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(108)	
STATE PROJ. NO.	60001-8153-44	

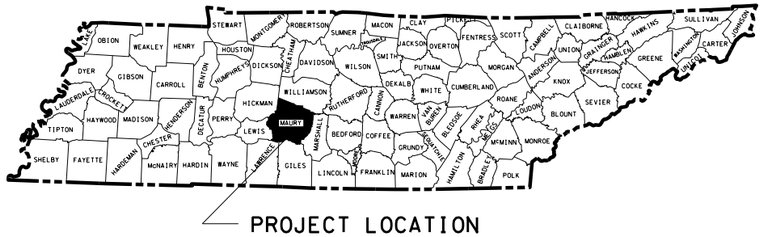
MAURY COUNTY

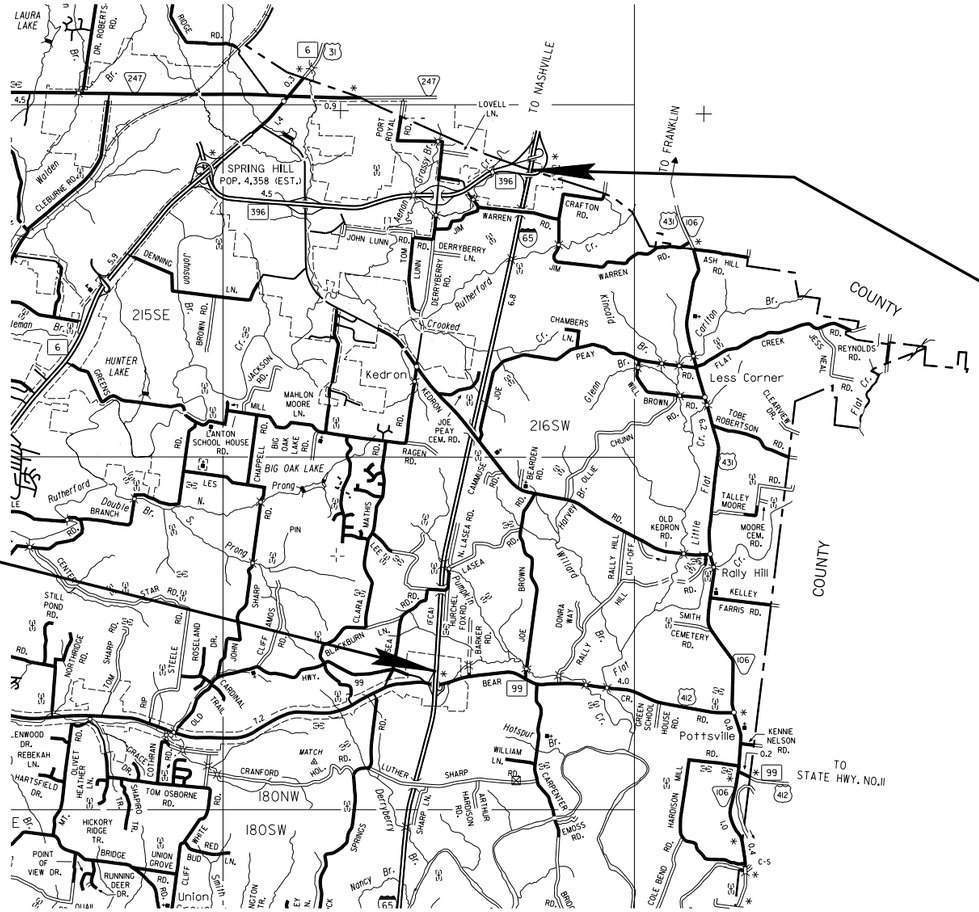
INTERSTATE NO. 65

FROM NORTH OF STATE ROUTE 99 (L.M. 11.04)
TO WILLIAMSON COUNTY LINE (L.M. 17.68)

RESURFACING

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





60001-8153-44
END PROJ. NO. NH-I-65-2(108)
(L.M. 17.68)

60001-8153-44
BEGIN PROJ. NO. NH-I-65-2(108)
(L.M. 11.04)

NO EXCLUSIONS

N

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
HARRIS ASSOCIATES
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 110000
STATE OF TENNESSEE

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 JANUARY 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT ROAD SP. SV. 2 BRADLEY MARTIN, P.E.

