

Index Of Sheets
Resurfacing
See Sheet IA

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

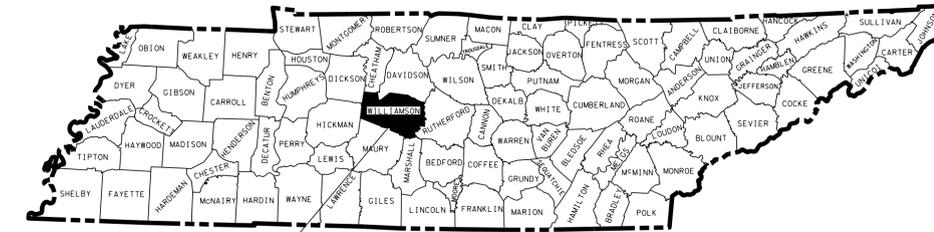
TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	NH-I-65-2(82)	
STATE PROJ. NO.	94002-8170-44	
STATE PROJ. NO.	94002-4190-04	

WILLIAMSON COUNTY

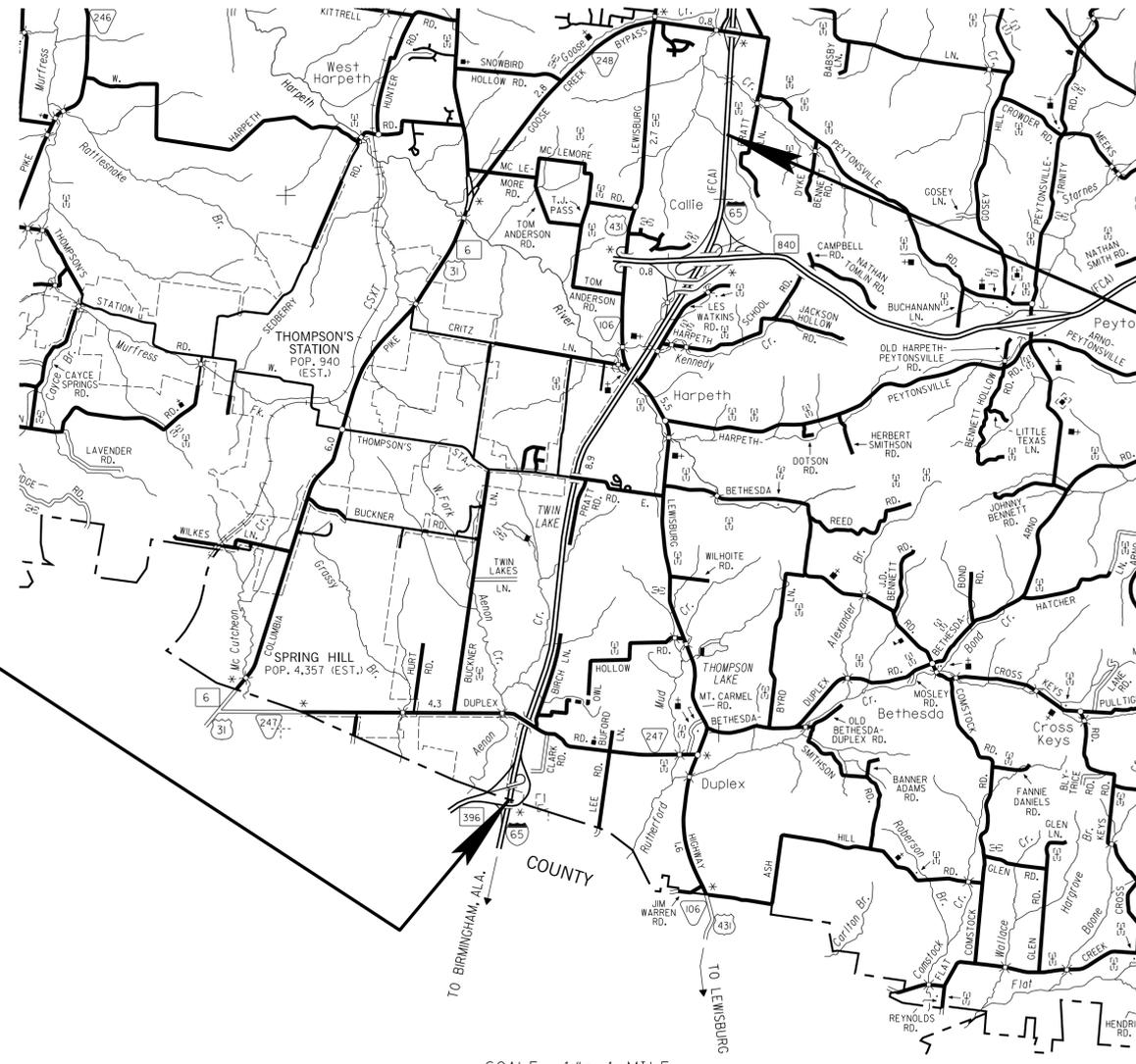
INTERSTATE NO. 65
FROM MAURY COUNTY LINE (L.M. 0.00)
TO NORTH OF S.R. 840 (L.M. 7.27)

RESURFACING

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



PROJECT LOCATION



NO EXCLUSIONS

94002-8170-44
94002-4190-04
END PROJ. NO. NH-I-65-2(82)
(L.M. 7.27)

94002-8170-44
94002-4190-04
BEGIN PROJ. NO. NH-I-65-2(82)
(L.M. 0.00)

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TRAFFIC DATA	
ADT (2015)	61,880
ADT (2035)	86,630
DHV (2035)	7,797
D	50 - 50
T (ADT)	16 %
T (DHV)	11 %
V	70 MPH

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

DATE: _____

APPROVED: *John Schroer*
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.

PROJECT LENGTH **7.270 MILES**
TOTAL LANE MILES RESURFACED **36.5 MILES**

TDOT ROAD SP. SV. 2 BILLY BINION
DESIGNER JACOB BROOKS CHECKED BY ALVIN WHITE
P.E. NO. 98034-4194-04
PIN NO. 102760.00

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-2(82)	1A

INDEX

STANDARD ROADWAY DRAWINGS

SHEET NAME	SHEET NO.
TITLE SHEET	1
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TRAFFIC CONTROL NOTES AND QUANTITIES	2D
TRAFFIC CONTROL FOR RAMPS.....	2E
BRIDGE TABULATIONS & ESTIMATED QUANTITIES	B1

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 LAND RAMPS
RD01-TS-5	10-15-02	DESIGN STANDARDS FREEWAYS WITH DEPRESSED MEDIANS
RD01-TS-5A	10-15-02	DESIGN STANDARDS FREEWAYS WITH INDEPENDENT ROADWAYS
ROADWAY AND PAVEMENT APPURTENANCES		
RP-J-23	07-25-12	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05-27-01	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS
RP-J-25	05-27-01	CONCRETE PAVEMENT JOINT REPAIR DETAILS
SAFETY APPURTENANCES AND FENCE		
S-GR31-1	04-11-14	W-BEAM GUARDRAIL
S-GRT-2	04-11-14	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P	04-11-14	EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-2R	04-11-14	EARTH PAD FOR TYPE 38 (RETROFIT)
S-GRT-4	04-11-14	TYPE 13 GUARDRAIL TERMINAL (TRAILING END)
S-GRA-3	04-11-14	GUARDRAIL ANCHOR FOR TYPE 21, 13, AND IN-LINE TERMINALS
TRAFFIC CONTROL APPURTENANCES		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-5	04-23-13	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-6	06-22-12	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	01-12-12	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-12-12	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	11-01-11	MARKING DETAILS FOR RAMP INTERSECTIONS
T-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-11	03-13-09	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-12	03-13-09	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-13	03-13-09	TWO-OUTSIDE LANE CLOSURE ON FREEWAY OR EXPRESSWAY
T-WZ-14	03-13-09	TWO-OUTSIDE LANE CLOSURE ON INTERSTATES AND EXPRESSWAYS (PORTABLE BARRIER RAIL)
T-WZ-15	04-02-12	INTERIOR LANE CLOSURE ON FREEWAYS OR EXPRESSWAYS
T-WZ-16	03-13-09	LANE SHIFT ON DIVIDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-13-09	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-21	03-15-11	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT

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INDEX
AND
STANDARD
DRAWINGS

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ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
1,8	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2843
2	307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	3000
11	307-03.10 ASPHALT CONC MIX (PG76-22)(BPMB-HM) GR CS	TON	14581
	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	330
15	403-05.01 BITUMINOUS MATERIAL (FOG SEAL) SHOULDER	TON	4
3,12	411-03.15 ASP CEM(PG76-22)FOR OGFC MIX	TON	1481
3,12	411-03.16 AGGREGATE FOR OGFC MIX	TON	22675
	411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	27
9	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	28786
	502-01 CLEANING AND SEALING JOINTS	L.F.	25300
14	502-08.07 SEALING RANDOM CRACKS (SILICONE SEALANT)	L.F.	700
	611-09.01 ADJUSTMENT OF EXSTING CATCHBASIN	EACH	45
	705-02.02 SINGLE GUARDRAIL (TYPE 2)	L.F.	1185
	705-04.03 GUARDRAIL TERMINAL (TYPE 13)	EACH	2
	705-04.07 TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	2
	705-08.51 PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	2
	712-01 TRAFFIC CONTROL	LS	1
	712-02.02 INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	2460
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	540
	712-04.50 PORTABLE BARRIER RAIL DELINEATOR	EACH	94
4,5	712-06 SIGNS (CONSTRUCTION)	S.F.	2902
6	712-06.16 SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	2
	712-08.03 ARROW BOARD (TYPE C)	EACH	4
17	712-08.10 MOBILE MESSAGE SIGN UNIT W/ATTENUATOR	HOUR	700
18	713-02.14 FLEXIBLE DELINEATOR (WHITE)	EACH	305
18	713-02.15 FLEXIBLE DELINEATOR (YELLOW)	EACH	125
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	5
	716-01.23 Snowplwble Pvmr Mrkrs (Bi-Dir)(2 Color)	EACH	2322
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	2322
16	716-01.40 REMOVE AND REPLACE LENS ON SNOWPLOWABLE REFLECTIVE MARKER	EACH	310
	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	1125
10	716-04.05 PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	4
10	716-04.14 PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	8
	716-05.02 PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	11746
13	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	70
	716-08.01 REMOVAL OF PAVEMENT MARKING (LINE)	L.F.	6000
7	716-12.02 ENHANCED FLATLINE THERMO PVMR MRKNG (6IN LINE)	L.M.	35
	716-12.03 ENHANCED FLATLINE THERMO PVMR MRKNG (8IN BARRIER LINE)	L.F.	11746
	716-12.05 ENHANCED FLATLINE THERMO PVMR MRKNG (6IN DOTTED LINE)	L.F.	2080
	717-01 MOBILIZATION	LS	1

