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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:  
**Eric S. Brown** Digitally signed by Eric S. Brown  
Date: 2025.06.12 21:45:38 -05'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION  
ADMINISTRATION BUILDING, FIRST FLOOR  
300 BENCHMARK PLACE  
JACKSON, TN 38301  
ERIC S. BROWN, P.E. NO. 120440

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND	
STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
PROJECT COMMITMENTS .....	1B
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B, 2B1
GENERAL NOTES .....	2C
SPECIAL NOTES .....	2D
ENVIRONMENTAL NOTES .....	2E, 2E1
TABULATED QUANTITIES .....	2F, 2F1
UTILITY NOTES AND UTILITY OWNERS .....	3
PAVEMENT DROP-OFF NOTES FOR TRAFFIC CONTROL .....	4

YEAR	PROJECT NO.	SHEET NO.
2025	791240-S8-005	ROADWAY-SIGN1

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
SIGNATURE SHEET



Index Of Sheets  
SEE SHEET NO. 1A

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING

SHELBY COUNTY

I-240

FROM: L.M. 6.00 (NEAR ELVIS PRESLEY BOULEVARD (MM 25.29))  
TO: L.M. 12.72 (NEAR S. PERKINS ROAD (MM 18.42))

RESURFACE, SAFETY & BRIDGE REPAIR  
COLD PLANE, PAVE, PAVEMENT MARKINGS, CURB RAMPS, GUARDRAIL

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-240

END PROJECT NO. 79I240-S8-005 RESURFACE, SAFETY & BRIDGE REPAIR  
L.M. 12.72 (NEAR S. PERKINS ROAD (MM 18.42))

BURLINGTON NORTHERN AND SANTE FE RAILROAD  
UNDERPASS CROSSING  
#663405H @ I-240 L.M. 9.250

79I240-S8-005  
BEGIN PROJECT NO. 79I240-S8-005 RESURFACE, SAFETY & BRIDGE REPAIR  
L.M. 6.00 (NEAR ELVIS PRESLEY BOULEVARD (MM 25.29))

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER : LYNN EVANS, P.E., REG. 4

DESIGNER : GINA GOLIGHTLY, REG. 4

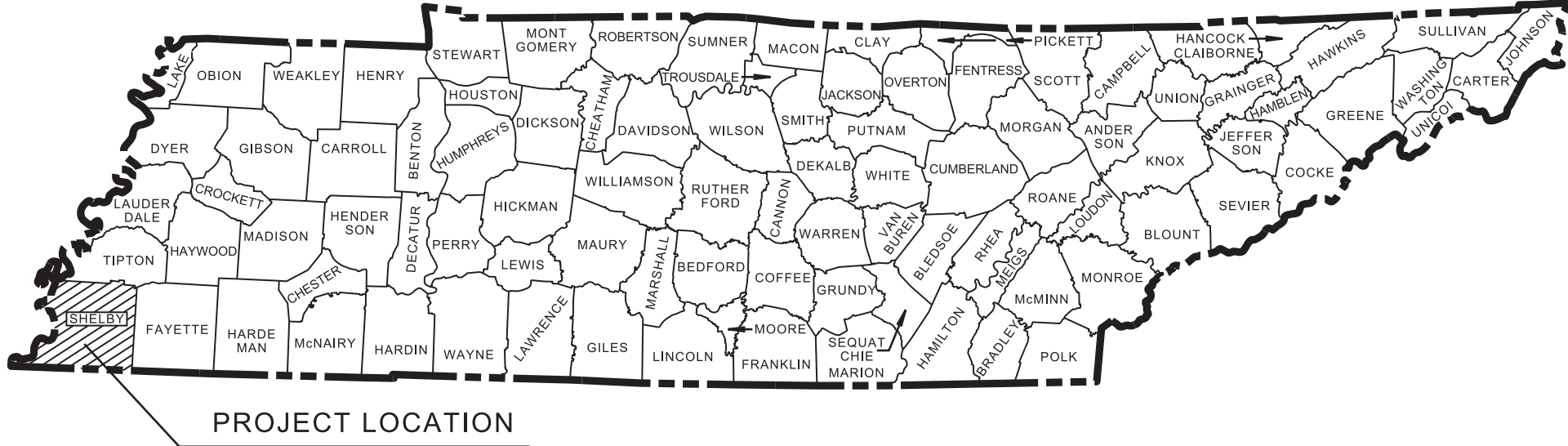
CHECKED BY : ERIC BROWN, P.E., REG. 4

P.E. NO. 98043-4175-04

PIN NO. 132468.00

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

TENN.	YEAR	SHEET NO.
	2025	1
STATE PROJ. NO.	79I240-S8-005	

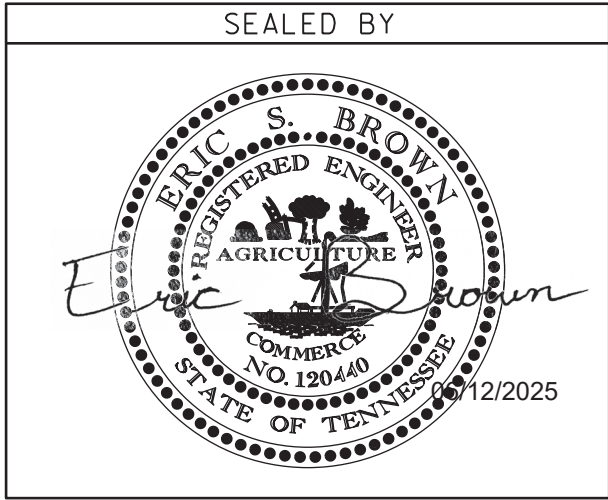


PROJECT LOCATION

NO EXCLUSIONS

BRIDGE ID NO.

UNDERPASS 79I02400073: MILLBRANCH RD. @ L.M. 6.52  
UNDERPASS 79I02400075: MILLBRANCH RD. @ L.M. 6.62  
PARALLEL OVERHEADS 79I02400079 & 79I02400080: AIRWAYS BLVD. @ L.M. 7.88  
OVERHEAD 79I02400083: RAMP FROM AIRWAYS BLVD. EB LNS ONLY @ L.M. 8.00  
PARALLEL OVERHEADS: 79I02400085 & 79I02400086: BNSF 663405H 663406P @ L.M. 9.25  
PARALLEL BRIDGES 79I02400089 & 79I02400090: CHEROKEE BAYOU @ 9.58  
UNDERPASS 79I02400095: SR-4 LAMAR AVE. @ L.M. 9.64  
UNDERPASS 79I02400093: RAMP FROM SR-4 LAMAR AVE. @ L.M. 9.74  
BRIDGE 79I02400097: BLACK BAYOU @ L.M. 10.64  
UNDERPASS 79I02400099: SR-176 GETWELL RD. RT. AND LT. @ L.M. 11.05  
UNDERPASS 79I02400101: PERKINS RD. @ L.M. 12.43  
BRIDGE 79I02400127: AIRWAYS BLVD. @ L.M. 7.92  
BRIDGE 79I02400077: NONCONNAH CREEK @ L.M. 7.83  
BRIDGE 79028100001: NONCONNAH CREEK @ L.M. 1.53



APPROVED:   
WILL REID, DEPUTY COMMISSIONER / CHIEF ENGINEER

DATE: \_\_\_\_\_

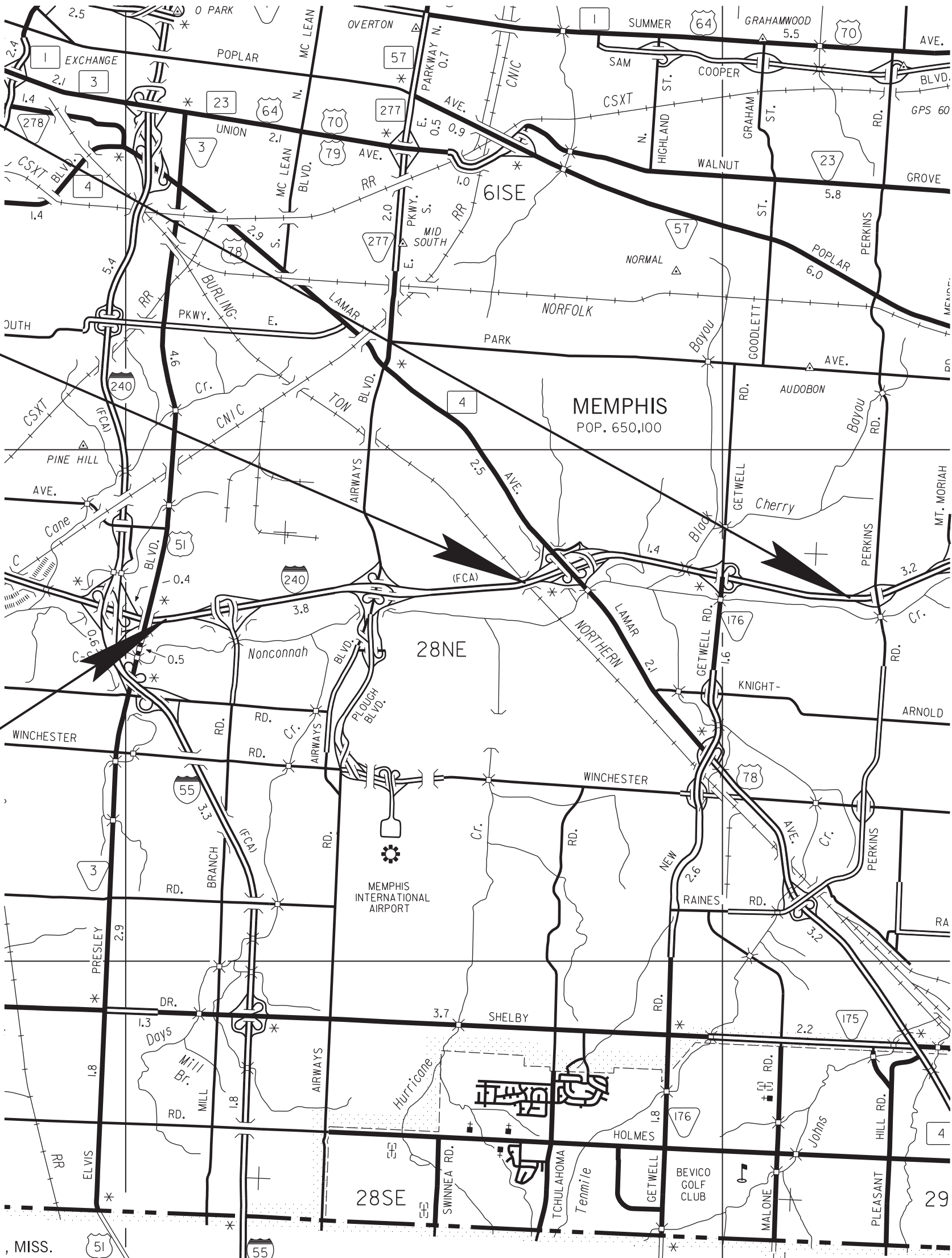
APPROVED:   
HOWARD H. ELEY, DEPUTY GOVERNOR & COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

