TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	HSIP-13(60)	
STATE PROJ. NO.	91001-4229-04	
STATE PROJ. NO.	91001-3229-94	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

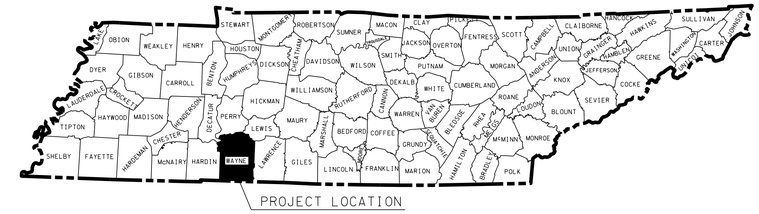
WAYNE COUNTY

STATE ROUTE NO. 13

FROM SOUTH OF CHALK CREEK ROAD (L.M. 21.50)
TO SOUTH OF SOUTH HIGH STREET (L.M. 25.60)

RESURFACING

STATE HIGHWAY NO. 13 F.A.H.S. NO. NA



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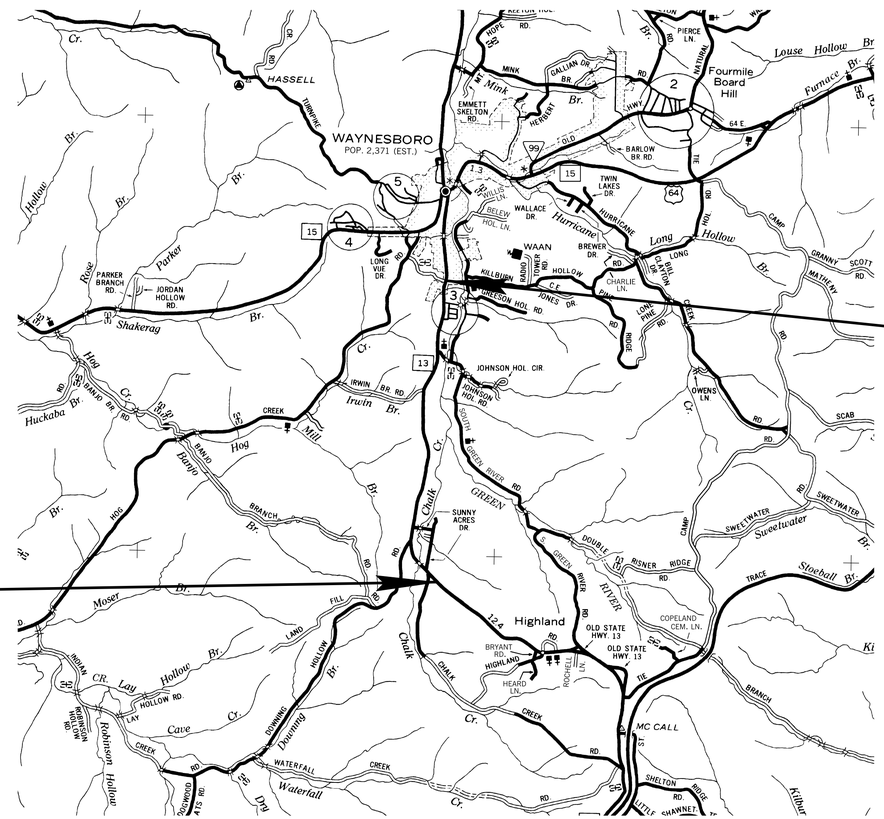
NO EXCLUSIONS

91001-4229-04
91001-3229-94
END PROJ. NO. HSIP-13(60)
L.M. 25.60



SCALE: 1"= 1 MILE

Index Of Sheets
RESURFACING

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED ROADWAY QUANTITIES & SIGN TABULATED QUANTITIES
2A	TYPICAL SECTIONS AND PAVEMENT SCHEDULE
3 & 3A	GENERAL NOTES AND SPECIAL NOTES

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

STANDARD ROADWAY DRAWINGS

DWG. NO.	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
TRAFFIC CONTROL APPURTENANCES		
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
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-15A	01-30-15	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
PIPE CULVERTS AND FLUMES		
D-PG-3	04-15-97	FERROUS AND ALUMINUM CORRUGATED METAL PIPE

91001-4229-04
91001-3229-94
BEGIN PROJ. NO. HSIP-13(60)
L.M. 21.50

N

SEALED BY
SHANE M. HESTER
REGISTERED ENGINEER
AGRICULTURE COMMERCE
NO. 110111
STATE OF TENNESSEE

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

TRAFFIC DATA	
ADT (2015)	6160
V	55-30 MPH

SPECIAL NOTES

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

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

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

DESIGNER ALVIN R. WHITE CHECKED BY SCOTT JOHNSON

P.E. NO. 98034-4299-04 (DESIGN)

PIN NO. 082101.02

PROJECT LENGTH 4.10 MILES
TOTAL LANE MILES RESURFACED 8.2 MILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

3-MAR-2015 07:40
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-13(60)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	60092-3249-94 QUANTITY SAFETY	60092-4249-04 QUANTITY	TOTAL QUANTITY
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON		500	500
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON		30	30
	403-05.01	BITUMINOUS MATERIAL (FOG SEAL) SHOULDER	TON		12	12
(2)	411-02.10	ACS MIX(PG70-22) GRADING D	TON		4402	4402
	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	6.03		6.03
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON		4105	4105
	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.		100	100
(1)(9)	710-09.07	6" PERFORATED PLASTIC PIPE (FRENCH DRAIN)	L.F.		70	70
(3)	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
(4)(5)	712-06	SIGNS (CONSTRUCTION)	S.F.		476	476
	716-01.21	SNWPLWBLE PVMT MRKRS (BI-DIR)(1 COLOR)	EACH	345		345
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	345		345
(6)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		28	28
(6)	716-03.03	PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH		1	1
(7)	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.		17	17
(8)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.		17	17
	717-01	MOBILIZATION	LS		1	1

FOOTNOTES

(1) TO BE USED AS DIRECTED BY ENGINEER.

(2) INCLUDES 258 TONS FOR COUNTY ROADS, CITY STREETS, BUSINESS FRONTS, PRIVATE DRIVES AND FIELD ENTRANCES .USE RIDEABILITY SPECIFICATION SEE SPECIAL PROVISION NO. 411C, USE MATERIAL TRANSFER DEVICE.

(3) 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.

(4) SEE SIGN TABULATION BLOCK THIS SHEET FOR DETAILS.

(5) 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) PER SQUARE FOOT.

(6) THE CONTRACTOR MAY ELECT TO SUBSITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.

(7) QUANTITY BASED ON EXISTING PAVEMENT MARKING AND EDGELINE. TO BE USED ON THE COLD PLANED SURFACE ONLY.

(8) QUANTITY BASED ON EXISTING PAVEMENT MARKING AND EDGELINE. TO BE USED ON THE FINAL SURFACE ONLY.

(9) ITEM TO BE USED AS FRENCH DRAIN AT LM 21.9 AND LM 22.3 TO ALLEVATE WATER WHERE IT'S BLEEDING THROUGH ROADWAY.

SIGNS (CONSTRUCTION) 712-06

QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
2	G20-1	ROAD WORK NEXT 4.1 MILES	64 x 24	22
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
12	W20-1	ROAD WORK AHEAD	48 x 48	192
2	W20-4	ONE LANE ROAD 1000' - PORTABLE	36 x 36	18
2	W20-7a	FLAGGER SYMBOL - PORTABLE	36 x 36	18
2	W16-2	SUPPLEMENTAL PLATE	24 x 18	6
2	W21-2	FRESH OIL - PORTABLE	36 x 36	18
2	W21-5	SHOULDER WORK - PORTABLE	36 x 36	18
2	W8-9a	SHOULDER DROP-OFF - PORTABLE	36 x 36	18
6	W8-11	UNEVEN LANES - PORTABLE	36 x 36	54
		TOTAL S.F.		476

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.

