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ABC ENGINEERING, INC.
123 MAIN STREET
ANYWHERE, TN 37123
JOHN Q. ENGINEER, P.E. NO. 123456

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

| SHEET NAME | SHEET NO. |
|---|---------------|
| SIGNATURE SHEET | ROADWAY-SIGN1 |
| TITLE SHEET | 1 |
| ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS | |
| PROJECT COMMITMENTS | 1A |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B-2B3 |
| GENERAL NOTES..... | 2C |
| SPECIAL NOTES..... | 2D |
| ENVIRONMENTAL NOTES..... | 2E |
| TABULATED QUANTITIES | 2F |
| DETAIL SHEETS - RAILROAD LAYOUT..... | 2G |
| DETAIL SHEETS - RAILROAD RECOMMENDATIONS | 2G1-2G2 |
| UTILITY NOTES AND UTILITY OWNERS..... | 3 |
| PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL..... | T1 |

| YEAR | PROJECT NO. | SHEET NO. |
|------|--------------------|---------------|
| 2026 | STP-NH/HSIP-30(99) | ROADWAY-SIGN1 |
| | | |
| | | |

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SIGNATURE
SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

| | | |
|--|-------|------|
| DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86 | YES | NO X |
| WORK ZONE SIGNIFICANCE DETERMINATION | | |
| SIGNIFICANT | YES | NO X |
| RAILROAD INVOLVEMENT | YES X | NO |

| | | |
|--------------------|--------------------|-----------|
| TENN. | YEAR | SHEET NO. |
| | 2026 | 1 |
| FED. AID PROJ. NO. | STP-NH/HSIP-30(99) | |
| STATE PROJ. NO. | 54S030-F8-004 | |
| STATE PROJ. NO. | 54S030-F3-004 | |
| STATE PROJ. NO. | 54S030-M3-004 | |

PROJECT TO BE LET WITH:
MCMINN CO. SR 30
PIN 125526.20

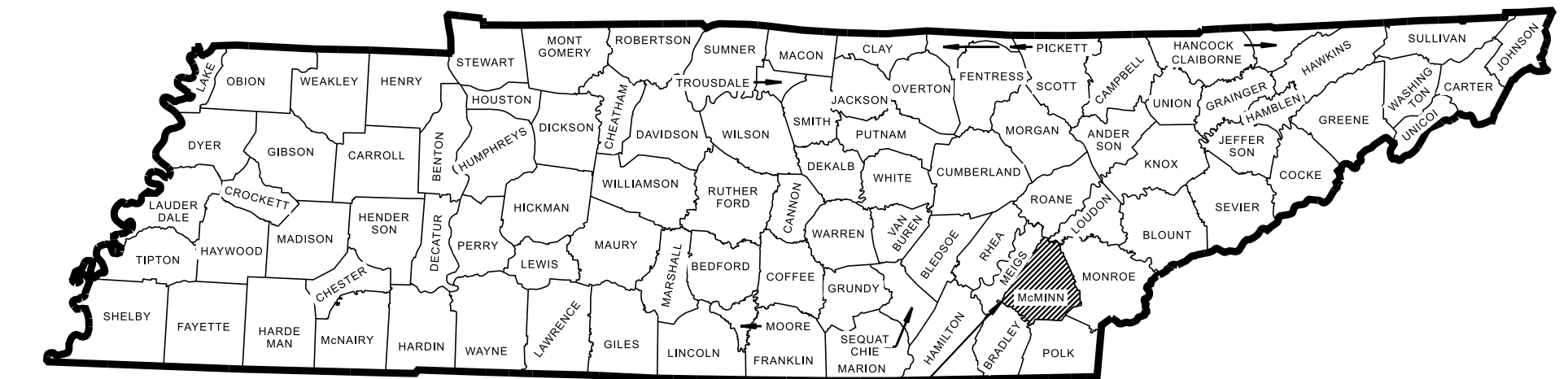
MCMINN COUNTY

STATE ROUTE 30
FROM SOUTH OF DAVID W LILLARD MEMORIAL HIGHWAY
TO NORTH OF MOUNTAIN ROAD

RESURFACE & SAFETY

MILL & 411D OR SCRUB SEAL & 85 LB/SY TLD, CURB RAMP REPAIRS AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 30 F.A.H.S. NO. 411



PROJECT LOCATION

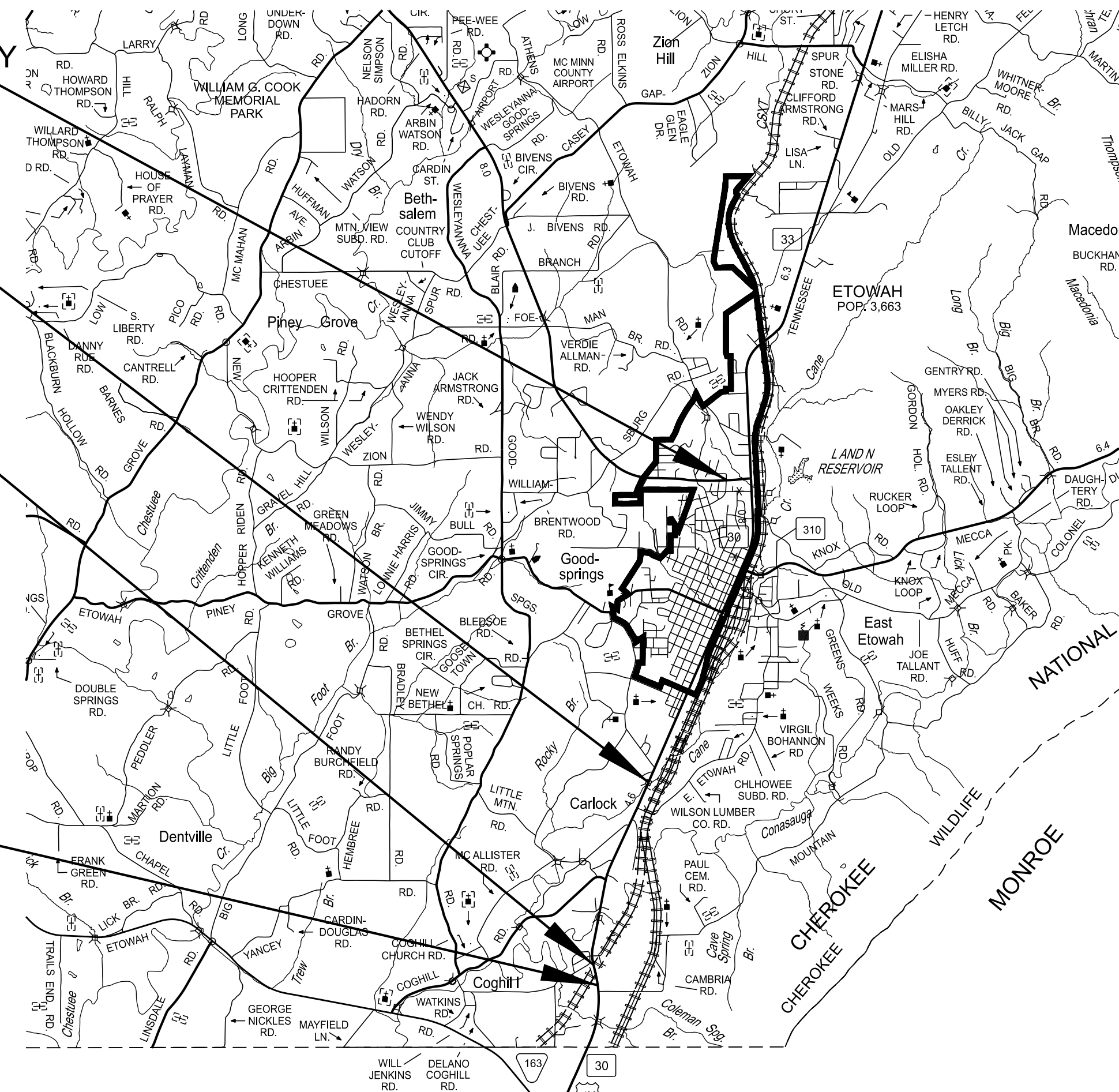
BRIDGE ID. # 54SR0300031 54SR0300021 54SR0300025

54S030-F3-004
54S030-F8-004
BEGIN PROJECT NO. STP-NH/HSIP-30(99) RESURFACE & SAFETY
SOUTH OF DAVID W LILLARD MEMORIAL HIGHWAY (L.M. 19.59)

BRIDGE REPAIR PROJECT NO. 54S030-M3-004
SR-30 @ L.M. 22.63 ID #54SR0300021

CSX TRANSPORTATION (CSXT) OVERHEAD CROSSING #347881A
SR 30 L.M. 20.021
CSXT M.P. 00C 0337.810
LAT : 35.2771470 LONG: -84.5465220

54S030-F3-004
54S030-F8-004
END PROJECT NO. STP-NH/HSIP-30(99) RESURFACE & SAFETY
NORTH OF MOUNTAIN ROAD (L.M. 24.45)



| EXCLUSIONS | |
|-------------------------|----------------|
| LOG MILE TO LOG MILE | LENGTH (MILES) |
| L.M. 22.76 - L.M. 24.35 | 1.59 |
| - | - |
| TOTAL = | 1.59 |

PLAN
IN HAND
FIELD
REVIEW

SEALED BY

APPROVED:
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:
WILL REID, COMMISSIONER

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 APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: JOE P. MANAGER, P.E.

DESIGN FIRM : ABC ENGINEERING, INC.

DESIGNER : JOHN Q. ENGINEER, P.E. CHECKED BY JANE X. ENGINEER, P.E.

P.E. NO. 98023-4217-04 (DESIGN)

PIN NO. 134102.00

SCALE: 1"=



PROJECT LENGTH 3.29 MILES
TOTAL LANE MILES RESURFACED 14.89 MILES

TRAFFIC COUNTER & WEATHER STATIONS

| IDENTIFICATION | LOG MILE |
|----------------|----------|
| TCS 73 | 20.215 |
| TCS 63 | 22.130 |

TRAFFIC DATA

| | |
|---------------------------------------|--------|
| ADT (2026) | 9,820 |
| POSTED SPEED L.M. 19.59 - L.M. 20.46 | 40 MPH |
| POSTED SPEED L.M. 20.46 - L.M. 21.435 | 30 MPH |
| POSTED SPEED L.M. 21.435 - L.M. 23.21 | 45 MPH |
| POSTED SPEED L.M. 23.21 - L.M. 24.45 | 55 MPH |

ROADWAY INDEX

| SHEET NAME | SHEET NO. |
|--|---------------|
| SIGNATURE SHEETS..... | ROADWAY-SIGN1 |
| TITLE SHEET | 1 |
| ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND | |
| STANDARD TRAFFIC DESIGN DRAWINGS | 1A |
| PROJECT COMMITMENTS | 1B |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B, 2B1- 2B3 |
| GENERAL NOTES..... | 2C |
| SPECIAL NOTES..... | 2D |
| ENVIRONMENTAL NOTES..... | 2E |
| TABULATED QUANTITIES | 2F |
| DETAIL SHEETS - RAILROAD LAYOUT..... | 2G |
| DETAIL SHEETS - RAILROAD RECOMMENDATIONS | 2G1-2G2 |
| DETAIL SHEETS - CURB RAMP LOCATIONS | 2G3-2G6 |
| DETAIL SHEETS - PAVEMENT MARKING | 2G7-2G8 |
| UTILITY NOTES AND UTILITY OWNERS..... | 3 |
| PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL | T1 |
| BRIDGE REPAIR PLANS | B-1 |
| NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS | |

STANDARD ROADWAY DRAWINGS

| DWG. | REV. | DESCRIPTION |
|---|----------|---|
| 10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS | | |
| RD-TP-1 | 09-26-16 | STANDARD ROADWAY DRAWINGS TITLE SHEET |
| RD-A-1 | 02-20-20 | STANDARD ABBREVIATIONS A THROUGH L |
| RD-A-2 | | STANDARD ABBREVIATIONS M THROUGH Z |
| RD-L-1 | 01-30-26 | STANDARD LEGEND |
| RD-L-1A | | STANDARD LEGEND |
| RD-L-3 | 03-01-23 | STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING |
| RD-L-4 | 10-01-24 | STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING |
| 10-107.00 MULTIMODAL | | |
| CR-GN-1 | | GENERAL NOTES CURB RAMPS |
| CR-GN-2 | | CURB RAMP NUMBERING |
| CR-DWS-1 | | DETECTABLE WARNING SURFACE DETAIL |
| CR-CRT-1 | | CURB RAMP TYPES |
| CR-PL-1 | | PERPENDICULAR CURB RAMP PLACEMENT LAYOUT |
| CR-10 | | PERPENDICULAR CURB RAMP |
| CR-PL-2 | | PARALLEL CURB RAMP PLACEMENT LAYOUT |
| CR-21 | | COMBINATION RAMP USED WITH WIDE SIDEWALK |
| CR-32 | | LOWERED CORNER RAMP |
| CR-40 | | MONO-DIRECTIONAL SINGLE CROSSWALK CURB RAMP DETAILS |
| CR-41 | | SINGLE CROSSING CURB RAMP IN CURVE |

STANDARD TRAFFIC DESIGN DRAWINGS

| DWG. | REV. | DESCRIPTION |
|---|----------|---|
| 10-201.00 SIGNALS | | |
| T-SG-2 | 12-18-25 | LOOP LEAD-INS, CONDUIT AND PULL BOXES |
| T-SG-3 | 12-18-25 | STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS |
| 10-203.00 RAILROAD CROSSING | | |
| T-RR-2 | 12-05-25 | GRADE CROSSING WARNING SIGNS AND PAVEMENT MARKINGS |
| T-RR-2A | 12-05-25 | GRADE CROSSING ADVANCE WARNING SIGN AND RR PAVEMENT MARKINGS |
| 10-204.00 DESIGN - TRAFFIC CONTROL | | |
| T-M-1 | 01-24-25 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS |
| T-M-2 | 01-24-25 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS |
| T-M-3 | 01-24-25 | MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS T-M-4 01-24-25 STANDARD INTERSECTION PAVEMENT MARKINGS |
| T-M-4 | 01-24-25 | STANDARD INTERSECTION PAVEMENT MARKINGS |
| T-M-4A | 01-24-25 | STANDARD UNSIGNALIZED MID-BLOCK CROSSING |
| T-M-18 | 01-24-25 | FLEXIBLE DELINEATOR DETAILS |
| T-WZ-10 | 03-26-25 | ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS |
| T-WZ-40 | 03-26-25 | RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS |
| T-WZ-41 | 03-26-25 | LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS |
| T-WZ-42 | 03-26-25 | CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 1A |
| | | | |
| | | | |

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX,
STANDARD ROADWAY
DRAWINGS AND
STANDARD TRAFFIC
DESIGN DRAWINGS

ESTIMATED ROADWAY QUANTITIES

| ITEM NO. | DESCRIPTION | UNIT | QUANTITY | QUANTITY | QUANTITY | TOTAL |
|--------------|-------------|--|---------------|---------------|----------|----------|
| | | | 54S030-F8-004 | 54S030-F3-004 | | QUANTITY |
| (1) | 208-01.05 | BROOMING & DEGRASSING SHOULDERS | L.M. | 2 | | 2 |
| (2) | 307-01.08 | ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2 | TON | 151 | | 151 |
| (3) | 611-03.04 | GRAY IRON CASTINGS (CATCHBASIN) | LB. | 5750 | | 5750 |
| (4) | 701-02.01 | CONCRETE CURB RAMP (RETROFIT) | S.F. | 1494 | | 1494 |
| | 712-01 | TRAFFIC CONTROL | LS | 0.95 | | 0.95 |
| | 712-04.01 | FLEXIBLE DRUMS (CHANNELIZING) | EACH | 30 | | 30 |
| | 712-06 | SIGNS (CONSTRUCTION) | S.F. | 1650 | | 1650 |
| (5) | 713-02.14 | FLEXIBLE DELINEATOR (WHITE) | EACH | | 12 | 12 |
| (6) | 713-02.21 | SIGN POST DELINEATION ENHANCEMENT | L.F. | 12 | | 12 |
| (7) | 713-15 | REMOVAL OF SIGNS, POSTS AND FOOTINGS | LS | 1 | | 1 |
| | 713-16.01 | CHANGEABLE MESSAGE SIGN UNIT | EACH | 2 | | 2 |
| (8) | 713-16.20 | SIGNS (36"X36" W10-1, RXR) | EACH | 2 | | 2 |
| | 716-01.21 | SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR) | EACH | 246 | 251 | 497 |
| | 716-01.22 | SNOWPLOWABLE RAISED PAVEMENT MARKERS (MONO-DIR)(1 COLOR) | EACH | 238 | 291 | 529 |
| (9) | 716-01.30 | REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER | EACH | 898 | | 898 |
| (10)(11) | 716-02.03 | PLASTIC PAVEMENT MARKING (CROSS-WALK) | L.F. | 388 | | 388 |
| (10)(11)(12) | 716-02.04 | PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING) | S.Y. | 135 | 71 | 206 |
| (10)(11)(13) | 716-02.05 | PLASTIC PAVEMENT MARKING (STOP LINE) | L.F. | 935 | | 935 |
| (10)(11)(14) | 716-02.06 | PLASTIC PAVEMENT MARKING (TURN LANE ARROW) | EACH | 51 | 3 | 54 |
| (10)(11) | 716-02.07 | PLASTIC PAVEMENT MARKING (24" BARRIER LINE) | L.F. | 511 | | 511 |
| (10)(11)(14) | 716-02.08 | PLASTIC PAVEMENT MARKING (8" DOTTED LINE) | L.F. | | 24 | 24 |
| (10)(11) | 716-02.09 | PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK) | L.F. | 96 | | 96 |
| (10)(11) | 716-02.12 | PLASTIC PAVEMENT MARKING (8IN LINE) | L.M. | 0.4 | | 0.4 |
| (10)(11) | 716-03.01 | PLASTIC WORD PAVEMENT MARKING (ONLY) | EACH | 2 | | 2 |
| (10)(11) | 716-04.01 | PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW) | EACH | 1 | | 1 |
| (10)(11) | 716-04.04 | PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER) | L.F. | 76 | | 76 |
| (10)(11) | 716-04.05 | PLASTIC PAVEMENT MARKING (STRAIGHT ARROW) | EACH | 1 | | 1 |
| (10)(11) | 716-04.10 | PLASTIC PAVEMENT MARKING (HANDICAP SYMBOL) | EACH | 1 | | 1 |
| (10)(11) | 716-04.12 | PLASTIC PAVEMENT MARKING (YIELD LINE) | S.F. | 12 | | 12 |
| (15) | 716-05.01 | PAINTED PAVEMENT MARKING (4" LINE) | L.M. | 16 | | 16 |
| (11) | 716-05.08 | PAINTED PAVEMENT MARKING (PARKING LINE) | L.F. | 542 | | 542 |
| | 716-08.01 | REMOVAL OF PAVEMENT MARKING (LINE) | L.F. | 1168 | | 1168 |
| (16) | 716-09.03 | WET REFLECTIVE PAVEMENT MARKING(6" LINE) | L.M. | 0.3 | | 0.3 |
| (11)(14) | 716-12.02 | ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) | L.M. | 16 | | 16 |
| | 717-01 | MOBILIZATION | LS | 0.95 | | 0.95 |
| (17) | 730-14.02 | SAW SLOT | L.F. | 5046 | | 5046 |
| (17) | 730-14.03 | LOOP WIRE | L.F. | 11292 | | 11292 |
| | | ALTERNATE AA1 | | | | |
| (18) | 403-02.01 | TRACKLESS TACK COAT | TON | 63 | | 63 |
| (19) | 411-01.10 | ACS MIX (PG64-22) GRADING D | TON | 9342 | | 9342 |
| (20) | 411-01.21 | LONGITUDINAL JOINT SEALANT | L.M. | 19 | | 19 |
| (21) | 415-01.01 | COLD PLANING BITUMINOUS PAVEMENT | TON | 9395 | | 9395 |
| | | ALTERNATE AA2 | | | | |
| (22) | 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 112 | | 112 |
| (23) | 403-02.01 | TRACKLESS TACK COAT | TON | 33 | | 33 |
| (24) | 411-03.12 | ACS MIX(PG64-22) THIN LIFT D ASPHALT | TON | 5979 | | 5979 |
| | 414-04.03 | ASPHALT EMULSION (SCRUB SEAL) | TON | 185 | | 185 |
| | 414-04.04 | MINERAL AGGREGATE (SCRUB SEAL) | TON | 1518 | | 1518 |
| (25) | 415-01.01 | COLD PLANING BITUMINOUS PAVEMENT | TON | 154 | | 154 |

THERE IS NO GUARDRAIL WORK ON THIS PROJECT

FOOTNOTES

- (1) TO BE USED AS DIRECTED BY THE ENGINEER. SEE SHEET 2C, PAVEMENT MARKINGS, FINAL PAVEMENT MARKING NOTE 6.
- (2) TO BE USED FOR PARTIAL DEPTH ASPHALT REPAIR, SEE SHEET 2F FOR LOCATIONS.
- (3) COST TO INCLUDE REMOVAL OF EXISTING GRATE AND REPLACEMENT OF BICYCLE FRIENDLY GRATE WHERE APPLICABLE, INCLUDING MATERIAL, PARTS, LABOR, EQUIPMENT, MACHINERY, TOOLS, OR APPARATUS NECESSARY FOR REMOVAL AND INSTALLATION. THE CONTRACTOR SHALL VERIFY GRATE DIMENSIONS IN THE FIELD.
- (4) SEE CURB RAMP TABULATION ON SHEET 2F AND LAYOUT INFORMATION ON SHEETS 2G - 2G3.
- (5) NON-PARTICIPATING ITEM
- (6) MATERIAL SHALL BE YELLOW IN COLOR.
- (7) FOR THE REMOVAL OF THE EXISTING W10-1 SIGN LOCATED ON TOOMEY CROSSING WB
- (8) COST SHALL INCLUDE ALL MATERIALS AND LABOR NECESSARY FOR EACH SIGN COMPLETE IN PLACE.
- (9) CONTRACTOR SHALL REMOVE EXISTING SPM BY A METHOD THAT DOES NOT DAMAGE THE EXISTING ASPHALT. IF DAMAGE OCCURS DURING REMOVAL, THE CONTRACTOR SHALL MAKE REPAIRS AT THEIR OWN EXPENSE BEFORE PAVING.
- (10) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (11) ITEM TO BE USED AS PERMANENT MARKING ONLY.
- (12) INCLUDES 71 SY TO BE USED FOR MARKED ISLAND UPGRADES AT L.M. 21.83, L.M. 21.91, L.M. 22.00 AND L.M. 22.47
- (13) ALL STOP BARS ON SIDE STREETS WILL BE RETRACED AS DIRECTED BY THE ENGINEER.
- (14) SEE DETAIL SHEETS 2G7 & 2G8 FOR ADDITIONAL MARKING INFORMATION
- (15) ITEM TO BE USED AS TEMPORARY PAVEMENT MARKING ONLY.
- (16) FOR PERMANENT PAVEMENT MARKINGS ON CONCRETE SURFACES.
- (17) ITEM TO BE USED FOR REPLACEMENT OF LOOP DETECTION AT L.M. 19.69, 20.52, 20.69, 20.96, & 21.04.
- (18) INCLUDES 4 TONS FOR CITY STREETS AND COUNTY ROADS.
- (19) INCLUDES 495 TONS FOR CITY STREETS AND COUNTY ROADS.
- (20) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524 OR PAVON JOINT ADHESIVE BY PAVON CORPORATION.
- (21) INCLUDES 491 TONS FOR CITY STREETS AND COUNTY ROADS.
- (22) TO BE USED FROM L.M. 19.59 TO L.M. 19.81 AS DIRECTED BY THE ENGINEER.
- (23) INCLUDES 2 TONS FOR CITY STREETS AND COUNTY ROADS.
- (24) INCLUDES 317 TONS FOR CITY STREETS AND COUNTY ROADS.
- (25) TO BE USED AT A DEPTH OF 0.80" +/- FOR 200' TRANSITION TAPERS AT PROJECT ENDS AND BRIDGES.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------------|-----------|
| RESURF | 2026 | STP-NH/HSP-30(99) | 2 |
| | | | |
| | | | |

