Index Of Sheets
SEE SHEET IA

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

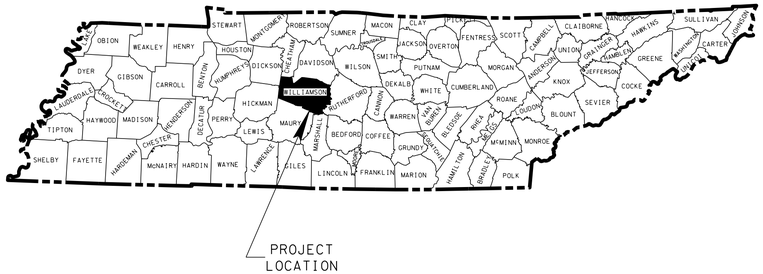
TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	94002-4189-04	

WILLIAMSON COUNTY

I-65 SOUTHBOUND AT LM 13.4(MM66.2)

MAINTENANCE

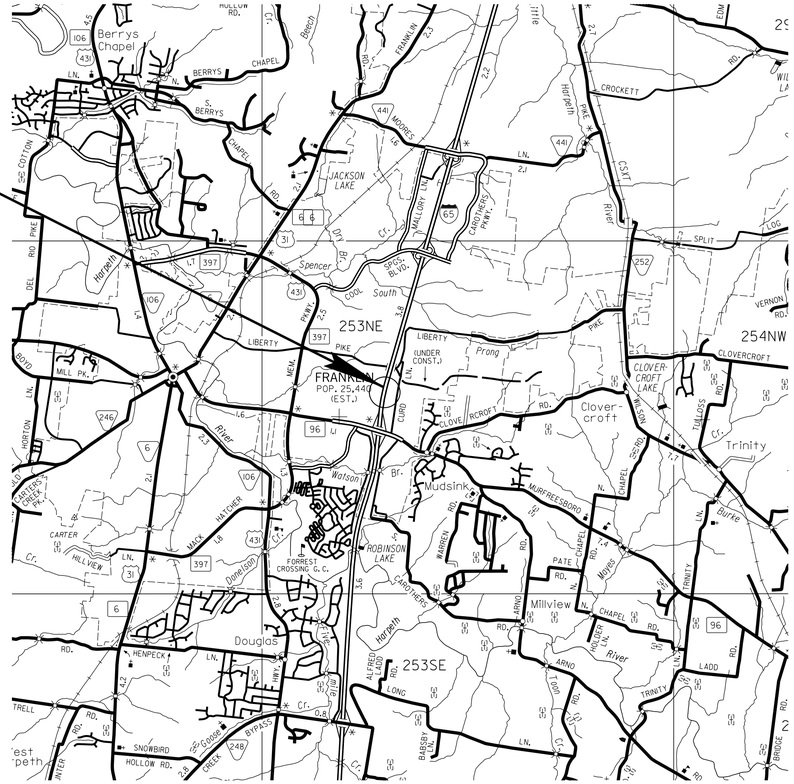
STATE HIGHWAY NO. I-65 F.A.H.S. NO. I-65



PROJECT LOCATION
94002-4189-04 MAINTENANCE

N

0 1 2 3



SCALE: 1"= 1 MILE

NO EXCLUSIONS
NO EQUATIONS

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

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

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

TDOT C.E. MANAGER 1 SHANE HESTER, P.E.

DESIGNER ASO HAWRAMI, P.E. CHECKED BY SHANE HESTER, P.E.

P.E. NO. 94002-4188-04

PIN NO. 120154.00

PROJECT LENGTH 0.095 MILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	1A

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"NO PROJECT COMMETMENTS SHEET INCLUDED IN THIS SET OF PLANS"

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
DRAINAGE-CATCH BASINS AND MANHOLES		
D-TD-1		TRENCH DRAIN
TRAFFIC CONTROL APPURTENANCES		
T-M-5	08-16-12	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-15		ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
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-13	03-13-09	TWO-OUTSIDE LANE CLOSURE ON FREEWAY OR EXPRESSWAY

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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	105-01	CONSTRUCTION STAKES, LINES, AND GRADES	LS	1
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1
	411-03.10	ACS MIX(PG76-22) GRADING D	TON	85
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	0.1
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	1278
	611-05.01	TRENCH DRAINS	L.F.	95
(2)	611-09.01	ADJUSTMENT OF EXISTING CATCHBASIN	EACH	3
	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	75
	712-06	SIGNS (CONSTRUCTION)	S.F.	176
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	4580
(3)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	1
	716-01.23	Snwplwble Pvmt Mrkrs (Bi-Dir)(2 Color)	EACH	7
	716-04.09	PLASTIC PAVEMENT MARKING (H.O.V. DIAMOND)	EACH	1
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.15

(1) UPON COMPLETION OF ALL WORK, THE CONTRACTOR SHALL SUPPLY AN AS BUILT SURVEY OF THE PROJECT TO SHANE HESTER, CIVIL ENGINEERING MANAGER 1, TDOT SURVEY & DESIGN OFFICE, 2ND FLOOR, 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN 37243-0360, EMAIL: SHANE.HESTER@TN.GOV, PHONE: (615) 350-4250, WITHIN 14 CALENDAR DAYS OF COMPLETION OF ALL WORK. THE SURVEY SHALL BE IN A FORMAT THAT IS IN ACCORDANCE WITH THE CURRENT EDITION OF THE TDOT SURVEY MANUAL AND TIED TO THE DATUM ADJUSTED PROJECT CONTROL LISTED WITHIN THESE PLANS. THE DIGITAL TERRAIN MODEL (DTM) SHALL BE PRODUCED UTILIZING A 1' GRID SPACING. THE REGION 3 SURVEY & DESIGN OFFICE WILL PROVIDE CONCURRENCE/REFUSAL WITHIN 7 CALENDAR DAYS UPON RECEIPT OF SAID SURVEY THAT THE PROJECT PROVIDES THE INTENDED CROSS-SLOPE, AND DRAINAGE IMPROVEMENTS AND HAS BEEN CONSTRUCTED IN ACCORDANCE WITH PLANS SPECIFICATIONS. FINAL CONTRACT PAYMENTS WILL NOT BE PAID UNTIL IT HAS BEEN DETERMINED BY THE DEPARTMENT THAT THE PROJECT HAS BEEN BUILT IN ACCORDANCE WITH THE PLANS.

(2) TO BE USED FOR ADJUSTING THE FRAME AND GRATE FOR INV12, INV13 AND INV14 SEE SHEET NO. 4B FOR LOCATIONS.

(3) MESSAGE AND LOCATION SHALL BE APPROVED BY THE PROJECT ENGINEER.

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DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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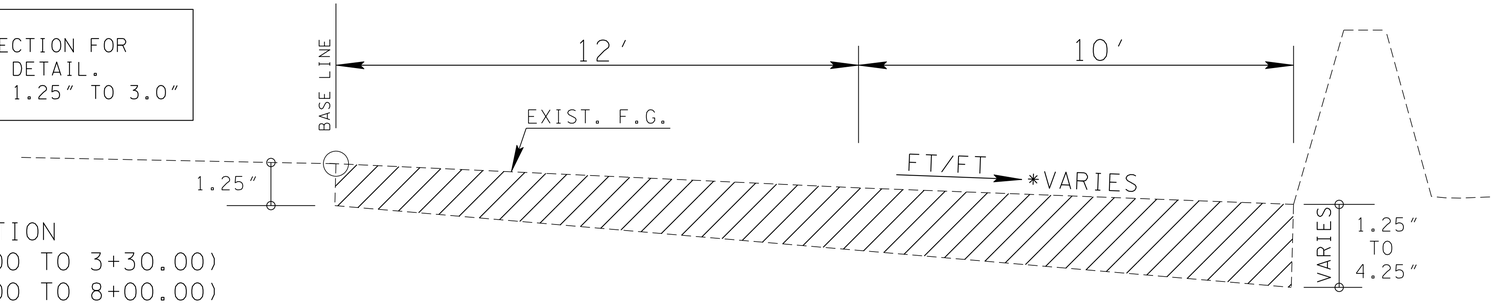
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	2A

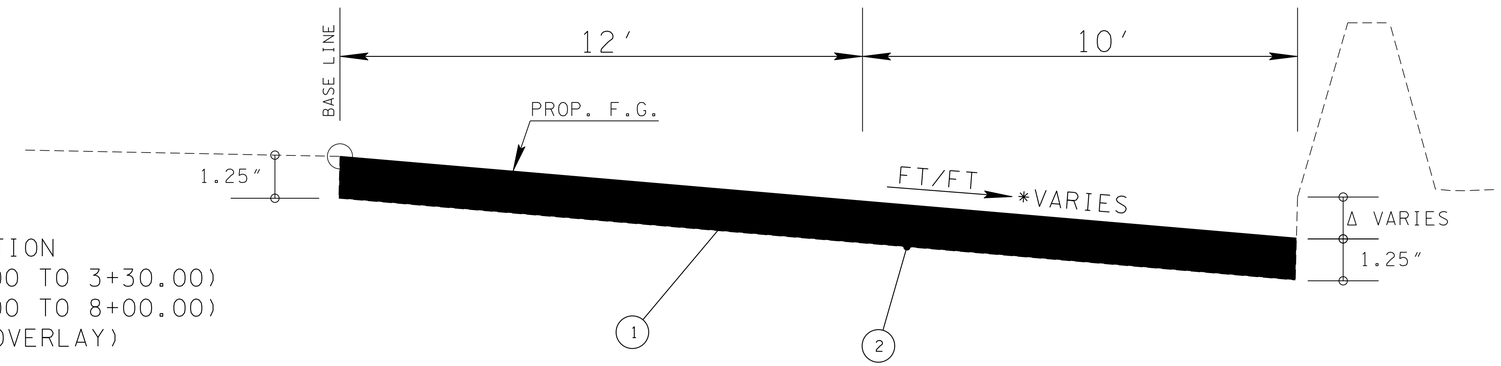
NOTES:
* SEE CROSS SECTION FOR CROSS SLOPE DETAIL.
Δ VARIES FROM 1.25" TO 3.0"



TRANSITION
(STAN. 3+00.00 TO 3+30.00)
(STAN. 7+50.00 TO 8+00.00)
(COLD PLANING)

(1.25" TO 4.25") COLD PLANE

1.25" OVERLAY



TRANSITION
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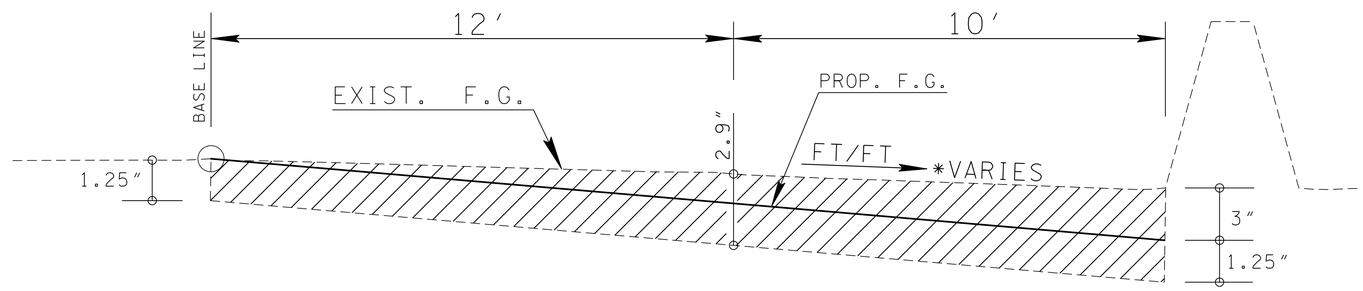
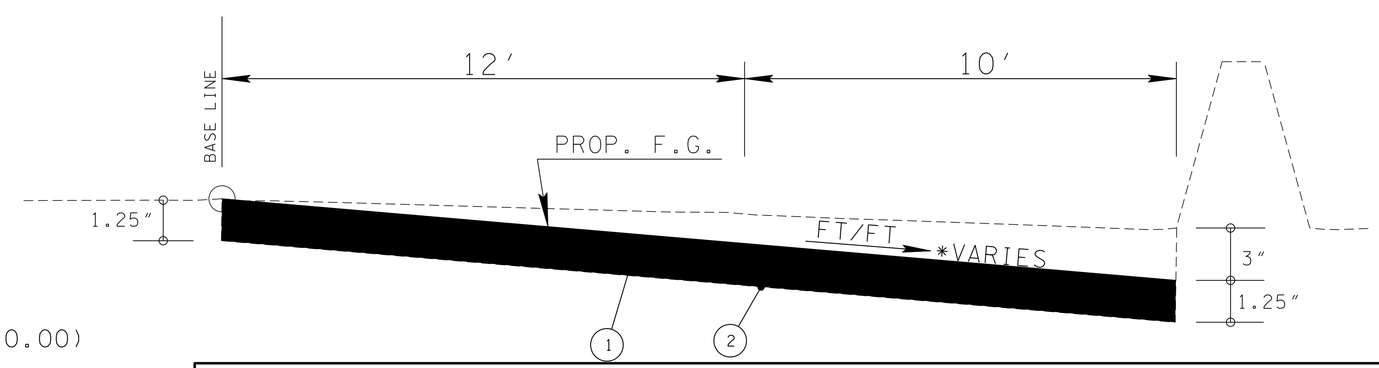
(STAN. 7+50.00 TO 8+00.00)
(1.25"OVERLAY)



FULL DEPTH
(STAN. 3+30.00 TO 7+50.00)
(COLD PLANING)



FULL DEPTH
(STAN. 3+30.00 TO 7+50.00)
(1.25" OVERLAY)

STATION	COLD PLANE DEPTH AT EDGE OF SHOULDER FOR TRANSITIONS (INCHES)
3+00.00	1.25
3+10.00	2.25
3+20.00	3.25
3+30.00	4.25
7+50.00	4.25
7+60.00	3.65
7+70.00	3.05
7+80.00	2.45
7+90.00	1.85
8+00.00	1.25

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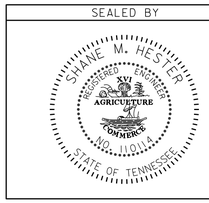

PROPOSED PAVEMENT SCHEDULE

(1) ASPHALTIC CONCRETE SURFACE @ 1.25 in. THICK (APPROX. 132.5 LBS./SQ.YD.) I-65 SOUTH BOUND. 411-03.10 ACS MIX (PG76-22) GRADING "D"	(2) TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (0.10 GAL/SY)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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GENERAL NOTES

GRADING

(1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE 0F THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

(2) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY..

DRAINAGE

(3) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

MISCELLANEOUS

(4) 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

(5) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 712-09.02 REMOVABLE PAVEMENT MARKING (8" BARRIER LINE), LIN. FT.

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(6) 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.

PAVEMENT

PAVING

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

RESURFACING

(8) 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

(9) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

(10) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(11) 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.

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

LITTER, DEBRIS, WASTE, PETROLEUM

(15) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.

(16) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

SPECIAL NOTES

PAVEMENT

RESURFACING

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

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

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

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

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

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

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

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

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

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GENERAL NOTES AND SPECIAL NOTES

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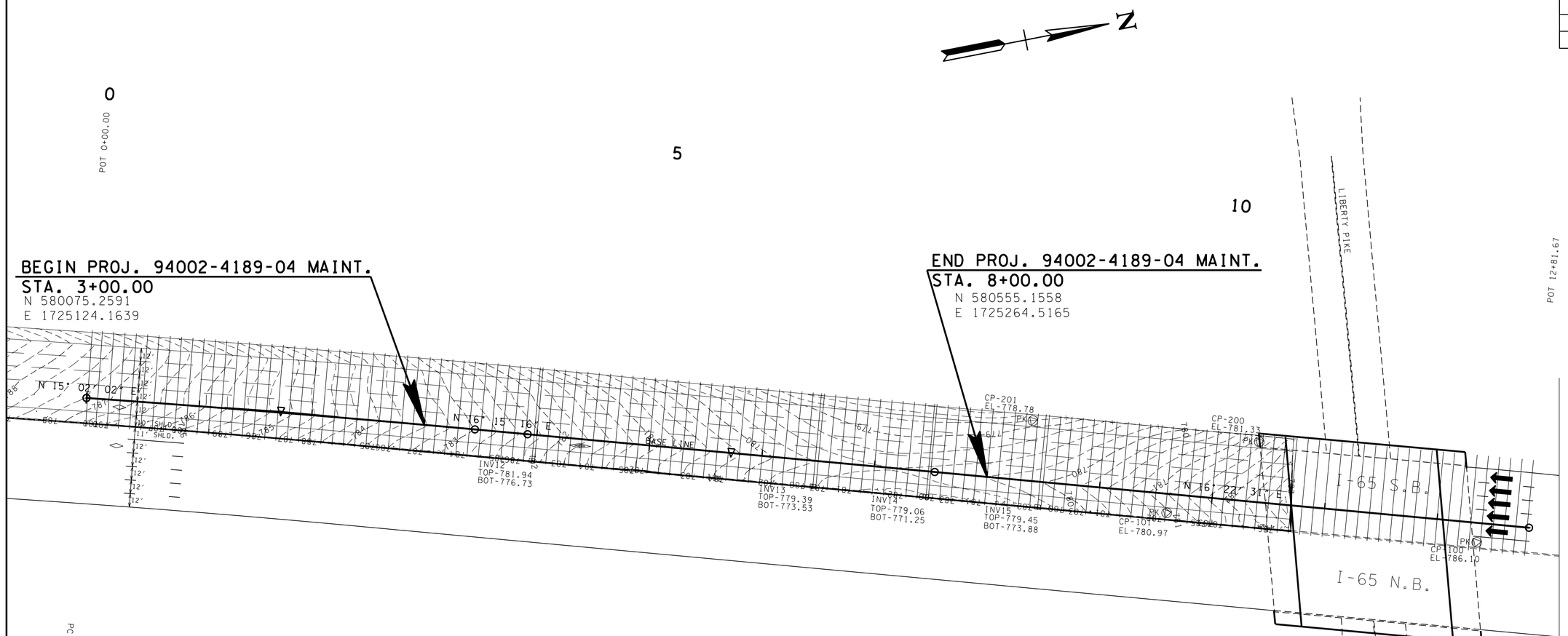

I-65 S.B.
CURVE DCUR100
PI 1+72.46
N 579,952.8240
E 1,725,088.4020
Δ 1° 13′ 14″ (RT)
D 0° 21′ 14″
R 16,185.00
L 344.82
T 172.41
SE SEE CROSS SECTION FOR DETAIL

I-65 S.B.
CURVE DCUR101
PI 5+72.57
N 580,336.9547
E 1,725,200.3991
Δ 0° 07′ 14″ (RT)
D 0° 02′ 00″
R 171,887.34
L 361.84
T 180.92
SE SEE CROSS SECTION FOR DETAIL

CONTROL POINTS

Point	North	East	Elevation	Station	Offset	Feature	Description
100	580969.3620	1725404.2370	786.0990	12+36.80	17.2775	XCP	PK
101	580705.0450	1725326.1620	780.9650	9+61.19	16.8873	XCP	PK
113	577779.9980	1724703.2200	763.8330	Off Chain	Off Chain	XCP	PK
114	577532.6190	1724675.5780	757.3330	Off Chain	Off Chain	XCP	PK
200	580797.4560	1725280.0420	781.3280	10+36.85	-53.4149	XCP	PK
201	580604.4720	1725223.4990	778.7810	8+35.75	-53.2571	XCP	PK
212	577913.3650	1724632.4770	765.9800	Off Chain	Off Chain	XCP	PK
213	577663.7610	1724598.8700	759.0970	Off Chain	Off Chain	XCP	PK

Existing Drainage Information

CATCH BASIN	DRAINAGE ARAEA AC.	DISCHARGE cfs
INV12	0.08	1.85
INV13	0.15	2.14
INV14	0.11	3.63
INV15	0.198	2.75

NOTE: EXISTING CONTOURS SHOWN

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 3+00 TO STA. 8+00

SCALE: 1"= 50'

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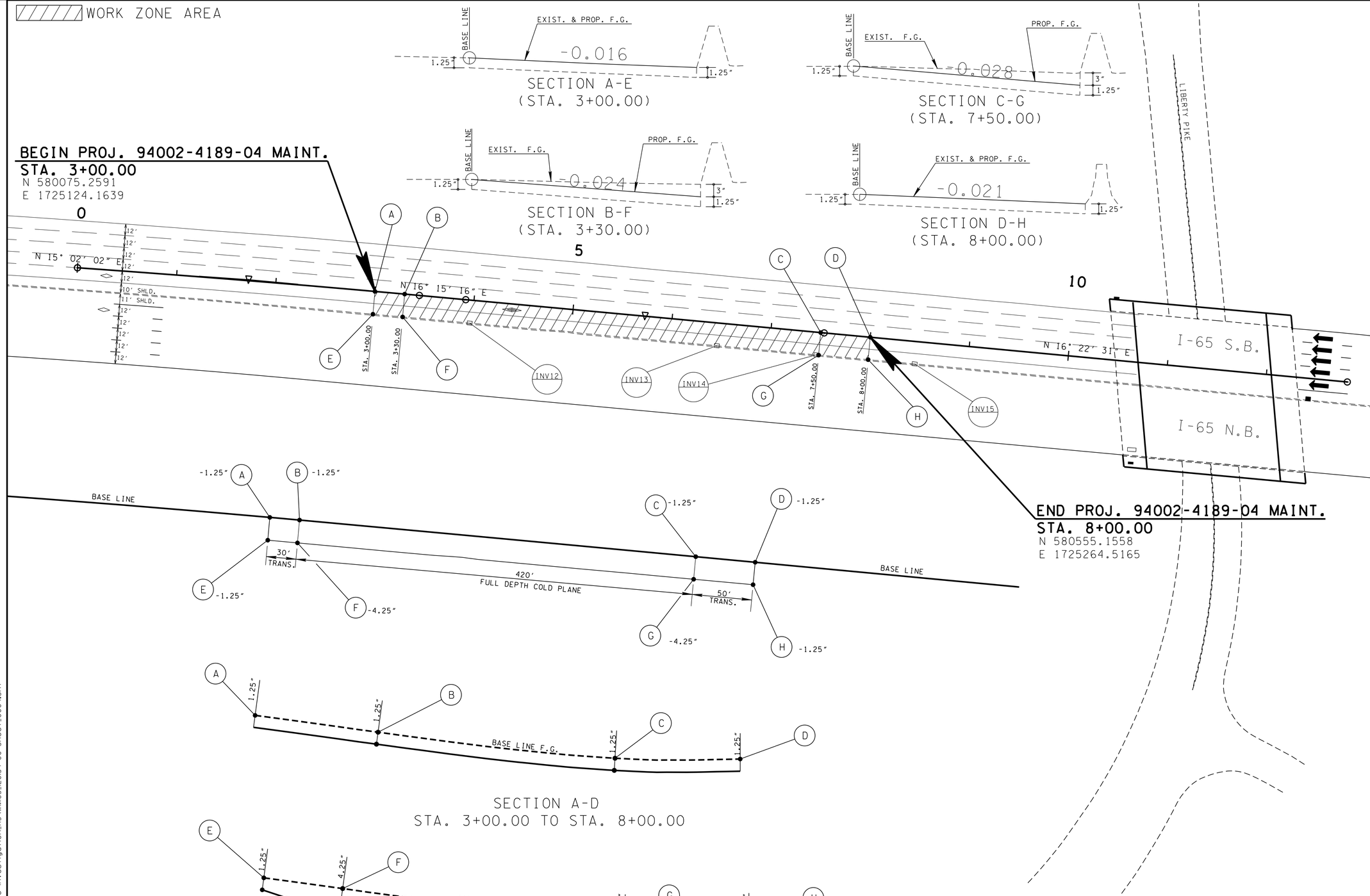
MAINT.	2014	94002-4189-04	4

WORK ZONE AREA



COLD PLANE THICKNESS DETAIL

COLD PLANE DETAIL SHEET

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SHANE M. HESTER
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 110114
STATE OF TENNESSEE

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PROPOSED LAYOUT

STA. 3+00 TO STA. 8+00

SCALE: 1"= 50'

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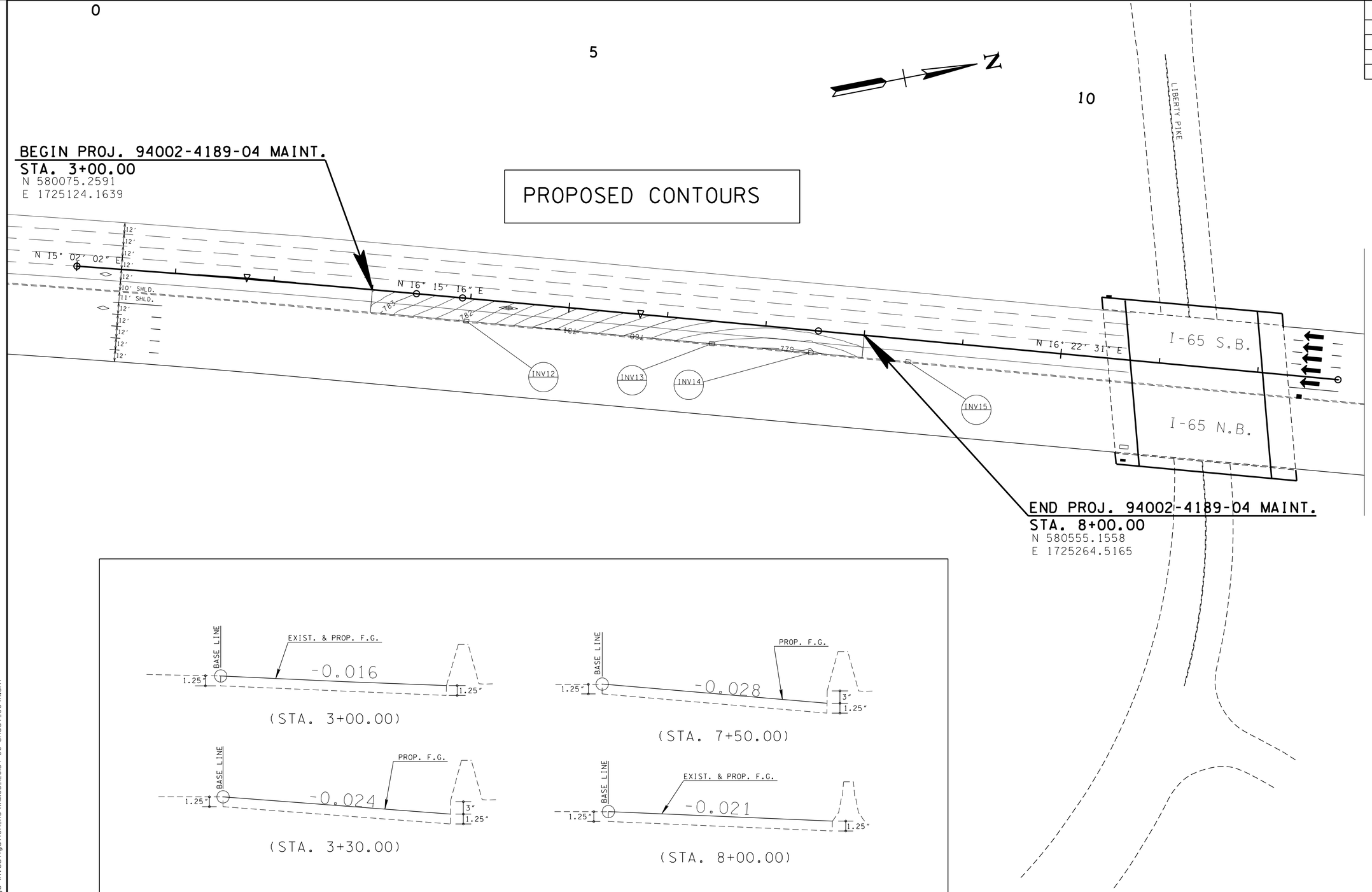

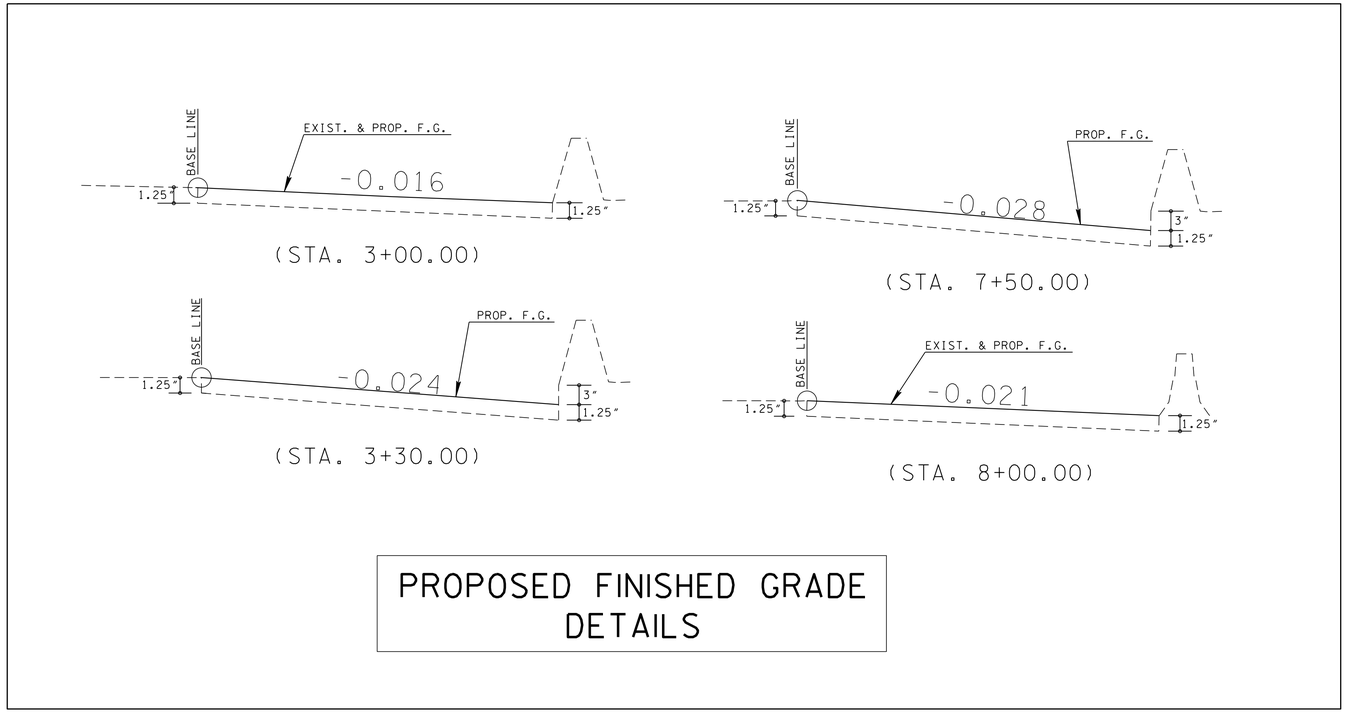

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 3+00 TO STA. 8+00

SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	4B

I-65 S.B.
CURVE DCUR100
PI 1+72.46
N 579,952.8240
E 1,725,088.4020
Δ 1° 13′ 14″ (RT)
D 0° 21′ 14″
R 16,185.00
L 344.82
T 172.41

I-65 S.B.
CURVE DCUR101
PI 5+72.57
N 580,336.9547
E 1,725,200.3991
Δ 0° 07′ 14″ (RT)
D 0° 02′ 00″
R 171,887.34
L 361.84
T 180.92

NOTE:
THE CONTRACTOR SHALL ADHERE TO ALL FABRICATION DETAILS FOR TRENCH DRAINS SPECIFIED IN STD. DWG. D-TD-1

42.5′ PROP. TRENCH DRAIN
SEE DETAIL 1 ON THIS SHEET

BEGIN PROJ. 94002-4189-04 MAINT.
STA. 3+00.00

SEE DETAIL 1
ON THIS SHEET

END PROJ. 94002-4189-04 MAINT.
STA. 8+00.00

LIBERTY PIKE

N 15° 02′ 02″ E
EDGE OF ROADWAY
10′ SHLD.
11′ SHLD.
N 16° 15′ 16″ E
BASE LINE
EDGE OF SHOULDER
N 16° 22′ 31″ E
EDGE OF ROADWAY
INV12 GT. EL. 781.88
INV13 GT. EL. 779.22
INV14 GT. EL. 778.86
INV15 #41 GT. EL. 779.45
I-65 S.B.
I-65 N.B.

52.5′ PROP TRENCH DRAIN
SEE DETAIL 1 ON THIS SHEET

DETAIL 1

EDGE OF ROADWAY
52.5′ PROP TRENCH DRAIN
FROM STA. 6+93.15
TO STA. 7+45.65
SEE DETAIL 2
ON THIS SHEET
INV14
(7′X7′)
EDGE OF ROADWAY
EDGE OF SHOULDER
42.5′ PROP. TRENCH DRAIN
FROM STA. 7+49.99
TO STA. 7+92.49
CONCRETE MEDIAN BARRIER
CONCRETE MEDIAN BARRIER
EDGE OF SHOULDER

SEE STD. D-TD-1
FOR DETAIL
ADJUST THE EXISTING FRAME AND GRATE, THE CURVED VANES SHOULD FACE SOUTH.
SEE STD. D-TD-1
FOR DETAIL
CONCRETE MEDIAN BARRIER
INV14
7′X7′

PROPOSED EDGE OF SHOULDER
EXISTING FRAME AND GRATE
PROPOSED FRAME AND GRATE
PROPOSED EDGE OF SHOULDER
FRAME AND GRATE FOR TRENCH DRAIN
FRAME AND GRATE FOR TRENCH DRAIN
PROPOSED TRNCH DRAIN
PROPOSED TRNCH DRAIN
INV14
7′X7′

DETAIL 2

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

SHANE M. HESTER
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 110114
STATE OF TENNESSEE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 3+00 TO STA. 8+00

SCALE: 1"= 50′

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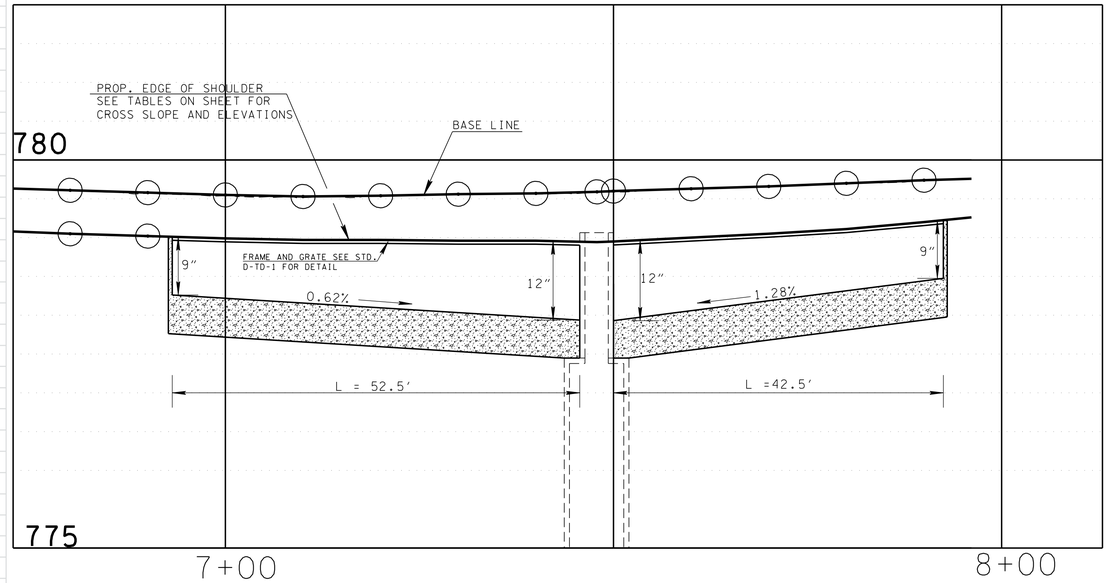
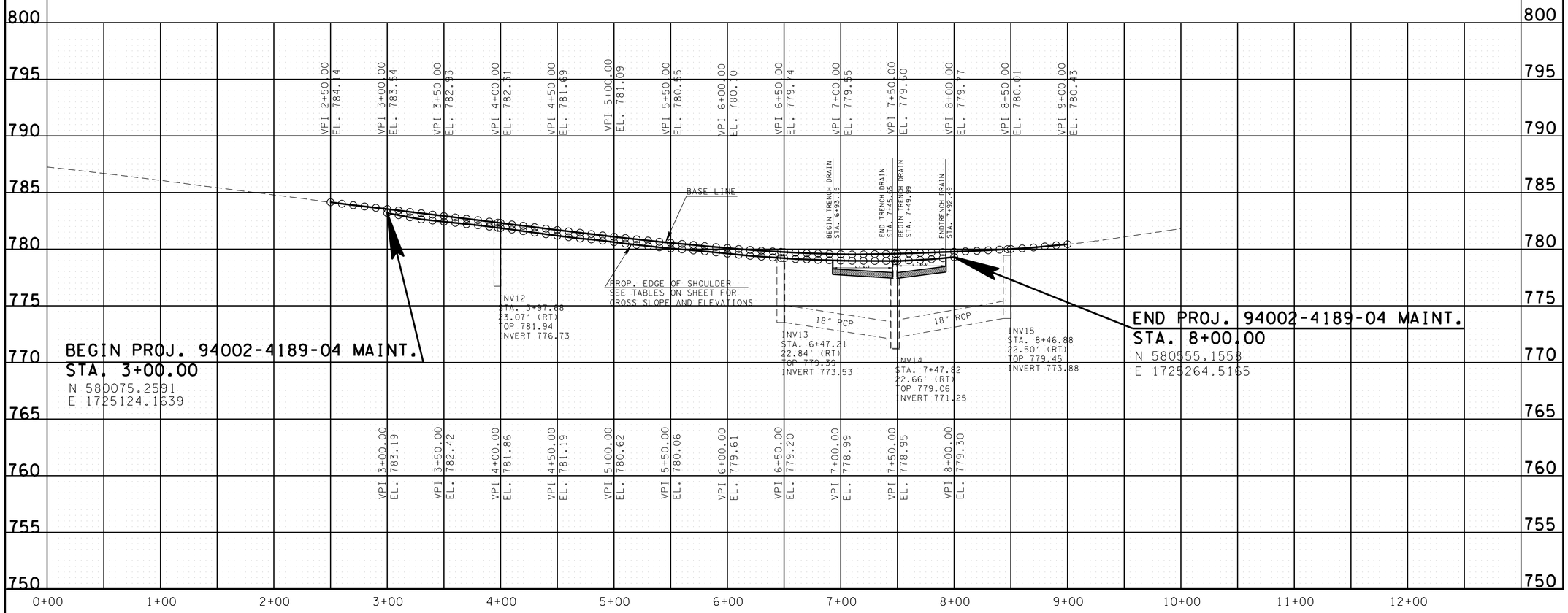
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	4C

STATION	EXISTING EDGE OF SHOULDER ELEVATION	PROPOSED CROSS SLOPE (FT/FT)	PROPOSED EDGE OF SHOULDER ELEVATION
3+00.00	783.54	-0.016	783.19
3+10.00	783.42	-0.018	783.00
3+20.00	783.29	-0.021	782.81
3+30.00	783.17	-0.024	782.63
3+40.00	783.05	-0.023	782.53
3+50.00	782.93	-0.022	782.42
3+60.00	782.8	-0.021	782.32
3+70.00	782.68	-0.020	782.21
3+80.00	782.56	-0.020	782.11
3+90.00	782.43	-0.019	781.99
3+97.60	782.34	-0.020	781.88
4+00.00	782.31	-0.020	781.86
4+10.00	782.18	-0.020	781.73
4+20.00	782.06	-0.020	781.59
4+30.00	781.94	-0.021	781.46
4+40.00	781.81	-0.021	781.32
4+50.00	781.69	-0.022	781.19
4+60.00	781.57	-0.022	781.06
4+70.00	781.45	-0.022	780.94
4+80.00	781.33	-0.021	780.86
4+90.00	781.21	-0.021	780.75
5+00.00	781.09	-0.021	780.62
5+10.00	780.98	-0.021	780.49
5+20.00	780.87	-0.022	780.38
5+30.00	780.76	-0.022	780.27
5+40.00	780.65	-0.022	780.16

STATION	EXISTING EDGE OF SHOULDER ELEVATION	PROPOSED CROSS SLOPE (FT/FT)	PROPOSED EDGE OF SHOULDER ELEVATION
5+50.00	780.55	-0.022	780.06
5+60.00	780.46	-0.021	779.98
5+70.00	780.37	-0.021	779.89
5+80.00	780.27	-0.020	779.80
5+90.00	780.18	-0.021	779.71
6+00.00	780.10	-0.021	779.61
6+10.00	780.01	-0.022	779.51
6+20.00	779.93	-0.023	779.41
6+30.00	779.86	-0.023	779.34
6+40.00	779.80	-0.023	779.27
6+47.27	779.76	-0.240	779.22
6+50.00	779.74	-0.024	779.20
6+60.00	779.69	-0.024	779.13
6+70.00	779.64	-0.024	779.09
6+80.00	779.61	-0.024	779.05
6+90.00	779.58	-0.024	779.02
7+00.00	779.55	-0.024	778.99
7+10.00	779.53	-0.024	778.97
7+20.00	779.54	-0.025	778.97
7+30.00	779.56	-0.026	778.96
7+40.00	779.57	-0.027	778.96
7+47.87	779.59	-0.032	778.86
7+50.00	779.6	-0.028	778.95
7+60.00	779.63	-0.028	779.00
7+70.00	779.66	-0.027	779.05
7+80.00	779.7	-0.026	779.11
7+90.00	779.74	-0.024	779.20
8+00.00	779.77	-0.021	779.30

TRENCH DRAIN DETAIL
(SEE STD. D-TD-1)





UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

SHANE M. HESTER
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

STA. 3+00 TO STA. 8+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	5

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:

a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), 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 LANES AND/OR SHOULDER DROP-OFF) 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 LANES AND/OR SHOULDER DROP-OFF) 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.

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION 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.

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.

d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE 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 IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE 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.

B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) 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.

2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:

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.

3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:

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. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

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.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

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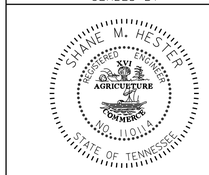

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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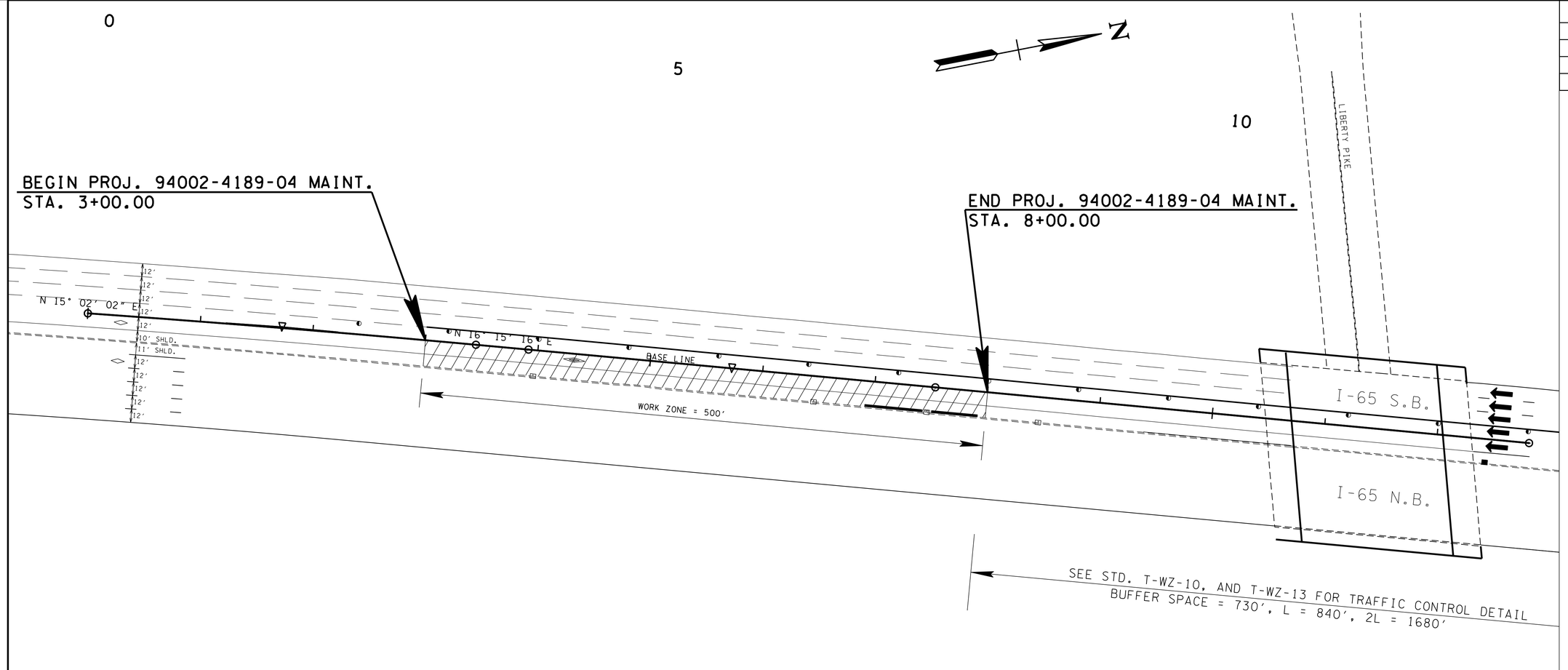

TRAFFIC CONTROL SIGNS TABULATION

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
712-06	ROAD WORK 1 MILE	S.F.	2	32	48" X 48"	W20-1	
712-06	RIGHT TWO LANE CLOSED 1/2 MILE	S.F.	2	32	48" X 48"	W20-5R	
712-06	RIGHT TWO LANE CLOSED 1500 FT	S.F.	2	32	48" X 48"	W20-5R	
712-06	MERGING TRAFFIC	S.F.	4	64	48" X 48"	W4-2R	
712-06	END ROAD WORK	S.F.	2	16	48"X 24"	G20-2	
TOTAL				176			

TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	75
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	4580
(1)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	1
TOTAL				

(1) MESSAGE AND LOCATION SHALL BE APPROVED BY THE PROJECT ENGINEER.

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DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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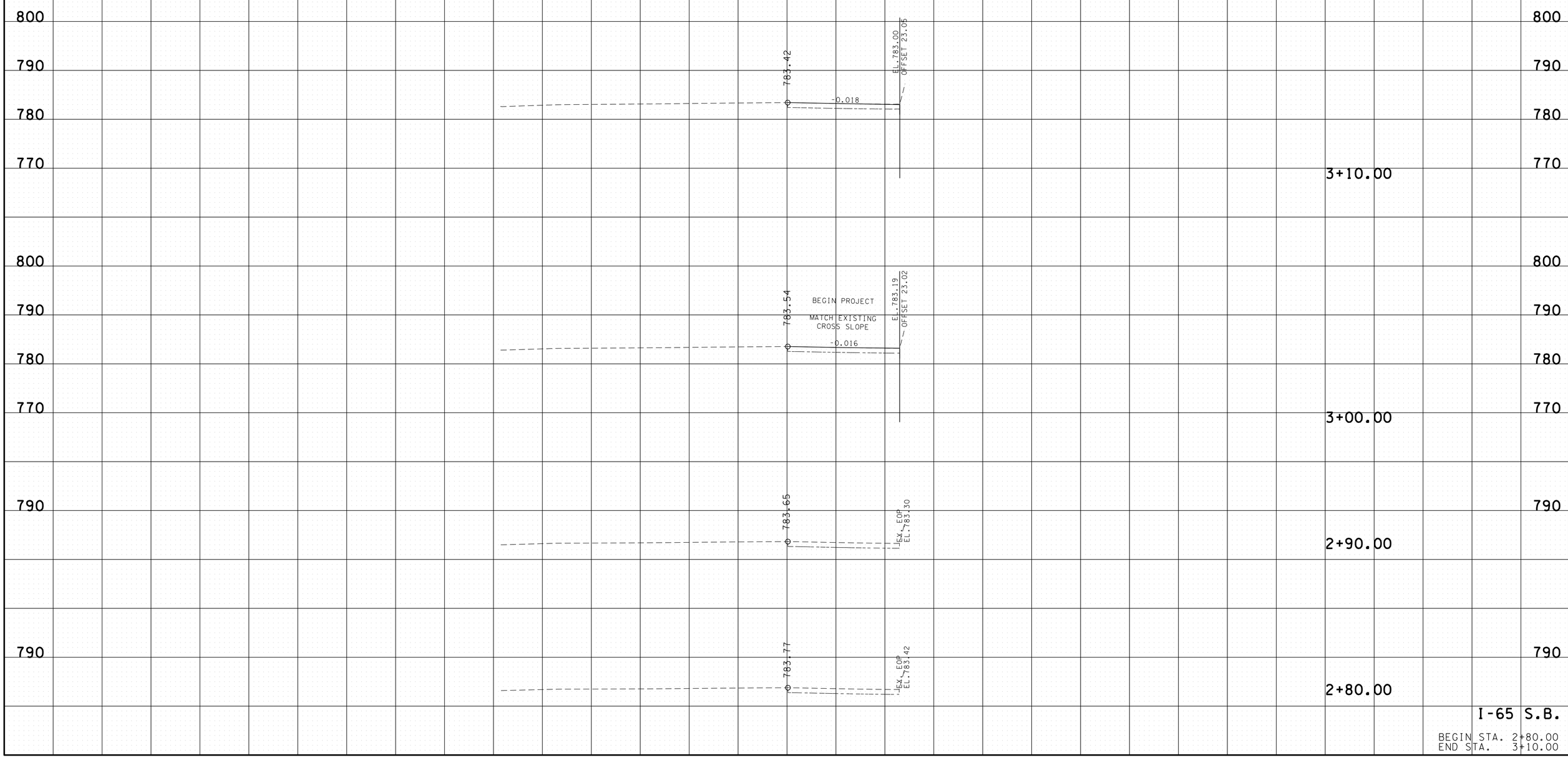

I-65 S.B.

BEGIN STA. 2+80.00
END STA. 3+10.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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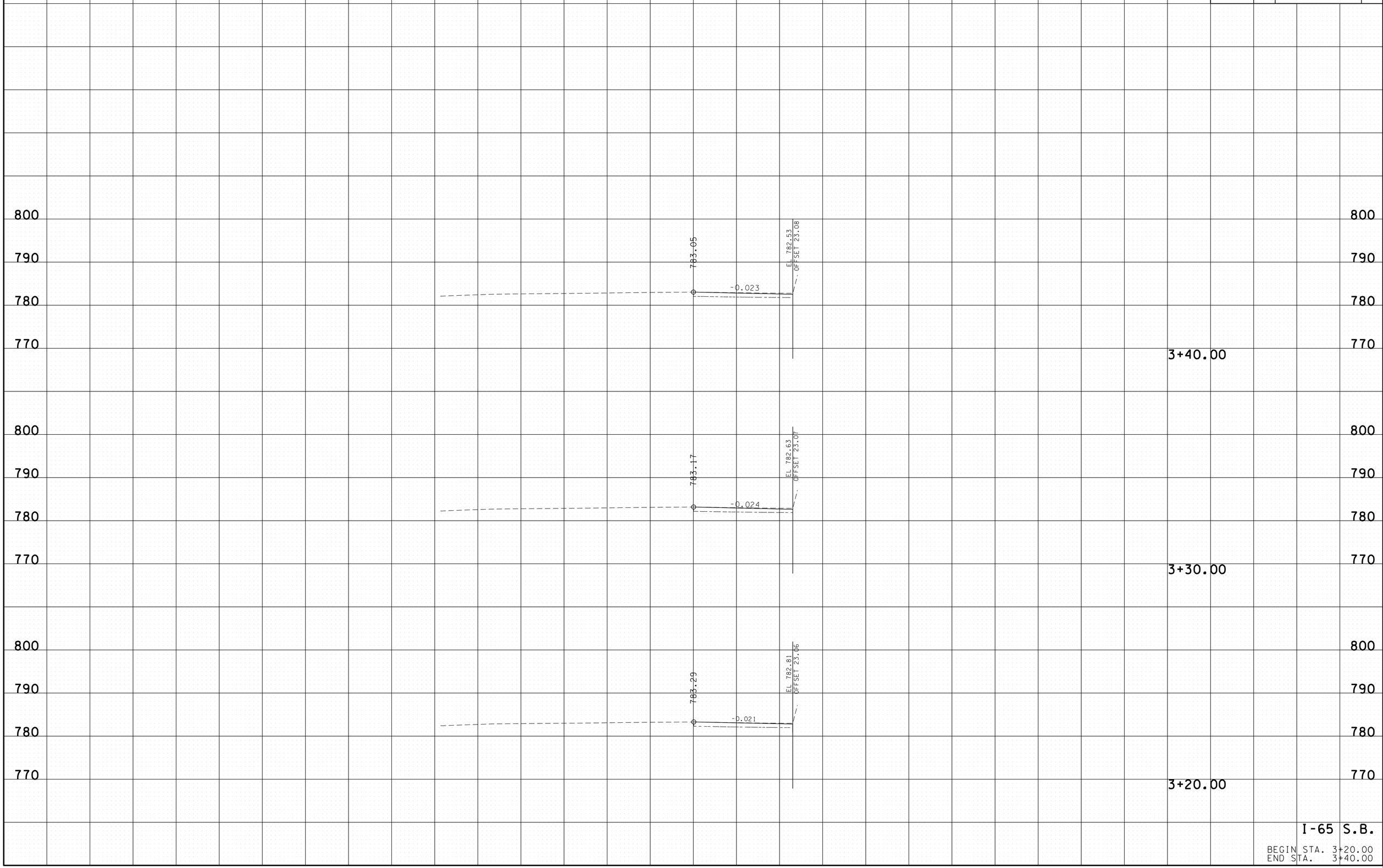

I-65 S.B.

BEGIN STA. 3+20.00
END STA. 3+40.00

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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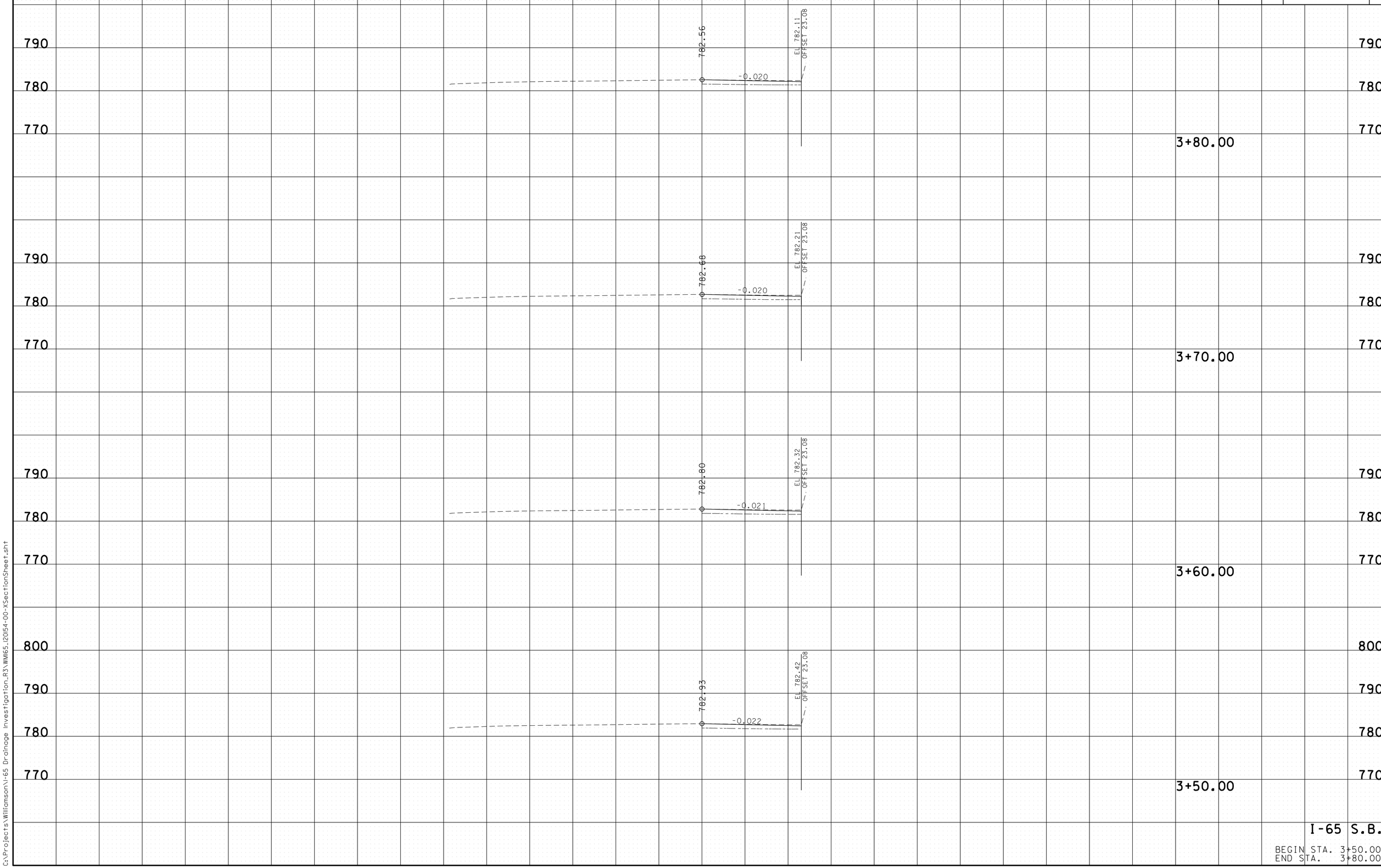

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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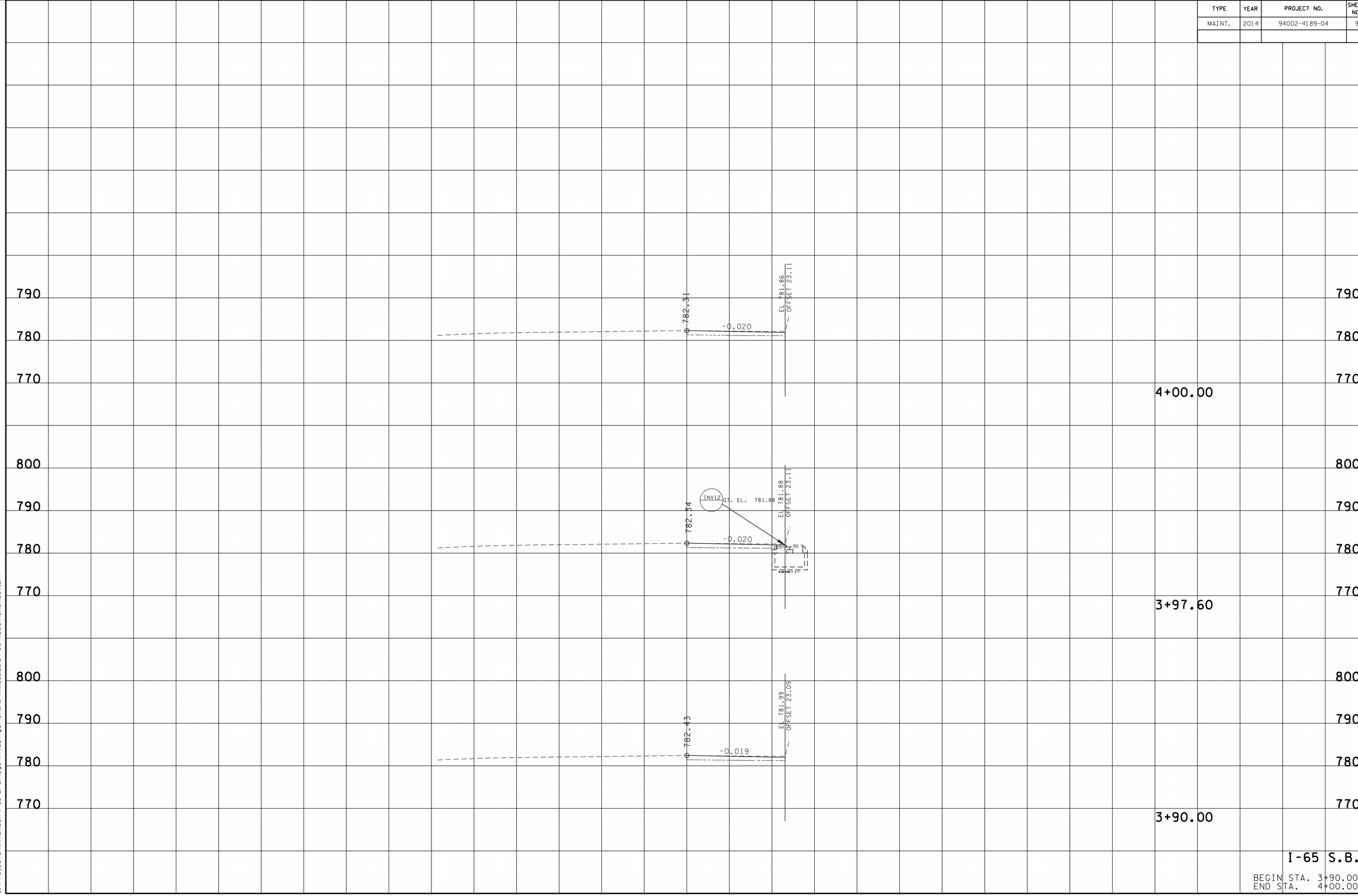

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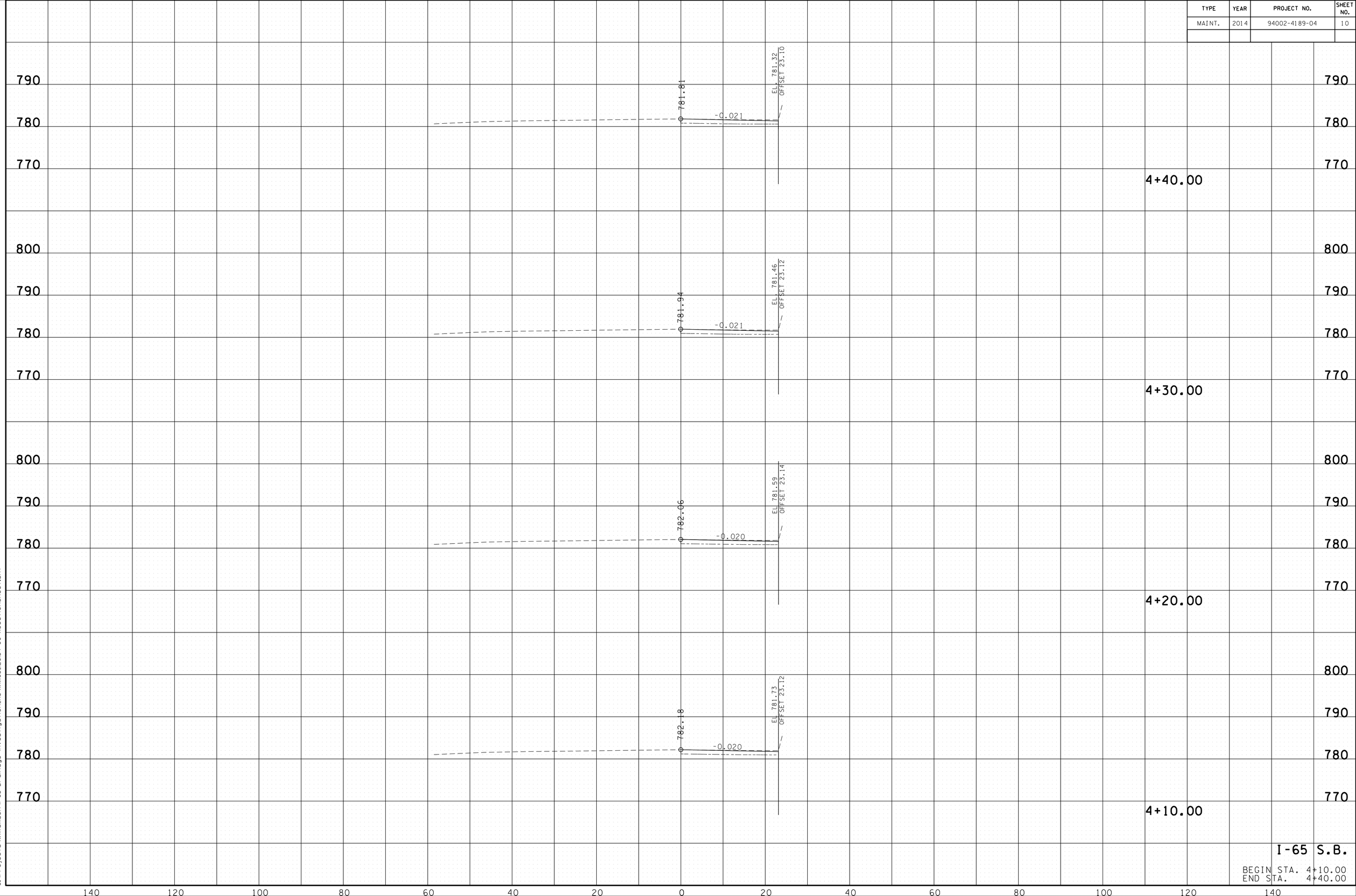
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	10



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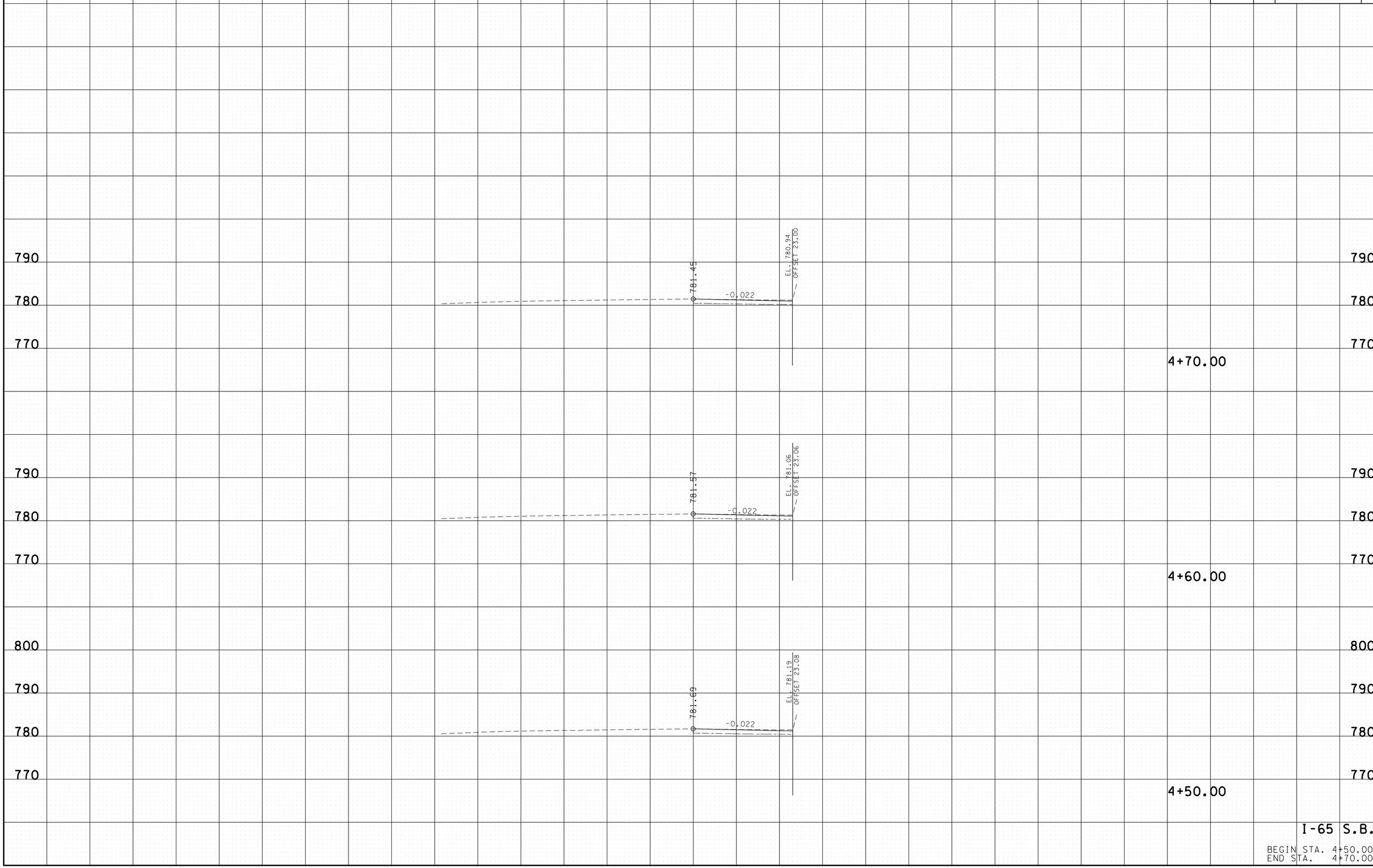
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	11



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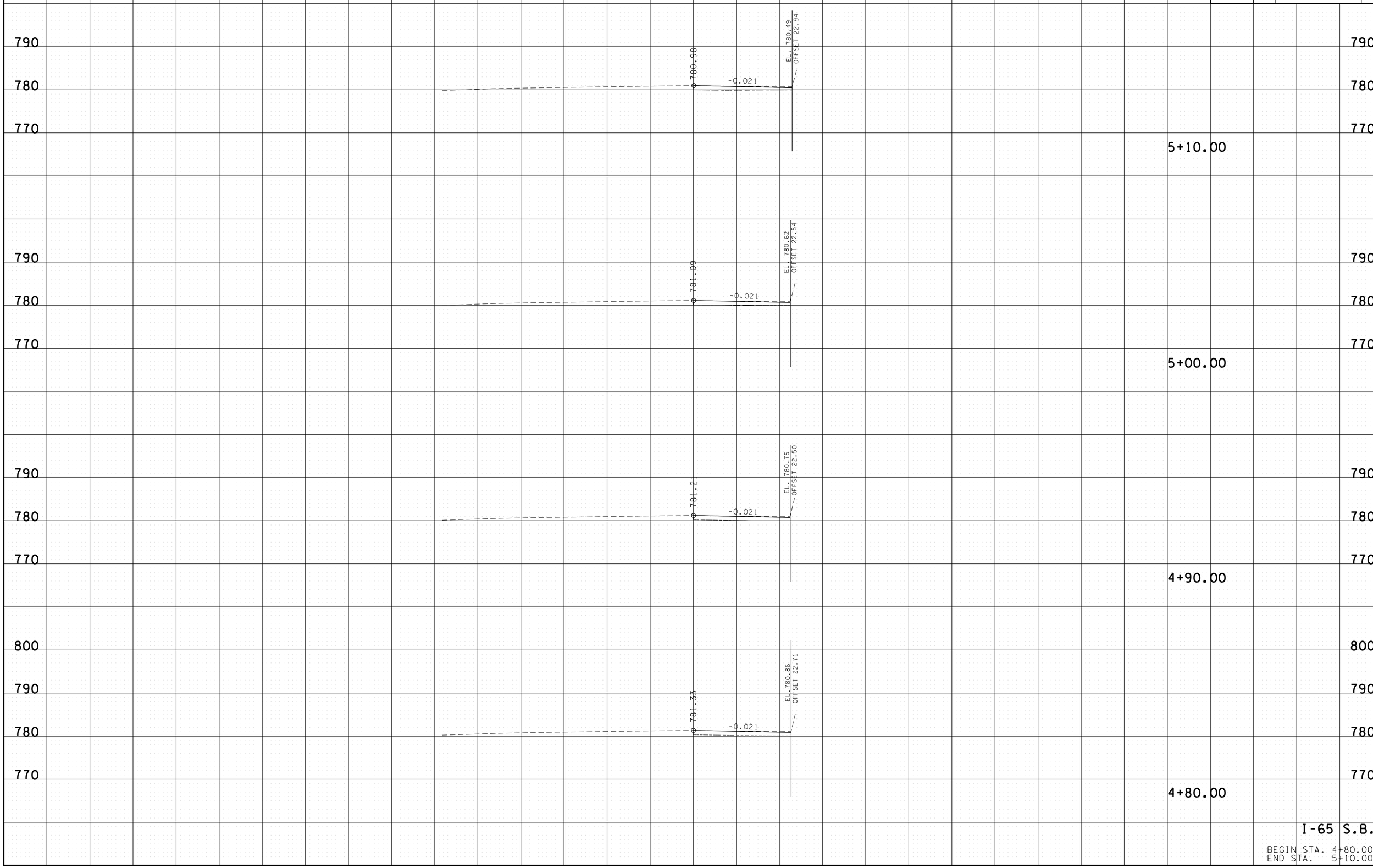
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	12



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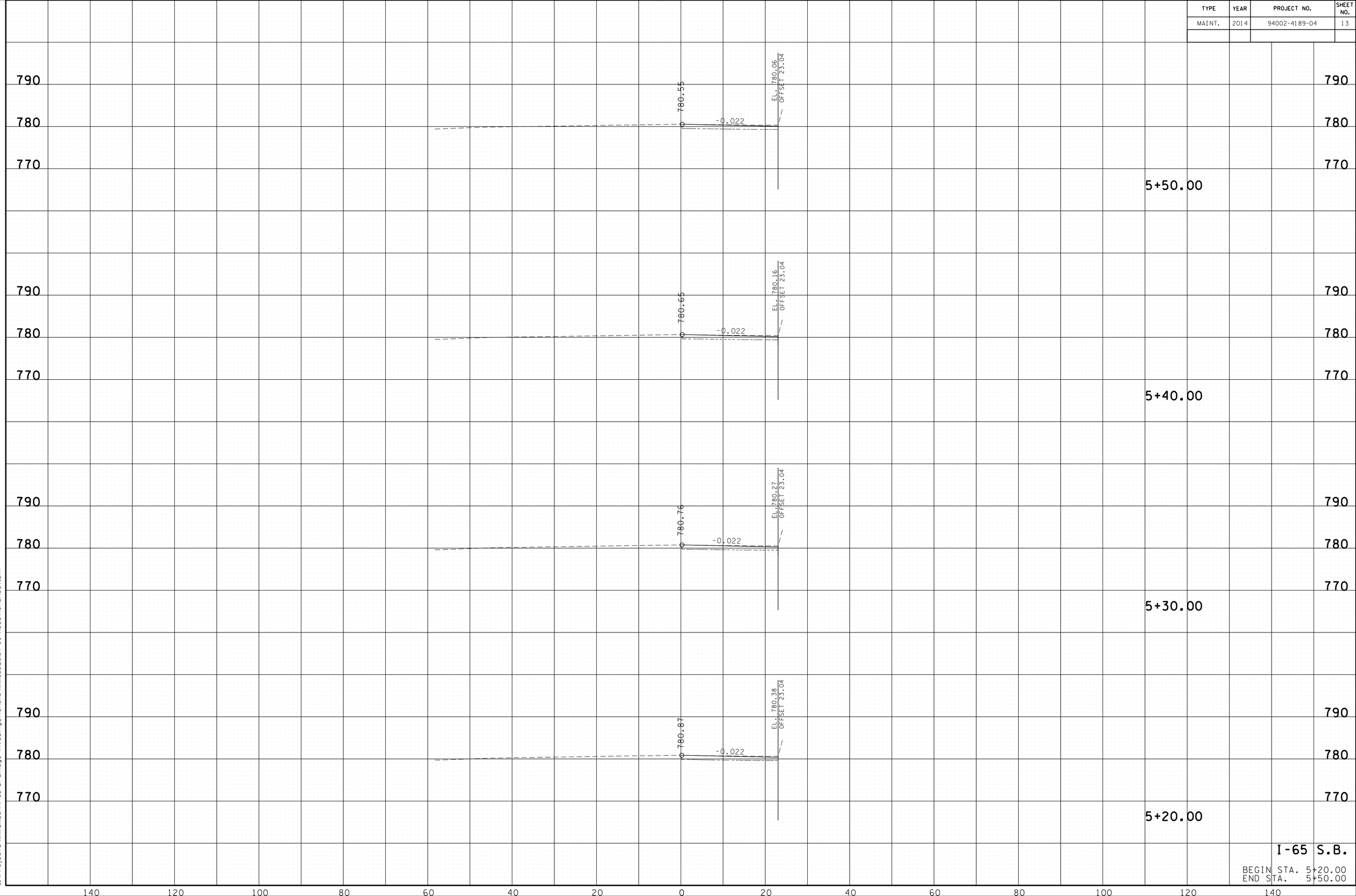
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	13



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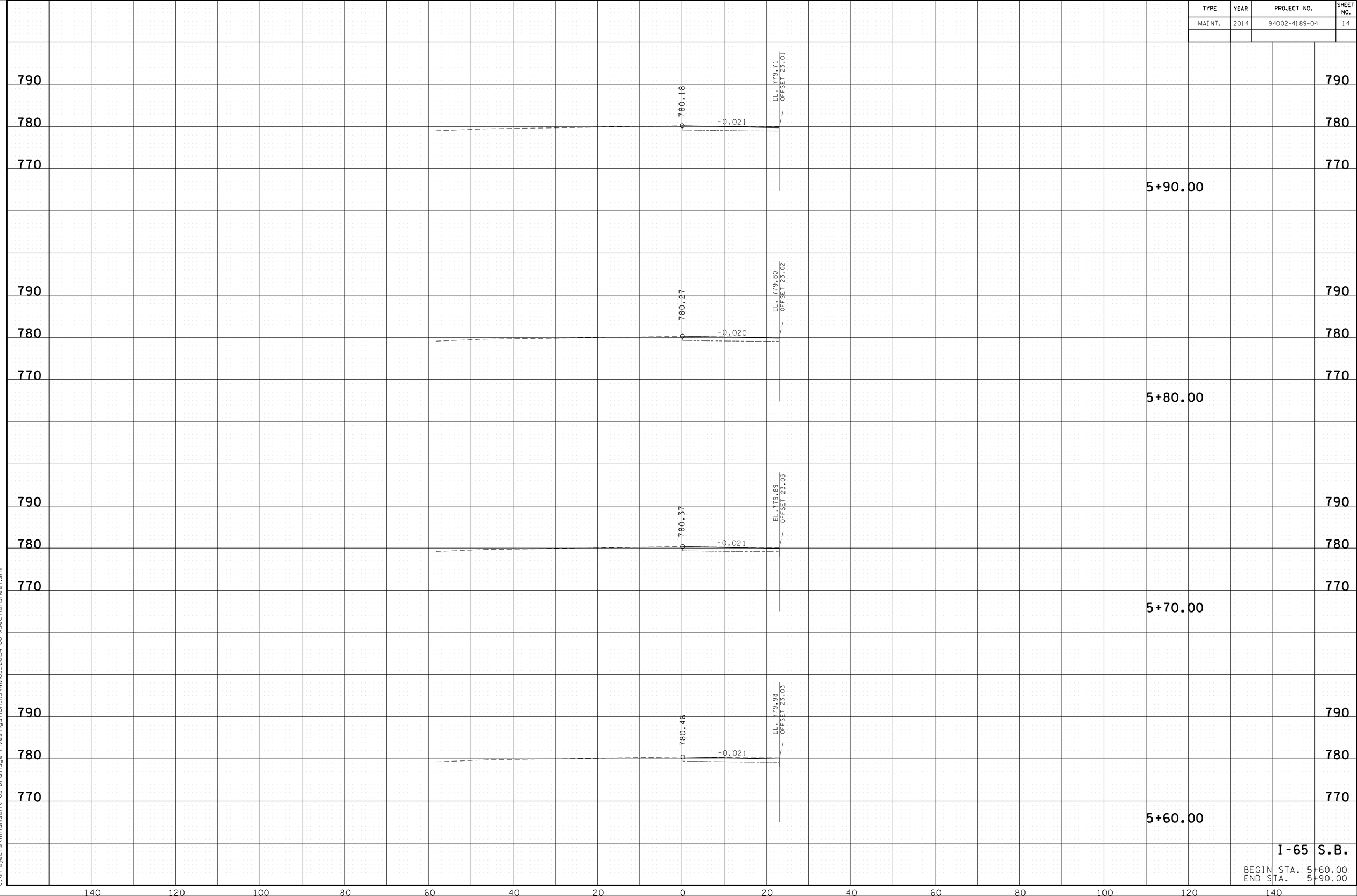
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	14



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TYPE	YEAR	PROJECT NO.	SHEET NO.
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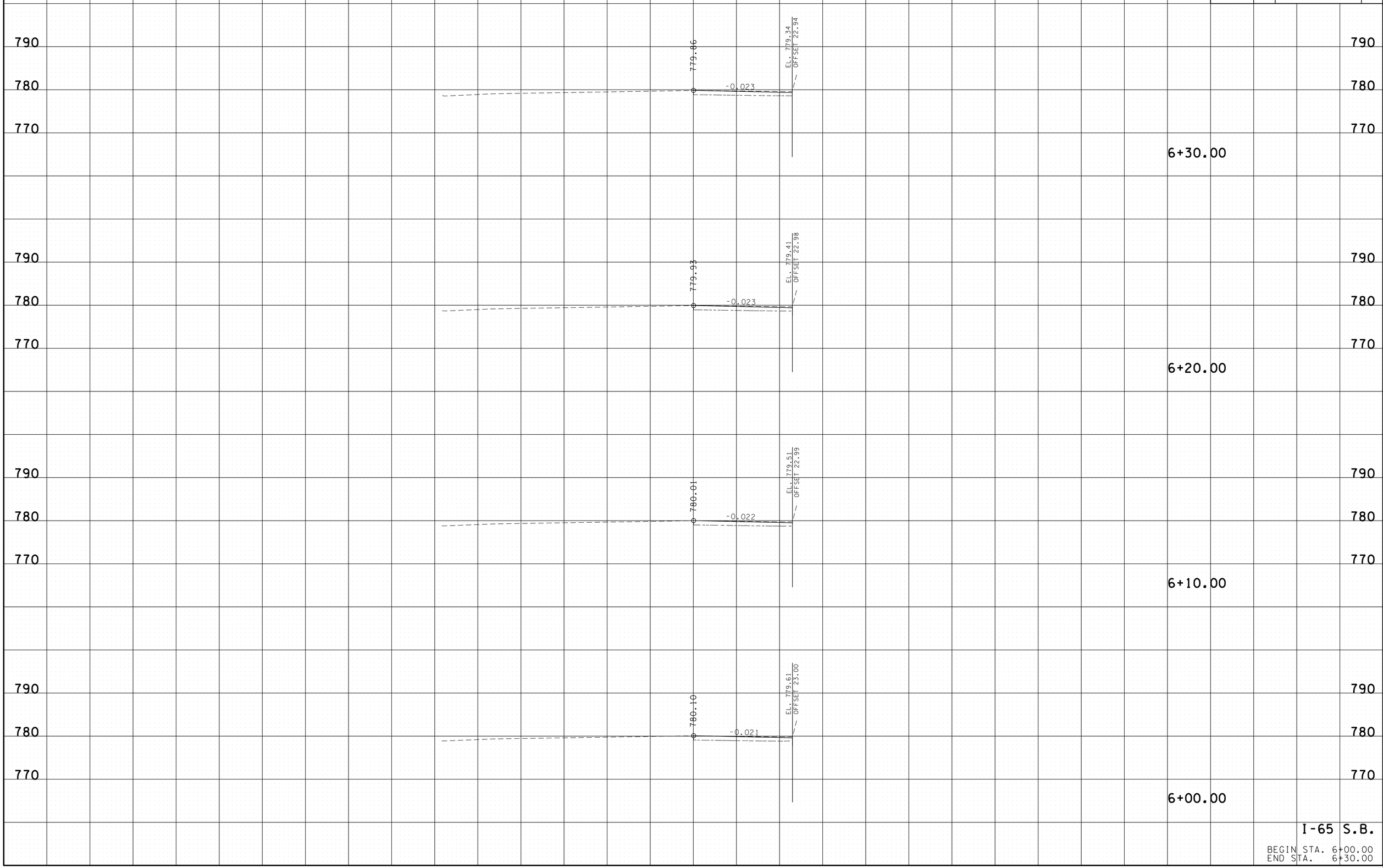

I-65 S.B.

BEGIN STA. 6+00.00
END STA. 6+30.00

08-MAR-2014 16:33
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TYPE	YEAR	PROJECT NO.	SHEET NO.
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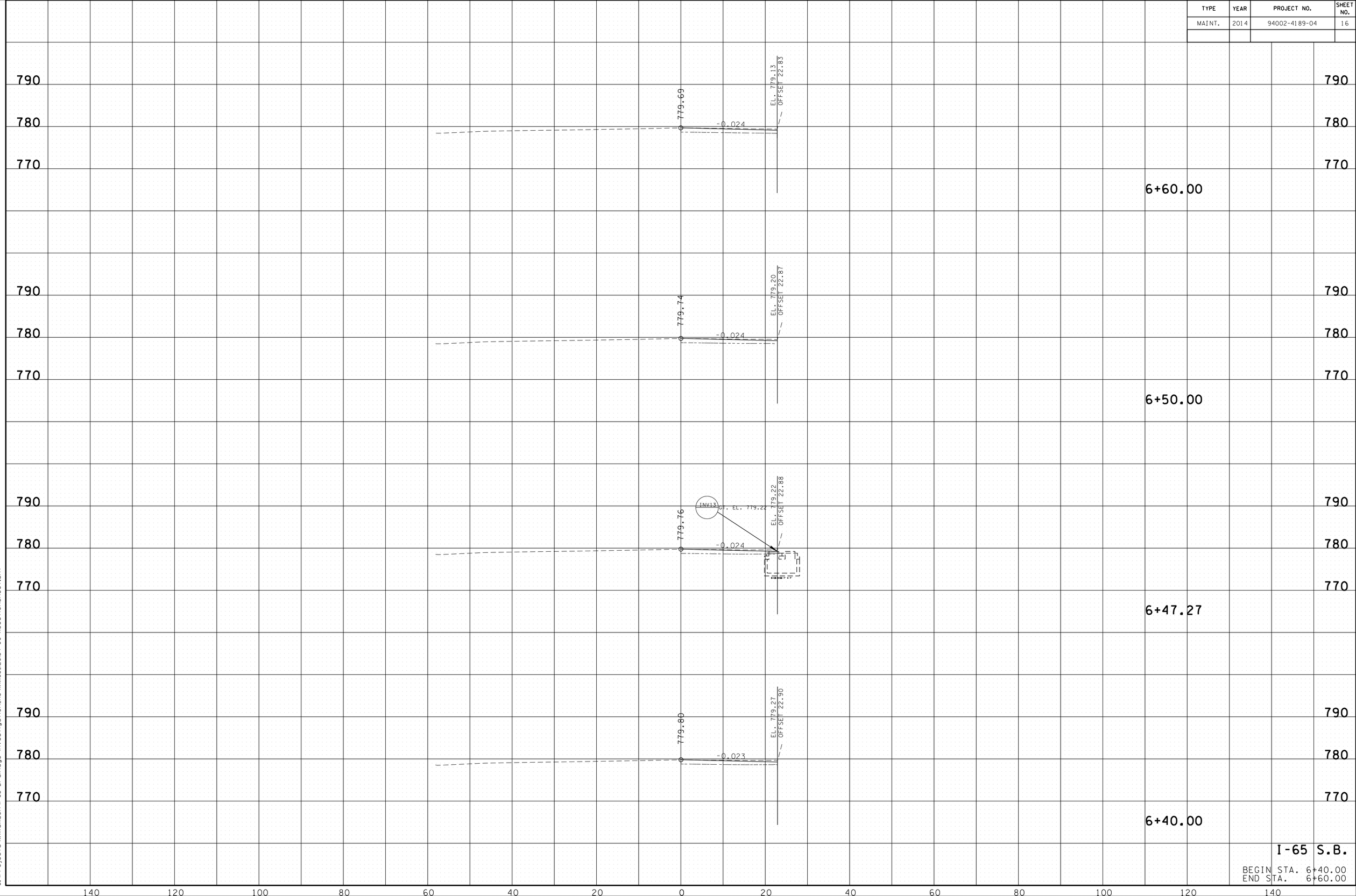

I-65 S.B.

BEGIN STA. 6+40.00
END STA. 6+60.00

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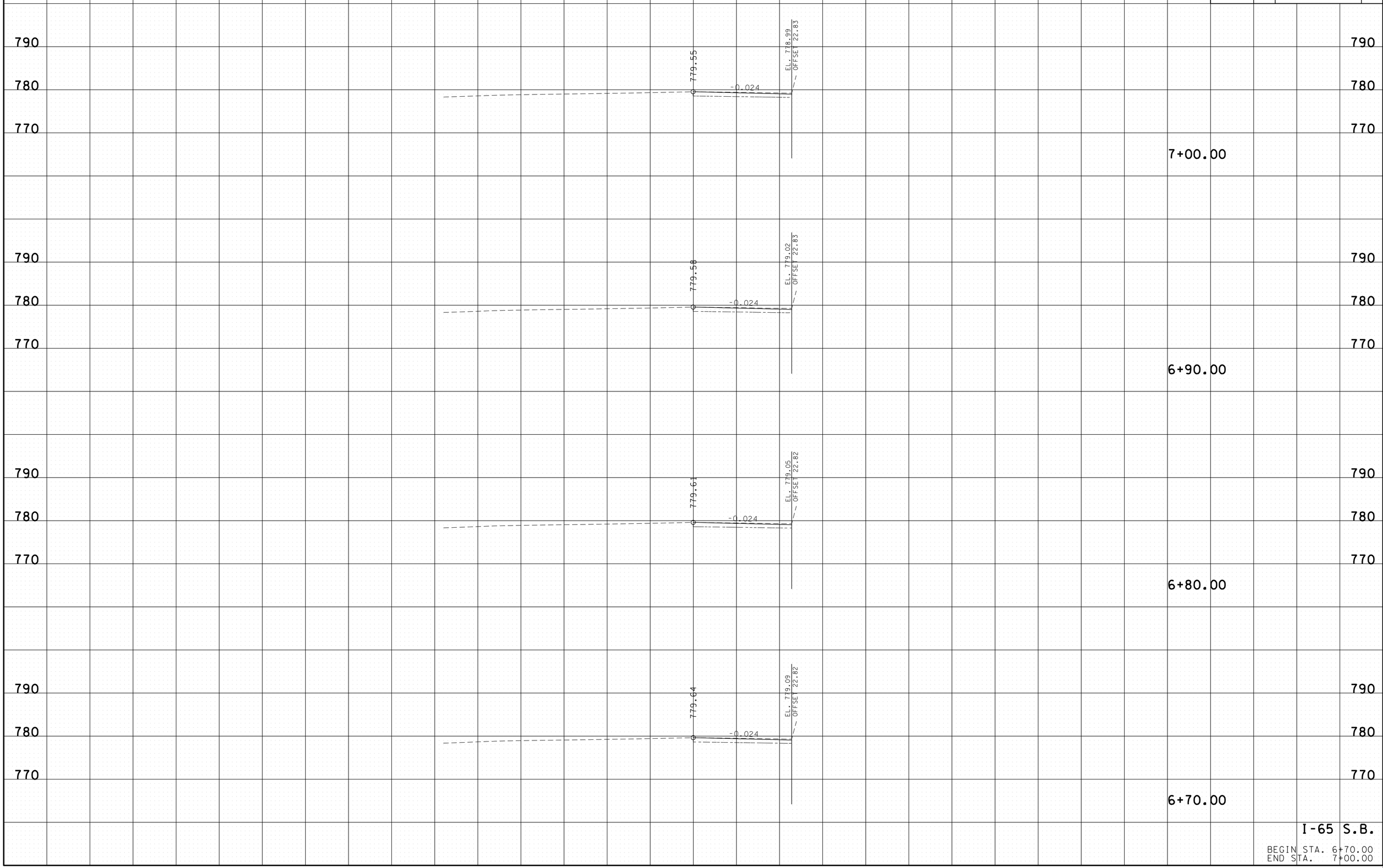
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	17



I-65 S.B.

