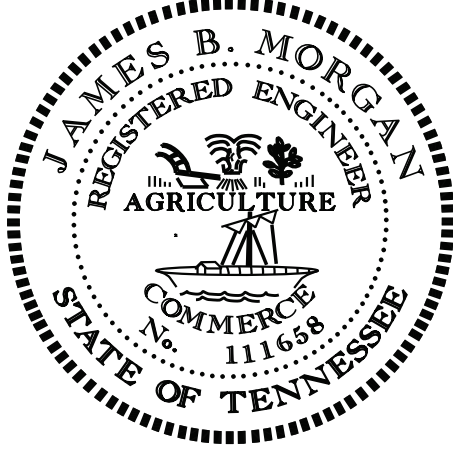




THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

JAMES BARTON MORGAN

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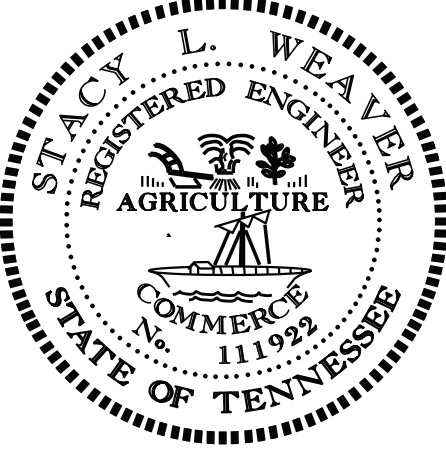
TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TENNESSEE 37914
JAMES B. MORGAN, P.E. NO. 111658

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
STANDARD TRAFFIC DESIGN DRAWINGS.....	1A1
PROJECT COMMITMENTS.....	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
TYPICAL SECTIONS.....	2B1, 2B2, 2B3
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
EROSION PREVENTION AND SEDIMENT CONTROL NOTES	2E1
TABULATED QUANTITIES	2F
DETAIL SHEET.....	2G
UTILITY NOTES AND UTILITY OWNERS.....	3
TRAFFIC CONTROL PLANS	T1-T3
RAMP DETAILS	5 – 5F

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEETS



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
Digitally signed by STACY LYNN WEAVER
Date: 2026.09.18 16:59:41 -04'00'

STACY LYNN WEAVER

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TENNESSEE DEPARTMENT OF TRANSPORTATION
7345 REGION LANE
KNOXVILLE, TENNESSEE 37914
STACY L. WEAVER, P.E. NO. 111922

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
STANDARD TRAFFIC DESIGN DRAWINGS.....	1A1
PROJECT COMMITMENTS.....	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
TYPICAL SECTIONS.....	2B1, 2B3 – 2B11
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
TABULATED QUANTITIES	2F
DETAIL SHEET	2G
TRAFFIC CONTROL PLANS	T2
RAMP DETAILS	5D, 5F

YEAR	PROJECT NO.	SHEET NO.
2026	ER-NH-I-40-8(192)	ROADWAY-SIGN2

REV. 09/17/26: ADDED SHEET.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEETS

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

COCKE COUNTY

I-40: FROM NEAR MM 440 TO NORTH CAROLINA STATE LINE
(HURRICANE HELENE)

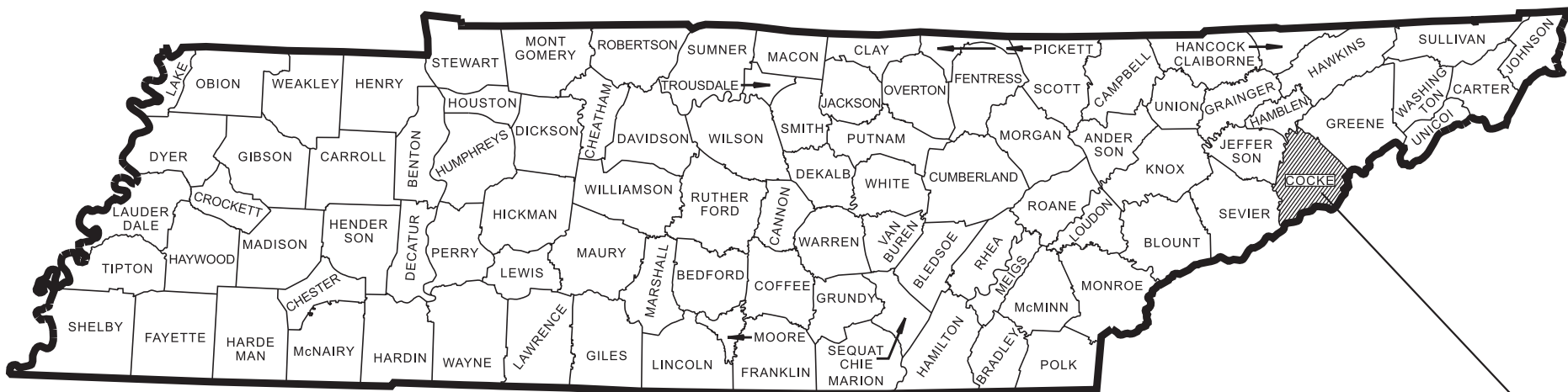
RESURFACE & SAFETY
MILL, 411D, BM-2, GUARDRAIL & PAVEMENT MARKINGS

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

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

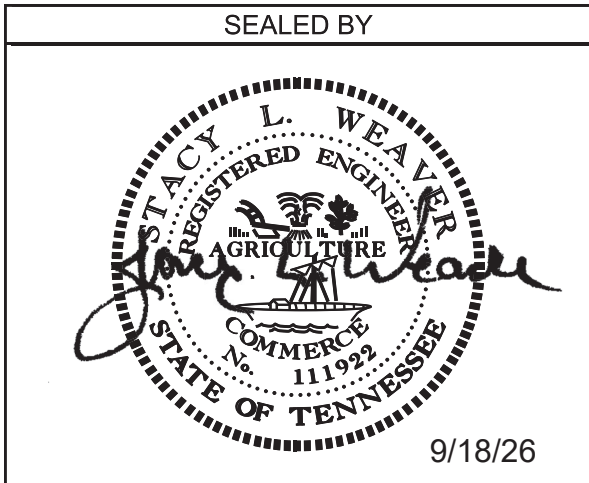
TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	ER-NH-I-40-8(192)	
STATE PROJ. NO.	15I040-F8-032; 15I040-F3-032	

REV. 09/17/26; REVISED STATE PROJECT NUMBERS.



COCKE CO. I-40
BRIDGE ID. # 15I00400033 15I00400035 15I00400037 15I00400041

NO EXCLUSIONS



APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

TRAFFIC COUNTER	
TRAFFIC COUNT STATION 61	L.M. 16.649
TRAFFIC COUNT STATION 62	L.M. 18.191
TRAFFIC COUNT STATION 63	L.M. 21.760

TRAFFIC DATA	
ADT (2026)	27,000
POSTED SPEED	55 MPH

15I040-F8-032
15I040-F3-032
BEGIN PROJECT NO. ER-NH-I-40-8(192) RESURFACE & SAFETY
L.M. 15.16
MM 445.1

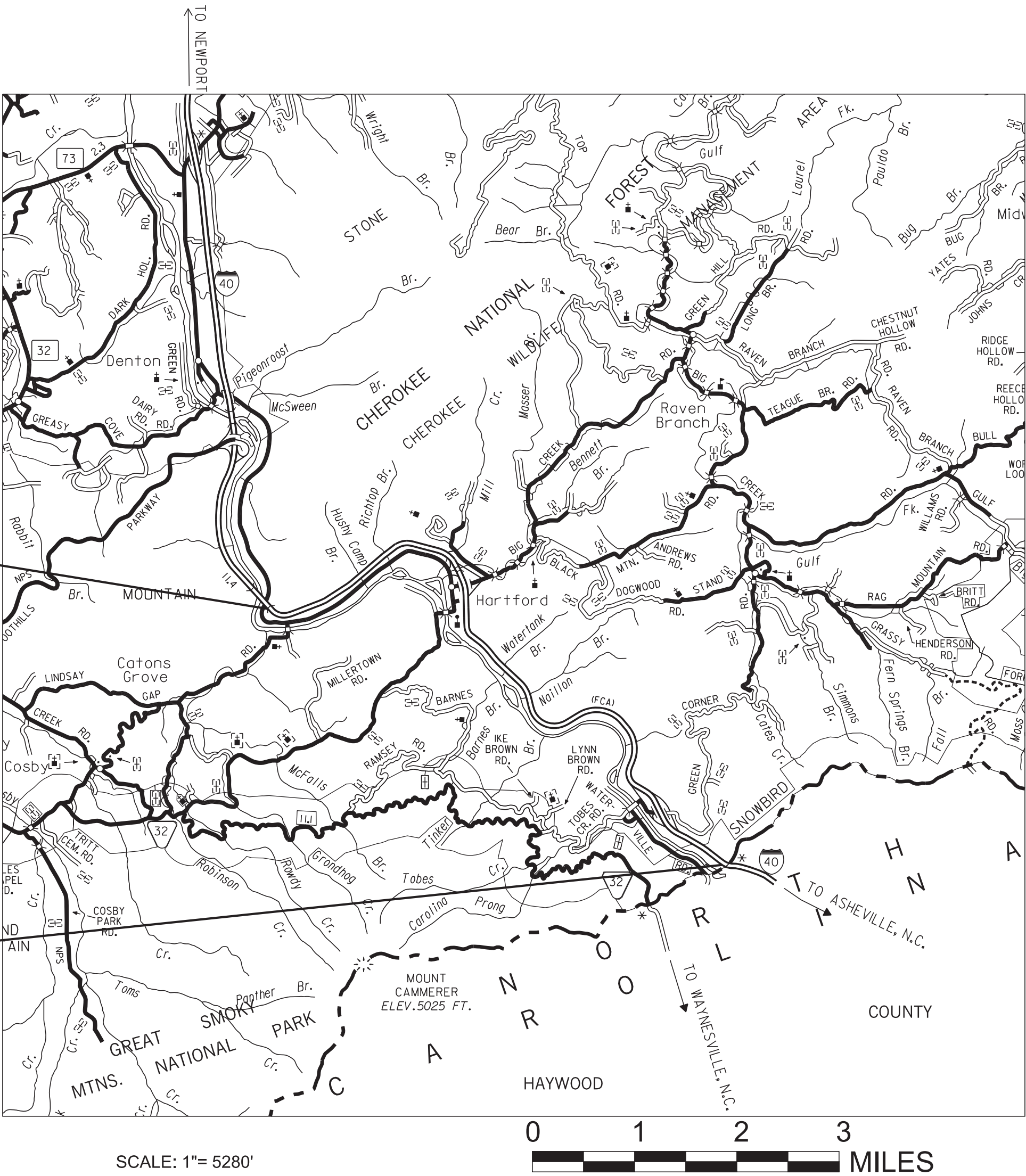
15I040-F8-032
15I040-F3-032
END PROJECT NO. ER-NH-I-40-8(192) RESURFACE & SAFETY
L.M. 21.92
MM 451.8

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: JOHN SHERK
DESIGNER : KENNY KERLEY CHECKED BY : NATHAN BARTLETT, P.E.
P.E. NO. 15I040-M1-022 (DESIGN)
PIN NO. 135866.13



PROJECT LENGTH 6.76 MILES
TOTAL LANE MILES RESURFACED 27.04 MILES

9/18/2026 2:59:36 PM L:\SURVDESIGN\PROJECTS_ORDIRESURF - COCKE -I40 -BRIDGE OVER PIGEON RIVER TO NC STATE LINE\PIINDGN\LETTING REV #1 (MEDIAN, DRAINAGE, & PVMT)\001-SHT-TITLESHEET.DGN

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
SIGNATURE SHEETS.....	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
STANDARD TRAFFIC DESIGN DRAWINGS	1A1
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
TYPICAL SECTIONS.....	2B1 – 2B11
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
EROSION PREVENTION AND SEDIMENT CONTROL NOTES	2E1
TABULATED QUANTITIES	2F
DETAIL SHEET.....	2G
UTILITY NOTES AND UTILITY OWNERS.....	3
TRAFFIC CONTROL PLANS	T1 – T3
RAMP DETAILS.....	5 – 5F

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

NO UTILITY SHEETS ARE INCLUDED IN THIS PLAN SET

STANDARD ROADWAY DRAWINGS

STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

RD-TP-1	09-26-16	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND

STANDARDS ROADWAY DRAWINGS

RD11-TS-5B		DESIGN STANDARDS FOR FREEWAYS WITH MEDIAN BARRIER (4 AND 6 LANE)
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-3		SUPERELEVATION TRANSITION DETAILS FOR DIVIDED ROADWAYS
RD11-SE-3A		SUPERELEVATION TRANSITION SECTIONS FOR DIVIDED ROADWAYS
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS

CATCH BASIN AND MANHOLES

D-CBB-31	02-20-20	TYPE “B” CAST IRON FRAME, GRATE & INLET DETAILS FOR NOS. 31, 41, 45, 46, & 51 TYPE CATCH BASINS
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ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

RP-J-25	05-01-20	CONCRETE PAVEMENT JOINT REPAIR
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SAFETY DESIGN AND GUARDRAILS

S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
S-PL-1B	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS
S-PL-3	03-01-23	SAFETY PLAN MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-4	01-09-24	SAFETY PLAN FOR BRIDGE PIERS IN DEPRESSED MEDIAN
S-PL-4A	01-09-24	SAFETY PLAN TO FOR BRIDGE PIERS/ ABUTMENTS OUTSIDE THE SHOULDER
S-PL-5	06-28-19	SAFETY PLAN FOR BRIDGE ENDS IN MEDIANS
S-PL-6	04-30-26	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-PL-6A	06-28-19	SAFETY PLAN SAFETY HARDWARE PLACEMENT IN MEDIAN
S-CC-1	10-01-24	CRASH CUSHION
S-GR31-1	10-31-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRC-4	10-31-25	GUARDRAIL CONNECTION TO BRIDGE RAILING CONCRETE PARAPET
S-GRC-5	10-31-25	GUARDRAIL CONNECTION TO BRIDGE ENDS (TRAILING ENDS)
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL

S-GTR-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
S-GRA-3	01-09-24	TYPE 13 GUARDRAIL ANCHOR
S-GRT-4B		GATING TERMINAL POST & RAIL DETAILS
S-SSMB-1A	10-29-21	36” SINGLE SLOPE CONCRETE BARRIER WALL
S-SSMB-2	10-29-21	51” SINGLE SLOPE CONCRETE BARRIER WALL
S-SSMB-5	05-01-20	SINGLE SLOPE MEDIAN BARRIER WALL CATCH BASIN DETAIL
S-SSMB-6D		51” CONCRETE SINGLE SLOPE BARRIER WALL FOR ATTACHING GUARDRAIL
S-SSMB-6F		SINGLE GUARDRAIL ATTACHMENT TO SINGLE SLOPE 51” BARRIER WALL

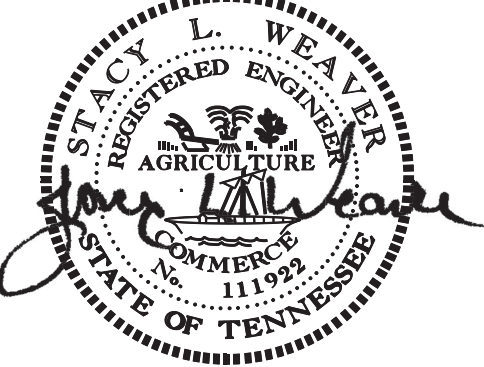
EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3C	03-01-23	SILT FENCE WITH BACKING
EC-STR-3D	03-01-23	ENHANCED SILT FENCE
EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-L40-8(192)	1A

REV. 09/17/26: REVISED ROADWAY INDEX. ADDED STANDARD DRAWINGS D-CBB-31, S-GRC-4, S-GRC-5, S-GRT-2, S-GRA-3, S-SSMB-1A, S-SSMB-2, S-SSMB-5, S-SSMB-6D, AND S-SSMB-6F. REMOVED DUPLICATE STANDARD DRAWINGS.

