CITY OF RED BANK

HAMILTON COUNTY, TN

RESURFACING DAYTON BOULEVARD FROM BROWNTOWN ROAD TO GADD ROAD

CONSTRUCTION PLANS

NO EXCLUSIONS

NO R.O.W. ACQUISITION

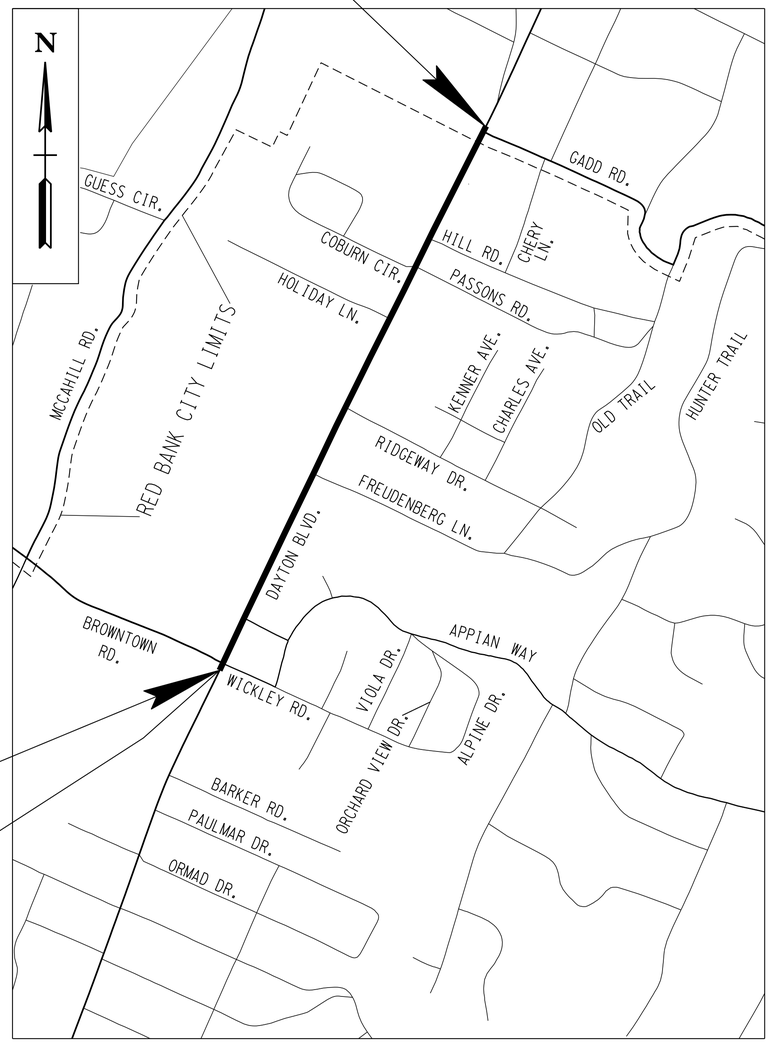
2024	SHEET NO. 1
FEDERAL PROJ. NO. :STP-M-1406(9)	
STATE PROJ. NO.: 33LPLM-F3-268	
P.I.N.: 130155.00	
COUNTY: HAMILTON	
VOLKERT PROJECT NO.: 1121900.17	

LOCALLY MANAGED PROJECT
LOCALLY LET PROJECT

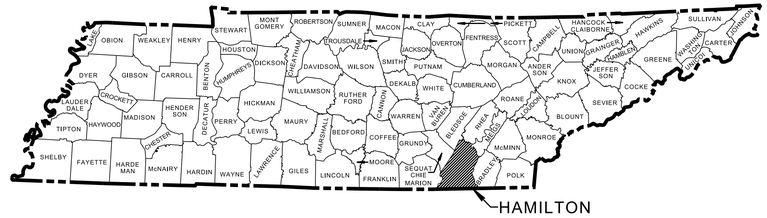
INDEX OF SHEETS

SHEET NO. 1A

33LPLM-F3-268
END PROJECT NO. STP-M-1406(9) RESURFACE
STA. 139+93.00, GADD ROAD



LOCATION MAP
SCALE: 1" = 1000'
LENGTH: 3,953 LF (0.75 MI)
TOTAL LANE MILES RESURFACED: 3.26 MI



TRAFFIC DATA DAYTON BLVD. TDOT TRAFFIC COUNT STATION # 000210	
ADT (2022)	11,720
V	40 MPH

33LPLM-F3-268
BEGIN PROJECT NO. STP-M-1406(9) RESURFACE
STA. 100+40.00, BROWNTOWN ROAD

ADJACENT PROJECT - PIN 121881.00
(PREVIOUSLY CONSTRUCTED)

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE CITY OF RED BANK 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.

