

Index Of Sheets
See Sheet 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2018	1
FED. AID PROJ. NO.	HSIP-280(11)	
STATE PROJ. NO.	16024-4215-04, 16024-3215-94	

COMBINED WITH 124937.00

Only place this note when a project is combined with another

RAIL ROAD UNDERPASS
NORFOLK SOUTHERN CORP. (INC)
ID# [47S24060001] AT L.M. 1.87
SEE SHEET NO. 6 FOR NOTES.

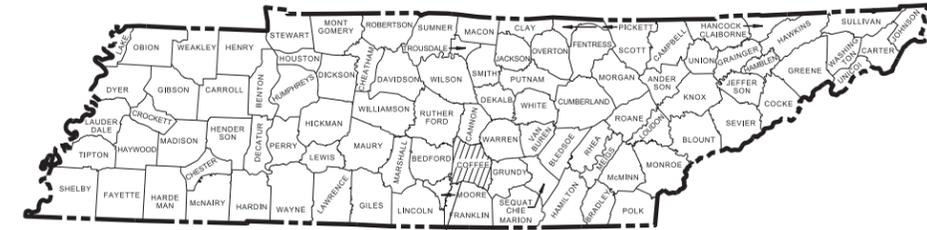
R/R OVERPASSES
CSXT
(#347601V) @LM 0.56

COFFEE COUNTY

STATE ROUTE 280
FROM SR-2 (LM 0.00)
TO SR-53 (LM 10.60)

