Index Of Sheets
Resurfacing
See Sheet 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

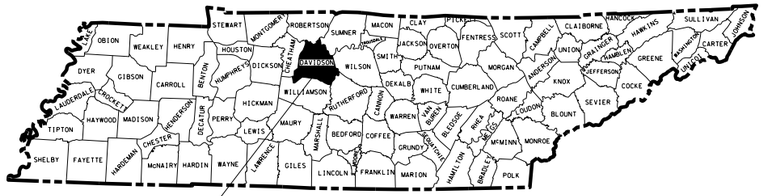
TENN.	YEAR	SHEET NO.
	2016	1
FED. AID PROJ. NO.	NH-I-65-2(109)	
STATE PROJ. NO.	19009-8188-44	
STATE PROJ. NO.	19009-4188-44	

DAVIDSON COUNTY

INTERSTATE NO. 65

FROM SOUTH OF ARMORY DRIVE (L.M. 4.50)
TO BRIDGE OVER S.R. 6 (8th AVENUE SOUTH) (L.M. 8.33)

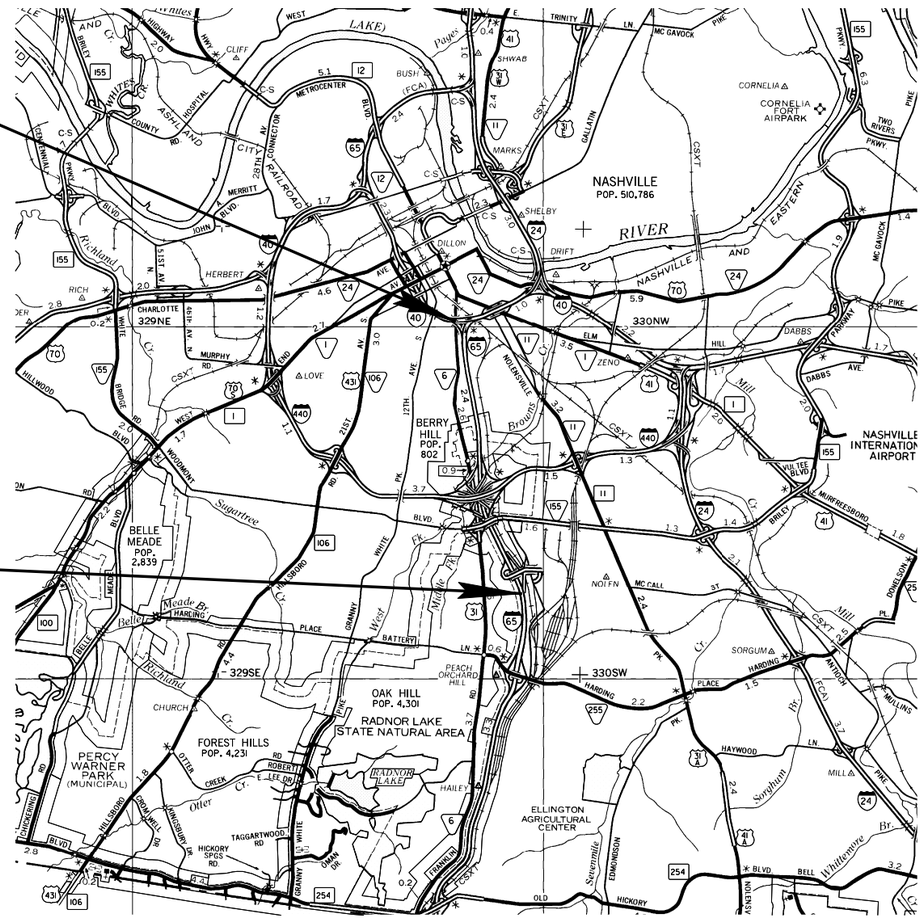
RESURFACING



19009-4188-44
19009-8188-44
END PROJ. NO. NH-I-65-2(109)
(L.M. 8.33)

19009-4188-44
19009-8188-44
BEGIN PROJ. NO. NH-I-65-2(109)
(L.M. 4.50)

STATE HIGHWAY NO. I-65 F.A.H.S. NO. I-65



SCALE: 1"= 1 MILE

EXCLUSIONS	
LOG MILE	LENGTH (FT.)
5.95	157
5.96	514
5.98	462
6.13	408
-	
-	
T O T A L =	1541

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SEALED BY

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

TRAFFIC DATA	
LM 4.50 - LM 5.62	
ADT (2016)	164,720
ADT (2036)	192,050
DHV (2036)	19,205
D	57 - 43
T (ADT)	7 %
T (DHV)	5 %
V	55 MPH
LM 5.62 - LM 8.33	
ADT (2016)	117,520
ADT (2036)	148,310
DHV (2036)	14,381
D	57 - 43
T (ADT)	8 %
T (DHV)	5 %
V	55 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT CE MANAGER 1 ASO HAWRAMI, P.E.

DESIGNER JESSE HOOVER CHECKED BY BRADLEY MARTIN, P.E.