CITY OF RED BANK ADMINISTRATION
MAYOR: HOLLIE BERRY
VICE MAYOR: STEFANIE DALTON
CITY MANAGER: MARTIN GRANUM

CITY OF RED BANK
APPROVED FOR CONSTRUCTION:

BY: _____ *DATE:* 8/07/2024

PLANS PREPARED BY:

VOLKERT

KENNETH S. HOLLOWAY
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
NO. 00122203
STATE OF TENNESSEE

Kenneth S. Holloway

KENNETH S. HOLLOWAY
STATE LICENSE NO. 122203

8/6/2024
DATE

8/6/2024
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ROADWAY INDEX

SHEET NAME	SHEET NO.
TITLE SHEET	1
ROADWAY INDEX & STANDARD DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B
GENERAL NOTES	2C
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F
DETAIL SHEET	2G
UTILITY NOTES AND UTILITY OWNERS	3
RESURFACING LAYOUT SHEETS	4, 5, 6
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL	T1

NOTES:

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

NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS.

SHEET 2A SERIES NOT INCLUDED IN THIS SET OF PLANS.

STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-2	02-20-20	STANDARD LEGEND FOR UTILITY INSTALLATIONS
10-108.00 DESIGN - TRAFFIC CONTROL		
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-09-24	DETAILS OF PAVEMENT MARKINGS 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

STANDARD TRAFFIC OPERATIONS DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS

City of Red Bank Tennessee

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ROADWAY INDEX & STANDARD DRAWINGS

NO.	REVISION	DATE	SIG.

SCALE

DRAWN KSH

CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY REGISTERED ENGINEER 120183 AGRICULTURE ENGINEERING COMMERCE No. 00122201 STATE OF TENNESSEE

08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17

DATE 8/6/2024

SHEET 01A

FILE NO.

8/6/2024
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ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	403-01	BUTUMINOUS MATERIAL FOR TACK COAT (TC)	TON	11.0
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	1685
(1)	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	1670
	712-01	TRAFFIC CONTROL	LS	1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100
(2)	712-06	SIGNS (CONSTRUCTION)	S.F.	331.5
(3)	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	82
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	18
(4)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	200
(4)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	11
(4)	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	2
(4)	716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	1
(5)	716-05.01	PAINTED PAVEMENT MARKING (4IN LINE)	L.M.	3.3
(5)	716-05.21	PAINTED PAVEMENT MARKING (4" DOTTED LINE)	L.F.	140
	716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	3.3
	716-12.04	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN DOTTED LINE)	L.F.	140
	717-01	MOBILIZATION	LS	1
(6)	730-14.02	SAW SLOT	L.F.	650
(6)	730-14.03	LOOP WIRE	L.F.	1770

FOOTNOTES:

(1) ASSUMES COLD PLANING DEPTH OF 1.25" TO REMOVE OVERLAY PAVEMENT BUILDUP. COLD PLANED MATERIAL IS TO BECOME THE PROPERTY OF THE CONTRACTOR. CONTRACTOR TO NOTE CARE TO BE TAKEN AROUND EXISTING STORMWATER DRAIN GRATES WITHIN LIMITS OF COLD PLANING. COLD PLANING ASPHALT AROUND EXISTING STORMWATER DRAIN GRATES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED UNDER THIS PAY ITEM.

(2) SEE TABULATIONS ON SHEET 2F FOR ITEMIZED LIST OF CONSTRUCTION SIGNS.

(3) P5 AT 13'-0" LENGTH FOR EACH SIGN POST.

(4) 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.

(5) TEMPORARY PAVEMENT MARKINGS ON COLD PLANED SURFACE OR INTERMEDIATE LANE LINES.

(6) TO BE USED AT INTERSECTION OF DAYTON BOULEVARD AND BROWNTOWN ROAD. INCLUDES LABOR AND MATERIALS REQUIRED TO SPLICE INTO THE EXISTING CABLE, AS REQUIRED.

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ESTIMATED ROADWAY QUANTITIES

NO.	REVISION	DATE	SIG.

SCALE N/A

DRAWN KSH

CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY REGISTERED ENGINEER AGRICULTURE COMMERCE No. 00122203 STATE OF TENNESSEE

08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17

DATE 8/6/2024

SHEET 02

FILE NO.

8/6/2024
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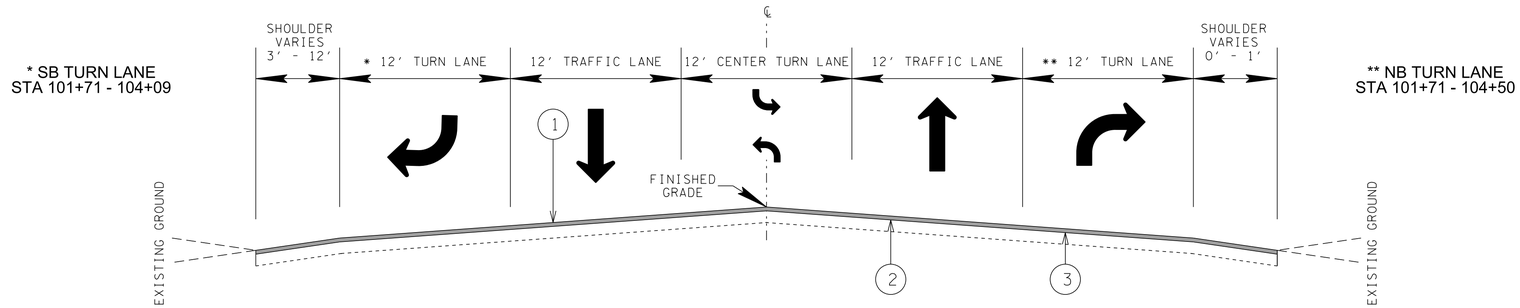
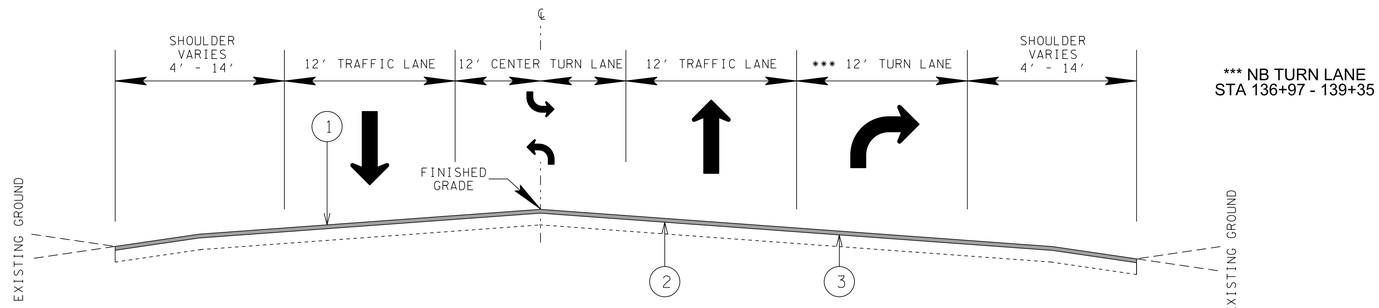


TYPICAL SECTION DAYTON BLVD
STA 100+40 - 104+50



TYPICAL SECTION DAYTON BLVD
STA 104+50 - 139+93

PROPOSED PAVEMENT SCHEDULE FOR DAYTON BLVD
① SURFACE 1.25" THICK (APPROX. 132.5 LBS/SY) ITEM 411-02.10 ACS MIX (PG70-22) GRADING D, TON
② TACK COAT (TC) ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) NOTE: SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.
③ COLD PLANING 1.25" (APPROX. 131.25 LBS/SY) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT, TON

City of Red Bank Tennessee

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TYPICAL SECTIONS AND PAVEMENT SCHEDULE

NO.	REVISION	DATE	SIG.

SCALE	N/A
DRAWN	KSH
CHECKED	DB

VOLKERT

KENNETH S. HOLLOWAY
REGISTERED ENGINEER
No. 0012203
STATE OF TENNESSEE
08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17

DATE 8/6/2024

SHEET 02B

FILE NO.

8/6/2024
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GENERAL NOTES

GRADING

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

MISCELLANEOUS

(1) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.

(2) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

(1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

FINAL PAVEMENT MARKING

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

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

(3) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" 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. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN 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.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(4) THE PAVEMENT MARKING ON THE LANE SHIFTS FOR CENTERLINE AND EDGELINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01 PAINTED PAVEMENT MARKING (4IN LINE), L.M.

PAVEMENT

PAVING

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

(2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

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

RESURFACING

(4) WHERE DIRECTED BY THE 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 CEI CONSULTANT.

SIGNING

(1) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE RED BANK PUBLIC WORKS DEPARTMENT.

(2) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND SHALL BE RETURNED TO THE RED BANK PUBLIC WORKS DEPARTMENT.

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

(4) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

(5) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS..

(6) 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 RED BANK PUBLIC WORKS DEPARTMENT PRIOR TO MOVING ANY PERMANENT SIGNS.

(7) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE RED BANK PUBLIC WORKS DEPARTMENT. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

SIGNALIZATION

(1) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

(2) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.

(3) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.

(4) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.

(5) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

(2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.

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

(5) 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.

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

(7) 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.

City of Red Bank Tennessee

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GENERAL NOTES

NO.	REVISION	DATE	SIG.

SCALE
DRAWN KSH
CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY, REGISTERED ENGINEER, AGRICULTURE, COMMERCE, No. 0012220, STATE OF TENNESSEE
08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17
DATE 8/6/2024
SHEET 02C
FILE NO.

8/6/2024
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SPECIAL NOTES

COLD PLANING

(1) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A. THE SURFACE SHALL BE SWEPT AND CLEANED OF ALL LOOSE MATERIALS.

B. IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE CEI MANAGER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.

(2) THE CONTRACTOR WILL BE REQUIRED TO PAVE THE COLD PLANED PAVEMENT WITHIN A PERIOD OF 96 HOURS.

(3) AT THE COMPLETION OF COLD PLANING OPERATION, ANY DEPRESSIONS WILL BE CLEANED AND BROUGHT TO PROPER GRADE WITH 'D' MIX MATERIAL. THE COST TO CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE FOR 'D' MIX MATERIAL.

PAVING

(4) FOR AREAS WHERE THE EXISTING STONE SHOULDER IS ABOVE THE PAVED SHOULDER, CLIPPING AND REMOVAL OF DEBRIS WILL BE REQUIRED. ALL COSTS OF SHAPING OR CLIPPING OF EXISTING SHOULDERS AND DISPOSAL OF ANY DEBRIS FROM SHOULDER CLIPPING ARE TO BE INCLUDED IN OTHER ITEMS.

TRAFFIC CONTROL

(5) THE CONTRACTOR SHALL MAKE PROVISIONS TO SAFELY CONTROL TRAFFIC INGRESS AT ALL ROADWAY ENTRANCES WITHIN THE FLAGGED WORK ZONE TO THE SATISFACTION OF THE CEI STAFF. ALL COST ASSOCIATED WITH THE CONTROLS WILL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL

(6) EXISTING CONSTRUCTION, REGULATORY AND WARNING SIGNS WHICH CONFLICT WITH THE CONSTRUCTION SIGNING SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED AS DIRECTED BY THE CEI STAFF. ALL COSTS TO BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL.

(7) THE CONTRACTOR SHALL GIVE THE CEI STAFF A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTRIBUTED TO THE MEDIA.

(8) IMMEDIATELY UPON COMPLETION OF EACH CONSTRUCTION PHASE, ALL TRAFFIC CONTROL ITEMS THAT ARE NOT NECESSARY FOR THE SUCCEEDING PHASE SHALL BE REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC.

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. SIGN LOCATIONS ARE TO BE APPROVED BY PUBLIC WORKS STAFF FROM THE CITY OF RED BANK PRIOR TO INSTALLATION.

(10) TWO (2) CHANGEABLE MESSAGE SIGN UNITS (ITEM NO. 713-16.01) WILL BE REQUIRED ON THIS PROJECT. THE SIGNS WILL BE USED FOR ADVANCED WARNING OR AS DIRECTED BY THE ENGINEER.

(11) MESSAGE BOARDS WILL BE DISPLAYED A MINIMUM OF SEVEN (7) DAYS PRIOR TO STARTING WORK TO INFORM PUBLIC OF UPCOMING CONSTRUCTION PROJECT.

(12) PRIOR TO DISPLAYING MESSAGES ON CHANGEABLE MESSAGE BOARDS, ALL MESSAGES SHALL BE APPROVED BY THE ENGINEER.

(13) INFORMATION ON CHANGEABLE MESSAGE BOARDS SHALL BE UPDATEDD TO REFLECT CURRENT CONSTRUCTION CONDITIONS AND ACTIVITIES AT ALL TIMES.

LANE CLOSURES

(14) THE RESTRICTION OF TRAFFIC TO ONE LANE USING FLAGGERS WILL BE LIMITED TO HOURS BETWEEN 8:30am AND 2:30pm. TRAVEL LANES IN BOTH DIRECTIONS MUST BE RESTORED BEYOND THE SPECIFIED TIME. THE CITY'S REPRESENTATIVE MUST BE NOTIFIED 3 BUSINESS DAYS IN ADVANCE OF THE PLANNED ACTIVITY.

(15) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.

(16) OVERNIGHT LANE CLOSURES WILL NOT BE ALLOWED UNLESS DIRECTED BY THE CEI SUPERVISOR.

(17) THE CONTRACTOR SHALL SCHEDULE PAVING OPERATIONS TO PREVENT INTERRUPTION OF SCHOOL TRAFFIC DURING MORNING START AND AFTERNOON DISMISSAL.

