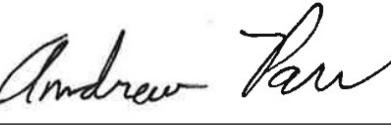


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CHATTANOOGA, TN 37421  
ANDREW PARR, P.E. NO. 121197  
11/25/25

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

<b>SHEET NAME</b>	<b>SHEET NO.</b>
SIGNATURE SHEET .....	ROADWAY-SIGN2
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND	
STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES.....	2
GENERAL NOTES .....	2C
SPECIAL NOTES .....	2D1

YEAR	PROJECT NO.	SHEET NO.
2025	NH/HSIP-29(132)	ROADWAY-SIGN2

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
SHEET

**ROADWAY INDEX**

<b>SHEET NAME</b>	<b>SHEET NO.</b>
SIGNATURE SHEET .....	ROADWAY-SIGN1
SIGNATURE SHEET .....	ROADWAY-SIGN2
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B
TYPICAL SECTIONS .....	2B1
GENERAL NOTES .....	2C
SPECIAL NOTES .....	2D, 2D1
ENVIRONMENTAL NOTES .....	2E
EROSION PREVENTION AND SEDIMENT CONTROL NOTES .....	2E1
TABULATED QUANTITIES .....	2F
UTILITY NOTES AND UTILITY OWNERS .....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL .....	T1
*REFERENCE SHEET .....	R1-R14
** CURB RAMP REFERENCE SHEETS .....	46-48

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS

NO PROJECT COMMITMENT SHEETS ARE INCLUDED IN THIS SET OF PLANS

\*PROVIDED BY REGION 1 TRAFFIC OFFICE.

\*\*REFERENCE SHEETS ARE FROM CURB RAMP CONTRACT, PIN 136144.03.  
PROVIDED BY OTHERS.**STANDARD ROADWAY DRAWINGS****STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS**

RD-A-1 02-20-20 STANDARD ABBREVIATIONS A THROUGH L

RD-A-2 STANDARD ABBREVIATIONS M THROUGH Z

RD-L-1 02-20-20 STANDARD LEGEND

RD-L-1A STANDARD LEGEND

**ROADWAY DESIGN STANDARDS**

RD11-SE-1 TRANSITION AND CROSS SLOPE DETAILS

RD11-SE-2 SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS

RD11-SE-2A SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS

RD11-LR-1 MINIMUM RUNOFF LENGTHS (LR) FOR URBAN HIGHWAYS

RD11-LR-2 MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS

**STANDARD TRAFFIC DESIGN DRAWINGS****SIGNALS**

T-SG-2 06-27-16 LOOP LEAD-INS, CONDUIT AND PULL BOXES

T-SG-3 07-11-17 STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS

**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 MEDIANES FOR CONVENTIONAL ROADS

T-M-4 01-24-25 STANDARD INTERSECTION PAVEMENT MARKINGS

T-M-15A 01-24-25 ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES

T-M-16 01-24-25 RUMBLE STRIPE INSTALLATION LAYOUT

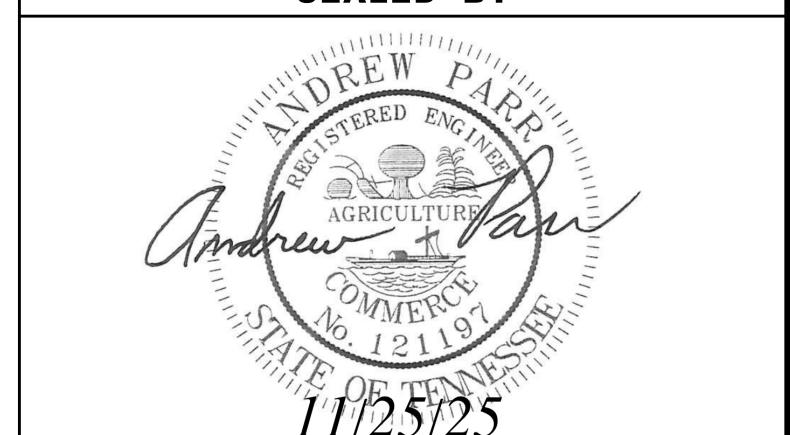
T-M-16A 01-24-25 RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE

T-WZ-10 03-26-25 ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

T-WZ-FAB1 03-26-25 FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	sheet no.
RESURF	2025	NH/HSIP-29(132)	1A

REV. 11/25/25 : ADDED SHEET ROADWAY-SIGN2 TO ROADWAY INDEX.



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

ROADWAY INDEX,  
STANDARD ROADWAY  
DRAWINGS, AND  
STANDARD TRAFFIC  
DESIGN DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	NH/HSIP-29(132)	2

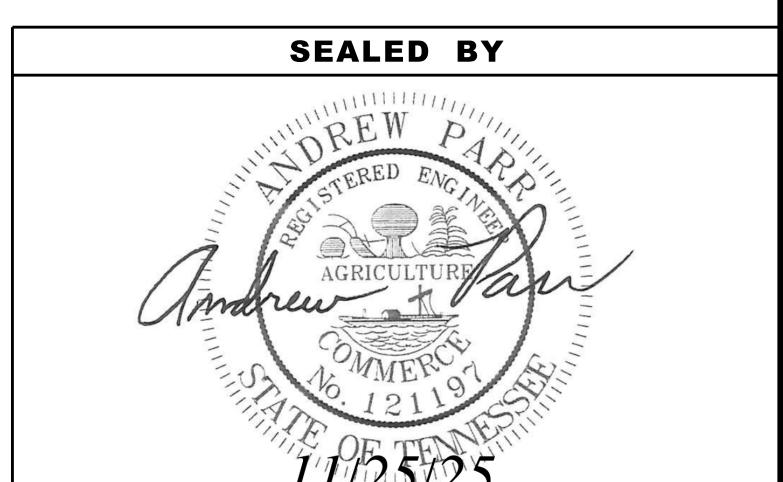
REV. 11/25/25 : REVISED QUANTITY FOR ITEM NUMBER 415-01.01 AND REVISED FOOTNOTE NUMBER (4).

ESTIMATED ROADWAY QUANTITIES						
	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 76S029-F8-008	QUANTITY 76S029-F3-008	TOTAL QUANTITY
(1)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	9		9
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	58		58
(2)	411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	1332		1332
(3)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	7480		7480
(3)	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	3		3
(3)	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	3		3
(4)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	8805		8805
(5)	712-01	TRAFFIC CONTROL	LS	0.9		0.9
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	131		131
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	66		66
(6)	712-06	SIGNS (CONSTRUCTION)	S.F.	1421		1421
	712-08.03	ARROW BOARD (TYPE C)	EACH	2		2
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	428		428
	716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	200		200
(7)	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	628		628
(8)(9)(10)(11)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.		1439	1439
(8)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		624	624
(8)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		49	49
(8)(12)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.		195	195
(8)(11)	716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.		1550	1550
(8)	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH		6	6
(13)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	19		19
	716-13.02	SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE)	L.M.	19		19
	717-01	MOBILIZATION	LS	0.9		0.9
	730-14.02	SAW SLOT	L.F.	15000		15000
(14)	730-14.03	LOOP WIRE	L.F.	30000		30000

FOOTNOTES	
(1)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2C, FINAL PAVEMENT MARKING NOTE (6) FOR MORE INFORMATION.
(2)	INCLUDES <u>165 TONS</u> FOR TURN LANES, AND <u>320 TONS</u> FOR COUNTY ROADS AND CITY ROADS.
(3)	QUANTITY CALCULATED BY MULTIPLYING THE PROJECT LENGTH BY A FACTOR OF (60/75). DOES NOT INCLUDE CURB AND GUTTER SECTIONS.
(4)	INCLUDES <u>164 TONS</u> FOR TURN LANES, <u>319 TONS</u> FOR COUNTY ROADS AND CITY ROADS, AND <u>104 TONS</u> FOR SR-456.
(5)	TO BE BUNDLED WITH: SCOTT CO. SR-456 PIN 132817.00
(6)	SEE SHEET NUMBER 2F FOR TRAFFIC CONTROL SIGN TABULATION BLOCK. THE CONSTRUCTION SIGNING IS TO BE A MINIMUM. OTHER SIGNS MAY BE REQUIRED AS DIRECTED BY THE TDOT MANAGER.
(7)	ANY DAMAGE THAT OCCURS DURING REMOVAL SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE TDOT MANAGER.
(8)	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.
(9)	INCLUDES <u>1160 S.Y.</u> FOR GORE AREA CHANNELIZATION AND <u>279 S.Y.</u> FOR OPEN FRONTAGE AREAS.
(10)	8" BARRIER LINE TO BE USED.
(11)	SEE SHEET 2F AND SHEETS R1-R14 FOR ADDITIONAL DETAILS AND INFORMATION.
(12)	SEE SHEET 2F AND SHEETS 46-48 FOR ADDITIONAL DETAILS AND INFORMATION.
(13)	TO BE USED FOR TEMPORARY STRIPING DURING THE MILLING OPERATION. NO PAYMENT WILL BE MADE FOR TEMPORARY STRIPING DURING PLACEMENT OF THE FINAL SURFACE (ON EITHER EXISTING SURFACE OR FINAL) COURSE DUE TO THE CONTRACTOR'S METHODS OF CONSTRUCTION.
(14)	SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

NOTE: THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT.

NOTE: THERE ARE NO GUARDRAIL ADJUSTMENTS ON THIS PROJECT.



## 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.

### MISCELLANEOUS

- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

### PAVEMENT MARKINGS

#### TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6" LINE), L.M.

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

- (11) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.02, SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

#### 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.
- (2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND 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

- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

#### SIGNALIZATION

- (7) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.
- (12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.
- (13) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

### 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.

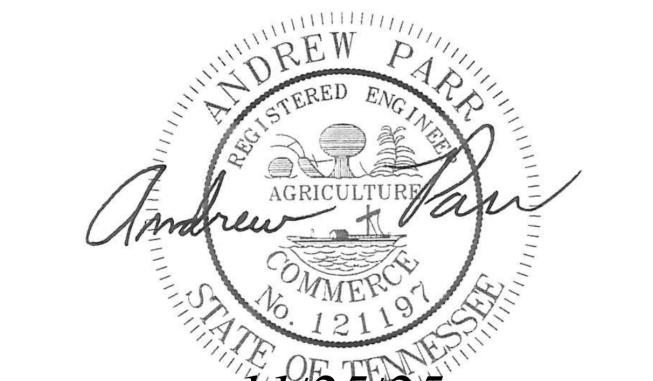
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS 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.
- (8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.
- (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.

TYPE	YEAR	PROJECT NO.	HEET NO.
RESURF	2025	NH/HSIP-29(132)	2C

REV. 11/25/25 : ADDED GENERAL NOTE (1)  
UNDER PAVEMENT, SUBHEADING PAVING.

SEALED BY



Andrew Parrot  
REGISTERED ENGINEER  
AGRICULTURE AND COMMERCE  
STATE OF TENNESSEE  
12/1/97  
11/25/25

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	sheet no.
RESURF	2025	NH/HSIP-29(132)	2D1

REV. 11/25/25 : REVISED DATE IN TITLE BLOCK.

## SPECIAL NOTES

### RAILROAD

(1) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE NORFOLK SOUTHERN TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY NORFOLK SOUTHERN SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.

(2) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

MR. CHRIS DELGALLO-DIVISION ENGINEER  
NORFOLK SOUTHERN CORPORATION  
1400 NORFOLK SOUTHERN DRIVE  
BIRMINGHAM, AL 35210  
PHONE: (330) 663-6644  
EMAIL: [Christopher.Delgallo@nscorp.com](mailto:Christopher.Delgallo@nscorp.com)

AND

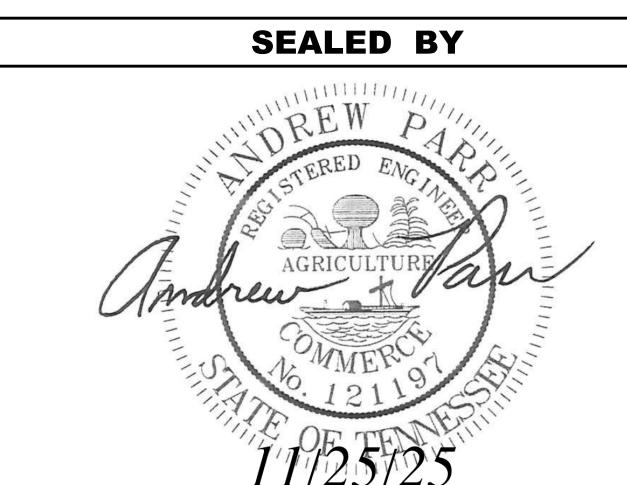
MR. DOUGLAS (SHAWN) STARLING, P.E.  
SENIOR ENGINEER PUBLIC IMPROVEMENTS-PA, NY, NJ, TN  
NORFOLK SOUTHERN RAILROAD CORPORATION  
650 WEST PEACHTREE ST NW-BOX 45  
ATLANTA, GA 30308  
PHONE: (470) 463-6721  
EMAIL: [Douglas.Starling@nscorp.com](mailto:Douglas.Starling@nscorp.com)

(3) CONTRACTOR PROTECTIVE SERVICES SHALL BE ONSITE ANYTIME CONSTRUCTION ACTIVITIES ARE TAKING PLACE ON OR ADJACENT TO THE RAILROAD PROPERTY AND/OR HAVE THE POTENTIAL TO FOUL THE RAILROAD'S TRACK OR OPERATIONS. SEE SECTION 8 OF THE NORFOLK SOUTHERN SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS DIRECT HIRE FOR ADDITIONAL CLARIFICATIONS AND REQUIREMENTS REGARDING CONTRACTOR PROTECTIVE SERVICES.

(4) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE ANY OF HIS CONSTRUCTION EQUIPMENT OR DUMP WASTE MATERIALS ON THE RAILROAD'S RIGHT-OF-WAY.

(5) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY. IN ALL CASES, THESE SIGNS AND DEVICES MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.

(6) ALL WORK ON, OVER, UNDER, OR ADJACENT TO NORFOLK SOUTHERN RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE NORFOLK SOUTHERN SPECIAL PROVISIONS. SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C REGARDING FLAGGING RULES AND COSTS THEREOF, INSURANCE REQUIREMENTS, AND NORFOLK SOUTHERN SPECIAL PROVISIONS.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SPECIAL  
NOTES