RESURFACE & SAFETY
THIN LIFT D, PAVEMENT MARKINGS, COLD PLANING & GUARDRAIL

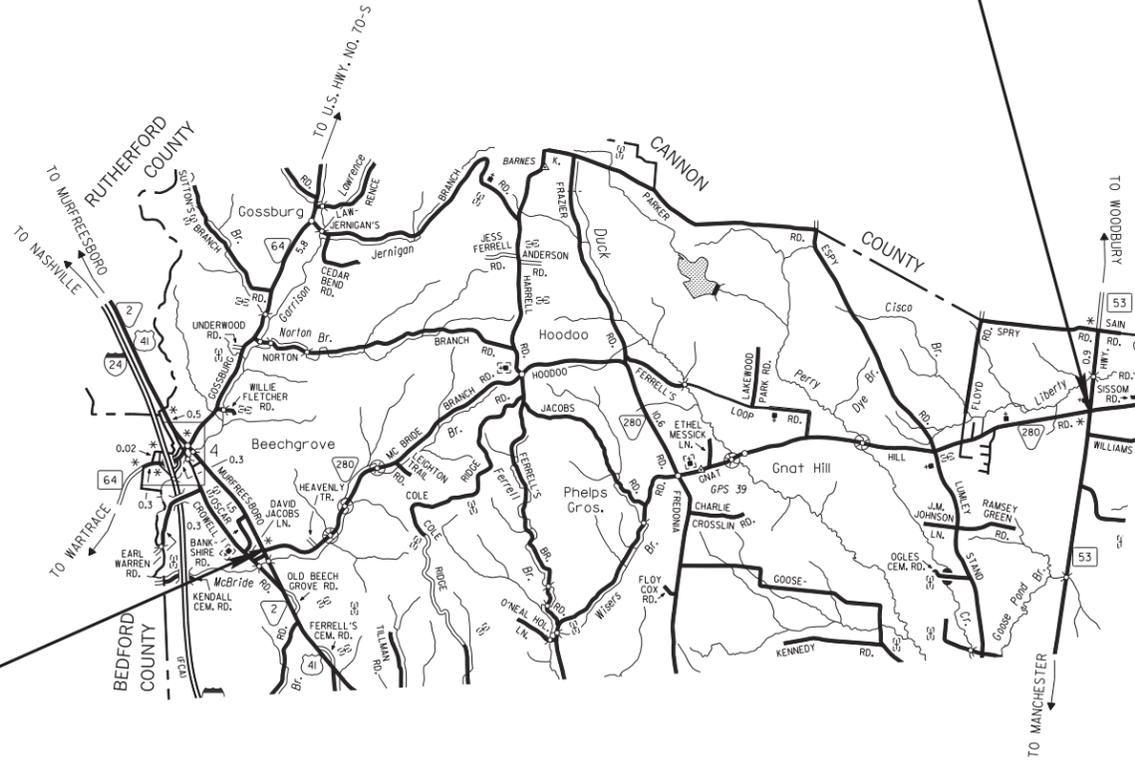
STATE HIGHWAY NO. 280 F.A.H.S. NO. N/A



PROJECT LOCATION
BRIDGE ID. # 16021220005 16S4400009 16S4400007
16S42900007 16S42900009

16024-4215-04
16024-3215-94
END PROJECT NO. HSIP-280(11) RESURFACE & SAFETY
LOG MILE 10.60

NO EXCLUSIONS



16024-4215-04
16024-3215-94
BEGIN PROJECT NO. HSIP-280(11) RESURFACE & SAFETY
LOG MILE 0.00

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT ROAD SP. SV. 2: JANE DOE
DESIGNER: JOHN SMITH CHECKED BY: BILL MARTIN
P.E. NO. 98023-4217-04
PIN NO. 124938.00

PROJECT LENGTH 10.60 MILES
TOTAL LANE MILES RESURFACED 21.20 MILES



TRAFFIC DATA	
ADT (2018)	1900
LM	POSTED SPEED
LM 0.00-6.10	55 MPH
LM 6.10-10.60	40 MPH

OR

TRAFFIC DATA	
ADT (2018)	1900
POSTED SPEED	45 MPH

SEALED BY

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

DATE:

APPROVED: *John Schroer*
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2018	HSIP-280(11)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2A
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
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SPECIAL NOTES.....	2D
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UTILITY NOTES and UTILITY OWNERS	3
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NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN NUMBERING OF SHEETS.

NO PROJECT COMMITMENTS

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
ROADWAY AND PAVEMENT APPURTENANCES		
RP-H-3	10-10-16	CURB RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-7	10-10-16	PERPENDICULAR CURB RAMP IN CURVE
RP-H-9	10-10-16	PARALLEL CURB RAMP IN CURVE
SAFETY DESIGN AND FENCES		
S-CZ-1		CLEAR ZONE CRITERIA
S-PL-1		SAFETY PLAN AT ROADSIDE HAZARDS
S-PL-2	10-10-16	SAFETY PLAN AT SIDEROADS OR PRIVATE DRIVES
S-PL-6	10-10-16	SAFETY PLAN SAFETY HARDWARE PLACEMENT ON OUTSIDE EDGE
S-GR31-1	03-28-17	W-BEAM GUARDRAIL
S-GR31-1A		W-BEAM BARRIER FASTENING HARDWARE
S-GRS-3	03-28-17	SPECIAL CASE: GUARDRAIL FOOTING
S-GRS-4	03-16-17	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRC-1	10-10-16	GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL
S-GRT-2	03-28-17	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P	07-05-17	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRT-2R	07-05-17	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
S-GRA-4	07-05-17	IN-LINE GUARDRAIL ANCHOR
DESIGN - TRAFFIC CONTROL		
T-M-1	07-05-17	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-05-17	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	10-10-16	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-16	01-30-15	ASPHALT SHOULDER RUMBLE STRIPE INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS

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DEPARTMENT OF
TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
ROADWAY
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2018	HSIP-280(11)	2A

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ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	(RESURFACING)	(SAFETY)	TOTAL QUANTITY
			16024-4215-04 QUANTITY	16024-3215-94 QUANTITY	
	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	21.2		
(1)(2)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING BASE	TON	2208	250	2458
(3)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	76		76
	405-01.01 BITUMINOUS MATERIAL (BSC)	TON	235		235
	405-01.02 MINERAL AGGREGATE (bsc)	TON	2057		2057
(4)	307-01.07 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M	TON	970		970
(5)	411-02.10 ACS MIX(PG70-22) GRADING D	TON	11670		11670
	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	16		16
(6)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	11552		11552
	611-01-20 UTILITY ADJUSTMENT MANHOLE	EACH	3		3
	611-09.01 UTILITY ADJUSTMENT CATCHBASIN	EACH	1		1
	701-02.01 CONCRETE CURB RAMP (RETROFIT)	S.F.		220	220
	701-02.03 CONCRETE CURB RAMP	S.F.		165	165
	705-01.01 GUARDRAIL AT BRIDGE ENDS	L.F.		108	108
	705-06.01 W BEAM GR (TYPE 2) MASH TL3	L.F.		50	50
	705-04.09 EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH		12	12
(2)	705-06.20 TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH		12	12
(2)(7)	706-01 GUARDRAIL REMOVED	L.F.		50	50
	712-01 TRAFFIC CONTROL	LS	1		1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZATING)	EACH	38		38
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	38		38
(8)	712-06 SIGNS (CONSTRUCTION)	S.F.	657		657
	713-02.14 FLEXIBLE DELINEATOR (WHITE)	EACH	20		20
	716-01.21 Snowplowable Pmt Mrks (Bi-Dir) (1 Color)	EACH	400	300	700
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	400		400
(9)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	365		365
(9)	716-03.03 PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH	4		4
(10)	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	42		42
(11)	716-12.02 ENHANCED FLATLINE THERMO PVTM MRKING (6IN LINE)	L.M.	12.2		12.2
(11)	716-13.01 SPRAY THERMO PVTM MRKNG (60mil) (4IN LINE)	L.M.	18		18
(11)	716-13.02 SPRAY THERMO PVTM MRKNG (60mil) (6IN LINE)	L.M.	12.2		12.2
(12)	716-13.05 SPRAY THERMO PVTM MRKNG (60mil) (6IN DOTTED LINE)	L.F.	150		150
	717-01 MOBILIZATION	LS	1		1
	730-14.02 SAW SLOT	L.F.	800		800
	730-14.03 LOOP WIRE	L.F.	1600		1600

FOOTNOTES

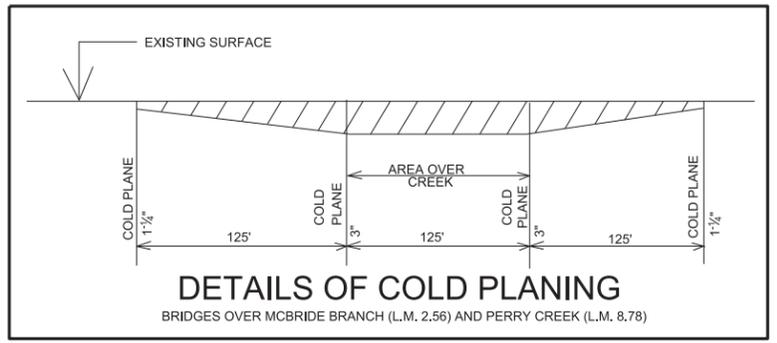
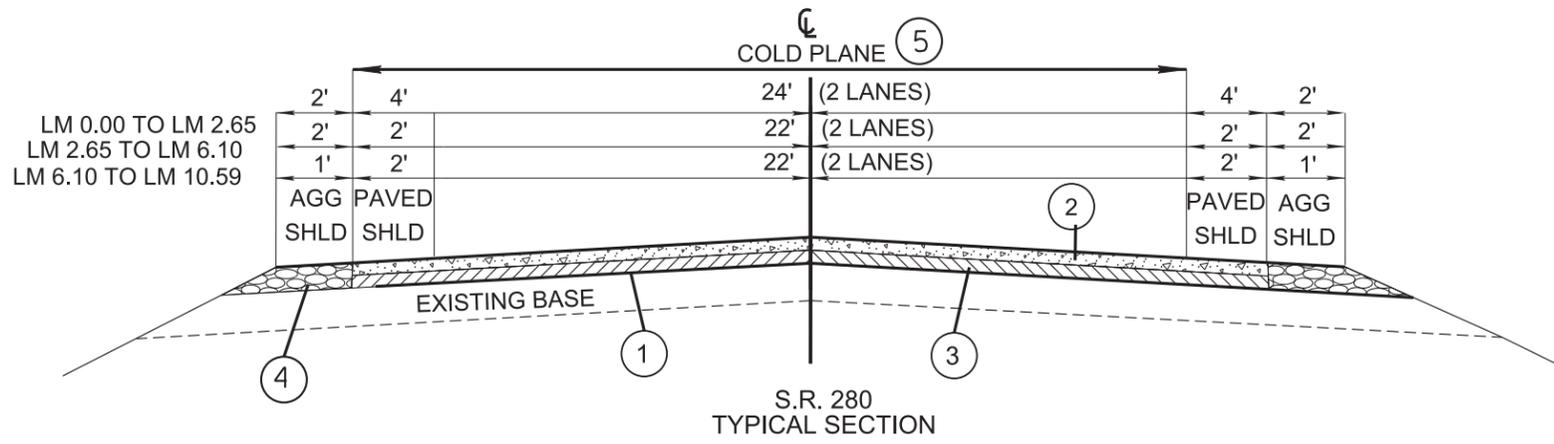
- (1) AS DIRECTED BY THE TDOT PROJECT ENGINEER
- (2) 250 TONS FOR GUARDRAIL PAD WORK IN ADDITION TO ROCK FROM EARTH PAD SEE GUARDRAIL TABULATION BLOCK ON SHEET 2E FOR DETAILS
- (3) INCLUDES 2 TONS FOR DRIVEWAYS, BUSINESS, & FIELD ENTRANCES
- (4) INCLUDES 970 TONS FOR SPOT LEVELING AS DIRECTED BY THE TDOT PROJECT ENGINEER
- (5) INCLUDES 350 TONS FOR DRIVEWAYS, BUSINESS, & FIELD ENTRANCES
- (6) INCLUDES 340 TONS FOR DRIVEWAYS, BUSINESS, & FIELD ENTRANCES
- (7) REMOVED GUARDRAIL TO BECOME PROPERTY OF THE CONTRACTOR
- (8) SEE SIGN TABULATION BLOCK SHEET 2E
- (9) CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNTIL PRICE AS BID FOR THERMOPLASTIC.
- (10) TO BE USED FOR TEMPORARY MARKINGS ONLY
- (11) TO BE USED FOR PERMANENT PAVEMENT MARKING ONLY.
- (12) INCLUDES 60 LF DOTTED WHITE LINE AND 90 LF OF DOUBLE DOTTED YELLOW CENTERLINE TO BE PLACED THROUGH THE INTERSECTIONS OF PAUL HARRELL ROAD AND FERRELL BRANCH ROAD AS DIRECTED BY THE TRAFFIC ENGINEER