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NOT FOR BIDDING

SEALED BY

SHANE M. HESTER
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 110114
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES & SIGN TABULATED QUANTITIES

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

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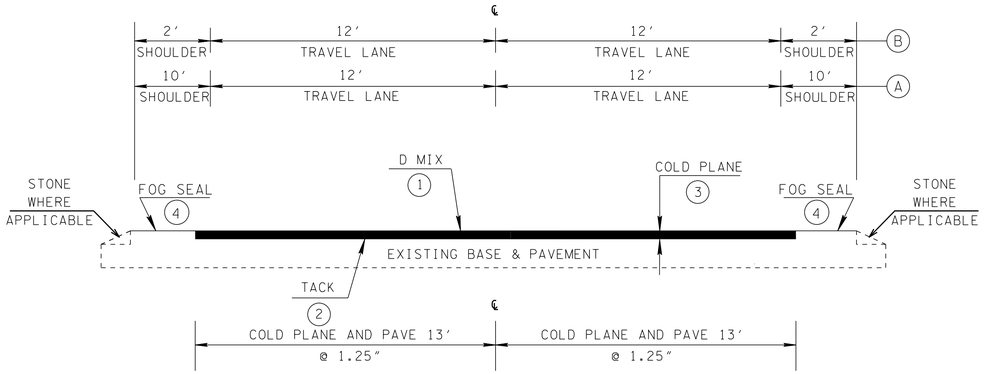
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-13(60)	2A



TYPICAL SECTIONS

(A) L.M. 21.50 TO L.M. 25.52
(B) L.M. 25.52 TO L.M. 25.60

SPECIAL NOTES

(1) WATER IS BLEEDING THROUGH ROADWAY AT LM 21.90 AND LM 22.30 IT NEEDS 70' OF 6" DRAIN PIPE TO CREATE A FRENCH DRAIN TO ALLEVIATE WATER.

(2) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK AND INCLUDE ALL COSTS THEREOF IN THE PRICES BID FOR OTHER ITEMS OF CONSTRUCTION:

(A) REPAIR OF SHOULDERS AND DITCHES. SHOULDERS SHALL BE DEGRASSED, MATERIAL SHALL BE PICKED UP AND REMOVED NOT LEFT IN DITCHES.

PAVEMENT SCHEDULE

(1) SURFACE @ 1.25" THICK (APPROX. 132.50 LBS/SY)
411-02.10 ACS MIX (PG70-22) GRADING D

(2) TACK COAT @ 0.10 GAL/SY.
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

(3) COLD PLANING @ 1.25"
415-01.01 COLD PLANING OF BITUMINOUS PAVEMENT

(4) FOG SEAL @ 0.12 GAL/S.Y.
403-05.01 BITUMINOUS MATERIAL (FOG SEAL) SHOULDER

UTILITY ADJUSTMENTS

TYPE	OWNER	NUMBER
SEWER MANHOLE	CITY OF WAYNESBORO	11
TELEPHONE MANHOLE		
GAS VALVE	CITY OF WAYNESBORO	2
WATER VALVE	CITY OF WAYNESBORO	2

STATE STORM DRAIN ADJUSTMENTS

CATCHBASINS	
MANHOLES	

NOTE: UTILITY OWNER RESPONSIBLE FOR OWN ADJUSTMENTS.

Pre-Construction Ride Numbers

Project Ref. No.	HSIP-13(60)	Contract No.	N/A
Project No.	91001-3229-94/91001-4229-04	Region	3
Contractor	To Be Awarded	County	WAYNE
Weather / Temp.	SUNNY	Route	13
Standard Specs.	Special Provsion SP411C	Test Date	February 4, 2015
Equip.Calib. Date	February 4, 2015	Test No.	1
Milling?	Yes	Pre-Con Test Date	February 4, 2015
Number of lifts	2		

Test Performed by TDOT Road Profiler

Test Limits (mile)		Direction and Measured Roughness (HC-IRI Number Per Mile)					
From	To	NSEW	*Lane	Pre Ride Number	Payment Table	Max. # for Final Ride	Min. Required % Improvement
0.00	1.00	N	1	101	Table 1	55.0	
1.00	2.00	N	1	98	Table 1	55.0	
2.00	3.00	N	1	92	Table 1	55.0	
3.00	4.00	N	1	90	Table 1	55.0	
4.00	4.06	N	1	84	Table 1	55.0	
0.00	1.00	S	1	89	Table 1	55.0	
1.00	2.00	S	1	84	Table 1	55.0	
2.00	3.00	S	1	96	Table 1	55.0	
3.00	4.00	S	1	85	Table 1	55.0	
4.00	4.04	S	1	88	Table 1	55.0	

Average Roughness
Pre-Constuction
HC-IRI Number Per Mile
#DIV/0!

