<table>
<thead>
<tr>
<th>SHEET NAME</th>
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<tbody>
<tr>
<td>GRAFFITI SPEC</td>
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<td>TITLE SHEET</td>
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<tr>
<td>ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS</td>
<td>2A</td>
</tr>
<tr>
<td>ESTIMATED ROADWAY QUANTITIES</td>
<td>2B</td>
</tr>
<tr>
<td>TYPICAL SECTIONS AND PAVEMENT SCHEDULE</td>
<td>2C, 2C1</td>
</tr>
<tr>
<td>GENERAL NOTES</td>
<td>2D</td>
</tr>
<tr>
<td>SPECIAL NOTES</td>
<td>2E</td>
</tr>
<tr>
<td>BURIED QUANTITIES</td>
<td>2F</td>
</tr>
<tr>
<td>PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL</td>
<td>3</td>
</tr>
</tbody>
</table>
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

WEAKLEY COUNTY
S.R. 54
FROM: L.M. 12.71 (NEAR SOUTH PARKWAY STREET)
TO: L.M. 17.40 (NEAR THOMPSON CREEK ROAD)

RESURFACE & SAFETY
FDR W/ CHIP SEAL AND 411D, PVT. MARKING & GUARDRAIL TERMINALS
STATE HIGHWAY NO. 54

STP/HSSIP-54(49)
92005-3224-94
END PROJECT NO. 92005-3224-14 RESURFACING & SAFETY
L.M. 17.40 (NEAR THOMPSON CREEK ROAD)

STP/HSSIP-54(49)
92005-3224-84
BEGIN PROJECT NO. 92005-3224-14 RESURFACING & SAFETY
L.M. 12.71 (NEAR SOUTH PARKWAY STREET)

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 MEANINGFUL COST ANNUAL VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (DEPARTMENT), SITE AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVIDENCES CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

DESIGNER: ELIZABETH DAVID, P.E.
CHECKED BY: RYAN PHILLIPS, P.E., P.S., PEG.
SUBMITTER: ARBLER LEWIS (DESIGN)
P.O. BOX: 1277, TROY, TN 37388

TRAFFIC COUNTER & WEATHER STATIONS
STATION LOCATION     LOC MILE
52 STATION 39     12.34

POSTED SPEED LIMITS
L.M. 12.71 - L.M. 14.01     45 MPH
L.M. 14.01 - L.M. 17.40     55 MPH

TRAFFIC DATA
ADT (2020)     2,520
## Standard Roadway Drawings

### Roadway Design Standards
- **RD-A-1**: Standard Abbreviations A Through L
- **RD-A-2**: Standard Abbreviations M Through Z
- **RD-L-1**: Standard Legend
- **RD-L-1A**: Standard Legend

### Safety Design and Guardrail
- **S-CZ-1**: Clear Zone Criteria
- **S-GR31**: Guardrail Details
- **S-GR31-1A**: Guardrail And Block-Out Details
- **S-GR31-1B**: Guardrail Fastening Hardware
- **S-GR31-1C**: Guardrail General Notes And Post Details
- **S-GR31-1J**: Special Guardrail Height Transition Details
- **S-GR31-2**: Type 3B Guardrail End Terminal

### Design - Traffic Control
- **T-M-1**: Details Of Pavement Markings For Conventional Roads And Marking Abbreviations
- **T-M-2**: Details Of Pavement Markings For Conventional Roads
- **T-M-16**: Rumble Strips Installation Layout
- **T-M-16M**: Rumble Strip Details For Edge Of Pavement And Centerline
- **T-WZ-10**: Advance Road Work Signing On Highways And Freeways

### Traffic Operations Drawings
- **T-SQ-2**: Loop Lead-Ins, Conduit And Pull Boxes
- **T-SQ-3**: Standard Notes And Details Of Inductive Loops
- **T-SQ-3A**: Alternative Detection Details
## ESTIMATED ROADWAY QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>DESCRIPTION</th>
<th>UNM</th>
<th>QUANTITY</th>
<th>PROD. 823-14</th>
<th>QUANTITY</th>
<th>PROD. 1224-04</th>
<th>TOTAL QUANTITY</th>
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<td>100-06</td>
<td>WATER</td>
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<td>300-01-09</td>
<td>BRIDGINGS LOC. (RASING SHOULDER)</td>
<td>L. F.</td>
<td>9.18</td>
<td>9.18</td>
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<tr>
<td>300-01-10</td>
<td>MINERAL AGGREGATE TYPE IV BASE, BREAKAGE OR SLUG</td>
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<td>1243</td>
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<td>300-01-08</td>
<td>PROCESSING RECLAIMED BASE MATERIAL</td>
<td>TON</td>
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<tr>
<td>300-01-09</td>
<td>PORTLAND CEMENT (FULL DEPTH PAVEMENT RECONSTRUCTION)</td>
<td>TON</td>
<td>3194</td>
<td>3194</td>
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<tr>
<td>400-01</td>
<td>BITUMINOUS MATERIAL PORTAL SIGNS (2X2)</td>
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<td>25</td>
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<td></td>
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<tr>
<td>400-01-01</td>
<td>BITUMINOUS MATERIAL (606 extremely cracked)</td>
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<td>400-01-12</td>
<td>ACI MIP (P-2)</td>
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<td>USG (R-1)</td>
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<td>POLYMER (2)</td>
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<td>500-02-01</td>
<td>SIGN SUPPORTS TO 3'</td>
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<tr>
<td>500-02-02</td>
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<tr>
<td>101-02-04</td>
<td>TIRE CARBON</td>
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<td>333-01-01</td>
<td>CHASSIS (6/2)</td>
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<td>2</td>
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<tr>
<td>333-01-01</td>
<td>CHASSIS (6/2)</td>
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<tr>
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<td>PLASTIC ELEMENTS SIGNS (STOP LINES)</td>
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<tr>
<td>101-03-20</td>
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<tr>
<td>101-03-01</td>
<td>MOBILIZATION</td>
<td>EACH</td>
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<td>101-03-20</td>
<td>INSTALL 50' BOX SIGN</td>
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<td>101-03-20</td>
<td>CONDUIT (100') FDD</td>
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<tr>
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<td>1200</td>
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</tbody>
</table>

## FOOTNOTES

1. INCLUDES 476 TONS FOR ITEM NO. 300-01-04 AND ITEM NO. 304-01-08.
2. INCLUDES 637 TONS FOR SIDE ROADS, EXTRA WIDTH PAVING, DRIVEWAYS, BUSINESSES IN/FROM, AND SHUT LEVELING.
3. TO BE USED AT BEGINNING OF PROJECT TO TIE INTO EXISTING PAVEMENT AND ON SIDE ROADS.
5. THE "O" OF REMOVAL OF EXISTING GUARDRAIL AND ANCHORS TO BE INCLUDED IN THIS ITEM NO.
6. FOR FINAL PAVEMENT MARKING ONLY.
7. THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE UNIT PRICE AS BID FOR THERMOPLASTIC.
8. TO BE USED FOR SIDS ROADS.
9. FOR USE AS TEMPORARY LINE MARKINGS.
10. TO BE USED FOR CENTERLINES.
11. TO BE USED FOR EDGELINES.
12. ITEM INCLUDES AN EXTRA 30' (20' PER LEAD LINE) THAT IS TO REMAIN IN PULL BOX FOR INSTALLATION BY TRAFFIC COUNTER PERSONNEL.
PROPOSED PAVEMENT SCHEDULE

1. MINERAL AGGREGATE BASE @ 4" THICK FOR SHOULDER
   ITEM: 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADE "C" OR "D"

2. PROCESS EXISTING ROADWAY AND BASE MATERIAL @ 1" THICK
   ITEM: 304-02 PROCESSING (RECLAIMED BASE MATERIAL)

3. PORTLAND CEMENT RECLAIMED BASE MATERIAL
   ITEM: 304-03 PORTLAND CEMENT (RECLAIMED BASE MATERIAL) @ 2" THICK

4. BITUMINOUS SEAL COAT (CHP SEAL)
   ITEM: 409-02 BITUMINOUS MATERIAL FOR BITUMINOUS SEAL COAT @ 0.1" THICK

5. TACK COAT (TC)
   ITEM: 501-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.125" THICK

6. ASPHALT CONCRETE SURFACE @ 3.5" THICK (APPROX. 102.5 MM) @ 2" THICK (APPROX. 51 MM)
   ITEM: 604-02 ASPHALT 6"

BRIDGE NOTE

THE CONTRACTOR SHALL:
PAVE ACROSS EXISTING STRUCTURES WITH PLANS MIX TREATMENT TYPE AS SPECIFIED IN TABLE A BELOW. CONTRACTOR SHALL STAY AT LEAST 3 INCHES ABOVE THE EXISTING CONCRETE CULVERTS.

TABLE A

<table>
<thead>
<tr>
<th>BRIDGE NUMBER</th>
<th>LOG MILE</th>
<th>BRIDGE LENGTH</th>
<th>EXISTING DECK COVER</th>
<th>MAX DEPTH TO RECLAIM</th>
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<tr>
<td>92SR0540039</td>
<td>15.66</td>
<td>22'</td>
<td>FILL 2' ASPHALT 6'</td>
<td>13'</td>
</tr>
<tr>
<td>92SR0540019</td>
<td>16.04</td>
<td>25.6</td>
<td>FILL 1 1/2' ASPHALT 6'</td>
<td>13'</td>
</tr>
</tbody>
</table>

NOTE: THIS TABLE IS FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY EXISTING DECK COVER HEIGHTS BEFORE RECLAMATION OF PAVEMENT.
GENERAL NOTES

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE PROTECTED AND NOT PERMITTED LOCI. IF THE CONTRACTOR OR TOOT INSPECTOR IS UNSURE OF THE EXISTENCE OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TOOT ENVIRONMENTAL TECH GROUP IMMEDIATELY.

EPCIES

SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG OR ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL APPLY. NESTS AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 14. FROM AUGUST 15 TO OCTOBER 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES MAY BE TAKEN TO PREVENT FUTURE NEST BUILDING AT THE SITE (E.G., OILING OF THE ATCA USING NETTING).

IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TOOT SUPERVISOR SHALL CONTACT THE TOOT ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY.

FERMITS, PLANS & RECORDS

IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALVE ENGINEERING, THE TOOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISING ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISING ARE NEEDED.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LIQUID AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATUSTUS. U.S. MATERIALS USED FOR EPIC SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF SITE BY WINDS. OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES AFTER USE. MATERIALS USED FOR EPIC SHALL BE REMOVED FROM THE SITE.

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATUSTUS. U.S. MATERIALS USED FOR EPIC SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF SITE BY WINDS OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES AFTER USE. MATERIALS USED FOR EPIC SHALL BE REMOVED FROM THE SITE.

CONTRACTORS SHALL PROVIDE DESIGNATED TRASH WASHUP AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ON SITE UNLESS PROPERLY SIZED AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

WATER WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WASTE WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR ANY TREATMENT SYSTEM.

IF PORTABLE SANITARY FACILITIES ARE PROVIDED UN LIQUID HUMAN SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AG AGUARED BY ANY RECOGNITION. THE CONTRACTOR SHALL OBTAIN ANY AND ALL PERMITS NECESSARY TO DISPOSE OF SANITARY WASTE.

THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. MATERIALS MUST BE STORED IN ORIGINAL CONTAINERS AND IN CASES, BAGS, OR BINS. MATERIALS SHALL BE CONVEYED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

(11) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROCEEDING TO THE NEXT STEP OF THE PROCESS. CONTRACTOR SHALL BE FOLLOWED TO THE TOOT ENVIRONMENTAL TECH GROUP IMMEDIATELY.

(12) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS WASTE SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

(13) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS IN COMPLIANCE WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUALS DESIGNATED AS THE CONTRACTOR’S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR INSURING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OPERATE AND ALL PERMITS NECESSARY TO DISPOSE OF HAZARDOUS MATERIAL.

(14) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION AND UNMIXED LAMBERT SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.

(15) DISPOSAL, OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.

(16) MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. MATERIALS WASTES OF THE STATUSTUS SHALL BE AVAILED OF IF POSSIBLE. IF INDEFINITE, THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMITS. CORPS OF ENGINEERS SECTION 404 PERMITS, AND TIA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

(17) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO ENSURE THE MAINTENANCE OF THE LIQUID AND SPILLS.

(18) FOR ALL HAZARDOUS MATERIALS STORED ON-SITE, THE MANUFACTURERS RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CUPLY FOLLOWED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANSUP.

(19) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPAIR ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

(20) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIAL IS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT DRY, VEGETATION AND PERSONNEL WILL WEAR APPLICABLE PROTECTIVE CLOTHING TO INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

(21) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THATT EIC Site CONTINUITY-OCTO. 10 AND APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

(22) IF ANY MATERIAL IS HANDED IN SPILL WATER (F. G., MUD, OR FRESH WATER, SPILL WATER) SHALL BE REMOVED TO A SAFE LOCATION BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AG AGUARED BY ANY RECOGNITION. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

(23) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED ON THE LABEL. APPLIED FERTILIZERS SHALL BE STORED IN A SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
SPECIAL NOTES

(1) THE CONTRACTOR SHALL COORDINATE SAMPLING FOR THE MIX DESIGN PROCESS WITH TDOT REGION 4 MATERIALS AND TEST DIVISION SO THAT MIX DESIGN CAN BE PERFORMED AND VERIFIED BEFORE MOBILIZATION. THE CONTRACTOR WILL BE EXPECTED TO OBTAIN SAMPLES WITH TDOT PERSONNEL AND PROVIDE PROPER 'TAGGING MATERIALS.

(2) EXCESS MATERIAL SHALL BE SHAPED WITH THE FORESLOPE OF THE DITCH AND/OR REMOVED AS DIRECTED BY THE ENGINEER.

FAVEMENT

PAYING

(3) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.

(4) THE OUTSIDE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE TRAFFIC LANE.

FAVEMENT MARKING

(1) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLAN. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-0520.

(2) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLAN. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-1212.

SIGNS

(1) P-16(16X16)(3)(16X16)(16X16)(16X16)(16X16) FOR SIGN ERECTION. THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

SIGNALIZATION

(2) THE CONTRACTOR SHALL INSTALL AND RELATE EQUIPMENT. THE CONTRACTOR SHALL MAKE SURE EACH DETECT LOOP IS OPERATIONAL, AT THE COMPLETION OF THE PROJECT. THE STATE'S LONG RANGE PLANNING DIVISION'S TRAFFIC COUNTER PERSONNEL WILL MAKE THE TRAFFIC COUNTING SITE FULLY OPERATIONAL.

(3) ALL LOOPS SHALL BE 5 FOOT BY 7 FOOT AND TYPICAL IN SIZE WITH THREE (3) TURNS OF LOOP WIRE.

(4) LONG WIRE 10 ALL LOOPS SHALL BE 16,94224 2 INCH (4.8CM) FROM THE SHOULDER OF THE ROADWAY TO AN IN-GROUND PULL BOX. THE FULL BOX SHOULD BE LOCATED AS CLOSE AS POSSIBLE AND BEHIND THE GUARDRAIL. LOOP LOOPINGS ARE CONDUCT BE MARKED ON THE ROADWAY SURFACE SO THAT ANY GUARDRAIL POST INSTALLATION OR OTHER CONSTRUCTION WILL NOT DISTURB THIS UNDERGROUND WORK.

(5) AN EXTRA 20 FEET OF LOOP WIRE FOR EACH LOOP SHALL BE STORED IN THE FULL BOX. ADDITION THERE WILL ANOTHER INCH CONDUIT STUBBED UP FROM INSIDE TO OUTSIDE OF THE BOX EXTERIOR APPROXIMATELY 3 FEET ABOVE THE GROUND OR THE INSTALLATION OF AN ELECTRICAL BOX INSTALLED BY TDOT PERSONNEL. EACH LOOP DETECTOR LEAD-IN SHALL BE MARKED WITH LANE IDENTIFICATION. DECODING THE LANE AND POSTION IN THE LANE FOR EACH LOOP (SUCH AS NR 1 FOR NORTHBOUND ETC.)

(6) PLEASE CONTACT STANLEY DUNN AT 615-350-4571 WHEN THE LOOPS AND FULL BOXES ARE INSTALLED OR IF ANY QUESTIONS OCCUR DURING THE INSTALLATION OF LOOPS OR FULL BOXES.

(7) THE CONTRACTOR SHALL SUPPLY STANLEY DUNN WITH THE XP'S AND X'S COORDINATES BASED ON WD COORDINATES OF EACH FULL BOX.

MISCELLANEOUS

(8) ITEM 303-02 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.

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

EROSION PREVENTION AND SEAWALL CONTROL

ENVIRONMENTAL

(1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND PERMITS OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

RCP OF WORK

PROJECT INCLUDES THE FOLLOWING: FULL DEPTH RECLAIMATION, CHP SEAL 411 D, PAYMENT MARKINGS, SNOWFLAKING MARKERS, AND UPLACING EXISTING GUARDRAIL END TERMINALS.

UTILITY

(2) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OR 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 49-3-1109 NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES
### PROPOSED GUARDRAIL (RESURFACING)

<table>
<thead>
<tr>
<th>SIDE LOG MILE</th>
<th>THREE BEAM RIDGE TRANS. MASH TL3 (20.60) 705-06.26 EACH</th>
<th>METAL BEAM GUARD RAIL MASH TL2 (20.60) 705-06.26 EACH</th>
<th>THREE BEAM RIDGE TRANSITION 27IN TO 31IN (L.F.) 705-06.26 EACH</th>
<th>W BEAM OR (TYPE 2) ROUND END ELEMENT (L.F.) 705-06.26 EACH</th>
<th>GUARDRAIL REMOVED (L.F.) 705-06.26 EACH</th>
<th>TYPE 12 MASH TL3 (1.80) 705-06.26 EACH</th>
<th>TYPE 13 MASH TL3 (1.80) 705-06.26 EACH</th>
<th>TYPE 36 MASH TL3 (1.80) 705-06.26 EACH</th>
<th>TYPE 21 MASH TL3 (1.80) 705-06.26 EACH</th>
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<tbody>
<tr>
<td>LT 0</td>
<td>X X 16.416</td>
<td>2</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>RT 0</td>
<td>X X 16.566</td>
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</tr>
<tr>
<td>RT 0</td>
<td>X X 16.253</td>
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</tr>
<tr>
<td>TOTALS</td>
<td>6</td>
<td>6</td>
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</table>

The cost of removal of existing guardrail and anchors to be included in item no. 705-06.20.

### TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

<table>
<thead>
<tr>
<th>M.O.T.O. SIGN NO.</th>
<th>LEGEND / DESCRIPTION</th>
<th>SIZE IN INCHES L x W</th>
<th>S.F.</th>
<th>TOTAL NUMBER REQUIRED</th>
<th>I.E.M. NO. 712-06 S.F.</th>
</tr>
</thead>
<tbody>
<tr>
<td>G20-1</td>
<td>ROAD WORK NEXT 5 M.</td>
<td>48&quot; x 24&quot;</td>
<td>8</td>
<td>2</td>
<td>16</td>
</tr>
<tr>
<td>G20-2</td>
<td>END ROAD WORK</td>
<td>48&quot; x 24&quot;</td>
<td>8</td>
<td>12</td>
<td>96</td>
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<tr>
<td>W20-1</td>
<td>LOOSE GRAVEL</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>2</td>
<td>32</td>
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<tr>
<td>W20-11</td>
<td>UNEVEN LANES</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>26</td>
<td>416</td>
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<tr>
<td>W20-1</td>
<td>GROOVED PAVEMENT</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>2</td>
<td>32</td>
</tr>
<tr>
<td>W20-1</td>
<td>ROAD WORK AHEAD</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>12</td>
<td>192</td>
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<tr>
<td>W20-1</td>
<td>ROAD WORK 1 MILE</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>2</td>
<td>32</td>
</tr>
<tr>
<td>W20-1</td>
<td>ROAD WORK 1/2 MILE</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>2</td>
<td>32</td>
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<tr>
<td>W20-1</td>
<td>ROAD WORK 1/4 MILE</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>2</td>
<td>32</td>
</tr>
<tr>
<td>W20-1</td>
<td>ROAD WORK 1/8 MILE</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>2</td>
<td>32</td>
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<tr>
<td>W20-4</td>
<td>ONE LANE ROAD AHEAD</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>2</td>
<td>32</td>
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<tr>
<td>W20-2A</td>
<td>ADVANCE FLAGGER</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>2</td>
<td>32</td>
</tr>
<tr>
<td>W20-1</td>
<td>MOTORCYCLE (FLAQUE)</td>
<td>36&quot; x 20&quot;</td>
<td>8</td>
<td>2</td>
<td>15</td>
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<tr>
<td>W21-2</td>
<td>FRESH OIL</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>2</td>
<td>32</td>
</tr>
<tr>
<td>W21-5</td>
<td>SHOULDER WORK</td>
<td>48&quot; x 48&quot;</td>
<td>16</td>
<td>4</td>
<td>64</td>
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</tbody>
</table>

The construction is to be as x minim. Other signs as directed by the Engineer may be required during different phases.

**TOTAL 1267**
A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDERS WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC CAUSED BY BASE, PAVING OR RESEARCHING:

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
   a. WARNINGS SIGNS, UNLEVEL LANES (W-58.1) AND/OR SHOULDER DROP-OFF WITH PLACARD (W-16.17 AND W-16.18), SHALL BE PLACED IN ADJACENCY AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,200 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE NEW 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 (3) WORKDAYS.
   c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING ATTAINED BY TRAFFIC CAUSED BY SOIL PLANNING SHALL BE ELIMINATED WITHIN THREE (3) WORKDAYS.
   d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANES UTILIZED BY TRAFFIC AND SHOULDERS, THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN (7) WORKDAYS AFTER THE CONDITION IS IDENTIFIED.

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES:
   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRIERS OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
      (1) SEPARATION DISTANCE BETWEEN MINIMUM 500 FEET FOR EXPOSED SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
      (2) WHEN POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED 1.5 TIMES THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHER SPACING GREATER IS.
   b. DIFFERENCES IN ELEVATION BETWEEN THE TRAFFIC LANES UTILIZED BY TRAFFIC AND SHOULDERS, THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN (7) WORKDAYS AFTER THE CONDITION IS IDENTIFIED.
   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER DROPOFF, IT SHALL BE PLACED IN ADJACENCY AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,200 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE NEW PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
   d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER DROPOFF, IT SHALL BE PLACED IN ADJACENCY AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,200 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE NEW PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

C. THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 3 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE HIGHWAY ENGINEER. OPERATIONS IN THE EXPOSED AREA SHALL BE LIMITED TO THE WORK ZONE.

IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 3 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE HIGHWAY ENGINEER. OPERATIONS IN THE EXPOSED AREA SHALL BE LIMITED TO THE WORK ZONE.

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TRAFFIC COUNTER
STATION 56

NOTE: NOTIFICATION OF COMPLETION AND THE
XY-COORDINATES OF ALL PULL BOXES IS REQUIRED
SEE SPECIAL TRAFFIC COUNTER SPECIFICATIONS

SOUTH BD.

SB - 4  □  SB - 3
NB - 1  □  NB - 2

NORTH BD.

2"

WEAKLY COUNTY
SR-54
CYCLE COUNT # 56
LOG MILE 15.66

NOT TO SCALE

PULL BOX DETAIL

LOOP DETAIL

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION