

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-1-24-1(116)	1A

SHEET NO.	DESCRIPTION
1	TITLE SHEET
1A	INDEX AND STANDARD DRAWINGS
2	ESTIMATED ROADWAY QUANTITIES
2A	TABULATED QUANTITIES
3	TYPICAL SECTIONS AND PAVEMENT SCHEDULE
3A	TYPICAL SECTIONS AND PAVEMENT SCHEDULE
4	TRAFFIC DETECTION LOOP DETAIL
4A	TRAFFIC DETECTION LOOP DETAIL
4B	TRAFFIC DETECTION LOOP DETAIL
5	GENERAL NOTES
6	SPECIAL NOTES

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
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD01-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS
RD01-TS-5	10-15-02	DESIGN STANDARDS FREEWAYS WITH DEPRESSED MEDIAN
RD01-TS-5B	10-15-02	DESIGN STANDARDS FREEWAYS WITH MEDIAN BARRIER

ROADWAY AND PAVEMENT APPURTENANCES

RP-J-5	07-01-01	TYPICAL ACCELERATION AND DECELERATION LANE JOINT TYPES AND SPACING FOR CONCRETE RAMPS
RP-J-7	07-14-14	CONCRETE RAMP JOINT TYPES AND SPACING
RP-J-23	07-05-12	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05-07-01	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR
RP-J-25	05-07-01	CONCRETE PAVEMENT JOINT REPAIR DETAILS

TRAFFIC CONTROL APPURTENANCES

T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-5	04-23-13	MARKING DETAILS FOR EXPRESSWAYS AND FREEWAYS
T-M-6	6-22-12	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	1-12-12	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-12-12	MARKING DETAILS FOR EXPRESSWAYS AND FREEWAYS
T-M-9	11-01-11	MARKING DETAILS FOR RAMP INTERSECTIONS
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-15	04-02-12	INTERIOR LANE CLOSURE ON FREEWAYS OR EXPRESSWAYS
T-WZ-16	03-13-09	LANE SHIFT ON DIVDED HIGHWAYS AND FREEWAYS
T-WZ-18	03-19-09	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-21	03-15-11	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT

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

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**INDEX
AND
STANDARD
DRAWINGS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-1-24-1(116)	2

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
1	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1000
2,3	307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	1000
	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	226
	411-03.09 ACS MIX(PG76-22) THIN LIFT CS ASPHALT	TON	9940
4	411-03.23 OGFC SURFACE MIX (PG76-22)	TON	16821
	411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	14
	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	20070
	501-01 PORTLAND CEMENT CONCRETE PAVEMENT(REPLACEMENT)	S.Y.	5605
	502-01 CLEANING AND SEALING JOINTS	L.F.	5800
	502-04.01 SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F.	20374
	502-04.02 LOAD TRANSFER DOWELS	EACH	4142
	502-04.03 TRANSVERSE TIE-BARS	EACH	2257
	502-08.07 SEALING RANDOM CRACKS (SILICONE SEALANT)	L.F.	1442
	705-04.26 REMOVE AND REPLACE BARRIER DELINEATOR	EACH	70
5	712-01 TRAFFIC CONTROL	LS	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	300
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	4
6	712-06 SIGNS (CONSTRUCTION)	S.F.	746
7	712-06.16 SIGNS (CONSTRUCTION)(REDUCED SPEED WARNING)	EACH	2
	712-08.03 ARROW BOARD (TYPE C)	EACH	5
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	2
	716-01.23 SNWPLWBLE PVMT MRKRS (BI-DIR)(2 COLOR)	EACH	2150
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	2150
	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	16
	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	2
	716-02.12 PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	10900
	716-02.23 PLASTIC PAVEMENT MARKING (12IN BARRIER LINE)	L.F.	2700
	716-04.04 PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	1170
	716-04.05 PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	1
	716-04.09 PLASTIC PAVEMENT MARKING (H.O.V. DIAMOND)	EACH	19
	716-04.12 PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	44
8	716-05.02 PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	21800
8	716-05.07 PAINTED PAVEMENT MARKING (24" BARRIER LINE)	L.F.	3600
8	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	40.5
8	716-05.51 PAINTED PAVEMENT MARKINGS(12" LINE)	L.F.	24000
	716-09.32 EXIT ONLY ARROW	EACH	7
9,10	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	2
9,10	716-12.05 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	1560
9,10	716-12.09 ENHANCED FLATLINE THERMO (12IN LINE)	L.F.	12000
9,10	716-12.10 ENHANCED FLATLINE THERMO (12IN DOTTED)	L.F.	1350
	717-01 MOBILIZATION	LS	1
	730-03.20 INSTALL PULL BOX (TYPE A)	EACH	6
	730-12.02 CONDUIT 2" DIAMETER (PVC)	L.F.	120
	730-14.02 SAW SLOT	L.F.	1860
11	730-14.03 LOOP WIRE	L.F.	4800

