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TENNESSEE DEPARTMENT OF TRANSPORTATION
6601 CENTENNIAL BLVD,
NASHVILLE, TN 37243
MATTHEW MCKAY, P.E. NO. 120464

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A
GENERAL NOTES.....	2B
SPECIAL NOTES.....	2C
UTILITY NOTES AND OWNERS.....	2C1
ENVIRONMENTAL NOTES.....	2D, 2D1

YEAR	PROJECT NO.	SHEET NO.
2022	NH-45(36)	ROADWAY-SIGN-1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SIGNATURE
SHEET

05-APR-2022 07:04
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6601 CENTENNIAL BLVD,
NASHVILLE, TN 37243
MATTHEW MCKAY, P.E. NO. 120464

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

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
ESTIMATED ROADWAY QUANTITIES.....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE.....	2A
GENERAL NOTES.....	2B
SPECIAL NOTES.....	2C
UTILITY NOTES AND OWNERS.....	2C1
ENVIRONMENTAL NOTES.....	2D, 2D1
TRAFFIC CONTROL	T1-T8

YEAR	PROJECT NO.	SHEET NO.
2024	NH-45(36)	ROADWAY-SIGN2

REV. 1-29-24: ADDED SHEET TO PLANS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

07-FEB-2024 08:29
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Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2024	1
FED. AID PROJ. NO.	NH-45(36)	
STATE PROJ. NO.	19S045-F8-003	

REV. 1-29-24: UPDATED YEAR TO 2024.

DAVIDSON COUNTY

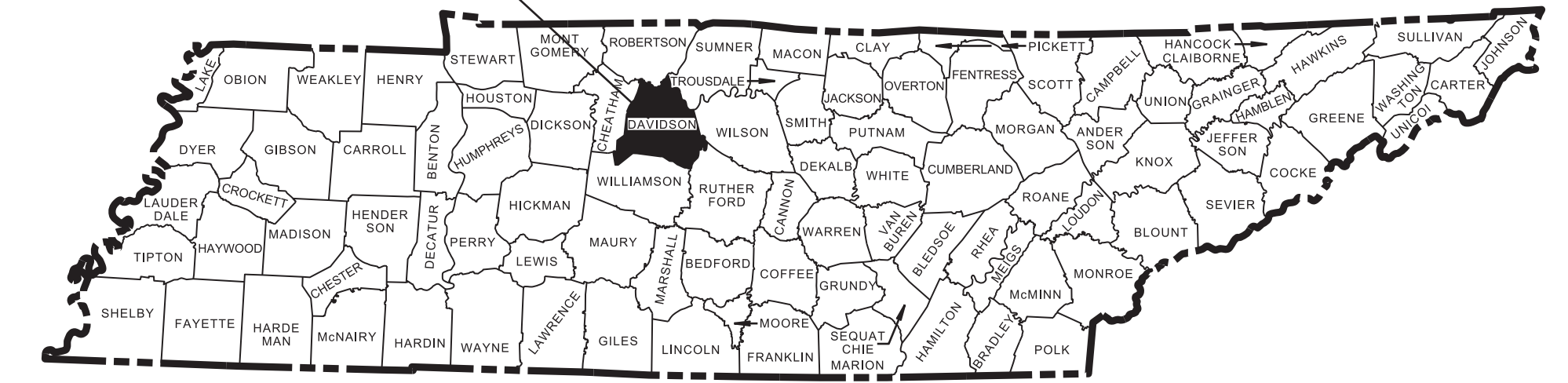
STATE ROUTE 45
(OLD HICKORY BOULEVARD) INTERSECTION AT
SR-6 (GALLATIN PIKE), LM 7.21 IN NASHVILLE

RESURFACING

REMOVAL OF RIGID PAVEMENT, COLD PLANING, PAVING, CURB AND GUTTER, AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 45 F.H.W.S. NO N/A

PROJECT LOCATION

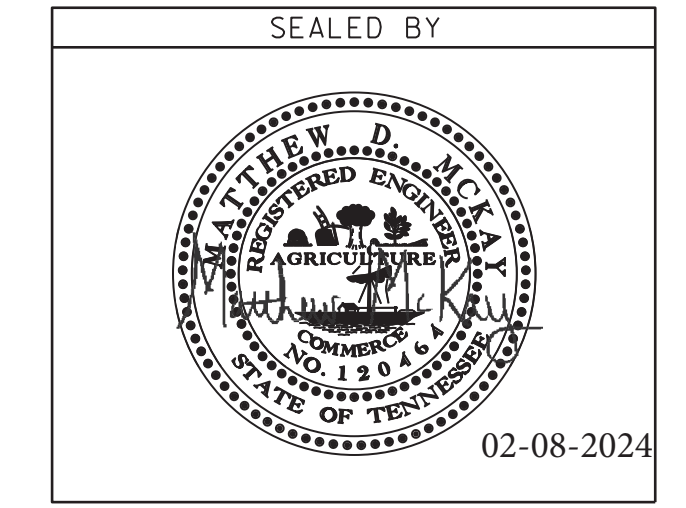


19S045-F8-003
BEGIN PROJECT NO. NH-45(36) RESURFACING
L.M. 7.13

19S045-F8-003
END PROJECT NO. NH-45(36) RESURFACING
L.M. 7.26



NO EXCLUSIONS



APPROVED:
WILL REID, CHIEF ENGINEER

DATE: _____

APPROVED:
HOWARD H. ELEY, 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 ROAD SP. SV. 2: MATTHEW MCKAY, P.E.
DESIGNER: ZHIWAR RASHID CHECKED BY: FRANK RAINEAR
P.E. NO. 98034-4299-04 (DESIGN)
PIN NO. 131733.00

SCALE: 1" = 1 MILE



PROJECT LENGTH 0.13 MILES
TOTAL LANE MILES RESURFACED 1.10 MILES

TRAFFIC DATA	
ADT(2024)	28,609
L.M. 7.13- L.M. 7.26	45 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

07-FEB-2024 08:29 \\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2022\Davidson Co. SR-45 Whitetopping\0001-1\titlesheet.dgn

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1-2
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS.....	1A
ESTIMATED ROADWAY QUANTITIES.....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE.....	2A
GENERAL NOTES.....	2B
SPECIAL NOTES.....	2C
UTILITY NOTES AND OWNERS.....	2C1
ENVIRONMENTAL NOTES.....	2D, 2D1
PAVEMENT MARKING IMPROVEMENTS.....	2E
TRAFFIC CONTROL	T1-T8

NOTE:
 THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN NUMBERING OF SHEETS.
 NO PROJECT COMMITMENTS IN THIS SET OF PLANS.
 NO UTILITY SHEETS INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS


DWG.	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
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-UD-3	06-28-19	UNDERDRAIN DETAILS
DESIGN - TRAFFIC CONTROL		
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	06-28-19	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-55	10-29-21	SIDEWALK TRAFFIC CONTROL
T-WZ-FAB1		FLASHING YELLOW ARROW BOARD
T-WZ-PBR2	02-28-20	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
ROADWAY, PAVEMENT APPURTENANCES, AND FENCES		
RP-VC-11	03-04-21	VERTICAL CONCRETE CURB AND CURB AND GUTTER (FOR 6" & 7" GUTTER DEPTH)

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	1A

REV. 1-29-24; UPDATED INDEX.
 UPDATED YEAR TO 2024.

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02-08-2024

**STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION**

ROADWAY INDEX
 AND
 STANDARD
 ROADWAY
 DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	2

REV. 1-29-24: UPDATED QUANTITIES.
UPDATED YEAR TO 2024.

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 19S045-F8-003
(1)	202-03.02	REMOVAL OF RIGID PAVEMENT	C.Y. 1163
(2)	202-03.03	REMOVAL OF ASPHALT PAVEMENT	C.Y. 775
	208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M. 0.3
(3)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON 100
	307-04.01	ASPHALT CONCRETE MIX (PG82-22) (BPMB-HM) GRADING A	TON 1504
	307-04.02	ASPHALT CONCRETE MIX (PG82-22) (BPMB-HM) GRADING A-S	TON 942
	307-04.08	ASPHALT CONCRETE MIX (PG82-22) (BPMB-HM) GRADING B-M2	TON 789
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON 10
(4)	411-04.10	ACS MIX(PG82-22) GRADING D	TON 573
(5)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON 109
	502-04.01	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F. 13455
(6)	611-01.20	ADJUSTMENT OF EXISTING MANHOLE	EACH 13
(6)	611-09.01	ADJUSTMENT OF EXISTING CATCHBASIN	EACH 5
(20)	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y. 20
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F. 534
(7)(8)	712-01	TRAFFIC CONTROL	LS 1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH 300
(9)	712-05.01	WARNING LIGHTS (TYPE A)	EACH 26
(10)(11)(16)	712-06	SIGNS (CONSTRUCTION)	S.F. 1216
	712-08.03	ARROW BOARD (TYPE C)	EACH 4
(21)	712-09.04	REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F. 432
(17)	712-09.05	REMOVABLE PAVEMENT MARKING (ARROW)	EACH 193
(12)	712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F. 51653
(18)	712-09.30	REMOVABLE BLACK-OUT TAPE (6")	L.F. 10375
(19)	713-02.30	FLEXIBLE TUBULAR DELINEATOR	EACH 324
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH 4
	716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH 35
	716-01.22	SNOWPLOWABLE RAISED PAVEMENT MARKERS (MONO-DIR)(1 COLOR)	EACH 40
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH 20
(13)	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y. 32
(13)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F. 170
(13)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH 15
(13)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F. 650
(13)	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F. 410
(13)	716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M. 0.4
(13)	716-04.13	PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL & ARROW)	EACH 1
(14)	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M. 2
(15)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M. 1
	717-01	MOBILIZATION	LS 1

FOOTNOTES

- (1) ITEM TO BE USED TO REMOVE THE EXISTING RIGID PAVEMENT.
- (2) TO BE USED FOR REMOVAL OF ANY ASPHALT IN UNSUITABLE CONDITION BENEATH THE REMOVED CONCRETE AS DIRECTED BY THE ENGINEER.
- (3) ITEM TO BE USED AS DIRECTED BY THE ENGINEER.
- (4) INCLUDES 110 TONS TO REPLACE MILLED ASPHALT +/- 50' BACK FROM EXISTING CONCRETE JOINT.
- (5) TO BE USED FOR MILLING ASPHALT PAVEMENT +/- 50' BACK FROM EXISTING CONCRETE JOINT TO TIE IN NEW PAVEMENT SMOOTHLY.
- (6) ADJUSTMENTS INCLUDE ALL MATERIALS AND LABOR FOR CASTING, RINGS, COVERS, ETC.
- (7) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8) REFER TO TDOT STANDARD DRAWINGS AND FIGURES 6H-22 TO 6H-27 IN THE MUTCD FOR TRAFFIC CONTROL.
- (9) TO BE USED ON FLEXIBLE DRUMS AT THE BEGINNING OF LANE TAPERS.
- (10) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
- (11) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING THE CONSTRUCTION SIGNS.
- (12) TO BE USED FOR TEMPORARY RELOCATED LANE LINES AND TEMPORARY CENTERLINES AS SHOWN ON SHEETS T3-T8.
- (13) 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.
- (14) TO BE USED FOR 2 LAYERS OF TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.
- (15) TO BE USED FOR PERMANENT PAVEMENT MARKINGS ON LANE LINES, CENTER LINES AND EDGE LINES.
- (16) QUANTITY INCLUDES 6 EXTRA R3-2 SIGNS TO BE USED AS DIRECTED BY THE ENGINEER TO PREVENT LEFT TURNS ACROSS TEMPORARY CENTERLINES.
- (17) TO BE USED FOR TEMPORARY TURN ARROW PAVEMENT MARKINGS AS SHOWN IN SHEETS T3-T8.
- (18) TO BE USED TO BLACK OUT CENTERLINES OR TURN ARROWS WHICH CONFLICT WITH TEMPORARY PAVEMENT MARKINGS FOR RELOCATED LANES IN THE CURRENT PHASE OF TRAFFIC CONTROL.
- (19) TO BE USED ON TEMPORARY CENTERLINES TO SEPARATE TRAFFIC.
- (20) TO BE USED AS DIRECTED BY THE ENGINEER.
- (21) TO BE USED AS DIRECTED BY THE ENGINEER FOR TEMPORARY TRAFFIC CONTROL.

