



SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY, AND TRAFFIC OPERATIONS DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
TABULATED QUANTITIES.....	2F
DETAIL SHEETS.....	2G, 2G1
UTILITY NOTES AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....	T1

YEAR	PROJECT NO.	SHEET NO.
2025	33S317-S8-005	ROADWAY-SIGN1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SIGNATURE SHEET

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

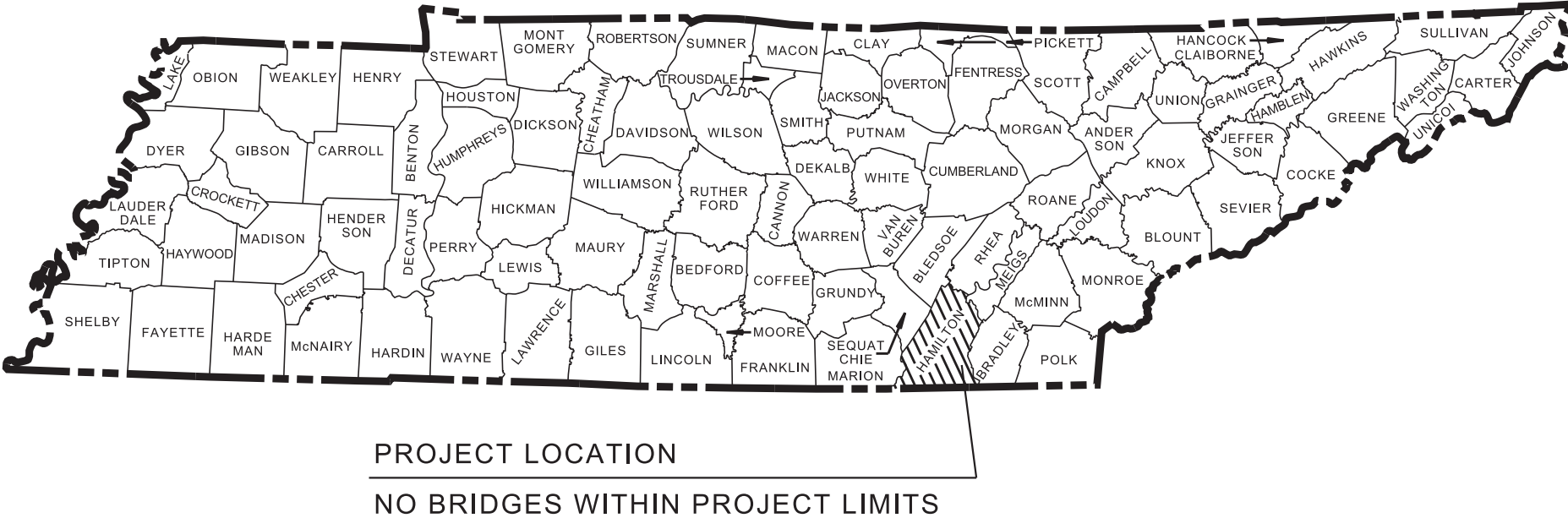
DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	NO X

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	33S317-S8-005	

HAMILTON COUNTY

STATE ROUTE 317
FROM EAST OF EAST BRAINERD ROAD (LM 11.78)
TO WEST OF WESLEYAN ROAD (LM 15.34)

RESURFACE
COLD PLANE, RESURFACE, SAFETY EDGE AND PAVEMENT MARKINGS
STATE HIGHWAY NO. 317 F.A.H.S. NO. N/A



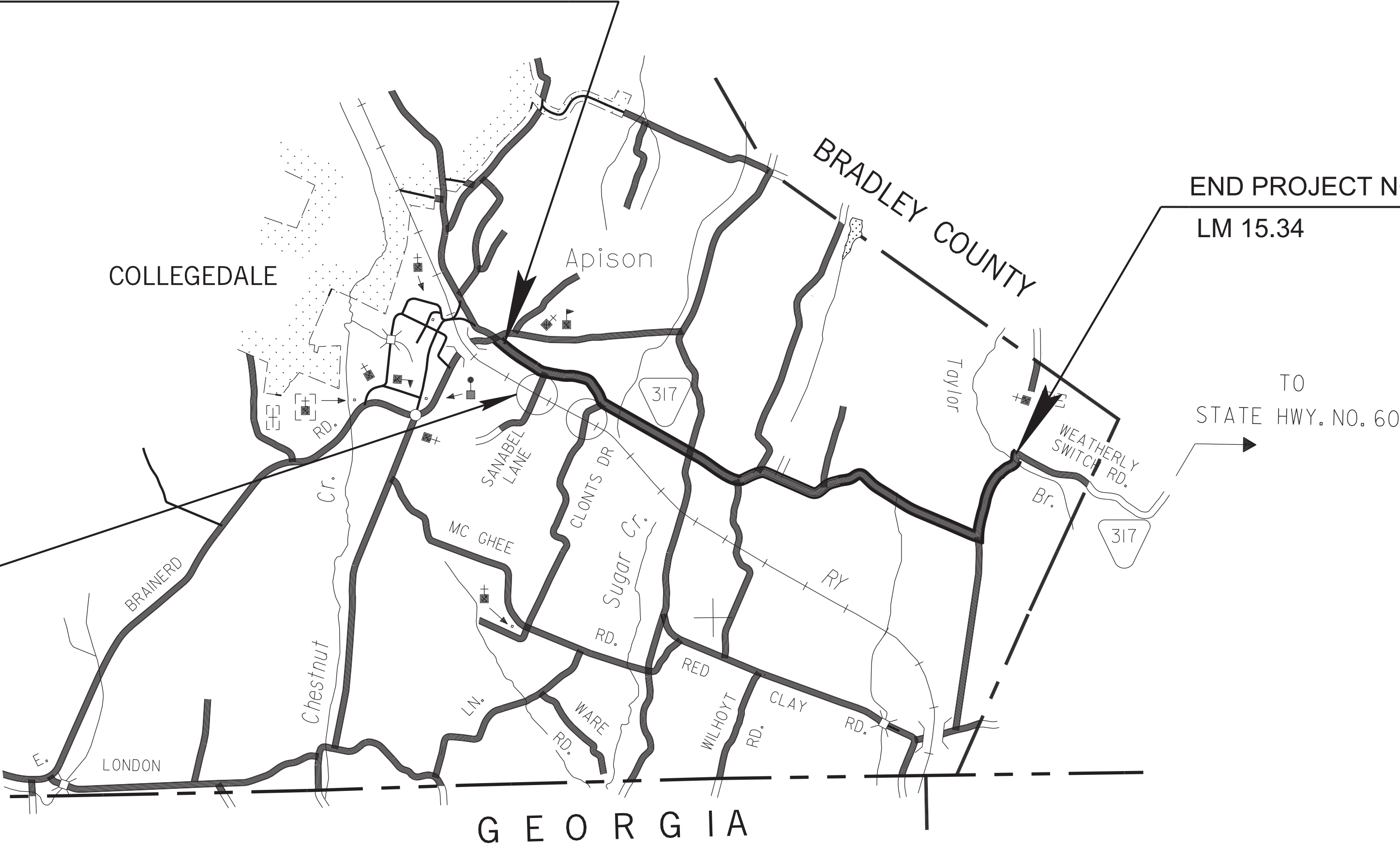
BEGIN PROJECT NO. 33S317-S8-005 RESURFACE & SAFETY
LM 11.78


NO EXCLUSIONS

END PROJECT NO. 33S317-S8-005 RESURFACE & SAFETY
LM 15.34


RAILROAD INVOLVEMENT

SIDE ROAD GRADE CROSSING
SANABEL LANE @ SR-317 LM 12.16
NORFOLK SOUTHERN #719683J
LAT 35.01809 LONG -85.01613, MP# 20.50-H



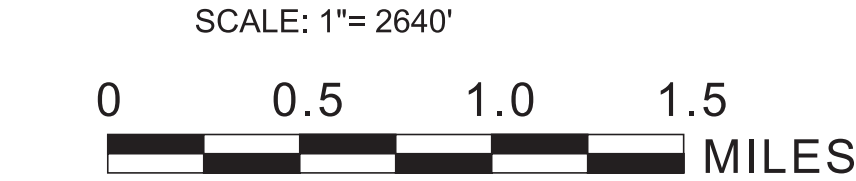
APPROVED: 
WILL REID, DEPUTY COMMISSIONER / CHIEF ENGINEER

DATE: _____

APPROVED: 
HOWARD H. ELEY, DEPUTY GOVERNOR & COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE



TRAFFIC DATA	
ADT (2025)	1,570
POSTED SPEED	30 MPH

PROJECT LENGTH 3.56 MILES
TOTAL LANE MILES RESURFACED 7.12 MILES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: ANDREW ZAZZARA, P.E.
ENGINEER ON RECORD: JASON M. INGRAM, P.E.
DESIGNER : DIANE EVITT CHECKED BY : JOSEPH BURCHFIELD, P.E.
P.E. NO. 98023-4217-04
PIN NO. 130546.00

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	33S317-S8-005	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
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ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
TABULATED QUANTITIES	2F
DETAIL SHEETS	2G, 2G1
UTILITY NOTES, AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

NOTES:

THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN THE NUMBERING OF SHEETS.

SHEET 2A SERIES NOT INCLUDED IN THIS PROJECT.

THERE ARE NO PROJECT COMMITMENTS INCLUDED IN THIS PROJECT.


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	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-200.00 SIGN		
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
10-203.00 RAILROAD CROSSING		
T-RR-6	10-25-13	TYPICAL SIGNING AND MARKING AT PASSIVE RAILROAD HIGHWAY GRADE CROSSINGS
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-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION


ROADWAY INDEX,
STANDARD ROADWAY,
AND
TRAFFIC OPERATIONS
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	33S317-S8-005	2

ESTIMATED ROADWAY QUANTITIES						
ITEM NO.	DESCRIPTION		UNIT	QUANTITY 33S317-S8-005	QUANTITY	TOTAL QUANTITY
(1)	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	7		7
(2)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	468		468
(3)	403-02.01	TRACKLESS TACK COAT	TON	22		22
(4)	411-01.10	ACS MIX(PG64-22) GRADING D	TON	3238		3238
(5)	411-01.21	LONGITUDINAL JOINT SEALANT	L.M.	3.5		3.5
(6)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	3208		3208
	712-01	TRAFFIC CONTROL	LS	1		1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	10		10
(7)	712-06	SIGNS (CONSTRUCTION)	S.F.	489		489
(8)	713-02.21	SIGN POST DELINEATION ENHANCEMENT	L.F.	40		40
(8)	713-15.36	REMOVE SIGN, SUPPORT & FOOTING	EACH	4		4
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	2		2
(8)	713-16.05	RAILROAD CROSS-BUCK SIGN & SUPPORT	EACH	2		2
(8)	713-16.09	RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	2		2
(8)	713-16.20	SIGNS (STOP, R1-1, 36"x36", SIGN AND SUPPORT)	EACH	1		1
(8)	713-16.21	SIGNS (GRADE CROSSING ADVANCE WARNING, W10-3, SIGN AND SUPPORT)	EACH	2		2
(9)	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	241		241
(10)	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	241		241
(11)(12)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	214		214
(8)(11)	716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2		2
(11)	716-03.03	PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH	1		1
(11)	716-03.09	PLASTIC WORD PAVEMENT MARKING (20 MPH)	EACH	1		1
(13)	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	13.9		13.9
(12)	716-05.05	PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	170		170
(14)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	13.9		13.9
(15)	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	150		150
	717-01	MOBILIZATION	LS	1		1

FOOTNOTES	
(1)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK.
(2)	FOR SAFETY EDGE AS DIRECTED BY THE TDOT PROJECT ENGINEER. SEE DETAIL ON SHEET 2B.
(3)	INCLUDES 0.3 TONS FOR COUNTY ROADS.
(4)	INCLUDES 39 TONS FOR COUNTY ROADS.
(5)	USE CRAFTCO PAVEMENT JOINT ADHESIVE #34524, PAVON JOINT ADHESIVE BY PAVON CORPORATION OR DENSO RE-INSTATEMENT TAPE.
(6)	INCLUDES 38 TONS FROM COUNTY ROADS.
(7)	SEE SHEET 2F FOR TABULATION BLOCK.
(8)	SEE SHEETS 2G & 2G1 FOR TABULATION BLOCK, NOTES AND SIDE ROAD RR CROSSING DETAILS.
(9)	SPACING OF NEW SNOWPLOWABLE MARKERS SHALL BE THE SAME AS SPACING OF EXISTING SNOWPLOWABLE MARKERS.
(10)	INCLUDES ALL COST ASSOCIATED WITH PROPER DISPOSAL OF REMOVED SNOWPLOWABLE MARKERS.
(11)	CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(12)	INCLUDES 44 LF TO BE USED FOR RESTRIPIING RR CROSSING ON SANABEL LANE. SEE SHEETS 2G & 2G1 FOR DETAILS.
(13)	FOR TEMPORARY MARKING ON MILLED SURFACE.
(14)	INCLUDES DOTTED WHITE EDGELINE AND DOUBLE DOTTED YELLOW CENTERLINE TO BE PLACED IN CURVE AT HOWARDSVILLE RD. (LM 13.375 RT)

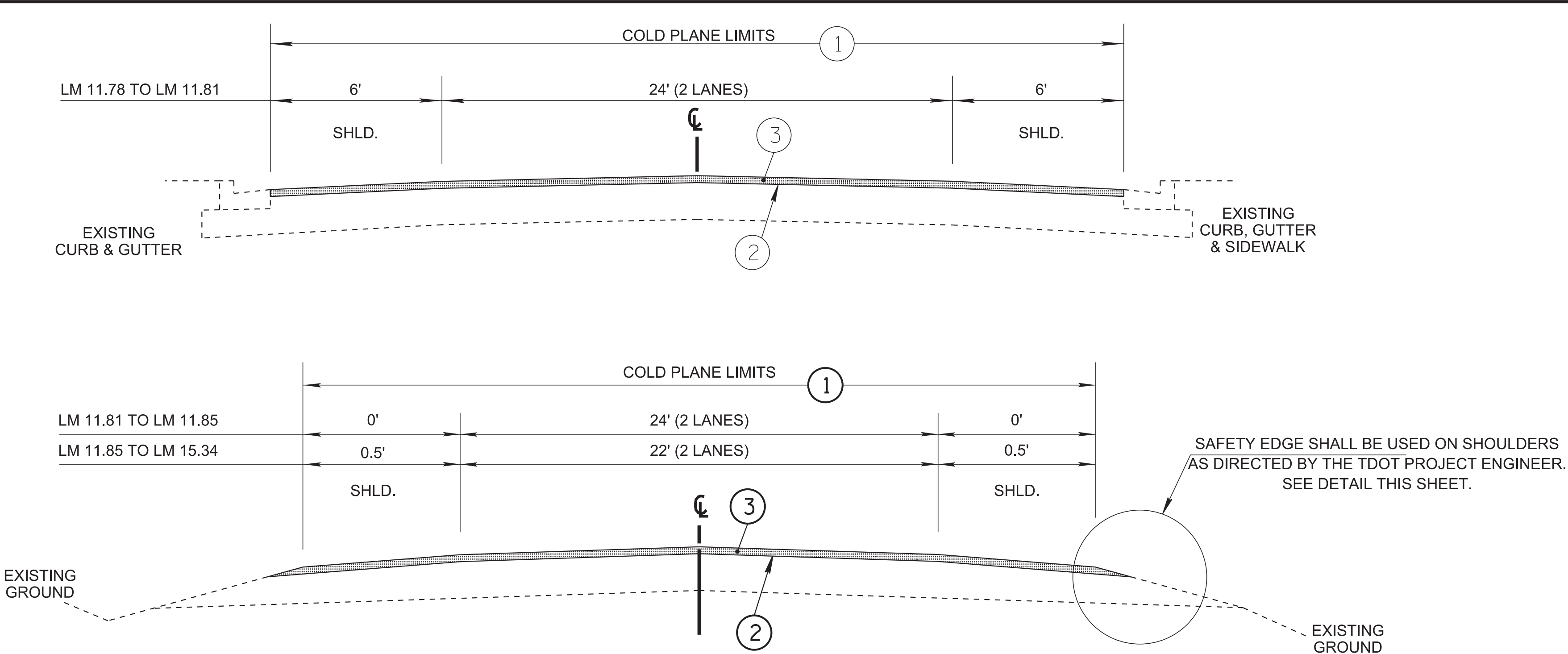
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

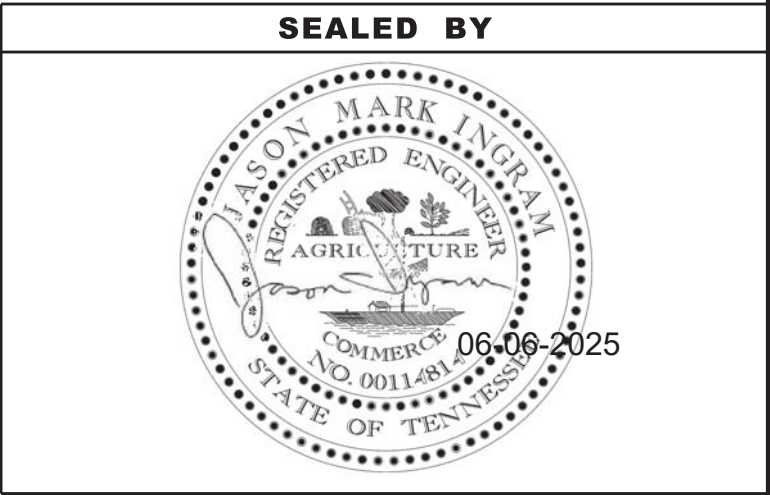
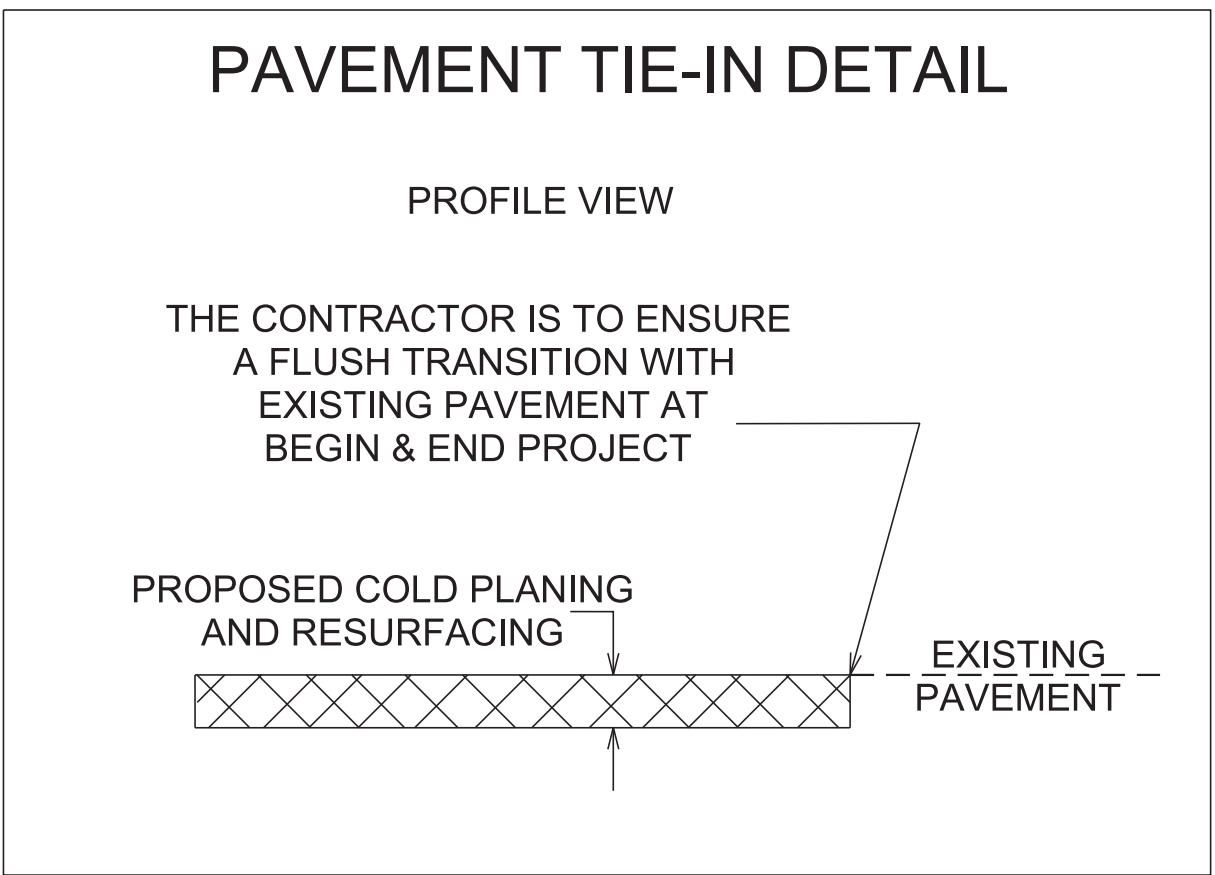
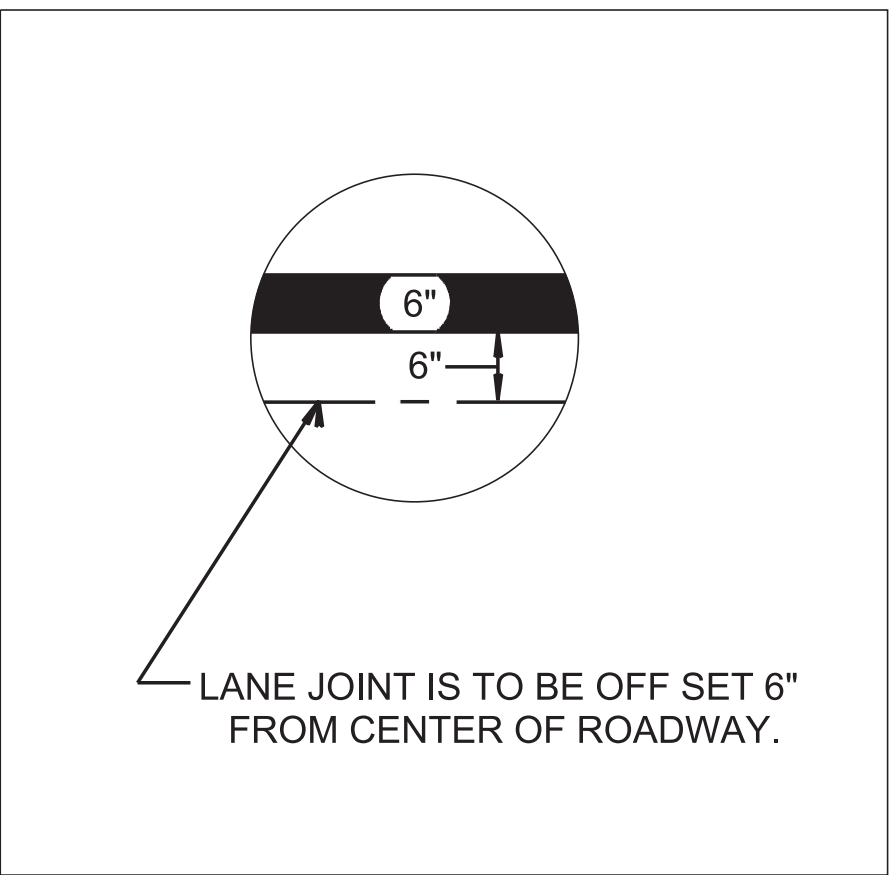
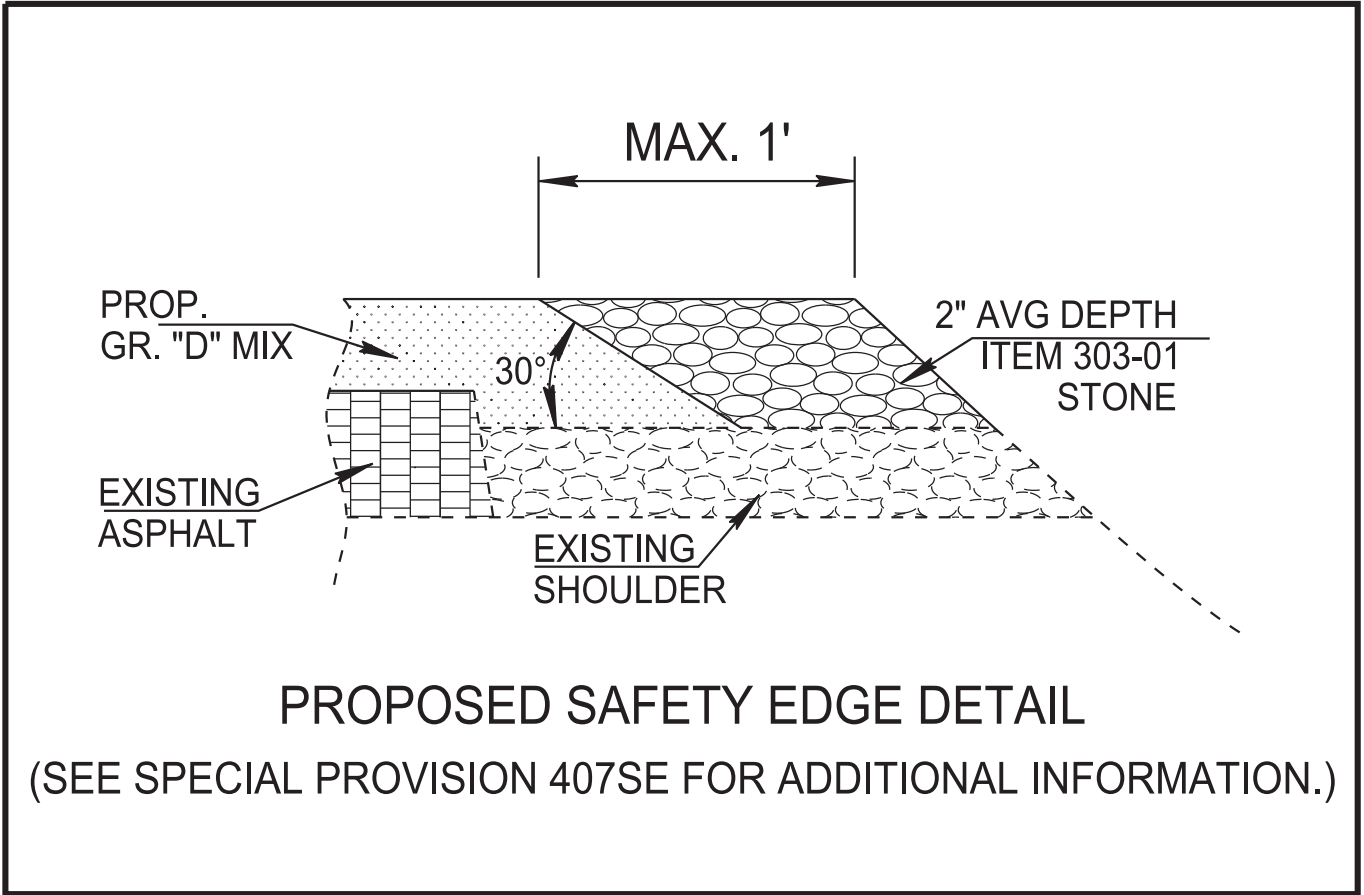
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	33S317-S8-005	2B



SR-317
TYPICAL SECTIONS

LONGITUDINAL JOINT SEALANT (ITEM 411-01.21) SHALL BE USED ON LANE JOINTS.

PROPOSED PAVEMENT SCHEDULE	
①	COLD PLANING 1.25" THICK (APPROX. 131.25 LBS/SY) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT, TON
②	TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD. ITEM 403-02.01 TRACKLESS TACK COAT (TC), TON
③	SURFACE MIX (RDY & SHLDS) 1.25" THICK @ 132.5 LBS/SY ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D", TON



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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.

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

- (1) 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. 716-05.01, PAINTED PAVEMENT MARKING (4" 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 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

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

RESURFACING

- (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

- (4) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (5) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- (8) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (9) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.
- (13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.


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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	33S317-S8-005	2C

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

5/23/2025 2:00:38 PM
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SPECIAL NOTES

TRAFFIC CONTROL

- (1) THE CONTRACTOR SHALL MAKE PROVISIONS TO SAFELY CONTROL TRAFFIC INGRESS AT ALL ROADWAY ENTRANCES WITHIN THE FLAGGED WORK ZONE TO THE SATISFACTION OF THE TDOT PROJECT ENGINEER, ALL COST ASSOCIATED WITH THE CONTROLS WILL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL.
- (2) EXISTING CONSTRUCTION, REGULATORY AND WARNING SIGNS WHICH CONFLICT WITH THE CONSTRUCTION SIGNING SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED AS DIRECTED BY THE TDOT PROJECT ENGINEER. ALL COSTS TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-01, TRAFFIC CONTROL, PER LUMP SUM.
- (3) THE CONTRACTOR SHALL GIVE THE TDOT PROJECT ENGINEER A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTRIBUTED TO THE MEDIA.
- (4) IMMEDIATELY UPON COMPLETION OF EACH CONSTRUCTION PHASE, ALL TRAFFIC CONTROL ITEMS THAT ARE NOT NECESSARY FOR THE SUCCEEDING PHASE SHALL BE REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC.
- (5) THE CONTRACTOR SHALL PROVIDE FLAGGER AT EACH SIDEROAD WITHIN THE PAVING OPERATION.
- (6) CHANGEABLE MESSAGE SIGNS UNITS (ITEM NO. 713-16.01) WILL BE REQUIRED ON THIS PROJECT. THE SIGNS WILL BE USED FOR ADVANCED WARNING OR AS DIRECTED BY THE ENGINEER.
- (7) MESSAGE BOARDS SHALL BE DISPLAYED A MINIMUM OF SEVEN (7) DAYS PRIOR TO STARTING WORK TO INFORM PUBLIC OF UPCOMING CONSTRUCTION PROJECT.
- (8) PRIOR TO DISPLAYING MESSAGES ON CHANGEABLE MESSAGE BOARDS, ALL MESSAGES SHALL BE APPROVED BY THE TDOT PROJECT ENGINEER AND REGION 2 TRAFFIC ENGINEER.
- (9) INFORMATION ON CHANGEABLE MESSAGE BOARDS SHALL BE UPDATED TO REFLECT CURRENT CONSTRUCTION CONDITIONS ACTIVITIES AT ALL TIMES.
- (10) ALL TRUCK MOUNTED ENERGY ATTENUATORS SHALL INCLUDE A DRIVER.

LANE CLOSURES

- (1) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED A TWO (2) MILE PAVING OPERATION OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.
- (2) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.
- (3) OVERNIGHT LANE CLOSURES WILL NOT BE ALLOWED UNLESS DIRECTED BY THE TDOT PROJECT ENGINEER.
- (4) THE CONTRACTOR SHALL SCHEDULE PAVING OPERATIONS TO PREVENT INTERRUPTION OF SCHOOL TRAFFIC DURING MORNING START AND AFTERNOON DISMISSAL.
- (5) THE CONTRACTOR SHALL NOT BE ALLOWED TO INTERRUPT TRAFFIC FLOW AND SHALL MAINTAIN ALL LANES OF TRAFFIC IN EACH DIRECTION ON THE FOLLOWING DAYS:
 - A. OFFICIAL STATE HOLIDAYS.
 - B. FRIDAY AT 7:00 PM UNTIL TUESDAY AT 6:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.
 - C. THURSDAY AT 7:00 PM UNTIL MONDAY AT 6:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.
 - D. DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT ENGINEER.

PAVING

- (6) INTELLIGENT COMPLACTION SHALL BE USED.
- (7) ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.

JOINT SEALANTS

- (1) THE CONTACT SURFACE OF LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY SPRAYING THE JOINT 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 SWEEPED 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.
- (4) THE TIMING OF APPLICATION OF JOINT SEALANT SHALL BE AS DIRECTED BY THE TDOT PROJECT ENGINEER.

COLD PLANING

- (1) THE CONTRACTOR WILL BE REQUIRED TO PAVE THE COLD PLANED PAVEMENT WITHIN A PERIOD OF 96 HOURS.
- (2) PROVIDED THAT THE CONTRACTOR USES A COLD PLANING MACHINE WITH THE MILLING DRUM SPECIFICATIONS OF CLOSELY SPACED FINE TOOTH (5/16 INCHES OR SMALLER) MILLING DRUM, MOVING FORWARD AT MODERATE SPEED (50 TO 65 FPM.) AND THE UNDER SURFACE REMAINS INTACT (HAVING NO LOOSE MATERIAL OR GOUGES), THE CONTRACTOR MAY GET PERMISSION FROM THE REGION 2 PROJECT ENGINEER TO MILL ALL SURFACES AS NEEDED BEFORE COVERING WITH BITUMINOUS MATERIAL.
- (3) IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.
- (4) IF SUBSURFACE PAVEMENT FAILURE IS EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE WITH "D" MIX PRIOR TO PLACING PROPOSED OVERLAY.
- (5) AT THE COMPLETION OF COLD PLANING OPERATION, ANY DEPRESSIONS WILL BE CLEANED AND BROUGHT TO PROPER GRADE WITH "D" MIX MATERIAL. THE COST OF THE CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE FOR "D" MIX MATERIAL.

PAVEMENT MARKING


- (1) THE CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL PAVEMENT MARKING. ANY CHANGE FROM THE EXISTING PAVEMENT MARKINGS MUST BE APPROVED BY THE REGION 2 TRAFFIC ENGINEER.
- (2) EXISTING PAVEMENT MARKINGS IN THE SIDE ROAD RADII SHALL BE RE-TRACED AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING FINAL STRIPING.

MISCELLANEOUS

- (1) CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURE NECESSARY TO ENSURE THAT NO DEBRIS IS DROPPED INTO THE STREAM. THIS SHALL BE ACCOMPLISHED BY THE USE OF BASKETS, NETTING, WORK PLATFORM OR OTHER SIMILARLY EFFECTIVE MEANS. ANY DEBRIS WHICH IS ALLOWED TO DROP ON THE BANKS BELOW THE BRIDGE SHALL NOT BE ALLOWED TO ENTER THE STREAM AND SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR. COST OF REMOVING AND DISPOSING OF DEBRIS SHALL BE INCLUDED IN ITEMS BID ON.

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STATE OF TENNESSEE
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SPECIAL
NOTES

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 ROADWAY DESIGN 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 PRE-CONSTRUCTION MEETINGS.

SCOPE OF WORK

- (6)

COLD PLANE, RESURFACE, AND PAVEMENT MARKINGS

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.

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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ENVIRONMENTAL
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	33S317-S8-005	2F

UTILITY ADJUSTMENTS (RESURFACING)
THERE ARE NO UTILITY ADJUSTMENTS INCLUDED IN THIS PROJECT.

STORM DRAIN ADJUSTMENTS (RESURFACING)
THERE ARE NO STORM DRAIN ADJUSTMENTS INCLUDED IN THIS PROJECT.

PROPOSED GUARDRAIL (RESURFACING)
THERE IS NO PROPOSED GUARDRAIL INCLUDED IN THIS PROJECT.

BRIDGE DECK RECOMMENDATIONS (RESURFACING)
THERE ARE NO BRIDGES WITHIN THE PROJECT LIMITS

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 4 MILES	36"	18"	5	2	9
G20-2	END ROAD WORK	36"	18"	5	12	54
W3-4	BE PREPARED TO STOP	36"	36"	9	2	18
W8-11	UNEVEN LANES	36"	36"	9	10	90
W8-15	GROOVED PAVEMENT	36"	36"	9	10	90
W8-15P	MOTORCYCLE (PLAQUE)	24"	18"	3	10	30
W20-1	ROAD WORK AHEAD	36"	36"	9	10	90
W20-1	ROAD WORK 1 MILE	36"	36"	9	2	18
W20-1	ROAD WORK 1/2 MILE	36"	36"	9	2	18
W20-1	ROAD WORK 1000 FT	36"	36"	9	2	18
W20-4	ONE LANE ROAD AHEAD	36"	36"	9	2	18
W20-7a	ADVANCE FLAGGER	36"	36"	9	2	18
W21-2	FRESH OIL	36"	36"	9	2	18
TOTAL					489	

SEE FIGURE 6F-1 OF FIGURES SHOWN IN CURRENT M.U.T.C.D. THIS CONSTRUCTION SIGNING IS TO BE CONSTRUCTED AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

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06-06-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

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NORFOLK SOUTHERN RAILWAY SPECIAL NOTES

- (NS1) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE CONSTRUCTION EQUIPMENT UPON NOT STORE OR DUMP WASTE CONSTRUCTION MATERIALS UPON THE RAILROAD’S RIGHTS-OF-WAY.
- (NS2) 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.
- (NS3) 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.
- (NS4) ALL WORK ON, OVER, UNDER, OR ADJACENT TO NORFOLK SOUTHERN RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE NORFOLK SOUTHERN SPECIAL PROVISION. SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C REGARDING FLAGGING RULES AND COSTS THEREOF, INSURANCE REQUIREMENTS, AND NORFOLK SOUTHERN SPECIAL PROVISIONS.
- (NS5) 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, AND IN AL CASES, THESE SIGNS MUST NEVER BE PLACED N A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE RAILROAD WARNING SIGNS OR ANY OTHER RAILROAD GRADE CROSSING WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.
- (NS6) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

Mr. Paul Anderson – Division Engineer
Norfolk Southern Corporation
1400 Norfolk Southern Drive
Birmingham, AL 35210
Phone: (304) 266-1558
E-Mail: Paul.Anderson@nscorp.com

AND


Mr. Douglas (Shawn) Starling, P.E.
Senior Engineer Public Improvements – PA, NY, NJ, TN
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650 West Peachtree ST NW – Box 45
Atlanta, GA 30308
Office: (470) 463-6721
E-Mail: Douglas.Starling@nscorp.com

MULTI-MODAL TABULATION - SANABEL LANE				
ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY	COMMENTS
713-02.21	SIGN POST DELINEATION ENHANCEMENT	L.F.	40	INCLUDES 15 LF RED, 10 LF WHITE, AND 15 LF YELLOW REFLECTIVE STRIPS
713-15.36	REMOVE SIGN, SUPPORT & FOOTING	EACH	4	INCLUDES COST OF PROPER DISPOSAL OF REMOVED ITEMS
713-16.05	SIGNS (RAILROAD CROSS-BUCK SIGN & SUPPORT)			INSTALL 5 LF OF 2" RED REFLECTIVE STRIP TO FRONT FACING AND 5 LF OF 2" WHITE REFLECTIVE STRIP TO REAR FACING POSTS (TOTAL OF 10 LF RED AND 10 LF WHITE)
		EACH	2	
		EACH	2	EXISTING EMERGENCY NOTIFICATION SYSTEM PLAQUE TO BE REINSTALLED ONTO NEW POST. SEE NOTES 3 AND 5 ON SHEET 2G1. ALL COST ASSOCIATED WITH REMOVING AND REINSTALLING SIGNS TO BE INCLUDED IN 713-16.05.
713-16.09	SIGNS (RAILROAD ADVANCE WARNING SIGN AND SUPPORT)	EACH	1	INSTALL 5 LF OF 2" YELLOW REFLECTIVE STRIP TO POST. (TOTAL OF 5 LF)
EXISTING	SIGNS ("Sanabel Ln")	EACH	2	EXISTING ROAD NAME SIGNS (Sanabel Ln MOUNTED BACK TO BACK, AND Apison Pike) TO BE REINSTALLED ABOVE NEW STOP SIGN. SEE NOTE 7 ON SHEET 2G1. ALL COST ASSOCIATED WITH REMOVING AND REINSTALLING SIGNS TO BE INCLUDED IN 713-16.20.
EXISTING	SIGN ("Apison Pike")	EACH	1	
713-16.20	SIGNS (STOP SIGN, R1-1, (36"x36") SIGN AND SUPPORT)	EACH	1	
713-16.21	SIGNS (ADVANCE CROSSING AND INTERSECTION ADVANCE WARNING, W10-3, (36"x36") SIGN AND SUPPORT)	EACH	2	INCLUDES ONE SIGN FOR ADVANCE WARNING (RT) AND ONE ADVANCE WARNING (LT). INSTALL 5 LF OF 2" YELLOW REFLECTIVE STRIP TO EACH POST. (TOTAL OF 10 LF)
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	44	
716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2	

SEE SHEET 2G1 FOR LOCATION DETAILS.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL SHEETS

CROSSING RECOMMENDATIONS

#719683J SANABEL LN (0F354), LM 0.016, NEAR COLLEGEDALE
LAT: 35.018091 LONG: -85.016131

1.

REMOVE THE EXISTING ADVANCE WARNING SIGN (W10-1) ON THE NORTHBOUND APPROACH ON SANABEL LN (0F354) LOCATED APPROXIMATELY 200 FEET IN ADVANCE OF THE CROSSING. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-1) ON THE NORTHBOUND APPROACH ON SANABEL LN (0F354) LOCATED APPROXIMATELY 200 FEET IN ADVANCE OF THE CROSSING AS SPECIFIED BY TDOT STANDARD DRAWINGS T-RR-6 AND T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURES 8B-4 AND 8B-6. INSTALL A 2-INCH-WIDE YELLOW RETROREFLECTIVE STRIP ON THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.
2.

REFRESH THE RXR PAVEMENT MARKING ON THE NORTHBOUND APPROACH ON SANABEL LN (0F354) LOCATED APPROXIMATELY 200 FEET IN ADVANCE OF THE CROSSING AND ADJACENT TO THE NEW ADVANCED WARNING SIGN (W10-1) AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-6 AND IN ACCORDANCE WITH MUTCD SECTION 8B.27 AND FIGURES 8B6 AND 8B-7.
3.

REMOVE THE EXISTING CROSSBUCK (R15-1) WITH STOP SIGN ON THE NORTHBOUND APPROACH ON SANABEL LN (0F354) AT THE CROSSING. INSTALL ONE (1) NEW PASSIVE SIGN ASSEMBLY ON THE NORTHBOUND APPROACH TO THE CROSSING ON SANABEL LN (0F354). THE NEW SIGN ASSEMBLY SHOULD BE LOCATED NO CLOSER THAN 15 FEET FROM THE NEAREST RAIL AND SHOULD INCLUDE A NEW POST, ONE (1) NEW CROSSBUCK SIGN (R15-1) WITH WHITE RETROREFLECTIVE STRIPS ON THE BACK, ONE (1) NEW YIELD SIGN (R1-2), AND REINSTALL THE EXISTING EMERGENCY NOTIFICATION SYSTEM SIGN (I-13) AS SPECIFIED BY TDOT STANDARD DRAWINGS T-RR-6 AND T-S-16A AND IN ACCORDANCE WITH MUTCD SECTIONS 8B.03, 8B.04, AND 8B.18; TABLE 8B-1; AND FIGURES 8B-1, 8B-2, AND 8B-5. INSTALL A 2-INCH-WIDE RED RETROREFLECTIVE STRIP ON THE FRONT OF THE SIGNPOST AND A 2-INCH-WIDE WHITE RETROREFLECTIVE STRIP ON THE BACK OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.
4.

REFRESH THE EXISTING STOP LINES ON BOTH APPROACHES ON SANABEL LN (0F354) LOCATED ADJACENT TO THE NEW SIGNPOSTS BUT NO CLOSER THAN 15 FEET FROM THE NEAREST RAIL AND PERPENDICULAR TO THE TRAVELED WAY AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-6 AND IN ACCORDANCE WITH MUTCD SECTION 8B.28 AND FIGURE 8B-6.
5.

REMOVE THE EXISTING CROSSBUCK (R15-1) WITH STOP SIGN ON THE SOUTHBOUND APPROACH ON SANABEL LN (0F354) AT THE CROSSING. INSTALL ONE (1) NEW PASSIVE SIGN ASSEMBLY ON THE SOUTHBOUND APPROACH TO THE CROSSING ON SANABEL LN (0F354). THE NEW SIGN ASSEMBLY SHOULD BE LOCATED NO CLOSER THAN 15 FEET FROM THE NEAREST RAIL AND SHOULD INCLUDE A NEW POST, ONE (1) NEW CROSSBUCK SIGN (R15-1) WITH WHITE RETROREFLECTIVE STRIPS ON THE BACK, ONE (1) NEW YIELD SIGN (R1-2), AND REINSTALL THE EXISTING EMERGENCY NOTIFICATION SYSTEM SIGN (I-13) AS SPECIFIED BY TDOT STANDARD DRAWINGS T-RR-6 AND T-S-16A AND IN ACCORDANCE WITH MUTCD SECTIONS 8B.03, 8B.04, AND 8B.18; TABLE 8B-1; AND FIGURES 8B-1, 8B-2, AND 8B-5. INSTALL A 2-INCH-WIDE RED RETROREFLECTIVE STRIP ON THE FRONT OF THE SIGNPOST AND A 2-INCH-WIDE WHITE RETROREFLECTIVE STRIP ON THE BACK OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.
6.

REFRESH THE EXISTING RXR PAVEMENT MARKING ON THE SOUTHBOUND APPROACH ON SANABEL LN (0F354) LOCATED APPROXIMATELY 50 FEET IN ADVANCE OF THE CROSSING AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-6 AND IN ACCORDANCE WITH MUTCD SECTION 8B.27 AND FIGURES 8B-6 AND 8B-7.
7.

REMOVE THE EXISTING STOP SIGN (R1-1) ON THE NORTHBOUND APPROACH ON SANABEL LN (0F354) AT THE INTERSECTION WITH APISON PIKE (SR317). INSTALL A NEW STOP SIGN (R1-1) ON THE NORTHBOUND APPROACH ON SANABEL LN (0F354) AT THE INTERSECTION WITH APISON PIKE (SR317) IN ACCORDANCE WITH MUTCD SECTION 2A.16. INSTALL A 2-INCH-WIDE RED RETROREFLECTIVE STRIP TO THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21. INSTALL THE EXISTING ROAD NAME SIGNS "SANABEL LN" AND "APISON PIKE" ON TOP OF THE NEW STOP SIGN.
8.

REFRESH THE EXISTING STOP LINE ON THE NORTHBOUND APPROACH ON SANABEL LN (0F354) AT THE INTERSECTION WITH APISON PIKE (SR317) ADJACENT TO THE NEW STOP SIGN.
9.

(a)

INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-3) ON THE EASTBOUND APPROACH ON APISON PIKE (SR317) LOCATED APPROXIMATELY 100 FEET IN ADVANCE OF THE INTERSECTION WITH SANABEL LN (0F354) AS SPECIFIED BY TDOT STANDARD DRAWING T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURE 8B-4. INSTALL A 2-INCH-WIDE YELLOW RETROREFLECTIVE STRIP TO THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.

(b)

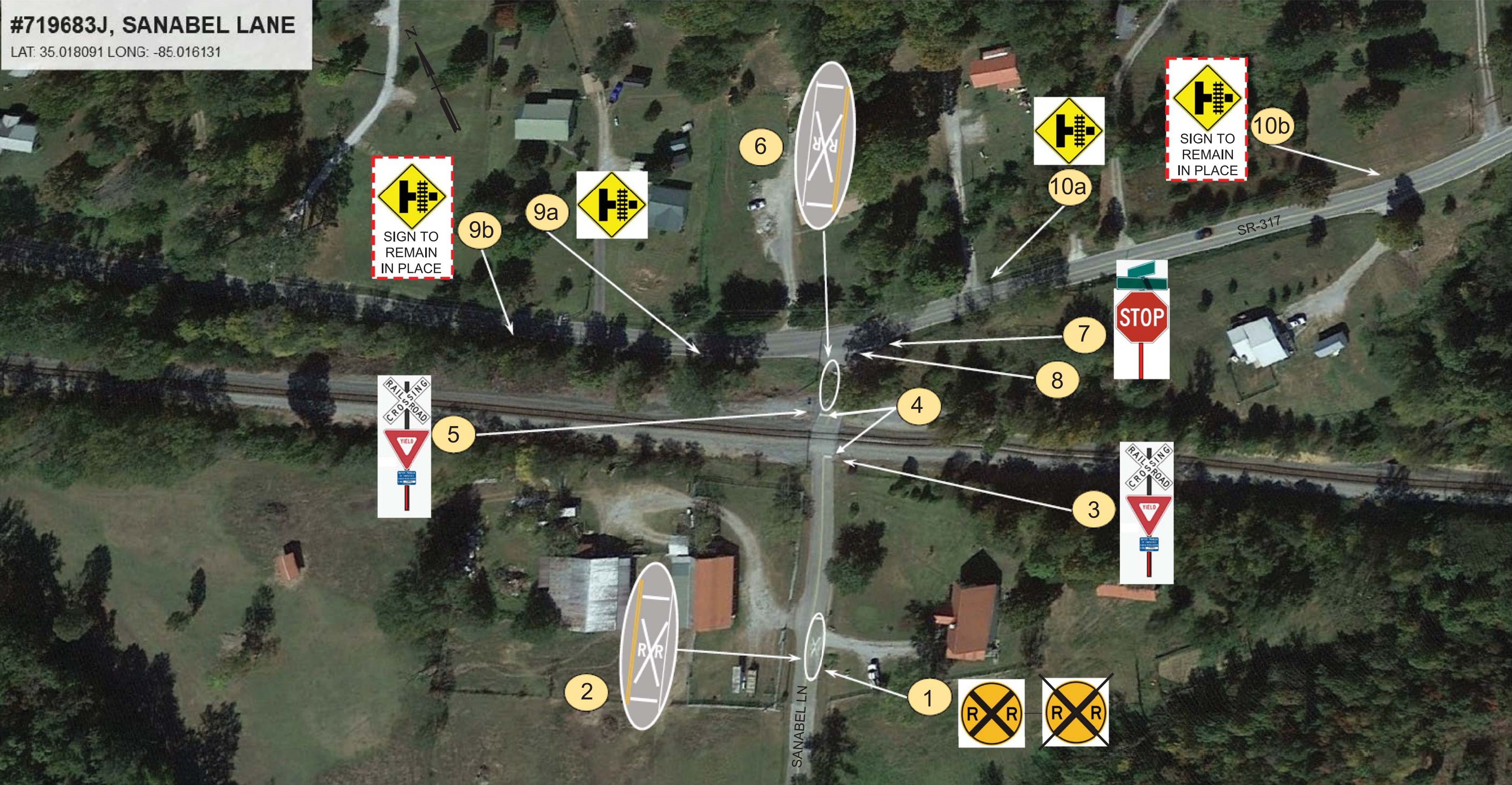
THE EXISTING HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-3) ON THE EASTBOUND APPROACH ON APISON PIKE (SR317) LOCATED APPROXIMATELY 300 FEET IN ADVANCE OF THE INTERSECTION WITH SANABEL LN (0F354) SHALL REMAIN IN PLACE.
10.

(a)


INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-3) ON THE WESTBOUND APPROACH ON APISON PIKE (SR317) LOCATED APPROXIMATELY 100 FEET IN ADVANCE OF THE INTERSECTION WITH SANABEL LN (0F354) AS SPECIFIED BY TDOT STANDARD DRAWING T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURE 8B-4. INSTALL A 2-INCH-WIDE YELLOW RETROREFLECTIVE STRIP TO THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.

(b)

THE EXISTING HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-3) ON THE WESTBOUND APPROACH ON APISON PIKE (SR317) LOCATED APPROXIMATELY 500 FEET IN ADVANCE OF THE INTERSECTION WITH SANABEL LN (0F354) SHALL REMAIN IN PLACE.



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DEPARTMENT OF TRANSPORTATION

DETAIL SHEETS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	33S317-S8-005	2G1

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UTILITY

- (1)

THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (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:
CenturyLink/Lumen
2530 Perimeter Place Drive
Nashville TN 37214
CONTACT: Plans Distribution
PHONE: 615 263 1128
Email: relocations@centurylink.com

SEWER & WATER:
Collegedale, City of
PO Box 1880
Collegedale TN 37315
CONTACT: Mayor Morty Lloyd
PHONE: 423 396 3135
Email: mlloyd@collegedaletn.gov

WATER:
Eastside Utility District
PO Box 22037
Chattanooga TN 37422
CONTACT: General Manager Jay Mullin
PHONE: 423 892 2890
Email: jmullin@eastsideutility.com

SEWER:
Hamilton County WWTA
1250 Market Street, Suite 3050
Chattanooga TN 374022713
CONTACT: Mr. Michael Patrick
PHONE: 423 209 7842
Email: WWTAEng@HamiltonTN.gov
Mpatrick@HamiltonTN.gov

ELECTRIC:
Tennessees Valley Authority
1101 Market St MR-4G
Chattanooga TN 37402
CONTACT: Mr. Stephen Williams
CELL PHONE: 862 255 6272
Email: sewilliams@tva.gov

GAS:
Chattanooga Gas Company (Southern Co-Atlanta Gas)
PO Box 4569
Atlanta GA 303024569
CONTACT: Mr. Brandon Stephens
PHONE: 404 584 3915
Email: bstephen@southernco.com


CATV:
Comcast (Xfinity)
2030 East Polymer Drive
Chattanooga TN 37421
CONTACT: Mr. Tim Gregory
PHONE: 706 252 4185
Email: tim_gregory@comcast.com

ELECTRIC:
Electric Power Board of Chattanooga
PO Box 182255
Chattanooga TN 37422
CONTACT: Mr. Adam Norwood
PHONE: 423 483 3305
Email: norwoodaw@epb.net

WATER:
Tennessee American Water Company
1500 Riverside Drive
Chattanooga TN 37406
CONTACT: Jon Sparkman
PHONE: 423 681 4206
Email: jon.sparkman@amwater.com

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	33S317-S8-005	3

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DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
AND
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	33S317-S8-005	T1

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.

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PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL