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"NO PROJECT COMMITMENTS INCLUDED IN THIS SET OF PLANS"
"NO UTILITY SHEETS"

STANDARD ROADWAY DRAWINGS

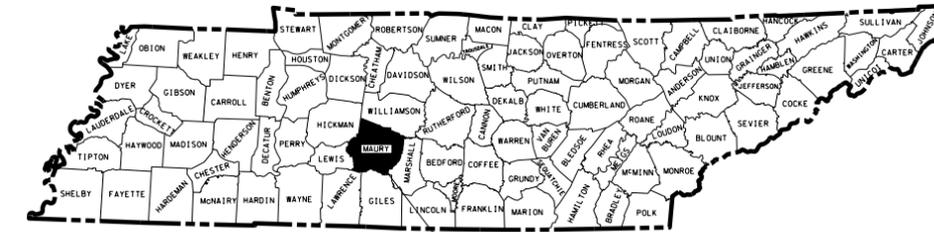
DWG. NO.	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
DRAINAGE - CULVERTS AND ENDWALL		
D-PG-3	04-15-97	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
ROADWAY AND PAVEMENT APPURTENANCES		
RP-H-3	06-04-13	HANDICAP RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-4	06-04-13	PERPENDICULAR CURB RAMP
RP-H-5	06-04-13	PARALLEL CURB RAMP
RP-H-6	04-13-11	MEDIAN CROSSING
RP-H-7	06-04-13	PERPENDICULAR CURB RAMP TYPE 1
RP-H-8	06-04-13	PERPENDICULAR CURB RAMP TYPE 2
RP-H-9	06-04-13	PARALLEL CURB RAMP TYPE 3 AND 4
TRAFFIC CONTROL APPURTENANCES		
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 SHOULDERS ON CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	11-11-04	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

MAURY COUNTY

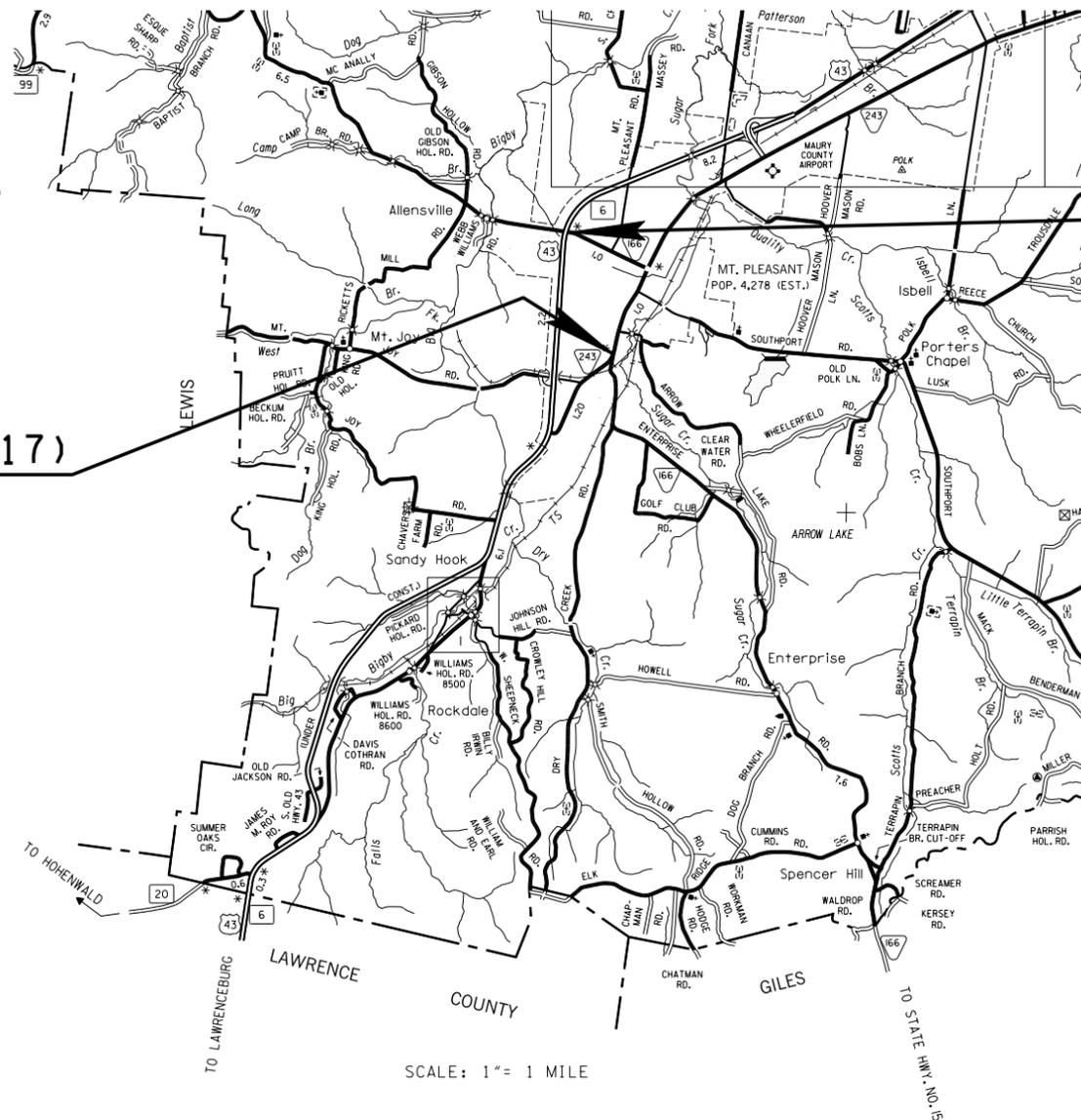
STATE ROUTE NO. 166
FROM STATE ROUTE 243 (L.M. 7.60)
TO SOUTH OF STATE ROUTE 6 (L.M. 9.54)
RESURFACING

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	STP/HSIP-166(17)	
STATE PROJ. NO.	60016-3213-94	
STATE PROJ. NO.	60016-8213-14	



PROJECT LOCATION

STATE HIGHWAY NO. 166 F.A.H.S. NO. N/A

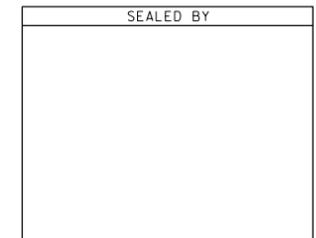


60016-3213-94
60016-8213-14
BEGIN PROJ. NO. STP/HSIP-166(17)
(L.M. 7.60)

60016-3213-94
60016-8213-14
END PROJ. NO. STP/HSIP-166(17)
(L.M. 9.54)

NO EXCLUSIONS

**UNOFFICIAL
SET
NOT FOR
BIDDING**



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

DATE: _____

APPROVED: *John Schroer*
JOHN SCHROER, 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 JANUARY 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TRAFFIC DATA	
ADT (2015)	2530
V	25-30 MPH

PROJECT LENGTH **1.94 MILES**
TOTAL LANE MILES RESURFACED **3.9 MILES**

TDOT TRANS. PROJ. SP. SV. 2 BILLY BINION
DESIGNER SCOTT JOHNSON CHECKED BY NATHAN BARTLETT
P.E. NO. 98034-4299-04 (DESIGN)
PIN NO. 120930.00

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR

DATE: _____

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSJP-166(17)	2

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	QUANTITY	TOTAL QUANTITY
			60016-8213-14	60016-3213-94	
(1)	307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	300		300
	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	18		18
(2)	411-01.10 ACS MIX(PG64-22) GRADING D	TON	2693		2693
	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	2668		2668
	607-37.02 18" CORRUGATED METAL PIPE CULVERT	L.F.	20		20
	607-37.03 24" CORRUGATED METAL PIPE CULVERT	L.F.	20		20
	611-09.01 ADJUSTMENT OF EXISTING CATCHBASIN	EACH	16		16
	701-02.01 CONCRETE CURB RAMP (RETROFIT)	S.F.		960	960
(3)	712-01 TRAFFIC CONTROL	LS	0.3		0.3
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	25		25
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	4		4
(4)	712-06 SIGNS (CONSTRUCTION)	S.F.	599		599
	716-01.21 SNWPLWBLE PVMT MRKRS (BI-DIR)(1 COLOR)	EACH		200	200
	716-01.22 SNWPLWBLE PVMT MRKRS (MONO-DIR)(1 COLOR)	EACH		50	50
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH		25	25
(5)	716-02.03 PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	120		120
(5)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	6		6
(5)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	135		135
(5)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	6		6
(5)	716-02.09 PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	215		215
(5)	716-02.22 PLASTIC AERIAL SPEED BARS	L.F.		144	144
(5)	716-03.01 PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	2		2
(5)	716-03.03 PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH	1		1
(5)	716-04.01 PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	1		1
(6)(8)	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	9		9
	716-10.30 TRUNCATED DOME DETECTABLE WARNING MAT	S.F.		360	360
(7)(8)	716-13.01 SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	9		9
(7)	716-13.04 SPRAY THERMO PVMT MRKNG (60 mil) (4IN DOTTED LINE)	L.F.	400		400
	717-01 MOBILIZATION	LS	0.3		0.3
	730-14.02 SAW SLOT	L.F.	1600		1600
	730-14.03 LOOP WIRE	L.F.	3400		3400

FOOTNOTES

- TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
- FOR RIDEABILITY, SEE SPECIAL PROVISION 411C.
- 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.
- IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD FROM A DESIGNATED LIST OF METHODS ACCEPTED BY THE DEPARTMENT. SAID SIGN COVERING METHOD SHALL BE SELECTED FROM QUALIFIED PRODUCTS LIST 10, SECTION D OR APPROVED BY THE DIVISION OF MATERIALS AND TEST AND SHALL BE USED TO COVER THESE SIGNS. NO OTHER METHOD FOR SIGN COVERING WILL BE ALLOWED. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
- 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.
- QUANTITY IS BASED ON 100 % NO PASS BOTH SIDES AND EDGELINES FOR TEMPORARY PAVEMENT MARKING ON COLD PLANED SURFACE. FINAL PAVEMENT MARKINGS.
- QUANTITY IS BASED ON 100 % NO PASS BOTH SIDES AND EDGELINES FOR FINAL PAVEMENT MARKINGS.
- INCLUDES STRIPING FOR PARKING SPACES AS DIRECTED BY THE ENGINEER.

HANDICAP RAMPS

LOCATION	NEW	REPAIR	STD. DWG.	NEW 701-02.01 (S.F.)	REPAIR 716-10.30 (S.F.)
L.M. 7.96	1		RP-H-3, RP-H-9	120	
L.M. 8.01		1	RP-H-3		8
L.M. 8.03		2	RP-H-3		16
L.M. 8.10		2	RP-H-3		16
L.M. 8.21	1	1	RP-H-3, RP-H-9	120	8
L.M. 8.30		2	RP-H-3		16
L.M. 8.33		7	RP-H-3		56
L.M. 8.44		2	RP-H-3		16
L.M. 8.46		2	RP-H-3		16
L.M. 8.50- L.M. 8.57		6	RP-H-3		48
INTERSECTION W/ SR-243		4	RP-H-3		32
L.M. 8.72		8	RP-H-3		64
L.M. 8.78		3	RP-H-3		24
L.M. 8.86		1	RP-H-3		8
L.M. 8.95		2	RP-H-3		16
L.M. 9.03		2	RP-H-3		16
L.M. 9.11	2		RP-H-3, RP-H-9	240	
L.M. 9.21	2		RP-H-3, RP-H-9	240	
L.M. 9.26	1		RP-H-3, RP-H-9	120	
L.M. 9.38	1		RP-H-3, RP-H-9	120	
TOTAL				960	360

SIGNS (CONSTRUCTION) 712-06

QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
2	G20-1	ROAD WORK NEXT 2 MILES	64 x 24	22
2	G20-2	END ROAD WORK	48 x 24	16
2	W20-1	ROAD WORK 1 MILE	48 x 48	32
2	W20-1	ROAD WORK 1/2 MILE	48 x 48	32
2	W20-1	ROAD WORK 1000'	48 x 48	32
35	W20-1	ROAD WORK AHEAD	36 x 36	315
2	W20-4	ONE LANE ROAD 1000' - PORTABLE	36 x 36	18
2	W20-7a	FLAGGER SYMBOL - PORTABLE	36 x 36	18
2	W16-2	SUPPLEMENTAL PLATE	24 x 18	6
2	W21-2	FRESH OIL - PORTABLE	36 x 36	18
2	W21-5	SHOULDER WORK - PORTABLE	36 x 36	18
2	W8-9a	SHOULDER DROP-OFF - PORTABLE	36 x 36	18
6	W8-11	UNEVEN LANES - PORTABLE	36 x 36	54
TOTAL S.F.				599

OTHER SIGNS, AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION AND WILL BE MEASURED AND PAID FOR AT THE UNIT BID PRICE. SEE CURRENT M.U.T.C.D. FOR STANDARDS AND TYPICAL APPLICATIONS.

