THIS DOCUMENT HAS BEGUN DIGITALLY SIGNED AND SEALED BY:

Nick Kniazewycz
Digitally signed by Nick Kniazewycz
Date: 2026.03.31 01:16:00 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
6601 CENTENNIAL BLVD.
NASHVILLE, TN 37243
NICK KNIAZEWYCZ , P.E. NO. 126392

3-25-26

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 TRAFFIC DESIGN DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1, 2B2
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F
HAUL ROAD LAYOUT	2G, 2G1
HAUL ROAD PROFILES	2G2, 2G3
UTILITY NOTES AND UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE	3A
PROPERTY MAP	3B
PRESENT LAYOUT	4 – 8
RIGHT OF WAY DETAILS	4A – 8A
PROPOSED LAYOUTS	4B – 8B
PROPOSED PROFILE	6C
RAMP PROFILES	9 – 17
DRAINAGE MAPS	18 – 22
CULVERT SECTIONS	23 – 25
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	26, 27, 28-30D
SIGNING AND PAVEMENT MARKING PLANS	31 – 35
SIGN SCHEDULE SHEET	36
ROADWAY CROSS SECTIONS	37 – 126
SR 48 CROSS SECTIONS	127 – 130
TRAFFIC CONTROL PLANS	T1 – T28

YEAR	PROJECT NO.	SHEET NO.
2026	41I040-S3-011	ROADWAY-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

2/18/2026 12:46:13 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-000 SIGNATURE SHEET.DGN

Index Of Sheets

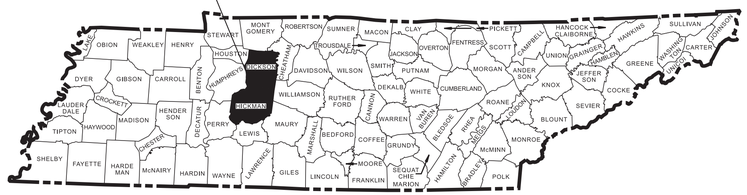
See Sht. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	41I040-S3-011	
STATE PROJ. NO.	22I040-S3-009	

PROJECT LOCATION
#22I00400001



22I040-S3-009
END PROJECT NO. 41I040-S3-011 CONST.

STA. 835+11.63 I-40

N 607130.1444 E 1530572.5286

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.

STA. 807+34.36 I-40

N 606007.8225 E 1528032.1434

22I040-S2-009
BEGIN PROJECT NO. 41I040-S2-011 R.O.W.

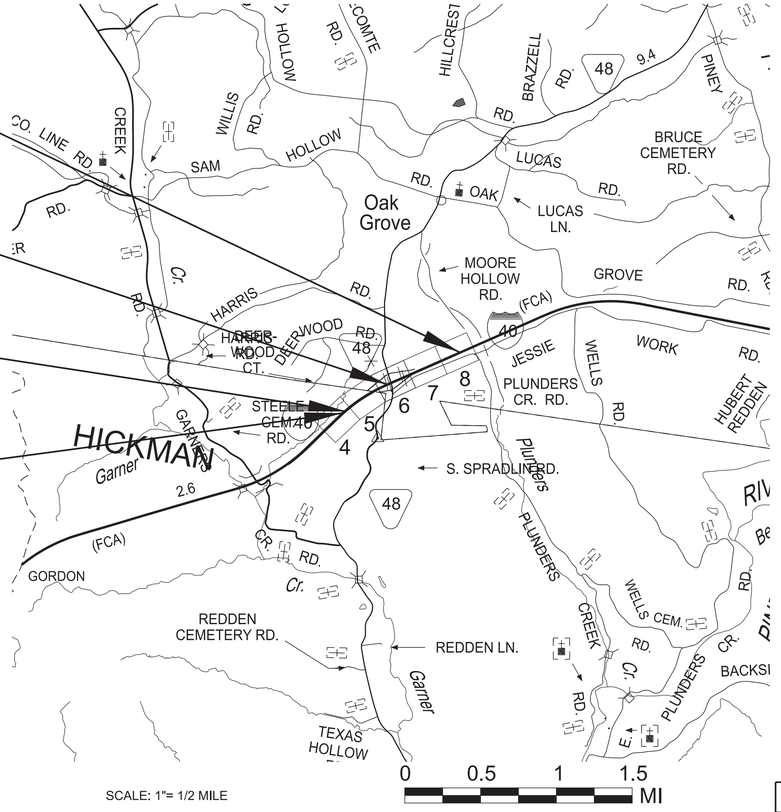
STA. 790+21.61 I-40

N 605059.1296 E 1526613.7988

22I040-S3-009
BEGIN PROJECT NO. 41I040-S3-011 CONST.

STA. 788+80.29 I-40

N 604962.6601 E 1526510.5223



SCALE: 1"= 1/2 MILE

0 0.5 1 1.5 MI

N

NO EXCLUSIONS

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.

R.O.W. LENGTH	0.324 MILES
ROADWAY LENGTH	2.211 MILES
BRIDGE LENGTH	MILES
BOX BRIDGE LENGTH	MILES
BOX BRIDGE LENGTH	MILES ▲
PROJECT LENGTH	2.211 MILES

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

SEALED BY

NICHOLAS A. KNIAZEV
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 125378
STATE OF TENNESSEE
3-25-26

SR-48 TRAFFIC DATA	
ADT (2028)	5,890
ADT (2048)	8,250
DHV (2048)	858
D	60 - 40
T (ADT)	20 %
T (DHV)	13 %
V	50 MPH

APPROVED:

SHANE HESTER CHIEF ENGINEER

DATE:

APPROVED:

WILL REID, COMMISSIONER

SURVEY 09-01-23	I-40 TRAFFIC DATA
	ADT (2028) 37,320
	ADT (2048) 52,240
	DHV (2048) 4,185
	D 55 - 45
	T (ADT) 37 %
	T (DHV) 25 %
	V 70 MPH

COORDINATES ARE NAD/83(2011) ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 18 MODEL, OBTAINED ON 12-20-22.

TDOT PROJECT MANAGER: DAVID LAYHEW, P.E.

DESIGNER : KONRAD BECK, P.E. CHECKED BY : JESSE HEAD, P.E.

P.E. NO. 41I040-S1-010, 22I040-S1-008 (DESIGN)

PIN NO. 133445.00

3/17/2026 12:41:06 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-001 TITLE SHEET.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD TRAFFIC DESIGN DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1, 2B2
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F
HAUL ROAD LAYOUT	2G, 2G1
HAUL ROAD PROFILES	2G2, 2G3
UTILITY NOTES, AND UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE	3A
PROPERTY MAP	3B
PRESENT LAYOUTS	4 – 8
RIGHT-OF-WAY DETAILS	4A – 8A
PROPOSED LAYOUTS	4B – 8B
PROPOSED PROFILE	6C
RAMP PROFILES	9 – 17
DRAINAGE MAPS	18 – 22
CULVERT SECTIONS	23 – 25
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	26, 27, 28-30D
SIGNING AND PAVEMENT MARKING PLANS	31 – 35
SIGN SCHEDULE SHEET	36
ROADWAY CROSS SECTIONS	37 – 126
SR 48 CROSS SECTIONS	127 – 130
TRAFFIC CONTROL PLANS	T1 – T28
BRIDGE PLANS	B-1
GEOTECHNICAL PLANS	G-1
LIGHTING PLANS	L-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

10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

DWG.	REV.	DESCRIPTION
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-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

10-101.00 STANDARDS ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
RD18-TS-3A	01-30-26	RURAL MINOR COLLECTOR (2-LANE)
RD18-TS-7		FREEWAYS WITH DEPRESSED MEDIAN (4-6 LANE)
RD18-TS-8	10-31-25	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-SE-3		SUPERELEVATION TRANSITION DETAILS FOR DIVIDED ROADWAYS
RD11-SE-3A		SUPERELEVATION TRANSITION SECTIONS FOR DIVIDED ROADWAYS
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS

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

DWG.	REV.	DESCRIPTION
AOP-1		AOP DESIGN RECESSED PIPE CULVERTS
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-4	01-09-24	PIPE COLLAR DETAILS
D-PE-4	06-28-19	STRAIGHT CONCRETE ENDWALLS (PIPE SIZES 18" TO 30")
D-PEW-1		PROTECTED ENDWALLS FOR ROUND & OVAL PIPES (PIPE SIZES 18” TO 72”, ALL SKEWS, 2:1 & 3:1 SLOPES)
D-PEW-2		PROTECTED ENDWALLS FOR ROUND PIPES DETAILS & QUANTITIES (PIPE SIZES 18” TO 72”, ALL SKEWS, 2:1 & 3:1 SLOPES)

10-104.00 CATCH BASINS AND MANHOLES

DWG.	REV.	DESCRIPTION
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

10-105.00 ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

DWG.	REV.	DESCRIPTION
RP-J-23	01-28-22	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05-01-20	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS
RP-J-25	05-01-20	CONCRETE PAVEMENT JOINT REPAIR DETAILS
S-F-1	03-01-23	HIGH VISIBILITY FENCE
S-F-10B	06-28-19	STANDARD RIGHT-OF-WAY CHAIN LINK FENCE

10-107.00 SAFETY DESIGN AND GUARDRAILS

DWG.	REV.	DESCRIPTION
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-6	07-30-24	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
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-GRS-6	01-30-25	SPECIAL CASE FLEXIBITLTY ON GUARDRAIL POST INSTALLATIONS
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-GRA-3	01-09-24	TYPE 13 GUARDRAIL ANCHOR

10-108.00 EROSION PREVENTION AND SEDIMENT CONTROL

DWG.	REV.	DESCRIPTION
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
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-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-11A	08-01-12	CULVERT PROTECTION TYPE 2
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-31	05-04-22	TEMPORARY DIVERSION CHANNEL

SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

3/23/2026 8:49:21 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-001A INDEX.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	1A1

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-200.00	**SIGN**	
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-16	07-30-25	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-23A	07-30-25	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23C	07-30-25	BREAKWAY POST SIGN SUPPORTS
10-204.00	**DESIGN - TRAFFIC CONTROL**	
T-M-5	01-24-25	MARKING DETAIL FOR FREEWAYS
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	01-24-25	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-24-25	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9A	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9B	07-22-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-16	03-26-25	LANE SHIFT FOR DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-62	08-20-25	CONSTRUCTION ACCESS/EMERGENCY PULL-OFF ON FREEWAYS
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-65	03-26-25	LANE CLOSURE WITH LATE MERGE
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-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC
DESIGN
DRAWINGS

3/2/2026 1:05:12 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-001A TRAFFIC DRAWINGS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STATION / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	An Asbestos Containing Material (ACM) survey was completed on Bridge No. 22I00400001 SR-48 over I-40 LM 0.21 (22-SR048-00.21). 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 (April 1, 2026) Sections 107.08.D and 202.03).	BRIDGE #22I00400001

SEALED BY

NICHOLAS A. KNIAZEWYCZ
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 126479
STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

3/17/2026 12:41:14 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-001B PROJECT COMMITMENTS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	2
PS&E	2026	41I040-S3-011	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 22I040-S3-009	QUANTITY 41I040-S3-011	TOTAL QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	0.67	0.33	1
	201-01	CLEARING AND GRUBBING	LS	0.67	0.33	1
(14)	202-04.01	REMOVAL OF STRUCTURES (CONCRETE DITCH, STA. VARIES)	LS	0.67	0.33	1
(1)(14)(29)(32)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	46332	23868	70200
(14)	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	4407	2270	6677
	203-06	WATER	M.G.	321	160	481
(33)	203-20.01	CHANNEL SUBSTRATE	C.Y.	0.4	0.2	0.6
(18)	203-50	CONSTRUCTION OF HAUL ROAD	LS	0.67	0.33	1
(15)	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	125	63	188
(2)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	1.5	0.7	2.2
(1)	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.	664	342	1006
(1)(3)	209-05	SEDIMENT REMOVAL	C.Y.	542	271	813
(1)(3)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	3978	2050	6028
(1)	209-08.07	ROCK CHECK DAM PER	EACH	60	31	91
(1)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	7	4	11
(1)	209-09.04	SEDIMENT FILTER BAG(15' X 10')	EACH		2	2
(1)	209-40.31	CATCH BASIN PROTECTION (TYPE B)	EACH	1	1	2
(1)	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH		1	1
(1)	209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.	94	48	142
(14)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	12647	6323	18970
(23)	303-01.02	GRANULAR BACKFILL (BRIDGES)	TON	1	1	2
(1)(17)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	35	17	52
(14)	307-01.22	ASP. CONC. MIX(PG76-22) (BPMB-HM) GR. A-S	TON	494	247	741
(14)	307-03.01	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	534	275	809
(14)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	1953	977	2930
(14)	313-03	TREATED PERMEABLE BASE	S.Y.	1763	882	2645
(14)	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	19	10	29
(14)	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	68	34	102
(14)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	6.5	3	9.5
(25)	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	1363	2727	4090
(23)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	7	4	11
(14)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	967	484	1451
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	1.3	0.5	1.8
(14)(24)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	155	78	233
(14)	501-01.02	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 9"	S.Y.	1067	533	1600
(14)	502-03.20	FULL DEPTH PCC PAVEMENT REPAIR	C.Y.	29	15	44
(14)(26)	502-04.01	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F.	673	346	1019
(14)	502-04.02	LOAD TRANSFER DOWELS	EACH	40	20	60
(14)	502-04.03	TRANSVERSE TIE-BARS	EACH	64	31	95
(14)	502-08.07	SEALING RANDOM CRACKS (SILICONE SEALANT)	L.F.	37	19	56
(14)	607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	3	2	5
(14)	607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	21	11	32
(14)	607-09.10	48" CONCRETE PIPE CULVERT(CLASS V) TRENCHLESS	L.F.		581	581
(14)	611-01.07	MANHOLES, > 24' - 28' DEPTH	EACH		1	1
(14)	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	24	12	36
(14)	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	1340	660	2000
(1)(30)	621-03.03	24" TEMPORARY DRAINAGE PIPE	L.F.	132	68	200
(14)	705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.	1568	808	2376
(14)	705-06.02	W BEAM GR (TYPE 2) MASH TL3 (LONG POST)	L.F.	451	233	684
(14)	705-06.10	GR TERMINALTRAILING END (TYPE 13) MASH TL3	EACH	1	1	2
(14)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	2	1	3
(14)	706-01	GUARDRAIL REMOVED	L.F.	1276	658	1934
(28)	707-01.11	CHAIN LINK FENCE (6 FOOT)	L.F.	554	286	840
(28)	707-01.12	END & CORNER POST ASSEMBLY(CHAIN-LINK FENCE 6')	EACH	4	2	6
(22)	707-06.01	REMOVAL OF FENCE (WOVEN WIRE)	L.F.	634	326	960
(1)(3)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	430	222	652
(1)(19)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	145	75	220
(14)	709-05.08	MACHINED RIP-RAP (CLASS B)	TON	415	204	619
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	3905	1923	5828
	710-05	LATERAL UNDERDRAIN	L.F.	372	183	555
	710-06.11	LATERAL UNDERDRAIN ENDWALL (2:1)	EACH	7	4	11

FOOTNOTES

(1) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

(2) NO DIRT OR DEBRIS SHALL BE LEFT ON THE SHOULDERS. SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. THIS WORK IS TO BE PERFORMED BEFORE ALL OTHER OPERATIONS.

(3) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

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

(5) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 712-06 (CONSTRUCTION).

(6) CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING OF CONSTRUCTION SIGNS.

(7) FOR TAPERS AT ENDS OF ACCELERATION LANES (16 EACH).

(8) TO BE USED TO REMOVE SIGNS AS SHOWN ON THE SIGNING AND STRIPING PLANS.

(9) TO BE USED TO RESTRIPE CONCRETE SURFACES ON WB ON RAMP.

(10) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC.

(11) FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.

(12) INCLUDES 2280 L.F. FOR EASTBOUND OFF-RAMP, 3500 L.F. FOR EASTBOUND ON-RAMP, 2610 L.F. FOR WESTBOUND OFF-RAMP, AND 3050 L.F. FOR WESTBOUND ON-RAMP.

(13) FOR LANE LINES AT ACCELERATION AND DECELERATION LANES.

(14) SEE SHEET 2F FOR LOCATIONS AND DETAILS.

(15) TO BE USED TO BACKFILL EXISTING PIPES AS SHOWN ON SHEET 5.

(16) SEE SIGNING AND STRIPING PLANS FOR LOCATIONS AND DETAILS.

(17) INCLUDES 44 TONS TO BE USED FOR CULVERT PROTECTION TYPE 2, AND 8 TONS TO BE USED FOR SEDIMENT FILTER BAG.

(18) INCLUDES ALL QUANTITIES FOR CONSTRUCTING AND REMOVING TWO HAUL ROADS AS SHOWN ON THE PLANS.

(19) INCLUDES 100 CY FOR TEMPORARY CONSTRUCTION EXITS, 100 CY FOR TEMPORARY CULVERT CROSSINGS, AND 20 CY FOR TEMPORARY DIVERSION CHANNEL.

(20) INCLUDES 157 SY TO BE USED FOR CULVERT PROTECTION TYPE 2, 172 SY TO BE USED FOR TEMPORARY CONSTRUCTION EXITS, 172 SY TO BE USED FOR TEMPORARY CULVERT CROSSINGS, 77 SY TO BE USED FOR SEDIMENT FILTER BAG, AND 100 SY TO BE USED FOR TEMPORARY DIVERSION CHANNEL.

(21) INCLUDES 88 LF TO BE USED WITH SEDIMENT FILTER BAG.

(22) TO BE USED TO REMOVE EXISTING C.A. FENCE FROM STATION 788+80.29 - 798+03.32.

(23) SEE BRIDGE REPAIR SHEETS FOR DETAILS.

(24) INCLUDES 11 TONS TO BE USED FOR BRIDGE REPAIR. SEE BRIDGE REPAIR SHEETS FOR DETAILS.

(25) TO BE USED IN TEMPORARY WIDENING AREAS ON I-40 EASTBOUND AND WESTBOUND ON RAMP.

(26) INCLUDES 693 LF TO BE USED ON EASTBOUND OFF RAMP IN TEMPORARY WIDENING SECTION.

(27) THE USE OF MONOFILAMENT GEOTEXTILES IS PROHIBITED WITHIN 30 FT OF A STREAM OR ANY OTHER RIPARIAN BUFFER AREA.

(28) TO BE USED FOR PROPOSED C.A. FENCE.

(29) INCLUDES 369 CY FOR TEMPORARY BERM, 16 CY FOR TEMPORARY CONSTRUCTION EXITS, AND 16 CY FOR TEMPORARY CULVERT CROSSINGS.

(30) TO BE USED FOR TEMPORARY CULVERT CROSSINGS.

(31) TO BE USED TO REMOVE AND RELOCATE SIGNS AS SHOWN ON THE SIGNING & STRIPING PLANS.

(32) SEE GRADING SPECIAL NOTES ON SHEET 2D.

(33) TO BE USED AT INLET AND OUTLET OF 48" CULVERT AS SHOWN IN D-AOP-1.

(34) THE PORTABLE QUEUE WARNING SYSTEM DESCRIPTION CAN BE FOUND IN THE SPECIAL PROVISION 712PQWS. SYSTEM SHALL INCLUDE 5 PORTABLE CHANGEABLE MESSAGE SIGNS AND 11 SPEED SENSORS. ITEM COST TO INCLUDE ALL WORK AND MATERIALS FOR THE SYSTEM AS SHOWN IN SP712PQWS.

SEALED BY



3-31-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

3/27/2026 10:42:39 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002 ESTIMATED QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	2-1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 22I040-S3-009	QUANTITY 41I040-S3-011	TOTAL QUANTITY
	710-06.12	LATERAL UNDERDRAIN ENDWALL (3:1)	EACH	1		1
	710-06.13	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	1	1	2
	710-06.15	LATERAL UNDERDRAIN ENDWALL (6:1)	EACH	15	8	23
(4)	712-01	TRAFFIC CONTROL	LS	0.67	0.33	1
	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.	11962	5980	17942
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH	5	2	7
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	509	251	760
	712-04.50	BARRIER RAIL DELINEATOR	EACH	1202	592	1794
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	3	1	4
(5)(6)	712-06	SIGNS (CONSTRUCTION)	S.F.	1017	524	1541
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	32	16	48
	712-08.03	ARROW BOARD (TYPE C)	EACH	1	1	2
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	1	1	2
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	3	1	4
	712-08.12	QUEUE PROTECTION TRUCK	DAY	9	3	12
(34)	712-08.14	PORTABLE QUEUE WARNING SYSTEM	DAY	8	4	12
	712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F.	83616	41184	124800
(7)	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	21	11	32
	713-11.01	"U" SECTION STEEL POSTS	LB.	507	250	757
	713-11.22	U POST SLIP BASE	EACH	8	4	12
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	79	39	118
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	21	11	32
	713-14	EXTRUDED ALUMINUM PANEL SIGNS	S.F.	27	13	40
(8)	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	0.67	0.33	1
(31)	713-15.02	REMOVAL & RELOCATION OF SIGN & SUPPORT	EACH	12	6	18
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	3	1	4
	716-01.11	RAISED PVMT MARKERS (BI-DIRECTIONAL) (1 COLOR LENS)	EACH	1125	561	1686
(16)	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	56	28	84
(16)	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	89	44	133
(10)(16)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	67	33	100
(10)(16)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	3	1	4
(10)(16)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	358	176	534
(10)(16)	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	3	1	4
(11)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2.4	1.2	3.6
(16)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	1.2	0.6	1.8
(16)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	971	479	1450
(16)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	858	423	1281
(9)(16)	716-15.10	PREFORMED PERMANENT TAPE (6IN LINE)	L.F.	850	419	1269
	717-01	MOBILIZATION	LS	0.67	0.33	1
(1)(20)(27)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	447	231	678
(1)(3)	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F.	12240	6305	18545
(1)	801-01	SEEDING (WITH MULCH)	UNIT	301	150	451
(1)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	301	150	451
(1)	801-01.35	GRASS SEED MIX (RIPZN/FLPL) W/MULCH	UNIT	6	3	9
(1)	801-03	WATER (SEEDING & SODDING)	M.G.	60	30	90
	802-12.01	ACER NEGUNDO (BOX ELDER SEEDLNG B.R.)	EACH	29	15	44
	802-12.02	ACER RUBRUM (RED MAPLE SEEDLNG B.R.)	EACH	29	15	44
	802-12.16	FRAXINUS PENNSYLVANICA (GREEN ASH SEEDLNG B.R.)	EACH	29	15	44
	802-12.19	LIRIODENDRON TULIPIFERA (TULIP POPLAR SEEDLNG B.R.)	EACH	29	15	44
	802-12.26	PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.)	EACH	29	15	44
	802-16.01	SALIX NIGRA (BLACK WILLOW 3FT LIVE STAKES)	EACH	29	15	44
(1)(27)	805-12.01	EROSION CONTROL BLANKET (TYPE I)	S.Y.	24291	12146	36437

FOOTNOTES

(1) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.
(2) NO DIRT OR DEBRIS SHALL BE LEFT ON THE SHOULDERS. SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. THIS WORK IS TO BE PERFORMED BEFORE ALL OTHER OPERATIONS.
(3) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
(4) CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
(5) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 712-06 (CONSTRUCTION).
(6) CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING OF CONSTRUCTION SIGNS.
(7) FOR TAPERS AT ENDS OF ACCELERATION LANES (16 EACH).
(8) TO BE USED TO REMOVE SIGNS AS SHOWN ON THE SIGNING AND STRIPING PLANS.
(9) TO BE USED TO RESTRIPE CONCRETE SURFACES ON WB ON RAMP.
(10) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC.
(11) FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.
(12) INCLUDES 2280 L.F. FOR EASTBOUND OFF-RAMP, 3500 L.F. FOR EASTBOUND ON-RAMP, 2610 L.F. FOR WESTBOUND OFF-RAMP, AND 3050 L.F. FOR WESTBOUND ON-RAMP.
(13) FOR LANE LINES AT ACCELERATION AND DECELERATION LANES.
(14) SEE SHEET 2F FOR LOCATIONS AND DETAILS.
(15) TO BE USED TO BACKFILL EXISTING PIPES AS SHOWN ON SHEET 5.
(16) SEE SIGNING AND STRIPING PLANS FOR LOCATIONS AND DETAILS.
(17) INCLUDES 44 TONS TO BE USED FOR CULVERT PROTECTION TYPE 2, AND 8 TONS TO BE USED FOR SEDIMENT FILTER BAG.
(18) INCLUDES ALL QUANTITIES FOR CONSTRUCTING AND REMOVING TWO HAUL ROADS AS SHOWN ON THE PLANS.
(19) INCLUDES 100 CY FOR TEMPORARY CONSTRUCTION EXITS, 100 CY FOR TEMPORARY CULVERT CROSSINGS, AND 20 CY FOR TEMPORARY DIVERSION CHANNEL.
(20) INCLUDES 157 SY TO BE USED FOR CULVERT PROTECTION TYPE 2, 172 SY TO BE USED FOR TEMPORARY CONSTRUCTION EXITS, 172 SY TO BE USED FOR TEMPORARY CULVERT CROSSINGS, 77 SY TO BE USED FOR SEDIMENT FILTER BAG, AND 100 SY TO BE USED FOR TEMPORARY DIVERSION CHANNEL.
(21) INCLUDES 88 LF TO BE USED WITH SEDIMENT FILTER BAG.
(22) TO BE USED TO REMOVE EXISTING C.A. FENCE FROM STATION 788+80.29 - 798+03.32.
(23) SEE BRIDGE REPAIR SHEETS FOR DETAILS.
(24) INCLUDES 11 TONS TO BE USED FOR BRIDGE REPAIR. SEE BRIDGE REPAIR SHEETS FOR DETAILS.
(25) TO BE USED IN TEMPORARY WIDENING AREAS ON I-40 EASTBOUND AND WESTBOUND ON RAMP.
(26) INCLUDES 693 LF TO BE USED ON EASTBOUND OFF RAMP IN TEMPORARY WIDENING SECTION.
(27) THE USE OF MONOFILAMENT GEOTEXTILES IS PROHIBITED WITHIN 30 FT OF A STREAM OR ANY OTHER RIPARIAN BUFFER AREA.
(28) TO BE USED FOR PROPOSED C.A. FENCE.
(29) INCLUDES 369 CY FOR TEMPORARY BERM, 16 CY FOR TEMPORARY CONSTRUCTION EXITS, AND 16 CY FOR TEMPORARY CULVERT CROSSINGS.
(30) TO BE USED FOR TEMPORARY CULVERT CROSSINGS.
(31) TO BE USED TO REMOVE AND RELOCATE SIGNS AS SHOWN ON THE SIGNING & STRIPING PLANS.
(32) SEE GRADING SPECIAL NOTES ON SHEET 2D.
(33) TO BE USED AT INLET AND OUTLET OF 48" CULVERT AS SHOWN IN D-AOP-1.
(34) THE PORTABLE QUEUE WARNING SYSTEM DESCRIPTION CAN BE FOUND IN THE SPECIAL PROVISION 712PQWS. SYSTEM SHALL INCLUDE 5 PORTABLE CHANGEABLE MESSAGE SIGNS AND 11 SPEED SENSORS. ITEM COST TO INCLUDE ALL WORK AND MATERIALS FOR THE SYSTEM AS SHOWN IN SP712PQWS.

SEALED BY



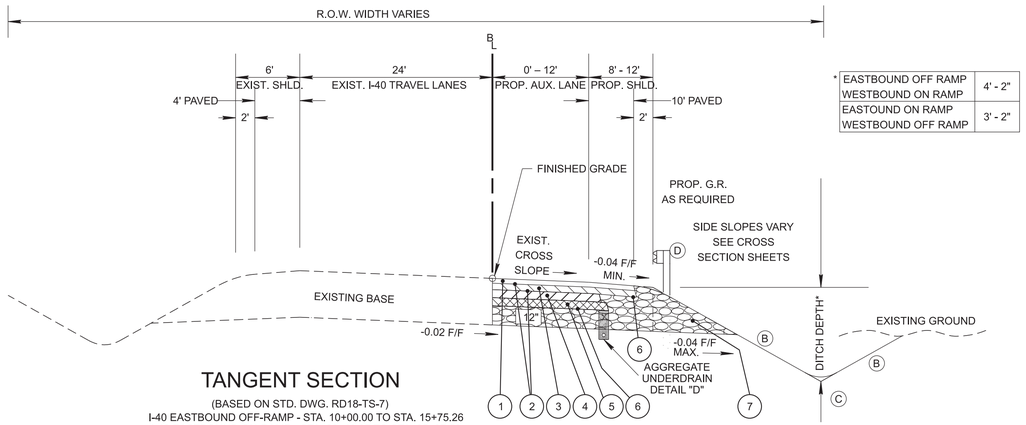
3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

3/17/2026 12:42:03 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002 ESTIMATED QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	2B
FUNC.	2025	41I040-S2-011	2B
PS&E	2026	41I040-S3-011	2B



*	
EASTBOUND OFF RAMP WESTBOUND ON RAMP	4' - 2"
EASTOUND ON RAMP WESTBOUND OFF RAMP	3' - 2"

TANGENT SECTION

(BASED ON STD. DWG. RD18-TS-7)
I-40 EASTBOUND OFF-RAMP - STA. 10+00.00 TO STA. 15+75.26
I-40 EASTBOUND ON-RAMP - STA. 20+43.37 TO STA. 35+07.53
I-40 WESTBOUND OFF-RAMP - STA. 10+00.00 TO STA. 16+33.54
I-40 WESTBOUND ON-RAMP - STA. 22+04.62 TO STA. 32+87.31

(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.

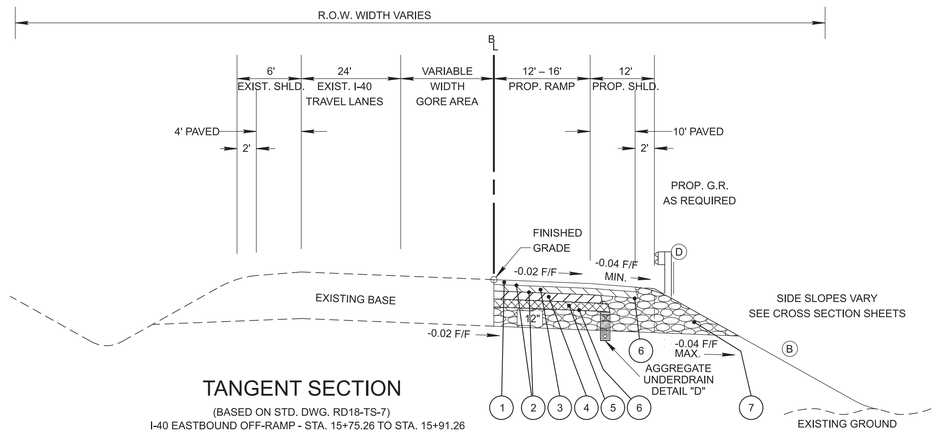
(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-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.

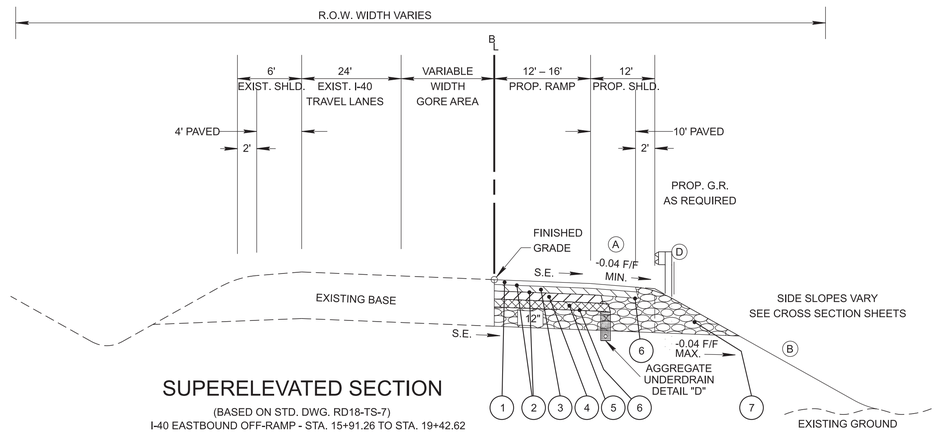
PAVEMENT AND SHOULDER TRANSITIONS

ROAD NAME	STATION	SIDE LT	SIDE RT	TYPE	OFFSET	WIDTH
I-40 EASTBOUND OFF-RAMP	10+00.00 TO 12+50.00		X	PVMT.	0' - 12'	0' - 12'
I-40 EASTBOUND OFF-RAMP	15+91.26 TO 20+33.15		X	PVMT.	12' - 16'	12' - 16'
I-40 EASTBOUND OFF-RAMP	21+86.86 TO 23+06.86		X	PVMT.	16' - 24'	16' - 24'
I-40 EASTBOUND ON-RAMP	17+43.37 TO 20+43.37		X	PVMT.	16' - 12'	16' - 12'
				SHLD.	24' - 24'	8' - 12'
I-40 EASTBOUND ON-RAMP	32+07.53 TO 35+07.53		X	PVMT.	12' - 0'	12' - 0'
I-40 WESTBOUND OFF-RAMP	10+00.00 TO 12+50.00		X	PVMT.	0' - 12'	0' - 12'
I-40 WESTBOUND OFF-RAMP	16+33.54 TO 19+47.55		X	PVMT.	12' - 16'	12' - 16'
				SHLD.	24' - 24'	12' - 8'
I-40 WESTBOUND OFF-RAMP	22+53.87 TO 23+73.87		X	PVMT.	16' - 24'	16' - 24'
I-40 WESTBOUND ON-RAMP	22+04.62 TO 23+79.62		X	SHLD.	22' - 24'	9.5' - 12'
I-40 WESTBOUND ON-RAMP	29+87.31 TO 32+87.31		X	PVMT.	12' - 0'	12' - 0'



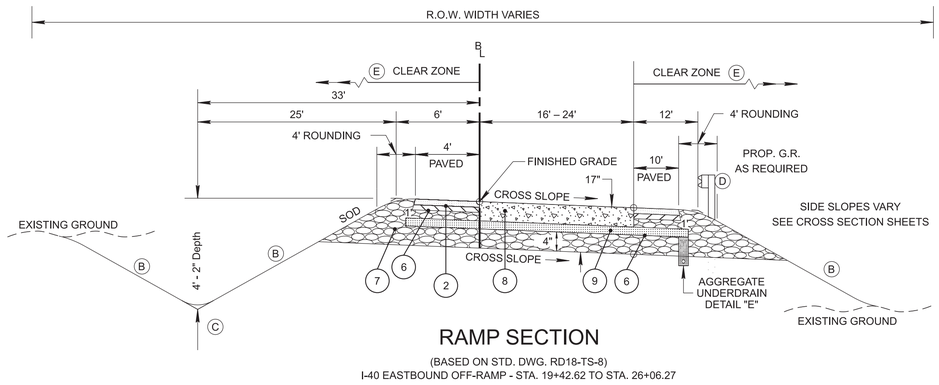
TANGENT SECTION

(BASED ON STD. DWG. RD18-TS-7)
I-40 EASTBOUND OFF-RAMP - STA. 15+75.26 TO STA. 15+91.26



SUPERELEVATED SECTION

(BASED ON STD. DWG. RD18-TS-7)
I-40 EASTBOUND OFF-RAMP - STA. 15+91.26 TO STA. 19+42.62



RAMP SECTION

(BASED ON STD. DWG. RD18-TS-8)
I-40 EASTBOUND OFF-RAMP - STA. 19+42.62 TO STA. 26+06.27

ALTERNATE SUBGRADE SLOPES AND TRANSITIONS

ROAD NAME	STATION	SIDE LT	SIDE RT	BEGIN	END
EASTBOUND OFF-RAMP	12+00.00 TO 13+50.00		X	6:1	3:1
EASTBOUND OFF RAMP	13+50.00 TO 14+75.00		X	3:1	3:1
EASTBOUND OFF-RAMP	14+75.00 TO 16+25.00		X	3:1	6:1
EASTBOUND ON-RAMP	10+75.00 TO 12+75.00		X	6:1	3:1
EASTBOUND ON-RAMP	12+25.00 TO 15+00.00			3:1	3:1
EASTBOUND ON-RAMP	15+00.00 TO 16+50.00		X	3:1	6:1

SEALED BY



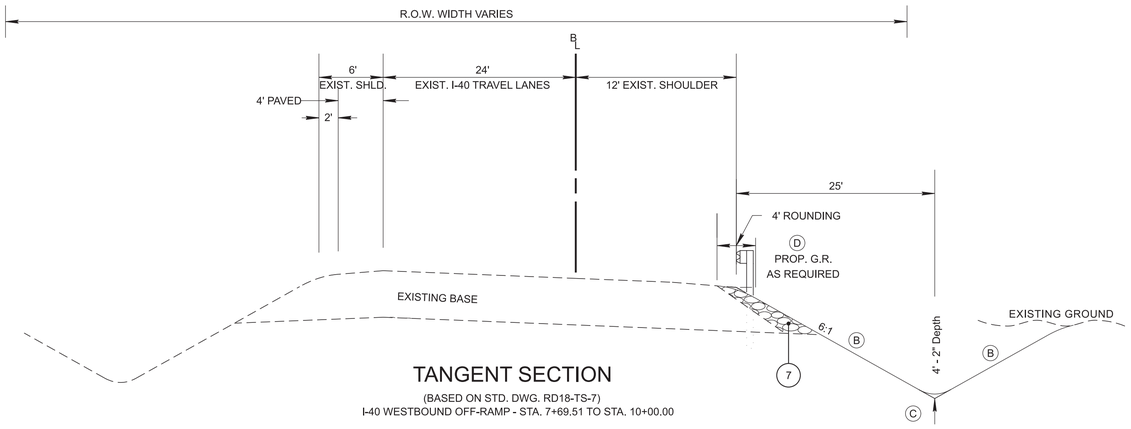
3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

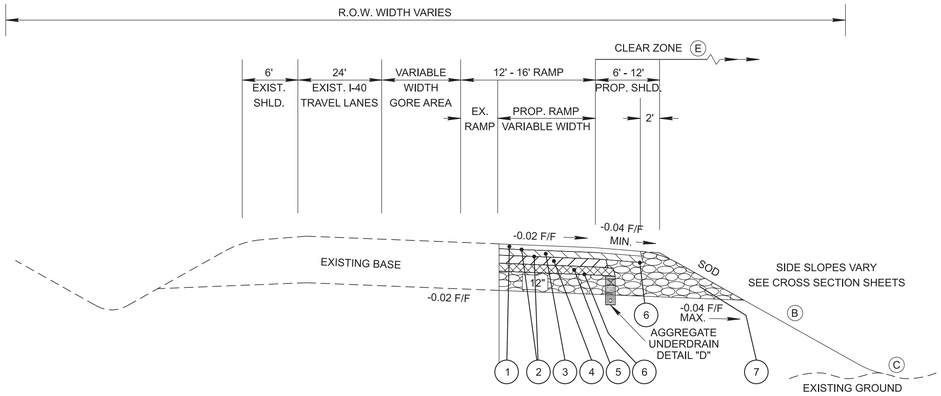
2/18/2026 12:50:21 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\41I040-04-SHT-TYPICAL SECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	2B1
FUNC.	2025	41I040-S2-011	2B1
PS&E	2026	41I040-S3-011	2B1



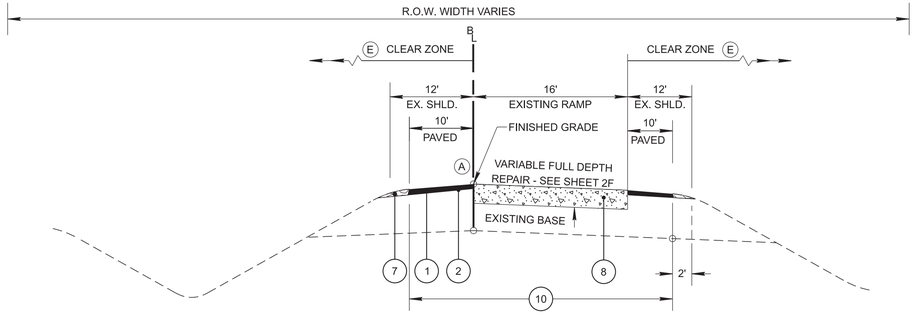
TANGENT SECTION

(BASED ON STD. DWG. RD18-TS-7)
I-40 WESTBOUND OFF-RAMP - STA. 7+69.51 TO STA. 10+00.00



TANGENT SECTION

(BASED ON STD. DWG. RD18-TS-7)
I-40 EASTBOUND ON-RAMP - STA. 17+43.37 TO STA. 20+43.37
I-40 WESTBOUND OFF-RAMP - STA. 16+33.54 TO STA. 19+47.55



RESURFACING AND CONCRETE REPAIR SECTION

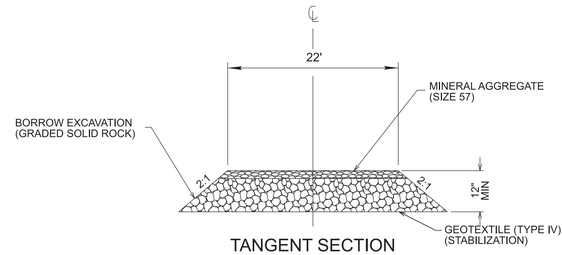
(BASED ON STD. DWG. RD18-TS-8)
I-40 WESTBOUND ON-RAMP - STA. 10+12.79 TO STA. 16+25.67

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

Ⓑ 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.

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

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

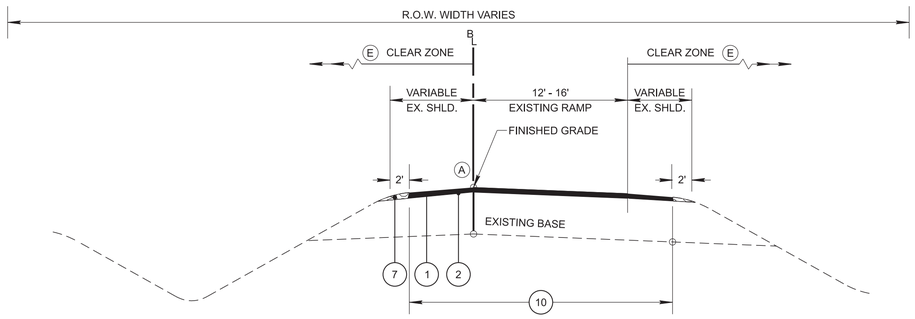


TANGENT SECTION

HAUL ROAD

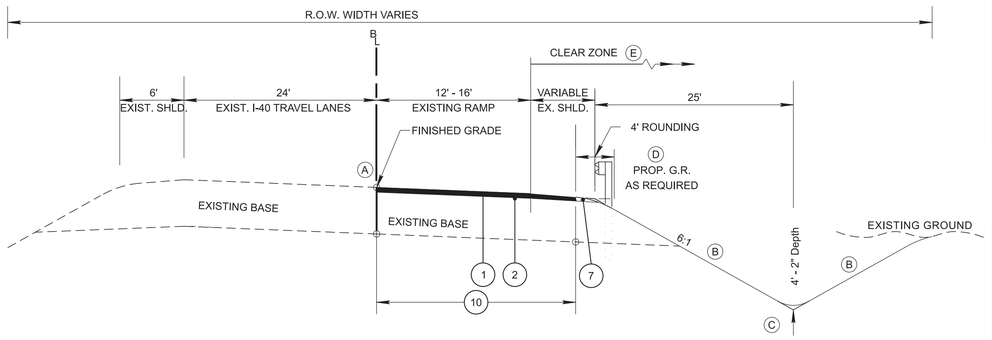
NOTE: IF CONSTRUCTION IN AREAS THAT ARE EITHER DRY OR UNSATURATED, HAUL ROAD SHALL BE CONSTRUCTED OF BORROW EXCAVATION (GRADED SOLID ROCK). IF CONSTRUCTED IN WATER OR IN AN AREA WITHIN THE FLOODPLAIN IN THE CASE OF A 5 YEAR STORM EVENT, ONE OF THE FOLLOWING MATERIALS SHALL BE USED IN LIEU OF BORROW EXCAVATION (GRADED SOLID ROCK):

- MACHINED RIP-RAP (CLASS A-1)
- MACHINED RIP-RAP (CLASS B)
- MACHINED RIP-RAP (CLASS C)



RESURFACING SECTION

(BASED ON STD. DWG. RD18-TS-8)
I-40 WESTBOUND ON-RAMP - STA. 16+25.67 TO STA. 19+43.63



RESURFACING SECTION

(BASED ON STD. DWG. RD18-TS-7)
I-40 WESTBOUND ON-RAMP - STA. 19+43.63 TO STA. 22+04.62

SEALED BY

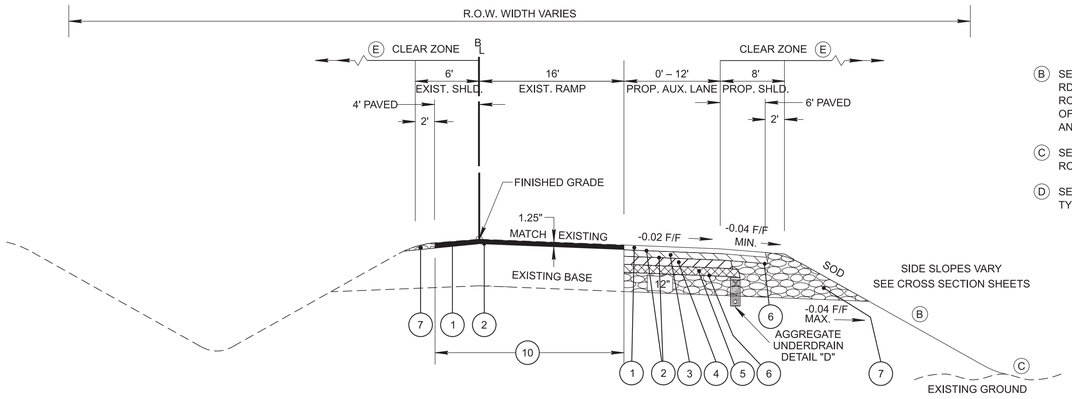


3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

2/18/2026 12:50:28 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002B TYPICAL SECTIONS.DGN



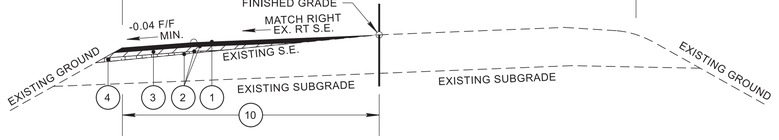
RESURFACING SECTION WITH PROP. TURNING LANE

(BASED ON STD. DWG. RD18-TS-8)
I-40 WESTBOUND OFF-RAMP - STA. 22+53.87 TO STA. 26+81.39

(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-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

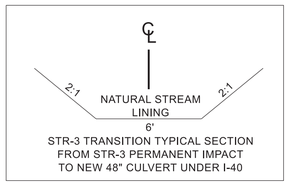


SUPERELEVATED SECTION
SR-48 CROSSFALL CORRECTION

(BASED ON STD. DWG. RD18-TS-3A)
FROM STA. 109+50.00 TO STA. 113+25.00

PROPOSED PAVEMENT SCHEDULE

(1)	ASPHALTIC CONCRETE SURFACE (HOT MIX) PG76-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-03.10 ACS MIX (PG76-22) GRADING "D"
(2)	TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC). SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.
(3)	BITUMINOUS PLANT MIX BASE (HOT MIX) PG76-22 GRADING "B-M2" @ 2.75" THICK (APPROX. 311 LB./S.Y.) 307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING "B-M2"
(4)	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"
(5)	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"
(6)	PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) RATE = 0.30 – 0.35 GALLONS/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) RATE = 8 – 12 LB./S.Y.
(7)	MINERAL AGGREGATE 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
(8)	PORTLAND CEMENT CONCRETE (PLAIN) 9" 501-01.02 PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 9"
(9)	TREATED PERMEABLE BASE @ 4" THICK 313-03 TREATED PERMEABLE BASE (S.Y.)
(10)	COLD PLANING @ 1.25" THICK (APPROX. 131.25 LB./S.Y.) 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

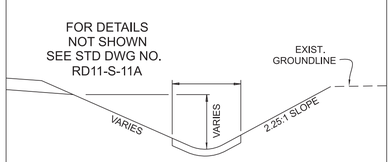


STR-3 TRANSITION TYPICAL SECTION
FROM STR-3 PERMANENT IMPACT
TO NEW 48" CULVERT UNDER I-40

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	2B2
PS&E	2026	41I040-S3-011	2B2

DETAIL NO. 1

WESTBOUND OFF RAMP

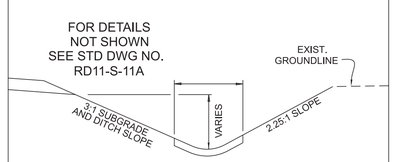


PROP. "V" BOTTOM
CROWN VETCH LINED DITCH

WESTBOUND OFF RAMP RT
STATION 7+69.51 - 8+50.00

DETAIL NO. 2

WESTBOUND OFF RAMP

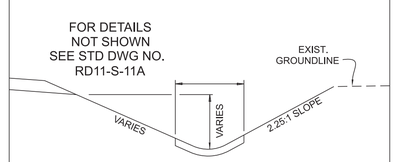


PROP. "V" BOTTOM
CROWN VETCH LINED DITCH

WESTBOUND OFF RAMP RT
STATION 12+25.00 - 15+00.00

DETAIL NO. 3

WESTBOUND ON RAMP

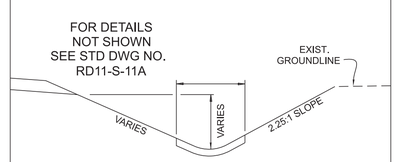


PROP. "V" BOTTOM
CROWN VETCH LINED DITCH

WESTBOUND ON RAMP RT
STATION 19+43.63 - 19+93.63

DETAIL NO. 4

EASTBOUND ON RAMP

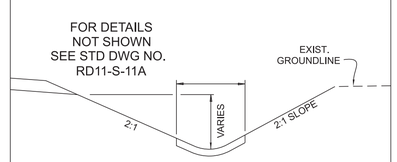


PROP. "V" BOTTOM
CROWN VETCH LINED DITCH

EASTBOUND ON RAMP RT
STATION 34+50.00 - 35+07.53

DETAIL NO. 5

EASTBOUND OFF RAMP



PROP. "V" BOTTOM
CROWN VETCH LINED DITCH

EASTBOUND OFF RAMP RT
STATION 13+45.00 - 15+03.00

SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

2/18/2026 12:50:29 PM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002B TYPICAL SECTIONS.DGN

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.

(2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.

(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

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 801-01.

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 607-05.02, 607-09.05, & 611-01.07 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).

(5) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.

(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.

FENCING

(1) LOCATION OF THE FENCE SHALL BE ONE FOOT INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS.

(2) FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES, STOCK PASSES AND BRIDGES WHERE DIRECTED BY THE ENGINEER SO AS TO ABUT WINGWALLS AND/OR ABUTMENTS.

(3) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS A TWO-WEEK NOTICE PRIOR TO CUTTING FENCES.

(4) THE CONTRACTOR SHALL BE REQUIRED TO INSTALL ACCESS CONTROL FENCES PRIOR TO CUTTING EXISTING STOCK FENCES IN AREAS UTILIZED BY DOMESTIC LIVESTOCK OR OTHER AREAS AS DIRECTED BY THE ENGINEER.

MISCELLANEOUS

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

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

ROAD CLOSURE

(1) NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

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

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

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

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

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

(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

(16) THE PAVEMENT MARKING ON THE LANE SHIFTS AND MERGES FOR I-40 WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20 L.M.

(17) BEFORE OPENING THE LANE SHIFTS AND MERGES 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.

PAVEMENT

PAVING

(1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

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

(3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	2C

SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

2/18/2026 12:50:36 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002C GENERAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	2C1

GENERAL NOTES (CONTINUED)

SIGNING (CONTINUED)

(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.

(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.

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 PUBLIC 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.

(4) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.

(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.

(6) WHEN "LOGO" SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE "LOGO" SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 712-01, AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

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.

(8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

(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.

(2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW 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 LATEST EDITION OF THE STANDARD 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 80-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.

SEALED BY

NICHOLAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 126337
STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

3/17/2026 12:42:39 PM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002C1 GENERAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	2D

SPECIAL NOTES

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, 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.

PAVEMENT

RESURFACING

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

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

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

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

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

E. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD. SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (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.

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

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

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

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

SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

2/18/2026 12:52:35 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002D SPECIAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	2E
PS&E	2026	41I040-S3-011	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.

STREAMS, WETLANDS & BUFFER ZONES

(19) ONCE WATER IS DIVERTED INTO A NEWLY CONSTRUCTED AND STABILIZED RELOCATED STREAM / CHANNEL, THE ECOLOGY SECTION SHALL BE NOTIFIED. THE STREAM NAME, STREAM NUMBER, AND DATE THE WATER WAS DIVERTED INTO THE NEWLY CONSTRUCTED STREAM / CHANNEL SHALL BE SUPPLIED WITH THE NOTIFICATION.

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) THIS PROJECT INCLUDES GRADING, DRAINAGE, PAVING, GUARDRAIL, APPLICATION OF EPSC DEVICES, TRAFFIC CONTROL, AND STRIPING.

SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

2/18/2026 12:53:36 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002E ENV NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	2F
PS&E	2026	41I040-S3-011	2F

STORM DRAIN ENDWALLS

SHEET NO.	STATION	OFFSET (FT.)	SKEW	CODE	TYPE	STANDARD DRAWING NO.	RIP-RAP CLASS "B" 709-05.08 (TON)	PROTECTED ENDWALLS CLASS "A" CONCRETE 611-07.01 (C.Y.)	PROTECTED ENDWALLS STEEL BAR REINFORCING 611-07.02 (LB.)
5B	799+83.14	155.39	45°	EW-1	A	D-PEW-1, D-PEW-2	230.0	22.0	1443
5B	795+31.70	-201.75	45°	EW-2	A	D-PEW-1, D-PEW-2	61.0	10.0	372
TOTALS							291.0	32.0	1815

STORM DRAINAGE PIPES

SHEET NO.	INLET CODE NO.	INLET OUTLET ELEV.	OUTLET CODE NO.	OUTLET INLET ELEV.	% GRADE	REINFORCED CONCRETE PIPE - CLASS, ITEM NO., SIZE & LENGTH (FT.)	CLASS III 607-03.02 18"	CLASS III 607-05.02 24"	CLASS III 607-06.02 30"	CLASS III 607-07.02 36"	CLASS III 607-08.02 42"	CLASS IV 607-09.10 48"
5B	EW-1	714.30	MH-1	688.45	5.32%							486'
5B	MH-1	688.23	EW-2	687.74	0.51%							95'
TOTALS												581'

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATIONS FROM	STATIONS TO	GUARDRAIL W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	GUARDRAIL W BEAM GR (TYPE 2) MASH TL3 (LONG POST) 705-06.02 (L.F.)	GUARDRAIL REMOVED 706-01 (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)
5B, 6B	EB OFF RAMP		X	11+75.80	24+24.71	1176		839	1	1
7B, 8B	WB OFF RAMP		X	8+21.12	15+59.75		684.00		1	1
4B, 5B	WB ON RAMP		X	20+44.95	32+87.26	1200.00		1095		1
TOTALS						2376	684	1934	2	3

WESTBOUND ON RAMP CONCRETE REPAIR DETAILS

LOCATION	LENGTH (FT)	WIDTH (FT)	AREA (SY)	PAY ITEMS FULL DEPTH (9") PCC PAVEMENT REPAIR (CY) 502-03.20	SAWING CONCRETE PAVEMENT (FULL DEPTH) (LF) 502-04.01	LOAD TRANSFER DOWELS (EACH) 502-04.02	TRANSVERSE DOWEL BARS (EACH) 502-04.03	SEALING RANDOM CRACKS (SILICONE SEALANT) (LF) 502-08.07
SLAB 1 & 2	12	16	21	5	56	15	11	
SLAB 3 & 4	50	16	89	23	132	15	49	
SLAB 7 & 8	12	16	21	5	56	15	11	
SLAB 13 & 14	50	16	89					14
SLAB 17	12	16	21					14
SLAB 18	25	16	44					18
SLAB 19	25	16	44	11	82	15	24	
SLAB 20	12	16	21					10
TOTALS				44	326	60	95	56

CROSS DRAIN TABULATION

LOCATION	STATION	SKEW	RCP CLASS III OR CMP 10 GA OR PVC OR SRTRP OR HDPE OR PP FILL HEIGHT ≤ 16 FT. (L.F.) 18"	24"	30"	36"	42"	48"	END TREATMENT INLET TYPE	INLET DRAWING NO.	OUTLET TYPE	OUTLET DRAWING. NO.
EB OFF RAMP	19+66.20	49°	5						EX.	N/A	STR	D-PE-4
EB OFF RAMP	22+44.76	80°		15					EX.	N/A	STR	D-PE-4
I-40	793+50.46	90°		17					EX.	N/A	STR	D-PE-4
TOTALS			5	32					Pipe Tabulation For Arterial Roadways			

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY) EXC.	UNADJUSTED VOLUMES (CY) EMB.	ADJUSTED VOLUMES (CY) EXC.
MAINLINE			
SIDE ROADS	69783	49201	62805
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES			
INDEPENDENT DITCHES			
TEMPORARY CONSTRUCTION EXITS	16		15
EPSC	401		361
TOPSOIL (EMB.)			
TOPSOIL (EXC.)			
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

BALANCE SUMMARY

SHRINK = 10 % SWELL = 25 %

EXC.		EMB.
63180	VS.	-49201
AVAILABLE	=	13979
WASTE MATERIAL	=	15377

ROCK (C.Y.) EXC.	ROCK (C.Y.) EMB.	TOTALS (C.Y.) EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
0	0	70200	49201	70200	70200	63180

CATCH BASINS AND MANHOLES

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/ TOP ELEV.	INVERT ELEV.	DEPTH (FT.)	INSIDE DIM.	STANDARD DRAWING NO.	PAY ITEMS TYPE 3 611-01.07 24'-28'
5B	I-40	796+14.35	-159.16	MH-1	715.89	688.23	27.66	5'2"X5'2"	D-MH-5	1
TOTALS										1

IF EXISTING TOPSOIL IS SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
360573	18709	10988	29697	6677	6677	0	23020

REMOVAL OF STRUCTURES

SHEET NO.	STATION	LOCATION	DESCRIPTION
5	21+70.00	WB ON RAMP	CONCRETE DITCH
6	23+20.00	EB OFF RAMP	CONCRETE DITCH
7, 8	25+20.00	EB ON RAMP	CONCRETE DITCH

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	MINERAL AGG. D 303-01	BITUMINOUS PLANT MIX BASE (HOT MIX) PG-76-22 A 307-03.01	A-S 307-01.22	B-M2 307-03.08	PRIME COAT 402-01	402-02	TACK COAT 403-01	ASPHALTIC CONCRETE SURFACE (HOT MIX) PG 76-22 D 411-03.10	CONCRETE (S.Y.) TREATED PERMEABLE BASE 313-03	CONCRETE PAVEMENT 9" 501-01.02	COLD PLANING BITUMINOUS PAVEMENT (TON) 415-01.01
WESTBOUND ON RAMP	3324	129	119	388	3.6	12.6	2.0	305			138
EASTBOUND OFF RAMP	4289	148	136	490	6.8	23.9	1.3	209	2645	1600	
EASTBOUND ON RAMP	4651	301	278	624	5.6	20.1	1.9	266			
WESTBOUND OFF RAMP	3892	226	208	446	4.0	14.4	1.8	254			63
TEMPORARY WIDENING	2814			969	9.0	31.0	2.0	413			
SR 48		5		13			0.5	4.0			32.0
TOTALS	18970	809	741	2930	29	102	9.5	1451	2645	1600	233

CROSS DRAIN ENDWALLS

LOCATION	STATION	OFFSET (FT.)	SKEW	TYPE	STANDARD DRAWING NO.	RIP-RAP CLASS "B" 709-05.08 (TON)	PROTECTED ENDWALLS CLASS "A" CONCRETE 611-07.01 (C.Y.)	PROTECTED ENDWALLS STEEL BAR REINFORCING 611-07.02 (LB.)
I-40	793+50.15	-119.98	90°	STR	D-PE-4		1.5	70
EB OFF RAMP	19+34.85	34.79	48°	STR	D-PE-4	328	1.0	45
EB OFF RAMP	22+26.83	99.22	90°	STR	D-PE-4		1.5	70
TOTALS						328	4.0	185

SEALED BY

NICOLAS A. KNIAZEWYCZ REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 126337 STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

3/27/2026 10:43:24 AM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002F TAB QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	2G

NORTH HR
CURVE 4
PI 8+60.52
N 605525.1501
E 1526884.1280
Δ 29°46'30" RT.
D 38°11'50"
R 150.00'
L 77.95'
T 39.88'
LC 77.08'
BC S24°22'02.2"W

NORTH HR
CURVE 3
PI 7+57.78
N 605664.6515
E 1526907.4219
Δ 87°28'20" LT.
D 57°17'45"
R 100.00'
L 152.67'
T 95.68'
LC 138.27'
BC S53°12'57.1"W

NORTH HR
CURVE 2
PI 5+23.09
N 605636.1055
E 1527141.5340
Δ 29°20'50" RT.
D 57°17'45"
R 100.00'
L 51.22'
T 26.19'
LC 50.66'
BC S82°16'41.8"W

NORTH HR
CURVE 1
PI 2+52.07
N 605739.7129
E 1527392.9623
Δ 12°44'21" RT.
D 05°43'46"
R 1000.00'
L 222.34'
T 111.63'
LC 221.88'
BC S61°14'06.3"W

N12°34'59"E
694.57'

PT STA. 8+14.77

WWC-7

PROP. CONST. ESMT.

HR CUT

END REMOVAL OF EX. C.A. FENCE
STA. 23+55.98
OFFSET: 145.66'

DICKSON COUNTY
HICKMAN COUNTY

BRAD LEEPER

END PERM. IMPACT
STR-3

TOP OF BANK

STR-3

PROP R.O.W. (C.A.) & FENCE

END TEMP. IMPACT
STR-3 HR FILL

N42°31'50"E
50.73'

EIP

S39°28'41"W

INV - 701.39'

PROP C.A. FENCE

N42°31'53"W

EX. C.A. FENCE

EX. C.A. FENCE

RIP-RAP

L = 61.76'
INV - 696.56'
24" HDPE

INV - 702.02'

CONC. DITCH

CONC. DITCH TO
BE REMOVED

NORTH HR
STA. 10+51.61

S39°15'17"W

INV - 723.11'

WWC-8

WWC-8
(PAPER LOCATED)

HR CUT

RIP-RAP

HR CUT

RIP-RAP

S67°36'17"W

CONC. DITCH

RIP-RAP

HR FILL

NORTH HR
STA. 0+00.00

PC STA. 13+91.26

ASPH.

I-40 WESTBOUND ON RAM

S54°51'56"W

I-40 WESTBOUND (ASPH.)

HR CUT

ASPH.

CONC

N90°00'00"E

EX. 493' OF 42" CMP TO BE CAPPED
WITH FLOWABLE FILL

I-40 WB ON RAMP

12'

EXIST. LANE WIDTH (TYP.)

795

800

L = 492.98'
42" CMP

MM 163.2

I-40

CONC. DITCH

I-40 EASTBOUND (ASPH.)

MATCH EXISTING EOP LINE

I-40 EB OFF RAMP

ASPH.

I-40 EB OFF RAMP

ASPH.

ASPH.

ASPH.

SIGN

GUARD

EX. 104' OF 24" RCP TO BE CAPPED
WITH FLOWABLE FILL

BLIND TIE

L = 103.85'
24" RCP

INV - 731.69'

INV - 713.04'

WWC-9

SOUTH HR 1
STA. 5+41.14

INV - 715.04'

S40°18'57.0"W

CONC. DITCH

CONC. DITCH TO
BE REMOVED

WWC-10

HR CUT

HR CUT

STR-3

BEGIN PERM. IMPACT
STR-3

TOP OF BANK

S63°40'16"W

WWC-9

S18°41'58"W

HR FILL

HR CUT

PROP. CONST. ESMT.

STR-3

STR-3

PT STA. 4+48.13

PROP. CONST. ESMT.

MATCH LINE STA. 804+00 SEE SHEET NO. 2G1

STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637

SOUTH HR 1
CURVE 2
PI 4+16.72
N 605487.6582
E 1527587.1576
Δ 37°22'45" RT.
D 57°17'45"
R 100.00'
L 65.24'
T 33.83'
LC 64.09'
BC S82°21'38.0"W

SOUTH HR 1
CURVE 1
PI 1+86.96
N 605591.4674
E 1527796.9324
Δ 44°58'18" RT.
D 57°17'45"
R 100.00'
L 78.49'
T 41.39'
LC 76.49'
BC S41°11'06.6"W

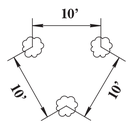
PC STA. 3+82.89

PT STA. 2+73.06

TREES AND NATIVE SEED MIX

IF CLEARING EXTENDS BEYOND AREA PATTERNED, ADDITIONAL TREES AND NATIVE SEED MIX WILL BE REQUIRED FOR ADDITIONAL IMPACTED AREAS WITHIN 60' OF STR-3 BANK.

NOTES:
1. NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT ENVIRONMENTAL DIVISION. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION, UNLESS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE SOME TIME TO LOCATE.
3. TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.



PLANTING DETAIL

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 220I040-S3-009	QUANTITY 41I040-S3-011	TOTAL QUANTITY
802-12.01	ACER NEGUNDO (BOX ELDER SEEDLNG B.R.)	EACH	29	15	44
802-12.02	ACER RUBRUM (RED MAPLE SEEDLNG B.R.)	EACH	29	15	44
802-12.16	FRAXINUS PENNSYLVANICA (GREEN ASH SEEDLNG B.R.)	EACH	29	15	44
802-12.19	LIRIODENDRON TULIPIFERA (TULIP POPLAR SEEDLNG B.R.)	EACH	29	15	44
802-12.26	PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.)	EACH	29	15	44
802-16.01	SALIX NIGRA (BLACK WILLOW 3FT LIVE STAKES)	EACH	29	15	44

GRASS SEED MIX (801-01.35)

SCIENTIFIC NAME	COMMON NAME	COMPOSITION %
Elymus virginicus	Virginia wild rye	20.0%
Dichanthelium clandestinum	Deer tongue grass	20.0%
Sorghastrum Nutans	Indian grass	20.0%
Andropogon Gerardii	Big blue stem	20.0%
Glyceria striata	Fowl manna grass	20.0%

TREES AND NATIVE SEED MIX DETAILS

SEALED BY

NICHOLAS A. KNIAZEWYCH
REGISTERED ENGINEER
AGRICULTURE
NUMBER 124195
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

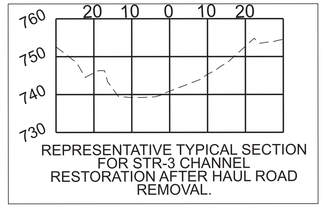
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAUL ROAD LAYOUT

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

3/17/2026 12:43:47 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002G HAUL ROAD LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	2G1



REPRESENTATIVE TYPICAL SECTION FOR STR-3 CHANNEL RESTORATION AFTER HAUL ROAD REMOVAL.

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

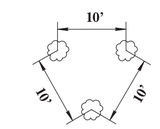
STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

STA. 26+97.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

MATCH LINE STA. 804+00 SEE SHEET NO. 2G

2-S-BL. I-40 TRUCK REPAIR
10-FILLER CAP
4-GAS PUMP
GAS STATION CANOPY
2-VENT PIPE
WATER SPIGOT
ELEC. OUTLET
2-S-BL. PHILLIPS 66
I-40 WESTBOUND ON RAMP (CONC.)
I-40 WB OFF RAMP
I-40 WESTBOUND OFF RAMP (ASPH.)
EX. C.A. FENCE
MATCH EXISTING EOP LINE
S50°48'15"W
I-40 WB ON RAMP
IP (ASPH.)
CP-S12 41-040-12
F. DITCH
CONC. DITCH
I-40 WESTBOUND (ASPH.)
MM 163.4
CP-S13 41-040-13
SOUTH HR 1 STA. 0+00.00
EX. 24" CMP TO REMAIN
I-40 EASTBOUND OFF RAMP (ASPH.)
S16°41'15"W
HR-CUT
DICKSON COUNTY
HICKMAN COUNTY
BEGIN TEMP. IMPACT STR-3
S18°36'48"E
HR FILL
END TEMP. IMPACT STR-3 STA. 0+59.17
STA. 0+00.00
N 605712.5149 E 1527837.9031
South HR 1
South HR 2
CONC. DITCH TO BE REMOVED SOUTH HR 2 STA. 2+09.48
TOP OF BANK
PROP. CONST. ESMT.
PC STA. 1+45.57
WWC-10A
N78°55'00"E
I-40 EB OFF RAMP
I-40 EASTBOUND OFF RAMP (CONC.)
WWC-10B (PAPER LOCATED)
WWC-10C (PAPER LOCATED)
CP-S14 41-040-14
SR-48 (ASPH.)
N77°11'03"W
CONC. APRON
JERSEY BARRIER
LIMIT OF CONSTRUCTION SR 48 STA. 109+50.00
T/C
CURB
GUARDRAIL
WWC-12
WTL-1
WWC-14
25-ELEC. OUTLET
VACANT LIGHT POLE BASE
CONTROL BOX
AC UNIT
P/T
1-S-B SHELL
GAS STATION CANOPY
20-FILLER CAP
2-GAS PUMP
KEROSENE PUMP
TELEPHONE POLE MOUNTED CONTROL BOX
PLUNDERS CREEK RD (ASPH.)
TOP - 809.45' FILLED
TOP - 809.62' WELDED SHUT
1-S-F ABANDONED
1-S-B ABANDONED
TREES AND NATIVE SEED MIX
IF CLEARING EXTENDS BEYOND AREA PATTERNED, ADDITIONAL TREES AND NATIVE SEED MIX WILL BE REQUIRED FOR ADDITIONAL IMPACTED AREAS WITHIN 60' OF STR-3 BANK.

NOTES:
1. NO SUBSTITUTIONS OF TREE SPECIES OR SIZES SHALL BE ALLOWED WITHOUT THE WRITTEN APPROVAL OF TDOT ENVIRONMENTAL DIVISION. TREES SHALL BE THE VARIETY REQUESTED AND FIRST QUALITY. NO CLONES OR CULTIVARS WILL BE ACCEPTED. ANY FOUND TO BE INCORRECT SPECIES, OR IMPROPERLY PLANTED, AT ANY TIME PRIOR TO TERMINATION OF THE CONTRACT SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE. STAKES AND WIRES SHALL BE REMOVED IMMEDIATELY PRIOR TO CONTRACT TERMINATION, UNLESS DIRECTED BY THE ENGINEER.
2. THE CONTRACTOR SHOULD ARRANGE SEVERAL MONTHS AHEAD OF TIME TO OBTAIN THE CORRECT TREE SPECIES, AS SOME MAY REQUIRE SOME TIME TO LOCATE.
3. TREES SHALL BE WATERED AS REQUIRED THROUGH THE PERIOD OF ESTABLISHMENT TO ENSURE SURVIVAL.



PLANTING DETAIL

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 22I040-S3-009	QUANTITY 41I040-S3-011	TOTAL QUANTITY
802-12.01	ACER NEGUNDO (BOX ELDER SEEDLNG B.R.)	EACH	29	15	44
802-12.02	ACER RUBRUM (RED MAPLE SEEDLNG B.R.)	EACH	29	15	44
802-12.16	FRAXINUS PENNSYLVANICA (GREEN ASH SEEDLNG B.R.)	EACH	29	15	44
802-12.19	LIRIODENDRON TULIPIFERA (TULIP POPLAR SEEDLNG B.R.)	EACH	29	15	44
802-12.26	PLATANUS OCCIDENTALIS (SYCAMORE SEEDLNG B.R.)	EACH	29	15	44
802-16.01	SALIX NIGRA (BLACK WILLOW 3FT LIVE STAKES)	EACH	29	15	44

GRASS SEED MIX (801-01.35)

SCIENTIFIC NAME	COMMON NAME	COMPOSITION %
Elymus virginicus	Virginia wild rye	20.0%
Dichanthelium clandestinum	Deer tongue grass	20.0%
Sorghastrum Nutans	Indian grass	20.0%
Andropogon Gerardii	Big blue stem	20.0%
Glyceria striata	Fowl manna grass	20.0%

TREES AND NATIVE SEED MIX DETAILS

SEALED BY

NICHOLAS A. KNIAZEW — REGISTERED ENGINEER — AGRICULTURE — COMMISSION NO. 126179 — STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

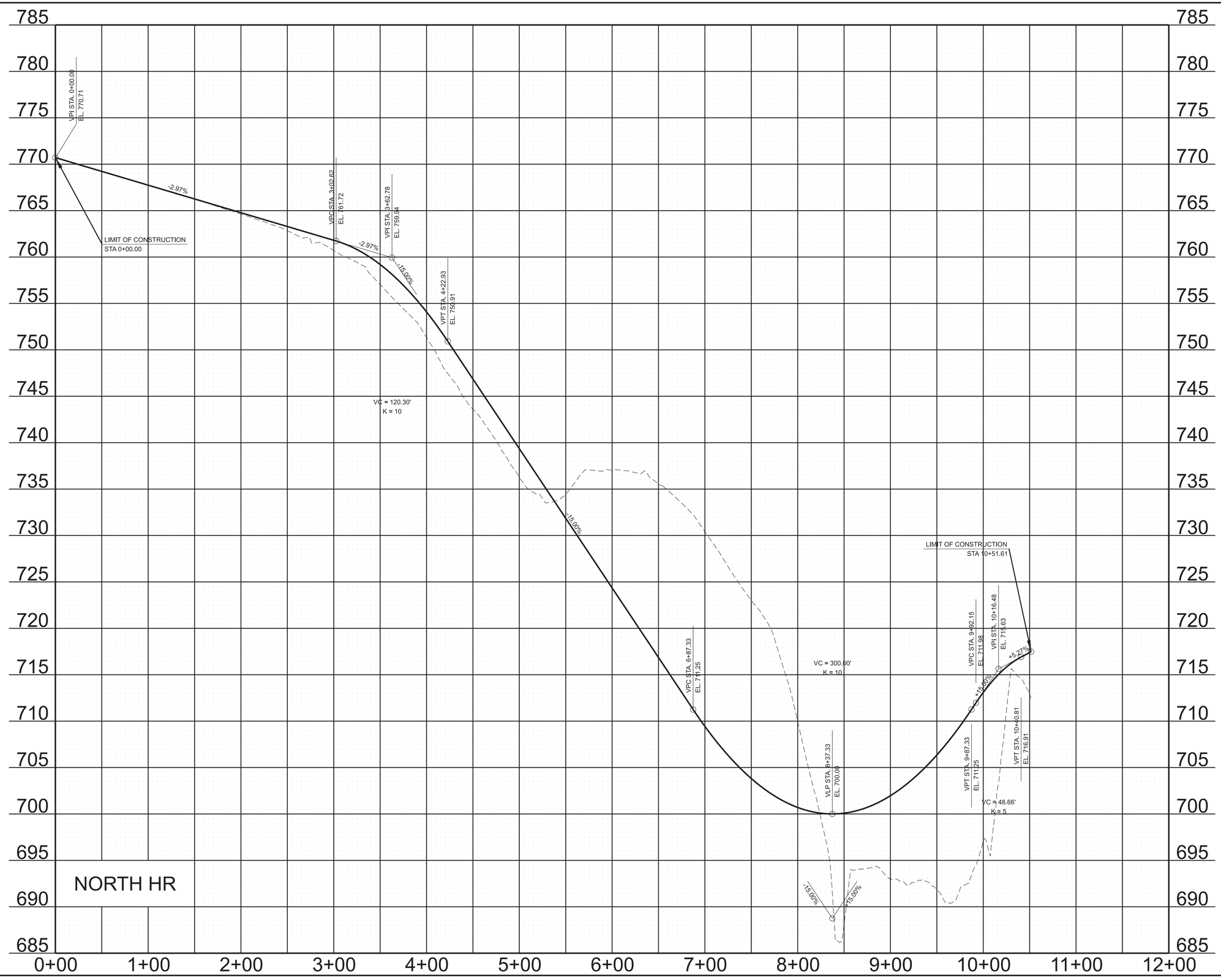
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAUL ROAD LAYOUT

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

3/17/2026 12:43:51 PM
\\TDOT03\NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002G HAUL ROAD LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	2G2



SEALED BY

NICHOLAS A. KNIAZEWYCZ
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126179
STATE OF TENNESSEE

3-25-26

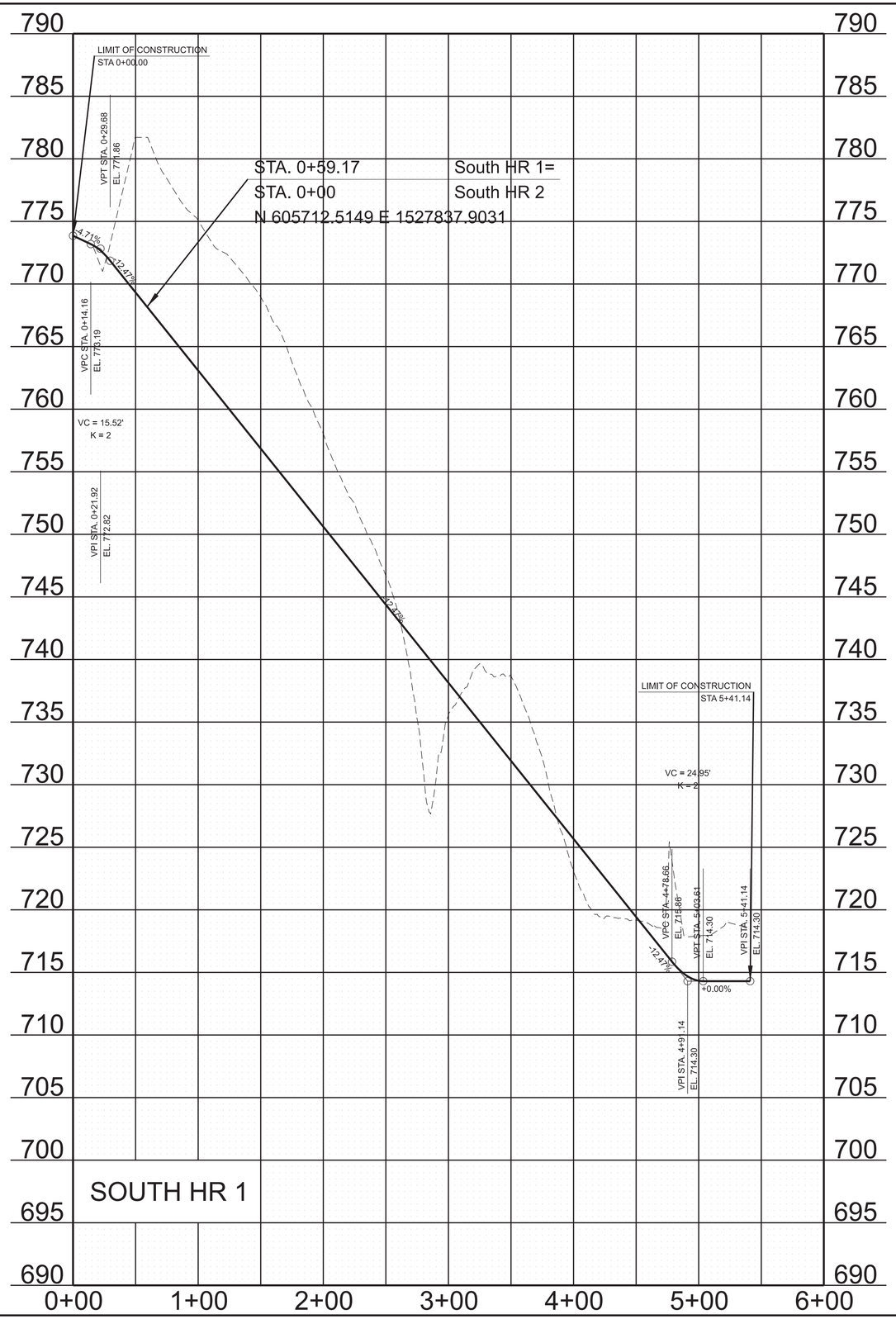
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

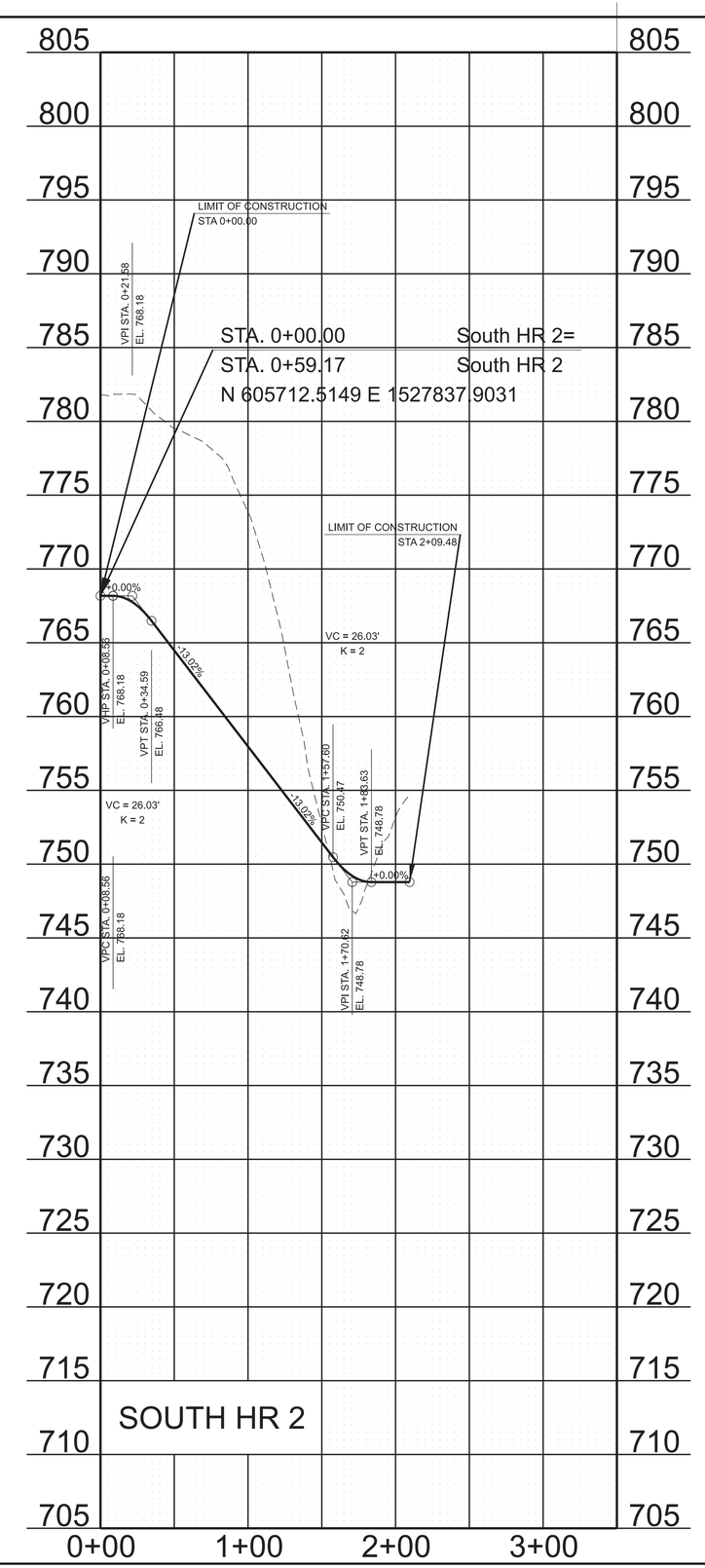
HAUL ROAD PROFILE

STA. 0+00.00 TO STA. 12+00.00

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

2/18/2026 12:56:14 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002G2 HAUL ROAD PROFILE.DGN





TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	2G3

SEALED BY

NICHOLAS A. KNIAZEWYCZ
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126179
STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

HAUL ROAD PROFILE

STA. 0+00.00 TO STA. 12+00.00

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

2/18/2026 12:56:15 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-002G2 HAUL ROAD PROFILE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	3
PS&E	2026	41I040-S3-011	3

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 (UPDATED 2-3-2026)

TELEPHONE:
AT&T
116 South Cannon Ave
Murfreesboro, TN 37129
Kenneth Lee Kornegay
Kk4096@Att.com
O: 615-848-2082
C: 615-631-7221

ELECTRIC:
DICKSON ELECTRIC SYSTEM
236 Cowan Rd
Dickson, TN 37055
Mike Billingsby
Mbillingsby@Dicksonelectric.com
O: 615-441-6301
C: 615-210-9137

Jared Miller
Jmiller@Dicksonelectric.com
O: 615-441-6328

WATER AND SEWER:
WATER AUTHORITY OF DICKSON COUNTY
101 Cowan Rd
Dickson, TN 37055
Michael Rogers
Mrogers@Wadc.us
O: 615-441-5403
C: 615-946-0078

CABLE:
COMCAST
660 Mainstream Drive
Nashville, TN 37228
Paul Johnson
NAS-NashvilleConstructionBetterments@comcast.com
O: 615-626-3138

SEALED BY

NICHOLAS A. KNIAZEW — REGISTERED ENGINEER — AGRICULTURE — COMMISSION NO. 126479 — STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

2/18/2026 12:56:22 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-003 ROW UTILITY NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	3A
FUNC.	2025	41I040-S2-011	3A
PS&E	2026	41I040-S3-011	3A

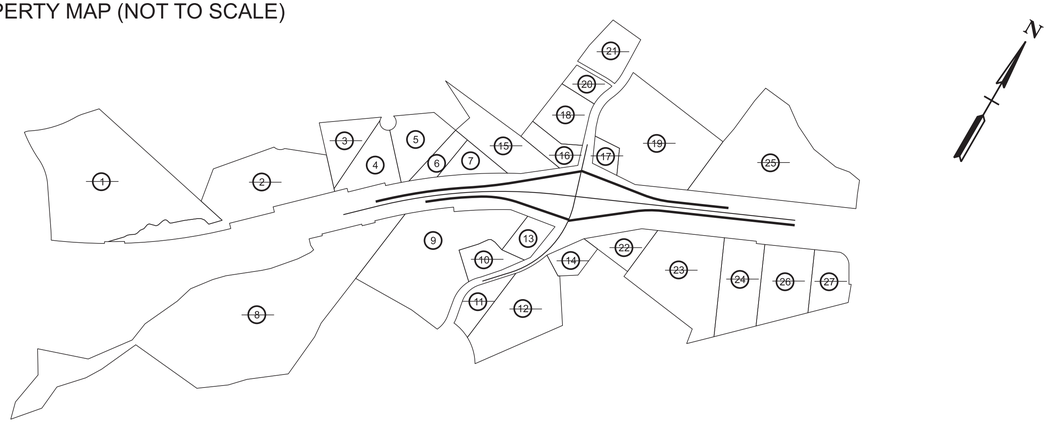
R.O.W. ACQUISITION TABLE

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	AIR RIGHTS	PERM RAILROAD
				BOOK	PAGE													
1	SUSAN D. STEVENS	007	4.00	5	321	40.470		40.470				40.470						
2	EVANGELINE LUCAS	007	2.03	20	1227	22.580		22.580				22.580						
3	RHONDA RENE BAKER	002	12.00	40	3275	5.900		5.900				5.900						
4	RONALD BAKER AND WIFE, RHONDA BAKER	002	14.00	9	7494	6.710		6.710	0.125		0.125	6.585						
5	RONALD BAKER AND WIFE, RHONDA BAKER	002	13.00	9	7494	7.510		7.510	3334 S.F.		3334 S.F.	7.433						
6	CHARLES L. BROWN AND WIFE, KELLY A. BROWN	002	2.00	105	634	2.720		2.720	0.230		0.230	2.490				0.249		
7	BRAD LEEPER	002	3.00	14	3430	3.320		3.320				3.320				0.325		
8	CHARLES L. BROWN AND WIFE, KELLY A. BROWN	007	6.00	105	634		64.790	64.790					64.790					
9	DEE TENNESSEE PROPERTIES, LLC	007	9.00	34	5430		28.170	28.170					28.170			1.713		
10	DEE TENNESSEE PROPERTIES, LLC	007	9.01	34	1994		4.030	4.030					4.030					
11	DEE TENNESSEE PROPERTIES, LLC	007	9.00	34	5430		4.080	4.080					4.080					
12	WERDNA T. MOSS	141	2.00	353	6		15.230	15.230					15.230					
13	STRATTON FAMILY PROPERTIES, L.P.	139	45.00	705	537		3.300	3.300					3.300			0.291		
14	JAMES P. CLARKE, III, WILLIAM R. HOSTETTLER, SR., AND HOSTETTLER REALTY, LLC	141	2.01	1223	52		3.120	3.120					3.120					
15	BRAD LEEPER	139	36.01	799	904	9.400		9.400				9.400						
16	BRAD W. LEEPER	139	36.00	835	80	3.000		3.000				3.000						
17	UPENDRA B. PATEL	139	37.00	892	647	1.930		1.930				1.930						
18	AMON RINGEMANN AND ANNA RINGEMANN	139	35.03	1383	97	6.260		6.260				6.260						
19	LOVE'S TRAVEL STOPS AND COUNTRY STORES, INC.	136	37.04	1028	597	24.350		24.350				24.350						
20	UPENDRA PATEL AND WIFE, PINKA PATEL	139	35.02	1388	666	2.630		2.630				2.630						
21	CARROL W. FORD	139	30.00	774	264	58.800		58.800				58.800						
22	JAMES P. CLARKE, III, WILLIAM R. HOSTETTLER, SR., AND HOSTETTLER REALTY, LLC	139	38.01	1223	52		4.220	4.220					4.220					
23	UPENDRA PATEL AND PINKA PATEL	139	38.00	1302	497		19.200	19.200					19.200					
24	HENRY MILBY AND WIFE, WANDA MILBY	139	38.01	818	743		10.350	10.350					10.350					
25	DONALD E. CROWE, SR. AND WIFE, ELEANOR S. CROWE	139	29.00	58	117	29.090		29.090				29.090						
26	DANA PEWITT JENKINS	139	38.02	1551	346		10.140	10.140					10.140					
27	PATRICK BRANCE JENKINS AND WIFE, DANA PEWITT JENKINS	139	38.03	1545	1682		5.780	5.780					5.780					
ACQUISITION TOTALS (ACRES)										0.432						2.577		

DISTURBED AREA

IN BETWEEN SLOPE LINES	17.780	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	6.150	(AC)
TOTAL DISTURBED AREA	23.930	(AC)
TOTAL PROJECT AREA	55.617	(AC)

PROPERTY MAP (NOT TO SCALE)



SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

2/18/2026 12:57:37 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-003A ACQ TABLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	3B
FUNC.	2025	41I040-S2-011	3B
PS&E	2026	41I040-S3-011	3B

22I040-S3-009
BEGIN PROJECT NO. 41I040-S3-011 CONST.
STA. 788+80.29
N 604962.6601 E 1526510.5223

22I040-S3-009
END PROJECT NO. 41I040-S3-011 CONST.
STA. 835+11.63
N 607130.1444 E 1530572.5286

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

22I040-S2-009
BEGIN PROJECT NO. 41I040-S2-011 R.O.W.
STA. 790+21.61
N 605059.1296 E 1526613.7988

SR-48 STA. 120+69.32
N 606710.7655 E 1528174.9062

STA. 10+00.00 I-40WBonRamp=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

STA. 32+87.31 I-40 WBonRamp=
STA. 788+80.29 I-40
N 605001.1437 E 1526473.6761

STA. 26+81.39 I-40 WBoffRamp=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

STA. 7+00.00 I-40 WBoffRamp=
STA. 830+66.68 I-40
N 607001.2310 E 1530143.2934

STA. 10+00.00 I-40 EBoffRamp=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637

STA. 26+17.49 I-40 EBoffRamp=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

SR-48 STA. 100+00.00
N 604830.2790 E 152927.0811

STA. 10+00.00 I-40EBonRamp=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

STA. 35+07.53 I-40 EBonRamp=
STA. 835+11.63 I-40
N 607080.3077 E 1530594.4263

LIMIT OF CONSTRUCTION
EBoffRamp STA. 26+06.27

LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00

LIMIT OF CONSTRUCTION
SR 48 STA. 109+50.00

I-40 WB ON RAMP
I-40 WB OFF RAMP
I-40 EB OFF RAMP
I-40 EB ON RAMP
I-40
SR-48
PRESENT R.O.W.
PROP R.O.W. (C.A.) & FENCE
PROP. CONST. ESMT.
TOP OF BANK
PROP. CONST. ESMT.
DICKSON COUNTY
HICKMAN COUNTY
WWC-7
WWC-8
WWC-9
WWC-10
WWC-10B (PAPER LOCATED)
WWC-10C (PAPER LOCATED)
WWC-10A
WWC-11
WWC-12
WWC-13
WWC-14
WWC-15
WWC-16
WWC-17
WWC-18
WWC-19
WWC-20
WWC-21C (PAPER LOCATED)
WWG/EPH-2
WTL-1
WTL-2A
WTL-2
STR-3
STR-9
N12°49'39"E

SEALED BY

NICHOLAS A. KNIZLEY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126979
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

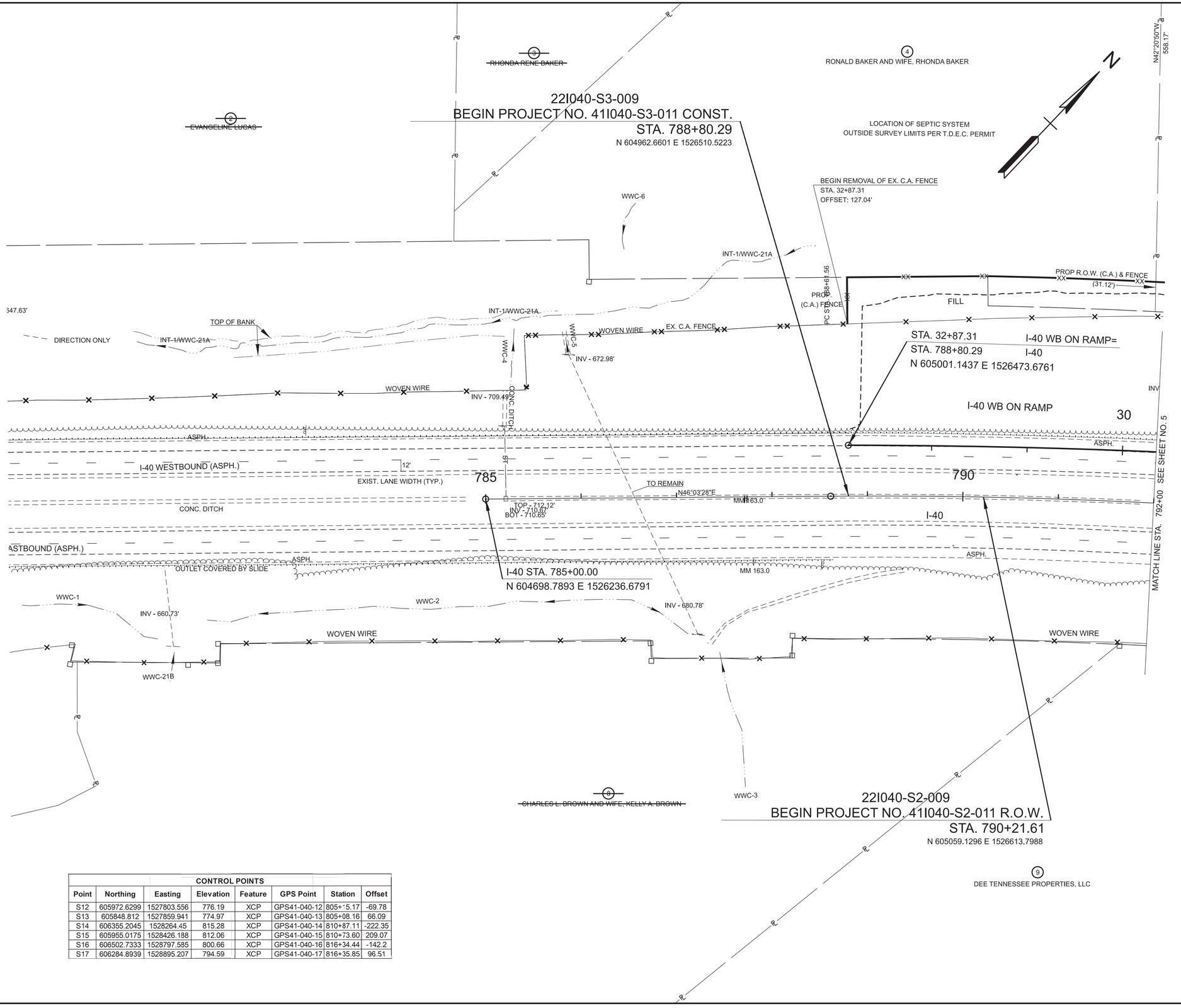
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 785+00.00 TO STA. 835+11.63
SCALE: 1" = 200'

2/18/2026 12:58:18 PM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\ORD Projects\133445.00 Hickman-Dickson\dgn\SHT-003B Property Map.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	4
FUNC.	2025	41I040-S2-011	4
PS&E	2026	41I040-S3-011	4



CONTROL POINTS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S12	605972.6299	1527803.556	776.19	XCP	GPS41-040-12	805+15.17	-69.78
S13	605848.812	1527859.941	774.97	XCP	GPS41-040-13	805+08.16	66.09
S14	606355.2045	1528264.45	815.28	XCP	GPS41-040-14	810+87.11	-222.35
S15	605955.0175	1528426.188	812.06	XCP	GPS41-040-15	810+73.60	209.07
S16	606502.7333	1528797.585	800.66	XCP	GPS41-040-16	816+34.44	-142.2
S17	606284.8939	1528895.207	794.59	XCP	GPS41-040-17	816+35.85	96.51

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

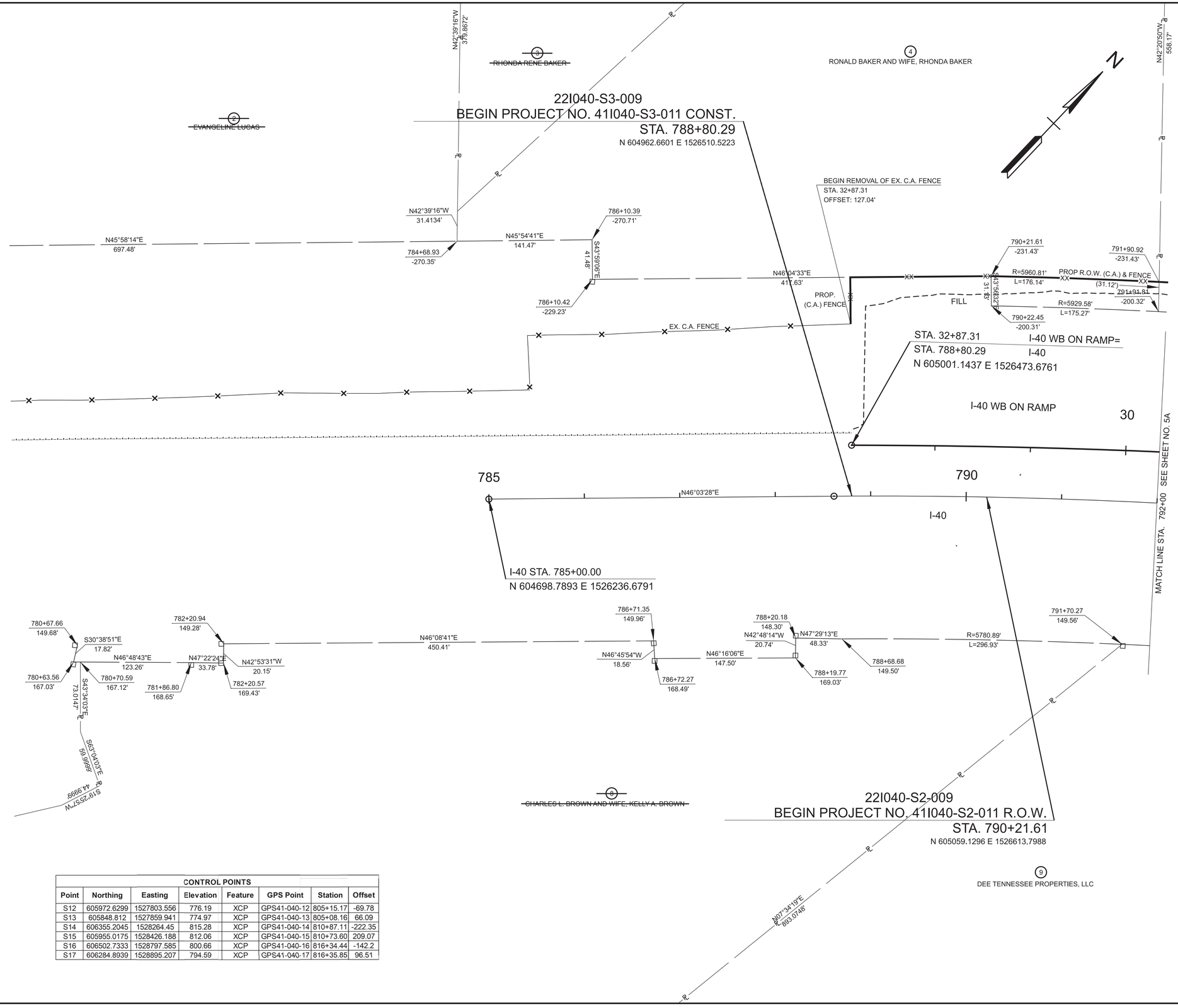
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

2/18/2026 12:58:36 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004 PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	4A
FUNC.	2025	41I040-S2-011	4A
PS&E	2026	41I040-S3-011	4A



CONTROL POINTS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S12	605972.6299	1527803.556	776.19	XCP	GPS41-040-12	805+15.17	-69.78
S13	605848.812	1527859.941	774.97	XCP	GPS41-040-13	805+08.16	66.09
S14	606355.2045	1528264.45	815.28	XCP	GPS41-040-14	810+87.11	-222.35
S15	605955.0175	1528426.188	812.06	XCP	GPS41-040-15	810+73.60	209.07
S16	606502.7333	1528797.585	800.66	XCP	GPS41-040-16	816+34.44	-142.2
S17	606284.8939	1528895.207	794.59	XCP	GPS41-040-17	816+35.85	96.51

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

2/18/2026 12:59:01 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004A ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	4B
FUNC.	2025	41I040-S2-011	4B
PS&E	2026	41I040-S3-011	4B

22I040-S3-009
BEGIN PROJECT NO. 41I040-S3-011 CONST.
STA. 788+80.29
N 604962.6601 E 1526510.5223

WWC-6

END GUARDRAIL (TIE-IN W/ EXISTING)
STA. 32+87.26
OFF. 12.25'

INT-1/WWC-21A

TIE TO EXISTING C.A. FENCE

PROP R.O.W. (C.A.) & FENCE

300' TRANSITION

TOP OF BANK

INT-1/WWC-21A

INT-1/WWC-21A

WWC-4

WWC-5

EX. C.A. FENCE

END PVMT. TRANSITION
STA. 32+87.31
OFF. 0.00'

STA. 32+87.31 I-40 WB ON RAMP=
STA. 788+80.29 I-40
N 605001.1437 E 1526473.6761

BEGIN PVMT. TRANSITION
STA. 29+87.31
OFF. 12.00'

I-40 WB ON RAMP

30

ASPH.

I-40 WESTBOUND (ASPH.)

785

790

TO REMAIN
N46°03'28"E

I-40

ASTBOUND (ASPH.)

ASPH.

ASPH.

I-40 STA. 785+00.00
N 604698.7893 E 1526236.6791

MATCH LINE STA. 792+00 SEE SHEET NO. 5B

WWC-1

WWC-2

WWC-21B

LIMIT OF CONSTRUCTION
WBonRamp STA. 32+87.31

WWC-3

22I040-S2-009
BEGIN PROJECT NO. 41I040-S2-011 R.O.W.
STA. 790+21.61
N 605059.1296 E 1526613.7988

SEALED BY

NICHOLAS A KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 126393
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

3/17/2026 12:44:18 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004B PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	5
FUNC.	2025	41I040-S2-011	5
PS&E	2026	41I040-S3-011	5

5 RONALD BAKER AND WIFE, RHONDA BAKER

6 CHARLES L. BROWN AND WIFE, KELLY A. BROWN

7 BRAD LEEPER

16 ~~BRAD LEEPER~~

9 DEE TENNESSEE PROPERTIES, LLC

DICKSON COUNTY
HICKMAN COUNTY

N12°34'59"E 694.57'

I-40
CURVE
PI 798+79.16
N 605655.8323
E 1527229.7313
Δ 20°08'34" RT.
D 01°00'00"
R 5729.38'
L 2014.20'
T 1017.60'
LC 2003.84'
BC N56°07'45.1"E

WB ON RAMP
CURVE
PI 20+07.56
N 605780.7400
E 1527486.2842
Δ 06°02'43" RT.
D 01°08'45"
R 5000.00'
L 527.55'
T 264.02'
LC 527.31'
BC S53°43'16.6"W

PC STA. 6+62.10

END REMOVAL OF EX. C.A. FENCE
STA. 23+55.98
OFFSET: 145.66'

PROP. CONST. ESMT.

WWC-7

END PERM. IMPACT
STR-3

TOP OF BANK

PROP R.O.W. (C.A.) & FENCE

END TEMP. IMPACT
STR-3

FILL N12°34'50"E 50.73'

EIP

INV - 701.39'

PROP C.A. FENCE

EX. C.A. FENCE

EX. C.A. FENCE

FILL

RIP-RAP

INV 24" HDPE

CONC. DITCH TO BE REMOVED

INV - CONC. DITCH

RIP-RAP

CUT

FILL

CONC. DITCH

RIP-RAP

RIP-RAP

WWC-8

INV - 723.11'

WWC-8
(PAPER LOCATED)

- 726.07'

ASPH.

I-40 WESTBOUND (ASPH.)

I-40 WESTBOUND ON RAM

CONC

SEE SHEET NO. 4

SEE SHEET NO. 6

N90°00'00"E

EX. 493' OF 42" CMP TO BE CAPPED
WITH FLOWABLE FILL

I-40 WB ON RAMP

795

800

12'

EXIST. LANE WIDTH (TYP.)

ASPH.

≤ 492.98'
42"CMP

MM 163.2

CONC. DITCH

PT STA. 5+99.59

PI STA. 5+44.12

I-40

TOP - 734.08'
INV - 731.47'
BOT - 731.51'

I-40 EASTBOUND (ASPH.)

MATCH EXISTING EOP LINE

I-40 EB OFF RAMP

ASPH.

I-40 EB OFF RAMP

ASPH.

ASPH.

MATCH LINE STA. 792+00

MATCH LINE STA. 804+00

10

SIGN

EX. 104' OF 24" RCP TO BE CAPPED
WITH FLOWABLE FILL

PC STA. 4+98.90

L = 103.85'
24"RCP

PT STA. 3+62.78

BLIND TIE

INV - 731.69'

CUT

FILL

INV - 713.04'

FILL

15

INV - 7[illegible]

FILL

PC STA. 1+[illegible]
CUT

CONC. DITCH

FILL

CONC. DITCH

INV - 764.65'

CONC. DITCH TO
BE REMOVED

WWC-9

WOVEN WIRE

WWC-10

BEGIN PERM. IMPACT
STR-3

TOP OF BANK

LAST SECTION OF CONCRETE DITCH (WWC-10) HAS BEEN UNDERCUT AND FALLEN, AND WAS NOT ABLE TO BE TIED TO STR-3.

WWC-10

PROP. CONST. ESMT.

STR-3

STR-3

PROP. CONST. ESMT.

STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637

EB OFF RAMP
CURVE 1
PI 18+14.74
N 605734.8492
E 1527618.5383
Δ 21°05'56" RT.
D 04°46'29"
R 1200.00'
L 441.90'
T 223.48'
LC 439.40'
BC N68°22'02.0"E
SE -0.07 FT/FT
TRANS. LENGTH 160 FT
DESIGN SPEED 50 MPH

SEALED BY

NICHOLAS A KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126937
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

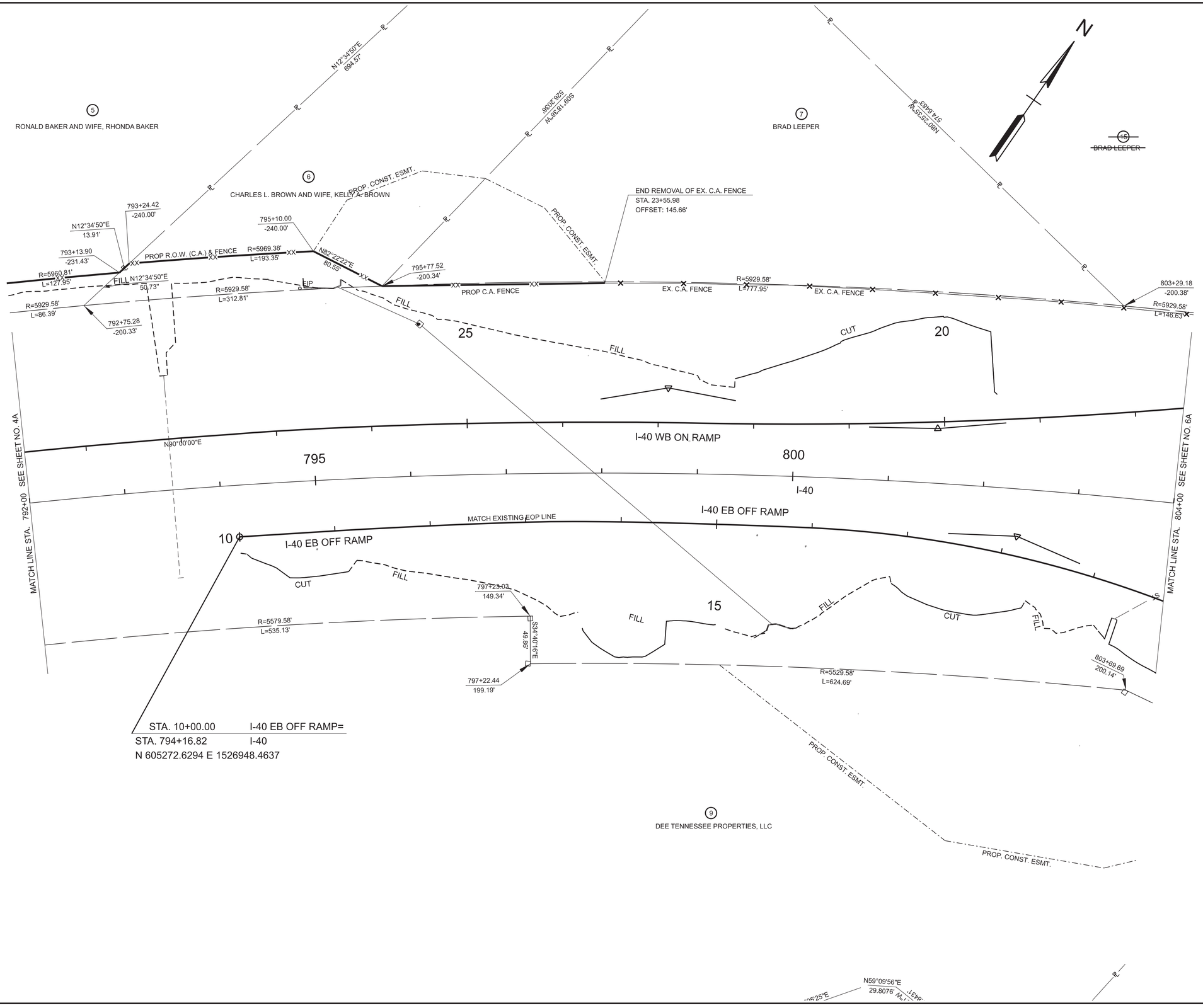
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 12:59:44 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004 PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	5A
FUNC.	2025	41I040-S2-011	5A
PS&E	2026	41I040-S3-011	5A



SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

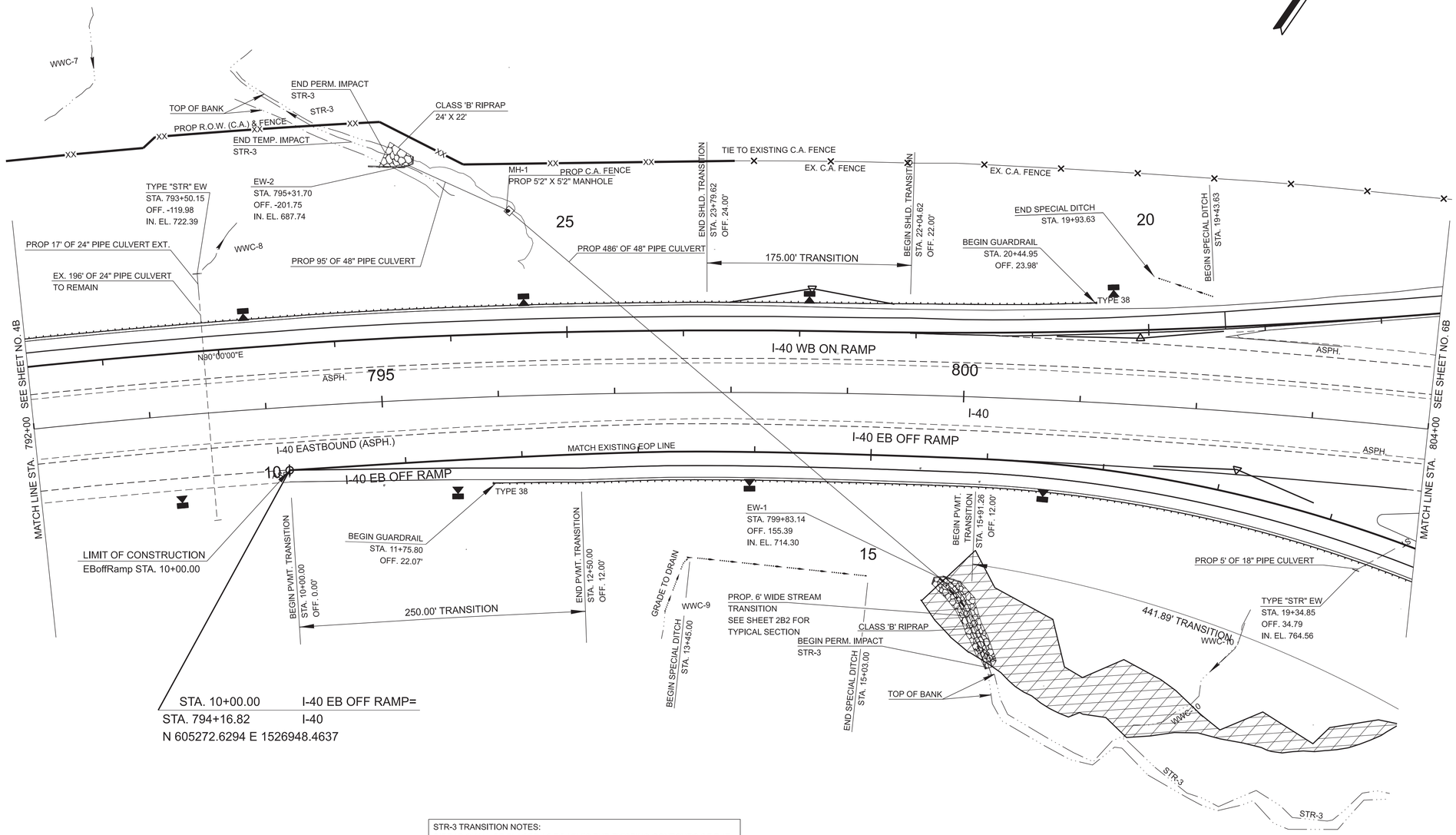
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:00:01 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004A ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	5B
FUNC.	2025	41I040-S2-011	5B
PS&E	2026	41I040-S3-011	5B



STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637

STR-3 TRANSITION NOTES:
RIPRAP SHALL BE PLACED AS TO MIMIC THE EXISTING CONTOURS OF THE STREAM CHANNEL. THE TOP OF THE PROPOSED RIPRAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING STREAM CHANNEL. VOIDS WITHIN THE RIPRAP SHALL BE FILLED WITH STREAM BED SUBSTRATE, IF AVAILABLE, TO PREVENT THE LOSS OF STREAM WITHIN RIPRAP AREAS. STREAM BED SUBTRATE CAN BE REMOVED FROM RIPRAP EMBEDMENT AREA. IF STREAM BED SUBSTRATE IS NOT AVAILABLE, THE FOLLOWING SHOULD BE USED: PRIOR TO PLACEMENT OF RIPRAP, IT SHOULD BE MIXED WITH A MIXTURE OF 70% CREEK GRAVEL AND 30% SAND TO FILL THE VOIDS. ONCE THE RIPRAP MIXTURE HAS BEEN INSTALLED THE AREA SHOULD BE THOROUGHLY COMPACTED. ONCE COMPACTED, AN ADDITIONAL 1-2 INCHES OF SAND AND CREEK GRAVEL SHALL BE ADDED TO FILL IN THE REMAINING VOIDS IF NEEDED. THE CONTRACTOR SHALL ENSURE THAT WATER WILL FLOW OVER THE RIPRAP AND THAT FLOW IS NOT LOST BELOW OR WITHIN THE ROCK.

TREES AND NATIVE SEED MIX
SEE SHEET 2G & 2G1 FOR
PLANTING DETAILS

IF CLEARING EXTENDS BEYOND AREA PATTERNED, ADDITIONAL TREES AND NATIVE SEED MIX WILL BE REQUIRED FOR ADDITIONAL IMPACTED AREAS WITHIN 60' OF STR-3 BANK.

SEALED BY

NICHOLAS A. KNIAZEFF
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 125492
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

3/17/2026 12:44:22 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004B PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	6
FUNC.	2025	41I040-S2-011	6
PS&E	2026	41I040-S3-011	6

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

STA. 26+97.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

I-40 WB ON RAMP
I-40 WESTBOUND ON RAMP (CONC.)
I-40 WB OFF RAMP
I-40 WESTBOUND OFF RAMP (ASPH.)
I-40 WESTBOUND (ASPH.)
I-40 EASTBOUND (ASPH.)
I-40 EASTBOUND OFF RAMP (ASPH.)
I-40 EASTBOUND OFF RAMP (CONC.)
I-40 EB OFF RAMP
I-40 EASTBOUND ON RAMP (ASPH.)
PLUNDERS CREEK RD (ASPH.)
I-40
SR-48
4 SPAN CONC. BRIDGE ID 22I00400001
MM 163.4
PT STA. 808+75.76
LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00
LIMIT OF CONSTRUCTION
SR 48 STA. 109+50.00
MATCH EXISTING EOP LINE
MATCH LINE STA. 804+00 SEE SHEET NO. 5
MATCH LINE STA. 816+00 SEE SHEET NO. 7
DICKSON COUNTY
HICKMAN COUNTY
EXIST. LANE WIDTH (TYP.)
EXIST. WIDTH (TYP.)
GRAPHICALLY DEPICT LOCATION OF SYSTEM PER T.D.E.C. PERMIT
APPROX. AREA OF UNDERGROUND STORAGE TANKS
LAST TWO (2) SECTIONS OF CONCRETE DITCH (WWC-10B) HAS BEEN UNDERCUT AND WAS NOT ABLE TO TIE TO STR-3
PROP. CONST. ESMT.
TOP OF BANK
BEGIN TEMP. IMPACT STR-3
END TEMP. IMPACT STR-3
CONC. DITCH TO BE REMOVED
EX. C.A. FENCE
EX. 24" CMP TO REMAIN
WOVEN WIRE
WWC-10A
WWC-10B (PAPER LOCATED)
WWC-10C (PAPER LOCATED)
WWC-12
WWC-14
WTL-1
CONC. DITCH
CONC. PAD
CONC. APRON
JERSEY BARRIER
GAS STATION CANOPY
4-CONC. ISLAND
20-FILLER CAP
4-GAS PUMP
2-PUMP ISLAND
2-GAS PUMP & KEROSENE PUMP
1-S-B SHELL
1-S-B ABANDONED
2-S-BL. I-40 TRUCK REPAIR
2-S-BL. PHILLIPS 66
2-VENT PIPE
WATER SPIGOT
ELEC. OUTLET
CONTROL BOX
VACANT VACANT LIGHT POLE BASE
TELEPHONE POLE MOUNTED CONTROL BOX
2-INLET OPENING
TOP - 770.86'
INV - 768.63'
BOT - 768.75'
MISSING LID
TOP - 782.17'
INV - 773.71'
INV - 773.59'
BOT - 773.60'
INLET OPENING
TOP - 779.84'
INV - 768.60'
INV - 768.33'
BOT - 768.45'
TOP - 770.19'
INV - 767.52'
INV - 767.73'
BOT - 767.62'
2-INLET OPENING 41-040-13
TOP - 769.65'
INV - 766.99'
INV - 766.20'
BOT - 766.25'
INV - 786.66'
INV - 749.77'
TOP - 809.45' FILLED
TOP - 809.52' WELDED SHUT
CP-S12 41-040-12
CP-S13 41-040-13
CP-S14 41-040-14
CP-S15 41-040-15
BRAD W. LEEPER
DEE TENNESSEE PROPERTIES, LLC
STRATTON FAMILY PROPERTIES, L.P.
JAMES P. CLARKE, III, WILLIAM R. HOSTETTLER, SR., AND HOSTETTLER REALTY, LLC
UPENDRA B. PATEL

SEALED BY

THOMAS A. KNIAZEN
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 126495
STATE OF TENNESSEE
3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

2/18/2026 1:00:35 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004 PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	6A
FUNC.	2025	41I040-S2-011	6A
PS&E	2026	41I040-S3-011	6A

N

~~BRAD W. LEEPER~~

~~BRAD LEEPER~~

~~UPENDRA B. PATEL~~

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

STA. 26+87.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00

LIMIT OF CONSTRUCTION
SR 48 STA. 109+50.00

CP-S12
41-040-12

CP-S13
41-040-13

CP-S14
41-040-14

CP-S15
41-040-15

DEE TENNESSEE PROPERTIES, LLC

STRATTON FAMILY PROPERTIES, L.P.

~~JAMES P. CLARKE, III, WILLIAM R. HOSTETTLER, SR., AND HOSTETTLER REALTY, LLC~~

~~JAMES P. CLARKE, III, WILLIAM R. HOSTETTLER, SR., AND HOSTETTLER REALTY, LLC~~

I-40 WB ON RAMP
I-40 WB OFF RAMP
I-40 EB OFF RAMP
I-40 EB ON RAMP
I-40
SR-48

MATCH EXISTING EOP LINE

MATCH LINE STA. 804+00 SEE SHEET NO. 5A

MATCH LINE STA. 816+00 SEE SHEET NO. 7A

805 810 815 20 25 15 10 110 115

CUT FILL PROP. CONST. ESMT.

R=5929.58'
L=146.63'

EX. C.A. FENCE

804+70.85
-200.39'

808+72.37
-291.30'

810+69.65
-341.58'

812+25.59
-383.04'

815+07.43
-278.91'

805+67.67
264.94'

808+93.13
354.62'

812+23.60
452.18'

S50°48'15"W 550.03'
M=5,516.08'N

N51°54'51"E 428.41'

N51°54'51"E 203.75'

N17°03'27"W 226.62'

N17°11'05"W

N24°20'15"W 299.9994'

N86°28'41"E 300.46'

N86°33'15"E 224.92'

N78°55'00"E 200.67'

N80°57'58"E 321.69'

N51°57'22"E

N07°39'27"E 486.6174'

N50°12'10"E 645.90'

N82°59'47"W 187.2798'

SEALED BY

THOMAS A. KNIZLEY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE
3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

2/18/2026 1:00:50 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004A ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	6B
FUNC.	2025	41I040-S2-011	6B
PS&E	2026	41I040-S3-011	6B

CROSSFALL CORRECTION AREA

STR-3 TRANSITION NOTES:
RIPRAP SHALL BE PLACED AS TO MIMIC THE EXISTING CONTOURS OF THE STREAM CHANNEL. THE TOP OF THE PROPOSED RIPRAP SHALL BE AT GRADE WITH THE BOTTOM OF THE EXISTING STREAM CHANNEL. VOIDS WITHIN THE RIPRAP SHALL BE FILLED WITH STREAM BED SUBSTRATE, IF AVAILABLE, TO PREVENT THE LOSS OF STREAM WITHIN RIPRAP AREAS. STREAM BED SUBTRATE CAN BE REMOVED FROM RIPRAP EMBEDMENT AREA. IF STREAM BED SUBSTRATE IS NOT AVAILABLE, THE FOLLOWING SHOULD BE USED: PRIOR TO PLACEMENT OF RIPRAP, IT SHOULD BE MIXED WITH A MIXTURE OF 70% CREEK GRAVEL AND 30% SAND TO FILL THE VOIDS. ONCE THE RIPRAP MIXTURE HAS BEEN INSTALLED THE AREA SHOULD BE THOROUGHLY COMPACTED. ONCE COMPACTED, AN ADDITIONAL 1-2 INCHES OF SAND AND CREEK GRAVEL SHALL BE ADDED TO FILL IN THE REMAINING VOIDS IF NEEDED. THE CONTRACTOR SHALL ENSURE THAT WATER WILL FLOW OVER THE RIPRAP AND THAT FLOW IS NOT LOST BELOW OR WITHIN THE ROCK.

N

LIMIT OF CONSTRUCTION
WBonRamp STA. 10+12.79

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

I-40 WB ON RAMP

EX. C.A. FENCE

S50°48'15"W MATCH EXISTING EOP LINE

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

SR-48 (ASPH.)

N17°11'03"W

I-40 WB OFF RAMP

S81°13'59"W MATCH EXISTING EOP LINE

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

LIMIT OF CONSTRUCTION
WBoffRamp STA. 22+53.87

120.00' TRANSITION
END PVMT. TRANSITION STA. 23+70.87 OFF. 24.00'
BEGIN PVMT. TRANSITION STA. 22+53.87 OFF. 16.00'

WTL-1
WWC-12

MATCH LINE STA. 804+00 SEE SHEET NO. 5B

MATCH LINE STA. 816+00 SEE SHEET NO. 7B

I-40 WESTBOUND (ASPH.)
I-40
I-40 EASTBOUND (ASPH.)

LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00

I-40 EB OFF RAMP
N78°55'00"E

END PVMT. TRANSITION STA. 20+33.15 OFF. 16.00'
END TEMP. IMPACT STR-3
PROP 15' OF 24" PIPE CULVERT
TYPE "STR" EW STA. 22+26.83 OFF. 99.22 IN. EL. 748.79
END PVMT. TRANSITION STA. 23+06.86 OFF. 24.00'
BEGIN PVMT. TRANSITION STA. 21+86.86 OFF. 16.00'
BEGIN TEMP. IMPACT STR-3
CLASS 'B' RIPRAP
120' TRANSITION
TOP OF BANK
STR-3
WWC-10A
TYPE 13
END GUARDRAIL STA. 24+24.71 OFF. 40.41'

LIMIT OF CONSTRUCTION
EBoffRamp STA. 26+06.27

STA. 26+17.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

I-40 EB OFF RAMP
I-40 EASTBOUND ON RAMP (ASPH.)
N51°57'22"E MATCH EXISTING EOP LINE

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

WWC-14

PLUNDERS CREEK RD (ASPH.)

TREES AND NATIVE SEED MIX
SEE SHEET 2G & 2G1 FOR PLANTING DETAILS

IF CLEARING EXTENDS BEYOND AREA PATTERNED, ADDITIONAL TREES AND NATIVE SEED MIX WILL BE REQUIRED FOR ADDITIONAL IMPACTED AREAS WITHIN 60' OF STR-3 BANK.

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

3/17/2026 12:44:25 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004B PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	6C

LIMIT OF CONSTRUCTION
STA. 109+50.00

FINISHED GRADE

LIMIT OF CONSTRUCTION
STA. 113+25.00

EXISTING GROUND

GRAPHIC GRADE

VPI STA. 109+50.00
EL. 806.76

VPI STA. 110+00.00
EL. 807.33

VPI STA. 110+50.00
EL. 807.88

VPI STA. 111+00.00
EL. 808.36

VPI STA. 111+50.00
EL. 809.11

VPI STA. 112+00.00
EL. 809.88

VPI STA. 112+50.00
EL. 810.33

VPI STA. 113+00.00
EL. 810.87

VPI STA. 113+25.00
EL. 811.12

-8.8% EX. S.E.

-7.0% EX. S.E.

EX. TO -0.07 (LT) SE TRANSITION

FULL SUPER (-0.07 LT)

STA. 109+50.00

STA. 110+00.00

-7.0% EX. S.E.

-7.34% EX. S.E.

STA. 113+00.00

STA. 113+25.00

-0.07 TO EX. (LT) SE TRANSITION

SR 48

855 850 845 840 835 830 825 820 815 810 805 800 795 790 785 780 775 770 765 760 755

105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00

SEALED BY

NICHOLAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126979
STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE (SR 48)

STA. 105+00.00 TO STA. 117+00.00

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

2/18/2026 1:01:10 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-006C SR 48 PROFILE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	7
FUNC.	2025	41I040-S2-011	7
PS&E	2026	41I040-S3-011	7

LEGEND	WETLAND IMPACTS (WTL-2)
	AREA OF PERMANENT IMPACT = 0.041 AC.
	VOLUME OF PERMANENT IMPACT = 32.670 C.Y .

(19) ~~LOVE'S TRAVEL STOPS AND COUNTRY STORES, INC.~~

(25) ~~DONALD E. CROWE AND WIFE, ELEANOR S. CROWE~~

CURVE
PI 17+92.30
N 606560.5809
E 1529143.8177
Δ 15°02'58" RT.
D 04°46'29"
R 1200.00'
L 315.19'
T 158.51'
LC 314.29'
BC S73°48'13.4"W

CURVE
PI 18+92.50
N 606427.4253
E 1529115.5852
Δ 14°11'03" RT.
D 04°46'29"
R 1200.00'
L 297.07'
T 149.30'
LC 296.31'
BC N59°02'53.6"E

(22) ~~JAMES P. CLARKE, III, WILLIAM R. HOSTETTLER, SR., AND HOSTETTLER REALTY, LLC~~

(23) ~~UPENDRA PATEL AND PINKA PATEL~~

MATCH LINE STA. 816+00 SEE SHEET NO. 6

MATCH LINE STA. 828+00 SEE SHEET NO. 8

I-40 WB OFF RAMP

I-40 EB ON RAMP

I-40 WESTBOUND (ASPH.)

I-40 EASTBOUND (ASPH.)

I-40

PLUNDERS CREEK RD (ASPH.)

EXIST. LANE WIDTH (TYP.) 12'

MM 163.6

N66°12'02"E

N90°00'00"E

END IMPACT WTL-2

BEGIN IMPACT WTL-2

PT STA. 20+40.27

PC STA. 16+33.80

CUT

WOVEN WIRE

WWC-13

WWC-15

WWC-16

WWC-17

WTL-2A

INV - 791.38'

CP-S16 41-040-16

TOP - 794.46'
INV - 789.66'
BOT - 789.76'

BLIND TIE

PT STA. 19+48.98

SIGN

INV - 772.79'

CONC. DITCH

BOT - 775.88'

TOP - 778.18'
INV - 775.78'

CONC. DITCH TO BE REMOVED

CP-S17 41-040-17

INV - 786.76'

INV - 784.05'

INV - 777.85'

INV - 768.52'

INV - 787.59'

12"CMP INV - 785.36'

L = 40.51'

L = 87.52'

18"CMP

INV - 773.85'

TEL PED

GR

T (UG)

(GIS LOCATION)

ASPH.

OHP

HO

WIRE

30" CMP

PC STA. 17+43.20

20

15

10

25

820

825

SEALED BY

NICHOLAS A. KNIAZEWYCZ
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 124193
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

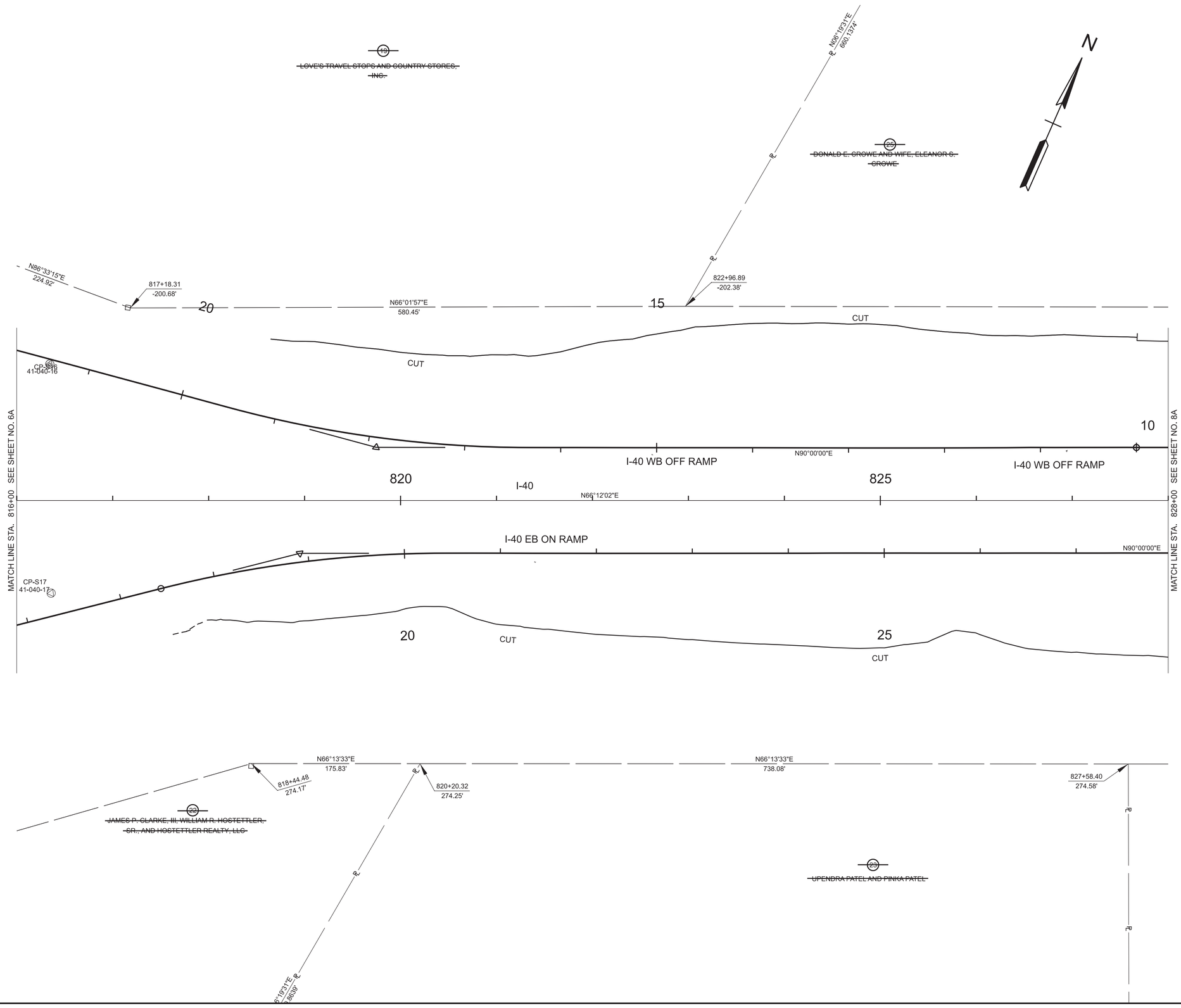
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

2/18/2026 1:01:37 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004 PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	7A
FUNC.	2025	41I040-S2-011	7A
PS&E	2026	41I040-S3-011	7A



SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

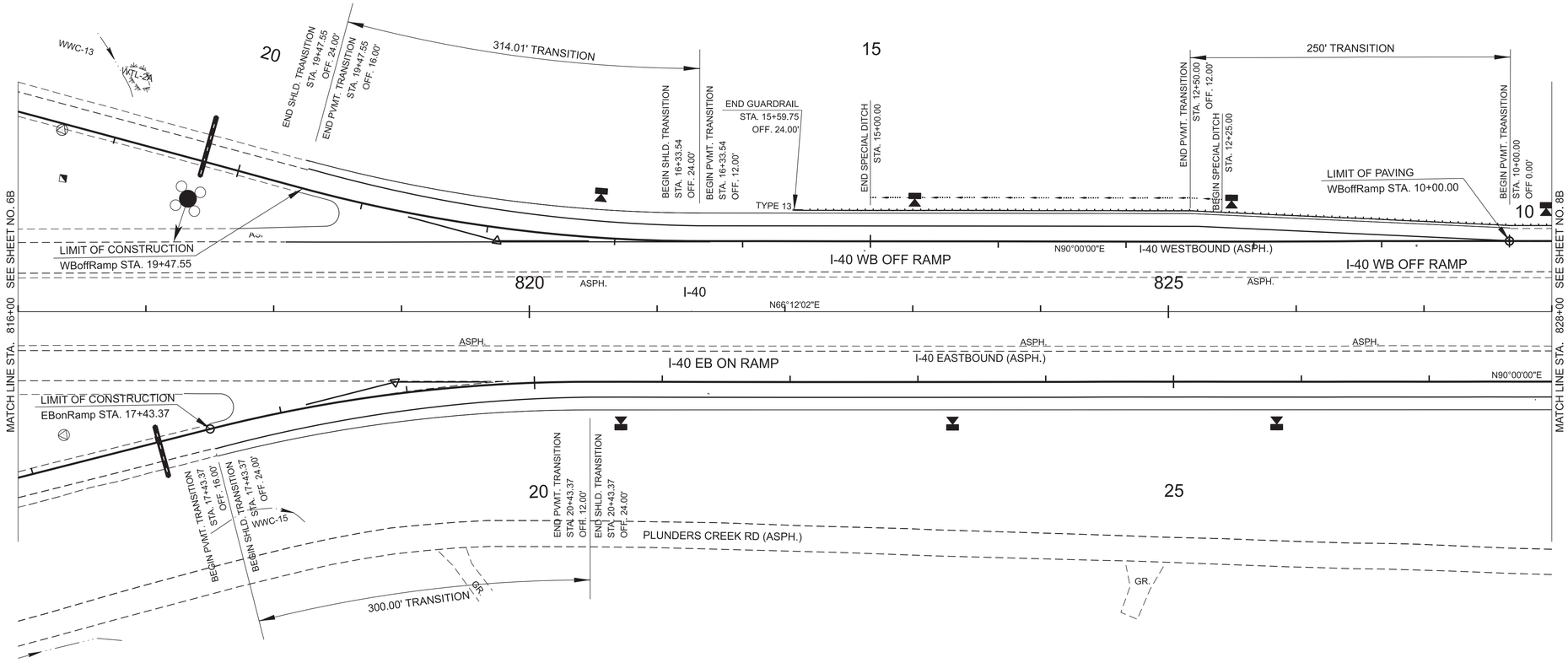
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

2/18/2026 1:01:53 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004A ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	7B
FUNC.	2025	41I040-S2-011	7B
PS&E	2026	41I040-S3-011	7B



SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

3/17/2026 12:44:27 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004B PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	8
FUNC.	2025	41I040-S2-011	8
PS&E	2026	41I040-S3-011	8

LOCATION OF SEPTIC SYSTEM
OUTSIDE SURVEY LIMITS PER T.D.E.C. PERMIT

N

25
~~DONALD E. CROWE AND WIFE, ELEANOR S. CROWE~~

22I040-S3-009
END PROJECT NO. 41I040-S3-011 CONST.
STA. 835+11.63
N 607130.1444 E 1530572.5286

STA. 7+00.00 I-40 WB OFF RAMP=
STA. 830+66.88 I-40
N 607001.2310 E 1530143.2934

STA. 35+07.53 I-40 EB ON RAMP=
STA. 835+11.56 I-40
N 607080.3077 E 1530594.4263

MATCH LINE STA. 828+00 SEE SHEET NO. 7

WOVEN WIRE
WWC-17
WWC-18
WWC-19
WWC-20
WWC-21
WWC-21C (PAPER LOCATED)
WWC-16
CONC. DITCH
INV - 742.70'
INV - 698.86'
INV - 785.25'
INV - 783.95'
TOP - 752.27'
INV - 748.72'
BOT - 748.82'
CONC. DITCH TO BE REMOVED
CUT
ASPH.
S66°11'58"W
N66°12'02"E
N90°00'00"E
830
835
I-40
I-40 WESTBOUND (ASPH.)
I-40 EASTBOUND (ASPH.)
I-40 EB ON RAMP
EXIST. LANE WIDTH (TYP.)
12'
MM 163.8
MM 164.0
L = 701.40'
48 "CMP
PLUNDERS CREEK RD (ASPH.)
T (UG)
W
(GIS LOCATION)
TEL. PED.
GR.
UGT MARKER
UGT MK. PED.
VACANT
P
EIP
TRAILER
SEPTIC FIELD LINES
APPROX. LOCATION OF SEPTIC SYSTEM AND TRAILER PER T.D.E.C. PERMIT

24
~~HENRY MILBY AND WIFE, WANDA MILBY~~

26
~~DANA PEWITT JENKINS~~

27
~~PATRICK BRANCE JENKINS AND WIFE, DANA PEWITT JENKINS~~

SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
COMMERCE
NO. 154192
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

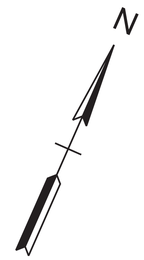
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:02:28 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004 PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	8A
FUNC.	2025	41I040-S2-011	8A
PS&E	2026	41I040-S3-011	8A



(25)
~~DONALD E. CROWE AND WIFE, ELEANOR S. CROWE~~

22I040-S3-009
END PROJECT NO. 41I040-S3-011 CONST.
STA. 835+11.63
N 607130.1444 E 1530572.5286

N66°17'35"E
1862.87'

STA. 7+00.00 I-40 WB OFF RAMP=
STA. 830+66.88 I-40
N 607001.2310 E 1530143.2934

S66°11'58"W

830

I-40

835

N66°12'02"E

MATCH LINE STA. 828+00 SEE SHEET NO. 7A

I-40 EB ON RAMP

N90°00'00"E

35

STA. 35+07.53 I-40 EB ON RAMP=
STA. 835+11.56 I-40
N 607080.3077 E 1530594.4263

30

CUT

CUT

N66°13'33"E
354.21'

831+12.61
274.73'

S22°35'51"E
25.00'

N66°25'28"E
94.62'

EIP

831+12.08
299.73'

832+07.90
300.09'

N65°57'06"E
552.19'

837+58.89
297.70'

N65°57'06"E
281.69'

(24)
~~HENRY MILBY AND WIFE, WANDA MILBY~~

(26)
~~DANA PEWITT JENKINS~~

(27)
~~PATRICK BRANCE JENKINS AND WIFE, DANA PEWITT JENKINS~~

SEALED BY

THOMAS A. KNIZLEY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 126495
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

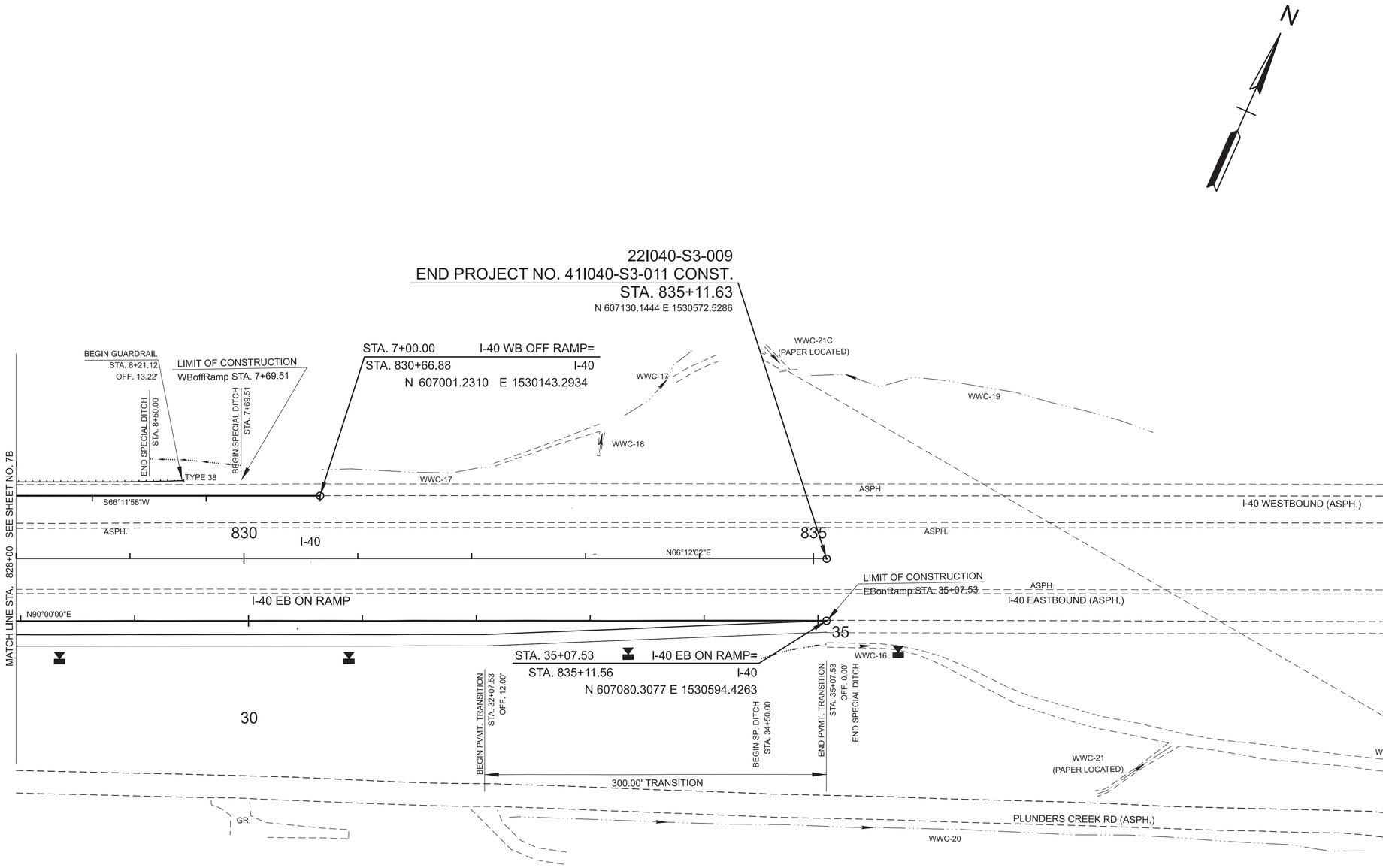
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:02:43 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004A ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	8B
FUNC.	2025	41I040-S2-011	8B
PS&E	2026	41I040-S3-011	8B



SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 154192
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

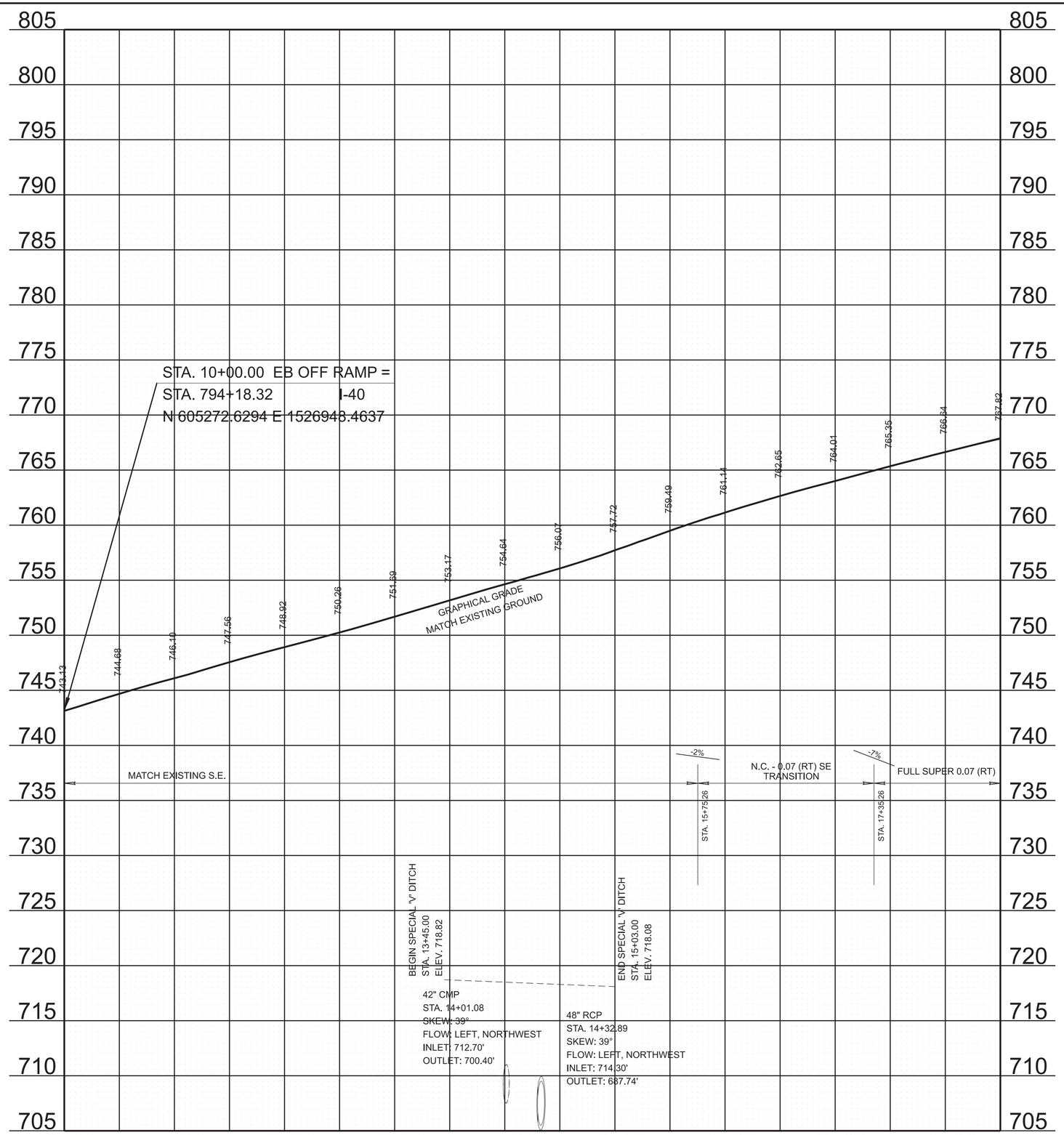
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

3/17/2026 12:44:29 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-004B PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	9
FUNC.	2025	41I040-S2-011	9
PS&E	2026	41I040-S3-011	9



SEALED BY

NICHOLAS A. KNIAZEWYCZ
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126179
STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

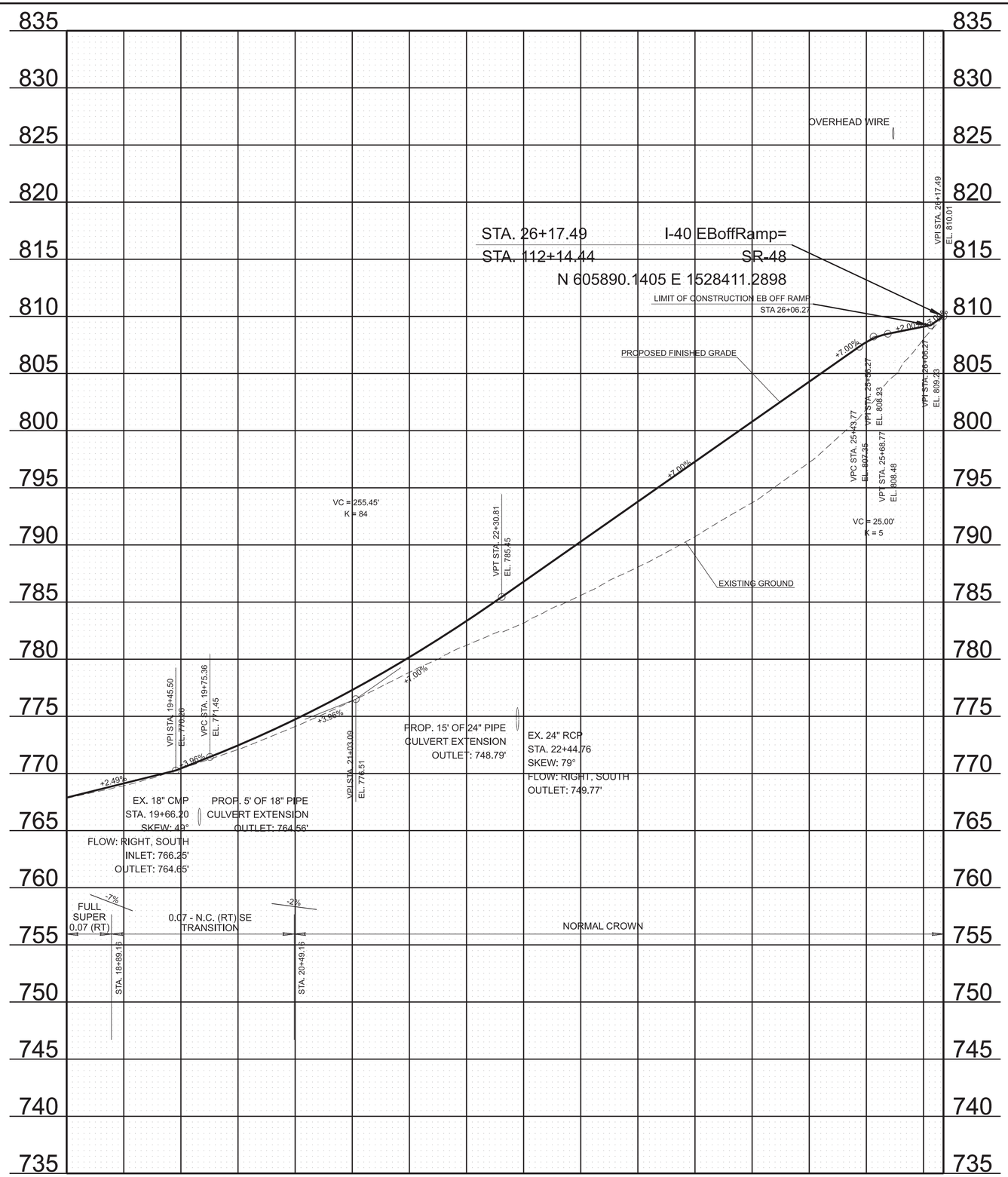
RAMP PROFILE:
I-40 EASTBOUND OFF-RAMP

STA. 10+00.00 TO STA. 18+50.00

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

2/18/2026 1:03:19 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-005 RAMP PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	10
FUNC.	2025	41I040-S2-011	10
PS&E	2026	41I040-S3-011	10



SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

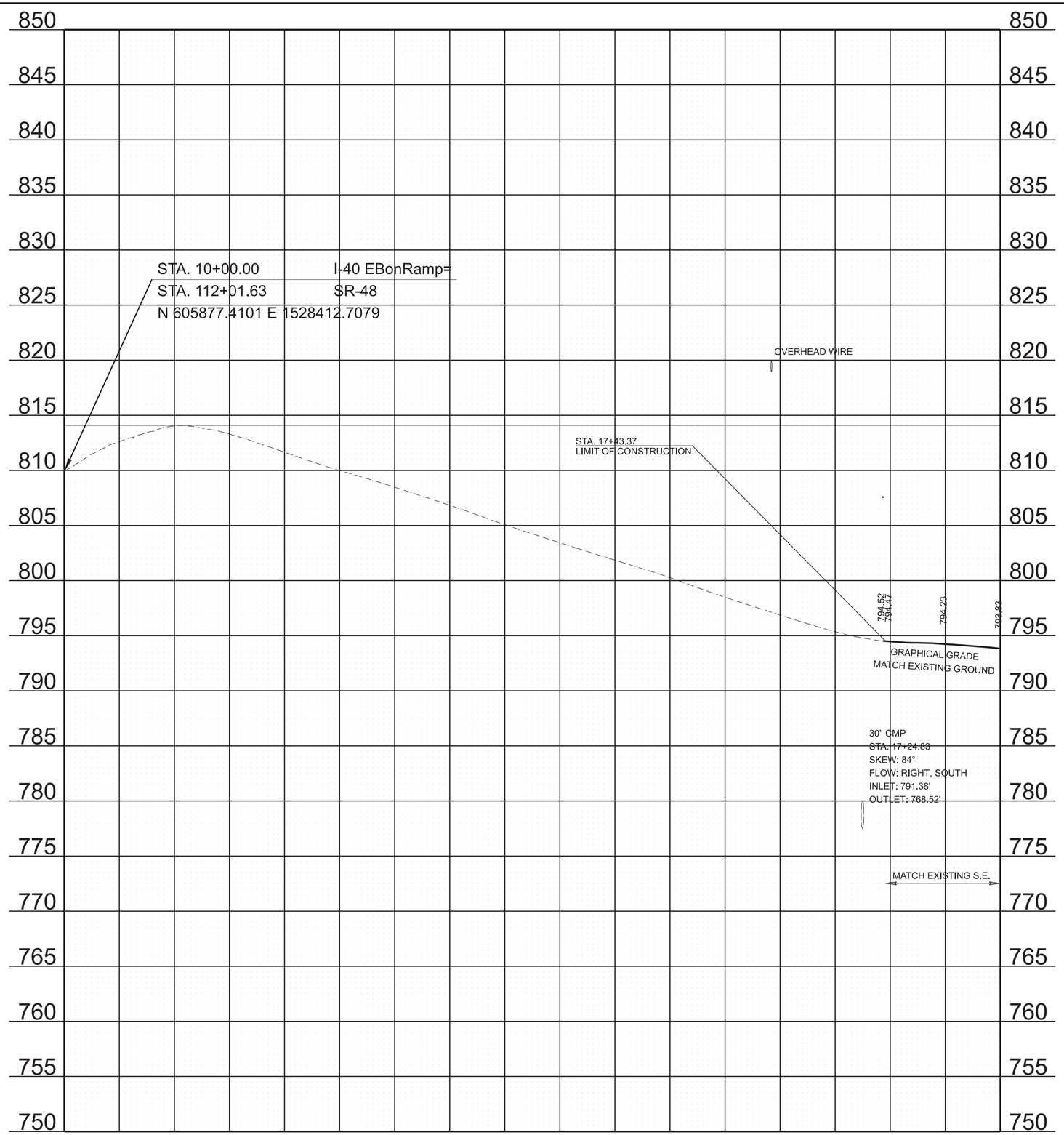
RAMP PROFILE:
I-40 EASTBOUND OFF-RAMP

STA. 18+50.00 TO STA. 26+17.49

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

2/18/2026 1:03:24 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-005 RAMP PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	11
FUNC.	2025	41I040-S2-011	11
PS&E	2026	41I040-S3-011	11



SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

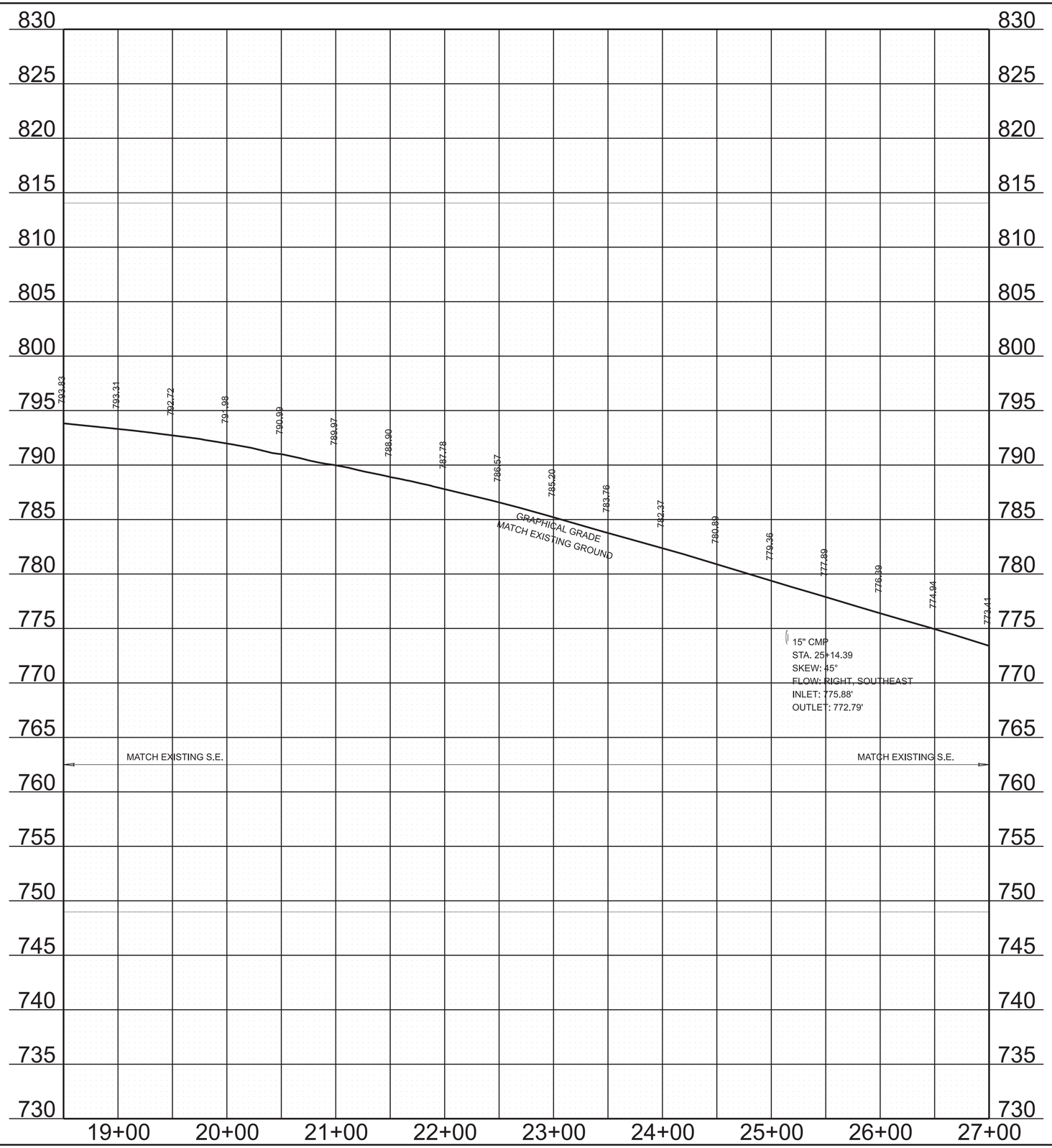
RAMP PROFILE:
I-40 EASTBOUND ON-RAMP

STA. 10+00.00 TO STA. 18+50.00

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

2/18/2026 1:03:29 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-005 RAMP PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	12
FUNC.	2025	41I040-S2-011	12
PS&E	2026	41I040-S3-011	12



SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

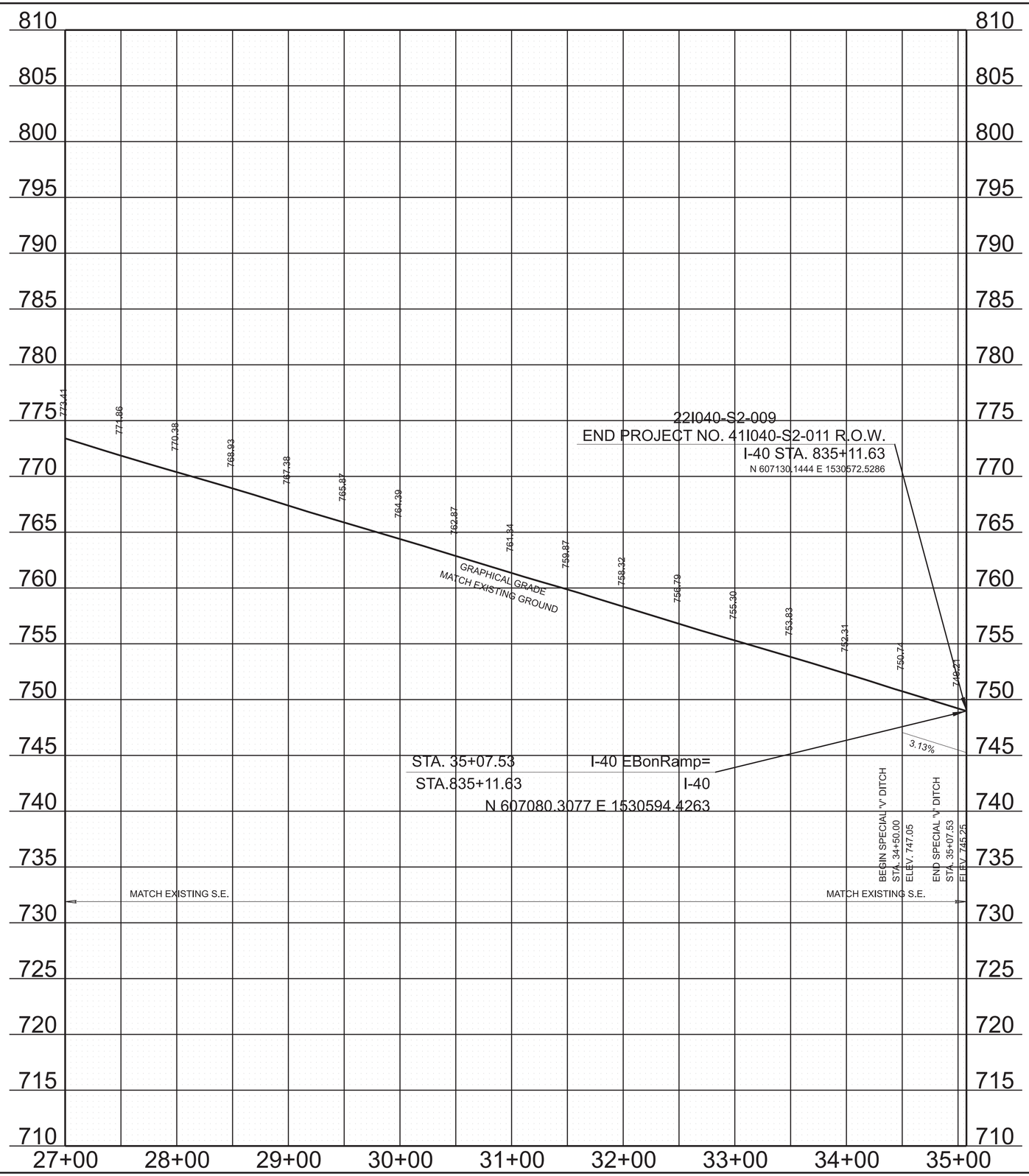
RAMP PROFILE:
I-40 EASTBOUND ON-RAMP

STA. 18+50.00 TO STA. 27+00.00

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

2/18/2026 1:03:38 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-005 RAMP PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	13
FUNC.	2025	41I040-S2-011	13
PS&E	2026	41I040-S3-011	13



SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

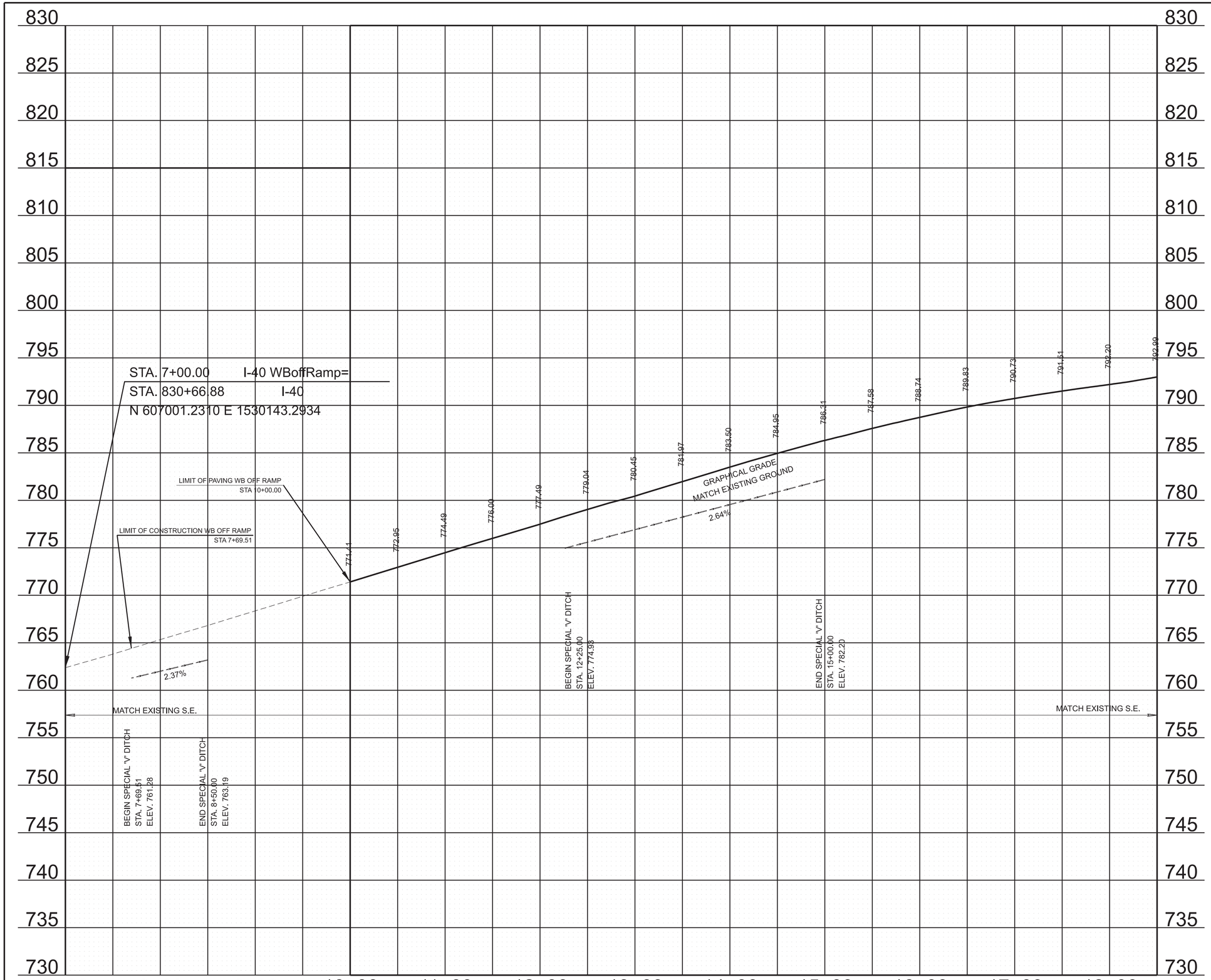
RAMP PROFILE:
I-40 EASTBOUND ON-RAMP

STA. 27+00.00 TO STA. 35+07.53

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

2/18/2026 1:03:46 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-005 RAMP PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	14
FUNC.	2025	41I040-S2-011	14
PS&E	2026	41I040-S3-011	14



SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

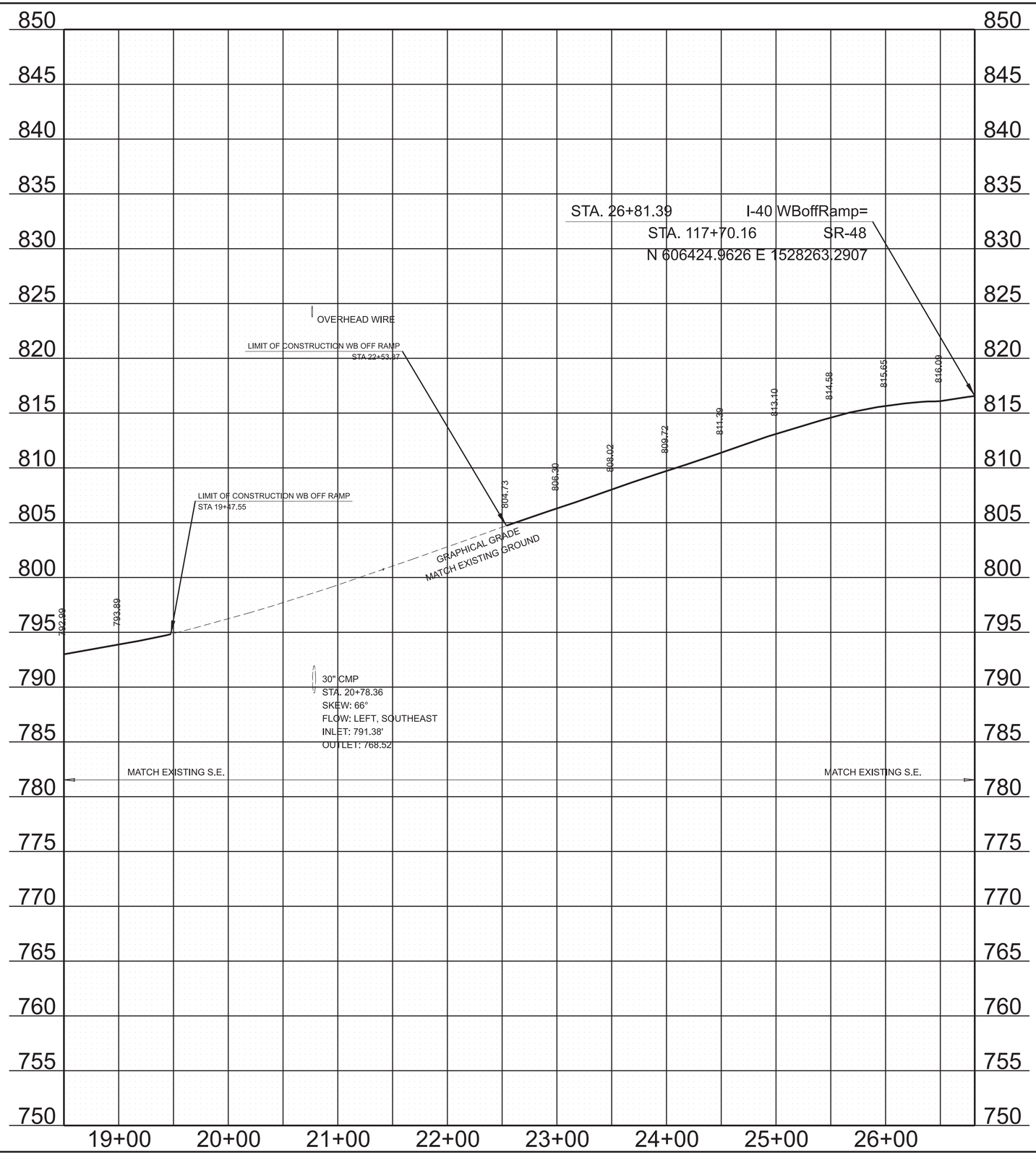
RAMP PROFILE:
I-40 WESTBOUND OFF-RAMP

STA. 7+00.00 TO STA. 18+50.00

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

2/18/2026 1:03:51 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-005 RAMP PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	15
FUNC.	2025	41I040-S2-011	15
PS&E	2026	41I040-S3-011	15



SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

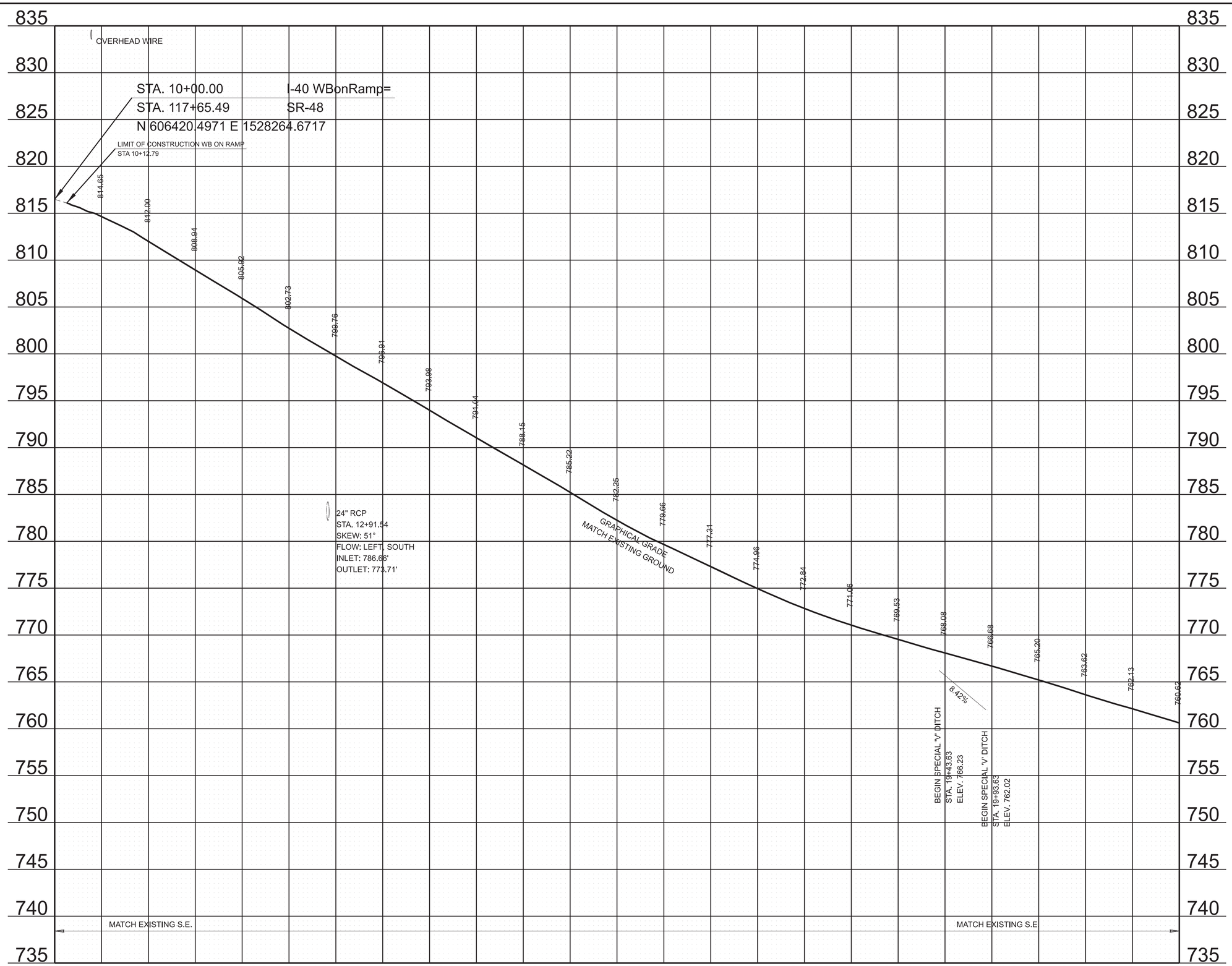
RAMP PROFILE:
I-40 WESTBOUND OFF-RAMP

STA. 18+50.00 TO STA. 26+81.39

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

2/18/2026 1:03:55 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-005 RAMP PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	16
FUNC.	2025	41I040-S2-011	16
PS&E	2026	41I040-S3-011	16



SEALED BY

NICHOLAS A KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126975
STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

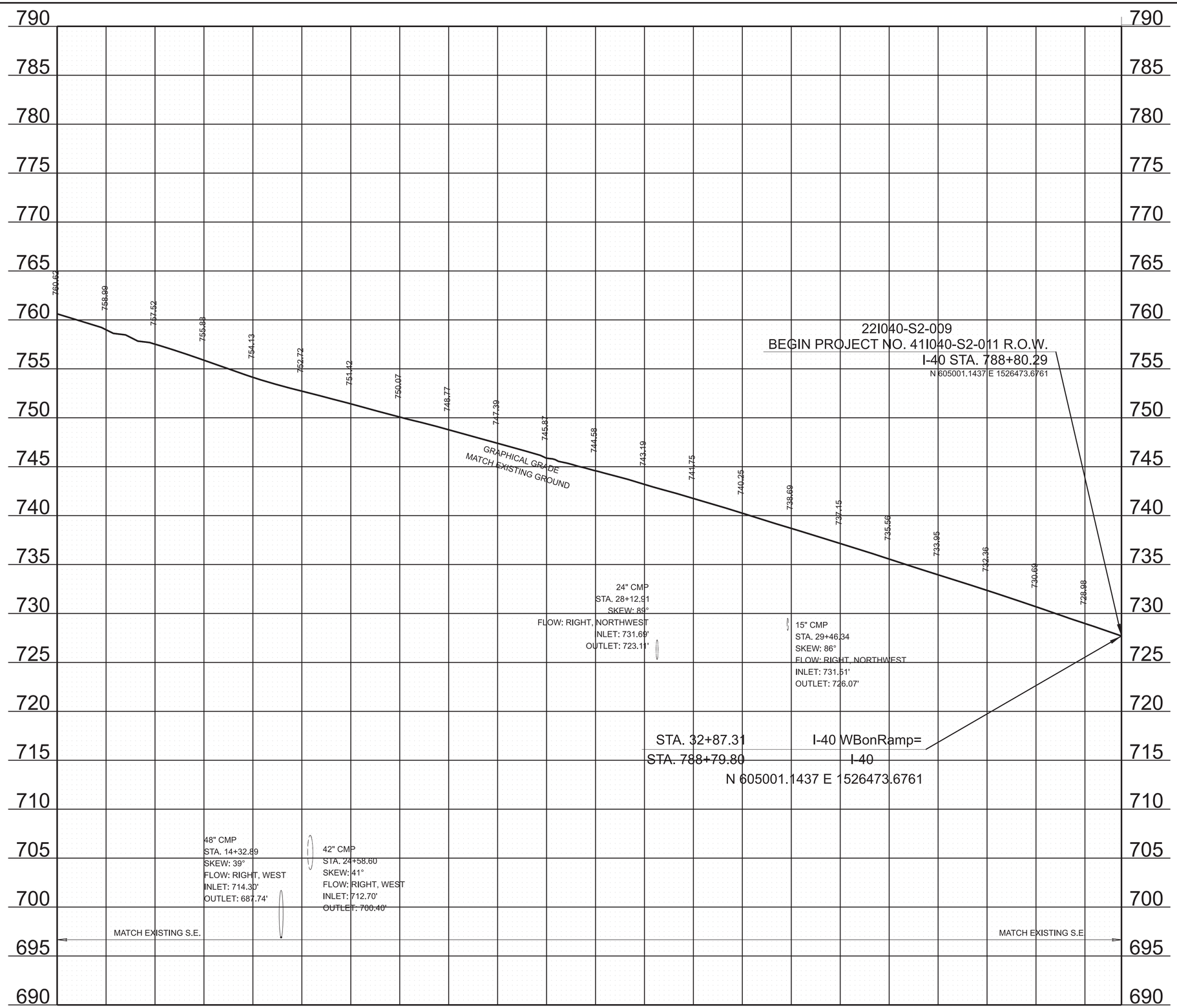
RAMP PROFILE:
I-40 WESTBOUND ON-RAMP

STA. 10+00.00 TO STA. 22+00.00

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

2/18/2026 1:03:59 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-005 RAMP PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	17
FUNC.	2025	41I040-S2-011	17
PS&E	2026	41I040-S3-011	17



SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAMP PROFILE:
I-40 WESTBOUND ON-RAMP

STA. 22+00.00 TO STA. 32+87.31

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

2/18/2026 1:04:04 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-005 RAMP PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	18
FUNC.	2025	41I040-S2-011	18
PS&E	2026	41I040-S3-011	18

DRAINAGE DATA FOR PIPE
STATION: 779+22.10
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 0.82 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 15" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

22I040-S3-009
BEGIN PROJECT NO. 41I040-S3-011 CONST.
STA. 788+80.29
N 604962.6601 E 1526510.5223

DRAINAGE DATA FOR PIPE
STATION: 785+21.33
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 1.18 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 15" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

BEGIN REMOVAL OF EX. C.A. FENCE
STA. 32+87.31
OFF 660' 127.04'

STA. 32+87.31
STA. 788+80.29
N 605001.1437 E 1526473.6761

I-40 WB ON RAMP=
I-40
I-40 WB ON RAMP

D1 - N.T.S.

D2

D3

DIRECTION ONLY

STR-1/EPH-1

INV - 672.98

I-40 WESTBOUND (ASPH.)

I-40 EASTBOUND (ASPH.)

CONC. DITCH

OUTLET COVERED BY SLIDE

REMOVE WWC-1

WWC-1

WWC-2

WWC-3

INV - 660.73'

INV - 680.78

785

N46°03'28"E

I-40 STA. 785+00.00
N 604698.7893 E 1526236.6791

790

I-40

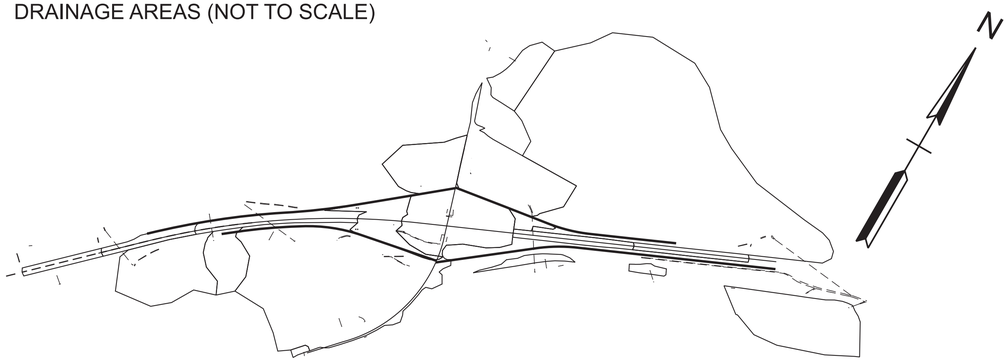
30

MATCH LINE STA. 792+00 SEE SHEET NO. 19

22I040-S2-009
BEGIN PROJECT NO. 41I040-S2-011 R.O.W.
STA. 790+21.61
N 605059.1296 E 1526613.7988

DRAINAGE DATA FOR PIPE
STATION: 786+56.34
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 6.41 (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 30" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

DRAINAGE AREAS (NOT TO SCALE)



SEALED BY

NICHOLAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 126393
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

2/18/2026 1:04:15 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-018 DRAINAGE MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	19
FUNC.	2025	41I040-S2-011	19
PS&E	2026	41I040-S3-011	19

DRAINAGE DATA FOR PIPE
STATION: 792+20.99
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 2.22 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 15" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

N

END REMOVAL OF EX. C.A. FENCE
STA. 23+55.98
OFFSET: 145.66'

INV=701.39'
INV= 698.56'
24" HDPE
RIP-RAP
INV. 723.11'
INV. 723.11'
740 RIP-RAP
CONC. DITCH
RIP-RAP
RIP-RAP
CONC. DITCH
I-40 WESTBOUND (ASPH.)
I-40 WESTBOUND ON RAMP
I-40 WB ON RAMP
D5
D7
CONC. DITCH
N90°00'00"E
≤ 492.98'
42"CM@50
795
740 CONC. DITCH
I-40 EASTBOUND (ASPH.)
MATCH EXISTING EOP LINE
I-40 EB OFF RAMP
I-40 EB OFF RAMP
BLIND TIE
24" RCP
INV. 731.69'
INV. 713.04'
INV. 713.11'
CONC. DITCH
CONC. DITCH
STR-3
STR-3
STR-3
STR-3
STR-3
STR-3
6" CMP
6" CMP
SEE SHEET NO. 18
MATCH LINE STA. 792+00
SEE SHEET NO. 20
MATCH LINE STA. 804+00

STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637

D4

DRAINAGE DATA FOR PIPE
STATION: 797+61.89
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 36.60 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 42" CMP
EXISTING STRUCTURE CONDITION:GOOD
REMARKS:

DRAINAGE DATA FOR PIPE
STATION: 793+50.46
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 2.65 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 24" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

D6 - N.T.S.

SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
NUMBER 125192
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:04:17 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-018 DRAINAGE MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	20
FUNC.	2025	41I040-S2-011	20
PS&E	2026	41I040-S3-011	20

DRAINAGE DATA FOR PIPE
STATION: 807+46.90
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 11.09AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 24" RCP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

DRAINAGE DATA FOR PIPE
STATION: 804+20.95
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA AC., (_) FLAT; (X) ROLLING;
(_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 18" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

DRAINAGE DATA FOR PIPE
STATION: 817+17.31
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 8.02 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 30" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

DRAINAGE DATA FOR PIPE
STATION: 797+61.89
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 36.60 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 42" CMP
EXISTING STRUCTURE CONDITION:GOOD
REMARKS:

D8
N.T.S.

D9 - N.T.S.

D7

D10

D9

D6 - N.T.S.

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

STA. 26+17.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00

LIMIT OF CONSTRUCTION
SR 48 STA. 109+50.00

I-40 WESTBOUND ON RAMP (CONC.)
I-40 WB ON RAMP
I-40 WESTBOUND OFF RAMP (ASPH.)
I-40 WB OFF RAMP
I-40 WESTBOUND (ASPH.)
I-40 EASTBOUND (ASPH.)
I-40 EASTBOUND OFF RAMP (ASPH.)
I-40 EASTBOUND OFF RAMP (CONC.)
I-40 EB OFF RAMP
I-40 EASTBOUND ON RAMP (ASPH.)
PLUNDERS CREEK RD (ASPH.)
SR-48 (ASPH.)
I-40
4 SPAN CONC. BRIDGE ID 22I00400001
CONC. APRON
CONC. DITCH
MATCH EXISTING EOP LINE
S50°48'15"W
N17°11'02"W
N78°55'00"E
N51°57'22"E
CP-S12 41-040-12
CP-S13 41-040-13
CP-S14 41-040-14
CP-S15 41-040-15
STR-3
STR-5
WWC-10
WWC-11
WWC-12
MATCH LINE STA. 804+00 SEE SHEET NO. 19
MATCH LINE STA. 816+00 SEE SHEET NO. 21

N

SEALED BY

NICHOLAS A KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126393
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

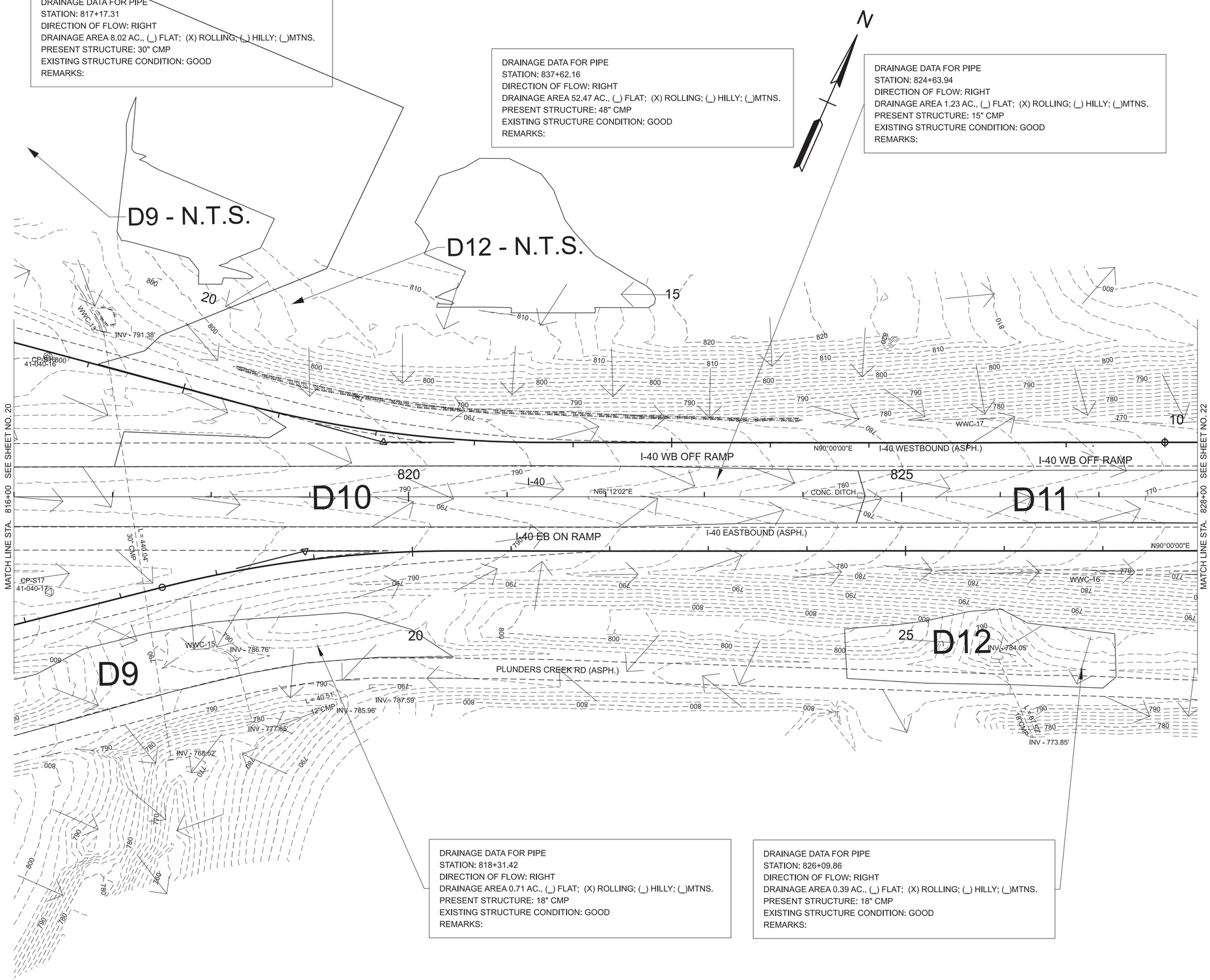
2/18/2026 1:04:19 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-018 DRAINAGE MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	21
FUNC.	2025	41I040-S2-011	21
PS&E	2026	41I040-S3-011	21

DRAINAGE DATA FOR PIPE
STATION: 817+17.31
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 8.02 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 30" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

DRAINAGE DATA FOR PIPE
STATION: 837+62.16
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 52.47 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 48" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

DRAINAGE DATA FOR PIPE
STATION: 824+63.94
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 1.23 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 15" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:



DRAINAGE DATA FOR PIPE
STATION: 818+31.42
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 0.71 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 18" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

DRAINAGE DATA FOR PIPE
STATION: 826+09.86
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 0.39 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 18" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE & ENVIRONMENT
NUMBER 125495
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

2/18/2026 1:04:21 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-018 DRAINAGE MAP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	22
FUNC.	2025	41I040-S2-011	22
PS&E	2026	41I040-S3-011	22

D12 - N.T.S.

DRAINAGE DATA FOR PIPE
STATION: 833+11.39
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 1.05 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 15" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

DRAINAGE DATA FOR PIPE
STATION: 837+62.16
DIRECTION OF FLOW: RIGHT
DRAINAGE AREA 52.47 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 48" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

22I040-S3-009
END PROJECT NO. 41I040-S3-011 CONST.
STA. 835+11.63
N 607130.1444 E 1530572.5286

STA. 7+00.00 I-40 WB OFF RAMP=
STA. 830+66.88 I-40
N 607001.2310 E 1530143.2934

STA. 35+07.53 I-40 EB ON RAMP=
STA. 835+11.56 I-40
N 607080.3077 E 1530594.4263

N

MATCH LINE STA. 828+00 SEE SHEET NO. 22

D11

D13 - N.T.S.

DRAINAGE DATA FOR PIPE
STATION: 841+01.51
DIRECTION OF FLOW: LEFT
DRAINAGE AREA 7.19 AC., (_) FLAT; (X) ROLLING; (_) HILLY; (_)MTNS.
PRESENT STRUCTURE: 24" CMP
EXISTING STRUCTURE CONDITION: GOOD
REMARKS:

SEALED BY

NICHOLAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
N.O. 134193
STATE OF TENNESSEE

3-25-26

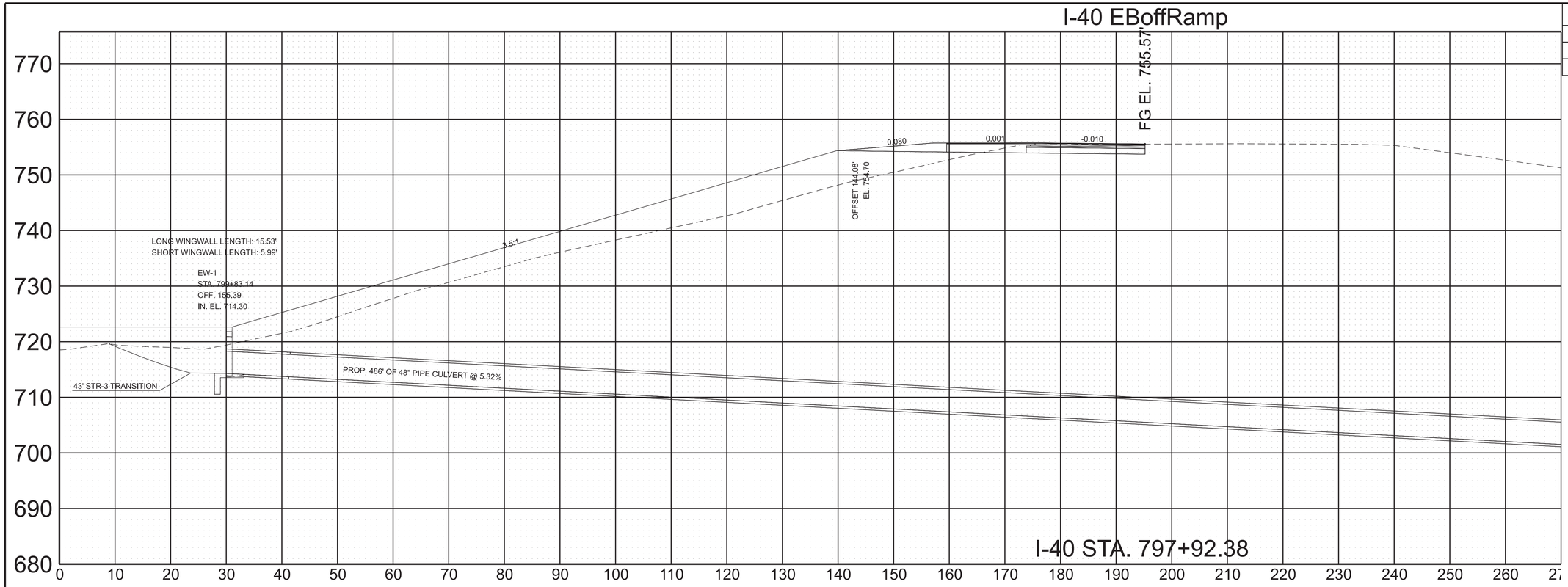
COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

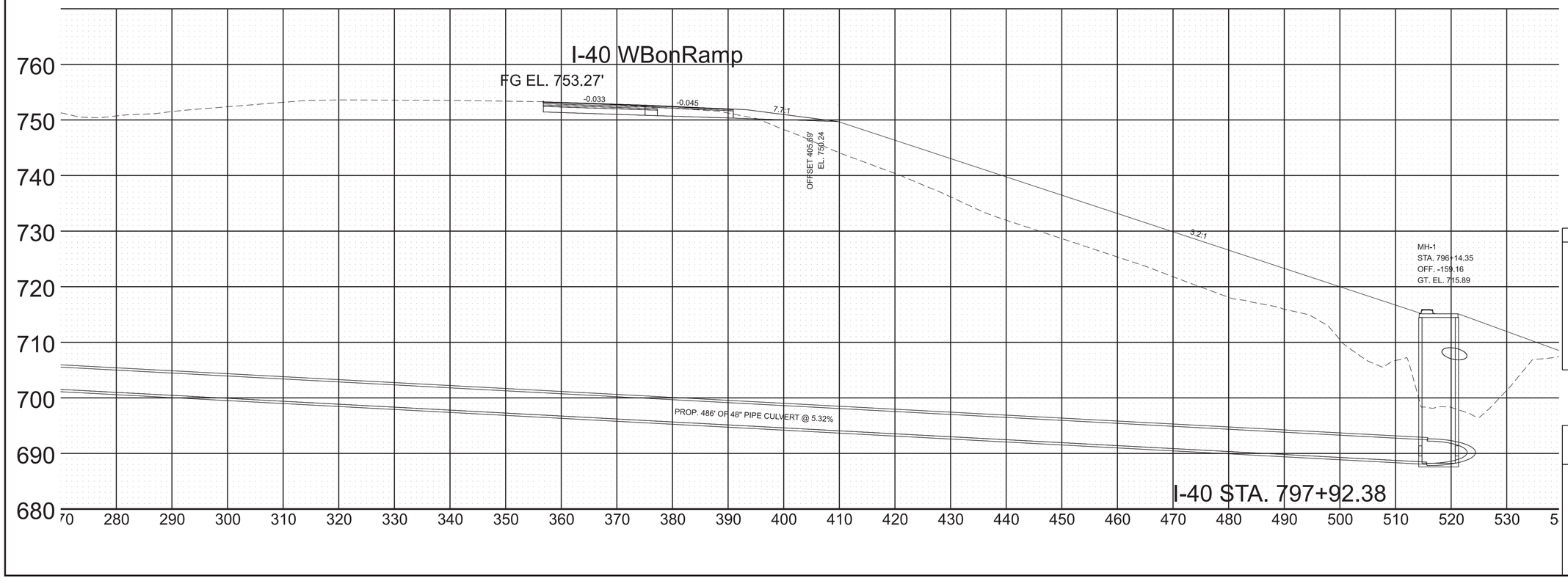
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:04:22 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-018 DRAINAGE MAP.DGN





TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	23
PS&E	2026	41I040-S3-011	23

SEALED BY

NICHOLAS A. KNIAZEW — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — NO. 126937 — STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTION

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

2/18/2026 1:04:33 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-023 CULVERT SECTION.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	24
PS&E	2026	41I040-S3-011	24

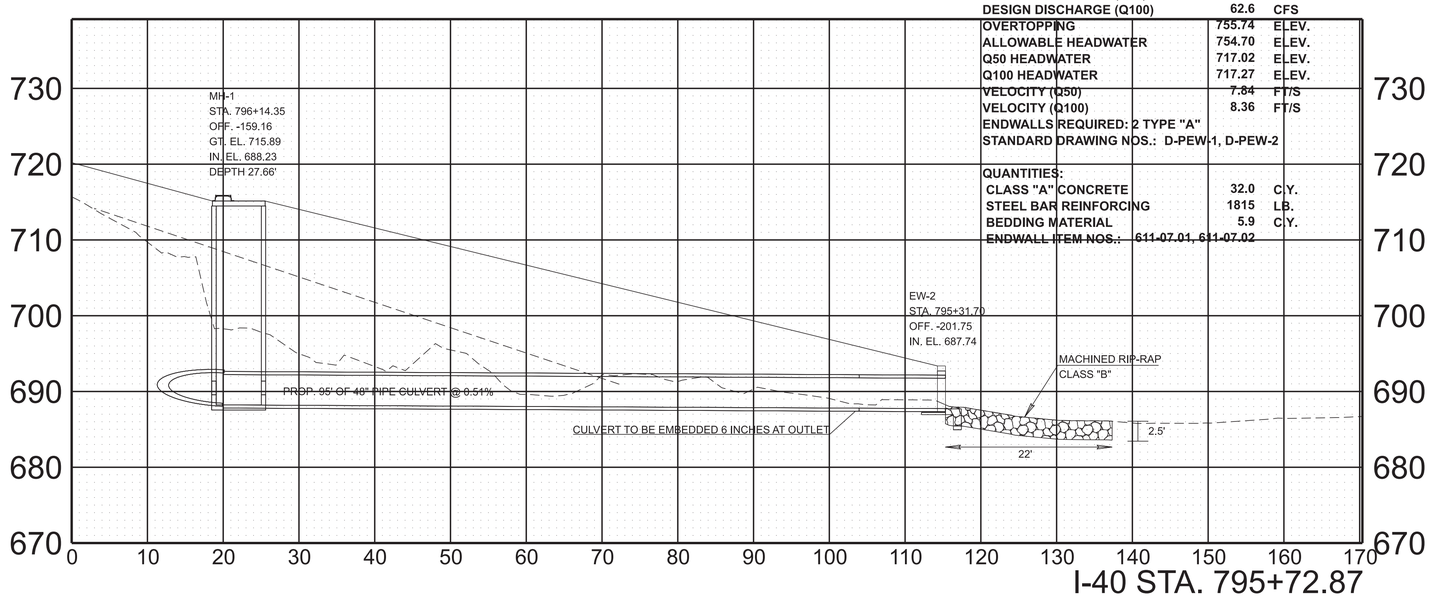
PIPE CULVERT
STATION: 795+72.87
STRUCTURE: 95' OF 48" PIPE

SKEW	26° 28' 03"	DEG.
DRAINAGE AREA	36.60	AC.
DESIGN DISCHARGE (Q50)	57.4	CFS
DESIGN DISCHARGE (Q100)	62.6	CFS
OVERTOPPING	755.74	ELEV.
ALLOWABLE HEADWATER	754.70	ELEV.
Q50 HEADWATER	717.02	ELEV.
Q100 HEADWATER	717.27	ELEV.
VELOCITY (Q50)	7.84	FT/S
VELOCITY (Q100)	8.36	FT/S

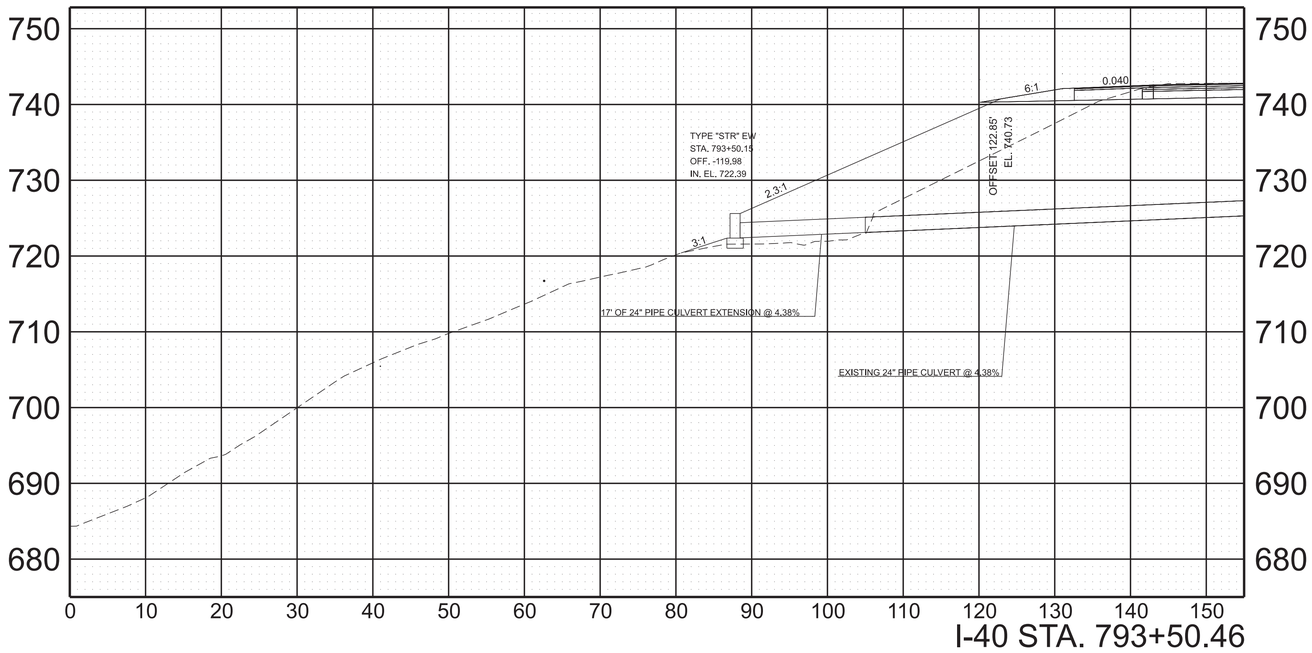
ENDWALLS REQUIRED: 2 TYPE "A"
STANDARD DRAWING NOS.: D-PEW-1, D-PEW-2

QUANTITIES:

CLASS "A" CONCRETE	32.0	C.Y.
STEEL BAR REINFORCING	1815	LB.
BEDDING MATERIAL	5.9	C.Y.
ENDWALL ITEM NOS.:	611-07.01, 611-07.02	



I-40 STA. 795+72.87



I-40 STA. 793+50.46

SEALED BY



3-25-26

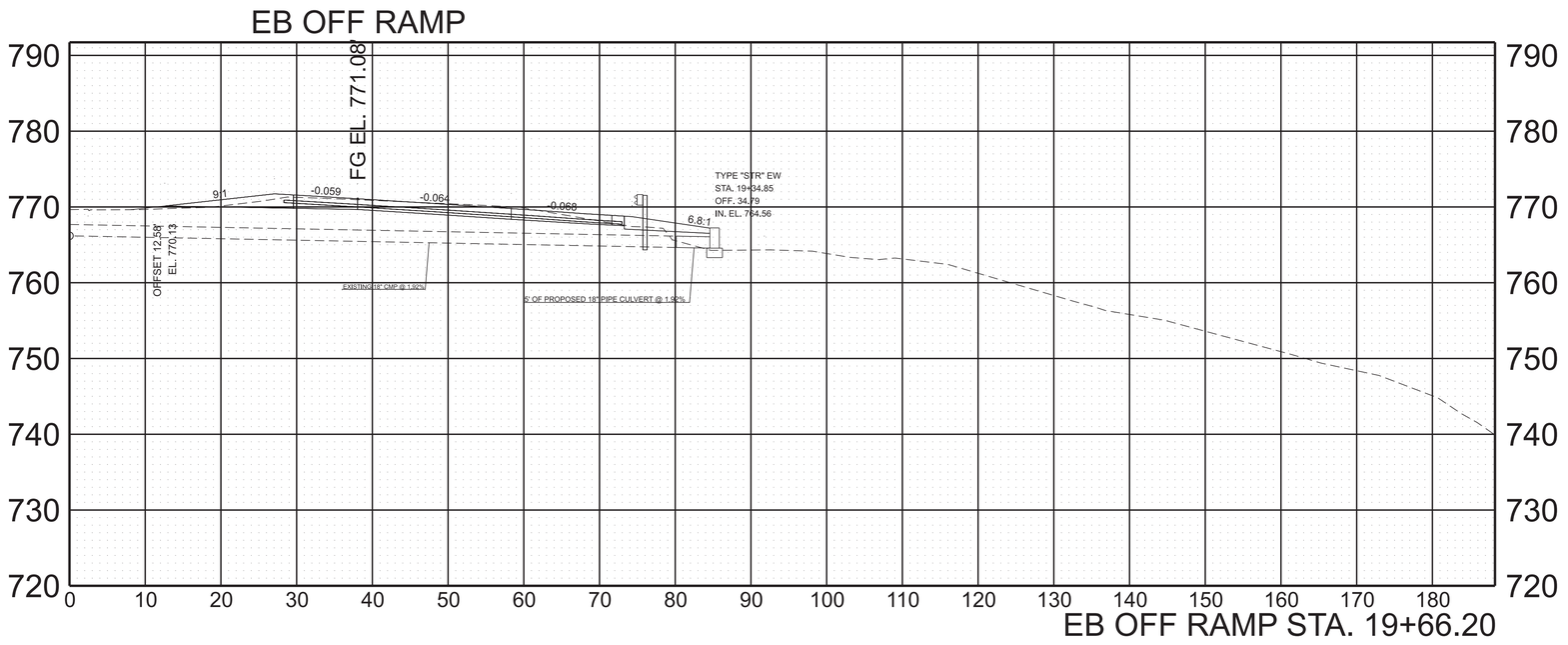
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

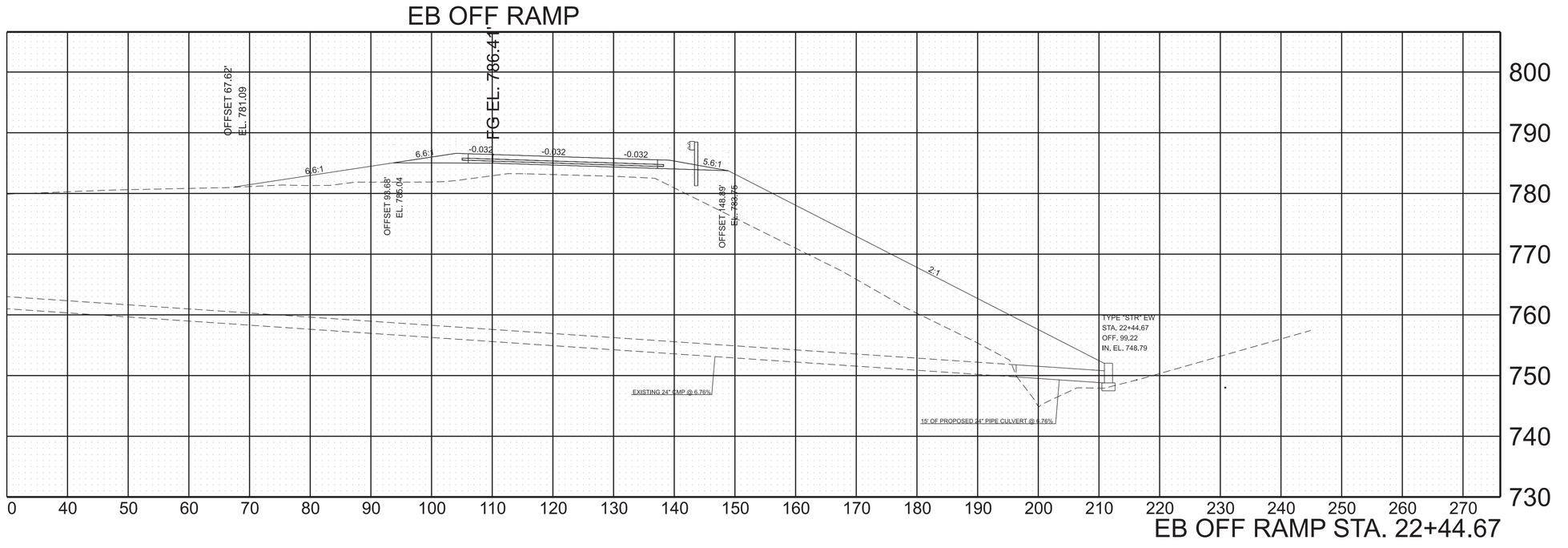
CULVERT
SECTION

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

2/18/2026 1:04:35 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\1334445.00 HICKMAN-DICKSON\DGN\SHT-023 CULVERT SECTION.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	25
PS&E	2026	41I040-S3-011	25





SEALED BY

NICHOLAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126937
STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT
SECTION

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

2/18/2026 1:04:35 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\1334445.00 HICKMAN-DICKSON\DGN\SHT-023 CULVERT SECTION.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	26
PS&E	2026	41I040-S3-011	26

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.

SEALED BY



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

2/18/2026 1:04:42 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-026 EPSC NOTES.DGN

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	STAGE I QUANTITY	STAGE II QUANTITY	STAGE III QUANTITY	TOTAL QUANTITY
(1)(29)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	154	263	111	401
(1)	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.	713	1006	1006	1006
(1)(3)	209-05	SEDIMENT REMOVAL	C.Y.	271	271	271	813
(1)(3)(21)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	2290	1958	1780	6028
(1)	209-08.07	ROCK CHECK DAM PER	EACH	35	56		91
(1)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	7	7	6	11
(1)	209-09.04	SEDIMENT FILTER BAG(15' X 10')	EACH		2		2
(1)	209-40.31	CATCH BASIN PROTECTION (TYPE B)	EACH		2	2	2
(1)	209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	1	1	1	1
(1)	209-65.03	TEMPORARY DIVERSION CHANNEL	L.F.		142		142
(1)(17)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	16	36	28	52
(1)(30)	621-03.03	24" TEMPORARY DRAINAGE PIPE	L.F.	200	200		200
(1)(3)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	370	141	141	652
(1)(19)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	150	170		220
(1)(20)(27)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	315	535	100	678
(1)(3)	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F.	1800	15060	1685	18545
(1)	801-01	SEEDING (WITH MULCH)	UNIT			451	451
(1)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT			451	451
(1)	801-01.35	GRASS SEED MIX (RIPZN/FLPL) W/MULCH	UNIT			9	9
(1)	801-03	WATER (SEEDING & SODDING)	M.G.			90	90
(1)(27)	805-12.01	EROSION CONTROL BLANKET (TYPE I)	S.Y.			36437	36437

EPSC FOOTNOTES

(1) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

(3) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

(17) INCLUDES 44 TONS TO BE USED FOR CULVERT PROTECTION TYPE 2, AND 8 TONS TO BE USED FOR SEDIMENT FILTER BAG.

(19) INCLUDES 100 CY FOR TEMPORARY CONSTRUCTION EXITS, 100 CY FOR TEMPORARY CULVERT CROSSINGS, AND 20 CY FOR TEMPORARY DIVERSION CHANNEL.

(20) INCLUDES 157 SY TO BE USED FOR CULVERT PROTECTION TYPE 2, 172 SY TO BE USED FOR TEMPORARY CONSTRUCTION EXITS, 172 SY TO BE USED FOR TEMPORARY CULVERT CROSSINGS, 77 SY TO BE USED FOR SEDIMENT FILTER BAG, AND 100 SY TO BE USED FOR TEMPORARY DIVERSION CHANNEL.

(21) INCLUDES 88 LF TO BE USED WITH SEDIMENT FILTER BAG.

(27) THE USE OF MONOFILAMENT GEOTEXTILES IS PROHIBITED WITHIN 30 FT OF A STREAM OR ANY OTHER RIPARIAN BUFFER AREA.

(29) INCLUDES 369 CY FOR TEMPORARY BERM, 16 CY FOR TEMPORARY CONSTRUCTION EXITS, AND 16 CY FOR TEMPORARY CULVERT CROSSINGS.

(30) TO BE USED FOR TEMPORARY CULVERT CROSSINGS.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND

SYMBOL	ITEM	STD. DWG.
* HVF * HVF	HIGH VISIBILITY FENCE	S-F-1
	SEDIMENT FILTER BAG	EC-STR-2
* SFB * SFB *	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
D	CATCH BASIN PROTECTION (TYPE D)	EC-STR-19
TCE	TEMPORARY CONSTRUCTION EXIT *	EC-STR-25
	TEMPORARY SLOPE DRAIN	EC-STR-27
	TEMPORARY BERM	EC-STR-27
	EROSION CONTROL BLANKET	EC-STR-34
** TUBE ** TUBE	SEDIMENT TUBE	EC-STR-37
B	CATCH BASIN PROTECTION (TYPE B)	EC-STR-19
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
TCC	TEMPORARY CULVERT CROSSING (ONE 24" PIPE)	EC-STR-25
	TEMPORARY DIVERSION CHANNEL (6' TRAPEZOIDAL CHANNEL)	EC-STR-31

* TO BE FIELD LOCATED BY THE ENGINEER

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	27
PS&E	2026	41I040-S3-011	27

SEALED BY

THOMAS A. KNIAZEW REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 136393 STATE OF TENNESSEE

3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) LEGEND & TABULATION

2/18/2026 1:05:45 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-027 EPSC TAB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	28
PS&E	2026	41I040-S3-011	28

22I040-S3-009
BEGIN PROJECT NO. 41I040-S3-011 CONST.
STA. 788+80.29
N 604962.6601 E 1526510.5223

BEGIN REMOVAL OF EX. C.A. FENCE
STA. 32+87.31
OFF 860' 127.04'

PROP R.O.W. (C.A.) & FENCE

PROP. (C.A.) FENCE

FILL

EX. C.A. FENCE

STA. 32+87.31
STA. 788+80.29
N 605001.1437 E 1526473.6761

I-40 WB ON RAMP=
I-40
I-40 WB ON RAMP

30

I-40 WESTBOUND (ASPH.)

785

790

TO REMAIN
N46°03'28"E

I-40

I-40 STA. 785+00.00
N 604698.7893 E 1526236.6791

ASTBOUND (ASPH.)

MATCH LINE STA. 792+00 SEE SHEET NO. 28A

WWC-1
WWC-2
WWC-3
WWC-4
WWC-5
WWC-6
WWC-21B
INT-1/WWC-21A
TOP OF BANK

22I040-S2-009
BEGIN PROJECT NO. 41I040-S2-011 R.O.W.
STA. 790+21.61
N 605059.1296 E 1526613.7988

NOTE: CONTOURS SHOWN ARE EXISTING.

STAGE I
CLEARING AND GRUBBING

SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 125192
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

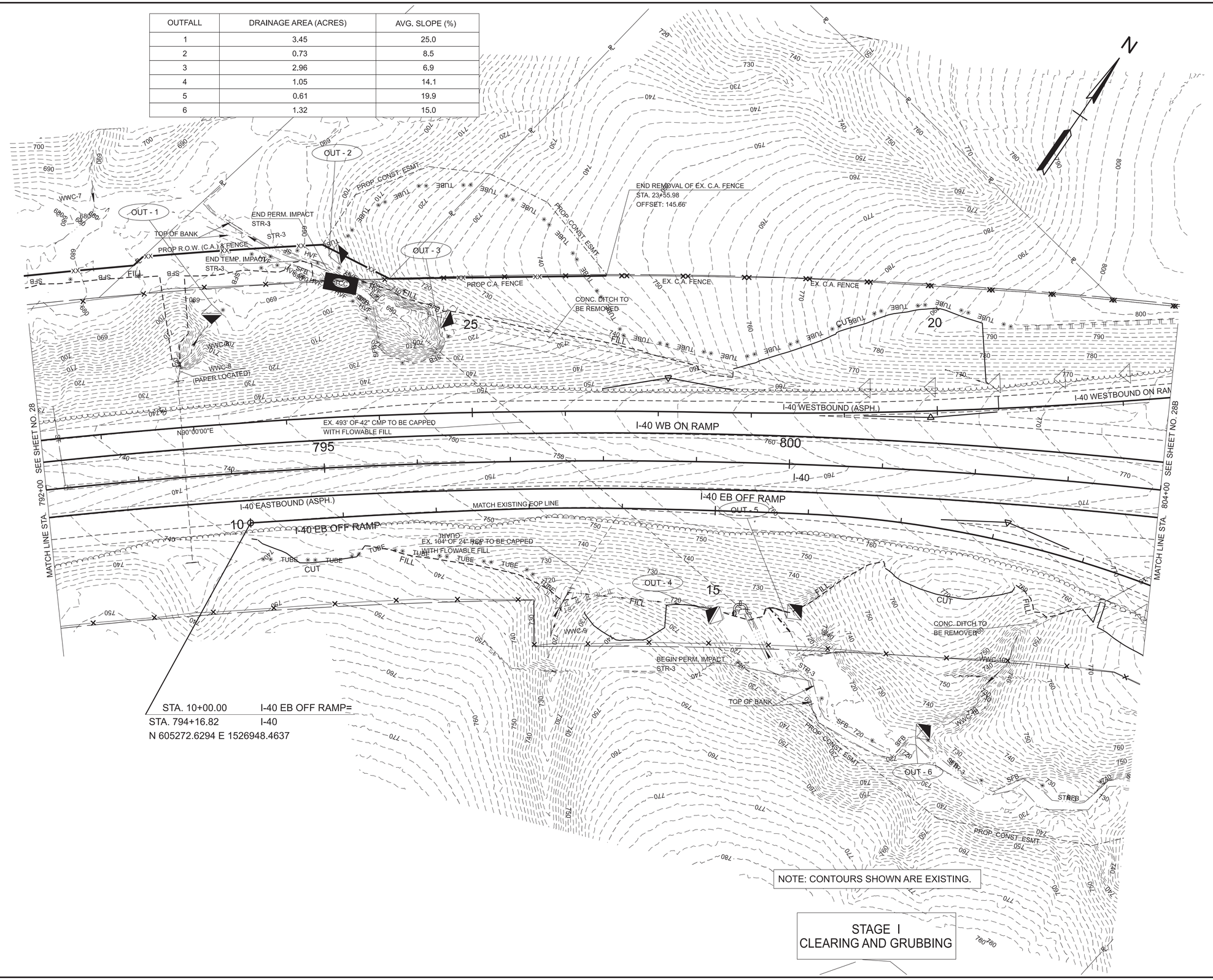
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

2/18/2026 1:06:22 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-028 EPSC STAGE 1.DGN

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
1	3.45	25.0
2	0.73	8.5
3	2.96	6.9
4	1.05	14.1
5	0.61	19.9
6	1.32	15.0

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	28A
PS&E	2026	41I040-S3-011	28A



SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
NUMBER
120492
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:06:23 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSONDGN\SHT-028 EPSC STAGE 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	28B
PS&E	2026	41I040-S3-011	28B

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
7	0.97	6.2
8	1.40	5.0

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

I-40 WB ON RAMP

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

I-40 WB OFF RAMP

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

STA. 26+97.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

NOTE: CONTOURS SHOWN ARE EXISTING.

STAGE I
CLEARING AND GRUBBING

I-40 WESTBOUND ON RAMP (CONC.)
I-40 WESTBOUND OFF RAMP (ASPH.)
I-40 WESTBOUND (ASPH.)
I-40 EASTBOUND (ASPH.)
I-40 EASTBOUND OFF RAMP (ASPH.)
I-40 EASTBOUND OFF RAMP (CONC.)
I-40 EASTBOUND ON RAMP (ASPH.)
I-40 EB OFF RAMP
I-40 EB ON RAMP
PLUNDERS CREEK RD (ASPH.)
SR-48 (ASPH.)
I-40
4 SPAN CONC. BRIDGE ID 22I00400001
EX. C.A. FENCE
MATCH EXISTING EOP LINE
LIMIT OF CONSTRUCTION SR 48 STA. 113+25.00
LIMIT OF CONSTRUCTION SR 48 STA. 109+50.00
BEGIN TEMP. IMPACT STR-3
END TEMP. IMPACT STR-3
CONC. DITCH TO BE REMOVED
PROP. CONST. ESMT.
EX. 24" CMP TO REMAIN
WWC-10B (PAPER LOCATED)
WWC-10C (PAPER LOCATED)
WWC-12
WWC-14
WTL-1
OUT - 7
OUT - 8
GRASS
WOODS
CUT
FILL
SEE SHEET NO. 28A
SEE SHEET NO. 28C
MATCH LINE STA. 804+00
MATCH LINE STA. 816+00

SEALED BY

NICHOLAS A. KNIZLEY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
INC. 125492
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

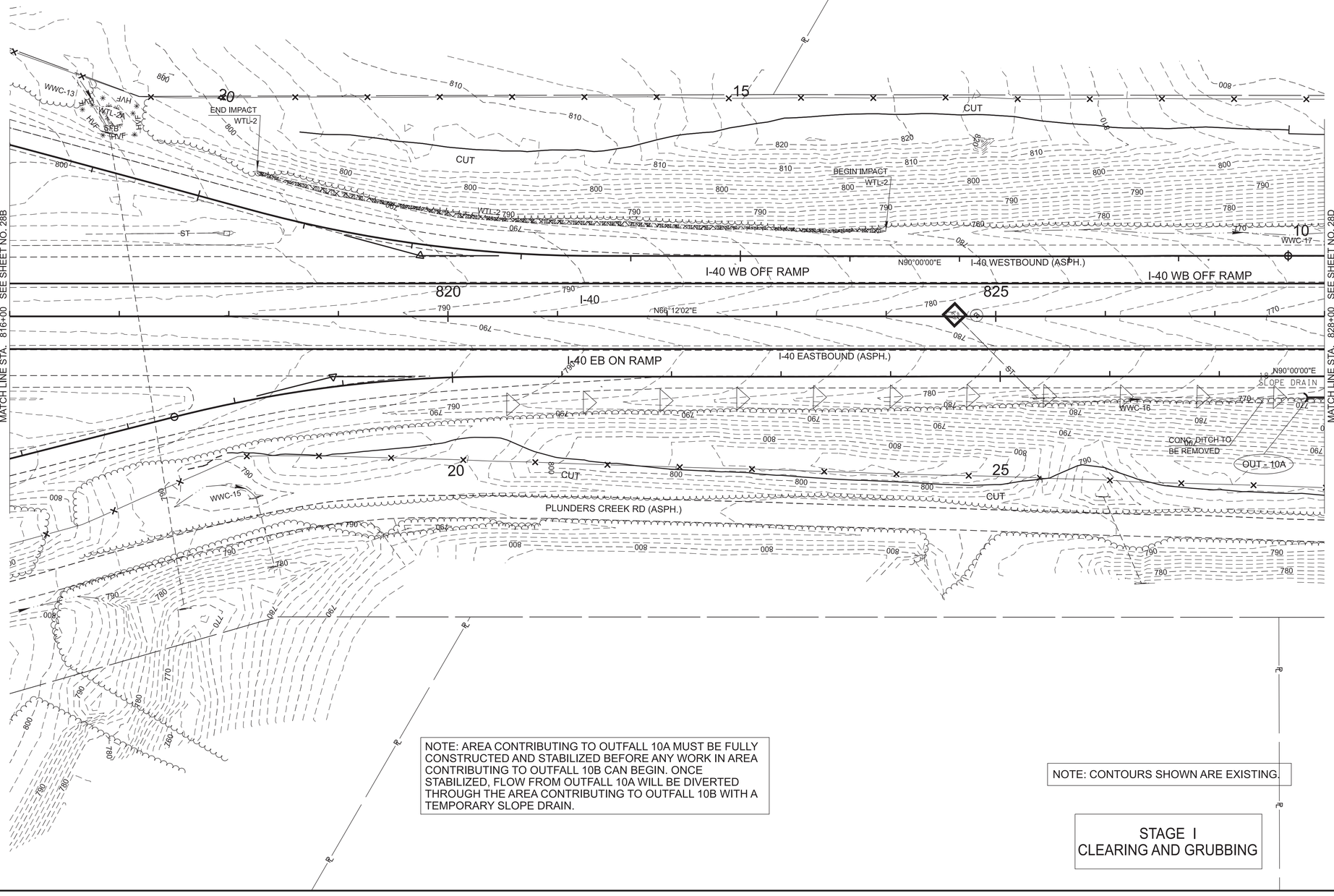
2/18/2026 1:06:25 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-028 EPSC STAGE 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	28C
PS&E	2026	41I040-S3-011	28C

LEGEND	WETLAND IMPACTS (WTL-2)
	AREA OF PERMANENT IMPACT = 0.041 AC. VOLUME OF PERMANENT IMPACT = 32.670 C.Y .

THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT NO CONSTRUCTION ACTIVITY WILL OCCUR IN, NOR THAT ANY CONSTRUCTION EQUIPMENT WILL ENTER ANY PORTION OF WTL-2A AND THAT THE WETLAND AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS EXCEPT AT THE PERMITTED LOCATIONS.

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
10A	2.08	2.7



NOTE: AREA CONTRIBUTING TO OUTFALL 10A MUST BE FULLY CONSTRUCTED AND STABILIZED BEFORE ANY WORK IN AREA CONTRIBUTING TO OUTFALL 10B CAN BEGIN. ONCE STABILIZED, FLOW FROM OUTFALL 10A WILL BE DIVERTED THROUGH THE AREA CONTRIBUTING TO OUTFALL 10B WITH A TEMPORARY SLOPE DRAIN.

NOTE: CONTOURS SHOWN ARE EXISTING.

STAGE I
CLEARING AND GRUBBING

SEALED BY

THOMAS A. KNIAZEW — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

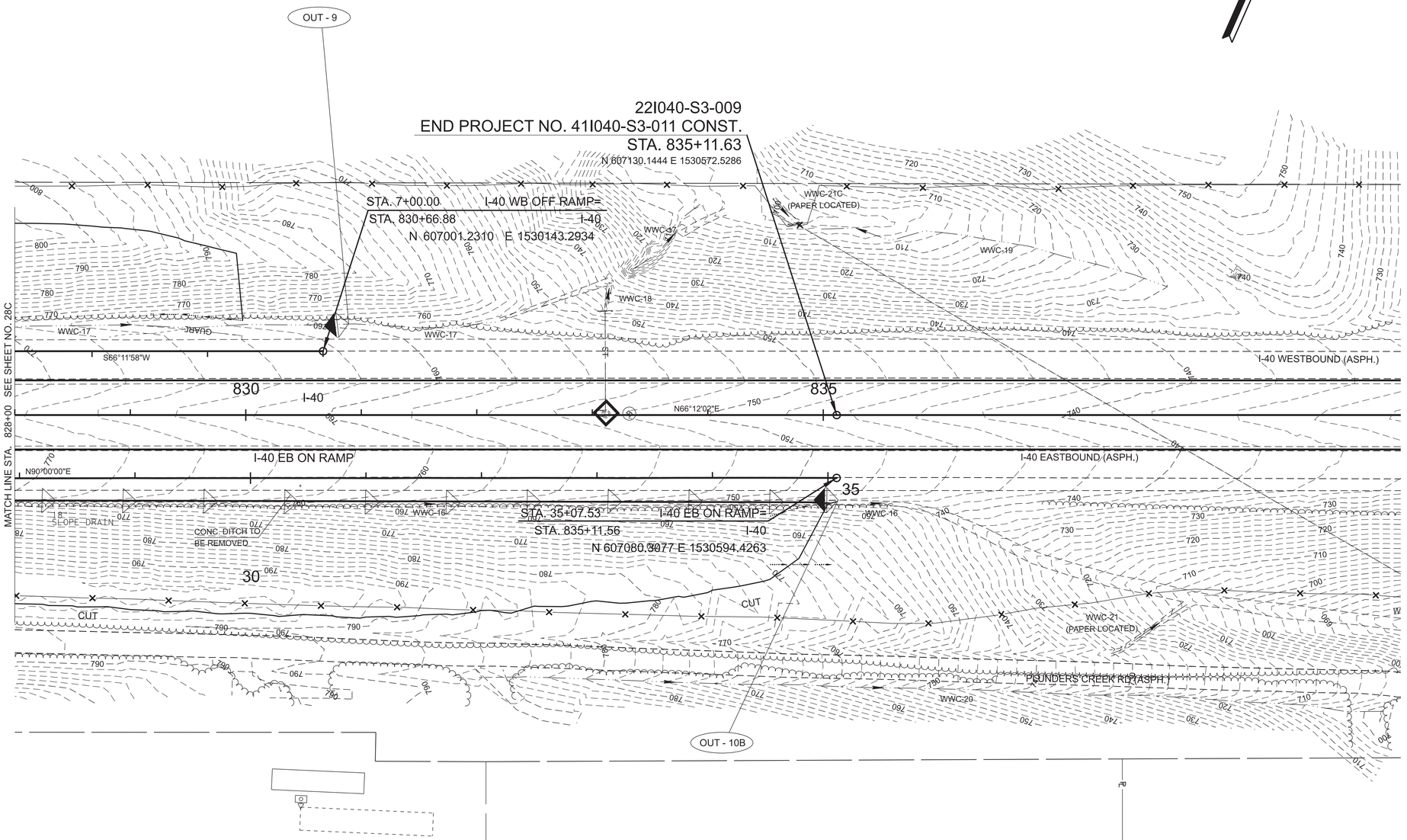
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

2/18/2026 1:06:27 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-028 EPSC STAGE 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	28D
PS&E	2026	41I040-S3-011	28D

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
9	1.89	11.7
10B	2.35	2.9



NOTE: AREA CONTRIBUTING TO OUTFALL 10A MUST BE FULLY CONSTRUCTED AND STABILIZED BEFORE ANY WORK IN AREA CONTRIBUTING TO OUTFALL 10B CAN BEGIN. ONCE STABILIZED, FLOW FROM OUTFALL 10A WILL BE DIVERTED THROUGH THE AREA CONTRIBUTING TO OUTFALL 10B WITH A TEMPORARY SLOPE DRAIN.

NOTE: CONTOURS SHOWN ARE EXISTING.

STAGE I
CLEARING AND GRUBBING

SEALED BY

NICHOLAS A. KNIAZEWYCH
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126179
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

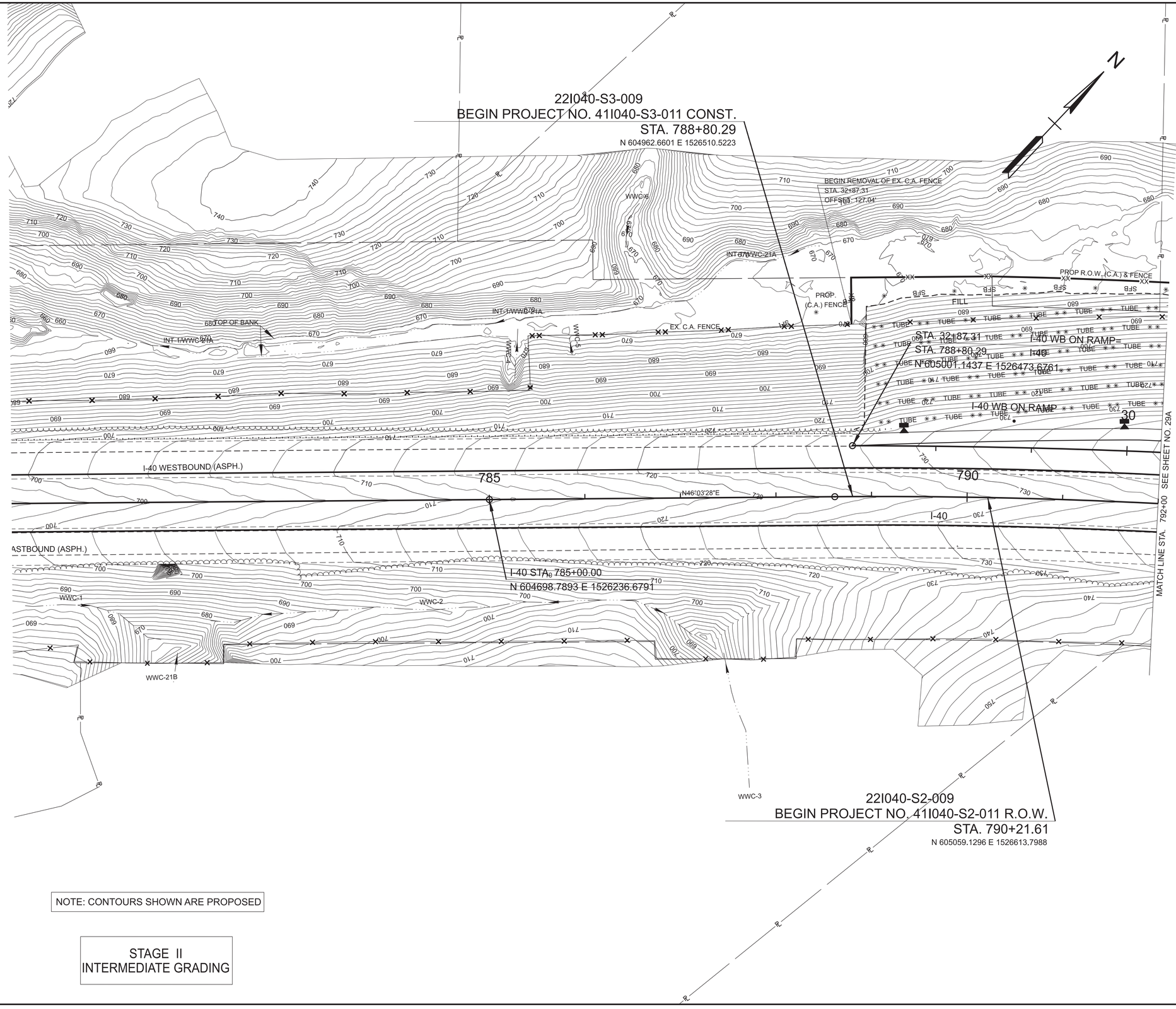
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:06:29 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-028 EPSC STAGE 1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	29
PS&E	2026	41I040-S3-011	29



NOTE: CONTOURS SHOWN ARE PROPOSED

STAGE II
INTERMEDIATE GRADING

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

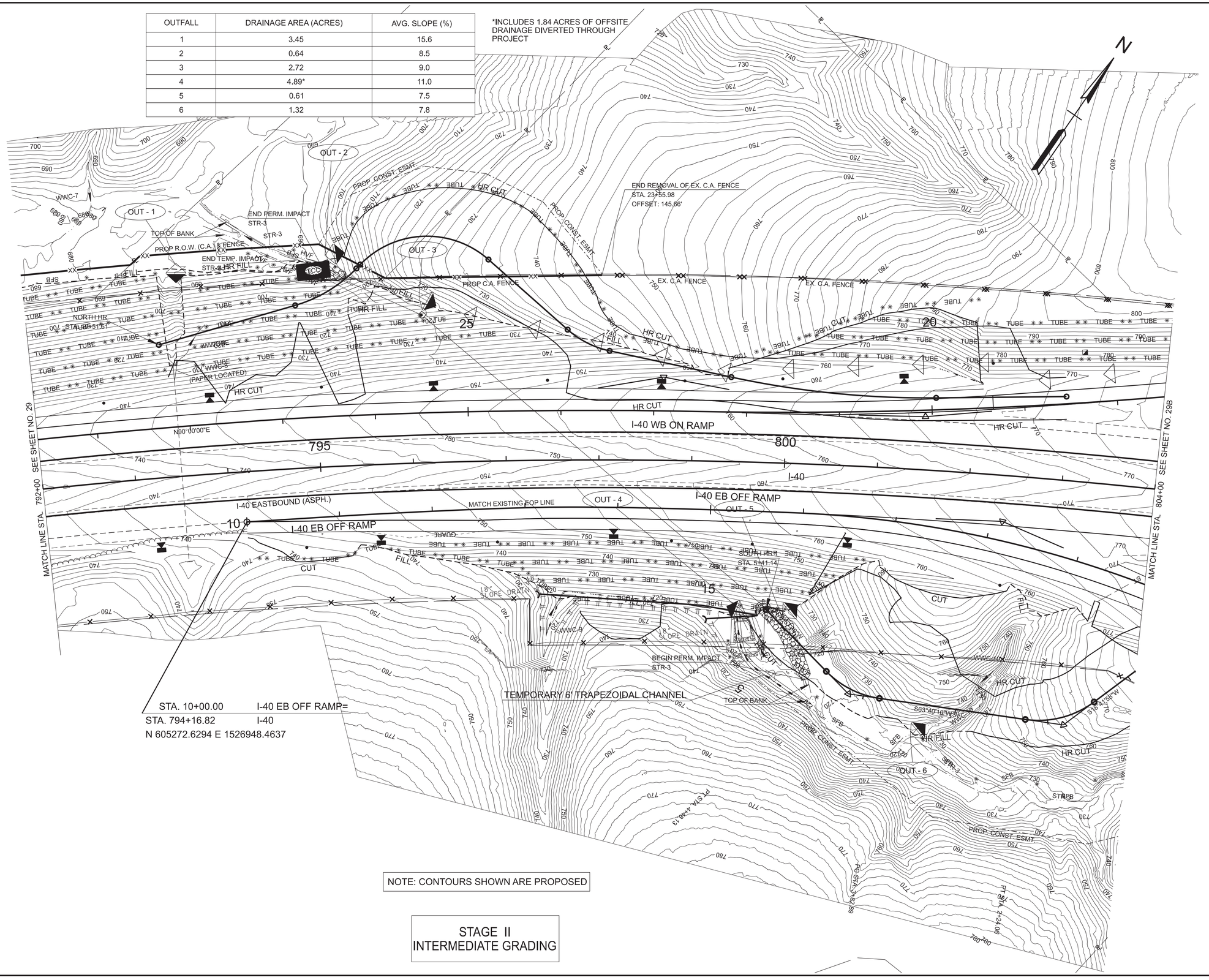
STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

2/18/2026 1:06:46 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-029 EPSC STAGE 2.DGN

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
1	3.45	15.6
2	0.64	8.5
3	2.72	9.0
4	4.89*	11.0
5	0.61	7.5
6	1.32	7.8

*INCLUDES 1.84 ACRES OF OFFSITE DRAINAGE DIVERTED THROUGH PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	29A
PS&E	2026	41I040-S3-011	29A



NOTE: CONTOURS SHOWN ARE PROPOSED

STAGE II
INTERMEDIATE GRADING

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:06:48 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-029 EPSC STAGE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	29B
PS&E	2026	41I040-S3-011	29B

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
7	0.97	6.2
8	1.40	5.0

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

STA. 26+47.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

NOTE: CONTOURS SHOWN ARE PROPOSED

STAGE II
INTERMEDIATE GRADING

I-40 WESTBOUND (ASPH.)
I-40 EASTBOUND (ASPH.)
I-40
4 SPAN CONC. BRIDGE ID 22I00400001
I-40 WB ON RAMP
I-40 WB OFF RAMP
I-40 EB ON RAMP
I-40 EB OFF RAMP
SR-48 (SR-1)
PLUNDERS CREEK RD (ASPH.)
MATCH EXISTING EOP LINE
LIMIT OF CONSTRUCTION SR 48 STA. 113+25.00
LIMIT OF CONSTRUCTION SR 48 STA. 109+50.00
EXIST. CL FENCE
TUBE
CUT
FILL
HR CUT
HR FILL
WOODS
GRASS
OUT - 7
OUT - 8
SOUTH HR 1 STA. 0+00.00
SOUTH HR 2 STA. 2+09.48
BEGIN TEMP. IMPACT STR-3
END TEMP. IMPACT STR-3 STA. 0+59.17
South HR 1
South HR 2
TOP OF BANK
PROP. CONST. ESMT.
WWC-10A
WWC-10B (PAPER LOCATED)
WWC-10C (PAPER LOCATED)
WWC-12
WWC-14
W/TL-1
SFB
S50°48'15"W
S18°41'19"W
S89°39'40"E
N79°55'00"E
N51°57'22"E
N17°11'20"W
MATCH LINE STA. 804+00 SEE SHEET NO. 29A
MATCH LINE STA. 816+00 SEE SHEET NO. 29C

N

SEALED BY

NICHOLAS A. KNAZEK
REGISTERED ENGINEER
AGRICULTURE & BIOSYSTEMS
COMMERCE
NO. 126092
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

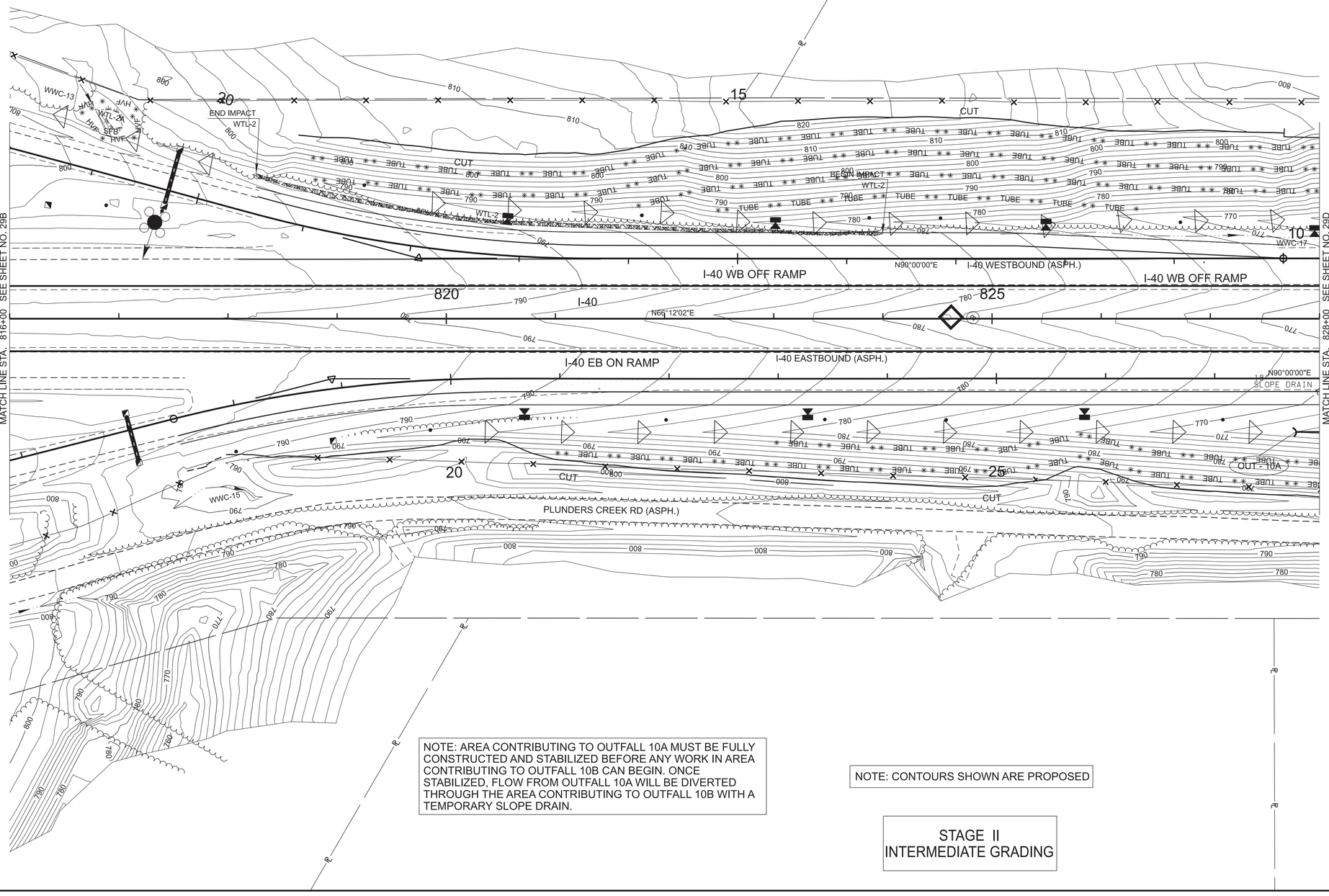
STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

2/18/2026 1:06:50 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-029 EPSC STAGE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	29C
PS&E	2026	41I040-S3-011	29C

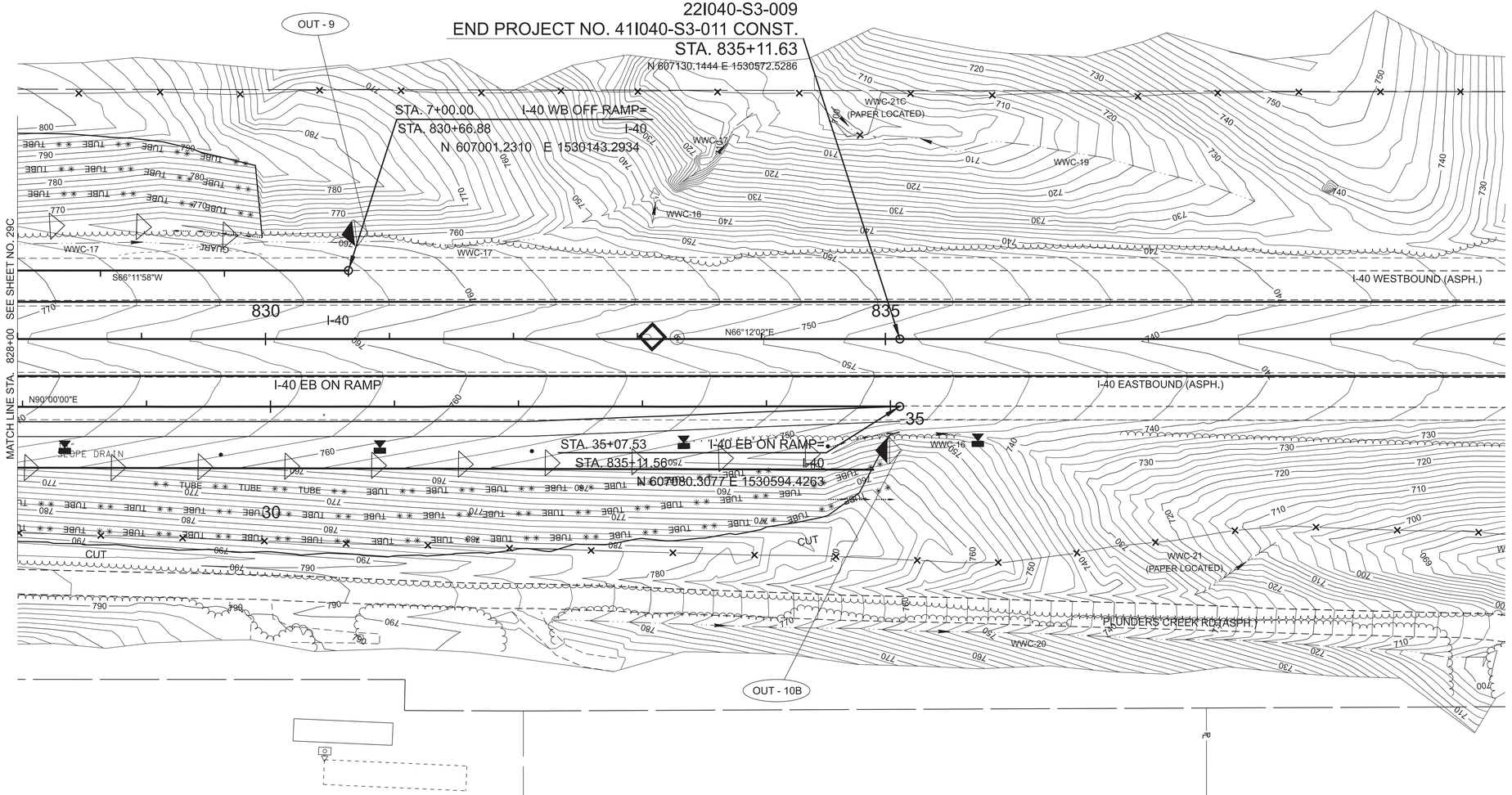
LEGEND	WETLAND IMPACTS (WTL-2)
	AREA OF PERMANENT IMPACT = 0.041 AC. VOLUME OF PERMANENT IMPACT = 32.670 C.Y .

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
10A	2.08	11.7


N
WWC-13
WTL-2A
WTL-2B
HVF
STR
20
END IMPACT
WTL-2
CUT
15
CUT
BEGIN IMPACT
WTL-2
TUBE
10
WWC-17
I-40 WB OFF RAMP
N90°00'00"E
I-40 WESTBOUND (ASPH.)
I-40 WB OFF RAMP
820
I-40
N66°12'02"E
825
I-40 EB ON RAMP
I-40 EASTBOUND (ASPH.)
N90°00'00"E
SLOPE DRAIN
OUT - 10A
MATCH LINE STA. 816+00 SEE SHEET NO. 29B
MATCH LINE STA. 828+00 SEE SHEET NO. 29D
WWC-15
PLUNDERS CREEK RD (ASPH.)
20
CUT
25
CUT
R
R
R

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	29D
PS&E	2026	41I040-S3-011	29D

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
9	1.01	11.7
10B	2.35	2.2



NOTE: AREA CONTRIBUTING TO OUTFALL 10A MUST BE FULLY CONSTRUCTED AND STABILIZED BEFORE ANY WORK IN AREA CONTRIBUTING TO OUTFALL 10B CAN BEGIN. ONCE STABILIZED, FLOW FROM OUTFALL 10A WILL BE DIVERTED THROUGH THE AREA CONTRIBUTING TO OUTFALL 10B WITH A TEMPORARY SLOPE DRAIN.

NOTE: CONTOURS SHOWN ARE PROPOSED

STAGE II
INTERMEDIATE GRADING

SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
NUMBER
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:06:53 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-029 EPSC STAGE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	30
PS&E	2026	41I040-S3-011	30

22I040-S3-009
BEGIN PROJECT NO. 41I040-S3-011 CONST.
STA. 788+80.29
N 604962.6601 E 1526510.5223

BEGIN REMOVAL OF EX. C.A. FENCE
STA. 32+87.31
OFF 150' 127.04'

PROP R.O.W. (C.A.) & FENCE

PROP.
(C.A.) FENCE

EX. C.A. FENCE

FILL

STA. 32+87.31
I-40 WB ON RAMP=
STA. 788+80.29
I-40
N 605001.1437 E 1526473.6761

I-40 WB ON RAMP

30

I-40 WESTBOUND (ASPH.)

785

790

N46°03'28"E

I-40

I-40 STA. 785+00.00
N 604698.7893 E 1526236.6791

WWC-1
WWC-2
WWC-3
WWC-5
WWC-6
WWC-21A
WWC-21B
INT-1/WWC-21A
INT-2/WWC-21A

MATCH LINE STA. 792+00 SEE SHEET NO. 30A

22I040-S2-009
BEGIN PROJECT NO. 41I040-S2-011 R.O.W.
STA. 790+21.61
N 605059.1296 E 1526613.7988

NOTE: CONTOURS SHOWN ARE PROPOSED

STAGE III
FINAL CONSTRUCTION

SEALED BY

NICHOLAS A. KNIZLEY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 125492
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

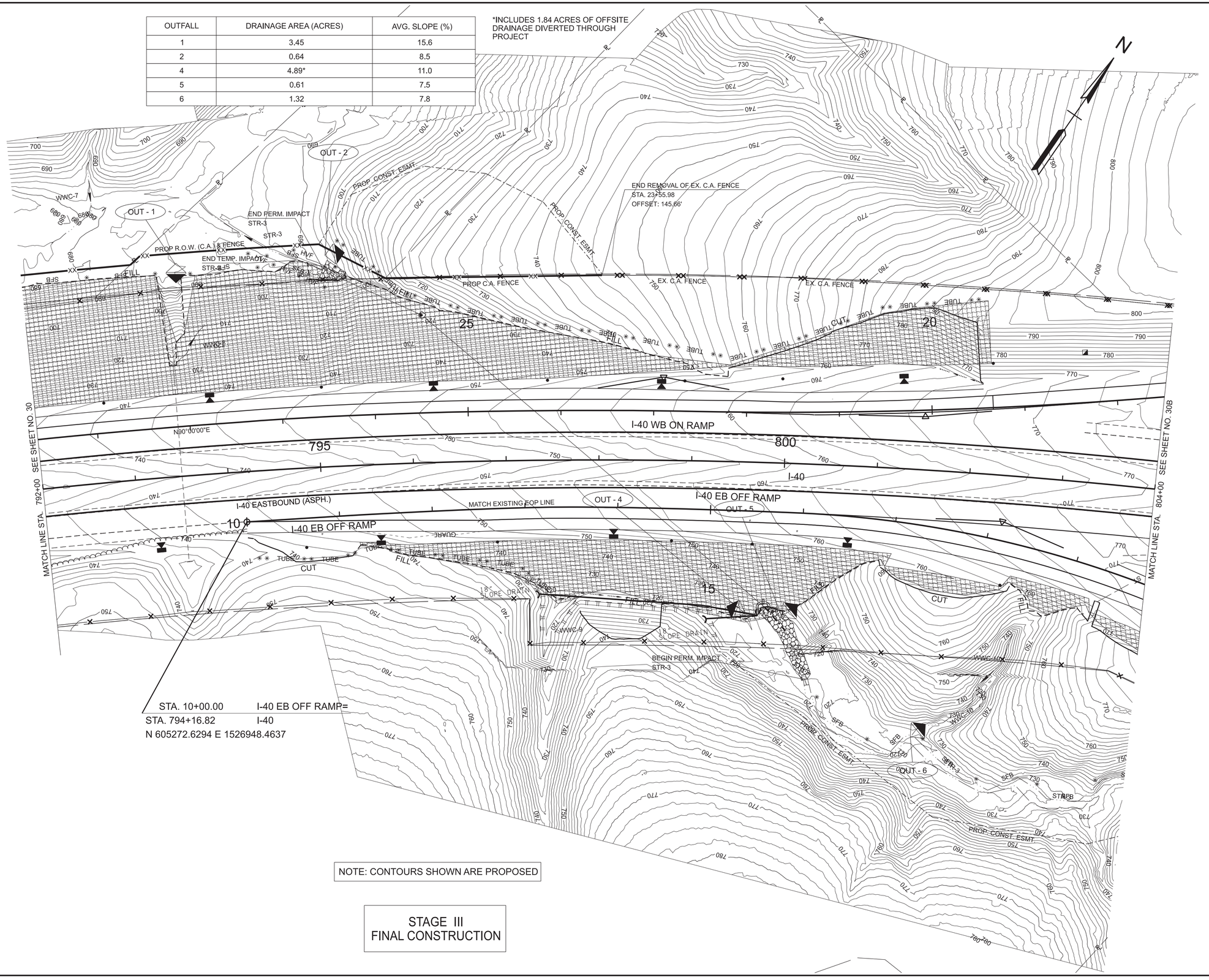
STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

2/18/2026 1:07:07 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-030 EPSC STAGE 3.DGN

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
1	3.45	15.6
2	0.64	8.5
4	4.89*	11.0
5	0.61	7.5
6	1.32	7.8

*INCLUDES 1.84 ACRES OF OFFSITE DRAINAGE DIVERTED THROUGH PROJECT

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	30A
PS&E	2026	41I040-S3-011	30A



NOTE: CONTOURS SHOWN ARE PROPOSED

STAGE III
FINAL CONSTRUCTION

SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
NUMBER
NO. 125492
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:07:09 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-030 EPSC STAGE 3.DGN

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
7	0.97	6.2
8	1.40	5.0

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	30B
PS&E	2026	41I040-S3-011	30B

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

I-40 WB ON RAMP

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

S50°48'15"W

MATCH EXISTING EOP LINE

EX. C.A. FENCE

I-40 WB OFF RAMP

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

N17°41'02"W

SR-48 (ASPH.)