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9/18/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
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DESIGN - TRAFFIC CONTROL

T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
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-9	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-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-60	03-26-25	FREEWAY RESURFACING SIGNING PROCEDURES
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-L-40-8(192)	1A1

REV. 09/17/26: ADDED STANDARD DRAWINGS T-WZ-PCB1, T-WZ-PCB2, T-WZ-PCB3, AND T-WZ-PCB4.

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9/18/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

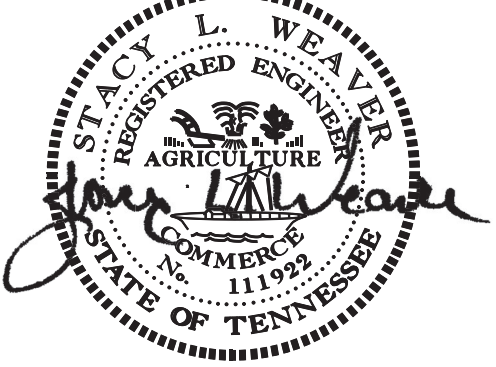
STANDARD
TRAFFIC
DESIGN
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	1B

REV. 09/17/26: REVISED SHEET NUMBER.

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDEC002	Environmental Division, Ecology	All necessary tree clearing within project limits will be completed between November 16 and March 31.	Entire project

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9/18/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	QUANTITY	TOTAL QUANTITY
			15I040-F8-032	15I040-F3-032	
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1	1
(18)	202-01.01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	1
(19)	202-08.28	REMOVAL OF MEDIAN BARRIER (EX. 32" CONC. MEDIAN BARRIER)	L.F.		35750
	203-06	WATER	M.G.	344	344
(17)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	27	27
(1) (2) (3)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	25567	25567
(20)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	11514	11514
(3)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	1507	1507
(3)	307-03.01	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	6629	6629
(3)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	26836	26836
(3)	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	21	21
(3)	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	7559	7559
(3)	411-03.10	ACS MIX(PG76-22) GRADING D	TON	15469	15469
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	14	14
(3)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	21285	21285
(4)	502-08.01	RESEALING JOINTS (HOT POURED ELASTIC)	L.F.	11225	11225
(21)	611-09.01	ADJUSTMENT OF EXISTING CATCHBASIN	EACH	50	50
(14) (15)	705-02.10	GUARDRAIL TRANSITION 27IN TO 31IN	EACH	3	3
(14) (16)	705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH	7	7
(14)	705-06.02	W BEAM GR (TYPE 2) MASH TL-3 (LONG POST)	L.F.	31037	31037
(14)	705-06.10	GR TERMINALTRAILING END (TYPE 13) MASH TL3	EACH	6	6
(14)	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	7	7
(14)	705-06.25	THRIE BEAM BRIDGE TRANSITION MASH TL-3	EACH	5	5
(14)	706-01	GUARDRAIL REMOVED	L.F.	31037	31037
	706-10.80	MICHIGAN AND MODIFIED MICHIGAN END SHOE	EACH	1	1
(1)(22)	711-05.69	36IN SINGLE SLOPE CONCRETE BARRIER WALL	L.F.		35750
(23)	711-05.71	51IN SINGLE SLOPE CONCRETE BARRIER WALL	L.F.	1150	1150
(13)	712-01	TRAFFIC CONTROL	LS	0.85	0.85
	712-02.10	PORTABLE BARRIER RAIL (MASH TL-3)	L.F.		41707
	712-02.36	REMOVE AND RELOCATE PORTABLE BARRIER RAIL	L.F.	3200	3200
	712-02.60	TEMPORARY WORK ZONE CRASH CUSHION (MASH TL-3)	EACH		10
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	334	334
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	167	167
(5)	712-06	SIGNS (CONSTRUCTION)	S.F.	2499	2499
(6)	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	4	4
	712-08.03	ARROW BOARD (TYPE C)	EACH	4	4
	712-08.08	SPEED FEEDBACK SIGN ASSEMBLY	EACH	4	4
	712-08.09	DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	4	4
	712-08.12	QUEUE PROTECTION TRUCK	DAY	50	50
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4	4
	716-01.23	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	1218	1218
(7)	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1218	1218
(8)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	1250	1250
(8)	716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	842	842
(8)	716-03.09	PLASTIC WORD PAVEMENT MARKING (NO TRUCKS LEFT LANE)	EACH	6	6
(9)	716-05.49	PAINTED PAVEMENT MARKINGS(8" LINE)	L.M.	31	31
(10)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	31	31
(10)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	4122	4122
(10)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	4019	4019
(13)	717-01	MOBILIZATION	LS	0.85	0.85

	ALTERNATE AA1				
(3)(11)	403-02.01	TRACKLESS TACK COAT	TON	583	583
	ALTERNATE AA2				
(3)(12)	403-02.02	HOT APPLIED TACK COAT	TON	117	117

FOOTNOTES	
(1)	SEE DETAILS ON SHEETS 2B, 2B1, 2B2, 2B3, AND 2G.
(2)	TO BE USED ON INTERSTATE SHOULDERS AND RAMP SHOULDERS.
(3)	SEE SHEET 2F FOR QUANTITIES TABULATION.
(4)	TO BE USED TO SEAL SHOULDER JOINTS ON CONCRETE RAMPS.
(5)	SEE SHEET 2F FOR SIGN TABULATED QUANTITIES. THE CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS MAY BE REQUIRED AS DIRECTED BY THE TDOT MANAGER.
(6)	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 (2) TYPE "B" FLASHERS PER 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 ZONE.
(7)	ANY DAMAGE THAT OCCURS DURING REMOVAL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE TDOT MANAGER.
(8)	THE CONTRACTOR MAY ELECT TO SUBSTITUE PREFORMANCE PLASTIC FOR THERMO PLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME PRICE AS BID FOR THERMOPLASTIC.
(9)	TO BE USED FOR TEMPORARY STRIPING DURING THE MILLING OPERATION. NO PAYMENT WILL BE MADE FOR TEMPORARY STRIPING DURING PLACEMENT OF THE FINAL SURFACE (ON EITHER EXISTING SURFACE OR FINAL) COURSE DUE TO THE CONTRACTOR'S METHODS OF CONSTRUCTION.
(10)	CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
(11)	USE AN APPROVED TRACKLESS TACK FROM QPL- 40-F APPLIED WITH A DISTRIBUTOR AT A MINIMUM RATE OF 0.25 GAL/SY (APPROXIMATE RESIDUAL RATE 0.13 - 0.15 GAL/SY). PAVING SHALL NOT BEGIN UNTIL THE DEPARTMENT IS SATISFIED THE APPLICATION RATE IS ACHIEVED AND THE EMULSION HAS FULLY BROKEN. MULTIPLE PASSES MAY BE REQUIRED OR, EMULSION TYPE CQS-1HP MAY BE APPLIED WITH A SPRAY PAVER AT AN APPLICATION RATE BETWEEN 0.18 TO 0.23 GAL/SY. THE SPRAY PAVER SHALL BE A SINGLE PIECE OF EQUIPMENT THAT APPLIES THE TACK COAT AND SPREADS THE BITUMINOUS PAVEMENT. AT A MINIMUM THE SPRAY PAVER SHALL MEET THE PAVER REQUIREMENTS OF 407.06 AND THE DISTRIBUTOR REQUIREMENTS IN 402.03.
(12)	HOT APPLIED TRACKLESS TACK MAY BE EITHER HOT APPLIED ASPHALT BINDER OR AN APPROVED HOT APPLIED TRACKLESS TACK COAT FROM QPL 40, SECTION F. IF USING ASPHALT BINDER THE MINIMUM GRADE SHALL BE PG64-22 BUT A HIGHER GRADE MAY BE USED.
(13)	TO BE BRACKETED WITH: COCKE I-40 PIN 135275.00
(14)	SEE SHEET 2F FOR GUARDRAIL TABULATED QUANTITIES. INCLUDES THE COST OF REMOVAL OF THE EXISTING END TERMINALS.
(15)	COST INCLUDES THE LENGTH OF GUARDRAIL NECESSARY TO TRANSITION FROM EXISTING HEIGHT OF GUARDRAIL TO 31 INCHES.
(16)	INCLUDES ALL MATERIAL NECESSARY FOR THE CONSTRUCTION OF THE PAD AND ANY NECESSARY EPSC MEASURES.
(17)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDER PRIOR TO WORK SEE SHEET NO. 2C, FINAL PAVEMENT MARKING NOTE (6) AND SHEET NO. 2D, PAVEMENT NOTE (2) FOR MORE INFORMATION.
(18)	INCLUDES THE REMOVAL OF TEMPORARY 9" CONCRETE CURB SEPERATING TRAFFIC IN THE EXISTING WESTBOUND LANES OF I-40
(19)	EXISTING CONCRETE BASE IS TO REMAIN. SEE SHEET 2G FOR DETAILS.
(20)	TO BE USED AS SUBGRADE MATERIAL BENEATH FULL-DEPTH PAVEMENT WITHIN HURRICANE HELENE REPAIR SITES. REFER TO THE TYPICAL SECTION SHEETS FOR ADDITIONAL INFORMATION.
(21)	ANY DAMAGE TO EXISTING CATCH BASINS, PIPES, OR CONNECTIONS WILL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE DEPARTMENT.
(22)	INCLUDES THE COST OF 47 C.Y. OF BACKFILL MATERIAL TO FILL VOIDS BETWEEN ADJACENT ASPHALT LAYERS. BACKFILL MATERIAL IS TO BE FLOWABLE FILL. SEE SHEET 2G FOR DETAILS.
(23)	TO BE USED ALONG THE OUTSIDE (RIGHT) SHOULDER AT SITE 4, FROM L.M. 19.79 TO L.M. 20.01. SEE TYPICAL SECTION SHEET 2B9 FOR DETAILS.
THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT	

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2

REV. 09/17/26: REVISED QUANTITIES FOR ITEM NOS. 303-01, 307-03.08, 411-01.07, 411-03.10, 705-02.10, 705-04.09, 705-06.20, AND 706-01. ADDED ITEM NOS. 105-01, 202-08.28, 203-06, 303-10.01, 307-01.08, 307-03.01, 402-01, 611-09.01, 705-06.02, 705-06.10, 705-06.25, 706-10.80, 711-05.69, 711-05.71, 712-02.10, AND 712-02.60. REMOVED ITEM NOS. 705-06.01 AND 706-10.26. ADDED FOOTNOTES (19), (20), (21), (22), AND (23). ADDED FOOTNOTE (3) TO ITEM NO. 303-01.

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9/18/26

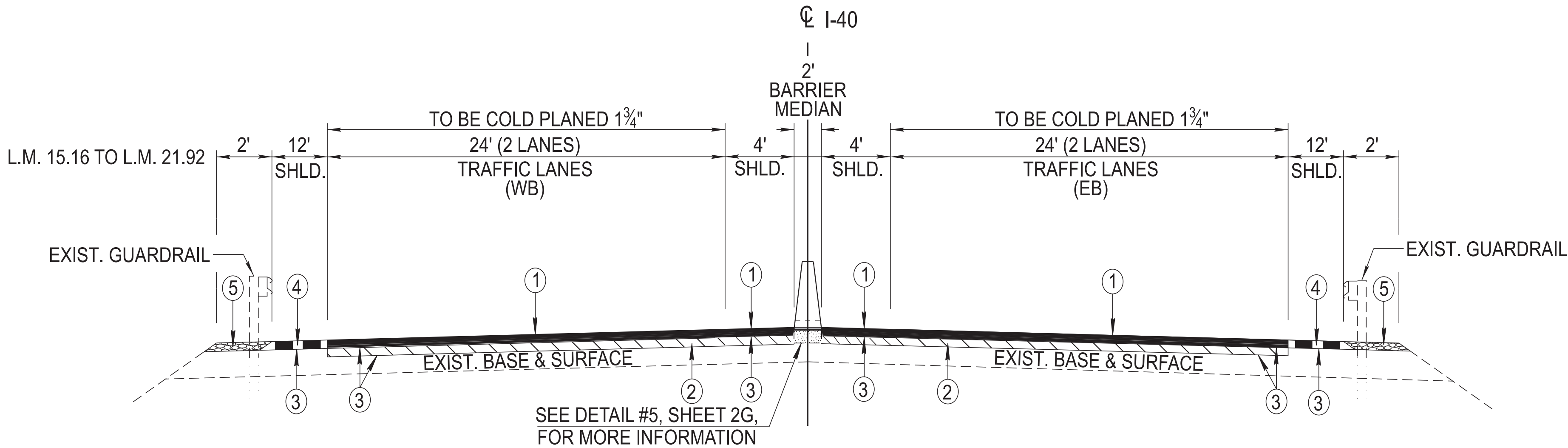
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

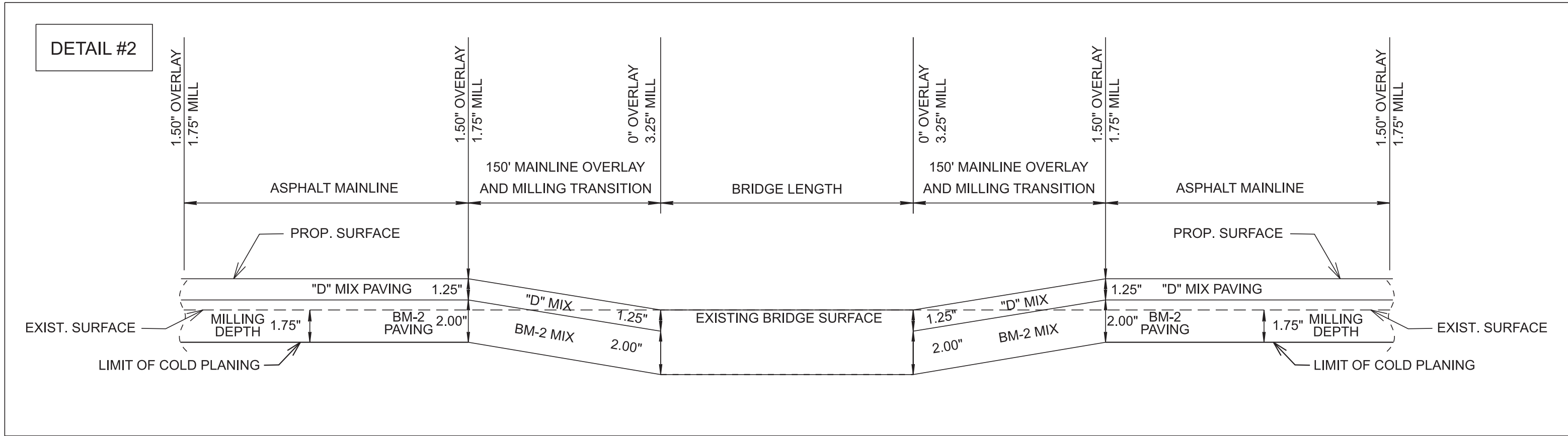
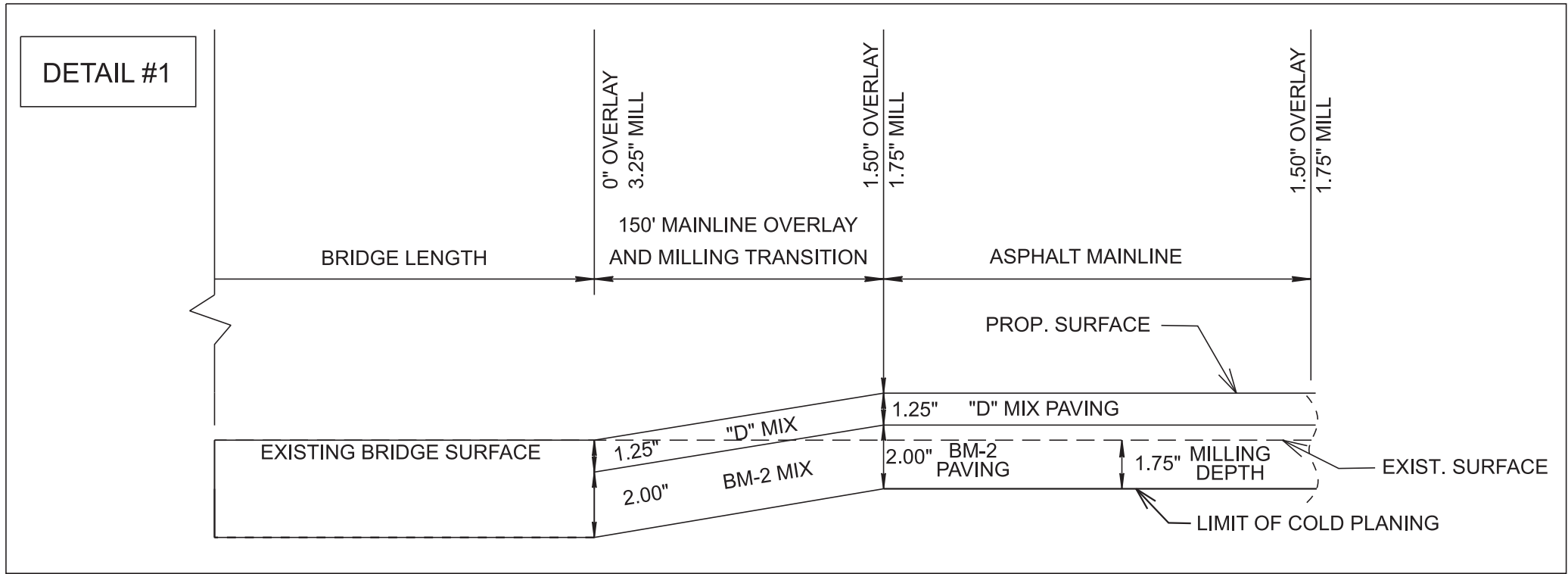
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I40-8(192)	2B

REV. 09/17/26: REVISED I-40 RESURFACING TYPICAL SECTION AND PAVEMENT SCHEDULE.



