12/22/2025

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

John M. Reese Date: 2025.12.22 09:53:26-06'00'

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FISHER ARNOLD, INC.
9180 CRESTWYN HILLS DRIVE
MEMPHIS, TN 38125
JOHN M. REESE, P.E. 118371

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

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

YEAR	PROJECT NO.	SHEET NO.
2026	NH-I-40-1(378)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	NH-I-40-1(378)	
STATE PROJ. NO.	79I040-F8-019	
BRIDGE PROJ. NO.	79I040-M3-021	

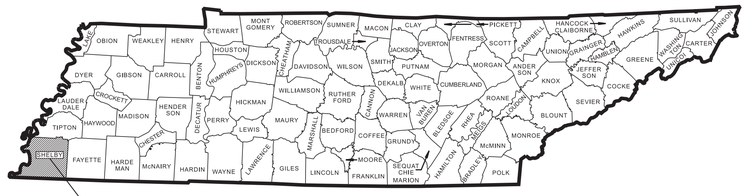
SHELBY COUNTY

INTERSTATE 40
FROM NEAR SYCAMORE VIEW ROAD
TO FLETCHER CREEK

RESURFACING AND BRIDGE REPAIR

MILL, 411D, PAVEMENT MARKINGS, SRPM, RUMBLE STRIPS, AND CURB RAMPS

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-40



BRIDGE ID. # 79I00400107, 79I00400109, 79I00400111, 79I00400113, 79I00400115

79I040-F8-019
END PROJECT NO. NH-I-40-1(378) RESURFACING
L.M. 19.44 (FLETCHER CREEK)

BRIDGE REPAIR PROJECT NO. 79I040-M3-021
BRIDGE ID. #79I00400115 L.M. 19.42 (FLETCHER CREEK)
BRIDGE ID. #79I00400109 L.M. 17.13 (BRANCH)
BRIDGE ID. #79I00400107 L.M. 16.45 (BRANCH)

79I040-F8-019
BEGIN PROJECT NO. NH-I-40-1(378) RESURFACING
L.M. 16.13 (NEAR SYCAMORE VIEW ROAD)

SCALE: 1"= 5280'

0 1 2 3 MILES

NO EXCLUSIONS

PROJECT LENGTH 3.31 MILES
TOTAL LANE MILES RESURFACED 27.26 MILES

SEALED BY
JOHN M. REESE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 11837
STATE OF TENNESSEE
12/22/2025

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER: LYNN EVANS, P.E., REGION 4
DESIGN FIRM : FISHER ARNOLD, INC.
DESIGNER : BRANDON PITTMAN CHECKED BY JOHN REESE, P.E.
P.E. NO. 98043-4175-04
PIN NO. 136607.00

TRAFFIC COUNTER & WEATHER STATIONS

STATION LOCATION	LOG MILE
TC STATION 609	18.592
EMBEDDED DETECTION LOOPS	19.405
EMBEDDED DETECTION LOOPS	19.420

TRAFFIC DATA

ADT (2026)	165,902
POSTED SPEED	65 MPH

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	1A

ROADWAY INDEX

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00		**STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS**
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
10-106.00		**MULTIMODAL**
CR-GN-1		GENERAL NOTES CURB RAMP
CR-DWS-1		DETECTABLE WARNING SURFACE DETAIL
CR-20	07-01-25	PARALLEL CURB RAMP 5 – FT SIDEWALK
CR-40		MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS
CR-41		SINGLE CROSSING CURB RAMP IN CURVE
CR-50		PEDESTRIAN REFUGE
CR-51		PEDESTRIAN REFUGE

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-201.00		**SIGNALS**
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-3A	06-27-16	ALTERNATE DETECTION DETAILS
10-204.00		**DESIGN - TRAFFIC CONTROL**
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-5	01-24-25	MARKING DETAIL FOR 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-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-13	03-26-25	TWO-OUTSIDE LANE CLOSURE FOR EXPRESSWAY AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING PROCEDURES
T-WZ-63	03-26-25	WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64	03-26-25	WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

SEALED BY

JOHN M. REESE
REGISTERED ENGINEER
U.S. DEPARTMENT OF AGRICULTURE
COMMERCE
No. 118371
STATE OF TENNESSEE

12/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	1B

PROJECT COMMITMENTS

COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	Asbestos Containing Material (ACM) surveys were completed on Bridge No. 79I00400107 I-40 over Branch LM 16.45 (79-I0040-16.45) and Bridge No. 79I00400109 I-40 over Branch LM 17.13 (79-I0040-17.13). No asbestos was detected. Please see the reports for further details and photographs. No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a C&D landfill. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Sections 107.08.D and 202.03).	BRIDGES AT L.M. 16.45 AND L.M. 17.13

SEALED BY

JOHN M. REESE
REGISTERED ENGINEER
DEPT. OF AGRICULTURE
DEPT. OF COMMERCE
No. 118371
STATE OF TENNESSEE

12/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 79I040-F8-019
(1)	202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	142
(2)	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	380
	203-06	WATER	M.G.	10
(3)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	6.7
(2)	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (D)	TON	876
(4)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	86
(5)	403-02.01	TRACKLESS TACK COAT	TON	118
(6)	403-05.01	BITUMINOUS MATERIAL (FOG SEAL) SHOULDER	TON	2.7
	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	2500
(7)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	35
(8)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	14932
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	14
(9)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	16885
(1)	701-01.01	CONCRETE SIDEWALK (4")	S.F.	855
(1)	701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	2394
(1)	701-02.06	DETECTABLE WARNING SURFACE (REHABILITATION)	S.F.	16
(10)	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	982
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	364
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	618
(11)	712-06	SIGNS (CONSTRUCTION)	S.F.	3158
(12)	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	10
	712-08.03	ARROW BOARD (TYPE C)	EACH	6
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	9
	712-08.12	QUEUE PROTECTION TRUCK	DAY	220
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
(13)	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	862
(14)	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	2918
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1805
(6)(15)(16)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	169
(6)(15)(16)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	148
(6)(15)(16)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	28
(6)(15)(16)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	2273
(6)(15)(16)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	474
(6)(15)(16)	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	14
(6)(15)(16)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	5
(13)(15)(16)	716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	860
(15)(16)	716-04.07	PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	20
(15)(16)	716-04.09	PLASTIC PAVEMENT MARKING (H.O.V. DIAMOND)	EACH	26
(6)(15)(16)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	90
(17)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	34
(18)	716-08.01	REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	70
(15)(19)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	34
(6)(15)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	5684
(6)(15)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	2411
(6)(15)	716-12.09	ENHANCED FLAT LINE THERMO (12IN LINE)	L.F.	660
(15)(20)	716-12.10	ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	17898
	717-01	MOBILIZATION	LS	1
(21)	730-03.20	INSTALL PULL BOX (TYPE A)	EACH	2
(21)	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	40
(21)	730-14.02	SAW SLOT	L.F.	750
(21)(22)	730-14.03	LOOP WIRE	L.F.	3000

NOTE: THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT.

NOTE: THERE ARE NO GUARDRAIL ADJUSTMENTS ON THIS PROJECT.

FOOTNOTES

(1) SEE SHEET 2F1 (CURB RAMPS) FOR ADDITIONAL DETAILS.
(2) TO BE USED AS DIRECTED BY THE ENGINEER.
(3) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING PRIOR TO WORK. SEE SHEET NO. 2C, NOTE (6) UNDER FINAL PAVEMENT MARKING FOR MORE INFORMATION.
(4) FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM NO. 202-03.01.
(5) INCLUDES 3 TONS FOR EXTRA WIDTH AREAS.
(6) SEE SHEET 2F1 (RAMP AND GORE AREA TABULATION) FOR BREAKDOWN OF MARKINGS FOR CONCRETE RAMPS.
(7) USE CRAFCO PAVEMENT JOINT ADHESIVE #3452D. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
(8) INCLUDES 402 TONS FOR EXTRA WIDTH AREAS.
(9) INCLUDES 398 TONS FOR EXTRA WIDTH AREAS.
(10) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
(11) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
(12) ITEM TO BE USED ONLY WHEN A REDUCED SPEED LIMIT IS ESTABLISHED WITHIN THE PROJECT CONSTRUCTION WORK ZONE LIMITS. ITEM INCLUDES SIGN FACE, SUPPORTS, AND TWO TYPE "B" FLASHERS PER THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING ON THE TYPE "B" FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.
(13) FOR NARROW INSIDE SHOULDERS FROM L.M. 16.20-17.00 BEFORE AND AFTER BRIDGE.
(14) INCLUDES 441 (EA) FOR CONCRETE RAMPS. SEE SHEET 2F1 FOR MORE DETAILS.
(15) ITEM TO BE USED FOR FINAL PAVEMENT MARKING ONLY.
(16) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(17) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING ONLY.
(18) FOR REMOVAL OF 6" THERMO TO MAKE SPACE FOR NEW CROSSWALK MARKINGS AT EB RAMP EXIT 15B ONTO APPLING RD. AND EB ENTRANCE RAMP FROM APPLING RD.
(19) INCLUDES 6.5 L.M. FOR CONCRETE RAMPS, SEE SHEET 2F1 FOR BREAKDOWN OF RAMP QUANTITIES.
(20) INCLUDES 421 L.F. FOR 3'-9' DOTTED LINE FOR RAMPS, REFER TO T-M-6 ; SEE SHEET 2F1 FOR BREAKDOWN OF RAMP QUANTITIES.
(21) SEE TRAFFIC DETECTION LOOPS DETAIL ON SHEET 2G FOR MORE INFORMATION.
(22) ITEM INCLUDES AN EXTRA 320 ' (20' PER LEAD LINE) THAT IS TO REMAIN IN PULL BOX FOR INSTALLATION BY TRAFFIC COUNTER PERSONNEL.

SEALED BY

JOHN M. REESE REGISTERED ENGINEER AGRICULTURE COMMERCE No. 118371 STATE OF TENNESSEE

12/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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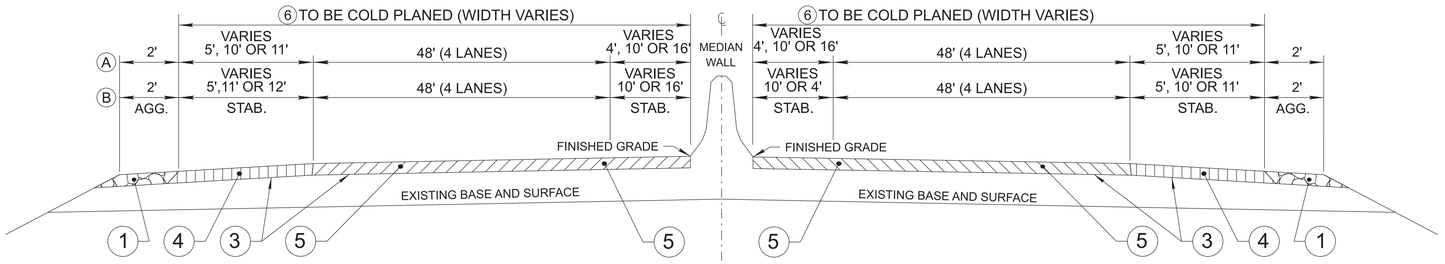
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	2B

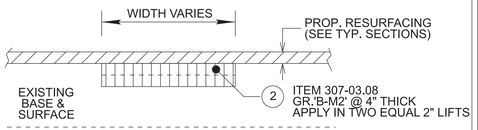


I-40

(A) FROM: L.M. 16.13 TO L.M. 17.52
(B) FROM: L.M. 17.52 TO L.M. 19.44

*NOTE: ACCELERATION AND DECELERATION LANES ARE CONSIDERED AS EXTRA WIDTHS.

DETAIL PARTIAL DEPTH ASPHALT REPAIR



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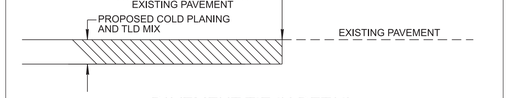

PAVEMENT TIE IN DETAIL

AT PROJECT LIMITS L.M. 16.13, L.M. 19.44

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"	(4) ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-01.07 ACS MIX (PG64-22) GRADING "E" SHOULDER
(2) BITUMINOUS COURSE (BINDER) @ 4.00"± THICK (APPROX. 452.0 LBS./S.Y.) ITEM 307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING "B-M2" (TO BE USED FOR PARTIAL DEPTH REPAIR ONLY)	(5) ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"
(3) TRACKLESS TACK COAT ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD	(6) COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT

SEALED BY

JOHN M. REESE
REGISTERED ENGINEER
DEPT. OF AGRICULTURE
DEPT. OF COMMERCE
No. 118371
STATE OF TENNESSEE

12/22/2025

NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	2C

GENERAL NOTES

GRADING

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

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

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

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

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

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

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

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

(4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

(12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

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

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

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

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

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

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

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12/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	2D

SPECIAL NOTES

PAVEMENT

RESURFACING

(1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.

(4) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

(6) THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 96 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED, EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.

(8) FEATHER SURFACE MIX TO ENDS OF BRIDGES THAT ARE NOT TO BE PAVED.

(9) 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.

PAVEMENT MARKING

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

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

SIGNS

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(2) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES IN EACH DIRECTION OPEN TO TRAFFIC DURING NON-WORK HOURS OR NON-WORK DAYS.

(3) THE DEPARTMENT SHALL RESERVE THE RIGHT TO REOPEN LANES AS NECESSARY WHEN TRAFFIC CONDITIONS ARE DEEMED UNACCEPTABLE (EXCESSIVE QUEUE LENGTHS AND DELAY TIMES). THE CONTRACTOR SHALL BE REQUIRED TO FULLY COOPERATE WITH THE PROJECT SUPERVISOR WHEN REQUESTED TO MAKE CHANGES TO THE TRAFFIC CONTROL.

(4) MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISIOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

JOINT SEALANTS

(1) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.

(3) PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEPT OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.

(4) TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	2E

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

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

SPECIES

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

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

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

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

PROJECT COMMITMENTS

(5) SEE PROJECT COMMITMENTS, SHEET 1B, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

(6) THIS PROJECT INCLUDES MILL, 411D, E-MIX, PAVEMENT MARKINGS, SRPM, RUMBLE STRIPS, PAVEMENT MARKINGS, CURB RAMPS AND BRIDGE REPAIR.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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

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

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

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

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

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

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

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

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

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

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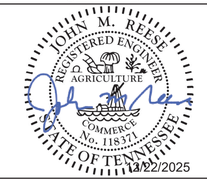

12/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	2E1

ENVIRONMENTAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

(44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.

(45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

(46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

(47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

(48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

(49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

(50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.

(51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

(52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.

(53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

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12/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	2F

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
E5-1	EXIT	72" x 60"	30	5	150
E5-2	EXIT OPEN	48" x 36"	12	5	60
E5-2A	EXIT CLOSED	48" x 36"	12	5	60
G20-1	ROAD WORK NEXT 4 MILES	48" x 24"	8	4	32
G20-2	END ROAD WORK	48" x 24"	8	12	96
R1-2	YIELD	48" x 48"	16	4	64
W3-2	YIELD AHEAD	48" x 48"	16	4	64
W4-1R	MERGING TRAFFIC	48" x 48"	16	4	64
W4-2L	LEFT LANE ENDS SYMBOL	48" x 48"	16	4	64
W4-2R	RIGHT LANE ENDS SYMBOL	48" x 48"	16	4	64
W8-9	SHOULDER DROP OFF	48" x 48"	16	4	64
W8-11	UNEVEN LANES	48" x 48"	16	40	640
W8-15	GROOVED PAVEMENT	48" x 48"	16	40	640
W8-15P	MOTORCYCLE PLAQUE	30" x 24"	5	40	200
W20-1	ROAD WORK 1 MILE	48" x 48"	16	4	64
W20-1	ROAD WORK 1/2 MILE	48" x 48"	16	4	64
W20-1	ROAD WORK 1000 FT	48" x 48"	16	4	64
W20-1	ROAD WORK AHEAD	48" x 48"	16	8	128
W20-5L	LEFT LANE CLOSED 1/2 MILE	48" x 48"	16	4	64
W20-5L	LEFT LANE CLOSED 1500 FT	48" x 48"	16	4	64
W20-5L	LEFT TWO LANES CLOSED 1/2 MILE	48" x 48"	16	4	64
W20-5L	LEFT TWO LANES CLOSED 1500 FT	48" x 48"	16	4	64
W20-5R	RIGHT TWO LANES CLOSED 1/2 MILE	48" x 48"	16	4	64
W20-5R	RIGHT TWO LANES CLOSED 1500 FT	48" x 48"	16	4	64
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48" x 48"	16	4	64
W20-5R	RIGHT LANE CLOSED 1500 FT	48" x 48"	16	4	64
W21-2	FRESH OIL - PORTABLE	48" x 48"	16	4	64
NOTE: THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.				TOTAL	3158

BRIDGE NOTES

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK NOTES
79I00400107	16.450	OVER	76.67'	DECK REPAIR ITEM AND REPLACEMENT OF BRIDGE JOINTS INCLUDED (SEE BRIDGE SHEETS).
79I00400109	17.130	OVER	76.67'	DECK REPAIR ITEM AND REPLACEMENT OF BRIDGE JOINTS INCLUDED (SEE BRIDGE SHEETS).
79I00400111	17.320	UNDERPASS	N/A	COLD PLANE UNDERPASS TO MATCH THICKNESS OF TREATMENT. V.C. EBL: 16' 2" ; V.C. WBL: 16' 5"
79I00400113	18.830	UNDERPASS	N/A	COLD PLANE UNDERPASS TO MATCH THICKNESS OF TREATMENT. V.C. EBL: 16' 5" ; V.C. WBL: 16' 2"
79I00400115	19.420	OVER	137'	REPLACE BRIDGE JOINTS (SEE BRIDGE SHEETS).