REMARKS

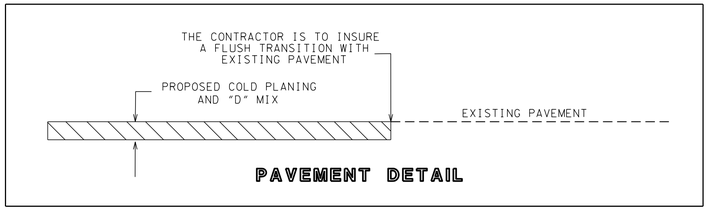
FROM SOUTH OF CHALK CREEK ROAD
TO SOUTH OF SOUTH HIGH STREET

(LM 21.50 TO LM 25.60)

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

BRIDGE NOTES

LOCATION	LENGTH (FT.)	CROSSING	RECOMMENDATION
LM 21.73	44'	CHALK CREEK	PAVE WITH PLANS QUANTITY



PAVEMENT DETAIL

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-13(60)	3

GENERAL NOTES

DRAINAGE

(1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

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

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 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

(5) 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.

PAVEMENT

PAVING

(6) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND 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.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(11) 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.

(12) 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.

(13) 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.

(14) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

(15) 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.

(16) 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.

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

(17) 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.

(18) 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.

SPECIAL NOTES

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

(1) 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.

MISCELLANEOUS

(2) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK AND INCLUDE ALL COSTS THEREOF IN THE PRICES BID FOR OTHER ITEMS OF CONSTRUCTION: REPAIR OF SHOULDERS AND DITCHES. SHOULDERS SHALL BE DEGRASSED, MATERIAL SHALL BE PICKED UP AND REMOVED. CLEANING AND STRAIGHTENING ENDS OF EXISTING SIDEDRAINS AND CROSSDRAINS WHERE DIRECTED BY THE ENGINEER.

(3) 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

PAVING

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

PAVEMENT MARKINGS

(5) 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.

(6) 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.

DRAINAGE

(7) EXCAVATION FOR CULVERT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN SIDE DRAIN PIPE COST.

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-13(60)	3A

SPECIAL NOTES (CONT')

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(8) 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.

(9) 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.

UTILITIES

(10) AT THE CLOSE OF DAILY OPERATION ALL UTILITY COVERS, RIMS AND BOXES AS WELL AS CATCHBASINS IN THE TRAVELED WAY SHALL BE LEFT IN A SAFE CONDITION. UNDER NO CIRCUMSTANCES SHALL ANYTHING BE LEFT IN SUCH A HAZARDOUS CONDITION AS TO CAUSE DAMAGE TO VEHICLES OR ACCIDENTS. THE CONTRACTOR SHALL ACCEPT FULL RESPONSABILITY FOR ANY DAMAGE TO VEHICILES OR PERSONAL INJURIES RESULTING FROM HIS FAILURE TO EITHER DEFINE THE LOCATION OR PROTECT THE OBSTACLE BY RAMPING AROUND IT WITH BITUMINOUS MATERIAL.

(11) THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVAL AND REPLACEMENT OF ANY MANHOLE, WATER VALVE OR CATCHBASIN COVERS THAT ARE NECESSARY IN ORDER TO PERFORM THE REQUIRED WORK. THE REMOVAL AND REPLACEMENT OF THESE COVERS WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PROVIDED PAY ITEMS.

(12) ADJUSTMENTS OF UTILITIES SHALL NOT BE PERFORMED UNTIL PLACEMENT OF SPOT LEVELING (B-MOD) BUT PRIOR TO PLACEMENT OF FINAL SURFACE (D MIX).

EROSION PREVENTION AND SEDIMENT CONTROL

ENVIRONMENTAL

CLEANING DITCHES

(13) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDE DRAINS, AND CROSS DRAINS, TO ENSURE THAT THE DRAINAGE FEATURES / WATERCOURSES ARE NOT STREAMS OR WETLANDS. IF THE CONTRACTOR / TDOT INSPECTOR IS UNSURE WHETHER THE DRAINAGE FEATURES ARE STREAMS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION TO OBTAIN THE APPROPRIATE PERMITS.

NPDES

(14) DUE TO THE TYPE OF WORK, A NPDES PERMIT WAS NOT OBTAINED. IF THE DISTURBED AREA IS MORE THAN ONE ACRE, PLEASE CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION FOR FURTHER REVIEW.

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SPECIAL NOTES

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