

# Index Of Sheets

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED QUANTITIES
2A	TYPICAL SECTIONS AND PAVEMENT SCHEDULE
2B	GENERAL NOTES
2C	SPECIAL NOTES
2D	RAILROAD SIGNING DETAIL

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

## STANDARD ROADWAY DRAWINGS

DWG. NO.	REV.	DESCRIPTION
<b>ROADWAY DESIGN STANDARDS</b>		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
<b>DRAINAGE-CATCH BASINS AND MANHOLES</b>		
D-PG-3	04-15-97	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
<b>TRAFFIC CONTROL APPURTENANCES</b>		
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-16	12-01-14	ASPHALT SHOULDER RUMBLE STRIPE INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN
T-S-16	06-05-14	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	07-19-13	STANDARD MEMBERS BENDAWAY SIGN SUPPORTS STEEL DESIGN
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

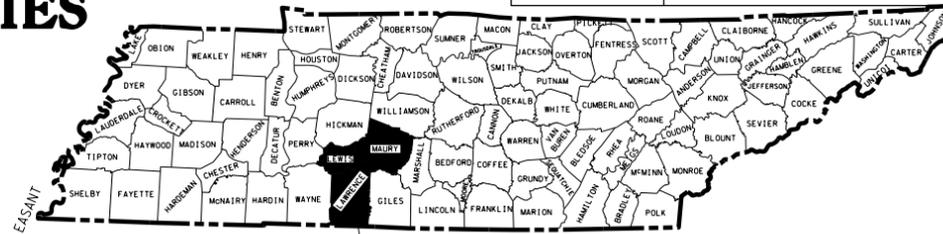
# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

## LAWRENCE-LEWIS & MAURY COUNTIES

STATE ROUTE NO. 20  
 FROM LEWIS COUNTY LINE (L.M. 0.00)  
 TO S.R. 6 IN MAURY COUNTY (L.M. 0.55)  
**RESURFACING**

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

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	HS1P-20(60)	
STATE PROJ. NO.	50004-4207-04	
STATE PROJ. NO.	50004-3207-94	
STATE PROJ. NO.	60005-4202-04	
STATE PROJ. NO.	60005-3202-94	



NO EXCLUSIONS

L.M. 2.59 (LAWRENCE COUNTY 2) =  
 L.M. 0.00 (MAURY COUNTY)

