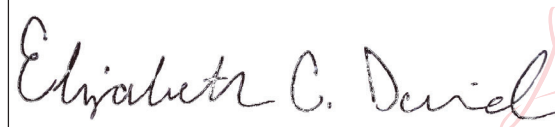




THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:



Digitally signed by Elizabeth David
Date: 2025.07.08 13:12:16 -05'00'

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

TENNESSEE DEPARTMENT OF TRANSPORTATION
ADMINISTRATION BUILDING, FIRST FLOOR
300 BENCHMARK PLACE
JACKSON, TN 38301
ELIZABETH DAVID, P.E. NO. 124129

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1, 2B2
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	4

YEAR	PROJECT NO.	SHEET NO.
2025	NH-I-55-1(139)	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SHELBY COUNTY

I-55
FROM: L.M. 3.56 (NEAR MILL BRANCH ROAD)
TO: L.M. 5.74 (I-240)

RESURFACE
MILL AND 411D, 411E (SHOULDERS), SNOWPLOWABLE MARKERS,
PVT. MARKINGS, RUMBLE STRIPS

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-55

ADJACENT PROJECT: RESURFACE AND SAFETY
I-240
FROM: L.M. 0.00 TO: L.M. 6.00
PIN: 129084.00

79I055-F8-009
END PROJECT NO. NH-I-55-1(139) RESURFACE
L.M. 5.74 (I-240)

BRIDGE DECK REPAIR PROJECT NO. 79I055-M3-010
I-55 L.M. 4.81R (79I00550027)
I-55 L.M. 4.81L (79I00550028)
I-55 L.M. 5.09R (79I00550029)
I-55 L.M. 5.09L (79I00550030)
I-55 L.M. 5.25 (79I00550031)
I-55 L.M. 5.36 (79I00550032)
I-55 L.M. 5.58 (79I00550035)
I-55 L.M. 5.71 (79I00550037)

79I055-F8-009
BEGIN PROJECT NO. NH-I-55-1(139) RESURFACE
L.M. 3.56 (NEAR MILL BRANCH ROAD)

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.

DESIGNER : BRANDON HENDREN, P.E.

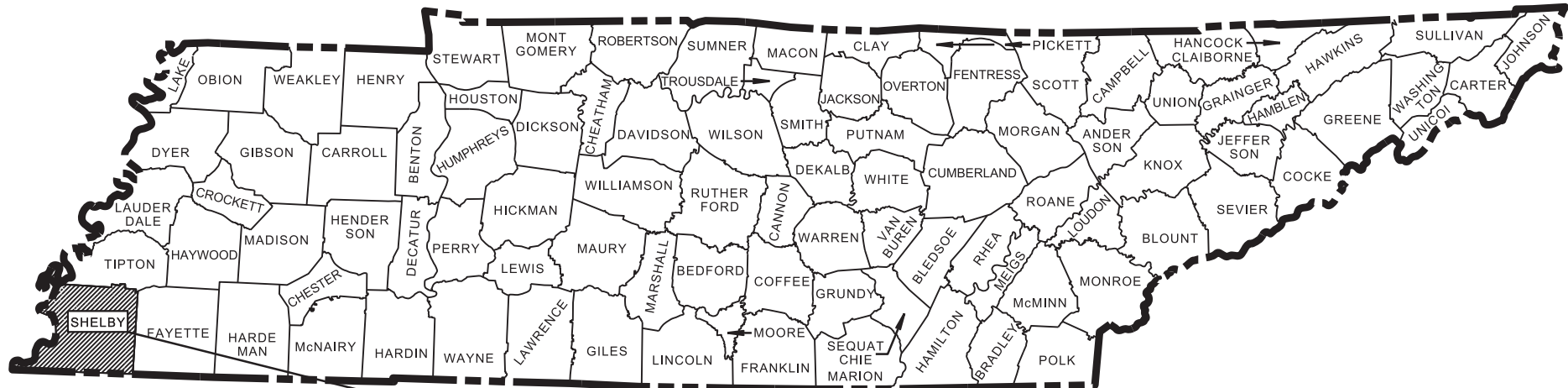
CHECKED BY : ELIZABETH DAVID, P.E.

P.E. NO. 98043-4175-04

PIN NO. 132474.00

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

TENN.	YEAR 2025	SHEET NO. 1
FED. AID PROJ. NO.	NH-I-55-1(139)	
STATE PROJ. NO.	79I055-F8-009	
	79I055-M3-010	

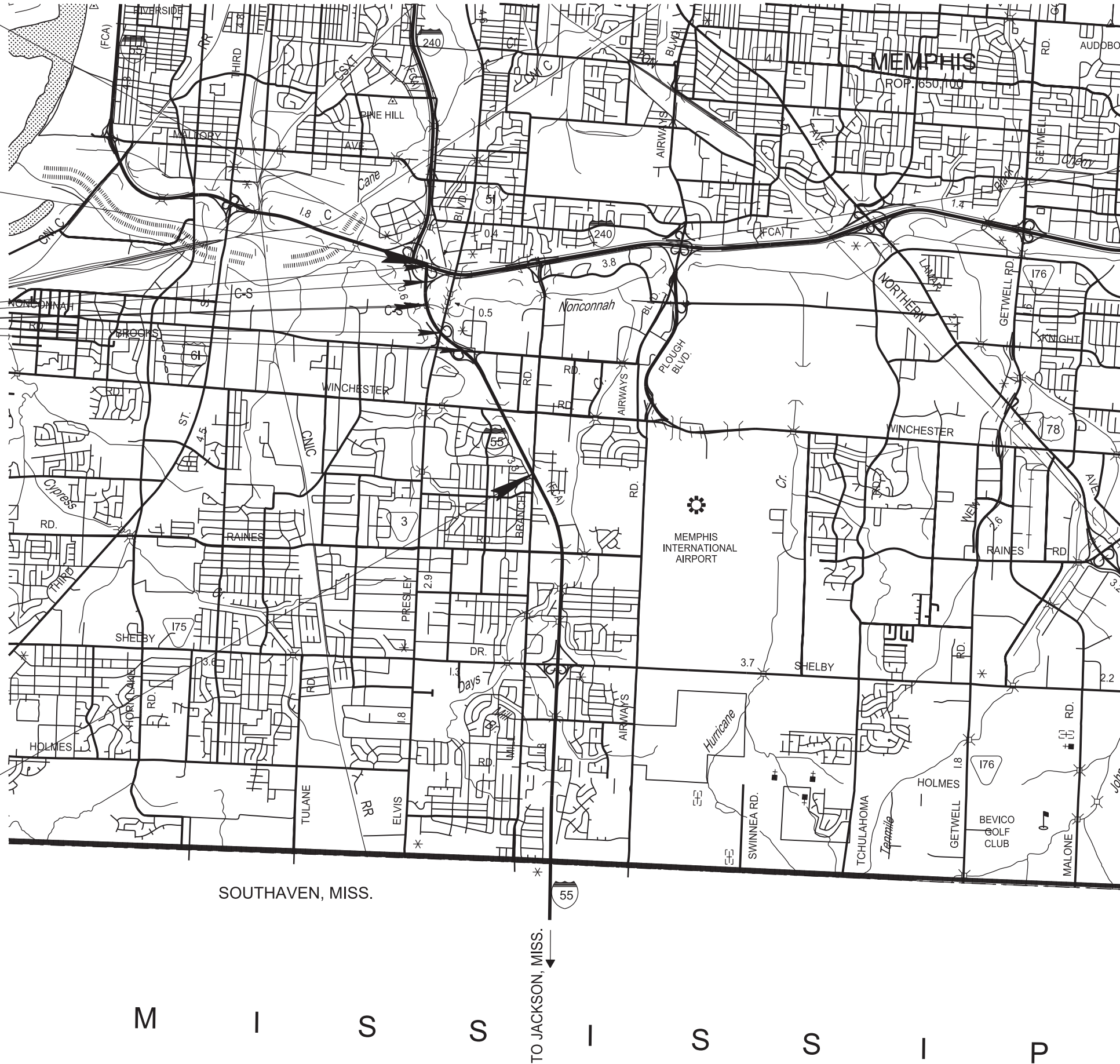


PROJECT LOCATION

BRIDGE ID. # 79I00550023
79I00550027
79I00550028
79I00550029
79I00550030
79I00550031
79I00550032
79I00550035
79I00550037

NO EXCLUSIONS

ADJACENT PROJECT: RESURFACE AND SAFETY
I-240
FROM: L.M. 6.00 TO: L.M. 12.71
PIN: 132468.00



M I S S I S S I P

SCALE: 1"= 1 MILE



PROJECT LENGTH 2.18 MILES
TOTAL LANE MILES RESURFACED 15.92 MILES

TRAFFIC COUNTER,
EMBEDDED DETECTION LOOPS &
AUTOMATIC TRAFFIC READERS

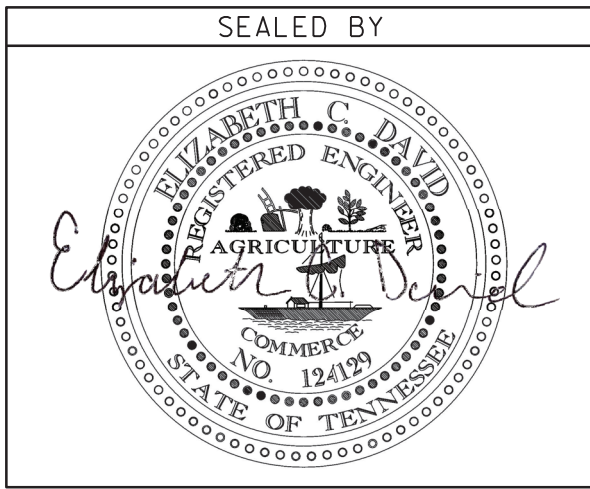
STATION LOCATION	LOG MILE
TC STATION 610	4.948
TC STATION 270	5.408
EDL (RAMP COUNT #65) SB LNS.	5.480
EDL (RAMP COUNT #57) NB LNS.	5.520

TRAFFIC DATA

ADT (2025) 120638

POSTED SPEED LIMITS

L.M. 3.56 TO L.M. 4.30 65 MPH
L.M. 4.30 TO L.M. 5.74 55 MPH



APPROVED:

WILL REID, CHIEF ENGINEER

DATE:

APPROVED:

WILL REID, COMMISSIONER

08-JUL-2025 11:23
\\TDOT04NAS002.tdot.state.tn.us\04Shared\Design\DESIGN\RESURF REG4 PROJ\SHELBY\1-55\LM3-56\LM5-74 (132474.00)\001A - INDEX.dgn

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND	
STANDARD TRAFFIC DESIGN DRAWINGS	1A
PROJECT COMMITMENTS	1B
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B, 2B1, 2B2
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	4
BRIDGE REPAIR PLANS	B-1

NOTES:

THERE ARE NO UTILITY SHEETS INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS


DWG.	REV.	DESCRIPTION
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

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-3A	06-27-16	ALTERNATE DETECTION DETAILS
PAVEMENT MARKINGS		
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	01-24-25	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
WORK ZONES		
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	1A

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

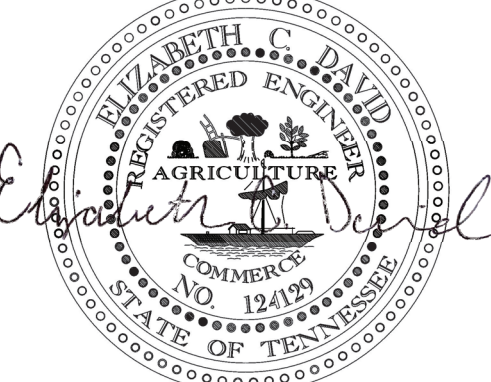
ROADWAY INDEX,
STANDARD ROADWAY
DRAWINGS, AND STANDARD
TRAFFIC DESIGN DRAWINGS

08-JUL-2025 11:23
\\TDOT04NAS002.tdot.state.tn.us\04Shared\Design\DESIGN\RESURF REG4 PROJ\SHELBY\I-55\LM3-56\LM5-74 (132474.00)\001B - PROJECT COMMITMENTS.dgn

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ002	ENVIRONMENTAL DIVISION,HAZARDOUS MATERIALS	ASBESTOS CONTAINING MATERIAL (ACM) SURVEYS WERE COMPLETED ON THE FOLLOWING BRIDGES AND NO ASBESTOS WAS DETECTED. PLEASE SEE THE REPORTS FOR FURTHER DETAILS AND PHOTOGRAPHS. BRIDGE NO. 79I00550027 I-55 NB OVER BROOKS RD LM 4.81 (79-I0055-04.81R) BRIDGE NO. 79I00550028 I-55 SB OVER BROOKS RD LM 4.81 (79-I0055-04.81L) BRIDGE NO. 79I00550029 I-55 NB OVER ELVIS PRESLEY BLVD LM 5.09 (79-I0055-05.09R) BRIDGE NO. 79I00550030 I-55 SB OVER ELVIS PRESLEY BLVD LM 5.09 (79-I0055-05.09L)	BRIDGES
EDHZ003	ENVIRONMENTAL DIVISION,HAZARDOUS MATERIALS	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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	1B

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

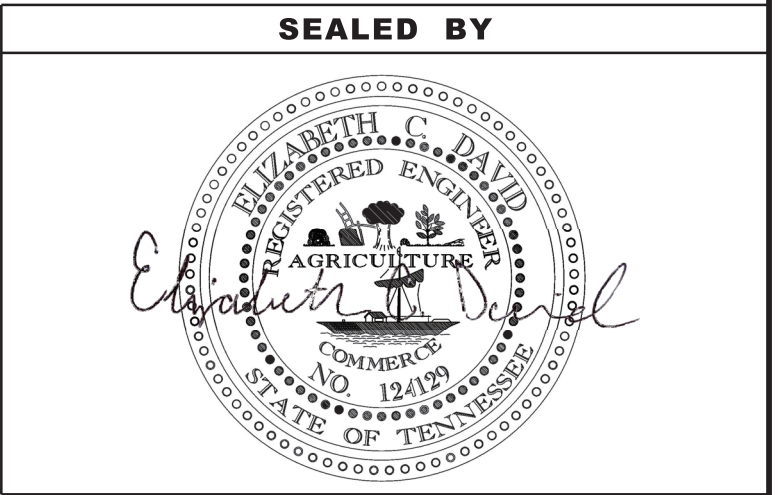
PROJECT
COMMITMENTS

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 791055-F8-009
	202-03.01 REMOVAL OF ASPHALT PAVEMENT	S.Y.	1607
	203-06 WATER	M.G.	3
(1)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	4.7
(2)	303-02 MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	391
(3)	307-03.01 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	739
(4)	403-02.01 TRACKLESS TACK COAT	TON	91
	411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER	TON	2692
(5)(6)	411-01.21 LONGITUDINAL JOINT SEALANT	L.M.	20.2
(7)	411-03.10 ACS MIX(PG76-22) GRADING D	TON	11137
(8)	411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	8.2
(9)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	13699
(10)	712-01 TRAFFIC CONTROL	LS	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	816
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	333
	712-05.03 WARNING LIGHTS (TYPE C)	EACH	212
(11)	712-06 SIGNS (CONSTRUCTION)	S.F.	2886
	712-06.16 SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	4
	712-08.03 ARROW BOARD (TYPE C)	EACH	4
	712-08.08 SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
	712-08.09 DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	13
	712-08.12 QUEUE PROTECTION TRUCK	DAY	46
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	4
(11)	716-01.22 SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	28
(12)	716-01.23 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	1550
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1476
(11)(13)(14)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	24
(11)(13)(14)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	2
(11)(13)(14)	716-02.07 PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	2779
(11)(13)(14)	716-02.09 PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	41
(11)(13)(14)	716-03.01 PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	2
(11)(13)(14)	716-04.01 PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	10
(13)(14)	716-04.04 PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	334
(11)(13)(14)	716-04.05 PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	3
(11)(13)(14)	716-04.06 PLASTIC PAVEMENT MARKING (WRONG WAY ARROW)	EACH	1
(11)(13)(14)	716-04.07 PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	6
(13)(14)	716-04.09 PLASTIC PAVEMENT MARKING (H.O.V. DIAMOND)	EACH	14
(11)(13)(14)	716-04.14 PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	1
(15)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	17.2
(13) (16)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	15.5
(11)(13)	716-12.03 ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	8786
(11)(13)	716-12.05 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	1084
(11)(13)	716-12.08 ENHANCED FLAT LINE THERMO (12IN BARRIER LINE)	L.F.	2148
(11)(13)(17)	716-12.10 ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	8719
	717-01 MOBILIZATION	LS	1
(18)	730-12.02 CONDUIT 2" DIAMETER (PVC)	L.F.	30
(18)	730-14.02 SAW SLOT	L.F.	425
(18)	730-14.03 LOOP WIRE	L.F.	810

THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT
THERE IS NO GUARDRAIL WORK ON THIS PROJECT

FOOTNOTES	
(1)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C, FINAL PAVING MARKING NOTE (6) FOR MORE INFORMATION.
(2)	TO BE USED AS DIRECTED BY THE TDOT ENGINEER.
(3)	FOR REPLACEMENT OF QUANTITY REMOVED UNDER 202-03.01.
(4)	INCLUDES 22.77 TONS FOR RAMPS AND GORE AREAS. SEE TABULATED QUANTITIES SHEET 2F1.
(5)	USE CRAFTCO PAVEMENT JOINT ADHESIVE #34524. PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO TAPE BY DENSO.
(6)	TO BE USED FOR SEALING OF ALL SURFACE LAYER CONSTRUCTION JOINTS ALONG THE TRAVEL LANES AND SHOULDERS AS DIRECTED BY THE ENGINEER.
(7)	INCLUDES 3493 TONS FOR RAMPS AND GORE AREAS. SEE TABULATED QUANTITIES SHEET 2F1.
(8)	INCLUDES 0.79 L.M. FOR RAMPS.
(9)	INCLUDES 3272 TONS FOR RAMPS AND GORE AREAS. SEE TABULATED QUANTITIES SHEET 2F1.
(10)	THIS ITEM INCLUDES TRAFFIC CONTROL FOR ANY NECESSARY RAMP CLOSURES AND DETOURS TO COMPLETE RAMP WORK. ALL SIGNING SHOULD BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
(11)	SEE TABULATED QUANTITIES SHEETS 2F AND 2F1.
(12)	INCLUDES 457 MARKERS FOR RAMPS AND GORE AREAS, AND 243 MARKERS FOR ACCELERATION AND DECELERATION LANES. SEE TABULATED QUANTITIES SHEET 2F.
(13)	FOR FINAL PAVEMENT MARKING ONLY.
(14)	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.
(15)	FOR USE AS TEMPORARY LINE MARKINGS.
(16)	INCLUDES 5.06 L.M. FOR USE ON RAMPS. SEE TABULATED QUANTITIES SHEET 2F.
(17)	INCLUDES 7814 L.F. FOR HOV LANES.
(18)	SEE SHEET 2F1 FOR SIGNAL QUANTITIES TABULATION BLOCK FOR LOCATIONS.

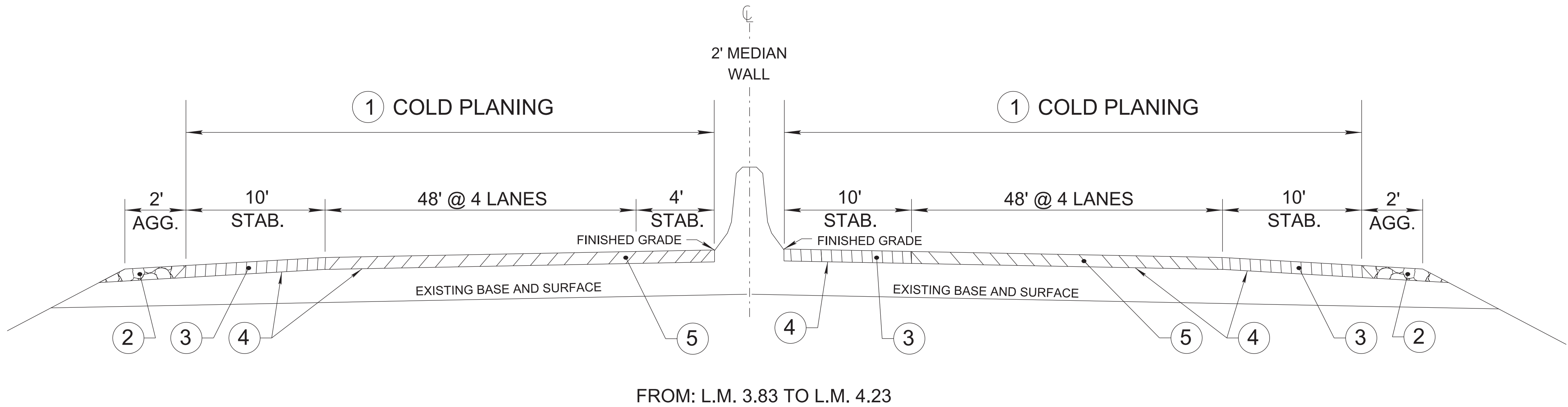
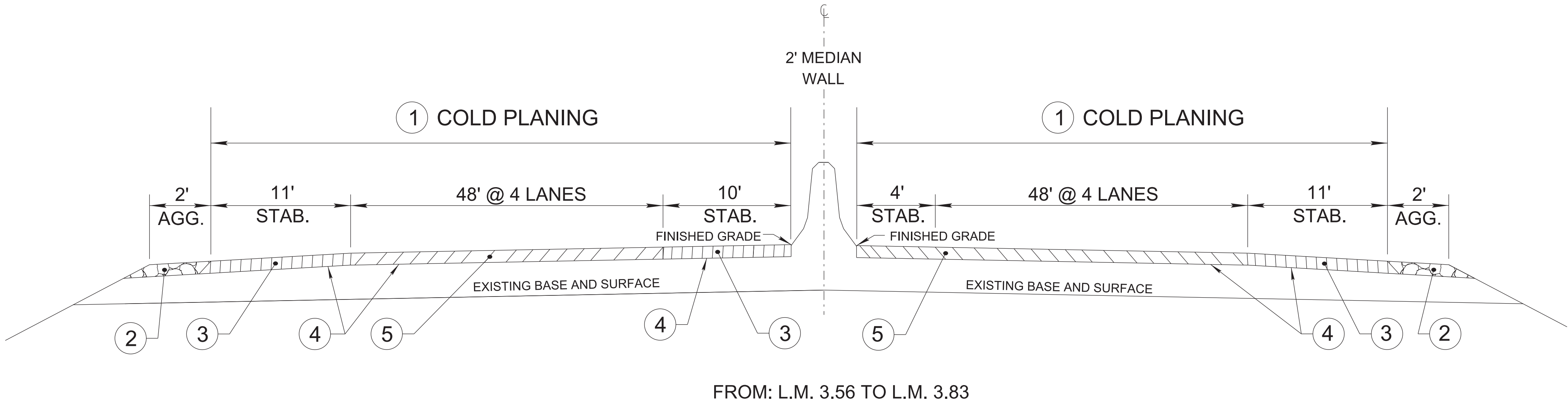
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2



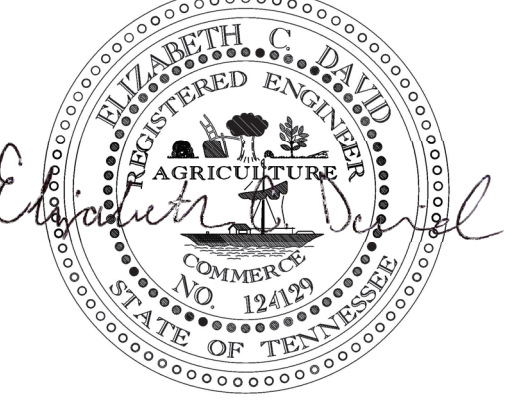
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2B



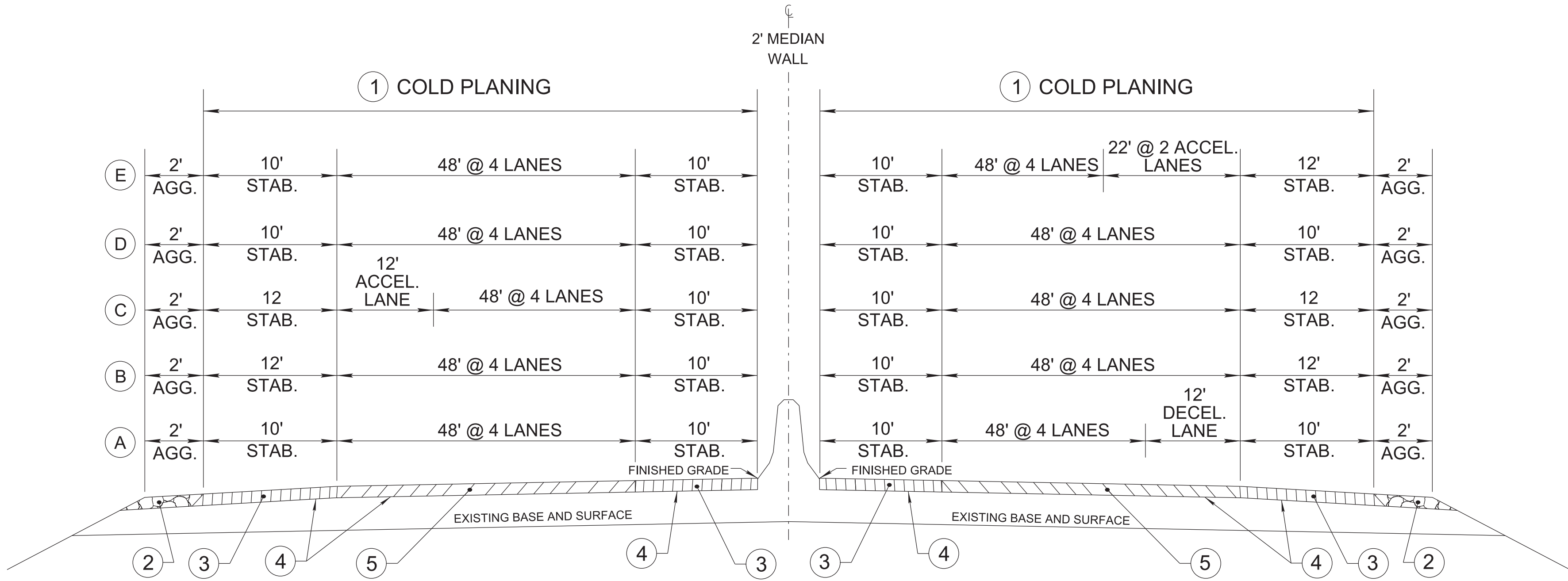
SEE SHEET 2B2 FOR PAVEMENT SCHEDULE.

SEALED BY

NOT TO SCALE

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

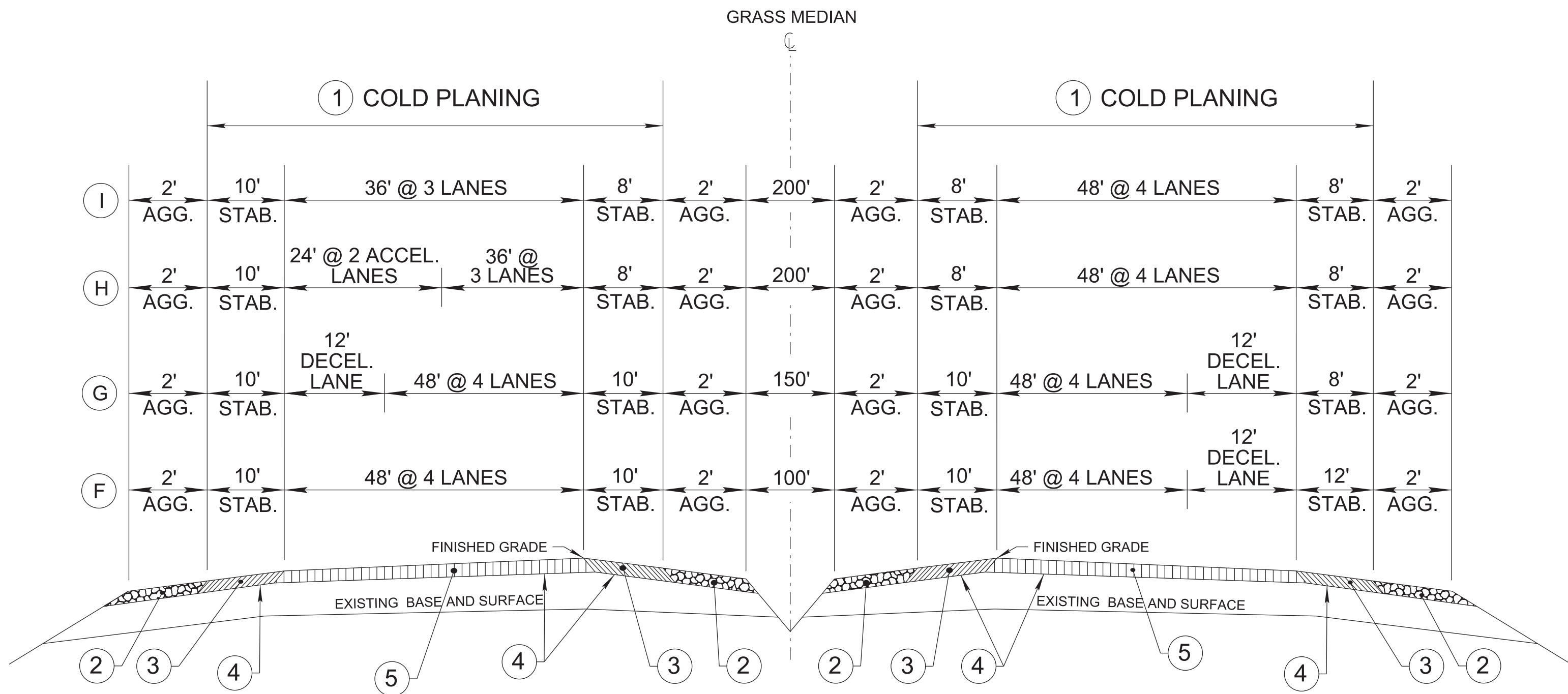
**TYPICAL
SECTIONS**
SHEET 1 OF 3

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2B1




- (A) FROM: L.M. 4.23 TO L.M. 4.53
(B) FROM: L.M. 4.53 TO L.M. 4.61
(C) FROM: L.M. 4.61 TO L.M. 4.68
(D) FROM: L.M. 4.68 TO L.M. 5.09
(E) FROM: L.M. 5.09 TO L.M. 5.14

SEE SHEET 2B2 FOR PAVEMENT SCHEDULE.