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12/22/2025

STATE OF TENNESSEE
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TABULATED QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	2F1

CURB RAMP TABULATION

ROADWAY		LOCATION							STANDARD DRAWING NO.	CURB RAMP (RETROFIT) ITEM NO. 701-02.01 S.F.	CONCRETE SIDEWALK (4") ITEM NO. 701-01.01 S.F.	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC. ITEM NO. 202-03 S.Y.	REMARKS
MAINLINE	INTERSECTING	STATION or LOG MILE (L.M.)	LEFT	RIGHT	QUADRANT N.	QUADRANT S.	QUADRANT E.	QUADRANT W.					
I-40 WB EXIT	WHITTEN RD	17.70	X			X	X		CR-40	114.0	50.0	8.0	LEAVE PUSHBUTTON AS IS.
I-40 WB EXIT	WHITTEN RD	17.70	SEE REMARKS		X		X		CR-50	228.0	165.0	19.0	WB EXIT ISLAND.
I-40 WB EXIT	WHITTEN RD	17.70		X	X		X		CR-20	114.0	25.0	8.0	
I-40 WB ENTRANCE	WHITTEN RD	17.15	X		X			X	CR-20	114.0	50.0	11.0	
I-40 WB ENTRANCE	WHITTEN RD	17.15		X	X			X	CR-20	114.0	25.0	8.0	
I-40 WB ENTRANCE	WHITTEN RD	17.15	X			X		X	CR-40	114.0	25.0	11.0	
I-40 WB ENTRANCE	WHITTEN RD	17.15		X		X		X	CR-41	114.0	25.0	11.0	
I-40 EB EXIT	APPLING RD	18.67		X		X		X	CR-20	114.0	25.0	3.0	
I-40 EB EXIT	APPLING RD	18.67	X		X			X	CR-40	114.0	50.0	8.0	
I-40 EB EXIT	APPLING RD	18.90	X		X			X	CR-20	114.0	50.0	8.0	
I-40 EB EXIT	APPLING RD	18.90		X	X		X		CR-20	114.0	0.0	3.0	
I-40 EB ENTRANCE	APPLING RD	19.10		X		X	X		CR-20	114.0	0.0	0.0	
I-40 EB ENTRANCE	APPLING RD	19.10	SEE REMARKS			X	X		CR-51	228.0	240.0	27.0	EB ENTRANCE ISLAND.
I-40 EB ENTRANCE	APPLING RD	19.10	X		X		X		CR-40	114.0	25.0	3.0	
I-40 WB EXIT	APPLING RD	19.10		X	X		X		CR-20	114.0	0.0	0.0	
I-40 WB EXIT	APPLING RD	19.10	X			X	X		CR-40	114.0	50.0	8.0	
I-40 WB EXIT	APPLING RD	19.10	SEE REMARKS		X		X		CR-DWS-1	0.0	0.0	0.0	WB ENTRANCE ISLAND, 8 SF OF DETECTABLE WARNING SURFACE 701-02.06.
I-40 WB ENTRANCE	APPLING RD	18.67	X		X			X	CR-40	114.0	0.0	0.0	
I-40 WB ENTRANCE	APPLING RD	18.67		X	X			X	CR-20	114.0	25.0	3.0	
I-40 WB ENTRANCE	APPLING RD	18.67	X			X		X	CR-40	114.0	25.0	3.0	
I-40 WB ENTRANCE	APPLING RD	18.67		X		X		X	CR-DWS-1	0.0	0.0	0.0	8 SF OF DETECTABLE WARNING SURFACE 701-02.06.
									TOTAL	2394	855	142	

RAMP & GORE AREA QUANTITY TABULATION

MAINLINE	EXIT #	INTERCHANGE ROUTE #	ROADWAY DIRECTION (N S E W)	ENT/EXIT	ITEM NO. 403-05.01 (TON)	716-01.23 (EACH)	716-02.04 (S.Y.)	716-02.05 (L.F.)	716-02.06 (EACH)	716-02.07 (L.F.)	716-02.09 (L.F.)	716-03.01 (EACH)	716-04.01 (EACH)	716-04.12 S.F.	716-12.02 (L.M.)	716-12.03 (L.F.)	716-12.05 (L.F.)	716-12.09 (L.F.)	716-12.10 (L.F.)
I-40	14	WHITTEN	EAST	EXIT		60	17	40	14	433	62	4	4	18	0.9		148	660	421
I-40	14	WHITTEN	EAST	ENT		33	8	32		122	56			15	0.7	530	352		
I-40	14	WHITTEN	WEST	EXIT		76	14	28	9	558	50	5	1	15	0.6	1162	311		
I-40	14	WHITTEN	WEST	ENT		46	54	34		225	60				1.0	682	586		
I-40	15A	APPLING	EAST	EXIT	0.32	55	31	14	5	250	80	5			0.5	810	82		
I-40	15B	APPLING	EAST	EXIT	0.59	30				70	16				0.7	330	242		
I-40	15	APPLING	EAST	ENT	0.68	17	13			60	40			15	0.8	340	280		
I-40	15	APPLING	WEST	EXIT	0.72	84	9			450	50			12	0.5	1045	100		
I-40	15	APPLING	WEST	ENT	0.38	40	23			105	60			15	0.8	785	310		
NOTE: THESE QUANTITIES INCLUDE MARKINGS FOR ACCELERATION/DECELERATION LANES FOR THE RAMPS.				TOTAL	2.7	441	169	148	28	2273	474	14	5	90	6.5	5684	2411	660	421

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12/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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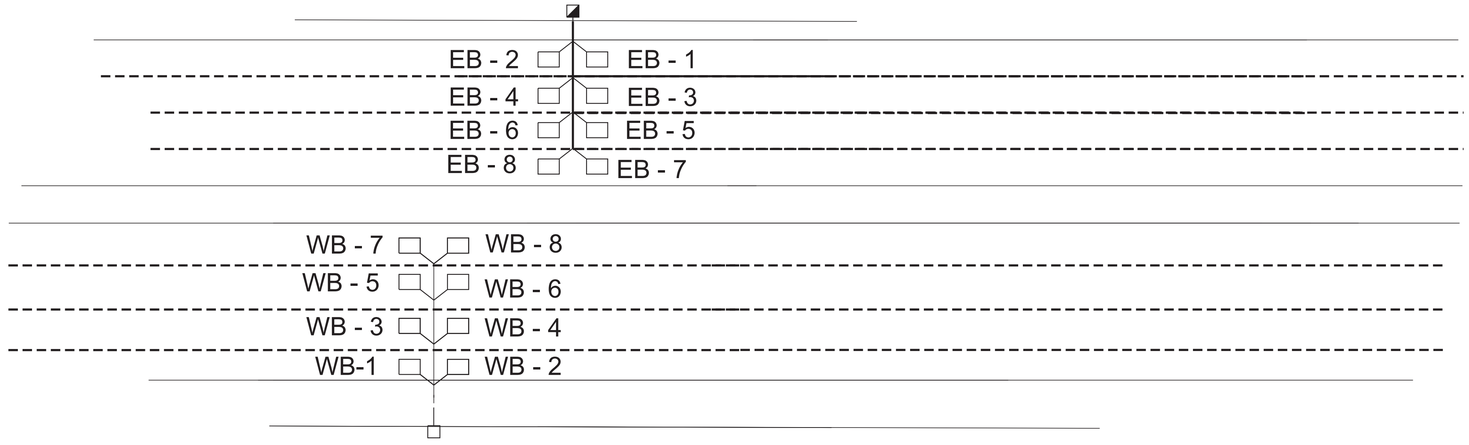
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	NH-I-40-1(378)	2G

NOTE: NOTIFICATION OF COMPLETION AND THE
X/Y COORDINATES OF ALL PULL BOXES IS REQUIRED
SEE SPECIAL TRAFFIC COUNTER SPECIFICATIONS

N

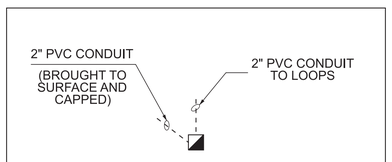
EAST BOUND



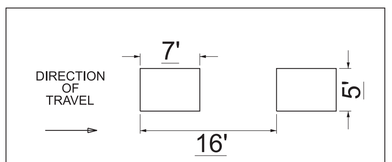
WEST BD

I-40 Shelby Count
STA-201
East Bound Log Mile 19.395
West Bound Log Mile 19.404

NOT TO SCALE



PULL BOX DETAIL



LOOP DETAIL

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TRAFFIC
DETECTION
LOOP DETAILS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	3

UTILITY NOTES

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

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

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

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

UTILITY OWNERS

CABLE:

COMCAST
5450 WINCHESTER ROAD
MEMPHIS, TN. 38115
CONTACT: ANDREW SMITH
OFFICE PHONE: 901 623 7471
CELL PHONE: 901 208 6380
Email: ANDREW_SMITH6@COMCAST.COM

ELECTRIC:

TVA
1101 MARKET ST. MR. 4G
CHATTANOOGA, TN. 37402
CONTACT: STEPHEN WILLIAMS
OFFICE PHONE: 662 255 6272
CELL PHONE:
Email: ROWCUSTOMER@TVA.GOV

WATER, GAS, ELECTRIC:

MLGW
220 SOUTH MAIN ST.
MEMPHIS, TN. 38103
CONTACT: DARRYL MCLEMORE
OFFICE PHONE: 901 528 4186
CELL PHONE: 901 502 6207
Email: DMCLEMORE@MLGW.OORG

TELEPHONE:

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

SEWER:

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

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12/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	NH-I-40-1(378)	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

JOHN M. REESE REGISTERED ENGINEER DEPARTMENT OF AGRICULTURE COMMERCE No. 118371 STATE OF TENNESSEE

12/22/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

12/11/2025 6:17:43 PM
Z:\HDRINCOR0009TR\TRANSPORTATION\DECEMBER 2025\133806.00 MADISONIT1_PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES.DGN

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
BRIAN KENNETH EGLI
2025.12.22 07:42:35 -06'00'
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

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

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.**

YEAR	PROJECT NO.	SHEET NO.
2026	**79I040-M3-021**	BRIDGE-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-021	2026	B-1

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

INDEX OF DRAWINGS

INDEX OF DRAWINGS	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	BRIDGE-SIGN 1	
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PLAN VIEW REPAIRS LOCATIONS	B-4	
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LAYOUT OF BRIDGE	M-299-67
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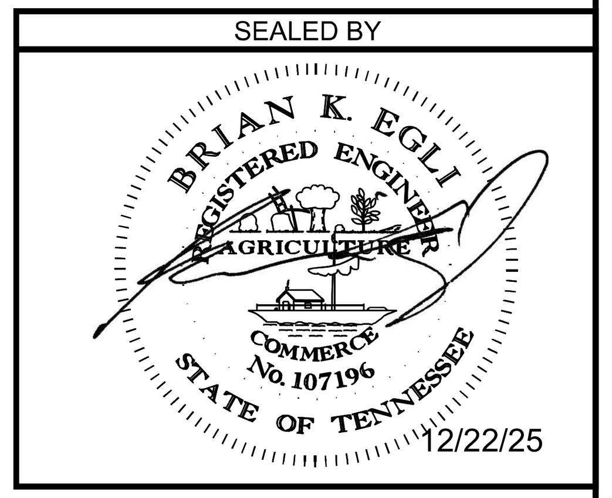
SUPERSTRUCTURE	M-299-94
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5

SEALED BY



12/22/25

PIN NO.:	136607.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	ASHRAF.ARMANIOS	DATE:	12/02/2025
SUPERVISED BY:	DARRELL.PALMORE	DATE:	12/02/2025
CHECKED BY:	KEVIN.MARTINKO	DATE:	12/02/2025

$$$$SYTIME$$$$$$

$$$$DGNSPEC$$

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS
BR.79-I0040-16.45
OVER BRANCH
BR.79-I0040-17.13
OVER BRANCH
BR.79-I0040-19.43
OVER FLETCHER CREEK
SHELBY COUNTY
2026

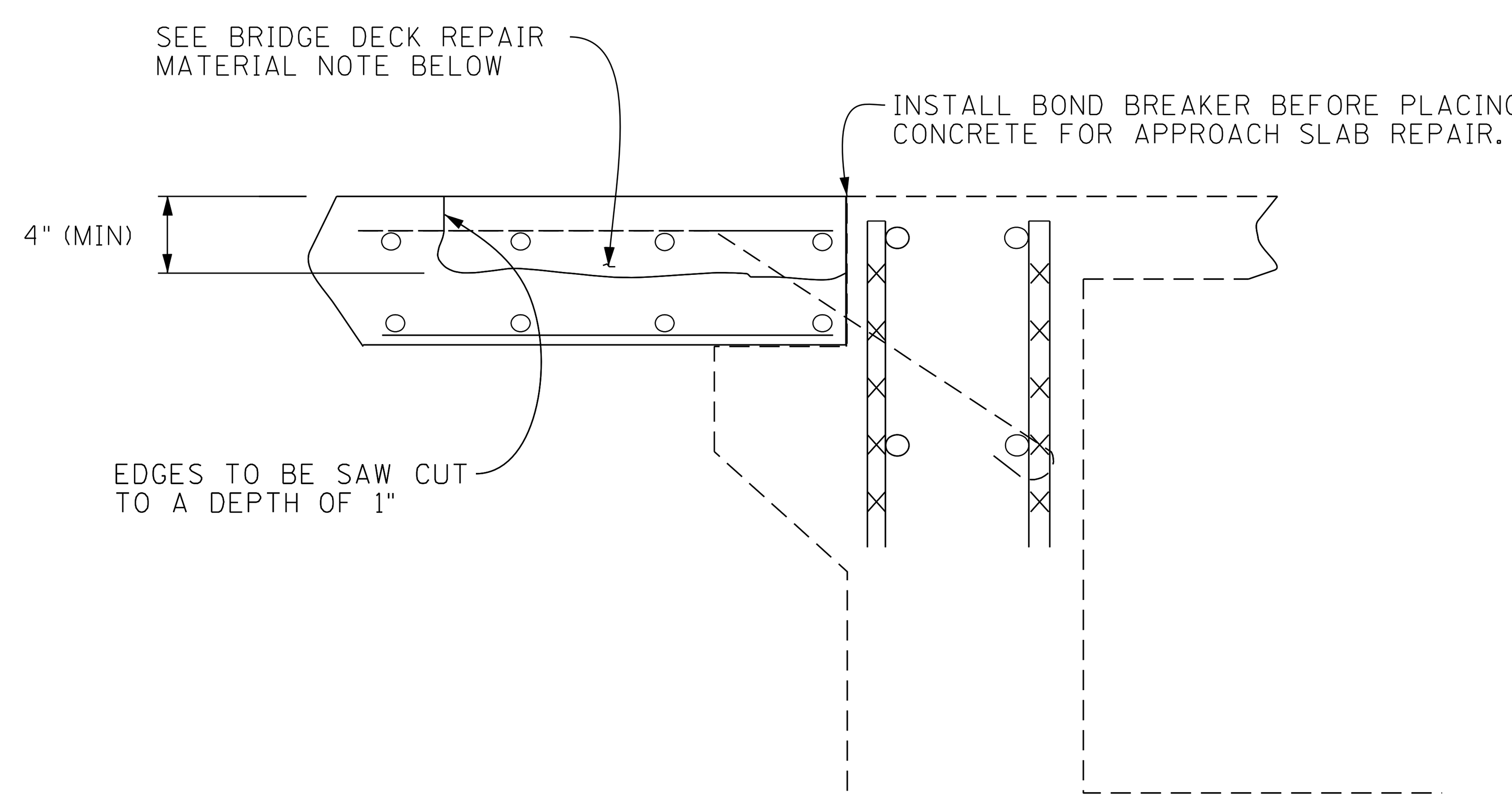
PROJECT NO.	YEAR	SHEET NO.
79I040-M3-021	2026	B-2

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
	- -		
	- -		
	- -		
	- -		
	- -		

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.44 EXPANSION JOINT REPAIRS L.F.	604-10.53 CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.
79-I0040-16.45 OVER BRANCH (79I00400107)	M-299-67 M-299-71 STD-1-5	CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMEN)	-	35
79-I0040-17.13 OVER BRANCH (79I00400109)	M-299-79 M-299-82 STD-1-5	CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACH PAVEMEN)	-	5
79-I0040-19.42 OVER FLETCHER CREEK (79I00400115)	M-299-91 M-299-94 STD-1-5	EXPANSION JOINT REPAIRS	326	-
		TOTAL	326	40



CONCRETE APPROACH PAVEMENT REPAIR DETAILS:

NOTE: REMOVE CONCRETE TO A DEPTH OF ¾" MINIMUM BELOW EXISTING REINFORCING STEEL OR TO SOUND CONCRETE. CONCRETE REMOVAL SHOULD BE TO A MINIMUM DEPTH OF 4". DEPTH FOR CONCRETE REMOVAL SHOULD NOT BE MORE THAN 6".

NOTE: COST OF SAW CUTTING, CONCRETE REMOVAL, COMPLETELY CLEANING EXPOSED REINFORCING STEEL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.53 CONCRETE REPAIR S.Y.

NOTE: ITEM NO. 604-10.53, CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PVMT.) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

BRIDGE DECK REPAIR MATERIAL

ALL REPAIRS SHALL USE AN EXTENDED QUICK SET PATCHING MATERIAL FROM THE TDOT QUALIFIED PRODUCTS LIST:
13.004-RAPID SET CEMENTITIUOS PATCHING MATERIALS.
PATCHING MATERIAL SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
MIX MUST MEET 3000 P.S.I. BEFORE OPENING TO TRAFFIC.

POWER DRIVEN HAND TOOLS:

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 LB. CLASS SHALL NOT BE USED. ALSO TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC.

(2) CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

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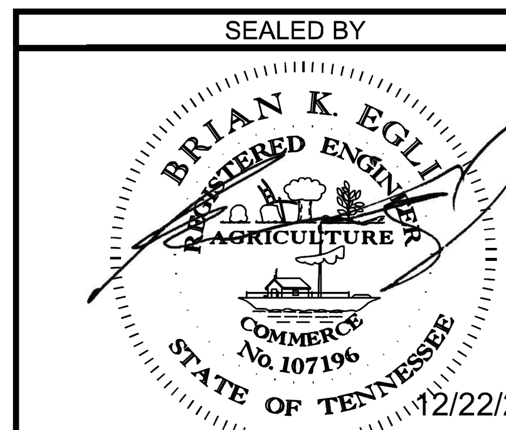

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$$$$DGNSPEC$$$

PIN NO.: 136607.00
DESIGN BY: DATE: / /
DRAWN BY: ASHRAF.ARMANIOS DATE: 12/02/2025
SUPERVISED BY: DARRELL.PALMORE DATE: 12/02/2025
CHECKED BY: KEVIN.MARTINKO DATE: 12/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND ESTIMATED QUANTITIES, REPAIRS NOTES AND DETAILS
BR.79-I0040-16.45 OVER BRANCH AND
BR.79-I0040-17.13 OVER BRANCH
SHELBY COUNTY
2026

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-021	2026	B-3

79I040-M3-021 REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
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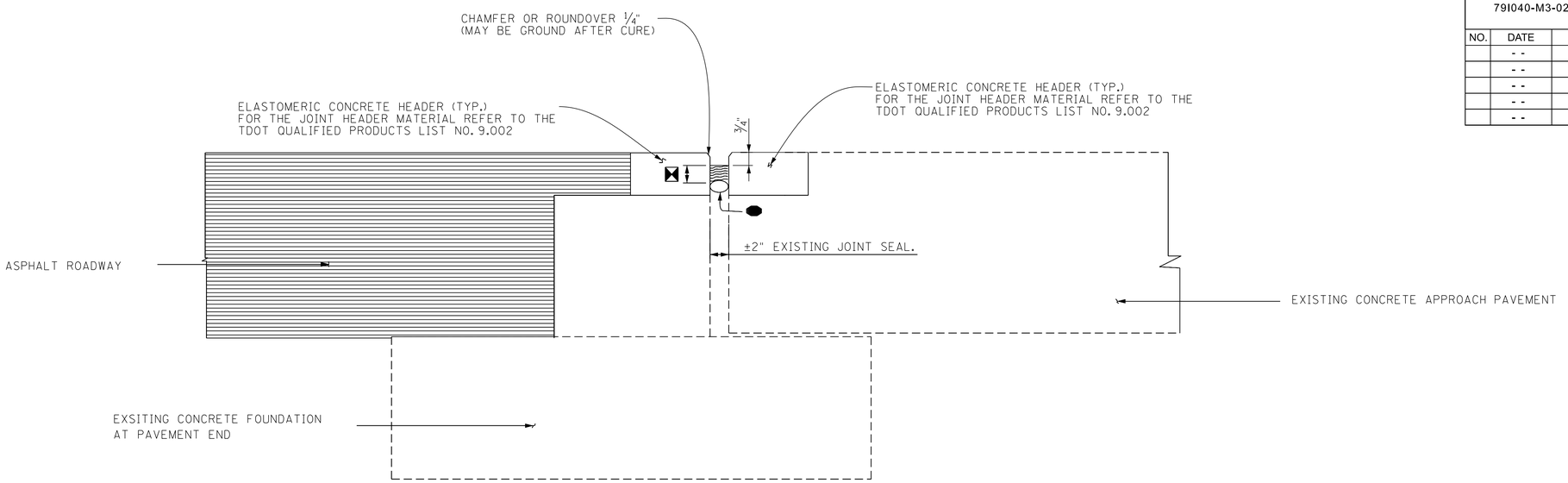

● NOTE: THE EXISTING JOINT OPENING SHALL BE CAULKED WITH A BACKER ROD OF SUITABLE DIAMETER, THE ROD SHALL BE PLACED AT A DEPTH TO INSURE THE CORRECT WIDTH/DEPTH RATIO OF THE NEW JOINT SEALANT MATERIAL. BACKER ROD SHALL BE AS PER JOINT MANUFACTURERS RECOMMENDATIONS.

⧓ NOTE: FULL DEPTH OF ALL EXISTING JOINTS SHALL SHALL BE RESEALED WITH NEW JOINT SEALER. THE NEW JOINT SEALER SHALL BE A COLD PUOR TWO PART SILICONE SEALER FROM QPL 5.001.