FOOTNOTES

- TO BE USED FOR RAMPS AT EXIT 80 (SR 99) TO BUILD UP SHOULDERS AND TO REPAIR ANY DEFICIENT PLACES ON THE CONCRETE RAMP REPAIRS.
- TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
- FOR MATERIAL TRANSFER DEVICE, SEE SPECIAL PROVISION NO. 407G.
- FOR BITUMINOUS PLANT MIX OPEN GRADED COURSE, SEE SPECIAL PROVISION 411OGFC.
- 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.
- IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY 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).
- 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.
- FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS AND COLD PLANED SURFACE.
- 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.
- CONTRACTOR SHALL USE THE RIBBON METHOD FOR APPLICATION.
- ITEM INCLUDES AN EXTRA 320' (20' PER LEAD LINE) THAT IS TO REMAIN IN PULL BOX FOR INSTALLATION BY TRAFFIC COUNTER PERSONNEL.

SIGNS CONSTRUCTION 712-06

QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
4	G20-1	ROAD WORK NEXT 4 MILES	48 x 24	32
4	G20-2	END ROAD WORK	48 x 24	32
4	W20-1	ROAD WORK 1 MILE	48 x 48	64
4	W20-5R	RIGHT LANE CLOSED 1/2 MILE	48 x 48	64
4	W20-5L	LEFT LANE CLOSED 1/2 MILE	48 x 48	64
4	W20-1	ROAD WORK AHEAD	48 x 48	64
4	W21-1	GROOVED PAVEMENT - PORTABLE	48 x 48	64
4	W4-2R	RIGHT LANE ENDS SYMBOL	48 x 48	64
4	W4-2L	LEFT LANE ENDS SYMBOL	48 x 48	64
2	W20-7a	FLAGGER SYMBOL - PORTABLE	48 x 48	32
2	W16-2	SUPPLEMENTAL PLATE - PORTABLE	30 x 24	10
6	W8-9a	SHOULDER DROP-OFF - PORTABLE	48 x 48	96
6	W8-11	UNEVEN LANES - PORTABLE	48 x 48	96
TOTAL S.F.				746

BRIDGE NOTES

LOCATION	LENGTH (FT.)	RECOMMENDATION
L.M. 17.28	23	PAVE WITH PLANS QUANTITY
L.M. 18.27	250	LEAVE AS IS

SPECIAL NOTE

THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK SO AS TO NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

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ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-1-24-1(116)	2A

RAMP QUANTITIES

EXIT #	INTERCHANGE ROUTE #	UNIT	LOOP				
			WENT	E EXIT	W EXIT	E EXIT	E ENT
81	SR 1, US 231						
Item	Description	Unit	Quantity	Quantity	Quantity	Quantity	Quantity
501-01	Concrete Pavement (Replacement)	SY	657.17	171.00	3961.55	205.50	524.44
502-01	Cleaning and Sealing Joints	LF	621.00	528.00	2472.00	578.00	1441.00
502-04.01	Sawing Concrete Pavement (Full Depth)	LF	2344.00	640.00	14164.00	962.00	2010.00
502-04.02	Load Transfer Dowels	Each	674.00	224.00	2472.00	254.00	450.00
502-04.03	Transverse Tie Bars	Each	392.00	70.00	1440.00	80.00	245.00
502-08.07	Random Cracks (Silicone Sealant)	LF	152.00	60.00		100.00	230.00
716-12.02	Enhanced Flatline Thermo (6" Line)	LM	0.50	0.05	0.85	0.06	0.13
716.02.05	Plastic Pavement Marking Stop Line	LF			16		
716-04.12	Plastic Pavement Marking Yield Line	SF			44		
716-02.06	Plastic Pavement Marking(Turn Lane Arrow)	EACH			2		
716-04.05	Plastic Pavement Marking(Straight Arrow)	EACH			1		

RAMP QUANTITIES

EXIT #	INTERCHANGE ROUTE #	UNIT	Loop Ramp		
			WENT	W EXIT	W ENT
80	SR 99				
Item	Description	Unit	Quantity	Quantity	Quantity
303-01	Mineral Aggregate Type A Base	Tons	0.00	0.00	
501-01	Concrete Pavement (Replacement)	SY			85.00
502-01	Cleaning and Sealing Joints	LF			160.00
502-04.01	Sawing Concrete Pavement (Full Depth)	LF			254.00
502-04.02	Load Transfer Dowels	Each			68.00
502-04.03	Transverse Tie Bars	Each			30.00
502-08.07	Random Cracks (Silicone Sealant)	LF	120.00	700.00	80.00
716-12.02	Enhanced Flatline Thermo (6" Line)	LM			0.03

Traffic Counters and Weather Stations

Note Location and Type
Traffic Counter WB, LM 18.93, 17.331, 15.58
Traffic Counter EB, LM 17.28
Weather Station EB, LM 18.72