P.E. NO. 98034-4299-04

PIN NO. 081698.03

PROJECT LENGTH 3.54 MILES
TOTAL LANE MILES RESURFACED 36.1 MILES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(109)	1A

INDEX

DESCRIPTION	SHT.
TITLE SHEET	1
INDEX AND STANDARD DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A-2A1
GENERAL NOTES	2B
SPECIAL NOTES	2C
TRAFFIC CONTROL QUANTITIES AND NOTES	2D
TRAFFIC CONTROL FOR RAMPS	2E
TRAFFIC DETECTION LOOPS DETAIL	2F
BRIDGE TABULATION AND ESTIMATED QUANTITIES	B1
EXPANSION JOINT REPAIRS LOCATIONS	B2

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
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
RD01-TS-5	10-15-02	DESIGN STANDARDS FREEWAYS WITH DEPRESSED MEDIANS
RD01-TS-5A	10-15-02	DESIGN STANDARDS FREEWAYS WITH INDEPENDENT ROADWAYS
SAFETY APPURTENANCES AND FENCE		
S-GR31-1	12-01-14	W-BEAM GUARDRAIL
S-GR31-2		MEDIAN DIVIDER GUARDRAIL
S-GRA-3		GUARDRAIL ANCHOR FOR TYPE 21, 13, AND IN-LINE TERMINALS
S-GRT-2	11-03-14	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-2R		EARTH PAD FOR TYPE 38 TERMINAL (RETROFIT)
S-GRT-3		TYPE 21 GUARDRAIL TERMINAL.
S-GRT-3D		TYPE 21 GUARDRAIL TERMINAL (DETAILS).
S-GRT-3P		EARTH PAD FOR TYPE 21 TERMINAL.
TRAFFIC CONTROL		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-5	04-23-13	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-6	06-22-12	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	01-12-12	GORE MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-8	01-12-12	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	11-01-11	MARKING DETAIL FOR RAMP INTERSECTIONS
T-M-15		ASPHALT SHOULDER RUMBLE STRIP INSTALLATION FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-PBR-2	11-01-11	DETAIL FOR VERTICAL PANELS AND FLEXIBLE DELINEATORS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-13-09	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-18	03-13-09	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-21	03-15-11	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG. NO	REV.	DESCRIPTION
TRAFFIC CONTROL		
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
SIGNAL APPURTENANCES		
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

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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(109)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	550
(2)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	3000
(13)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	279
	411-03.09	ACS MIX(PG76-22) THIN LIFT CS ASPHALT	TON	16105
(12)(13)	411-03.23	ACS MIX (PG76-22) OGFC	TON	20842
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	14.6
(8)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	24868
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	1370
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	2
	705-04.04	GUARDRAIL TERMINAL (TYPE 21)	EACH	2
	706-01	GUARDRAIL REMOVED	L.F.	1370
(9)	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	540
(3)	712-06	SIGNS (CONSTRUCTION)	S.F.	1814
(6)	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	5
(1)	712-08.03	ARROW BOARD (TYPE C)	EACH	2
(11)	712-08.10	MOBILE MESSAGE SIGN UNIT W/ATTENUATOR	HOUR	1250
(10)	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	75
(10)	713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH	30
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	716-01.23	SNWPLWBLE PVMT MRKRS (BI-DIR)(2 COLOR)	EACH	2500
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	2500
(4)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	690
(4)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	9
(4)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	2
(5)	716 05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	33
(7)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	33
(7)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	14930
(7)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	2250
	717-01	MOBILIZATION	LS	1
(15)	730-03.20	INSTALL PULL BOX (TYPE A)	EACH	2
(15)	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	40
(15)	730-14.02	SAW SLOT	L.F.	620
(14)(15)	730-14.03	LOOP WIRE	L.F.	2100

FOOTNOTES

1. TO BE USED AS DIRECTED BY THE ENGINEER.
2. TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
3. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORAIRILY 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).
4. 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.
5. FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS AND COLD PLANED SURFACE.
6. ITEM TO BE USED ONLY WHEN THE CONTRACTOR ESTABLISHES A REDUCED SPEED LIMIT WITHIN THE PROJECT CONSTRUCTION WORK ZONE LIMITS. ITEM INCLUDES SIGN FACE, SUPPORTS, AND TWO TYPE “B” FLASHERS PER THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING ON THE TYPE “B” FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.
7. CONTRACTOR SHALL USE THE RIBBON METHOD FOR APPLICATION.
8. THE CONTRACTOR SHALL USE A FINE TOOTH MILLING HEAD WITH TEETH SPACING LESS THAN 1/2” AS DESCRIBED IN 415.03 OF TDOT STANDARD SPECIFICATIONS.
9. 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
10. QUANTITY TO INCLUDE THE COST OF REMOVAL OF EXISTING DELINEATORS.
11. SEE SPECIAL PROVISION SP 712 PTQ.
12. FOR MATERIAL TRANSFER DEVICE, SEE SPECIAL PROVISION NO. 407G. FOR RIDEABILITY SEE SPECIAL PROVISION 411B
13. FOR BITUMINOUS PLANT MIX OPEN GRADED COURSE, SEE SPECIAL PROVISION 411OGFC.
14. ITEM INCLUDES AN EXTRA 240’ (20’ PER LEAD LINE) THAT IS TO REMAIN IN PULL BOX FOR INSTALLATION BY TRAFFIC COUNTER PERSONNEL.
15. TO BE USED FOR TRAFFIC DETECTION LOOPS. SEE SHEET 2F FOR DETAILS.

ESTIMATED BRIDGE QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
604-10.50	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF THE SLAB)	S.Y.	585
604-10.30	BRIDGE DECK REPAIRS (FULL DETH OF THE SLAB)	S.Y.	150
617-01	BRIDGE DECK SEALANT	S.Y.	3764
604-10.56	CONCRETE OVELAYED BRIDGE DECK REPAIR (PARTIAL)	S.Y.	370
604-10.34	CONCRETE OVELAYED BRIDGE DECK REPAIR (FULL)	S.Y.	40
604-10.32	EXPANSION JOINT REPAIR	L.F.	463

GUARDRAIL

LOCATION (L.M.)	SIDE NB	SB	RT	LT	SINGLE GUARDRAIL TYPE 2 705-02.02 (L.F.)	TANGENT ENERGY ABS. TERMINAL 705-04.07 (L.F.)	GUARDRAIL TERMINAL TYPE 21 705-04.04 (EACH)	GUARDRAIL REMOVED 706-01 (L.F.)
5.10-5.11	X		X		50	1	1	50
5.45-5.70		X	X		1320		1	1320
7.62		X	X			1		
					1370	2	2	1370

BRIDGE NOTES

	LOG MILE	LENGTH (FT.)	RECOMMENDATION
	4.88 UNDERPASS	CLEARANCE HEIGHT NBL=16'-6" SBL=16'-9"	
	5.62 UNDERPASS	CLEARANCE HEIGHT NBL=18'-8" SBL=16'-0"	
	5.65	315	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND PAVE WITH TOP COAT
	5.95	157	LEAVE AS IS
	5.96	514	LEAVE AS IS
	5.98	462	LEAVE AS IS
	6.13	408	LEAVE AS IS
	6.19	87	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND PAVE WITH TOP COAT
	6.35	44	PAVE WITH PLANS QUANTITY
✳	6.70	154	PROVIDE DECK REPAIR ITEM - SEAL WITH SYSTEM "A" OR "B" MEMBRANE
✳	7.27	155	PROVIDE DECK REPAIR ITEM - SEAL WITH SYSTEM "A" OR "B" MEMBRANE
	7.61 UNDERPASS	CLEARANCE HEIGHT NBL=15'-9" SBL=16'-4"	
	7.82 UNDERPASS	CLEARANCE HEIGHT NBL=16'-8" SBL=16'-8"	
	8.21 UNDERPASS	CLEARANCE HEIGHT NBL=17'-2" SBL=17'-2"	
	8.27 UNDERPASS	CLEARANCE HEIGHT NBL=15'-6" SBL=15'-6"	
	8.33	140	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT

✳ SPECIAL NOTE:
SEE SHEET B1-B2 FOR BRIDGE REPAIR DETAILS AND TABULATION

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ESTIMATED ROADWAY QUANTITIES