EXPANSION JOINT REPAIR NOTES:

THE JOINT HEADER SYSTEM SHALL BE FROM QPL 9.002. THE JOINT SEAL SYSTEM CONSISTS OF THE ELASTOMERIC HEADER MATERIAL AND A TWO-PART COLD POUR SILICONE SEALANT. THE CONTRACTOR SHALL ALSO HAVE THE OPTION OF USING A PRECOMPRESSED FOAM WITH SILICONE TOPPED PRODUCT (SIMILAR TO AND INCLUDING BEJS) FROM QPL 7.001 WITH AN APPROPRIATELY SIZED SEAL FOR THE JOINT OPENING, AND AN ELASTOMERIC CONCRETE FROM QPL 9.001. THE SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE SYSTEM MANUFACTURER. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION OF THE JOINT LOCATIONS PRIOR TO ANY INSTALLATION OF THE JOINT SYSTEM MATERIALS. PRODUCTS FROM QPL 7.001 "ON A ROLL" AND "COMPRESSION ONLY" WILL NOT BE ALLOWED. THE TOP OF THE QPL 7.001 JOINT FILLER SHALL BE A MINIMUM OF 3/4 OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REQUIRES A DEEPER DEPTH.

MANUFACTURERS SPECIFICATIONS AND INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW PRIOR TO THE JOINT REPLACEMENT/REPAIR WORK. THE MANUFACTURER AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORKMANSHIP OF THE JOINT INSTALLATION.

PRIOR TO THE INSTALLATION OF THE NEW JOINT, THE EXISTING JOINT OPENING SHALL BE CLEANED OF ALL DIRT, DEBRIS, AND PRIOR CONSTRUCTION MATERIAL, ETC., THE FULL DEPTH OF THE OPENING. THE SURFACES WHERE THE NEW MATERIAL BONDS TO STAY IN PLACE, SHALL BE CLEANED PER MANUFACTURERS RECOMMENDATION, TO REMOVE ANY SUBSTANCES THAT WOULD INHIBIT BONDING.

THE COST FOR REMOVING THE OLD JOINT SYSTEM, INSTALLING THE NEW JOINT SYSTEM, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO INSTALL THE NEW EXPANSION JOINT, IS TO BE INCLUDED UNDER ITEM NUMBER 604-10.44, EXPANSION JOINT REPAIRS, L.F.

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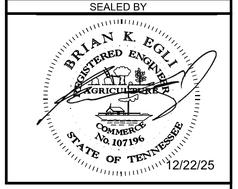

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY EXPANSION JOINT
REPAIR NOTES
BR.79-I0040-19.42
OVER
FLETCHER CREEK
SHELBY COUNTY
2026

PIN NO.: 136607.00
DESIGN BY: DATE: / /
DRAWN BY: ASHRAF.ARMANIOS DATE: 12/02/2025
SUPERVISED BY: DARRELL.PALMORE DATE: 12/02/2025
CHECKED BY: KEVIN.MARTINKO DATE: 12/02/2025

$$$$$YTIME$$$$$$$
$$$$DGNSPEC$$$$$$$

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-021	2026	B-4

REVISIONS

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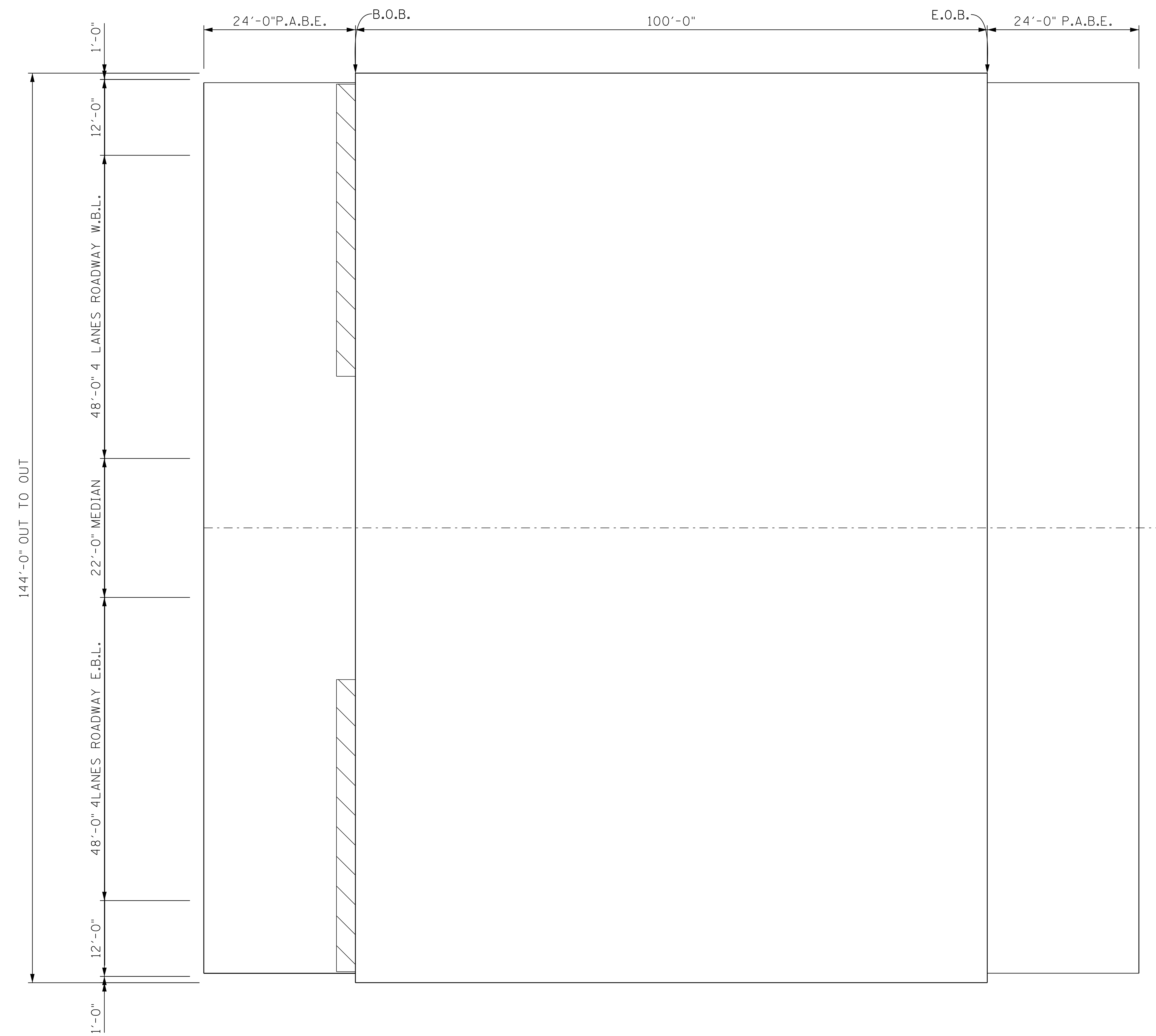

PLAN VIEW

BR.79-I0040-16.45

DENOTES: APPROXIMATE BRIDGE DECK REPAIRS OR CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACHPAVEMENT)

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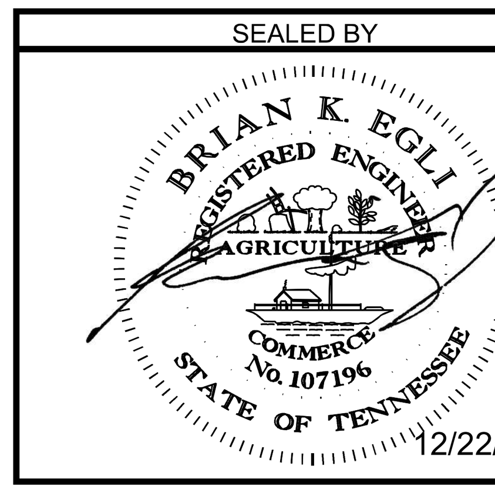

12/22/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIR LOCATIONS
BR.79-I0040-16.45
(79I00400107)
OVER
BRANCH
SHELBY COUNTY
2026

PIN NO.: 136607.00
DESIGN BY: DATE: / /
DRAWN BY: ASHRAF.ARMANIOS DATE: 12/02/2025
SUPERVISED BY: DARRELL.PALMORE DATE: 12/02/2025
CHECKED BY: KEVIN.MARTINKO DATE: 12/02/2025

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

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-021	2026	B-5

REVISIONS

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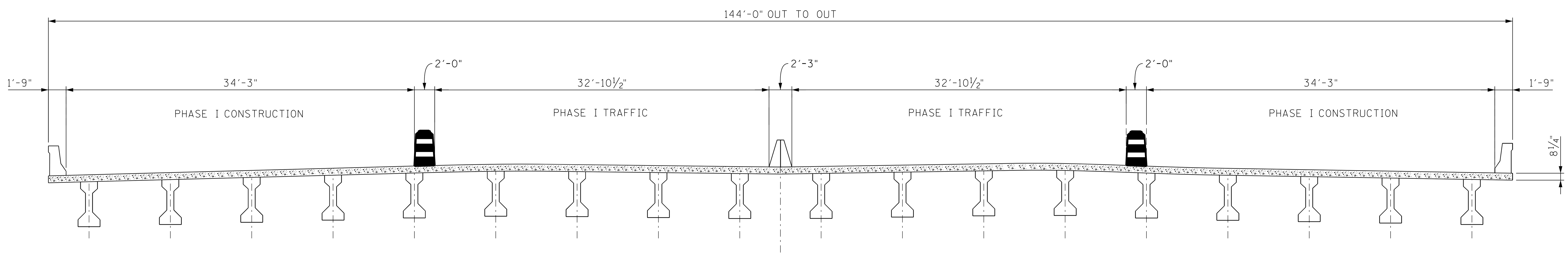
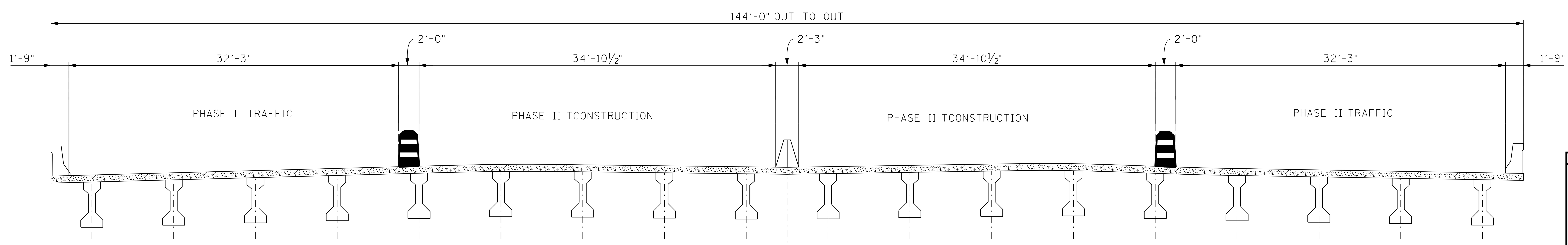


TYPICAL CROSS-SECTION PHASE I CONSTRUCTION

(LOOKING FORWARD ON SURVEY)



TYPICAL CROSS-SECTION PHASE II CONSTRUCTION

(LOOKING FORWARD ON SURVEY)

SEALED BY

BRIAN K. EGLI
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 107196
STATE OF TENNESSEE
12/22/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING SKETCH
CONSTRUCTION AND
TRAFFIC CONTROL
BR.79-I0040-16.45
(79I00400107)
OVER
BRANCH
SHELBY COUNTY
2026

PIN NO.:	136607.00		
DESIGN BY:		DATE:	/ /
DRAWN BY:	ASHRAF.ARMANIOS	DATE:	12/02/2025
SUPERVISED BY:	DARRELL.PALMORE	DATE:	12/02/2025
CHECKED BY:	KEVIN.MARTINKO	DATE:	12/02/2025

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

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-021	2026	B-6

REVISIONS

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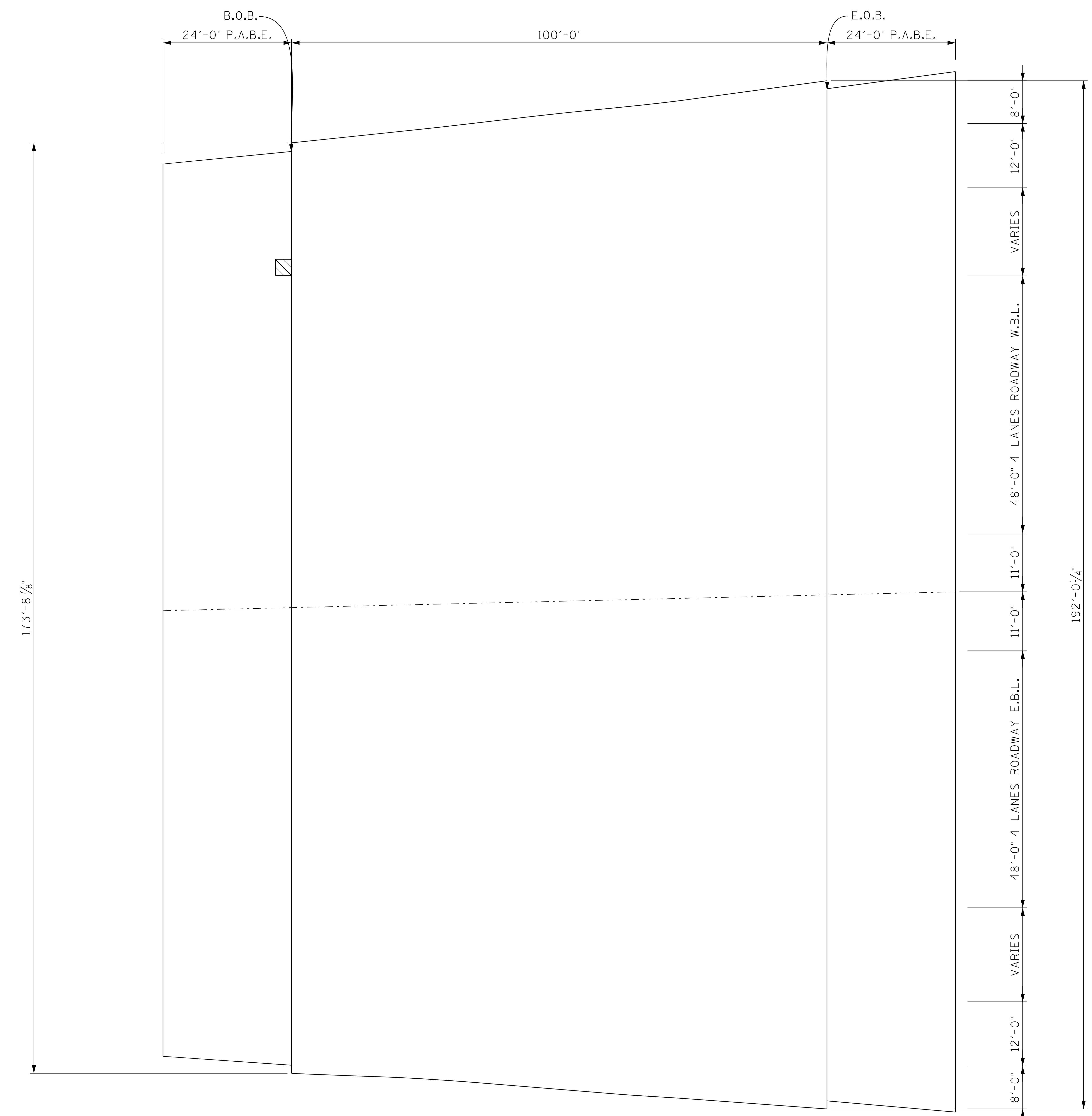

PLAN VIEW

79-I0040-17.13

DENOTES: APPROXIMATE BRIDGE DECK REPAIRS OR CONCRETE REPAIRS (PARTIAL DEPTH OF APPROACHPAVEMENT)

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PIN NO.: 136607.00

DESIGN BY: DATE: / /

DRAWN BY: ASHRAF.ARMANIOS DATE: 12/02/2025

SUPERVISED BY: DARRELL.PALMORE DATE: 12/02/2025

CHECKED BY: KEVIN.MARTINKO DATE: 12/02/2025

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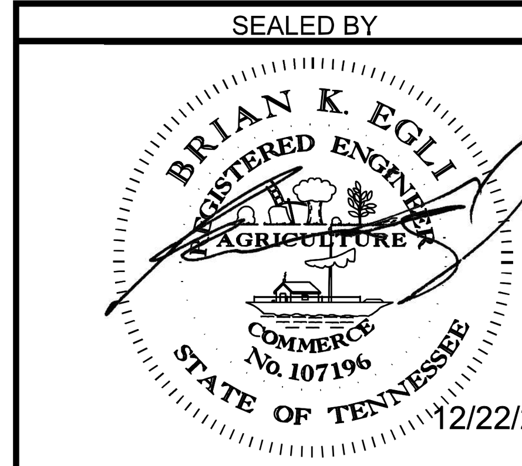

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIR LOCATIONS
BR.79-I0040-17.13
(79I00400109)
OVER
BRANCH
SHELBY COUNTY
2026

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-021	2026	B-7

REVISIONS

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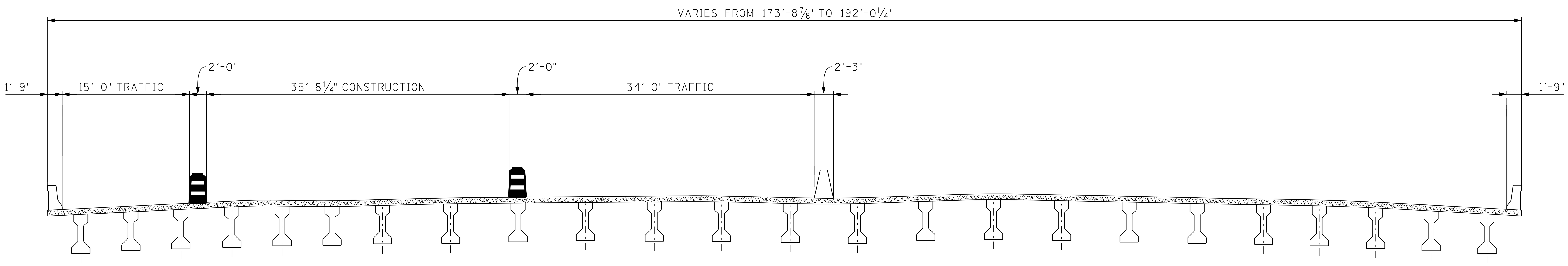

TYPICAL CROSS-SECTION CONSTRUCTION DETAILS

(LOOKING FORWARD ON SURVEY)

SEALED BY

BRIAN K. EGLI REGISTERED ENGINEER AGRICULTURE COMMERCE No. 107196 STATE OF TENNESSEE 12/22/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS
BR.79-I0040-17.13
(79I00400109)
OVER
BRANCH
SHELBY COUNTY
2026

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PIN NO.: 136607.00
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PROJECT NO.	YEAR	SHEET NO.
79I040-M3-021	2026	B-8