UTILITY ADJUSTMENTS

TYPE	OWNER	NUMBER
SEWER MANHOLE	CITY OF MT. PLEASANT	18
GAS VALVE	CITY OF MT. PLEASANT	3
WATER VALVE	CITY OF MT. PLEASANT	20

STATE STORM DRAIN ADJUSTMENTS

CATCHBASINS	16
MANHOLES	0

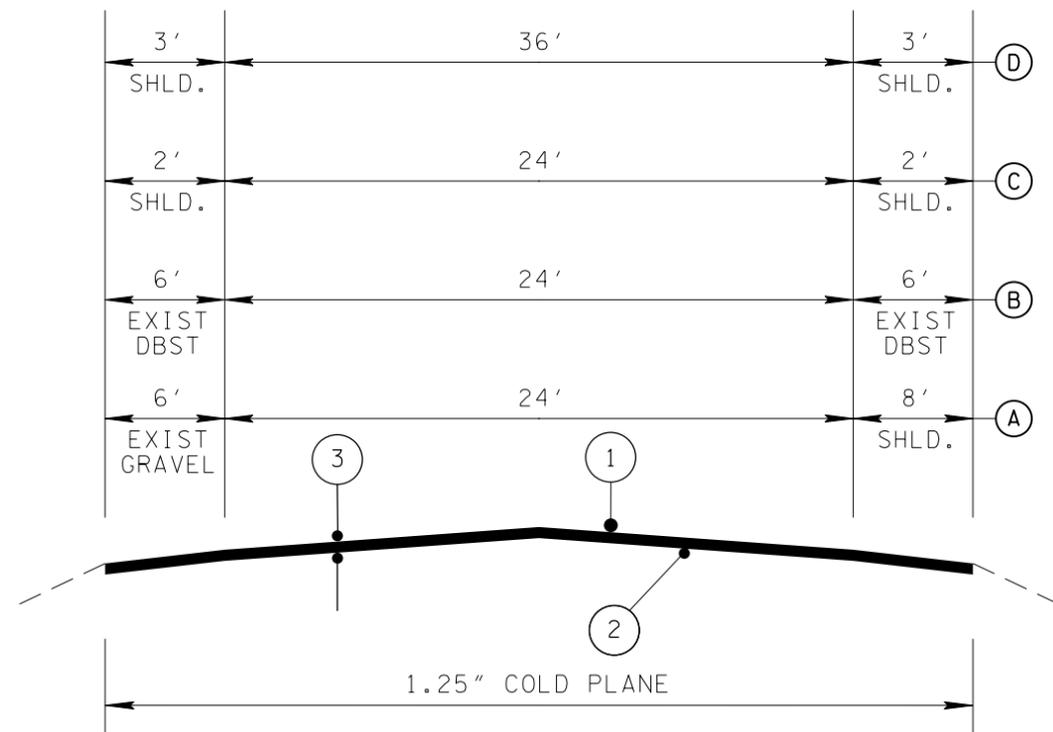
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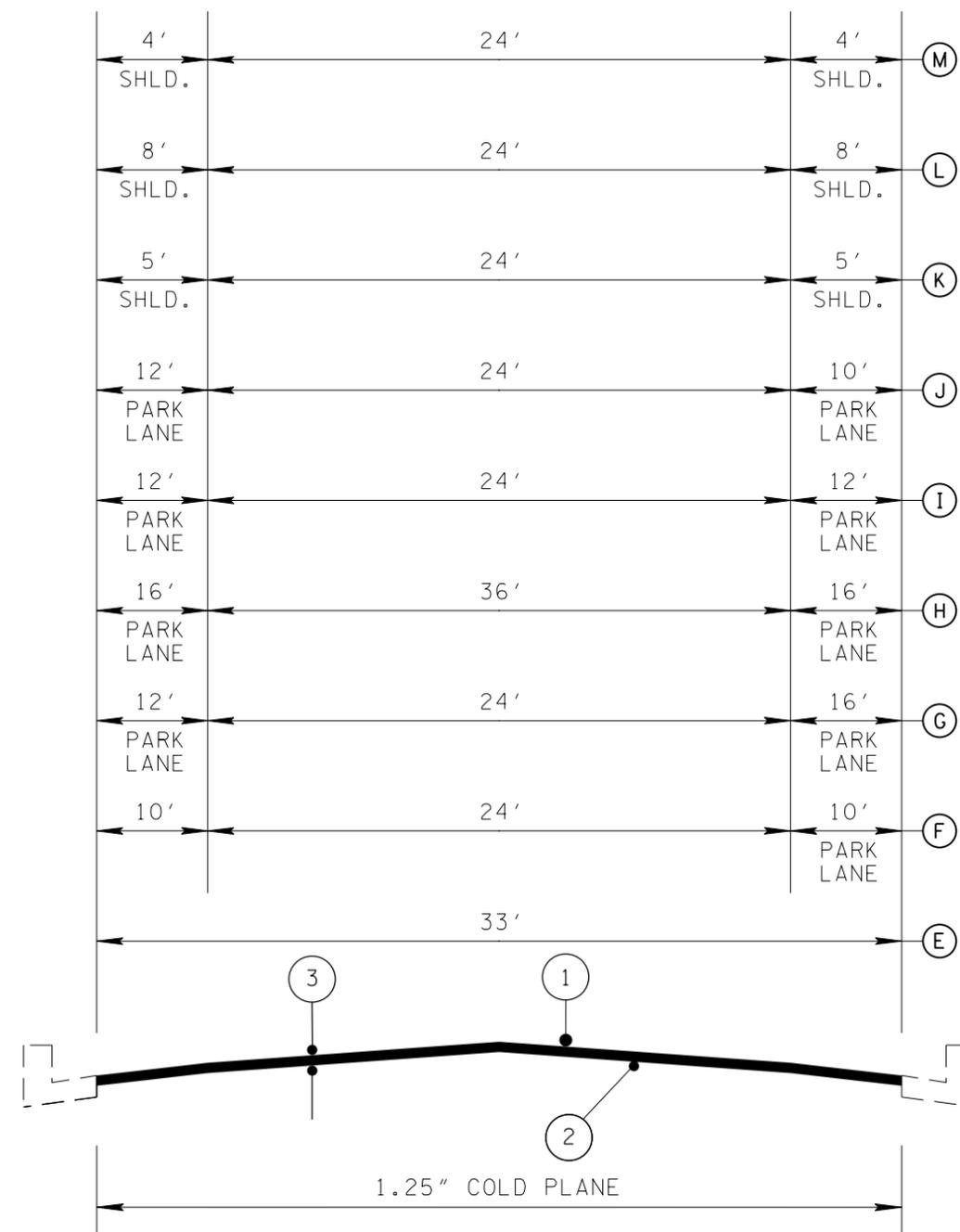
**ESTIMATED
ROADWAY
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSJP-166(17)	2A



TYPICAL SECTION

- (A) LM. 7.60 TO LM. 7.78
- (B) LM. 7.78 TO LM. 8.00
- (C) LM. 9.50 TO LM. 9.53
- (D) LM. 9.53 TO LM. 9.54



TYPICAL SECTION

- (E) LM. 8.00 TO LM. 8.24
- (F) LM. 8.24 TO LM. 8.28
- (G) LM. 8.28 TO LM. 8.31
- (H) LM. 8.31 TO LM. 8.36
- (I) LM. 8.36 TO LM. 8.41
- (J) LM. 8.41 TO LM. 8.48
- (K) LM. 8.48 TO LM. 8.60
- (L) LM. 8.60 TO LM. 8.80
- (M) LM. 8.80 TO LM. 9.04

PROPOSED PAVEMENT SCHEDULE	
①	SURFACE @ 1.25" THICK (APPROX 132.5 LB/S.Y.) 411-01.10 ACS MIX(PG 64-22) GRADING D
②	TACK COAT @ 0.1 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
③	COLD PLANING @ 1.25" THICK 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)

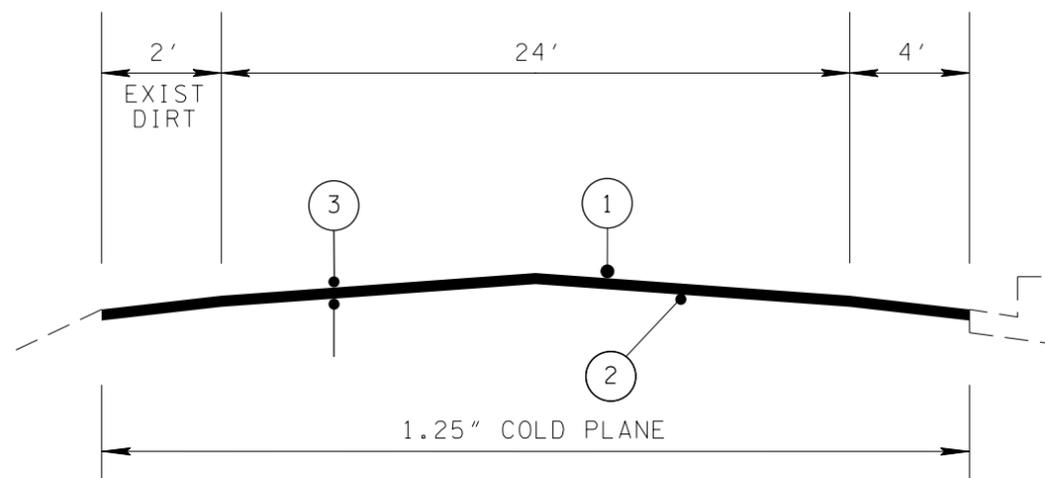
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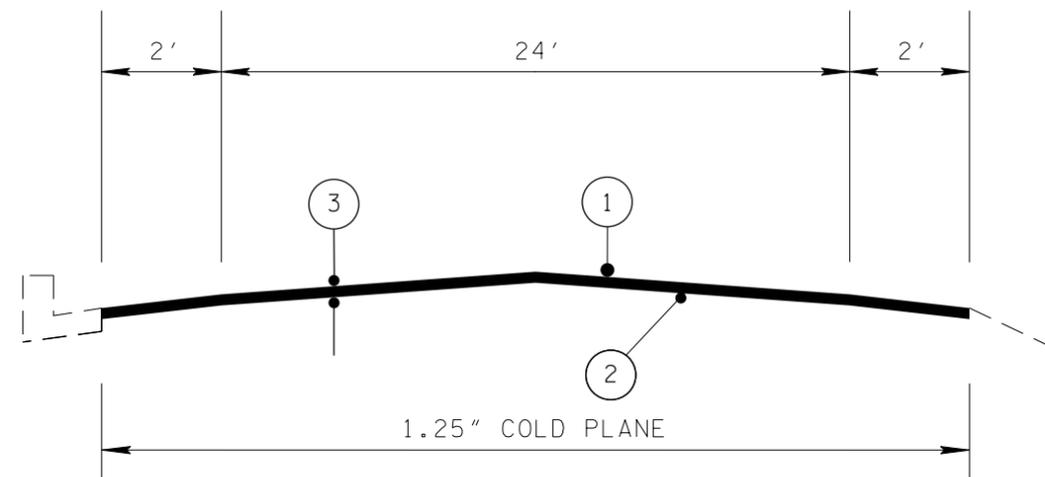
**TYPICAL
SECTIONS
AND
PAVEMENT
SCHEDULE**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSJP-166(17)	2B



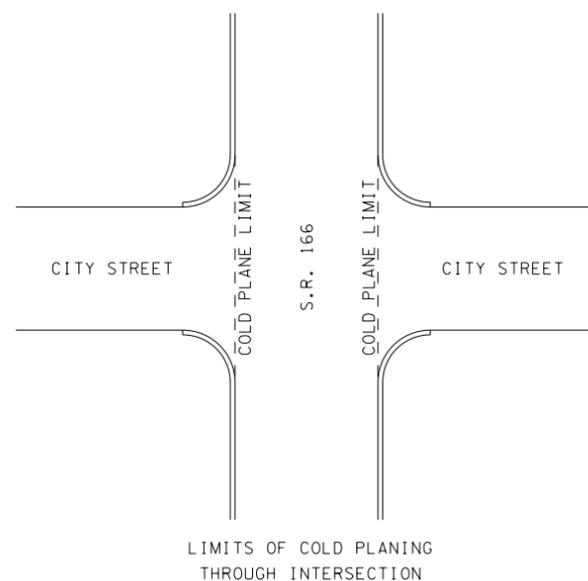
TYPICAL SECTION

LM. 9.04 TO LM. 9.12
LM. 9.28 TO LM. 9.39



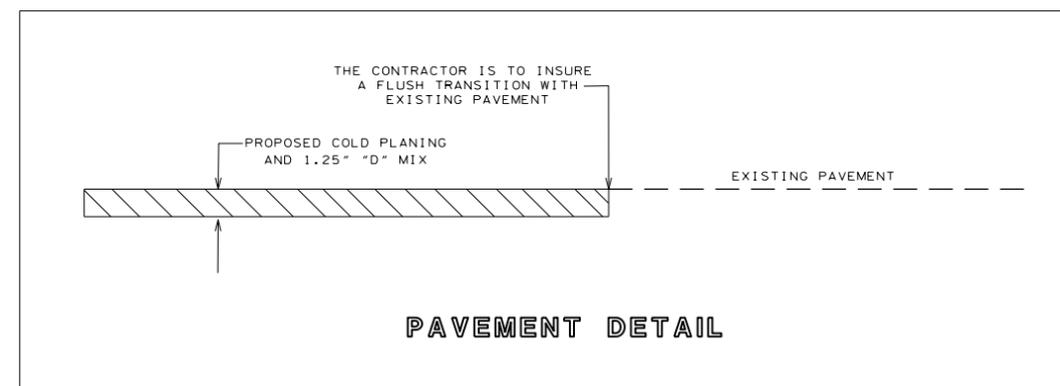
TYPICAL SECTION

LM. 9.12 TO LM. 9.28
LM. 9.39 TO LM. 9.50



Test Performed by TDOT Road Profiler									Average Roughness
Test Limits		Direction and Measured Roughness (HC-IRI Number Per Mile)							Pre-Construction
From Mile	To Mile	NSEW	*Lane	Pre Ride Number	Payment Table	Max. # for Final Ride	Min. Required % Improvement	Percent Pay	HC-IRI Number Per Mile
0.00	1.00	N	1	123	Table 2	86.1	30	100	92.2
1.00	1.90	N	1	137	Table 2	95.9	30	100	
0.00	1.00	S	1	128	Table 2	89.6	30	100	
1.00	1.90	S	1	90	Table 2	63.0	30	100	
REMARKS									
SECT 1									
FROM SR 243 TO SOUTH OF SR 6 (LM 7.60 TO LM 9.54) THROUGH MT PLEASANT									
0.00	1.00	N	1	79	Table 1	55.0		100	
1.00	2.00	N	1	98	Table 2	68.6	30	100	
2.00	3.00	N	1	113	Table 2	79.1	30	100	
3.00	4.00	N	1	82	Table 2	57.4	30	100	
4.00	5.00	N	1	51	Table 1	55.0		100	
5.00	6.00	N	1	65	Table 1	55.0		100	
6.00	6.09	N	1	106	Table 2	74.2	30	100	
SECT 2									
FROM SR 6 TO WEST OF REDWOOD CIRCLE (LM 0.00 TO LM 5.00) OMITTING 1.9 MILES THROUGH MT PLEASANT									
0.00	1.00	S	1	67	Table 1	55.0		100	
1.00	2.00	S	1	59	Table 1	55.0		100	
2.00	3.00	S	1	78	Table 1	55.0		100	
3.00	4.00	S	1	106	Table 2	74.2	30	100	
4.00	5.00	S	1	81	Table 2	56.7	30	100	
5.00	6.00	S	1	73	Table 1	55.0		100	
6.00	6.08	S	1	123	Table 2	86.1	30	100	

*Lanes to be Left to Right each Direction - 1,2,3,4, etc. with 1 being the Inside Lane



THERE ARE NO BRIDGES IN PROJECT LIMITS

SPECIAL NOTE:

ALL SHOULDERS WILL BE DEGRASSED/CLIPPED AND CLEANED OF ALL VEGETATION, GRASS AND DEBRIS. SEE SPECIAL NOTES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

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TYPICAL SECTIONS AND PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSJP-166(17)	2C

GENERAL NOTES

DRAINAGE

- (1) EXCAVATION FOR SIDE DRAINS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.

UTILITIES

- (2) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (3) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (4) 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.
- (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.

MISCELLANEOUS

- (6) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- (7) 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

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

- (8) 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 DAYS 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 IF 4" SPRAY THERMOPLASTIC (60 mil) IS USED

- (9) 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

PAVING

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

RESURFACING

- (11) 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.
- (12) 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.
- (13) 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.
- (14) 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.

SIGNALIZATION

- (15) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (16) 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.
- (17) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (18) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (19) 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.
- (20) 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.
- (21) 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.
- (22) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (23) 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.

- (24) 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.
- (25) 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

- (26) 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.
- (27) 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.

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GENERAL
NOTES

3-JAN-2015 14:03 \\J03WF01.d01.state.tn.us\035shared\SURVEY\DESIGN\Resurfacing Plans\2015\MurrySR166 NB\002C- GeneralNotes.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSJP-166(17)	2D

SPECIAL NOTES

UTILITIES

- (1) AT THE CLOSE OF DAILY OPERATION ALL UTILITY COVERS, RIMS AND BOXES AS WELL AS CATCHBASINS IN THE TRAVELED WAY SHALL BE LEFT IN A SAFE CONDITION. UNDER NO CIRCUMSTANCES SHALL ANYTHING BE LEFT IN SUCH A HAZARDOUS CONDITION AS TO CAUSE DAMAGE TO VEHICLES OR ACCIDENTS. THE CONTRACTOR SHALL ACCEPT FULL RESPONSABILITY FOR ANY DAMAGE TO VEHICLES OR PERSONAL INJURIES RESULTING FROM HIS FAILURE TO EITHER DEFINE THE LOCATION OR PROTECT THE OBSTACLE BY RAMPING AROUND IT WITH BITUMINOUS MATERIAL.
- (2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF ANY MANHOLE, WATER VALVE OR CATCHBASIN COVERS THAT ARE NECESSARY IN ORDER TO PERFORM THE REQUIRED WORK. THE REMOVAL AND REPLACEMENT OF THESE COVERS WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PROVIDED PAY ITEMS.
- (3) ADJUSTMENTS OF UTILITIES SHALL NOT BE PERFORMED UNTIL PLACEMENT OF SPOT LEVELING (B-MOD) AND SCRATCH COURSE (C-S MIX) BUT PRIOR TO PLACEMENT OF FINAL SURFACE (D MIX).

MISCELLANEOUS

- (4) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK AND INCLUDE ALL COSTS THEREOF IN THE PRICES BID FOR OTHER ITEMS OF CONSTRUCTION: REPAIR OF SHOULDERS AND DITCHES. SHOULDERS SHALL BE DEGRADED, MATERIAL SHALL BE PICKED UP AND REMOVED. CLEANING AND STRAIGHTENING ENDS OF EXISTING SIDEDRAINS AND CROSDRAINS WHERE DIRECTED BY THE ENGINEER.
- (5) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.

PAVEMENT MARKINGS

- (6) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009, PART III, MARKING. ALL NO-PASSING ZONES WILL BE APPROVED BY THE ENGINEER WITH ADVICE FROM THE REGIONAL TRAFFIC ENGINEER PRIOR TO THE MARKING APPLICATION.
- (7) THE CONTRACTOR IS TO PROVIDE THE LAYOUT OF ALL EXISTING PAVEMENT MARKINGS BEFORE BEGINNING THE RESURFACING PROJECT. EXISTING MARKINGS SHALL BE REFERENCED AS NEEDED TO ENSURE THAT ALL NEW MARKINGS ARE REPLACED IN THEIR CORRESPONDING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PAVEMENT

PAVING

- (8) ALL STRUCTURES (DRAINAGE STRUCTURES, MANHOLES, UTILITY BOXES, ETC.) SHALL HAVE A FINISHED GRADE COMPATIBLE WITH THE FINISHED GRADE OF THE ROADWAY.

RESURFACING

- (9) DURING COLD PLANING OPERATION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN.
- (10) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (11) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (12) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

- (13) 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.
- (14) 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.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (15) 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 PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 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.

WORK RESTRICTIONS

- (16) NO WORK SHALL BE ALLOWED DURING THE FOLLOWING HOLIDAY PERIODS:
 - A) MULE DAY WEEKEND
 - B) THANKSGIVING
 - C) MEMORIAL DAY
 - D) JULY 4th
 - E) LABOR DAY
 - F) VETERANS DAY

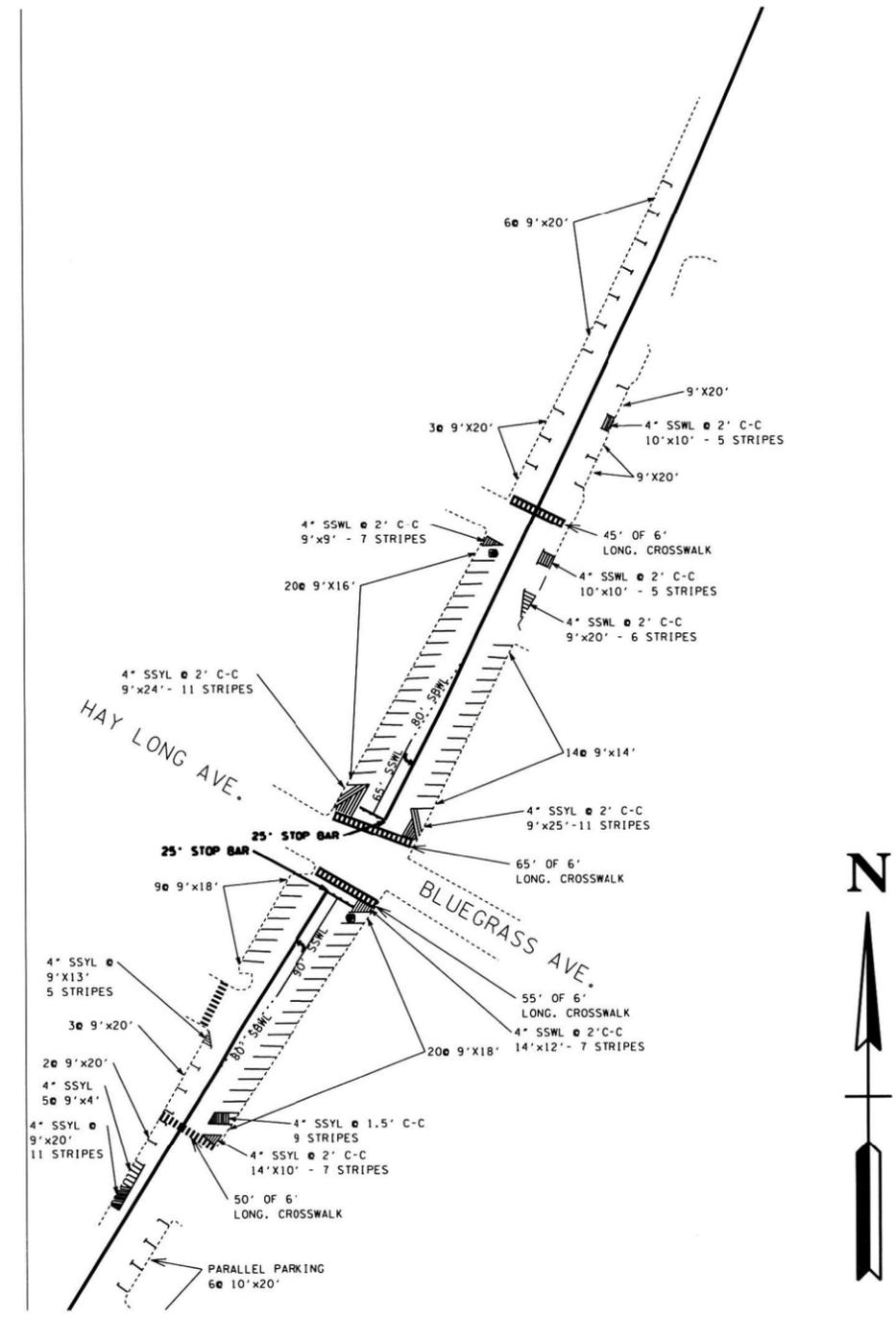
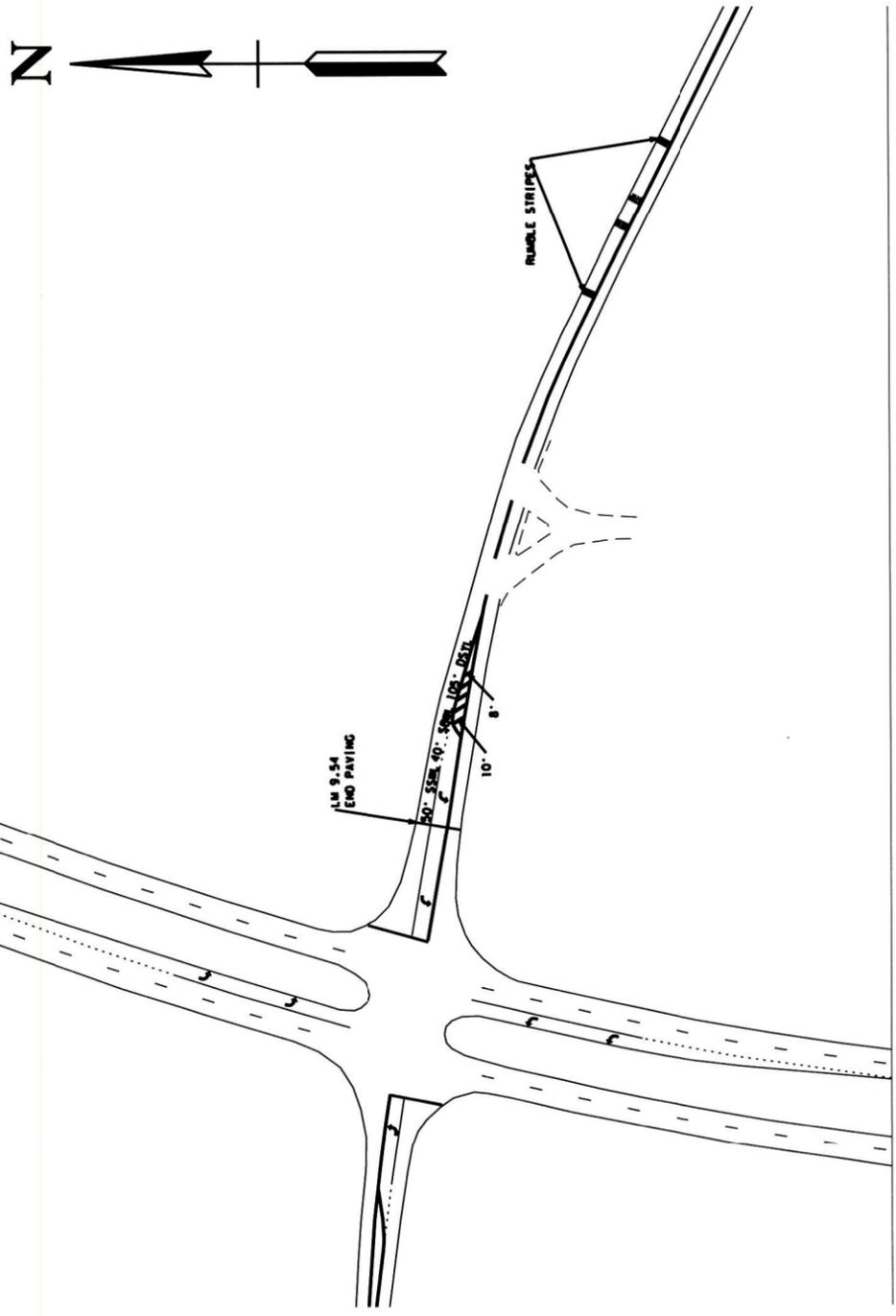
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**SPECIAL
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSIP-166(17)	2E



