



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
NASHVILLE, TENNESSEE 37243-0348

INSTRUCTIONAL BULLETIN No. 07-09

Regarding Metric General Notes on Plans

Attached is an updated list of general notes frequently used on project plans. See Section 4-135.00 of the Metric version of the Roadway Design Guidelines.

Pavement - Resurfacing Notes have been revised to include a note to allow for traffic to temporarily travel on the milled surface of the roadway on interstate resurfacing projects under certain conditions.

Pavement Edge Drop off Traffic Control Notes included in this bulletin are shown in Section 4-712.10 of the English version of the Design Guidelines. The designer is advised that the Pavement Edge Drop-Off Notes are to be shown on the traffic control sheets and not the general notes sheet.

Erosion Prevention and Sediment Control Notes have been updated. The designer should contact the Environmental Division if questions arise regarding the use of any particular note during the development of the plans. The designer should also be aware that individual notes may be required to be included on specific sheets of the Erosion Prevention and Sediment Control Sheets or other plans sheets. The designer should refer to the Design Guidelines, other current Instructional Bulletins, and recommendations from the Environmental Division regarding the appropriate location for individual notes.

Erosion Prevention and Sediment Control Notes for Utility Relocations should be added to the Erosion Control and Sediment Prevention plans sheets whenever utility relocations are in the contract.

These notes have been changed in the Design Division CADD Unit.

See Instructional Bulletin 07-08 for English General Notes on plans.

This bulletin voids Instructional Bulletin 06-15.

Original signed by Jeff C. Jones

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Design Division

JCJ:MA:ma
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GENERAL NOTES

GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.
- (2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.
- (3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.
- (4) ARCHAEOLOGICAL SITE NO. _____ MUST BE AVOIDED AS A SOURCE OF FILL OR HEAVY MACHINERY STAGING AREA. EARTH FILL WILL BE REQUIRED FROM AREAS OUTSIDE THE PROPOSED RIGHT-OF-WAY. CERTIFICATION MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.

SEEDING AND SODDING

- (5) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEMS 203M04 AND/OR 203M07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 801M01.
- (6) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

***** FROM SECTION 4-801.05: NOTE (7) SHALL BE PUT IN THE GENERAL NOTES WITH THE BLANK BEING FILLED IN WITH THE PROPER ITEM NUMBER*****

- (7) ITEM NO. _____ SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.
- (8) ITEM NO. 801M01, SEEDING (WITH MULCH), SHALL BE USED ON ALL SLOPES.

GUARDRAIL

- (9) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. 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.
- (10) 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.

NOTE: NOTE (11) NOT NECESSARY IF NOTE (10) IS USED.

- (11) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE A LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

NOTE: IF BARRICADES OR DRUMS AND TYPE "A" LIGHTS ARE NOT ALREADY IN THE CONTRACT, BE SURE TO PROVIDE FOR PAYMENT.

- (12) GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

NOTE: THIS NOTE TO BE USED ON NEW ALIGNMENT ONLY.

DRAINAGE

(13) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

***** FROM SECTION 4-204.00*****

(14) EXCAVATION FOR _____ WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR METER OF PIPE.

***** FROM SECTION 4-204.05*****

(15) CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(16) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203M01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

(17) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.

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

UTILITIES

(19) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

- (20) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S 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.
- (21) 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.
- (22) 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. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (23) 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.

FENCING

- (24) LOCATION OF THE FENCE SHALL BE THREE HUNDRED MILLIMETERS INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN ON THE PLANS.
- (25) FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES, CATTLE PASSES AND BRIDGES WHERE DIRECTED BY THE ENGINEER SO AS TO ABUT WINGWALLS AND/OR ABUTMENTS.
- (26) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS TWO WEEKS NOTICE PRIOR TO CUTTING FENCES.
- (27) THE CONTRACTOR SHALL BE REQUIRED TO INSTALL ACCESS CONTROL FENCES PRIOR TO CUTTING EXISTING STOCK FENCES IN AREAS UTILIZED BY DOMESTIC LIVESTOCK OR OTHER AREAS AS DIRECTED BY THE ENGINEER.

MISCELLANEOUS

- (28) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.
- (29) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- (30) 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

ROAD CLOSURE NOTES

- (31) NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

RIGHT - OF - WAY

***** SEE SECTION 2-300.00 OF THE DESIGN GUIDELINES. NOTES (32) OR (33) TO BE USED ON ALL ROW PROJECTS*****

*****NOTE (32) TO BE USED FOR PLANS PREPARED OR MANAGED IN THE HEADQUARTERS DESIGN OFFICE.*****

(32) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THEREFROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, DESIGN DIVISION IS TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

NOTE: NOTE (33) TO BE USED FOR PLANS PREPARED OR MANAGED IN THE REGIONAL DESIGN OFFICES.

(33) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THEREFROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, DESIGN DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL DESIGN OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

(34) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RPM-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.

*****SEE SECTION 2-300.00.05 OF THE DESIGN GUIDELINES. NOTES (35) THROUGH (39) ARE TO BE USED ON NEW OR RECONSTRUCTION PROJECTS WITH PARTIAL ACCESS CONTROL*****

- (35) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (36) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (37) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- (38) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (39) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 15-METER OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.

***** FROM SECTION 2-300.05: NOTES (35) THROUGH (38) AND NOTE (40) GO ON ALL NEW OR RECONSTRUCTION PROJECTS WITH NO ACCESS CONTROL. NOTES (41) AND (42) GO ON PROJECTS THAT ARE ON STATE ROUTES AND NOTE (43) GOES ON PROJECTS THAT ARE NOT ON STATE ROUTES.*****

- (40) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
- (41) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

- (42) ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (43) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

***** FROM SECTION 1-210.05 OF THE DESIGN GUIDELINES *****

- (44) EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD.

PAVEMENT MARKINGS

*****SEE SECTION 4-716.20 OF THE DESIGN GUIDELINES. *****

**TEMPORARY PAVEMENT MARKING ON
INTERMEDIATE LAYERS**

***** (J) NOTE: SEE SECTION 4-716.11 OF THE DESIGN GUIDELINES. FILL IN THE BLANK WITH THE APPROPRIATE ITEM NUMBER. ITEM NO. 716M05.01, PAINTED PAVEMENT MARKING (100 mm LINE), km, ITEM NO. 716M05.20, PAINTED PAVEMENT MARKING (150 mm LINE), km, ITEM NO. 716M05.02, PAINTED PAVEMENT MARKING (200 mm BARRIER LINE), km. *****

- (45) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS BEFORE DARK HOURS. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. _____ (J) _____.
- (46) WIDE (200 mm) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716M05.02 PAINTED PAVEMENT MARKING (200 mm BARRIER LINE), km.

**FINAL PAVEMENT MARKING
IF REFLECTORIZED PAINT IS USED**

- (47) PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716M05.01 PAINTED PAVEMENT MARKING (100 mm LINE), km.

IF THERMOPLASTIC IS USED

***** (K) NOTE: SEE SECTION 4-716.15 OF THE DESIGN GUIDELINES. FILL IN THE BLANK WITH THE APPROPRIATE ITEM NUMBER. ITEM NO. 716M02.01, PLASTIC PAVEMENT MARKING (100 mm LINE), LIN. MI., OR ITEM NO. 716M02.10, PLASTIC PAVEMENT MARKING (150 mm LINE), LIN. MI., *****

- (48) IF THERMOPLASTIC IS USED ON THE FINAL SURFACE, 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 MARKING AFTER THE PAVING OPERATION IS COMPLETED. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. 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. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. _____(K)_____, km.

IF PREFORMED PLASTIC IS USED ON NEW CONCRETE

- (49) PERMANENT PAVEMENT LINE MARKINGS SHALL BE PREFORMED PLASTIC INSTALLED TO PERMANENT STANDARDS PRIOR TO OPENING TO TRAFFIC. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716M10.01 PREFORMED PLASTIC PAVEMENT MARKING (100 mm LINE), km.

THE FOLLOWING NOTE IS ONLY TO BE USED ON INTERSTATES OR OTHER SIMILAR EXPRESSWAYS AND FREEWAYS WHEN 150 mm PAVEMENT MARKINGS ARE USED. SEE SECTION 4-716.15 OF THE DESIGN GUIDELINES.

- (50) PERMANENT PAVEMENT LINE MARKINGS ON INTERSTATES OR OTHER SIMILAR EXPRESSWAYS AND FREEWAYS SHALL BE PREFORMED PLASTIC INSTALLED TO PERMANENT STANDARDS PRIOR TO OPENING TO TRAFFIC. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716M10.15, PREFORMED PLASTIC PAVEMENT MARKING (150 mm LINE), km.

IF PREFORMED PLASTIC IS USED ON CONCRETE GRINDING

- (51) PERMANENT PAVEMENT LINE MARKINGS SHALL BE PREFORMED PLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716M10.01 PREFORMED PLASTIC PAVEMENT MARKING (100 mm LINE), km.

THE FOLLOWING NOTE IS ONLY TO BE USED ON INTERSTATES OR OTHER SIMILAR EXPRESSWAYS AND FREEWAYS WHEN 150 mm PAVEMENT MARKINGS ARE USED. SEE SECTION 4-716.15 OF THE DESIGN GUIDELINES.

- (52) PERMANENT PAVEMENT LINE MARKINGS ON INTERSTATES OR OTHER SIMILAR EXPRESSWAYS AND FREEWAYS SHALL BE PREFORMED PLASTIC 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. 716M10.15, PREFORMED PLASTIC PAVEMENT MARKING (150 mm LINE), km.

*****GENERAL NOTES FOR DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS*****

- (53) THE PAVEMENT MARKING ON THE _____(F)_____ FOR _____(G)_____ WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. _____(H)_____, km.

*** (F) NOTE: FILL IN THE BLANK WITH APPROPRIATE WORDS(S) FOR THE SPECIAL ROADWAY(S): DETOUR, LANE SHIFT, MEDIAN CROSSOVER, ETC.***

*** (G) NOTE: FILL IN THE BLANK WITH APPROPRIATE WORD(S) FOR THE KIND OF PAVEMENT MARKING(S) NEEDED: CENTERLINE, EDGELINES, LANE LINES.***

*** (H) NOTE: FILL IN THE BLANK WITH ITEM NO. 716M05.01 PAINTED PAVEMENT MARKING (100 mm LINE), km. OR ITEM NO. 716M05.02 PAINTED PAVEMENT MARKING (200 mm BARRIER LINE), km. REFER TO SECTION 4-712.00.

(54) BEFORE OPENING THE _____(F)_____ TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM 712M09.01 REMOVABLE PAVEMENT MARKING LINE, LIN. FT. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712M01 TRAFFIC CONTROL, LUMP SUM.

(55) BEFORE OPENING THE _____(F)_____ TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712M01 TRAFFIC CONTROL, LUMP SUM.

PAVEMENT – RESURFACING

(56) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

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

NOTES (58) THROUGH (63) FOR RESURFACING ONLY

(58) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

PAVEMENT RESURFACING NOTES (56), (57), (58), (59), (60), AND (63) ARE TO BE PLACED ON ALL RESURFACING PROJECTS ON ROADWAYS WITH SHOULDERS AND DITCHES (NO CURB AND GUTTER).

