

Index Of Sheets

| SHEET NO. | DESCRIPTION |
|-----------|--|
| 1 | TITLE SHEET |
| 2 | ESTIMATED QUANTITIES AND TYPICAL SECTION |
| 2A | GENERAL NOTES |
| 2B | SPECIAL NOTES |

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

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENGINEERING

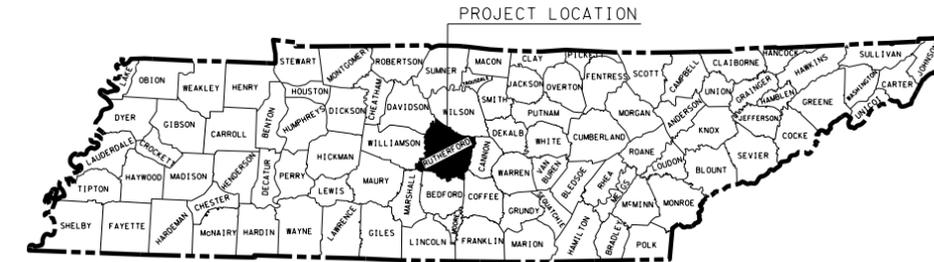
| TENN. | YEAR | SHEET NO. |
|--------------------|--------------------|-----------|
| | 2015 | 1 |
| FED. AID PROJ. NO. | STP-NH/HSIP-96(43) | |
| STATE PROJ. NO. | 75009-8237-14 | |
| STATE PROJ. NO. | 75009-3237-94 | |

STANDARD ROADWAY DRAWINGS

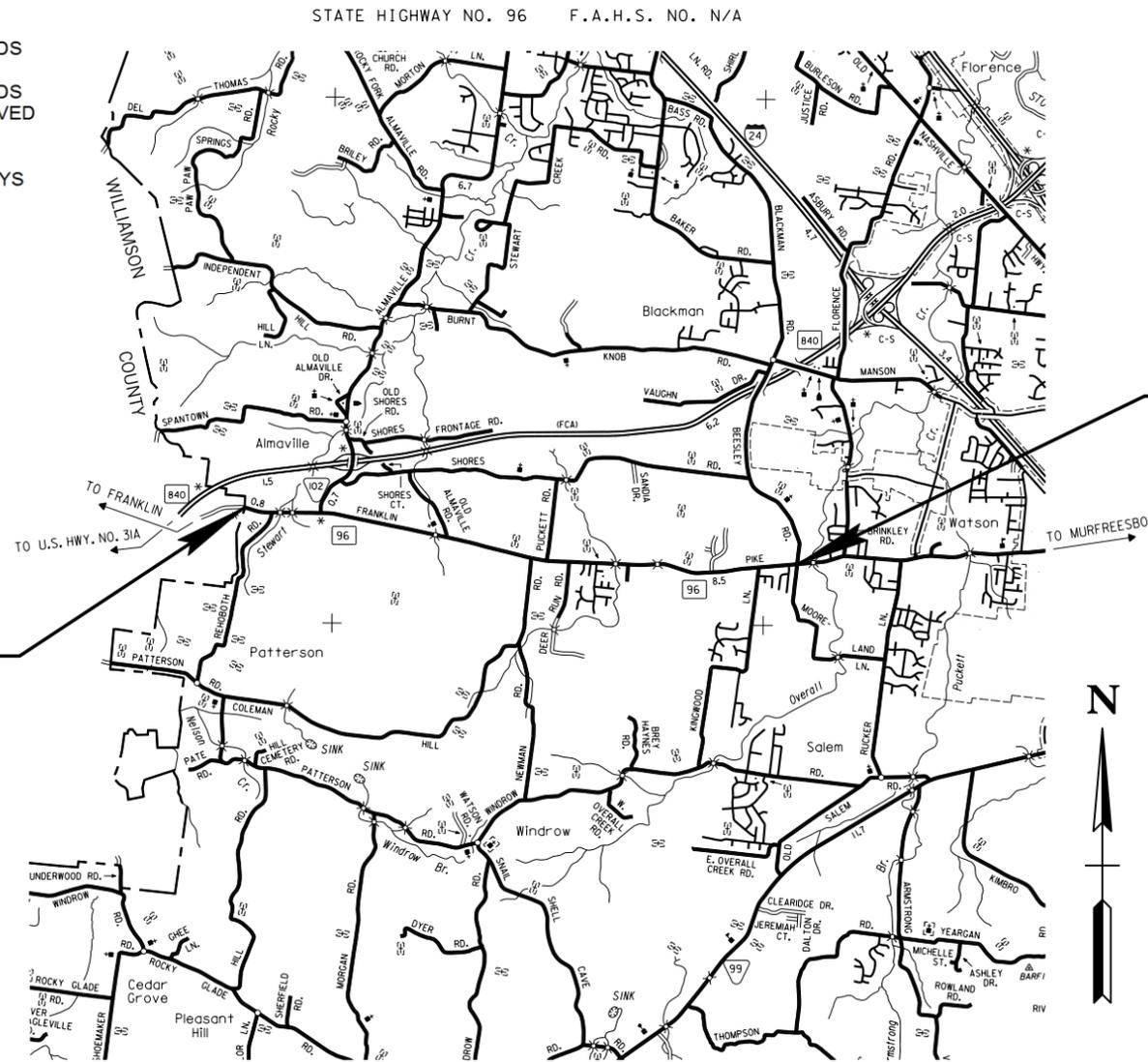
| DWG. NO. | REV. | DESCRIPTION |
|--------------------------------------|----------|--|
| ROADWAY DESIGN STANDARDS | | |
| RD-A-1 | 12-18-99 | STANDARD ABBREVIATIONS |
| RD-L-1 | 10-26-94 | STANDARD LEGEND |
| TRAFFIC CONTROL APPURTENANCES | | |
| T-M-1 | 07-24-14 | DETAILS OF PAVEMENT MARKINGS FOR 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-WZ-10 | 04-02-12 | ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS |

RUTHERFORD COUNTY

STATE ROUTE NO. 96
 FROM WILLIAMSON COUNTY LINE (L.M. 0.00)
 TO VETERANS PARKWAY (L.M. 6.09)
RESURFACING



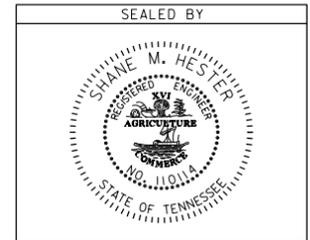
| EXCLUSION | |
|--------------------|--------------|
| LOG MILE | LENGTH (FT.) |
| BRANCH @ L.M. 4.08 | 27 |
| TOTAL = | 27 |



75009-8237-14
 75009-3237-94
 END PROJ. NO. STP-NH/HSIP-96(43)
 L.M. 6.09

75009-8237-14
 75009-3237-94
 BEGIN PROJ. NO. STP-NH/HSIP-96(43)
 L.M. 0.00

**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 JANUARY 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

| TRAFFIC DATA | |
|--------------|-----------|
| ADT (2015) | 13,620 |
| V | 45-55 MPH |

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
 DIVISION ADMINISTRATOR

DATE: _____

PROJECT LENGTH **6.08 MILES**
 TOTAL LANE MILES RESURFACED **12.3 MILES**

TRANS. PROJ. SPEC. SUPVR. 2 BILLY BINION
 DESIGNER DARRELL GRAY CHECKED BY RUSTY BOGUSKIE
 P.E. NO. 98034-4299-04 (Design)
 PIN NO. 083384.01

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|--------------------|-----------|
| RESURF. | 2015 | STP-NH/HS1P-96(43) | 2 |

| ESTIMATED ROADWAY QUANTITIES | | | | | |
|------------------------------|---|------|---------------|---------------|-------|
| ITEM NO. | DESCRIPTION | UNIT | QUANTITY | SAFETY | TOTAL |
| | | | 75009-8237-14 | 75009-3237-94 | |
| 1 | 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 180 | | 180 |
| 2 | 307-01.15 ASC MIX (PG64-22) (BPMLC-HM) GRADING CS | TON | 100 | | 100 |
| | 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 28 | | 28 |
| 3,4,5 | 411-02.10 ACS MIX(PG70-22) GRADING D | TON | 6179 | | 6179 |
| 6 | 712-01 TRAFFIC CONTROL | LS | 1 | | 1 |
| | 712-04.01 FLEXIBLE DRUMS (CHANNELIZING) | EACH | 45 | | 45 |
| | 712-05.01 WARNING LIGHTS (TYPE A) | EACH | 4 | | 4 |
| 7 | 712-06 SIGNS (CONSTRUCTION) | S.F. | 524 | | 524 |
| | 716-01.21 SNWPLWBLE PVMT MRKRS (BI-DIR)(1 COLOR) | EACH | | 396 | 396 |
| | 716-01.22 SNWPLWBLE PVMT MRKRS (MONO-DIR)(1 COLOR) | EACH | | 14 | 14 |
| 8 | 716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING) | S.Y. | 2183 | | 2183 |
| 8 | 716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE) | L.F. | 36 | | 36 |
| 8 | 716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW) | EACH | 7 | | 7 |
| 9 | 716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) | L.M. | | 12 | 12 |
| 10 | 716-13.02 SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE) | L.M. | | 11 | 11 |
| | 717-01 MOBILIZATION | LS | 1 | | 1 |

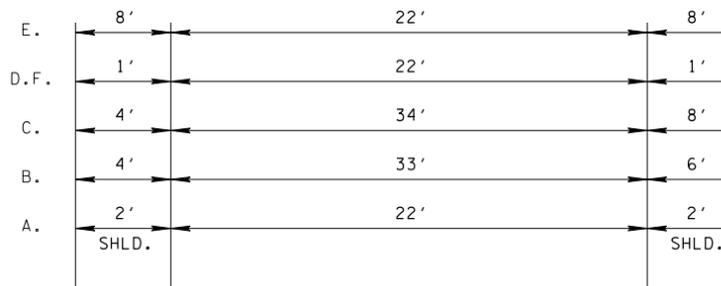
FOOTNOTES

- TO BE USED AS DIRECTED BY THE ENGINEER.
- TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
- FOR RIDEABILITY SEE SPECIAL PROVISIONS 411C.
- FOR MATERIAL TRANSFER DEVICE SEE SPECIAL PROVISIONS 407G.
- INCLUDES 219 TON FOR COUNTY ROADS, BUSINESS ENTRANCES, PRIVATE DRIVES AND FIELD ENTRANCES. THE CONTRACTOR HAS THE OPTION OF USING THE PERFORMANCE GRADE MIX OR REGULAR ASPHALT ON THE PAVING OF DRIVEWAYS AND BUSINESS ENTRANCES.
- 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).
- 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.
- FOR CENTERLINE PAVEMENT MARKINGS (TWO LANE SECTION IS BASED ON 6 % PASS, 18 % NO PASS ONE SIDE AND 76 % NO PASS BOTH SIDES), AND FOR EDGE LINES FROM L.M. 0.79 - 0.88 (RIGHT SIDE) AND FROM L.M. 4.02 - 4.15 (BOTH SIDES).
- FOR EDGE LINES FROM L.M. 0.00 - 4.02 AND L.M. 4.15 - 6.09 (LEFT SIDE), AND FROM L.M. 0.00 - 0.79, L.M. 0.88 - 4.02 AND L.M. 4.15 - 6.09 (RIGHT SIDE).

BRIDGE NOTES

| LOCATION | BRIDGE NO. | LENGTH (FT.) | RECOMMENDATION |
|-----------|-------------|--------------|--------------------------|
| L.M. 0.35 | 75SR0960001 | 48 | PAVE WITH PLANS QUANTITY |
| L.M. 0.51 | 75SR0960003 | 30 | PAVE WITH PLANS QUANTITY |
| L.M. 2.18 | 75SR0960005 | 26 | PAVE WITH PLANS QUANTITY |
| L.M. 4.08 | 75SR0960007 | 27 | LEAVE AS IS |
| L.M. 4.56 | 75SR0960009 | 32 | PAVE WITH PLANS QUANTITY |

THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT



TYPICAL SECTION

- A. L.M. 0.00 TO L.M. 0.71
- B. L.M. 0.71 TO L.M. 0.79
- C. L.M. 0.79 TO L.M. 0.88
- D. L.M. 0.88 TO L.M. 4.02
- E. L.M. 4.02 TO L.M. 4.15
- F. L.M. 4.15 TO L.M. 6.09
- * 27' BRIDGE EXCLUSION @ L.M. 4.08

PAVING SCHEDULE

| | |
|---|--|
| 1 | GRADING "D" SURFACE @ 1.25" THICK (APPROX 132.5 LBS/SY) 411-02.10 ASC MIX (PG70-22) GRADING D |
| 2 | TACK COAT @ 0.07 GAL/SY (GENERAL USE) 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) |

SPECIAL PAVING NOTE

ALL SHOULDERS WILL BE DEGRADED / CLIPPED AND CLEANED OF ALL VEGETATION, GRASS, AND DEBRIS. SEE SPECIAL NOTES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.

SIGNS (CONSTRUCTION) 712-06

| QUANTITY | M.U.T.C.D. NO. | DESCRIPTION | SIZE | 712-06 S.F. |
|-------------------|----------------|--------------------------------|---------|---------------|
| 2 | G20-1 | ROAD WORK NEXT 6 MILES | 64 x 24 | 21.33 |
| 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 |
| 15 | W20-1 | ROAD WORK AHEAD | 48 x 48 | 240 |
| 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. | | | | 523.33 |

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

SEALED BY



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES AND TYPICAL SECTION

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|--------------------|-----------|
| RESURF. | 2015 | STP-NH/HS1P-96(43) | 2A |
| | | | |
| | | | |

GENERAL NOTES

MISCELLANEOUS

- (1) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- (2) 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

- (3) 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 PAVMT 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

- (4) 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 PAVMT 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

- (5) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.
- (6) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

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.
- (17) 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

- (18) 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.
- (19) 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.

**UNOFFICIAL
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**GENERAL
NOTES**

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|--------------------|-----------|
| RESURF. | 2015 | STP-NH/HS1P-96(43) | 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 CROSSDRAINS 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.
- (9) SAFETY EDGE IS NEEDED L.M.2.467 - L.M. 2.5 RIGHT (NEAR ACCESS GATE SYSTEMS), L.M. 4.09 - L.M. 4.12 LEFT (NEAR STRUCTURE), L.M.4.889 - L.M. 5.01 RIGHT (NEAR SUBDIVISION) & L.M.4.872 - L.M. 5.01 LEFT (NEAR SUBDIVISION).

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

- (10) 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.
- (11) 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

- (12) 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.

WORK RESTRICTIONS

- (13) PAVING WITH "D" MIX TO BE APPLIED DURING DAYLIGHT HOURS ONLY.

| Test Performed by TDOT Road Profiler | | | | | | | | Average Roughness Pre-Constuction HC-IRI Number Per Mile #DIV/0! |
|--|------|---|-------|-----------------|---------------|-----------------------|-----------------------------|--|
| 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 | E | 1 | 95 | Table 2 | 66.5 | 30 | |
| 1.00 | 2.00 | E | 1 | 87 | Table 2 | 60.9 | 30 | |
| 2.00 | 3.00 | E | 1 | 93 | Table 2 | 65.1 | 30 | |
| 3.00 | 4.00 | E | 1 | 86 | Table 2 | 60.2 | 30 | |
| 4.00 | 5.00 | E | 1 | 64 | Table 1 | 55.0 | | |
| 5.00 | 6.00 | E | 1 | 70 | Table 1 | 55.0 | | |
| 6.00 | 6.06 | E | 1 | 60 | Table 1 | 55.0 | | |
| REMARKS | | | | | | | | |
| FROM WILLIAMSON COUNTY LINE TO VETERANS PKWY | | | | | | | | |
| (FROM LM 0.00 TO LM 6.09 | | | | | | | | |
| 0.00 | 1.00 | W | 1 | 78 | Table 1 | 55.0 | | |
| 1.00 | 2.00 | W | 1 | 76 | Table 1 | 55.0 | | |
| 2.00 | 3.00 | W | 1 | 81 | Table 2 | 56.7 | 30 | |
| 3.00 | 4.00 | W | 1 | 91 | Table 2 | 63.7 | 30 | |
| 4.00 | 5.00 | W | 1 | 88 | Table 2 | 61.6 | 30 | |
| 5.00 | 6.00 | W | 1 | 91 | Table 2 | 63.7 | 30 | |
| 6.00 | 6.10 | W | 1 | 95 | Table 2 | 66.5 | 30 | |

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

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**SPECIAL
NOTES**