I-40 WESTBOUND (ASPH.)

I-40

I-40 EASTBOUND (ASPH.)

4 SPAN CONC. BRIDGE ID 22I00400001

SEE SHEET NO. 30A

MATCH LINE STA. 804+00

SEE SHEET NO. 30C

MATCH LINE STA. 816+00

OUT - 7

OUT - 8

N78°55'00"E

I-40 EB OFF RAMP

BEGIN TEMP. IMPACT

END TEMP. IMPACT

STR-3

STR-3SFB

PROP. CONST. ESMT.

STA. 26+47.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

NOTE: CONTOURS SHOWN ARE PROPOSED

STAGE III
FINAL CONSTRUCTION

LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00

I-40 EB OFF RAMP

MATCH EXISTING EOP LINE

N51°57'22"E

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

PLUNDERS CREEK RD (ASPH.)

LIMIT OF CONSTRUCTION
SR 48 STA. 109+50.00

GRASS, WOODS, CUT, FILL, TUBE, SFB, WWC-12, WWC-14, WTL-1



SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

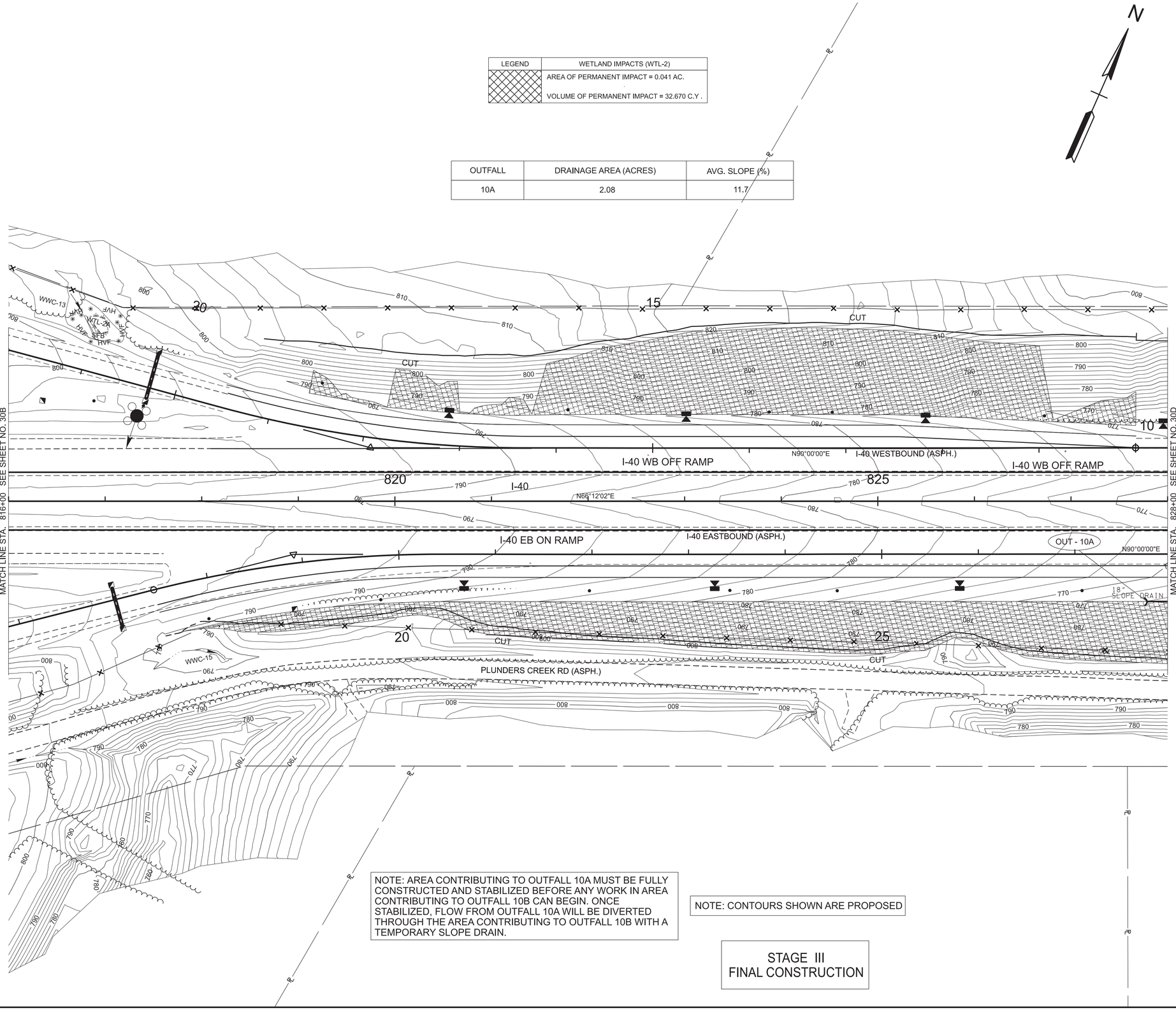
STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

2/18/2026 1:07:12 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-030 EPSC STAGE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	30C
PS&E	2026	41I040-S3-011	30C

LEGEND	WETLAND IMPACTS (WTL-2)
	AREA OF PERMANENT IMPACT = 0.041 AC. VOLUME OF PERMANENT IMPACT = 32.670 C.Y .

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
10A	2.08	11.7



NOTE: AREA CONTRIBUTING TO OUTFALL 10A MUST BE FULLY CONSTRUCTED AND STABILIZED BEFORE ANY WORK IN AREA CONTRIBUTING TO OUTFALL 10B CAN BEGIN. ONCE STABILIZED, FLOW FROM OUTFALL 10A WILL BE DIVERTED THROUGH THE AREA CONTRIBUTING TO OUTFALL 10B WITH A TEMPORARY SLOPE DRAIN.

NOTE: CONTOURS SHOWN ARE PROPOSED

STAGE III
FINAL CONSTRUCTION

SEALED BY

NICHOLAS A. KNIAZEWYCH
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126179
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

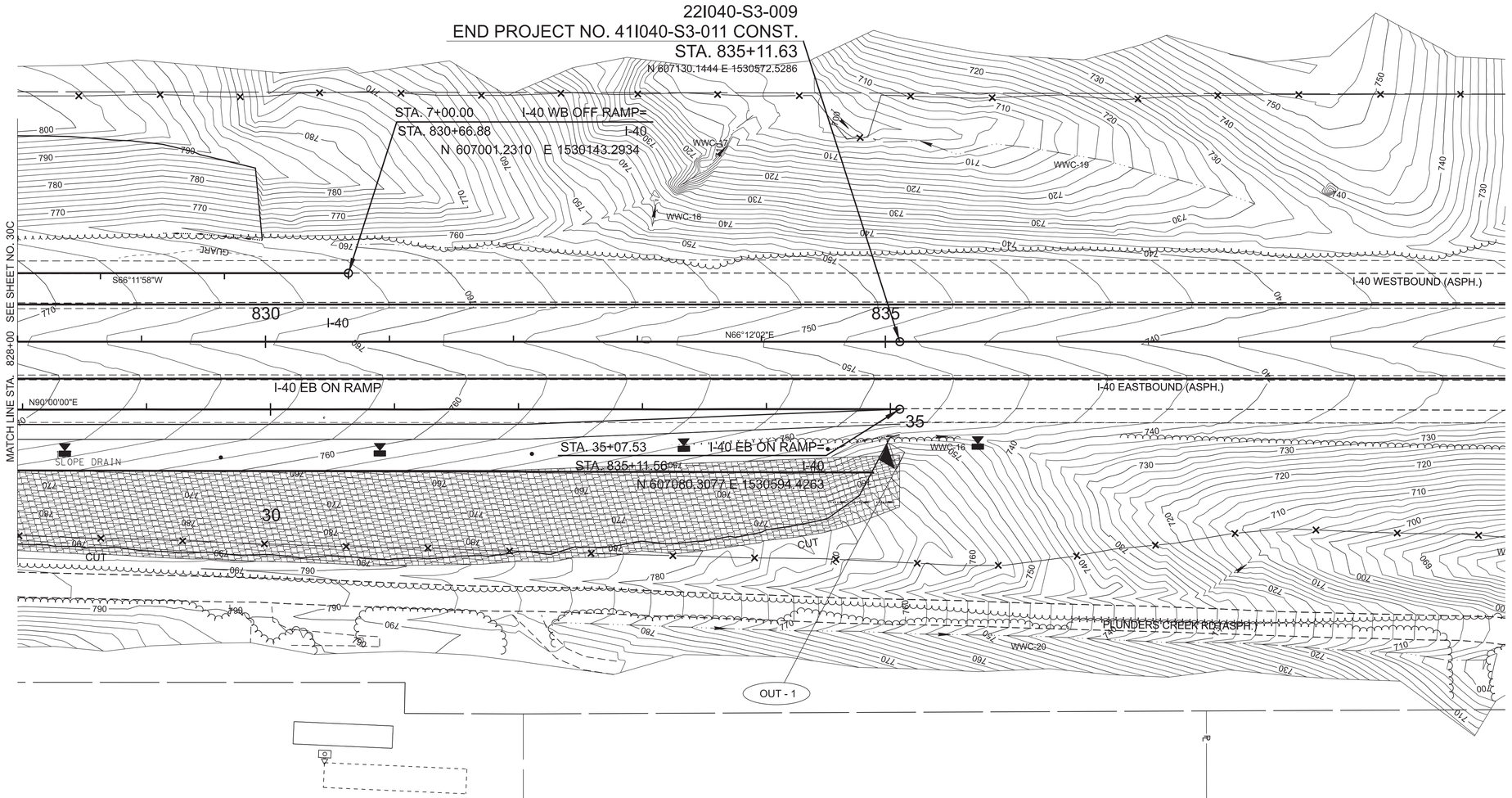
EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

2/18/2026 1:07:14 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-030 EPSC STAGE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	30D
PS&E	2026	41I040-S3-011	30D

OUTFALL	DRAINAGE AREA (ACRES)	AVG. SLOPE (%)
9	1.01	11.7
10B	2.35	2.2



NOTE: AREA CONTRIBUTING TO OUTFALL 10A MUST BE FULLY CONSTRUCTED AND STABILIZED BEFORE ANY WORK IN AREA CONTRIBUTING TO OUTFALL 10B CAN BEGIN. ONCE STABILIZED, FLOW FROM OUTFALL 10A WILL BE DIVERTED THROUGH THE AREA CONTRIBUTING TO OUTFALL 10B WITH A TEMPORARY SLOPE DRAIN.

NOTE: CONTOURS SHOWN ARE PROPOSED

STAGE III
FINAL CONSTRUCTION

SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
NUMBER
NUMBER 124592
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

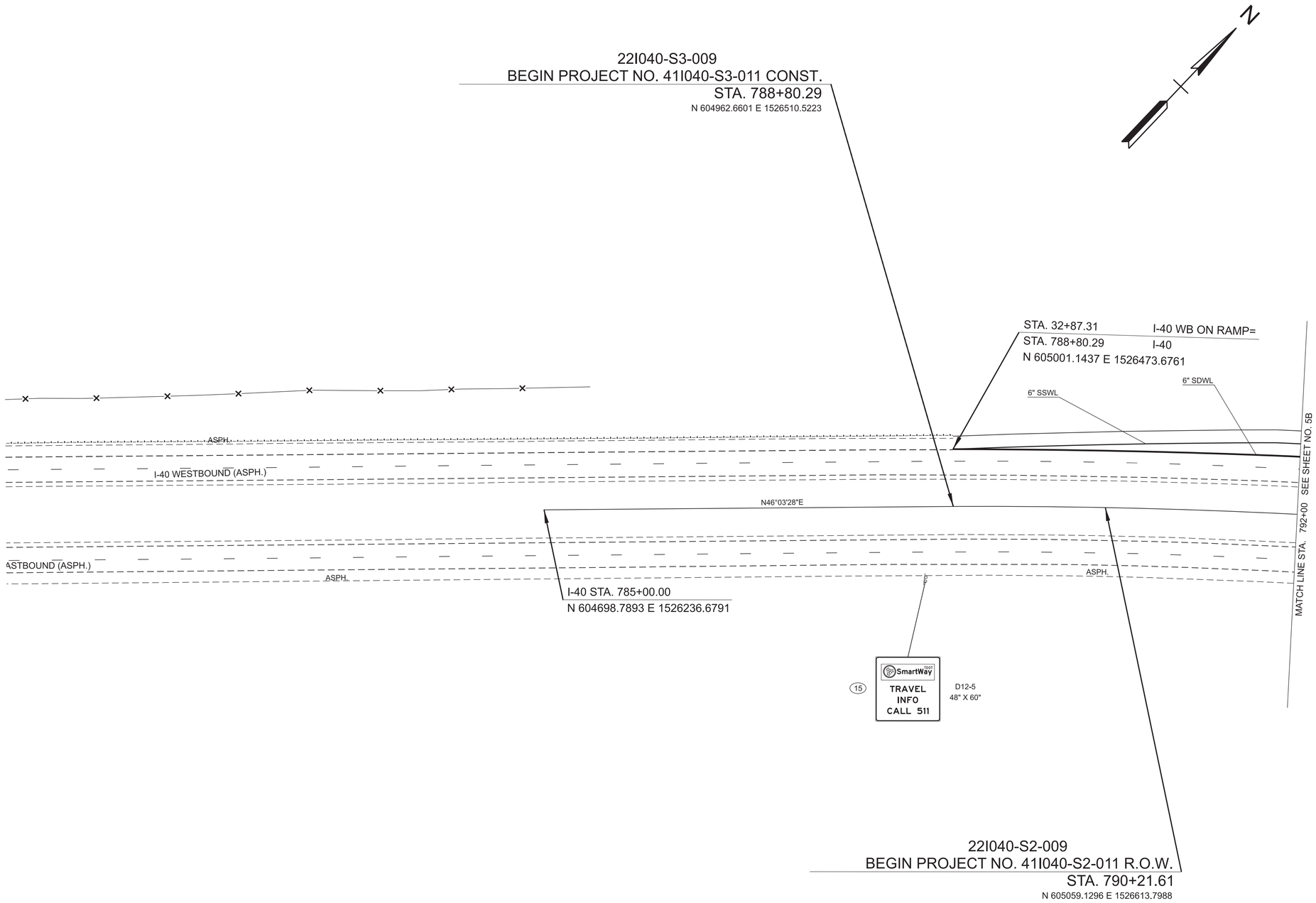
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:07:17 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-030 EPSC STAGE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	31



SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 134393
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

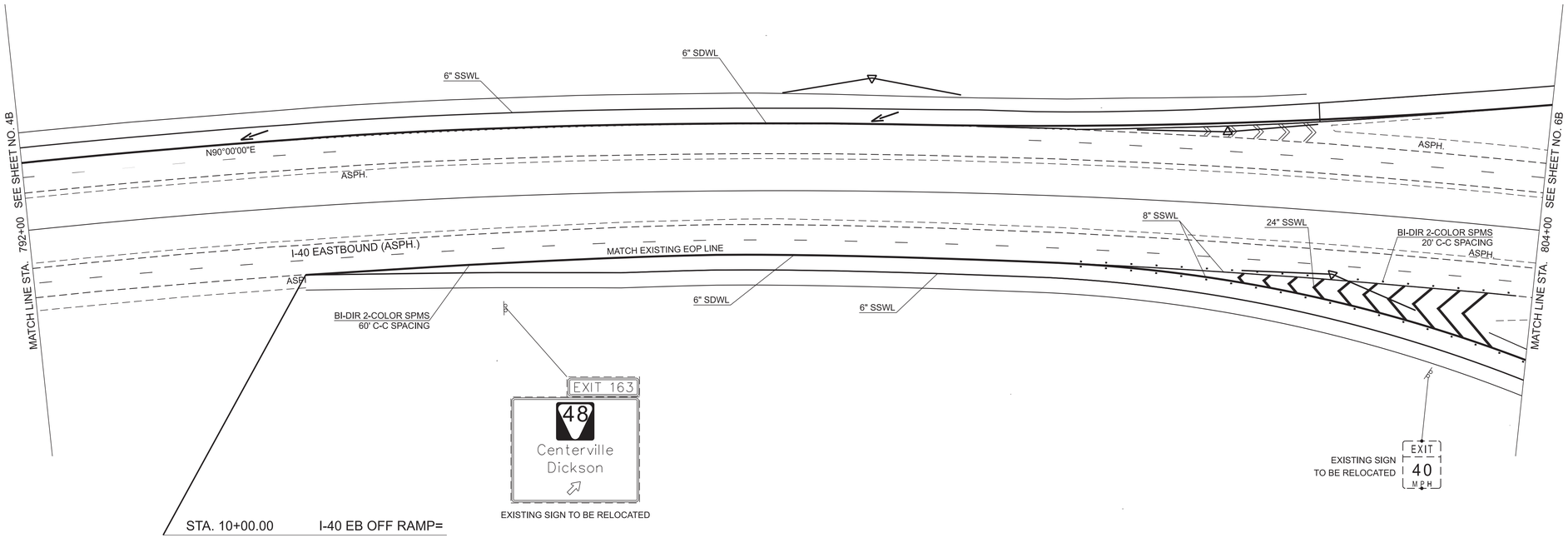
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

2/18/2026 1:07:30 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-031 SIGNING AND STRIPING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	32



STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637

SEALED BY

NICHOLAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126179
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:07:31 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-031 SIGNING AND STRIPING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	33

N

SOUTH
48
M3-3
24" X 12"
TN-6A
24" X 24"
M6-1L
21" X 15"
7

CURB

ASPH.

CURB

ASPH.

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

EXISTING SIGN TO BE RELOCATED
STOP
DO NOT ENTER
ONE WAY
ONE WAY

NORTH
48
M3-1
24" X 12"
TN-6A
24" X 24"
M6-1R
21" X 15"
9

10
WRONG WAY
R5-1A
42" X 30"

24" SSWL

BI-DIR SPMS (RED & WHITE)
SEE T-M-9B

EXISTING SIGN TO BE RELOCATED
CENTERVILLE
DICKSON

S
48
N
EXISTING SIGN TO BE REMOVED

EXISTING SIGN TO BE RELOCATED
NO PARKING

11
W3-1
48" X 48"

6" SSWL

24" SSWL

EXISTING SIGN TO BE RELOCATED
NO PARKING

6" SSWL

N17°11'03"W

7
BI-DIR SPMS (RED & WHITE)
SEE T-M-9B

MONO-DIR SPMS (RED)
SEE T-M-9B

S81°13'59"W

MATCH EXISTING EOP LINE

6" SDWL

SR-48 (ASPH.)

6" SSWL

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

S50°48'15"W

MATCH EXISTING EOP LINE

6" SSWL

8
R3-1
36" X 36"
R3-1
36" X 36"

12
W3-1
48" X 48"

ASPH.

I-40 WESTBOUND (ASPH.)

ASPH.

MATCH LINE STA. 804+00 SEE SHEET NO. 5B

ASPH.

I-40 EASTBOUND (ASPH.)

ASPH.

MATCH LINE STA. 816+00 SEE SHEET NO. 7B

BI-DIR 2-COLOR SPMS
20' C-C SPACING

1
WRONG WAY
R5-1A
42" X 30"

CAMPING
EXISTING SIGN TO BE RELOCATED

GAS
FOOD
EXISTING SIGN TO BE RELOCATED

3
W3-1
48" X 48"

EXISTING SIGN TO BE RELOCATED
NORTH
48

5
WRONG WAY
R5-1A
42" X 30"

LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00

STOP
DO NOT ENTER
ONE WAY
ONE WAY
EXISTING SIGN TO BE RELOCATED

6" SSWL

MONO-DIR SPMS (RED)
SEE T-M-9B

N78°55'00"E

6" SSWL

R3-1
36" X 36"
6
R3-1
36" X 36"

ASPH.

6" SDWL

24" SSWL

N51°57'22"E

MATCH EXISTING EOP LINE

I-40 EASTBOUND ON RAMP (ASPH.)

4
W3-1
48" X 48"

ASPH.

2
WRONG WAY
R5-1A
42" X 30"

DICKSON
CENTERVILLE
EXISTING SIGN TO BE RELOCATED

MONO-DIR SPMS (RED)
SEE T-M-9B

BI-DIR SPMS (RED & WHITE)
SEE T-M-9B

24" SSWL

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

STOP
ONE WAY
ONE WAY
EXISTING SIGN TO BE REMOVED

EXISTING SIGN TO BE RELOCATED
WRONG WAY

ASPH.

PLUNDERS CREEK RD (ASPH.)

ASPH.

ASPH.

STA. 26+17.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

SOUTH
48
EXISTING SIGN TO BE RELOCATED

STOP
DO NOT ENTER
ONE WAY
ONE WAY
EXISTING SIGN TO BE RELOCATED

ASPH.

ASPH.

LIMIT OF CONSTRUCTION
SR 48 STA. 109+50.00

SEALED BY

NICHOLAS A. KNIAZEFF
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 125492
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

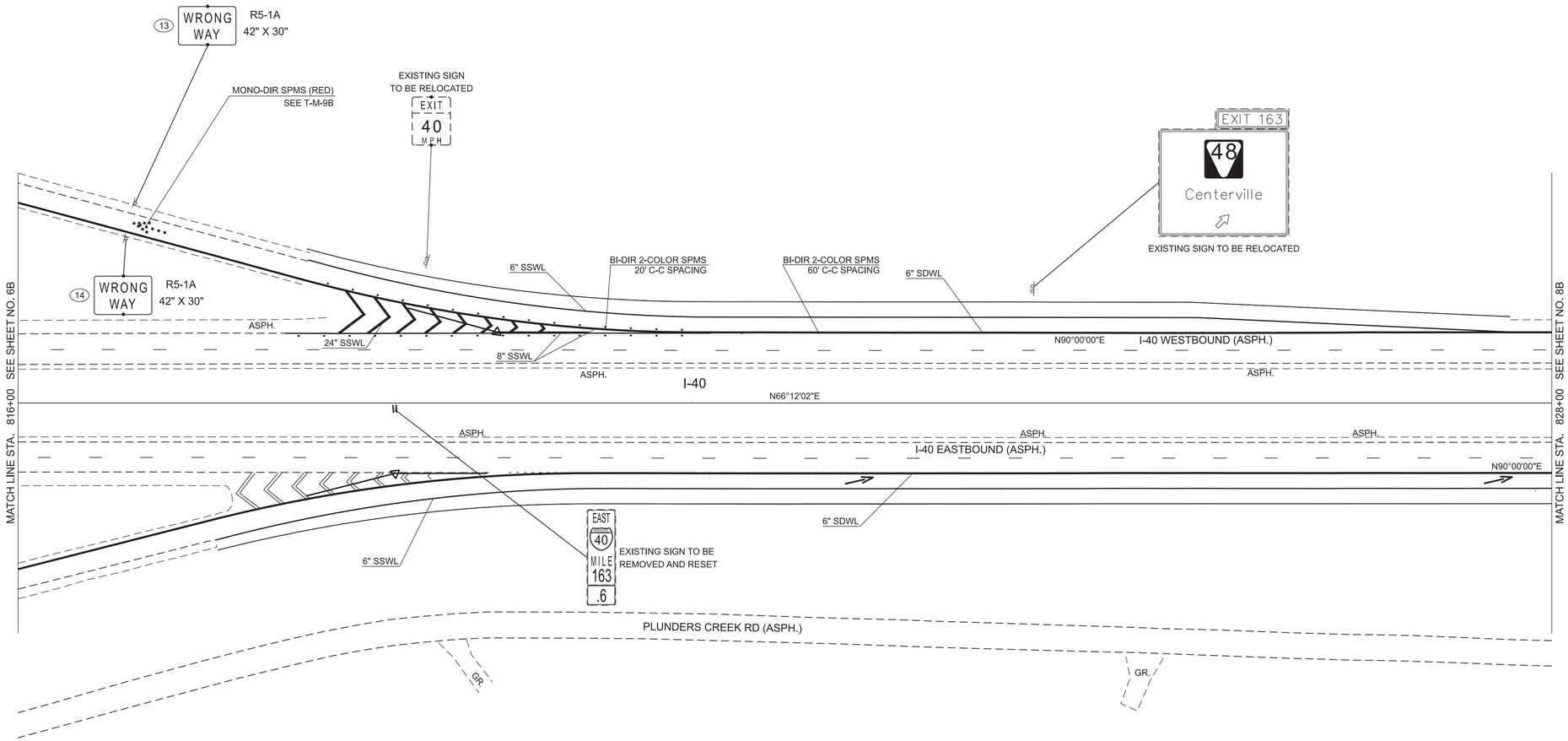
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

2/18/2026 1:07:33 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-031 SIGNING AND STRIPING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	34



SEALED BY

NICHOLAS A KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 124197
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

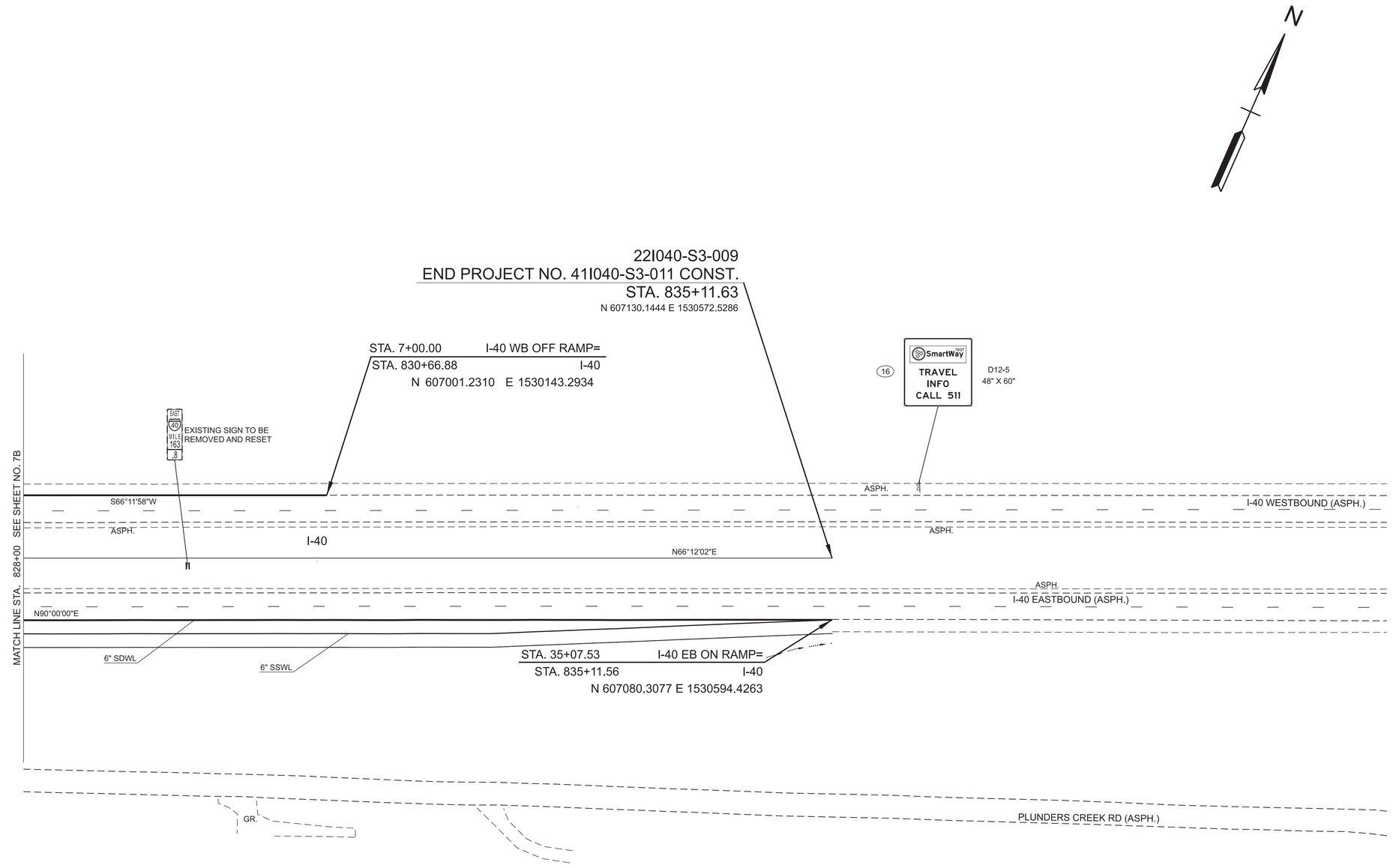
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

2/18/2026 1:07:34 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-031 SIGNING AND STRIPING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	35



SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
NO. 125192
COMMERCE
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:07:35 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-031 SIGNING AND STRIPING.DGN

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS 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.
PS&E	2026	41I040-S3-011	36

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.		
1 5 10 13 14	 R5-1A	33 34	42"	30"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUMINUM	U3	13.5'				7'	
2	 R5-1A	33 34	42"	30"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUMINUM	U3	17'				7'	
3 11 12	 W3-1	33	48"	48"									RED (REF.) BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	U3	14.75'				7'	
4	 W3-1	33	48"	48"									RED (REF.) BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	U3	18.25				7'	
6 8	 R3-1  R3-1	33	36" 36"	36" 36"									RED (REF.) BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U6	14.5'				7'	
7	 M3-3  TN-6A  M6-1L	33	24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLACK	0.080" SHEET ALUMINUM	U5	15.25'				7'	
9	 M3-1  TN-6A  M6-1R	33	24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLACK	0.080" SHEET ALUMINUM	U5	15.25'				7'	
15 16	 D12-5	31 35	48"	60"									WHITE	BLUE	EXTRUDED ALUMINUM PANEL	U6	H1 = 22.5' H2 = 23.75'				7'	SIGNS SHOULD BE LOCATED 800' BEFORE ROAD WORK ADVANCE SIGNAGE BUT CAN BE REDUCED TO 500' IF SPACING IS NEEDED. SIGNS ARE TO BE REMOVED AFTER PROJECT COMPLETION.

SEALED BY



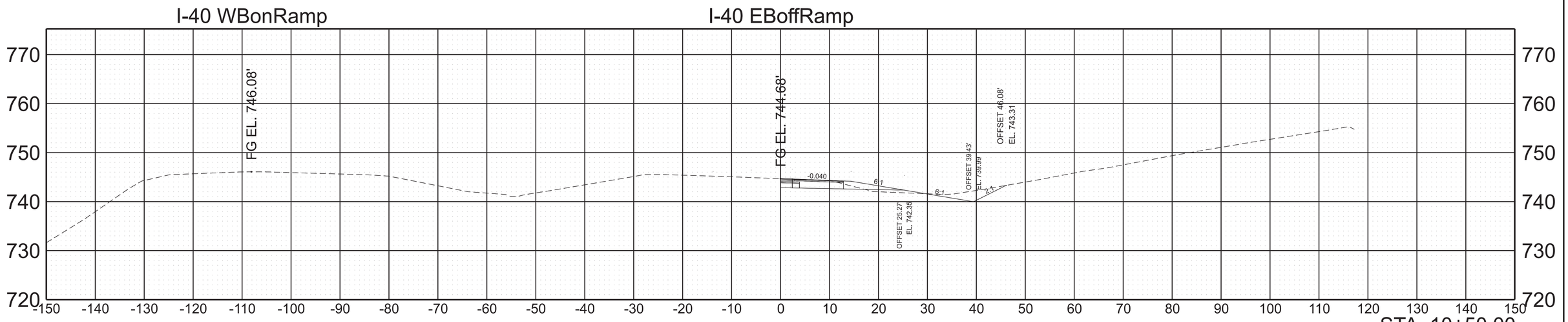
3-25-26

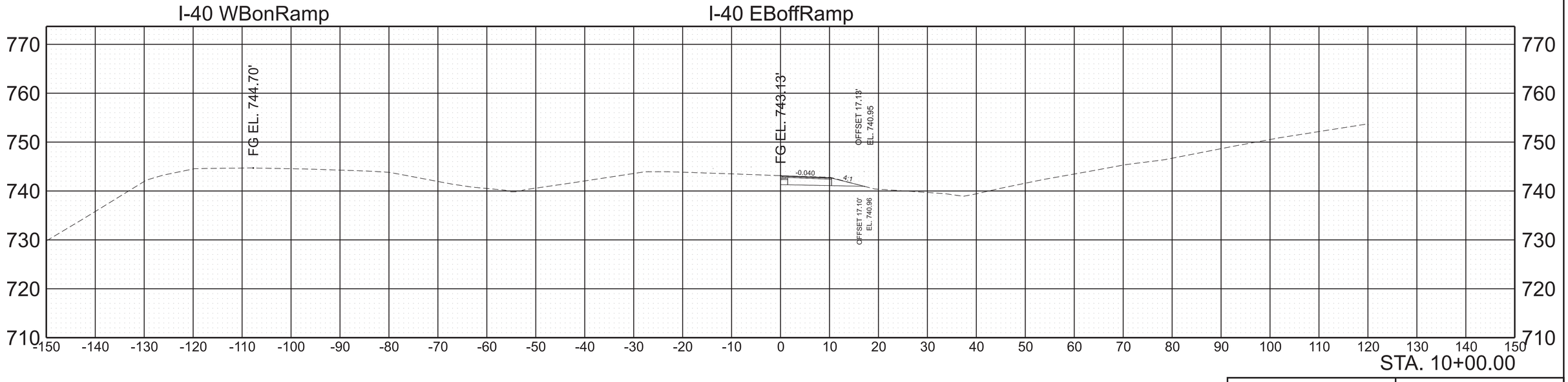
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

2/18/2026 1:07:46 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-036 SIGN SCHEDULE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	23
FUNC.	2025	41I040-S2-011	31
PS&E	2026	41I040-S3-011	37

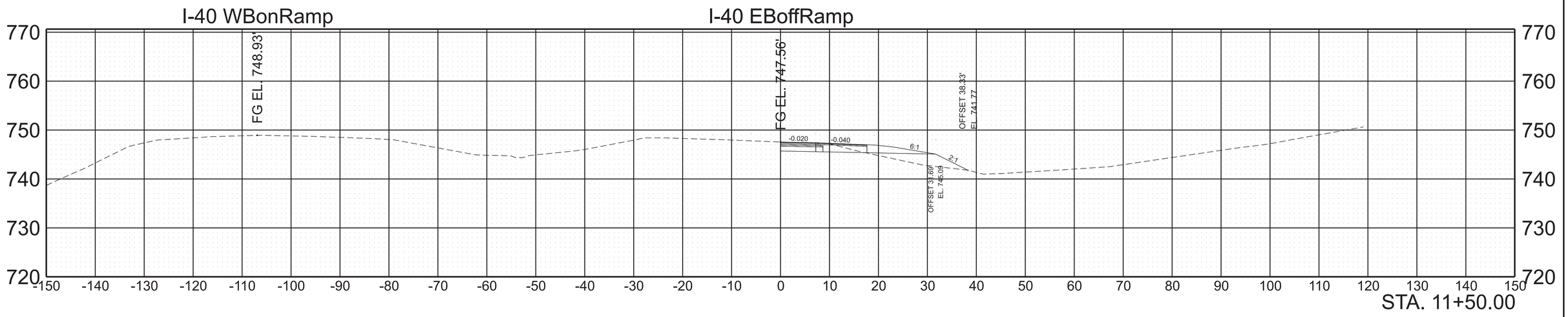


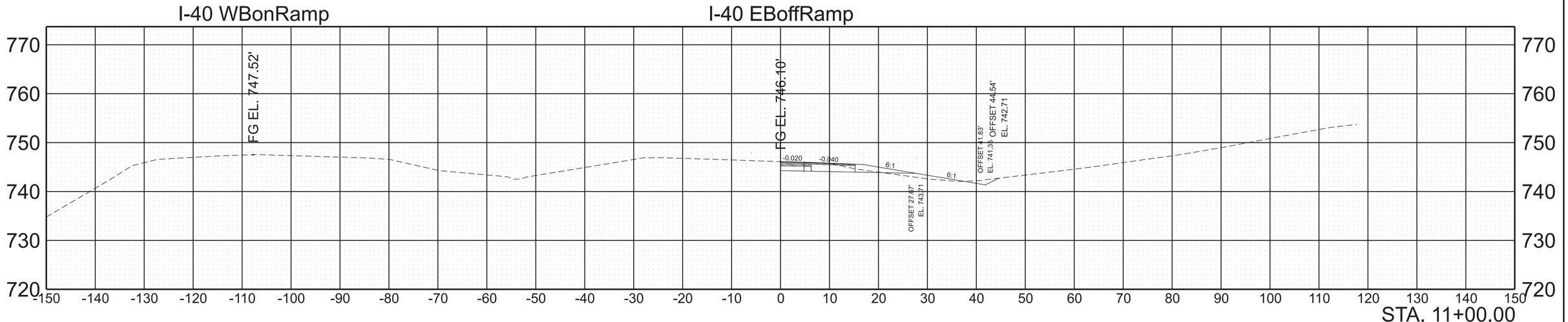


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 10+00.00
	1"=10' VERT.	END STA. 10+50.00

2/18/2026 1:07:58 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	24
FUNC.	2025	41I040-S2-011	32
PS&E	2026	41I040-S3-011	38

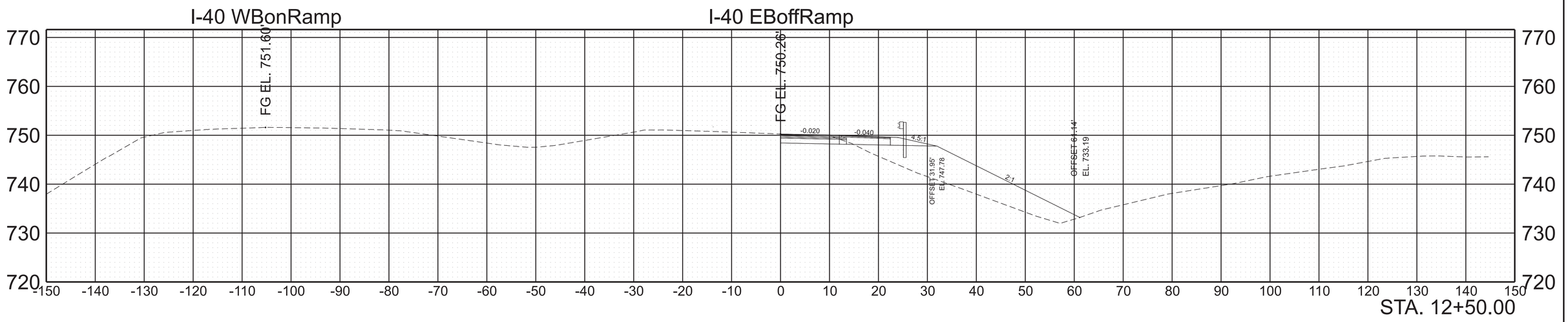


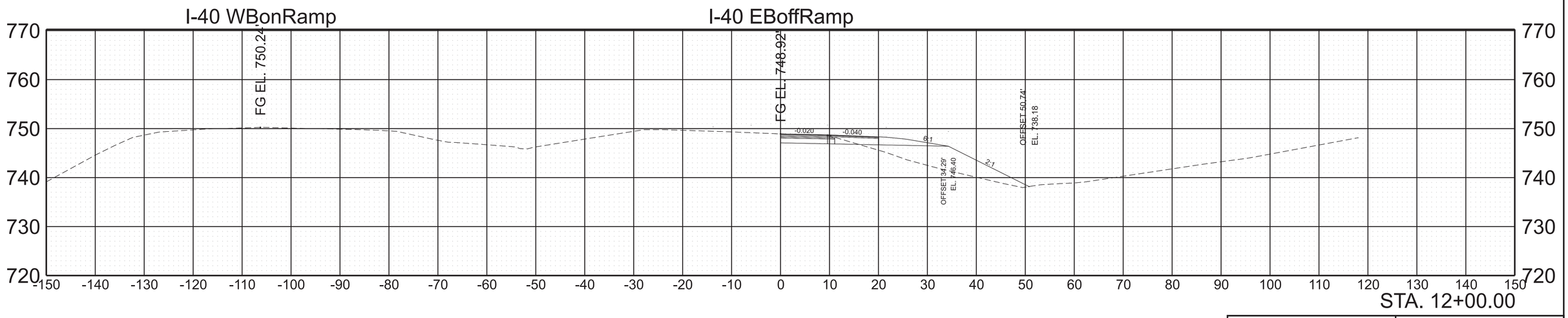


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 11+00.00
	1"=10' VERT.	END STA. 11+50.00

2/18/2026 1:08:00 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	25
FUNC.	2025	41I040-S2-011	33
PS&E	2026	41I040-S3-011	39

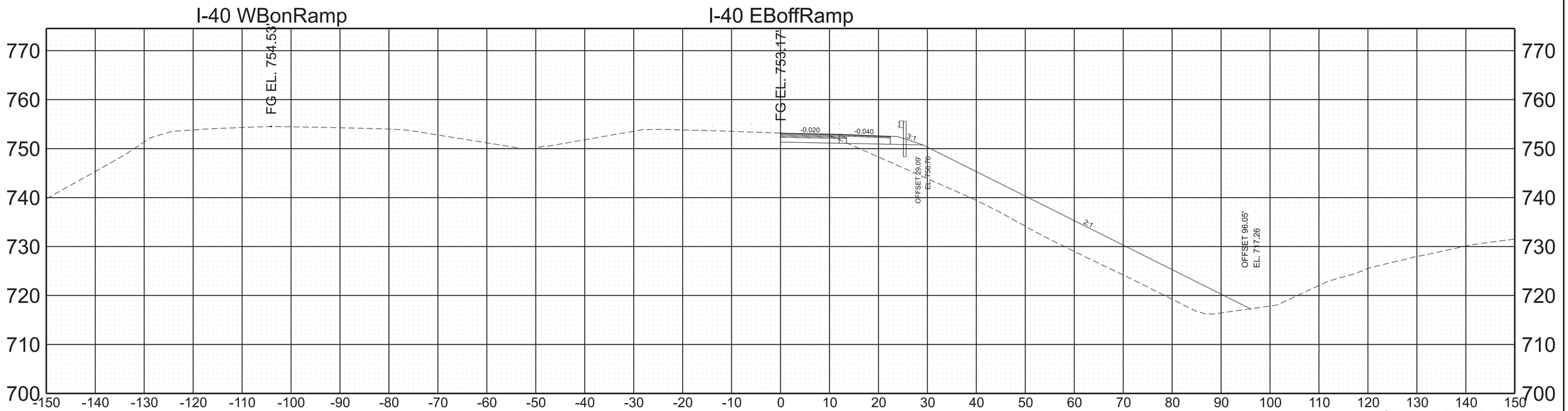


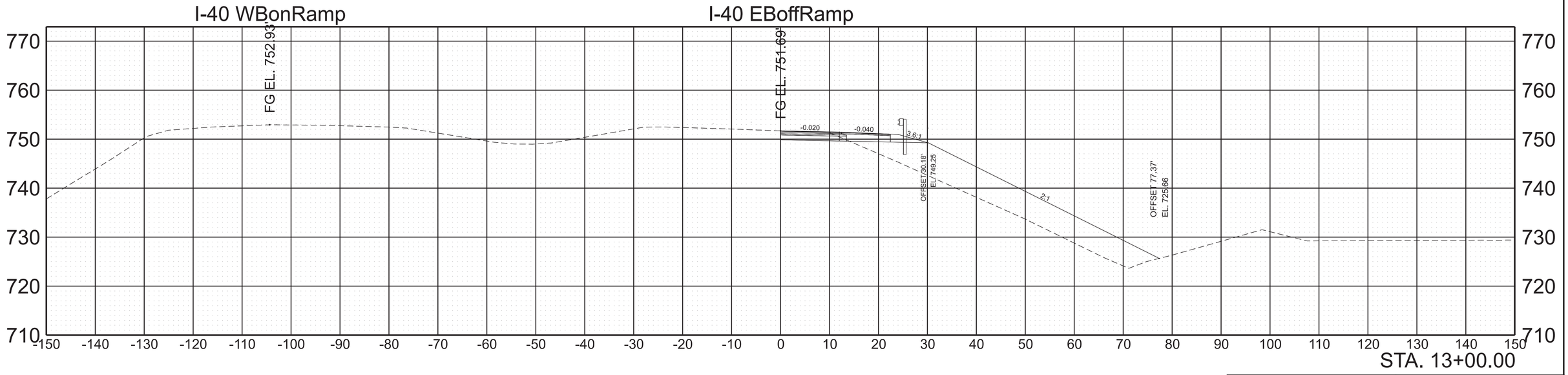


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 12+00.00 END STA. 12+50.00

2/18/2026 1:08:02 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	26
FUNC.	2025	41I040-S2-011	34
PS&E	2026	41I040-S3-011	40

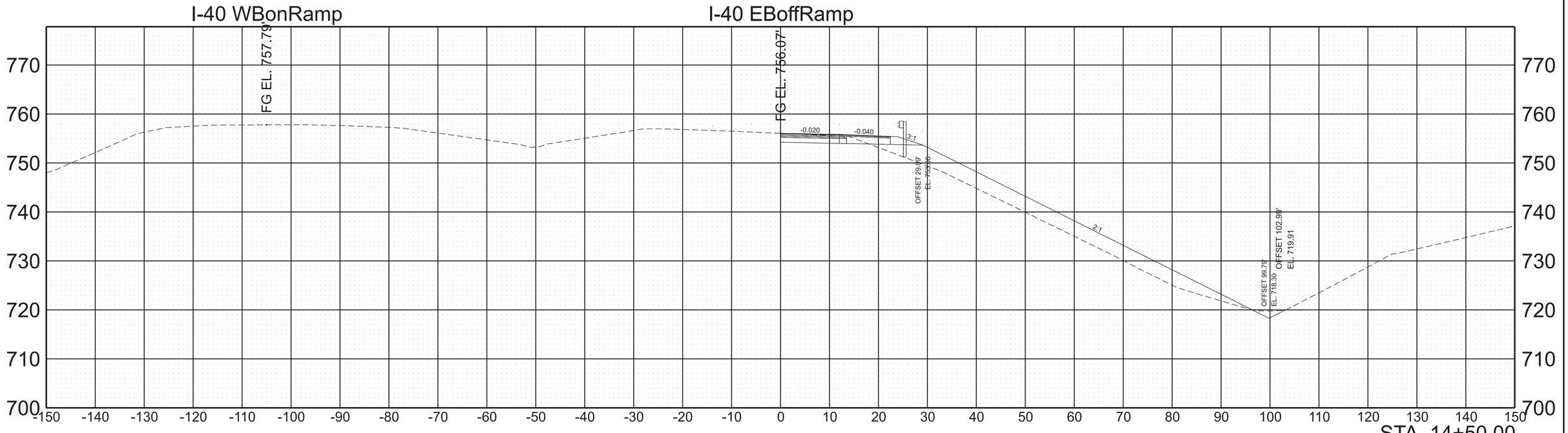


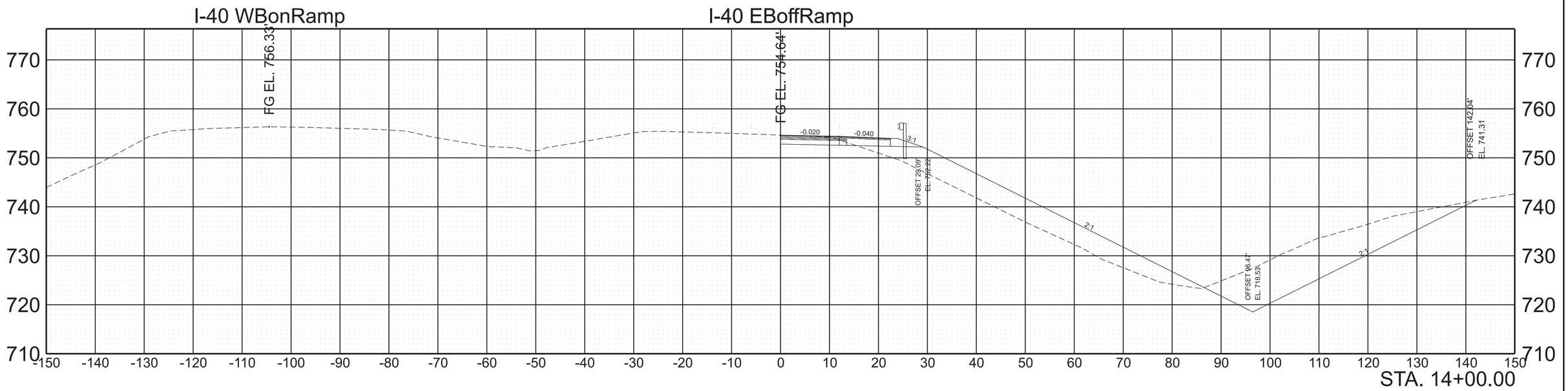


SCALE:	1"=10' HORIZ.	BEGIN STA. 13+00.00
	1"=10' VERT.	END STA. 13+50.00

2/18/2026 1:08:04 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	27
FUNC.	2025	41I040-S2-011	35
PS&E	2026	41I040-S3-011	41

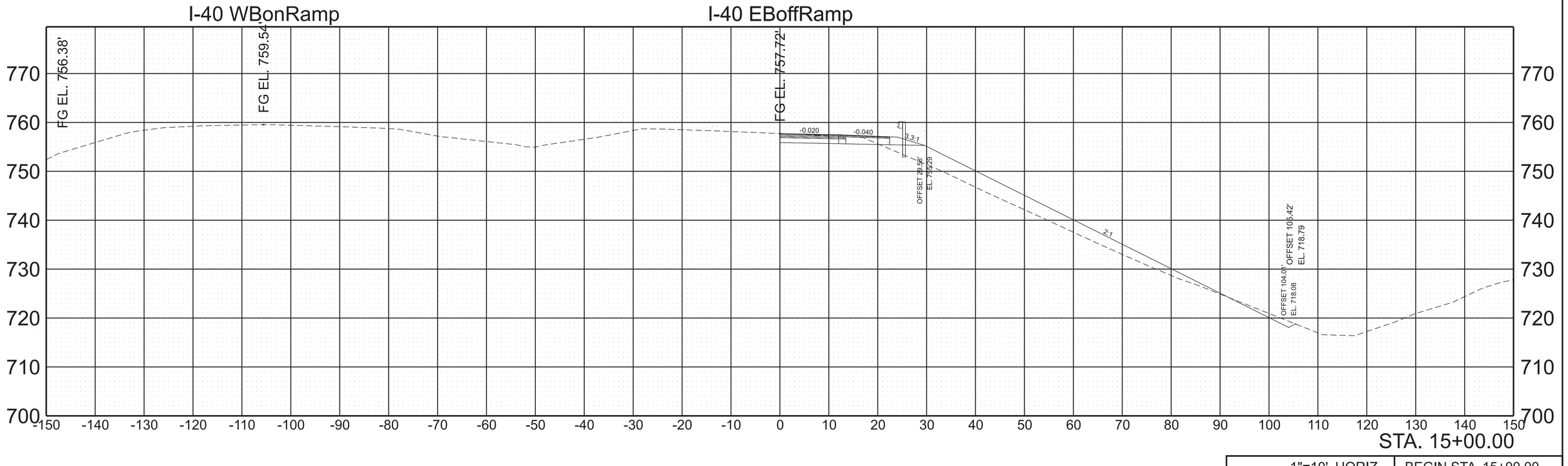




SCALE:	1"=10' HORIZ.	BEGIN STA. 14+00.00
	1"=10' VERT.	END STA. 14+50.00

2/18/2026 1:08:06 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

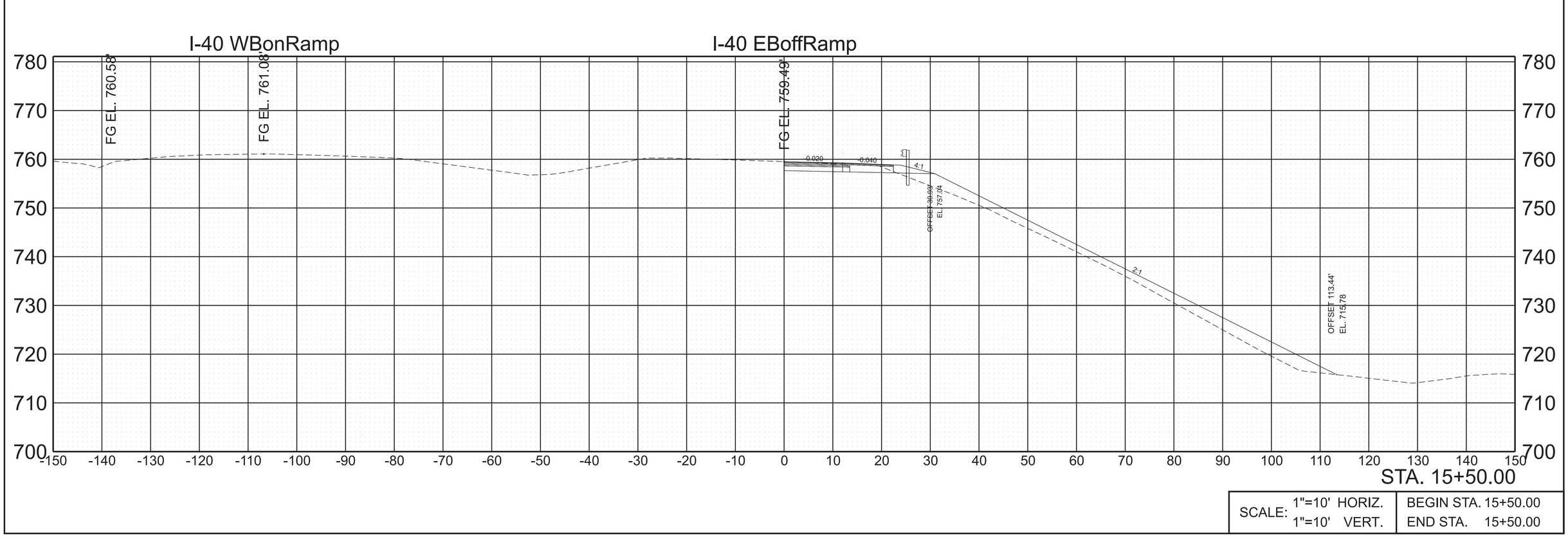
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	28
FUNC.	2025	41I040-S2-011	36
PS&E	2026	41I040-S3-011	42



SCALE:		
	1"=10' HORIZ.	BEGIN STA. 15+00.00
	1"=10' VERT.	END STA. 15+00.00

2/18/2026 1:08:08 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

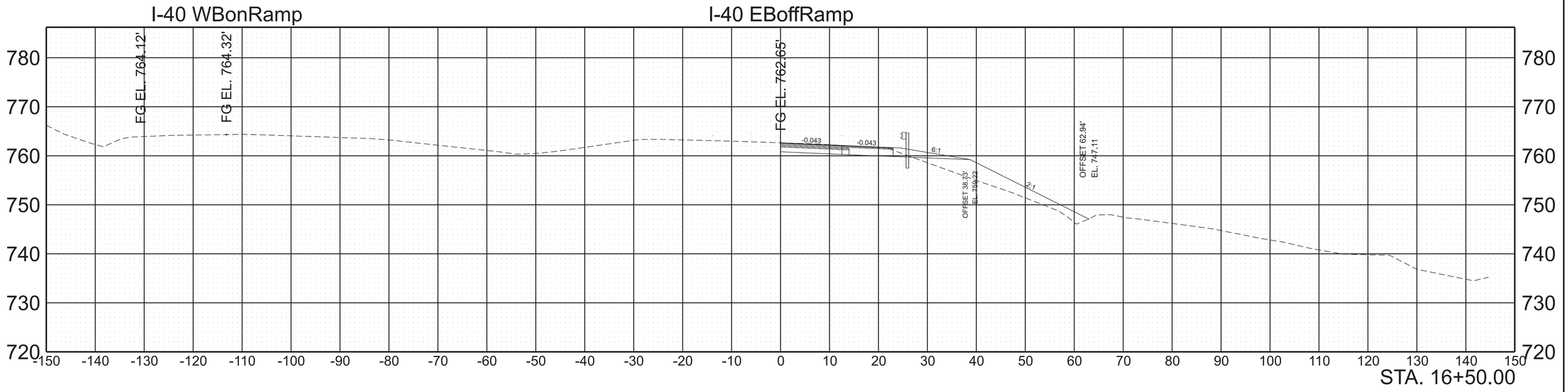
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	29
FUNC.	2025	41I040-S2-011	37
PS&E	2026	41I040-S3-011	43

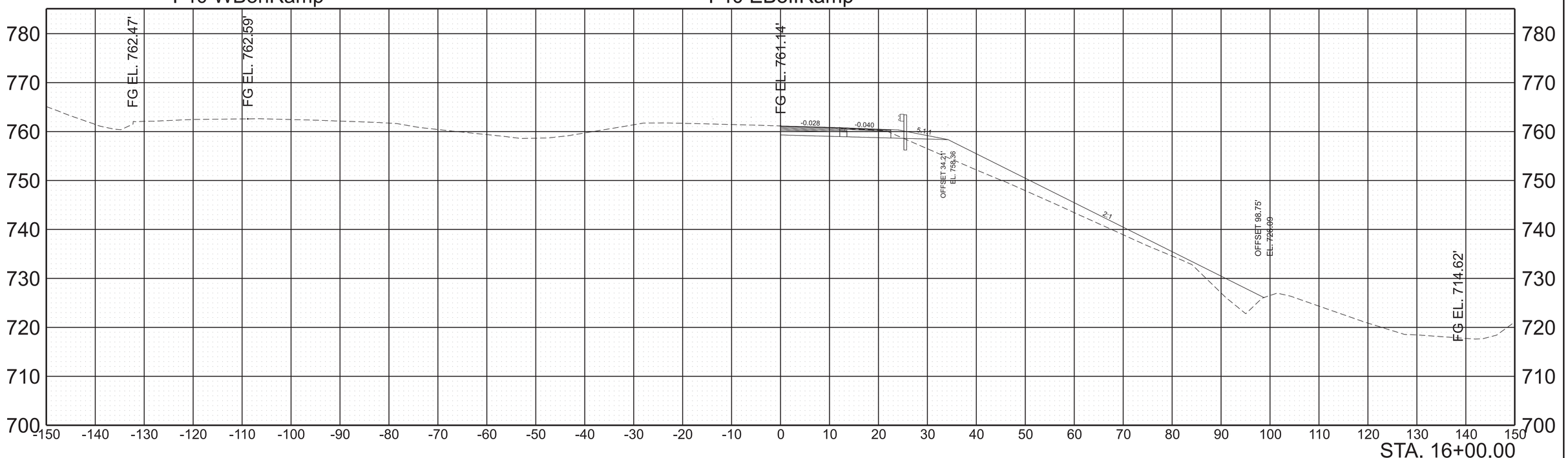


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 15+50.00 END STA. 15+50.00

2/18/2026 1:08:09 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	30
FUNC.	2025	41I040-S2-011	38
PS&E	2026	41I040-S3-011	44

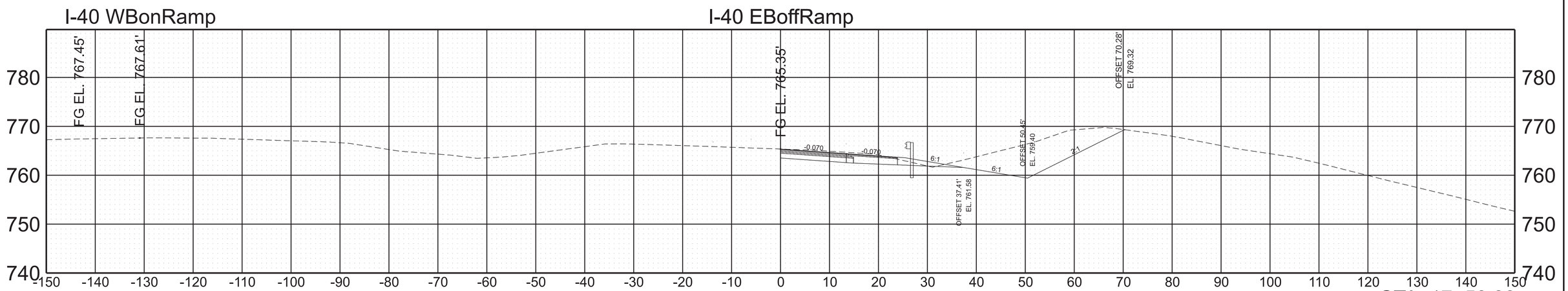


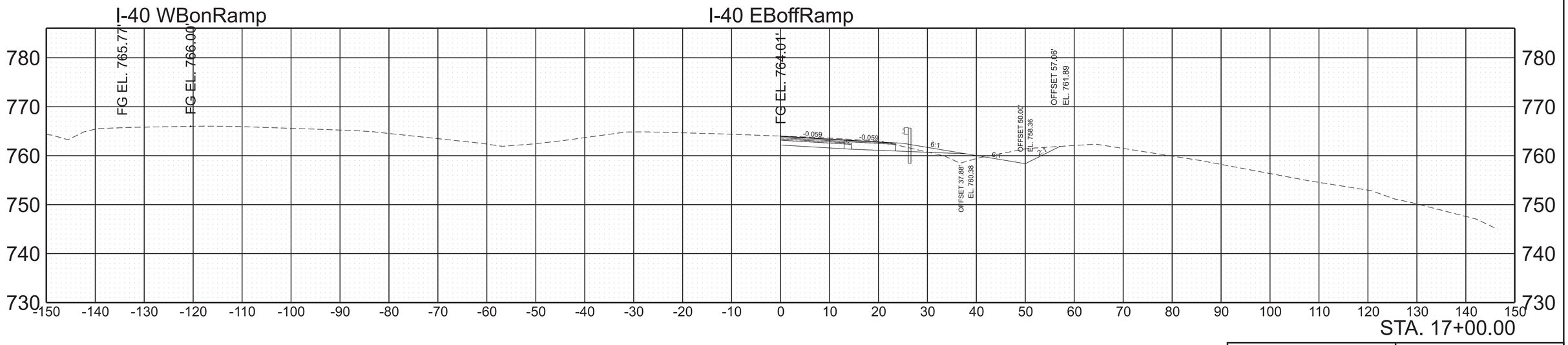


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 16+00.00
	1"=10' VERT.	END STA. 16+50.00

2/18/2026 1:08:12 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	31
FUNC.	2025	41I040-S2-011	39
PS&E	2026	41I040-S3-011	45

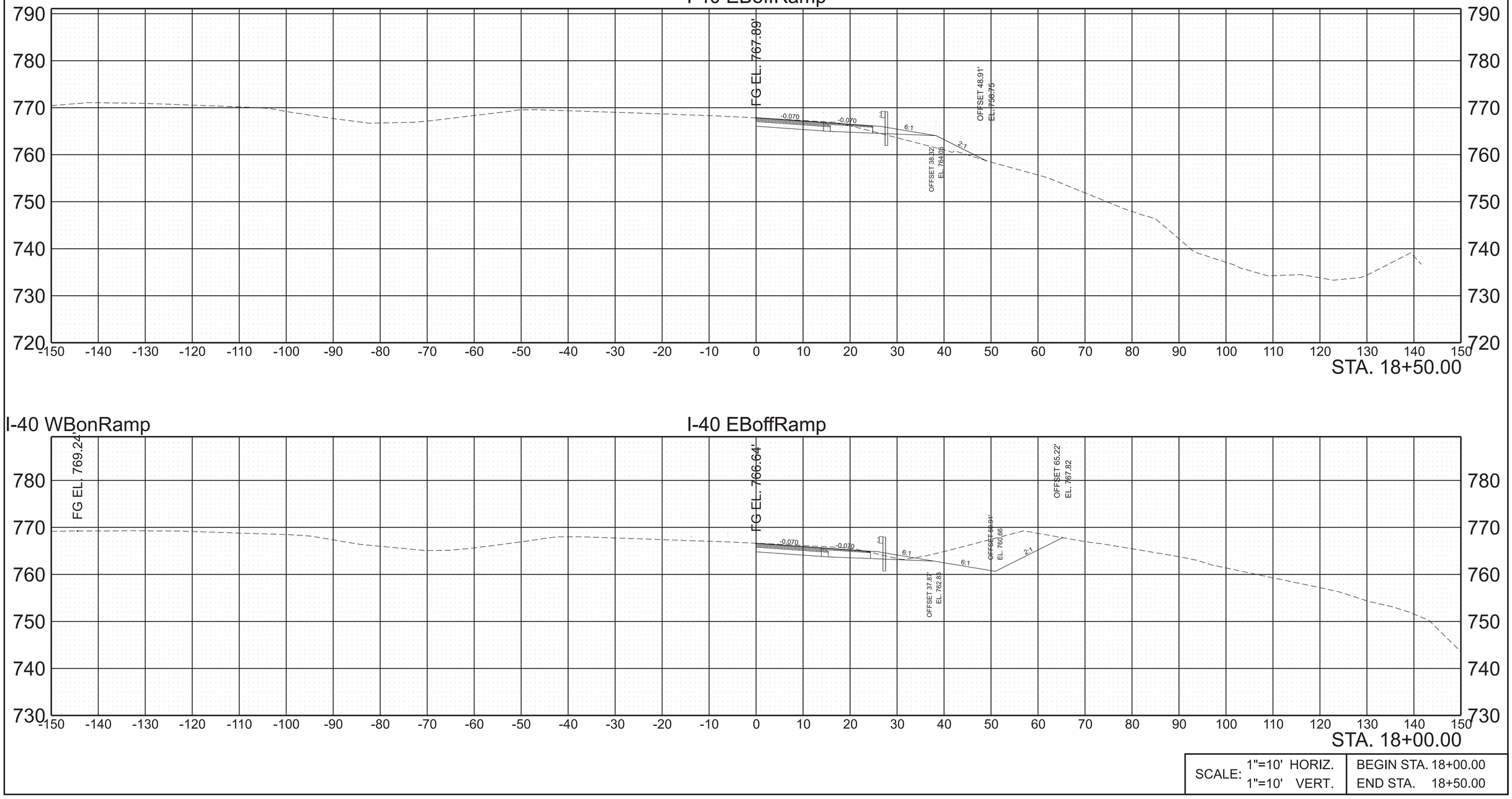




SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 17+00.00 END STA. 17+50.00

2/18/2026 1:08:13 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

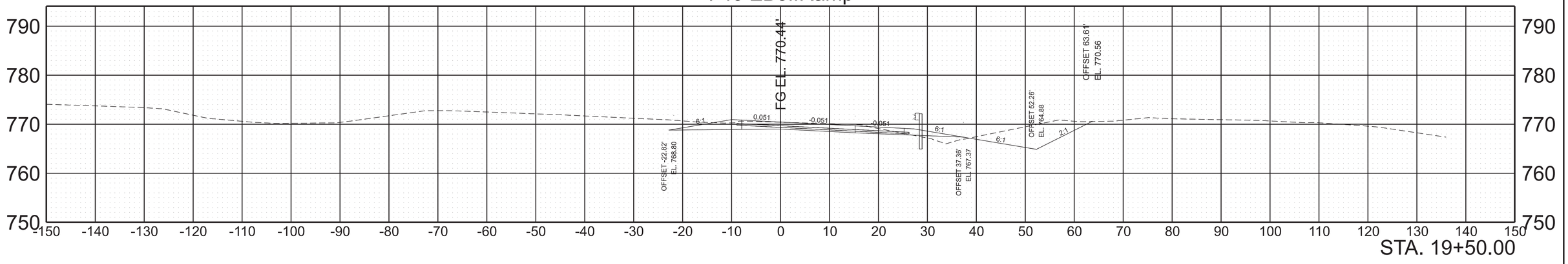
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	32
FUNC.	2025	41I040-S2-011	40
PS&E	2026	41I040-S3-011	46

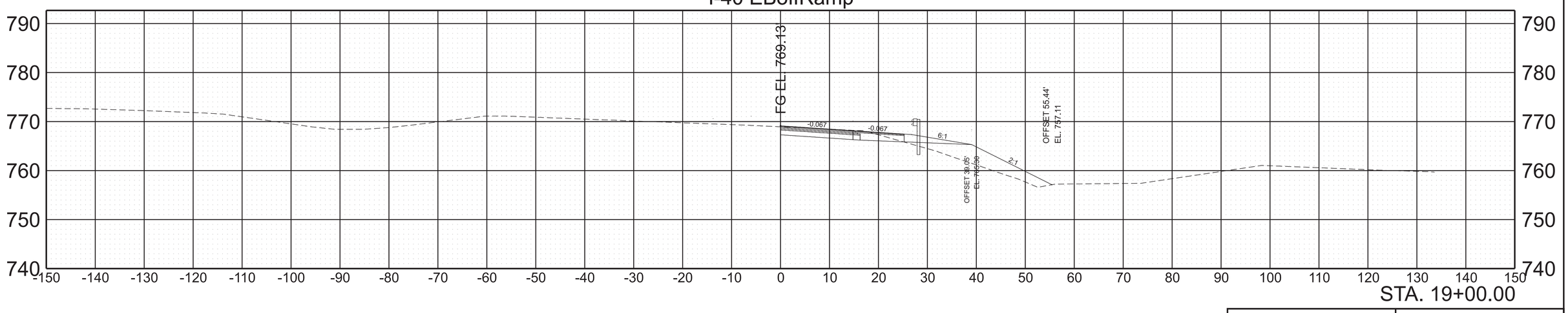


SCALE:	1"=10' HORIZ.	BEGIN STA. 18+00.00
	1"=10' VERT.	END STA. 18+50.00

2/18/2026 1:08:15 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	33
FUNC.	2025	41I040-S2-011	41
PS&E	2026	41I040-S3-011	47

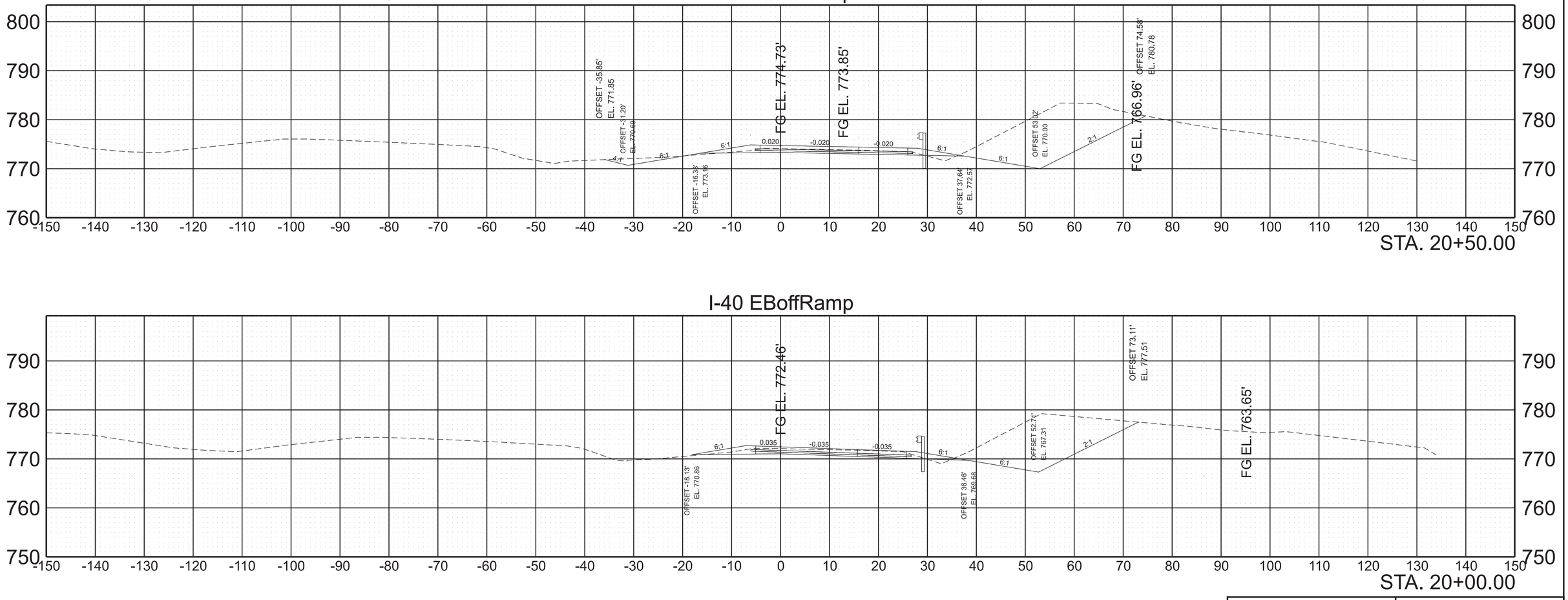




SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 19+00.00 END STA. 19+50.00

2/18/2026 1:08:17 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

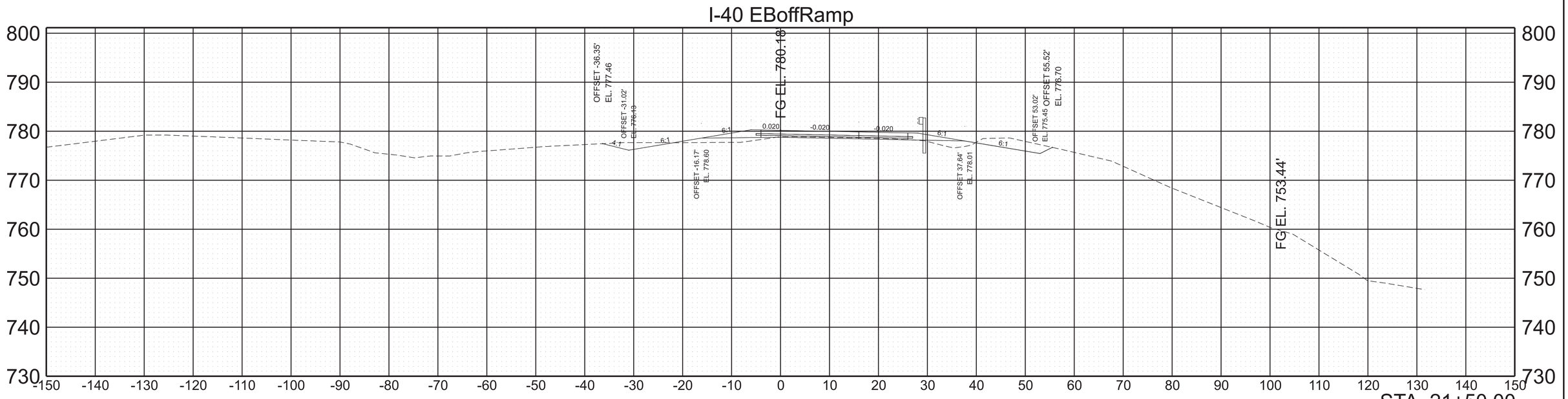
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	34
FUNC.	2025	41I040-S2-011	42
PS&E	2026	41I040-S3-011	48

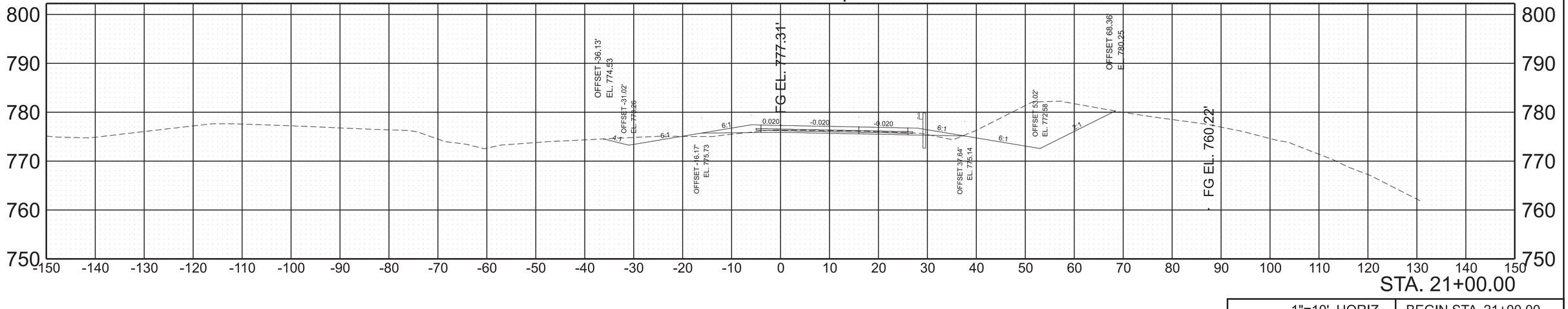


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 20+00.00
	1"=10' VERT.	END STA. 20+50.00

2/18/2026 1:08:19 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	35
FUNC.	2025	41I040-S2-011	43
PS&E	2026	41I040-S3-011	49

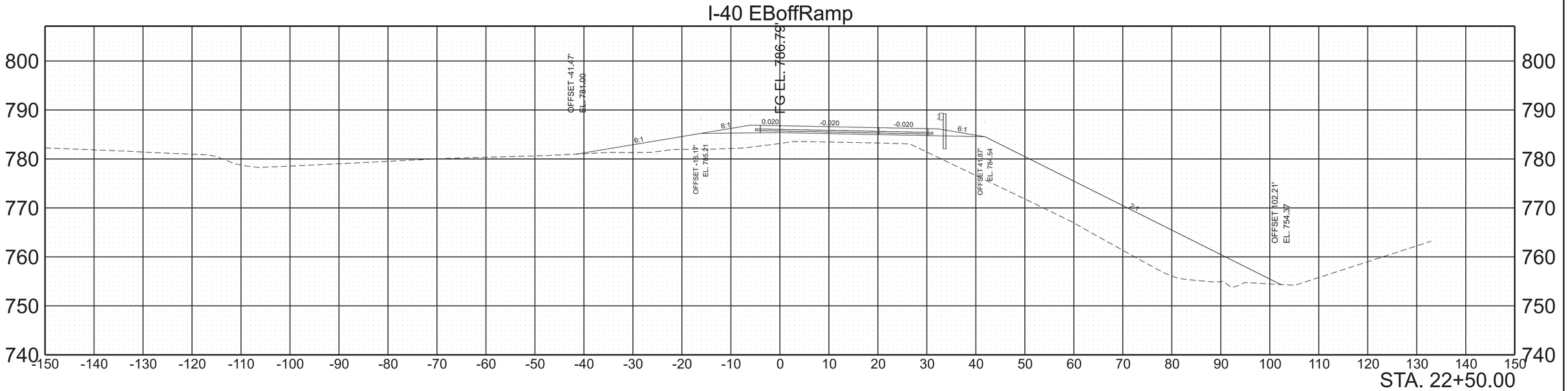


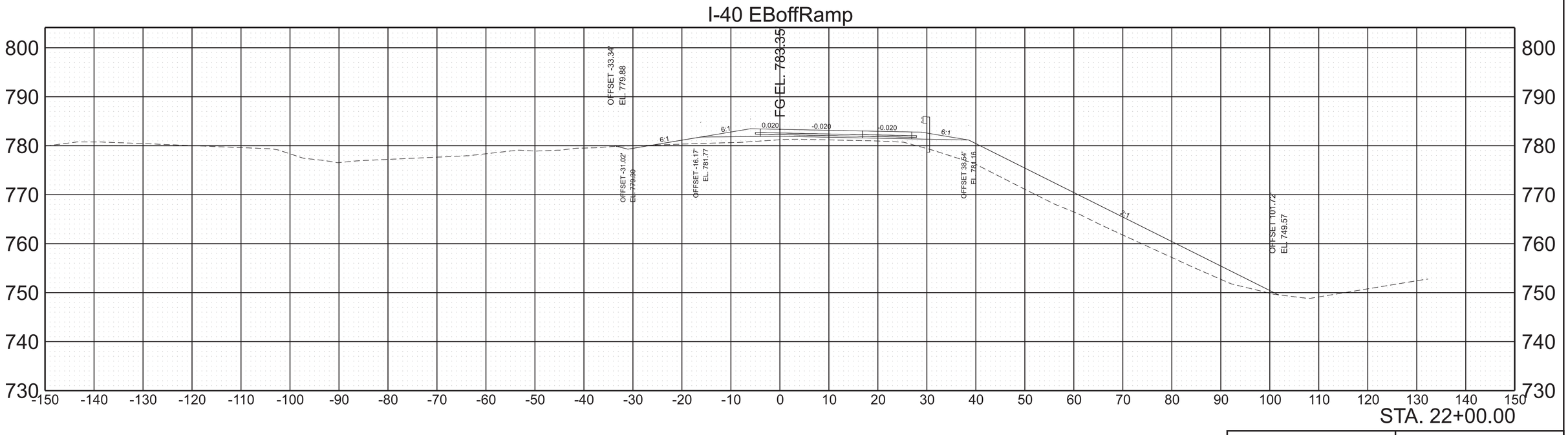


SCALE:	1"=10' HORIZ.	BEGIN STA. 21+00.00
	1"=10' VERT.	END STA. 21+50.00

2/18/2026 1:08:21 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	36
FUNC.	2025	41I040-S2-011	44
PS&E	2026	41I040-S3-011	50

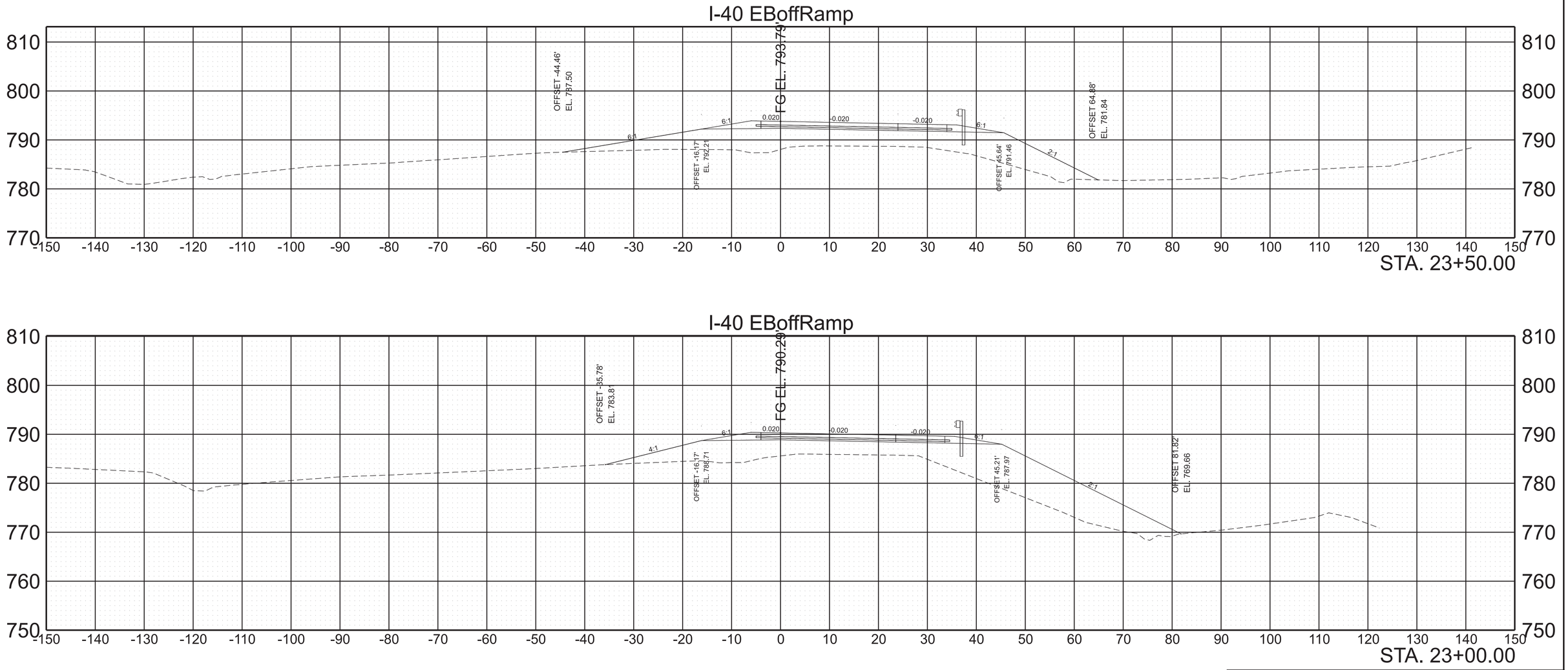




SCALE:	1"=10' HORIZ.	BEGIN STA. 22+00.00
	1"=10' VERT.	END STA. 22+50.00

2/18/2026 1:08:23 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

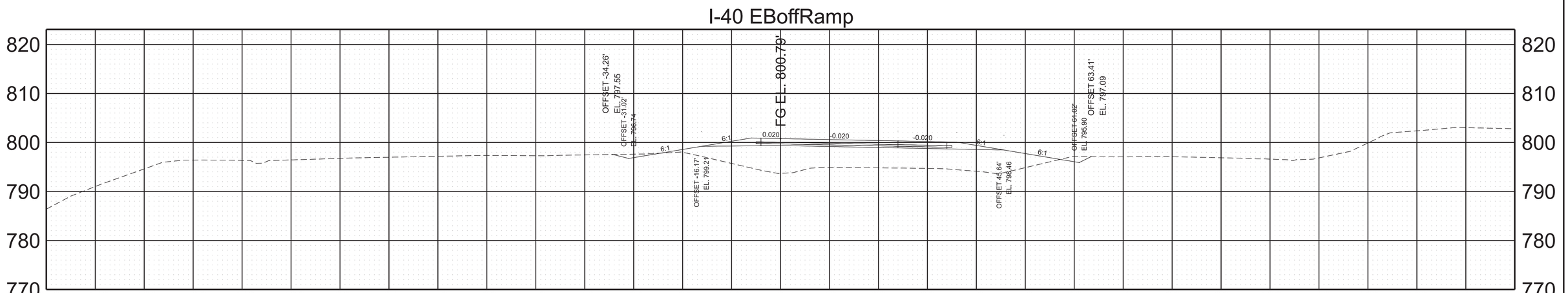
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	37
FUNC.	2025	41I040-S2-011	45
PS&E	2026	41I040-S3-011	51

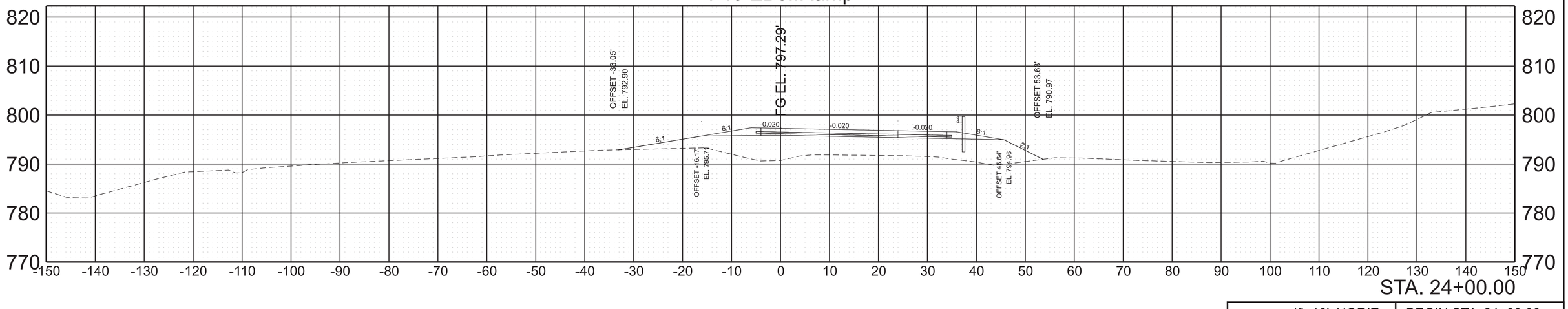


SCALE:	1"=10' HORIZ.	BEGIN STA. 23+00.00
	1"=10' VERT.	END STA. 23+50.00

2/18/2026 1:08:25 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	38
FUNC.	2025	41I040-S2-011	46
PS&E	2026	41I040-S3-011	52

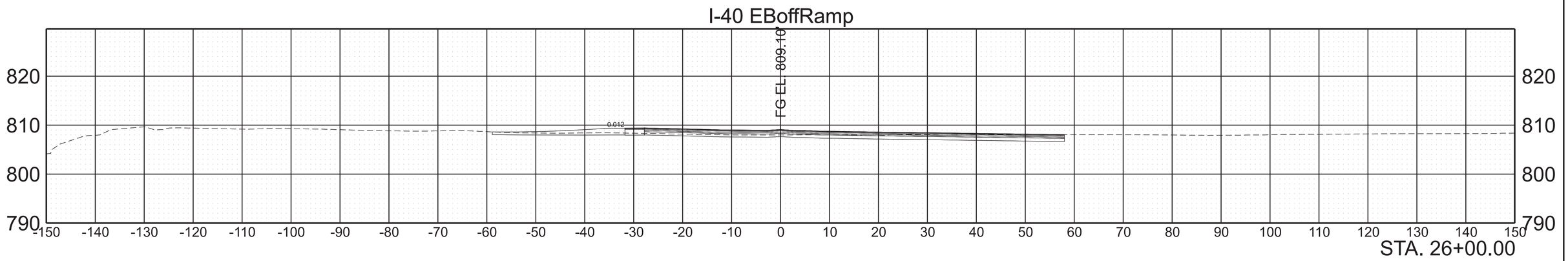


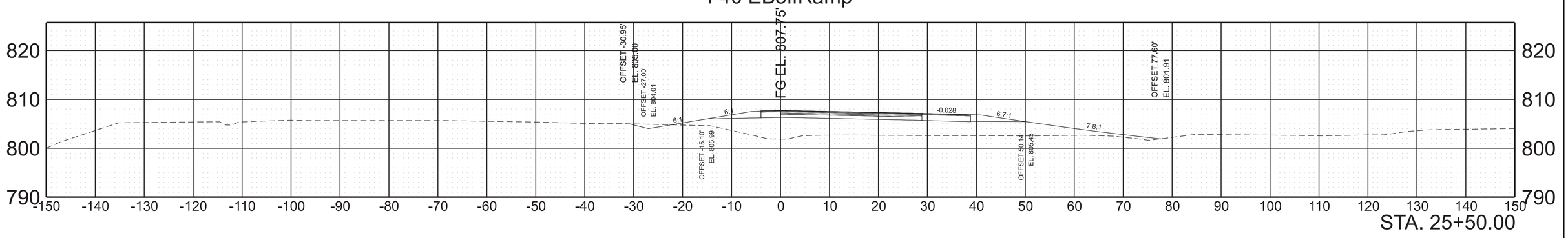


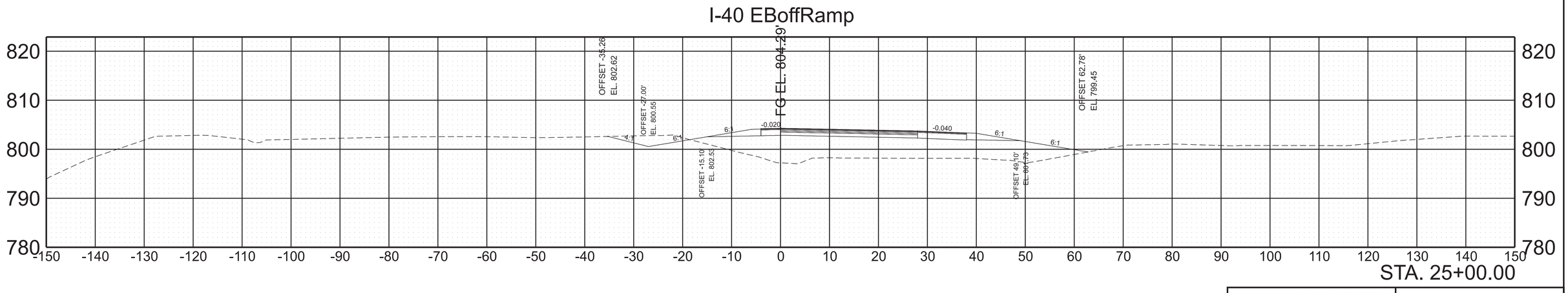
SCALE:	1"=10' HORIZ.	BEGIN STA. 24+00.00
	1"=10' VERT.	END STA. 24+50.00

2/18/2026 1:08:27 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	39
FUNC.	2025	41I040-S2-011	47
PS&E	2026	41I040-S3-011	53



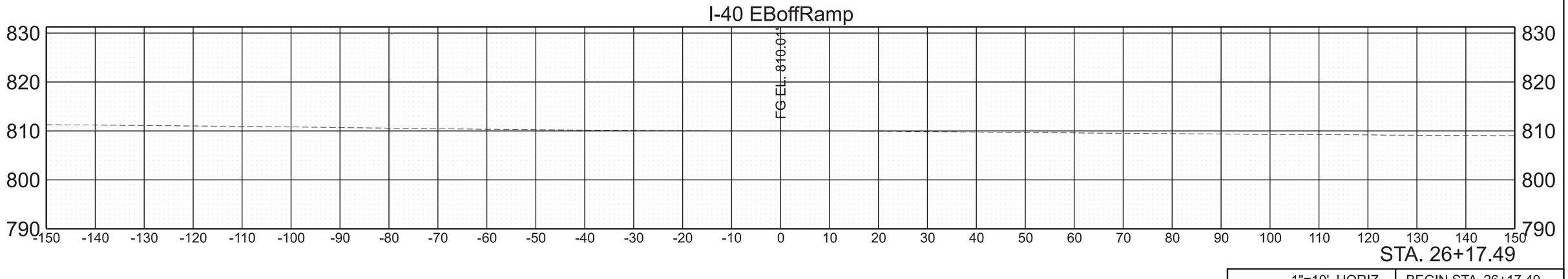




SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 25+00.00 END STA. 26+00.00

2/18/2026 1:08:29 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

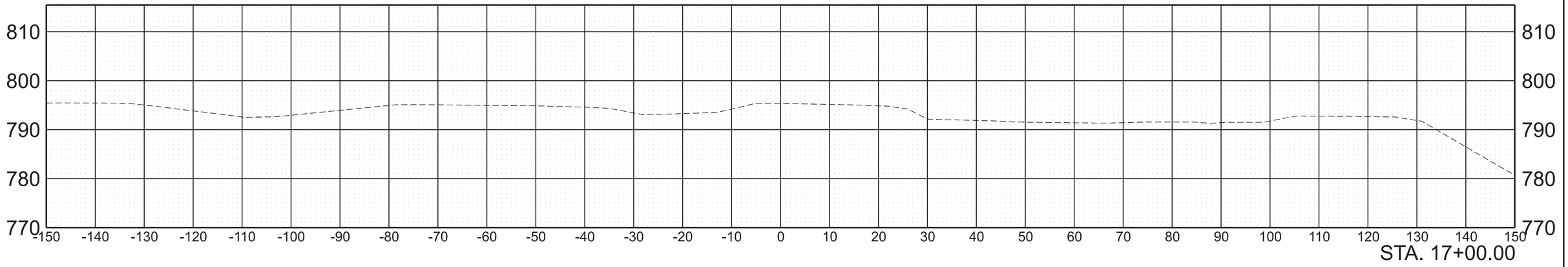
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	40
FUNC.	2025	41I040-S2-011	48
PS&E	2026	41I040-S3-011	54



SCALE:		
	1"=10' HORIZ.	BEGIN STA. 26+17.49
	1"=10' VERT.	END STA. 26+17.49

2/18/2026 1:08:30 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-037 EB OFF XS.DGN

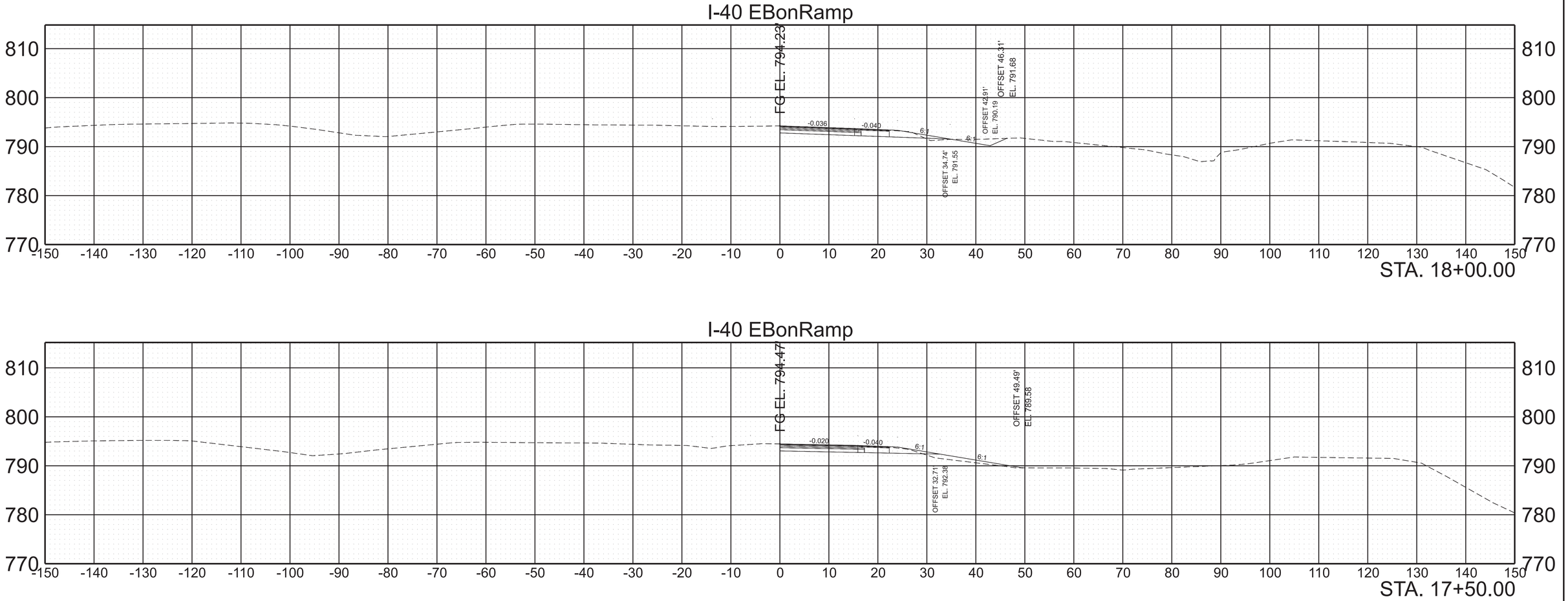
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	41
FUNC.	2025	41I040-S2-011	49
PS&E	2026	41I040-S3-011	55



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 17+00.00 END STA. 17+00.00

2/18/2026 1:08:40 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	42
FUNC.	2025	41I040-S2-011	50
PS&E	2026	41I040-S3-011	56



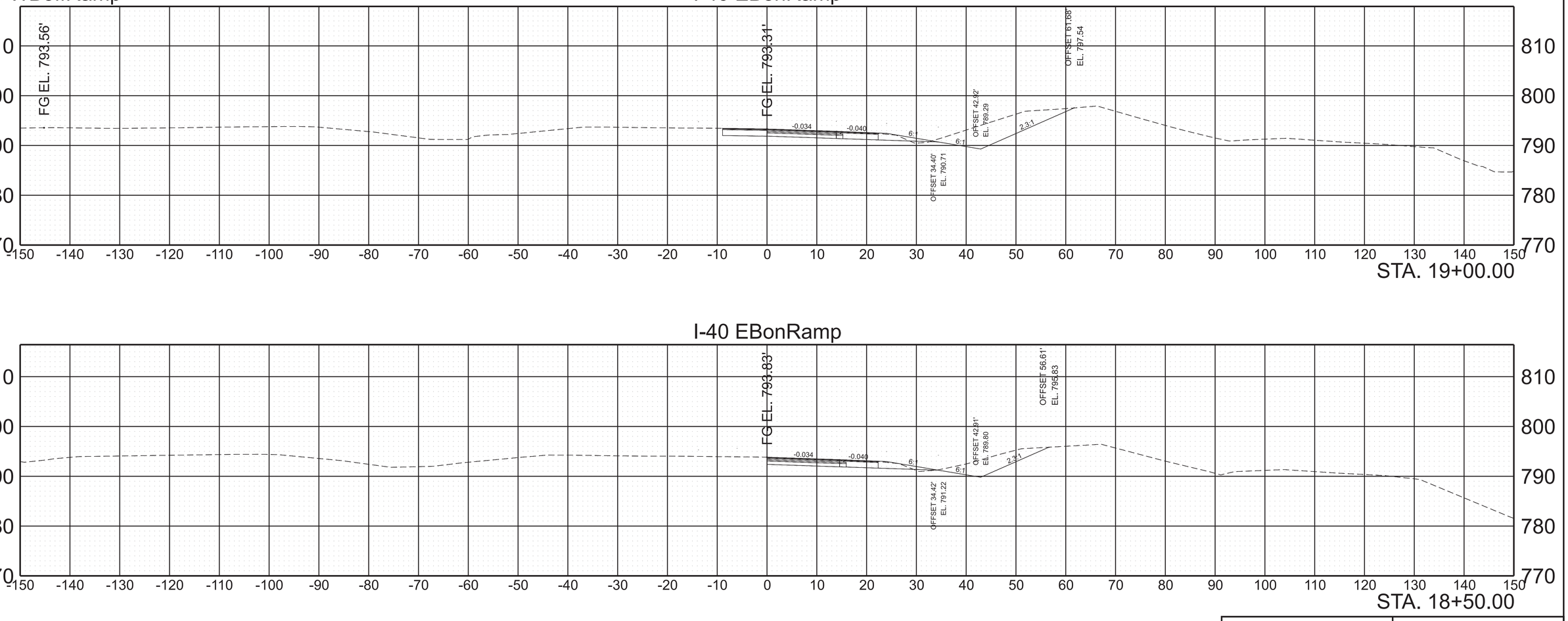
SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 17+50.00 END STA. 18+00.00

2/18/2026 1:09:49 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	43
FUNC.	2025	41I040-S2-011	51
PS&E	2026	41I040-S3-011	57

I-40 WBoffRamp

I-40 EBonRamp

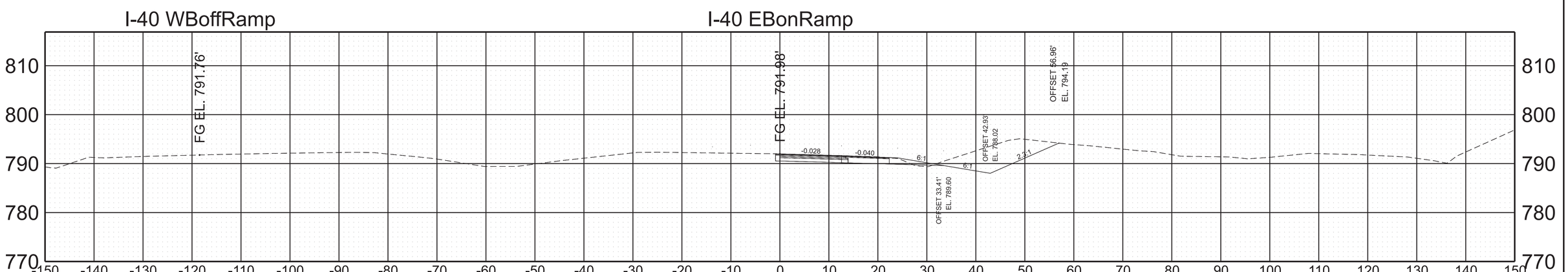


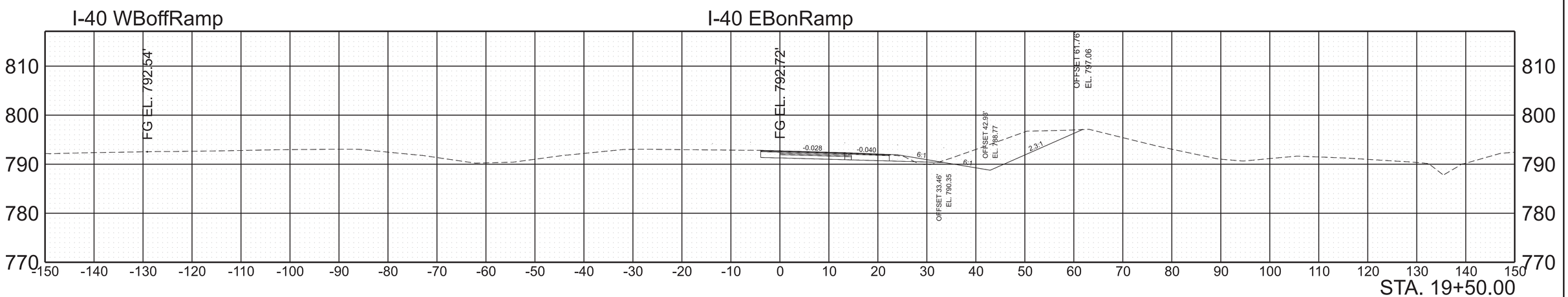
I-40 EBonRamp

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 18+50.00 END STA. 19+00.00

2/18/2026 1:09:51 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	44
FUNC.	2025	41I040-S2-011	52
PS&E	2026	41I040-S3-011	58

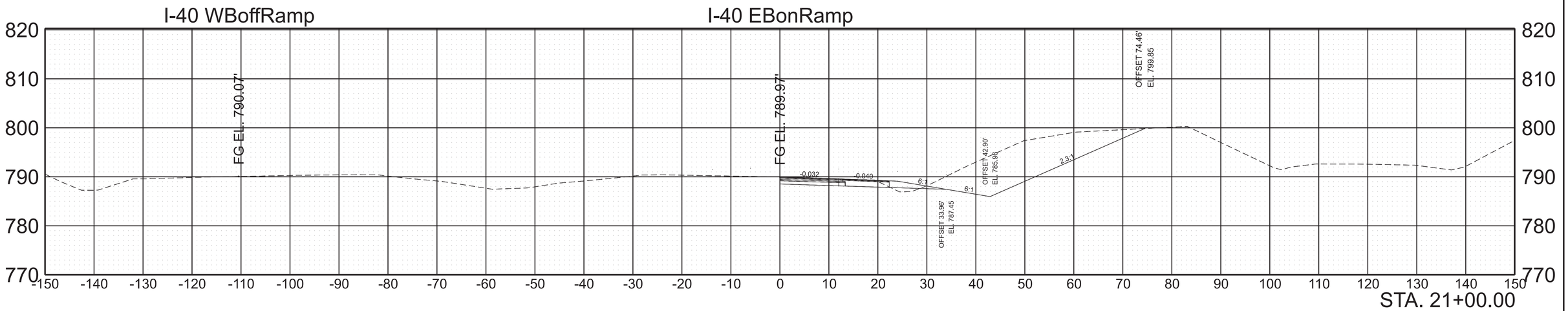


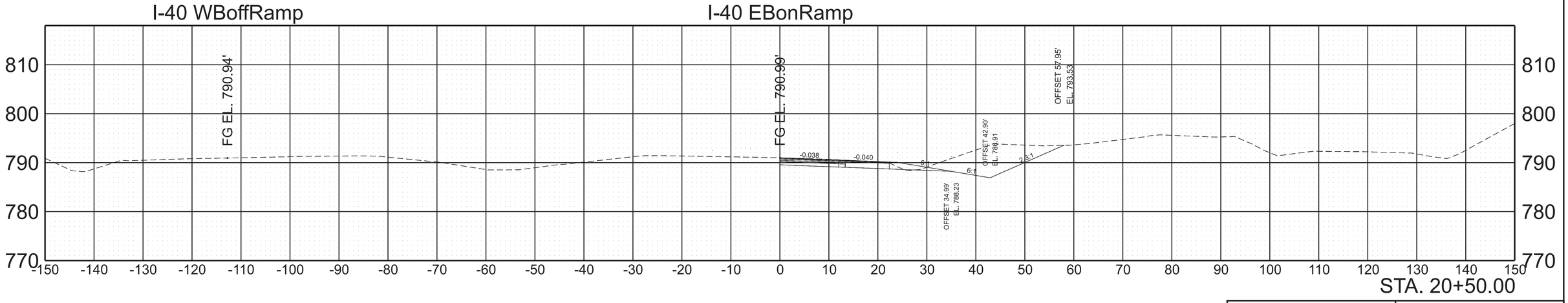


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 19+50.00 END STA. 20+00.00

2/18/2026 1:09:53 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	45
FUNC.	2025	41I040-S2-011	53
PS&E	2026	41I040-S3-011	59

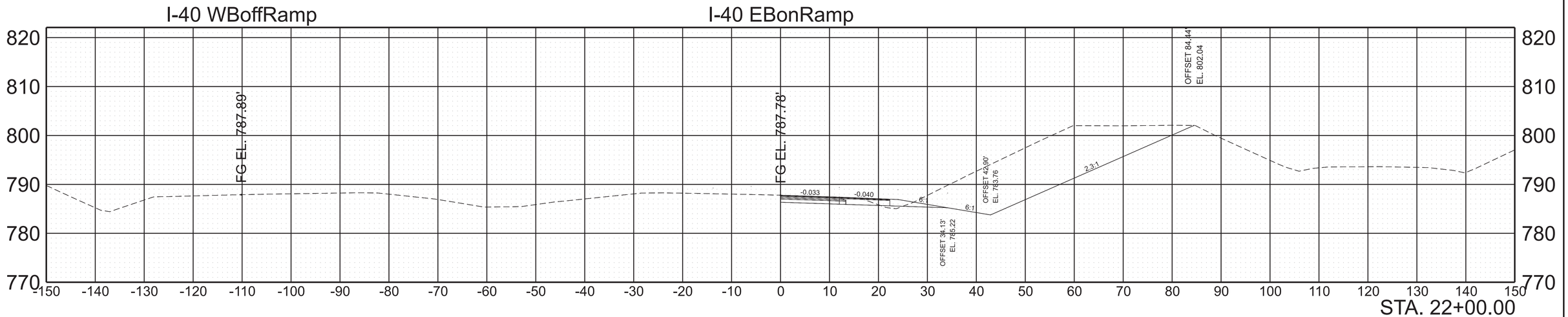


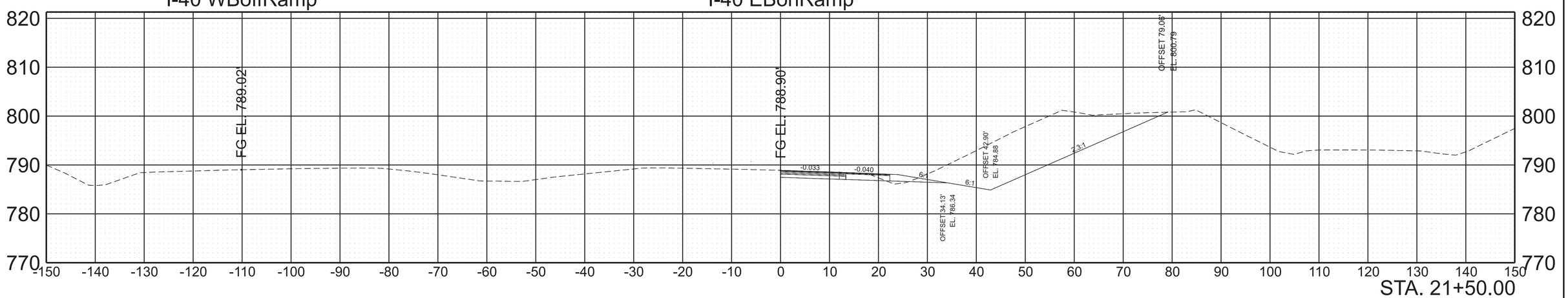


SCALE:	1"=10' HORIZ.	BEGIN STA. 20+50.00
	1"=10' VERT.	END STA. 21+00.00

2/18/2026 1:09:54 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	46
FUNC.	2025	41I040-S2-011	54
PS&E	2026	41I040-S3-011	60

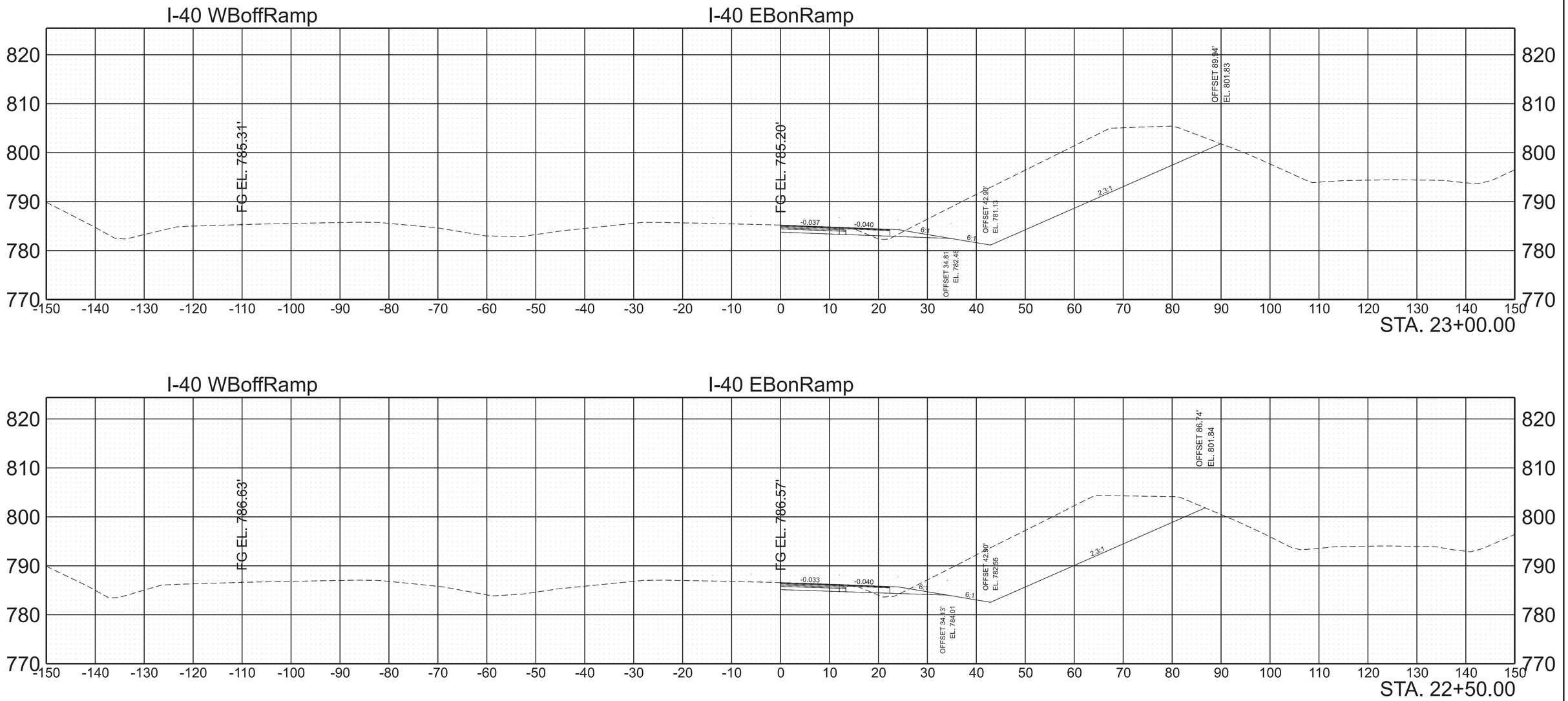




SCALE:	1"=10' HORIZ.	BEGIN STA. 21+50.00
	1"=10' VERT.	END STA. 22+00.00

2/18/2026 1:09:56 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

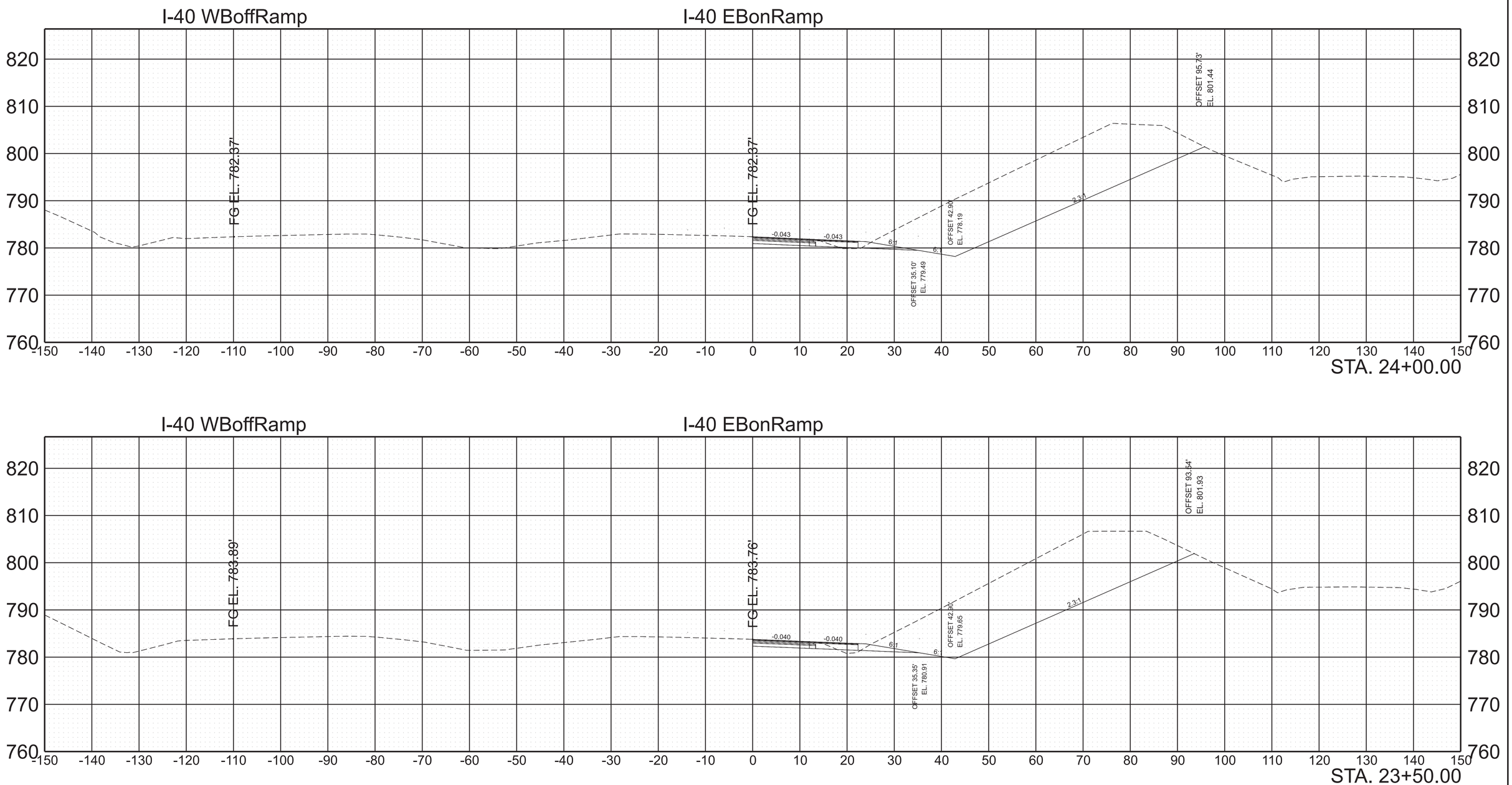
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	47
FUNC.	2025	41I040-S2-011	55
PS&E	2026	41I040-S3-011	61



SCALE:	1"=10' HORIZ.	BEGIN STA. 22+50.00
	1"=10' VERT.	END STA. 23+00.00

2/18/2026 1:09:58 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

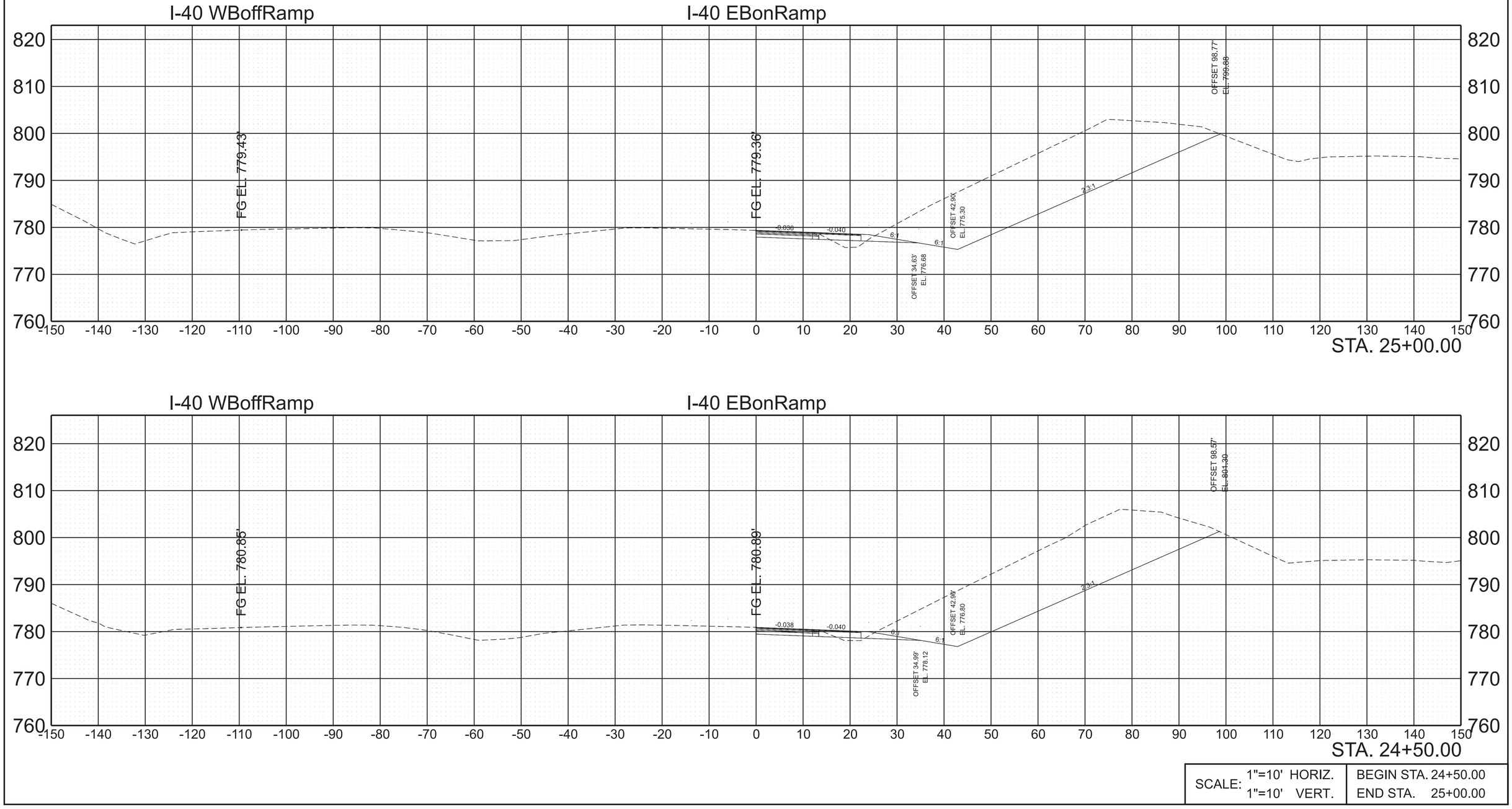
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	48
FUNC.	2025	41I040-S2-011	56
PS&E	2026	41I040-S3-011	62



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 23+50.00 END STA. 24+00.00

2/18/2026 1:10:00 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

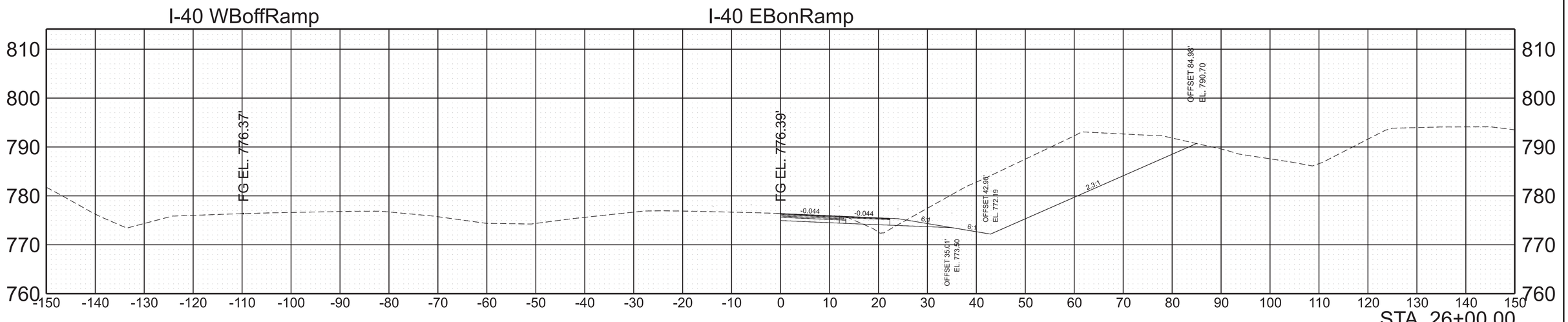
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	49
FUNC.	2025	41I040-S2-011	57
PS&E	2026	41I040-S3-011	63

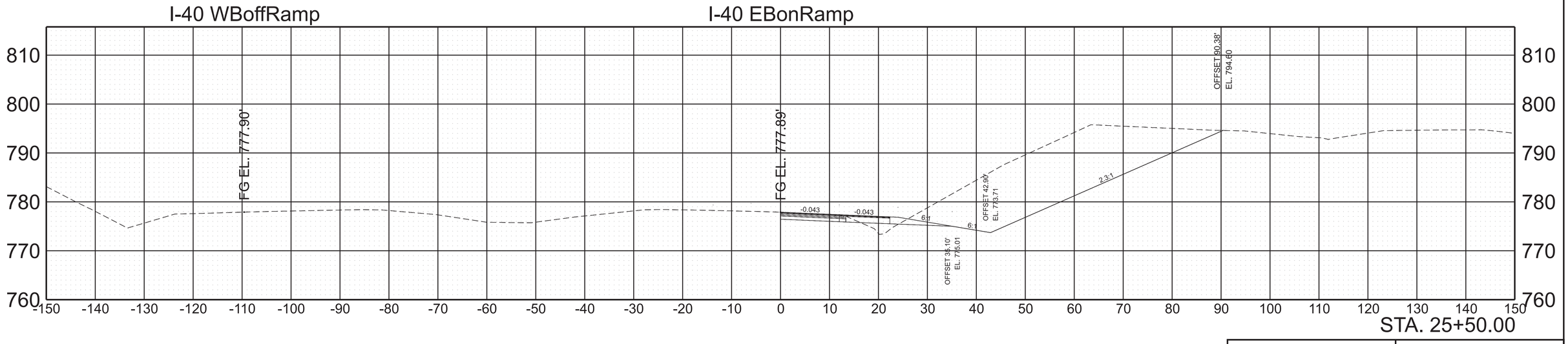


SCALE:	1"=10' HORIZ.	BEGIN STA. 24+50.00
	1"=10' VERT.	END STA. 25+00.00

2/18/2026 1:10:02 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	50
FUNC.	2025	41I040-S2-011	58
PS&E	2026	41I040-S3-011	64

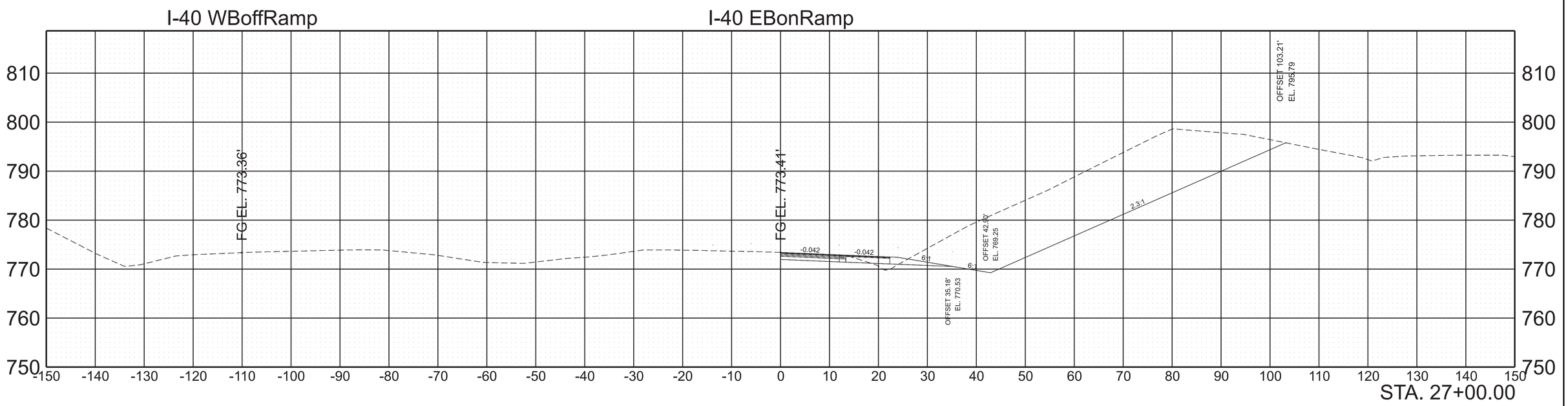


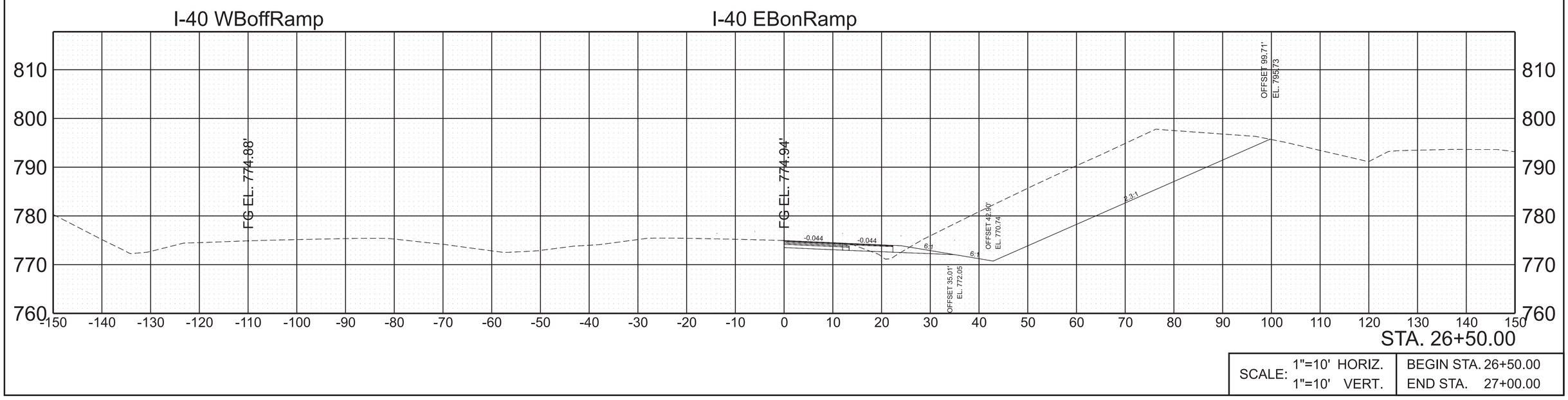


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 25+50.00 END STA. 26+00.00

2/18/2026 1:10:04 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	51
FUNC.	2025	41I040-S2-011	59
PS&E	2026	41I040-S3-011	65

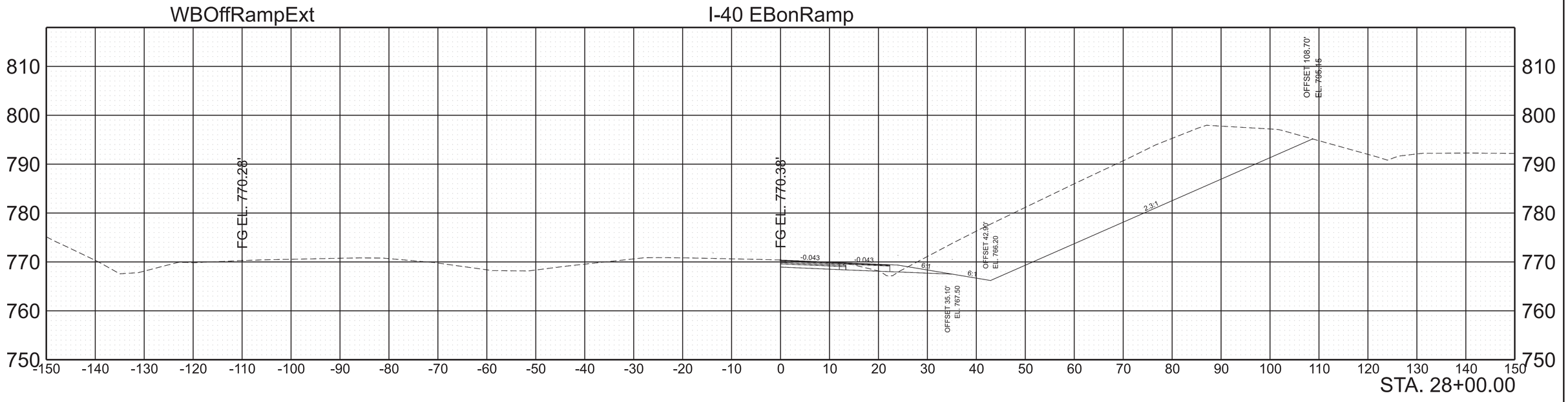


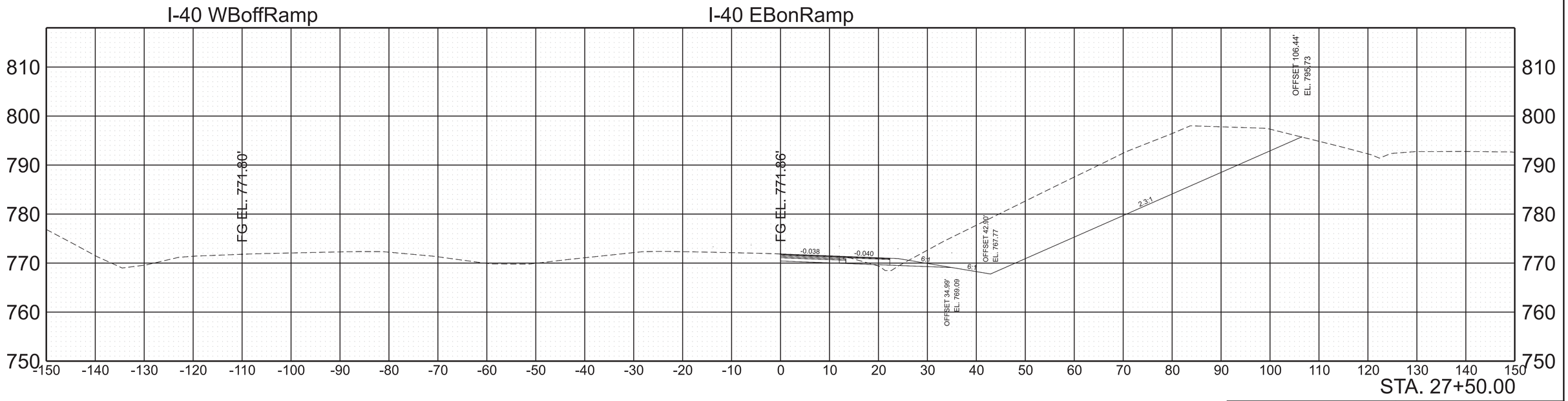


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 26+50.00 END STA. 27+00.00

2/18/2026 1:10:06 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	52
FUNC.	2025	41I040-S2-011	60
PS&E	2026	41I040-S3-011	66

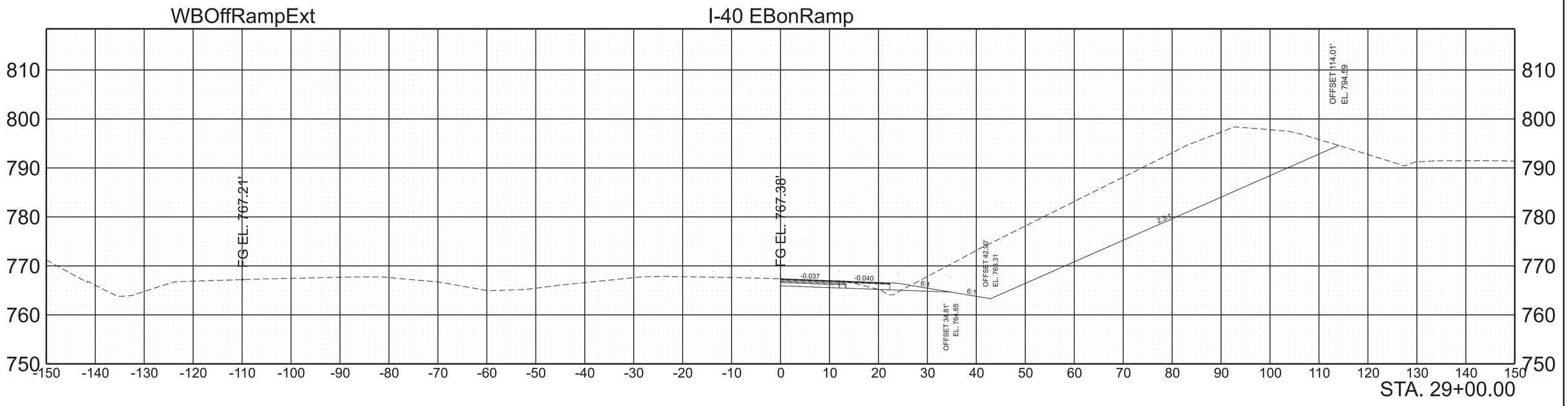


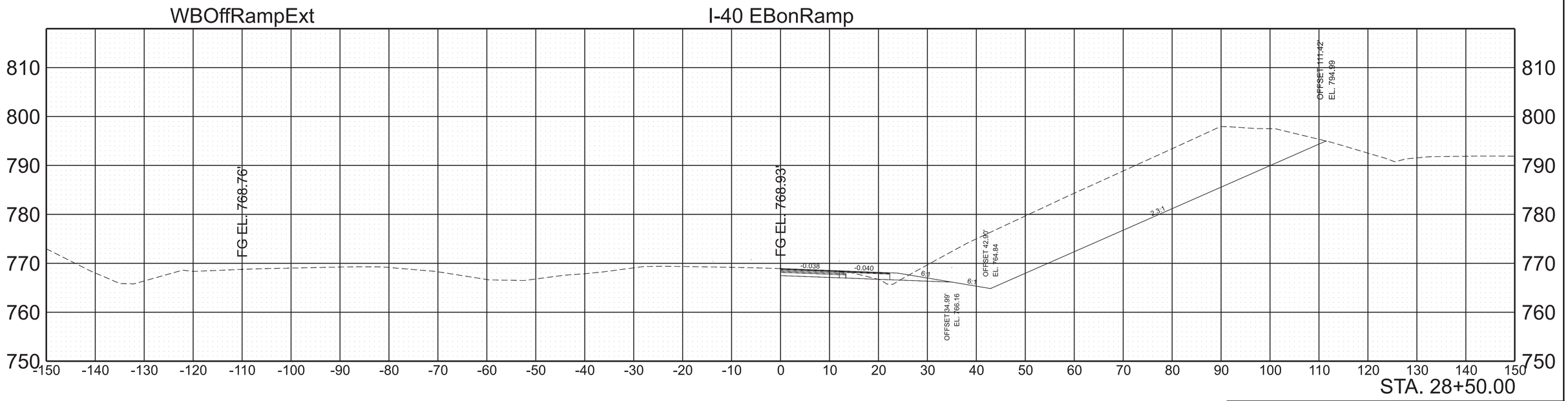


SCALE:	1"=10' HORIZ.	BEGIN STA. 27+50.00
	1"=10' VERT.	END STA. 28+00.00

2/18/2026 1:10:07 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	53
FUNC.	2025	41I040-S2-011	61
PS&E	2026	41I040-S3-011	67

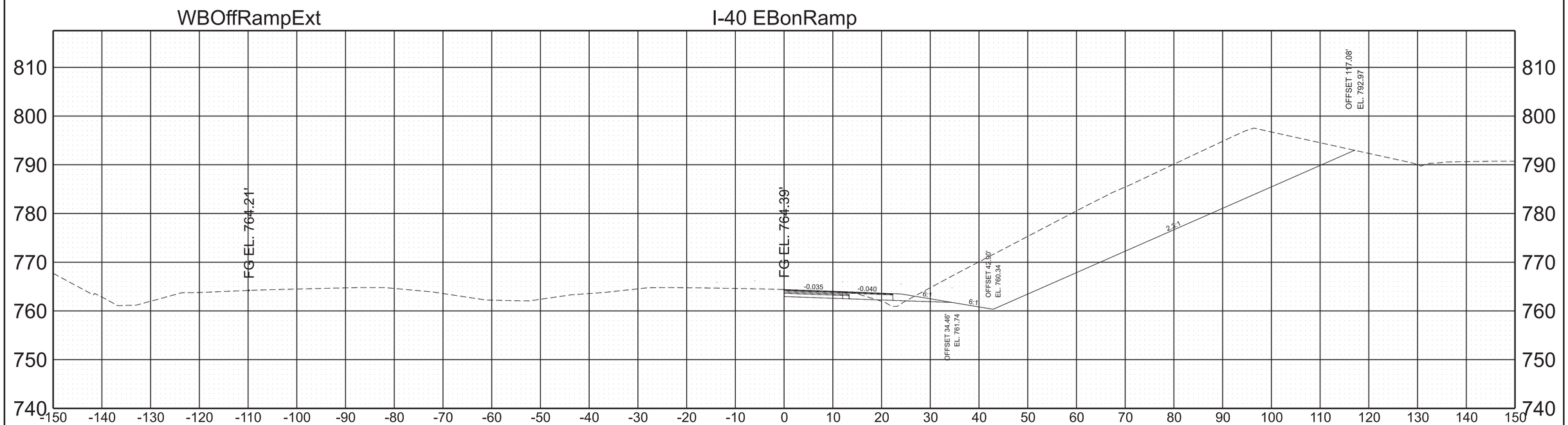


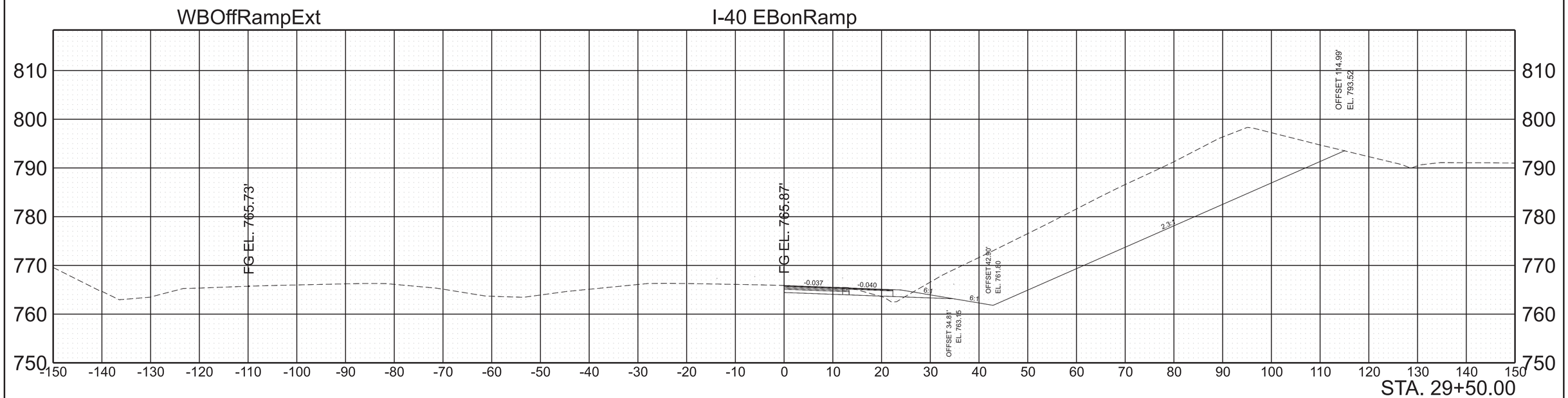


SCALE:	1"=10' HORIZ.	BEGIN STA. 28+50.00
	1"=10' VERT.	END STA. 29+00.00

2/18/2026 1:10:09 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	54
FUNC.	2025	41I040-S2-011	62
PS&E	2026	41I040-S3-011	68

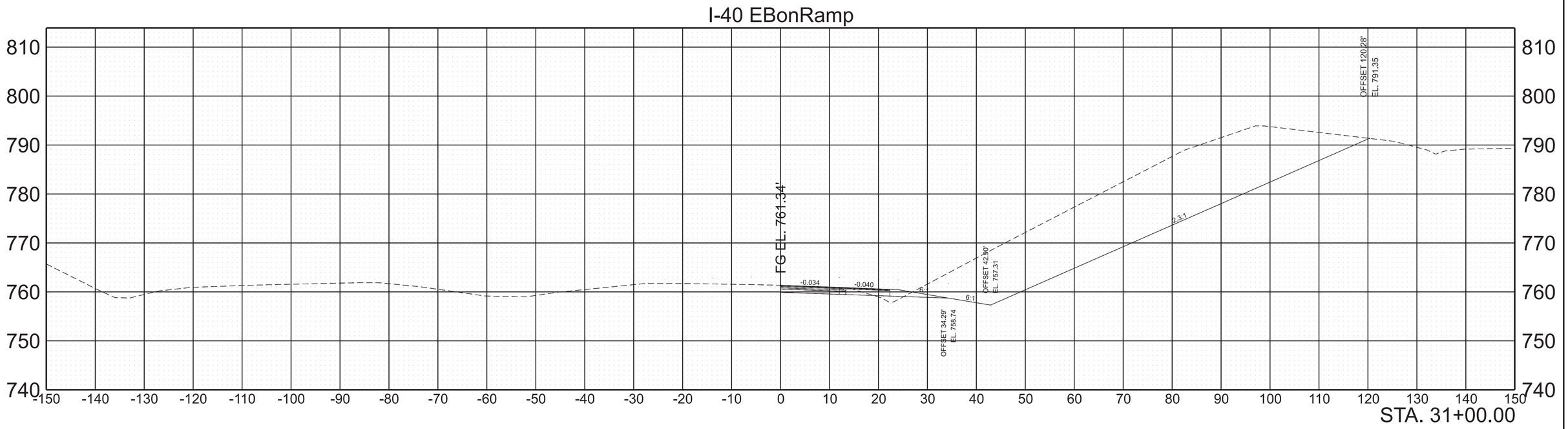


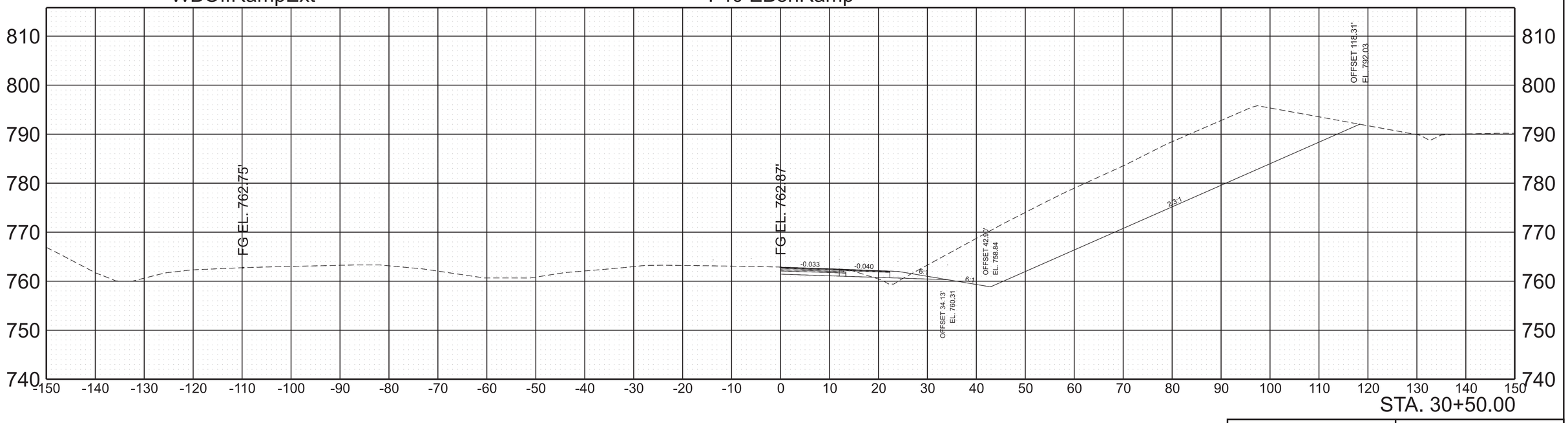


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 29+50.00 END STA. 30+00.00

2/18/2026 1:10:11 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\033SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	55
FUNC.	2025	41I040-S2-011	63
PS&E	2026	41I040-S3-011	69

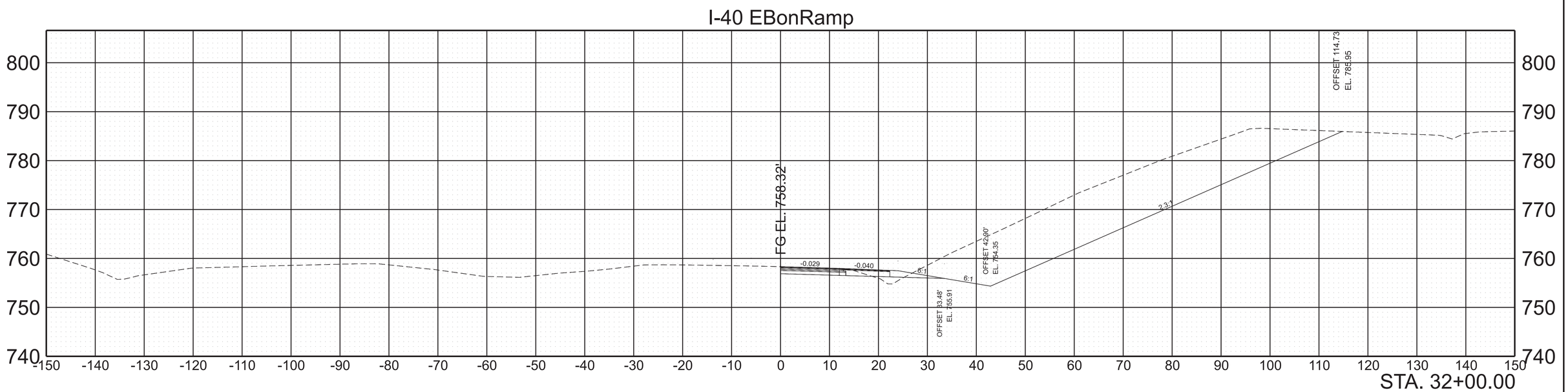


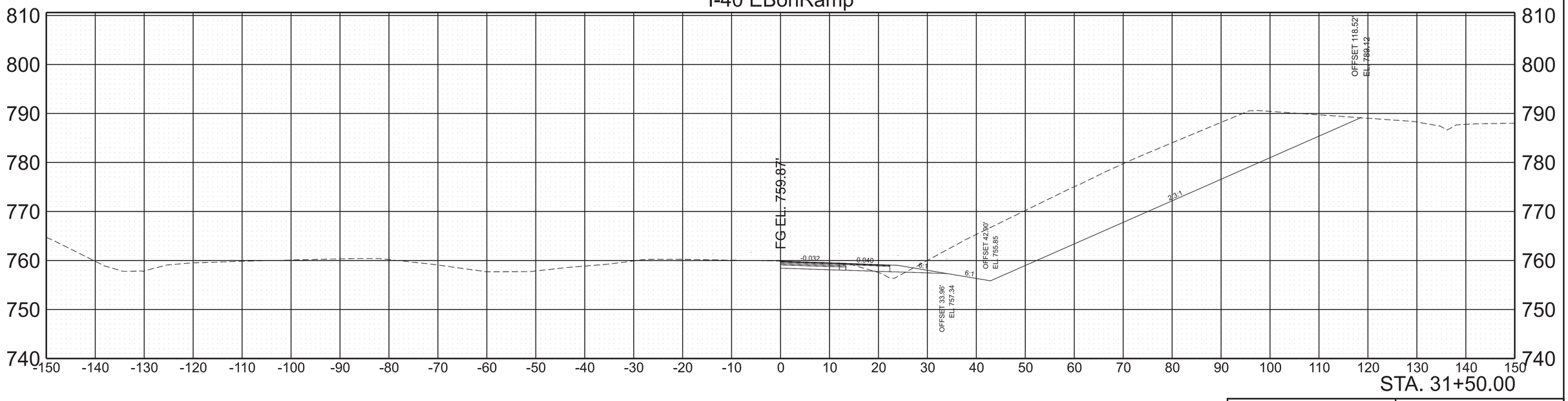


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 30+50.00 END STA. 31+00.00

2/18/2026 1:10:13 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	56
FUNC.	2025	41I040-S2-011	64
PS&E	2026	41I040-S3-011	70

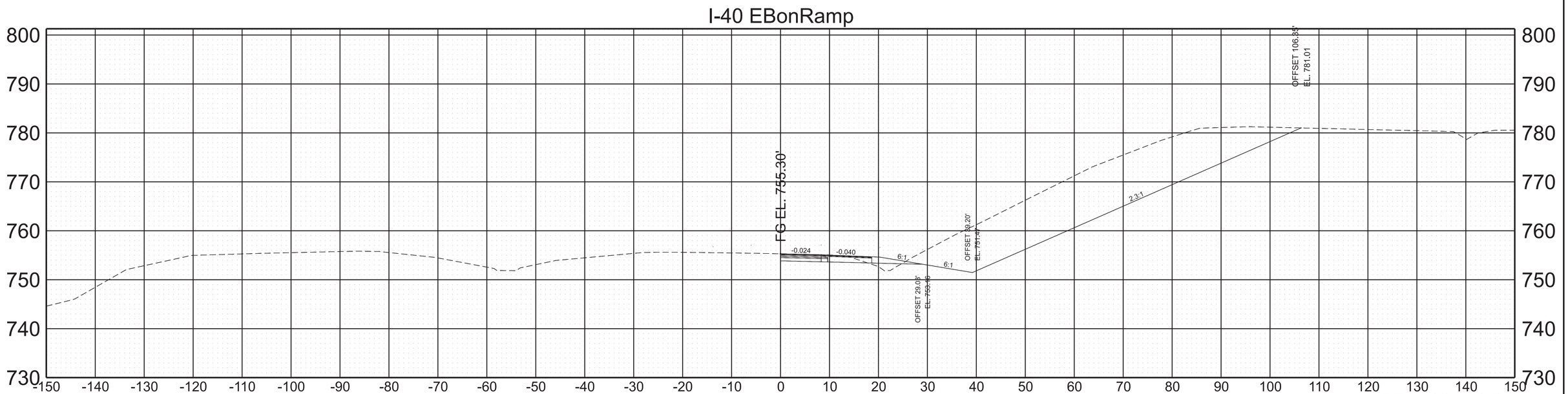


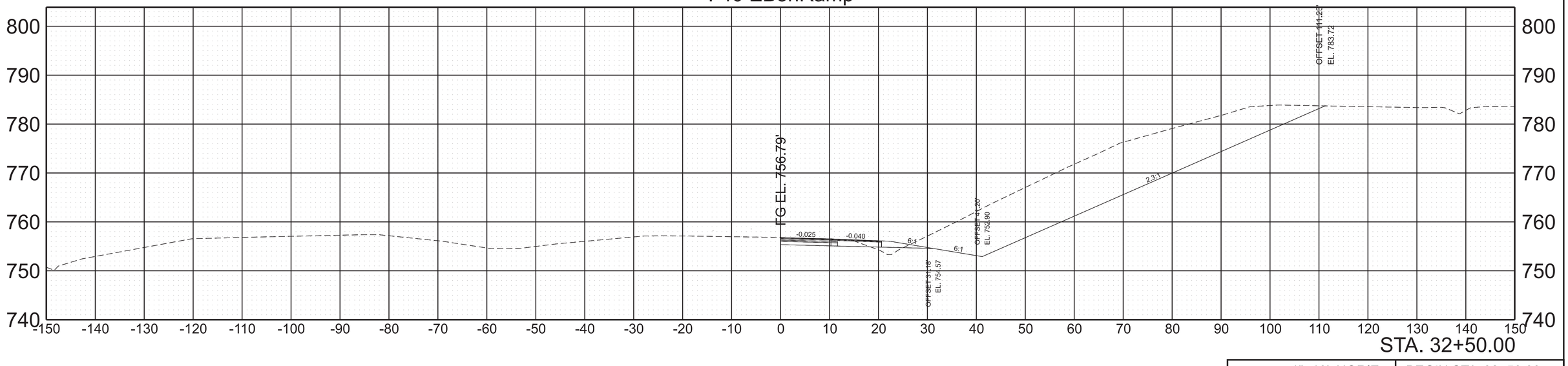


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 31+50.00 END STA. 32+00.00

2/18/2026 1:10:15 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	57
FUNC.	2025	41I040-S2-011	65
PS&E	2026	41I040-S3-011	71

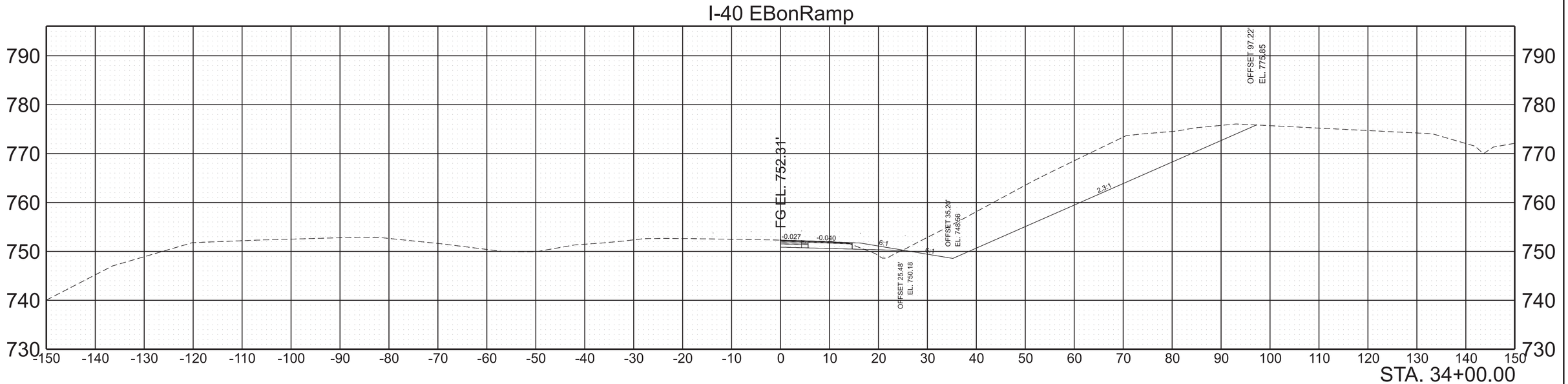


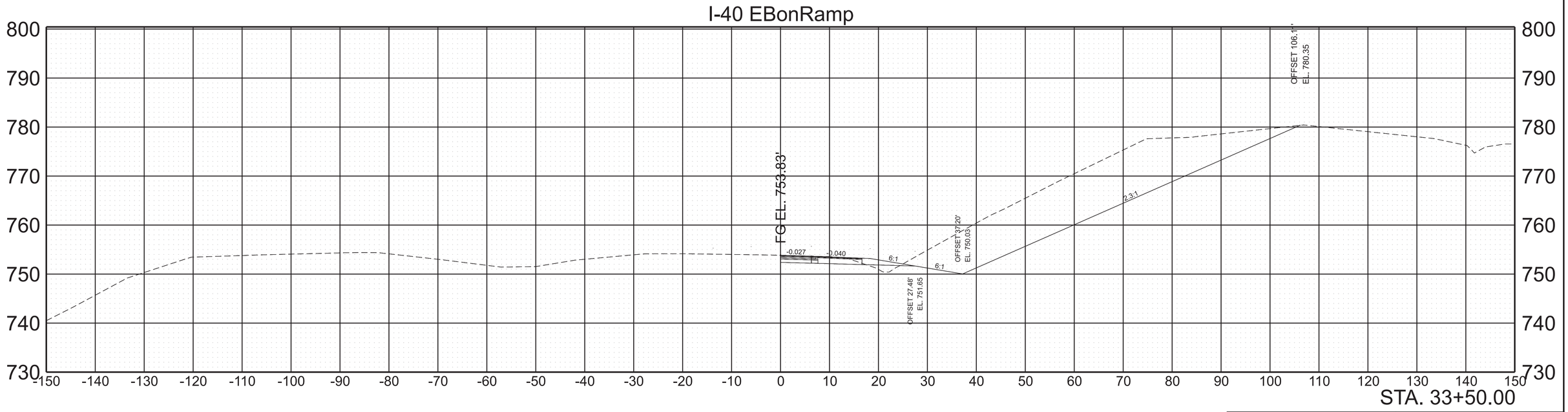


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 32+50.00 END STA. 33+00.00

2/18/2026 1:10:17 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	58
FUNC.	2025	41I040-S2-011	66
PS&E	2026	41I040-S3-011	72

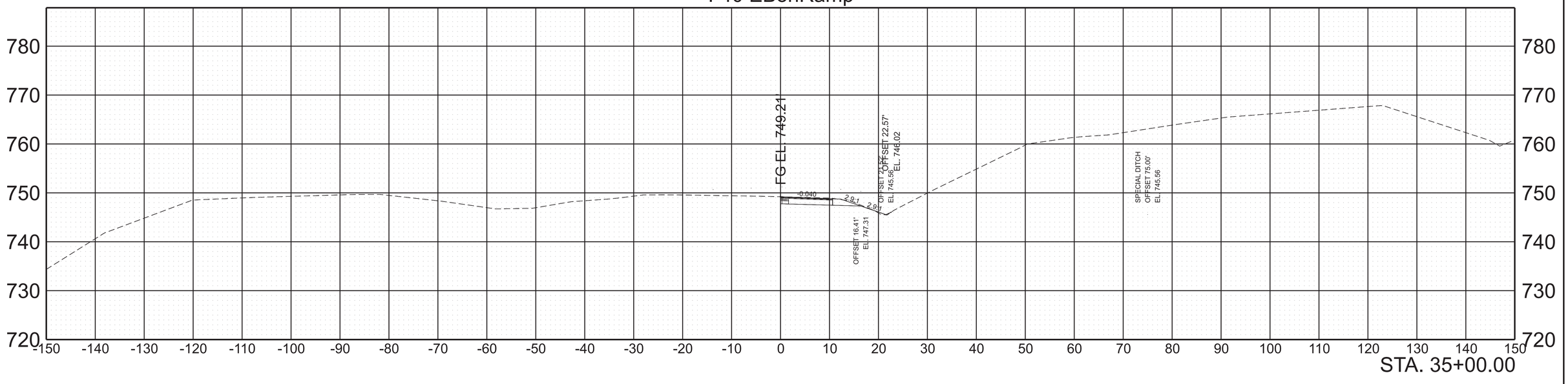


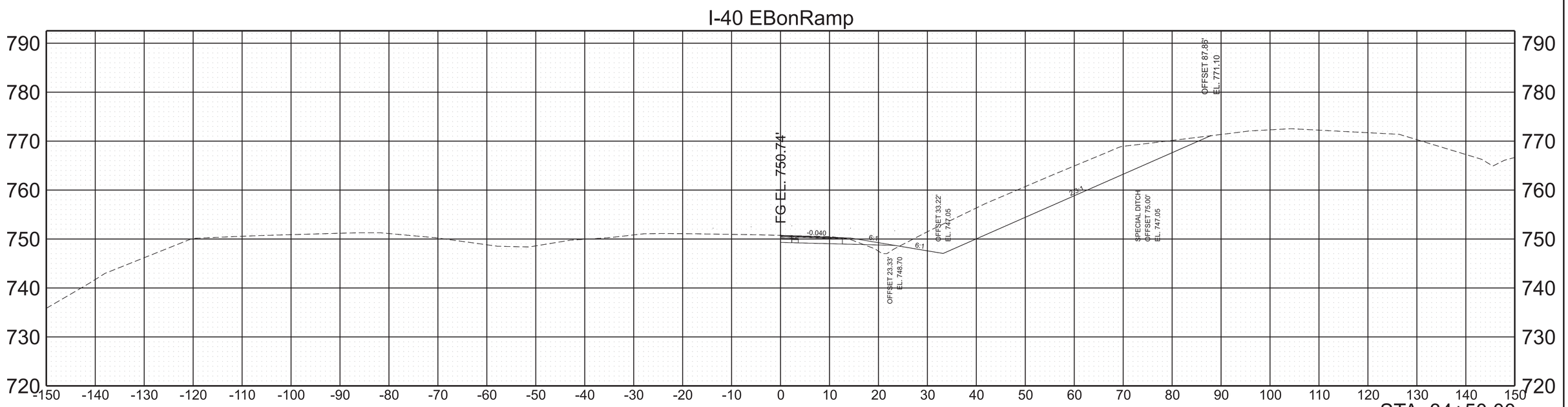


SCALE:	1"=10' HORIZ.	BEGIN STA. 33+50.00
	1"=10' VERT.	END STA. 34+00.00

2/18/2026 1:10:19 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	59
FUNC.	2025	41I040-S2-011	67
PS&E	2026	41I040-S3-011	73

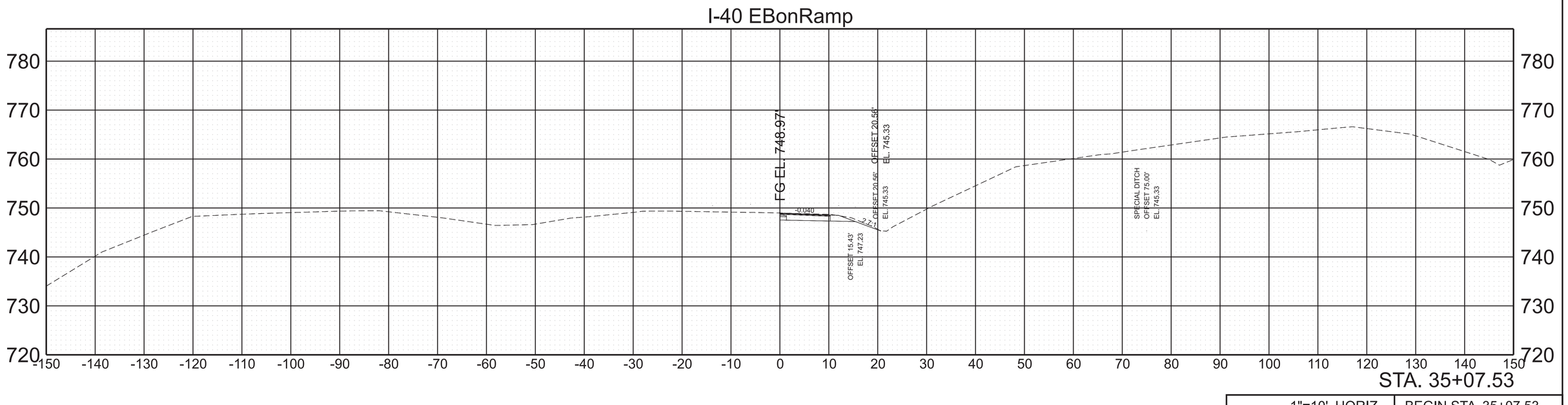




SCALE:		
	1"=10' HORIZ.	BEGIN STA. 34+50.00
	1"=10' VERT.	END STA. 35+00.00

2/18/2026 1:10:21 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	60
FUNC.	2025	41I040-S2-011	68
PS&E	2026	41I040-S3-011	74

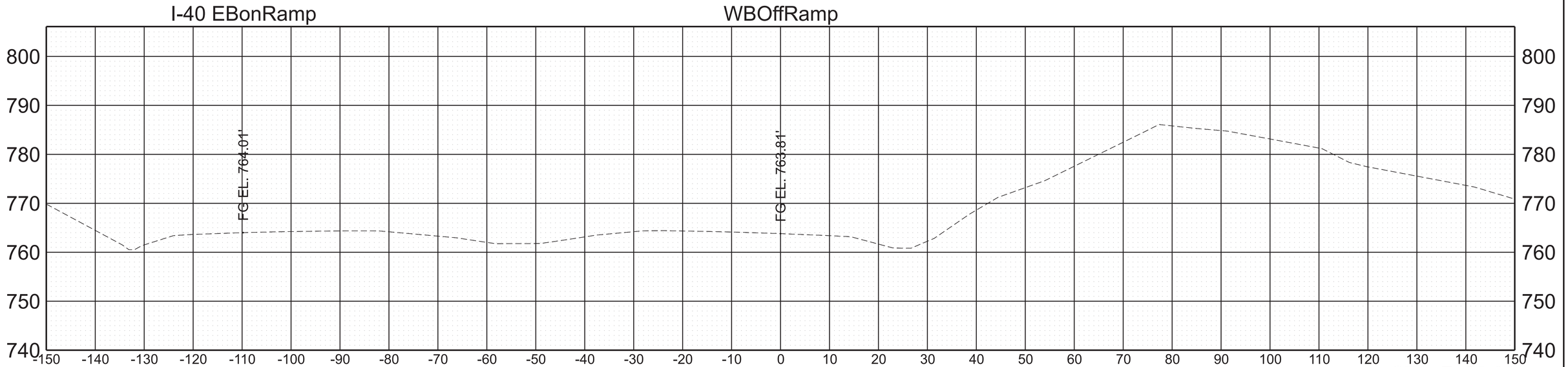


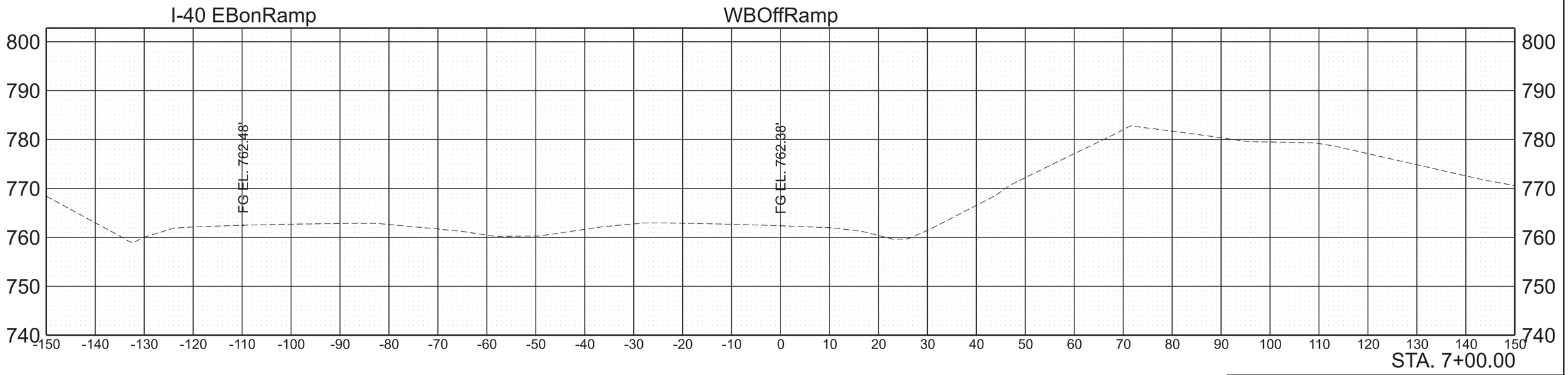
SCALE: 1"=10' HORIZ. 1"=10' VERT.

BEGIN STA. 35+07.53
END STA. 35+07.53

2/18/2026 1:10:22 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\1334445.00 HICKMAN-DICKSON\DGN\SHT-055 EB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	69
PS&E	2026	41I040-S3-011	75

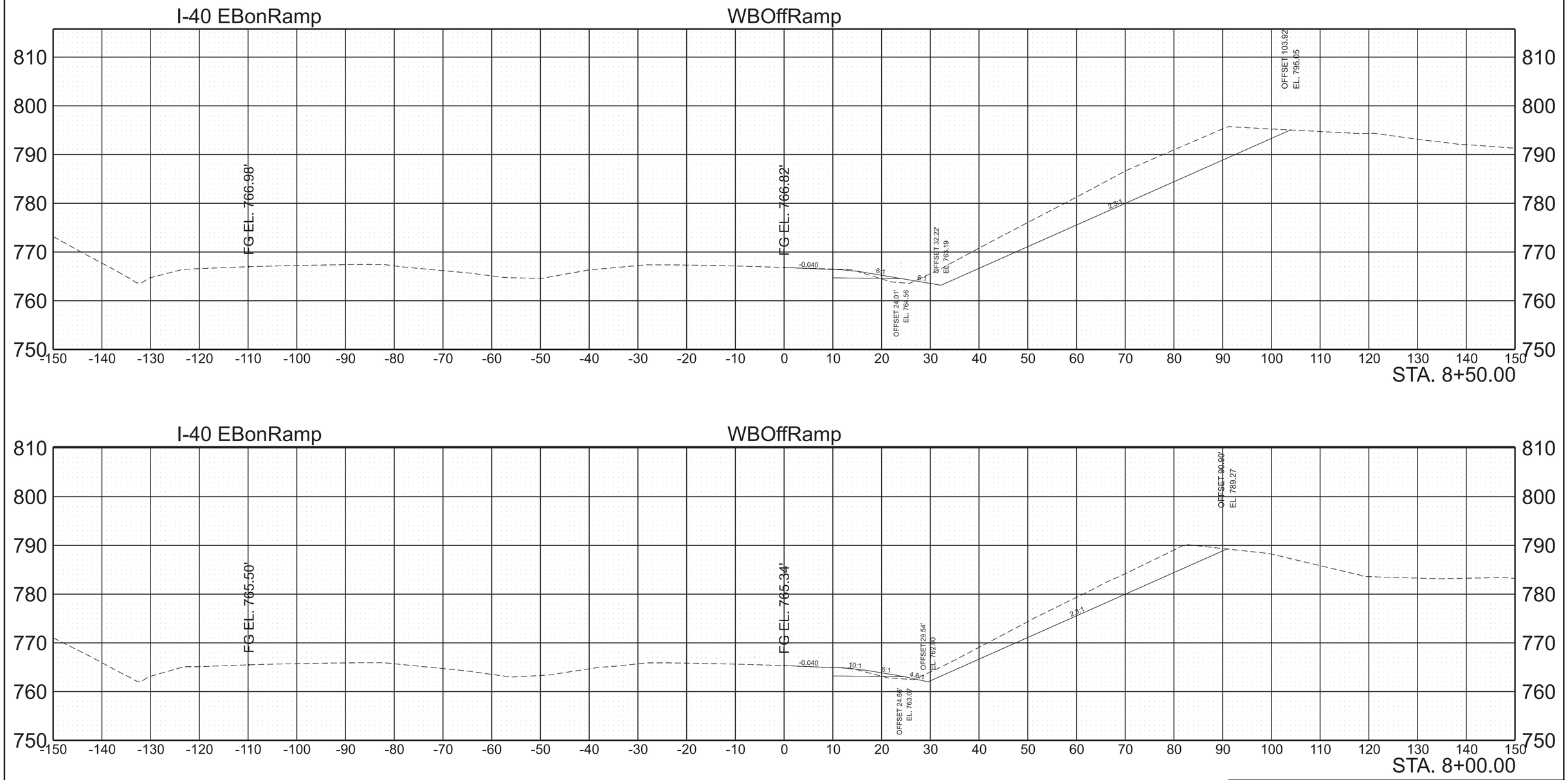




SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 7+00.00 END STA. 7+50.00

2/18/2026 1:10:30 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-075 WB OFF EXT XS.DGN

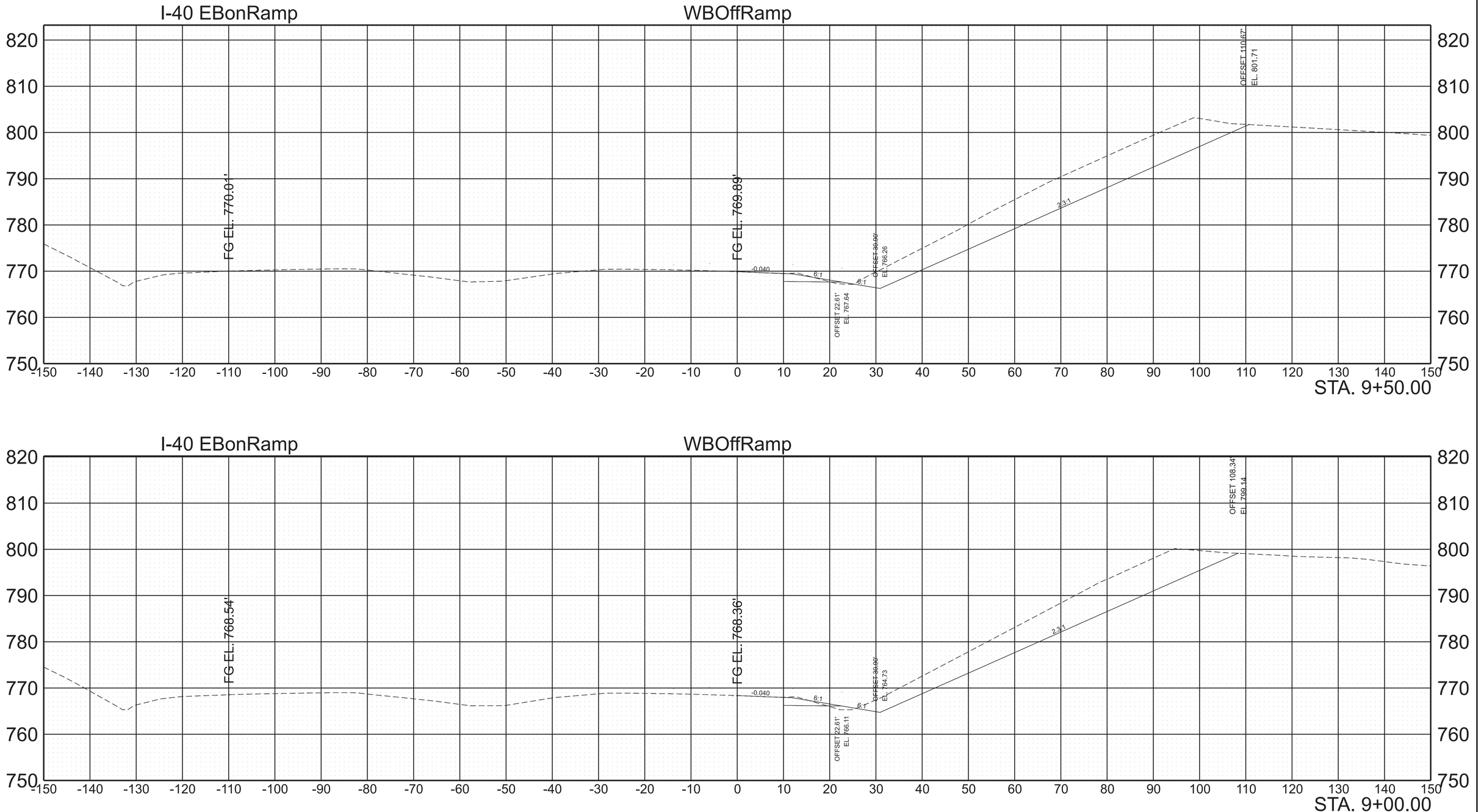
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	70
PS&E	2026	41I040-S3-011	76



SCALE:	1"=10' HORIZ.	BEGIN STA. 8+00.00
	1"=10' VERT.	END STA. 8+50.00

2/18/2026 1:10:32 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-075 WB OFF EXT XS.DGN

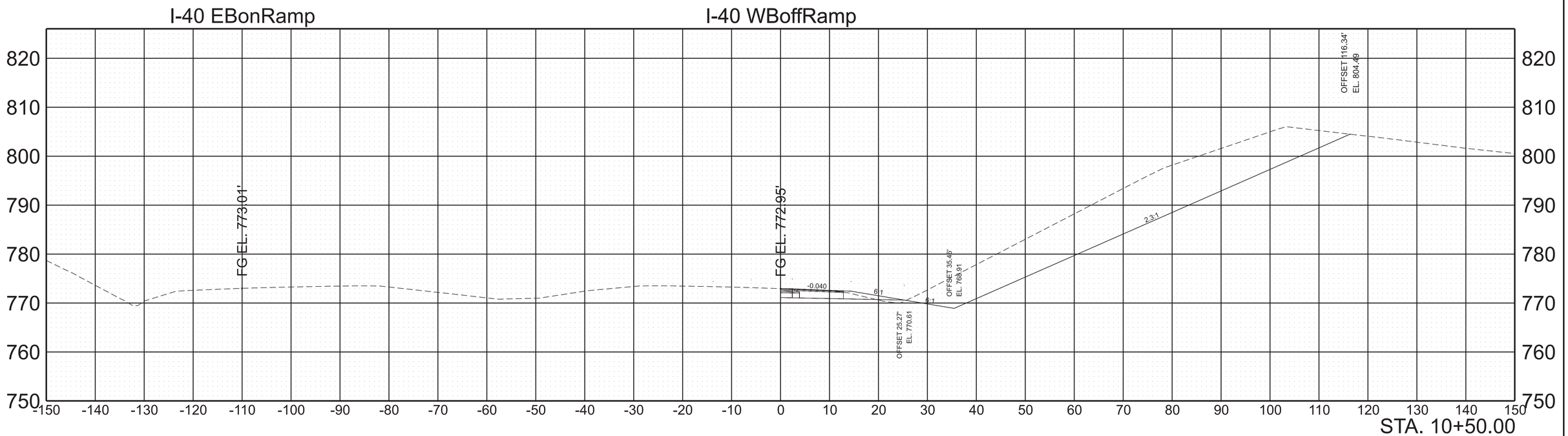
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	71
PS&E	2026	41I040-S3-011	77

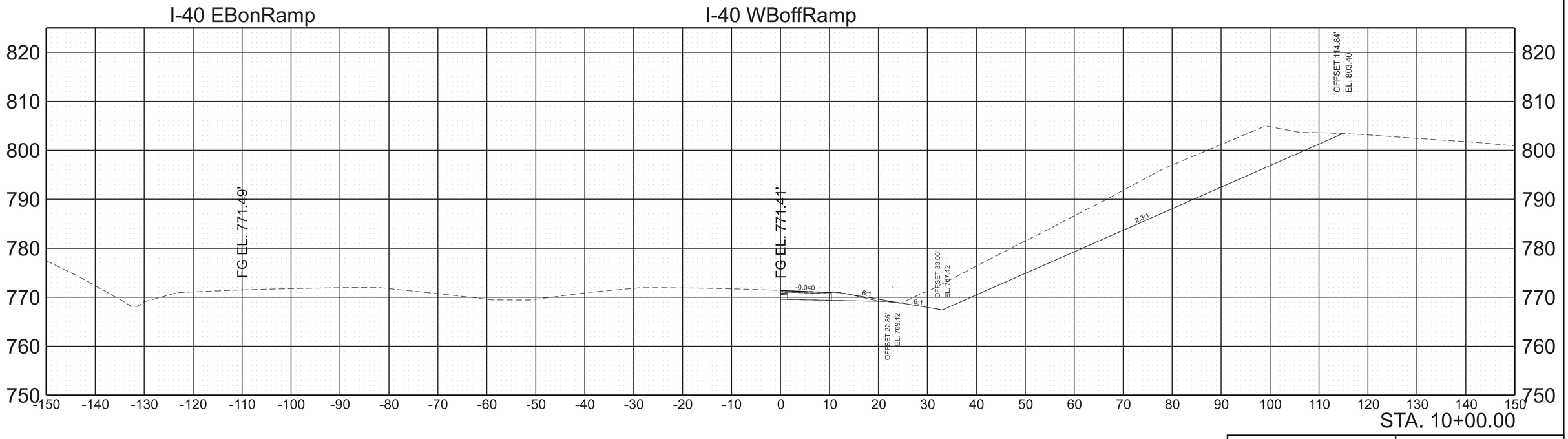


SCALE:	1"=10' HORIZ.	BEGIN STA. 9+00.00
	1"=10' VERT.	END STA. 9+50.00

2/18/2026 1:10:34 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-075 WB OFF EXT XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	61
FUNC.	2025	41I040-S2-011	72
PS&E	2026	41I040-S3-011	78

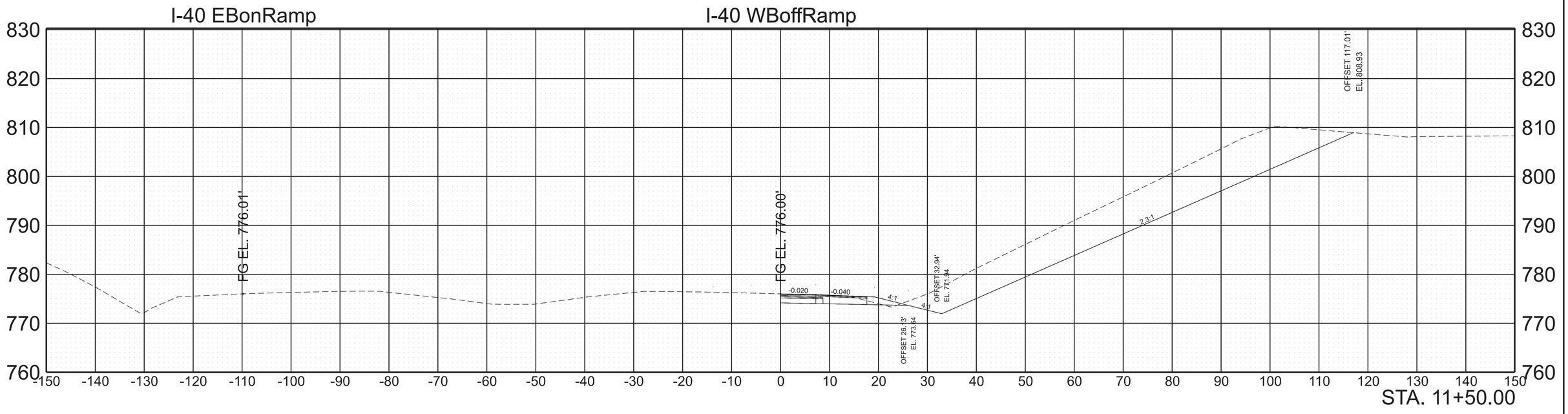


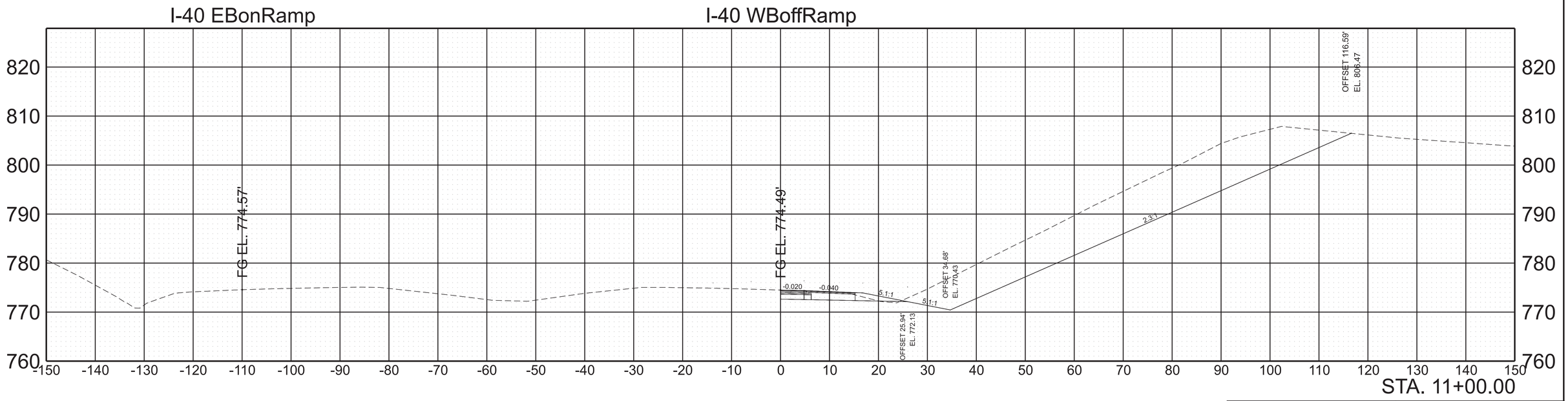


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 10+00.00 END STA. 10+50.00

2/18/2026 1:10:50 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\1133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	62
FUNC.	2025	41I040-S2-011	73
PS&E	2026	41I040-S3-011	79

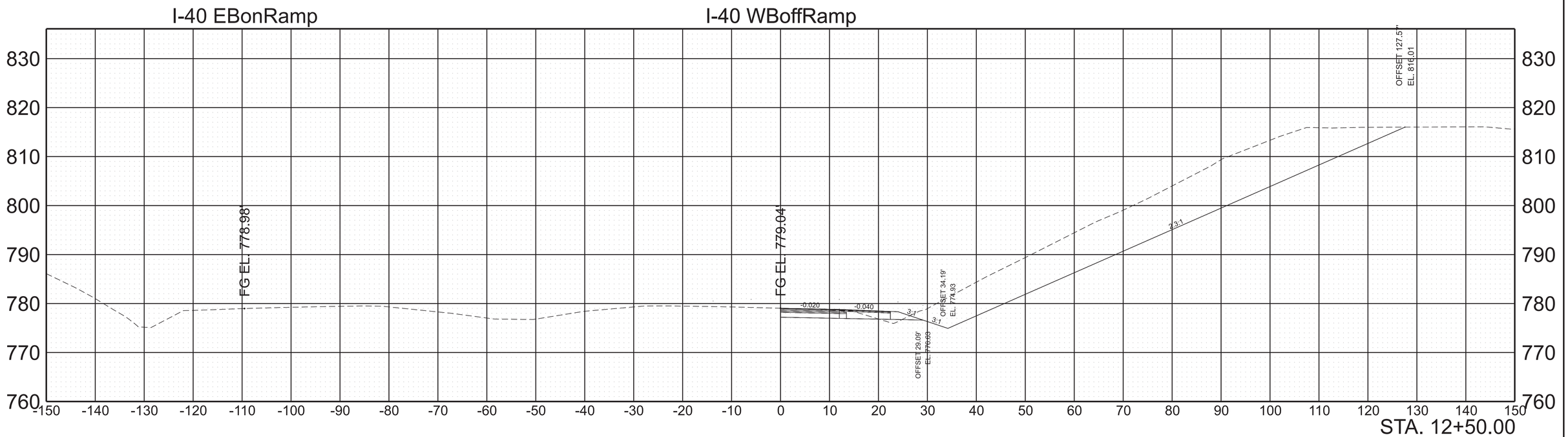


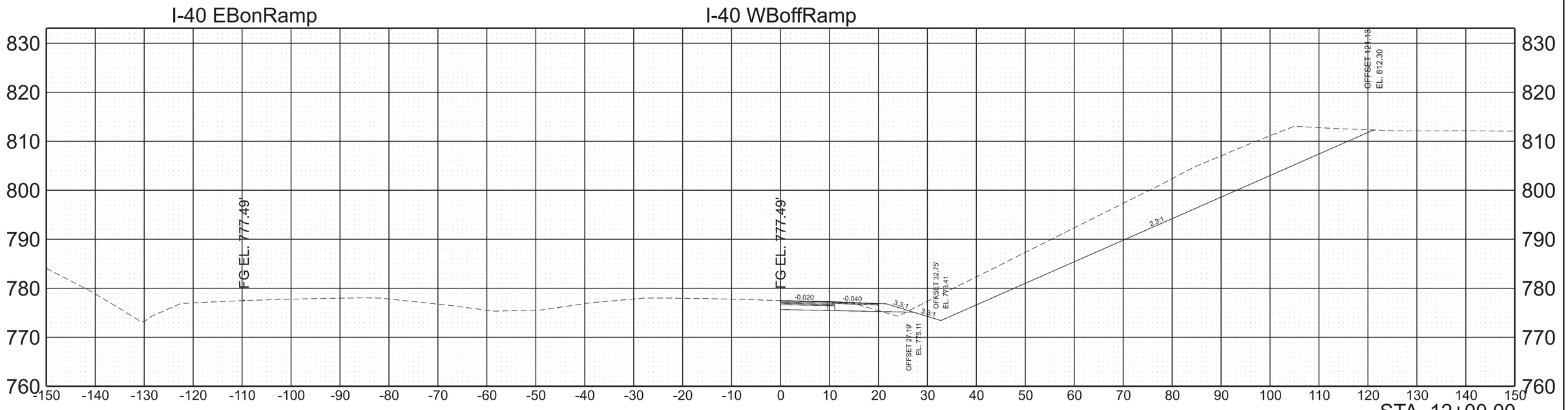


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 11+00.00 END STA. 11+50.00

2/18/2026 1:10:52 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	63
FUNC.	2025	41I040-S2-011	74
PS&E	2026	41I040-S3-011	80

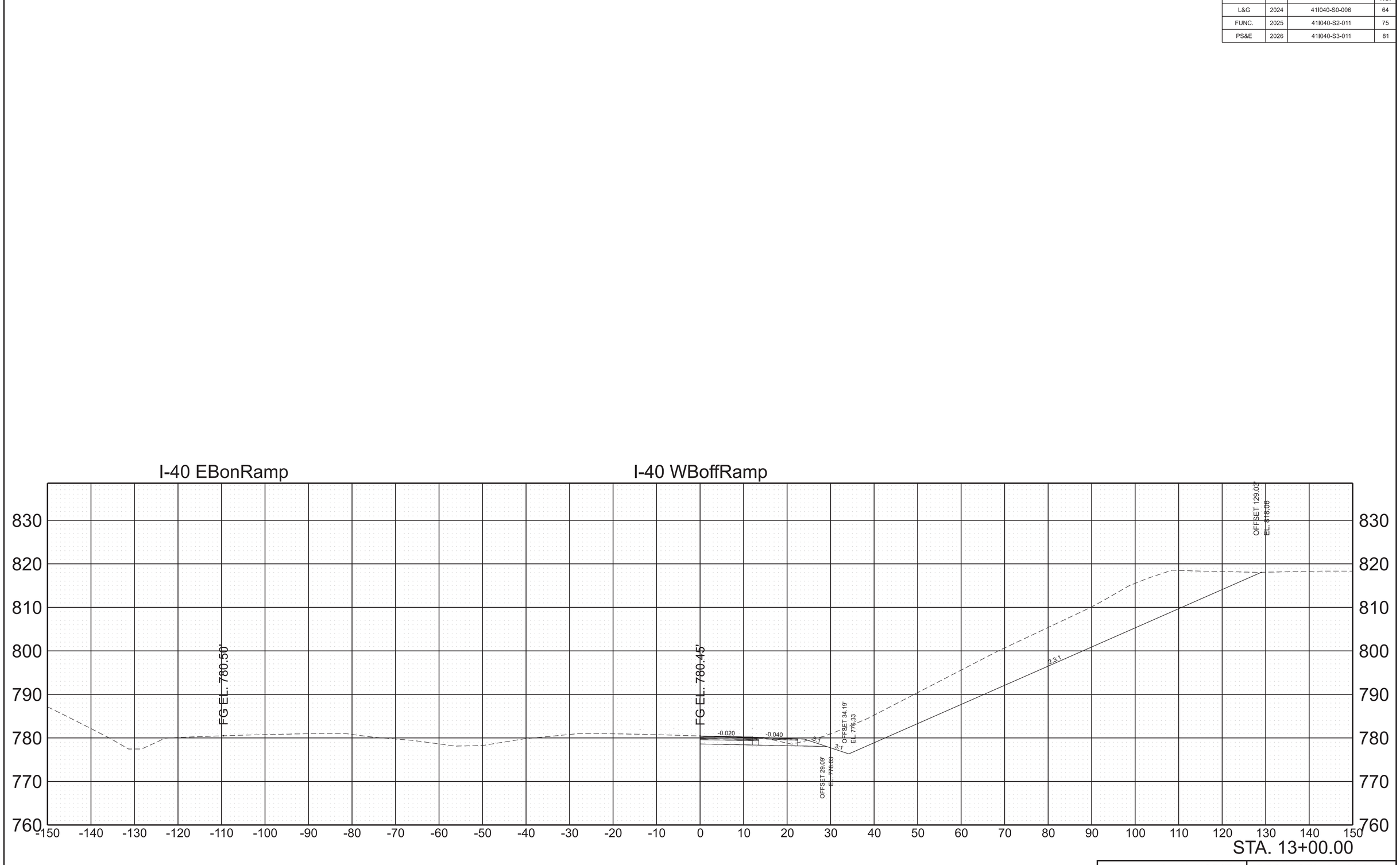




SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 12+00.00 END STA. 12+50.00

2/18/2026 1:10:54 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

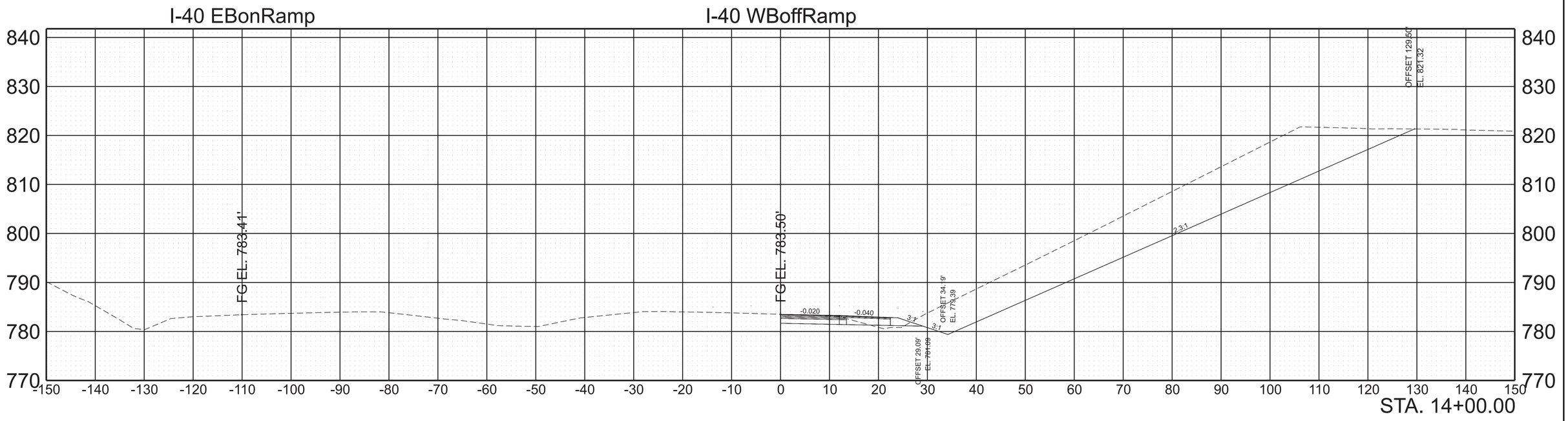
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	64
FUNC.	2025	41I040-S2-011	75
PS&E	2026	41I040-S3-011	81

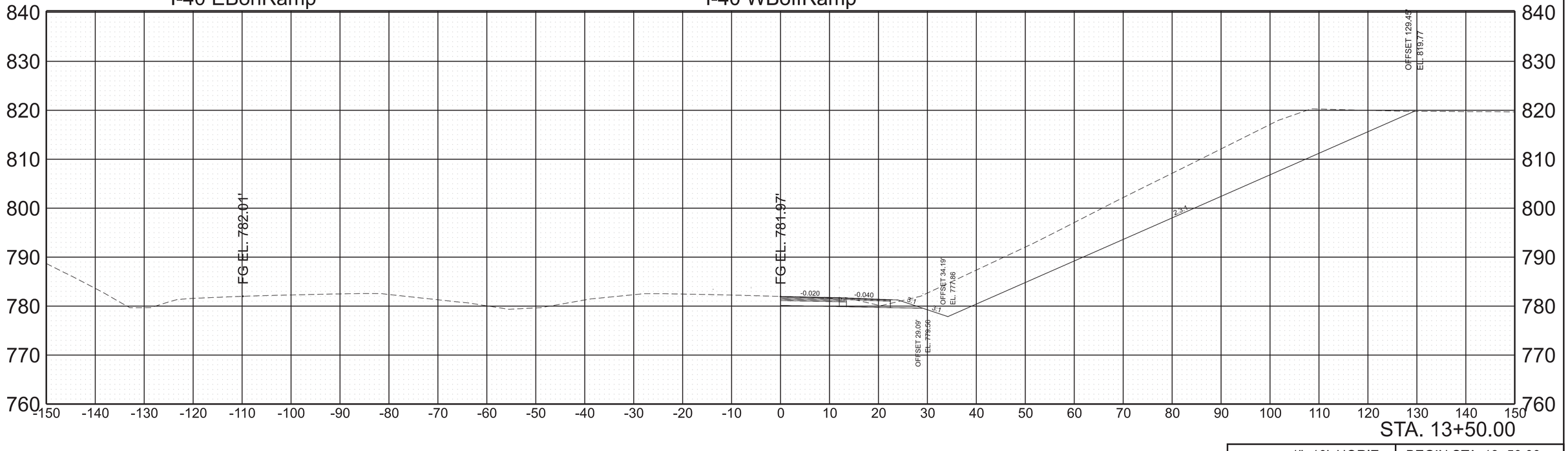


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 13+00.00 END STA. 13+00.00

2/18/2026 1:10:56 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	65
FUNC.	2025	41I040-S2-011	76
PS&E	2026	41I040-S3-011	82

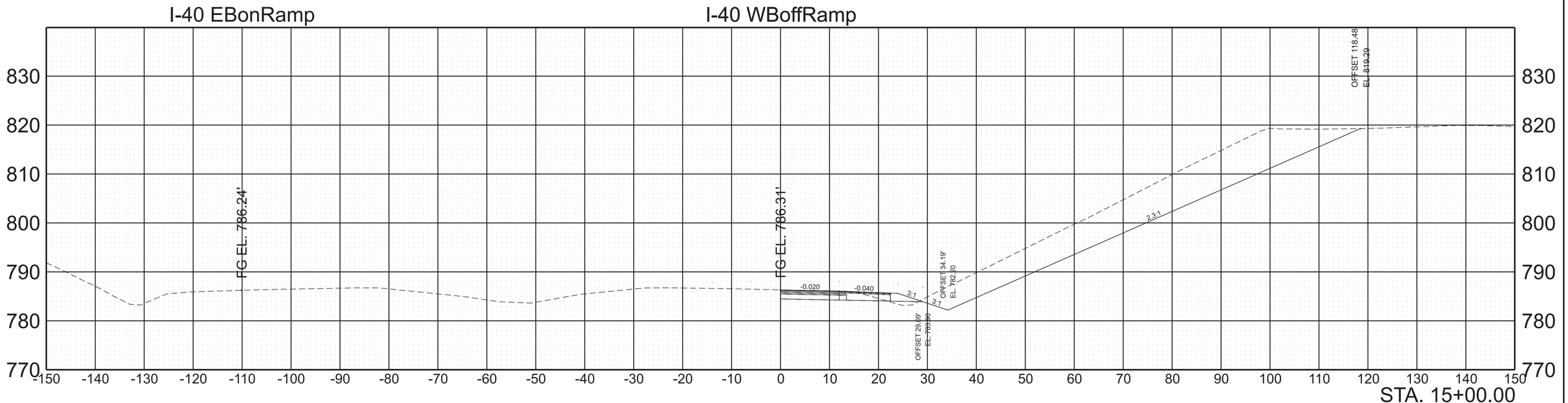


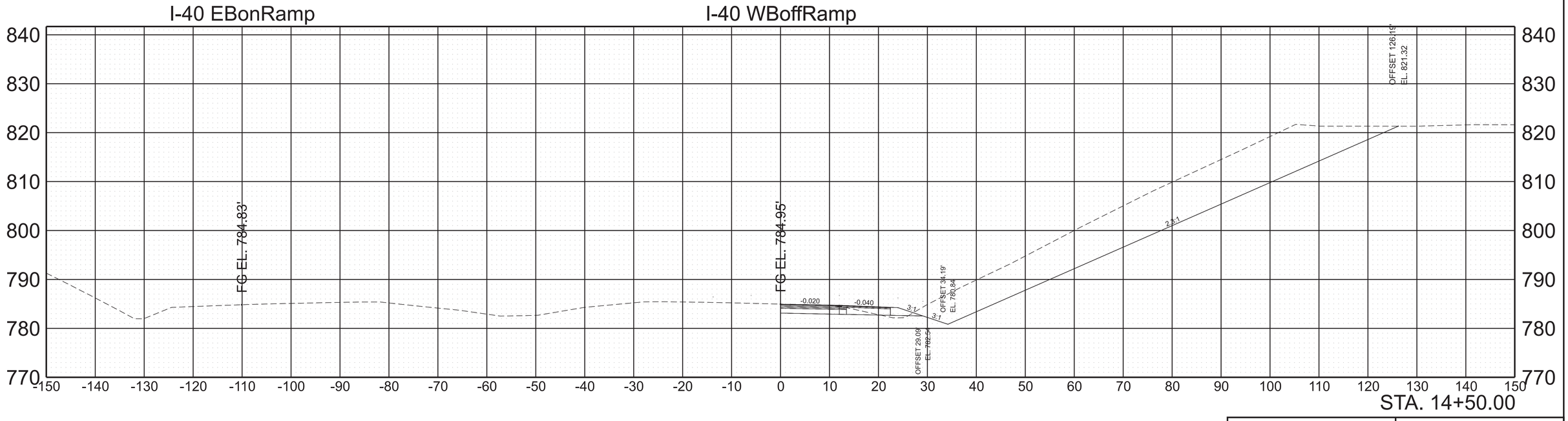


SCALE:	1"=10' HORIZ.	BEGIN STA. 13+50.00
	1"=10' VERT.	END STA. 14+00.00

2/18/2026 1:10:58 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	66
FUNC.	2025	41I040-S2-011	77
PS&E	2026	41I040-S3-011	83

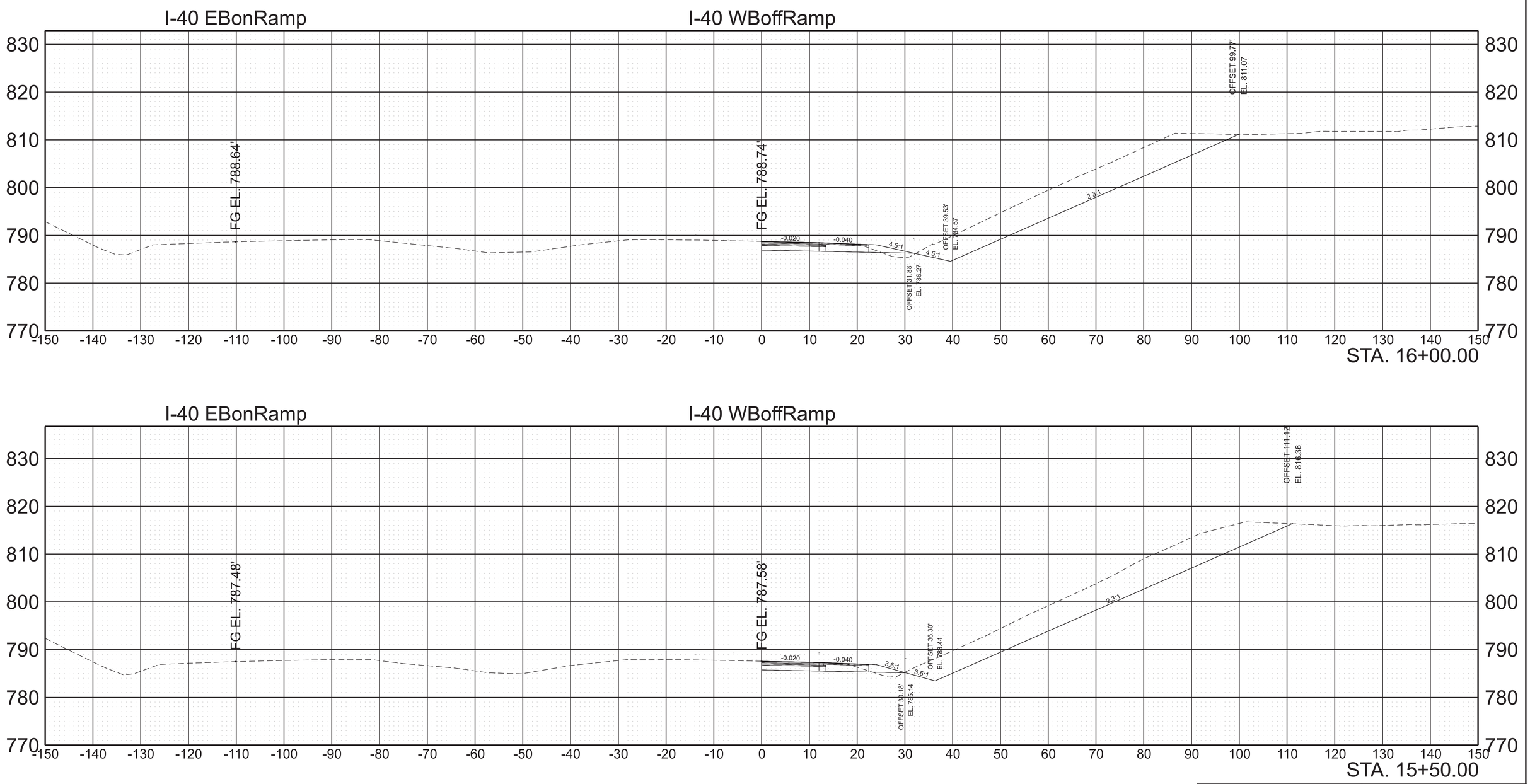




SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 14+50.00 END STA. 15+00.00

2/18/2026 1:10:59 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

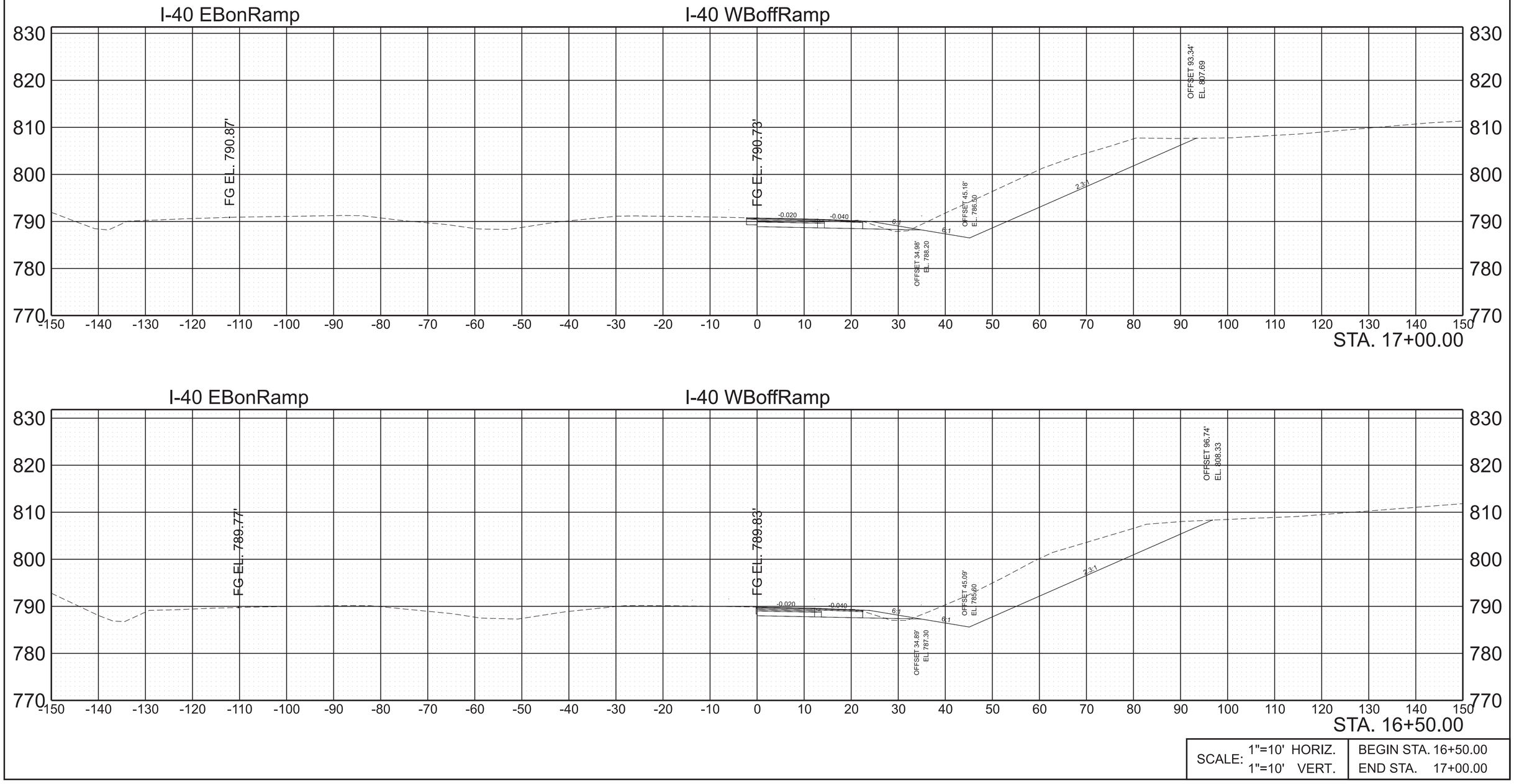
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	67
FUNC.	2025	41I040-S2-011	78
PS&E	2026	41I040-S3-011	84



SCALE:	1"=10' HORIZ.	BEGIN STA. 15+50.00
	1"=10' VERT.	END STA. 16+00.00

2/18/2026 1:11:02 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

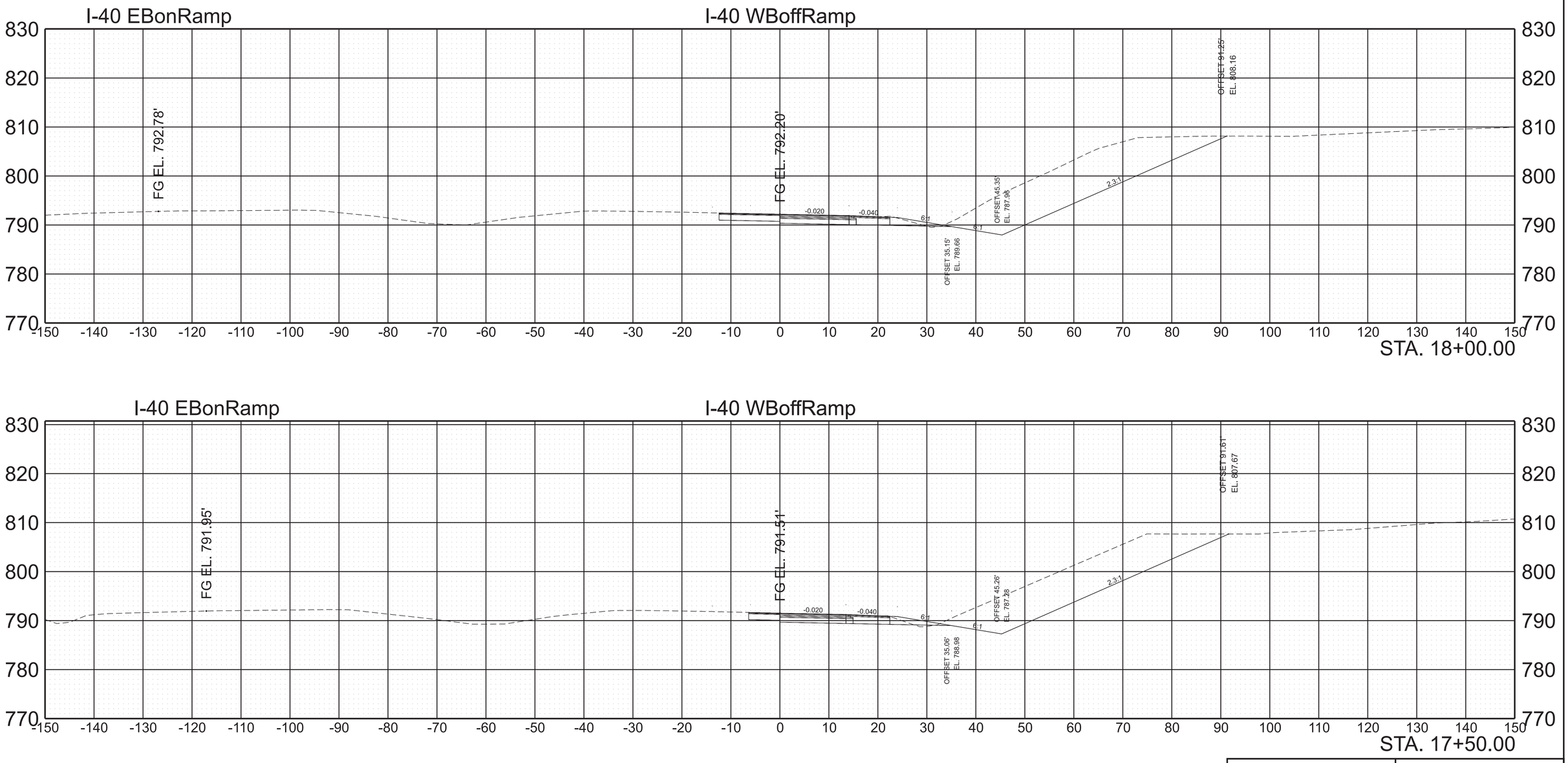
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	68
FUNC.	2025	41I040-S2-011	79
PS&E	2026	41I040-S3-011	85



SCALE:	1"=10' HORIZ.	BEGIN STA. 16+50.00
	1"=10' VERT.	END STA. 17+00.00

2/18/2026 1:11:03 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\1133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	69
FUNC.	2025	41I040-S2-011	80
PS&E	2026	41I040-S3-011	86

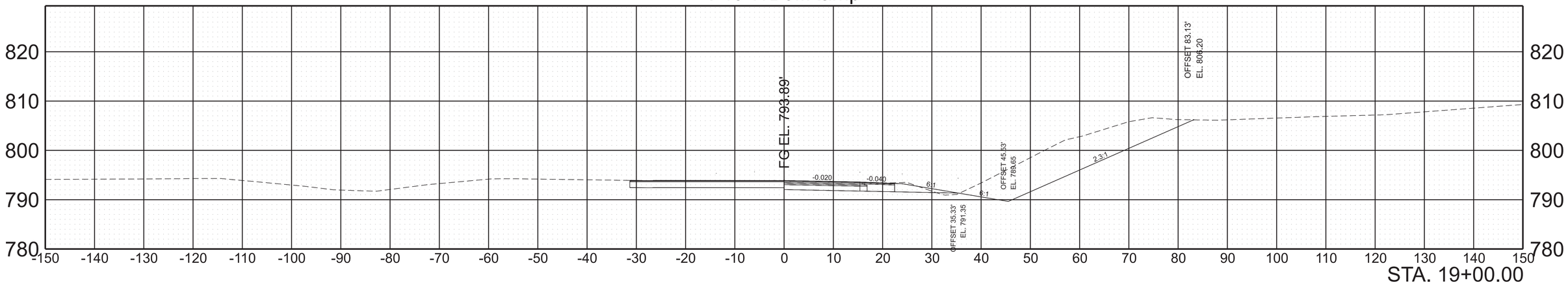


SCALE:	1"=10' HORIZ.	BEGIN STA. 17+50.00
	1"=10' VERT.	END STA. 18+00.00

2/18/2026 1:11:05 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

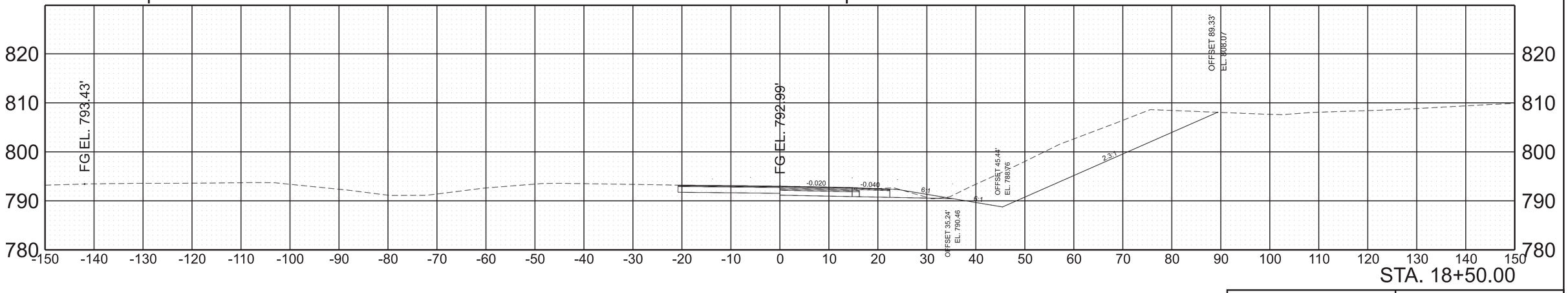
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	70
FUNC.	2025	41I040-S2-011	81
PS&E	2026	41I040-S3-011	87

I-40 WBoffRamp



I-40 EBonRamp

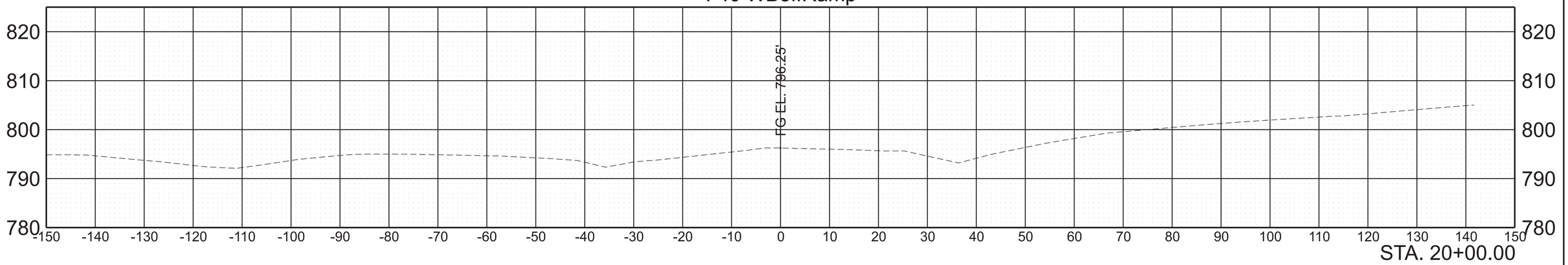
I-40 WBoffRamp

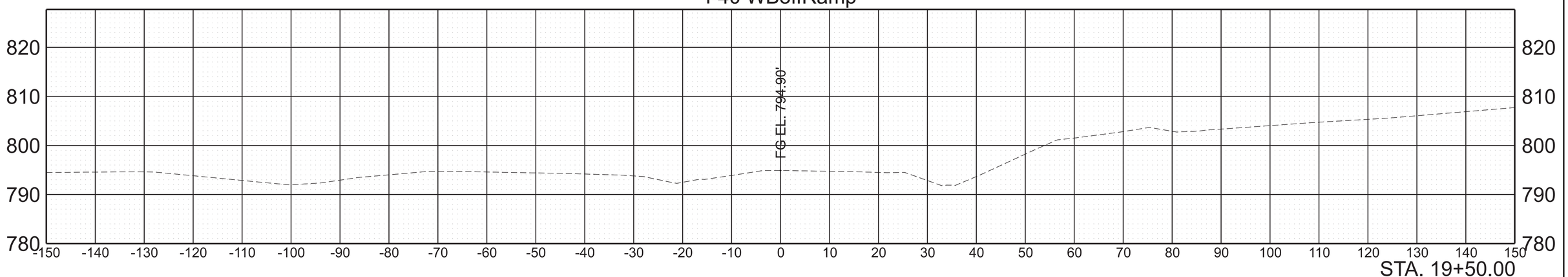


SCALE:	1"=10' HORIZ.	BEGIN STA. 18+50.00
	1"=10' VERT.	END STA. 19+00.00

2/18/2026 1:11:08 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	71
FUNC.	2025	41I040-S2-011	82
PS&E	2026	41I040-S3-011	88

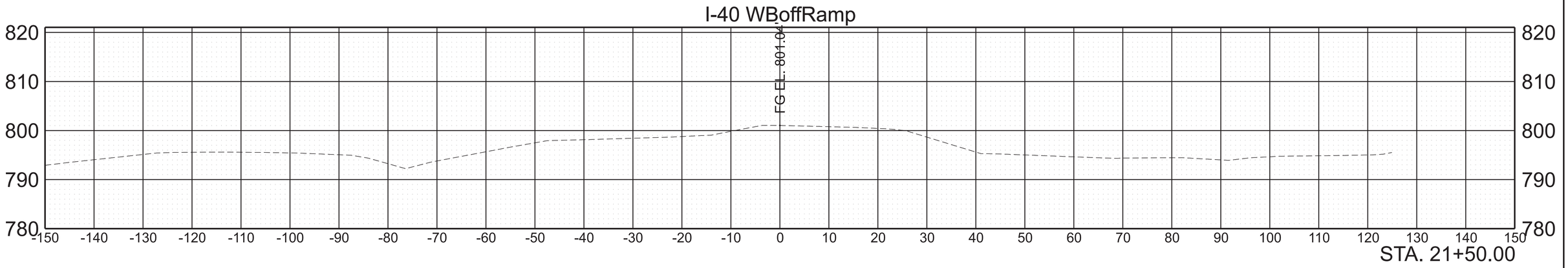


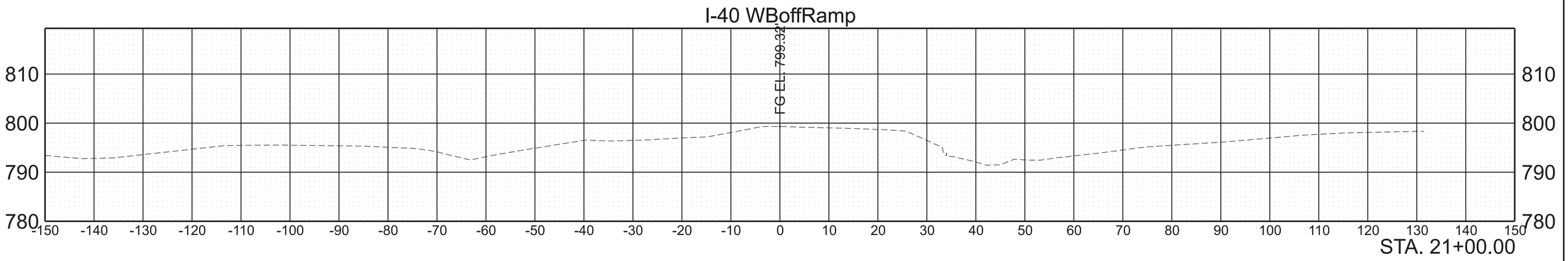


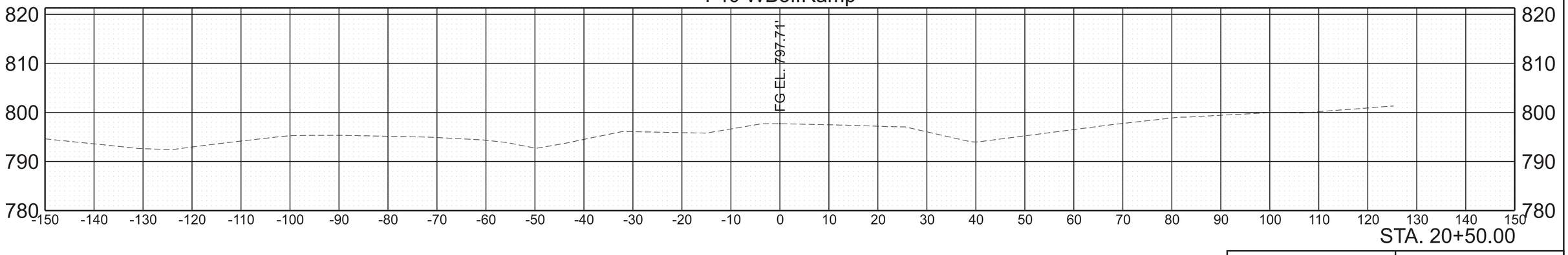
SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 19+50.00 END STA. 20+00.00

2/18/2026 1:11:09 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	72
FUNC.	2025	41I040-S2-011	83
PS&E	2026	41I040-S3-011	89



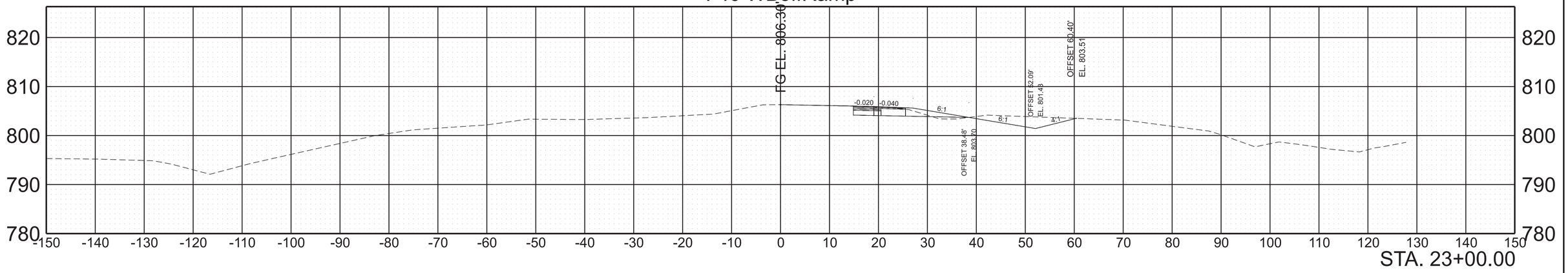


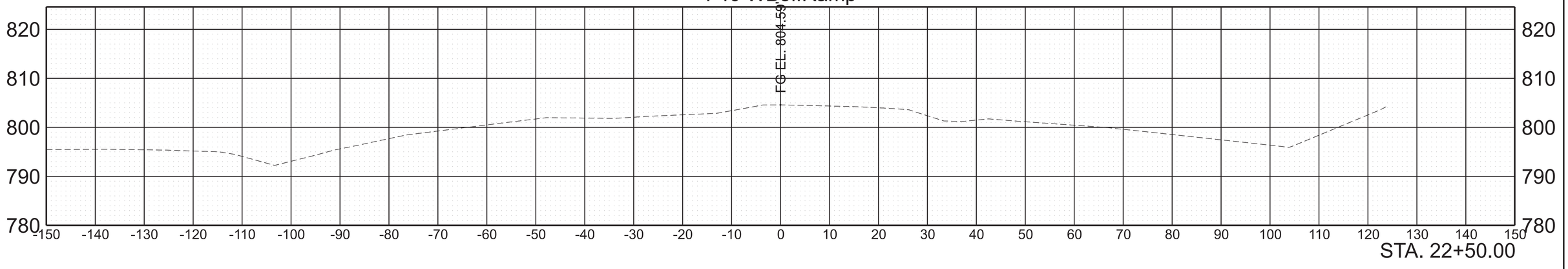


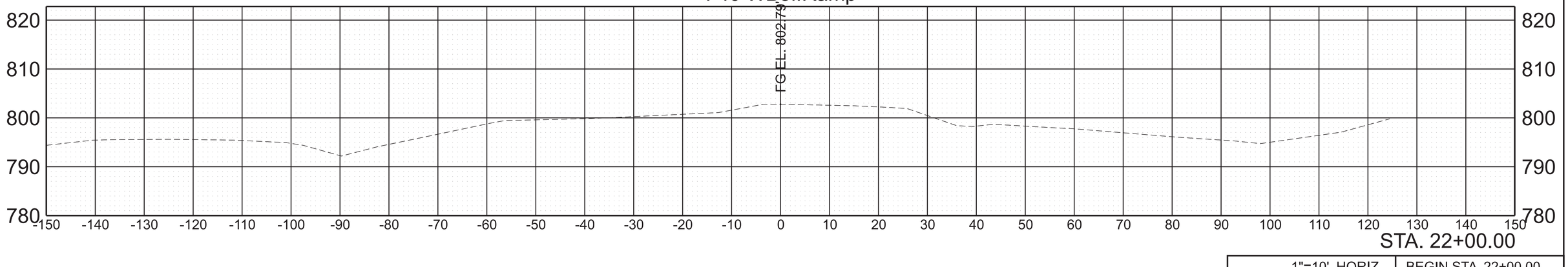
SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 20+50.00 END STA. 21+50.00

2/18/2026 1:11:11 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	73
FUNC.	2025	41I040-S2-011	84
PS&E	2026	41I040-S3-011	90



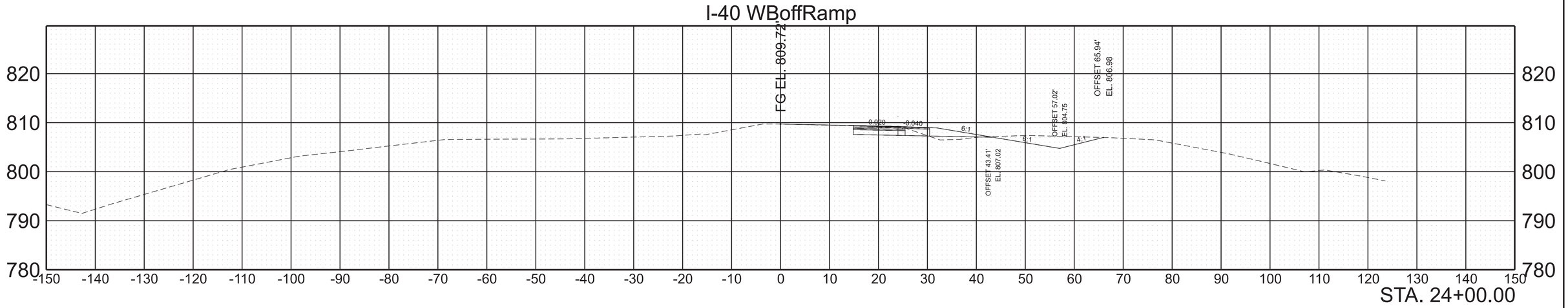


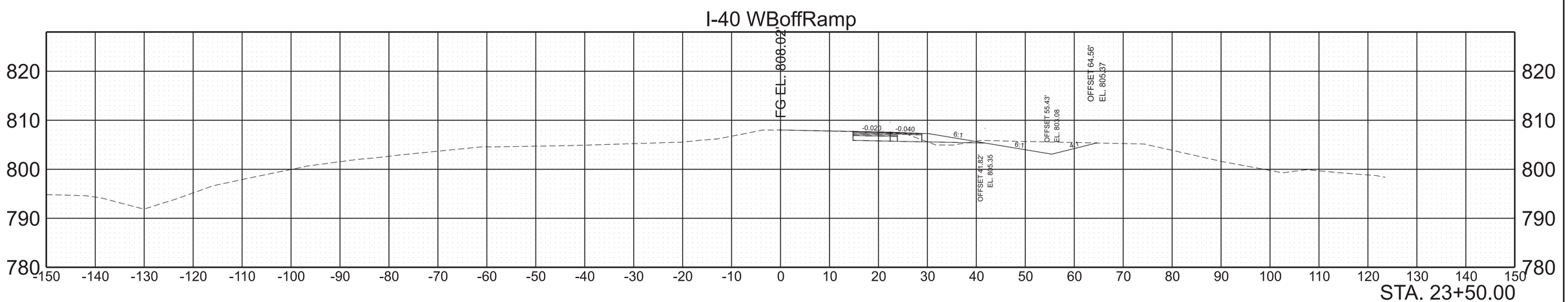


SCALE:	1"=10' HORIZ.	BEGIN STA. 22+00.00
	1"=10' VERT.	END STA. 23+00.00

2/18/2026 1:11:14 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	74
FUNC.	2025	41I040-S2-011	85
PS&E	2026	41I040-S3-011	91

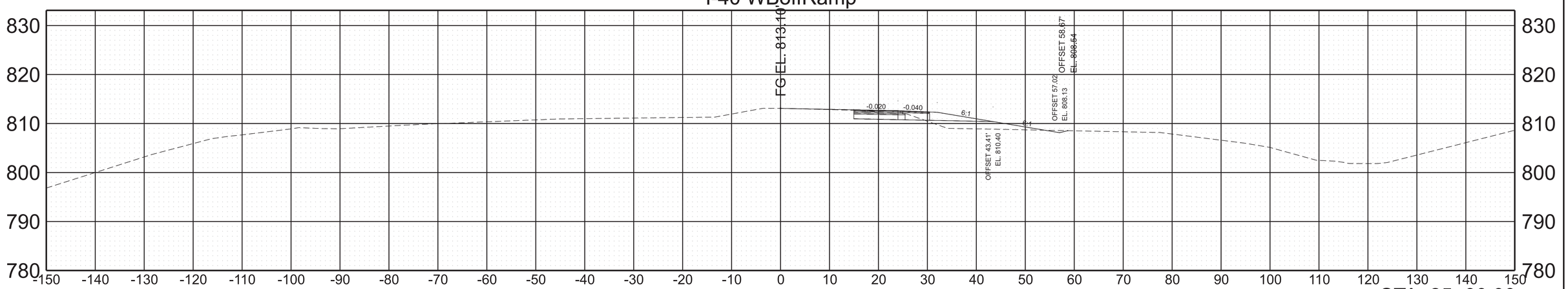


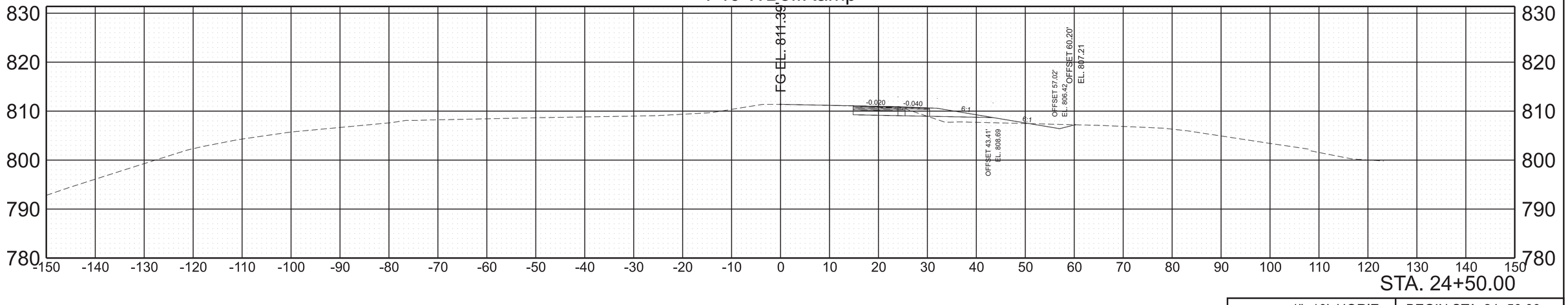


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 23+50.00 END STA. 24+00.00

2/18/2026 1:11:16 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	75
FUNC.	2025	41I040-S2-011	86
PS&E	2026	41I040-S3-011	92

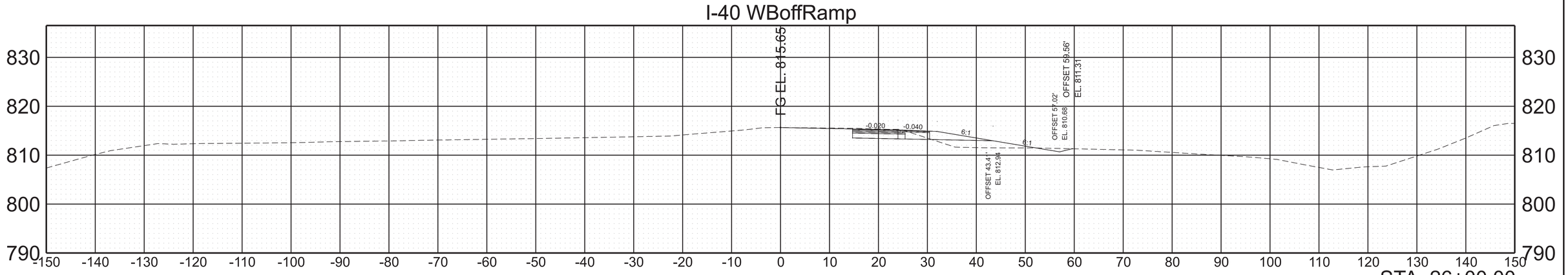


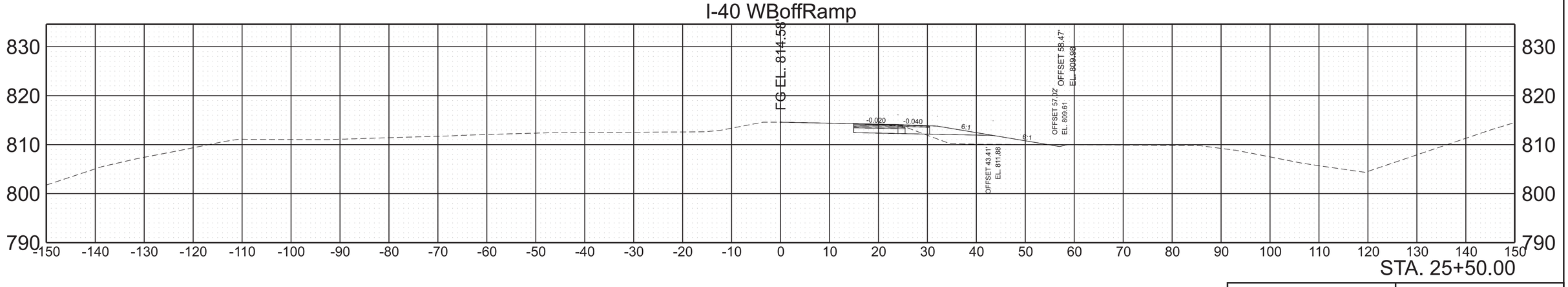


SCALE:	1"=10' HORIZ.	BEGIN STA. 24+50.00
	1"=10' VERT.	END STA. 25+00.00

2/18/2026 1:11:18 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	76
FUNC.	2025	41I040-S2-011	87
PS&E	2026	41I040-S3-011	93

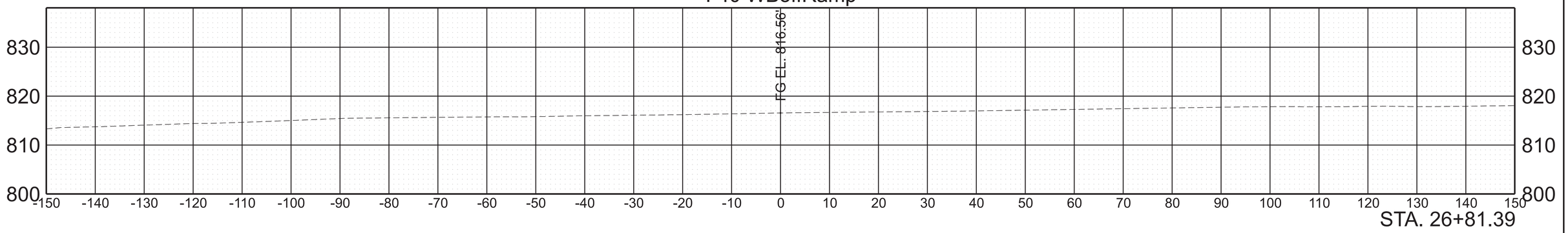


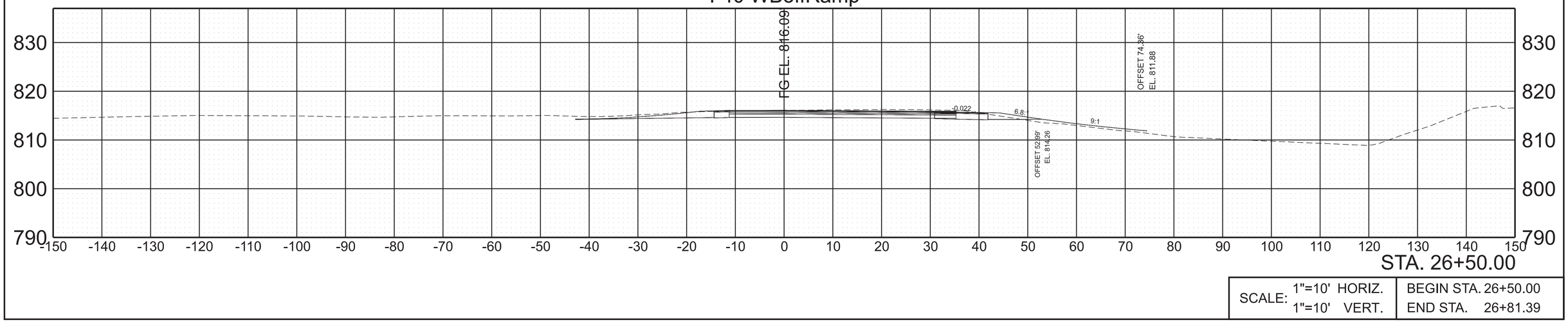


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 25+50.00 END STA. 26+00.00

2/18/2026 1:11:20 PM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	77
FUNC.	2025	41I040-S2-011	88
PS&E	2026	41I040-S3-011	94

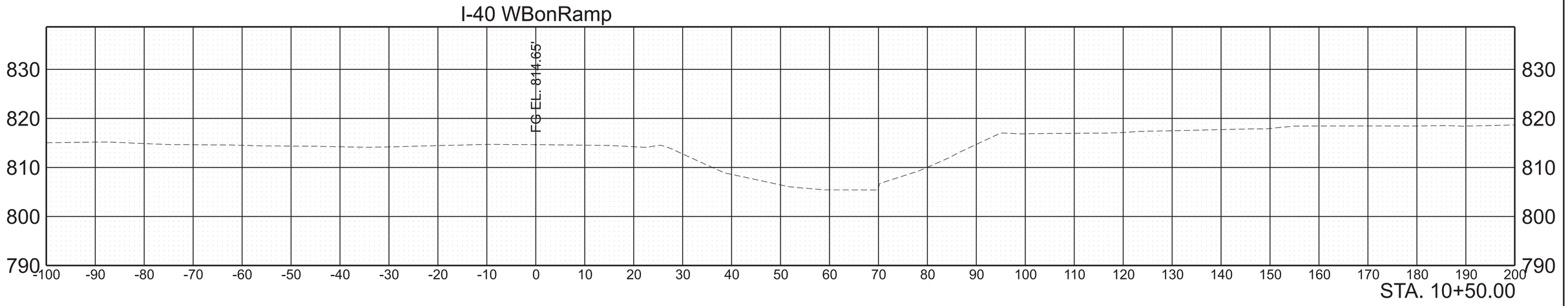


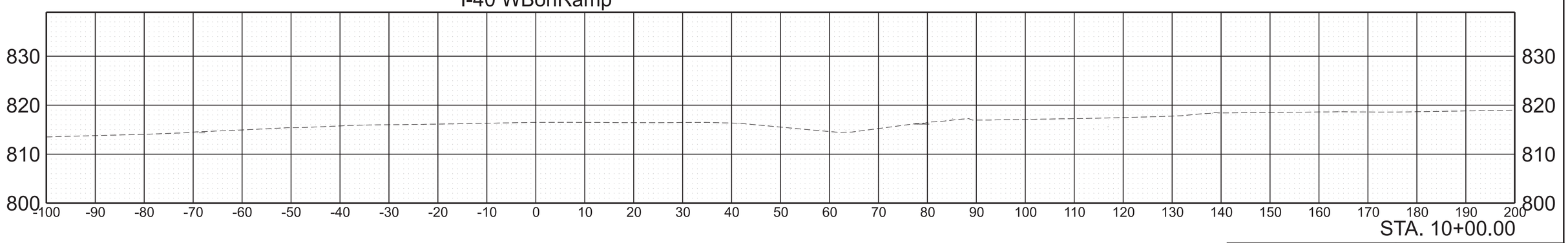


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 26+50.00 END STA. 26+81.39

2/18/2026 1:11:21 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-078 WB OFF XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	78
FUNC.	2025	41I040-S2-011	89
PS&E	2026	41I040-S3-011	95

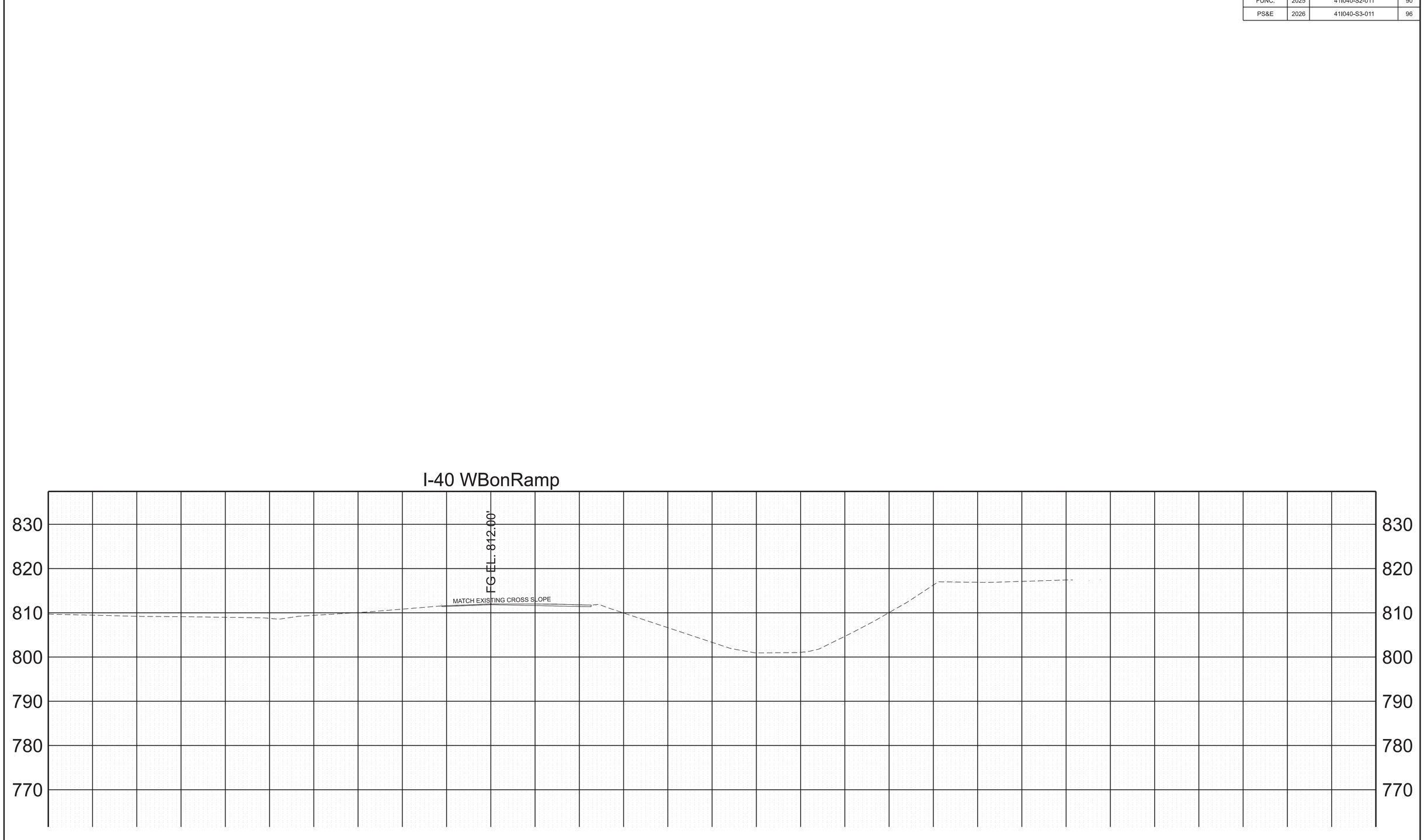




SCALE:	1"=10' HORIZ.	BEGIN STA. 10+00.00
	1"=10' VERT.	END STA. 10+50.00

2/18/2026 1:11:37 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

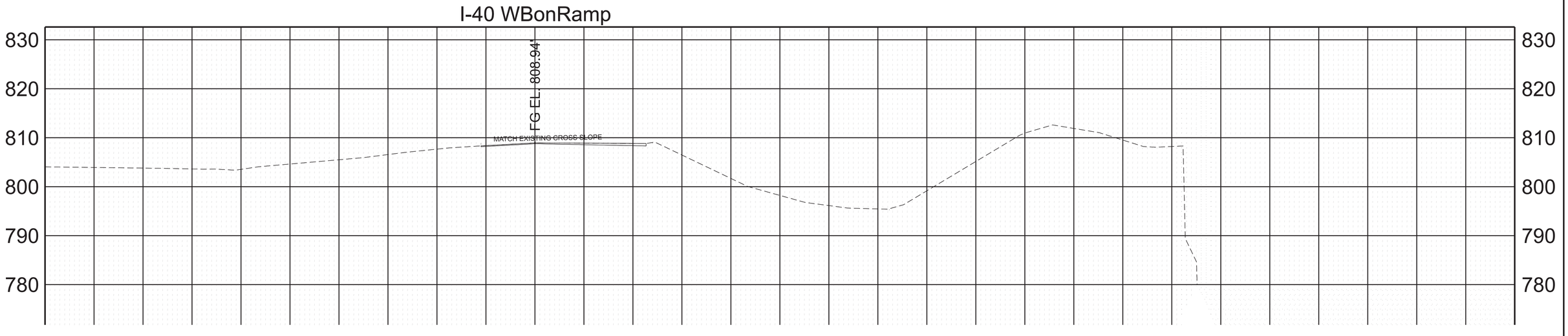
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	79
FUNC.	2025	41I040-S2-011	90
PS&E	2026	41I040-S3-011	96



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 11+00.00 END STA. 11+00.00

2/18/2026 1:11:38 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

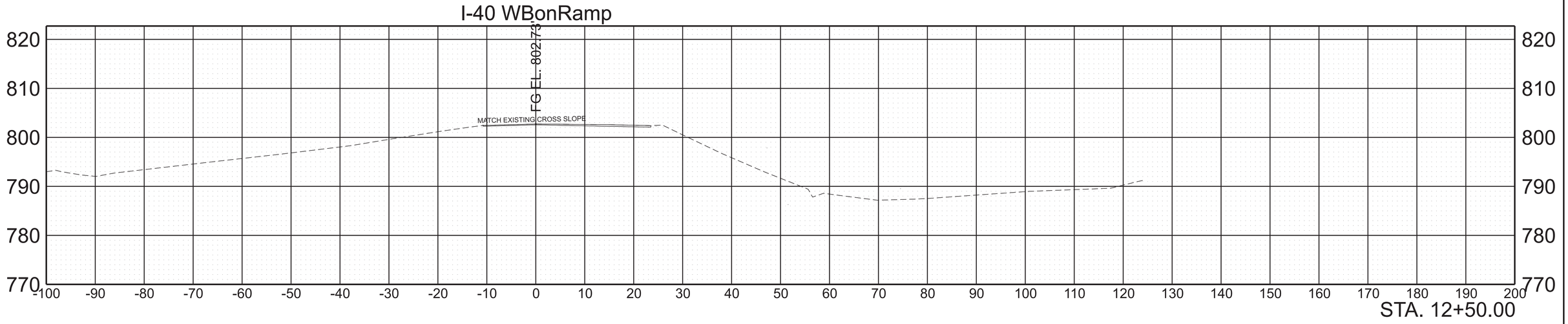
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	80
FUNC.	2025	41I040-S2-011	91
PS&E	2026	41I040-S3-011	97

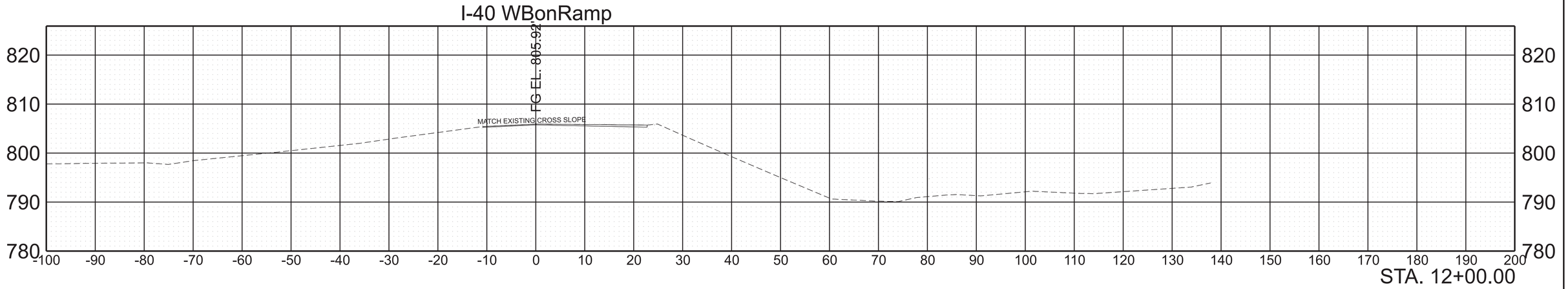


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 11+50.00 END STA. 11+50.00

2/18/2026 1:11:39 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	81
FUNC.	2025	41I040-S2-011	92
PS&E	2026	41I040-S3-011	98

