

INDEX OF SHEETS  
SEE SHEET NO. 1A FOR INDEX

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING

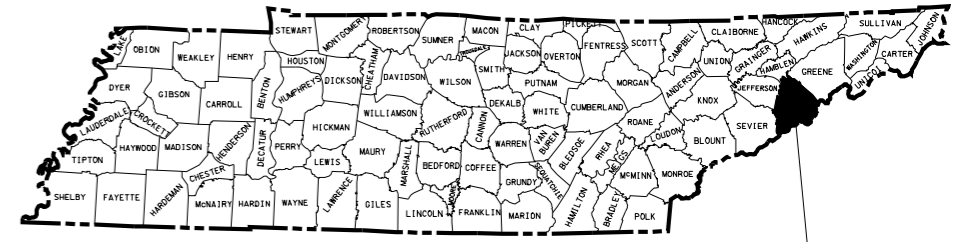
TENN.	YEAR	SHEET NO.
	2009	1
FED. AID PROJ. NO.	ARRA-STP-9(59)	
STATE PROJ. NO.	15003-8238-14	

**COCKE COUNTY**

S.R. 9: FROM: JCT. S.R. 35 (L.M. 1.46 )  
TO: WHITE OAK AVE. (L.M. 5.69)

**RESURFACING**

STATE HIGHWAY NO. 9 F.A.H.S. NO.

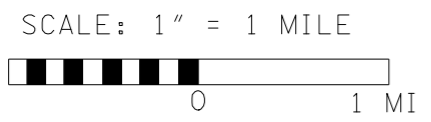


COCKE CO.  
S.R. 9

15003-8238-14  
BEGIN ARRA-STP-9(59)  
L.M. 1.46

NO EQUATIONS  
NO EXCLUSIONS

15003-8238-14  
END ARRA-STP-9(59)  
L.M. 5.70

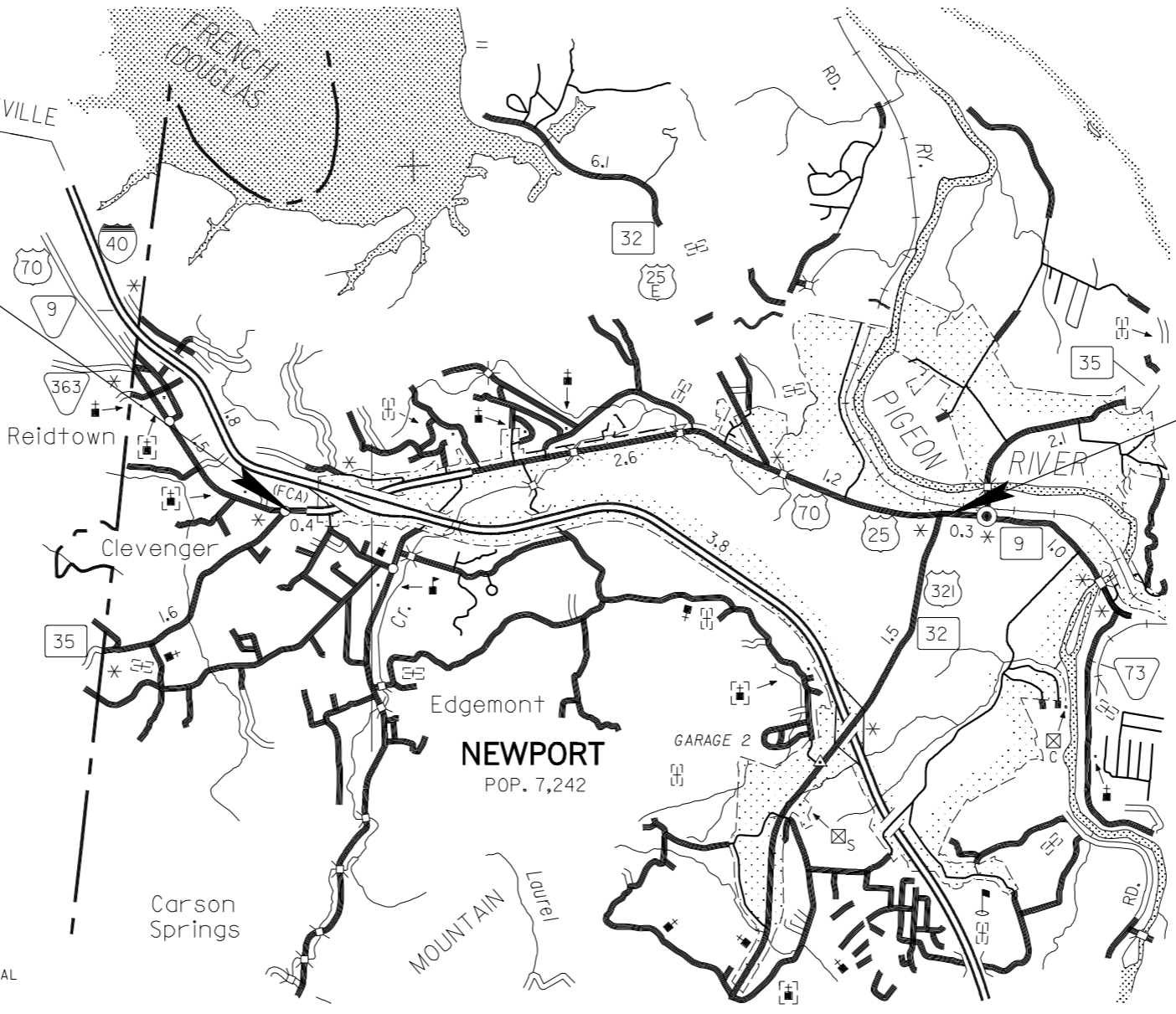


**SPECIAL NOTES**

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 MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

TDOT ROAD SP. SV. 1 ANDREA R. HALL  
DESIGNER JOHN CULLOM, Jr.  
P.E. NO. 98013-4203-04  
PIN 110552.00



PROJECT LENGTH 4.23 MILES

TRAFFIC DATA	
ADT (2009)	23120
POSTED SPEED	40-45 MPH

APPROVED: Paul D. Duggan  
CHIEF ENGINEER

DATE: \_\_\_\_\_  
APPROVED: Sarah F. Rieck  
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

# INDEX OF SHEETS

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## STANDARD ROADWAY DRAWINGS

### ROADWAY DESIGN STANDARDS

DWG. NO.	CURRENT REV. DATE	STANDARD TITLE
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS

DWG. NO.	CURRENT REV. DATE	STANDARD TITLE
S-GR-11	11-26-07	W-BEAM & THRIE BEAM BARRIER RAIL AND RUB RAIL ALTERNATES
S-GR-12	05-27-03	W-BEAM BARRIER POST DETAILS AND SPECIFICATIONS
S-GR-13	05-27-03	BARRIER RAIL MOUNTING, POST BLOCK-OUTS WITH VERTICAL ADJUSTMENT HOLES
S-GR-13A		BARRIER RAIL MOUNTING POST FOR PLASTIC BLOCK-OUTS WITH HORIZONTAL ADJUSTMENT HOLES
S-GR-14	09-05-98	W-BEAM BARRIER FASTENING HARDWARE AND BRIDGE APPROACH DELINEATORS
S-GR-15	06-30-05	W-BEAM BARRIER TERMINAL ELEMENT DETAILS

## STANDARD ROADWAY DRAWINGS

### SAFETY APPURTENANCES AND FENCE

DWG. NO.	CURRENT REV. DATE	STANDARD TITLE
S-GR-38A	06-30-05	DETAILS FOR CONSTRUCTION OF ALTERNATE EARTH PAD FOR TYPE 38 GUARDRAIL END TERMINALS
S-GR-43		TANGENTIAL GUARDRAIL TERMINAL ANCHOR (TYPE 38) POST LAYOUT AND ERECTION DETAILS
S-GR-44		TANGENTIAL GUARDRAIL TERMINAL ANCHOR (TYPE 38) (2 TUBE) GUARDRAIL ELEMENT POST AND ASSEMBLY DETAILS

### TRAFFIC CONTROL APPURTENANCES

DWG. NO.	CURRENT REV. DATE	STANDARD TITLE
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	04-15-04	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	09-05-04	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	03-15-07	STANDARD INTERSECTION PAVEMENT MARKINGS
T-SG-2	07-29-04	LOOP LEAD-INS CONDUIT AND PULL BOXES
T-SG-3	11-11-04	NOTES AND DETAILS OF INDUCTIVE LOOPS
T-S-16	10-23-06	GROUND MOUNTED SIGN AND DETAILS
T-S-17	10-26-96	GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-29-91	STANDARD MEMBERS BENDAWAY SIGN SUPPORTS STEEL DESIGN
T-S-20	05-27-01	SIGN DETAILS

### EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO.	CURRENT REV. DATE	STANDARD TITLE
EC-STR-3B	04-01-08	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-34	04-01-08	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION

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RESURF	2009	ARRA-STP-9(59)	1A

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2009	ARRA-STP-9(59)	2

S.R. 9 COCKE CO.  
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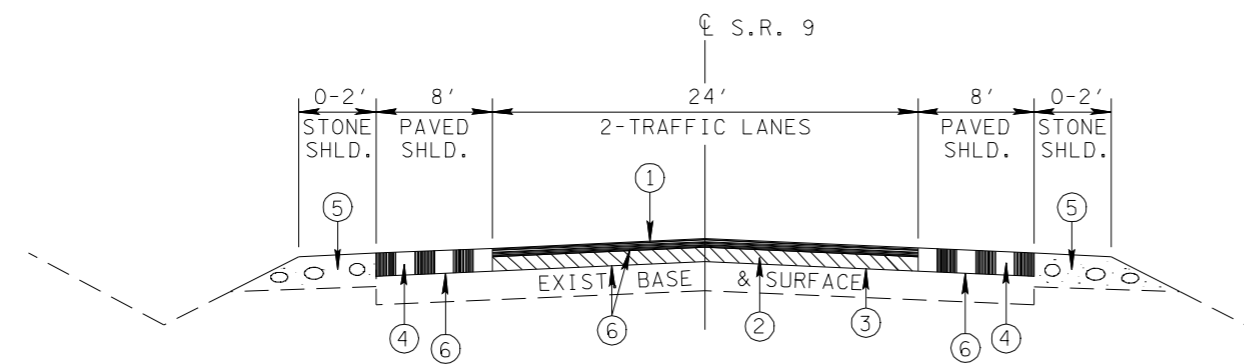
FOOTNOTES

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	208-01 SHOULDERS AND DITCHES	L.M.	2.1
	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	330
①	307-01.15 ACS MIX (PG64-22)(BPMLC-HM) GRADING CS	TON	2931
	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	29
②	411-01.07 ACS MIX (PG64-22) GRADING E (SHOULDER)	TON	2746
③	411-02.10 ACS MIX (PG70-22) GRADING D	TON	10033
④	415-01.02 COLD PLANING BITUMINOUS PAVEMENT	S.Y.	39152
⑤	705-04.07 TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	10
⑥	705-04.09 TAN EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH	6
	712-01 TRAFFIC CONTROL	L.S.	1
⑦	712-06 SIGNS (CONSTRUCTION)	S.F.	1187
	712-08.03 ARROW BOARD (TYPE C)	EACH	2
⑧	713-16.20 SIGNS (W2-1)	EACH	6
	716-02.01 PLASTIC PAVEMENT MARKING (4" LINE)	L.M.	21
	716-02.04 PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	160
	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	780
	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	60
	716-02.09 PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	140
	716-03.01 PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	2
	716-04.03 PLASTIC PAVEMENT MARKING (4" DOTTED LINE)	L.F.	75
	716-04.05 PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	2
⑨	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	32
	717-01 MOBILIZATION	L.S.	1
	730-14.02 SAW SLOT	L.F.	6250
	730-14.03 LOOP WIRE	L.F.	12500

- ① INCLUDES 81 TONS FOR SIDE STREETS, 24 TONS FOR TURN LANES AND 15 TONS FOR CROSS-OVERS.
- ② INCLUDES 61 TONS FOR PRIVATE DRIVES, 76 TONS FOR BUSINESS ENTRANCES AND 318 TONS FOR SPOT LEVELING. (SPOT LEVELING TO BE USED ONLY TO CORRECT DEFICIENCIES ON EXISTING PAVEMENT AND IS NOT TO BE COMBINED WITH OTHER COURSES.)
- ③ INCLUDES 380 TONS FOR SIDE STREETS, 80 TONS FOR TURN LANES AND 10 TONS FOR CROSS-OVERS.
- ④ INCLUDES 4361 S.Y. FOR SIDE STREETS.
- ⑤ TO BE USED IN THE FOLLOWING LOCATIONS OR AS DIRECTED BY THE T.D.O.T. SUPERVISOR.
  - L.M. 3.10 (RT.)
  - L.M. 3.12 (LT.)
  - L.M. 3.15 (RT.)
  - L.M. 3.18 (LT.)
  - L.M. 3.70 (LT.)
  - L.M. 3.80 (RT.)
  - L.M. 3.83 (LT./RT.)
  - L.M. 4.40 (LT.)
  - L.M. 4.50 (LT.)
- INCLUDES ANY COSTS ASSOCIATED WITH REMOVING EXISTING TERMINALS. REMOVED TERMINALS TO BECOME PROPERTY OF THE STATE MAINTENANCE FORCES UPON COMPLETION OF THIS PROJECT.
- ⑥ INCLUDES ALL MATERIALS NECESSARY FOR CONSTRUCTION OF THE PAD AND ANY NECESSARY ESPC MEASURES.
- ⑦ QUANTITY INCLUDES THE FOLLOWING SIGNS:
  - 50 - ROAD WORK (W20-1)
  - 2 - ONE LANE ROAD (W20-4)
  - 2 - FLAGGER (W20-7A)
  - 4 - LANE CLOSED (W20-5)
  - 4 - LANE ENDS (W4-2)
  - 2 - ROAD WORK NEXT 5 MILES (G20-1)
  - 2 - ADVISORY SPEED (W13-1)
  - 2 - END ROAD WORK (G20-2)
  - 27 - SHOULDER DROP-OFF (W8-9A)
- ⑧ TO BE INSTALLED AT THE APPROX. LOCATIONS: L.M. 2.34 (RT.), L.M. 2.45 (RT.), L.M. 5.57 (RT.), L.M. 2.49 (LT.), L.M. 2.56 (LT.), L.M. 5.68 (LT.) OR AS DIRECTED BY THE T.D.O.T. SUPERVISOR.
- ⑨ USED FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS.

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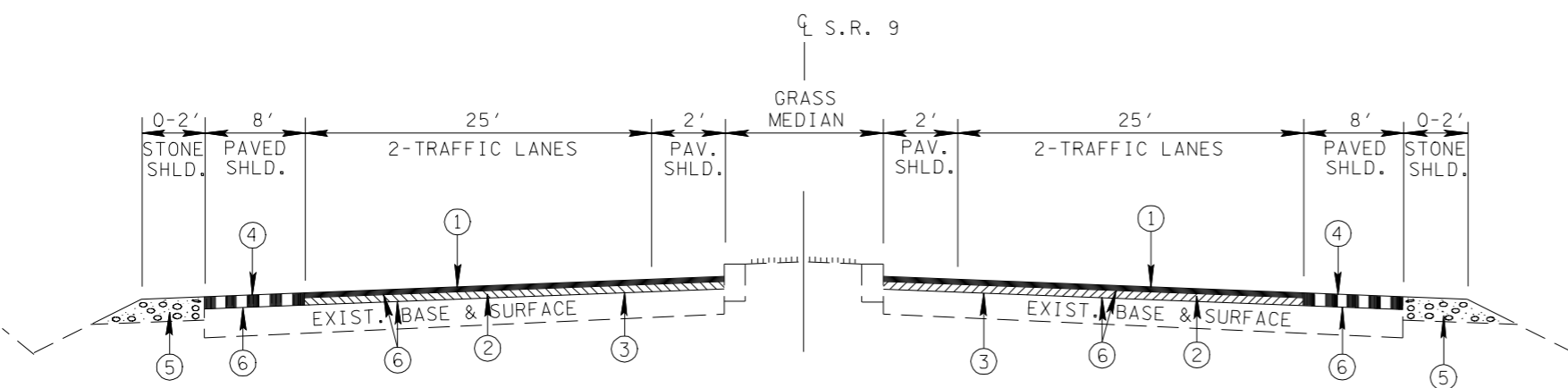


**TYPICAL CROSS-SECTION OF IMPROVEMENT**  
LOG MILE 1.46 TO LOG MILE 1.60

**PROPOSED PAVEMENT SCHEDULE**

① ASPHALTIC CONCRETE SURFACE (HM) 1/4" TH. (APPROX. 132.5 LBS./SQ. YD.) 411-01.10 ACS MIX (PG70-22) GRADING D
② BITUMINOUS PLANT MIX BASE (HM) APPROX. 40 LBS./SQ. YD.) 307-01.15 ACS MIX (PG64-22) (BPMLC-HM) GRADING CS
③ ASPHALTIC CONCRETE SURFACE (HM) (SPOT LEVELING) (APPROX. 75 TON/MILE) 411-01.07 ACS MIX (PG64-22) GRADING E (SHOULDER)
④ ASPHALTIC CONCRETE SURFACE (HM) 1/2" TH. (APPROX. 154.5 LBS./SQ. YD.) 411-01.07 ACS MIX (PG64-22) GRADING E (SHOULDER)
⑤ MINERAL AGGREGATE BASE - (SHOULDERS) 2" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
⑥ TACK COAT @ 0.02 GAL./SQ. YD. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

NOTE:  
ITEM NO. 307-01.15 TO BE OMITTED ON BRIDGES OVER SINKING CREEK (L.M. 3.91)  
AND (L.M. 4.62).



**TYPICAL CROSS-SECTION OF IMPROVEMENT**  
LOG MILE 1.60 TO LOG MILE 2.51

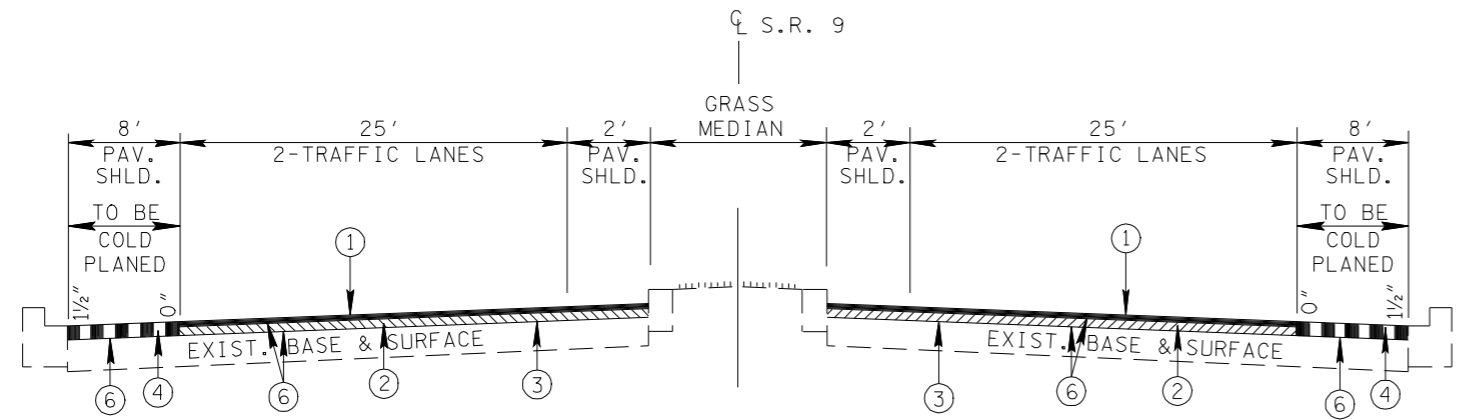
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**TYPICAL  
SECTIONS  
AND  
PAVEMENT  
SCHEDULE**

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RESURF	2009	ARRA-STP-9(59)	4

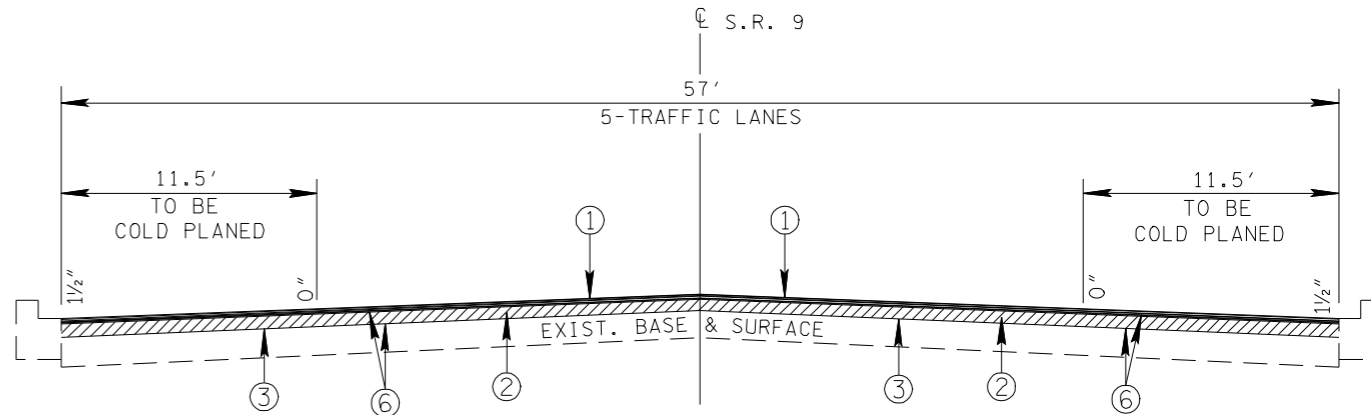
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**TYPICAL CROSS-SECTION OF IMPROVEMENT**

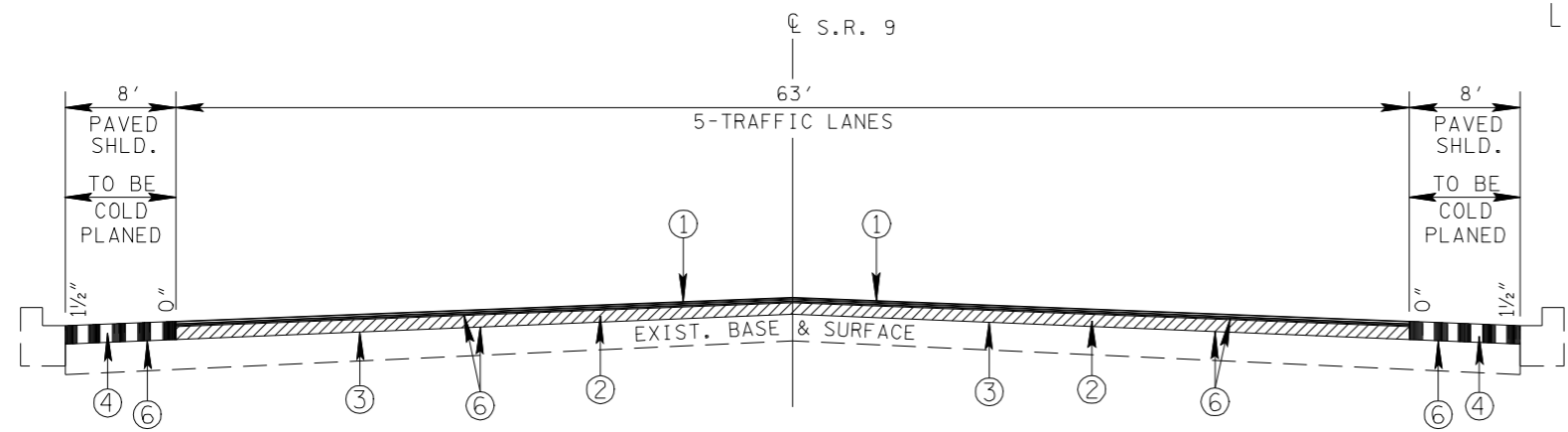
LOG MILE 2.51 TO LOG MILE 2.57

- NOTES:
- (1) ALL DEPTHS FOR COLD PLANING TO BE 1/2" TOLERANCE.
  - (2) EXCLUDE APPROX. 14350 S.F. OF WHITE-TOPPING, FROM L.M. 4.4± TO L.M. 4.5± AND FROM L.M. 5.5± TO L.M. 5.6±.



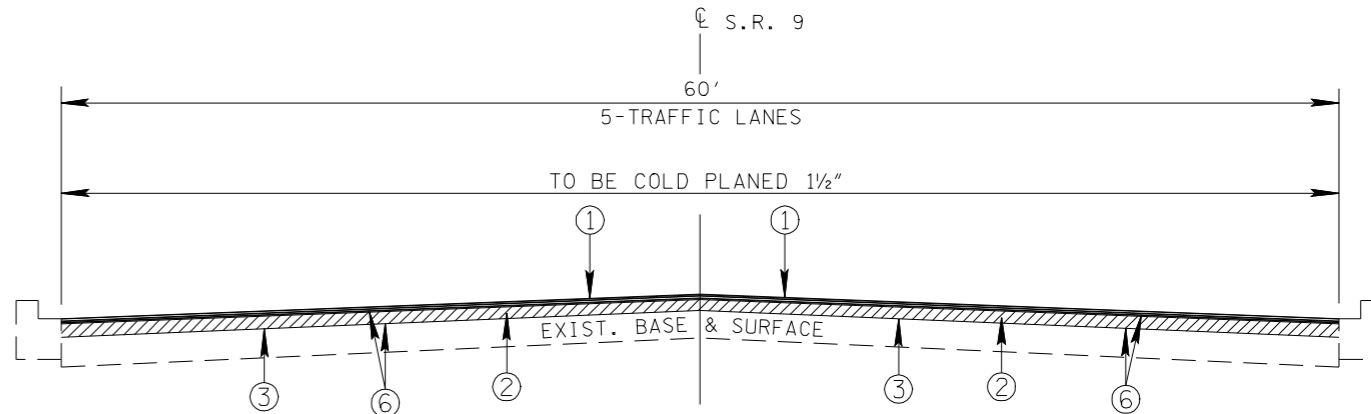
**TYPICAL CROSS-SECTION OF IMPROVEMENT**

LOG MILE 4.68 TO LOG MILE 5.58



**TYPICAL CROSS-SECTION OF IMPROVEMENT**

LOG MILE 2.57 TO LOG MILE 4.68



**TYPICAL CROSS-SECTION OF IMPROVEMENT**

LOG MILE 5.58 TO LOG MILE 5.69

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## GENERAL NOTES

### UTILITIES

- (1) 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.
- (2) 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.