50004-4207-04  
 50004-3207-94  
 60005-4202-04  
 60005-3202-94

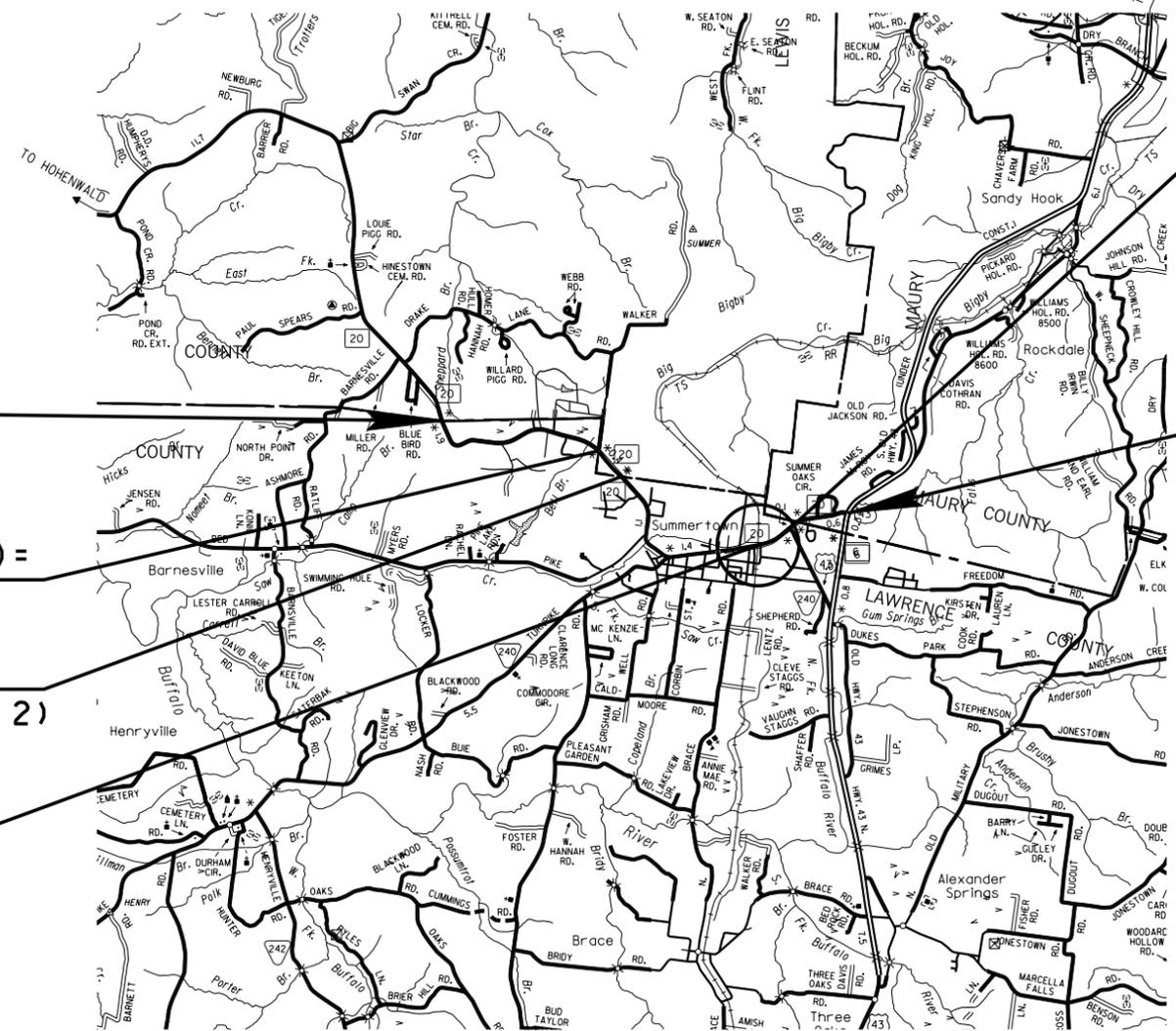
END PROJ. NO. HSIP-20(60)  
 L.M. 0.55 (MAURY COUNTY)

50004-4207-04  
 50004-3207-94  
 60005-4202-04  
 60005-3202-94  
 BEGIN PROJ. NO. HSIP-20(60)  
 L.M. 0.00 (LAWRENCE COUNTY)

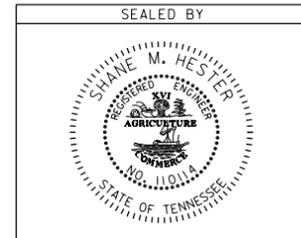
L.M. 1.93 (LAWRENCE COUNTY) =  
 L.M. 0.00 (LEWIS COUNTY)  
 L.M. 0.36 (LEWIS COUNTY)  
 L.M. 0.00 (LAWRENCE COUNTY 2)

TSRR AT-GRADE CROSSING  
 CROSSING #350719N

SPECIAL NOTES



**UNOFFICIAL SET**  
 NOT FOR BIDDING



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

DATE: \_\_\_\_\_

APPROVED: *John Schroer*  
 JOHN SCHROER, COMMISSIONER

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.

TRANS PROJ SPEC SPV 2 BILLY BINION  
 DESIGNER DARRELL GRAY CHECKED BY JESSE HOOVER  
 P.E. NO. 98034-4299-04 (Design)  
 PIN NO. 103337.01

PROJECT LENGTH **5.43 MILES**  
 TOTAL LANE MILES RESURFACED **10.9 MILES**

SCALE: 1" = 1 MILE

LW 0.00-1.93  
 LE 0.00-0.36  
 LW 0.00-2.59  
 MU 0.00-0.55

TRAFFIC DATA		
ADT (2015)	2730	
V	55 MPH	
ADT (2015)	2730	
V	55 MPH	
ADT (2015)	8370	
V	35-55 MPH	
ADT (2015)	5390	
V	45 MPH	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL HIGHWAY ADMINISTRATION  
 APPROVED: \_\_\_\_\_  
 DIVISION ADMINISTRATOR DATE

03-MAR-2015 10:00 \\J03\F01\dot-state-trn-us-03\shored\SURVEY\DESIGN\Resurfacing Plans\2015\LawrenceMauryLewisSR20 DC\01-001 TitleSheet.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-20(60)	2

ESTIMATED ROADWAY QUANTITIES							
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	QUANTITY	QUANTITY	QUANTITY	TOTAL
			50004-4207-04	50004-3207-94	60005-4202-04	60005-3202-94	HSIP-20(60)
1	307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	100				100
	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	26		4		30
2	411-03.13 ACS MIX(PG70-22) THIN LIFT D ASPHALT	TON	3651		457		4108
	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.		7.4		0.9	8.3
3	607-39.02 18" PIPE CULVERT (SIDE DRAIN)	L.F.	300		50		350
4	712-01 TRAFFIC CONTROL	LS	0.5		0.5		1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	15		10		25
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	2		2		4
5	712-06 SIGNS (CONSTRUCTION)	S.F.	576		156		732
6	713-16.09 RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH		2			2
6	713-16.20 SIGNS (W10-4L, W10-4R)	EACH		2			2
	716-01.21 SNWPLWBLE PVMT MRKRS (BI-DIR)(1 COLOR)	EACH		322		37	359
	716-01.22 SNWPLWBLE PVMT MRKRS (MONO-DIR)(1 COLOR)	EACH				8	8
7	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	102		32		134
7	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH			2		2
7	716-03.02 PLASTIC WORD PAVEMENT MARKING (RXR)	EACH		2			2
7	716-03.03 PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH			1		1
7	716-04.16 PLASTIC PAVEMENT MARKING (NOISE STRIP)	L.F.				120	120
8	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.		8.1		1.1	9.2
9	716-13.02 SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE)	L.M.		9.8		1.5	11.3
	717-01 MOBILIZATION	LS	0.5		0.5		1

THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT

**FOOTNOTES**

- FOR SPOT LEVELING AS DIRECTED BY THE ENGINEER.
- INCLUDES QUANTITY FOR PRIVATE DRIVES, BUSINESS ENTRANCES AND COUNTY ROADS. THE CONTRACTOR HAS THE OPTION OF USING THE PERFORMANCE GRADE MIX OR REGULAR ASPHALT ON THE PAVING OF DRIVEWAYS AND BUSINESS ENTRANCES.
- USE AS DIRECTED BY THE ENGINEER.
- 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).
- INCLUDES ALL COST TO REMOVE OLD SIGN AND SUPPORT AND REPLACE WITH NEW SIGN AND SUPPORT.
- 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.
- USE ENHANCED FLATLINE THERMO FOR CENTER LINE ON FINAL SURFACE.
- USE SPRAY THERMO WITH RUMBLE STRIPE FOR EDGE LINES. SEE SPECIAL PROVISION 716ST FOR FINAL PAVEMENT MARKING DETAILS.

SIGNS (CONSTRUCTION) 712-06							
QUANTITY	QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.	712-06 S.F.	
LAWRENCE	MAURY				LAWRENCE	MAURY	
1	1	G20-1	ROAD WORK NEXT 6 MILES	64 x 24	10.66	10.66	
1	1	G20-2	END ROAD WORK	48 x 24	8	8	
1	0	W20-1	ROAD WORK 1500'	48 x 48	16	0	
1	0	W20-1	ROAD WORK 1000'	48 x 48	16	0	
1	0	W20-1	ROAD WORK 500'	48 x 48	16	0	
26	5	W20-1	ROAD WORK AHEAD	48 x 48	416	80	
1	1	W20-4	ONE LANE ROAD 1000' - PORTABLE	36 x 36	9	9	
1	1	W20-7a	FLAGGER SYMBOL - PORTABLE	36 x 36	9	9	
1	1	W16-2	SUPPLEMENTAL PLATE	24 x 18	3	3	
1	1	W21-2	FRESH OIL - PORTABLE	36 x 36	9	9	
1	1	W21-5	SHOULDER WORK - PORTABLE	36 x 36	9	9	
1	1	W8-9a	SHOULDER DROP-OFF - PORTABLE	36 x 36	9	9	
5	1	W8-11	UNEVEN LANES - PORTABLE	36 x 36	45	9	
TOTAL S.F.					<b>575.66</b>	<b>155.66</b>	

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.