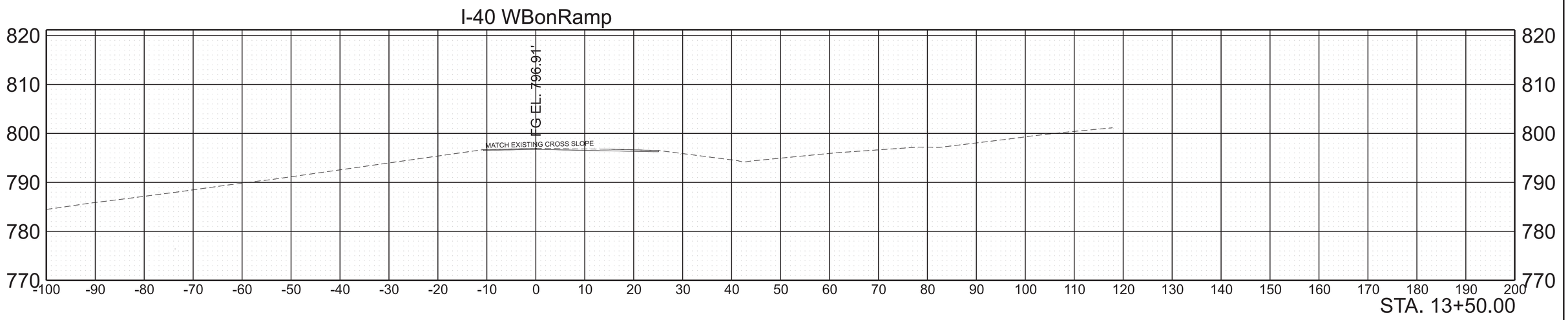


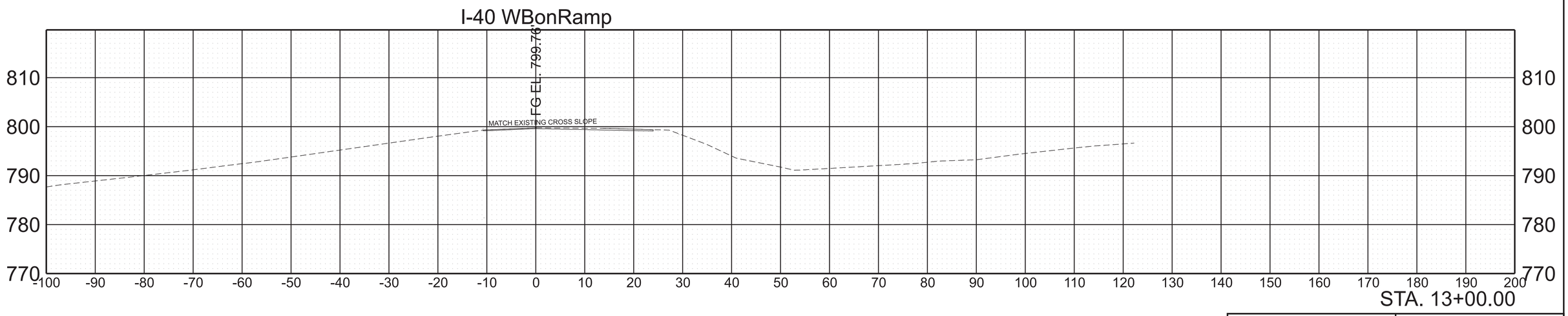


SCALE:	1"=10' HORIZ.	BEGIN STA. 12+00.00
	1"=10' VERT.	END STA. 12+50.00

2/18/2026 1:11:41 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	82
FUNC.	2025	41I040-S2-011	93
PS&E	2026	41I040-S3-011	99

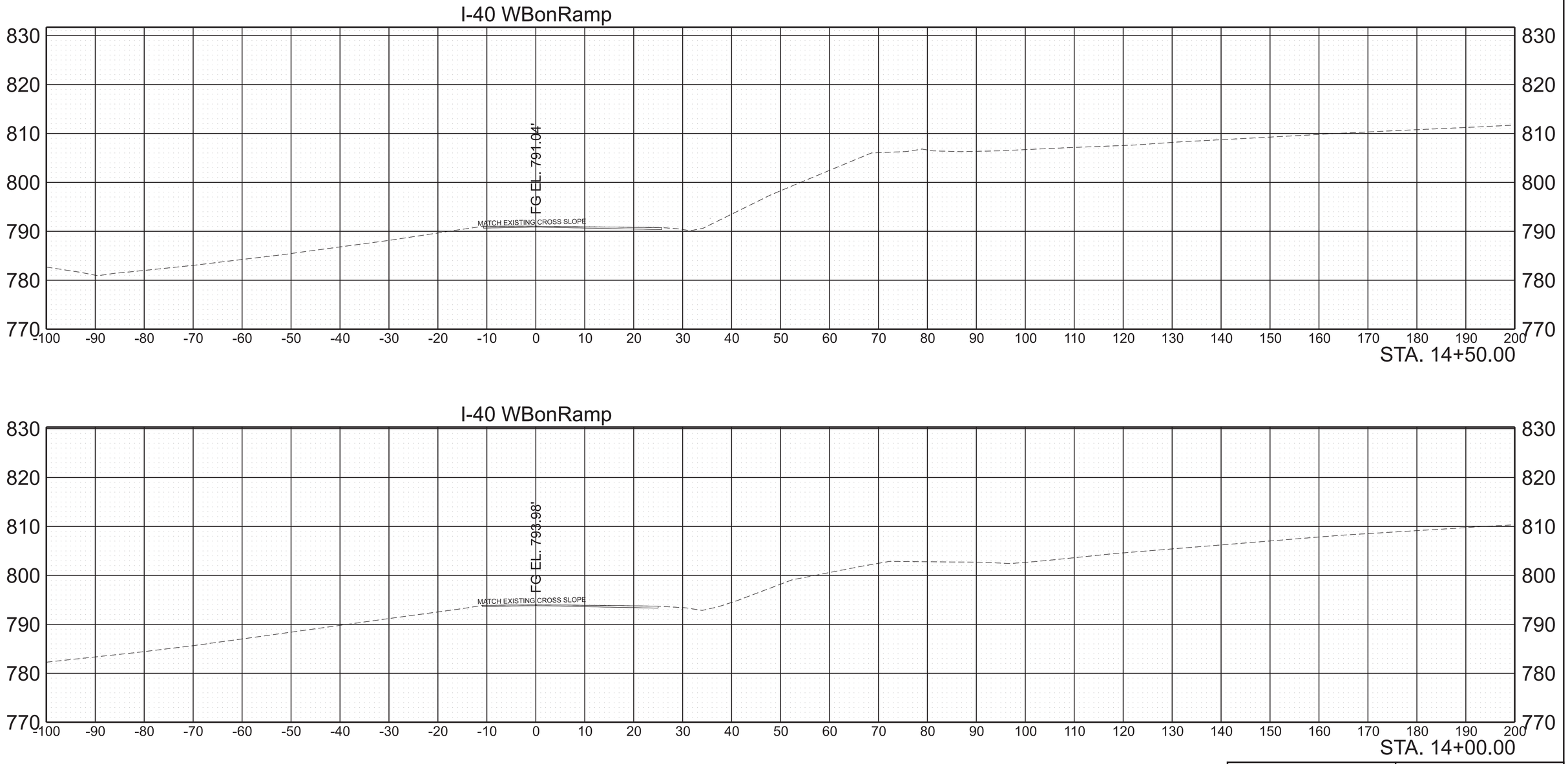




SCALE:	1"=10' HORIZ.	BEGIN STA. 13+00.00
	1"=10' VERT.	END STA. 13+50.00

2/18/2026 1:11:43 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

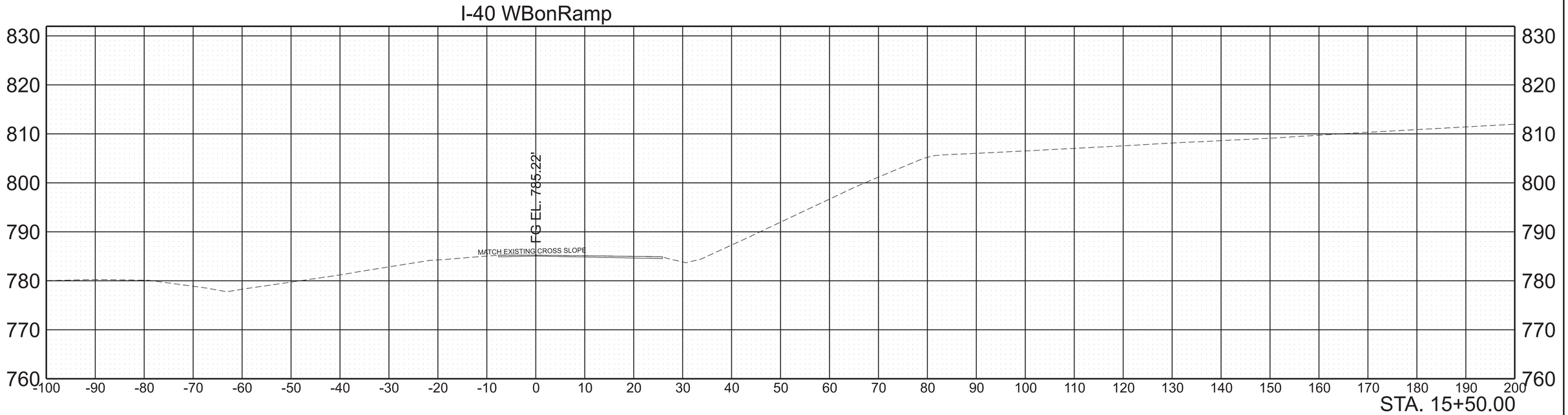
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	83
FUNC.	2025	41I040-S2-011	94
PS&E	2026	41I040-S3-011	100

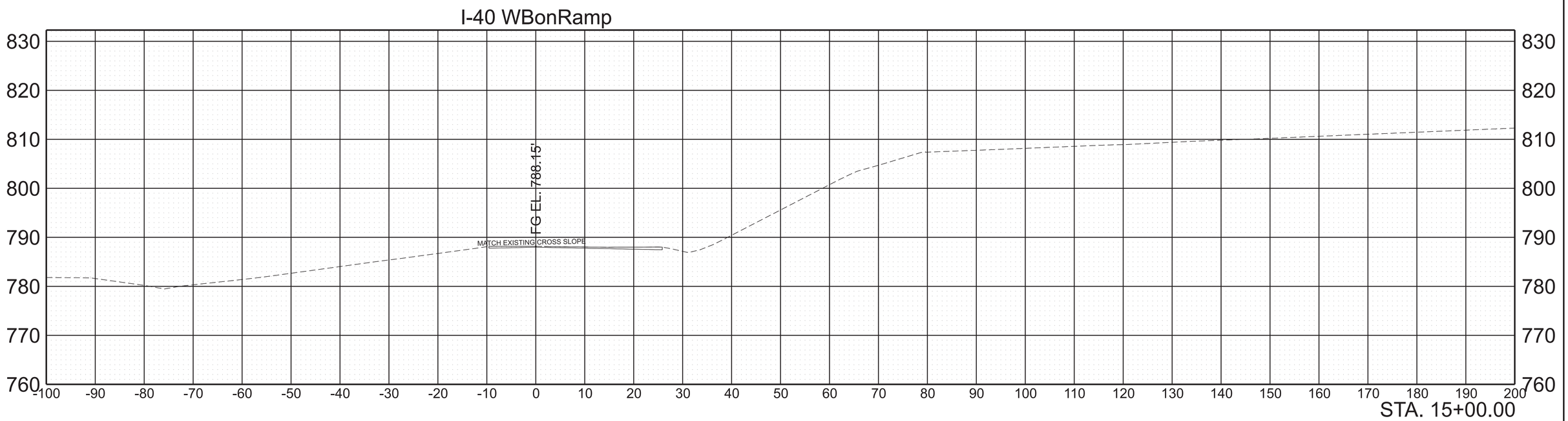


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 14+00.00 END STA. 14+50.00

2/18/2026 1:11:44 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	84
FUNC.	2025	41I040-S2-011	95
PS&E	2026	41I040-S3-011	101

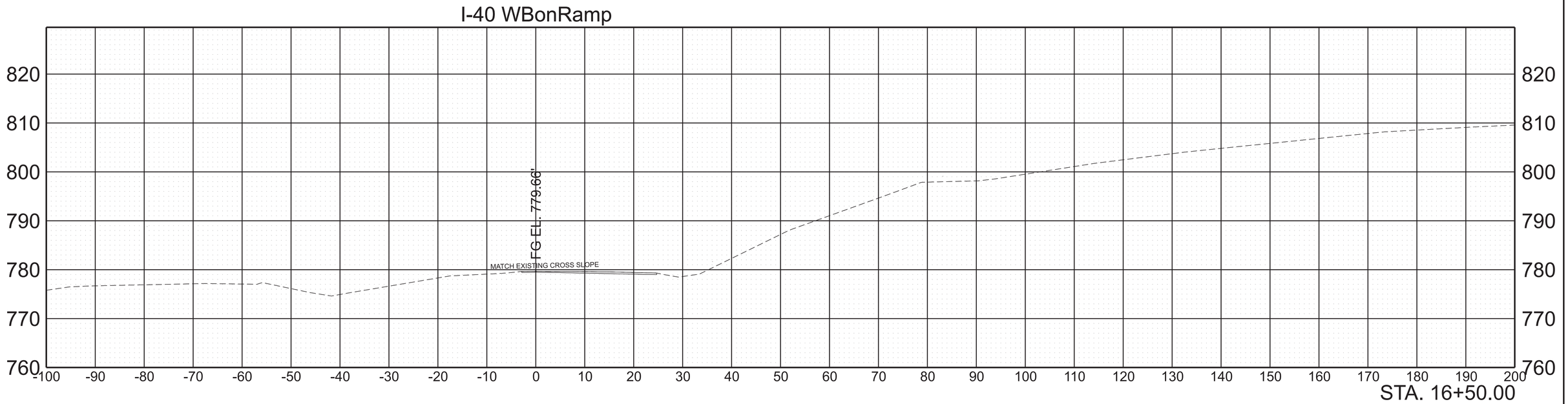


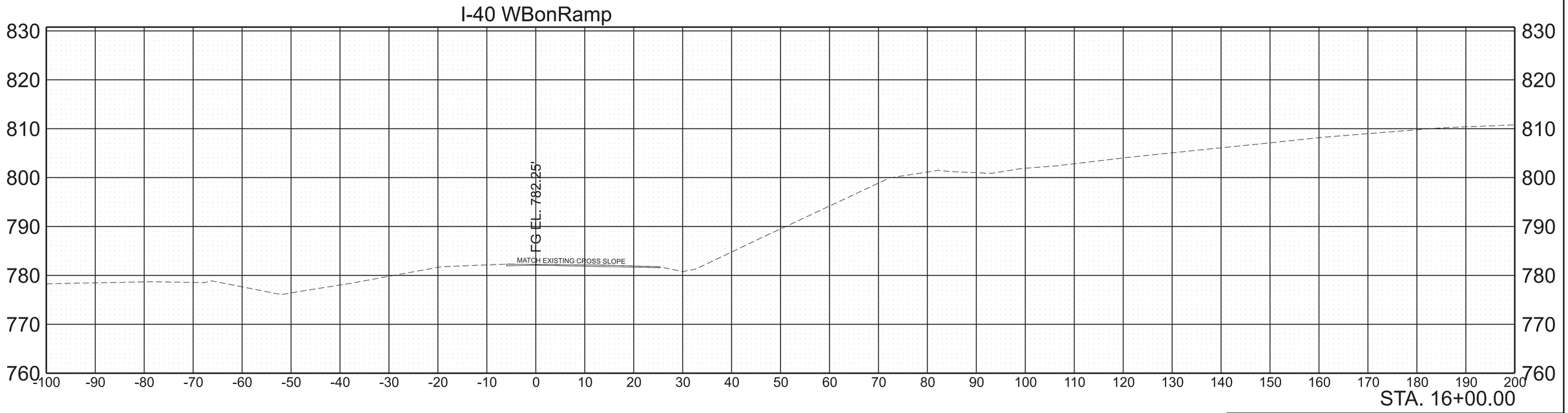


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 15+00.00 END STA. 15+50.00

2/18/2026 1:11:46 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\033SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	85
FUNC.	2025	41I040-S2-011	96
PS&E	2026	41I040-S3-011	102

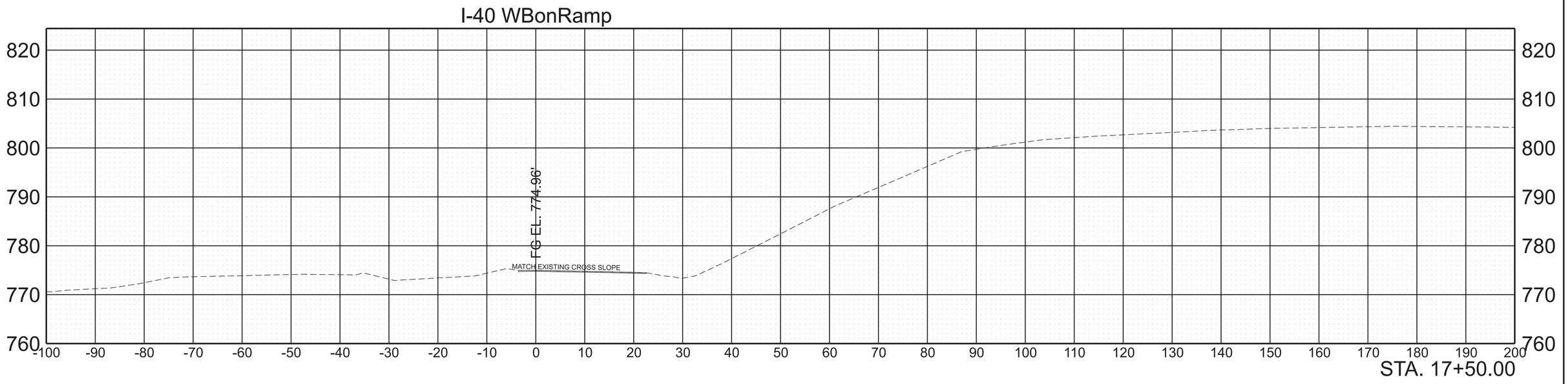


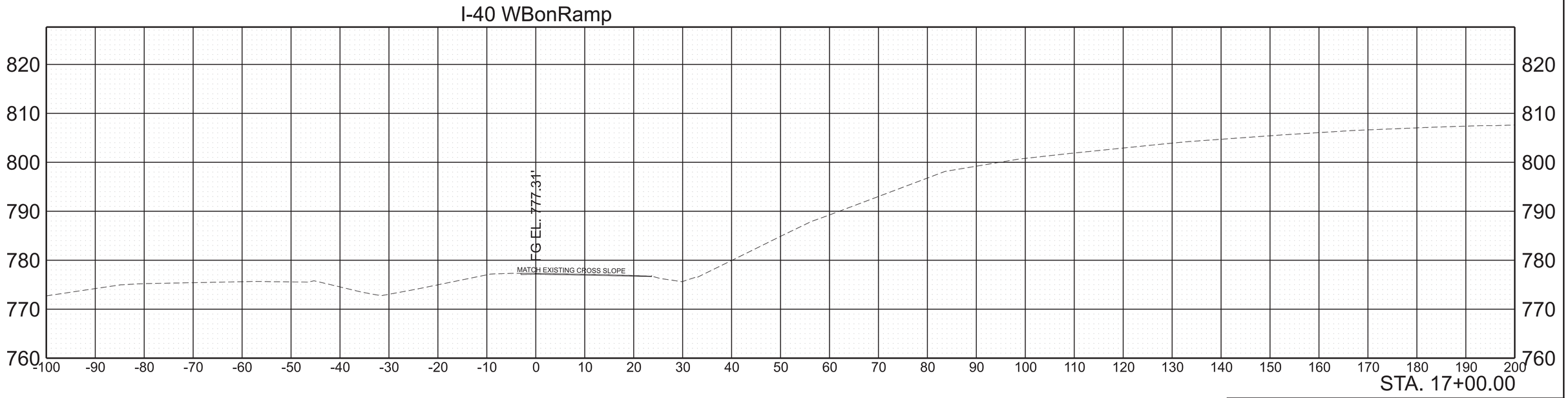


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 16+00.00 END STA. 16+50.00

2/18/2026 1:11:48 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	86
FUNC.	2025	41I040-S2-011	97
PS&E	2026	41I040-S3-011	103

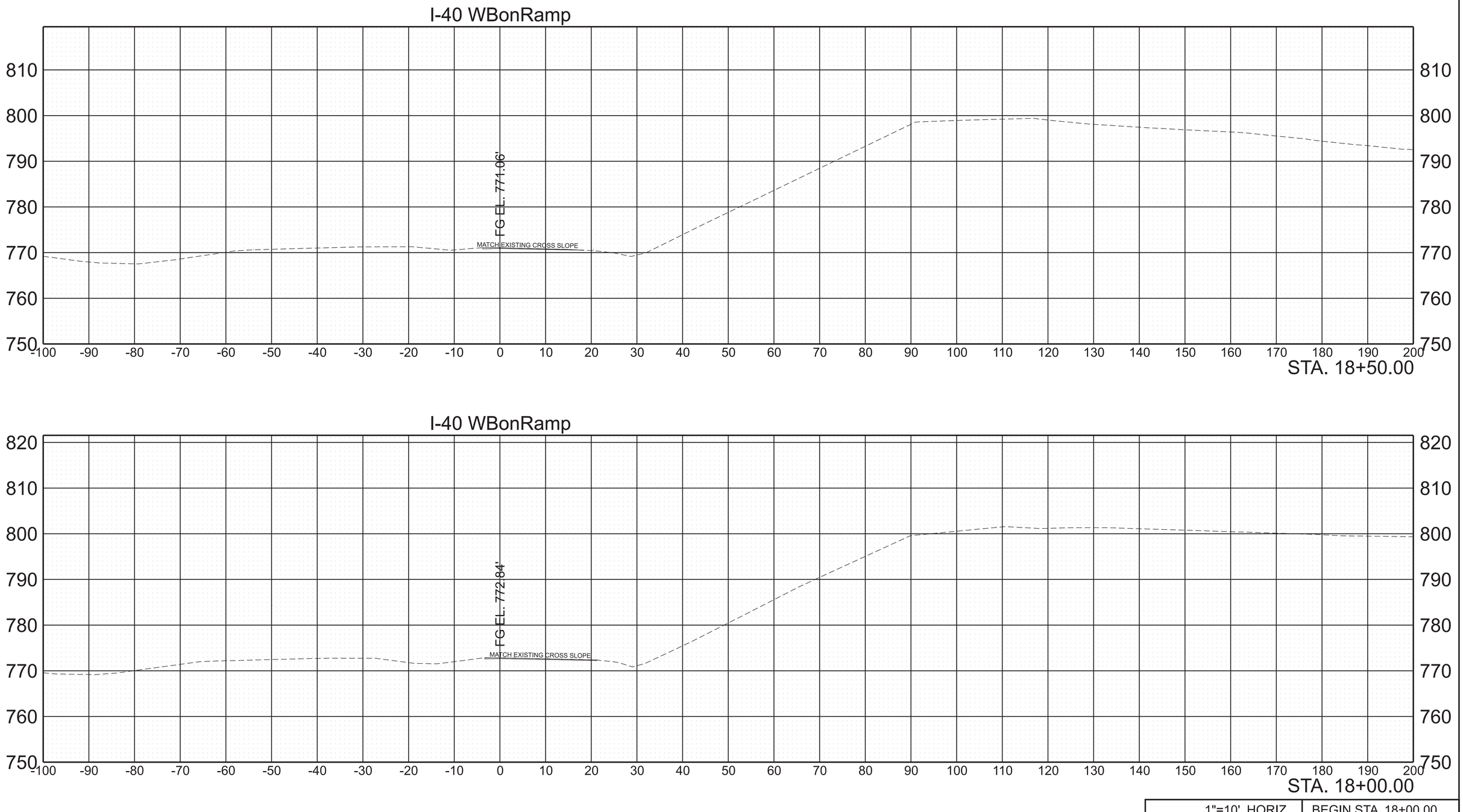




SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 17+00.00 END STA. 17+50.00

2/18/2026 1:11:50 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

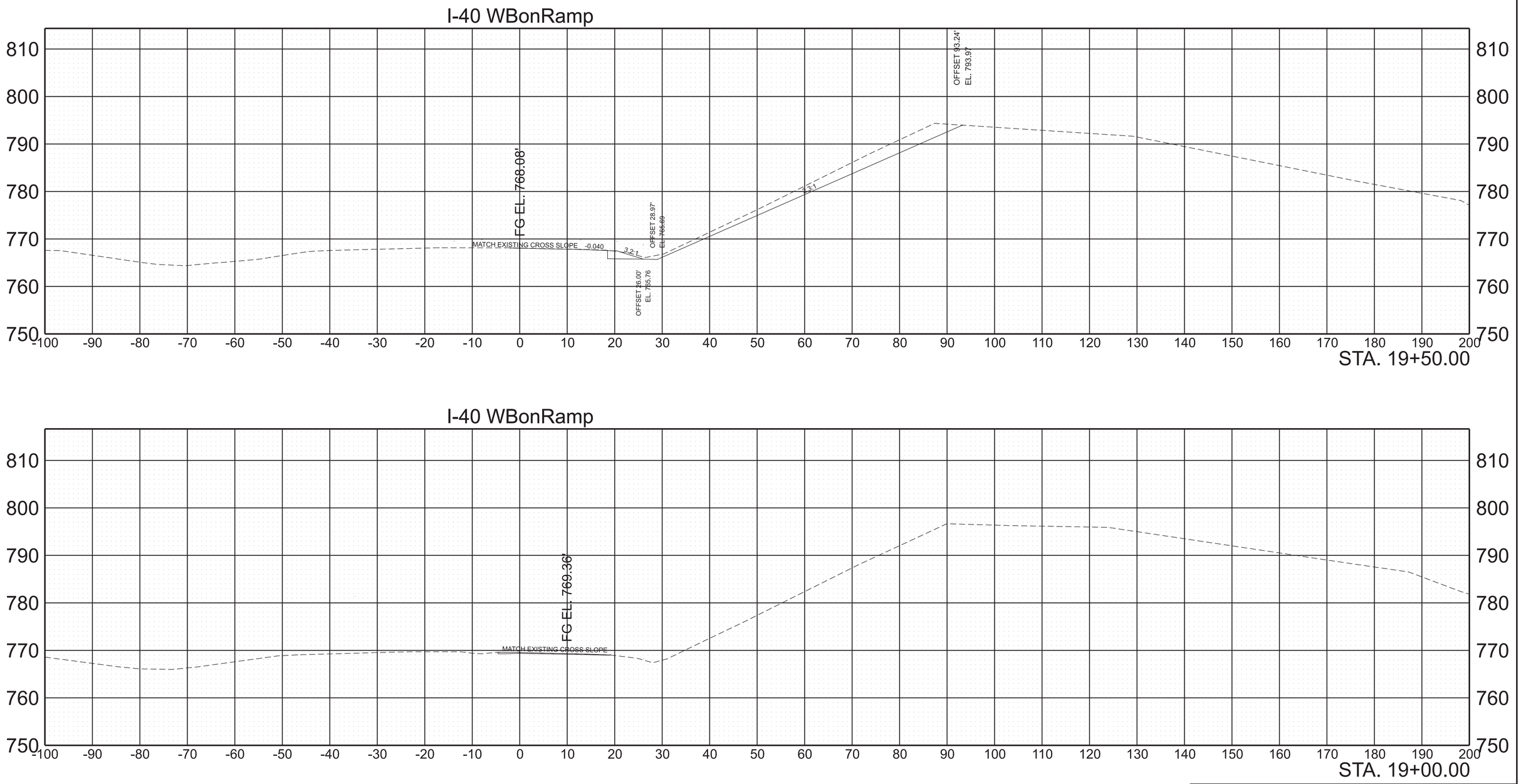
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	87
FUNC.	2025	41I040-S2-011	98
PS&E	2026	41I040-S3-011	104



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 18+00.00 END STA. 18+50.00

2/18/2026 1:11:51 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

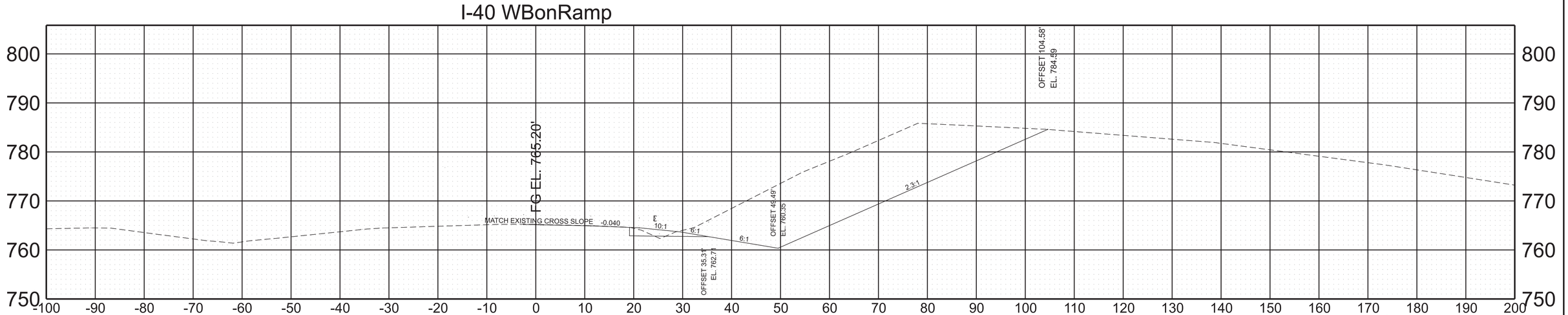
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	88
FUNC.	2025	41I040-S2-011	99
PS&E	2026	41I040-S3-011	105

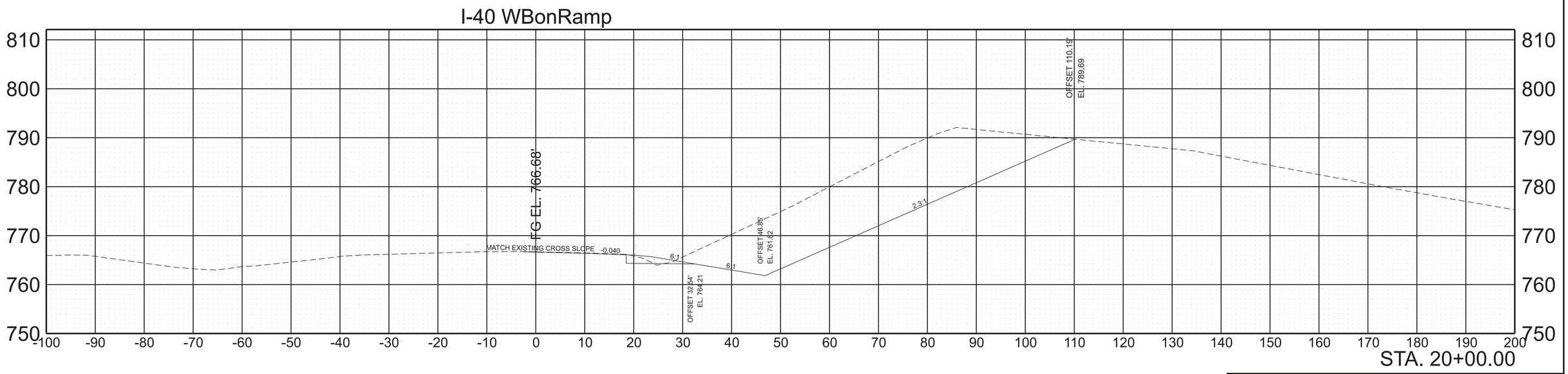


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 19+00.00 END STA. 19+50.00

2/18/2026 1:11:53 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	89
FUNC.	2025	41I040-S2-011	100
PS&E	2026	41I040-S3-011	106

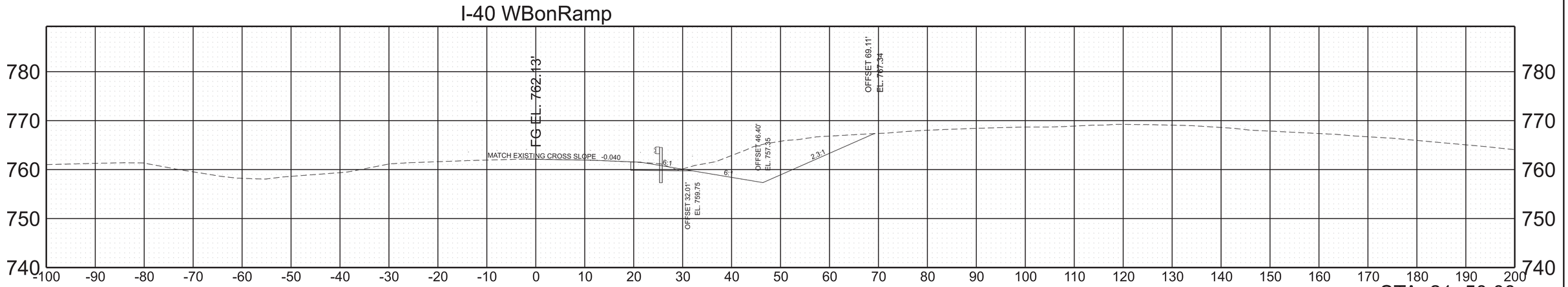


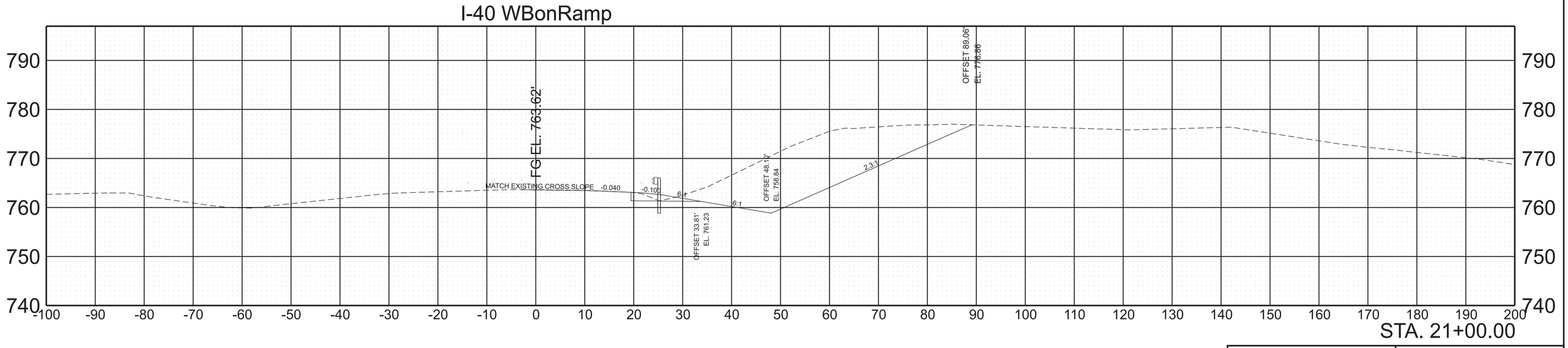


SCALE:	1"=10' HORIZ.	BEGIN STA. 20+00.00
	1"=10' VERT.	END STA. 20+50.00

2/18/2026 1:11:55 PM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	90
FUNC.	2025	41I040-S2-011	101
PS&E	2026	41I040-S3-011	107

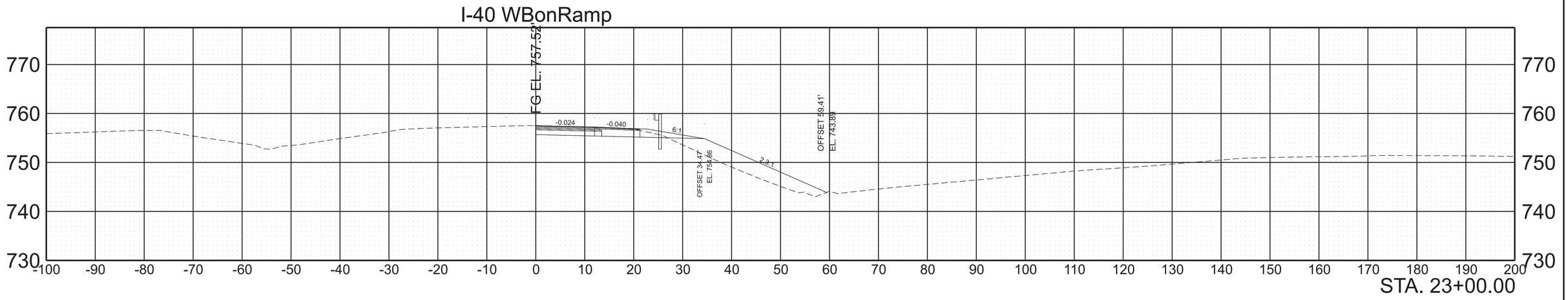


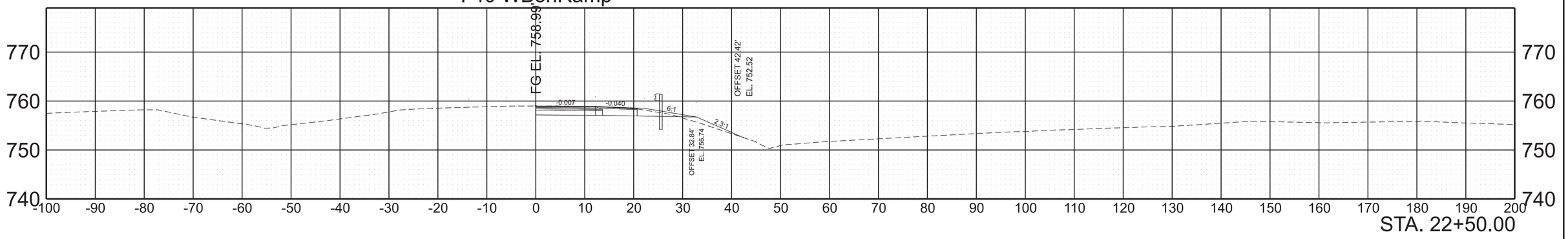


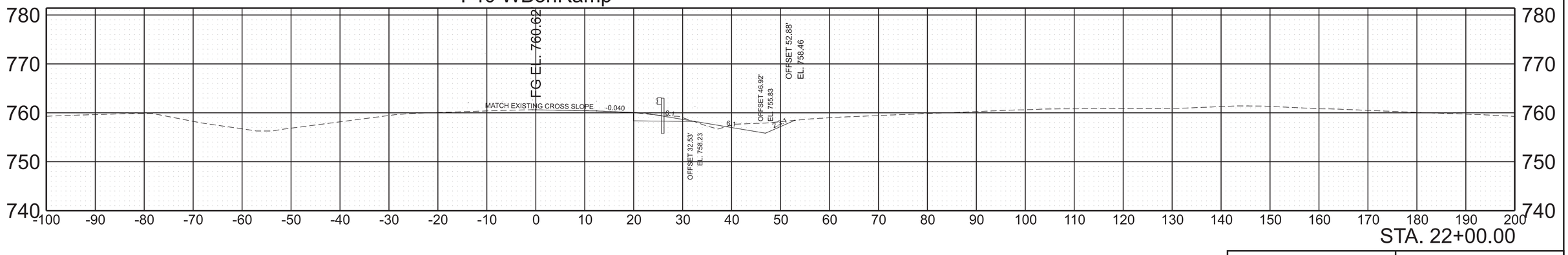
SCALE:	1"=10' HORIZ.	BEGIN STA. 21+00.00
	1"=10' VERT.	END STA. 21+50.00

2/18/2026 1:11:57 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	91
FUNC.	2025	41I040-S2-011	102
PS&E	2026	41I040-S3-011	108



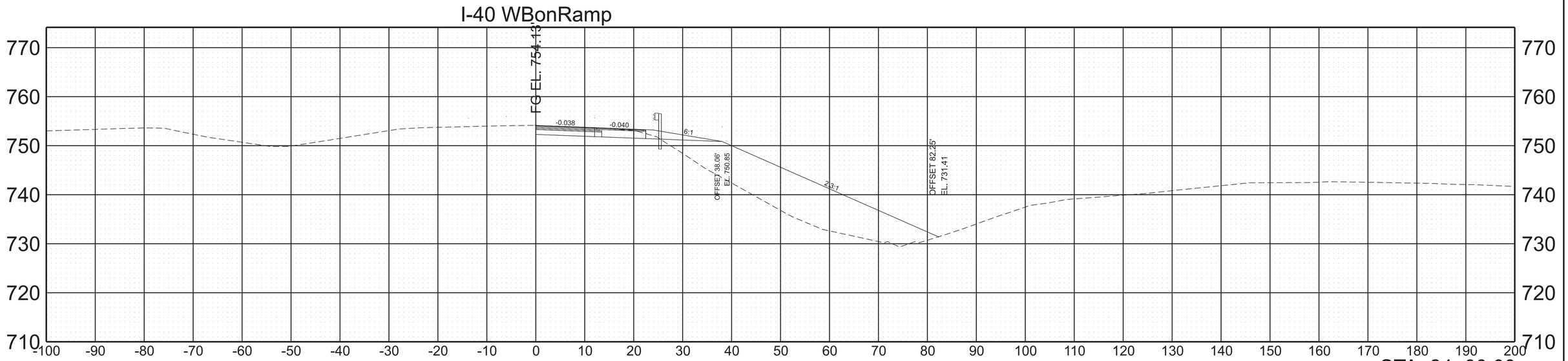


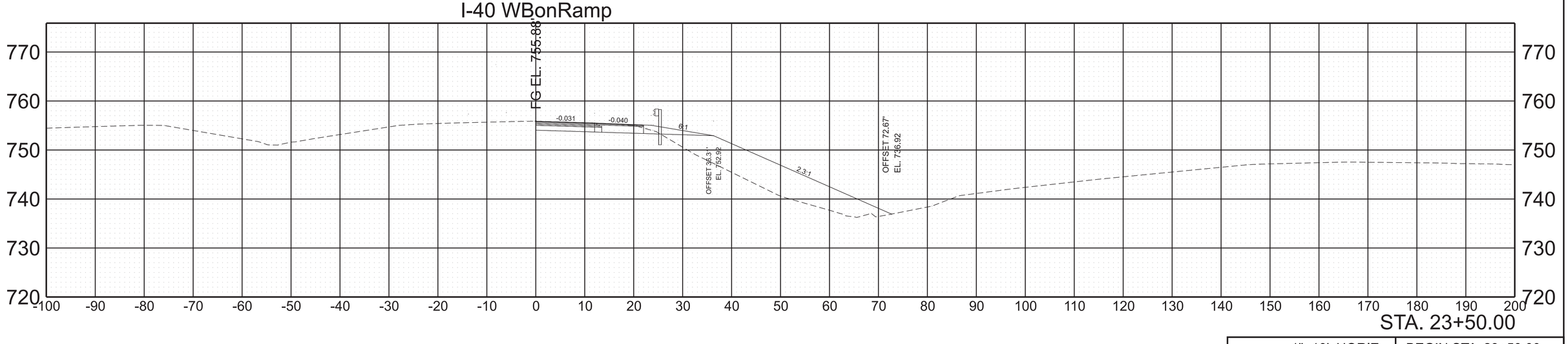


SCALE:		
	1"=10' HORIZ.	BEGIN STA. 22+00.00
	1"=10' VERT.	END STA. 23+00.00

2/18/2026 1:11:59 PM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\1333445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	92
FUNC.	2025	41I040-S2-011	103
PS&E	2026	41I040-S3-011	109

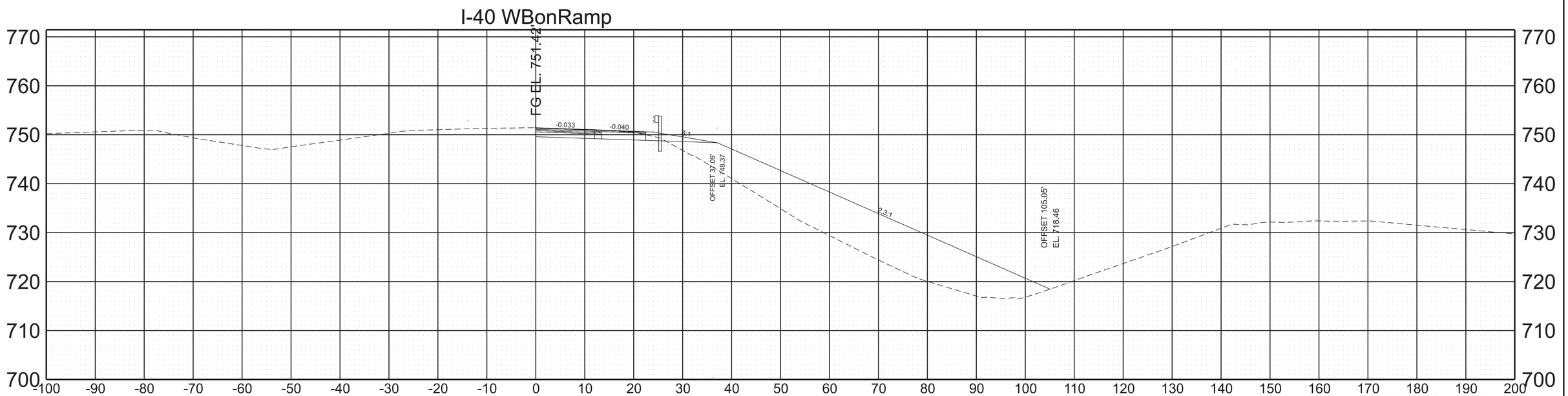


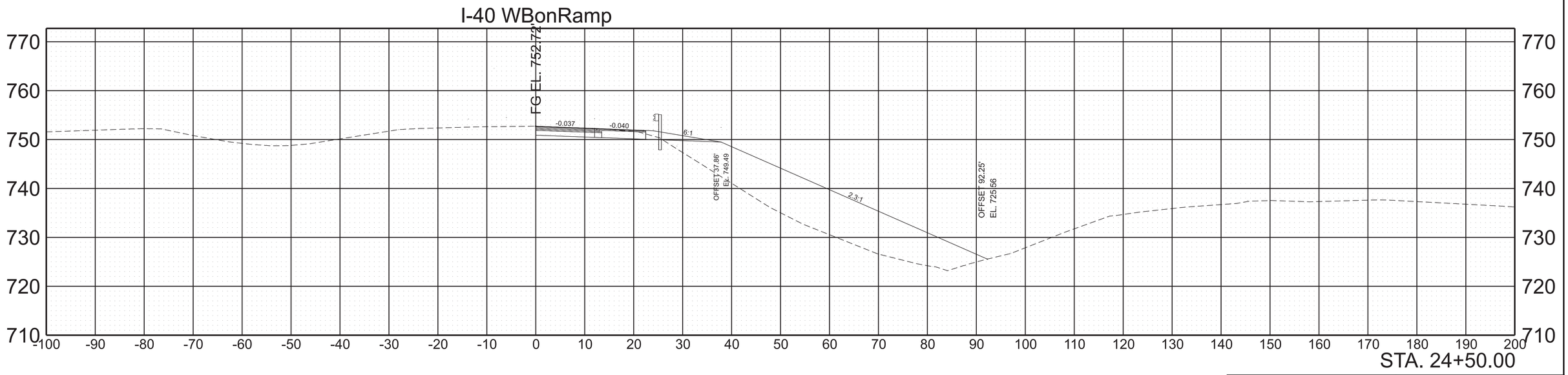


SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 23+50.00 END STA. 24+00.00

2/18/2026 1:12:01 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	93
FUNC.	2025	41I040-S2-011	104
PS&E	2026	41I040-S3-011	110

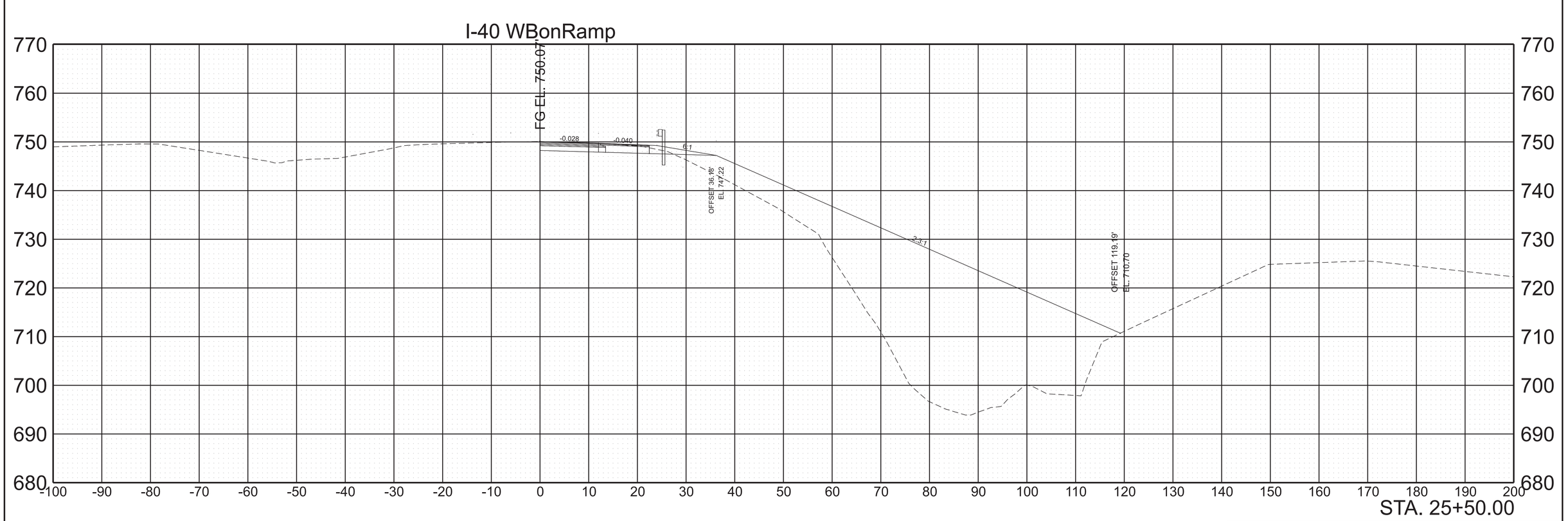




SCALE:	1"=10' HORIZ.	BEGIN STA. 24+50.00
	1"=10' VERT.	END STA. 25+00.00

2/18/2026 1:12:03 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

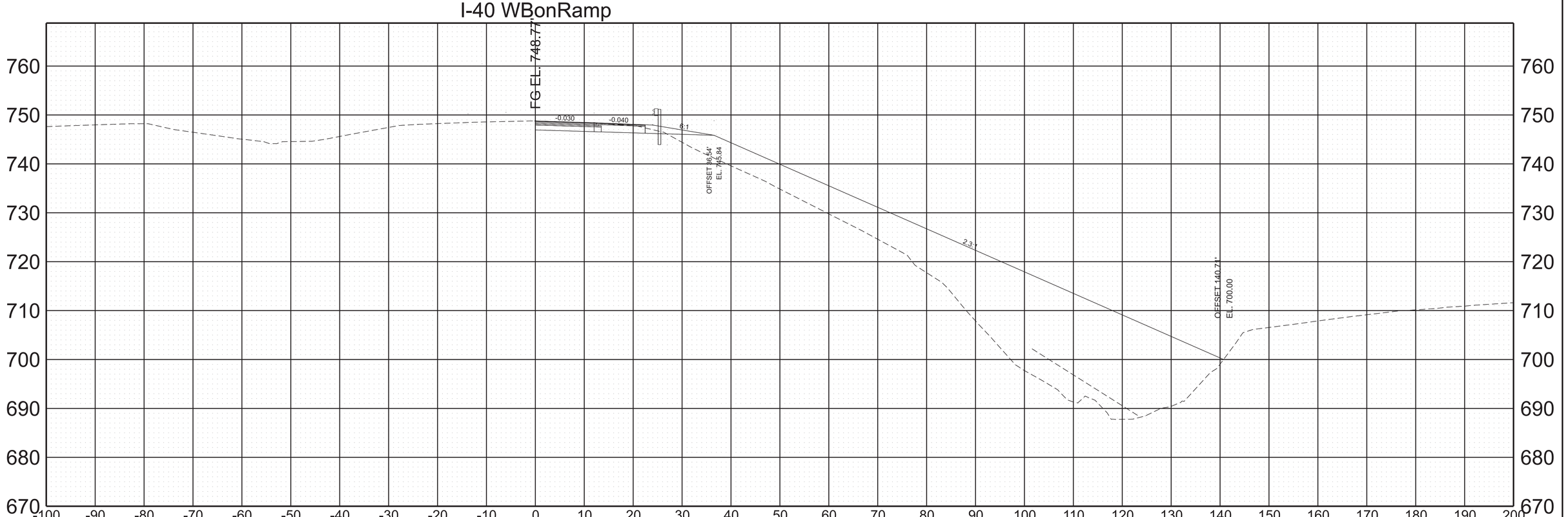
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	94
FUNC.	2025	41I040-S2-011	105
PS&E	2026	41I040-S3-011	111



SCALE:	1"=10' HORIZ.	BEGIN STA. 25+50.00
	1"=10' VERT.	END STA. 25+50.00

2/18/2026 1:12:05 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

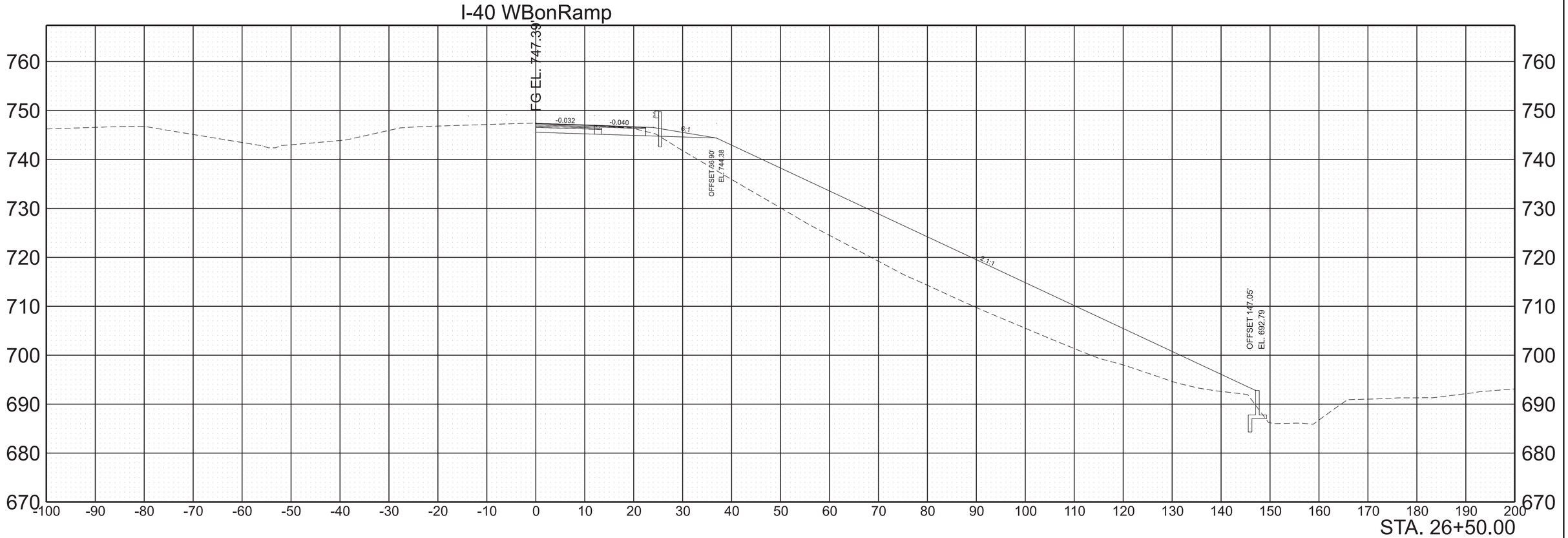
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	95
FUNC.	2025	41I040-S2-011	106
PS&E	2026	41I040-S3-011	112



SCALE:	1"=10' HORIZ.	BEGIN STA. 26+00.00
	1"=10' VERT.	END STA. 26+00.00

2/18/2026 1:12:07 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

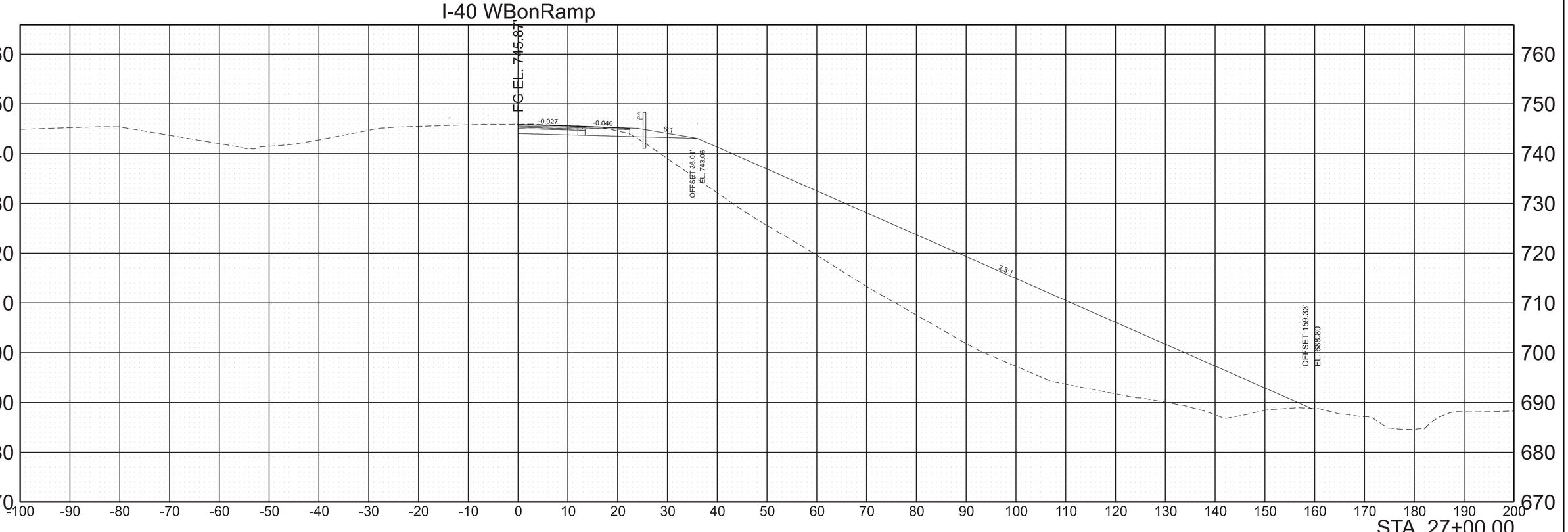
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	96
FUNC.	2025	41I040-S2-011	107
PS&E	2026	41I040-S3-011	113



SCALE:	1"=10' HORIZ.	BEGIN STA. 26+50.00
	1"=10' VERT.	END STA. 26+50.00

2/18/2026 1:12:08 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

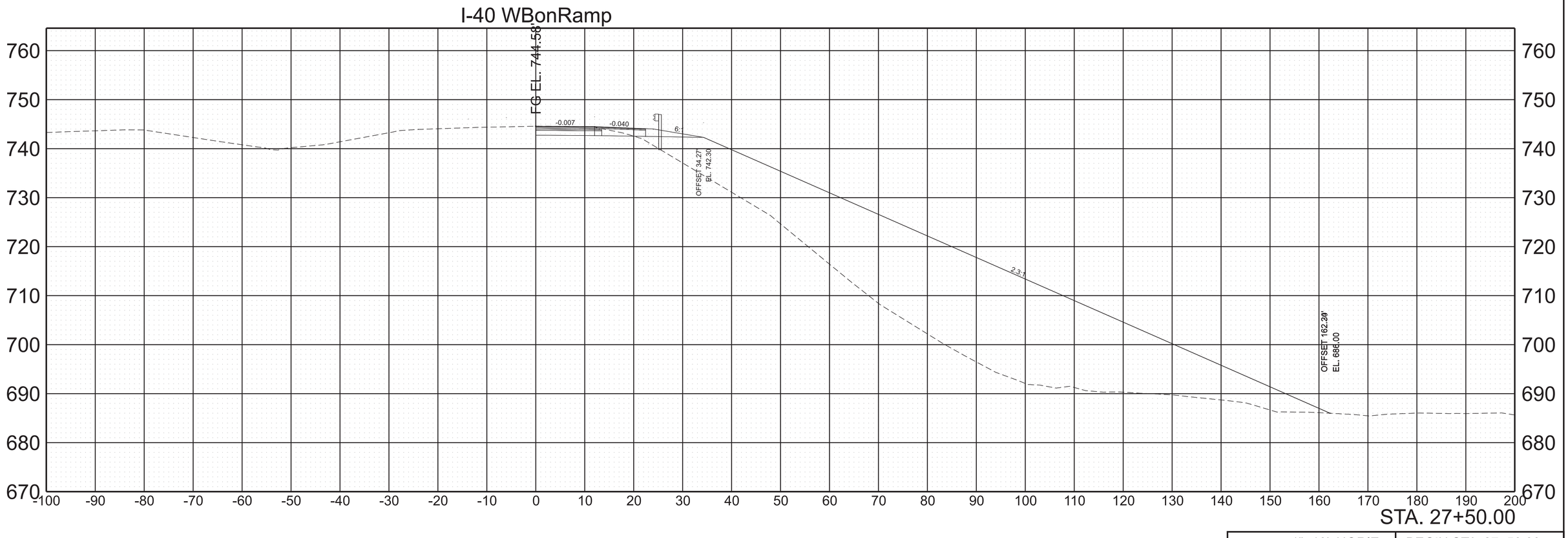
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	97
FUNC.	2025	41I040-S2-011	108
PS&E	2026	41I040-S3-011	114



SCALE:		
	1"=10' HORIZ.	BEGIN STA. 27+00.00
	1"=10' VERT.	END STA. 27+00.00

2/18/2026 1:12:10 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

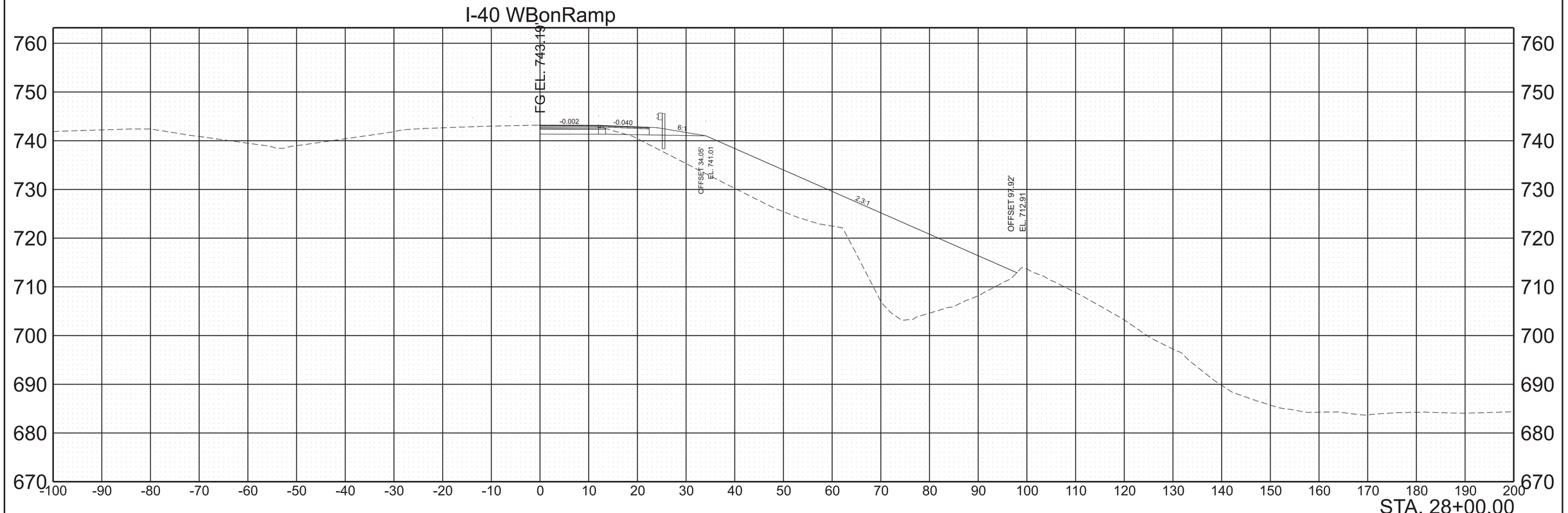
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	98
FUNC.	2025	41I040-S2-011	109
PS&E	2026	41I040-S3-011	115



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 27+50.00 END STA. 27+50.00

2/18/2026 1:12:11 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	99
FUNC.	2025	41I040-S2-011	110
PS&E	2026	41I040-S3-011	116

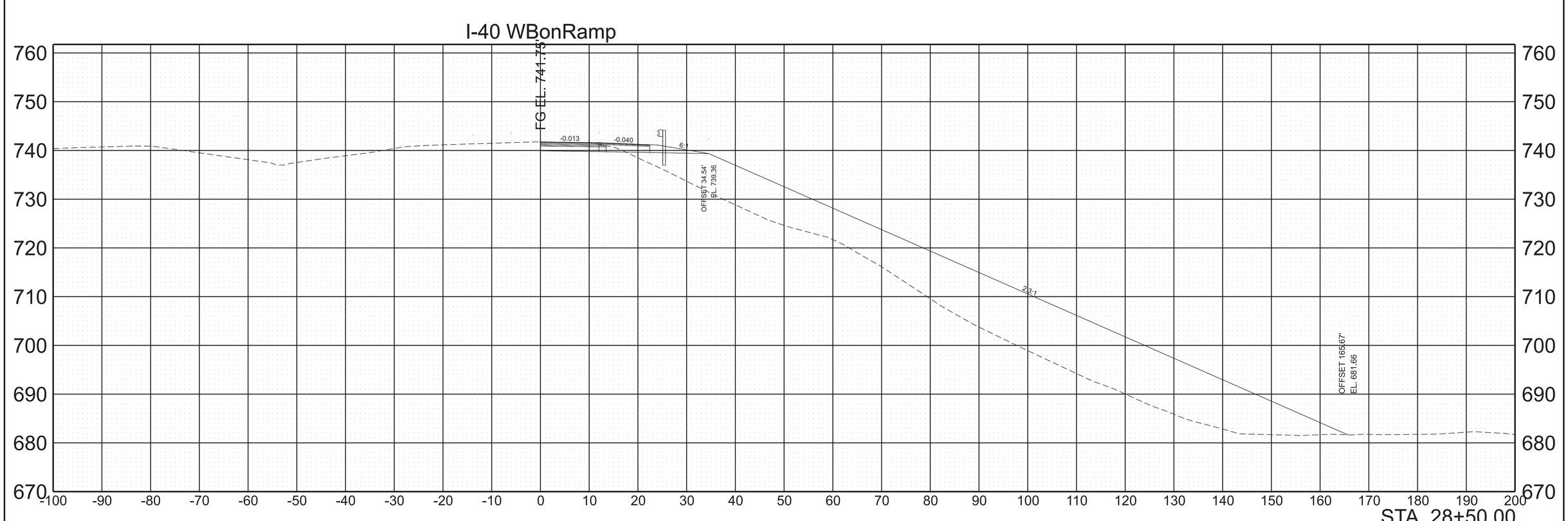


SCALE: 1"=10' HORIZ. 1"=10' VERT.

BEGIN STA. 28+00.00
END STA. 28+00.00

2/18/2026 1:12:13 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

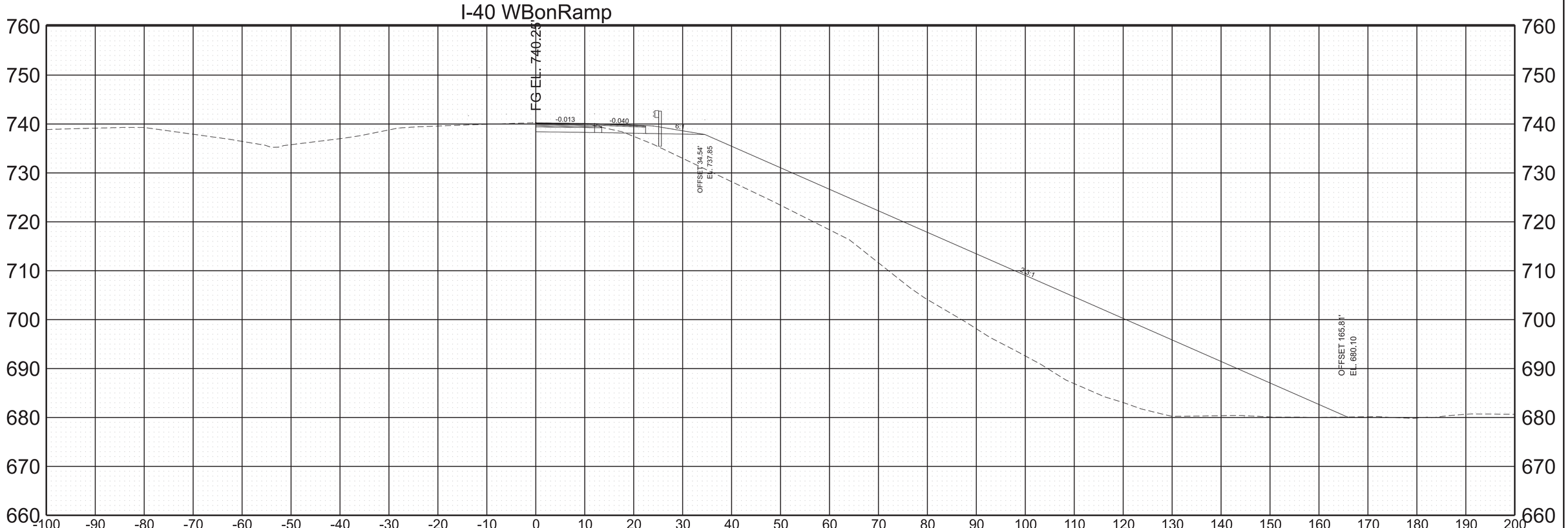
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	100
FUNC.	2025	41I040-S2-011	111
PS&E	2026	41I040-S3-011	117



SCALE:		
	1"=10' HORIZ.	BEGIN STA. 28+50.00
	1"=10' VERT.	END STA. 28+50.00

2/18/2026 1:12:14 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\I133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

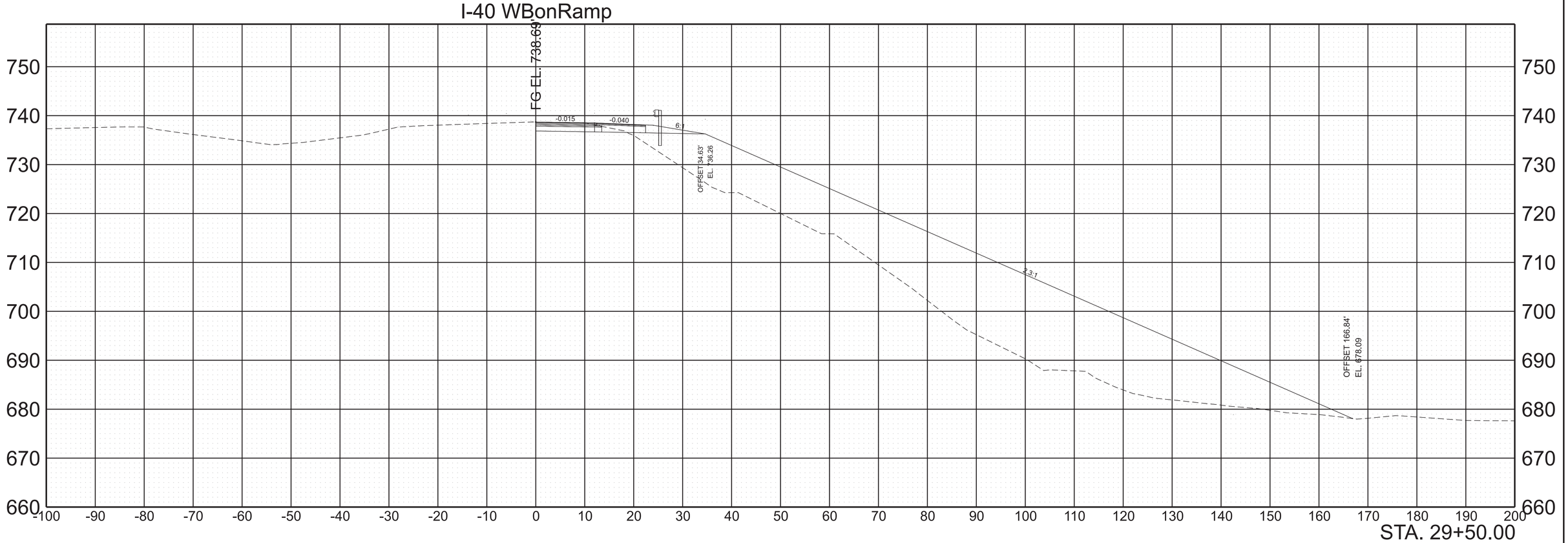
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	101
FUNC.	2025	41I040-S2-011	112
PS&E	2026	41I040-S3-011	118



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 29+00.00 END STA. 29+00.00

2/18/2026 1:12:16 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

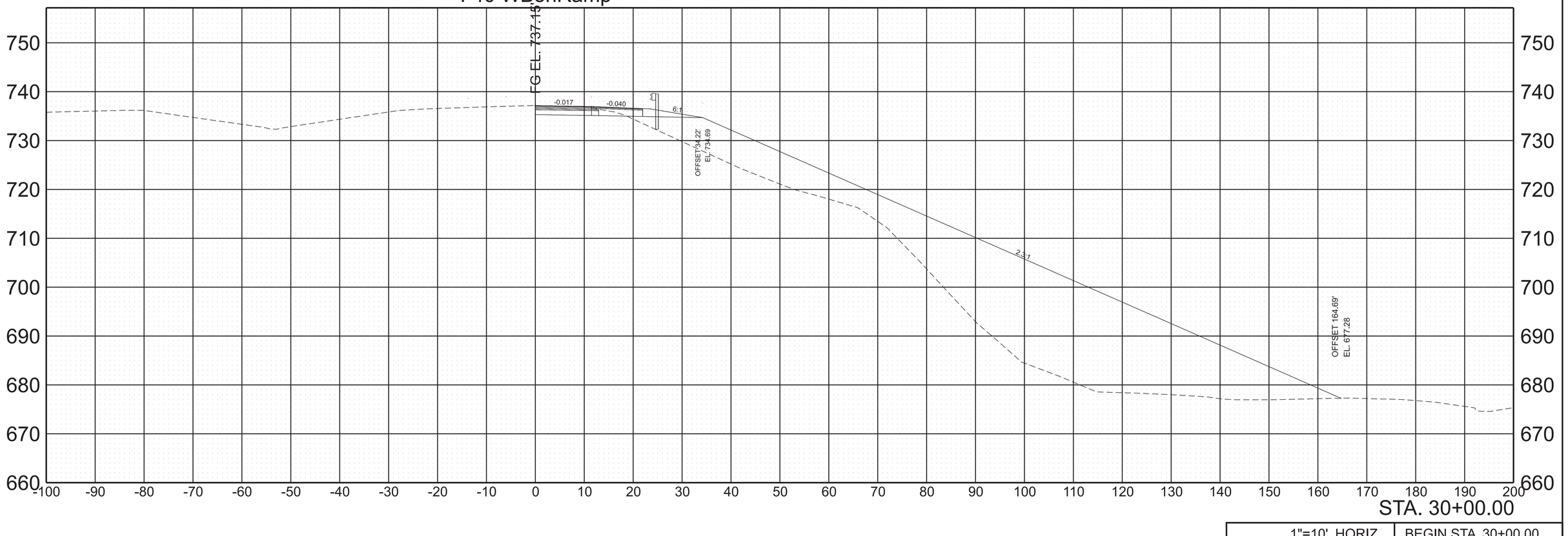
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	102
FUNC.	2025	41I040-S2-011	113
PS&E	2026	41I040-S3-011	119



SCALE:	1"=10' HORIZ.	BEGIN STA. 29+50.00
	1"=10' VERT.	END STA. 29+50.00

2/18/2026 1:12:17 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\033SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

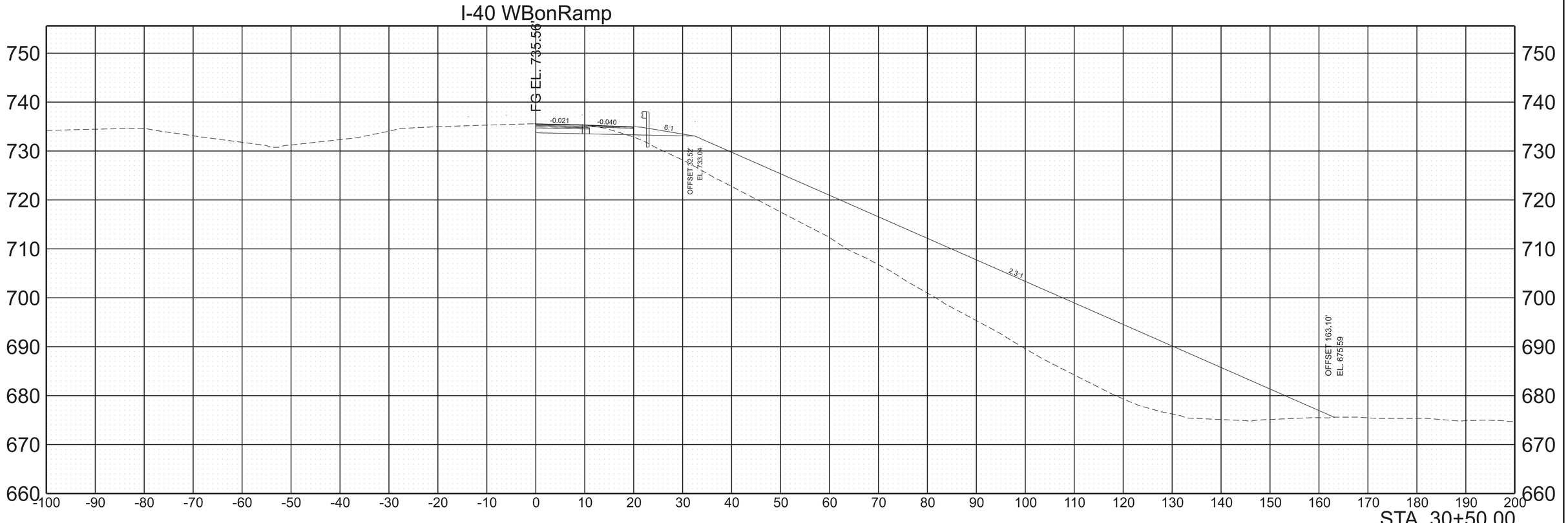
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	103
FUNC.	2025	41I040-S2-011	114
PS&E	2026	41I040-S3-011	120



SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 30+00.00 END STA. 30+00.00

2/18/2026 1:12:19 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

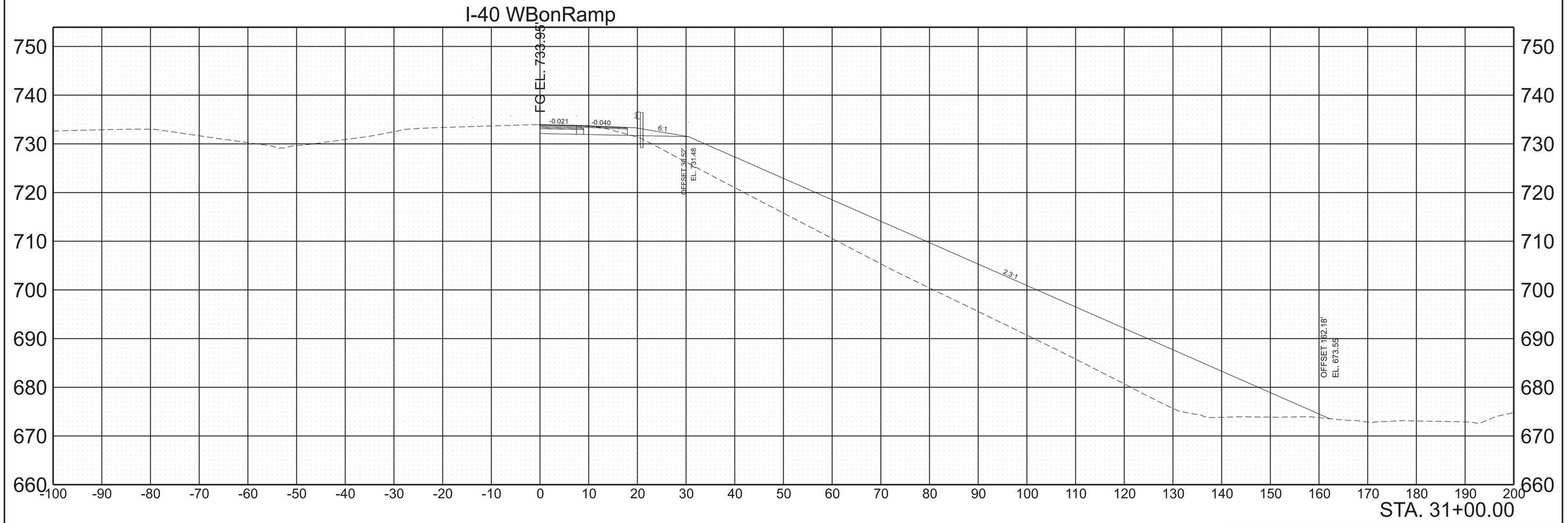
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	104
FUNC.	2025	41I040-S2-011	115
PS&E	2026	41I040-S3-011	121



SCALE:		
	1"=10' HORIZ.	BEGIN STA. 30+50.00
	1"=10' VERT.	END STA. 30+50.00

2/18/2026 1:12:20 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\1133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

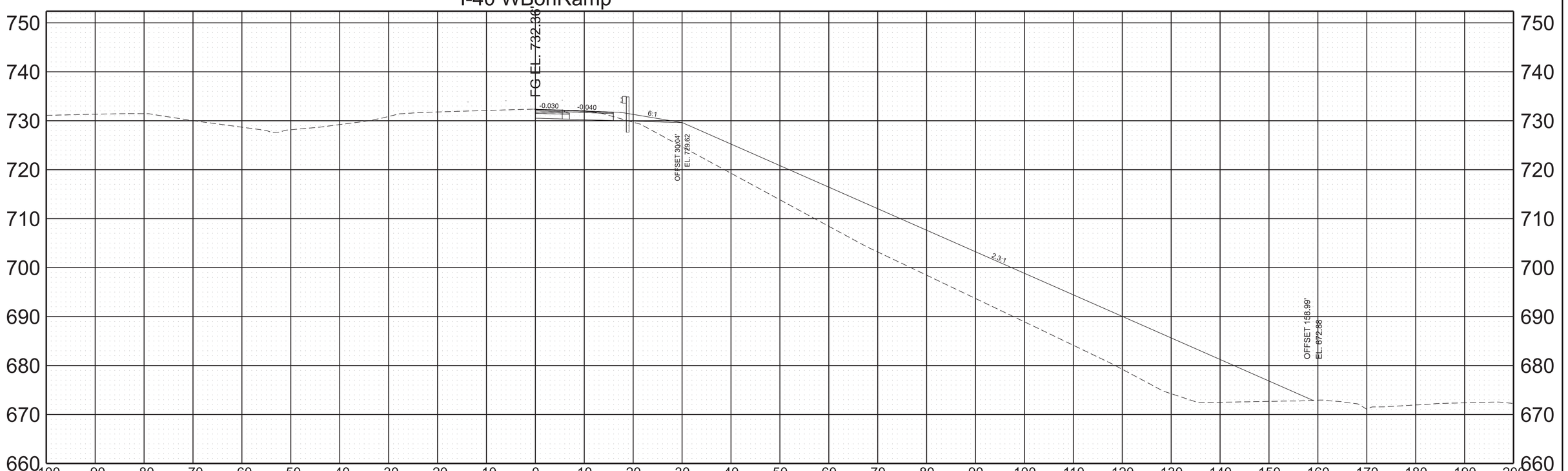
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	105
FUNC.	2025	41I040-S2-011	116
PS&E	2026	41I040-S3-011	122



SCALE:	1"=10' HORIZ.	BEGIN STA. 31+00.00
	1"=10' VERT.	END STA. 31+00.00

2/18/2026 1:12:22 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	106
FUNC.	2025	41I040-S2-011	117
PS&E	2026	41I040-S3-011	123

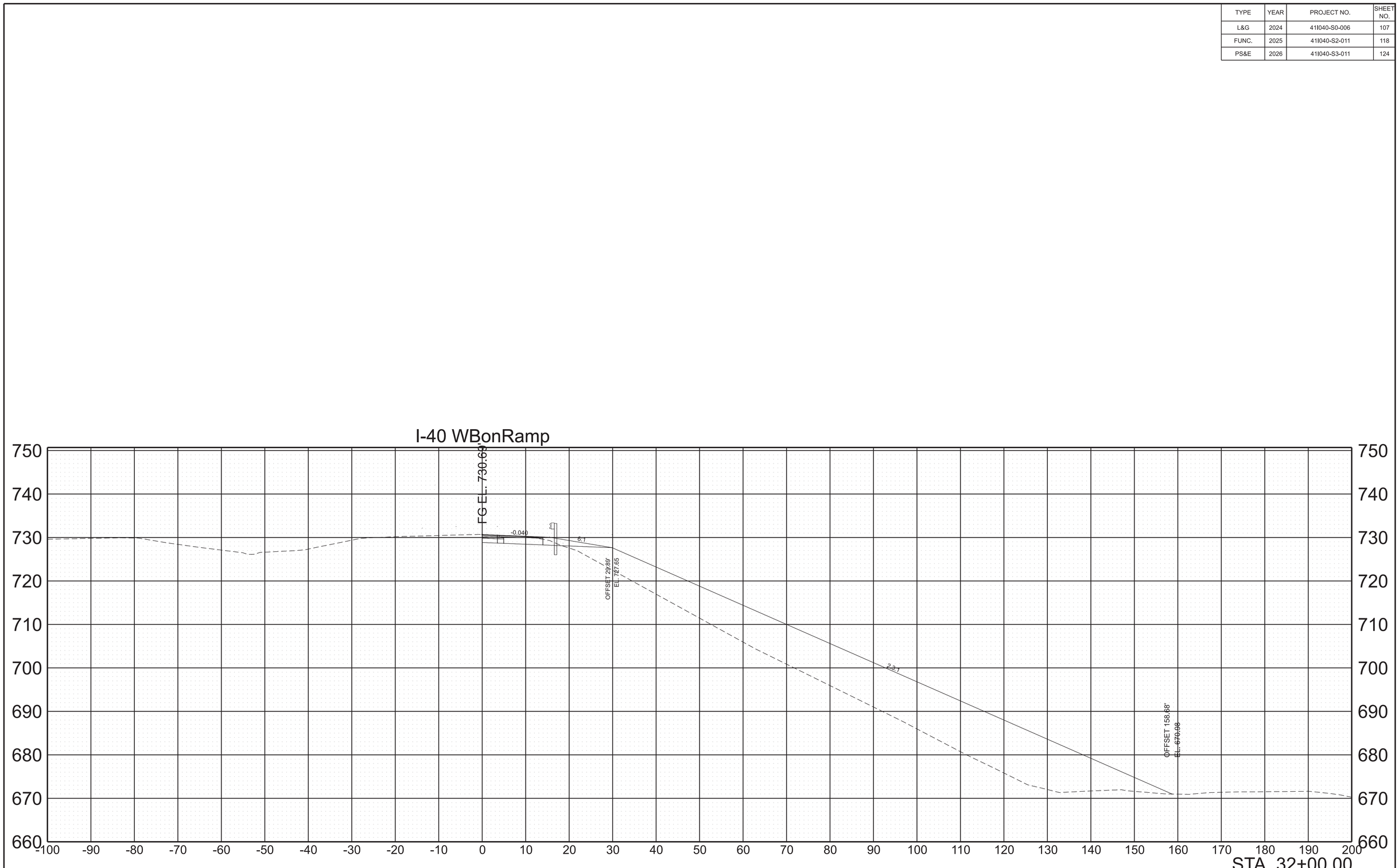


SCALE: 1"=10' HORIZ. 1"=10' VERT.

BEGIN STA. 31+50.00
END STA. 31+50.00

2/18/2026 1:12:23 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

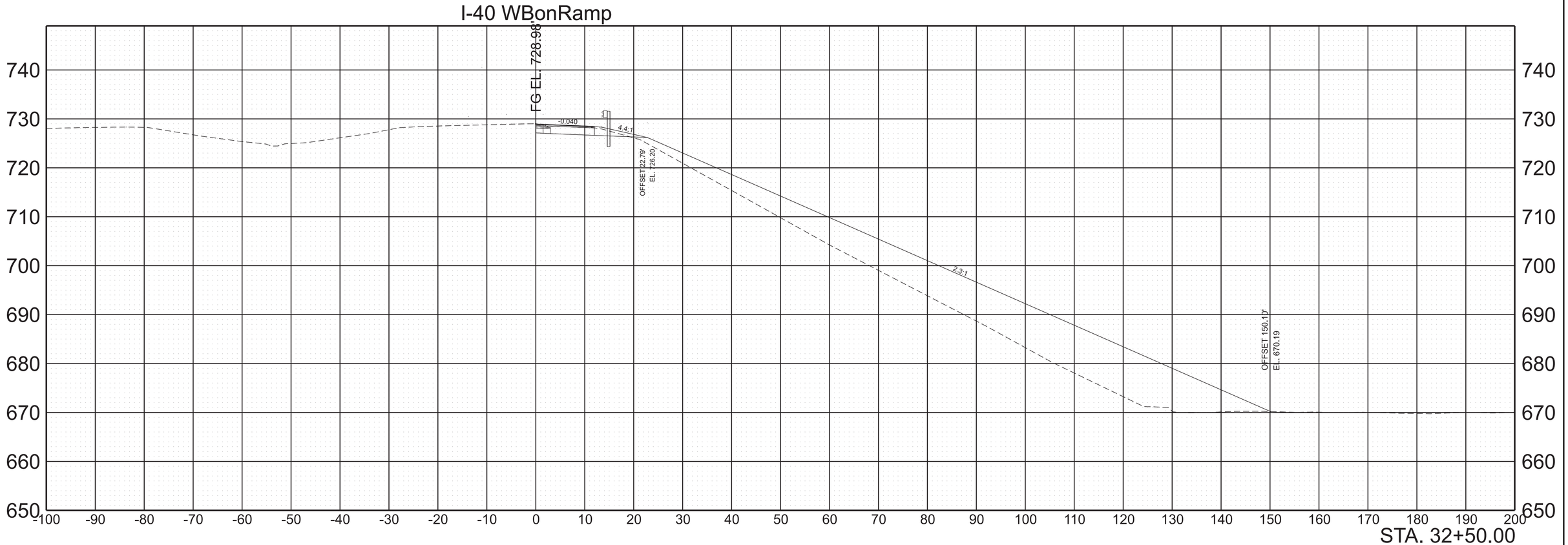
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	107
FUNC.	2025	41I040-S2-011	118
PS&E	2026	41I040-S3-011	124



SCALE:		
	1"=10' HORIZ.	BEGIN STA. 32+00.00
	1"=10' VERT.	END STA. 32+00.00

2/18/2026 1:12:25 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

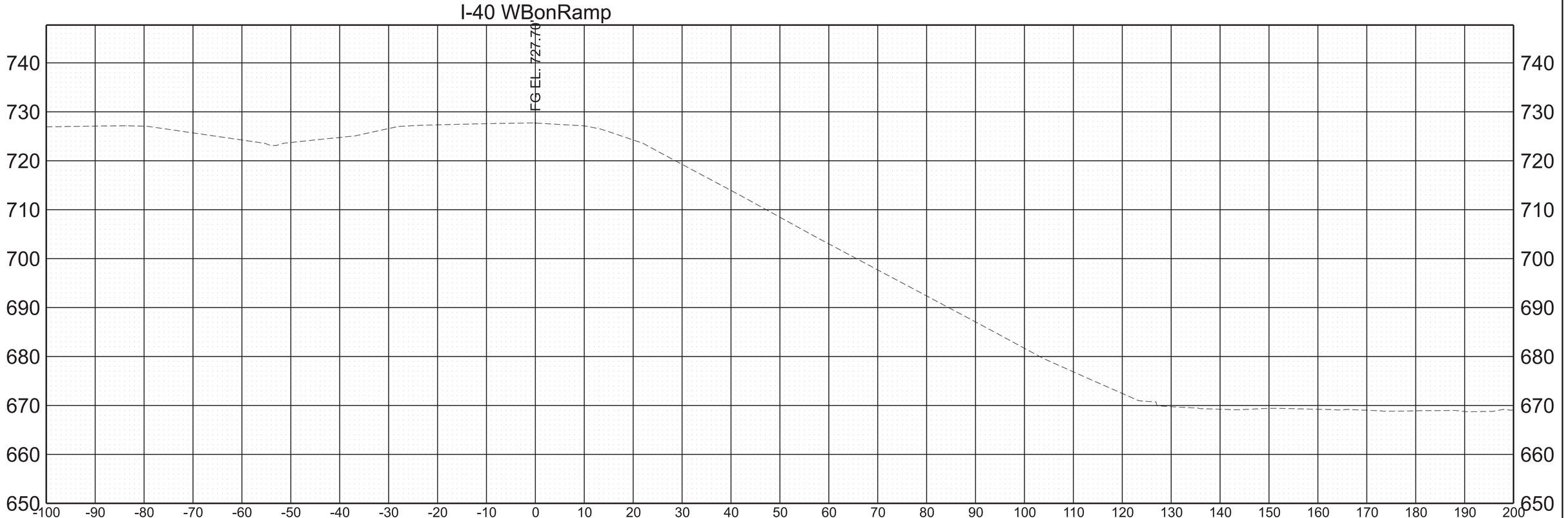
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	108
FUNC.	2025	41I040-S2-011	119
PS&E	2026	41I040-S3-011	125



SCALE:	1"=10' HORIZ.	BEGIN STA. 32+50.00
	1"=10' VERT.	END STA. 32+50.00

2/18/2026 1:12:26 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

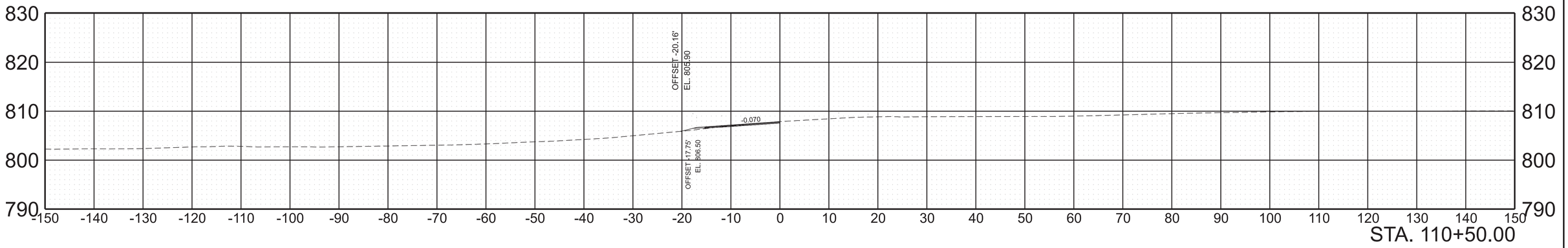
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2024	41I040-S0-006	109
FUNC.	2025	41I040-S2-011	120
PS&E	2026	41I040-S3-011	126



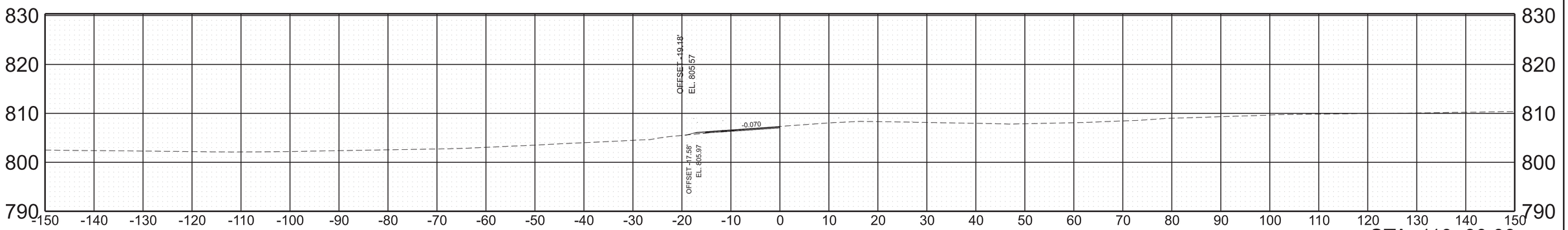
SCALE:	1"=10' HORIZ.	BEGIN STA. 32+87.31
	1"=10' VERT.	END STA. 32+87.31

2/18/2026 1:12:28 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-095 WB ON XS.DGN

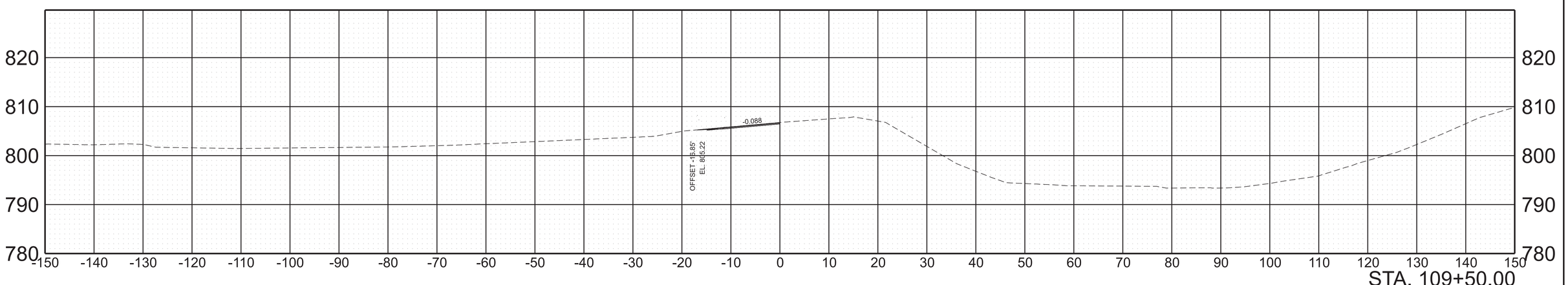
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	127



STA. 110+50.00



STA. 110+00.00

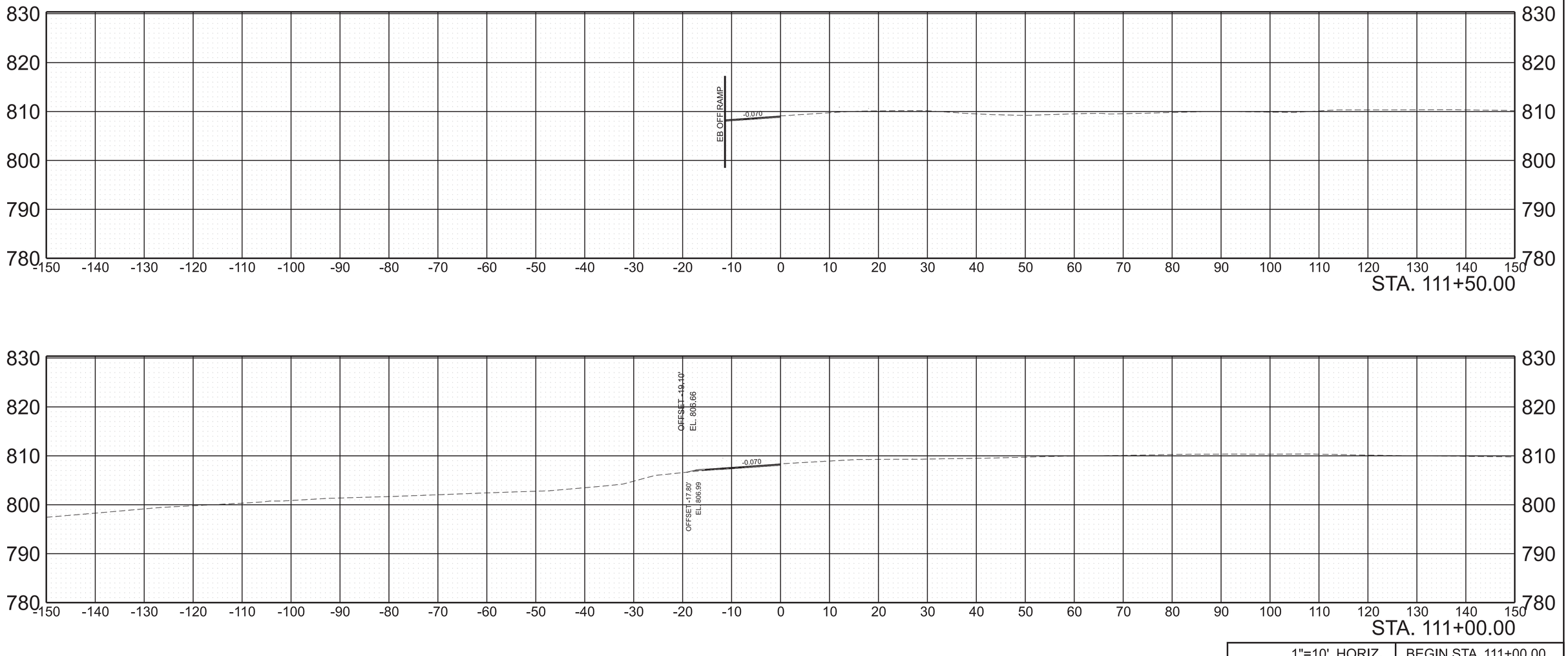


STA. 109+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 109+50.00
	1"=10' VERT.	END STA. 110+50.00

2/18/2026 1:12:36 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-127 SR 48 XS.DGN

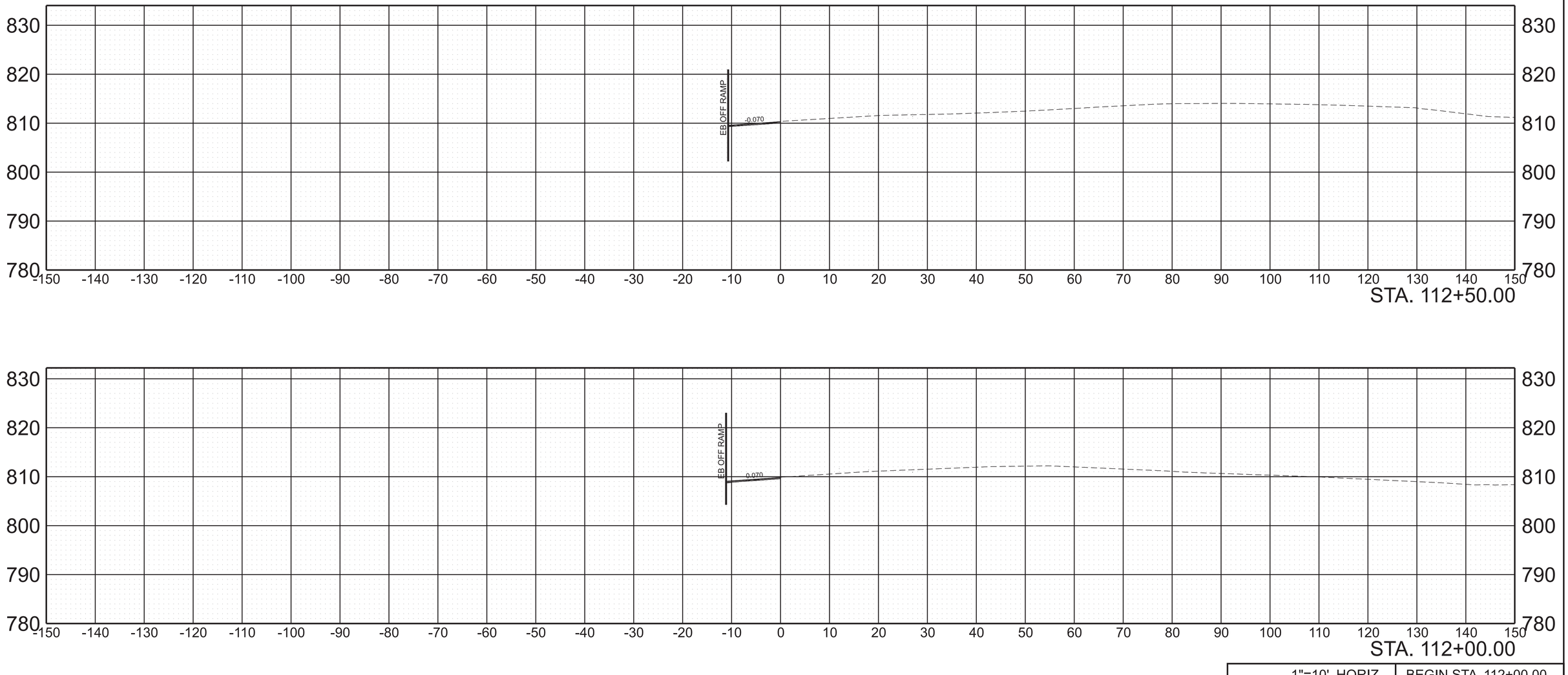
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	128



SCALE:	1"=10' HORIZ.	BEGIN STA. 111+00.00
	1"=10' VERT.	END STA. 111+50.00

2/18/2026 1:12:38 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-127 SR 48 XS.DGN

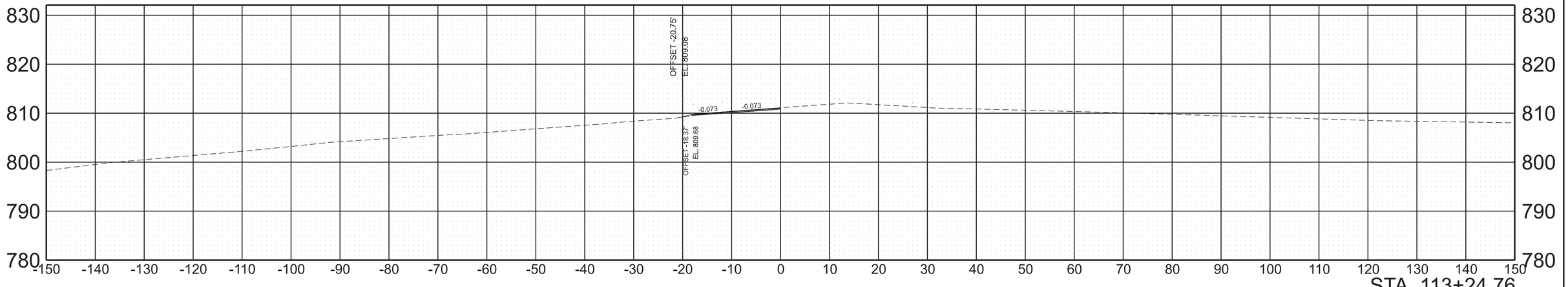
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	129



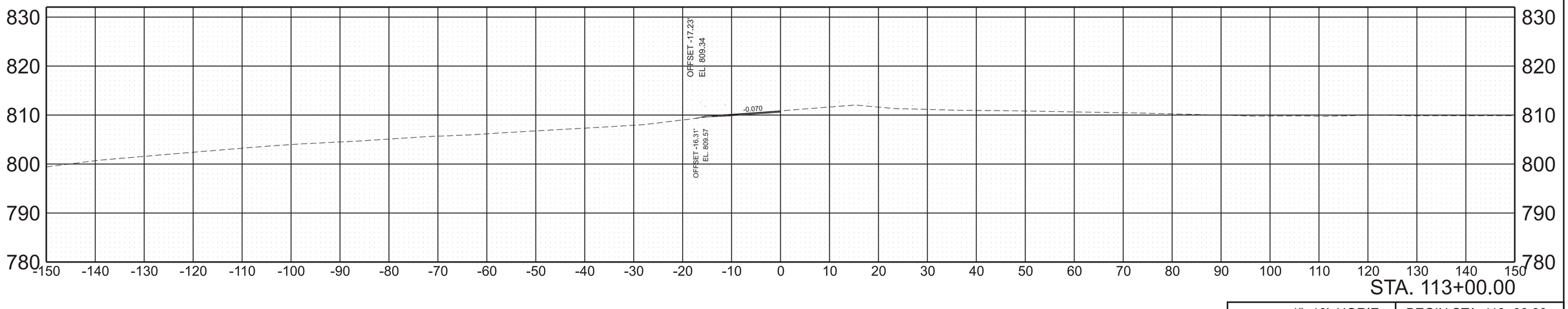
SCALE:	1"=10' HORIZ.	BEGIN STA. 112+00.00
	1"=10' VERT.	END STA. 112+50.00

2/18/2026 1:12:39 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-127 SR 48 XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	130



STA. 113+24.76



STA. 113+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 113+00.00
	1"=10' VERT.	END STA. 113+24.76

2/18/2026 1:12:40 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-127 SR 48 XS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T1
PS&E	2026	41I040-S3-011	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

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

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



3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

2/18/2026 1:12:47 PM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T1 PAVEMENT NOTES.DGN

TRAFFIC CONTROL PHASING NOTES

PHASE 1A

- SHIFT I-40 EASTBOUND AND WESTBOUND TRAFFIC INTO INSIDE LANE.
- CLOSE BRIDGE OVER SR-48 AND BEGIN BRIDGE REPAIR WORK. BRIDGE CLOSURE AND BRIDGE WORK TO BE DONE IN ACCORDANCE WITH SP108B.

PHASE 1B

- SHIFT I-40 EASTBOUND AND WESTBOUND TRAFFIC INTO OUTSIDE LANE.
- COMPLETE BRIDGE REPAIR WORK. BRIDGE CLOSURE AND BRIDGE WORK TO BE DONE IN ACCORDANCE WITH SP108B.

PHASE 2

- SHIFT I-40 EASTBOUND TRAFFIC TO THE RIGHT AND CONSTRUCT TEMPORARY WIDENING.
- SHIFT EASTBOUND OFF RAMP TRAFFIC TO THE RIGHT AND CONSTRUCT TEMPORARY WIDENING.
- SHIFT WESTBOUND ON RAMP TRAFFIC TO THE RIGHT AND COMPLETE CONCRETE REPAIRS AND CONSTRUCT TEMPORARY WIDENING.

PHASE 3

- SHIFT I-40 EASTBOUND AND WESTBOUND (BOTH LANES) TO INTERIOR AS SHOWN ON THE TRAFFIC CONTROL SHEETS.
- SHIFT EASTBOUND OFF RAMP TRAFFIC TO THE LEFT ONTO THE TEMPORARY WIDENING AND CONSTRUCT THE RIGHT SIDE OF THE PROPOSED RAMP.
- SHIFT WESTBOUND ON RAMP TRAFFIC TO THE LEFT ONTO THE TEMPORARY WIDENING AND COMPLETE CONCRETE REPAIRS.
- CONSTRUCT THE HAUL ROADS AND THE 48" PIPE CULVERT CROSSING UNDER I-40.
- REMOVE HAUL ROADS, CONSTRUCT ACCELERATION AND DECELERATION LANES AS SHOWN ON THE TRAFFIC CONTROL PLANS.

PHASE 4

- SHIFT EASTBOUND OFF RAMP TO THE RIGHT SIDE AND CONSTRUCT THE LEFT SIDE OF THE PROPOSED RAMP.
- SHIFT WESTBOUND OFF RAMP TO THE RIGHT AND COMPLETE RESURFACING WORK ON THE LEFT.
- REMOVE TEMPORARY WIDENING ON I-40 EASTBOUND. WORK TO BE DONE USING NIGHTTIME LANE CLOSURES AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL LEGEND

SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	TEMPORARY BARRICADE (TYPE III)
A	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	CHANGEABLE MESSAGE SIGN
	CHANGEABLE MESSAGE SIGN
	FLEXIBLE DRUMS (CHANNELIZING)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	ARROW BOARD TYPE C (SINGLE ARROW)
	TEMPORARY ATTENUATOR
	ARROW BOARD TYPE C

TRAFFIC CONTROL FOOTNOTES

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

(5) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 712-06 (CONSTRUCTION).

(6) CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING OF CONSTRUCTION SIGNS.

(11) FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.

(14) SEE SHEET 2F FOR LOCATIONS AND DETAILS.

(25) TO BE USED IN TEMPORARY WIDENING AREAS ON I-40 EASTBOUND AND WESTBOUND ON RAMP.

(26) TO BE USED ON EASTBOUND OFF RAMP IN TEMPORARY WIDENING SECTION.

(34) THE PORTABLE QUEUE WARNING SYSTEM DESCRIPTION CAN BE FOUND IN THE SPECIAL PROVISION 712PQWS. SYSTEM SHALL INCLUDE 5 PORTABLE CHANGEABLE MESSAGE SIGNS AND 11 SPEED SENSORS. ITEM COST TO INCLUDE ALL WORK AND MATERIALS FOR THE SYSTEM AS SHOWN IN SP712PQWS.

TABULATED TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	PHASE 1A QUANTITY	PHASE 1B QUANTITY	PHASE 2 QUANTITY	PHASE 3 QUANTITY	PHASE 4 QUANTITY	TOTAL QUANTITY
(14)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON			2814			2814
(14)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON			969			969
(14)	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON			9			9
(14)	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON			31			31
(14)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON			2			2
(25)	407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.			4090			4090
(14)	411-03.10	ACS MIX(PG76-22) GRADING D	TON			413			413
(26)	502-04.01	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F.			693			693
(4)	712-01	TRAFFIC CONTROL	LS	0.2	0.2	0.2	0.2	0.2	1
	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.			3586	13641	715	17942
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH			2	4	1	7
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	140	200	137	219	64	760
	712-04.50	BARRIER RAIL DELINEATOR	EACH			359	1364	71	1794
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4	4				4
(5)(6)	712-06	SIGNS (CONSTRUCTION)	S.F.	849	849	482	562	272	1541
	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	48	48				48
	712-08.03	ARROW BOARD (TYPE C)	EACH	2	2				2
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	2	2	2	2	2	2
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	4	4	4	4	4	4
	712-08.12	QUEUE PROTECTION TRUCK	DAY	6	6				12
(34)	712-08.14	PORTABLE QUEUE WARNING SYSTEM	DAY	6	6				12
	712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F.	9370	11175	17564	80565	6126	124800
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4	4	4	4	4	4
	716-01.11	RAISED PVMT MARKERS (BI-DIRECTIONAL) (1 COLOR LENS)	EACH			279	1407		1686

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T2
PS&E	2026	41I040-S3-011	T2

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES L X W	S.F.	NO. REQUIRED PHASE 1A	NO. REQUIRED PHASE 1B	NO. REQUIRED PHASE 2	NO. REQUIRED PHASE 3	NO. REQUIRED PHASE 4	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.
W20-1	ROAD WORK 1 MILE	48" X 48"	16			4	4	4	4	64.00	T-WZ-10, 11, & 16
W20-5R	RIGHT LANE CLOSED 1 MILE	48" X 48"	16	4					4	64.00	T-WZ-11
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48" X 48"	16	4					4	64.00	T-WZ-11
W20-5R	RIGHT LANE CLOSED 1500 FT	48" X 48"	16	4					4	64.00	T-WZ-11
W20-5L	LEFT LANE CLOSED 1 MILE	48" X 48"	16		4				4	64.00	T-WZ-11
W20-5L	LEFT LANE CLOSED 1/2 MILE	48" X 48"	16		4				4	64.00	T-WZ-11
W20-5L	LEFT LANE CLOSED 1500 FT	48" X 48"	16		4				4	64.00	T-WZ-11
W4-2R	LANE MERGE SYMBOL (RIGHT)	48" X 48"	16	4					4	64.00	T-WZ-11
W4-2L	LANE MERGE SYMBOL (LEFT)	48" X 48"	16		4				4	64.00	T-WZ-11
G20-2	END ROAD WORK	48" X 24"	8	6	6	6	6	6	6	48.00	T-WZ-10 & 11
R11-2	ROAD CLOSED	48" X 30"	10						2	20.00	
W20-1	ROAD WORK 1/2 MILE	48" X 48"	16			4	4	4	4	64.00	T-WZ-10 & 16
W20-1	ROAD WORK 1000 FT	48" X 48"	16			2		4	4	64.00	T-WZ-10
W20-1	ROAD WORK AHEAD	48" X 48"	16	2	2	2	2	2	2	32.00	
M4-8A	END DETOUR	24" X 18"	3	2	2				2	6.00	
M4-8	DETOUR	24" X 12"	2	16	16				16	32.00	
TN-6C	STATE ROUTE 48	30" X 24"	5	16	16				16	80.00	
M3-1	NORTH	24" X 12"	2	8	8				8	16.00	
M3-3	SOUTH	24" X 12"	2	8	8				8	16.00	
M6-1L	LEFT TURN SYMBOL	21" X 15"	2	2	2				2	4.38	
M5-1R	RIGHT TURN AHEAD SYMBOL	21" X 15"	2	6	6				6	13.13	
M6-1R	RIGHT TURN SYMBOL	21" X 15"	2	8	8				8	17.50	
TN-44	WORKERS PRESENT	78" X 60"	33	4	4	4	4		4	130.00	T-WZ-10, 11, & 16
W1-4BL	LANE SHIFT LEFT	48" X 48"	16			2	4		4	64.00	T-WZ-16
W1-4BR	LANE SHIFT RIGHT	48" X 60"	20			2	4		4	80.00	T-WZ-16
R4-9	STAY IN LANE	48" X 60"	20			2	4		4	80.00	T-WZ-16
SPECIAL	EMERGENCY PULL-OFF AREA	48" X 48"	16	4	4				4	64.00	T-WZ-62
SPECIAL	TRUCKS ENTERING/EXITING	48" X 48"	16	4	4				4	64.00	T-WZ-62
SPECIAL	TRUCKS ENTERING HIGHWAY	48" X 48"	16	2	2				2	32.00	T-WZ-62
W16-3P	1/2 MILE	30" X 24"	5	2	2				2	10.00	T-WZ-62
W16-2P	1000 FEET	30" X 24"	5	2	2				2	10.00	T-WZ-62
W16-2P	500 FEET	30" X 24"	5	2	2				2	10.00	T-WZ-62
W16-7P	ARROW SYMBOL	30" X 18"	4	2	2				2	7.50	T-WZ-62
									TOTAL	1541	S.F.

SEALED BY



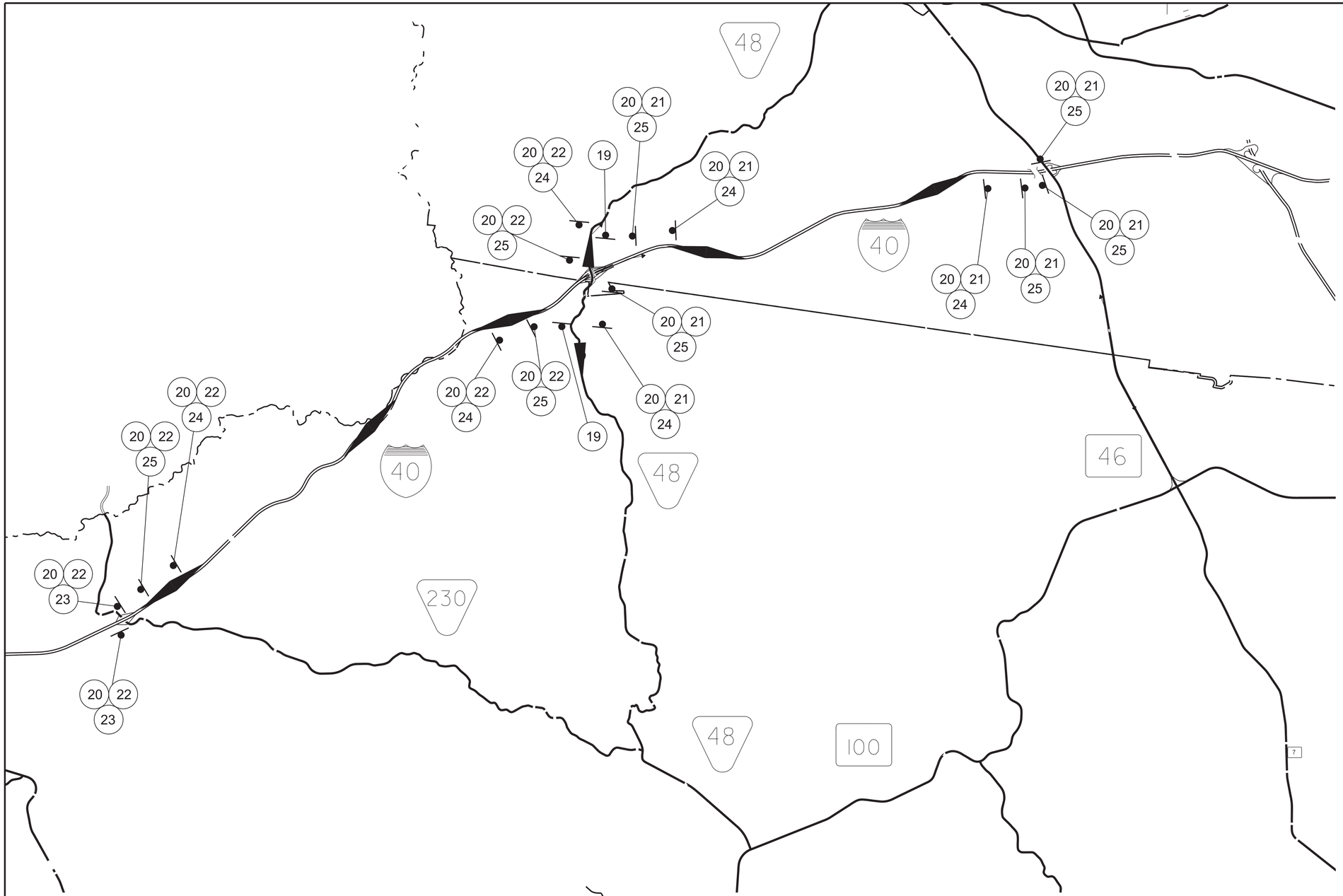
3-25-26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

3/17/2026 12:44:36 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T2 TAB.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T3
PS&E	2026	41I040-S3-011	T3



DETOUR MAP

NORTHBOUND:
RIGHT ONTO I-40 EASTBOUND
RIGHT ON EXIT 172 OFF RAMP
RIGHT ONTO SR-46
RIGHT ONTO I-40 WESTBOUND
RIGHT ON EXIT 163 OFF RAMP
RIGHT ONTO SR-48

TOTAL DETOUR LENGTH: 16 MILES

SOUTHBOUND:
RIGHT ONTO I-40 WESTBOUND
RIGHT ONTO EXIT 152 OFF RAMP
LEFT ONTO SR-230
LEFT ONTO I-40 EASTBOUND
RIGHT ONTO EXIT 163 OFF RAMP
RIGHT ONTO SR-48

TOTAL DETOUR LENGTH: 20 MILES

19 END DETOUR — M4-8A 24" X 18"

20 DETOUR — M4-8 24" X 12"

48 Tennessee — TN-6C 30" X 24"

21 NORTH — M3-1 24" X 12"

22 SOUTH — M3-3 24" X 12"

23 — M6-1L 21" X 15"

24 — M5-1R 21" X 15"

25 — M6-1R 21" X 15"

SEALED BY

NICHOLAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126979
STATE OF TENNESSEE

3-25-26

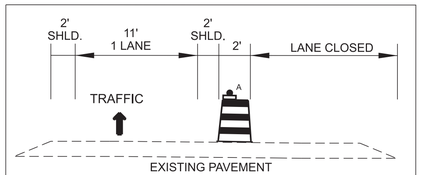
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

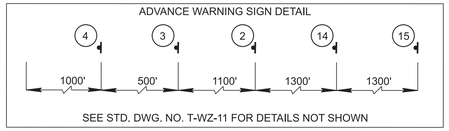
NOT TO SCALE

2/18/2026 1:14:38 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T3 DETOUR MAP.DGN

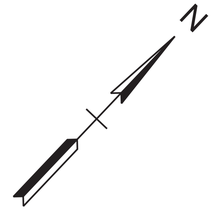
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T4
PS&E	2026	41I040-S3-011	T4



I-40 EASTBOUND
TRAFFIC CONTROL TYPICAL SECTION

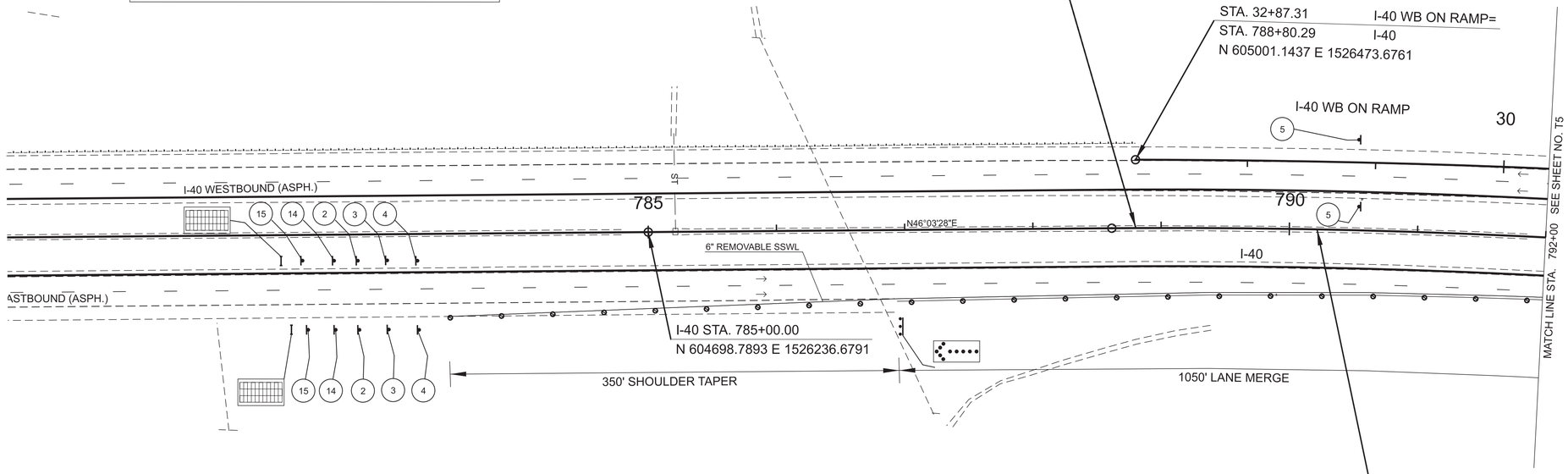


22I040-S3-009
BEGIN PROJECT NO. 41I040-S3-011 CONST.
STA. 788+80.29
N 604962.6601 E 1526510.5223



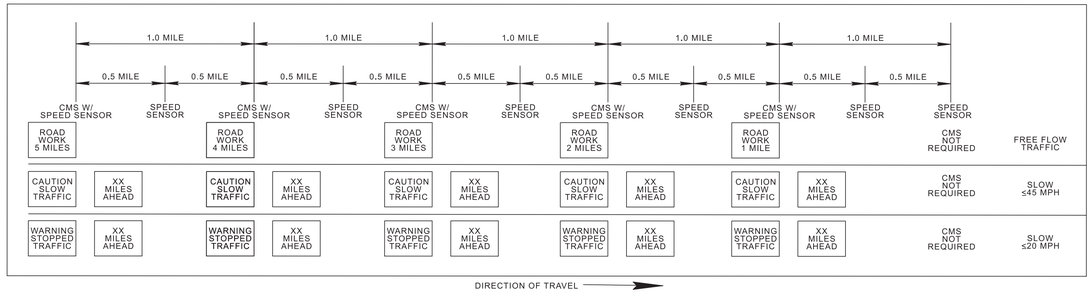
STA. 32+87.31 I-40 WB ON RAMP=
STA. 788+80.29 I-40
N 605001.1437 E 1526473.6761

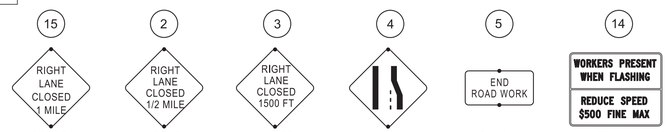
I-40 WB ON RAMP



22I040-S2-009
BEGIN PROJECT NO. 41I040-S2-011 R.O.W.
STA. 790+21.61
N 605059.1296 E 1526613.7988

PORTABLE QUEUE WARNING SYSTEM





PHASE 1A

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

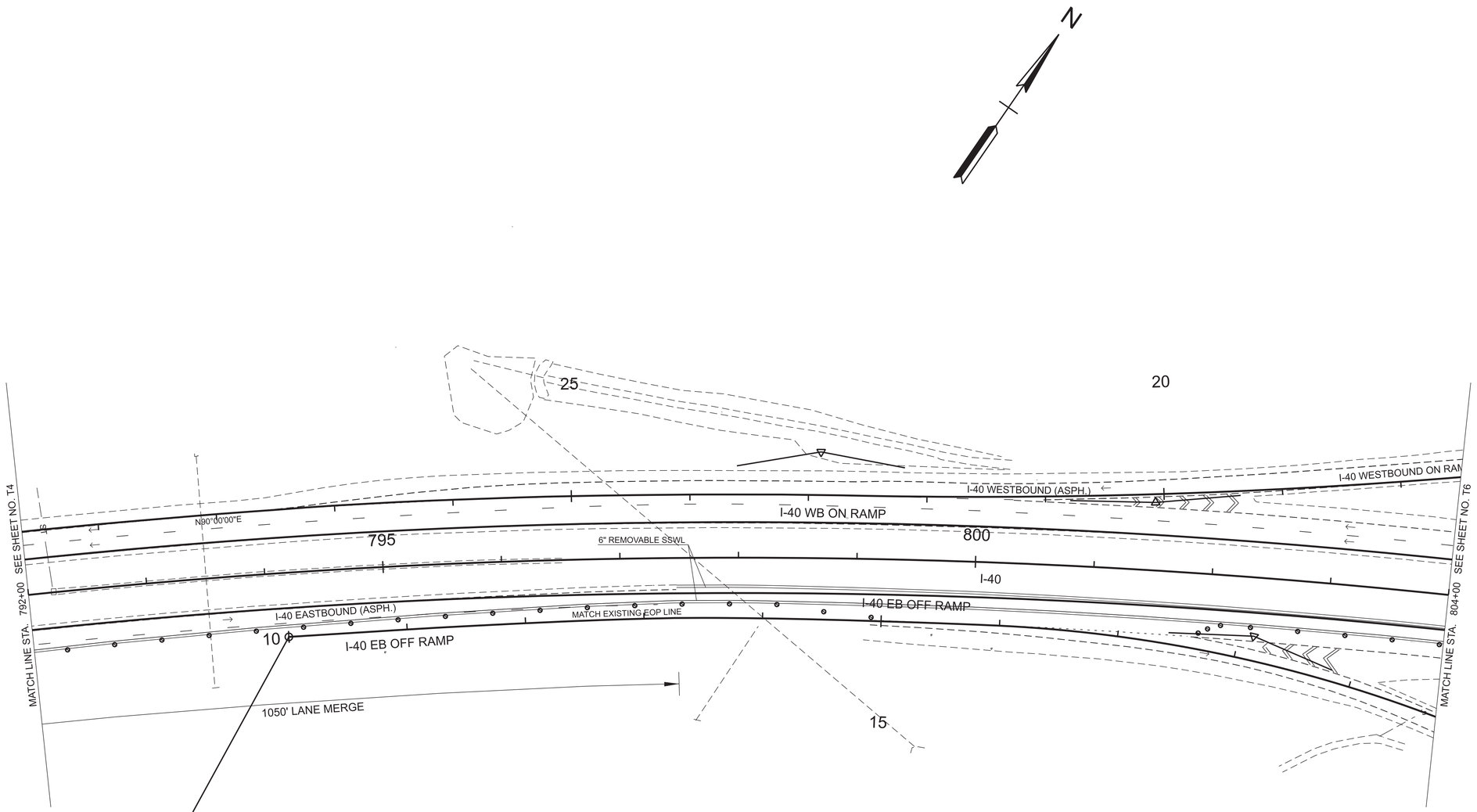
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

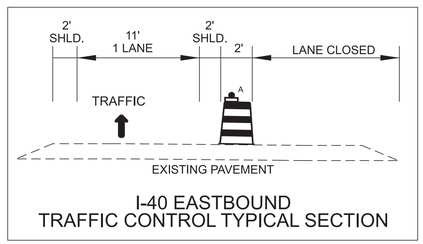
STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

3/2/2026 8:12:31 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T4 TC PHASE 1A.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T5
PS&E	2026	41I040-S3-011	T5



STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637



I-40 EASTBOUND
TRAFFIC CONTROL TYPICAL SECTION

PHASE 1A

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:14:59 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T4 TC PHASE 1A.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T6
PS&E	2026	41I040-S3-011	T6

6

ROAD CLOSED

R11-2
48" X 30"

A A

TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS

5

END ROAD WORK

G20-2
48" X 24"

10

ROAD WORK AHEAD

W20-1
48" X 48"

2' SHLD. | 11' 1 LANE | 2' SHLD. | 2' | LANE CLOSED

TRAFFIC

EXISTING PAVEMENT

I-40 EASTBOUND & WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

I-40 WB ON RAMP

I-40 WESTBOUND ON RAMP (CONC.)

S50°48'15"W MATCH EXISTING EOP LINE

IP (ASPH.)

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

210' LANE SHIFT

6" REMOVABLE SSWL

I-40 WB OFF RAMP

I-40 WESTBOUND OFF RAMP (ASPH.)

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

SR-48 (ASPH.)

SR-48

N17°11'05"W

805 810 815

I-40

4 SPAN CONC. BRIDGE ID 22I00400001

MATCH LINE STA. 804+00 SEE SHEET NO. T5

MATCH LINE STA. 816+00 SEE SHEET NO. T7

6" REMOVABLE SSWL

210' LANE SHIFT

LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00

I-40 EASTBOUND OFF RAMP (ASPH.)

I-40 EASTBOUND OFF RAMP (CONC.)

N78°55'00"E

I-40 EB OFF RAMP

I-40 EB OFF RAMP

N51°57'22"E MATCH EXISTING EOP LINE

I-40 EASTBOUND ON RAMP (ASPH.)

N

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

STA. 26+17.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

LIMIT OF CONSTRUCTION
SR 48 STA. 109+50.00

PHASE 1A

SEALED BY

NICHOLAS A KNIAZEW WITT
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 126393
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

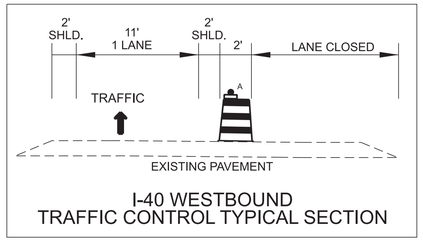
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

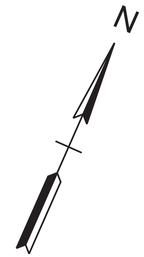
STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

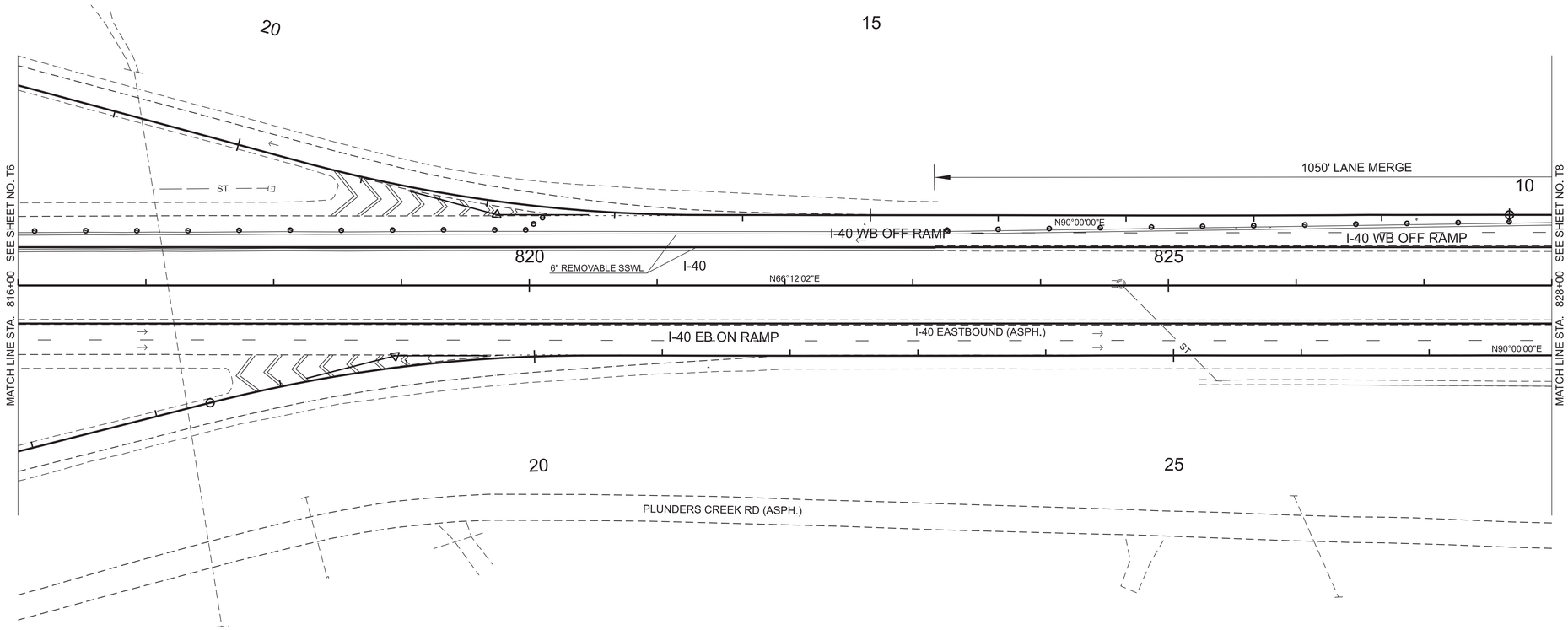
2/18/2026 1:15:02 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T4 TC PHASE 1A.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T7
PS&E	2026	41I040-S3-011	T7



I-40 WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION





PHASE 1A

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

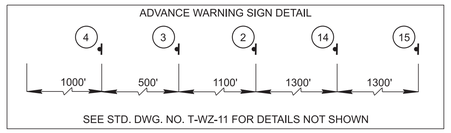
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

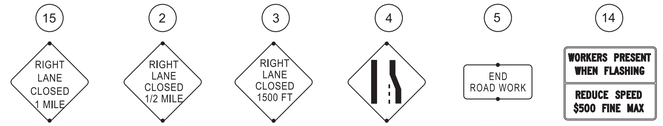
TRAFFIC CONTROL PLANS

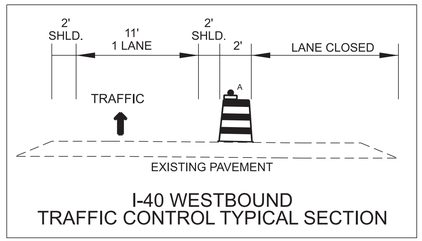
STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

2/18/2026 1:15:03 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T4 TC PHASE 1A.DGN

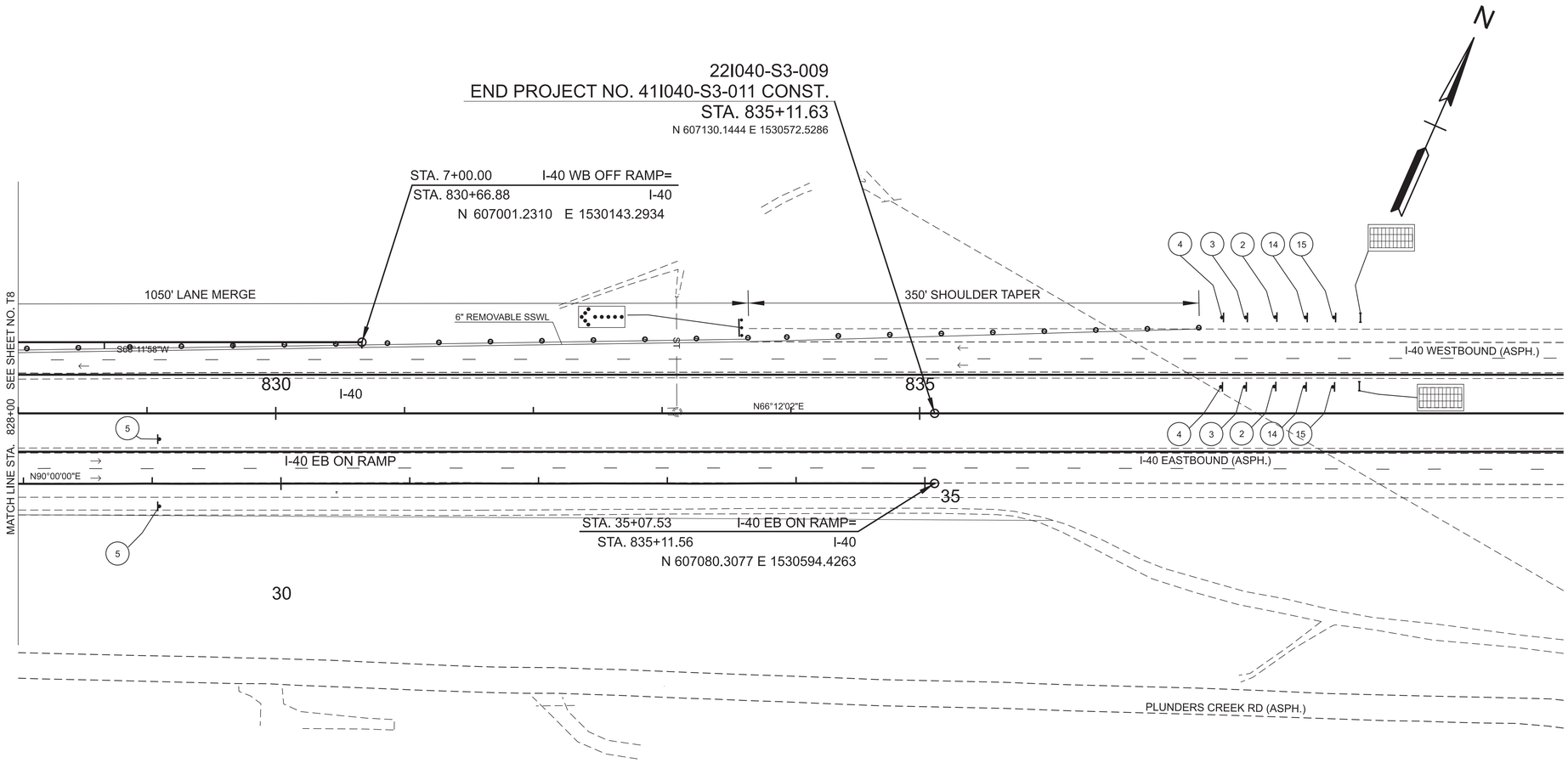
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T8
PS&E	2026	41I040-S3-011	T8







I-40 WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION



PHASE 1A

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

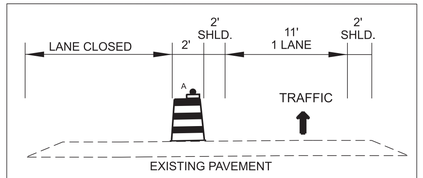
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

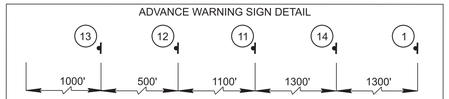
STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:15:05 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T4 TC PHASE 1A.DGN

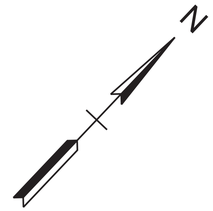
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T9
PS&E	2026	41I040-S3-011	T9



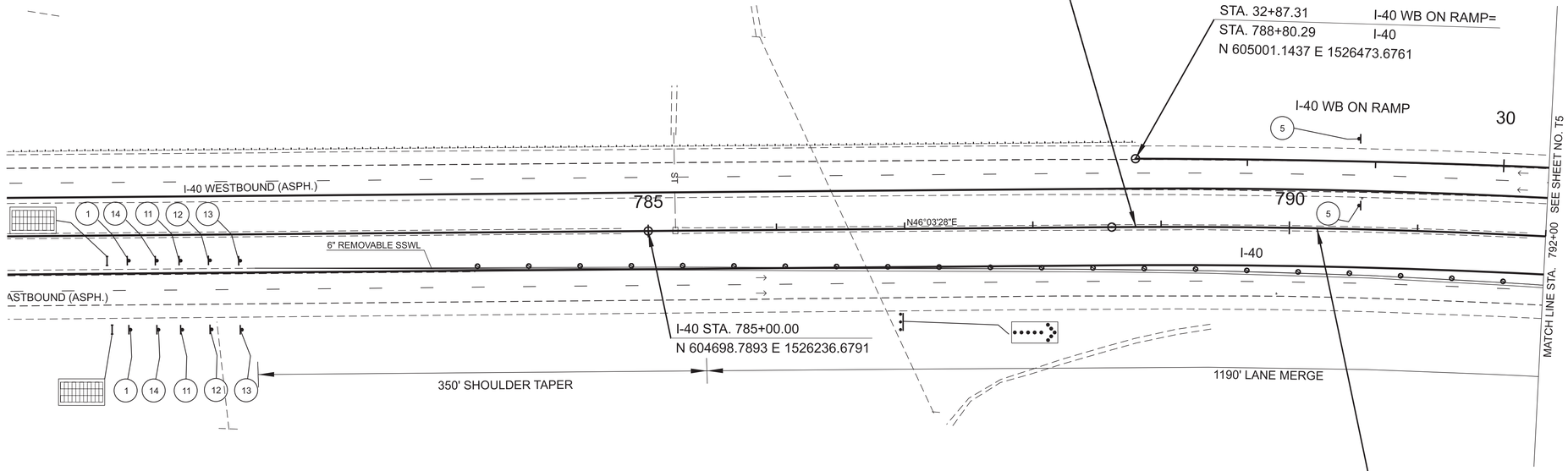
I-40 EASTBOUND
TRAFFIC CONTROL TYPICAL SECTION



22I040-S3-009
BEGIN PROJECT NO. 41I040-S3-011 CONST.
STA. 788+80.29
N 604962.6601 E 1526510.5223

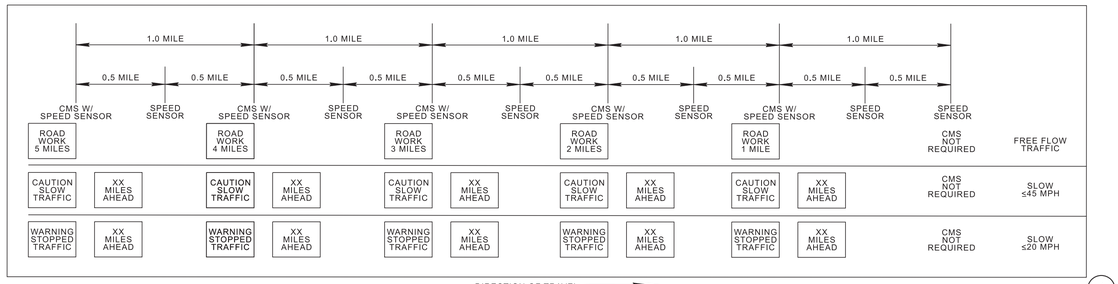


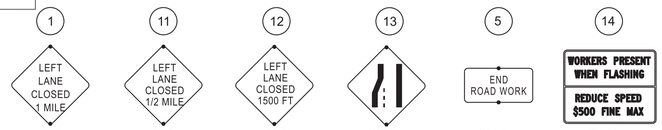
STA. 32+87.31 I-40 WB ON RAMP=
STA. 788+80.29 I-40
N 605001.1437 E 1526473.6761



22I040-S2-009
BEGIN PROJECT NO. 41I040-S2-011 R.O.W.
STA. 790+21.61
N 605059.1296 E 1526613.7988

PORTABLE QUEUE WARNING SYSTEM





PHASE 1B

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

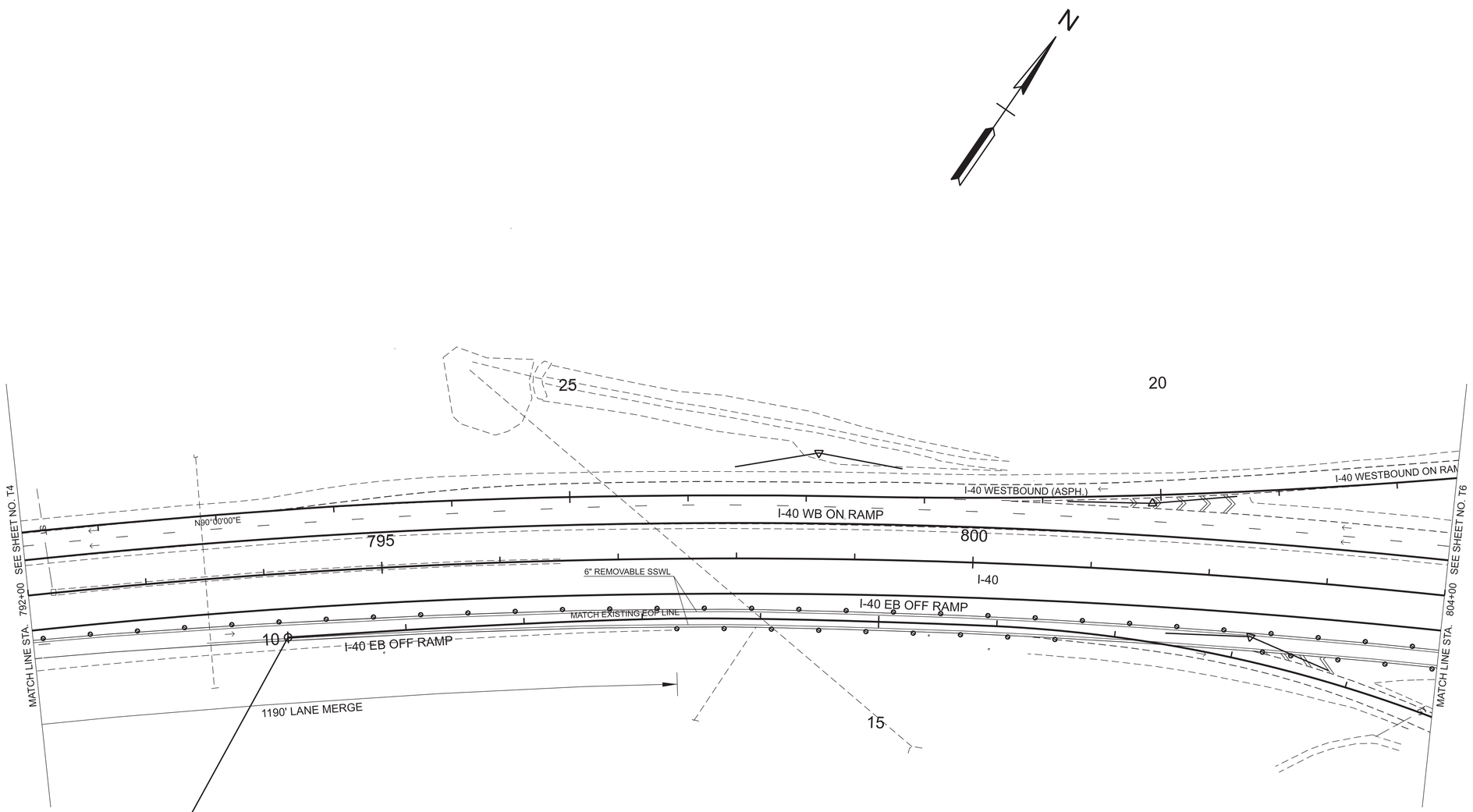
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

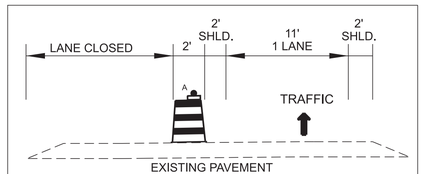
STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

3/2/2026 8:12:45 AM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T9 TC PHASE 1B.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T10
PS&E	2026	41I040-S3-011	T10



STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637



I-40 EASTBOUND
TRAFFIC CONTROL TYPICAL SECTION

PHASE 1B

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

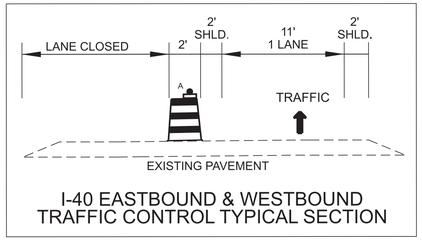
TRAFFIC CONTROL PLANS

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:15:23 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T9 TC PHASE 1B.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T11
PS&E	2026	41I040-S3-011	T11





I-40 EASTBOUND & WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

STA. 26+17.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00

LIMIT OF CONSTRUCTION
SR 48 STA. 109+50.00

4 SPAN CONC. BRIDGE ID 22I00400001

420' LANE SHIFT

6" REMOVABLE SSWL

I-40 WESTBOUND ON RAMP (CONC.)
I-40 WB ON RAMP
I-40 WB OFF RAMP
I-40 WESTBOUND OFF RAMP (ASPH.)
I-40 EASTBOUND OFF RAMP (ASPH.)
I-40 EASTBOUND OFF RAMP (CONC.)
I-40 EB OFF RAMP
I-40 EASTBOUND ON RAMP (ASPH.)
PLUNDERS CREEK RD (ASPH.)
I-40
SR-48
SR-48 (ASPH.)
MATCH EXISTING EOP LINE
S50°48'15"W
N78°55'00"E
N51°57'22"E
N17°11'05"W
MATCH LINE STA. 804+00 SEE SHEET NO. T5
MATCH LINE STA. 816+00 SEE SHEET NO. T7

PHASE 1B

SEALED BY

THOMAS A. KNIZEWSKI
REGISTERED ENGINEER
AGRICULTURE
ARTS
COMMERCE
SCIENCE
1264895
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

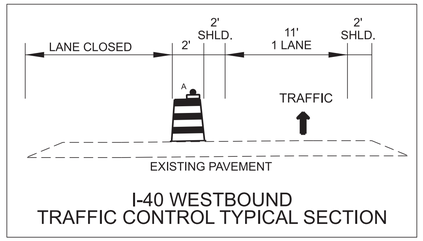
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

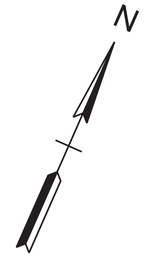
STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

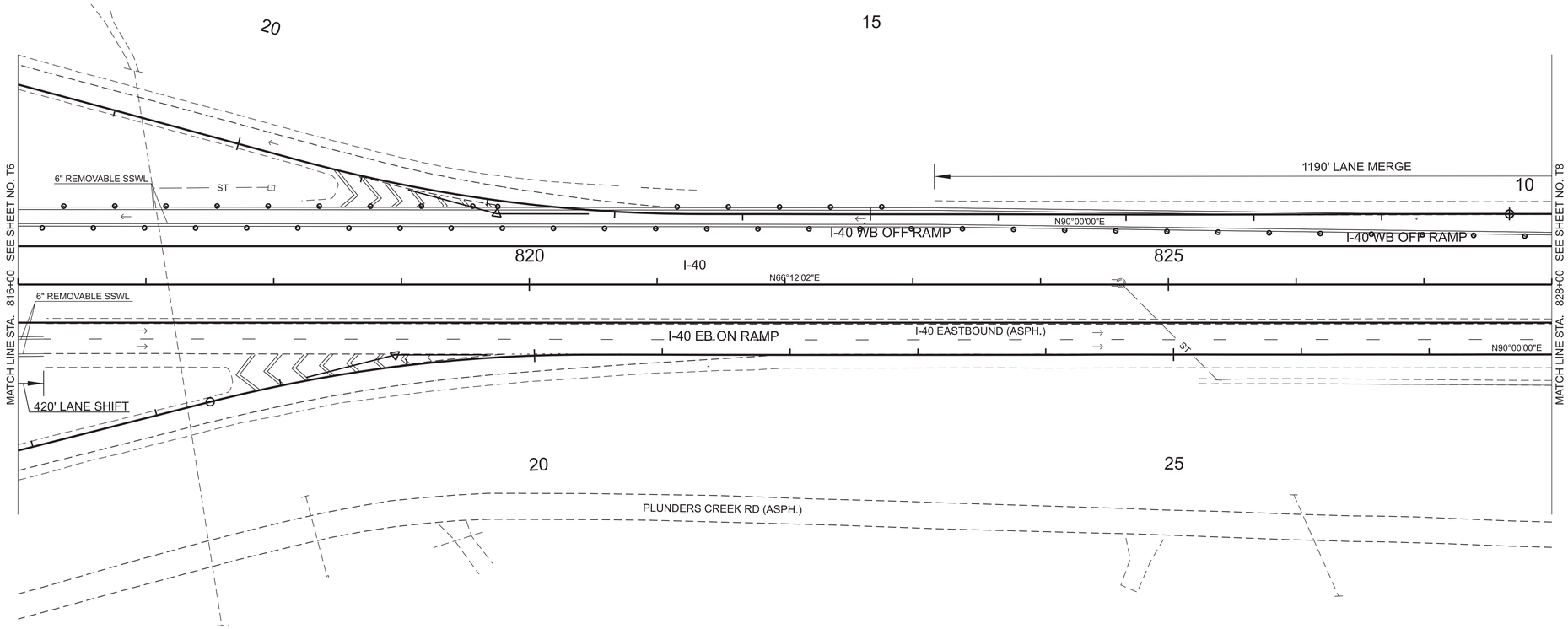
2/18/2026 1:15:26 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T9 TC PHASE 1B.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T12
PS&E	2026	41I040-S3-011	T12



I-40 WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION





PHASE 1B

SEALED BY

NICHOLAS A KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 124194
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

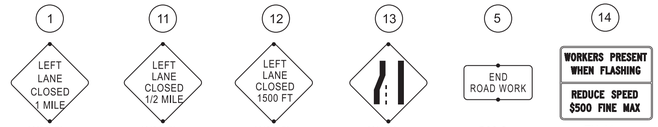
2/18/2026 1:15:28 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDSURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T9 TC PHASE 1B.DGN

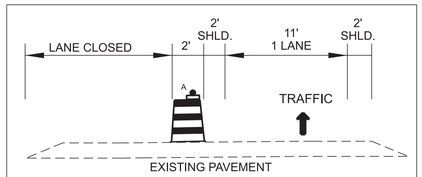
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T13
PS&E	2026	41I040-S3-011	T13

ADVANCE WARNING SIGN DETAIL

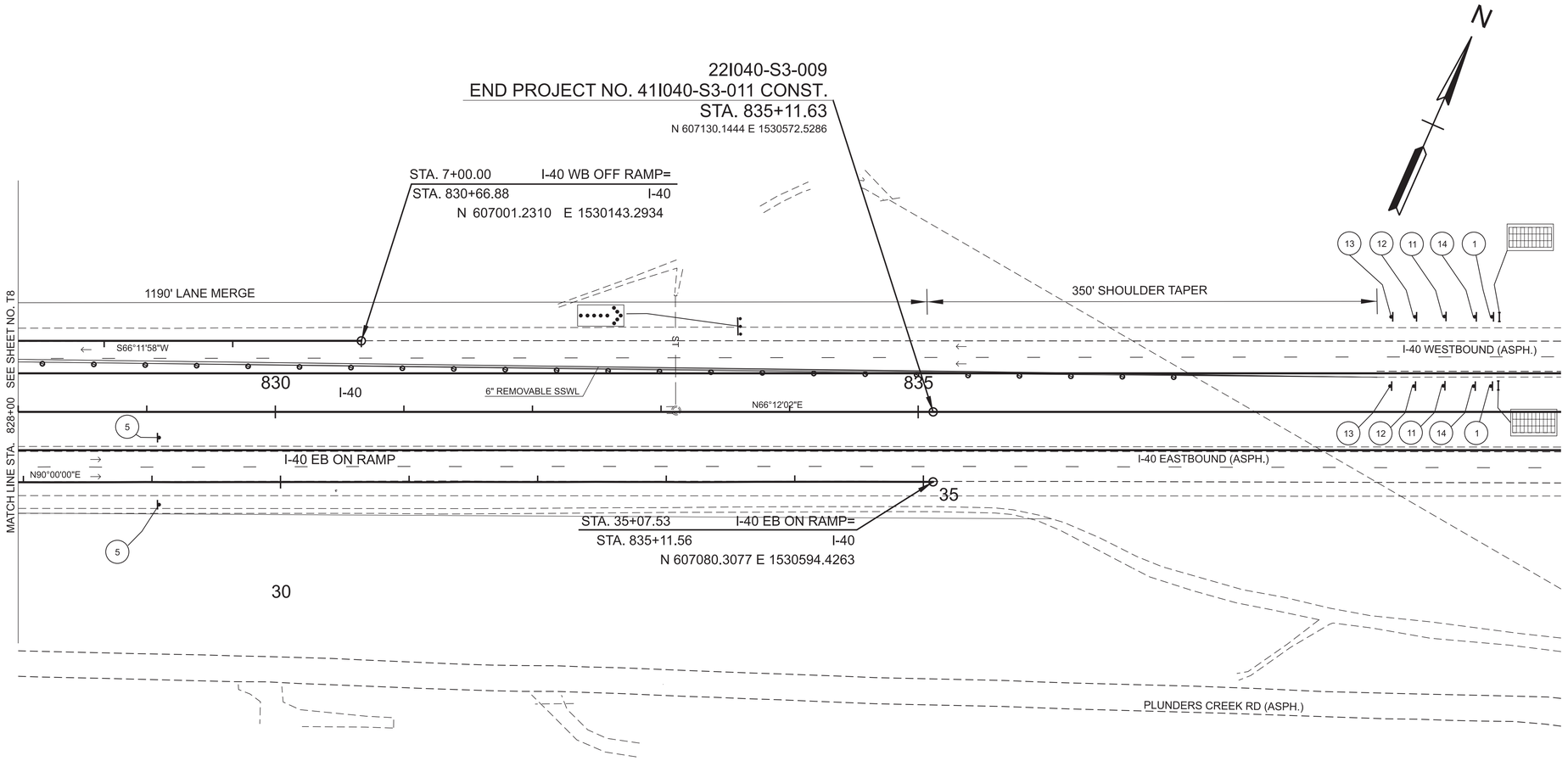


SEE STD. DWG. NO. T-WZ-11 FOR DETAILS NOT SHOWN





I-40 WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION



PHASE 1B

SEALED BY



COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

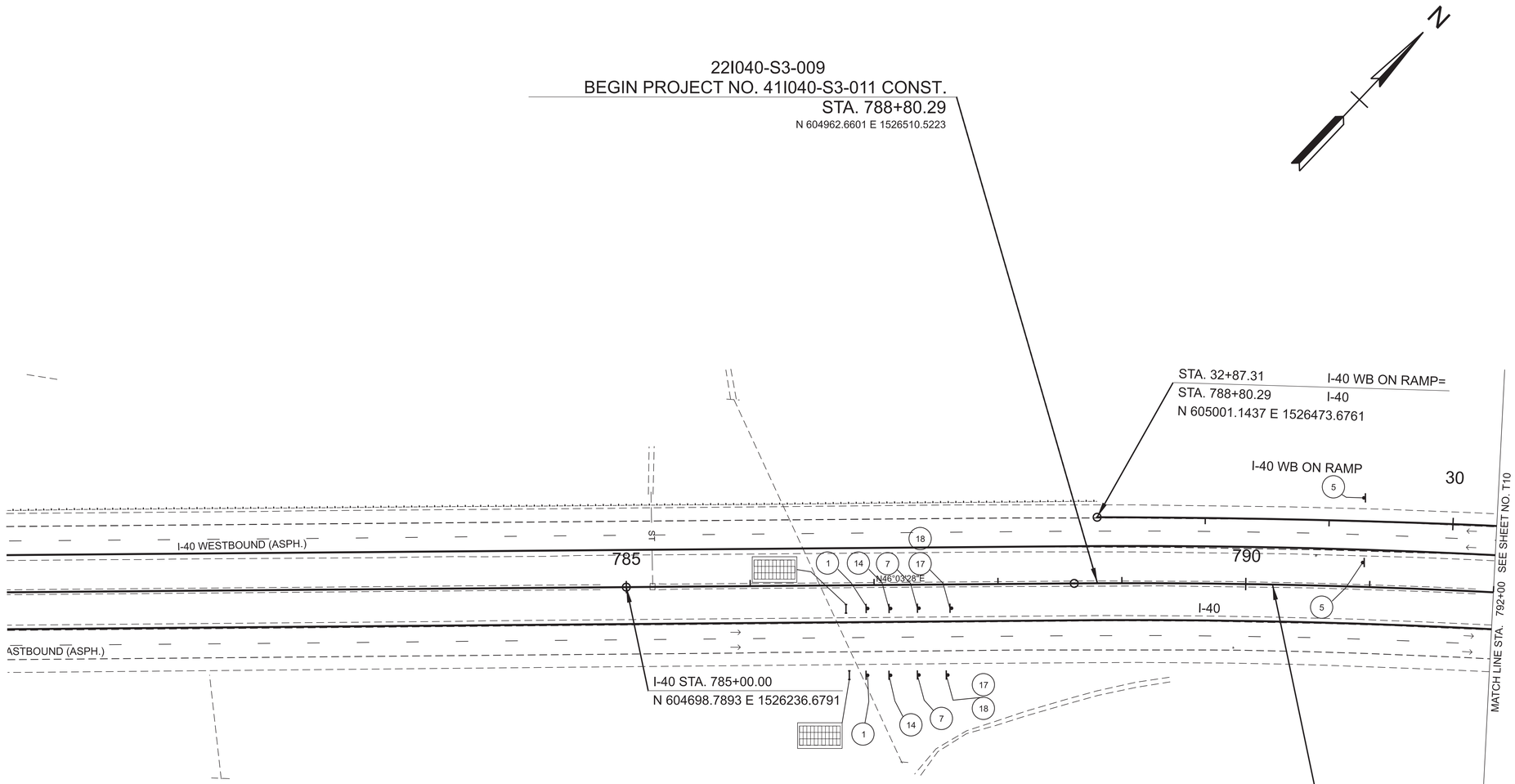
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

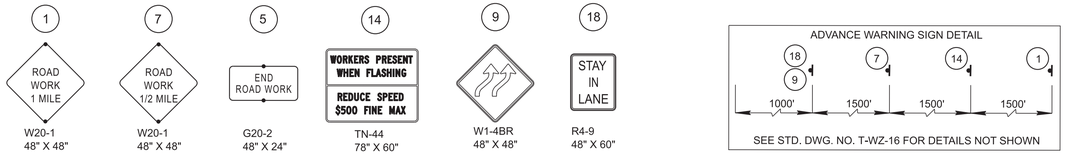
TRAFFIC CONTROL PLANS

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:15:30 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T9 TC PHASE 1B.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T14
PS&E	2026	41I040-S3-011	T14





PHASE 2

SEALED BY

THOMAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
NUMBER
NO. 125392
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

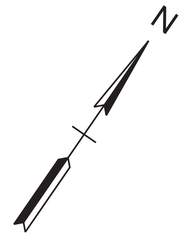
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

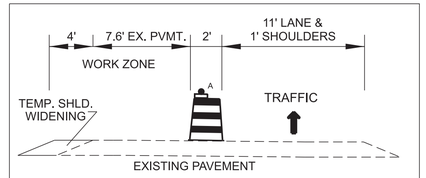
TRAFFIC CONTROL PLANS

STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

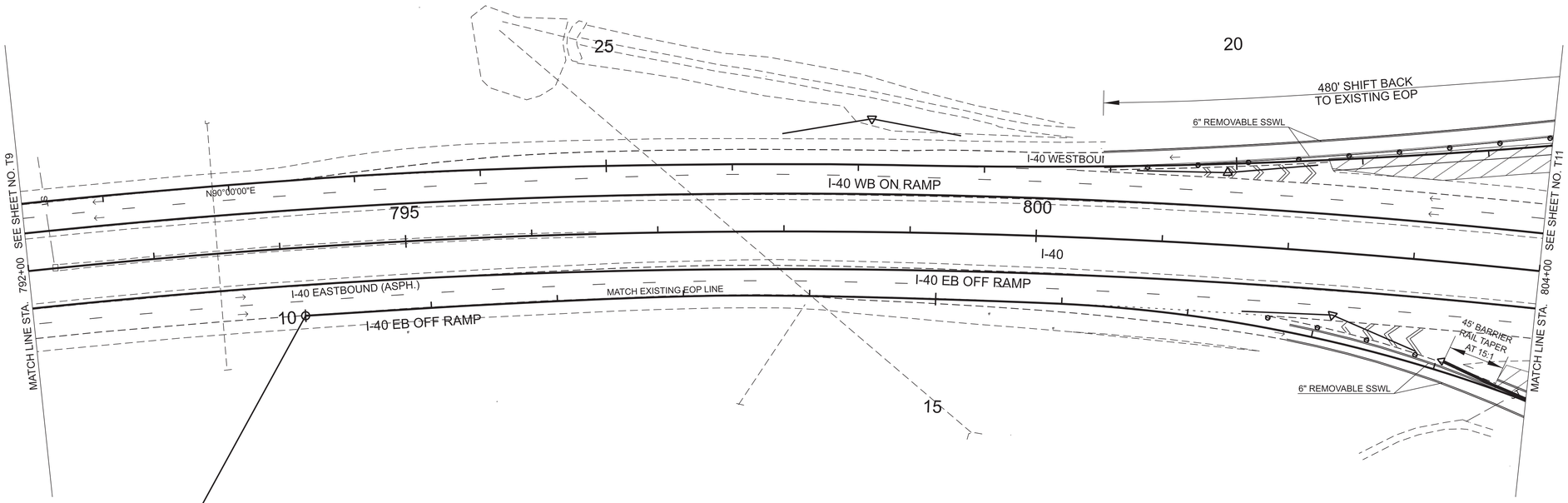
2/18/2026 1:15:46 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\I133445.00 HICKMAN-DICKSON\DGN\SHT-T14 TC PHASE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T15
PS&E	2026	41I040-S3-011	T15





WB OFF RAMP STA. 16+24.98 - 19+24.40
TRAFFIC CONTROL TYPICAL SECTION



STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637

PHASE 2

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:15:49 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T14 TC PHASE 2.DGN

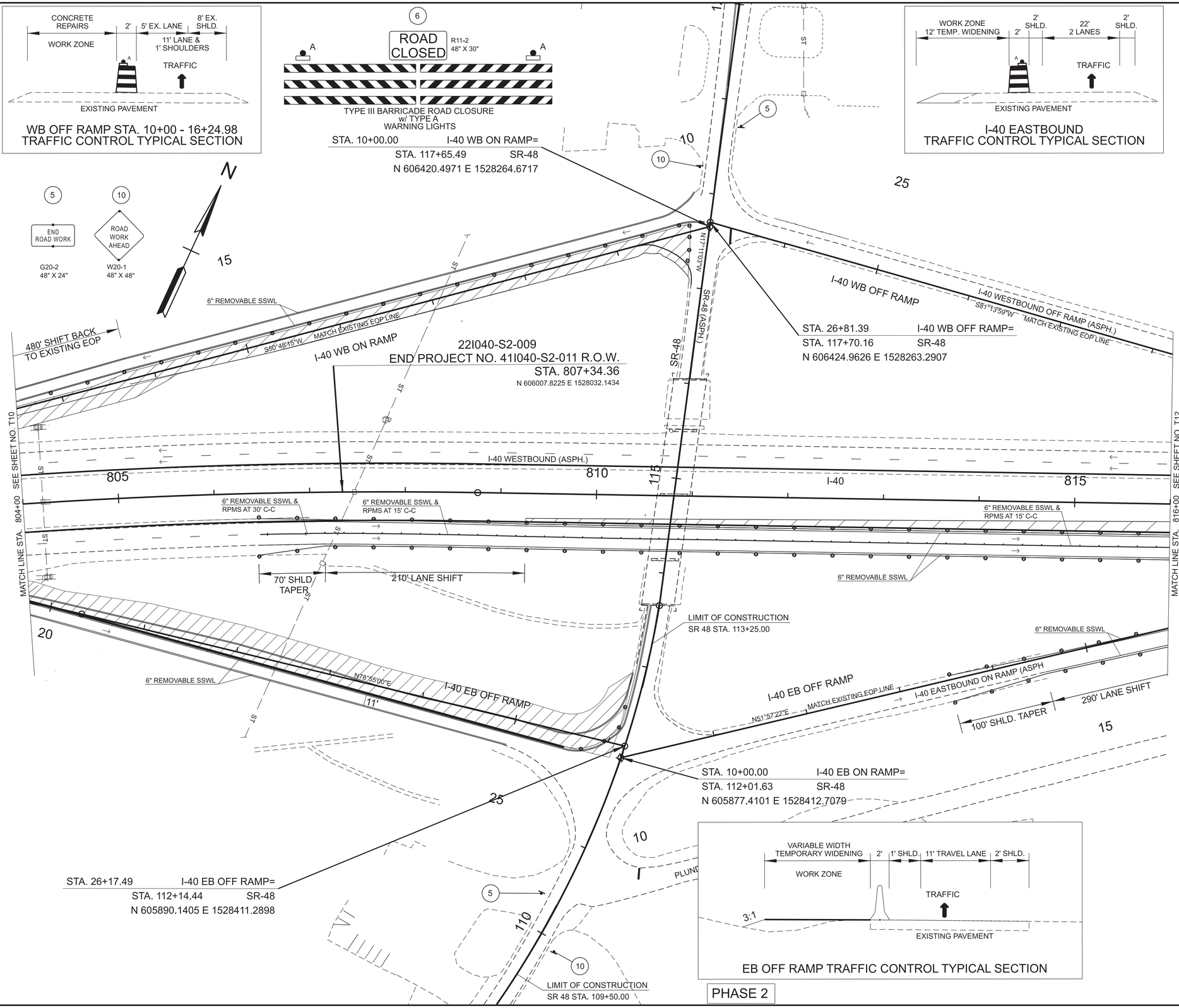
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T16
PS&E	2026	41I040-S3-011	T16

WB OFF RAMP STA. 10+00 - 16+24.98
TRAFFIC CONTROL TYPICAL SECTION

TYPE III BARRICADE ROAD CLOSURE
w/ TYPE A
WARNING LIGHTS

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

I-40 EASTBOUND
TRAFFIC CONTROL TYPICAL SECTION



EB OFF RAMP TRAFFIC CONTROL TYPICAL SECTION

PHASE 2

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

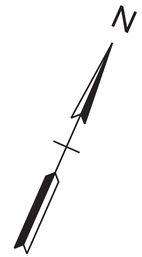
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

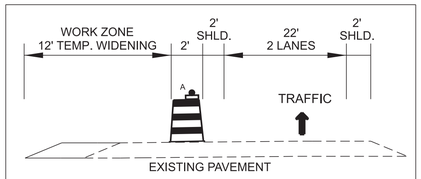
TRAFFIC CONTROL PLANS

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

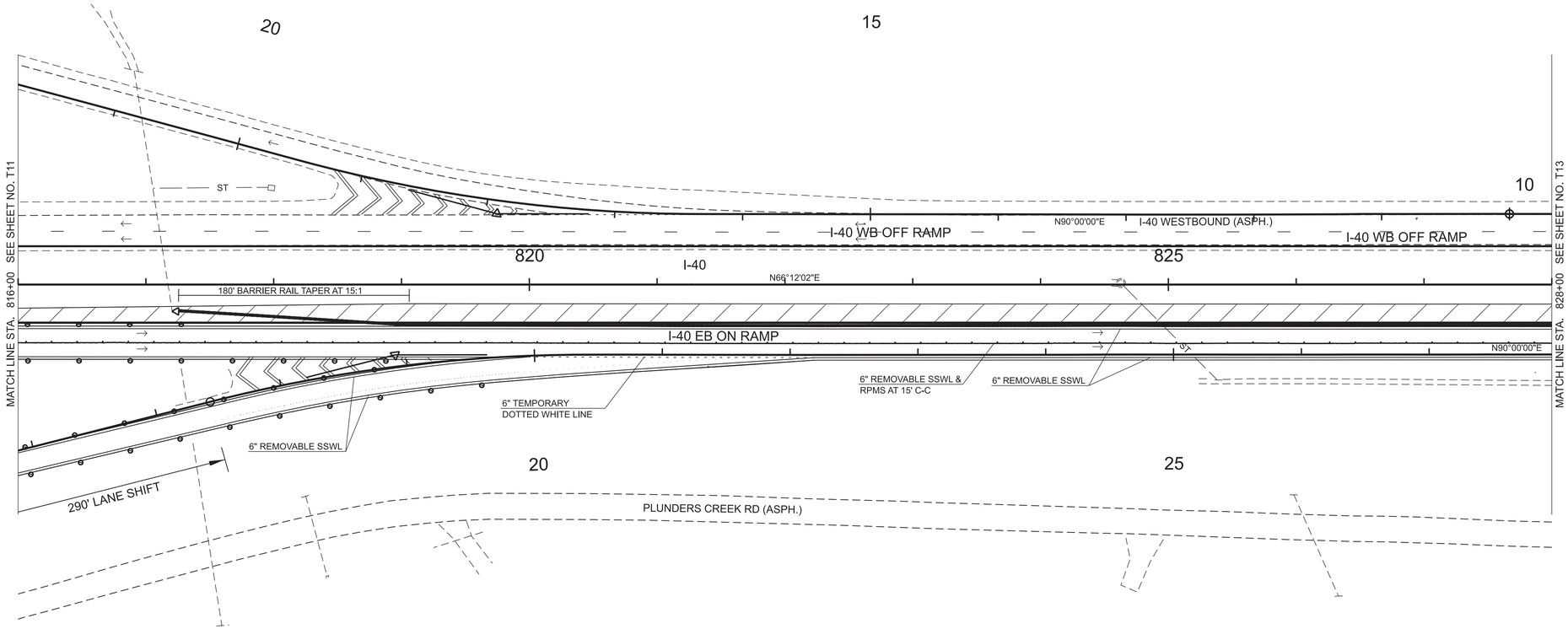
2/18/2026 1:15:54 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T14 TC PHASE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T17
PS&E	2026	41I040-S3-011	T17





I-40 EASTBOUND
TRAFFIC CONTROL TYPICAL SECTION



PHASE 2

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

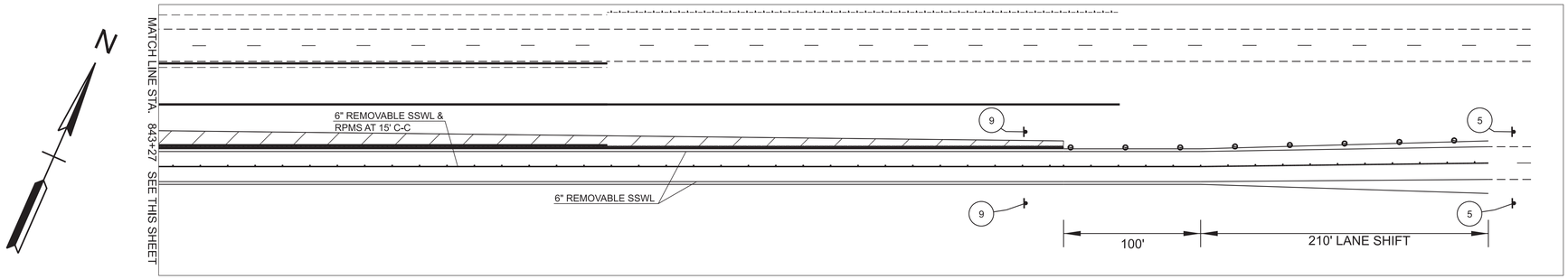
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

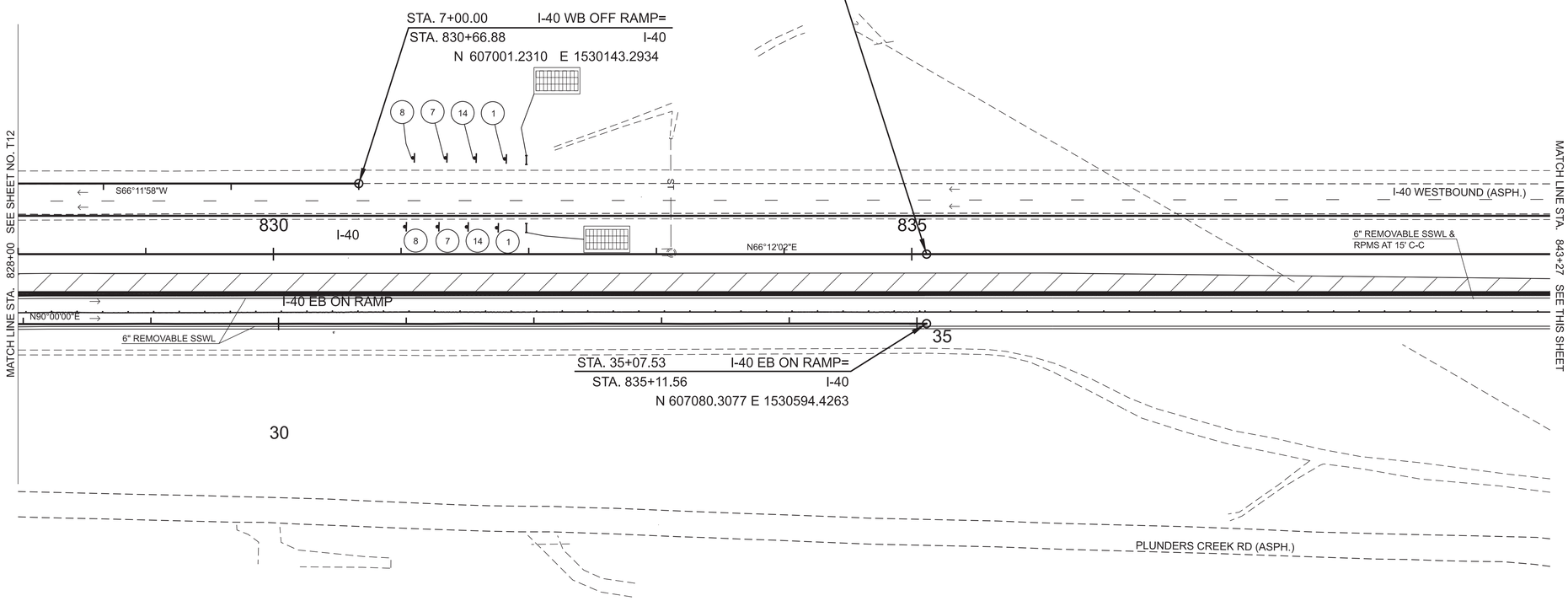
STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

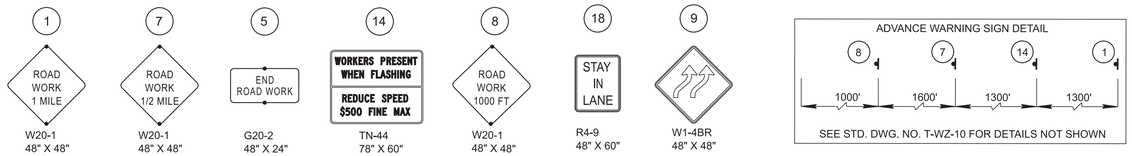
2/18/2026 1:16:00 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHAREDISURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T14 TC PHASE 2.DGN

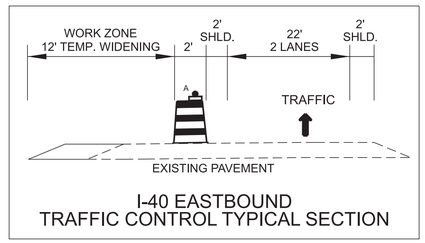
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T18
PS&E	2026	41I040-S3-011	T18



22I040-S3-009
END PROJECT NO. 41I040-S3-011 CONST.
STA. 835+11.63
N 607130.1444 E 1530572.5286







I-40 EASTBOUND
TRAFFIC CONTROL TYPICAL SECTION

PHASE 2

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

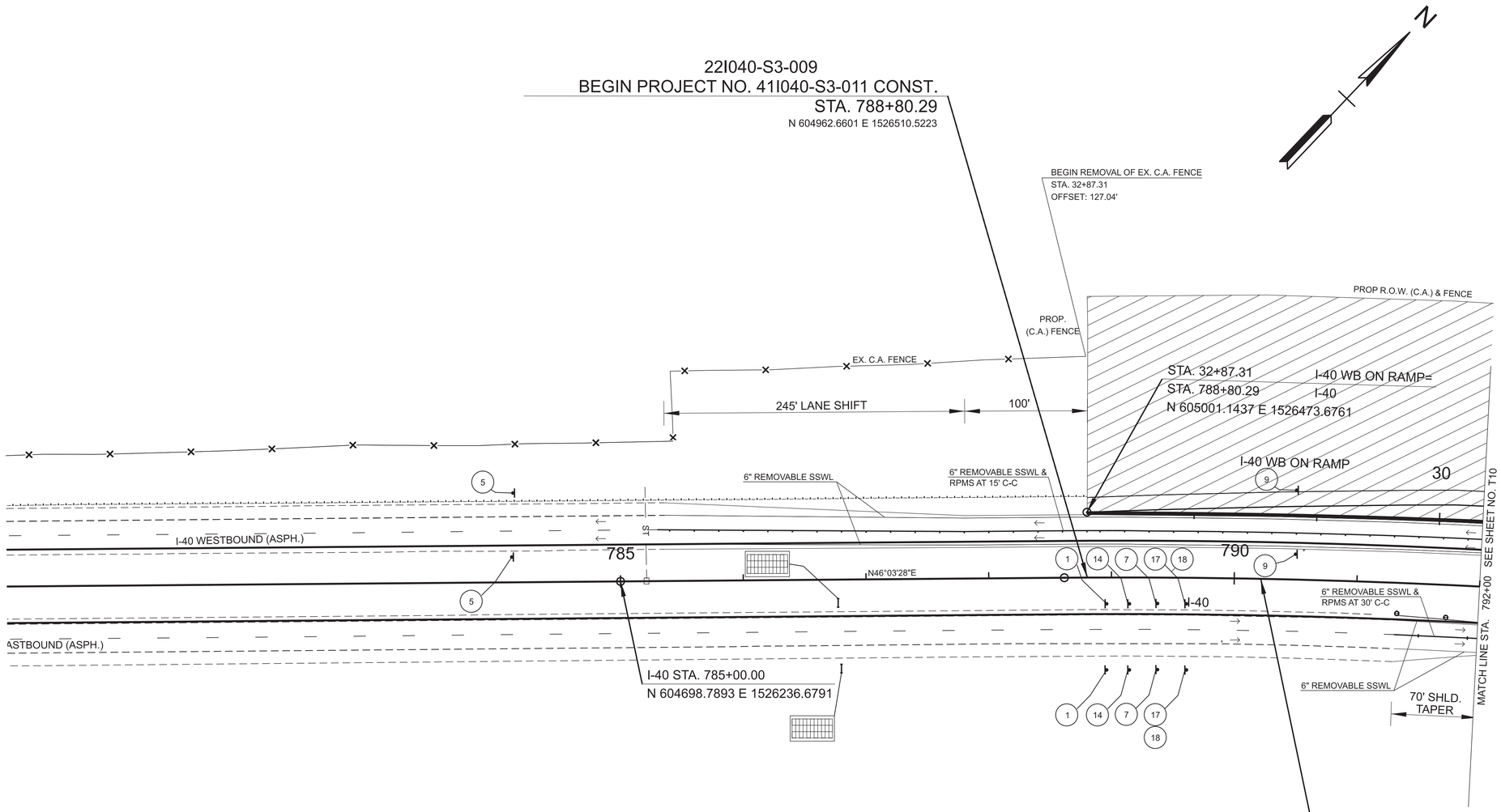
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

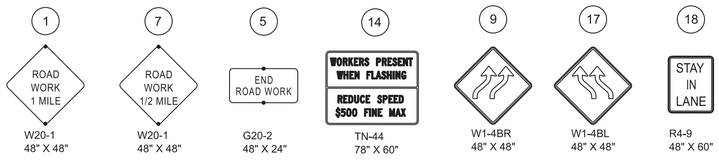
TRAFFIC CONTROL PLANS

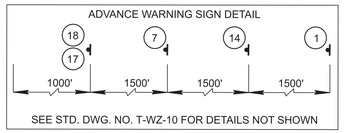
STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

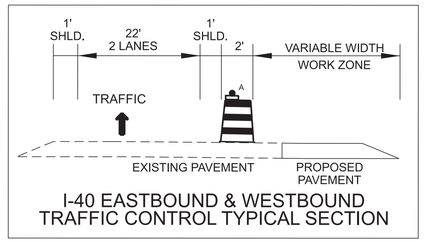
2/18/2026 1:16:05 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T14 TC PHASE 2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T19
PS&E	2026	41I040-S3-011	T19









I-40 EASTBOUND & WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION

PHASE 3

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

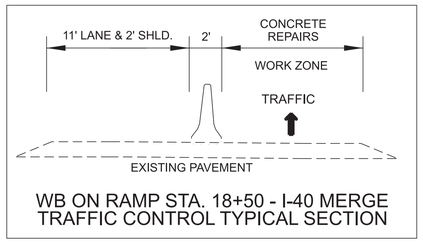
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

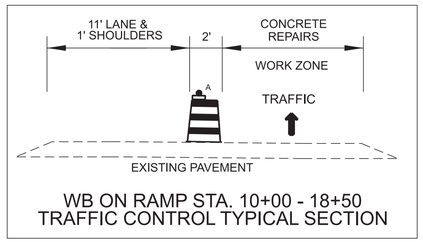
STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

2/18/2026 1:16:23 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\I133445.00 HICKMAN-DICKSON\DGN\SHT-T19 TC PHASE 3.DGN

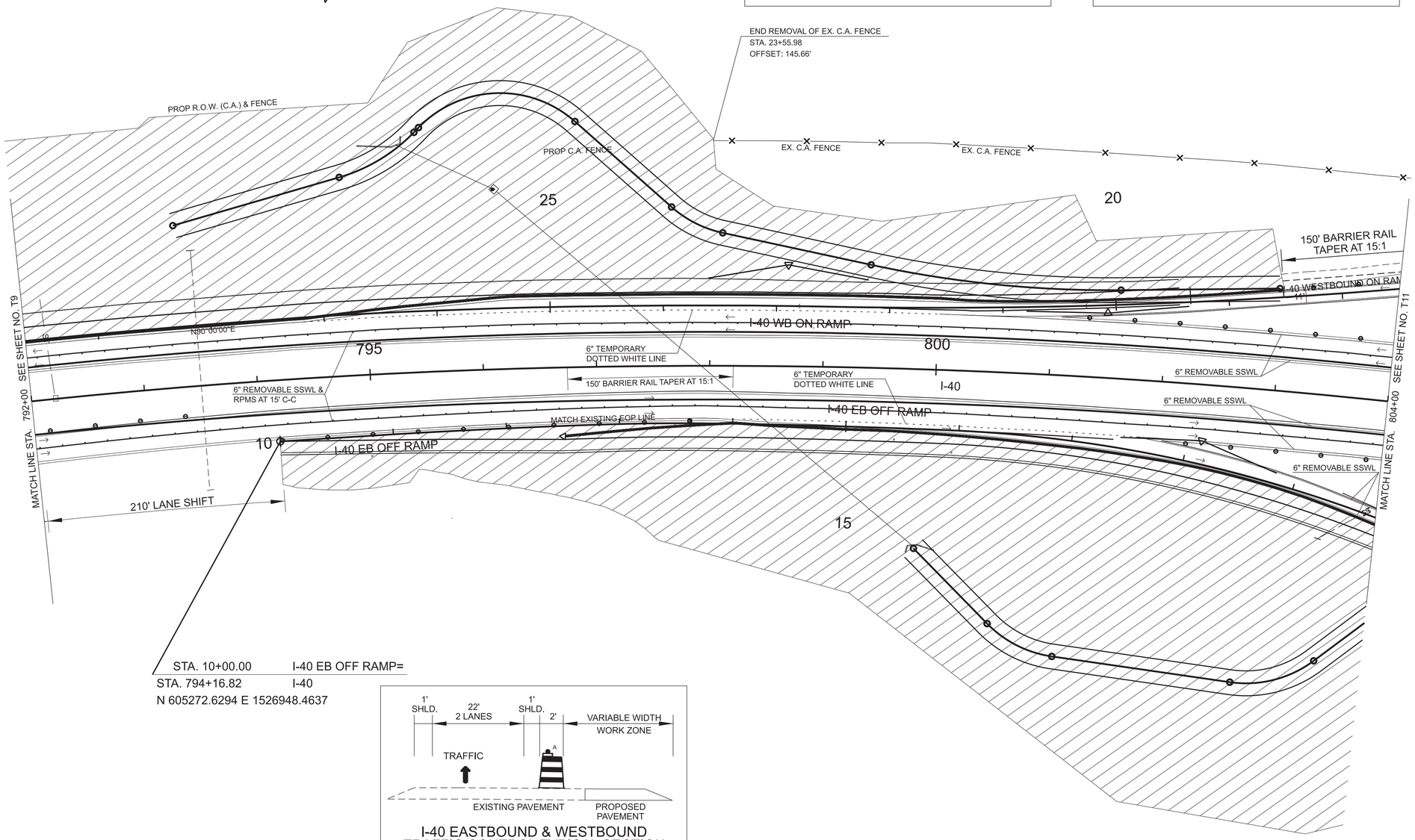
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T20
PS&E	2026	41I040-S3-011	T20



WB ON RAMP STA. 18+50 - I-40 MERGE
TRAFFIC CONTROL TYPICAL SECTION



WB ON RAMP STA. 10+00 - 18+50
TRAFFIC CONTROL TYPICAL SECTION



STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637

I-40 EASTBOUND & WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION

PHASE 3

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

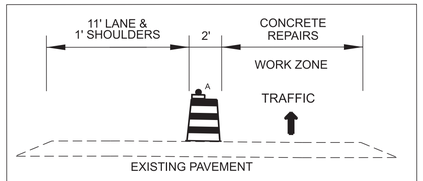
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

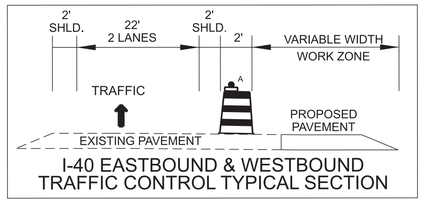
STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:16:32 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T19 TC PHASE 3.DGN

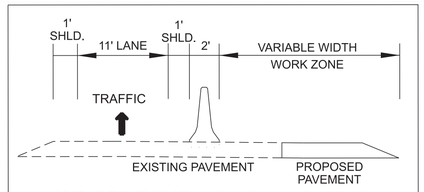
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T21
PS&E	2026	41I040-S3-011	T21



WB ON RAMP STA. 10+00 - 18+50
TRAFFIC CONTROL TYPICAL SECTION



I-40 EASTBOUND & WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION



WB OFF RAMP I-40 - STA. 22+50.00
TRAFFIC CONTROL TYPICAL SECTION

STA. 10+00.00 I-40 WB ON RAMP=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

STA. 26+81.39 I-40 WB OFF RAMP=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434



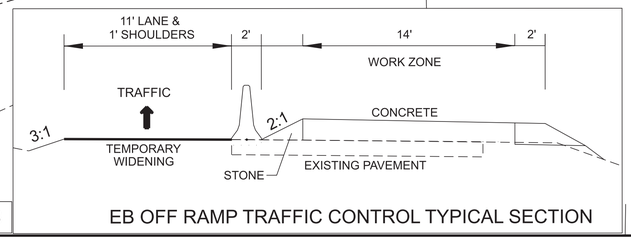
EB ON RAMP STA. 10+00.00 - 17+43.20
TRAFFIC CONTROL TYPICAL SECTION

STA. 10+00.00 I-40 EB ON RAMP=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

STA. 26+17.49 I-40 EB OFF RAMP=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

LIMIT OF CONSTRUCTION
SR 48 STA. 113+25.00

LIMIT OF CONSTRUCTION
SR 48 STA. 109+50.00



PHASE 3
EB OFF RAMP TRAFFIC CONTROL TYPICAL SECTION

ROAD WORK AHEAD
W20-1
48" X 48"

END ROAD WORK
G20-2
48" X 24"

SEALED BY



3-25-26

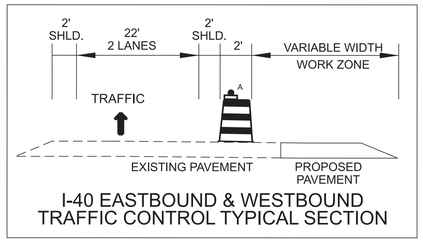
COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

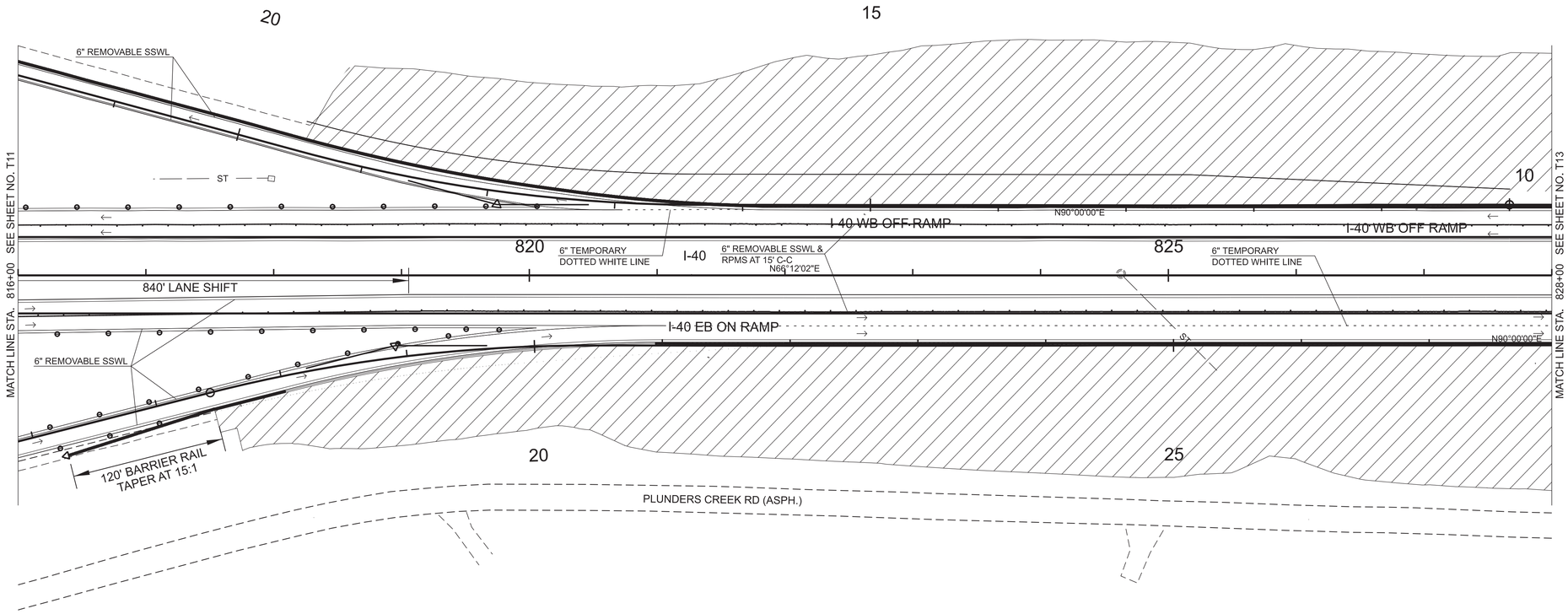
STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

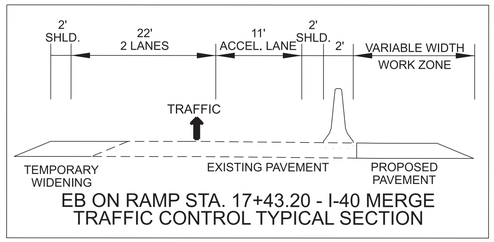
2/18/2026 1:16:43 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T19 TC PHASE 3.DGN



I-40 EASTBOUND & WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T22
PS&E	2026	41I040-S3-011	T22





EB ON RAMP STA. 17+43.20 - I-40 MERGE
TRAFFIC CONTROL TYPICAL SECTION

PHASE 3

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

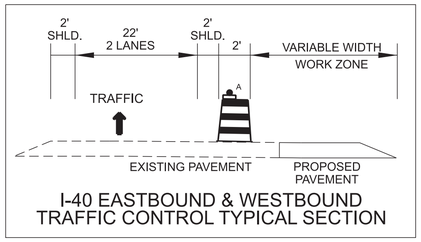
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

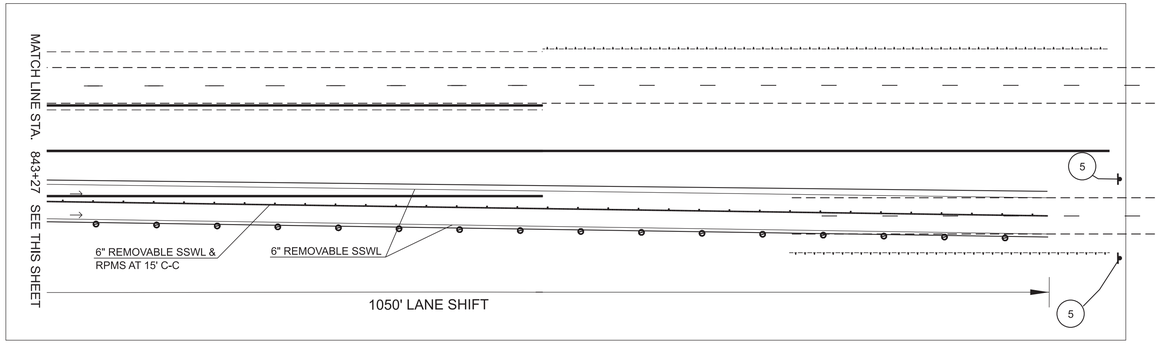
STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

2/18/2026 1:16:54 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T19 TC PHASE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T23
PS&E	2026	41I040-S3-011	T23

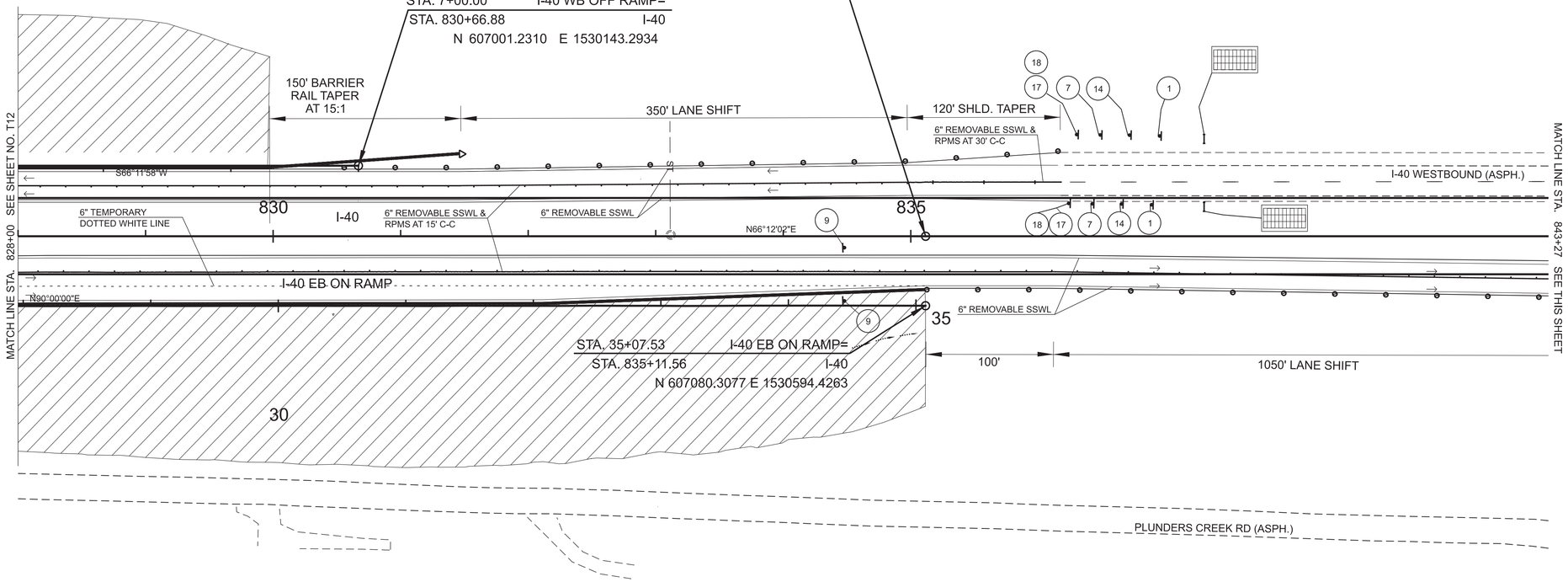


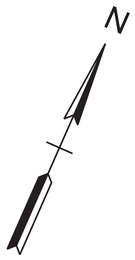
I-40 EASTBOUND & WESTBOUND
TRAFFIC CONTROL TYPICAL SECTION

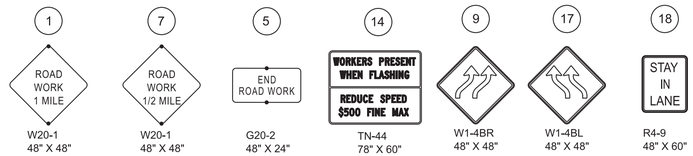


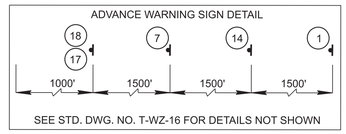
22I040-S3-009
END PROJECT NO. 41I040-S3-011 CONST.
STA. 835+11.63
N 607130.1444 E 1530572.5286

STA. 7+00.00 I-40 WB OFF RAMP=
STA. 830+66.88 I-40
N 607001.2310 E 1530143.2934









PHASE 3

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

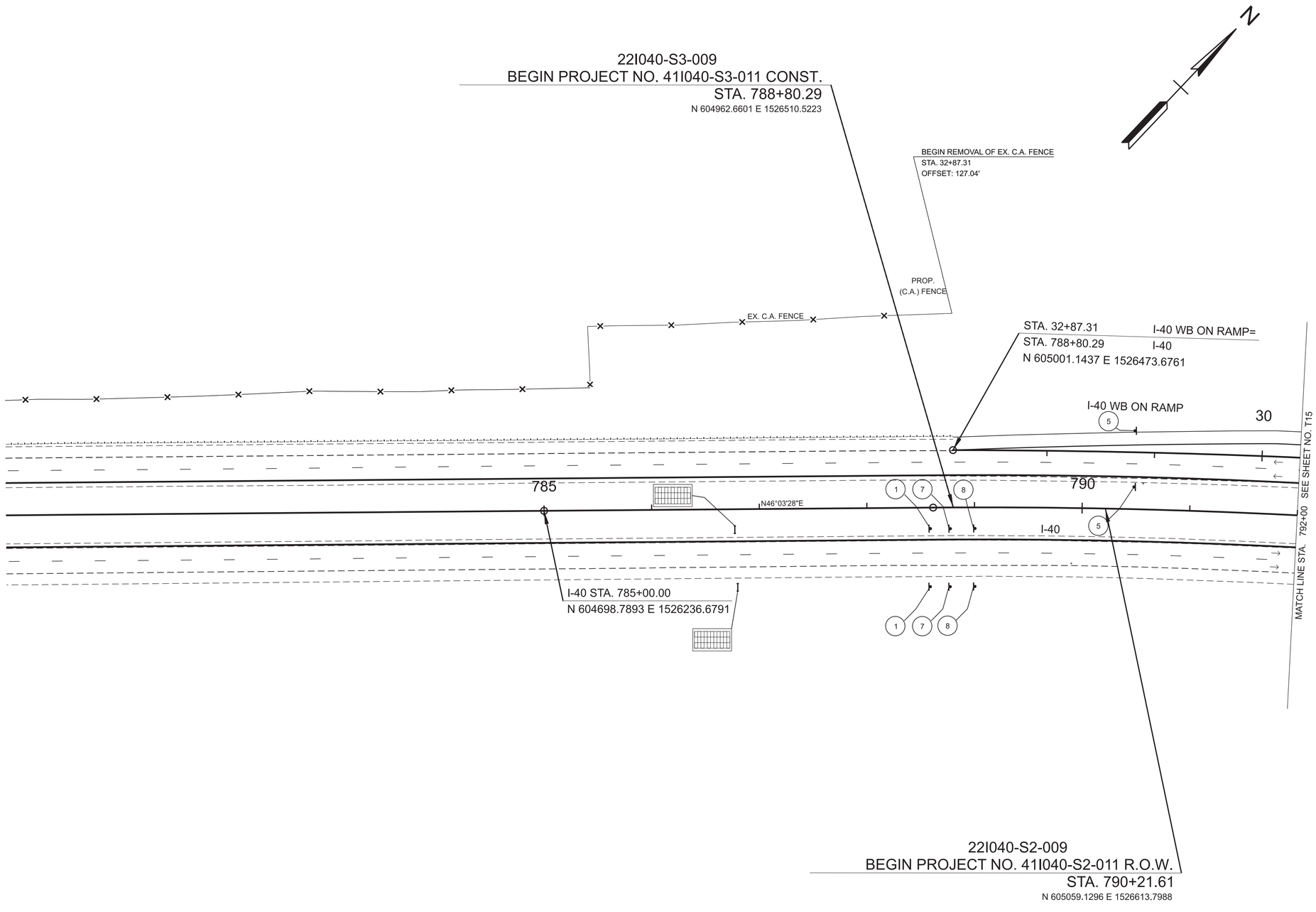
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

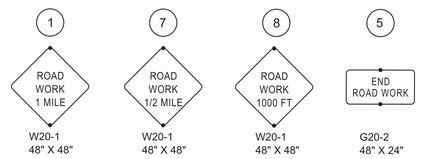
TRAFFIC CONTROL PLANS

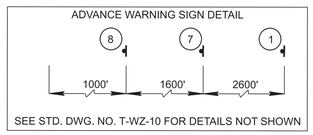
STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:17:02 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T19 TC PHASE 3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T24
PS&E	2026	41I040-S3-011	T24







PHASE 4

SEALED BY

NICHOLAS A. KNIAZEW
REGISTERED ENGINEER
AGRICULTURE
NO. 124195
COMMERCE
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

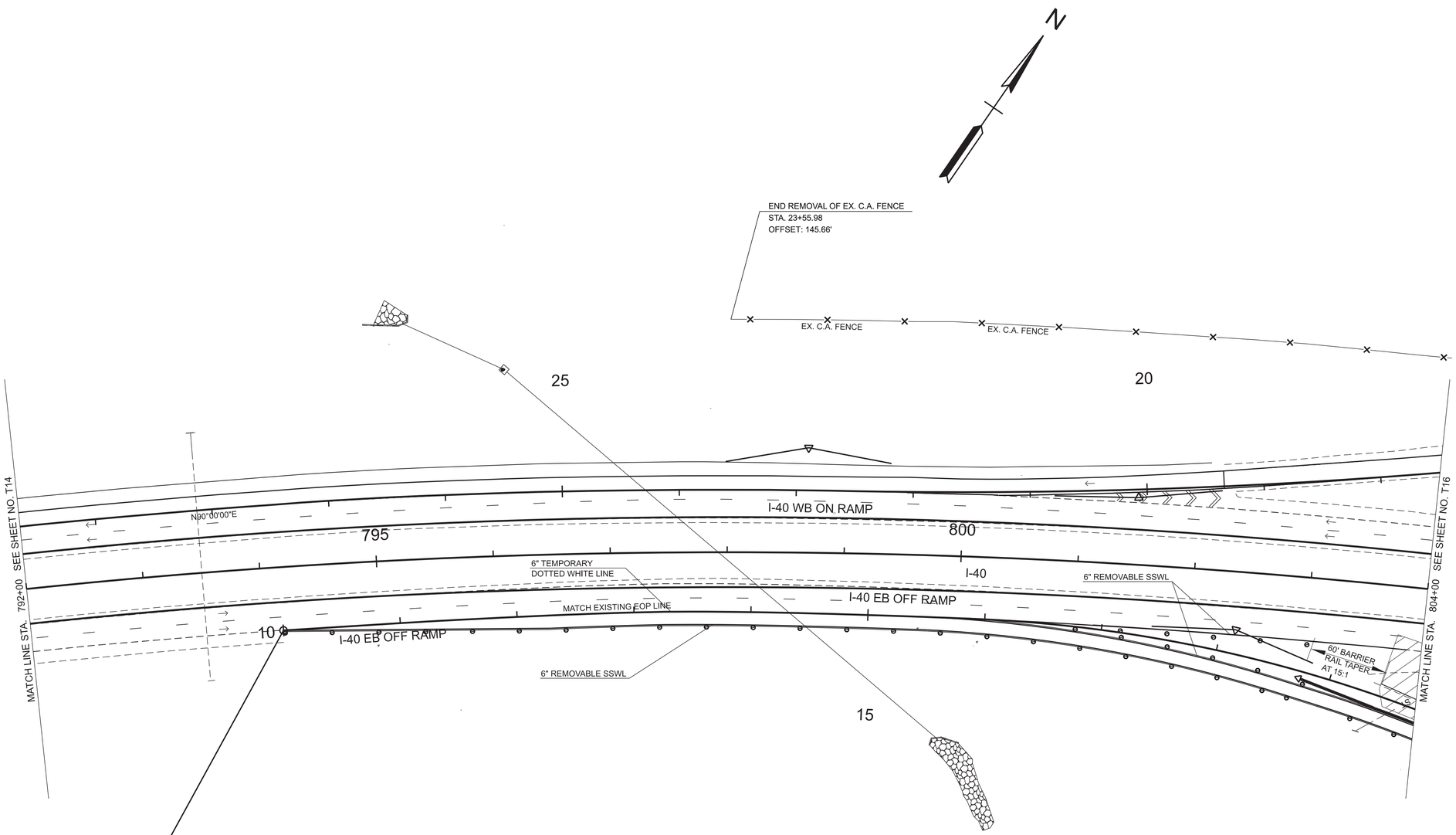
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

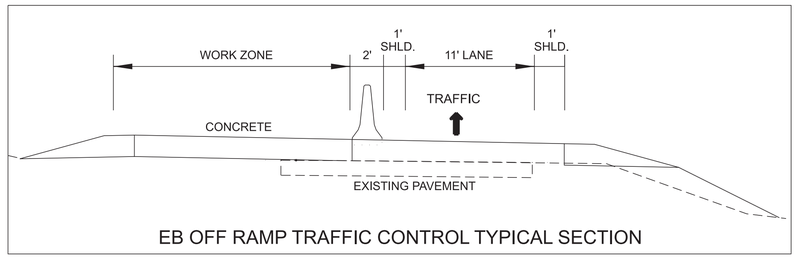
STA. 780+00.00 TO STA. 792+00.00
SCALE: 1" = 50'

2/18/2026 1:17:15 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T24 TC PHASE 4.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T25
PS&E	2026	41I040-S3-011	T25



STA. 10+00.00 I-40 EB OFF RAMP=
STA. 794+16.82 I-40
N 605272.6294 E 1526948.4637



EB OFF RAMP TRAFFIC CONTROL TYPICAL SECTION

PHASE 4

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

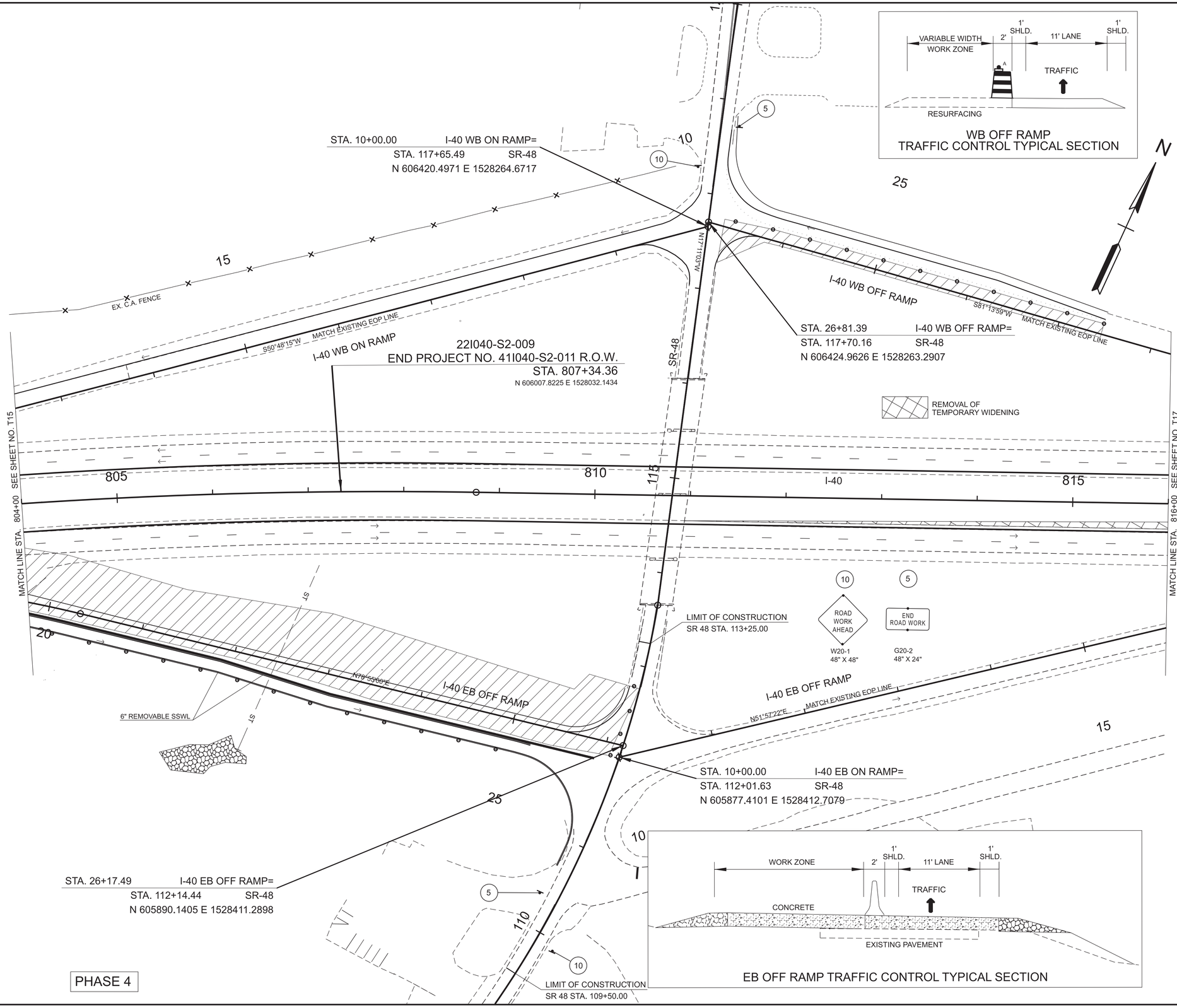
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 792+00.00 TO STA. 804+00.00
SCALE: 1" = 50'

2/18/2026 1:17:17 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T24 TC PHASE 4.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T26
PS&E	2026	41I040-S3-011	T26



SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

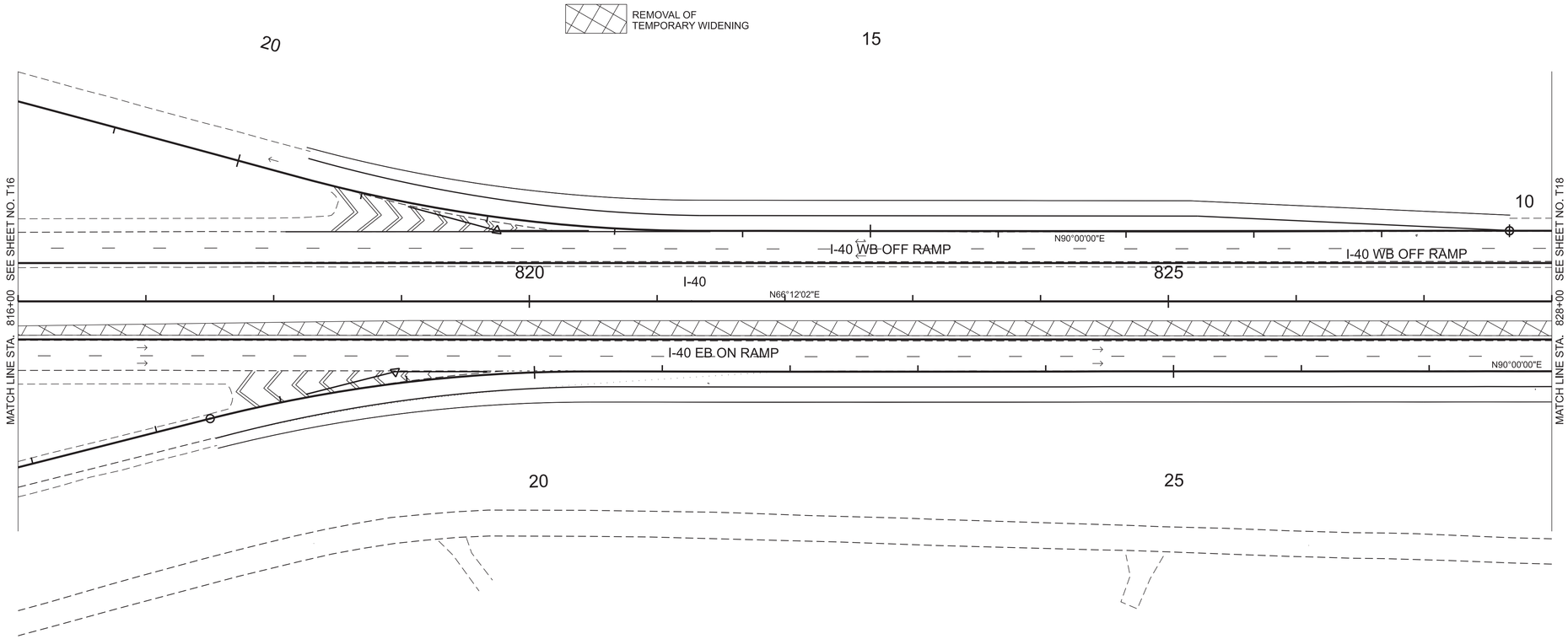
TRAFFIC CONTROL PLANS

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

2/18/2026 1:18:30 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T24 TC PHASE 4.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T27
PS&E	2026	41I040-S3-011	T27





PHASE 4

SEALED BY

NICHOLAS A. KNIAZEWYCZ
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 126479
STATE OF TENNESSEE

3-25-26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00008 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL.

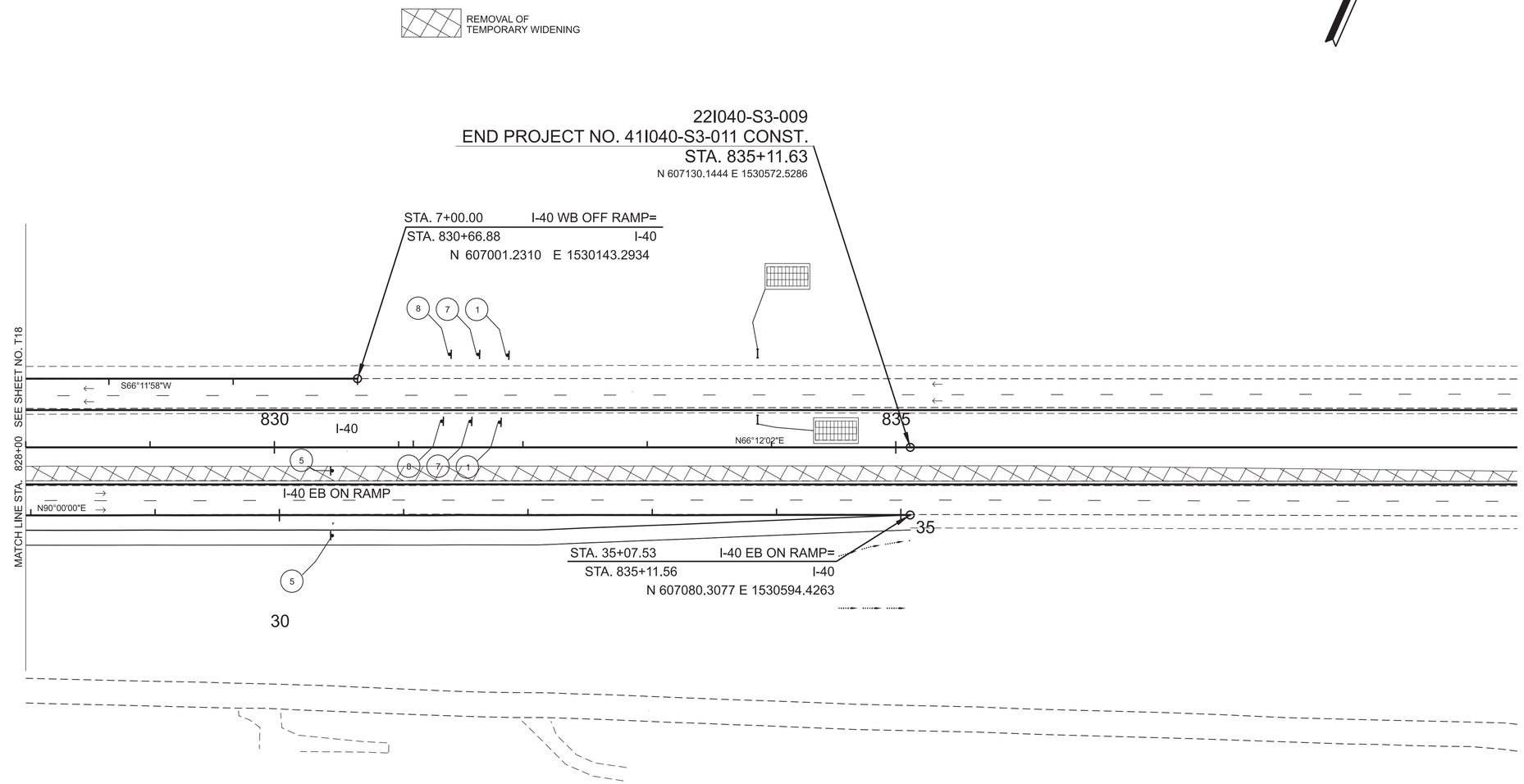
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 816+00.00 TO STA. 828+00.00
SCALE: 1" = 50'

2/18/2026 1:18:32 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T24 TC PHASE 4.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2025	41I040-S2-011	T28
PS&E	2026	41I040-S3-011	T28



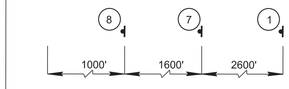
1 — ROAD WORK 1 MILE — W20-1 48" X 48"

7 — ROAD WORK 1/2 MILE — W20-1 48" X 48"

8 — ROAD WORK 1000 FT — W20-1 48" X 48"

5 — END ROAD WORK — G20-2 48" X 24"

ADVANCE WARNING SIGN DETAIL



SEE STD. DWG. NO. T-WZ-10 FOR DETAILS NOT SHOWN

PHASE 4

SEALED BY



3-25-26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

STA. 828+00.00 TO STA. 840+00.00
SCALE: 1" = 50'

2/18/2026 1:18:33 PM
\\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\ORD PROJECTS\133445.00 HICKMAN-DICKSON\DGN\SHT-T24 TC PHASE 4.DGN



03/19/2026

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Benjamin E. Graves
2026.03.19 15:41:03-05'00'

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

COMPANY NAME	HDR ENGINEERING, INC.
ADDRESS	120 BRENTWOOD COMMONS WAY SUITE 525
CITY, STATE	BRENTWOOD, TN 37027
PE NAME, P.E. NO.	B. EVAN GRAVES, 117107

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	STRUCTURE-SIGN1
LAYOUT OF BRIDGE TO BE REPAIRED	BR-133-337
PHASED CONSTRUCTION DETAILS	BR-133-338
ESTIMATED QUANTITIES	BR-133-339
GENERAL NOTES	BR-133-340
GENERAL NOTES	BR-133-340A
ABUTMENT REPAIR DETAILS	BR-133-341
GENERAL REPAIR DETAILS	BR-133-342
GENERAL REPAIR DETAILS	BR-133-343
GENERAL REPAIR DETAILS	BR-133-344

YEAR	PROJECT NO.	SHEET NO.
2026	411040-S3-011	STRUCTURE-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

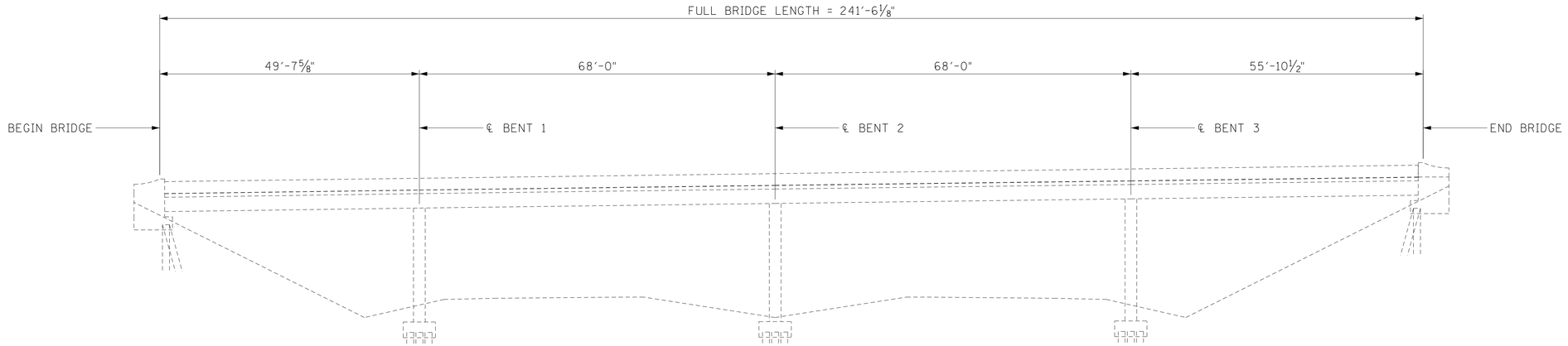
3/19/2026 1:40:37 PM
c:\pwworkingleast01\d4016720\STRUCTURE-SIGN1.dgn

CONST. NO. 41I040-S3-011

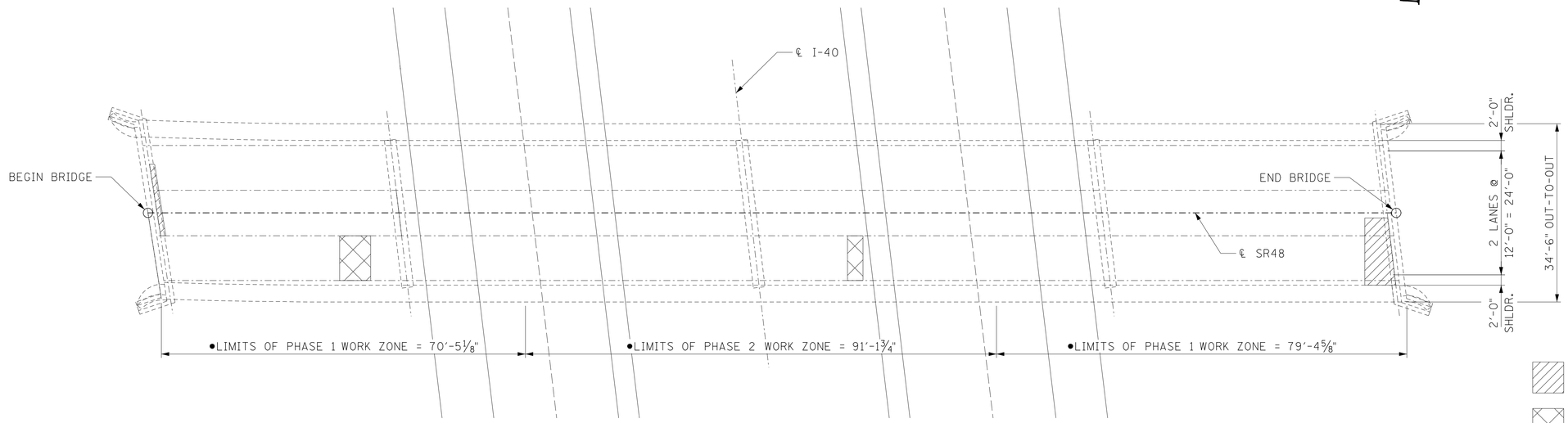
PROJECT NO.	YEAR	SHEET NO.
41I040-S3-011	2026	1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



ELEVATION



PLAN

SCOPE OF WORK

1. PROVIDE TRAFFIC CONTROL ON I-40 UTILIZING SHOULDER CLOSURES AND LANE CLOSURES. PROVIDE TRAFFIC CONTROL ON SR48 UTILIZING DETOURS. SEE ROADWAY PLANS.
2. PERFORM FULL AND PARTIAL DEPTH DECK REPAIR.
3. REPLACE THE EXPANSION JOINTS AT BOTH BRIDGE ENDS.
4. PERFORM SPALL REPAIR AT BOTH ABUTMENTS.
5. REPAINT ALL BEARINGS AT ABUTMENTS 1 & 2.
6. REPLACE RISER OF BEAM "C" AT ABUTMENT 2.
7. RESET THE BEARING FOR BEAM "C" AT ABUTMENT 2.
8. REPAIR EROSION AT THE SOUTHWEST CORNER OF THE BRIDGE.
9. PLACE A NEW CONCRETE END DRAIN AT THE SOUTHWEST CORNER OF THE BRIDGE TO DIVERT DRAINAGE TO THE ROADSIDE DITCH ALONG I-40.

DENOTES: AREA OF PARTIAL DEPTH DECK REPAIR

DENOTES: AREA OF FULL DEPTH DECK REPAIR

• DENOTES: SEE ROADWAY PLANS FOR TRAFFIC CONTROL PLANS.

STANDARD ROADWAY DRAWINGS

LIST OF STANDARD DRAWINGS

DWG NO.	REVISION	DESCRIPTION
SBR-2-115	06-15-16	GENERAL NOTES AND DETAILS FOR EXPANSION JOINT REPLACEMENT CONSTRUCTION TYPES "A" THRU "J" - 1991
SBR-2-116	01-04-96	GENERAL DETAILS FOR STRIPSEAL EXPANSION JOINT REPLACEMENT CONSTRUCTION DETAILS TYPE "A" THRU "J" - 1991
SBR-2-117	05-30-96	STRIPSEAL EXPANSION JOINTS-REPLACEMENT CONSTRUCTION DETAILS TYPE "A" AND TYPE "B"-1991
SBR-2-124	01-04-96	DETAILS SHOWING REPLACEMENT OF EXISTING BRIDGERAIL SYSTEM WITH NEW JERSEY SHAPE CONCRETE PARAPET AND NEW 10'-2" ENDPOST - 1988

SPECIAL PROVISIONS

SP NO.	REVISION	DESCRIPTION
108B		

BRIDGE DRAWINGS

DWG. NO.	DRAWING
BR-133-337	LAYOUT OF BRIDGE TO BE REPAIRED
BR-133-338	PHASED CONSTRUCTION DETAILS
BR-133-339	ESTIMATED QUANTITES
BR-133-340	GENERAL NOTES
BR-133-340A	GENERAL NOTES
BR-133-341	ABUTMENT REPAIR DETAILS
BR-133-342	GENERAL REPAIR DETAILS
BR-133-343	GENERAL REPAIR DETAILS
BR-133-344	GENERAL REPAIR DETAILS

Index Of Sheets

SHEET NO.	DESCRIPTION
1	LAYOUT OF BRIDGE TO BE REPAIRED
2	PHASED CONSTRUCTION DETAILS
3	ESTIMATED QUANTITIES
4-5	GENERAL NOTES
6	ABUTMENT REPAIR DETAILS
7	GENERAL REPAIR DETAILS
8	GENERAL REPAIR DETAILS
9	GENERAL REPAIR DETAILS

REFERENCE DRAWINGS

(TO BE PRINTED WITH PLANS)

DRAWING NO.	DESCRIPTION
K-16-141 THRU K-16-148, H-5-110, H-5-111, H-5-146, AND M-106-95 THRU M-106-98	EXISTING BRIDGE PLANS (BRIDGE NO. 22-SR048-0.21)

BENJAMIN EVAN GRAVES — LICENSED PROFESSIONAL ENGINEER — STATE OF TENNESSEE

03/19/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LAYOUT OF BRIDGE TO BE REPAIRED

STATE ROUTE 48
OVER INTERSTATE 40
BRIDGE NO. 22-SR048-0.21
FED. ID NO. 22I00400001
DICKSON COUNTY
2026

DESIGNED BY	CARTER SOBANIA	DATE	07/16/24
DRAWN BY	CARTER SOBANIA	DATE	07/16/24
SUPERVISED BY	BENJAMIN E. GRAVES	DATE	10/28/24
CHECKED BY	CARTER D. BEARDEN	DATE	10/28/24

HDR

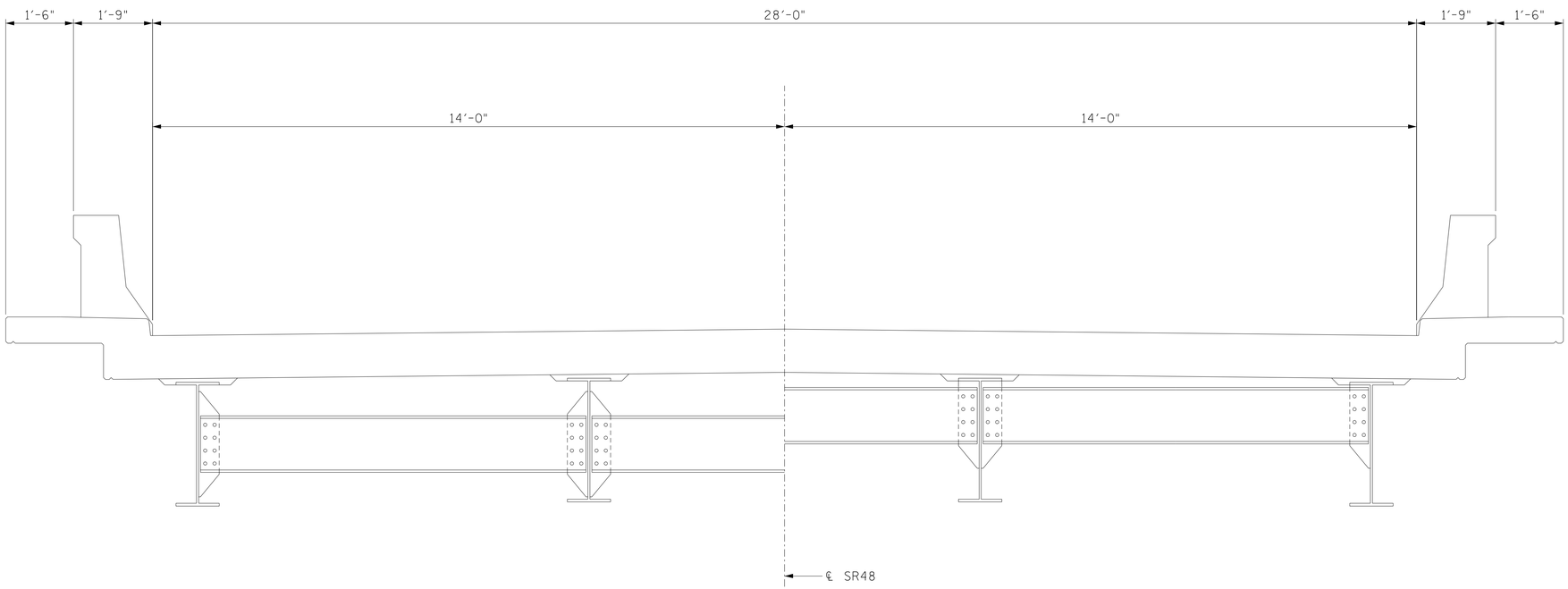
BR-133-337

CONST. NO. 41I040-S3-011

PROJECT NO.	YEAR	SHEET NO.
41I040-S3-011	2026	2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



TYPICAL SECTION

(LOOKING AHEAD ON ROUTE)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASED CONTRUCTION DETAILS

STATE ROUTE 48
OVER INTERSTATE 40
BRIDGE NO. 22-SR048-0.21
FED. ID NO. 22I00400001
DICKSON COUNTY
2026

BR-133-338

DESIGNED BY CARTER SOBANIA DATE 07/16/24
DRAWN BY CARTER SOBANIA DATE 07/16/24
SUPERVISED BY BENJAMIN E. GRAVES DATE 10/28/24
CHECKED BY CARTER D. BEARDEN DATE 10/28/24

BENJAMIN EVAN GRAVES
REGISTERED
ENGINEER
STATE OF TENNESSEE
03/19/2026

CONST. NO. 41I040-S3-011

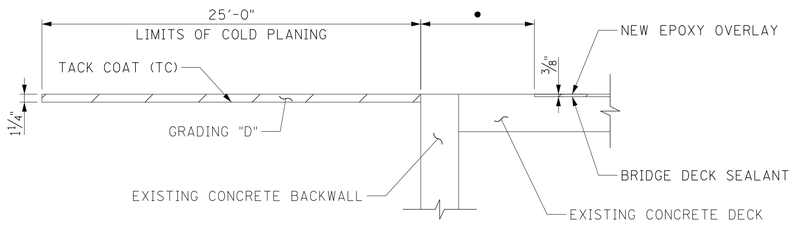
PROJECT NO.	YEAR	SHEET NO.
41I040-S3-011	2026	3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

ESTIMATED BRIDGE QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	TOTAL QUANTITY 22I040-S2-009
	602-10.12	BEARING DEVICE (REPAIR)	LS	1
(2)	602-10.19	JACKING STEEL SPANS	LS	1
(3)	603-02.15	REPAINT EXISTING BEARINGS	LS	1
(6)	604-04.05	BRIDGE END DRAINS(12 INCH)	EACH	1
(1)(4)	604-10.05	CONCRETE	S.F.	200
(1)(8)	604-10.30	BRIDGE DECK REPAIRS (FULL DEPTH OF SLAB)	S.Y.	9
(7)	604-10.32	EXPANSION JOINT REPAIRS (TYPE A)	L.F.	69
(1)(8)	604-10.50	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)	S.Y.	10
(1)(5)	604-10.54	CONCRETE REPAIRS	S.F.	20
	604-10.78	RISER BLOCK REPAIR	EACH	1
(1)	610-07.01	12" PIPE DRAIN (BRIDGE DRAIN)	L.F.	70
	617-04.01	TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE)	S.Y.	752



ASPHALT APPROACH PAVEMENT TRANSITION

- DENOTES: LIMITS OF CONCRETE TO BE REPLACED. SEE DWG. NO. BR-133-343 FOR DETAILS.

NOTES:

(1) THE ENGINEER MAY INCREASE OR DECREASE THE QUANTITY FOR THIS ITEM.

(2) INCLUDES COST OF ALL LABOR, EQUIPMENT, AND MATERIALS REQUIRED TO JACK AND SUPPORT THE STEEL SPANS AS REQUIRED TO PERFORM REPAIRS. FOR NOTES, SEE DWG. NO. BR-133-342.

(3) INCLUDES COST OF ALL LABOR AND MATERIALS NECESSARY FOR SURFACE PREPARATION AND PAINTING OF ALL EXISTING BEARINGS.

(4) 604-10.05 INCLUDES ALL COSTS ASSOCIATED WITH SPALL REPAIRS USING HIGH EARLY STRENGTH CONCRETE AT FIELD DESIGNATED LOCATIONS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-133-341.

(5) 604-10.54 INCLUDES ALL COSTS ASSOCIATED WITH SPALL REPAIRS USING POLYMER MODIFIED CEMENTITIOUS PATCHING MATERIAL AT FIELD DESIGNATED LOCATIONS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-133-341.

(6) INCLUDES COST OF ALL LABOR, EQUIPMENT, MATERIALS, HIGH EARLY STRENGTH CONCRETE, NEW REINFORCING STEEL, AND EXCAVATION NECESSARY FOR NEW CONCRETE DRAINS. FOR NOTES AND DETAILS, SEE DWG. NO. BR-133-344.

(7) INCLUDES COST OF ALL LABOR AND MATERIALS REQUIRED TO REPLACE THE EXPANSION JOINTS AT ABUTMENTS 1 & 2. SEE DWG. NO. BR-133-343.

(8) 604-10.30, 604-10.50 INCLUDES ALL COST OF LABOR AND MATERIALS NECESSARY TO PERFORM FULL OR PARTIAL DEPTH DECK REPAIR. FOR DETAILS AND NOTES, SEE DWG. NO. BR-133-342.

DESIGNED BY CARTER SOBANIA DATE 08/14/24
DRAWN BY CARTER SOBANIA DATE 08/14/24
SUPERVISED BY BENJAMIN E. GRAVES DATE 10/28/24
CHECKED BY CARTER D. BEARDEN DATE 10/28/24

BENJAMIN EVAN GRAVES
REGISTERED ENGINEER
STATE OF TENNESSEE
03/19/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES

STATE ROUTE 48
OVER INTERSTATE 40
BRIDGE NO. 22-SR048-0.21
FED. ID NO. 22I00400001
DICKSON COUNTY
2026

BR-133-339

GENERAL NOTES

1. SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (JANUARY 1, 2021 EDITION), AND THE 4TH EDITION (2017) AASHTO LRFD BRIDGE CONSTRUCTION SPECIFICATIONS WITH INTERIMS.

2. DESIGN SPECIFICATIONS: 9TH EDITION (2020) AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS WITH INTERIMS, AND THE 2ND EDITION (2011) AASHTO GUIDE SPECIFICATIONS FOR LRFD SEISMIC BRIDGE DESIGN WITH INTERIMS.

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

4. HIGH EARLY STRENGTH CONCRETE: THE MIX IS TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, 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 SPECIMENS ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.

5. CONCRETE CURING: ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.

6. WELDING: SEE CURRENT EDITION OF THE AASHTO/AWS D1.5 BRIDGE WELDING CODE. CONTRACTOR IS TO SUBMIT WELDING PROCEDURE SPECIFICATIONS (BASED ON SUCCESSFUL TEST RESULTS AS RECORDED IN A PROCEDURE QUALIFICATION TEST RECORD, SEE AASHTO/AWS D1.5 SECTION 1.9 AND SECTION 7 (QUALIFICATION)) AND WELDER QUALIFICATIONS TO THE ENGINEER FOR REVIEW BEFORE WELDING WILL BE ALLOWED. WELDER QUALIFICATION SHALL INCLUDE PROOF OF CONTINUOUS WORK USING THE SPECIFIED WELDING PROCESS. WELDING PROCEDURE SPECIFICATIONS ARE NOT REQUIRED FOR TEMPORARY WELDS (STAY-IN-PLACE METAL DECK FORMS ARE CONSIDERED TEMPORARY.) THE WELDING PROCEDURE SPECIFICATIONS SHALL BE ON SITE FOR WELDER AND INSPECTOR REVIEW. WELDING IS TO BE DONE BY QUALIFIED WELDERS. SUPERVISION OF NON-QUALIFIED WELDERS IS NOT PERMITTED. TDOT HAS THE OPTION OF HAVING THE WELDER RECERTIFIED IF QUESTIONABLE WORK IS OBSERVED. THE COST OF THIS REQUALIFICATION IS TO BE PAID FOR BY THE CONTRACTOR. WELDER QUALIFICATION POSITIONS FOR FILLET AND GROOVE WELDS: FLAT (F), HORIZONTAL (H), VERTICAL (V), OVERHEAD (OH). SEE FIG 7.4 OR FIG 7.5 IN AASHTO/AWS D1.5 FOR POSITION LIMITS.

QUALIFICATIONS TEST		TYPE OF WELD AND POSITION OF WELDING QUALIFIED	
		PLATE	
WELD	POSITION	GROOVE	FILLET
GROOVE	1G	F	F
	2G	F,H	F,H
	3G	F,H,V	F,H,V
	4G	F,OH	F,OH
	3G AND 4G	ALL	ALL
FILLET	1F		F
	2F		F,H
	3F		F,H,V
	4F		F,OH
	3F AND 4F		ALL

FROM TABLE 7.10, WELDER QUALIFICATION - TYPE AND POSITION LIMITATIONS, AASHTO/AWS D1.5

7. SHOP DRAWINGS: REFER TO SECTION 105.02 OF THE STANDARD SPECIFICATIONS. IF USING PAPER COPIES, SHOP DRAWINGS ARE TO BE SENT TO THE BRIDGE REPAIR OFFICE IN THE DIVISION OF STRUCTURES, FOR ELECTRONIC SUBMITTALS, SEE SECTION 105.02 OF THE STANDARD SPECIFICATIONS. EACH SHOP DRAWING SHALL CONTAIN IN THE TITLE BLOCK THE FOLLOWING: THE STATE PROJECT NUMBER, COUNTY, BRIDGE NAME, BRIDGE NUMBER (OR STRUCTURE TYPE AND NUMBER), STATION, AND CONTRACT NUMBER. SHOP DRAWINGS WITH TITLE BLOCKS NOT INCLUDING THE FOREGOING IDENTIFICATION WILL BE RETURNED FOR CORRECTION BEFORE ANY REVIEWS FOR APPROVAL ARE CONDUCTED.

8. DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED SPECIFICALLY. FOR FULL DEPTH SLAB REMOVAL, EXCEPT OVER BEAMS, THE MAXIMUM HAMMER SIZE IS 90 POUND CLASS. FOR PARTIAL DEPTH SLAB REMOVAL AND ANY WORK OVER THE BEAMS, THE MAXIMUM HAMMER SIZE IS 60 POUND CLASS; CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE AS LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. EXPANSION JOINT REMOVAL SHALL FOLLOW THE SAME RESTRICTIONS AS FULL DEPTH SLAB REMOVAL. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.

9. 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.

10. EXPANSION JOINTS (STRIP SEAL AND MODULAR): FOR ADDITIONAL GENERAL NOTES APPLICABLE TO STRIP SEAL EXPANSION JOINTS, SEE STANDARD DRAWING NOS. SBR-2-115 AND SBR-2-116, ALSO SEE SECTION 623 OF THE STANDARD SPECIFICATIONS. FOR MODULAR JOINTS SEE SECTION 623 OF THE STANDARD SPECIFICATIONS.

DESIGNED BY CARTER SOBANIA DATE 08/14/24
DRAWN BY CARTER SOBANIA DATE 08/14/24
SUPERVISED BY BENJAMIN E. GRAVES DATE 10/28/24
CHECKED BY CARTER D. BEARDEN DATE 10/28/24

GENERAL NOTES CONT.

11. CONTAINMENT AND DISPOSAL: OUR RECORDS SHOW THAT THIS BRIDGE HAS OR 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 PUBLIC SAFETY.

12. 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.

13. 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.

14. PAINT: SHALL BE SYSTEM "B" (QPL 3.005) IN ACCORDANCE WITH SECTION 603.06 OF THE STANDARD SPECIFICATIONS. COLOR OF THE FINISH COAT SHALL MATCH THE EXISTING BRIDGE. SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATIONS. ALL PRODUCTS USED IN THIS COATING SYSTEM, INCLUDING THINNERS, MUST BE SUPPLIED BY THE SAME MANUFACTURER.

15. BEARING CLEANING: ALL STEEL BEARINGS SHALL BE CLEANED AND PAINTED. CLEANING SHALL BE IN ACCORDANCE WITH SECTION 603.05(B.1) OF THE STANDARD SPECIFICATIONS. HAND (SSPC-SP 2) OR POWER (SSPC-SP 3) TOOL CLEANING SHALL REMOVE ALL RUST, SCALE, LOOSE PAINT, AND DIRT. THE COLOR OF THE FINISH COAT SHALL MATCH THE EXISTING BRIDGE. SEE SECTIONS 603 AND 910 OF THE STANDARD SPECIFICATIONS.

16. APPLICATION: THE COATING APPLICATOR SHALL FOLLOW THE MANUFACTURER'S PRINTED INSTRUCTIONS AND SHALL HAVE THESE INSTRUCTIONS ON SITE DURING THE COURSE OF THE WORK.

GRADING

ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT CONTRACTOR'S EXPENSE.

GUARDRAIL

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 COMPLETELY IN PLACE.

MISCELLANEOUS

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

UTILITY NOTES

THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED.

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.

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.

PRIOR TO SUBMITTING 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 THE 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.

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL OWNER OF THE PLAN OF OPERATION IN THE AREA OF UTILITIES. PRIOR TO COMMENCING THE WORK, THE CONTRACTOR SHALL CONTACT 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.

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111.

CONST. NO. 41I040-S3-011

PROJECT NO.	YEAR	SHEET NO.
41I040-S3-011	2026	4

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

UTILITY NOTES CONT.

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 A CONTRACT ITEM, 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 OF THE PROJECT DIRECTED BY THE ENGINEER.

PAVEMENT MARKINGS

FINAL PAVEMENT MARKINGS

PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 MIL) 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. 716-13.01, SPRAY THERMO PVMT MRKNG (60 MIL) (4IN 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.

DISTURBED AREA

CLEARING, GRUBBING, AND OTHER DISTURBANCE TO VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICAL. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES.

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

BENJAMIN EVAN GRAVES
B. Evan Graves
LICENSED PROFESSIONAL ENGINEER
No. 119001
STATE OF TENNESSEE
03/19/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

STATE ROUTE 48
OVER INTERSTATE 40
BRIDGE NO. 22-SR048-0.21
FED. ID NO. 22I00400001
DICKSON COUNTY
2026

BR-133-340

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 ⅜ 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:

SIEVE SIZE	% PASSING
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. THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACK COAT 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 TACK COAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

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.

THIN EPOXY OVERLAY NOTES CONT.

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 ⅜ INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF ⅜ INCH AVERAGE IS NOT ACHIEVED, A RETEST SHAL BE PERFORMED IN ADJOINING AREAS. THIN AREAS SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION SHALL CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1-½" DIAMETER, THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

CONST. NO. 41I040-S3-011

PROJECT NO.	YEAR	SHEET NO.
41I040-S3-011	2026	5

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

DESIGNED BY CARTER SOBANIA DATE 08/14/24
DRAWN BY CARTER SOBANIA DATE 08/14/24
SUPERVISED BY BENJAMIN E. GRAVES DATE 10/28/24
CHECKED BY CARTER D. BEARDEN DATE 10/28/24

HDR

BENJAMIN EVAN GRAVES
LICENSED PROFESSIONAL ENGINEER
No. 137097
STATE OF TENNESSEE
03/19/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

STATE ROUTE 48
OVER INTERSTATE 40
BRIDGE NO. 22-SR048-0.21
FED. ID NO. 22I00400001
DICKSON COUNTY
2026

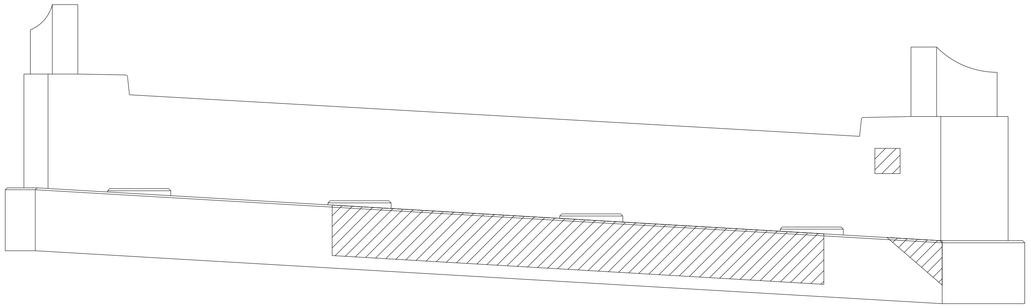
BR-133-340A

CONST. NO. 41I040-S3-011

PROJECT NO.	YEAR	SHEET NO.
41I040-S3-011	2026	6

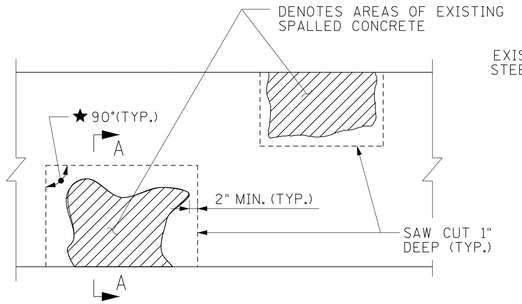
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

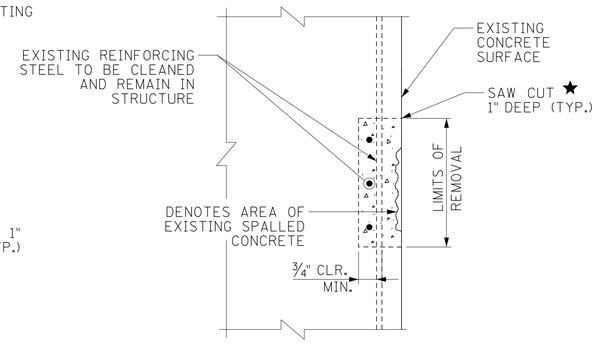


ABUTMENT 1 ELEVATION
(LOOKING BACK ON ROUTE)

APPROXIMATE CONCRETE AREA TO BE REPAIRED.



DETAILS SHOWING AREAS OF EXISTING SPALLED CONCRETE SURFACES TO BE REMOVED AND REPAIRED



SECTION A-A

★ SAW CUT EXISTING CONCRETE 1" DEEP SO AS TO OBTAIN A RECTANGULAR AREA. ALL EXISTING REINFORCEMENT SHALL BE CAREFULLY PRESERVED AND BLAST CLEANED.

ESTIMATED QUANTITIES

LOC'N.	604-10.54 CONCRETE REPAIRS S.F.	604-10.05 CONCRETE S.F.
ABUT. 1	10	42
ABUT. 2	10	134
TOTALS	20	176

THE ENGINEER MAY CHANGE QUANTITIES FROM 604-10.54 TO 604-10.05 AND VICE VERSA AS SUITS EACH REPAIR LOCATION.

NOTES FOR ITEM NO. 604-10.54:

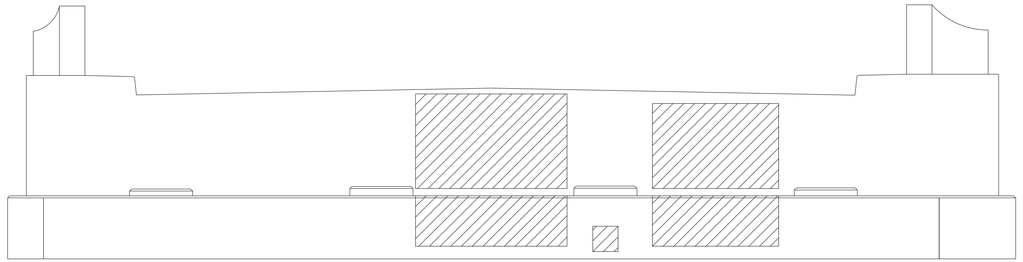
THE COST OF SAW CUTTING, REMOVING SPALLED OR CRACKED CONCRETE, CLEANING EXPOSED REINFORCING STEEL, PATCHING MATERIAL, LABOR AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.54, CONCRETE REPAIRS, S.F.

PATCHING MATERIAL SHALL BE A POLYMER-MODIFIED CEMENTITIOUS STRUCTURAL PATCHING VERTICAL AND OVERHEAD MATERIAL. SEE T.D.O.T. QUALIFIED PRODUCTS LIST 13.009 FOR ACCEPTABLE PATCHING MATERIALS.

AFTER CONCRETE REMOVAL OF THE 2" DEPTH HAS TAKEN PLACE, THE ENGINEER SHALL HAVE THE OPTION TO REMOVE ADDITIONAL CONCRETE DEPTH AND SHALL DESIGNATE THIS AREA TO BE REPAIRED AND PAID FOR UNDER ITEM NO. 604-10.05 INSTEAD OF UNDER ITEM NO. 604-10.54.

NOTES FOR ITEM NO. 604-10.05:

COST OF CUTTING, REMOVING SPALLED OR CRACKED CONCRETE, CLEANING EXPOSED REINFORCING STEEL, HIGH EARLY STRENGTH CONCRETE, LABOR AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.05, CONCRETE S.F.