TRAFFIC COUNTER STATIONS	
STATION	LOG MILE
195	7.017
194	8.586
193	10.639
192	11.896
191	12.896

TRAFFIC DATA	
ADT (2024)	188560
POSTED SPEED	55 MPH



SCALE: 1"= 5280'



PROJECT LENGTH 6.72 MILES  
TOTAL LANE MILES RESURFACED 48.42 MILES



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ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND	
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PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....	4
BRIDGE REPAIR PLANS .....	B1
NO UTILITY ADJUSTMENTS IN THIS PLAN SET.	

STANDARD ROADWAY DRAWINGS


DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
SAFETY DESIGN AND GUARDRAILS		
S-GR-31-1	03-13-25	GUARDRAIL DETAILS
S-GR-31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR-31-1B		GUARDRAIL FASTENING HARDWARE
S-GR-31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINALS (RETROFIT)
MULTIMODAL		
CR-GN-1		GENERAL NOTES CURB RAMPS
CR-DWS-1		DETECTABLE WARNING SURFACE DETAIL
CR-PLL-1		PUSHBUTTON LOCATION LAYOUT
CR-CRT-1		CURB RAMP TYPES
CR-PL-1		PERPENDICULAR CURB RAMP PLACEMENT LAYOUT
CR-10		PERPENDICULAR CURB RAMP
CR-PL-2		PARALLEL CURB RAMP PLACEMENT LAYOUT
CR-202		PARALLEL CURB RAMP 5-FT SIDEWALK
CR-50		PEDESTRIAN REFUGE
CR-51		PEDESTRIAN REFUGE

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNALS		
T-SG-2	06-27-16	LOOP, LEAD-INS, CONDUIT AND PULL BOXES.
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
PAVEMENT MARKINGS		
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-5	01-24-25	MARKING DETAIL FOR EXPRESSWAY & FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY & 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	01-24-25	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
WORK ZONES		
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING LAYOUT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	1A

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION


ROADWAY INDEX,  
STANDARD ROADWAY  
DRAWINGS AND  
STANDARD TRAFFIC  
DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL	An Asbestos Containing Material (ACM) survey was completed on Bridge No. 79I02400097 I-240 over Black Bayou LM 10.64 (79-I0240-10.64). 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).	L.M. 10.64

SEALED BY



Eric S. Brown

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PROJECT  
COMMITMENTS



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\\TDOT04NAS002.tdot.state.tn.us\04Shared\Design\DESIGN\RESURF REG4 PROJ\SHELBY\I-240\LM6-00\LM12-71 (132468-00)-Estimated Quantities.dgn

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79I240-S8-005
(10)	202-03 REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	45
(11)	202-03.01 REMOVAL OF ASPHALT PAVEMENT	S.Y.	11467
	203-06 WATER	M.G.	26
	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	31.64
(1)	303-02 MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	3409
(2)(15)	307-03.01 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	614
(2)(16)	307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	1146
	403-02.01 TRACKLESS TACK COAT	TON	296
	411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER	TON	11442
(13)	411-01.21 LONGITUDINAL JOINT SEALANT	L.M.	63.34
(3)	411-03.10 ACS MIX(PG76-22) GRADING D	TON	34177
	411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	24.46
(4)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	44082
(10)	701-01.01 CONCRETE SIDEWALK (4 ")	S.F.	405
(10)	701-02.01 CONCRETE CURB RAMP (RETROFIT)	S.F.	2974
(10)	701-02.06 DETECTABLE WARNING SURFACE (REHABILITATION)	S.F.	144
(10)	705-02.10 GUARDRAIL TRANSITION 27IN TO 31IN	EACH	7
(10)	705-04.09 EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH	7
(10)	705-06.20 TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	7
	705-07.11 TRUCK MOUNTED ENERGY ATTENUATOR	EACH	4
(10)	706-01 GUARDRAIL REMOVED	L.F.	350
	712-01 TRAFFIC CONTROL	LS	0.6
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	350
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	300
	712-05.03 WARNING LIGHTS (TYPE C)	EACH	50
(14)	712-06 SIGNS (CONSTRUCTION)	S.F.	2415
	712-06.16 SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	4
	712-08.03 ARROW BOARD (TYPE C)	EACH	4
	712-08.08 SPEED FEEDBACK SIGN ASSEMBLY	EACH	4
	712-08.09 DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	12
	712-08.10 MOBILE MESSAGE SIGN UNIT WATTENUATOR	HOURL	320
	712-08.12 QUEUE PROTECTION TRUCK	DAY	40
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	2
(12)	716-01.22 SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	266
(6)(12)	716-01.23 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	2973
(6)	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	2204
(7)(8)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	29
(7)(8)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	314
(7)(8)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	24
(7)(8)	716-02.07 PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	5235
(7)(8)	716-02.08 PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	260
(7)(8)	716-02.09 PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	599
(7)(8)	716-02.12 PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.125
(7)(8)	716-03.01 PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	16
(7)(8)	716-04.05 PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	7
(12)	716-04.06 PLASTIC PAVEMENT MARKING (WRONG WAY ARROW)	EACH	9
	716-04.07 PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	20
	716-04.08 PLASTIC PAVEMENT MARKING (OPTION LANE ARROW)	EACH	12
	716-04.14 PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	2
	716-05.02 PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	10697
(9)	716-05.05 PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	314
(9)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	57.93
(9)	716-05.22 PAINTED PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	461
(9)	716-05.49 PAINTED PAVEMENT MARKINGS(8" LINE)	L.M.	0.125
	716-05.51 PAINTED PAVEMENT MARKINGS(12" LINE)	L.F.	14803
(5)	716-08.01 REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	8570
(5)	716-08.03 REMOVAL OF PAVEMENT MARKING (CROSS-WALK)	L.F.	216
(5)	716-08.05 REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	92
(5)	716-08.06 REMOVAL OF PAVEMENT MARKING (TURN LANE ARROW)	EACH	15
(5)	716-08.11 REMOVAL OF WORD PAVEMENT MARKING (ONLY)	EACH	9


NOTE: NO UTILITY ADJUSTMENTS ON THIS PROJECT.

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79I240-S8-005
(7)	716-12.02 ENHANCED FLATLINE THERMO PVM T MRKNG (6IN LINE)	L.M.	57.93
(7)	716-12.03 ENHANCED FLATLINE THERMO PVM T MRKNG (8IN BARRIER LINE)	L.F.	10697
(7)	716-12.05 ENHANCED FLATLINE THERMO PVM T MRKNG (6IN DOTTED LINE)	L.F.	11936
(7)	716-12.10 ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	12151
	717-01 MOBILIZATION	LS	0.6
(14)	730-03.20 INSTALL PULL BOX (TYPE A)	EACH	6
(14)	730-12.01 CONDUIT 1" DIAMETER (PVC)	L.F.	90
(14)	730-14.02 SAW SLOT	L.F.	1250
(14)	730-14.03 LOOP WIRE	L.F.	4250

FOOTNOTES	
(1)	INCLUDES 903 TONS FOR BREAKOUTS.
(2)	FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01.
(3)	INCLUDES 981 TONS FOR EXTRA WIDTH PAVING, 249 TONS FOR MILLBRANCH INTERSECTION, 210 TONS FOR GETWELL INTERSECTION, 1450 TONS FOR SPOT LEVELING, AND 709 TONS FOR GORE AREAS. SEE TABULATED QUANTITIES, SHEET 2F1, FOR INTERCHANGE RAMP QUANTITIES.
(4)	INCLUDES 972 TONS FOR EXTRA WIDTH MILLING, 247 TONS FOR MILLBRANCH INTERSECTION, 207 TONS FOR GETWELL INTERSECTION, 8160 TONS FOR ENTRANCE AND EXIT RAMPS, AND 702 TONS FOR GORE AREAS.
(5)	TO BE USED FOR CONCRETE ENTRANCE AND EXIT RAMPS AT INTERCHANGES.
(6)	INCLUDES MARKERS FOR GORE AREAS AND ENTRANCE AND EXIT RAMPS.
(7)	FOR FINAL PAVEMENT MARKING ONLY.
(8)	THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(9)	FOR TEMPORARY PAVEMENT MARKING ONLY.
(10)	SEE TABULATED QUANTITIES, SHEET 2F. FOR DETAILS.
(11)	TO BE USED AS DIRECTED BY THE ENGINEER. INCLUDES 1334 S.Y. FOR BREAKOUTS AND 10133 S.Y. FOR PARTIAL DEPTH ASPHALT REPAIR. SEE SHEET 2B1 FOR DETAILS.
(12)	INCLUDES QUANTITIES FOR WRONG WAY ARROWS, SEE T-M-9 SERIES STANDARD DRAWINGS.
(13)	TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE TDOT ENGINEER. USE CRAFTCO PAVEMENT JOINT ADHESIVE #34524, PAVON JOINT ADHESIVE BY PAVON CORPORATION, OR DENSO TAPE BY DENSO.
(14)	SEE TABULATED QUANTITIES, SHEET 2F1, FOR DETAILS.
(15)	ITEM TO BE USED FOR BREAKOUT AREAS.
(16)	ITEM TO BE USED FOR PARTIAL DEPTH ASPHALT REPAIR.
(17)	TO BE USED AS DIRECTED BY THE ENGINEER. INCLUDES COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C FINAL PAVEMENT MARKING NOTE 6 FOR MORE INFORMATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	79I240-S8-005	2

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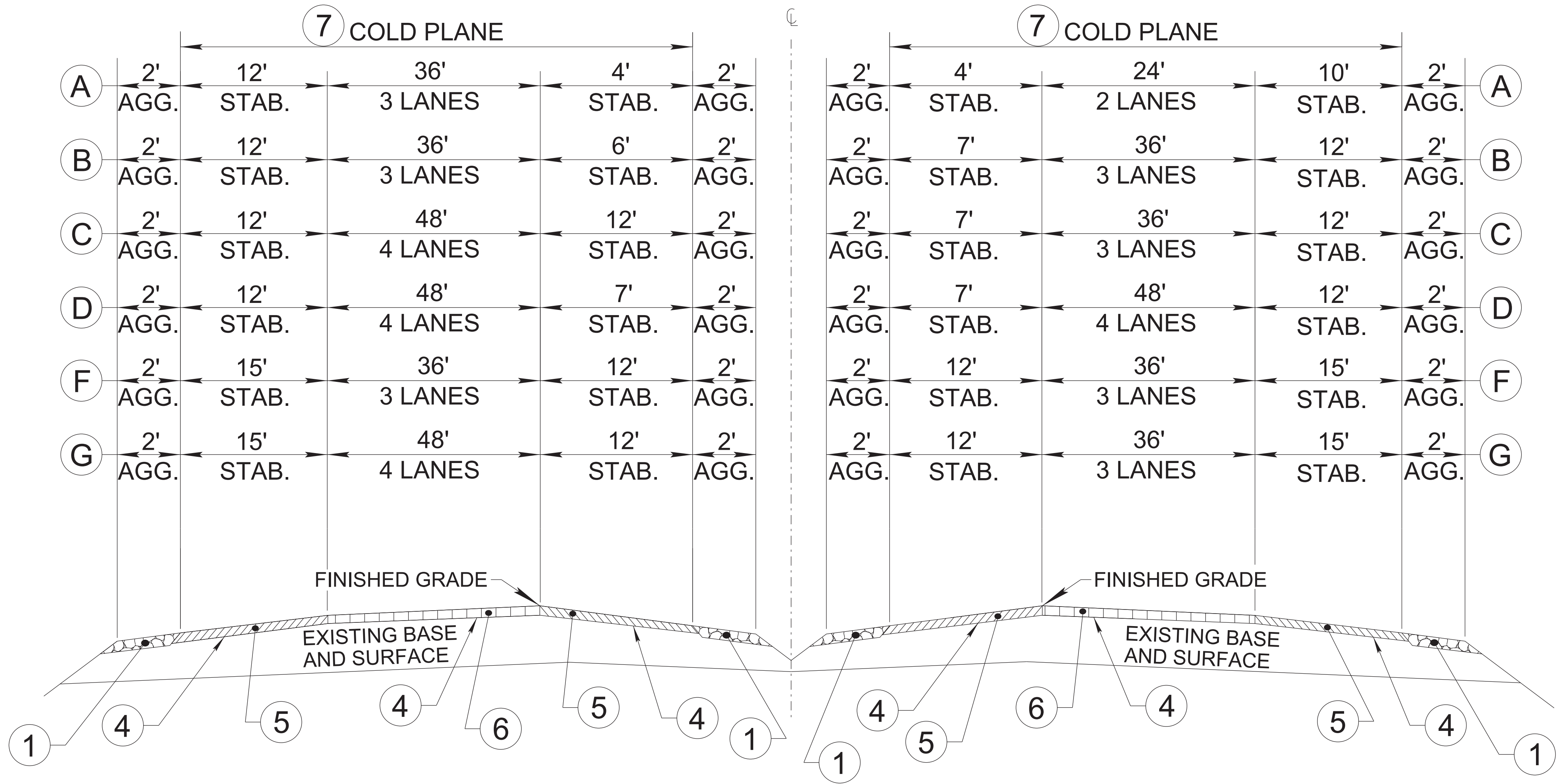
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ESTIMATED  
ROADWAY  
QUANTITIES



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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	2B



I-240

- A

FROM L.M. 6.00 TO L.M. 6.30
- B

FROM L.M. 6.30 TO L.M. 7.94
- C

FROM L.M. 7.94 TO L.M. 8.17
- D


FROM L.M. 8.17 TO L.M. 8.44
- F

FROM L.M. 9.34 TO L.M. 9.79
- G

FROM L.M. 9.79 TO L.M. 10.03

PROPOSED PAVEMENT SCHEDULE	
1 MINERAL AGGREGATE BASE ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"	5 ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.) ITEM 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
2 BITUMINOUS BASE COURSE (BLACK BASE) @ 8"± THICK (APPROX. 920.0 LBS./S.Y.) ITEM 307-03.01 ASPHALT CONCRETE MIX (PG76-22)(BPMB-HM) GRADING "A" (THIS ITEM IS TO BE USED FOR BREAKOUT ONLY)	6 ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.) ITEM 411-03.10 ACS MIX (PG76-22)GRADING "D"
3 ASPHALTIC CONCRETE MIX @ 2.00"± THICK (APPROX. 226.00 LBS./S.Y.) ITEM 307-03.08 ASPHALTIC CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	7 COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
4 TACK COAT (TC) ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.	

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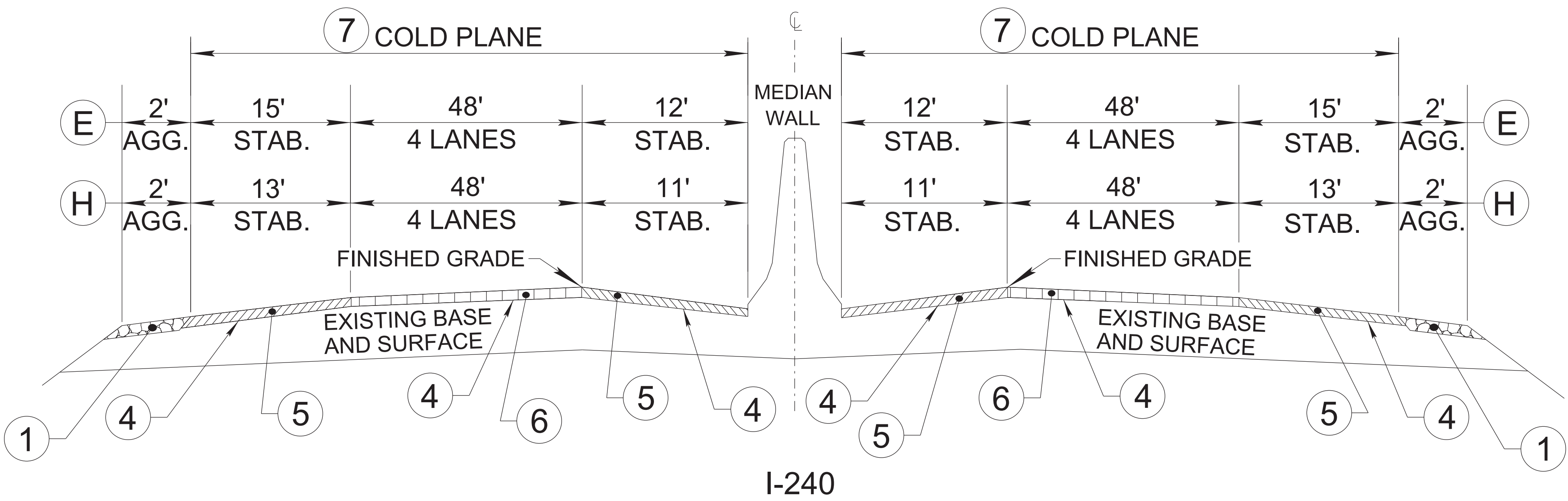
NOT TO SCALE

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TYPICAL  
SECTIONS AND  
PAVEMENT  
SCHEDULE



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	2B1

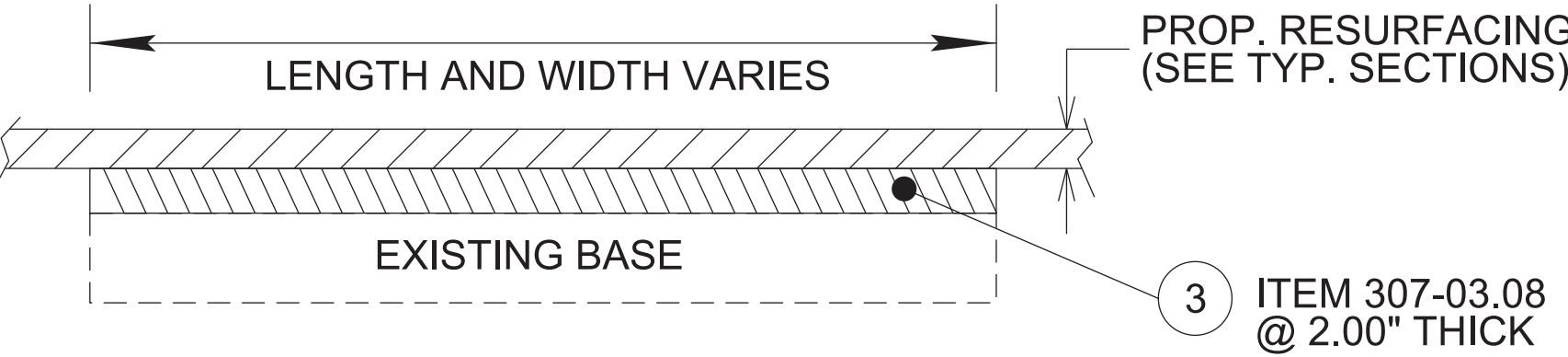


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E FROM L.M. 8.44 TO L.M. 9.34

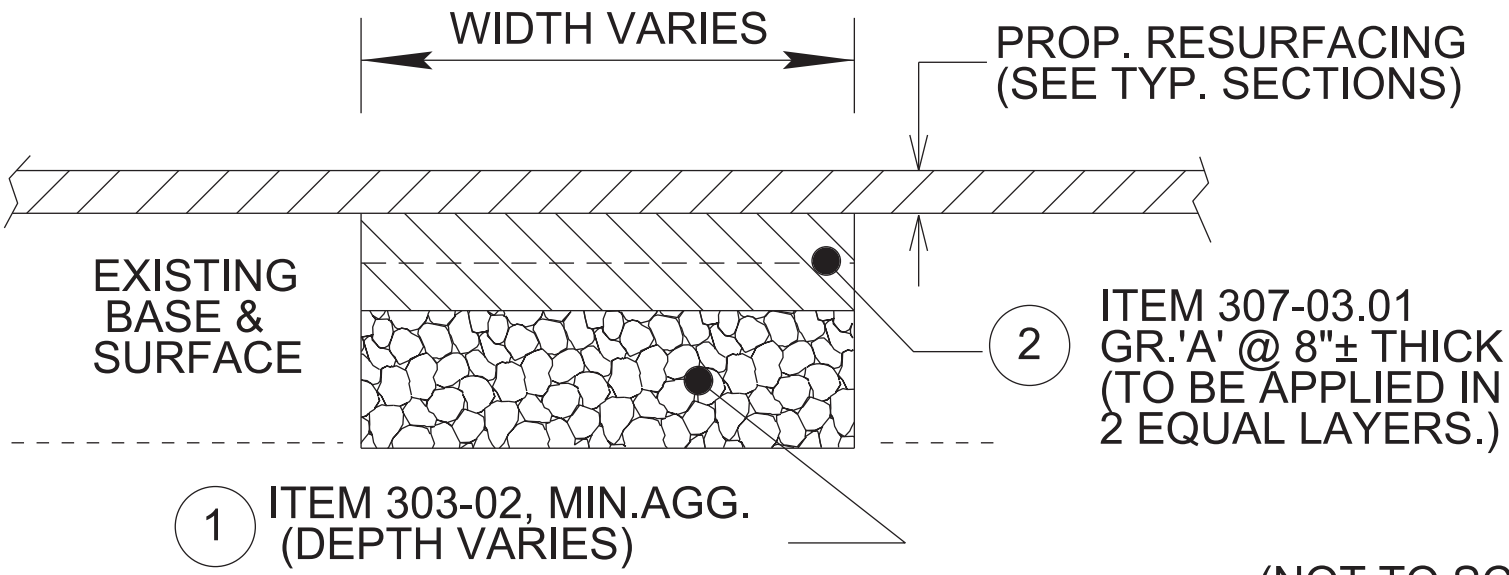
H FROM L.M. 10.03 TO L.M. 12.71

PARTIAL DEPTH ASPHALT REPAIR DETAIL



\*\* TO BE USED AS DIRECTED BY THE TDOT ENGINEER FOR SPOT REPAIR  
(NOT TO SCALE)

DETAIL OF BREAKOUT



(NOT TO SCALE)

\*\* SPECIAL NOTE

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

BRIDGE NOTES

L.M.	BRIDGE NO.	LENGTH (FT.)	VERTICAL CLEARANCE OF UNDERPASS	TREATMENT
6.52	79I02400073	-	EBL 16'-8" WBL 19'-1"	COLD PLANE TO MATCH THICKNESS OF TREATMENT TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF UNDERPASS
6.62	79I02400075	-	EBL 17'-7" WBL 15'-11"	COLD PLANE TO MATCH THICKNESS OF TREATMENT TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF UNDERPASS
7.88R	79I02400079	172'-0"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT
7.88L	79I02400080	170'-11.25"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT
8.00	79I02400083	102'-10"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT
9.25R	79I02400085	145'-0"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT
9.25L	79I02400086	145'-0"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT
9.58R	79I02400089	26'-6"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT
9.58L	79I02400090	31'-0"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT
9.64	79I02400095	-	EBL 16'-6" WBL 18'-11"	COLD PLANE TO MATCH THICKNESS OF TREATMENT TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF UNDERPASS
9.74	79I02400093	-	EBL 17'-6" WBL 17'-4"	COLD PLANE TO MATCH THICKNESS OF TREATMENT TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF UNDERPASS
10.64	79I02400097	203'-9"	-	SEE BRIDGE REPAIR PLANS FOR DETAILS
11.05	79I02400099	-	EBL 17'-0" WBL 16'-11"	COLD PLANE TO MATCH THICKNESS OF TREATMENT TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF UNDERPASS
12.43	79I02400101	-	EBL 17'-6" WBL 16'-6"	COLD PLANE TO MATCH THICKNESS OF TREATMENT TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF UNDERPASS
** 7.83	79I02400077	432'-8"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT **
** 1.53	79028100001	523'-1.5"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT **
7.92	79I02400127	188'-7"	-	COLD PLANE 1.25" OF EX. ASPHALT, REPLACE WITH 1.25" NEW ASPHALT

SEE PROPOSED PAVEMENT  
SCHEDULE ON SHEET 2B

SEALED BY



NOT TO SCALE

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TYPICAL  
SECTIONS AND  
PAVEMENT  
SCHEDULE



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# GENERAL NOTES

## GRADING

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

## GUARDRAIL

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

## MISCELLANEOUS

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

## PAVEMENT MARKINGS

### TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.
- (3) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.

## FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
- a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.

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

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

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

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

- (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.

## SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

## PAVEMENT

### PAVING

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

## RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

## SIGNING

- (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.

## SIGNALIZATION

- (4) EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT "SPECIAL PROVISIONS REGARDING SECTION 730M-TRAFFIC SIGNALS."
- (7) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (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.

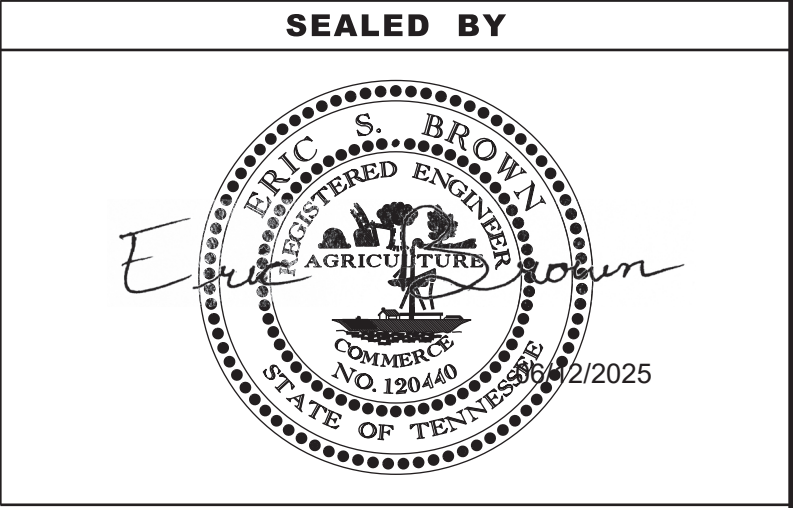
- (12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.

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

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

TYPE	YEAR	PROJECT NO.	SHEET NO.
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

GENERAL  
NOTES



SPECIAL NOTES

PAVEMENT

RESURFACING

- (1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:
- A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

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

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

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

E. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS

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

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

PAVING

- (1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (3) THE INSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE FOR SHOULDERS LESS THAN 6 FT WIDE.
- (4) THE OUTSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE TRAFFIC LANE FOR SHOULDERS LESS THAN 6 FT WIDE.
- (5) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK SO AS NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS TO ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.
- (8) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

PAVEMENT MARKING

- (1) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-05.20.
- (2) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-12.02.

SIGNS

- (1) IF THE CONTRACTOR ELECTS TO UTILIZE SIGN POST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

MISCELLANEOUS

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

JOINT SEALANTS

- (1) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.
- (3) PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALIN. ALL JOINTS SHALL BE SWEPT OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.
- (4) TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS OR NON-WORK DAYS.
- (2) THE DEPARTMENT SHALL RESERVE THE RIGHT TO REOPEN LANES AS NECESSARY WHEN TRAFFIC CONDITIONS ARE DEEMED UNACCEPTABLE (EXCESSIVE QUEUE LENGTHS AND DELAY TIMES). THE CONTRACTOR SHALL BE REQUIRED TO FULLY COOPERATE WITH THE PROJECT SUPERVISOR WHEN REQUESTED TO MAKE CHANGES TO THE TRAFFIC CONTROL.
- (3) MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDIVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISIOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

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).

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.

