Index Of Sheets
Resurfacing
See Sheet No. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	NH/HSIP-1(344)	
STATE PROJ. NO.	19021-8252-14	
STATE PROJ. NO.	19021-3252-94	

UNOFFICIAL SET
NOT FOR BIDDING

DAVIDSON COUNTY

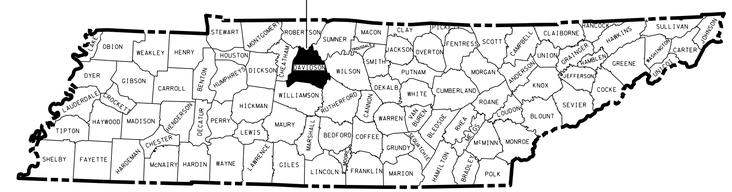
STATE ROUTE NO. 1

FROM TRANSIT AVENUE (L.M. 20.42)
TO THE ENTRANCE TO METROPOLITAN NASHVILLE
AIRPORT AUTHORITY AREA (L.M. 25.00)

RESURFACING

STATE HIGHWAY NO. 1 F.A.H.S. NO. 41

PROJECT LOCATION

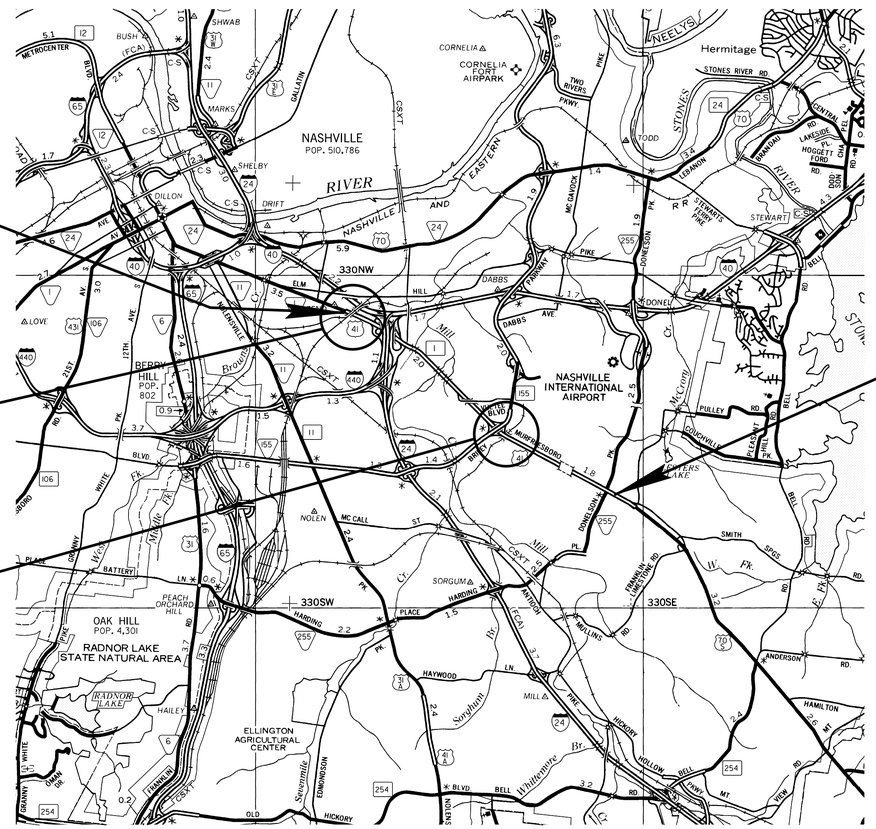


EXCLUSIONS	
LOCATION	LENGTH (FT.)
MILL CREEK. (L.M. 21.97)	178'
EXCLUDED SECTION (L.M. 22.25-L.M. 22.78)	2798'
-	
-	
-	
T O T A L =	2976'

19021-8252-14
19021-3252-94
BEGIN PROJ. NO. NH/HSIP-1(344)
(L.M. 20.42)

CSX CROSSING #350236G
UNDERPASS (19SR0010027)
L.M. 20.53

CSX CROSSING #349246R
OVERHEAD (19SR0010041)
L.M. 23.15



SCALE: 1"= 1 MILE

19021-8252-14
19021-3252-94
END PROJ. NO. NH/HSIP-1(344)
(L.M. 25.00)

N

SEALED BY

APPROVED: Paul D. Degges
PAUL D. DEGGES, CHIEF ENGINEER

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT ROAD SP. SV. 2 BILLY BINION

DESIGNER ALVIN R. WHITE CHECKED BY RUSTY BOGUSKIE

P.E. NO. 98034-4299-04

PIN NO. 120925.00

TRAFFIC DATA	
ADT (2015)	36350
V	45-50 MPH

PROJECT LENGTH 4.02 MILES
TOTAL LANE MILES RESURFACED 25.9 MILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	1A

INDEX

SHEET NAME	SHEET NO.
TITLE SHEET	1
INDEX	1A
ESTIMATED ROADWAY QUANTITIES & SIGN TABULATED QUANTITIES	2
TYPICAL SECTIONS AND PAVING SCHEDULE	2A, 2B
GENERAL NOTES	3
GENERAL NOTES AND SPECIAL NOTES	3A
DETAILS	4, 4A
BIKE LANE STRIPING PLANS	5, 5A-5I

STANDARD ROADWAY DRAWINGS

DWG. NO	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
TRAFFIC CONTROL APPURTENANCES		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	7-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	7-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	7-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	7-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15A	11-01-11	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	11-11-04	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-SG-3A		ALTERNATE DETECTION DETAILS
ROADWAY AND PAVEMENT APPURTENANCES		
RP-H-3	06-04-13	HANDICAP RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-6	04-13-11	MEDIAN CROSSING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	19021-3252-94 QUANTITY	19021-8252-14 QUANTITY	TOTAL QUANTITY
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON		694	694
(1)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON		250	250
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON		108	108
(2)(19)	411-02.10	ACS MIX(PG70-22) GRADING D	TON		16630	16630
(20)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON		16464	16464
	611-01.20	ADJUSTMENT OF EXISTING MANHOLE	EACH		3	3
(16)(17)	611-09.02	REWORK CATCHBASIN	EACH		53	53
	611-09.04	CATCHBASIN RETROFIT	EACH		11	11
	701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	360		360
(3)	712-01	TRAFFIC CONTROL	LS		1	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH		25	25
	712-05.01	WARNING LIGHTS (TYPE A)	EACH		4	4
(4)(5)	712-06	SIGNS (CONSTRUCTION)	S.F.		1062	1062
	712-08.03	ARROW BOARD (TYPE C)	EACH		2	2
	713-11.01	"U" SECTION STEEL POSTS	LB.	1260		1260
	713-16.20	SIGNS (R3-17 BIKE LANE)	EACH	21		21
	713-16.21	SIGNS (R4-4)	EACH	3		3
	713-16.22	SIGNS (R3-17BP)	EACH	3		3
	713-16.23	SIGNS (W16-18P "FYG" "NOTICE")	EACH	7		7
	713-16.24	SIGNS (R4-11 "MAY USE FULL LANE")	EACH	4		4
	713-16.25	SIGNS (R1-2 YIELD)	EACH	1		1
	713-16.26	SIGNS (W11-1)	EACH	8		8
(15)	716-01.21	SNWPLWBLE PVMT MRKRS (BI-DIR)(1 COLOR)	EACH	412		412
(15)	716-01.23	SNWPLWBLE PVMT MRKRS (BI-DIR)(2 COLOR)	EACH	1049		1049
(6)(14)	716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	840		840
(13)	716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	702		702
(6)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		1350	1350
(6)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		80	80
	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	4		4
(6)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	3		3
	716-04.03	PLASTIC PAVEMENT MARKING (4" DOTTED LINE)	L.F.	900		900
(6)	716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH		2	2
(6)	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	24		24
(6)	716-04.13	PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL & ARROW)	EACH	77		77
	716-04.15	PLASTIC PAVEMENT MARKING-BIKE SYMBOL/ARROW SHARED	EACH	4		4
(7)(12)	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	34.95		34.95
(18)	716-08.20	REMOVAL OF PAVEMENT MARKING (LINE)	L.M.		2.39	2.39
	716-10.30	TRUNCATED DOME DETECTABLE WARNING MAT	S.F.	104		104
(8)(9)	716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	28.28		28.28
(8)(10)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	29.53		29.53
	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.		3300	3300
(8)	716-12.04	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN DOTTED LINE)	L.F.	900		900
(11)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	18750		18750
	717-01	MOBILIZATION	LS		1	1
	730-14.02	SAW SLOT	L.F.		33650	33650
	730-14.03	LOOP WIRE	L.F.		73400	73400

HANDICAP RAMPS

LOCATION	REPAIR	NEW	STD. DWG.	QUANTITY 701-02.01 (S.F.)	QUANTITY 716-10.30 (S.F.)
TRANSIT AVE.		1	RP-H-7	120	
MENZIER		2	RP-H-7	240	
ARLINGTON AVE.	1		RP-H-3		8
DELL	2		RP-H-3		16
DELL # 2	2		RP-H-3		16
GLENGARRY	1		RP-H-3		8
THOMPSON LANE	1		RP-H-3		8
MILLWOOD	6		RP-H-3		48
TOTAL				360	104

FOOTNOTES

(1) TO BE USED AS DIRECTED BY ENGINEER.

(2) INCLUDES 590 TONS FOR COUNTY ROADS, RAMPS AND BUSINESS ENTERANCES, ALSO INCLUDES 1200 TONS FOR TURN LANES AND CROSS OVERS. USE RIDEABILITY SPECIFICATION SEE SPECIAL PROVISION NO. 411C, USE MATERIAL TRANSFER DEVICE, SEE SPECIAL PROVISION NO. 407G AND SPECIAL PROVISION NO. 407SE.

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

(4) SEE SIGN TABULATION BLOCK THIS SHEET FOR DETAILS.

(5) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD FROM A DESIGNATED LIST OF METHODS ACCEPTED BY THE DEPARTMENT. SAID SIGN COVERING METHOD SHALL BE SELECTED FROM QUALIFIED PRODUCTS LIST 10, SECTION D OR APPROVED BY THE DIVISION OF MATERIALS AND TEST AND SHALL BE USED TO COVER THESE SIGNS. NO OTHER METHOD FOR SIGN COVERING WILL BE ALLOWED. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(6) THE CONTRACTOR MAY ELECT TO SUBSITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.

(7) QUANTITY BASED ON EXISTING PAVEMENT MARKING AND EDGELINE. TO BE USED ON THE COLD PLANED SURFACE ONLY.

(8) QUANTITY BASED ON EXISTING PAVEMENT MARKING AND EDGELINE. TO BE USED ON THE FINAL SURFACE ONLY.

(9) INCLUDES 7.28 L.M. TO BE USED FOR BIKEWAY IMPROVEMENTS.

(10) INCLUDES 0.86 L.M. TO BE USED FOR BIKEWAY BUFFER ZONE.

(11) INCLUDES 17450 L.F. TO BE USED FOR BIKEWAY IMPROVEMENTS.

(12) INCLUDES 12.95 L.M. TO BE USED FOR BIKEWAY IMPROVEMENTS.

(13) INCLUDES 252 S.Y. TO BE USED FOR BIKEWAY IMPROVEMENTS.

(14) INCLUDES 190 S.Y. TO BE USED FOR BIKEWAY IMPROVEMENTS.

(15) QUANTITY MAY BE INCREASED OR DECREASED AS DIRECTED BY PROJECT ENGINEER.

(16) INCLUDES FURNISHING AND INSTALLING TYPE "B" GRATES AND INSTALLING TO ELEVATION MATCHING NEW PAVEMENT.

(17) ITEM INCLUDES 27 AREA DRAINS TO BE REWORKED.

(18) TO BE USED AT EXCLUDED SECTION FROM L.M. 22.25 TO L.M. 22.78.

(19) INCLUDES 503 TONS FOR RESEARCH ORGANIZATION TESTS.

(20) INCLUDES 497 TONS FOR RESEARCH ORGANIZATION TESTS.

SIGNS (CONSTRUCTION) 712-06

QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
2	G20-1	ROAD WORK NEXT 4.58 MILES	48 x 24	16
2	G20-2	END ROAD WORK	48 x 24	16
2	W20-1	ROAD WORK 1500'	48 x 48	32
2	W20-1	ROAD WORK 1000'	48 x 48	32
2	W20-1	ROAD WORK 500'	48 x 48	32
41	W20-1	ROAD WORK AHEAD	48 x 48	656
2	W20-4	ONE LANE ROAD 1000' - PORTABLE	36 x 36	18
2	W20-7a	FLAGGER SYMBOL - PORTABLE	36 x 36	18
2	W16-2	SUPPLEMENTAL PLATE	24 x 18	6
2	W21-2	FRESH OIL - PORTABLE	36 x 36	18
2	W21-5	SHOULDER WORK - PORTABLE	36 x 36	18
2	W20-5	LEFT LANE CLOSED AHEAD	48 x 48	32
2	W20-5	RIGHT LANE CLOSED AHEAD	48 x 48	32
2	W4-2	LANE CLOSED MERGE LEFT - SYMBOL	48 x 48	32
2	W4-2	LANE CLOSED MERGE RIGHT - SYMBOL	48 x 48	32
2	W8-9a	SHOULDER DROP-OFF - PORTABLE	36 x 36	18
6	W8-11	UNEVEN LANES - PORTABLE	36 x 36	54
TOTAL S.F.				1062

OTHER SIGNS, AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION AND WILL BE MEASURED AND PAID FOR AT THE UNIT BID PRICE. SEE CURRENT M.U.T.C.D. FOR STANDARDS AND TYPICAL APPLICATIONS.

