

# Index Of Sheets

SEE SHEET NO. 1A FOR INDEX

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

## ROANE COUNTY

I-40: FROM S.R. 61 BRIDGE TO S.R. 58

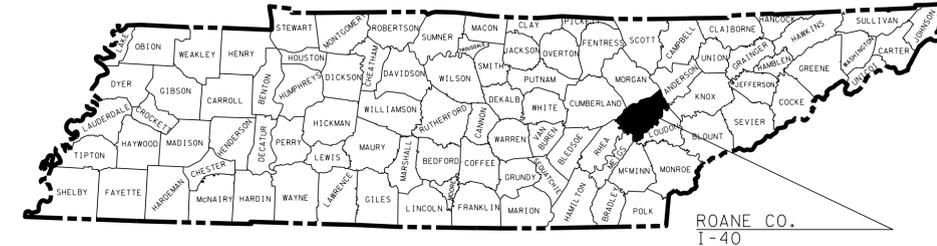
### RESURFACE

STATE HIGHWAY NO. N/A F.A.H.S. NO. I-40

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	NH-I-40-7(171)	
STATE PROJ. NO.	73100-8114-44	
73100-4120-04		

REVISED 08-14-14 CHANGED PROJECT DESCRIPTION

REVISED 08-18-14 REVISED LIMITS OF PROJECT AND CHANGED PROJECT DESCRIPTION

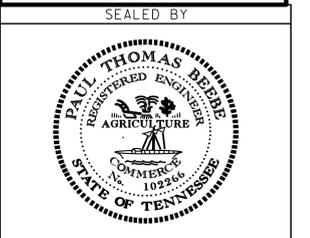


73100-8144-44  
BEGIN NH-I-40-7(171)  
L.M. 7.28 (M.M. 347.67)

73100-8144-44  
END NH-I-40-7(171)  
L.M. 16.24 (M.M. 356.63)

NO EXCLUSIONS  
NO EQUATIONS

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**



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

DATE: \_\_\_\_\_

APPROVED: *John Schroer*  
JOHN SCHROER, COMMISSIONER



SCALE: 1" = 1 MILE  
0 1 MI

#### 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.

PROJECT LENGTH 8.96 MILES  
TOTAL LANE MILES RESURFACED 40.49 MILES

TRAFFIC DATA	
ADT (2015)	48,100
POSTED SPEED	70 MPH

TDOT TRANS. PROJ. SP. ERIC WILSON

DESIGNER STEPHANIE WALLIS CHECKED BY PAUL BEEBE

P.E. NO. 98012-4199-04

PIN 120291.00

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

# INDEX

# STANDARD ROADWAY DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	NH-1-40-7(1 71)	1A

ROANE CO. I-40  
73100-8114-44

## SHEET NAME

## SHEET NO.

TITLE SHEET .....	1
INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
ESTIMATED ROADWAY QUANTITIES.....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	3
GENERAL NOTES.....	4
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GUARDRAL TABULATED QUANTITIES .....	6, 7
BRIDGE REPAIR SHEETS.....	B1

## DWG. NO REV. DESCRIPTION

### ROADWAY DESIGN STANDARDS

RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS
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-5B	10-15-02	DESIGN STANDARDS FREEWAYS WITH MEDIAN BARRIER

### ROADWAY AND PAVEMENT APPURTENANCES

RP-J-25	05-27-01	CONCRETE PAVEMENT JOINT REPAIR DETAILS
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### SAFETY DEVICES AND FENCES

S-CC-1		CRASH CUSHION
S-CC-2		CRASH CUSHION (GATING) BARREL ARRAY
S-CZ-1		CLEAR ZONE CRITERIA
S-GR31-1		W-BEAM GUARDRAIL
S-GR31-2		MEDIAN DIVIDER GUARDRAIL
S-GRA-1		GUARDRAIL ANCHOR FOR TYPE 12 TERMINAL
S-GRA-1A		GUARDRAIL ANCHOR FOR TYPE 12 TERMINAL (ALTERNATIVE)
S-GRA-3		GUARDRAIL ANCHOR FOR TYPE 21,13 AND IN-LINE TERMINALS
S-GRC-1		GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL
S-GRT-1		TYPE 12 GUARDRAIL TERMINAL (BURIED-IN-BACKSLOPE)
S-GRT-2		TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-2R		EARTH PAD FOR TYPE 38 (RETROFIT)
S-GRT-4		TYPE 13 GUARDRAIL TERMINAL (TRAILING END)
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-3		SAFETY PLAN: MINIMUM INSTALLATION AT BRIDGE ENDS
S-PL-4	04-11-14	SAFETY PLAN FOR PIERS IN CLEAR ZONE
S-PL-5	04-11-14	SAFETY PLAN FOR BRIDGE ENDS IN MEDIANS

### TRAFFIC CONTROL APPURTENANCES

T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS
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-9	11-1-11	MARKING DETAILS FOR RAMP INTERSECTIONS
T-M-15		ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED
T-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	11-01-11	DETAIL FOR VERTICAL PANELS AND FLEXIBLE DELINEATORS
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-12	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

### EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

INDEX  
AND  
ROADWAY  
DRAWINGS

**ESTIMATED ROADWAY QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1) 201-01	CLEARING AND GRUBBING	LS	1
(1) 202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	7259
208-01	SHOULDERS AND DITCHES	L.M.	34.8
(2) (3) 209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1000
(4) 303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2646
(14) 307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	3314
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	220
(5) 411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	10545
(6) 411-03.10	ACS MIX(PG76-22) GRADING D	TON	22054
411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	34.5
(7) 415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	33526
(8) 502-08.01	RESEALING JOINTS (HOT POURED ELASTIC)	L.F.	15004
705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F.	806
705-01.02	GUARDRAIL AT BRIDGE PIERS	L.F.	104
705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	49480
705-03.01	MEDIAN DIVIDER GUARDRAIL, WITH RUB-RAIL (TYPE 2)	L.F.	4175
705-04.02	GUARDRAIL TERMINAL (TYPE 12)	EACH	21
705-04.03	GUARDRAIL TERMINAL (TYPE 13)	EACH	48
705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	38
705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH	38
(15) 705-04.10	EARTH PAD FOR GUARD RAIL END TREATMENT	EACH	21
705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	4
705-17.97	ATTENUATOR (NARROW- LOW MAINTENANCE)	EACH	2
706-01	GUARDRAIL REMOVED	L.F.	53655
712-01	TRAFFIC CONTROL	LS	1
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	1386
(2) 712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	392
712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	70
(2) 712-05.01	WARNING LIGHTS (TYPE A)	EACH	196
(9) 712-06	SIGNS (CONSTRUCTION)	S.F.	6301
(10) 712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	10
712-08.03	ARROW BOARD (TYPE C)	EACH	4
(2) 712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	2000
(2) 712-09.30	REMOVABLE BLACK-OUT TAPE (6")	L.F.	2000
(11) 713-02.04	DELINEATOR (MILE MARKER) & STEEL POST	EACH	20
713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	605
713-02.15	FLEXIBLE DELINEATOR (YELLOW)	EACH	360
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2
(16) 716-01.22	SNWPLWBLE PVMT MRKRS (MONO-DIR)(1-COLOR)	EACH	1288
716-01.23	SNWPLWBLE PVMT MRKRS (BI-DIR)(2-COLOR)	EACH	143
716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1288
(12) 716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	208
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	4
716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	765
716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	8
(16) 716-04.06	PLASTIC PAVEMENT MARKING (WRONG WAY ARROW)	EACH	11
716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	15
(13) 716-05.49	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	102
716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	60
716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	3395
716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	4643
717-01	MOBILIZATION	LS	1

**ESTIMATED BRIDGE QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	PRICE
604-10.50	Partial Depth Deck Repair	S.Y.	600	195
604-10.30	Full Depth Deck Repair	S.Y.	70	283
617-01	Bridge Deck Sealant	S.Y.	3024	12

**FOOTNOTES:**

- (1) TO BE USED FOR REMOVAL OF ALL ASPHALT SHOULDERS ADJACENT TO EXISTING CONCRETE RAMPS.
- (2) QUANTITY MAY BE INCREASED OR DECREASED AS DIRECTED BY THE T.D.O.T. SUPERVISOR.
- (3) TO BE USED DURING CLEARING AND GRUBBING OPERATIONS. INCLUDES COST OF SEDIMENT REMOVAL. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATION FOR MAINTENANCE REPLACEMENT.
- (4) TO BE USED FOR RAMP SHOULDERS.
- (5) INCLUDES 2131 TONS FOR RAMP SHOULDERS.
- (6) INCLUDES 2477 TONS FOR RAMPS AND 863 TONS FOR ACCEL/DECEL/GORE AREAS. ASPHALT ON MAINLINE TO BE TAPERED APPROX. 75' ON CONCRETE RAMPS OR AS DIRECTED BY THE T.D.O.T. SUPERVISOR.
- (7) INCLUDES 3983 TONS FOR RAMPS, 853 TONS FOR ACCEL/DECEL/GORE AREAS, AND 2053 TONS FOR BAD AREAS.
- (8) TO BE USED TO SEAL SHOULDER JOINTS ON CONCRETE RAMPS.
- (9) INCLUDES THE INSTALLATION AND MAINTENANCE OF A NEW SIGN PANEL, SHEETING AND SUPPORTS. QUANTITY INCLUDES THE FOLLOWING SIGNS TO BE USED AS DIRECTED BY THE T.D.O.T. SUPERVISOR:

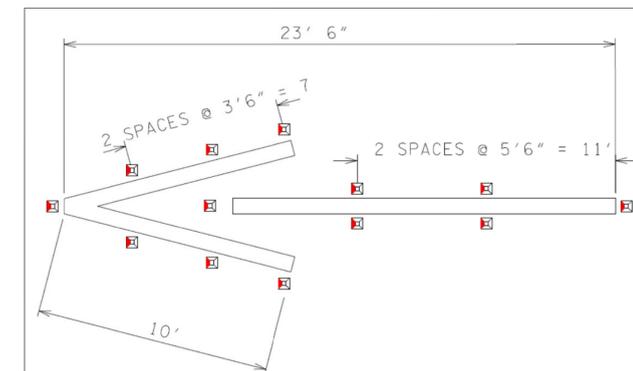
No.	Description	Sign Code	Sign Size	Sq. Ft.
23	Advance Road Work	W20-1	4 x 4	368
12	Right Lane Closed Ahead	W20-5R	4 x 4	192
4	Road Work Next 10 Miles	G20-1	4 x 2	32
15	Speed Limit	R2-1	4 x 5	300
140	Shoulder Drop Off	W8-9A	4 x 4	2240
4	Reduced Speed Ahead	R2-5A	4 x 5	80
4	Lane Reduction	W4-2R	4 x 4	64
96	Uneven Lanes	W8-11	4 x 4	1536
22	Yield Ahead	W3-2	3 x 3	198
22	Be Prepared to Stop	W3-4	3 x 3	198
11	Exit	E5-1	2 x 1.5	33
22	Yield	R1-2	5 x 5 x 5	237.6
15	End Road Work	G20-2	4 x 2	120
4	Right Shift Arrow	W1-4AR	4 x 4	64
2	Merge Now	SPECIAL SIGN	4 x 4	32
4	Do Not Pass In Right Lane	R4-1(MOD)	10 x 3.5	140
8	Left Shoulder Closed Ahead	W21-5L	4 x 4	128
8	Right Shoulder Closed Ahead	W21-5R	4 x 4	128
4	Supp. Sign Next 9 Miles	SUPP. SIGN	3 x 1.5	18
8	Grooved Pavement	**TN-64	4 x 4	128
2	Record A Comment	TN-55A*	8 x 4	64
<b>TOTALS.F.</b>				<b>6300.6</b>

- (10) 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 (2) 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 WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.
- (11) INCLUDES REMOVAL OF EXISTING DELINEATORS.
- (12) 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.
- (13) TO BE USED ON TEMPORARY PAVEMENT LAYERS.
- (14) INCLUDES 1108 TONS FOR RAMP SHOULDERS AND 2205 TONS FOR BAD AREAS.
- (15) THIS SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP 350 FOR TEST LEVEL 3. EXAMPLES WOULD BE QUAD-GUARD, REACT 350 OR TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING.
- (16) TO BE PLACED ON ALL EXIT RAMPS APPROX. 200' INTERSECTION. SEE STANDARD DRAWING T-M-9 AND DETAIL TO THE RIGHT.

SEE SHEETS NO. 6-7  
FOR GUARDRAIL TABULATIONS

\* LOCATE APPROX. 1000' BEYOND END OF ROAD WORK SIGNS. TO BE 96" X 48" (BLUE BACKGROUND WITH WHITE COPY) 0.100" SHEET ALUMINUM.

\*\* LOCATE IN ADVANCE OF COLD PLANING SECTIONS AND ON ENTRANCE RAMPS WITHIN THE COLD PLANED LIMITS. TO BE 48" X 48" ORANGE BACKGROUND WITH BLACK COPY.



13 BI-DIRECTIONAL RED AND WHITE SPMS

WRONG WAY PAVEMENT ARROW WITH SNOWPLOWABLE PAVEMENT MARKERS TO BE USED ON SINGLE-LANE RAMPS ONLY

EXIT RAMPS AT EXIT 347 S.R. 61  
EXIT RAMP AT EXIT 350 40E TO S.R. 29  
EXIT RAMPS AT EXIT 352 S.R. 58/ N. KENTUCKY STREET  
EXIT RAMPS AT EXIT 355 UNION CHURCH ROAD  
EXIT RAMPS AT EXIT 356A-B S.R. 326

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	NH-1-40-7(1 71)	2

ROANE CO. I-40  
73100-8114-44  
73100-4120-04

REVISED 08-14-14 REVISED ITEM NOS.  
208-01; 307-01.08; 403-01;  
411-01.07; 411-03.10; 411-12.01;  
415-01.01; 705-01.01; 705-02.02;  
705-04.02; 705-04.03; 705-04.07;  
705-04.09; 705-04.10; 706-01;  
712-06; 713-02.14; 716-01.22;  
716-01.30; 716-05.49; 716-12.02

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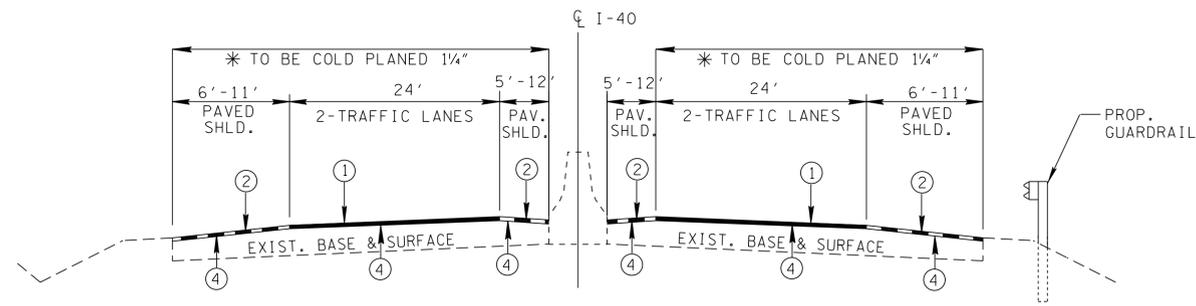
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**ESTIMATED  
ROADWAY  
AND BRIDGE  
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	NH-1-40-7(171)	3

