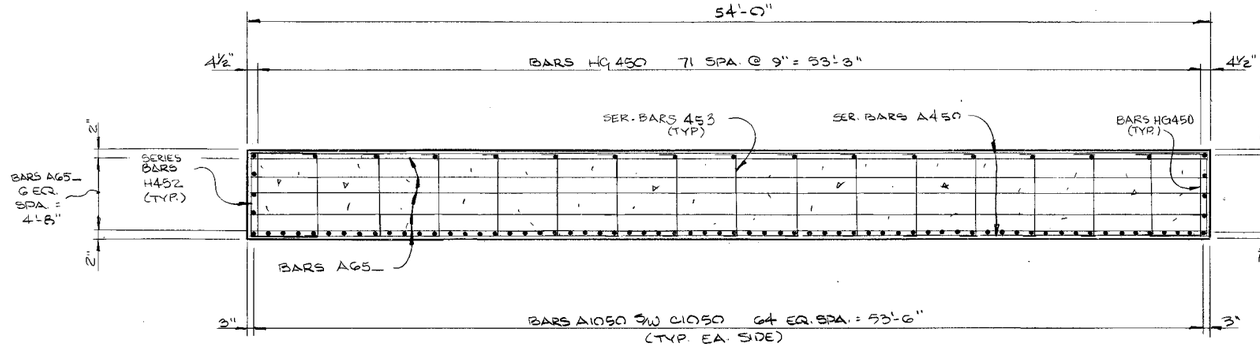
BRUNING 44-141-61318

CONST. NO. 57001-3154-44

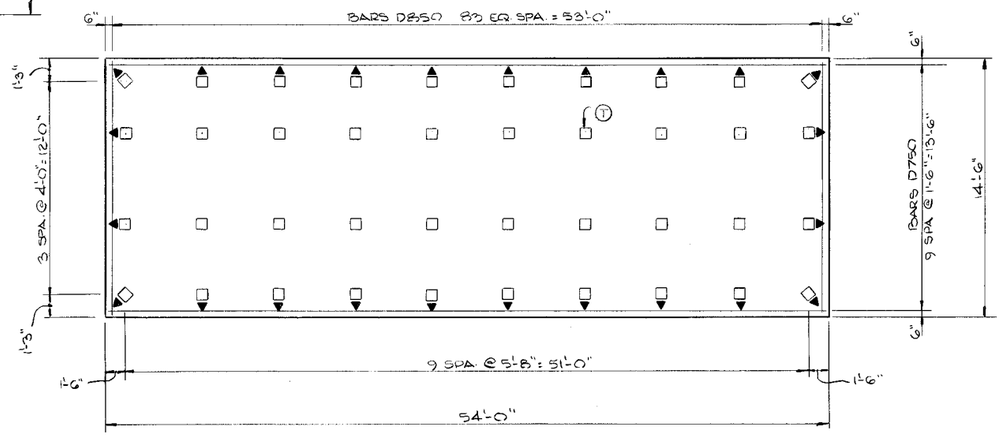
PROJECT NO.	YEAR	SHEET NO.
IR-40-1(218)85	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	6-12-86	LAF	REVISED DETAILS ON SECTION "H"-"H" AND SECTION "B"-"B"
2	8-22-86	LAF	REVISED BEARING DETAILS



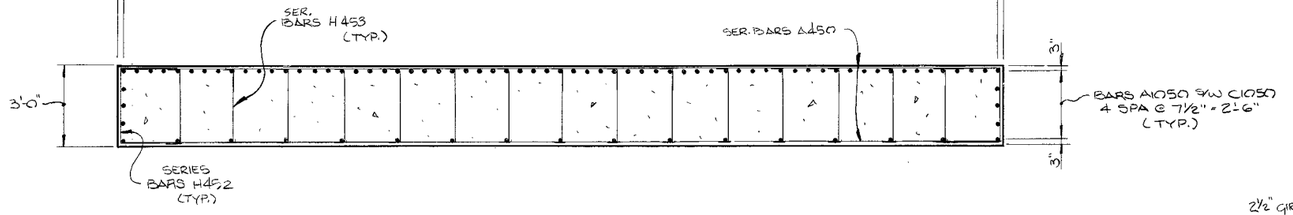
SECTION "H"-"H" ⚠
(TOP OF BENT)



PLAN OF FOOTING

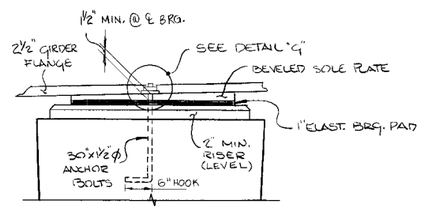
Ⓣ DENOTES: TEST PILES

▲ DENOTES: BATTER PILES 2:12 DRIVE PILES TO 98 TONS.

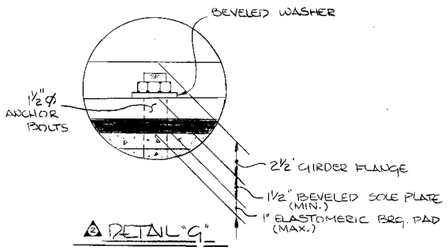


SECTION "C"-"C" ⚠
(BOT. OF BENT)

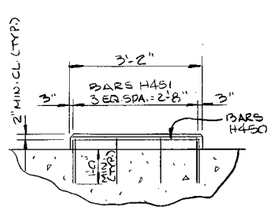
NOTE: RISER BLOCKS TO BE POURED MONOLITHICALLY WITH CAP BEAM.



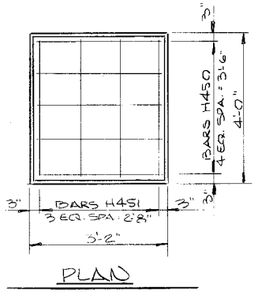
END ELEVATION ⚠



⚠ DETAIL "G"



ELEVATION



PLAN

RISER BLOCK REINFORCEMENT DETAILS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BENT DETAILS
CHRISTMASVILLE ROAD OVER INTERSTATE 40
STATION 186+54.01
MADISON COUNTY
1986

DESIGNED BY	L.A. FLETCHER	DATE	4-86
DRAWN BY	[illegible]	DATE	4-86
SUPERVISED BY	J. FIELDS & M. HOLLORAN	DATE	4-86
CHECKED BY	L. A. FLETCHER	DATE	5-86

CORRECT [signature] ENGINEER OF STRUCTURES

APPROVED [signature] DIRECTOR OF HIGHWAYS

M-172-128

BRUNING 44-141 61318

CONST. NO. 57001-3154-44

BILL OF STEEL

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	IR-40-1(218)85	1986		

PEVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	6-12-86	LAF	REVISED BARS IN BENT
2	8-22-86	LAF	REVISED SUPERSTRUCTURE REINF.

SUPERSTRUCTURE (EPOXY-COATED)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS a	b	c	d	LENGTH
A500E	TOP SLAB	5	360					30'-0"
A600E	BOT. SLAB	6	460					30'-0"
N601E	BOT. SLAB	6	46					16'-2"
A600E	TOP & BOT. SLABS	6	944					49'-8"
C500E	TOP SLAB	5	72	6'-3"				7'-1"
CH401E	TOP SLAB (4)	4	2	54'-11"	3⅝"	8"		56'-3"
H600E	ABUT. WALL (4)	6	96	2'-8"	5'-1"			12'-10"
SERIES	TOP & BOT SLAB	6	4	VAR. FROM 99'-10" TO 5'-10"				
A603E				INCL. 1-2¾" (36 BARS)				984'-0"

SUPERSTRUCTURE (REGULAR)

A400	ROADWAY BRACKET	4	2					53'-6"
A401	WING BRACKET (2)	4	2					9'-7"
A402	WING BRACKET (2)	4	2					11'-5"
A403	WINGWALL (2)	4	15					5'-9"
A404	WINGWALL (2)	4	15					5'-1"
A405	WINGWALL (2)	4	30					5'-6"
SERIES	WINGWALL (2)	4	1	VARIES FROM 6'-8" TO 1'-8" IN INC. OF 2'-6" (3 BARS)				
A409								12'-6"
SERIES	WINGWALL (2)	4	2	VARIES FROM 6'-0" TO 1'-8" IN INC. OF 2'-2½" (3 BARS)				
A407								11'-7"
SERIES	WINGWALL (2)	4	1	VARIES FROM 6'-4" TO 1'-8" IN INC. OF 2'-4⅜" (3 BARS)				
A408								12'-1"
A600	WINGWALL (2)	6	8					10'-6"
N602	WINGWALL (2)	6	15					5'-9"
N603	WINGWALL (2)	6	15					5'-1"
N604	WINGWALL (2)	6	30					5'-6"
SERIES	WINGWALL (2)	6	1	VARIES FROM 6'-8" TO 1'-8" IN INC. OF 2'-6¼" (3 BARS)				
N605								12'-6"
SERIES	WINGWALL (2)	6	2	VARIES FROM 6'-0" TO 1'-8" IN INC. OF 2'-2½" (3 BARS)				
N606								11'-7"
SERIES	WINGWALL (2)	6	1	VARIES FROM 6'-4" TO 1'-8" IN INC OF 2'-4⅜" (3 BARS)				
N607								12'-1"

SUPERSTRUCTURE (REGULAR) CONT'D.

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS a	b	c	d	LENGTH
SERIES	WINGWALL	4	2	* 9"	*DIM 'A' VARIES FROM 17'-8" TO 15'-1" INC. OF 6⅜" (6 BARS)			103'-0"
CA400								
SERIES	WINGWALL	4	2	* 9"	*DIM 'A' VARIES FROM 17'-6" TO 15'-3" INC. OF 5½" (6 BARS)			102'-9"
CA401								
SERIES	WINGWALL (6)	6	2	* 9"	*DIM 'A' VARIES FROM 17'-9" TO 15'-1" INC. OF 6⅜" (6 BARS)			103'-0"
CA600								
SERIES	WINGWALL (6)	6	2	* 9"	*DIM 'A' VARIES FROM 17'-6" TO 15'-3" INC. OF 5½" (6 BARS)			102'-9"
CA601								
CD600	WINGWALL (6)	6	2	9'-1"	1'-0"	5⅜"		10'-1"
CD601	WINGWALL (6)	6	4	8'-6"	1'-0"	5⅜"		9'-6"
CD602	WINGWALL (6)	6	2	8'-9"	1'-0"	5⅜"		9'-9"
CH400	ABUT. WALL (4)	4	12	54'-11"	3⅝"	8"		56'-3"
H400	ABUT. WALL	4	48	9'-1"	8"			10'-5"
H500	ROADWAY BRACKET	5	92	3'-8"	7"			4'-10"
HA400	ABUT. WALL	4	12	4'-6"	1'-0"	6"		6'-2"
HB400	ABUT. WALL	4	12	3'-3"	1'-0"	6"		4'-11"

ABUTMENT NO. 1

A540	BEAM	5	6					57'-5"
A541	WING	5	5					13'-0"
A542	WING	5	5					13'-6"
A740	BEAM	7	10					57'-5"
A741	WING	7	7					13'-0"
A742	WING	7	7					13'-6"
H440	RISER BLOCKS	4	12	1'-8"	1'-7"			4'-10"
H441	RISER BLOCKS	4	9	2'-8"	1'-7"			5'-10"

ABUTMENT NO. 1 (CONT'D.)

BAR	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS c	b	c	d	LENGTH
H640	WINGS	6	28	8"	3'-2"			7'-0"
H840	BEAM	8	48	2'-8"	5'-5"			13'-6"
L540	BEAM	5	45	2'-8"	1'-0"	2'-8"		11'-8"
L541	WINGS	5	19	2'-2"	1'-0"	2'-8"		10'-8"

PAVEMENT @ BRIDGE ENDS @ ABUT. NO. 1

A490	BOT. SLAB	4	25					51'-10"
A790	FOOTING & SLAB	7	8					51'-10"
A990	BOT. SLABS	9	93					24'-2"
A1190	SLAB (DRAINS)	11	4					6'-0"
C590	FOOTING	5	51	1'-2"	1'-0"	2'-2"		7'-6"
EPOXY-COATED STEEL								
A490E	TOP SLAB	4	25					51'-10"
N600E	TOP SLAB	6	47					24'-2"
A1190E	SLAB (DRAINS)	11	4					6'-0"
C590E	FOOTING & SLAB	5	51	1'-2"	1'-0"	2'-2"		7'-6"

ABUTMENT NO. 2

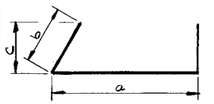
A540	BEAM	5	6					57'-5"
A541	WINGS	5	5					13'-0"
A542	WINGS	5	5					13'-6"
A740	BEAM	7	10					57'-5"
A741	WINGS	7	7					13'-0"
A742	WINGS	7	7					13'-6"
H440	RISER BLOCKS	4	8	1'-8"	1'-7"			4'-10"
H441	RISER BLOCKS	4	6	2'-8"	1'-7"			5'-10"
H640	WINGS	4	28	8"	3'-2"			7'-0"
H840	BEAM	8	48	2'-8"	5'-5"			13'-6"
L540	BEAM	5	45	2'-8"	1'-0"	2'-8"		11'-8"
L541	WINGS	5	19	2'-2"	1'-0"	2'-8"		10'-8"

PAVEMENT @ BRIDGE ENDS @ ABUT. NO. 2

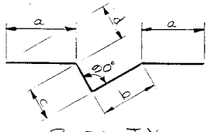
A490	BOT. SLAB	4	25					51'-10"
A790	FOOTING & SLAB	7	8					51'-10"
A990	BOT. SLAB	9	93					24'-2"
C590	FOOTING	5	51	1'-2"	1'-0"	2'-2"		7'-6"
EPOXY-COATED STEEL								
A490E	TOP SLAB	4	25					51'-10"
A600E	TOP SLAB	6	47					24'-2"
C590E	FOOTING & SLAB	5	51	1'-2"	1'-0"	2'-2"		7'-6"

BENT

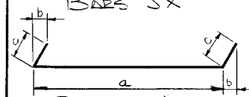
N650	TOP OF BENT	6	7					53'-8"
N651	TOP OF BENT	6	7					53'-4"
A1050	COLUMN	10	136					22'-8"
SERIES H453	COLUMN (4)	4	15	46"	* *DIM. 'B' VARIES FROM 21'-9" TO 4'-6" IN INC. OF 1" (22 BARS)			96'-3"
C1050	COLUMN & FOOT.	10	136	9'-11"				11'-9"
D750	FOOTING	7	10	53'-6"				55'-4"
D850	FOOTING	8	84	14'-0"				15'-10"
H450	RISER BLOCK	4	15	2'-8"	1'-7"			5'-10"
H451	RISER BLOCK	4	12	3'-6"	1'-7"			6'-8"
SERIES	COLUMN (4)	4	2	46"	* 2'-6" *DIM 'A' VARIES FROM 4'-6" TO 2'-9" IN INC. OF 1" (22 BARS)			
H452								189'-9"
H650	TOP OF BENT	4	72	4'-8"	3'-0"	4"		10'-8"
SERIES A450	COLUMN	4	2	VARIES FROM 47'-5" TO 58'-3" IN INC OF 3⅛" (22 BARS)				1111'-0"



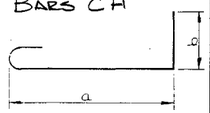
BARS HA



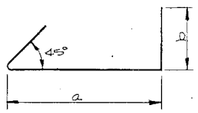
BARS JX



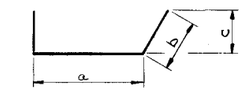
BARS CH



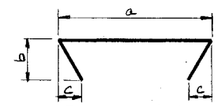
BARS YA



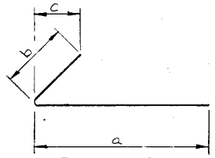
BARS YB



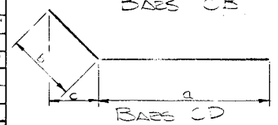
BARS HB



BARS HG



BARS CB

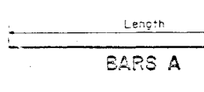


BARS CD

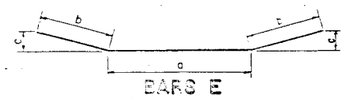
REINFORCING STEEL CODE

TYPE	SIZE	SERIES
A	5	05

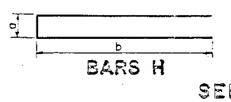
NOTE: Dimensions shown on this sheet are outside to outside of bar. Standard C.R.S.I. Hook Details Shall Apply, Except As Noted.



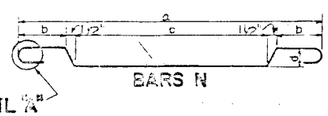
BARS A



BARS E

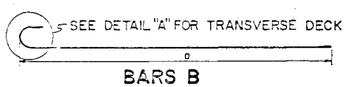


BARS H

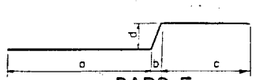


BARS N

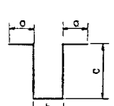
SEE DETAIL "A"



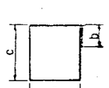
BARS B



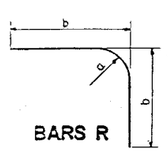
BARS F



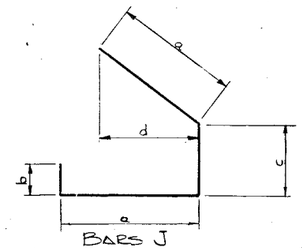
BARS K



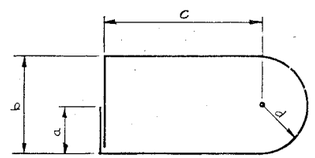
BARS L



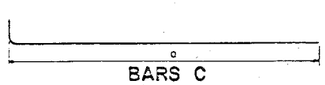
BARS R



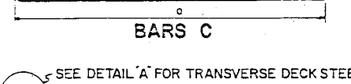
BARS J



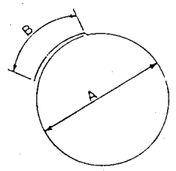
BARS X



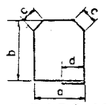
BARS D



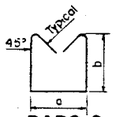
BARS C



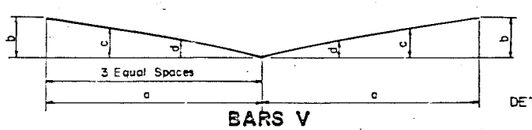
BARS T



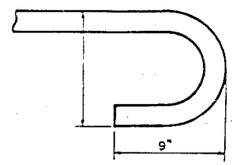
BARS M



BARS S



BARS V



DETAIL SHOWING HOOK FOR TRANSVERSE DECK BARS

DETAIL "A"

DESIGNED BY L. FLETCHER DATE 4-86
DRAWN BY K.L. FRANKENFIELD DATE 5-86
SUPERVISED BY FIGG & HOLLORAN DATE 5-86
CHECKED BY L.A. FLETCHER DATE 5-86

- STATE OF TENNESSEE -
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BILL OF STEEL

CHRISTMASVILLE ROAD OVER
INTERSTATE 40
STATION 186+54.01
MADISON COUNTY
1986

CORRECT: Glellon L. Lovell
ENGINEER OF STRUCTURES

APPROVED: [signature]
DIRECTOR OF HIGHWAYS

M-172-129

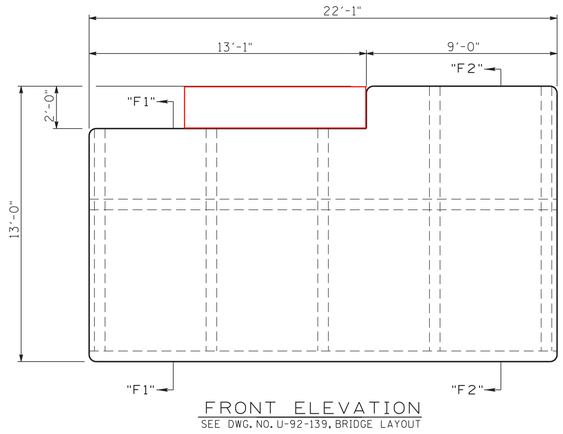
SIG1220.DGN

CONST. NO. 57201-3153-44

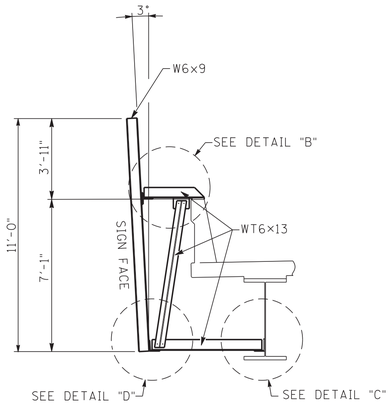
PROJECT NO.	YEAR	SHEET NO.
NH-I-40-2(337)	2020	

REVISIONS

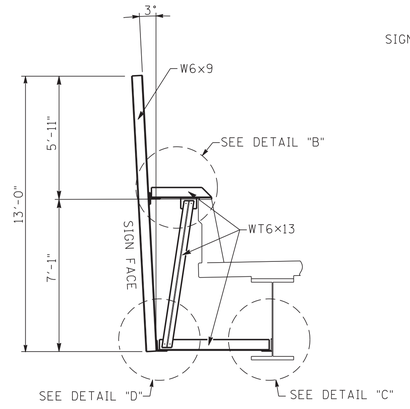
NO.	DATE	BY	BRIEF DESCRIPTION



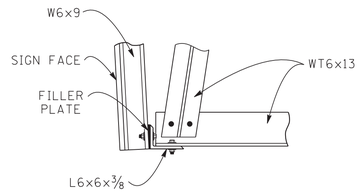
FRONT ELEVATION
SEE DWG. NO. U-92-139, BRIDGE LAYOUT



SECTION "F1"-"F1"



SECTION "F2"-"F2"



DETAIL 'D'

ESTIMATED QUANTITIES

GALVANIZED STEEL 2,821 LB.

COST OF SIGN ASSEMBLY IN PLACE SHALL BE A LUMP SUM AND PAID FOR WITH BRIDGE NO. 1 QUANTITIES AS ITEM NO. 713-15.11.

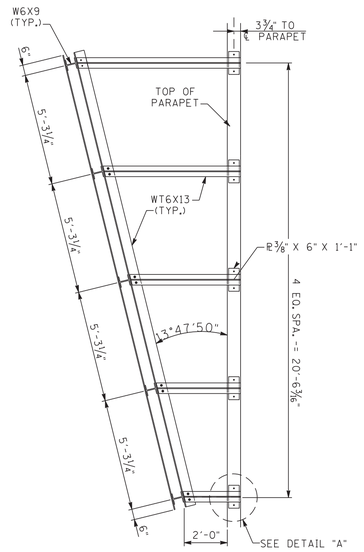
CAUTION NOTE:

ALL DIMENSIONS AS SHOWN FOR EXISTING BRIDGE SHALL BE VERIFIED BY FIELD MEASUREMENTS PRIOR TO FABRICATION OF SIGN SUPPORT MEMBERS.

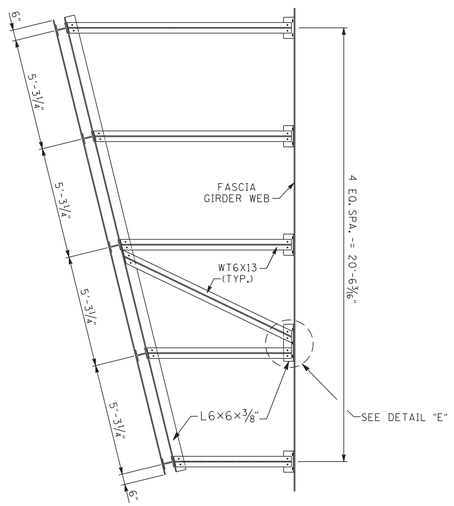
NEITHER THE SIGN FACE NOR ANY SUPPORT MEMBER SHALL BE LOWER THAN BOTTOM OF BRIDGE FASCIA GIRDER.

MATERIAL SPECIFICATIONS

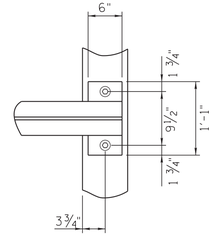
1. WELDING SHALL BE IN ACCORDANCE WITH AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS (SIXTH EDITION WITH INTERIMS, 2015).
2. ALL STEEL SHALL BE GALVANIZED AFTER FABRICATION AND CONFORM TO THE REQUIREMENTS OF ASTM-A123. DAMAGE TO THE COATING SHALL BE REPAIRED SUBSEQUENT TO ERECTION.
3. MATERIAL FOR STEEL STRUCTURAL SHAPE AND PLATES SHALL BE ASTM-A36 STEEL.
4. ALL BOLTS FOR STRUCTURAL STEEL CONNECTIONS SHALL BE ¾" ø GALVANIZED ASTM F3125 A325 GRADE STEEL. NUTS ARE TO BE TAMPER PROOF TYPE.
5. CONCRETE ANCHORS SHALL BE ¾" ø . THE CONTRACTOR SHALL FURNISH ANCHOR PULL OUT DATA FROM AN INDEPENDENT TESTING LABORATORY USING CLASS 'A' CONCRETE AS PRESCRIBED BY THE TENNESSEE HIGHWAY SPECIFICATIONS. THE REQUIRED ULTIMATE LOAD FOR ¾" ø ANCHORS IS 18,000 LB. THE UNITS SHALL BE SUB-SET 3/32" TO ¼" AND TORQUED, WITH BASE PLATE IN PLACE, TO AN EQUIVALENT DIRECT PULL OUT LOAD OF 11,000 LB. SLIPPAGE SHALL NOT EXCEED ¼" . THE DEPARTMENT WILL PERFORM TESTING OF ANCHORS ON SITE TO INSURE THE SPECIFIED IN PLACE REQUIREMENTS. INSTALLATIONS NOT MEETING THESE REQUIREMENTS MUST BE CORRECTED AT THE CONTRACTOR'S EXPENSE. IF ANY ANCHOR COMES LOOSE DURING AND AFTER INSTALLATION OF THE MEMBER THEN IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR IT, TO THE SATISFACTION OF THE RESIDENT ENGINEER, AT HIS EXPENSE.
6. NO BURNING OF HOLES IN THE EXISTING BRIDGE STEEL STRUCTURAL MEMBER SHALL BE ALLOWED FOR THE SIGN CONNECTIONS. ALL HOLES SHALL BE DRILLED.



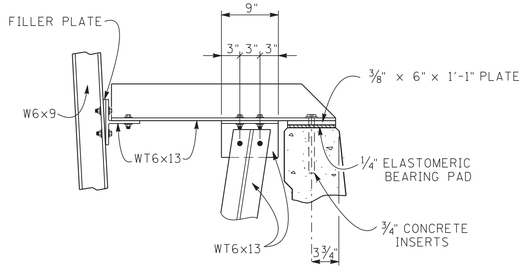
PLAN OF TRUSS AT TOP



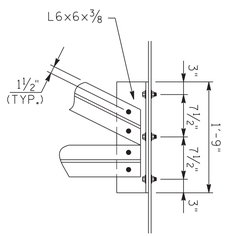
PLAN OF TRUSS AT BOTTOM



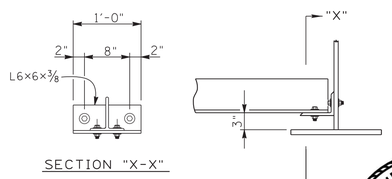
DETAIL 'A'



DETAIL 'B'



DETAIL 'E'



SECTION "X-X"

DETAIL 'C'

DANIEL J. SHIVE
Licensed Engineer
AGRICULTURE
STATE OF TENNESSEE

CORRECT
CHIEF ENGINEER

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

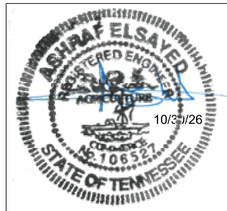
SIGN SUPPORT DETAILS
SIGN NO. 35
CAMPBELL STREET
OVER
INTERSTATE 40
BRIDGE ID NO. 57I00400029
STATION 20+00.00
LOG MILE 16.01
MADISON COUNTY
2020

U-75-266

DESIGNED BY	K. TORRES	DATE 2/20
DRAWN BY	STEVEN STEELE	DATE 3/20
SUPERVISED BY	SS/DJS	DATE 3/20
CHECKED BY	J. SHOULDERS	DATE 3/20

SEE BRIDGE LAYOUT, DWG. NO. U-92-139

7/27/2020 11:30:23 AM
C:\ND Drive\dgn\SIGN\SIG1220.dgn



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Ashraf Elsayed

Digitally signed by Ashraf Elsayed
DN: cn=Ashraf Elsayed, c=US, o=UES Professional Solutions 25, LLC, email=aelsayed@teamues.com
Date: 2026.11.03 13:37:08 -06'00'

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

COMPANY NAME UES PROFESSIONAL SOLUTIONS 25, LLC
ADDRESS 3312 WINBROOK DRIVE
CITY, STATE MEMPHIS, TN 38116

ASHRAF ELSAYED, PhD., BC.GE, P.E., 106527

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	GEOTECH-SIGN2
GEOTECHNICAL INDEX	G-1

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	GEOTECH-SIGN2

REVISION: 10-30-2025: ADDED SHEET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

11/3/2026 1:29:38 PM
M:\PROJECTS\J044\J044128.02-PIN 132680.00 I-40 INTERCHANGE IMPROVEMENT\DRAW\PS&E\TITLE,INDEX,QTY,LOGS,TABLES_UPDATED.DGN



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Ashraf Elsayed

Digitally signed by Ashraf Elsayed
DN: cn=Ashraf Elsayed, c=US, o=UES Professional Solutions 25, LLC, email=aelsayed@teamues.com
Date: 2026.10.20 10:21:43 -05'00'

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

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ADDRESS 3312 WINBROOK DRIVE
CITY, STATE MEMPHIS, TN 38116

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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	GEOTECH-SIGN1
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES	G-2
GEOTECHNICAL BORING LAYOUT: I-40 STA. 404+49.30 TO STA. 416+49.30	G-3
GEOTECHNICAL BORING LAYOUT: I-40 STA. 448+17.43 TO STA. 460+17.43	G-4
GEOTECHNICAL BORING LAYOUT & PROFILE: CHRISTMASVILLE ROAD STA. 200+00 TO STA. 212+00	G-5 – G-6
GEOTECHNICAL BORING LAYOUT & PROFILE: CHRISTMASVILLE ROAD STA. 212+00 TO STA. 224+00	G-7 – G-8
GEOTECHNICAL BORING LAYOUT & PROFILE: CHRISTMASVILLE ROAD STA. 224+00 TO STA. 236+00	G-9 – G-10
GEOTECHNICAL BORING LAYOUT: RAMP B STA. 30+00 TO STA. 35+00	G-11
GEOTECHNICAL BORING LAYOUT: RAMP B STA. 35+00 TO STA. 47+00	G-12
GEOTECHNICAL BORING LAYOUT: RAMP B STA. 49+00 TO STA. 51+20.43	G-13
GEOTECHNICAL BORING PROFILE: RAMP B STA. 30+00 TO STA. 42+00	G-14
GEOTECHNICAL BORING PROFILE: RAMP B STA. 42+00 TO STA. 54+00	G-15
GEOTECHNICAL BORING LAYOUT: RAMP E STA. 600+50.00 TO STA. 606+00.00	G-16
GEOTECHNICAL BORING LAYOUT: RAMP E STA. 607+76 TO STA. 625+00	G-17
GEOTECHNICAL BORING PROFILE: RAMP E STA. 600+00 TO STA. 612+00	G-18
GEOTECHNICAL BORING PROFILE: RAMP E STA. 612+00 TO STA. 624+00	G-19
GEOTECHNICAL BORING PROFILE: RAMP E STA. 624+00 TO STA. 626+90.30	G-20
HIGH MAST TOWER SOIL DESIGN PARAMETERS	G-21

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	GEOTECH-SIGN1
PIH	2026	STP-M-NH-I-40-1(372)	GEOTECH-SIGN1
PS&E	2026	STP-M-NH-I-40-1(372)	GEOTECH-SIGN1

REVISION: 10-22-2025 PROJECT NO. CHANGED FROM FEDERAL TO STATE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

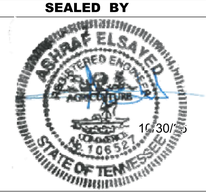
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-1
PIH	2026	STP-M-NH-I-40-1(372)	G-1
PS&E	2026	STP-M-NH-I-40-1(372)	G-1

REVISION: 10-30-2026 ADDED GEOTECH-SIGN2 TO INDEX AND REVISED SHEET NAME FOR G-16.

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
SIGNATURE SHEET	GEOTECH-SIGN2
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES	G-2
GEOTECHNICAL BORING LAYOUT: I-40 STA. 404+49.30 TO STA. 416+49.30	G-3
GEOTECHNICAL BORING LAYOUT: I-40 STA. 448+17.43 TO STA. 460+17.43	G-4
GEOTECHNICAL BORING LAYOUT & PROFILE: CHRISTMASVILLE ROAD STA. 200+00 TO STA. 212+00	G-5 – G-6
GEOTECHNICAL BORING LAYOUT & PROFILE: CHRISTMASVILLE ROAD STA. 212+00 TO STA. 224+00	G-7 – G-8
GEOTECHNICAL BORING LAYOUT & PROFILE: CHRISTMASVILLE ROAD STA. 224+00 TO STA. 236+00	G-9 – G-10
GEOTECHNICAL BORING LAYOUT: RAMP B STA. 30+00 TO STA. 35+00	G-11
GEOTECHNICAL BORING LAYOUT: RAMP B STA. 35+00 TO STA. 47+00	G-12
GEOTECHNICAL BORING LAYOUT: RAMP B STA. 49+00 TO STA. 51+20.43	G-13
GEOTECHNICAL BORING PROFILE: RAMP B STA. 30+00 TO STA. 42+00	G-14
GEOTECHNICAL BORING PROFILE: RAMP B STA. 42+00 TO STA. 54+00	G-15
GEOTECHNICAL BORING LAYOUT: RAMP E STA. 600+50.00 TO STA. 606+00.00	G-16
GEOTECHNICAL BORING LAYOUT: RAMP E STA. 607+76 TO STA. 625+00	G-17
GEOTECHNICAL BORING PROFILE: RAMP E STA. 600+00 TO STA. 612+00	G-18
GEOTECHNICAL BORING PROFILE: RAMP E STA. 612+00 TO STA. 624+00	G-19
GEOTECHNICAL BORING PROFILE: RAMP E STA. 624+00 TO STA. 626+90.30	G-20
HIGH MAST TOWER SOIL DESIGN PARAMETERS	G-21

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STATE OF TENNESSEE
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GEOTECHNICAL INDEX

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-2
PIH	2026	STP-M-NH-I-40-1(372)	G-2
PS&E	2026	STP-M-NH-I-40-1(372)	G-2

DEFINITION OF EARTHWORK TERMS

THE TERMS AND DEFINITIONS BELOW CHARACTERIZE THE MATERIAL TYPE THAT WILL BE ENCOUNTERED DURING EXCAVATION AND GRADING. SEE THE MATERIAL REFERENCE IN TYPICAL SECTIONS LEGEND.

A. SOIL MATERIAL
SOIL MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, WATER OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARD VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PRUPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS.

B. SOLID ROCK MATERIAL
SOLID ROCK MATERIAL IS THAT NATURALLY OCCURING MATERIAL COMPOSED OF MINERAL PARTICLES SO FIRMLY BONDED TOGETHER THAT RELATIVELY GREAT EFFORT IS REQUIRED TO SEPARATE THE PARTICLES (I.E. BLASTING OR HEAVY CRUSHING FORCES). FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY HAVE TO BE BLASTED TO SEPARATE INTO PIECES SMALL ENOUGH TO LOAD AND TRANSPORT ON EARTH MOVING TRUCKS AND WHICH WHEN SUBJECTED TO PROPER PRE-SPLIT AND PRODUCTION BLASTING WOULD RESULT IN A UNIFORM STABLE ROCK CUT FACE. NOTE THAT THIS MATERIAL WOULD NOT BY DEFINITION NECCESARILY BE A PROVEN SOURCE OF ANY ROCK TYPE AGGREGATE SUCH AS SOLID ROCK, GRADED SOIL ROCK, RIP-RAP, OR OTHER AGGREGATE CONSTRUCTION PRODUCTS.

C. SOFT ROCK OR DEGRADABLE ROCK
THIS MATERIAL IS THAT NATURALLY OCCURING MATERIAL COMPOSED OF MINERAL PARTICLES THAT ARE SO FIRMLY BONDED SUCH THAT THEY ARE NOT FAIRLY READILY SEPARATED INTO SMALL PIECES YET HAS SUCH RELATIVELY LOW BONDING STRENGTH THAT WOULD ALLOW FOR SEPARATING INTO SMALL PIECES THROUGH MODERATE TO HEAVY CRUSHING FORCES. FOR CONSTRUCTION PURPOSES THIS MATERIAL WOULD HAVE TO BE SUBJECTED TO RIPPING TYPE EQUIPMENT, HOE RAMS, OR RUGGED USE OF A LARGE BULLDOZER IN ORDER TO SEPARATE THE MATERIAL SUCH THAT IT CAN BE READILY LOADED INTO EARTH MOVING TRUCKS. THESE MATERIALS WOULD TYPICALLY BE SHALES, CLAYSTONES, SILTSTONES, WEATHERED SANDSTONES, WEATHERED SCHIST AND WEATHERED GNEISS.

D. TRANSITIONAL MATERIAL
THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C) OCCURING IN EITHER NON-UNIFORM INTERBEDDED LAYERS OF THE ABOVE MATERIALS (I.E. SHALE MATERIAL WITH RELATIVELY THIN LAYERS OF SOLID ROCK SUCH AS HARD LIMESTONE) OR ERRATIC LOCALIZED CHANGES OF MATERIAL TYPES BOTH LATERALLY AND WITH DEPTH (SUCH AS A GEOLOGIC FORMATION RESULTING IN PINNACLED ROCK COLUMNS, FLOATING BOULDERS OR LENSES INTERCALATED WITH CLAY SOIL, A COMMON OCCURRENCE IN CERTAIN REGIONS OF TENNESSEE). FOR CONSTRUCTION PURPOSES, THIS MATERIAL MAY HAVE TO BE EXCAVATED USING A COMBINATION OF EXCAVATION METHODS SUCH AS BLASTING OF ROCK PINNACLES, LAYERS OF BOULDERS, ALONG WITH A RIPPING OF WEATHERED BEDROCK AND EXCAVATING OF SOIL WITH TRACK HOES OR LOADERS ALL WITHIN A LOCALIZED AREA. THIS MATERIAL WOULD NOT BE SUITABLE FOR THE USE OF EXCAVATING PAN TYPE EQUIPMENT.

PROCTOR AND CBR INFORMATION

PROCTOR/ CBR NO.	DEPTH (FT.)	DESCRIPTION	USCS/ AASHTO	LL	PI	MAXIMUM DRY UNIT WEIGHT (PCF)	OPTIMUM MOISTURE CONTENT (%)	MOISTURE RANGE	PERCENT COMPACTION (%)	CBR
1	0 - 5	BROWN SANDY LEAN CLAY	CL/A-7-6 (11)	43	19	114.5	14.4	12.4 - 16.4	95	4.5
2	1 - 10	RED-BROWN SILT	ML/A-7-6 (13)	41	29	107.2	18.6	16.6 - 20.6	95	4.3

BORING NO.	PROCTOR NO.	DEPTH (FT.)
B-1	1	18 - 25
B-2	1	1 - 3
B-2	1	13 - 25
B-3	--	--
B-4	--	--

BORING NO.	PROCTOR NO.	DEPTH (FT.)
C-1	2	5 - 8
C-1	1	8 - 13
C-2	1	1 - 13
C-3	1	6 - 13
C-5	1	1 - 8
C-6	1	1 - 8
C-7	1	1 - 3
C-8	2	13 - 18
C-9	--	--
C-10	--	--

BORING NO.	PROCTOR NO.	DEPTH (FT.)
E-1	1	1 - 3
E-2	1	1 - 3
E-3	1	1 - 6
E-4	--	--
E-5	1	1 - 8
E-6	1	1 - 13
E-7	2	1 - 13
E-8	1	1 - 13
E-9	--	--
E-10	1	1 - 13
E-11	--	--

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GEOTECHNICAL NOTES

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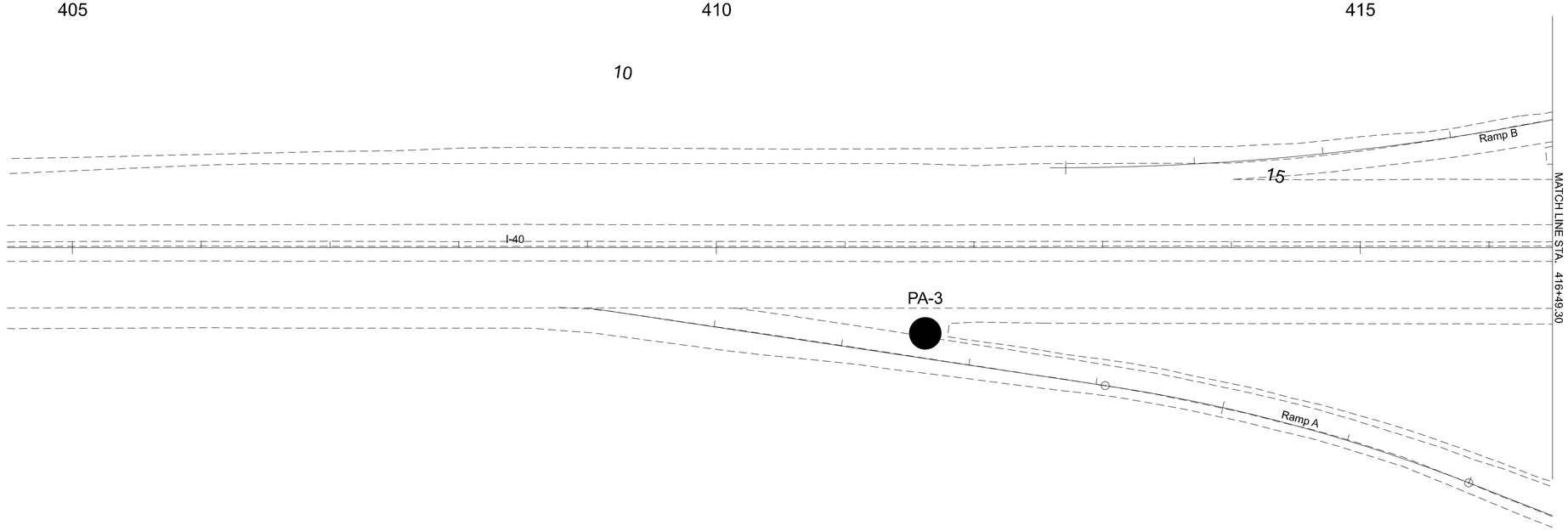
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FUNCTIONAL	2025	57I040-S2-003	G-3
PIH	2026	STP-M-NH-I-40-1(372)	G-3
PS&E	2026	STP-M-NH-I-40-1(372)	G-3

N

XX-X PAVEMENT CORE DESIGNATION

55

405 410 415



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REGISTERED ENGINEER
AGRICULTURE
106521
STATE OF TENNESSEE
10/20/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

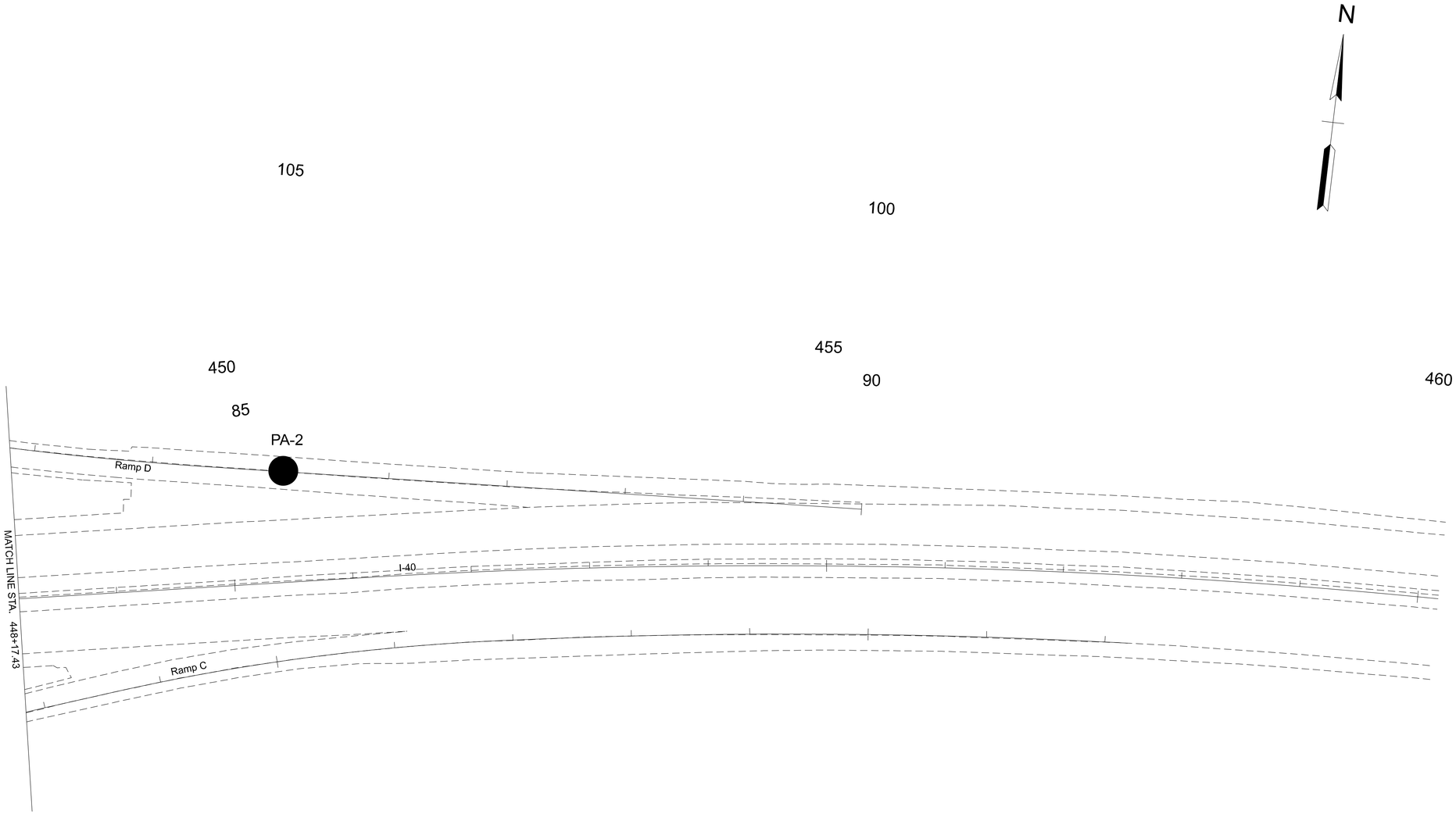
I-40
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SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-4
PIH	2026	STP-M-NH-I-40-1(372)	G-4
PS&E	2026	STP-M-NH-I-40-1(372)	G-4

N

XX-X PAVEMENT CORE DESIGNATION



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

I-40
STA. 448+17.43 TO STA. 460+17.43
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-5
PIH	2026	STP-M-NH-I-40-1(372)	G-5
PS&E	2026	STP-M-NH-I-40-1(372)	G-5

57I040-S0-002
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) PRELIMINARY
STA. 201+60.00
N 499734.7143 E 1142682.6598

N

150

)0

205

210

Christmasville Cove

MATCH LINE STA. 212+00 SEE SHEET NO. G-7

DR. F. E. Wright Drive

200

C-1 (15.0')

C-2 (15.0')

STA. 203+21.40 DR. F. E. Wright Drive=
STA. 153+20.00 Bancorpsouth Parkway
N 499895.8386 E 1142692.1141

Bancorpsouth Parkway

STA. 203+28.47 DR. F. E. Wright Drive=
STA. 153+20.00 Christmasville Cove
N 499902.8971 E 1142692.5283

155

LEGEND

X-X (XX.X')

BORING DESIGNATION

(TERMINATION DEPTH)

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ASHRAF ELSAYED
REGISTERED ENGINEER
AGENT OF RECORD
No. 106521
STATE OF TENNESSEE
10/20/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

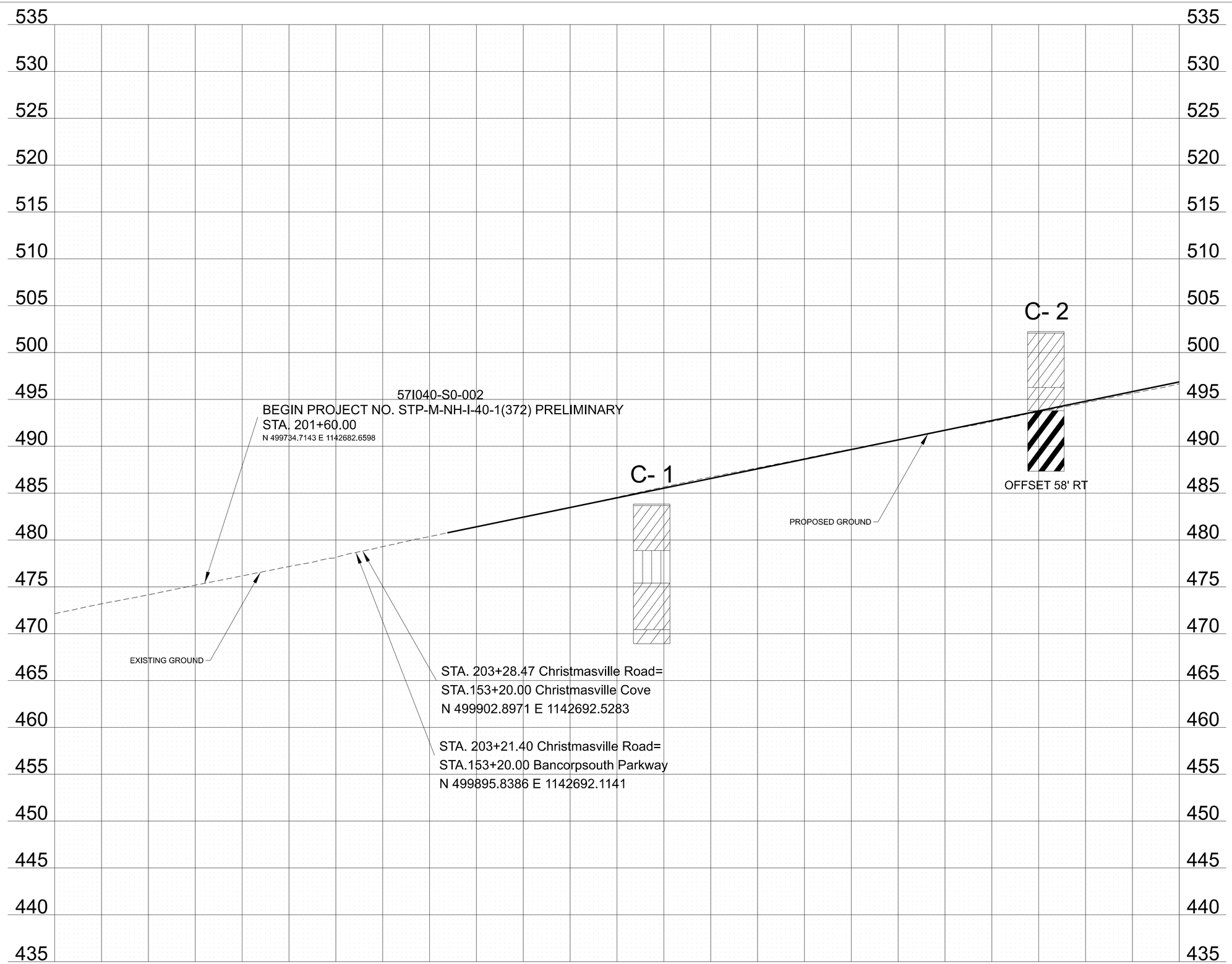
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

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SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-6
PIH	2026	STP-M-NH-I-40-1(372)	G-6
PS&E	2026	STP-M-NH-I-40-1(372)	G-6



LEGEND

- ASPHALT
- BASE MATERIAL
- CONCRETE
- TOPSOIL
- LEAN CLAY (TYPE A MATERIAL)
- SANDY LEAN CLAY (TYPE A MATERIAL)
- FAT CLAY (TYPE A MATERIAL)
- SANDY FAT CLAY (TYPE A MATERIAL)
- SILT (TYPE A MATERIAL)
- ELASTIC SILT (TYPE A MATERIAL)
- POORLY-GRADED SAND (TYPE A MATERIAL)
- SILTY SAND (TYPE A MATERIAL)
- CLAYEY SAND (TYPE A MATERIAL)
- POORLY-GRADED SAND WITH CLAY (TYPE A MATERIAL)
- POORLY-GRADED GRAVEL (TYPE A MATERIAL)

TYPE OF MATERIAL - SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL TAB. QTYS. SHEETS

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ASHRAF ELSAYED
REGISTERED ENGINEER
AGENCY NAME
10/20/26
No. 106321
STATE OF TENNESSEE

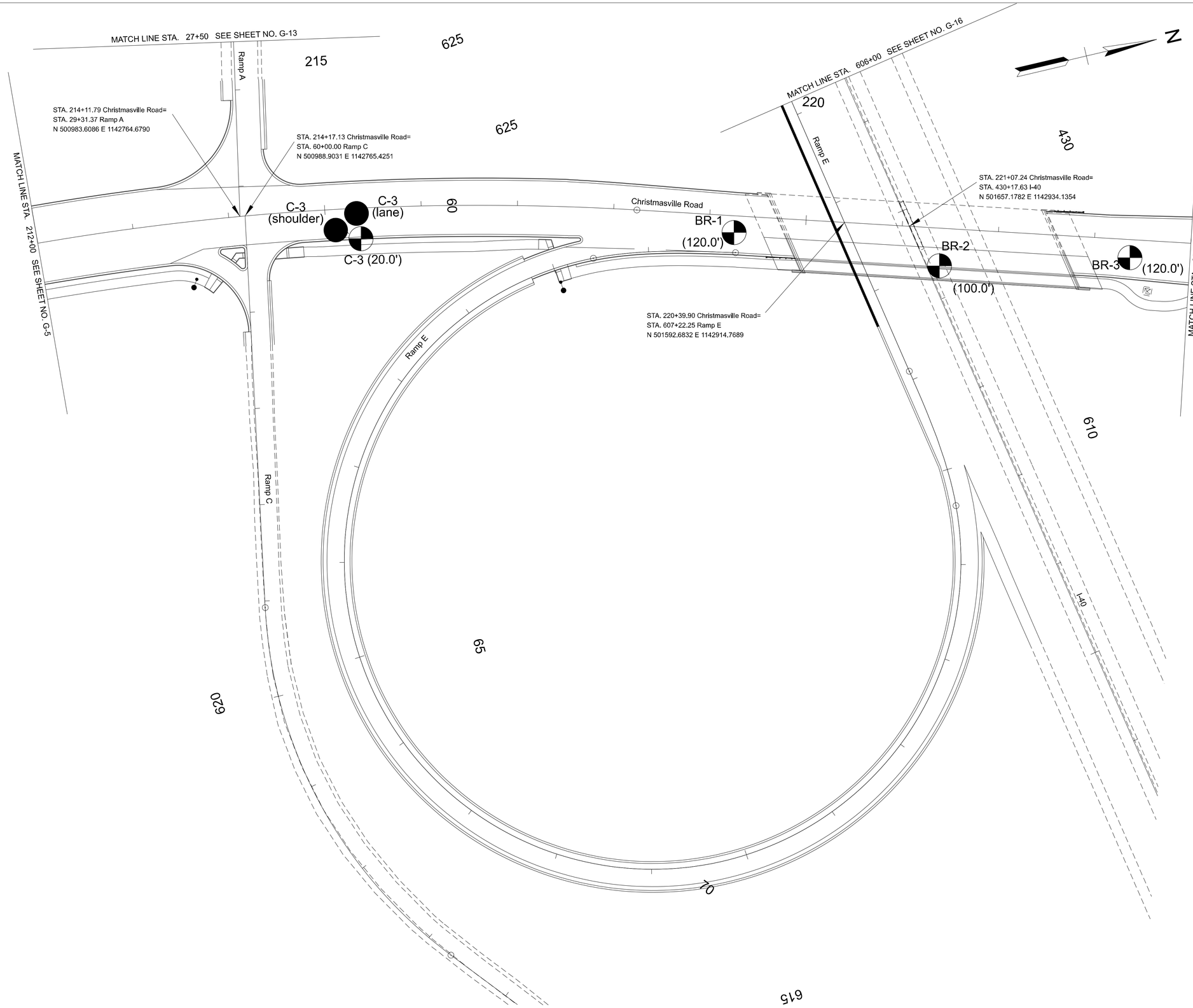
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
PROFILE

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SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	G-7
PIH	2026	STP-M-NH-I-40-1(372)	G-7
PS&E	2026	STP-M-NH-I-40-1(372)	G-7



LEGEND

X-X (XX.X')

BORING DESIGNATION — (TERMINATION DEPTH)

X-X — PAVEMENT CORE DESIGNATION

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

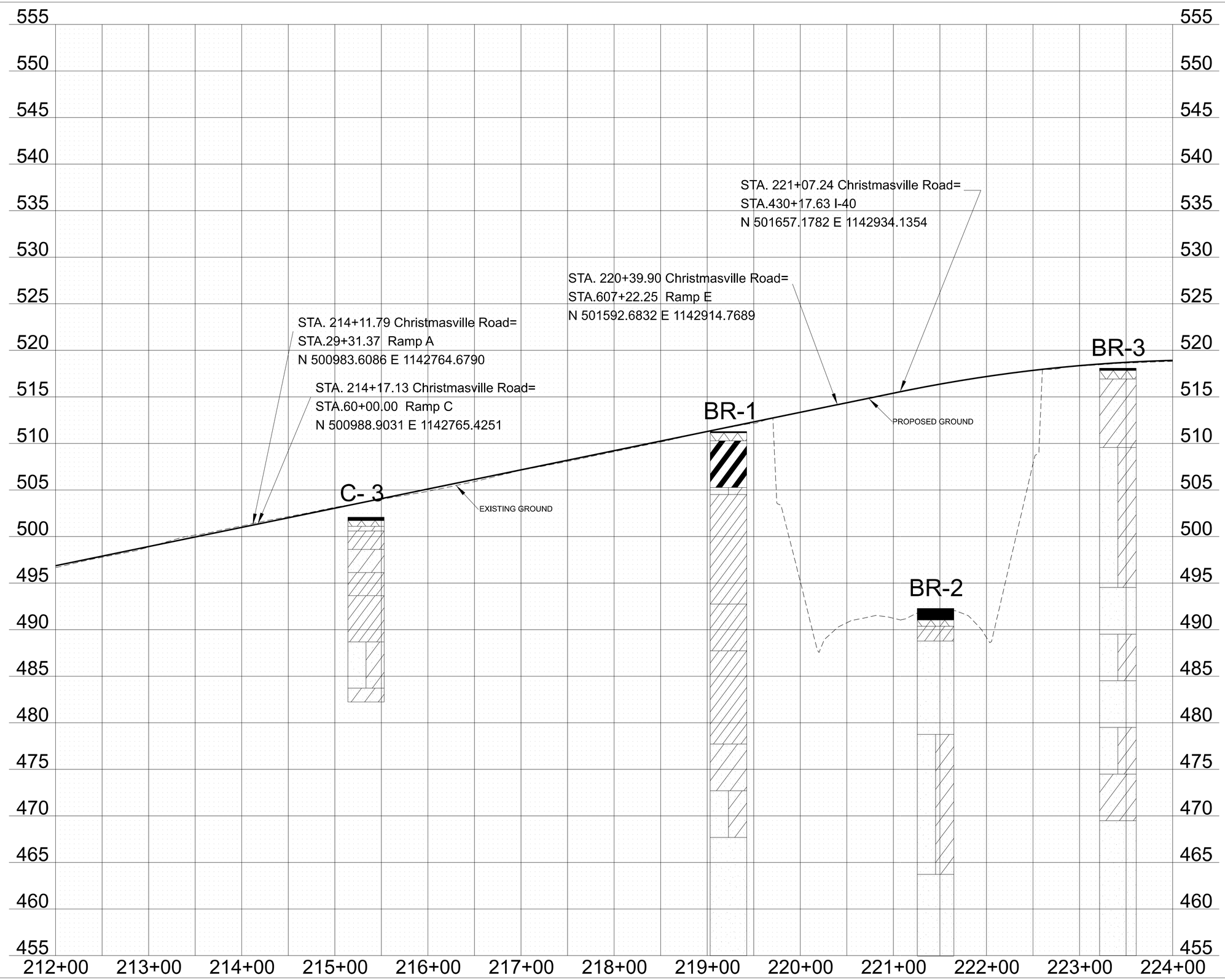
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

CHRISTMASVILLE RD
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SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-8
PIH	2026	STP-M-NH-I-40-1(372)	G-8
PS&E	2026	STP-M-NH-I-40-1(372)	G-8



LEGEND

- ASPHALT
- BASE MATERIAL
- CONCRETE
- TOPSOIL
- LEAN CLAY (TYPE A MATERIAL)
- SANDY LEAN CLAY (TYPE A MATERIAL)
- FAT CLAY (TYPE A MATERIAL)
- SANDY FAT CLAY (TYPE A MATERIAL)
- SILT (TYPE A MATERIAL)
- ELASTIC SILT (TYPE A MATERIAL)
- POORLY-GRADED SAND (TYPE A MATERIAL)
- SILTY SAND (TYPE A MATERIAL)
- CLAYEY SAND (TYPE A MATERIAL)
- POORLY-GRADED SAND WITH CLAY (TYPE A MATERIAL)
- POORLY-GRADED GRAVEL (TYPE A MATERIAL)

TYPE OF MATERIAL - SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL TAB. QTYS. SHEETS

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ASHRAF ELSAYED
REGISTERED ENGINEER
AGENT IN CHARGE
No. 106524
STATE OF TENNESSEE
10/20/26

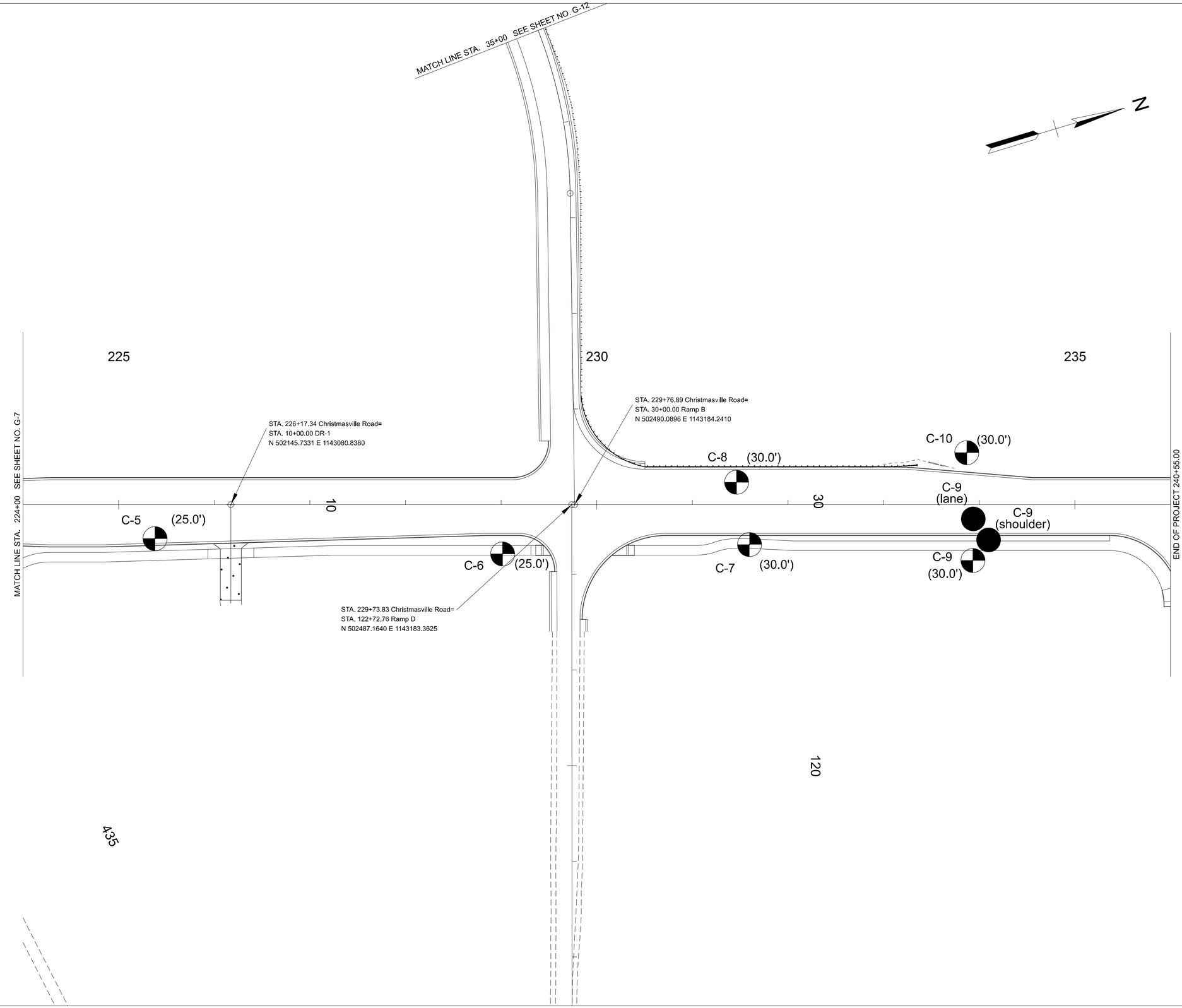
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
PROFILE

CHRISTMASVILLE RD
STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-9
PIH	2026	STP-M-NH-I-40-1(372)	G-9
PS&E	2026	STP-M-NH-I-40-1(372)	G-9



LEGEND

X-X (XX.X')

BORING DESIGNATION — (TERMINATION DEPTH)

X-X — PAVEMENT CORE DESIGNATION

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

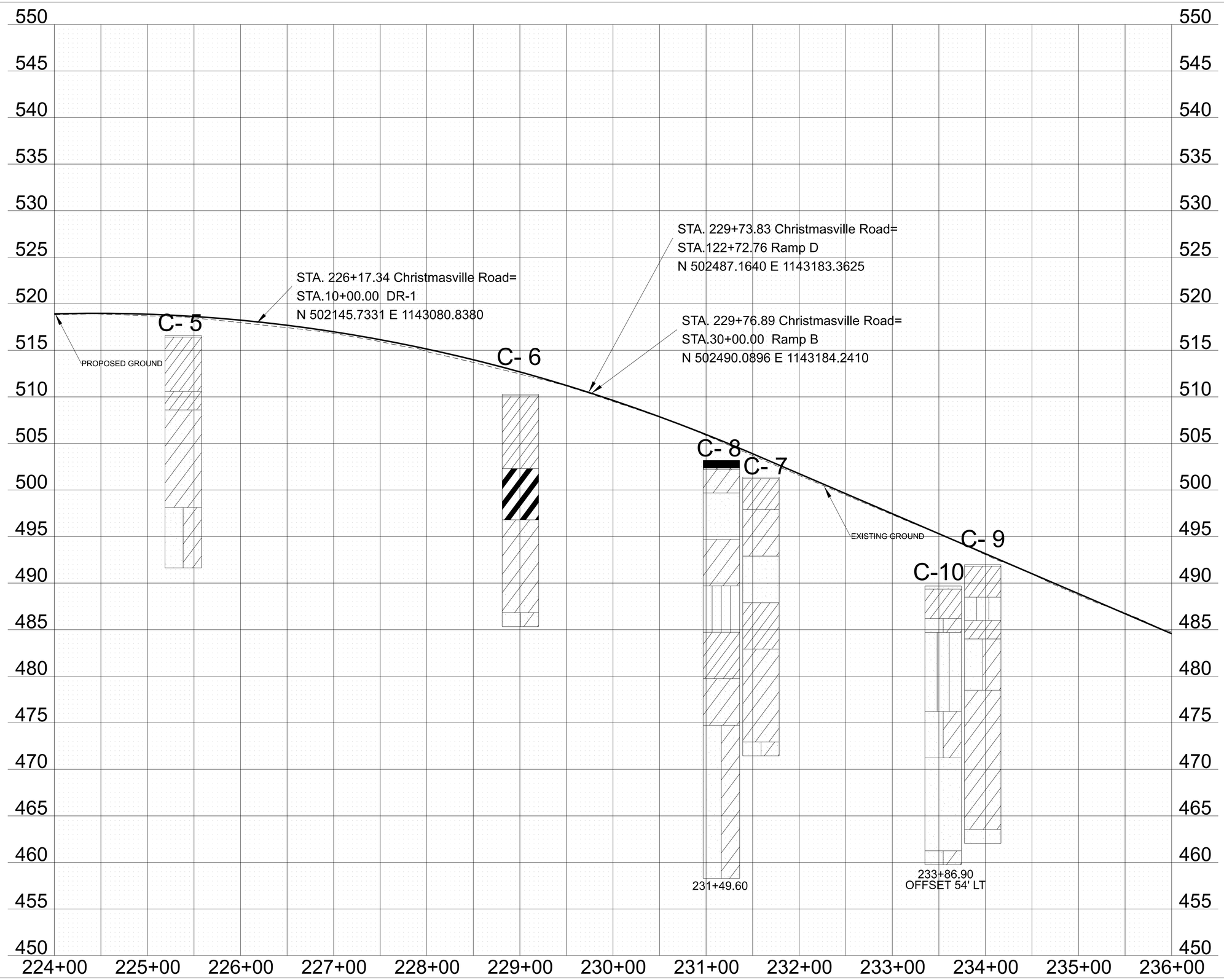
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

CHRISTMASVILE RD
STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	G-10
PIH	2026	STP-M-NH-I-40-1(372)	G-10
PS&E	2026	STP-M-NH-I-40-1(372)	G-10



LEGEND

- ASPHALT
- BASE MATERIAL
- CONCRETE
- TOPSOIL
- LEAN CLAY (TYPE A MATERIAL)
- SANDY LEAN CLAY (TYPE A MATERIAL)
- FAT CLAY (TYPE A MATERIAL)
- SANDY FAT CLAY (TYPE A MATERIAL)
- SILT (TYPE A MATERIAL)
- ELASTIC SILT (TYPE A MATERIAL)
- POORLY-GRADED SAND (TYPE A MATERIAL)
- SILTY SAND (TYPE A MATERIAL)
- CLAYEY SAND (TYPE A MATERIAL)
- POORLY-GRADED SAND WITH CLAY (TYPE A MATERIAL)
- POORLY-GRADED GRAVEL (TYPE A MATERIAL)

TYPE OF MATERIAL - SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL TAB. QTYS. SHEETS

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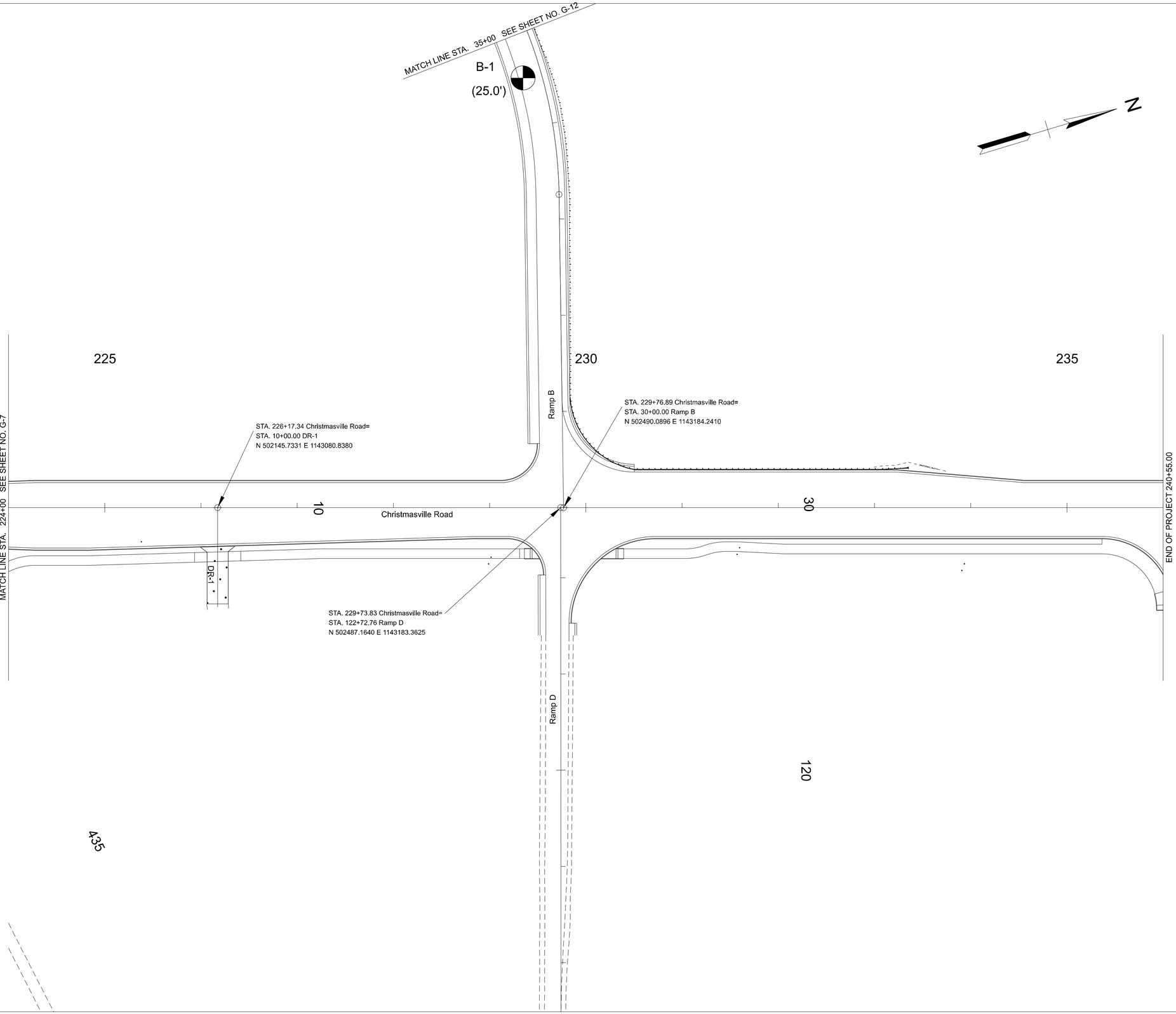
ASHRAF ELSAYED
REGISTERED ENGINEER
AGENT IN CHARGE
COMPANY NO. 10632
STATE OF TENNESSEE
10/20/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
PROFILE
CHRISTMASVILLE RD
STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

7/7/2026 4:28:50 PM
M:\PROJECTS\J044\J044128.02-PIN 132680.00 I-40 INTERCHANGE IMPROVEME\DRAW\REP\571040-SHT-PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-11
PIH	2026	STP-M-NH-I-40-1(372)	G-11
PS&E	2026	STP-M-NH-I-40-1(372)	G-11



LEGEND

X-X (XX.X')

BORING DESIGNATION — (TERMINATION DEPTH)

SEALED BY

ASHRAF ELSAYED
REGISTERED ENGINEER
AGENCY NUMBER
10/20/26
No. 106527
STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

RAMP B
STA. 30+00.00 TO STA. 35+00.00
SCALE: 1" = 50'

7/7/2026 4:10:15 PM
C:\USERS\ACHAMBERS\ONEDRIVE - TEAMUES\DESKTOP\PS&E\57I040-SHT-PROPOSED.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-12
PIH	2026	STP-M-NH-I-40-1(372)	G-12
PS&E	2026	STP-M-NH-I-40-1(372)	G-12

N

LEGEND

X-X (XX.X')

BORING DESIGNATION

(TERMINATION DEPTH)

3

40

45

MATCH LINE STA. 35+00 SEE SHEET NO. G-11

Ramp B

B-2 (15.0')

B-3 (15.0')

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REGISTERED ENGINEER
AGENCY NO. 106527
STATE OF TENNESSEE

10/20/26

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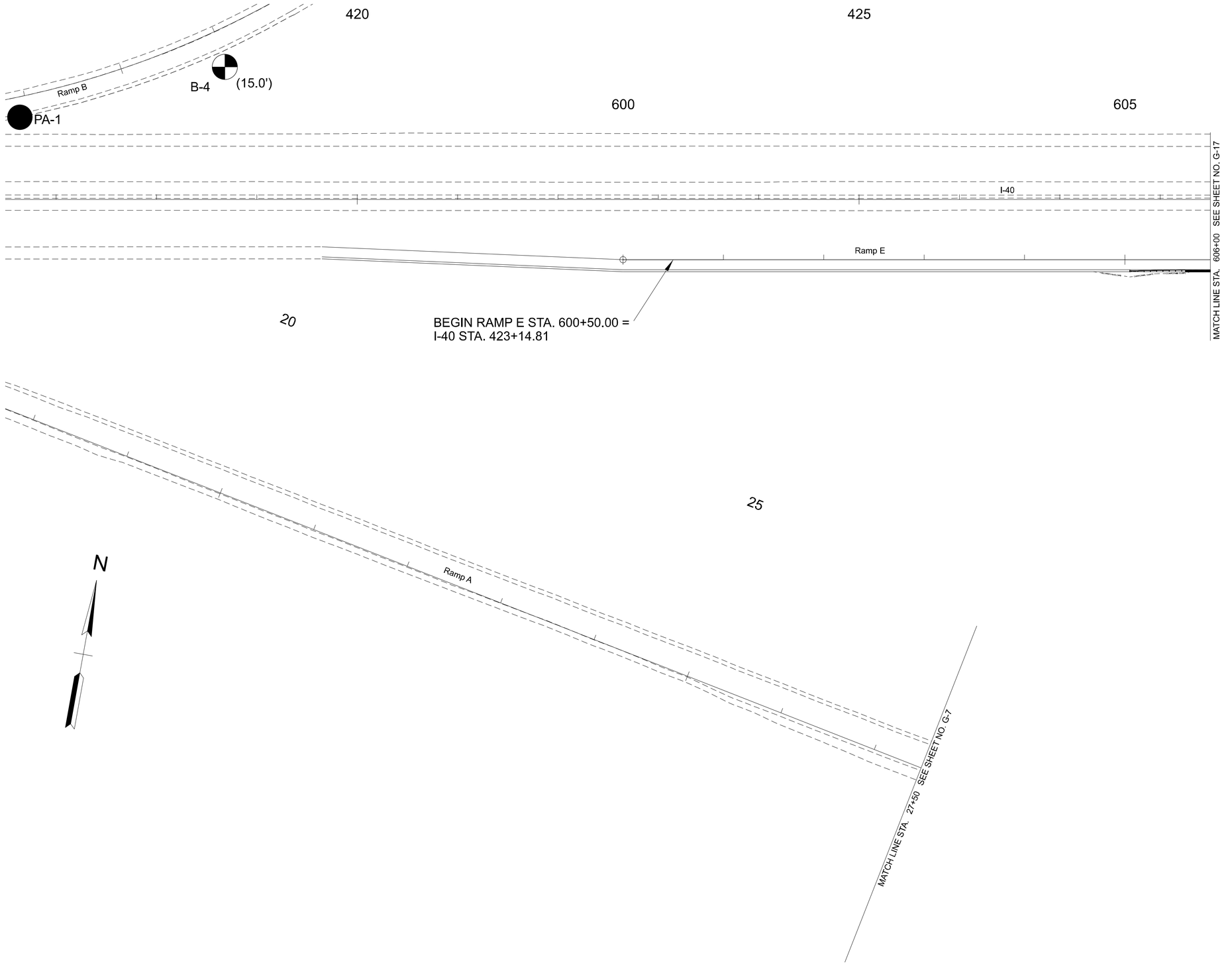
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

RAMP B
STA. 35+00.00 TO STA. 47+00.00
SCALE: 1" = 50'

7/7/2026 4:14:06 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	G-13
PIH	2026	STP-M-NH-I-40-1(372)	G-13
PS&E	2026	STP-M-NH-I-40-1(372)	G-13



LEGEND

X-X (XX.X')

BORING DESIGNATION — (TERMINATION DEPTH)

XX-X — PAVEMENT CORE DESIGNATION

SEALED BY

ASHRAF ELSAYED
REGISTERED ENGINEER
AGENCY ID NO. 106521
STATE OF TENNESSEE
10/20/26

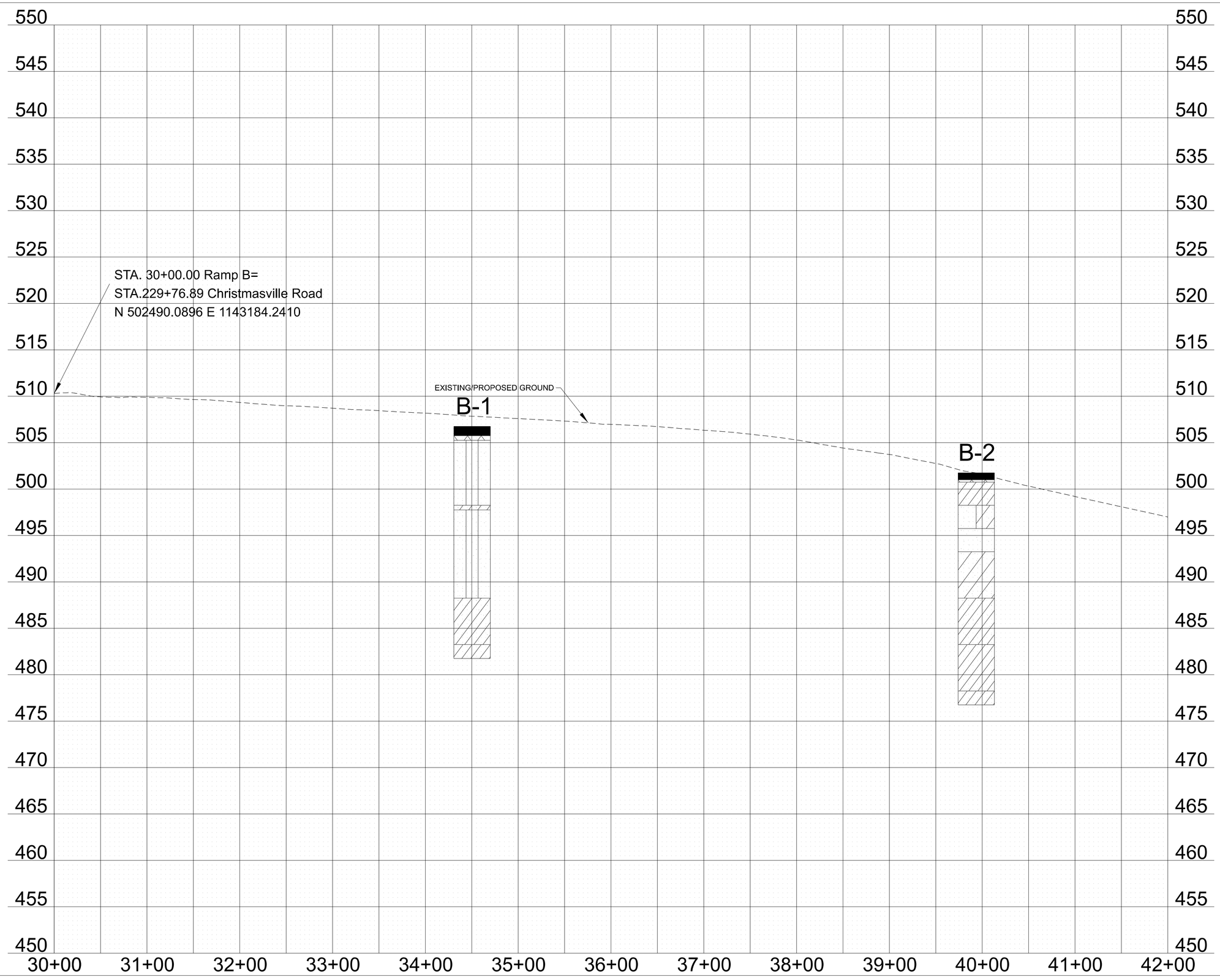
COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00007 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

RAMP B
STA. 49+00.00 TO STA. 51+20.43
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-14
PIH	2026	STP-M-NH-I-40-1(372)	G-14
PS&E	2026	STP-M-NH-I-40-1(372)	G-14

LEGEND

- ASPHALT
- BASE MATERIAL
- CONCRETE
- TOPSOIL
- LEAN CLAY (TYPE A MATERIAL)
- SANDY LEAN CLAY (TYPE A MATERIAL)
- FAT CLAY (TYPE A MATERIAL)
- SANDY FAT CLAY (TYPE A MATERIAL)
- SILT (TYPE A MATERIAL)
- ELASTIC SILT (TYPE A MATERIAL)
- POORLY-GRADED SAND (TYPE A MATERIAL)
- SILTY SAND (TYPE A MATERIAL)
- CLAYEY SAND (TYPE A MATERIAL)
- POORLY-GRADED SAND WITH CLAY (TYPE A MATERIAL)
- POORLY-GRADED GRAVEL (TYPE A MATERIAL)

TYPE OF MATERIAL - SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL TAB. QTYS. SHEETS

SEALED BY

ASHRAF ELSAYED
REGISTERED ENGINEER
AGENCY USE
No. 106524
STATE OF TENNESSEE
10/20/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

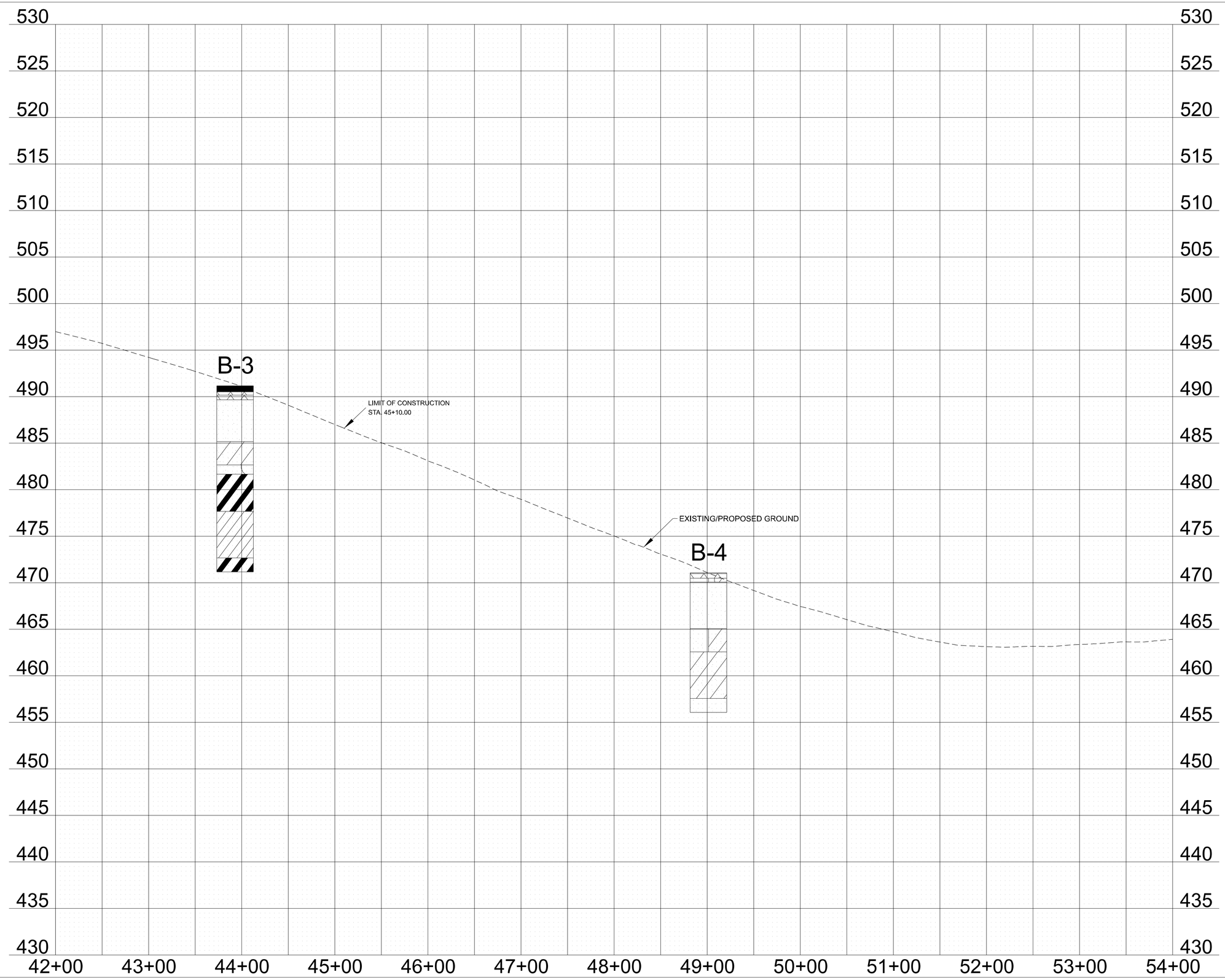
GEOTECHNICAL BORING PROFILE

RAMP B

STA. 30+00.00 TO STA. 42+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-15
PIH	2026	STP-M-NH-I-40-1(372)	G-15
PS&E	2026	STP-M-NH-I-40-1(372)	G-15

LEGEND

- ASPHALT
- BASE MATERIAL
- CONCRETE
- TOPSOIL
- LEAN CLAY (TYPE A MATERIAL)
- SANDY LEAN CLAY (TYPE A MATERIAL)
- FAT CLAY (TYPE A MATERIAL)
- SANDY FAT CLAY (TYPE A MATERIAL)
- SILT (TYPE A MATERIAL)
- ELASTIC SILT (TYPE A MATERIAL)
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- SILTY SAND (TYPE A MATERIAL)
- CLAYEY SAND (TYPE A MATERIAL)
- POORLY-GRADED SAND WITH CLAY (TYPE A MATERIAL)
- POORLY-GRADED GRAVEL (TYPE A MATERIAL)

TYPE OF MATERIAL - SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL TAB. QTYS. SHEETS

SEALED BY

ASHRAF ELSAYED
REGISTERED ENGINEER
AGENCY ID No. 106527
STATE OF TENNESSEE
10/20/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PROFILE