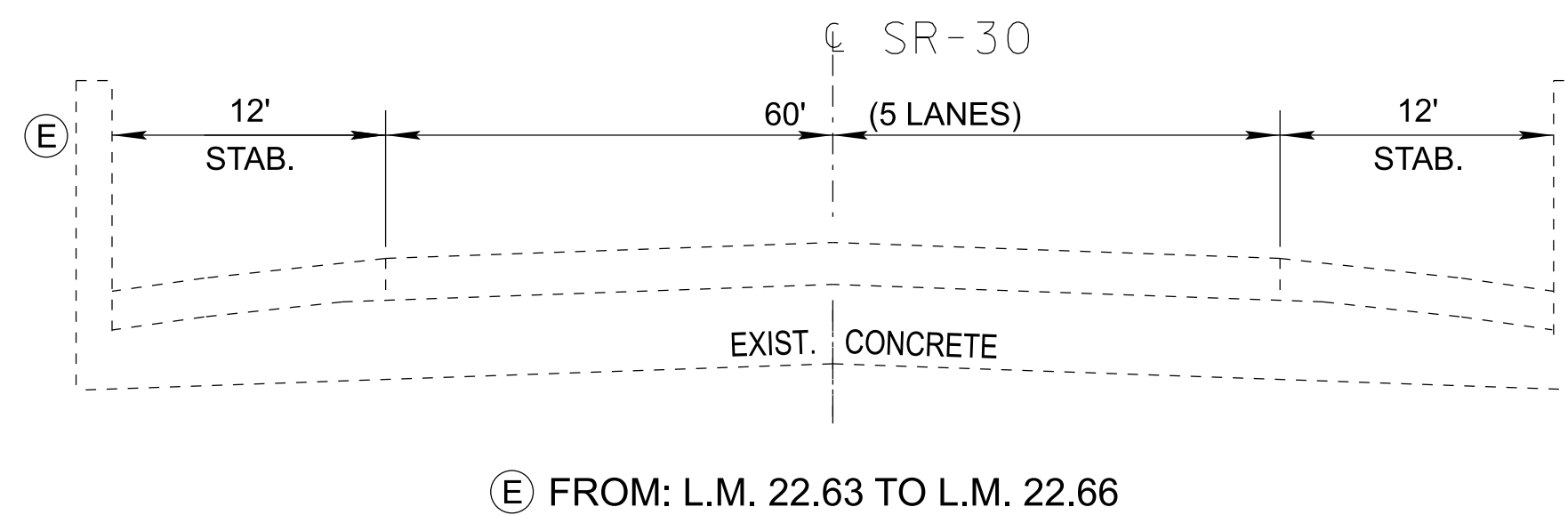
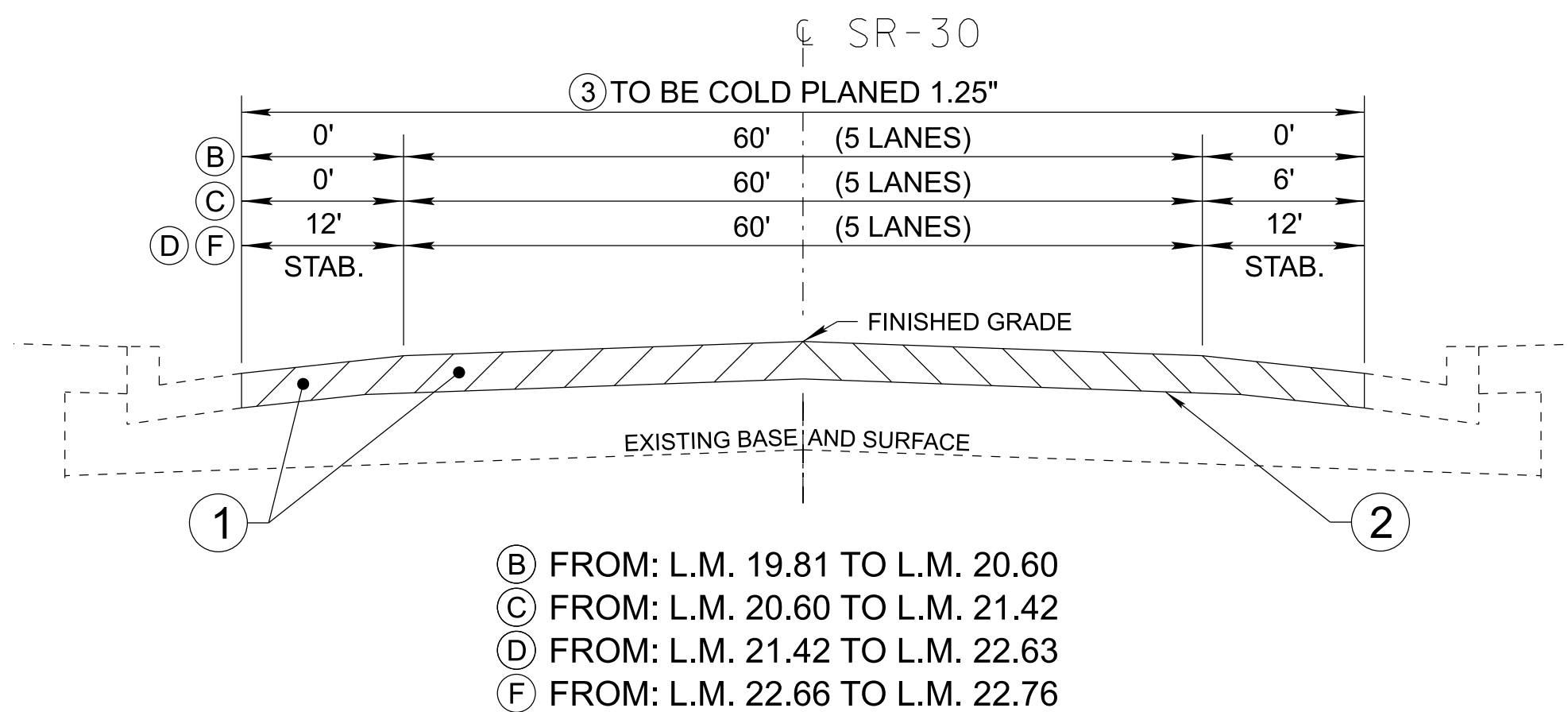
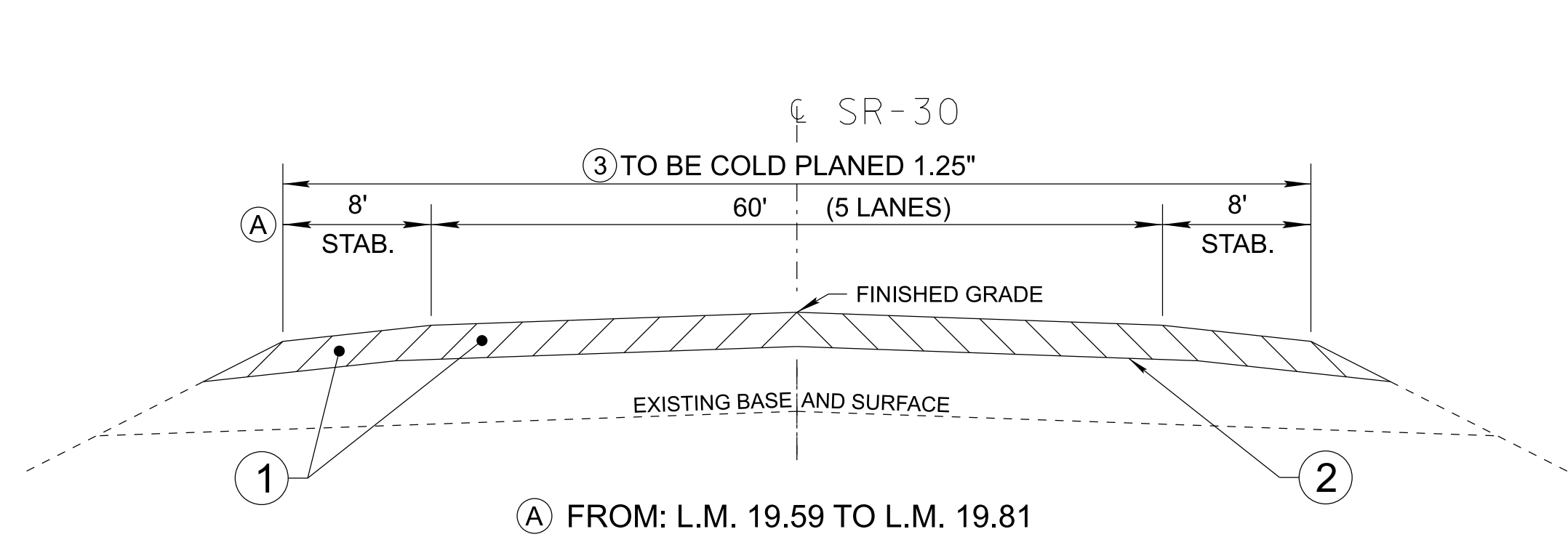
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

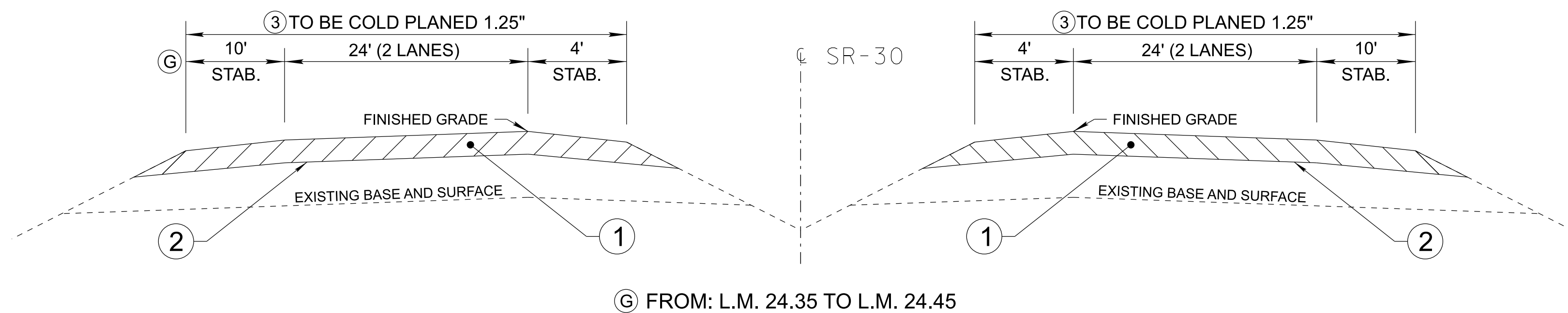
ESTIMATED
ROADWAY
QUANTITIES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 2B |
| | | | |
| | | | |

ALTERNATE AA1



SEE BRIDGE SHEETS (B-1) FOR TREATMENT - RESTRIPE ONLY IN ROADWAY PROJECT



SEE SHEET 2B1 FOR PAVEMENT SCHEDULE

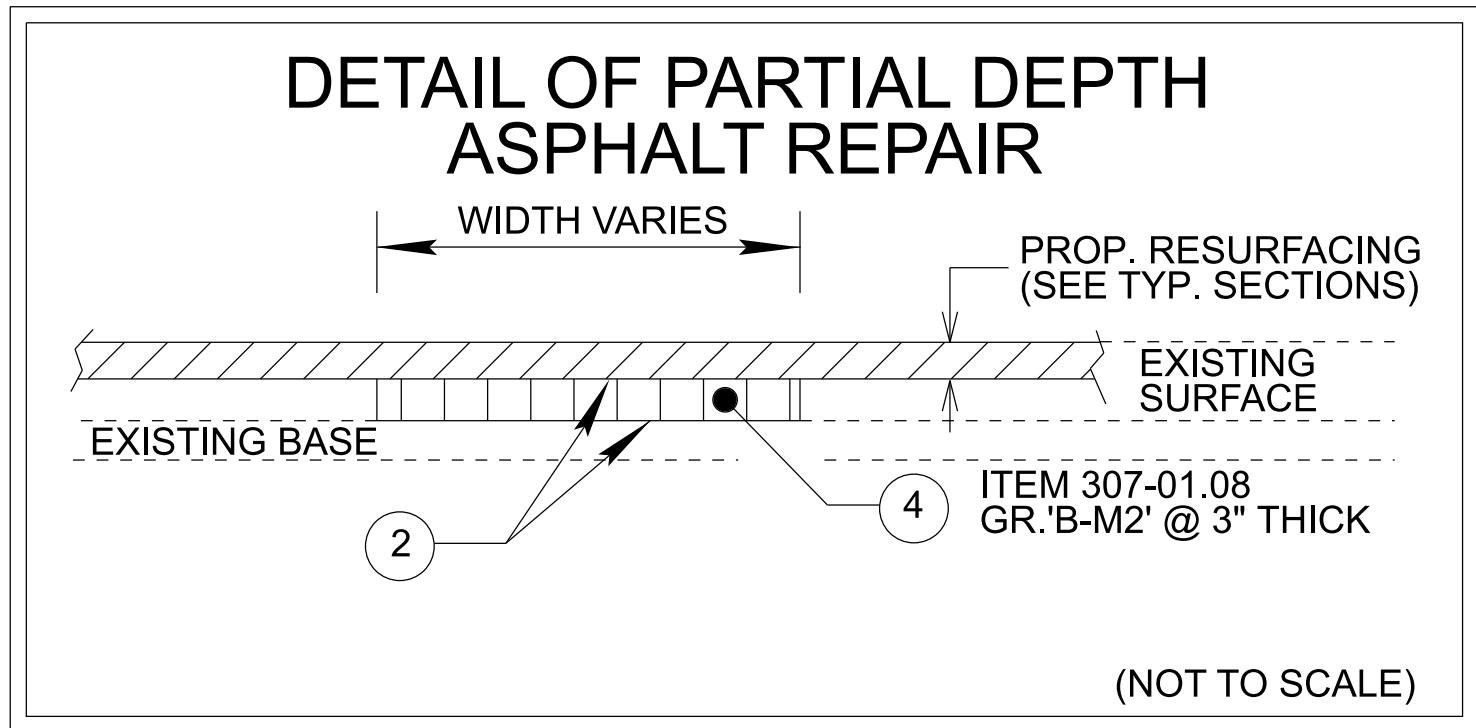
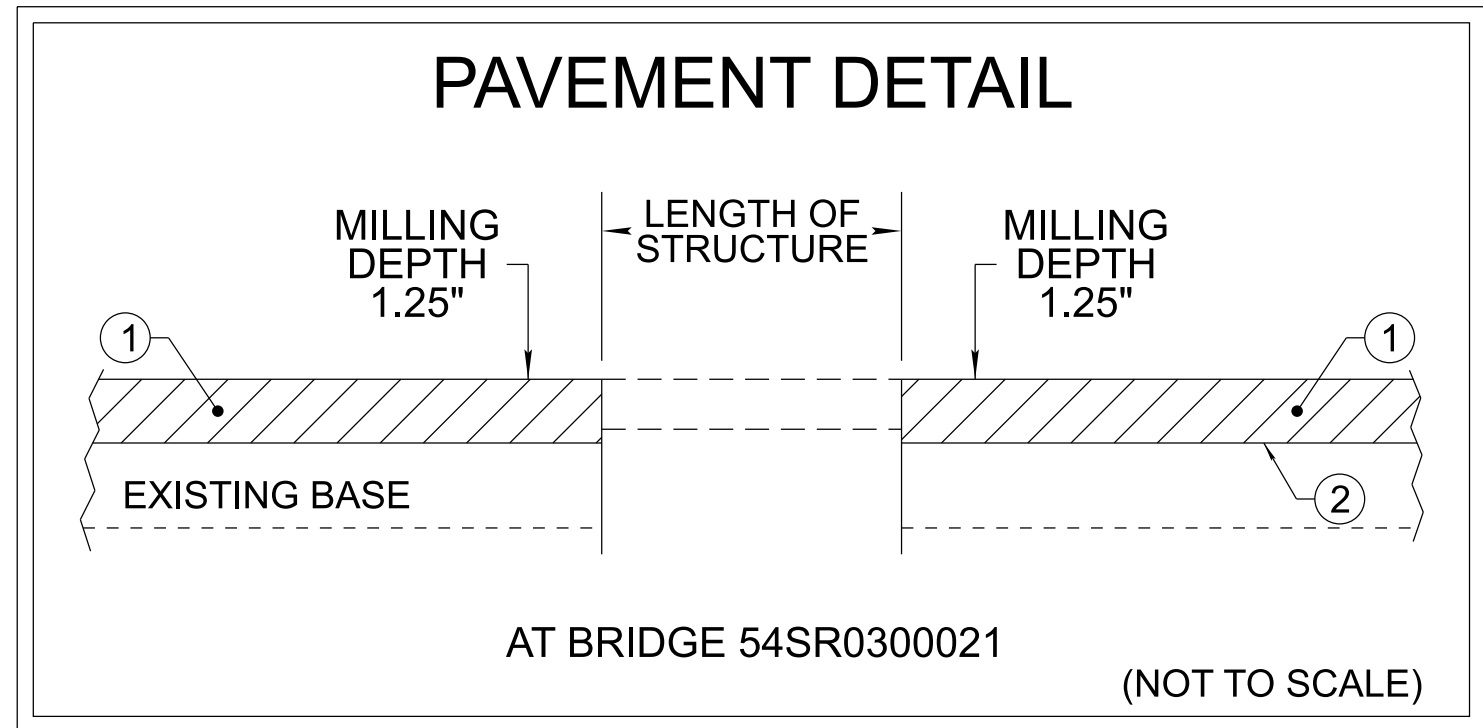
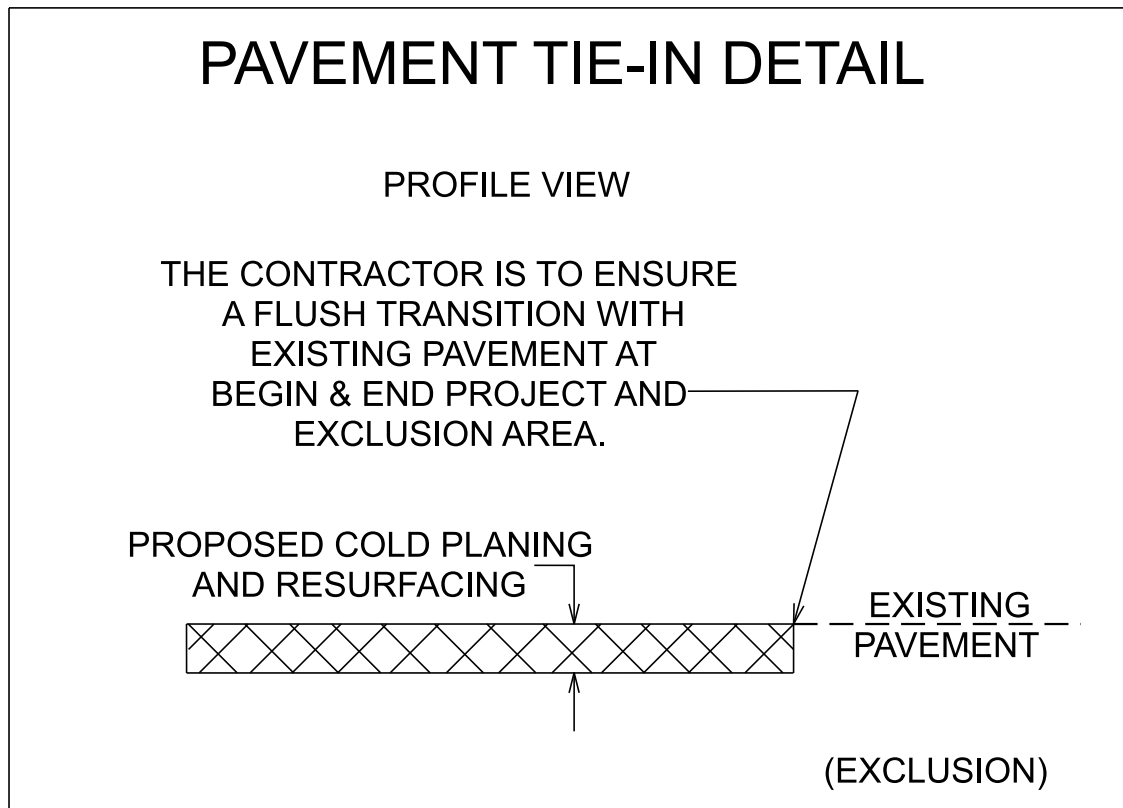
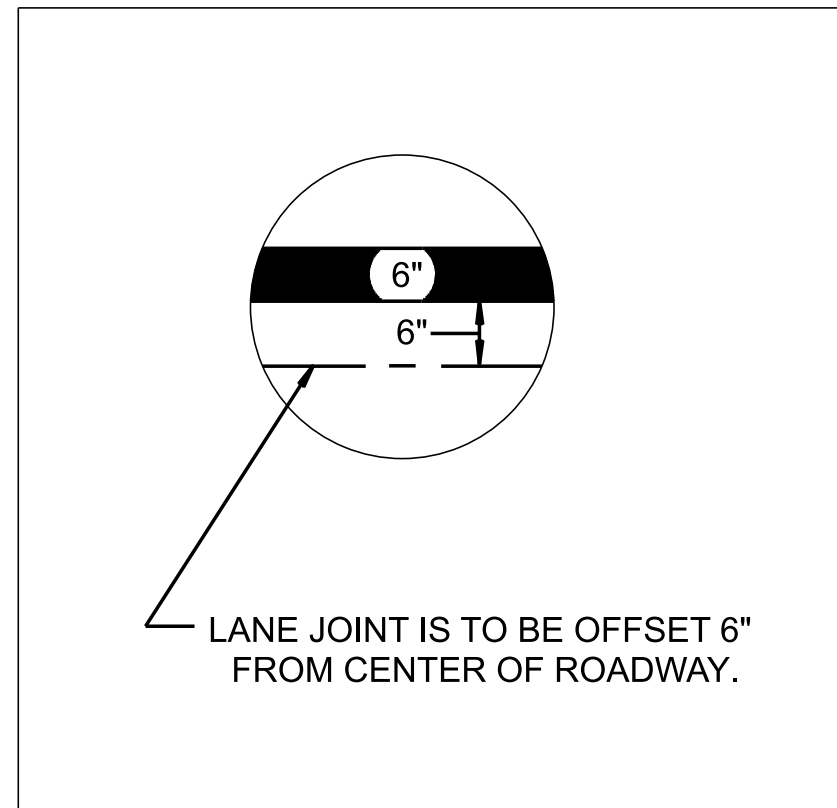
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 2B1 |
| | | | |
| | | | |

ALTERNATE AA1



LONGITUDINAL JOINT SEALANT (ITEM 411-01.21) SHALL BE USED ON LANE JOINTS.

| PROPOSED PAVEMENT SCHEDULE - ALTERNATE AA1 | |
|--|--|
| ① | ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D" |
| ② | TRACKLESS TACK COAT ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD |
| ③ | COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT |
| ④ | BITUMINOUS COURSE (BINDER) @ 3.00"± THICK (APPROX. 339.0 LBS./S.Y.) ITEM 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2" (TO BE USED FOR BREAKOUT ONLY) |

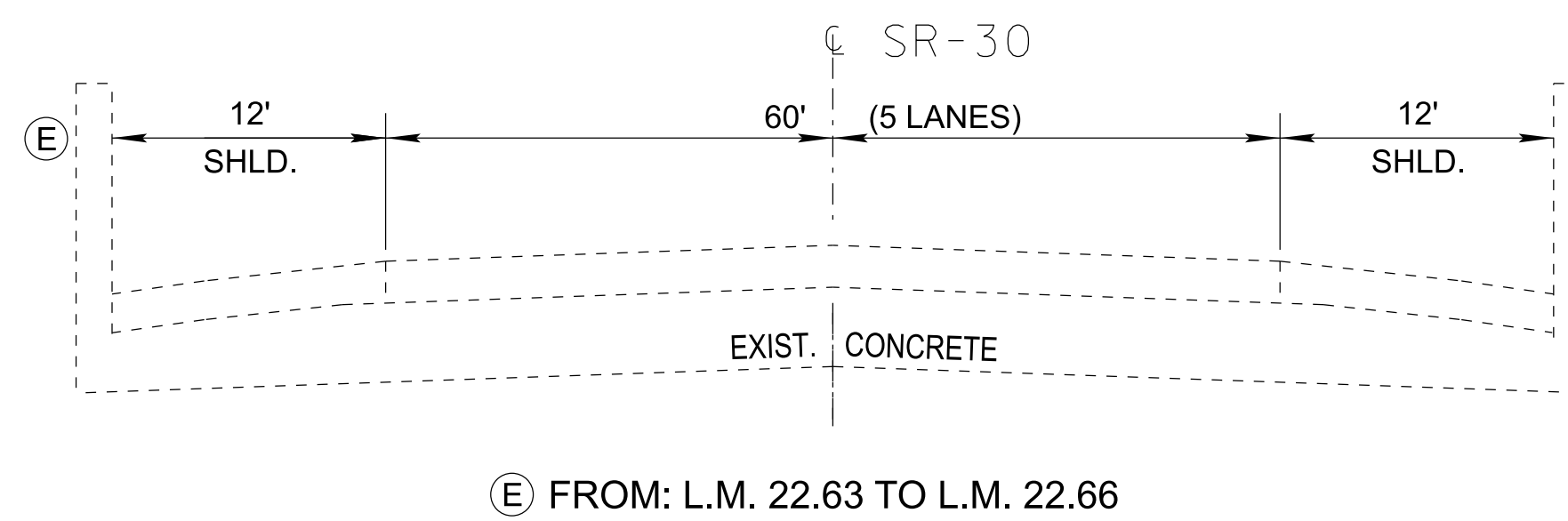
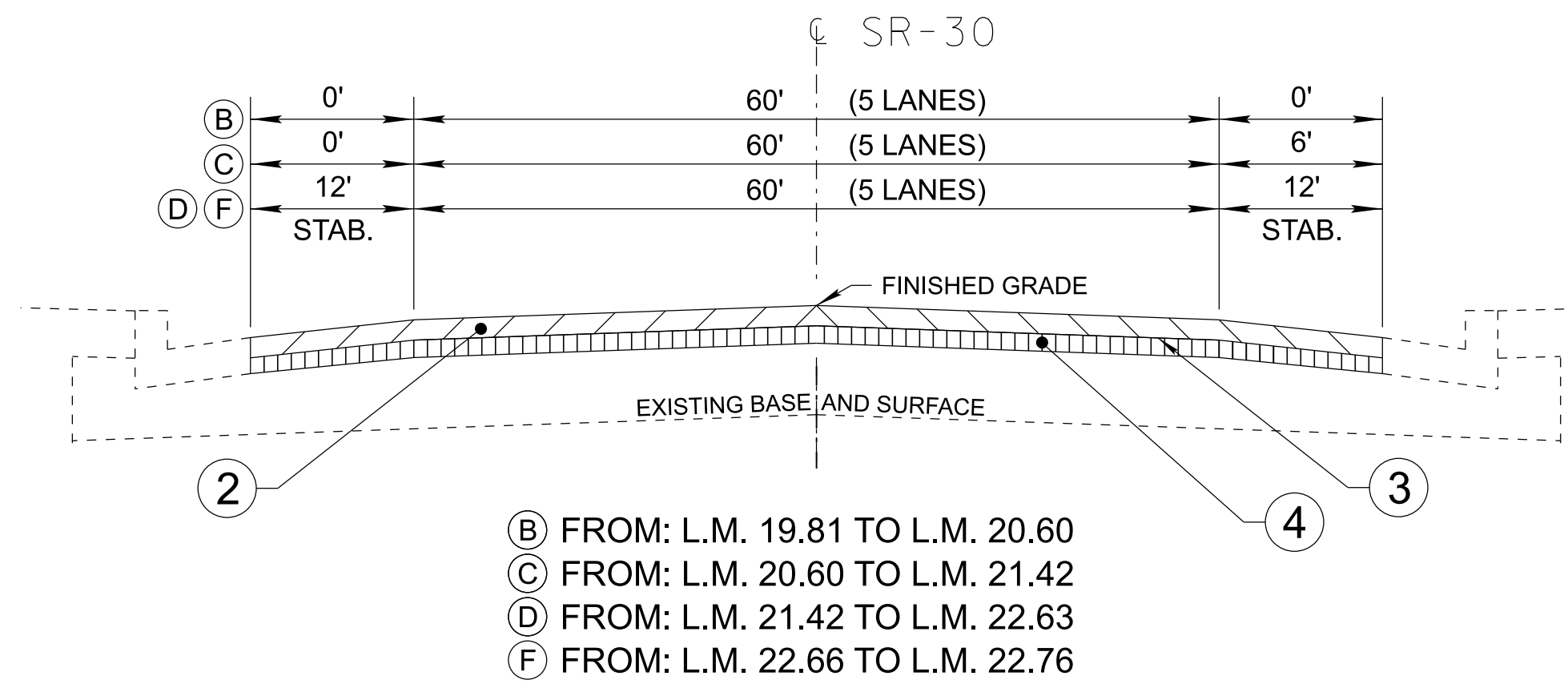
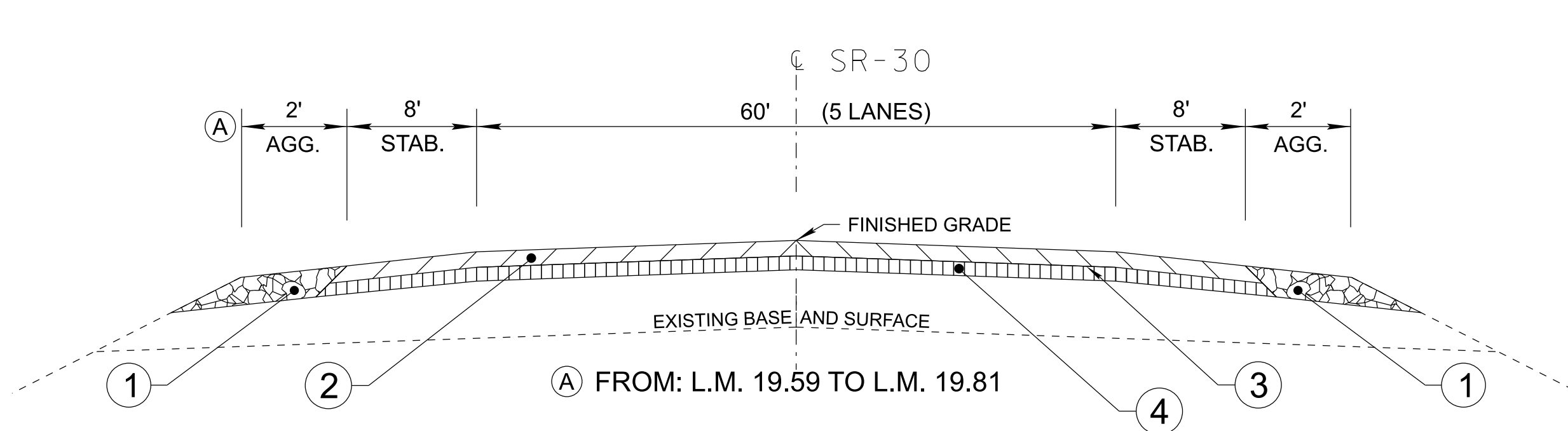
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

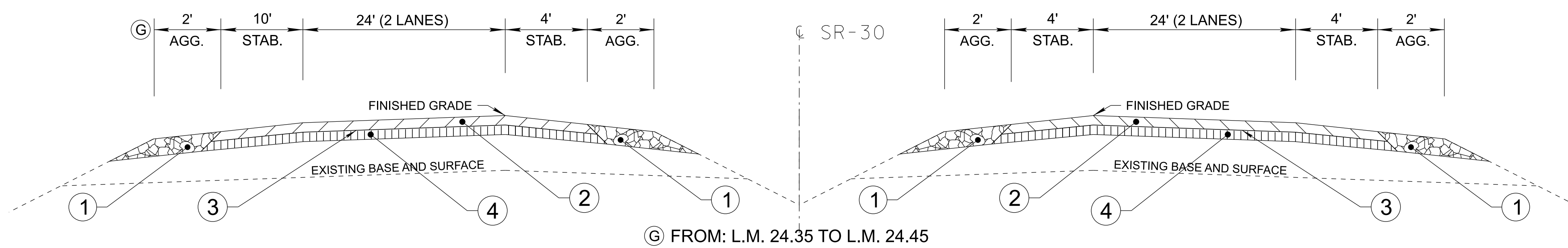
TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 2B2 |
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ALTERNATE AA2



SEE BRIDGE SHEETS (B-1) FOR TREATMENT - RESTRIPE ONLY IN ROADWAY PROJECT



SEE SHEET 2B3 FOR PAVEMENT SCHEDULE

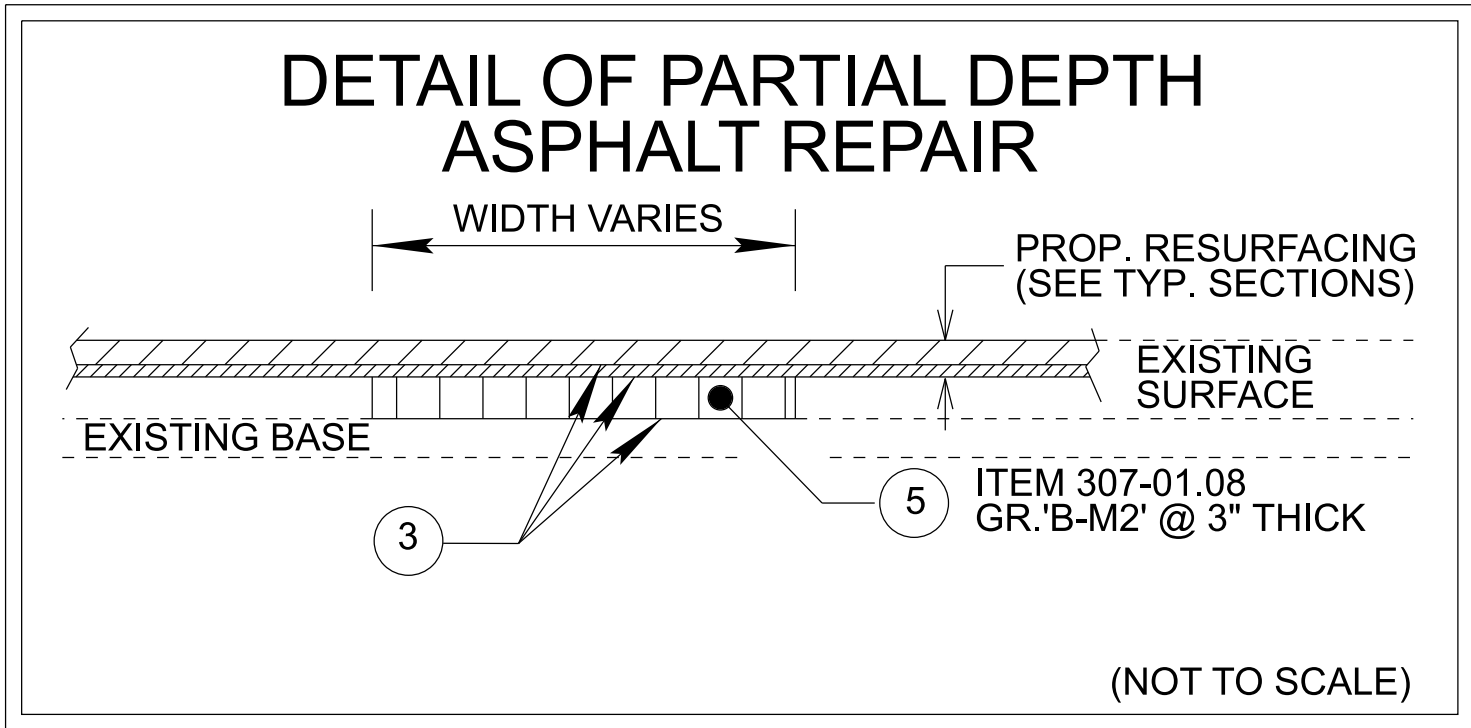
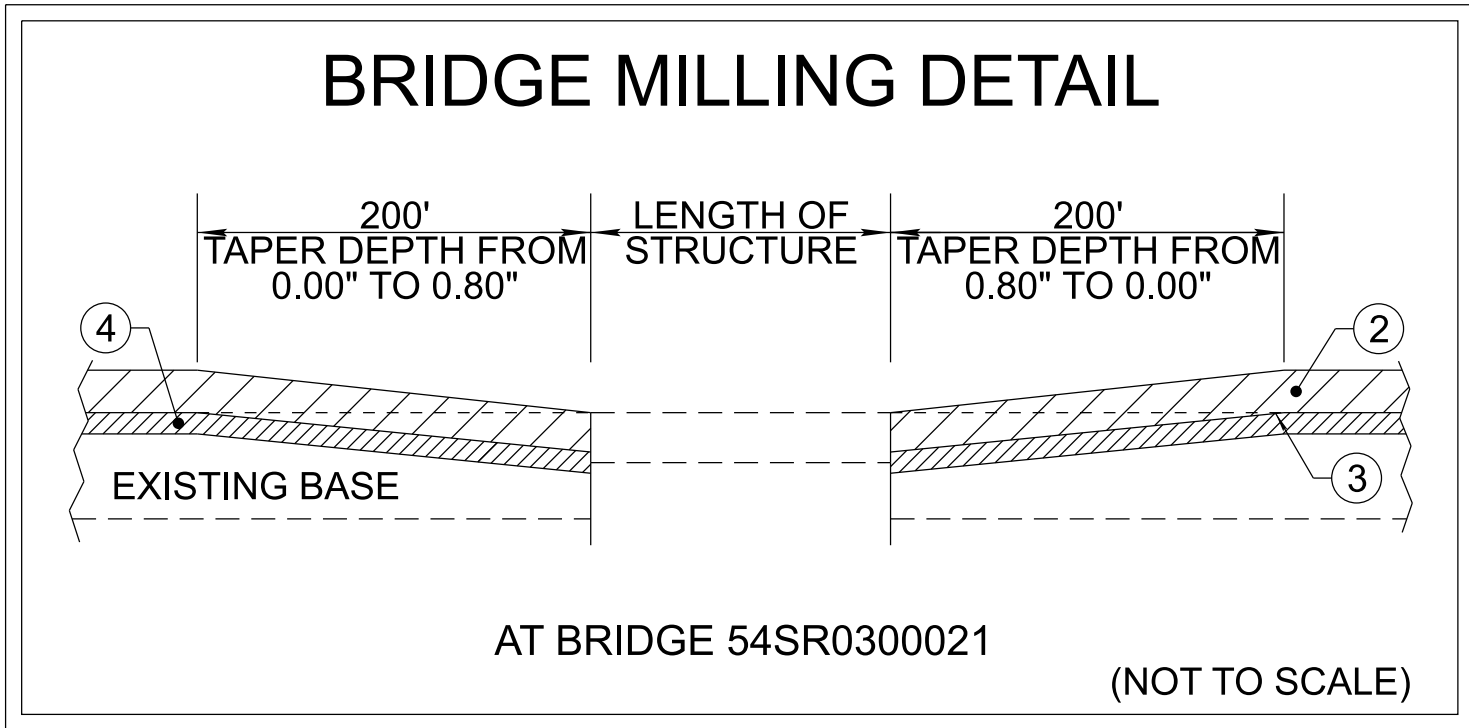
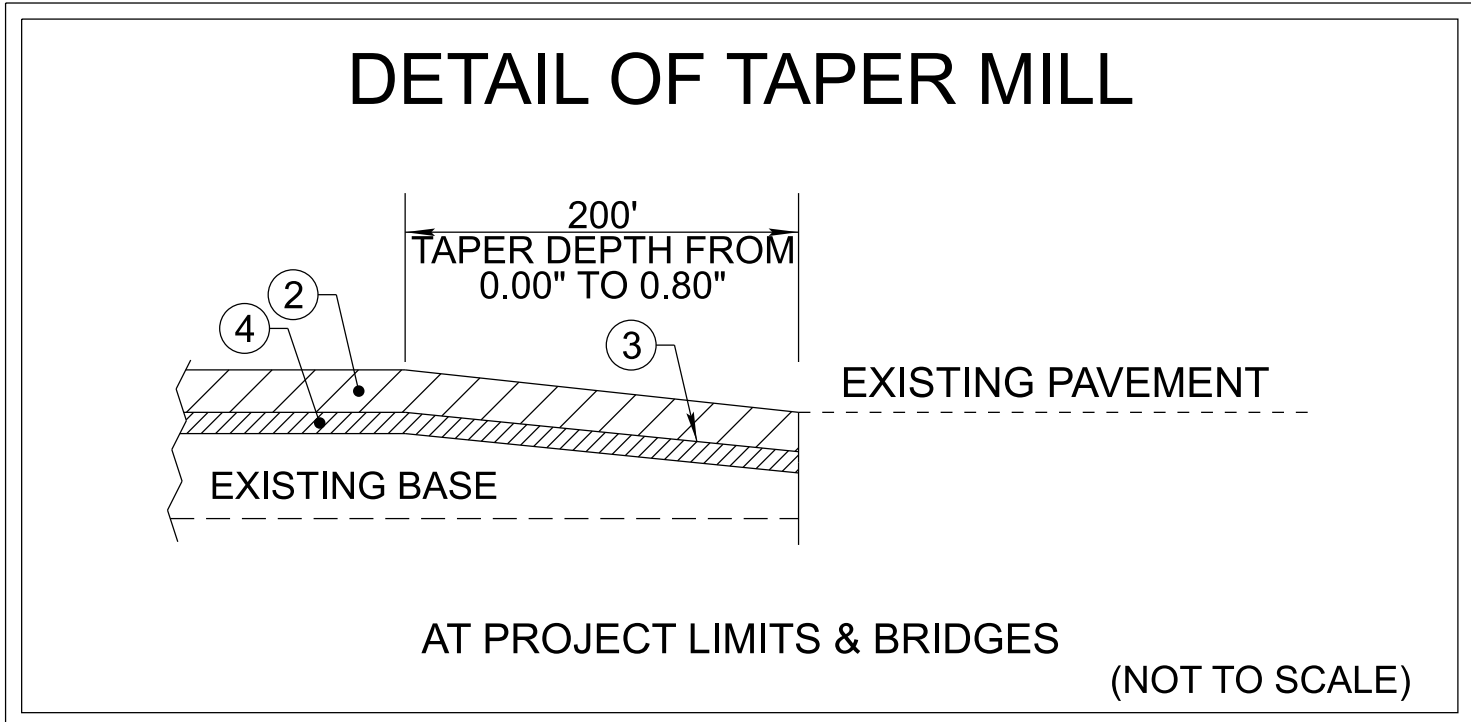
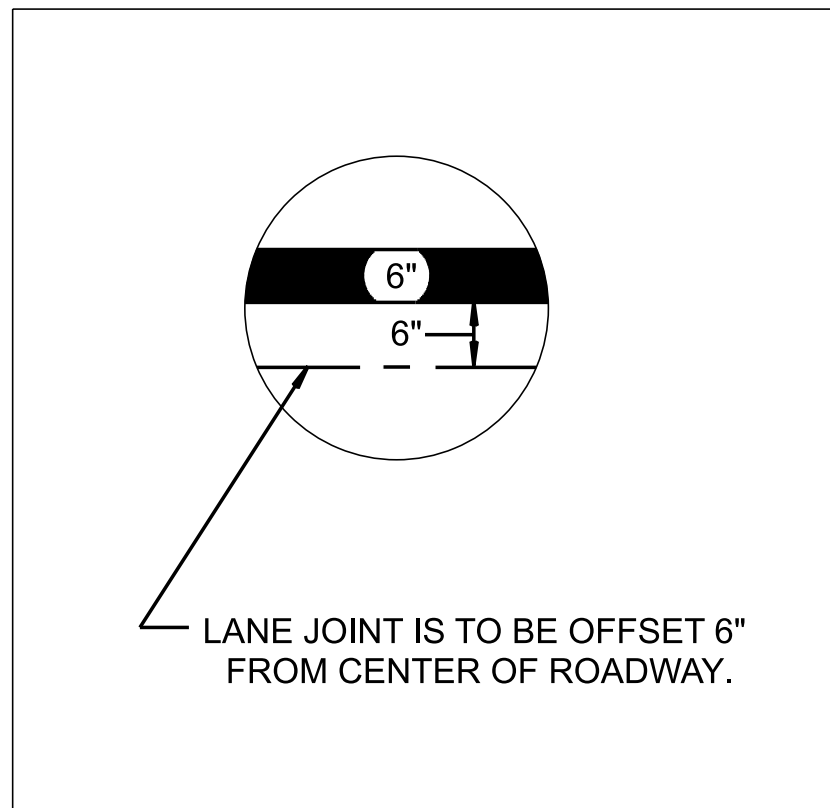
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 2B3 |
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ALTERNATE AA2



| PROPOSED PAVEMENT SCHEDULE - ALTERNATE AA2 | |
|--|---|
| 1 | MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS <small>ITEM 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"</small> |
| 2 | ASPHALTIC CONCRETE SURFACE (HM) @ 0.80"± THICK (APPROX. 85 LBS./S.Y.) <small>ITEM 411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT</small> |
| 3 | TRACKLESS TACK COAT <small>ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD</small> |
| 4 | SCRUB SEAL <small>ITEM 414-04.03 ASPHALT EMULSION (SCRUB SEAL) ASPHALT EMULSION (AT 0.25 - 0.35 GAL./S.Y.)</small> <small>ITEM 414-04.04 MINERAL AGGREGATE (SCRUB SEAL) MINERAL AGGREGATE (AT 18 - 25 LBS./S.Y.)</small> |
| 5 | BITUMINOUS COURSE (BINDER) @ 3.00"± THICK (APPROX. 339.0 LBS./S.Y.) <small>ITEM 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2" (TO BE USED FOR BREAKOUT ONLY)</small> |

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TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 2C |
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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.
- (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 (FEMA) WITHOUT APPROVAL BY FEMA. 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.

MISCELLANEOUS

- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (1) 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

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
 - a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE TDOT PROJECT ENGINEER.
 - b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.
 - c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
 - d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (8) 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.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- (19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

PAVEMENT

PAVING

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

RESURFACING

- (4) 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.
- (5) 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.
- (6) 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.
- (7) 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.
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (9) 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.

SIGNING

- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.
- (13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

SIGNALIZATION

- (11) 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.
- (12) 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.
- (14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) 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.
- (2) 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.
- (3) 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.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) 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.
- (6) 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.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

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GENERAL
NOTES

SPECIAL NOTES

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| RESURF | 2026 | STP-NH/HSIP-30(99) | 2D |
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DEMOLITION

DEMOLITION, REPAIR, OR REHABILITATION OF BRIDGES

- THE CONTRACTOR SHALL VERIFY THAT AN ASBESTOS SURVEY HAS BEEN COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATIONS ACTIVITIES (NOT INCLUDING ASPHALT MILLING OR OVERLAY).
- ASBESTOS-CONTAINING MATERIALS (ACM) ABATEMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE COMPLETED PRIOR TO ANY DEMOLITION, REPAIR OR REHABILITATION OF BRIDGE(S). ABATEMENT SHOULD BE ACCOMPLISHED PER SP202ACM SPECIAL PROVISION REGARDING REMOVAL OF ASBESTOS-CONTAINING MATERIALS. STATE OF TENNESSEE ASBESTOS ACCREDITATION REQUIREMENTS (TCA 1200-01-20) MANDATE THAT ACM ABATEMENT WORK BE PERFORMED BY AN ACCREDITED FIRM (CONTRACTOR) USING ACCREDITED ABATEMENT WORKERS AND SUPERVISORS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING A NOTICE TO THE TDEC, DIVISION OF AIR POLLUTION CONTROL TEN (10) DAYS IN ADVANCE OF ANY ACM ABATEMENT, DEMOLITION, OR MAJOR REPAIR INVOLVING THE REMOVAL/REPLACEMENT OF A STRUCTURAL COMPONENT.

PAVEMENT

RESURFACING

- SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 96 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED, EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.

MULTIMODAL

- DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

TRAFFIC CONTROL

- EXISTING CONSTRUCTION, REGULATORY AND WARNING SIGNS WHICH CONFLICT WITH THE CONSTRUCTION SIGNING SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED AS DIRECTED BY THE TDOT PROJECT ENGINEER. THE CONTRACTOR MAY ELECT TO COVER SIGNS WITH AN APPROVED COVER MATERIAL, IF APPROVED BY THE ENGINEER. ALL COSTS FOR THESE ITEMS TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-01, TRAFFIC CONTROL, PER LUMP SUM.
- THE CONTRACTOR SHALL GIVE THE TDOT PROJECT ENGINEER A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTRIBUTED TO THE MEDIA.
- THE CONTRACTOR SHALL PROVIDE FLAGGER AT EACH SIDEROAD WITHIN THE PAVING OPERATION
- MESSAGE BOARDS SHALL BE DISPLAYED A MINIMUM OF SEVEN (7) DAYS PRIOR TO STARTING WORK TO INFORM PUBLIC OF UPCOMING CONSTRUCTION PROJECT.
- PRIOR TO DISPLAYING MESSAGES ON CHANGEABLE MESSAGE BOARDS, ALL MESSAGES SHALL BE APPROVED BY THE TDOT PROJECT ENGINEER AND REGION 2 TRAFFIC ENGINEER.
- INFORMATION ON CHANGEABLE MESSAGE BOARDS SHALL BE UPDATED TO REFLECT CURRENT CONSTRUCTION CONDITIONS ACTIVITIES AT ALL TIMES.

LANE CLOSURES

- THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED ONE DAY'S PAVING OPERATION.
- NIGHTTIME LANE CLOSURES WILL NOT BE ALLOWED UNLESS DIRECTED BY THE TDOT PROJECT ENGINEER.
- THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.

COLD PLANING

- IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.
- IF SUBSURFACE PAVEMENT FAILURE IS EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE WITH "BM2" MIX PRIOR TO PLACING PROPOSED OVERLAY.
- AT THE COMPLETION OF COLD PLANING OPERATION, ANY DEPRESSIONS WILL BE CLEANED AND BROUGHT TO PROPER GRADE WITH "BM2" MIX MATERIAL. THE COST OF THE CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE FOR "BM2" MIX MATERIAL.

STORM DRAIN STRUCTURES

- TAPER AROUND ALL CATCH BASINS AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL PROPERLY ADJUST ALL CATCH BASINS TO THE FINISHED GRADE OF THE PAVEMENT. EXTENSION RINGS SHALL BE ADDED/REMOVED FROM EXISTING CATCH BASINS, AREA DRAINS, AND MANHOLES TO RAISE/LOWER THE GRATE OR LID TO FINAL PAVEMENT ELEVATION. ADJUSTMENTS ARE TO BE MADE PRIOR TO THE LAYING OF SURFACE MIX ITEM 411-01.10 OR 411-03.12. PAYMENT FOR MANHOLE, AREA DRAIN, AND CATCH BASIN ADJUSTMENTS WILL BE MADE AT THE UNIT PRICE BID FOR ITEMS 611-03.04 RESPECTIVELY.

PAVEMENT MARKING

- UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-05.01.
- UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-12.02.

SIGNS

- IF THE CONTRACTOR ELECTS TO UTILIZE SIGNPOST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

MISCELLANEOUS

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION. ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

JOINT SEALANTS

- THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.
- PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEEPED OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.
- TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

SCRUB SEAL

- BEFORE PLACING SCRUB SEAL, ITEM NO. 414-04.03, THE CONTRACTOR IS REQUIRED TO REMOVE ANY EXISTING THERMOPLASTIC PAVEMENT MARKINGS THAT ARE TO BE COVERED BY SCRUB SEAL, INCLUDING ALL LANE LINES AND SPECIALTY MARKINGS THAT ARE TO BE COVERED DURING THAT DAY'S CONSTRUCTION ACTIVITIES. THE CONTRACTOR IS TO TAKE EXTRA CARE TO ENSURE THAT THE EXISTING ASPHALT SURFACE IS NOT DAMAGED DURING THERMOPLASTIC REMOVAL. THE ROADWAY MUST BE FREE OF EXCESS DUST OR DEBRIS AS A RESULT OF THERMOPLASTIC REMOVAL BEFORE SCRUB SEAL IS TO BE PLACED.

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STATE OF TENNESSEE
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SPECIAL
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF | 2026 | STP-NH/HSIP-30(99) | 2D1 |
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RAILROAD NOTES

- (1) SURFACE WILL BE FEATHERED TO MATCH EXISTING GRADE AT RAILROAD CROSSING AS DIRECTED BY THE ENGINEER.
- (2) THE CONTRACTOR SHALL COLD PLANE AND RESURFACE THE ROADWAY NEAR AND UNDER THE RAILROAD'S UNDERPASS/BRIDGE STRUCTURE SO AS NOT TO DIMINISH THE EXISTING VERTICAL CLEARANCE BETWEEN THE HIGHEST POINT OF THE ROADWAY PAVEMENT AND THE LOWEST POINT OF THE RAILROAD BRIDGE SUPERSTRUCTURE.
- (3) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE CSXT TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY CSXT SO TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- (4) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE ANY OF HIS CONSTRUCTION EQUIPMENT OR DUMP WASTE MATERIALS ON THE RAILROAD'S RIGHT-OF-WAY.
- (5) 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.
- (6) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

CSX

CSXT GENERAL ENGINEERING CONSULTANT DESIGNATE

CROUCH ENGINEERING, INC.

MR. SCOTT VICK, P.E. PROJECT DIRECTOR

CSX TRANSPORTATION INC.

5115 MARYLAND WAY, SUITE 225

BRENTWOOD, TN 37027

PHONE: (615) 791-0630

E-MAIL: SVICK@CROUCHENGINEERING.COM

- (7) ALL WORK ON, OVER, UNDER OR ADJACENT TO CSXT RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH CSXT SPECIAL PROVISIONS. SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISIONS 105C FOR CSXT REQUIREMENTS

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SPECIAL
NOTES

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

- (4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (9) 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.

SPECIES

- (11) 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).
- (12) 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.

PERMITS, PLANS & RECORDS

- (15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE PROJECT MANAGER SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

- (1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL FIELD REVIEW MEETINGS.

PROJECT COMMITMENTS

- (5) SEE PROJECT COMMITMENTS, SHEET 1B, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

- (6) THIS PROJECT INCLUDES MILL & 411D OR SCRUB SEAL & TLD @ 85 LB/SY, INTELLIGENT COMPACTION, CURB RAMPS, BRIDGE REPAIR, PAVEMENT MARKINGS AND BROOMING AND DEGRASSING SHOULDERS.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

- (1) 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

- (6) 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.
- (8) 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.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) 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.
- (30) 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.
- (31) 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.
- (32) 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.
- (33) 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.
- (34) 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.
- (35) 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.
- (36) 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.
- (37) 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.
- (38) 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.
- (39) 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.

- (40) 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

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) 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.
- (46) 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.
- (47) 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.
- (48) 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.
- (49) 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.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) 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.
- (52) 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.
- (53) 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.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 2E |
| | | | |
| | | | |

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**ENVIRONMENTAL
NOTES**

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 2F |
| | | | |
| | | | |

| TRAFFIC CONTROL SIGN TABULATION (RESURFACING) | | | | | | |
|---|----------------------------|----------------|-----|------|-----------------------|----------------------|
| M.U.T.C.D. SIGN NO. | LEGEND \ DESCRIPTION | SIZE IN INCHES | | S.F. | TOTAL NUMBER REQUIRED | ITEM NO. 712-06 S.F. |
| | | L | W | | | |
| G20-1 | ROAD WORK NEXT 3 MILES | 48" | 24" | 8 | 3 | 24 |
| G20-2 | END ROAD WORK | 48" | 24" | 8 | 28 | 224 |
| W8-11 | UNEVEN LANES | 48" | 48" | 16 | 18 | 288 |
| W8-15 | GROOVED PAVEMENT | 48" | 48" | 16 | 18 | 288 |
| W8-15P | MOTORCYCLE PLAQUE | 30" | 24" | 5 | 18 | 90 |
| W20-1 | ROAD WORK AHEAD | 48" | 48" | 16 | 25 | 400 |
| W20-1 | ROAD WORK 1/2 MILE | 48" | 48" | 16 | 3 | 48 |
| W20-1 | ROAD WORK 1000 FT | 48" | 48" | 16 | 3 | 48 |
| W20-1 | ROAD WORK 500 FT | 48" | 48" | 16 | 3 | 48 |
| W4-2R | RIGHT LANE ENDS | 48" | 48" | 16 | 2 | 32 |
| W20-5R | RIGHT LANE CLOSED 1000 FT | 48" | 48" | 16 | 2 | 32 |
| W4-2L | LEFT LANE ENDS SYMBOL | 48" | 48" | 16 | 2 | 32 |
| W20-5L | LEFT LANE CLOSED 1000 FT | 48" | 48" | 16 | 2 | 32 |
| W20-5 | CENTER LANE CLOSED 1000 FT | 48" | 48" | 16 | 2 | 32 |
| W20-5 | CENTER LANE CLOSED 500 FT | 48" | 48" | 16 | 2 | 32 |
| THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES. | | | | | TOTAL | 1650 |