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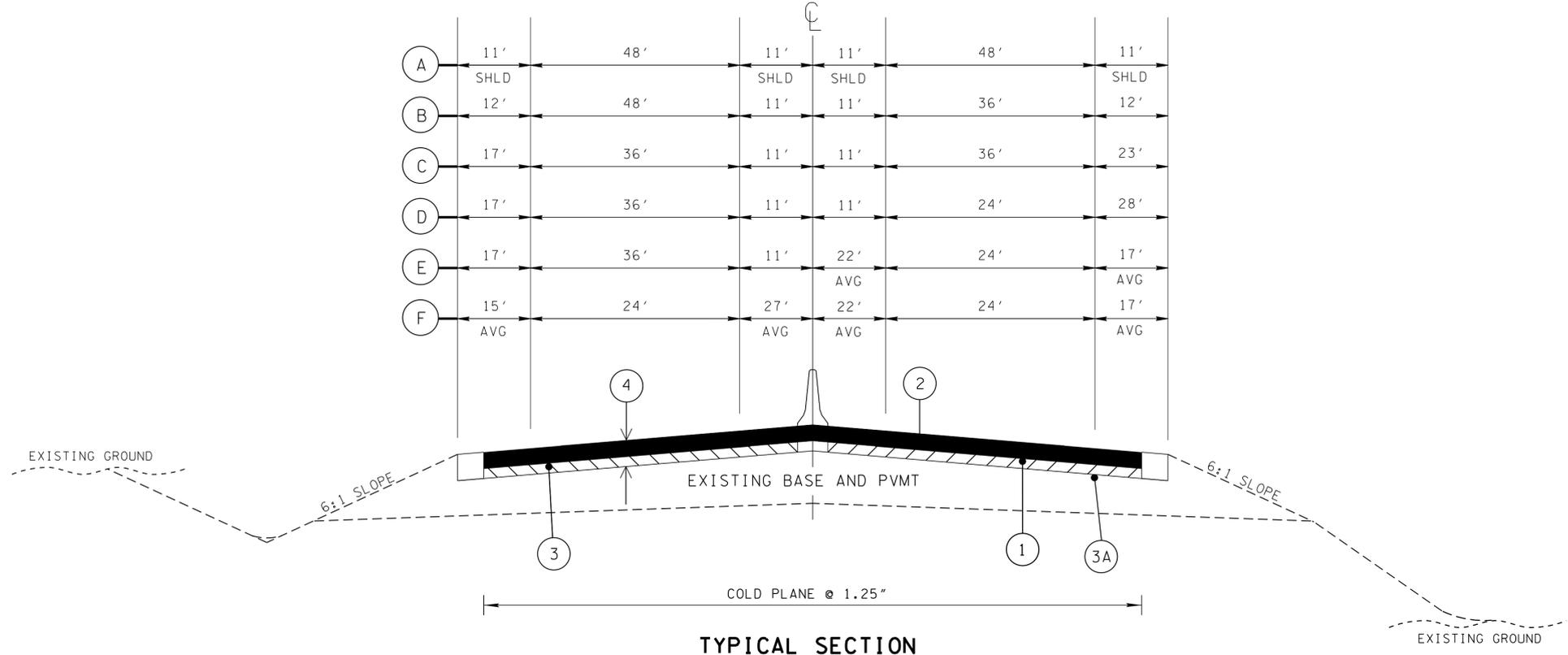
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**TABULATED
QUANTITIES**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2016	NH-1-24-1(116)	3



TYPICAL SECTION

L.M. 15.58 TO L.M. 19.07

- Ⓐ L.M. 15.580-17.787
- Ⓑ L.M. 17.787-17.969
- Ⓒ L.M. 17.969-18.249
- Ⓓ L.M. 18.249-18.579
- Ⓔ L.M. 18.579-18.948
- EXCLUSION: L.M. 18.720-18.770
- Ⓕ L.M. 18.948-19.070

EXCLUSION: L.M. 18.720-18.770

PROPOSED PAVEMENT SCHEDULE	
① SURFACE @ (65.0 LB/S.Y.) 411-03.09 ACS MIX (PG76-22) THIN LIFT CS ASPHALT	③A TACK COAT @ 0.10 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
② SURFACE @ 1.25" THICK (110.0 LB/S.Y.) 411-03.23 OGFC SURFACE MIX (PG76-22)	④ COLD PLANING @ 1.25" THICK 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)
③ TACK COAT @ 0.07 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	

SPECIAL NOTE:

ALL SHOULDERS WILL BE DEGRASSSED/CLIPPED AND CLEANED OF ALL VEGETATION, GRASS AND DEBRIS. SEE SPECIAL NOTES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

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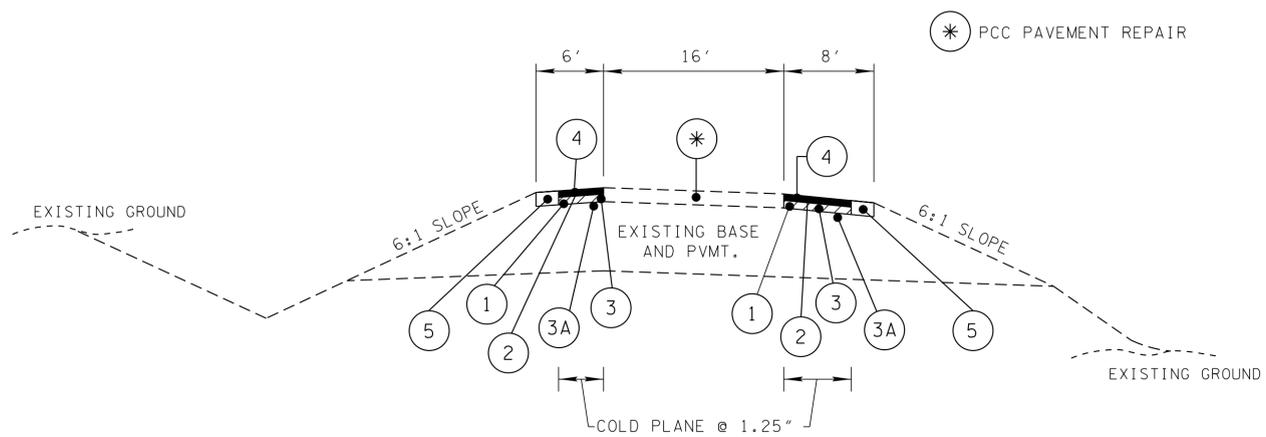
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TYPICAL SECTIONS AND PAVEMENT SCHEDULE

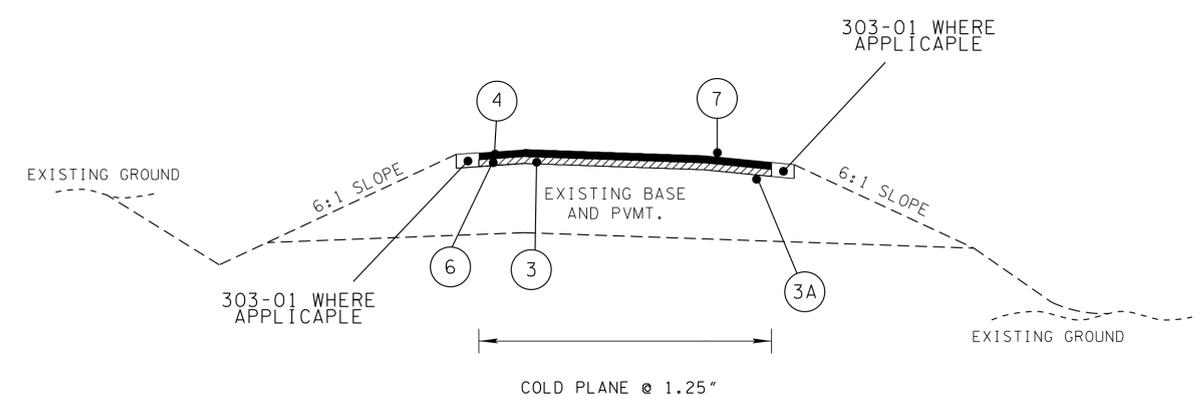
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-1-24-1(116)	3A

SEE NOTES BELOW FOR DIMENSIONS



**TYPICAL SECTION
CONCRETE RAMPS**
(BASED ON STD. DWG. RD01-TS-4)
SR-99 @ EXIT 80 L.M. 16.715
SR-231 @ EXIT 81 L.M. 18.180



**TYPICAL SECTION
GORE AND INTERCHANGE RAMPS**

PROPOSED PAVEMENT SCHEDULE

① SURFACE @ (65.0 LB/S.Y.) 307-03.10 ASPHALT CONC. MIX (PG 76-22) (BPMB-HM) GR CS	④ COLD PLANING @ 1.25" THICK 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)
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	⑤ MINERAL AGGREGATE @ 1.25" THICKNESS 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D (TON)
③ TACK COAT @ 0.07 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	⑥ SURFACE @ (65.0 LB/S.Y.) 411-03.09 ACS MIX (PG76-22) THIN LIFT CS ASPHALT
③A TACK COAT @ 0.10 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	⑦ SURFACE @ 1.25" THICK (110.0 LB/S.Y.) 411-03.23 OGFC SURFACE MIX (PG76-22)

SPECIAL NOTE:

ALL SHOULDERS WILL BE DEGRASSED/CLIPPED AND CLEANED OF ALL VEGETATION, GRASS AND DEBRIS. SEE SPECIAL NOTES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