REVISIONS

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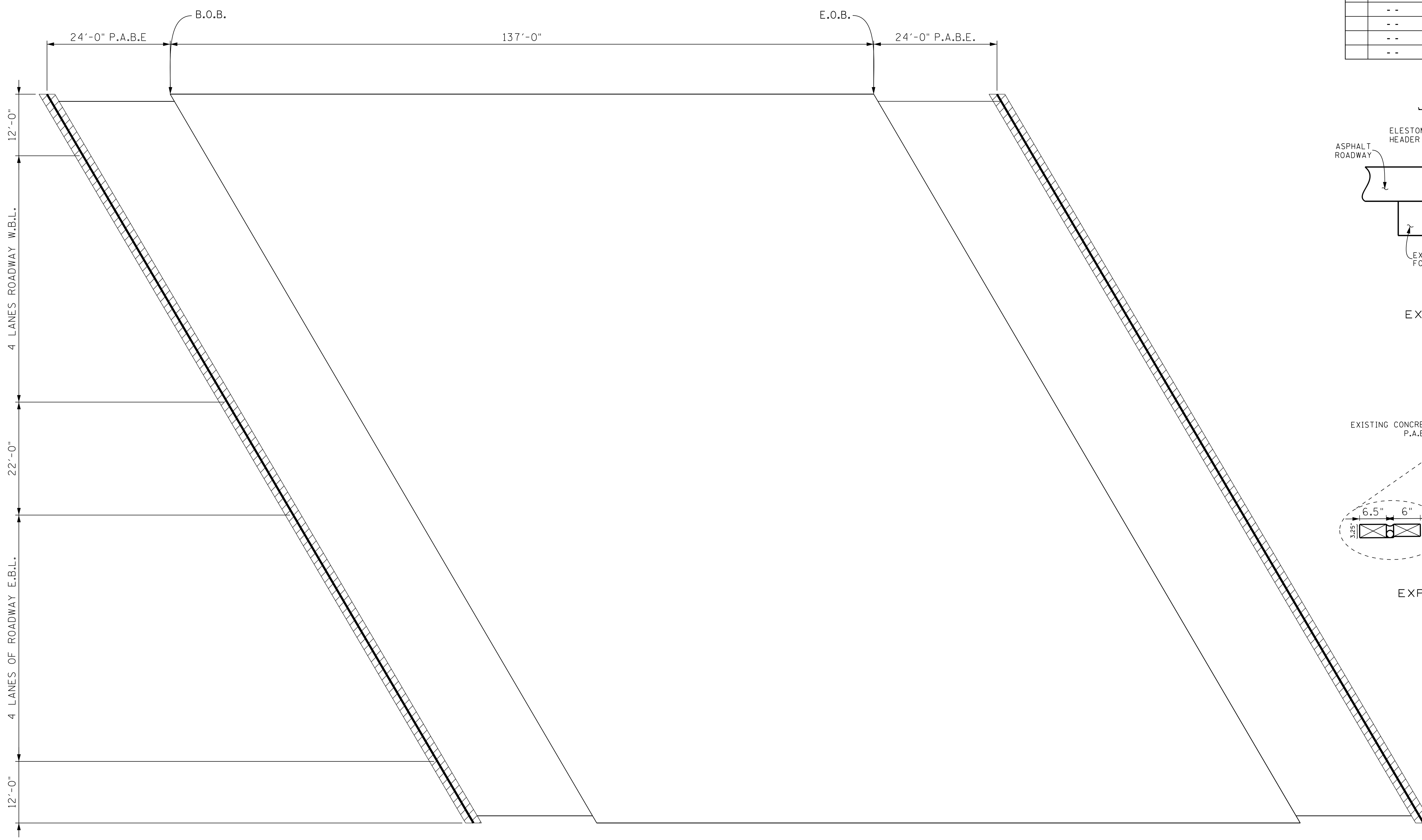
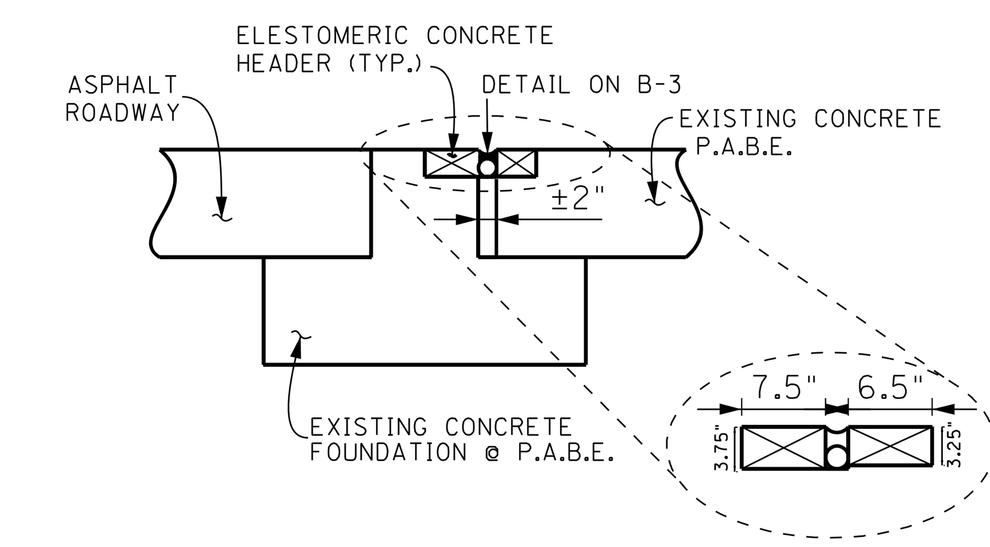


PLAN VIEW

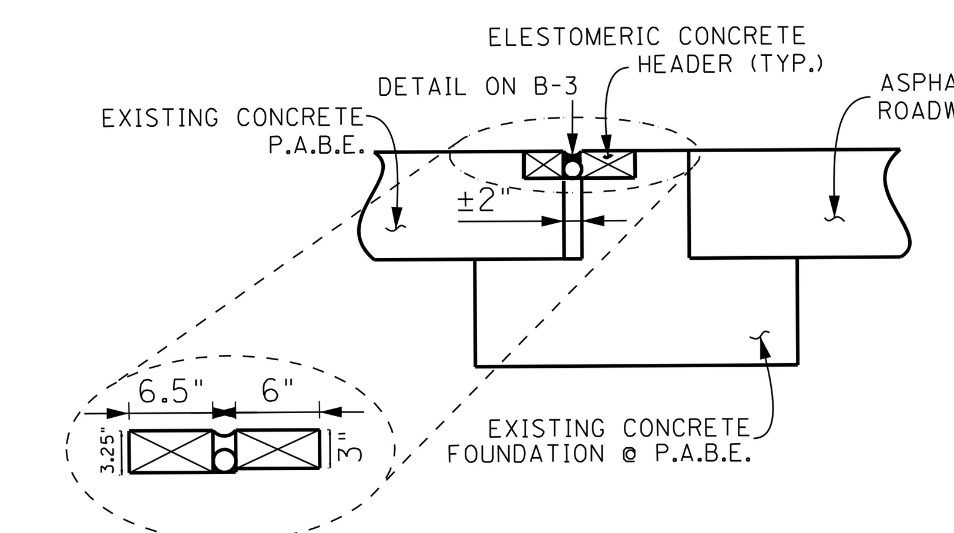
BR.79-I0040-19.42

DENOTES: APPROXIMATE EXPANSION JOINT REPAIRS LOCATIONS

JOINT DETAIL



EXPANSION JOINT REPAIR
DETAIL @ B.O.B



EXPANSION JOINT REPAIR
DETAIL @ E.O.B

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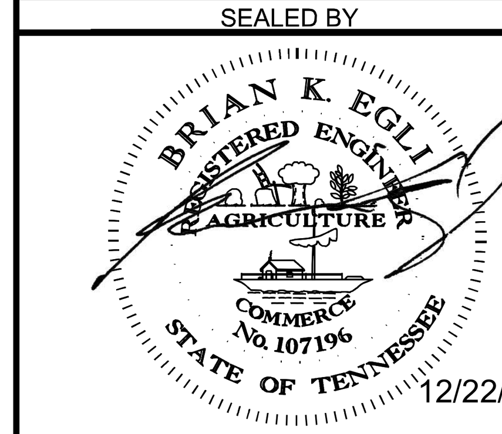

12/22/25

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PLAN VIEW
REPAIR LOCATIONS
BR.79-I0040-19.42
(79I00400115)
OVER
FLETCHER CREEK
SHELBY COUNTY
2026

PROJECT NO.	YEAR	SHEET NO.
79I040-M3-021	2026	B-9

REVISIONS

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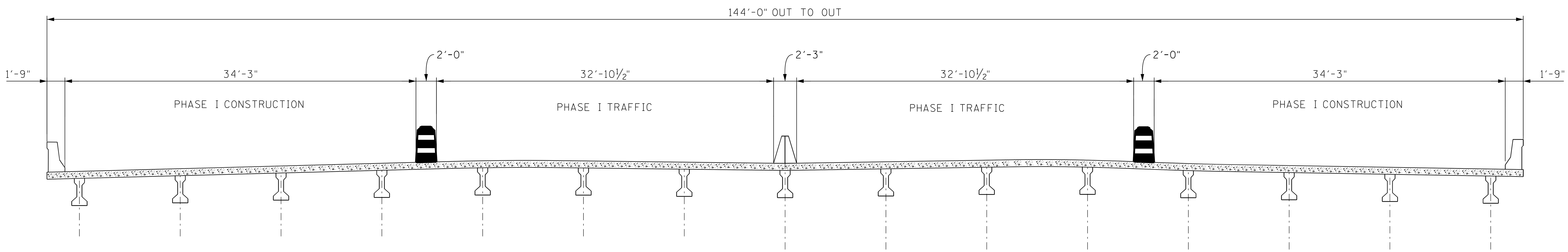
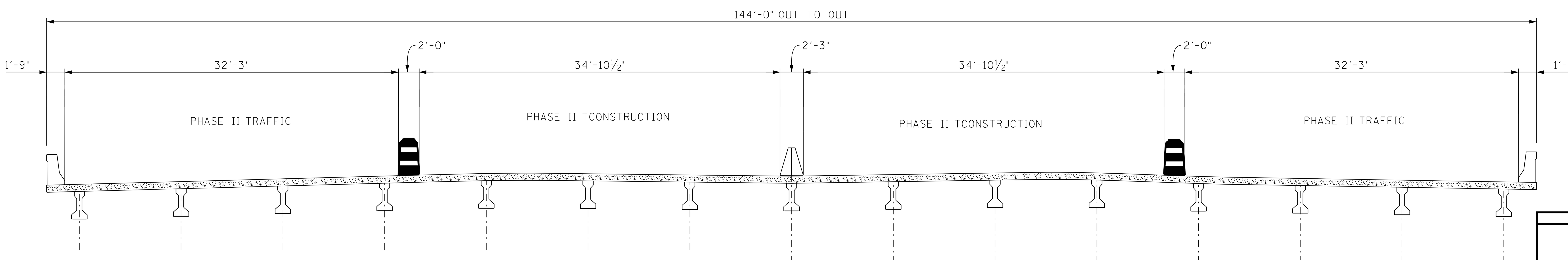


TYPICAL CROSS-SECTION PHASE I CONSTRUCTION

(LOOKING FORWARD ON SURVEY)



TYPICAL CROSS-SECTION PHASE II CONSTRUCTION

(LOOKING FORWARD ON SURVEY)

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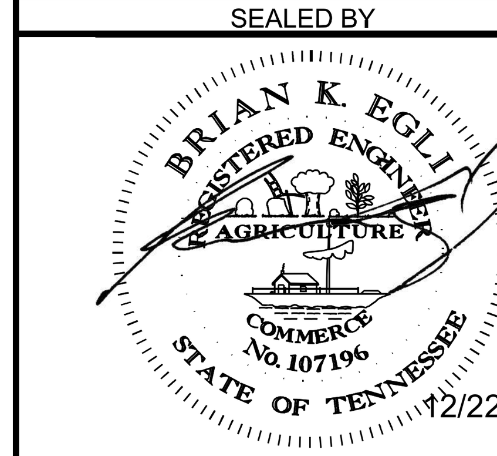

12/22/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING SKETCH
CONSTRUCTION AND
TRAFFIC CONTROL
BR.79-I0040-19.42
(79I00400115)
OVER
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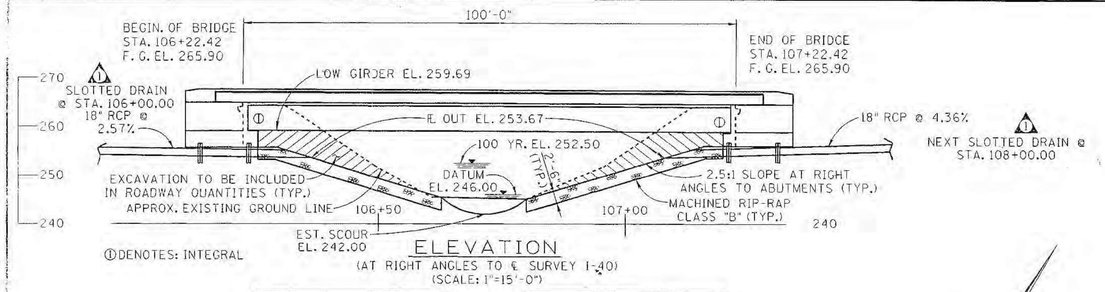
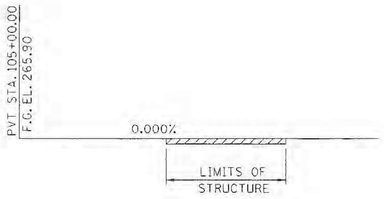
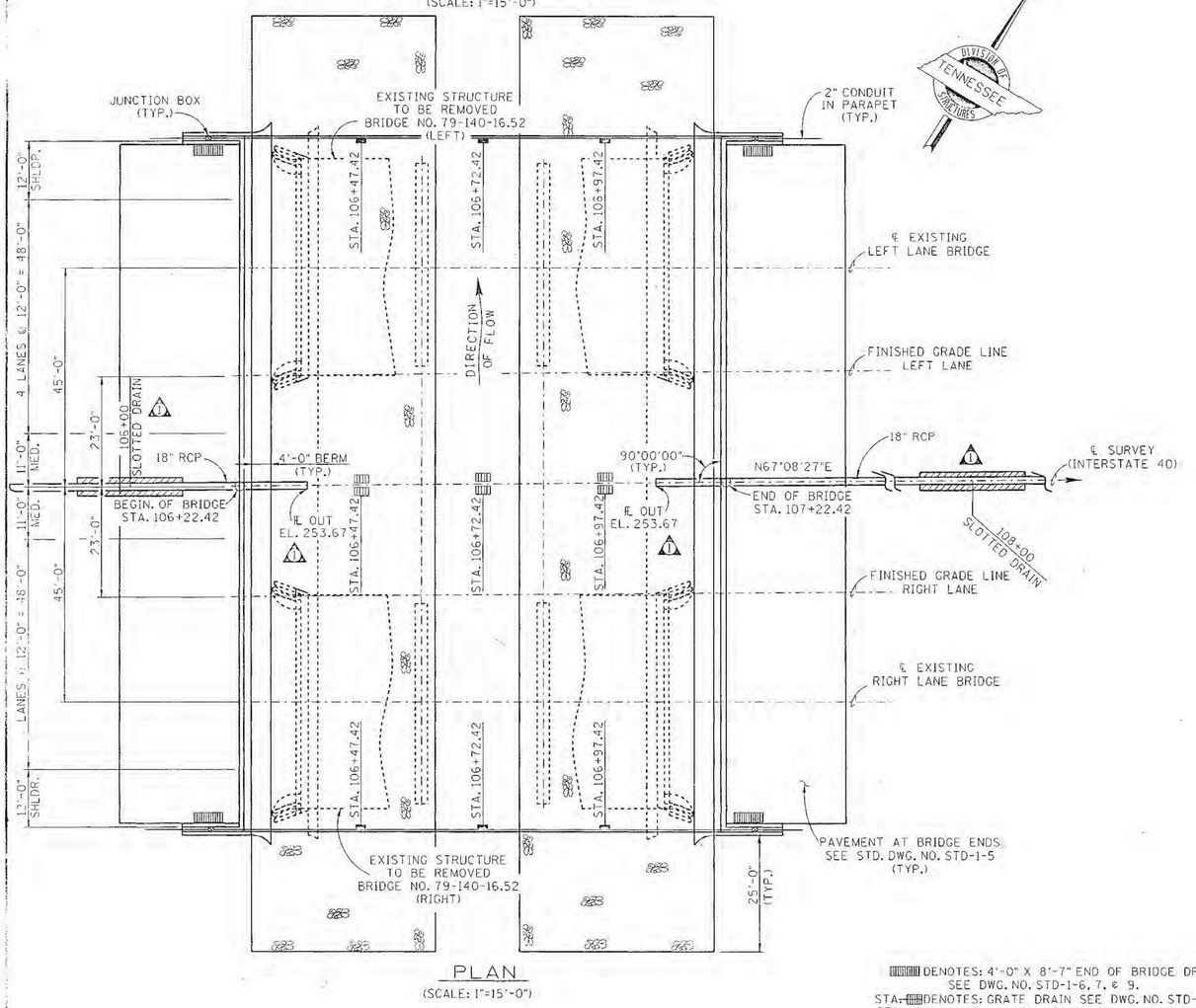


ELEVATION
(AT RIGHT ANGLES TO ℄ SURVEY I-40)
(SCALE: 1"=15'-0")



GRADE SKETCH
(ELEVATIONS BASED ON FINISHED GRADE)



PLAN
(SCALE: 1"=15'-0")

DENOTES: 4'-0" X 8'-7" END OF BRIDGE DRAIN SEE DWG. NO. STD-1-6, 7, & 9.
STA. DENOTES: GRATE DRAIN SEE DWG. NO. STD-1-2.
STA. DENOTES: PARAPET DRAIN SEE DWG. NO. STD-1-2.

HYDRAULIC DATA

DRAINAGE AREA	1.40 SQ. MI.
DESIGN DISCHARGE (100 YR.)	1,180 C.F.S.
WATERWAY AREA PROVIDED BELOW EL. 252.50	270.00 SQ. FT.
DESIGN VELOCITY	4.45 FT./SEC.
BRIDGE BACKWATER	0.00 FT.
500 YEAR DISCHARGE	1,460 C.F.S. AT EL. 253.50
FLETCHER CREEK BACKWATER EL. (100 YR.) = 256.00	

DESIGNED BY MICHAEL BELL DATE 06-94
DRAWN BY STEVEN STEELE DATE 06-94
SUPERVISED BY KDF/W.H.P. DATE 06-94
CHECKED BY MICHAEL BELL DATE 07-94

CONST. NO. 79003-3169-44

PROJECT NO.	YEAR	SHEET NO.
IM-40-1(250)11	1995 ①	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-13-95	CMD	LAST REV. DATES, ADDED SLOTTED DRAIN, REVISED YEAR AND LIST OF SPECIAL PROVISIONS
2	3-23-95	CMD	LAST REV. DATES, REV. QUANT. TEMP. PORTABLE BARRIER RAIL

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE
LAYOUT	M-299-67	3-27-95
GENERAL NOTES & ESTIMATED QUANTITIES	M-299-68	3-27-95
FOUNDATION DATA	M-299-69	1-13-95
SUPERSTRUCTURE	M-299-70	3-27-95
SUPERSTRUCTURE DETAILS	M-299-71	3-27-95
PRESTRESSED I-BEAM DETAILS	M-299-72	1-13-95
ABUTMENT NO. 1	M-299-73	1-13-95
ABUTMENT NO. 1 DETAILS	M-299-74	1-13-95
ABUTMENT NO. 2	M-299-75	1-13-95
ABUTMENT NO. 2 DETAILS	M-299-76	1-13-95
FINAL FOUNDATION DATA	M-299-77	1-13-95
BILL OF STEEL	M-299-78	3-27-95

LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
* BRIDGE RAILING CONCRETE PARAPET	STD-1-1	03-28-94
* STEEL SLIDER PLATE ASSEMBLIES FOR CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2	12-19-94 ①
* STANDARD CONCRETE MEDIAN BARRIER	STD-1-3	05-19-94
* REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	3-28-94
* BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-6	3-28-94
* BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-7	5-19-94
* BRIDGE END DRAIN DETAILS 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-9	3-28-94
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	2-06-95 ②
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	11-07-94
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	11-07-94
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	11-07-94
STANDARD PILE DETAILS	STD-5-1	10-25-93
STANDARD PILE DETAILS	STD-5-2	10-26-92
STANDARD SEISMIC DETAILS	STD-6-1	3-06-95 ②
STANDARD DRAWING LIGHT STANDARD SUPPORT DETAILS	STD-8-2	9-1-91
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	12-19-94 ①
* MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1	5-11-92

* DENOTES: THESE DRAWINGS TO BE PRINTED WITH PLANS.

① LIST OF SPECIAL PROVISIONS

	PROV. NO.	LAST REV. DATE
~~REVISIONS & ADDITIONS TO STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION MARCH 1, 1981~~	100	11-07-94
APPROVAL OF SHOP DRAWINGS	105A	3-06-95 ②
CONCRETE STRUCTURES	604	10-25-93
CONTRACTOR - MIX DESIGN & TESTING STRUCTURAL CONCRETE	604CX	6-20-94
PRECAST PRESTRESSED BRIDGE DECK PANELS	604P	11-07-94
RIDEABILITY OF BRIDGE DECKS & ROADWAY APPROACHES	604R	3-30-92
PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS	615	12-16-91
MACHINED RIP-RAP	703	4-5-93
EPOXY COATED REINFORCING STEEL	907A	2-16-93

2014 ADT = 84,900
142'-0" ROADWAY W/STD-1-1 PARAPET
AND STD-1-3 STD. MEDIAN BARRIER RAIL (51")
DESIGN SPEED = 70 MPH

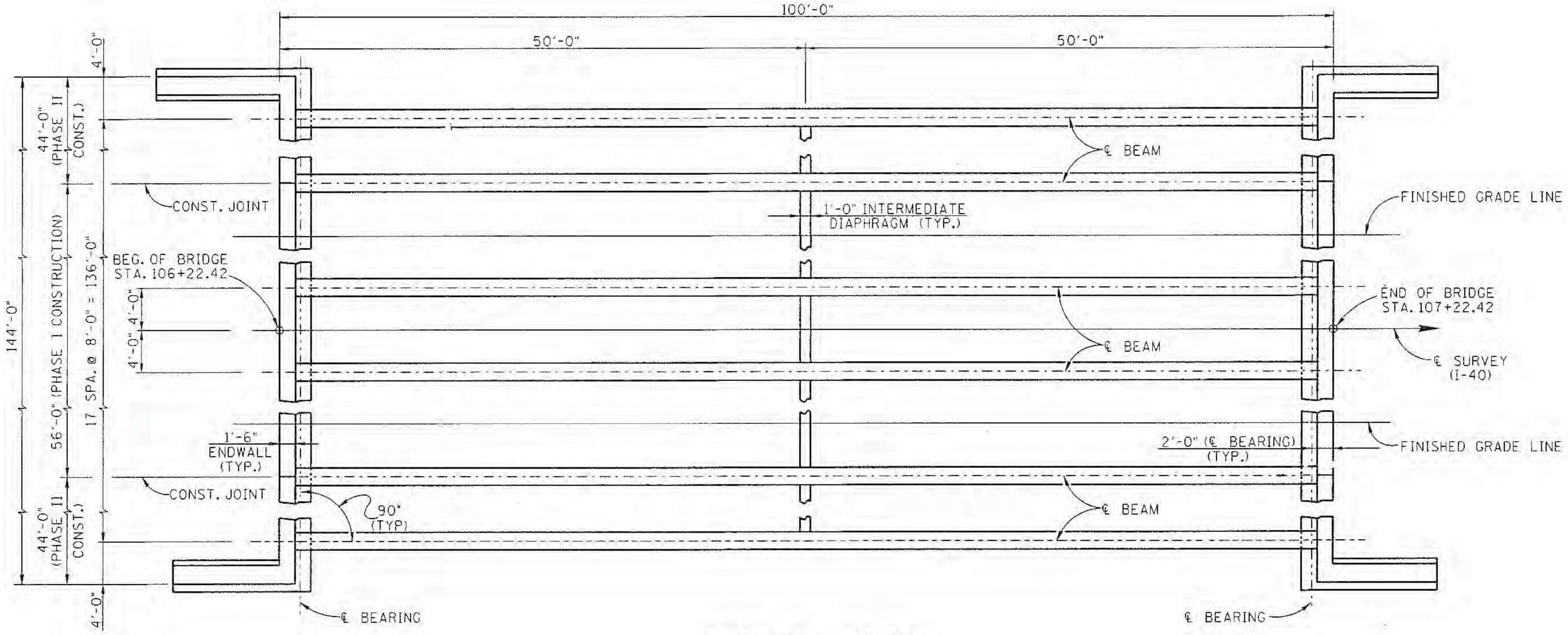
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE NO. 3
LAYOUT OF BRIDGE
INTERSTATE 40
OVER
FLETCHER CREEK BRANCH
BRIDGE I.D. NO. 79100400107
STATION 106+72.42
LOG MILE 16.52
SHELBY COUNTY
1995 ①

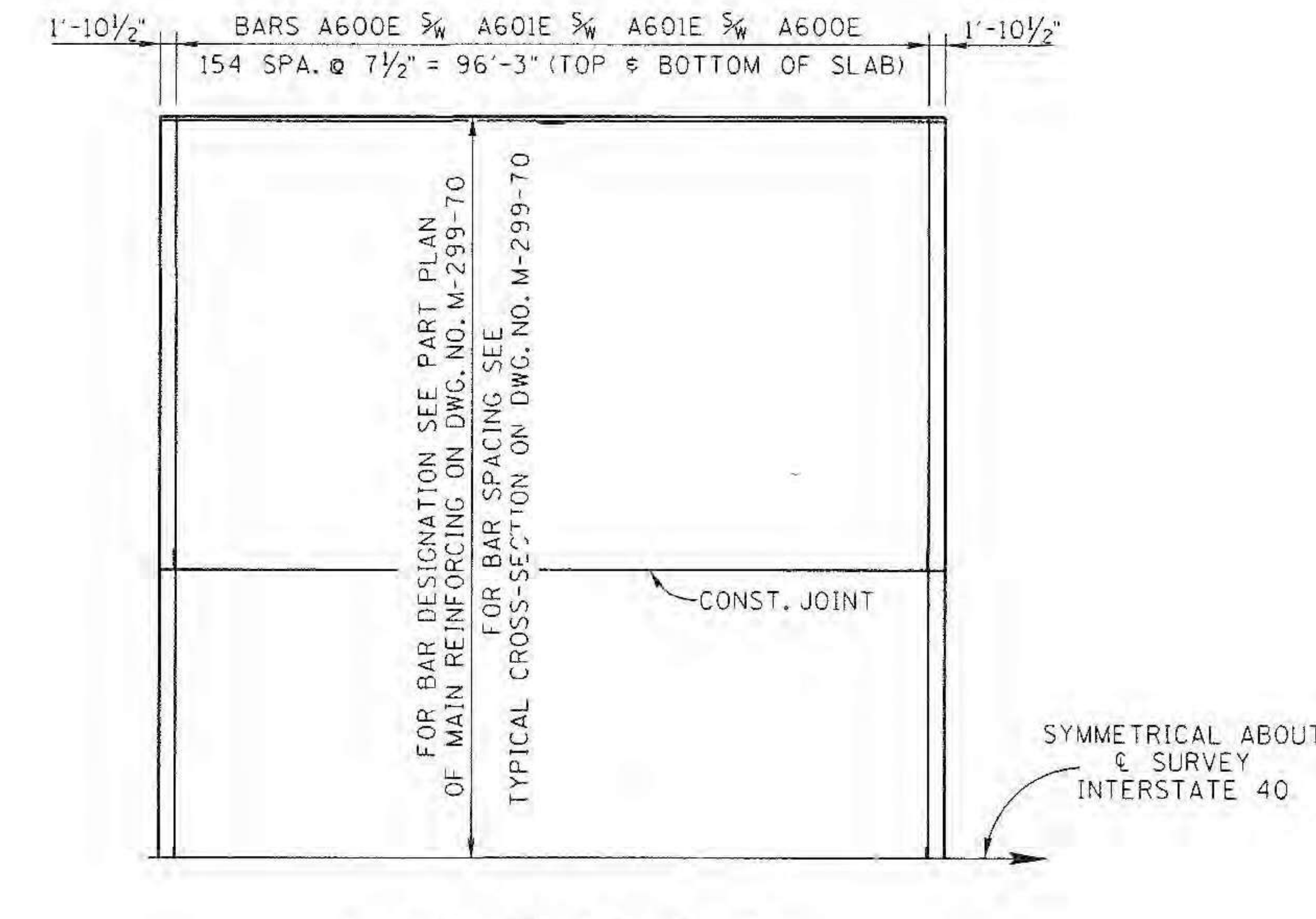
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-299-67

TEMPORARY PORTABLE BARRIER RAIL = 447 L.F. ②



FRAMING PLAN



HALF SLAB PLAN

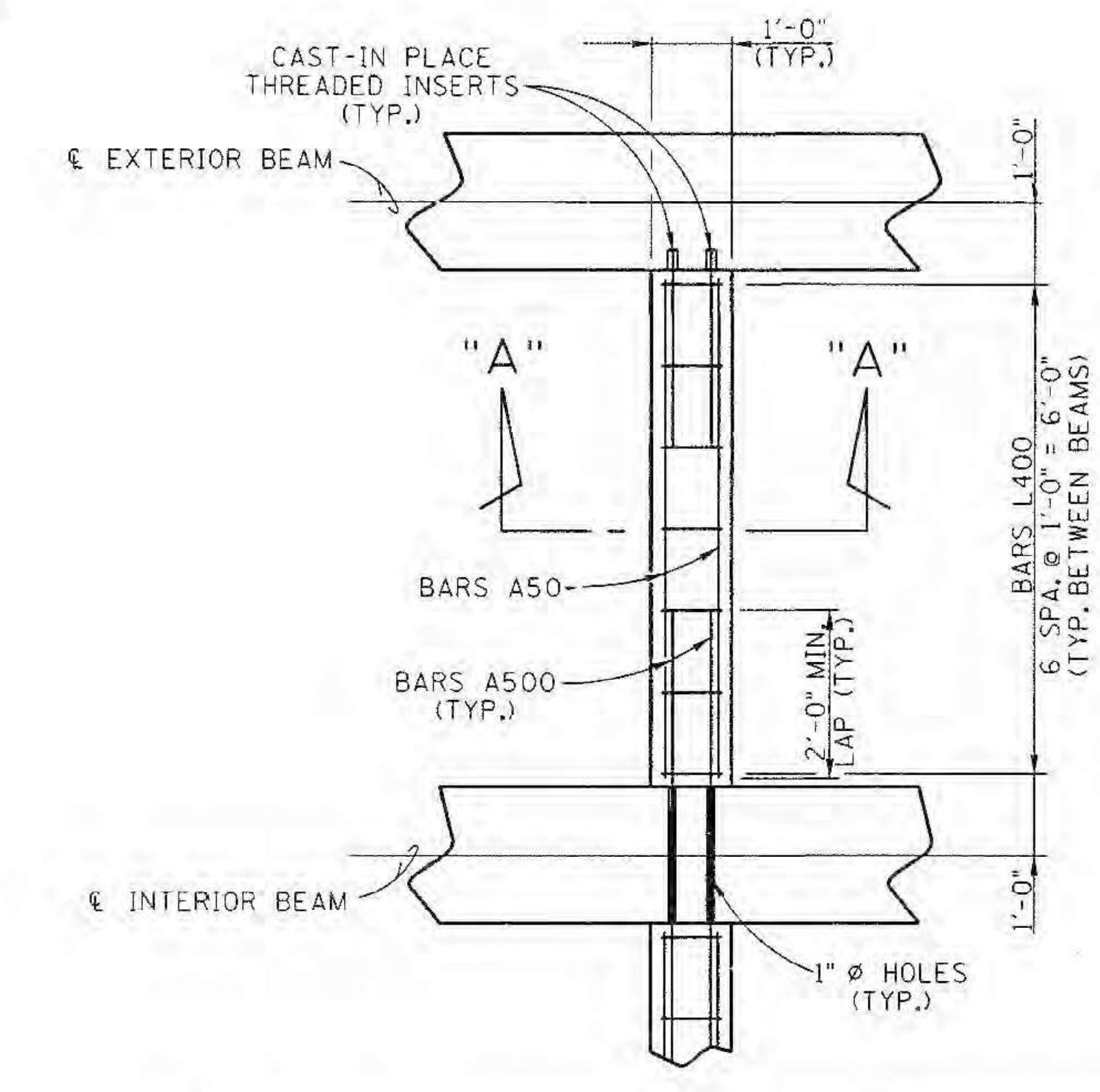
MIN. LAP #5 BAR = 2'-0"
MIN. LAP #6 BAR = 2'-7"

CONST. NO. 79003-3169-44

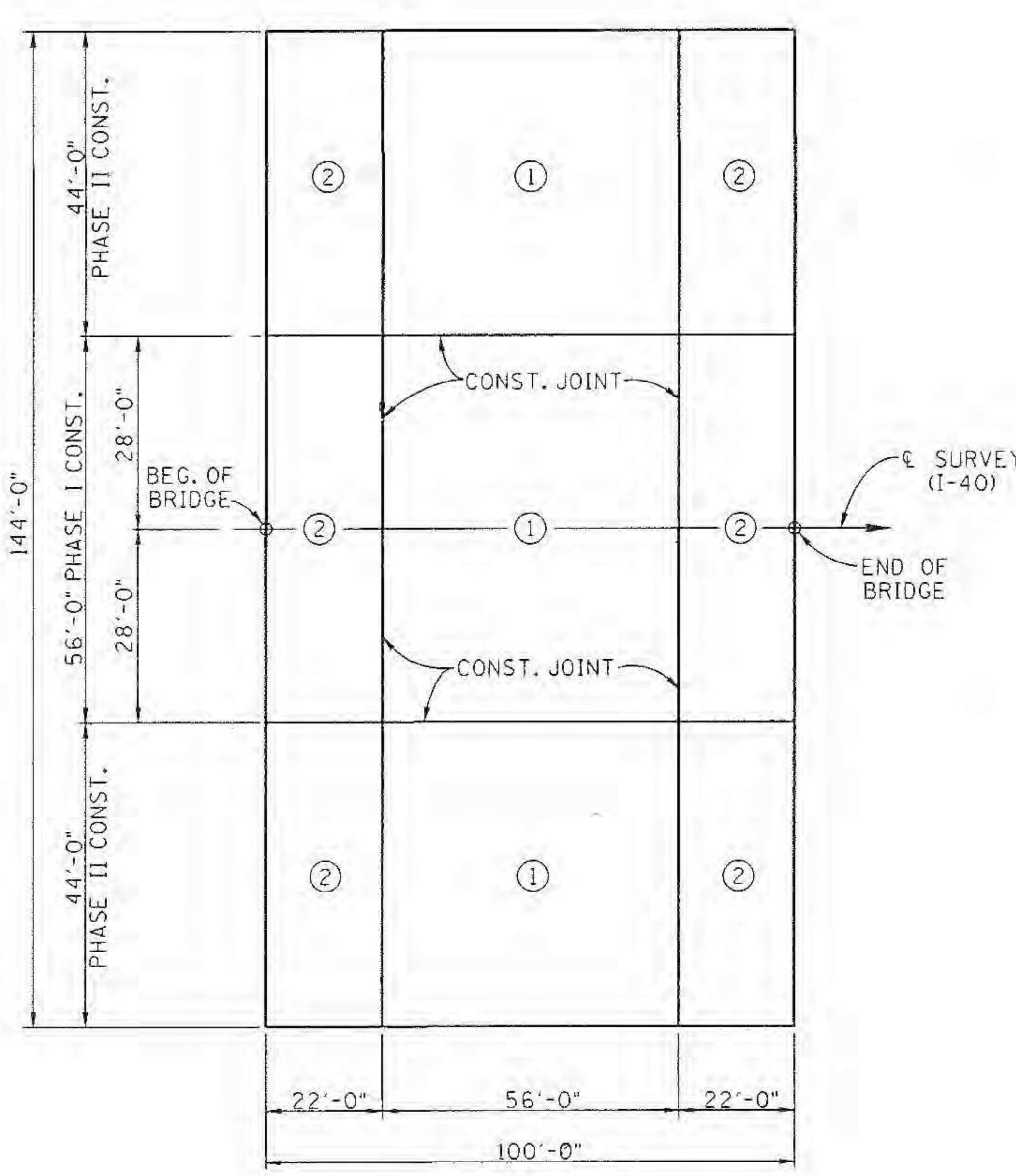
PROJECT NO.	YEAR	SHEET NO.
IM-40-1(250)11	1995 △1	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-13-95	CMD	REVISED YEAR
2	3-27-95	CMD	REVISED PHASING SKETCH



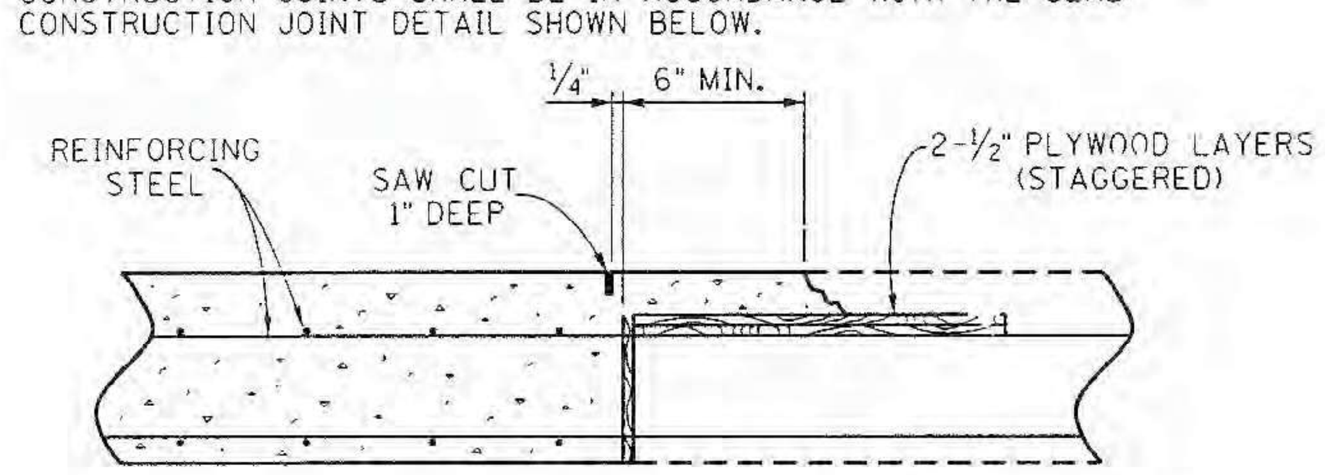
PLAN OF INTERMEDIATE DIAPHRAGM



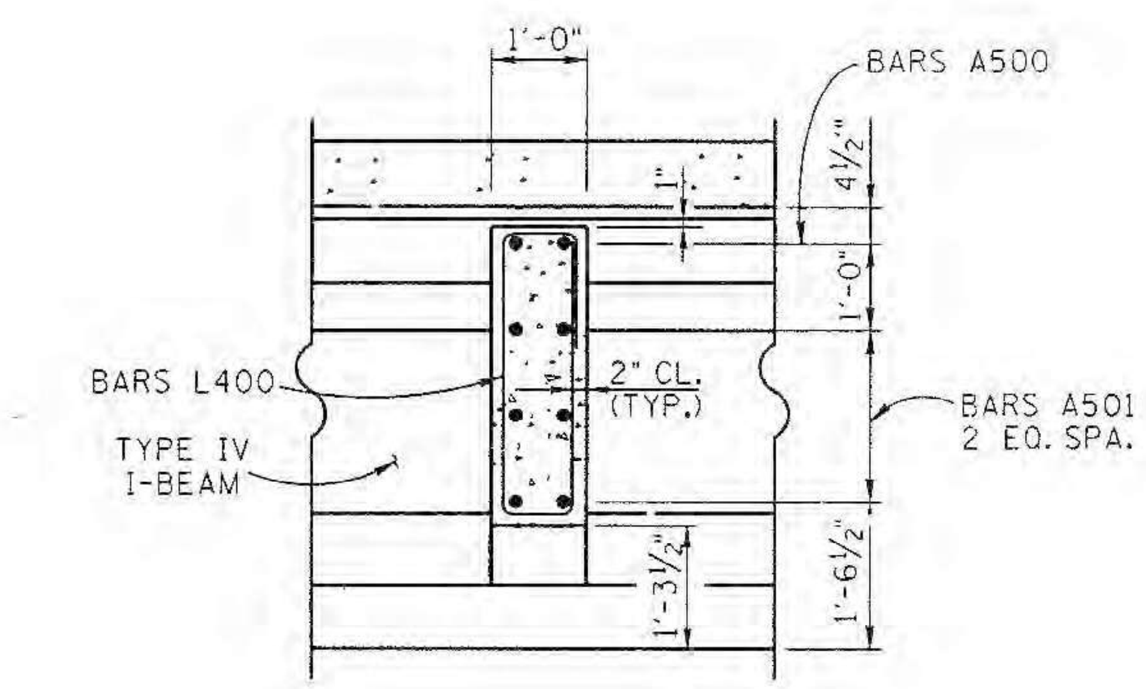
POURING SEQUENCE

① DENOTES: POUR 1
② DENOTES: POUR 2

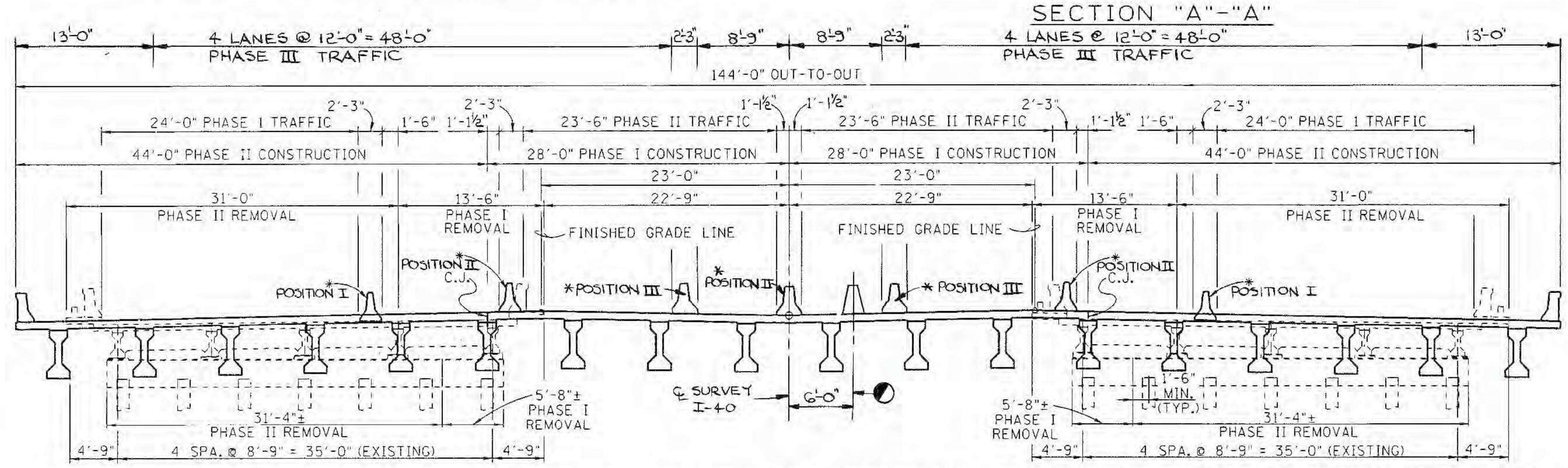
NOTE: THE SLAB SHALL NOT BE POURED UNTIL ALL BEAMS ARE SET. ALL POURS ARE TO BE MADE IN NUMERICAL SEQUENCE. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING. NO PORTION OF THE PARAPET OR MEDIAN BARRIER SHALL BE POURED UNTIL THE ENTIRE SLAB IS IN PLACE, UNLESS REQUIRED BY STAGE CONSTRUCTION. NO EQUIPMENT SHALL BE PERMITTED ON THE BRIDGE UNTIL ALL POURS ARE MADE AND THE CONCRETE IS PROPERLY CURED. ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN BELOW.



SLAB CONSTRUCTION JOINT DETAIL



SECTION "A"-"A"



PHASING SKETCH AND REMOVAL SKETCH △2

(LOOKING FORWARD ON SURVEY)

* DENOTES: PORTABLE BARRIER RAIL

◐ DENOTES: ℄ REINFORCED CONCRETE MEDIAN BARRIER (32", SINGLE SLOPE) TO BE BUILT DURING PHASE III CONSTRUCTION

William B. Woods
10-31-94

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

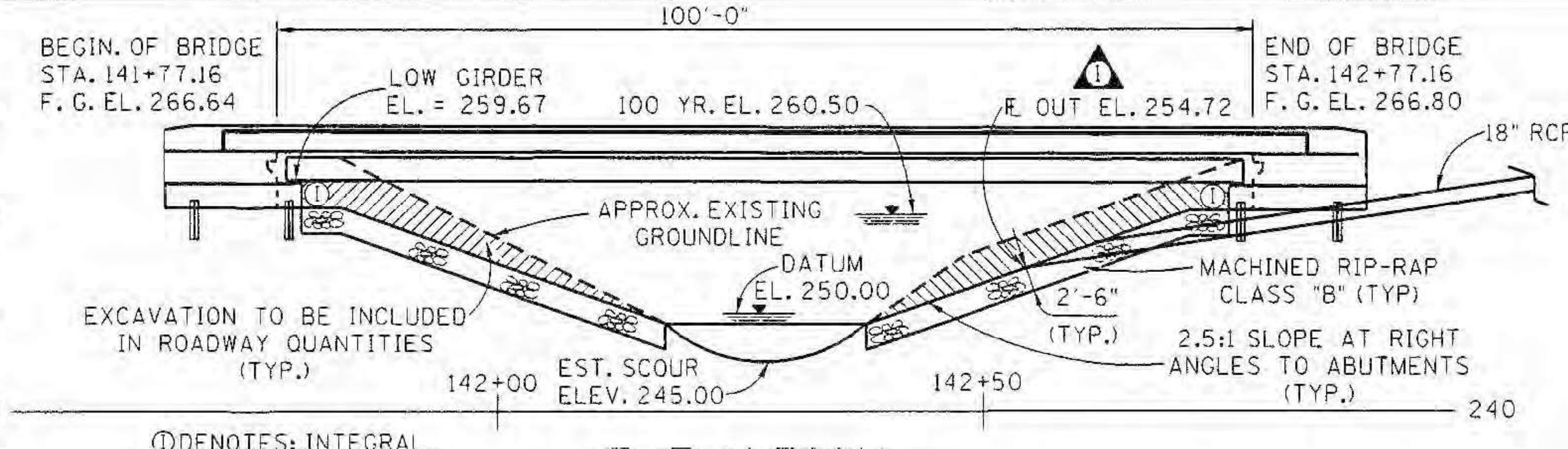
BRIDGE NO. 3
SUPERSTRUCTURE DETAILS
INTERSTATE 40
OVER
FLETCHER CREEK BRANCH
STATION 106+72.42
LOG MILE 16.52
SHELBY COUNTY
1995 △1

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

DESIGNED BY	MICHAEL BELL	DATE	6-94
DRAWN BY	STEVEN STEELE	DATE	6-94
SUPERVISED BY	K.D.F. & W.H.P.	DATE	6-94
CHECKED BY	MICHAEL BELL	DATE	7-94

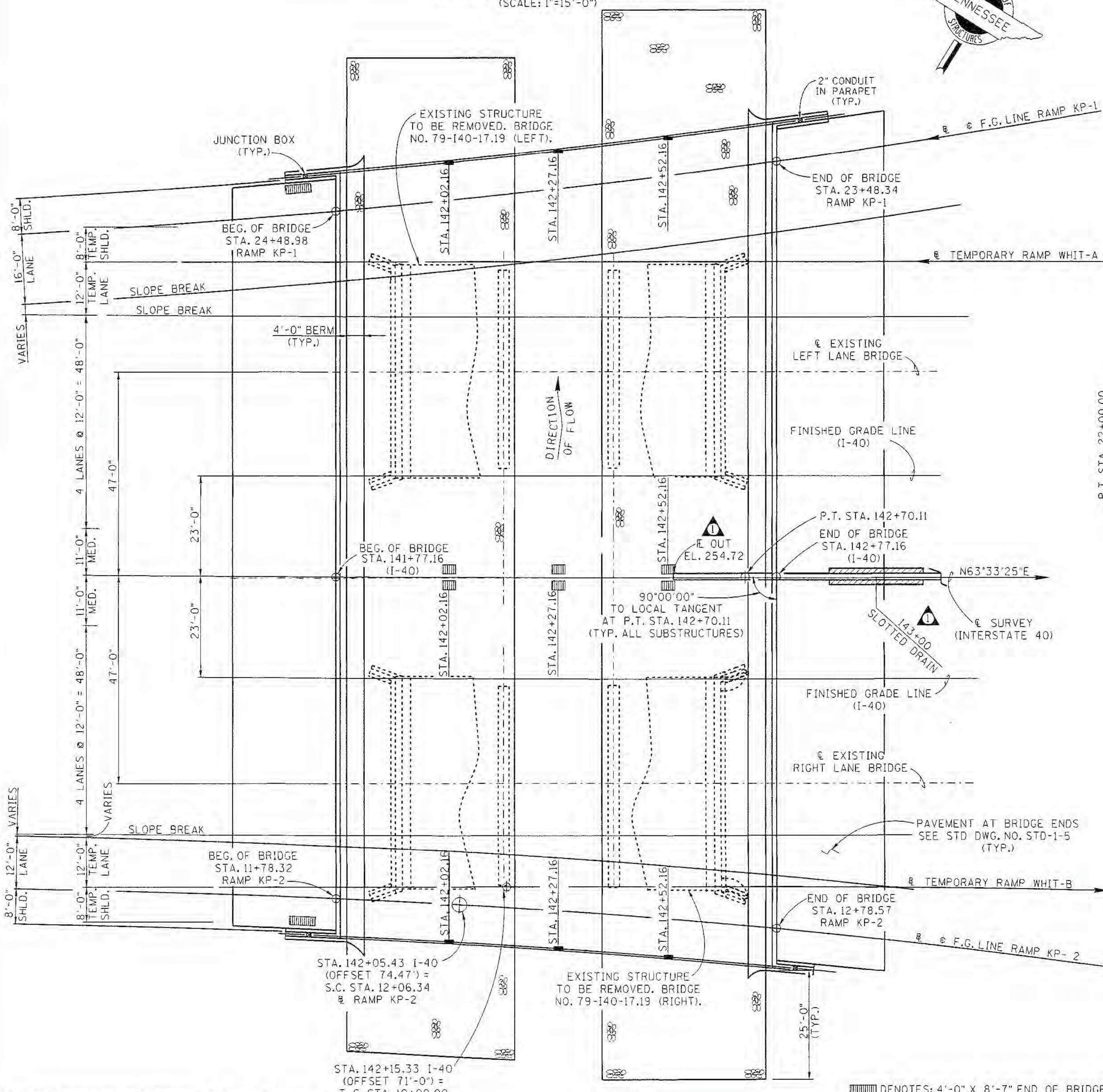
/usr/steven/79ir40dsc.dgn
29-JUL-1994

79IR40EBL.DGN



ⓘDENOTES: INTEGRAL

ELEVATION
(AT RIGHT ANGLES TO ℄ SURVEY I-40)
(SCALE: 1"=15'-0")



PLAN
(SCALE: 1"=15'-0")

▥ DENOTES: 4'-0" X 8'-7" END OF BRIDGE DRAIN SEE DWG. NO. STD-1-6, 7, & 9.
STA. ▥ DENOTES: GRATE DRAIN SEE DWG. NO. STD-1-2.
STA. ■ DENOTES: PARAPET DRAIN SEE DWG. NO. STD-1-2.

DESIGNED BY	MICHAEL BELL	DATE	06-94
DRAWN BY	STEVEN STEELE	DATE	06-94
SUPERVISED BY	HENRY PATE	DATE	06-94
CHECKED BY	MICHAEL BELL	DATE	07-94

/usr/steven/79ir40ebl.dgn 17-JAN-1996 16:09

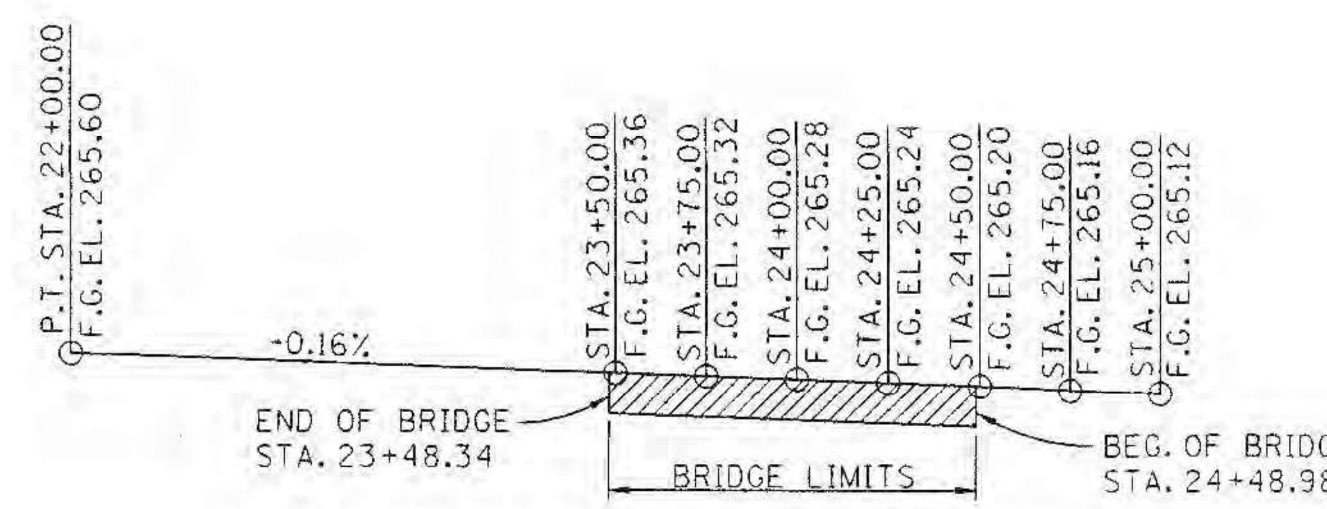
CURVE DATA

I-40
P.I. = 137+32.71
N = 328236.2863
E = 820830.2600
Δ = 03°35'02"
Dc = 00°20'00"
R = 17188.73
T = 537.76
L = 1075.16
E = 8.41
S. E. = N.C.

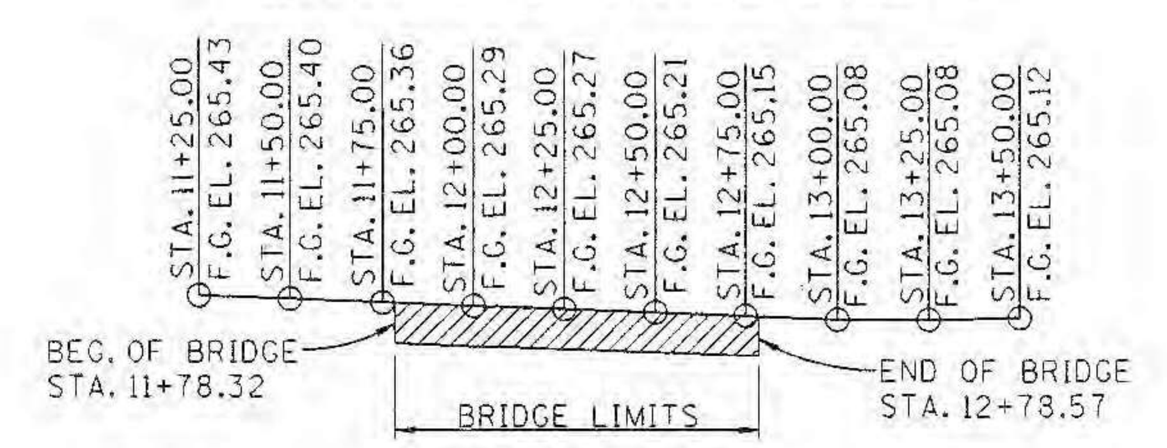
TEMPORARY RAMP WHIT-B
P.I. = 12+62.61
N = 328501.9771
E = 821530.5614
Δ = 14°54'20"
Dc = 05°00'00"
R = 1145.92
L = 73.11
Ls = 225.00
L.T. = 150.08
S.T. = 75.07
Xs = 224.78
Ys = 7.36
κ = 112.46
P = 1.84
Ts = 262.61
Es = 11.62
V = 50 MPH
S. E. = 0.071 FT/FT

RAMP KP-2A
P.I. = 15+57.36
N = 328533.6411
E = 821602.4695
Δ = 25°25'42"
Dc = 03°00'00"
R = 1909.86
L = 687.61
Ls = 160.00
L.T. = 106.68
S.T. = 53.34
Xs = 159.97
Ys = 2.23
κ = 80.00
P = 0.56
Ts = 511.02
Es = 48.58
V = 50 MPH
S. E. = 0.045%

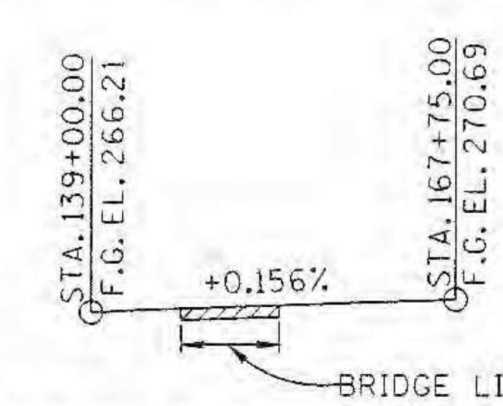
RAMP KP-1B
P.I. = 22+14.25
N = 328608.5845
E = 821419.3952
Δ = 24°12'59"
Dc = 02°45'00"
R = 2083.48
L = 730.60
Ls = 150.00
L.T. = 100.01
S.T. = 50.01
Xs = 149.98
Ys = 1.80
κ = 75.00
P = 0.45
Ts = 522.07
Es = 47.87
V = 50 MPH
S. E. = 0.045%



GRADE SKETCH (RAMP KP-1)
(ELEVATIONS BASED ON FINISHED GRADE)



GRADE SKETCH (RAMP KP-2)
(ELEVATIONS BASED ON FINISHED GRADE)



GRADE SKETCH (I-40)
(ELEVATIONS BASED ON FINISHED GRADE)

HYDRAULIC DATA

DRAINAGE AREA ________ 4.10 SQ. MI.
DESIGN DISCHARGE (100 YR.) ________ 1,680 C.F.S.
WATERWAY AREA PROVIDED
BELOW EL. 260.50 ________ 640.00 SQ. FT.
DESIGN VELOCITY ________ 2.40 FT./SEC.
BRIDGE BACKWATER ________ 0.40 FT.
500 YEAR DISCHARGE ________ 1,960 C.F.S. AT EL. 261.00

CONST. NO. 79003-3169-44

PROJECT NO.	YEAR	SHEET NO.
IM-40-1(250)11	1995 △1	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-13-95	CMD	LAST REV. DATES, ADDED SLOTTED DRAIN, REVISED YEAR AND LIST OF SPECIAL PROVISIONS
2	3-27-95	CMD	LAST REV. DATES
3	1-5-96	MCB	GENERAL REVISION

LIST OF DRAWINGS

LIST OF DRAWINGS	DWG. NO.	LAST △1 REV. DATE
LAYOUT	M-299-79	01-05-96 △2
GENERAL NOTES & ESTIMATED QUANTITIES	M-299-80	01-05-96
FOUNDATION DATA	M-299-81	01-13-95
SUPERSTRUCTURE	M-299-82	01-05-96
SUPERSTRUCTURE DETAILS	M-299-83	01-05-96
BRIDGE SCREED	M-299-83A	01-05-96
PRESTRESSED I-BEAM DETAILS	M-299-84	01-05-96
ABUTMENT NO. 1	M-299-85	01-05-96
ABUTMENT NO. 1 DETAILS	M-299-86	01-05-96
ABUTMENT NO. 2	M-299-87	01-05-96
ABUTMENT NO. 2 DETAILS	M-299-88	01-05-96
FINAL FOUNDATION DATA	M-299-89	01-05-96
BILL OF STEEL	M-299-90	01-05-96

LIST OF STANDARD DRAWINGS

LIST OF STANDARD DRAWINGS	DWG. NO.	LAST REV. DATE
* BRIDGE RAILING CONCRETE PARAPET	STD-1-1	03-28-94
* STEEL SLIDER PLATE ASSEMBLIES FOR CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2	12-19-94 △1
* STANDARD CONCRETE MEDIAN BARRIER	STD-1-3	05-19-94
* REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	3-28-94
* BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-6	3-28-94
* BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-7	5-19-94
* BRIDGE END DRAIN DETAILS 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-9	3-28-94
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	2-06-95 △2
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	11-07-94
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	11-07-94
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	11-07-94
STANDARD PILE DETAILS	STD-5-1	10-25-93
STANDARD PILE DETAILS	STD-5-2	10-26-92
STANDARD SEISMIC DETAILS	STD-6-1	3-06-95 △2
STANDARD DRAWING LIGHT STANDARD SUPPORT DETAILS	STD-8-2	9-1-91
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	12-19-94 △1
* MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1	5-11-92

* DENOTES: THESE DRAWINGS TO BE PRINTED WITH PLANS.