ABUTMENT 2 ELEVATION
(LOOKING FORWARD ON ROUTE)

APPROXIMATE CONCRETE AREA TO BE REPAIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ABUTMENT REPAIR DETAILS

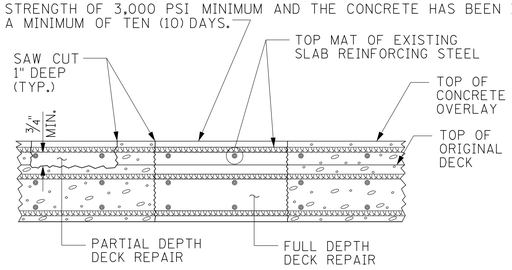
STATE ROUTE 48
OVER INTERSTATE 40
BRIDGE NO. 22-SR048-0.21
FED. ID NO. 22I00400001
DICKSON COUNTY
2026

BR-133-341

DESIGNED BY	CARTER SOBANIA	DATE	07/16/24
DRAWN BY	CARTER SOBANIA	DATE	07/16/24
SUPERVISED BY	BENJAMIN E. GRAVES	DATE	10/28/24
CHECKED BY	CARTER D. BEARDEN	DATE	10/28/24

BENJAMIN EVAN GRAVES
REGISTERED
ENGINEER
STATE OF TENNESSEE
03/19/2026

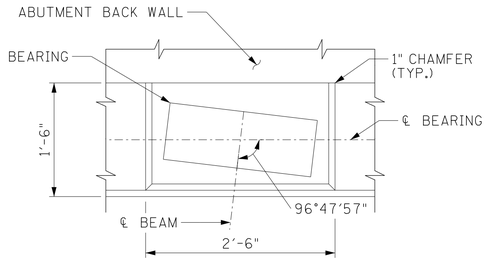
CONCRETE FOR DECK REPAIR SHALL BE HIGH EARLY STRENGTH CONCRETE, f'_c = 3,500 PSI @ 28 DAY STRENGTH. TRAFFIC WILL NOT BE PERMITTED ON ANY OF THE REPAIRED AREAS UNTIL TEST SPECIMENS ATTAIN A COMPRESSIVE STRENGTH OF 3,000 PSI MINIMUM AND THE CONCRETE HAS BEEN IN PLACE A MINIMUM OF TEN (10) DAYS.



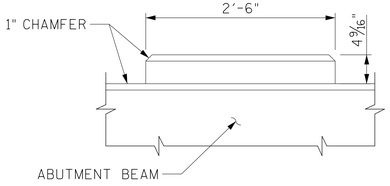
FULL AND PARTIAL DEPTH DECK REPAIR

REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF ¾" BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL. ALL REINFORCING STEEL IN AREAS OF DECK REPAIR SHALL BE COMPLETELY CLEANED. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE BRIDGE REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST THREE (3) DAYS IN ADVANCE. DECK REPAIR WILL BE PAID FOR UNDER ITEM NO. 604-10.50, BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB), AND ITEM NO. 604-10.30, BRIDGE DECK REPAIR (FULL DEPTH OF SLAB). DURING PARTIAL DEPTH REPAIRS, SHOULD DETERIORATED CONCRETE BE ENCOUNTERED WHICH APPEARS TO RUN FULL DEPTH IN THE SLAB, THE ENGINEER MAY DESIGNATE THESE AREAS TO BE REPAIRED UNDER ITEM NO. 604-10.30. POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL AND FULL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS: 1) (PARTIAL DEPTH REPAIRS) PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 POUND CLASS SHALL NOT BE USED. 2) (FULL DEPTH REPAIRS) PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 90 POUND CLASS SHALL NOT BE USED. ALSO ALL DECK REPAIR OVER BEAMS WILL BE RESTRICTED TO 60 POUND PNEUMATIC HAMMERS. 3) CHIPPING HAMMERS OF THE 15 POUND CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL. 4) TRAFFIC CONTROL SHALL BE PROVIDED FOR TRAFFIC BELOW BRIDGE DURING PARTIAL AND FULL DEPTH DECK REPAIR.

ITEM NO. 604-10.30 AND 604-10.50 MAY BE INCREASED, DECREASED, OR ELIMINATED AS DIRECTED BY THE ENGINEER.

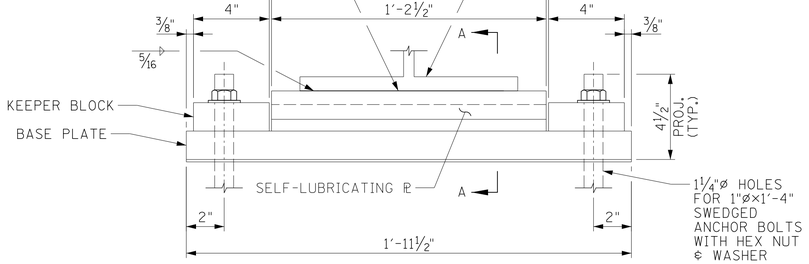


PLAN
BEAM "C" RISER - ABUTMENT 2

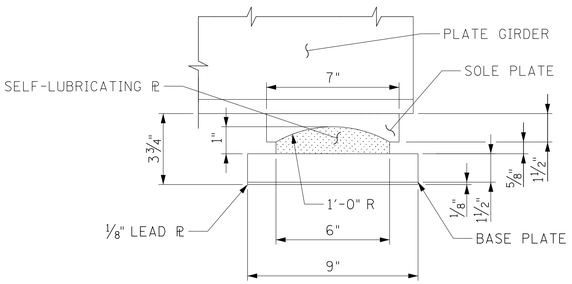


ELEVATION
BEAM "C" RISER - ABUTMENT 2

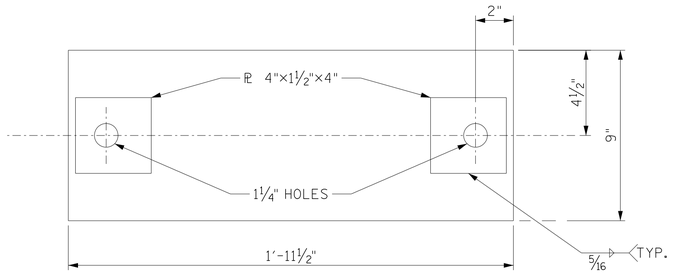
NOTE: SAW CUT ½" AND REMOVE BEAM RISER "C" AT ABUTMENT 2 FLUSH WITH ABUTMENT BEAM. TOP OF ABUTMENT BEAM TO BE ROUGH SURFACE. RECONSTRUCT TO DIMENSIONS AS SPECIFIED IN THE DETAILS SHOWN ON THIS SHEET. ALL COSTS OF LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR RISER BLOCK REPAIR SHALL BE INCLUDED IN ITEM NO. 604-10.78 RISER BLOCK REPAIR, EACH.



BEARING ELEVATION



SECTION A-A



BEARING PLAN

BEARING REHABILITATION NOTES AND PROCEDURES:

NOTE: JACKING WILL BE REQUIRED FOR THE CLEANING AND REPAINTING OF ALL BEARINGS AT ABUTMENTS AND TO REPAIR THE RISER FOR BEAM "C" AT ABUTMENT 2. ANY TEMPORARY SUPPORTS DEEMED NECESSARY BY THE CONTRACTOR SHALL BE CAPABLE OF SUPPORTING FULL LOADS (DEAD, CONSTRUCTION, AND LIVE). THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN JACKING THE EXISTING STRUCTURE. IF ANY DAMAGE OCCURS TO THE EXISTING STRUCTURE DURING JACKING OPERATIONS, IT SHALL BE THE FULL RESPONSIBILITY OF THE CONTRACTOR TO REPAIR THE DAMAGED STRUCTURE TO THE FULL SATISFACTION OF THE ENGINEER.

NOTE: THE CONTRACTOR SHALL SUBMIT DETAILED WORKING DRAWINGS AND DESIGN CALCULATIONS TO THE ENGINEER WHICH SHOW THE JACKING AND TEMPORARY SUPPORT SYSTEM. BY REVIEWING THESE DRAWINGS, THE ENGINEER SHALL ASSUME NO LIABILITY UPON THEMSELVES OR THE STATE OF TENNESSEE, NOR SHALL THIS RELIEVE THE CONTRACTOR FOR THE SUFFICIENCY OF THE JACKING AND SUPPORT SYSTEM. THE TEMPORARY SUPPORT DRAWINGS SHALL INCLUDE SIZES, DIMENSIONS, AND MATERIAL SPECIFICATIONS FOR ALL MEMBERS USED. THESE CALCULATIONS AND DRAWINGS SHALL BE REVIEWED BY THE ENGINEER BEFORE ANY JACKING OR TEMPORARY SUPPORT WORK HAS STARTED.

NOTE: THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED FOR JACKING AND TEMPORARY SUPPORTS (IF NEEDED) SHALL BE INCLUDED IN ITEM NO. 602-10.19 JACKING STEEL SPANS, LS.

NOTE: THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR BEARING DEVICE REHABILITATION SHALL BE INCLUDED IN ITEM NO. 602-10.12 BEARING DEVICE (REPAIR), LS.

NOTE: THE COST OF LABOR AND MATERIALS NECESSARY FOR SURFACE PREPARATION AND PAINTING OF ALL EXISTING STEEL BEARING DEVICES SHALL BE INCLUDED IN ITEM NO. 603-02.15 REPAINT EXISTING BEARINGS, LS.

PROCEDURE:

1. REMOVE FILLET WELDS CONNECTING BEARING SOLE PLATE TO GIRDER BOTTOM FLANGE.
2. JACK IN STAGES OF 20 TONS UNTIL LIFT-OFF IS ACHIEVED. AFTER EACH STAGE, INSPECT BRIDGE FOR NEW DAMAGE AND NOTIFY THE ENGINEER IMMEDIATELY IF DAMAGE IS DISCOVERED.
3. WHEN LIFT- OFF IS ACHIEVED, SLIDE THE SOLE PLATE AND RADIUSED PLATE FROM BENEATH THE GIRDER AND TRANSPORT TO A STAGING AREA.
4. REHABILITATE THE BEARING BASE PLATE, KEEPER BLOCKS, AND ANCHOR RODS IN PLACE. CLEAN IN ACCORDANCE WITH GENERAL NOTES. DO NOT PAINT BEARING SLIDING SURFACES (TOP SURFACE OF BASE PLATE BETWEEN KEEPER BLOCKS). IF SIGNIFICANT SECTION LOSS IS EVIDENT AFTER CLEANING, NOTIFY THE ENGINEER.
5. REHABILITATE BEARING SOLE PLATE AND RADIUSED PLATE IN THE STAGING AREA. CLEAN IN ACCORDANCE WITH THE GENERAL NOTES. GRIND SMOOTH THE REGIONS OF SOLE PLATE WHERE FILLET WELDS WERE PRESENT. IF SIGNIFICANT SECTION LOSS IS EVIDENT AFTER CLEANING, NOTIFY THE ENGINEER.
6. REINSTALL RADIUSED PLATE AND SOLE PLATE BENEATH THE GIRDER, CENTERING THE SOLE PLATE BELOW THE GIRDER.
7. UNLOAD JACKS AND REMOVE JACKING LOAD IN 20 TON INCREMENTS UNTIL GIRDER IS FIRMLY RESTING ON THE BEARING. AFTER EACH STAGE, INSPECT BRIDGE FOR NEW DAMAGE AND NOTIFY THE ENGINEER IMMEDIATELY IF DAMAGE IS DISCOVERED. REMOVE JACKS ONCE FULLY UNLOADED.
8. ONCE THE GIRDER IS IN FIRM CONTACT WITH THE SOLE PLATE AND THE JACK HAS BEEN RELEASED, FILLET WELD THE GIRDER TO THE SOLE PLATE AS SHOWN IN THE ORIGINAL CONTACT DRAWINGS.
9. PAINT THE EXPOSED STEEL SURFACES OF THE BEARING IN ACCORDANCE WITH THE GENERAL NOTES. DO NOT PAINT BEARING SLIDING SURFACES (TOP SURFACE OF BASE PLATE BETWEEN KEEPER BLOCKS, BOTTOM SURFACE OF SOLE PLATE). DO NOT PAINT THE RADIUSED PLATE.

CONST. NO. 41I040-S3-011

PROJECT NO.	YEAR	SHEET NO.
41I040-S3-011	2026	7

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL REPAIR DETAILS

STATE ROUTE 48
OVER INTERSTATE 40
BRIDGE NO. 22-SR048-0.21
FED. ID NO. 22100400001
DICKSON COUNTY
2026

BENJAMIN EVAN GRAVES
LICENSED PROFESSIONAL ENGINEER
STATE OF TENNESSEE
03/19/2026

DESIGNED BY	CARTER SOBANIA	DATE	07/16/24
DRAWN BY	CARTER SOBANIA	DATE	07/16/24
SUPERVISED BY	BENJAMIN E. GRAVES	DATE	10/28/24
CHECKED BY	CARTER D. BEARDEN	DATE	10/28/24

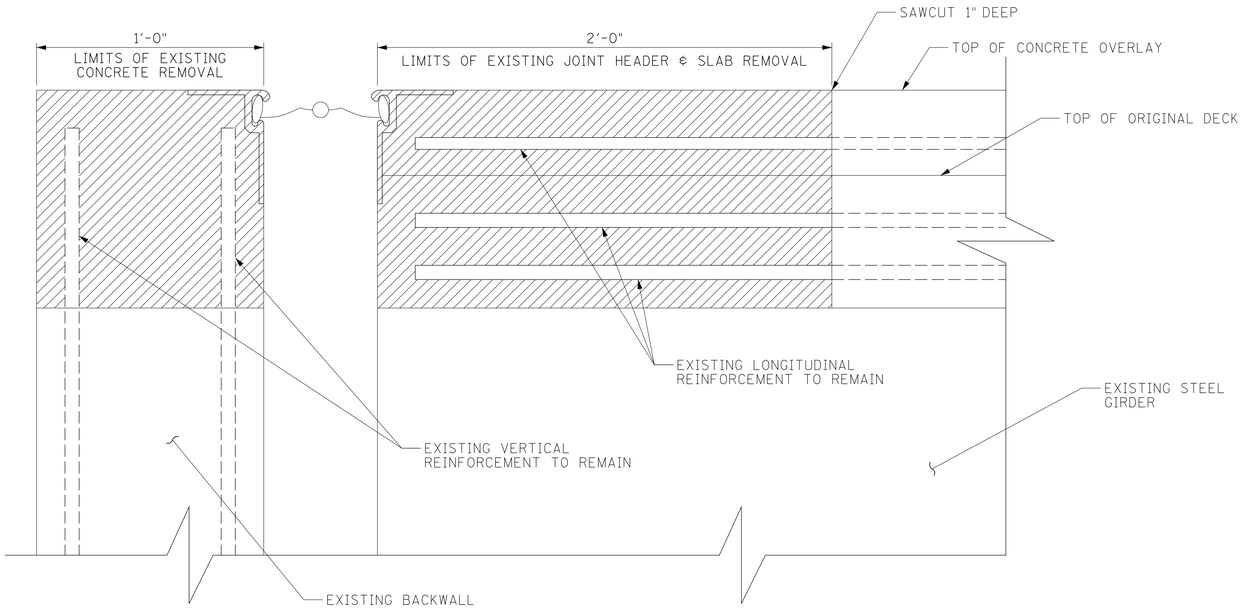
BR-133-342

CONST. NO. 41I040-S3-011

PROJECT NO.	YEAR	SHEET NO.
41I040-S3-011	2026	8

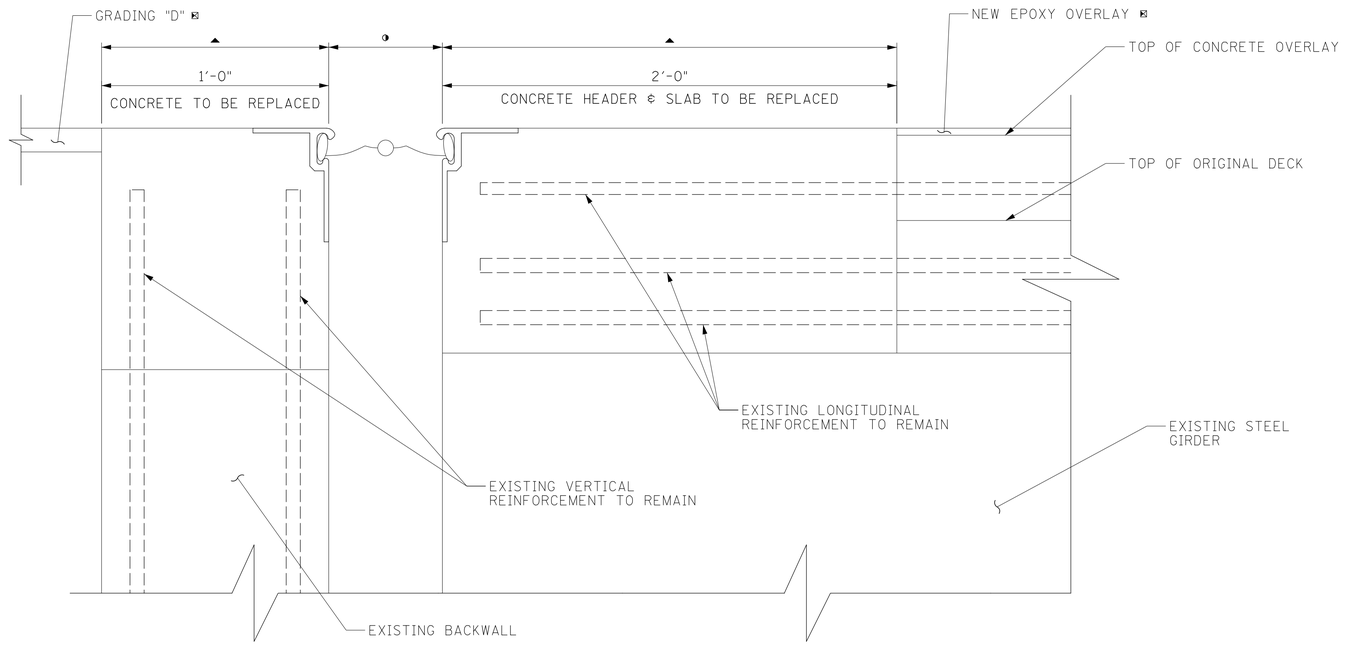
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



TYPICAL SECTION FOR EXPANSION JOINT REMOVAL

(ABUTMENTS NO. 1 & 2)



TYPICAL SECTION FOR EXPANSION JOINT CONSTRUCTION

(ABUTMENTS NO. 1 & 2)

◙ DENOTES: EXISTING TO BE REMOVED

▲ DENOTES: LIMITS OF PARAPET REPLACEMENT

◑ DENTOES: SET EXPANSION JOINT OPENING AT 2" AT 60°F. TOTAL REQUIRED MOVEMENT 4 INCHES.

◙ DENOTES: SEE DWG. NO. BR-133-339 FOR DETAILS

NOTES:

SEE "TYPICAL SECTION FOR EXPANSION JOINT REMOVAL" FOR LIMITS OF REMOVAL FOR CONSTRUCTION OF NEW STRIP SEAL JOINT AT ABUTMENTS 1 AND 2.

SEE "TYPICAL SECTION FOR EXPANSION JOINT CONSTRUCTION" FOR LIMITS OF BACKWALL, HEADER, AND SLAB TO BE REPLACED FOR NEW STRIP SEAL JOINT. SEE STD. DWG. SBR-2-116 FOR LIMITS OF PARAPET REMOVAL.

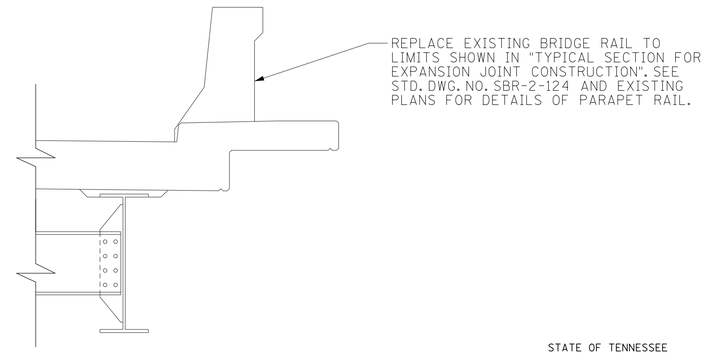
NEW CONCRETE HEADER SHALL BE HIGH EARLY STRENGTH CONCRETE WITH A COMPRESSIVE STRENGTH OF 3000 PSI AT 18 HOURS.

RECONSTRUCT JOINTS AT ABUTMENTS 1 AND 2 PER STD. DWGS. SBR-2-115 AND SBR-2-116. MAINTAIN A JOINT OPENING OF 2" AT 60°F. COST OF LABOR AND MATERIALS REQUIRED TO RECONSTRUCT JOINTS AT ABUTMENTS 1 AND 2 TO BE INCLUDED IN THE BID PRICE FOR ITEM 604-10.32, EXPANSION JOINT REPAIRS (TYPE A), L.F.

SEE STD. DWGS. SBR-2-115. SBR-2-116, SBR-2-117, AND SBR-2-124 FOR NOTES AND DETAILS NOT SHOWN.

PROVISIONS SHALL BE MADE DURING DECK AND PARAPET REMOVAL TO PROTECT THE EXISTING LONGITUDINAL AND VERTICAL REINFORCING STEEL FROM DAMAGE. THE EXISTING REINFORCING STEEL SHALL BE COMPLETELY CLEANED, MAINTAINED, AND INCORPORATED INTO THE NEW CONSTRUCTION. PROVIDE 2" MINIMUM COVER FOR REINFORCING STEEL.

THE COST OF ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY FOR REMOVAL AND REPLACEMENT OF EXISTING PORTIONS OF BACKWALL, SLAB, AND PARAPET TO BE INCLUDED IN COST BID FOR ITEM NO. 604-10.32, EXPANSION JOINT REPAIRS (TYPE A), L.F.



TYPICAL OVERHANG

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL REPAIR DETAILS

STATE ROUTE 48
OVER INTERSTATE 40
BRIDGE NO. 22-SR048-0.21
FED. ID NO. 22I00400001
DICKSON COUNTY
2026

BENJAMIN EVAN GRAVES
REGISTERED ENGINEER
B. Evan Graves
COLLEGE
STATE OF TENNESSEE
03/19/2026

DESIGNED BY	CARTER SOBANIA	DATE	07/16/24
DRAWN BY	CARTER SOBANIA	DATE	07/16/24
SUPERVISED BY	BENJAMIN E. GRAVES	DATE	10/28/24
CHECKED BY	CARTER D. BEARDEN	DATE	10/28/24

HDR

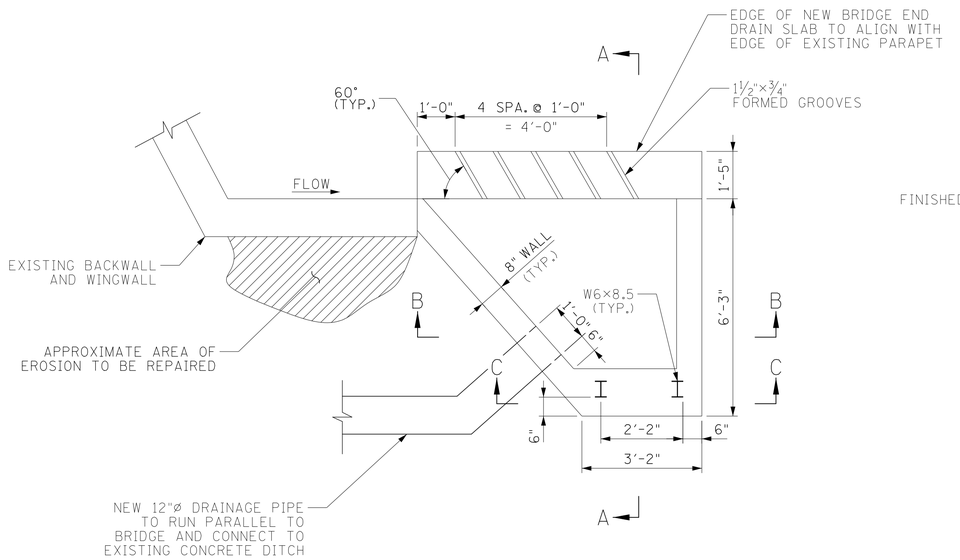
BR-133-343

CONST. NO. 41I040-S3-011

PROJECT NO.	YEAR	SHEET NO.
41I040-S3-011	2026	9

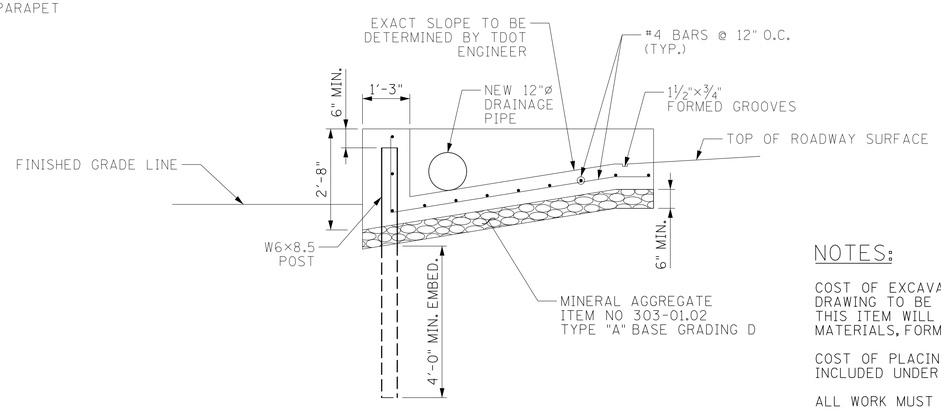
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PLAN

(SOUTHWEST CORNER OF BRIDGE SHOWN)



SECTION "A-A"

NOTES:

COST OF EXCAVATION AND NEW CONCRETE DRAINS AS SHOWN ON DETAILS IN THIS DRAWING TO BE INCLUDED UNDER ITEM NO. 604-04.05 BRIDGE END DRAINS, EACH. THIS ITEM WILL INCLUDE COST OF ALL LABOR W6×8.6 POSTS, EQUIPMENT, MATERIALS, FORMING, HIGH EARLY STRENGTH CONCRETE, AND NEW REINFORCING STEEL.

COST OF PLACING AND COMPACTING AGGREGATE BASE UNDER NEW DRAINS TO BE INCLUDED UNDER ITEM NO. 303-01.02 GRANULAR BACKFILL (BRIDGES), TON.

ALL WORK MUST MEET THE FULL APPROVAL OF THE ENGINEER.

ALL DIMENSIONS SHOWN ON THE DETAILS OF THIS DRAWING TO BE FIELD VERIFIED BY CONTRACTOR. ALL BARS TO BE MEASURED AND CUT IN FIELD.

EXACT LENGTH AND LAYOUT OF THE 12"ø DRAINAGE PIPE TO BE DETERMINED IN THE FIELD BY THE T.D.O.T. ENGINEER.

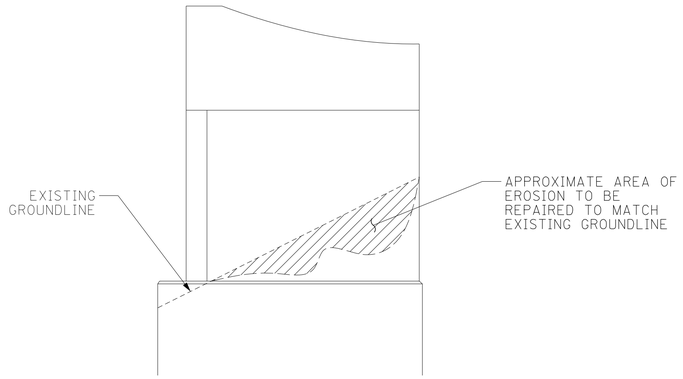
ALL COSTS OF LABOR, EQUIPMENT, AND MATERIALS TO INSTALL 12"ø DRAIN PIPE SHALL BE INCLUDED UNDER ITEM NO. 610-07.01 12" PIPE DRAIN (BRIDGE DRAIN), L.F.

FOR LOCATION, SEE DWG. NO. BR-133-337.

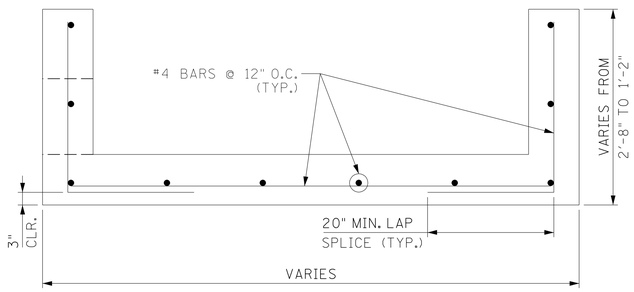
DRAIN SHALL BE CONSTRUCTED TO MEET EXISTING END OF BRIDGE RAIL AT BRIDGE END.

DRAIN SHALL BE CONSTRUCTED TO ACCOMMODATE ANY EXISTING GUARDRAIL POSTS.

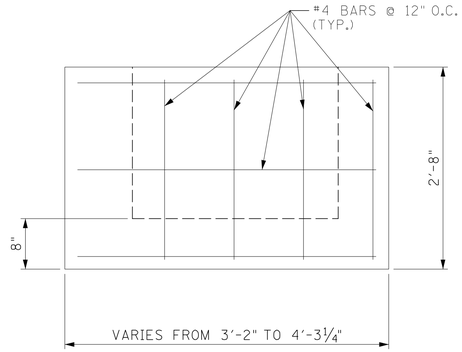
ALL COSTS OF LABOR, EQUIPMENT, AND MATERIALS TO PLACE AND COMPACT AGGREGATE BASE BEHIND SOUTHWEST WINGWALL SHALL BE INCLUDED IN ITEM NO. 303-01.02 GRANULAR BACKFILL (BRIDGES), TON.



SOUTHWEST WINGWALL



SECTION "B-B"



SECTION "C-C"

(W6×8.5 POSTS NOT SHOWN FOR CLARITY)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL REPAIR DETAILS

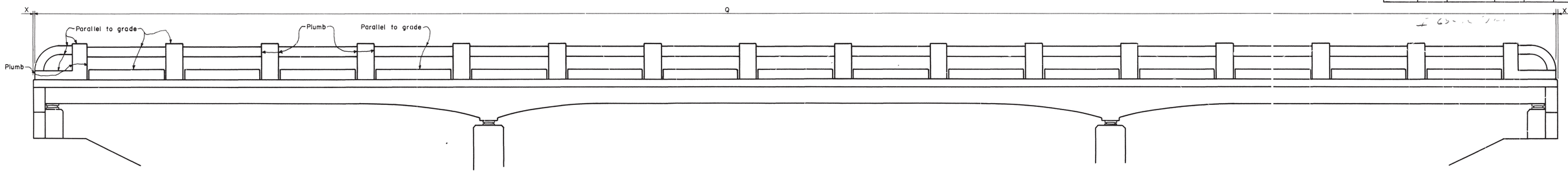
STATE ROUTE 48
OVER INTERSTATE 40
BRIDGE NO. 22-SR048-0.21
FED. ID NO. 22I00400001
DICKSON COUNTY
2026

DESIGNED BY	CARTER SOBANIA	DATE	09/26/24
DRAWN BY	CARTER SOBANIA	DATE	09/26/24
SUPERVISED BY	BENJAMIN E. GRAVES	DATE	10/28/24
CHECKED BY	CARTER D. BEARDEN	DATE	10/28/24

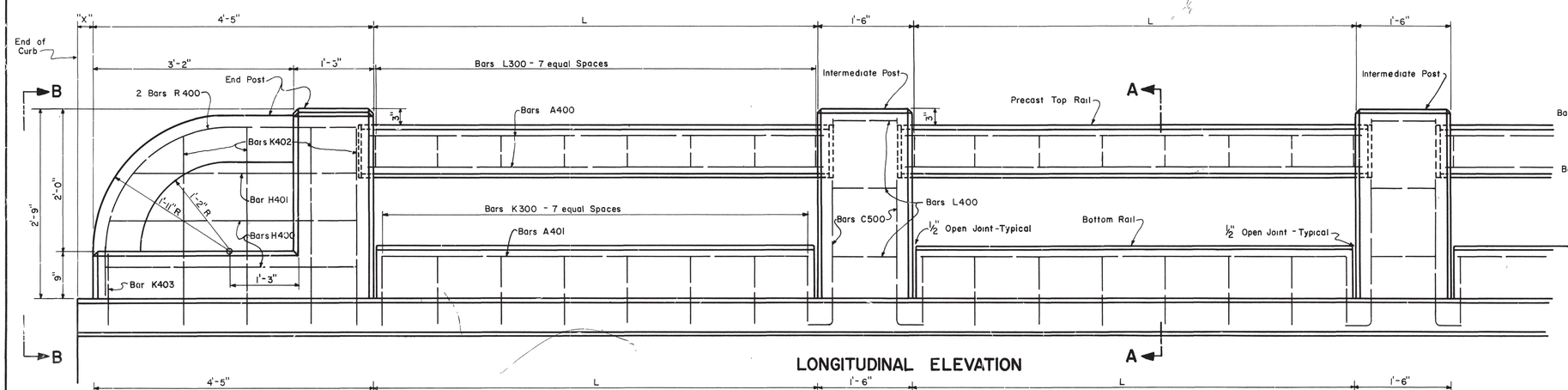
BENJAMIN EVAN GRAVES
REGISTERED ENGINEER
B. Evan Graves
COMMISSION
STATE OF TENNESSEE
03/19/2026

BR-133-344

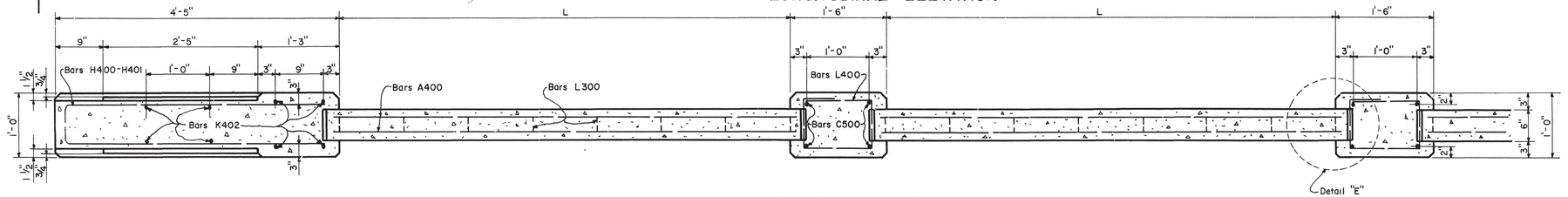
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		



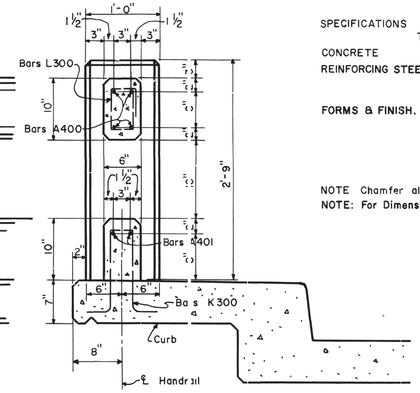
TYPICAL ELEVATION



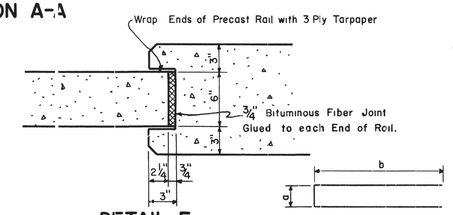
LONGITUDINAL ELEVATION



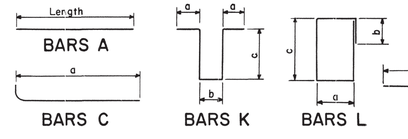
LONGITUDINAL SECTION



SECTION A-A



DETAIL E



BENDING DIAGRAMS

GENERAL NOTES

SPECIFICATIONS Standard Road & Bridge Specifications of the Tennessee Department of Highways.

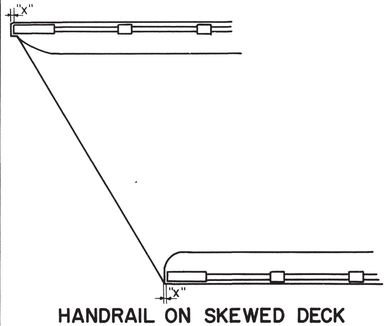
CONCRETE To be Class "A".

REINFORCING STEEL. See Specifications. To be intermediate or hard grade with Standard Hook Details as recommended by C R S I.

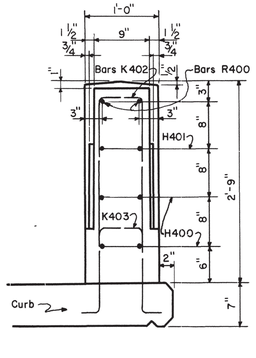
FORMS & FINISH. See Specifications

NOTE Chamfer all edges on Handrail Posts and Rails ½".

NOTE: For Dimensions X, Q, & L See Bridge Layout Sheet.



HANDRAIL ON SKEWED DECK



ELEV. B-B

END POST-LIST OF MATERIALS-EACH

Bar	Size	No Req'd	Bending Dimensions a	b	c	d	Length	Quantities Steel Lbs.	Conc. Cu.Yd.
H400	4	2	0'-6"	4'-0"			8'-6"	45.0	0.37
H401	4	1	0'-6"	3'-7"			7'-8"		
K402	4	4	0'-3"	0'-7"	2'-11"		6'-11"		
K403	4	1	0'-3"	0'-7"	1'-2"		3'-5"		
R400	4	2	1'-9"	4'-0"	2'-6"		5'-9"		

INTERMEDIATE POST LIST OF MATERIALS-EACH

Bar	Size	No Req'd	Bending Dimensions a	b	c	d	Length	Quantities Steel Lbs.	Conc. Cu.Yd.
C500	5	4	3'-0"				3'-4"	22.6	0.15
L400	4	3	0'-9"	0'-6"	1'-2"		4'-4"		

TOP RAIL-LIST OF MATERIALS-EACH

L	Bar	Size	No Req'd	Bending Dimensions a	b	c	d	Length	Quantities Steel Lbs.	Conc. Cu.Yd.
6'-0" to 6'-1"	A400	4	4					6'-2"	23.6	0.10
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-1" to 6'-2"	A400	4	4					6'-3"	23.8	0.10
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-2" to 6'-3"	A400	4	4					6'-4"	24.1	0.10
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-3" to 6'-4"	A400	4	4					6'-5"	24.3	0.10
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-4" to 6'-5"	A400	4	4					6'-6"	24.5	0.10
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-5" to 6'-6"	A400	4	4					6'-7"	24.7	0.11
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-6" to 6'-7"	A400	4	4					6'-8"	25.0	0.11
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-7" to 6'-8"	A400	4	4					6'-9"	25.2	0.11
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-8" to 6'-9"	A400	4	4					6'-10"	25.4	0.11
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-9" to 6'-10"	A400	4	4					6'-11"	25.6	0.11
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-10" to 6'-11"	A400	4	4					7'-0"	25.9	0.11
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		
6'-11" to 7'-0"	A400	4	4					7'-1"	26.1	0.11
	L300	3	8	0'-4"	0'-6"	0'-7"		2'-4"		

BOTTOM RAIL-LIST OF MATERIALS-EACH

L	Bar	Size	No Req'd	Bending Dimensions a	b	c	d	Length	Quantities Steel Lbs.	Conc. Cu.Yd.
6'-0" to 6'-1"	A401	4	2					5'-8"	17.7	0.09
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-1" to 6'-2"	A401	4	2					5'-9"	17.8	0.09
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-2" to 6'-3"	A401	4	2					5'-10"	17.9	0.09
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-3" to 6'-4"	A401	4	2					5'-11"	18.1	0.10
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-4" to 6'-5"	A401	4	2					6'-0"	18.2	0.10
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-5" to 6'-6"	A401	4	2					6'-1"	18.3	0.10
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-6" to 6'-7"	A401	4	2					6'-2"	18.4	0.10
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-7" to 6'-8"	A401	4	2					6'-3"	18.5	0.10
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-8" to 6'-9"	A401	4	2					6'-4"	18.6	0.10
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-9" to 6'-10"	A401	4	2					6'-5"	18.7	0.10
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-10" to 6'-11"	A401	4	2					6'-6"	18.8	0.10
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		
6'-11" to 7'-0"	A401	4	2					6'-7"	19.0	0.11
	K300	3	8	0'-4"	0'-4"	1'-2"		3'-4"		

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

STANDARD CONCRETE HANDRAIL 1960

DESIGNED BY _____ DATE _____
DRAWN BY J. L. Parkes DATE _____
RETRACED BY R. Reagan DATE 4-4-63
CHECKED BY _____ DATE _____

CORRECT _____ BRIDGE ENGINEER

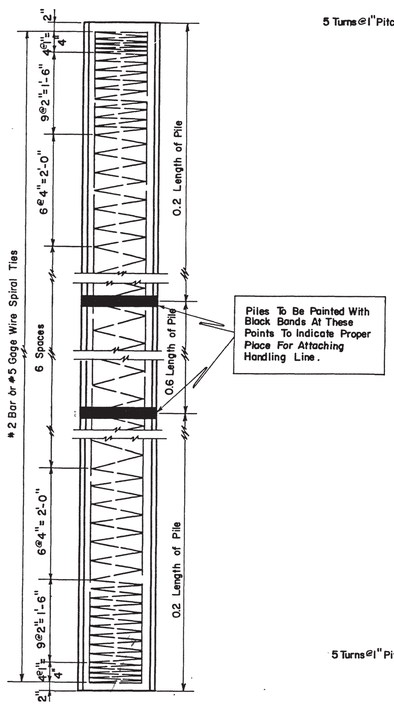
APPROVED _____ STATE HIGHWAY ENGINEER

H-5-110

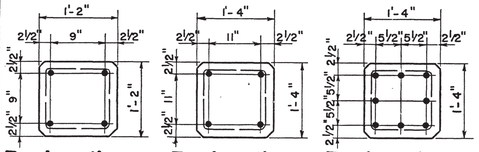
Revised: 1- June - 1962
Revised: 8- September - 1960

2 Copies

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		



PRECAST CONCRETE PILE

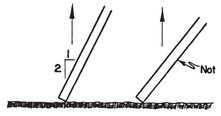


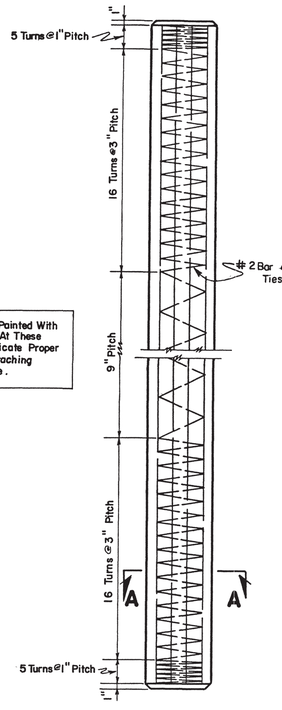
For Lengths Up To 40' | **For Lengths From 41' To 50'** | **For Lengths From 51' To 60'**

NOTE: If It Becomes Necessary To Use Size 2 Piles The Contractor Will Be Allowed An Increase In The Size 1 Bid Of 25%.

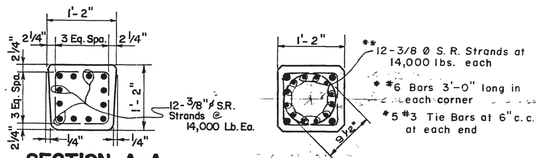
Length Of Of Pile	Longitudinal Reinforcing	Weight Of Steel Per Ft.	Weight Of Pile Per Ft.
Up To 35'	4 #7 Bars	9.6 #	205.3 #
36' To 40'	4 #8 Bars	12.2 #	205.3 #
41' To 45'	4 #9 Bars	15.1 #	265.3 #
46' To 50'	4 #10 Bars	18.8 #	265.3 #
51' To 55'	8 #9 Bars	28.9 #	265.3 #
56' To 60'	8 #10 Bars	36.2 #	265.3 #

NOTE: In Handling The Piles, They Shall Be Supported At The Points Indicated. Piles To Be Picked Up By Pulling On Both Lines Uniformly. End Of Pile Not To Touch Ground Unless Piles Inclined 1:2 Or Steeper.





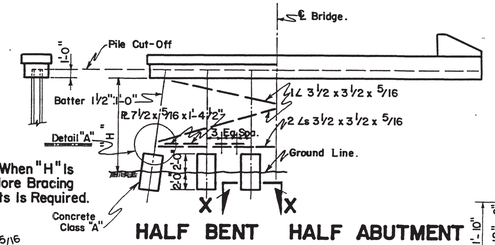
PRESTRESSED CONCRETE PILE



SECTION A-S | ALTERNATE SECTION A-A

* NOTE: End reinforcement required at tip end and driving end for all piles with circular strand patterns.

** NOTE: Subject to the approval of the Engineer of Structures, alternate strand sizes and arrangements of equivalent total force may be substituted.

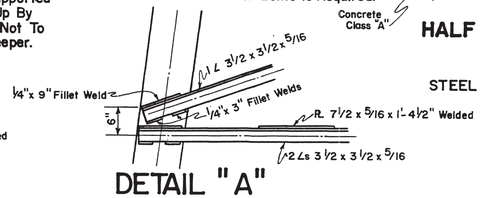


HALF BENT HALF ABUTMENT

CASE I

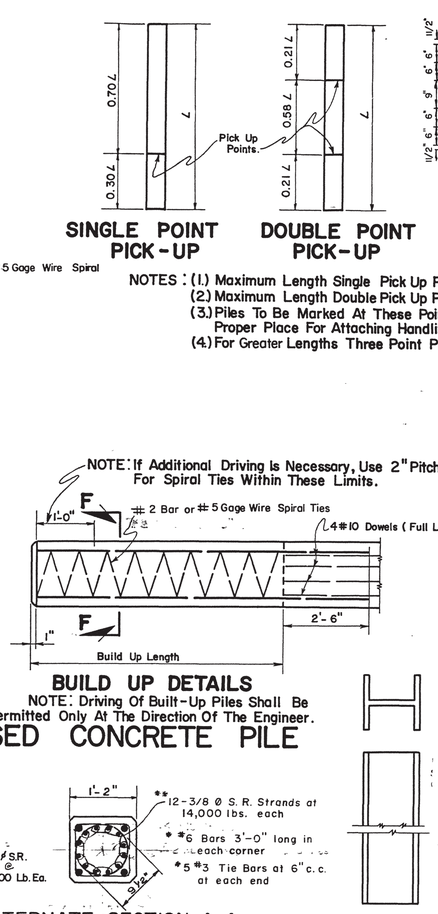
STEEL FOR PRECAST CONCRETE

NOTE: When "H" Is 10' Or More Bracing For Bents Is Required.



DETAIL "A"

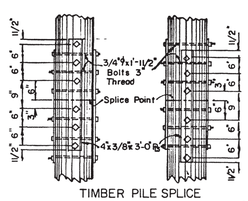
Welds Typical For All End Joints And Intersections.



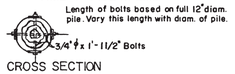
BUILD UP DETAILS

NOTE: Driving Of Built-Up Piles Shall Be Permitted Only At The Direction Of The Engineer.

SINGLE POINT PICK-UP | **DOUBLE POINT PICK-UP**

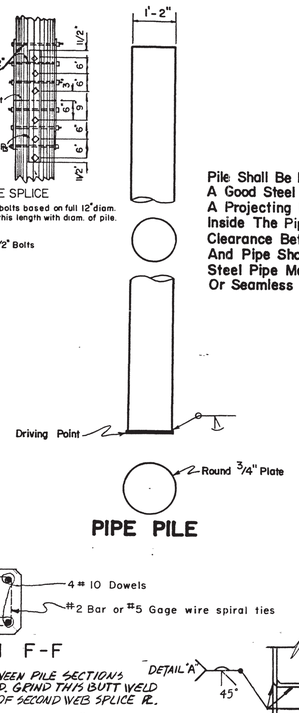


TIMBER PILE SPLICE



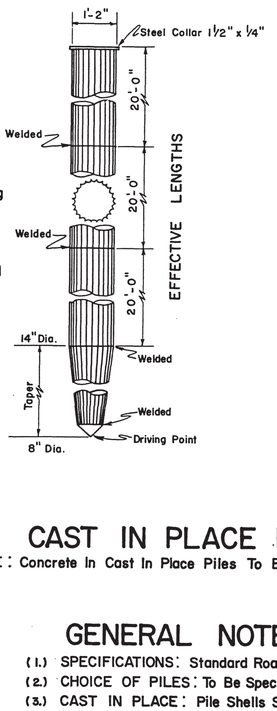
CROSS SECTION

NOTES: (1.) Maximum Length Single Pick Up Point - 60'-0"
(2.) Maximum Length Double Pick Up Point - 85'-0"
(3.) Piles To Be Marked At These Points To Indicate Proper Place For Attaching Handling Lines.
(4.) For Greater Lengths Three Point Pick-up Is Required.

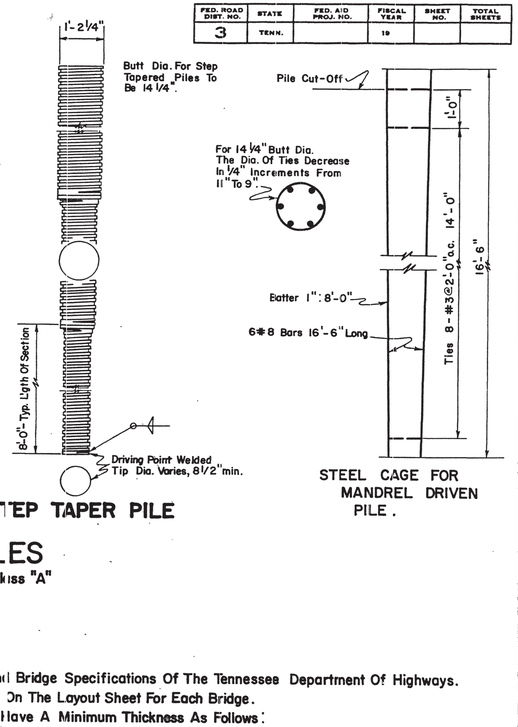


PIPE PILE

Pile Shall Be Driven With A Good Steel Head Having A Projecting Ring Fitting Inside The Pipe. Clearance Between Ring And Pipe Should Be ¼". Steel Pipe May Be Welded Or Seamless Steel.



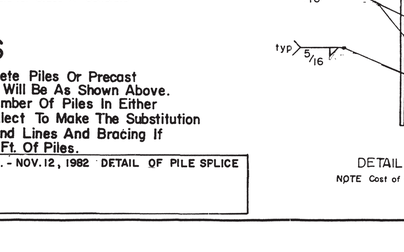
STEP TAPER PILE

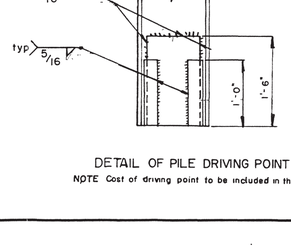


STEEL CAGE FOR MANDREL DRIVEN PILE.

CAST IN PLACE PILES

NOTE: Concrete In Cast In Place Piles To Be Class "A"





GENERAL NOTES

(1.) SPECIFICATIONS: Standard Road And Bridge Specifications Of The Tennessee Department Of Highways.

(2.) CHOICE OF PILES: To Be Specified On The Layout Sheet For Each Bridge.

(3.) CAST IN PLACE: Pile Shells Shall Have A Minimum Thickness As Follows:
1. Piles Driven Without Mandrel - 7 Gage.
2. Piles Driven With Mandrel Shall Be Of Sufficient Strength And Thickness To Hold Its Original Form And Show No Sign Of Distortion After The Core Has Been Withdrawn.
3. Steel Pipe Shall Be Welded Or Seamless Steel Conforming To ASTM Designation A-252 Grade 2 Welded And Seamless Steel Pipe Piles.
Steel Cage For All Mandrel Driver Piles Will Be Required.
The Contractor Shall Maintain On The Job At All Time Prior To And During The Filling Of The Shells, A Light Suitable For Their Inspection. Improperly Driven, Broken Or Otherwise Defective Shells Shall Be Removed And Replaced Or Otherwise Corrected To The Satisfaction Of The Engineer By Removal And Replacement Or The Driving Of An Additional Pile At No Extra Cost.

(4.) PRESTRESSED CONCRETE PILES: 1. Concrete Shall Have A Minimum 28 Day Strength Of 5000 PSI With A Release Strength Of 3500 PSI For 3/8" ø Strands.
2. Spiral Ties Shall Be Tied To Corner Strands At Intervals Adequate To Prevent Excessive Movement During Vibration. They May Be Manufactured From Stock Meeting Any Grade Of Reinforcing Steel Or Hard Drawn Wire.

(5.) PILE POINTS: All Cast In Place Piles Shall Be Equipped With A Steel Driving Point. Driving Points Shall Be Mill Welded To The Pile Shell. Driving Points May Be Either Structural Steel, Forged Steel Or Cast Steel. Steel Piles Shall Have A Square Cut End Only. No Driving Point Is Required Unless Shown On The Bridge Plans.

(6.) SPLICES: Splice Details For Cast In Place Piles Shall Be Made In Accordance With The Manufacturers Recommendations, Subject To The Approval Of The Engineer. Splice Details For Steel And Prestressed Concrete Piles Shall Be In Accordance With The Details Shown On This Sheet.

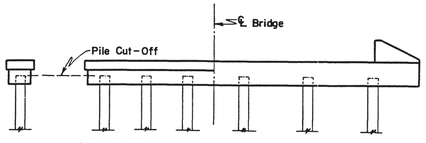
(7.) DRIVING FORMULA: Piles Shall Be Driven To A Minimum Capacity As Specified On The Layout Sheet As Determined By The Driving Formulas Stipulated In The Specifications.

(8.) MILL TEST REPORTS: Notarized Mill Test Reports Will Be Required For All Steel Piles And Cast In Place Pile Shells.

(9) WELDING SPECIFICATIONS: AWS for Bridges.

(10) STRUCTURAL STEEL: Structural Steel conforming to ASTM A-7 or ASTM A-36-62T will be acceptable.

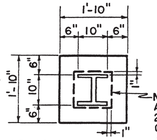
DETAIL OF PILE SPLICE



HALF BENT HALF ABUTMENT

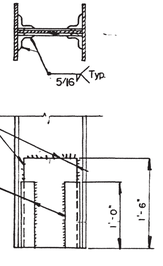
CASE II

PRECAST CONCRETE FOR STEEL



NOTE: Wrap Pile With American Welded Fabric 2"x2" No. 10 Wire. Cost of Wire Fabric to be included in Unit Price Bid for Class "A" Concrete

SECTION X-X



DETAIL OF PILE DRIVING POINT

NOTE Cost of driving point to be included in the unit price bid for steel piles

Pile	2 Pls	4 Ls
10"	6 x 1/2"	3 1/2" x 3 1/2" x 1/2"
12"	7" x 1/2"	4" x 4" x 1/2"
14"	8" x 1/2"	5" x 5" x 1/2"

TYPICAL DETAILS

When The Substitution Of Steel For Precast Concrete Piles Or Precast Concrete For Steel Piles Is Permitted The Details Will Be As Shown Above. The Substitution Does Not Permit Changing The Number Of Piles In Either Case. Should The Contractor, When Permitted, Elect To Make The Substitution Of Case I, The Cost Of Encasing Blocks At Ground Lines And Bracing If Required Shall Be Included In The Price Per Lin. Ft. Of Piles.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

STANDARD PILE DETAILS

V 0 1 5

DESIGNED BY	
DRAWN BY J.W. SOUTHERLAND	DATE 5-27-60
RETRACED BY JOE B. CANTRELL JR.	DATE 2-6-62
CHECKED BY	DATE

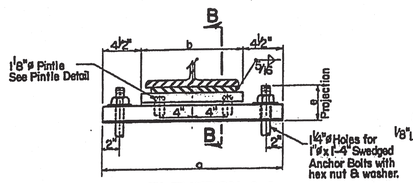
REV. - FEB. 6, 1962	REV. - JULY 25, 1960
REV. - MAR. 1, 1961 BATTER ON PRESTRESSED PILE	REV. - DEC. 14, 1964 SPIRAL TIES
REV. - DEC. 8, 1960	REV. - JAN. 22, 1964 COST OF WIRE FABRIC
REV. - OCT. 27, 1960	REV. - FEB. 24, 1966 TIMBER PILE SPLICE, DETAIL OF PILE DRIVING POINT
REV. - SEPT. 27, 1960 DELETE PILE SUBSTITUTIONS	REV. - NOV. 27, 1973 ADDED ALT. SECTION A-A
	REV. - NOV. 12, 1982 DETAIL OF PILE SPLICE

CORRECT Fred Green
BRIDGE ENGINEER

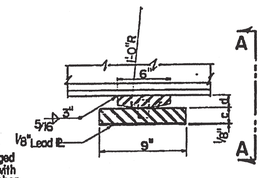
APPROVED [illegible]
STATE HIGHWAY ENGINEER

H-5-III

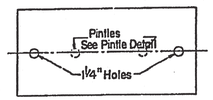
SEE Std.-5-1 & 5-2

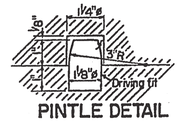


ELEVATION A-A



SECTION B-B



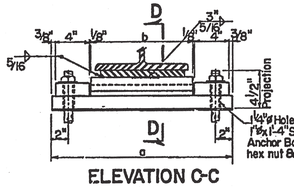


PINTLE DETAIL

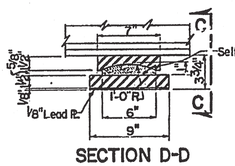
STANDARD FIXED BEARING

TABLE OF DIMENSIONS & ESTIMATED QUANTITIES

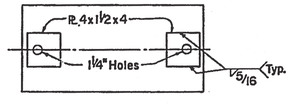
Type	Dimensions					Structural Steel
	a	b	c	d	e	Lbs.
FL1	1'-9½"	1'-0½"	1¾"	1¾"	3½"	150
FL2	1'-11½"	1'-2½"	1¾"	1¾"	3½"	167



ELEVATION C-C



SECTION D-D



STANDARD EXPANSION BEARING

NOTE: Surfaces of the Steel ℄s opposing Self Lubricating ℄s to be given a plain machined finish, approx. 125 Microinch RMS. No paint or grease shall be on these surfaces or on the surfaces of the Expansion ℄. At the time of assembly these surfaces of the Steel ℄s shall be coated with a Lubricant furnished by the manufacturer of the Expansion ℄.

TABLE OF DIMENSIONS & ESTIMATED QUANTITIES

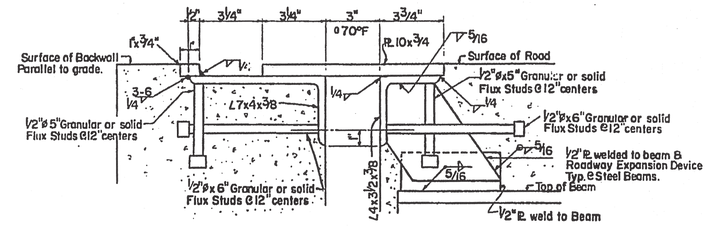
Type	Dimension		Structural Steel	Bronze*
	a	b	Lbs.	Lbs.
EL1	1'-9½"	1'-0½"	148	19
EL2	1'-11½"	1'-2½"	164	22

*See Special Provisions Regarding Self Lubricating Bronze Bearing Plates.

DESIGNED BY _____ DATE _____
DRAWN BY _____ DATE _____
TRACED BY _____ DATE 6-9-61
CHECKED BY _____ DATE _____

Revised 9-6-61

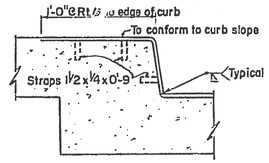
FED ROAD DIST NO	STATE	FED AID PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
3	TENN		19		

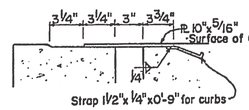


ROADWAY EXPANSION DEVICE TYPE A

SECTION AT RT. ANGLE TO JOINT

NOTE: Fabricate to fit slope of Roadway and skew of Bridge as required.
NOTE: See also Abutment drawings.

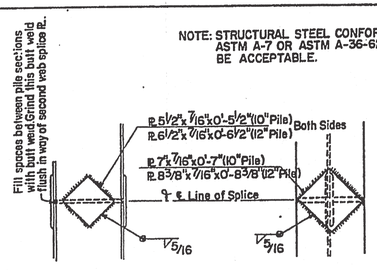




DETAIL OF CURB EXPANSION DEVICES

Required one at each end of roadway expansion device.

NOTE: STRUCTURAL STEEL CONFORMING TO ASTM A-7 OR ASTM A-36-62T WILL BE ACCEPTABLE.



STANDARD PILE SPLICE DETAIL

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

STANDARD STEEL BRIDGE DETAILS
BEARING DEVICES
ROADWAY EXPANSION DEVICE
PILE SPLICE
1961

CORRECT Fred Groves BRIDGE ENGINEER
APPROVED [signature] STATE HIGHWAY ENGINEER

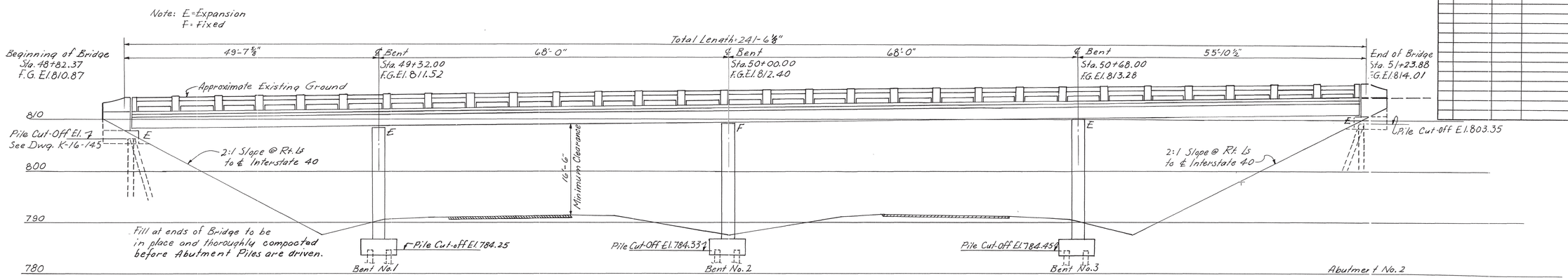
H-5-146

2 copies.

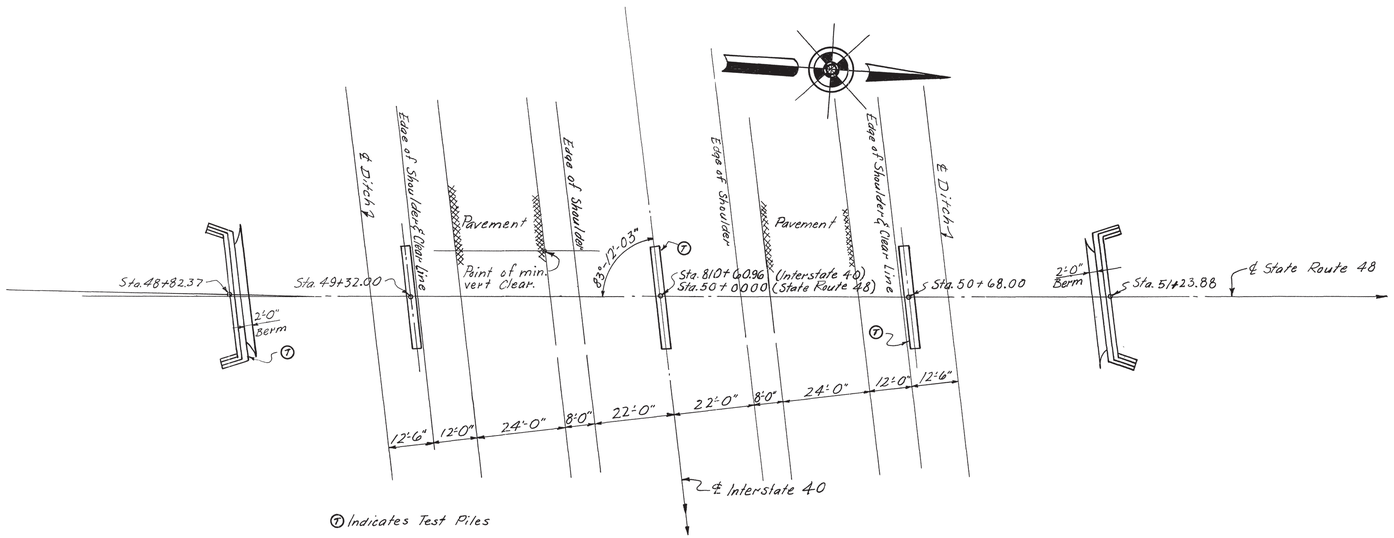
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.	I-40-3(21)161	19	45	304

REVISIONS

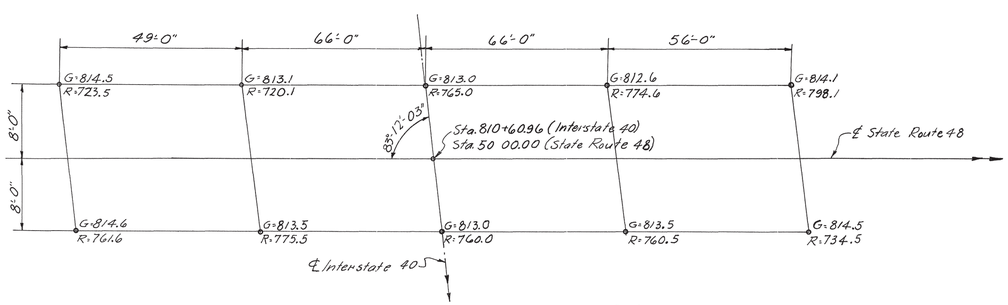
NO.	DATE	BY	BRIEF DESCRIPTION



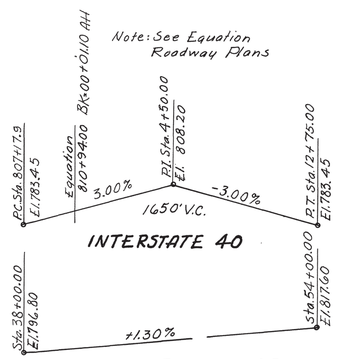
ELEVATION AT RIGHT ANGLE TO ℄ STATE ROUTE 48



PLAN



SOUNDING SKETCH



SKETCH SHOWING GRADES

Note: Elevations shown are based on finished Grade.

GENERAL NOTES:

SPECIFICATIONS: Standard Road & Bridge Specifications of the Tennessee Department of Highways.
LOADING: H20-S16-44.
CONCRETE: To be Class "A".
REINFORCING STEEL: To be intermediate or hard grade. Standard hook details as recommended by C.R.S.I. shall apply.
STRUCTURAL STEEL: See notes on Dwg. No. K-16-143.
PILES: To be Size 1 Precast Concrete.
HIGH TENSILE BOLTS: See Notes on Dwg. No. K-16-143.
STUD WELDING: See Special Provisions.
PAINT: Basic Lead Silico Chromate: See Special Provision regarding Section 132 Steel Structures. (Painting).
SELF LUBRICATING PLATES: See Special Provisions.

SPECIAL NOTE - TEST PILES:

Before any piles are ordered a Precast Concrete Test Pile 40' long shall be driven in its final location in the footing of the Bents and Abutment designated on the Plan this sheet. From the results obtained Precast Concrete Piles shall be ordered of such lengths as to provide a minimum bearing of 30 tons.

HANDRAIL NOTE:

Build Handrail according to Std. Dwg. No. H-5-110 except use End Post as shown on Dwgs. K-16-145 & K-16-147. Dimensions X=0; L=6'-8⅜; Dimension "Q" = 238'-11½" (+). (29 spaces).

ESTIMATED QUANTITIES

Item	Dry Excavation Cu. Yds.	Concrete Class "A" Cu. Yds.	Steel — Lbs. Reinf.	Steel — Lbs. Struct.*	Concrete Handrail Lin. Ft.	Conc. Piles Size 1 Lin. Ft.	Concrete Piles Lin. Ft.
Superstructure		198.1	58 297				
Abutment No.1		19.8	2199				
Abutment No.2		19.8	2199				
Bent No.1	51	21.6	3986				
Bent No.2	35	22.0	4038				
Bent No.3	51	22.3	4087				
Total:	137	303.6	74,806	Lump Sum	478	1100	20

*Lump Sum total estimated weight Structural Steel 143,548 Lbs. including Roadway Expansion Devices, Shear Connections and Bearing Devices.

Note: Contractor may substitute Prestressed Concrete Piles for Precast Concrete Piles.
Note: Excavation based on lower road profile.

LIST OF DRAWINGS

	DWG. NO.
HANDRAIL	H-5-110
LAYOUT	K-16-141
BRIDGE GEOMETRY	K-16-142
STRUCTURAL STEEL DETAILS	K-16-143 & K-16-144
ABUTMENT NO. 1	K-16-145
ABUTMENT NO. 2	K-16-147
BENTS NO. 1, 2 & 3	K-16-146
BILL OF STEEL	K-16-148
PILES	H-5-111
BEARING DEVICES & ROADWAY EXPANSION	H-5-146

28'-0" ROADWAY WITH SAFETY CURBS

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

LAYOUT OF BRIDGE
STATE RTE. 48 over INTERSTATE 40
STA 810+60.96
DICKSON COUNTY
1962

DESIGNED BY D. Fortner DATE 2-28-62
DRAWN BY JW Sutherland DATE 3-12-62
Re TRACED BY A. Kelley DATE 5-20-69
CHECKED BY DATE

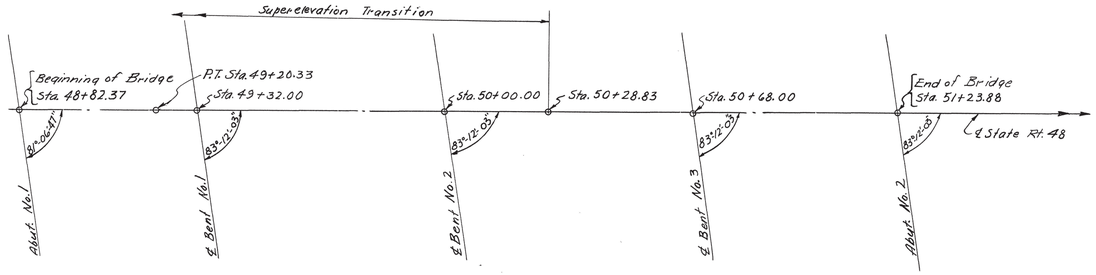
CORRECT Fred Greve BRIDGE ENGINEER
APPROVED Edward Long STATE HIGHWAY ENGINEER

K-16-141

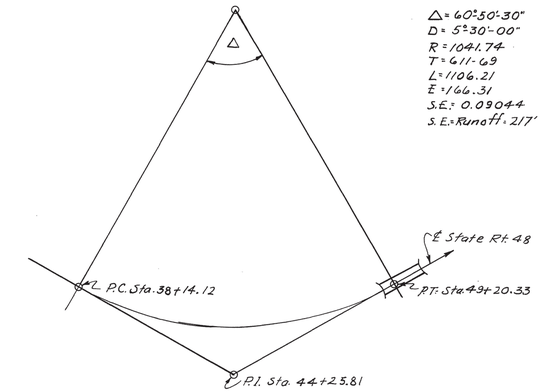
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		

REVISIONS

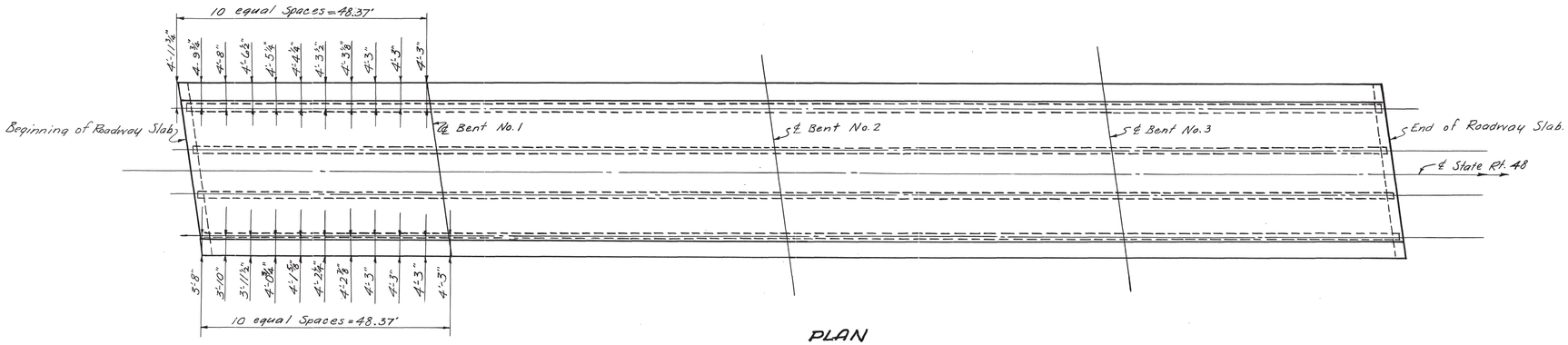
NO.	DATE	BY	BRIEF DESCRIPTION



BRIDGE LAYOUT DATA



HORIZONTAL CONTROL DATA



PLAN

Note: Beams to be built straight and curb offsets vary as shown. Curb offsets measured from ℄ exterior beam at right angles.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

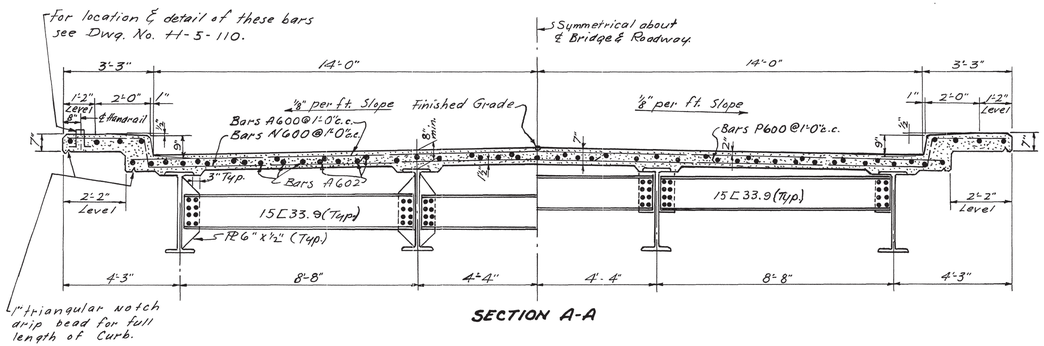
BRIDGE GEOMETRY
STATE RT. OVER INTERSTATE 40
STA. 810+60.96
DICKSON COUNTY
1961

DESIGNED BY Don Fortner DATE 3-2-62
DRAWN BY Don Fortner DATE 3-20-62
Re-TRACED BY A. Kelley DATE 4-27-70
CHECKED BY _____ DATE _____

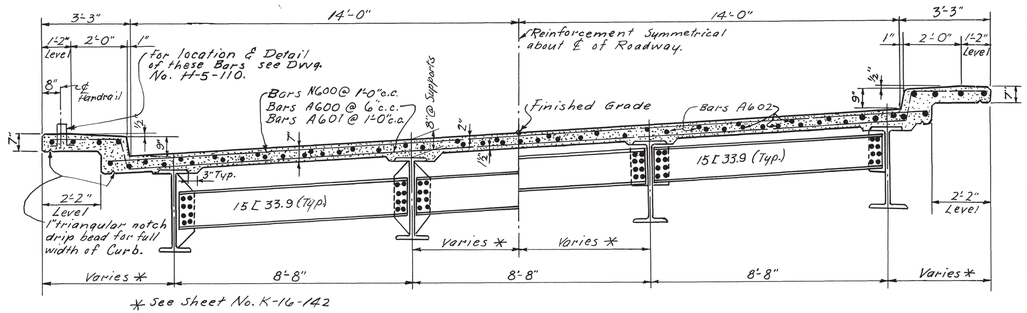
CORRECT Fred Greve BRIDGE ENGINEER
APPROVED C. C. Long STATE HIGHWAY ENGINEER

K-16-142

MICROFILMED



SECTION A-A



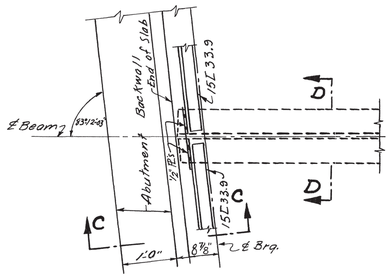
* See Sheet No. K-16-142

SECTION B-B

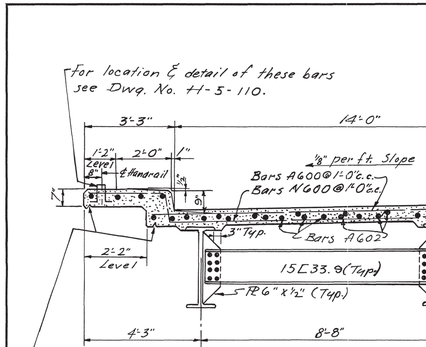
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



PLAN END DIAPHRAGM

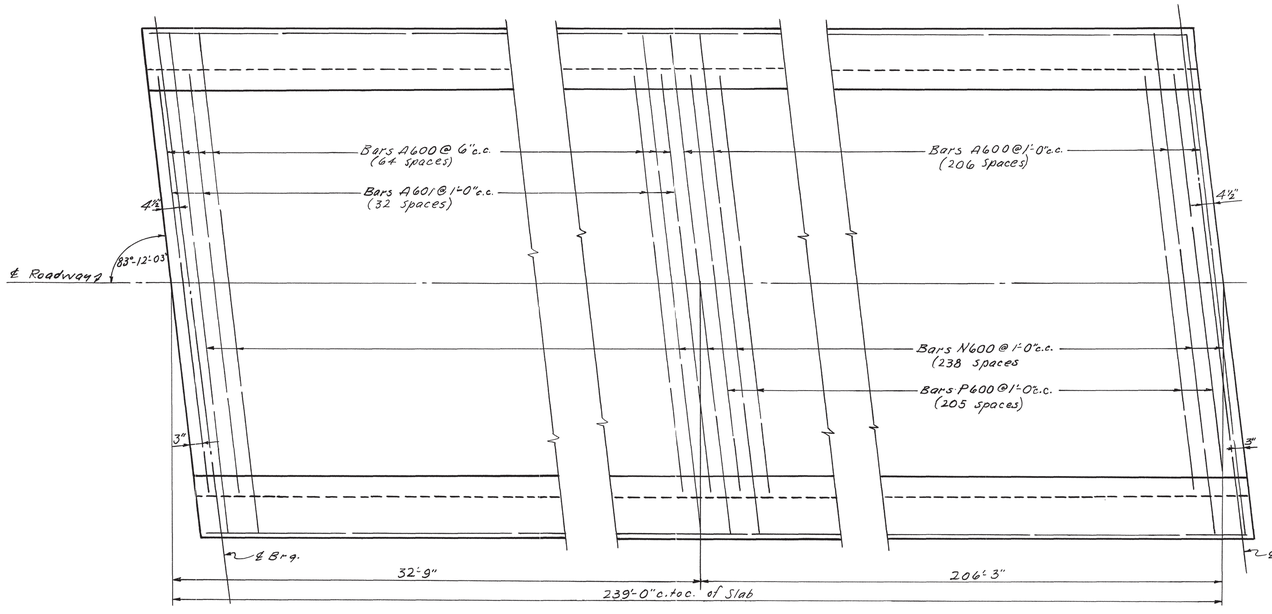


SECTION C-C
END DIAPHRAGM

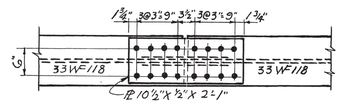


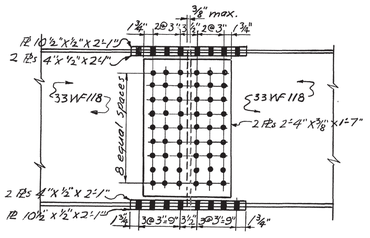
SECTION D-D
END DIAPHRAGM

DESIGNED BY D.W. Fortner DATE 3-6-62
DRAWN BY R. B. Gentry DATE 3-9-62
TRACED BY A. Kelley DATE 5-23-70
CHECKED BY DATE



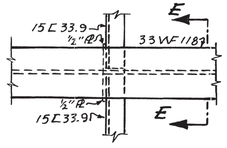
SLAB PLAN



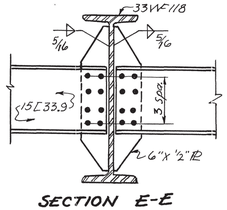


SPLICE DETAIL

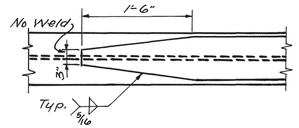
Note: Splices to be sub-punched ¼" smaller and reamed to size and matched marked while assembled in the shop.
Note: Use fill plates as required.



PLAN INTERMEDIATE DIAPHRAGM



SECTION E-E
INTERMEDIATE DIAPHRAGM



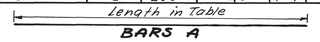
COVER PLATE WELDING DETAIL

BILL OF STEEL

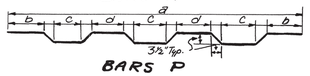
Bar	Location	Size	No. Req'd.	Bending Dimensions a	b	c	d	Length
A600	Slab	6	272					29'-11"
A601	Slab	6	33					28'-3"
A602	Slab & Curbs	6	472					31'-5"
N600	Slab	6	239	34'-3"	2'-9"	28'-4"	1'-1"	36'-2"
P600	Slab	6	206	29'10½"	3'-9"	4'-4"	3'-9"	30'-6"

Length in Table

BARS A



BARS N



BARS P

NOTES:

STRUCTURAL STEEL for Bearing Devices, Beams, Cover Plates & Connection Plates shall conform to A.S.T.M. A36. Structural Steel for Diaphragms and Roadway Expansion Devices shall conform to A.S.T.M. A7 unless otherwise designated.

FIELD CONNECTIONS to be made with ⅞" ϕ High Strength Bolts. See AASHO Specifications Article 2.10.20.

PAINT: Basic Lead Silico Chromate-See Special Provisions regarding Section 132 Steel Structures (painting) No paint shall be applied to the top surfaces of the top flanges.

ALL WELDING shall be in conformance with the current edition of the American Welding Society Specifications for Welded Highway and Railroad Bridges.

COVER PLATE: Lengths shown include length required to develop the full stress value.

BEARING: See Dwg. No. H-5-146. Expansion @ Abutments & Bents No. 1 & 3 use EL 2, Fixed Bent No. 2 use FL 2.

ROADWAY EXPANSION DEVICES: See Dwg. No. H-5-146.

CAMBER: Girders shall be cambered to compensate for dead load deflection. See Drawing No. K-16-144 for Dead Load correction diagram.

FOR GENERAL NOTES: see Dwg. No. K-16-141.

For other STRUCTURAL STEEL DETAILS, see Dwg. No. K-16-144 and H-5-146.

ESTIMATED QUANTITIES

Concrete-Class "A" Cu. Yds.	Reinforcing Steel Lbs.
198.1	58297

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

STRUCTURAL STEEL DETAILS
STATE ROUTE 48 OVER INTERSTATE 40
STATION 810 + 60.96
DICKSON COUNTY
1962

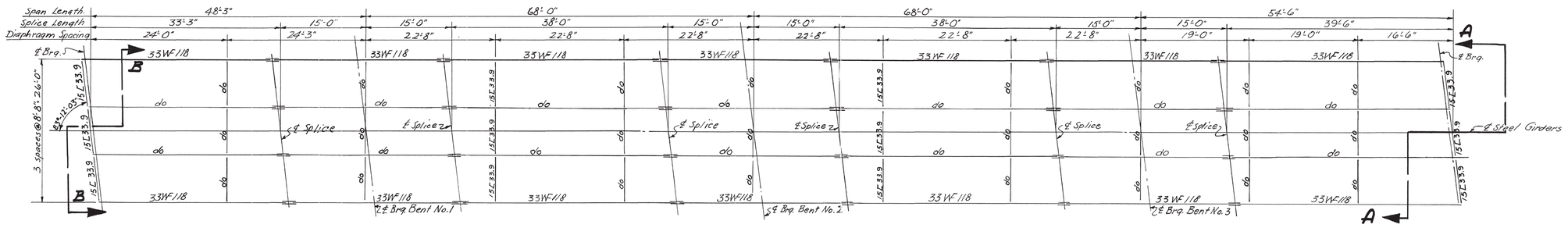
CORRECT Fred Gerve
BRIDGE ENGINEER
APPROVED Lee B. Long
STATE HIGHWAY ENGINEER

K-16-143

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		

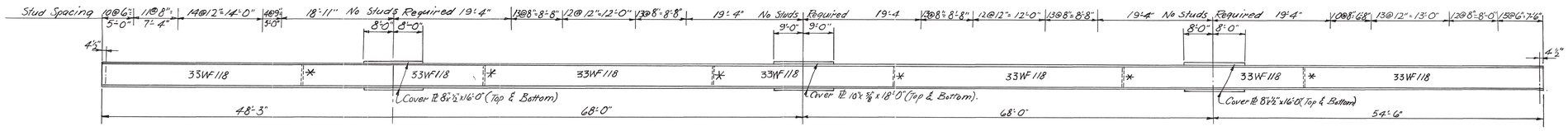
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



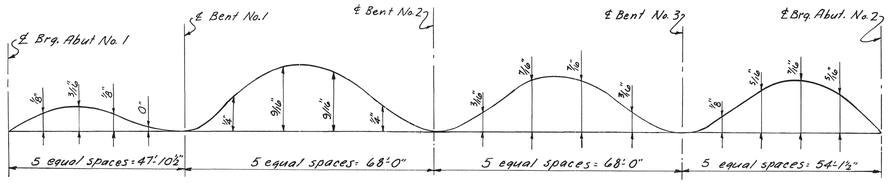
FRAMING PLAN

for Section A-A and B-B see Dwg. No. K-16-143.



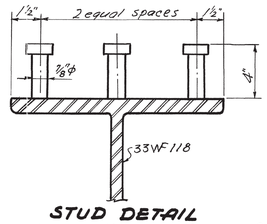
BEAM ELEVATION

✳ Note: These field splices are optional.



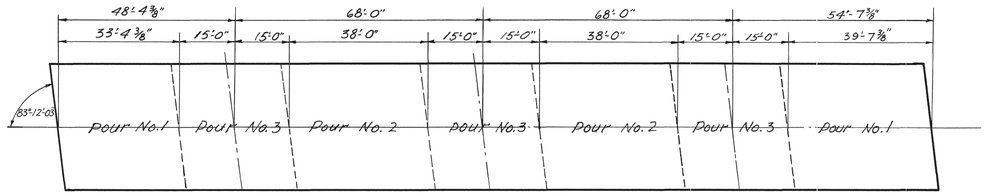
DEAD LOAD CORRECTION DIAGRAM

Note: Same for all Beams.
Note: See Camber Note on Dwg. No. K-16-143.



STUD DETAIL

Note: Studs shall be placed in sets of 3 and spaced as shown on this sheet. Studs shall be solid or granular fluxed and automatically end welded to the Beams. See Special Provision regarding Stud Welding.



POURING SCHEDULE

Note: All pours to be made in numerical sequence. All pours with the same number designation may be made simultaneously.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

STRUCTURAL STEEL DETAILS

STATE ROUTE 48 OVER I-40
STA. 810+60.96
DICKSON COUNTY
1962

DESIGNED BY Don Fortner DATE 4-8-62
DRAWN BY G. Mullican DATE 4-8-62
TRACED BY A. Kelley DATE 5-25-70
CHECKED BY DATE

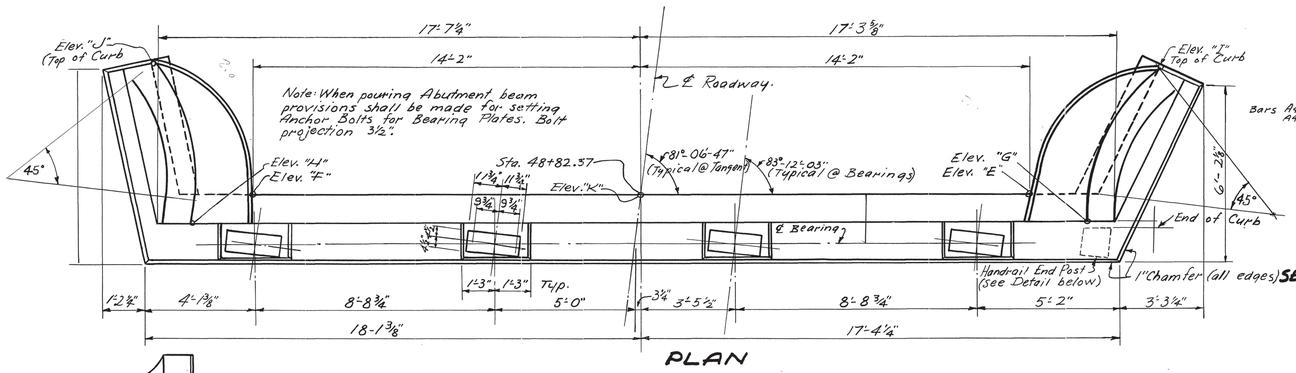
CORRECT Fred Greene BRIDGE ENGINEER
APPROVED Chas D Long STATE HIGHWAY ENGINEER

K-16-144

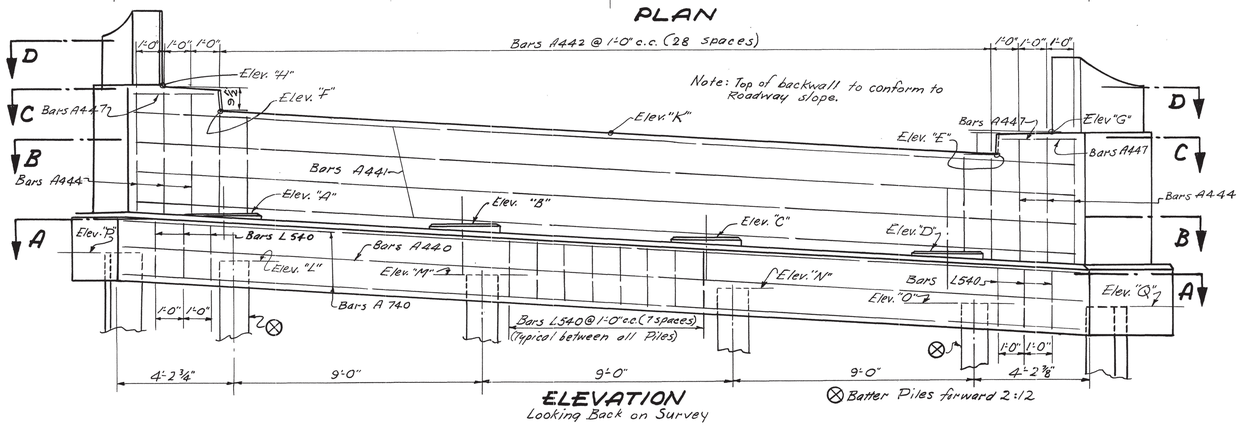
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	5-3-62		Revised.



PLAN

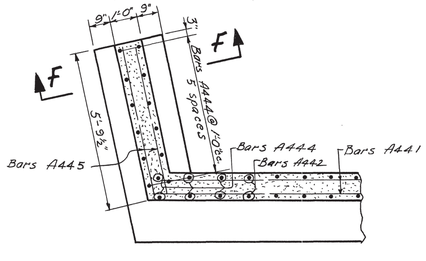


ELEVATION
Looking Back on Survey

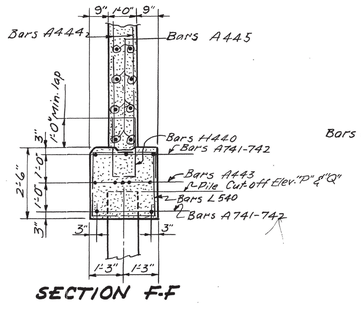
PART SECTION A-A
Showing Reinforcement in Abutment Beam.

SECTION E-E

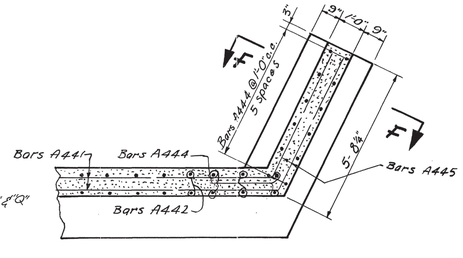
PART SECTION A-A
Showing Reinforcement in Abutment Beam.



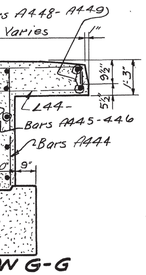
PART SECTION B-B
Showing Reinforcement in Wingwall.



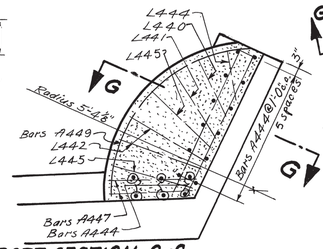
SECTION F-F



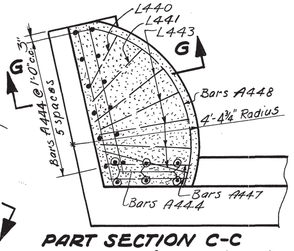
PART SECTION B-B
Showing Reinforcement in Wingwall.



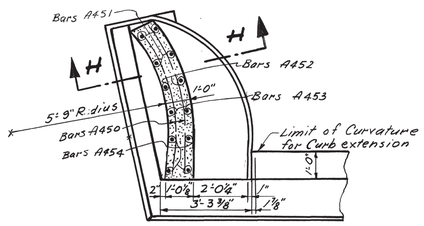
SECTION G-G



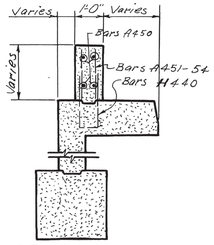
PART SECTION C-C
Showing Reinforcement in curb.



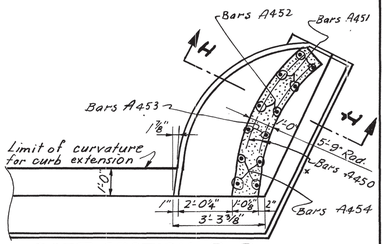
PART SECTION C-C
Showing Reinforcement in curb.



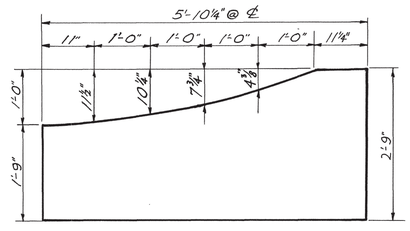
PART SECTION D-D
Showing Reinforcement in Wingpost



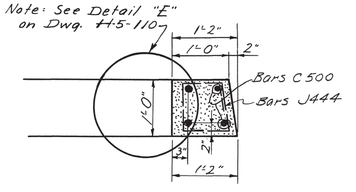
SECTION H-H



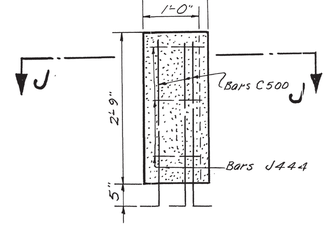
PART SECTION D-D
Showing Reinforcement in Wingpost.



WINGPOST DEVELOPED



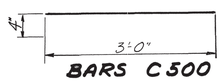
SECTION J-J



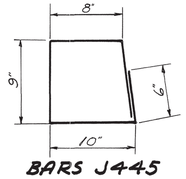
ELEVATION
HANDRAIL END POST

ELEVATIONS

A	B	C	D	E	F	G	H
807.96	807.48	806.96	806.44	810.02	811.68	810.82	812.50
I	J	K	L	M	N	O	P	Q
810.71	812.46	810.87	806.29	805.78	805.29	804.77	806.53	804.53



BARS C500



BARS J445

ENDPOST-LIST OF MATERIALS - EACH

Bar	Size	No.	Length	QUANTITIES	
				CONCRETE Class "A" Cu. Yds.	Reinforcing Steel Lbs.
C500	5	4	3'-4"	.12	21
J444	4	3	3'-6"		

ESTIMATED QUANTITIES *

Concrete Class "A" Cu. Yds.	Reinforcing Steel Lbs.
19.8	2199

* Includes End Post Quantities.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

ABUTMENT NO.1
STATE ROUTE 48 over INTERSTATE 40
STATION 810+60.96
DICKSON COUNTY
1962

DESIGNED BY Don Fortner DATE —62
DRAWN BY Kenneth Litton DATE 3-14-63
TRACED BY A. Kelley DATE 6-3-70
CHECKED BY DATE

CORRECT Fred Greve
BRIDGE ENGINEER

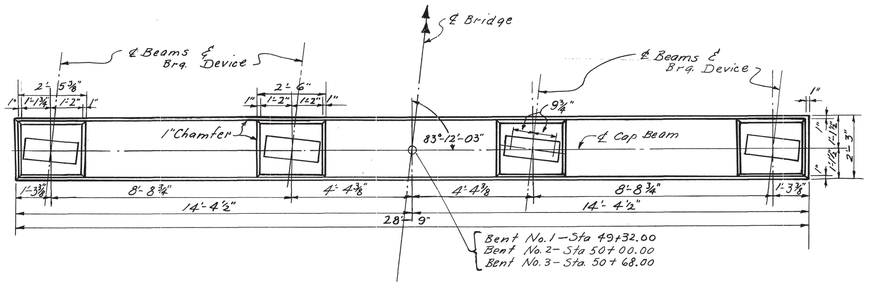
APPROVED eeb Long
STATE HIGHWAY ENGINEER

K-16-145

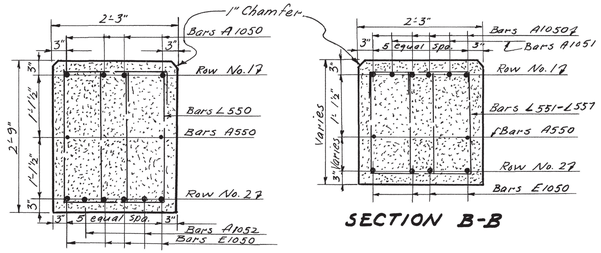
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

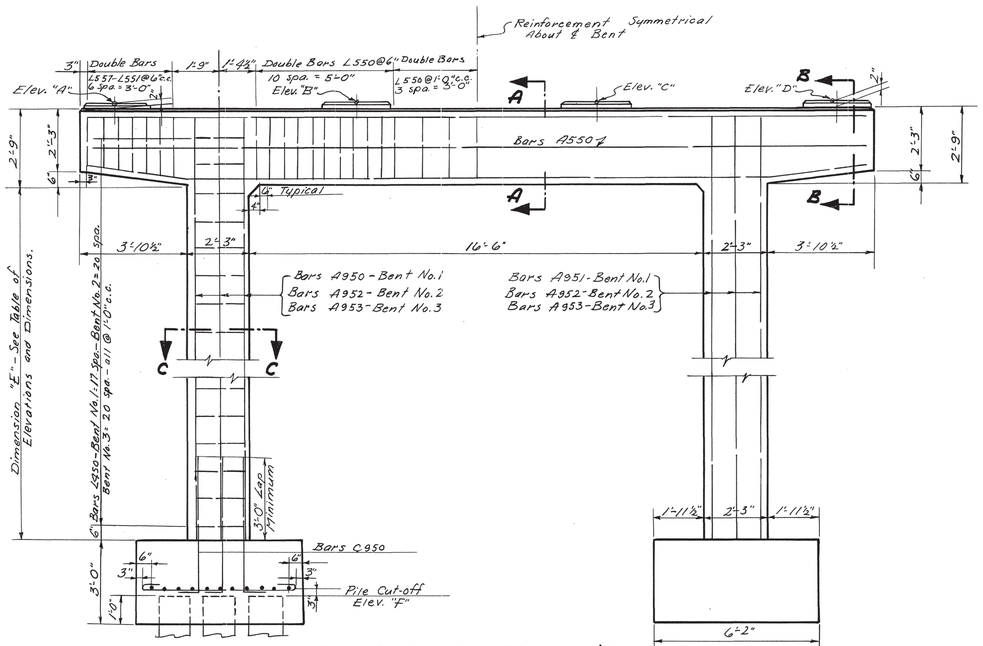


PLAN



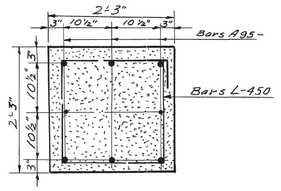
SECTION A-A

SECTION B-B

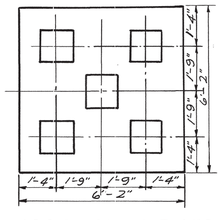


ELEVATION - BENTS NO. 2 & 3

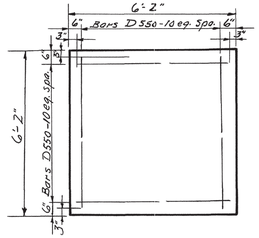
Looking Forward on Survey.



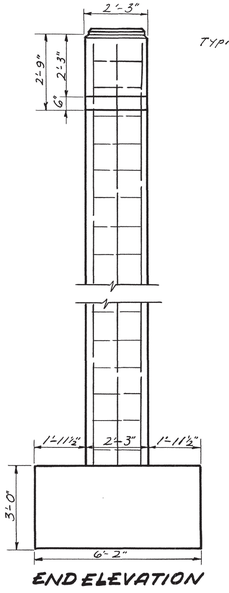
SECTION C-C



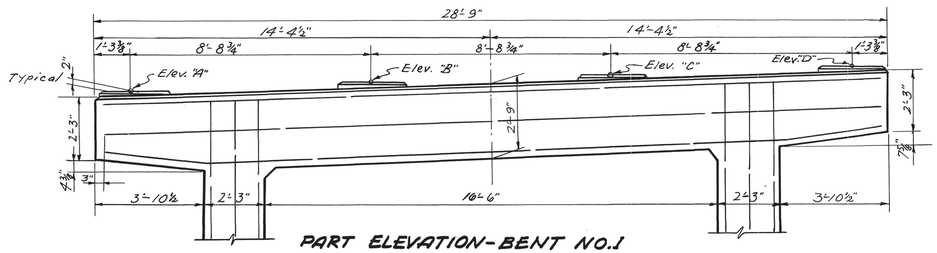
LOCATION OF PILES IN FOOTING



PLAN SHOWING FOOTING REINFORCEMENT



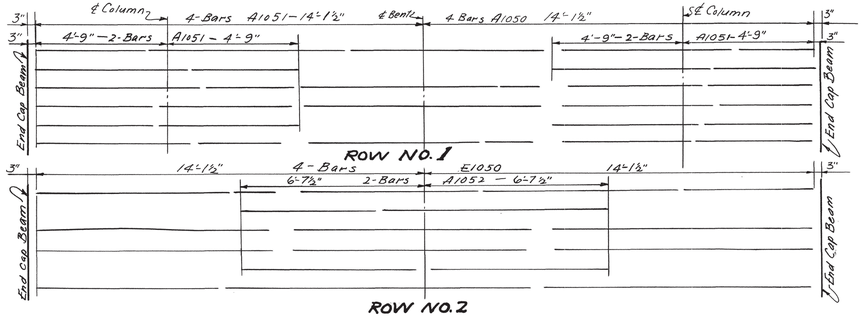
END ELEVATION



PART ELEVATION - BENT NO. 1

Looking Forward on Survey.

Note: Refer to Bent Elev. 2&3 for steel and other Details.



PLAN OF MAIN REINFORCING - CAP BEAM

TABLE OF DIMENSIONS & ELEVATIONS

ITEM	ELEVATIONS "A"	"B"	"C"	"D"	DIMENSION "E"	Pile Cut-off Elev. "F"
Bent 1	807.29	807.60	807.91	808.22	18'-3"	784.25
Bent 2	808.50	808.60	808.68	808.70	19'-3"	784.33
Bent 3	809.37	809.48	809.49	809.41	20'-0"	784.45

ESTIMATED QUANTITIES

ITEM	Cu. Yds. CONCRETE	Ref. Steel
Bent 1	21.6	3986
Bent 2	22.0	4038
Bent 3	22.3	4087

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

BENTS NO. 1, 2 & 3
STATE ROUTE 48 OVER INTERSTATE 40
STATION 810+60.96
DICKSON COUNTY
1962

DESIGNED BY Charles Hunter DATE 1962
DRAWN BY John E. Gant DATE 1962
Re-TRACED BY Al Kelley DATE 6-5-70
CHECKED BY DATE

CORRECT Fred Greve BRIDGE ENGINEER

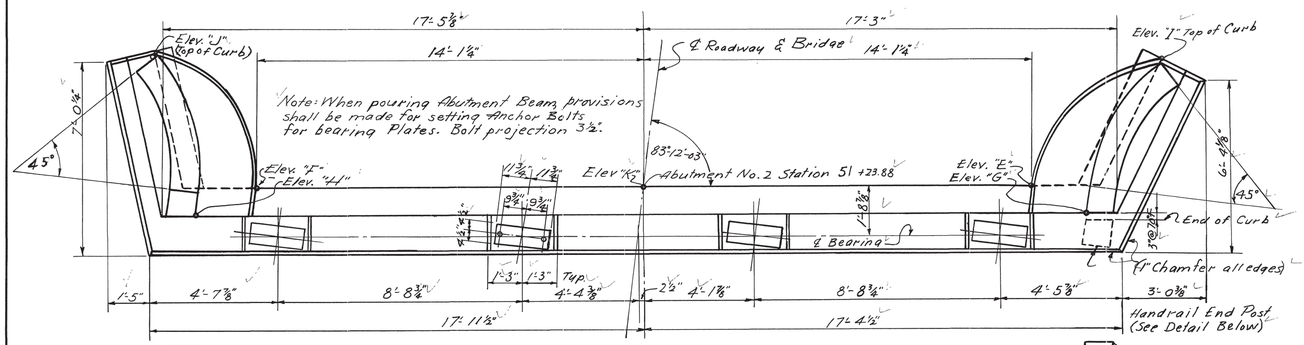
APPROVED Edwin Long STATE HIGHWAY ENGINEER

K-16-146

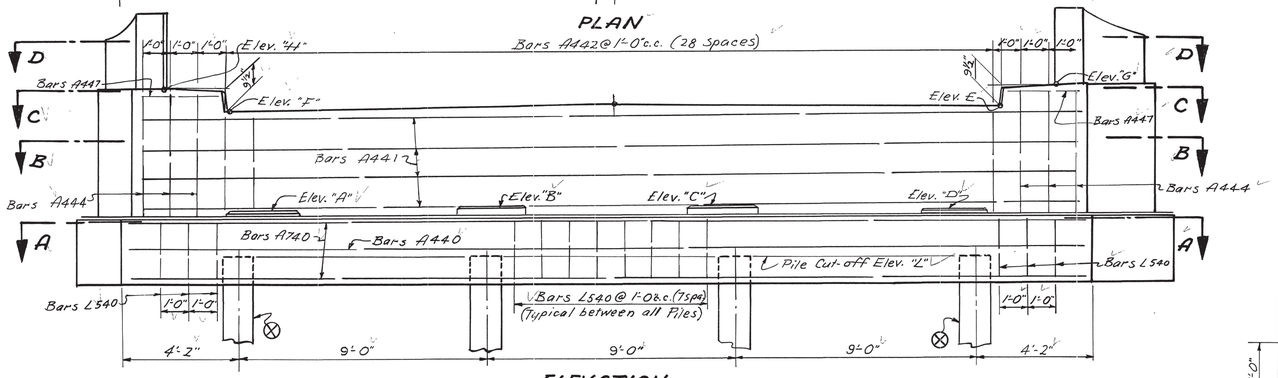
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	5-3-62	—	Revised.



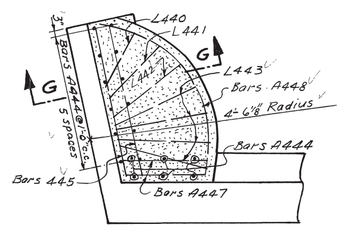
PLAN



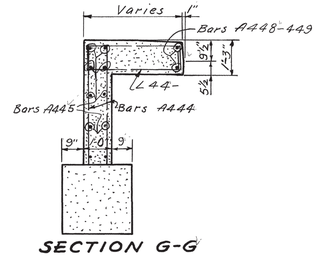
ELEVATION

Note: Looking forward on Survey.

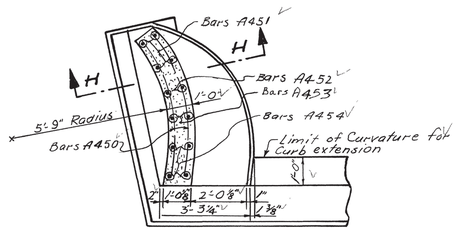
⊗ Batter forward 2:12



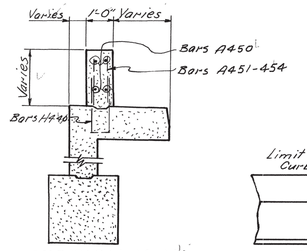
PART SECTION C-C
Showing Reinforcement in Curb



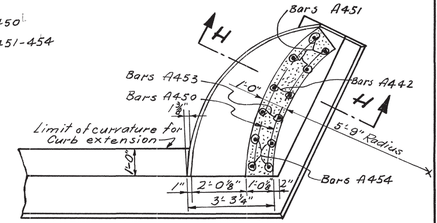
SECTION G-G



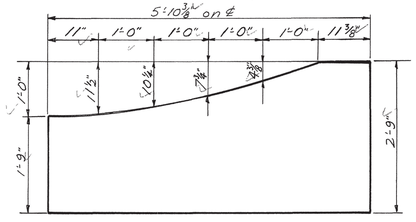
PART SECTION D-D
Showing Reinforcement in Wingpost



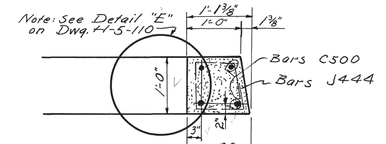
SECTION H-H



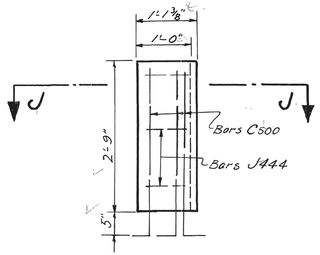
PART SECTION D-D
Showing Reinforcement in Wingpost



WINGPOST DEVELOPED



SECTION J-J



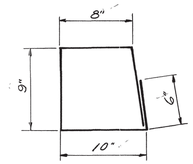
ELEVATION HANDRAIL ENDPOST

ENDPOST - LIST OF MATERIALS - EACH

BAR	SIZE	NO.	LENGTH	QUANTITIES	
				Concrete Class "A" Cu.Yds.	Reinforcing Steel Lbs.
C500	5	4	3'-4"	.11	21
J444	4	3	3'-6"		



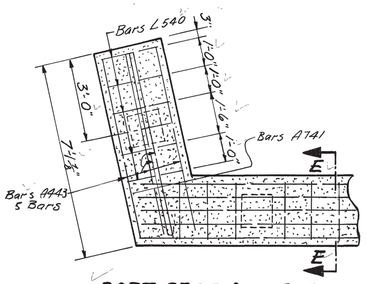
BARS C500



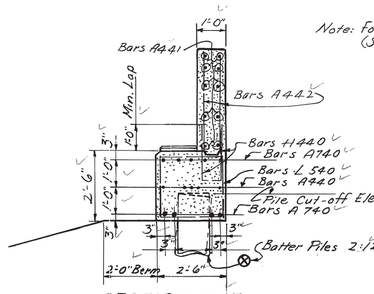
BAR J444

ESTIMATED QUANTITIES

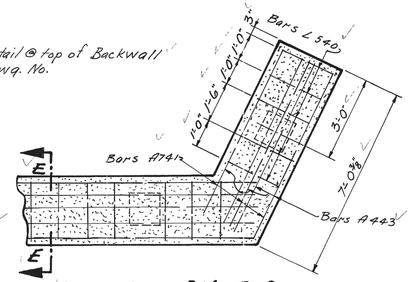
Concrete Class "A" Cu.Yds.	Reinforcing Steel Lbs.
19.8	2199



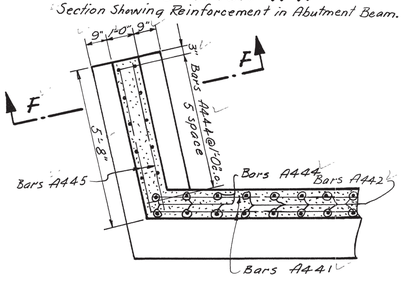
PART SECTION A-A
Section Showing Reinforcement in Abutment Beam.



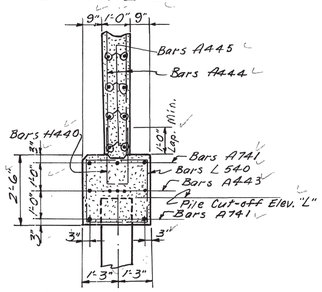
SECTION E-E



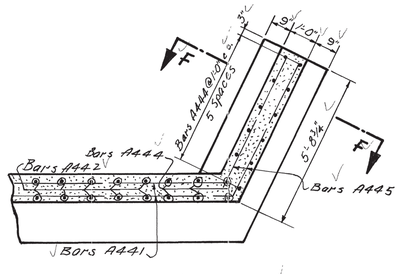
PART SECTION A-A
Showing Reinforcement in Abutment Beam.



PART SECTION B-B
Showing Reinforcement in Wingwall.



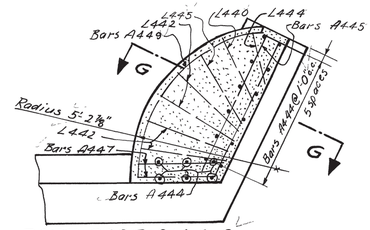
SECTION F-F



PART SECTION B-B
Showing Reinforcement in Wingwall.

ELEVATIONS

A	B	C	D	E	F	G	H	I	J	K	L
810.12	810.22	810.23	810.16	813.88	813.84	814.66	814.61	814.75	814.69	814.01	808.35



PART SECTION C-C
Showing Reinforcement in Curbs.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

ABUTMENT NO. 2
STATE ROUTE 48 OVER IINTERSTATE 40
STATION 810+60.96
DICKSON COUNTY
1962

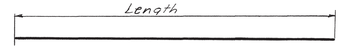
DESIGNED BY Don Fortner — DATE 3-4-62
DRAWN BY Kenneth Litton — DATE 3-7-62
TRACED BY A. Kelsey — DATE 7-21-70
CHECKED BY Don Fortner — DATE 3-21-62

CORRECT Fred Greene — BRIDGE ENGINEER
APPROVED [signature] — STATE HIGHWAY ENGINEER

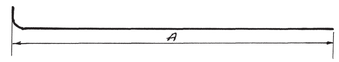
K-16-147

BILL OF STEEL

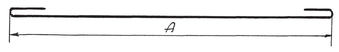
Abutments No. 1 & 2								Bents 1, 2 & 3								
Bar	Location	Size	No. Req'd	Bending Dimensions a	b	c	d	Length	Bar	Location	Size	No. Req'd	Bending Dimensions a	b	c	d	Length
A440	Beam	4	10					35'-1"	A550	Cap Beam	5	6					28'-3"
A441	Backwall	4	16					34'-6"	A1052	" "	10	6					13'-3"
A442	Backwall	4	116					3'-9"	A1050	" "	10	12					28'-3"
A443	Beam	4	20					6'-9"	A1051	" "	10	12					9'-6"
A444	Wingwall	4	72					4'-6"	A950	Col. Bent No. 1	9	8					20'-9"
A445	Wingwall	4	40					5'-5"	A951	" " "	9	8					21'-6"
A447	Curb	4	8					2'-11"	A952	Col. Bent No. 2	9	16					21'-9"
A448	Curb	4	4					7'-4"	A953	Col. Bent No. 3	9	16					22'-6"
A449	Curb	4	4					7'-9"	C950	Col. Bents No. 1, 2 & 3	9	48	4'-10"				
A450	Wingpost	4	16					5'-6"	D650	Footing	6	132	5'-8"				7'-0"
A451	"	4	16					1'-6"	E1050	Cap Beam	10	12	2'-0"	3'-8"	6"		28'-4"
A452	"	4	8					1'-9"	L550	Cap Beam	5	126	1'-5"	6"	2'-5"		9'-2"
A453	"	4	8					2'-0"	L551	Cap Beam	5	12	1'-5"	6"	2'-2"		7'-8"
A454	"	4	16					2'-3"	L552	Cap Beam	5	12	1'-5"	6"	2'-1"		7'-6"
A740	Beam	7	18					35'-1"	L553	Cap Beam	5	12	1'-5"	6"	2'-0"		7'-4"
A741	"	7	20					6'-9"	L554	Cap Beam	5	12	1'-5"	6"	1'-11"		7'-2"
H440	Backwall & Wingpost	4	118	8"	2'-0"			4'-8"	L450	Columns	4	121	1'-11"	6"	1'-11"		8'-2"
L440	Curb	4	4	2'-4"	6"	11"		7'-0"	L555	Cap Beam	5	12	1'-5"	6"	1'-10"		7'-0"
L441	"	4	3	2'-9"	6"	11"		7'-10"	L556	Cap Beam	5	12	1'-5"	6"	1'-9"		6'-10"
L442	"	4	7	3'-2"	6"	11"		8'-8"	L557	Cap Beam	5	12	1'-5"	6"	1'-8"		6'-8"
L443	"	4	9	3'-5"	6"	11"		9'-2"									
L444	"	4	2	1'-9"	6"	11"		5'-10"									
L445	"	4	3	3'-0"	6"	11"		8'-4"									
L540	Beam	5	80	2'-2"	1'-0"	2'-2"		9'-8"									



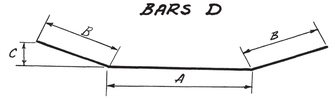
BARS A



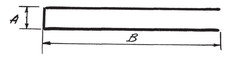
BARS C



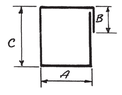
BARS D



BARS E



BARS H



BARS L

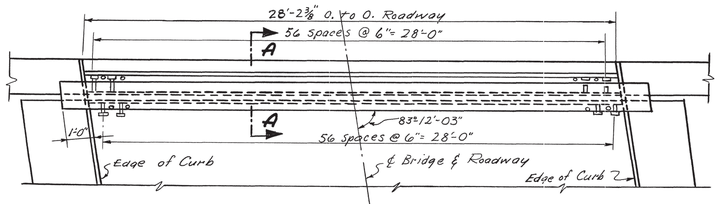
REINFORCING STEEL CODE

Type	Size	Series
A	5	06

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
3	TENN.		19		

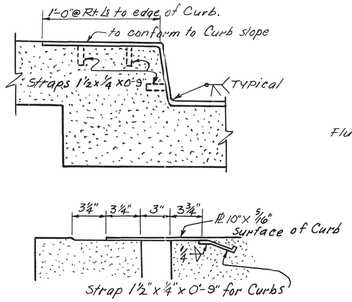
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



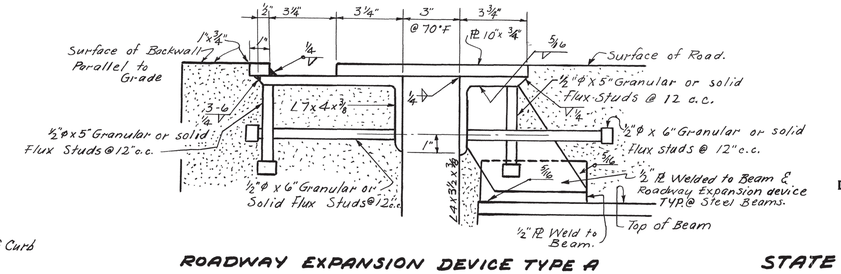
PLAN OF ROADWAY & CURB EXPANSION DEVICES

Plan above shows one set. Two sets required.



DETAIL OF CURB EXPANSION DEVICES

Required: One at each end of Roadway Expansion Device.



ROADWAY EXPANSION DEVICE TYPE A SECTION AT RT. ANGLE TO JOINT

Note: Fabricate to fit slope of Roadway and skew of Bridge as required.
Note: See also Abutment Drawing.

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
NASHVILLE

BILL OF STEEL
STATE ROUTE 48 over INTERSTATE 40
STATION 810+60.96
DICKSON COUNTY
1962

DESIGNED BY Don Fortner DATE 3- -62
DRAWN BY Litton & Gant DATE 3-20-62
TRACED BY A. Kelley DATE 6-10-70
CHECKED BY DATE

CORRECT Fred Greve, BRIDGE ENGINEER
APPROVED Cecil Long, STATE HIGHWAY ENGINEER

K-16-148

ESTIMATED QUANTITIES

PROJECT NO.	YEAR	SHEET NO.
98030-4166-04	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

	ITEM NO.	ITEM	① BRIDGE NO. 41-H40-0.82 H40 OVER DUCK RIVER	② BRIDGE NO. 22-48-0.21 S.R. 48 OVER I-40	③ BRIDGE NO. 22-46-3.67 S.R. 46 OVER I-40	④ BRIDGE NO. 22-A315-4.25 HOGAN ROAD OVER E.B. I-40	⑤ BRIDGE NO. 22-A315-4.31 HOGAN ROAD OVER W.B. I-40	⑥ BRIDGE NO. 22-957-5.17 SPENCER MILL ROAD OVER I-40	⑦ BRIDGE NO 94-96-0.52 S.R. 96 OVER I-40	TOTAL UNIT	TOTAL QTY
①	403-01	BITUMINOUS MATERIAL FOR TACK COAT		1						TON	1
②	407-02.06	COLD PLANING OF BITUMINOUS MATERIAL		168						C.Y.	168
①	411-01.01	MIN. AGGR. FOR ASPH. CONC. SURF. (ACS) GRADING "D"		63						Ton	63
①	411-01.02	ASPH. CEM. FOR ASPH. CONC. SURF. (ACS) GRADING "D"		4						Ton	4
①	411-03.10	ASPH. CONC. SURF. (HOT MIX) (ACS) GRAD. "E" SHOULDERS		38						Ton	38
③	603-02.01	REPAINTING EXISTING STEEL STRUCTURES	.40	.08	.13	.07	.07	.09	.16	L.S.	1
④	604-01.12	CLASS "A" CONCRETE (BRIDGE DECK)		93						C.Y.	93
⑤	604-10.18	REINFORCING STEEL (REPAIRS)		24,318						Lbs.	24,318
⑥	604-10.30	BRIDGE DECK REPAIR (FULL DEPTH OF SLAB)		140						S.Y.	140
⑦	604-10.32	EXPANSION JOINT REPAIRS (TYPE "A")		61						L.F.	61
⑥	604-10.50	BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB)		150						S.Y.	150
⑧	604-10.51	SCARIFYING		744						S.Y.	744
⑨	705-10.26	REPLACEMENT OF EXIST. RAIL WITH NEW CONCRETE PARAPET		492						L.F.	492
	712-01	TRAFFIC CONTROL								L.S.	1
	712-02	PORTABLE BARRIER RAIL		140						L.F.	140
	712-04.01	Flexible Drums (Channelizing)								EACH	68
	712-05.01	WARNING LIGHTS (TYPE A)								EACH	16
	712-05.03	WARNING LIGHTS (TYPE C)								EACH	46
	712-06	SIGNS (CONSTRUCTION)								S.F.	236
	712-08.03	ARROW BOARD (TYPE C)								EACH	4
[1A]	712-09.01	REMOVABLE PAVEMENT MARKING (LINE)		5,492						L.F.	5,492
	716-05.01	PAINTED PAVEMENT MARKING (LINE)		0.18						L.M.	0.18
	730-40	TEMPORARY TRAFFIC SIGNAL SYSTEM		1						EACH	1
	717-01	Mobilization								L.S.	1
	705-01.01	PROTECTIVE GUARDRAIL @ BRIDGE ENDS		108						L.F.	108
	705-02.02	METAL DEEP BEAM SINGLE GUARDRAIL (POST SPACING 6 FT. 3 IN.)		200						L.F.	200
	705-04.01	GUARDRAIL TERMINAL ANCHOR (TYPE 11)		4						EACH	4
	706-01	GUARDRAIL REMOVED		435						L.F.	435

① Includes all asphalt and tack coat materials for bridge NO. 2 APPROACHES AND SHOULDERS.

② Includes the removal of all asphalt from bridge no. 2 and the approach areas at each end of the bridge as necessary to place a new asphalt transition. See detail on dwg. no. M-106-98.

③ Includes the total estimated weight of 1,922,241 lbs. to be blastcleaned and painted. See table this sheet for each estimated weight of structural steel per bridge. The existing steel bridge deck forms on bridge no. 1 (Interstate 40 over Duck River) are not to be painted when painting the existing structural steel.

④ Includes all concrete for the new 4½" 4500 p.s.i. slab overlay ON BRIDGE NO. 2.

⑤ Includes all epoxy coated reinforcing steel for the new 4½" concrete slab ON BRIDGE NO. 2.

⑥ Includes partial and full depth slab repair. See notes and details on dwg. no. M-106-98.

⑦ Includes all materials and labor necessary for expansion joint replacement. See detail on dwg. no. M-106-97.

⑧ Includes 1" scarifying of the existing concrete bridge deck ON BRIDGE NO. 2.

⑨ For general notes, estimated quantities, and concrete parapet details, see reference dwg. no. M-181-145.

Table showing Estimated Weight of Structural Steel (Per Bridge) to be Blast Cleaned and Painted

Bridge	Struct. Steel (lbs.)
Bridge No. 1 I-40/Duck River	773,168
Bridge No. 2 S.R. 48/ I-40	148,548
Bridge No. 3 S.R. 46/ I-40	250,323
Bridge No. 4 Hogan Rd./ E.B. I-40	136,363
Bridge No. 5 Hogan Rd/ W.B. I-40	136,363
Bridge No. 6 Spencer Mill Rd/ I-40	178,597
Bridge No. 7 S.R. 96/ I-40	309,879
✡ TOTAL	1,922,241

✡ SEE BLAST CLEANING AND PAINT NOTE ON DWG. NO. M-106-97.

[1A] COST FOR STOP BARS TO BE INCLUDED IN PRICE OF TEMPORARY PAVEMENT MARKINGS

DESIGNED BY GREG ROSS DATE 1-86
DRAWN BY GREG ROSS DATE 1-86
SUPERVISED BY GENTRY & MAINTURE DATE 1-86
CHECKED BY BEAVERS & GLASGOW DATE 1-86

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ESTIMATED QUANTITIES AND BRIDGE REPAIR
BRIDGE NO. ONE (1) THRU SEVEN (7)
HICKMAN, DICKSON, & WILLIAMSON COUNTIES
1986

CORRECT Clellon L Loveall
ENGINEER OF STRUCTURES
APPROVED David Evans
DIRECTOR OF HIGHWAYS

M-106-96

BRUNING 44-141 61318

General Notes

Specifications: Standard Road and Bridge Specifications of the Tennessee Department of Transportation. (March, 1981 edition)

Design Specifications: AASHTO 1983 edition with addenda.

Reinforcing Steel: To be ASTM A615 Grade 60. Standard CRSI hook details apply unless otherwise noted on Bill of Steel. Bending dimensions shown are based on Grade 60. 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.

Shop Drawings: See Special Provision no. 105A.

Welding: See Special Provision no. 602.

Bridge Deck Surface Finish: To be in accordance with note C, sheet 2, of Special Provision 604.

BRIDGE DECK CONCRETE: CLASS "A" CONCRETE FOR BRIDGE DECKS SHALL BE IN ACCORDANCE WITH SPECIAL PROVISION NO. 604A. FORMS SUPPORTING FULL DEPTH SLAB REPAIR MAY BE REMOVED AFTER FIVE (5) DAYS. NO TRAFFIC OR OTHER LOADING WILL BE ALLOWED ON THE BRIDGE DECK UNTIL THE TEST SPECIMENS HAVE ATTAINED A COMPRESSIVE STRENGTH OF 4,500 P.S.I. AND TEN DAYS HAVE ELAPSED FROM THE DATE REMOVAL OF FORMS IS PERMITTED.

SPECIAL NOTE FOR UTILITIES: SEE SPECIAL PROVISION NO. 100 REGARDING THE REVISION OF SECTION 105.07 TO THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

CONCRETE CURING NOTE: SEE STANDARD SPECIFICATIONS FOR METHOD OF CURING THE NEW CONCRETE PARAPETS AND SPECIAL PROVISION NO. 604 FOR METHODS OF CURING THE NEW 4 1/2" SLAB CONCRETE OVERLAY.

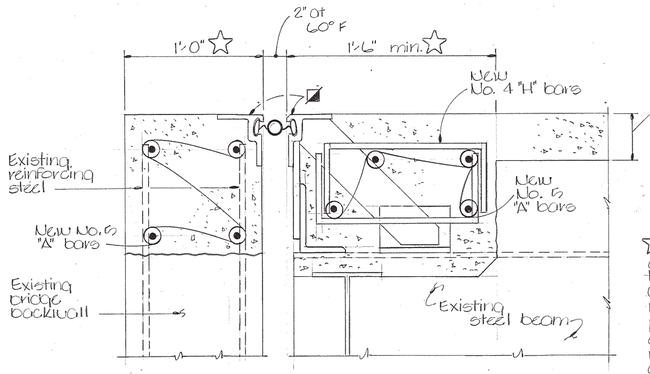
Blast Cleaning and Painting: All existing structural steel including beams, diaphragms, bearing devices, expansion devices, drains, etc. to be blastcleaned and painted. Blastcleaning shall be according to Tennessee Standard Specifications Section 603-05 (b). The appearance of the surface after blast cleaning shall correspond with the Pictorial Standards A sa 2½, B sa 2½, C sa 2½, or D sa 2½ of SSPC-Vis-1-67T (Structural Steel Painting Council-SPIC).