(59) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

(60) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL 300 mm OF WIDTH PER 25 mm DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

PAVEMENT RESURFACING NOTES (56), (57), (58), (61), (62), AND (63) ARE TO BE PLACED ON ALL RESURFACING PROJECTS ON ROADWAYS WITH URBAN CURB AND GUTTERS.

(61) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

- (62) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN 300 mm USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (63) 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.

NOTE (64) TO BE ADDED TO THE SPECIAL NOTES ON INTERSTATE RESURFACING PLANS WHICH INCLUDE COLD PLANING ITEMS.

- (64) 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 9.5 mm OR LESS OPERATING AT LESS THAN 25 METERS 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 30 mm.
 - D. THE MILLED SURFACE SHALL BE PAVED WITHIN 48 HOURS.
 - E. RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.
 - F. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS.
 - G. IF RAVELING OR DETERIORATION OF THE MILLED SURFACE IS OCCURRING WHILE TRAFFIC IS DRIVING ON THE MILLED SURFACE, THEN THIS PRACTICE WILL NOT BE ALLOWED AND PAVING SHALL BE COMPLETED IMMEDIATELY AFTER MILLING.
 - H. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

GRADED SOLID ROCK

- (65) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM

SIZE OF 1m. AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 300 mm AND 1m IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 50 mm IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY A REPRESENTATIVE OF THE DIVISION OF MATERIALS AND TESTS BEFORE USE.

(66) THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING 1.5 METERS IN DEPTH.

NOTE: IF A NOTE WORDED DIFFERENTLY FROM (65) IS SUPPLIED, THAT NOTE SHOULD BE USED. IF A MAXIMUM DIMENSION TWO FEET OR LESS IS SPECIFIED, NOTE (66) IS NOT NECESSARY; HOWEVER, IF A MAXIMUM DIMENSION GREATER THAN TWO FEET BUT NOT THREE FEET IS SPECIFIED, IT SHALL BE NECESSARY TO CONTACT THE CONSTRUCTION OFFICE FOR THE APPROPRIATE MAXIMUM DEPTH TO BE USED IN NOTE (66).

RIPRAP

***** NOTES NOT REQUIRED IF CLASS A-1, A-2, B, OR C MACHINED RIPRAP IS USED*****

(67) MACHINED RIPRAP SHALL BE IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY THIS NOTE. MACHINED RIPRAP SHALL BE CLEAN SHOT ROCK CONTAINING NO SAND, DUST, OR ORGANIC MATERIALS AND SHALL VARY IN SIZE FROM ___mm TO ___ mm. THE STONE SIZES SHALL BE DISTRIBUTED UNIFORMLY THROUGHOUT THE SIZE RANGE WITH NO MORE THAN 20% OF THE MATERIAL (BY WEIGHT) LESS THAN ___ mm". THE THICKNESS OF THE STONE LAYER SHALL BE ___ mm (+/-75 mm) AND THE SIZE GRADATION SHALL BE UNIFORMLY DISTRIBUTED THROUGHOUT THE LAYER THICKNESS AND FROM TOP TO BOTTOM OF THE SLOPE.

UPON COMPLETION OF THE PROJECT, A VISUAL INSPECTION SHALL REVEAL THAT APPROXIMATELY 50% OF THE SURFACE AREA CONSISTS OF STONES ___mm OR LARGER. PAYMENT WILL BE MADE UNDER ITEM 709M05.10 MACHINED RIPRAP (DESCRIPTION), m³, AND QUANTITIES WILL BE BASED ON THE AVERAGE THICKNESS OF ___ mm.

(68) RIPRAP SHALL CONSIST OF FURNISHING AND PLACING EITHER RUBBLE STONES BY HAND OR MACHINED. RUBBLE STONE SHALL MEET THE REQUIREMENTS OF SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE CLEAN (FREE FROM ORGANIC MATTER), DURABLE, ANGULAR WITH FRACTURED FACES, NEARLY RECTANGULAR IN SHAPE WITH A BREADTH OR THICKNESS AT LEAST ONE-THIRD ITS LENGTH.

IF THE CONTRACTOR ELECTS TO USE MACHINED RIPRAP, IT SHALL BE IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY THIS NOTE. MACHINED RIPRAP SHALL BE CLEAN SHOT ROCK CONTAINING NO SAND, DUST, OR ORGANIC MATERIALS, AND SHALL VARY IN SIZE FROM ___mm TO mm". THE STONE SIZES SHALL BE DISTRIBUTED UNIFORMLY THROUGHOUT THE SIZE RANGE WITH NO MORE THAN 20% OF THE MATERIAL (BY WEIGHT) LESS THAN ___". THE THICKNESS OF THE STONE LAYER SHALL BE ___ mm (+/-75 mm) AND THE SIZE GRADATION SHALL BE UNIFORMLY DISTRIBUTED THROUGHOUT THE LAYER THICKNESS AND FROM TOP TO BOTTOM OF THE SLOPE. UPON COMPLETION OF THE PROJECT, A VISUAL INSPECTION SHALL REVEAL THAT APPROXIMATELY 50% OF THE SURFACE AREA CONSISTS OF STONES ___ mm OR LARGER. PAYMENT WILL BE MADE UNDER ITEM _____ AND QUANTITIES WILL BE BASED ON A THICKNESS OF ___ mm.

NOTE: THE APPROPRIATE RIPRAP ITEM IS TO BE INSERTED IN THE ABOVE NOTE.

SIGNING NOTES

(69) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUTOUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.

(70) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 600 mm SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE DESIGN DIVISION, SIGNING AND MARKING SECTION, TELEPHONE NO. (615)-741-0982. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.

- (71) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (72) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- (73) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS (3 SETS) OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. THE LAYOUT DRAWINGS SHALL BE SENT TO THE DESIGN DIVISION, SIGNING AND MARKING SECTION, SUITE 1000, J. K. POLK BUILDING, NASHVILLE, TN 37243-0350.
- (74) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM 713M15 AND BECOME THE PROPERTY OF THE CONTRACTOR.
- (75) THE EXISTING FOOTINGS ARE TO BE REMOVED 150 mm BELOW GROUND LINE.
- (76) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.
- (77) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.
- (78) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

TRAFFIC CONTROL DIRECTIONAL SIGNING NOTES

***** THE FOLLOWING FIVE (5) NOTES ARE TO BE PLACED ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION PROJECTS AND ACCESS CONTROLLED AND INTERSTATE RESURFACING PROJECTS WHEN THE TRAFFIC CONTROL PHASING REQUIRES PLACEMENT OF TEMPORARY PAVEMENT MARKINGS WHICH CONFLICT DIRECTIONAL SIGNS OR REQUIRES DIRECTIONAL SIGNS TO BE RELOCATED OR ADJUSTED.*****

(79) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

(80) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 200 mm, "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 2.5 mm SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

(81) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. _____(L)_____, AS DIRECTED BY THE ENGINEER.

***** (L) NOTE: DESIGNER TO ADD APPROPRIATE 712-SERIES ITEM NUMBER TO THE ABOVE NOTE.*****

(82) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.

(83) ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. _____ (N) _____.

***** (N) NOTE: DESIGNER TO ADD APPROPRIATE 712-SERIES ITEM NUMBER TO THE ABOVE NOTE. *****

NOTE: THE FOLLOWING NOTE SHOULD BE PLACED ON PROJECTS WITH EXISTING "LOGO" SIGNS.

(84) WHEN "LOGO" SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE "LOGO" SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. _____ (M) _____, AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

***** (M) NOTE: DESIGNER TO ADD APPROPRIATE 712-SERIES ITEM NUMBER TO THE ABOVE NOTE. *****

NOTE: NOTE (85) SHOULD BE PLACED ON NON-ACCESS CONTROLLED PROJECTS.

(85) WHEN EXISTING "TOURIST ORIENTED DIRECTIONAL SIGNS" (TODS) ARE ON NON-ACCESS CONTROLLED CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING THESE "TODS" AND TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER INEM NO. _____ (M) _____, AS DIRECTED BY THE ENGINEER. NEW SUPPORTS AND SIGN FACE FOR FINAL LOCATION WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

SIGNALIZATION

(86) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

(87) EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT "SPECIAL PROVISIONS REGARDING SECTION 730C-TRAFFIC SIGNALS."

*****THE ABOVE NOTE IS FOR USE IN HAMILTON COUNTY, AS DIRECTED.*****

(88) EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT "SPECIAL PROVISIONS REGARDING SECTION 730K-TRAFFIC SIGNALS."

*****THE ABOVE NOTE IS FOR USE IN KNOX COUNTY, AS DIRECTED.*****

(89) EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT "SPECIAL PROVISIONS REGARDING SECTION 730M-TRAFFIC SIGNALS."

*****THE ABOVE NOTE IS FOR USE IN SHELBY COUNTY, AS DIRECTED.*****

(90) EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT "SPECIAL PROVISIONS REGARDING SECTION 730N-TRAFFIC SIGNALS."

*****THE ABOVE NOTE IS FOR USE IN DAVIDSON COUNTY, AS DIRECTED.*****

(91) SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE (CITY OR COUNTY) AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE (CITY OR COUNTY).

(92) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

(93) ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

(94) SIGNAL HEADS SHALL FLASH A MINIMUM OF SEVEN (7) DAYS PRIOR TO ACTIVATION OF THE SIGNAL.

(95) THE CONTRACTOR SHALL CONTACT _____ A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

***** THE FOLLOWING NOTES ARE FROM SECTION 4-730.08 OF THE DESIGN GUIDELINES.*****

- (96) 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.
- (97) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.
- (98) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (99) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES

- (100) 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.
- (101) 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 712M06, SIGNS (CONSTRUCTION) PER SQUARE METER.
- (102) 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.
- (103) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

- (104) 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 NINE (9) METERS 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 100 km/h. THIS DISTANCE SHALL INCREASE TO FOURTEEN (14) METERS FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 100 km/h 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.
- (105) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN NINE (9) METERS 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 100 km/h. THIS DISTANCE SHALL BE INCREASED TO FOURTEEN (14) METERS FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 100 km/h OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN NINE (9) METERS 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 100 km/h. THIS DISTANCE SHALL BE INCREASED TO FOURTEEN (14) METERS FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 100 km/h 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.
- (106) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (107) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

LIGHTING

- (108) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED MARCH 1, 2006 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.
- (109) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 50 mm SCHEDULE 40 PVC RIGID CONDUIT.
- (110) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.
- (111) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF 150 mm BELOW GRADE.
- (112) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.
- (113) LIGHT STANDARDS SHALL BE ROUND TAPERED POLES. LENGTH SHALL BE DETERMINED BY REQUIRED MOUNTING HEIGHT.
- (114) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.
- (115) STANDARDS SHALL BE DESIGNED FOR 130 km/h WIND PRESSURE AND SHALL SUPPORT A 28 KILOGRAM LUMINAIRE ON A 4.575 m ARM.
- (116) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.
- (117) BRACKET ARMS SHALL BE ROUND TAPERED TRUSS TYPE WITH STRAP MOUNTING AND LENGTHS AS SCHEDULED.
- (118) BRACKET ARM UPSWEEP SHALL BE THE SAME FOR ALL LIGHT STANDARDS OF THE SAME TYPE.

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

- (119) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 10 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED.
- (120) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.
- (121) ANY STREAM CROSSINGS BY ANY TYPE OF TRUCKS OR EQUIPMENT SHALL BE MADE IN COMPLIANCE WITH THE TERMS AND CONDITIONS OF THE GENERAL ARAP PERMIT FOR ROAD CROSSINGS. ALL TEMPORARY CROSSINGS MUST BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. NO. ECM-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EROSION PREVENTION AND SEDIMENT CONTROL PLANS.
- (122) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL MEASURES OVER TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ON ALL PROJECTS.
- (123) EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED CONCURRENTLY WITH CLEARING OPERATIONS, AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.
- (124) CONSTRUCTION SHALL BE SEQUENCED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS AND SHALL BE PHASED FOR PROJECTS THAT HAVE OVER 20.2 HECTARES (50 ACRES) OF SOIL DISTURBANCE. NO MORE THAN 20.2 HECTARES (50 ACRES) OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION PROJECT, UNLESS APPROVED IN WRITING BY THE ENVIRONMENTAL DIVISION.

- (125) EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) INSPECTION, REPAIR, AND MAINTENANCE OF STRUCTURES IS TO BE PERFORMED ON A REGULAR BASIS AND SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE CARE TO ENSURE THAT STRUCTURAL COMPONENTS OF EROSION PREVENTION AND SEDIMENT CONTROL STRUCTURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE STRUCTURES AT THE CONTRACTOR'S OWN EXPENSE.
- (126) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND BE TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT IS TO BE INCLUDED IN PRICE BID FOR ITEM NO. 209M05 SEDIMENT REMOVAL, m³.
- (127) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (128) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EROSION PREVENTION AND SEDIMENT CONTROL MEASURES TO PROTECT WATER QUALITY MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EROSION PREVENTION AND SEDIMENT CONTROL MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG STREAM BANKS IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS IN ACCORDANCE WITH TDOT STANDARDS. THEY MUST BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

- (129) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- (130) INSTREAM EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) DEVICES ARE NOT APPROVED, UNLESS SPECIFIED IN WRITING BY THE ENVIRONMENTAL DIVISION.
- (131) WATER PUMPED FROM WORK AREAS AND EXCAVATION MUST BE HELD IN SETTLING BASINS OR TREATED BY FILTRATION PRIOR TO ITS DISCHARGE INTO SURFACE WATERS. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 6.1m (20 FEET) FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.
- (132) CHECK DAMS SHALL BE USED WHERE RUNOFF IS CONCENTRATED. CLEAN ROCK, BRUSH, GABION, OR SANDBAG CHECK DAMS SHALL BE PROPERLY CONSTRUCTED TO REDUCE VELOCITY AND CONTROL EROSION.
- (133) CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS.
- (134) PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES SHALL BE INITIATED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING OF ANY SEQUENCE OR PHASE. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING OR WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 15 CALENDAR DAYS. PERMANENT STABILIZATION WITH PERENNIAL VEGETATION OR OTHER PERMANENTLY STABLE, NON-ERODING SURFACE SHALL REPLACE ANY TEMPORARY MEASURES AS SOON AS PRACTICABLE. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER RUNS WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE.

- (135) THE CONTRACTOR SHALL INSTALL A RAIN GAUGE EVERY 1.6 LINEAR KILOMETER AT ALL SITES WHERE CLEARING, GRUBBING, EXCAVATION, GRADING CUTTING OR FILLING IS BEING ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED. IF THE PROJECT LENGTH IS LESS THAN ONE LINEAR MILE, ONE RAIN GAUGE SHALL BE INSTALLED AT THE CENTER OF THE PROJECT OR AS INDICATED BY THE TDOT EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) INSPECTOR. THE CONTRACTOR SHALL ENSURE THAT EACH GAUGE IS MAINTAINED IN GOOD WORKING CONDITION. TDOT AND/OR THE CONTRACTOR SHALL RECORD DAILY PRECIPITATION AND FORECASTED PERCENTAGE OF PRECIPITATION IN DETAILED RECORDS OF RAINFALL EVENTS INCLUDING DATES, AMOUNTS OF RAINFALL PER GAUGE, THE ESTIMATED DURATION (OR STARTING AND ENDING TIMES), AND FORECASTED PERCENTAGE OF PRECIPITATION FOR THE PROJECT. THIS INFORMATION SHALL BE PROVIDED TO THE ENGINEER ON A MONTHLY BASIS. THE COST FOR THE RAIN GAUGES IS TO BE INCLUDED IN THE UNIT BID PRICES FOR OTHER ITEMS. RAIN GAUGES SHALL BE AS SPECIFIED IN THE APPROVED TDOT RAINFALL MONITORING PLAN.
- (136) INSPECTION OF EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE DONE BEFORE ANTICIPATED STORM EVENTS (OR SERIES OF STORM EVENTS SUCH AS INTERMITTENT SHOWERS OVER ONE OR MORE DAYS), DURING, OR WITHIN TWENTY-FOUR (24) HOURS AFTER THE END OF A STORM EVENT OF 12.5 mm (0.5 INCH) OR GREATER, AND AT LEAST TWICE PER CALENDAR WEEK AT LEAST 72 HOURS APART. A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. AN ANTICIPATED STORM EVENT IS DEFINED AS A 50% OR GREATER CHANCE OF RAINFALL ACCORDING TO A DOCUMENTED LOCAL OR NATIONAL SOURCE (I.E., NOAA, WEATHER.COM, LOCAL NEWSPAPER).
- (137) OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO SURROUNDING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.
- (138) UPON CONCLUSION OF THE INSPECTIONS, EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE

TIMEFRAME, WRITTEN DOCUMENTATION MUST BE PROVIDED IN THE FIELD BOOK AND AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.