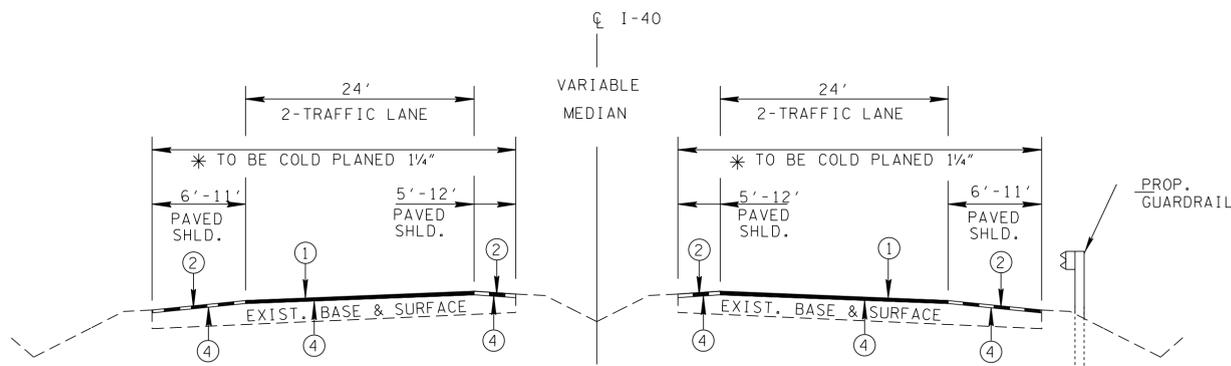
ROANE CO. I-40  
73100-8114-44

REVISED 08-18-14 REVISED LIMITS OF PROJECT



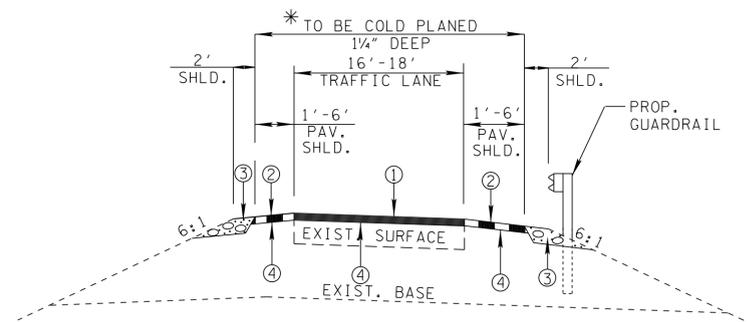
TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 7.28 TO LOG MILE 7.43  
LOG MILE 10.28 TO LOG MILE 11.67



TYPICAL CROSS-SECTION OF IMPROVEMENT

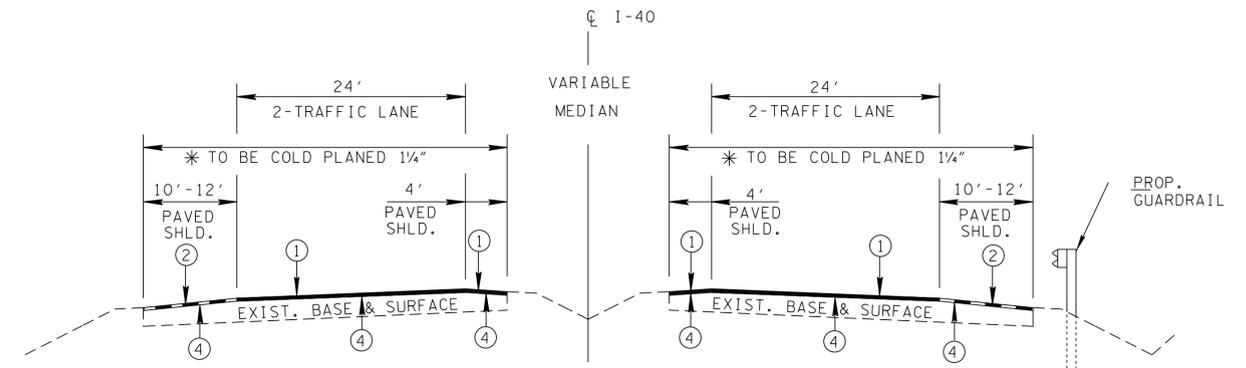
LOG MILE 11.67 TO LOG MILE 12.31



INTERCHANGE RAMP

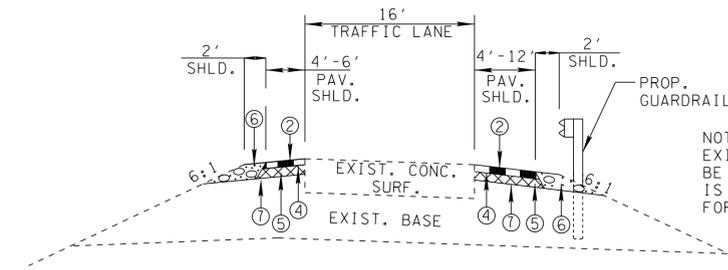
EXIT 347 ALL APPROACHES (APPROXIMATELY 5940 LIN. FT.)  
EXIT 350 40W EXIT (APPROXIMATELY 1100 LIN. FT.)  
EXIT 350 40E ON RAMP (APPROXIMATELY 1320 LIN. FT.)  
EXIT 352 ALL APPROACHES (APPROXIMATELY 5245 LIN. FT.)  
EXIT 355 40W EXIT (APPROXIMATELY 1035 LIN. FT.)  
EXIT 355 40W ON RAMP (APPROXIMATELY 175 LIN. FT.)  
EXIT 355 40E OFF RAMP (APPROXIMATELY 1055 LIN. FT.)  
EXIT 355 40E ON RAMP (APPROXIMATELY 90 LIN. FT.)  
EXIT 356 40W TO 58N (APPROXIMATELY 270 LIN. FT.)  
EXIT 356 58N TO 40E (APPROXIMATELY 190 LIN. FT.)  
EXIT 356 40E TO 58 (APPROXIMATELY 1125 LIN. FT.)  
EXIT 356 58S TO 40E (APPROXIMATELY 925 LIN. FT.)  
EXIT 356 40W TO 58S (APPROXIMATELY 940 LIN. FT.)  
EXIT 356 58 TO 40W (APPROXIMATELY 1600 LIN. FT.)

\* ALL MAINTENANCE PATCHES AND OVERLAYS ARE TO BE REMOVED AND 1/4" OF THE ORIGINAL SURFACE IS TO BE COLD PLANED. REMOVAL OF PATCHES AND OVERLAYS IS TO BE PAID FOR AT THE UNIT PRICE BID FOR ITEM NO. 415-01.01. AFTER COLD PLANING, ALL BAD AREAS, AS DETERMINED BY THE T.D.O.T. SUPERVISOR, ARE TO BE REMOVED TO SOUND PAVEMENT AND REPLACED WITH ITEM NO. 307-01.08. REMOVAL OF BAD AREAS IS TO BE PAID FOR AT THE UNIT PRICE FOR ITEM NO. 415-01.01.



TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 7.43 TO LOG MILE 10.28  
LOG MILE 12.31 TO LOG MILE 16.42



NOTE:  
EXISTING ASPHALT ON RAMP SHOULDERS IS TO BE REMOVED. REMOVAL OF EXISTING SHOULDERS IS TO BE PAID FOR AT THE UNIT PRICE BID FOR ITEM NO. 202-03-01

INTERCHANGE RAMP

EXIT 350 40W ON RAMP (APPROXIMATELY 2620 LIN. FT.)  
EXIT 350 40E EXIT (APPROXIMATELY 3305 LIN. FT.)  
EXIT 355 40W ON RAMP (APPROXIMATELY 745 LIN. FT.)  
EXIT 355 40E ON RAMP (APPROXIMATELY 865 LIN. FT.)  
EXIT 356 40W TO 58N (APPROXIMATELY 460 LIN. FT.)  
EXIT 356 58N TO 40E (APPROXIMATELY 850 LIN. FT.)

PAVEMENT SCHEDULE

①	ASPHALTIC CONCRETE SURFACE (HM) 1 1/4" TH. (APPROX. 132.5 LBS./SQ.YD.) 411-02.10 ACS MIX (PG70-22) GRADING D
②	ASPHALTIC CONCRETE SURFACE (HM) 1 1/4" TH. (APPROX. 128.8 LBS./SQ.YD.) 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
③	MINERAL AGGREGATE BASE (SHOULDERS) 2" TH. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
④	TACK COAT (TC) (APPROX. 0.07-0.10 GAL./SQ.YD.) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
⑤	BITUMINOUS PLANT MIX BASE (HM) 2" TH. (APPROX. 226 LBS./SQ.YD.) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2
⑥	MINERAL AGGREGATE BASE (SHOULDERS) 4" TH. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
⑦	PRIME COAT @ 0.35 GAL./SQ.YD.) 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC)

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**TYPICAL  
SECTIONS  
AND  
PAVEMENT  
SCHEDULE**

# GENERAL NOTES

## GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

## GUARDRAIL

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED.
- (2) THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE A LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

## 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

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (4) 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.
- (5) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (6) 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.
- (7) 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.

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

## EROSION PREVENTION AND SEDIMENT CONTROL

### STREAM/WETLAND

- (1) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS PROVIDED FOR IN THE PLANS.

### LITTER, DEBRIS, WASTE, PETROLEUM

- (2) 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.
- (3) 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.

### PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

- A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:
  - a. WARNING SIGNS, UNEVEN PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES. TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
  - b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN PAVEMENT AND/OR LOW SHOULDER) SHALL BE PLACED IN

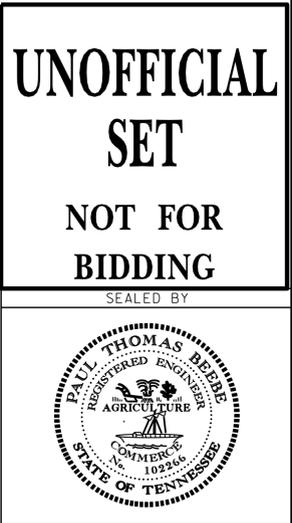
ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

- c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3.5 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN PAVEMENT AND/OR LOW SHOULDER) WILL 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.

IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

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73100-8114-44



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

GENERAL  
NOTES

# SPECIAL NOTES

## UTILITIES

- (1) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT.
- (2) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THE PROJECT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING ANY NECESSARY SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS.
- (4) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC. AT 1-800-331-1111 WILL ALSO BE REQUIRED.
- (5) UTILITY OWNERS:
  - ELECTRIC: HARRIMAN UTILITY BOARD, ROCKWOOD ELECTRIC UTILITY
  - WATER: ROCKWOOD WATER, SEWER & GAS, HARRIMAN UTILITY BOARD, CITY OF KINGSTON
  - SEWER: HARRIMAN UTILITY BOARD, CITY OF KINGSTON
  - GAS: HARRIMAN UTILITY BOARD, Oak Ridge UTILITY DISTRICT
  - TELEPHONE: AT&T
  - CABLE: XFINITY (COMCAST)

## MISCELLANEOUS

- (1) ALL GUARDRAIL, GUARDRAIL POSTS AND SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE REMOVED AND STORED BY STATE FORCES.
- (2) ALL SIGNING AND PAVEMENT MARKING TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (3) PAVED SHOULDERS WILL BE CLEANED (BROOMED) AND AGGREGATE SHOULDERS CLIPPED AND SHAPED BY THE CONTRACTOR AND PAYMENT MADE UNDER ITEM NO. 208-01. MINERAL AGGREGATE AND ASPHALTIC MATERIALS (FOR SHOULDERS) WILL BE ADDED BY THE CONTRACTOR AND PAYMENT MADE UNDER THEIR RESPECTIVE ITEM NUMBERS. THESE MATERIALS WILL BE PLACED TO EXISTING SHOULDER WIDTH OR AS DIRECTED BY THE T.D.O.T. SUPERVISOR.
- (4) THE CONTRACTOR WILL BE REQUIRED TO CUT TREES AND VEGETATION FLUSH WITH THE GROUND WITHIN 35' OF EDGE OF PAVEMENT OR WITHIN 10' IF PROTECTED BEHIND GUARDRAIL. NO ORNAMENTAL AND/OR DECORATIVE TREES SHALL BE CUT OUTSIDE OF THE CLEAR ZONE OR AS DIRECTED BY THE T.D.O.T. SUPERVISOR. ALL TREES AND VEGETATION THAT ARE CUT WILL BE DISPOSED OF AT A SITE APPROVED BY THE T.D.O.T. SUPERVISOR. COST TO BE INCLUDED IN THE UNIT BID PRICE FOR CLEARING AND GRUBBING, ITEM NO. 201-01.

## PAVEMENT MARKINGS

- (1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS BEFORE OPENING TO TRAFFIC. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.49, PAINTED PAVEMENT MARKING (8" LINE), L.M.
- (2) THE CONTRACTOR WILL BE REQUIRED TO PROVIDE THE LAYOUT FOR ALL PAVEMENT MARKING REQUIRED ON THE PROJECT PRIOR TO BEGINNING WORK.
- (3) RAMPS SHALL BE MARKED UP TO WHERE THEY CONNECT TO THE INTERSECTING ROADWAY.

## PAVEMENT - RESURFACING

- (1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE T.D.O.T. SUPERVISOR.

- (2) ALL SURPLUS PATCHING AND CRACK SEALANT IS TO BE REMOVED BEFORE PLACING THE FIRST LAYER OF ASPHALT.
- (3) STATE FORCES WILL REMOVE ALL RAISED PAVEMENT MARKERS, IF ANY, BEFORE RESURFACING IS BEGUN.
- (4) ON ALL SUPERELEVATED CURVES, THE CONTRACTOR SHALL ENSURE THAT THE SHOULDER ROLLOVER RATES SHOWN IN THE TDOT STANDARD ROADWAY DRAWINGS ARE ACHIEVED.
- (5) ALL DEPTHS FOR COLD PLANING SHALL BE 1/2" ± TOLERANCE.
- (6) THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECKS 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 THE T.D.O.T. SUPERVISOR AT NO ADDITIONAL COST.
- (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.

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES

- (1) 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.
- (2) NO LANE CLOSURES WILL BE ALLOWED ON WEEKENDS (FRIDAY-SUNDAY) WHEN THERE IS A SCHEDULED NASCAR RACE IN BRISTOL.
- (3) NO LANE CLOSURES WILL BE ALLOWED ON SATURDAYS WHEN THE UNIVERSITY OF TENNESSEE PLAYS FOOTBALL IN KNOXVILLE OR ON WEEKENDS WHEN THERE IS A SCHEDULED RACE IN BRISTOL.
- (4) THE DEPARTMENT SHALL RESERVE THE RIGHT TO REOPEN LANES AS NECESSARY WHEN TRAFFIC CONDITIONS ARE DEEMED UNACCEPTABLE (EXCESSIVE QUEUE LENGTHS AND DELAY TIMES). THE CONTRACTOR SHALL BE REQUIRED TO FULLY COOPERATE WITH THE TDOT PROJECT SUPERVISOR WHEN REQUESTED TO MAKE CHANGES TO TRAFFIC CONTROL.
- (5) MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDIVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY T.D.O.T. THE T.D.O.T. SUPERVISOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRE CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.
- (6) UTILIZING THE ITEMS AND NOTES IN THIS CONTRACT, THE CONTRACTOR SHALL SUBMIT A PROPOSAL AT THE PRECONSTRUCTION CONFERENCE FOR TRAFFIC CONTROL PHASING TO THE TDOT REGIONAL OFFICE AND OBTAIN PRIOR APPROVAL BEFORE SHIFTING TRAFFIC. THE PROPOSAL MUST MAINTAIN AT LEAST 11' TRAFFIC LANES.
- (7) THE CONTRACTOR IS TO COORDINATE ALL LANE RESTRICTIONS WITH THE TDOT REGIONAL OFFICE. (865-594-2408)

- (8) DURING ALL PERIODS OF CONSTRUCTION INACTIVITY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP ALL LANES OPEN IN ACCORDANCE WITH THE T.D.O.T. PAVEMENT DROP-OFF POLICY. THIS WILL REQUIRE THE REMOVAL OF ALL TRAFFIC CONTROL DEVICES ASSOCIATED WITH ANY LANE CLOSURES AT THE END OF THE WORK DAY AND THE REINSTALLATION OF THE DEVICES AT THE BEGINNING OF THE NEXT WORK DAY.
- (9) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE TDOT SUPERVISOR. 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) ANY WORK REQUIRING LANE CLOSURES, INCLUDING PAVEMENT MARKING OPERATIONS, SHALL BE AT NIGHT SUNDAY THROUGH THURSDAY BETWEEN THE HOURS OF 7 P.M. AND 6 A.M UNLESS OTHERWISE DIRECTED BY THE TDOT REGIONAL CONSTRUCTION SUPERVISOR.
- (11) IF LANE CLOSURES ARE REQUIRED FOR BRIDGE REPAIRS, THE CONTRACTOR SHALL MAINTAIN A PRODUCTIVE AND CONTINUOUS OPERATION ON EACH BRIDGE UNDER REPAIR UNTIL REPAIRS ARE COMPLETE AND/OR ALL LANES ARE OPENED TO TRAFFIC.

## EROSION PREVENTION & SEDIMENT CONTROL

### DISTURBED AREA

- (1) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE.

### SEDIMENT CONTROL

- (2) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC.

## INSPECTION, MAINTENANCE, REPAIR

- (3) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND BE TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT IS TO BE INCLUDED IN PRICE BID FOR ITEM NO. 209-08.03, TEMPORARY SILT FENCE (WITHOUT BACKING) PER LIN. FT.

## NPDES

- (4) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT OF DITCHES 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.

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

## ECOLOGY

- (6) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT ENVIRONMENTAL FEATURES (STREAMS, WETLANDS, OR SPRINGS) ARE NOT IMPACTED DURING CONSTRUCTION. IF THE CONTRACTOR / TDOT INSPECTOR IS UNSURE WHETHER THE ENVIRONMENTAL FEATURES ARE STREAMS, SPRINGS, OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY OR PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED.
- (7) IF DURING ANY VEGETATION REMOVAL, ANY TREES GREATER THAN 5 INCHES IN DIAMETER ARE REQUIRED TO BE REMOVED, CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY. DUE TO THE RECENT MODIFICATION OF THE USFWS STANCE REGARDING THE INDIANA BAT NO TREES > 5" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

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RESURF	2014	NH-1-40-7(171)	5

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73100-8114-44

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

SEALED BY



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**SPECIAL  
NOTES**

**PROPOSED GUARDRAIL**

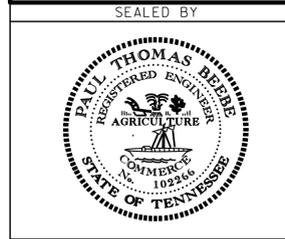
SHEET NO.	LOCATION	LOG MILE		L.F.	CRASH CUSION	GUARDRAIL				TERMINAL ANCHORS			EARTH PADS		GUARDRAIL REMOVED 706-01 (L.F.)	REMARKS
		CRASH CUSION 705-17.97 (EACH)	BRIDGE ENDS 705-01.01 (L.F.)		BRIDGE PIERS 705-01.02 (L.F.)	SINGLE TYPE 2 705-02.02 (L.F.)	MEDIAN TYPE 2 705-03.01 (L.F.)	TYPE 12 705-04.02 (EACH)	TYPE 13 705-04.03 (EACH)	TYPE 38 705-04.07 (EACH)	TYPE 12 705-04.10 (EACH)	TYPE 38 705-04.09 (EACH)				
		FROM	TO													
1	CENTERLINE	10.55	11.105	2918		26			2918			1		1	2918	
2	CENTERLINE	11.39	11.629	1258	1	26			1258						1258	
3	EASTBOUND OUTSIDE	7.535	7.583	255				255			1	1		1	255	
4	EASTBOUND OUTSIDE	7.635	7.691	290				290		1	1		1		290	
5	EASTBOUND OUTSIDE	8.14	8.236	509				509		1	1		1		509	
6	EASTBOUND OUTSIDE	8.502	8.662	848				848		1	1		1		848	
7	EASTBOUND OUTSIDE	8.896	8.958	329		26		329		1			1		329	
8	EASTBOUND OUTSIDE	8.988	9.013	131		26		131			1				131	
9	EASTBOUND OUTSIDE	9.12	9.168	255				255			1	1		1	255	
10	EASTBOUND OUTSIDE	9.357	9.396	200				200			1	1		1	200	
11	EASTBOUND OUTSIDE	9.634	9.953	1705		26		1705				1		1	1705	
12	EASTBOUND OUTSIDE	10.219	10.362	747				747		1	1		1		747	
13	EASTBOUND OUTSIDE	10.561	10.58	102		26		102				1		1	102	
14	EASTBOUND OUTSIDE	10.608	10.74	699		26		699			1				699	
15	EASTBOUND OUTSIDE	10.905	11.044	733				733			1	1		1	733	
16	EASTBOUND OUTSIDE	11.109	11.138	157		26		157		1			1		157	
17	EASTBOUND OUTSIDE	11.416	11.463	244		26		244			1				244	
18	EASTBOUND OUTSIDE	11.733	11.916	968				968			1	1		1	968	
19	EASTBOUND OUTSIDE	12.368	12.667	1572		26		1572			1				1572	
20	EASTBOUND OUTSIDE	13.093	13.33	1256				1256			1	1		1	1256	
21	EASTBOUND OUTSIDE	13.547	13.664	617				617		1	1		1		617	
22	EASTBOUND OUTSIDE	13.777	13.821	232				232			1	1		1	232	
23	EASTBOUND OUTSIDE	13.922	13.937	81			26	81		1			1		81	
24	EASTBOUND OUTSIDE	14.531	14.795	1393				1393			1	1		1	1393	
25	EASTBOUND OUTSIDE	14.997	15.182	971			26	971				1		1	971	
26	EASTBOUND OUTSIDE	15.764	15.845	425				425		1	1		1		425	
27	EASTBOUND OUTSIDE	16.193	16.205	66		26		66				1		1	66	
28	MEDIAN EASTBOUND	7.707	8.109	2135				2135			1	1		1	2135	
29	MEDIAN EASTBOUND	8.944	8.96	86		26		86				1		1	86	
30	MEDIAN EASTBOUND	8.993	9.456	2457		26		2457			1				2457	
31	MEDIAN EASTBOUND	9.945	9.952	32		26		32				1		1	32	
32	MEDIAN EASTBOUND	10.149	11.137	5230		26		5230			1				5230	
33	MEDIAN EASTBOUND	12.293	12.331	198		26		198				1		1	198	
34	MEDIAN EASTBOUND	13.924	13.949	131				131			1	1		1	131	
35	MEDIAN EASTBOUND	15.166	15.2	181				181			1	1		1	181	
36	MEDIAN EASTBOUND	16.177	16.21	171		26		171				1		1	171	
37	MEDIAN WESTBOUND	8.095	8.388	1569				1569			1	1		1	1569	
38	MEDIAN WESTBOUND	8.95	8.977	144		26		144				1		1	144	
39	MEDIAN WESTBOUND	9.546	9.907	1918		26		1918			1				1918	
40	MEDIAN WESTBOUND	12.34	12.373	171		26		171				1		1	171	
41	MEDIAN WESTBOUND	13.901	13.92	100				100			1	1		1	100	

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	NH-I-40-7(171)	6

ROANE CO. I-40  
73100-8114-44  
REVISED 08-18-14 REVISED GUARDRAIL QUANTITY

SEE SHEET NO. 7  
FOR GUARDRAIL  
TABULATIONS TOTALS

**UNOFFICIAL  
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NOT FOR  
BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**GUARDRAIL  
TABULATED  
QUANTITIES**