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DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES & SIGN TABULATED QUANTITIES

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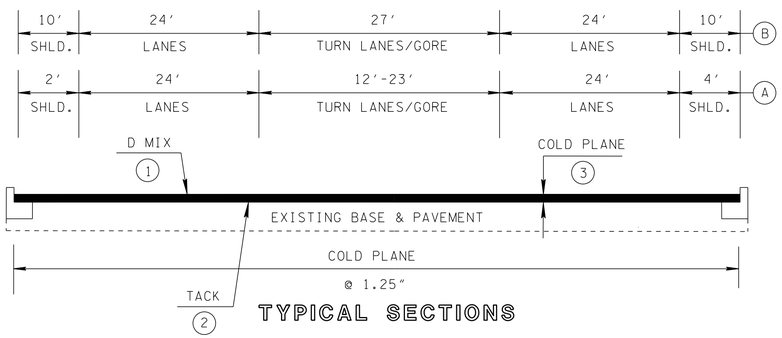
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	2A

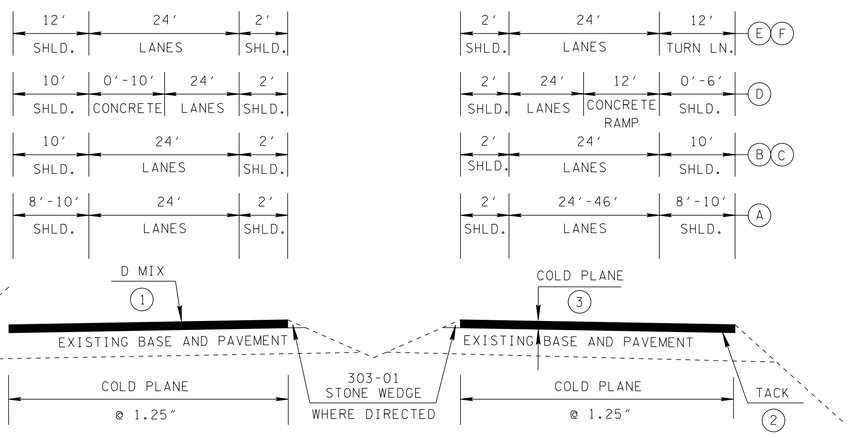
CROSSOVER NOTE

CROSSOVERS TO BE COLD PLANED AND RESURFACED AS PER PROPOSED TYPICAL SECTIONS



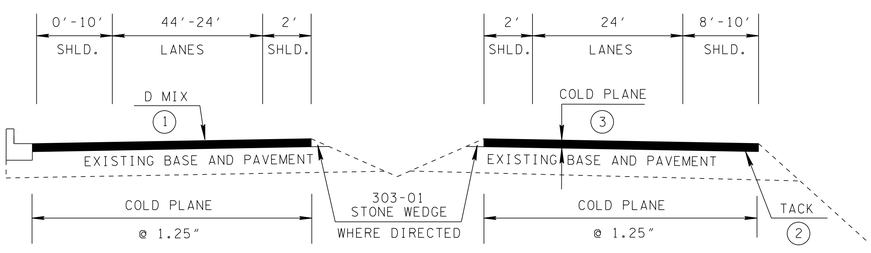
TYPICAL SECTIONS

(A) L.M. 20.42 TO L.M. 20.46
(B) L.M. 22.80 TO L.M. 22.93



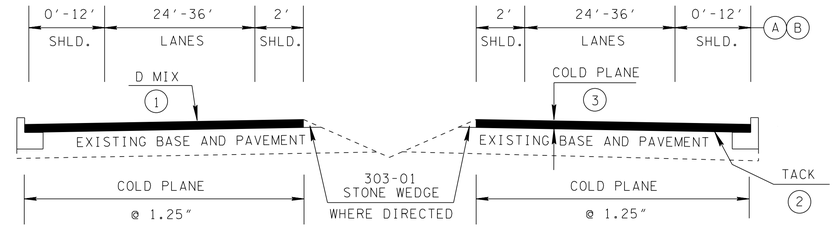
TYPICAL SECTION

(A) L.M. 20.59 TO L.M. 20.71
(B) L.M. 20.80 TO L.M. 20.90
(C) L.M. 21.10 TO L.M. 21.78
(D) L.M. 20.91 TO L.M. 21.30
(E) L.M. 21.30 TO L.M. 21.40
(F) L.M. 22.32 TO L.M. 22.50



TYPICAL SECTION

L.M. 20.71 TO L.M. 20.80



TYPICAL SECTION

(A) L.M. 21.95 TO L.M. 22.32
(B) L.M. 22.50 TO L.M. 22.80

NOTE: SECTION FROM L.M. 22.25 - L.M. 22.78 IS EXCLUDED

PAVEMENT SCHEDULE

1. SURFACE @ 1.25" THICK (APPROX. 132.5 LBS/SY)
   411-02.10 ACS MIX (PG70-22) GRADING D
2. TACK COAT @ 0.10 GAL/SY.
   403-01 BITUMINOUS MARTERIAL FOR TACK COAT (TC)
3. COLD PLANING @ 1.25"
   415-01.01 COLD PLANING OF BITUMINOUS PAVEMENT

SPECIAL NOTES

THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK AND INCLUDE ALL COSTS THEREOF IN THE PRICES BID FOR OTHER ITEMS OF CONSTRUCTION:

(1) REPAIR OF SHOULDERS AND DITCHES. SHOULDERS SHALL BE DEGRASSED, MATERIAL SHALL BE PICKED UP AND REMOVED NOT LEFT IN DITCHES.

(2) CONTRACTOR WILL BE RESPONSIBLE FOR STAKING HIS CONSTRUCTION SIGNS.

UTILITY ADJUSTMENTS

TYPE	OWNER	NUMBER
SEWER MANHOLE	METRO	20
TELEPHONE MANHOLE	AT&T	50
GAS VALVE	PIEDMONT	18
WATER VALVE	METRO	39

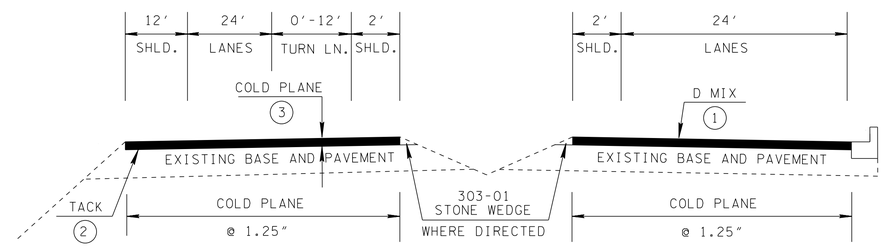
STATE STORM DRAIN ADJUSTMENTS

CATCHBASINS	37
MANHOLES	3
AREA DRAINS	27

NOTE: UTILITY ADJUSTMENTS TO BE ADJUSTED BY OWNERS

BRIDGE NOTES

LOCATION	LENGTH (FT.)	CROSSING	RECOMMENDATION
L.M. 21.54	24'	BRANCH	PAVE WITH PLANS QUANTITY
L.M. 21.97	177'-6"	MILL CREEK	LEAVE AS IS
L.M. 23.13	22'	CSX RR	PAVE WITH PLANS QUANTITY



TYPICAL SECTION

L.M. 21.78 TO L.M. 21.95

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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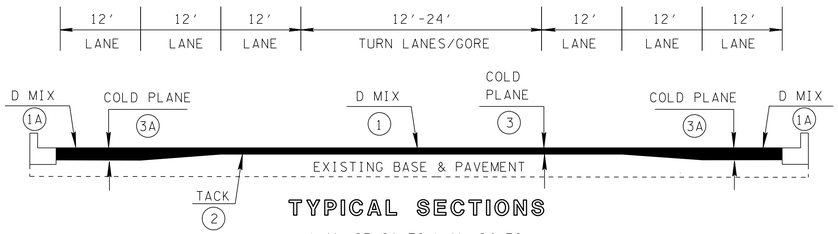
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

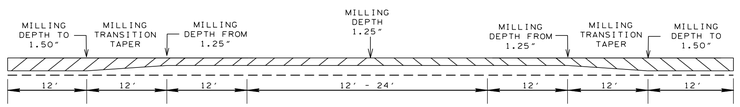
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	2B

RESEARCH ORGANIZATION TEST SECTION



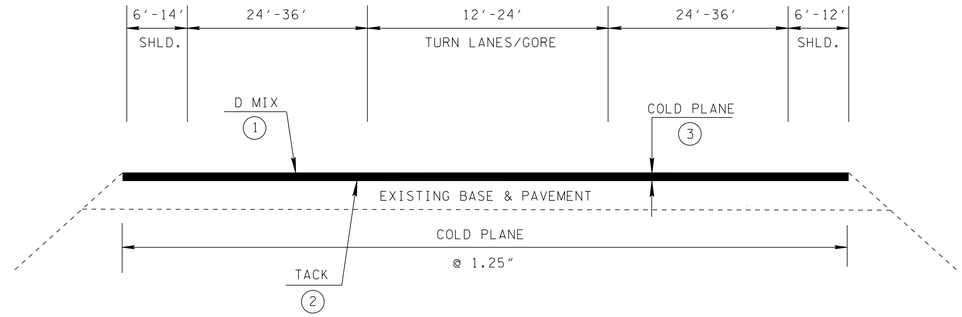
TYPICAL SECTIONS

L.M. 23.81 TO L.M. 24.70



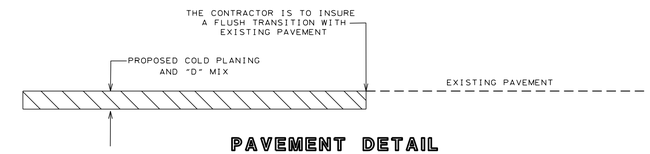
MILLING DETAIL

NOTE:
TACK MATERIALS FOR THIS TEST SECTION WILL BE PROVIDED AND APPLIED BY THE RESEARCH ORGANIZATION, FOR DETAILS SEE MISCELLANEOUS SPECIAL NOTE NO. 2 SHEET 3A.

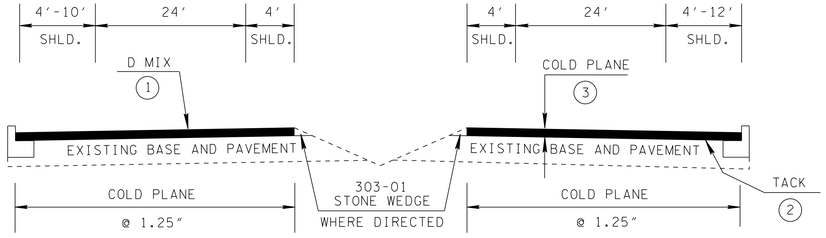


TYPICAL SECTIONS

L.M. 22.93 TO L.M. 23.81



PAVEMENT DETAIL



TYPICAL SECTION

L.M. 20.46 TO L.M. 20.59

PAVEMENT SCHEDULE

(1) SURFACE @ 1.25″ THICK (APPROX. 132.5 LBS/SY)
(1A) SURFACE @ 1.50″ THICK (APPROX. 132.5 LBS/SY)
411-02.10 ACS MIX (PG70-22) GRADING D

(2) TACK COAT @ 0.10 GAL/SY.
403-01 BITUMINOUS MARTERIAL FOR TACK COAT (TC)

(3) COLD PLANING @ 1.25″
(3A) COLD PLANING @ 1.50″
415-01.01 COLD PLANING OF BITUMINOUS PAVEMENT

Pre-Construction Ride Numbers

Project Ref. No.	NH/HSIP-1(344)	Contract No.	N/A
Project No.	19021-3252-94/19021-8252-14	Region	3
Contractor	To Be Awarded	County	DAVIDSON
Weather / Temp.	SUNNY	Route	1
Standard Specs.	55.0 HC-IRI Number	Test Date	November 4, 2014
Equip.Calib. Date	November 4, 2014	Test No.	1
		Pre-Con Test Date	November 4, 2014

Test Performed by TDOT Road Profiler									Average Roughness Pre-Constuction HC-IRI Number Per Mile
Test Limits Mile		Direction and Measured Roughness (HC-IRI Number Per Mile)							
From	To	NSEW	*Lane	Pre Ride Number	Payment Table	Max. # for Final Ride	Min. Required % Improvement	Percent Pay	84.6
0.00	1.00	E	1	89	Table 2	62.3	30	100	
1.00	2.00	E	1	106	Table 2	74.2	30	100	
2.00	3.00	E	1	77	Table 1	55.0		100	
3.00	4.00	E	1	79	Table 1	55.0		100	
4.00	4.60	E	1	70	Table 1	55.0		100	
0.00	1.00	E	2	115	Table 2	80.5	30	100	
1.00	2.00	E	2	85	Table 2	59.5	30	100	REMARKS
2.00	3.00	E	2	80	Table 2	56.0	30	100	
3.00	4.00	E	2	66	Table 1	55.0		100	FROM TRANSIT AVE TO
4.00	4.59	E	2	83	Table 2	58.1	30	100	THE ENTRANCE TO
									METROPOLITAN
0.00	1.00	E	3	98	Table 2	68.6	30	100	NASHVILLE AIRPORT
1.00	1.59	E	3	115	Table 2	80.5	30	100	AUTHORITY AREA
0.00	1.00	W	1	72	Table 1	55.0		100	(LM 20.42 TO 25.00)
1.00	2.00	W	1	82	Table 2	57.4	30	100	
2.00	3.00	W	1	78	Table 1	55.0		100	
3.00	4.00	W	1	73	Table 1	55.0		100	
4.00	4.62	W	1	83	Table 2	58.1	30	100	
0.00	1.00	W	2	66	Table 1	55.0		100	
1.00	2.00	W	2	79	Table 1	55.0		100	
2.00	3.00	W	2	70	Table 1	55.0		100	
3.00	4.00	W	2	64	Table 1	55.0		100	
4.00	4.66	W	2	86	Table 2	60.2	30	100	
0.00	1.00	W	3	101	Table 2	70.7	30	100	
1.00	1.85	W	3	114	Table 2	79.8	30	100	

*Lanes to be Left to Right each Direction - 1,2,3,4, etc. with 1 being the Inside Lane

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TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	3

GENERAL NOTES

UTILITIES

(1) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S 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.

(2) 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.

(3) 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.

MISCELLANEOUS

(4) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.

(5) 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 MARKING ON INTERMEDIATE LAYERS

(6) 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 DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

(7) 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 DAYS 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 IF 4" ENHANCED FLATLINE THERMOPLASTIC IS USED

(8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" 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. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(9) 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.

FINAL PAVEMENT MARKING IF 8" ENHANCED FLATLINE THERMOPLASTIC IS USED

(10) 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.

PAVEMENT

PAVING

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

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

RESURFACING

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

(14) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

(15) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

(16) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

(17) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.

(18) 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.

SIGNALIZATION

(19) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

(20) 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.

(21) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(23) 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.

(24) 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.

(25) 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.

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

(27) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, 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.

(28) 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 A 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.

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	3A

GENERAL NOTES (CONT.)

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

(29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL 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 (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. 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.

MISCELLANEOUS

(31) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK AND INCLUDE ALL COSTS THEREOF IN THE PRICES BID FOR OTHER ITEMS OF CONSTRUCTION: REPAIR OF SHOULDERS AND DITCHES. SHOULDERS SHALL BE DEGRASSED, MATERIAL SHALL BE PICKED UP AND REMOVED. CLEANING AND STRAIGHTENING ENDS OF EXISTING SIDEDRAINS AND CROSSDRAINS WHERE DIRECTED BY THE ENGINEER.

(32) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.

PAVEMENT MARKINGS

(33) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009, PART III, MARKING. ALL NO-PASSING ZONES WILL BE APPROVED BY THE ENGINEER WITH ADVICE FROM THE REGIONAL TRAFFIC ENGINEER PRIOR TO THE MARKING APPLICATION.

(34) THE CONTRACTOR IS TO PROVIDE THE LAYOUT OF ALL EXISTING PAVEMENT MARKINGS BEFORE BEGINNING THE RESURFACING PROJECT. EXISTING MARKINGS SHALL BE REFERENCED AS NEEDED TO ENSURE THAT ALL NEW MARKINGS ARE REPLACED IN THEIR CORRESPONDING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

SPECIAL NOTES

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 2 INCHES:

a. WARNING SIGNS, UNEVEN PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), 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.