- (139) THE CONTRACTOR SHALL MAINTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN ON-SITE (OR AT NEARBY OFFICE) AND SHALL PLACE COPIES OF ANY PROJECT-RELATED PERMITS ON THE PROJECT BULLETIN BOARD.
- (140) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS, SHALL BE ONLY AS SHOWN ON THE PROJECT PLANS AND/OR AS SO SPECIFIED IN THE ARAP AND/OR SECTION 404 PERMIT(S). ANY ADDITIONAL PERMITS REQUIRED BY THE CONTRACTOR'S METHOD OF OPERATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN, AFTER RECEIVING THE APPROVAL OF TDOT ENVIRONMENTAL DIVISION.
- (141) ONLY CLEAN ROCK MAY BE PLACED DIRECTLY INTO WATERS OF THE STATE/U.S. AS INDICATED ON THE PLANS AND PERMITS. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER FILL MATERIALS TO BE DISCHARGED BELOW ORDINARY HIGH WATER MUST BE FREE OF FINES, SEDIMENT, SOIL, POLLUTANTS, CONTAMINANTS, TOXIC MATERIALS, ASPHALT, TRASH, AND/OR OTHER WASTE MATERIALS.
- (142) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING.
- (143) EXCAVATION AND FILL ACTIVITIES SHALL BE SEPARATED FROM FLOWING WATERS IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL PLAN OR STANDARD DRAWING ECM-STR-31 OR AN ALTERNATE METHOD APPROVED BY THE ENVIRONMENTAL DIVISION. ALL SURFACE WATER FLOWING TOWARD THE EXCAVATION OR FILL WORK SHALL BE DIVERTED THROUGH USE OF PIPES, COFFERDAMS, BERMS, OR TEMPORARY CHANNELS. TEMPORARY DIVERSION CHANNELS SHALL BE USED TO DIVERT THE NORMAL STREAM FLOW PATH FROM AN ERODIBLE AREA UNTIL SUCH AREAS CAN BE STABILIZED. TEMPORARY DIVERSION CHANNELS MUST BE PROTECTED BY NON-ERODIBLE MATERIAL AND LINED TO THE EXPECTED HIGH WATER LEVEL IN ACCORDANCE WITH ECM-STR-31. COFFERDAMS MUST BE CONSTRUCTED OF SANDBAGS, CLEAN ROCK, STEEL SHEETING OR

OTHER NON-ERODIBLE MATERIAL. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION THAT CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS.

- (144) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE MODIFIED TO INCLUDE EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES TO PREVENT NEGATIVE IMPACTS TO LEGALLY PROTECTED STATE OR FEDERAL FAUNA OR FLORA OR AS INDICATED IN THE ECOLOGICAL STUDIES OR ON THE PERMIT(S).
- (145) NO STREAM SHALL BE USED AS TRANSPORTATION ROUTES FOR HEAVY EQUIPMENT UNLESS THE STREAM IS A COMMERCIALY NAVIGABLE WATERWAY AND BARGES ARE USED. TEMPORARY CROSSINGS MUST BE LIMITED TO ONE POINT PER STREAM AND EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES MUST BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK MUST BE USED AT THE CROSSING POINT, CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION THAT CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS MUST BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO THEIR PREEXISTING ELEVATION. ALL TEMPORARY CROSSINGS MUST BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. NO. ECM-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (146) 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.
- (147) 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.

- (148) BORROW AND WASTE DISPOSAL AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN. BORROW AND WASTE DISPOSAL AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY AN ARAP, 404, OR NPDES PERMIT, OBTAINED SOLELY BY THE CONTRACTOR.
- (149) HEAVY EQUIPMENT WORKING IN WETLANDS MUST BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE UNLESS SPECIFICALLY ADDRESSED IN THE EROSION PREVENTION AND SEDIMENT CONTROL PLANS.
- (150) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM STATE AND/OR LOCAL AGENCIES REGARDING THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS.
- (151) WETLANDS AREAS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS PROVIDED FOR IN THE PLANS.
- (152) ANY DISAGREEMENT BETWEEN THE PROJECT PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT ENGINEER. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (153) FOR AN OUTFALL IN A DRAINAGE AREA OF 4.05 HECTARES (10 ACRES) OR MORE, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE

SITE. THE ENVIRONMENTAL AND DESIGN DIVISIONS SHALL REVIEW AND APPROVE ANY REVISION OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

- (154) FOR PROJECTS THAT DISCHARGE INTO HIGH QUALITY WATERS OR WATERS IMPAIRED BY SILTATION, AN OUTFALL IN A DRAINAGE AREA OF 2.02 HECTARES (5 ACRES) OR MORE, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL FINAL STABILIZATION OF THE SITE. THE ENVIRONMENTAL AND DESIGN DIVISIONS SHALL REVIEW AND APPROVE ANY REVISION OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT.
- (155) FOR PROJECTS THAT DISCHARGE INTO HIGH QUALITY WATERS OR WATERS IMPAIRED BY SILTATION, AN 18.3 M (60 FT.) NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION SHALL BE PRESERVED, TO THE MAXIMUM EXTENT PRACTICABLE, DURING CONSTRUCTION ACTIVITIES AT THE SITE. BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. THE 18.3 m (60 FT.) CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 7.6 m (25 FT.) AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP). THE ENVIRONMENTAL AND DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CONSTRUCTION GENERAL PERMIT. THIS REQUIREMENT DOES NOT APPLY TO ANY VALID ARAP OR EQUIVALENT PERMIT(S) ISSUED BY FEDERAL AUTHORITIES.

- (156) EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES MUST BE IN PLACE AND FUNCTIONAL BEFORE EARTH MOVING OPERATIONS BEGIN, AND MUST BE CONSTRUCTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY. ALL EPSC MEASURES AS WELL AS BUFFER ZONES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE KEPT IN GOOD AND EFFECTIVE OPERATION CONDITION.
- (157) THE FOLLOWING INFORMATION SHALL BE MAINTAINED ON OR NEAR THE SITE: DATES THAT MAJOR GRADING ACTIVITIES OCCUR, DATES WHERE CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, DATES WHEN STABILIZATION MEASURES ARE INITIATED, EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) INSPECTION RECORDS AND PRECIPITATION RECORDS.
- (158) ALL WATER QUALITY AND STORM WATER PERMITS, INCLUDING THE LOCATION OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP), SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE.
- (159) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

- (160) THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE UPDATED BY CONSTRUCTION WHENEVER EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) INSPECTIONS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY. THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED WHEN MAJOR DESIGN REVISIONS ARE REQUESTED BY CONSTRUCTION. THE ENVIRONMENTAL DIVISION MAY BE CONTACTED FOR GUIDANCE ON SPECIFIC SWPPP NEEDS.
- (161) IF PERMANENT OR TEMPORARY VEGETATION IS TO BE USED AS AN EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURE, THEN THE TIMING OF PLANTING OF VEGETATION SHALL BE SHOWN IN THE STORM WATER POLLUTION PREVENTION PLAN. DELAYING PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.
- (162) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION ACCESS (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED, AS NEEDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- (163) PROJECT INSPECTORS AND SUPERVISORS (INCLUDING TDOT STAFF, CONSULTANTS, AND CONTRACTOR'S STAFF) RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTENANCE OF EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) SHALL SUCCESSFULLY COMPLETE THE TDEC "FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL" (REFERRED TO AS "LEVEL ONE") COURSE OR EQUIVALENT COURSE. A COPY OF CERTIFICATION RECORDS FOR THIS COURSE SHALL BE KEPT ON SITE AND AVAILABLE UPON REQUEST.

*****NOTE: THE FOLLOWING THREE (3) NOTES, NOTES (164), (165), AND (166), SHOULD BE ADDED TO THE EROSION PREVENTION AND SEDIMENT CONTROL PLAN SHEETS FOR ALL PROJECTS WHICH REQUIRE A NPDES PERMIT.*****

- (164) NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND

SUPPLEMENT, AS ACCEPTABLE, THE BASIC EROSION PREVENTION AND SEDIMENT CONTROL DEVICES ON THE EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) PLAN, CONTAINED IN THE APPROVED STORM WATER POLLUTION PREVENTION PLAN (SWPPP), TO PROVIDE ACCEPTABLE EROSION PREVENTION AND SEDIMENT CONTROLS DURING ALL STAGES OF CONSTRUCTION.

- (165) THE EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES AND/OR PLAN SHALL BE MODIFIED AS NECESSARY SO THAT THEY ARE EFFECTIVE AT ALL TIMES THROUGHOUT THE COURSE OF THE PROJECT.
- (166) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES, INCLUDING WITHOUT LIMITATION AS FOLLOWS:
- A. INITIAL CLEARING AND GRUBBING SHALL BE LIMITED TO THAT NECESSARY FOR THE INSTALLATION OF APPLICABLE EROSION PREVENTION AND SEDIMENT CONTROL DEVICES IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
 - B. NO OTHER CLEARING AND GRUBBING OPERATIONS SHALL BE STARTED BEFORE APPLICABLE EPSC MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
 - C. NO CULVERT OR BRIDGE CONSTRUCTION SHALL BE STARTED BEFORE APPLICABLE EROSION PREVENTION AND SEDIMENT CONTROL PLAN ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
 - D. NO GRADING, EXCAVATION, CUTTING, FILLING, OR OTHER EARTHWORK SHALL BE STARTED BEFORE EROSION PREVENTION AND SEDIMENT CONTROL MEASURES ARE IN PLACE IN ACCORDANCE WITH THE ACCEPTED EPSC PLAN INCORPORATED INTO THE SWPPP.
- (167) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING,

EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

- (168) REFER TO THE EROSION CONTROL PLAN, SHEET ____, FOR NOTES REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.

NOTE: NOTE (169) SHOULD BE ADDED WHEN PERMIT CONDITIONS REQUIRE. THE PERMIT/PLANS ASSESSMENT WILL ADVISE THE DESIGNER TO ADD THE NOTE WHEN IT IS NEEDED. DESIGNERS SHOULD ENSURE THE DESIGN OF THE BOX BRIDGE OR BOX CULVERT INCORPORATES THE BASE FLOW (LOW FLOW) IN THE STRUCTURE DESIGN. WHEN REQUIRED THE DESIGN SHOULD BE COORDINATED WITH THE HYDRAULICS SECTION OF THE STRUCTURES DIVISION.

- (169) THERE MUST BE A BASE FLOW (LOW FLOW) BARREL(S) IN A MULTI-BARREL BOX BRIDGE OR BOX CULVERT, WITH THE REMAINING BARREL(S) ACTING AS A FLOODPLAIN. THIS WILL ENSURE PROPER WATER FLOW AND DEPTH TO MAINTAIN MOVEMENT AND SURVIVAL OF AQUATIC SPECIES. AFTER CONSTRUCTION IS COMPLETE, THE BARREL(S) SHALL BE ALLOWED TO FILL WITH NATURAL SEDIMENT DURING BEDLOAD TRANSPORT FROM UPSTREAM.

EROSION PREVENTION AND SEDIMENT CONTROL NOTES FOR UTILITY RELOCATION:

NOTE: NOTES (170) THROUGH (179) SHOULD BE ADDED TO THE EROSION AND SEDIMENT CONTROL PLANS SHEETS. NOTES (170) THROUGH (179) SHOULD NOT BE ADDED TO THE GENERAL NOTES SHEETS. UTILITY RELOCATION NOTES SHOULD BE ADDED WHENEVER UTILITIES ARE IN THE CONTRACT.

- (170) RAIN WATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A TEMPORARY DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND MAINTAINED.

- (171) SILT FENCE SHALL BE INSTALLED ON THE DOWNSTREAM SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING NO FLOW CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.

- (172) UTILITY CROSSINGS FOR PERENNIAL STREAMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS, AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC)

REGULATIONS APPLY TO UTILITIES IN THIS PROJECT IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC). THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTION PREVENTION PLANS (SWPPP).

- (173) IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR INSTALLER TO PROTECT FROM EROSION EXPOSED EARTH RESULTING FROM THEIR OPERATIONS, AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.
- (174) FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), **TRENCHES SHALL BE BACKFILLED DAILY** AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOIL OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.
- (175) IN REGARD TO EROSION PREVENTION AND SEDIMENT CONTROL (EPSC), TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION (TDEC) REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS IN THIS PROJECT; THEREFORE, THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP). THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT WORK.
- (176) TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORM WATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

- (177) FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT ROW, TEMPORARY EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.
- (178) THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS (AS APPROVED BY THE TDOT PROJECT ENGINEER).
- (179) THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES TO REPLACE IN-PLACE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT PROJECT ENGINEER BEFORE COMMENCING WORK.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

NOTE: NOTES (180) THROUGH (190) SHALL BE SHOWN IN THE FORM OF TRAFFIC CONTROL NOTES ON THE ON THE TRAFFIC CONTROL SHEETS AND NOT ON THE GENERAL NOTES SHEETS. THE DESIGNER IS TO SHOW ONLY THOSE NOTES THAT APPLY TO THE SPECIFIC PHASE OF TRAFFIC CONTROL SHOWN ON THE SHEET ON WHICH THE NOTE APPEARS. SEE SECTION 4-712.10 OF THE DESIGN GUIDELINES.

- (180) DIFFERENCE 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.
- (181) DIFFERENCE IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 20 mm AND NOT EXCEEDING 50 mm:
- A. 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 610 m 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 7 WORKDAYS AFTER THE CONDITION IS CREATED.
- (182) DIFFERENCE IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 50 MM AND NOT EXCEEDING 150 mm. TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
- A. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - 1. WHERE POSTED SPEEDS ARE 80 km/h OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 30 m.
 - 2. WHERE POSTED SPEEDS ARE LESS THAN 80 km/h THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN KILOMETERS PER HOUR OR 15 m, WHICHEVER SPACING IS GREATER.
 - B. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 50 mm OR LESS BY THE END OF EACH DAY'S WORK, 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 PAVEMENT AND/OR LOW SHOULDER) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 610 m 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 THRU TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 90 mm, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE ENGINEER. SEE PARAGRAPH A

REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN PAVEMENT AND/OR LOW SHOULDER) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 610 m 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 TWO MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS 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.

(183) DIFFERENCE IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 15 mm BUT NOT EXCEEDING 45mm, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

- A. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - 1. WHERE POSTED SPEEDS ARE 80 km/h OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 30 METERS.
 - 2. WHERE POSTED SPEEDS ARE LESS THAN 80 km/h THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN KILOMETERS PER HOUR OR 15 METERS, WHICHEVER SPACING IS GREATER.

IN ORDER TO USE THIS METHOD THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 150 mm OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

- B. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH A, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE

LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

C. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH A, AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 150 mm OR LESS.

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

FOR PRECEDING CONDITIONS A, B, AND C, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN (W8-9A). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 600 m WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1.6 KM IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

(184) DIFFERENCE IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 450 mm:

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING ONE MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

- (185) DIFFERENCE IN ELEVATION IS WITHIN 9 METERS FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.
- (186) DIFFERENCE IN ELEVATION IS WITHIN 2.4 METERS OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 20mm AND NOT EXCEEDING 50mm.
- (187) WARNING SIGNS (UNEVEN PAVEMENT AND/OR LOW SHOULDER) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 600 METERS WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
- (188) DIFFERENCE IN ELEVATION IS WITHIN 2.4 METERS OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 50 mm AND NOT EXCEEDING 150 mm:
- A. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - 1. WHERE POSTED SPEEDS ARE 80 km OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 30 METERS.
 - 2. WHERE POSTED SPEEDS ARE LESS THAN 80 km THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 15 METERS, WHICHEVER SPACING IS GREATER.
- (189) DIFFERENCE IN ELEVATION IS WITHIN 2.4 METERS OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 150 mm:
- A. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - 1. WHERE POSTED SPEEDS ARE 80 KM OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 30 METERS.
 - 2. WHERE POSTED SPEEDS ARE LESS THAN 80 KM THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN METERS SHALL NOT EXCEED TWICE THE POSTED SPEED IN KM PER HOUR OR 15 METERS, WHICH EVER SPACING IS GREATER.
 - B. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

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

(190) DIFFERENCE IN ELEVATION IS FARTHER THAN 2.4 METERS FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 9 METERS FROM THE NEAREST TRAFFIC LANE. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

- A. WHERE POSTED SPEEDS ARE 80 KM OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 30 METERS.
- B. WHERE POSTED SPEEDS ARE LESS THAN 80 KM THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 30 METERS, WHICHEVER SPACING IS GREATER.

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