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DWG. NO. REV. DESCRIPTION

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

LEWIS COUNTY

STATE ROUTE NO. 20

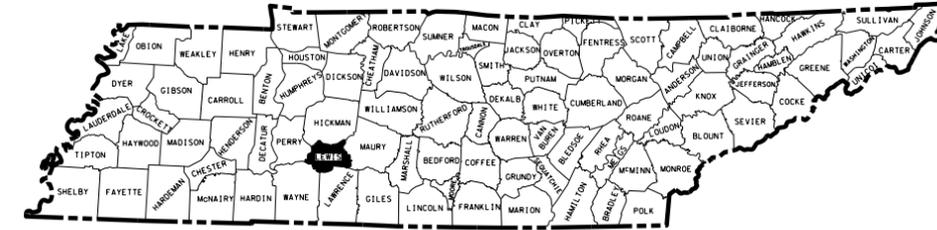
FROM COURT STREET (L.M. 6.05)

TO NAPIER ROAD (L.M. 14.04)

RESURFACING

STATE HIGHWAY NO. 20 F.A.H.S. NO. N/A

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	HSIP-20(55)	
STATE PROJ. NO.	51001-4218-04	
STATE PROJ. NO.	51001-3218-94	

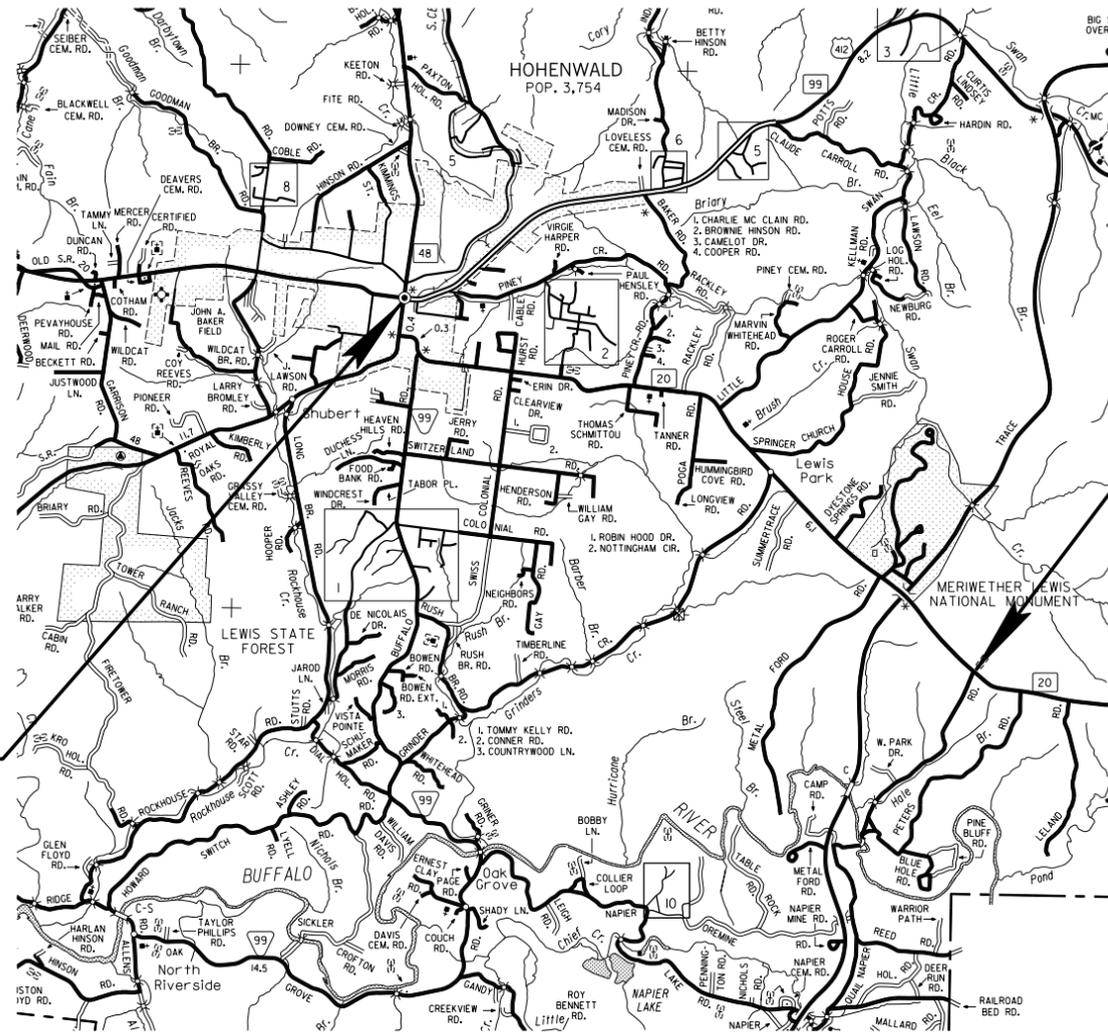


NO EXCLUSIONS

51001-4218-04
51001-3218-94

END PROJ. NO. HSIP-20(55)
(L.M. 14.04)

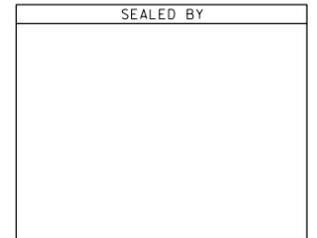
51001-4218-04
51001-3218-94
BEGIN PROJ. NO. HSIP-20(55)
(L.M. 6.05)



SCALE: 1" = 1 MILE



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

TDOT ROAD SP. SV. 2 BILLY BINION

DESIGNER RUSTY BOGUSKIE CHECKED BY TERRY ARNOLD

P.E. NO. 98034-4299-04

PIN NO. 119222.00

PROJECT LENGTH **07.990 MILES**
TOTAL LANE MILES RESURFACED **16.0 MILES**

TRAFFIC DATA	
ADT (2014)	1980
V (L.M. 6.05 TO L.M. 7.45)	30 MPH
V (L.M. 7.45 TO L.M. 7.85)	45 MPH
V (L.M. 7.85 TO L.M. 14.04)	55 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

12-MAR-2014 15:07 \\J03WF01\1001-state-fn.us\035shared\SURVEY\DESIGN\Resurfacing Plans\2014\05-May-2014 Letting\Lewis SR 20\Plots\Construction Set\19222-00-002 Estimated Quantities.sht

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	51001-4218-04	51001-3218-94	TOTAL QUANTITIES
1	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	601	601
2	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	200	200
3	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	52	52
4,6,7	411-01.10	ACS MIX(PG64-22) GRADING D	TON	4634	4634
5,6	411-03.12	ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	3265	3265
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	4219	4219
	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	200	200
8	712-01	TRAFFIC CONTROL	LS	1	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	25	25
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4	4
9	712-06	SIGNS (CONSTRUCTION)	S.F.	880	880
14	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS		1
	713-15.06	MILE POST SIGN	EACH	1	1
	713-16.06	DEAD END SIGN AND SUPPORT	EACH	1	1
	713-16.20	SIGNS (R1-1) STOP	EACH	8	8
	713-16.21	SIGNS (TN-6c) SR-20	EACH	5	5
	713-16.22	SIGNS (TN-6c) SR-48	EACH	2	2
	713-16.23	SIGNS (TN-6a) SR-99	EACH	3	3
	713-16.24	SIGNS (MI-4) US-412	EACH	1	1
	713-16.25	SIGNS (W1-4) REVERSE CURVE	EACH	2	2
	713-16.26	SIGNS (R2-1) SPEED LIMIT 30 MPH	EACH	2	2
	713-16.27	SIGNS (W14-1) CONGESTED AREA	EACH	1	1
	713-16.28	SIGNS (M2-1) JCT	EACH	3	3
	713-16.29	SIGNS (M3-1) NORTH	EACH	1	1
	713-16.30	SIGNS (M3-2) EAST	EACH	2	2
	713-16.31	SIGNS (M3-4) WEST	EACH	4	4
	713-16.32	SIGNS (D11-1) BIKE ROUTE	EACH	1	1
	713-16.33	SIGNS (M6-1) LEFT ARROW	EACH	1	1
	713-16.34	SIGNS (W12-1) DOUBLE ARROW FOR OBSTACLE	EACH	1	1
	713-16.35	SIGNS (W1-6) LEFT ARROW	EACH	3	3
	713-16.36	SIGNS (W1-6) RIGHT ARROW	EACH	3	3
	716-01.10	SNOWPLOWABLE REFLECTIVE MARKER	EACH	528	528
	716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	104	104
11,10	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	70	70
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	242	242
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	1	1
	716-04.10	PLASTIC PAVEMENT MARKING (HANDICAP SYMBOL)	EACH	2	2
12,13	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	30	30
15	716-05.08	PAINTED PAVEMENT MARKING (PARKING LINE)	L.F.	1019	1019
12	716-13.06	SPRAY THERMO PVMT MRKNG (40 mil) (4IN LINE)	L.M.	13.1	13.1
	717-01	MOBILIZATION	LS	1	1

FOOTNOTES

- TO BE USED BETWEEN L.M. 9.50 TO L.M. 14.04.
- TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
- INCLUDES 23 TONS TO BE USED AT A RATE OF 0.07 (GENERAL USE) AND INCLUDES 29 TONS AT A RATE OF 0.10 (COLD PLANING).
- INCLUDES 277 TONS FOR PRIVATE DRIVES, BUSINESS ENTRANCES, FIELD ENTRANCES AND COUNTY ROADS.
- INCLUDES 39 TONS FOR PRIVATE DRIVES, BUSINESS ENTRANCES, FIELD ENTRANCES AND COUNTY ROADS.
- FOR MATERIAL TRANSFER DEVICE, SEE SPECIAL PROVISION NO. 407G.
- FOR RIDEABILITY, SEE SPECIAL PROVISION 411C. L.M. 6.05 TO L.M. 14.04
- 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 TEMPORAIRILY 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).
- TO BE USED AT L.M. 6.47, HIGHWAY 48 INTERSECTION AND L.M. 6.95 SR-99 INTERSECTION
- 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 04 % PASS, 20 % NO PASS ONE SIDE, AND 76 % NO PASS BOTH SIDES AND EDGLINES FOR FINAL PAVEMENT MARKINGS.
- FOR TEMPORARY PAVEMENT MARKING COLD PLANED SURFACE.
- SEE SHEET NO. 5 FOR ALL SIGN LOCATIONS.
- INCLUDES 339 L.F. PARKING LINE AND 980 L.F. AROUND POWER POLES, FIRE HYDRANTS AND NO PARKING ZONES.

SIGNS (CONSTRUCTION) 712-06				
QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
2	G20-1	ROAD WORK NEXT XX MILES	48 x 24	16
2	G20-2	END ROAD WORK	48 x 24	16
2	W20-1	ROAD WORK 1500'	48 x 48	32
2	W20-1	ROAD WORK 1000'	48 x 48	32
2	W20-1	ROAD WORK 500'	48 x 48	32
35	W20-1	ROAD WORK AHEAD	48 x 48	560
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	96
TOTAL S.F.				880

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.

COLD PLANE				
LOCATION	LENGTH	WIDTH	DEPTH	TOTAL
L.M. 6.05 TO L.M. 6.13	424'	69'	1.25"	213 TONS
L.M. 6.13 TO L.M. 6.47	1795'	52'	1.25"	681 TONS
L.M. 6.47 TO L.M. 9.50	15,999'	28.5'	1.25"	3325 TONS
TOTAL				4219 TONS

State of Tennessee
 Department of Transportation
 Division of Materials and Tests

Report Number: **NO # MAY 1** Date: **February 19, 2014**
 Page Number: **1** Asphalt Roadway Surface Roughness Evaluation F54

Pre-Construction Ride Numbers

Project Ref. No.	HSIP-20(55)	Contract No.	N/A
Project No.	51001-3218-94/51001-4218-04	Region	3
Contractor	To Be Awarded	County	LEWIS
Weather / Temp.	SUNNY	Route	20
Standard Specs.	55.0	HC-IRI Number	
Equip.Calib. Date	February 18, 2014	Test Date	February 18, 2014
		Test No.	1
		Pre-Con Test Date	February 18, 2014

Test Performed by TDOT Road Profiler							Average Roughness		
Test Limits		Direction and Measured Roughness (HC-IRI Number Per Mile)					Pre-Construction		
From	To	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	E	1	91	Table 2	63.7	30	100	60.0
1.00	2.00	E	1	67	Table 1	55.0		100	
2.00	3.00	E	1	61	Table 1	55.0		100	
3.00	4.00	E	1	52	Table 1	55.0		100	
4.00	5.00	E	1	64	Table 1	55.0		100	
5.00	6.00	E	1	48	Table 1	55.0		100	
6.00	7.00	E	1	41	Table 1	55.0		100	
7.00	7.56	E	1	51	Table 1	55.0		100	
REMARKS									
0.00	1.00	W	1	48	Table 1	55.0		100	FROM COURT ST
1.00	2.00	W	1	42	Table 1	55.0		100	TO NAPIER RD
2.00	3.00	W	1	57	Table 1	55.0		100	
3.00	4.00	W	1	59	Table 1	55.0		100	(LM 6.05 TO 14.04)
4.00	5.00	W	1	63	Table 1	55.0		100	
5.00	6.00	W	1	64	Table 1	55.0		100	
6.00	7.00	W	1	66	Table 1	55.0		100	
7.00	7.50	W	1	86	Table 2	60.2	30	100	

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

Materials and Tests Engineer: **GARY HEAD** Inspector: _____
 Copies To: _____ Title: **MTLS ASSOC II**
 Regional Materials Engineer: **KEVIN ISENBERG** Asphalt Roadway: **DT-1706**
 Project Engineer: **N/A**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	HSIP-20(55)	2

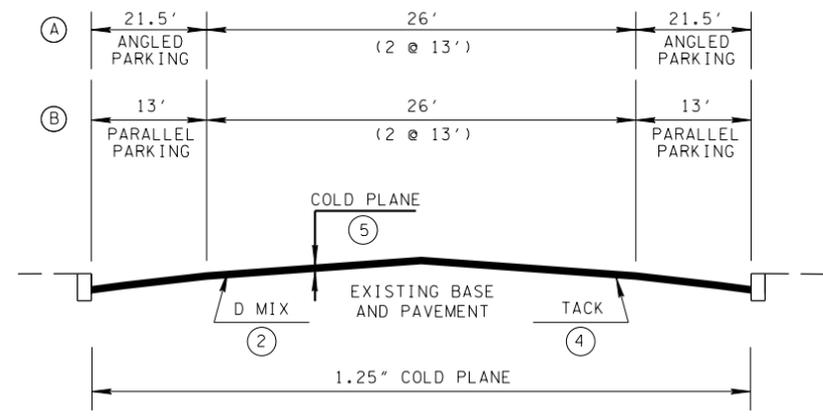
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 NOT FOR
 BIDDING**

SEALED BY _____

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

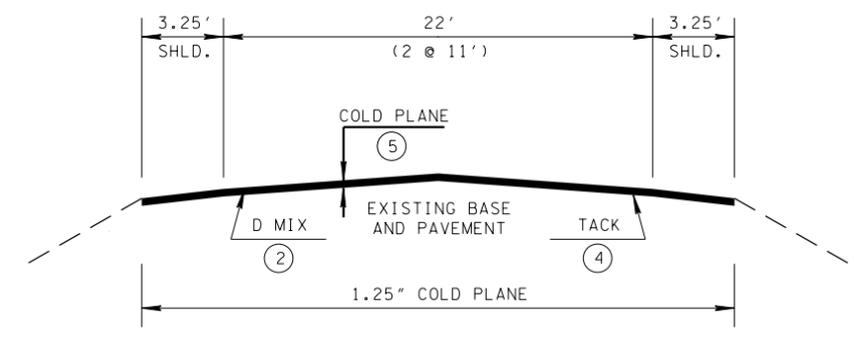
**ESTIMATED
 ROADWAY
 QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	HS1P-20(55)	3



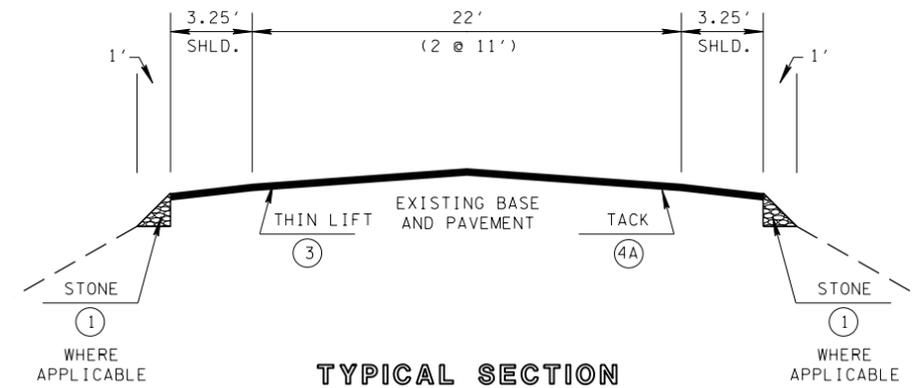
TYPICAL SECTION

- Ⓐ LM. 6.05 TO LM. 6.13
- Ⓑ LM. 6.13 TO LM. 6.47



TYPICAL SECTION

L.M. 6.47 TO LM. 9.50

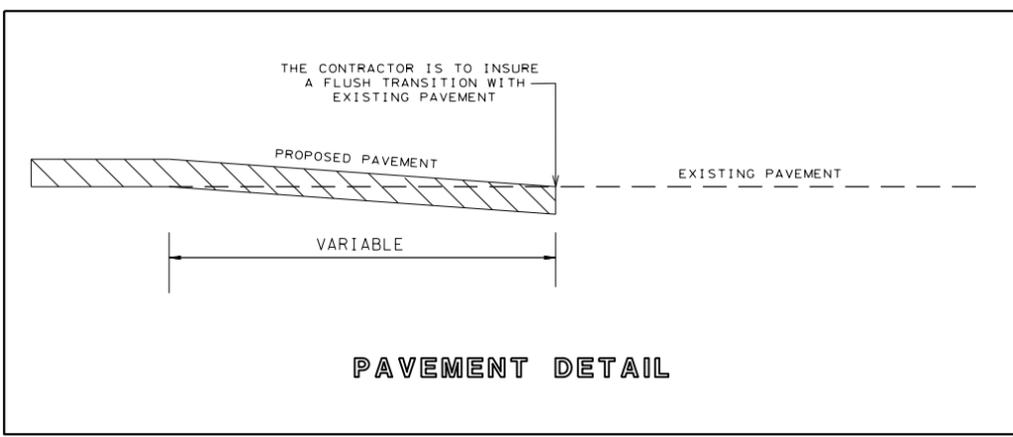


TYPICAL SECTION

L.M. 9.50 TO LM. 14.04

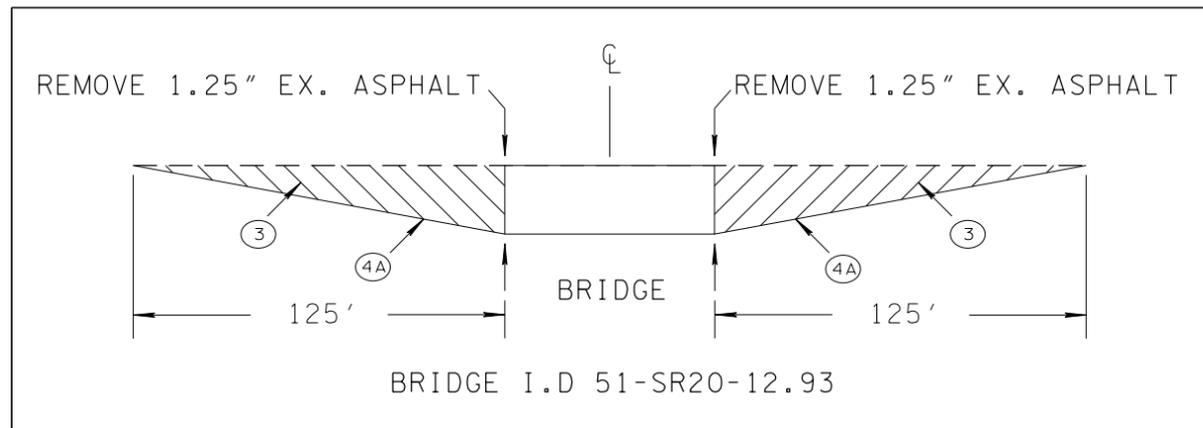
BRIDGE NOTES		
LOCATION	LENGTH (FT.)	RECOMMENDATION
L.M. 12.93	83'	COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" NEW ASPHALT

SPECIAL NOTE
 THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK, SO AS NOT TO DAMAGE THE EXISTING DECK, SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.



PAVEMENT DETAIL

PROPOSED PAVEMENT SCHEDULE	
①	MINERAL AGGREGATE BASE FOR SHOULDER @ 2.00' " 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" NOTE: TO BE USED FROM L.M. 9.50 TO L.M. 14.04
②	SURFACE @ 1.25" (APPROX 132.5 LBS/SY) 411-01.10 ACS MIX (PG64-22) GRADING D
③	SURFACE @ 85 LBS/SY (L.M. 9.5 TO L.M. 14.04) 411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT (OVERLAY)
④	TACK COAT @ RATE 0.10 403-01 BITUMINOUS MATERIAL FOR TACK COAT FROM L.M. 6.05 TO L.M. 9.50
④A	TACK COAT @ RATE 0.07 403-01 BITUMINOUS MATERIAL FOR TACK COAT FROM L.M. 9.50 TO L.M. 14.04
⑤	COLD PLANING @ 1.25" 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)



NO UTILITY ADJUSTMENTS

**UNOFFICIAL SET
NOT FOR BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

2-MAR-2014 15:07 \\J03WF01\dot.state.tn.us\035Shared\SURVEY\DESIGN\Resurfacing Plans\2014\05-May-2014 Letting\Lewis SR 20\Plots\Construction Set\19222-00-003 TypicalSections.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	HS1P-20(55)	4

GENERAL NOTES

MISCELLANEOUS

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. (PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).
- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- (3) 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

- (4) 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 (40 mil) IS USED

- (5) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" 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. 716-13.06, SPRAY THERMO PVMT MRKNG (40 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

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

RESURFACING

- (8) 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.
- (9) 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.
- (10) 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.

- (11) 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.
- (12) 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.
- (13) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

- (14) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- (15) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (16) 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.
- (17) 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.
- (18) 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.
- (19) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (20) 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.
- (21) 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.

- (22) 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

- (23) 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.
- (24) 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
- (25) 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.

SIGNING

- (26) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- (27) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

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**GENERAL
NOTES**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	HS1P-20(55)	4A

SPECIAL NOTES

MISCELLANEOUS

WORK RESTRICTIONS

- (1) AT L.M. 6.05 TO L.M. 6.13 THERE ARE 38.17' PARKING 4' PAINTED LINE AND 980' OF 4" PANITED LINE AROUND POWER POLES , FIRE HYDRANTS AND NO PARKING ZONES, ALSO 2 HANDICAP PARKING SYMBOLS.
- (2) NO WORK WILL BE PERMITTED BETWEEN L.M. 6.05 TO L.M. 6.470 WHILE SCHOOL IS IN SESSION.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (3) 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.

NPDES

- i) 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 / ATERCOURSES 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.
- j) 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.

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**SPECIAL
 NOTES**

