



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:
 Digitally signed by Joseph Burchfield
 Date: 2025.12.16 15:50:04 -05'00'

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

TENNESSEE DEPARTMENT OF TRANSPORTATION
 7512 VOLKSWAGEN DRIVE

CHATTANOOGA, TN
 JOSEPH H. BURCHFIELD, P.E. NO. 122745

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

YEAR	PROJECT NO.	SHEET NO.
2026	R2SVAR-M8-065	ROADWAY-SIGN1

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY AND TRAFFIC DESIGN DRAWINGS	1A
ESTIMATED ROADWAY & TABULATED QUANTITIES	2
GENERAL NOTES & SPECIAL NOTES	2C
SPECIAL NOTES FOR CRACK SEALANT	2D
ENVIRONMENTAL NOTES.....	2E

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

SIGNATURE
 SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

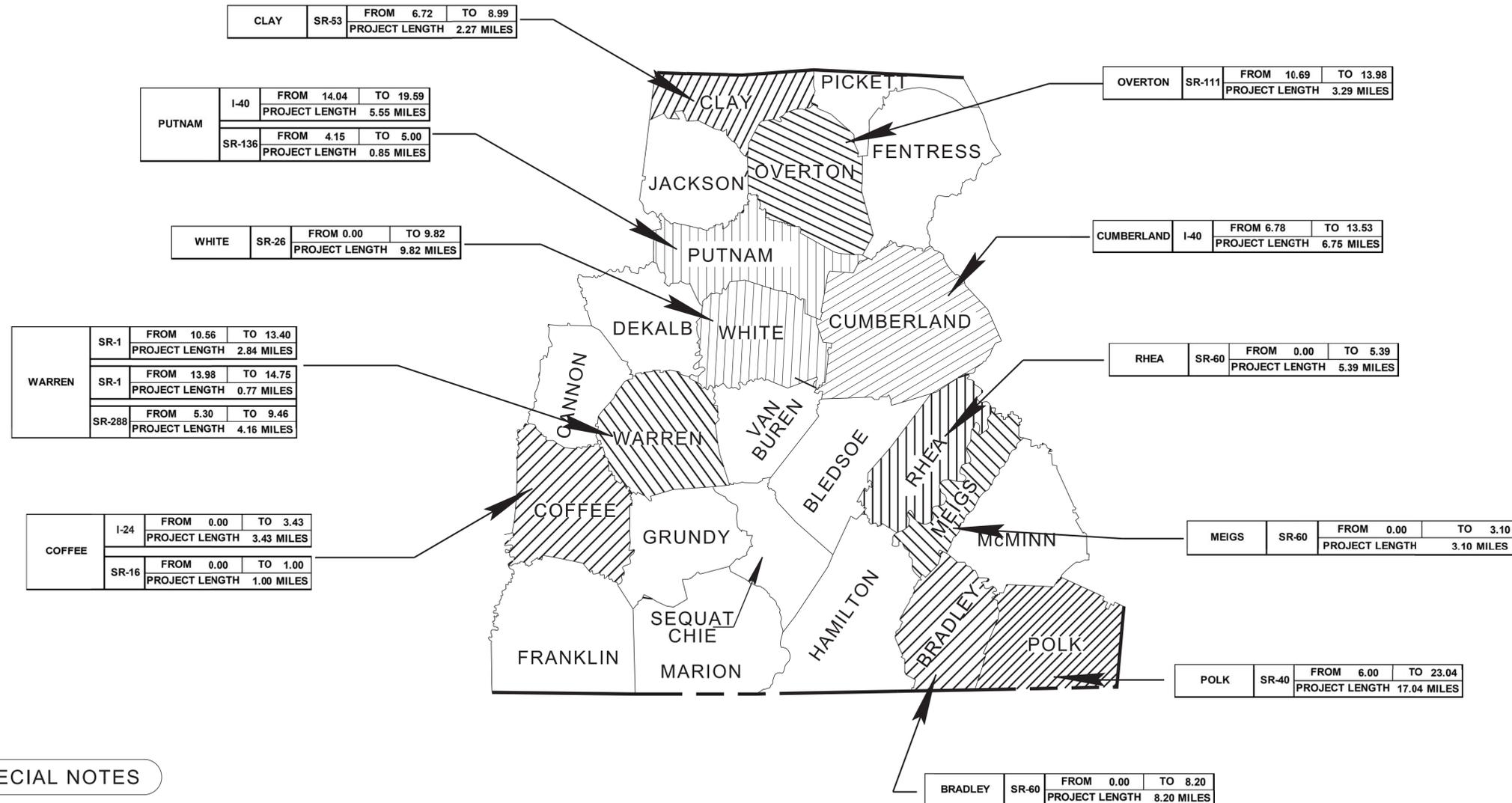
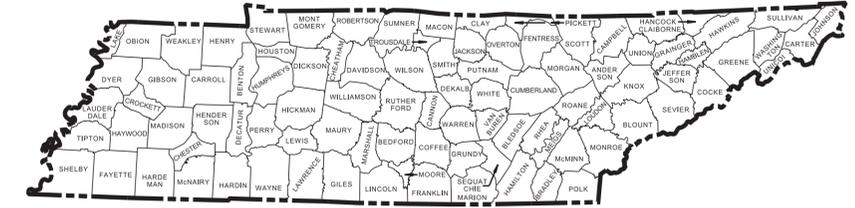
DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	NO X

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	R2SVAR-M8-065	

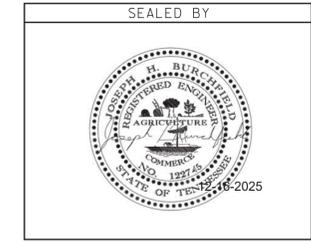
REGION 2 CRACK SEAL REGIONAL CONTRACT

BRADLEY, CLAY, COFFEE, CUMBERLAND,
MEIGS, OVERTON, POLK, PUTNAM, RHEA, WHITE, WARREN

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



NO EXCLUSIONS



APPROVED: Shane Hester
SHANE HESTER, P.E. CHIEF ENGINEER

DATE: _____

APPROVED: Will Reid
WILL REID, P.E. COMMISSIONER

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER : ALLEN PETERFREUND, P.E.
ENGINEER ON RECORD : JOSEPH BURCHFIELD, P.E.
DESIGNER : REAGAN MALONE CHECKED BY : JOSEPH BURCHFIELD, P.E.
P.E. NO. 98023-4217-04
PIN NO. 133491.00

PROJECT LENGTH 74.46 MILES
LANE MILES 204.69 MILES

12/16/2025 1:41:49 PM M:\Design County Folders\A-PAVEMENT PROGRAM\2026\State Routes\133491-00 Crack Seal\Sheets\01-001-TitleSheet.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	R2SVAR-M8-065	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX, STANDARD ROADWAY AND TRAFFIC DESIGN DRAWINGS	1A
ESTIMATED ROADWAY & TABULATED QUANTITIES	2
GENERAL NOTES & SPECIAL NOTES	2C
SPECIAL NOTES FOR CRACK SEALANT	2D
ENVIRONMENTAL NOTES.....	2E

NOTES:

THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN NUMBERING OF SHEETS.
 SHEET 2A & 2B SERIES NOT USED IN THIS SET OF PLANS
 NO PROJECT COMMITMENTS SHEET INCLUDED IN THE 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	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
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-13	03-26-25	TWO-OUTSIDE LANE CLOSURE FOR EXPRESSWAY AND FREEWAYS
T-WZ-15	03-26-25	INTERIOR LANE CLOSURE FOR FREEWAYS
T-WZ-21	03-26-25	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX,
STANDARD ROADWAY
AND
TRAFFIC DESIGN
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	R2SVAR-M8-065	2

2025 CRACK SEALING TABULATION										
DISTRICT	COUNTY	ROUTE	BEGIN LM	END LM	LENGTH (MILES)	LANES	LANE MILES	RATE (LBS/LM)	ITEM NO. 411-04 (LBS)	NOTES
Roadway and Shoulders										
27	Putnam	I-40	14.04	19.59	5.55	4	22.20	800	17,760	
		SR136	4.15	5.00	0.85	3	2.55	1,500	3,825	
	Cumberland	I-40	6.78	13.53	6.75	4	27.00	800	21,600	
		Overton	SR111	10.69	13.98	3.29	4	13.16	1,500	19,740
	Clay	SR053	6.72	8.99	2.27	3	6.81	1,500	10,215	
	White	SR026	0.00	9.82	9.82	2	19.64	1,500	29,460	
District 27 Totals					28.53		91.36		102,600	
28	Coffee	I-24	0.00	3.43	3.43	4	13.72	2,000	27,440	
		SR016	0.00	1.00	1.00	4	4.00	2,500	10,000	
	Warren	SR001	10.56	13.40	2.84	4	11.36	2,500	28,400	
		SR001	13.98	14.75	0.77	4	3.08	2,500	7,700	
		SR288	5.30	9.46	4.16	2	8.32	2,500	20,800	
District 28 Totals					12.20		40.48		94,340	
29	Polk	SR040	6.00	23.04	17.04	2	34.08	1,800	61,344	
	Rhea	SR060	0.00	5.39	5.39	3	16.17	1,200	19,404	
	Bradley	SR060	0.00	8.20	8.20	2	16.40	1,200	19,680	
	Meigs	SR060	0.00	3.10	3.10	2	6.20	1,200	7,440	
District 29 Totals					33.73		72.85		107,868	
REGION 2 VARIOUS ROUTES TOTALS					74.46		204.69		304,808	

STORM DRAIN ADJUSTMENTS (RESURFACING)

THERE ARE NO STORM DRAIN ADJUSTMENTS IN THIS PROJECT.

PROPOSED GUARDRAIL IMPROVEMENTS (RESURF)

THERE ARE NO GUARDRAIL IMPROVEMENTS IN THIS PROJECT.

UTILITY ADJUSTMENTS (RESURFACING)

THERE ARE NO UTILITY ADJUSTMENTS IN THIS PROJECT.

ESTIMATED ROADWAY QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	
(1)(2)(3) 411-04	CRACK SEALANT	LB.	304808	R2SVAR-M8-065
(4)(5) 712-01	TRAFFIC CONTROL	LS	1	
(6) 712-08.11	QUEUE PROTECTION TRUCK	HOUR	80	
(5) 717-01	MOBILIZATION	LS	1	

FOOTNOTES

(1) THE CONTRACTOR SHALL BE REQUIRED TO CLEAN THE AREA TO RECEIVE TREATMENT PRIOR TO THE APPLICATION OF THE PRODUCT. THIS SHALL BE ACCOMPLISHED BY A METHOD APPROVED BY THE TDOT ENGINEER. THE COST OF CLEANING THE TREATMENT AREA SHALL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE COST OF OTHER ITEMS BID.

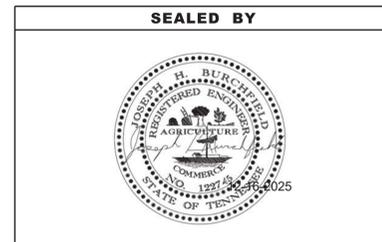
(2) QUANTITIES SHOWN ARE FOR BID PURPOSES ONLY AND ACTUAL FIELD QUANTITIES SHALL BE USED FOR THE BASIS OF PAYMENT.

(3) DO NOT APPLY TO FATIGUE CRACKING ON **ANY** SEGMENT.

(4) ALL SIGNING AND OTHER TRAFFIC CONTROL DEVICES ARE TO BE IN STRICT COMPLIANCE WITH THE CURRENT EDITION OF THE M.U.T.C.D. (REFER TO PART VI, TYPICAL APPLICATION 10 (TA-10)).

(5) INCLUDES ALL ROUTES ADDRESSED IN THE CONTRACT.

(6) TO BE USED AS DIRECTED BY ENGINEER ON INTERSTATE ROUTES.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**ESTIMATED ROADWAY
&
TABULATED QUANTITIES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	R2SVAR-M8-065	2C

GENERAL NOTES

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.

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.
- (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.

SPECIAL NOTES

TRAFFIC CONTROL

- (1) THE CONTRACTOR SHALL GIVE THE TDOT PROJECT SUPERVISOR A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTRIBUTED TO THE MEDIA.
- (2) ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TDOT STANDARD DRAWINGS T-WZ-11, T-WZ-13 AND T-WZ-15. ALL TRAFFIC CONTROL DEVICES FOR LANE CLOSURES (CONSTRUCTION SIGNS, PORTABLE ARROW BOARDS, CONES, ETC., AS REQUIRED PER STANDARD DRAWINGS AND SECTION 712 OF THE SPECIFICATIONS) SHALL BE PAID FOR UNDER ITEM NO. 712-01 LUMP SUM. LANE CLOSURES SHALL BE OF SUFFICIENT LENGTH TO ACCOMPLISH SIGNIFICANT WORK.
- (3) WHERE RAISED PAVEMENT MARKERS AND SNOW-PLOWABLE MARKERS EXIST, THE CONTRACTOR SHALL PROTECT THE MARKERS DURING THE CLEANING AND SEALING PROCESS.
- (4) THE CONTRACTOR WILL BE REQUIRED TO PLACE TEMPORARY PAINTED PAVEMENT MARKINGS WHERE CRACK FILLING MATERIALS OBLITERATE THE EXISTING MARKINGS. COSTS OF TEMPORARY MARKINGS TO BE INCLUDED IN OTHER ITEMS.
- (5) QUANTITIES ARE FOR BID PURPOSES ONLY AND ACTUAL FIELD QUANTITIES SHALL BE USED FOR THE BASIS OF PAYMENT.
- (6) THE CONTRACTOR SHALL NOT ORDER MORE THAN 50% OF PLANS MATERIAL QUANTITIES UNTIL DIRECTED BY THE TDOT PROJECT SUPERVISOR.
- (7) SHOULD A FLAGGING OPERATION FOR TRAFFIC CONTROL BE UTILIZED FOR APPLICATION CRACK SEALANT, 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 SUPERVISOR, ALL COST ASSOCIATED WITH THE CONTROLS WILL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL.
- (8) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED TWO (2) MILES.
- (9) THE CONTRACTOR SHALL NOT BE ALLOWED TO INTERRUPT TRAFFIC FLOW AND SHALL MAINTAIN ALL LANES OF TRAFFIC IN EACH DIRECTION ON THE FOLLOWING DAYS:
- OFFICIAL STATE HOLIDAYS.
 - FRIDAY AT 6:00 PM UNTIL TUESDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.
 - THURSDAY AT 6:00 PM UNTIL MONDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.
 - DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE JOINT STABILIZATION OPERATIONS WHERE AND AS DIRECTED BY THE PROJECT SUPERVISOR.
- (10) 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 712-01 TRAFFIC CONTROL, LS.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
&
SPECIAL NOTES

STANDARD SPECIFICATIONS FOR APPLICATION OF CRACK SEALANT

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	R2SVAR-M8-065	2D

ASPHALT PAVEMENT – CRACK SEALING

I. SCOPE:

- (1) THIS WORK SHALL CONSIST OF FURNISHING ALL LABOR, MATERIAL, AND EQUIPMENT NECESSARY TO PERFORM ALL OPERATIONS FOR THE APPLICATION OF AN IN-DEPTH JOINT SEALING SYSTEM TO PROVIDE CRACK SEALING ON ASPHALTIC CONCRETE PAVEMENTS.
- (2) THE CRACK-SEAL MATERIAL SHALL BE APPROVED HOT-POUR MATERIAL LISTED ON THE TDOT QPL (QUALIFIED PRODUCTS LIST) AND THE PRICE SHALL INCLUDE ALL ASPECTS OF INSTALLATION WITHIN REGION 2 WHERE THE CONTRACT IS ACTIVATED.

II. DESCRIPTION:

- (1) THIS WORK SHALL CONSIST OF CLEANING AND FILLING EXISTING LONGITUDINAL AND TRANSVERSE CRACKS HAVING A WIDTH OF 3/16 INCH OR GREATER IN FLEXIBLE PAVEMENTS.

III. METHOD OF APPLICATION:

- (1) ALL CRACKS SHALL BE THOROUGHLY CLEANED WITH HIGH PRESSURE, DRY COMPRESSED AIR REMOVING ALL VEGETATION, DEBRIS, MOISTURE AND FOREIGN MATERIALS, AS DIRECTED BY THE ENGINEER.
- (2) THE SEALANT SHALL BE APPLIED TO THE CRACK WITH A PRESSURE FEED WAND SYSTEM IMMEDIATELY AFTER CLEANING AT A TEMPERATURE WITHIN THE RANGE RECOMMENDED BY THE MANUFACTURER OF THE SEALANT.
- (3) THE SEALANT SHALL BE APPLIED USING THE FLUSH FILL METHOD.
- (4) THE CRACK SHALL BE FILLED LEVEL WITH THE ASPHALT SURFACE. IMMEDIATELY AFTER PLACEMENT OF THE SEALANT, A V-SHAPED RUBBER SQUEEGEE SHALL BE USED 100% OF THE TIME. THE USE OF SEALING DISCS IS NOT ACCEPTABLE.
- (5) ANY SEALANT ABOVE THE ASPHALT SURFACE MUST BE FEATHERED OUT AS DIRECTED BY THE ENGINEER.
- (6) THE CRACK FILLING WILL ONLY BE ALLOWED WHEN BOTH THE AIR AND PAVEMENT TEMPERATURES ARE WITHIN THE TOLERANCES RECOMMENDED BY THE MANUFACTURER OF THE MATERIAL.

IV. MATERIALS:

- (1) THE SEALANT SHALL BE A HOT-POURED ELASTIC TYPE JOINT SEALER, TYPE II CONFORMING TO THE REQUIREMENTS OF ASTM D5078 WITH THE FOLLOWING EXCEPTIONS. THE SEALANT SHALL BE LISTED ON THE DEPARTMENT'S QPL LIST PRODUCT CATEGORY: 05- JOINT SEALERS AND FILLERS, MATERIAL: 905.05.011 – HOT POUR JOINT SEALERS.
- (2) STORAGE, HEATING, APPLICATION INSTRUCTIONS AND CAUTIONS SHALL BE SUPPLIED WITH EACH SHIPMENT.
- (3) THE SEALANT SHALL BE ABLE TO BE REHEATED TO APPLICATION TEMPERATURE AT LEAST ONCE AFTER THE INITIAL HEAT UP WITHOUT DEGRADATION OF SEALANT SPECIFICATIONS.
- (4) THE JOINT SEALER SHALL BE A MIXTURE OF VIRGIN SYNTHETIC RUBBER OR RECLAIMED RUBBER OR A COMBINATION OF THE 2 WITH ASPHALT AND PLASTICIZERS AND TACIFIERS.
- (5) GROUND CURED RUBBER SCRAP SHALL NOT BE USED. THE SEALER SHALL BE FREE OF FOREIGN MATERIALS, AND WHEN MELTED SHALL BE FREE OF LUMPS.
- (6) THE MATERIAL WILL BE KEPT WITHIN THE TEMPERATURE RANGE RECOMMENDED BY THE MANUFACTURER.
- (7) THE CONTRACTOR SHALL FURNISH THE ENGINEER WITH A CERTIFIED STATEMENT FROM THE MANUFACTURER OF THE SEALANT SHOWING COMPLIANCE WITH THIS SPECIFICATION TOGETHER WITH A CERTIFIED COPY OF THE TEST REPORT.

V. EQUIPMENT:

- (1) THE MELTER-APPLICATOR SHALL BE AN OIL JACKETED DOUBLE BOILER TYPE, EQUIPPED WITH AN AGITATOR AND SEPARATE THERMOMETERS FOR BOTH THE OIL BATH AND THE MELTING VAT.
- (2) ALL EQUIPMENT NECESSARY FOR THE SATISFACTORY PERFORMANCE OF THIS OPERATION SHALL BE ON THE JOB AND APPROVED BY THE ENGINEER BEFORE WORK WILL BE PERMITTED TO BEGIN.

VI. METHOD OF MEASUREMENT FOR PAYMENT:

- (1) SEALANT FOR RANDOM CRACKS WILL BE MEASURED BY THE POUND.
- (2) AT THE BEGINNING OF EACH WORK-DAY, THE ENGINEER, OR HIS APPOINTED REPRESENTATIVE, SHALL DOCUMENT THE AMOUNT OF MATERIAL IN THE HEATER-MELTER UNIT AND LOG ALL ADDITIONAL MATERIAL ADDED DURING THE DAY AND MEASURE THE AMOUNT OF MATERIAL REMAINING IN THE HEATER MELTER AT THE END OF EACH DAY TO DETERMINE THE TOTAL POUNDAGE USED.
- (3) PAYMENT WILL BE MADE BY THE POUND FOR RANDOM CRACKS ANYWHERE BETWEEN THE CENTERLINE AND THE PAVING JOINT BETWEEN THE TRAVEL LANE AND SHOULDER.

VII. TRAFFIC CONTROL

- (1) ALL TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND TDOT STANDARD DRAWING T-WZ-11, T-WZ-13, AND T-WZ-15.
- (2) ALL TRAFFIC CONTROL DEVICES FOR LANE CLOSURES (CONSTRUCTION SIGNS, PORTABLE ARROW BOARDS, CONES, ETC.) LANE CLOSURES SHALL BE OF SUFFICIENT LENGTH TO ACCOMPLISH SIGNIFICANT WORK.
- (3) WHERE RAISED PAVEMENT MARKERS EXIST, THE CONTRACTOR SHALL PROTECT THE MARKERS DURING THE CLEANING AND SEALING PROCESS.
- (4) THE CONTRACTOR WILL BE REQUIRED TO PLACE TEMPORARY PAINTED PAVEMENT MARKINGS WHERE CRACK FILLING MATERIALS OBLITERATE THE EXISTING MARKINGS. COSTS OF TEMPORARY MARKINGS ARE TO BE INCLUDED IN OTHER ITEMS.

SPECIAL CRACK SEALANT NOTES:

- A. IMPROPER APPLICATION SUCH AS OVER APPLICATION WILL NOT BE ACCEPTED, DOES NOT MEET SPECIFICATIONS AND RESULT IN NON-PAYMENT OF SERVICES ON AREAS OF IMPROPER APPLICATION.
- B. THIS CONTRACT IS FOR LONGITUDINAL AND TRANSVERSE CRACKS, JOINTS AND BLOCK CRACKING ONLY.
- C. THIS CONTRACT IS NOT DESIGNED FOR ALLIGATOR/SPIDER CRACKS THAT APPLY EXCESSIVE AMOUNTS TO THE ROADWAY.
- D. OVER-BANDING WILL NOT BE TOLERATED. TDOT ENGINEER WILL PROVIDE SITE SPECIFIC INSTRUCTION AND GUIDANCE.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES
FOR
CRACK SEALANT

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) CRACK SEAL VARIOUS ROUTES IN REGION 2.

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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	R2SVAR-M8-065	2E

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES