

Index Of Sheets
Resurfacing
See Sheet IA

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	NH-1-65-3(122)	
STATE PROJ. NO.	74003-8166-44	

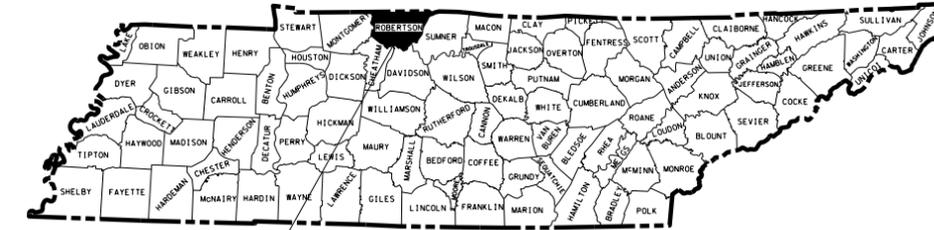
ROBERTSON COUNTY

INTERSTATE NO. 65

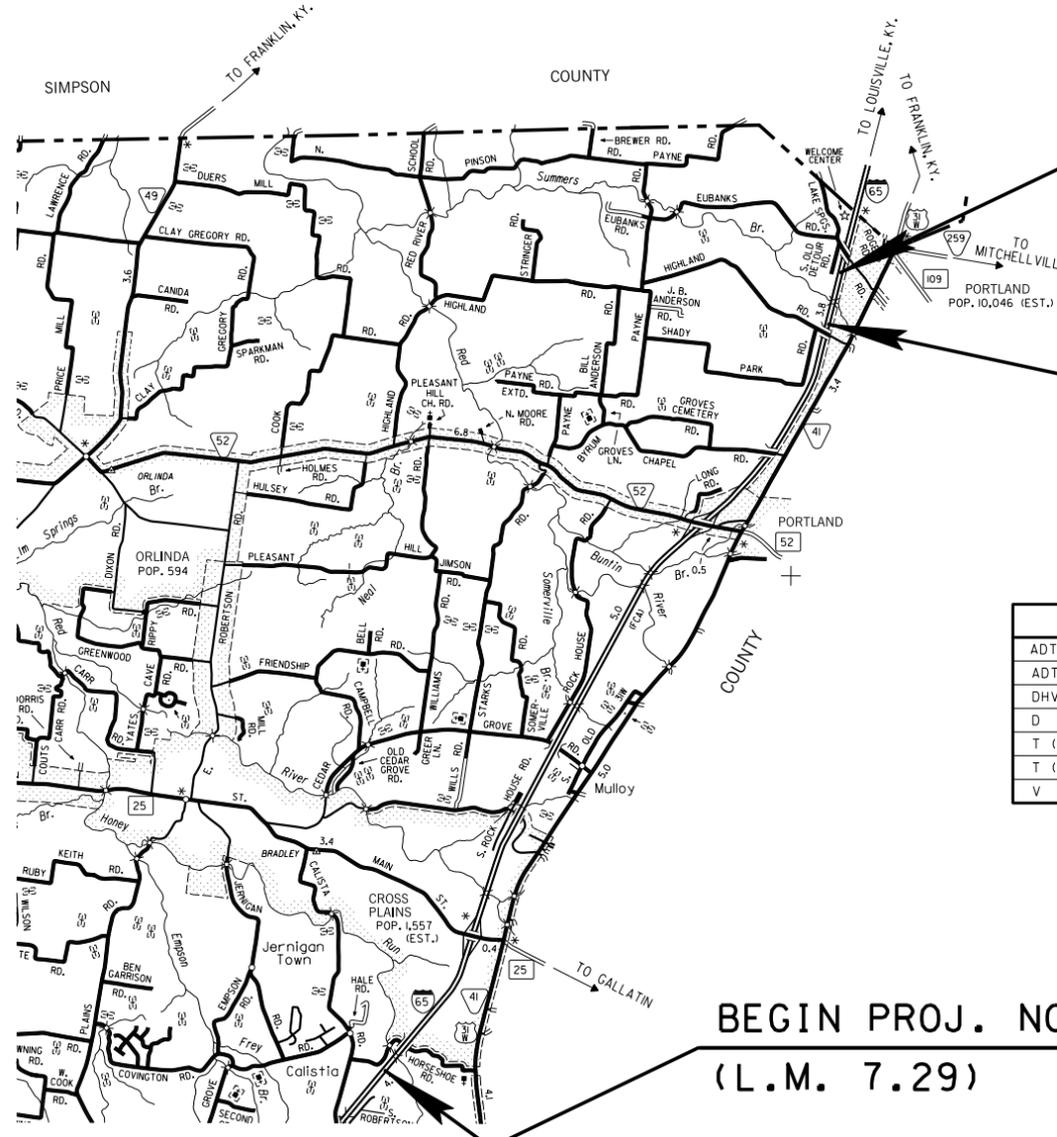
FROM SOUTH OF HONEY RUN CREEK (L.M. 7.29)
TO NORTH OF HIGHLAND ROAD (L.M. 16.46)

RESURFACING

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



PROJECT LOCATION



ADJACENT PROJECT
STP/HPP/NH-1-65-3(113)

74003-8166-44
END PROJ. NO. NH-1-65-3(122)
(L.M. 16.46)

NO EXCLUSIONS
NO EQUATIONS

TRAFFIC DATA	
ADT (2015)	47,900
ADT (2035)	57,480
DHV (2035)	4,598
D	50 - 50
T (ADT)	35 %
T (DHV)	23 %
V	70 MPH

SEALED BY

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

DATE: _____

APPROVED: *John Schroer*
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR

DATE: _____

74003-8166-44
BEGIN PROJ. NO. NH-1-65-3(122)
(L.M. 7.29)

SCALE: 1" = 1 MILE

PROJECT LENGTH 9.170 MILES
TOTAL LANE MILES RESURFACED 36.7 MILES

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SPECIAL NOTES

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

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

TDOT ROAD SP. SV. 2 BILLY BINION
DESIGNER JESSE HOOVER CHECKED BY SCOTT JOHNSON
P.E. NO. 98034-4194-04
PIN NO. 081230.02

06-AUG-2014 14:52 \\J03WF01\dot.state.tn.us\03Shared\DESIGN\Resurfacing Plans\2014\Interstate\RobertsonCo.I-65 JH\Construction Set Info Only\001TitleSheet.sht

INDEX

DESCRIPTION	SHT.
TITLE SHEET	1
INDEX AND STANDARD DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	3
GENERAL NOTES	4
SPECIAL NOTES	5
TRAFFIC CONTROL QUANTITIES AND NOTES	6
TRAFFIC CONTROL FOR RAMP	7

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 RAMP
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
RP-J-25	05-27-01	CONCRETE PAVEMENT JOINT REPAIR DETAILS
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-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-3(122)	1A

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX
AND
STANDARD
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-3(122)	2

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	760
(2)	307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	3000
(15)	307-03.10 ASPHALT CONC MIX (PG76-22)(BPMB-HM) GR CS	TON	13950
(4)(18)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	321
(3)(4)(16)	411-03.15 ASP CEM(PG76-22)FOR OGFC MIX	TON	1415
(3)(4)(17)	411-03.16 AGGREGATE FOR OGFC MIX	TON	22175
	411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	37
(10)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	28094
(12)	501-01 PORTLAND CEMENT CONCRETE PAVEMENT(REPLACEMENT)	S.Y.	76
(12)	502-04.01 SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F.	370
(12)	502-04.02 LOAD TRANSFER DOWELS	EACH	112
(12)	502-08.07 SEALING RANDOM CRACKS (SILICONE SEALANT)	L.F.	2800
(11)	712-01 TRAFFIC CONTROL	LS	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	540
(5)	712-06 SIGNS (CONSTRUCTION)	S.F.	2838
(8)	712-06.16 SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	2
(1)	712-08.03 ARROW BOARD (TYPE C)	EACH	2
	712-08.10 MOBILE MESSAGE SIGN UNIT W/ATTENUATOR	HOUR	500
(19)	713-02.14 FLEXIBLE DELINEATOR (WHITE)	EACH	130
(19)	713-02.15 FLEXIBLE DELINEATOR (YELLOW)	EACH	25
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	6
	716-01.23 SNWPLWBLE PVMT MRKRS (BI-DIR)(2 COLOR)	EACH	1225
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1225
	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	3400
	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	64
(7)	716-05.02 PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	16800
(7)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	90
(6)(9)(13)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	45
(6)(9)(14)	716-12.03 ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	8400
(6)(9)	716-12.05 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	3427
	717-01 MOBILIZATION	LS	1

FOOTNOTES

- TO BE USED AS DIRECTED BY THE ENGINEER.
- TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
- FOR MATERIAL TRANSFER DEVICE, SEE SPECIAL PROVISION NO. 407G. FOR RIDEABILITY SEE SPECIAL PROVISION 411B
- FOR BITUMINOUS PLANT MIX OPEN GRADED COURSE, SEE SPECIAL PROVISION 411OGFC.
- 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).
- THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS AND COLD PLANED SURFACE.
- 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.
- CONTRACTOR SHALL USE THE RIBBON METHOD FOR APPLICATION.
- 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.
- 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
- TO BE USED FOR CONCRETE RAMP REPAIR
- INCLUDES 3.60 L.M.'S TO BE USED FOR CONCRETE RAMPS.
- INCLUDES 8330 L.F. TO BE USED FOR CONCRETE RAMPS.
- INCLUDES 650 TONS TO BE USED ON ASPHALT SHOULDERS OF CONCRETE RAMPS.
- INCLUDES 66 TONS TO BE USED ON ASPHALT SHOULDERS OF CONCRETE RAMPS.
- INCLUDES 1034 TONS TO BE USED ON ASPHALT SHOULDERS OF CONCRETE RAMPS.
- INCLUDES 20 TONS TO BE USED ON ASPHALT SHOULDERS OF CONCRETE RAMPS.
- QUANTITY TO INCLUDE THE COST OF REMOVAL OF EXISTING DELINEATORS.

COLD PLANE

LOCATION	LENGTH (MILE)	WIDTH (FT.)	DEPTH (IN.)	TOTAL (TON)
L.M. 7.29 - L.M. 16.46	9.17	76	1.25	26831
EXIT 112 RAMP SHOULDERS	2	8	1.25	616
EXIT 117 RAMP SHOULDERS	2.1	8	1.25	647
TOTAL (TON)				28094

CONCRETE RAMP REPAIR TABULATION

LOCATION	CONCRETE PAVEMENT REPLACEMENT	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LOAD TRANSFER DOWELS	RANDOM CRACKS (SILICONE SEALANT)	ENHANCED FLATLINE THERMO (6" LINE)	ENHANCED FLATLINE THERMO (6" BARRIER)
	501-01 (S.Y.)	502-04.01 (L.F.)	502-04.02 (EACH)	502-08.07 (L.F.)	716-12.02 (L.M.)	716-12.03 (L.F.)
112 NB ON	9.00	42.00	15.00		0.51	1450.00
112 NB EXT	3.00	22.00	7.00		0.41	680.00
112 SB ON	42.00	218.00	60.00		0.50	1340.00
112 SB EXT	11.00	44.00	15.00		0.41	700.00
117 NB ON					0.39	1690.00
117 NB EXT				1600.00	0.52	670.00
117 SB ON	11.00	44.00	15.00	1200.00	0.33	1080.00
117 SB EXT					0.53	720.00
TOTALS	76.00	370.00	112.00	2800.00	3.60	8330.00

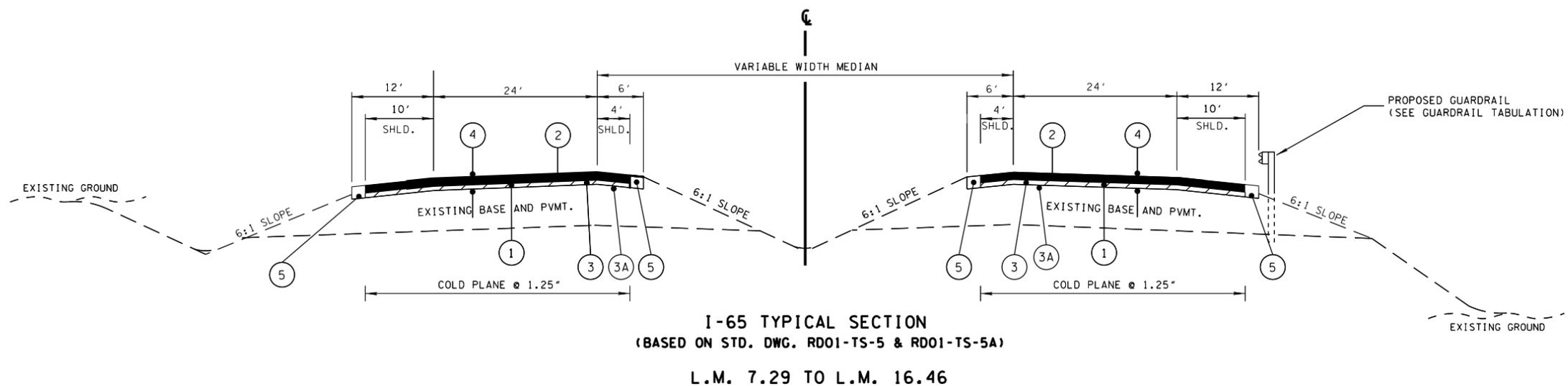
**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**ESTIMATED
ROADWAY
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-I-65-3(122)	3

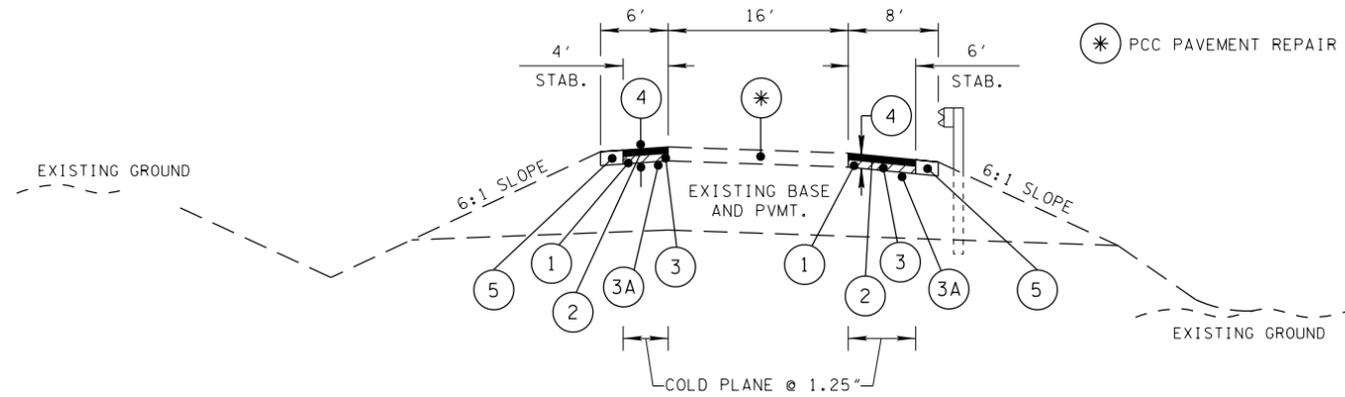


SPECIAL NOTE:

ALL SHOULDERS WILL BE DEGRADED/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.



BRIDGE NOTES		
LOG MILE	LENGTH (FT.)	RECOMMENDATION
7.50	56	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
7.560	122	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
8.96 UNDERPASS	CLEARANCE HEIGHT NBL=16'9"; SBL=18'2"	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
9.41	163	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
10.32	149	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
11.13	118	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
11.63	22	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
13.04	181	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
13.24 NBL	45	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
13.26 SBL	45	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
13.98 UNDERPASS	CLEARANCE HEIGHT NBL=18'0"; SBL=17'2"	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
15.03 UNDERPASS	CLEARANCE HEIGHT NBL=15'5"; SBL=17'1"	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT
16.44 UNDERPASS	CLEARANCE HEIGHT NBL=16'9"; SBL=17'1"	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT

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.) 411-03.15 ASPHALT CEMENT (PG76-22) FOR OGFC MIX 411-03.16 AGGREGATE FOR OGFC MIX	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)

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TYPICAL
SECTIONS
AND
PAVEMENT
SCHEDULE**

06-AUG-2014 14:52 \\J03WF01\dot.state.tn.us\035Shared\SURVEY\DESIGN\Resurfacing Plans\2015\Interstate\RobertsonCo.I-65 JH\Construction Set Info Only\003 TypicalSectionsAndPavementSchedule.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-3(122)	4

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 6" 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.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (8) 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.

- (9) 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.
- (10) 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.
- (11) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (12) 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.
- (13) 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

- (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.

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**GENERAL
NOTES**

06-AUG-2014 14:52 \\J03WF01\dot1.state.tn.us\035shared\SURVEY\DESIGN\Resurfacing Plans\2015\interstate\RobertsonCo-I-65 JH\Construction Set Info Only\004 GeneralNotes.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-3(122)	5

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 DEGRADED, MATERIAL SHALL BE PICKED UP AND REMOVED. CLEANING AND STRAIGHTENING ENDS OF EXISTING SIDEDRAINS AND CROSSEDRAINS 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.

RESURFACING

- (5) DURING COLD PLANING OPERATION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN.
- (6) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.
- (7) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:
 - A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.
 - B. THE SURFACE SHALL BE SWEEPED AND CLEANED OF ALL LOOSE MATERIALS.
 - C. THE 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

NPDES

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

- (9) 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

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

END OF TRAFFIC QUEUE PROTECTION

- (11) 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 TRAVELLING 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.