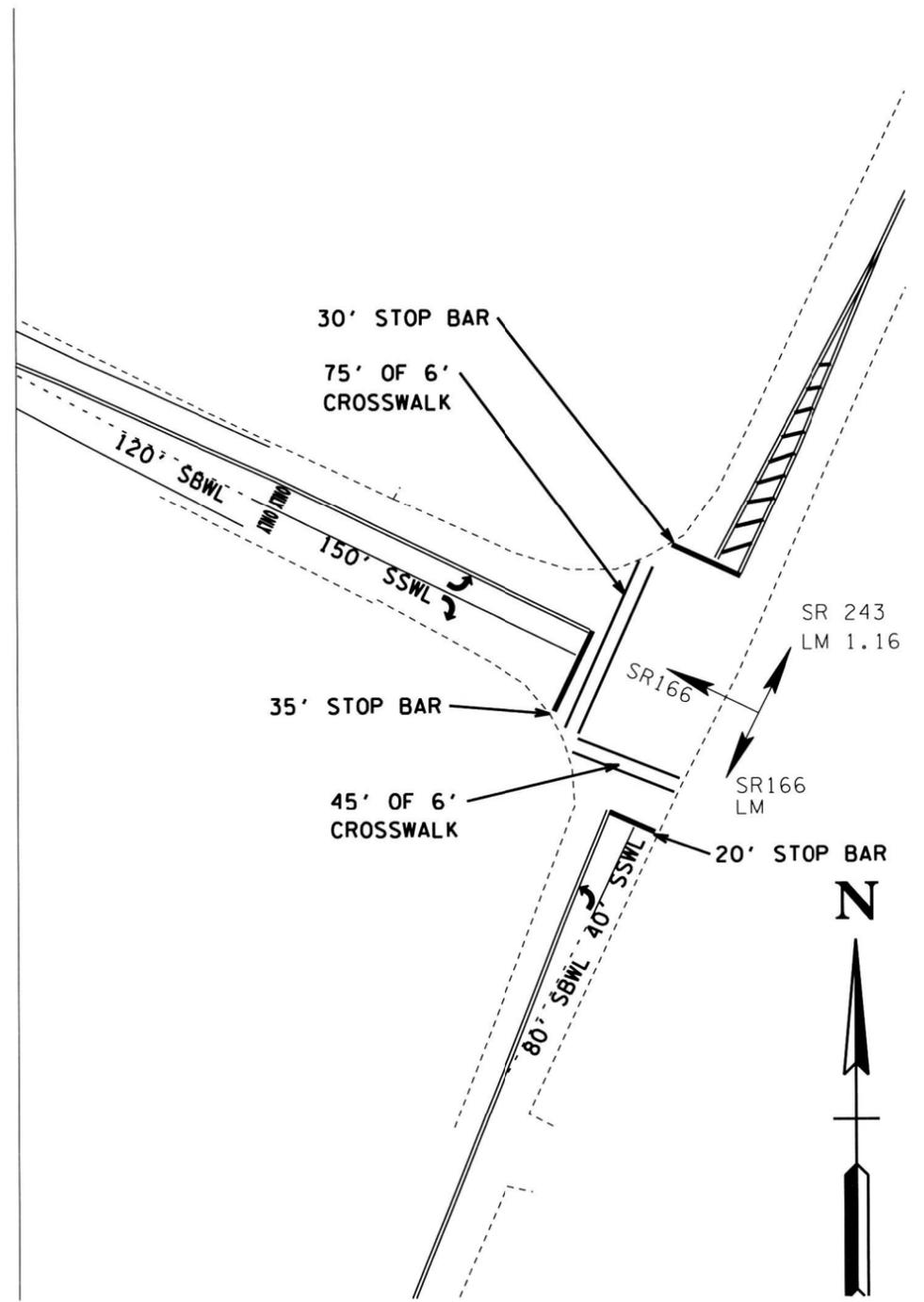
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DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSIP-166(1 7)	2F



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DETAILS

Index Of Sheets
RESURFACING

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED ROADWAY QUANTITIES
2A, 2B	TYPICAL SECTIONS AND PAVEMENT SCHEDULE
2C	GENERAL NOTES
2D	SPECIAL NOTES
2E-2G	DETAILS
2H	RAILROAD SIGNING DETAIL
NO PROJECT COMMITMENTS SHEET IN THIS SET OF PLANS.	
NO UTILITY SHEETS.	

STANDARD ROADWAY DRAWINGS

DWG. NO. REV. DESCRIPTION

ROADWAY DESIGN STANDARDS

RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND

PIPE CULVERTS AND ENDWALLS

D-PG-3	01-02-13	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
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TRAFFIC CONTROL APPURTENANCES

T-FAB-1	05-27-97	FLASHING YELLOW ARROWBOARD
T-M-1	7-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-2	7-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	7-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	7-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-16	11-01-11	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

SAFETY DEVICES AND FENCES

S-GRT-2	11-03-14	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2R		EARTH PAD FOR TYPE 38 (RETROFIT)

ROADWAY AND PAVEMENT APPURTENANCES

RP-H-3	06-04-13	HANDICAP RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-6	04-13-11	MEDIAN CROSSING

TSRR OVERHEAD CROSSING

#350702K (60SR0060013)

TSRR AT-GRADE CROSSING

#350809M

60002-3295-94

60002-8295-14

BEGIN PROJ. NO. STP/HSIP-243(92)

(L.M. 0.00)

SPECIAL NOTES

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

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

TDOT TRANS. PROJ. SP. SV. 2 BILLY BINION

DESIGNER NATHAN BARTLETT CHECKED BY ALVIN R. WHITE

P.E. NO. 98034-4299-04

PIN NO. 120931.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

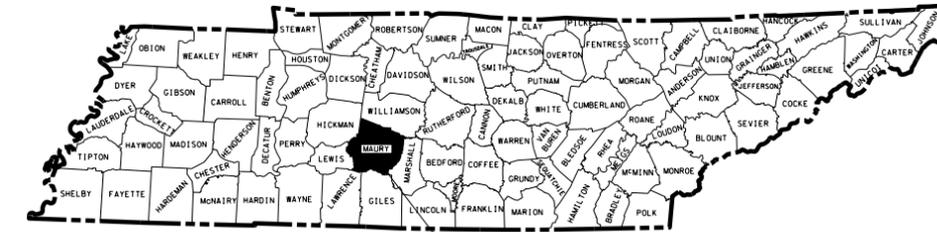
MAURY COUNTY

STATE ROUTE NO. 243
FROM STATE ROUTE 6 (L.M. 0.00)
TO WEST OF REDWOOD CIRCLE (L.M. 5.00)
RESURFACING

STATE HIGHWAY NO. 243 F.A.H.S. NO. N/A



SCALE: 1" = 1 MILE



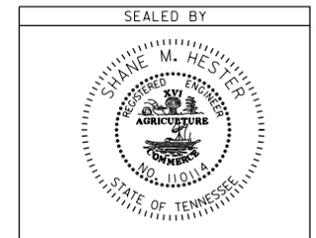
PROJECT LOCATION



EXCLUSIONS	
LOCATION	LENGTH (FT.)
SUGAR CREEK BRIDGE (L.M. 2.06)	139'
C.S.X. RAILROAD BRIDGE (L.M. 2.30)	231'
TOTAL =	370'

60002-3295-94
60002-8295-14
END PROJ. NO. STP/HSIP-243(92)
(L.M. 5.00)

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TRAFFIC DATA	
ADT (2015)	7840
V	35, 45, 55 MPH

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

DATE: _____

APPROVED: John Schroer
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE _____

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSJP-243(92)	2

ESTIMATED ROADWAY QUANTITIES						
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	QUANTITY	TOTAL QUANTITY	
			60016-8213-14	60016-3213-94		
(8)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1350	250	1600
(1)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	300		300
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	41		41
(2)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	3960		3960
	411-03.12	ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	2113		2113
	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.		6.1	6.1
	411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.		1.4	1.4
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	3923		3923
	607-37.02	18" CORRUGATED METAL PIPE CULVERT	L.F.	20		20
	607-37.03	24" CORRUGATED METAL PIPE CULVERT	L.F.	20		20
	611-09.01	ADJUSTMENT OF EXISTING CATCHBASIN	EACH	4		4
	701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.		960	960
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.		230	230
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH		10	10
(3)	712-01	TRAFFIC CONTROL	LS	0.7		0.7
	712-04.01	FLEXIBLE DRUMS (CHANNELIZNG)	EACH	25		25
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4		4
(4)	712-06	SIGNS (CONSTRUCTION)	S.F.	500		500
	712-08.03	ARROW BOARD (TYPE C)	EACH	2		2
	716-01.21	SNWPLWBLE PVMT MRKRS (BI-DIR)(1 COLOR)	EACH		581	581
	716-01.23	Snwplwble Pvmt Mrkrs (Bi-Dir)(2 Color)	EACH		24	24
(5)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	23		23
(5)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	102		102
(5)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	3		3
(5)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	32		32
(5)	716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2		2
(6)	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	5.64		5.64
	716-09.33	6 INCH DOTTED LINE	L.F.		380	380
	716-10.30	TRUNCATED DOME DETECTABLE WARNING MAT	S.F.		16	16
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	12		12
	716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.	80		80
(7)	716-13.02	SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE)	L.M.	10		10
	717-01	MOBILIZATION	LS	0.7		0.7
	730-14.02	SAW SLOT	L.F.	2000		2000
	730-14.03	LOOP WIRE	L.F.	4200		4200

FOOTNOTES

- TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
- FOR RIDEABILITY, SEE SPECIAL PROVISION 411C.
- 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.
- IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD FROM A DESIGNATED LIST OF METHODS ACCEPTED BY THE DEPARTMENT. SAID SIGN COVERING METHOD SHALL BE SELECTED FROM QUALIFIED PRODUCTS LIST 10, SECTION D OR APPROVED BY THE DIVISION OF MATERIALS AND TEST AND SHALL BE USED TO COVER THESE SIGNS. NO OTHER METHOD FOR SIGN COVERING WILL BE ALLOWED. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
- 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.
- QUANTITY IS BASED ON 100 % NO PASS BOTH SIDES AND EDGELINES FOR TEMPORARY PAVEMENT MARKING ON COLD PLANED SURFACE.
- QUANTITY IS BASED ON 100 % NO PASS BOTH SIDES AND EDGELINES FOR FINAL PAVEMENT MARKINGS.
- ITEM INCLUDES 250 TONS FOR GUARDRAIL END TERMINALS.

HANDICAP RAMPS					
LOCATION	NEW	REPAIR	STD. DWG.	NEW 701-02.01 (S.F.)	REPAIR 716-10.30 (S.F.)
L.M. 1.13	2		RP-H-3	240	
L.M. 1.16	2		RP-H-3	240	
L.M. 1.29	2	2	RP-H-3, RP-H-9	240	16
L.M. 1.41	2		RP-H-3	240	
TOTAL				960	16

GUARDRAIL				
LOCATION (L.M.)	SIDE		GUARDRAIL SINGLE 705-02.02 (L.F.)	TANGENT TERMINAL 705-04.07 (EACH)
	LT	RT		
0.012-0.012	X			4
2.046-2.094	X	X	230	4
2.160-2.400	X			2
			230	10

SIGNS (CONSTRUCTION) 712-06				
QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
2	G20-1	ROAD WORK NEXT 5 MILES	64 x 24	22
2	G20-2	END ROAD WORK	48 x 24	16
2	W20-1	ROAD WORK 1 MILE	48 x 48	32
2	W20-1	ROAD WORK 1/2 MILE	48 x 48	32
2	W20-1	ROAD WORK 1000'	48 x 48	32
24	W20-1	ROAD WORK AHEAD	36 x 36	216
2	W20-4	ONE LANE ROAD 1000' - PORTABLE	36 x 36	18
2	W20-7a	FLAGGER SYMBOL - PORTABLE	36 x 36	18
2	W16-2	SUPPLEMENTAL PLATE	24 x 18	6
2	W21-2	FRESH OIL - PORTABLE	36 x 36	18
2	W21-5	SHOULDER WORK - PORTABLE	36 x 36	18
2	W8-9a	SHOULDER DROP-OFF - PORTABLE	36 x 36	18
6	W8-11	UNEVEN LANES - PORTABLE	36 x 36	54
TOTAL S.F.				500

OTHER SIGNS, AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION AND WILL BE MEASURED AND PAID FOR AT THE UNIT BID PRICE. SEE CURRENT M.U.T.C.D. FOR STANDARDS AND TYPICAL APPLICATIONS.

UTILITY ADJUSTMENTS		
TYPE	OWNER	NUMBER
SEWER MANHOLE	CITY OF MT. PLEASANT	9
GAS VALVE	CITY OF MT. PLEASANT	1
WATER VALVE	CITY OF MT. PLEASANT	9
STATE STORM DRAIN ADJUSTMENTS		
CATCHBASINS		4
MANHOLES		0

BRIDGE NOTES		
LOCATION	LENGTH (FT.)	RECOMMENDATION
L.M. 2.06	139'	LEAVE AS IS
L.M. 2.30	231'	LEAVE AS IS

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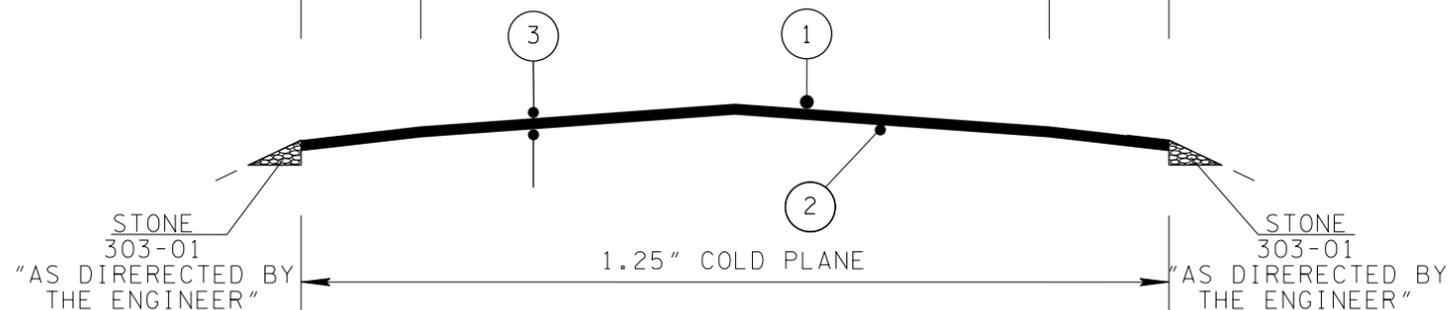
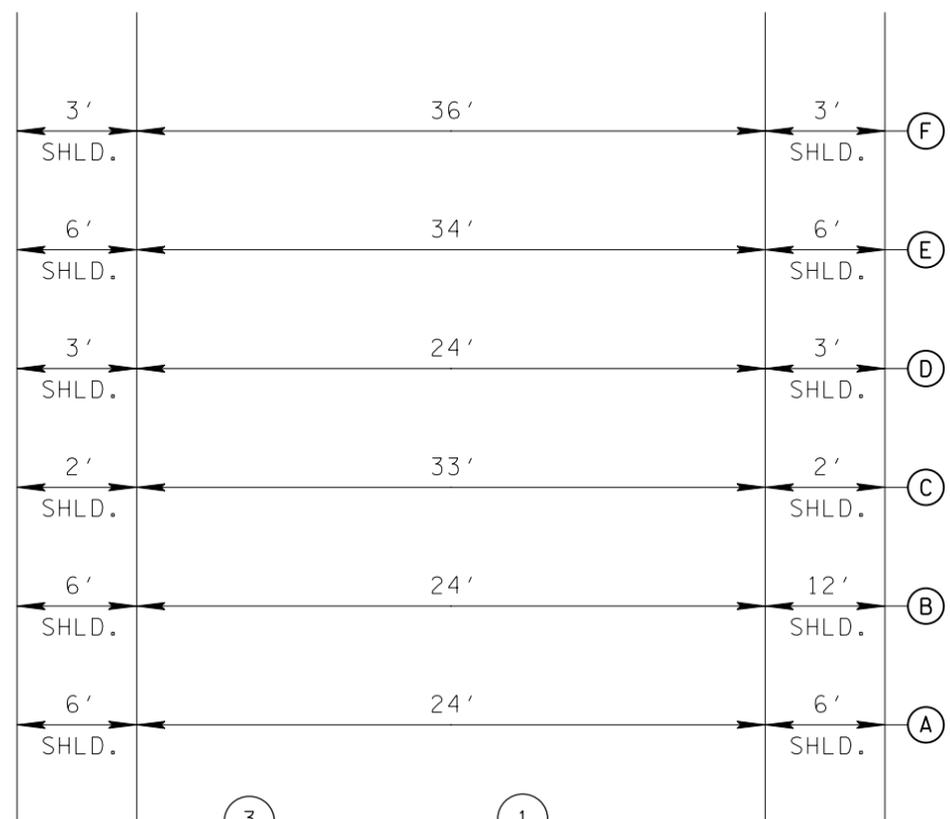
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DEPARTMENT OF TRANSPORTATION

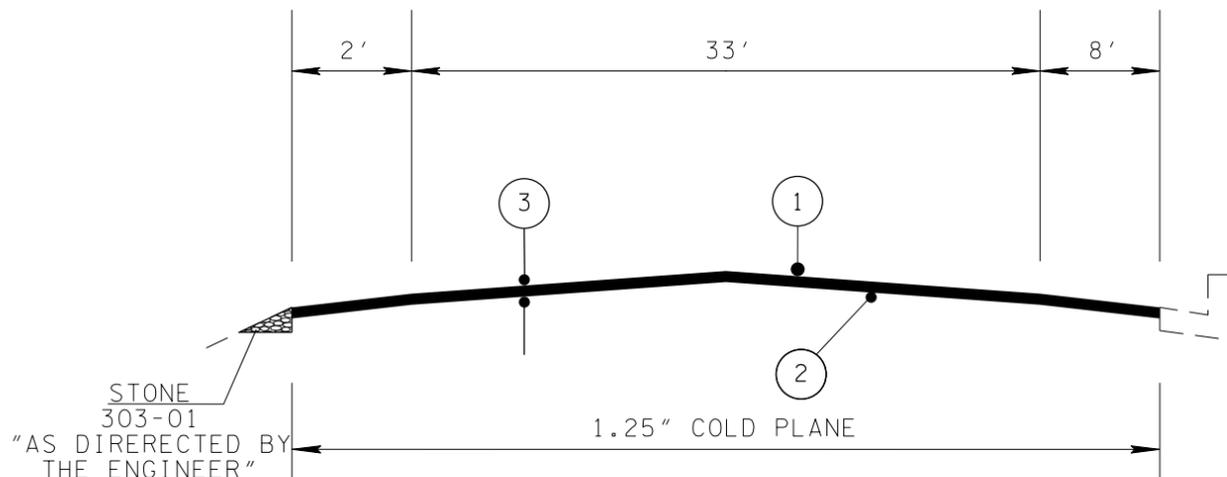
**ESTIMATED
ROADWAY
QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSIP-243(92)	2A



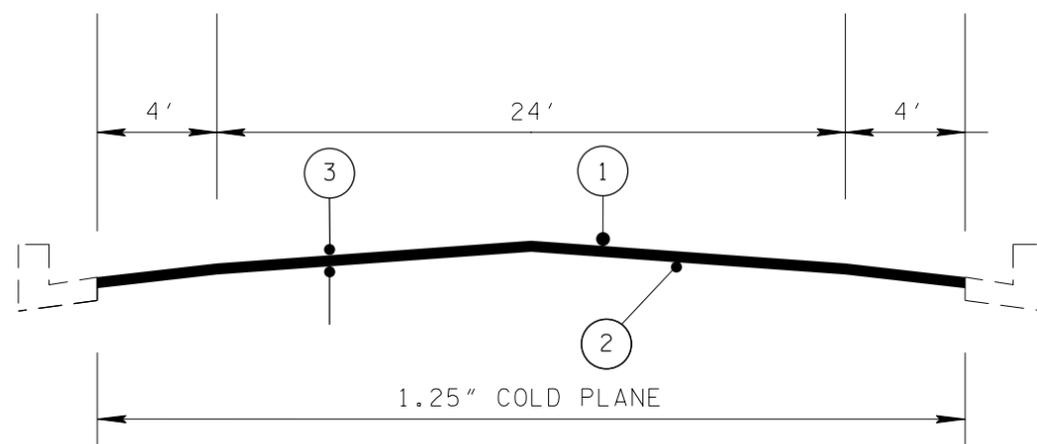
TYPICAL SECTION

- Ⓐ LM. 0.01 TO LM. 1.07
- Ⓑ LM. 1.07 TO LM. 1.16
- Ⓒ LM. 1.50 TO LM. 2.00
- Ⓓ LM. 2.00 TO LM. 2.39
- Ⓔ LM. 2.39 TO LM. 2.50
- Ⓕ LM. 2.58 TO LM. 2.83



TYPICAL SECTION

LM. 2.50 TO LM. 2.58 Ⓒ



TYPICAL SECTION

LM. 1.16 TO LM. 1.50 Ⓓ

PROPOSED PAVEMENT SCHEDULE

- ① SURFACE @ 1.25" THICK (APPROX 132.5 LB/S.Y.)
411-01.10 ACS MIX(PG 64-22) GRADING D
- ② TACK COAT @ 0.1 GAL/SY
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
- ③ COLD PLANING @ 1.25" THICK
415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)

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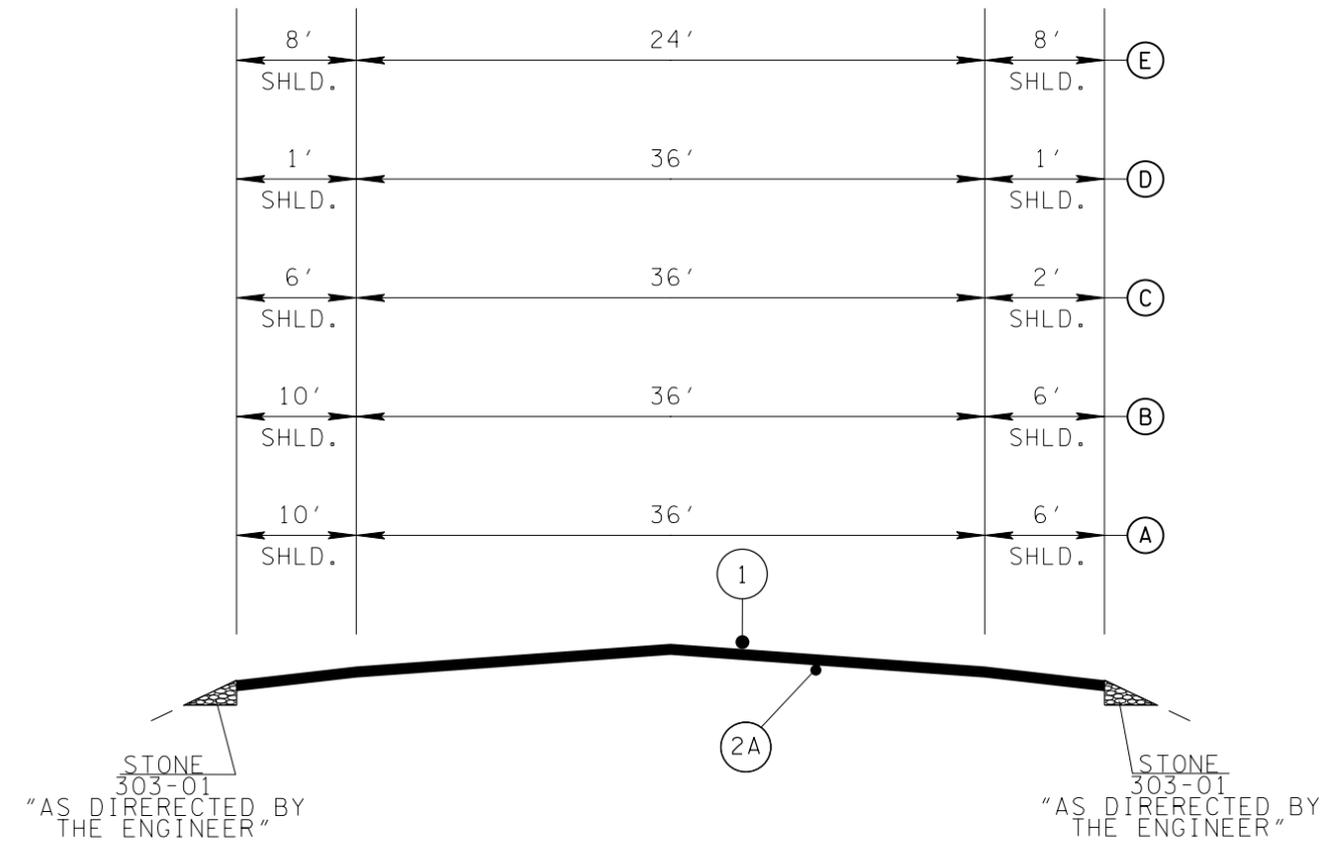
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSIP-243(92)	2B

State of Tennessee			
Department of Transportation			
Division of Materials and Tests		Date	
Report Number	PREIDE#14	December 9, 2014	
Page Number	1	Asphalt Roadway Surface Roughness Evaluation F54	
Pre-Construction Ride Numbers			
Project Ref. No.	STP/HSIP-166(17) STP/HSIP-243(92)	Contract No.	N/A
Project No.	60016-3213-94/60002-3295-94	Region	3
Contractor	To Be Awarded	County	MAURY
Weather / Temp.	SUNNY	Route	166 AND 243
Standard Specs.	55.0 HC-IRI Number	Test Date	December 3, 2014
Equip. Calib. Date	December 3, 2014	Test No.	1
		Pre-Con Test Date	December 3, 2014

Test Performed by TDOT Road Profiler									Average Roughness
Test Limits		Direction and Measured Roughness (HC-IRI Number Per Mile)						Pre-Construction	
Mile		NSEW	*Lane	Pre Ride Number	Payment Table	Max. # for Final Ride	Min. Required % Improvement	Percent Pay	HC-IRI Number Per Mile
0.00	1.00	N	1	79	Table 1	55.0		100	84.4
1.00	2.00	N	1	98	Table 2	68.6	30	100	
2.00	3.00	N	1	113	Table 2	79.1	30	100	
3.00	4.00	N	1	82	Table 2	57.4	30	100	
4.00	5.00	N	1	51	Table 1	55.0		100	
5.00	6.00	N	1	65	Table 1	55.0		100	
6.00	6.09	N	1	106	Table 2	74.2	30	100	
									REMARKS
0.00	1.00	S	1	67	Table 1	55.0		100	
1.00	2.00	S	1	59	Table 1	55.0		100	FROM SR 6 TO WEST OF REDWOOD CIRCLE (LM 0.00 TO LM 5.00)
2.00	3.00	S	1	78	Table 1	55.0		100	OMITTING 1.9 MILES THROUGH MT PLEASANT
3.00	4.00	S	1	106	Table 2	74.2	30	100	
4.00	5.00	S	1	81	Table 2	56.7	30	100	
5.00	6.00	S	1	73	Table 1	55.0		100	
6.00	6.08	S	1	123	Table 2	86.1	30	100	

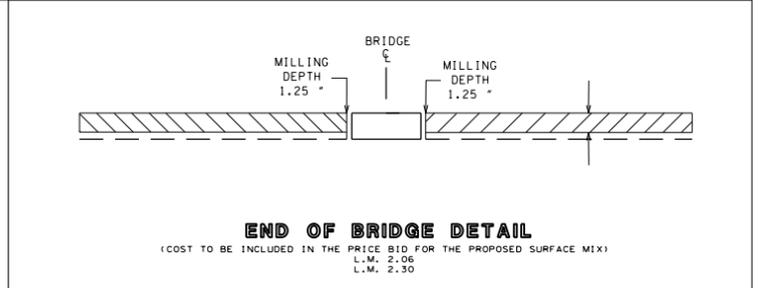
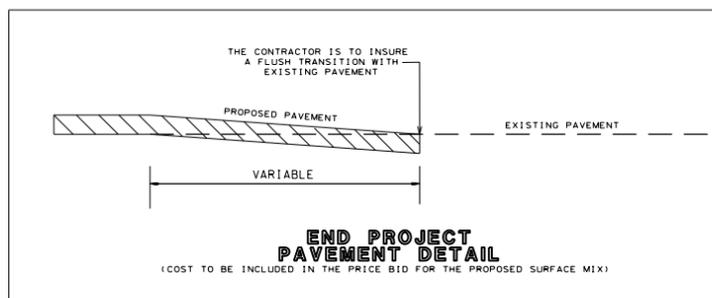
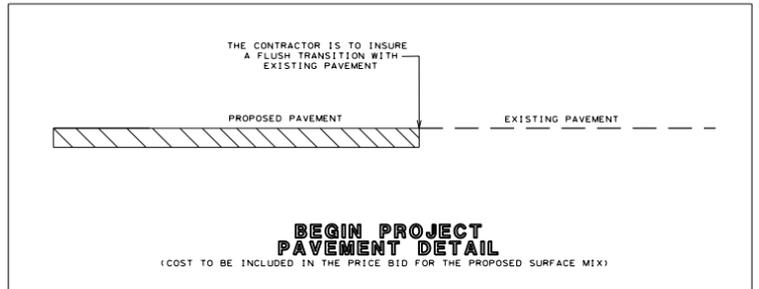
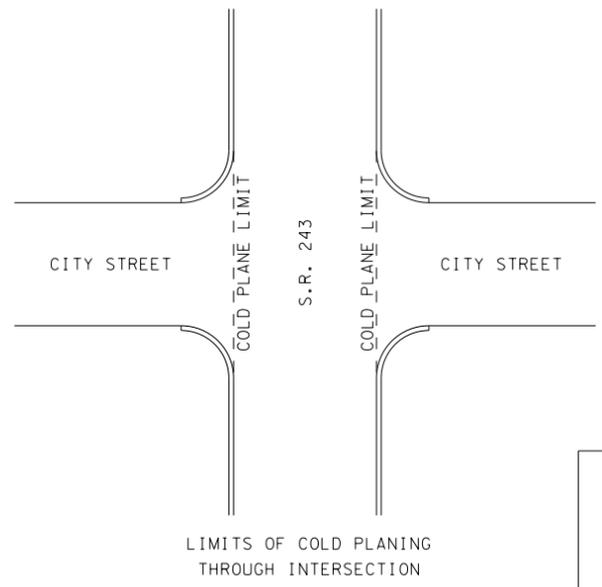


TYPICAL SECTION

- (A) LM. 2.83 TO LM. 2.91
- (B) LM. 2.91 TO LM. 3.02
- (C) LM. 3.02 TO LM. 3.05
- (D) LM. 3.05 TO LM. 4.00
- (E) LM. 4.00 TO LM. 5.00

PROPOSED PAVEMENT SCHEDULE	
①	THIN LIFT "D" @ 85 LBS/SY PERFORMANCE GRADE PG64-22 411-03.12 ACS MIX (PG64-22) THIN LIFT "D" ASPHALT
②A	TACK COAT @ 0.07 GAL/SY 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

SPECIAL NOTE:
ALL SHOULDERS WILL BE DEGRASSED/CLIPPED AND CLEANED OF ALL VEGETATION, GRASS AND DEBRIS. SEE SPECIAL NOTES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSJP-243(92)	2C

GENERAL NOTES

GUARDRAIL

- (1) THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

DRAINAGE

- (2) THE CONTRACTOR SHALL SHAPE DITCHES TO THE PECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.
- (3) EXCAVATION FOR SIDE DRAINS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).

MISCELLANEOUS

- (4) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- (5) 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

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

- (6) 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 DAYS 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 IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

- (7) 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.

FINAL PAVEMENT MARKING IF 8" ENHANCED FLATLINE THERMOPLASTIC IS USED

- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" 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. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. 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

FINAL PAVEMENT MARKING IF 6" SPRAY THERMOPLASTIC (40 mil) IS USED

- (9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" SPRAY THERMOPLASTIC (40 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. 716-13.07, SPRAY THERMO PVMT MRKNG (40 mil) (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE

END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

PAVING

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

RESURFACING

- (11) 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.
- (12) 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.
- (13) 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.
- (14) 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.
- (15) 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.
- (16) 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.

SIGNALIZATION

- (17) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (18) 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.
- (19) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (20) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (21) 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.
- (22) 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.

- (23) 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.
- (24) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (25) 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.
- (26) 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.
- (27) 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

- (28) 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.
- (29) 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.

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DEPARTMENT OF TRANSPORTATION

**GENERAL
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSJP-243(92)	2D

SPECIAL NOTES

UTILITIES

- (1) AT THE CLOSE OF DAILY OPERATION ALL UTILITY COVERS, RIMS AND BOXES AS WELL AS CATCHBASINS IN THE TRAVELED WAY SHALL BE LEFT IN A SAFE CONDITION. UNDER NO CIRCUMSTANCES SHALL ANYTHING BE LEFT IN SUCH A HAZARDOUS CONDITION AS TO CAUSE DAMAGE TO VEHICLES OR ACCIDENTS. THE CONTRACTOR SHALL ACCEPT FULL RESPONSIBILITY FOR ANY DAMAGE TO VEHICLES OR PERSONAL INJURIES RESULTING FROM HIS FAILURE TO EITHER DEFINE THE LOCATION OR PROTECT THE OBSTACLE BY RAMPING AROUND IT WITH BITUMINOUS MATERIAL.
- (2) THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF ANY MANHOLE, WATER VALVE OR CATCHBASIN COVERS THAT ARE NECESSARY IN ORDER TO PERFORM THE REQUIRED WORK. THE REMOVAL AND REPLACEMENT OF THESE COVERS WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PROVIDED PAY ITEMS.
- (3) ADJUSTMENTS OF UTILITIES SHALL NOT BE PERFORMED UNTIL PLACEMENT OF SPOT LEVELING (B-MOD) AND SCRATCH COURSE (C-S MIX) BUT PRIOR TO PLACEMENT OF FINAL SURFACE (D MIX).

MISCELLANEOUS

- (4) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK AND INCLUDE ALL COSTS THEREOF IN THE PRICES BID FOR OTHER ITEMS OF CONSTRUCTION: REPAIR OF SHOULDERS AND DITCHES. SHOULDERS SHALL BE DEGRASSED, MATERIAL SHALL BE PICKED UP AND REMOVED. CLEANING AND STRAIGHTENING ENDS OF EXISTING SIDEDRAINS AND CROSSDRAINS WHERE DIRECTED BY THE ENGINEER.
- (5) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.

FOR GUARDRAIL TERMINALS:

- (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/TDOR 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, AND 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, AND TREES GREATER THAN 5 INCHES IN DIAMETER ARE REQUIRED TO BE REMOVED, CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY. DUE TO THE RECENT MODIFICATION OF THE USFWS STANCE REGARDING THE INDIANA BAD NO TREES > 5" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

PAVEMENT MARKINGS

- (7) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009, PART III, MARKING. ALL NO-PASSING ZONES WILL BE APPROVED BY THE ENGINEER WITH ADVICE FROM THE REGIONAL TRAFFIC ENGINEER PRIOR TO THE MARKING APPLICATION.
- (8) THE CONTRACTOR IS TO PROVIDE THE LAYOUT OF ALL EXISTING PAVEMENT MARKINGS BEFORE BEGINNING THE RESURFACING PROJECT. EXISTING MARKINGS SHALL BE REFERENCED AS NEEDED TO ENSURE THAT ALL NEW MARKINGS ARE REPLACED IN THEIR CORRESPONDING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PAVEMENT

PAVING

- (9) ALL STRUCTURES (DRAINAGE STRUCTURES, MANHOLES, UTILITY BOXES, ETC.) SHALL HAVE A FINISHED GRADE COMPATIBLE WITH THE FINISHED GRADE OF THE ROADWAY.

RESURFACING

- (10) DURING COLD PLANING OPERATION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN.
- (11) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (12) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (13) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

- (14) 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.
- (15) 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.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (16) 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 PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 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.

WORK RESTRICTIONS

- (17) NO WORK SHALL BE ALLOWED DURING THE FOLLOWING HOLIDAY PERIODS:
 - A) MULE DAY WEEKEND
 - B) THANKSGIVING
 - C) MEMORIAL DAY
 - D) JULY 4th
 - E) LABOR DAY
 - F) VETERANS DAY

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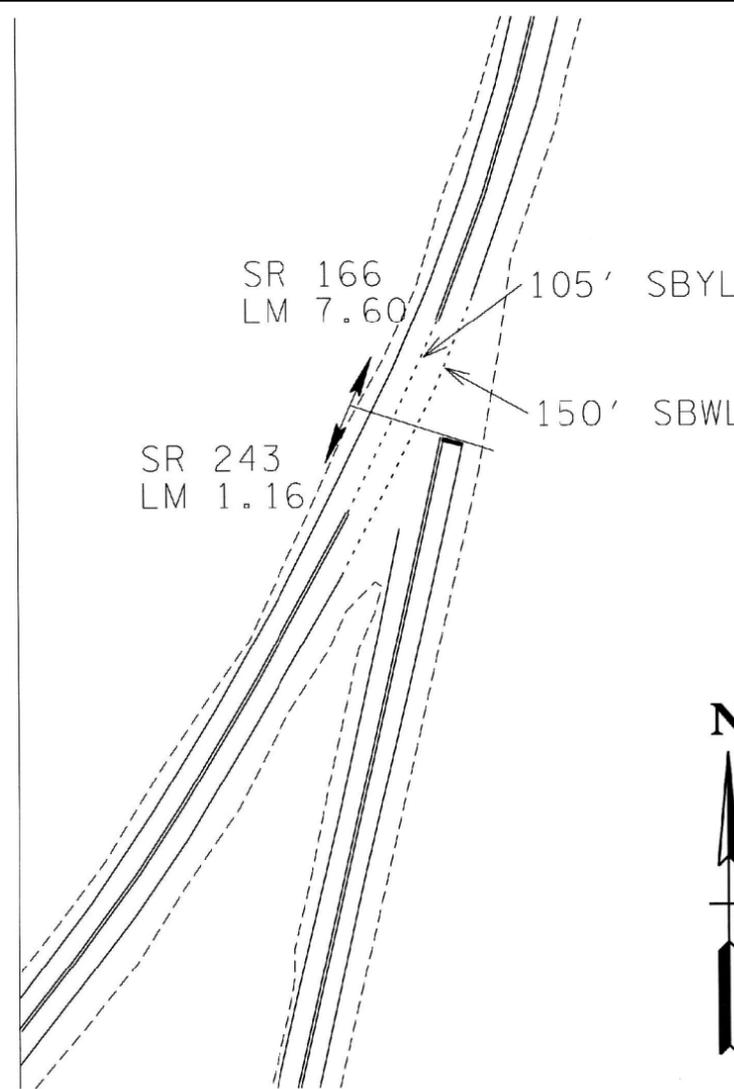
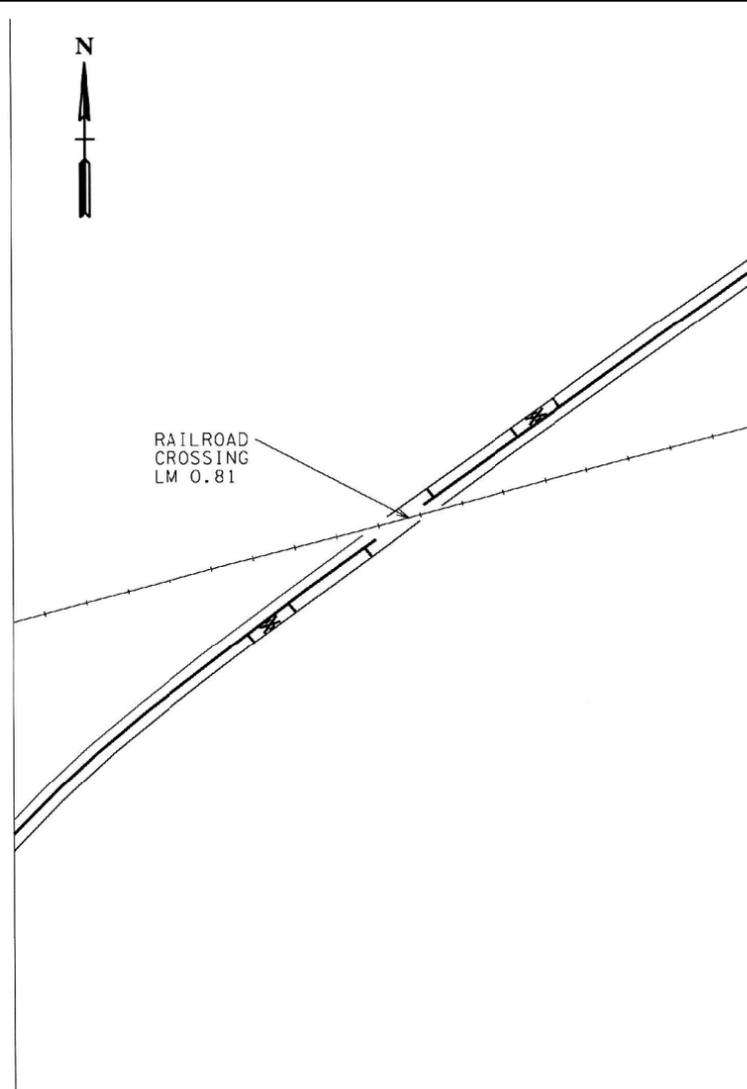
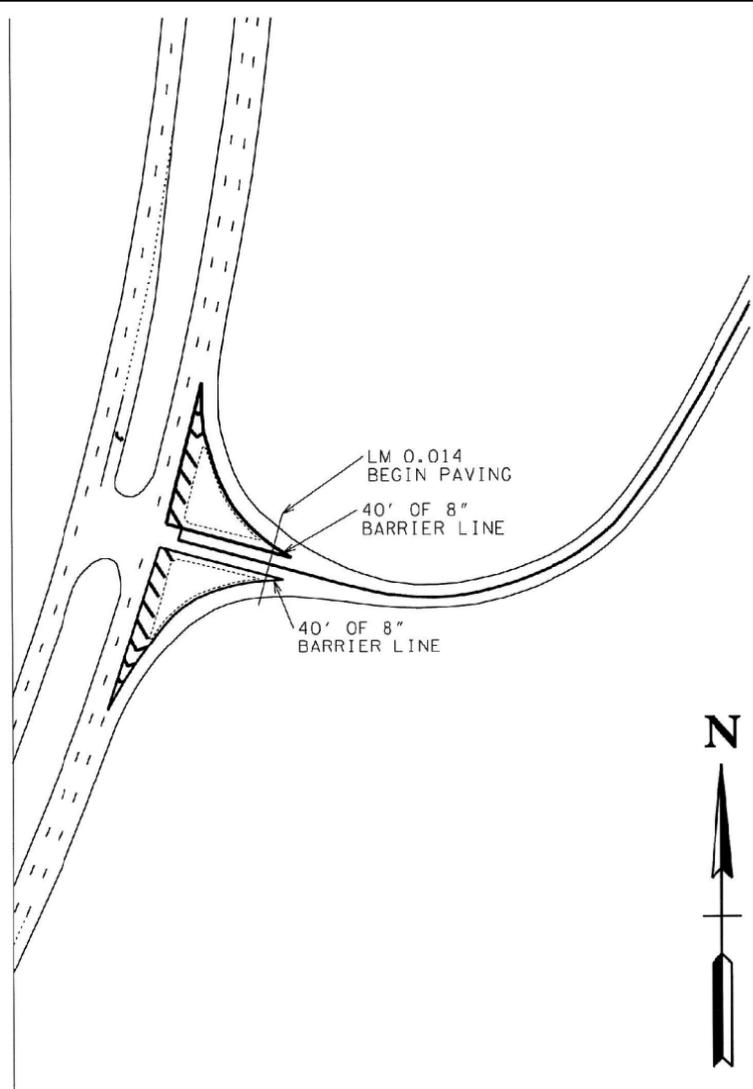
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**SPECIAL
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSIP-243(92)	2E



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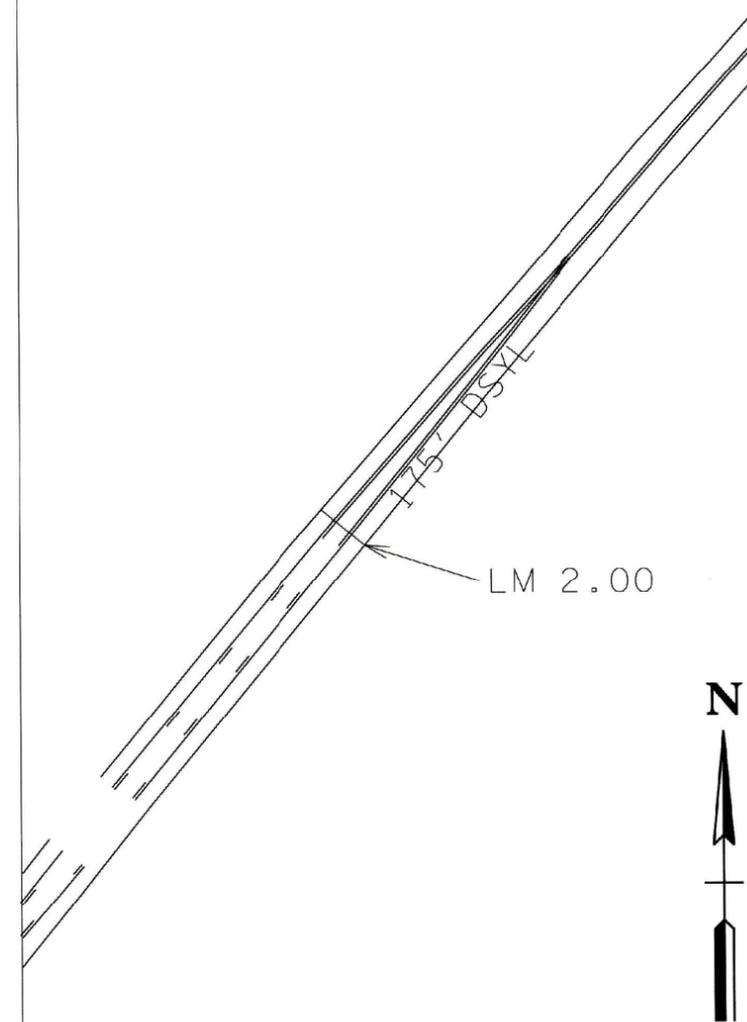
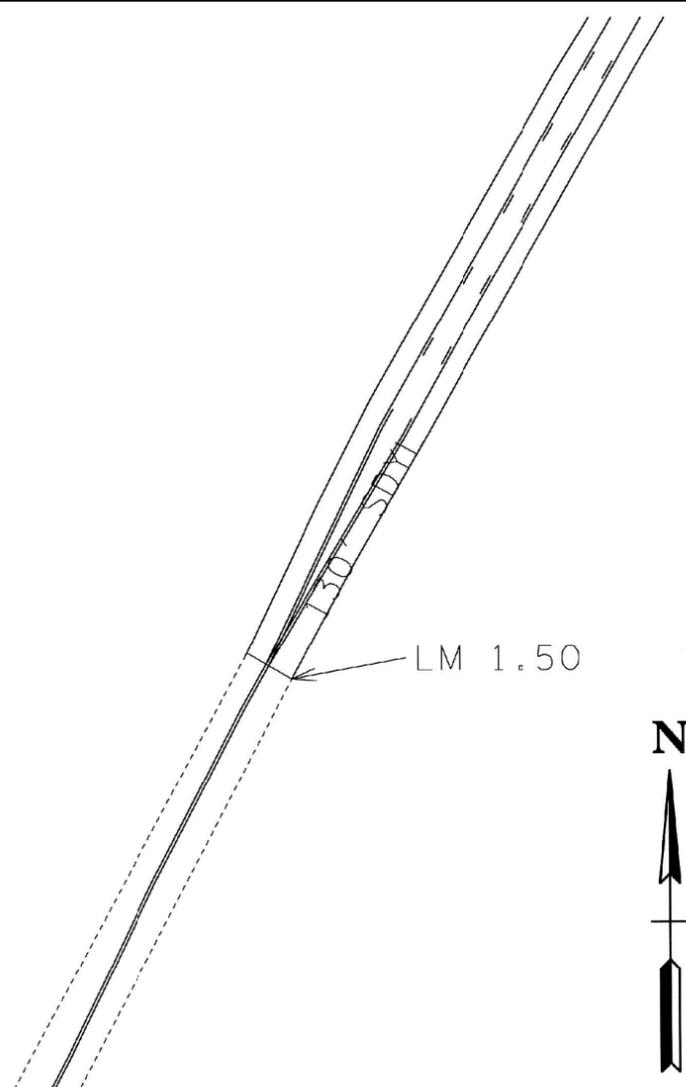
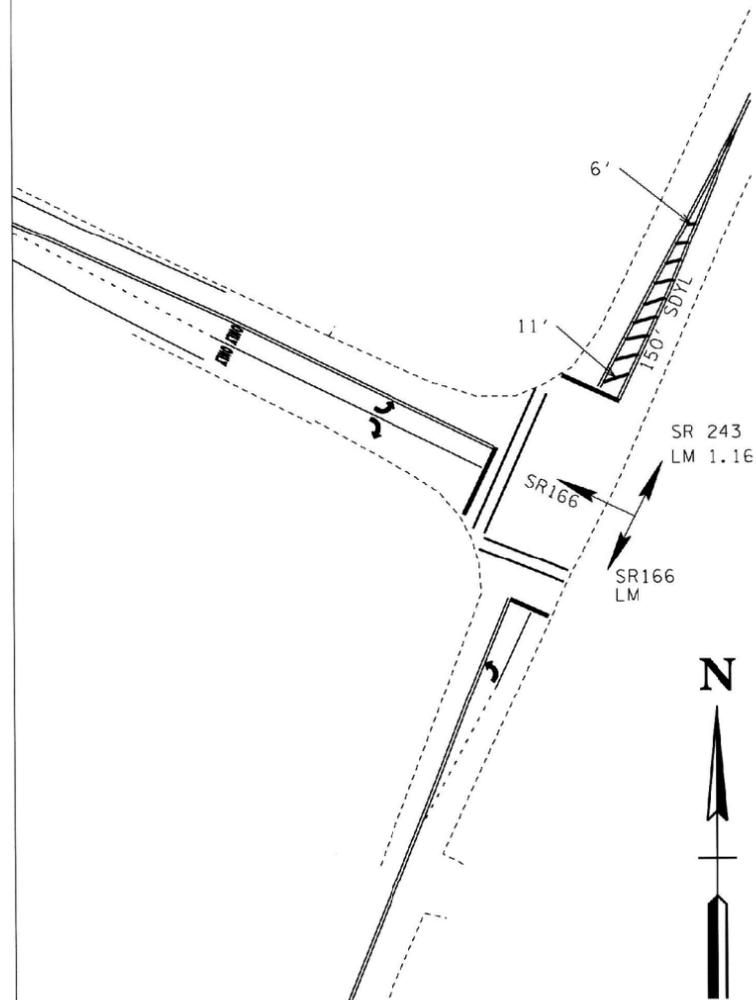
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DETAILS

N. T. S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSIP-243(92)	2F



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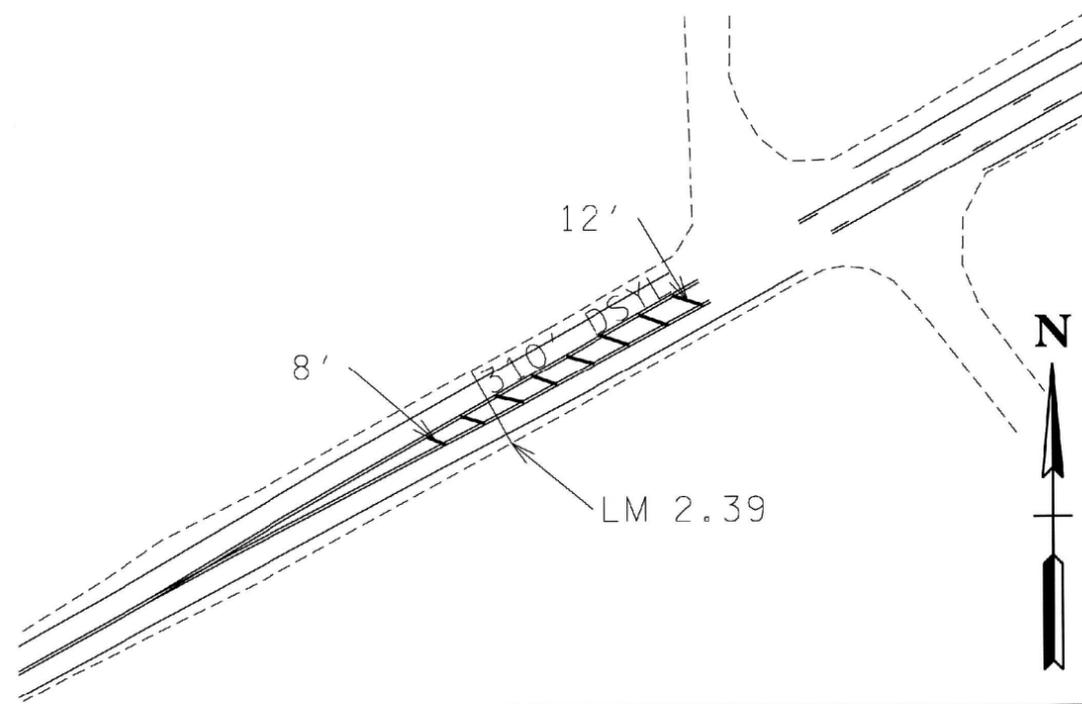
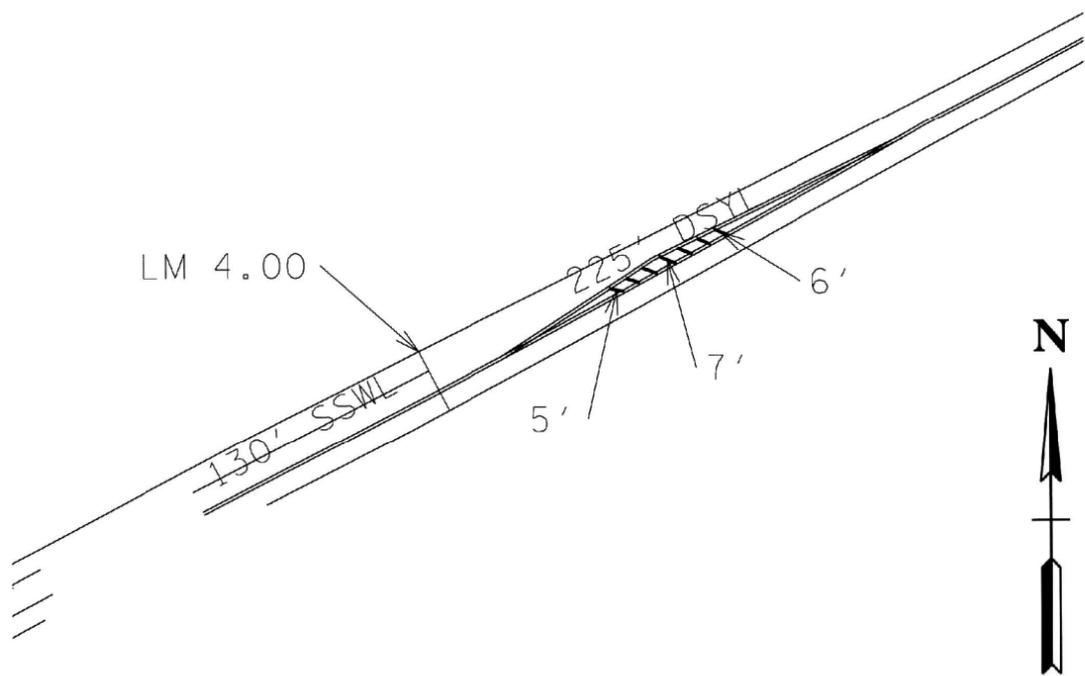
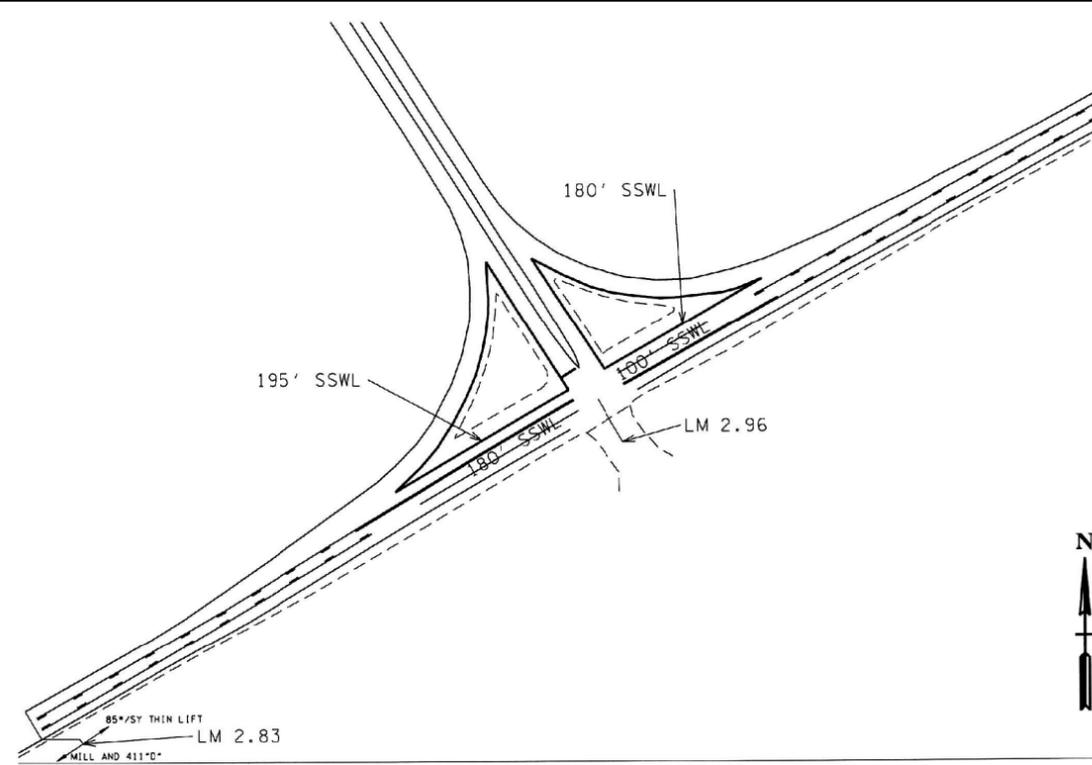
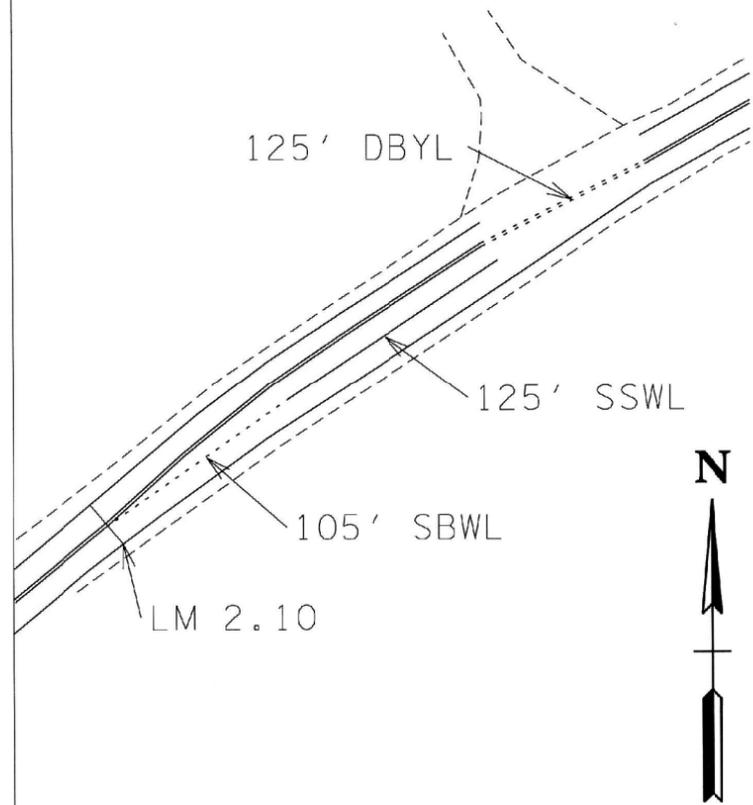
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DETAILS

N. T. S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSIP-243(92)	2G



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DETAILS

N.T.S.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP/HSIP-243(92)	2H



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