| BRIDGE DECK RECOMMENDATIONS (RESURFACING) | | | | |
|---|-------------------|--------------------|---------------|--|
| BRIDGE NUMBER | LOCATION LOG MILE | CROSSES OVER/UNDER | BRIDGE LENGTH | BRIDGE DECK RECOMMENDATIONS |
| 54SR0300031 | 20.96 (L & R) | Branch | 65' | PAVE WITH PLANS MIX/TREATMENT TYPE |
| 54SR0300021 | 22.630 | Cane Creek | 190.3' | PROVIDE DECK REPAIR ITEM- SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED) REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED) |
| 54SR0300025 | 24.39 (L & R) | CSXT | 264' | PAVE WITH PLANS MIX/TREATMENT TYPE |

| UTILITY ADJUSTMENTS (BY OWNER) | | |
|--------------------------------|-------|--------|
| TYPE | OWNER | NUMBER |
| SEWER MANHOLE | EUB | 15 |
| WATER VALVES | EUB | 6 |

| PARTIAL DEPTH ASPHALT REPAIR | | | | | | |
|------------------------------|-------------|---------------|--------------|--------------|-----------------|--------------|
| LOG MILE FROM | LOG MILE TO | LENGTH (FEET) | WIDTH (FEET) | DEPTH (INCH) | REPLACEMENT MIX | COMMENTS |
| | | | | | | |
| 21.2 | 21.3 | 500 | 12 | 3 | BM2/D | #2 LANE - SB |

| CURB RAMP TABULATION | | | | | | | | | | | | | | |
|----------------------|--------------|----------|---|--|---|----------------------------|------|--------|-------|-------------------------|---------------------|----------------------|--|--|
| ROADWAY | | LOCATION | | | | STATION or LOG MILE (L.M.) | LEFT | MEDIAN | RIGHT | QUADRANT N. S. E. W. | SIGNALIZED YES / NO | STANDARD DRAWING NO. | CURB RAMP (RETROFIT) ITEM NO. 701-02.01 S.F. | REMARKS |
| MAINLINE | INTERSECTING | | | | | | | | | | | | | |
| SR-30 | Toomey St. | 20.05 | | | X | | | X | | | NO | CR-40 | 75.0 | |
| SR-30 | Toomey St. | 20.05 | | | X | | | X | | | NO | CR-40 | 75.0 | |
| SR-30 | 1st St. | 20.34 | | | X | | | X | | | NO | CR-40 | 50.0 | LIMITED SPACE AVAILABLE. |
| SR-30 | 1st St. | 20.34 | | | X | | | X | | | NO | CR-40 | 60.0 | LIMITED SPACE AVAILABLE. |
| SR-30 | 2nd St. | 20.42 | | | X | | | X | | | NO | CR-40 | 20.0 | LIMITED SPACE AVAILABLE. |
| SR-30 | 2nd St. | 20.42 | | | X | | | X | | | NO | CR-40 | 35.8 | LIMITED SPACE AVAILABLE. |
| SR-30 | 3rd St. | 20.52 | | | X | | | X | | | NO | CR-40 | 27.5 | LIMITED SPACE AVAILABLE. |
| SR-30 | 3rd St. | 20.52 | | | X | | | X | | | NO | CR-40 | 38.5 | LIMITED SPACE AVAILABLE. |
| SR-30 | 4th St. | 20.61 | | | X | | | X | | | NO | CR-40 | 38.5 | LIMITED SPACE AVAILABLE. |
| SR-30 | 4th St. | 20.61 | | | X | | | X | | | NO | CR-40 | 58.5 | LIMITED SPACE AVAILABLE. |
| SR-30 | 5th St. | 20.69 | | | X | | | X | | | NO | CR-40 | 52.0 | LIMITED SPACE AVAILABLE. |
| SR-30 | 5th St. | 20.69 | | | X | | | X | | | NO | CR-10 | 40.0 | LIMITED SPACE AVAILABLE. |
| SR-30 | 6th St. | 20.78 | | | X | | | X | | | NO | CR-10 | 100.0 | |
| SR-30 | 6th St. | 20.78 | | | X | | | X | | | NO | CR-10 | 100.0 | |
| SR-30 | 7th St. | 20.86 | | | X | | | X | | | NO | CR-10 | 100.0 | |
| SR-30 | 7th St. | 20.86 | | | X | | | X | | | NO | CR-10 | 100.0 | |
| SR-30 | Tulloch Ln. | 20.91 | X | | | | | X | | X | NO | CR-40 | 25.0 | LIMITED SPACE AVAILABLE. |
| SR-30 | 8th Ave | 20.95 | | | X | | | X | | | YES | CR-41 | 90.0 | SEE PROJECT 125526.20 PLANS FOR DETAILS. |
| SR-30 | 8th Ave | 20.96 | | | X | | | X | | | YES | CR-32 | 100.0 | SEE PROJECT 125526.20 PLANS FOR DETAILS. |
| SR-30 | 8th Ave | 20.96 | X | | | | | X | X | | YES | CR-21 | 308.0 | SEE PROJECT 125526.20 PLANS FOR DETAILS. THE CURB RAMP SHALL BEGIN AT THE INTEGRATED SIDEWALK ON THE EXISTING BOX CULVERT ON THE EAST SIDE AND TIE ON THE WEST SIDE AS NEEDED BASED ON CR-21 TRANSITION GUIDANCE. |
| TOTAL | | | | | | | | | | | | 1494 | | |

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TABULATED
QUANTITIES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------------|-----------|
| RESURF | 2026 | STP-NH/HSP-30(99) | 2G |
| | | | |
| | | | |



| |
|---|
| CSX TRANSPORTATION (CSXT) OVERHEAD CROSSING #347881A |
| SR 30 L.M. 24.39 |
| CSXT M.P. 00C 0337.810 |
| LAT: 35.2771470 LONG: -84.5465220 |

SCALE: 1"= 50'

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DETAIL
SHEET
RAILROAD LAYOUT

SHEET 1 OF 1

3/25/2026 12:33:00 PM C:\P\WORKING\EAST01\1D47072502G_DETAILS.DGN

RECOMMENDATION 1: INSTALL 24" STOP LINE APPROXIMATELY 10 FEET IN ADVANCE OF THE NEAREST RAIL ON THE EAST BOUND AND WEST BOUND APPROACHES ON TOOMEY CROSSING

RECOMMENDATION 2: INSTALL RXR CROSSBUCK PAVEMENT MARKING LOCATED APPROXIMATELY 140 FEET IN ADVANCE OF THE PROPOSED STOP LINE ON THE WEST BOUND APPROACH OF TOOMEY CROSSING.

RECOMMENDATION 3: REMOVE THE EXISTING W10-1 RR CROSSING ADVANCE WARNING SIGN & POST LOCATED APPROXIMATELY 150 FEET IN ADVANCE OF THE PROPOSED STOP LINE ON THE WEST BOUND APPROACH OF TOOMEY CROSSING. INSTALL A NEW 36"X36" W10-1 RR CROSSING ADVANCE WARNING SIGN ON A NEW POST LOCATED APPROXIMATELY 150 FEET IN ADVANCE OF THE PROPOSED STOP LINE. INSTALL A STRIP OF YELLOW RETROREFLECTIVE SHEETING ALONG THE FRONT OF THE PROPOSED SIGN POST.

RECOMMENDATION 4: INSTALL RXR CROSSBUCK PAVEMENT MARKING LOCATED APPROXIMATELY 140 FEET IN ADVANCE OF THE PROPOSED STOP LINE ON THE EAST BOUND APPROACH OF TOOMEY CROSSING.

RECOMMENDATION 5: INSTALL A NEW 36"X36" W10-1 RR CROSSING ADVANCE WARNING SIGN ON A NEW POST LOCATED APPROXIMATELY 150 FEET IN ADVANCE OF THE PROPOSED STOP LINE ON THE EAST BOUND APPROACH OF TOOMEY CROSSING. INSTALL A STRIP OF YELLOW RETROREFLECTIVE SHEETING ALONG THE FRONT OF THE PROPOSED SIGN POST.

RECOMMENDATION 6: INSTALL A 24" STOP LINE ADJACENT TO THE EXISTING R1-1 STOP SIGN IN THE SOUTH BOUND LANE OF ETOWAH OLD FEDERAL ROAD.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 2G1 |
| | | | |
| | | | |

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DETAIL
SHEET
RAILROAD
RECOMMENDATIONS

SHEET 1 OF 2

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------------|-----------|
| RESURF | 2026 | STP-NH/HSP-30(99) | 2G2 |
| | | | |
| | | | |



CSX TRANSPORTATION (CSXT)
 CROSSING #347836F
 NORTH TOOMEY CROSSING L.M. 0.079
 CSXT M.P. 00C 0333.440
 LAT: 35.3359190 LONG: -84.5188530

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DETAIL SHEET
 RAILROAD RECOMMENDATIONS
 SHEET 2 OF 2

SCALE: 1" = 50'

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------------|-----------|
| RESURF | 2026 | STP-NH/HSP-30(99) | 2G3 |
| | | | |
| | | | |



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DETAIL SHEET
CURB RAMP LOCATIONS

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------------|-----------|
| RESURF | 2026 | STP-NH/HSP-30(99) | 2G4 |
| | | | |
| | | | |



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DETAIL
SHEET
CURB RAMP LOCATIONS

SHEET 2 OF 4



| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------------|-----------|
| RESURF | 2026 | STP-NH/HSP-30(99) | 2G5 |
| | | | |

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DETAIL SHEET
CURB RAMP LOCATIONS

SHEET 3 OF 4



| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|-------------------|-----------|
| RESURF | 2026 | STP-NH/HSP-30(99) | 266 |
| | | | |
| | | | |

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL
SHEET
CURB RAMP LOCATIONS

SHEET 4 OF 4

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 2G7 |
| | | | |



SBWL

15TH ST

SBYL

14TH ST

SSWL

13TH ST

SR-30

SR-30

SR-30

SBWL

TURN LANE ARROW

SSWL

FLEXIBLE DELINEATORS
@ 20' C-C SPACING

SSYL

NOTE: DO NOT RE-INSTALL LEFT TURN
ARROWS @ 13TH, 14TH & 15TH

SCALE: 1"= 50'

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DEPARTMENT OF TRANSPORTATION

DETAIL
SHEET
PAVEMENT MARKING

SHEET 1 OF 2

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 268 |
| | | | |



SCALE: 1" = 50'

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FOR INFORMATION ONLY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
PAVEMENT MARKING

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | 3 |
| | | | |
| | | | |

UTILITY NOTES

- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (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. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

CABLE:
COMCAST (XFINITY)
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 CHATTANOOGA, TN 37421
 CONTACT: MR. TIM GREGORY
 OFFICE PHONE: 706 252 4185
 CELL PHONE: 706 252 4185
 Email: TIM_GREGORY@COMCAST.COM

GAS:
ETOWAH UTILITIES BOARD
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 ETOWAH, TN 37331-0927
 CONTACT: MR. HAROLD MASENGIL
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 CELL PHONE: _____
 Email: HAROLD.MASENGIL@EUBNET.ORG

TELEPHONE:
BELLSOUTH DBA AT&T
 300 E MARTIN LUTHER KING BOULEVARD, 5TH
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 CHATTANOOGA, TN 37403
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 DEPARTMENT OF TRANSPORTATION**

UTILITY NOTES
 AND
 UTILITY OWNERS

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|--------------------|-----------|
| RESURF | 2026 | STP-NH/HSIP-30(99) | T1 |
| | | | |
| | | | |

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 1.75 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 1.75 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 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, 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 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.

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES 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 SIX INCHES 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 WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET 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 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 IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

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 1 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.

B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.
 - a. 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.
2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
 - 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.
3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
 - 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. 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.

C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

- 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.

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.

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PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL