

Index Of Sheets
Resurfacing
See Sheet IA

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

| | | |
|--------------------|---|-----------|
| TENN. | YEAR | SHEET NO. |
| | 2016 | 1 |
| FED. AID PROJ. NO. | NH-1-65-2(107) | |
| STATE PROJ. NO. | 94002-4193-04(BRIDGE) 94002-8193-44(RESURFACE) | |

WILLIAMSON COUNTY

INTERSTATE NO. 65

FROM SOUTH OF CONCORD ROAD (L.M. 17.50)
TO DAVIDSON COUNTY LINE (L.M. 21.38)

RESURFACING

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



PROJECT LOCATION

NO EXCLUSIONS

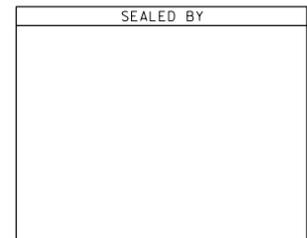
(94100650033)
PARALLEL OVERHEADS (94100650034)
CSX R.R. CROSSING # 877478L
(L.M. 19.54)

94002-4193-04
94002-8193-44
END PROJ. NO. NH-1-65-2(107)
(L.M. 21.38)

94002-4193-04
94002-8193-44
BEGIN PROJ. NO. NH-1-65-2(107)
(L.M. 17.50)



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

DATE: _____

APPROVED: *John Schroer*
JOHN SCHROER, COMMISSIONER

| TRAFFIC DATA | |
|--------------|---------|
| ADT (2016) | 146840 |
| ADT (2036) | 176210 |
| DHV (2036) | 17621 |
| D | 55 - 45 |
| T (ADT) | 07 % |
| T (DHV) | 05 % |
| V | 70 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.

SCALE: 1" = 1 MILE

PROJECT LENGTH **3.88 MILES**
TOTAL LANE MILES RESURFACED **33.3 MILES**

TDOT ROAD SP. SV. 2 BRAD ABEL, P.E.
DESIGNER NICK KNIAZEWCZ / TERRY ARNOLD CHECKED BY DARRELL GRAY
P.E. NO. 98034-4194-04
PIN NO. 080466.02

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|-----------------|-----------|
| RESURF. | 2016 | NH-I-65-2(1 07) | 1 A |
| | | | |
| | | | |

INDEX

STANDARD ROADWAY DRAWINGS

DWG. NO REV. DESCRIPTION

| SHEET NO. | DESCRIPTION |
|-----------|--|
| 1 | TITLE SHEET |
| 1A | INDEX AND STANDARD DRAWINGS |
| 2 | ESTIMATED ROADWAY QUANTITIES |
| 2A | TYPICAL SECTIONS AND PAVING SCHEDULE |
| 2B | TRAFFIC DETECTION LOOP DETAIL |
| 2C | GENERAL NOTES |
| 2D | SPECIAL NOTES |
| 2E | SPECIAL NOTES |
| B1 | BRIDGE TABULATION AND ESTIMATED QUANTITIES |
| B2 | THIN EPOXY OVERLAY NOTES |

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 LAND RAMPS |
| RD01-TS-5B | 10-15-02 | DESIGN STANDARDS FREEWAYS WITH MEDIAN BARRIER |

TRAFFIC CONTROL APPURTENANCES

| | | |
|---------|----------|--|
| 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 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-S-11 | 06-06-11 | DELINEATOR AND MILEPOST DETAILS |
| 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-12 | 03-13-09 | ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS |
| T-WZ-15 | 04-02-12 | INTERIOR LANE CLOSURE ON FREEWAYS OR EXPRESSWAYS |
| 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 |

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DEPARTMENT OF TRANSPORTATION

INDEX
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DRAWINGS

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| ESTIMATED ROADWAY QUANTITIES | | | |
|------------------------------|--|-------|---------------------------|
| ITEM NO. | DESCRIPTION | UNIT | QUANTITY 94002-8193-44 |
| 1 | 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 500 |
| 1,2 | 307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2 | TON | 3000 |
| | 307-03.10 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GR CS | TON | 10710 |
| | 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 243 |
| 3,4 | 411-03.23 ACS MIX (PG76-22) OGFC | TON | 18124 |
| | 411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH) | L.M. | 7 |
| | 415-01.01 COLD PLANING BITUMINOUS PAVEMENT | TON | 21625 |
| 5 | 712-01 TRAFFIC CONTROL | LS | 1 |
| | 712-04.01 FLEXIBLE DRUMS (CHANNELIZING) | EACH | 350 |
| | 712-05.01 WARNING LIGHTS (TYPE A) | EACH | 4 |
| 10 | 712-06 SIGNS (CONSTRUCTION) | S.F. | 778 |
| 8 | 712-06.16 SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING) | EACH | 2 |
| | 712-08.03 ARROW BOARD (TYPE C) | EACH | 2 |
| | 712-08.10 MOBILE MESSAGE SIGN UNIT W/ ATTENUATOR | HOURS | 700 |
| | 713-16.01 CHANGEABLE MESSAGE SIGN UNIT | EACH | 6 |
| | 716-01.23 SNWPLWBLE PVMT MRKRS (BI-DIR)(2 COLOR) | EACH | 1900 |
| | 716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER | EACH | 1900 |
| 6 | 716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING) | S.Y. | 100 |
| 6 | 716-02.24 PLASTIC PAVEMENT MARKING (12IN DWL) | L.F. | 20600 |
| 6 | 716-04.09 PLASTIC PAVEMENT MARKING (H.O.V. DIAMOND) | EACH | 30 |
| 7 | 716-05.20 PAINTED PAVEMENT MARKING (6" LINE) | L.M. | 43 |
| 11 | 716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) | L.M. | 28 |
| 11 | 716-12.03 ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE) | L.F. | 1200 |
| 11 | 716-12.05 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE) | L.F. | 1600 |
| | 717-01 MOBILIZATION | LS | 1 |
| | 730-03.20 INSTALL PULL BOX (TYPE A) | EACH | 2 |
| | 730-12.02 CONDUIT 2" DIAMETER (PVC) | L.F. | 30 |
| | 730-14.02 SAW SLOT | L.F. | 816 |
| 9 | 730-14.03 LOOP WIRE | L.F. | 2520 |

FOOTNOTES

- TO BE USED AS DIRECTED BY THE ENGINEER.
- INCLUDES 3000 TONS FOR SPOT LEVELING.
- FOR BITUMINOUS PLANT MIX OPEN GRADED FRICTION COURSE. SEE SPECIAL PROVISION 411 OGFC AND 411B.
- FOR MATERIAL TRANSFER DEVICE SEE SPECIAL PROVISION 407G.
- 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.
- 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.
- FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS AND COLD PLANED SURFACES.
- 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 WILL BE RESPONSIBLE FOR TURNING ON THE TYPE "B" FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.
- ITEM INCLUDES AN EXTRA 320' (20' PER LOOP) THAT IS TO REMAIN IN PULL BOX FOR INSTILLATION BY TRAFFIC COUNTER PERSONNEL.
- INCLUDES QUANTITY FOR ROADWAY UNDERPASS DURING REPAIR ON OVERHEAD BRIDGE.
- CONTRACTOR SHALL USE RIBBON METHOD FOR APPLICATION.