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**SPECIAL
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-3(122)	6

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

- 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.
- 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.
- 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.
- TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 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.
- 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	2	TN-44
712-08.03	ARROW BOARD (TYPE C)	EACH	2	
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	6	
712-06	SIGNS CONSTRUCTION	S.F.	2838	

SIGNS CONSTRUCTION 712-06				
QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
4	G20-1	ROAD WORK NEXT 10 MILES	48 x 24	32
8	G20-2	END ROAD WORK	48 x 24	64
(2)	M4-9R	EXT	30 x 24	10
(2)	R1-2	YIELD	36 x 36 x 36	8
(1)	TN-55A	"RECORD A COMMENT"	96 x 48	64
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
96	W8-11	UNEVEN LANES	48 x 48	1536
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 1/2 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 1/2 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.				2838

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:

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

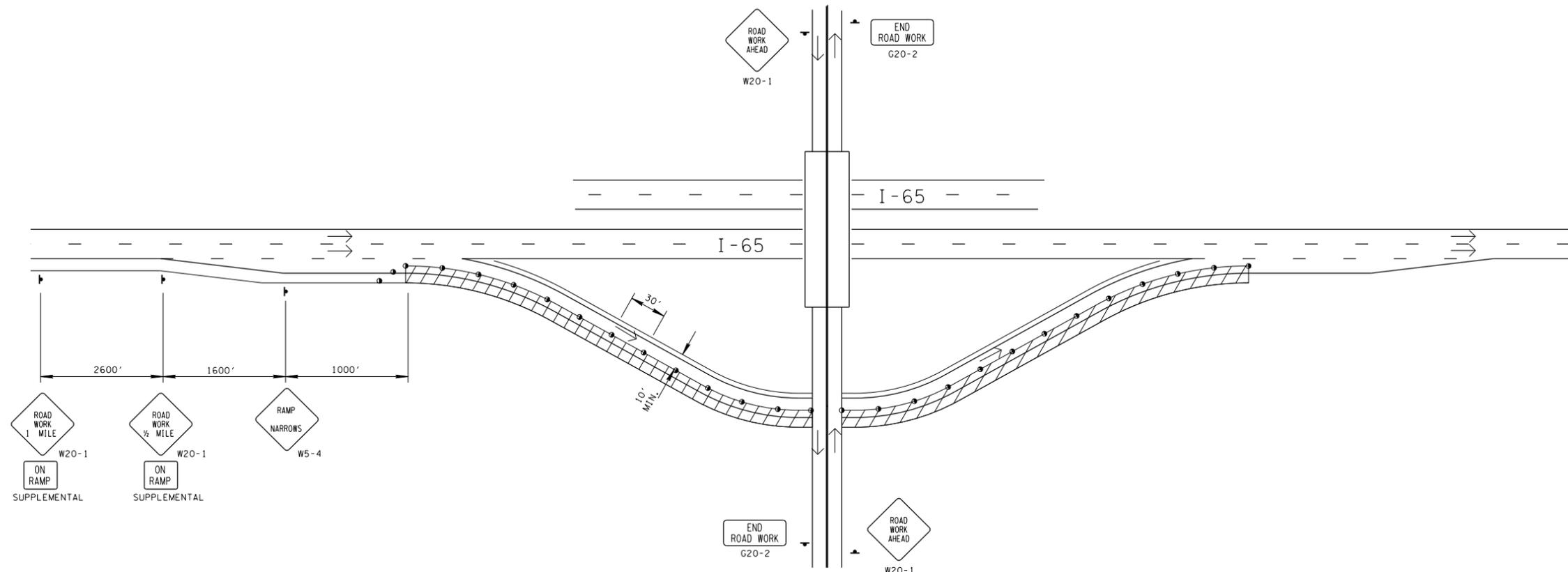
**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

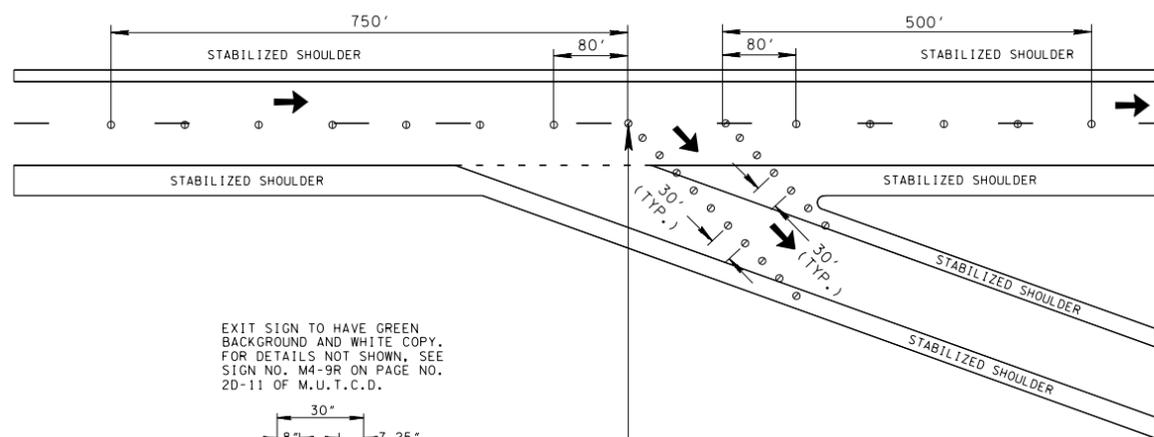
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL
QUANTITIES
AND
NOTES**

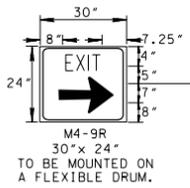
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-I-65-3(122)	7



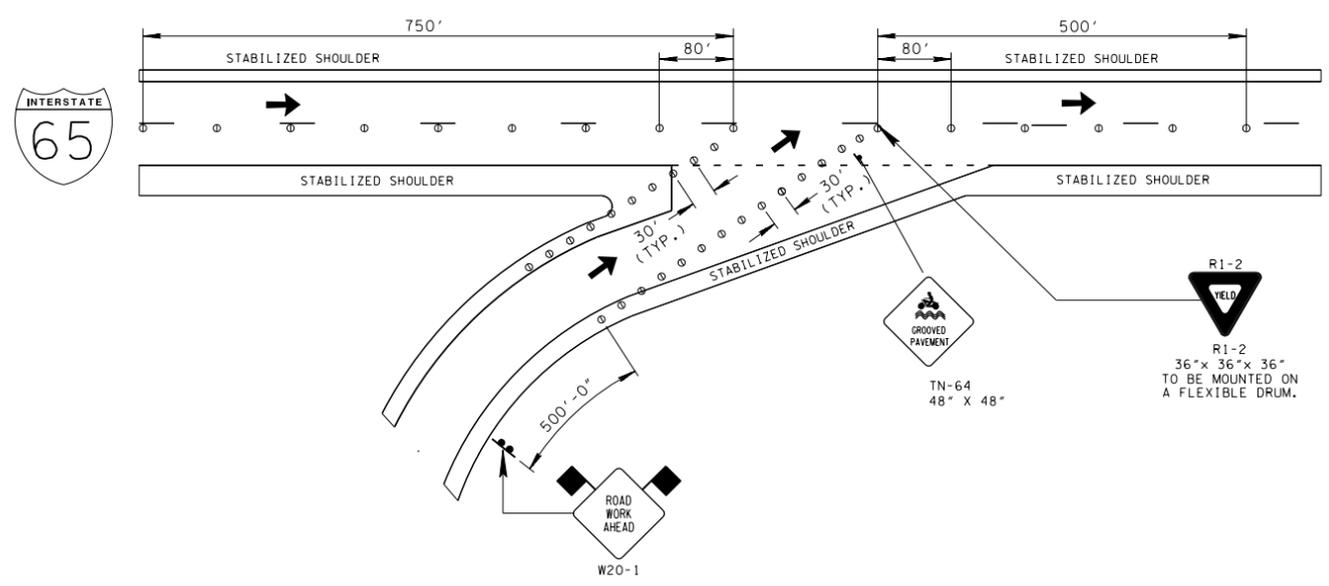
INTERCHANGE DETAIL



EXIT SIGN TO HAVE GREEN BACKGROUND AND WHITE COPY. FOR DETAILS NOT SHOWN, SEE SIGN NO. M4-9R ON PAGE NO. 2D-11 OF M.U.T.C.D.



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.

UNOFFICIAL SET NOT FOR BIDDING

SEALED BY

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL FOR RAMPS

06-AUG-2014 14:53 \\J03WF01\dot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2015\Interstate\RobertsonCo-I-65 JH\Construction Set info Only\007 RampDetails.dgn