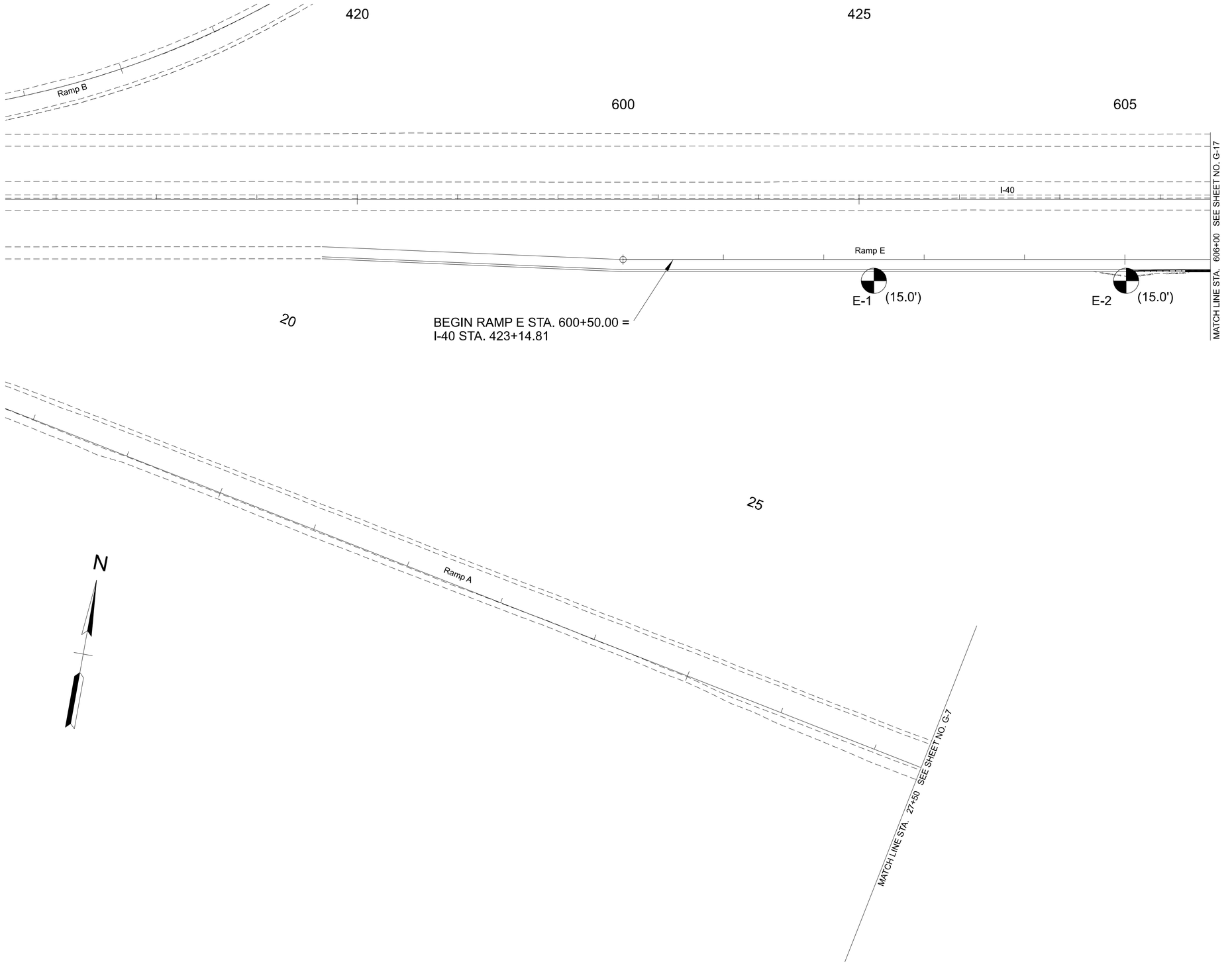
RAMP B

STA. 42+00.00 TO STA. 54+00.00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-16
PIH	2026	STP-M-NH-I-40-1(372)	G-16
PS&E	2026	STP-M-NH-I-40-1(372)	G-16



LEGEND

X-X (XX.X')

BORING DESIGNATION

(TERMINATION DEPTH)

SEALED BY

ASHRAF ELSAYED
REGISTERED ENGINEER
AGENCY ID NO. 106521
STATE OF TENNESSEE
10/20/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

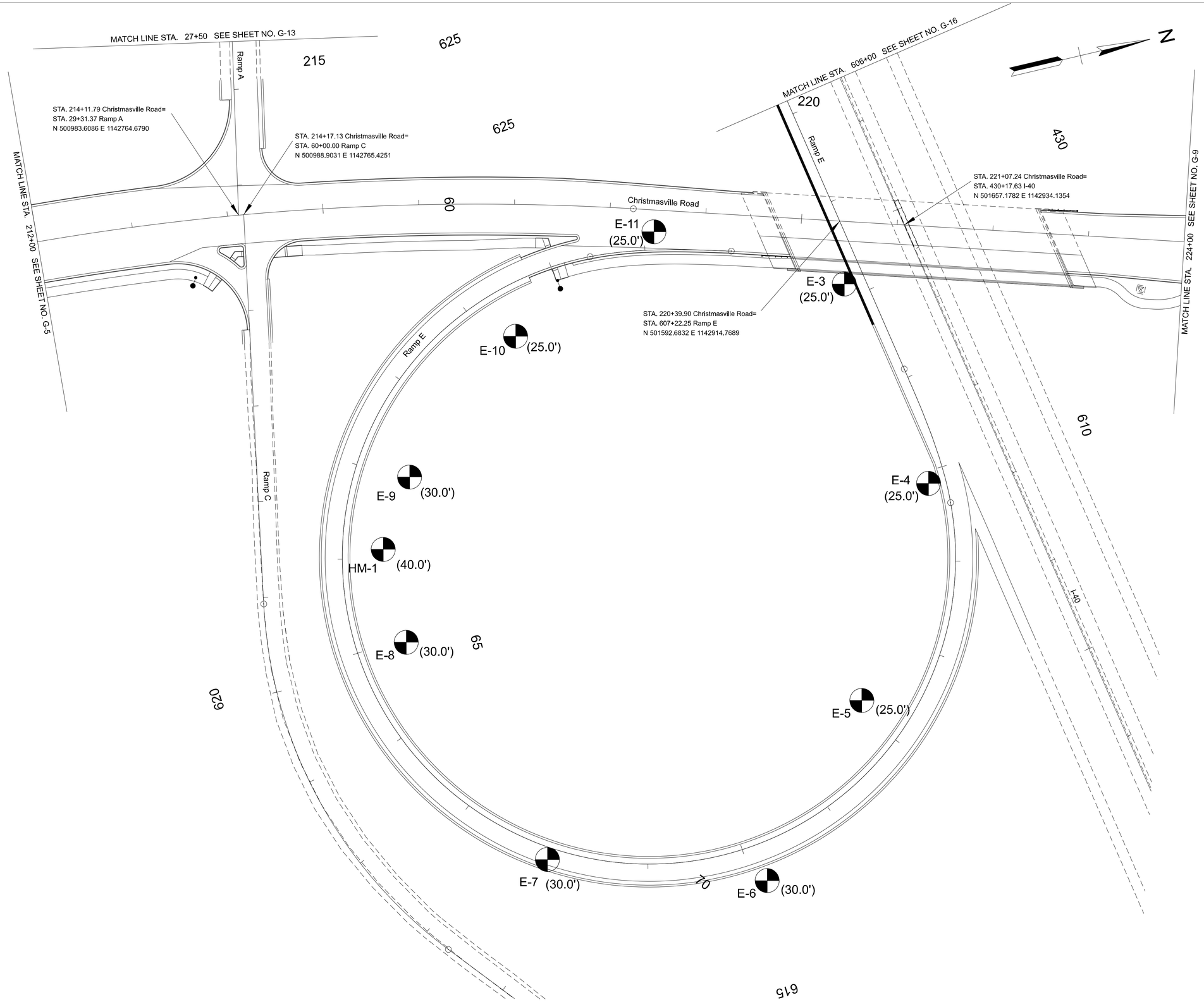
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

RAMP E
STA. 600+50.00 TO STA. 606+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-17
PIH	2026	STP-M-NH-I-40-1(372)	G-17
PS&E	2026	STP-M-NH-I-40-1(372)	G-17



LEGEND

X-X (XX.X')

BORING DESIGNATION — (TERMINATION DEPTH)

SEALED BY

ASHRAF ELSAYED — REGISTERED ENGINEER — AGENCY USE ONLY — 10/20/26 — No. 106521 — STATE OF TENNESSEE

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B MODEL.

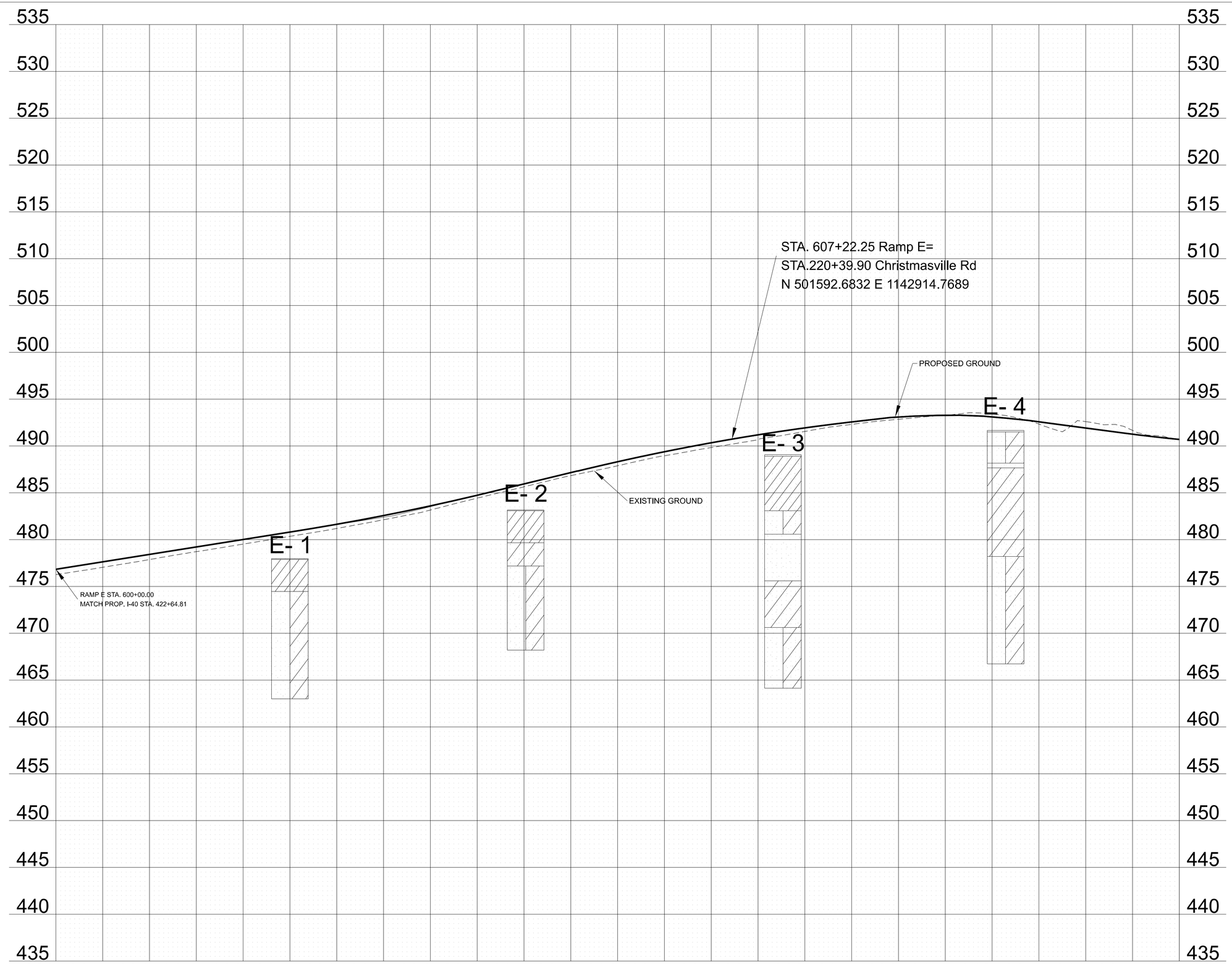
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING LAYOUT

RAMP E
STA. 607+76.00 TO STA. 625+00.00
SCALE: 1" = 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	G-18
PIH	2026	STP-M-NH-I-40-1(372)	G-18
PS&E	2026	STP-M-NH-I-40-1(372)	G-18



LEGEND

- ASPHALT
- BASE MATERIAL
- CONCRETE
- TOPSOIL
- LEAN CLAY (TYPE A MATERIAL)
- SANDY LEAN CLAY (TYPE A MATERIAL)
- FAT CLAY (TYPE A MATERIAL)
- SANDY FAT CLAY (TYPE A MATERIAL)
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- CLAYEY SAND (TYPE A MATERIAL)
- POORLY-GRADED SAND WITH CLAY (TYPE A MATERIAL)
- POORLY-GRADED GRAVEL (TYPE A MATERIAL)

TYPE OF MATERIAL - SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL TAB. QTYS. SHEETS

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ASHRAF ELSAYED
REGISTERED ENGINEER
AGRICULTURE
10/20/26
106522
STATE OF TENNESSEE

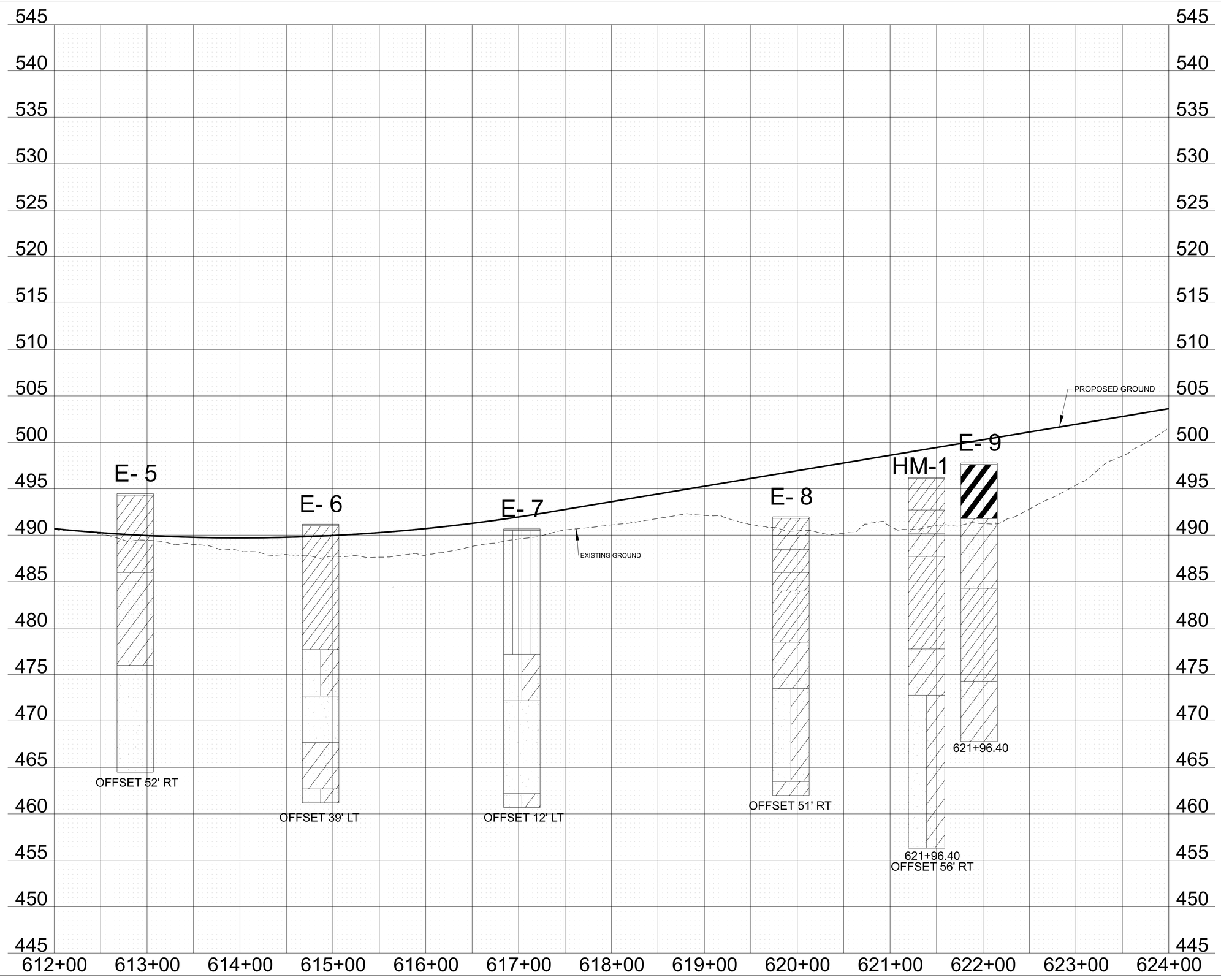
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PROFILE

RAMP E
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SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-19
PIH	2026	STP-M-NH-I-40-1(372)	G-19
PS&E	2026	STP-M-NH-I-40-1(372)	G-19



LEGEND

- ASPHALT
- BASE MATERIAL
- CONCRETE
- TOPSOIL
- LEAN CLAY (TYPE A MATERIAL)
- SANDY LEAN CLAY (TYPE A MATERIAL)
- FAT CLAY (TYPE A MATERIAL)
- SANDY FAT CLAY (TYPE A MATERIAL)
- SILT (TYPE A MATERIAL)
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- POORLY-GRADED GRAVEL (TYPE A MATERIAL)

TYPE OF MATERIAL - SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL TAB. QTYS. SHEETS

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ASHRAF ELSAYED
REGISTERED ENGINEER
AGENCY NUMBER
106521
STATE OF TENNESSEE
10/20/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

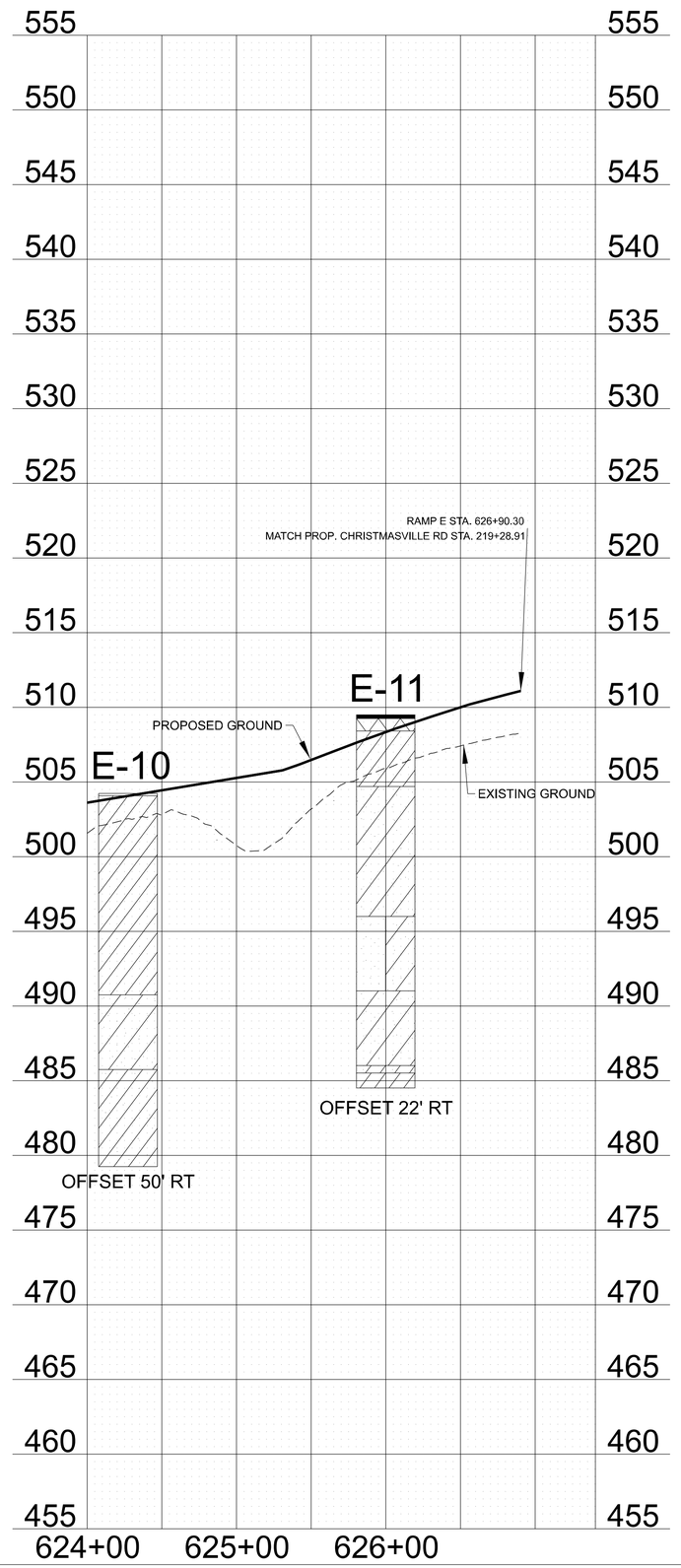
GEOTECHNICAL BORING PROFILE

RAMP E

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SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-20
PIH	2026	STP-M-NH-I-40-1(372)	G-20
PS&E	2026	STP-M-NH-I-40-1(372)	G-20

LEGEND

- ASPHALT
- BASE MATERIAL
- CONCRETE
- TOPSOIL
- LEAN CLAY (TYPE A MATERIAL)
- SANDY LEAN CLAY (TYPE A MATERIAL)
- FAT CLAY (TYPE A MATERIAL)
- SANDY FAT CLAY (TYPE A MATERIAL)
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- POORLY-GRADED GRAVEL (TYPE A MATERIAL)

TYPE OF MATERIAL - SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND GEOTECHNICAL TAB. QTYS. SHEETS

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ASHRAF ELSAYED
REGISTERED ENGINEER
AGENCY
10/20/26
No. 106327
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PROFILE

RAMP E

STA. 624+00.00 TO STA. 626+90.30

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	G-21
PIH	2026	STP-M-NH-I-40-1(372)	G-21
PS&E	2026	STP-M-NH-I-40-1(372)	G-21

HIGH-MAST LIGHT TOWER: BORING HM-1

ZONE	SOIL TYPES	DEPTH[a] (FEET) FROM SURFACE		ELEVATION (FEET, NAVD 88)		TOTAL UNIT WEIGHT (PCF)	SHEAR STRENGTH PARAMETERS				LATERAL LOAD PARAMETERS[d]	
							UNDRAINED (SHORT-TERM)		DRAINED (LONG-TERM)		SOIL STRAIN, e_{50}	STATIC SOIL MODULUS (PCI)[c]
		FROM	TO	FROM	TO		COHESION (PSF)	Φ (DEGREE)	COHESION (PSF)	Φ' (DEGREE)		
1	Lean Clay	0[b]	5	496	491	120	1,500	--	--	28	0.007	500
2	Clayey Sand	5	9	491	487	121	1,000	--	--	28	--	50
3	Lean Clay	9	18	487	478	120	1,200	--	--	28	0.007	200
4	Clayey Sand/ Sand with Clay	18	33	478	462	122	--	33	--	33	--	90
5	Sand	33	40	462	456	124	--	36	--	36	--	225

Note: Groundwater was not encountered during drilling operations.
[a] Depth in reference to ground surface at boring locations.
[b] Zero depth as measured at top of boring.
[c] Pounds per cubic inch.
[d] For lateral load analysis only.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HIGH MAST LIGHT TOWER SOIL PARAMETER TABLES

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Douglas A Swett
2026.09.04 11:28:41-05'00'

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

KIMLEY-HORN
6750 POPLAR AVE.
SUITE 600
MEMPHIS, TN 38138
DOUGLAS SWETT, P.E. NO. 114211

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.
ITS SIGNATURE SHEET	ITS-SIGN1
ITS INDEX AND STANDARD DRAWINGS	ITS-1
ITS ESTIMATED QUANTITIES	ITS-2
ITS SPECIAL NOTES	ITS-3
ITS CONSTRUCTION DETAILS	ITS-4-ITS-8
ITS SPLICING DETAIL	ITS-9
ITS PROPOSED LAYOUT	ITS-10

YEAR	PROJECT NO.	SHEET NO.
2026	STP-M-NH-I-40-1(372)	ITS-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ITS
SIGNATURE
SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	ITS-1
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-1

INDEX OF SHEETS

SHEET NAME	SHEET NO.
ITS SIGNATURE SHEET	ITS-SIGN1
ITS INDEX AND STANDARD DRAWINGS	ITS-1
ITS ESTIMATED QUANTITIES	ITS-2
ITS SPECIAL NOTES	ITS-3
ITS CONSTRUCTION DETAILS	ITS-4-ITS-8
ITS SPLICING DETAIL	ITS-9
ITS PROPOSED LAYOUT	ITS-10

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

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
LIGHTING AND UTILITY POLES		
T-FO-2		FIBER OPTIC UNDERGROUND ENTERANCE DETAILS
T-FO-4		FIBER OPTIC PULL BOX, CABINET & POLE DETAILS

SEALED BY



09/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ITS INDEX
AND
STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	ITS-2
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-2

ESTIMATED ITS QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1),(3)	725-22.24	CONDUIT BANK (TYPE 4)	L.F.	120
(1),(2)	725-23.16	FIBER OPTIC CABLE (144F)	L.F.	220
(1)	725-23.27	FIBER OPTIC CLOSURE (144F)	EACH	1
(1)	725-23.28	FIBER OPTIC SPLICE FUSION	EACH	146

FOOTNOTES

(1) REFER TO SPECIAL PROVISION 725 (SP725) FOR DESCRIPTION AND SPECIFICATIONS.

(2) THIS PAY ITEM INCLUDES REINSTALLING EXISTING 144F FIBER OPTIC CABLE IN PROPOSED CONDUIT BETWEEN EXISTING PULL BOXES AS SHOWN ON PLANS.

(3) ROCK WILL BE CONSIDERED INCIDENTAL TO ALL TRENCHING ITEMS, NO SEPARATE PAY ITEM WILL BE APPLIED WHERE ROCK IS ENCOUNTERED.

SEALED BY

DOUGLAS A. SWEET
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 101147 (1)
STATE OF TENNESSEE

09/04/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ITS
ESTIMATED
QUANTITIES

9/4/2026 10:09:57 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	ITS-3
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-3

SPECIAL NOTES

CONDUIT/TRENCHING

(1) WHEN/IF HAND DIGGING (OR OTHER CAREFUL TRENCHING METHOD) OF A NEW TRENCH IS REQUIRED DUE TO CONSTRAINTS IN THE FIELD, SUCH AS CROSSING UNDER PAVED DRAINAGE FLUMES OR AVOIDING EXISTING UTILITIES, SUCH EFFORTS SHALL BE CONDUCTED BY THE CONTRACTOR AS NEEDED AND/OR DIRECTED BY THE ENGINEER. NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE FOR HAND DIGGING OR REPAIR OF PAVEMENT DAMAGED BY THE CONTRACTOR.

(2) CONDUITS SHALL BE INSTALLED A MINIMUM OF FOUR (4) FEET BEHIND EXISTING AND PROPOSED GUARDRAIL POSTS. WHEN NO GUARDRAIL IS INSTALLED, CONDUITS SHALL BE INSTALLED A MINIMUM OF EIGHT (8) FEET CLEAR OF THE EDGE OF THE PAVED SHOULDER. HOWEVER, ANY AREAS THAT WILL REQUIRE THESE OFFSETS TO BE VIOLATED SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE CONSTRUCTION.

(3) CONDUITS SHALL BE INSTALLED ONE (1) FOOT IN FRONT OF CONCRETE BARRIERS, SOUND WALLS, OR RETAINING WALLS UNDER THE SHOULDER WHERE THE SHOULDER PAVEMENT IS AGAINST THE BARRIER WALLS.

(4) TRENCH AND PLACE CONDUIT INSODE THE R.O.W AND AT A 10' (FOOT) MINIMUM DISTANCE FROM THE R.O.W LINE. THE CONTRACTOR SHALL MARK CONDUIT ROUTES FOR APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION.

(5) CONDUIT SHOULD BE PLACED WHERE IT WILL BE WELL PROTECTED FROM FUTURE EXCAVATION.

(6) CONDUCTORS IN PULL BOXES AND EQUIPMENT ENCLOSURES SHALL BE NEATLY ARRANGED AND LACED WITH APPROVED CABLE TIES, IN ACCORDANCE WITH INDUSTRY STANDARD PRACTICE AND AS NOTED ON THE PLANS.

(7) THE CONTRACTOR SHALL COIL ADDITIONAL CABLE IN THE BOTTOMS OF CABINETS AND WITHIN PULL BOXES AS SPECIFIED ON THE DETAIL SHEETS.

(8) CONDUIT AND PULL BOXES SHOWN ON THESE PLANS ARE DIAGRAMMATIC. ACTUAL ROUTING OR CONDUIT RUNS SHALL CONFORM TO FIELD CONDITIONS. HOWEVER, GUIDANCE HAS BEEN PROVIDED VIA CONSTRUCTION NOTES ON THE ITS LAYOUT SHEETS. THE CONTRACTOR SHALL MARK CONDUIT ROUTES FOR APPROVAL BY THE ENGINEER PRIOR TO CONSTRUCTION.

(9) THE CONTRACTOR SHALL INSTALL A DETECTOR METALIZED "BURIED CABLE" WARNING TAPE CONTINUOUSLY RUN THE TRENCH TWELVE (12) INCHES ABOVE THE CONDUIT. THE COST OF THE TAPE IS TO BE INCLUDED IN OTHER CONDUIT-RELATED ITEM NUMBERS AND WILL NOT BE PAID FOR SEPARATELY.

(10) MULTIPLE RUNS OF CONDUIT / INNERDUCT SHALL BE PLACED IN THE SAME TRENCH AS SHOWN ON DETAIL SHEETS.

(11) CONDUITS PROVIDING ELECTRICAL SERVICE CONDUCTORS SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITIONS OF THE "NATIONAL ELECTIRC CODE", THE "NATIONAL ELECTRIC SAFETY CODE", LOCAL BUILDING CODES, AND TO THE REQUIREMENTS OF TDOT AND ALL UTILITIES INVOLVED.

(12) ALL CONDUIT ROUTES UNDERNEATH ASPHALT AND/OR CONCRETE ROADWAYS SHALL BE BORED, DIRECTIONALLY DRILLED, OR VIA OTHER METHODS NOT REQUIRING OPEN TRENCHING. NO OPEN TRENCHING WILL BE ALLOWED IN ASPHALT OR CONCRETE UNLESS SPECIFICALLY STATED AS SO ON THE PLANS. BORES / DIRECTIONAL DRILLS SHOULD BE AS CLOSE AS PRACTICAL TO PERPENDICULAR TO THE ROADWAY CENTERLINE.

(13) WHEN/IF REMOVAL AND REPLACEMENT OF FENCING IS NECESSARY FOR TRENCHING OR BORING OPERATIONS, SUCH EFFORTS SHALL BE CONDUCTED BY THE CONTRACTOR AS NEEDED AND/OR DIRECTED BY THE ENGINEER. NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE.

(14) FOR INSTANCES WHEN THE CONDUIT BANK MUST CROSS UNDERNEATH EXISTING GUARDRAIL PRIOR TO CONSTRUCTION IN AN ASPHALT OR CONCRETE SHOULDER, THE TRENCH BACK FILL MATERIAL SHALL CONSIST ENTIRELY OF FLOWABLE FILL AS IT CROSSES UNDERNEATH THE GUARDRAIL.

(15) PROPOSED CONDUIT SHALL BE INSTALLED OVER EXISTING STRUCTURES OR ATTACHED TO EXISTING BRIDGES. NO TRENCHING OR PROPOSED CONDUIT SHALL CROSS ANY PROPOSED DRAINAGE FEATURES OR WETLAND AREAS. IF CONTRACTOR OR TDOT INSPECTOR IS UNSURE WHEHTER DRAINAGE FEATURES ARE STREAMS OR WETLANDS, CONTRACTOR OR INSPECTOR SHALL CONTACT TDOT ENVIRONMENTAL DIVISION PERMITS SECTION TO OBTAIN APPROPRIATE PERMITS.

SCOPE OF WORK

ITS SCOPE OF WORK INCLUDES REMOVING EXISTING FIBER OPTIC TRUNK CABLE AND INSTALLING NEW CONDUIT AND REPULLING THE EXISTING FIBER OPTIC TRUNK CABLE BETWEEN TWO EXISTING PULLBOXES FOR EXISTING CCTV AND RDS POLE. ONE FIBER OPTIC ENCLOSURE WILL BE REPLACED AND TRUNK LINE FIBERS WILL BE RESPLICED. EXISTING CCTV AND RDS EQUIPMENT TO REMAIN.

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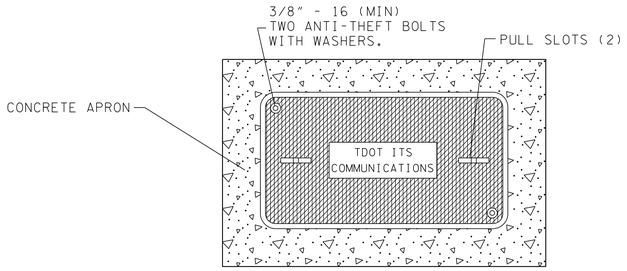


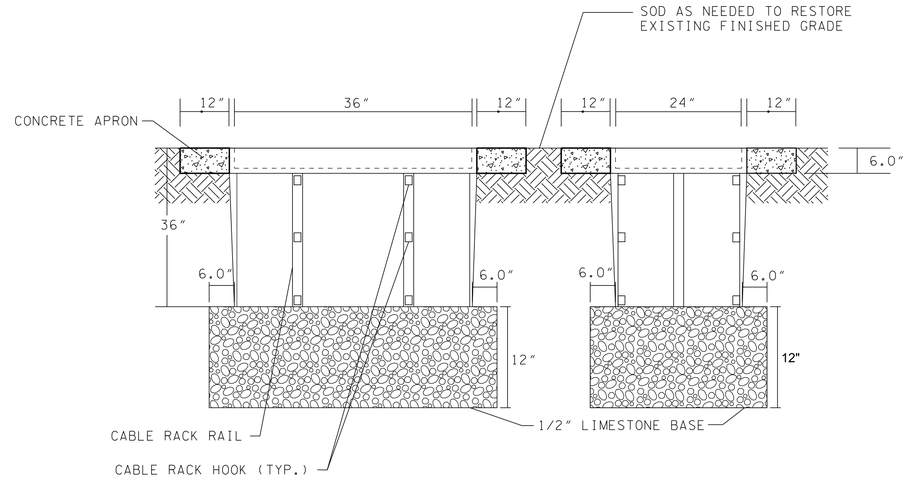
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ITS
SPECIAL NOTES

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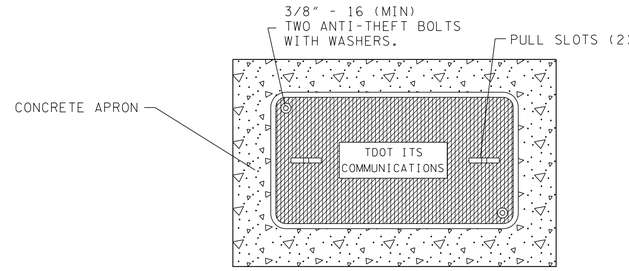
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	ITS-4
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-4

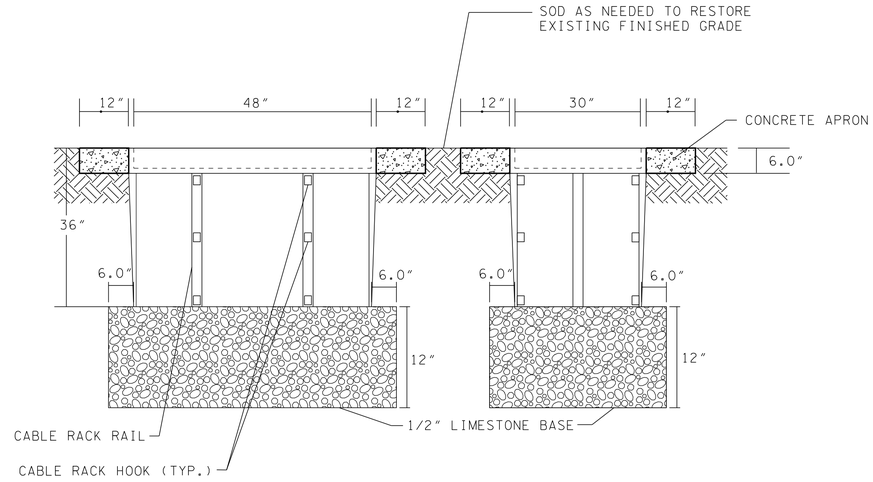




TYPE "D" PULL BOX ASSEMBLY

N.T.S.





TYPE "E" PULL BOX ASSEMBLY

N.T.S.

NOTES:

TYPE "D" & "E" PULL BOX WITH COVER SHALL MEET THE FOLLOWING REQUIREMENTS:

1. PULL BOX COVER SHALL BE PRECAST COMPOSITE POLYMER CONCRETE PRODUCT.
2. PULL BOXES & COVERS SHALL BE SINGLE-STACK OPEN-BOTTOM ASSEMBLIES CONFIGURED AS SHOWN IN PLANS.
3. SHALL MEET OR EXCEED CURRENT ANSI/SCTE 77 TIER 22 LOADING REQUIREMENTS.
4. PULL BOX SHALL MEET CURRENT NEC STANDARDS FOR HANDHOLE ENCLOSURES.
5. PULL BOX COVER SHALL BE LABELED (TDOT ITS COMMUNICATIONS).
6. EACH PULL BOX SHALL COME EQUIPPED WITH 4 CABLE RACKS & 12 RACK HOOKS. THE CABLE RACKS SHALL BE A MIN. OF 24" & RACK HOOKS SHALL BE A MIN. OF 7" IN LENGTH. THE CABLE RACKS AND RACK HOOKS SHALL BE HOT-DIPPED GALVANIZED STEEL.
7. TYPE "D" AND "E" PULL BOXES SHALL ONLY BE USED FOR COMMUNICATIONS CONDUIT/CABLING.
8. GPS COORDINATES OF EACH PULL BOX WILL BE RECORDED IN THE AS-BUILT PLANS TO BE TURNED IN WITH THIS PROJECT.
9. UNUSED CONDUIT SHALL BE STUBBED OUT AND CAPPED TO PRESERVE FOR FUTURE USE.
10. CONDUIT SHALL ENTER TYPE "D" AND "E" PULL BOXES THROUGH THE SIDEWALL.
11. HOLES ALONG THE SIDEWALLS SHALL BE CUT BY THE CONTRACTOR.
12. ALL TYPE "D" AND "E" PULL BOXES SHALL HAVE 12" WIDE (MIN.) X 6" DEEP CONCRETE APRONS SLOPED AWAY FROM BOX. APRON IS TO BE INCLUDED IN THE COST OF EACH BOX.

INTELLIGENT TRANSPORTATION SYSTEM (ITS) LEGEND

SYMBOL	ITEM
	EXISTING PULL BOX
PB	PROPOSED PULL BOX, TYPE C
	PROPOSED PULL BOX, TYPE D
	PROPOSED PULL BOX, TYPE E
	PROPOSED STRUCTURE MOUNTED PULL BOX

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TYPICAL
TYPE D AND TYPE E
PULL BOX DETAILS

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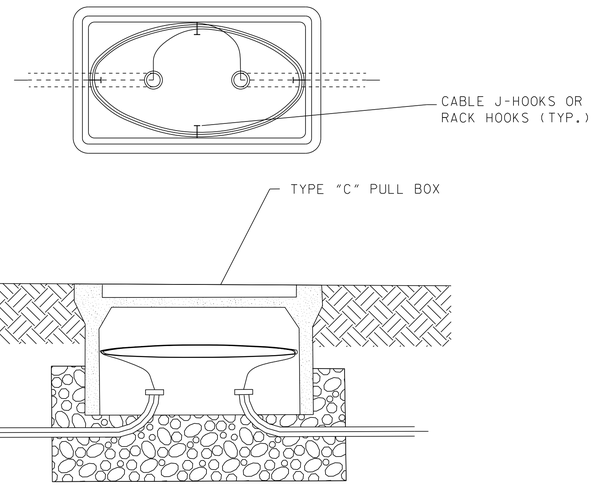
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	ITS-5
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-5

CABLE TYPE	TYPE "C" PULL BOX	TYPE "D" PULL BOX	TYPE "E" PULL BOX	PAD-MOUNTED CABINET BASE
FIBER OPTIC CABLES (TRUNK)	- -	25	200	25
FIBER OPTIC CABLES (BRANCH)	- -	25	100	25
ELECTRICAL SERVICE CONDUCTORS	10	- -	- -	- -
RDS CABLE	20	20	20	- -
DMS COMM CABLE	10	10	- -	10
DMS PWR CABLE	10	10	- -	10

NOTE: SEE TSP 725 FOR ADDITIONAL INFORMATION

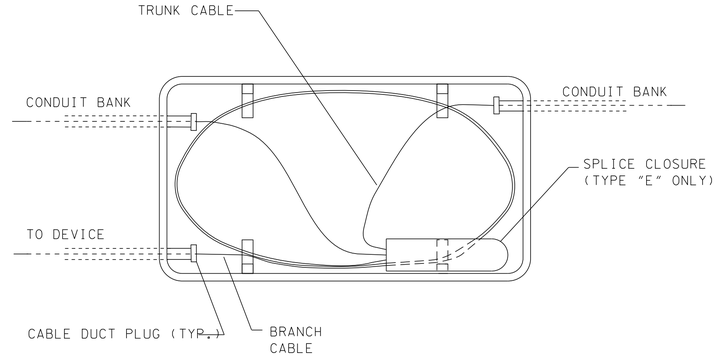
TYPICAL CABLE COIL INSTALLATION GUIDE

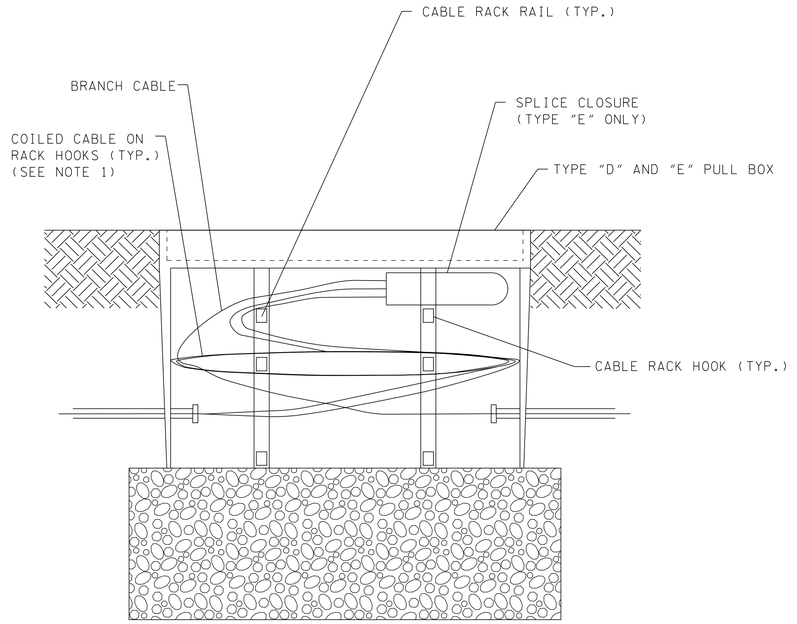
(FEET OF COIL LENGTH PER ENTERING CABLE)



CABLE MANAGEMENT IN TYPE "C" PULL BOX

N.T.S.





CABLE MANAGEMENT IN TYPE "D" AND "E" PULL BOX

N.T.S.

NOTES:

1. FIBER TRUNK AND BRANCH CABLES SHALL BE COILED TOGETHER. OTHER DEVICE CABLES SHALL BE COILED SEPARATELY AND SUPPORTED ON J-HOOKS OR RACK HOOKS.
2. CONDUIT MAY ENTER THE LONG SIDE OF THE PULL BOX WHEN FIELD CONDITIONS WARRANT.

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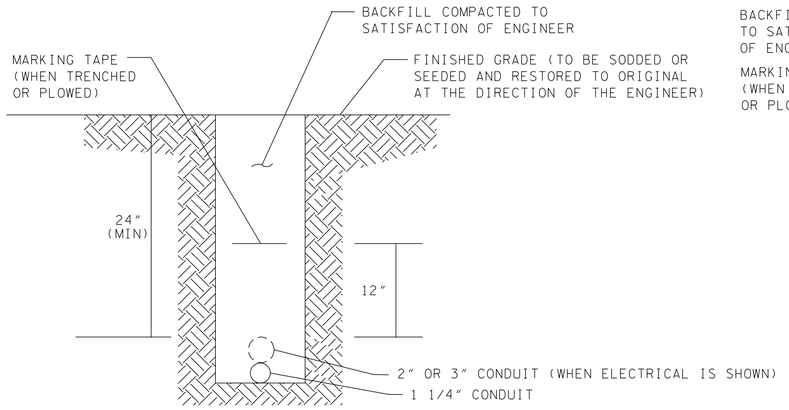
STATE OF TENNESSEE
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CABLE MANAGEMENT DETAILS

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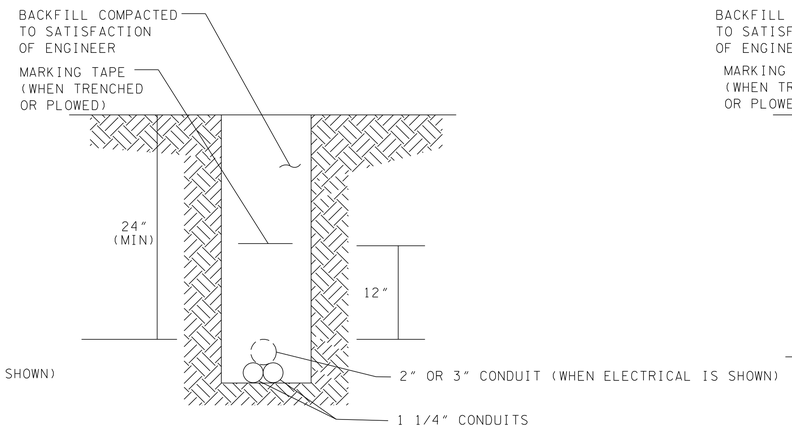
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	ITS-6
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-6



CONDUIT BANK TYPE 1

N.T.S.