ESTIMATED BRIDGE QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
604-10.50	BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)	S.Y.	180
617-01	BRIDGE DECK SEALANT	S.Y.	1,804

GUARDRAIL

LOCATION (L.M.)	SIDE		GUARDRAIL SINGLE 705-02.02 (L.F.)	GUARDRAIL TERMINAL TYPE 13 705-04.03 (EACH)	TAN ENERGY ABSORBING TERMINAL 705-04.07 (EACH)	COMMENTS
	SB	NB				
2.378-2.427		X	185	1	1	
4.210-4.320		X	500	1	1	
VARIOUS	X	X	500			USE AS DIRECTED BY ENGINEER
TOTAL			1185	2	2	

SIGNS (CONSTRUCTION)

ITEM NO.	DESCRIPTION	QUANTITY	SIZE	ITEM NO. 712-06 (S.F.)	M.U.T.C.D. NO.	REMARKS
712-06.06	REDUCED SPEED WARNING	2	78 x 60	-	TN-44	SIGN
712-06	"RECORD A COMMENT"	2	96x48	64	TN-55A	SIGN
712-06	ROAD WORK AHEAD	4	48 x 48	64	W20-1	SIGN
712-06	ROAD WORK 2 MILE	4	48 x 48	64	W20-1	SIGN
712-06	ROAD WORK 1 MILE	6	48 x 48	96	W20-1	SIGN
712-06	ROAD WORK 1/2 MILE	6	48 x 48	96	W20-1	SIGN
712-06	ROAD WORK 1000 FEET	4	48 x 48	64	W20-1	SIGN
712-06	RIGHT LANE CLOSED 1 MILE	4	48 x 48	64	W20-5R	SIGN
712-06	RIGHT LANE CLOSED 1/2 MILE	4	48 x 48	64	W20-5R	SIGN
712-06	RIGHT LANE CLOSED 1500 FEET	4	48 x 48	64	W20-5R	SIGN
712-06	LEFT LANE CLOSED 1 MILE	4	48 x 48	64	W20-5L	SIGN
712-06	LEFT LANE CLOSED 1/2 MILE	4	48 x 48	64	W20-5L	SIGN
712-06	LEFT LANE CLOSED 1500 FEET	4	48 x 48	64	W20-5L	SIGN
712-06	GROOVED PAVEMENT	7	48 x 48	112	W21-1	SIGN
712-06	RIGHT SHOULDER CLOSED 1500 FEET	4	48 x 48	64	W21-5R	SIGN
712-06	MERGE NOW (SPECIAL)	4	48 x 48	64	W8-11	SIGN
712-06	ROAD WORK NEXT 8 MILES	4	30 x 24	20	G20-1	SIGN
712-06	END ROAD WORK	6	48 x 24	48	G20-2A	SIGN
712-06	SHIFT ARROW	4	48 x 48	64	W1-4AR	SIGN
712-06	SHIFT ARROW	4	48 x 48	64	W1-4CR	SIGN
712-06	SHIFT ARROW	4	48 x 48	64	W1-4CL	SIGN
712-06	DO NOT PASS IN RIGHT LANE	2	120 x 40	67	R4-1(MOD)	SIGN
712-06	UNEVEN LANES	68	48 x 48	1088	W8-11	SIGN
712-06	EXT (MOUNTED ON FLEXIBLE DRUM)	3	30 x 24	15	M4-9R	SIGN
712-06	YIELD	3	36 x 36 x 36	12	R1-2	SIGN
712-06	ON RAMP (SUPPLEMENTAL)	4	36 x 36	36	W13-4P	SIGN
712-06	RAMP NARROWS	2	48 x 48	32	W5-1(MOD)	SIGN
712-06	LANE ENDS	4	48 x 48	64	W4-2R	SIGN
712-06	LANE ENDS	4	48 x 48	64	W4-2L	SIGN
TOTAL				2902		

STATE STORM DRAIN ADJUSTMENTS

CATCHBASINS	45
MANHOLES	0

FOOTNOTES

1. TO BUILD UP SHOULDERS AS NEEDED. INCLUDE 50 TONS FOR GUARDRAIL END TERMINALS. TO BE USED AS DIRECTED BY THE ENGINEER.
2. TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING
3. SEE SPECIAL PROVISION SP411 OGFC.
4. FOR SIGNS INCLUDED IN ITEM NO. 712-06 SIGNS (CONSTRUCTION).
5. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORAIRLY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD FROM A DESIGNATED LIST OF METHODS ACCEPTED BY THE DEPARTMENT. SAID SIGN COVERING METHOD SHALL BE SELECTED FROM QUALIFIED PRODUCTS LIST 10, SECTION D OR APPROVED BY THE DIVISION OF MATERIALS AND TEST AND SHALL BE USED TO COVER THESE SIGNS. NO OTHER METHOD FOR SIGN COVERING WILL BE ALLOWED. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
6. 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 WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.
7. THE CONTRACTOR SHALL USE THE RIBBON METHOD FOR APPLICATION.
8. ONLY ROCK SHALL BE USED IN THE CONSTRUCTION OR REPAIR OF GUARDRAIL PADS.
9. THE CONTRACTOR SHALL USE A FINE TOOTH MILLING HEAD WITH TEETH SPACING LESS THAN 1/2" AS DESCRIBED IN SECTION 415.03 OF TDOT STANDARD SPECIFICATIONS.
10. 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.
11. THE THIN LIFT MIX WILL NOT BE REQUIRED TO MEET THE REQUIREMENTS IN 903.11 OF TDOT STANDARD SPECIFICATIONS FOR SILICEOUS CONTENT. THE CONTRACTOR SHALL USE A MATERIAL TRANSFER DEVICE MEETING THE REQUIREMENTS FOR SPECIAL PROVISION 407G.
12. USE RIDEABILITY SPECIFICATION, SEE SPECIAL PROVISION NO. 411C, USE MATERIAL TRANSFER DEVICE, SEE SPECIAL PROVISION NO. 407G AND SPECIAL PROVISION 407SE.
13. FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS AND COLD PLANED SURFACE.
14. ITEMS TO BE USED FOR CONCRETE RAMPS AS DIRECTED BY THE PROJECT ENGINEER.
15. TO BE USED AS DIRECTED BY THE ENGINEER FOR RAMP SHOULDER ON SR-396 L.M. 0.593 TO L.M. 0.751 SB, AND L.M. 0.673 TO L.M. 0.751 NB. SR-840 L.M. 6.314 TO L.M. 6.408 SB, AND L.M. 6.408 TO L.M.6.680 SB @ A RATE OF 0.12 GAL/S.Y.
16. TO BE USED AT THE DIRECTION OF THE ENGINEER TO RE-LENS SNOW PLOWABLE PAVEMENT MARKERS ON CONCRETE RAMPS @ SR-840 & SR-396.
17. SEE SPECIAL NOTES ON SHEET 2C.
18. QUANTITY TO INCLUDE THE COST OF REMOVAL OF EXISTING DELINEATORS.
19. 96' X 48" (BLUE BACKGROUND WITH WHITE COPY), 0.100" SHEET ALUMINUM.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-2(82)	2

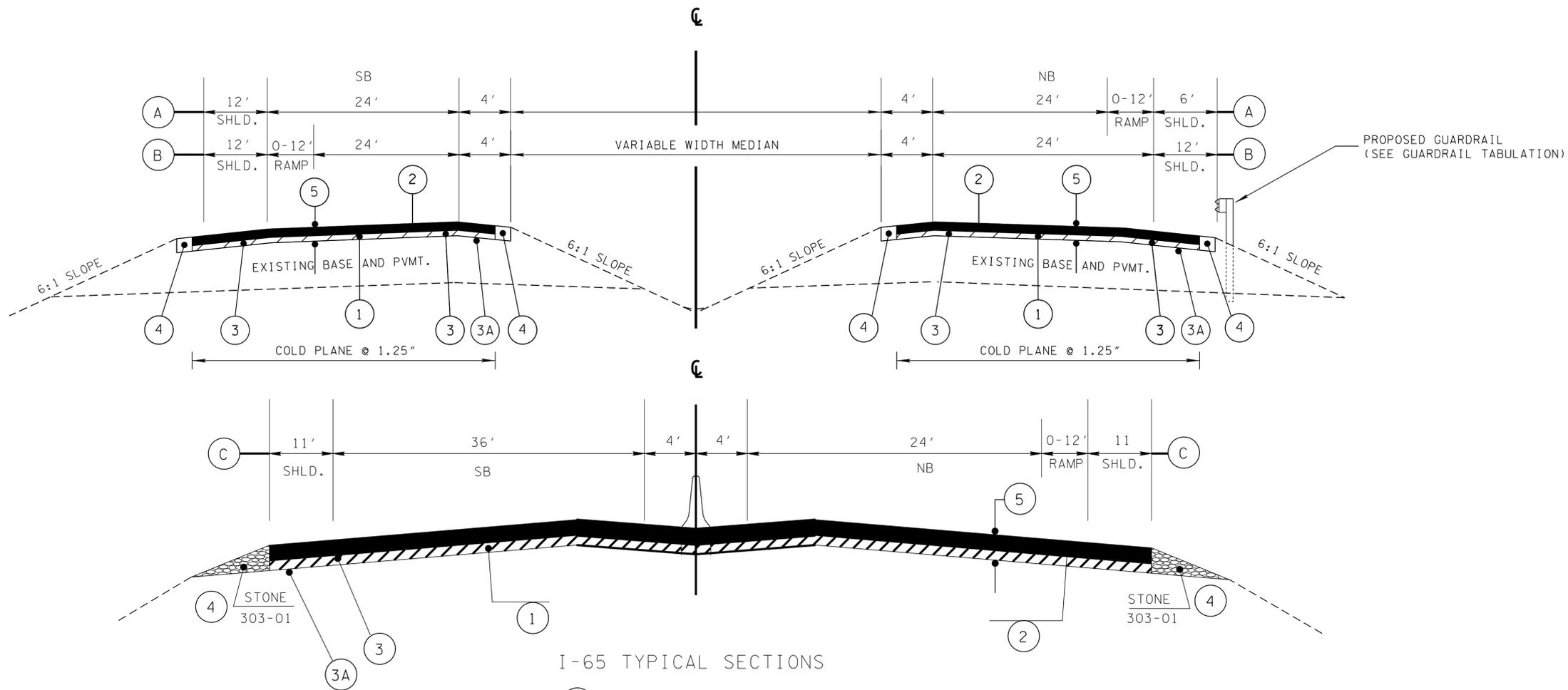
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ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-2(82)	2A1



PROPOSED PAVEMENT SCHEDULE	
(1) SURFACE @ (65 LB/S.Y.) 307-03.10 ACS MIX (PG76-22)(BPMB-HM) GR CS	(3A) TACK COAT @ 0.10 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
(2) SURFACE @ 1.25" THICK (110.0 LB/S.Y.) 411-03.15 ASPHALT CEMENT (PG76-22) FOR OGFC MIX 411-03.16 AGGREGATE FOR OGFC MIX	(4) MINERAL AGGREGATE (THICKNESS VARIES) 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
(3) TACK COAT @ 0.07 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	(5) COLD PLANING @ 1.25" THICK 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)

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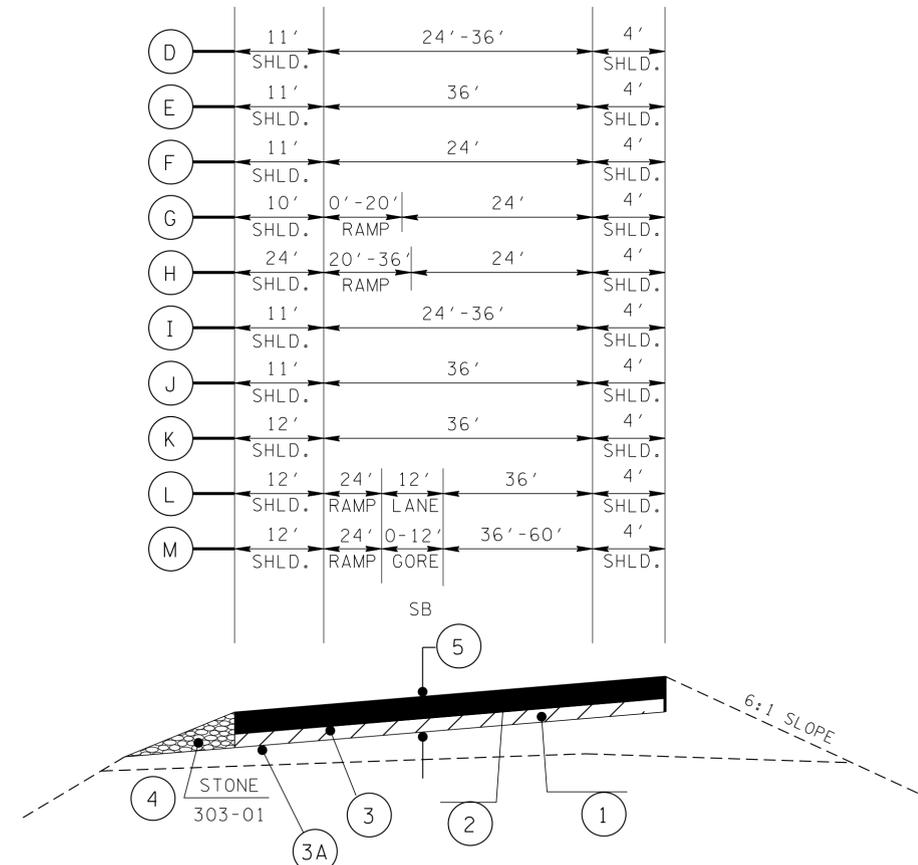
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TYPICAL
 SECTIONS
 AND
 PAVEMENT
 SCHEDULE

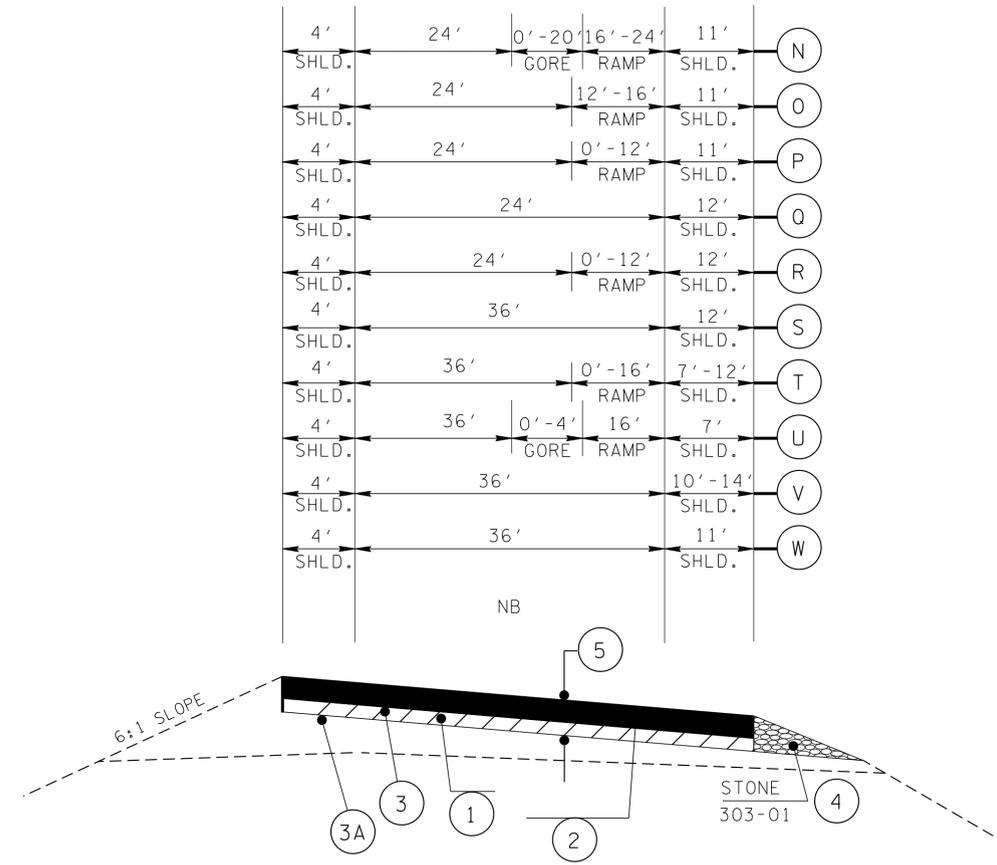
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-2(82)	2A2



I-65 SOUTHBOUND TYPICAL SECTIONS

- (D) L.M. 0.411-0.593
- (E) L.M. 0.593-0.751
- (F) L.M. 1.397-4.750
- (G) L.M. 4.750-5.021
- (H) L.M. 5.021-5.158
- (I) L.M. 5.158-5.396
- (J) L.M. 5.396-5.823
- (K) L.M. 5.823-6.314
- (L) L.M. 6.314-6.408
- (M) L.M. 6.408-7.270



I-65 NORTHBOUND TYPICAL SECTIONS

- (N) L.M. 0.411-0.673
- (O) L.M. 0.673-0.751
- (P) L.M. 1.397-1.574
- (Q) L.M. 1.574-4.757
- (R) L.M. 4.757-4.830
- (S) L.M. 4.830-5.527
- (T) L.M. 5.527-5.615
- (U) L.M. 5.615-5.660
- (V) L.M. 5.660-6.140
- (W) L.M. 6.140-7.270

PROPOSED PAVEMENT SCHEDULE	
(1) SURFACE @ (65 LB/S.Y.) 307-03.10 ACS MIX (PG76-22)(BPMB-HM) GR CS	(3A) TACK COAT @ 0.10 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
(2) SURFACE @ 1.25" THICK (110.0 LB/S.Y.) 411-03.15 ASPHALT CEMENT (PG76-22) FOR OGFC MIX 411-03.16 AGGREGATE FOR OGFC MIX	(4) MINERAL AGGREGATE (THICKNESS VARIES) 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
(3) TACK COAT @ 0.07 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	(5) COLD PLANING @ 1.25" THICK 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)

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**TYPICAL
SECTIONS
AND
PAVEMENT
SCHEDULE**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-2(82)	2B

GENERAL NOTES

GUARDRAIL

- (1) 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.

MISCELLANEOUS.

- (2) 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

- (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. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.
- (4) 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.
- (5) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02 PAINTED 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.

FINAL PAVEMENT MARKING IF 8" ENHANCED FLATLINE THERMOPLASTIC IS USED

- (7) 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

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

RESURFACING

- (9) 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

- (10) 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.
- (11) 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.
- (12) 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.
- (13) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (14) 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.
- (15) 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.
- (16) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

- (17) 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.
- (18) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

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**GENERAL
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-2(82)	2C

SPECIAL NOTES

MISCELLANEOUS

- (1) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK AND INCLUDE ALL COSTS THEREOF IN THE PRICES BID FOR OTHER ITEMS OF CONSTRUCTION: 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.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (8) 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.
- (9) 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.

EROSION PREVENTION AND SEDIMENT CONTROL

FOR GUARDRAIL TERMINALS

- (10) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CONSTRUCTING EARTH PADS FOR THE TYPE 38 TERMINALS 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.
- (11) DURING CONSTRUCTION OF THE EARTH PADS FOR THE TYPE 38 GUARDRAIL TERMINALS, EXISTING VEGETATION WILL BE REQUIRED TO BE REMOVED FOR THE PROPOSED PAD AND SLOPES. IF DURING THE VEGETATION REMOVAL, ANY TREES GREATER THAN 3 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 > 3" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

NPDES

- (12) 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.
- (13) 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

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

END OF TRAFFIC QUEUE PROTECTION

- (16) 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 NED 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 MAUFACTURERE'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.

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**SPECIAL
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH-1-65-2(82)	20

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.

SPECIAL TRAFFIC CONTROL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL AGREE WITH THE CURRENT PUBLICATION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. THIS CONSTRUCTION SIGNING IS TO BE CONSIDERED A MINIMUM. OTHER SIGNS, AS DIRECTED BY THE ENGINEER, MAY BE REQUIRED DURING DIFFERENT PHASES OF CONSTRUCTION AND WILL BE PAID FOR AT THE PRICE BID UNDER THE APPROPRIATE ITEMS.
3. FOR DETAILS OF THE FLASHING ARROW BOARD, SEE STANDARD DRAWING T-FAB-1
4. WHERE CONES ARE USED ADJACENT TO LANES OF MOVING TRAFFIC THERE WILL BE A WIND CREATED BY PASSING VEHICLES. THE USE OF WEATHERED CONES WILL BE NECESSARY AS OUTLINED IN SECTION 6C-4 M.U.T.C.D 1979.
5. WHEN TRAFFIC LANES ARE OPEN, BUT SHOULDER IS CLOSED, THE CONTRACTOR SHALL USE AN ARROW BOARD W/ FOURTH COUNTER FLASHING MODE.
6. ALL REGULATORY AND WARNING SIGNS WHICH ARE NO LONGER APPROPRIATE BECAUSE OF THE CONSTRUCTION SHALL BE COVERED OR REMOVED.
7. BARRICADE WARNING LIGHTS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD FOR FLASHING AND STEADY BURN BARRICADE WARNING LIGHTS (1971).

TRAFFIC CONTROL QUANTITIES					
Item No.	Description	Units	Quantity	M.U.T.C.D. No.	Remarks
712-01	TRAFFIC CONTROL	LS	1		
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	540		
712-06	SIGNS (CONSTRUCTION)	S.F.	2,902		
712-06.16	SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	2	TN-44	
712-08.03	ARROW BOARD (TYPE C)	EACH	4		
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	5		

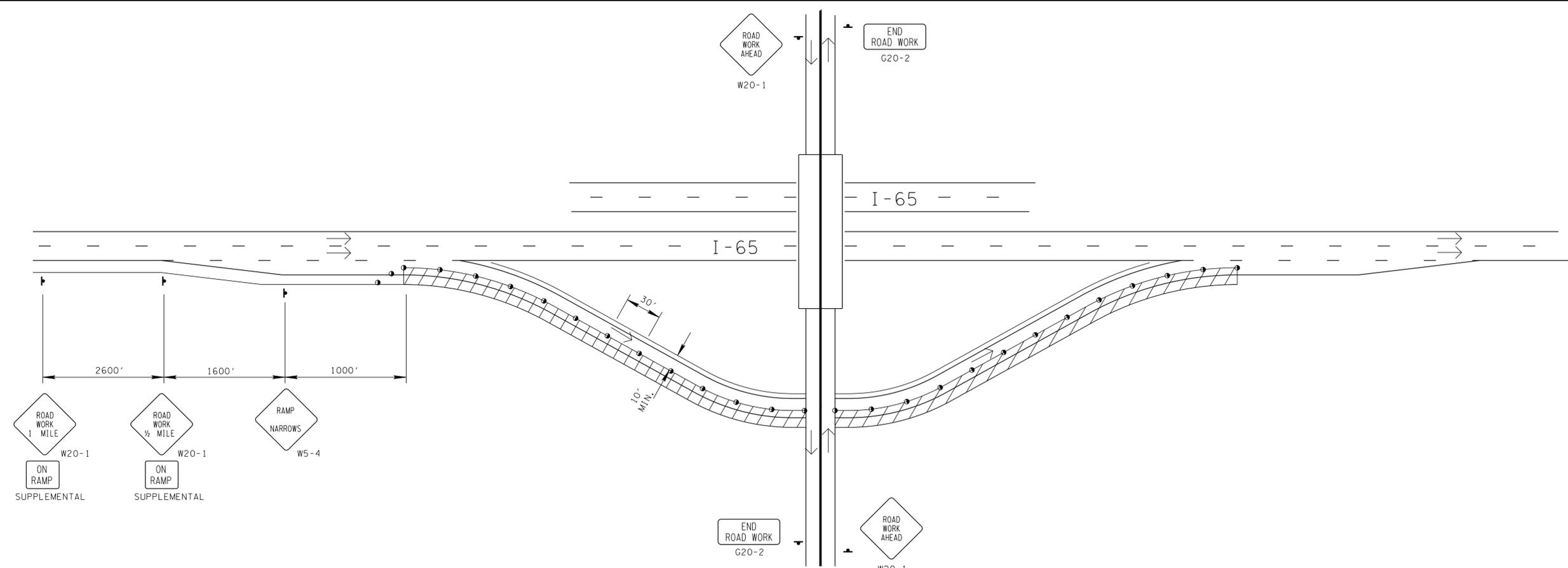
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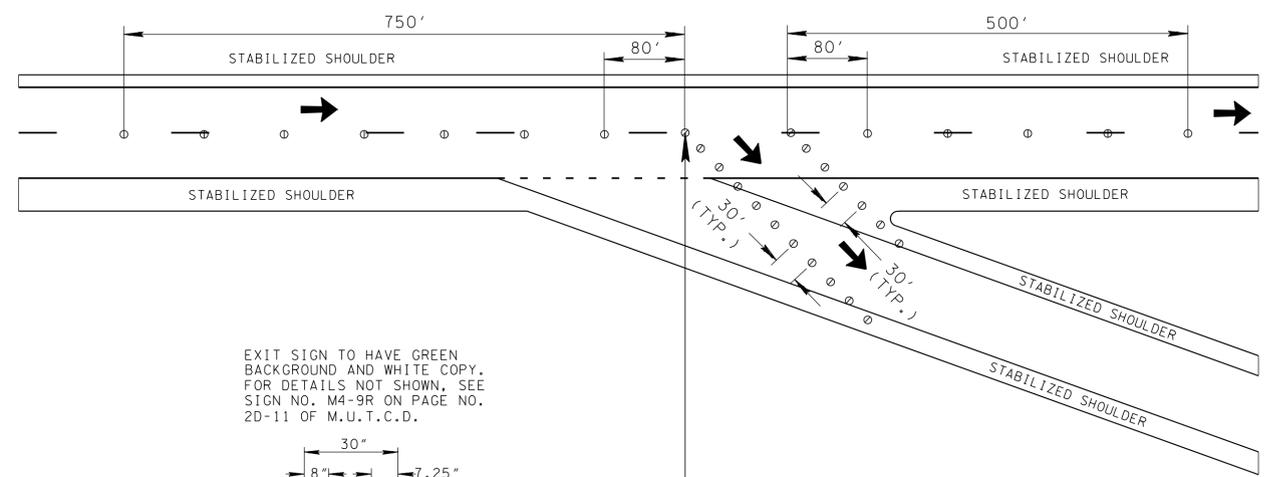
**TRAFFIC
CONTROL NOTES
AND
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH-1-65-2(82)	2E

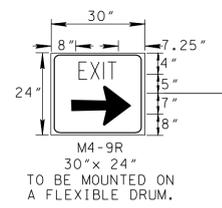


INTERCHANGE DETAILS (TYPICAL)

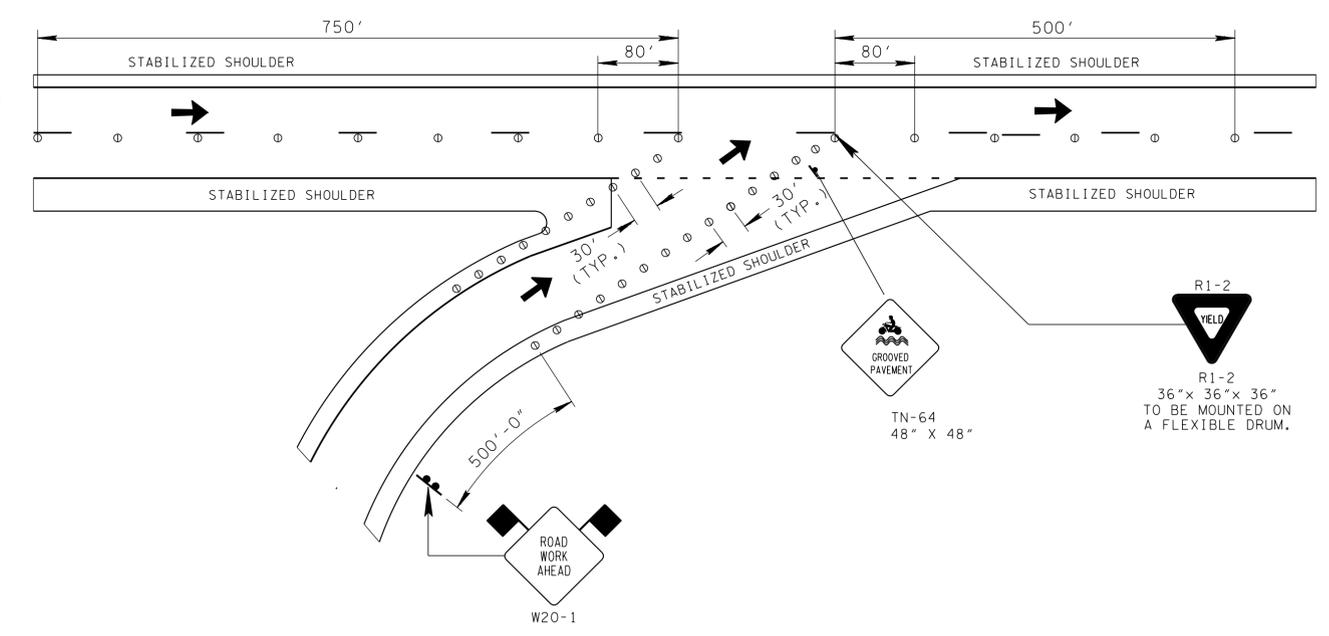
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EXIT SIGN TO HAVE GREEN BACKGROUND AND WHITE COPY. FOR DETAILS NOT SHOWN, SEE SIGN NO. M4-9R ON PAGE NO. 2D-11 OF M.U.T.C.D.



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.

D6-AUG-2014 15:53 \\J03WF01.tdot.state.tn.us\03Shorad\SURVEY\DESIGN\Resurfacing Plans\2015\Interstate\WilliamsonCo.I-65(LM00-LM727)\2E Traffic Control for Ramps - INFO.dgn