TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

Index Of Sheets

SEE SHEET NO. 1A FOR INDEX

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	NH/HSIP-93(17)	
STATE PROJ. NOS.	82010-3239-94 82010-8239-14	

SULLIVAN COUNTY

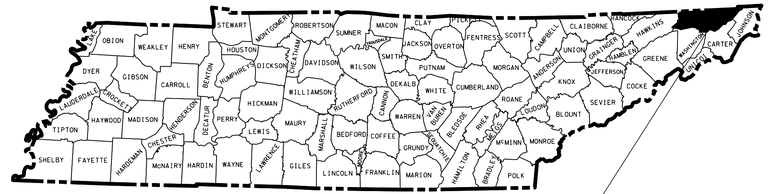
SR 93: FROM WASHINGTON CO. LINE TO SR 347

THIS PROJECT TO BE BRACKETED WITH:

SULLIVAN CO. S.R.347
PIN 121039.00
STP/HSIP-347(9);82023-3218-94;82023-8218-14

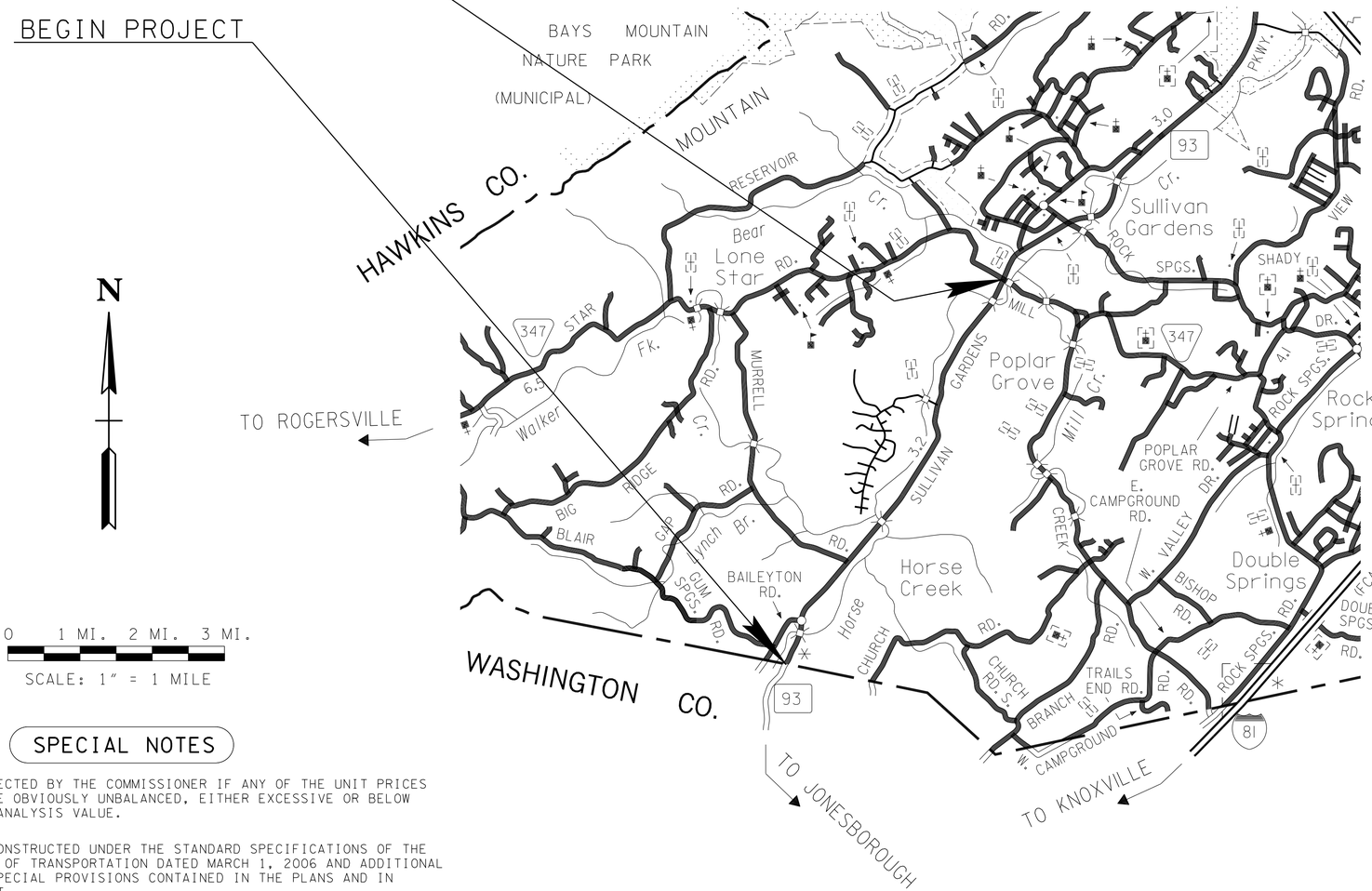
RESURFACE AND SAFETY

STATE HIGHWAY NO. 93 F.A.H.S. NO.



END PROJECT

BEGIN PROJECT



0 1 MI. 2 MI. 3 MI.

SCALE: 1" = 1 MILE

NO EXCLUSIONS
NO EQUATIONS

PROJECT LIMITS

FROM: WASHINGTON CO. LINE (L.M. 0.00)
TO: JCT. S.R. 347 (L.M. 3.17)

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEEBE
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
DEPARTMENT OF COMMERCE
No. 102366
STATE OF TENNESSEE

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 MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT TRANS. PROJ. SP. ERIC WILSON

DESIGNER KENNY KERLEY CHECKED BY PAUL BEEBE

P.E. NO. 98013-4203-04

PIN 083707.01

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

PROJECT LENGTH 3.17 MILES
TOTAL LANE MILES RESURFACED 6.34 MILES

TRAFFIC DATA	
ADT (2015)	6230
POSTED SPEED	45 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HSIP-93(17)	1A

SULLIVAN CO. S.R. 93
82010-3239-94
82010-8239-14

INDEX

DESCRIPTION	SHT. NO.
TITLE SHEET	1
INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PROPOSED PAVEMENT SCHEDULE	3
GENERAL NOTES	4
SPECIAL NOTES	5

STANDARD ROADWAY DRAWINGS

ROADWAY DESIGN STANDARDS

DWG. NO.	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS

SAFETY APPURTENANCES AND FENCE

DWG. NO.	REV.	DESCRIPTION
S-CZ-1		CLEAR ZONE CRITERIA
S-GR31-1		W-BEAM GUARDRAIL
S-GRT-2	06-30-14	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-2R		EARTH PAD FOR TYPE 38 (RETROFIT)
S-PL-1		SAFETY PLAN AT ROADSIZE HAZARDS
S-PL-2		SAFETY PLAN AT SIDE ROADS OR PRIVATE DRIVES

TRAFFIC CONTROL APPURTENANCES

DWG. NO.	REV.	DESCRIPTION
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS PAVED SHOULDERS ON COVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO.	REV.	DESCRIPTION
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION

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DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD ROADWAY DRAWINGS

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HSIP-93(17)	2

SULLIVAN CO. S.R. 93
82010-3239-94
82010-8239-14

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 82010-8239-14	QUANTITY NH/HSIP-93(17) 82010-3239-94
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	822	
1	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	17	
2	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	415	
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	3150	
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.		175
3	705-02.50	SHOP CURVED GUARDRAIL	L.F.		13
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH		14
8	705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH		16
	706-01	GUARDRAIL REMOVED	L.F.		700
4	712-01	TRAFFIC CONTROL	LS	0.2	
5	712-06	SIGNS (CONSTRUCTION)	S.F.	477	
	716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH		213
6	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.		120
7	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		60
	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.		3
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.		13
	717-01	MOBILIZATION	LS	0.2	

FOOTNOTES

(1) INCLUDES 4 TONS FOR PRIVATE DRIVES, 22 TONS FOR BUSINESS ENTRANCES AND 159 TONS FOR SPOT LEVELING. (SPOT LEVELING TO BE USED ONLY TO CORRECT DEFICIENCIES ON EXISTING PAVEMENT AND IS NOT TO BE COMBINED WITH OTHER COURSES.)

(2) INCLUDES 36 TONS FOR PRIVATE DRIVES, 198 TONS FOR BUSINESS ENTRANES AND 50 TONS FOR COUNTY ROADS.

(3) TO BE USED IN THE FOLLOWING LOCATIONS OR DIRECTED BY TDOT OPERATIONS DISTRICT ENGINEER:

TABULATED GUARDRAIL QUANTITIES

LOG MILE	LOCATION	SINGLE TYPE 2 GUARDRAIL 705-02.02 (FT)	* SHOP CURVED GUARDRAIL 705-02.50 (L.F.)	TYPE 38 TERMINAL 705-04.07 (FT)	EARTH PAD 705-04.09 (EACH)	GUARDRAIL REMOVED 706-01 (FT)
0.03	LT	175				175
0.37	RT			1	1	50
1.38	LT			1	1	25
1.38	RT			1	1	25
1.41	LT			1	1	25
1.41	RT		12.5			
1.85	LT			1	1	50
2.08	LT			1	1	50
2.27	LT				1	
2.38	LT			1	1	50
2.51	LT			1	1	50
2.64	LT				1	
2.96	LT			1	1	25
2.96	RT			1	1	25
3.01	LT			1	1	25
3.01	RT			1	1	25
3.10	RT			1	1	50
3.10	LT			1	1	50
TOTALS		175	12.5	14	16	700

*INCLUDES COST OF REMOVAL OF EXISTING END TERMINALS.

(4) QUANTITY INCLUDES THE FOLLOWING SIGNS:

NO.	DESCRIPTION	CODE	SIZE	QUANTITY (SF)
17	ROAD WORK	W20-1	48"X48"	272
2	ONE LANE ROAD	W20-4	48"X48"	32
2	FLAGGER	W20-7	48"X48"	32
2	ROAD WORK NEXT 4 MILES	G20-1	36"X18"	9
2	ADVISORY SPEED	W13-1P	24"X24"	8
4	END ROAD WORK	G20-2	36"X18"	18
17	SHOULDER DROP OFF	W8-11	30"X30"	106
			TOTAL:	477

NOTE: THIS CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS MAY BE REQUIRED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

(5) INCLUDES COST OF REMOVAL OF ANY EXISTING MARKERS.

(6) 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.

(7) TO BE USED FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS.

(8) INCLUDES ALL MATERIAL NECESSARY FOR CONSTRUCTION OF THE PAD AND ANY NECESSARY ESPC MEASURES. SEE FOOTNOTE 4 FOR LOCATIONS.

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEEBE
REGISTERED ENGINEER
DEPT. OF AGRICULTURE
DEPT. OF COMMERCE & INSURANCE
102266
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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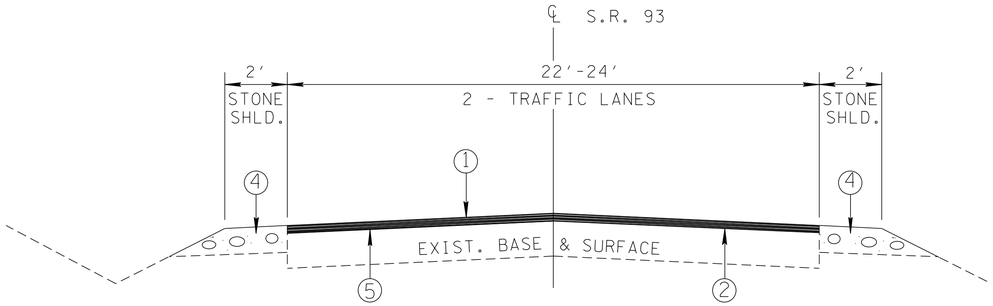
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

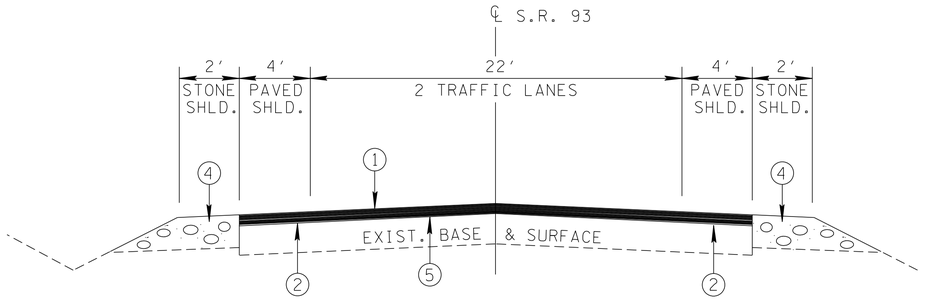
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HSIP-93(17)	3

SULLIVAN CO. S.R. 93
82010-3239-94
82010-8239-14



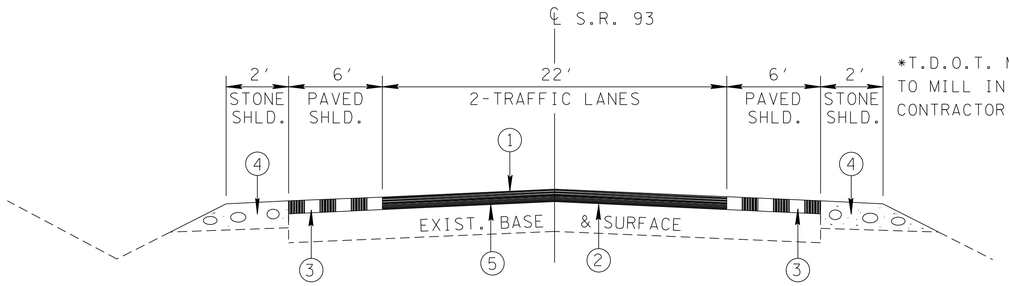
TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 0.00 TO LOG MILE 0.22 (24′ TRAFFIC LANES)
LOG MILE 0.43 TO LOG MILE 1.30 (24′ TRAFFIC LANES)
LOG MILE 1.43 TO LOG MILE 2.88 (22′ TRAFFIC LANES)



TYPICAL CROSS-SECTION OF IMPROVEMENT

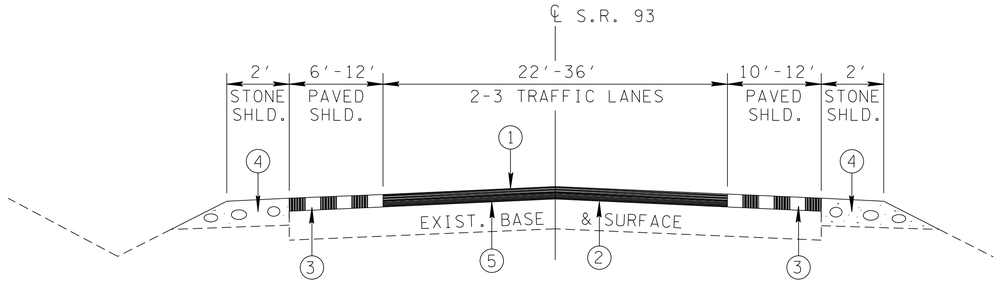
LOG MILE 0.22 TO LOG MILE 0.43



*T.D.O.T. MAINTENANCE FORCES TO MILL IN THIS AREA PRIOR TO CONTRACTOR BEGINNING CONSTRUCTION.

TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 1.30 TO LOG MILE 1.43
LOG MILE 2.88 TO LOG MILE 3.00



TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 3.00 TO LOG MILE 3.12 (2 LANES 6′ & 10′ SHLD.)
LOG MILE 3.12 TO LOG MILE 3.17 (3 LANES 12′ SHLD.)

PAVEMENT SCHEDULE

①	ASPHALTIC CONCRETE SURFACE (HM) 1¼" TH. (APPROX. 132.5 LBS./SQ.YD.) 411-01.10 ACS MIX (PG64-22) GRADING D
②	ASPHALTIC CONCRETE SURFACE (HM) (SPOT LEVELING) (APPROX. 50 TONS/MILE) 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
③	ASPHALTIC CONCRETE SURFACE (HM) 1¼" TH. (APPROX. 154.5 LBS./SQ.YD.) 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
④	MINERAL AGGREGATE BASE (SHOULDERS) 2" TH. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
⑤	TACK COAT (TC) (APPROX. 0.07-0.10 GAL./SQ.YD.) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

NOTE:
PAVING TO BE OMITTED ON BRIDGE OVER HORSE CREEK (L.M. 0.33).

NOTE:
BRIDGES OVER HORSE CREEK (L.M. 1.39) AND (L.M. 2.98) TO BE MILLED BY TDOT MAINTENANCE FORCES AND PAVED BY CONTRACTOR W/ 1¼" "D" MIX.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEEBE
REGISTERED ENGINEER
Dept. of AGRICULTURE
COMMERCE
No. 102268
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

GENERAL NOTES

GRADING

(1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

(2) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

UTILITIES

(1) 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 ANY NECESSARY SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(2) 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.

MISCELLANEOUS

(1) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

PAVEMENT MARKINGS

(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.

(2) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMO 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 (6 IN 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.

PAVEMENT RESURFACING

(1) 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.

(2) 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.

(3) 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 SHOUDER 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 THE PAVER WIDTH.

(4) 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

(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, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN 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 A OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 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.

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

(1) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.

(2) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HSIP-93(17)	4

SULLIVAN CO. S.R. 93
82010-3239-94
82010-8239-14

UNOFFICIAL SET
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

SPECIAL NOTES

GUARDRAIL

(1) THE CONTRACTOR SHALL NOT REMOVE ANY EXISTING GUARDRAIL AND/OR END TERMINAL UNTIL THE T.D.O.T. SUPERVISOR CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL AND/OR END TERMINAL SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR ANY GUARDRAIL AND/OR END TERMINAL UNTIL IT IS COMPLETELY IN PLACE.

(2) IF ANY GUARDRAIL AND/OR END TERMINAL 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 MEASURES (BARRICADES, DRUMS, LIGHTS AND ROUNDED END ELEMENTS) SHALL BE INCLUDED IN THE COST OF THE GUARDRAIL AND/OR END TERMINAL.

UTILITIES

(1) 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.

(2) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITES FROM DAMAGE DURING CONSTRUCTION OF THE PROJECT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING ANY NECESSARY SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER CONSTRUCTION ITEMS.

(3) 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 SCHDULE 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 CONTACTOR'S OPERATIONS.

(4) 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) BUSIINESS 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 1-800-331-1111 WILL BE REQUIRED.

(5) UTILITY OWNERS

ELECTRIC: AMERICAN ELECTRIC POWER

WATER/SEWER: CITY OF KINGSPORT

GAS: ATMOS GAS

CABLE: CHARTER COMMUNICATION

TELEPHONE: CENTRYLINK

MISCELLANEOUS

(1) THE CONTRACTOR WILL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE NECESSARY. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.

(2) ALL GUARDRAIL, GUARDRAIL POSTS AND SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE REMOVED AND STORED BY STATE FORCES.

(3) ALL SIGNING AND PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(4) PAVED SHOULDERS SHALL BE BROOMED, AGGREGATE SHOULDERS SHALL BE CLIPPED, AND DITCHES SHALL BE CLEANED BY THE CONTRACTOR. ALL COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN COST OF OTHER ITEMS.

PAVEMENT MARKINGS

(1) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL "NO PASSING ZONES" IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AS WELL AS TO PROVIDE THE LAYOUT OF ALL PAVEMENT MARKING REQUIRED ON THE PROJECT. THE METHOD OF DETERMINING THE "NO PASSING ZONES" IS TO BE APPROVED BY THE T.D.O.T. SUPERVISOR, WITH ADVICE FROM THE REGIONAL TRAFFIC OFFICE, BEFORE PAVING OPERATIONS BEGIN.

PAVEMENT

RESURFACING

(1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE T.D.O.T. SUPERVISOR.

(2) THE CONTRACTOR WILL PLACE THE SPOT LEVELING WHERE AND AS DIRECTED BY THE T.D.O.T. SUPERVISOR.

(3) ALL SURPLUS PATCHING, JOINT MATERIAL AND CRACK SEALANT IS TO BE REMOVED BEFORE PLACING THE FIRST LAYER OF ASPHALT.

(4) STATE FORCES WILL REMOVE ALL RAISED PAVEMENT MARKERS, IF ANY, BEFORE RESURFACING IS BEGUN.

(5) ON ALL SUPERELEVATED CURVES, THE CONTRACTOR SHALL INSURE THAT THE SHOULDER ROLLOVER RATES SHOWN IN THE T.D.O.T. STANDARD ROADWAY DRAWINGS ARE ACHIEVED.

(6) A MATERIAL TRANSFER DEVICE IS TO BE USED ON ALL MIXES. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR ASPHALT ITEMS. SEE SPECIAL PROVISION NO.407G.

(7) SPECIAL PROVISION NO. 411C APPLIES TO THIS PROJECT AVERAGE HC-IRI NUMBER PER MILE IS 108.3 SEE TABLES BELEOW:

NORTHBOUND S.R. 93		
FROM	TO	HC/IRI
0.00	1.00	116
1.00	2.00	88
2.00	3.00	92
3.00	3.17	98

SOUTHBOUND S.R. 93		
FROM	TO	HC/IRI
0.00	1.00	108
1.00	2.00	120
2.00	3.00	88
3.00	3.17	157

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(2) NO LANE CLOSURES WILL BE ALLOWED ON WEEKENDS (FRIDAY –SUNDAY)WHEN THERE IS A SCHEDULED NASCAR RACE IN BRISTOL.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

(1) 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.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

(1) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE.

SEDIMENT CONTROL

(2) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED.

STREAM/WETLAND

(3) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING OR TRANSPORTATION AREAS.

NPDES

(4) DUE TO THE TYPE OF WORK IT IS OUR UNDERSTANDING THAT THE PROJECT WILL NOT DISTURB MORE THAN ONE ACRE. IF THE DISTURBED AREA IS MORE THAN ONE ACRE, PLEASE CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION BECAUSE A NPDES PERMIT WILL BE REQUIRED.

(5) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDE DRAINS, AND CROSS DRAINS, TO ENSURE THAT THE DRAINAGE FEATURES / WATERCOURSES ARE NOT STREAMS OR WETLANDS. IF THE CONTRACTOR / TDOT INSPECTOR IS UNSURE WHETHER THE DRAINAGE FEATURES ARE STREAMS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION TO OBTAIN THE APPROPRIATE PERMITS.