TYPICAL RESURFACING SECTION

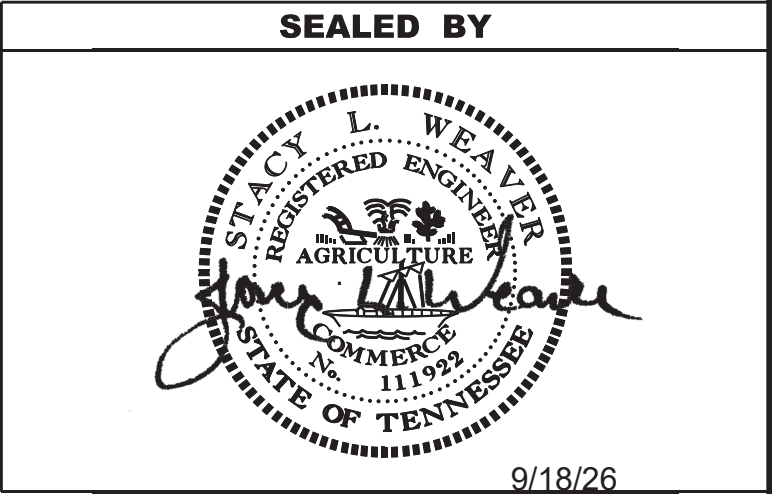


PROPOSED PAVEMENT SCHEDULE

① ASPHALTIC CONCRETE SURFACE (HM) 1¼" TH. (APPROX. 132.5 LBS/SY) ITEM NO. 411-03.10 ACS MIX (PG76-22) GRADING D, TON	⑤ MINERAL AGGREGATE BASE (SHOULDERS) 2" TH. ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	⑧ BITUMINOUS PLANT MIX BASE (HM) @ *9" TH. (APPROX. 1035 LBS/SY) ITEM NO. 307-03.01 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A
② BITUMINOUS PLANT MIX BASE (HM) 2" TH. (APPROX. 226 LBS/SY) ITEM NO. 307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPBM-HM) GRADING B-M2	⑥ BITUMINOUS PLANT MIX BASE (HM) @ 2" TH. (APPROX. 226 LBS/SY) ITEM NO. 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	* TO BE PLACED IN THREE LIFTS OF EQUAL THICKNESS
④ ASPHALTIC CONCRETE SURFACE (HM) 1½" TH. (APPROX. 159 LBS/SY) ITEM NO. 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER, TON	⑦ PRIME COAT (PC) (APPROX. 0.35 GAL/SY) ITEM NO. 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC)	⑨ MINERAL AGGREGATE BASE 10" TH. (ROADWAY) WITH FULL DEPTH SHOULDERS ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
④A ASPHALTIC CONCRETE SURFACE (HM) 1¼" TH. (APPROX. 132.5 LBS/SY) ITEM NO. 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER, TON	COLD PLANING 1¾" TH. (APPROX. 183.75 LBS/SY) ITEM NO. 415-01.01 COLD PLANING BITUMINOUS PAVEMENT	COLD PLANING 3¼" TH. (APPROX. 390 LBS/SY) ITEM NO. 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
ALTERNATE AA1		ALTERNATE AA2
③ TRACKLESS TACK COAT (TC) (APPROX. 0.20 GAL/SY) ITEM NO. 403-02.01 TRACKLESS TACK COAT		③ HOT APPLIED TACK COAT (TC) (APPROX. 0.13-0.18 GAL/SY) ITEM NO. 403-02.02 HOT APPLIED TACK COAT

BRIDGE NOTES:
BRIDGES OVER PIGEON RIVER & HARTFORD ROAD (L.M. 15.05), BIG CREEK ROAD (L.M. 17.45), AND
GREEN CORNER ROAD (L.M. 21.00) ARE TO BE LEFT AS IS, NO PAVING REQUIRED.

BRIDGE OVER BRANCH (L.M. 17.37) IS TO BE COLD PLANED 3¼" AND PAVED WITH 3¼" 411-03.10 ACS
MIX (PG76-22) GRADING D ASPHALT, 307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPBM-HM) GRADING
B-M2, AND 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER ASPHALT.

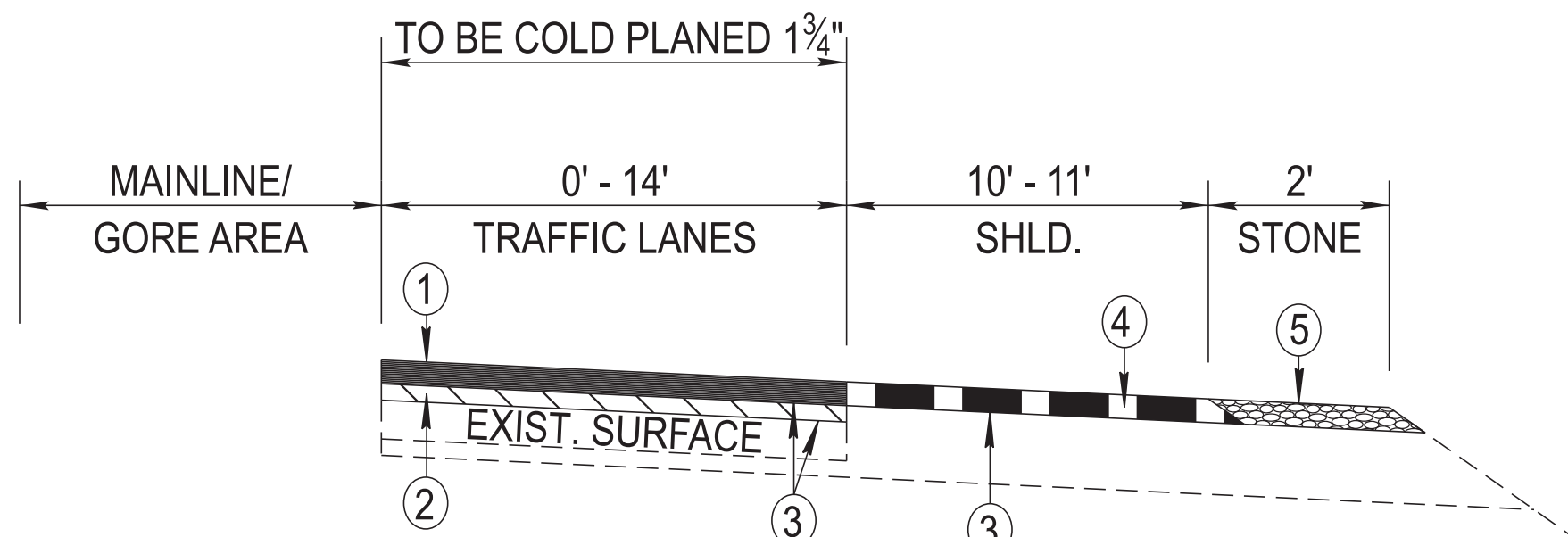


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DEPARTMENT OF TRANSPORTATION

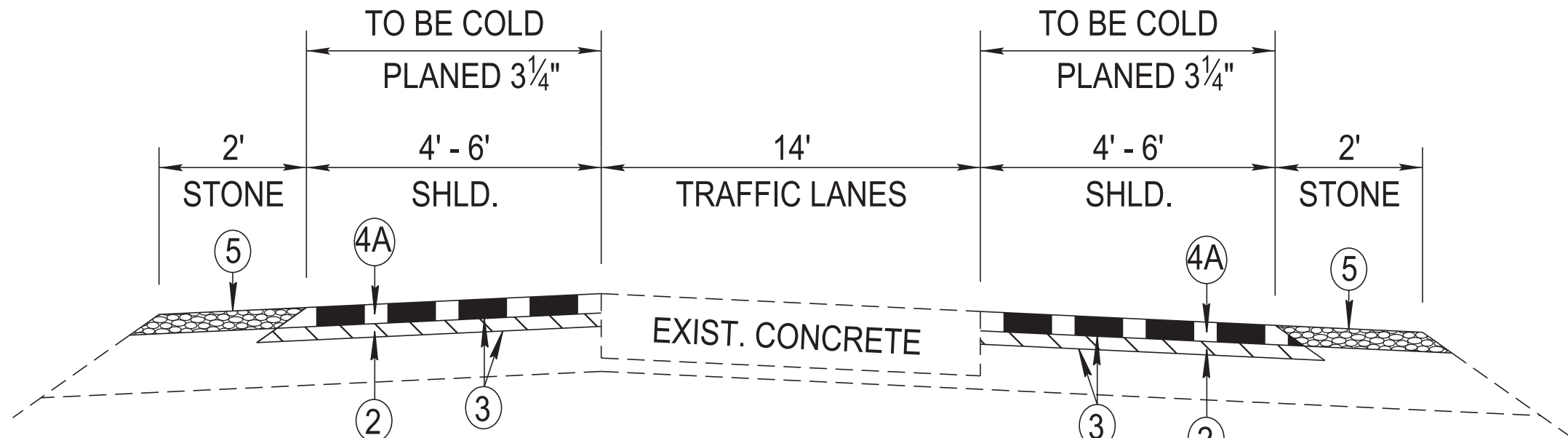
TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-L-40-8(192)	2B1

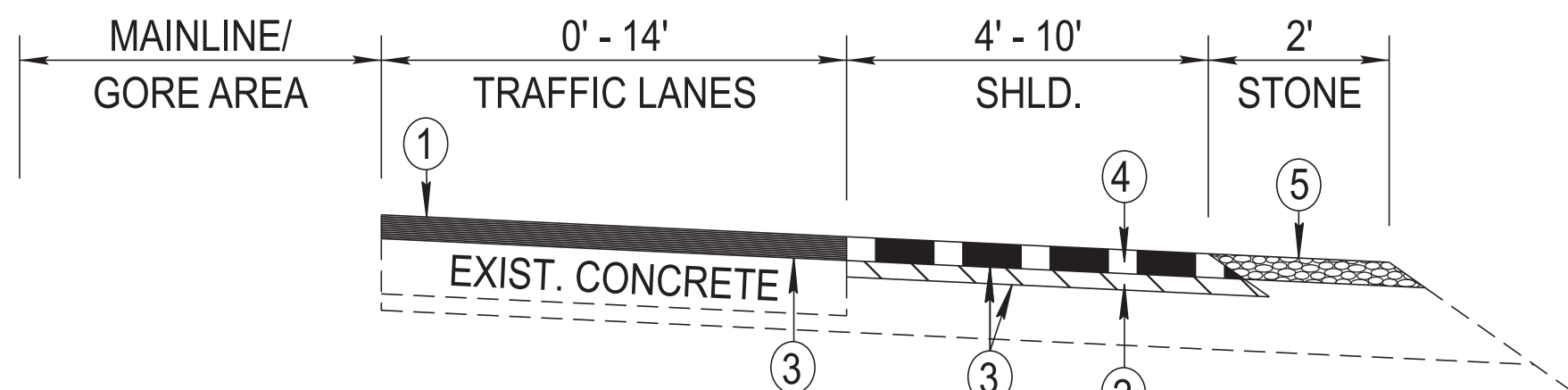
REV. 09/17/26: ADDED ASPHALT TYPICAL 4 AND CONCRETE TYPICAL 4.



