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

JEFFERSON COUNTY

S.R. 34: FROM SOUTH SIZER AVENUE TO HAMBLEN COUNTY LINE

RESURFACE AND SAFETY

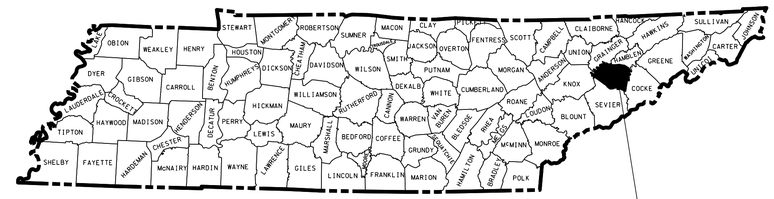
STATE HIGHWAY NO. 34 F.A.H.S. NO. 11E

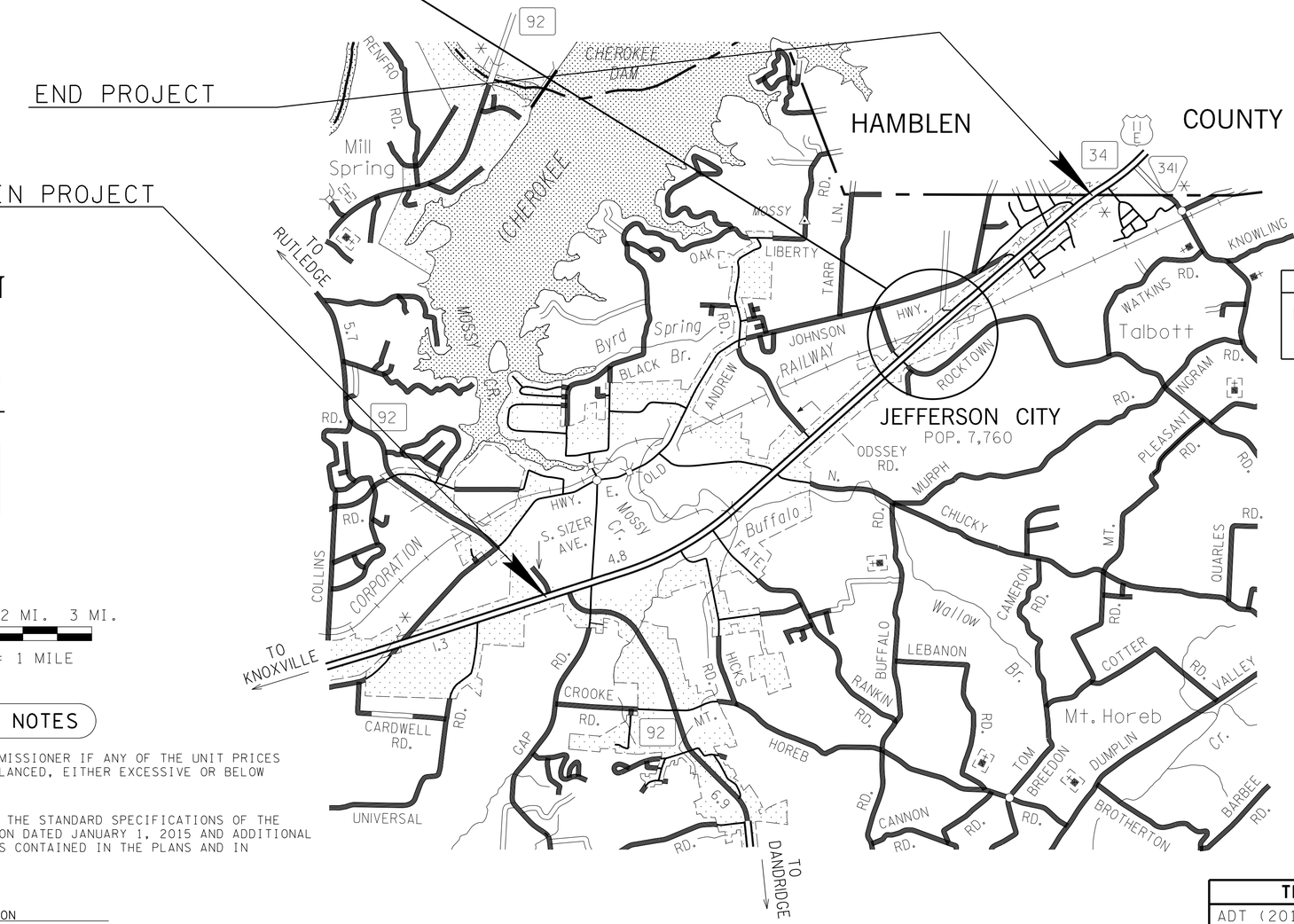
TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	HSIP-34(96)	
STATE PROJ. NOS.	45006-4243-04 45006-3243-94	

RAILROAD UNDERPASS

NORFOLK SOUTHERN CORP. (NSC)
ID# 731386T (LT. LNS. ONLY) AT L.M. 14.97±
ID# 731386T (RT. LNS. ONLY) AT L.M. 14.98±

SEE SHEET NOS. 3 & 5 FOR NOTES.





NO EXCLUSIONS
NO EQUATIONS

PROJECT LIMITS

FROM: APPROX. 53' WEST OF S. SIZER AVE. (L.M. 11.58)
TO: JEFFERSON-HAMBLEN CO. LINE (L.M. 16.55)

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEEBE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 102266
STATE OF TENNESSEE

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

DATE:

APPROVED:
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.

TDOT TRANS. PROJ. SP. ERIC WILSON

DESIGNER JOHN CULLOM, JR. CHECKED BY PAUL BEEBE

P.E. NO. 98013-4203-04

PIN 081734.02

TRAFFIC DATA	
ADT (2015)	24888
POSTED SPEED	40-55 MPH

PROJECT LENGTH 4.97 MILES
TOTAL LANE MILES RESURFACED 22.00 MILES

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.
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S.R. 34 JEFFERSON CO.
45006-4243-04
45006-3243-94

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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

ROADWAY AND PAVEMENT APPURTENANCES

DWG. NO.	REV.	DESCRIPTION
PR-H-3	01-30-15	CURB RAMP AND TRUNCATED DOME SURFACE DETAIL
PR-H-4	01-30-15	PERPENDICULAR CURB RAMP
PR-H-5	01-30-15	PARALLEL CURB RAMP
PR-H-6	01-30-15	PEDESTRIAN REFUGE
PR-H-7	01-30-15	PERPENDICULAR CURB RAMP IN CURVE
RP-H-8	06-04-13	PERPENDICULAR CURB RAMP TYPE 2
PR-H-9	01-30-15	PARALLEL CURB RAMP IN CURVE

TRAFFIC CONTROL

DWG. NO.	REV.	DESCRIPTION
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
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 SHOULDER ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15A	01-30-15	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESSED CONTROLLED ROUTES
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-13-09	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEBBE
REGISTERED ENGINEER
IN AGRICULTURE
COMMERCE
No. 102205
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD ROADWAY DRAWINGS

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TENNESSEE D.O.T.
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RESURF	2015	HSIP-34(96)	2

S.R. 34
45006-4243-04
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JEFFERSON CO.

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 45006-4243-04	QUANTITY HSIP-34(96) 45006-3243-94
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	129	
1	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	99	
2	411-03.13	ACS MIX (PG70-22) THIN LIFT D ASPHALT	TON	6412	
3	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS)(16IN WIDTH)	L.M.		7.5
4	701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.		2800
	712-01	TRAFFIC CONTROL	LS	1	
5	712-06	SIGNS (CONSTRUCTION)	S.F.	1172	
	712-08.03	ARROW BOARD (TYPE C)	EACH	2	
6	716-01.22	SNWPLWBLE PVMT MRKRS (MONO-DIR) (1 COLOR)	EACH		560
	716-01.23	SNWPLWBLE PVMT MRKRS (BI-DIR) (2 COLOR)	EACH		1080
7	716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.		456
8	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		800
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		40
	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH		3
9	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	24	
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	24	
	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	1000	
	717-01	MOBILIZATION	LS	1	

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 323 TONS FOR CROSS-OVERS, 485 TONS FOR TURN LANES AND 210 TONS FOR COUNTY ROADS. (PRIVATE DRIVES AND BUSINESS ENTRANCES SHALL BE TIED-IN AS NEEDED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.)

(3) TO BE USED ON OUTSIDE SHOULDERS FROM L.M. 12.40± TO L.M. 16.55± OR AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

(4) EXISTING HANDICAP RAMPS TO BE UPGRADED AT THE FOLLOWING LOCATIONS OR AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER. (INCLUDES COST OF ANY LOWERED CURB AND GUTTER.)

LOG MILE	INTERSECTING STREET	NO. OF RAMPS REQUIRING UPGRADE
11.73±	S.R. 92	4
12.10±	GEORGE AVE.	4
12.21±	PEARL AVE.	4
12.24±	BEELER AVE.	2
12.30±	ODELL AVE.	4
11.89±	ELMWOOD ST.	4
11.73±	MAPLE AVE.	2
11.66±	CEDAR ST.	3
11.59±	S.SIZER AVE.	1
	TOTAL:	28

(5) QUANTITY INCLUDES THE FOLLOWING SIGNS:

NO.	DESCRIPTION	CODE	SIZE	QUANTITY (SF)
46	ROAD WORK	W20-1	48" x 48"	736
16	LANE CLOSED	W20-5	48" x 48"	256
8	LANE ENDS	W4-2	48" x 48"	128
4	ROAD WORK NEXT 5 MILES	G20-1	36" x 18"	18
4	ADVISORY SPEED	W13-1P	24" x 24"	16
4	END ROAD WORK	G20-2	36" x 18"	18
		TOTAL		1172

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

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

(7) INCLUDES 56 S.Y. FOR 8" BARRIER LINE.

(8) 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.

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

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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TENNESSEE D.O.T.
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RESURF	2015	HSIP-34(96)	3

S.R. 34
45006-4243-04
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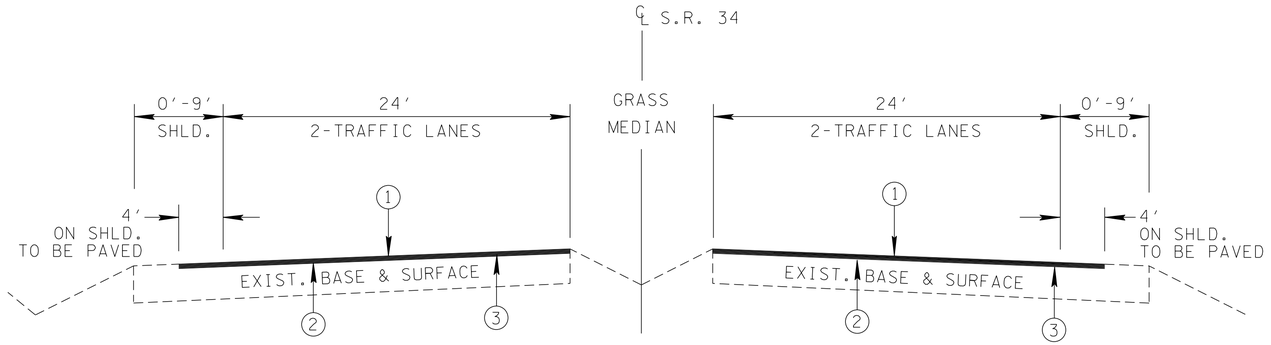
JEFFERSON CO.



TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 11.58 TO LOG MILE 12.40 (NO SHOULDER)
LOG MILE 12.40 TO LOG MILE 16.55 (WITH 9' SHLD.)

PROPOSED PAVEMENT SCHEDULE

①	THIN LIFT ASPHALT (APPROX. 65 LBS./SQ.YD.) 411-03.13 ACS MIX (PG70-22) THIN LIFT D ASPHALT
②	ASPHALTIC CONCRETE SURFACE (HM) (SPOT LEVELING) (APPROX. 20 TONS/MILE) 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
③	TACK COAT (TC) (APPROX. 0.15 GAL./SQ.YD.) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

NOTE:
BRIDGES OVER NORFOLK SOUTHERN R/R (L.M. 14.97 LT. & L.M. 14.98 RT.)
TO BE LEFT 'AS IS', NO PAVING REQUIRED.

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEEBE
REGISTERED ENGINEER
STATE OF TENNESSEE
DEPARTMENT OF AGRICULTURE
DEPARTMENT OF COMMERCE
No. 102266

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION AND PROPOSED PAVEMENT SCHEDULE

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TENNESSEE D.O.T.
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JEFFERSON CO.

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 THERMOPLASTIC (6" LINE) 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.

PAVEMENT RESURFACING

(1) 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.

(2) 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.

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DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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S.R. 34
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JEFFERSON CO.

SPECIAL NOTES

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: APPALACHIAN ELECTRIC CO-OP

WATER/SEWER: CITY OF JEFFERSON CITY

GAS: JEFFERSON-COCKE CO. UTILITY DISTRICT

CABLE: CHARTER

TELEPHONE: AT&T /OR SPRINT

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 TDOT OPERATIONS DISTRICT ENGINEER, WITH ADVICE FROM THE REGIONAL TRAFFIC OFFICE, BEFORE PAVING OPERATIONS BEGIN.

PAVEMENT

RESURFACING

(1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

(2) THE CONTRACTOR WILL PLACE THE SPOT LEVELING WHERE AND AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

(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.

(7) THIS PROJECT IS EXCLUDED FOR RIDEABILITY AS PER SPECIAL PROVISION NO. 411C.

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) ANY WORK REQUIRING LANE CLOSURES INCLUDING PAVEMENT MARKING OPERATIONS SHALL BE AT NON-PEAK HOURS (9:00 A.M. TO 3:00 P.M. OR 7:00 P.M. TO 6:00 A.M.) UNLESS OTHERWISE DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

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.

RAILROAD

(1) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE CONSTRUCTION EQUIPMENT UPON NOR STORE OR DUMP WASTE CONSTRUCTION MATERIALS UPON NORFOLK SOUTHERN RAILROAD'S RIGHT-OF-WAY.

(2) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY, AND IN ALL CASES, THESE SIGNS MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE RAILROAD WARNING SIGNS OR ANY OTHER RAILROAD GRADE CROSSING WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.

UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY

PAUL THOMAS BEBBE
REGISTERED ENGINEER
IN AGRICULTURE
COMMERCE
AS 102246
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

03-MAR-2015 14:25
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