BEGIN STA. 6+70.00
END STA. 7+00.00

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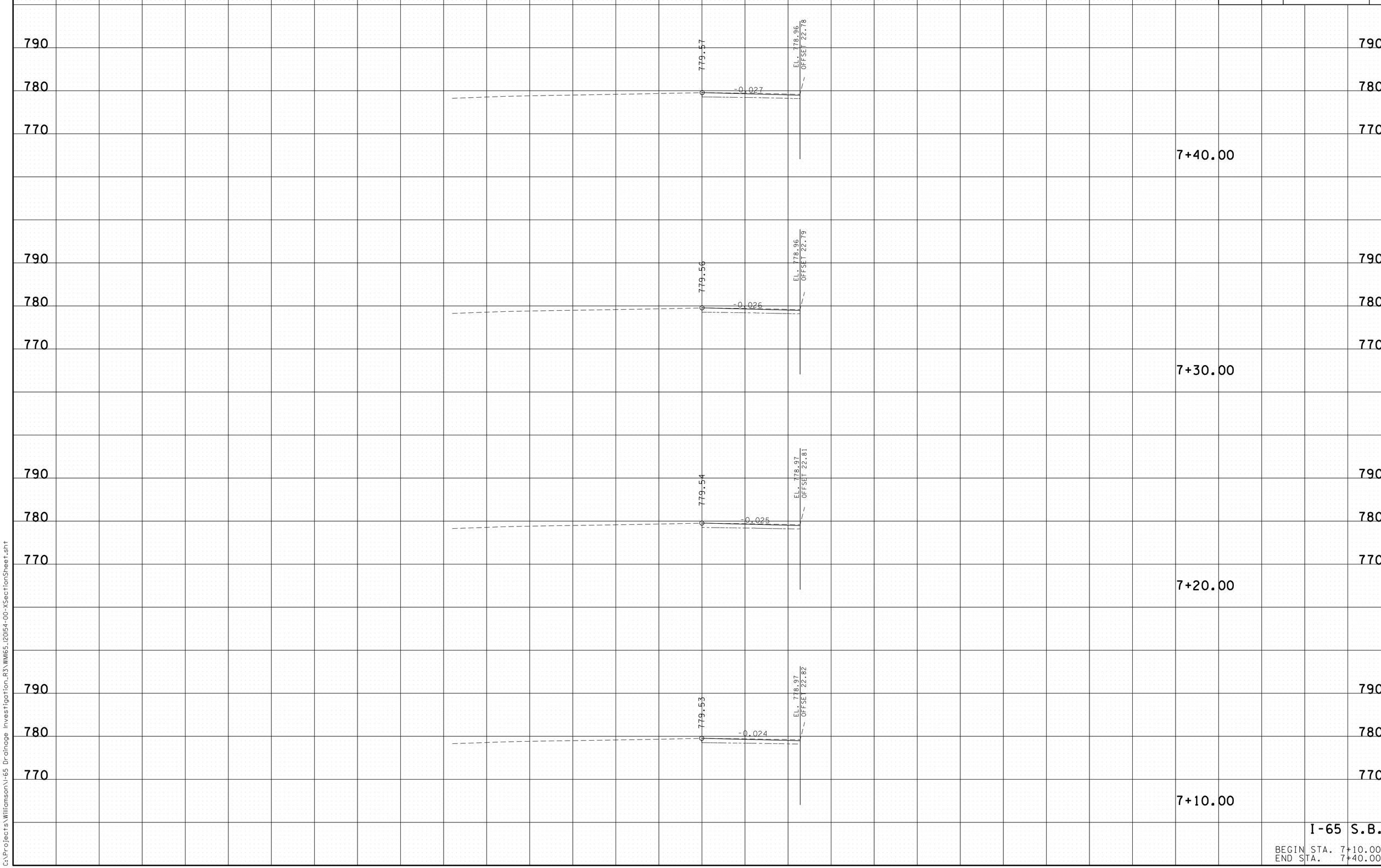
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	18



I-65 S.B.

BEGIN STA. 7+10.00
END STA. 7+40.00

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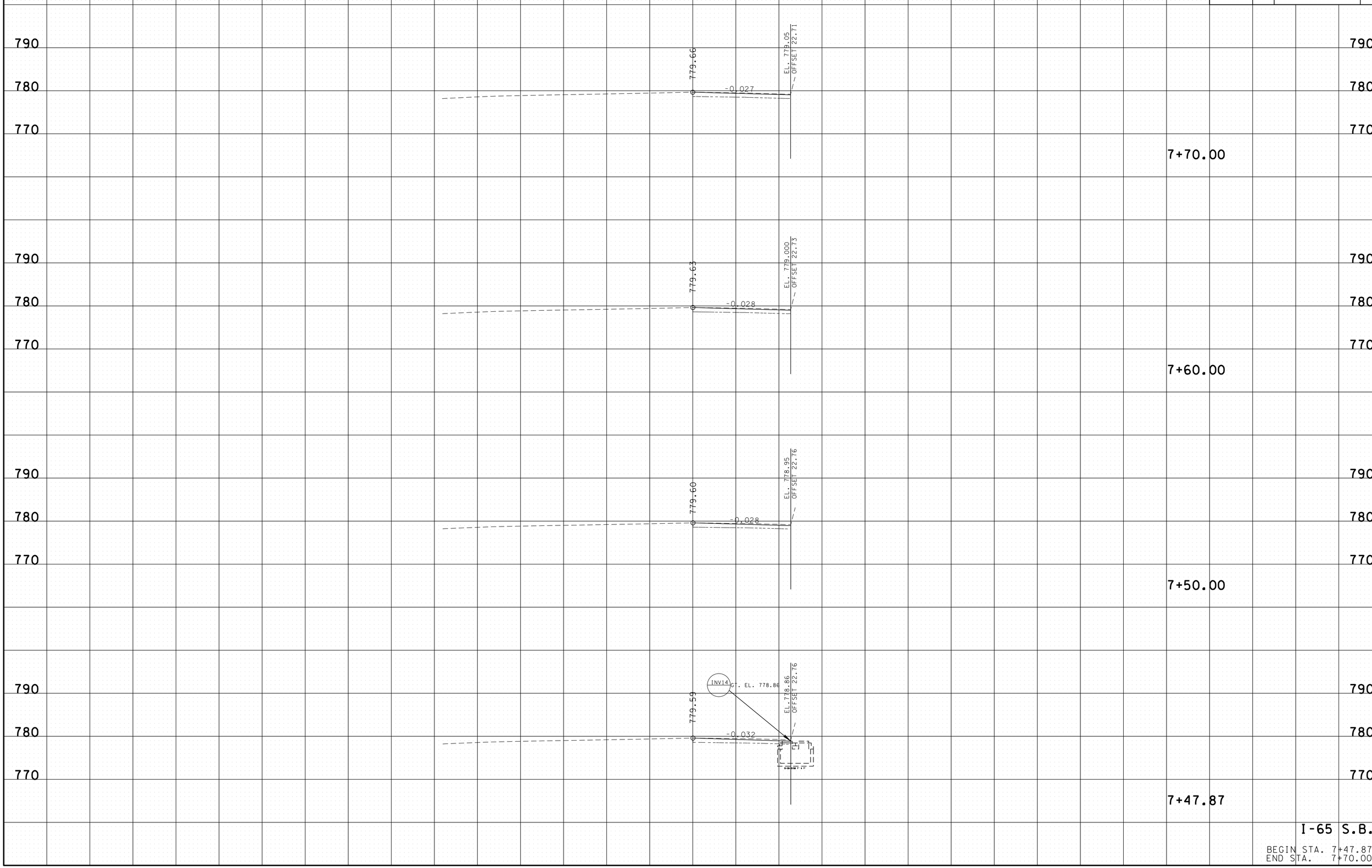
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	19



I-65 S.B.

BEGIN STA. 7+47.87
END STA. 7+70.00

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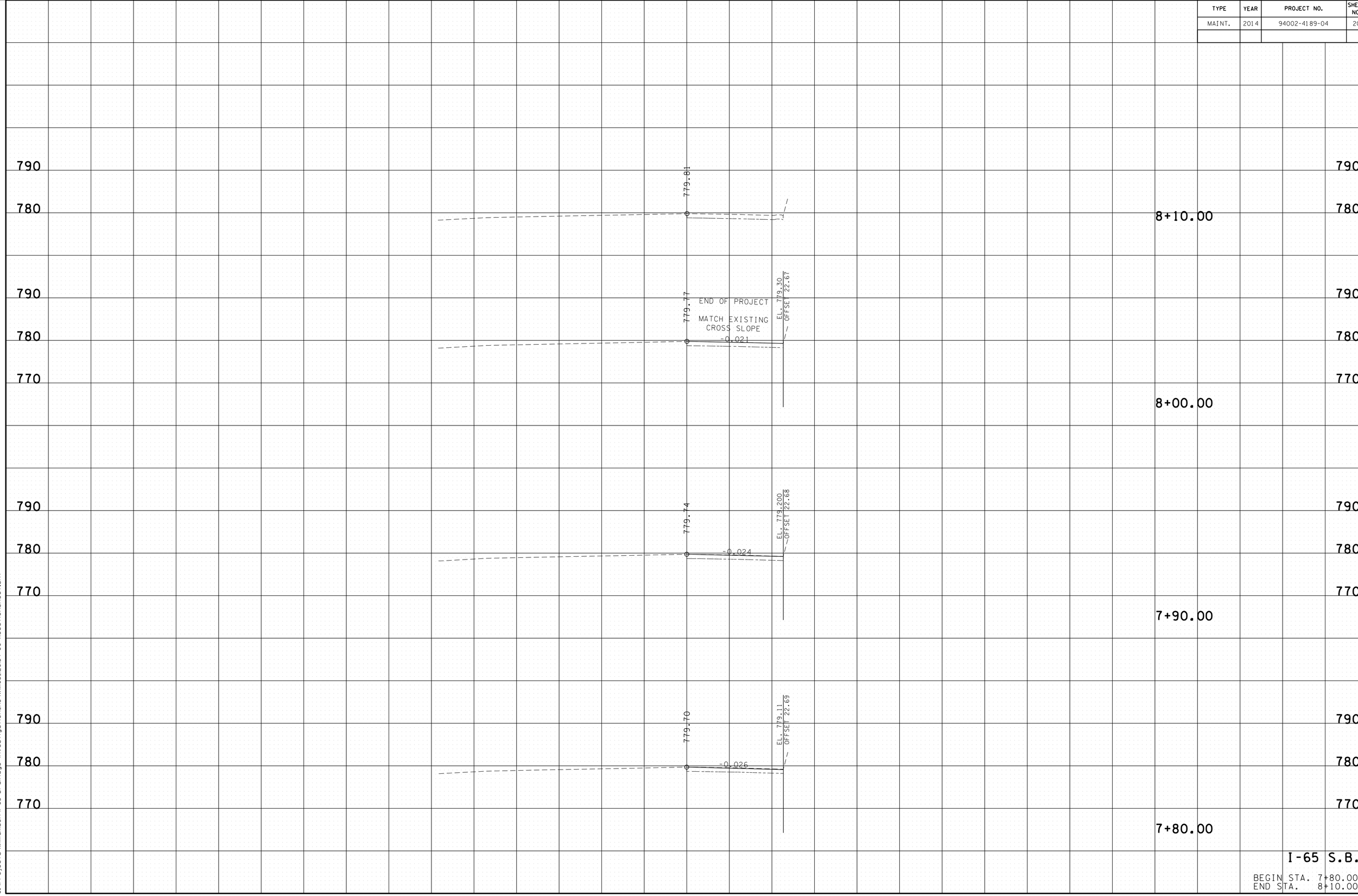
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	20



I-65 S.B.

BEGIN STA. 7+80.00
END STA. 8+10.00

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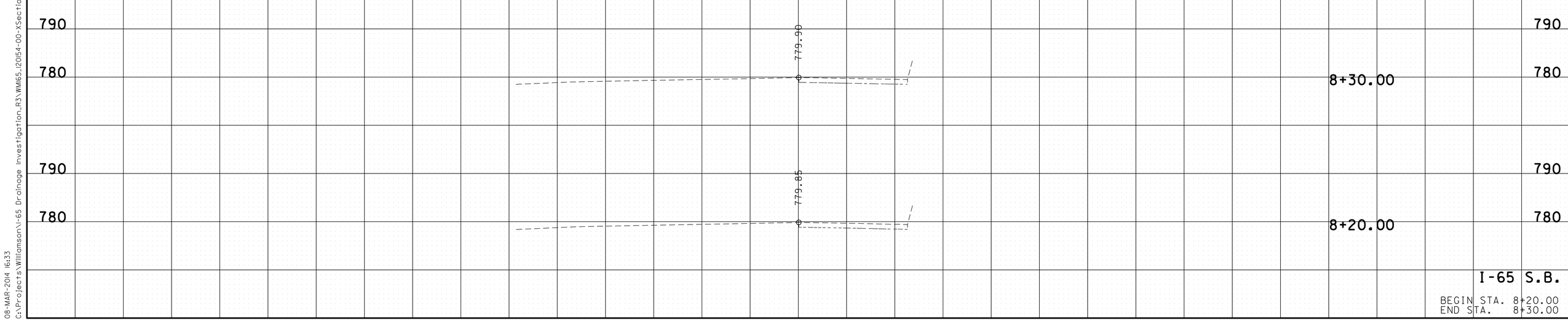
TYPE	YEAR	PROJECT NO.	SHEET NO.
MAINT.	2014	94002-4189-04	21



I-65 S.B.

BEGIN STA. 8+20.00
END STA. 8+30.00

08-MAR-2014 16:33
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