Gore and Interchange Ramps Needed to be milled, and paved(CS and OGFC)
WB, LM 18.447, gore(402'x18"), ramp(415'x16")=13876 SF mill and replace
WB, LM 17.96, gore (980'x7'), ramp (1705'x12")=27320 SF mill and replace
WB, LM 17.14, gore (470'x16'), ramp (805'x20")=23620 SF mill and replace
WB, LM 16.77, gore (100'x8'), ramp (1670'x12")=20840 SF mill and replace
WB, LM 16.44, gore (870'x9'), ramp (1830'x15")= 35280 SF mill and replace
EB, LM 16.51, gore (275'x7'), ramp (641'x22")= 16027 SF mill and replace
EB, LM 16.653, gore (132'x9'), ramp (1670'x12")= 21228 SF mill and repalce
EB, LM 16.98, gore (840'x9'), ramp (1870'x16")= 37480 SF mill and replace
EB, LM 17.80, gore (656'x35'), ramp (330'x12")= 26920 SF mill and replace
EB, LM 18.249, gore (162'x54'), ramp (600'x12")= 15948 SF mill and replace
EB, LM 18.60, gore (1013'x22', ramp (1400'x12")= 39086 SF mill and replace

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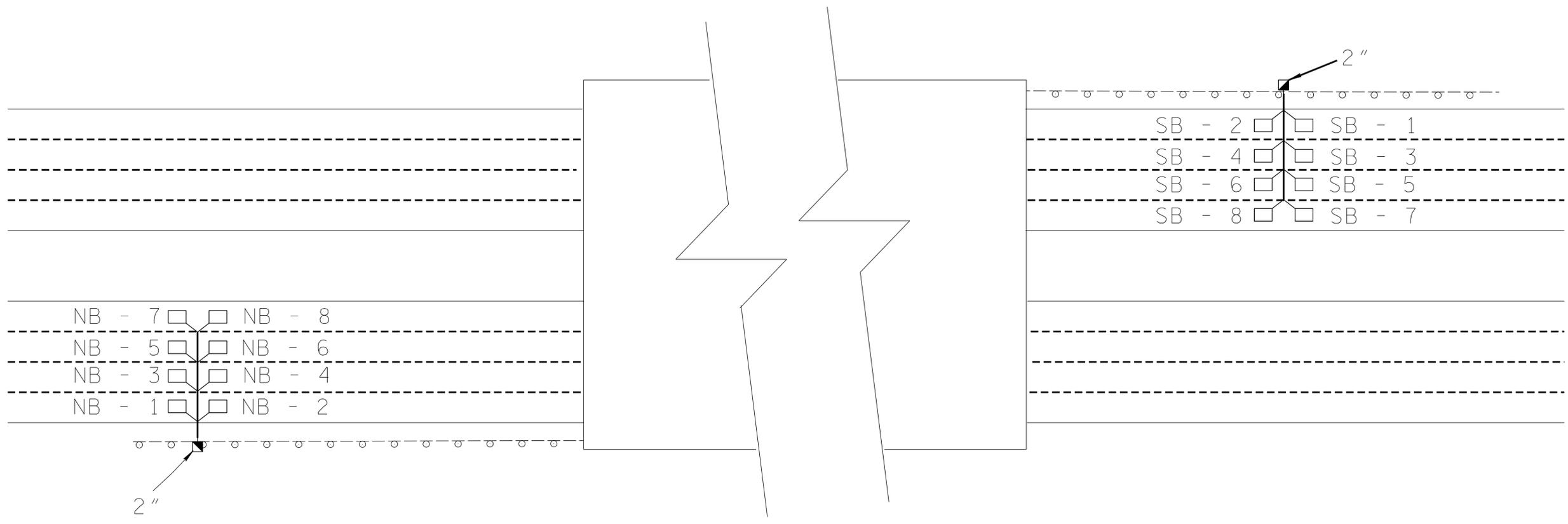
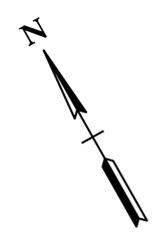
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**TYPICAL
SECTIONS
AND
PAVEMENT
SCHEDULE**

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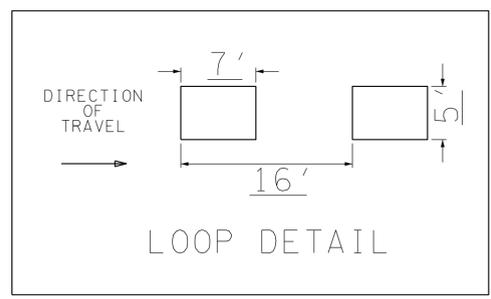
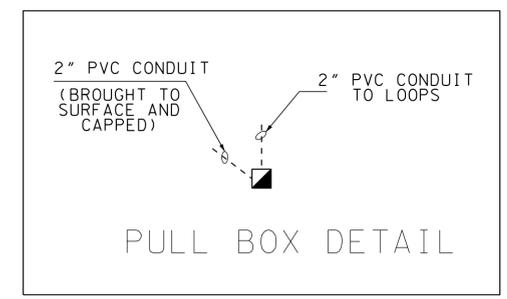
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-1-24-1(116)	4

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



I-24 - Rutherford County
 Cycle Count Station # 107
 East Bound Log Mile 15.48
 West Bound Log Mile 15.62

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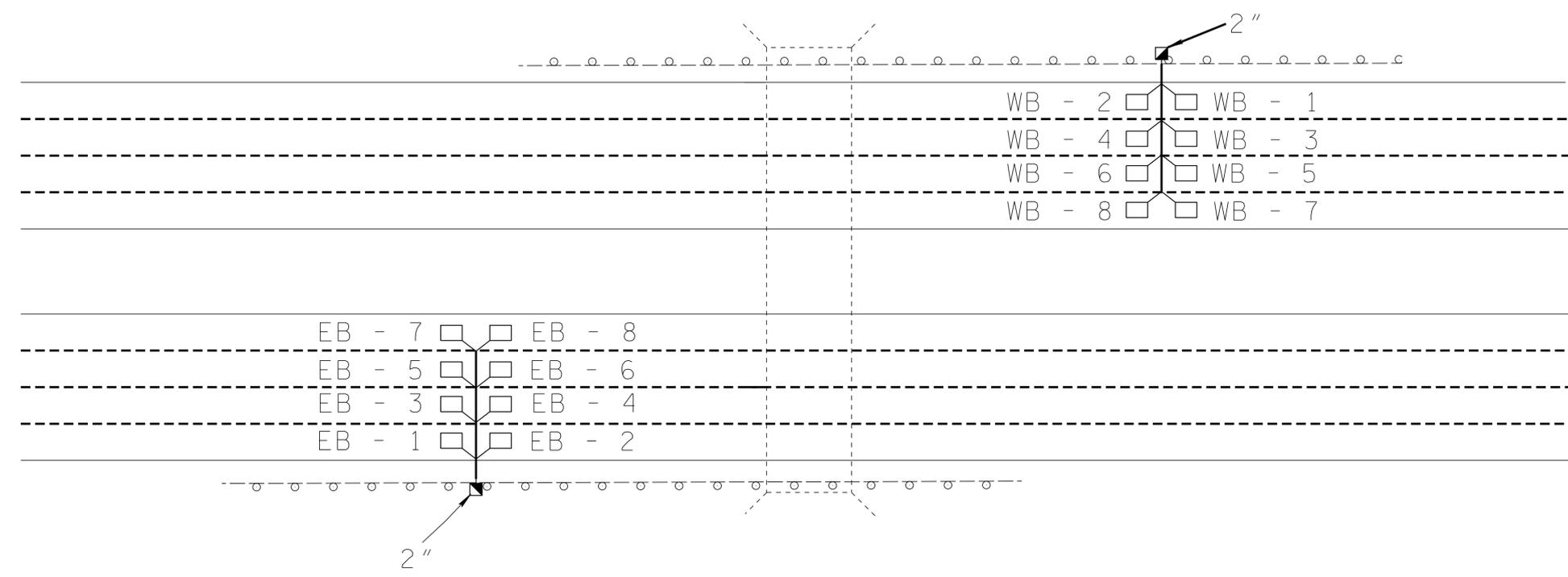
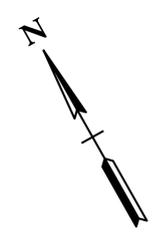
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**TRAFFIC
 DETECTION
 LOOPS DETAIL**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-1-24-1(116)	4A

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



I-24 - Rutherford County
 Cycle Count Station # 290
 East Bound Log Mile 17.28
 West Bound Log Mile 17.33

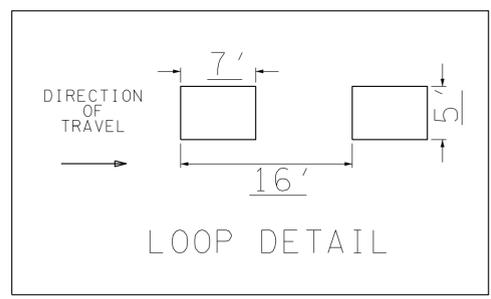
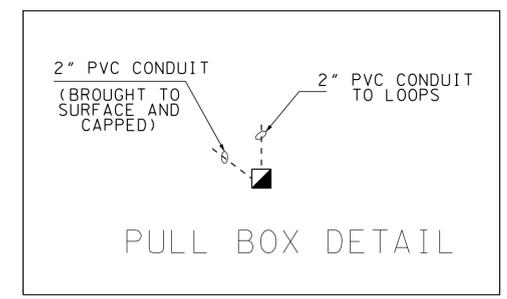
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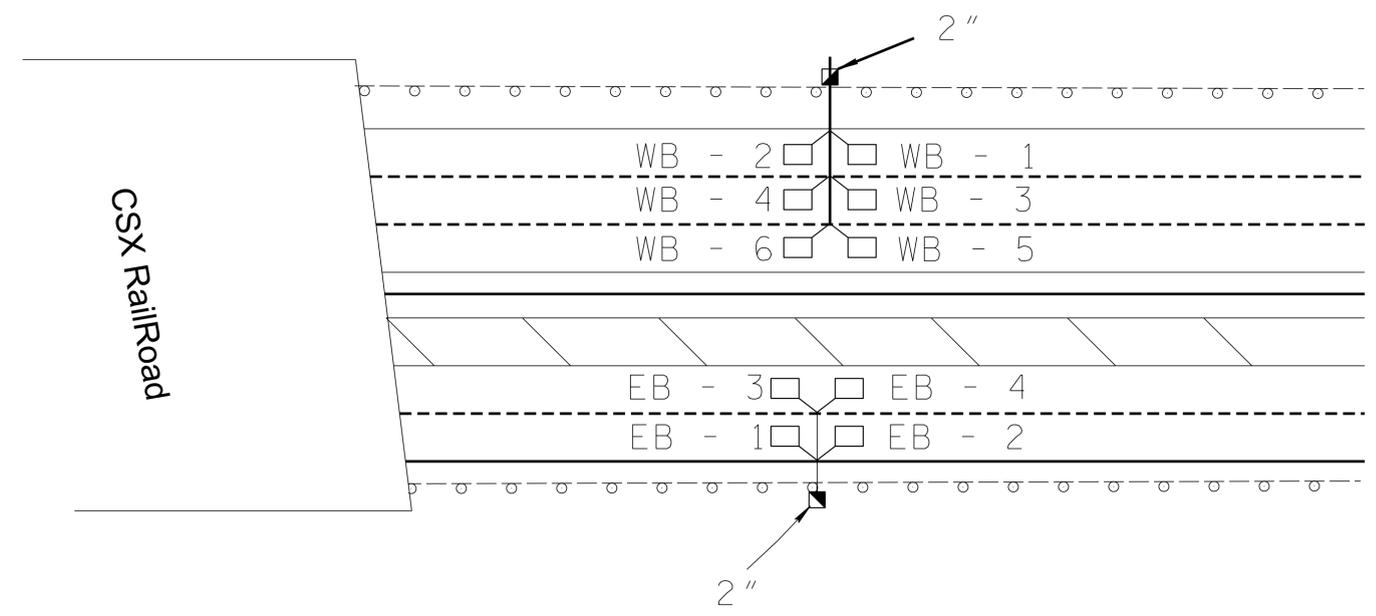
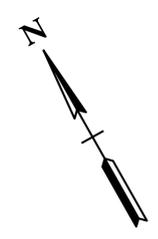
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 DETECTION
 LOOPS DETAIL**



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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-I-24-1(116)	4B

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

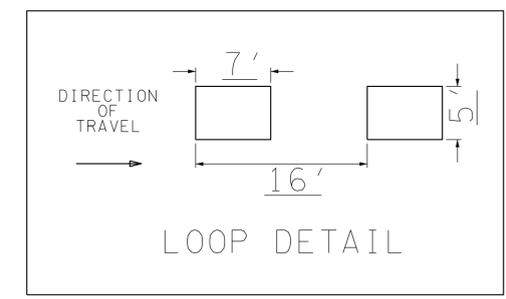
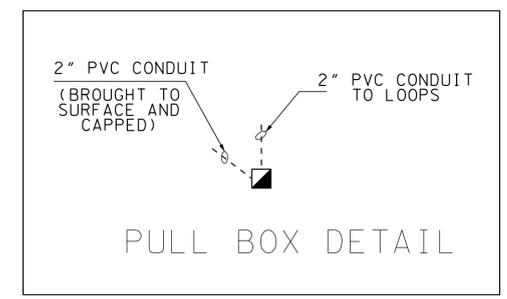


I-24 - Rutherford County
 Cycle Count Station # 287
 Log Mile 18.92

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**TRAFFIC
 DETECTION
 LOOPS DETAIL**

05-AUG-2015 15:00
 \\J03WF01.tdot.state.tn.us\03Shored\SURVEY\DESIGN\Resurfacing Plans\2016interstate\RutherfordCo.J-24(LM5.58-LM9.07)\4B Loop Detail.stg 287-INFO.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-1-24-1(116)	5

GENERAL NOTES

MISCELLANEOUS

- (1) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

- (2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.
- (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.

FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

- (4) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

PAVEMENT

PAVING

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

RESURFACING

- (6) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (7) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (8) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (9) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (10) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (11) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (12) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF A OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE.. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (13) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

- (14) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.
- (15) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

SIGNALIZATION (TRAFFIC COUNTERS)

- (16) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (17) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.
- (18) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (19) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNAL ITEMS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

**UNOFFICIAL
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BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**GENERAL
NOTES**

05-AUG-2015 15:00 \\J033WF01.tdot.state.tn.us\03Shor-ed\SURVEY\DESIGN\Resurfacing Plans\2016interstate\Runther-for-dco-j-24\LM5.58-LM9.07\5 GeneralNotes-INFO.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-1-24-1(116)	6

SPECIAL NOTES

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

SUPPLY THE X/Y COORDINATES (BASED ON WGS COORDINATES) OF EACH PULL BOX.

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:
 - A. REPAIR OF SHOULDERS AND DITCHES THROUGHOUT THE LENGTH OF THE PROJECT.
 - B. DEGRASS ALL SHOULDERS, MATERIAL SHALL BE PICKED UP AND REMOVED.
 - C. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT.
 - D. CLEANING AND STRAIGHTENING ENDS OF EXISTING SIDEDRAINS AND CROSSDRAINS WHERE DIRECTED BY THE ENGINEER.
- (2) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT, REPAIRING OR REMOVAL/REPLACEMENT OF 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.
- (3) 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

- (4) 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

- (5) SURFACE TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (6) ALL STRUCTURES (DRAINAGE STRUCTURES, MANHOLES, UTILITY BOXES, ETC.) SHALL HAVE A FINISHED GRADE COMPATIBLE WITH THE FINISHED GRADE OF THE ROADWAY.

RESURFACING

- (7) DURING COLD PLANING OPERATION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN.
- (8) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY
- (9) 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

- (10) 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.
- (11) 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.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (12) DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:
 - A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:
 - i. WARNING SIGNS, UNEVEN PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
 - ii. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - iii. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - iv. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

WORK RESTRICTIONS

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

TRAFFIC COUNTER NOTES

- (15) THE CONTRACTOR SHALL SUPPLY AND INSTALL ALL RELATED EQUIPMENT. THE CONTRACTOR SHALL MAKE SURE EACH DETECTION LOOP IS OPERATIONAL AT THE COMPLETION OF THE PROJECT. THE STATE'S LONG RANGE PLANNING DIVISION'S TRAFFIC COUNTER PERSONNEL WILL MAKE THE TRAFFIC COUNTING SITE FULLY USEABLE.
- (16) ALL LOOPS SHALL BE 5'X7' FOOT TYPICAL IN SIZE WITH 3 TURNS OF LOOP WIRE. TWO LOOPS LOCATED IN EACH LANE SPACED 16'.0 FEET APART FROM LEADING EDGE TO LEADING EDGE.
- (17) LEAD WIRES TO ALL LOOPS SHALL BE RUN THROUGH 2" PVC CONDUIT FROM THE ROAD TO AN IN-GROUND PULL BOX LOCATED AS CLOSE AS POSSIBLE AND BEHIND THE GUARDRAIL. LOOP LEAD-INS AND CONDUIT SHALL BE MARKED ON THE ROADWAY SURFACE SO THAT ANY GUARDRAIL POST INSTALLATION OR OTHER CONSTRUCTION WILL NOT DISTURB THE UNDERGROUND WORK.
- (18) AN EXTRA 20 FEET OF LEAD WIRE FOR EACH LOOP SHOULD BE STORED IN THE PULL BOX. ADDITIONALLY THERE SHOULD BE ANOTHER 1.5" PVC STUBBED UP FROM INSIDE THE PULL BOX TO THE OUTSIDE EXTENDING APPROX 3 FEET ABOVE THE GROUND FOR THE INSATLLATION OF AN ELECTRICAL BOX TO BE INSTALLED BY TDOT PERSONNEL. EACH LOOP LEAD-INS SHALL BE MARKED WITH LANE IDENTIFICATION, DENOTING THE LANE AND POSITION IN THE LANE FOR EACH LOOP (SUCH AS NB-1 FOR NORTH BOUND ECT).
- (19) PLEASE CONTACT STANLEY DUNN AT 615-350-4571 OR 615-210-0431 WHEN ALL LOOPS AND PULL BOXES ARE INSTALLED AND READY FOR INSTALLATION OF ELECTRICAL BOXES WHICH WILL BE INSTALLED BY TDOT PERSONNEL MAKING THE SITE USABLE AND COMPLETE. PLEASE

RAILROAD CROSSING NOTES

- (20) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE RAILROAD'S TRACKS AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY EACH INDIVIDUAL RAILROAD BEING AFFECTED BY THIS PROJECT SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAFFIC IN ANY MANNER.
- (21) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE CONSTRUCTION EQUIPMENT UPON NOR STORE OR DUMP WASTE CONSTRUCTION MATERIALS UPON THE RAILROAD'S RIGHT-OF-WAY.
- (22) BRIDGES OVER CSXT RAILROAD AT L.M.18.72 (ID # 349339K) TO BE EXCLUDED FROM COLD PLANING AND RESURFACING. HOWEVER, NEW PAVEMENT MARKINGS SHOULD BE ADDED TO EXISTING BRIDGE DECK.
- (23) THE CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURE NECESSARY TO PREVENT DEBRIS FROM FALLING ON TO THE RAILROAD'S RIGHT OF WAY. THE COST OF REMOVING AND DISPOSING OF DEBRIS. AND THE COMPLETE AND FULL PROTECTION OF THE CONTRACTOR'S WORK AREA FOR COLD PLANING AND RESURFACING SHALL BE INCLUDED IN UNIT ITEM BID ON.
- (24) SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C(R) REGARDING INSURANCE AND RAILROAD FLAGGING SERVICES REQUIREMENTS, FOR WORK OVER AND/OR ADJACENT TO THE RAILROAD'S RIGHT OF WAY.

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**SPECIAL
 NOTES**