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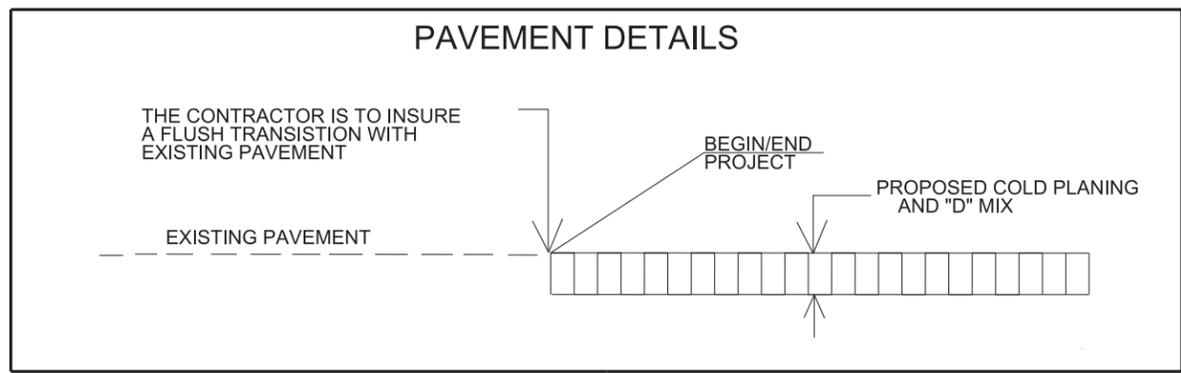
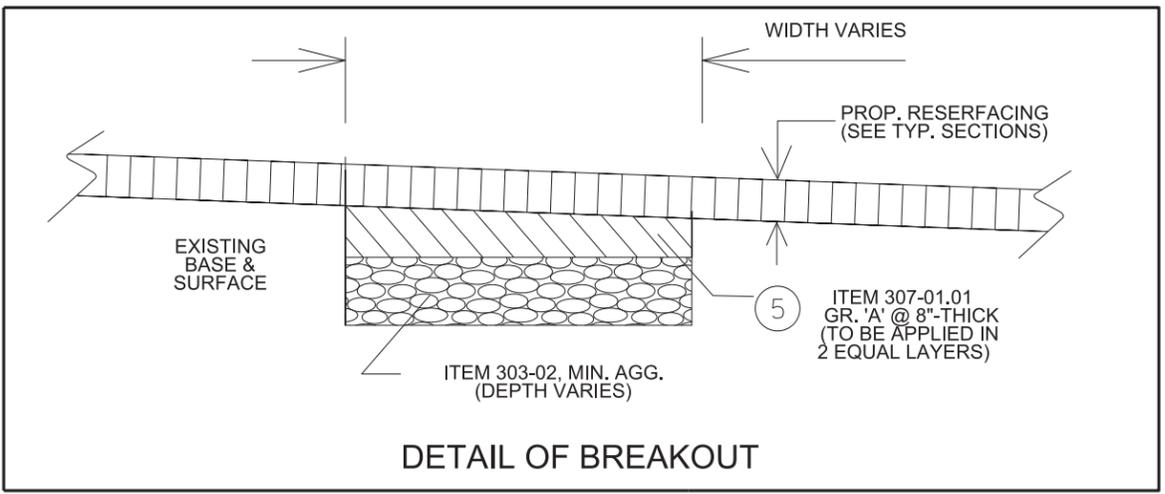
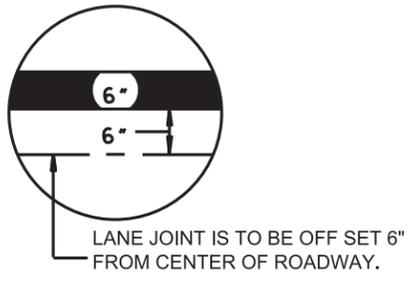
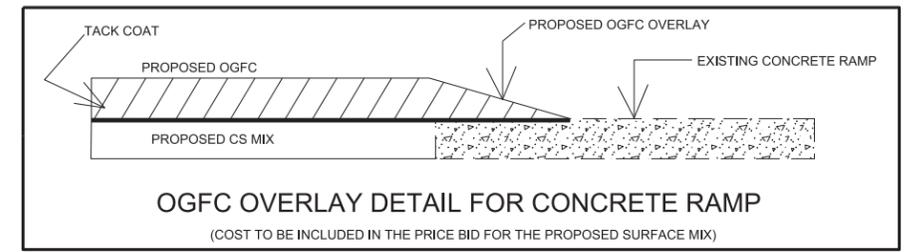
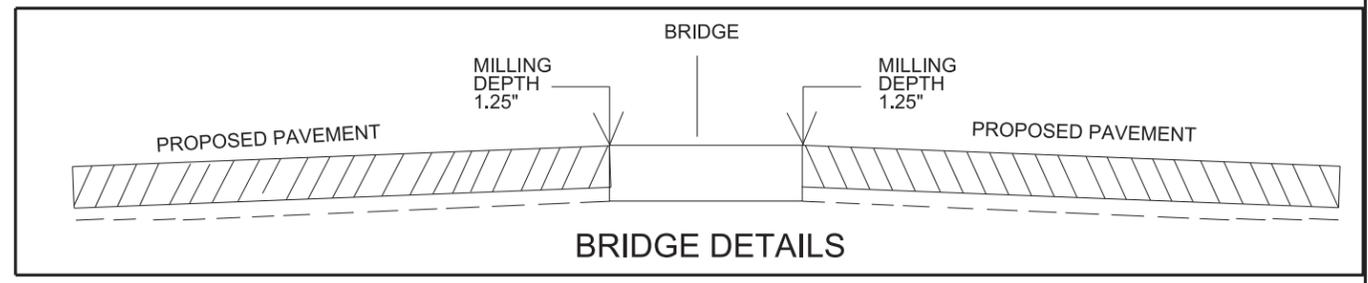
STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2018	HSIP-280(11)	2B



PROPOSED PAVEMENT SCHEDULE	
①	TACK COAT (TC) @ (0.08 - 0.12 GAL/SY) ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
②	ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25" THICK (APPROX. 132.5 LBS/SY) ITEM 411-02.10 D MIX (PG70-22) D ASPHALT
③	BITUMINOUS SEAL COAT (BSC) APPLICATION (CHIP SEAL) 405-01.01 BITUMINOUS MATERIAL FOR (BSC) @ 0.26-0.36 GAL/SY 405-01.02 MINERAL AGGREGATE FOR (BSC) @ 16-26 LBS/SY
④	MINERAL AGGREGATE BASE @ 2" THICK FOR SHOULDERS 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING B
⑤	COLD PLANING 1.25" THICK (APPROX. 131.25 LBS/SY)



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STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2018	HSP-280(11)	2C

GENERAL NOTES

GUARDRAIL

- 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.
- 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 TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4' LINE), L.M.

FINAL PAVEMENT MARKING

- THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
 - SHOULDERS SHALL BE BROOMED AND DE-GRASSED AND MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NUMBER 208-01.05.
 - REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.
- PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.01, SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.
- PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.02, SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT

MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

- 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. 716-05.01, PAINTED PAVEMENT MARKING (4IN LINE), L.M.

PAVEMENT

PAVING

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

RESURFACING

- 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.
- 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.
- 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 ONE FOOT OF WIDTH PER ONE INCH 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.
- IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- 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.
- IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- 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.
- TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND

DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

- THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

- IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.

SEDIMENT CONTROL

- EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE 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 NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

NATURAL RESOURCES

- THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

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GENERAL
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GENERAL NOTES CONTINUED

SPECIES

- (1) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).
- (2) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (3) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (4) 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. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (5) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (6) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (7) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (8) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (9) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (10) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (11) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (12) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED

LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.

- (13) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (14) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (15) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (16) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (17) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (18) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (19) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (20) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (21) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (22) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. 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.
- (23) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (24) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

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SPECIAL NOTES

PAVEMENT

RESURFACING

- (1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:
 - a. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.
 - b. THE SURFACE SHALL BE SWEEPED AND CLEANED OF ALL LOOSE MATERIALS.
 - c. THE DIFFERENCE IN ELEVATION BETWEEN THE MILLED SURFACE AND THE ADJACENT LANE SHALL NOT EXCEED 1 1/2 INCHES.
 - d. THE MILLED SURFACE SHALL BE PAVED WITHIN 72 HOURS IF THE CURRENT ADT IS ≥ 70,000 OR WITHIN 96 HOURS IF THE CURRENT ADT IS < 70,000.
 - 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 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.
 - h. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

TRAFFIC CONTROL

- (2) 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 OF UNIFORM TRAFFIC CONTROL DEVICES".
- (3) THE CONTRACTOR SHALL MAKE PROVISIONS TO SAFELY CONTROL TRAFFIC INGRESS AT ALL ROADWAY WITHIN THE FLAGGED WORK ZONE TO THE SATISFACTION OF THE TDOT PROJECT SUPERVISOR. ALL COST ASSOCIATED WITH THE CONTROLS WILL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL.
- (4) EXISTING CONSTRUCTION, REGULATORY, AND WARNING SIGNS WHICH CONFLICT WITH THE CONTRACTION SIGNING SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED AS DIRECTED BY THE TDOT PROJECT SUPERVISOR. ALL COST TO BE INCLUDED IN THE PRICE BID FOR ITEM 712-01, TRAFFIC CONTROL, PER LUMP SUM.
- (5) THE CONTRACTOR SHALL GIVE THE TDOT PROJECT SUPERVISOR A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTURBED TO THE MEDIA.
- (6) IMMEDIATELY UPON COMPLETION OF EACH CONSTRUCTION PHASE, ALL TRAFFIC CONTROL ITEMS THAT ARE NOT NECESSARY FOR THE SUCCEEDING PHASE SHALL BE REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC.
- (7) THE CONSTRUCTOR SHALL PROVIDE FLAGGER AT EACH SIDE OF THE ROAD WITHIN THE PAVING OPERATION.

LANE CLOSURES

- (8) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED ONE DAY'S PAVING OPERATION.
- (9) LANE CLOSURES WITH LEFT LANE MERGE AND LANE SHIFT TRAFFIC CONTROL IS TO USED ON ALL LANE CLOSURES.
- (10) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.
- (11) OVERNIGHT LANE CLOSURES WILL BE NOT ALLOWED UNLESS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

- (12) THE CONTRACTOR SHALL NOT BE ALLOWED TO INTERRUPT TRAFFIC FLOW AND SHALL MAINTAIN ALL LANES OF TRAFFIC IN EACH DIRECTION ON THE FOLLOWING DAYS.
 - a. OFFICAL STATE HOLIDAYS.
 - b. FRIDAY AT 6:00 PM UNTIL TUESDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.
 - c. THURSDAY AT 6:00 PM UNTIL MONDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.
 - d. FRIDAY AT 6:00 PM UNTIL SUNDAY AT 7:00 PM OR AS DIRECTED BY THE TDOT PROJECT SUPERVISOR, ON WEEKENDS OF THE UNIVERSITY OF TENNESSEE, KNOXVILLE HOME GAMES.
 - e. DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

PAVING

- (1) ANY QUANTITIES REMAINING ON THE ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.