RAILROAD NOTES

- (3) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE BURLINGTON NORTHERN AND SANTE FE RAILROAD TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY BURLINGTON NORTHERN AND SANTE FE RAILROAD SO TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- (4) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE ANY OF HIS CONSTRUCTION EQUIPMENT OR DUMP WASTE MATERIALS ON THE RAILROAD'S RIGHT-OF-WAY.
- (5) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY. IN ALL CASES, THESE SIGNS AND DEVICES MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.
- (6) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:
- MR. NICHOLAS KONEN
- MANAGER- PUBLIC PROJECTS TENNESSEE
- 3253 E. CHESTNUT PKWY.
- SPRINGFIELD, MO. 65802
- PHONE: (817) 374-9329
- FAX: (417) 829-4998
- E-MAIL: [NICHOLAS.KONEN@BNSF.COM](mailto:NICHOLAS.KONEN@BNSF.COM)

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	2D

SEALED BY



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SPECIAL  
NOTES



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# ENVIRONMENTAL NOTES

## SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

### ENVIRONMENTAL GENERAL NOTES

#### NATURAL RESOURCES

- (4)

THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (9)

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

#### SPECIES

- (11)

SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).
- (12)

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

#### PERMITS, PLANS & RECORDS

- (15)

IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

## 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 PRECONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3)

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4)

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

## SCOPE OF WORK

- (6)

THIS PROJECT INCLUDES COLD PLANING, PAVING OF TRAVEL LANES AND SHOULDERS, INSTALLATION OF PAVEMENT MARKINGS, JOINT SEALANT AND SNOWPLOWABLE PAVEMENT MARKERS, GUARDRAIL, SIGNAL LOOPS, CURB RAMPS RETROFIT AND INSTALLATION.

## SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

### EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

#### DISTURBED AREA

- (1)

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

#### SEDIMENT CONTROL

- (6)

EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (8)

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

#### GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29)

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30)

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31)

CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32)

WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33)

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

- (34)

ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35)

WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36)

ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37)

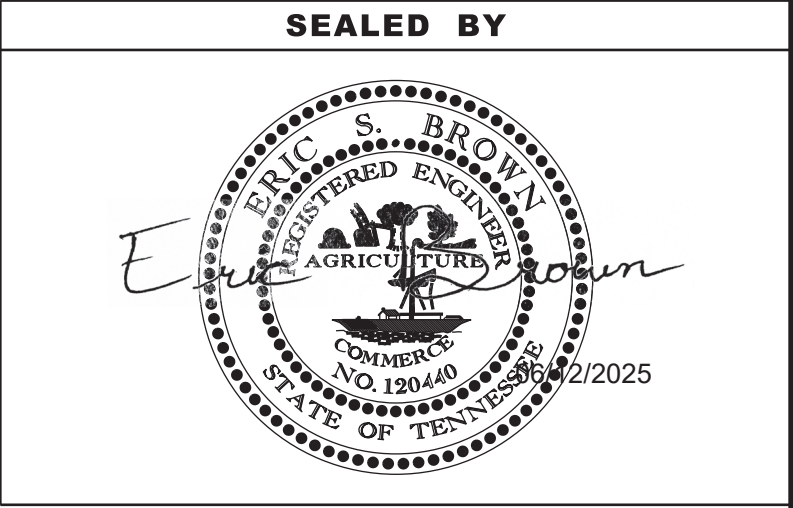
ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38)

OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39)

DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40)

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	2E



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# ENVIRONMENTAL NOTES

## SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	2E1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	2F

CURB RAMPS TABULATION									
ROADWAY		LOCATION		STANDARD DRAWING NO.	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	CONCRETE SIDEWALK (4")	CONCRETE CURB RAMP (RETROFIT)	DETECTABLE WARNING SURFACE (REHABILITATION)	REMARKS
MAIN LINE	INTERSECTING	LOG MILE (L.M.)	QUAD.		202-03 S.Y	701-01.01 S.F.	701-02.01 S.F.	701-02.06 S.F.	
I-240	Millbranch Rd SB	6.56	SW	MM-CR-5				8	DWS Only
I-240	Millbranch Rd SB	6.56	SW	MM-CR-5				8	DWS Only
I-240	Millbranch Rd NB	6.56	SE	MM-CR-4				12	Pedestrian Island, DWS Only
I-240	Millbranch Rd NB	6.56	SE	MM-CR-4				12	Pedestrian Island, DWS Only
I-240	Millbranch Rd NB	6.56	SE	MM-CR-3				8	DWS Only
I-240	Millbranch Rd NB	6.56	NE	MM-CR-5				8	DWS Only
I-240	Millbranch Rd NB	6.56	NE	MM-CR-5				8	DWS Only
I-240	Airways Blvd	7.66	SE	CR-10	1.67	15	90		
I-240	Airways Blvd	7.66	SE	CR-10	1.67	15	90		
I-240	Airways Blvd	7.66	SW	CR-10	1.67	15	90		
I-240	Airways Blvd	7.66	NE	CR-10	1.67	15	90		
I-240	Airways Blvd	7.66	NE	CR-10	1.67	15	90		
I-240	Airways Blvd	7.66	NW	CR-10	1.67	15	90		
I-240	Airways Blvd	7.66	NW	CR-10	1.67	15	90		
I-240	Getwell Rd	11.06	SE	CR-10	1.67	15	85		
I-240	Getwell Rd	11.06	SE	CR-50			427		
I-240	Getwell Rd	11.06	SE	CR-10	1.67	15	85		
I-240	Getwell Rd	11.06	SE	CR-10				8	DWS Only
I-240	Getwell Rd	11.06	SE	CR-10	1.67	15	85		
I-240	Getwell Rd	11.06	SW	CR-10	1.67	15	85		
I-240	Getwell Rd	11.06	SW	CR-10				8	DWS Only
I-240	Getwell Rd	11.06	NE	CR-10	1.67	15	85		
I-240	Getwell Rd	11.06	NE	CR-10	1.67	15	85		
I-240	Getwell Rd	11.06	NW	CR-10				8	DWS Only
I-240	S. Perkins Rd	12.46	SE	CR-10	1.67	15	117		
I-240	S. Perkins Rd	12.46	SE	CR-10			100		
I-240	S. Perkins Rd	12.46	SE	CR-10	1.67	15	128		
I-240	S. Perkins Rd	12.46	SE	CR-10	1.67	15	128		
I-240	S. Perkins Rd	12.46	SE	CR-10	1.67	15	100		
I-240	S. Perkins Rd	12.46	SW	CR-10				8	DWS Only
I-240	S. Perkins Rd	12.46	SW	CR-10				8	DWS Only
I-240	S. Perkins Rd	12.46	SW	CR-10	1.67	15	90		CREATE CONCRETE LANDING AROUND PUSH BUTTON
I-240	S. Perkins Rd	12.46	SW	CR-10	1.67	15	90		CREATE CONCRETE LANDING AROUND PUSH BUTTON
I-240	S. Perkins Rd	12.46	SW	CR-10	1.67	15	80		
I-240	S. Perkins Rd	12.46	NW	CR-10				8	DWS Only
I-240	S. Perkins Rd	12.46	NW	CR-10	1.67	15	115		
I-240	S. Perkins Rd	12.46	NW	CR-10	1.67	15	115		
I-240	S. Perkins Rd	12.46	NW	CR-10	1.67	15	65		
I-240	S. Perkins Rd	12.46	NW	CR-20				8	DWS Only
I-240	S. Perkins Rd	12.46	NE	CR-10				8	DWS Only
I-240	S. Perkins Rd	12.46	NE	CR-10				8	DWS Only
I-240	S. Perkins Rd	12.46	NE	CR-10				8	DWS Only
I-240	S. Perkins Rd	12.46	NE	CR-10	1.67	15	140		
I-240	S. Perkins Rd	12.46	NE	CR-10	1.67	15	140		
TOTAL					45	405	2974	144	

\* NOTE: THE CONTRACTOR SHALL TAKE CARE WHEN INSTALLING AND/OR RETROFITTING CURB RAMPS, SO AS NOT TO DAMAGE EXISTING ASPHALT PAVEMENT WHERE THERE WILL BE NO COLD PLANING AND REPLACEMENT OF ASPHALT PAVEMENT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	2F1

SIGNS (CONSTRUCTION) 712-06				
QTY	MUTCD	DESCRIPTION	SIZE (IN X IN)	ITEM NO. 712-06 (S.F.)
4	G20-1	ROAD WORK NEXT 9 MI.	64 X 24	43
20	G20-2	END ROAD WORK	48 X 24	160
25	R2-1	SPEED LIMIT	36 X 18	113
4	W1-4AL	LEFT SHIFT	48 X 48	32
4	W1-4AR	RIGHT SHIFT	48 X 48	32
4	W4-2L	LEFT HAND LANE MERGE	48 X 48	32
4	W4-2R	RIGHT HAND LANE MERGE	48 X 48	32
8	W8-1	BUMP	48 X 48	128
35	W8-11	UNEVEN LANES	48 X 48	560
34	W8-15	GROOVED PAVEMENT	48 X 48	544
20	W8-15p	MOTORCYCLE (PLAQUE)	30 X 24	100
20	W20-1	ROAD WORK AHEAD	48 X 48	320
4	W20-5L	LEFT LANE CLOSED 1/2 MILE	48 X 48	64
4	W20-5L	LEFT LANE CLOSED 1500 FT	48 X 48	64
4	W20-5R	RIGHT LANE CLOSED 1/2 MILE	48 X 48	64
4	W20-5R	RIGHT LANE CLOSED 1500 FT	48 X 48	64
4	W21-2	FRESH OIL	48 X 48	64
TOTAL				2415


THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

INTERCHANGE RAMP PAVEMENT QUANTITIES	
LOCATION (INTERCHANGE)	TYPE - GRADE - PAY ITEM (TON)
	ASPHALTIC CONCRETE
	SURFACE (HOT MIX)
	D
	411-01.10
Airways	2805
Lamar	3341
Getwell	2092
TOTALS	8238

SIGNALIZATION TABULATION				
Intersection	PULL BOX (EACH) 730-03.20	1" CONDUIT (PVC) (L.F.) 730-12.01	SAW SLOT (L.F.) 730-14.02	LOOP WIRE (L.F.) 730-14.03
Nonconnah Blvd @ Millbranch Rd	4	50	900	3000
Prescott Rd @ Cherokee Blvd	1	0	100	650
I-240 West Bound Exit Ramp at Getwell Rd	1	40	250	600
TOTAL	6	90	1250	4250

GUARDRAIL TABULATION							
ROUTE	EXIT NUMBER	LOCATION	TRANSITION 705-02.10 (EACH)	EARTHPAD 705-04.09 (EACH)	MASH TL-3 705-06.20 (EACH)	GUARDRAIL REMOVED 706-01 (LF)	APPROXIMATE LAT./LONG.
I-240	24	EB exit ramp I-240 onto Nonconnah Blvd	1	1	1	50	35.0713 / -90.0087
I-240	24	EB entrance ramp Millbranch Rd onto I-240	1	1	1	50	35.0720 / -90.0075
I-240	23B	EB exit ramp Airways Blvd to Plough Blvd	1	1	1	50	35.0717 / -89.9870
I-240	23B	EB exit ramp Airways Blvd to Plough Blvd	1	1	1	50	35.0721 / -89.9869
I-240	23A	EB entrance ramp from Airways Blvd onto I-240	1	1	1	50	35.0756 / -89.9830
I-240	21	WB entrance/exit ramp at Lamar Ave	1	1	1	50	35.0813 / -89.9563
I-240	21	WB entrance ramp onto I-240 from Lamar Ave.	1	1	1	50	35.0815 / -89.9583
TOTAL			7	7	7	350	

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# UTILITY NOTES

## UTILITY

- (3)

THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5)

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

# UTILITY OWNERS

COMMUNICATIONS

AT&T

315 E. COLLEGE STREET  
JACKSON, TN 38301  
CONTACT: DANIEL R. POTTS  
PHONE: 901-488-2359  
EMAIL: dp7607@att.com

GAS, ELECTRIC, WATER

MLG&W

220 S. MAIN STREET  
MEMPHIS, TN 38103  
CONTACT: ANGEL BAILEY  
PHONE: 901-528-4186  
EMAIL: Adabney@mlgw.org

SEWER

CITY OF MEMPHIS

125 N. MAIN STREET, ROOM 639  
MEMPHIS, TN 38103  
CONTACT: FARAEDOON QALADIZE  
PHONE: 901-576-6725 / 901-636-6971  
EMAIL: Faraedoon.Qaladize@memphistn.gov


SIGNALS

CITY OF MEMPHIS

125 N. MAIN STREET, ROOM 668  
MEMPHIS, TN 38103  
CONTACT: RANDALL TATUM  
PHONE: 901-576-6710  
EMAIL: randall.tatum@memphistn.gov

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RESURF.	2025	791240-S8-005	3

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UTILITY NOTES  
AND  
UTILITY OWNERS



PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1.

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

a.

WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

b.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

c.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

d.

WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

a.

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

1.

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

2.

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

b.

IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

c.

WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
- IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.
3.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

a.

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

1.

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

2.

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

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

b.

THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

c.

THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.

d.

THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4.

FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1.

IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

a.

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

2.

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

a.

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

1.

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

2.

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

3.

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

a.

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

1.

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

2.

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

b.

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

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

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

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

1.

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

2.

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	791240-S8-005	4

SEALED BY

ERIC S. BROWN

REGISTERED ENGINEER

NO. 120440

COMMERCIAL

STATE OF TENNESSEE

AGRICULTURE

2/2025

Eric S. Brown

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE  
DROP-OFF NOTES  
FOR  
TRAFFIC CONTROL

12-JUN-2025 16:33  
\\TDOT04NAS002.tdot.state.tn.us\04Shared\Design\DESIGN\RESURF REG4 PROJ\SHELBY\1-240\LM6-00\LM12-71 (132468-00)\Microstation Files\132468-00-Pavement DropOff Notes.dgn





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

**SHEET NAME**

**SHEET NO.**

SIGNATURE SHEET \_\_\_\_\_ STRUCTURE-SIGN 1  
BRIDGE PLANS \_\_\_\_\_ B1 THRU B6

YEAR	PROJECT NO.	SHEET NO.			
2025	79I240-M3-010	STRUCTURE-SIGN 1			
<div style="border: 1px solid black; height: 100%; width: 100%;"></div>					
			<b>STATE OF TENNESSEE</b> <b>DEPARTMENT OF TRANSPORTATION</b>		
<div style="border: 1px solid black; padding: 20px; width: 100%;"> <h1 style="margin: 0;">SIGNATURE SHEET</h1> </div>					



PIN 132468.00

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DWG. NO.

SIGNATURE SHEET	STRUCTURE-SIGN 1
INDEX OF DRAWINGS	B1
BRIDGE TABULATION, ESTIMATED QUANTITIES, AND BRIDGE DECK REPAIR NOTES	B2
APPROACH SLAB REPAIR DETAIL NOTES	B3
TYPE 1 THIN EPOXY OVERLAY NOTES	B4
PLAN VIEW (79102400097)	B5
PHASE CONSTRUCTION	B6

DWG. NO.

LAYOUT OF BRIDGE \_\_\_\_\_ M-418-1  
TYPICAL SECTION \_\_\_\_\_ M-418-6

A circular professional engineer seal for the State of Tennessee. The seal features the text "BRIAN K. EGLI" at the top, "REGISTERED ENGINEER" in the middle, and "AGRICULTURE" below it. At the bottom, it says "COMMERCE No. 107196" and "STATE OF TENNESSEE". The seal is crossed out with a large, stylized signature. To the right of the seal is the date "05/16/25".

DEPARTMENT OF TRANSPORTATION  
INDEX OF DRAWINGS  
79-1240-10.64  
OVER  
BLACK BAYOU  
BR. NO. 79I02400097  
SHELBY COUNTY  
2025

DESIGNED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY Z.HAYNES DATE 5/25  
 SUPERVISED BY K. MARTINKO DATE 5/25  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

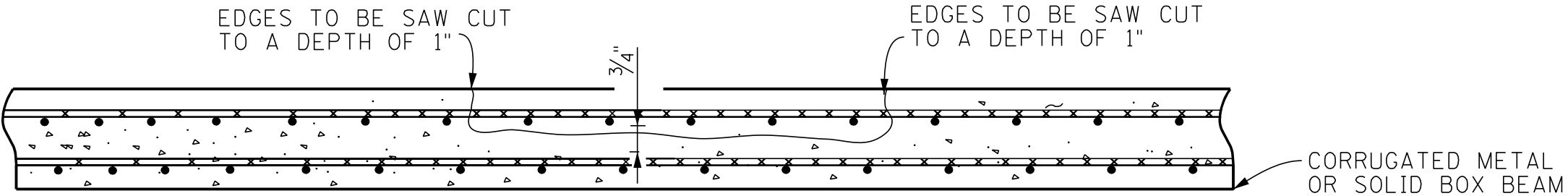


TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES					
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF THE SLAB) S.Y.	604-10.53 CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.	617-04.01 TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
79-I240-10.64 OVER BLACK BAYOU (79I02400097)	M-418-1 M-418-6	BRIDGE DECK REPAIR (PARTIAL DEPTH OF THE SLAB)  CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT)  TYPE I THIN EPOXY OVERLAY (EPOXY-URETHANE)	5	5	4514
TOTAL			5	5	4514

PIN 132468.00

PROJECT NO.		YEAR	SHEET NO.
79I240-M3-010		2025	B2
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

USE AN EXTENDED RAPID SET CEMENTITIOUS PATCHING MATERIALS (FOR PATCHING MATERIAL REFER TDOT QUALIFIED PRODUCT LIST NO.13.004)



SKETCH SHOWING DECK REPAIR (STRUCTURAL REPAIR):

NOTE: PARTIAL DEPTH DECK REPAIR ONLY REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF 3/4" BELOW THE BOTTOM BAR OF THE TOP MAT OF REINFORCING STEEL.

NOTE: PARTIAL DEPTH DECK REPAIRS: ALL REINFORCING STEEL IN THE AREAS OF THE DECK REPAIRS SHALL BE COMPLETELY CLEANED. CLEANING SHALL BE DONE PRIOR TO PLACING NEW CONCRETE. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST (3) DAYS IN ADVANCE.

THE COST OF CONCRETE, CONCRETE REMOVAL, LABOR, CLEANING REBARS AND ANY MISCELLANEOUS MATERIAL REQUIRED SHALL BE PAID FOR UNDER ITEM NO. 604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), S.Y.

NOTE: ITEM NO. 604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

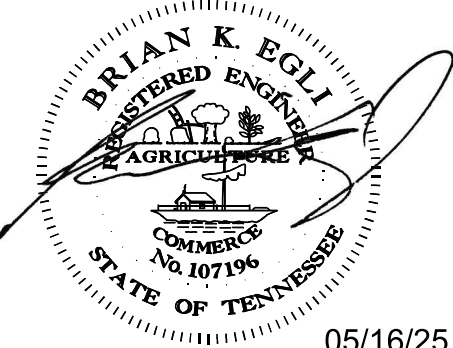
POWER DRIVEN HAND TOOLS:

POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

- (1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 lb. CLASS SHALL NOT BE USED. TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC.
- (2) CHIPPING HAMMERS OF THE 15 lb. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

BRIDGE DECK REPAIR MATERIAL:

REPAIRS SHALL USE AN EXTENDED NON-MAGNESIUM PHOSPHATE PRODUCT FROM THE TDOT QUALIFIED PRODUCTS LIST: 13.004-RAPID SET CEMENTITIOUS PATCHING MATERIALS. MATERIAL SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS. MIX MUST MEET 3000 PSI BEFORE OPENING TO TRAFFIC.



05/16/25  
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION,  
ESTIMATED QUANTITIES, AND  
BRIDGE DECK REPAIR  
NOTES  
79-I240-10.64  
OVER  
BLACK BAYOU  
BR. NO. 79I02400097  
SHELBY COUNTY  
2025

DESIGNED BY \_\_\_\_\_ DATE \_\_\_\_\_  
DRAWN BY Z.HAYNES DATE 5/25  
SUPERVISED BY K. MARTINKO DATE 5/25  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_



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B3



PIN 132468.00

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## TYPE 1 THIN EPOXY OVERLAY NOTES :

TYPE 1 THIN EPOXY OVERLAY SYSTEM - USE DECK PRETREATMENT/PRIMER PER MANUFACTURER'S RECOMMENDATION, AND 2 LIFTS OF AN EPOXY-URETHANE COPOLYMER AND AGGREGATE. TYPE 1 OVERLAY SHALL BE APPLIED MECHANICALLY USING METERED EQUIPMENT; HAND MIXING OF MATERIAL IS NOT PERMITTED.