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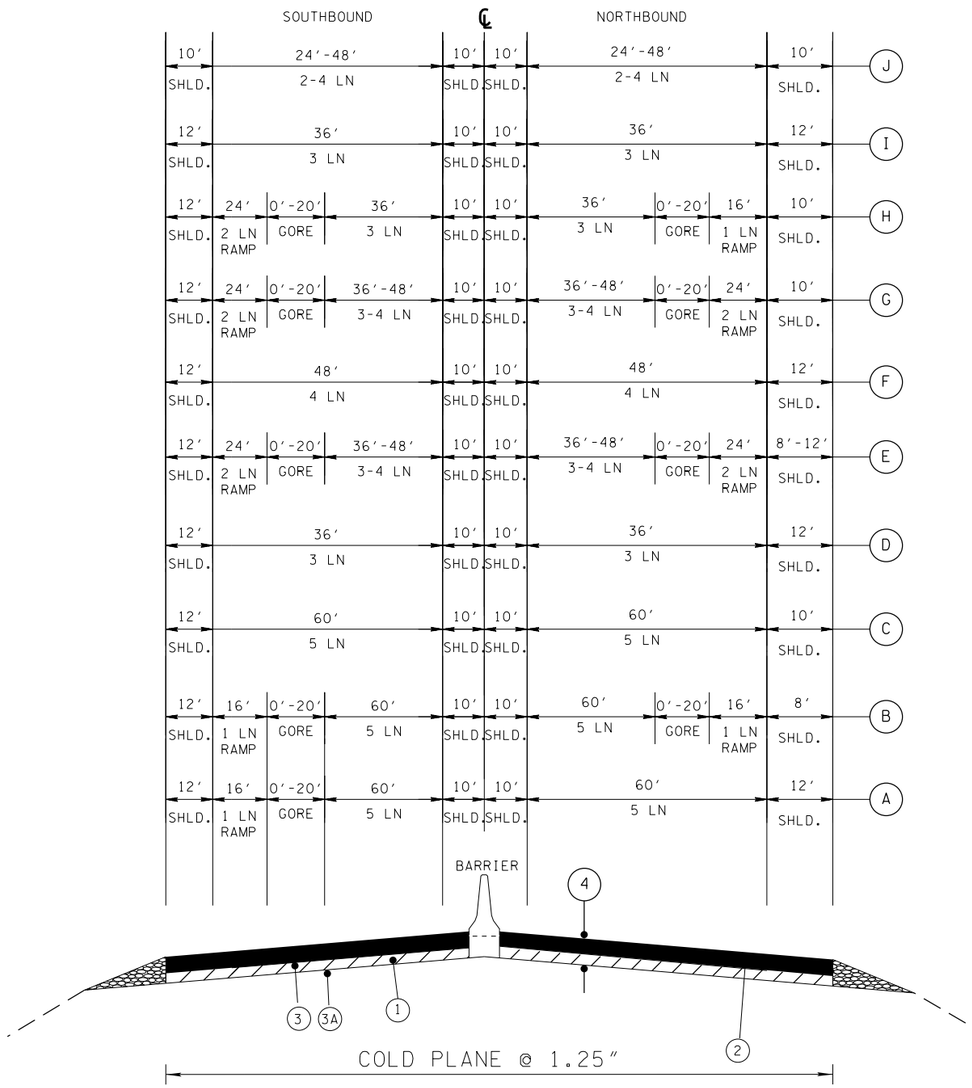
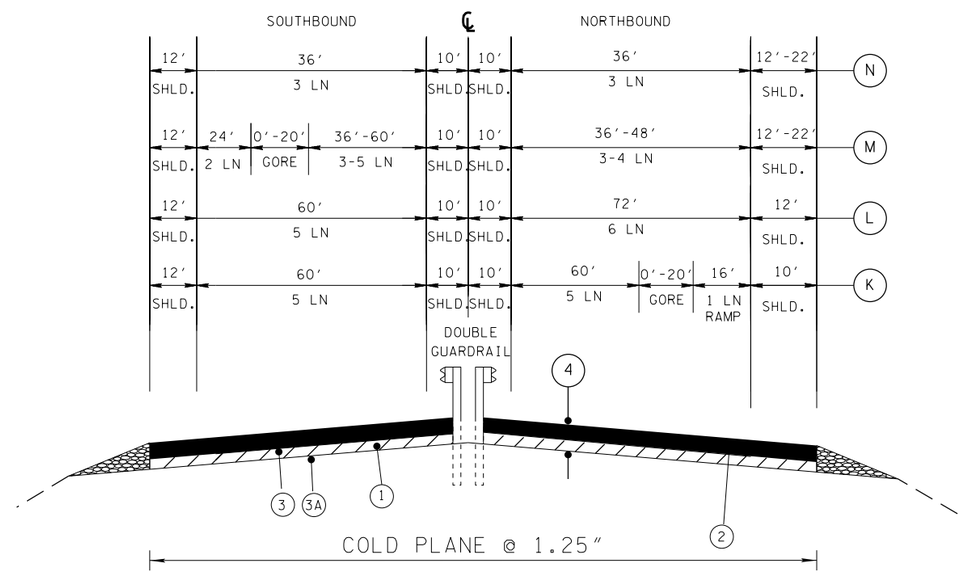
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(109)	2A



TYPICAL SECTION



TYPICAL SECTION

(A) L.M. 4.50 TO L.M. 4.85

(B) L.M. 4.85 TO L.M. 4.96

(C) L.M. 4.96 TO L.M. 5.26

(D) L.M. 6.36 TO L.M. 6.56

(E) L.M. 6.56 TO L.M. 6.89

(F) L.M. 6.89 TO L.M. 7.35

(G) L.M. 7.35 TO L.M. 7.66

(H) L.M. 7.66 TO L.M. 7.87

(I) L.M. 7.87 TO L.M. 8.22

(J) L.M. 8.33 TO L.M. 8.55

(K) L.M. 5.26 TO L.M. 5.44

(L) L.M. 5.44 TO L.M. 5.92

(M) L.M. 5.92 TO L.M. 6.08

(N) L.M. 6.08 TO L.M. 6.36

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TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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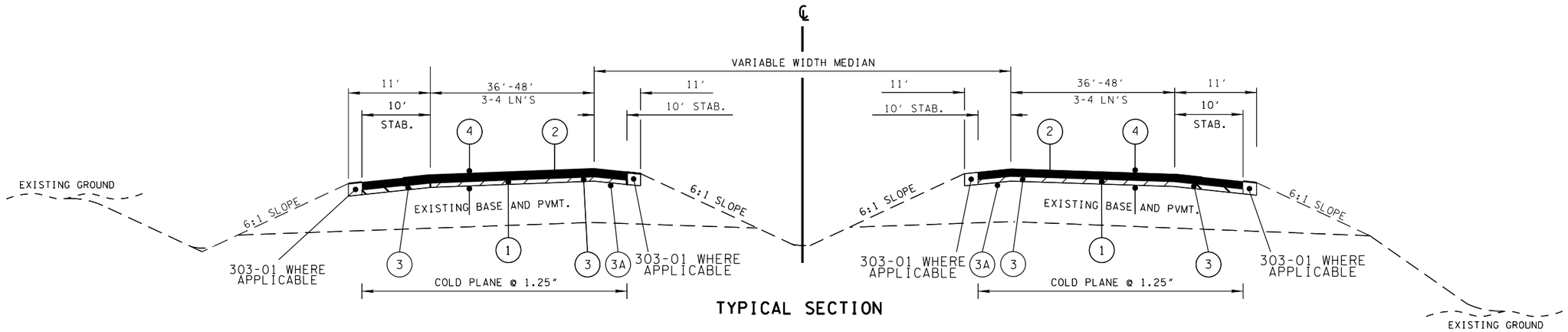
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(109)	2A1



TYPICAL SECTION

L.M. 8.22 TO L.M. 8.33

SPECIAL NOTE:

ALL SHOULDERS WILL BE DEGRASSED/CLIPPED AND CLEANED OF ALL VEGETATION, GRASS AND DEBRIS. SEE SPECIAL NOTES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

SPECIAL NOTE:

THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK, SO AS NOT TO DAMAGE THE EXISTING DECK, SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS).
IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

PROPOSED PAVEMENT SCHEDULE	
(1) SURFACE @ (85.0 LB/S.Y.) 307-03.10 ASPHALT CONC MIX (PG76-22)(MPMB-HM) GR CS 411-03.09 ACS MIX (PG76-22) THIN LIFT CS ASPHALT	(3A) TACK COAT @ 0.10 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
(2) SURFACE @ 1.25" THICK (110.0 LB/S.Y.) 411-03.23 OGFC SURFACE MIX (PG76-22)	(4) COLD PLANING @ 1.25" THICK 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)
(3) TACK COAT @ 0.07 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	

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TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(109)	2B

GENERAL NOTES

MISCELLANEOUS

(1) 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

(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 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.

(3) 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. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(4) 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

(5) 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

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

RESURFACING

(7) 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

(8) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(9) 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.

(10) 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.

(11) 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.

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

(13) 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.

(14) 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.

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

(15) 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.

(16) 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.

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(109)	2C

SPECIAL NOTES

MISCELLANEOUS

(1) 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.

(2) 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

(3) 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.

(4) 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.

PAVEMENT

PAVING

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

RESURFACING

(6) DURING COLD PLANING OPERATION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN.

(7) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY

(8) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.

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

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

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

C. THE DIFFERENCE IN ELEVATION BETWEEN THE MILLED SURFACE AND THE ADJACENT LANE SHALL NOT EXCEED 1 1/2 INCHES.

D. THE MILLED SURFACE SHALL BE PAVED WITHIN 48 HOURS.

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

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

G. IF RAVELING OR DETERIORATION OF THE MILLED SURFACE IS OCCURRING WHILE TRAFFIC IS DRIVING ON THE MILLED SURFACE, THEN THIS PRACTICE WILL NOT BE ALLOWED AND PAVING SHALL BE COMPLETED IMMEDIATELY AFTER MILLING.

H. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

EROSION PREVENTION AND SEDIMENT CONTROL

FOR GUARDRAIL TERMINALS

(10) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CONSTRUCTING EARTH PADS FOR THE TYPE 38 TERMINALS TO ENSURE THAT ENVIRONMENTAL FEATURES (STREAMS, WETLANDS, OR SPRINGS) ARE NOT IMPACTED DURING CONSTRUCTION. IF THE CONTRACTOR / TDOT INSPECTOR IS UNSURE WHETHER THE ENVIRONMENTAL FEATURES ARE STREAMS, SPRINGS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY OR PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED.

(11) DURING CONSTRUCTION OF THE EARTH PADS FOR THE TYPE 38 GUARDRAIL TERMINALS, EXISTING VEGETATION WILL BE REQUIRED TO BE REMOVED FOR THE PROPOSED PAD AND SLOPES. IF DURING THE VEGETATION REMOVAL, ANY TREES GREATER THAN 3 INCHES IN DIAMETER ARE REQUIRED TO BE REMOVED, CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY. DUE TO THE RECENT MODIFICATION OF THE USFWS STANCE REGARDING THE INDIANA BAT NO TREES > 3" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

NPDES

(12) 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.

(13) DUE TO THE TYPE OF WORK IT IS OUR UNDERSTANDING THAT THE PROJECT WILL NOT DISTURB MORE THAN ONE ACRE. IF THE DISTURBED AREA IS MORE THAN ONE ACRE, PLEASE CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION BECAUSE A NPDES PERMIT WILL BE REQUIRED.

WORK RESTRICTIONS

(14) WORK TO BE DONE AT NIGHT. LANE CLOSURES ALLOWED BETWEEN 8:00 PM AND 5:00 AM

(15) RAMP REPAIR SHOULD BE DONE ON THE WEEKEND BETWEEN 8:00 PM FRIDAY AND 5:00 AM MONDAY.

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SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(109)	2D

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.

SPECIAL TRAFFIC CONTROL NOTES

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

(6) 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.

(7) 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.

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	M.U.T.C.D. NO.
712-01	TRAFFIC CONTROL	LS	1	
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	540	
712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	5	TN-44
712-08.03	ARROW BOARD (TYPE C)	EACH	2	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2	
712-06	SIGNS CONSTRUCTION	S.F.	1814	
712-08.10	MOBILE MESSAGE SIGN UNIT W/ATTENUATOR	HOUR	1250	