PAVEMENT MARKING

- (1) THE CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL PAVEMENT MARKINGS. ANY CHANGE FROM THE EXISTING PAVEMENT MARKINGS MUST BE APPROVED BY THE REGIONAL TRAFFIC MANAGER.
- (2) EXISTING PAVEMENT MARKINGS IN THE SIDE RADII SHALL BE RETRACTED AS DIRECTED BY THE TDOT PROJECT SUPERVISOR DURING FINAL STRIPING.
- (3) THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS AS DIRECTED BY THE TDOT PROJECT SUPERVISOR. COST OF REMOVAL IS TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.

MISCELLANEOUS

- (1) TIME ON THE PROJECT WILL START THE DAY THAT CONSTRUCTION SIGNS ARE PUT UP OR IN ACCORDANCE WITH SP108B IF MAXIMUM AMOUNT OF CALENDAR DAYS IS SPECIFIED.
- (2) THE CONTRACTOR ME BE REQUIRED TO REMOVE AND RESET EXSITING SIGNS WHERE AND AS DIRECTED BY THE TDOT PROJECT SUPERVISOR. EXISTING SIGNS THAT ARE LOST, DAMAGED, OR MISPLACED SHALL BE REPLACED AT THE CONSTRUCTOR'S EXPENSE.

NPDES

- (1) FOR TYPE 38 TERMINALS NEEDED ON THE PROJECT, USE THE EARTH PAD FOR TYPE 38 TERMINAL (RETROFIT) SHOWN ON STANDARD DRAWING S-GRT-2R. IF THE PROPOSED NUMBER OF EARTH PADS FOR TYPE 38 TERMINALS AS SHOWN ON STANDARD DRAWING S-GRT-2P EXCEEDS A QUANTITY OF 10, CONTACT THE TDOT REGIONAL ENVIRONMENTAL TECH OFFICE IMMEDIATELY TO DETERMINE IF A STORMWATER PERMIT WILL BE REQUIRED

MULTIMODAL

- (13) THE CONTRACTOR SHALL IDENTIFY LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS. A SITE LAYOUT DETAIL SHOWING THE PROPOSED ALTERATIONS AND DEVIATIONS SHALL BE SUBMITTED TO THE PROJECT SUPERVISOR THREE WEEKS PRIOR TO THE BEGINNING OF ANY CONSTRUCTION. THE DEPARTMENT WILL REVIEW AND EVALUATE THE DETAILS FOR PROPER INSTALLATIONS THAT WILL MEET REGULATIONS.

RAILROAD NOTES

- (1) THE CONTRACTOR SHALL GOLD PLANE AND RESURFACE THE ROADWAY NEAR AND UNDER THE RAILROAD'S UNDERPASS/BRIDGE STRUCTURE., SO AS TO NOT DIMINISH THE EXISTING VERTICAL CLEARANCE BETWEEN THE HIGHEST POINT OF THE ROADWAY PAVEMENT AND LOWEST POINT OF THE RAILROAD BRIDGE SUPERSTRUCTURE.
- (2) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE _____ TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. TH EWORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY _____ SO TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- (3) THE CONTRCTOR SHALL NOT, FOR ANY REASON, STORE ANY OF HIS CONSTRUCTION EQUIPMENT OR DUMP WASTE MATERIALS ON THE RAILROAD'S RIGHT-OF-WAY.
- (4) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY. IN ALL CASES, THESE SIGNS AND DEVICES MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.
- (5) THE CONSTRUCTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CORSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

MR./MS. _____

INSERT TITLE HERE

ADDRESS

CITY, STATE, ZIP

PHONE: _____

EMAIL: _____

AND/OR

MR./MS. _____

INSERT TITLE HERE

ADDRESS

CITY, STATE, ZIP

PHONE: _____

EMAIL: _____

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SPECIAL
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Tabulated Guardrail					
Log Mile	SIDE	Guardrail Removal 706-01 (L.F.)	Min. Agg. 303-01 (TON)	Type 38 Terminal MASH TL3 705-06.20 (EACH)	Comments
8.129	Rt	50	25	1	
8.109	Lt		25	1	
8.091	Lt		25	1	
8.091	Rt		25	1	
8.669	Rt		25	1	
8.669	Lt		25	1	
8.629	Rt		25	2	
8.629	Lt		25	2	
8.522	Lt		25	2	
8.340	Rt		25		
Total		50	250	12	

BRIDGE DECK RECOMMENDATIONS				
BRIDGE NUMBER	LOCATION (L.M.)	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
16021220005	1.85	BRANCH	50	Do not cold plane but pave with plan quantities
16S4400009	2.56	MCBRIDE BRANCH	45	Cold plane and pave with plan quantities
16S4400007	3.47	MCBRIDE BRANCH	65	Leave as is
16S4290007	6.50	DUCK RIVER	80	Leave as is
16S4290009	8.78	PERRY CREEK	50	Cold plane and pave with plan quantities

OR

THERE ARE NO BRIDGES IN PROJECT LIMITS

OR

THERE IS NO GUARDRAIL ON THIS PROJECT

UTILITY ADJUSTMENTS		
TYPE	OWNER	NUMBER
SEWER MANHOLE	METRO WATER	3
WATER VALVE	METRO WATER	6
STATE STORM DRAIN ADJUSTMENTS		
CATCH BASINS		1
MANHOLES		3
VALVE		6

OR

THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT

SIGNS (CONSTRUCTION) 712-06				
QTY	MUTCD	DESCRIPTION	SIZE (IN X IN)	ITEM NO. 712-06 (S.F.)
20	G20-2a	END ROAD WORK	36 X 18	90
30	W8-11	LNEVEN LANES	36 X 36	270
18	W20-1	ROAD WORK AHEAD	36 X36	162
2	W20-1	ROAD WORK 1 MILE	36 X 36	18
2	W20-1	ROAD WORK 1/2 MILE	36 X 36	18
2	W20-1	ROAD WORK 1000'	36 X 36	18
2	W20-7a	ADVANCE FLAGGER	36 X 36	18
4	W3-4	BE PREPARED TO STOP	36 X 36	36
2	W21-2	FRESH OIL	36 X 36	18
2	G20-1	ROAD WORK NEXT 11 MILES	36 X 18	9
TOTAL				657

CURB RAMP TABULATION														
ROADWAY		LOCATION				STANDARD DRAWING			CONCRETE (RETROFIT)		CONCRETE (NEW)	TRUNCATED DOME	REMARKS	
MAINLINE	INTERSECTING	STATION or LOG MILE (L.M.)	Left	Median	Right	QUADRANT			ITEM NO. 701-02.01	ITEM NO. 701-02.03	ITEM NO. 716-10.30			
						N.	S.	E.	W.	S.F.	S.F.	S.F.		
SR 280	Harrell Rd.	5.76	X						X	RP-H-7		55		For sidewalk going in one direction
SR 280	Harrell Rd.	5.76	X						X	RP-H-7		55		For sidewalk going in one direction
SR 280	Loop Rd.	8.8	X						X	RP-H-7		55		For sidewalk going in one direction
SR 280	Espy	9.52							X	RP-H-9	110			Use blended transition
SR 280	Espy	9.52							X	RP-H-9	110			Use parallel curb ramp
TOTALS										220	165	0		

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TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
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UTILITIES

- (1) 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.
- (2) 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.
- (3) 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.
- (4) 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.
- (5) 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.

UTILITY OWNER

CABLE:

UTILITY NAME

Address

City, State Zip

CONTACT: Name

OFFICE PHONE: ___ - ___ - ___

CELL PHONE: ___ - ___ - ___

Email: Address

ELECTRIC:

UTILITY NAME

Address

City, State Zip

CONTACT: Name

OFFICE PHONE: ___ - ___ - ___

CELL PHONE: ___ - ___ - ___

Email: Address

GAS:

UTILITY NAME

Address

City, State Zip

CONTACT: Name

OFFICE PHONE: ___ - ___ - ___

CELL PHONE: ___ - ___ - ___

Email: Address

TELEPHONE:

UTILITY NAME

Address

City, State Zip

CONTACT: Name

OFFICE PHONE: ___ - ___ - ___

CELL PHONE: ___ - ___ - ___

Email: Address

WATER:

UTILITY NAME

Address

City, State Zip

CONTACT: Name

OFFICE PHONE: ___ - ___ - ___

CELL PHONE: ___ - ___ - ___

Email: Address

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF
TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2017	HSIP-280(11)	4

PAVEMENT EDGE DROP-OFF NOTES

- A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:
1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:
 - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
 - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
 2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES. 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 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) 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.
 - b. 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 3.5 INCHES, 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 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.

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**PAVEMENT EDGE
 DROP-OFF NOTES**