| 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 |
| 4 | G20-2 | END ROAD WORK | 48 x 24 | 32 |
| 4 | W20-1 | ROAD WORK 1 MILE | 48 x 48 | 64 |
| 4 | W20-5R | RIGHT LANE CLOSED ½ MILE | 48 x 48 | 64 |
| 4 | W20-5L | LEFT LANE CLOSED ½ MILE | 48 x 48 | 64 |
| 5 | W20-1 | ROAD WORK AHEAD | 48 x 48 | 80 |
| 3 | W21-1 | GROOVED PAVEMENT - PORTABLE | 48 x 48 | 48 |
| 4 | W4-2R | RIGHT LANE ENDS SYMBOL | 48 x 48 | 64 |
| 4 | W4-2L | LEFT LANE ENDS SYMBOL | 48 x 48 | 64 |
| 4 | W20-7a | FLAGGER SYMBOL - PORTABLE | 48 x 48 | 64 |
| 2 | W16-2 | SUPPLEMENTAL PLATE - PORTABLE | 30 x 24 | 10 |
| 6 | W8-9a | SHOULDER DROP-OFF - PORTABLE | 48 x 48 | 96 |
| 6 | W8-11 | UNEVEN LANES - PORTABLE | 48 x 48 | 96 |
| TOTAL S.F. | | | | 778 |

TRAFFIC COUNTERS AND WEATHER STATIONS

Traffic Counters I-65 NB @ L.M. 20.26, 20.81, 21.29
 Traffic Counters I-65 SB @ L.M. 20.35, 20.88
 Cameras I-65 NB @ L.M. 18.99, 19.74, 20.81
 Cameras I-65 SB @ L.M. 18.33

| ESTIMATED BRIDGE QUANTITIES | | | |
|-----------------------------|---|------|---------------------------|
| ITEM NO. | DESCRIPTION | UNIT | QUANTITY 94002-4193-04 |
| 604-10.50 | BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) | S.Y. | 5 |
| 604-10.53 | CONCRETE REPAIRS | S.Y. | 5 |
| 617-04.01 | TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) | S.Y. | 2430 |

BRIDGE NOTES

| LOCATION | LENGTH (FT.) | RECOMMENDATION |
|--------------|--------------|---|
| L.M. 18.97 | 39 | PAVE WITH PLANS QUANTITY |
| L.M. 19.54 R | 200 | COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT |
| L.M. 19.54 L | 200 | COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT |
| L.M. 21.25 | 98 | PROVIDE DECK REPAIR ITEM - SEAL WITH SYSTEM "A" OR "B" MEMBRANE |

SPECIAL NOTE

THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK SO AS TO 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 THE PROJECT ENGINEER AT NO ADDITIONAL COST.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|----------------|-----------|
| RESURF. | 2016 | NH-I-65-2(107) | 2 |

