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TENNESSEE DEPARTMENT OF TRANSPORTATION
 6601 CENTENNIAL BLVD.,
 NASHVILLE, TN 37243
 JESSE HOOVER, P.E. NO.120378

3-14-24

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEET.....	ROADWAY-SIGN4
ROADWAY INDEX AND STANDARD DRAWINGS.....	1A
ESTIMATED ROADWAY QUANTITIES.....	2
SPECIAL NOTES.....	2C, 2C1
TABULATED QUANTITIES.....	2E

YEAR	PROJECT NO.	SHEET NO.
2024	NH-I-24-1(140)	ROADWAY-SIGN4

REV. 03-13-24: ADDED SHEET TO PLANS

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**

13-MAR-2024 07:47 \\tdo\03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2024\Interstate\Davidson Co. I-24 L.M. 17.33 - 21.10\10-131712-00-SignatureSheet4.sht

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1-4
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE.....	2A
GENERAL NOTES	2B
SPECIAL NOTES	2C, 2C1
ENVIRONMENTAL NOTES.....	2D, 2D1
TABULATED QUANTITIES.....	2E
DETAIL SHEET.....	2F
PAVEMENT MARKING IMPROVEMENTS.....	2G – 2G7

NOTE:
 NO PROJECT COMMITMENTS SHEETS INCLUDED IN THIS SET OF PLANS.
 NO UTILITY SHEETS.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
DESIGN - TRAFFIC CONTROL		
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-5	03-01-23	MARKING DETAIL FOR EXPRESSWAY AND FREEWAYS
T-M-6	03-01-23	MARKING DETAIL FOR EXPRESSWAY AND FREEWAY INTERCHANGES
T-M-7	06-28-19	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	06-28-19	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-9	05-01-23	PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9A		PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-9B		PAVEMENT MARKING AND SIGNING DETAILS FOR RAMP INTERSECTIONS
T-M-15	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-18A		DELINEATOR MOUNTING DETAILS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-13	05-01-20	TWO-OUTSIDE LANE CLOSURE FOR EXPRESSWAY AND FREEWAYS
T-WZ-60		FREEWAY RESURFACING SIGNING LAYOUT
T-WZ-63		WORK ZONE IN THE VICINITY OF AN ENTRANCE RAMP
T-WZ-64		WORK ZONE IN THE VICINITY OF AN EXIT
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-I-24-1(140)	1A

REV. 01-23-24: ADDED ROADWAY-SIGN2 TO THE ROADWAY INDEX.

REV. 02-21-24: ADDED ROADWAY-SIGN3 TO THE ROADWAY INDEX.
 ADDED STANDARD ROADWAY DRAWING T-M-18A.

REV. 03-13-24: ADDED ROADWAY-SIGN4 TO THE ROADWAY INDEX.

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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
 AND
 STANDARD
 DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-I-24-1(140)	2

REV. 01-23-24: REMOVED ITEMS 716-02.07 AND 716-12.03. ADDED ITEMS 716-15.11 AND 716-15.20. UPDATED FOOTNOTE (19).

REV. 02-21-24: UPDATED ITEM 604-04.02. UPDATED FOOTNOTE (17).

REV. 03-13-24: UPDATED ITEMS 712-04.01, 712-06, AND 713-16.01. ADDED ITEM 712-07.03 AND 712-05.01. ADDED FOOTNOTE (23).

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 19I024-F8-008
	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	15.08
(1)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	879
(2)	307-03.08 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING B-M2	TON	500
	307-03.11 ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING CW	TON	23722
(3)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	145
(4)	411-03.10 ACS MIX(PG76-22) GRADING D	TON	3320
(5)(6)(7)	411-03.23 ACS MIX (PG76-22) OGFC	TON	16053
	411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	15.08
(8)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	23065
(17)	604-04.02 APPLIED TEXTURE FINISH (EXISTING STRUCTURES)	S.Y.	6963
(22)	611-03.04 GRAY IRON CASTINGS (CATCHBASIN)	LB.	670
(9)	712-01 TRAFFIC CONTROL	LS	1
(23)	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	250
(23)	712-05.01 WARNING LIGHTS (TYPE A)	EACH	8
(10)(23)	712-06 SIGNS (CONSTRUCTION)	S.F.	1592
(23)	712-07.03 TEMPORARY BARRICADES (TYPE III)	L.F.	120
	712-08.03 ARROW BOARD (TYPE C)	EACH	2
	712-08.08 SPEED FEEDBACK SIGN ASSEMBLY	EACH	2
	712-08.09 DIGITAL SPEED LIMIT SIGN ASSEMBLY	EACH	6
	712-08.12 QUEUE PROTECTION TRUCK	DAY	120
(23)	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	4
(21)	716-01.22 SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	126
	716-01.23 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR)	EACH	1954
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1900
	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	96
(11)	716-04.07 PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	20
(11)	716-04.08 PLASTIC PAVEMENT MARKING (OPTION LANE ARROW)	EACH	8
(11)	716-04.09 PLASTIC PAVEMENT MARKING (H.O.V. DIAMOND)	EACH	8
	716-04.12 PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	26
(11)	716-04.14 PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	10
(12)(13)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	18.2
	716-09.94 CONTRAST PAVEMENT SHADOW MARKING 6"	L.M.	0.7
(13)(14)(20)	716-10.50 PREFORMED PLASTIC PAVEMENT MARKING (INTERSTATE SHIELD)	EACH	10
(20)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	16.2
(20)	716-12.05 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	6500
(20)	716-12.09 ENHANCED FLAT LINE THERMO (12IN LINE)	L.F.	7620
(20)	716-12.10 ENHANCED FLAT LINE THERMO (12IN DOTTED)	L.F.	5100
(19)	716-15.11 PREFORMED PERMANENT TAPE (8IN LINE)	L.F.	6200
(19)	716-15.20 PREFORMED PERMANENT TAPE (24IN BARRIER LINE)	L.F.	2600
	717-01 MOBILIZATION	LS	1
	730-03.20 INSTALL PULL BOX (TYPE A)	EACH	2
	730-12.02 CONDUIT 2" DIAMETER (PVC)	L.F.	40
	730-14.02 SAW SLOT	L.F.	750
(18)	730-14.03 LOOP WIRE	L.F.	3000
	ALTERNATE AA1		
(15)	403-02.01 TRACKLESS TACK COAT	TON	249
	ALTERNATE AA2		
(16)	403-02.02 HOT APPLIED TACK COAT	TON	184

FOOTNOTES

- (1) TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
- (3) INCLUDES 5 TONS FOR RAMPS.
- (4) TO BE USED FOR GORES, RAMPS, EXIT LANES, AND TRANSITIONS AT BRIDGES AS SHOWN IN PAVEMENT DETAIL ON SHEET 2B.
- (5) MODIFY AIR VOID CONTENT SPECIFIED IN TABLE 411.03-04 FROM MINIMUM 20% TO MINIMUM 17% AS DETERMINED BY THE "VOLUME METHOD" DESCRIBED IN SECTION 6.2.2 OF AASHTO T 269. AGE CANTABRO TEST SPECIMENS FOR 4 HOURS AT LAB COMPACTION TEMPERATURE. TSR TESTING SHALL BE PERFORMED ACCORDING TO THE METHOD DESCRIBED IN 407.03.E.1 FOR OGFC AND MEET A MINIMUM TENSILE STRENGTH OF 50 PSI AND A MINIMUM TSR OF 70%.
- (6) 238 TONS TO BE USED FOR PLANT STARTUP AND HEATING UP EQUIPMENT AT BEGINNING OF EACH SHIFT, 15 TONS WASTE MATERIAL PER DAY.
- (7) TSR TESTING SHALL BE PERFORMED ACCORDING TO THE METHOD DESCRIBED IN 407.03 E1 FOR OGFC AND MEET A MINIMUM TENSILE STRENGTH OF 50 PSI AND A MINIMUM TSR OF 70%.
- (8) INCLUDES 21851 TONS FOR MAINLINE, 684 TONS FOR RAMPS, AND 530 TONS FOR ADDITIONAL COLD PLANING AT BRIDGES WITH VERTICAL CLEARANCE RESTRICTIONS.
- (9) 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.
- (10) 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 APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
- (11) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (12) TO BE USED FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.
- (13) INCLUDES 1.2 L.M. FOR RAMPS.
- (14) TO BE USED AS PERMANENT PAVEMENT MARKINGS FOR THE EDGELINES AND LANE LINES ON THE FINAL SURFACE.
- (15) USE AN APPROVED TRACKLESS TACK FROM QPL40-F APPLIED WITH A DISTRIBUTOR AT A MINIMUM RATE OF 0.20 GAL/S.Y. (APPROXIMATE RESIDUAL RATE 0.10 GAL/S.Y.). PAVING OF THE OGFC SHALL NOT BEGIN UNTIL THE DEPARTMENT IS SATISFIED THE APPLICATION RATE IS ACHIEVED AND THE EMULSION HAS FULLY BROKEN. MULTIPLE PASSES MAY BE REQUIRED. OR, EMULSION TYPE CQS-1HP MAY BE APPLIED WITH A SPRAY PAVER AT AN APPLICATION RATE BETWEEN 0.18 TO 0.23 GAL/S.Y. THE SPRAY PAVER SHALL BE A SINGLE PIECE OF EQUIPMENT THAT APPLIES THE TACK COAT AND SPREADS THE BITUMINOUS PAVEMENT. AT A MINIMUM THE SPRAY PAVER SHALL MEET THE PAVER REQUIREMENTS OF 407.06 AND THE DISTRIBUTOR REQUIREMENTS IN 402.03.
- (16) TO BE USED FOR TACK COAT UNDERNEATH OGFC. HOT APPLIED TRACKLESS TACK MAY BE EITHER HOT APPLIED ASPHALT BINDER OR AN APPROVED HOT APPLIED TRACKLESS TACK COAT FROM QPL40, SECTION F. IF USING ASPHALT BINDER THE MINIMUM GRADE SHALL BE PG64-22 BUT A HIGHER GRADE MAY BE USED AT THE CONTRACTORS DISCRETION.
- (17) SEE "APPLIED TEXTURE FINISH" TABLE ON SHEET 2E FOR LOCATIONS. THE COLOR IS TO BE "WHITE, FEDERAL SPECIFICATION NO. 37886." COST TO INCLUDE REPLACING BARRIER WALL DELINEATORS.
- (18) ITEM INCLUDES AN EXTRA 240' (20' PER LEAD LINE) THAT IS TO REMAIN IN PULL BOX FOR INSTALLATION BY TRAFFIC CONTROL PERSONNEL.
- (19) TO BE USED FOR GORE AREAS.
- (20) CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.
- (21) SEE SHEETS 2G - 2G7. REFERENCE STANDARD DRAWINGS T-M-9, T-M-9A, AND T-M-9B.
- (22) TO BE USED TO REPLACE AREA DRAIN GRATE AT WB GORE AREA AT LM 17.406 WITH AN ADA COMPLIANT GRATE, ALSO INCLUDES VERTICAL ADJUSTMENT OF EXISTING CATCH BASIN TO MEET ROADWAY GRADE.
- (23) INCLUDES 2 CHANGEABLE MESSAGE SIGN UNITS, 4 "EXIT CLOSED" SIGNS, 120 L.F. OF TEMPORARY BARRICADES (TYPE III), 8 WARNING LIGHTS (TYPE A), AND 50 FLEXIBLE DRUMS TO BE USED FOR TEMPORARY RAMP CLOSURES AS DIRECTED BY THE ENGINEER.

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3-14-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

SPECIAL NOTES

MISCELLANEOUS

- (1) THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK, SO AS TO NOT 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.

PAVEMENT MARKINGS

- (2) 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

- (3) SURFACE TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (4) AT THE START OF EACH NIGHTS PAVING PRODUCE APPROXIMATELY 15 TONS OF THE BITUMINOUS PAVEMENT FOR THE PURPOSE OF PLANT START UP AND HEATING UP THE MATERIAL TRANSFER DEVICE (MTD). THIS MATERIAL SHALL BE UNLOADED INTO THE MTD AT A MINIMUM TEMPERATURE OF 280°F AND THE ENTIRE LOAD DISCHARGED THROUGH THE MTD AND WASTED OFF THE PROJECT SITE IMMEDIATELY PRIOR TO THE COMMENCING PAVING OPERATIONS.

RESURFACING

- (5) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:
 - 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.
 - THE SURFACE SHALL BE SWEEPED AND CLEANED OF ALL LOOSE MATERIALS.
 - THE DIFFERENCE IN ELEVATION BETWEEN THE MILLED SURFACE AND THE ADJACENT LANE SHALL NOT EXCEED 1 1/2 INCHES.
 - THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.
 - RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.
 - 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.
 - IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED
 - ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.
- (6) DURING COLD PLANING OPERATION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN.
- (7) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.
- (8) TEMPORARY RAMP CLOSURES FOR MAINLINE RESURFACING SHALL BE AS FOLLOW:
 - RAMP CLOSURES SHOULD BE LIMITED TO NO MORE THAN 3 HOURS.
 - ALL RAMP CLOSURE REQUESTS SHALL BE MADE AT LEAST 7 WORKING DAYS PRIOR TO THE ANTICIPATED DATE OF CLOSURE
 - RAMPS IN THE OPPOSITE DIRECTION OF THE CLOSURES CANNOT BE CLOSED AT THE SAME TIME AND SUBSEQUENT EXIT RAMPS SHALL BE CLOSED UNLESS IT IS LESS THAN 1 MILE FROM RAMP TO RAMP.

- d. RAMPS WITH HOSPITALS OR OTHER EMERGENCY/FIRE/POLICE FACILITIES SHALL BE PASSABLE FOR EMERGENCY VEHICLES WHEN CLOSED TO REGULAR VEHICLE TRAFFIC.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (9) 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.
- (10) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL RAMPS PRIOR TO MERGING WITH THE MAINLINE. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (11) DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:
 - DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
 - 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.
 - DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
 - DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
 - SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - 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.
 - 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 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC 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.

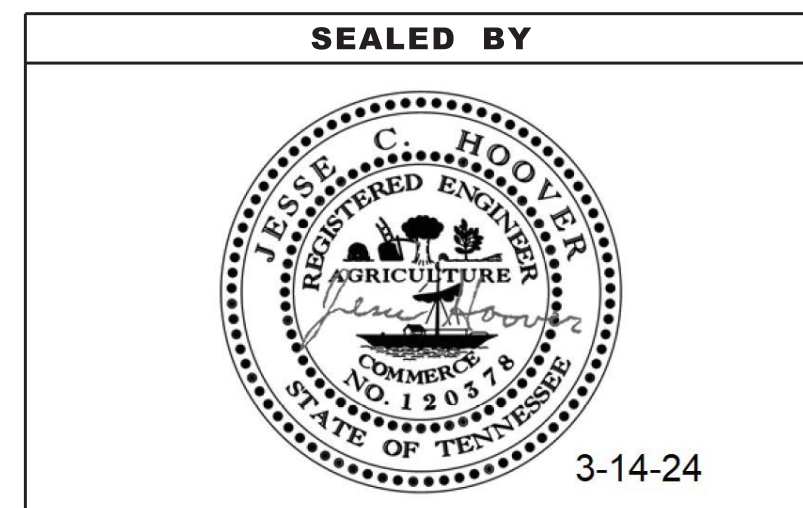
TRAFFIC COUNTERS

- (12) 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.
- (13) ALL LOOPS SHALL BE 5' X 7' FOOT TYPICAL IN SIZE WITH 3 TURNS OF LOOP WIRE. TWO LOOPS LOCATED I LEAD WIRES TO ALL LOOPS SHALL BE RUN THROUGH 2" PVC CONDUIT FROM THE ROAD TO AN IN-GROUND PULL BOX, AN EXTRA 20 FOOT OF WIRE SHOULD BE STORED INSIDE THE PULL BOX AND THE LOOP LEADS SHALL BE RUN THROUGH CONDUIT AND PLACED INSIDE THE CABINET. 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 ETC.).
- (14) COUNTER CABINET SHALL NOT BE PRE-WIRED FOR A TRAFFIC SIGNAL AND SHALL INCLUDE VENTILATION THROUGH THE TOP AND DOOR BUT DOES NOT TO INCLUDE A VENTILATION FAN.
- (15) MINIMUM SIZE OF CABINET SHALL BE 41" TALL, 25" WIDE AND 18" DEEP AND INCLUDE ONE ADJUSTALBE SIDE SHELF. COMPLETE INSTALLATION PER SPECIAL TRAFFIC COUNTER SPECIFICATION NOTES CONCERNING THE COUNTER CABINET. ITEM INCLUDES THE 3" GALVANIZED, RIGID CONDUIT POLE THAT THE CABINET IS TO BE MOUNTED ONTO. THE CABINET DOOR SHALL BE SEALED WITH A CLOSED CELL NEOPREME GASKET BONDED TO THE INSIDE OF THE DOOR WITH AN OIL RESISTENT ADHESIVE THAT WILL BE POSITIONED TO PREVENT ANYTHING FROM PENETRATING THROUGH THE CRACK BETWEEN THE DOOR AND THE CABINET WHEN THE DOOR IS CLOSED. CABINET SHALL INCLUDE A THREE POINT LOCKING SYSTEM AND BE MOUNTED SO THAT THE CABINET DOOR WILL OPEN TOWARD THE ROADWAY.
- (16) THE CABINET SHALL BE POLE-MOUNTED TO A 3" GALVANIZED, RIGID CONDUIT POLE WITH THE BOTTOM OF THE CABINET AT LEAST 36" ABOVE GROUND LEVEL. TOP OF THIS POLE SHALL BE AT LEAST EIGHT (8') FEET ABOVE THE GROUND. A 65 WATT SOLAR PANELSHALL BE MOUNTED ON THE 3" RIGID CONDUIT, ALL SOLAR PANEL WIRING SHALL BE RUN THROUGH A WEATHERHEAD AND CONDUIT DOWN THE POLE TO INSIDE THE CABINET AND TERMINATED TO A VOLTAGE REGULATOR. A 12 VOLT 70-90 AMP HOUR DEEP DISCHARGE MARINE BATTERY SHALL BE INCLUDED.
- (17) PLEASE CONTACT STANLEY DUNN AT 615-350-4571 OR 615-210-0431 WHEN ALL TRAFFIC LOOPS ARE INSTALLED AND READY FOR FINAL WIRING INSTALLATION BY TDOT PERSONNEL.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-I-24-1(140)	2C

REV. 01-23-24: ADDED CSXT SAFETY NOTES.

REV. 03-13-24: ADDED "RESURFACING" NOTE (8).



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

SPECIAL NOTES (CONT.)