THIN OVERLAY SYSTEM SHALL BE FROM THE QUALIFIED PRODUCTS LIST 23.005 TYPE 1 THIN OVERLAY (EPOXY URETHANE). MINIMUM OVERLAY THICKNESS SHALL BE 3/8 INCH.

APPLICATION EQUIPMENT SHOULD :

A) BE CAPABLE OF METERING, MIXING AND DISTRIBUTING THE POLYMER AND PRETREATMENT TO MANUFACTURER'S RECOMMENDATION.

B) USE AN APPLICATION MACHINE THAT FEATURES POSITIVE DISPLACEMENT VOLUMETRIC METERING PUMPS CONTROLLED BY A HYDRAULIC POWER UNIT.

C) STORE COMPONENTS IN TEMPERATURE CONTROLLED RESERVOIRS CAPABLE OF MAINTAINING 100 DEGREES FAHRENHEIT (PLUS OR MINUS 10 DEGREES) TO INSURE OPTIMAL MIXING.

D) CHECK MIXING RATIO AT THE PUMP OUTLETS AS WELL AS CYCLE COUNTING CAPABILITIES TO MONITOR OUTPUT ON STANDARD FEATURES.

E) USE MOTIONLESS IN-LINE MIXING SO AS TO NOT OVERLY SHEAR THE MATERIAL TO ENTRAP AIR IN THE MIX.

F) MAXIMIZE MATERIAL WORKING TIME BY MIXING IT IMMEDIATELY BEFORE DISPENSING.

AGGREGATE SHALL BE ANGULAR, HAVING LESS THAN 0.2% MOISTURE AND FREE OF DIRT, CLAY, ASPHALT AND OTHER FOREIGN OR ORGANIC MATERIALS. AGGREGATE FOR ALL LAYERS SHALL BE BAUXITE OR FLINT ROCK PRODUCTS FLINT AND MEETS THE FOLLOWING GRADATION:

<u>SIEVE SIZE</u>	<u>% PASSING</u>
NO. 6	95-100
NO. 10	10-35
NO. 20	0-3

FULL AND PARTIAL DEPTH DECK REPAIR SHALL CURE A MINIMUM OF 28 DAYS BEFORE THE OVERLAY IS PLACED. THE 28 DAYS MAY BE WAIVED IF THE OVERLAY MANUFACTURER PROVIDES A METHOD OF TESTING THE REPAIRED AREAS AND APPROVES THE PLACEMENT BY LETTER. TRAFFIC SHALL BE ALLOWED TO USE THE BRIDGE DURING THE CURING PERIOD OF THE PATCHES BUT NOT AFTER SHOTBLASTING. MAGNESIUM PHOSPHATE BASED MATERIALS WILL NOT BE ALLOWED.

THE CONCRETE DECK SURFACE SHALL BE CLEANED BY SHOTBLASTING TO REMOVE ANY OIL, DIRT, RUBBER, TRAFFIC STRIPING, OR ANY OTHER POTENTIAL DETRIMENTAL MATERIAL SUCH AS CURING COMPOUND AND LAITANCES, WHICH THE MANUFACTURER AND ENGINEER'S OPINION WOULD PREVENT PROPER BONDING AND CURING OF THE MATERIAL. IN AREAS WHERE SHOTBLASTING EQUIPMENT CAN NOT REACH (I.E., ALONG CURBS AND BRIDGE RAILS) SANDBLASTING IS PERMITTED TO AN EXTENT TO THE ENGINEER'S AND MANUFACTURER'S APPROVAL. IMMEDIATELY BEFORE APPLICATION, ALL PREPARED SURFACES SHALL BE CLEANED WITH COMPRESSED AIR OR VACUUMED TO REMOVE DUST AND DEBRIS.

ALL SURFACES THAT ARE TREATED SHALL BE DRY AT THE TIME OF APPLICATION. THE OVERLAY SHALL NOT BE APPLIED WHEN IT HAS RAINED 24 HOURS PRIOR TO, OR RAIN IS FORECAST WITHIN 8 HOURS AFTER, APPLICATION. THE MOISTURE CONTENT IN THE DECK SUBSTRATE SHALL BE TESTED. MOISTURE IS NOT TO EXCEED 4.5 PERCENT WHEN MEASURED BY ELECTRONIC METER. IF THE TEST SHOWS EXCESS MOISTURE, THE DECK SHALL CONTINUE TO DRY BEFORE APPLICATION PROCEEDS.

BLUSHING (A WAXY SURFACE COATING ON THE EPOXY) IS CAUSED BY THE REACTION OF MOISTURE WITH THE HARDENING AGENT. BLUSHING CREATES A SURFACE THAT MAKES FUTURE LAYERS DIFFICULT TO ADHERE. LIFTS THAT SHOW SIGNS OF BLUSHING SHALL BE REMOVED AND REPLACED PRIOR TO APPLICATION OF THE NEXT. THE COST TO REMOVE AND REPLACE THESE AREAS SHALL BE AT THE CONTRACTOR'S EXPENSE.

TRAFFIC, OTHER THAN APPLICATION EQUIPMENT, SHALL NOT BE ALLOWED ON ANY PORTION OF THE DECK THAT HAS BEEN SHOTBLASTED OR WHERE PART OF THE APPLICATION HAS BEEN PLACED.

SEE MANUFACTURER'S RECOMMENDATIONS FOR REQUIRED AMBIENT AND SURFACE TEMPERATURES AND HUMIDITY LIMITS FOR APPLICATION.

THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE ENGINEER AND REPRESENTATIVE ARE SATISFIED THAT APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN BY THE CONTRACTOR.

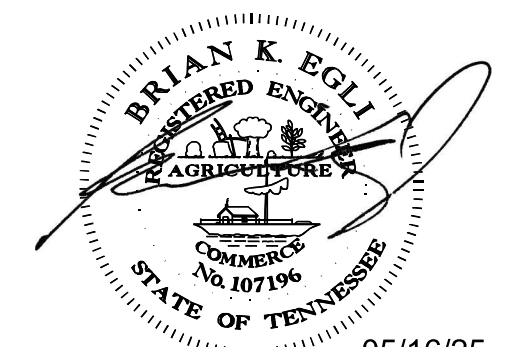
ALL COSTS FOR AGGREGATE, EPOXY FOR MINIMUM OF TWO LIFTS, SURFACE PREPARATION, LABOR AND ANY OTHER MISCELLANEOUS MATERIALS REQUIRED TO PLACE THIN OVERLAY SHALL BE INCLUDED IN ITEM NO. 617-04.01, TYPE 1 THIN EPOXY OVERLAY (EPOXY URETHANE), SY.

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS, SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES, HOLES, ETC., BUT IN ALL CASES, ANY DESTRUCTIVELY TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

DESIGNED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY Z.HAYNES DATE 5/25  
 SUPERVISED BY K. MARTINKO DATE 5/25  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

\*\* SPECIAL NOTE:

THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACKCOAT AND CONSTRUCTION  
DEBRIS ACROSS THE BRIDGE DECK PRIOR TO APPLICATION OF THE THIN EPOXY OVERLAY.  
MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACKCOAT OR DEBRIS REMOVAL.  
REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.



05/16/25

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

TYPE I THIN EPOXY

TYPE I THIN EPOXY

OVERLAY NOTES

79-1240-10.64

OVER

BLACK BAYOU

BR. NO. 79I02400097

SHELBY COUNTY

2025



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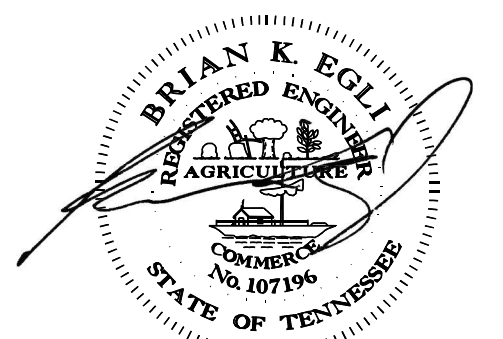
NOTE: ALL ASPHALT MUST BE LEFT ON THE APPROACHES.  
EPOXY WILL BE PLACED AT ALL VISIBLE DECK AND APPROACH AREAS.