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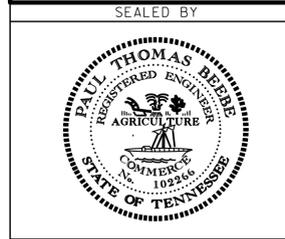
**PROPOSED GUARDRAIL**

SHEET NO.	LOCATION	LOG MILE		L.F.	CRASH CUSION	GUARDRAIL				TERMINAL ANCHORS			EARTH PADS		GUARDRAIL REMOVED 706-01 (L.F.)	REMARKS	
		CRASH CUSION 705-17.97 (EACH)	BRIDGE ENDS 705-01.01 (L.F.)		BRIDGE PIERS 705-01.02 (L.F.)	SINGLE TYPE 2 705-02.02 (L.F.)	MEDIAN TYPE 2 705-03.01 (L.F.)	TYPE 12 705-04.02 (EACH)	TYPE 13 705-04.03 (EACH)	TYPE 38 705-04.07 (EACH)	TYPE 12 705-04.10 (EACH)	TYPE 38 705-04.09 (EACH)					
		FROM	TO														
42	MEDIAN WESTBOUND	15.157	15.188	163				163				1	1		1	163	
43	WESTBOUND OUTSIDE	7.495	8.176	3606				3606		1	1			1		3606	
44	WESTBOUND OUTSIDE	8.462	8.699	1239				1239		1	1			1		1239	
45	WESTBOUND OUTSIDE	8.954	9.123	893			26	893		1				1		893	
46	WESTBOUND OUTSIDE	9.216	9.44	1198			26	1198			1					1198	
47	WESTBOUND OUTSIDE	9.7	9.907	1074			26	1074			1					1074	
48	WESTBOUND OUTSIDE	9.948	9.966	91			26	91				1		1		91	
49	WESTBOUND OUTSIDE	10.171	10.248	405				405		1	1			1		405	
50	WESTBOUND OUTSIDE	10.529	10.547	94			26	94			1					94	
51	WESTBOUND OUTSIDE	10.575	11.04	2442			26	2442		1				1		2442	
52	WESTBOUND OUTSIDE	11.079	11.107	143			26	143			1					143	
53	WESTBOUND OUTSIDE	11.386	11.459	381			26	381		1				1		381	
54	WESTBOUND OUTSIDE	11.694	11.891	1040				1040		1	1			1		1040	
55	WESTBOUND OUTSIDE	12.273	12.304	165			26	165			1					165	
56	WESTBOUND OUTSIDE	12.341	12.651	1637			26	1637		1				1		1637	
57	WESTBOUND OUTSIDE	13.091	13.206	605				605			1	1			1	605	
58	WESTBOUND OUTSIDE	13.25	13.296	240				240		1	1			1		240	
59	WESTBOUND OUTSIDE	13.507	13.596	466				466			1	1			1	466	
60	WESTBOUND OUTSIDE	13.909	13.942	176				176		1				1		176	
61	WESTBOUND OUTSIDE	14.248	14.716	2453				2453			1	1			1	2453	
62	WESTBOUND OUTSIDE	15.175	15.203	147			26	147				1			1	147	
63	WESTBOUND OUTSIDE	15.459	15.504	237				237		1	1			1		237	
64	WESTBOUND OUTSIDE	15.568	15.803	1240				1240		1	1			1		1240	
65	WESTBOUND OUTSIDE	16.19	16.197	38			26	38			1					38	
66	40E TO S.R. 61 N RAMP	1732 FT.			1												REPLACE W/ NEW TERMINAL TYPE
67	S.R. 61N TO 40W RAMP	891 FT.									1						REPLACE W/ NEW TERMINAL TYPE
68	S.R. 29S TO 40W RAMP	2200 FT.										1			1		REPLACE W/ NEW TERMINAL TYPE
69	40E TO S.R. 29 N RAMP	1200 FT.										1			1		REPLACE W/ NEW TERMINAL TYPE
70	40E TO S.R. 29 N RAMP	2250 FT.									1						REPLACE W/ NEW TERMINAL
71	40E TO S.R. 29 N RAMP	2680 FT.										1			1		REPLACE W/ NEW TERMINAL TYPE
72	S.R. 58S TO 40W RAMP	612 FT.										1			1		REPLACE W/ NEW TERMINAL TYPE
73	S.R. 58S TO 40W RAMP	1133 FT.									1						REPLACE W/ NEW TERMINAL TYPE
74	40E TO LAWNVILLE ROAD NORTH RAMP	540 FT.										1			1		REPLACE W/ NEW TERMINAL TYPE
75	S.R. 326S TO 40W RAMP	915 FT.									1						REPLACE W/ NEW TERMINAL TYPE
76	40E TO S.R. 326S RAMP	410 FT.										1			1		REPLACE W/ NEW TERMINAL TYPE
77	40E TO S.R. 326S RAMP	1155 FT.										1			1		REPLACE W/ NEW TERMINAL TYPE
78	S.R. 326N TO 40E RAMP	295 FT.										1			1		REPLACE W/ NEW TERMINAL TYPE
79	S.R. 326N TO 40E RAMP	1035 FT.									1						REPLACE W/ NEW TERMINAL TYPE
<b>TOTALS</b>					<b>2</b>	<b>806</b>	<b>104</b>	<b>49480</b>	<b>4175</b>	<b>21</b>	<b>48</b>	<b>38</b>	<b>21</b>	<b>38</b>	<b>53655</b>		

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	NH-I-40-7(1 71)	7

ROANE CO. I-40  
73100-8114-44  
REVISED 08-14-14 REVISED GUARDRAIL QUANTITY

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NOT FOR  
BIDDING**



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**TABULATED  
QUANTITIES**

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