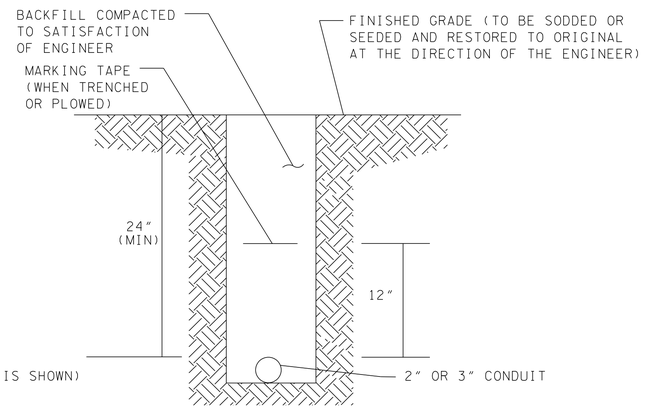
ONE 1 1/4" COMMUNICATIONS CONDUIT WITH OR WITHOUT ONE 2" OR 3" ELECTRICAL CONDUIT WHICH IS PAID SEPARATELY



CONDUIT BANK TYPE 2

N.T.S.

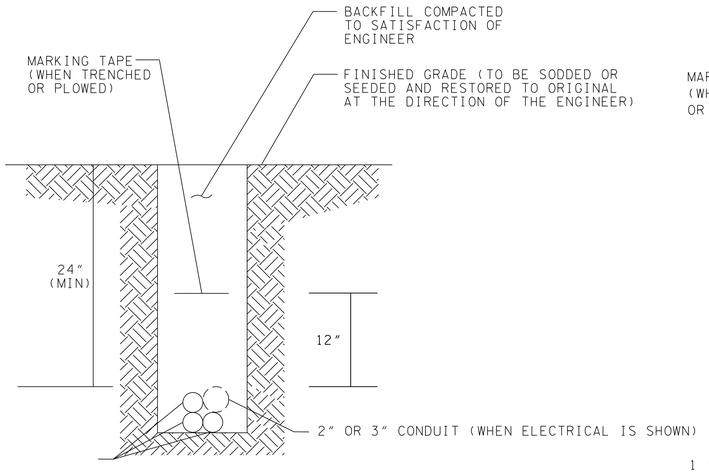
TWO 1 1/4" COMMUNICATIONS CONDUITS WITH OR WITHOUT ONE 2" OR 3" ELECTRICAL CONDUIT WHICH IS PAID SEPARATELY



2" OR 3" CONDUIT

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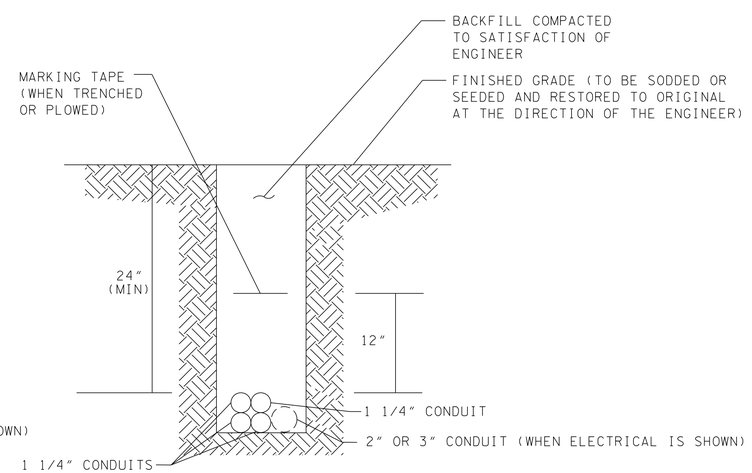
ONE 2" OR 3" CONDUIT



CONDUIT BANK TYPE 3

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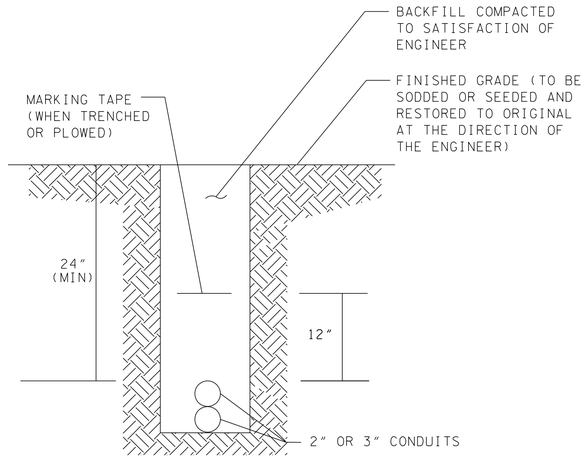
THREE 1 1/4" COMMUNICATIONS CONDUITS WITH OR WITHOUT ONE 2" OR 3" ELECTRICAL CONDUIT WHICH IS PAID SEPARATELY



CONDUIT BANK TYPE 4

N.T.S.

FOUR 1 1/4" COMMUNICATIONS CONDUITS WITH OR WITHOUT ONE 2" OR 3" ELECTRICAL CONDUIT WHICH IS PAID SEPARATELY



MULTIPLE 2" OR 3" CONDUITS

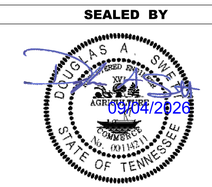
N.T.S.

TWO 2" OR 3" CONDUITS

NOTES:

1. DETAILS FOR CONDUIT BANKS APPEAR AS TRENCHED INSTALLATION FOR GRAPHICAL PURPOSES ONLY. CONDUIT BANKS IN EARTH MAY BE TRENCHED, PLOWED, BORED, OR DRILLED.
2. ELECTRICAL AND COMMUNICATIONS CONDUIT SIZES VARY THROUGHOUT THE PROJECT. REFER TO THE CONDUIT AND CABLE SCHEDULES SHOWN ON THE PLANS FOR INDIVIDUAL CONDUIT SIZES.
3. WARNING TAPE SHALL BE LABELED "WARNING - ELECTRICAL/FIBER OPTIC CABLE BELOW."
4. IF A DRAINAGE OR UTILITY CONFLICT ARISES THE CONTRACTOR SHALL SUBMIT A PLAN FOR RESOLVING THE CONFLICT TO THE ENGINEER FOR REVIEW AND APPROVAL.
5. ALL CONDUIT USED ON THIS PROJECT SHALL CONFORM TO THE COLOR SCHEME AND USE IN ACCORDANCE WITH THE TSP 725.

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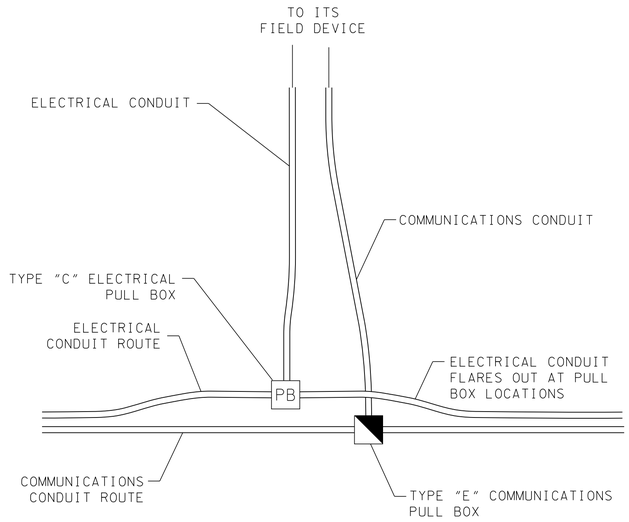
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL TRENCHING DETAIL (FIBER)

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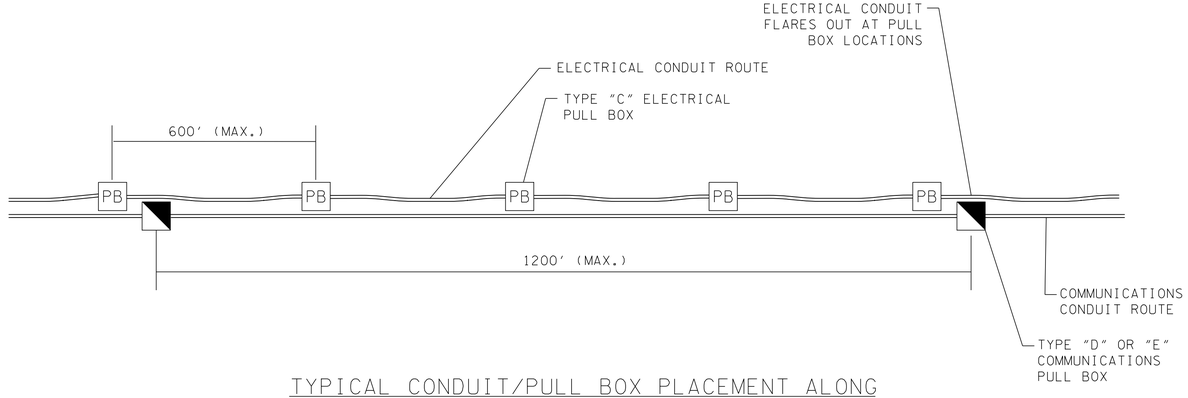
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	ITS-7
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-7



TYPICAL CONDUIT/PULL BOX PLACEMENT AT ITS FIELD DEVICE

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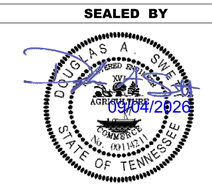


TYPICAL CONDUIT/PULL BOX PLACEMENT ALONG

FIBER OPTIC COMMUNICATIONS TRUNKLINE

N.T.S.

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CONDUIT ROUTING NOTES:

1. COMMUNICATIONS AND ELECTRICAL CONDUIT MAY SHARE THE SAME TRENCH. HOWEVER THEY SHALL NEVER SHARE THE SAME PULL BOXES. SEPARATE PULL BOXES ARE REQUIRED FOR EACH CONDUIT SYSTEM.

2. COMMUNICATIONS AND ELECTRICAL CONDUIT ROUTES MUST FLARE OUT AS SHOWN IN DETAILS ABOVE AT LOCATIONS WHERE PULL BOXES ARE TO BE INSTALLED TO PROVIDE SUFFICIENT ROOM FOR PULL BOX CONSTRUCTION.

3. THE SPACING BETWEEN PULL BOXES SHALL BE 600 FT MAXIMUM FOR ELECTRICAL CONDUIT ROUTES AND 1200' MAXIMUM FOR THE COMMUNICATIONS TRUNKLINE (AS DEPICTED ON THE PLANS).

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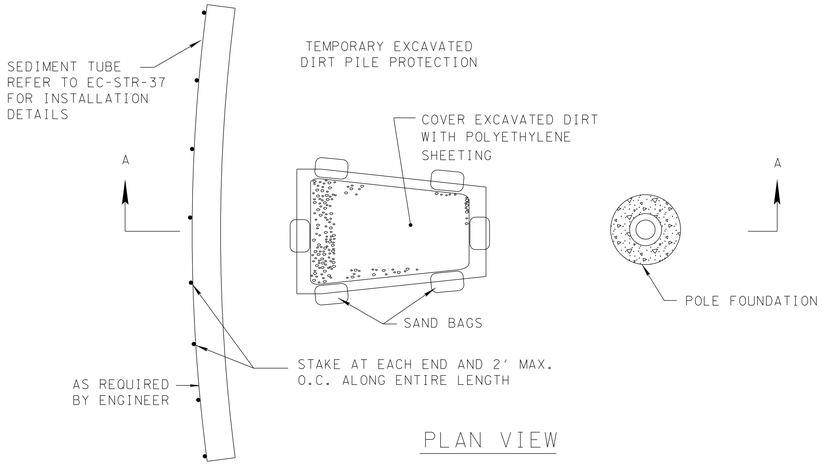
TYPICAL TRENCHING DETAIL

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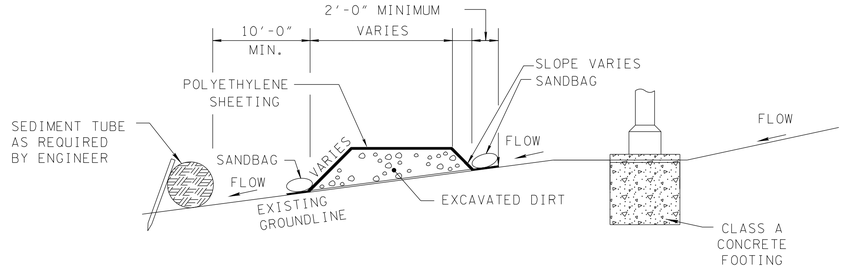
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PIH	2026	STP-M-NH-I-40-1(372)	ITS-8
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-8

POLE OR SIGN FOUNDATION EROSION CONTROL



PLAN VIEW

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SECTION A-A

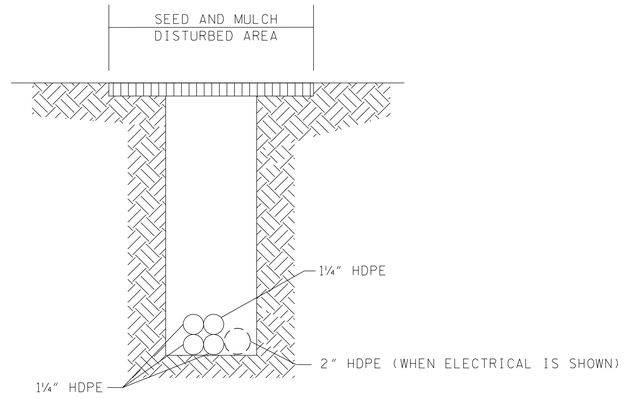
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APPROXIMATE QUANTITIES (PER EACH POLE)			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-09.01	SANDBAGS	BAG	6
209-20.03	POLYETHYLENE SHEETING (6 MIL MINIMUM)	S.Y.	25
740-11.02	TEMPORARY SEDIMENT TUBE (12 INCH)	L.F.	30

APPROXIMATE QUANTITIES (PER EACH DMS SIGN FOUNDATION)			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
209-09.01	SANDBAGS	BAG	6
209-20.03	POLYETHYLENE SHEETING (6 MIL MINIMUM)	S.Y.	89
740-11.02	TEMPORARY SEDIMENT TUBE (12 INCH)	L.F.	30

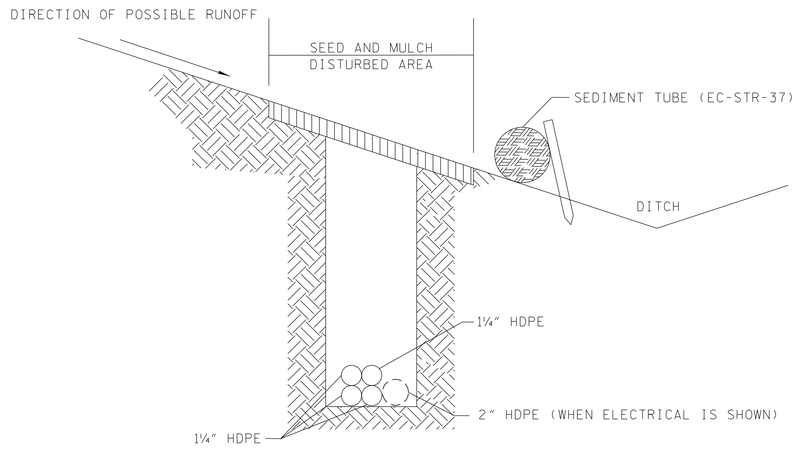
NOTES:

1. EROSION CONTROL DEVICES SHALL BE PLACED IMMEDIATELY AFTER AREA IS DISTURBED AND SHALL REMAIN IN PLACE UNTIL LOCATION IS COVERED WITH SEED AND MULCH.
2. THESE TYPICAL DETAILS WILL BE USED AT THE DISCRETION OF THE ENGINEER BASED ON THE LOCATION AND DURATION OF THE DISTURBED AREAS. IF THE FOUNDATION IS IN A LOCATION WHERE RUNOFF IS NOT AN ISSUE, THE LOCATION MAY NOT REQUIRE THE USE OF THESE TEMPORARY EROSION CONTROL MEASURES, BUT WILL STILL REQUIRE PERMANENT SEED AND MULCH.
3. EXCAVATED DIRT THAT IS NOT NEEDED FOR BACKFILL SHALL BE REMOVED IMMEDIATELY AFTER EXCAVATION.



EROSION CONTROL FOR
TYPICAL TRENCH CONFIGURATION
FOR COMMUNICATION AND POWER
CONDUITS IN EARTH

N.T.S.



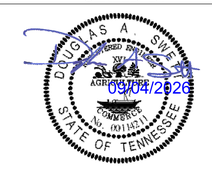
EROSION CONTROL FOR
TYPICAL TRENCH CONFIGURATION NEAR
STREAMS FOR COMMUNICATION AND POWER
CONDUITS IN EARTH

N.T.S.

DISTURBED AREA		
DESCRIPTION	UNIT	QUANTITY
DISTURBED AREA	AC	0.80
PROJECT TOTAL DISTURBED AREA	AC	0.80

4. ALL OPEN TRENCHES TO BE BACKFILLED IMMEDIATELY AFTER CONDUIT INSTALLATION AND SEED AND MULCH PLACED DOWN OVER THE TRENCHED AREA.
5. IF CONDUIT IS PLOWED, THE NEED FOR PERMANENT SEED AND MULCH WILL BE DETERMINED BY THE ENGINEER BASED ON THE AMOUNT OF DISTURBED SOIL.

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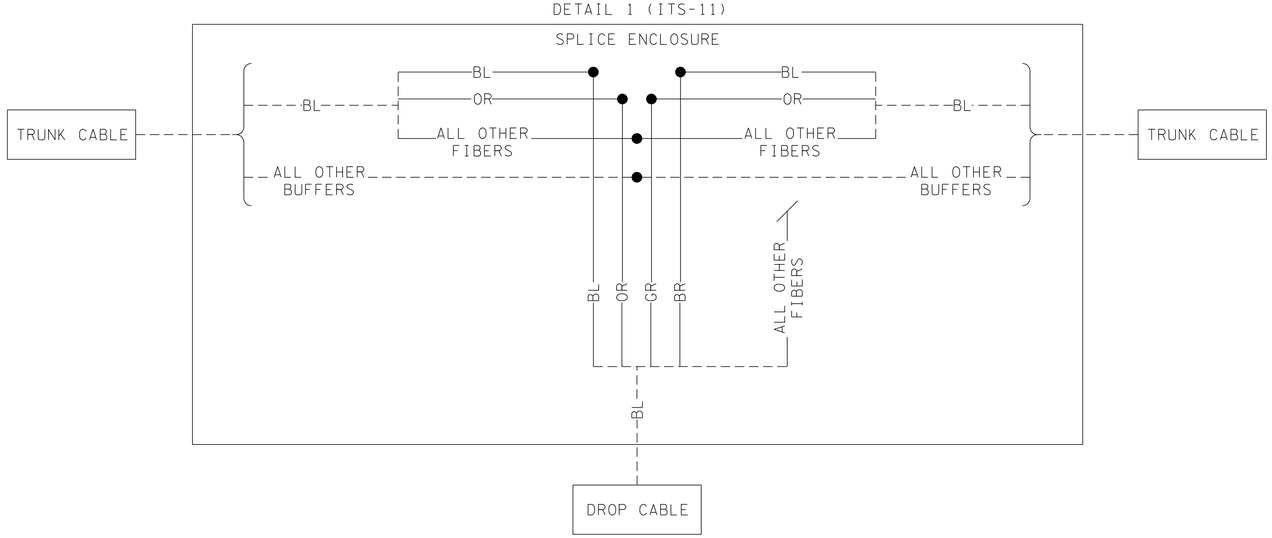
EROSION
CONTROL
DETAILS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	ITS-9
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-9

DETAIL 1 (ITS-11)



LEGEND

-------	F O BUFFER
———	F O CABLE
●	FUSION SPLICE
⟍	CAPPED FIBER(S) OR BUFFER(S)

FIBER COLOR STANDARD

BL	BLUE	RD	RED
OR	ORANGE	BK	BLACK
GR	GREEN	YL	YELLOW
BR	BROWN	VI	VIOLET
SL	SLATE	RS	ROSE
WH	WHITE	AQ	AQUA

SEALED BY



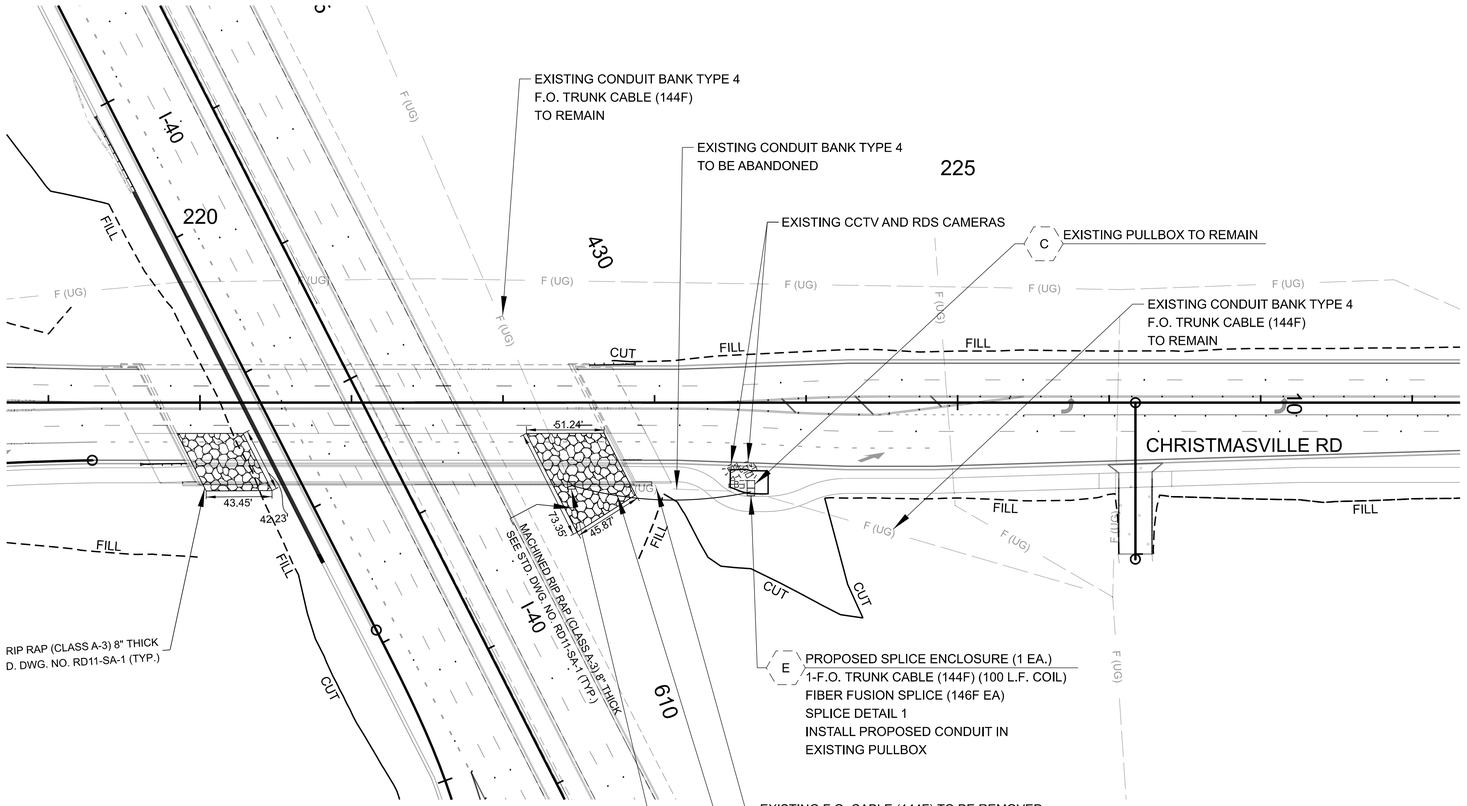
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ITS
SPLICING
DETAIL

9/4/2026 10:10:40 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	ITS-10
PS&E	2026	STP-M-NH-I-40-1(372)	ITS-10

N



PULL BOX LEGEND	
D	REFER TO SHEET ITS-5 FOR CABLE COIL REQUIREMENTS
E	REFER TO SHEET ITS-5 FOR CABLE COIL REQUIREMENTS

SEALED BY

DOUGLAS A. SWIFT
REGISTERED ENGINEER
No. 101421
STATE OF TENNESSEE
09/04/2026

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00007 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ITS PROPOSED LAYOUT

STA. 221+36.10 TO STA. 233+36.10
SCALE: 1" = 50'

9/4/2026 10:11:04 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	LIGHTING-SIGN2

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Kodi L Berger
2026.11.03 16:15:11-05'00'

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KIMLEY-HORN AND ASSOCIATES, INC.
4525 MAIN STREET
SUITE 1000
VIRGINIA BEACH, VA 23462
KODI L. BERGER, P.E. NO. 129668

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	LIGHTING-SIGN2
ESTIMATED LIGHTING QUANTITIES, SPECIAL NOTES, & INDEX SHEET	L-1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

$$$$DATE$$$$$$$$$$TIME$$$$$$$$
K:\VAB_SYSTEMS\LIGHTING\115004000 - TDOT LIGHTING ON-CALL\WO03 - MADISON COUNTY CHRISTMAS\ILLE\CADD\PLAN SHEETS\PLANSHEET1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	LIGHTING-SIGN1
PS&E	2026	STP-M-NH-I-40-1(372)	LIGHTING-SIGN1



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Kodi L Berger
2026.09.08 11:53:20-04'00'

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KIMLEY-HORN AND ASSOCIATES, INC.
4525 MAIN STREET
SUITE 1000
VIRGINIA BEACH, VA 23462
KODI L. BERGER, P.E. NO. 129668

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 SHEETS.....LIGHTING - SIGN1
ESTIMATED LIGHTING QUANTITIES, SPECIAL NOTES, &
INDEX SHEET.....L-1
CONTROL CENTERS & POWER SOURCE DETAILS.....L-2
LIGHTING DETAILS (POLE DATA
AND CONDUIT SCHEDULE).....L-3
PROPOSED LIGHTING LAYOUT.....L-4 - L-6

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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LIGHTING INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	LIGHTING-SIGN2
SIGNATURE SHEET	LIGHTING-SIGN1
ESTIMATED LIGHTING QUANTITIES, SPECIAL NOTES & INDEX SHEET	L-1
CONTROL CENTERS & POWER SOURCE DETAILS	L-2
LIGHTING DETAILS (POLE DATA AND CONDUIT SCHEDULE)	L-3
PROPOSED LIGHTING LAYOUT	L-4 - L-6

LIGHTING SPECIAL NOTES

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED APRIL 1, 2026 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(2) ALL WIRING SHALL BE CONCEALED ON CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THE INSULATION.

(4) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.

(5) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

(6) LIGHT STANDARDS SHALL BE ROUND TAPERED POLES. LENGTH SHALL BE DETERMINED BY REQUIRED MOUNTING HEIGHT.

(7) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

(8) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.

ESTIMATED ROADWAY LIGHTING QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	714-03	JACKED OR BORED CONDUIT	L.F.	638
	714-03.01	DIRECT BURIAL CONDUIT (2" PVC, SCHEDULE 40)	L.F.	3,102
	714-05.04	PULL BOXES (TYPE C)	EACH	12
(2)	714-06.05	CABLE (1/C # 6 AWG)	L.F.	7,036
(2)	714-06.07	CABLE (1/C # 2 AWG)	L.F.	2,772
(2)	714-06.08	CABLE (1/C # 4/0 AWG)	L.F.	611
(3)	714-08.09	LIGHT STANDARDS (45' M.H. WITH METAL FOUNDATION)	EACH	8
	714-08.27	FOUNDATION FOR LIGHT STANDARDS - HIGH MAST (100' M.H.)	EACH	1
(4)	714-08.29	REMOVE & RELOCATE LIGHT STANDARD	L.S.	1
	714-08.31	REMOVAL OF FOUNDATION (ONLY) FOR LIGHT STANDARD (HIGH MAST)	EACH	1
(5)	714-09.11	LED LUMINAIRES (210 WATT LED FOR OFFSET POLES)	EACH	8
(6)	714-12.10	RELOCATION OF CONTROL CENTER	L.S.	1
(7)	714-25.01	ELECTRICAL CONNECTION (LCC F)	L.S.	1
(8)	714-25.02	ELECTRICAL CONNECTION (PSA)	L.S.	1

FOOTNOTES - LIGHTING

(1) DIRECTIONAL BORING ONLY.

(2) INSTALLATION OF NEW CONDUCTORS INCLUDES SPLICING ONTO EXISTING CONDUCTORS AT EXISTING PULL BOX OR LIGHT POLE AND INTEGRATION INTO THE RELOCATED LIGHTING CONTROL CENTER.

(3) LIGHT STANDARDS SHALL BE 45' ROUND TAPERED STEEL POLE, 10" BUTT DIAMETER SMOOTH SHAFT, 2.38"X4" TENON, T-BASE. FINISHED RAL 6009, SET OF 1" ANCHOR BOLTS INCLUDED (RTS 4S 10B B04 NDR TBI-17 RAL6009, VAU ABSET RFD 341082). INCLUDES THE COST OF THE METAL FOUNDATION. SEE STANDARD DRAWING T-L-1.

(4) INCLUDES THE COST TO RELOCATE FOUR (4) DIRECT-BURY OFFSET LIGHT POLES AND ONE (1) HIGH MAST LIGHT POLE WITHIN THE PROJECT AREA, ALONG WITH COORDINATTION WITH AND PAYMENT TO JACKSON ENERGY FOR LEAD-IN POWER TO OFFSET LIGHT POLES.

(5) HOLOPHANE FIXTURE WITH THE FOLLOWING SPECIFICATIONS OR THE THEN-CURRENT JEA STANDARD FIXTURE SHALL BE USED FOR PROPOSED OFFSET LUMINAIRES FOR THIS PROJECT:
- MGLEDM P23 50K MVOLT ZT WR VH GRSD PR7 NBR NL
INSTALL PHOTOCELL ON EACH LUMINAIRE.
CONTRACTOR TO SUBMIT FIXTURE ORDERING INFORMATION TO ENGINEER FOR APPROVAL PRIOR TO ORDERING.

(6) RELOCATION OF CONTROL CENTER INCLUDE:
- INSTALLATION OF NEW CONCRETE FOUNDATION
- DISCONNECTION OF LIGHTING CIRCUITS FROM CONTROL CENTER AND TEMPORARY STORAGE IN ADJACENT JUNCTION BOXES
- RELOCATION OF EXISTING LIGHTING CONTROL CENTER
- RECONNECTION OF LIGHTING CIRCUITS TO CONTROL CENTER

(7) ELECTRICAL CONNECTION TO BE PROVIDED AS FOLLOWS:
JACKSON ENERGY AUTHORITY
CONTACT: ZACH WADLEY, P.E.
OFFICE PHONE: 731-499-0906
EMAIL: ZWADLEY@JAXENERGY.COM

ELECTRICAL CONNECTION TO INCLUDE:
-RELOCATION OF ELECTRICAL SERVICE
-DISCONNECTION AND RE-CONNECTION OF ELECTRICAL SERVICE BY UTILITY COMPANY
-COORDINATION WITH AND PAYMENT TO UTILITY COMPANY FOR CONNECTION CIRCUIT BREAKER/DISCONNECT TO OVERHEAD POWER
REFER TO UTILITY PLANS FOR INFORMATION REGUARDING UTILITY POLE RELOCATIONS

(8) ELECTRICAL CONNECTION TO BE PROVIDED AS FOLLOWS:
JACKSON ENERGY AUTHORITY
CONTACT: ZACH WADLEY, P.E.
OFFICE PHONE: 731-499-0906
EMAIL: ZWADLEY@JAXENERGY.COM

ELECTRICAL CONNECTION TO INCLUDE:
- 20A CIRCUIT BREAKER/DISCONNECT TO NEW CIRCUIT
- 50 L.F. 1-1/2" METAL CONDUIT RISER FOR CONDUCTOR INSTALLATION
- 4 L.F. 3/4" NONMETALLIC CONDUIT FOR GROUNDING
- COORDINATION WITH AND PAYMENT TO UTILITY COMPANY FOR CONNECTION TO OVERHEAD POWER
- (1) GROUND ROD ASSEMBLY AND CONNECTION

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	L-1
PIH	2026	STP-M-NH-I-40-1(372)	L-1
PS&E	2026	STP-M-NH-I-40-1(372)	L-1

REV. 10/22/2025
REVISED PROJECT NO. IN TITLE BLOCK (APPLICABLE TO ALL SHEETS).

REV. 10/30/2026
REMOVED ITEMS 714-08.30 AND 714-08.38 AND ADDED ITEM 714-08.29.
ADDED LIGHTING-SIGN2.

SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129606
STATE OF TENNESSEE

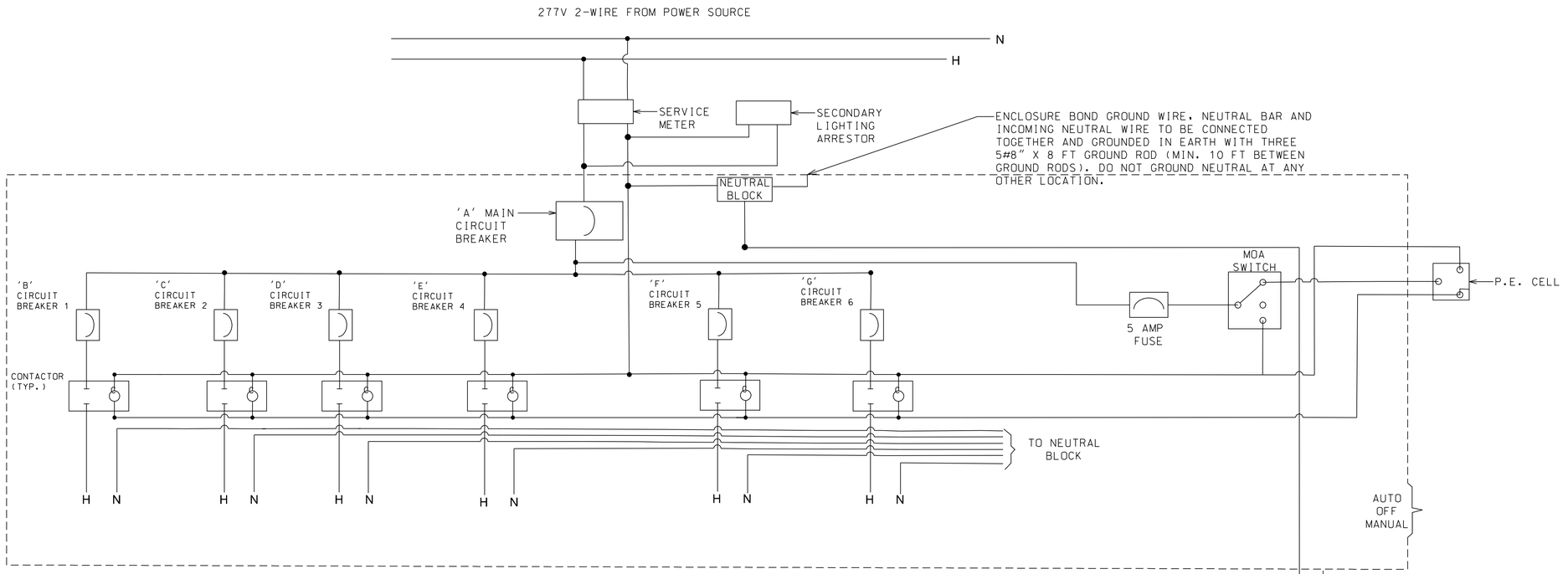
10/30/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

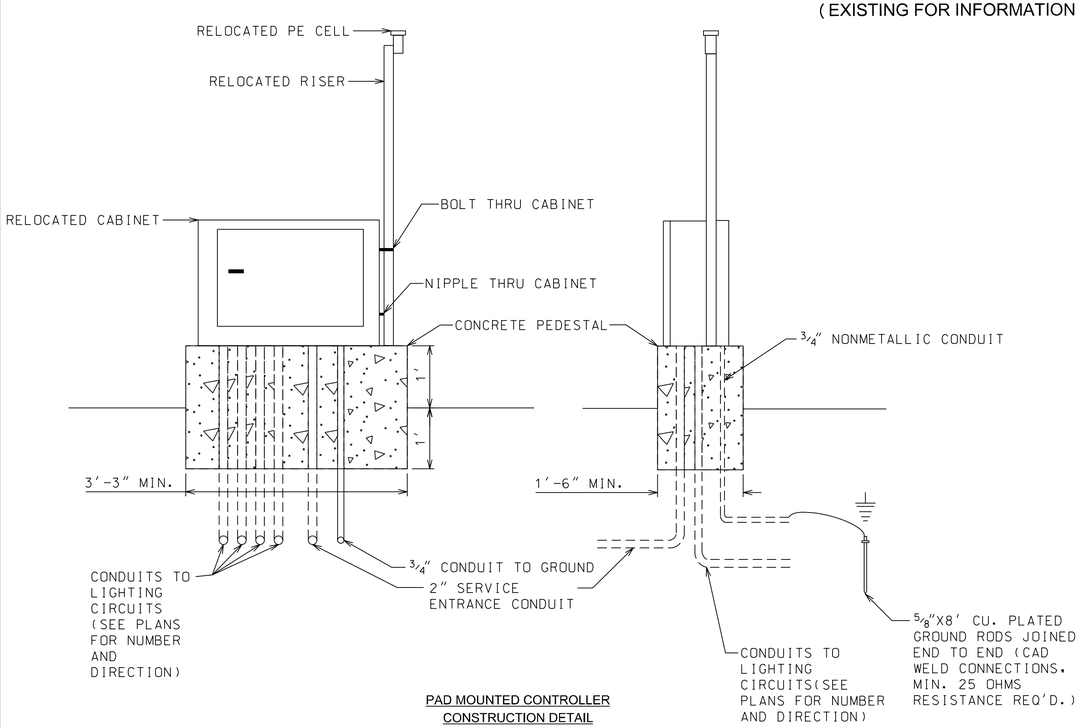
ESTIMATED LIGHTING QUANTITIES, SPECIAL NOTES, & INDEX SHEET

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	L-2
PIH	2026	STP-M-NH-I-40-1(372)	L-2
PS&E	2026	STP-M-NH-I-40-1(372)	L-2



WIRING SCHEMATIC LIGHTING CONTROL CENTERS
(EXISTING FOR INFORMATION ONLY)



PAD MOUNTED CONTROLLER
CONSTRUCTION DETAIL
N.T.S

CONTROL CENTER NOTES:

1. UP TO 4 GROUND RODS MAY BE REQUIRED. CONTRACTOR TO INSTALL NUMBER OF GROUND RODS REQUIRED TO ACHIEVE MINIMUM 25 OHMS RESISTANCE. A MINIMUM OF 2 GROUND RODS ARE REQUIRED.
2. CONTRACTOR TO INSTALL ONE SPARE 2" CONDUIT. SPARE CONDUIT TO EXTEND 24" BEYOND FOUNDATION AND BE CAPPED.
3. RELOCATION OF LCC WILL REQUIRE MODIFIED POWER CONNECTION FROM UTILITY COMPANY.

CONTROL CENTER SCHEDULE							
CONTROL CENTER NO.	MAIN CIRCUIT BREAKER (AMPS) 'A'	CIR. 1 'B'	CIR. 2 'C'	CIR. 3 'D'	CIR. 4 'E'	CIR. 5 'F'	CIR. 6 'G'
LCC F	200	25	25	20	20	20	20 (SPARE)

SEALED BY

KODI L BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129668
STATE OF TENNESSEE
9/8/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONTROL CENTERS &
POWER SOURCE DETAILS

9/8/2026 11:27:38 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	L-3
PIH	2026	STP-M-NH-I-40-1(372)	L-3
PS&E	2026	STP-M-NH-I-40-1(372)	L-3

OFFSET ROADWAY LIGHT POLE SCHEDULE

LIGHT POLE #	LOCATION	SHEET #	LUM. WATTAG	VOLTAGE (V)	NO. OF LAMPS	LCC	LCC STATION	LCC OFFSET	LCC SIDE	MOUNTING HEIGHT (FT)	NORTHING	EASTING	BASELINE	STATION	OFFSET	SIDE
LP1	EXISTING	L-4	A	240V	1	EXISTING	EXISTING	EXISTING	EXISTING	45'	499729.22	1142732.58	Christmasville Road	201+57.44	50.15'	RT
LP2	RELOCATED	L-4	A	240V	1	EXISTING	EXISTING	EXISTING	EXISTING	45'	499954.96	1142753.18	Christmasville Road	203+84.00	57.50'	RT
LP3	RELOCATED	L-4	A	240V	1	EXISTING	EXISTING	EXISTING	EXISTING	45'	500172.94	1142759.96	Christmasville Road	206+02.00	51.50'	RT
LP4	RELOCATED	L-4	A	240V	1	EXISTING	EXISTING	EXISTING	EXISTING	45'	500618.06	1142788.08	Christmasville Road	210+48.00	53.50'	RT
LP5	RELOCATED	L-4	A	240V	1	EXISTING	EXISTING	EXISTING	EXISTING	45'	500842.03	1142813.41	Christmasville Road	212+75.00	64.50'	RT
LP6	PROPOSED	L-5	C	240V	1	EXISTING	EXISTING	EXISTING	EXISTING	45'	500920.20	1142825.47	Christmasville Road	213+66.00	68.50'	RT
LP7	PROPOSED	L-5	C	240V	1	EXISTING	EXISTING	EXISTING	EXISTING	45'	501292.74	1142916.41	Christmasville Road	217+50.73	86.87'	RT
LP8	EXISTING	L-5	A	240V	1	E	277+73.41	311.38'	LT	45'	502266.97	1144009.74	Ramp D	114+17.95	26.19'	RT
LP9	EXISTING	L-5	A	240V	1	E	277+73.41	311.38'	LT	45'	502323.78	1143820.99	Ramp D	116+15.06	26.45'	RT
LP10	EXISTING	L-5	A	240V	1	E	277+73.41	311.38'	LT	45'	502380.87	1143633.90	Ramp D	118+10.67	27.46'	RT
LP11	EXISTING	L-5	A	240V	1	E	277+73.41	311.38'	LT	45'	502200.66	1142187.61	Ramp B	41+68.64	25.82'	RT
LP12	PROPOSED	L-6	C	120V	1	PSA	231+44.35	49.05'	RT	45'	502790.43	1143327.72	Christmasville Road	233+05.80	51.04'	RT
LP13	PROPOSED	L-6	C	120V	1	PSA	231+44.35	49.05'	RT	45'	502954.93	1143378.66	Christmasville Road	234+78.00	52.53'	RT
LP14	PROPOSED	L-6	C	120V	1	PSA	231+44.35	49.05'	RT	45'	503119.23	1143441.02	Christmasville Road	236+53.30	64.99'	RT
LP15	PROPOSED	L-6	C	120V	1	PSA	231+44.35	49.05'	RT	45'	503235.72	1143482.38	Christmasville Road	237+76.76	71.10'	RT
LP16	PROPOSED	L-6	C	120V	1	PSA	231+44.35	49.05'	RT	45'	503256.78	1143372.26	Christmasville Road	237+65.26	40.41'	LT
LP17	PROPOSED	L-6	C	120V	1	PSA	231+44.35	49.05'	RT	45'	503355.00	1143496.22	Christmasville Road	238+94.98	50.06'	RT

WATTAGE "A" (210W) BASED ON OFFSET FIXTURE USED IN DESIGN: HOLOPHANE MGLED 5 4K WL

WATTAGE "C" (150W) BASED ON OFFSET FIXTURE USED IN DESIGN: HOLOPHANE MGLEDM P23 50K WR

NOTE: EXISTING FIXTURE LOCATIONS ARE FOR INFORMATION ONLY.

ROADWAY LIGHT POLE SCHEDULE

LIGHT POLE #	LOCATION	SHEET #	LUM. WATTAG	VOLTAGE (V)	NO. OF LAMPS	LCC	MOUNTING HEIGHT (FT)	NORTHING	EASTING	BASELINE	STATION	OFFSET	SIDE
LP18	EXISTING	L-6	A	240V	1	JEA	45'	503397.11	1143356.02	Kenworth Boulevard	305+54.34	41.62'	LT
LP19	EXISTING	L-6	A	240V	1	JEA	45'	503556.94	1143460.74	Christmasville Road	240+77.13	42.80'	LT

WATTAGE "A" (210W) BASED ON OFFSET FIXTURE USED IN DESIGN: HOLOPHANE MGLED 5 4K WL

NOTE: EXISTING FIXTURE LOCATIONS ARE FOR INFORMATION ONLY.

HIGH MAST LIGHT POLE SCHEDULE

LIGHT POLE #	LOCATION	SHEET #	LUM. WATTAG	VOLTAGE (V)	NO. OF LAMPS	LCC	CIRCUIT NO.	LCC STATION	LCC OFFSET	LCC SIDE	MOUNTING HEIGHT (FT)	NORTHING	EASTING	BASELINE	STATION	OFFSET	SIDE
HM1	RELOCATED	L-5	B	240V	8	F	3	217+26.91	89.17'	RT	150'	501052.18	1143163.64	Ramp E	620+83.50	40.5'	RT
HM2	EXISTING	L-5	B	240V	8	E	3	277+73.41	311.38'	LT	150'	501307.94	1142045.76	I-40	420+81.17	185.00'	RT
HM3	EXISTING	L-5	B	240V	8	E	4	277+73.41	311.38'	LT	150'	501212.33	1142622.28	Christmasville Road	216+05.80	180.15'	LT
HM4	EXISTING	L-5	B	240V	8	E	5	277+73.41	311.38'	LT	150'	501724.66	1142664.21	I-40	427+64.10	114.60'	LT
HM5	EXISTING	L-5	B	240V	8	F	4	217+26.91	89.17'	RT	120'	501644.11	1143447.95	I-40	435+20.85	104.61'	RT
HM6	EXISTING	L-5	B	240V	8	E	6	277+73.41	311.38'	LT	150'	502388.20	1142642.43	Ramp B	36+22.24	193.28'	LT
HM7	EXISTING	L-5	B	240V	8	E	6	277+73.41	311.38'	LT	130'	502318.78	1143297.83	Ramp D	121+14.79	128.45'	LT

WATTAGE "B" (210W) BASED ON HIGH MAST FIXTURE USED IN DESIGN: HOLOPHANE HMLED3 PK2 50K AW

NOTE: EXISTING FIXTURE LOCATIONS ARE FOR INFORMATION ONLY.

CONDUIT AND CONDUCTOR SCHEDULE						
CONDUCTOR RUN NO.			1	2	3	4
CONDUIT SIZE			2"	2"	2"	2"
CONDUIT TYPE			P	P	P	H
AWG	#4/0	1C	-	5	-	-
	#2	1C	3	-	-	-
	#6	1C	-	-	3	3

P - PVC CONDUIT

H - HDPE BORED CONDUIT (DIRECT BURIAL SCH. 80 PVC MAY BE USED AS AN ALTERNATIVE)

CONTRACTOR TO RE-USE EXISTING CONDUCTORS WHERE FEASIBLE

SEALED BY



9/8/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LIGHTING DETAILS (POLE DATA AND CONDUIT SCHEDULE)

9/8/2026 11:27:43 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	L-4
PIH	2026	STP-M-NH-I-40-1(372)	L-4
PS&E	2026	STP-M-NH-I-40-1(372)	L-4

CONSTRUCTION NOTES:

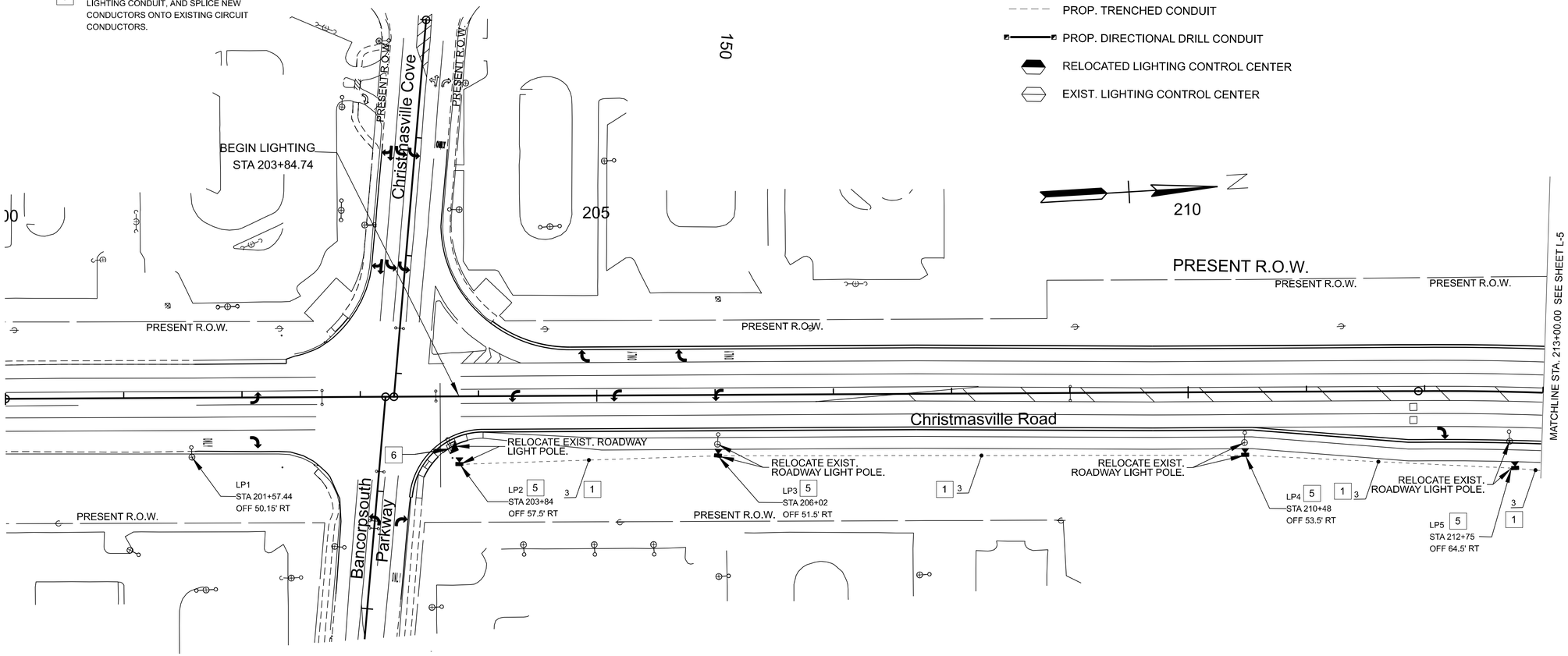
1 CONTRACTOR TO VERIFY EXISTING WIRE SIZE AND COUNT TO RELOCATED LIGHTS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH CONDUIT AND CONDUCTOR SCHEDULE PRIOR TO REMOVAL.

5 INSTALL MIDGET FUSES INSIDE HANDHOLE OF POLE.

6 INSTALL PULL BOX, INTERCEPT EXISTING LIGHTING CONDUIT, AND SPLICE NEW CONDUCTORS ONTO EXISTING CIRCUIT CONDUCTORS.

LEGEND

- EXIST. ROADWAY LUMINAIRE (TO REMAIN UNLESS OTHERWISE NOTED)
- EXIST. HIGH MAST LUMINAIRE (TO REMAIN UNLESS OTHERWISE NOTED)
- RELOCATED HIGH MAST LUMINAIRE ON EXIST. POLE AND NEW FOUNDATION
- RELOCATED OFFSET LUMINAIRE ON EXIST. POLE
- PROP. PULL BOX (TYPE C)
- EXIST. PULL BOX (TO REMAIN)
- PROP. TRENCHED CONDUIT
- PROP. DIRECTIONAL DRILL CONDUIT
- RELOCATED LIGHTING CONTROL CENTER
- EXIST. LIGHTING CONTROL CENTER



SEALED BY

KODI L BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129668
STATE OF TENNESSEE

9/8/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

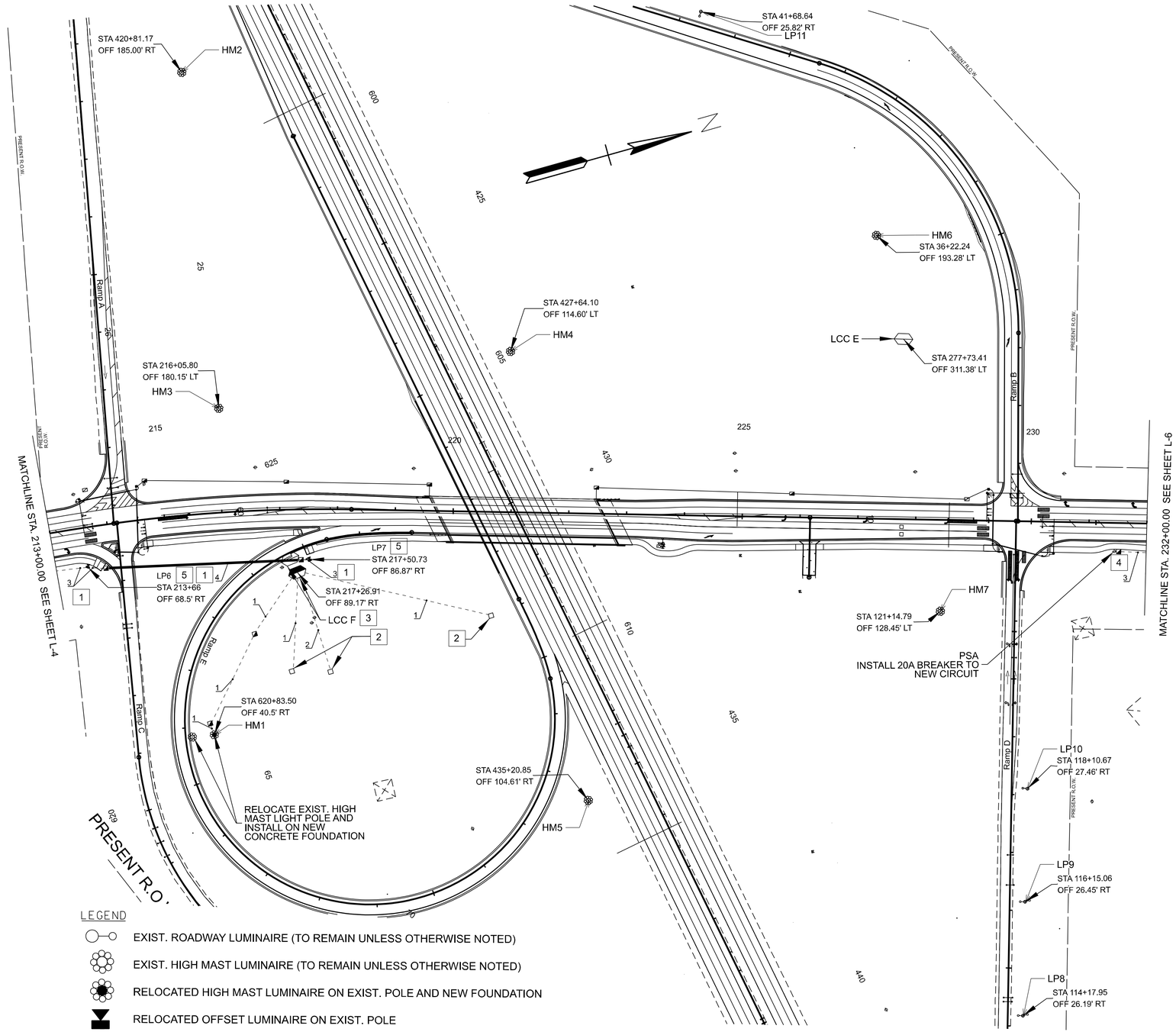
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING LAYOUT

STA. 200+00.00 TO STA. 213+00.00
SCALE 1" = 50'

9/8/2026 11:28:03 AM
K:\VAB_SYSTEMS\LIGHTING\115004000 - TDOT LIGHTING ON-CALL\WO03 - MADISON COUNTY CHRISTMASVILLE\CADD\PLAN SHEETS\PLANSHEET1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	L-5
PIH	2026	STP-M-NH-I-40-1(372)	L-5
PS&E	2026	STP-M-NH-I-40-1(372)	L-5



LEGEND

- EXIST. ROADWAY LUMINAIRE (TO REMAIN UNLESS OTHERWISE NOTED)
- EXIST. HIGH MAST LUMINAIRE (TO REMAIN UNLESS OTHERWISE NOTED)
- RELOCATED HIGH MAST LUMINAIRE ON EXIST. POLE AND NEW FOUNDATION
- RELOCATED OFFSET LUMINAIRE ON EXIST. POLE
- PROP. PULL BOX (TYPE C)
- EXIST. PULL BOX (TO REMAIN)
- PROP. TRENCHED CONDUIT
- PROP. DIRECTIONAL DRILL CONDUIT
- RELOCATED LIGHTING CONTROL CENTER
- EXIST. LIGHTING CONTROL CENTER

CONSTRUCTION NOTES:

1. CONTRACTOR TO VERIFY EXISTING WIRE SIZE AND COUNT TO RELOCATED LIGHTS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES WITH CONDUIT AND CONDUCTOR SCHEDULE PRIOR TO REMOVAL.
2. DISCONNECT EXISTING CONDUCTORS FROM EXISTING CONTROL CENTER AND STORE INSIDE EXISTING JUNCTION BOX. INSTALL NEW 2" CONDUIT. CONNECT TO EXISTING JUNCTION BOX OR LIGHT POLE, AND USE TO RECONNECT EXISTING LIGHTING TO NEW CONTROL CENTER LOCATION.
3. RELOCATE EXISTING LIGHTING CONTROL CENTER AND INSTALL NEW CONCRETE FOUNDATION.
4. LOCATION OF EXISTING UTILITY POLE IS APPROXIMATE. CONTRACTOR TO VERIFY LOCATION WITH JEA.
5. INSTALL MIDGET FUSES INSIDE HANDHOLE OF POLE.

SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
129608
STATE OF TENNESSEE
9/8/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING LAYOUT

STA. 213+00.00 TO STA. 232+00.00
SCALE 1" = 100'

9/8/2026 11:28:05 AM
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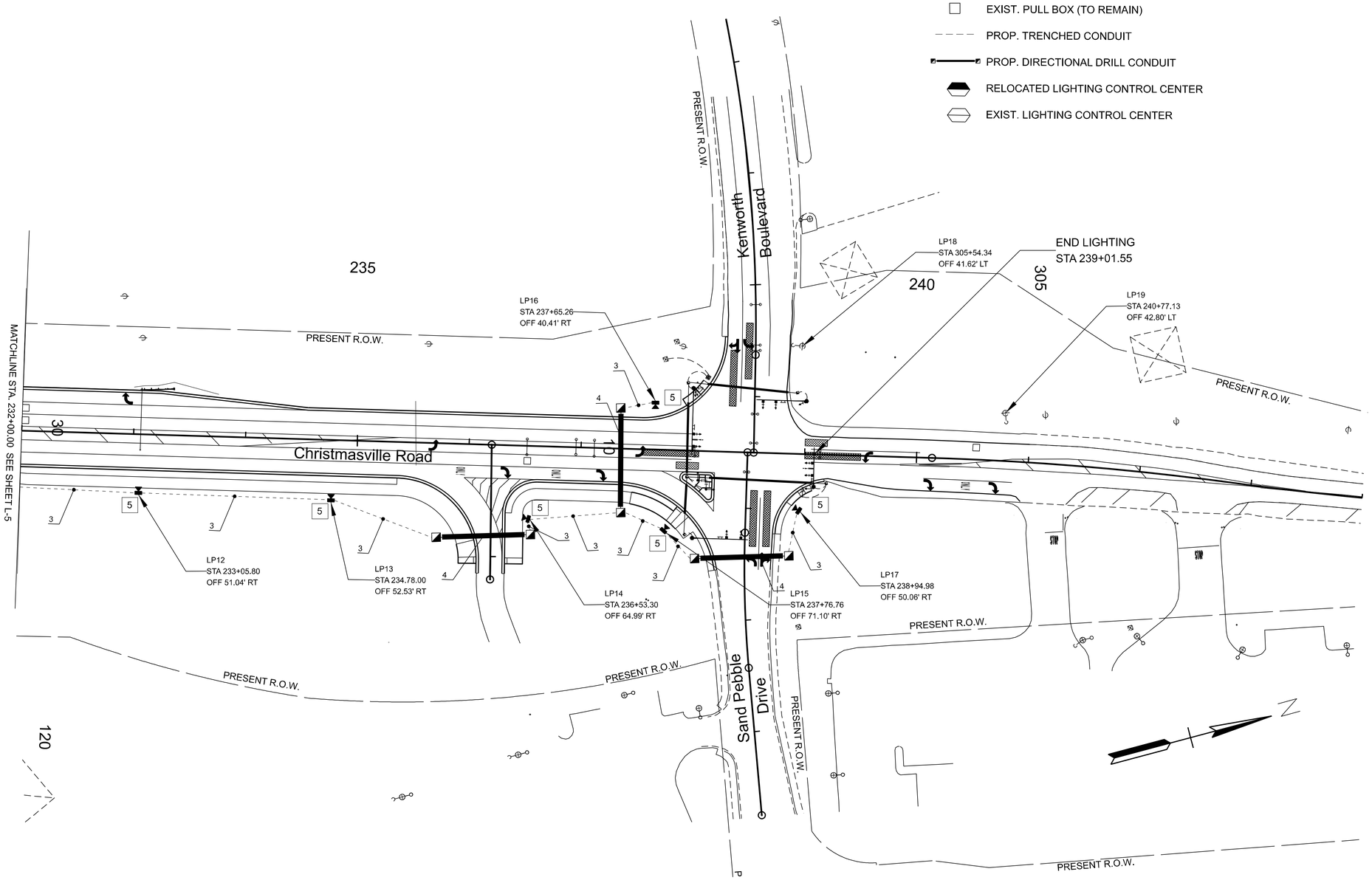
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	L-6

CONSTRUCTION NOTES:

5 INSTALL MIDGET FUSES INSIDE THE HANDHOLE OF THE POLE.

LEGEND

- EXIST. ROADWAY LUMINAIRE (TO REMAIN UNLESS OTHERWISE NOTED)
- EXIST. HIGH MAST LUMINAIRE (TO REMAIN UNLESS OTHERWISE NOTED)
- RELOCATED HIGH MAST LUMINAIRE ON EXIST. POLE AND NEW FOUNDATION
- RELOCATED OFFSET LUMINAIRE ON EXIST. POLE
- PROP. PULL BOX (TYPE C)
- EXIST. PULL BOX (TO REMAIN)
- PROP. TRENCHED CONDUIT
- PROP. DIRECTIONAL DRILL CONDUIT
- RELOCATED LIGHTING CONTROL CENTER
- EXIST. LIGHTING CONTROL CENTER



SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
129668
STATE OF TENNESSEE
9/8/2026

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING LAYOUT

STA. 232+00.00 TO STA. 244+00.00
SCALE 1" = 50'

9/8/2026 11:28:26 AM
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KIMLEY-HORN
6750 POPLAR AVE.
SUITE 600
MEMPHIS, TN 38138
DOUGLAS SWETT, P.E. NO. 114211

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.
SIGNAL SIGNATURE SHEET	SIGNAL-SIGN2
SIGNAL INDEX AND QUANTITIES	SIG-1

YEAR	PROJECT NO.	SHEET NO.
2026	STP-M-NH-I-40-1(372)	SIGNAL-SIGN2

REV. 10/30/2026
ADDED THIS SHEET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL SIGNATURE SHEET

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6750 POPLAR AVE.
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SHEET NAME	SHEET NO.
SIGNAL SIGNATURE SHEET	SIGNAL-SIGN1
SIGNAL INDEX AND QUANTITIES	SIG-1
SIGNAL LAYOUT(S)	SIG-2 – SIG-4
SIGNAL PHASING AND TIMING	SIG-5– SIG-6
SIGNAL POLE DETAILS	SIG-7
SIGNAL INTERCONNECT PLAN(S)	SIG-8 – SIG-9
CABLE MANAGEMENT DETAILS	SIG-10
TYPICAL TRENCHING DETAILS	SIG-11
CABLE MARKER DETAILS	SIG-12
FLASHING BEACON PLAN	SIG-13
TEMPORARY SIGNAL LAYOUT(S) AND DETAILS	SIG-14– SIG-15

YEAR	PROJECT NO.	SHEET NO.
2026	STP-M-NH-I-40-1(372)	SIGNAL-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL SIGNATURE SHEET

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INDEX OF SHEETS

SHEET NAME	SHEET NO.
SIGNAL SIGNATURE SHEET	SIGNAL-SIGN2
SIGNAL SIGNATURE SHEET	SIGNAL-SIGN1
SIGNAL INDEX AND QUANTITIES	SIG-1
SIGNAL LAYOUT(S)	SIG-2 – SIG-4
SIGNAL PHASING AND TIMING	SIG-5 – SIG-6
SIGNAL POLE DETAILS	SIG-7
SIGNAL INTERCONNECT PLAN(S)	SIG-8 – SIG-9
CABLE MANAGEMENT DETAILS	SIG-10
TYPICAL TRENCHING DETAILS	SIG-11
CABLE MARKER DETAILS	SIG-12
FLASHING BEACON PLAN	SIG-13
TEMPORARY SIGNAL LAYOUT(S) AND DETAILS	SIG-14 – SIG-15

ESTIMATED SIGNAL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	730-01.02	REMOVAL OF SIGNAL EQUIPMENT	EACH	3
	730-02.08	SIGNAL HEAD ASSEMBLY (130 POLE MOUNTED)	EACH	1
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	14
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	4
	730-02.18	SIGNAL HEAD ASSEMBLY (150 A2 POLE MOUNTED)	EACH	3
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	12
	730-03.23	INSTALL PULL BOX (FIBER OPTIC TYPE A)	EACH	4
	730-03.25	INSTALL PULL BOX (FIBER OPTIC TYPE E)	EACH	1
	730-03.51	FIBER OPTIC CABLE (12 F)	L.F.	1770
(1)	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	3
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	935
	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	360
	730-12.08	CONDUIT 2" DIAMETER (RGS)	L.F.	45
	730-12.23	CONDUIT 2" DIAMETER (DIRECTIONAL BORE)	L.F.	2180
	730-12.42	CURB MARKER (FIBER OPTIC)	EACH	14
(6)	730-13.02	VEHICLE DETECTOR (VIDEO)	EACH	6
(5)	730-13.14	VEHICLE DETECTOR (360-DEGREE CAMERA)	EACH	3
	730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	3
(2)	730-16.04	CONTROLLER (ATC)	EACH	3
	730-23.28	PEDESTAL POLE (TYPE A)	EACH	1
	730-23.29	PEDESTAL POLE (TYPE B)	EACH	3
	730-23.30	PEDESTAL POLE (TYPE C)	EACH	3
(3)	730-23.72	CANTILEVER SIGNAL SUPPORT (1 ARM @ 35')	EACH	1
(3)	730-23.88	CANTILEVER SIGNAL SUPPORT (1 ARM @ 45')	EACH	1
(3)	730-25.01	CANTILEVER SIGNAL SUPPORT (1 ARM @ 50')	EACH	2
(3)	730-25.05	CANTILEVER SIGNAL SUPPORT (2 @ 50' & 65')	EACH	1
(3)	730-25.11	CANTILEVER SIGNAL SUPPORT (1 ARM @ 60')	EACH	3
	730-26.06	PEDESTRIAN PUSHBUTTON POST	EACH	2
	730-26.11	COUNTDOWN PED SGNL HEAD W/ AUDIBLE PUSHBUTTON & 15 IN SIGN	EACH	8
(4)	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	2
	730-50.12	WARNING SIGN FLASHING ASSEMBLY (SOLAR POWERED)	EACH	1
	730-50.20	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (SOLAR POWERED)	EACH	2

FOOTNOTES

(1) THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE SIGNAL CONTROLLER. THESE CHARGES AND ANY OTHER EQUIPMENT NECESSARY FOR A COMPLETE SERVICE CONNECTION SHALL BE INCLUDED IN THE PRICE BID FOR THIS ITEM FOR PAYMENT BY THE CONTRACTOR.

(2) ITEM TO BE YUNEX (SIEMENS) M60 ATC CONTROLER WITH SEPAC INTERSECTION CONTROLLER SOFTARE PER CITY OF JACKSON PROPRIETARY CERTIFICATION.

(3) SEE SPECIAL PROVISION 700SIG FOR POLE DESIGN REQUIREMENTS. BID ITEM SHALL INCLUDE THE COST OF ALL MATERIALS AND LABOR NECESSARY FOR COMPLETE INSTALLATION OF THE POLE FOUNDATION. SELECT THE APPROPRIATE FOUNDATION DESIGN FROM STANDARD DRAWING T-SG-10.

(4) ITEM TO INCLUDE ALL TRAFFIC SIGNAL EQUIPMENT TO PERFORM TEMPORARY TRAFFIC SIGNAL WORK AS INDICATED ON THE TEMPORARY SIGNAL SHEETS.

(5) ITEM TO BE AXIS M4318-PLR PANORAMIC CAMERA AND INCLUDE CURRUX VISION CVAIS DETECTION AND ACTUATION SYSTEM VIDEO PROCESSOR UNIT PER CITY OF JACKSON PROPRIETARY CERTIFICATION.

(6) ITEM TO BE AXIS P1467-LE BULLET CAMERA PER CITY OF JACKSON PROPRIETARY CERTIFICATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	SIG-1
PIH	2026	STP-M-NH-I-40-1(372)	SIG-1
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-1

REV. 10/30/2026
ADDED SIGNAL-SIGN2
ADDED ITEM NUMBER 730-02.08
REVISED ITEM NUMBER 730-02.09
REVISED ITEM NUMBER 730-12.42
REVISED ITEM NUMBER 730-16.04
ADDED ITEM NUMBER 730-26.11

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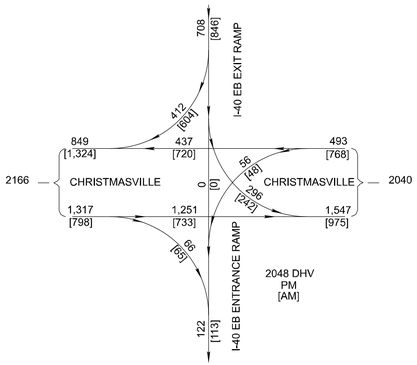
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL
INDEX
AND QUANTITIES

NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	SIG-2
PIH	2026	STP-M-NH-I-40-1(372)	SIG-2
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-2



RAMP A TO CHRISTMASVILLE RD
STA. 29+31.37 = STA. 214+11.79
N 500983.6086
E 1142764.6790

EXISTING SIGNAL POLE TO BE REMOVED

DIRECTIONAL BORE 1-2" CONDUIT (PVC)

EXISTING FIBER OPTIC
TYPE B PULLBOX

PROPOSED SIGNAL POLE NO. 2
STA. 213+58.81 OFF 50.09' LT

1-2" CONDUIT (PVC)

TYPE B T/S PULLBOX

RAMP A

DIRECTIONAL BORE 1-2" CONDUIT (PVC)
1-F.O. CABLE

215

N

EXISTING SIGNAL POLE TO BE REMOVED

RAMP C TO CHRISTMASVILLE RD
STA. 60+00.00 = STA. 214+17.13
N 500988.9031
E 1142765.4251

FIBER OPTIC TYPE E
PULLBOX

DIRECTIONAL BORE 1-2" CONDUIT (PVC)
1-F.O. CABLE

1-2" CONDUIT (PVC)
1-F.O. CABLE

F (UG)

F (UG)

F (UG)

PROPOSED 8 PHASE
BASE MOUNTED CABINET
WITH ATC CONTROLLER
2-2" CONDUIT (PVC)

EXISTING TRAFFIC SIGNAL INTERCONNECT
CONDUIT AND FIBER TO BE ABANDONED

TYPE B T/S PULLBOX

CHRISTMASVILLE RD

Ø1-1

Ø2-3

Ø2-4

Ø2-1

Ø2-2

PB

P1L

6P

PB

6P

ADVANCE DETECTION ZONES TO BE
325' FROM STOP BAR

EXISTING SIGNAL POLE TO BE
REMOVED.

1-2" CONDUIT (PVC)

TYPE B T/S PULLBOX

PROPOSED PEDESTAL POLE (TYPE B) NO. 3
STA. 214+9.00 OFF 46.94' RT

DIRECTIONAL BORE 1-2" CONDUIT (PVC)

PROPOSED SIGNAL POLE NO. 1
STA. 214+65.43 OFF 49.10' RT

PROPOSED PUSH BUTTON POST
STA. 214+54.99 OFF 47.90' RT

1-2" CONDUIT (PVC)

EXISTING SIGNAL POLE TO BE
REMOVED

1-2" CONDUIT (PVC)

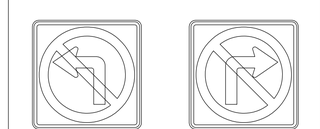
TYPE B T/S PULLBOX

DIRECTIONAL BORE 1-2" CONDUIT (PVC)

RAMP C







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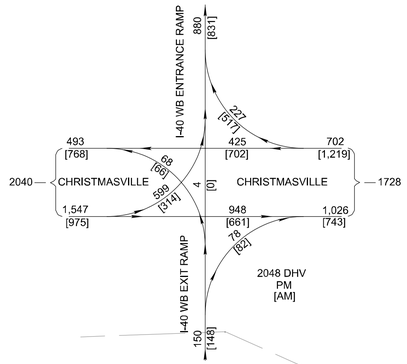
SIGNAL LAYOUT

LOCATION #1

INTERSECTION CHRISTMASVILLE RD
WITH I-40 EB RAMPS
SCALE: 1" = 20'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	SIG-3
PIH	2026	STP-M-NH-I-40-1(372)	SIG-3
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-3



230

RAMP B

N

EXISTING TRAFFIC SIGNAL INTERCONNECT CONDUIT AND FIBER TO BE ABANDONED

2-2" CONDUIT (PVC)
TYPE B T/S PULLBOX
PROPOSED 8 PHASE BASE MOUNTED CABINET WITH ATC CONTROLLER
2-2" CONDUIT (PVC)
PROPOSED SIGNAL POLE NO. 2
STA. 229+22.91 OFF 47.54' LT
1-2" CONDUIT (PVC)
1-F.O. CABLE

RAMP B TO CHRISTMASVILLE RD
STA. 30+00.00 = STA. 229+76.89
N 502490.0896
E 1143184.2410

ARM A1

EXISTING SIGNAL POLE TO BE REMOVED

ADVANCE DECTECTION ZONES TO BE 325' FROM STOP BAR

DIRECTIONAL BORE 1-2" CONDUIT (PVC)
1-F.O. CABLE

EXISTING FIBER OPTIC TYPE B PULLBOX

F (UG)

P8L

EXISTING SIGNAL POLE TO BE REMOVED

CHRISTMASVILLE RD

ARM B1

Ø5-1

Ø6-4
Ø6-3
Ø6-2
Ø6-1

Ø2-1
Ø2-2
Ø2-3
Ø2-4

ADVANCE DECTECTION ZONES TO BE 325' FROM STOP BAR

DIRECTIONAL BORE 1-2" CONDUIT
TYPE B T/S PULLBOX
1-2" CONDUIT (PVC)
EXISTING SIGNAL POLE TO BE REMOVED
PROPOSED PEDESTAL POLE (TYPE A) NO. 3
STA. 229+45.39 OFF 54.05' RT

RAMP D TO CHRISTMASVILLE RD
STA. 122+72.76 = 229+73.83
N 502487.1640
E 1143183.3625

Ø8-1
Ø8-2

RAMP D

PROPOSED SIGNAL POLE NO. 1
STA. 230+39.34 OFF 54.84' RT
PROPOSED PUSH BUTTON POST
STA. 230+28.87 OFF 53.65' RT
1-2" CONDUIT (PVC)
EXISTING SIGNAL POLE TO BE REMOVED
1-2" CONDUIT (PVC)
TYPE B T/S PULLBOX
DIRECTIONAL BORE 1-2" CONDUIT

R Y G
2, 6, 8, P8L*

R Y Y G G
5L

6P

ALL SIGNAL HEADS TO HAVE BACKPLATES (*EXCEPT POLE MOUNTED)

1
360 DEGREE VIDEO DETECTION CAMERA

2 6
VIDEO DETECTION CAMERA

VIDEO DETECTION ZONE

R3-2 (A)

R3-1 (B)

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DOUGLAS A. SWIFT
REGISTERED ENGINEER
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COMMERCE
No. 101142
STATE OF TENNESSEE
09/04/2026

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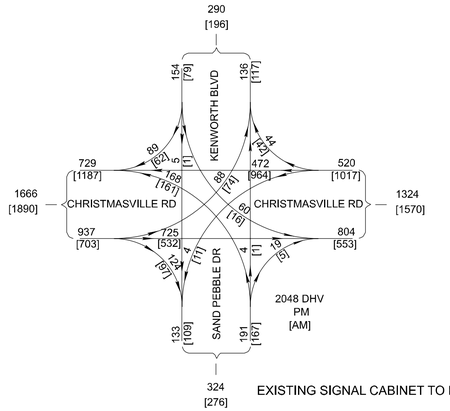
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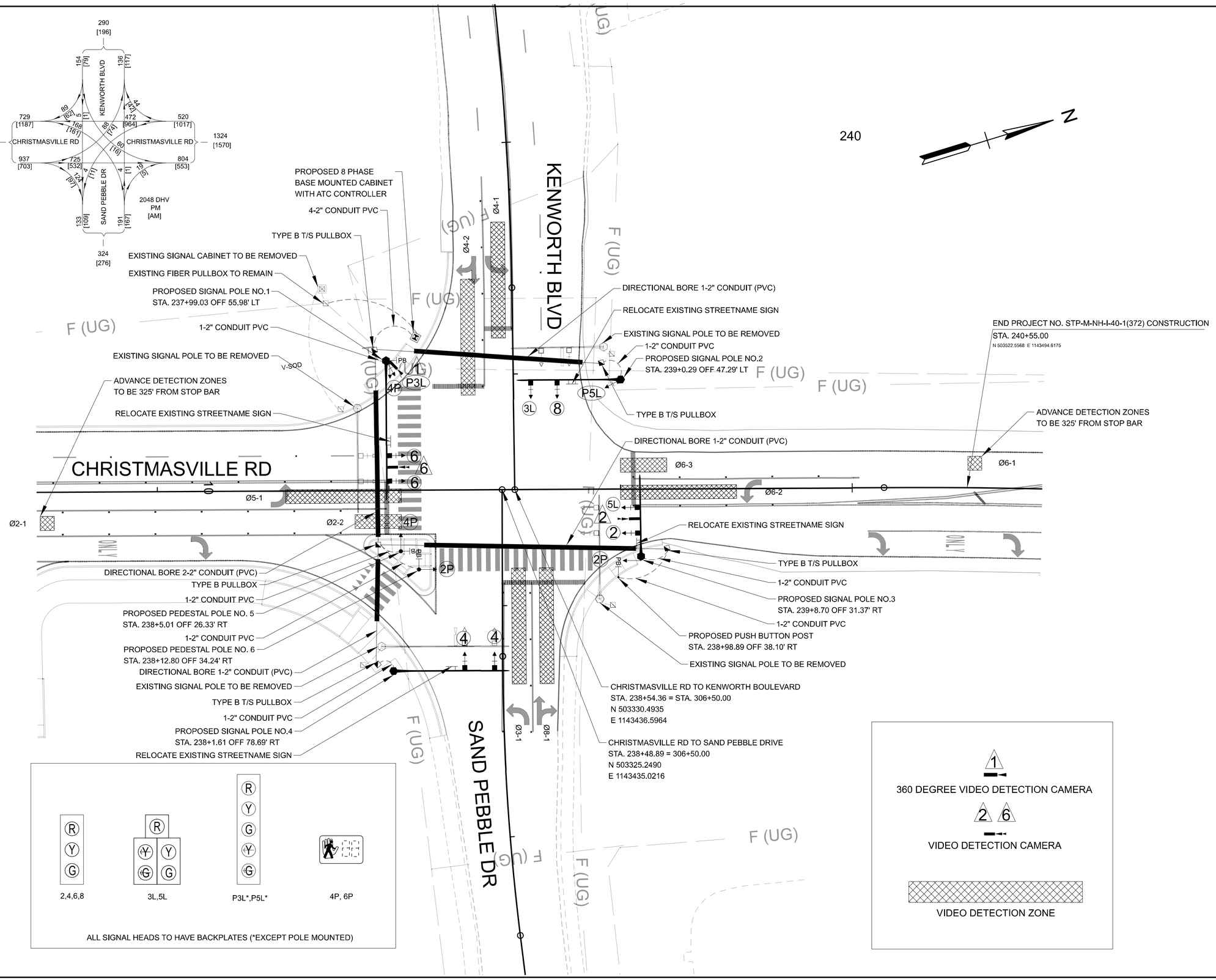
SIGNAL LAYOUT

LOCATION #2
INTERSECTION CHRISTMASVILLE RD WITH I-40 WB RAMPS
SCALE: 1" = 20'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	SIG-4
PIH	2026	STP-M-NH-I-40-1(372)	SIG-4
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-4





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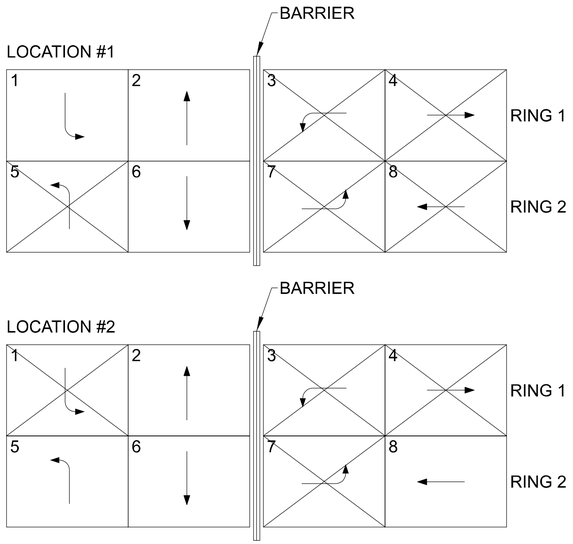
SIGNAL LAYOUT

LOCATION #3

INTERSECTION CHRISTMASVILLE RD
AT KENWORTH BLVD/ SAND PEBBLE DR
SCALE: 1" = 20'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	SIG-5
PIH	2026	STP-M-NH-I-40-1(372)	SIG-5
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-5



NEMA EIGHT PHASE DESIGNATIONS

ACTIVE PHASE

INACTIVE PHASE (NOT USED)

- OPERATION IS DUAL ENTRY MODE, FULL SKIP CAPABILITY
- SIGNAL DIRECTION, LAGGING LEFT TURN PHASES ARE NOT ALLOWED
- ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

BASIC OR SEMI-ACTUATED TIMINGS (SECS)

	PHASE	MINIMUM INITIAL	PASSAGE TIME	MAX GREEN	CLEARANCE		RECALL TO	MEMORY POSITION (1)	LEFT TURN OPERATION (2)
					YELLOW	ALL RED			
LOCATION #1	1	5	1.9	14	4.5	1.0	NONE	NL	P+P
	6	10	3.5	46	4.5	1.0	NONE	L	--
LOCATION #2	2	10	3.5	36	4.5	1.0	NONE	NL	--
	5	5	1.9	13	4.5	1.0	NONE	NL	P+P
	8	5	1.4	24	4.5	1.0	NONE	NL	PERM

VOLUME - DENSITY TIMINGS (SECS)

	PHASE	MINIMUM INITIAL	ADDED INITIAL PER ACTUATION	PASSAGE TIME	MAX GREEN	CLEARANCE		RECALL TO	MEMORY POSITION (1)
						YELLOW	ALL RED		
LOCATION #1	2	10	1.5	3.5	29	4.5	1.0	MIN	L
LOCATION #2	6	10	1.5	3.5	29	4.5	1.0	MIN	L

THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION,

(1) NL = NONLOCK
L = LOCK

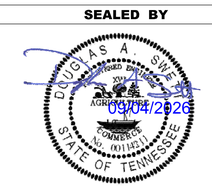
(2) PERM = PERMITTED
PROT = PROTECTED
P+P = PROT/PERM

VIDEO DETECTOR TARGET ASSIGNMENTS

	TARGET AREA NUMBER	CAMERA NUMBER	TARGET AREA	ASSOCIATE PHASE	COMMENTS
LOCATION #1	1-1	1	6' X 50'	1	VIDEO
	2-1	2	6' X 6'	2	VIDEO
	2-2	2	6' X 6'	2	VIDEO
	2-3	1	6' X 20'	2	VIDEO
	2-4	1	6' X 20'	2	VIDEO
LOCATION #2	2-1	2	6' X 6'	2	VIDEO
	2-2	2	6' X 6'	2	VIDEO
	2-3	1	6' X 20'	2	VIDEO
	2-4	1	6' X 20'	2	VIDEO
	5-1	1	6' X 50'	5	VIDEO
	6-1	6	6' X 6'	6	VIDEO
	6-2	6	6' X 6'	6	VIDEO
	6-3	1	6' X 20'	6	VIDEO
	6-4	1	6' X 20'	6	VIDEO
	8-1	1	6' X 50'	8	VIDEO
	8-2	1	6' X 50'	8	VIDEO

VIDEO DETECTION ZONE DIAGRAM

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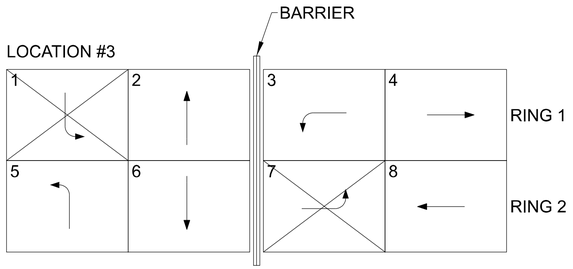
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PHASING & TIMING

NOT TO SCALE

9/4/2026 10:16:33 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S0-003	SIG-6
PIH	2026	STP-M-NH-I-40-1(372)	SIG-6
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-6



NEMA EIGHT PHASE DESIGNATIONS

ACTIVE PHASE

INACTIVE PHASE (NOT USED)

- OPERATION IS DUAL ENTRY MODE, FULL SKIP CAPABILITY
- SIGNAL DIRECTION, LAGGING LEFT TURN PHASES ARE NOT ALLOWED
- ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

BASIC OR SEMI-ACTUATED TIMINGS (SECS)

LOCATION #3

PHASE	MINIMUM INITIAL	PASSAGE TIME	MAX GREEN	CLEARANCE		RECALL TO	MEMORY POSITION (1)	LEFT TURN OPERATION (2)
				YELLOW	ALL RED			
2	5.0	3.0	40.5	3.5	2.0	NONE	NL	--
3	5.0	3.0	20.5	3.5	2.0	NONE	NL	P+P
4	5.0	3.0	21.5	3.5	2.0	NONE	NL	--
5	5.0	3.0	14.5	3.5	2.0	NONE	NL	P+P
6	5.0	3.0	21.5	3.5	2.0	NONE	NL	--
8	5.0	3.0	47.5	3.5	2.0	NONE	NL	--

THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION,

(1) NL = NONLOCK
L = LOCK

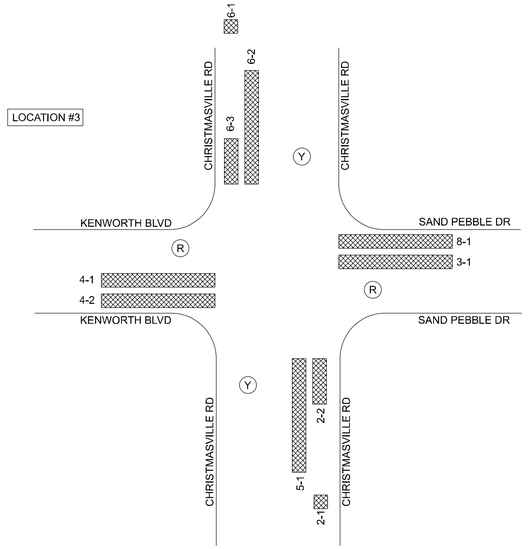
(2) PERM = PERMITTED
PROT = PROTECTED
P+P = PROT/PERM

LOCATION #3

DETECTOR TARGET ASSIGNMENTS

TARGET AREA NUMBER	CAMERA NUMBER	TARGET AREA	ASSOCIATE PHASE	COMMENTS
2-1	2	6' X 6'	2	VIDEO
2-2	1	6' X 20'	2	VIDEO
3-1	1	6' X 50'	3	VIDEO
4-1	1	6' X 50'	4	VIDEO
4-2	1	6' X 50'	4	VIDEO
5-1	1	6' X 50'	5	VIDEO
6-1	6	6' X 6'	6	VIDEO
6-2	1	6' X 50'	6	VIDEO
6-3	1	6' X 20'	6	VIDEO
8-1	1	6' X 50'	8	VIDEO

VIDEO DETECTION ZONE DIAGRAM



N

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DOUGLAS A SWIFT
REGISTERED
PROFESSIONAL
ENGINEER
AGRICULTURE
COMMERCE
NO. 101421
STATE OF TENNESSEE
05/04/2026

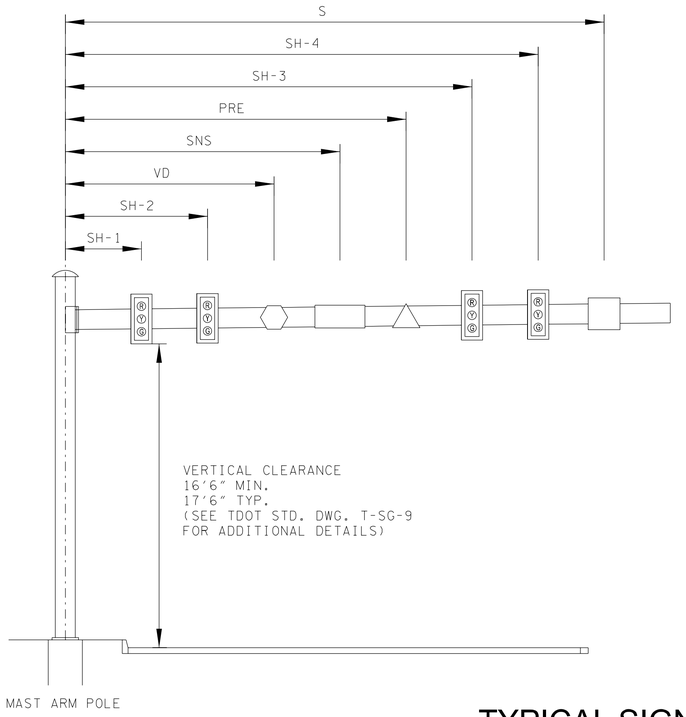
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL PHASING & TIMING

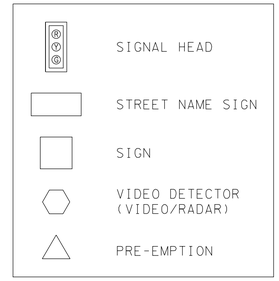
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S2-003	SIG-6
PIH	2026	STP-M-NH-I-40-1(372)	SIG-7
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-7



S:	SIGN
SNS:	STREET NAME SIGN
SH-X:	SIGNAL HEAD
VD:	VIDEO DETECTOR (VIDEO/RADAR)
PRE:	PRE-EMPTION



TYPICAL SIGNAL SUPPORT POLE DATA TABLES

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS LOCATION #1												
POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH-0	SH-1	SH-2	VD	S	GROUND EL. @ POLE
1	214+65.43	49.10 RT	501028.83	1142821.11	--	50'	0*	25'	36'	30'	41'	499.83
2	213+58.81	50.09 LT	500937.05	1142708.13	--	60'	--	30'	46'	0*	27'	500.07
3	214+9.00	46.94 RT	500974.39	1142810.79	--	--	0*	--	--	--	--	499.99

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS LOCATION #2												
POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH-0	SH-1	SH-2	VD	S	GROUND EL. @ POLE
1	230+39.34	54.84 RT	502534.11	1143254.73	--	60'	--	30'	47'	39'	25'	505.88
2	229+22.91	47.54 LT	502452.05	1143123.19	A1	65'	0*	35'	48'	0*	--	509.65
					B1	50'	0*	27'	38'	33'	43'	
3	229+45.39	54.05 RT	502444.38	1143226.95	--	--	--	--	--	--	--	510.85

SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS LOCATION #3												
POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH-0	SH-1	SH-2	VD	SNS	GROUND EL. @ POLE
1	237+99.03	55.98 LT	503293.59	1143367.07	--	60'	--	41'	52'	46'	35'	470.92
2	239+0.29	47.29 LT	503388.08	1143404.51	--	45'	--	27'	39'	0*	21'	470.2
3	239+8.70	31.37 RT	503374.17	1143481.09	--	35'	--	10'	21'	16	6'	471.3
4	238+1.61	78.69 RT	503257.52	1143496.18	--	50'	--	31'	44'	0*	25'	473.24
5	238+5.01	26.33 RT	503275.65	1143447.62	--	--	--	--	--	--	--	475.67
6	238+12.80	34.24 RT	503280.83	1143457.43	--	--	--	--	--	--	--	475.25

* DENOTES POLE MOUNTED SIGNAL EQUIPMENT AS INDICATED ON SIGNAL LAYOUT.

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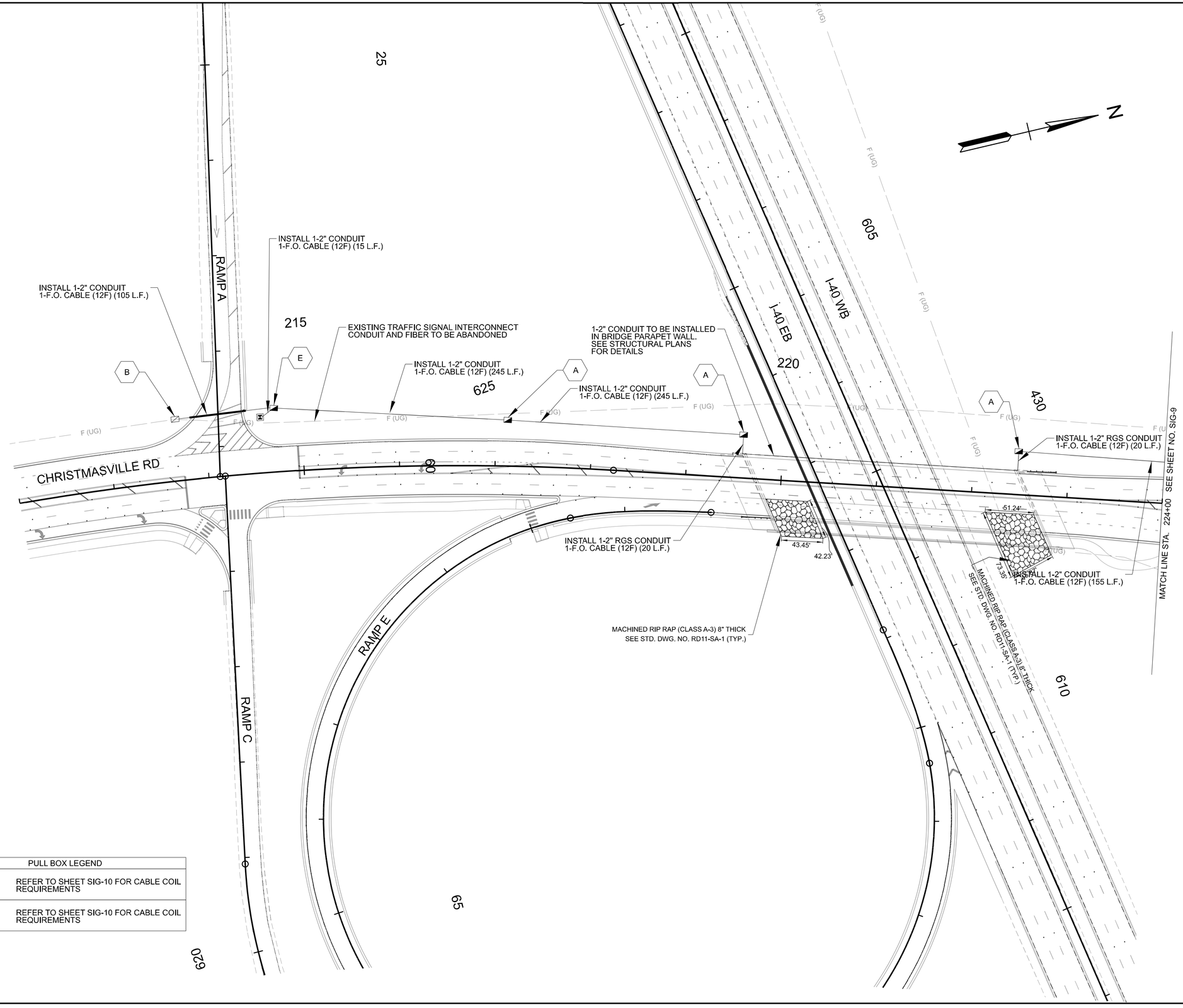
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL POLE DETAILS

NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S0-003	SIG-7
PIH	2026	STP-M-NH-I-40-1(372)	SIG-8
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-8



PULL BOX LEGEND	
A	REFER TO SHEET SIG-10 FOR CABLE COIL REQUIREMENTS
B	REFER TO SHEET SIG-10 FOR CABLE COIL REQUIREMENTS

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COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00007 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

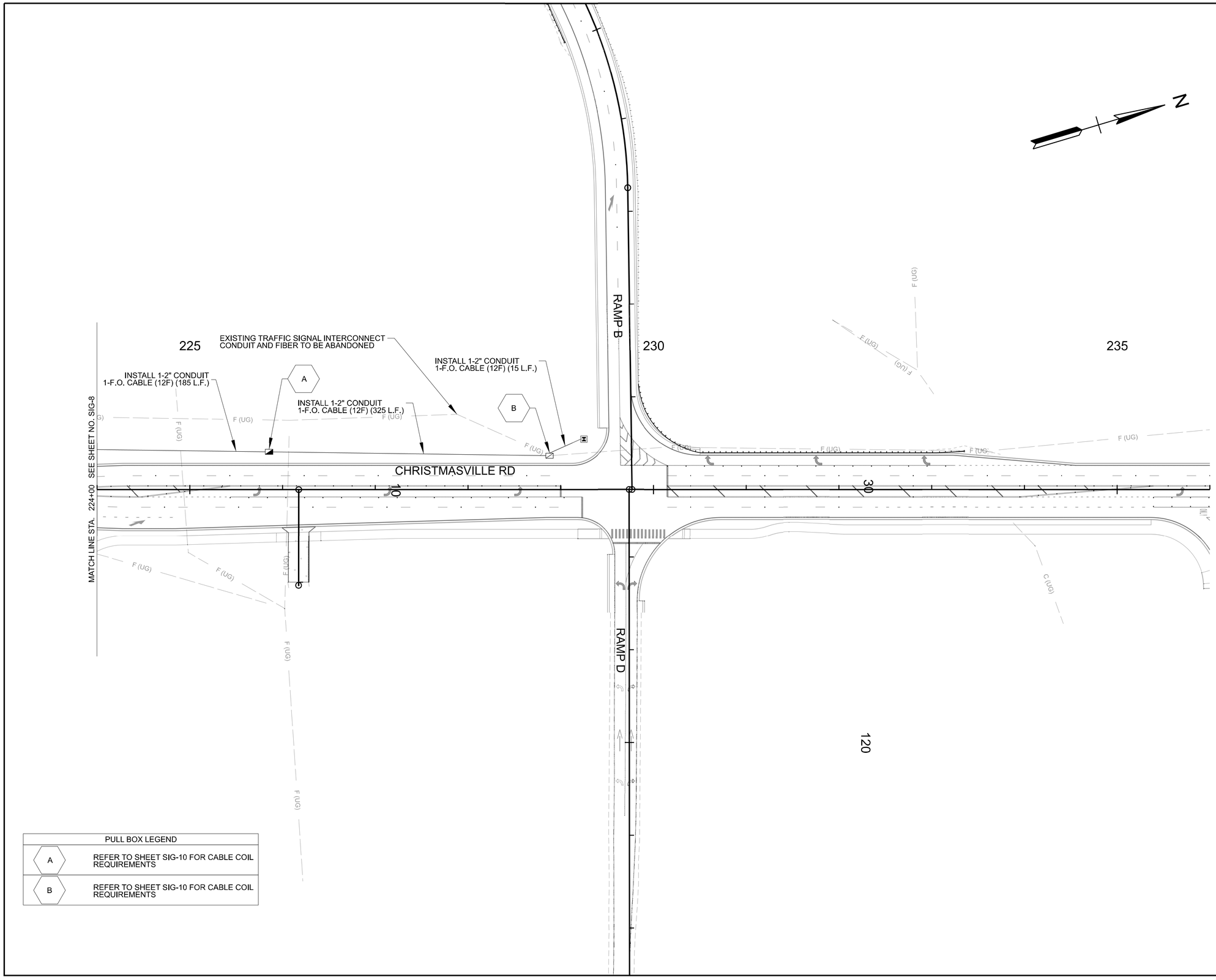
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL INTERCONNECT PLAN

STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

9/4/2026 10:17:26 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	571040-S0-003	SIG-8
PIH	2026	STP-M-NH-I-40-1(372)	SIG-9
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-9



PULL BOX LEGEND	
A	REFER TO SHEET SIG-10 FOR CABLE COIL REQUIREMENTS
B	REFER TO SHEET SIG-10 FOR CABLE COIL REQUIREMENTS

SEALED BY



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

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DEPARTMENT OF TRANSPORTATION

SIGNAL INTERCONNECT PLAN

STA. 224+00.00 TO STA. 236+00.00
SCALE: 1" = 50'

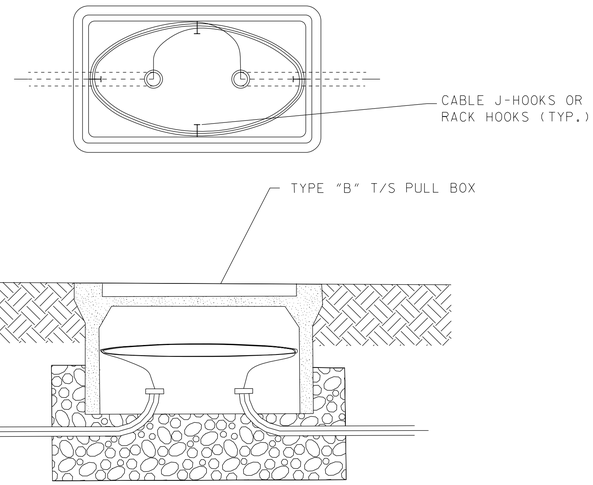
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	SIG-10
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-10

CABLE TYPE	TYPE "B" T/S PULL BOX	FIBER OPTIC TYPE "A" PULL BOX	FIBER OPTIC TYPE "B" PULL BOX	PAD-MOUNTED CABINET BASE
FIBER OPTIC CABLES (TRUNK)	- -	25	200	25
FIBER OPTIC CABLES (BRANCH)	- -	25	100	25
TRAFFIC SIGNAL CABLE CONDUCTORS	10	- -	- -	- -

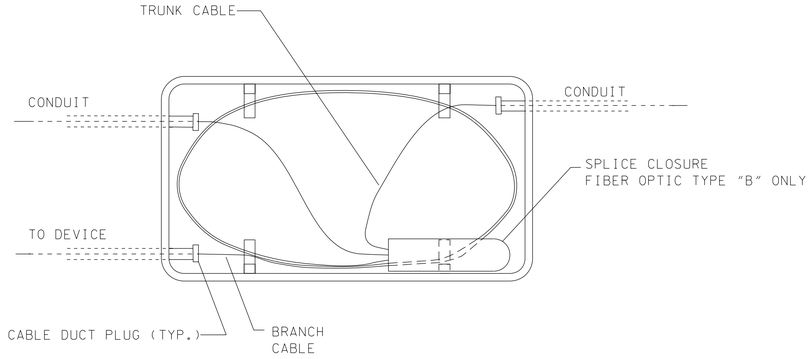
TYPICAL CABLE COIL INSTALLATION GUIDE

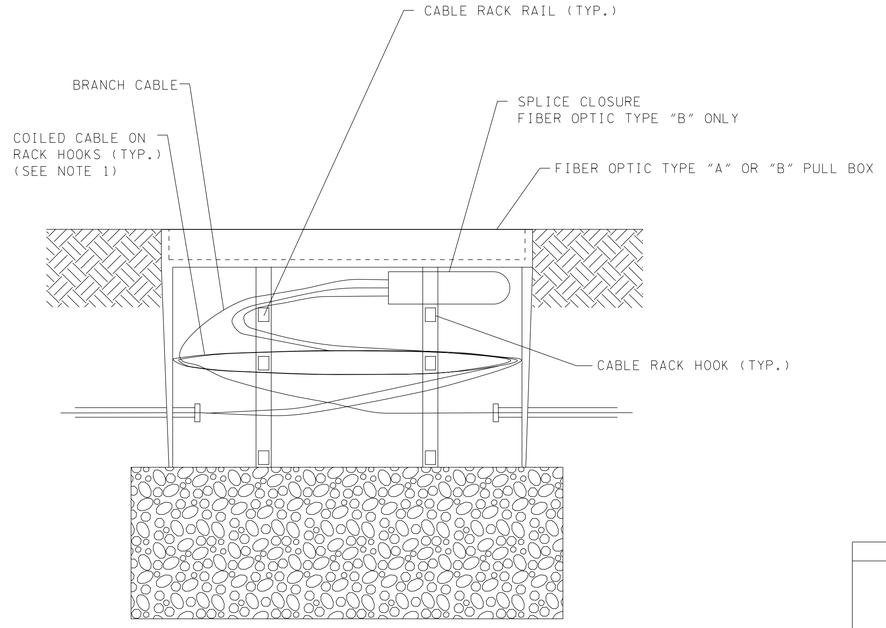
(FEET OF COIL LENGTH PER ENTERING CABLE)



CABLE MANAGEMENT IN TYPE "B" T/S PULL BOX

N.T.S.





CABLE MANAGEMENT IN FIBER OPTIC TYPE "A" AND "B" PULL BOX

N.T.S.

NOTES:

1. FIBER TRUNK AND BRANCH CABLES SHALL BE COILED TOGETHER. OTHER DEVICE CABLES SHALL BE COILED SEPARATELY AND SUPPORTED ON J-HOOKS OR RACK HOOKS.
2. CONDUIT MAY ENTER THE LONG SIDE OF THE PULL BOX WHEN FIELD CONDITIONS WARRANT.

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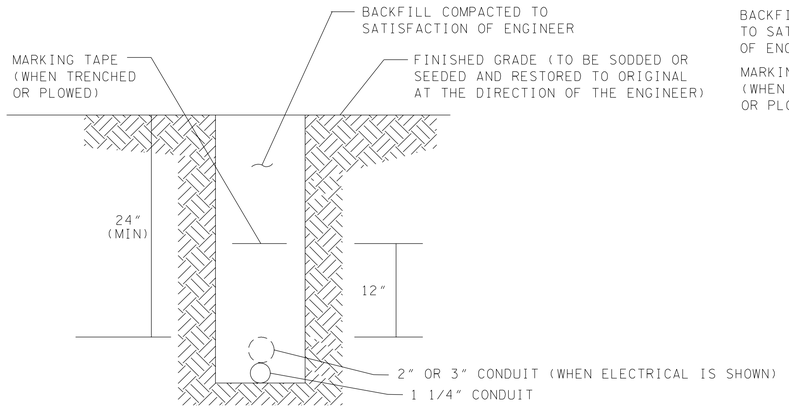
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CABLE MANAGEMENT DETAILS

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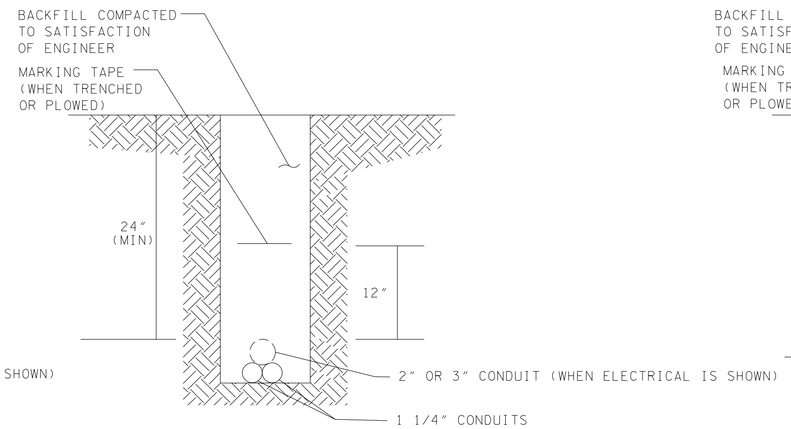
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	SIG-11
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-11



CONDUIT BANK TYPE 1

N.T.S.

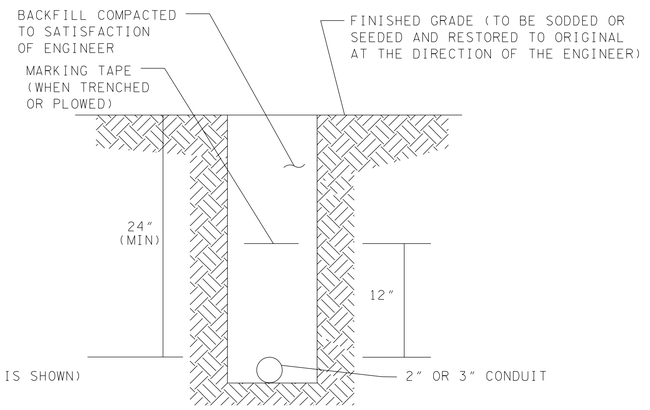
ONE 1 1/4" COMMUNICATIONS CONDUIT WITH OR WITHOUT ONE 2" OR 3" ELECTRICAL CONDUIT WHICH IS PAID SEPARATELY



CONDUIT BANK TYPE 2

N.T.S.

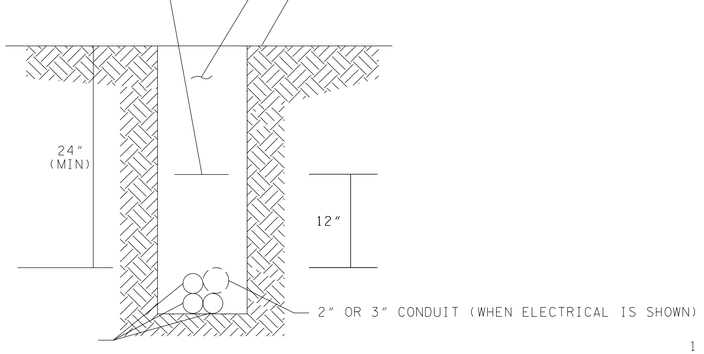
TWO 1 1/4" COMMUNICATIONS CONDUITS WITH OR WITHOUT ONE 2" OR 3" ELECTRICAL CONDUIT WHICH IS PAID SEPARATELY



2" OR 3" CONDUIT

N.T.S.

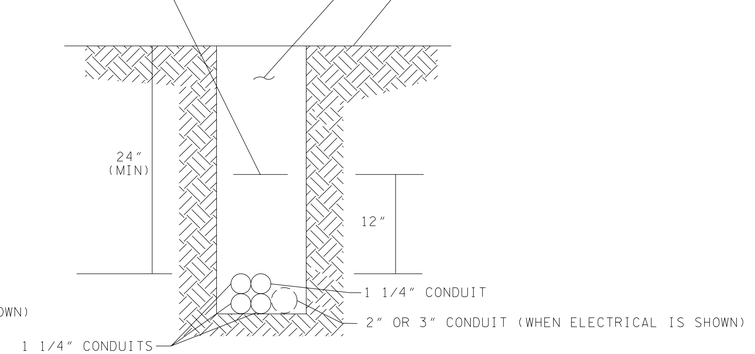
ONE 2" OR 3" CONDUIT



CONDUIT BANK TYPE 3

N.T.S.

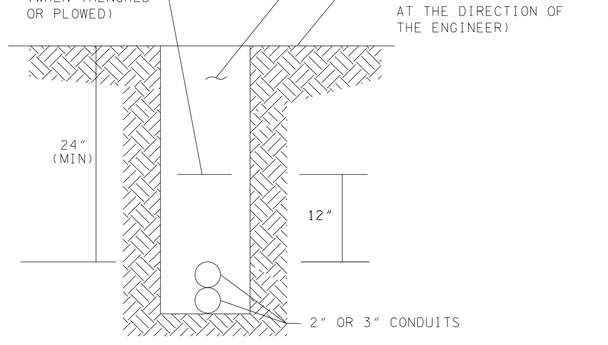
THREE 1 1/4" COMMUNICATIONS CONDUITS WITH OR WITHOUT ONE 2" OR 3" ELECTRICAL CONDUIT WHICH IS PAID SEPARATELY



CONDUIT BANK TYPE 4

N.T.S.

FOUR 1 1/4" COMMUNICATIONS CONDUITS WITH OR WITHOUT ONE 2" OR 3" ELECTRICAL CONDUIT WHICH IS PAID SEPARATELY



MULTIPLE 2" OR 3" CONDUITS

N.T.S.

TWO 2" OR 3" CONDUITS

NOTES:

1. DETAILS FOR CONDUIT BANKS APPEAR AS TRENCHED INSTALLATION FOR GRAPHICAL PURPOSES ONLY. CONDUIT BANKS IN EARTH MAY BE TRENCHED, PLOWED, BORED, OR DRILLED.
2. ELECTRICAL AND COMMUNICATIONS CONDUIT SIZES VARY THROUGHOUT THE PROJECT. REFER TO THE CONDUIT AND CABLE SCHEDULES SHOWN ON THE PLANS FOR INDIVIDUAL CONDUIT SIZES.
3. WARNING TAPE SHALL BE LABELED "WARNING - ELECTRICAL/FIBER OPTIC CABLE BELOW."
4. IF A DRAINAGE OR UTILITY CONFLICT ARISES THE CONTRACTOR SHALL SUBMIT A PLAN FOR RESOLVING THE CONFLICT TO THE ENGINEER FOR REVIEW AND APPROVAL.

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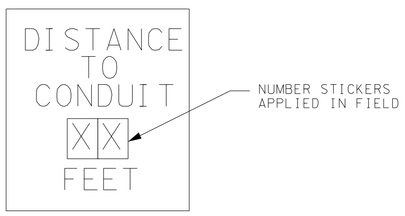
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL TRENCHING DETAIL (FIBER)

NOT TO SCALE

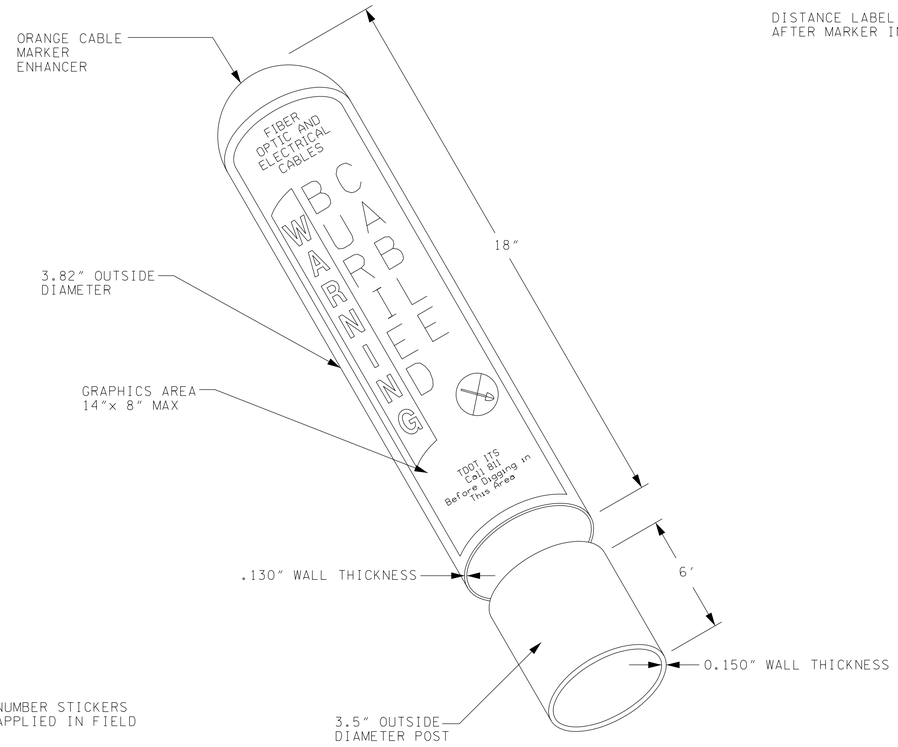
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	SIG-12
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-12



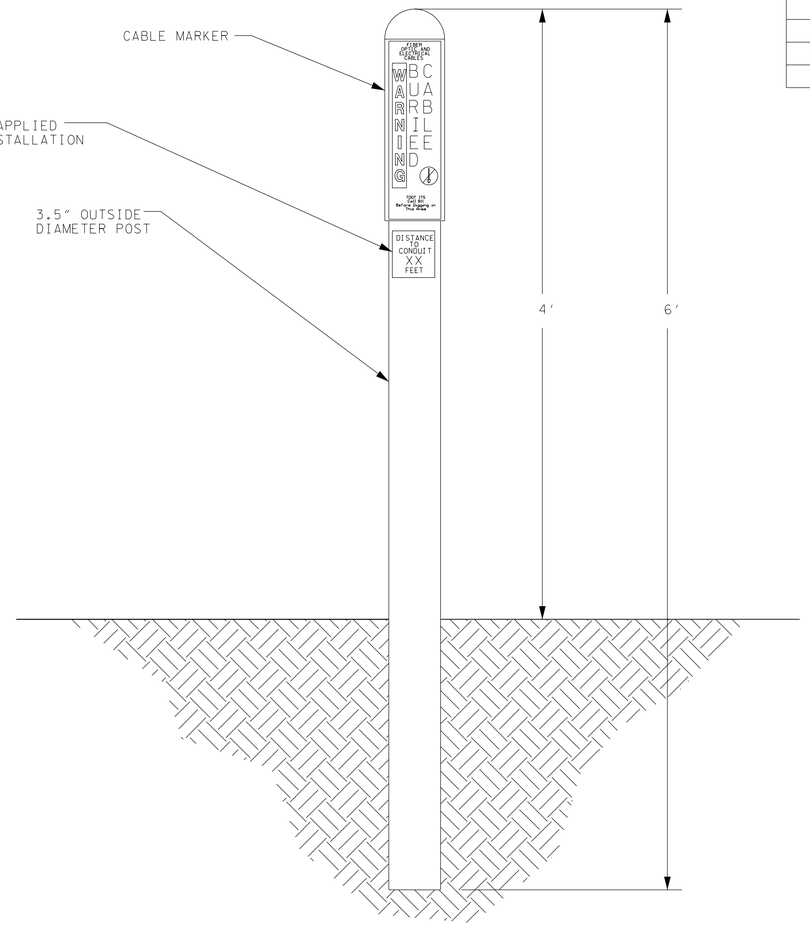
PRE PRINTED DISTANCE LABEL

N.T.S.



DETAIL VIEW OF CABLE MARKER

N.T.S.



TYPICAL INSTALLATION OF CABLE MARKER

N.T.S.

NOTES:

1. THE CONTRACTOR SHALL USE 811 FOR THE NUMBER TO INCLUDE ON THE CABLE MARKER LABEL PRIOR TO FABRICATION.
2. ALL CABLE MARKER LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. THE PROPOSED SCHEDULE FOR INSTALLING THE CABLE MARKERS SHALL ALSO BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
3. AFTER THE CABLE MARKERS ARE INSTALLED, THE DISTANCE TO CONDUIT LABELS SHALL BE APPLIED.
4. INSTALL CABLE MARKERS AT THE FOLLOWING LOCATIONS:
   - A. WITHIN 30 FEET LATERALLY EVEN WITH EACH PULL BOX, OR ADJACENT PULL BOXES, ON CONDUIT RUNS PARALLEL TO THE ROADWAY. IF DISTANCE BETWEEN PULL BOXES IS GREATER THAN 650 FEET, ONE ADDITIONAL CABLE MARKER SHALL BE PLACED AT THE MIDPOINT BETWEEN THE ADJACENT PULL BOXES, WITH 30 FEET LATERALLY OF THE CONDUIT ROUTE. ADDITIONAL CABLE MARKERS SHALL BE PLACED SUCH THAT NO DISTANCE BETWEEN CABLE MARKERS SHALL BE GREATER THAN 650 FEET.
   - B. DIRECTLY BESIDE ANY PULL BOX THAT IS ON THE INTERIOR OF AN INTERCHANGE.
   - C. AT EACH END OF ANY BORE UNDER A ROADWAY, DIRECTLY BESIDE THE PULL BOXES.
   - D. ANY ADDITIONAL LOCATIONS DIRECTED BY THE ENGINEER.

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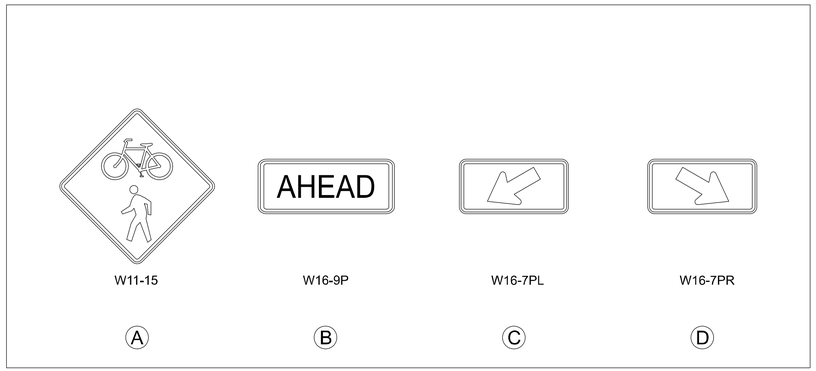
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

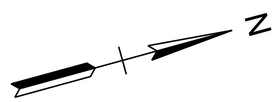
CABLE
MARKER
DETAILS

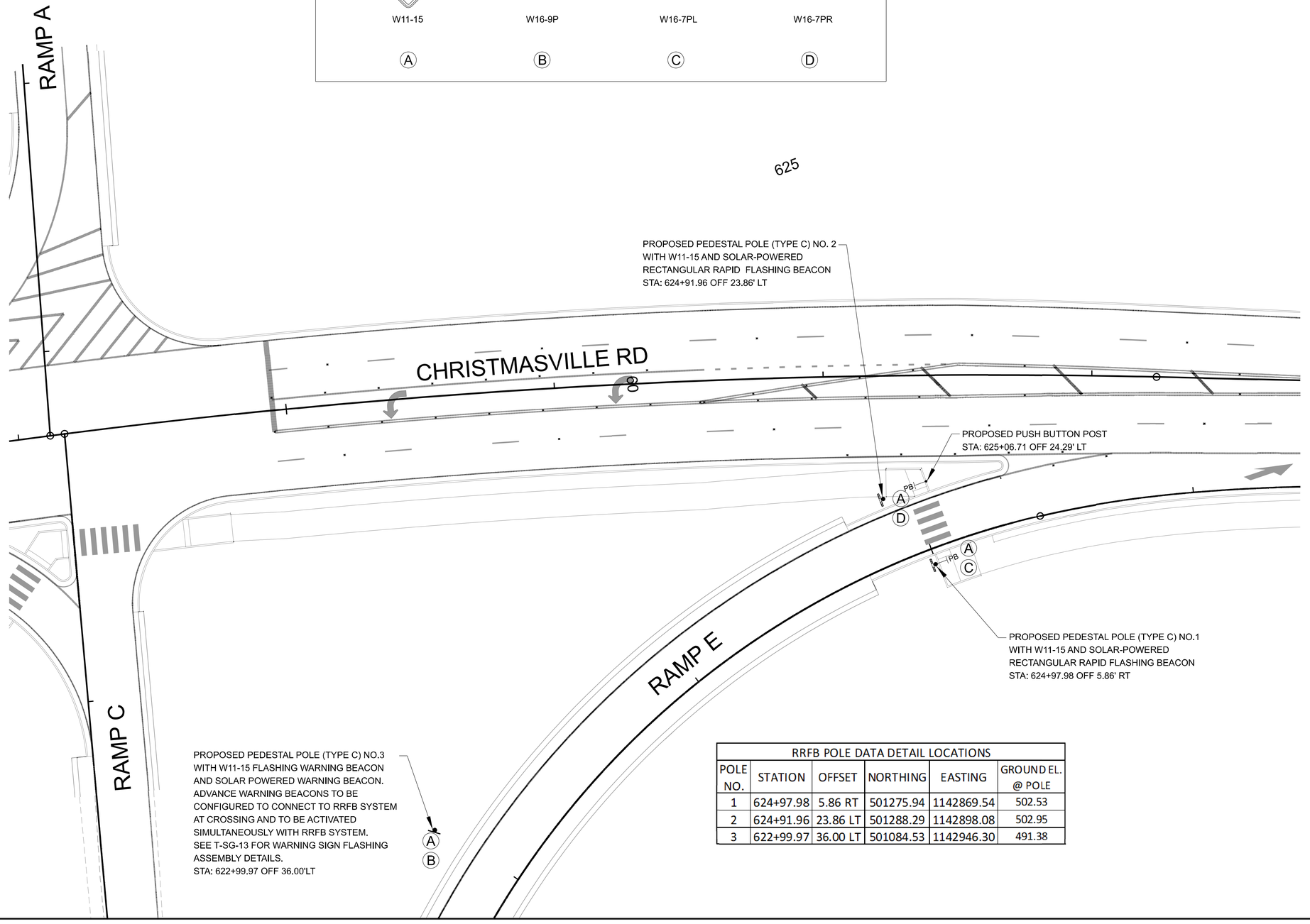
NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	57I040-S2-003	SIG-9
PIH	2026	STP-M-NH-I-40-1(372)	SIG-13
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-13







RRFB POLE DATA DETAIL LOCATIONS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	GROUND EL. @ POLE
1	624+97.98	5.86 RT	501275.94	1142869.54	502.53
2	624+91.96	23.86 LT	501288.29	1142898.08	502.95
3	622+99.97	36.00 LT	501084.53	1142946.30	491.38

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COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00007 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

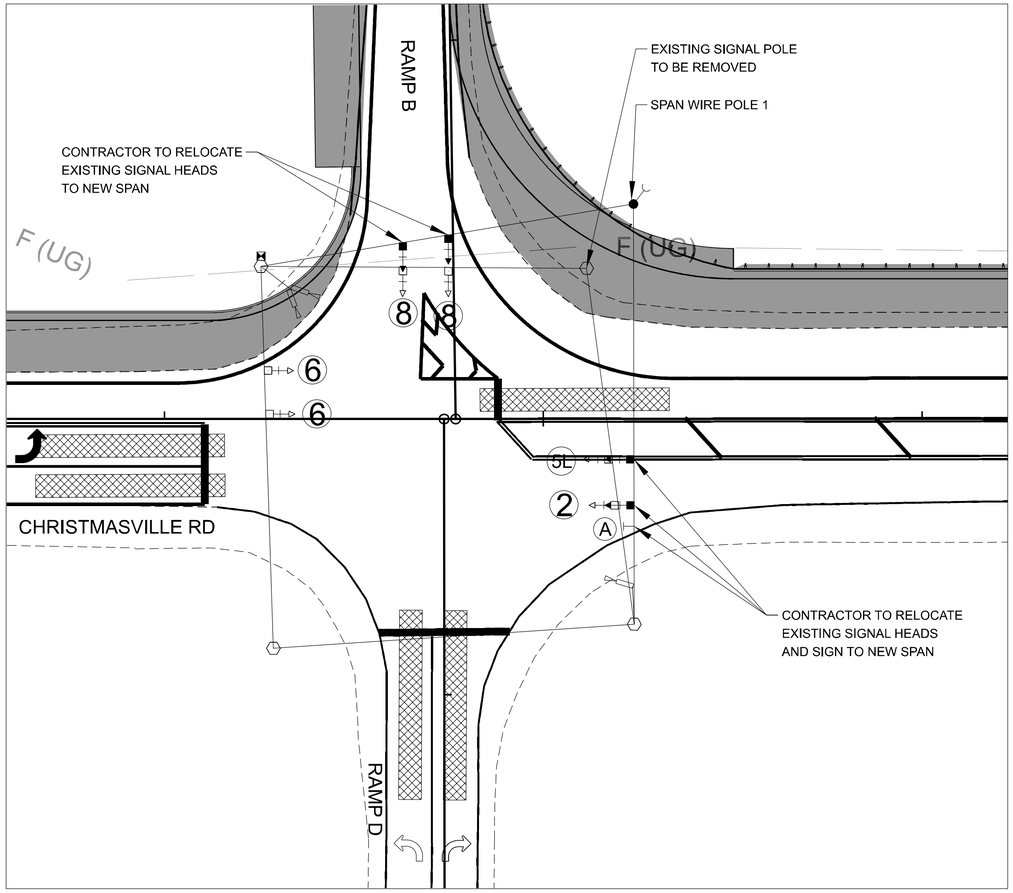
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FLASHING BEACON PLAN

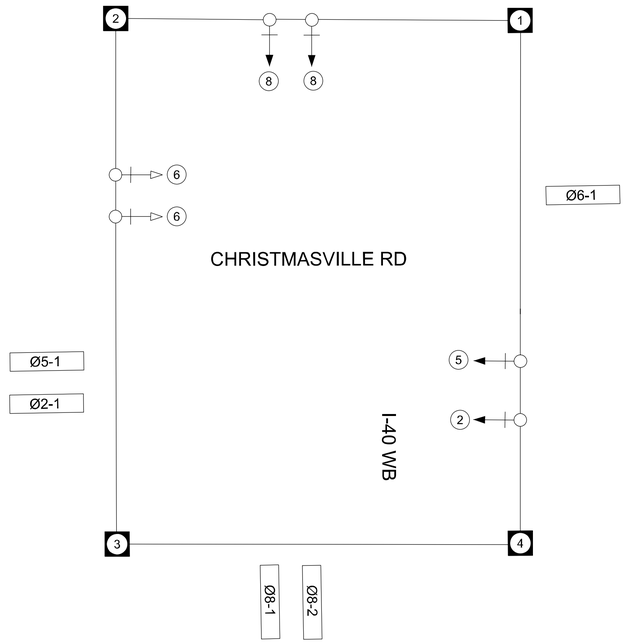
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	SIG-14
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-14







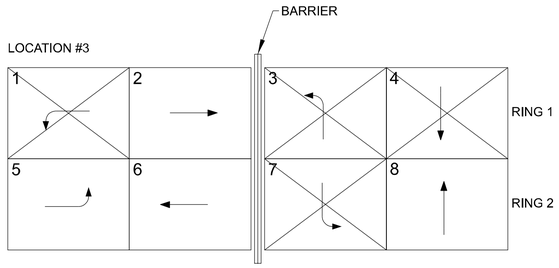
PROPOSED SIGNAL HEADS AND
DETECTION ZONE IDENTIFICATION

SIGNAL SUPPORT POLE DETAILS						
POLE	VERTICAL SHAFT LENGTH	SPAN WIRE ATTACHMENT HEIGHT	TYPE	MATERIAL	POLE LOCATION N	POLE LOCATION E
1	45'	28' / 28'	--	WOOD	502551.37	1143143.41

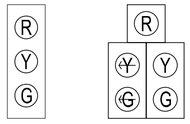
EXISTING SIGNAL HEADS



6



SIGNAL HEADS
TO BE RELOCATED



2, 8 5L

EXISTING SIGNS TO
BE RELOCATED



R3-1
A

NEMA EIGHT PHASE DESIGNATIONS

ACTIVE PHASE

INACTIVE PHASE (NOT USED)

- OPERATION IS DUAL ENTRY MODE, FULL SKIP CAPABILITY
- SIGNAL DIRECTION, LAGGING LEFT TURN PHASES ARE NOT ALLOWED
- ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

NOTES:

1. ALL SIGNAL SUPPORT POLES SHALL BE EMBEDDED A MINIMUM OF SIX (6) FEET.

2. ALL WOOD SIGNAL SUPPORT POLES SHALL BE GUYED AS PER T-SG-1.

SEALED BY



COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00007 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 12B.

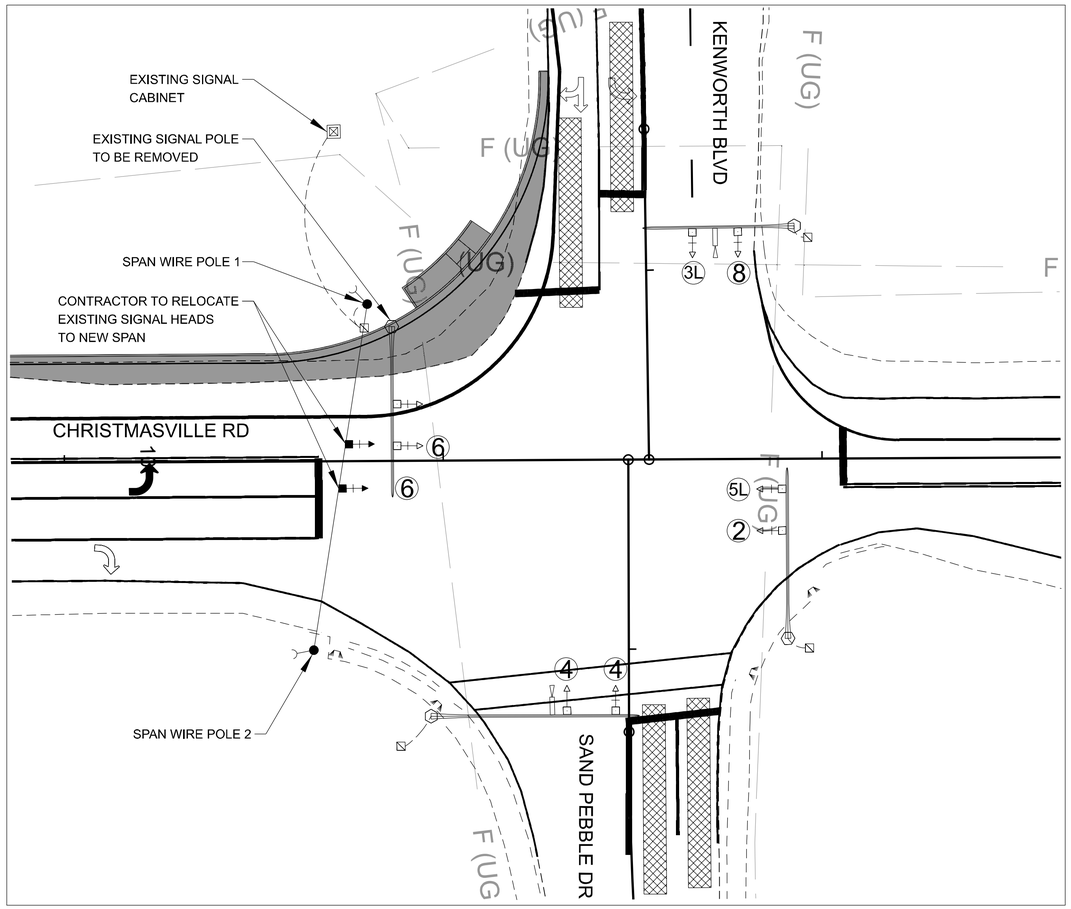
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

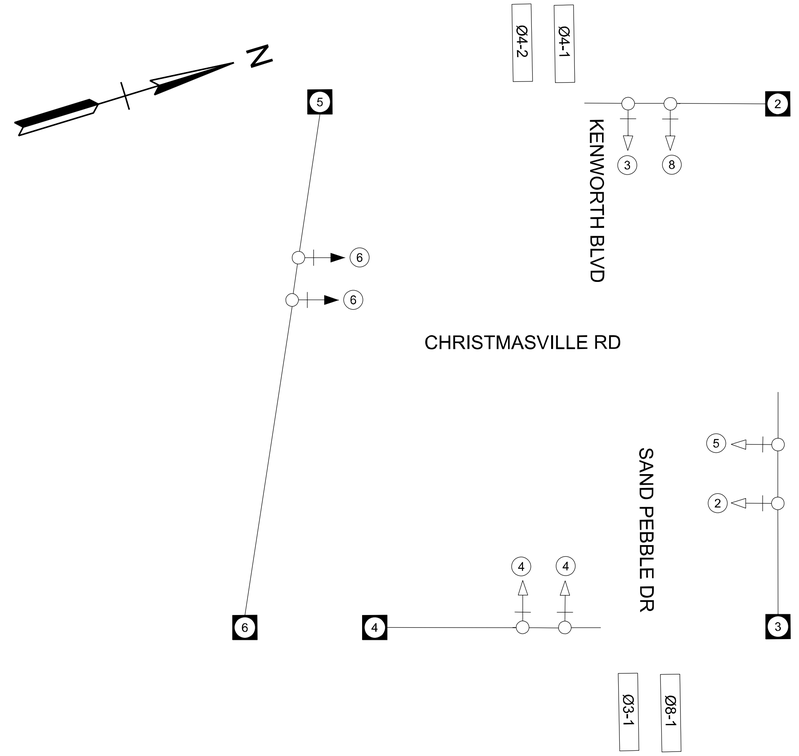
TEMPORARY SIGNAL LAYOUT AND DETAILS

TRAFFIC CONTROL PHASE 1
INTERSECTION CHRISTMASVILLE RD
WITH I-40 WB RAMPS
SCALE: 1" = 20'

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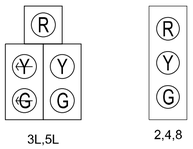
TYPE	YEAR	PROJECT NO.	SHEET NO.
PIH	2026	STP-M-NH-I-40-1(372)	SIG-15
PS&E	2026	STP-M-NH-I-40-1(372)	SIG-15



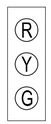


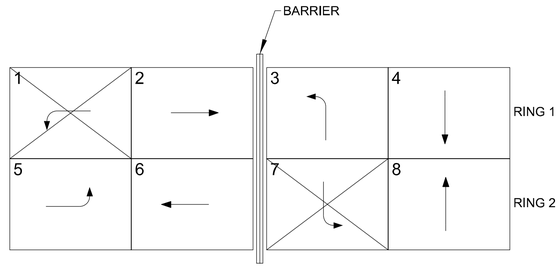
PROPOSED SIGNAL HEADS AND DETECTION ZONE IDENTIFICATION

EXISTING SIGNAL HEADS



SIGNAL HEADS TO BE RELOCATED





NEMA EIGHT PHASE DESIGNATIONS

ACTIVE PHASE

INACTIVE PHASE (NOT USED)

- OPERATION IS DUAL ENTRY MODE, FULL SKIP CAPABILITY
- SIGNAL DIRECTION, LAGGING LEFT TURN PHASES ARE NOT ALLOWED
- ALL SIGNAL DISPLAYS AND CLEARANCES SHALL BE IN ACCORDANCE WITH CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

SIGNAL SUPPORT POLE DETAILS						
POLE	VERTICAL SHAFT LENGTH	SPAN WIRE ATTACHMENT HEIGHT	TYPE	MATERIAL	POLE LOCATION	
					N	E
1	45'	28'	--	WOOD	503289.51	1143361.83
2	45'	28'	--	WOOD	503231.13	1143458.79

NOTES:

1. ALL SIGNAL SUPPORT POLES SHALL BE EMBEDDED A MINIMUM OF SIX (6) FEET.

2. ALL WOOD SIGNAL SUPPORT POLES SHALL BE GUYED AS PER T-SG-1.

SEALED BY



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TEMPORARY SIGNAL LAYOUT AND DETAILS

TRAFFIC CONTROL PHASE 1
INTERSECTION CHRISTMASVILLE RD
AT KENWORTH BLVD/ SAND PEBBLE DR
SCALE: 1" = 20'

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	S-1

SWPPP INDEX OF SHEETS

DESCRIPTION	SHT.
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2. SITE DESCRIPTION (5.5.1.)	1
3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)	1
4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION	1-2
5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)	2-3
6. FLOCCULANTS (3.5.3.1.b)	3
7. UTILITY RELOCATION	3-4
8. MAINTENANCE AND INSPECTION	4
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10. STORMWATER MANAGEMENT (5.5.3.11.h)	4-5
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NOTE: CITATIONS IN PARENTHESIS INDICATE SECTIONS OF THE CURRENT CGP.

1. SWPPP REQUIREMENTS (5.0.)

1.1. HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (5.2)?

☒ YES (CHECK ALL THAT APPLY BELOW) OR ☐ NO

- ☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)
- ☒ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
- ☒ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

1.2. DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (E.G. SEDIMENT BASINS) (5.2.)? YES ☐ NO ☒

IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT? ☐ YES ☐ NO

1.3. DO THE PROJECT STORMWATER OUTFALLS DISCHARGE INTO THE FOLLOWING (6.4.1.)? ☒ YES (CHECK ALL THAT APPLY BELOW) ☐ NO

- ☒ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION)
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

2. SITE DESCRIPTION (5.5.1.)

2.1. PROJECT LIMITS (5.5.1.f): REFER TO TITLE SHEET

2.2. TOTAL PROJECT AREA (5.5.1.b): 83.087 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 17.780 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: I-40 INTERCHANGE AT CHRISTMASVILLE ROAD (EXIT 85)
COUNTY: MADISON
PIN: 132680.00

2.5. SITE MAP(S) (3.2.2.): REFER TO TITLE SHEET

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 32, 32A - 32F, DRAINAGE MAP SHEET(S) 26-27, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

2.7. MAJOR SOIL DISTURBING ACTIVITIES (5.5.1.a) (CHECK ALL THAT APPLY):

- ☒ CLEARING AND GRUBBING
- ☒ EXCAVATION
- ☒ CUTTING AND FILLING
- ☒ FINAL GRADING AND SHAPING
- ☒ UTILITIES
- ☐ OTHER (DESCRIBE): _____

2.8. NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.

2.9. ARE THERE ANY SEASONAL LIMITATIONS ON WORK? ☒ YES ☐ NO

IF YES, LIST THE CORRESPONDING PLAN SHEET: 1B

2.10. WAS ROW FINALIZED PRIOR TO FEBRUARY 1, 2010 (4.1.2.2)?

☐ YES _____ (DATE) ☒ NO

IF ROW WAS FINALIZED PRIOR TO FEBRUARY 1, 2010, THIS PROJECT IS CONSIDERED A PRE-APPROVED SITE (4.1.2.2)

2.11. SOIL PROPERTIES (5.5.1.d, 5.5.3.3.d, 5.5.3.6.b).

SOIL PROPERTIES FOR THE PRIMARY SOILS ARE LISTED IN THE TABLE BELOW.

SOIL PROPERTIES			
PRIMARY SOIL NAME	HSG	% OF SITE	ERODIBILITY (k value)
COLLINS SILT LOAM	Cs	2.4	0.55
FELICIANA SILT LOAM	FcB	27.8	0.43
GRENADA SILT LOAM	GrB	1.8	0.55
LEXINGTON SILT LOAM	LeC3	47.5	0.43
SMITHDALE SOILS	SmE	20.5	0.32

2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT? ☐ YES ☐ NO; AND

2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT? ☐YES ☐ NO ☐ N/A (TDOT SP107L WILL BE APPLIED.)

2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (5.5.3.6.a).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	14.67	17.66	98	0.9
PERVIOUS	68.42	82.34	61	0.5
WEIGHTED CURVE NUMBER OR C-FACTOR =			67.5	0.57

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS	18.74	22.55	98	0.9
PERVIOUS	64.35	77.45	61	0.5
WEIGHTED CURVE NUMBER OR C-FACTOR =				0.59

3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS N/A)

3.2. INSTALL STABILIZED CONSTRUCTION EXITS.

3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.

3.4. INSTALL INITIAL EPSC MEASURES BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN TWO WEEKS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).

3.6. REMOVE AND STORE TOPSOIL.

3.7. STABILIZE DISTURBED AREAS WITHIN 2 WEEKS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY (STEEP SLOPES SHALL BE STABILIZED WITHIN 1 WEEK AFTER CONSTRUCTION ACTIVITY HAS TEMPORARY OR PERMANENTLY CEASED).

3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.

3.9. INSTALL INLET AND CULVERT PROTECTION ONCE STRUCTURES ARE IN PLACE AND CAPABLE OF INTERCEPTING FLOW.

3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.

3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.

3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.

3.13. COMPLETE PERMANENT STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)

3.14. REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.

3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION

4.1. STREAM INFORMATION (5.5.1.h, 5.5.1.i)

4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS? ☒ YES ☐ NO

IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.

4.1.2. HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):

☒ 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION

☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

4.1.3. RECEIVING WATERS OF THE STATE (5.5.1.h, 5.5.1.j, 5.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	NAME OF RECEIVING STATE WATER	303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)	ETW (YES OR NO)	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
STR-1	DYER CREEK	YES	NO	YES	YES
STR-2	DYER CREEK	YES	NO	YES	YES
STR-3	DYER CREEK	YES	NO	YES	YES
STR-4	DYER CREEK	YES	NO	YES	YES

4.1.4. RECEIVING WATERS OF THE US (NON STATE WATERS) (4.1.2). LIST ANY FEATURE THAT IS IDENTIFIED AS A WET WEATHER CONVEYANCE (TDEC) AND IDENTIFIED AS WATERS OF THE US BY THE ARMY CORPS OF ENGINEERS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	S-2

WET WEATHER CONVEYANCES THAT ARE WATERS OF THE US		
TDOT STATE WATER LABEL FROM EBR	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
N/A		

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.I, 6.4.2.)

☒ YES ☐ NO

BUFFER ZONE REQUIREMENTS ARE NOT REQUIRED FOR PRE-APPROVED SITES (4.1.2.2.)

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) 32C.

IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

☒ 60-FEET FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 30-FEET).

A 60 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 30-FEET FOR ALL OTHER STREAMS (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 15-FEET).

A 30 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 15-FEET FOR ANY WET WEATHER CONVEYANCES IDENTIFIED AS WATERS OF THE US BY THE US ARMY CORPS OF ENGINEERS.

4.1.6. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (1.5.2.)

☒ YES ☐ NO

4.1.7. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1.) ☐ YES ☒ NO

IF YES, EXISTING CONDITIONS DESCRIPTION:_____

4.1.8. EVERY ATTEMPT SHOULD BE MADE FOR CONSTRUCTION ACTIVITIES TO NOT TAKE PLACE WITHIN THE WATER QUALITY RIPARIAN BUFFER ZONE AND FOR EXISTING FORESTED AREAS TO BE PRESERVED. (4.1.2., 6.4.2.)

4.1.9. BECAUSE OF HEAVY SEDIMENT LOAD ASSOCIATED WITH CONSTRUCTION SITE RUNOFF, WATER QUALITY RIPARIAN BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE WATER QUALITY RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA.

4.1.10. WHERE IT IS NOT PRACTICABLE TO MAINTAIN A FULL WATER QUALITY RIPARIAN BUFFER, BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MUST BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CGP. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

4.2. OUTFALL INFORMATION

4.2.1. OUTFALL TABLE (5.5.1.c). SEE SWPPP SHEET S-8 FOR OUTFALL INFORMATION.

4.2.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (5.5.1.f)? ☒ YES ☐ NO

4.2.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE "DOCUMENTATION AND PERMITS" BINDER (3.2.2.)? ☒YES ☐ NO

4.2.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?

☐ YES ☐ NO ☒ N/A

4.2.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S) OR SEDIMENT TRAP(S)? (5.5.3.5.)

☐ YES ☒ NO ☐ N/A

4.2.6. A SEDIMENT BASIN, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (5.5.3.5)

OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.e).

ALL CALCULATIONS RELATED TO DRAINAGE AREAS, RUNOFF COEFFICIENTS, BASIN VOLUMES AND EQUIVALENT CONTROL MEASURES MUST BE PROVIDED IN THE SWPPP (5.5.3.5.)

4.2.7. A SEDIMENT TRAP, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF 3.5 - 4.9 ACRES FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS (303d SILTATION) OR EXCEPTIONAL TENNESSEE WATERS (ETW). A SEDIMENT TRAP THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.f).

IN BOTH INSTANCES, THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

4.2.8. SEDIMENT STRUCTURES TREATING DRAINAGE AREAS IN EXCESS OF 25 ACRES REQUIRE A SITE-SPECIFIC DESIGN THAT ACCURATELY DEFINES THE SITE HYDROLOGY, SITE-SPECIFIC SEDIMENT LOADING, HYDRAULICS OF THE SITE, AND ADHERES TO ALL TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK DESIGN RECOMMENDATIONS FOR SEDIMENT BASINS. (5.5.3.5.)

4.3. WETLAND INFORMATION

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WETLANDS? ☐ YES ☒ NO

IF YES, THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND IN THE WATER QUALITY PERMITS.

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)
N/A				

4.4. TOTAL MAXIMUM DAILY LOADS (TMDL) INFORMATION (1.3.j)

4.4.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION AND HABITAT ALTERATION?

☐YES ☒ NO

4.4.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?

☐ YES ☐ NO

4.4.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION?

☐ YES ☐ NO

IF YES, SWPPP INCORPORATES MEASURES OR CONTROLS CONSISTENT WITH THE ASSUMPTIONS AND REQUIREMENTS OF THE TMDL.

4.5. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?

☒ YES ☐ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) 1B.

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☒ YES ☐ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) 1B.

5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)

5.1. EPSC MEASURES MUST BE DESIGNED, INSTALLED AND MAINTAINED TO CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE EROSION (4.1.1).

5.2. EPSC MEASURES MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWS AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS, STREAM CHANNELS, AND STREAM BANKS. (4.1.1)

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?

☒YES ☐ NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 5-YEAR, 24 HOUR STORM EVENT (5.5.3.5., 6.4.1.b).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (5.5.1.f)? ☒ YES ☐ NO

5.6. AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

5.7. UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES OR ROW/ EASEMENT LINE, WHICHEVER IS LESSER.

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	S-3

5.9. HAS A THREE STAGED EPSC PLAN BEEN PREPARED FOR THE PROJECT (5.5.2.)?

YES ☒ NO ☐

PLEASE NOTE THAT A THREE STAGED EPSC PLAN IS REQUIRED FOR ALL TDOT PROJECTS FOR WHICH AN NPDES PERMIT IS REQUIRED.

5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (5.5.3.4.) (10. "STEEP SLOPE")? ☒ YES ☐ NO ☐ N/A

5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (5.5.1.h). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET S-7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE "DOCUMENTATION AND PERMITS" BINDER.

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 31 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.

5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.

5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.

5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE 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 PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE 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 SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.

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

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 31 (5.5.3.1.j).

5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).

5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.

5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).

5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.

5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.

5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).

5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).

5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE

5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.5.3.5.)? ☐ YES ☒ NO

IF YES, THE FOLLOWING NOTES APPLY:

6.1. ENSURE THE FLOCCULANT EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE (5.5.3.5.). AND MEET THE FOLLOWING REQUIREMENTS:

6.1.1. MEETS THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR GREATER THAN 0.005% ACRYLAMIDE MONOMER.

6.1.2. HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE (MILLIGRAM PER MOLE).

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

6.2. FLOCCULANT SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET REQUIREMENTS AND THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.

6.3. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPS REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED. CATIONIC FORMS OF FLOCCULANTS ARE NOT ALLOWED UNDER THIS SECTION DUE TO HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. FLOCCULANT EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS DUE TO SURFACTANT TOXICITY. THE CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR THIS PROJECT.

6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS DEMONSTRATING A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.

6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHODS SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN BUFFERS.

6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.

6.7. PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.

6.8. FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.

6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☒ YES ☐ NO

IF YES, THE FOLLOWING APPLY:

7.1. STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.

7.2. SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. ANY TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS, REMOVED AND STABILIZED BY THE END OF THE WORK DAY.

7.3. UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.

7.4. IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE EPSC MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME, SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.

7.5. FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN FOURTEEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL THE TRENCH IS BACKFILLED.

7.6. IN REGARDS TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.

7.7. TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

7.8. FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS

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NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH PERMANENT VEGETATIVE COVER.

7.9. THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.

7.10. THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT ENGINEER BEFORE COMMENCING WORK.

7.11. FOR UTILITY CROSSINGS THAT UTILIZE HORIZONTAL DIRECTIONAL DRILLING THE FOLLOWING SHALL APPLY:

7.11.1. THE ENTRY AND EXIT POINTS SHALL BE AT LEAST 50 FEET FROM THE STREAM BANK OR WETLAND BOUNDARY.

7.11.2. THE DEPTH OF BORE BELOW THE STREAMBED IS SUFFICIENT TO PREVENT RELEASE OF DRILLING FLUID, BASED ON THE PARENT MATERIAL.

7.11.3. A SITE-SPECIFIC CONTINGENCY AND CONTAINMENT PLAN FOR INADVERTENT RELEASE OF DRILLING FLUID SHALL BE ESTABLISHED PRIOR TO COMMENCEMENT OF WORK. THIS PLAN SHALL BE SUBMITTED TO THE TDOT PROJECT ENGINEER AND THE TDOT ENVIRONMENTAL DIVISION PERMITS AND/OR COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW AND APPROVAL.

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE. AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (5.5.3.10.):

8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC “LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL” COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.

8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.

8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).

8.1.1.5. SUCCESSFULLY COMPLETED TDEC “LEVEL II – DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR’S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 “INSPECTOR”) (5.5.1.f).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (5.5.3.11.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (5.5.3.11.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 “INSPECTOR”).

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 1 WEEK OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 2 WEEKS OF THE INSPECTION (5.5.3.11.e AND 5.5.3.11.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE “DOCUMENTATION AND PERMITS” BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET PERMANENT STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (5.5.3.11.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (5.1. AND 5.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

8.3.3. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE, MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (5.5.3.11.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (5.5.3.1.d).

8.3.5. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. SITE ASSESSMENTS (5.5.3.8.)

QUALITY ASSURANCE SITE ASSESSMENTS OF EROSION PREVENTION AND SEDIMENT CONTROLS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE GUIDELINES.

10. STORMWATER MANAGEMENT (5.5.3.11.h)

10.1. STORMWATER MANAGEMENT WILL BE HANDLED BY TEMPORARY CONTROLS OUTLINED IN THIS SWPPP AND ANY PERMANENT CONTROLS NEEDED TO MEET PERMANENT STORMWATER MANAGEMENT NEEDS IN THE POST CONSTRUCTION PERIOD. PERMANENT CONTROLS WILL BE DEPICTED ON THE PLANS AND NOTED AS PERMANENT.

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): SOD AND RIP-RAP.

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

CONSTRUCTION MATERIALS: THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

☒ LUMBER, GUARDRAIL, TRAFFIC CONTROL DEVICES
☒ CONCRETE WASHOUT
☒ PIPE CULVERTS (I.E. CONCRETE, CORRUGATED METAL, HDPE, ETC.)
☒ MINERAL AGGREGATES, ASPHALT
☒ EARTH
☒ LIQUID TRAFFIC STRIPING MATERIALS, PAINT
☒ ROCK
☒ CURING COMPOUND
☐ EXPLOSIVES
☐ OTHER _____

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

10.4. WASTE MATERIALS (5.5.3.7.c)

WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH THE TDOT CONSTRUCTION CONTRACT AND FEDERAL AND STATE REGULATIONS. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN 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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10.5. HAZARDOUS WASTE (5.5.3.7.c) (8.8)

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

10.6. SANITARY WASTE (5.5.3.7.b)

PORTABLE SANITARY FACILITIES WILL BE PROVIDED ON ALL CONSTRUCTION SITES. SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY LOCAL REGULATIONS. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

10.7. OTHER MATERIALS

THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

☒ FERTILIZERS AND LIME

☒ PESTICIDES AND/OR HERBICIDES

☒ DIESEL AND GASOLINE

☒ MACHINERY LUBRICANTS (OIL AND GREASE)

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

11.1. THE FOLLOWING NON-STORMWATER DISCHARGES ARE ANTICIPATED DURING THE CONSTRUCTION OF THIS PROJECT (CHECK ALL THAT APPLY):

☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.

☒ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.

☒ WATER USED TO CONTROL DUST. (3.5.3.1.n)

☒ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.

☒ UNCONTAMINATED GROUNDWATER OR SPRING WATER.

☒ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.

☐ OTHER: _____

11.2. ALL ALLOWABLE NON-STORMWATER DISCHARGES WILL BE DIRECTED TO STABLE DISCHARGE STRUCTURES PRIOR TO LEAVING THE SITE. FILTERING OR CHEMICAL TREATMENT MAY BE NECESSARY PRIOR TO DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

11.3. THE DESIGN OF ALL IMPACTED EPSC MEASURES RECEIVING FLOW FROM ALLOWABLE NON-STORMWATER DISCHARGES MUST BE DESIGNED TO HANDLE THE VOLUME OF THE NON-STORMWATER COMPONENT.

11.4. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS WILL NOT BE PERMITTED ON-SITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (5.5.1.g)?

☐ YES ☒ NO

IF YES, SPECIFY THE LOCATION OF THE ACTIVITY AND ITS PERMIT NUMBER: _____

12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)

12.1. SPILL PREVENTION (5.5.3.7.c)

12.1.1. CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ON-SITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE TANKS WITH AGGREGATE STORAGE CAPACITY IN EXCESS OF 1,320 GALLONS SHALL HAVE SECONDARY CONTAINMENT.

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW PRIOR TO STORING 1320 GALLONS ON SITE.

12.1.3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ON-SITE AND A COPY PROVIDED TO THE TDOT CONSTRUCTION ENGINEER.

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ON-SITE BY THE CONTRACTOR. EXCEPT FOR BULK MATERIALS THE CONTRACTOR WILL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING WILL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. WHEN POSSIBLE, ALL PRODUCTS WILL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFF SITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS WILL BE FOLLOWED. THE CONTRACTOR'S SITE SUPERINTENDENT WILL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL. DUST GENERATED WILL BE CONTROLLED IN AN ENVIRONMENTALLY SAFE MANNER. VEGETATION AREAS NOT ESSENTIAL TO THE CONSTRUCTION PROJECT WILL BE PRESERVED AND MAINTAINED AS NOTED ON THE PLANS.

12.2.2. HAZARDOUS MATERIALS

PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS UNLESS THE CONTAINER IS NOT RE-SEALABLE. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED IN A SAFE PLACE TO RELAY IMPORTANT PRODUCT INFORMATION. IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S LABEL DIRECTIONS FOR DISPOSAL WILL BE FOLLOWED. MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS WILL BE CONDUCTED ON AN IMPERVIOUS SURFACE AND UNDER COVER DURING WET WEATHER TO PREVENT THE RELEASE OF CONTAMINANTS ONTO THE GROUND. WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM. POTENTIAL pH-MODIFYING MATERIALS SUCH AS: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHINGS AND CURING WATERS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS WILL BE COLLECTED ON SITE AND MANAGED TO PREVENT CONTAMINATION OF STORMWATER RUNOFF.

12.3. PRODUCT SPECIFIC PRACTICES

12.3.1. PETROLEUM PRODUCTS: ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.

12.3.2. FERTILIZERS: FERTILIZERS WILL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED BY TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER. FERTILIZERS WILL BE STORED IN AN ENCLOSED AREA UNDER COVER. THE CONTENTS OF PARTIALLY USED FERTILIZER BAGS WILL BE TRANSFERRED TO SEALABLE CONTAINERS TO AVOID SPILLS.

12.3.3. PAINTS: ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. THE EXCESS WILL BE DISPOSED OF PER THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

12.3.4. CONCRETE TRUCKS: CONTRACTORS WILL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED AND NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. UPON COMPLETION OF CONSTRUCTION WASHOUT AREAS WILL BE PROPERLY STABILIZED.

12.4. SPILL MANAGEMENT

IN ADDITION TO THE PREVIOUS HOUSEKEEPING AND MANAGEMENT PRACTICES, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP IF NECESSARY:

12.4.1. ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANGE OF LEAKAGE AND SPILLS.

12.4.2. FOR ALL HAZARDOUS MATERIALS STORED ON SITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP WILL BE CLEARLY POSTED. SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

12.4.3. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE 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.

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

12.4.5. THE CONTRACTOR'S RESPONSIBLE PARTY WILL 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.

12.4.6. IF SPILLS REPRESENT AN IMMINENT THREAT OF ESCAPING THE SITE AND ENTERING RECEIVING WATERS, PERSONNEL WILL RESPOND IMMEDIATELY TO CONTAIN THE RELEASE AND NOTIFY THE SUPERINTENDENT AFTER THE SITUATION HAS BEEN STABILIZED.

12.4.7. IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL 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.

12.4.8. 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.

12.5. SPILL NOTIFICATION (6.1)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:

12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.

12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.

12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE.

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS

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NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (7.2.1.) (7.2.1.):

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING

13.1.7. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT
AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

13.2.2. LOCATION
THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.

13.2.3. METHODS
RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.

13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.

13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.

13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.

13.3. KEEPING PLANS CURRENT (5.4.)

13.3.1. THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

13.3.3. THE TDOT EPSC INSPECTOR OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MODIFY AND UPDATE THE SWPPP WHEN ANY OF THE FOLLOWING CONDITIONS APPLY:

13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;

13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;

13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;

13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;

13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.

13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 1 WEEK BY THE PROJECT EPSC INSPECTOR.

13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).

13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE PERMANENT STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (5.3.4.) (7.2.1.):

13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (9.0.)

13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY PERMANENT STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.

13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE

13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN PERMANENTLY STABILIZED; AND

13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND

13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND

13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND

13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND

13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE PERMANENT STABILIZATION IS MAINTAINED; AND

13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (7.1.)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	S-7

14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED BY ME, OR UNDER MY DIRECTION OR SUPERVISION. THE SUBMITTED INFORMATION IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Robbie Stephens

PRINTED NAME

Statewide Transportation Engineer

TITLE

July 8, 2026

DATE

15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE REVIEWED THIS DOCUMENT, ANY ATTACHMENTS, AND THE SWPPP REFERENCED ABOVE. BASED ON MY INQUIRY OF THE CONSTRUCTION SITE OWNER/DEVELOPER IDENTIFIED ABOVE AND/OR MY INQUIRY OF THE PERSON DIRECTLY RESPONSIBLE FOR ASSEMBLING THIS NOI AND SWPPP, I BELIEVE THE INFORMATION SUBMITTED IS ACCURATE. I AM AWARE THAT THIS NOI, IF APPROVED, MAKES THE ABOVE-DESCRIBED CONSTRUCTION ACTIVITY SUBJECT TO NPDES PERMIT NUMBER TNR100000, AND THAT CERTAIN OF MY ACTIVITIES ONSITE ARE THEREBY REGULATED. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS, AND FOR FAILURE TO COMPLY WITH THESE PERMIT REQUIREMENTS. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

16. ENVIRONMENTAL PERMITS (1.5.2.)

LIST ALL ENVIRONMENTAL PERMITS AND EXPIRATION DATES FOR PROJECT **(TO BE COMPLETED AT THE ENVIRONMENTAL PRECONSTRUCTION MEETING BY TDOT CONSTRUCTION OR THEIR DULY AUTHORIZED REPRESENTATIVE)**:

ENVIRONMENTAL PERMITS			
PERMIT	**YES OR NO**	**PERMIT OR TRACKING NO.**	**EXPIRATION DATE***
TDEC ARAP	YES	NR25.281	5/15/2030
CORPS OF ENGINEERS (USACE)	YES	MVM-2025-268	
TVA 26A	NO		
TDEC CGP			
OTHER:			

*THE TDOT ENVIRONMENTAL DIVISION MUST BE NOTIFIED SIX MONTHS PRIOR TO PERMIT EXPIRATION DATE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
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17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)

OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
OUT-1		201+63. (52.5' LT)	2.47	1.20	0.78	0.78	NO	NO	DYER CREEK	
OUT-2		201+60 (59'RT)	2.06	2.74	2.73	2.73	NO	NO	DYER CREEK	
OUT-3		613+33 (374' LT)	0.16	14.29	16.23	16.23	NO	NO	DYER CREEK	RUNOFF SHOULD BE DIVERTED VIA CONSTRUCTION SEQUENCING AND SUBOUTFALLS
	OUT-3A	615+80 (35' RT)	1.35	7.36	1.80		NO	NO	DYER CREEK	4.45 AC DIVERTED VIA BERM IN STAGE 1
	OUT-3B	616+14 (36' RT)	1.01		7.04		NO	NO	DYER CREEK	4.24 AC DIVERTED VIA BERM IN STAGE 2
OUT-4		65+73 (64' LT)	2.27	2.71			NO	NO	DYER CREEK	
OUT-5		237+63 (134' RT)	2.72	2.79	1.87	1.87	NO	NO	DYER CREEK	
OUT-6		238+00 (60' RT)	4.60	1.53			NO	NO	DYER CREEK	
OUT-7		38+15 (125.5' LT)	8.61	4.93	4.54	4.54	NO	NO	DYER CREEK	2.89 AC DIVERTED THROUGH SUBOUTFALLS
	OUT-7A	32+83 (80' LT)	2.62	2.08	2.08	2.08	NO	NO	DYER CREEK	
	OUT-7B	37+63 (96' LT)	17.60	0.81	0.81		NO	NO	DYER CREEK	
OUT-8		228+72 (190' RT)	4.87	1.57	1.57	1.57	NO	NO	DYER CREEK	
OUT-9		43+70 (93' LT)	2.63	0.97	0.97	0.97	NO	NO	DYER CREEK	
OUT-10		64+84 (89' RT)	2.17	1.78	2.58	2.58	NO	NO	DYER CREEK	
OUT-11		419+63 (79.5' RT)	1.88	5.95	5.20	5.20	NO	NO	DYER CREEK	3.35 AC DIVERTED VIA BERM
OUT-12		240+56 (87' LT)	4.60		1.41	1.41	NO	NO	DYER CREEK	
OUT-13		233+00 (345' RT)	4.28		0.68	0.68	NO	NO	DYER CREEK	

ALL UNUSED FIELDS WITHIN THE OUTFALL TABLE ARE TO BE SHADED, HATCHED, OR REMOVED TO INDICATE THEIR NON-USAGE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	U1-1

Index Of Sheets

SHEET NAME	SHEET NO.
UTILITIES INDEX, UTILITIES OWNERS, AND UTILITIES SHEETS	U1-1
AT&T	U2-1 - U2-10

PIN: 132680.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

MADISON COUNTY

I-40 INTERCHANGE AT CHRISTMASVILLE ROAD (EXIT 85)

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

CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:	CONTRACT TYPE	UTILITY	UTILITY OWNERS & CONTACTS:
MOVE IN STATE	TELEPHONE FIBER OPTIC	AT&T DANIEL POTTS 315 E. COLLEGE STREET JACKSON, TN. 38301 901-488-2359 dp7607@att.com	NO COST	FIBER	JACKSON ENERGY AUTHORITY EDDIE ONEIL 250 NORTH HIGHLAND AVE. / P.O. BOX 68 JACKSON, TN 38301 731-616-8814 eoneill@jaxenergy.com
NO CONFLICT	CATV	CHARTER KEITH CHESSER 24 CIRCLE DRIVE MCKENZIE, TN 38201 731-352-1146 keith.chesser@charter.com	NO CONFLICT	SEWER	JACKSON ENERGY AUTHORITY EDDIE ONEIL 250 NORTH HIGHLAND AVE. / P.O. BOX 68 JACKSON, TN 38301 731-616-8814 eoneill@jaxenergy.com
MOVE PRIOR	GAS	JACKSON ENERGY AUTHORITY EDDIE ONEIL 250 NORTH HIGHLAND AVE. / P.O. BOX 68 JACKSON, TN 38301 731-616-8814 eoneill@jaxenergy.com	NO CONFLICT	WATER	JACKSON ENERGY AUTHORITY EDDIE ONEIL 250 NORTH HIGHLAND AVE. / P.O. BOX 68 JACKSON, TN 38301 731-616-8814 eoneill@jaxenergy.com
MOVE PRIOR	ELECTRIC	JACKSON ENERGY AUTHORITY EDDIE ONEIL 250 NORTH HIGHLAND AVE. / P.O. BOX 68 JACKSON, TN 38301 731-616-8814 eoneill@jaxenergy.com	NO CONFLICT	ELECTRIC TRANS	TENNESSEE VALLEY AUTHORITY STEPHEN WILLIAMS 1101 MARKET ST. MR 4G CHATTANOOGA, TN 37402 662-255-6272 rowcustomer@tva.org

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY INDEX
AND
UTILITY OWNERS

SPECIAL NOTES

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE SYSTEM, INC. AT 1-800-351-1111.

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

Index Of Sheets

SHEET NO.	DESCRIPTION
U2-1	COVER SHEET
U2-2 - U2-3	SPECIFICATIONS
U2-4 - U2-9	RELOCATION PLANS (PRESENT LAYOUT)
U2-10	BORE PROFILE FOR U2-6 (CHRISTMASVILLE RD STA. 225+80.00)

Federal Project No: STP-M-NH-I-40-1(372)
State Project No: 57I040-F3-003
Route: INTERSTATE 40
From: I-40 Interchange at Christmasville Road-Phase 2
County: Madison
Submitted By: Daniel Potts (AT&T), Rebecca Shepherd (RTS Associates, LLC)
Utiltiy Office Contact: Daniel Potts

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-1(372)	U2-1

LEGEND

—B——B— BURIED CABLE
—A——A— AERIAL CABLE
—UG—UG— UNDERGROUND CABLE (IN CONDUIT)
—AW—AW— AERIAL WIRE
—BW—BW— BURIED WIRE
—— CONDUIT ——
——PIPE—— CONDUIT PIPE

POCO POLE
POLE
PEDESTAL
MANHOLE
HANDHOLE
ANCHOR

COLOR SCHEME

Orange - Remain
Red - Install
Green - Abandon/Remove
Blue - Temporary

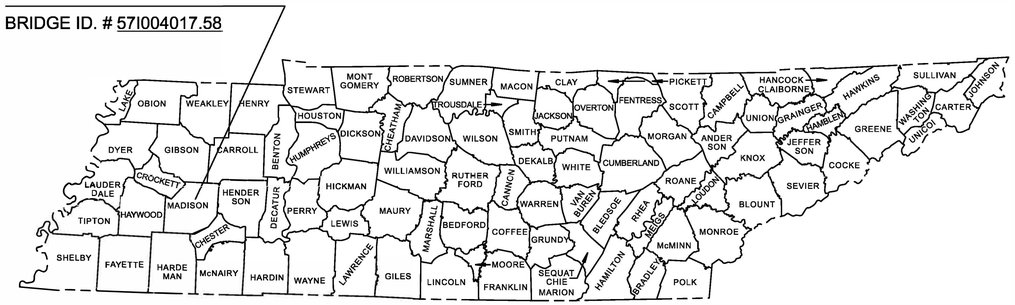
ESTIMATED UTILITY QUANTITIES

TELEPHONE QUANTITIES — 100% PROJ / 0% UTILITY

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	FOOTNOTE NO.	BUY AMERICA DESIGNATION
793-16.02	DIRECTIONAL BORE 2IN/FLEX SLEEVE (AT&T)	L.F.	217	19,21	N/A
793-13.12	1 DUCT FORMATION @ 36IN DEPTH	L.F.	219	4,16	N/A
793-14.13	1 1/2IN INNERDUCT	L.F.	436	3,16,25	N/A
793-14.26	UNDERGROUND TO OVERHEAD RISER	EACH	1	3,16,25	N/A
793-11.19	MARKER POST	EACH	1	24	N/A
793-01.41	ANCHOR 1IN	EACH	1	2	BA
793-11.08	10IN PEDESTAL	EACH	1	11	MISC
793-98.04	REMOVE POLES ALL SIZES	EACH	1	22	N/A
793-10.20	EXPOSE EXISTING CABLE/CONDUIT ALL DEPTHS	L.F.	6	20	N/A
793-16.22	GROUND BED	EACH	1	23	BA
793-11.14	2 PAIR BURIED DROP	L.F.	72	14	BA
793-14.18	LOWER CONDUIT PER 12IN INCREMENTS	L.F.	32	20	BA

PROJECT LOCATION

BRIDGE ID. # 57I004017.58



FOOTNOTE 1:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO BUTT WRAP, MGNV, GROUND ROD, DIG HOLE, TAMP, BLASTING, AND NUMBER POLE.
FOOTNOTE 2:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING BUT NOT LIMITED TO DIGGING HOLE, BLASTING OR MECHANICALLY INSERTING INTO GROUND, BONDING/GROUDING.
FOOTNOTE 3:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO BACKFILL PER SPECIFICATIONS, SURFACE RESTORATION OF ALL CROSSING TO TDOT STANDARDS, SETUP AND TRAFFIC CONTROL.
FOOTNOTE 4:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO TRAFFIC CONTROL, BONDING/GROUDING, AND TENSIONING.
FOOTNOTE 5:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO HARDWARE, TENSIONING, FUSING, TERMINATION AT THE POLE AND CUSTOMER, NETWORK INTERFACE.
FOOTNOTE 6:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, MOUNTING HARDWARE, BONDING/GROUNDING AND SPLICING.
FOOTNOTE 7
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO CABLE GUARD, PIT, OTHER TERMINATION HARDWARE, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 8:
INCLUDES ALL MATERIALS AND EQUIPMENT INCLUDING BUT NOT LIMITED TO MOUNTING HARDWARE, BONDING/GROUDNING, STRAND SIZE AS INDICATED IN SPECS. AND LOOPS.
FOOTNOTE 9:
INCLUDES ALL LABOR INCLUDING TRAFFIC CONTROL AND SETUP, REMOVAL OF LID AND COLLARS, BACKFILL WITH GRAVEL.
FOOTNOTE 10:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO LOOP UPS, DRIVEWAY/ROADWAY RESTORATION TO TDOT STANDARDS, TRAFFIC CONTROL AND SAFETY.
FOOTNOTE 11:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO PLACEMENT OVER CABLE, PEST CONTROL, GRAVEL, BONDING/GROUNDING, IDENTIFYING THE PED, TERMINAL, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 12:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO HARDWARE, FUSING, TERMINATION AT THE POLE AND CUSTOMER, NETWORK INTERFACE, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 13:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO DIGGING HOLE, PLACING HANDHOLE, TERMINATING CONDUIT, RESTORING SURFACE TO TDOT STANDARDS, TRAFFIC CONTROL AND SETUP.
FOOTNOTE 14:
PLACED OPEN TRENCH METHOD.
FOOTNOTE 15:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, BENDS AND TRAFFIC CONTROL.
FOOTNOTE 16:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SPACERS, COUPLINGS, BEND, OPENING TRENCH, BACKFILL PER SPECS, SURFACE RESTORATION OF ALL CROSSINGS TO TDOT STANDARDS, SETUP, TRAFFIC CONTROL.
FOOTNOTE 17:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO DIGGING HOLE, GRAVEL BASE, BACKFILL, AND SURFACE RESTORATION TO TDOT STANDARDS, FRAME AND COVER, SETUP AND TRAFFIC CONTROL.
FOOTNOTE 18:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, RODDING DUCT AND PULLING IN INNERDUCT.
FOOTNOTE 19:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, BORE PIT AND RECEIVING PIT AT ANY DEPTH.
FOOTNOTE 20:
INCLUDES ALL MATERIALS, LABOR, AND EQUIPMENT INCLUDING BUT NOT LIMITED TO SETUP, TRAFFIC CONTROL, TO REMOVE AND RESTORE SURFACE TO TDOT STANDARDS.
FOOTNOTE 21:
INCLUDES BORE PIT, SETUP, TRAFFIC CONTROL, ANY DEPTH. INCLUDES SMALL SECTIONS OF OPEN CUT TRENCH TO TRANSITION AT DIRECTION CHANGES AND TO EXTEND INTO MANHOLE, TURN UP AT POLES, PEDESTALS OR HANDHOLES.
FOOTNOTE 22:
INCLUDES LABOR, EQUIPMENT AND TRAFFIC CONTROL.
FOOTNOTE 23:
INCLUDES ALL MATERIAL, LABOR, AND EQUIPMENT FOR COMPLETE INSTALLATION INCLUDING GROUND RODS, GROUND WIRE, MECHANICAL CONNECTIONS AND SURFACE RESTORATION.
FOOTNOTE 24:
AT&T TO FURNISH MARKER POST TO MEET SPECIFICATIONS. INCLUDES LABOR AND EQUIPMENT, SURFACE RESTORATION. POST TO BE EVENLY SPACED ALONG TRENCH OR BORE PATH AND TO MAINTAIN LINE-OF-SIGHT.
FOOTNOTE 25:
UNLESS OTHERWISE NOTED ALL CONDUIT 90'S AND BENDS SHOULD HAVE MINIMUM RADIUS OF 36".

BUY AMERICA DESIGNATION LEGEND

N/A.....NOT APPLICABLE TO BUY AMERICA. LESS THAN 90% STEEL OR INRO CONTENT WHEN DELIVERED TO THE JOB SITE FOR INSTALLATION.
MISC....MISCELLANEOUS COMPONENTS AND HARDWARE SUCH AS CABINETS, COVERS, CLAMPS, FITTINGS, SLEEVES, WASHERS, BOLTS, NUTS, SCREWS, TIE WIRE, SPACERS, ETC.
BA.....BUY AMERICA. CERTIFICATION IS REQUIRED FOR ALL STRUCTURAL STEEL OR IRON COMPONENTS FOR ITEM. MISCELLANEOUS COMPONENTS, SUBCOMPONENTS AND HARDWARE NECESSARY TO ENCASE, ASSEMBLE AND CONSTRUCT DO NOT REQUIRE CERTIFICATIONS.
BAR.....BUY AMERICA. CERTIFICATION REQUIRED FOR ALL STEEL OR IRON COMPONENTS OF PRECAST CONCRETE PRODUCTS CONTAINING REINFORCING STEEL, WIRE MESH, AND PRE-STRESSING OR POST TENSIONING STRANDS AND CABLES.

SEALED BY

KURT A. BROWN
REGISTERED ENGINEER
AGRICULTURE COMMERCE
No. 101085
STATE OF TENNESSEE

Kurt A Brown
6/4/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

COVER SHEET

DWG U2-1 OF U2-10

GENERAL NOTES TO CONTRACTOR, ADDITIONAL DETAIL U2-3

DAMAGED TO EXISTING UTILITES

REPAIRS AND/OR REPLACEMENTS TO ANY UTILITIES DAMAGE BY CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. NO ADDITIONAL PAYMENT WILL BE ALLOWED.

STAKING PROPOSED FACILITIES

NOTIFY COREY BARTHOLOMEW @ (731) 693-0492 TWO WEEKS IN ADVANCE FOR ARRANGEMENT TO HAVE THE PROPOSED ANCHORS, HANDHOLES AND PEDESTAL LOCATIONS STAKED. THE CONTRACTOR WILL NEED TO HAVE THE TDOT R.O.W. STAKED. ANY LINE-OF-SIGHT OBSTRUCTIONS MUST BE REMOVED FOR THE PROPOSED POLE LINE TO BE STAKED PROPERLY.

DIRECTIONAL BORE PLACEMENT GUIDELINES (ITEM# 793-16.50)

WHERE MULTI-DUCT IS PROPOSED TO BE DIRECTIONAL BORE, REAM BORE AND PULL BACK MULTIPLE DUCTS IN SAME BORE. GROUT ANNULAR SPACE BETWEEN DUCTS AND THE ADJACENT SOILS WITH A CEMENT OR BENTONITE-CEMENT MIXTURE. GROUTING SHOULD BE PERFORMED IMMEDIATELY AFTER DUCT IS PULLED BACK. THE GROUTING PROCEDURE CONSISTS OF INSERTING GROUT TUBES INTO THE ANNULAR SPACE AS FAR AS POSSIBLE. THE GROUT MIXTURE IS THEN PUMPED INTO THE ANNULUS UNTIL GROUT RETURNS TO THE SURFACE AT THE ENTRY.

THE BORE DEPTH IS DEPTH FROM FINAL GRADE. WHEN PLACING THIS CONDUIT, IT IS THE ROAD BUILDER'S RESPONSIBILITY TO AVOID ALL CONFLICTS WITH THE CONSTRUCTION OF ROAD PROJECT AND OTHER UTILITIES.

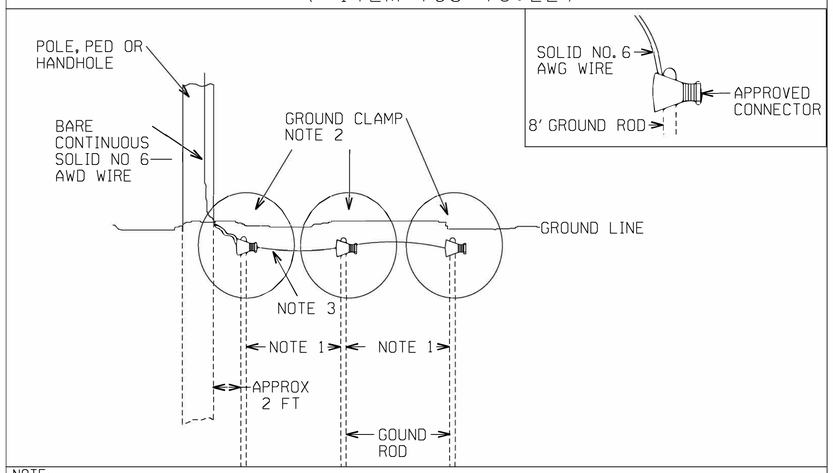
ROD AND MANDRILL ALL DUCTS AND PLACE 1500LB MULE TAPE, OR GREATER, IN ALL DUCTS.

TRENCHING AND BURIED FACILITY PLACEMENT GUIDELINES (ITEM# 793-13.17)

TRENCHING DETAIL GIVEN FOR SMALL SECTIONS OF OPEN CUT TRENCH TO TRANSITION AT DIRECTION CHANGES AND TO EXTEND INTO MANHOLE, ASSOCIATED WITH ITEM 793-16.53.