PAVEMENT

PAVING

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

MISCELLANEOUS

(2) PROJECT SHOULD BE MADE AVAILABLE FOR NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) PROJECT 9-40, “OPTIMIZATION OF TACK COAT FOR HMA PLACEMENT”. RESEARCHERS ON THE PROJECT MAY DESIGNATE TEST SECTIONS FOR TACK COAT MATERIALS NOT LISTED IN SUBSECTION 403 AND WILL ADVISE APPLICATION RATES IF OUTSIDE THE NORMAL SPECIFIED RANGE. FIVE OR SIX TEST TACK COAT TEST SECTIONS WILL BE PLACED AT ONE LANE WIDTH AND 2000-FEET LONG. TACK MATERIALS FOR THESE TEST SECTIONS WILL BE PROVIDED AND APPLIED BY THE RESEARCH ORGANIZATION.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(3) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(4) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

UTILITIES

(5) AT THE CLOSE OF DAILY OPERATION ALL UTILITY COVERS, RIMS AND BOXES AS WELL AS CATCHBASINS IN THE TRAVELED WAY SHALL BE LEFT IN A SAFE CONDITION. UNDER NO CIRCUMSTANCES SHALL ANYTHING BE LEFT IN SUCH A HAZARDOUS CONDITION AS TO CAUSE DAMAGE TO VEHICLES OR ACCIDENTS. THE CONTRACTOR SHALL ACCEPT FULL RESPONSABILITY FOR ANY DAMAGE TO VEHICILES OR PERSONAL INJURIES RESULTING FROM HIS FAILURE TO EITHER DEFINE THE LOCATION OR PROTECT THE OBSTACLE BY RAMPING AROUND IT WITH BITUMINOUS MATERIAL.

(6) THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF ANY MANHOLE, WATER VALVE OR CATCHBASIN COVERS THAT ARE NECESSARY IN ORDER TO PERFORM THE REQUIRED WORK. THE REMOVAL AND REPLACEMENT OF THESE COVERS WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PROVIDED PAY ITEMS.

(7) ADJUSTMENTS OF UTILITIES SHALL NOT BE PERFORMED UNTIL PLACEMENT OF SPOT LEVELING (B-MOD) AND SCRATCH COURSE (C-S MIX) BUT PRIOR TO PLACEMENT OF FINAL SURFACE (D MIX).

EROSION PREVENTION AND SEDIMENT CONTROL

ENVIRONMENTAL

CLEANING DITCHES

(8) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDE DRAINS, AND CROSS DRAINS, TO ENSURE THAT THE DRAINAGE FEATURES / WATERCOURSES ARE NOT STREAMS OR WETLANDS. IF THE CONTRACTOR / TDOT INSPECTOR IS UNSURE WHETHER THE DRAINAGE FEATURES ARE STREAMS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION TO OBTAIN THE APPROPRIATE PERMITS.

NPDES

(9) DUE TO THE TYPE OF WORK, A NPDES PERMIT WAS NOT OBTAINED. IF THE DISTURBED AREA IS MORE THAN ONE ACRE, PLEASE CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION FOR FURTHER REVIEW.

RAILROAD CROSSING NOTES

(10) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE RAILROAD'S TRACKS AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY CSXT SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAFFIC IN ANY MANNER.

(11) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE CONSTRUCTION EQUIPMENT UPON NOR STORE OR DUMP WASTE CONSTRUCTION MATERIALS UPON THE RAILROAD'S RIGHT-OF-WAY.

(12) BRIDGE OVER CSXT RAILROAD AT L.M. 23.15 (19SR0010041) AND UNDER AT L.M. 20.53 (19SR0010027) TO BE COLD PLANED 1.25” THICK (TOLERANCE 0.12”) AND PAVED WITH 1.25” THICK OF “D” MIX.

(13) THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A DETAILED AND COMPREHENSIVE PLAN, PROCEDURE AND SCHEDULE FOR REVIEW AND APPROVAL BY THE PUBLIC PROJECT ENGINEERS/MANAGERS FOR THE RAILROAD BEING AFFECTED BY THIS PROJECT FOR THE FOLLOWING TASK IN THE RAILROAD'S RIGHT OF WAY:

(A) COLD PLANING AND RESURFACING ON HIGHWAY BRIDGE DECK OVER THE RAILROAD AT L.M. 23.15

(B) COLD PLANING AND RESURFACING ON HIGHWAY UNDER CSXT AT L.M. 20.53

(14) THE CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURE NECESSARY TO PREVENT DEBRIS PROM FALLING ON TO THE RAILROAD'S RIGHT OF WAY. THE COST OF REMOVING AND DISPOSING OF DEBRIS. AND THE COMPLETE AND FULL PROTECTION OF THE CONTRACTOR'S WORK AREA FOR COLD PLANING AND RESURFACING SHALL BE INCLUDED IN UNIT ITEM BID ON.

(15) FOR ANY COLD PLANING OR RESURFACING OVER OR UNDER THE RAILROAD, IT IS ANTICIPATED THAT RAILROAD FLAGGING SERVICES MAY BE REQUIRED. FOR ANY OTHER ASPECT OF THE CONTRACTOR'S WORK ON THE BRIDGE DECK OVER THE RAILROAD'S RIGHT OF WAY, FLAGGING WILL BE AT THE RAILROAD'S DISCRETION.

(16) SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C(R) REGARDING INSURANCE AND RAILROAD FLAGGING SERVICES REQUIREMENTS, FOR WORK OVER, UNDER AND/OR ADJACENT TO THE RAILROAD'S RIGHT OF WAY.

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GENERAL NOTES AND SPECIAL NOTES

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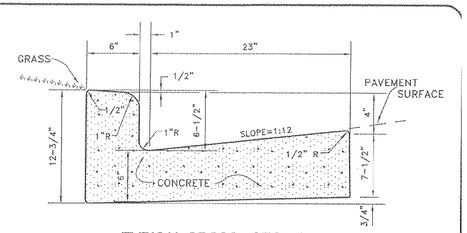
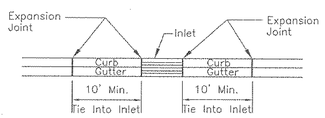
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	4



TYPICAL CROSS - SECTION



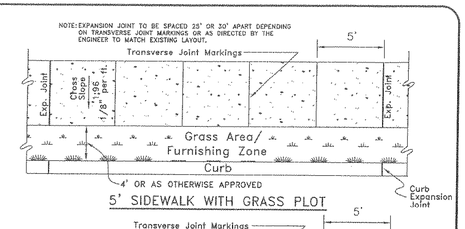
FRONT VIEW

GENERAL NOTES
1. Expansion joints to be spaced a maximum of 100 feet apart or as directed by the Engineer.
2. Expansion joints will also be required at tangent points, ramps, and inlets.
3. Contraction joints are to be cut into curb and gutter every 10 feet to a depth of D/4, where D equals the thickness of the section. The spacing of 10 feet may be reduced at closures but no section of curb and gutter shall be less than 10 feet.
4. There will be a minimum of 10 feet tie in at curb inlets on each side of the inlet. An expansion joint will be used on each side of the tie in.
5. Cost of contraction joints to be included in the unit bid price for concrete curb with gutter.

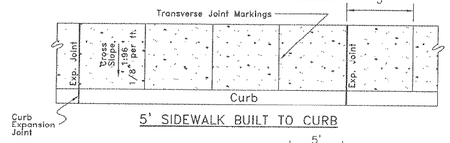
NOT TO SCALE

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	STANDARD CURB WITH GUTTER	DWG. NO. ST-200
DIR. OF ENG.: Mark Macy DATE: 5/12/03		REVISED: 07/21/00 REVISED: 05/02/03 REVISED:

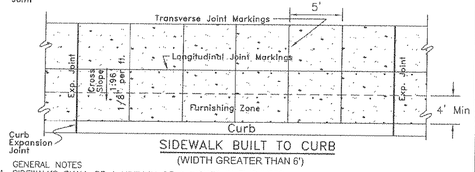
NOTE: EXPANSION JOINT TO BE SPACED 25' OR 30' APART DEPENDING ON TRANSVERSE JOINT MARKINGS OR AS DIRECTED BY THE ENGINEER TO MATCH EXISTING LAYOUT.



5' SIDEWALK WITH GRASS PLOT



5' SIDEWALK BUILT TO CURB

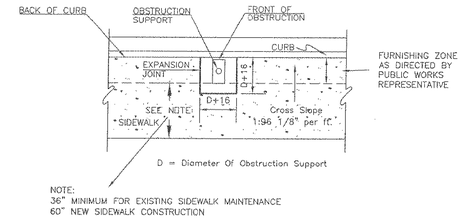


SIDEWALK BUILT TO CURB
(WIDTH GREATER THAN 6')

GENERAL NOTES
1. SIDEWALKS SHALL BE A MINIMUM OF 4 INCHES IN THICKNESS.
2. MAXIMUM CROSS SLOPE FOR SIDEWALKS SHALL NOT EXCEED 1:48 (VERTICAL:HORIZONTAL).
3. SIDEWALK SHALL BE CONSTRUCTED OF WHITE CONCRETE, BRICK, OR EXPOSED AGGREGATE PER METRO DEPARTMENT OF PUBLIC WORKS TECHNICAL SPECIFICATIONS, SECTION 02522.
4. COMPACTED STONE BASE, PUG MILL MIX, 4" THICK SHALL BE APPLIED TO SUB GRADE PRIOR TO INSTALLING SIDEWALK.
5. FURNISHING ZONE IS AN AREA FOR OBSTRUCTIONS IN THE SIDEWALK. EXAMPLES ARE OUTDOOR CAFES, POWER POLES, FIRE HYDRANTS, SIGNS, ETC.
6. IN THE EVENT OF ANY CONFLICT, DISCREPENCY, OR INCONSISTENCY AMONG THE PLANS AND THESE STANDARD DETAILS, THE REQUIREMENTS OF THE STANDARD DETAILS SHALL GOVERN.

NTS

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	SIDEWALK CONSTRUCTION	DWG. NO. ST-210
DIR. OF ENG.: Mark Macy DATE: 7/15/04		REVISED: 05/02/03 REVISED: 11/24/03 REVISED: 06/23/04



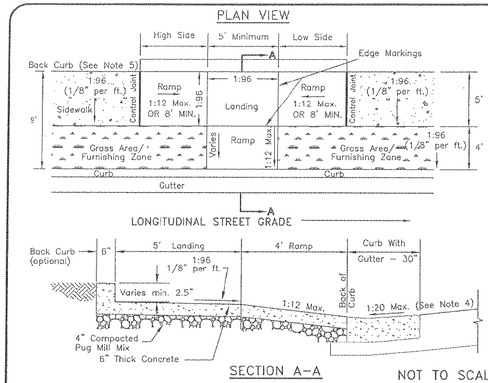
GENERAL NOTES:

1. SEE STANDARD DRAWINGS ST-209 AND ST-210 FOR EXPANSION JOINT LAYOUT, TRANSVERSE JOINT MARKINGS LAYOUT, FURNISHING ZONE, LAYOUT VARIATIONS FOR SIDEWALKS AND FURNISHING ZONE, AND GENERAL NOTES FOR SIDEWALK CONSTRUCTION.
2. ONE-HALF INCH EXPANSION JOINT MATERIAL TO BE USED.
3. COMPACTED STONE BASE, PUG MILL MIX, 4" THICK SHALL BE APPLIED TO SUBGRADE PRIOR TO INSTALLING SIDEWALK.
4. CROSS-SLOPE OF SIDEWALK SHALL NOT EXCEED 1:48 (VERTICAL:HORIZONTAL).
5. OBSTRUCTIONS NOT ALLOWED IN NEW RIGHTS-OF-WAY.
6. IN THE EVENT OF ANY CONFLICT, DISCREPENCY, OR INCONSISTENCY AMONG THE PLANS AND THESE STANDARD DETAILS, THE REQUIREMENTS OF THE STANDARD DETAILS SHALL GOVERN.

NOT TO SCALE

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	OBSTRUCTION IN SIDEWALK	DWG. NO. ST-211
DIR. OF ENG.: Mark Macy DATE: 7/15/04		REVISED: 11/24/03 REVISED: 02/17/04 REVISED: 06/23/04

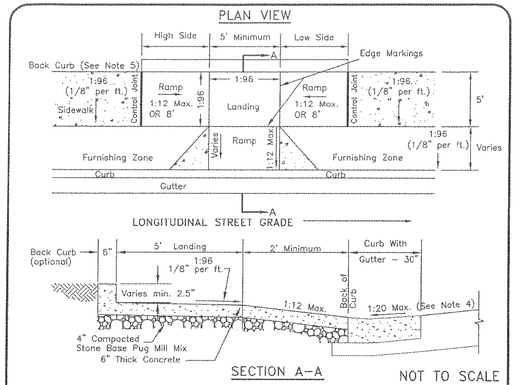
NOTE
DAVIDSON COUNTY IS UNDER COURT ORDER TO REPORT ANY WORK INVOLVING ADA HANDICAP RAMPS IN METRO NASHVILLE. THIS WORK MUST BE REPORTED TO THE DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION. CONTACT MR. RICK KIRCKPATRICK AT (615) 862-8635 PRIOR TO CONSTRUCTION.



NOT TO SCALE

GENERAL NOTES
1. Ramp shall be flush with the gutter or edge of pavement.
2. Cross-slope of landing and of sidewalk shall not exceed 1:48 (vertical:horizontal).
3. Surface texture of the curb ramp shall be stable, firm, and slip-resistant. The surface shall be coarse broomed "white" concrete finish transverse to the slope of the ramp.
4. The normal gutter slope of 1:12 (vertical:horizontal) shall be reduced to 1:20 (vertical:horizontal) at the ramp when the curb and gutter is poured before the ramp, or the gutter at the ramp must be cut out, removed, and repoured when the ramp is poured.
5. Back curb shall be constructed at the direction of Public Works, and if required, back curb height along ramp shall transition from 0 inches at expansion joints to the proposed height of back curb at landing and shall be a constant height through landing. Deletion of back curb requires approval of inspector. Removal to be noted in project file and on inspection report.
6. High side and low side ramps shall have a maximum slope of 1:12 (vertical:horizontal) or shall be 8 feet (96 inches) minimum in length.

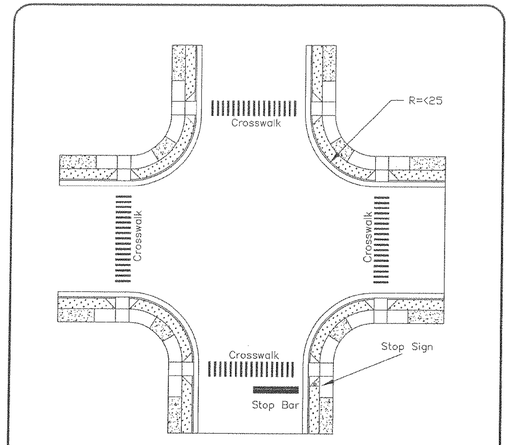
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	NEW CONSTRUCTION CURB RAMP	DWG. NO. ST-320
DIR. OF ENG.: Mark Macy DATE: 5/12/03		REVISED: 07/18/02 REVISED: 05/08/03 REVISED:



NOT TO SCALE

GENERAL NOTES
1. Ramp shall be flush with the gutter or edge of pavement.
2. Cross-slope of landing and of sidewalk shall not exceed 1:48 (vertical:horizontal).
3. Surface texture of the curb ramp shall be stable, firm, and slip-resistant. The surface shall be coarse broomed "white" concrete finish transverse to the slope of the ramp.
4. The normal gutter slope of 1:12 (vertical:horizontal) shall be reduced to 1:20 (vertical:horizontal) at the ramp when the curb and gutter is poured before the ramp, or the gutter at the ramp must be cut out, removed, and repoured when the ramp is poured.
5. Back curb shall be constructed at the direction of Public Works, and if required, back curb height along ramp shall transition from 0 inches at expansion joints to the proposed height of back curb at landing and shall be a constant height through landing. Deletion of back curb requires approval of inspector. Removal to be noted in project file and on inspection report.
6. High side and low side ramps shall have a maximum slope of 1:12 (vertical:horizontal) or shall be 8 feet (96 inches) in length.

