


THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Anthony Washington
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HDR ENGINEERING, INC.
120 BRENTWOOD COMMONS WAY
SUITE 525
BRENTWOOD, TN 37027
ANTHONY L. WASHINGTON, III, P.E. 119749

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

| SHEET NAME | SHEET NO. |
|---|---|
| SIGNATURE SHEET | ROADWAY-SIGN1 |
| TITLE SHEET | 1 |
| ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS | 1A |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B, 2B1-2B3 |
| GENERAL NOTES | 2C |
| SPECIAL NOTES | 2D |
| ENVIRONMENTAL NOTES | 2E, 2E1 |
| TABULATED QUANTITIES | 2F |
| UTILITY NOTES AND UTILITY OWNERS | 3 |
| PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL | T1 |

| YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|
| 2026 | NH/HSIP-96(78) | ROADWAY-SIGN 1 |
| | | |
| | | |
| | | |

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# SIGNATURE SHEET

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Index Of Sheets
SEE SHEET NO. 1A

# STATE OF TENNESSEE
# DEPARTMENT OF TRANSPORTATION
# BUREAU OF ENGINEERING

| DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86 | YES | NO X |
|---|---|---|
| WORK ZONE SIGNIFICANCE DETERMINATION | | |
| SIGNIFICANT | YES X | NO |
| RAILROAD INVOLVEMENT | YES | NO X |

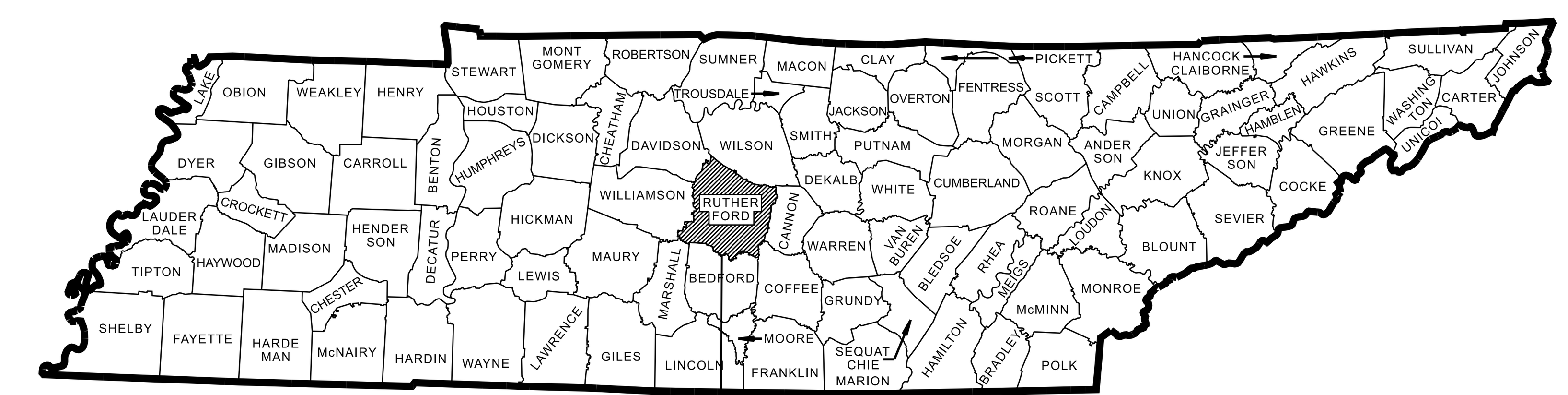
| TENN. | YEAR | SHEET NO. |
|---|---|---|
| | 2026 | 1 |
| FED. AID PROJ. NO. | NH/HSIP-96(78) | |
| STATE PROJ. NO. | 75S096-F3-010 | |
| STATE PROJ. NO. | 75S096-F8-008 | |

## RUTHERFORD COUNTY

STATE ROUTE 96
FROM NEAR SAINT ANDREWS DRIVE
TO NEAR ORDWAY STREET

RESURFACE & SAFETY
411D OVERLAY, GUARDRAIL AND PAVEMENT MARKINGS

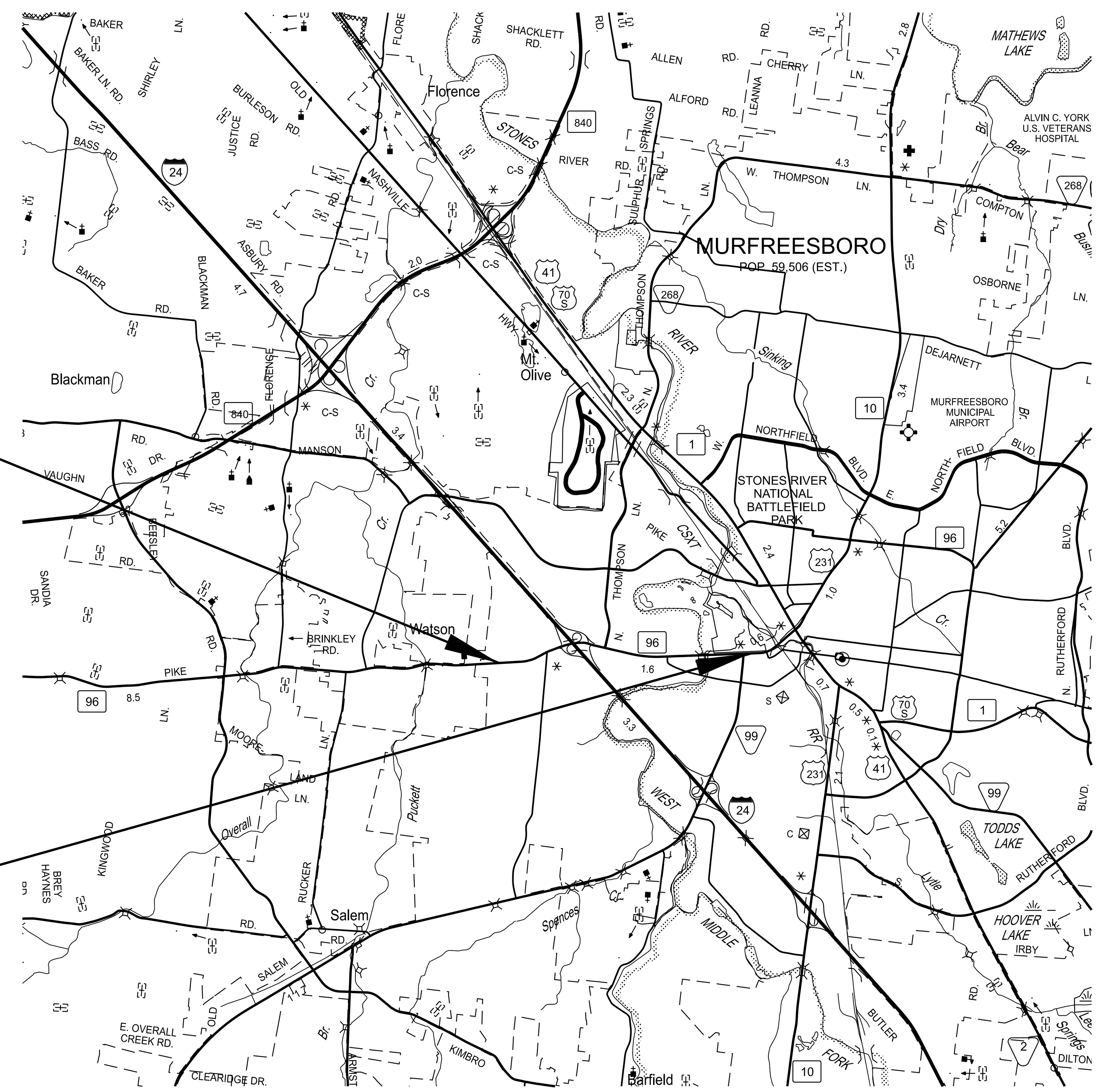
STATE HIGHWAY NO. 96 F.A.H.S. NO. N/A




PROJECT LOCATION
BRIDGE ID. # 75SR0960015 75SR0960016

75S096-F3-010
75S096-F8-008
BEGIN PROJECT NO. NH/HSIP-96(78) RESURFACE & SAFETY
NEAR SAINT ANDREWS DRIVE (L.M. 9.00)

75S096-F3-010
75S096-F8-008
END PROJECT NO. NH/HSIP-96(78) RESURFACE & SAFETY
NEAR ORDWAY STREET (L.M. 11.24)



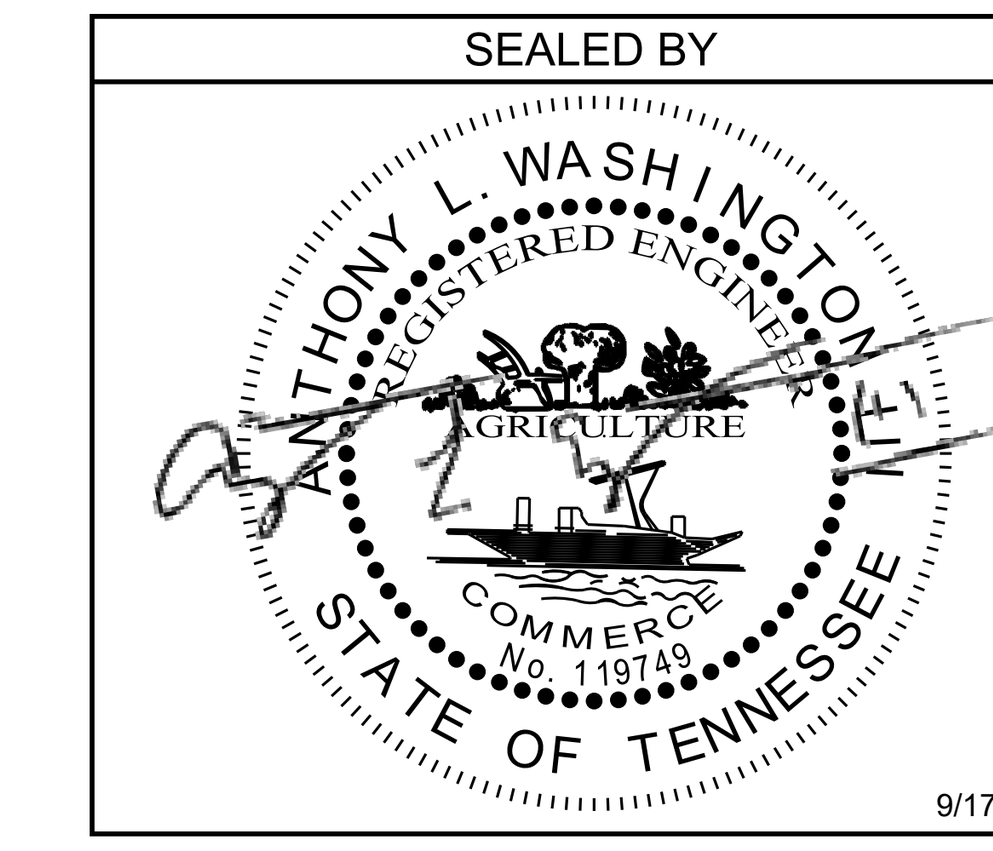

SCALE: 1"= 1 MILE

0 1 2 3 MILES

| | |
|---|---|
| PROJECT LENGTH | 1.74 MILES |
| TOTAL LANE MILES RESURFACED | 8.84 MILES |

| EXCLUSIONS | |
|---|---|
| LOG MILE TO LOG MILE | LENGTH (MI.) |
| L.M. 9.00 - L.M. 9.50 | 0.50 |
| - | - |
| - | - |
| TOTAL= | 0.50 |

SEALED BY



9/17/2026

APPROVED: ______________________
SHANE HESTER, CHIEF ENGINEER

DATE: ______________________

APPROVED: ______________________
WILL REID, COMMISSIONER

| TRAFFIC COUNTER, EMBEDDED DETECTION LOOPS & AUTOMATIC TRAFFIC READERS | |
|---|---|
| STATION LOCATION | LOG MILE |
| EDL #157 | 10.540 |
| TC STATION 157 | 10.578 |
| EDL #157 | 10.630 |

| TRAFFIC DATA | |
|---|---|
| ADT (2027) | 40,450 |
| POSTED SPEED L.M. 9.00 - L.M. 10.98 | 40 MPH |
| POSTED SPEED L.M. 10.98 - L.M. 11.24 | 35 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 APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: LISA ROSS
DESIGN FIRM : HDR ENGINEERING, INC.
DESIGNER : ANTHONY L. WASHINGTON, III, P.E. CHECKED BY KEVIN CAGLE, P.E.
P.E. NO. 98034-4299-04 (DESIGN)
PIN NO. 136297.00

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2026 | NH/HSIP-96(78) | 1A |
| | | | |
| | | | |
| | | | |

# ROADWAY INDEX


| SHEET NAME | SHEET NO. |
|---|---|
| SIGNATURE SHEETS | ROADWAY-SIGN1 |
| TITLE SHEET | 1 |
| ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS | 1A |
| ESTIMATED ROADWAY QUANTITIES | 2 |
| TYPICAL SECTIONS AND PAVEMENT SCHEDULE | 2B, 2B1-2B3 |
| GENERAL NOTES | 2C |
| SPECIAL NOTES | 2D |
| ENVIRONMENTAL NOTES | 2E |
| TABULATED QUANTITIES | 2F |
| DETAIL SHEETS – PAVEMENT MARKING | 2G-2G7 |
| DETAIL SHEETS – CURB RAMP LOCATIONS | 2G8, 2G9 |
| UTILITY NOTES, AND UTILITY OWNERS | 3 |
| PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL | T1 |


NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.

# STANDARD ROADWAY DRAWINGS

| DWG. | REV. | DESCRIPTION |
|---|---|---|
| **10-100.00** | | **STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS** |
| RD-TP-1 | 10-01-24 | STANDARD ROADWAY DRAWINGS TITLE SHEET |
| RD-A-1 | 02-20-20 | STANDARD ABBREVIATIONS A THROUGH L |
| RD-A-2 | | STANDARD ABBREVIATIONS M THROUGH Z |
| RD-L-1 | 01-30-26 | STANDARD LEGEND |
| RD-L-1A | | STANDARD LEGEND |
| **10-104.00** | | **CATCH BASINS AND MANHOLES** |
| D-CBB-12A | 06-28-19 | TYPE 'B' CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS |
| D-CBB-13 | 06-28-19 | TYPE 'B' CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NO. 13 TYPE CATCH BASINS |
| **10-107.00** | | **MULTIMODAL** |
| CR-GN-1 | 04-30-26 | GENERAL NOTES CURB RAMP |
| CR- GN-2 | | CURB RAMP NUMBERING |
| CR-DWS-1 | 04-30-26 | DETECTABLE WARNING SURFACE DETAIL |
| CR-CRT-1 | 04-30-26 | CURB RAMP TYPES |
| CR-GTL-1 | 04-30-26 | GUTTER TRANSITION LAYOUT |
| CR-GTL-2 | 04-30-26 | GUTTER TRANSITION LAYOUT |
| CR-21 | 04-30-26 | COMBINATION RAMP USED WITH WIDE SIDEWALK |
| **10-108.00** | | **SAFETY DESIGN AND GUARDRAILS** |
| S-GRT-2R | 06-28-19 | EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT) |
| S-GRT-2 | 06-28-19 | TYPE 38 GUARDRAIL END TERMINAL |

# STANDARD TRAFFIC DESIGN DRAWINGS

| DWG. | REV. | DESCRIPTION |
|---|---|---|
| **10-200.00** | | **SIGN** |
| T-S-9 | 07-30-25 | STANDARD LAYOUT - GROUND MOUNTED SIGNS |
| T-S-19 | 07-30-25 | STANDARD STEEL SIGN SUPPORTS |
| T-S-20 | 07-30-25 | SIGN DETAILS |
| **10-204.00** | | **DESIGN - TRAFFIC CONTROL** |
| T-M-1 | 01-24-25 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS |
| T-M-2 | 01-24-25 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS |
| T-M-3 | 01-24-25 | MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS |
| T-M-4 | 01-24-25 | STANDARD INTERSECTION PAVEMENT MARKINGS |
| T-WZ-10 | 03-26-25 | ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS |
| T-WZ-11 | 03-26-25 | ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS |
| T-WZ-12 | 03-26-25 | ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS |
| T-WZ-22 | 08-19-25 | ONE LANE CLOSURE DETAIL FOR UNDIVIDED HIGHWAYS |
| T-WZ-40 | 03-26-25 | RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS |
| T-WZ-41 | 03-26-25 | LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS |
| T-WZ-55 | 03-26-25 | SIDEWALK TRAFFIC CONTROL |
| T-WZ-FAB1 | 03-26-25 | FLASHING YELLOW ARROW BOARD |

**SEALED BY**

ANTHONY L. WASHINGTON III
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 119738
STATE OF TENNESSEE

9/17/2026

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS

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# ESTIMATED ROADWAY QUANTITIES

| | ITEM NO. | DESCRIPTION | UNIT | QUANTITY 75S096-F8-008 | QUANTITY 75S096-F3-010 | TOTAL QUANTITY |
|---|---|---|---|---|---|---|
| | 105-01 | CONSTRUCTION STAKES, LINES AND GRADES | LS | 1 | | 1 |
| | 202-01.03 | REMOVAL OF TRASH AND DEBRIS | LS | 1 | | 1 |
| | 202-03 | REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC. | S.Y. | 79 | | 79 |
| | 202-08.15 | REMOVAL OF CURB AND GUTTER (CONCRETE) | L.F. | 92 | | 92 |
| (1) | 203-07 | FURNISHING & SPREADING TOPSOIL | C.Y. | 3 | | 3 |
| (1)(2) | 208-01.05 | BROOMING & DEGRASSING SHOULDERS | L.M. | 5.3 | | 5.3 |
| (1) | 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING D | TON | 662 | | 662 |
| (3) | 307-02.08 | ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2 | TON | 200 | | 200 |
| | 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) | TON | 34 | | 34 |
| (4) | 411-02.10 | ACS MIX(PG70-22) GRADING D | TON | 6135 | | 6135 |
| (5) | 415-01.01 | COLD PLANING BITUMINOUS PAVEMENT | TON | 911 | | 911 |
| (6) | 611-03.04 | GRAY IRON CASTINGS (CATCHBASIN) | LB. | | 5360 | 5360 |
| (7) | 611-09.02 | REWORK CATCHBASIN | EACH | | 8 | 8 |
| (8) | 701-01.01 | CONCRETE SIDEWALK (4 ") | S.F. | 236 | | 236 |
| (8) | 701-02.01 | CONCRETE CURB RAMP (RETROFIT) | S.F. | 477 | | 477 |
| | 702-03 | CONCRETE COMBINED CURB & GUTTER | C.Y. | 6 | | 6 |
| (9) | 705-04.09 | EARTH PAD FOR TYPE 38 GR END TREATMENT | EACH | | 4 | 4 |
| (9) | 705-06.20 | TANGENT ENERGY ABSORBING TERM MASH TL-3 | EACH | | 1 | 1 |
| (9) | 706-01 | GUARDRAIL REMOVED | L.F. | | 50 | 50 |
| | 712-01 | TRAFFIC CONTROL | LS | 1 | | 1 |
| | 712-04.01 | FLEXIBLE DRUMS (CHANNELIZING) | EACH | 100 | | 100 |
| (10) | 712-06 | SIGNS (CONSTRUCTION) | S.F. | 2088 | | 2088 |
| | 712-08.03 | ARROW BOARD (TYPE C) | EACH | 2 | | 2 |
| | 713-16.01 | CHANGEABLE MESSAGE SIGN UNIT | EACH | 2 | | 2 |
| (11) | 713-16.20 | SIGNS (R1-1, STOP, 48"X48") | EACH | 2 | | 2 |
| | 716-01.21 | SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR) | EACH | 34 | | 34 |
| | 716-01.22 | SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR) | EACH | 485 | | 485 |
| | 716-01.23 | SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR)(2 COLOR) | EACH | 242 | | 242 |
| (12) | 716-01.30 | REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER | EACH | 761 | | 761 |
| (13)(14) | 716-02.04 | PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING) | S.Y. | 415 | 185 | 600 |
| (13)(14)(15) | 716-02.05 | PLASTIC PAVEMENT MARKING (STOP LINE) | L.F. | 937 | 46 | 983 |
| (13)(14) | 716-02.06 | PLASTIC PAVEMENT MARKING (TURN LANE ARROW) | EACH | 65 | | 65 |
| (13)(14) | 716-02.08 | PLASTIC PAVEMENT MARKING (8" DOTTED LINE) | L.F. | 1392 | 3209 | 4601 |
| (13)(14) | 716-02.09 | PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK) | L.F. | 146 | | 146 |
| (13)(14) | 716-04.01 | PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW) | EACH | 1 | | 1 |
| (13)(14) | 716-04.04 | PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER) | L.F. | 758 | | 758 |
| (13)(14) | 716-04.05 | PLASTIC PAVEMENT MARKING (STRAIGHT ARROW) | EACH | 10 | | 10 |
| (13)(14) | 716-04.12 | PLASTIC PAVEMENT MARKING (YIELD LINE) | S.F. | | 30 | 30 |
| (16) | 716-05.20 | PAINTED PAVEMENT MARKING (6" LINE) | L.M. | 1 | | 1 |
| (13) | 716-12.02 | ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE) | L.M. | 7.3 | | 7.3 |
| (13) | 716-12.05 | ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE) | L.F. | 4535 | | 4535 |
| (13) | 716-12.06 | ENHANCED FLAT LINE THERMO (8IN LINE) | L.F. | 2323 | | 2323 |
| | 717-01 | MOBILIZATION | LS | 1 | | 1 |
| | 801-01 | SEEDING (WITH MULCH) | UNIT | 1 | | 1 |

## FOOTNOTES

(1) TO BE USED AS DIRECTED BY THE ENGINEER.

(2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET 2C, PAVEMENT MARKINGS, FINAL PAVEMENT MARKING NOTE 6 AND SHEET 2D, PAVEMENT, RESURFACING, NOTE 2.

(3) TO BE USED AS DIRECTED BY THE ENGINEER FOR PARTIAL DEPTH REPAIR.

(4) INCLUDES 89 TONS EXTRA WIDTH PAVING CITY STREETS AND BUSINESS ENTRANCES.

(5) FOR MILLING OPERATIONS AT BEGINNING AND END PROJECT LIMITS AND AT STRUCTURE NOS. 75SR0960015 AND 75SR0960016 AT L.M. 10.56. INCLUDES 517 TONS FOR TAPER MILLING, 208 TONS PARTIAL DEPTH ASPHALT REPAIR.

(6) COST TO INCLUDE REMOVAL OF EXISTING GRATE AND REPLACEMENT WITH A BICYCLE FRIENDLY GRATE WHERE APPLICABLE, INCLUDING MATERIAL, PARTS, LABOR, EQUIPMENT, MACHINERY TOOLS, OR APPARATUS NECESSARY FOR REMOVAL AND INSTALLATION. THE CONTRACTOR SHALL VERIFY GRATE DIMENSIONS IN THE FIELD.

(7) ITEM TO INCLUDE LABOR, AND MATERIALS TO BE USED TO REMOVE AND INSTALL 8 NEW BICYCLE FRIENDLY GRATES. ITEM TO INCLUDE ANY CONCRETE REPAIR AND RAISING THE CATCH BASIN TO ROADWAY GRADE, IF NECESSARY.

(8) SEE CURB RAMP TABULATION ON SHEET 2F AND LAYOUT INFORMATION ON SHEET 2G9.

(9) SEE GUARDRAIL TABULATION ON SHEET 2F.

(10) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. 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 APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION). SEE TRAFFIC CONTROL SIGN TABULATION (RESURFACING), SHEET 2F.

(11) SEE SHEET 2G5 FOR LOCATIONS

(12) THE CONTRACTOR SHOULD REMOVE EXISTING SPM BY A METHOD THAT DOES NOT DAMAGE THE EXISTING ASPHALT. IF DAMAGE OCCURS DURING REMOVAL THE CONTRACTOR SHALL MAKE REPAIRS AT THEIR OWN EXPENSE BEFORE PAVING.

(13) ITEM TO BE USED FOR FINAL PAVEMENT MARKING.

(14) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PERFORMED PLASTIC FOR THERMOPLASTIC. PERFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.

(15) ALL STOP BARS ON SIDE STREETS WILL BE RETACTED AS DIRECTED BY THE ENGINEER.

(16) ITEM TO BE USED AS TEMPORARY PAVEMENT MARKING ONLY.

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2026 | NH/HSIP-96(78) | 2 |
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9/17/2026

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

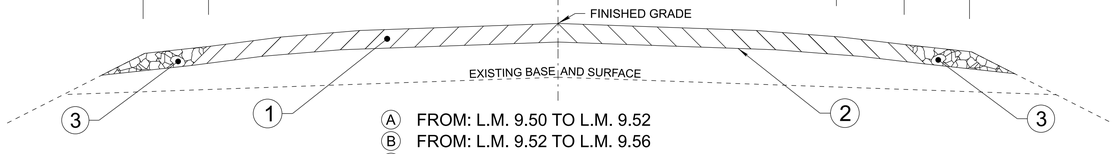
ESTIMATED ROADWAY QUANTITIES

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2026 | NH/HSIP-96(78) | 2B |
| | | | |
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℄ SR-96

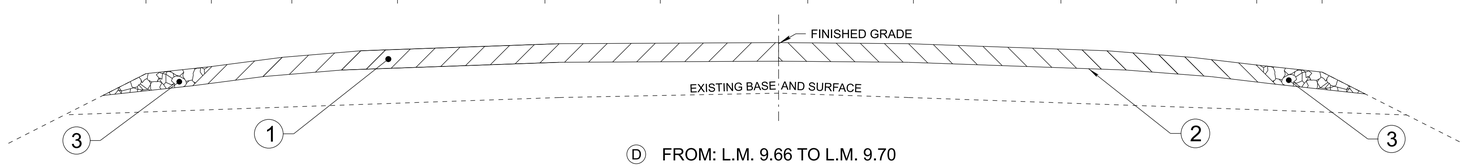
| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| A | 2' | 12' | 24' (2 LANES) | 8' PAINTED MEDIAN | 24' (2 TURN LANES) | 24' (2 LANES) | 16' | 2' |
| B | 2' | 12' | 24' (2 LANES) | 2' PAINTED MEDIAN | 24' (2 TURN LANES) | 24' (2 LANES) | 14' | 2' |
| C | 2' | 12' | 24' (2 LANES) | 2' PAINTED MEDIAN | 24' (2 TURN LANES) | 36' (3 LANES) | 4' | 2' |




Ⓐ FROM: L.M. 9.50 TO L.M. 9.52
Ⓑ FROM: L.M. 9.52 TO L.M. 9.56
Ⓒ FROM: L.M. 9.56 TO L.M. 9.66

℄ SR-96

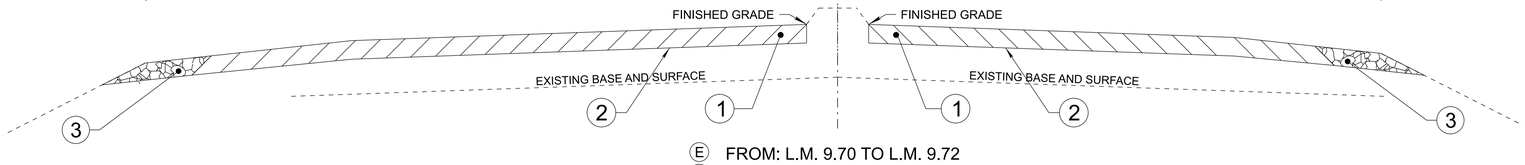
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| D | 2' AGG. | 2' SHLD. | 12' TURN LANE | 12' PAINTED MEDIAN | 24' (2 LANES) | 12' PAINTED MEDIAN | 12' TURN LANE | 4' PAINTED MEDIAN | 24' (2 LANES) | 16' SHLD. | 2' AGG. |




Ⓓ FROM: L.M. 9.66 TO L.M. 9.70

℄ SR-96

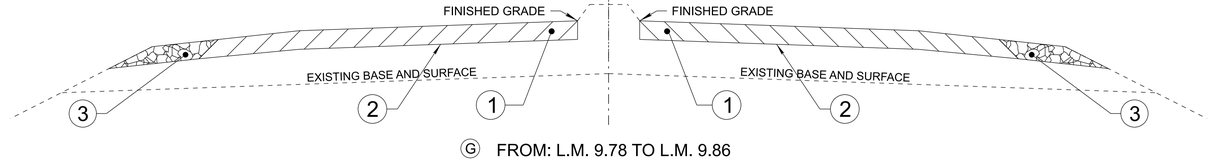
| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| E | 2' | 2' | 12' | 12' | 24' (2 LANES) | 12' TURN LANE | 1' SHLD. | 1' SHLD. | 24' (2 LANES) | 12' SHLD. | 2' AGG. | |
| F | 2' AGG. | 2' SHLD. | 12' TURN LANE | 12' PAINTED MEDIAN | 24' (2 LANES) | | 1' SHLD. | 1' SHLD. | 24' (2 LANES) | 12' SHLD. | 2' AGG. | |




Ⓔ FROM: L.M. 9.70 TO L.M. 9.72
Ⓕ FROM: L.M. 9.72 TO L.M. 9.78

℄ SR-96

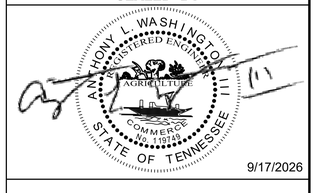
| | | | | | | | |
|---|---|---|---|---|---|---|---|
| G | 2' AGG. | 12' SHLD. | 24' (2 LANES) | 1' SHLD. | 1' SHLD. | 24' (2 LANES) | 12' SHLD. | 2' AGG. |




Ⓖ FROM: L.M. 9.78 TO L.M. 9.86

SEE SHEET 2B3 FOR PAVEMENT SCHEDULE

SEALED BY




9/17/2026

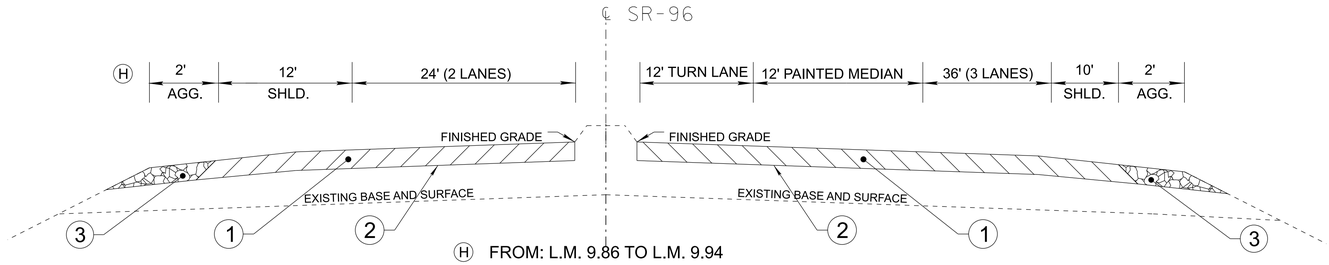
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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

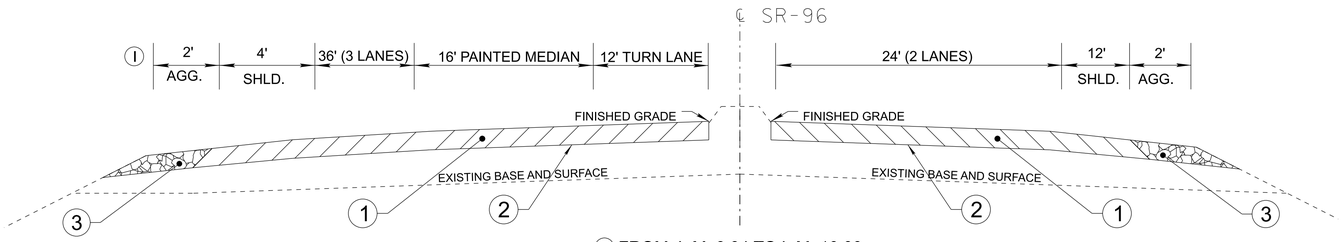
TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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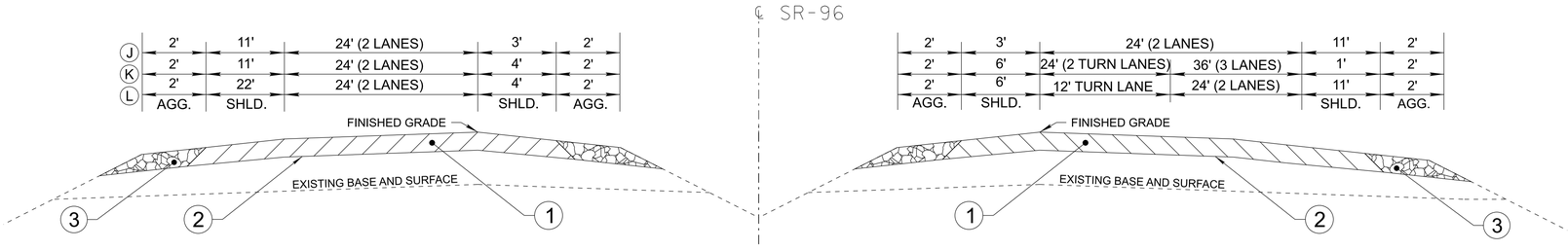
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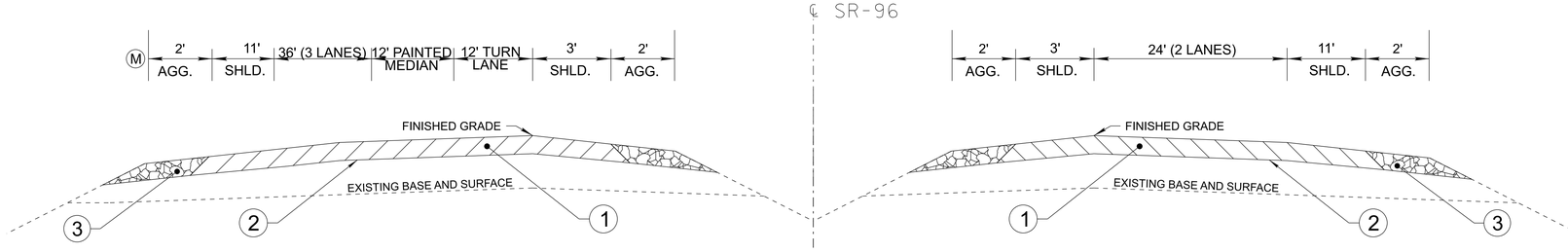

Ⓗ FROM: L.M. 9.86 TO L.M. 9.94




Ⓘ FROM: L.M. 9.94 TO L.M. 10.00




Ⓙ FROM: L.M. 10.00 TO L.M. 10.16
Ⓚ FROM: L.M. 10.16 TO L.M. 10.25
Ⓛ FROM: L.M. 10.44 TO L.M. 10.49




Ⓜ FROM: L.M. 10.25 TO L.M. 10.31

SEE SHEET 2B3 FOR PAVEMENT SCHEDULE

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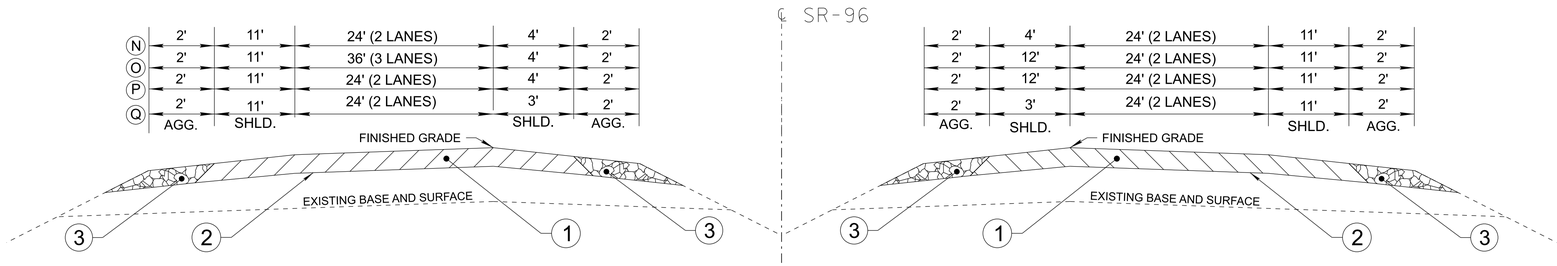
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**DEPARTMENT OF TRANSPORTATION**

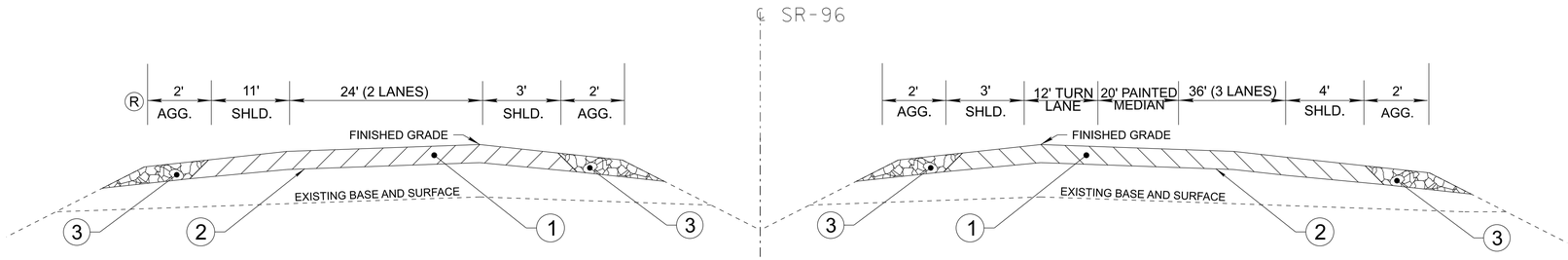
TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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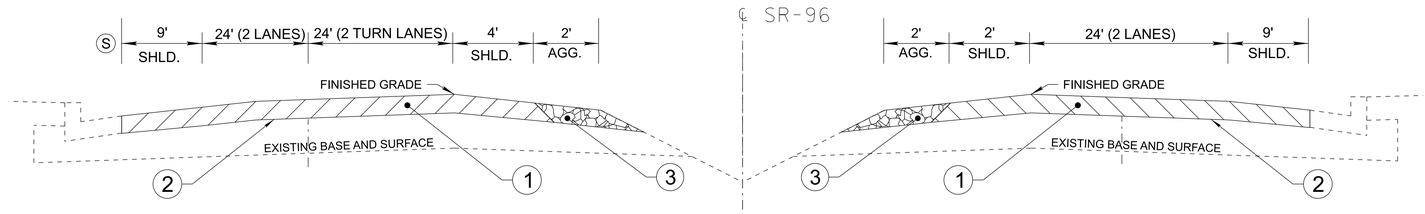
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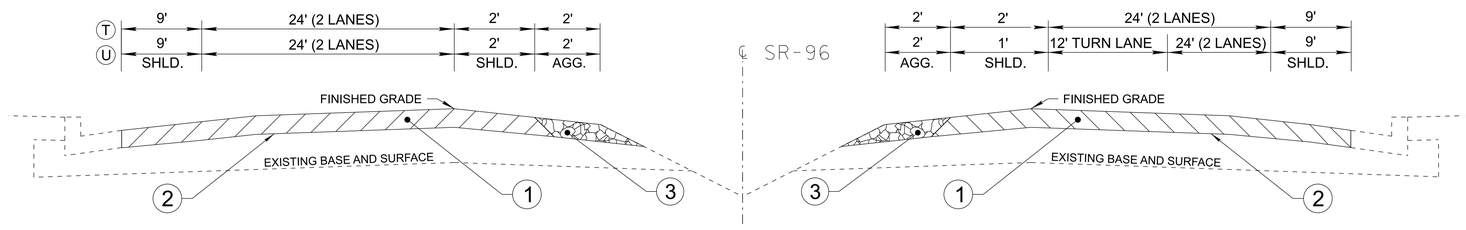

(N) FROM: L.M. 10.31 TO L.M. 10.44
(O) FROM: L.M. 10.49 TO L.M. 10.53
(P) FROM: L.M. 10.53 TO L.M. 10.68
(Q) FROM: L.M. 10.68 TO L.M. 10.91




(R) FROM: L.M. 10.91 TO L.M. 10.96




(S) FROM: L.M. 10.96 TO L.M. 11.03




(T) FROM: L.M. 11.03 TO L.M. 11.10
(U) FROM: L.M. 11.10 TO L.M. 11.18

SEE SHEET 2B3 FOR PAVEMENT SCHEDULE

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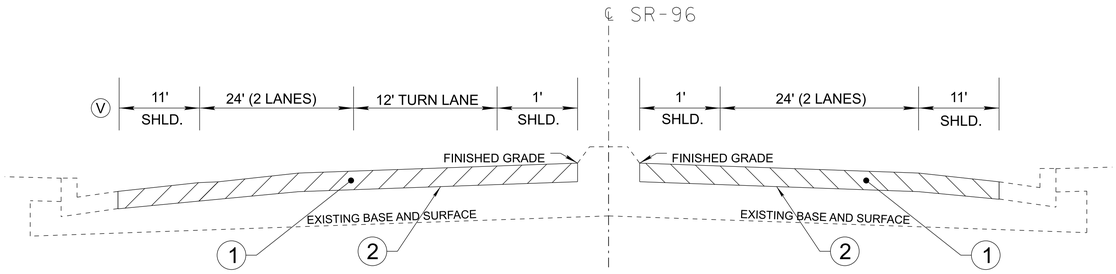
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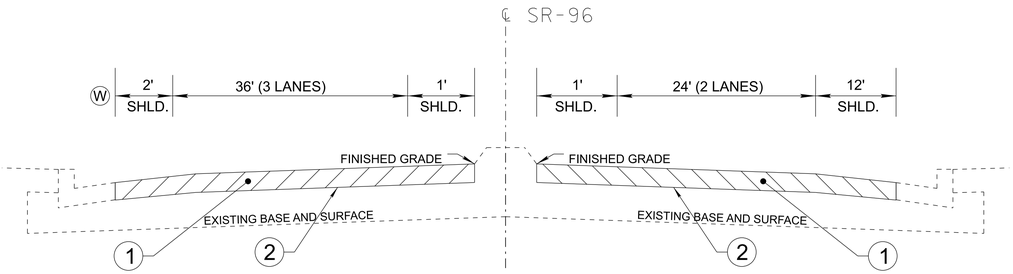
TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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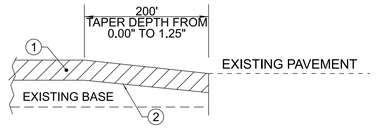



Ⓥ FROM: L.M. 11.18 TO L.M. 11.21



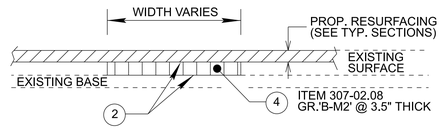

Ⓦ FROM: L.M. 11.21 TO L.M. 11.24

## DETAIL OF TAPER MILL



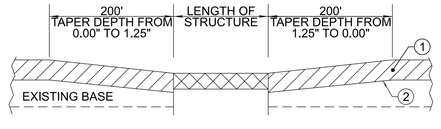

AT PROJECT LIMITS L.M. 9.50 & L.M. 11.24
(NOT TO SCALE)

## DETAIL OF PARTIAL DEPTH ASPHALT REPAIR




(NOT TO SCALE)

## BRIDGE MILLING DETAIL




AT BRIDGE 75SR0960015 75SR0960016
(NOT TO SCALE)

## PROPOSED PAVEMENT SCHEDULE

| | | |
|---|---|---|
| 1 | **ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)** | |
| | ITEM 411-02.10 | ACS MIX (PG70-22) GRADING "D" |
| 2 | **TACK COAT** | |
| | ITEM 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC)<br>SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD |
| 3 | **MINERAL AGGREGATE @ 2.00"± THICK FOR SHOULDERS** | |
| | ITEM 303-01 | MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" |
| 4 | **BITUMINOUS COURSE (BINDER) @ 3.5"± THICK (APPROX. 395.5 LBS./S.Y.)** | |
| | ITEM 307-02.08 | ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"<br>(TO BE USED FOR PARTIAL DEPTH REPAIR) |

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TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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# GENERAL NOTES

## GRADING

(1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

(3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

## GUARDRAIL

(3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

## MISCELLANEOUS

(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

(6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.

b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.

c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(8) 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.

## SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

(19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

## PAVEMENT

## PAVING

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

## RESURFACING

(4) 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.

(5) 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.

(6) 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.

(7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

(8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.

(9) 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

(6) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE APPROPRIATE REGIONAL OPERATIONS OR CONSTRUCTION OFFICE PRIOR TO ORDERING MATERIAL OR INSTALLING THE SUPPORTS. PAYMENT FOR LOCATION AND STAKING SHALL BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED DUE TO INCORRECT INSTALLATION SHALL BE DONE AT THE CONTRACTOR’S EXPENSE.

(9) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY THE SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON SIGNS WITH GREEN OR BROWN BACKGROUNDS.

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) 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.

(2) 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.

(3) 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.

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

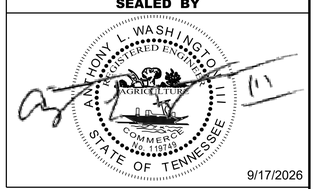
(5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE 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.

(6) 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.

(7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

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GENERAL NOTES

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# SPECIAL NOTES

## PAVEMENT

### RESURFACING

(2) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

A. BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.

B. ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

C. ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

(3) TAPER AROUND ALL CATCH BASINS, AREA DRAINS, AND MANHOLES AS DIRECTED BY THE ENGINEER.

### JOINT SEALANT

(1) THE CONTACT SURFACE OF LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.

(2) PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEPT OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.

(3) TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

## MULTIMODAL

(1) DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

## MISCELLANEOUS

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

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SPECIAL NOTES

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# ENVIRONMENTAL NOTES

## ENVIRONMENTAL GENERAL NOTES

## NATURAL RESOURCES

(4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.

(9) 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 NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

### SPECIES

(11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

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

### PERMITS, PLANS & RECORDS

(15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ENGINEERING PRODUCTION SUPPORT DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

## ENVIRONMENTAL SPECIAL NOTES

### ENVIRONMENTAL

(1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL FIELD REVIEW MEETINGS.

### ECOLOGY

(2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRECONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.

(3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.

(4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

## SCOPE OF WORK

(6) THIS PROJECT INCLUDES 411D OVERLAY, CURB RAMPS, GUARDRAIL, EARTH PAD RETROFIT, PAVEMENT MARKINGS, TRAFFIC CONTROL AND BROOMING AND DEGRASSING.

## EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

## DISTURBED AREA

(1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.

## SEDIMENT CONTROL

(6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

(8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

## GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

(29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.

(30) 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. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.

(31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT 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 ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

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

(33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

(34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

(35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.

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

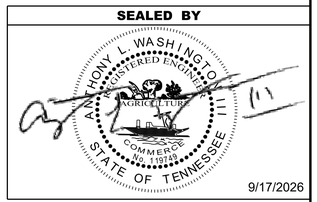
(37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

(38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER 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.

(39) 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.

(40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

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9/17/2026

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

ENVIRONMENTAL NOTES

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# ENVIRONMENTAL NOTES (CONT.)

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2026 | NH/HSIP-96(78) | 2E1 |
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## EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

### SPILL PREVENTION, MANAGEMENT & NOTIFICATION

(44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.

(45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

(46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.

(47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

(48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.

(49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.

(50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.

(51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. 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.

(52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.

(53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF | 2026 | NH/HSIP-96(78) | 2F |
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## TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

| M.U.T.C.D. SIGN NO. | LEGEND \ DESCRIPTION | SIZE IN INCHES L x W | S.F. | TOTAL NUMBER REQUIRED | ITEM NO. 712-06 S.F. |
|---|---|---|---|---|---|
| G20-1 | ROAD WORK NEXT 2 MILES | 48" x 24" | 8 | 2 | 16 |
| G20-2 | END ROAD WORK | 48" x 24" | 8 | 16 | 128 |
| R3-7L | LEFT LANE MUST TURN LEFT | 48" x 48" | 16 | 2 | 32 |
| W4-2L | LEFT LANE ENDS SYMBOL | 48" x 48" | 16 | 8 | 128 |
| W4-2R | RIGHT LANE ENDS SYMBOL | 48" x 48" | 16 | 8 | 128 |
| W8-11 | UNEVEN LANES | 48" x 48" | 16 | 18 | 288 |
| W8-15 | GROOVED PAVEMENT | 48" x 48" | 16 | 8 | 128 |
| W8-15P | MOTORCYCLE PLAQUE | 30" x 24" | 5 | 8 | 40 |
| W20-1 | ROAD WORK 1 MILE | 48" x 48" | 16 | 2 | 32 |
| W20-1 | ROAD WORK 1/2 MILE | 48" x 48" | 16 | 2 | 32 |
| W20-1 | ROAD WORK 1000 FT | 48" x 48" | 16 | 2 | 32 |
| W20-1 | ROAD WORK AHEAD | 48" x 48" | 16 | 15 | 240 |
| W20-1 | ROAD WORK 500 FEET | 48" x 48" | 16 | 2 | 32 |
| W20-5L | LEFT LANE CLOSED 1/2 MILE | 48" x 48" | 16 | 8 | 128 |
| W20-5L | LEFT LANE CLOSED 1500 FEET | 48" x 48" | 16 | 8 | 128 |
| W20-5R | RIGHT LANE CLOSED 1/2 MILE | 48" x 48" | 16 | 8 | 128 |
| W20-5R | RIGHT LANE CLOSED 1500 FEET | 48" x 48" | 16 | 8 | 128 |
| W20-7 | FLAGGER | 48" x 48" | 16 | 2 | 32 |
| W21-2 | FRESH OIL - PORTABLE | 48" x 48" | 16 | 2 | 32 |
| W21-5aR | RIGHT SHOULDER CLOSED | 48" x 48" | 16 | 8 | 128 |
| W21-5bR | RIGHT SHOULDER CLOSED 1500 FT | 48" x 48" | 16 | 8 | 128 |
| | | | | TOTAL | 2088 |

## CATCH BASIN

| LOG MILE | LEFT | RIGHT | GRAY IRON CASTINGS 611-03.04 (LB) | REWORK CATCHBASIN 611-09.02 (EACH) |
|---|---|---|---|---|
| 10.97 | | X | 670 | 1 |
| 11.003 | | X | 670 | 1 |
| 11.01 | X | | 670 | 1 |
| 11.011 | X | | 670 | 1 |
| 11.085 | | X | 670 | 1 |
| 11.097 | X | | 670 | 1 |
| 11.181 | | X | 670 | 1 |
| 11.192 | X | | 670 | 1 |
| | | TOTAL | 5360 | 8 |

## BRIDGE DECK RECOMMENDATIONS (RESURFACING)

| BRIDGE NUMBER | LOCATION LOG MILE | CROSSES OVER/UNDER | BRIDGE LENGTH | BRIDGE DECK RECOMMENDATIONS |
|---|---|---|---|---|
| 75SR0960015 | 10.560 | OVER WEST FORK STONES RIVER | 330'-6.75" | COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" OF NEW ASPHALT. |
| 75SR0960016 | 10.560 | OVER WEST FORK STONES RIVER | 330'-6.75" | COLD PLANE 1.25" OF THE EXISTING ASPHALT AND REPLACE WITH 1.25" OF NEW ASPHALT. |
| | | | | |

## PROPOSED GUARDRAIL (RESURFACING)

| SIDE LT | SIDE RT | LOG MILE FROM | LOG MILE TO | TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH) | EARTH PAD 705-04.10 (EACH) | GUARDRAIL REMOVED 706-01 (L.F.) |
|---|---|---|---|---|---|---|
| | x | 10.531 | | 1.00 | 1 | 50.00 |
| | x | 10.531 | | | 1 | |
| x | | 10.628 | | | 1 | |
| x | | 10.628 | | | 1 | |
| TOTALS | | | | 1.00 | 4 | 50.00 |

## ADDITIONAL COLD PLANNING FOR SPOT REPAIR (AS DIRECTED BY ENGINEER)

| LOCATION | LENGTH | WIDTH | DEPTH | REPLACEMENT MIX (BM-2, D, ETC.) | COMMENTS |
|---|---|---|---|---|---|
| 11.064 | 225 | 12 | 3.5 | BM-2 | |

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ANTHONY L. WASHINGTON III REGISTERED ENGINEER AGRICULTURE COMMERCE 119748 STATE OF TENNESSEE

9/17/2026

## CURB RAMP TABULATION

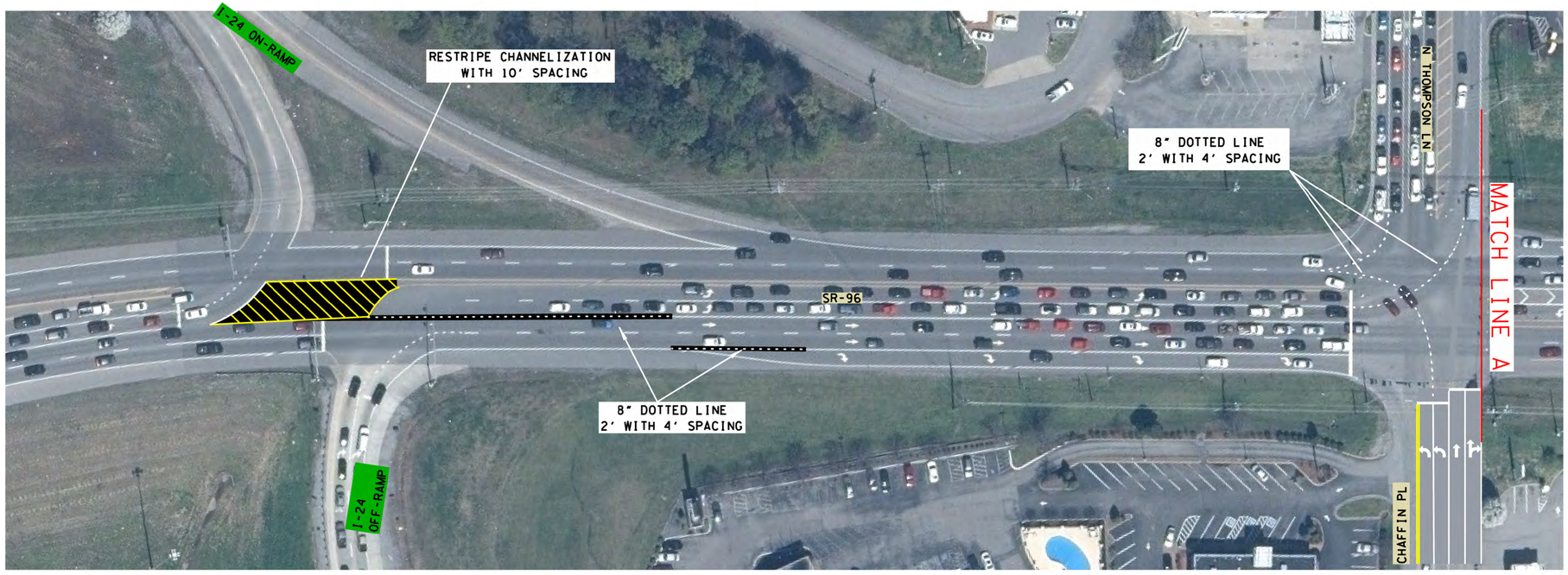
| ROADWAY MAINLINE | ROADWAY INTERSECTING | LOCATION STATION or LOG MILE (L.M.) | LEFT | MEDIAN | RIGHT | QUADRANT N. | QUADRANT S. | QUADRANT E. | QUADRANT W. | SIGNALIZED YES / NO | STANDARD DRAWING NO. | CURB RAMP (RETROFIT) ITEM NO. 701-02.01 S.F. | CONCRETE SIDEWALK (4") ITEM NO. 701-01.01 S.F. | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SR-96 | N KINGS HWY | 11.17 | | | X | | X | | X | NO | CR-21 | 120.0 | 59.2 | |
| SR-96 | N KINGS HWY | 11.17 | | | X | | X | X | | NO | CR-21 | 134.0 | 66.2 | |
| SR-96 | ORDWAY ST. | 11.17 | X | | | X | | | X | NO | CR-21 | 118.0 | 58.6 | |
| SR-96 | ORDWAY ST. | 11.17 | X | | | X | | X | | NO | CR-21 | 105.0 | 51.3 | |
| | | | | | | | | | | | TOTAL | 477 | 236 | |

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DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF | 2026 | NH/HSIP-96(78) | 2G |
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STATE ROUTE 96
LOG MILE 9.50-9.66
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-3, T-M-4

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FOR REFERENCE ONLY

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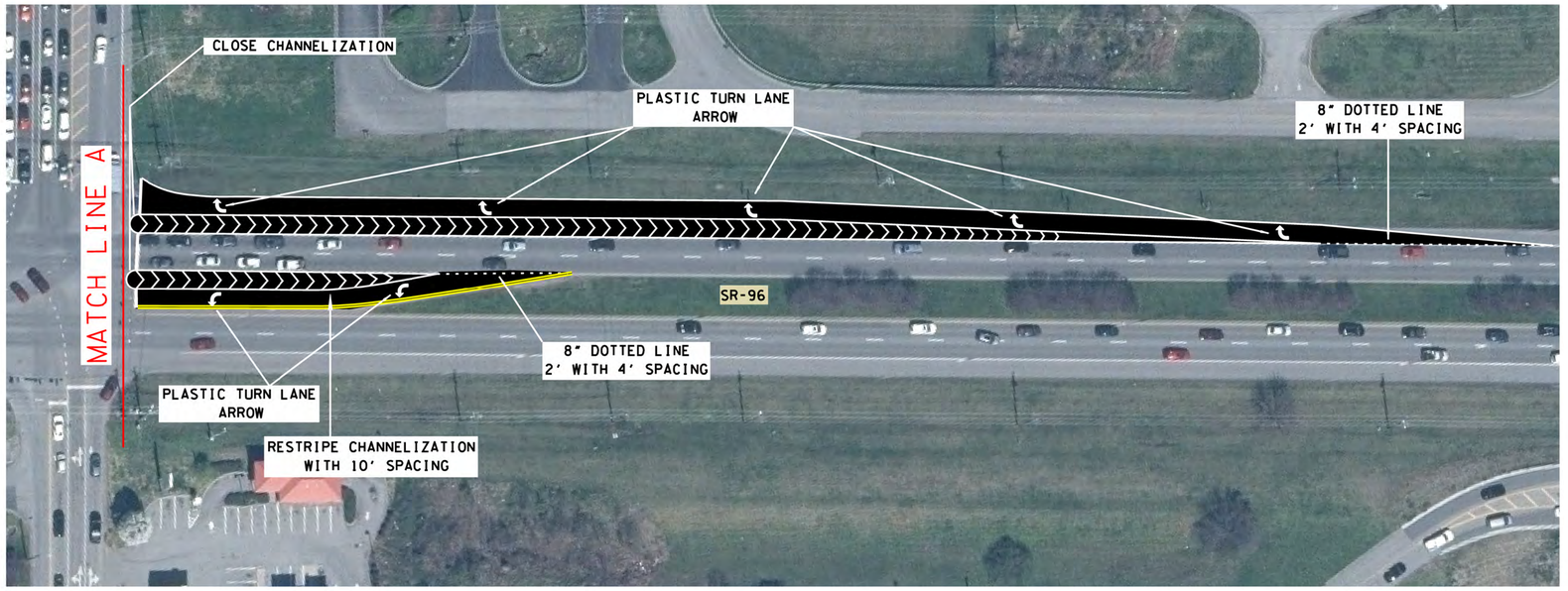
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DEPARTMENT OF TRANSPORTATION

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MARKING

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| RESURF | 2026 | NH/HSIP-96(78) | 2G1 |
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STATE ROUTE 96
LOG MILE 9.66-9.84
RUTHERFORD COUNTY

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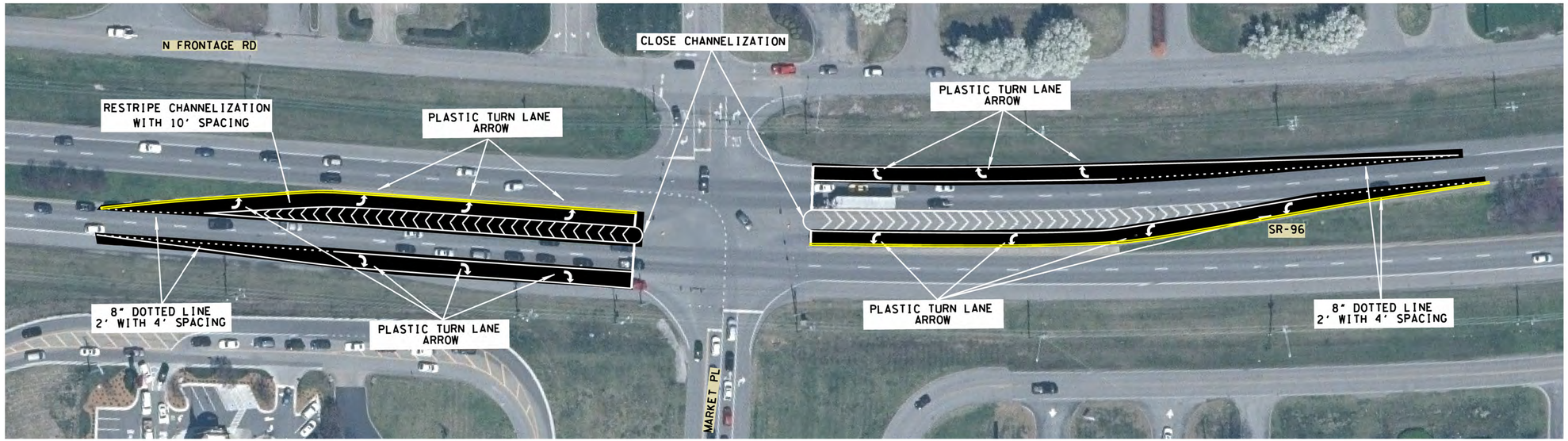
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| RESURF | 2026 | NH/HSIP-96(78) | 2G2 |
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STATE ROUTE 96
LOG MILE 9.84-10.07
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
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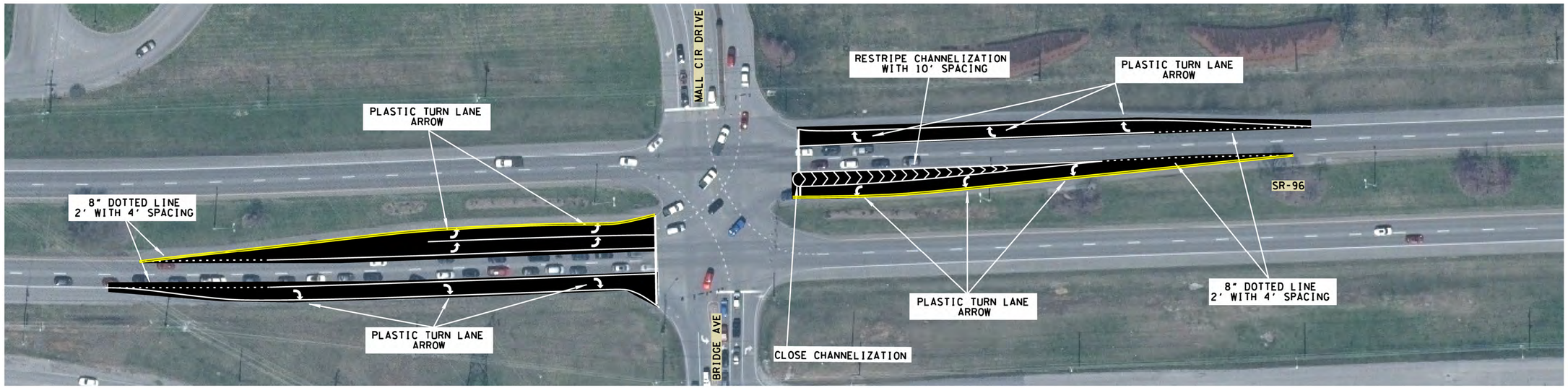
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF | 2026 | NH/HSIP-96(78) | 2G3 |
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STATE ROUTE 96
LOG MILE 10.13-10.38
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
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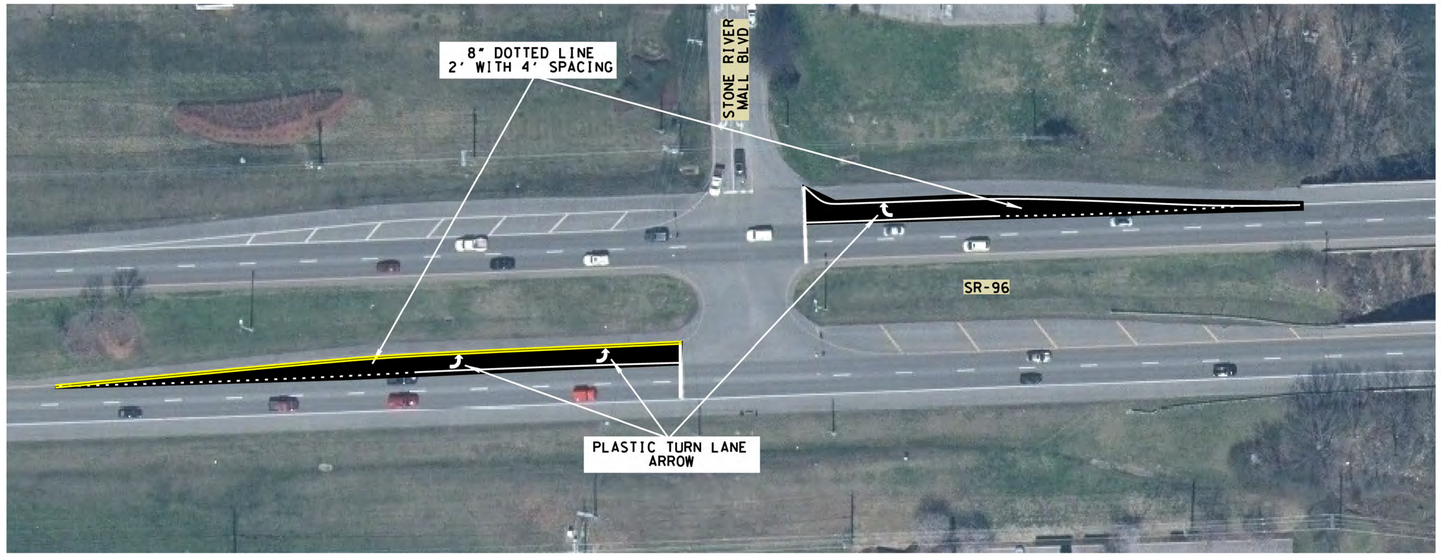
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF | 2026 | NH/HSIP-96(78) | 2G4 |
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STATE ROUTE 96
LOG MILE 10.40-10.56
RUTHERFORD COUNTY

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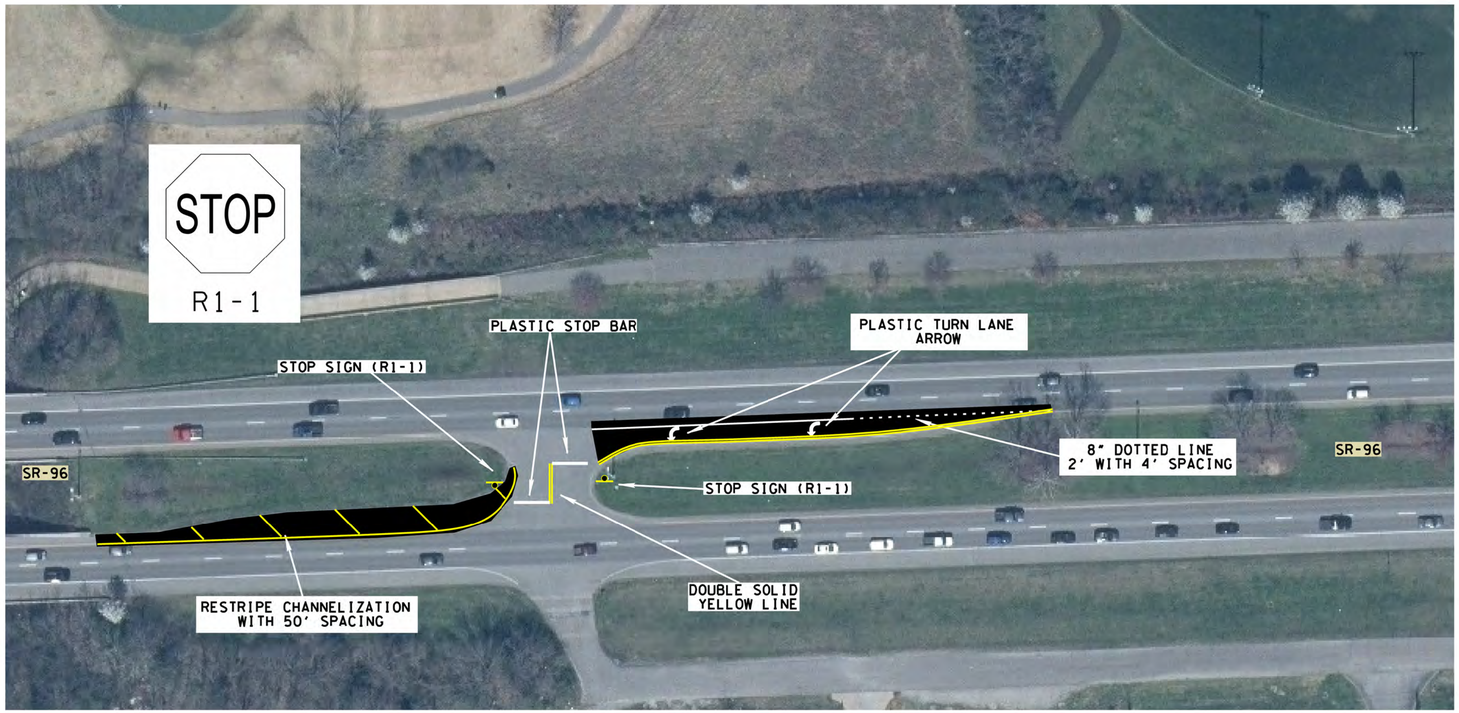
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DEPARTMENT OF TRANSPORTATION

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF | 2026 | NH/HSIP-96(78) | 2G5 |
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STATE ROUTE 96
LOG MILE 10.63-10.77
RUTHERFORD COUNTY

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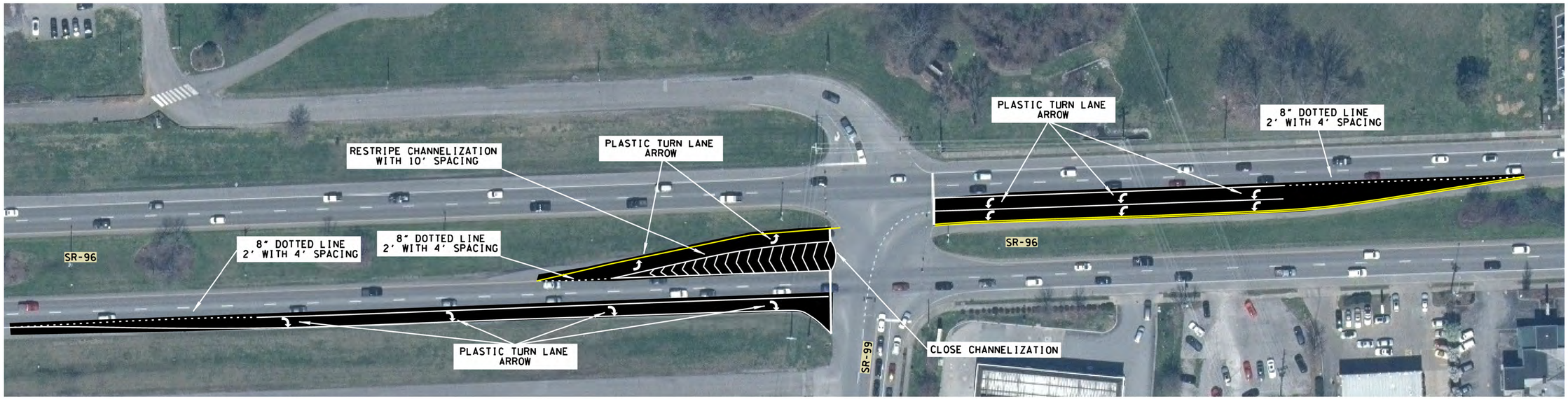
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DETAIL SHEET
PAVEMENT
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| RESURF | 2026 | NH/HSIP-96(78) | 2G6 |
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STATE ROUTE 96
LOG MILE 10.80-11.07
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
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DETAIL SHEET
PAVEMENT
MARKING

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF | 2026 | NH/HSIP-96(78) | 2G7 |
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STATE ROUTE 96
LOG MILE 11.08-11.27
RUTHERFORD COUNTY

REFERENCE STANDARD DRAWING
T-M-3

FOR REFERENCE ONLY PROVIDED
BY TDOT REGION 3 TRAFFIC

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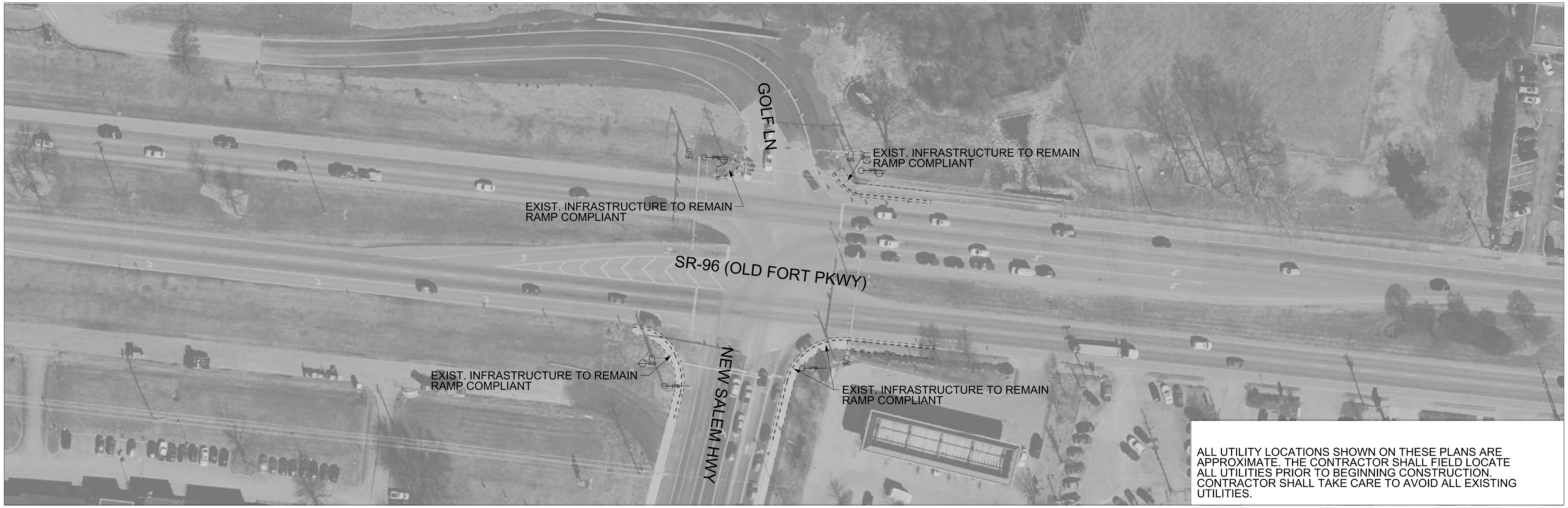
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET
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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF. | 2026 | NH/HSIP-96(78) | 2G8 |
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ALL UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL TAKE CARE TO AVOID ALL EXISTING UTILITIES.

N

FOR REFERENCE ONLY

SEALED BY

LEGEND

EXISTING SIGN
EXISTING FIRE HYDRANT
EXISTING WATER/GAS VALVE (VALVE)
EXISTING MAIL BOX (MB)
EXISTING MANHOLE
EXISTING STORM INLET
EXISTING UTILITY POLE
EXISTING LIGHT POLE
EXISTING GUY WIRE
EXISTING SIGNAL CONTROL (S.C.B.)
EXISTING UTILITY BOX
DETECTABLE WARNING SURFACE
EXISTING GUARDRAIL
EXISTING SIGNAL POLE (SIG)
EXISTING PED PUSHBUTTON (IPB)
EXISTING FENCE

# TDOT REGION 3 DISTRICT 39 CURB RAMP IMPROVEMENTS

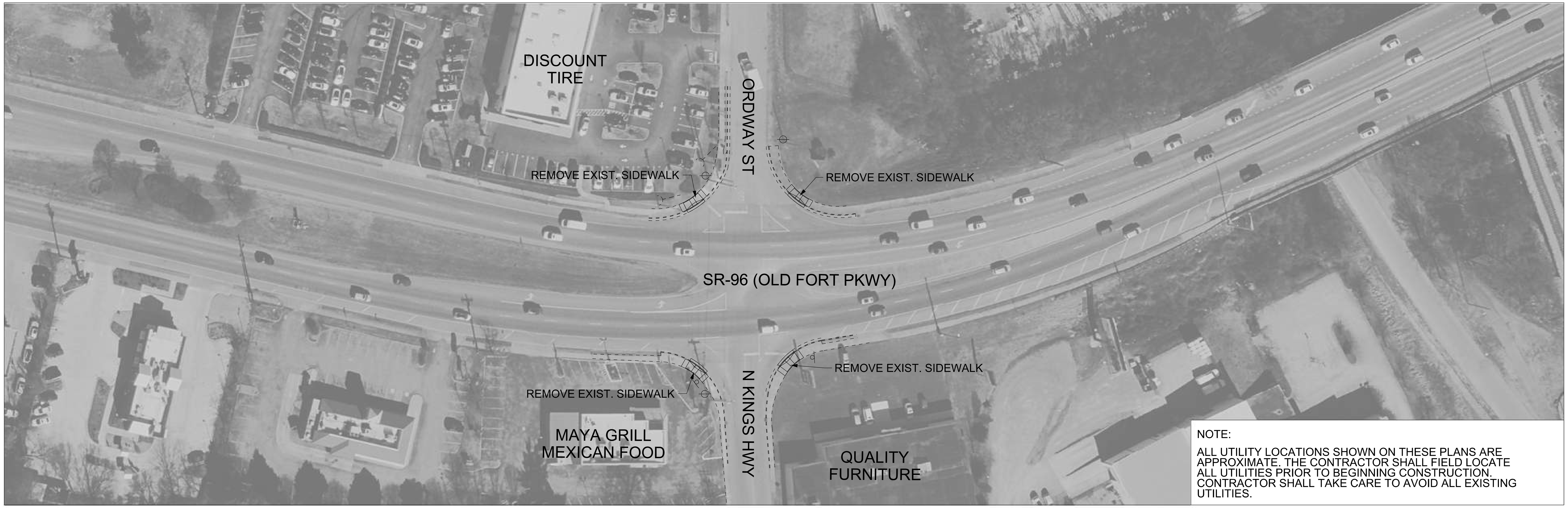
SR-96
LOG MILE 9.00 TO LOG MILE 11.24
RUTHERFORD COUNTY

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

DETAIL
SHEET
CURB RAMP LOCATIONS

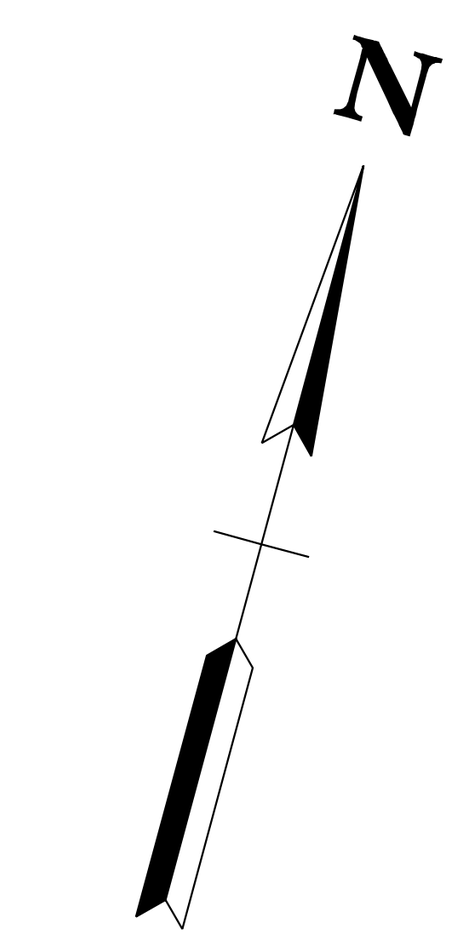
L.M. 10.82 TO L.M. 11.09
SHEET 1 OF 2

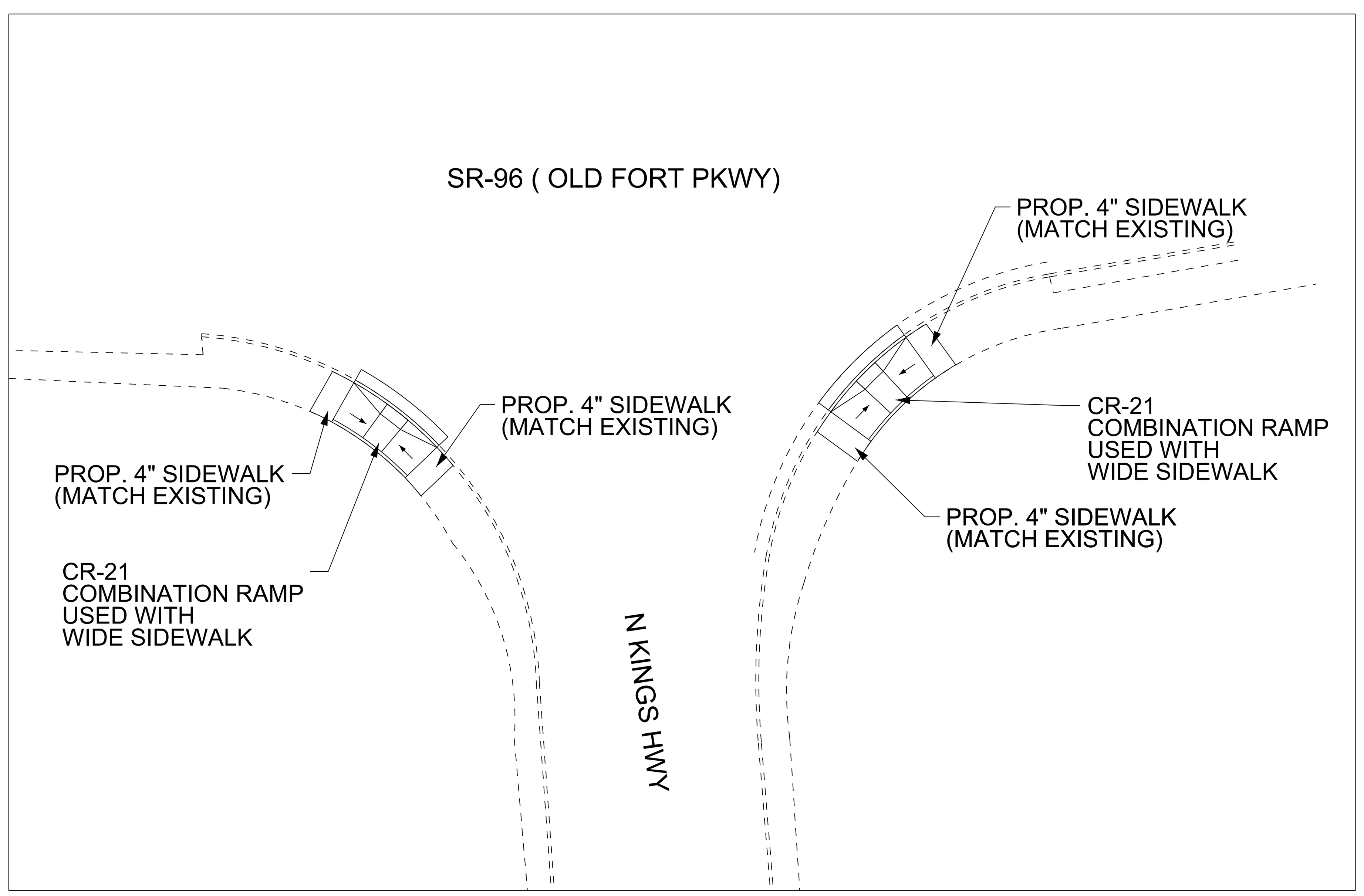
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF. | 2026 | NH/HSIP-96(78) | 2G9 |
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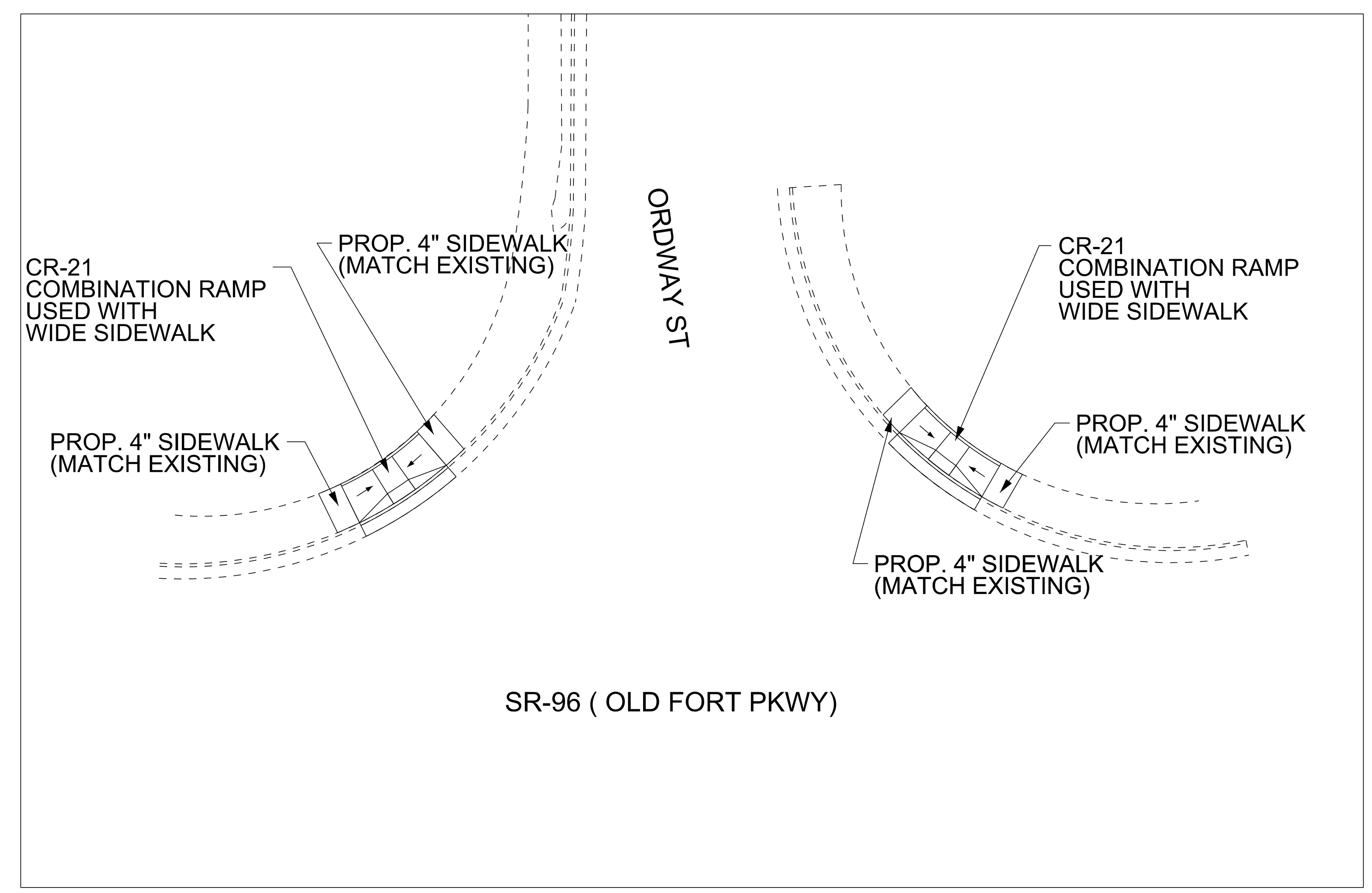

NOTE:

ALL UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD LOCATE ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. CONTRACTOR SHALL TAKE CARE TO AVOID ALL EXISTING UTILITIES.




SR-96 AT NORTH KINGS HIGHWAY
SCALE: 1"=20'




SR-96 AT ORDWAY STREET
SCALE: 1"=20'

FOR REFERENCE ONLY

**SEALED BY**

## LEGEND

- EXISTING SIGN
- EXISTING FIRE HYDRANT
- VALVE EXISTING WATER/GAS VALVE
- MB EXISTING MAIL BOX
- EXISTING MANHOLE
- EXISTING STORM INLET
- EXISTING UTILITY POLE
- EXISTING LIGHT POLE
- EXISTING GUY WIRE
- S.C.B. EXISTING SIGNAL CONTROL
- EXISTING UTILITY BOX
- DETECTABLE WARNING SURFACE
- EXISTING GUARDRAIL
- SIG EXISTING SIGNAL POLE
- PB EXISTING PED PUSHBUTTON
- EXISTING FENCE

# TDOT REGION 3 DISTRICT 39 CURB RAMP IMPROVEMENTS

SR-96
LOG MILE 9.00 TO LOG MILE 11.24
RUTHERFORD COUNTY

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

DETAIL
SHEET
CURB RAMP LOCATIONS

L.M. 11.09 TO L.M. 11.23
SHEET 2 OF 2

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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| RESURF | 2026 | NH/HSIP-96(78) | 3 |
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## UTILITY NOTES

(2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

(5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF 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 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

## UTILITY OWNERS

**TELEPHONE/FIBER:**
**AT&T**
**116 South Cannon Ave**
**Murfreesboro, TN 37129**
**Kenneth Lee Kornegay**
**kk4096@att.com**
**O: 615-848-2082**
**C: 615-631-7221**

**UNITED COMMUNICATIONS**
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**Chapel Hill, TN 37034**
**Tim Thompson**
**tim.thompson@gounited.net**
**C: 934-993-3871**

**ELECTRIC:**
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**ChrisWeaver@mte.com**
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**C: 615-566-8035**

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**Chattanooga, TN 37402-2801**
**Stephen Williams**
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**O: 662-255-6272**

**GAS:**
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**Franklin, TN 37067**
**Taylor Sanders**
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**O: 615-890-0862**

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**NAS-**
**NashvilleConstructionBetterments@comcast.com**
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**2530 Perimeter Place Dr**
**Nashville, TN 37214**
**Mike Schryer**
**Michael.Schryer@lumen.com**
**C: 931-580-4648**

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**Murfreesboro, TN 37130**
**Jim Kerr**
**jkerr@murfreesborotn.gov**
**O: 629-201-6254**

**ZAYO**
**820 Fesslers Pkwy, Suite 240**
**Nashville, TN 37210**
**Ricky Wimberley**
**Ricky.wimberley@zayo.com**
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**P: 502-226-0907**

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**Whites Creek, TN 37189**
**Michael Weaver**
**michael.weaver@verizon.com**
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**C: 615-218-0656**

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**Linden, TN 37096**
**Tommy Rayfield**
**tommy.rayfield@uniti.com**
**O: 812-253-1587**
**C: 931-994-1249**

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**Nashville, TN 37203**
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**boltonr@google.com**
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**C: 512-949-7428**

**Nick Krizman**
**NKrizman@gfiber.com**
**C: 219-765-9144**

**SEALED BY**




9/17/2026

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

UTILITY NOTES
AND
UTILITY OWNERS

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
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# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

**A. 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 1.75 INCHES:

   a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), 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.

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) 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.

   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL 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.

   IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

   a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

   b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

   c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.

   d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

   FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

   IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

**B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:**

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.

   a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) 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.

2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

   THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

**C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:**

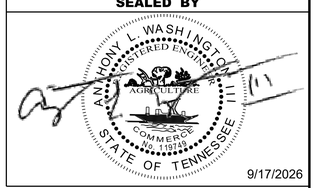
SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

**SEALED BY**




9/17/2026

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL

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