ECOLOGY

(6) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CONSTRUCTING EARTH PADS FOR THE TYPE 38 TERMINALS TO ENSURE THAT ENVIRONMENTAL FEATURES (STREAMS, WETLANDS, OR SPRINGS) ARE NOT IMPACTED DURING CONSTRUCTION. IF THE CONTRACTOR/ TDOT INSPECTOR IS UNSURE WHETHER THE ENVIRONMENTAL FEATURES ARE STREAMS, SPRINGS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY OR PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED.

(7) DURING CONSTRUCTION OF THE EARTH PADS FOR THE TYPE 38 GUARDRAIL TERMINALS, EXISTING VEGETATION WILL BE REQUIRED TO BE REMOVED FOR THE PROPOSED PAD AND SLOPES. IF DURING THE VEGETATION REMOVAL, ANY TREES GREATER THAN 5 INCHES IN DIAMETER ARE REQUIRED TO BE REMOVED, CONTACT THE T.D.O.T. ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY. DUE TO THE RECENT MODIFICATION OF THE USFWS STANCE REGARDING THE INDIANA BAT NO TREES >5" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HSIP-93(17)	5

SULLIVAN CO. S.R. 93
82010-3239-94
82010-8239-14

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DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

Index Of Sheets

SEE SHEET NO. 1A FOR INDEX

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SULLIVAN COUNTY

S.R. 347: FROM HAWKINS COUNTY LINE TO I-26

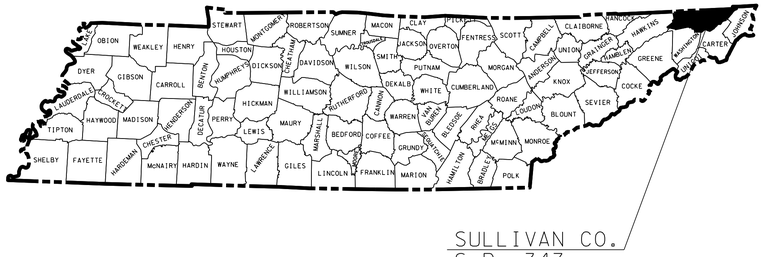
RESURFACE AND SAFETY

STATE HIGHWAY NO. 347 F.A.H.S. NO.

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	STP/HSIP-347(9)	
STATE PROJ. NOS.	82023-3218-94 82023-8218-14	

THIS PROJECT TO BE BRACKETED WITH:

SULLIVAN CO. S.R.93
PIN 083707.01
NH/HSIP-93(17)
82010-3239-94
82010-8239-14



SULLIVAN CO.
S.R. 347

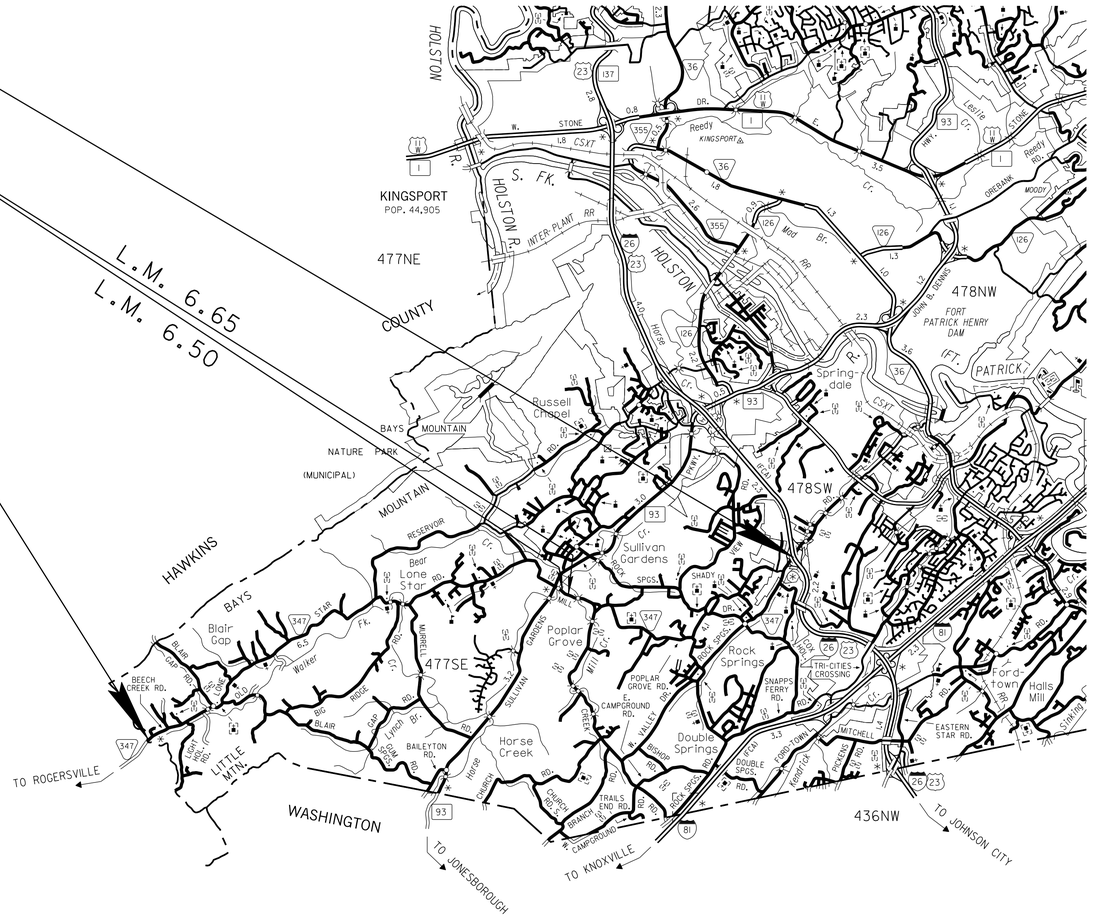
END PROJECT

EXCLUSION

BEGIN PROJECT

L.M. 6.65

L.M. 6.50



N

0 2 MI. 4 MI. 6 MI.

SCALE: 1" = 2 MILES

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 MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT TRANS. PROJ. SP. ERIC WILSON

DESIGNER KENNY KERLEY CHECKED BY PAUL BEEBE

P.E. NO. 98013-4203-04

PIN 121039.00

PROJECT LENGTH	10.45 MILES
TOTAL LANE MILES RESURFACED	20.90 MILES

TRAFFIC DATA	
ADT (2015)	7993
POSTED SPEED	35 MPH

EXCLUSION: FROM L.M. 6.50 TO L.M. 6.65
NO EQUATIONS

PROJECT LIMITS
FROM: HAWKINS COUNTY LINE (L.M. 0.00)
TO: I-26 UNDERPASS EB LANES (L.M. 10.60)

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY
PAUL THOMAS BEEBE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE & TECHNOLOGY
No. 102746
STATE OF TENNESSEE

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2013	STP/HSIP-347(9)	1A

SULLIVAN CO. S.R. 347
82023-3218-94
82023-8218-14

INDEX

DESCRIPTION	SHT. NO.
TITLE SHEET	1
INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PROPOSED PAVEMENT SCHEDULE	3
GENERAL NOTES	4
SPECIAL NOTES	5

STANDARD ROADWAY DRAWINGS

ROADWAY DESIGN STANDARDS

DWG. NO.	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS

SAFETY APPURTENANCES AND FENCE

DWG. NO.	REV.	DESCRIPTION
S-CZ-1		CLEAR ZONE CRITERIA
S-GR31-1		W-BEAM GUARDRAIL
S-GRT-2	06-30-14	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-2R		EARTH PAD FOR TYPE 38 (RETROFIT)
S-PL-1		SAFETY PLAN AT ROADSIZE HAZARDS
S-PL-2		SAFETY PLAN AT SIDE ROADS OR PRIVATE DRIVES
S-PL-3		SAFETY PLAN: MINIMUM INSTALLATION AT BRIDGE ENDS

TRAFFIC CONTROL APPURTENANCES

DWG. NO.	REV.	DESCRIPTION
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-S-16	06-05-14	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO.	REV.	DESCRIPTION
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION

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DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD ROADWAY DRAWINGS

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	STP/HSIP-347(9)	2

SULLIVAN CO. S.R. 347
82023-3218-94
82023-8218-14

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 82023-8218-14	QUANTITY STP/HSIP-347(9) 82023-3218-94
1	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	75	
2	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	814	
3	411-02.10	ACS MIX(PG70-22) GRADING D	TON	6634	
	411-03.12	ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	2653	
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.		25
	705-02.50	SHOP CURVED GUARDRAIL	L.F.		25
4	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH		3
12	705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH		3
	706-01	GUARDRAIL REMOVED	L.F.		100
	712-01	TRAFFIC CONTROL	LS	0.8	
5	712-06	SIGNS (CONSTRUCTION)	S.F.	908	
6	713-16.20	SIGNS (W1-8)	EACH		1
7	713-16.21	SIGNS (OM3-L)	EACH		2
8	713-16.22	SIGNS (OM3-R)	EACH		2
9	716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH		690
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		347
10	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		2
	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH		1
11	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.		11
	716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.		42
	717-01	MOBILIZATION	LS	0.8	

FOOTNOTES

(1) FOR SPOT LEVELING. (SPOT LEVELING TO BE USED ONLY TO CORRECT DEFICIENCIES ON EXISTING PAVEMENT AND IS NOT TO BE COMBINED WITH OTHER COURSES.)

(2) INCLUDES 3 TONS FOR TURN LANES, 340 TONS FOR PRIVATE DRIVES AND 250 TONS FOR COUNTY ROADS.

(3) INCLUDES 2 TONS FOR TURN LANES AND 114 TONS FOR COUNTY ROADS. DRIVEWAYS AND BUSINESS ENTRANCES TO BE TIED-IN AS NECESSARY AS DIRECTED BY TDOT OPERATIONS DISTRICT ENGINEER.

(4) TO BE USED IN THE FOLLOWING LOCATIONS OR DIRECTED BY TDOT OPERATIONS DISTRICT ENGINEER:

TABULATED GUARDRAIL QUANTITIES

LOG MILE	LOCATION	SINGLE TYPE 2 GUARDRAIL 705-02.02 (FT)	* SHOP CURVED GUARDRAIL 705-02.50 (L.F.)	TYPE 38 TERMINAL 705-04.07 (FT)	EARTH PAD 705-04.09 (EACH)	GUARDRAIL REMOVED 706-01 (FT)
3.30	RT	25	25			
3.94	LT				1	
3.97	RT			1	1	
6.65	LT			1	1	50
6.85	LT.			1		50
TOTALS		25	25	3	3	100

*INCLUDES COST OF REMOVAL OF EXISTING END TERMINAL.

(5) QUANTITY INCLUDES THE FOLLOWING SIGNS:

NO.	DESCRIPTION	CODE	SIZE	QUANTITY (SF)
50	ROAD WORK	W20-1	48"X48"	800
2	ONE LANE ROAD	W20-4	48"X48"	32
2	FLAGGER	W20-7	48"X48"	32
2	ROAD WORK NEXT 11 MILES	G20-1	36"X18"	9
2	ADVISORY SPEED	W13-1P	24"X24"	8
2	END ROAD WORK	G20-2	36"X18"	9
2	BE PREPARED TO STOP	W3-4	36"X36"	18
			TOTAL:	908

NOTE: THIS CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS MAY BE REQUIRED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

(6) TO BE LOCATED AT L.M. 3.36± LT. OR AS DIRECTED BY THE TDOT OPERATIONS DISTRICT EGINEER.

(7) TO BE LOCATED AT L.M. 7.11± LT. OR AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

(8) TO BE LOCATED AT L.M. 7.11± RT. OR AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

(9) INCLUDES COST OF REMOVAL OF ANY EXISTING MARKERS.

(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) TO BE USED FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS.

(12) INCLUDES ALL MATERIAL NECESSARY FOR CONSTRUCTION OF THE PAD AND ANY NECESSARY ESPC MEASURES. SEE FOOTNOTE NO. 4 FOR LOCATIONS.

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEBBE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102246
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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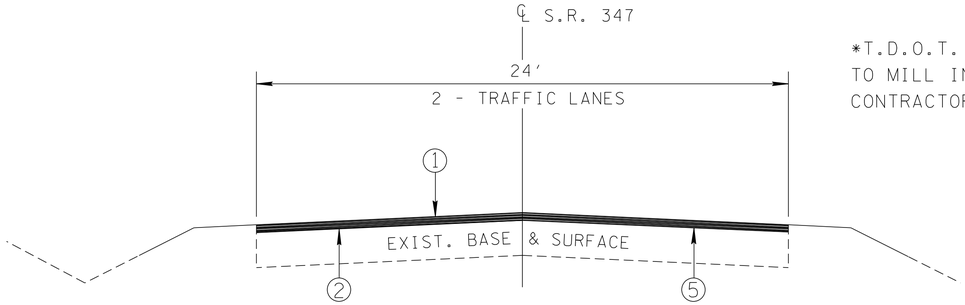
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	STP/HSIP-347(9)	3

SULLIVAN CO. S.R. 347
82023-3218-94
82023-8218-14



TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 0.00 TO LOG MILE 6.50
LOG MILE 6.50 TO LOG MILE 6.65 (EXCLUDED)

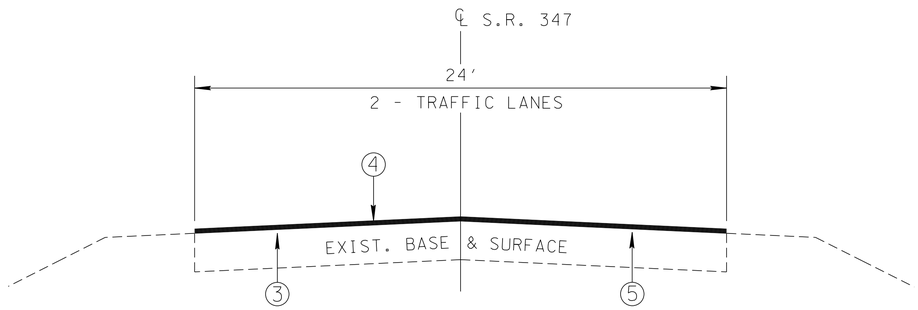
*T.D.O.T. MAINTENANCE FORCES TO MILL IN THIS AREA PRIOR TO CONTRACTOR BEGINNING CONSTRUCTION.

PAVEMENT SCHEDULE

①	ASPHALTIC CONCRETE SURFACE (HM) 1¼" TH. (APPROX. 132.5 LBS./SQ.YD.) 411-01.10 ACS MIX (PG64-22) GRADING D
②	ASPHALTIC CONCRETE SURFACE (HM) (SPOT LEVELING) (APPROX. 80 TONS/MILE) 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
③	ASPHALTIC CONCRETE SURFACE (HM) (SPOT LEVELING) (APPROX. 75 TONS/MILE) 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
④	THIN LIFT ASPHALT (APPROX. 85 LBS./SQ.YD.) 411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT
⑤	TACK COAT (TC) (APPROX. 0.07-0.15 GAL./SQ.YD.) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

NOTE:
PAVING TO BE OMITTED ON BRIDGE OVER HORSE CREEK (L.M. 6.53).

NOTE:
BRIDGES OVER BLAIRS GAP BRANCH (L.M. 0.90) AND WALKER FORK CREEK (L.M. 3.98 & L.M. 4.08) TO BE MILLED BY TDOT MAINTENANCE FORCES AND PAVED BY CONTRACTOR W/ 1¼" "D" MIX.



TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 6.65 TO LOG MILE 10.60

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SEALED BY

PAUL THOMAS BEEBE
REGISTERED ENGINEER
No. AGRICULTURE
COMMERCE
No. 102265
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	STP/HSIP-347(9)	4

SULLIVAN CO. S.R. 347
82023-3218-94
82023-8218-14

GENERAL NOTES

GRADING

(1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

(2) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

UTILITIES

(1) 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 ANY NECESSARY SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(2) 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.

MISCELLANEOUS

(1) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

PAVEMENT MARKINGS

(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.

(2) 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.

PAVEMENT RESURFACING

(1) 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.

(2) 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.

(3) 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 SHOUDER 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 THE PAVER WIDTH.

(4) 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

(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, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN 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 A OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 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.

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

(1) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.

(2) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEEBE
REGISTERED ENGINEER
DEPARTMENT OF AGRICULTURE
DEPARTMENT OF COMMERCE & INSURANCE
102266
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

SPECIAL NOTES

GUARDRAIL

(1) THE CONTRACTOR SHALL NOT REMOVE ANY EXISTING GUARDRAIL AND/OR END TERMINAL UNTIL THE T.D.O.T. SUPERVISOR CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL AND/OR END TERMINAL SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR ANY GUARDRAIL AND/OR END TERMINAL UNTIL IT IS COMPLETELY IN PLACE.