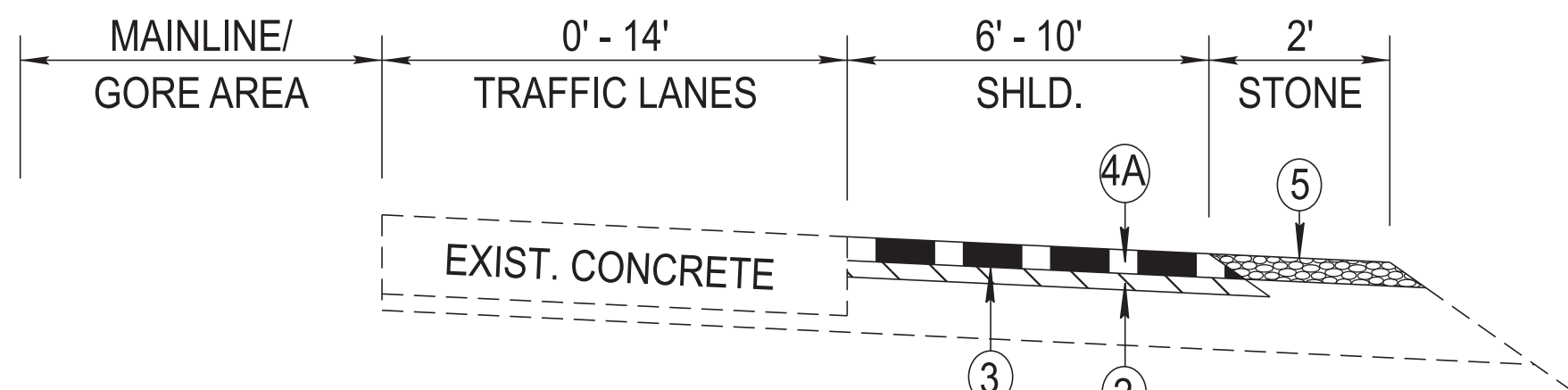
ASPHALT TYPICAL 1



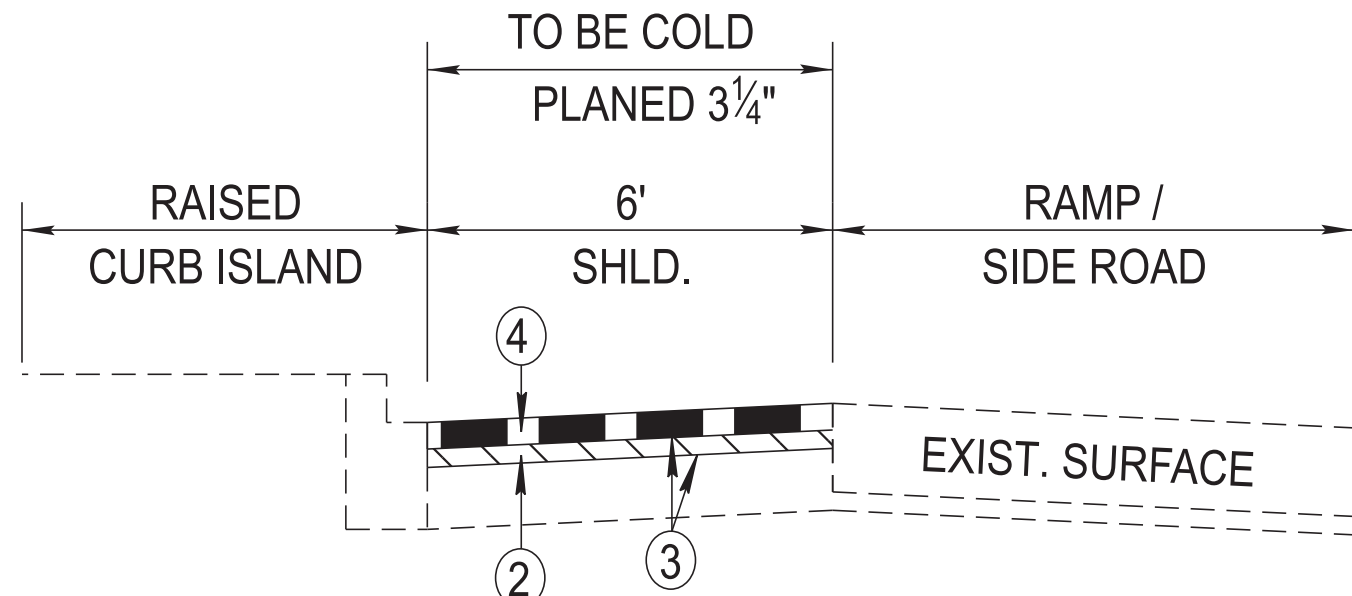
CONCRETE TYPICAL 1



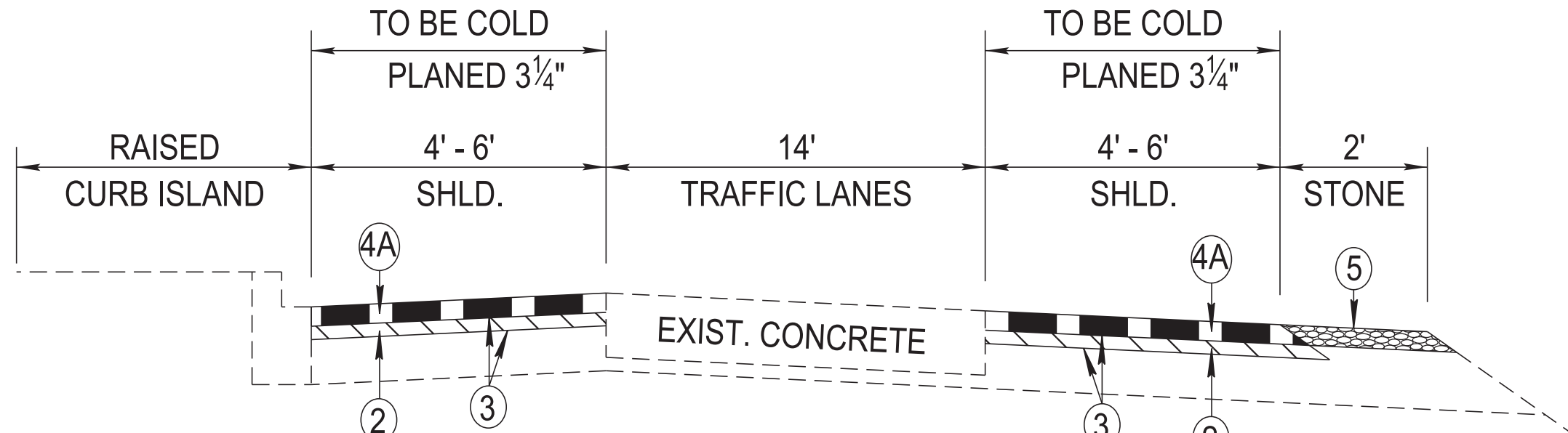
ASPHALT TYPICAL 2



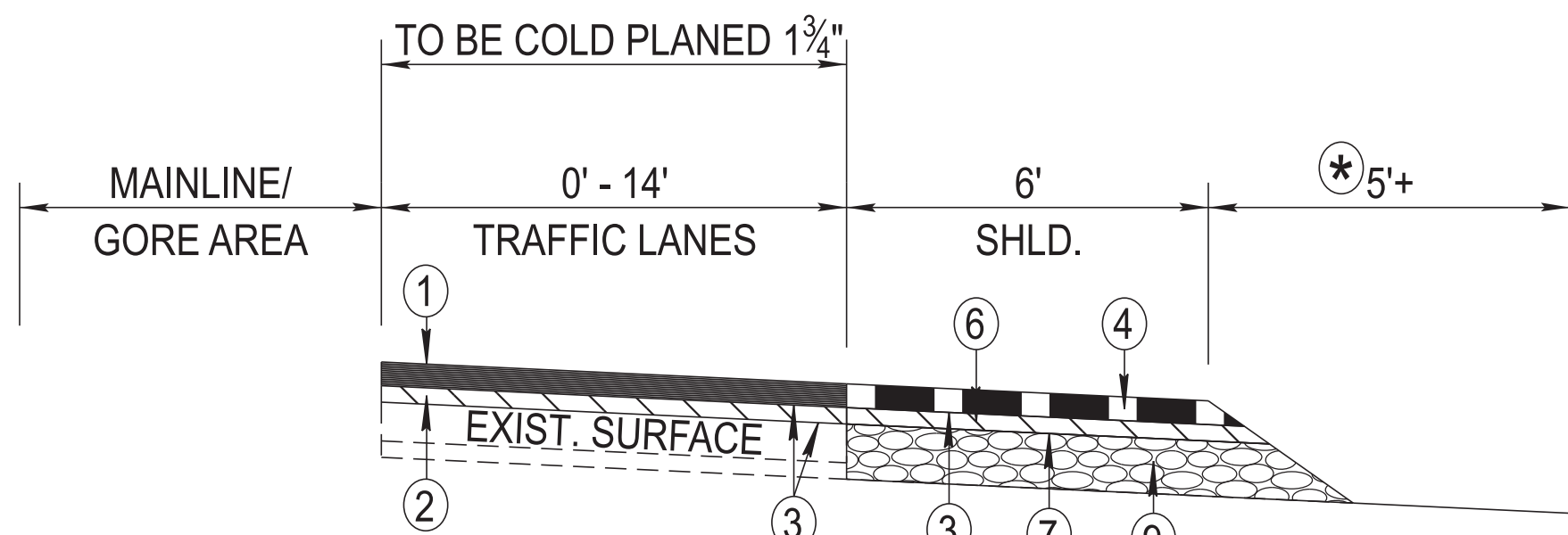
CONCRETE TYPICAL 2



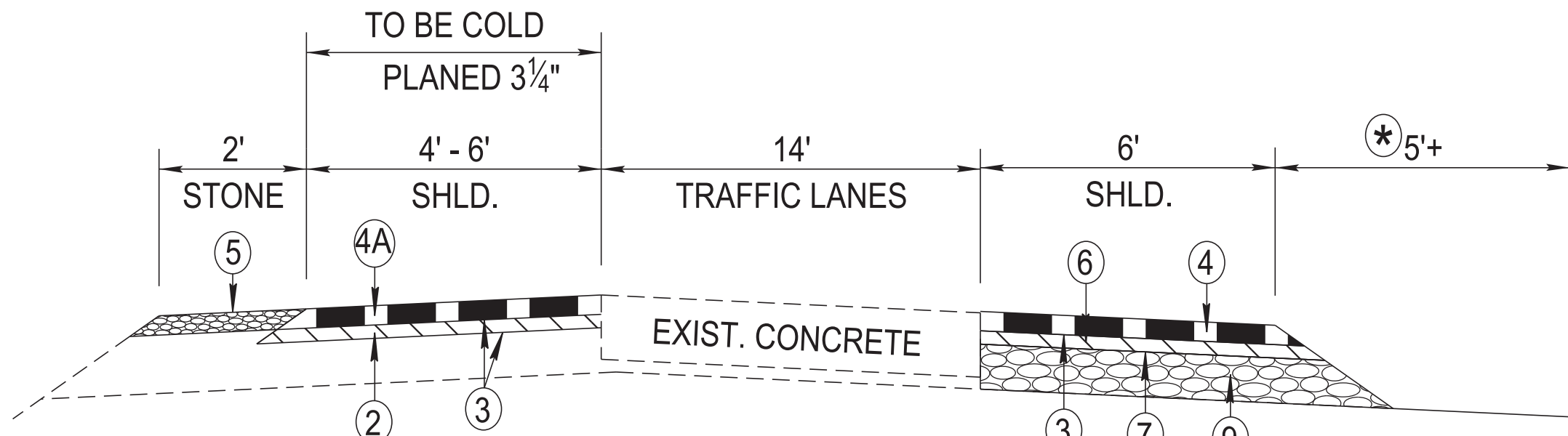
ASPHALT TYPICAL 3



CONCRETE TYPICAL 3



ASPHALT TYPICAL 4



CONCRETE TYPICAL 4

(*) SHOULDER PAVEMENT
(1.50" OF 411-01.07 AND 2.00" OF 307-01.08)
IS TO BE EXTENDED ON SAME SUPERELEVATION
FROM THE EDGE OF THE SHOULDER TO THE BACKFACE
OF THE RETAINING WALL.

(*) SHOULDER PAVEMENT
(1.50" OF 411-01.07 AND 2.00" OF 307-01.08)
IS TO BE EXTENDED ON SAME SUPERELEVATION
FROM THE EDGE OF THE SHOULDER TO THE BACKFACE
OF THE RETAINING WALL.

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

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DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

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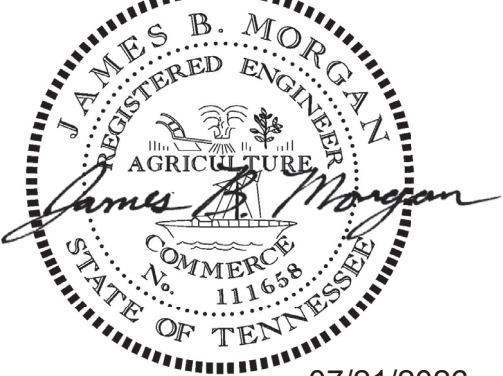
I-40 INTERCHANGE	Length (ft)	Lane Width(s) (ft)	Outside Shoulder (ft)	Inside Shoulder (ft)	Type of Typical
Foothills Parkway - Exit 443 Foothills Parkway EB TO I-40 EB Entrance Ramp Lane Taper	200'	0' - 12'	10'	N/A	Asphalt Typical 1

I-40 INTERCHANGE	Length (ft)	Lane Width(s) (ft)	Outside Shoulder (ft)	Inside Shoulder (ft)	Type of Typical
Tennessee Welcome Center & Rest Area TN Welcome Center TO I-40 WB Entrance Ramp Lane Taper	405'	0' - 12'	6' - 10'	N/A	Asphalt Typical 1
Acceleration Lane	360'	12' - 14'	6'	N/A	Asphalt Typical 1
Acceleration Lane / Adjacent to Gore Area	135'	14'	6'	N/A	Asphalt Typical 1
Concrete Ramp / Adjacent to Gore Area	50'	14'	6'	N/A	Asphalt Typical 2
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Asphalt Shoulders	85'	14'	6'	4'	Concrete Typical 1
 I-40 WB Exit Ramp TO TN Welcome Center Concrete Ramp / Asphalt Shoulders	130'	0' - 14'	6' - 10'	N/A	Asphalt Typical 2
Concrete Ramp / Adjacent to Gore Area	265'	14'	6'	N/A	Asphalt Typical 2
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Asphalt Shoulders	80'	14'	6'	4'	Concrete Typical 1

I-40 INTERCHANGE	Length (ft)	Lane Width(s) (ft)	Outside Shoulder (ft)	Inside Shoulder (ft)	Type of Typical
Hartford Road - Exit 447 I-40 EB Exit Ramp TO Hartford Road Lane Taper	220'	0' - 12'	6' - 10'	N/A	Asphalt Typical 1
Deceleration Lane	330'	12'	6'	N/A	Asphalt Typical 1
Deceleraction Lane / Adjacent to Gore Area	155'	12' - 14'	6'	N/A	Asphalt Typical 1
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Adjacent to Gore Area	220'	14'	6'	4'	Concrete Typical 1
 Hartford Road TO I-40 WB Entrance Ramp Lane Taper	345'	0' - 12'	6' - 10'	N/A	Asphalt Typical 1
Acceleration Lane	235'	12' - 14'	6'	N/A	Asphalt Typical 1
Acceleration Lane / Adjacent to Gore Area	85'	14'	6'	N/A	Asphalt Typical 1
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Asphalt Shoulders	530'	14'	6'	4'	Concrete Typical 1
 I-40 WB Exit Ramp TO Hartford Road Lane Taper	325'	0' - 12'	6' - 10'	N/A	Asphalt Typical 1
Deceleraction Lane / Adjacent to Gore Area	190'	12' - 14'	6'	N/A	Asphalt Typical 1
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Asphalt Shoulders	505'	14'	6'	4'	Concrete Typical 1
 Hartford Road TO I-40 EB Entrance Ramp Lane Taper	210'	0' - 12'	6' - 10'	N/A	Asphalt Typical 1
Acceleration Lane	400'	10' - 14'	6'	N/A	Asphalt Typical 1
Acceleration Lane / Adjacent to Gore Area	140'	14'	6'	N/A	Asphalt Typical 1
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Asphalt Shoulders	405'	14'	6'	4'	Concrete Typical 1

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2B2

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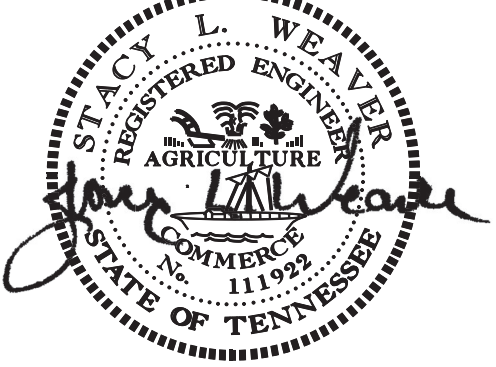
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

I-40 INTERCHANGE	Length (ft)	Lane Width(s) (ft)	Outside Shoulder (ft)	Inside Shoulder (ft)	Type of Typical
Waterville Road - Exit 451					
I-40 EB Exit Ramp TO Waterville Road					
Lane Taper	185'	0' - 12'	6' - 10'	N/A	Asphalt Typical 1
Deceleraction Lane / Adjacent to Gore Area	280'	12' - 14'	6'	N/A	Asphalt Typical 4
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Asphalt Shoulders	80'	14'	6'	4'	Concrete Typical 4
Concrete Ramp / Asphalt Shoulders	490'	14'	6'	4'	Concrete Typical 1
Waterville Road TO I-40 WB Entrance Ramp					
Lane Taper	225'	0' - 12'	6' - 10'	N/A	Asphalt Typical 1
Acceleration Lane	390'	12' - 14'	6'	N/A	Asphalt Typical 1
Acceleration Lane / Adjacent to Gore Area	85'	14'	6'	N/A	Asphalt Typical 1
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Asphalt Shoulders	590'	14'	6'	4'	Concrete Typical 1
Asphalt Shoulders / Raised Island Curb	20'	N/A	6'	N/A	Asphalt Typical 3
I-40 WB Exit Ramp TO Waterville Road					
Lane Taper	280'	0' - 12'	6' - 10'	N/A	Asphalt Typical 1
Deceleraction Lane / Adjacent to Gore Area	295'	12' - 14'	6'	N/A	Asphalt Typical 1
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Asphalt Shoulders	430'	14'	6'	4'	Concrete Typical 1
Asphalt Shoulders / Raised Island Curb	35'	N/A	6'	N/A	Asphalt Typical 3
Waterville Road TO I-40 EB Entrance Ramp					
Lane Taper	520'	0' - 12'	6' - 10'	N/A	Asphalt Typical 1
Acceleration Lane	330'	12' - 14'	6'	N/A	Asphalt Typical 4
Acceleration Lane / Adjacent to Gore Area	135'	14'	6'	N/A	Asphalt Typical 4
Overlay Transition	150'	14'	6'	4'	Detail #2 Sheet 2G
Concrete Ramp / Asphalt Shoulders	430'	14'	6'	4'	Concrete Typical 1
Concrete Ramp / Asphalt Shoulders / Raised Island Curb	265'	14'	6'	4'	Concrete Typical 3
Concrete Ramp / Asphalt Shoulders / Raised Island Curb	170'	14'	6'	4'	Concrete Typical 3
Asphalt Shoulders / Raised Island Curb	125'	N/A	6'	N/A	Asphalt Typical 3

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2B3
REV. 09/17/26: REVISED I-40 EB ENTRANCE AND EXIT RAMP TYPICAL TYPES.			

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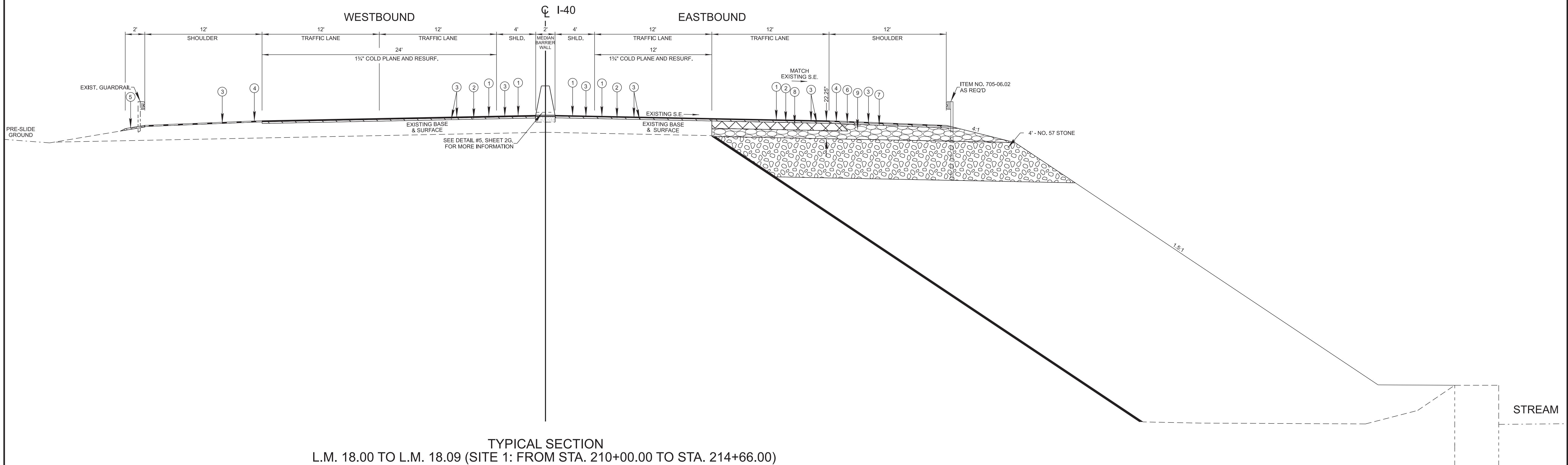
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

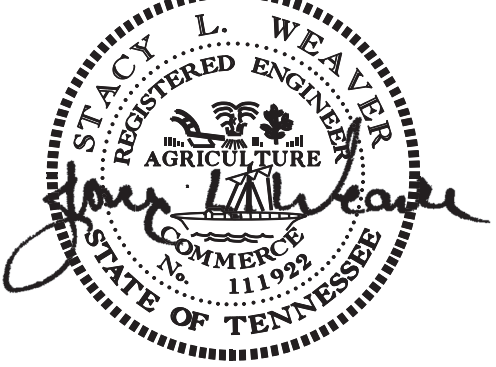
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2B4

REV. 09/17/26: ADDED SHEET.



TYPICAL SECTION
L.M. 18.00 TO L.M. 18.09 (SITE 1: FROM STA. 210+00.00 TO STA. 214+66.00)

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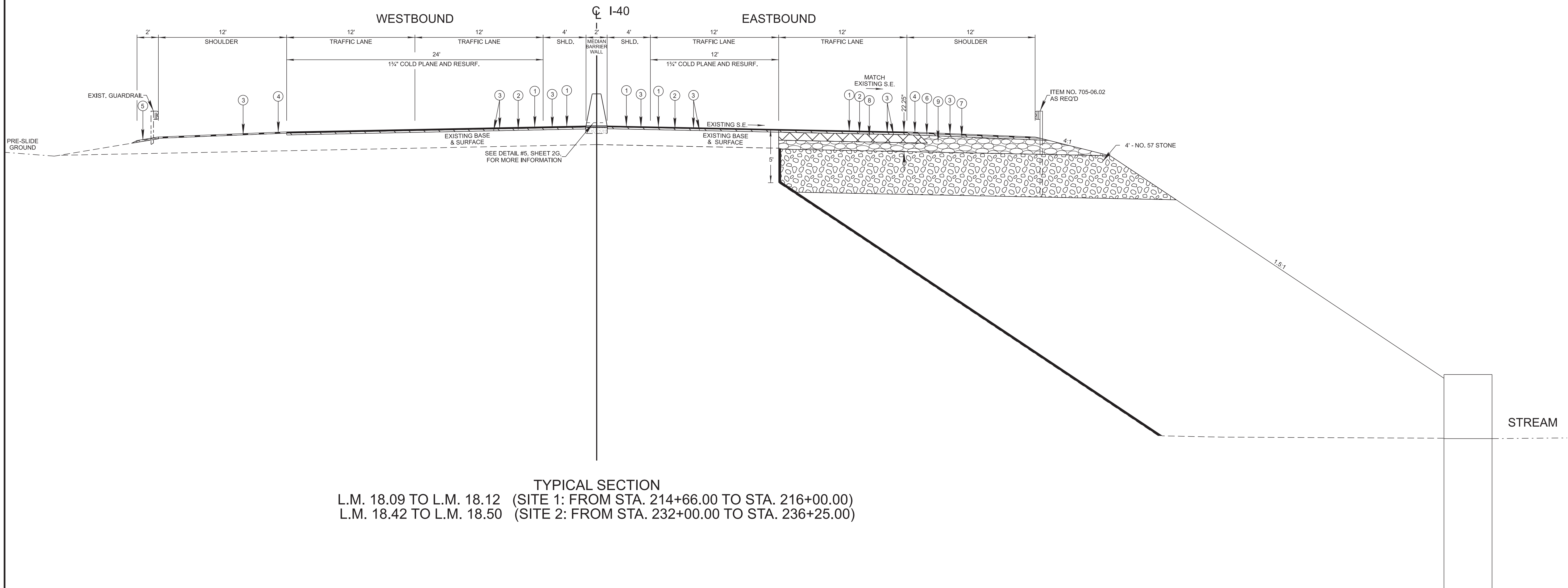
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2B5

REV. 09/17/26: ADDED SHEET.



TYPICAL SECTION
L.M. 18.09 TO L.M. 18.12 (SITE 1: FROM STA. 214+66.00 TO STA. 216+00.00)
L.M. 18.42 TO L.M. 18.50 (SITE 2: FROM STA. 232+00.00 TO STA. 236+25.00)

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AGRICULTURE
COMMERCIAL
No. 111929
STATE OF TENNESSEE

9/18/26

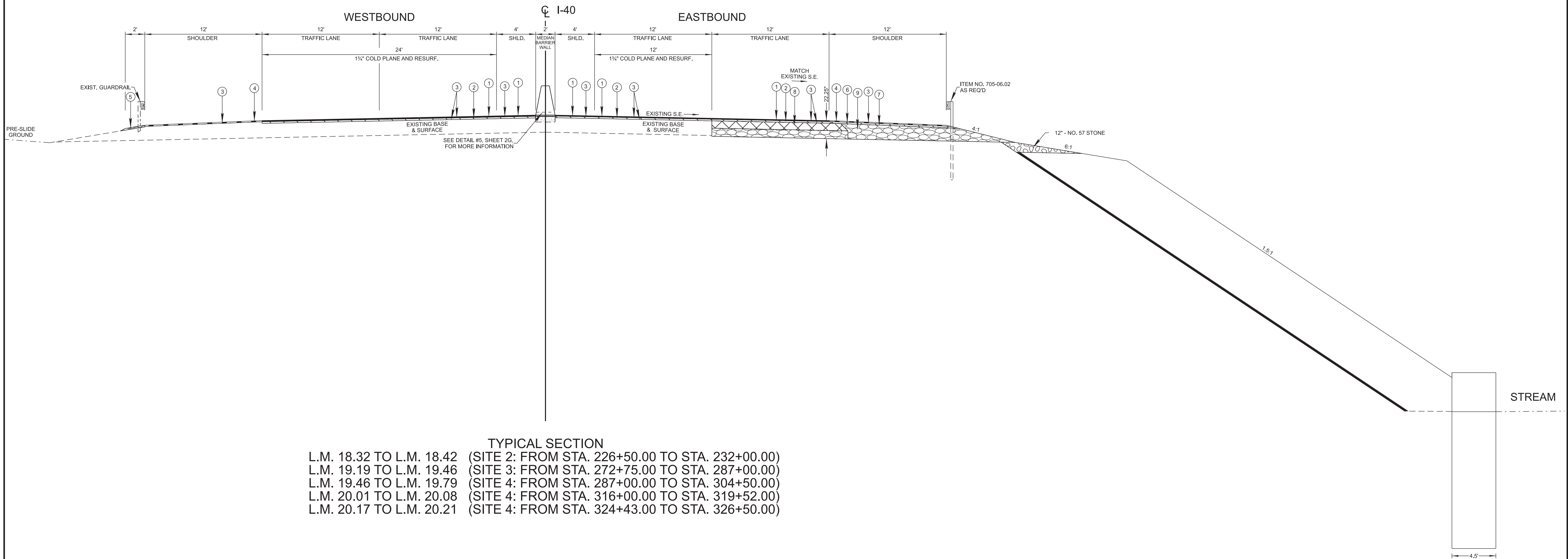
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2B6

REV. 09/17/26: ADDED SHEET.



TYPICAL SECTION
L.M. 18.32 TO L.M. 18.42 (SITE 2: FROM STA. 226+50.00 TO STA. 232+00.00)
L.M. 19.19 TO L.M. 19.46 (SITE 3: FROM STA. 272+75.00 TO STA. 287+00.00)
L.M. 19.46 TO L.M. 19.79 (SITE 4: FROM STA. 287+00.00 TO STA. 304+50.00)
L.M. 20.01 TO L.M. 20.08 (SITE 4: FROM STA. 316+00.00 TO STA. 319+52.00)
L.M. 20.17 TO L.M. 20.21 (SITE 4: FROM STA. 324+43.00 TO STA. 326+50.00)

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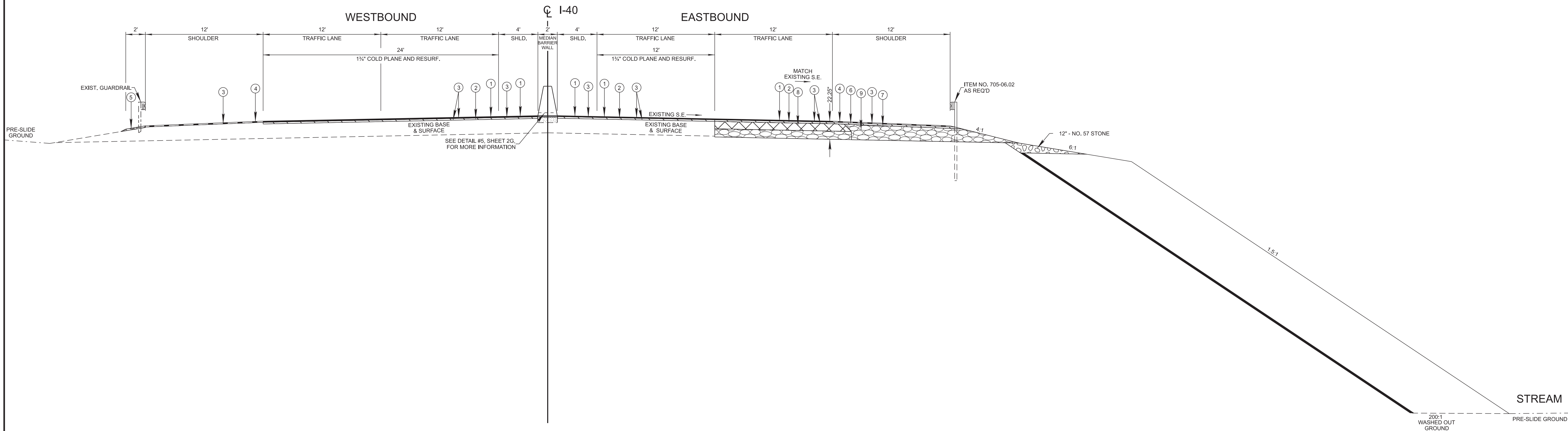
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2B7

REV. 09/17/26: ADDED SHEET.



TYPICAL SECTION
L.M. 18.56 TO L.M. 18.70 (SITE 2A: FROM STA. 239+50.00 TO STA. 246+50.00)

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STATE OF TENNESSEE

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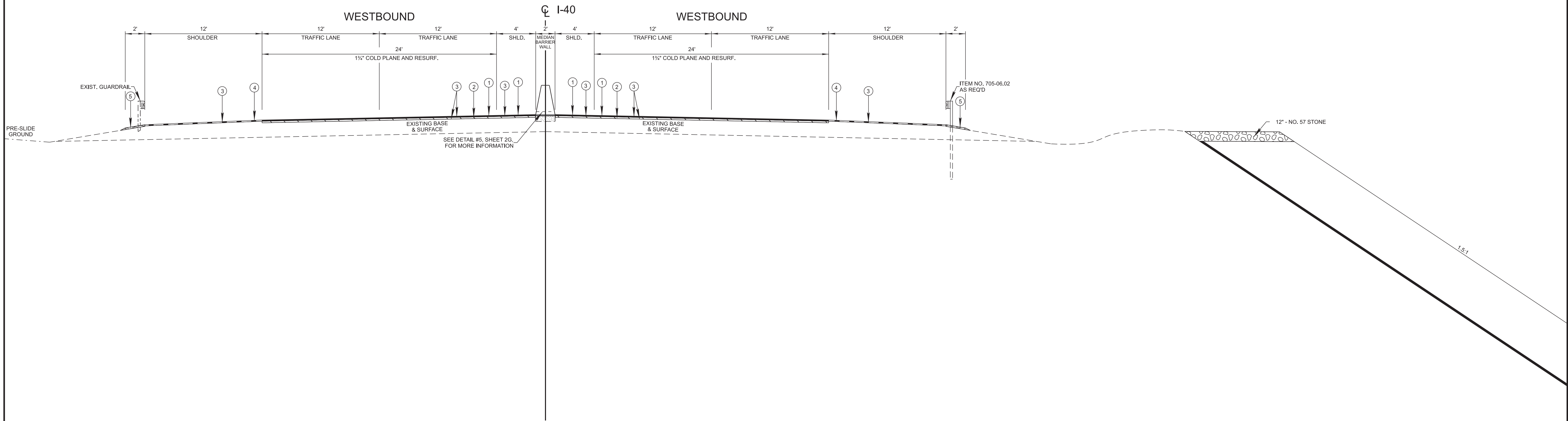
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

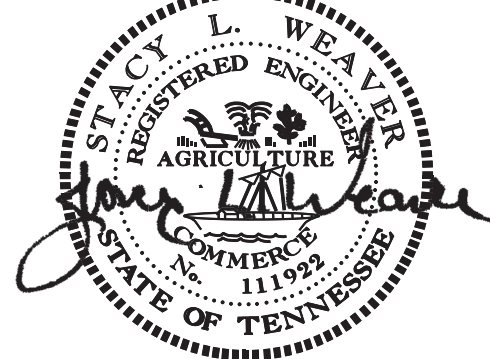
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2B8

REV. 09/17/26: ADDED SHEET.



TYPICAL SECTION
L.M. 18.95 TO L.M. 19.01 (SITE 2B: FROM STA. 260+00.00 TO STA. 263+00.00)
L.M. 20.45 TO L.M. 20.53 (SITE 4A: FROM STA. 339+25.00 TO STA. 343+50.00)

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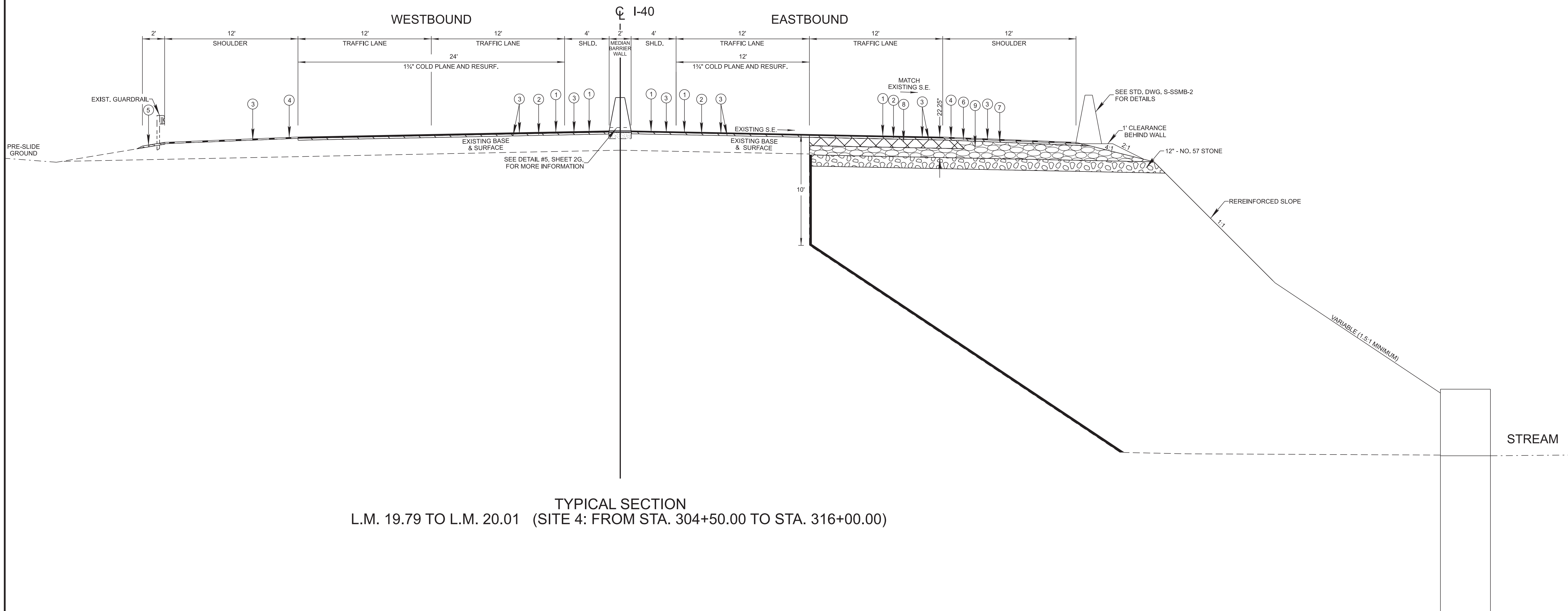
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2B9

REV. 09/17/26: ADDED SHEET.



TYPICAL SECTION
L.M. 19.79 TO L.M. 20.01 (SITE 4: FROM STA. 304+50.00 TO STA. 316+00.00)

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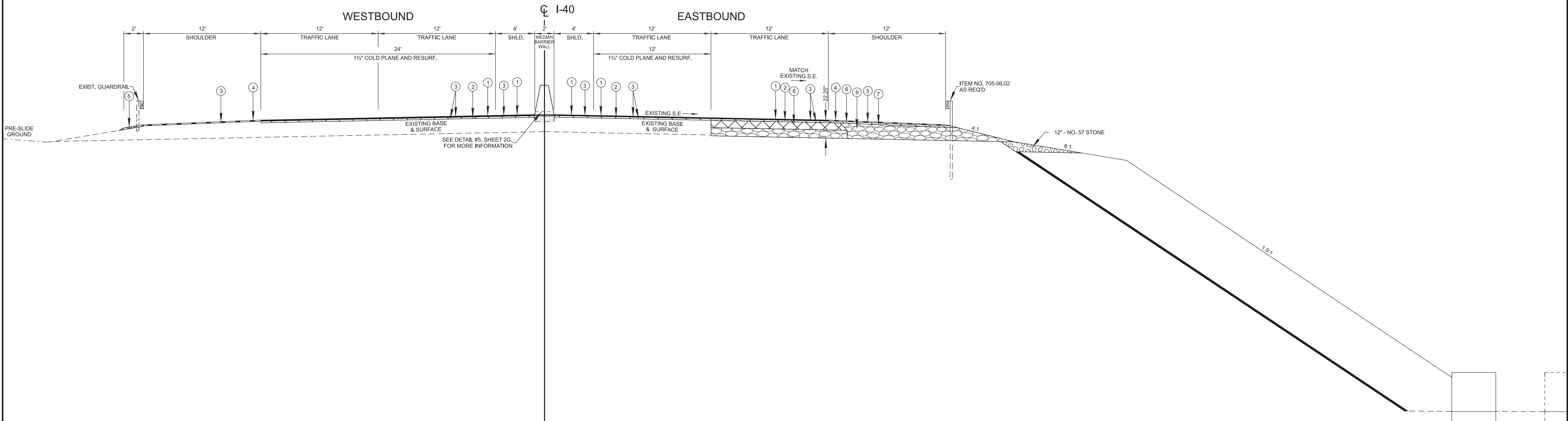
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2B10

REV. 09/17/26: ADDED SHEET.



TYPICAL SECTION
L.M. 20.08 TO L.M. 20.17 (SITE 4: FROM STA. 319+52.00 TO STA. 324+43.00)

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AGRICULTURE
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No. 111929
STATE OF TENNESSEE

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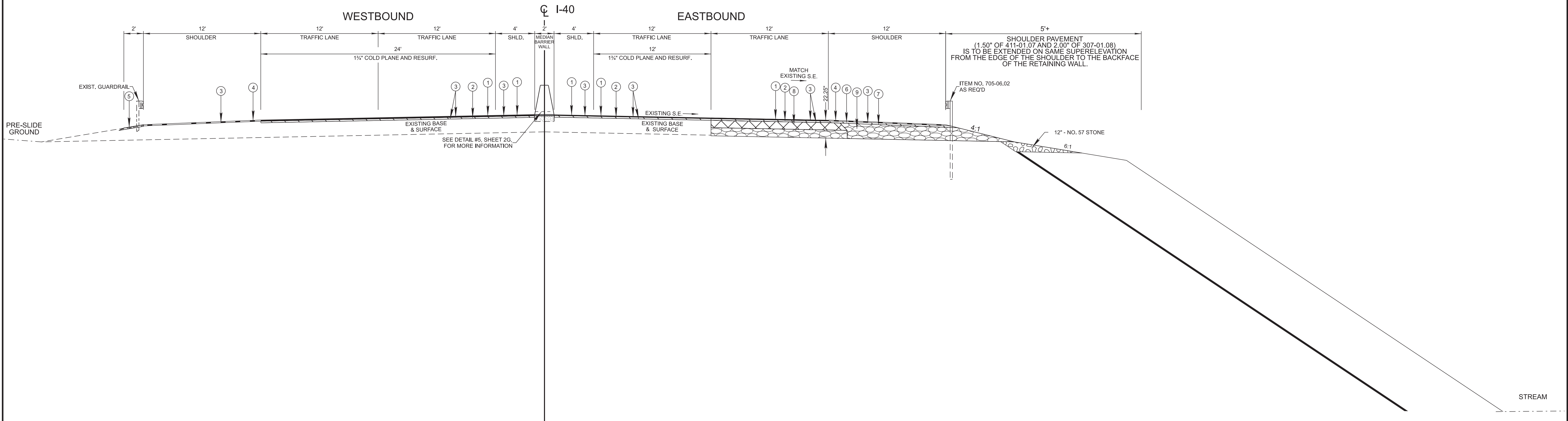
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-L40-8(192)	2B11

REV. 09/17/26: ADDED SHEET.



TYPICAL SECTION
L.M. 21.53 TO L.M. 21.67 (SITE 7: FROM STA. 396+00.00 TO STA. 403+50.00)

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AGRICULTURE
COMMERCIAL
No. 111929
STATE OF TENNESSEE

9/18/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

SEE SHEET NO. 2B FOR PAVEMENT SCHEDULE

7/15/2026 10:18:35 AM L:\SURVDESIGN\PROJECTS_ORDIRESURF - COOKE -I40 -BRIDGE OVER PIGEON RIVER TO NC STATE LINE PINDGNPIN-SHT-GENERALNOTES.DGN

GENERAL NOTES

GRADING

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

GUARDRAIL

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

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

- (5) 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. 716-05.49, PAINTED PAVEMENT MARKING (8” LINE), LIN.FT.

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 COST ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID UNDER ITEM NO. 208-01.05.
 - d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST OF THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6” ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

- (9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8” ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

- (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

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

TRAFFIC CONTROL DIRECTIONAL SIGNING

- (1) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY “ADVANCE GUIDE SIGN” AND ONE NEW TEMPORARY “EXIT DIRECTIONAL SIGN” AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.
- (2) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, “D” UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A “B” ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.
- (3) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. 712-06, AS DIRECTED BY THE ENGINEER.
- (4) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.
- (5) ALL EXISTING “EMERGENCY REFERENCE MARKERS” AND “HOSPITAL SIGNS” SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-06.

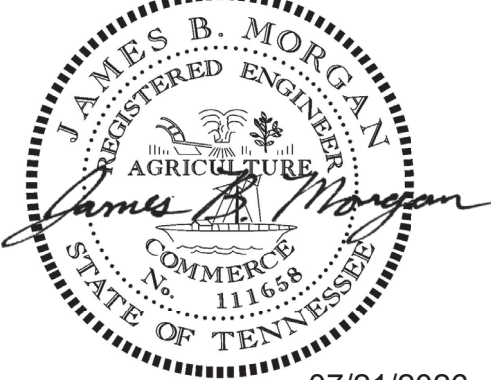
- (6) WHEN “LOGO” SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE “LOGO” SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 712-06, AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2C

SEALED BY



07/21/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

MISCELLANEOUS

- (2) ALL SIGNING AND PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT

RESURFACING

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

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

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

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

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

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

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

G. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.
- (2) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

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

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

C. ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
- (3) SURFACE IS TO BE CROWNED AS DIRECTED BY THE TDOT MANAGER.
- (4) ALL SURPLUS PATCHING, JOINT MATERIAL AND CRACK SEALANT IS TO BE REMOVED BEFORE PLACING THE FIRST LAYER OF ASPHALT.
- (7) COLD PLANING IS TO BE DONE IMMEDIATELY PRIOR TO THE COMMENCEMENT OF PAVING OPERATIONS. COLD PLANED SURFACES ARE NOT TO BE LEFT EXPOSED FOR MORE THAN FIVE (5) CALENDAR DAYS BEFORE BEING OVERLAYED BY THE FIRST COURSE OF ASPHALT. IF NECESSARY, COLD PLANING OPERATIONS ARE TO BE SUSPENDED TO ALLOW PAVING OPERATIONS TO CATCH UP. AFTER COLD PLANING AND PRIOR TO ALLOWING USE BY TRAFFIC, THE CONTRACTOR WILL RAMP ASPHALT AROUND EXISTING UTILITIES TO ELIMINATE HAZARD TO VEHICLES. ALL COLD PLANING REQUIRED ON CITY STREETS OR SIDE ROADS WILL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM NO. 415-01.01.
- (8) TAPER AROUND ALL CATCH BASINS, AREA DRAINS, AND MANHOLES AS DIRECTED BT THE ENGINEER.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (2) ANY WORK REQUIRING LANE CLOSURES INCLUDING PAVEMENT MARKING OPERATIONS SHALL BE AT NIGHT BETWEEN THE HOURS OF 7:00 P.M. AND 6:00 A.M. SUNDAY THROUGH THURSDAY AND 10:00 PM AND 8 AM FRIDAY THROUGH SATURDAY UNLESS OTHERWISE DIRECTED BY THE TDOT MANAGER.
- (4) NO LANE CLOSURES WILL BE ALLOWED ON WEEKENDS (FRIDAY – SUNDAY) WHEN THERE IS A SCHEDULED NASCAR RACE IN BRISTOL UNLESS OTHERWISE APPROVED BY THE TDOT MANAGER AND THE REGIONAL TRAFFIC INCIDENT MANAGEMENT COORDINATOR.
- (5) NO LANE CLOSURES WILL BE ALLOWED ON SATURDAYS WHEN THE UNIVERSITY OF TENNESSEE PLAYS FOOTBALL IN KNOXVILLE UNLESS OTHERWISE APPROVED BY THE TDOT MANAGER AND THE REGIONAL TRAFFIC INCIDENT MANAGEMENT COORDINATOR.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2D

REV. 09/17/26: ADDED CATCH BASIN RESURFACING SPECIAL NOTE.

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9/18/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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 ROADWAY DESIGN DIVISION 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.

SCOPE OF WORK

THIS PROJECT INCLUDES THE FOLLOWING WORK ALONG INTERSTATE 40 IN COCKE COUNTY:

- (6) APPLICATION OF MILLING, 411 D-MIX, BM-2, AND E SHOULDERS. GUARDRAIL, AND INSTALLATION OF PAVEMENT MARKINGS ALONG INTERSTATE 40 IN COCKE COUNTY.
- (7) REMOVAL OF EXISTING CONCRETE MEDIAN BARRIER, INSTALLATION OF NEW SINGLE SLOPE CONCRETE MEDIAN BARRIER, AND ADJUSTMENTS TO EXISTING CATCH BASINS.
- (8) INSTALLATION OF SUBGRADE, SUBBASE, PAVEMENT, AND MATERIALS NECESSARY TO CONSTRUCT HURRICANE HELENE REPAIR SITES 1 THROUGH 7, FROM FORCE-ACCOUNT (PROJ. NO. 15I040-M3-022) CONDITIONS TO ROADWAY GRADE, AS DESCRIBED IN THE PLANS AND TYPICAL SECTIONS HEREIN.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	2E

REV. 09/17/26: REVISED SCOPE OF WORK.

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9/18/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF

ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

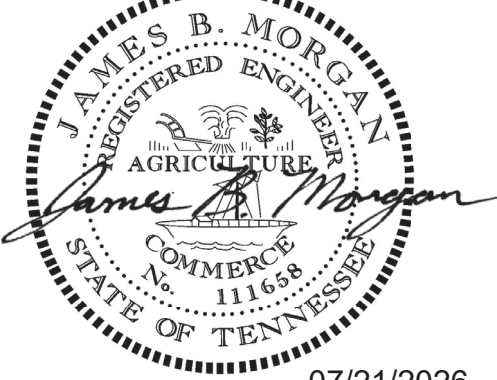
SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I40-8(192)	2E1

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07/21/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION
PREVENTION
AND SEDIMENT
CONTROL NOTES

9/18/2026 3:28:34 PM L:\SURVDESIGN\PROJECTS_ORDIRESURF - COOKE -I40 -BRIDGE OVER PIGEON RIVER TO NC STATE LINE PINDGN\LETTING REV #1 (MEDIAN, DRAINAGE, & PVMT)\02F-SHT-TABULATEDQUANTITIES.DGN

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	18" x 24"	3	6	18
G20-1	ROAD WORK NEXT 7 MILES	48" x 24"	8	9	72
G20-2	END ROAD WORK	48" x 24"	8	9	72
R1-2	YIELD	60" x 60" x 60"	11	6	66
R2-1	SPEED LIMIT	48" x 60"	20	9	180
R4-1(MOD)	DO NOT PASS IN RIGHT LANE	120" x 42"	35	4	140
TN-64	MOTORCYCLE WARNING SIGN	24" x 18"	3	4	12
W3-2	YIELD AHEAD	36" x 36"	9	5	45
W3-4	BE PREPARED TO STOP	36" x 36"	9	4	36
W4-2L	LANE REDUCTION	48" x 48"	16	5	80
W4-2R	LANE REDUCTION	48" x 48"	16	5	80
W8-9A	SHOULDER DROP OFF	48" x 48"	16	30	480
W8-11	UNEVEN LANES	48" x 48"	16	30	480
W8-15	GROOVED PAVEMENT	48" x 48"	16	4	64
W20-1	ADVANCE ROAD WORK	48" x 48"	16	9	144
W20-5L	RIGHT LANE CLOSED AHEAD	48" x 48"	16	4	64
W20-5R	RIGHT LANE CLOSED AHEAD	48" x 48"	16	4	64
W21-5L	RIGHT SHOULDER CLOSED AHEAD	48" x 48"	16	4	64
W21-5R	RIGHT SHOULDER CLOSED AHEAD	48" x 48"	16	4	64
W1-4CR	RIGHT SHIFT ARROWS	48" x 48"	16	4	64
W1-4CL	LEFT SHIFT ARROWS	48" x 48"	16	4	64
W1-4AR	RIGHT SHIFT ARROW	48" x 48"	16	4	64
SPECIAL	MERGE NOW	48" x 48"	16	4	64
SUPP.	SUPP. SIGN NEXT 7 MILES	36" x 18"	5	4	18
				TOTAL	2499

NOTE: THE CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS MAY BE REQUIRED AS DIRECTED BY THE TDOT MANAGER.

PAVEMENT QUANTITIES										
LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)								COLD PLANING	
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)		PRIME COAT	TRACKLESS TACK COAT	HOT APPLIED TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)		BITUMINOUS PLANT MIX	TON
		PG-64-22	PG-76-22				PG-64-22	PG 76-22		
	D	B-M2	A	B-M2			E	D		
	303-01	307-01.08	307-03.01	307-03.08	402-01	403-02.01	403-02.02	411-01.07	411-03.10	415-01.01
MAINLINE	22197	1345	6499	25002	18	555	111	6565	14620	19676
RAMPS	3370	162	130	1834	3	26	5	994	648	1609
GORE AREAS						2	1		201	
TOTALS	25567	1507	6629	26836	21	583	117	7559	15469	21285

GUARDRAIL TABULATION											
SIDE		LOG MILE		GUARDRAIL					TERMINAL ANCHORS		
				THRIE BEAM BRIDGE TRAN. MASH TL-3 (20.65') 705-06.25 (EACH)	W BEAM GR (TYPE 2) MASH TL3 (LONG POST) 705-06.02 (L.F.)	MICHIGAN END SHOE 706-10.80 (EACH)	GUARDRAIL TRANSITION 27IN TO 31IN 705-02.10 (EACH)	GUARDRAIL REMOVED 706-01 (L.F.)	TYPE 13 MASH TL3 (9.375') 705-06.10 (EACH)	EARTH PAD TYPE 38 GR END TREATMENT 705-04.09 (EACH)	TYPE 38 MASH TL3 (26.896') 705-06.20 (EACH)
LT	RT	FROM	TO								
	X	15.274	15.628		1869			1869	1	1	1
	X	15.678	16.634		5048			5048	1	1	1
	X	16.775	17.202		2255			2255	1	1	1
	X	17.318	17.390		380			380	1	1	1
	X	17.755	18.736		5180			5180	1	1	1
	X	18.989	19.790	1	4229			4229		1	1
	X	20.010	20.698	1	3633			3633			
(1)	X	20.698	21.134	2	2302		2	2302			
	X	20.720	21.097	1	1991	1		1991	1	1	1
	X	21.134	21.920		4150		1	4150			
TOTALS				5	31037	1	3	31037	6	7	7

(1) TO BE USED ALONG WATERVILLE ROAD (EXIT 451), ADJACENT TO HURRICANE HELENE REPAIR SITES 5 AND 6.

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RESURF.	2026	ER-NH-I-40-8(192)	2F

REV. 09/17/26: REVISED GUARDRAIL AND PAVEMENT QUANTITY TABULATIONS.

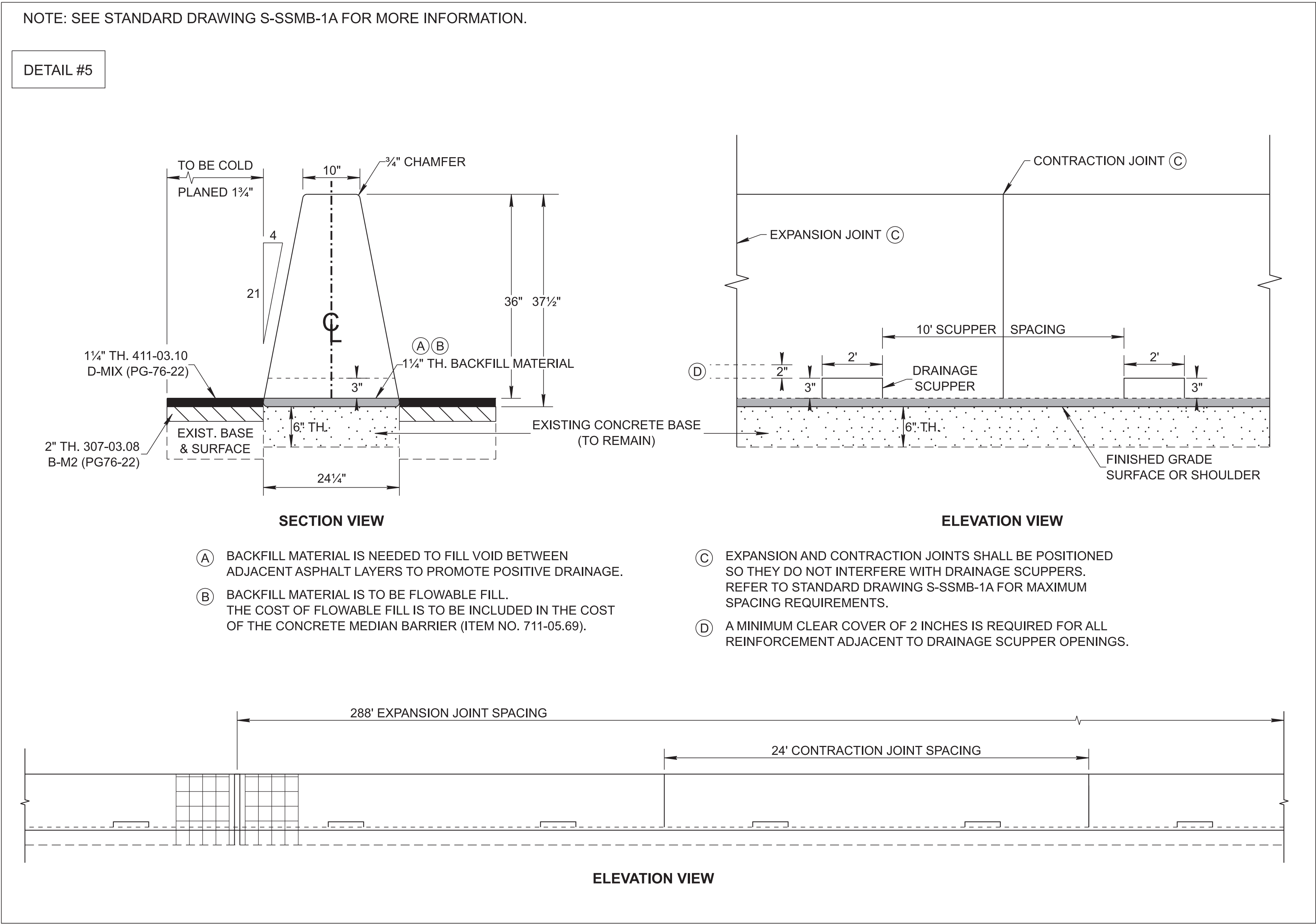
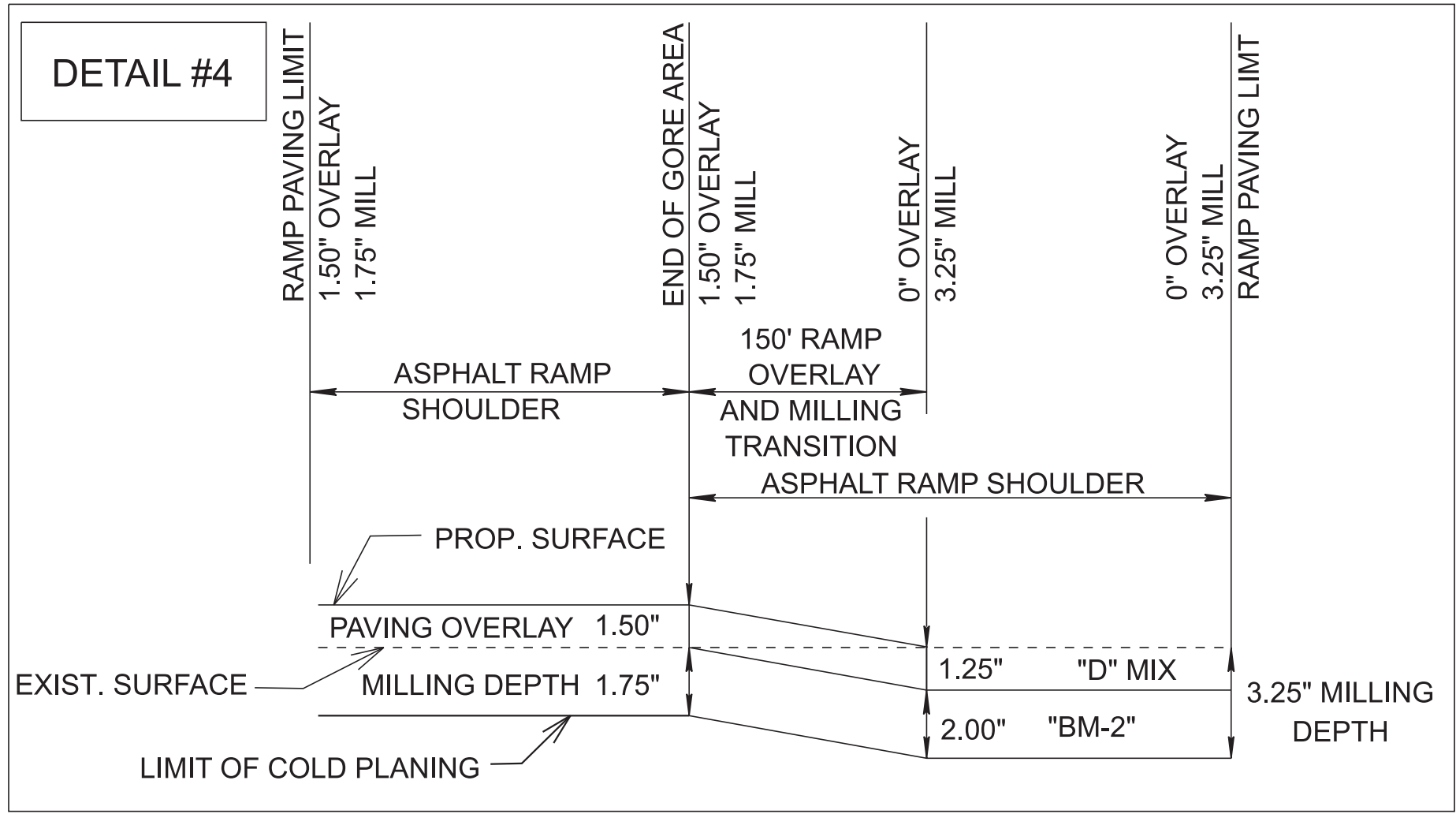
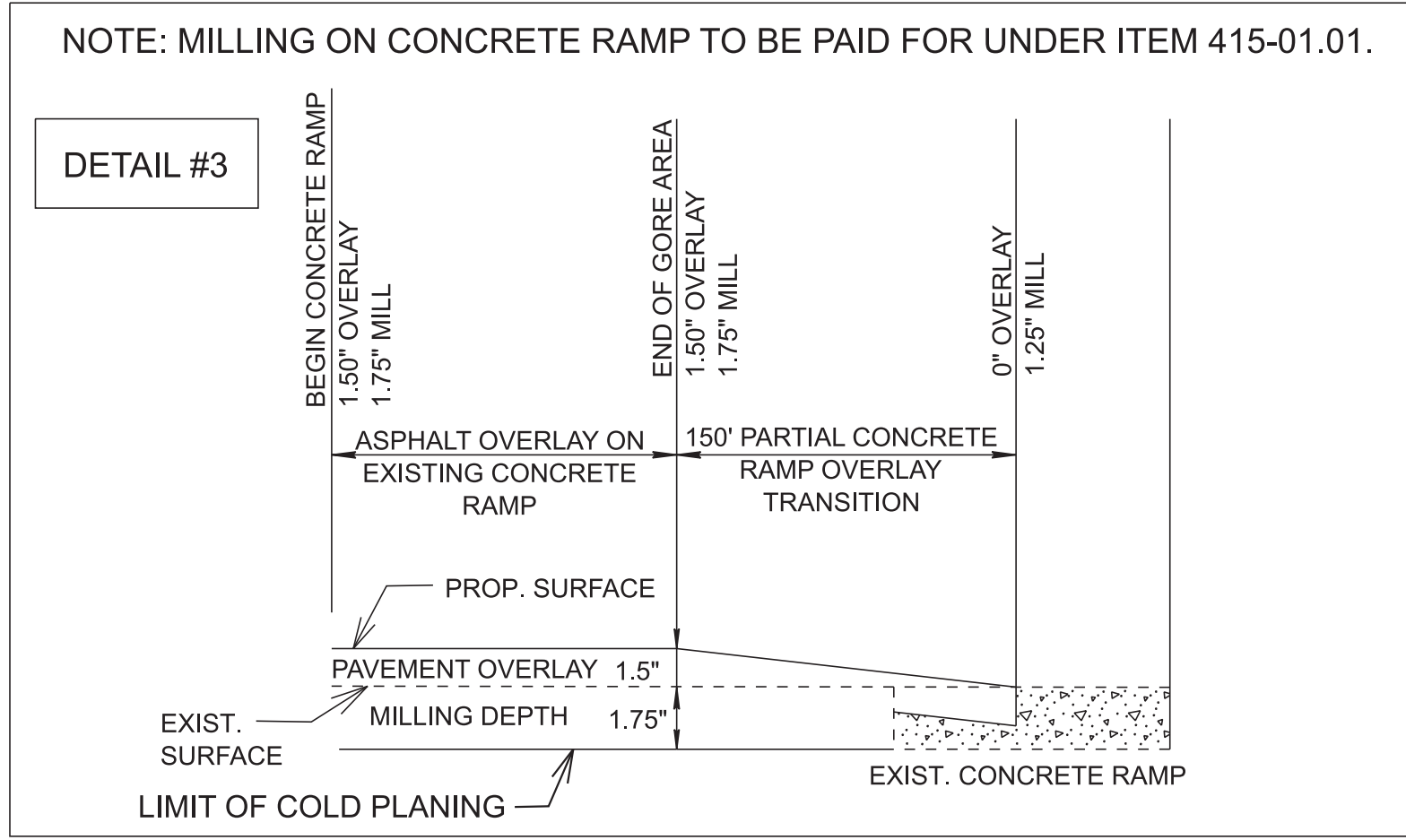
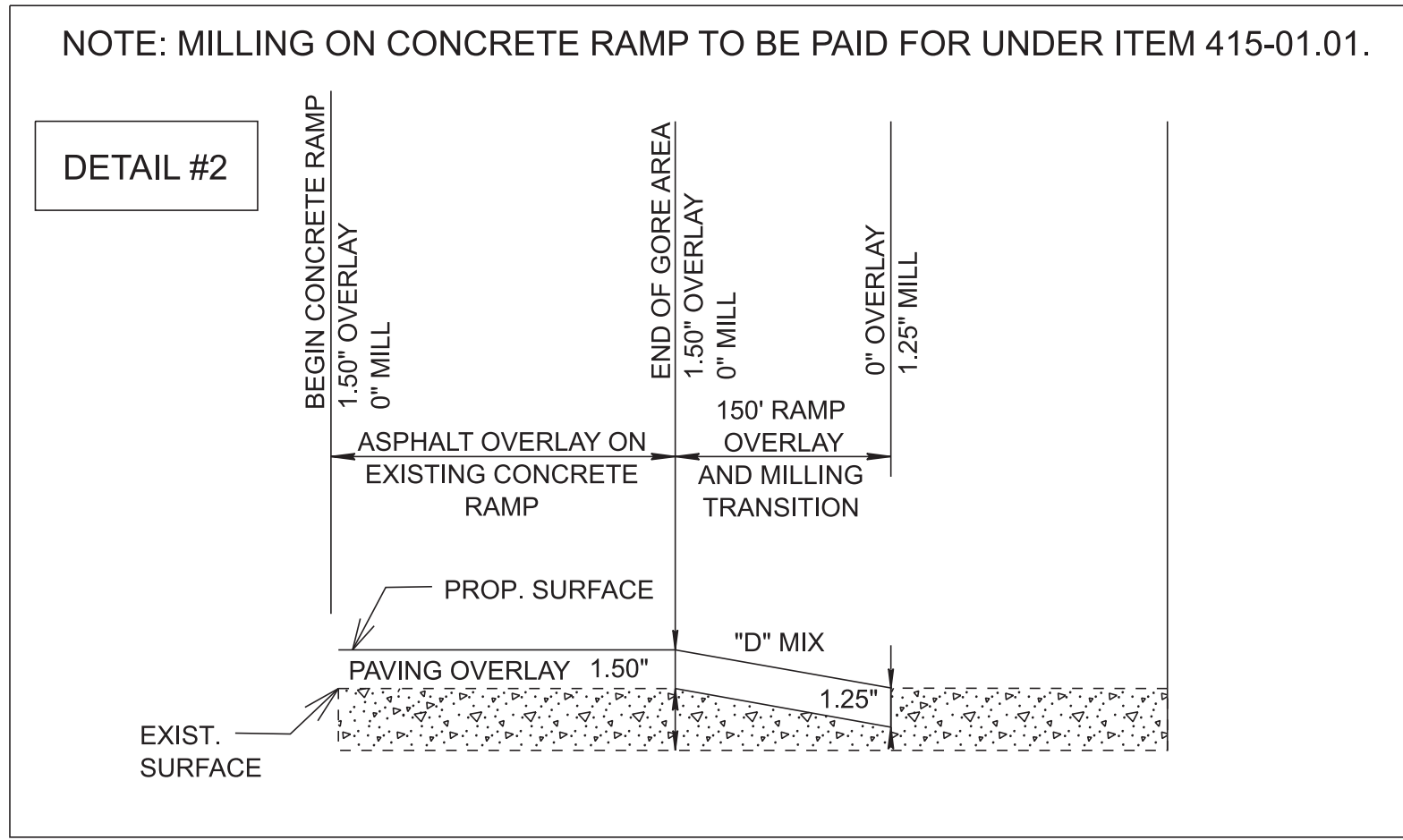
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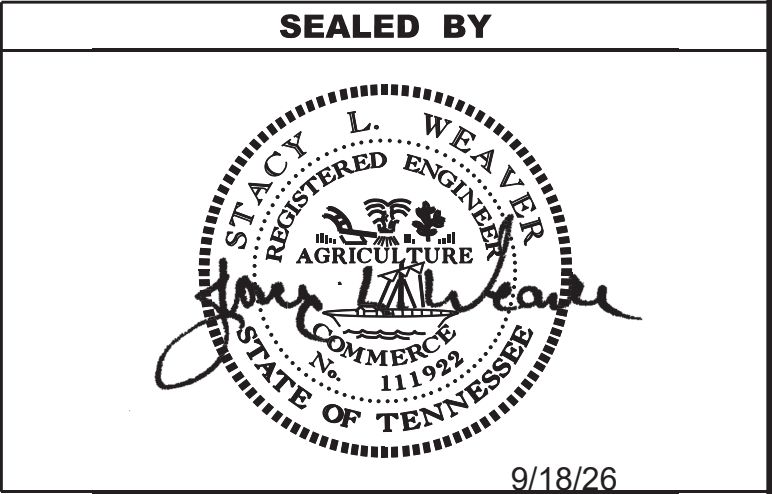
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-L40-8(192)	2G

REV. 09/17/26: ADDED DETAIL #5.



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
DETAIL SHEET

UTILITY

- (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:
XFINITY (COMCAST)
1725 WEARS VALLEY RD
SEVIERVILLE, TN 37862
CONTACT: JASON KELLY
OFFICE PHONE: 865 862 5061
CELL PHONE: 865 437 0295
Email: jason_kelly@cable.comcast.com

ELECTRIC:
NEWPORT UTILITIES
1419 W HWY 25/70
NEWPORT, TN 37821
CONTACT: CURTIS WILLIAMSON
OFFICE PHONE: 423 613 1145
CELL PHONE: 423 625 2809
Email: cwilliamson@newportutilities.com

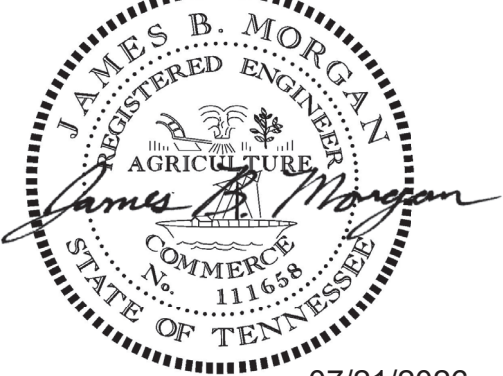
GAS:
JEFFERSON-COCCKE CO. UTILITY DISTRICT
122 HIGHWAY 25 E
NEWPORT, TN 37821
CONTACT: RUSSELL BLAZER
OFFICE PHONE: 423 623 3069
CELL PHONE: 865 322 2302
Email: russellb@jccud.com

TELEPHONE:
AT&T
9733 PARKSIDE DR
KNOXVILLE, TN 37922
CONTACT: JAY FRAZIER
CELL PHONE: 865 387 2685
Email: jf092g@att.com

WATER:
NEWPORT UTILITIES
1419 W HWY 25/70
NEWPORT, TN 37821
CONTACT: DAVID GILLIAM
OFFICE PHONE: 423 532 3548
CELL PHONE: 423 625 2852
Email: dgilliam@newportutilities.com

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-L40-8(192)	3

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07/21/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1.

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

a.

WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

b.

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

c.

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

d.

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

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

a.

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

(1)

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

(2)

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

b.

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

c.

WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

3.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES,

THE CONTRACTOR, WITH THE ENGINEER’S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

- a.

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

(1)

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

(2)

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

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

- b.

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

THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.
- d.

THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

4.

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

1.

IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.

- a.

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

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

a.

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

(1)

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

(2)

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

3.

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

a.

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

(1)

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

(2)

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

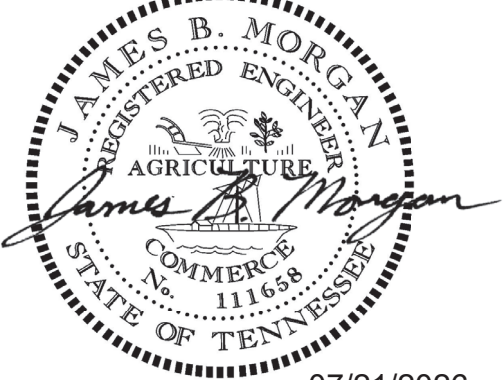
b.

ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:
- SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
1.

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

2.

WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.
- | | | | |
|---------|------|------------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| RESURF. | 2026 | ER-NH-L40-8(192) | T1 |
| | | | |
| | | | |
- SEALED BY



07/21/2026
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF
TRAFFIC
CONTROL NOTES
- 7/15/2026 10:55:57 AM L:\SURVDESIGN\PROJECTS_ORDIRESURFACING\IGNPIN-SHT-PAVEMENTDROPOFFNOTES.DGN

9/18/2026 3:41:51 PM
L:\SURVDESIGN\PROJECTS_ORD\RESURF - Cocke -I40 -Bridge over Pigeon River to NC State Line PIN\dgn\Letting Rev #1 (Median, Drainage, & Pvm)\MicroStation\Display_TrafficControl_Shift Near NC Border



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	T2

REV. 09/17/26: REVISED PLOT BORDER.

MATCH LINE STA. 400+35.00 SEE SHEET T2

SEALED BY

9/18/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
STA. 390+00 TO STA. 400+35
SCALE: 1"= 50'

MATCH LINE STA. 400+35.00 SEE SHEET T1



SITE #8

SEALED BY

07/21/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
STA. 400+35 TO STA. 414+00
SCALE: 1"= 50'

6/4/2026 10:59:31 AM L:\SURVDESIGN\PROJECTS_ORD\RESURF - COCKE - I40 - BRIDGE OVER PIGEON RIVER TO NC STATE LINE\INDGNPIN-SHT-RAMPDETAILS.DGN



NOTE: SEE TYPICAL SECTIONS
FOR PAVEMENT STRUCTURES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	5

SEALED BY

07/21/2026

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**I-40 @ TENNESSEE
WELCOME CENTER
INTERCHANGE
RAMP DETAILS**

SCALE: 1" = 50'

6/4/2026 8:43:34 AM L:\SURV\DESIGN\PROJECTS_ORD\RESURF - COCKE - I40 - BRIDGE OVER PIGEON RIVER TO NC STATE LINE PINDGNPIN-SHT-RAMPDETAILS.DGN



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I-40-8(192)	5B

SEALED BY

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**I-40 @ HARTFORD RD
EXIT 447 INTERCHANGE
RAMP DETAILS**

SCALE: 1" = 50'

9/18/2026 3:34:27 PM L:\SURV\DESIGN\PROJECTS_ORD\RESURF - COCKE - I40 - BRIDGE OVER PIGEON RIVER TO NC STATE LINE\PI\N-SHT-RAMPDETAILS.DGN



NOTE: SEE TYPICAL SECTIONS FOR PAVEMENT STRUCTURES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I40-8(192)	5D

REV. 09/17/26: REVISED I-40 EB EXIT RAMP TYPICAL LABELS. ADDED SITE 5 RETAINING WALL LOCATION.

MATCHLINE SEE SHT. 5E

SEALED BY

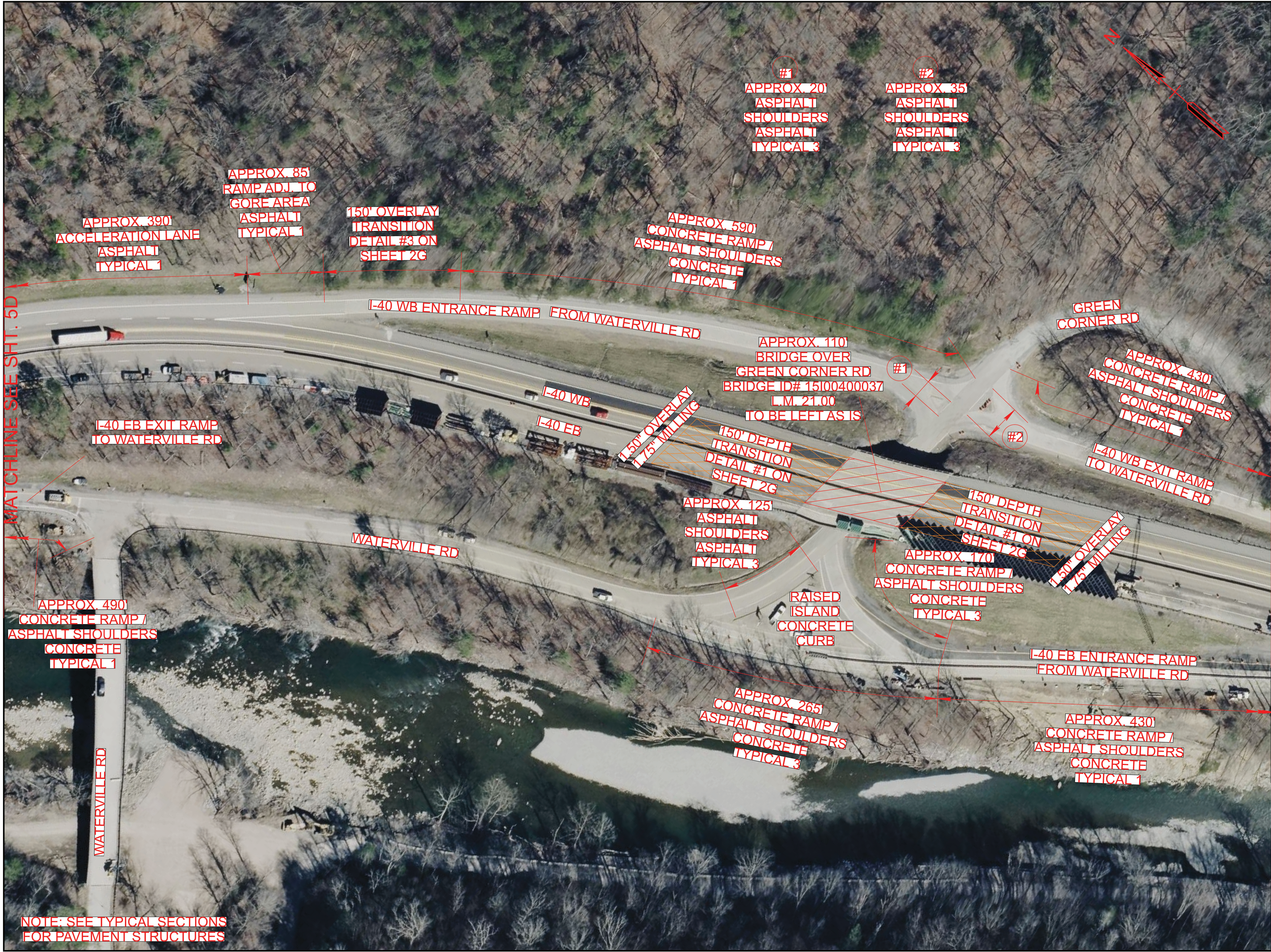
9/18/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-40 @ WATERVILLE RD
EXIT 451 INTERCHANGE
RAMP DETAILS

SCALE: 1" = 50'

6/4/2026 9:51:09 AM L:\SURVDESIGN\PROJECTS_ORD\RESURF - COCKE - I40 - BRIDGE OVER PIGEON RIVER TO NC STATE LINE PINDGNPIN-SHT-RAMPDETAILS.DGN



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	ER-NH-I-40-8(192)	5E

SEAL BY

07/21/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-40 @ WATERVILLE RD
EXIT 451 INTERCHANGE
RAMP DETAILS

SCALE: 1" = 50'

9/18/2026 3:32:03 PM L:\SURVDESIGN\PROJECTS_ORD\RESURF - COCKE - I40 - BRIDGE OVER PIGEON RIVER TO NC STATE LINE\PINDGN\LETTING REV #1 (MEDIAN, DRAINAGE, & PVMT)\PIN-SHT-RAMPDETAILS.DGN



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	ER-NH-I40-8(192)	5F

REV. 09/17/26: REVISED I-40 EB ENTRANCE RAMP TYPICAL LABELS. ADDED SITE 6 RETAINING WALL LOCATION.

SEALED BY

9/18/26

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**I-40 @ WATERVILLE RD
EXIT 451 INTERCHANGE
RAMP DETAILS**

SCALE: 1" = 50'