DESIGNED BY \_\_\_\_\_ DATE \_\_\_\_\_  
 DRAWN BY Z.HAYNES DATE 5/25  
 SUPERVISED BY K. MARTINKO DATE 5/25  
 CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_

AREAS OF APPROACH PARTIAL REPAIR  
SEE PAGE B3 FOR REPAIR DETAIL

ASPHALT COVERED

AREAS OF DECK PARTIAL REPAIR  
SEE PAGE B2 FOR REPAIR DETAIL



05/16/25  
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PLAN VIEW  
79-1240-10.64  
OVER  
BLACK BAYOU  
BR. NO. 79102400097  
SHELBY COUNTY  
2025



VARIES FROM 175'-7<sup>5</sup>/<sub>8</sub>" TO 184'-1<sup>3</sup>/<sub>8</sub>" (OUT-TO-OUT)

1'-9"

VARIES FROM 49'-10<sup>5</sup>/<sub>8</sub>" TO 58'-4<sup>3</sup>/<sub>8</sub>"

PHASE I CONSTRUCTION

2'-0"

35'-0"

PHASE I TRAFFIC

2'-0"

35'-0"

PHASE I TRAFFIC

2'-0"

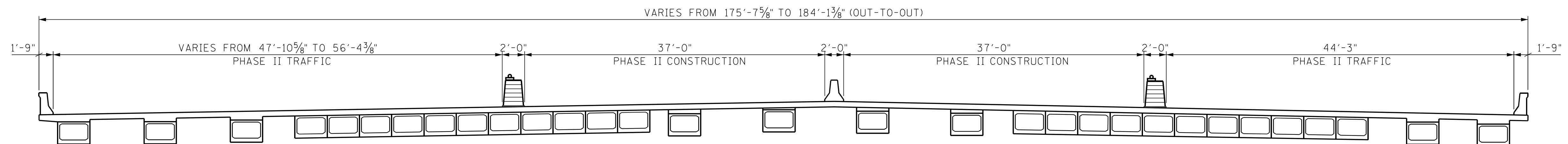
46'-3"

PHASE I CONSTRUCTION

1'-9"

(79-1240-10.64)

(LOOKING AHEAD ON SURVEY)

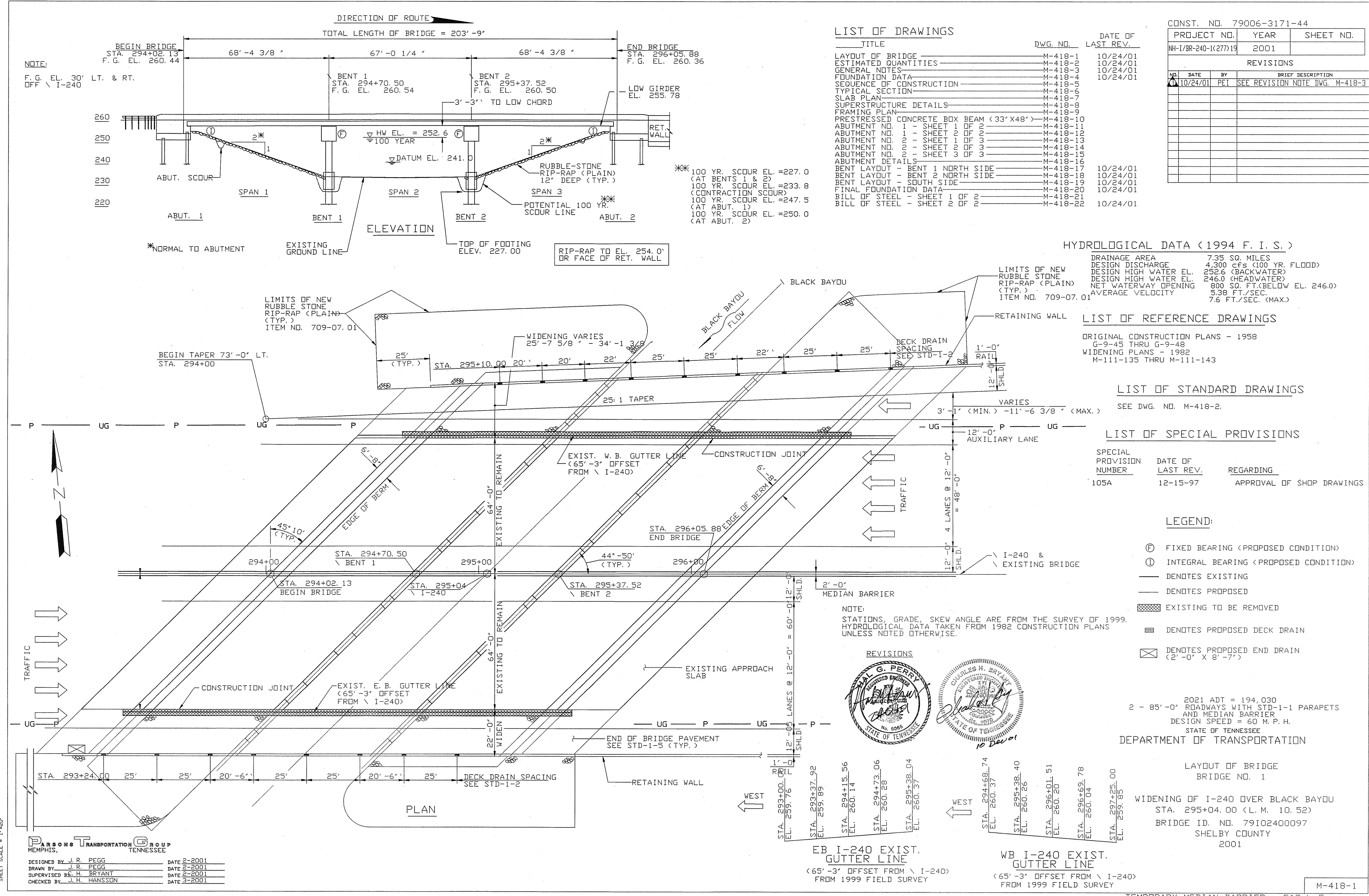


(79-1240-10.64)

(LOOKING AHEAD ON SURVEY)

B6





NOTE:  
F.G. EL. 30' LT. & RT.  
OFF \ I-240

LIST OF DRAWINGS

TITLE	DWG. NO.	DATE OF LAST REV.
LAYOUT OF BRIDGE	M-418-1	10/24/01
ESTIMATED QUANTITIES	M-418-2	10/24/01
GENERAL NOTES	M-418-3	10/24/01
FOUNDATION DATA	M-418-4	10/24/01
SEQUENCE OF CONSTRUCTION	M-418-5	10/24/01
TYPICAL SECTION	M-418-6	10/24/01
SLAB PLAN	M-418-7	10/24/01
SUPERSTRUCTURE DETAILS	M-418-8	10/24/01
FRAMING PLAN	M-418-9	10/24/01
PRESTRESSED CONCRETE BOX BEAM (33'X48')	M-418-10	10/24/01
ABUTMENT NO. 1 - SHEET 1 OF 2	M-418-11	10/24/01
ABUTMENT NO. 1 - SHEET 2 OF 2	M-418-12	10/24/01
ABUTMENT NO. 2 - SHEET 1 OF 3	M-418-13	10/24/01
ABUTMENT NO. 2 - SHEET 2 OF 3	M-418-14	10/24/01
ABUTMENT NO. 2 - SHEET 3 OF 3	M-418-15	10/24/01
ABUTMENT DETAILS	M-418-16	10/24/01
BENT LAYOUT - BENT 1 NORTH SIDE	M-418-17	10/24/01
BENT LAYOUT - BENT 2 NORTH SIDE	M-418-18	10/24/01
BENT LAYOUT - SOUTH SIDE	M-418-19	10/24/01
FINAL FOUNDATION DATA	M-418-20	10/24/01
BILL OF STEEL - SHEET 1 OF 2	M-418-21	10/24/01
BILL OF STEEL - SHEET 2 OF 2	M-418-22	10/24/01

CONST. NO. 79006-3171-44			
PROJECT NO.	YEAR	SHEET NO.	
WH-1/BR-240-1(277)19	2001		
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	10/24/01	PEI	SEE REVISION NOTE DWG. M-418-3

HYDROLOGICAL DATA (1994 F. I. S.)

DRAINAGE AREA	7.35 SQ. MILES
DESIGN DISCHARGE	4,300 CFS (100 YR. FLOOD)
DESIGN HIGH WATER EL.	252.6 (BACKWATER)
DESIGN HIGH WATER EL.	246.0 (HEADWATER)
NET WATERWAY OPENING	800 SQ. FT. (BELOW EL. 246.0)
AVERAGE VELOCITY	5.38 FT./SEC.
	7.6 FT./SEC. (MAX.)

LIST OF REFERENCE DRAWINGS

ORIGINAL CONSTRUCTION PLANS - 1958  
G-9-45 THRU G-9-48  
WIDENING PLANS - 1982  
M-111-135 THRU M-111-143

LIST OF STANDARD DRAWINGS

SEE DWG. NO. M-418-2.

LIST OF SPECIAL PROVISIONS

SPECIAL PROVISION NUMBER	DATE OF LAST REV.	REGARDING
105A	12-15-97	APPROVAL OF SHOP DRAWINGS

LEGEND:

- ⊕ FIXED BEARING (PROPOSED CONDITION)
- ⊙ INTEGRAL BEARING (PROPOSED CONDITION)
- DENOTES EXISTING
- DENOTES PROPOSED
- ▨ EXISTING TO BE REMOVED
- ▤ DENOTES PROPOSED DECK DRAIN
- ▥ DENOTES PROPOSED END DRAIN (2'-0" X 8'-7")

NOTE:  
STATIONS, GRADE, SKEW ANGLE ARE FROM THE SURVEY OF 1999.  
HYDROLOGICAL DATA TAKEN FROM 1982 CONSTRUCTION PLANS  
UNLESS NOTED OTHERWISE.

REVISIONS



2021 ADT = 194,030  
2 - 85'-0" ROADWAYS WITH STD-1-1 PARAPETS  
AND MEDIAN BARRIER  
DESIGN SPEED = 60 M.P.H.  
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE  
BRIDGE NO. 1  
WIDENING OF I-240 OVER BLACK BAYOU  
STA. 295+04.00 (L.M. 10.52)  
BRIDGE ID. NO. 79102400097  
SHELBY COUNTY  
2001

EB I-240 EXIST.  
GUTTER LINE  
(65'-3" OFFSET FROM \ I-240 )  
FROM 1999 FIELD SURVEY

WB I-240 EXIST.  
GUTTER LINE  
(65'-3" OFFSET FROM \ I-240 )  
FROM 1999 FIELD SURVEY

TEMPORARY MEDIAN BARRIER = 510 L.F.  
MACHINED RIP-RAP (CLASS 'C') = 1380 TONS

SHEET SCALE = 1"=20'

DESIGNED BY J.R. PEGG DATE 2-2001  
DRAWN BY J.R. PEGG DATE 2-2001  
SUPERVISED BY C.H. BRYANT DATE 2-2001  
CHECKED BY J.H. HANSSON DATE 3-2001

M-418-1