Paint shall be system B- Inorganic Zinc/Vinyl. Color of the vinyl top coat to match Federal Standard no. 595A, 24110 Green. See Sections 603 and 910 of the Standard Specifications for Road and Bridge Construction of the Tennessee Department of Transportation. ALL CLEANING AND PAINTING OF STRUCTURAL STEEL SHALL BE DONE TO THE COMPLETE SATISFACTION OF THE ENGINEER.

PROJECT NO.	YEAR	SHEET NO.
98030-4166-04	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



Expansion Joint Replacement Details - Type "A"
(Typical at abutments no. 1 and 2)

☆ Note: In lieu of the 3000 p.s.i. high early strength concrete, as called for on ref. dwg. no. M-106-76 for the joint repair area, the contractor may pour these areas with 4500 p.s.i. concrete monolithically when pouring the new 4½" bridge slab.

Note: See expansion joint replacement details, type "A" on ref. dwg. no. M-106-78. For further details and notes see ref. dwgs. no. M-106-76 and M-106-77, and Special Provision no. 604S.

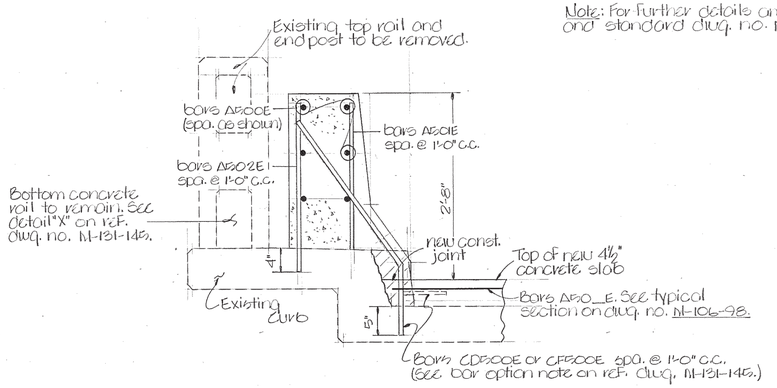
☒ Denotes: See type "X" membrane retainer and notes on ref. dwg. M-106-77. For additional details and notes see ref. dwgs no. M-106-76 and M-106-78.

Note: Set all new expansion joint replacements 2" (two inches) at mid-temperature of 60°F with a total movement required of 4" (four inches).

Note: All existing reinforcing steel exposed in repair areas to be blast cleaned before pouring new concrete. Cost to be included in items bid on.

▨ Denotes: Partial removal of existing curb.

Note: For further details and notes see reference dwg. no. M-131-146 and standard dwg. no. M-25-1.



Concrete Parapet Rail Detail

Bridge Repair Details for Bridge 2
Bridge No. 22-SR48-0.21

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

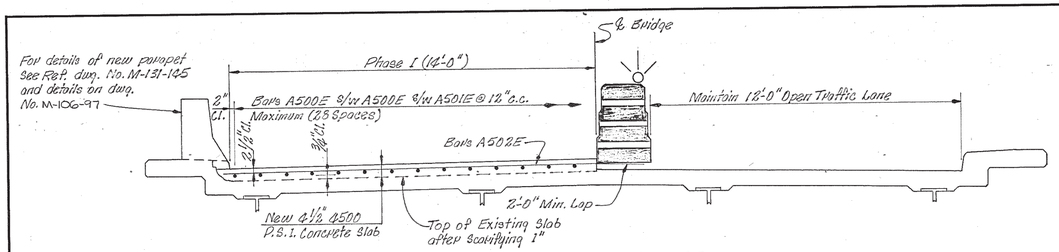
General Notes and Bridge Repair Details
Interstate 40
Hickman, Dickson and Williamson Counties
1986

CORRECT Clellon L. Duvall
ENGINEER OF STRUCTURES
APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

M-106-97

DESIGNED BY _____ DATE _____
DRAWN BY D. GILCHRIST DATE 6-86
SUPERVISED BY GENTRY & MCARTHUR DATE _____
CHECKED BY GRAVES & ROSS DATE _____

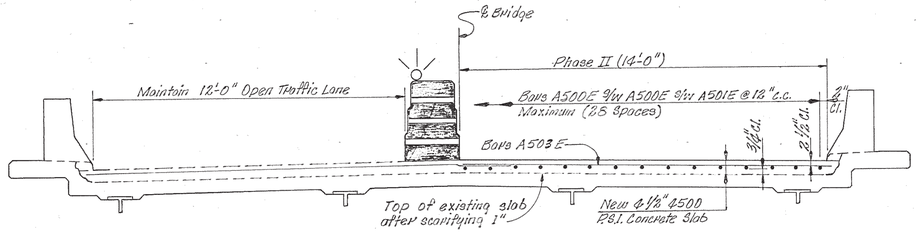
BRUNING 44-141 61318



TYPICAL SECTION PHASE I

Special Note to Contractor: (Pertaining to scarifying the bridge deck and maintaining traffic lanes). No traffic shall be permitted at any time on the scarified surface of the bridge deck. See Special Provision No. 606A. The Contractor shall be required to scarify in two (2) Phases in order to comply with this note.

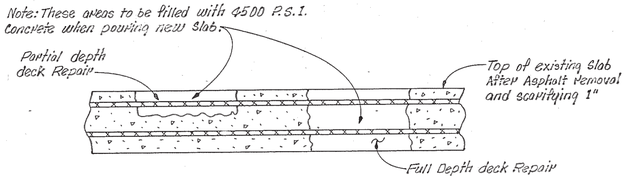
Special Note: The new 4 1/2" Concrete Slab shall conform to the existing cross slope and grade of the existing bridge. The new slab shall be profiled to grade in the same manner as used in new construction. The new grade will be 3 7/8" above the existing grade as shown on reference drawing No. K-16-141.



TYPICAL SECTION PHASE II

Note: Cost of bridge deck concrete for new 4 1/2" slab to be paid for under Item No. 604-01.12 Class "A" Concrete (Bridge Decks) C.Y.

Note: All Reinforcing Steel for the new 4 1/2" Slab is listed in Bill of Steel at Right. Cost to be included in item No. 604-10.18 Reinforcing Steel Lbs.



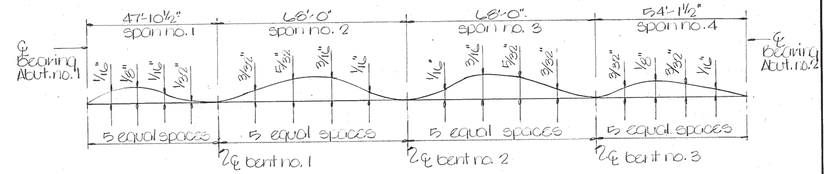
DETAIL SHOWING FULL AND PARTIAL DEPTH DECK REPAIR

Remove Concrete in all delaminated areas to a depth of 3/4" below the top mat of reinforcing steel. All reinforcing steel in areas of deck repair shall be blast cleaned. Areas of concrete removal shall be designated by personnel from the Division of Structures. Deck repair will be paid for under item No. 604-10.50, Bridge Deck Repair, (Partial Depth of Slab), S.Y. If delaminated concrete is encountered which appears to run full depth in the slab, the Engineer may designate these areas to be repaired under item: No. 604-10.30, Bridge Deck Repair, (Full Depth of Slab), S.Y. Power driven hand tools used for removal of unsound concrete in making partial depth repairs are subject to the following restrictions: 1) Pneumatic hammers heavier than nominal 35 pound class shall not be used; 2) Chipping hammers of the 15 pound class shall be used to remove concrete from beneath any reinforcing steel.
Note: Item Nos. 604-10.30 and 604-10.50 shall be bid with the contingency that these items may be increased, decreased or eliminated as directed by the Engineer.

PROJECT NO.	YEAR	SHEET NO.
98030-4166-04	1986	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



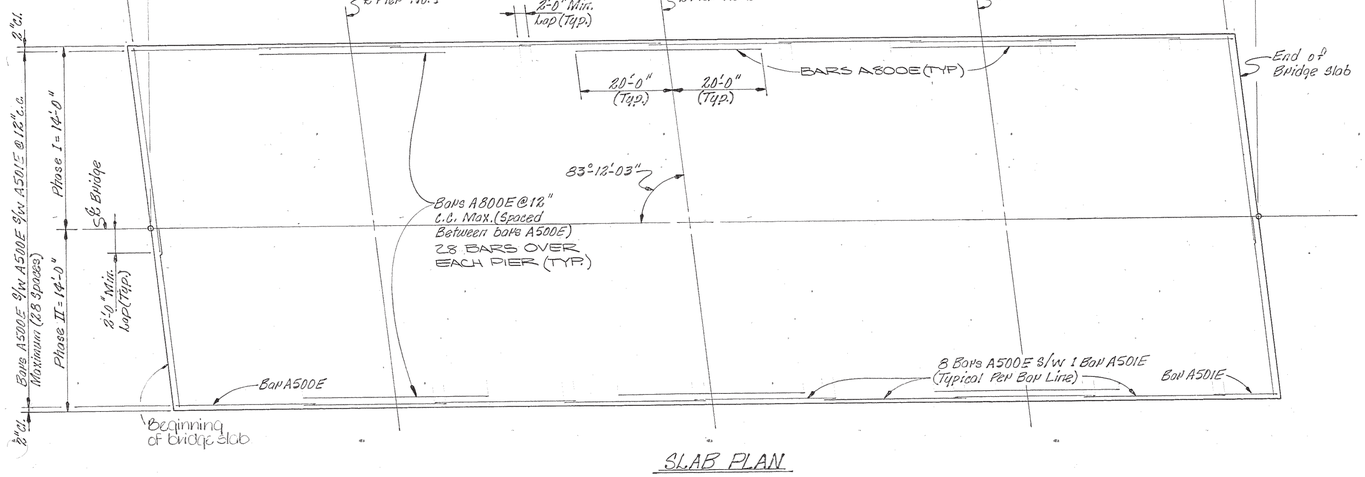
Dead Load Correction Curve

Note to Contractor: The above dead load correction curve shall be covered when pouring the new 4 1/2" slab overlay.

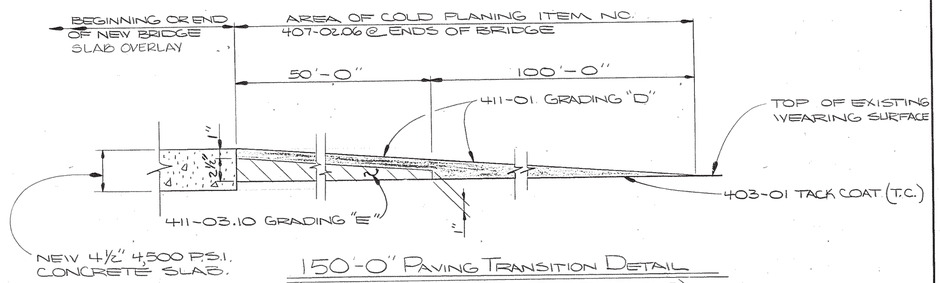
BILL OF STEEL

Bars	Size	No. Reqd	Length
A500E	5	232	30'-0"
A501E	5	29	16'-0"
A502E	5	239	16'-3"
A503E	5	239	12'-3"
A800E	8	84	45'-0"

Note: "E" Denotes Epoxy coated reinforcing steel.



SLAB PLAN



150'-0" PAVING TRANSITION DETAIL
(TYPICAL AT EACH END OF BRIDGE)

NOTE TO CONTRACTOR: ESTIMATED QUANTITIES SHOWN ON DWG. NO. M-106-96 FOR ALL ASPHALT ITEM NUMBERS AND COLD PLANING INCLUDES FULL SHOULDER WIDTHS FOR 150'-0" EACH END OF THE BRIDGE. SEE TRANSITION DETAIL ABOVE.

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE REPAIR DETAILS
STATE ROUTE 48 OVER INTERSTATE 40
BRIDGE NO. 22-48-0.21
DICKSON COUNTY
1986

DESIGNED BY _____ DATE _____
DRAWN BY W. Graves DATE 3-86
SUPERVISED BY R. Gentry & W. McIntosh DATE 3-86
CHECKED BY D. Glasgow & G. Ross DATE 3-86

CORRECT Clellan L Fussell
ENGINEER OF STRUCTURES
APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

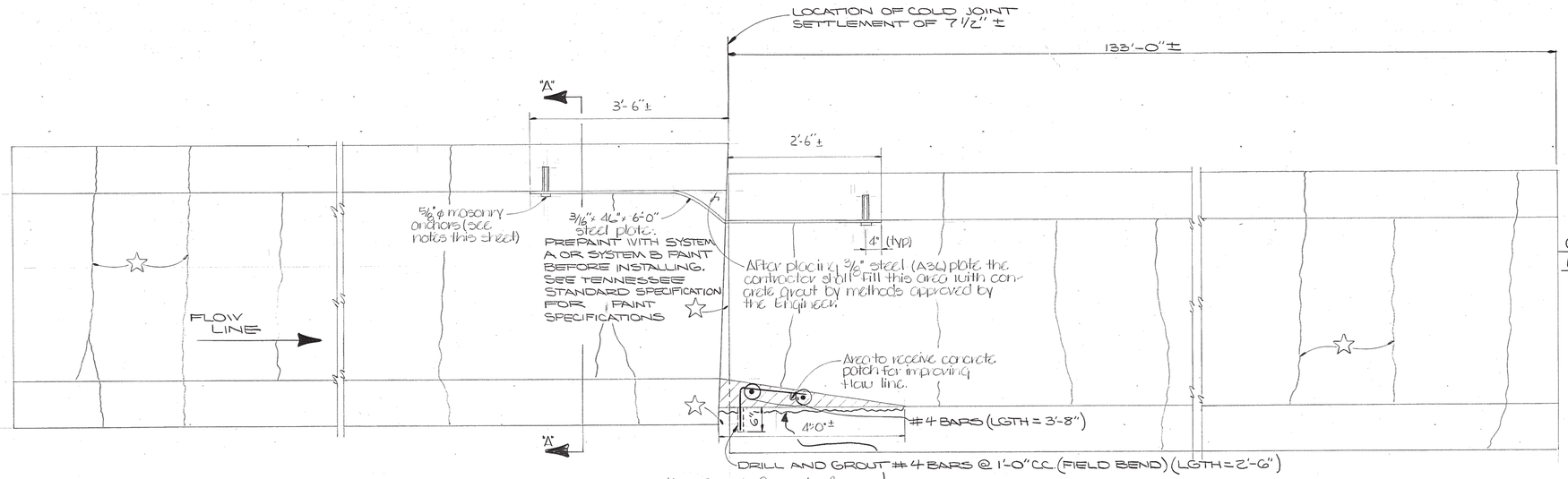
M-106-98

BRUNING 44-141 61318

PROJECT NO.	YEAR	SHEET NO.
58001-391-44	1986	

REVISIONS

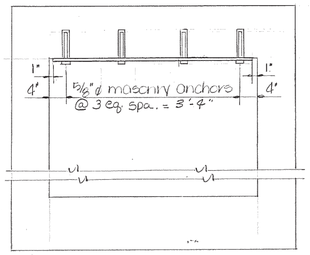
NO.	DATE	BY	BRIEF DESCRIPTION
1	8-21-86	RBG	THIS DWG (M-106-99)
			AND ITEM NOS. 604-10.62
			& 604-10.01 ADDED TO
			CONTRACT FOR REPAIRS
			TO THE EXISTING BOX
			CULVERT AT STA. 212+15
2	11-26-86	RBG	SECTION VIEW ADDED
			ALSO ESTIMATED QUAN-
			TITY ADDED TO 50
			CHANGED 3/8" STEEL PL
			TO 3/16" STEEL PL



Section Through Concrete Box

☆ Denotes: Miscellaneous cracks in top slab, bottom slab, and sidewalls of the box to be epoxy injected by a contractor approved by the State of Tennessee, Department of Transportation. CRACKS TO BE REPAIRED ARE LOCATED WITHIN 110ft ± TO 150 FT ± FROM OUTLET END OF CULVERT.

Note to Contractor: All exposed existing reinforcing steel, and existing concrete surfaces in the areas to be paved with concrete grout to be brush cleaned or cleaned by a method as approved by the Engineer.



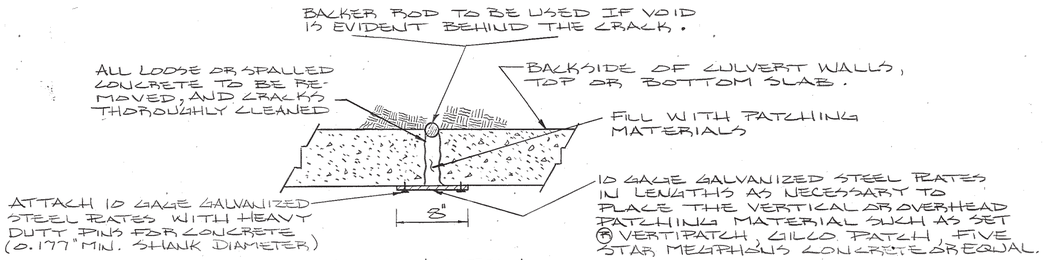
Section "A-A"

** Note: Contractor to chip and remove 1 1/2" ± of the existing concrete surface in this area before pouring the new concrete. Surface preparation to be included under items bid on.

Notes:

Certification: The contractor shall furnish anchor pull out data from an independent testing laboratory using cores "A" concrete as prescribed by Tennessee Highway Specifications. The required ultimate load for 5/8" ø anchors is 12,000 lbs.

In Place Requirements: The units shall be set-set 3/32" to 1/4" and torqued with plate in place to an equivalent direct pull out load of 7,000 lbs. For 5/8" ø anchors, slippage shall not exceed 1/4". The Department will perform testing of anchors on site to insure the specified in-place requirements. Installation not meeting these requirements must be corrected at the contractor's expense.



2 SECTION VIEW

THRU EXISTING CULVERT WALLS, TOP SLAB OR BOTTOM SLAB SHOWING METHOD OF REPAIR TO BE USED WHEN THE ENGINEER DETERMINES THAT THE WIDTH OF CRACK IS TOO GREAT TO USE EPOXY INJECTION REPAIR METHOD.

REPAIRS SHOWN ABOVE COMPLETE AND IN PLACE TO BE PAID FOR UNDER ITEM NO. 604-10.63, 18 LIN. FT.

General Notes.

DESIGN SPECIFICATIONS: AASHTO 1983 EDITION WITH ADDENDA

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (MARCH, 1981 EDITION)

REINFORCING STEEL: TO BE ASTM A615 GRADE 60 OR GRADE 40.

Estimated Quantities

ITEM NO.	QUANTITY	UNIT
604-10.62 EPOXY INJECTION COMPLETE AND IN PLACE	183	L.F.
604-10.01 CONCRETE REPAIRS	1	L.S. *
2 604-10.63 CONC. REPAIR (CRACK)	18	L.F.

* L.S. BID FOR ITEM NO. 604-10.01 INCLUDES 3/16" THICK STEEL PLATE, 5/8" ø MASONRY ANCHORS, PAINT, REINFORCING BARS, CONCRETE, CONCRETE GROUT, AND ALL MATERIALS, EQUIPMENT, LABOR, ETC... THAT ARE NECESSARY TO REPAIR THE TOP AND BOTTOM SLAB AT THE JOINT SETTLEMENT AS SHOWN ON THIS SHEET, COMPLETE AND IN PLACE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

4'-0" x 4'-0" Concrete Box Culvert Repair
Interstate 24 of Monteagle
Station 212+15 Eastbound Lane
Marion County, Contract No. 5353
1986

DESIGNED BY _____ DATE _____
DRAWN BY GLASGOW DATE 8-86
SUPERVISED BY GENTRY & McINTURFF DATE 8-86
CHECKED BY GLASGOW & ROSS DATE 8-86

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES
APPROVED Lewis Evans
DIRECTOR OF HIGHWAYS

1 M-106-99

BRUNING 44-141 61318



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Travis Smith
Travis Smith
2026.04.09 09:53:38 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
MATERIALS & TESTS DIVISION-GEOTECHNICAL ENGINEERING SECTION
6601 CENTENNIAL BLVD.
NASHVILLE, TN 37243
ROBERT JOWERS, P.E. NO. 103066

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 PLANS	G-1-G-14
HIGH MAST LIGHTING GEOTECHNICAL PLANS	G-15-G-17

YEAR	PROJECT NO.	SHEET NO.
2026	411040-S3-011	GEOTECH-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

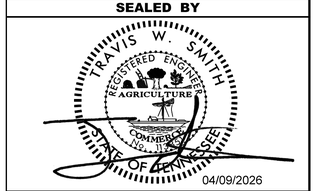
4/9/2026 8:50:48 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\133445-00-GEOSHTSIDGNG SHEETS\133445-00-GEOTECH-SIGN1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	411040-S3-011	G-1

GEOTECHNICAL INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	GEOTECH-SIGN1
GEOTECHNICAL INDEX	G-1
GEOTECHNICAL NOTES AND ESTIMATED QUANTITIES	G-2
GEOTECHNICAL BORING LAYOUTS	G-3-G-7
GEOTECHNICAL TYPICAL SECTIONS	G-8-G-14
HIGH MAST LIGHTING GEOTECHNICAL PLANS	G-15-G-17

SEALED BY



04/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
INDEX

4/9/2026 8:50:52 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.10\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\CADD CELL\DGN\GEOTECHNICAL INDEX OF SHEETS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-2

DEFINITION OF EARTHWORK TERMS

THE TERMS AND DEFINITIONS BELOW SHALL CHARACTERIZE THE MATERIAL TYPE THAT WILL BE ENCOUNTERED DURING EXCAVATION AND GRADING. SEE TYPE MATERIAL REFERENCE IN TYPICAL SECTIONS LEGEND.

A. SOIL MATERIAL

SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING 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 PURPOSES, 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 OCCURRING 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 NECESSARILY BE A PROVEN SOURCE OF ANY ROCK TYPE AGGREGATE SUCH AS SOLID ROCK, GRADED SOLID ROCK, RIP RAP, OR OTHER ROCK AGGREGATE CONSTRUCTION PRODUCTS.

C. SOFT ROCK OR DEGRADABLE ROCK

THIS MATERIAL IS THAT NATURALLY OCCURRING 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.

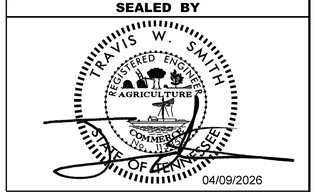
D. TRANSITIONAL MATERIALS

THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C) OCCURRING 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 OR BOULDERS ALONG WITH A RIPPING OF WEATHERED ROCK 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.

NO GEOTECHNICAL ESTIMATED QUANTITIES

NOTE: BETWEEN STA 25+25 TO 26+00 ON WESTBOUND ON-RAMP, THERE IS AN EXISTING ROCK SLOPE REPAIR.

SEALED BY

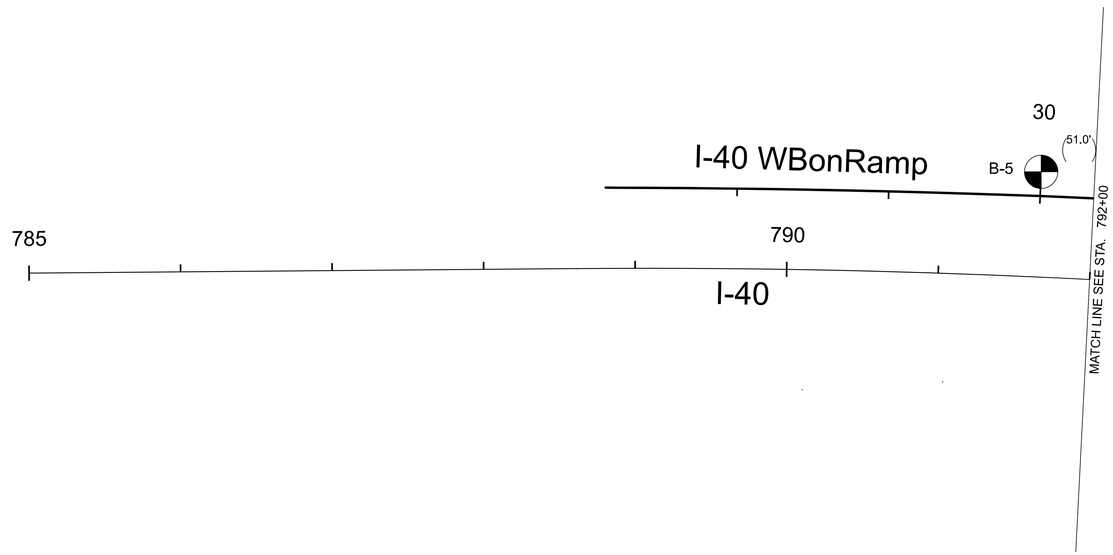


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
NOTES &
EST. QTYS.

4/9/2026 8:51:03 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.10\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\124683-01-GEOSHTS-GES7\517622\DGN\124683-01-ROWFIELDREVIEW\124683-01-GEOSHTS-01.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	411040-S3-011	G-3



LEGEND

B-1 (73.0') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

04/09/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

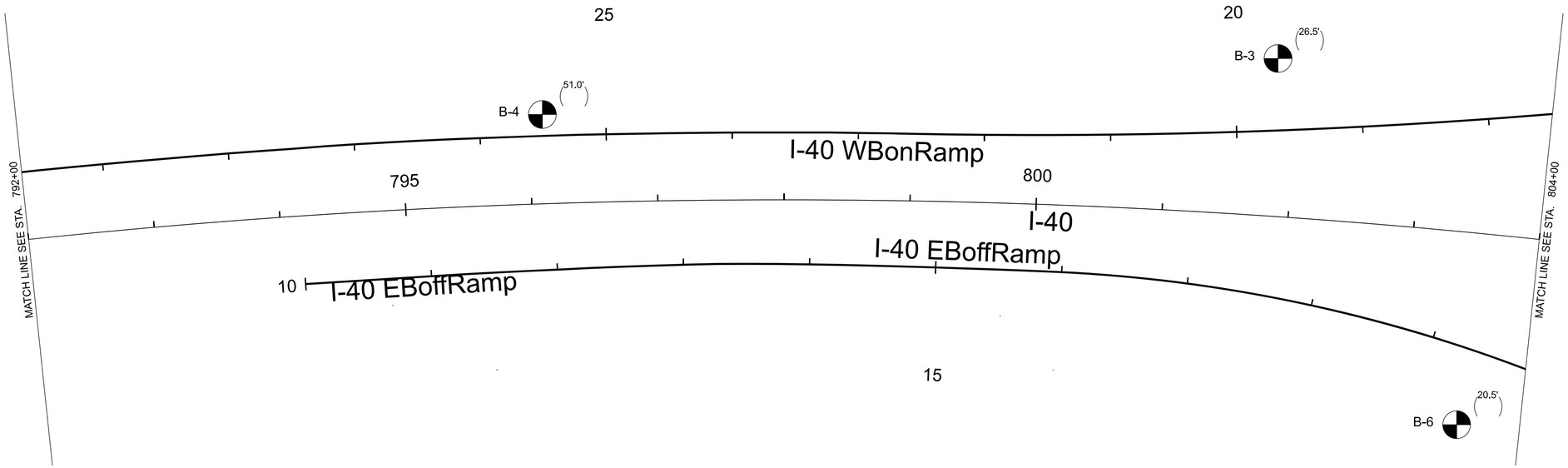
GEOTECHNICAL BORING LAYOUT

785+00 TO 792+00

1" = 50'

4/8/2026 2:33:11 PM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\133445-00-GEOSHTSIDGN\G SHEETS\411040-04-SHT-PROPOSED LAYOUT - GEO.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-4



LEGEND

B-1 (73.0') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
STATE OF TENNESSEE

04/09/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

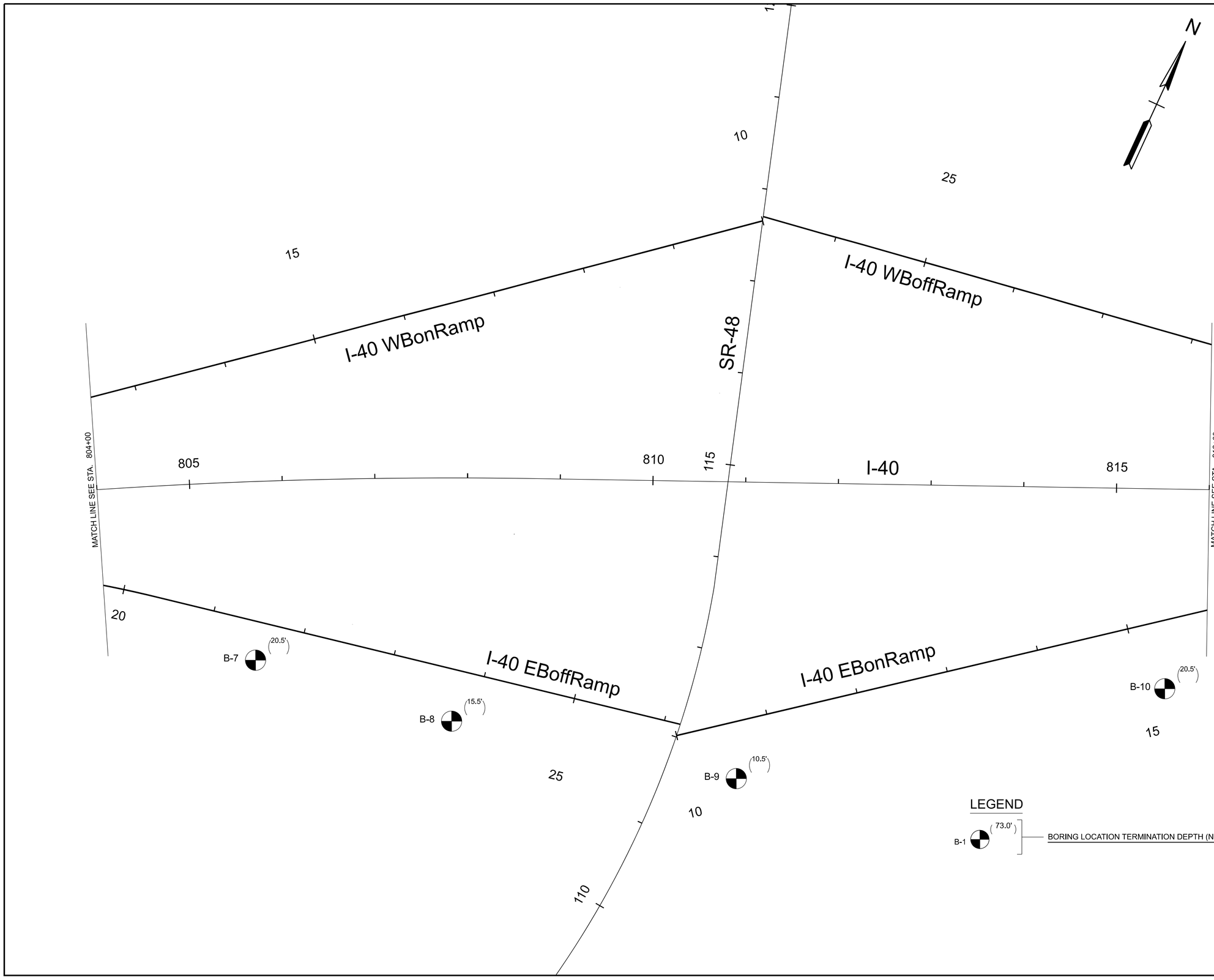
GEOTECHNICAL BORING LAYOUT

792+00 TO 804+00

1" = 50'

4/8/2026 2:37:21 PM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDSWORKSETS\133445-00-GEOSHTSIDGN\G SHEETS\41I040-04-SHT-PROPOSED LAYOUT - GEO.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	411040-S3-011	G-5



LEGEND

B-1 (73.0') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 115
STATE OF TENNESSEE

04/09/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

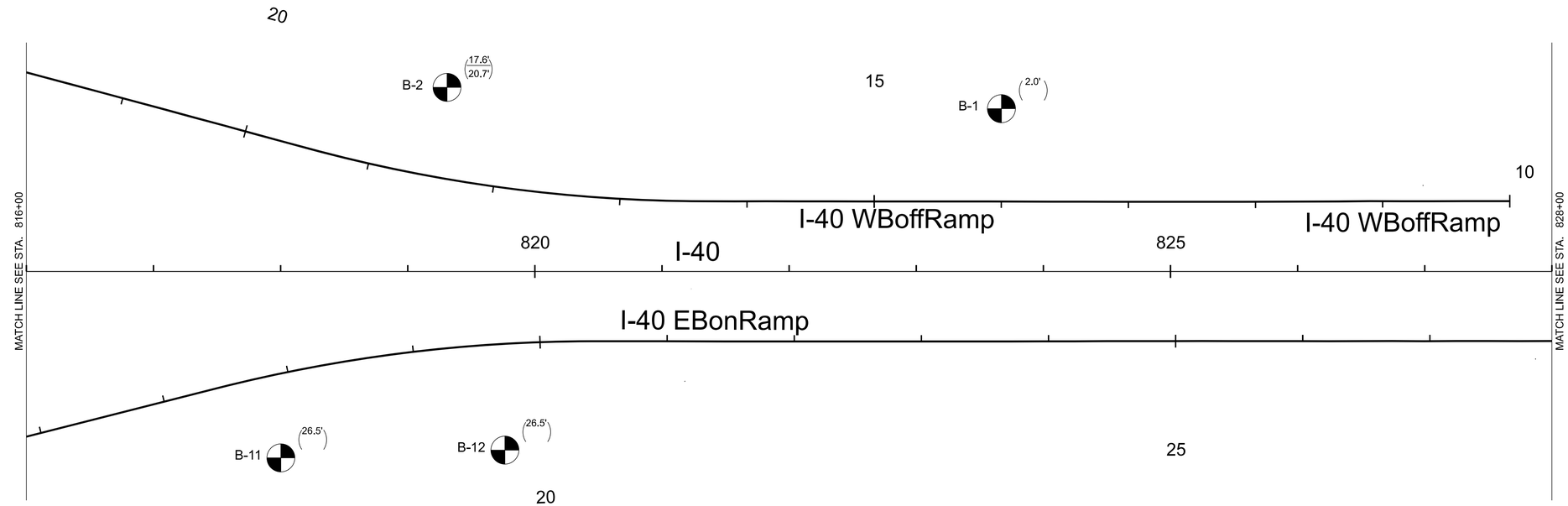
GEOTECHNICAL BORING LAYOUT

804+00 TO 816+00

1" = 50'

4/8/2026 2:39:19 PM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\WORKSETS\133445-00-GEOSHTS\DGN\G SHEETS\411040-04-SHT-PROPOSED LAYOUT - GEO.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-6



LEGEND

B-1 (23.7' / 73.0') — BORING LOCATION, DEPTH TO REFUSAL (ABOVE LINE), BOTTOM OF HOLE (BELOW LINE)

B-1 (73.0') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 115
STATE OF TENNESSEE

04/09/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

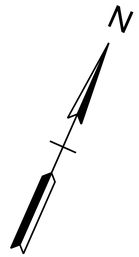
GEOTECHNICAL BORING LAYOUT

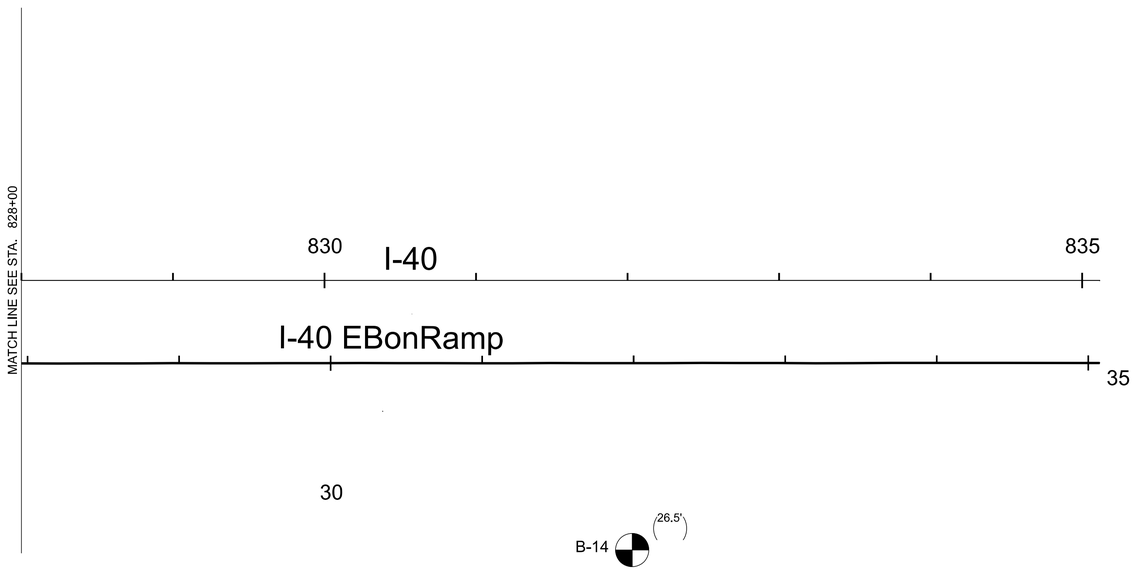
816+00 TO 828+00

1" = 50'

4/8/2026 3:26:06 PM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\133445-00-GEOSHTSIDGN\G SHEETS\41I040-04-SHT-PROPOSED LAYOUT - GEO.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-7





LEGEND

B-1 (73.0') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

SEALED BY

TRAVIS W. SMITH
REGISTERED ENGINEER
AGRICULTURE
COMMISSION NO. 115
STATE OF TENNESSEE

04/09/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

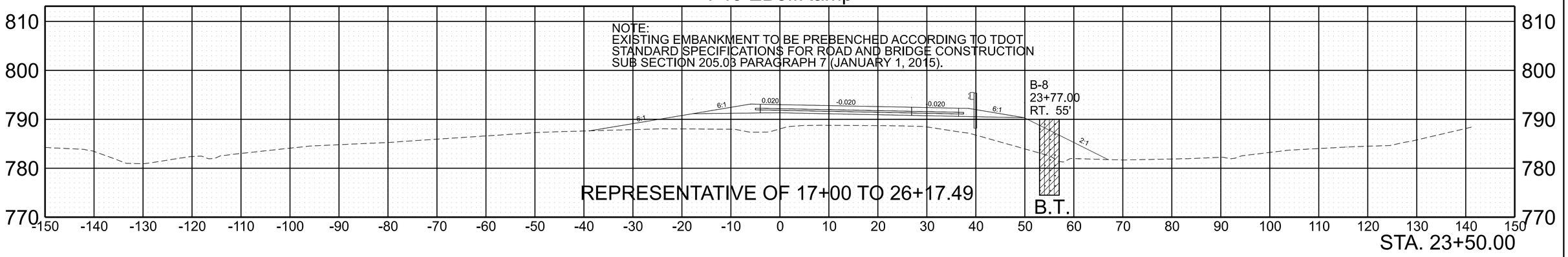
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING
LAYOUT
828+00 TO 835+00
1" = 50'

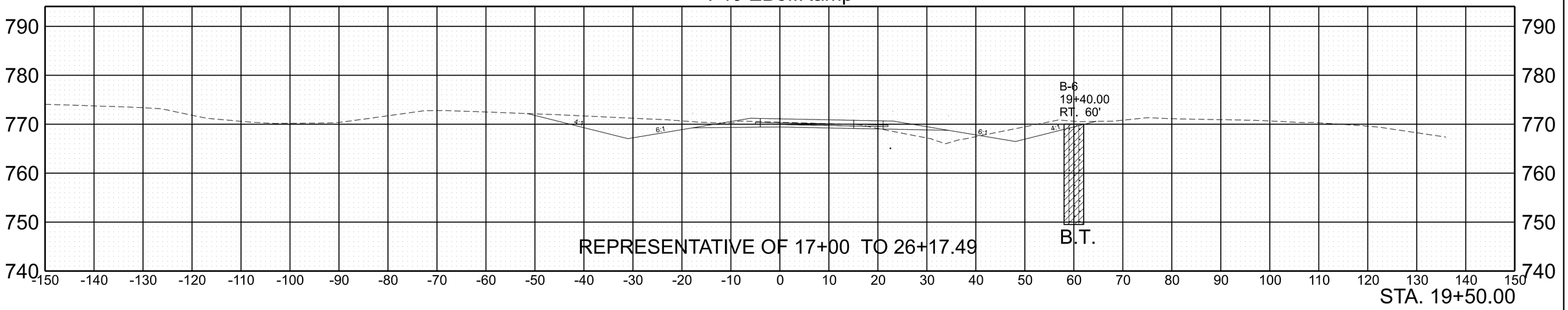
4/8/2026 2:42:02 PM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\WORKSETS\133445-00-GEOSHTS\DGN\G SHEETS\41I040-04-SHT-PROPOSED LAYOUT - GEO.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-8

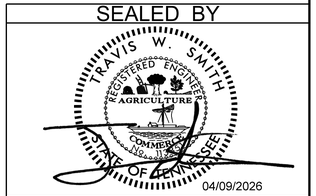
I-40 EBoffRamp



I-40 EBoffRamp



SEALED BY



LEGEND

SILTY SANDY CLAY
(TYPE A MATERIAL)

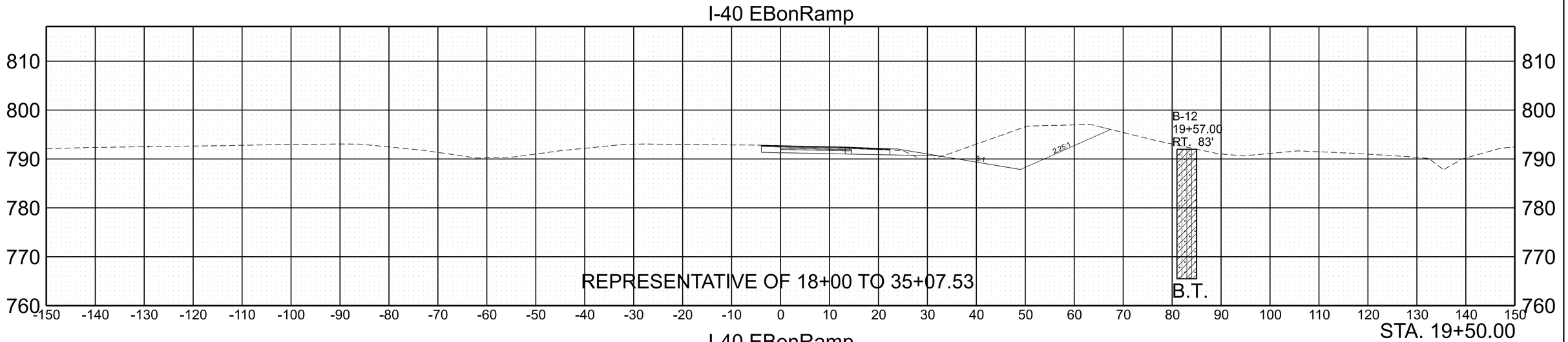
TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

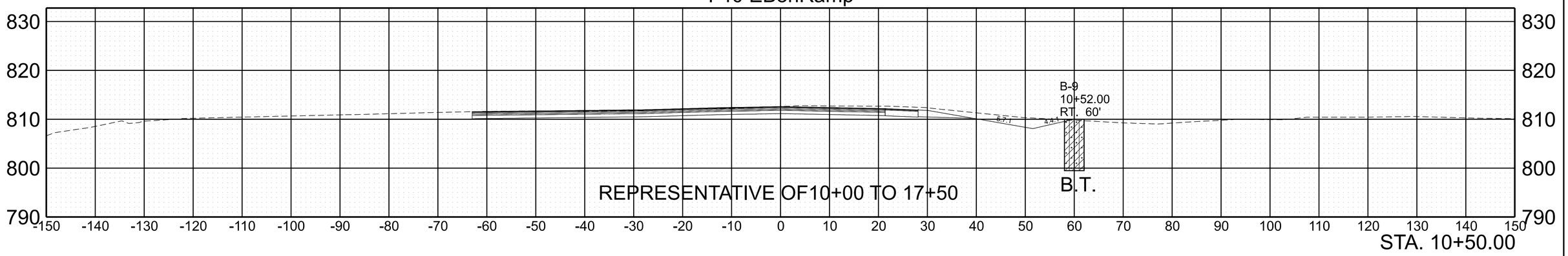
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTIONS
EB OFF RAMP

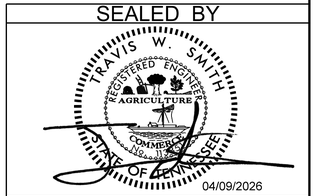
4/9/2026 8:52:07 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\133445-00-GEOSHTS\DGN\G SHEETS\41I040-04-SHT-XS-EBOFFRAMP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-9





SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTIONS
EB ON RAMP

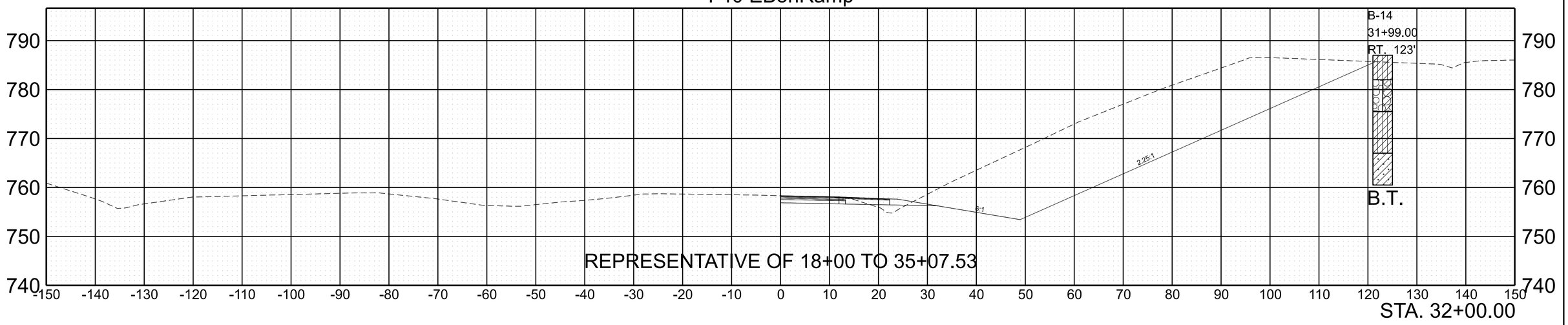
LEGEND

SILTY SANDY CLAY
(TYPE A MATERIAL)

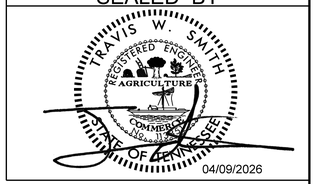
TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

4/9/2026 8:52:10 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\WORKSETS\133445-00-GEOSHTS\DGN\G SHEETS\41I040-04-SHT-XS-EBONRAMP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	411040-S3-011	G-10



SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTIONS
EB ON RAMP

LEGEND

SANDY CLAY (TYPE A MATERIAL)

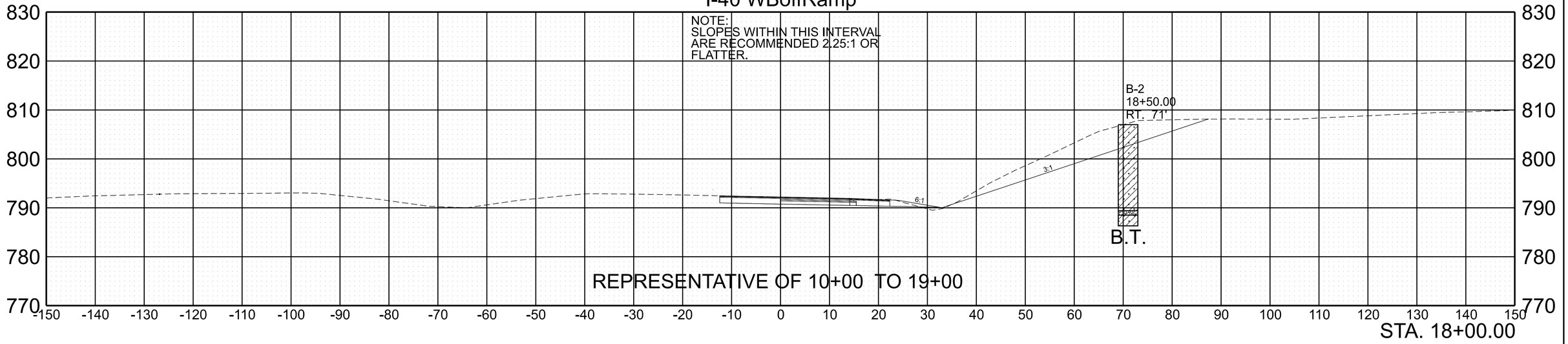
SANDY SILTY CLAY (TYPE A MATERIAL)

GRAVEL WITH SILTY CLAY (TYPE A MATERIAL)

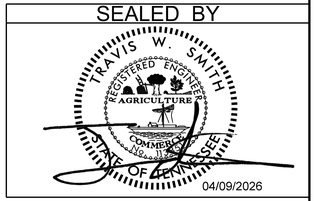
TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

4/9/2026 8:52:11 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\133445-00-GEOSHTS\DGN\G SHEETS\411040-04-SHT-XS-EBONRAMP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-11



SEALED BY



LEGEND

BOULDER

SANDY SILTY CLAY (TYPE A MATERIAL)

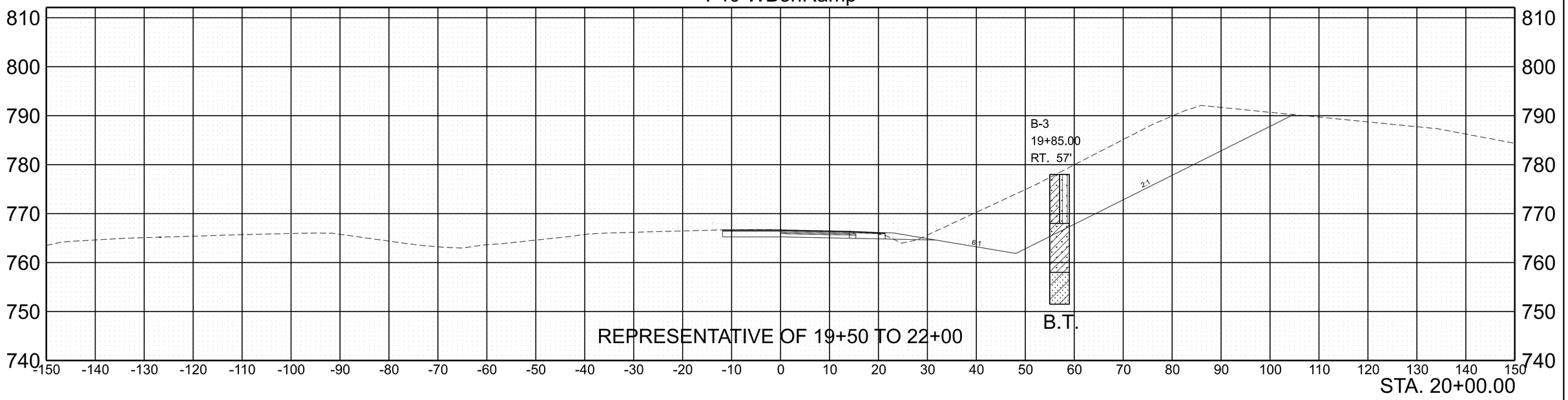
TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

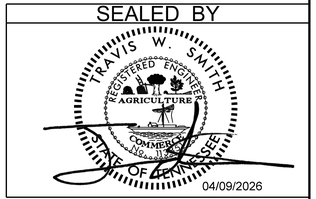
GEOTECHNICAL
TYPICAL SECTIONS
WB OFF RAMP

4/9/2026 8:52:13 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\WORKSETS\133445-00-GEOSHTS\DGN\G SHEETS\41I040-04-SHT-XS-WBOFFRAMP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-12



SEALED BY



LEGEND

SANDY CLAY (TYPE A MATERIAL)

CLAYEY SAND (TYPE A MATERIAL)

SILTY CLAYEY SAND AND GRAVEL (TYPE A MATERIAL)

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

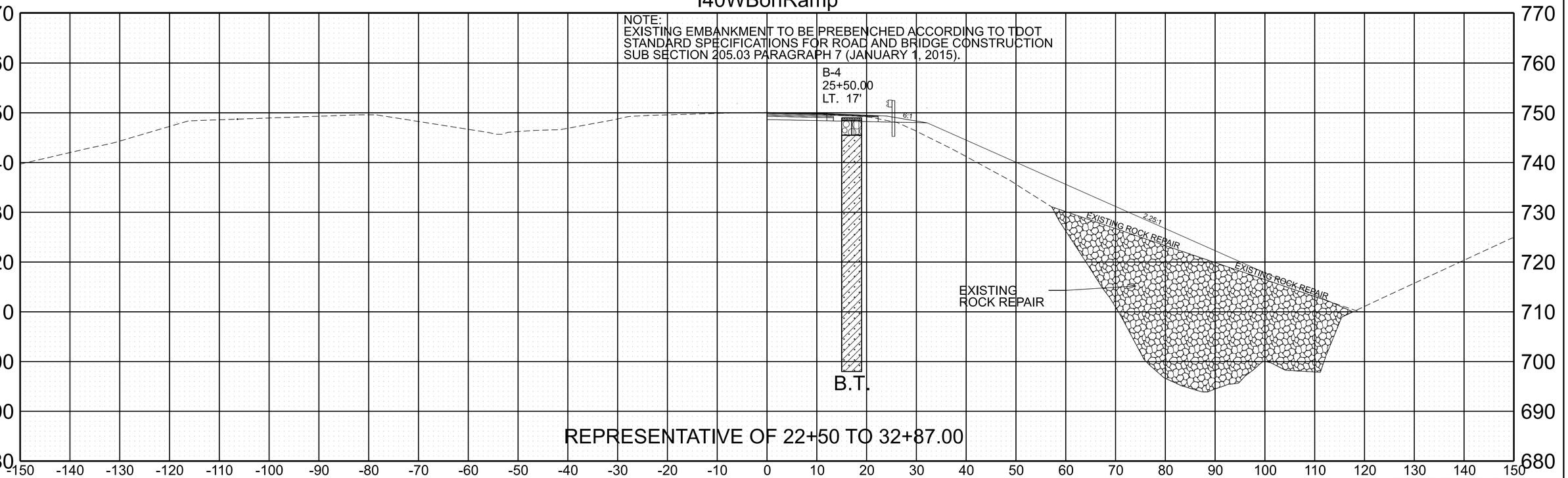
GEOTECHNICAL
TYPICAL SECTIONS
WB ON RAMP

4/9/2026 8:52:16 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\133445-00-GEOSHTS\DGN\G SHEETS\41I040-04-SHT-XS-WBONRAMP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-13

I40WBonRamp

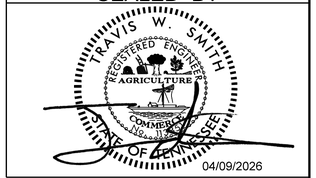
NOTE:
EXISTING EMBANKMENT TO BE PREBENCHED ACCORDING TO TDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SUB SECTION 205.03 PARAGRAPH 7 (JANUARY 1, 2015).



REPRESENTATIVE OF 22+50 TO 32+87.00

STA. 25+50.00

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTIONS
WB ON RAMP

LEGEND

ASPHALT

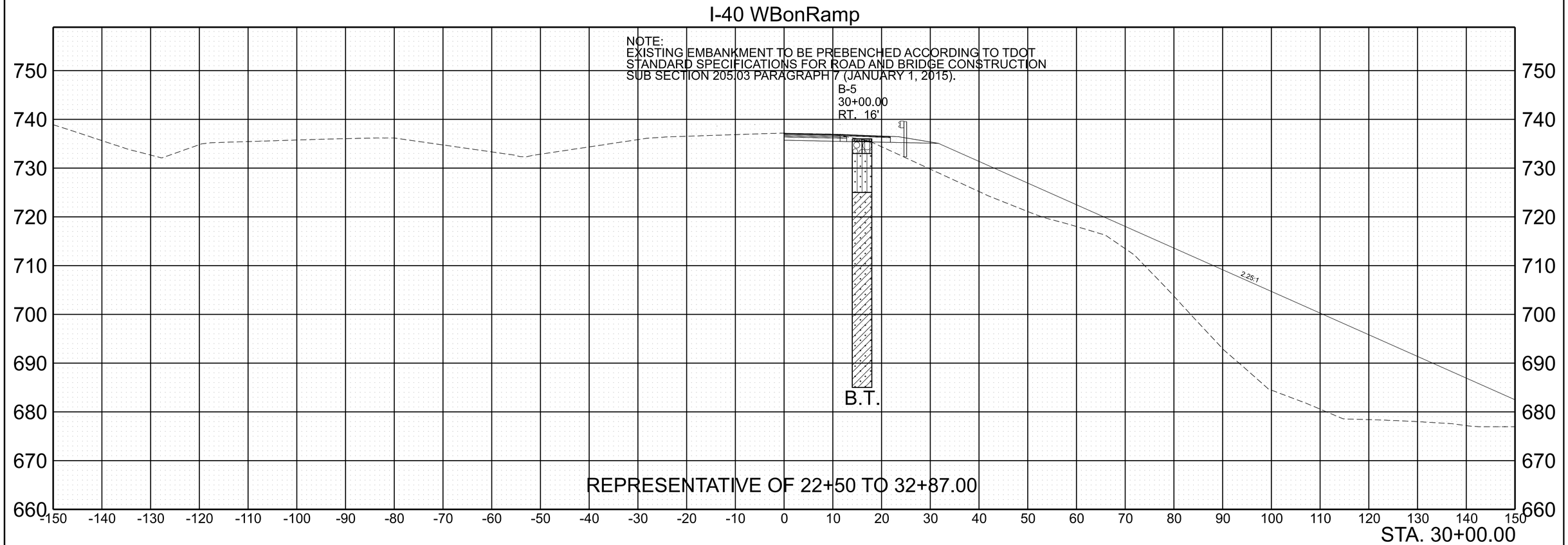
SANDY CLAY (TYPE A MATERIAL)

GRAVEL WITH SILT AND CLAY (TYPE A MATERIAL)

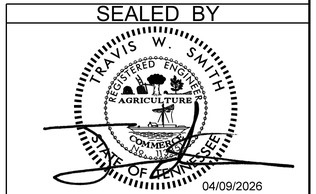
TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

4/9/2026 8:52:17 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDSWORKSETS\133445-00-GEOSHTS\DGN\G SHEETS\41I040-04-SHT-XS-WBONRAMP.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-14



SEALED BY



04/09/2026

LEGEND

ASPHALT

SANDY CLAY (TYPE A MATERIAL)

CLAYEY SANDY SILT (TYPE A MATERIAL)

GRAVEL WITH SILTY CLAY (TYPE A MATERIAL)

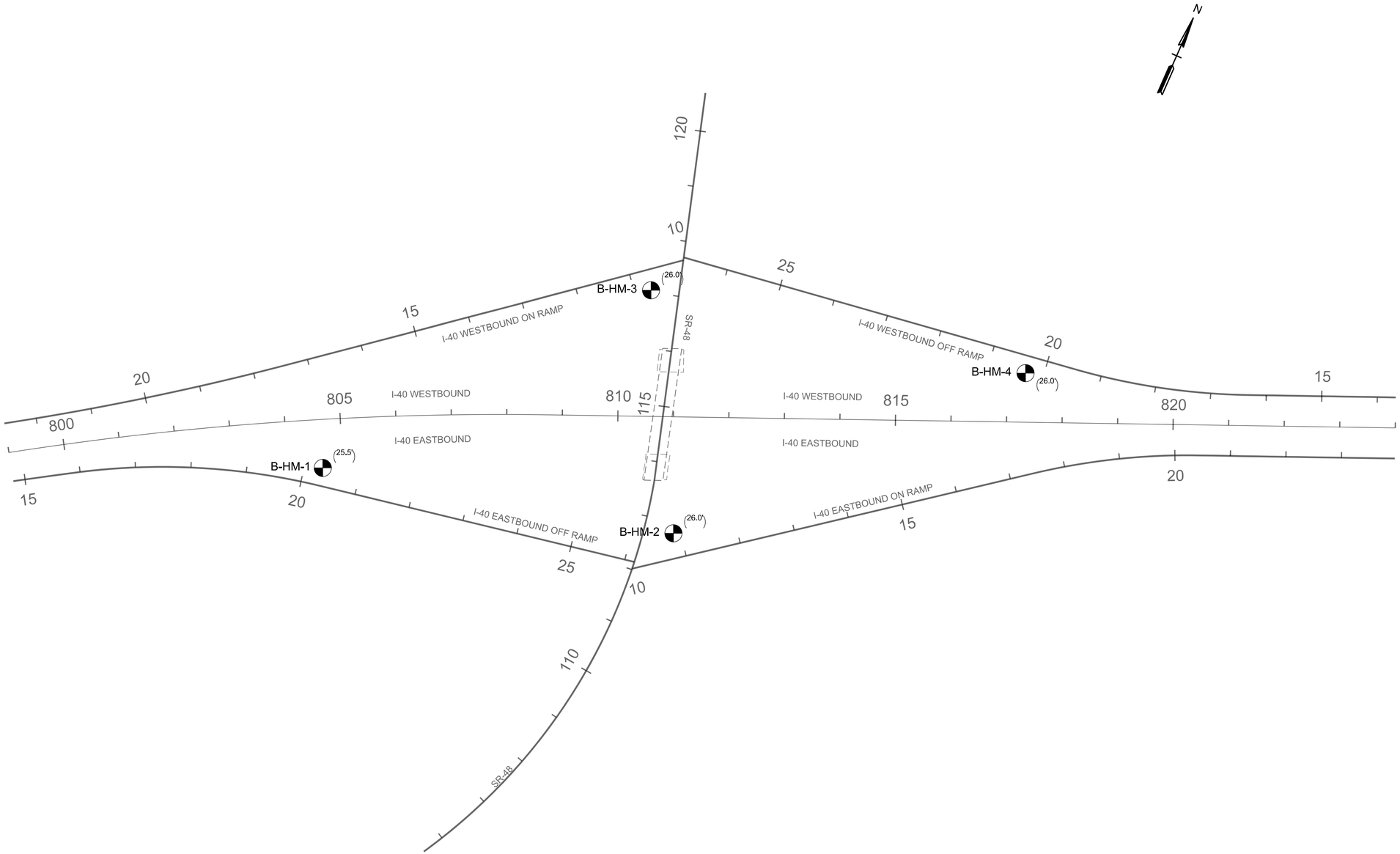
TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
TYPICAL SECTIONS
WB ON RAMP

4/9/2026 8:52:18 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\133445-00-GEOSHTS\DGN\G SHEETS\41I040-04-SHT-XS-WBONRAMP.DGN

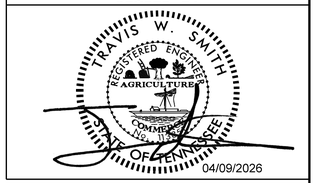
TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-15



LEGEND

B-HM-1 (XX.X') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

SEALED BY



04/09/2026

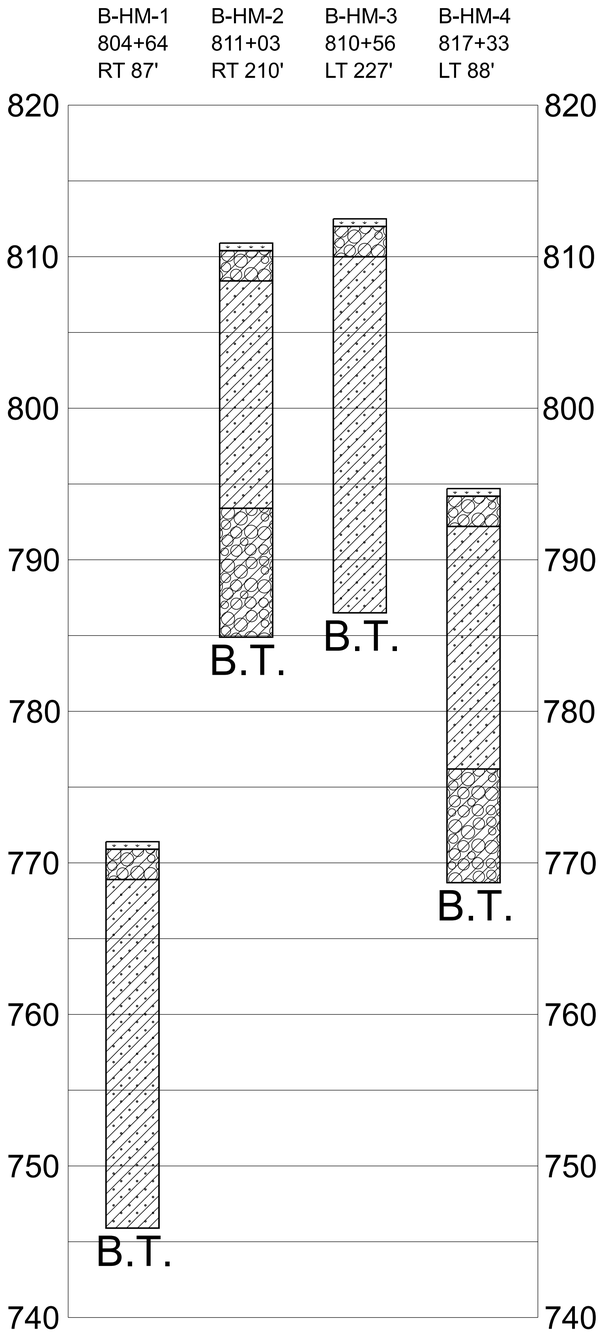
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL HIGH MAST LIGHTING BORING LAYOUT

SCALE: 1" = 100'

4/9/2026 8:52:19 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\133445-00-GEOSHTS\DGN\133445-00-HMLGEOSHT15.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-16



BORING NO.	STATION	OFFSET	GROUND ELEVATION	BOTTOM ELEVATION	TOTAL DEPTH
B-HM-1	804+64	RT 87'	771.4'	745.9'	25.5'
B-HM-2	811+03	RT 210'	810.9'	784.9'	26.0'
B-HM-3	810+56	LT 227'	812.5'	786.5'	26.0'
B-HM-4	817+33	LT 88'	794.7'	768.7'	26.0'

LEGEND

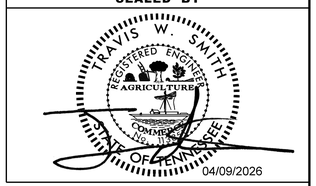
TOP SOIL

TYPE A MATERIAL

- CLAYEY GRAVEL OR GRAVELLY FAT CLAY
- CLAYEY SAND OR SANDY CLAY

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON GEOTECHNICAL NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED
REF.= AUGER REFUSAL

SEALED BY



04/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL HIGH MAST LIGHTING BORING PROFILE

SCALE: 1" = 5'

4/9/2026 8:52:20 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDSWORKSETS\133445-00-GEOSHTS\DGN\133445-00-HMLGEOSHT16.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	G-17

HIGH-MAST LIGHTING: BOREHOLE B-HM-1											
ZONE	SOIL / ROCK TYPES	DEPTH (FT)				TOTAL UNIT WEIGHT (pcf)	SHEAR STRENGTH PARAMETERS				LATERAL LOAD	
		SURFACE		ELEVATION			UNDRAINED (SHORT-TERM)		DRAINED (LONG-TERM)		STRAIN, E_{50}	SOIL MODULUS, K_S (PCI)*
		FROM	TO	FROM	TO		COHESION (PSF)	φ (DEGREE)	COHESION (PSF)	φ (DEGREE)		
1	CLAYEY GRAVEL	0.0	2.5	771.4	768.9	110	4000	N/A	N/A	35	0.004	225
2	CLAYEY SAND	2.5	5.5	768.9	765.9	110	4000	N/A	N/A	35	0.004	225
3	SANDY CLAY	5.5	15.5	765.9	755.9	110	3000	N/A	N/A	29	0.005	155
4	CLAYEY SAND	15.5	25.5	755.9	745.9	120	4000	N/A	N/A	36	0.004	225

*POUNDS PER CUBIC INCH

HIGH-MAST LIGHTING: BOREHOLE B-HM-2											
ZONE	SOIL / ROCK TYPES	DEPTH (FT)				TOTAL UNIT WEIGHT (pcf)	SHEAR STRENGTH PARAMETERS				LATERAL LOAD	
		SURFACE		ELEVATION			UNDRAINED (SHORT-TERM)		DRAINED (LONG-TERM)		STRAIN, E_{50}	SOIL MODULUS, K_S (PCI)*
		FROM	TO	FROM	TO		COHESION (PSF)	φ (DEGREE)	COHESION (PSF)	φ (DEGREE)		
1	CLAYEY GRAVEL	0.0	2.5	810.9	808.4	120	4000	N/A	N/A	36	0.004	225
2	CLAYEY SAND	2.5	19.5	808.4	791.4	120	4000	N/A	N/A	36	0.004	225
3	GRAVELLY FAT CLAY	19.5	26	791.4	784.9	115	3000	N/A	N/A	29	0.005	155

*POUNDS PER CUBIC INCH

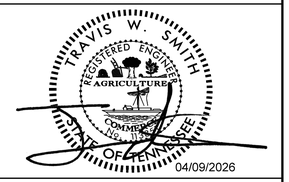
HIGH-MAST LIGHTING: BOREHOLE B-HM-3											
ZONE	SOIL / ROCK TYPES	DEPTH (FT)				TOTAL UNIT WEIGHT (pcf)	SHEAR STRENGTH PARAMETERS				LATERAL LOAD	
		SURFACE		ELEVATION			UNDRAINED (SHORT-TERM)		DRAINED (LONG-TERM)		STRAIN, E_{50}	SOIL MODULUS, K_S (PCI)*
		FROM	TO	FROM	TO		COHESION (PSF)	φ (DEGREE)	COHESION (PSF)	φ (DEGREE)		
1	CLAYEY GRAVEL	0.0	2.5	812.5	810.0	125	4000	N/A	N/A	39	0.004	225
2	CLAYEY SAND	2.5	26.0	810.0	786.5	125	4000	N/A	N/A	39	0.004	225

*POUNDS PER CUBIC INCH

HIGH-MAST LIGHTING: BOREHOLE B-HM-4											
ZONE	SOIL / ROCK TYPES	DEPTH (FT)				TOTAL UNIT WEIGHT (pcf)	SHEAR STRENGTH PARAMETERS				LATERAL LOAD	
		SURFACE		ELEVATION			UNDRAINED (SHORT-TERM)		DRAINED (LONG-TERM)		STRAIN, E_{50}	SOIL MODULUS, K_S (PCI)*
		FROM	TO	FROM	TO		COHESION (PSF)	φ (DEGREE)	COHESION (PSF)	φ (DEGREE)		
1	CLAYEY GRAVEL	0.0	2.0	794.7	792.7	110	2000	N/A	N/A	28	0.007	90
2	SANDY CLAY	2.0	18.0	792.7	776.7	110	2000	N/A	N/A	28	0.007	90
3	GRAVELLY FAT CLAY	18.0	26.0	776.7	768.7	115	3000	N/A	N/A	29	0.005	155

*POUNDS PER CUBIC INCH

SEALED BY



04/09/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
HIGH-MAST LIGHTING
DESIGN PARAMETERS

4/9/2026 8:52:21 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER CE 10.12\CONFIGURATION\WORKSPACES\TDOT_STANDARDS\WORKSETS\133445-00-GEOSHTS\DGN\133445-00-HMLGEOSHT17.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PLAN-IN-HAND	2026	41I040-S3-011	LIGHTING-SIGN1
PS&E	2026	41I040-S3-011	LIGHTING-SIGN1



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Kodi L Berger
2026.04.06 16:11:59-04'00'

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.
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.

LIGHTING INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	LIGHTING-SIGN1
LIGHTING INDEX AND SPECIAL NOTES	L-1
ESTIMATED LIGHTING QUANTITIES	L-2
CONTROL CENTER DETAILS	L-3 – L-4
LIGHTING DETAILS (POLE DATA AND CONDUIT SCHEDULE)	L-5
PROPOSED LIGHTING LAYOUT	L-6 – L-8

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

4/2/2026 1:19:40 PM
K:\VAB_SYSTEMS\LIGHTING\115004000 - TDOT LIGHTING ON-CALL\WO10 - I-40 @ SR-48\CADD\PLAN SHEETS\41I040-04-SHT-LIGHTING INDEX.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	41I040-S2-011	L-1
PLAN-IN-HAND	2026	41I040-S3-011	L-1
PS&E	2026	41I040-S3-011	L-1

LIGHTING INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	LIGHTING-SIGN1
LIGHTING INDEX AND SPECIAL NOTES	L-1
ESTIMATED LIGHTING QUANTITIES	L-2
CONTROL CENTER DETAILS	L-3 – L-4
LIGHTING DETAILS (POLE DATA AND CONDUIT SCHEDULE)	L-5
PROPOSED LIGHTING LAYOUT	L-6 – L-8

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 UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.

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

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

(6) 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.

(7) STANDARDS SHALL BE DESIGNED FOR 120-MPH WIND PRESSURE FOR EXTREME 1 LIMIT STATE (SEE SP700SIG) AND SHALL SUPPORT A 62-POUND LUMINAIRE.

(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.

(9) FOR DIRECTIONAL BORING, USE ONLY POLYETHYLENE PIPE. NO SEAMS ARE PERMITTED. CONTRACTOR SHALL USE POLYETHYLENE PIPE ADHESIVE AT JUNCTIONS.

(10) POLES MAY BE ADJUSTED UP TO 5 FEET TO AVOID CONFLICTS WITH OTHER UTILITIES, DRIVEWAYS, ETC. ANY ADJUSTMENT GREATER THAN 5 FEET SHALL BE APPROVED BY THE ENGINEER.

(11) INSTALLATION OF LEAD-IN POWER TO THE LIGHTING SERVICE WILL BE PAID FOR BY THE CONTRACTOR AND INSTALLED BY THE ASSOCIATED UTILITY OWNER.

SEALED BY



04/06/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LIGHTING
INDEX
AND SPECIAL NOTES

4/2/2026 1:19:55 PM
K:\VAB_SYSTEMS\LIGHTING\1115004000 - TDOT LIGHTING ON-CALL\WO10 - I-40 @ SR-48\CADD\PLAN SHEETS\41I040-04-SHT-LIGHTING INDEX.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	41I040-S2-011	L-2
PLAN-IN-HAND	2026	41I040-S3-011	L-2
PS&E	2026	41I040-S3-011	L-2

ESTIMATED LIGHTING QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 22I040-S3-009	QUANTITY 41I040-S3-011	TOTAL QUANTITY
(1)	714-03	JACKED OR BORED CONDUIT	L.F.	270	55	325
	714-03.01	DIRECT BURIAL CONDUIT (2" PVC, SCHEDULE 40)	L.F.	6,225	2,380	8,605
	714-05.04	PULL BOXES (TYPE C)	EACH	23	2	25
	714-06.03	CABLE (1/C #10 AWG)	L.F.	4,940	0	4,940
	714-06.04	CABLE (1/C #8 AWG)	L.F.	2,000	0	2,000
(2)	714-06.05	CABLE (1/C #6 AWG)	L.F.	16,045	0	16,045
(3)	714-08.09	LIGHT STANDARDS (40' ALUMINUM)	EACH	11	10	21
	714-08.10	LIGHT STANDARDS (120' HIGH MAST)	EACH	4	0	4
(4)	714-08.20	FOUNDATION (ONLY) FOR LIGHT STANDARD	EACH	11	10	21
(5)	714-08.46	FOUNDATION (ONLY) FOR HIGH MAST LIGHT STANDARD	EACH	4	0	4
(6)	714-09.09	LUMINAIRES (155 WATT LED OFFSET)	EACH	11	10	21
(7)	714-09.10	LUMINAIRES (295 WATT LED HIGH MAST WITH 90 DEGREE SHIELD)	EACH	22	0	22
	714-12.01	CONTROL CENTER (NO. 1)	L.S.	1	0	1
	714-12.02	CONTROL CENTER (NO. 2)	L.S.	1	0	1
(8)	714-25.01	ELECTRICAL CONNECTION (CONTROL CENTER NO. 1)	L.S.	1	0	1
(8)	714-25.02	ELECTRICAL CONNECTION (CONTROL CENTER NO. 2)	L.S.	1	0	1

FOOTNOTES

(1) DIRECTIONAL BORING ONLY.

(2) #6 AWG CONDUCTORS TO BE INSTALLED AS GROUND CONDUCTORS FOR ALL CIRCUITS.

(3) SHALL BE ROUND TAPERED ALUMINUM POLE.

(4) SHALL BE CLASS 'A' CONCRETE FOUNDATION, SEE TDOT STD. DWG. T-L-1 AND STD-8-4. COSTS ASSOCIATED WITH THE FOUNDATION SHALL BE PAID FOR T THE CONTRACT UNIT PRICE.

(5) HIGH MAST FOUNDATIONS TO BE DESIGNED BY THE CONTRACTOR. SEE STANDARD DRAWING T-L-1.

(6) ROADWAY LUMINAIRE SHALL BE HOLOPHANE 147W LED MONGOOSE MEDIUM WITH P16 PERFORMANCE PACKAGE, 4000K, AND WIDE ROADWAY WITH REFRACTOR OPTICS, HOLOPHANE CATALOG NO. MGLEDM P16 40K MVOLT W G VH GRSD PR7 SH NL. INCLUDES THE COST OF THE 7-PIN PHOTOCONTROL RECEPTACLE AND SHORTING CAP.

(7) HIGH MAST LUMINAIRE WITH 90 DEGREE HOUSE SHIELD SHALL BE HOLOPHANE 295W LED HMLED4 WITH P2 PERFORMANCE PACKAGE, 4000K, AND AREA WIDE OPTICAL, HOLOPHANE CATALOG NO. HMLED4 P3 40K MVOLT AW PR7 SH HMLED4D90. INCLUDES THE COST OF THE 7-PIN PHOTOCONTROL RECEPTACLE AND SHORTING CAP.

(8) ELECTRICAL CONNECTION TO BE PROVIDED AS FOLLOWS

DICKSON ELECTRICAL SYSTEM
CONTACT: JARED MILLER
OFFICE PHONE: 615-441-6328
EMAIL: JMILLER@DICKSONELECTRIC.COM

INCLUDES THE COST TO PROVIDE ELECTRICAL SERVICE TO CONTROL CENTER:
-150 AMP DISCONNECT
-COST TO CONNECT CONTROL CENTER TO THE POWER SUPPLY SOURCE (PSA/PSB) (STEEL RISER, PULL BOX, AND OVERHEAD/UNDERGROUND POWER CABLES AS REQUIRED)

SEALED BY



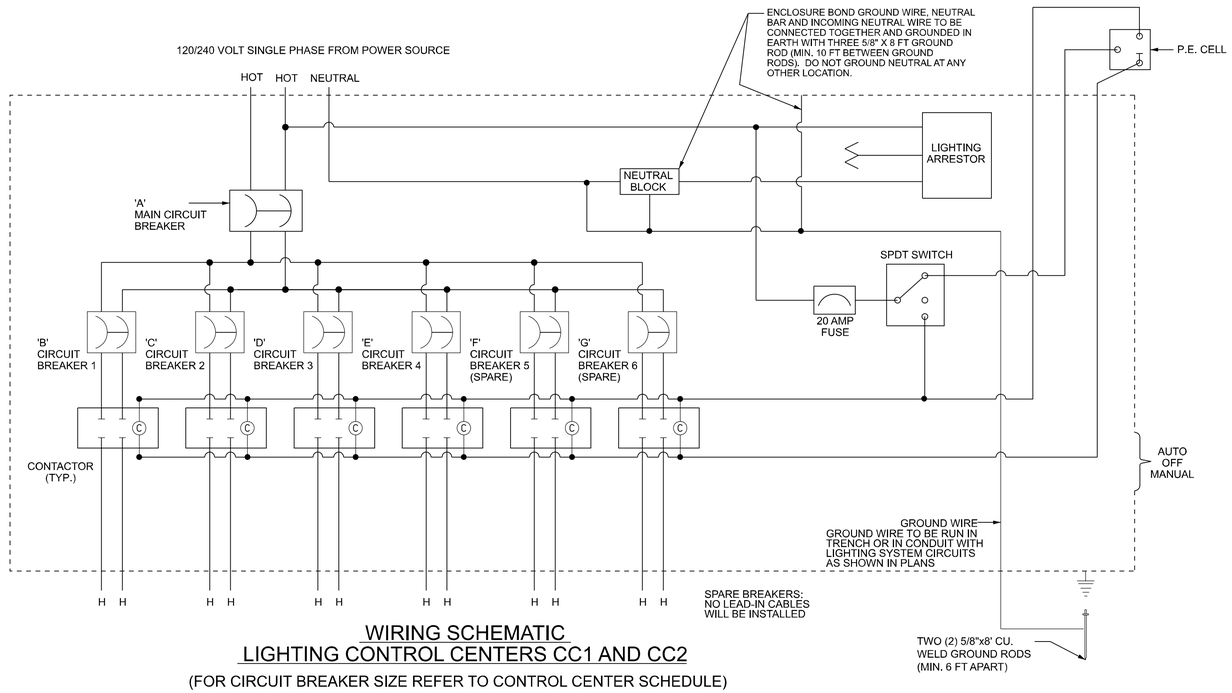
04/06/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED LIGHTING QUANTITIES

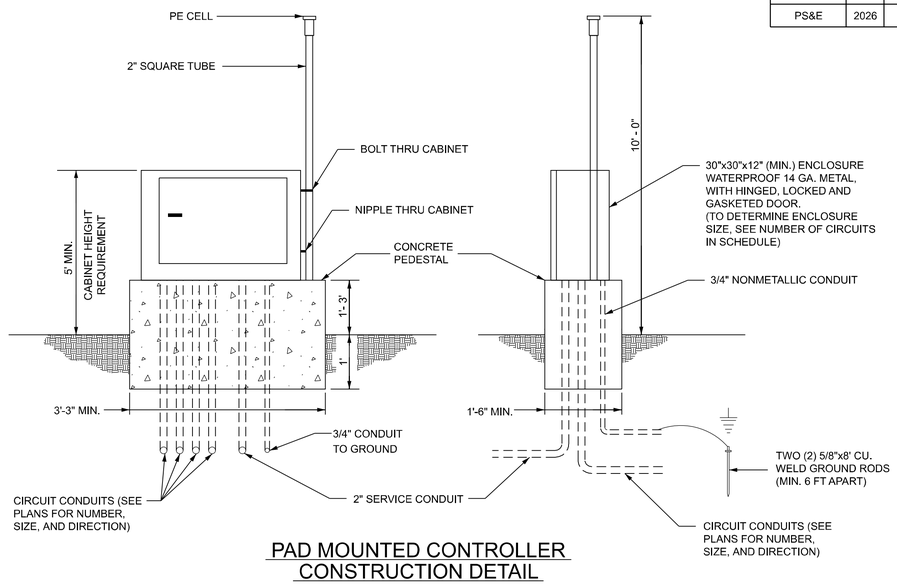
4/2/2026 1:20:24 PM
K:\VAB_SYSTEMS\LIGHTING\115004000 - TDOT LIGHTING ON-CALL\WO10 - I-40 @ SR-48\CADD\PLAN SHEETS\41I040-04-SHT-LIGHTING ESTIMATED QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	41I040-S2-011	L-3
PLAN-IN-HAND	2026	41I040-S3-011	L-3
PS&E	2026	41I040-S3-011	L-3



WIRING SCHEMATIC
LIGHTING CONTROL CENTERS CC1 AND CC2

(FOR CIRCUIT BREAKER SIZE REFER TO CONTROL CENTER SCHEDULE)



PAD MOUNTED CONTROLLER CONSTRUCTION DETAIL

CONTROL CENTER SCHEDULE

CONTROL CENTER NO.	MAIN CIRCUIT BREAKER (AMPS) 'A'	BRANCH CIRCUIT BREAKERS (AMPS)						BASELINE	STATION	OFFSET (FT)	SIDE	SHEET NO.
		CIR. 1 'B'	CIR. 2 'C'	CIR. 3 'D'	CIR. 4 'E'	CIR. 5 'F'	CIR. 6 'G'					
CC1	150	20	20	20	20	20 (SPARE)	20 (SPARE)	I-40	809+50.70	177.5	RT	L-7
CC2	150	20	20	20	20	20 (SPARE)	20 (SPARE)	I-40	811+76.35	211.8	LT	L-7

NOTES

1. CONTRACTOR IS RESPONSIBLE FOR ALL MATERIAL AND INSTALLATION UP TO AND INCLUDING WEATHERHEAD. CONTRACTOR IS NOT RESPONSIBLE FOR INSTALLATION OF THE TRANSFORMERS.

2. CONTRACTOR TO COORDINATE FINAL LOCATION OF CONTROL CENTERS WITH DICKSON ELECTRIC SYSTEM (DES), JARED MILLER, (615) 441-6328, AND THE ENGINEER.

3. CONTRACTOR SHALL COORDINATE ALL WORK AT POWER SOURCES PSA AND PSB WITH JARED MILLER (DES), AND THE ENGINEER.

4. FOR ELECTRICAL SERVICE CONNECTION AND DES REQUIREMENTS, CONTACT JARED MILLER (DES). JARED MILLER MAY ALSO BE CONTACTED FOR POWER SOURCE REQUIREMENTS AND COST.

5. AT CONTRACTOR DISCRETION AND AS DIRECTED BY THE ENGINEER AND DES, A LARGER BOX TO HOUSE THE METER AND DISCONNECT ON THE OUTSIDE FACE OF EACH CONTROL CENTER MAYBE INSTALLED .

6. THE CONTROL CENTER, DISCONNECT AND METER MAY BE CONSTRUCTED ON ONE CONCRETE PAD.

14. DES WILL FURNISH AND INSTALL SERVICE CONDUCTOR FROM TRANSFORMER TO METER BASE TO THE DES SERVICE POLE FOR COST OF $10.00 PER FT. OF CONDUCTOR.

15. CONTRACTOR WILL OPEN DITCH FROM SERVICE POLE OR JUNCTION BOX TO METER LOCATION WITH THE FOLLOWING SPECIFICATIONS:
- WHERE DITCH LENGTH WILL EXCEED 150 FT, SEE DES ENGINEER.
- BOTTOM OF THE DITCH MUST BE FLAT AND AT LEAST 27 IN. AT ALL POINTS INCLUDING ANY DITCH CROSSINGS.
- WHERE IMPRACTICAL TO OBTAIN 27 IN. DEPTH, SEE DES ENGINEER.
- CONTRACTOR WILL BACKFILL DITCH AFTER INSPECTION BY DES - 24 HR. NOTICE REQUIRED.
- WARNING TAPE MUST BE IN THE DITCH WITH THE ELECTRICAL CONDUIT AT A DEPTH OF 12 IN. BELOW FINAL GRADE.
- ALL BACKFILL SHALL BE FREE OF MATERIAL THAT MAY DAMAGE THE CONDUIT SYSTEM. THE BACKFILL SHALL NOT BE MORE THAN 2 INCHES IN DIAMETER.

16. CONTINUOUS RACEWAY FROM DES POLE, OR JUNCTION BOX, TO METER BASE WILL BE FURNISHED AND INSTALLED BY CONTRACTOR TO THE FOLLOWING SPECIFICATIONS:
- 3 IN. SCHEDULE 40 OR 80 ELECTRICAL PVC, WITH CORRECT TYPE FITTINGS AND/OR BUSHINGS.
- MINIMUM 24 IN. LONG RADIUS SCHEDULE 80 ELBOWS, CONTINUING WITH SCHEDULE 80 CONDUIT INTO BOTTOM OF METER BASE AND ONE TEN-FOOT STICK OF SCHEDULE 80 CONDUIT UP THE POLE.
- SCHEDULE 80 ELBOW/ 90˚SHALL HAVE THREE 1/8"HOLES DRILLED IN THE BACK SIDE OF THE 90˚WITH GRAVEL SURROUNDING THE 90˚.
- FROM POLE TO METER BASE THERE SHALL BE NO MORE THAN A 90 ˚ AT THE POLE AND A 90 ˚ AT THE METER BASE, ANYTHING ELSE IS TO BE APPROVED BY THE ENGINEER.
- ROPE WITH A MINIMUM BREAKING STRENGTH OF 300 POUNDS OR 1/4" PULL ROPE INSIDE RACEWAY. STRINGS WILL NOT BE ACCEPTED.

17. SERVICE CONDUCTORS INSTALLED NEAR OTHER UTILITY LINES, STRUCTURES, OR OBSTRUCTIONS REQUIRE:
- 3 FT. MIN. HORIZONTAL SEPARATION FROM WATER OR GAS LINES.
- C12 IN. MIN. VERTICAL SEPARATION FROM WATER LINES, GAS LINES, PHONE OR TV CABLE LINES, INSTALLED IN SCH. 80 ELECTRICAL CONDUIT. CONCRETE ENCASEMENT MAY BE REQUIRED.
- CONDUIT UNDER AREAS SUCH AS ROADS, DRIVEWAYS, PATIOS, ETC. MAY BE RAN IN SCH. 40 CONDUIT, BUT MUST BE BACKFILLED WITH GRAVEL. ¾" TYP.
- TELEPHONE AND TV CABLE MAY BE RUN IN THE SAME DITCH IF INSTALLED WITH A MINIMUM 12 IN. HORIZONTAL AND 12 IN. VERTICAL SEPARATION BETWEEN SERVICE CONDUCTOR AND CABLE.
- DISCONNECT MEANS WILL BE ON RIGHT SIDE OF METER BASE. USE TYPE W CONDUCTORS (MEANT FOR WET CONDITIONS – SEE NEC 310.8C).

18. A METER BASE OF PROPER SIZE AND TYPE, AND APPROVED BY DES, WILL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. CONDUIT TO EXIT BELOW OR TO RIGHT OF METER BASE.

19. A GROUND WIRE OF NO. 4 BARE COPPER OR LARGER SHALL BE RUN FROM THE METER BASE TO A MINIMUM OF TWO DRIVEN GROUND RODS SPACED 6 FT. APART. TWO 8 FT. DRIVEN GROUND RODS BONDED TO GROUND WIRE WITH CLAMPS SUITABLE FOR DIRECT SOIL BURIAL WILL BE INSTALLED BELOW FINAL GRADE. IF REBAR IS USED IN A CONCRETE FOUNDATION OR SLAB THE REBAR SHALL BE STUBBED OUT OF THE CONCRETE AT THE SERVICE ENTRANCE. THE GROUND WIRE WILL BE ATTACHED TO THE REBAR USING SUITABLE CLAMPS THEN RUN TO THE GROUND RODS AND THEN TO THE METER BASE UNSPLICED.

20. GROUND WIRE SHALL BE RUN IN A 1/2" PVC CONDUIT BELOW GRADE. CONDUIT SHOULD NOT BE ATTACHED TO METER BASE, IT SHOULD START 4" BELOW METER BASE AND CONTINUE DOWN TO THE GROUND LEAVING THE GROUND WIRE EXPOSED BETWEEN THE METER BASE AND THE CONDUIT. INSTALL BELOW THE METER BASE AN INTERSYSTEM BONDING TERMINAL WITH A MINIMUM OF THREE ADDITIONAL TERMINATION POINTS ON THE EXPOSED BARE GROUND WIRE.

21. PLACE ONE CONDUIT STRAP 12 IN. BELOW METER BASE AND SECOND CONDUIT STRAP 12 IN. ABOVE FINAL GRADE.

22. CONDUITS AND CONDUCTORS ON TDOT SIDE OF METER SHALL BE AS FOLLOWS:
- CONDUCTOR: 3/0
- NEUTRAL: 1/0
- GROUND: #4
- CONDUIT: 2"

SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129608
STATE OF TENNESSEE
04/06/2026

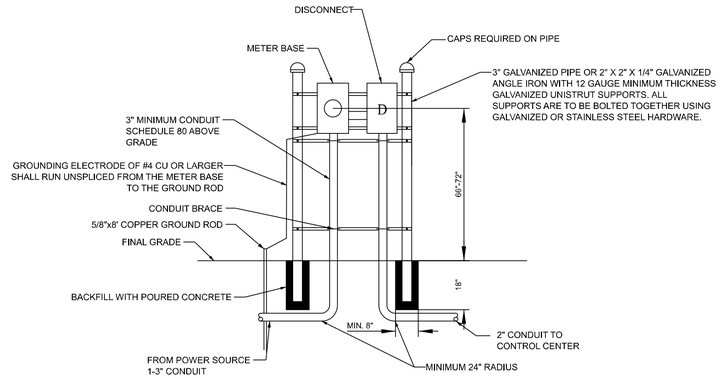
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONTROL CENTER DETAILS

(1 OF 2)

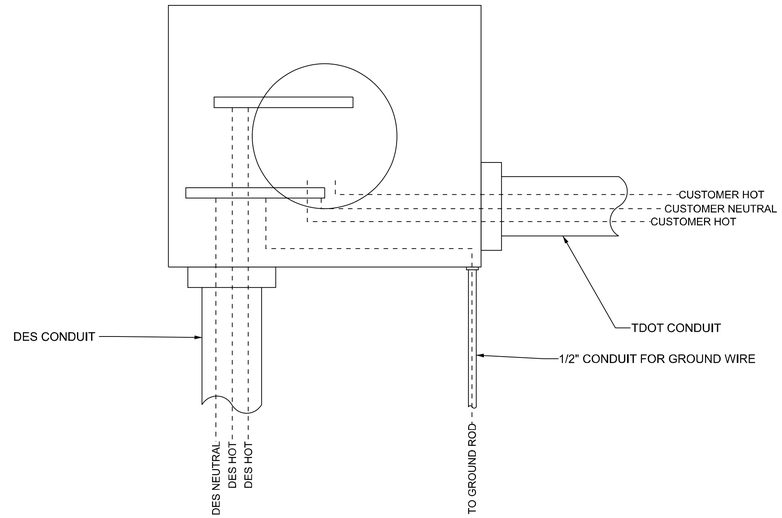
E:\PROJECTS\41I040\S3\ELEC\41I040-04-SHT-LIGHTING CONTROL CENTERS.DGN - I-40 @ SR-48\CADD\PLAN SHEETS\41I040-04-SHT-LIGHTING CONTROL CENTERS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PLAN-IN-HAND	2026	41I040-S3-011	L-4
PS&E	2026	41I040-S3-011	L-4



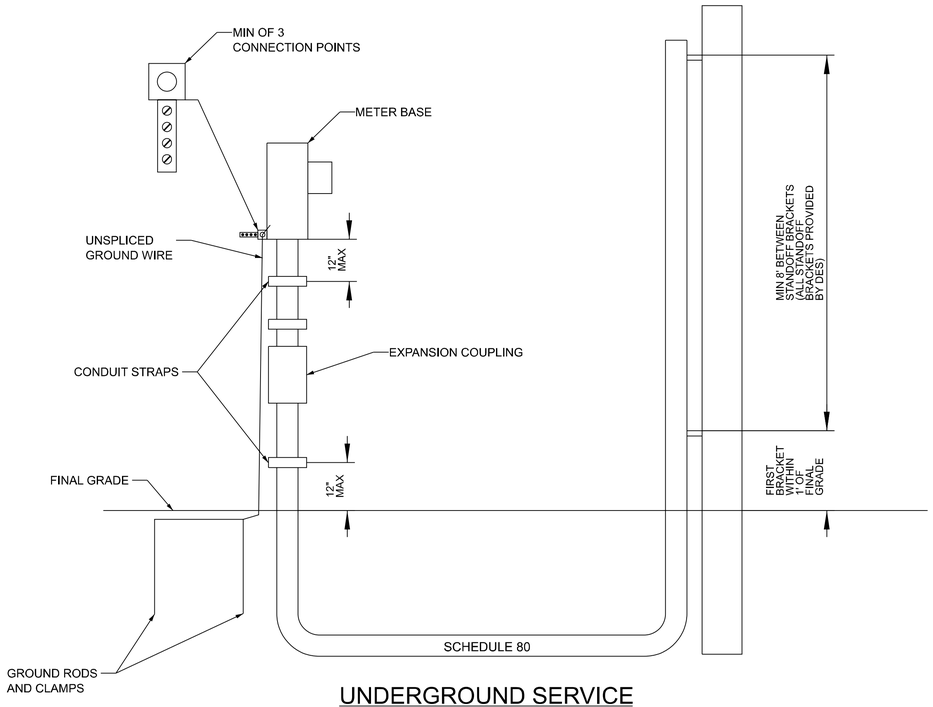
FREE STANDING METER PEDESTAL DETAIL

N.T.S.



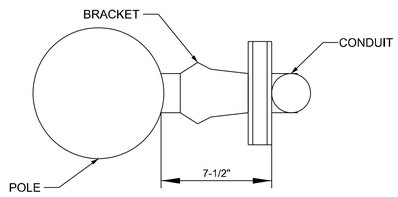
METER BASE DETAIL

N.T.S.



UNDERGROUND SERVICE DETAIL

N.T.S.



TOP OF VIEW POLE MOUNT CONDUIT DETAIL

N.T.S.

SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129455
STATE OF TENNESSEE

04/06/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONTROL CENTER DETAILS

(2 OF 2)

4/2/2026 1:20:54 PM
K:\VAB_SYSTEMS\LIGHTING\115004000 - TDOT LIGHTING ON-CALL\WO10 - I-40 @ SR-48\CADD\PLAN SHEETS\41I040-04-SHT-LIGHTING CONTROL CENTERS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	41I040-S2-011	L-4
PLAN-IN-HAND	2026	41I040-S3-011	L-5
PS&E	2026	41I040-S3-011	L-5

ROADWAY LIGHT POLE SCHEDULE

	LIGHT POLE NO.	SHEET NO.	MOUNTING HEIGHT (FT)	LUMINAIRE TYPE	LAMP WATTAGE (LED)	TILT (DEGREES)	NO. OF LUMINAIRES	VOLTAGE	CONTROL CENTER NO.	CIRCUIT NO.	BASE LINE	STATION	OFFSET (FT)	SIDE	NORTHING	EASTING
(1)	LP 1	L-6	40	A	155	15	1	240	CC1	3	I-40	793+21.84	75.2	RT	605197.2584	1526888.5975
(1)	LP 2	L-6	40	A	155	15	1	240	CC1	3	I-40	795+61.92	82.2	RT	605338.0516	1527079.1084
(1), (2)	LP 3	L-6	40	A	155	15	1	240	CC1	3	I-40	798+16.14	80.3	RT	605485.6171	1527281.6171
(1), (2)	LP 4	L-7	40	A	155	15	1	240	CC1	3	I-40	800+71.83	83.2	RT	605620.8671	1527494.2278
(1)	LP 5	L-7	40	A	155	15	1	240	CC1	4	I-40	820+71.70	88.1	RT	606468.4727	1529290.5907
(1)	LP 6	L-7	40	A	155	15	1	240	CC1	4	I-40	823+31.21	88.3	RT	606573.0054	1529528.0419
(1)	LP 7	L-8	40	A	155	15	1	240	CC1	4	I-40	825+84.77	88.1	RT	606675.5625	1529760.0662
(1)	LP 8	L-8	40	A	155	15	1	240	CC1	4	I-40	828+38.11	88.0	RT	606777.8524	1529991.8420
(1)	LP 9	L-8	40	A	155	15	1	240	CC1	4	I-40	830+92.26	87.8	RT	606880.5729	1530224.3024
(1)	LP 10	L-8	40	A	155	15	1	240	CC1	4	I-40	833+37.47	84.1	RT	606982.9547	1530447.0919
(1), (2)	LP 11	L-8	40	A	155	15	1	240	CC1	4	I-40	835+74.53	82.4	RT	607080.1843	1530663.3835
(1), (2)	LP 12	L-6	40	A	155	15	1	240	CC2	3	I-40	789+33.55	72.4	LT	605052.0922	1526499.5618
(1), (2)	LP 13	L-6	40	A	155	15	1	240	CC2	3	I-40	791+61.21	82.0	LT	605213.7883	1526664.3123
(1), (2)	LP 14	L-6	40	A	155	15	1	240	CC2	3	I-40	793+86.13	82.8	LT	605360.5249	1526839.0988
(1), (2)	LP 15	L-6	40	A	155	15	1	240	CC2	3	I-40	796+24.15	83.0	LT	605507.7382	1527030.5420
(1), (2)	LP 16	L-6	40	A	155	15	1	240	CC2	3	I-40	798+66.48	82.9	LT	605648.9447	1527231.6985
(1), (2)	LP 17	L-7	40	A	155	15	1	240	CC2	3	I-40	801+23.45	97.3	LT	605801.7482	1527443.7602
(1)	LP 18	L-7	40	A	155	15	1	240	CC2	4	I-40	820+56.21	92.1	LT	606627.1024	1529203.7069
(1)	LP 19	L-7	40	A	155	15	1	240	CC2	4	I-40	823+01.54	88.3	LT	606722.5979	1529429.7112
(1)	LP 20	L-8	40	A	155	15	1	240	CC2	4	I-40	825+49.39	86.8	LT	606821.2663	1529657.0809
(1)	LP 21	L-8	40	A	155	15	1	240	CC2	4	I-40	827+95.55	81.0	LT	606915.2839	1529884.7065

A = PROPOSED LED OFFSET LUMINAIRE ON NEW ALUMINUM LIGHT STANDARD

(1) POLE OFFSET IS CENTER OF POLE FOUNDATION.

(2) FRONT FACE OF POLE TO BE INSTALLED 4FT BEHIND GUARDRAIL.

HIGH MAST POLE SCHEDULE

	LIGHT POLE NO.	SHEET NO.	MOUNTING HEIGHT (FT)	LUMINAIRE TYPE	LAMP WATTAGE (LED)	NO. OF LUMINAIRES	VOLTAGE	CONTROL CENTER NO.	CIRCUIT NO.	BASE LINE	STATION	OFFSET (FT)	SIDE	NORTHING	EASTING
(1)	HM 1	L-7	120	B	295	4	240	CC1	1	I-40	804+63.57	87.23	RT	605809.6465	1527830.8105
(1)	HM 2	L-7	120	B	295	8	240	CC1	2	I-40	811+03.34	209.80	RT	605966.3570	1528453.6950
(1)	HM 3	L-7	120	B	295	6	240	CC2	1	I-40	810+56.28	227.07	LT	606347.0830	1528234.3440
(1)	HM 4	L-7	120	B	295	4	240	CC2	2	I-40	817+32.87	88.35	LT	606493.1890	1528909.3770

B = PROPOSED LED HIGH MAST LUMINAIRE ON NEW HIGH MAST POLE

(1) POLE OFFSET IS CENTER OF POLE FOUNDATION.

TYPE	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	WATTAGE
A	HOLOPHANE	MGLEDM P16 40K MVOLT WG VH GRSD PR7 SH NL	OFFSET	147
B	HOLOPHANE	HMLED4 P3 40K MVOLT HGR AW PR7 SH	HIGH MAST	295

CONDUIT AND CONDUCTOR SCHEDULE													
CONDUCTOR RUN NO.			1	2	3	4	5	6	7	8	9	10	11
CONDUIT SIZE			(2) 2"	(2) 2"	2"	2"	(2) 2"	(2) 2"	2"	(2) 2"	2"	(2) 2"	(2) 2"
CONDUIT TYPE			P	H	P	P	H	H	P	H	P	P	H
AWG	#6*	1C	5	3	3	1	1	3	3	1	1	7	5
	#8	1C	2	2	-	2	2	-	-	-	-	-	-
	#10	1C	2	-	-	-	-	-	2	2	2	2	-

P - PVC CONDUIT

H - HDPE BORED CONDUIT (DIRECT BURIAL SCH.80 PVC MAY BE USED AS AN ALTERNATIVE)

* - ALL GROUNDING CONDUCTORS ARE #6 AWG

SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129665
STATE OF TENNESSEE

04/06/2026

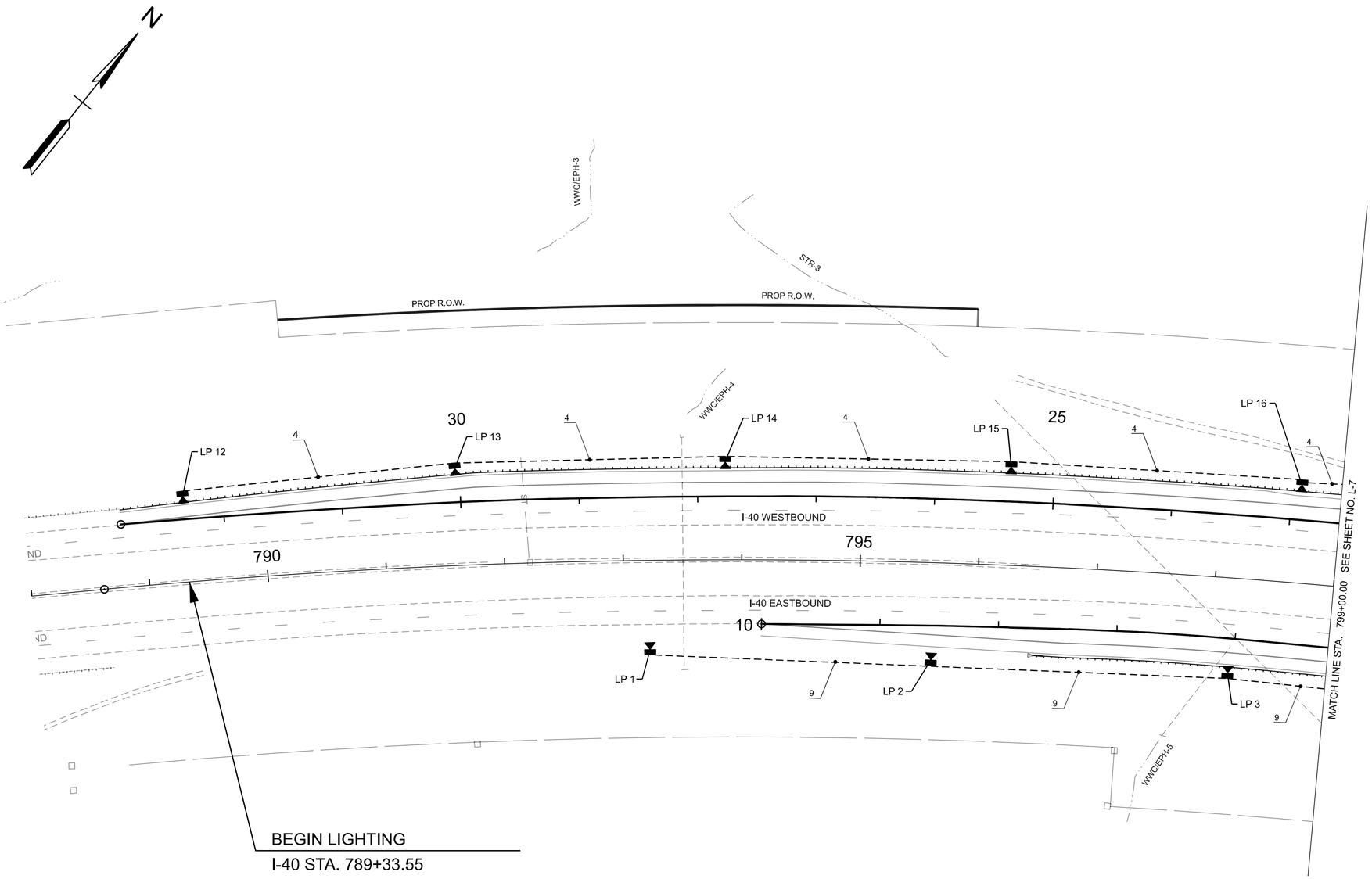
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LIGHTING
DETAILS

(POLE DATA AND
CONDUIT SCHEDULE)

4/2/2026 1:21:04 PM
C:\PW\KH1\D0611230\41I040-04-SHT-LIGHTING POLE SCHEDULE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	41I040-S2-011	L-5
PLAN-IN-HAND	2026	41I040-S3-011	L-6
PS&E	2026	41I040-S3-011	L-6



LEGEND

- PROPOSED LED OFFSET LUMINAIRE ON NEW LIGHT STANDARD (155W LED, 40FT MH, 15 DEGREE TILT)
- PROPOSED LED HIGH MAST LUMINAIRES WITH SHIELD ON NEW HIGH MAST POLE (295W LED, 120FT MH) (NUMBER OF LUMINAIRES VARIES)
- PROPOSED TRENCHED CONDUIT
- PROPOSED DIRECTIONAL DRILL CONDUIT
- PULL BOX (TYPE C)
- # PROPOSED CONDUIT RUN (SEE SHEET L-5)
- PROPOSED LIGHTING CONTROL CENTER

SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129665
STATE OF TENNESSEE

04/06/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING LAYOUT

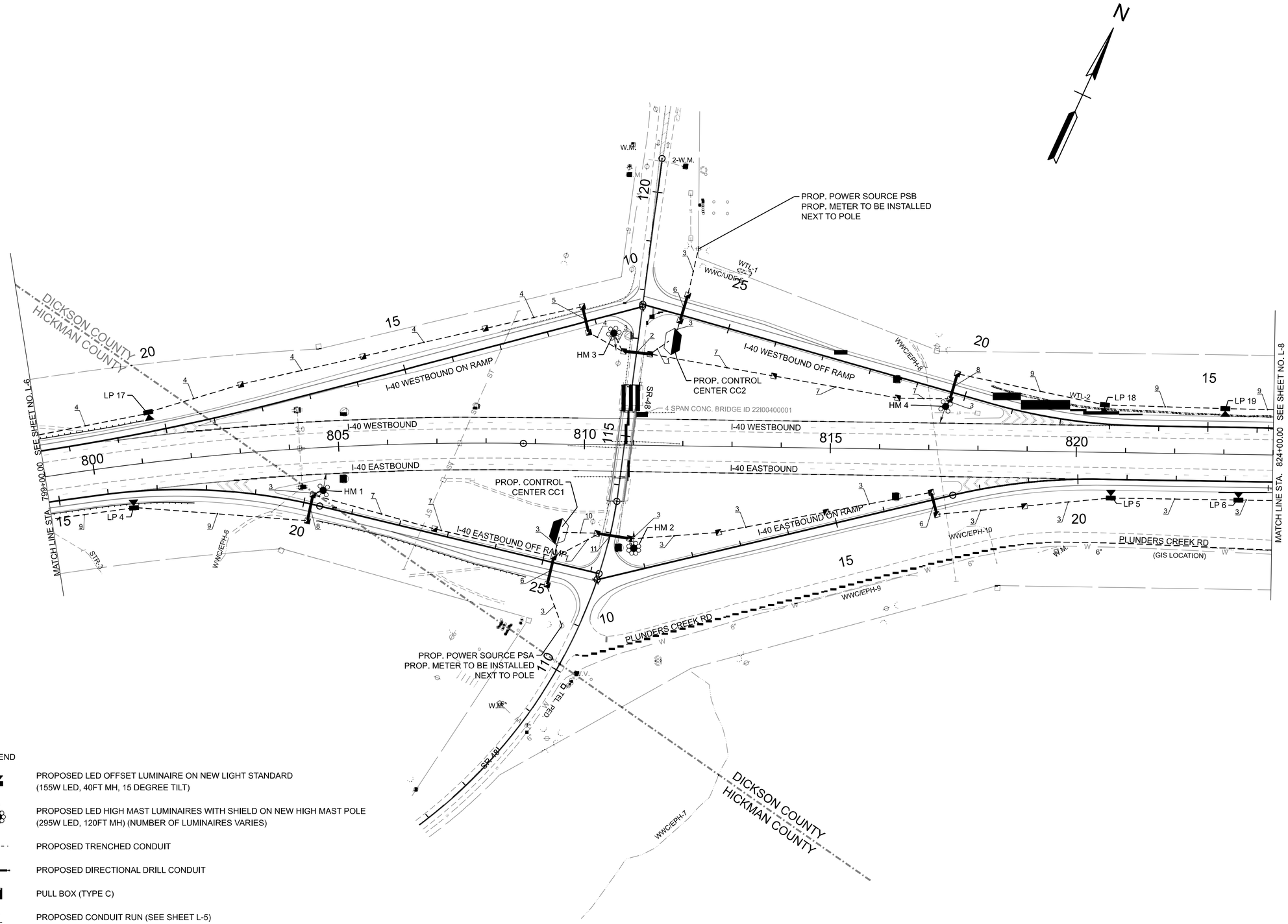
INTERCHANGE I-40 AT SR 48

STA. 788+00.00 TO STA. 799+00.00

SCALE: 1" = 50'

4/2/2026 1:21:37 PM
C:\PWKH1\D0611230\41I040-04-SHT-LIGHTING PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	41I040-S2-011	L-6
PLAN-IN-HAND	2026	41I040-S3-011	L-7
PS&E	2026	41I040-S3-011	L-7



LEGEND

- PROPOSED LED OFFSET LUMINAIRE ON NEW LIGHT STANDARD (155W LED, 40FT MH, 15 DEGREE TILT)
- PROPOSED LED HIGH MAST LUMINAIRES WITH SHIELD ON NEW HIGH MAST POLE (295W LED, 120FT MH) (NUMBER OF LUMINAIRES VARIES)
- PROPOSED TRENCHED CONDUIT
- PROPOSED DIRECTIONAL DRILL CONDUIT
- PULL BOX (TYPE C)
- # PROPOSED CONDUIT RUN (SEE SHEET L-5)
- PROPOSED LIGHTING CONTROL CENTER

SEALED BY

KODI L. BERGER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129665
STATE OF TENNESSEE

04/06/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING LAYOUT

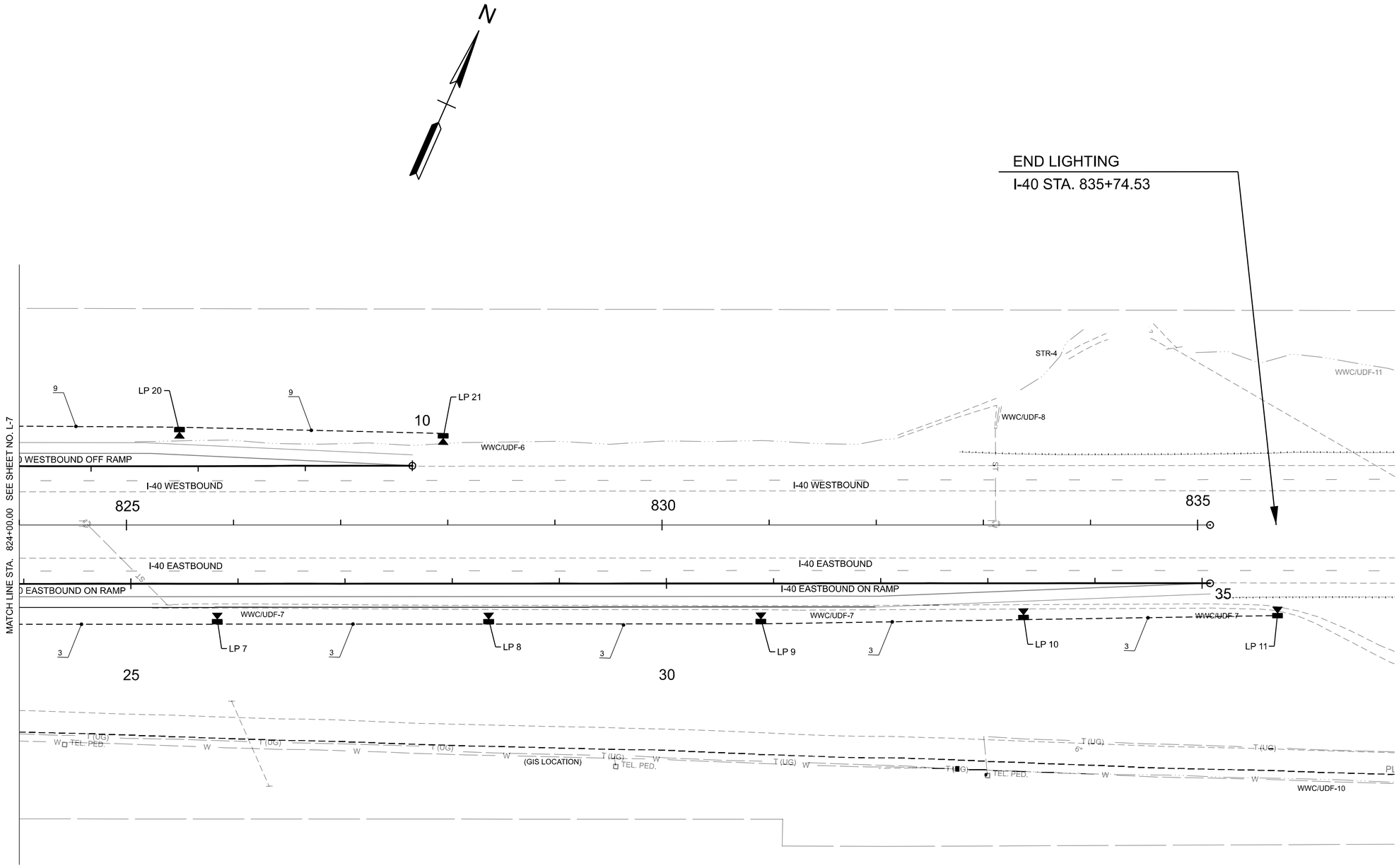
INTERCHANGE I-40 AT SR 48

STA. 799+00.00 TO STA. 824+00.00

SCALE: 1" = 100'

4/2/2026 1:21:39 PM
C:\PW\KH1\D0611230\41I040-04-SHT-LIGHTING PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNCTIONAL	2025	41I040-S2-011	L-7
PLAN-IN-HAND	2026	41I040-S3-011	L-8
PS&E	2026	41I040-S3-011	L-8



LEGEND

- PROPOSED LED OFFSET LUMINAIRE ON NEW LIGHT STANDARD (155W LED, 40FT MH, 15 DEGREE TILT)
- PROPOSED LED HIGH MAST LUMINAIRES WITH SHIELD ON NEW HIGH MAST POLE (295W LED, 120FT MH) (NUMBER OF LUMINAIRES VARIES)
- PROPOSED TRENCHED CONDUIT
- PROPOSED DIRECTIONAL DRILL CONDUIT
- PULL BOX (TYPE C)
- # PROPOSED CONDUIT RUN (SEE SHEET L-5)
- PROPOSED LIGHTING CONTROL CENTER

SEALED BY



04/06/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING LAYOUT

INTERCHANGE I-40 AT SR 48

STA. 824+00.00 TO STA. 836+00.00

SCALE: 1" = 50'

4/2/2026 1:21:40 PM
C:\PWKH1\D0611230\41I040-04-SHT-LIGHTING PROPOSED LAYOUT.DGN

TENNESSEE D.O.T. | DESIGN DIVISION | FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	S-1

SWPPP INDEX OF SHEETS

DESCRIPTION	SHT.
1. SWPPP REQUIREMENTS (5.0.)	1
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
9. SITE ASSESSMENTS (5.5.3.8.)	4
10. STORMWATER MANAGEMENT (5.5.3.11.h)	4-5
11. NON-STORMWATER DISCHARGES (5.5.3.12.)	5
12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)	5-6
13. RECORD-KEEPING	6-7
14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)	7
15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)	7
16. ENVIRONMENTAL PERMITS (1.5.2.)	7
17. OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)	8

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): 55.617 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 23.930 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: SR-48, INTERCHANGE MODIFICATIONS FROM LM 2.25 TO LM 0.60
COUNTY: HICKMAN & DICKSON
PIN: 133445.00

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) 28, 28A, 28B, 28C, & 28D, DRAINAGE MAP SHEET(S) 18-22, 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: _____

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)
SeC - SENGTOWN GRAVELLY SILT LOAM, 5-12% SLOPES	B	48.6	0.24 / 0.17
SeF - SENGTOWN GRAVELLY SILT LOAM, 30-60% SLOPES	B	51.4	0.17

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 (PAVEMENT)	13.66	24.6		0.90
GRAVEL	0.79	1.4		0.60
FORESTED AREAS	23.50	42.3		0.30
OPEN FIELDS	17.67	31.7		0.40
WEIGHTED CURVE NUMBER OR C-FACTOR =				0.48

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	AREA(AC)	PERCENTAGE OF TOTAL AREA (%)	RUNOFF CN	C FACTOR
IMPERVIOUS (PAVEMENT)	14.34	25.8		0.90
GRAVEL	0.52	0.9		0.60
FORESTED AREAS	23.32	41.9		0.30
OPEN FIELDS	17.44	31.4		0.40
WEIGHTED CURVE NUMBER OR C-FACTOR =				0.49

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 28C, 28D, 29C, 29D, 30C, & 30D)

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-3 / EPH-3	GARNER CREEK	NO	NO	YES	NO
-	PLUNDERS CREEK	NO	NO	NO	YES

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	41I040-S3-011	S-2

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.

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)
INT-1 / WWC-21A	YES	NO

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.l, 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) _____.

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)
WTL-1	813+05 LT	813+45 LT	N/A	N/A
WTL-2	818+20 LT	824+00 LT	0.000	0.041
WTL-2A	216+90 LT	217+10 LT	N/A	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) _____.

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) _____.

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.

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	41I040-S3-011	S-3

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.

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 2-1 & 27 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 2-1 & 27 (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.

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	41I040-S3-011	S-4

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 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): RIP RAP

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	41I040-S3-011	S-5

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.

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.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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 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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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.

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.

Ashlie Farmer

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Ashlie Farmer

PRINTED NAME

TDOT Team Lead

TITLE

2/23/26

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		
CORPS OF ENGINEERS (USACE)	YES		
TVA 26A	NO		
TDEC CGP	YES		
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.
PS&E	2026	41I040-S3-011	S-8

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		STAGE 1: 27+73.75, 129.87' RT (I-40 WB ON RAMP) STAGES 2-3: 28+5.11, 174.89' RT (I-40 WB ON RAMP)	STAGE 1: 25.0 STAGES 2-3: 15.6	3.45	3.45	3.45	N/A	N/A	GARNER CREEK	
OUT-2		STAGES 1-3: 26+46.42, 172.58 RT (I-40 WB ON RAMP)	STAGES 1-3: 8.5	0.73	0.64	0.64	N/A	N/A	GARNER CREEK	
OUT-3		STAGE 1: 25+35.23, 104.37' RT (I-40 WB ON RAMP) STAGE 2: 25+51.53, 124.89' RT (I-40 WB ON RAMP)	STAGE 1: 6.9 STAGE 2: 9.0	2.96	2.72		N/A	N/A	GARNER CREEK	
OUT-4		STAGE 1: 14+92.17, 108.95' RT (I-40 EB OFF RMAP) STAGES 2-3: 15+41.55, 110.34' RT (I-40 EB OFF RAMP)	STAGE 1: 14.1 STAGES 2-3: 11.0	1.05	4.89*	4.89*	N/A	N/A	GARNER CREEK	* INCLUDES 1.84 ACRES OF OFFSITE DRAINAGE DIVERTED THROUGH PROJECT
OUT-5		STAGES 1-3: 15+77.26, 111.82' RT (I-40 EB OFF RAMP)	STAGE 1: 19.9 STAGES 2-3: 7.5	0.61	0.61	0.61	N/A	N/A	GARNER CREEK	
OUT-6		STAGES 1-3: 17+43.48, 225.43' RT (I-40 EB OFF RAMP)	STAGE 1: 15.0 STAGES 2-3: 7.8	1.32	1.32	1.32	N/A	N/A	GARNER CREEK	
OUT-7		STAGES 1-3: 19+87.64, 27.80' LT (I-40 EB OFF RAMP)	STAGES 1-3: 6.2	0.97	0.97	0.97	N/A	N/A	GARNER CREEK	
OUT-8		STAGES 1-3: 22+58.02, 93.87' RT (I-40 EB OFF RAMP)	STAGES 1-3: 5.0	1.40	1.40	1.40	N/A	N/A	GARNER CREEK	
Out-9		STAGE 1: 7-21.61, 24.86' RT (I-40 WB OFF RAMP) STAGES 2-3: 7-13.80, 30.26' RT (I-40 WB OFF RAMP)	STAGES 1-3: 11.7	1.89	1.01	1.01	N/A	N/A	PLUNDERS CREEK	
OUT-10A		STAGES 1-3: 27+78.70, 23.84' RT (I-40 EB ON RAMP)	STAGE 1: 2.7 STAGES 2-3: 11.7	2.08	2.08	2.08	N/A	N/A	PLUNDERS CREEK	
OUT-10B		STAGE 1: 35+07.53, 22.08' RT (I-40 EB ON RAMP) STAGES 2-3: 35+07.53, 36.48' RT (I-40 EB ON RAMP)	STAGE 1: 2.9 STAGES 2-3: 2.2	2.35	2.35	2.35	N/A	N/A	PLUNDERS 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

TENN.	YEAR	SHEET NO.
	2026	U1-1
FED. PROJ. NO.	N/A	
STATE PROJ. NO.	41I040-S3-011	
STATE PROJ. NO.	22I040-S3-009	

Index Of Sheets	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITIES OWNERS AND UTILITY SHEETS	U1-1 THRU U1-2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

HICKMAN & DICKSON COS.

I-40
FROM APPROXIMATELY 0.5 MILES WEST OF SR-48 OVERPASS
TO APPROXIMATELY 0.5 MILES EAST (GFT)

STATE HIGHWAY 48 / F.A.H.S N/A

THERE ARE NO UTILITIES IN CONFLICT WITH THIS PROJECT.

STANDARD LEGEND

EXISTING UTILITES

- POWER
- TELEPHONE
- WATER
- CABLE TV
- SANITARY SEWER
- UNDERGROUND TELEPHONE
- GAS
- FORCE MAIN SEWER
- UNDERGROUND POWER
- UNDERGROUND FIBER OPTIC

PROPOSED UTILITIES & MODIFICATIONS

- POWER
- UNDERGROUND POWER
- TELEPHONE
- WATER
- CABLE TV
- SANITARY SEWER
- UNDERGROUND TELEPHONE
- GAS
- FORCE MAIN SEWER
- UNDERGROUND FIBER OPTIC
- EX. WATER LINE (RETIRED IN PLACE) — 6" W RIP
- EX.GAS LINE (RETIRED IN PLACE) — 8" G RIP
- EX.SEWER LINE (RETIRED IN PLACE) — 8" FMS RIP
- EX.TELEPHONE LINE (RETIRED IN PLACE) — T(UG) RIP

- POWER POLE
- TELEPHONE POLE
- POWER/TELEPHONE POLE
- MANHOLE
- WATER METER (W.M.)
- WATER VALVE (W.V.)
- LIGHT POLE
- POWER POLE ● P
- TELEPHONE POLE ● T
- WATER METER ■ W.M.
- (R) REMOVE
- (RIP) RETIRE IN PLACE

UTILITY OWNERS AND CONTACTS:

PHONE: AT&T
116 SOUTH CANNON AVENUE
MURFREESBORO, TN 37129
KENNETH LEE KORNEGAY
KK4096@ATT.COM
O: 615-848-2082

CABLE: COMCAST
660 MAINSTREAM DRIVE
NASHVILLE, TN 37228
PAUL JOHNSON
NAS-NASHVILLECONSTRUCTIONBETTERMENTS@COMCAST.COM
O: 615-626-3138

ELECTRIC: DICKSON ELECTRIC SYSTEM
236 COWAN ROAD
DICKSON, TN 37055
JARED MILLER
JMILLER@DICKSONELECTRIC.COM
O: 615-441-6328

WATER: WATER AUTHORITY OF DICKSON COUNTY
101 COWAN ROAD
DICKSON, TN 37055
MICHAEL ROGERS
MROGERS@WADC.US
O: 615-441-5403

SPECIAL NOTES

SOME UTILITIES CAN BE LOCATED BY CALLING THE
TENNESSEE ONE CALL SYSTEM, INC.
AT 1-800-351-1111

NOTE TO CONTRACTORS	UNDERGROUND UTILITIES NOTE	NOTE TO CONTRACTORS
CONTRACTOR TO FOLLOW ALL ADA RULES PERTAINING TO SIDEWALKS	ALL UNDERGROUND UTILITIES MUST BE DIRECTIONAL BORED UNDER ALL STREAMS IDENTIFIED IN THE PLANS	DIRECTIONAL BORING MUST BE PLACED A MINIMUM OF 50' AWAY FROM STREAM BANKS

12/22/2025 10:52:19 AM
\\TDOT03NAS002.tdot.state.tn.us\03Shared\ROW\Utility Section\Utility Master Files\Multiple Counties\I33445.00 I40 From approx 0.5 miles W of SR48 overpass\Utility Sheets\I33445_00 UI-1.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	41I040-S3-011	U1-2

EXISTING TO REMAIN UTILITIES
EXISTING TO BE REMOVED UTILITIES
PROPOSED UTILITIES

STA. 10+00.00 I-40 WBonRamp=
STA. 117+65.49 SR-48
N 606420.4971 E 1528264.6717

I-40 WBonRamp

22I040-S2-009
END PROJECT NO. 41I040-S2-011 R.O.W.
STA. 807+34.36
N 606007.8225 E 1528032.1434

I-40 WBoffRamp

STA. 26+81.39 I-40 WBoffRamp=
STA. 117+70.16 SR-48
N 606424.9626 E 1528263.2907

I-40 EBoffRamp

STA. 26+17.49 I-40 EBoffRamp=
STA. 112+14.44 SR-48
N 605890.1405 E 1528411.2898

I-40 EBonRamp

STA. 10+00.00 I-40 EBonRamp=
STA. 112+01.63 SR-48
N 605877.4101 E 1528412.7079

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY SHEETS

STA. 804+00.00 TO STA. 816+00.00
SCALE: 1" = 50'

$$$$DATE$$$$$$$$$$$TIME$$$$$$$
C:\USERS\JJ11703\DOWNLOADS\1133445-00-FUNCTIONALDESIGNPLANS (2)\SHT-004 PRESENT LAYOUT - COPY.DGN