### MISCELLANEOUS

- (1) 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

- (1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS BEFORE DARK HOURS. 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), LIN. MI.
- (2) IF THERMOPLASTIC IS USED ON THE FINAL SURFACE, 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 MARKING AFTER THE PAVING OPERATION IS COMPLETED. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. 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. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-02.01 PLASTIC PAVEMENT MARKING (4" LINE), LIN. MI.

### PAVEMENT RESURFACING

- (1) 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.
- (2) 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.
- (3) 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.

- (4) 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.
- (5) 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.
- (6) 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.

### SIGNALIZATION

- (1) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.
- (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 IN 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 AND 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.

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- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, 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.

EROSION PREVENTION AND SEDIMENT CONTROL  
LITTER, DEBRIS, WASTE, PETROLEUM

- (1) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S.
- (2) 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 (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. 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.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (1) DIFFERENCE 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:
- (2) DIFFERENCE IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:

- a. WARNING SIGNS, UNEVEN PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), 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 7 WORKDAYS AFTER THE CONDITION IS CREATED.
- (3) DIFFERENCE IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 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 DAY'S WORK, 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 PAVEMENT AND/OR LOW SHOULDER) 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 THRU TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3-1/2 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 PAVEMENT AND/OR LOW SHOULDER) 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 TWO MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

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SPECIAL NOTES

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RESURF	2009	ARRA-STP-9(59)	7

S.R. 9 COCKE CO.  
15003-8238-14

GUARDRAIL

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY EXISTING GUARDRAIL END TREATMENTS UNTIL THE T.D.O.T. SUPERVISOR CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED END TREATMENTS SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR ANY END TREATMENT UNTIL IT IS COMPLETE IN PLACE.
- (2) IF ANY END TREATMENT MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE 'A' LIGHTS AND A ROUNDED END ELEMENT AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY MEASURES (BARRICADES, DRUMS, LIGHTS AND ROUNDED END ELEMENTS) SHALL BE INCLUDED IN THE COST OF THE GUARDRAIL END TREATMENT.

UTILITIES

- (1) THE LOCATIONS OF UTILITIES SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. 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.
- (3) 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.
- (4) UTILITY OWNERS  
POWER/ WATER/ SEWER: NEWPORT UTILITIES BOARD  
TELEPHONE: AT&T  
GAS: JEFFERSON-COCKE CO. UTILITY DISTRICT  
CABLE: COMCAST

MISCELLANEOUS

- (1) THE CONTRACTOR WILL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE NECESSARY. COST TO BE INCLUDED IN PRICES BID FOR OTHER ITEMS OF CONSTRUCTION.
- (2) ALL GUARDRAILS, GUARDRAIL POSTS, AND SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE REMOVED AND STORED BY THE STATE FORCES.
- (3) ALL SIGNING, PAVEMENT MARKINGS AND TRAFFIC CONTROL TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

- (4) DITCHES WILL BE CLEANED BY THE CONTRACTOR. ANY PAVED SHOULDERS WILL BE CLEANED (BROOMED) AND AGGREGATE SHOULDERS CLIPPED AND SHAPED BY THE CONTRACTOR AND PAYMENT MADE UNDER ITEM 208-01. MINERAL AGGREGATE AND ANY ASPHALTIC MATERIALS (FOR SHOULDERS) WILL BE ADDED BY THE CONTRACTOR AND PAYMENT MADE UNDER THEIR RESPECTIVE ITEM NUMBERS. THESE MATERIALS WILL BE PLACED TO EXISTING SHOULDER WIDTH OR AS DIRECTED BY THE T.D.O.T. SUPERVISOR.

PAVEMENT MARKINGS

- (1) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL "NO PASSING ZONES" IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AS WELL AS TO PROVIDE THE LAYOUT OF ALL PAVEMENT MARKING REQUIRED ON THE PROJECT. THE METHOD OF DETERMINING THE "NO PASSING ZONES" TO BE APPROVED BY THE T.D.O.T. SUPERVISOR WITH ADVICE FROM THE REGIONAL TRAFFIC OFFICE BEFORE PAVING OPERATIONS BEGIN.

PAVEMENT RESURFACING

- (1) SURFACE TO BE CROWNED AS DIRECTED BY THE T.D.O.T. SUPERVISOR.
- (2) THE CONTRACTOR WILL PLACE THE SPOT LEVELING WHERE AND AS DIRECTED BY THE T.D.O.T. SUPERVISOR.
- (3) ALL SURPLUS PATCHING, JOINT MATERIAL AND CRACK SEALANT IS TO BE REMOVED BEFORE PLACING THE FIRST LAYER OF ASPHALT.
- (4) STATE FORCES WILL REMOVE ALL RAISED PAVEMENT MARKERS, IF ANY, BEFORE RESURFACING IS BEGUN.
- (5) COLD PLANING IS TO BE DONE IMMEDIATELY PRIOR TO THE COMMENCEMENT OF PAVING OPERATIONS. COLD PLANED SURFACES ARE NOT TO BE LEFT EXPOSED FOR MORE THAN FIVE CALENDAR DAYS BEFORE BEING OVERLAYED BY THE FIRST COURSE OF ASPHALT PAVING. IF NECESSARY, COLD PLANING OPERATIONS ARE TO BE SUSPENDED TO ALLOW PAVING OPERATIONS TO CATCH UP. AFTER COLD PLANING AND PRIOR TO ALLOWING USE BY TRAFFIC, THE CONTRACTOR WILL RAMP ASPHALT AROUND EXISTING UTILITIES TO ELIMINATE HAZARD TO VEHICLES. ALL COLD PLANING REQUIRED ON CITY STREETS OR SIDE ROADS WILL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM NO. 415-01.02.
- (6) ALL DEPTHS FOR COLD PLANING TO BE ± ½" TOLERANCE.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2009	ARRA-STP-9(59)	8

S.R. 9 COCKE CO.  
15003-8238-14

(7) SPECIAL PROVISION NO. 411C APPLIES TO THIS PROJECT. AVERAGE HC-IRI NUMBER PER MILE IS 78.2. (EXCLUSION: L.M. 4.79 - L.M. 5.69) SEE TABLE BELOW.

NORTHBOUND S.R. 9			NORTHBOUND S.R. 9		
FROM	TO	HC-IRI LANE 1	FROM	TO	HC-IRI LANE 2
0.00	1.00	72	0.00	1.00	62
1.00	2.00	67	1.00	2.00	71
2.00	3.00	77	2.00	3.00	80
3.00	3.28	78	3.00	3.28	96

SOUTHBOUND S.R. 9			SOUTHBOUND S.R. 9		
FROM	TO	HC-IRI LANE 1	FROM	TO	HC-IRI LANE 2
0.00	1.00	69	0.00	1.00	92
1.00	2.00	89	1.00	2.00	101
2.00	3.00	73	2.00	3.00	64
3.00	3.28	76	3.00	3.28	84

(8) EXTREME CARE IS TO BE TAKEN WHEN COLD PLANING ADJACENT TO CONCRETE LANES AT APPROX. L.M. 4.40 TO L.M. 4.46 AND APPROX. L.M. 5.57 TO L.M. 5.60. ANY DAMAGE TO THESE AREAS IS TO BE REPAIRED AT THE CONTRACTORS EXPENSE.

CONSTRUCTION WORK ZONE AND TRAFFIC CONTROL NOTES

- (1) DURING ALL PERIODS OF CONSTRUCTION INACTIVITY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP ALL LANES OPEN IN ACCORDANCE WITH THE TDOT PAVEMENT DROP-OFF POLICY. THIS WILL REQUIRE THE REMOVAL OF ALL TRAFFIC CONTROL DEVICES ASSOCIATED WITH ANY LANE CLOSURES AT THE END OF THE WORK DAY AND THE REINSTALLATION OF THE DEVICES AT THE BEGINNING OF THE NEXT WORK DAY.
- (2) ALL RESURFACING AND COLD PLANING OPERATIONS SHALL BE SUSPENDED BETWEEN 6:00 A.M. AND 9:00 A.M. AND BETWEEN 3:00 P.M. AND 6:00 P.M. DUE TO "PEAK HOUR TRAFFIC VOLUMES".
- (3) THE CONTRACTOR SHALL CLOSE NO MORE THAN ONE LANE IN EACH DIRECTION DURING HIS WORKING TIME AND ALL LANES ARE TO REMAIN OPEN DURING "PEAK HOURS".

EROSION PREVENTION & SEDIMENT CONTROL  
DISTURBED AREA

- (1) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE.

SEDIMENT CONTROL

- (1) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC.

STREAM/WETLAND

- (1) WETLANDS AREAS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS.

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