DESIGNER NATHAN BARTLETT CHECKED BY DARRELL GRAY

P.E. NO. 98034-4299-04

PIN NO. 102638.01

TRAFFIC DATA	
AADT (2016)	32,760
AADT (2036)	45,860
DHV (2036)	3,669
D	60 - 40
T (AADT)	29 %
T (DHV)	19 %
V	70 MPH

PROJECT LENGTH 6.64 MILES
TOTAL LANE MILES RESURFACED 26.6 MILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(108)	1A

INDEX

SHEET NAME	SHEET NO.
TITLE SHEET	1
INDEX AND STANDARD DRAWINGS INDEX	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVING SCHEDULE	2A
GENERAL NOTES	2B
SPECIAL NOTES	2C
TRAFFIC CONTROL QUANTITIES AND NOTES	2D
TRAFFIC CONTROL RAMP DETAILS	2E

"NO PROJECT COMMITMENTS SHEETS INCLUDED IN THIS SET OF PLANS"

"NO UTILITY SHEETS"

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
ROADWAY AND PAVEMENT APPURTENANCES		
RP-J-23	07-25-12	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05-27-01	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS
TRAFFIC CONTROL APPURTENANCES		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-5	08-16-12	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 EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-12-12	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	11-01-11	MARKING DETAILS FOR RAMP INTERSECTIONS
T-M-15		ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-S-23C	07-19-13	BREAKAWAY U-POST SIGN SUPPORTS
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-16	03-13-09	LANE SHIFT ON DIVIDED HIGHWAYS AND FREEWAYS
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 APPURTENANCES		
T-S-9	11-01-11	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-16	11-01-11	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS

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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(108)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	3515
(2)	307-03.08	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	1000
(15)	307-03.10	ASPHALT CONC MIX (PG76-22)(BPMB-HM) GR CS	TON	9731
(3)(16)	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	227
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	538
(3)(4)(14)	411-03.23	ACS MIX (PG76-22) OGFC	TON	16538
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	27
(10)(19)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	18352
(11)	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	540
(1)	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4
(5)	712-06	SIGNS (CONSTRUCTION)	S.F.	1686
(8)	712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	3
(1)	712-08.03	ARROW BOARD (TYPE C)	EACH	2
(18)	712-08.10	MOBILE MESSAGE SIGN UNIT W/ATTENUATOR	HOUR	1250
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4
(17)	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	250
(20)	713-15.36	REMOVE SIGN, SUPPORT & FOOTING	EACH	1
(1)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
(21)	713-16.20	SIGNS (W4-2 LANE ENDS)	EACH	1
	716-01.23	SNWPLWBLE PVMT MRKRS (BI-DIR)(2 COLOR)	EACH	1007
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1007
	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	255
	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	1
(7)	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	2175
(7)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	69.5
(6)(9)(12)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	34.077
(6)(9)(13)	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	3590
(6)(9)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	4500
	717-01	MOBILIZATION	LS	1

ESTIMATED BRIDGE QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
604-10.50	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)	S.Y.	170
617-01	BRIDGE DECK SEALANT	S.Y.	1748

FOOTNOTES

1. TO BE USED AS DIRECTED BY THE ENGINEER.
2. TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
3. FOR BITUMINOUS PLANT MIX OPEN GRADED COURSE, SEE SPECIAL PROVISION 411OGFC.
4. FOR MATERIAL TRANSFER DEVICE, SEE SPECIAL PROVISION NO. 407G. FOR RIDEABILITY SEE SPECIAL PROVISION 411B
5. 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).
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. FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS AND COLD PLANED SURFACE.
8. 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.
9. CONTRACTOR SHALL USE THE RIBBON METHOD FOR APPLICATION.
10. 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.
11. 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
12. INCLUDES 0.38 L.M.'S TO BE USED FOR CONCRETE RAMPS.
13. INCLUDES 3590 L.F. TO BE USED FOR CONCRETE RAMPS.
14. INCLUDES 117 TONS TO BE USED ON ASPHALT SHOULDERS OF CONCRETE RAMPS.
15. INCLUDES 69 TONS TO BE USED ON ASPHALT SHOULDERS OF CONCRETE RAMPS.
16. INCLUDES 8.6 TONS TO BE USED ON ASPHALT SHOULDERS OF CONCRETE RAMPS.
17. QUANTITY TO INCLUDE THE COST OF REMOVAL OF EXISTING DELINEATORS.
18. SEE SPECIAL PROVISION SP 712 PTQ.
19. INCLUDES 1000 TONS FOR SPOT LEVELING.
20. INCLUDES ALL COST ASSOCIATED WITH THE REMOVAL OF EXISTING YIELD SIGN IN TRUCK PARKING AREA.
21. TO REPLACE EXISTING YIELD SIGN IN TRUCK PARKING AREA.

CONCRETE RAMP REPAIR TABULATION

LOCATION	403-01 (TONS)	411-01.10 (TONS)	411-03.23 (TONS)	307-03.10 (TONS)	415-01.01 (TONS)	716-01.23 (EACH)	716-01.30 (EACH)	716-12.02 (L.M.)	716-12.03 (L.F.)	716-12.05 (L.F.)	716-02.04 (S.Y.)	716-01.23 (EACH)
LM 13.35 NB Ramp	0.75		57.20	33.80	68	18	18		420	400	30	
Truck Parking Area	7.07	538.45			643			0.38				
LM 13.56 NB Ramp	0.42		32.07	18.92	38	9	9		3170	425	25	
LM 17.34 SB Ramp	0.36		27.50	16.25	33	15				1450	200	25
TOTALS	**8.60**	**538.45**	**116.77**	**68.97**	**782**	**42**	**27**	**0.38**	**3590**	**2275**	**255**	**25**

BRIDGE NOTES

LOCATION	BRIDGE NO.	LENGTH (FT.)	RECOMMENDATION
L.M.12.15	60100650019	N.A.	UNDERPASS CLEARANCE HEIGHT = 16'-10"
L.M. 12.48	60100650021	30	PAVE WITH PLANS QUANTITY
L.M. 14.20	60100650023	N.A.	UNDERPASS CLEARANCE HEIGHT = 16'-6"
L.M. 16.48R	60100650025	190	PROVIDE DECK REPAIR ITEM-SEAL WITH SYSTEM "A" OR "B" MEMBRAIN
L.M. 16.48L	60100650026	190	PROVIDE DECK REPAIR ITEM-SEAL WITH SYSTEM "A" OR "B" MEMBRAIN
L.M. 17.14	60100650027	N.A.	UNDERPASS CLEARANCE HEIGHT = 16'-0"
L.M. 17.63R	60100650039	N.A.	UNDERPASS CLEARANCE HEIGHT = 17'-4"
L.M. 17.63L	60100650040	N.A.	UNDERPASS CLEARANCE HEIGHT = 16'-3"

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ESTIMATED ROADWAY QUANTITIES

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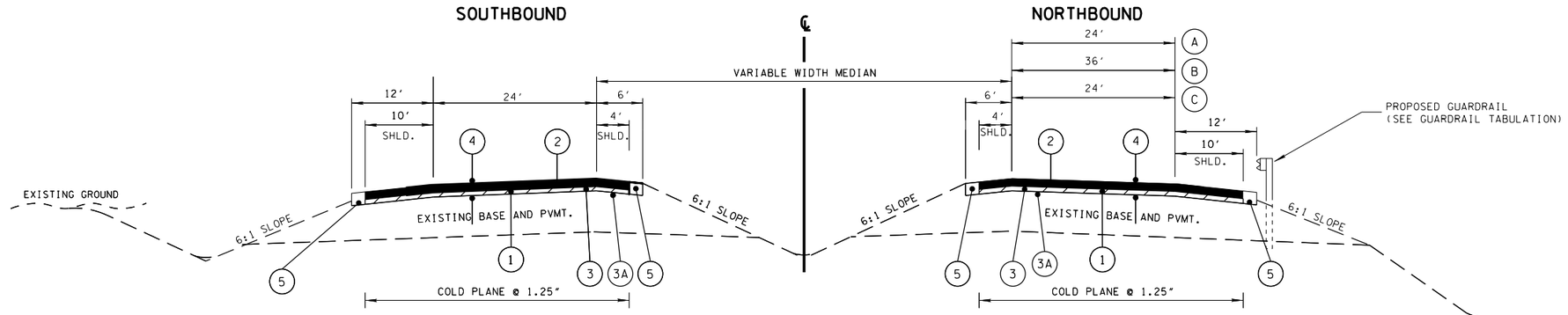
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(108)	2A

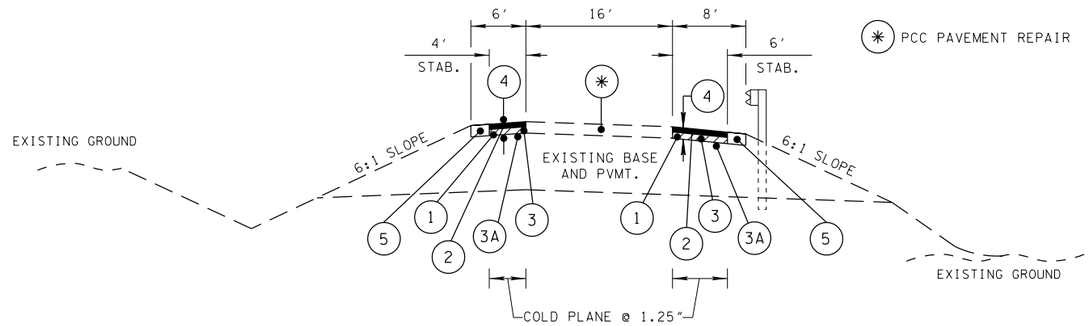


I-65 TYPICAL SECTION

(BASED ON STD. DWG. RD01-TS-5 & RD01-TS-5A)

L.M. 11.04 TO L.M. 17.68

(A) L.M. 11.04 TO L.M. 13.43
(B) L.M. 13.43 TO L.M. 13.61
(C) L.M. 13.61 TO L.M. 17.68



TYPICAL SECTION
CONCRETE RAMPS

(BASED ON STD. DWG. RD01-TS-4)
SR-65 @ EXIT 112 L.M. 8.70
SR-65 @ EXIT 117 L.M. 14.00

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.

PROPOSED PAVEMENT SCHEDULE	
(1) SURFACE @ (65 LB/S.Y.) 307-03.10 ASPHALT CONC. MIX (PG 76-22) (BPMB-HM) GR CS	(3A) TACK COAT @ 0.1 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)	(5) MINERAL AGGREGATE @ 1.25" THICKNESS 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D (TON)

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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(108)	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.

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(3) 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

(4) 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

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

RESURFACING

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

SIGNING

(7) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.

(8) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

(9) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

TRAFFIC CONTROL DIRECTIONAL SIGNING

(10) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

(11) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

(12) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. 712-01 AS DIRECTED BY THE ENGINEER.

(13) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.

(14) ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. 712-01.

(15) WHEN "LOGO" SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE "LOGO" SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. 712.01, AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(16) 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.

(17) 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.

(18) 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.

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

(20) 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.

(21) 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.

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

(23) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

(24) 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.

(25) 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(108)	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:

1. REPAIR OF SHOULDERS AND DITCHES THROUGHOUT THE LENGTH OF THE PROJECT.
2. DEGRASS ALL SHOULDERS, MATERIAL SHALL BE PICKED UP AND REMOVED.
3. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT.
4. CLEANING AND STRAIGHTENING ENDS OF EXISTING SIDEDRAINS AND CROSSDRAINS WHERE DIRECTED BY THE ENGINEER.

(2) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT, REPAIRING OR REMOVAL/REPLACEMENT OF 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.

(3) 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.

(4) TRAFFIC COUNTER STATION AT L.M. 16.109.

PAVEMENT MARKINGS

(5) 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.

(6) 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

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

RESURFACING

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

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

(10) 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.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(11) 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.

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

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SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(108)	2D

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

(1) 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

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

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

(4) 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.

(5) 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.

SIGNS CONSTRUCTION 712-06

	QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
	4	G20-1	ROAD WORK NEXT 7 MILES	48 x 24	32
	8	G20-2	END ROAD WORK	48 x 24	64
(2)	2	M4-9R	EXIT	30 x 24	10
(2)	2	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	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.		**1686**

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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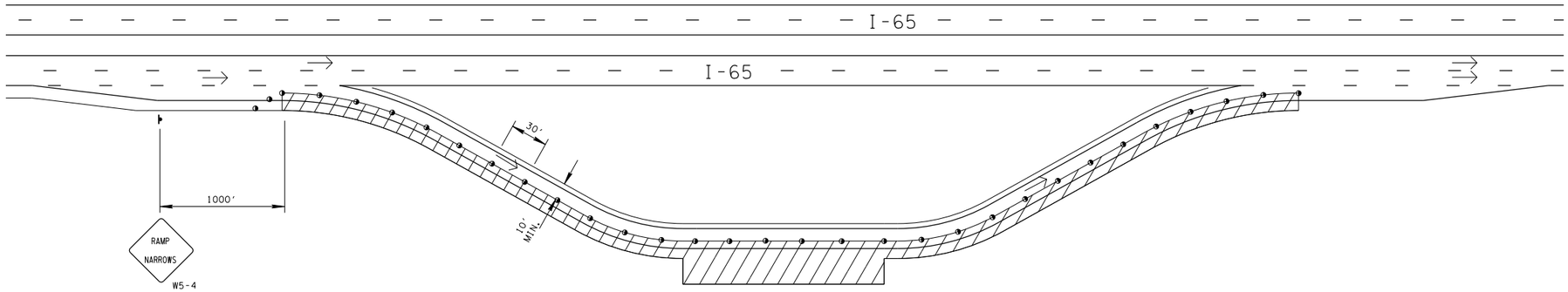
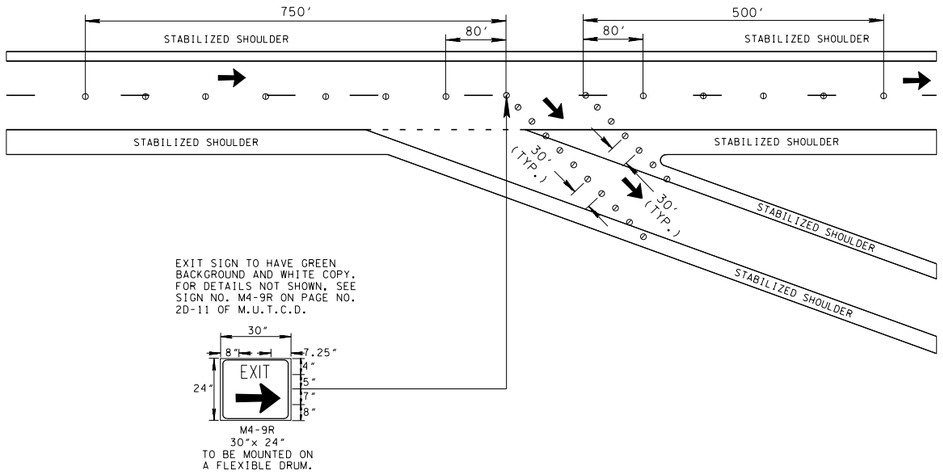
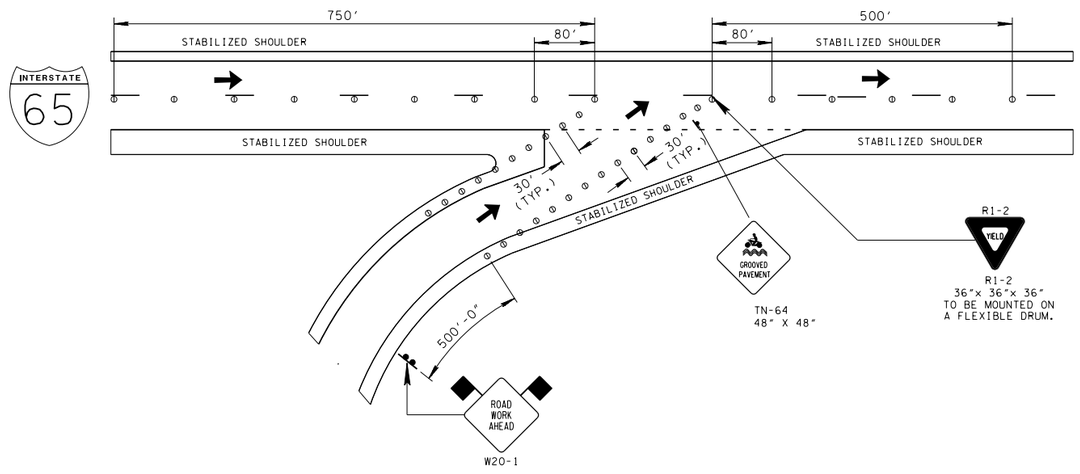
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-I-65-2(108)	2E



TRUCK REST AREA



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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COMMERCE
NO. 110000
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TRAFFIC CONTROL FOR RAMPS

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

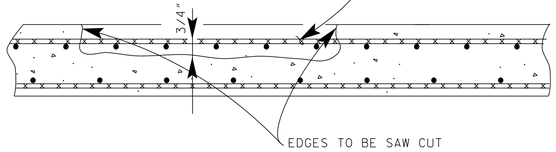
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF		60001-8153-44	B1
		NH-I-65-2(108)	
BRIDGE REPAIR		60001-4153-04	

PIN# 102638.01

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES

LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.50 BRIDGE DECK REPAIR (PARTIAL DEPTH OF SLAB) SY	617-01 BRIDGE DECK SEALANT SY
60-I65-16.48 NBL/ RUTHERFORD CREEK (60I00650025)		BRIDGE DECK REPAIR BRIDGE DECK SEALANT	85	874
60-I65-16.48 SBL/ RUTHERFORD CREEK (60I00650026)		BRIDGE DECK REPAIR BRIDGE DECK SEALANT	85	874
		TOTAL	170	1748

CONCRETE FOR DECK REPAIR SHALL BE HIGH EARLY CONCRETE
WITH A COMPRESSIVE STRENGTH OF 3,000 p.s.i. AT 18 HOURS



SKETCH SHOWING DECK REPAIR

NOTE: PARTIAL DEPTH DECK REPAIR ONLY REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF ¾" BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL.

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

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

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

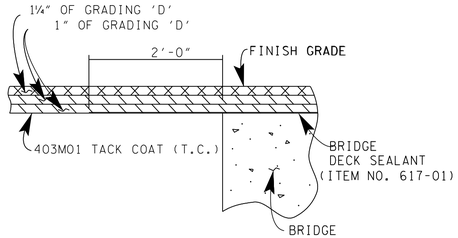
NOTE: CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURE NECESSARY TO INSURE THAT NO DEBRIS OR CONSTRUCTION MATERIAL IS DROPPED INTO THE STREAM BELOW. THIS SHALL BE ACCOMLISHED BY THE USE OF BASKETS, NETTING, WRAPPING, WORK PLATFORM, OR OTHER SIMLARLY EFFECTIVE MEANS. NO WORK OR EQUIPMENT IS ALLOWED IN THE WATER OR STREAM CHANNEL.

POWER DRIVEN HAND TOOLS:

POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL AND FULL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS: (1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 lb. CLASS SHALL NOT BE USED. ALSO TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC. (2) FULL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 90 lb. CLASS SHALL NOT BE USED. ALSO ALL DECK REPAIR OVER BEAMS WILL BE RESTRICTED TO 60 lb. PNEUMATIC HAMMERS. (3) CHIPPING HAMMERS OF THE 15 lb. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

BRIDGE DECK REPAIR MATERIAL

IF OVERNIGHT LANE CLOSURES ARE PROVIDED FOR THIS PROJECT AND THE LANE CLOSURES ARE SUCH THAT TRAFFIC WILL BE KEPT OFF THE BRIDGE DECK WHERE DECK REPAIRS WILL BE MADE. THEN HIGH EARLY STRENGTH CONCRETE SHALL BE USED WITH A COMPRESSIVE STRENGTH OF 3,000 p.s.i. AT 18 HOURS. THE CONTRACTOR SHALL PROVIDE PROOF PRIOR TO BEGINNING WORK THAT PROPOSED CONCRETE MIX WILL OBTAIN REQUIRED PROPERTIES. PROOF SHALL BE PROVIDED BY AN INDEPENDENT TESTING COMPANY AND SUBMITTED TO THE MATERIAL AND TEST DIVISION OF TENNESSEE DEPARTMENT OF TRANSPORTATION FOR APPROVAL. CONCRETE REPAIR AREAS SHOULD BE (WET) CURE A MINIMUM OF 12 HOURS. TRAFFIC SHALL NOT BE ALLOWED ON REPAIRED AREAS UNTIL THE CONCRETE HAS REACHED A MINIMUM COMPRESSION STRENGTH OF 3,000 p.s.i.

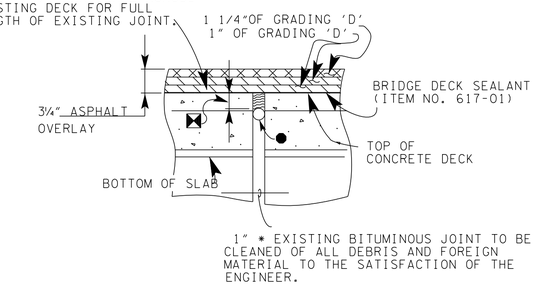


BRIDGE DECK SEALANT DETAILS

NOTE: ON BRIDGE DECK WHERE THERE IS A BITUMINOUS JOINT OR WITH NO EXPANSION JOINT, MEMBRANE SHALL EXTEND 2'-0" OVER THE END OF THE BRIDGE DECK. IF THE DECK HAS A STEEL EXPANSION JOINT, THE MEMBRANE SHALL STOP AT THE STEEL EXPANSION JOINT.

NOTE: PRIOR TO THE PLACEMENT OF THE BRIDGE DECK SEAL MEMBRANE, THE BRIDGE SHALL BE CLEANED OF ALL LOOSE DEBRIS AND EXCESS DIRT. THE BRIDGE DECK SHALL ALSO BE CLEANED OF ALL OIL, DIESEL OR ANY OTHER PETROLEUM PRODUCT SPILLS AND DRY ACCORDING TO THE MANUFACTURE'S SPECIFICATIONS.
THE WATERPROOFING MEMBRANE SHALL BE APPLIED ACCORDING TO THE MANUFACTURE'S SPECIFICATIONS. THE COST OF ALL THE MATERIALS NECESSARY FOR THE WATERPROOFING APPLICATION (WATERPROOFING MEMBRANE, PRIMER, MASTIC, ETC.) AND LABOR SHALL BE PAID FOR UNDER ITEM NO. 617-01 BRIDGE DECK SEALANT S.Y.

ONE LAYER OF DECK SEALANT
(ITEM NO. 617-01) PLACED
2'-6" (*) TRANSVERSE ACROSS
EXISTING DECK FOR FULL
LENGTH OF EXISTING JOINT.



SECTION THRU EXISTING BRIDGE SLAB JOINT

(TYPICAL AT ALL EXISTING BITUMINOUS JOINTS WHEN NO JOINT REPAIR DETAIL IS SPECIFIED IN THE TABLE ABOVE)

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

☒ NOTE: THE EXISTING JOINT SEALING MATERIAL SHALL BE REMOVED AND THE CONCRETE SURFACES IN THE JOINT AREA SHALL BE BLAST CLEANED PRIOR TO THE INSTALLATION OF THE NEW JOINT SEALER. THE CONTRACTOR SHALL USE A COLD POUR SINGLE COMPONENT SILICONE JOINT SEALER FROM LIST 5, SECTION A.COLD POUR (ONE COMPONENET JOINT SEALER) OF TDOT QUALIFIED PRODCUTS LIST (OPL). COST OF JOINT CLEANING AND SEALING ARE TO BE INCLUDED UNDER ITEM NO. 617-01 (BRIDGE DECK SEALANT). THE SEALER SHALL EXTEND UP AND ACROSS THE CURB AND OR SIDEWALK AREA TO THE OUTER EDGE OF THE BRIDGE DECK.

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No 107196
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07/20/15

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE TABULATION AND ESTIMATED QUANTITIES

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