STATE STORM DRAIN ADJUSTMENTS

CATCHBASINS	5
MANHOLES	13

NO UTILITY ADJUSTMENTS ON THIS PROJECT

NO GUARDRAIL ADJUSTMENTS ON THIS PROJECT

NO BRIDGES WITHIN PROJECT LIMITS

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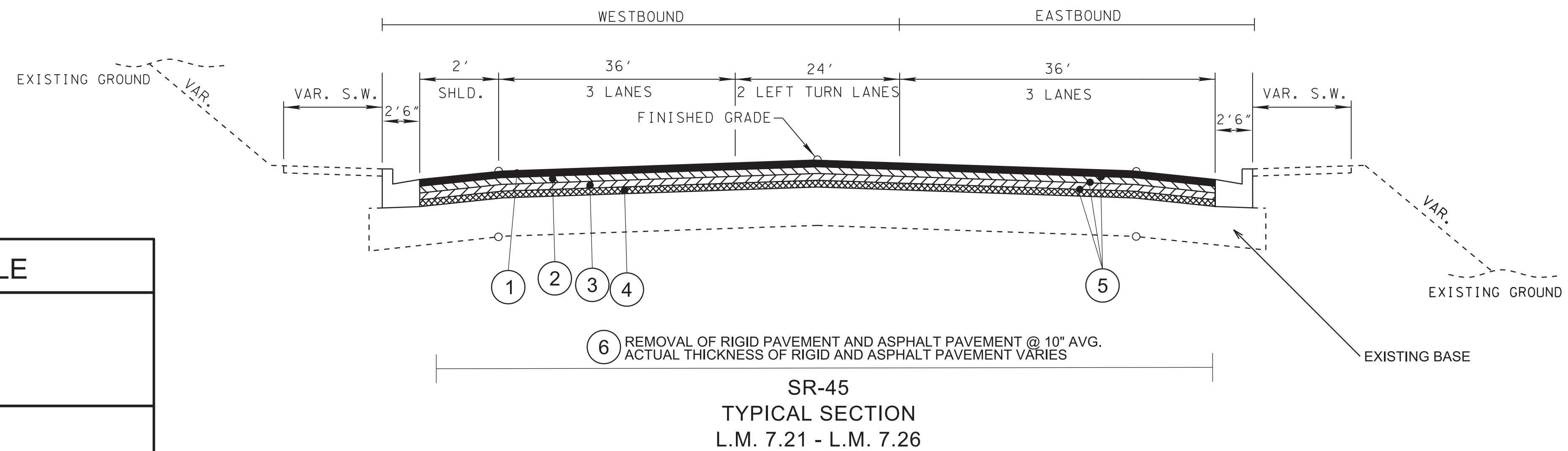
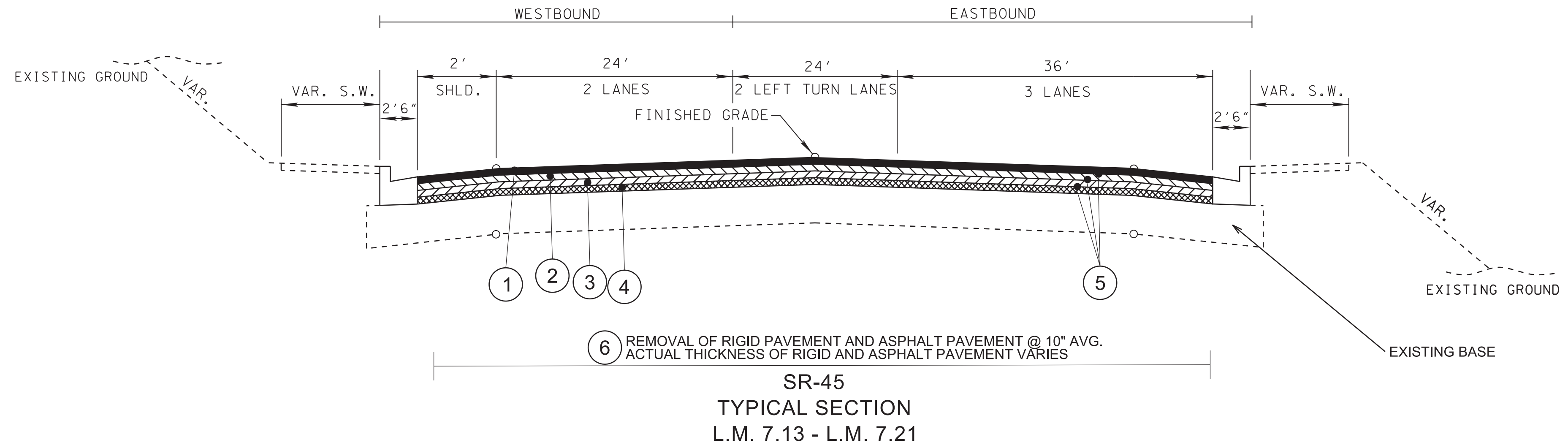


STATE OF TENNESSEE
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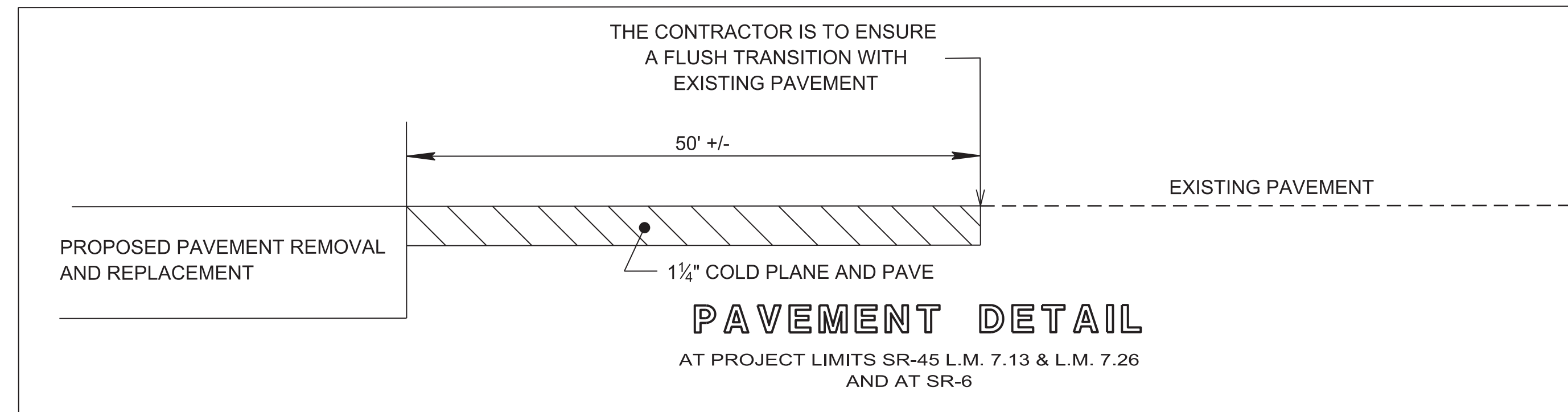
ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	2A

REV. 1-29-24: ADDED PAVEMENT DETAIL AND UPDATED YEAR TO 2024.



PROPOSED PAVEMENT SCHEDULE	
①	SURFACE @ 1.25" THICK (132.5 LB/S.Y.) 411-04.10 ACS MIX (PG82-22) GRADING D (TON)
②	BIT. BINDER @ 2.00" THICK (APPROX 226 LBS/S.Y.) 307-04.08 ASPHALT CONCRETE MIX (PG82-22) (BPMB-HM) GRADING B-M2
③	BIT. BASE @ 3.75" THICK (APPROX 431.25 LBS/S.Y.) 307-04.01 ASPHALT CONCRETE MIX (PG82-22) (BPMB-HM) GRADING A
④	BIT. BASE @ 3.00" THICK (APPROX 270 LBS/S.Y.) 307-04.02 ASPHALT CONCRETE MIX (PG82-22) (BPMB-HM) GRADING A-S
⑤	TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (TON) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
⑥	REMOVAL OF RIGID PAVEMENT @ 6" THICK AVG. 202-03.02 REMOVAL OF RIGID PAVEMENT (C.Y.) ACTUAL THICKNESS OF RIGID PAVEMENT VARIES THROUGHOUT PROJECT.
⑥	REMOVAL OF ASPHALT PAVEMENT @ 4" THICK AVG. 202-03.03 REMOVAL OF ASPHALT PAVEMENT (C.Y.) ACTUAL THICKNESS OF ASPHALT PAVEMENT VARIES THROUGHOUT PROJECT.



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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**TYPICAL
SECTIONS
AND
PAVEMENT SCHEDULE**

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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.

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

- (5) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
 - b. 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.

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.

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.	2024	NH-45(36)	2B

REV. 1-29-24: UPDATED NOTES AND UPDATED YEAR TO 2024.

SEALED BY



Matthew D. McKelvey
Professional Engineer
License No. 12066
Commission Expires 02-08-2024

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**GENERAL
NOTES**

SPECIAL NOTES

MISCELLANEOUS

- (1) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.
- (2) CONTRACTOR WILL BE REQUIRED TO CLEAN AND REMOVE ALL GRASS AND DEBRIS FROM CURB AND GUTTER AND EXISTING CATCH BASIN INLETS. COST FOR THIS WORK TO BE INCLUDED IN OTHER ITEMS.

PAVEMENT MARKINGS

- (3) THE CONTRACTOR IS TO PROVIDE THE LAYOUT OF ALL EXISTING PAVEMENT MARKINGS BEFORE BEGINNING THE RESURFACING PROJECT. EXISTING MARKINGS SHALL BE REFERENCED AS NEEDED TO ENSURE THAT ALL NEW MARKINGS ARE REPLACED IN THEIR CORRESPONDING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PAVEMENT

PAVING

- (4) SURFACE TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (5) ALL STRUCTURES (DRAINAGE STRUCTURES, MANHOLES, UTILITY BOXES, ETC.) SHALL HAVE A FINISHED GRADE COMPATIBLE WITH THE FINISHED GRADE OF THE ROADWAY.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (6) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (7) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTOR'S SUPERINTENDENT.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

- 1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
 - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
 - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
- 2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

- (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
- b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
- c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.

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

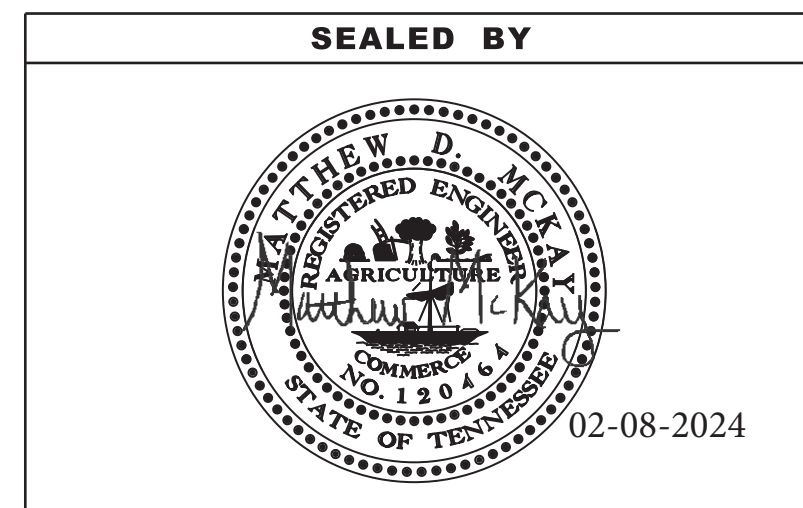
FOR PRECEDING CONDITIONS, a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE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

WORK RESTRICTIONS

- (1) CONSTRUCTION ACTIVITIES SHALL NOT INTERFERE WITH SCHOOL OR WORK TRAFFIC EITHER AM OR PM OR AS DIRECTED BY THE ENGINEER.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	2C

REV. 1-29-24: UPDATED YEAR TO 2024.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

UTILITY NOTES AND OWNERS

UTILITIES

- (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. 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 (UPDATED 2-7-2024)

TELEPHONE & FIBER:

AT&T
 116 SOUTH CANNON AVENUE
 MURFREESBORO, TN 37129
 LEE KORNEGAY
 KK4096@ATT.COM
 O: 615-848-2082

CABLE:

COMCAST (XFINITY)
 660 MAINSTREAM DRIVE
 NASHVILLE, TN 37228
 GARY MCKINNEY
 NAS-NASHVILLECONSTRUCTIONBETTERMENTS@COMCAST.COM
 C:615-456-6397

WATER:

MADISON SUBURBAN UTILITY (WATER ONLY)
 108 WEST WEBSTER
 MADISON, TN 37116
 CINDY ELLIS
 CELLIS@MSUD.NET
 O: 615-868-3201

SEWER:

METRO WATER & SEWER SERVICE
 1600 SECOND AVENUE NORTH
 NASHVILLE, TN 37208
 STEVE NUNLEY
 STEVE.NUNLEY@NASHVILLE.GOV
 C:615-566-3846
 O:615-862-4534

MIKE MORRIS

MIKE.MORRIS@NASHVILLE.GOV
 C:615-566-3355
 O:615-862-4570

CITY OF GOODLETTSVILLE (SEWER ONLY)

105 S. MAIN STREET
 GOODLETTSVILLE, TN 37072
 JEFF MCCORMICK
 JMCCORMICK@GOODLETTSVILLE.GOV
 O: 615-851-2204

STREETLIGHTS:

NASHVILLE DEPT. OF TRANSPORTATION - ENGINEERING (NDOT)
 720 SOUTH FIFTH STREET
 NASHVILLE, TN 37206
 MIKE HIRTZER
 MICHAEL.HIRTZER@NASHVILLE.GOV
 O: 615-880-3261

ELECTRIC:

NASHVILLE ELECTRIC SERVICE
 1214 CHURCH STREET, ROOM 363
 NASHVILLE, TN 37246
 JON SIPES
 UTILITYRELOCATIONS@NESPOWER.COM
 O:615-747-3529

TENNESSEE VALLEY AUTHORITY

1101 MARKET STREET MR-4G
 CHATTANOOGA, TN 37402-2801
 STEPHEN WILLIAMS
 SEWILLIAMS@TVA.GOV
 C: 662-255-6272

GAS:

PIEDMONT GAS (FORMERLY NASHVILLE GAS)
 83 CENTURY BOULEVARD
 NASHVILLE, TN 37214
 SCOTT HAZZARD
 SCOTTY.HAZZARD@DUKE-ENERGY.COM
 C:615-714-2389

NATE MILLER

NATHANIEL.MILLER2@DUKE-ENERGY.COM
 O:615-872-2457
 C:615-598-4789

FIBER OPTIC:

LUMEN (FORMERLY CENTURYLINK & LEVEL 3 COMMUNICATIONS)
 2530 PERIMETER PLACE DRIVE
 NASHVILLE, TN 37214
 JEFFREY CANNON
 JEFFREY.CANNON@LUMEN.COM
 RELOCATIONS@LUMEN.COM
 O: 615-263-1128
 C: 615-419-6617

RUSS WHEAT

RUSS.WHEAT@LUMEN.COM
 O: 803-832-2576

XO COMMUNICATIONS (VERIZON)

101 MOLLOY ST., SUITE 300
 NASHVILLE, TN 37201
 ERIC S. HAGA
 ERIC.HAGA@VERIZON.COM
 O:615-777-7727
 C:615-289-8280

DEREK DEE

DEREK.R.DEE@VERIZON.COM
 O: 615-777-7727

GOOGLE NETWORK

1101 MCGAVOCK ST., SUITE # 200
 NASHVILLE, TN 37203
 RICK BOLTON
 BOLTONR@GOOGLE.COM
 GFIBER-BNA-RELOCATIONS@GOOGLE.COM
 O: 629-888-2258

JOSHUA DAY

JOSHUADAY@GOOGLE.COM
 GFIBER-BNA-RELOCATIONS@GOOGLE.COM
 O: 205-799-0989

ZAYO BANDWIDTH

4701 W HILLSBOROUGH AVE
 TAMPA, FL 33614
 JAKE SANSOM
 JAKE.SANSOM@ZAYO.COM
 ZAYO.RELO.TENNESSEE@ZAYO.COM
 C: 813-763-5999

820 FESSLERS PKWY, SUITE 240

NASHVILLE, TN 37210
 TIMOTHY WRIGHT
 TIMOTHY.WRIGHT@ZAYO.COM
 C: 585-490-4793

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	2C1

REV. 1-29-24; UPDATED UTILITY OWNERS AND UPDATED YEAR TO 2024.

SEALED BY



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

UTILITY NOTES
 AND OWNERS

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.

ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

SCOPE OF WORK

- (6) PROJECT INCLUDES REMOVAL OF RIGID PAVEMENT, COLD PLANING, PLACING NEW PAVEMENT LAYERS, AND PAVEMENT MARKING.

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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	2D

REV. 1-29-24: UPDATED YEAR TO 2024.

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02-08-2024

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

ENVIRONMENTAL NOTES (CONTINUED)

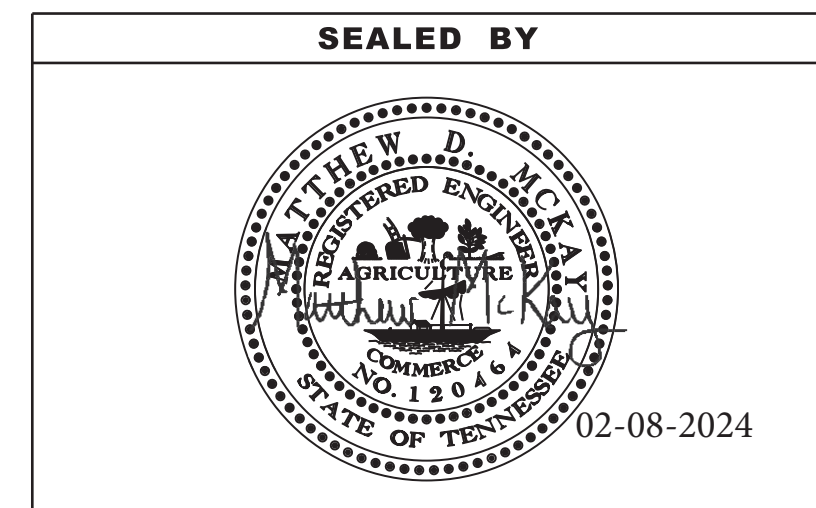
SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (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.	2024	NH-45(36)	2D1

REV. 1-29-24: UPDATED YEAR TO 2024.

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	2E

REV. 1-29-24: UPDATED YEAR TO 2024.



STATE ROUTE 45
7.13 - 7.26 LM
DAVIDSON COUNTY



REFERENCE STANDARD DRAWING
T-M-4

FOR REFERENCE ONLY
PROVIDED BY REGION 3 TRAFFIC

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS

07-FEB-2024 08:30 \\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2022\Davidson Co. SR-45 Whitetopping\002E Pavement Marking Improvements.dgn

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	T1

REV. 1-29-24: ADDED SHEET TO PLANS.

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 3.5 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

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

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

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

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

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

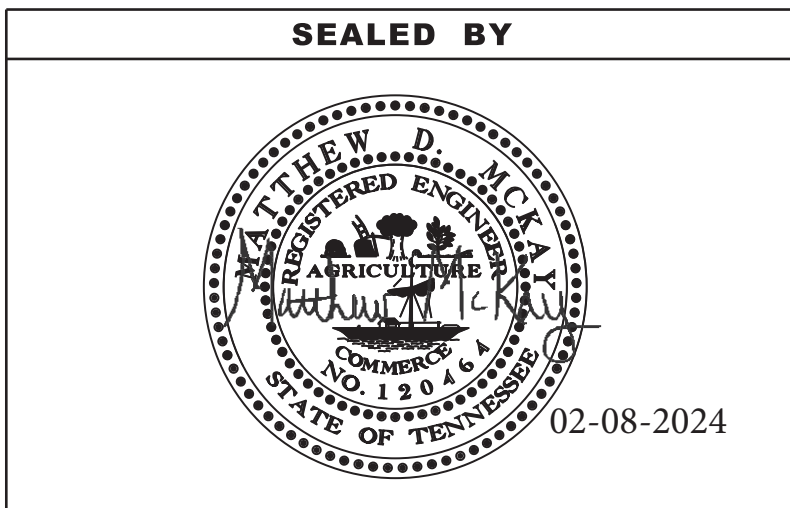
1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.
 - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
 - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

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

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

- SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
 2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

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



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT EDGE
DROP-OFF NOTES
FOR
TRAFFIC CONTROL**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	T2

REV. 1-29-24: ADDED SHEET TO PLANS.

TRAFFIC CONTROL PHASING NOTES

CONTRACTOR SHALL COORDINATE WITH UTILITY OWNERS DURING EXCAVATION OF RIGID PAVEMENT.
CONTRACTOR SHALL COORDINATE WITH LOCAL BUSINESSES DURING CONSTRUCTION.

PHASES 1-6

- ERECT ALL ADVANCE WARNING SIGNS.
- PLACE TEMPORARY PAVEMENT MARKINGS, FLEXIBLE DRUMS, AND SIGNS ACCORDING TO THE PLANS.
- PLACE BLACKOUT TAPE ON ANY MARKINGS CONFLICTING WITH TEMPORARY TRAFFIC CONTROL.
- COMPLETE EXCAVATION OF EXISTING RIGID ASPHALT AND PLACING OF NEW ASPHALT AS SHOWN ON THE PLANS.
- COMPLETE CURB & GUTTER WORK AS DIRECTED BY THE ENGINEER.
- REMOVE TEMPORARY MARKINGS AND BLACKOUT TAPE AT THE END OF THE PHASE.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
⊥	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
⊙	FLEXIBLE DRUMS (CHANNELIZING)

TABULATED TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			19S045-F8-003
(7)(8)	712-01 TRAFFIC CONTROL	LS	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	300
(9)	712-05.01 WARNING LIGHTS (TYPE A)	EACH	26
(10)(11)(16)	712-06 SIGNS (CONSTRUCTION)	S.F.	1216
	712-08.03 ARROW BOARD (TYPE C)	EACH	4
(21)	712-09.04 REMOVABLE PAVEMENT MARKING (STOP LINE)	L.F.	432
(17)	712-09.05 REMOVABLE PAVEMENT MARKING (ARROW)	EACH	193
(12)	712-09.08 REMOVABLE PAVEMENT MARKING (6" line)	L.F.	51653
(18)	712-09.30 REMOVABLE BLACK-OUT TAPE (6")	L.F.	10375
(19)	713-02.30 FLEXIBLE TUBULAR DELINEATOR	EACH	324
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	4
(14)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	2

TRAFFIC CONTROL FOOTNOTES

- (7) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8) REFER TO TDOT STANDARD DRAWINGS AND FIGURES 6H-22 TO 6H-27 IN THE MUTCD FOR TRAFFIC CONTROL.
- (9) TO BE USED ON FLEXIBLE DRUMS AT THE BEGINNING OF LANE TAPERS.
- (10) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
- (11) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING THE CONSTRUCTION SIGNS.
- (12) TO BE USED FOR TEMPORARY RELOCATED LANE LINES AND TEMPORARY CENTERLINES AS SHOWN ON SHEETS T3-T8.
- (14) TO BE USED FOR 2 LAYERS OF TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.
- (16) QUANTITY INCLUDES 6 EXTRA R3-2 SIGNS TO BE USED AS DIRECTED BY THE ENGINEER TO PREVENT LEFT TURNS ACROSS TEMPORARY CENTERLINES.
- (17) TO BE USED FOR TEMPORARY TURN ARROW PAVEMENT MARKINGS AS SHOWN IN SHEETS T3-T8.
- (18) TO BE USED TO BLACK OUT CENTERLINES OR TURN ARROWS WHICH CONFLICT WITH TEMPORARY PAVEMENT MARKINGS FOR RELOCATED LANES IN THE CURRENT PHASE OF TRAFFIC CONTROL.
- (19) TO BE USED ON TEMPORARY CENTERLINES TO SEPARATE TRAFFIC.
- (21) TO BE USED AS DIRECTED BY THE ENGINEER FOR TEMPORARY TRAFFIC CONTROL.

TRAFFIC CONTROL SIGN TABULATION

M.U.T.C.D. SIGN NO.	LEGEND	SIZE IN INCHES			S.F.	NO. REQUIRED PHASE I	NO. REQUIRED PHASE II	NO. REQUIRED PHASE III	NO. REQUIRED PHASE IV	NO. REQUIRED PHASE V	NO. REQUIRED PHASE VI	TOTAL NO. REQUIRED	ITEM NO. 712-06 S.F.	STANDARD DRAWING NO.	REMARKS
		L	X	W											
G20-2	END ROAD WORK	48"	X	24"	8	4	4	4	4	4	4	4	32.00		
W20-1	ROAD WORK AHEAD	48"	X	48"	16	2	2	2	2	2	2	8	128.00		
W20-1	ROAD WORK 1 MILE	48"	X	48"	16	4	4	4	4	4	4	4	64.00		
W20-1	ROAD WORK 1/2 MILE	48"	X	48"	16	4	4	4	4	4	4	4	64.00		
W20-1	ROAD WORK 1000 FT	48"	X	48"	16	4	4	4	4	4	4	4	64.00		
W23-2	NEW TRAFFIC PATTERN AHEAD	48"	X	48"	16	4	4	4	4	4	4	4	64.00		
W4-2R	LANE SHIFT RIGHT SYMBOL	48"	X	48"	16	3	2	2	2	2	2	10	160.00		
W4-2L	LANE SHIFT LEFT SYMBOL	48"	X	48"	16		1	2	2	2	2	6	96.00		
W12-1	LANE SPLIT SYMBOL	48"	X	48"	16		1	2	2	1	2	7	112.00		
R3-2	NO LEFT TURN SYMBOL	36"	X	36"	9	2		1	1	2	1	12	108.00		
R3-7R	RIGHT LANE MUST TURN RIGHT	30"	X	30"	6	4	1	4	4	2	2	14	87.50		
R9-9	SIDEWALK CLOSED	24"	X	12"	2	2	2	2	2	2	2	8	16.00		
R9-10	SIDEWALK CLOSED - USE OTHER SIDE	24"	X	12"	2	2	2	2	2	2	2	8	16.00		
R9-11	SIDEWALK CLOSED AHEAD CROSS HERE	24"	X	18"	3	2	2	2	2	2	2	8	24.00		
W8-11	UNEVEN LANES	48"	X	48"	16	4	4	4	4	4	4	4	64.00		
W8-15	GROOVED PAVEMENT	48"	X	48"	16	4	4	4	4	4	4	4	64.00		
W8-15P	MOTORCYCLE WARNING SYMBOL	30"	X	24"	5	4	4	4	4	4	4	4	20.00		
W21-2	FRESH OIL	48"	X	48"	16	2	2	2	2	2	2	2	32.00		
TOTAL												1216	S.F.		

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DEPARTMENT OF TRANSPORTATION


TRAFFIC CONTROL
PLANS

SCALE: 1"=100'





TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	T3

REV. 1-29-24: ADDED SHEET TO PLANS.

- 1 ALL TEMPORARY REMOVABLE ARROWS TO BE PAID FOR UNDER ITEM 712-09.05 REMOVABLE PAVEMENT MARKING (ARROW)
- 2 ALL RELOCATED LANES TO BE STRIPED WITH TEMPORARY LANE LINES UNDER ITEM 712-09.08 REMOVABLE PAVEMENT MARKING (6" LINE)
- 3 ITEM 716-05.20 PAINTED PAVEMENT MARKING (6" LINE) TO BE USED FOR TEMPORARY DOTTED LINES. CONFLICTING MARKINGS TO BE REMOVED AT THE END OF EVERY PHASE OF TRAFFIC CONTROL.
- 4 ITEM 712-09.08 TO BE USED FOR TEMPORARY DOUBLE SOLID YELLOW CENTERLINE.
ITEM 713-02.30 TO BE USED FOR TEMPORARY DELINEATORS ON TEMPORARY DSYL.

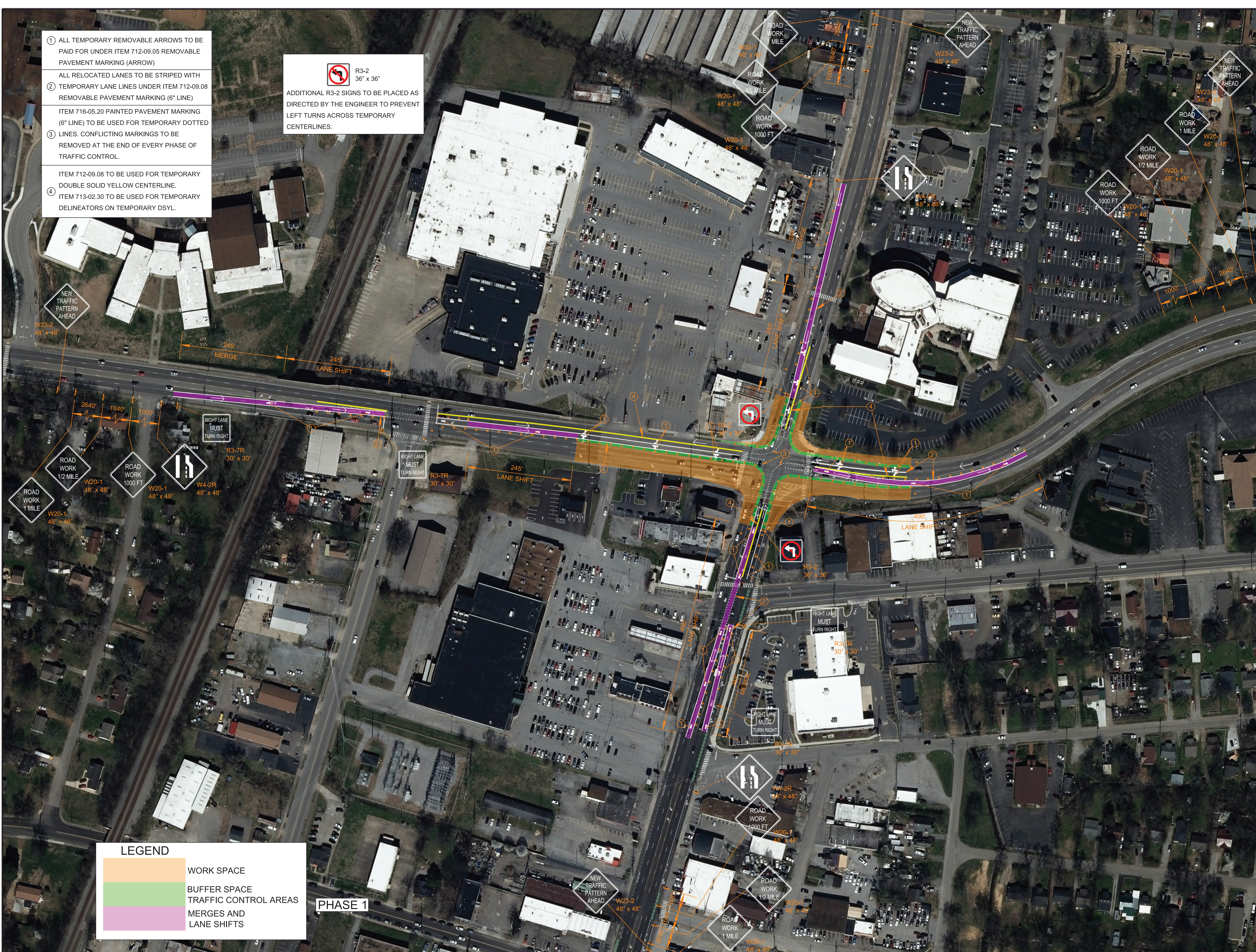
 R3-2
36" x 36"
ADDITIONAL R3-2 SIGNS TO BE PLACED AS DIRECTED BY THE ENGINEER TO PREVENT LEFT TURNS ACROSS TEMPORARY CENTERLINES.

LEGEND

-  WORK SPACE
-  BUFFER SPACE
-  TRAFFIC CONTROL AREAS
-  MERGES AND LANE SHIFTS

PHASE 1

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DEPARTMENT OF TRANSPORTATION


TRAFFIC CONTROL PLANS

SCALE: 1"=100'


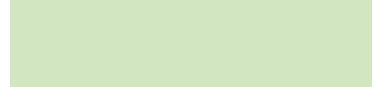


TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	T4

REV. 1-29-24: ADDED SHEET TO PLANS.

- 1 ALL TEMPORARY REMOVABLE ARROWS TO BE PAID FOR UNDER ITEM 712-09.05 REMOVABLE PAVEMENT MARKING (ARROW)
- 2 ALL RELOCATED LANES TO BE STRIPED WITH TEMPORARY LANE LINES UNDER ITEM 712-09.08 REMOVABLE PAVEMENT MARKING (6" LINE)
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ITEM 713-02.30 TO BE USED FOR TEMPORARY DELINEATORS ON TEMPORARY DSYL.

 R3-2
36" x 36"
ADDITIONAL R3-2 SIGNS TO BE PLACED AS DIRECTED BY THE ENGINEER TO PREVENT LEFT TURNS ACROSS TEMPORARY CENTERLINES.

LEGEND

-  WORK SPACE
-  BUFFER SPACE
-  TRAFFIC CONTROL AREAS
-  MERGES AND LANE SHIFTS

PHASE 2

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TRAFFIC CONTROL PLANS

SCALE: 1"=100'


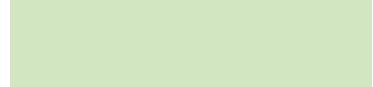


TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	T5

REV. 1-29-24: ADDED SHEET TO PLANS.

- 1 ALL TEMPORARY REMOVABLE ARROWS TO BE PAID FOR UNDER ITEM 712-09.05 REMOVABLE PAVEMENT MARKING (ARROW)
- 2 TEMPORARY LANE LINES UNDER ITEM 712-09.08 REMOVABLE PAVEMENT MARKING (6" LINE)
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 R3-2
36" x 36"
ADDITIONAL R3-2 SIGNS TO BE PLACED AS DIRECTED BY THE ENGINEER TO PREVENT LEFT TURNS ACROSS TEMPORARY CENTERLINES.

LEGEND

-  WORK SPACE
-  BUFFER SPACE
-  TRAFFIC CONTROL AREAS
-  MERGES AND LANE SHIFTS

PHASE 3

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TRAFFIC CONTROL PLANS

SCALE: 1"=100'


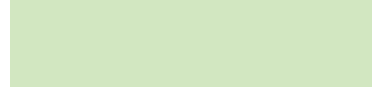


TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	T6

REV. 1-29-24: ADDED SHEET TO PLANS.

- 1 ALL TEMPORARY REMOVABLE ARROWS TO BE PAID FOR UNDER ITEM 712-09.05 REMOVABLE PAVEMENT MARKING (ARROW)
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 R3-2
36" x 36"
ADDITIONAL R3-2 SIGNS TO BE PLACED AS DIRECTED BY THE ENGINEER TO PREVENT LEFT TURNS ACROSS TEMPORARY CENTERLINES.

LEGEND

-  WORK SPACE
-  BUFFER SPACE
-  TRAFFIC CONTROL AREAS
-  MERGES AND LANE SHIFTS

PHASE 4

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TRAFFIC CONTROL PLANS

SCALE: 1"=100'


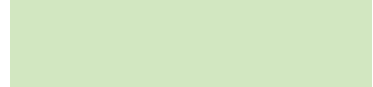


TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	T7

REV. 1-29-24: ADDED SHEET TO PLANS.

- 1 ALL TEMPORARY REMOVABLE ARROWS TO BE PAID FOR UNDER ITEM 712-09.05 REMOVABLE PAVEMENT MARKING (ARROW)
- 2 ALL RELOCATED LANES TO BE STRIPED WITH TEMPORARY LANE LINES UNDER ITEM 712-09.08 REMOVABLE PAVEMENT MARKING (6" LINE)
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- 4 ITEM 712-09.08 TO BE USED FOR TEMPORARY DOUBLE SOLID YELLOW CENTERLINE.
- 5 ITEM 713-02.30 TO BE USED FOR TEMPORARY DELINEATORS ON TEMPORARY DSYL.

 R3-2
36" x 36"
ADDITIONAL R3-2 SIGNS TO BE PLACED AS DIRECTED BY THE ENGINEER TO PREVENT LEFT TURNS ACROSS TEMPORARY CENTERLINES.

LEGEND

-  WORK SPACE
-  BUFFER SPACE
-  TRAFFIC CONTROL AREAS
-  MERGES AND LANE SHIFTS

PHASE 5

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SCALE: 1"=100'


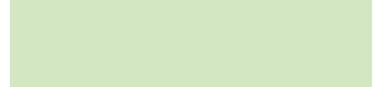


TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2024	NH-45(36)	T8

REV. 1-29-24: ADDED SHEET TO PLANS.

- 1 ALL TEMPORARY REMOVABLE ARROWS TO BE PAID FOR UNDER ITEM 712-09.05 REMOVABLE PAVEMENT MARKING (ARROW)
- 2 TEMPORARY LANE LINES UNDER ITEM 712-09.08 REMOVABLE PAVEMENT MARKING (6" LINE)
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 R3-2
36" x 36"
ADDITIONAL R3-2 SIGNS TO BE PLACED AS DIRECTED BY THE ENGINEER TO PREVENT LEFT TURNS ACROSS TEMPORARY CENTERLINES.

LEGEND

-  WORK SPACE
-  BUFFER SPACE
-  TRAFFIC CONTROL AREAS
-  MERGES AND LANE SHIFTS

PHASE 6

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