**UNOFFICIAL SET**  
**NOT FOR BIDDING**

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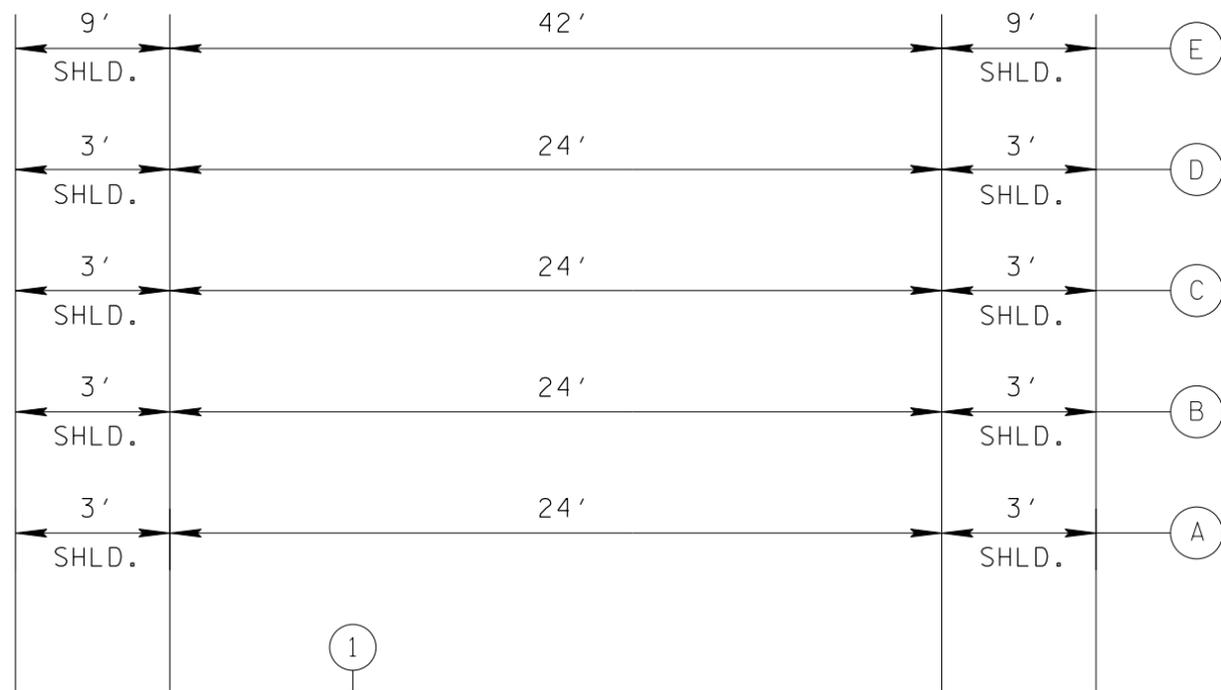


STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**ESTIMATED ROADWAY QUANTITIES**

03-MAR-2015 11:00 \\J03WF01\dot.state.rn.us\035Shared\SURVEY\DESIGN\Resurfacing Plans\2015\LawrenceMaury\LewisSR20 DC\01-002 QUANTITIES.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HS1P-20(60)	2A



### TYPICAL SECTION

- (A) L.M. 0.00 TO L.M. 1.93 (LAWRENCE COUNTY)
- (B) L.M. 0.00 TO L.M. 0.36 (LEWIS COUNTY)
- (C) L.M. 0.00 TO L.M. 2.59 (LAWRENCE COUNTY)
- (D) L.M. 0.00 TO L.M. 0.49 (MAURY COUNTY)
- (E) L.M. 0.49 TO L.M. 0.55 (MAURY COUNTY)

#### PAVING SCHEDULE

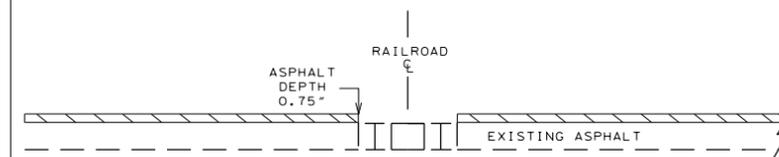
1	GRADING "D" SURFACE @ 0.75" THICK (APPROX 85.0 LBS/SY) 411-03.13 ACS MIX (PG70-22) THIN LIFT D ASPHALT
2	TACK COAT @ 0.07 GAL/SY (GENERAL USE) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

#### \* SPECIAL PAVING 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.

THERE ARE NO BRIDGES IN PROJECT LIMITS

#### RESURFACING DETAIL



RAILROAD CROSSING #350719N (T.S.R.R)

**UNOFFICIAL  
SET  
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TYPICAL  
SECTIONS  
AND  
PAVEMENT  
SCHEDULE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HS1P-20(60)	2B

## 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.

### MISCELLANEOUS

- (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

#### FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

- (4) 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 6" SPRAY THERMOPLASTIC (60 mil) IS USED

- (5) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" 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. 716-13.02, SPRAY THERMO PVMT MRKNG (60 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.

### PAVEMENT

#### PAVING

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

#### RESURFACING

- (7) 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.
- (8) 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.
- (9) 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.
- (10) 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

- (11) 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.
- (12) THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.
- (13) 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

- (14) 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.
- (15) 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.
- (16) 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.
- (17) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (18) 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.
- (19) 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 AN 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.
- (20) 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

- (21) 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.
- (22) 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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SET  
NOT FOR  
BIDDING**

SEALED BY



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**GENERAL  
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HS1P-20(60)	2B

## SPECIAL NOTES

### MISCELLANEOUS

- (1) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK AND INCLUDE ALL COSTS THEREOF IN THE PRICES BID FOR OTHER ITEMS OF CONSTRUCTION:
  1. REPAIR OF SHOULDERS AND DITCHES THROUGHOUT THE LENGTH OF THE PROJECT.
  2. DEGRASS ALL SHOULDERS, MATERIAL SHALL BE PICKED UP AND REMOVED.
  3. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT.
  4. CLEANING AND STRAIGHTENING ENDS OF EXISTING SIDEDRAINS AND CROSSEDRAINS WHERE DIRECTED BY THE ENGINEER.
- (2) 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

- (3) 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.
- (4) 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

- (5) SURFACE TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (6) ALL STRUCTURES (DRAINAGE STRUCTURES, MANHOLES, UTILITY BOXES, ETC.) SHALL HAVE A FINISHED GRADE COMPATIBLE WITH THE FINISHED GRADE OF THE ROADWAY.

### CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (7) 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.
- (8) 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

- (9) 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.
- (10) 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

- (11) 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.

### RAILROAD CROSSING NOTES

- (12) THE CONTRACTOR SHALL REPLACE ALL RR ADVANCE WARNING SIGNS, RXR PAVEMENT MARKINGS AND STOP LINES AT APPROACHES TO THIS GRADE CROSSING. THEY MUST SATISFY THE 2009 MUTCD STANDARDS AND REQUIREMENTS
- (13) ANY PAVEMENT PREPARATION, PAVEMENT INSTALLATION, PAVEMENT MARKINGS AND/OR RAILROAD WARNING SIGN INSTALLATION WITHIN 25- FEET OF THE NEAREST TENNESSEE SOUTHERN RAILROAD TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES OR AS OTHERWISE DETERMINED BY THE RAILROAD ONLY.
- (14) SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C(SL)(R) FOR WORK UP TO AND NEAR THE TENNESSEE SOUTHERN RAILROAD GRADE CROSSING REGARDING FLAGGING RULES AND INSURANCE REQUIREMENTS.
- (15) THE SURFACE OF THE HIGHWAY SHALL NOT BE MORE THAN 3 INCHES HIGHER OR LOWER THAN THE TOP OF THE TENNESSEE SOUTHERN RAILROAD AT A POINT 30 FEET FROM THE RAIL, UNLESS SUPERELEVATION MAKES A DIFFERENT LEVEL APPROPRIATE.
- (16) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE TENNESSEE SOUTHERN RAILROAD TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY TENNESSEE SOUTHERN RAILROAD SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER. THE CONTRACTOR SHALL NOT STORE ANY OF HIS CONSTRUCTION EQUIPMENT ON THE RAILROAD'S RIGHT-OF-WAY. THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

FOR TENNESSEE SOUTHERN RR:  
 Mr. Mitch Cockrell  
 General Manager – East Region  
 Patriot Rail Company, LLC  
 For/Tennessee Southern Railroad Company  
 P.O. Box 2210  
 Columbus, MS 39704  
 Phone: (662) 386-7098  
 Fax: (662) 329-9306  
 E-mail: mitch.cockrell@patriotrail.com

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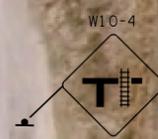
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STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

**SPECIAL  
 NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-20(60)	20



DEPOT ST.

DAVIS ST.

SR 20

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DEPARTMENT OF TRANSPORTATION

**RAILROAD  
SIGNING  
DETAIL**  
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