△1 LIST OF SPECIAL PROVISIONS

LIST OF SPECIAL PROVISIONS	PROV. NO.	LAST REV. DATE
APPROVAL OF SHOP DRAWINGS	105A	3-06-95 △2

2014 ADT = 84,900
VARIES FROM 158'-0" TO 158'-3¼" ROADWAY W/STD-1-1 PARAPET AND STD-1-3 STD. MEDIAN BARRIER RAIL (51")
DESIGN SPEED = 70 MPH

STATE OF TENNESSEE
△3 DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 4
LAYOUT
INTERSTATE 40
OVER
FLETCHER CREEK LATERAL "B"
BRIDGE I.D. NO. 79I00400109
STATION 142+91.67
LOG MILE 17.19
SHELBY COUNTY
1995 △1

WILLIAM R. WOODS Registered Engineer XVI AGRICULTURE COMMERCE No. 012280 STATE OF TENNESSEE
William R. Woods
1-17-96

CORRECT Edward P Wasserman
ENGINEER OF STRUCTURES

M-299-79

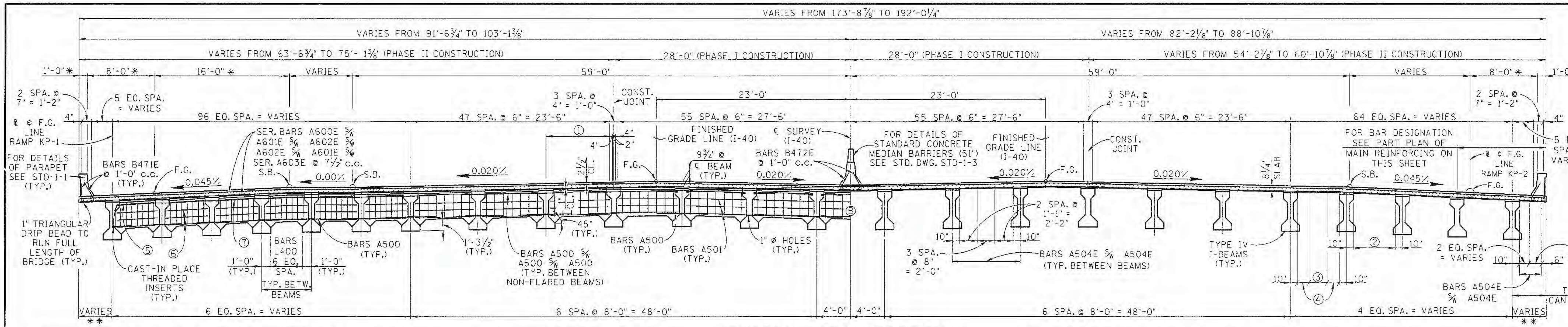
TEMPORAY PORTABLE BARRIER RAIL = 746 L.F.

CONST. NO. 79003-3169-44

PROJECT NO.	YEAR	SHEET NO.
IM-40-1(250)1	1995 ⚠1	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	1-13-95	CMD	REVISED YEAR
2	1-5-96	MCB	GENERAL REVISION



TYPICAL CROSS-SECTION

(LOOKING FORWARD ON SURVEY)
(MIN. LAP #5 BAR = 2'-0")
(MIN. LAP #6 BAR = 2'-7")

Ⓑ DENOTES: PRECAST DECK PANELS ARE NOT PERMITED IN BAY AT CENTER LINE SURVEY I-40 ONLY.

① DENOTES: 15 SPA. @ 6" = 7'-6" (TYP. @ CONST. JOINT)

② DENOTES: BARS A504E S/W A504E, 7 EQ. SPA. (TYP. BETWEEN FLARED BEAMS @ ABUT. 1)

③ DENOTES: BARS A504E S/W A504E, 3 SPA. @ 8" = 2'-0" (TYP. BETWEEN FLARED BEAMS @ ABUT. 2)

④ DENOTES: BARS A504E S/W A504E, 2 EQ. SPA. (TYP. BETWEEN FLARED BEAMS @ ABUT. 2)

⑤ DENOTES: THREADED INSERTS S/W BARS A502 (TYP. BETWEEN FLARED BEAMS LT. SIDE) THREADED INSERTS S/W BARS A505 (TYP. BETWEEN FLARED BEAMS RT. SIDE)

⑥ DENOTES: BARS A503 (TYP. BETWEEN FLARED BEAMS LT. SIDE) BARS A506 (TYP. BETWEEN FLARED BEAMS RT. SIDE)

⑦ DENOTES: BARS A502 S/W A500 S/W A502 (TYP. BETWEEN FLARED BEAMS LT. SIDE) OR BARS A505 S/W A500 S/W A505 (TYP. BETWEEN FLARED BEAMS RT. SIDE)

* DENOTES: MEASURED PERPENDICULAR TO ℄ OF RAMP
S.B. DENOTES: SLOPE BREAK

** DENOTES: 4'-0" MEASURED PERPENDICULAR TO ℄ OF RAMP AT BEGINNING OF BRIDGE AND END OF BRIDGE.

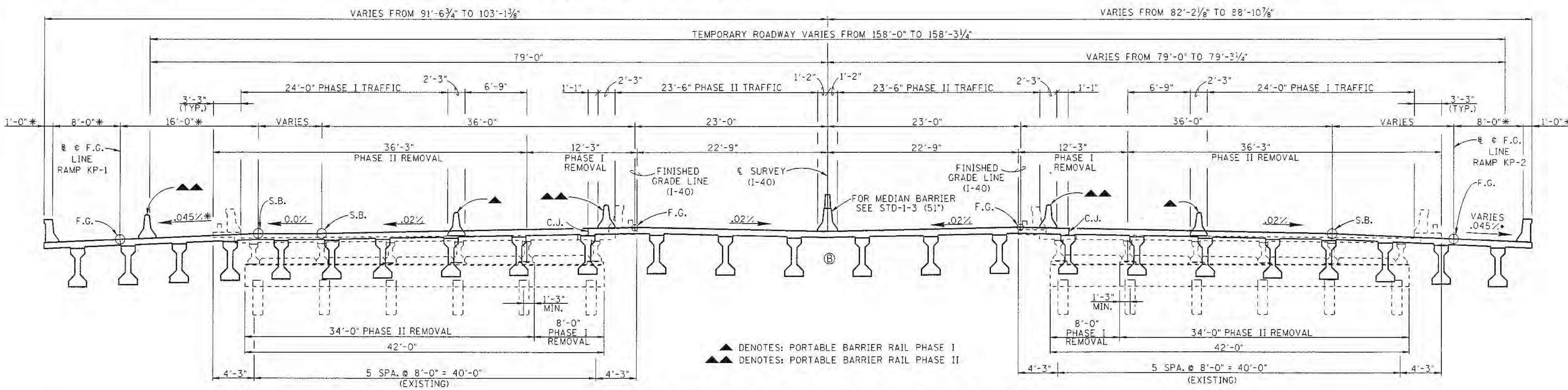
SUPERSTRUCTURE GENERAL NOTES:

NOTE: NO PORTION OF THE PARAPET OR MEDIAN BARRIER SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET AND MEDIAN BARRIER. THE PARAPET AND MEDIAN BARRIER SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO, SEE STANDARD DRAWINGS STD-1-1 AND STD-1-3.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED AND THE PERMANENT INTERMEDIATE DIAPHRAGMS BE POURED AND CURED PRIOR TO PLACING ANY LOADS ON THE GIRDERS. HOWEVER, TEMPORARY ERECTION DIAPHRAGMS AND PERMANENT INTERMEDIATE DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.

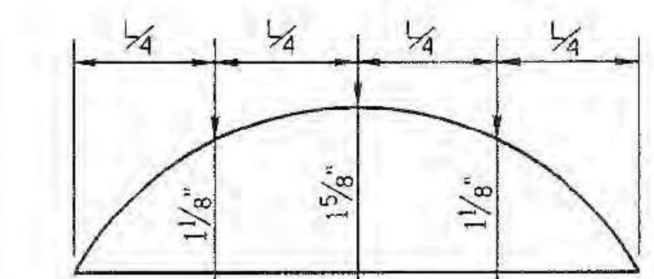
⚠2 NOTE: OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE.



▲ DENOTES: PORTABLE BARRIER RAIL PHASE I
▲▲ DENOTES: PORTABLE BARRIER RAIL PHASE II

PHASING SKETCH AND REMOVAL SKETCH

(LOOKING FORWARD ON SURVEY)

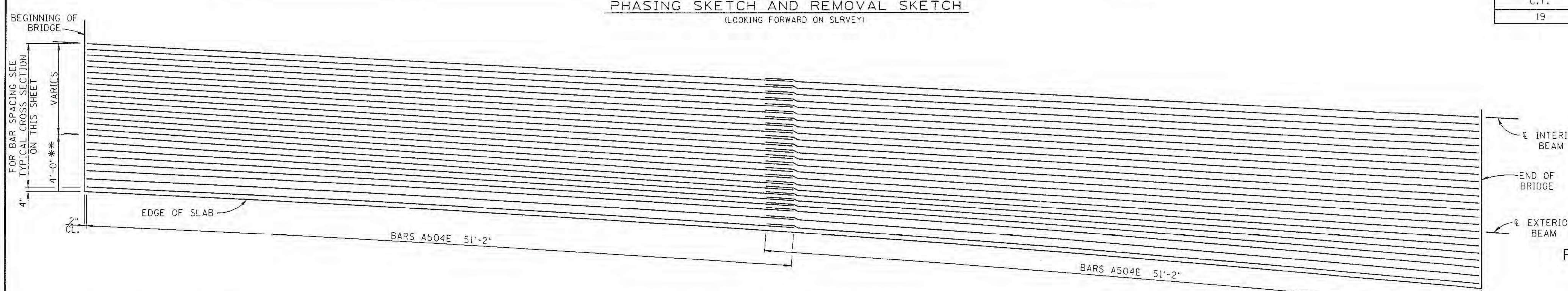


DEAD LOAD CORRECTION CURVE

THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER THE SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.

ESTIMATED QUANTITIES

CLASS "A" CONCRETE (BRIDGES) C.Y.	CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.	EPOXY-COATED REINFORCING STEEL (BRIDGES) LB.
19	470	2,633	154,218



PART PLAN OF MAIN REINFORCING

(MIN. LAP #5 BAR = 2'-0")

WILLIAM R. WOODS
Registered Engineer
XVI
AGRICULTURE
COMMERCE
No. 01228
STATE OF TENNESSEE

William R. Woods
1-17-96

STATE OF TENNESSEE
⚠2 DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 4 SUPERSTRUCTURE INTERSTATE 40 OVER FLETCHER CREEK LATERAL "B"

STATION 142+91.67
LOG MILE 17.19
SHELBY COUNTY
1995 ⚠1

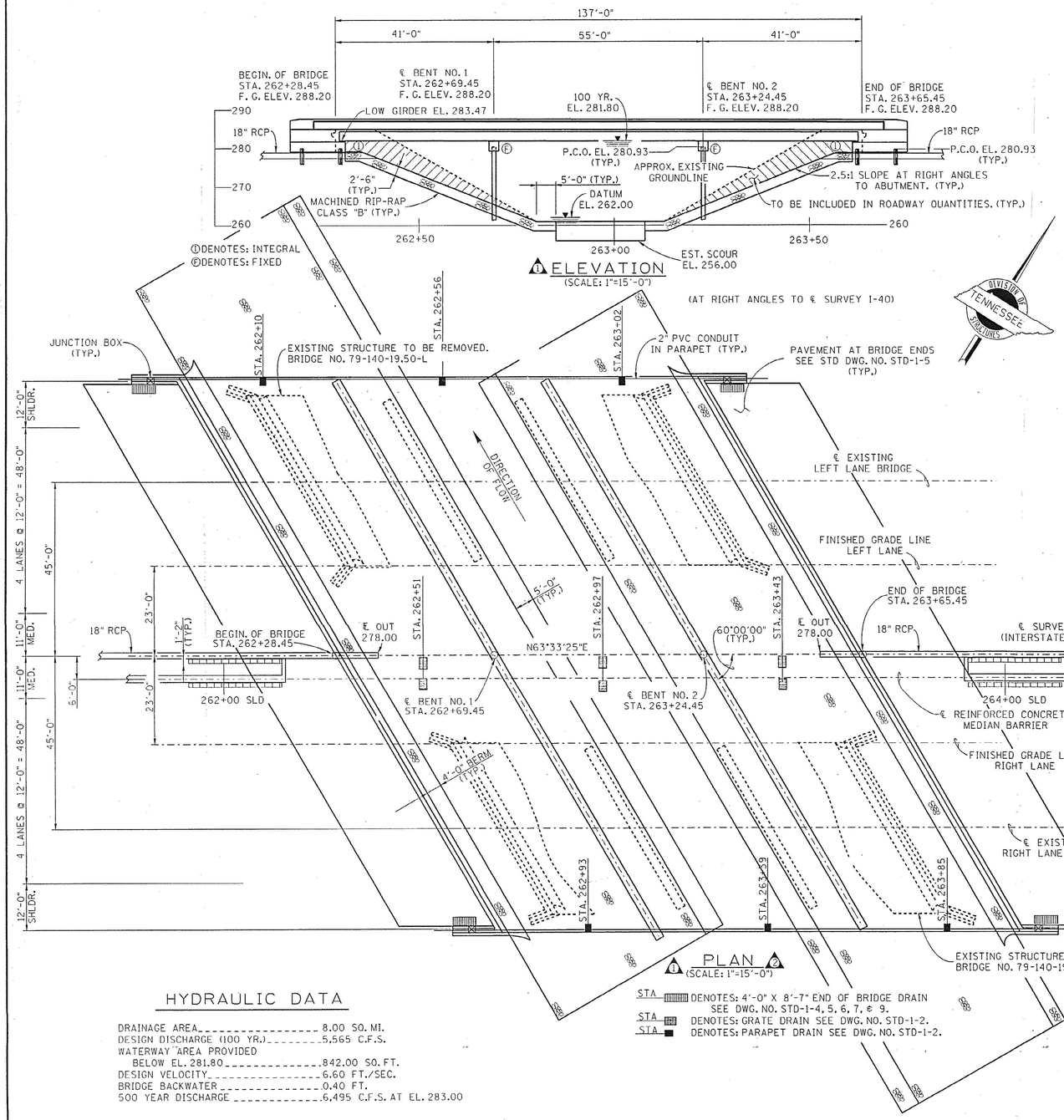
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

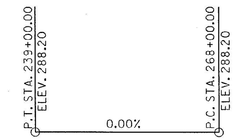
DESIGNED BY MICHAEL BELL DATE 6-94
DRAWN BY STEVEN STEELE DATE 6-94
SUPERVISED BY HENRY PATE DATE 6-94
CHECKED BY MICHAEL BELL DATE 7-94

/usr/steven/79ir40esc.dgn
10-JAN-1996
09:14

M-299-82

79IR40FPL.DGN





GRADE SKETCH

(ELEVATIONS BASED ON FINISHED GRADE.)

HYDRAULIC DATA

DRAINAGE AREA	8.00 SQ. MI.
DESIGN DISCHARGE (100 YR.)	5,565 C.F.S.
WATERWAY AREA PROVIDED BELOW EL. 281.80	842.00 SQ. FT.
DESIGN VELOCITY	6.60 FT./SEC.
BRIDGE BACKWATER	0.40 FT.
500 YEAR DISCHARGE	6,495 C.F.S. AT EL. 283.00

DESIGNED BY STAN UPCHURCH DATE 02-94
DRAWN BY GEORGE KORNIKOSKI DATE 02-94
SUPERVISED BY KDF/W.H.P. DATE 02-94
CHECKED BY C. DIETERS DATE 07-94

CONST. NO. 79003-3169-44

PROJECT NO.	YEAR	SHEET NO.
ⓘ NH/IM-I-40-1(262)115	1996	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	2-21-96	WHP	REVISED RIP-RAP TO SHOW 5'-0" DIM.,
			ADDED STD-14-2, REVISED SPECIAL PROV.,
			AND REMOVED GRATE DRAINS AND DECK
			DRAINS, AND REVISED LAST REV. DATES.
2	4-24-96	CMD	REVISED GRATE DRAIN LOCATION.

LIST OF DRAWINGS

	DWG. NO.	LAST REV. DATE ⓘⓘ
LAYOUT	M-299-91	4-24-96
GENERAL NOTES & ESTIMATED QUANTITIES	M-299-92	2-21-96
FOUNDATION DATA	M-299-93	
SUPERSTRUCTURE	M-299-94	
SUPERSTRUCTURE DETAILS	M-299-95	
PRESTRESSED I-BEAM DETAILS	M-299-96	
PRESTRESSED I-BEAM DETAILS	M-299-97	
ABUTMENT NO. 1	M-299-98	
ABUTMENT NO. 1 DETAILS	M-299-99	
ABUTMENT NO. 2	M-299-100	
ABUTMENT NO. 2 DETAILS	M-299-101	
BENT NO. 1	M-299-102	
BENT NO. 2	M-299-103	
FINAL FOUNDATION DATA	M-299-104	
BILL OF STEEL	M-299-105	
BILL OF STEEL	M-299-106	

LIST OF STANDARD DRAWINGS

	DWG. NO.	LAST REV. DATE
* BRIDGE RAILING CONCRETE PARAPET	STD-1-1	12-18-95
* STEEL SLIDER PLATE ASSEMBLIES FOR CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS	STD-1-2	9-11-95
* STANDARD CONCRETE MEDIAN BARRIER	STD-1-3	12-18-95
* REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS	STD-1-5	12-18-95
* BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-6	5-01-95
* BRIDGE END DRAIN DETAILS 2'x8'-7" & 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-7	5-01-95
* BRIDGE END DRAIN DETAILS 4'x8'-7" WITH PAVEMENT AT BRIDGE ENDS	STD-1-9	5-01-95
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-1	5-01-95
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA	STD-4-2	5-01-95
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS	STD-4-3	11-07-94
STD. PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS	STD-4-4	11-07-94
STANDARD PILE DETAILS	STD-5-1	10-25-93
STANDARD PILE DETAILS	STD-5-2	10-26-92
STANDARD SEISMIC DETAILS	STD-6-1	5-01-95
STANDARD DRAWING LIGHT STANDARD SUPPORT DETAILS	STD-8-2	9-1-91
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	12-19-94
* MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS	STD-10-1	5-11-92
ⓘ STD. DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS FOR I-BEAMS	STD-14-2	

* DENOTES: THESE DRAWINGS TO BE PRINTED WITH PLANS.

ⓘ LIST OF SPECIAL PROVISIONS

	PROV. NO.	LAST REV. DATE
APPROVAL OF SHOP DRAWINGS	105A	11-07-94

2014 ADT = 84,900
142'-0" ROADWAY W/STD-1-1 PARAPET
AND STD-1-3 STD. MEDIAN BARRIER RAIL (51")
DESIGN SPEED = 70 M.P.H.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

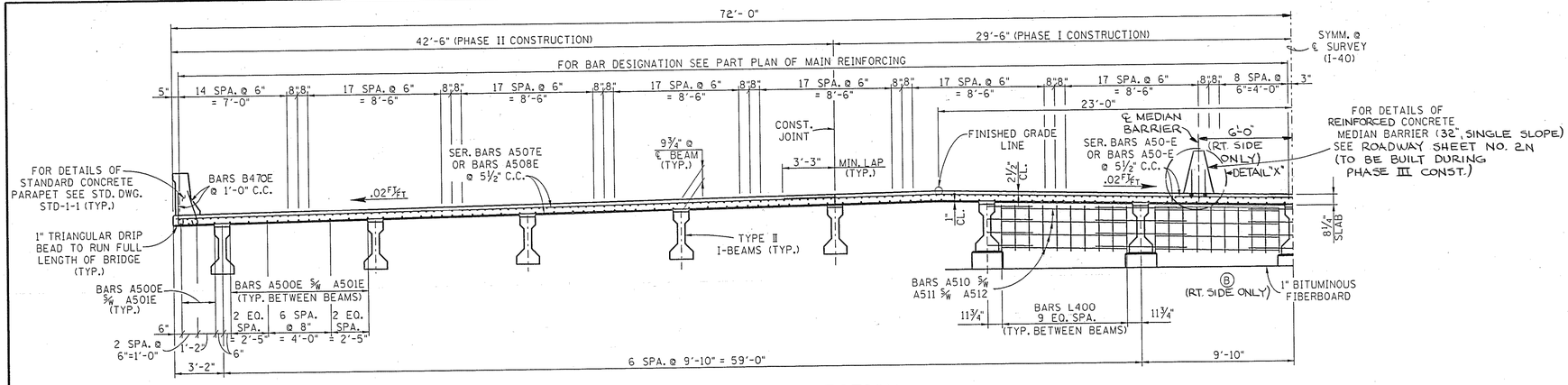
BRIDGE NO. 1
LAYOUT OF BRIDGE
INTERSTATE 40
OVER
FLETCHER CREEK
BRIDGE I.D. NO. 79I00400115
STATION 262+47.67
LOG MILE 19.50
SHELBY COUNTY
1996

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-299-91

TEMPORARY PORTABLE BARRIER RAIL = 1295 L.F.

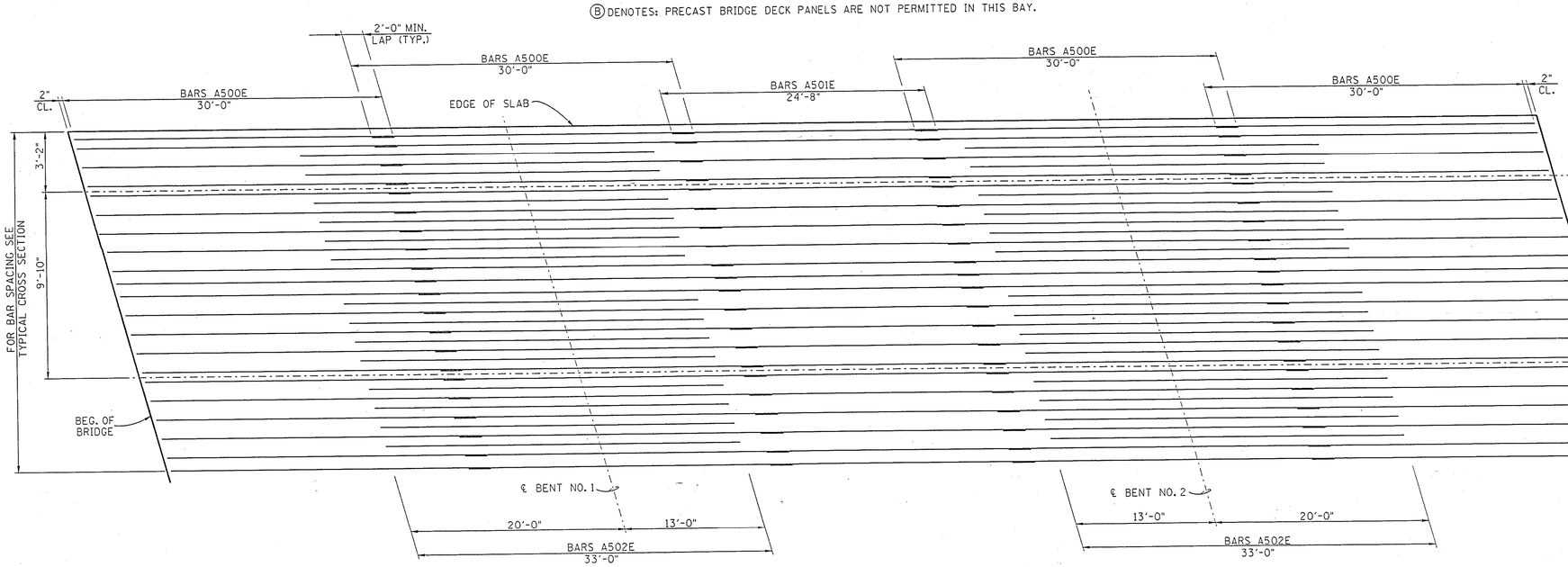
79IR40FSC.DGN



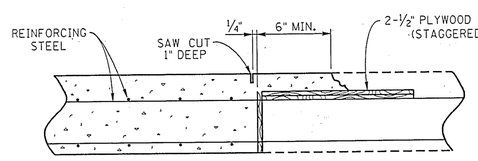
TYPICAL CROSS SECTION

(LOOKING FORWARD ON SURVEY)

Ⓑ DENOTES: PRECAST BRIDGE DECK PANELS ARE NOT PERMITTED IN THIS BAY.



PART PLAN OF MAIN REINFORCING



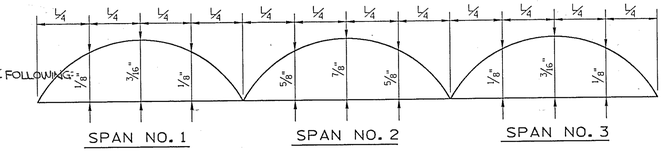
SLAB CONSTRUCTION JOINT DETAIL

DECK CONCRETE POURING SEQUENCE:

1) SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING: NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.

2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

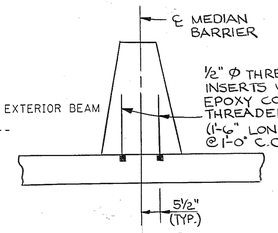
ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN THIS SHEET.



DEAD LOAD CORRECTION CURVE

THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER THE SLAB IS IN PLACE. IF PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE. REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

L DENOTES: SPAN LENGTH



DETAIL "X"

(SHOWING INSERTS FOR MEDIAN BARRIER)

℄ INTERIOR BEAM

CONST. NO. 79003-3172-44

PROJECT NO.	YEAR	SHEET NO.
NH/IM-I-40-1(62)15	1996	

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

GENERAL NOTES:

NOTE: NO PORTION OF THE PARAPET OR MEDIAN BARRIER RAIL SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

SPECIAL NOTE FOR ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET AND MEDIAN BARRIER RAIL. THE PARAPET AND MEDIAN BARRIER RAIL SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1 AND ROADWAY SHEET NO. 2N.

NOTE: WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST, PARAPETS AND DRAIN BOX WHEN REQUIRED. FOR DETAILS OF WINGPOST AND PARAPET SEE STD. DWG. NO. STD-1-1. FOR DETAILS OF DRAIN BOX SEE STD. DWG. NOS. STD-1-6, 7, & 9.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION. IT IS STRONGLY RECOMMENDED THAT THE TEMPORARY ERECTION DIAPHRAGMS BE INSTALLED PRIOR TO PLACING ANY LOADS ON THE GIRDERS. HOWEVER, TEMPORARY ERECTION DIAPHRAGMS MUST BE IN PLACE IN THE SPAN AT THE TIME THE SLAB IS POURED IN SAID SPAN.

NOTE: SUPPORT DIAPHRAGMS AT BENTS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB AND INCLUDED IN THE QUANTITIY FOR ITEM 604-03.09.

WILLIAM R. WOODS 012200 STATE OF TENNESSE
10-31-94

ESTIMATED QUANTITIES

CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.	EPOXY-COATED REINFORCING STEEL (BRIDGES) LB.
545	5,048	153,430

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 1
SUPERSTRUCTURE
INTERSTATE 40
OVER
FLETCHER CREEK
STATION 262+47.67
LOG MILE 19.50
SHELBY COUNTY
1996

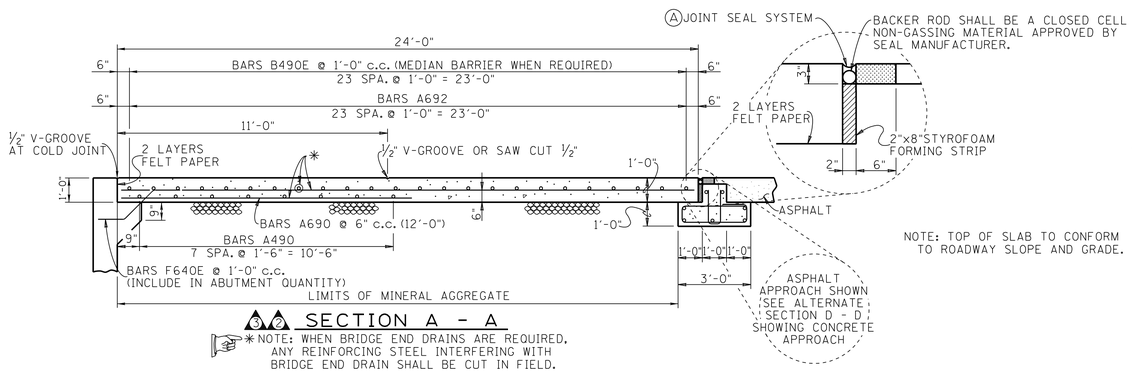
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-299-94

DESIGNED BY CABRINA DIETERS DATE 5-94
DRAWN BY GEORGE KORNIKOSKI DATE 5-94
SUPERVISED BY KDF/WHP DATE 5-94
CHECKED BY C. DIETERS DATE 7-94

(usr/logs/ger/79ir40fsc.dgn 18:55)

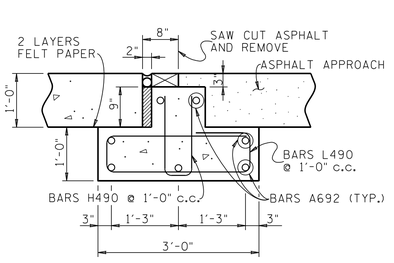
STD15.DGN



3 2 SECTION A - A

✳ NOTE: WHEN BRIDGE END DRAINS ARE REQUIRED, ANY REINFORCING STEEL INTERFERING WITH BRIDGE END DRAIN SHALL BE CUT IN FIELD.

NOTE: TOP OF SLAB TO CONFORM TO ROADWAY SLOPE AND GRADE.



3 SECTION D - D

BILL OF STEEL

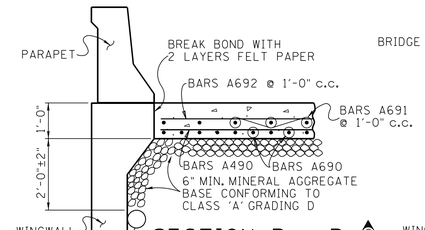
	BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS A	B	C	D	LENGTH
	B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
3 2	A490	SLAB	4	8					△
	A690	SLAB	6	△					12'-0"
	A691	SLAB	6	△					23'-8"
	A692	SLAB ✡	6	31					△
	H490	FOOTING ✡	4	△	6"	1'-4"			3'-4"
3	L490	FOOTING	4	△	2'-7¼"	1'-0"	8"		7'-6½"

△ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	1995	

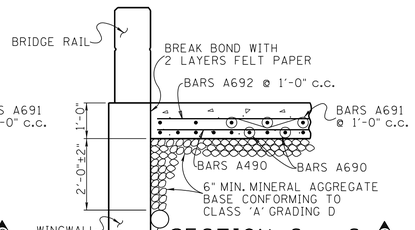
REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION
1	5-1-95	CMH	GENERAL REVISION REDESIGN
2	12-18-95	CMH	ADDED BARS A490 AND JOINT DETAIL
3	4-28-97	CMH	REVISED JOINT DETAILS AND NOTE
4	9-6-99	CMH	REVISED JOINT NOTE



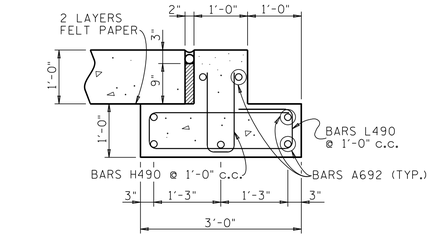
3 2 SECTION B - B

NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



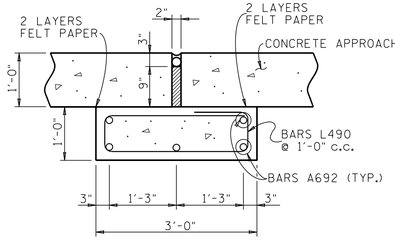
3 2 SECTION C - C

NOTE: SLAB TO BE POURED DIRECTLY ON MINERAL AGGREGATE BASE STONE.



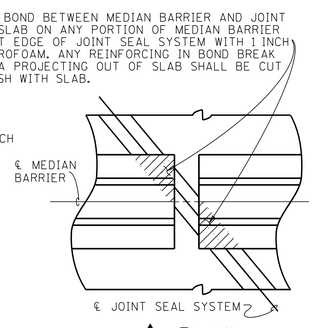
3 ALTERNATE SECTION D - D

NOTE: TO BE USED ONLY WHEN ROADWAY PAVING IS NOT INCLUDED IN PROJECT.

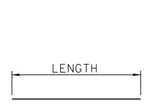


3 ALTERNATE SECTION D - D

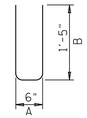
✡ OMIT BARS H490 & 2 BARS A692 WHEN USING THIS ALTERNATE SECTION D - D.



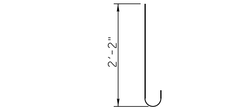
2 PLAN
(SHOWING DETAIL @ OPEN JOINT)



BARS A

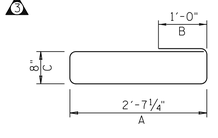


BARS H490
TOTAL LENGTH = 3'-4"

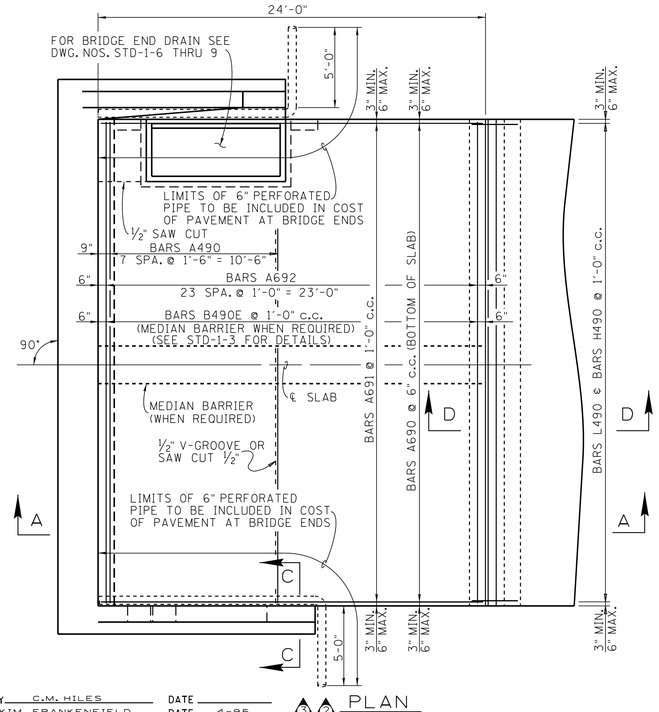


BARS B490E
(MEDIAN BARRIER)
TOTAL LENGTH = 2'-8"

3

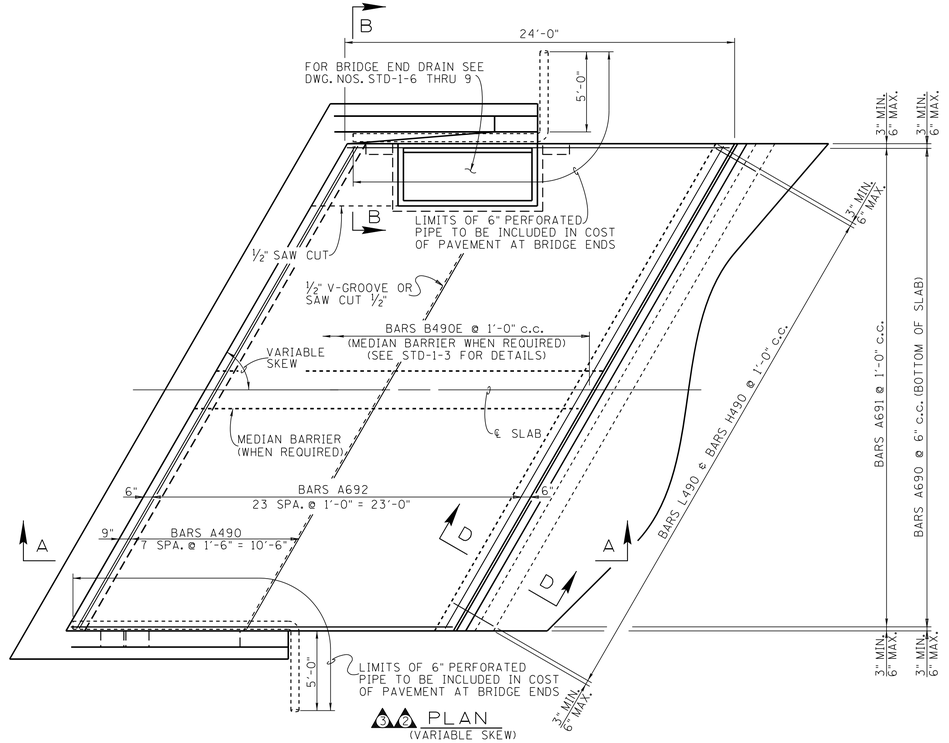


BARS L490
TOTAL LENGTH = 7'-6½"



DESIGNED BY C.M. HILES DATE
DRAWN BY KIM FRANKENFIELD DATE 4-95
SUPERVISED BY C.M. HILES DATE 4-95
CHECKED BY DATE

3 2 PLAN
(90° SKEW)



3 2 PLAN
(VARIABLE SKEW)

NOTES

1. QUANTITIES FOR CLASS 'A' CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL (WHEN REQUIRED FOR MEDIAN BARRIER), BACKER ROD, JOINT SEALER, ELASTOMERIC CONCRETE, STYROFOAM, GRATE AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN, WHEN REQUIRED, ARE TO BE INCLUDED IN PAVEMENT AT BRIDGE ENDS, S.Y. FOR BAR BENDING DIMENSIONS SEE THIS SHEET AND BILL OF STEEL FOR BRIDGE END DRAIN ON DRAWING NO. STD-1-6.
2. COST OF MINERAL AGGREGATE CLASS A GRADING D BASE QUANTITY SHALL BE INCLUDED IN COST OF PAVEMENT AT BRIDGE ENDS. CLASS B GRADING C OR D MAY ALSO BE USED.

GENERAL NOTES

CONCRETE: TO BE CLASS 'A' (f'c = 3,000 psi)

REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.

SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).

NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.

NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), SO AS TO MATCH THE IN PLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.

2 3 4 Ⓐ JOINT SEAL SYSYTEM:
THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED QUAILFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER.

M/R MINOR REVISION - FHWA APPROVAL NOT REQUIRED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

1

REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS 1995

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

SHEET 5 OF 13
STD-1-5