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	ALTERATION CONSTRUCTION CURB RAMP WITH SIDEWALK LESS THAN 9 FEET	DWG. NO. ST-321
DIR. OF ENG.: Mark Macy DATE: 7/15/04		REVISED: 06/30/03 REVISED: 07/31/02 REVISED: 05/08/03

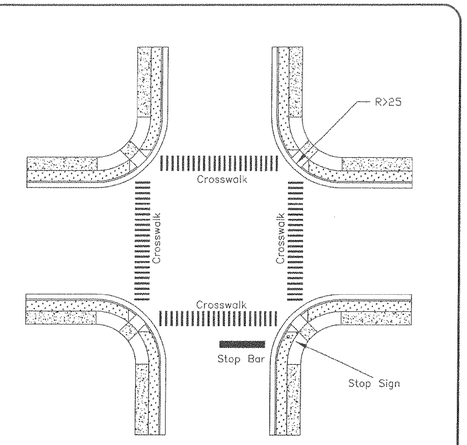


GENERAL NOTES

1. GEOMETRIC LAYOUT IS FOR CURB RADIUS EQUAL TO OR LESS THAN 25'.
2. SEE NOTES FOR GEOMETRIC LAYOUT AT CURB (ST-328)
3. IN THE EVENT OF ANY CONFLICT, DISCREPENCY, OR INCONSISTENCY AMONG THE PLANS AND THESE STANDARD DETAILS, THE REQUIREMENTS OF THE STANDARD DETAILS SHALL GOVERN.

NOT TO SCALE

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	GEOMETRIC LAYOUT AT CURB RETURNS WITH RADIUS 25' OR LESS	DWG. NO. ST-326
DIR. OF ENG.: Mark Macy DATE: 7/15/04		REVISED: 11/24/03 REVISED: 02/17/04 REVISED: 06/23/04



GENERAL NOTES

1. GEOMETRIC LAYOUT IS FOR CURB RADIUS GREATER THAN 25'.
2. SEE NOTES FOR GEOMETRIC LAYOUT AT CURB (ST-328)
3. IN THE EVENT OF ANY CONFLICT, DISCREPENCY, OR INCONSISTENCY AMONG THE PLANS AND THESE STANDARD DETAILS, THE REQUIREMENTS OF THE STANDARD DETAILS SHALL GOVERN.

NOT TO SCALE

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	GEOMETRIC LAYOUT AT CURB RETURNS WITH RADIUS GREATER THAN 25'	DWG. NO. ST-327
DIR. OF ENG.: Mark Macy DATE: 7/15/04		REVISED: 11/24/03 REVISED: 02/17/04 REVISED: 06/23/04

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

SHEET 1 OF 2

DETAILS FOR HANDICAP RAMPS

DAVIDSON COUNTY STANDARD DRAWINGS

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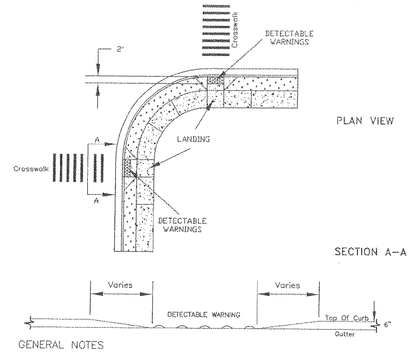
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	4A

NOTES:

1. SEE CURB RAMP STANDARD DRAWINGS FOR CONSTRUCTION DETAILS.
2. CURB RAMPS AT MARKED CROSSINGS SHALL BE WHOLLY CONTAINED WITHIN THE MARKINGS.
3. ALL MARKINGS TO CONFORM TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC.
5. ALL SIGNS SHALL BE 3M HIGH INTENSITY REFLECTIVE MATERIAL.
6. STOP LINE TO BE MARKED WHEN REQUIRED BY METRO ENGINEER.
7. CROSSWALKS TO BE MARKED WHEN REQUIRED BY THE METRO ENGINEER.
8. IN THE EVENT OF ANY CONFLICT, DISCREPENCY, OR INCONSISTENCY AMONG THE PLANS AND THESE STANDARD DETAILS, THE REQUIREMENTS OF THE STANDARD DETAILS SHALL GOVERN.

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	GEOMETRIC LAYOUT AT CURB NOTES	DWG. NO. ST-328
DIR. OF ENG.: Mark Macy DATE: 5/2/07	REVISED: 11/10/00 REVISED: 06/23/04 REVISED: 05/02/07	

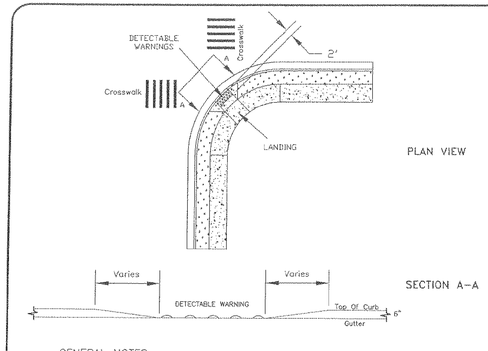


GENERAL NOTES

1. FOR CURB RADIUS EQUAL TO OR LESS THAN 25'.
2. SEE CURB RAMP STANDARD DRAWINGS FOR CONSTRUCTION DETAILS.
3. ALL MARKINGS TO CONFORM TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. THE LAYOUT, SIZE, DIMENSIONS, HEIGHT OF THE DETECTABLE WARNINGS SHALL MEET THE LATEST DESIGN STANDARDS AS ISSUED BY THE ACCESS BOARD.
5. THE DETECTABLE WARNINGS AND INSTALLATIONS SHALL MEET THE MPW SPECIFICATION 02523.
6. IN THE EVENT OF ANY CONFLICT, DISCREPANCY, OR INCONSISTENCY AMONG THE PLANS AND THESE STANDARD DETAILS, THE REQUIREMENTS OF THE STANDARD DETAILS SHALL GOVERN.
7. THE COLOR OF THE DETECTABLE WARNING STRIP SHALL BE "SAFETY YELLOW".

NOT TO SCALE

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	DETECTABLE WARNINGS AT CURB RETURNS WITH RADIUS 25' OR LESS	DWG. NO. ST-329
DIR. OF ENG.: Mark Macy DATE: 6/17/05	REVISED: 06/17/05 REVISED: 08/13/04 REVISED:	



GENERAL NOTES

1. FOR CURB RADIUS GREATER THAN 25'.
2. SEE CURB RAMP STANDARD DRAWINGS FOR CONSTRUCTION DETAILS.
3. ALL MARKINGS TO CONFORM TO MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. THE LAYOUT, SIZE, DIMENSIONS, HEIGHT OF THE DETECTABLE WARNINGS SHALL MEET THE LATEST DESIGN STANDARDS AS ISSUED BY THE ACCESS BOARD.
5. THE DETECTABLE WARNINGS AND INSTALLATIONS SHALL MEET THE MPW SPECIFICATION 02523.
6. IN THE EVENT OF ANY CONFLICT, DISCREPANCY, OR INCONSISTENCY AMONG THE PLANS AND THESE STANDARD DETAILS, THE REQUIREMENTS OF THE STANDARD DETAILS SHALL GOVERN.
7. THE COLOR OF THF DETECTABLE WARNING STRIP SHALL BE "SAFETY YELLOW".

NOT TO SCALE

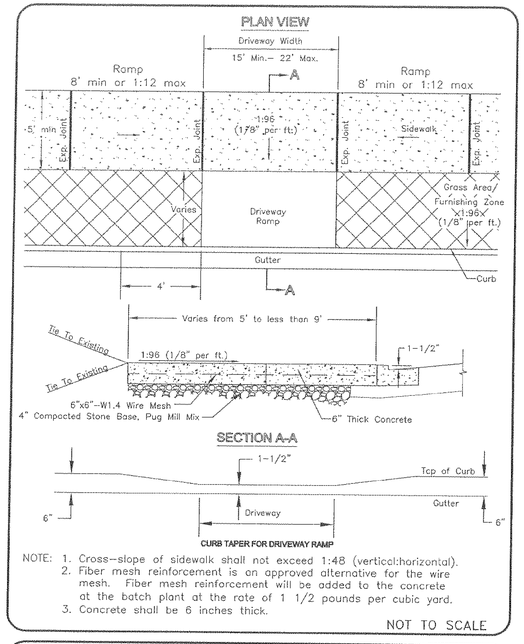
METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	DETECTABLE WARNINGS AT CURB RETURNS WITH RADIUS GREATER THAN 25'	DWG. NO. ST-330
DIR. OF ENG.: Mark Macy DATE: 6/17/05	REVISED: 06/17/05 REVISED: 08/13/04 REVISED:	

NOTE
DAVIDSON COUNTY IS UNDER COURT ORDER TO REPORT ANY WORK INVOLVING ADA HANDICAP RAMPS IN METRO NASHVILLE. THIS WORK MUST BE REPORTED TO THE DEPARTMENT OF PUBLIC WORKS ENGINEERING DIVISION. CONTACT MR. RICK KIRCKPATRICK AT (615) 862-8635 PRIOR TO CONSTRUCTION.

NOTES:

1. CURB RAMPS SHALL BE PROVIDED TO ALLOW ALL USERS TO MAKE THE TRANSITION IN GRADE FROM THE STREET TO THE SIDEWALK.
2. CURB RAMPS SHALL BE CONSTRUCTED TO THE DIMENSIONS AND FINISHED ELEVATIONS AS SPECIFIED IN THE PLANS AND/OR CONTRACT DOCUMENTS AND SHALL ALSO CONFORM TO THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT. SURFACE TEXTURE OF THE CURB RAMP SHALL BE STABLE, FIRM, AND SLIP-RESISTANT. THE SURFACE SHALL BE COARSE BROOMED FINISH TRANSVERSE TO THE SLOPE OF THE RAMP. CARE SHALL BE TAKEN TO ASSURE AN UNIFORM GRADE ON THE CURB RAMP. LONGITUDINAL AND TRANSVERSE JOINT MARKINGS SHALL NOT BE ALLOWED ON THE LANDINGS OR RAMPS.
3. DRAINAGE AND UTILITY STRUCTURES SHALL NOT BE PLACED IN CURB RAMP OR LANDING.
4. THE GUTTER LINE PROFILE OF THE STREET SHALL BE MAINTAINED THROUGH THE AREA OF THE CURB RAMP.
5. THE FURNISHING ZONE BUFFERS PEDESTRIANS FROM THE ADJACENT ROADWAY, AND IS ALSO THE AREA WHERE ELEMENTS SUCH AS STREET TREES, SIGNAL POLES, UTILITY POLES, STREET LIGHTS, CONTROLLER BOXES, HYDRANTS, SIGNS, PARKING METERS, DRIVEWAY APRONS, GRATES, HATCH COVERS, AND STREET FURNITURE ARE PROPERLY LOCATED.

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	STANDARD CURB RAMP NOTES	DWG. NO. ST-215

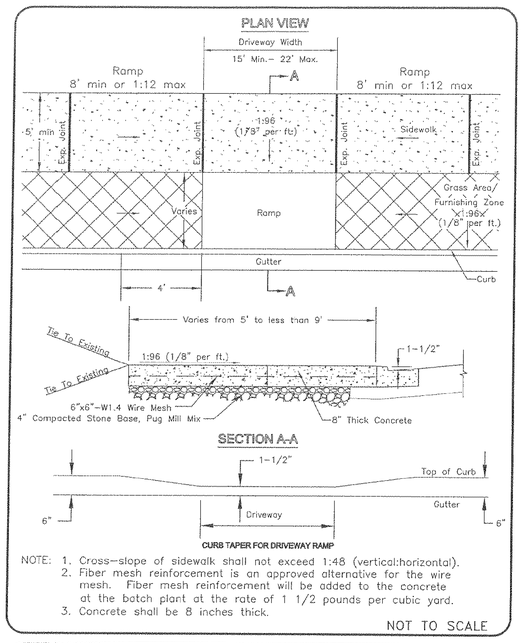


CURB TAPER FOR DRIVEWAY RAMP

NOTE:
1. Cross-slope of sidewalk shall not exceed 1:48 (vertical:horizontal).
2. Fiber mesh reinforcement is an approved alternative for the wire mesh. Fiber mesh reinforcement will be added to the concrete at the batch plant at the rate of 1 1/2 pounds per cubic yard.
3. Concrete shall be 6 inches thick.

NOT TO SCALE

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	ALTERATION CONSTRUCTION RESIDENTIAL DRIVEWAY RAMP WITH SIDEWALK LESS THAN 9 FEET	DWG. NO. ST-323
DIR. OF ENG.: Mark Macy DATE: 5/12/03	REVISED: 01/27/03 REVISED: 05/08/03 REVISED:	

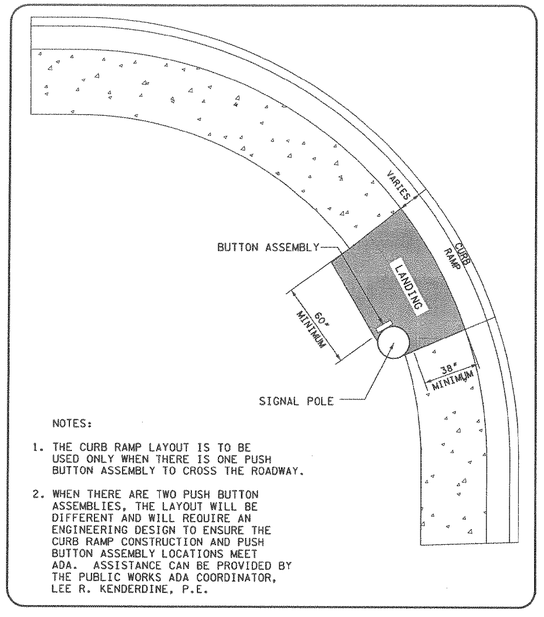


CURB TAPER FOR DRIVEWAY RAMP

NOTE:
1. Cross-slope of sidewalk shall not exceed 1:48 (vertical:horizontal).
2. Fiber mesh reinforcement is an approved alternative for the wire mesh. Fiber mesh reinforcement will be added to the concrete at the batch plant at the rate of 1 1/2 pounds per cubic yard.
3. Concrete shall be 8 inches thick.

NOT TO SCALE

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	ALTERATION CONSTRUCTION COMMERCIAL DRIVEWAY RAMP WITH SIDEWALK LESS THAN 9 FEET	DWG. NO. ST-325
DIR. OF ENG.: Mark Macy DATE: 5/12/03	REVISED: 01/27/03 REVISED: 05/08/03 REVISED:	



NOTES:

1. THE CURB RAMP LAYOUT IS TO BE USED ONLY WHEN THERE IS ONE PUSH BUTTON ASSEMBLY TO CROSS THE ROADWAY.
2. WHEN THERE ARE TWO PUSH BUTTON ASSEMBLIES, THE LAYOUT WILL BE DIFFERENT AND WILL REQUIRE AN ENGINEERING DESIGN TO ENSURE THE CURB RAMP CONSTRUCTION AND PUSH BUTTON ASSEMBLY LOCATIONS MEET ADA. ASSISTANCE CAN BE PROVIDED BY THE PUBLIC WORKS ADA COORDINATOR, LEE R. KENDERDINE, P.E.