REV. 11-5-15: REVISED DESCRIPTION FOR ITEM NO. 411-03.23

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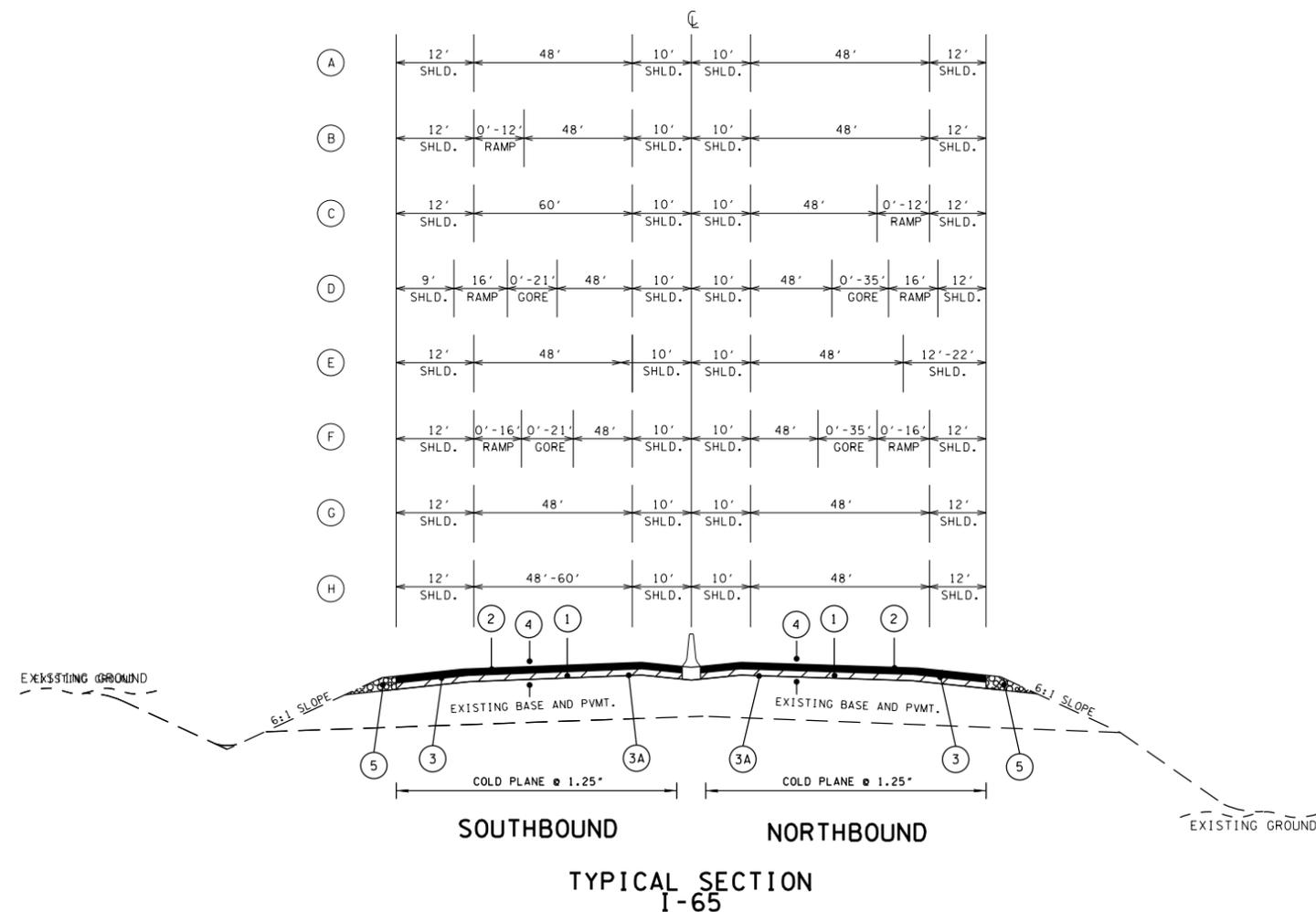
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ESTIMATED ROADWAY QUANTITIES

| | | | |
|---------|------|----------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| RESURF. | 2016 | NH-I-65-2(107) | 2A |
| | | | |
| | | | |

REV. 11-5-15: REVISED DESCRIPTION FOR ITEM NO. 411-03.23



- Ⓐ L.M. 17.50 to 18.31 Ⓔ L.M. 18.54 to 18.76
- Ⓑ L.M. 18.31 to 18.42 Ⓕ L.M. 18.76 to 18.90
- Ⓒ L.M. 18.42 to 18.50 Ⓖ L.M. 18.90 to 21.10
- Ⓓ L.M. 18.50 to 18.54 Ⓖ L.M. 21.10 to 21.38

| PROPOSED PAVEMENT SCHEDULE | |
|---|--|
| ① SURFACE @ (65.0 LB/S.Y.) 307-03.10 ACS MIX (PG76-22)(BPMB-HM) GR CS | 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 ACS MIX (PG76-22) OGFC | 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 (THICKNESS VARIES) 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D |

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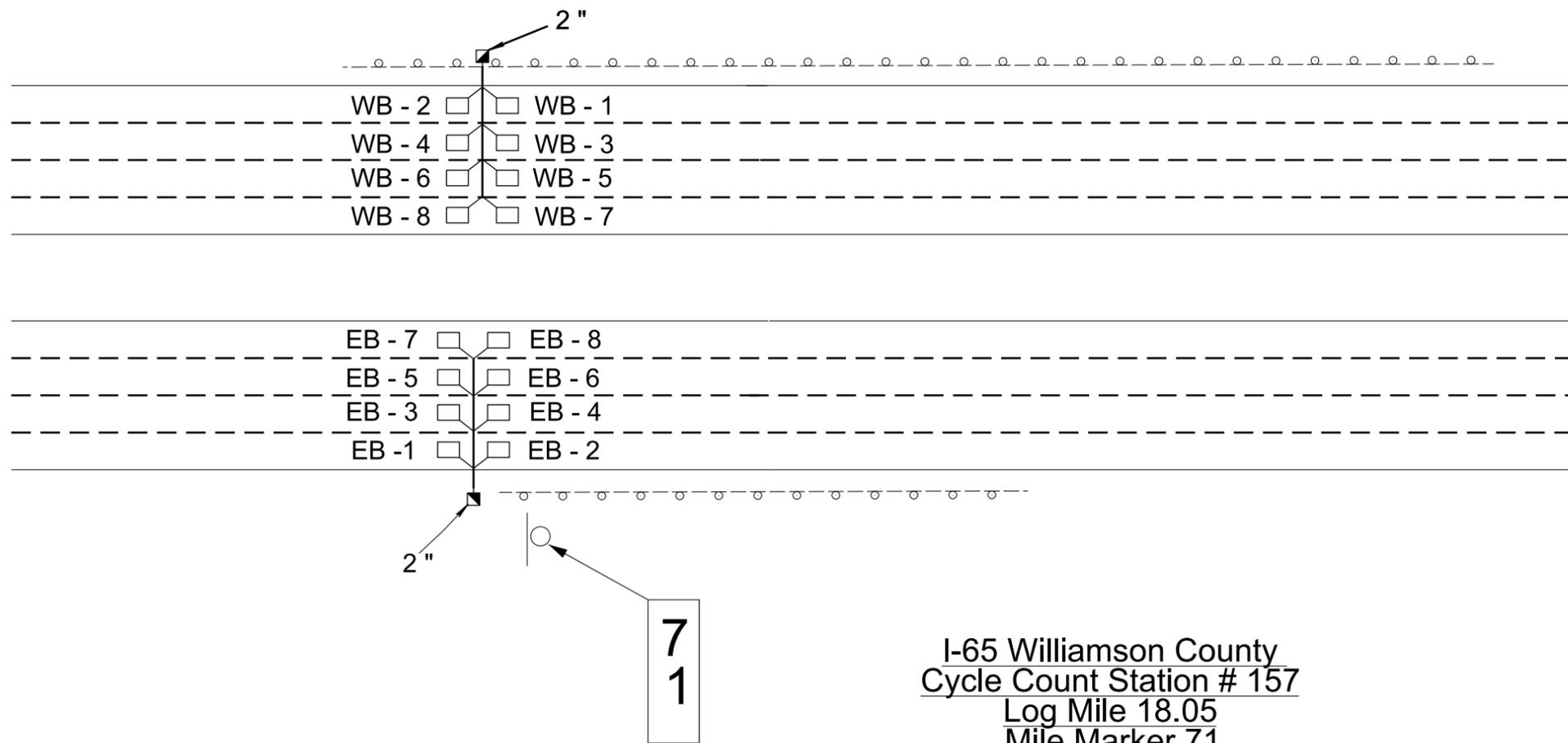
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DEPARTMENT OF TRANSPORTATION

**TYPICAL
SECTIONS
AND
PAVEMENT
SCHEDULE**

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|-----------------|-----------|
| RESURF. | 2016 | NH-I-65-2(1 07) | 28 |
| | | | |
| | | | |

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



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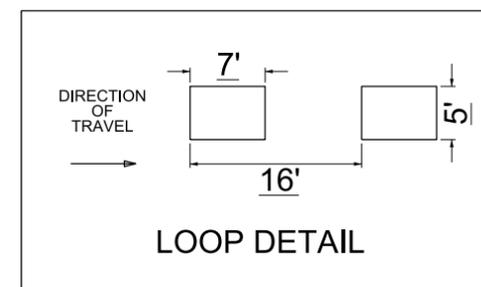
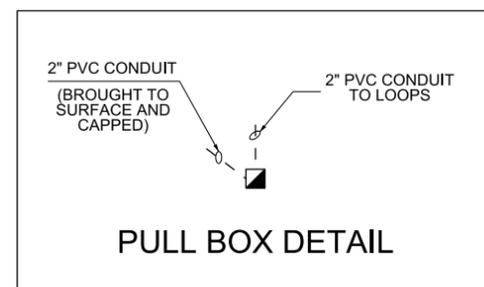
**I-65 Williamson County
Cycle Count Station # 157
Log Mile 18.05
Mile Marker 71**

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DEPARTMENT OF TRANSPORTATION

TRAFFIC
DETECTION
LOOP DETAIL



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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|----------------|-----------|
| RESURF. | 2016 | NH-1-65-2(107) | 2C |
| | | | |
| | | | |

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 DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

FINAL PAVEMENT MARKING 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.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (7) 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.
- (8) 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.
- (9) 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.
- (10) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (11) 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.
- (12) 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.
- (13) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

- (14) 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.
- (15) 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

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 INCLUDING UNDER GUARDRAILS. 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 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

- (4) SURFACE TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (5) PAVING WORK DURING NIGHT TIME ONLY.

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) 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 12 FT MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.
 - B. THE SURFACE SHALL BE SWEEPED AND CLEANED OF ALL LOOSE MATERIALS.
 - C. THE 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 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.
 - 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 MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.
 - H. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (9) 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.
- (10) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL RAMP PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

- (11) 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.
- (12) 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.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (13) 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:
 - A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:
 - i. 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.
 - ii. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - iii. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - iv. 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.

WORK RESTRICTIONS

- (14) LANE CLOSURES ALLOWED BETWEEN 8:00 PM AND 5:00 AM. FOR NIGHTTIME WORK SEE SPECIAL PROVISION NO. 108B.
- (15) BRIDGE AND RAMP REPAIRS SHOULD BE DONE ON THE WEEKEND FROM 8:00 PM FRIDAY TIL 5:00 AM MONDAY.

TRAFFIC COUNTER

- (16) THE CONTRACTOR SHALL SUPPLY AND INSTALL RELATED EQUIPMENT. THE CONTRACTOR SHALL MAKE SURE EACH DETECTION LOOP IS OPERATIONAL AT THE COMPLETION OF THE PROJECT. THE STATES PROJECT PLANNING DIVISION'S TRAFFIC COUNTER PERSONNEL WILL MAKE THE TRAFFIC COUNTING SITE FULLY OPERATIONAL.
- (17) ALL LOOPS SHALL BE 5 FOOT BY 7 FOOT AND TYPICAL IN SIZE WITH THREE (3) TURNS OF LOOP WIRE.
- (18) LEAD WIRES TO ALL LOOPS SHALL BE IN RUN THROUGH 2 INCH CUT CONDUIT FORM THE SHOULDER OF THE ROADWAY TO AN IN-GROUND PULL BOX. THE PULL BOX SHOULD BE 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 THIS UNDERGROUND WORK.
- (19) AN EXTRA 20 FEET OF LOOP WIRE FOR EACH LOOP SHALL BE STORED IN THE PULL BOX, IN ADDITION THERE WILL BE ANOTHER 1.5 INCH CONDUIT STUBBED UP FROM INSIDE THE PULL BOX EXTENDING APPROXIMATELY 3 FEET ABOVE THE GROUND FOR THE INSTALLATION OF AN ELECTORAL BOX INSTALLED BY TDOT PERSONNEL. EACH LOOP DETECTOR LEAD-IN SHALL BE MARKED WITH LANE IDENTIFICATION, DENOTING THE LANE AND POSITION IN THE LANE FOR EACH LOOP (SUCH AS NB-1 FOR NORTH BOUND ETC.)

- (20) PLEASE CONTACT STANLEY DUNN AT 615-350-4571 WHEN THE LOOPS AND PULL BOXES ARE INSTALLED OR IF ANY QUESTIONS OCCUR DURING THE INSTILLATION OF LOOPS OR PULL BOXES
- (21) THE CONTRACTOR SHALL SUPPLY STANLEY DUNN WITH THE Z/Y COORDINATES (BASED ON WGS COORDINATES) OF EACH PULL BOX.
 - (22) EQUIPMENT AND INSTILLATION OF TRAFFIC SIGNAL ITEMS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.
 - (23) DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED

END OF TRAFFIC QUEUE PROTECTION

- (24) WHEN INTERSTATE LANE CLOSURES ARE PERFORMED, THE CONTRACTOR SHALL PROVIDE A MINIMUM OF TWO (2) MOBILE CHANGEABLE MESSAGE SIGN UNIT WITH MOUNTED ATTENUATOR FOR EACH TRAVELING DIRECTION IN WHICH LANES ARE CLOSED, TO PROTECT THE END OF THE TRAFFIC QUEUE.
 - A. AT LEAST ONE UNIT SHALL BE POSITIONED ON THE SHOULDER UPSTREAM FROM THE END OF THE TRAFFIC QUEUE AT ALL TIMES, BUT NO FURTHER THAN 1/2 MILE FROM THE QUEUE.
 - B. THE CHANGEABLE MESSAGE SIGN SHALL DISPLAY TWO PHRASES: "STOPPED TRAFFIC AHEAD" AND "BE PREPARED TO STOP".
 - C. IN THE EVENT THAT THE TRAFFIC QUEUE EXTENDS UPSTREAM BEYOND THE UNIT, A SECOND UNIT SHALL MOBILIZE IN ACCORDANCE WITH [A.]. THE DOWNSTREAM UNIT MAY DEPART WHEN THE SECOND UNIT HAS MOVED INTO POSITION.
 - D. CHANGEABLE MESSAGE SIGNS AND ATTENUATORS SHALL BE IN ACCORDANCE WITH THE NCHRP REPORT 350, MUTCD, INCLUDED IN THE TDOT QUALIFIED PRODUCTS LIST, AND MOUNTED PER THE MANUFACTURER'S RECOMMENDATIONS.
 - E. MOBILE CHANGEABLE MESSAGE SIGN UNITS WITH MOUNTED ATTENUATOR WILL BE PAID FOR AS ITEM NO. 712-08.10, MOBILE MESSAGE SIGN UNIT W/ ATTENUATOR, PER HOUR. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|----------------|-----------|
| RESURF. | 2016 | NH-1-65-2(107) | 2D |
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REV. 11-5-15: REVISED SECTIONS D AND G OF NOTE 8 UNDER RESURFACING SUBHEADING.

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DEPARTMENT OF TRANSPORTATION

**SPECIAL
NOTES**

SPECIAL NOTES

RAILROAD CROSSING NOTES

- (1) 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 EACH INDIVIDUAL RAILROAD BEING AFFECTED BY THIS PROJECT SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAFFIC IN ANY MANNER.
- (2) 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.
- (3) BRIDGES OVER CSXT RAILROAD AT L.M.19.54 (ID # 877478L) TO BE COLD PLANED 1.25" THICK (TOLERANCE 0.12") AND PAVED WITH 65 LB/SY OF THIN LIFT CS MIX.
- (4) 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 DECKS OVER THE RAILROAD.
- (5) THE CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURE NECESSARY TO PREVENT DEBRIS FROM 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.
- (6) FOR ANY COLD PLANING OR RESURFACING OVER 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.
- (7) SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C(R) REGARDING INSURANCE AND RAILROAD FLAGGING SERVICES REQUIREMENTS, FOR WORK OVER AND/OR ADJACENT TO THE RAILROAD'S RIGHT OF WAY.

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|----------------|-----------|
| RESURF. | 2016 | NH-1-65-2(107) | 2E |
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REV. 11-5-15: UPDATED RAILROAD CONTACTS.

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**SPECIAL
NOTES**