SIGNS CONSTRUCTION 712-06

	QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
	4	G20-1	ROAD WORK NEXT 4 MILES	48 x 24	32
	5	G20-2	END ROAD WORK	48 x 24	64
(2)	3	M4-9R	EXIT	30 x 24	10
(2)	3	R1-2	YIELD	36 x 36 x 36	8
(1)	3	TN-55A	"RECORD A COMMENT"	96 x 48	96
	8	TN-64	GROOVED PAVEMENT	48 x 48	128
	4	W1-4AR	SHIFT ARROW	48 x 48	64
	4	W4-2R	LANE ENDS	48 x 48	64
	4	W4-2L	LANE ENDS	48 x 48	64
	4	W5-4	RAMP NARROWS	48 x 48	64
	22	W8-11	UNEVEN LANES	48 x 48	352
	4	W20-1	ROAD WORK 2 MILES	48 x 48	64
	6	W20-1	ROAD WORK 1 MILE	48 x 48	96
	6	W20-1	ROAD WORK 1/2 MILE	48 x 48	96
	4	W20-1	ROAD WORK 1000 FEET	48 x 48	64
	4	W20-1	ROAD WORK AHEAD	48 x 48	64
	4	W20-5R	RIGHT LANE CLOSED 1 MILE	48 x 48	64
	4	W20-5R	RIGHT LANE CLOSED ½ MILE	48 x 48	64
	4	W20-5R	RIGHT LANE CLOSED 1500 FEET	48 x 48	64
	4	W20-5L	LEFT LANE CLOSED 1 MILE	48 x 48	64
	4	W20-5L	LEFT LANE CLOSED ½ MILE	48 x 48	64
	4	W20-5L	LEFT LANE CLOSED 1500 FEET	48 x 48	64
	4		MERGE NOW (SPECIAL)	48 x 48	64
	4		ON RAMP (SUPPLEMENTAL)	36 x 36	36
			TOTAL S.F.		**1814**

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.

FOOTNOTE:

1. 96" X 48" (BLUE BACKGROUND WITH WHITE COPY) 0.100" SHEET ALUMINUM
2. TO BE MOUNTED ON A FLEXIBLE DRUM

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TRAFFIC CONTROL QUANTITIES AND NOTES

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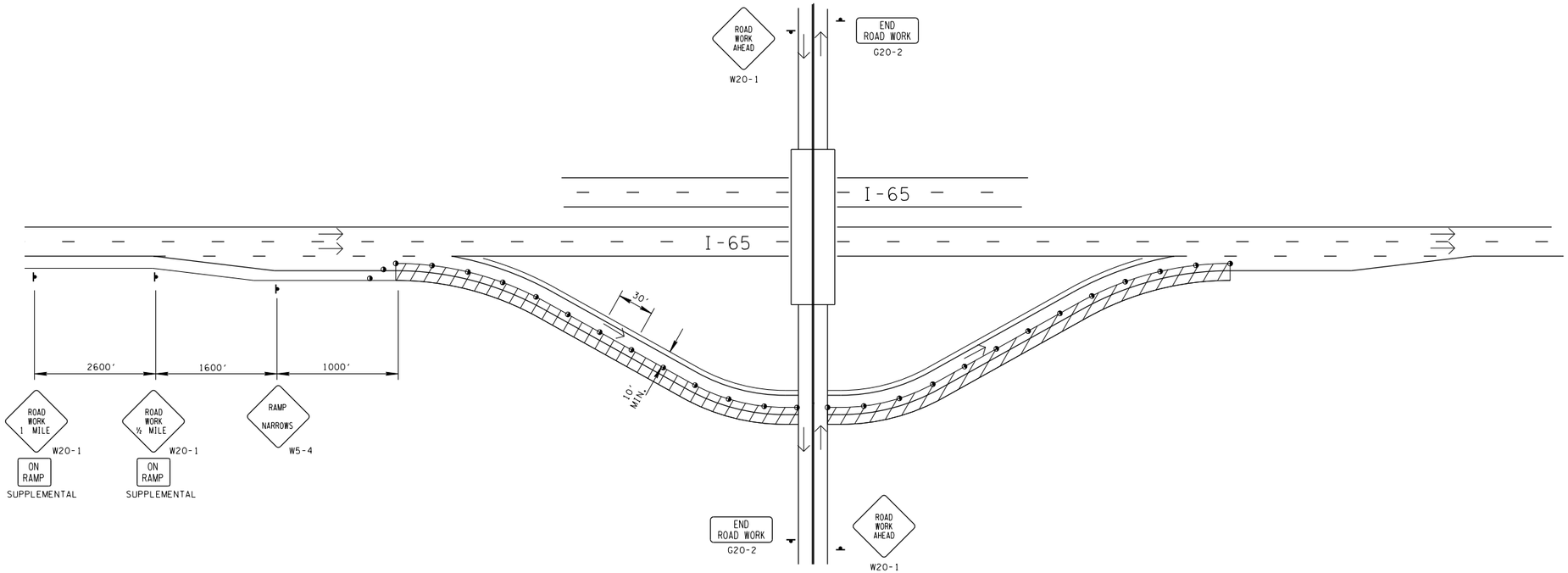
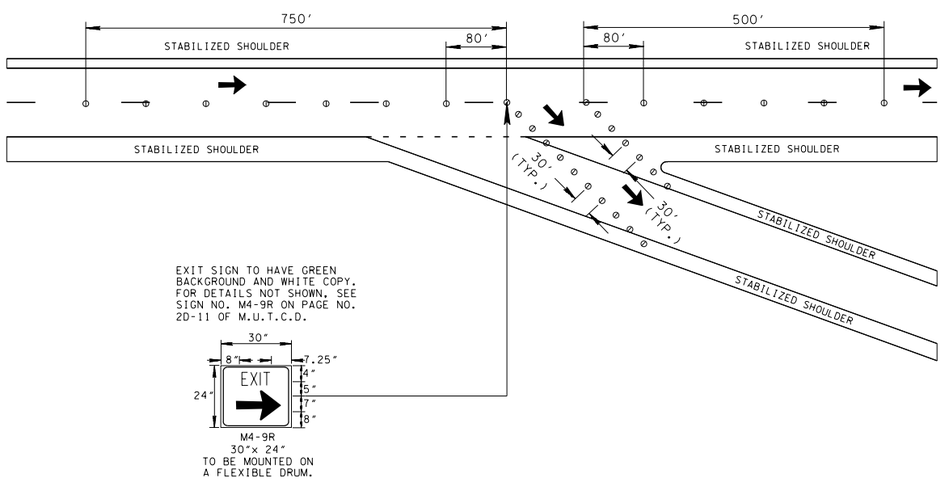
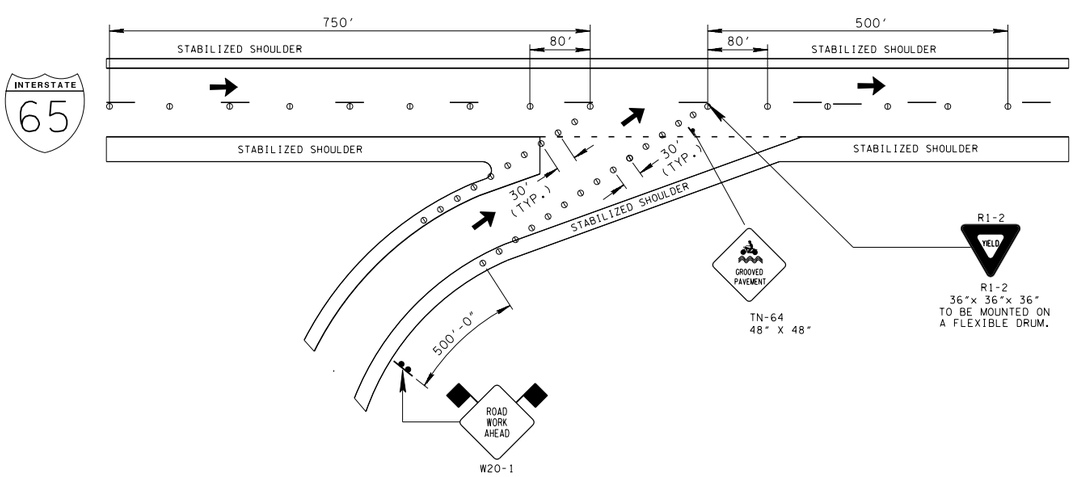
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(109)	2E



INTERCHANGE DETAIL



TRAFFIC CONTROL FOR DECELERATION RAMP



TRAFFIC CONTROL FOR ACCELERATION RAMP

SIGNING NOTE

1. IF THESE SIGNS CONFLICT WITH ANY OTHER SIGNS DURING A DESIGNATED PHASE OF THE PROJECT, THEN THEY ARE TO BE COVERED OR REMOVED TO AVOID THAT CONFLICT.

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TRAFFIC CONTROL FOR RAMPS

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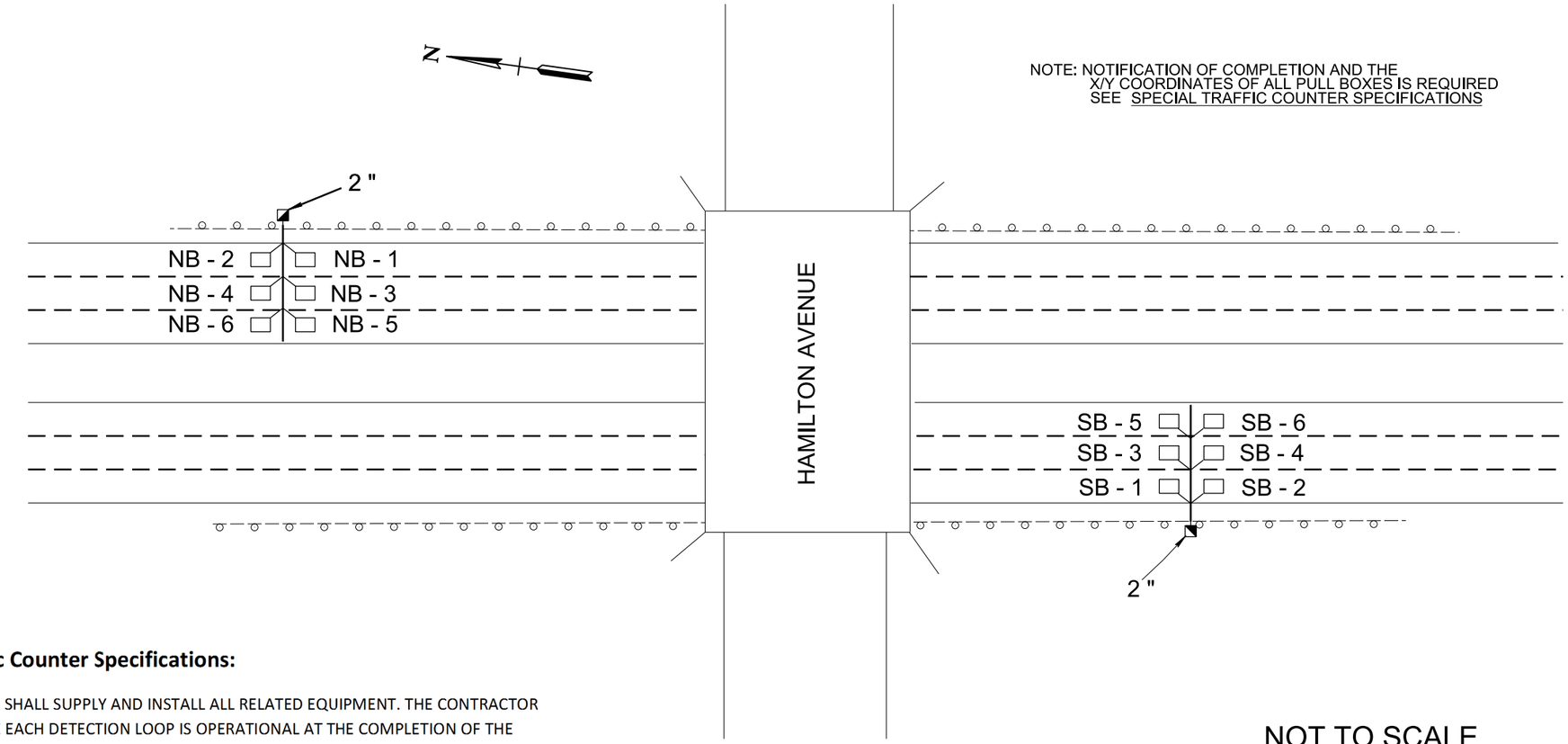
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(109)	2F

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



NOT TO SCALE

Special Traffic Counter Specifications:

THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL RELATED EQUIPMENT. THE CONTRACTOR SHALL MAKE SURE EACH DETECTION LOOP IS OPERATIONAL AT THE COMPLETION OF THE PROJECT. THE STATE'S LONG RANGE PLANNING DIVISION'S TRAFFIC COUNTER PERSONNNEL WILL MAKE THE TRAFFIC COUNTING SITE FULLY USEABLE.

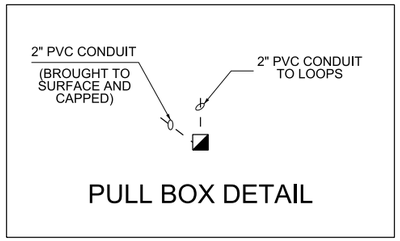
ALL LOOPS SHALL BE 5'X7' FOOT TYPICAL IN SIZE WITH 3 TURNS OF LOOP WIRE. TWO LOOPS LOCATED IN EACH LANE SPACED 16'.0 FEET APART FROM LEADING EDGE TO LEADING EDGE.

LEAD WIRES TO ALL LOOPS SHALL BE RUN THROUGH 2" PVC CONDUIT FROM THE ROAD TO AN IN-GROUND PULL BOX LOCATED AS CLOSE AS POSSIBLE AND BEHIND THE GUARDRAIL. LOOP LEAD-INS AND CONDUIT SHALL BE MARKED ON THE ROADWAY SURFACE SO THAT ANY GUARDRAIL POST INSTALLATION OR OTHER CONSTRUCTION WILL NOT DISTURB THE UNDERGROUND WORK.

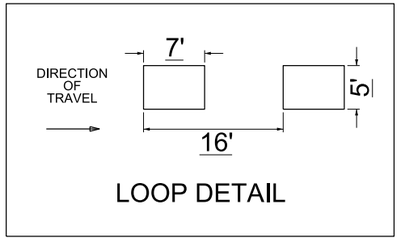
AN EXTRA 20 FEET OF LEAD WIRE FOR EACH LOOP SHOULD BE STORED IN THE PULL BOX. ADDITIONALLY THERE SHOULD BE ANOTHER 1.5" PVC STUBBED UP FROM INSIDE THE PULL BOX TO THE OUTSIDE EXTENDING APPROX 3 FEET ABOVE THE GROUND FOR THE INSATLLATION OF AN ELECTRAICAL BOX TO BE INSTALLED BY TDOT PERSONNEL. EACH LOOP LEAD-INS SHALL BE MARKED WITH LANE IDENTIFICATION, DENOTING THE LANE AND POSITION IN THE LANE FOR EACH LOOP (SUCH AS NB-1 FOR NORTH BOUND ECT).

PLEASE CONTACT STANLEY DUNN AT 615-350-4571 OR 615-210-0431 WHEN ALL LOOPS AND PULL BOXES ARE INSTALLED AND READY FOR INSTALLATION OF ELECTRACIAL BOXES WHICH WILL BE INSTALLED BY TDOT PERSONNEL MAKING THE SITE USABLE AND COMPLETE. PLEASE SUPPLY THE X/Y COORDDINATES (BASED ON WGS COORDINATES) OF EACH PULL BOX.

I-65 DAVIDSON COUNTY
CYCLE COUNT STATION 329
NORTH BOUND 7.63
SOUTH BOUND 7.60



PULL BOX DETAIL



LOOP DETAIL

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TRAFFIC DETECTION LOOPS DETAIL

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