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF PUBLIC WORKS	CURB RAMP AT A SIGNAL POLE	DWG. NO. ST-___
DIR. OF ENG.: _____ DATE: _____	REVISED: REVISED: REVISED:	

UNOFFICIAL SET
NOT FOR BIDDING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAILS

SHEET 2 OF 2

DETAILS FOR HANDICAP RAMPS

DAVIDSON COUNTY STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5

BIKEWAY PROJECT SHALL COORDINATE WITH TDOT

3 BLANK
(NOT TO SCALE)

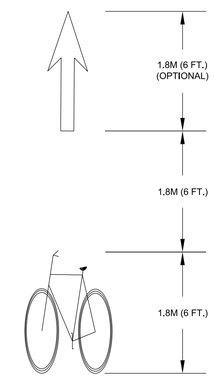
BIKEWAY STRIPING QUANTITIES

ITEM	DESCRIPTION	QTY.	UNIT
716-02.01	PLASTIC PAVEMENT MARKING (4" LINE)	28.28	LM.
716-02.10	PLASTIC PAVEMENT MARKING (6" LINE BUFFER ZONE)	0.86	LM.
716-02.10	PLASTIC PAVEMENT MARKING (6" LINE)	6.67	LM.
716-02.11	PLASTIC PAVEMENT MARKING (6" DOTTED LINE)	18.750	L.F.
716-04.03	PLASTIC PAVEMENT MARKING (4" DOTTED LINE)	900	L.F.
1,2 716-04.15	PLASTIC PAVEMENT MARKING (BIKE SYMBOL/ARROW)	77	EACH
716-04.15	PLASTIC PAVEMENT MARKING (SHARROW)	4	EACH
716-05.01	PAINTED PAVEMENT MARKING (4" LINE TEMPORARY)	34.95	LM.

SIGNS AND ROADWAY STRIPING QUANTITIES

ITEM	DESCRIPTION	QTY.	UNIT
713-11.01	"U" SECTION STEEL POST	1260	LBS.
713-16.20	SIGNS (R3-17) BIKE LANE	21	EACH
713-16.21	SIGNS (R4-4)	3	EACH
713-16.22	SIGNS (R3-17bP)	3	EACH
713-16.23	SIGNS (W16-18P "FYG") "NOTICE"	7	EACH
713-16.24	SIGNS (R4-11) "MAY USE FULL LANE"	4	EACH
713-16.25	SIGNS (R1-2) YIELD	1	EACH
713-16.26	SIGNS (W11-1)	8	EACH
716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	702	S.Y.
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	1100	L.F.
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	42	EACH
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	840	L.F.
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	4	EACH
716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	3	EACH
716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	24	S.F.

8 QUANTITIES
(NOT TO SCALE)



BIKE LANE PAVEMENT MARKINGS INSTALL 20' FROM RADIUS

7 BIKE LANE PAVEMENT MARKING DETAIL**
(NOT TO SCALE)

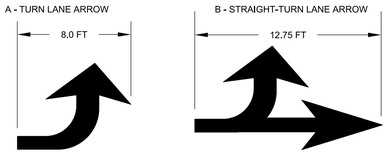
TRAFFIC DATA

ROADWAY	LIMITS	MPH
MURFREESBORO PK	TRANSIT AVE TO ARLINGTON AVE	40
MURFREESBORO PK	ARLINGTON AVE TO DONELSON PKWY	45

**SPECIAL NOTE(S):

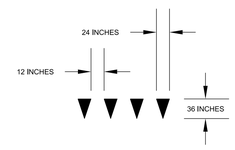
- ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (M.U.T.C.D.)
- THE BASE SURVEY AND DESIGN INFORMATION FOR ROADWAY PRESENTED ON THIS PLAN WERE PROVIDED BY METRO NASHVILLE PUBLIC WORKS AND IS BASED ON GIS INFORMATION. WHERE AVAILABLE, BASE INFORMATION HAS BEEN SUPPLEMENTED BY FIELD OBSERVATIONS BY THE DESIGNER. METRO NASHVILLE PUBLIC WORKS MAKES NO CLAIMS AS TO THE COMPLETENESS OR ACCURACY OF THE PROVIDED BASE INFORMATION.
- PLAN DESIGN IS BASED ON EXISTING CONDITIONS AS OF 7/1/14.
- PROPOSED ITEMS SHOWN SHALL BE COORDINATED WITH TDOT PAVING OFFICE.
- TRAFFIC DEPT OR CONTRACTORS ARE RESPONSIBLE FOR INSTALLATION OF SIGN ITEMS.
- CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ROADWAY MARKINGS.

1 SHARROW AND BIKE LANE PAVEMENT MARKING SHALL BE PLACED PER DIRECTION OF TDOT REPRESENTATIVE.
2 SHARROW AND BIKE LANE PAVEMENT MARKING SHALL NOT BE PLACED IN FRONT OF DRIVEWAYS.

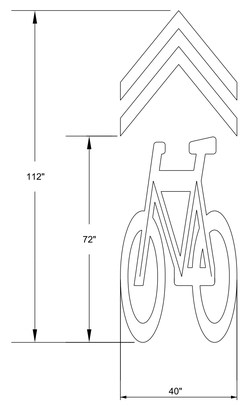


NOTE:
- REFER TO MUTCD 2009 EDITION PART 3 FIGURE 3B-24. EXAMPLES OF STANDARD ARROWS FOR PAVEMENT MARKINGS

2 TURN LANE ARROWS
(NOT TO SCALE)

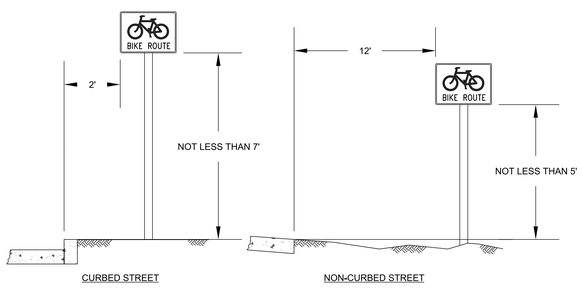


9 YIELD LINE DETAIL
(NOT TO SCALE)



ALL ROUNDED CORNERS ARE 1" RADIUS

6 SHARROW DETAIL**
(NOT TO SCALE)



HEIGHT AND LATERAL LOCATION OF SIGNS - TYPICAL INSTALLATIONS

SIGN INSTALLATION NOTES:

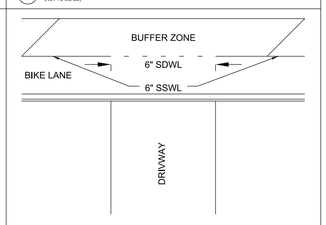
1. ALL SIGNS SHALL BE INSTALLED IN THE APPROXIMATE LOCATIONS SHOWN ON PLAN SHEETS. ANY DEVIATION MUST BE APPROVED BY THE METROPOLITAN DEPARTMENT OF PUBLIC WORKS.
2. SIGNS SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE CURRENT EDITION OF THEMANUAL ON UNIFORM CONTROL DEVICES, AND SHALL HAVE THE HEIGHT AND CLEARANCE SPECIFICATIONS SHOWN ON THIS SHEET.
3. ALL SIGNING EQUIPMENT AND INSTALLATION PROCEDURES SHALL COMPLY WITH THE T.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 713 - HIGHWAY SIGNING, AND WITH THE SPECIFICATIONS OF METROPOLITAN NASHVILLE AND DAVIDSON COUNTY.

1 HEIGHT AND LATERAL LOCATION OF SIGNS - TYPICAL INSTALLATIONS
(NOT TO SCALE)

SIGN SCHEDULE

SIGN #	SIGN	DESCRIPTION	MUTCD	SIZE	QTY.
1	BIKE LANE	BIKE LANE	R3-17	24"x18"	21
2	NOTICE	"NOTICE" PLAQUE	W16-18P	24"x12"	7
3	MAY USE FULL LANE	BICYCLES MAY USE FULL LANE	R4-11	30"x30"	4
4	BEGIN RIGHT TURN LANE YIELD TO BIKES	RT TURN YIELD TO BIKES	R4-4	36"X30"	3
5	ENDS	"ENDS" PLAQUE	R3-17bP	24"x8"	3
6	YIELD	YIELD	R1-2	30"x30" x30"	1
7		BICYCLE WARNING	W11-1	24"x24"	8

4 SIGN SCHEDULE
(NOT TO SCALE)



5 STRIPING DETAIL AT DRIVEWAYS
(NOT TO SCALE)

MPW/TDOT STANDARD DRAWINGS

DRAWING NO.	DESCRIPTION	DIVISION
T-M-1	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS	ROADWAY
T-M-2	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS	ROADWAY
T-M-3	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS	ROADWAY
T-M-4	STANDARD INTERSECTION PAVEMENT MARKINGS	ROADWAY

REVISIONS

NO	DATE	BY	DESCRIPTION
1			
2			
3			
4			

QUANTITIES AND DETAIL SHEET
MURFREESBORO PK
- TRANSIT AVE TO DONELSON PKWY
PROPOSED ROADWAY/BIKEWAY IMPROVEMENTS
DAVIDSON COUNTY, TENNESSEE

UNOFFICIAL SET
NOT FOR BIDDING

SCALE: N

DATE:	9/14
DESIGNED BY:	WJR
DRAWN BY:	WJR
SUPERVISED BY:	DLR
CHECKED BY:	CK
PROJ. NO.	14-044

SCALE: N.T.S.

SHEET NO: 2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BIKE LANE STRIPING PLANS

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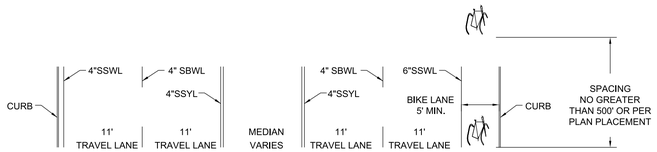
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5A

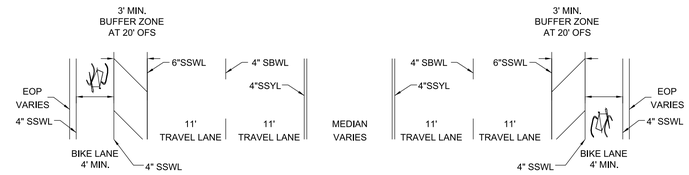
NOTE: CATCH BASIN LIDS SHALL HAVE GRATE OPENINGS PERPENDICULAR TO TRAFFIC.

*NOTE: IF BIKE LANE WIDTH AND EDGE OF ASPHALT FROM 6"SSWL IS GREATER THAN 4', 4"SSWL SHALL BE REQUIRED. IF BIKE LANE WIDTH AND EDGE OF ASPHALT FROM 6"SSWL IS EQUAL TO 4', 4"SSWL SHALL BE OPTIONAL.

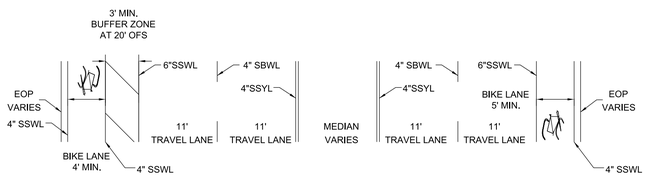
ROADWAY SECTION DETAILS (SECTION A-A)



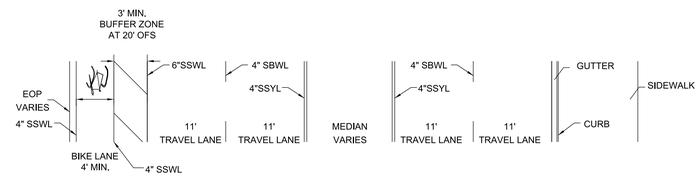
ROADWAY SECTION DETAILS (SECTION E-E)



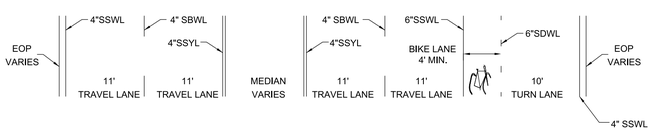
ROADWAY SECTION DETAILS (SECTION B-B)



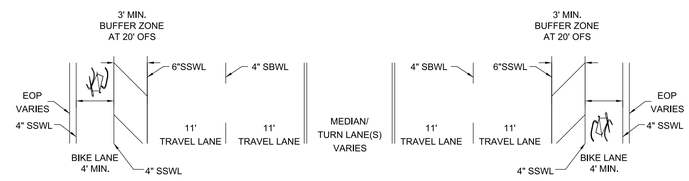
ROADWAY SECTION DETAILS (SECTION F-F)



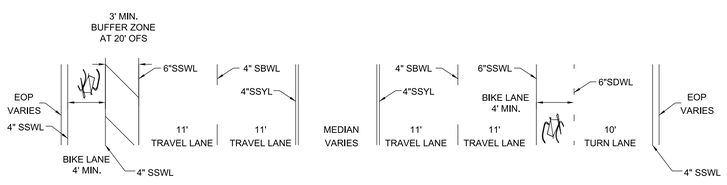
ROADWAY SECTION DETAILS (SECTION C-C)



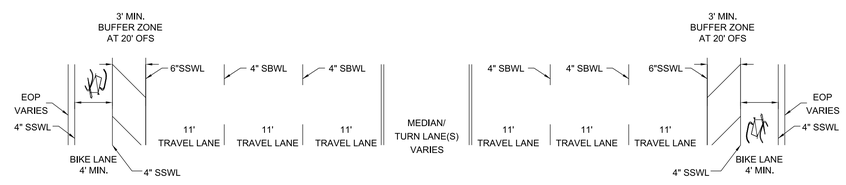
ROADWAY SECTION DETAILS (SECTION G-G)



ROADWAY SECTION DETAILS (SECTION D-D)



ROADWAY SECTION DETAILS (SECTION H-H)



10 ROADWAY TYPICAL SECTION DETAIL
(NOT TO SCALE)

REVISIONS

NO.	DATE	BY	DESCRIPTION
1			
2			
3			
4			

QUANTITIES AND DETAIL SHEET
MURFREESBORO PK
- TRANSIT AVE TO DONELSON PKWY
PROPOSED ROADWAY/BIKEWAY IMPROVEMENTS
DAVIDSON COUNTY, TENNESSEE

UNOFFICIAL SET
NOT FOR BIDDING

DATE:	9/14
DESIGNED BY:	WJR
DRAWN BY:	WJR
SUPERVISED BY:	DLR
CHECKED BY:	CK
PROJ. NO.	14-044
SCALE: N.T.S.	
SHEET NO: 2A	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BIKE LANE
STRIPING
PLANS

04-DEC-2014 08:27
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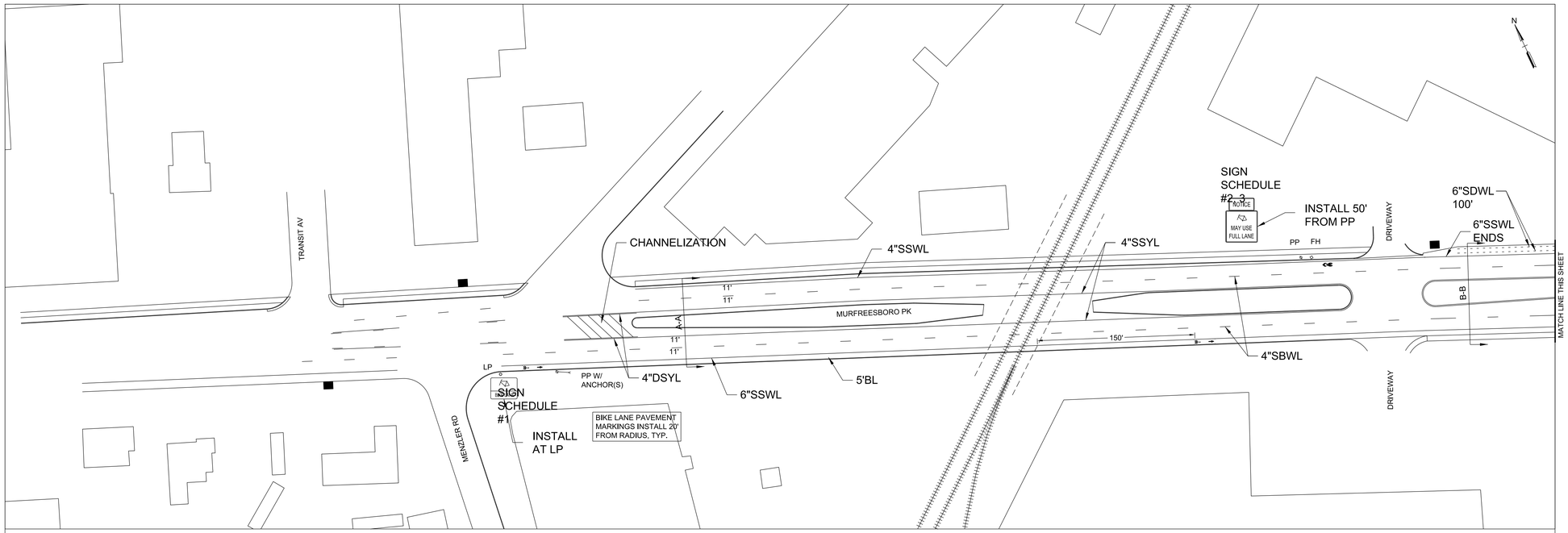
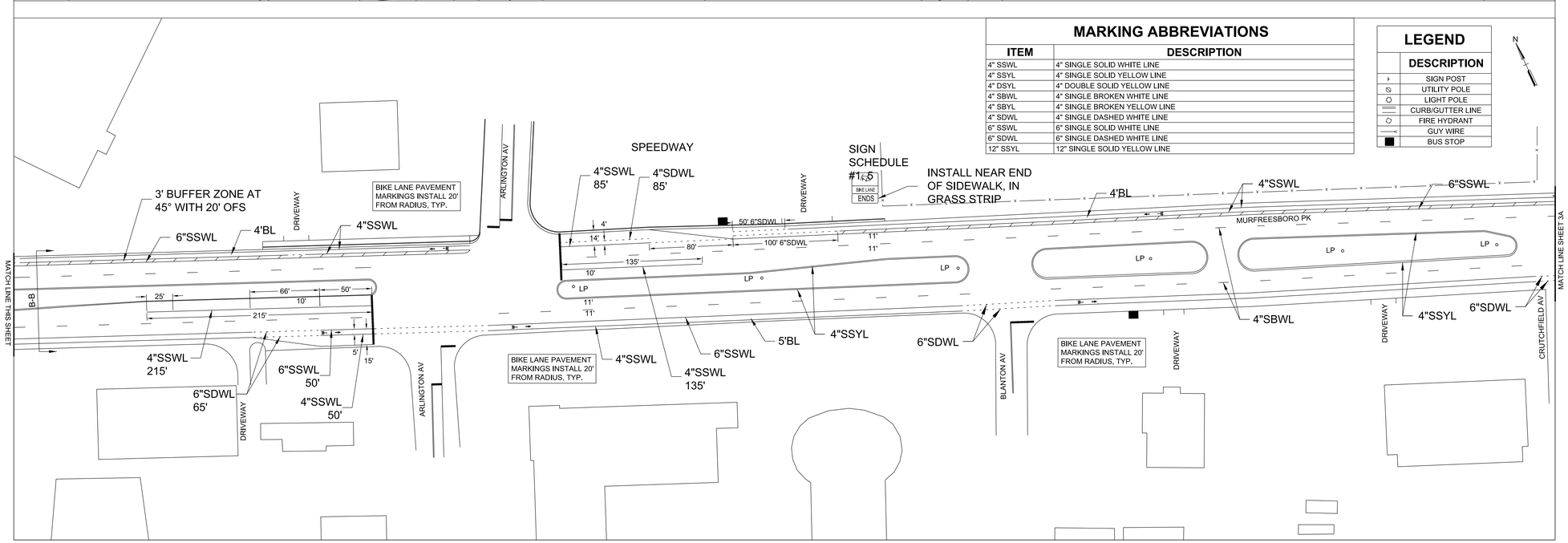
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5B





MARKING ABBREVIATIONS

ITEM	DESCRIPTION
4" SSWL	4" SINGLE SOLID WHITE LINE
4" SSYL	4" SINGLE SOLID YELLOW LINE
4" DSYL	4" DOUBLE SOLID YELLOW LINE
4" SBWL	4" SINGLE BROKEN WHITE LINE
4" SBYL	4" SINGLE BROKEN YELLOW LINE
4" SDWL	4" SINGLE DASHED WHITE LINE
6" SSWL	6" SINGLE SOLID WHITE LINE
6" SDWL	6" SINGLE DASHED WHITE LINE
12" SSYL	12" SINGLE SOLID YELLOW LINE

LEGEND

	DESCRIPTION
	SIGN POST
	UTILITY POLE
	LIGHT POLE
	CURB/GUTTER LINE
	FIRE HYDRANT
	GUY WIRE
	BUS STOP

REVISIONS

NO	DATE	BY	DESCRIPTION
1			
2			
3			
4			

PROPOSED LAYOUT
MURFREESBORO PK
- TRANSIT AVE TO DONELSON PKWY
PROPOSED ROADWAY/BIKEWAY IMPROVEMENTS
DAVIDSON COUNTY, TENNESSEE

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

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PROJ. NO.	14-044
SCALE: 1" = 100'	
SHEET NO: 3	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BIKE LANE STRIPING PLANS

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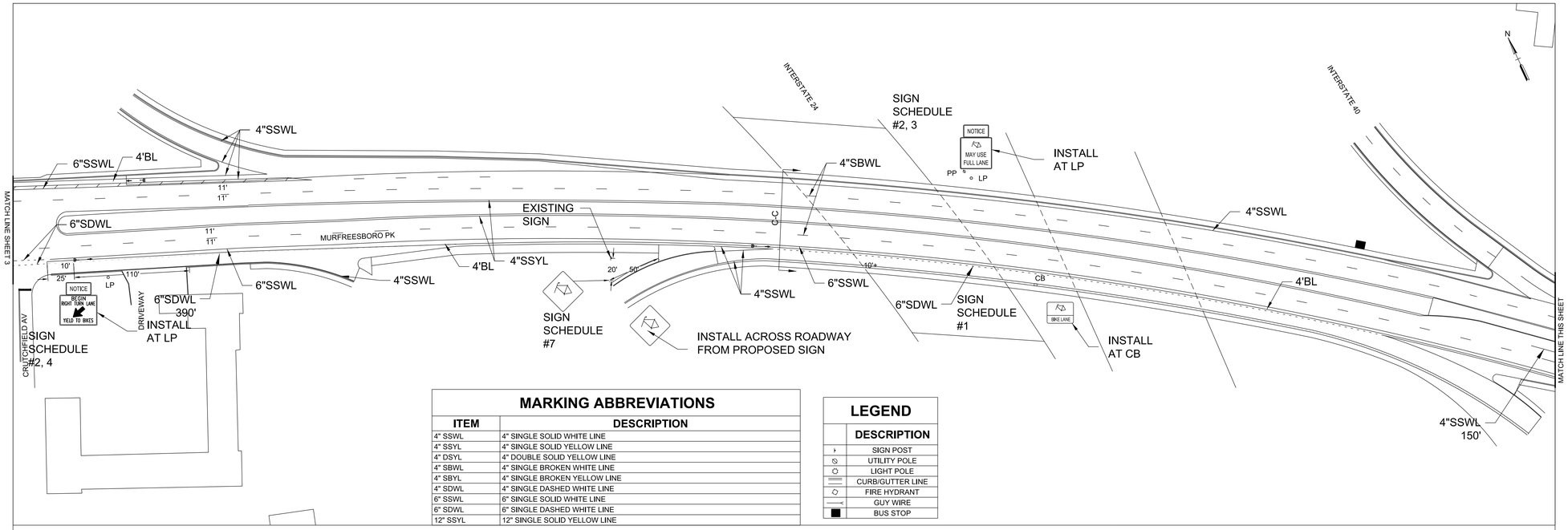
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5C



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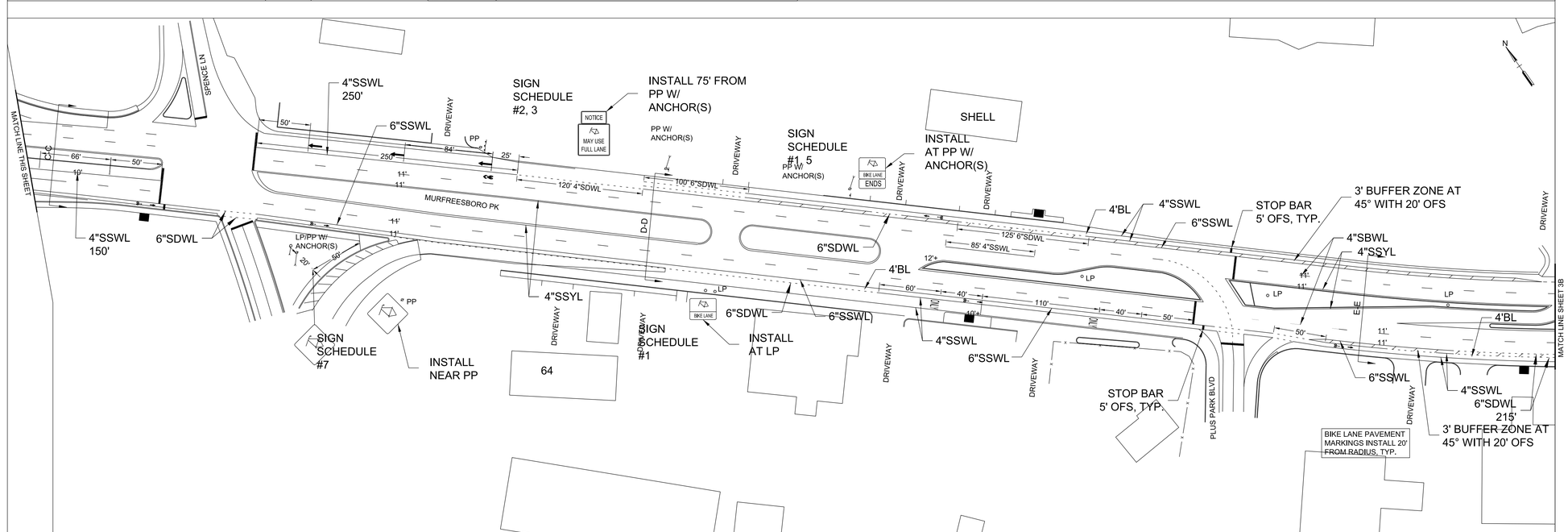
LEGEND

	DESCRIPTION
	SIGN POST
	UTILITY POLE
	LIGHT POLE
	CURB/GUTTER LINE
	FIRE HYDRANT
	GUY WIRE
	BUS STOP



REVISIONS

NO	DATE	BY	DESCRIPTION
1			
2			
3			
4			

PROPOSED LAYOUT
MURFREESBORO PK
- TRANSIT AVE TO DONELSON PKWY

PROPOSED ROADWAY/BIKEWAY IMPROVEMENTS
DAVIDSON COUNTY, TENNESSEE

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PROJ. NO.	14-044
SCALE: 1" = 100'	
SHEET NO: 3A	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BIKE LANE STRIPING PLANS

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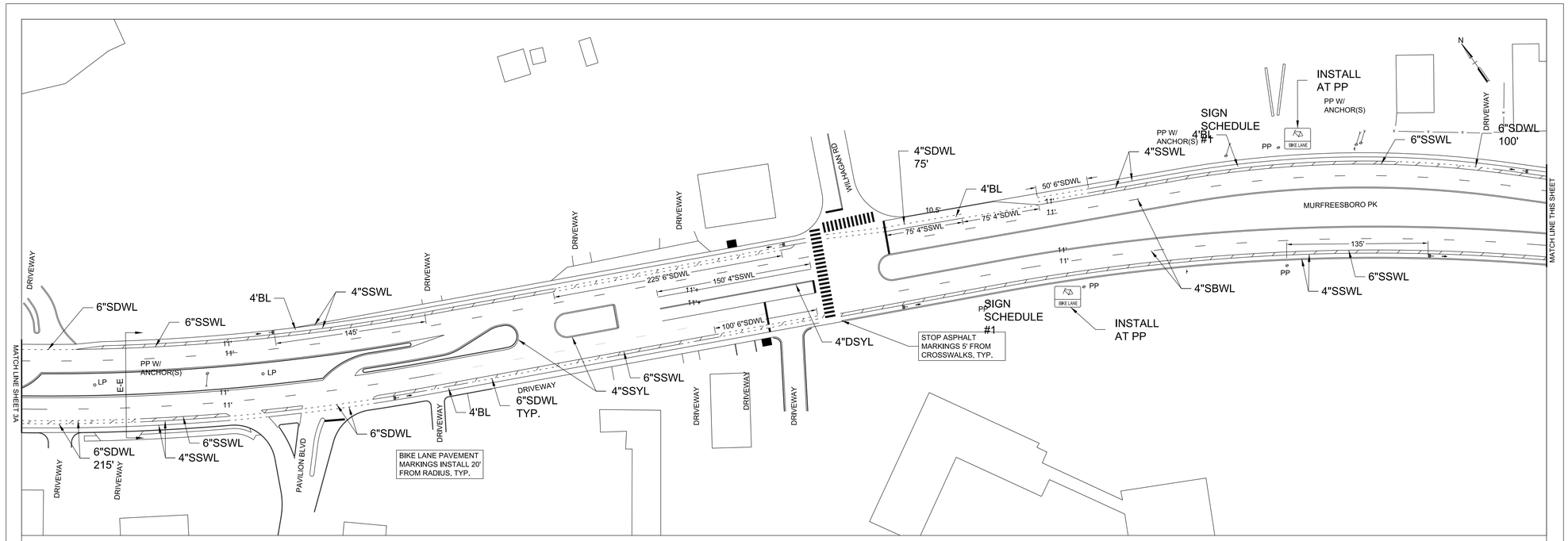
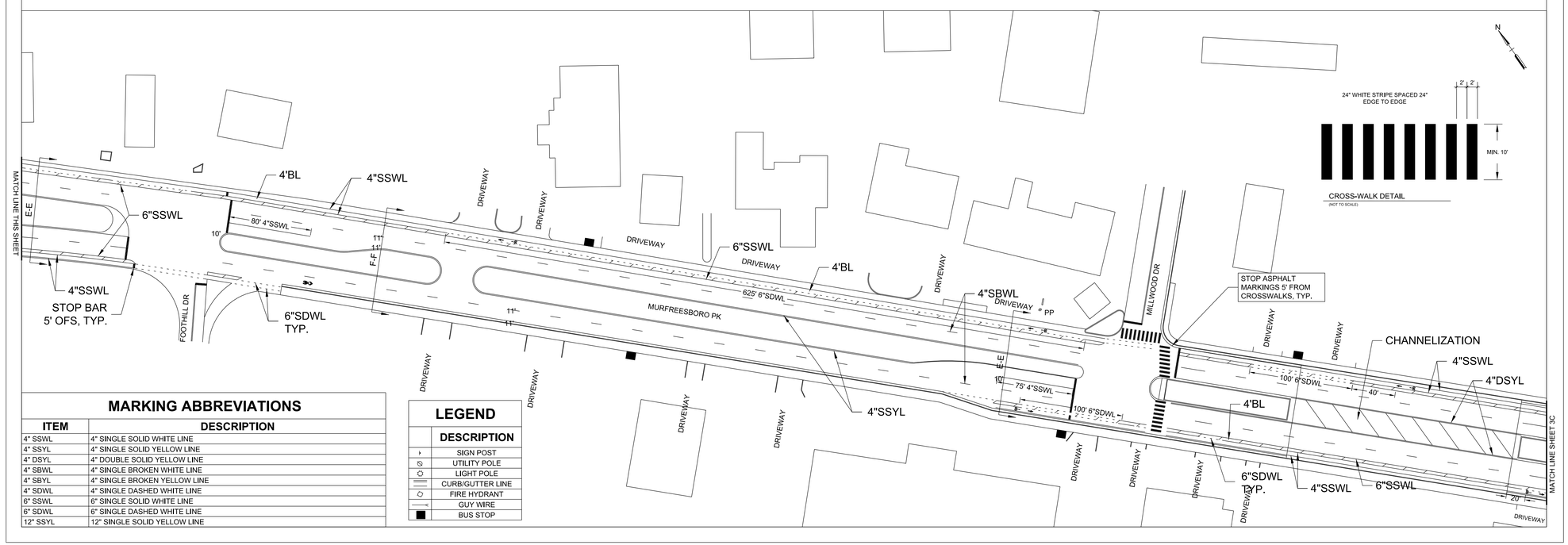
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5D





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6" SSWL	6" SINGLE SOLID WHITE LINE
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12" SSYL	12" SINGLE SOLID YELLOW LINE

LEGEND

	DESCRIPTION
	SIGN POST
	UTILITY POLE
	LIGHT POLE
	CURB/GUTTER LINE
	FIRE HYDRANT
	GUY WIRE
	BUS STOP

REVISIONS

NO	DATE	BY	DESCRIPTION
1			
2			
3			
4			

PROPOSED LAYOUT
MURFREESBORO PK
- TRANSIT AVE TO DONELSON PKWY

PROPOSED ROADWAY/BIKEWAY IMPROVEMENTS
DAVIDSON COUNTY, TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BIKE LANE STRIPING PLANS

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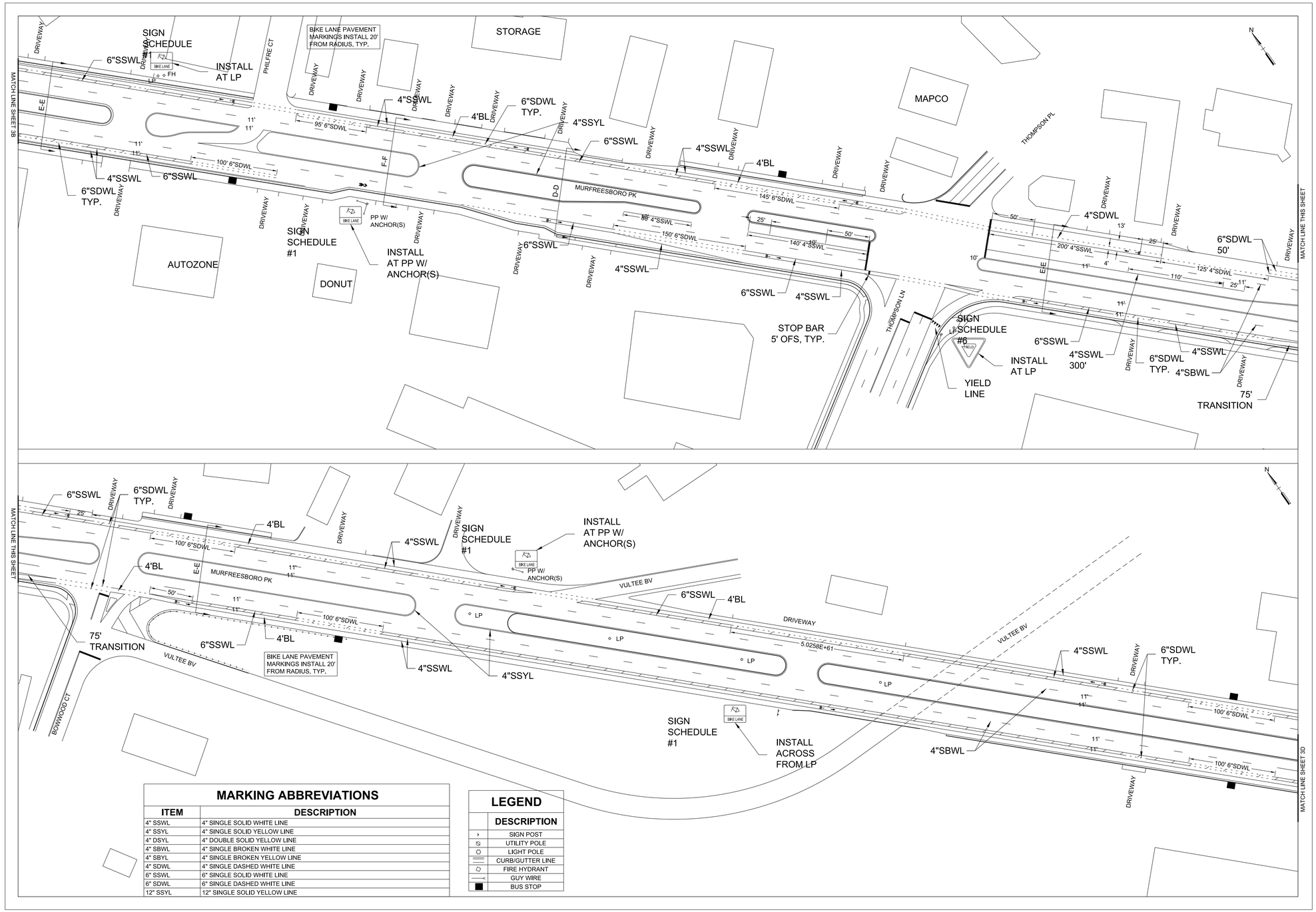
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5E



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LEGEND

	DESCRIPTION
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	UTILITY POLE
	LIGHT POLE
	CURB/GUTTER LINE
	FIRE HYDRANT
	GUY WIRE
	BUS STOP

REVISIONS

NO.	DATE	BY	DESCRIPTION
1			
2			
3			
4			

PROPOSED LAYOUT
MURFREESBORO PK
- TRANSIT AVE TO DONELSON PKWY

PROPOSED ROADWAY/BIKEWAY IMPROVEMENTS
DAVIDSON COUNTY, TENNESSEE

UNOFFICIAL SET
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PROJ. NO.	14-044
SCALE: 1" = 100'	
SHEET NO: 3C	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BIKE LANE STRIPING PLANS

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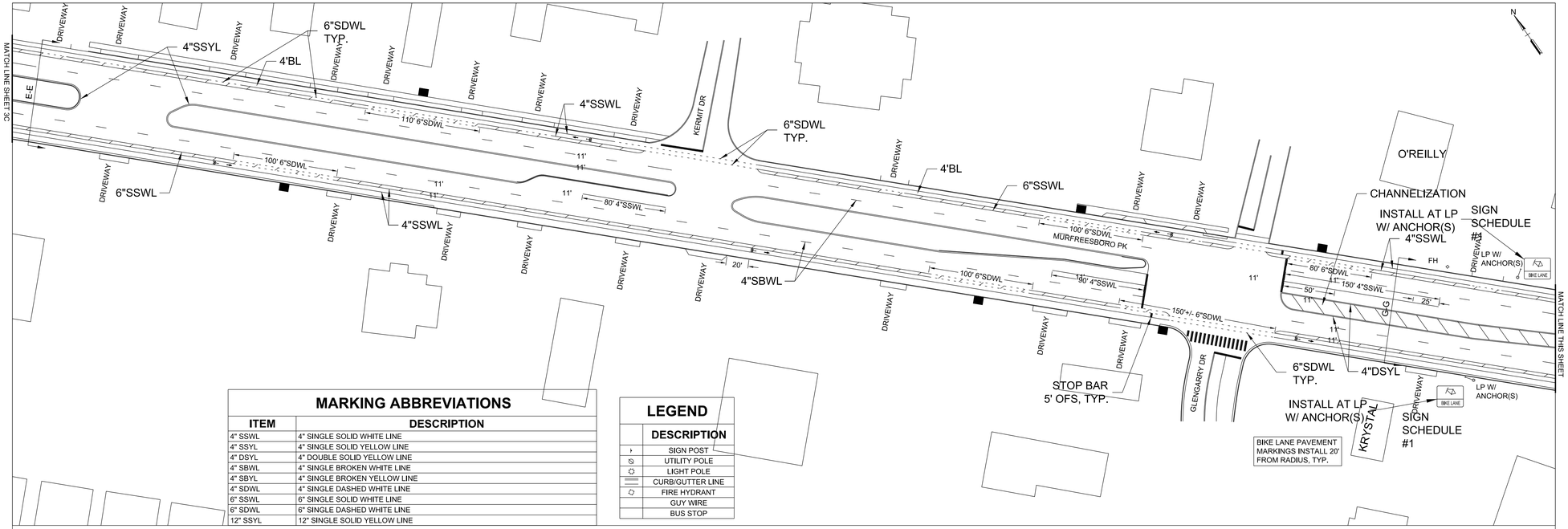
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5F



MARKING ABBREVIATIONS

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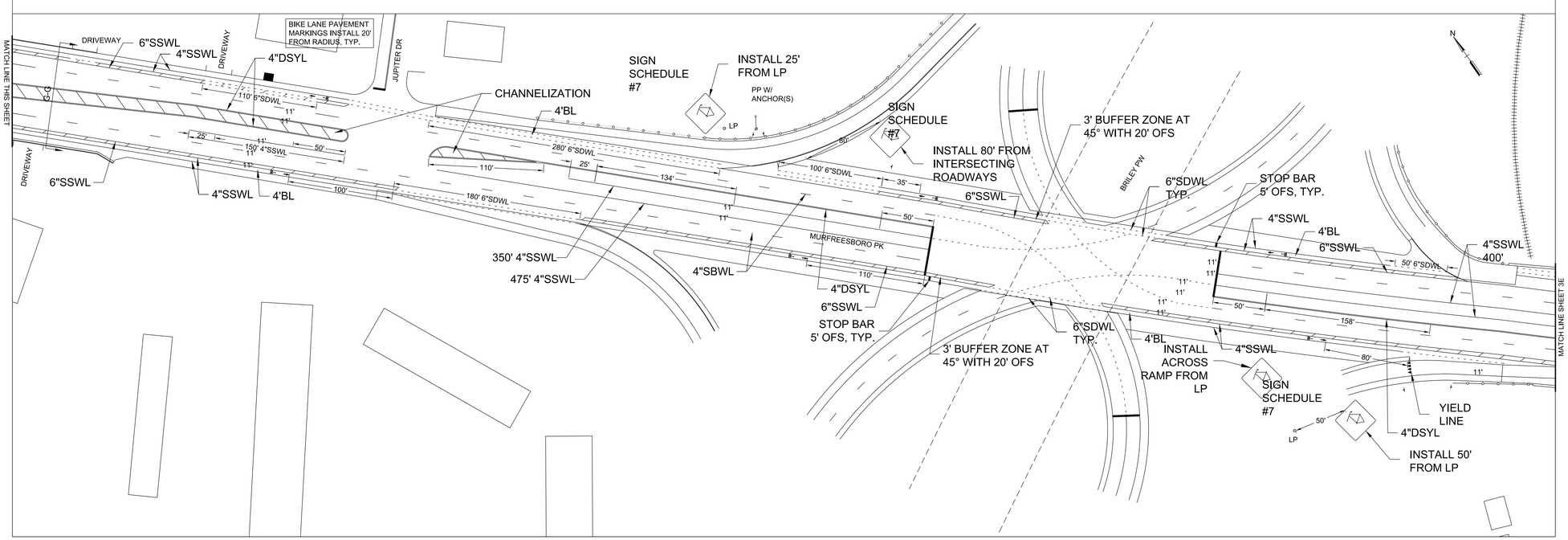
LEGEND

	DESCRIPTION
	SIGN POST
	UTILITY POLE
	LIGHT POLE
	CURB/GUTTER LINE
	FIRE HYDRANT
	GUY WIRE
	BUS STOP



REVISIONS

NO.	DATE	BY	DESCRIPTION
1			
2			
3			
4			

PROPOSED LAYOUT
MURFREESBORO PK
- TRANSIT AVE TO DONELSON PKWY
PROPOSED ROADWAY/BIKEWAY IMPROVEMENTS
DAVIDSON COUNTY, TENNESSEE

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PROJ. NO.	14-044
SCALE: 1" = 100'	
SHEET NO: 3D	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BIKE LANE STRIPING PLANS

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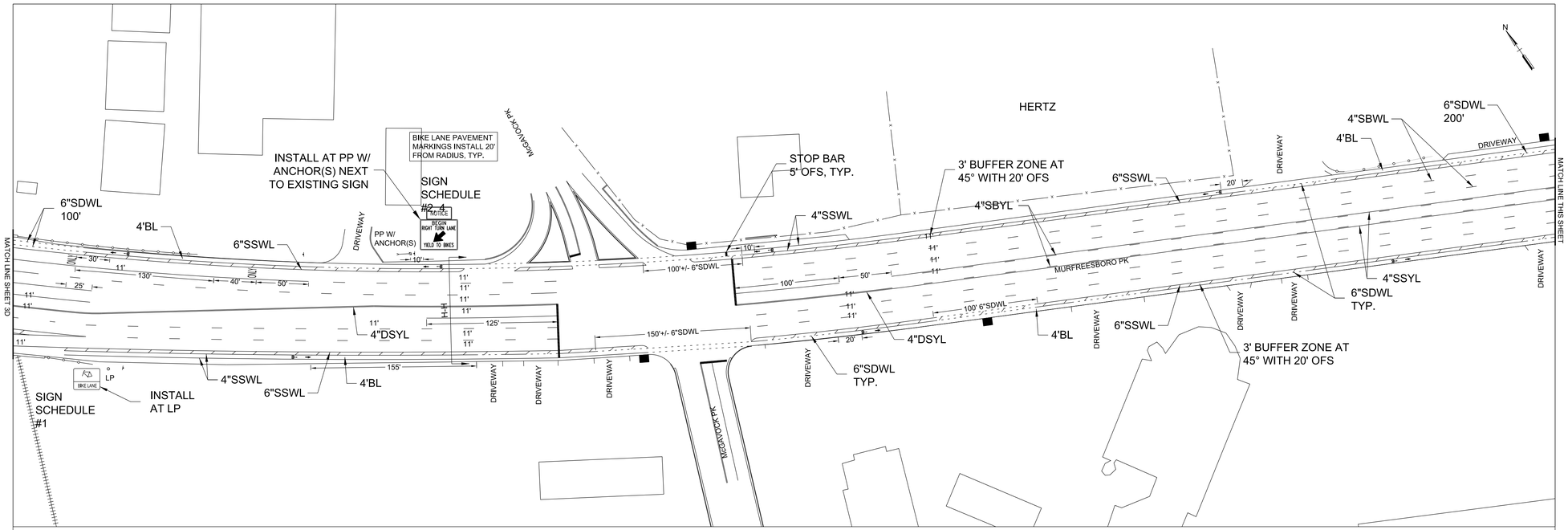
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5G



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LEGEND

	DESCRIPTION
	SIGN POST
	UTILITY POLE
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	FIRE HYDRANT
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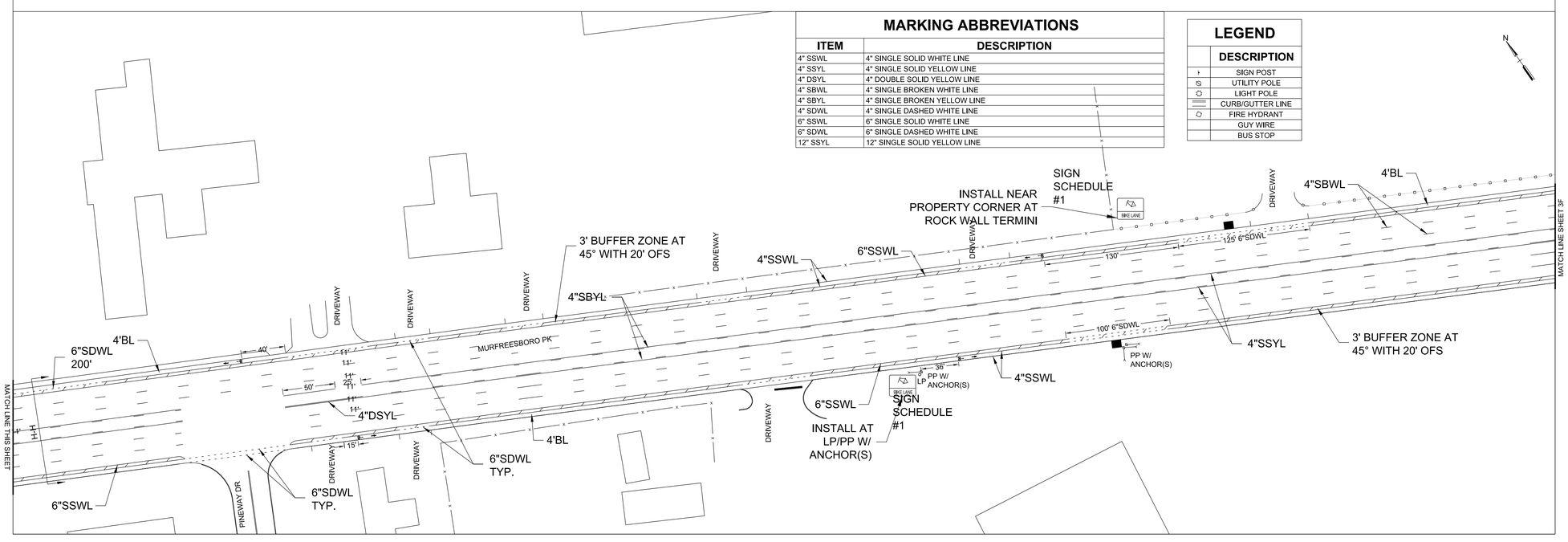
	BUS STOP



REVISIONS

NO.	DATE	BY	DESCRIPTION
1			
2			
3			
4			

PROPOSED LAYOUT
MURFREESBORO PK
- TRANSIT AVE TO DONELSON PKWY
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BIKE LANE STRIPING PLANS

04-DEC-2014 08:27
\\JJ03WF01.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2015\DavidsonSR1\0056_Bike Lane.dgn

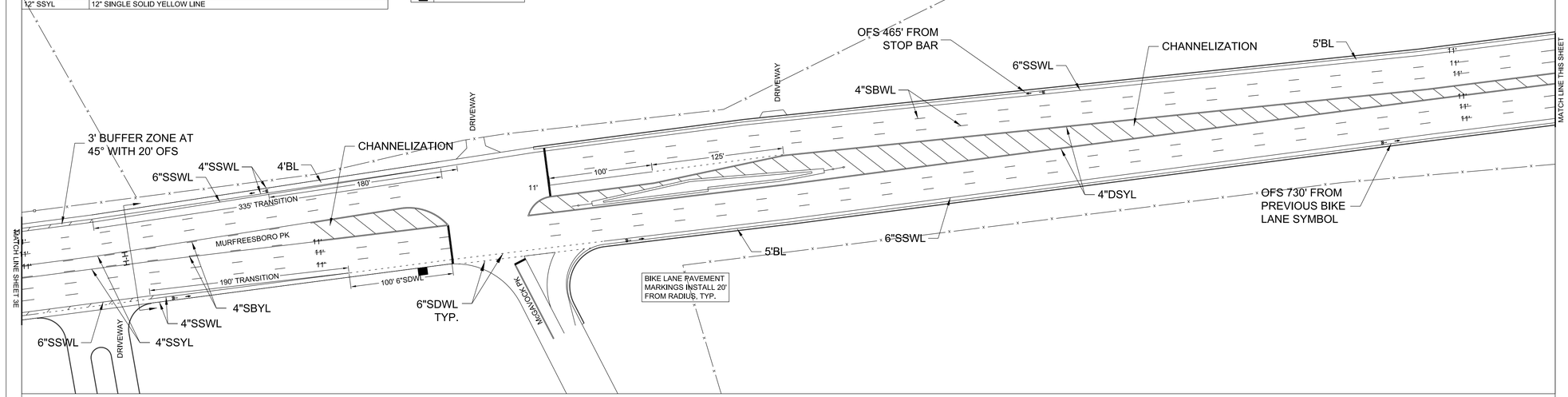
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5H

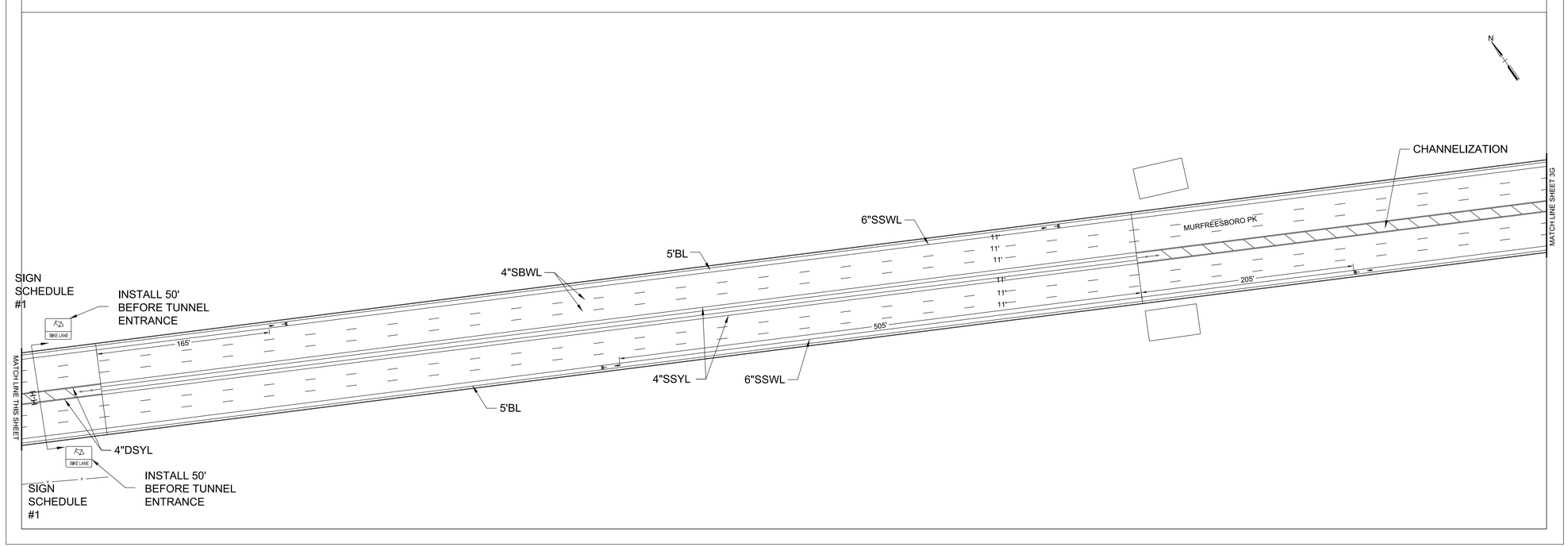
MARKING ABBREVIATIONS

ITEM	DESCRIPTION
4" SSWL	4" SINGLE SOLID WHITE LINE
4" SSYL	4" SINGLE SOLID YELLOW LINE
4" DSYL	4" DOUBLE SOLID YELLOW LINE
4" SBWL	4" SINGLE BROKEN WHITE LINE
4" SBYL	4" SINGLE BROKEN YELLOW LINE
4" SDWL	4" SINGLE DASHED WHITE LINE
6" SSWL	6" SINGLE SOLID WHITE LINE
6" SDWL	6" SINGLE DASHED WHITE LINE
12" SSYL	12" SINGLE SOLID YELLOW LINE

LEGEND

	DESCRIPTION
	SIGN POST
	UTILITY POLE
	LIGHT POLE
	CURB/GUTTER LINE
	FIRE HYDRANT
	GUY WIRE
	BUS STOP





REVISIONS

NO.	DATE	BY	DESCRIPTION
1			
2			
3			
4			

PROPOSED LAYOUT
MURFREESBORO PK
- TRANSIT AVE TO DONELSON PKWY

PROPOSED ROADWAY/BIKEWAY IMPROVEMENTS
DAVIDSON COUNTY, TENNESSEE

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

DATE:	9/14
DESIGNED BY:	WJR
DRAWN BY:	WJR
SUPERVISED BY:	DLR
CHECKED BY:	CK
PROJ. NO.	14-044
SCALE: 1" = 100'	
SHEET NO: 3F	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BIKE LANE STRIPING PLANS

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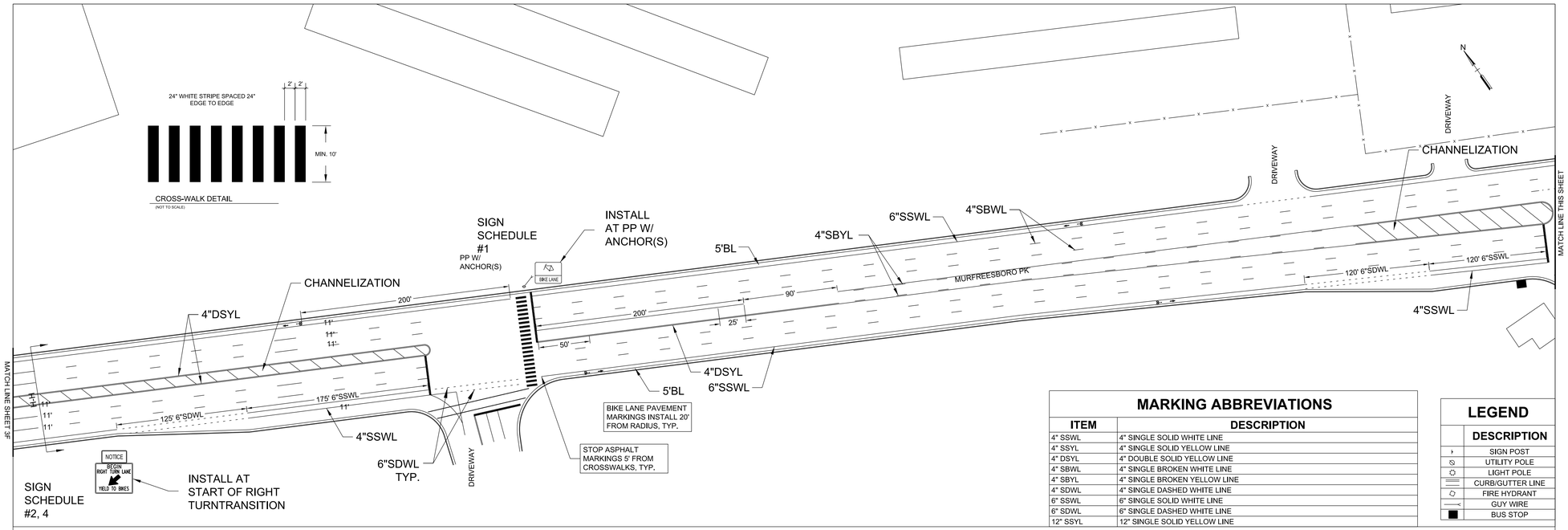
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-1(344)	5-I



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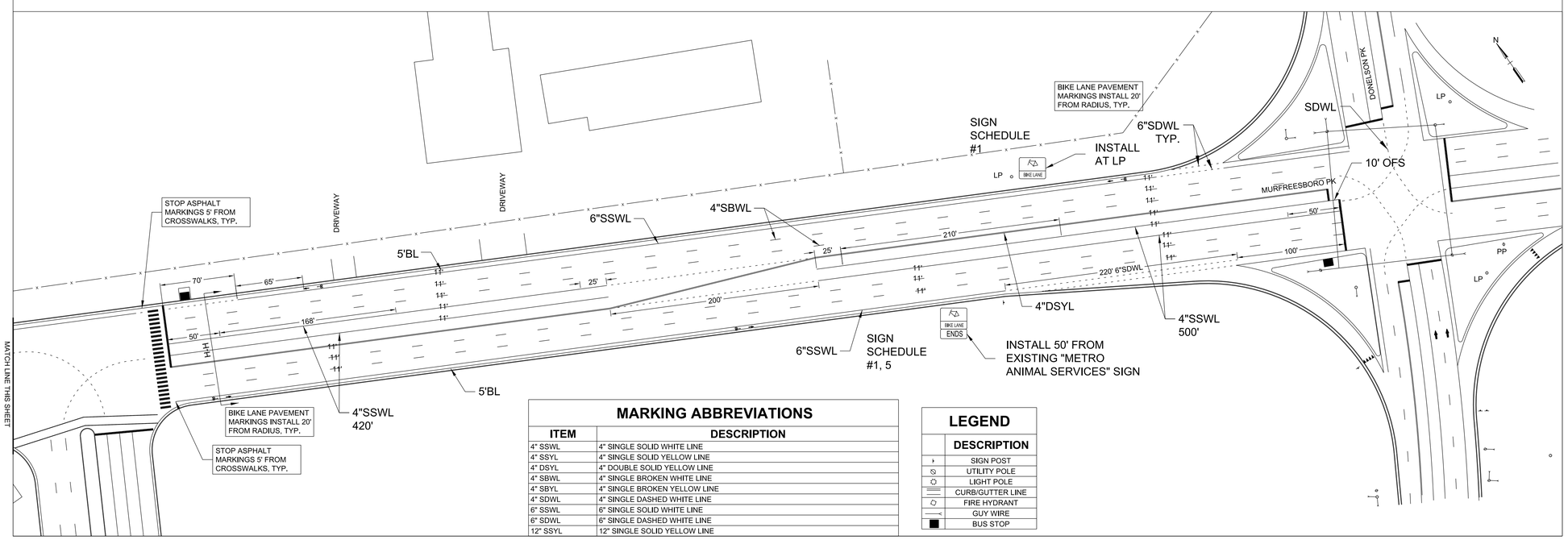
	FIRE HYDRANT
	GUY WIRE
■	BUS STOP



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