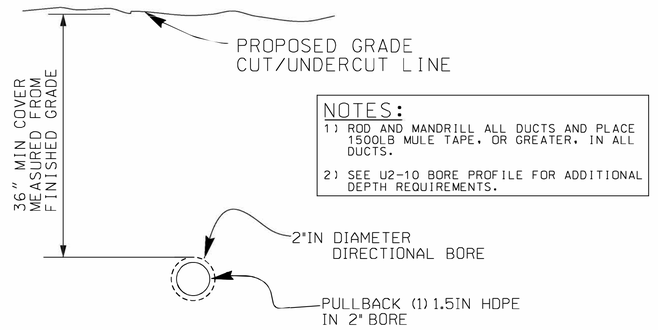
THE BOTTOM OF THE TRENCH SHOULD BE RELATIVELY SMOOTH, UNDISTURBED EARTH. IT WOULD BE WELL TAMPED, OR IT CAN BE SAND. WHEN EXCAVATION IS IN ROCK OR ROCKY SOILS, THE CONDUIT SHOULD BE LAID ON A PROTECTIVE LAYER OF WELL-TEMPED BACKFILL. BACKFILL WITHIN 4 INCHES OF THE CONDUIT SHOULD BE FREE OF MATERIALS THAT MAY DAMAGE THE CONDUIT. BACKFILL SHOULD BE ADEQUATELY COMPACTED. MACHINE COMPACTION SHOULD NOT BE WITHIN 6 INCHES OF THE CONDUIT. THE FIRST 6 INCHES OF FILL DIRECTLY ABOVE THE CONDUIT SHOULD BE CLEAN SAND OR SOIL. THE FILL SHOULD BE FREE OF ROCKS, PAVEMENT AND FROZEN MATERIAL THAT MIGHT DAMAGE THE CONDUIT. SEE CONDUIT TRENCH DETAIL THIS SHEET. ALL REQUIRED BENDS MUST BE SWEEPING WITH NO LESS THAN 24 INCH RADIUS.
NOTE: THE CONDUIT DETAIL IS DEPTH FROM FINAL GRADE. WHEN PLACING THIS CONDUIT, IT IS THE ROAD BUILDER'S RESPONSIBILITY TO AVOID ALL CONFLICTS WITH THE CONSTRUCTION OF THIS ROAD PROJECT.

GROUND BED DETAIL
(ITEM 793-16.22)



NOTE:
1.) THE GROUND RODS SHOULD BE PLACED 3" BELOW GROUND AND A MINIMUM OF 8' APART
2.) CONNECT THE VERTICAL BARE SOLID NO.6 AWG WIRE DIRECTLY TO THE GROUND RODS WITH APPROVED CLAMPS
3.) THE SOLID NO 6 AWG WIRE SHOULD BE KEPT AS STRAIGHT AS POSSIBLE WITH MINIMUM BENDS

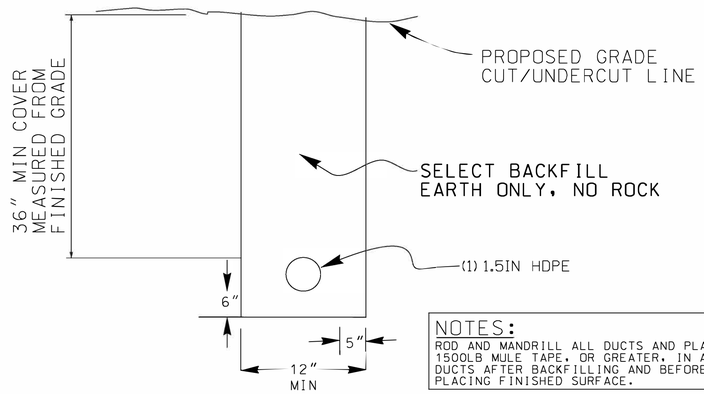
DIRECTIONAL BORE 1 DUCT FORMATION
(ITEM# 793-16.02)



NOTES:
1) ROD AND MANDRILL ALL DUCTS AND PLACE 1500LB MULE TAPE, OR GREATER, IN ALL DUCTS.
2) SEE U2-10 BORE PROFILE FOR ADDITIONAL DEPTH REQUIREMENTS.

TYPICAL BORE W/1 DUCT

TRENCH DETAIL 2 DUCT FORMATION
(ITEM# 793-13.12)



NOTES:
ROD AND MANDRILL ALL DUCTS AND PLACE 1500LB MULE TAPE, OR GREATER, IN ALL DUCTS AFTER BACKFILLING AND BEFORE PLACING FINISHED SURFACE.

TYPICAL TRENCH DETAIL (1) DUCT

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-I (372)	U2-2

LEGEND

B — B	BURIED CABLE
A — A	AERIAL CABLE
UG — UG	UNDERGROUND CABLE (IN CONDUIT)
AW — AW	AERIAL WIRE
BW — BW	BURIED WIRE
CONDUIT — PIPE	CONDUIT PIPE
POCO POLE	MANHOLE
POLE	HANDHOLE
PEDESTAL	ANCHOR

COLOR SCHEME

Orange - Remain
Red - Install
Green - Abandon/Remove
Blue - Temporary

SEALED BY

KURT A. BROWN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 101085 STATE OF TENNESSEE

Kurt A Brown
6/4/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

SPECIFICATON SHEET

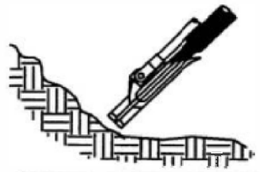
DWG U2-2 OF U2-10



1. THREAD ANCHOR ROD INTO MANTA RAY



2. INSERT DRIVE STEEL INTO ANCHOR



3. POSITION ANCHOR AT PROP LOCATION AND ANGLE



4. DRIVE ANCHOR TO PROPER DEPTH



5. REMOVE DRIVE STEEL



6. USE LOAD LOCKER TO PROOF ANCHOR INTO LOAD LOCK POSITION

SOIL CLASS	DESCRIPTION OF SOIL
1	Extremely hard; bedrock.
2	Very hard; dense clay, compact gravel, dense fine sand, laminated rock, slate, schist, sandstone.
3	Hard; shale, broken bedrock, hardpan, compact clay-gravel mixture.
4	Gravel, compact gravel and sand, claypan.
5	Medium firm clay, loose sand and gravel, compact coarse sand.
6*	Soft plastic clay, loose coarse sand, clayey silt, compact fine sand.
7	Fill, loose fine sand, wet clays, silt.
8**	Swamp, marsh, saturated silt, humus.

SOIL CLASS	ANCHOR MODEL	ROD SIZE[1] MARKING	EYE NUT	GUY LOADING	LOAD LOCKER (PSI) READING
2	MR-1 MR-2 MR-3	1" Dia/32M 1" Dia/32M 5/8" Dia/12M	Triple Triple Double	Up to 32M Up to 32M Up to 12M	16,000 16,000 6,000
3	MR-1 MR-2 MR-3	1" Dia/32M 1" Dia/32M 5/8" Dia/12M	Triple Triple Double	Up to 32M Up to 32M Up to 12M	16,000 16,000 6,000
4	MR-1 MR-2 MR-3	1" Dia/32M 3/4" Dia/18M 5/8" Dia/12M	Triple Double/Triple Double	Up to 32M Up to 18M Up to 12M	16,000 9,000 6,000
5	MR-1 MR-2 MR-3	1" Dia/32M 3/4" Dia/18M 5/8" Dia/12M -	Triple Double/Triple Double -	Up to 32M Up to 18M Up to 12M -	16,000 9,000 6,000 -
6[2]	MR-1 MR-2 MR-3	1" Dia/32M 3/4" Dia/18M 5/8" Dia/12M -	Triple Double/Triple Double -	Up to 32M Up to 18M Up to 12M -	16,000 9,000 6,000 -

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-I (372)	U2-3

LEGEND

- B —— B — BURIED CABLE
- A —— A — AERIAL CABLE
- UG —— UG — UNDERGROUND CABLE (IN CONDUIT)
- AW —— AW — AERIAL WIRE
- BW —— BW — BURIED WIRE
- CONDUIT —— CONDUIT
- PIPE —— PIPE
- POCO POLE
- POLE
- PEDESTAL
- MANHOLE
- HANDHOLE
- ANCHOR

COLOR SCHEME

Orange - Remain
Red - Install
Green - Abandon/Remove
Blue - Temporary

INSTALLATION EQUIPMENT
Drive Steel: Drive steel and accessories are available from Foresight Products for all Manta Ray and Stingray anchors in basic lengths of 3 feet, 6 feet, and 8 feet. Multiple sections are coupled together with specialized couplers to achieve the required depth of installation. Manta Ray and Stingray drive steel are not interchangeable.

Load Locking Kits For Manta Ray, the LL-1 is a 10-ton fast acting jack with an 8-inch stroke. The direct reading gauge and rod gripping jaws make load locking easy and quick. For high capacity Stingrays, the LL-40 is a 20-ton jack with a 10-inch stroke. The base and jack are self-aligning to the actual installed angle of the anchor. Both kits require open center hydraulic flow of 2 to 8 gallons per minute and a maximum pressure of 2,000 psi. A power supply is not included with these load-locking kits, it must be provided separately. Foresight Products models GPU18-8 or GPU-2 are suitable for the LL-1. GPU18-8 is required for the LL-40.

Manual Installation

UTILITY GUY ANCHORING SYSTEM: QUICK, EASY, SAFE INSTALLATION
Anchor rod is screwed into the threaded shackle of the anchor and the first section (radius drive tip) of the drive steel set is inserted into the anchor. One man at ground level using a standard jack hammer drives the MANTA RAY into the soil at the desired angle and depth. Installer pulls the drive steel out of the ground and screws adaptor setting bar onto the end of the anchor rod. Anchor locker base and hydraulic ram system are placed over adapter setting bar. Power source operates the anchor locker, gripping the adapter setting bar, rotating the anchor underground into its locked position, proof loading anchor to the holding capacity required. Anchor locker is removed, the thimble eye is screwed onto the anchor rod ready for guying. No digging, no damage, no mess. A clean, simple and safe operation.

HYDRAULIC POWERED ANCHOR LOCKERS: THE DISTINCT ADVANTAGE OF THE MANTA RAY SYSTEM - INSTALLATION AND TESTING ARE SIMULTANEOUS
Manufactured from high grade metals, sections of the drive steel are coupled together so that the driving operation can be accomplished safely from ground level. Anchor locker pulls up on the anchor to set it in the ground at the desired holding capacity. Portable and lightweight, the anchor locker consists of a base plate and hydraulic ram. Desired holding capacity is measured by the gauge on the anchor locker.

MANTA RAY INSTALLATION METHODS (MECHANIZED)
Vehicle Mounted Breakers or Compactors: Boom mounted demolitions or compactions are very effective for driving Manta Ray and Stingray anchors. This method requires a special tool in the breaker or a socket welded to the bottom of the compactor to hold the drive steel. Skid Steer Loaders, Loader-Backhoes or Excavators work well. 4,000 to 16,000 lb. Vehicles with 250 to 500 foot-pound pavement breakers are best for Manta Rays, and 16,000 to 30,000 lb. Vehicles with 500 to 1,000 foot-pound pavement breakers are best for Stingrays. Breaker tools and vibro sockets are available from Foresight Products. Rock Drills: Top Hammer or down-the-hole hammer rock drills are very effective for installation of Manta Ray and Stingray anchors. For hard soil or weak rock installations, the drill can be used to drill a pilot hole. Foresight can provide striker bar adapters for these types of drills. Rock drilling steel can also be modified to drive Manta Rays and Stingrays

MANTA RAY ANCHOR DRIVER
The MANTA RAY Anchor Driver was developed by Foresight Products, Inc. for large-scale projects including 360 degree horizontal and vertical applications requiring high-speed, efficient and repetitive anchor installations.
The MANTA RAY Anchor Driver can be installed on a wide range of commonly available construction vehicles: from medium skid steers to large excavators and backhoes.

SEALED BY

KURT A. BROWN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 101085 STATE OF TENNESSEE

Kurt A Brown
6/4/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

SPECIFICATON SHEET

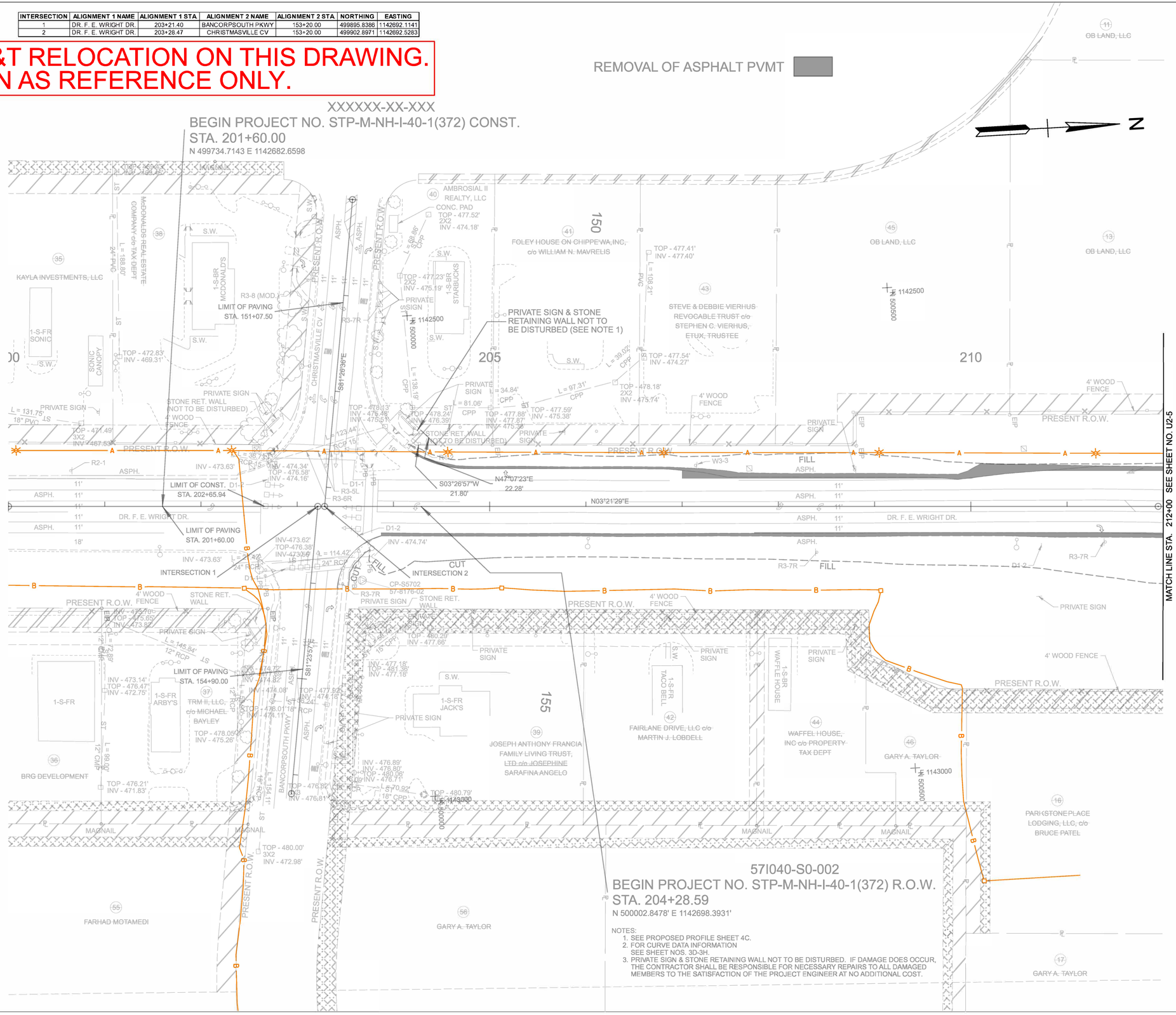
DWG U2-3 OF U2-10

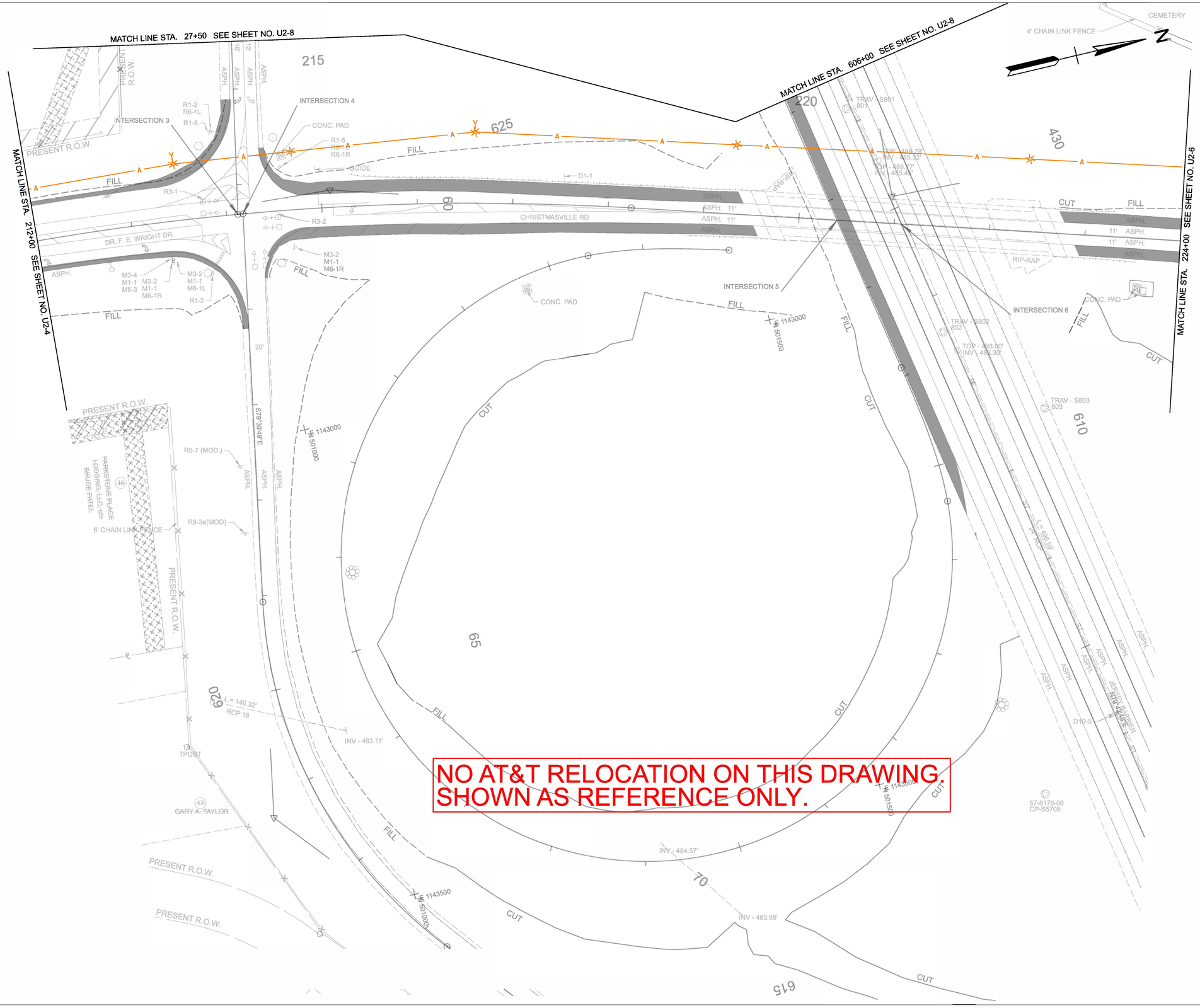
INTERSECTION	ALIGNMENT 1 NAME	ALIGNMENT 1 STA.	ALIGNMENT 2 NAME	ALIGNMENT 2 STA.	NORTHING	EASTING
1	DR. F. E. WRIGHT DR.	203+21.40	BANCORPSOUTH PKWY	153+20.00	499895.8386	1142692.1141
2	DR. F. E. WRIGHT DR.	203+28.47	CHRISTMASVILLE CV	153+20.00	499902.8971	1142692.5283

NO AT&T RELOCATION ON THIS DRAWING.
SHOWN AS REFERENCE ONLY.

REMOVAL OF ASPHALT PVMT

XXXXXX-XX-XXX
BEGIN PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 201+60.00
N 499734.7143 E 1142682.6598


MATCH LINE STA. 212+00 SEE SHEET NO. U2-5
PRESENT R.O.W.
DR. F. E. WRIGHT DR.
CHRISTMASVILLE CV
BANCORPSOUTH PKWY
LIMIT OF PAVING STA. 201+60.00
LIMIT OF CONST. STA. 202+65.94
LIMIT OF PAVING STA. 154+90.00
INTERSECTION 1
INTERSECTION 2
CUT
FILL
PRIVATE SIGN & STONE RETAINING WALL NOT TO BE DISTURBED (SEE NOTE 1)
STONE RET. WALL (NOT TO BE DISTURBED)
4' WOOD FENCE
STONE RET. WALL
PRIVATE SIGN
R3-8 (MOD.)
R3-7R
R3-5L
R3-6R
R2-1
W3-3
D1-1
D1-2
CP-S5702
57-8176-02
AMBROSIAL II REALTY, LLC
CONC. PAD TOP - 477.52' 2X2 INV - 474.18'
FOLEY HOUSE ON CHIPPE'WA, INC., c/o WILLIAM N. MAVRELIS
TOP - 477.41' INV - 477.40'
OB LAND, LLC
STEVE & DEBBIE VIERHUS REVOCABLE TRUST c/o STEPHEN C. VIERHUS, ETUX, TRUSTEE
TOP - 477.54' INV - 474.27'
TOP - 478.18' 2X2 INV - 475.74'
TOP - 477.23' 2X2 INV - 475.19'
1-S-BR MCDONALD'S
1-S-BR STARBUCKS
KAYLA INVESTMENTS, LLC
1-S-FR SONIC
SONIC CANOPY
TOP - 472.83' INV - 469.31'
MCDONALDS REAL ESTATE COMPANY c/o TAX DEPT
TOP - 471.49' 3X2 INV - 467.63'
1-S-FR ARBY'S
TRM II, LLC, c/o MICHAEL BAYLEY
TOP - 478.05' INV - 475.26'
1-S-FR
BRG DEVELOPMENT
TOP - 476.21' INV - 471.83'
FARHAD MOTAMEDI
GARY A. TAYLOR
JOSEPH ANTHONY FRANCIA FAMILY LIVING TRUST, LTD. c/o JOSEPHINE SARAFINA ANGELO
FAIRLANE DRIVE, LLC c/o MARTIN J. LOBDELL
1-S-FR JACK'S
1-S-FR TACO BELL
1-S-BR WAFFLE HOUSE
WAFFLE HOUSE, INC c/o PROPERTY TAX DEPT
PARKSTONE PLACE LODGING, LLC, c/o BRUCE PATEL
205
210
150
155
N 1142500
E 500000
N 1143000
E 500500
N47°07'23"E 22.28'
S03°26'57"W 21.80'
N03°21'29"E
S81°28'36"E
S81°23'57"E
INV-473.62' TOP-476.36' INV-473.36'
INV - 473.63'
INV - 474.74'
INV - 474.34' TOP - 476.58' INV - 474.16'
INV - 474.72' TOP - 475.65' INV - 473.82'
INV - 473.14' TOP - 476.47' INV - 472.75'
INV - 474.72' TOP - 475.65' INV - 473.82'
INV - 474.82'
INV - 476.08'
INV - 476.01'
INV - 474.11'
TOP - 476.82' INV - 476.81'
INV - 476.89' INV - 476.89' TOP - 480.06' INV - 476.71'
TOP - 480.79' INV - 476.39'
TOP - 480.29' INV - 477.66'
INV - 477.18' TOP - 481.36' INV - 477.18'
TOP - 480.00' 3X2 INV - 472.98'
TOP - 476.13' INV - 475.48' INV - 475.63'
TOP - 478.24' INV - 476.39'
TOP - 477.88' INV - 477.87' INV - 475.38'
TOP - 477.59' INV - 475.38'
TOP - 476.41' INV - 475.61'
TOP - 476.01' INV - 474.11'
TOP - 476.08' INV - 474.82'
TOP - 477.02' INV - 474.72



TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-I (372)	U2-5

LEGEND

- B — B — BURIED CABLE
- A — A — AERIAL CABLE
- UG — UG — UNDERGROUND CABLE (IN CONDUIT)
- AW — AW — AERIAL WIRE
- BW — BW — BURIED WIRE
- CONDUIT — CONDUIT
- PIPE — PIPE
- POCO POLE
- POLE
- PEDESTAL
- MANHOLE
- HANDHOLE
- ANCHOR

COLOR SCHEME

Orange - Remain
Red - Install
Green - Abandon/Remove
Blue - Temporary

ESTIMATED QUANTITIES THIS SHEET

ITEM#	TDOT DESCRIPTION	QTY
------	NONE	---

SEALED BY

KURT A. BROWN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 101085
STATE OF TENNESSEE

Kurt A Brown
6/4/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 683-0402
Email: cbartholomew@bteconsultants.com

PRESENT LAYOUT

CHRISTMASVILLE RD
STA. 212+00.00 TO STA. 224+00.00
SCALE: 1" = 50'

DWG U2-5 OF U2-10

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-I (372)	U2-6

LEGEND

B — B	BURIED CABLE
A — A	AERIAL CABLE
UG — UG	UNDERGROUND CABLE (IN CONDUIT)
AW — AW	AERIAL WIRE
BW — BW	BURIED WIRE
CONDUIT	CONDUIT
PIPE	PIPE

POCO POLE, POLE, PEDESTAL, MANHOLE, HANDHOLE, ANCHOR

COLOR SCHEME

Orange - Remain
Red - Install
Green - Abandon/Remove
Blue - Temporary

MATCH LINE STA. 35+00 SEE SHEET NO. U2-9

MATCH LINE STA. 224+00 SEE SHEET NO. U2-5

MATCH LINE STA. 236+00 SEE SHEET NO. U2-7

N

CEMETERY

4' CHAIN LINK FENCE

225

230

235

VICTOR STEVENSON (14)

HAYWOOD HOSPITALITY, LLC (15)

LAXMI INVESTMENTS, LLC (47)

6' CHAIN LINK FENCE

PRESENT R.O.W.

FILL

CUT

R5-7 (MOD.)

GUARDRAIL

ASPH.

N 1143000

N 503000

N 502500

2-S-FR COMFORT INN

CONC. PAD

QTY=1
MARKER POST
ITEM# 793-11.19

MIN 10' RADIUS

CONDUIT

QTY=219
1 DUCT FORMATION @ 36IN DEPTH
ITEM# 793-13.12
QTY=219
1 1/2IN INNERDUCT
ITEM# 793.14.13
(Turn up at existing power pole)

QTY=1
UNDERGROUND TO OVERHEAD RISER
ITEM# 793-14.26

INTERSECTION 7

CP-S5703
57-8176-03R

CHRISTMASVILLE RD

10

30

N16°42'50"E

RAMP B

M3-4
M1-1
M6-1R
M3-2
M1-2
D1-1
M3-4
M1-1
M6-1R
M3-2
M1-1
M6-3
R3-7R
CP-S5705
57-8176-05R
R3-7R
D1-2
GRASS

INV - 515.68

INV - 515.61

GUIDE
57-8176-04R

INTERSECTION 8

INTERSECTION 9

W3-5
R3-1
R5-1
R6-1L
R6-1R
W3-3
PRIVATE SIGN

MIN 100'
BORE RADIUS

GATE

EXISTING
AT&T HANDHOLE

QTY=217
DIRECTIONAL BORE 2IN/FLEX SLEEVE (AT&T)
ITEM# 793-16.02
QTY=217
1 1/2IN INNERDUCT
ITEM# 793.14.13
(Turn up in existing handhole)

57I040-S0-002
END PROJECT NO. STP-M-NH-I-40-1(372) R.O.W.
STA. 233+16.31
N 502815.1760 E 1143281.8575

LIMIT OF PAVING
STA. 121+40.00

R=1115.63'
L=33.22'

N73°19'03"W
151.44'

S73°19'03"E
142.53'

S16°40'57"W
32.00'

PROP. DRAINAGE ESMT.

120

GARY A. TAYLOR (18)

PILOT TRAVEL CENTERS #366
c/o TAX DEPT (24)

R5-1a

D1-3

SPECIFIC SERVICE

435

REMOVAL OF ASPHALT PVMT

NOTES:
1. SEE PROPOSED PROFILE SHEETS 6C & 13-14.
2. FOR CURVE DATA INFORMATION SEE SHEET NOS. 3D-3H.

CONTROL POINTS

Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S5703	502037.2180	1143004.4490	517.054	XCP	57-8176-03R	224+91.42	-41.96
S5704	502362.4110	1143195.3670	511.212	XCP	57-8176-04R	228+57.79	47.38
S5705	502817.2560	1143239.9210	493.781	XCP	57-8176-05R	233+06.25	-40.76

INTERSECTION	ALIGNMENT 1 NAME	ALIGNMENT 1 STA.	ALIGNMENT 2 NAME	ALIGNMENT 2 STA.	NORTHING	EASTING
7	CHRISTMASVILLE RD	226+17.34	DR-1	10+00.00	502145.7331	1143080.8380
8	CHRISTMASVILLE RD	229+73.83	RAMP D	122+72.76	502487.1640	1143183.3625
9	CHRISTMASVILLE RD	229+76.89	RAMP B	30+00.00	502490.0896	1143184.2410

ESTIMATED QUANTITIES THIS SHEET

ITEM#	TDOT DESCRIPTION	QTY
793-16.02	DIRECTIONAL BORE 2IN/FLEX SLEEVE (AT&T)	217
793-13.12	1 DUCT FORMATION @ 36IN DEPTH	219
793-14.13	1 1/2IN INNERDUCT	436
793-14.26	UNDERGROUND TO OVERHEAD RISER	1
793-11.19	MARKER POST	1

SEALED BY

KURT A. BROWN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 101055
STATE OF TENNESSEE

Kurt A Brown
6/4/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

PRESENT LAYOUT

CHRISTMASVILLE RD

STA. 224+00.00 TO STA. 236+00.00

SCALE: 1" = 50'

DWG U2-6 OF U2-10

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-I (372)	U2-7

LEGEND

—B——B— BURIED CABLE
—A——A— AERIAL CABLE
—UG——UG— UNDERGROUND CABLE (IN CONDUIT)
—AW——AW— AERIAL WIRE
—BW——BW— BURIED WIRE
— CONDUIT — CONDUIT
——PIPE—— PIPE

POCO POLE
POLE
PEDESTAL
MANHOLE
HANDHOLE
ANCHOR

COLOR SCHEME

Orange - Remain
Red - Install
Green - Abandon/Remove
Blue - Temporary

MATCH LINE STA. 236+00 SEE SHEET NO. U2-6

QTY=32'
LOWER CONDUIT PER 12 IN INCREMENTS
ITEM# 793-14.18
(Cables expected to be 1' below cut and 2'+ below final grade, item given to visually see conduit and lower if needed)

QTY=58
2 PAIR BURIED DROP
ITEM# 793-11.14
(Turn up at existing power pole & existing pedestal)

QTY=14
2 PAIR BURIED DROP
ITEM# 793-11.14
(Turn up at existing power pole & proposed pedestal)

QTY=1
REMOVE POLES ALL SIZES
ITEM# 793-98.04

QTY=1
10IN PEDESTAL
ITEM# 793-11.08

QTY=1
GROUND BED
ITEM# 793.16.22

QTY=1
ANCHOR 1IN
ITEM# 793-01.41

QTY=6
EXPOSE EXISTING CABLE/CONDUIT ALL DEPTHS
ITEM# 793-10.20
(Cables expected to be around 2.5'-3' at 18" RCP crossing)
(Top of RCP expected to be 4' below cables)

XXXXXX-XX-XXX
END PROJECT NO. STP-M-NH-I-40-1(372) CONST.
STA. 240+75.00
N 503541.5921 E 1143500.7538

APPROXIMATE LOCATION
NUMBER OF TANKS: 4
SIZE: 10,000, 6,000, & 6,000 GAL. GASOLINE; 10,000 GAL. DIESEL
OWNER ID NO.: 368119
FACILITY NO.8570392

APPROXIMATE LOCATION
NUMBER OF TANKS: 3
SIZE: 20,000 GAL. DIESEL
OWNER ID NO.: 303437
FACILITY NO.8570532

PRESENT R.O.W.
LIMIT OF PAVING
INTERSECTION 10
INTERSECTION 11
INTERSECTION 12
PIPE TO BE ABANDONED (SEE NOTE 4)
DO NOT DISTURB EXIST. POLE. SEE NOTE A.
LIMIT OF PAVING & CONST. STA. 307+55.00
CONC. APRON
GRASS
ASPH.
CUT
FILL
TOP OF BANK
STR2
STR3
R1-1
R2-1
R3-7R
M4-1
M2-1
M1-1
W3-3
PRIVATE SIGN
GAS STATION CANOPY
1-S-FR EXXON
UST AREA
GUY POLE
BROKEN OFF T POST TOP
COR METAL CABINET
BROKEN POST
KENWORTH BLVD
SAND PEBBLE DR
CHRISTMASVILLE RD
APPROX. JACKSON TN CITY LIMITS
1-S-BR SPEEDWAY
EIP
N 1143000
N 503500
N 1143500
N 504000
N 1144000
N 503500
N 1144000
N 504000
S73°51'43"E
S80°04'08"E
S74°15'58"E
N17°03'18"E
240
245
305

49 LIMIT OF PAVING
50 WENDHAM PROPERTIES, c/o JEAN HAYNES
51 GARY A. TAYLOR
52 H & H HIGH OAKS, INC., c/o JEAN HAYNES
53 BERNICE M. ELKINS, c/o CATHY PRICE
57 29 KENWORTH LLC
24 PILOT ~~TRAVEL CENTERS~~ #366, ~~do TAX DEPT~~
29 LORETHA KARNES REVOCABLE TRUST
48 ~~SPEEDWAY, LLC REAL ESTATE DEPARTMENT~~

REMOVAL OF ASPHALT PVMT

NOTES:
1. EXISTING POLE NOT TO BE DISTURBED. 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.
2. SEE PROPOSED PROFILE SHEETS 7C & 24.
3. FOR CURVE DATA INFORMATION SEE SHEET NOS. 3D-3H.
4. PIPE TO BE PLUGGED AND FILLED WITH FLOWABLE FILL.

INTERSECTION	ALIGNMENT 1 NAME	ALIGNMENT 1 STA	ALIGNMENT 2 NAME	ALIGNMENT 2 STA	NORTHING	EASTING
10	CHRISTMASVILLE RD	236+20.15	DR-2	10+00.00	503106.1770	1143369.2389
11	CHRISTMASVILLE RD	238+48.89	SAND PEBBLE DR	306+50.00	503325.2490	1143435.0216
12	CHRISTMASVILLE RD	238+54.36	KENWORTH BLVD	306+50.00	503330.4935	1143436.5964

Note:
All proposed aerial work to be performed by AT&T negotiated labor. Therefore, all proposed aerial work omitted for clarity.

ESTIMATED QUANTITIES THIS SHEET

ITEM#	TDOT DESCRIPTION	QTY
793-01.41	ANCHOR 1IN	1
793-11.08	10IN PEDESTAL	1
793-98.04	REMOVE POLE ALL SIZES	1
793-10.20	EXPOSE EXISTING CABLE/CONDUIT ALL DEPTHS	6
793-16.22	GROUND BED	1
793-11.14	2 PAR BURIED DROP	72
793-14.18	LOWER CONDUIT PER 12IN INCREMENTS	32

SEALED BY

KURT A. BROWN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 101085
STATE OF TENNESSEE

Kurt A Brown
6/4/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

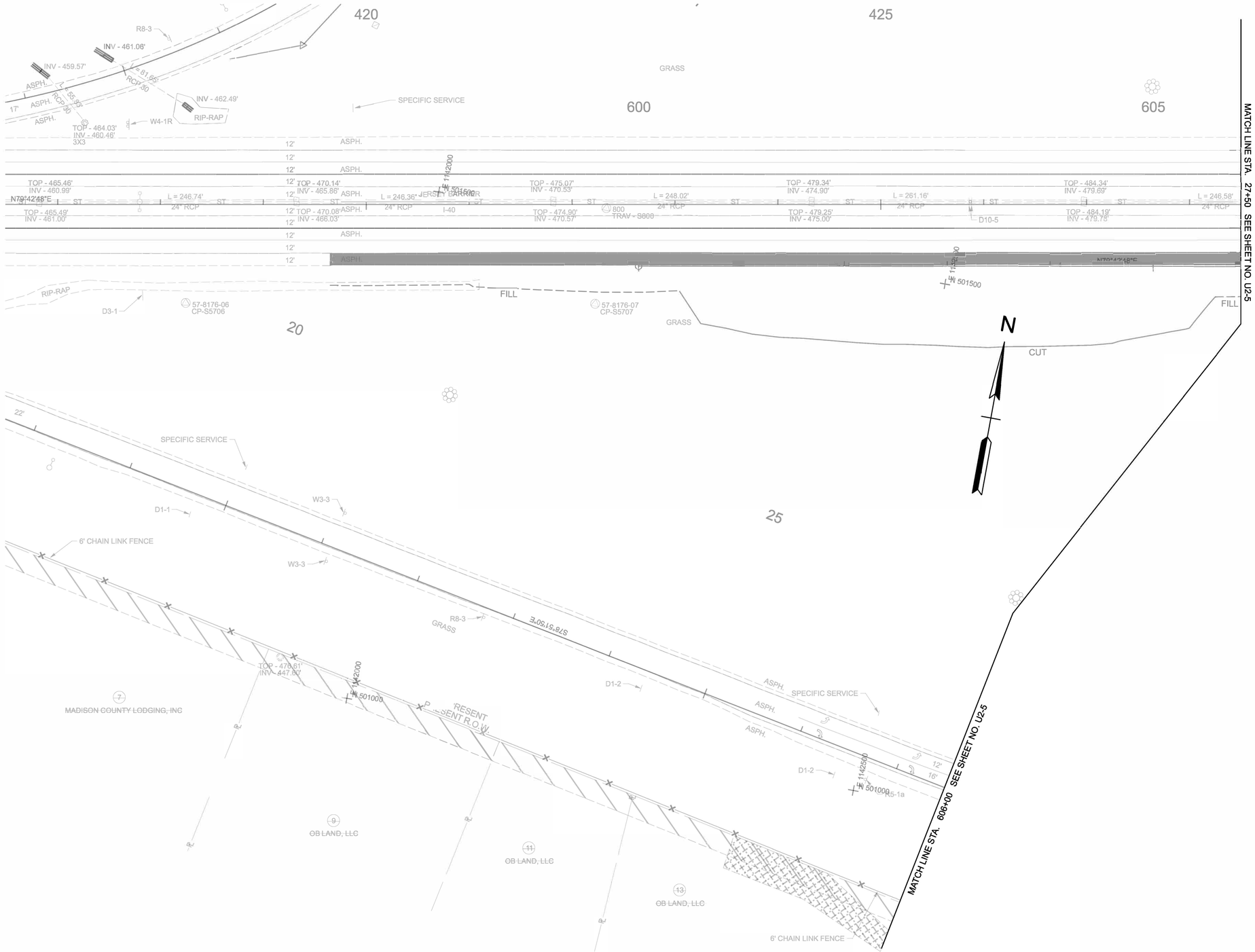
CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

PRESENT LAYOUT
CHRISTMASVILLE RD
STA. 236+00.00 TO STA. 248+00.00
SCALE: 1" = 50'

DWG U2-7 OF U2-10



NO AT&T RELOCATION ON THIS DRAWING.
SHOWN AS REFERENCE ONLY.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-I (372)	U2-8

LEGEND

- B —— B — BURIED CABLE
- A —— A — AERIAL CABLE
- UG —— UG — UNDERGROUND CABLE (IN CONDUIT)
- AW —— AW — AERIAL WIRE
- BW —— BW — BURIED WIRE
- CONDUIT —— CONDUIT
- PIPE —— PIPE
- POCO POLE
- POLE
- PEDESTAL
- MANHOLE
- HANDHOLE
- ANCHOR

COLOR SCHEME

Orange - Remain
Red - Install
Green - Abandon/Remove
Blue - Temporary

ESTIMATED QUANTITIES THIS SHEET

ITEM#	TDOT DESCRIPTION	QTY
------	NONE	---

SEALED BY

KURT A. BROWN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 101088 STATE OF TENNESSEE

Kurt A Brown
6/4/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
Email: cbartholomew@bteconsultants.com

PRESENT LAYOUT
I-40 / RAMP E
STA. 594+00.00 TO STA. 606+00.00
SCALE: 1" = 50'

DWG U2-8 OF U2-10

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-I (372)	U2-9

NO AT&T RELOCATION ON THIS DRAWING.
SHOWN AS REFERENCE ONLY.



LEGEND

—B——B—	BURIED CABLE
—A——A—	AERIAL CABLE
—UG——UG—	UNDERGROUND CABLE (IN CONDUIT)
—AW——AW—	AERIAL WIRE
—BW——BW—	BURIED WIRE
— CONDUIT —	CONDUIT
—— PIPE ——	PIPE

POCO POLE
POLE
PEDESTAL
MANHOLE
HANDHOLE
ANCHOR

COLOR SCHEME

Orange - Remain
Red - Install
Green - Abandon/Remove
Blue - Temporary

ESTIMATED QUANTITIES THIS SHEET

ITEM#	TDOT DESCRIPTION	QTY
------	NONE	---

SEALED BY

KURT A. BROWN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 101085
STATE OF TENNESSEE

Kurt A Brown
6/4/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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CONSULTANTS:

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BTE Consultants
Designer: Corey Bartholomew
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PRESENT LAYOUT

RAMP B

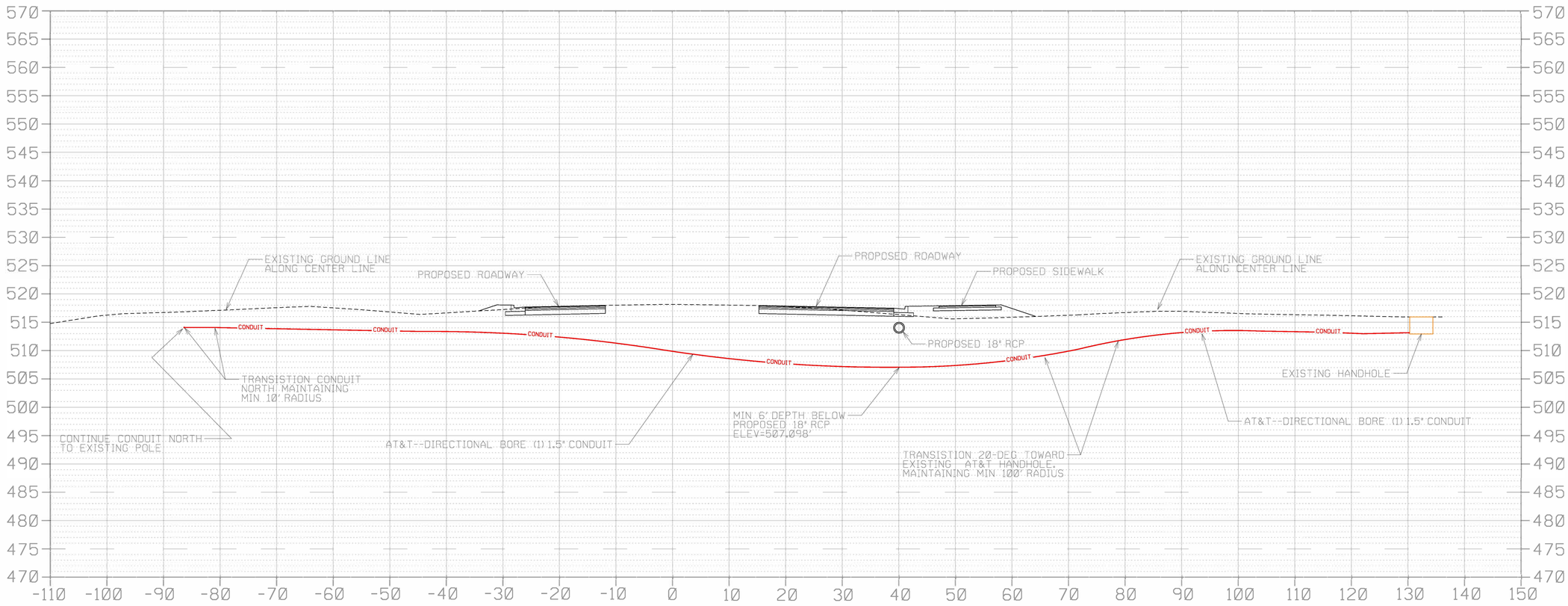
STA. 35+00.00 TO STA. 47+00.00

SCALE: 1" = 50'

DWG U2-9 OF U2-10

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	STP-M-NH-I-40-I (372)	U2-10

BORE PROFILE
CHRISTMASVILLE RD STA. 225+80.00
FACING NORTH



LEGEND

—B———B—	BURIED CABLE
—A———A—	AERIAL CABLE
—UG———UG—	UNDERGROUND CABLE (IN CONDUIT)
—AW———AW—	AERIAL WIRE
—BW———BW—	BURIED WIRE
—— CONDUIT ——	CONDUIT
—— PIPE ——	PIPE
✳ POCO POLE	MANHOLE
○ POLE	HANDHOLE
□ PEDESTAL	ANCHOR

COLOR SCHEME

Orange - Remain
Red - Install
Green - Abandon/Remove
Blue - Temporary

SEALED BY

KURT A. BROWN REGISTERED ENGINEER AGRICULTURE COMMERCE No. 101054 STATE OF TENNESSEE

Kurt A Brown
6/4/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

at&t

CONSULTANTS:

RTS ASSOCIATES, LLC

BTE Consultants
Designer: Corey Bartholomew
Phone: (731) 693-0492
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SHT. U2-6 BORE PROFILE
CHRISTMASVILLE RD STA. 225+80.00
SCALE: 1" = 10' HORIZ
1"= 10' VERT

DWG U2-10 OF U2-10