CSXT SAFETY NOTES

- (2) COMPLY WITH THE CONSTRUCTION SUBMISSION CRITERIA OF THE CSXT PUBLIC INFORMATION DOCUMENT AND CONSTRUCTION REQUIREMENTS OF THE PUBLIC PROJECTS MANUAL, WHICH IS AVAILABLE AT THE FOLLOWING URL:
<https://www.csx.com/index.cfm/about-us/property/>
- (3) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE DONE ONLY WITH A CSXT, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.
- (4) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR CSXT FLAGMAN.
- (5) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY.
- (6) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.
- (7) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).
- (8) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (9) THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM CSXT.
- (10) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT CSXT'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS.
- (11) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN CSXT RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (12) ANY VIOLATION OF ANY CSXT RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (13) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.
- (14) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORK DAY OR WHENEVER UNATTENDED BY AN OPERATOR.
- (15) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.
- (16) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE TWO (2) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.

- (17) ALL SOILS EXCAVATED WITHIN CSXT'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON CSXT'S RIGHT-OF-WAY. TESTING OF SOILS ON CSXT ROW IS PROHIBITED WITHOUT PRIOR WRITTEN CSXT AUTHORIZATION. ANY SOILS EXCAVATED ON CSXT ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG CSXT ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM CSXT ROW, THE CSXT ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON CSXT MUST FOLLOW CSXT PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.

- (18) THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE FOLLOWING CSXT REPRESENTATIVE:

CSXT GENERAL ENGINEERING CONSULTANT DESIGNATE
CROUCH ENGINEERING, INC.

5115 MARYLAND WAY, SUITE 225
BRENTWOOD, TN 37027
ATTN: MR. SCOTT VICK, P.E. PROJECT DIRECTOR
PHONE: (615) 791-0630
EMAIL: SVICK@CROUCHENGINEERING.COM

UTILITY

- (19) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (20) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (21) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS.
- (22) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS (UPDATED 08-11-2023)

TELEPHONE & FIBER:

AT&T
116 SOUTH CANNON AVE
MURFREESBORO, TN 37129
LEE KORNEGAY
KK4096@ATT.COM
O: 615-848-2082

CABLE:

COMCAST (XFINITY)
660 MAINSTREAM DRIVE
NASHVILLE, TN 37228
DERRICK CUNNINGHAM
DERRICK_CUNNINGHAM@COMCAST.COM
NAS-NASHVILLECONSTRUCTIONBETTERMENTS@COMCAST.COM
C: 615-878-4237

WATER & SEWER:

METRO WATER & SEWER SERVICE
1600 SECOND AVENUE NORTH
NASHVILLE, TN 37208
STEVE NUNLEY
STEVE.NUNLEY@NASHVILLE.GOV
C:615-566-3846
O:615-862-4534

MIKE MORRIS
MIKE.MORRIS@NASHVILLE.GOV
C:615-566-3355
O:615-862-4570

ELECTRIC:

NASHVILLE ELECTRIC SERVICE
1214 CHURCH STREET, ROOM 363
NASHVILLE, TN 37246
JON SIPES
JSIPES@NESPOWER.COM
UTILITYRELOCATIONS@NESPOWER.COM
O:615-747-3529

TENNESSEE VALLEY AUTHORITY
1101 MARKET STREET MR-4G
CHATTANOOGA, TN 37402-2801
STEPHEN WILLIAMS
SEWILLIAMS@TVA.GOV
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MIDDLE TN ELECTRIC MEMBERSHIP
555 NEW SALEM ROAD
MURFREESBORO, TN 37129
CHRISTOPHER WEAVER
CHRISWEAVER@MTE.COM
O: 615-494-1068
C: 615-566-8035

GAS:

PIEDMONT GAS (FORMERLY NASHVILLE GAS)
83 CENTURY BOULEVARD
NASHVILLE, TN 37214
SCOTT HAZZARD
SCOTTY_HAZZARD@DUKE-ENERGY.COM
C:615-714-2389

NATE MILLER
NATHANIEL.MILLER2@DUKE-ENERGY.COM
O:615-872-2457
C:615-598-4789

COLONIAL PIPELINE
1185 SANCTUARY PARKWAY, SUITE 100
ALPHARETTA, GA 30009
SCOTTY DAVIS
SDAVIS@COLPIPE.COM
O: 678-492-3492

ASHLEY HARRIS
AHARRIS@COLPIPE.COM
O: 678-762-2857

FIBER OPTIC:

LUMEN (FORMERLY CENTURYLINK & LEVEL 3 COMMUNICATIONS)
105A WILHOITE STREET
CRAWFORDSVILLE, IN 47933
TIM HILL
TIM.W.HILL@LUMEN.COM
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C:765-230-7284

2530 PERIMETER PLACE DRIVE
NASHVILLE, TN 37214
JEFFREY CANNON
JEFFREY_CANNON@LUMEN.COM
RELOCATIONS@LUMEN.COM
O:615-263-1128
C:615-419-6617

AT&T FIBER OPTIC CABLE
360 GEES MILL BUSINESS PKWY
CONYERS, GA 30013
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KI2863@ATT.COM
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XO COMMUNICATIONS (VERIZON)
101 MOLLOY ST., SUITE 300
NASHVILLE, TN 37201
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1101 MCGAVOCK ST., SUITE # 200
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ZAYO BANDWIDTH
4701 W HILLSBOROUGH AVE
TAMPA, FL 33614
JAKE SANSOM
JAKE.SANSOM@ZAYO.COM
ZAYO.RELO.TENNESSEE@ZAYO.COM
C: 813-763-5999

820 FESSLERS PKWY, SUITE 240
NASHVILLE, TN 37210
TIMOTHY WRIGHT
TIMOTHY.WRIGHT@ZAYO.COM
C: 585-490-4793

CROWN CASTLE
370 MALLORY STATION ROAD, SUITE 505
FRANKLIN, TN 37067
JAMES WHITED
JAMES.WHITED@CROWNCastle.COM
O: 502-428-5776
C: 502-340-1404

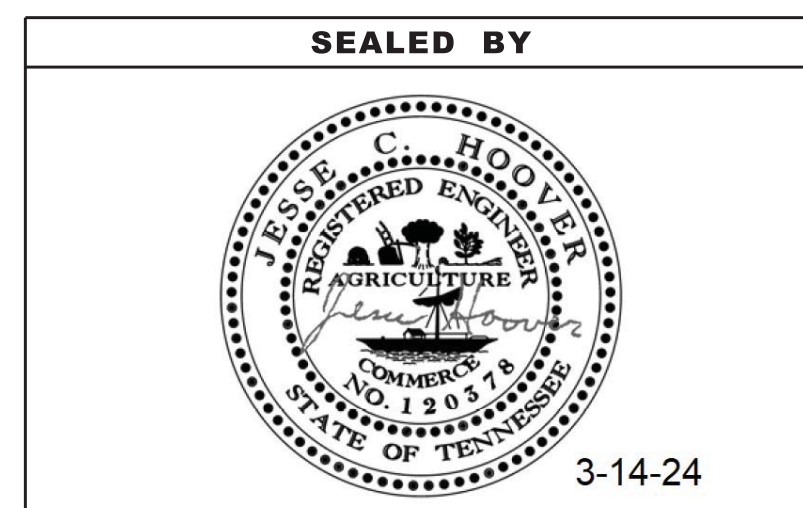
DREW PARKER
DREW.PARKER@CROWNCastle.COM
O: 630-480-5177

WINDSTREAM COMMUNICATIONS
658 TREE FARM ROAD
LINDEN, TN 37096
TOMMY RAYFIELD
TOMMY.RAYFIELD@WINDSTREAM.COM
O:812-253-1587
C:931-994-1249

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-I-24-1(140)	2C1

REV. 01-23-24: ADDED CSXT SAFETY NOTES.

REV. 03-13-24: ADDED "RESURFACING" NOTE (8).



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-1-24-1(140)	2E

REV. 02-21-24: ADDED "APPLIED TEXTURE FINISH" TABLE.

REV. 03-13-24: ADDED SIGN E5-2A TO TRAFFIC CONTROL SIGN TABULATION.

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)						
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES		S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x W			
E5-1	EXIT GORE	72"	X 60"	30	5	150
E5-2	EXIT OPEN	48"	X 36"	12	5	60
E5-2A	EXIT CLOSED	48"	X 36"	12	4	48
G20-1	ROAD WORK NEXT 6 MILES	48"	X 24"	8	2	16
G20-2	END ROAD WORK	48"	X 24"	8	8	64
W3-2	YIELD AHEAD SYMBOL	48"	X 48"	16	6	96
W4-2R	RIGHT LANE ENDS SYMBOL	48"	X 48"	16	2	32
W4-2L	LEFT LANE ENDS SYMBOL	48"	X 48"	16	2	32
W8-11	UNEVEN LANES	48"	X 48"	16	14	224
W8-15	GROOVED PAVEMENT	48"	X 48"	16	14	224
W8-15P	MOTORCYCLE WARNING PLAQUE	30"	X 24"	5	14	70
W20-1	ROAD WORK AHEAD	48"	X 48"	16	6	96
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48"	X 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1500 FT	48"	X 48"	16	2	32
W20-5R	RIGHT 2 LANES CLOSED 1/2 MILE	48"	X 48"	16	2	32
W20-5R	RIGHT 2 LANES CLOSED 1500 FT	48"	X 48"	16	2	32
W20-5L	LEFT LANE CLOSED 1/2 MILE	48"	X 48"	16	2	32
W20-5L	LEFT LANE CLOSED 1500 FT	48"	X 48"	16	2	32
W20-5L	LEFT 2 LANES CLOSED 1/2 MILE	48"	X 48"	16	2	32
W20-5L	LEFT 2 LANES CLOSED 1500 FT	48"	X 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48"	X 48"	16	2	32
W4-1R	MERGE NOW (SPECIAL)	48"	X 48"	16	6	96
R1-2	YIELD	48"	X 48"	16	6	96
TOTAL					1592	


THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT

NO GUARDRAIL INCLUDED ON THIS PROJECT

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
19100240011	17.560	OVER OLD GLENROSE AVE. / CSXT [349217F]	254'	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" OF NEW ASPHALT.
19100240013	17.650	OVER GLENROSE AVE.	194'	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" OF NEW ASPHALT.
19100240015	18.030	UNDER THOMPSON LN.		VERTICAL CLEARANCE: EBL = 20'-10", WBL = 20'
19100240017	18.190	UNDER SR-155 BRILEY PKWY.		VERTICAL CLEARANCE: EBL = 21'-1", WBL = 17'-3"
19100240021	19.010	OVER SEVENMILE CREEK	135'	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" OF NEW ASPHALT.
19100240023	19.260	UNDER ANTIOCH PK.		VERTICAL CLEARANCE: EBL = 16'-11", WBL = 17'-6"
19100240025	19.380	UNDER CSXT [340974V]		VERTICAL CLEARANCE: EBL = 19'-6", WBL = 16'-2"
19100240027	20.230	UNDER SR-255 HARDING PL.		VERTICAL CLEARANCE: EBL = 16'-3", WBL = 16'-7"

APPLIED TEXTURE FINISH			
LOG MILE	EASTBOUND / WESTBOUND	LOCATION DESCRIPTION	AREA (S.Y.)
17.59 - 17.73	WESTBOUND	36" OUTSIDE WALL	104
19.00 - 19.05	WESTBOUND	36" OUTSIDE WALL	90
17.56 - 17.69	EASTBOUND	36" OUTSIDE WALL	102
17.86 - 17.91	EASTBOUND	51" OUTSIDE WALL	63
18.00 - 18.09	EASTBOUND	51" BARRIER/RETAINING WALL ALONG RAMP/BRILEY PARKWAY	1091
19.01 - 19.04	EASTBOUND	36" OUTSIDE WALL	57
17.33 - 21.10	CENTER	51" CENTER MEDIAN BARRIER WAL	5456
TOTAL			6963

SEALED BY



3-14-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

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