- (F) FROM: L.M. 5.14 TO L.M. 5.25
(G) FROM: L.M. 5.25 TO L.M. 5.48
(H) FROM: L.M. 5.48 TO L.M. 5.55
(I) FROM: L.M. 5.55 TO L.M. 5.68

SEALED BY



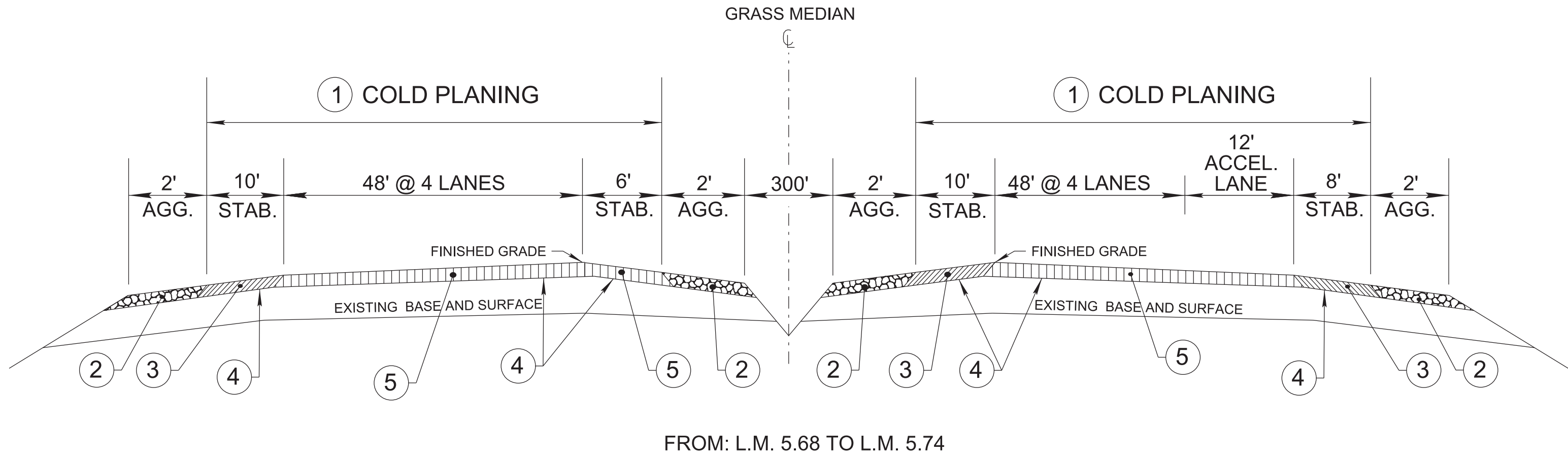
NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

SHEET 2 OF 3

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2B2



PROPOSED PAVEMENT SCHEDULE

1 COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT	4 TACK COAT (TC) ITEM 403-02.01 TRACKLESS TACK COAT SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
2 MINERAL AGGREGATE BASE @ 1.25"± THICK ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"	5 ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.) ITEM 411-03.10 ACS MIX (PG76-22) GRADING D
3 ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.) ITEM 411-01.07 ACS MIX (PG64-22) GRADING "E" (SHOULDER)	6 BITUMINOUS COURSE (BINDER) @ 8"± THICK (APPROX. 920.00 LBS./S.Y.) ITEM 307-03.01 ASPHALT CONCRETE MIX (PG76-22)(BPMB-HM) GRADING "A" (THIS ITEM IS TO BE USED FOR BREAKOUT ONLY)

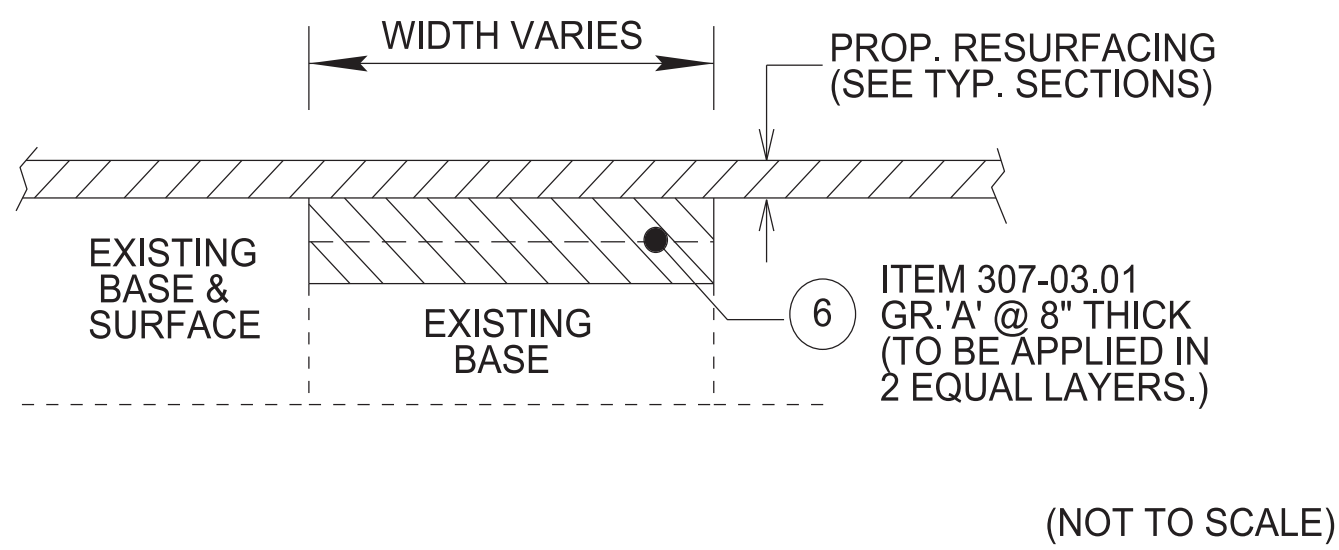
BRIDGE NOTES

LOCATION	BRIDGE NO.	LENGTH (FT.)	TREATMENT
L.M. 4.81R	79I00550027	336.13'	SEE BRIDGE REPAIR PLANS
L.M. 4.81L	79I00550028	339.55'	SEE BRIDGE REPAIR PLANS
L.M. 5.09R	79I00550029	225.31'	SEE BRIDGE REPAIR PLANS
L.M. 5.09L	79I00550030	201.04'	SEE BRIDGE REPAIR PLANS
L.M. 5.25	79I00550031	637.64'	SEE BRIDGE REPAIR PLANS
L.M. 5.36	79I00550032	618.48'	SEE BRIDGE REPAIR PLANS
L.M. 5.58	79I00550035	128.50'	SEE BRIDGE REPAIR PLANS
L.M. 5.71	79I00550037	232.13'	SEE BRIDGE REPAIR PLANS

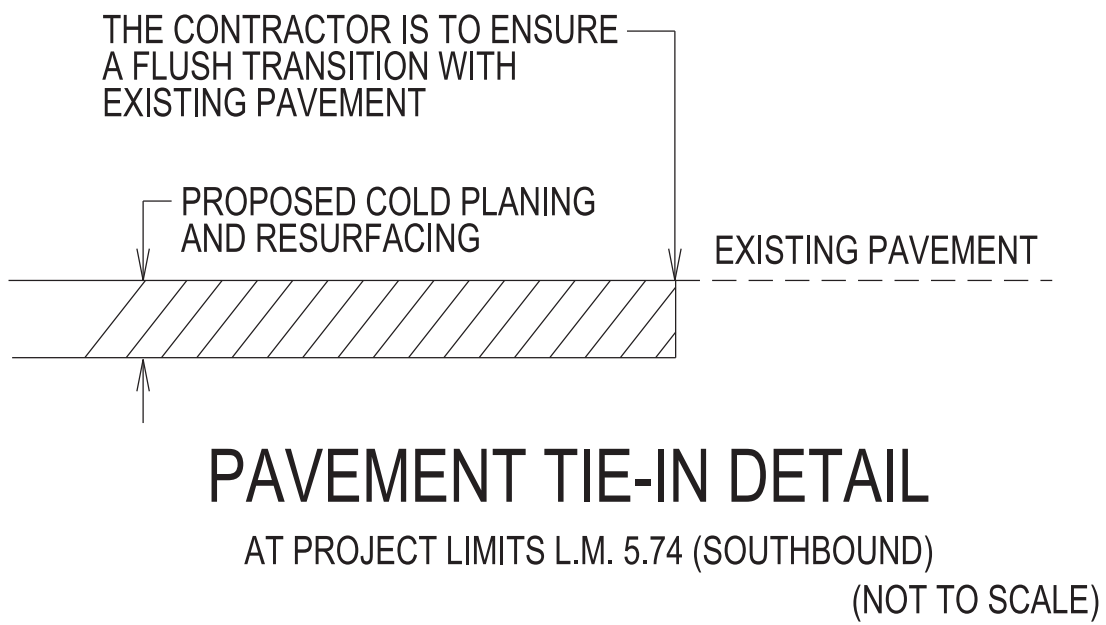
VERTICAL CLEARANCES

THE CONTRACTOR SHALL: MAINTAIN THE FOLLOWING MINIMUM VERTICAL CLEARANCES.			
LOCATION	BRIDGE NO.	NBL	SBL
L.M. 4.19	79I00550023	16' 4"	16' 8"

DETAIL OF BREAKOUT



PAVEMENT TIE-IN DETAIL



SEALED BY



NOT TO SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
AND PAVEMENT
SCHEDULE
SHEET 3 OF 3

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.
- (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

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

SIGNALIZATION

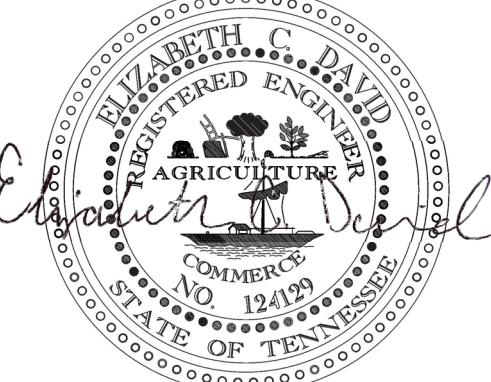
- (4) EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT "SPECIAL PROVISIONS REGARDING SECTION 730M-TRAFFIC SIGNALS."
- (11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.
- (13) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2C

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

RESURFACING

- (1)

SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (2)

WHEN THE INSIDE SHOULDER IS 6 FEET WIDE OR LESS, THE INSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.
- (3)

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

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 (W8-15 AND W8-15P) 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

STORM DRAIN STRUCTURES

(1)

TAPER AROUND ALL CATCH BASINS, AREA DRAINS, AND MANHOLES AS DIRECTED BY THE ENGINEER.

PAVEMENT MARKING

(1)

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

(2)

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

SIGNS

(1)

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

MISCELLANEOUS

(1)

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1)

THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS OR NON-WORK DAYS.

(2)

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

(3)

MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDIVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISOR 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.

(2)


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 SWEEPED OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.

(3)

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2D

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

08-JUL-2025 11:24
\\TDOT04NAS002.tdot.state.tn.us\04Shared\Design\DESIGN\RESURF REG4 PROJ\SHELBY\I-55\LM3-56\LM5-74 (132474.00)\002D - SPECIAL NOTES.dgn

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 ENGINEERING PRODUCTION SUPPORT 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 PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3)STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4)ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

PROJECT COMMITMENTS

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

SCOPE OF WORK

- (6)RESURFACING WITH COLD PLANING THE EXISTING SURFACE AND FILLING WITH 411D MIX FOR THE MAINLINE AND 411E MIX FOR SHOULDERS, INCLUDES THE INSTALLATION OF RUMBLE STRIPS, PAVEMENT MARKING, AND SNOWPLOWABLE PAVEMENT MARKERS.

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

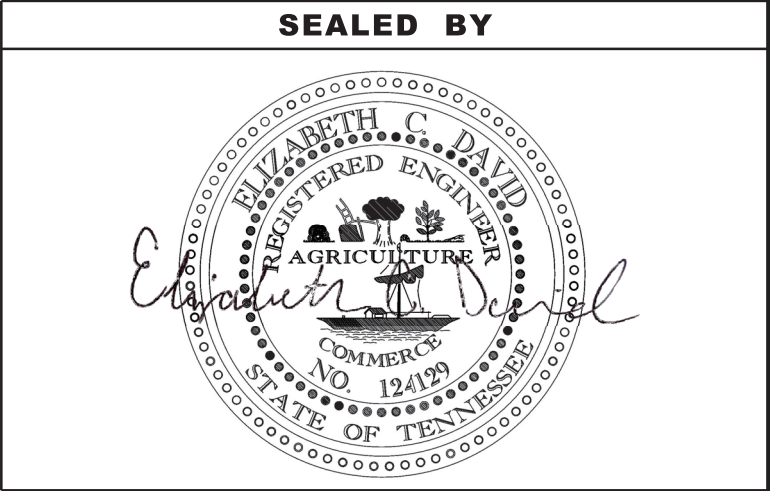
- (6)EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (8)THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2E



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES CONT.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION


- (52)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53)

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2E1

SEALED BY



Elizabeth C. David

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

SHEET 2 OF 2

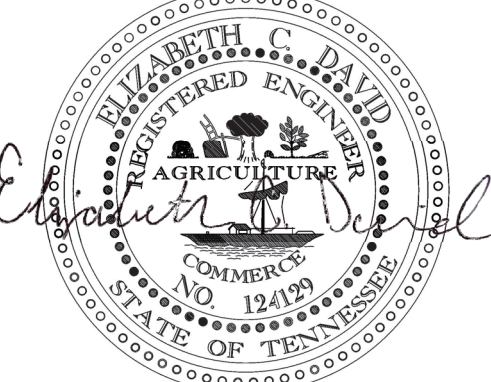
08-JUL-2025 11:25
\\TDOT04NAS002.tdot.state.tn.us\04Shared\Design\DESIGN\RESURF REG4 PROJ\SHELBY\I-55\LM3-56\LM5-74 (132474.00)\002F - TABULATED QTY.dgn

RAMP & GORE AREA PAVEMENT MARKING TABULATION																
MAINLINE	EXIT #	INTERCHANGE ROUTE #	ROADWAY DIRECTION (N S E W)	ENT/EXIT	716-01.22	716-01.23	716-02.05	716-02.06	716-02.07	716-02.09	716-03.01	716-04.01	716-04.06	716-12.02	716-12.03	716-12.05
					MONO DIRECTIONAL SNOWPLOWABLE	SRPM (BI-DIR) (2 COLOR)	STOP BAR	TURN LANE ARROW	24" CHEVRONS FOR GORE AREAS	LONGITUDINAL CROSSWALK	ONLY	STRAIGHT-TURN ARROW	WRONG WAY ARROW	6" LINE	8" BARRIER LINE	6" DOTTED LINE
					(EACH)	(EACH)	(L.F.)	(EACH)	(L.F.)	(L.F.)	(EACH)	(EACH)	(EACH)	(L.M.)	(L.F.)	(L.F.)
I-55	5	BROOKS ROAD	NORTH	EXIT	28	136	24	2	1101	41	2	3	1	0.53	2059	59
I-55	5	BROOKS ROAD	NORTH	ENT		22			88					0.24	391	
I-55		US 51	NORTH	ENT		43			247					0.44	598	
I-55	6A	I-240 E	NORTH	EXIT		25			164					0.29	445	
I-55		I-240 E	NORTH	ENT		19			22					0.39	323	
I-55		I-240 E	SOUTH	EXIT		38			119					1.50	365	
I-55		I-240 E	SOUTH	ENT		66			264					0.38	1014	
I-55	5B	US 51/W BROOKS ROAD	SOUTH	EXIT		65			536					0.30	1254	
I-55	5A	E BROOKS ROAD	SOUTH	EXIT		17			37					0.39	296	
I-55	5A	E BROOKS ROAD	SOUTH	ENT		26			201					0.61	476	
				TOTAL:	28	457	24	2	2779	41	2	3	1	5.06	7221	59

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2F

ACCELERATION AND DECELERATION LANE PAVEMENT MARKING TABULATION														
MAINLINE	DIRECTION	BEGINNING LOG MILE (L.M.)	END LOG MILE (L.M.)	716-01.23	716-04.01	716-04.05	716-04.07	716-04.14	716-12.03	716-12.05	716-12.08	716-12.10	STANDARD DRAWING	DETAILS:
				SRPM (BI-DIR) (2 COLOR)	STRAIGHT-TURN ARROW	STRAIGHT ARROW	EXIT ONLY ARROW	LANE REDUCTION ARROW	8" BARRIER LINE	6" DOTTED LINE	12" BARRIER LINE	12" DOTTED LINE		
				(EACH)	(EACH)	(EACH)	(EACH)	(EACH)	(L.F.)	(L.F.)	(L.F.)	(L.F.)		
I-55 ACCELERATION LANE	NB	3.56	3.63							123			T-M-6	PARALLEL ACCELERATION LANE
I-55 DECELERATION LANE	NB	4.183	4.542	49	3	3				52	880	253	T-M-6	EXIT ONLY LANE WITH OPTIONAL LANE
I-55 ACCELERATION LANE	SB	4.54	4.627							244			T-M-6	PARALLEL ACCELERATION LANE
I-55 DECELERATION LANE	SB	4.838	4.968	12					65	179			T-M-6	PARALLEL DECELERATION LANE
I-55 ACCELERATION LANE	NB	4.914	5.008							160			T-M-6	PARALLEL ACCELERATION LANE
I-55 ACCELERATION LANES/ DECELERATION LANE	NB	5.064	5.477	70			2	1	1000	121		294	T-M-5, T-M-6	AUXILIARY LANE AT CLOSELY SPACED RAMPS, TYPICAL LANE REDUCTION TRANSITION
I-55 ACCELERATION/ DECELERATION LANES	SB	5.191	5.558	94	4		4		500	57	900	358	T-M-6	AUXILIARY LANE AT CLOSELY SPACED RAMPS, EXIT ONLY LANE WITH OPTIONAL LANE
I-55 ACCELERATION LANE	NB	5.682	5.74							89			T-M-6	PARALLEL ACCELERATION LANE
I-55/I-240 SPLIT	SB	5.678	5.74	18							368		T-M-8	TYPICAL GORE DETAILS FOR SPLITS
			TOTAL:	243	7	3	6	1	1565	1025	2148	905		

SEALED BY




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 (W/ARROW)	48" x 36"	12	5	60	
E5-2	EXIT OPEN	48" x 36"	12	5	60	
G20-1	ROAD WORK NEXT 3 MI.	48" x 24"	8	4	32	
G20-2	END ROAD WORK	48" x 24"	8	16	128	
W3-2	YIELD AHEAD	48" x 48"	16	5	80	
W4-1R	MERGE	48" x 48"	16	5	80	
W4-2L	LEFT LANE ENDS	48" x 48"	16	8	128	
W4-2R	RIGHT LANE ENDS	48" x 48"	16	8	128	
W8-11	UNEVEN LANES	48" x 48"	16	34	544	
W8-15	GROOVED PAVEMENT	48" x 48"	16	18	288	
W8-15P	MOTORCYCLE (PLAQUE)	30" x 24"	5	9	45	
W20-1	ROAD WORK AHEAD	48" x 48"	16	16	256	
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	
W20-5	RIGHT LANE CLOSED 1/2 MILE	48" x 48"	16	4	64	
W20-5	RIGHT LANE CLOSED 1500 FT.	48" x 48"	16	4	64	
W20-5	RIGHT TWO LANES CLOSED 1/2 MILE	48" x 48"	16	4	64	
W20-5	RIGHT TWO LANES CLOSED 1500 FT.	48" x 48"	16	4	64	
W20-5	LEFT LANE CLOSED 1/2 MILE	48" x 48"	16	4	64	
W20-5	LEFT LANE CLOSED 1500 FT.	48" x 48"	16	4	64	
W20-5	LEFT TWO LANES CLOSED 1/2 MILE	48" x 48"	16	4	64	
W20-5	LEFT TWO LANES CLOSED 1500 FT.	48" x 48"	16	4	64	
W21-2	FRESH OIL	48" x 48"	16	4	64	
W21-5	SHOULDER WORK	48" x 48"	16	8	128	
R1-2	YIELD	48" x 48"	16	5	80	
R2-1	SPEED LIMIT	36" x 18"	5	18	81	
THIS CONSTRUCTION SIGNING IS TO BE USED AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.				TOTAL	2886	

SIGNAL QUANTITIES TABULATION BLOCK			
INTERSECTION	730-12.02 CONDUIT 2" DIAMETER PVC (L.F.)	730-14.02 SAWSLOT (L.F.)	730-14.03 LOOP WIRE (L.F.)
BROOKS ROAD (@ I-55 NB EXIT RAMP)	30	250	475
BROOKS ROAD (@ COUGHLIN DR.)	0	175	335

RAMP & GORE AREA PAVEMENT TABULATION							
MAINLINE	EXIT #	INTERCHANGE ROUTE #	ROADWAY DIRECTION (N S E W)	ENT/EXIT	403-02.01	411-03.10	415-01.01
					TRACKLESS TACK COAT	ACS MIX GRADING D (PG76-22)	COLD PLANING
					(TONS)	(TONS)	(TONS)
I-55	5	BROOKS ROAD	NORTH	EXIT	3.97	613	603
I-55	5	BROOKS ROAD	NORTH	ENT	0.07	11	10
I-55		US 51	NORTH	ENT	2.07	317	314
I-55	6A	I-240 E	NORTH	EXIT	1.28	197	195
I-55		I-240 E	NORTH	ENT	1.31	201	199
I-55		I-240 E	SOUTH	EXIT	5.89	901	893
I-55		I-240 E	SOUTH	ENT	2.34	358	355
I-55	5B	US 51/W BROOKS ROAD	SOUTH	EXIT	2.32	355	352
I-55	5A	E BROOKS ROAD	SOUTH	EXIT	1.23	189	187
I-55	5A	E BROOKS ROAD	SOUTH	ENT	2.29	351	164
				TOTAL:	22.77	3493	3272

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	2F1

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

SHEET 2 OF 2

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

COMMUNICATIONS:

AT&T

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

WATER, GAS, AND ELECTRIC:

MLG&W

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

SEWER:

CITY OF MEMPHIS

125 NORTH MAIN STREET, ROOM 639
MEMPHIS, TN 38103
CONTACT: FARAEDOON QALADIZE
OFFICE PHONE: 901 576 6725
CELL PHONE: 901 636 6971
Email: FARAEDOON.QALADIZE@MEMPHISTN.GOV

COMMUNICATIONS:

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	3

SEALED BY



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. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

b.

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

c.

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

d.

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

2.

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

a.

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

(1)

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

(2)

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

b.

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

c.

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

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

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

(1)

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

(2)

WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.
- b.

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

c.

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

d.

THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.
- FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.
4.

FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.
- SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.
- IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.
- B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:
1.

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

a.

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

2.

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

a.

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

(1)

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

(2)

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

3.

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

a.

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

(1)

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

(2)

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

b.

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

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

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

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

1.

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

2.

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

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

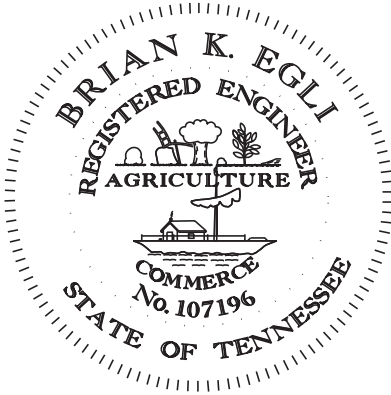
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	NH-I-55-1(139)	4

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

08-JUL-2025 11:26
\\TDOT04NAS002.tdot.state.tn.us\04Shared\Design\DESIGN\RESURF REG4 PROJ\SHELBY\1-55\LM3-56LM5-74 (132474.00)\004 - PAVEMENT EDGE DROP OFF NOTES.dgn



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
Brian Egli
2025.07.08 13:36:12 -05'00'

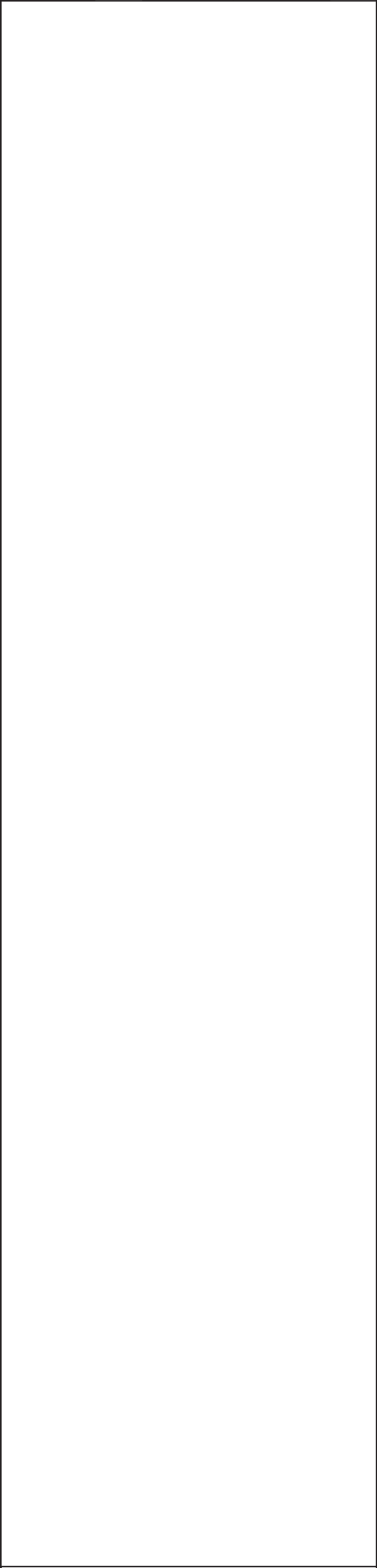
PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

TENNESSEE DEPARTMENT OF TRANSPORTATION
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. §82-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEET _____	STRUCTURE-SIGN 1
BRIDGE PLANS _____	B1 THRU B22

YEAR	PROJECT NO.	SHEET NO.
2025	79I055-M3-010	STRUCTURE-SIGN 1



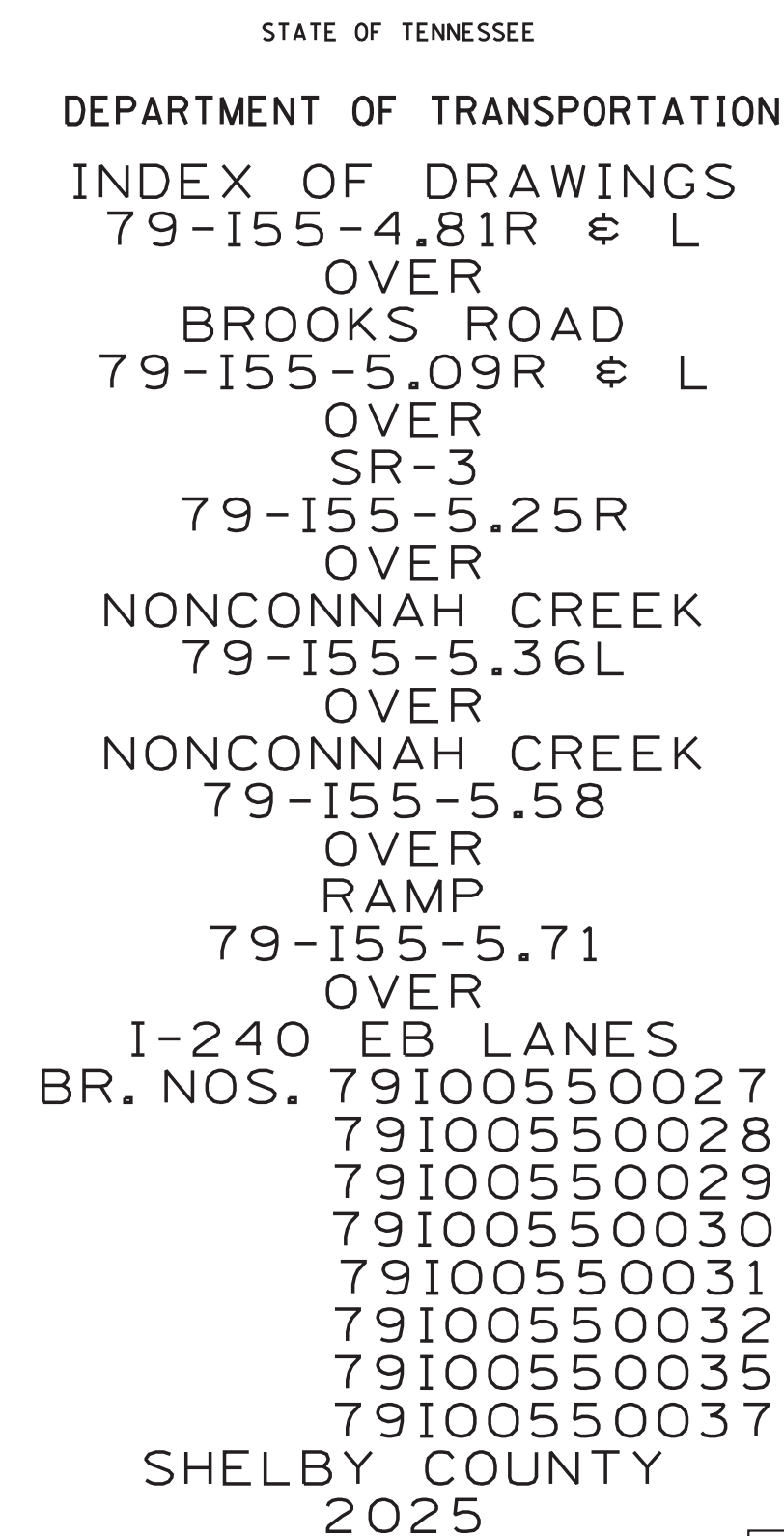
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

\$\$\$\$SYTIME\$\$\$\$
\$\$\$\$DGN\$PE\$\$\$\$

[illegible]

<u>INDEX OF REFERENCE DRAWINGS</u>	<u>DWG. NO.</u>
BRIDGE LAYOUT	M-341-45
TYPICAL SECTION	M-341-50
BRIDGE LAYOUT	M-341-21
TYPICAL SECTION	M-341-27
BRIDGE LAYOUT	M-341-70
TYPICAL SECTION	M-341-75
BRIDGE LAYOUT	M-341-87
TYPICAL SECTION	M-341-93
BRIDGE LAYOUT	M-341-106
TYPICAL SECTION	M-341-112
BRIDGE LAYOUT	M-341-129
TYPICAL SECTION	M-341-135
BRIDGE LAYOUT	M-341-152
SLAB PLAN	M-341-157
BRIDGE LAYOUT	M-341-168
TYPICAL SECTION-SPANS 1 & 4	M-341-173
TYPICAL SECTION-SPANS 2 & 3	M-341-173A



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

PIN 132474.00

PROJECT NO.	YEAR	SHEET NO.	
79I055-M3-010	2025	B4	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

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

INSTALL BOND BREAKER BEFORE PLACING CONCRETE FOR APPROACH SLAB REPAIR.

EDGES TO BE SAW CUT TO A DEPTH OF 1"

4" (MIN.)

CONCRETE APPROACH PAVEMENT REPAIR DETAILS (STRUCTUAL REPAIR)

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 PAVEMENT.) THIS MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

POWER DRIVEN HAND TOOLS:

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

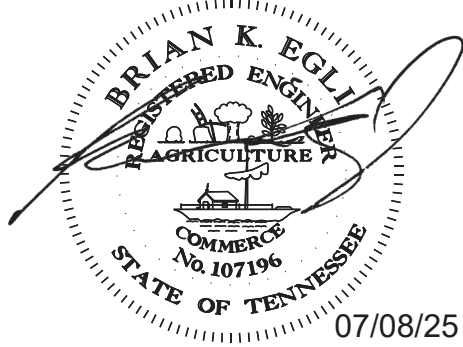
(1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 LB. CLASS SHALL NOT BE USED. TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC.

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

BRIDGE DECK REPAIR MATERIAL:

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

MIX MUST MEET 3000 PSI BEFORE OPENING TO TRAFFIC.



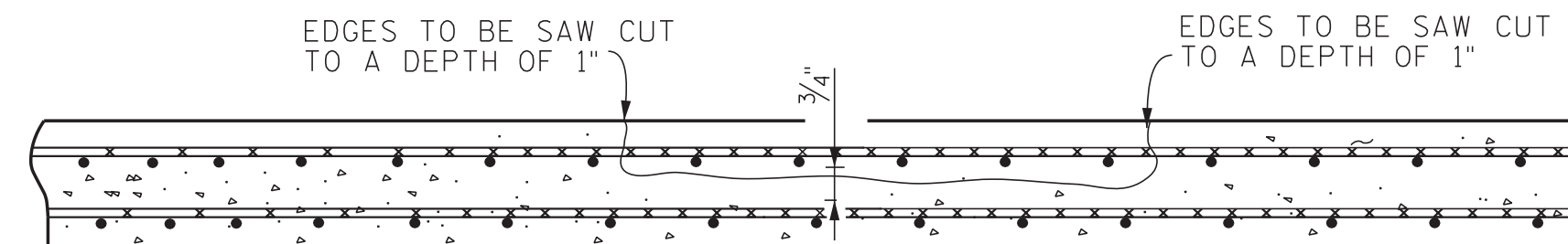
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
APPROACH SLAB REPAIR
DETAIL NOTES
79-I55-4.81R & L
OVER
BROOKS ROAD
79-I55-5.09R & L
OVER
SR-3
79-I55-5.25R
OVER
NONCONNAH CREEK
79-I55-5.36L
OVER
NONCONNAH CREEK
79-I55-5.58
OVER
RAMP
79-I55-5.71
OVER
I-240 EB LANES
BR. NOS. 79I00550027
79I00550028
79I00550029
79I00550030
79I00550031
79I00550032
79I00550035
79I00550037
SHELBY COUNTY
2025

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

PIN 132474.00

[illegible]

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



SKETCH SHOWING DECK REPAIR (STRUCTURAL REPAIR):

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

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

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

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

POWER DRIVEN HAND TOOLS:

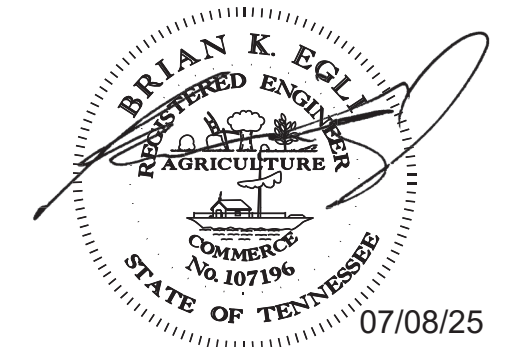
POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:

(1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS
HEAVIER THAN NOMINAL 60 lb. CLASS SHALL NOT BE USED. TRAFFIC
CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC.

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

BRIDGE DECK REPAIR MATERIAL:

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



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE DECK
REPAIR NOTES
79-I55-4.81R & L
OVER

BROOKS ROAD
79-155-5.09R & L
OVER

SR-3
79-155-5.25R
OVER

NONCONNAH CREEK
79-155-5.36L
OVER

NONCONNAH CREEK
79-155-5.58
OVER
RAMP

79-155-5.71
OVER
I-240 EB LANES
BR. NOS. 79I00550027

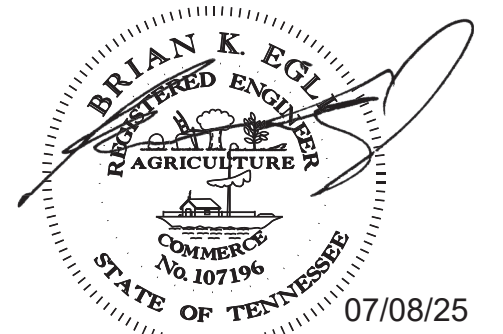
79100550028
79100550029
79100550030
79100550031
79100550032
79100550035
79100550037

SHELBY COUNTY
2025

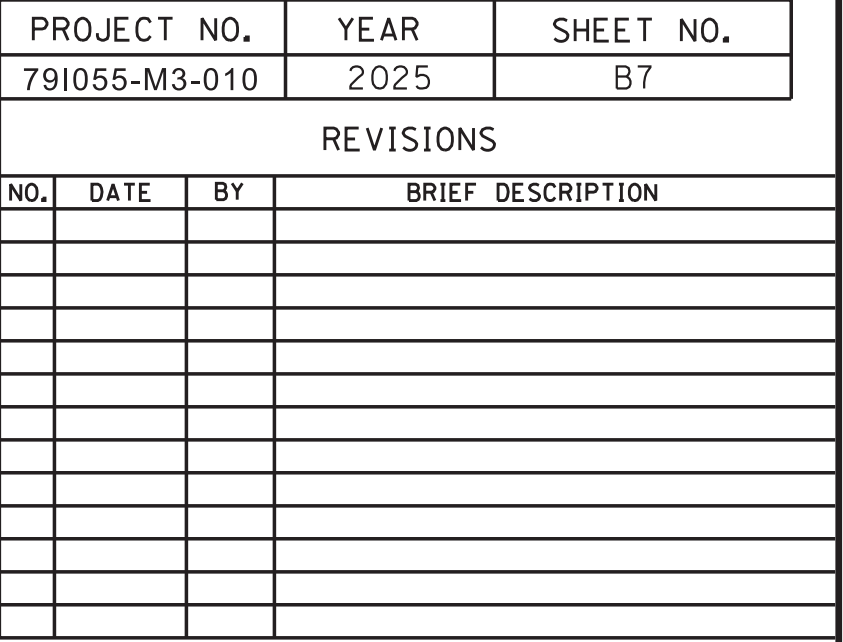
B5

[illegible]

NOTE: ANY ASPHALT LOCATED OVER THE EXPANSION JOINTS AT THE APPROACH ENDS MUST BE REMOVED COMPLETELY TO REPAIR THE JOINTS PROPERLY. ONCE ASPHALT IS REMOVED, THE ELASTOMERIC CONCRETE HEADERS MUST BE MADE FLUSH TO THE ASPHALT FOR RIDEABILITY PURPOSES.

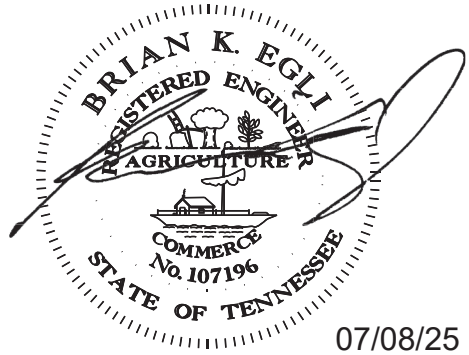


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
79-I55-4.81R
OVER
BROOKS ROAD
BR. NO. 79I00550027
SHELBY COUNTY
2025



(79-155-4.81R)

(LOOKING AHEAD ON SURVEY)



(79-155-4.81R)

(LOOKING AHEAD ON SURVEY)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
79-155-4.81R
OVER
BROOKS ROAD
BR. NO. 79100550027
SHELBY COUNTY
2025

[illegible]

NOTE: ANY ASPHALT LOCATED OVER THE EXPANSION JOINTS AT THE APPROACH ENDS MUST BE REMOVED COMPLETELY TO REPAIR THE JOINTS PROPERLY. ONCE ASPHALT IS REMOVED, THE ELASTOMERIC CONCRETE HEADERS MUST BE MADE FLUSH TO THE ASPHALT FOR RIDEABILITY PURPOSES.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
79-I55-4.81L
OVER
BROOKS ROAD
BR. NO. 79I00550028
SHELBY COUNTY
2025

[illegible]

(79-155-4.81L)

(LOOKING AHEAD ON SURVEY)



(79-155-4.81L)

(LOOKING AHEAD ON SURVEY)

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



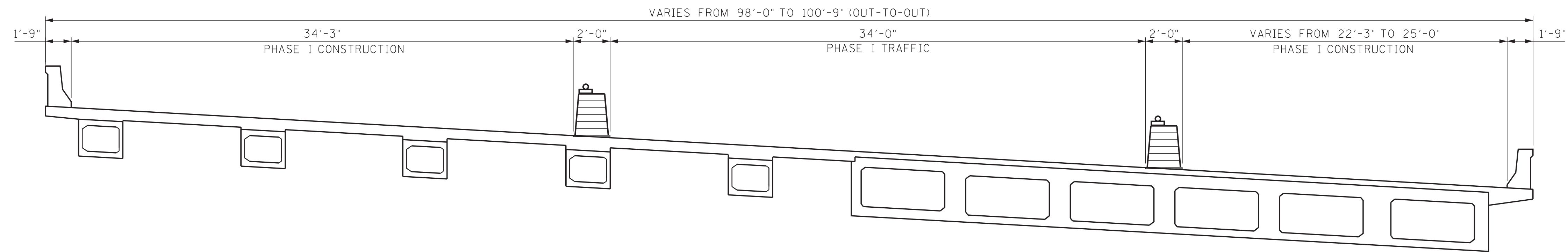
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
79-155-4.81L
OVER
BROOKS ROAD
BR. NO. 79100550028
SHELBY COUNTY
2025

[illegible]

SEE EXPANSION JOINT REPAIR
DETAIL @ APPROACH END NO. 2
FOR DETAILS

NOTE: ANY ASPHALT LOCATED OVER THE EXPANSION JOINTS AT THE APPROACH ENDS MUST BE REMOVED COMPLETELY TO REPAIR THE JOINTS PROPERLY. ONCE ASPHALT IS REMOVED, THE ELASTOMERIC CONCRETE HEADERS MUST BE MADE FLUSH TO THE ASPHALT FOR RIDEABILITY PURPOSES.

PLAN VIEW
79-I55-5.09R
OVER
SR-3
BR. NO. 79I00550029
SHELBY COUNTY
2025

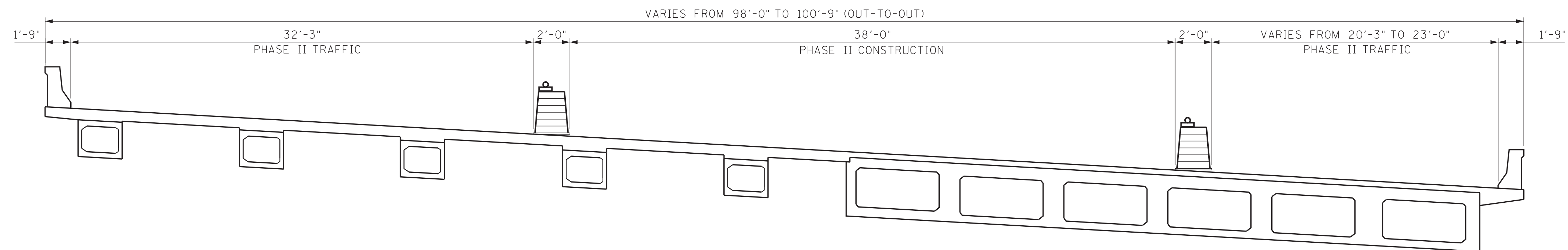
[illegible]

NORTHBOUND BRIDGE

(79-155-5.09R)

PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

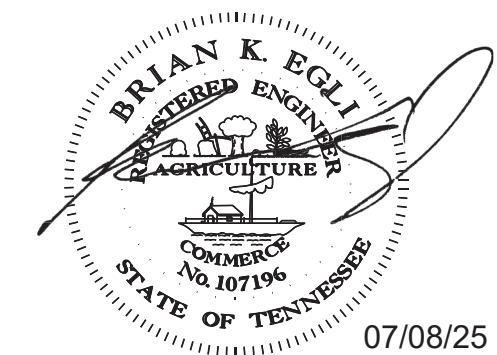


NORTHBOUND BRIDGE

(79-155-5.09R)

PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
79-I55-5.09R
OVER
SR-3
BR. NO. 79I00550029
SHELBY COUNTY
2025

[illegible]

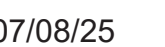
[illegible]

SEE EXPANSION JOINT REPAIR
DETAIL @ APPROACH END NO.2
FOR DETAILS

NOTE: ANY ASPHALT LOCATED OVER THE EXPANSION JOINTS AT THE APPROACH ENDS MUST BE REMOVED COMPLETELY TO REPAIR THE JOINTS PROPERLY. ONCE ASPHALT IS REMOVED, THE ELASTOMERIC CONCRETE HEADERS MUST BE MADE FLUSH TO THE ASPHALT FOR RIDEABILITY PURPOSES.

AREAS OF APPROACH PARTIAL REPAIR
SEE PAGE B3 FOR REPAIR DETAIL

ASPHALT COVERED



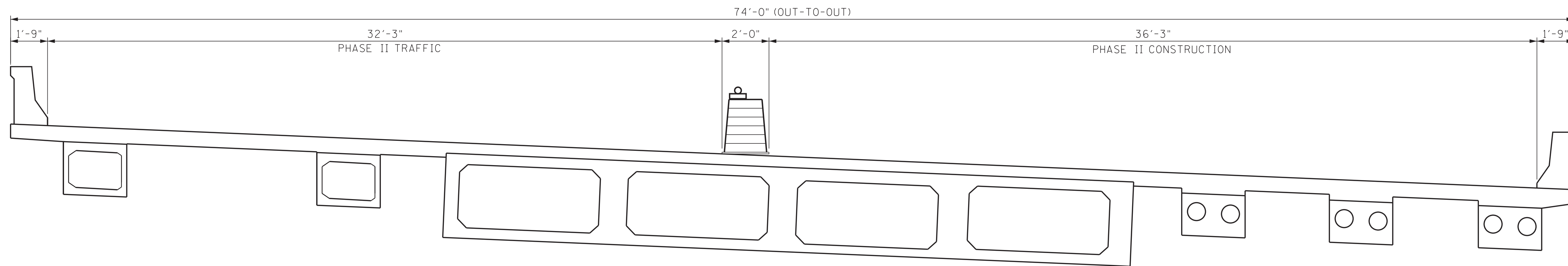
PLAN VIEW
79-I55-5.09L
OVER
SR-3
BR. NO. 79I00550030
SHELBY COUNTY
2025

PROJECT NO.	YEAR	SHEET NO.
79I055-M3-010	2025	B13

The diagram illustrates the layout of a bridge deck, divided into two main sections: PHASE I CONSTRUCTION and PHASE I TRAFFIC. The total width of the bridge deck is 74'-0" (OUT-TO-OUT). The PHASE I CONSTRUCTION section is 34'-3" wide, and the PHASE I TRAFFIC section is 34'-3" wide. A 2'-0" wide section is marked between the two main sections. The diagram shows the bridge deck structure, including the main span and the approach spans. The bridge deck is supported by piers and abutments. The diagram also shows the location of the bridge deck relative to the ground level and the water level. The bridge deck is shown in a perspective view, with the main span and the approach spans. The diagram includes dimensions for the bridge deck width and the distance between the piers and abutments. The diagram also shows the location of the bridge deck relative to the ground level and the water level.

(79-155-5.09L)

(LOOKING AHEAD ON SURVEY)



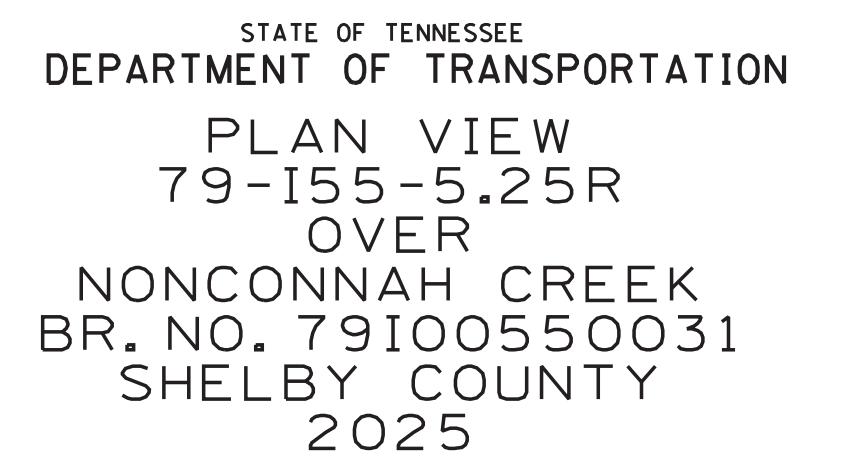
(79-155-5.09L)

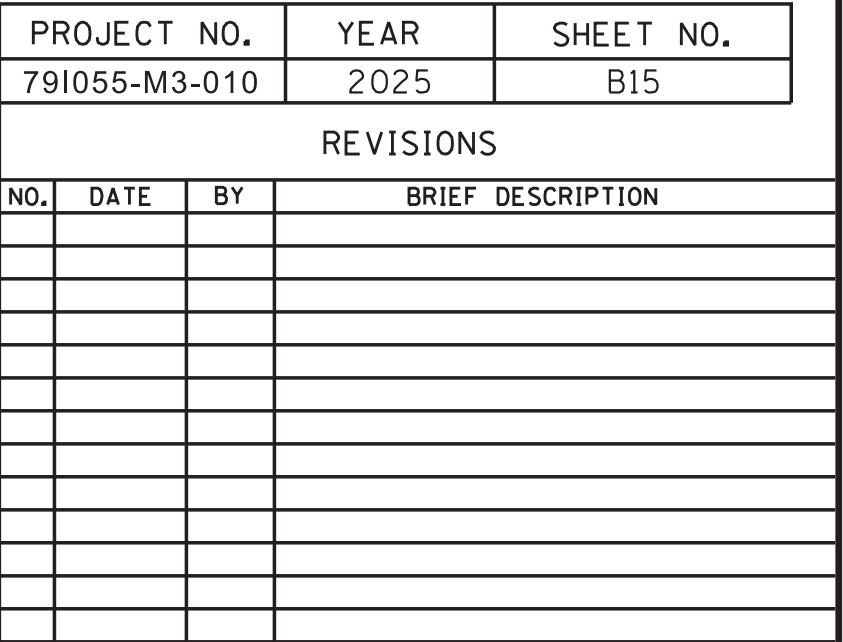
(LOOKING AHEAD ON SURVEY)

B13

[illegible]

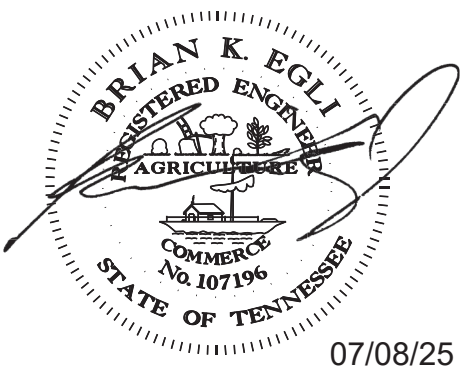
DESIGNED BY _____	DATE _____
DRAWN BY _____ Z.HAYNES	DATE 5/25
SUPERVISED BY _____ K. MARTINKO	DATE 5/25
CHECKED BY _____	DATE _____





PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



PHASE II CONSTRUCTION

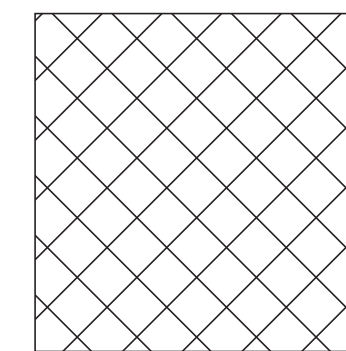
(LOOKING AHEAD ON SURVEY)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
79-155-5.25R
OVER
NONCONNAH CREEK
BR. NO. 79100550031
SHELBY COUNTY
2025

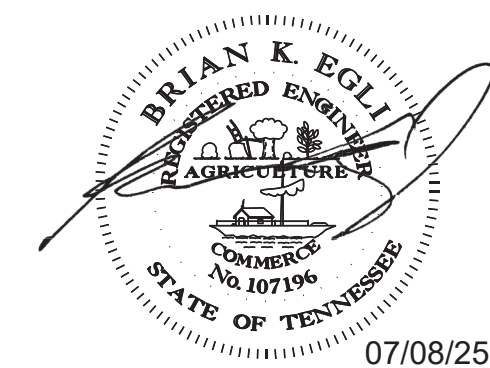
[illegible]

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

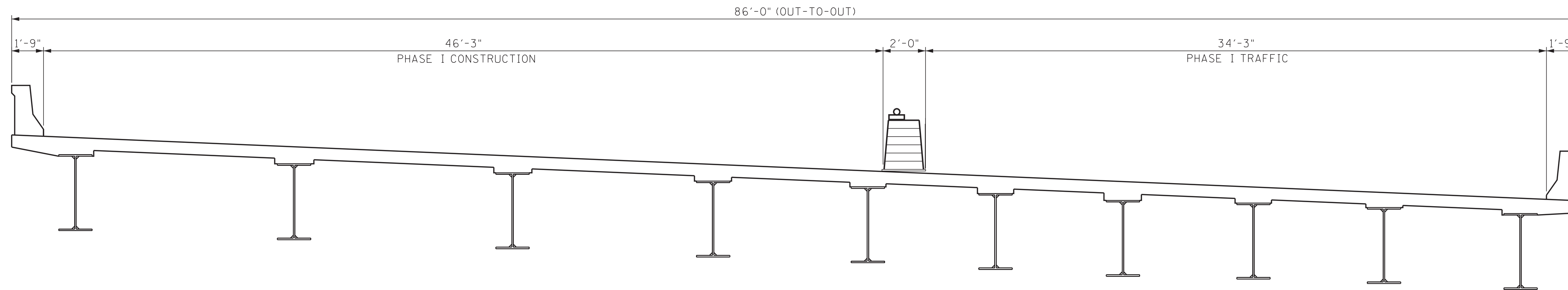
DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 5/25
 SUPERVISED BY K. MARTINKO DATE 5/25
 CHECKED BY _____ DATE _____



AREAS OF DECK PARTIAL REPAIR
SEE PAGE B5 FOR REPAIR DETAIL



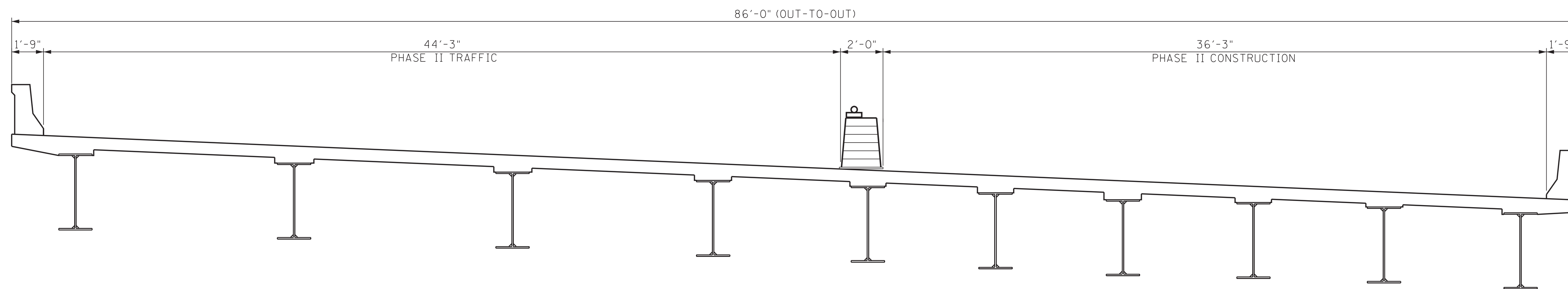
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
79-I55-5.36L
OVER
NONCONNAH CREEK
BR. NO. 79I00550032
SHELBY COUNTY
2025

[illegible]

SOUTHBOUND BRIDGE
(79-I55-5.36L)

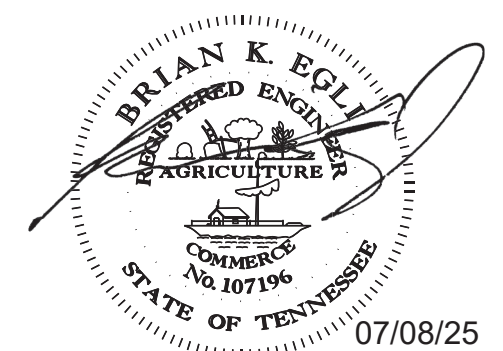
PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



SOUTHBOUND BRIDGE
(79-I55-5.36L)

PHASE II CONSTRUCTION
(LOOKING AHEAD ON SURVEY)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
79-155-5.36L
OVER
NONCONNAH CREEK
BR. NO. 79100550032
SHELBY COUNTY
2025

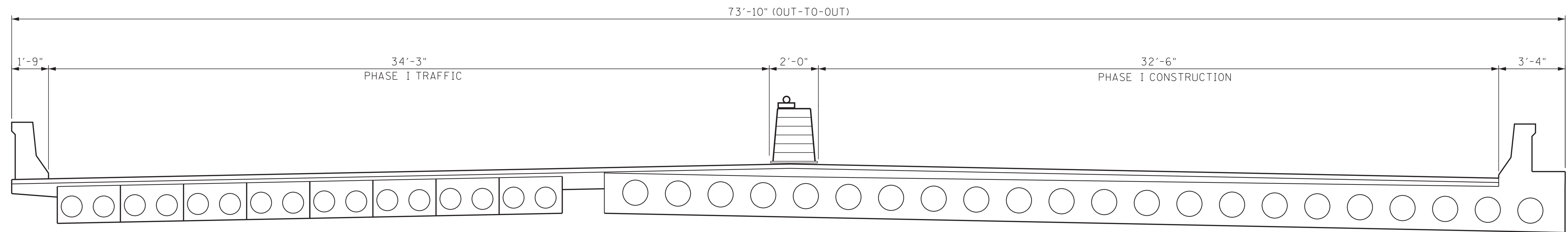
DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 5/25
 SUPERVISED BY K. MARTINKO DATE 5/25
 CHECKED BY _____ DATE _____

[illegible]

07/08/25

PLAN VIEW
79-I55-5.58
OVER
RAMP FROM I-55
BR. NO. 79I00550035
SHELBY COUNTY
2025

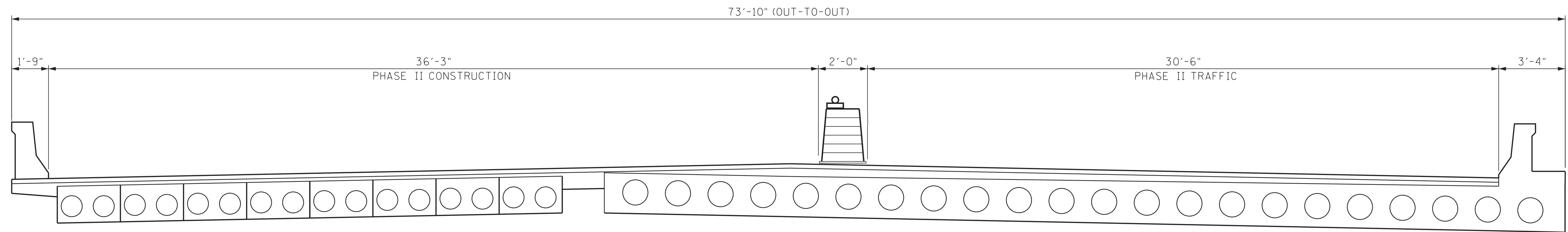
DESIGNED BY _____ DATE _____
DRAWN BY Z.HAYNES DATE 5/25
SUPERVISED BY K. MARTINKO DATE 5/25
CHECKED BY _____ DATE _____

[illegible]

NORTHBOUND BRIDGE
(79-155-5.58)

PHASE I CONSTRUCTION

(LOOKING AHEAD ON SURVEY)



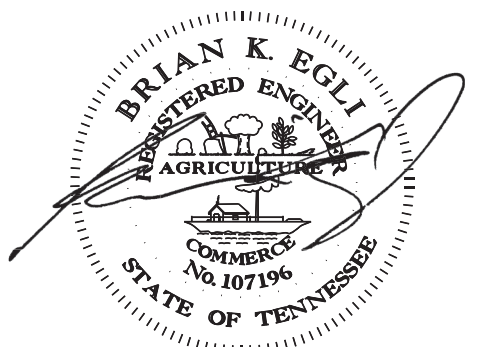
NORTHBOUND BRIDGE
(79-155-5.58)

PHASE II CONSTRUCTION

(LOOKING AHEAD ON SURVEY)

[illegible]

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



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
79-I55-5.58
OVER
RAMP FROM I-55
BR. NO. 79I00550035
SHELBY COUNTY
2025

[illegible]

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
79-I55-5.71
OVER
I-240 EB LANES
BR. NO. 79I00550037
SHELBY COUNTY
2025

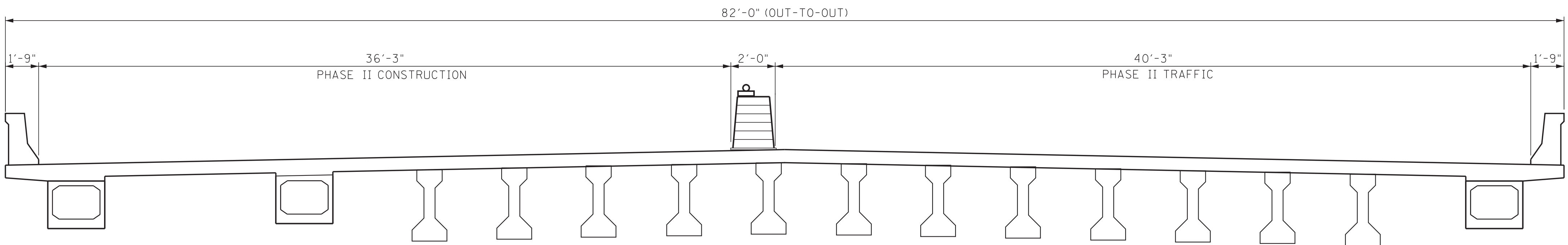
DESIGNED BY _____ DATE _____
 DRAWN BY Z.HAYNES DATE 5/25
 SUPERVISED BY K. MARTINKO DATE 5/25
 CHECKED BY _____ DATE _____

Diagram illustrating the cross-section of a bridge deck with dimensions and traffic/construction phases:

- Overall Width:** 82'-0" (OUT-TO-OUT)
- Left Side Dimensions:** 1'-9" (Shoulder), 34'-3" (Phase I Traffic)
- Right Side Dimensions:** 1'-9" (Shoulder), 42'-3" (Phase I Construction)
- Central Dimensions:** 2'-0" (Width of central structure)
- Structural Features:** The diagram shows a cross-section of a bridge deck supported by multiple piers. A central structure, likely a pier or abutment, is shown with a width of 2'-0". The deck is divided into sections for Phase I Traffic (34'-3") and Phase I Construction (42'-3").

(79-155-5.71)

(LOOKING AHEAD ON SURVEY)



(79-155-5.71)

(LOOKING AHEAD ON SURVEY)



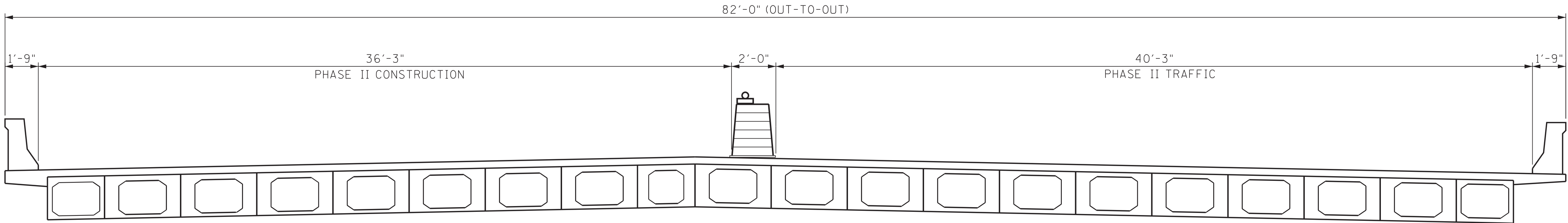
DESIGNED BY _____	DATE _____
DRAWN BY _____ Z.HAYNES	DATE 5/25
SUPERVISED BY _____ K. MARTINKO	DATE 5/25
CHECKED BY _____	DATE _____

22:53:43 PM C:\CONSPECT\

Plan view diagram of the bridge deck. The total width is 82'-0" (OUT-TO-OUT). The deck is divided into two main sections: PHASE I TRAFFIC (34'-3") and PHASE I CONSTRUCTION (42'-3"). The PHASE I TRAFFIC section includes a 1'-9" shoulder on the left and a 2'-0" shoulder on the right. The PHASE I CONSTRUCTION section includes a 1'-9" shoulder on the right. The diagram shows a central median structure and a series of rectangular openings along the length of the bridge deck.

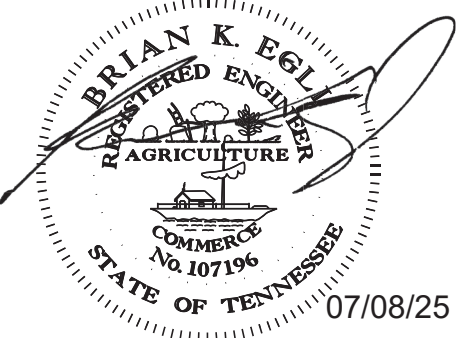
(79-155-5.71)

(LOOKING AHEAD ON SURVEY)



(79-155-5.71)

(LOOKING AHEAD ON SURVEY)



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

\$\$\$SYTIME\$\$\$
 12:53:37 PM
 \$\$\$SYTIME\$\$\$

LEGEND:

- ⊕ FIXED BEARING (PROPOSED CONDITION)
- ⊖ DENOTES EXISTING DRAIN TO BE REMOVED
- DENOTES PROPOSED BRIDGE DECK DRAIN
- △ EXISTING LIGHTING STANDARD TO BE REMOVED
- DENOTES SHEET FILE (OR AN APPROVED ALTERNATE) MAY BE REQUIRED TO MAINTAIN EXISTING ROADWAY AS DIRECTED BY THE PROJECT ENGINEER. COST TO BE INCLUDED IN ITEM 920-01.12, S.F.

CONST. NO. 79004-3152-44			
PROJECT NO.		YEAR	SHEET NO.
NH-1-55-1(104)3		1998	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

LIST OF DRAWINGS

TITLE	DWG. NO.	LAST REV. DATE
BRIDGE LAYOUT	M-341-45	
ESTIMATED QUANTITIES	M-341-46	
GENERAL NOTES	M-341-47	
SEQUENCE OF CONSTRUCTION	M-341-48	
SCREED ELEVATION AND GEOMETRIC LAYOUT	M-341-49	
TYPICAL SECTION	M-341-50	
SLAB PLAN	M-341-51	
STRUCTURAL STEEL DETAILS	M-341-52	
FRAMING PLAN	M-341-53	
ABUTMENT NO. 1 LAYOUT SHEET 1 OF 2	M-341-54	
ABUTMENT NO. 1 LAYOUT SHEET 2 OF 2	M-341-55	
ABUTMENT NO. 2 LAYOUT SHEET 1 OF 2	M-341-56	
ABUTMENT NO. 2 LAYOUT SHEET 2 OF 2	M-341-57	
ABUTMENT DETAILS	M-341-58	
APPROACH SLAB DETAILS	M-341-59	
BENT NO. 1 LAYOUT SHEET 1 OF 2	M-341-60	
BENT NO. 1 LAYOUT SHEET 2 OF 2	M-341-61	
BENT NO. 2 LAYOUT SHEET 1 OF 2	M-341-62	
BENT NO. 2 LAYOUT SHEET 2 OF 2	M-341-63	
BENT NO. 3 LAYOUT SHEET 1 OF 2	M-341-64	
BENT NO. 3 LAYOUT SHEET 2 OF 2	M-341-65	
BENT DETAILS	M-341-66	
FINAL FOUNDATION DATA	M-341-67	
BILL OF STEEL SHEET 1 OF 2	M-341-68	
BILL OF STEEL SHEET 2 OF 2	M-341-69	

NOTE: SEE DWG. M-341-24 FOR FOUNDATION DATA.

BROOKS ROAD CURVE DATA

P.C. = 11+61.9
D.C. = 0°-30'-00"
L.C. = 573.04'
T = 286.58
ΔC = 2°-51'-55"

NOTE: PORTIONS OF BRIDGE 2A SUBSTRUCTURE UNITS MAY BE CONSTRUCTED IN PHASE I OF THIS BRIDGE TO FACILITATE CONSTRUCTION.

ELEVATION

MATCH ROADWAY MEDIAN BARRIER RAIL (TYP. EA. END)

BEGIN BRIDGE STA. 284+29.96

REFERENCE LINE

CONST. JOINT

CUT LINE

BENT 2 STA. 285+99.78

BENT 3 STA. 286+81.88

END BRIDGE STA. 287+66.08

Δ I-55 CURVE DATA

S.T. = 286+46.58
L.S. = 350.00
C.S. = 282+96.58
L.C. = 974.64
D.C. = 2°-00'-00"
ΔC = 19°-29'-34"
T.S. = 849.78

TOE OF SLOPE
LIMIT OF SLOPE PAVEMENT

PLAN

LIST OF STANDARD DRAWINGS

BRIDGE RAILING CONCRETE PARAPET 1990
STEEL SLIDER PLATE ASSEMBLIES FOR CONCRETE PARAPET AND BRIDGE DECK DRAINS
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
STANDARD PRECAST PRESTRESSED DECK PANELS
GENERAL DETAILS 1992
STANDARD PRECAST PRESTRESSED DECK PANELS
DESIGN CRITERIA 1992
STANDARD PRECAST PRESTRESSED DECK PANELS
GENERAL DETAILS 1992
STANDARD PRECAST PRESTRESSED DECK PANELS
CONSTRUCTION DETAILS 1992
STANDARD PILE DETAILS
STANDARD SEISMIC DETAILS
STANDARD SEISMIC DETAILS
REINF. BAR SUPPORT DETAILS FOR CONC. SLABS
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS

DWG. NO.	LAST REV. DATE
STD-1-1	4-28-97
STD-1-2	9-11-95
STD-1-5	4-28-97
STD-4-1	4-28-97
STD-4-2	6-10-96
STD-4-3	6-10-96
STD-4-4	6-10-96
STD-5-1	10-25-93
STD-6-1	5-01-95
STD-6-2	11-07-94
STD-9-1	12-19-94
STD-10-1	5-11-92

LIST OF SPECIAL PROVISIONS

PROV. NO.	LAST REV. DATE	APPROVAL OF SHOP DRAWINGS
105A 602	12-15-97 3-10-96	SECTION 602 - STEEL STRUCTURES

LIST OF REFERENCE DRAWINGS

H-8-97 THRU H-8-106 INCLUSIVE 1959 CONSTRUCTION DRAWINGS

72'-7" ROADWAY WITH STD-1-1 PARAPETS
DESIGN SPEED = 60 M.P.H.
2018 ADT = 51,500
TRUCK TRAFFIC = 9%

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE LAYOUT
BRIDGE NO. 2B

REPLACEMENT OF NB I-55 OVER BROOKS ROAD

STA. 286+65.92 (L.M. 4.84)
BRIDGE ID. NO. 79100550027
SHELBY COUNTY
1998



21 AUG 98

M-341-45

DE LEUW, CATHER
MEMPHIS, TENNESSEE
DESIGNED BY I. C. ENOSTROM DATE 10-96
DRAWN BY R. C. HANDY DATE 10-96
SUPERVISED BY C. H. BRYANT DATE 10-96
CHECKED BY S. F. FIELD DATE 10-96

DGN FILE NAME = 022203

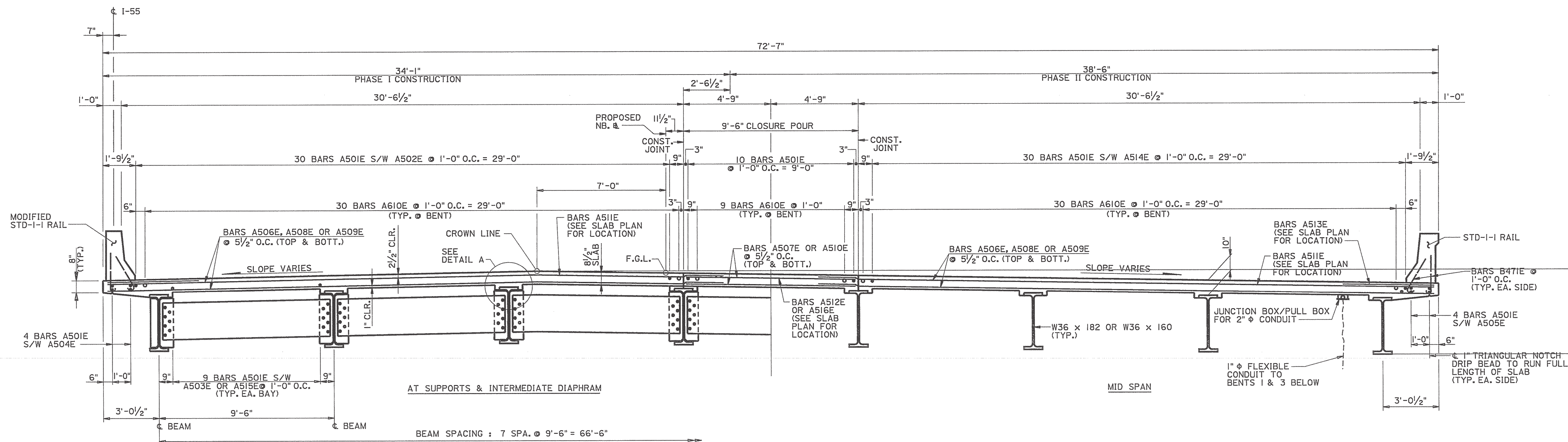
FINISH GRADE LINE BROOKS ROAD (AS SHOWN ON ORIGINAL PLANS)

NOTE:
SEE DWG. NO. M-341-47 FOR
SUPERELEVATION DIAGRAM

FINISH GRADE LINE N.B. I-55

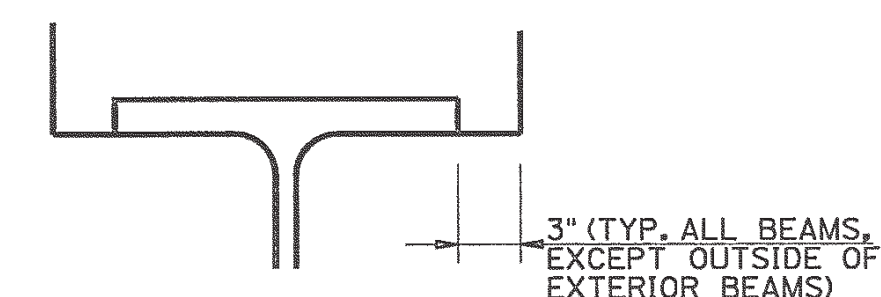
[illegible]

DESCRIPTION	UNIT	QUANTITIES
CLASS "D" CONCRETE (BRIDGE DECK)	C.Y.	648
EPOXY COATED REINFORCING STEEL	LBS.	191,671



1. THE SLAB SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING AND/OR BOLTING IS COMPLETE. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING. NO PORTION OF THE CURB OR PARAPET SHALL BE POURED UNTIL THE ENTIRE SLAB IS IN PLACE, UNLESS REQUIRED BY STAGE CONSTRUCTION.
2. DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:
1) NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET TO 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.
3. DEAD LOAD CORRECTION CURVE: GIRDERS SHALL BE CAMBERED TO COMPENSATE FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE.
SEE DWG. NO. M-341-52.
4. 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%.
5. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING THE REINFORCING STEEL FOR THE PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO, SEE STD. DWG. NO. STD-1-1.

6. WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST AND PARAPET. FOR DETAILS OF WINGPOST AND PARAPET SEE STANDARD DRAWING NO. STD-I-1.
7. APPROVAL OF MATERIALS: NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.
8. IDENTITY OF MAIN MATERIALS: SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.
9. STRUCTURAL STEEL: SHALL CONFORM TO AASHTO M 270 (ASTM A709) GRADE 50 UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR GIRDER FLANGES IN TENSION AND ALL WEBS SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARPY V-NOTCH TESTS SPECIFIED IN AASHTO MATERIAL SPECIFICATIONS, ZONE 2 OF NON-FRACTURE CRITICAL CRITERIA SHALL APPLY.
10. WELDING: ANSI/AASHTO/AWS D1.5-95 BRIDGE WELDING CODE AND SECTION 602 OF THE STANDARD SPECIFICATIONS.
11. FIELD CONNECTIONS: SHALL BE $\frac{7}{8}$ " ϕ HIGH TENSILE STRENGTH BOLTS ASTM-A325 UNLESS OTHERWISE SHOWN. SEE AASHTO SPECIFICATIONS ART. II.3.2 DIVISION II AND SECTION 602 OF THE STANDARD SPECIFICATIONS.
12. ADDITIONAL FIELD SPLICE NOTE: FIELD SPLICES NECESSARY DUE TO LENGTHS INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.
13. SHOP ASSEMBLY: PROGRESSIVE SHOP ASSEMBLY WILL BE ALLOWED. SEE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, ART. II.5.3.J DIVISION II.
14. PARAPETS FOR PHASE I & II SHALL BE IN PLACE PRIOR TO COMPLETING THE CLOSURE STRIP.
15. ANY LONGITUDINAL REINFORCEMENT REPLACED BY SLAB PANELS WITHIN 20' OF BENT SHALL BE ADDED TO THE TOP MAT OF STEEL.
16. OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE.
17. HEAT CURVING STEEL GIRDERS: HEAT CURVING WILL BE PERMITTED FOR GIRDERS WITH RADIUS OF CURVATURE IN EXCESS OF THE MINIMUM REQUIREMENTS SPECIFIED IN AASHTO ART. 10.15.2 DIV. I, PROVIDED THE PROCEDURE IS IN ACCORDANCE WITH ART. II.4.12 DIV. II AND THE VERTICAL CAMBER IS ADJUSTED IN ACCORDANCE WITH ART. 10.15.3 DIV. I.



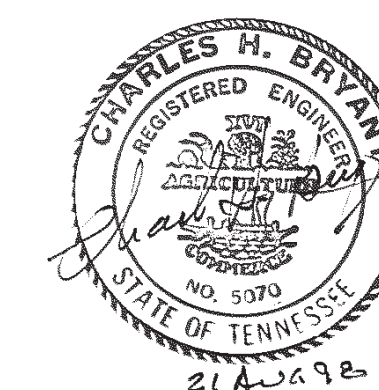
DETAIL "A"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
BRIDGE NO. 2B

REPLACEMENT OF NB I-55 OVER BROOKS ROAD

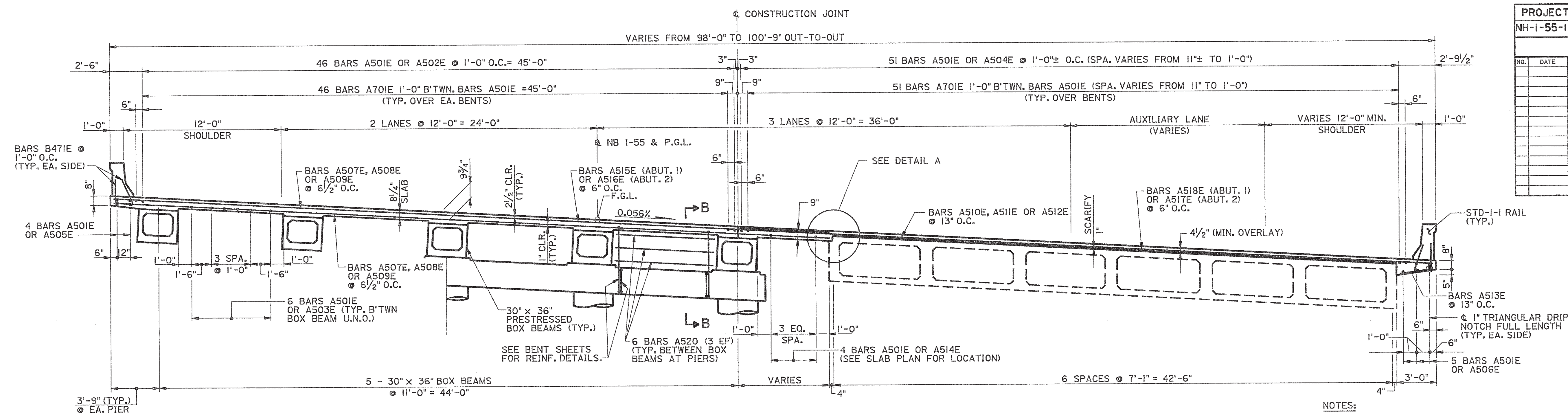
STA. 286+65.92 (L.M. 4.84)
BRIDGE ID. NO. 79100550027
SHELBY COUNTY
1998



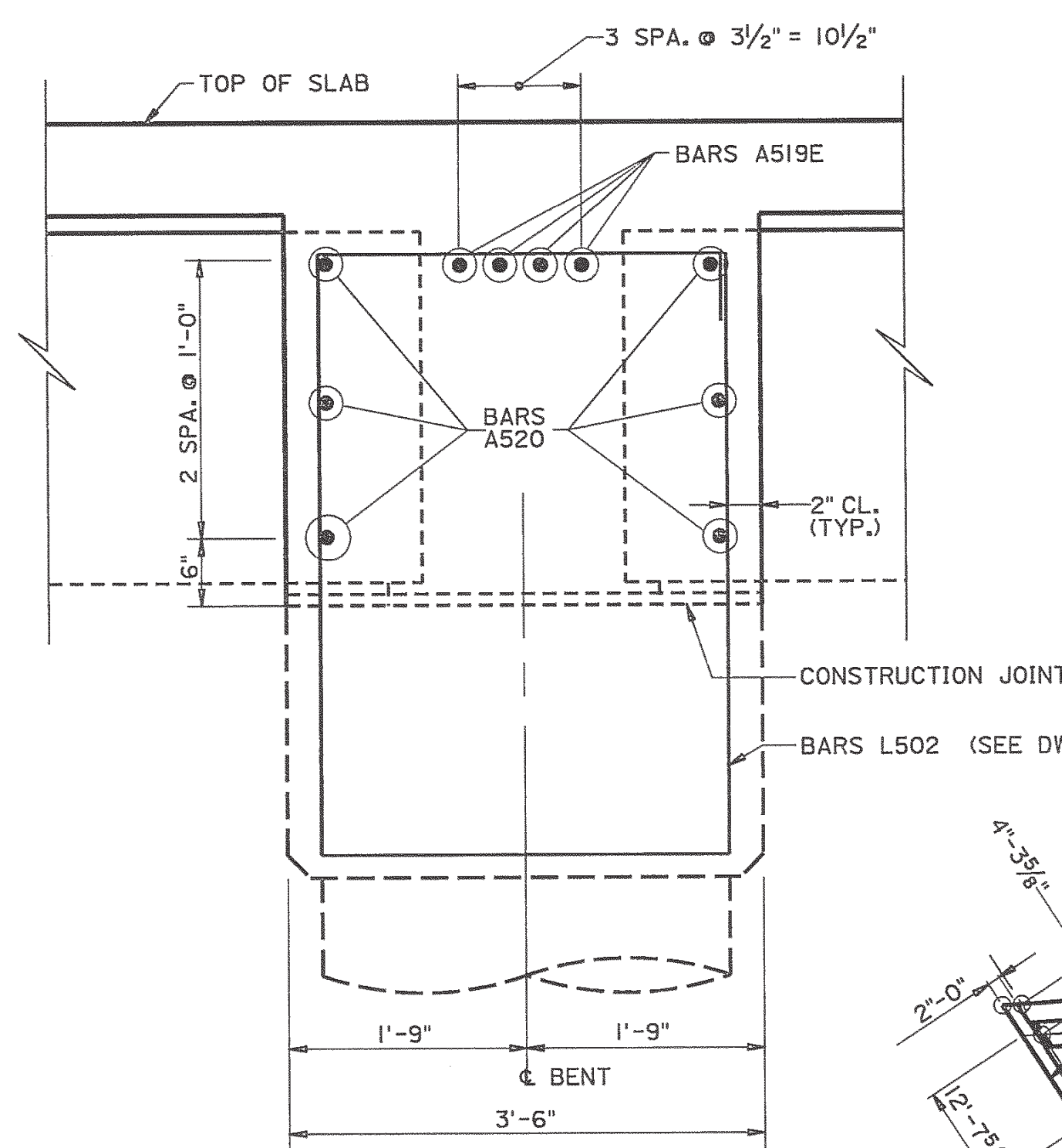
DE LEUW, CATHER
MEMPHIS, TENNESSEE

DESIGNED BY I.C. ENGSTROM DATE 10-96
 DRAWN BY D. RANDALL DATE 10-96
 SUPERVISED BY CH BRYANT DATE 10-96
 CHECKED BY D. R. NOLTE DATE 10-96

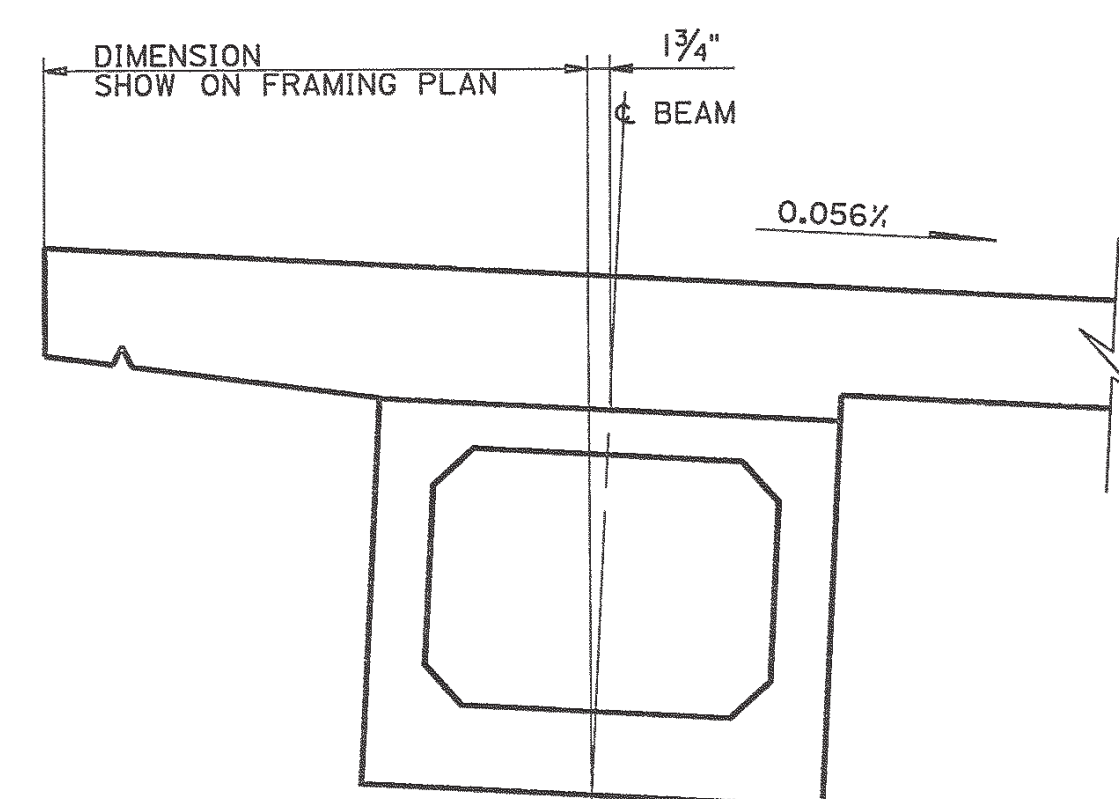
PROJECT NO.	YEAR	SHEET NO.
NH-1-55-1(104)3	1998	

[illegible]

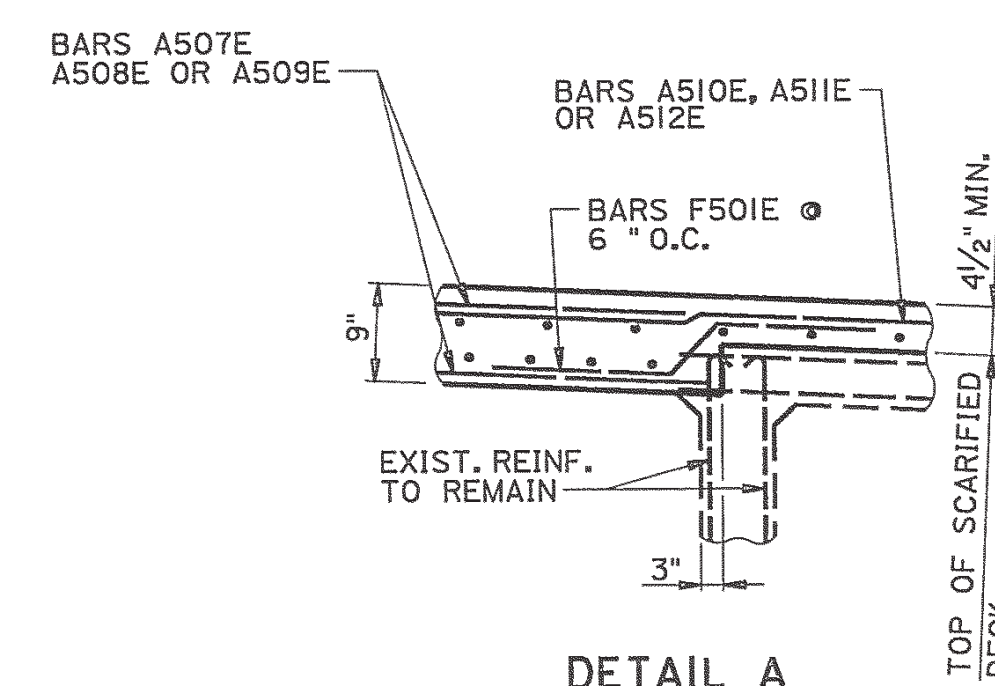
1. NO PORTION OF THE PARAPET RAIL SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE FOR THAT PHASE OF CONSTRUCTION.
2. OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE. SEE DWGS. M-341-70 FOR CURVE RADIUS.
3. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. M-341-76 AND STD-I-1.
4. 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.
5. SUPPORT DIAPHRAGMS AT BENTS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB AND INCLUDED IN THE QUANTITY FOR ITEM 604-03.09.
6. MINIMUM LAP SPLICE LENGTHS U.N.O.: #5 BARS - 2'-2"



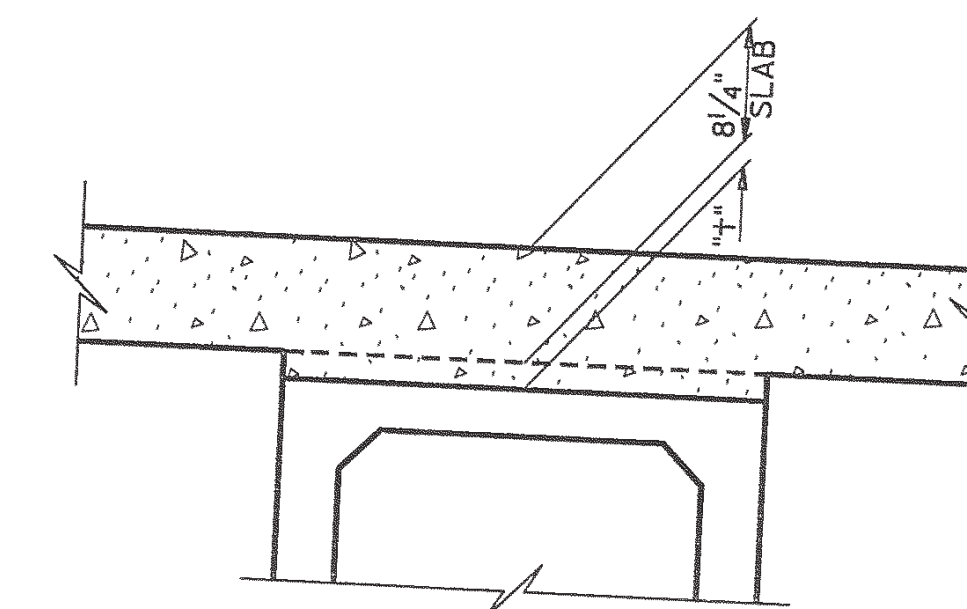
SECTION B-B
(SEE DWG. M-341-76
FOR LOCATION)



BEAM SLOPE DETAIL



DETAIL A



FILLET DETAIL

AFTER THE BEAMS ARE IN PLACE, THE CONTRACTOR SHALL FIELD MEASURE THE TOP OF BEAM ELEVATIONS. THESE ELEVATIONS SUBTRACTED FROM THE FINISH GRADE ELEVATIONS MINUS THE SLAB THICKNESS PLUS THE ALGEBRAIC DEAD LOAD DEFLECTIONS EQUALS THE REQUIRED FILLET THICKNESS "+".

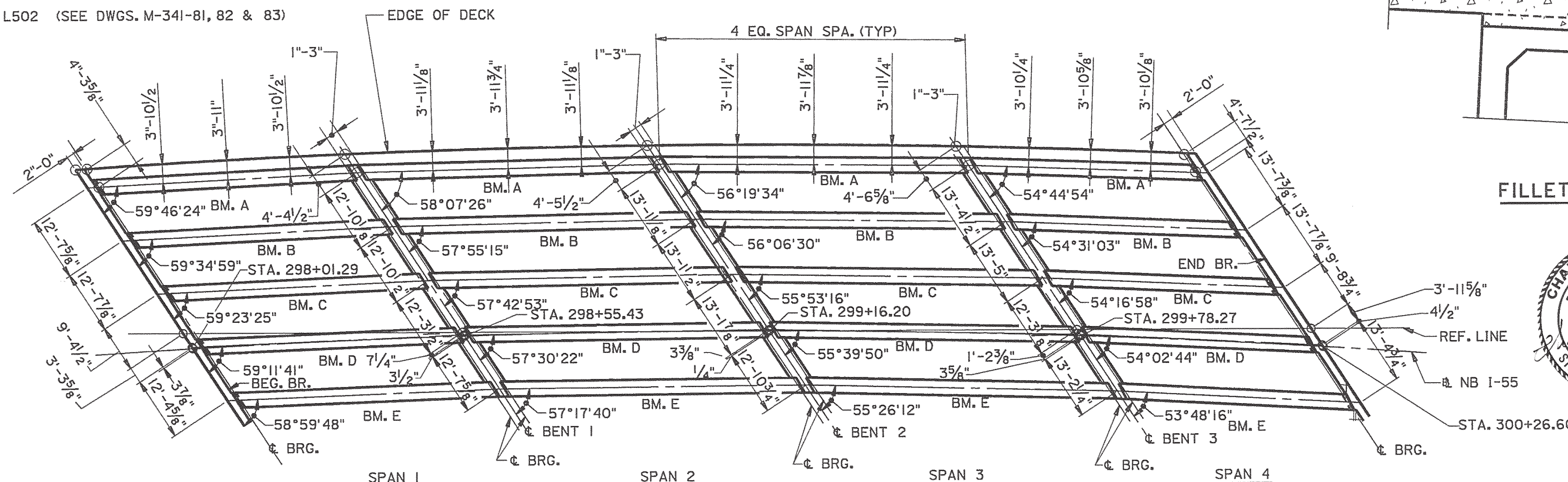
FOR DEAD LOAD DEFLECTIONS SEE DWG. NO. M-341-76.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
BRIDGE NO. 3

WIDENING OF NB I-55 OVER S.R. 3 (ELVIS PRESLEY)

STA. 299+09.02 (L.M. 5.09)
BRIDGE ID. NO. 79100550029
SHELBY COUNTY
1998

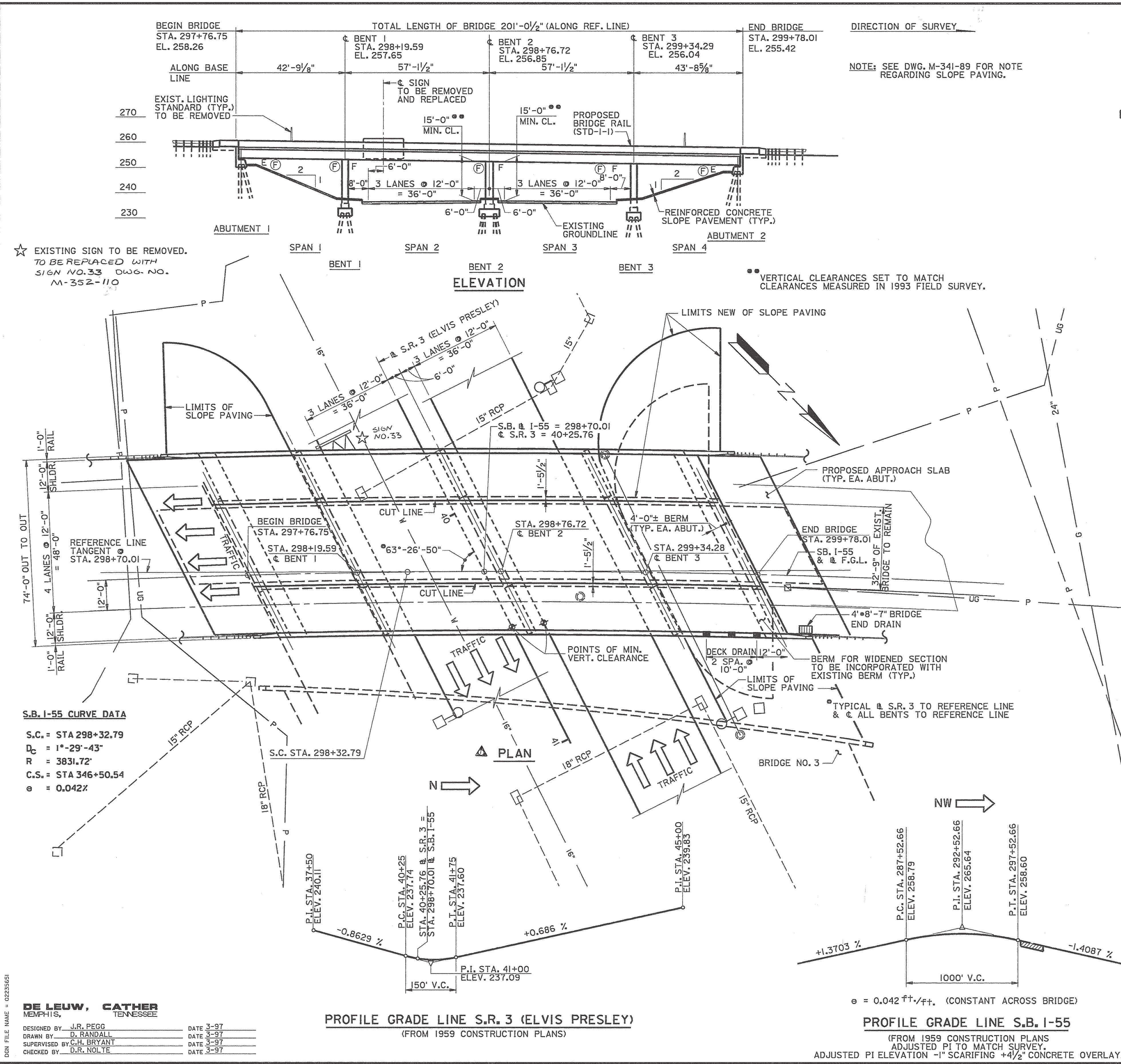


FRAMING PLAN

DE LEUW, CATHERINE
MEMPHIS, TENNESSEE

DESIGNED BY D. RANDALL DATE 10-97
 DRAWN BY D. RANDALL DATE 10-97
 SUPERVISED BY C.H. BRYANT DATE 10-97
 CHECKED BY D.R. NOLTE DATE 10-97

M-341-75



LEGEND:

- F FIXED BEARING (EXISTING CONDITION)
- E EXPANSION BEARING (EXISTING CONDITION)
- Ⓢ FIXED BEARING (PROPOSED CONDITION)
- DENOTES PROPOSED DECK DRAIN
- ▨ DENOTES BRIDGE END DRAIN

SPECIAL PROVISIONS

SPECIAL PROVISION NUMBER	LATEST REVISION DATE	REGARDING
105A	12-15-97	APPROVAL OF SHOP DRAWINGS

LIST OF DRAWINGS

TITLE	DWG. NO.	LAST REV. DATE
BRIDGE LAYOUT	M-341-87	
ESTIMATED QUANTITIES	M-341-88	
GENERAL NOTES	M-341-89	07-02-99
FOUNDATION DATA	M-341-90	
SEQUENCE OF CONSTRUCTION	M-341-91	
GEOMETRIC LAYOUT	M-341-92	
TYPICAL SECTIONS	M-341-93	
SLAB PLAN	M-341-94	07-02-99
PRESTRESSED BOX BEAM DETAILS (SHEET 1 OF 2)	M-341-95	
PRESTRESSED BOX BEAM DETAILS (SHEET 2 OF 2)	M-341-96	
ABUTMENT 1 LAYOUT	M-341-97	
ABUTMENT 2 LAYOUT	M-341-98	
ABUTMENT DETAILS	M-341-99	
BENTS 1, 2 & 3 LAYOUT (SHEET 1 OF 2)	M-341-100	
BENTS 1, 2 & 3 LAYOUT (SHEET 2 OF 2)	M-341-101	
BENT DETAILS	M-341-102	
MISCELLANEOUS DETAILS	M-341-103	
FINAL FOUNDATION DATA	M-341-104	
BILL OF STEEL (SHEET 1 OF 2)	M-341-105	07-02-99
BILL OF STEEL (SHEET 2 OF 2)	M-341-105A	

LIST OF REFERENCE DRAWINGS

TITLE	DWG. NO.	LAST REV. DATE
BRIDGE LAYOUT	H-8-124	4-12-76
BRIDGE GEOMETRY	H-8-125	
ABUTMENTS A & E	H-8-126	9-18-59
PIERS B, C & D	H-8-127	9-18-59
SUPERSTRUCTURE - BOX GIRDER	H-8-128	9-18-59
MISCELLANEOUS DETAILS	H-8-129	7-23-59
HANDRAIL AND LIGHTING DETAILS	H-8-130	

LIST OF STANDARD DRAWINGS

TITLE	DWG. NO.	LAST REV. DATE
BRIDGE RAILING CONCRETE PARAPET - 1990	STD-1-1	4-28-97
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS - 1995	STD-1-5	4-28-97
BRIDGE END DRAIN DETAILS 2' x 8' - 7" & 4' x 8' - 7" WITH PAVEMENT AT BRIDGE ENDS - 1993	STD-1-6	4-28-97
BRIDGE END DRAIN DETAILS 2' x 8' - 7" & 4' x 8' - 7" WITH PAVEMENT AT BRIDGE ENDS - 1993	STD-1-7	4-28-97
BRIDGE END DRAIN DETAILS 4' x 8' - 7" WITH PAVEMENT AT BRIDGE ENDS - 1993	STD-1-9	5-01-95
STANDARD PRECAST PRESTRESSED DECK PANELS GENERAL DETAILS 1992	STD-4-1	4-28-97
STANDARD PRECAST PRESTRESSED DECK PANELS DESIGN CRITERIA 1992	STD-4-2	6-10-96
STANDARD PRECAST PRESTRESSED DECK PANELS GENERAL DETAILS 1992	STD-4-3	6-10-96
STANDARD PRECAST PRESTRESSED DECK PANELS CONSTRUCTION DETAILS 1992	STD-4-4	6-10-96
STANDARD PILE DETAILS - 1990	STD-5-1	10-25-93
STANDARD SEISMIC DETAILS - 1990	STD-6-1	5-01-95
STANDARD SEISMIC DETAILS - 1992	STD-6-2	11-07-94
LIGHT STANDARD SUPPORT DETAILS	STD-8-2	9-01-91
STANDARD REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS - 1971	STD-10-1	5-11-92

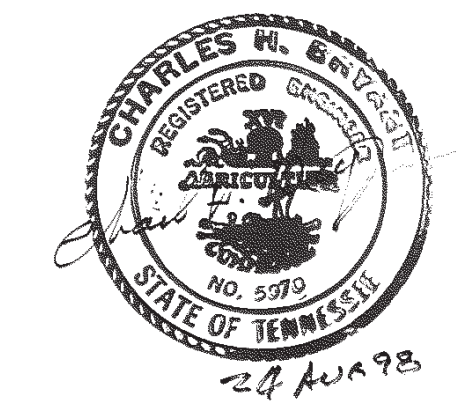
NOTE: THE ORIGINAL BRIDGE WAS BUILT ENTIRELY ON A 1°-30' CIRCULAR CURVE WITH A CONSTANT ROADWAY CROSS-SLOPE OF 0.042%. THE WIDENED PORTION OF THE BRIDGE WILL BE BUILT IN THE SAME MANNER.

72'-0" ROADWAY WITH STD-1-1 PARAPETS
DESIGN SPEED = 60 M.P.H.
2018 ADT = 51,500
TRUCK TRAFFIC = 9%
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

NOTE: SEE DWG. NOS. M-341-70 THRU M-341-86 FOR DETAILS OF BRIDGE NO. 3.

BRIDGE LAYOUT
BRIDGE NO. 4
WIDENING OF SB I-55 OVER S.R. 3 (ELVIS PRESLEY)

STA. 298+70.01
BRIDGE ID. NO. 79100550030
SHELBY COUNTY
1998



DESIGNED BY J.R. PEGG
DRAWN BY D. RANDALL
SUPERVISED BY C.H. BRYANT
CHECKED BY D.R. NOLTE
DATE 3-97
DATE 3-97
DATE 3-97
DATE 3-97

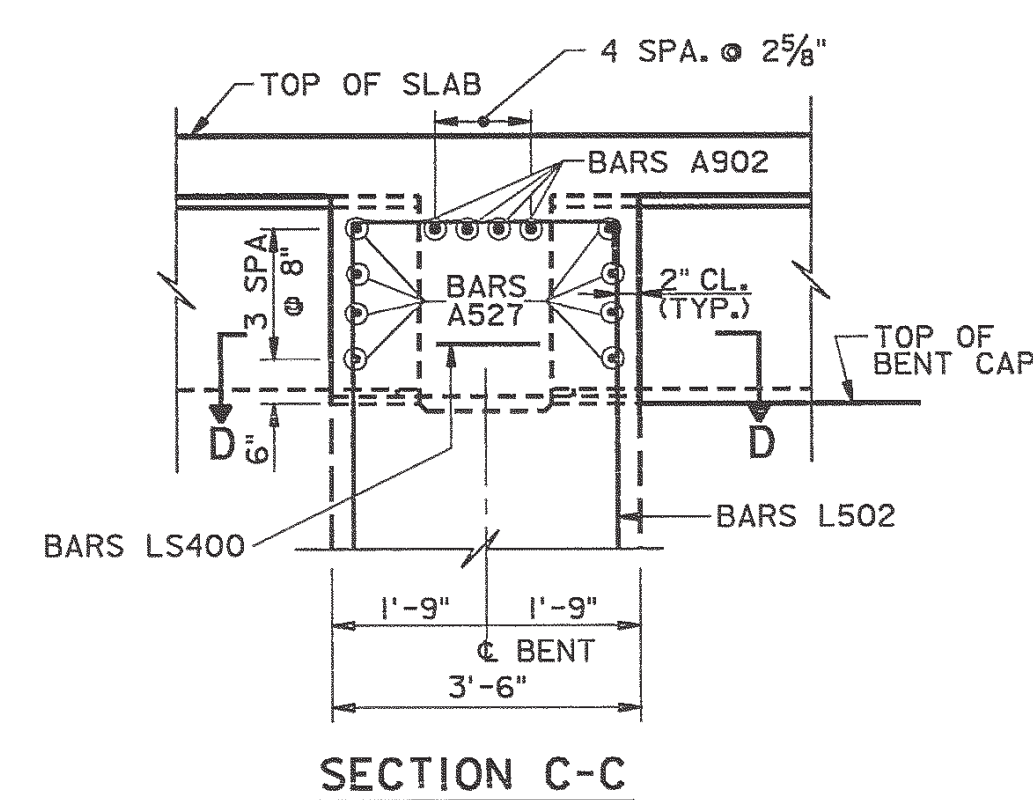
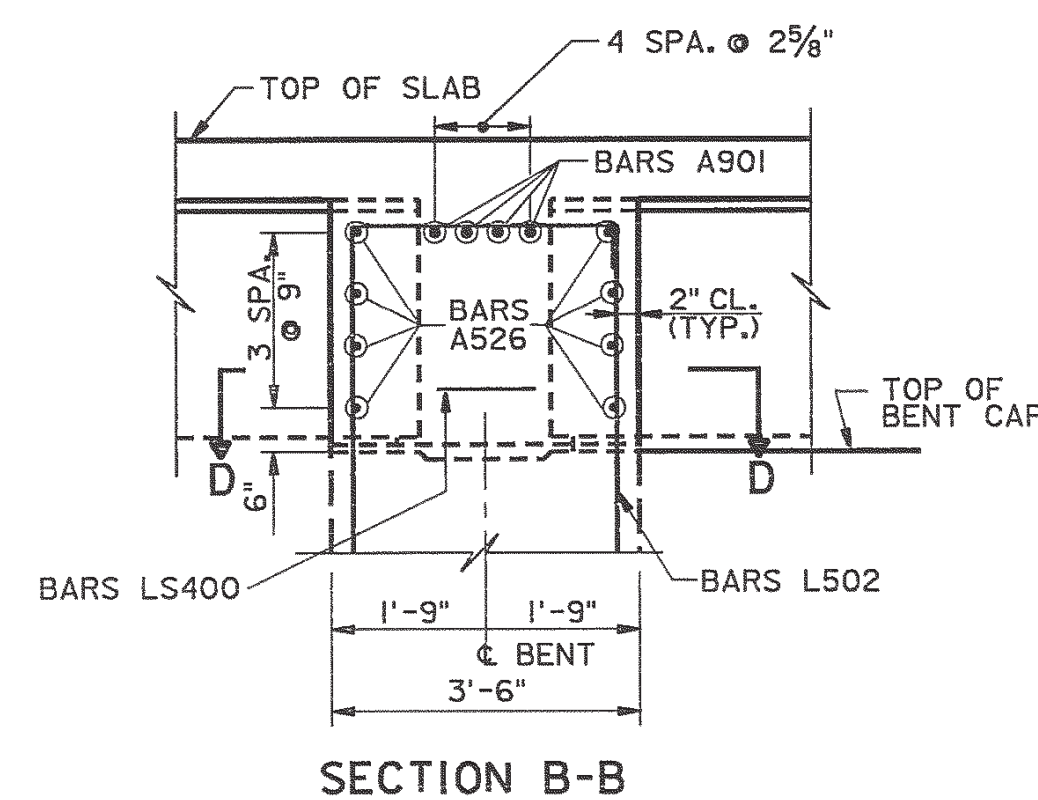
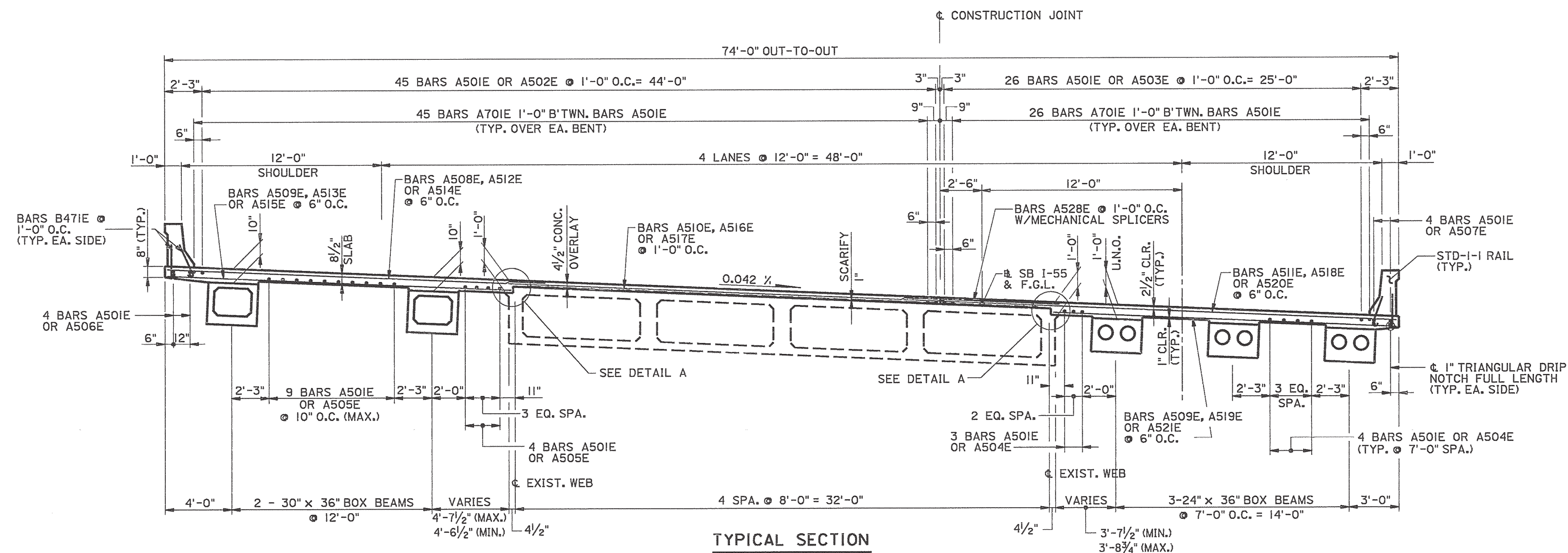
PROFILE GRADE LINE S.R. 3 (ELVIS PRESLEY)
(FROM 1959 CONSTRUCTION PLANS)

PROFILE GRADE LINE S.B. I-55
(FROM 1959 CONSTRUCTION PLANS
ADJUSTED PI TO MATCH SURVEY.
ADJUSTED PI ELEVATION -1" SCARIFYING +4 1/2" CONCRETE OVERLAY)

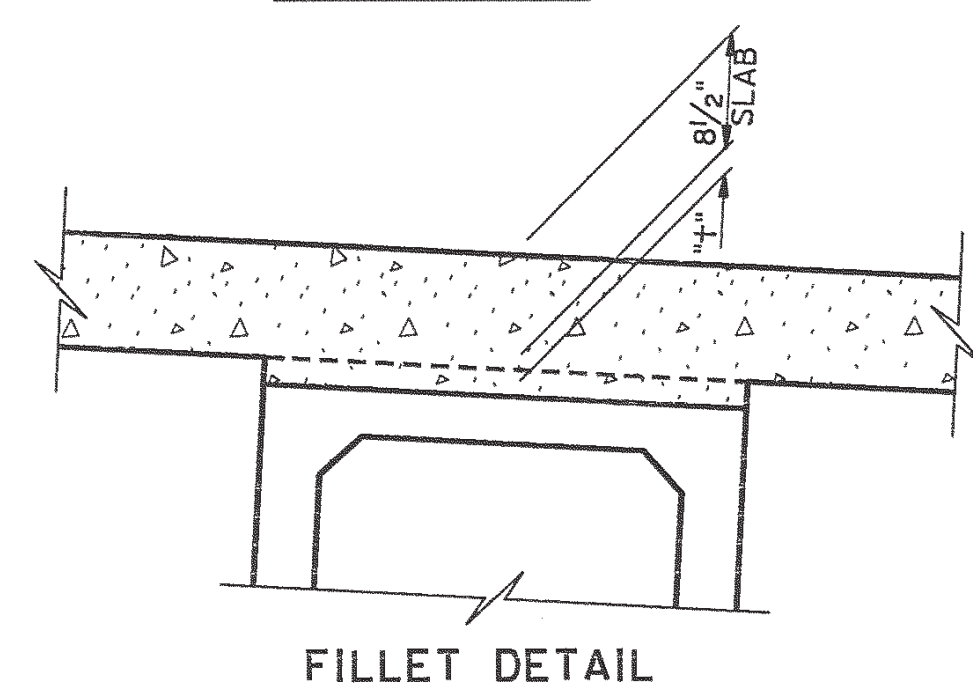
CONST. NO. 79004-3152-44		
PROJECT NO.	YEAR	SHEET NO.
NH-1-55-1(104)3	1998	

[illegible]

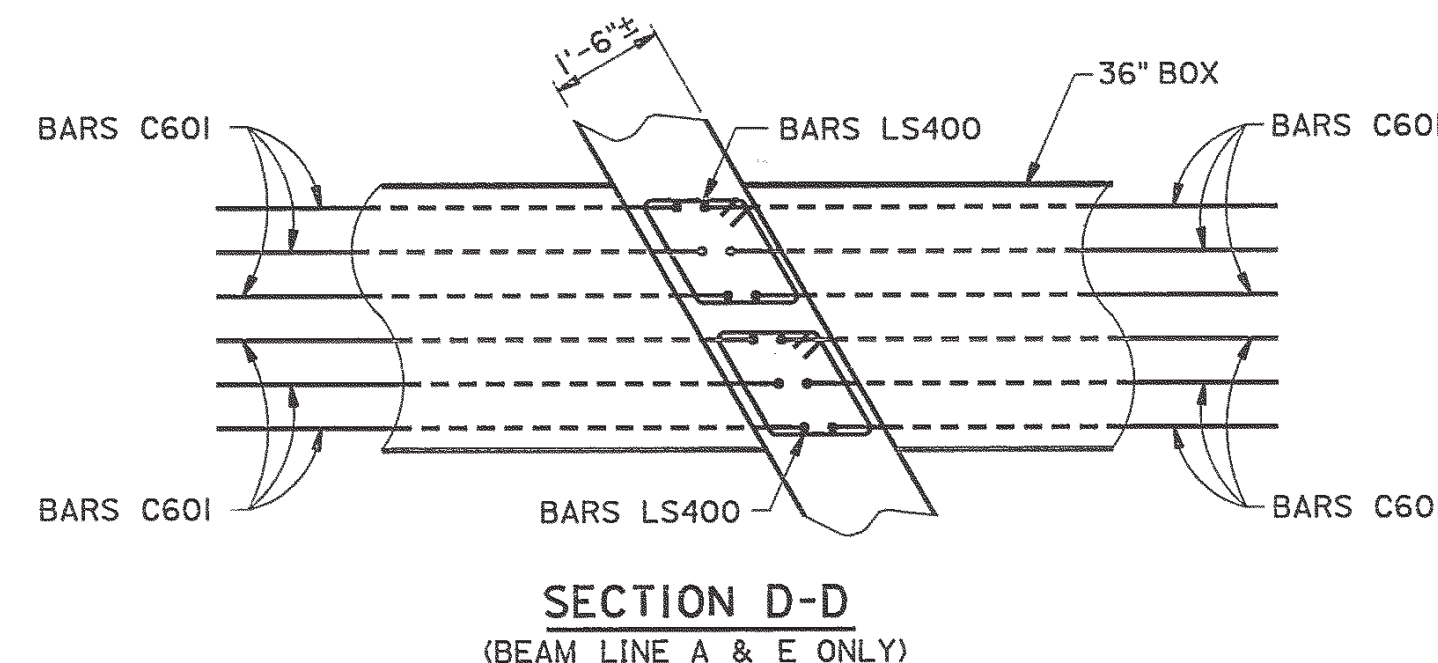
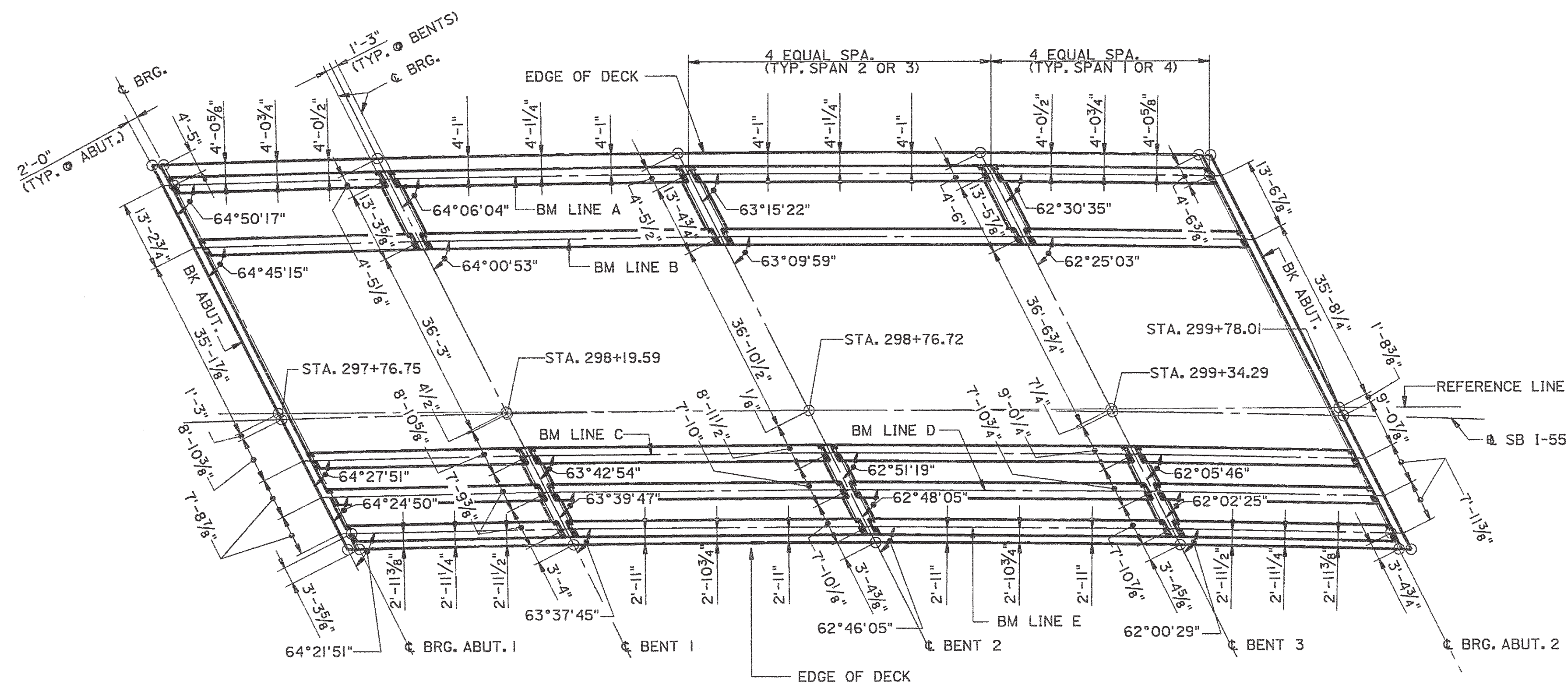
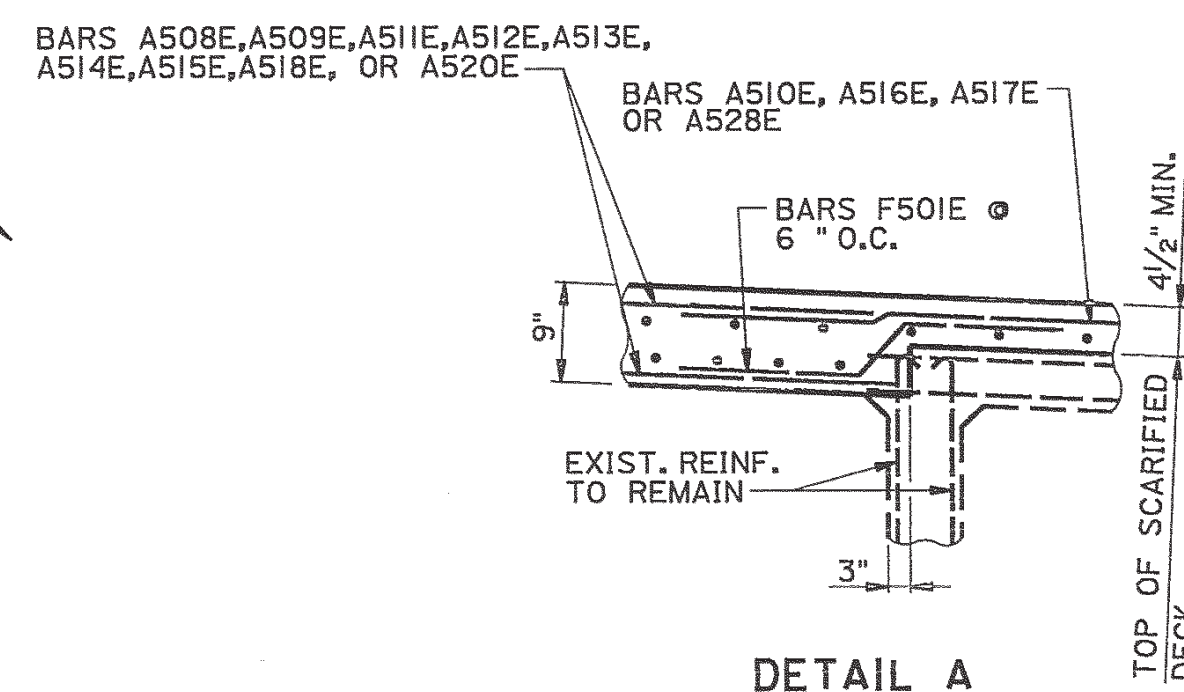
1. NO PORTION OF THE PARAPET RAIL SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE FOR THAT PHASE OF CONSTRUCTION.
2. OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE. SEE DWG. M-341-87 FOR CURVE RADIUS.
3. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. M-341-94 AND M-341-98.
4. THE CONTRACTOR IS SOLEY 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.
5. SUPPORT DIAPHRAGMS AT BENTS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB AND INCLUDED IN THE QUANTITY FOR ITEM 604-03.09.
6. MINIMUM LAP SPLICE LENGTHS U.N.O.: #5 BARS - 2'-2"



NOTE: SEE DWG. M-341-94 FOR LOCATIONS
OF SECTION B-B & C-C.



AFTER THE BEAMS ARE IN PLACE, THE CONTRACTOR SHALL FIELD MEASURE THE TOP OF BEAM ELEVATIONS. THESE ELEVATIONS SUBTRACTED FROM THE FINISH GRADE ELEVATIONS MINUS THE SLAB THICKNESS PLUS THE ALGEBRAIC DEAD LOAD DEFLECTIONS EQUALS THE REQUIRED FILLET THICKNESS "+". FOR DEAD LOAD DEFLECTIONS SEE DWG. NO. M-341-94.



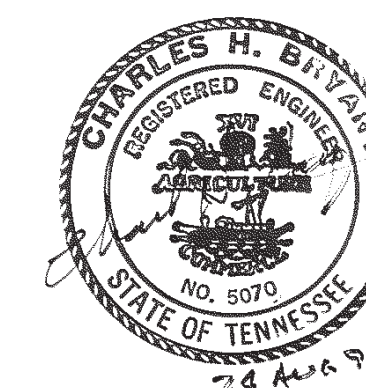
FRAMING PLAN

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
BRIDGE NO. 4

WIDENING OF S.B. 1-55 OVER S.R. 3 (ELVIS PRESLEY)

STA. 298+70.01
BRIDGE ID. NO. 79100550030
SHELBY COUNTY
1998



DESIGNED BY I.C. ENGSTROM DATE 1-97
 DRAWN BY D. RANDALL DATE 1-97
 SUPERVISED BY C.H. BRYANT DATE 1-97
 CHECKED BY J.R. PEGG DATE 1-97

M-341-93

LEGEND:

- ### CI - CURVE DATA

- | | |
|---|--|
| $\Delta = 8^{\circ}\text{-}36'\text{-}01''$ | $\Delta = 22^{\circ}\text{-}29'\text{-}04''$ |
| $D = 1^{\circ}\text{-}30'\text{-}00''$ | $D = 2^{\circ}\text{-}00'\text{-}00''$ |
| $R = 3819.72'$ | $R = 2864.79'$ |
| $L = 573.35'$ | $L = 1124.22'$ |
| $T = 287.22'$ | $T = 569.44'$ |
| $E = 10.783'$ | $E = 56.04'$ |
| $e = .056\%$ | $e = -.056\%$ |

HYDRAULIC DATA*

DRAINAGE AREA.....158 SQ. MI.
DESIGN DISCHARGE.....40,100 C.F.S. (100 YR. FLOOD)
DESIGN HIGHWATER ELEV.....233.1
NET WATERWAY OPENING.....7090 SQ. FT.
AVERAGE VELOCITY.....5.65 FT./SEC.
* FROM 1982 CONSTRUCTION PLANS

84'-0" ROADWAY
STD-I-I PARAPETS
2014 ADT = 64,900

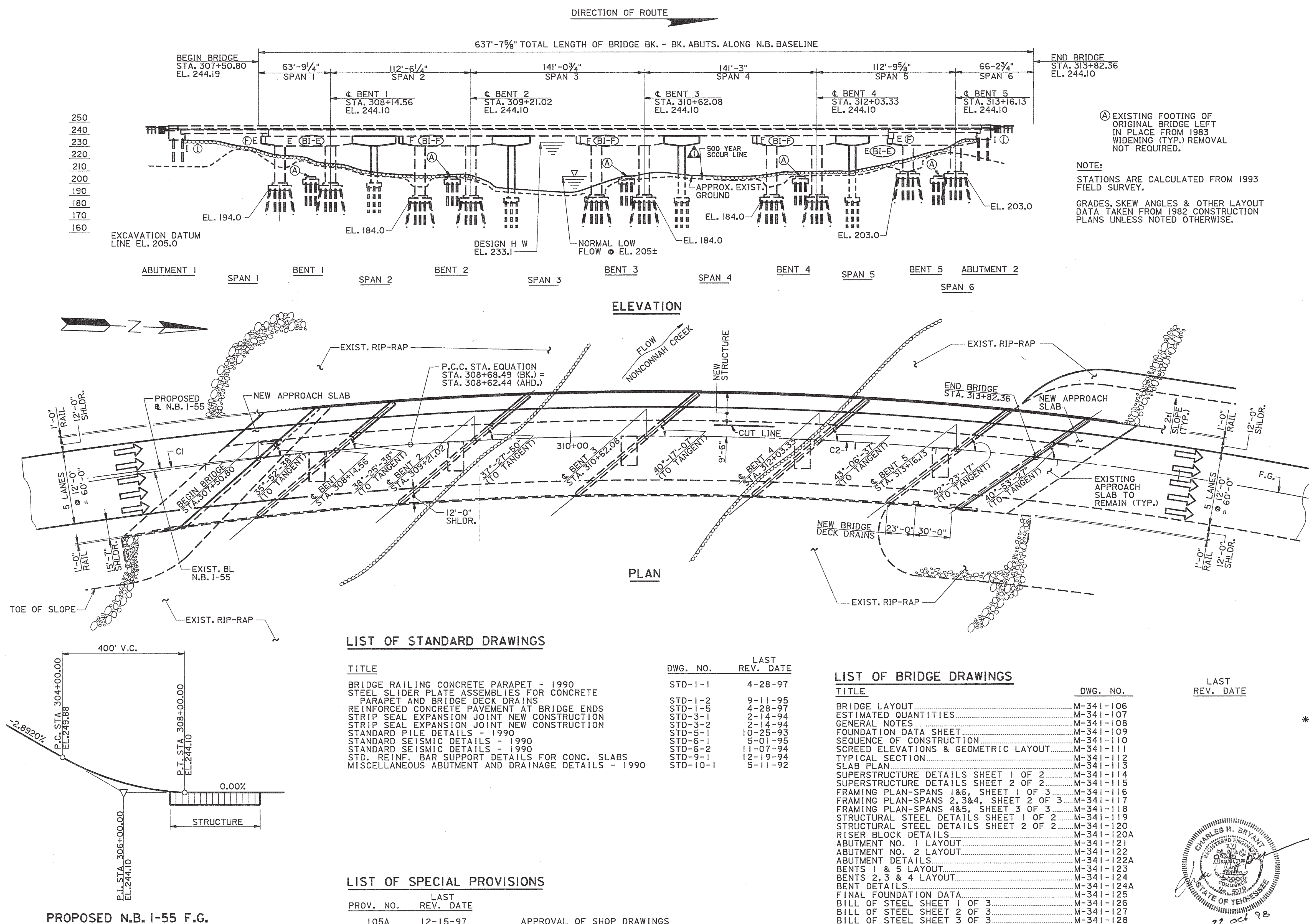
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE LAYOUT
BRIDGE NO. 5

WIDENING OF NB I-55 OVER NONCONNAH CREEK
STA. 310+62.08 (L.M. 5.30 R)

BRIDGE ID. NO. 79100550031
SHELBY COUNTY
1998

M-341-106



DE LEUW, CATHER
MEMPHIS, TENNESSEE

DESIGNED BY I.C. ENGSTROM DATE 7-98
 DRAWN BY R.C. HANDY DATE 7-98
 SUPERVISED BY C.H. BRYANT DATE 7-98
 CHECKED BY D.R. NOLTE DATE 7-98

LIST OF REFERENCE DRAWINGS

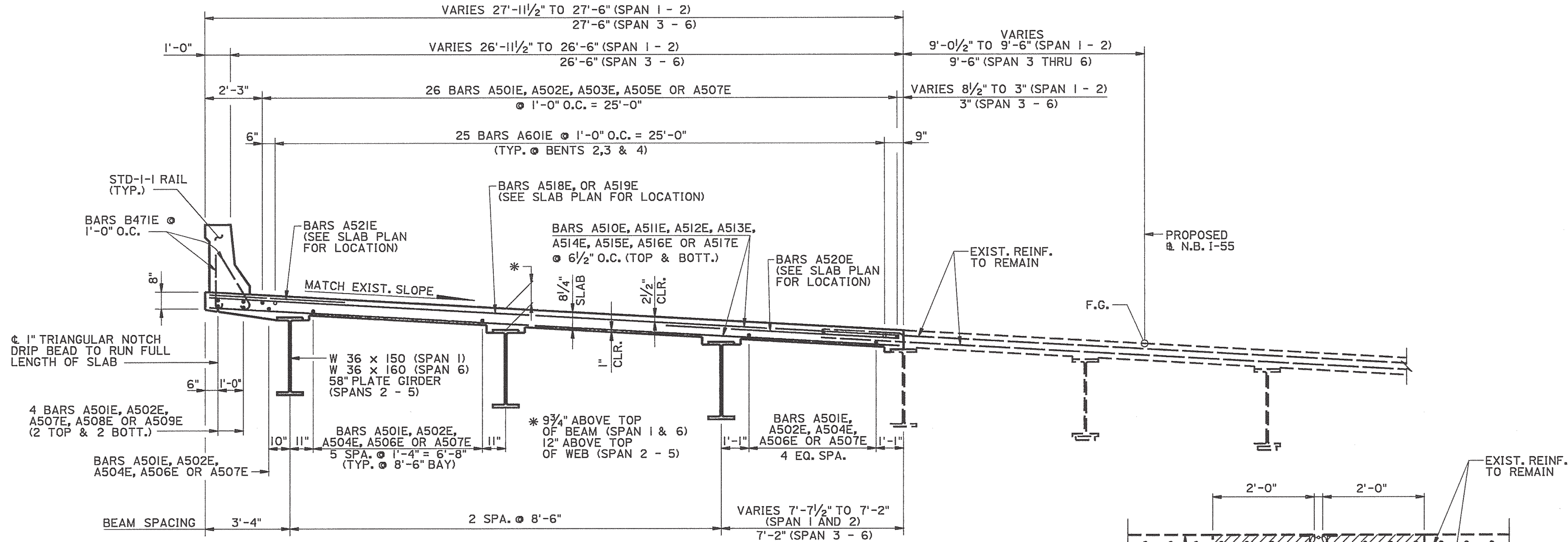
M-113-48 THRU M-113-69 (1982 WIDENING PLANS)

MACHINED RIP-RAP (CLASS C) = 550 TONS

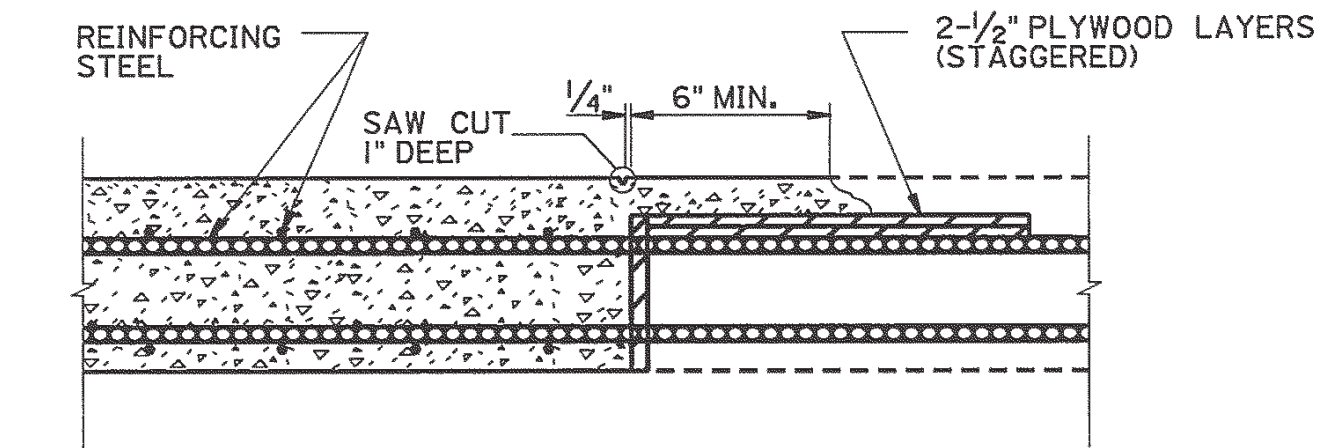
DGN FILE NAME = BRZ1TYP5

DE LEUW, CATHER
MEMPHIS, TENNESSEE
DESIGNED BY T.L. DAWSON
DRAWN BY D. RANDALL
SUPERVISED BY C.H. BRYANT
CHECKED BY D.R. NOLTE

DATE 7-98
DATE 7-98
DATE 7-98
DATE 7-98



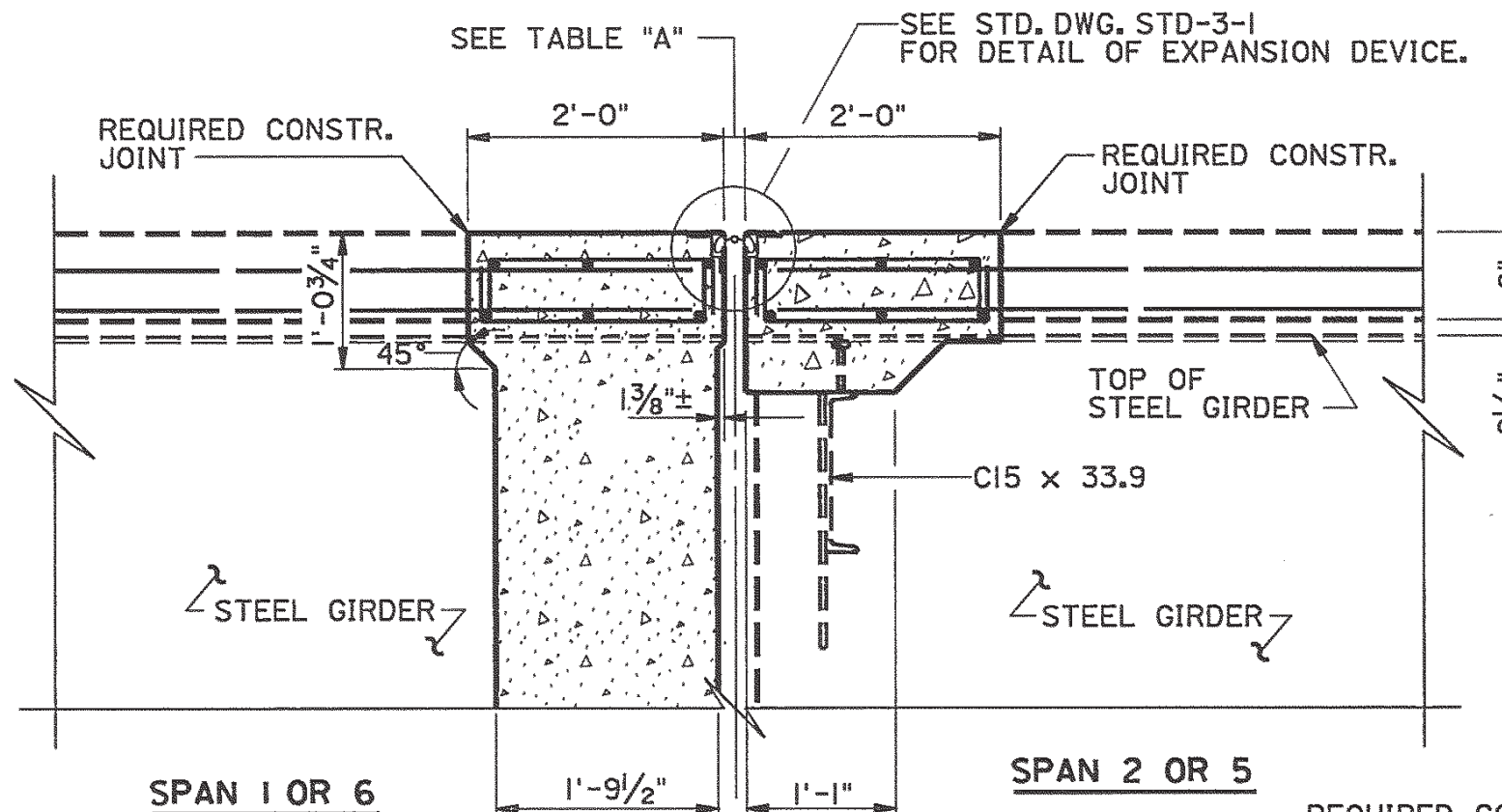
TYPICAL SECTION



SLAB CONSTRUCTION JOINT DETAIL

ESTIMATED QUANTITIES

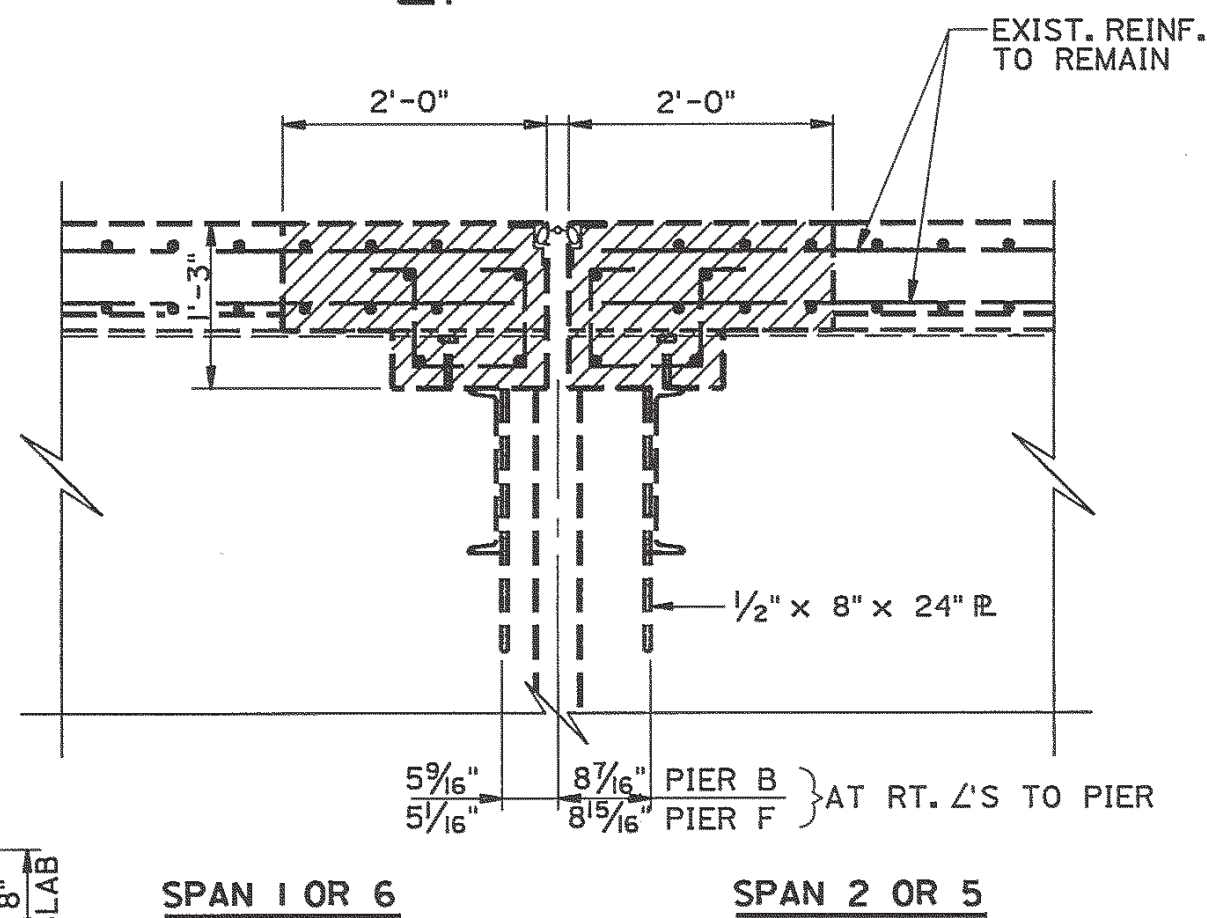
DESCRIPTION	UNIT	QUANTITIES
CLASS "D" CONCRETE (BRIDGE DECK)	C.Y.	535
EPOXY COATED REINFORCING STEEL	LBS.	111,921
STEEL BAR REINFORCEMENT (BRIDGES)	LBS.	3,455



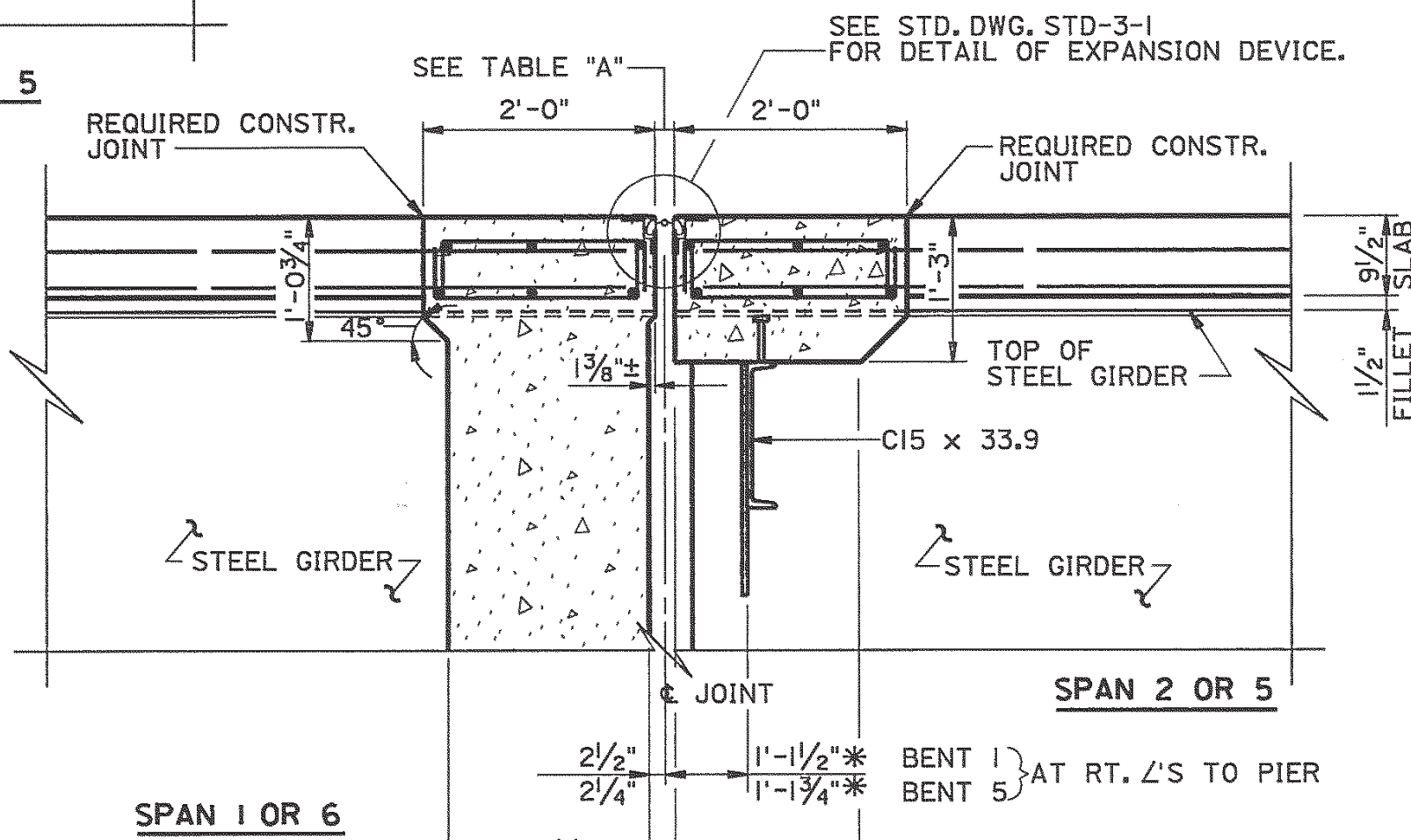
SECTION B-B
(PROPOSED AT EXISTING JOINT)
EXPANSION JOINT DETAILS
SEE STD. DWG. STD-3-1
FOR DETAILS OF EXPANSION JOINT

TABLE "A"

TEMP.	BENT 1 & 5
0°	3 3/16"
20°	2 7/8"
60°	2 1/4"
90°	1 5/8"
120°	5/8"



SECTION B-B
(REMOVAL SKETCH AT EXISTING JOINT)

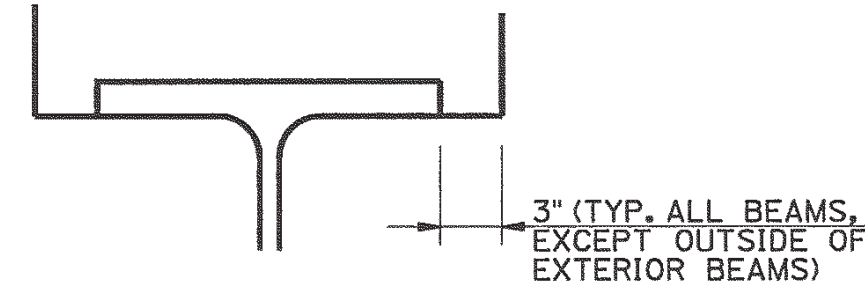


SECTION A-A

* VARIES BETWEEN EXISTING
GIRDER AND GIRDER G2

LEGEND:

- TO BE REMOVED
PROPOSED
EXISTING



DETAIL "A"

NOTES:

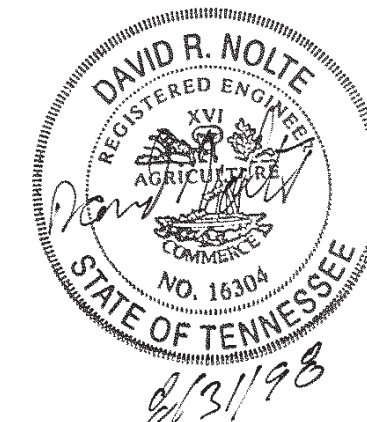
1. THE CONCRETE DECK SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING AND/OR BOLTING IS COMPLETE. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING.
2. DECK CONCRETE POURING SEQUENCE: ALL POURS SHALL BE MADE IN NUMERICAL SEQUENCE AS SHOWN ON DWG. NO. M-341-111.
3. DEAD LOAD CORRECTION CURVE: GIRDERS SHALL BE CAMBERED TO COMPENSATE FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE. SEE DWG. NO'S. M-341-116 AND M-341-117.
4. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING THE REINFORCING STEEL FOR THE PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE STD. DWG. NO. STD-1-1.
5. WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST AND PARAPETS. FOR DETAILS OF WINGPOST AND PARAPET SEE STANDARD DRAWING NO. STD-1-1.
6. APPROVAL OF MATERIALS: NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.
7. IDENTITY OF MAIN MATERIALS: SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.
8. STRUCTURAL STEEL: SHALL CONFORM TO AASHTO M 270 (ASTM A709) GRADE 50 UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR GIRDER FLANGES IN TENSION AND ALL WEBS SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARPY V-NOTCH TESTS SPECIFIED IN AASHTO MATERIAL SPECIFICATIONS, ZONE 2 OF NON-FRACTURE CRITICAL CRITERIA SHALL APPLY.
9. WELDING: ANSI/AASHTO/AWS D1.5-95 BRIDGE WELDING CODE AND SECTION 602 OF THE STANDARD SPECIFICATIONS.
10. FIELD CONNECTIONS: SHALL BE 7/8" HIGH TENSILE STRENGTH BOLTS ASTM-A325 UNLESS OTHERWISE SHOWN. SEE AASHTO SPECIFICATIONS ART. 11.3.2 DIVISION II AND SECTION 602 OF THE STANDARD SPECIFICATIONS.
11. ADDITIONAL FIELD SPLICE NOTE: FIELD SPLICES NECESSARY DUE TO LENGTHS INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.
12. SHOP ASSEMBLY: PROGRESSIVE SHOP ASSEMBLY WILL BE ALLOWED. SEE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, ART. 11.5.3.1 DIVISION II.
13. EXISTING REINFORCEMENT IN THE EXISTING END DIAPHRAGM OF SPANS 2 & 5 SHALL BE CLEANED AND RE-USED. DAMAGED BARS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE PROJECT.
14. OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE.
15. HEAT CURVING STEEL GIRDERS: HEAT CURVING WILL BE PERMITTED FOR GIRDERS WITH RADIUS OF CURVATURE IN EXCESS OF THE MINIMUM REQUIREMENTS SPECIFIED IN AASHTO ART. 10.15.2 DIV. I, PROVIDED THE PROCEDURE IS IN ACCORDANCE WITH ART. 11.4.12 DIV. I AND THE VERTICAL CAMBER IS ADJUSTED IN ACCORDANCE WITH ART. 10.15.3 DIV. I.
16. ADDITIONAL SHOP SPLICE NOTE: SHOP SPLICES NECESSARY DUE TO LENGTHS OR SIZE OF MATERIAL INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.
17. FIELD SPLICE NOTE: FIELD SPLICES SHOWN ON THE PLANS MAY BE DELETED BY THE CONTRACTOR, ADJUSTMENT TO THE LUMP SUM PRICE FOR STEEL STRUCTURES SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS.
18. SEE DWG. NO. M-341-118 FOR LOCATION OF SECTIONS A-A & B-B.
19. SEE ABUTMENT DWGS. M-341-121 THRU M-341-122A FOR ADDITIONAL REINFORCEMENT NOT SHOWN.

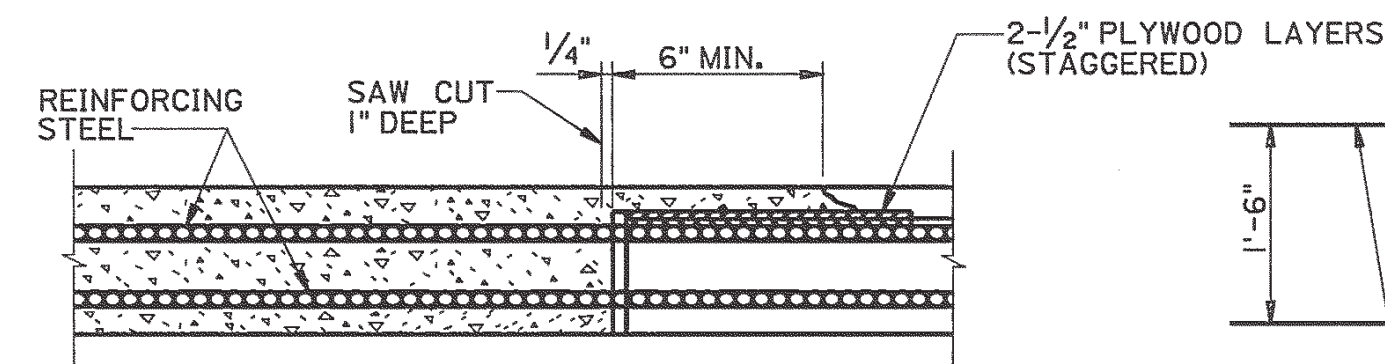
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
BRIDGE NO. 5

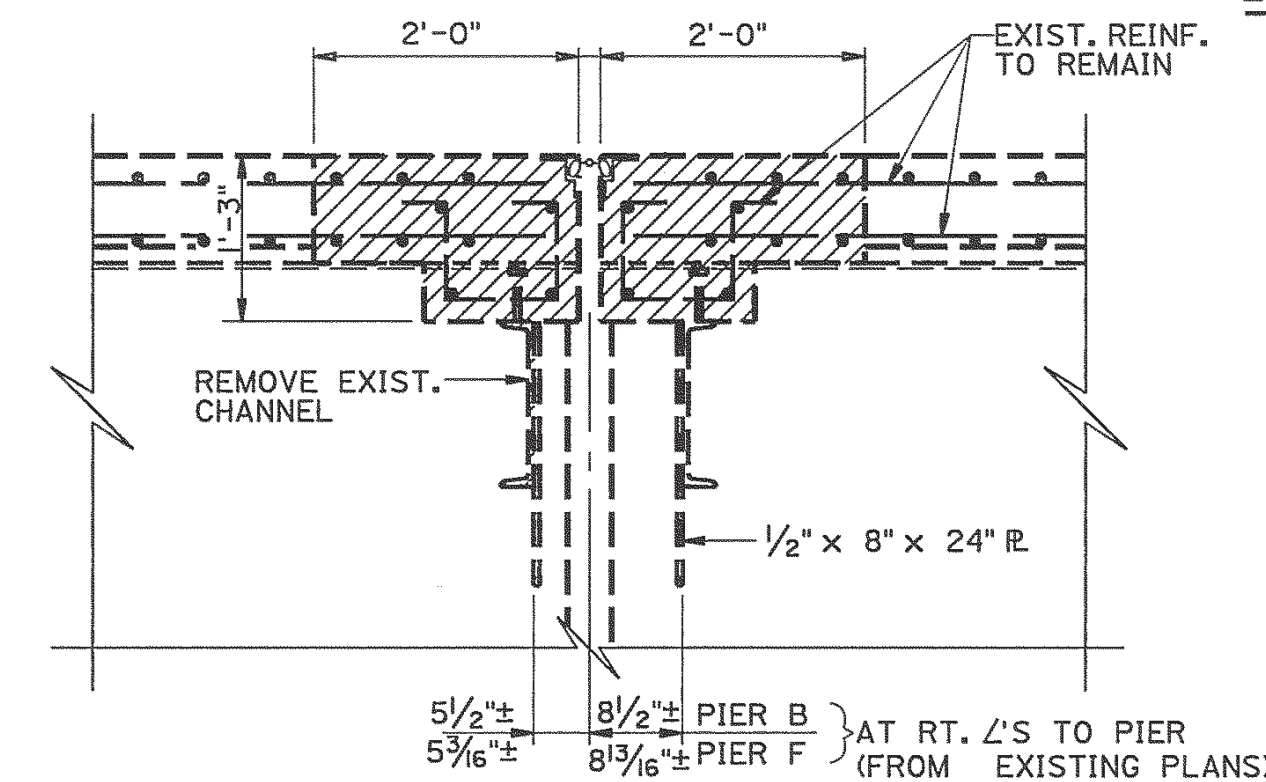
WIDENING OF N.B. I-55 OVER NONCONNAH CREEK

STA. 310+62.08 (L.M. 5.30 R)
BRIDGE ID. NO. 79100550031
SHELBY COUNTY
1998

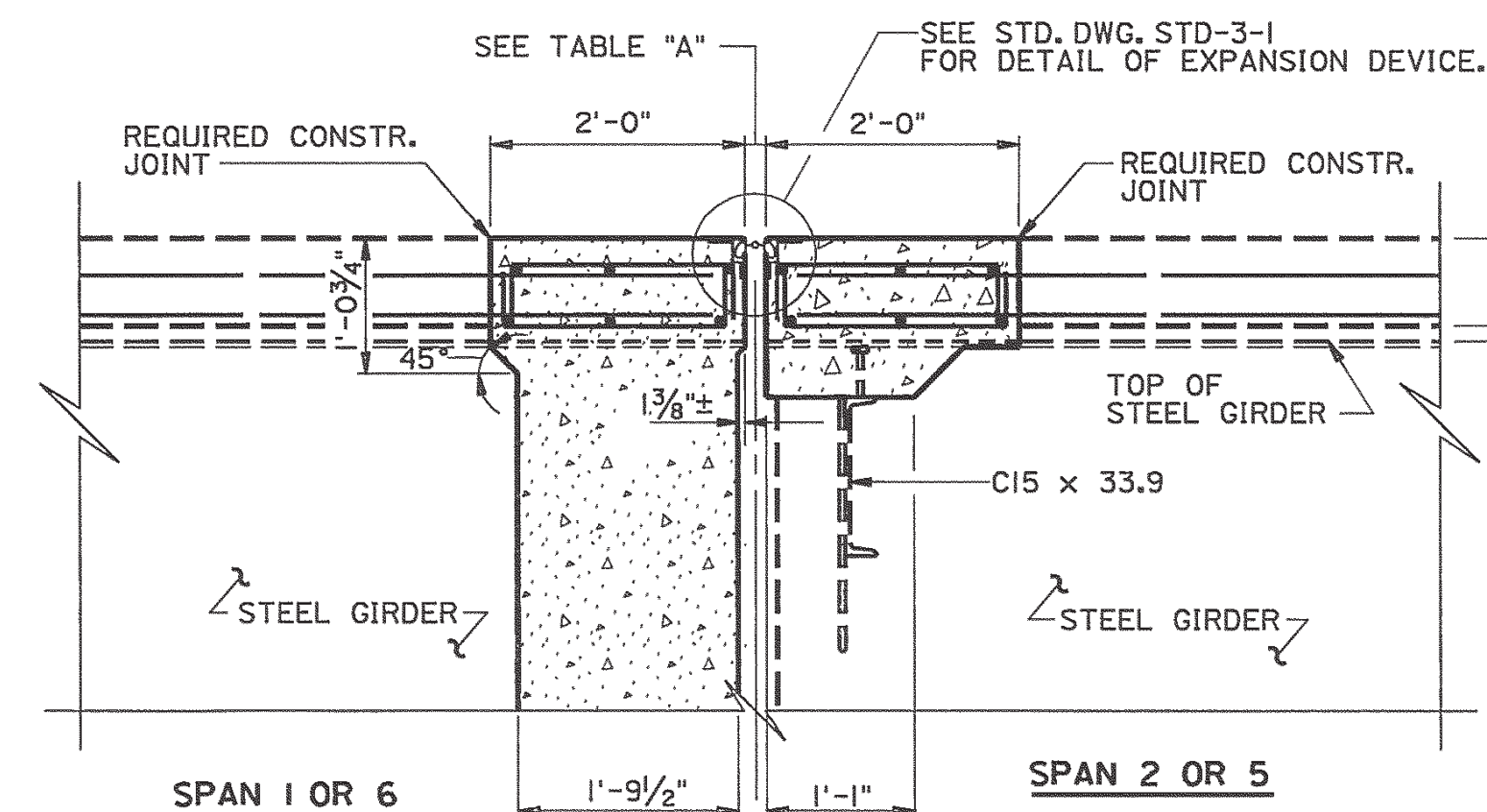




BARS A601E PLACEMENT DETAIL

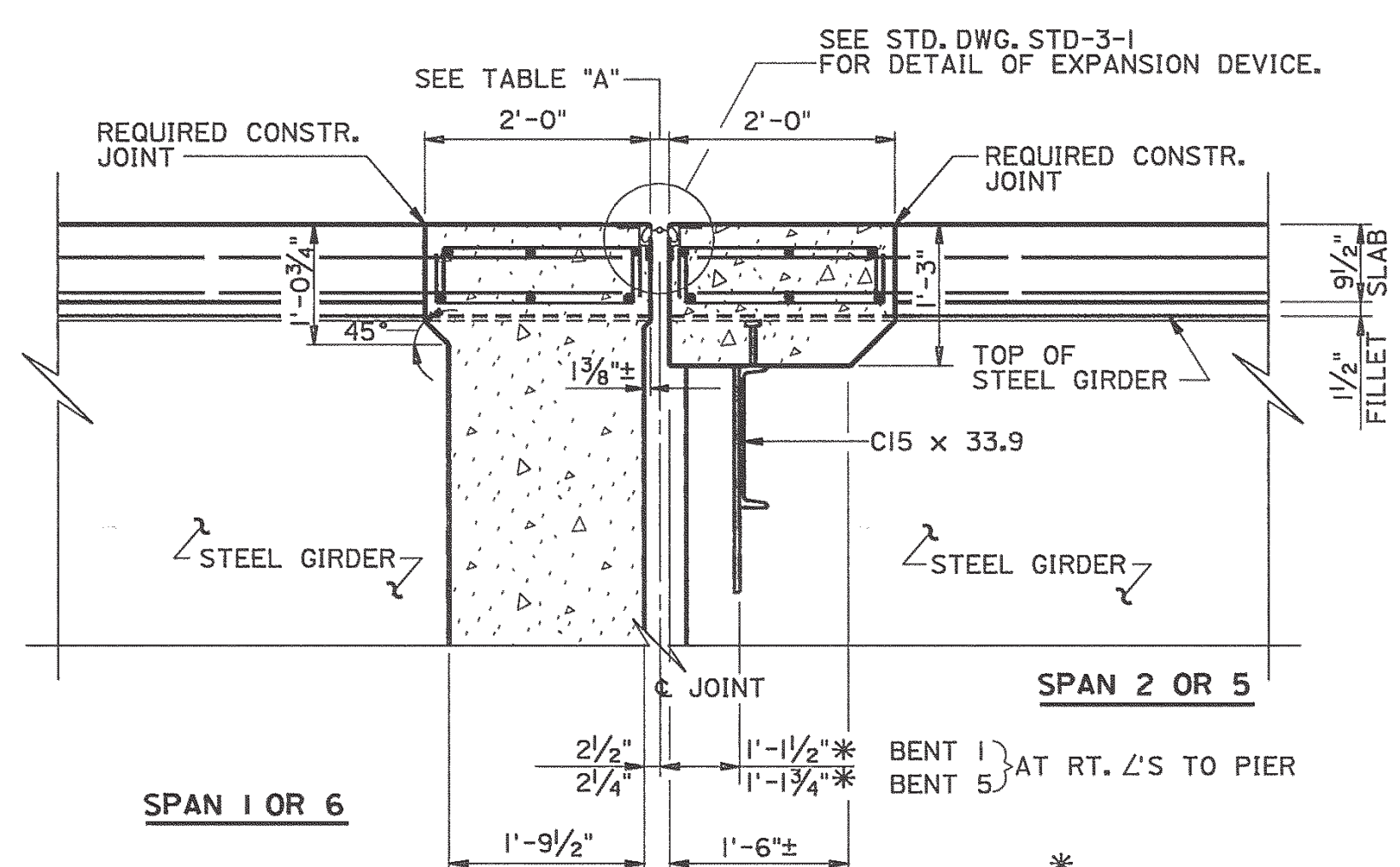


SECTION B-B



EXPANSION JOINT DETAILS

SEE STD. DWG. STD-3-1
FOR DETAILS OF EXPANSION JOINT



SECTION A-A

TEMP.	BENT 1 & 5
0°	3 ⁹ / ₁₆ "
20°	2 ⁷ / ₈ "
60°	2 ¹ / ₄ "
90°	1 ⁵ / ₈ "
120°	1 ⁵ / ₁₆ "

* VARIES BETWEEN EXISTING GIRDER AND GIRDER G2

NOTES:

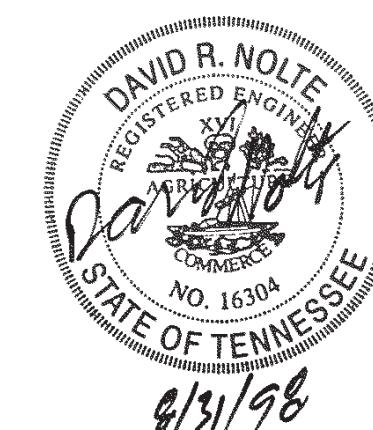
1. THE SLAB SHALL NOT BE POURED UNTIL ALL STRUCTURAL STEEL IS ERECTED AND ALL WELDING AND/OR BOLTING IS COMPLETE. THE CONTRACTOR SHALL MAKE ADEQUATE PROVISIONS DURING PLACEMENT OF SLAB TO PREVENT THE EXTERIOR BEAM FROM TWISTING. NO PORTION OF THE CURB OR PARAPET SHALL BE POURED UNTIL THE ENTIRE SLAB IS IN PLACE, UNLESS REQUIRED BY STAGE CONSTRUCTION.
2. DECK CONCRETE POURING SEQUENCE: ALL POURES SHALL BE MADE IN NUMERICAL SEQUENCE AS SHOWN ON DWG. NO. M-341-134.
3. DEAD LOAD CORRECTION CURVE: GIRDERS SHALL BE CAMBERED TO COMPENSATE FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE. SEE DWG. NO'S. M-341-140 THRU M-341-142.
4. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING THE REINFORCING STEEL FOR THE PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE STD. DWG. NO. STD-1-I.
5. WHEN POURING WINGWALLS, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR WINGPOST AND PARAPETS. FOR DETAILS OF WINGPOST AND PARAPET SEE STANDARD DRAWING NO. STD-1-I.
6. APPROVAL OF MATERIALS: NO FABRICATION SHALL BE STARTED UNTIL THE MATERIALS INVOLVED HAVE BEEN APPROVED BY THE TENNESSEE DEPARTMENT OF TRANSPORTATION, DIVISION OF MATERIALS AND TESTS.
7. IDENTITY OF MAIN MATERIALS: SEE SECTION 602 OF THE STANDARD SPECIFICATIONS.
8. STRUCTURAL STEEL: SHALL CONFORM TO AASHTO M 270 (ASTM A709) GRADE 50 UNLESS OTHERWISE NOTED. ALL STRUCTURAL STEEL FOR GIRDER FLANGES IN TENSION AND ALL WEBS SHALL MEET THE SUPPLEMENTAL REQUIREMENTS FOR LONGITUDINAL CHARPY V-NOTCH TESTS SPECIFIED IN AASHTO MATERIAL SPECIFICATIONS. ZONE 2 OF NON-FRACTURE CRITICAL CRITERIA SHALL APPLY.
9. WELDING: ANSI/AASHTO/AWS D1.5-95 BRIDGE WELDING CODE AND SECTION 602 OF THE STANDARD SPECIFICATIONS.
10. FIELD CONNECTIONS: SHALL BE $\frac{3}{4}$ " ϕ HIGH TENSILE STRENGTH BOLTS ASTM-A325 UNLESS OTHERWISE SHOWN. SEE AASHTO SPECIFICATIONS ART. 11.3.2 DIVISION II AND SECTION 602 OF THE STANDARD SPECIFICATIONS.
11. ADDITIONAL FIELD SPLICE NOTE: FIELD SPLICES NECESSARY DUE TO LENGTHS INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.
12. SHOP ASSEMBLY: PROGRESSIVE SHOP ASSEMBLY WILL BE ALLOWED. SEE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, ART. 11.5.3.I DIVISION II.
13. EXISTING REINFORCEMENT IN THE EXISTING END DIAPHRAGM OF SPANS 2 & 5 SHALL BE CLEANED AND RE-USED. DAMAGED BARS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE PROJECT.
14. OUTSIDE EDGE OF SLAB AND BRIDGE RAIL TO CONFORM TO HORIZONTAL CURVE.
15. HEAT CURVING STEEL GIRDERS: HEAT CURVING WILL BE PERMITTED FOR GIRDERS WITH RADIUS OF CURVATURE IN EXCESS OF THE MINIMUM REQUIREMENTS SPECIFIED IN AASHTO ART. 10.15.2 DIV. I, PROVIDED THE PROCEDURE IS IN ACCORDANCE WITH ART. 11.4.12 DIV. II AND THE VERTICAL CAMBER IS ADJUSTED IN ACCORDANCE WITH ART. 10.15.3 DIV. I.
16. ADDITIONAL SHOP SPLICE NOTE: SHOP SPLICES NECESSARY DUE TO LENGTHS OR SIZE OF MATERIAL INVOLVED MAY BE ADDED BY THE FABRICATOR SUBJECT TO APPROVAL BY THE ENGINEER AND SHALL BE AT NO ADDITIONAL COST TO THE PROJECT.
17. FIELD SPLICE NOTE: FIELD SPLICES SHOWN ON THE PLANS MAY BE DELETED BY THE CONTRACTOR, ADJUSTMENT TO THE LUMP SUM PRICE FOR STEEL STRUCTURES SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS.
18. SEE DWG. NO. M-341-136 FOR LOCATION OF SECTIONS A-A & B-B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
BRIDGE NO. 6

WIDENING OF S.B. 1-55 OVER NONCONNAH CREEK

STA. 318+62.84 (L.M. 5.46 L)
BRIDGE ID. NO. 79100550033
SHELBY COUNTY
1998

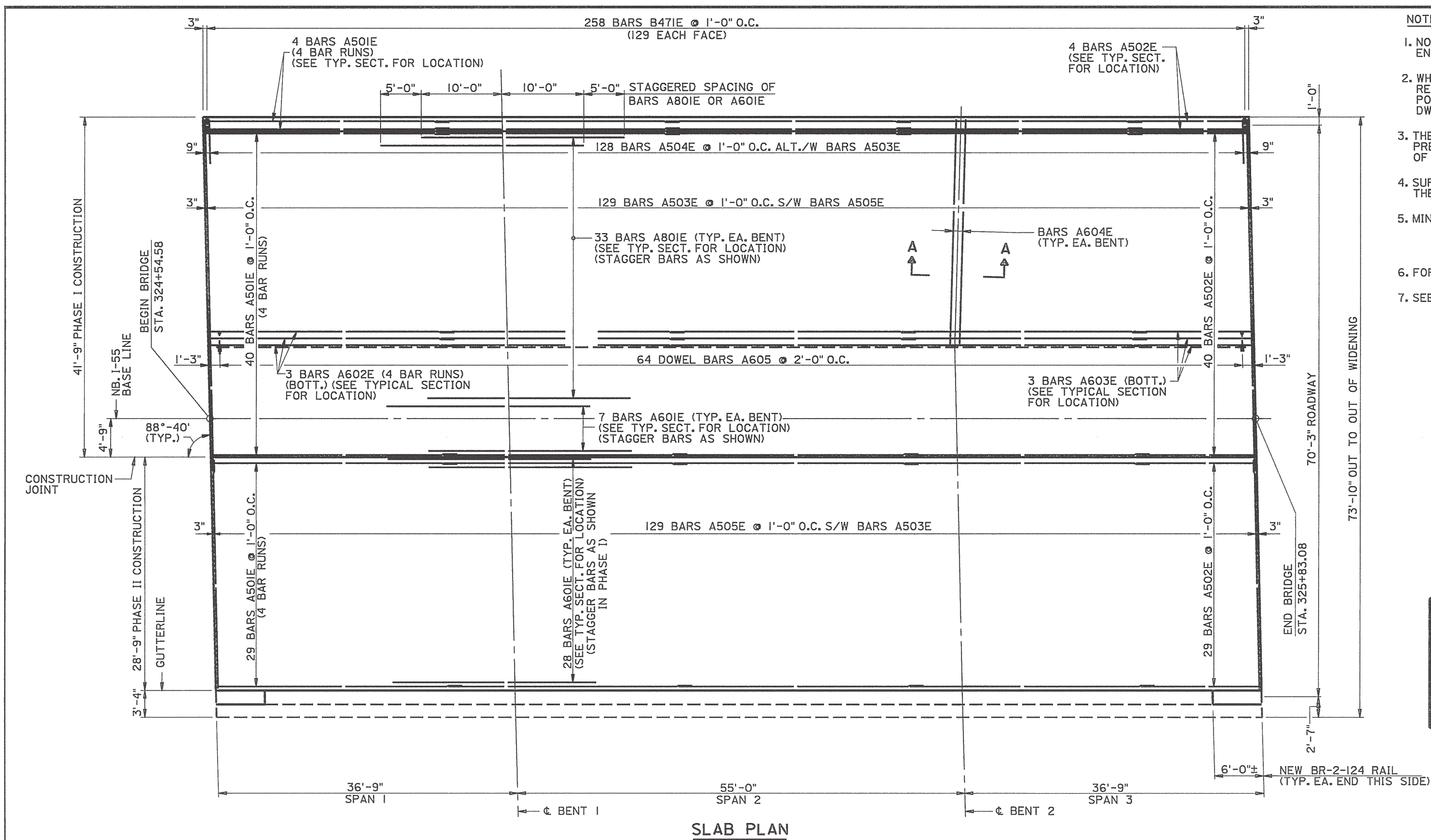


8/31/98

M-341-135

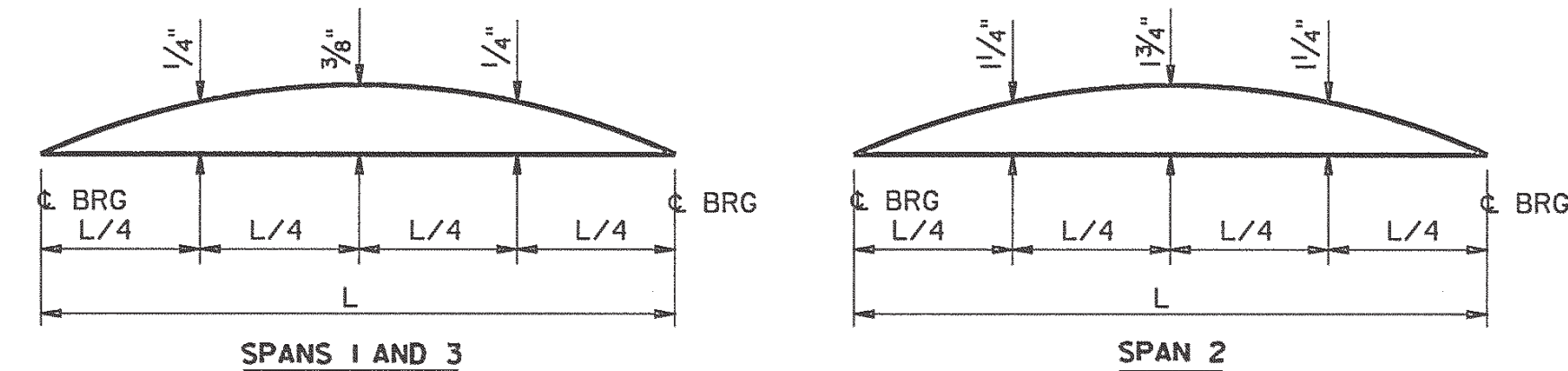
DE LEUW, CATHER
MEMPHIS, TENNESSEE

DESIGNED BY D. RANDALL DATE 7-98
 DRAWN BY D. RANDALL DATE 7-98
 SUPERVISED BY C. H. BRYANT DATE 7-98
 CHECKED BY J. R. PEGG DATE 7-98



- NOTES:
1. NO PORTION OF THE PARAPET RAIL SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE FOR THAT PHASE OF CONSTRUCTION.
 2. WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR PARAPET. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DWG. NO. M-341-158.
 3. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION.
 4. SUPPORT DIAPHRAGMS AT BENTS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB AND INCLUDED IN THE QUANTITY FOR ITEM 604-03.09.
 5. MINIMUM LAP SPLICE LENGTHS U.N.O.:
#5 BARS - 2'-2"
#6 BARS - 2'-9"
 6. FOR SECTIONS AND DETAILS AT ABUTMENTS SEE DWG. NO. M-341-158.
 7. SEE DWG. NO. M-341-164 FOR SECTION A-A.

CONST. NO. 79004-3152-44		
PROJECT NO.	YEAR	SHEET NO.
NH-1-55-11(104)3	1998	
REVISIONS		
NO.	DATE	BY
		BRIEF DESCRIPTION

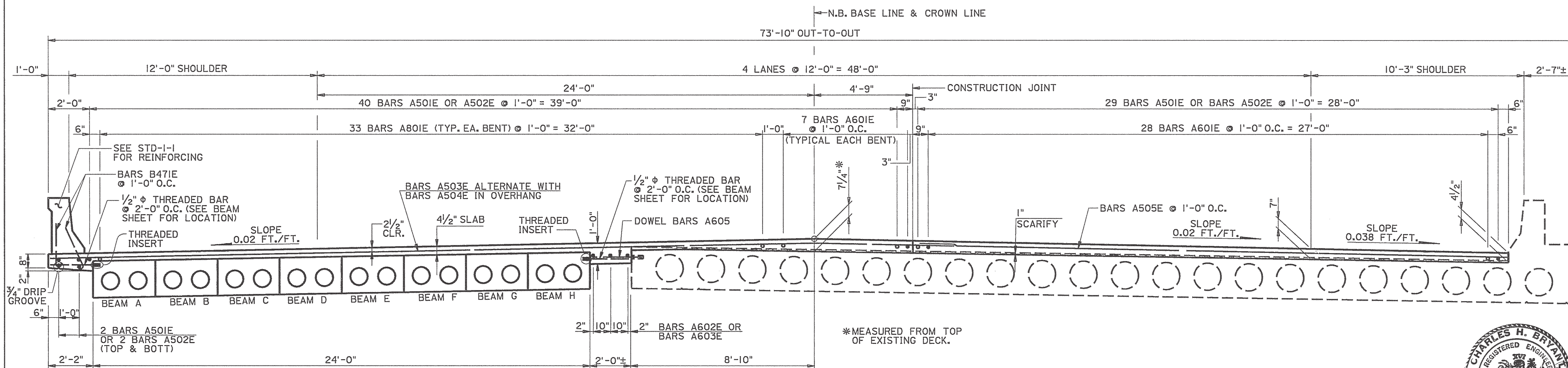


SUPERIMPOSED DEAD LOAD CORRECTION CURVE

DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER SLAB IS IN PLACE.

ESTIMATED QUANTITIES

DESCRIPTION	UNIT	QUANTITIES
CLASS "D" CONCRETE (BRIDGE DECK)	C.Y.	180
EPOXY COATED REINFORCING STEEL	LBS.	29,864
STEEL BAR REINFORCEMENT (BRIDGES)	LBS.	272

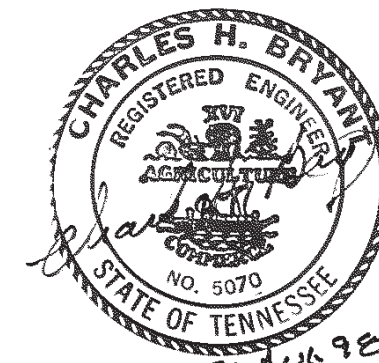


TYPICAL SECTION

DE LEUW, CATHER
MEMPHIS, TENNESSEE

DESIGNED BY J.R. PEGG
DRAWN BY D. RANDALL
SUPERVISED BY C.H. BRYANT
CHECKED BY J.E. CAMERON

DATE 11-96
DATE 11-96
DATE 11-96
DATE 11-96



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SLAB PLAN
BRIDGE NO. 7

WIDENING NB I-55 OVER I-240 RAMP I-H
STA. 325+28.38 (L.M. 5.58)

BRIDGE ID. NO. 79100550035
SHELBY COUNTY
1998

NOTE A: CONCRETE SLOPE PAVING, ASPHALT SHOULDER MATERIAL AND GUARDRAIL REMOVED TO FACILITATE PLACING THE BENT FOOTING MODIFICATIONS SHALL BE REPLACED. COST TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS.

LIST OF REFERENCE DRAWINGS

(1958 CONSTRUCTION PLANS)

BRIDGE LAYOUT
ABUTMENTS A & E
PIERS B & D
PIER C
SUPERSTRUCTURE - SLAB
SUPERSTRUCTURE - SLAB DETAILS
PRESTRESSED BEAM - SPANS 1 & 4
PRESTRESSED BEAM - SPANS 2 & 3
BEARINGS & MISCELLANEOUS DETAILS
STANDARD 2 - RAIL HANDRAIL
LIGHTING & AUXILIARY DETAILS

DWG. NO.	REV. DATE
G-6-26	3-02-82
G-6-27	6-05-58
G-6-28	6-05-58
G-6-29	6-05-58
G-6-30	6-05-58
G-6-31	6-05-58
G-6-32	6-05-58
G-6-33	6-05-58
G-6-34	6-05-58
G-6-35	6-05-58
G-6-36	6-05-58

CONST. NO. 79004-3152-44

PROJECT NO.	YEAR	SHEET NO.
NH-1-55-110413	1998	

REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	10-13-98	DR	ADDED REV. DATE
2	11/6/2000	MMF	ADDED SIGN NO.

SPECIAL PROVISIONS

SPECIAL PROVISION NUMBER	LATEST REVISION DATE	REGARDING
105A	12-15-97	APPROVAL OF SHOP DRAWINGS
602	3-18-96	SECTION 602-STEEL STRUCTURES
920	-----	ALTERNATE DETAILS - COLUMN SHELLS

LIST OF DRAWINGS

TITLE	DWG. NO.	LAST REV. DATE
BRIDGE LAYOUT	M-341-168	11/6/00
ESTIMATED QUANTITIES	M-341-169	
GENERAL NOTES	M-341-170	
FOUNDATION DATA	M-341-171	
SEQUENCE OF CONSTRUCTION - SHEET 1 OF 2	M-341-172	
SEQUENCE OF CONSTRUCTION - SHEET 2 OF 2	M-341-172A	
TYPICAL SECTION - SPANS 1 & 4	M-341-173	
TYPICAL SECTION - SPANS 2 & 3	M-341-173A	
SLAB PLAN	M-341-174	
SUPERSTRUCTURE DETAILS - SHEET 1 OF 3	M-341-175	
SUPERSTRUCTURE DETAILS - SHEET 2 OF 3	M-341-176	
SUPERSTRUCTURE DETAILS - SHEET 3 OF 3	M-341-177	
FRAMING PLAN	M-341-177A	
PRESTRESSED CONC. BOX BEAM (27" X 36") - SPANS 1 & 4	M-341-178	
PRESTRESSED CONC. BOX BEAM (27" X 48") - SPANS 2 & 3	M-341-179	10-13-98
PRESTRESSED CONC. BOX BEAM (27" X 36") - SPANS 2 & 3	M-341-179A	10-13-98
ABUTMENT 1 LAYOUT	M-341-180	
ABUTMENT 2 LAYOUT	M-341-181	
BENT DETAILS - SHEET 1 OF 3	M-341-182	
BENT DETAILS - SHEET 2 OF 3	M-341-183	
BENT DETAILS - SHEET 3 OF 3	M-341-183A	
FINAL FOUNDATION DATA	M-341-184	
BILL OF STEEL - SHEET 1 OF 2	M-341-185	
BILL OF STEEL - SHEET 2 OF 2	M-341-186	

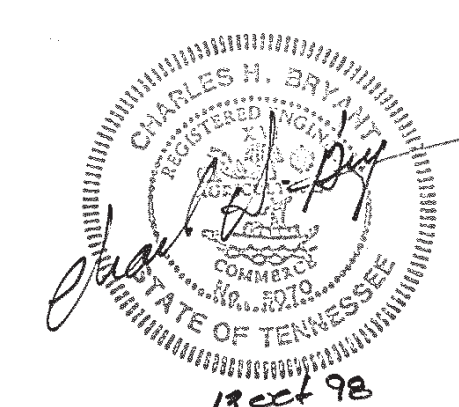
LIST OF STANDARD DRAWINGS

TITLE	DWG. NO.	LAST REV. DATE
BRIDGE RAILING CONCRETE PARAPET - 1990	STD-1-1	4-28-97
STEEL SLIDER PLATE ASSEMBLIES FOR CONCRETE PARAPET AND BRIDGE DECK DRAIN DETAILS - 1993	STD-1-2	9-11-95
REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS - 1995	STD-1-5	4-28-97
BRIDGE END DRAIN DETAILS 2' X 8' - 7" & 4' X 8' - 7" WITH PAVEMENT AT BRIDGE ENDS - 1993	STD-1-6	4-28-97
BRIDGE END DRAIN DETAILS 2' X 8' - 7" & 4' X 8' - 7" WITH PAVEMENT AT BRIDGE ENDS - 1993	STD-1-7	4-28-97
BRIDGE END DRAIN DETAILS 4' X 8' - 7" WITH PAVEMENT AT BRIDGE ENDS - 1993	STD-1-9	5-01-95
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS - 1992	STD-4-1	4-28-97
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA - 1992	STD-4-2	6-10-96
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS - 1992	STD-4-3	6-10-96
STANDARD PRECAST PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS - 1992	STD-4-4	6-10-96
STANDARD PILE DETAILS - 1990	STD-5-1	10-25-93
STANDARD SEISMIC DETAILS - 1990	STD-6-1	5-01-95
STANDARD SEISMIC DETAILS - 1992	STD-6-2	11-07-94
LIGHT STANDARD SUPPORT DETAILS	STD-8-2	9-01-91
STANDARD REINF. BAR SUPPORT DETAILS FOR CONC. SLABS	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT & DRAINAGE DETAILS - 1971	STD-10-1	5-11-92
STD. DETAILS AND INT. DIAPH. DETAILS FOR I-BEAMS - 1995	STD-14-2	
DETAILS SHOWING PIER PROTECTION WITH NEW CONCRETE BARRIER WALL - 1988	SBR-2-127	1-04-96
DETAILS SHOWING PIER PROTECTION WITH NEW CONCRETE BARRIER WALL - 1988	SBR-2-128	1-04-96

2018 ADT = 66000
80'-0" ROADWAY WITH STD-1-1 PARAPETS
DESIGN SPEED = 60
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE LAYOUT
BRIDGE NO. 8

WIDENING OF NB I-55 OVER I-240
STA. 333+12.40 (L.M. 5.72 R)
BRIDGE ID. NO. 79100550037
SHELBY COUNTY
1998



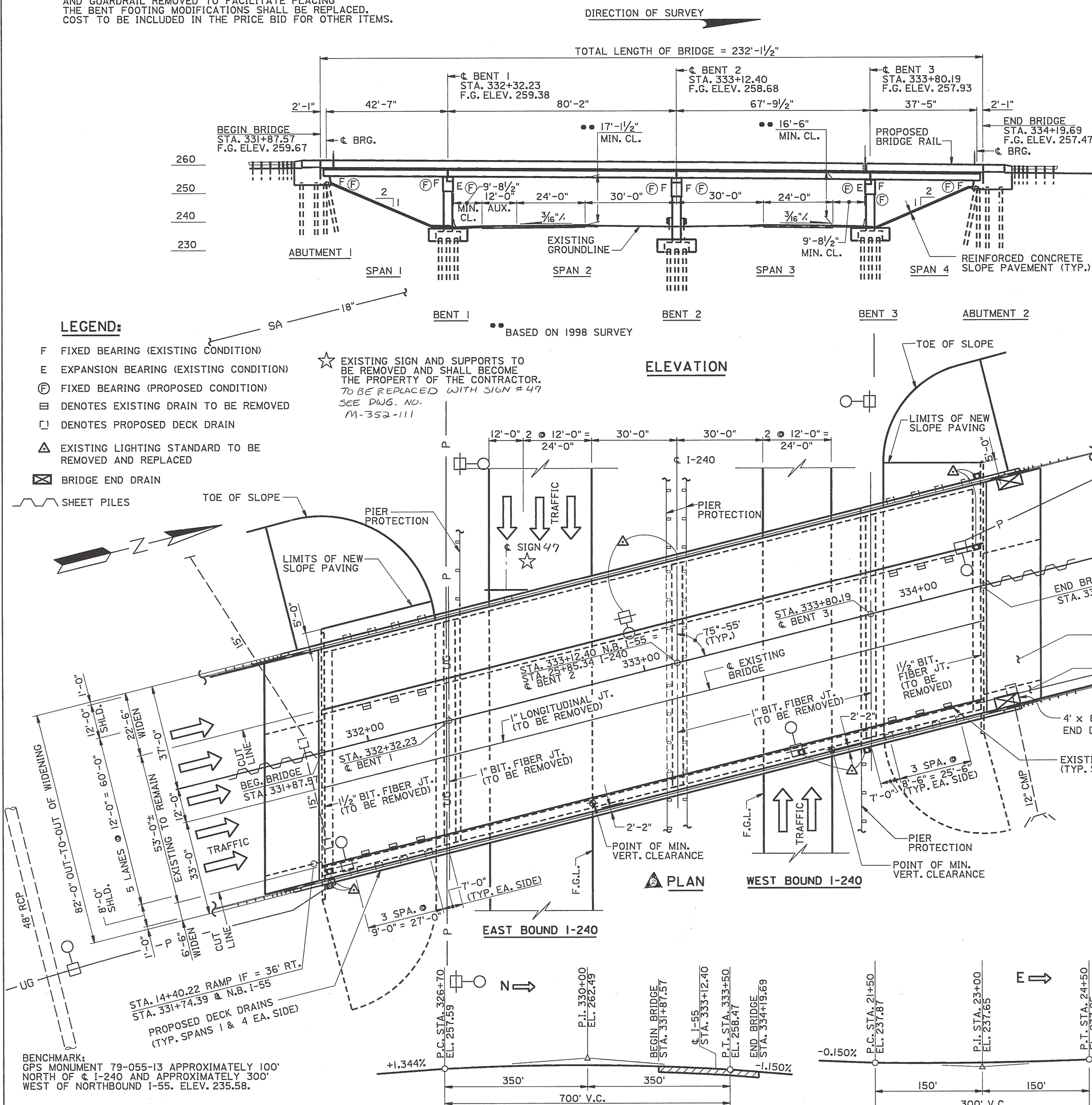
WESTBOUND
I-240 FINISH GRADE LINE
(AS SHOWN ON 1958 CONSTRUCTION PLANS)

EASTBOUND
I-240 FINISH GRADE LINE
(AS SHOWN ON 1958 CONSTRUCTION PLANS)

I-55 FINISH GRADE LINE
(ELEVATIONS BASED ON 1993 SURVEY, SCARIFYING 1" OF EXISTING SLAB AND ADDING 4 1/2" MINIMUM CONCRETE OVERLAY, 6 1/4" F.G.L.)

LEGEND:

- F FIXED BEARING (EXISTING CONDITION)
- E EXPANSION BEARING (EXISTING CONDITION)
- (F) FIXED BEARING (PROPOSED CONDITION)
- [] DENOTES EXISTING DRAIN TO BE REMOVED
- [] DENOTES PROPOSED DECK DRAIN
- △ EXISTING LIGHTING STANDARD TO BE REMOVED AND REPLACED
- ⊠ BRIDGE END DRAIN
- SHEET PILES
- ☆ EXISTING SIGN AND SUPPORTS TO BE REMOVED AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR. TO BE REPLACED WITH SIGN # 417 SEE DWG. NO. M-352-111



DE LEUW, CATHER
MEMPHIS, TENNESSEE

DESIGNED BY J.C. ETHERTON
DRAWN BY R.C. HANDY
SUPERVISED BY C.H. BRYANT
CHECKED BY J.R. PEGG

DATE 6-98
DATE 6-98
DATE 6-98
DATE 6-98

M-341-168

PROJECT NO.	YEAR	SHEET NO.
NH-1-55-1(104)3	1998	

[illegible]

1. FOR ADDITIONAL NOTES AND ESTIMATED QUANTITIES. SEE DWG. M-341-174.
2. FOR BENT DIAPHRAGM DETAILS SEE DWG. M-341-175.
3. SEE STD-1-5 FOR APPROACH SLAB DETAILS.
4. FOR MECHANICAL SPLICE DETAILS SEE DWG. M-341-169.
5. SEE DWG. M-341-173A FOR PLACEMENT OF BARS A601E



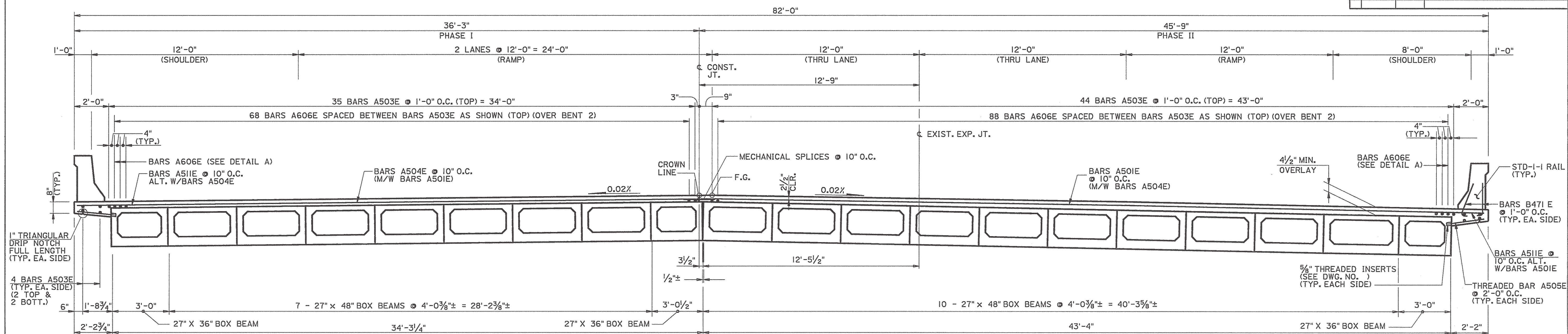
WIDENING OF NB I-55 OVER I-240
STA. 333+12.40 (L.M. 5.72 R)
BRIDGE ID. NO. 79100550037
SHELBY COUNTY
1998

DESIGNED BY J.C. ETHERTON DATE 4-98
 DRAWN BY D. RANDALL DATE 4-98
 SUPERVISED BY C. H. BRYANT DATE 4-98
 CHECKED BY J. R. PEGG DATE 4-98

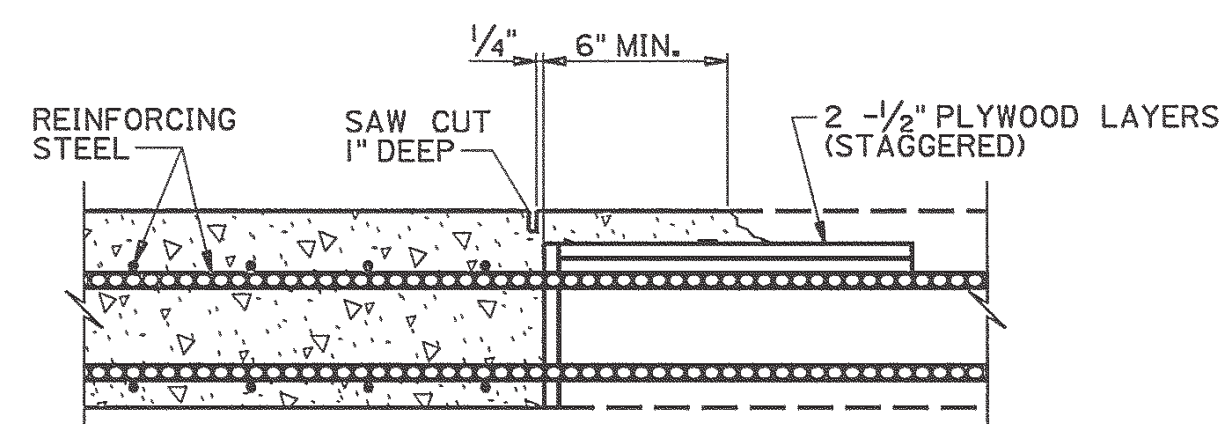
M-341-173



1. FOR ADDITIONAL NOTES AND ESTIMATED QUANTITIES. SEE DWG. M-341-174.
2. FOR BENT DIAPHRAGM DETAILS SEE DWG. M-341-175.
3. FOR MECHANICAL SPLICE DETAILS SEE DWG. M-341-169.

[illegible]

TYPICAL SECTION
(LOOKING AHEAD)



SLAB CONSTRUCTION JOINT

DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:

- 1) 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 SUPPORTS.
- 3) ALL SLAB CONSTRUCTION JOINTS SHALL BE ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN BELOW.

DE LEUW, CATHER
MEMPHIS, TENNESSEE

DESIGNED BY J.C. EHERTON DATE 6-98
 DRAWN BY J.C. EHERTON DATE 6-98
 SUPERVISED BY C.H. BRYANT DATE 6-98
 CHECKED BY C.H. BRYANT DATE 6-98

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION - SPANS 2 & 3
BRIDGE NO. 8

WIDENING OF NB I-55 OVER I-240
STA. 333+12.40 (L.M. 5.72 R)
BRIDGE ID. NO. 79100550037
SHELBY COUNTY
1998