(2) IF ANY GUARDRAIL AND/OR END TERMINAL 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 MEASURES (BARRICADES, DRUMS, LIGHTS AND ROUNDED END ELEMENTS) SHALL BE INCLUDED IN THE COST OF THE GUARDRAIL AND/OR END TERMINAL.

UTILITIES

(1) 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.

(2) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITES FROM DAMAGE DURING CONSTRUCTION OF THE PROJECT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING ANY NECESSARY SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER CONSTRUCTION ITEMS.

(3) 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 SCHDULE 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 CONTACTOR'S OPERATIONS.

(4) 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) BUSIINESS 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 1-800-331-1111 WILL BE REQUIRED.

(5) UTILITY OWNERS

ELECTRIC: AMERICAN ELECTRIC POWER

WATER/SEWER: CITY OF KINGSPORT

GAS: ATMOS GAS

CABLE: CHARTER COMMUNICATIONS

TELEPHONE: CENTRYLINK

MISCELLANEOUS

(1) THE CONTRACTOR WILL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE NECESSARY. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.

(2) ALL GUARDRAIL, GUARDRAIL POSTS AND SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE REMOVED AND STORED BY STATE FORCES.

(3) ALL SIGNING AND PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(4) PAVED SHOULDERS SHALL BE BROOMED, AGGREGATE SHOULDERS SHALL BE CLIPPED, AND DITCHES SHALL BE CLEANED BY THE CONTRACTOR. ALL COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN COST OF OTHER ITEMS.

PAVEMENT MARKINGS

(1) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL "NO PASSING ZONES" IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AS WELL AS TO PROVIDE THE LAYOUT OF ALL PAVEMENT MARKING REQUIRED ON THE PROJECT. THE METHOD OF DETERMINING THE "NO PASSING ZONES" IS TO BE APPROVED BY THE T.D.O.T. SUPERVISOR, WITH ADVICE FROM THE REGIONAL TRAFFIC OFFICE, BEFORE PAVING OPERATIONS BEGIN.

PAVEMENT

RESURFACING

(1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE T.D.O.T. SUPERVISOR.

(2) THE CONTRACTOR WILL PLACE THE SPOT LEVELING WHERE AND AS DIRECTED BY THE T.D.O.T. SUPERVISOR.

(3) ALL SURPLUS PATCHING, JOINT MATERIAL AND CRACK SEALANT IS TO BE REMOVED BEFORE PLACING THE FIRST LAYER OF ASPHALT.

(4) STATE FORCES WILL REMOVE ALL RAISED PAVEMENT MARKERS, IF ANY, BEFORE RESURFACING IS BEGUN.

(5) A MATERIAL TRANSFER DEVICE IS TO BE USED ON ALL MIXES. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR ASPHALT ITEMS. SEE SPECIAL PROVISION NO.407G.

(6) SPECIAL PROVISION NO. 411C APPLIES TO THIS PROJECT. AVERAGE HC-IRI NUMBER IS136.0. SEE TABLES BELOW:

NORTHBOUND S.R. 93		
FROM	TO	HC/IRI
0.00	1.00	154
1.00	2.00	136
2.00	3.00	113
3.00	4.00	161
4.00	5.00	130
5.00	6.00	137
6.00	6.50	133

SOUTHBOUND S.R. 93		
FROM	TO	HC/IRI
0.00	1.00	127
1.00	2.00	113
2.00	3.00	153
3.00	4.00	134
4.00	5.00	133
5.00	6.00	160
6.00	6.50	120

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(2) NO LANE CLOSURES WILL BE ALLOWED ON WEEKENDS (FRIDAY – SUNDAY) WHEN THERE IS A SCHEDULED NASCAR RACE IN BRISTOL.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

(1) 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.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

(1) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE.

SEDIMENT CONTROL

(2) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED.

STREAM/WETLAND

(3) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING OR TRANSPORTATION AREAS.

NPDES

(4) DUE TO THE TYPE OF WORK IT IS OUR UNDERSTANDING THAT THE PROJECT WILL NOT DISTURB MORE THAN ONE ACRE. IF THE DISTURBED AREA IS MORE THAN ONE ACRE, PLEASE CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION BECAUSE A NPDES PERMIT WILL BE REQUIRED.

(5) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDE DRAINS, AND CROSS DRAINS, TO ENSURE THAT THE DRAINAGE FEATURES / WATERCOURSES ARE NOT STREAMS OR WETLANDS. IF THE CONTRACTOR / TDOT INSPECTOR IS UNSURE WHETHER THE DRAINAGE FEATURES ARE STREAMS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION TO OBTAIN THE APPROPRIATE PERMITS.

ECOLOGY

(6) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CONSTRUCTING EARTH PADS FOR THE TYPE 38 TERMINALS TO ENSURE THAT ENVIRONMENTAL FEATURES (STREAMS, WETLANDS, OR SPRINGS) ARE NOT IMPACTED DURING CONSTRUCTION. IF THE CONTRACTOR/ TDOT INSPECTOR IS UNSURE WHETHER THE ENVIRONMENTAL FEATURES ARE STREAMS, SPRINGS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY OR PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED.

(7) DURING CONSTRUCTION OF THE EARTH PADS FOR THE TYPE 38 GUARDRAIL TERMINALS, EXISTING VEGETATION WILL BE REQUIRED TO BE REMOVED FOR THE PROPOSED PAD AND SLOPES. IF DURING THE VEGETATION REMOVAL, ANY TREES GREATER THAN 5 INCHES IN DIAMETER ARE REQUIRED TO BE REMOVED, CONTACT THE T.D.O.T. ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY. DUE TO THE RECENT MODIFICATION OF THE USFWS STANCE REGARDING THE INDIANA BAT NO TREES >5" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	STP/HSIP-347(9)	5

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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