PAVEMENT MARKING

(18) THE CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL PAVEMENT MARKINGS. ANY CHANGE FROM WHAT IS SHOWN IN THE PLANS MUST BE APPROVED BY THE CITY OF RED BANK DIRECTOR OF PUBLIC WORKS.

UTILITIES

(19) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH A PLAN LAYOUT SHOWING THE WATER MAINS AND VALVES OWNED BY HIXSON UTILITY DISTRICT (HUD) LOCATED WITHIN THE PROJECT FOOTPRINT. HUD WILL BE RESPONSIBLE FOR ADJUSTMENTS TO THEIR OWN MAIN AND VALVE LIDS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A THREE WEEK LEAD TIME FOR THE MAIN AND VALVE LIDS TO BE ADJUSTED. PLEASE CONTACT JEFF ELROD AT 423-877-3513 OR JELROD@HIXSONUTILITY.COM.

(20) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH A PLAN LAYOUT SHOWING THE WATER MAINS AND VALVES OWNED BY TENNESSEE AMERICAN WATER. TENNESSEE AMERICAN WATER WILL BE RESPONSIBLE FOR ADJUSTMENTS TO THEIR OWN MAIN AND VALVE LIDS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A THREE WEEK LEAD TIME FOR THE MAIN AND VALVE LIDS TO BE ADJUSTED. PLEASE CONTACT MARTIN BERNDT AT 423-290-2628 OR MARTIN.BERNDT@AMWATER.COM.

(21) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH A PLAN LAYOUT SHOWING THE MANHOLES OWNED BY AT&T. AT&T WILL BE RESPONSIBLE FOR ADJUSTMENTS TO THEIR OWN MANHOLE LIDS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A THREE WEEK LEAD TIME FOR THE MANHOLE LIDS TO BE ADJUSTED. PLEASE CONTACT JOE PERREL AT 423-488-2825 OR JP1389@ATT.COM.

(22) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH A PLAN LAYOUT SHOWING THE SEWER MANHOLES OWNED BY THE HAMILTON COUNTY WATER & WASTEWATER TREATMENT AUTHORITY (WWTA). WWTA WILL BE RESPONSIBLE FOR ADJUSTMENTS TO THEIR OWN MANHOLE LIDS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A THREE WEEK LEAD TIME FOR THE MANHOLE LIDS TO BE ADJUSTED. SEE SHEET 3 FOR CONTACT INFORMATION.

(23) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH A PLAN LAYOUT SHOWING THE NATURAL GAS INFRASTRUCTURE WITHIN THE PROJECT LIMITS OWNED BY CHATTANOOGA GAS COMPANY. CHATTANOOGA GAS WILL BE RESPONSIBLE FOR ADJUSTMENTS TO THEIR OWN VALVE LIDS. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE A THREE WEEK LEAD TIME FOR THE VALVE LIDS TO BE ADJUSTED.

City of Red Bank Tennessee

RESURFACING OF DAYTON BLVD FROM BROWNTOWN ROAD TO GADD ROAD

PIN: 130155.00
FEDERAL PROJECT NUMBER: STP-M-1406(9)
STATE PROJECT NUMBER: 33LPLM-F3-268

SPECIAL NOTES

NO.	REVISION	DATE	SIG.

SCALE
DRAWN KSH
CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY REGISTERED ENGINEER AGRICULTURE COMMERCE NO. 00122203 STATE OF TENNESSEE
08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17
DATE 8/6/2024
SHEET 02D
FILE NO.

8/6/2024
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ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

(2) 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 PROJECT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE PROJECT ENGINEER IMMEDIATELY.

SPECIES

(3) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE LOCAL U.S. FISH & WILDLIFE SERVICE 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).

(4) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE ENGINEER SHALL CONTACT THE LOCAL U.S. FISH & WILDLIFE SERVICE OFFICE IMMEDIATELY.

PERMITS, PLANS & RECORDS

(5) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE PROJECT ENGINEER SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ENGINEER SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

ENVIRONMENTAL SPECIAL NOTES

PROJECT COMMITMENTS

(1) THERE ARE NO PROJECT COMMITMENTS ON THIS PROJECT.

SCOPE OF WORK

(2) THE SCOPE OF WORK INCLUDES THE FOLLOWING:

- PERFORM ADJUSTMENTS TO UTILITY MANHOLE AND VALVE LIDS IN THE EXISTING ASPHALT TO ALLOW FOR ASPHALT MILLING OPERATION.
- MILL & RESURFACE ALONG DAYTON BOULEVARD FROM BROWNTOWN ROAD TO GADD ROAD.
- INSTALL NEW LOOP DETECTORS ON DAYTON BOULEVARD AT THE BROWNTOWN ROAD INTERSECTION.
- INSTALL NEW PAVEMENT MARKINGS ALONG DAYTON BOULEVARD.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

(1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT THE PROJECT ENGINEER AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.

SEDIMENT CONTROL

(2) 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.

(3) 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

(4) 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.

(5) 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.

(6) 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.

(7) 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.

(8) 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.

(9) 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.

(10) 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.

(11) 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.

(12) 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.

(13) 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.

(14) 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.

(15) 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

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

(17) 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.

(18) 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.

(19) 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.

(20) 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.

(21) 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.

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

(23) 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 CEI CONSULTANT. 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.

(24) 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.

(25) 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 CEI CONSULTANT PRIOR TO STORING 1320 GALLONS ON SITE.

City of Red Bank Tennessee

RESURFACING OF DAYTON BLVD FROM BROWNTOWN ROAD TO GADD ROAD

PIN: 130155.00
FEDERAL PROJECT NUMBER: STP-M-1406(9)
STATE PROJECT NUMBER: 33LPLM-F3-268

ENVIRONMENTAL NOTES

NO.	REVISION	DATE	SIG.

SCALE

DRAWN KSH

CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY REGISTERED ENGINEER AGRICULTURE COMMERCE No. 0012205 STATE OF TENNESSEE

08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17

DATE 8/6/2024

SHEET 02E

FILE NO.

8/6/2024
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TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

	M.U.T.C.D. SIGN NO.	DESCRIPTION	SIZE L X W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
(1)	G20-1	ROAD WORK NEXT 0.7 MILES	48 x 18	6	2	12
(1)	G20-2	END ROAD WORK	36 x 18	4.5	13	58.5
(1)	W3-4	BE PREPARED TO STOP	36 x 36	9	2	18
	W20-7a	FLAGGER	36 x 36	9	2	18
	W8-11	UNEVEN LANES	36 x 36	9	2	18
	W8-15	GROOVED PAVEMENT	36 x 36	9	2	18
(1)	W20-1	ROAD WORK 1/2 MILE	36 x 36	9	2	18
(1)	W20-1	ROAD WORK 1000'	36 x 36	9	2	18
(1)	W20-1	ROAD WORK 500'	36 x 36	9	2	18
(1)	W20-1	ROAD WORK AHEAD	36 x 36	9	13	117
	W21-2	FRESH OIL	36 x 36	9	2	18
			TOTAL			331.5

(1) CONSTRUCTION SIGNING IS TO BE CONSTRUCTED AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE CEI CONSULTANT MAY BE REQUIRED DURING DIFFERENT PHASES.

City of Red Bank Tennessee

RESURFACING OF DAYTON BLVD FROM BROWNTOWN ROAD TO GADD ROAD

PIN: 130155.00
FEDERAL PROJECT NUMBER: STP-M-1406(9)
STATE PROJECT NUMBER: 33LPLM-F3-268

TABULATED QUANTITIES

NO.	REVISION	DATE	SIG.

SCALE N/A
DRAWN KSH
CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY
REGISTERED ENGINEER
No. 122203
STATE OF TENNESSEE
08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17
DATE 8/6/2024
SHEET 02F
FILE NO.

8/6/2024
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DETAIL SHOWING THE REPLACEMENT OF EXISTING LOOP DETECTION DEVICES AT THE INTERSECTION OF DAYTON BLVD AND BROWNTOWN ROAD / WICKLEY ROAD



NOTES:

1.) SEE TDOT STANDARD DRAWING T-SG-3 FOR STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS.

2.) SEE SHEET 4 FOR PROPOSED PAVEMENT STRIPING AND SIGNAGE DETAILS.

City of Red Bank Tennessee

RESURFACING OF DAYTON BLVD FROM BROWNTOWN ROAD TO GADD ROAD

PIN: 130155.00

FEDERAL PROJECT NUMBER: STP-M-1406(9)

STATE PROJECT NUMBER: 33LPLM-F3-268

DETAIL SHEET

NO.	REVISION	DATE	SIG.

SCALE N/A

DRAWN KSH

CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY REGISTERED ENGINEER AGRICULTURE COMMERCE No. 0012220 STATE OF TENNESSEE

08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17

DATE 8/6/2024

SHEET 02G

FILE NO.

8/6/2024
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RIGHT-OF-WAY

UTILITY

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

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

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

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

(5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

SEWER:
HAMILTON COUNTY WWTA
1250 Market Street, Suite 3050
Chattanooga, TN 37402
CONTACT: Michael Patrick
OFFICE PHONE: 423 209 7842
CELL PHONE: -
Email: Mpatrick@HamiltonTN.gov

ELECTRIC:
Electric Power Board of Chattanooga
10 West MLK Boulevard
Chattanooga, TN 37402
CONTACT: Brad Smith
OFFICE PHONE: 423 681 6164
CELL PHONE: -
Email: smithjb@epb.net

TELEPHONE:
AT&T
300 E MLK Boulevard
Chattanooga, TN 37403
CONTACT: Joe Perrel
OFFICE PHONE: 423 266 1566
CELL PHONE: 423 488 2825
Email: jp1389@att.com

GAS:
CHATTANOOGA GAS COMPANY
PO Box 4569
Atlanta, GA 30302
CONTACT: Marcus Smith
OFFICE PHONE: 423 490 4262
CELL PHONE: 423 421 5654
Email: MASMIT@southernco.com

WATER:
Hixson Utility District
5201 Hixson Pike
Hixson, TN 37343
CONTACT: Tom Bock
OFFICE PHONE: 423 877 3513
CELL PHONE: -
Email: tbock@hixsonutility.com

WATER:
TENNESSEE AMERICAN WATER
1500 Riverside Drive
Chattanooga, TN 37406
CONTACT: Grady Stout
OFFICE PHONE: 423 771 4713
CELL PHONE: 423 385 5933
Email: Grady.Stout@amwater.com

City of Red Bank Tennessee

RESURFACING OF DAYTON BLVD FROM BROWNTOWN ROAD TO GADD ROAD
PIN: 130155.00
FEDERAL PROJECT NUMBER: STP-M-1406(9)
STATE PROJECT NUMBER: 33LPLM-F3-268

UTILITY NOTES AND UTILITY OWNERS

NO.	REVISION	DATE	SIG.

SCALE
DRAWN KSH
CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY REGISTERED ENGINEER No. 0012203 STATE OF TENNESSEE
08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17
DATE 8/6/2024
SHEET 03
FILE NO.

8/6/2024
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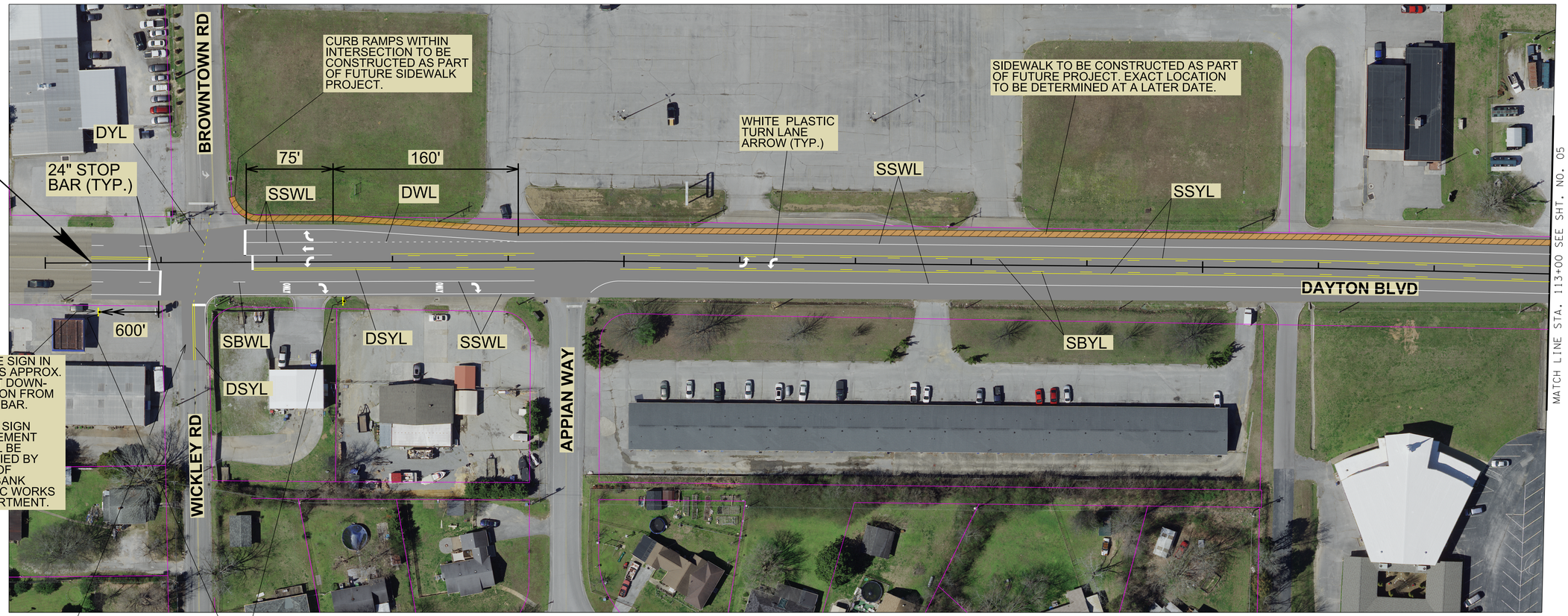
33LPLM-F3-268
BEGIN RESURFACING PROJ. NO. STP-M-1406(9)
STA. 100+40.00

