



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ROADWAY DESIGN DIVISION
SUITE 1200 JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-3848
(615) 741-2221

CLAY BRIGHT
COMMISSIONER

BILL LEE
GOVERNOR

INSTRUCTIONAL BULLETIN NO. 19-16

Interstate Resurfacing Signing Notes

Effective immediately, all interstate resurfacing projects shall follow the revised interstate work zone sign placement guidelines.

Interstate Resurfacing is a project type that presents both unique challenges with a general project consistency with regard to required warning signs and general project phasing. In order to have clear, consistent messaging given to drivers through these type projects, this guidance has been developed.

The intent of this guidance is to provide proper spacing for all permanent advance warning signs and provide project specific warning signs throughout the work area. Additionally, there is specific guidance on signing interchanges as well as adequate space to provide signage for nightly lane closures. This guidance is intended to clearly inform while not overwhelming drivers with signs placed too closely and repetitively.

Attached guidance will be included in the Roadway Design Guidelines, Chapter 9, [9-170.01 INTERSTATE RESURFACING WORK ZONE](#). At the time of issuance for this IB, the guidelines have not been updated.

Any conflicting guidance between other project notes or TDOT standard drawings should follow this guidance. Its intent is to meet or exceed all MUTCD standards and TDOT standards. Questions regarding this guidance should contact the State Work Zone Engineer at TDOT.WZ-Review@tn.gov.

A handwritten signature in blue ink that reads 'Jennifer Lloyd'.

Jennifer Lloyd, PE
Civil Engineering Director
Roadway Design Division

KJL:ARH:JRQ:
October 25, 2019

9-170.01 INTERSTATE RESURFACING WORK ZONE

NOTE: INTERSTATE RESURFACING PROVIDES BOTH UNIQUE AND COMMON CIRCUMSTANCES DUE TO SITE CONDITIONS AND PROJECT TYPE. THE FOLLOWING NOTES HAVE BEEN DEVELOPED TO PROVIDE PROPER SPACING FOR ALL PERMANENT ADVANCE WARNING SIGNS, PROJECT SPECIFIC WARNING SIGNS, TEMPORARY SIGNAGE FOR NIGHTLY LANE CLOSURES THROUGHOUT THE WORK AREA TO ALERT DRIVERS OF AN ACTIVE WORK ZONE. SHOULD THESE NOTES APPEAR TO BE IN CONFLICT WITH CURRENT TDOT STANDARD DRAWINGS, PAVEMENT DROP OFF NOTES, OR ANY OTHER GUIDANCE, THE FOLLOWING NOTES SHALL TAKE PRECEDENCE. THESE NOTES SHALL BE ADDED TO ALL INTERSTATE RESURFACING PROJECTS.

- (1) ALL SIGNS SHALL BE PLACED IN PAIRS ON EACH SIDE OF ROADWAY UNLESS CONDITIONS DO NOT PERMIT. (SPEED LIMIT SIGNS EXCLUDED.)
- (2) SIGNS SHOULD BE SPACED AT LEAST 1000 FT. APART WHEREVER POSSIBLE AND NEVER PLACED CLOSER THAN 500 FT. SEE NOTE (5) FOR ON RAMP SIGN SPACING.
- (3) **ADVANCED WARNING AREA:** THE FOLLOWING SIGNS SHOULD BE PERMANENTLY INSTALLED IN THE FOLLOWING ORDER OR AS DIRECTED BY ENGINEER.
 - A. **ROAD WORK NEXT XX MILES (G20-1):** SHOULD BE INSTALLED APPROX. 2 MILES IN ADVANCE OF THE START OF PROJECT LIMITS AND SHALL REFLECT THE DISTANCE FROM THIS SIGN LOCATION UNTIL THE TERMINUS OF THE PAVING LIMITS. DISTANCE SHOWN SHOULD BE ROUNDED OFF TO THE NEAREST MILE.
 - B. **WORKERS PRESENT WHEN FLASHING (TN-44):** SHOULD BE INSTALLED AT SUITABLE LOCATION AFTER PREVIOUS SIGN.
 - C. **ROAD WORK AHEAD 1 MI. (W20-1):** SHOULD BE INSTALLED APPROX. 6500 FT. IN ADVANCE OF THE START OF PROJECT LIMITS. (ADDITIONAL DISTANCE TO ALLOW FOR PROPER TAPER AND BUFFER TO BE PROVIDED AHEAD OF PAVING LIMITS.)
 - D. **UNEVEN LANES (W8-11):** SHOULD BE INSTALLED APPROX. 1000 FT. FROM PREVIOUS SIGN. SIGN SHALL BE COVERED UNTIL CONDITIONS WARRANT AND ALSO TO BE INSTALLED AT 1 MILE INCREMENTS THROUGH PROJECT.
 - E. **GROOVED PAVEMENT WITH MOTORCYCLE PLAQUE SIGN (W8-15 AND W8-15P (DO NOT USE TDOT TN-64)):** SHOULD BE INSTALLED APPROX. 1000 FT FROM PREVIOUS SIGN- SHALL BE COVERED UNTIL CONDITIONS WARRANT AND ALSO BE INSTALLED AT 1 MILE INCREMENTS THROUGHOUT THE PROJECT.
 - F. **SHOULDER DROP OFF (W8-17 OR W8-17P):** THIS SIGN SHOULD BE INSTALLED WHEN SHOULDER DROP OFF GREATER THAN 2.75". SHOULD BE INSTALLED APPROX. 2000 FT. FROM PREVIOUS SIGN. SHALL BE COVERED UNTIL CONDITIONS WARRANT AND ALSO BE INSTALLED AT 1 MILE INCREMENTS THROUGHOUT THE PROJECT.
 - G. **SPEED LIMIT SIGNS (R2-1):** CONSTRUCTION SPEED LIMIT SIGNS SHOULD BE POSITIONED WITHIN THE ADVANCED WARNING AREA, BETWEEN 2500-1250 FT. FROM THE START OF PROJECT LIMITS. SUBSEQUENT SPEED LIMIT SIGNS SHOULD BE INSTALLED AFTER EACH ENTRANCE RAMP AND PLACED AT INCREMENTS NO GREATER THAN 2 MILES APART THROUGHOUT THE PROJECT.