100 105 110



SSWL - 4" SINGLE SOLID WHITE LINE
SSYL - 4" SINGLE SOLID YELLOW LINE
SBWL - 4" SINGLE BROKEN WHITE LINE
SBYL - 4" SINGLE BROKEN YELLOW LINE
DSYL - 4" DOUBLE SOLID YELLOW LINE
DWL - 4" DOTTED WHITE LINE

NOTES:
1.) ALL WORK TO BE PERFORMED WITHIN PRESENT RIGHT-OF-WAY.

2.) SEE SHEET 2G FOR DETAILS RELATED TO THE REPLACEMENT OF EXISTING DETECTION DEVICES AT THE TRAFFIC SIGNAL AT THE INTERSECTION OF DAYTON BOULEVARD AND BROWNTOWN ROAD / WICKLEY ROAD.

City of Red Bank Tennessee

RESURFACING OF DAYTON BLVD FROM BROWNTOWN ROAD TO GADD ROAD
PIN: 130155.00
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STATE PROJECT NUMBER: 33LPLM-F3-268

RESURFACING LAYOUT SHEETS

NO.	REVISION	DATE	SIG.

SCALE 1" = 50'
DRAWN KSH
CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY, REGISTERED ENGINEER, AGRICULTURAL & COMMERCE, No. 0012203, STATE OF TENNESSEE
08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17
DATE 8/6/2024
SHEET 04
FILE NO.

8/6/2024
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SSWL - 4" SINGLE SOLID WHITE LINE	
SSYL - 4" SINGLE SOLID YELLOW LINE	
SBYL - 4" SINGLE BROKEN YELLOW LINE	

NOTES:

1.) ALL WORK TO BE PERFORMED WITHIN PRESENT RIGHT-OF-WAY.

City of Red Bank Tennessee

RESURFACING OF DAYTON BLVD FROM BROWNTOWN ROAD TO GADD ROAD

PIN: 130155.00

FEDERAL PROJECT NUMBER: STP-M-1406(9)

STATE PROJECT NUMBER: 33LPLM-F3-268

RESURFACING LAYOUT SHEETS

NO.	REVISION	DATE	SIG.

SCALE 1" = 50'

DRAWN KSH

CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY REGISTERED ENGINEER AGRICULTURE COMMERCE No. 00122203 STATE OF TENNESSEE

08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17

DATE 8/6/2024

SHEET 05

FILE NO.

8/6/2024
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SSWL - 4" SINGLE SOLID WHITE LINE
SSYL - 4" SINGLE SOLID YELLOW LINE
SBYL - 4" SINGLE BROKEN YELLOW LINE
DSYL - 4" DOUBLE SOLID YELLOW LINE
DWL - 4" DOTTED WHITE LINE

NOTES:
1.) ALL WORK TO BE PERFORMED WITHIN PRESENT RIGHT-OF-WAY.

City of Red Bank Tennessee

RESURFACING OF DAYTON BLVD FROM BROWNTOWN ROAD TO GADD ROAD

PIN: 130155.00
FEDERAL PROJECT NUMBER. STP-M-1406(9)
STATE PROJECT NUMBER. 33LPLM-F3-268

RESURFACING LAYOUT SHEETS

NO.	REVISION	DATE	SIG.

SCALE 1" = 50'
DRAWN KSH
CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY
REGISTERED ENGINEER
No. 102220
STATE OF TENNESSEE
08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17
DATE 8/6/2024
SHEET 06
FILE NO.

8/6/2024
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PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:

   a. UNEVEN LANES SIGNS (W8-11) 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 CEI CONSULTANT. 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.

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PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

NO. REVISION DATE SIG.

SCALE

DRAWN KSH

CHECKED DB

VOLKERT

KENNETH S. HOLLOWAY REGISTERED ENGINEER AGRICULTURE COMMERCE No. 00122203 STATE OF TENNESSEE

Kenneth S. Holloway

08/06/2024

APPROVED

VOLKERT JOB NO. 1121900.17

DATE 8/6/2024

SHEET T1

FILE NO.

8/6/2024

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