- (4) **NIGHTLY LANE CLOSURES:** SIGNS SHALL BE PLACED IN THE FOLLOWING ORDER PRIOR TO WORKING HOURS AND REMOVED UPON COMPLETION OF WORK ACTIVITY.
- A. **ROAD WORK AHEAD 1MI (W20-1):** SIGNS SHALL BE PLACED 1 MI. FROM START OF TAPER. SIGN MAY NOT BE REQUIRED WHEN LANE CLOSURE OCCURS AT START OF PROJECT LIMITS DUE TO PREVIOUSLY INSTALLED ADVANCED WARNING SIGNAGE.
 - B. **FRESH OIL SIGN (W2-12):** SIGNS SHALL BE PLACED APPROX. 1000 FT. AHEAD OF PREVIOUS SIGN AND ALL ON RAMPS WITHIN ACTIVE WORK AREA WHEN WORK CONDITIONS WARRANT.
 - C. **RIGHT/LEFT LANE CLOSED ½ MI (W20-5R(L)):** SIGNS SHALL BE PLACED APPROX. 2600 FT. PRIOR TO START OF TAPER.
 - D. **RIGHT/LEFT LANE CLOSED 1500FT (W4-2R (L)):** SIGNS SHALL BE PLACED APPROX. 1100 FT. FROM PREVIOUS SIGN.
 - E. **LANE CLOSED SYMBOL (W4-2R(L)):** SIGNS SHALL BE PLACED 1000FT IN ADVANCE OF BEGINNING OF TAPER.
 - F. ARROW BOARDS SHALL BE PLACED IN ACCORDANCE WITH THE WORK ZONE STANDARD DRAWING DURING LANE CLOSURES.
- (5) **ON-RAMPS:** THE FOLLOWING SIGNS SHOULD BE PERMANENTLY INSTALLED IN THE FOLLOWING ORDER OR AS DIRECTED BY ENGINEER. SIGNS SHOULD NOT BE INSTALLED WITHIN ACCELERATION / MERGING AREA.
- A. **ROAD WORK AHEAD (W20-1):** SIGNS SHOULD BE PERMANENTLY INSTALLED AT THE ENTRANCE OR BEGINNING OF ON RAMP.
 - B. **UNEVEN LANES (W8-11):** SIGNS SHOULD BE PERMANENTLY INSTALLED APPROX. 500 FT. FROM PREVIOUS SIGN - SHALL BE COVERED UNTIL CONDITIONS WARRANT.
 - C. **GROOVED PAVEMENT WITH MOTORCYCLE PLAQUE SIGN (W8-15 AND W8-15P (DO NOT USE TDOT TN-64)):** SIGNS SHOULD BE PERMANENTLY INSTALLED APPROX. 500 FT. FROM PREVIOUS SIGN - SHALL BE COVERED UNTIL CONDITIONS WARRANT.
 - D. **SHOULDER DROP OFF (W8-17 OR W8-17P):** THIS SIGN SHOULD BE INSTALLED WHEN SHOULDER DROP OFF GREATER THAN 2.75". SIGNS SHOULD BE INSTALLED APPROX. 500 FT. FROM PREVIOUS SIGN - SHALL REMAIN COVERED UNTIL CONDITIONS WARRANT.
 - E. IF ON RAMP LENGTH DOES NOT ALLOW FOR PLACEMENT OF ANY SIGNS PRIOR TO MERGE AREA, SIGN SPACING MAY BE REDUCED TO 300 FT. OR BE LOCATED ON INTERSTATE IMMEDIATELY FOLLOWING ON RAMP TAPER. WHENEVER POSSIBLE, SIGNS CONCERNING A CHANGE IN PAVEMENT CONDITION SHOULD BE LOCATED PRIOR TO THAT CONDITION.
- (6) **END ROAD WORK:** THE FOLLOWING SIGN SHALL BE PERMANENTLY INSTALLED.
- A. **END ROAD WORK (G20-2):** THIS SIGN SHOULD BE INSTALLED APPROX. 500 FT. PAST PROJECT LIMITS AND ON ALL OFF RAMPS WITHIN PROJECT LIMITS.