

RESOLUTION 13-106

A RESOLUTION TO AUTHORIZE THE AWARD OF CONTRACTS FOR TURN LANE IMPROVEMENTS ALONG MAIN STREET (HIGHWAY 31)

WHEREAS, the Spring Hill Board of Mayor and Aldermen is dedicated to the safety of the citizens of Spring Hill and the continuing improvement of transportation and streets; and

WHEREAS, City staff advertised and accepted proposals for Turn Lane Improvements along Main Street (Highway 31) on October 10, 2013; and

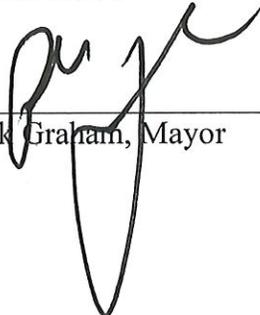
WHEREAS, proposals have been evaluated by city staff and a recommendation has been made to the Budget and Finance Advisory Committee; and

NOW, THEREFORE BE IT RESOLVED, that the City of Spring Hill authorizes the award of contract for Turn Lane Improvements along Main Street (Highway 31) as follows:

Right Lane at Buckner Road to <i>LeFevre Construction</i>	\$194,268.00
Left Lane at The Commons to <i>Sessions Paving</i>	<u>\$230,768.00</u>
Total	<u>\$425,036.00</u>

BE IT FURTHER RESOLVED that construction is to begin on March 1, 2014 and to be completed within 60 consecutive calendar days.

Passed and adopted by the Board of Mayor and Aldermen of the City of Spring Hill, Tennessee on the 21st day of October 2013.



Rick Graham, Mayor

ATTEST:



April Goad, City Recorder

LEGAL FORM APPROVED:



Patrick Carter, City Attorney

SUMMARY OF BIDS
 For
 City of Spring Hill, Tennessee
 Turn Lane Improvements Along Main Street (HWY 31)

BID OPENING: October 10, 2013, 2:00 P.M.

CONTRACTOR	BASE BID NO.1	BASE BID NO.2	TOTAL BASE BID	ALTERNATE BID NO.1	ALTERNATE BID NO. 2	ALTERNATE TOTAL BID
Sessions Paving Company Nashville, TN	\$231,486.00	\$217,733.00	\$449,219.00	\$245,388.00	\$230,768.00	\$476,156.00
Wright Paving Contractors, Inc. Fayetteville, TN	No Bid	-	-	-	-	-
Josh LeFever Construction Co. Shelbyville, TN	\$194,268.00	\$288,750.00	\$483,018.00	\$194,268.00	\$288,750.00	\$483,018.00
Jenco Construction, Inc. Bon Aqua, TN	\$394,811.58	\$398,537.16	\$793,348.74	\$382,811.58	\$386,537.16	\$769,348.74

Dempsey, Dilling & Associates, P.C.
 File No. 0100-356
 Fax No. 615-220-5888

Zimbra

agoad@springhilltn.org

FW: bid summary

From : Jerome Dempsey <jdempsey@dempseydilling.com> Thu, Oct 10, 2013 06:25 PM
Subject : FW: bid summary  4 attachments
To : 'Victor Lay' <vlay@springhilltn.org>
Cc : 'Dan Allen' <dallen@springhilltn.org>, 'Jeff Foster' <jfoster@springhilltn.org>, 'April Goad' <agoad@springhilltn.org>

Victor/Dan:

Please find attached the bid summary for the Main Street Turn Lanes. The bids were set up as follows:

Base Bid 1: Right Turn Lane at Buckner Road; construction to be completed in 45 consecutive calendar days and before asphalt plants close this year (Dec. 15 +/-)

Base Bid 2: Left Turn Lane at The Commons; construction to be completed in 45 consecutive calendar days and before asphalt plants close this year (Dec. 15 +/-)

Alternate Bid 1: Right Turn Lane at Buckner Road; construction to begin March 1, 2014 and be completed within 60 consecutive calendar days

Alternate Bid 2: Left Turn Lane at The Commons; construction to begin March 1, 2014 and be completed within 60 consecutive calendar days

The bids are set up so that we may choose one contractor (LeFevre Construction) to perform the Right Lane at Buckner Road and another contractor (Sessions Paving) to perform the left turn lane at The Commons.

The bids combined would be \$412,001 to begin construction by November 1 to meet the Dec 15, 2013 plant closings or \$425,036 for construction beginning March 1, 2014.

Also attached are the two estimates we developed prior to bidding which has a combined total of \$367,935.75. We believe TDOT's requirements of not allowing stoppage of any traffic and also requiring paving/stripping at night increased the cost to what was received during bids.

We also believe the amount of traffic and the tight locations of the turns lanes added to the amounts reflected within the bids.

The downside in constructing the turn lanes this year is it may impact retailers along Main Street during the prime shopping season. I wanted to make sure the BOMA had all the information they needed to review the bids and make a decision to accept or reject the bids and when to allow construction.

ESTIMATED CONSTRUCTION COST FOR THE TURN LANE AT BUCKNER LANE

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
105-01.50	CONSTRUCTION LAYOUT	LS	1.00	\$2,500.00	\$2,500.00
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	262.00	\$25.00	\$6,550.00
203-01.51	TRENCHING	L.F.	480.00	\$15.00	\$7,200.00
207-99.91	EARTHWORK, SUBGRADE, AND BASE	LS	1.00	\$10,000.00	\$10,000.00
209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	2.00	\$250.00	\$500.00
209-40.34	CATCH BASIN PROTECTION (TYPE E)	EACH	4.00	\$200.00	\$800.00
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	294.00	\$25.00	\$7,350.00
307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	69.00	\$120.00	\$8,280.00
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	68.00	\$120.00	\$8,160.00
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	0.52	\$800.00	\$416.00
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1.00	\$800.00	\$800.00
407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	391.00	\$3.00	\$1,173.00
411-01.10	ACS MIX(PG64-22) GRADING D	TON	151.00	\$120.00	\$18,120.00
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	627.00	\$10.00	\$6,270.00
607-06.02	30" CONCRETE PIPE CULVERT (CLASS III)	L.F.	46.00	\$70.00	\$3,220.00
607-07.02	36" CONCRETE PIPE CULVERT (CLASS III)	L.F.	404.00	\$80.00	\$32,320.00
611-02.11	JUNCTION BOX, TYPE 2	EACH	1.00	\$3,000.00	\$3,000.00
611-07.03	STRUCTURAL STEEL (PIPE ENDWALLS)	LB.	975.00	\$4.00	\$3,900.00
611-07.34	36" ENDWALL (SIDE DRAIN)	EACH	1.00	\$5,000.00	\$5,000.00
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	2.00	\$4,500.00	\$9,000.00
611-38.02	CATCH BASINS, TYPE 38, > 4' - 8' DEPTH	EACH	1.00	\$4,500.00	\$4,500.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	23.50	\$400.00	\$9,400.00
712-01	TRAFFIC CONTROL	LS	1.00	\$5,000.00	\$5,000.00
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	14.00	\$30.00	\$420.00
712-05.01	WARNING LIGHTS (TYPE A)	EACH	14.00	\$20.00	\$280.00
712-06	SIGNS (CONSTRUCTION)	S.F.	77.25	\$7.00	\$540.75
716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	148.00	\$10.00	\$1,480.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	37.00	\$15.00	\$555.00
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	4.00	\$100.00	\$400.00
716-04.03	PLASTIC PAVEMENT MARKING (4" DOTTED LINE)	L.F.	102.00	\$1.50	\$153.00
716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	2.00	\$100.00	\$200.00
716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0.302	\$10,000.00	\$3,020.00
717-01	MOBILIZATION	LS	1.00	\$5,000.00	\$5,000.00
740-11.02	TEMPORARY SEDIMENT TUBE 12IN	L.F.	425.00	\$6.00	\$2,550.00
801-01	SEEDING (WITH MULCH)	UNIT	10.00	\$50.00	\$500.00
ESTIMATED CONSTRUCTION COST					\$168,557.75

ESTIMATED CONSTRUCTION COST FOR THE TURN LANE AT "THE COMMONS"					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL PRICE
105-01.50	CONSTRUCTION LAYOUT	LS	1.00	\$2,500.00	\$2,500.00
202-02.21	REMOVAL OF PIPE (15" RCP DRIVEWAY CULVERT)	L.F.	33.00	\$25.00	\$825.00
202-02.22	REMOVAL OF PIPE (15" RCP DRIVEWAY CULVERT)	L.F.	31.00	\$25.00	\$775.00
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	76.00	\$30.00	\$2,280.00
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	772.00	\$25.00	\$19,300.00
207-99.91	EARTHWORK, SUBGRADE, AND BASE	LS	1.00	\$5,000.00	\$5,000.00
209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	552.00	\$4.00	\$2,208.00
209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	5.00	\$250.00	\$1,250.00
209-40.34	CATCH BASIN PROTECTION (TYPE E)	EACH	5.00	\$200.00	\$1,000.00
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	620.00	\$25.00	\$15,500.00
307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	137.00	\$120.00	\$16,440.00
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	135.00	\$120.00	\$16,200.00
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	1.00	\$800.00	\$800.00
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	1.53	\$800.00	\$1,224.00
407-20.05	SAW CUTTING ASPHALT PAVEMENT	L.F.	1173.00	\$3.00	\$3,519.00
411-01.10	ACS MIX(PG64-22) GRADING D	TON	217.00	\$120.00	\$26,040.00
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	107.00	\$10.00	\$1,070.00
502-04.01	SAWING CONCRETE PAVEMENT (FULL DEPTH)	L.F.	35.00	\$20.00	\$700.00
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	191.00	\$50.00	\$9,550.00
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	181.00	\$60.00	\$10,860.00
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	5.00	\$3,500.00	\$17,500.00
701-02	CONCRETE DRIVEWAY	S.F.	544.00	\$5.00	\$2,720.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	39.00	\$400.00	\$15,600.00
705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	195.00	\$15.00	\$2,925.00
705-04.04	GUARDRAIL TERMINAL (TYPE 21)	EACH	1.00	\$2,000.00	\$2,000.00
705-04.10	EARTH PAD FOR GUARD RAIL END TREATMENT	EACH	1.00	\$1,000.00	\$1,000.00
706-10.26	ROUNDED END ELEMENT	EACH	1.00	\$75.00	\$75.00
712-01	TRAFFIC CONTROL	LS	1.00	\$5,000.00	\$5,000.00
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	31.00	\$30.00	\$930.00
712-05.01	WARNING LIGHTS (TYPE A)	EACH	31.00	\$20.00	\$620.00
712-06	SIGNS (CONSTRUCTION)	S.F.	65.00	\$7.00	\$455.00
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	47.00	\$20.00	\$940.00
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	1.00	\$100.00	\$100.00
716-04.03	PLASTIC PAVEMENT MARKING (4" DOTTED LINE)	L.F.	84.00	\$1.50	\$126.00
716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0.551	\$10,000.00	\$5,510.00
717-01	MOBILIZATION	LS	1.00	\$5,000.00	\$5,000.00
740-11.02	TEMPORARY SEDIMENT TUBE 12IN (DESCRIPTION)	L.F.	86.00	\$6.00	\$516.00
801-01	SEEDING (WITH MULCH)	UNIT	12.00	\$50.00	\$600.00
801-02	SEEDING (WITHOUT MULCH)	UNIT	3.00	\$40.00	\$120.00
805-12.01	EROSION CONTROL BLANKET (TYPE I)	S.Y.	300.00	\$2.00	\$600.00
ESTIMATED CONSTRUCTION COST					\$199,378.00

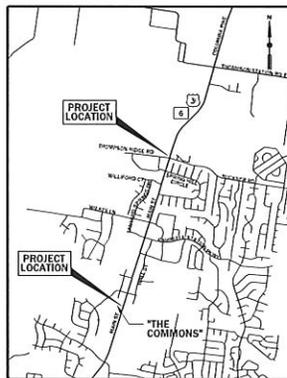
2013 ROADWAY IMPROVEMENTS
CITY OF SPRING HILL
 MAURY COUNTY, TENNESSEE

TURN LANE IMPROVEMENTS ALONG MAIN STREET (HWY 31)

BOARD OF MAYOR AND ALDERMEN

HONORABLE RICK GRAHAM
 BRUCE HULL
 JONATHAN DUDA
 KEITH HUDSON
 ELIOT MITCHELL
 KAYCE WILLIAMS
 CHAD WHITTENBURG
 AMY WURTH
 SUSAN ZEMEK
 VICTOR LAY
 JEFF FOSTER

MAYOR
 VICE MAYOR
 ALDERMAN
 ALDERMAN
 ALDERMAN
 ALDERMAN
 ALDERMAN
 ALDERMAN
 ALDERMAN
 ALDERMAN
 CITY ADMINISTRATOR
 PUBLIC WORKS DIRECTOR



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DEMPSEY, DILLING & ASSOCIATES, P.C.

ENGINEERING CONSULTANTS
 502 HAZELWOOD DRIVE
 SMYRNA, TENNESSEE 37167
 OFFICE (615)220-5800 FAX (615)220-5888

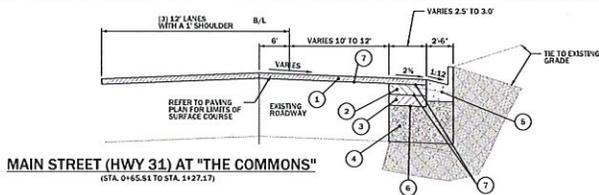


CITY OF SPRING HILL, TENNESSEE

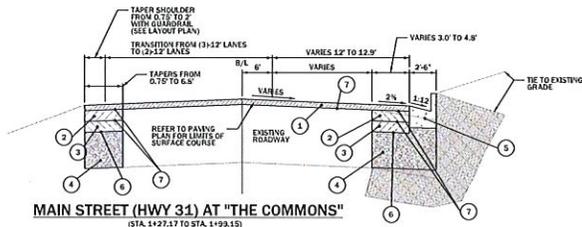
APPROVED BY: *[Signature]*
 TITLE: City Administrator DATE: 9/12/13

DATE: SEPTEMBER, 2013

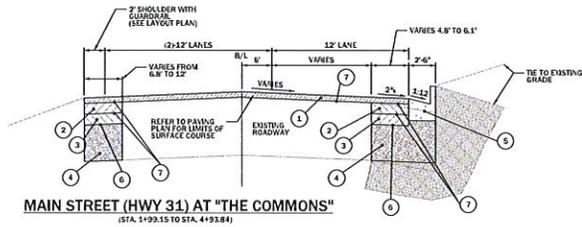
JOB NO: 0100-356



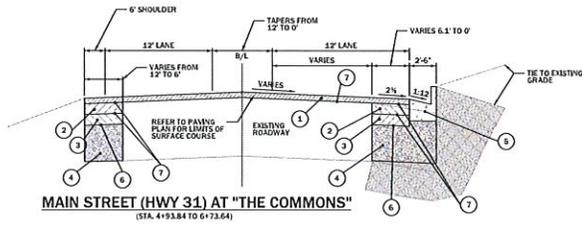
MAIN STREET (HWY 31) AT "THE COMMONS"
(STA. 0+65.51 TO STA. 1+27.17)



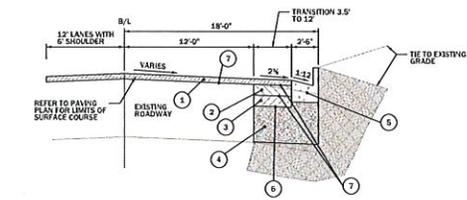
MAIN STREET (HWY 31) AT "THE COMMONS"
(STA. 1+27.17 TO STA. 1+93.15)



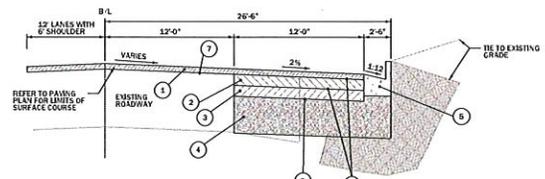
MAIN STREET (HWY 31) AT "THE COMMONS"
(STA. 1+93.15 TO STA. 4+93.84)



MAIN STREET (HWY 31) AT "THE COMMONS"
(STA. 4+93.84 TO 6+73.64)



MAIN STREET (HWY 31) AT BUCKNER LN
(STA. 3+78.02 TO STA. 5+58.02)



MAIN STREET (HWY 31) AT BUCKNER LN
(STA. 5+58.02 TO STA. 7+18.02)

PROPOSED PAVEMENT SCHEDULE	
1	SURFACE @ 1-1/2" DEPTH (159 LBS. / SQ. YD.) 411-01.10 ACS MIX (PG64-22) 6R 10M @ D
2	BASE @ 3" DEPTH (339 LBS. / SQ. YD.) 307-01.09 ASPHALT CONCRETE MIX (PG64-22) (B/F/S/H/M) GRADING B/M2
3	BASE @ 3" DEPTH (345 LBS. / SQ. YD.) 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (B/F/S/H/M) GRADING A
4	MINERAL AGGREGATE BASE @ 10" THICK 303-01 MINERAL AGGREGATE, TYPE A, GRADING D
5	TYPE 6-30 NONMOUNTABLE CONCRETE CURB & GUTTER 702-03 CONCRETE CONFINED CURB & GUTTER (0-8") (0.06409 C.Y. / L.F.)
6	BITUMINOUS MATERIAL FOR PRIME COAT @ 0.30 GAL. / SQ. YD. 403-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) 403-02 AGGREGATE FOR COVER MATERIAL (PC)
7	BITUMINOUS MATERIAL FOR TACK COAT @ 0.10 GAL. / SQ. YD. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

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 Smyrna, Tennessee 37167
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www.dempseydilling.com

CROSS SECTIONS
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

DATE: SEPTEMBER 2013
 DRAWN BY: RML
 CHECKED BY: RML
 APPROVED BY: EOP/PL
 PROJECT NO.: 13-001
 SHEET NO.: 2 OF 2

C3

GENERAL NOTES

6-100.00 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.

(2) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED ROW, IN A REGULATORY FLOODWAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

6-105.00 SEEDING AND SODDING

(1) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

(2) ITEM NO. 801-02, SEEDING (WITHOUT MULCH) AND EROSION CONTROL BLANKET, SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AS WELL AS LOCATIONS DIRECTED BY THE ENGINEER.

6-110.00 GUARDRAIL

(1) THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

6-115.00 DRAINAGE

(1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(2) EXCAVATION FOR ALL STORM SEWERS, CULVERS, HEADWALLS, AND INLET STRUCTURES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).

(3) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.

(4) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

6-120.00 UTILITIES

(1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS 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. 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.

6-130.00 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.

6-145.00 PAVEMENT MARKINGS

FINAL PAVEMENT MARKING IF 4" SPRAY THERMOPLASTIC (60 mil) IS USED TDOT -

(1) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 mil) 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. 716-13.01, SPRAY THERMO PLAST MARKNG (60 mil) (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.

6-150.01 PAVING

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

(2) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREEP 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 4075E.

6-150.02 RESURFACING

(3) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVEMENT WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPE 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 PAVEMENT WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE

PAVEMENT WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVEMENT WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVEMENT 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.

6-180.00 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, 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.

6-190.01 DISTURBED AREA

(1) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

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TDOT GENERAL NOTES
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

DATE	ISSUED BY	DATE

Sheet No. **C4**

(2) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 15 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS INSTALLED.

(3) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

(4) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

(5) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENuded SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

6-190.02 SEDIMENT CONTROL

(6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

(7) 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. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE 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 SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

(8) WATER PUMPED FROM WORK AREAS AND EXCAVATION MUST BE HELD IN SETTLING BASINS OR TREATED BY FILTRATION OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE INTO SURFACE WATERS. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

(9) CHECK DAMS SHALL BE USED WHERE RUNOFF IS CONCENTRATED. CLEAN ROCK, BRUSH, GABION, OR SANDBAG CHECK DAMS SHALL BE PROPERLY CONSTRUCTED TO REDUCE VELOCITY AND CONTROL EROSION.

(10) IF PERMANENT OR TEMPORARY VEGETATION IS TO BE USED AS AN EPSC MEASURE, THEN THE TIMING OF PLANTING OF VEGETATION SHALL BE SHOWN IN THE SWPPP. DELAYING PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

(11) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION ACCESS (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED, AS NEEDED, TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

(12) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.

6-190.03 STREAMWETLAND

(13) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATEU.S. EPSC MEASURES TO PROTECT WATER QUALITY MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG STREAM BANKS IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS IN ACCORDANCE WITH TDOT STANDARDS. THEY MUST BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

6-190.05 INSPECTION, MAINTENANCE, REPAIR

(14) EPSC CONTROLS WILL BE MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES.

(15) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES/STRUCTURES ARE TO BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%) DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE CARE TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE STRUCTURES AT THE CONTRACTOR'S OWN EXPENSE.

(16) THE CONTRACTOR SHALL INSTALL A RAIN GAUGE EVERY LINEAR MILE AT ALL SITES WHERE CLEARING, GRUBBING, EXCAVATION, GRADING CUTTING OR FILLING IS BEING ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED. IF THE PROJECT LENGTH IS LESS THAN ONE LINEAR MILE, ONE RAIN GAUGE SHALL BE INSTALLED AT THE CENTER OF THE PROJECT OR AS INDICATED BY THE TDOT EPSC INSPECTOR. THE CONTRACTOR SHALL ENSURE THAT EACH GAUGE IS MAINTAINED IN GOOD WORKING CONDITION. TDOT AND/OR THE CONTRACTOR SHALL RECORD DAILY PRECIPITATION AND FORECASTED PERCENTAGE OF PRECIPITATION IN DETAILED RECORDS OF RAINFALL EVENTS INCLUDING DATES, AMOUNTS OF RAINFALL PER GAUGE, THE ESTIMATED DURATION (OR STARTING AND ENDING TIMES), AND FORECASTED PERCENTAGE OF PRECIPITATION FOR THE PROJECT. THIS INFORMATION SHALL BE PROVIDED TO THE ENGINEER ON A MONTHLY BASIS. THE COST FOR THE RAIN GAUGES IS TO BE INCLUDED IN THE UNIT BID PRICES FOR OTHER ITEMS. RAIN GAUGES SHALL BE AS SPECIFIED IN THE APPROVED TDOT RAINFALL MONITORING PLAN.

(17) INSPECTION OF EPSC MEASURES SHALL BE DONE AT LEAST TWICE PER CALENDAR WEEK AT LEAST 72 HOURS APART. A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE/QUALITY CONTROL SITE ASSESSMENT OF EPSC SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION'S COMPREHENSIVE INSPECTION OFFICE GUIDELINES.

(18) OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO SURROUNDING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

(19) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE TIMEFRAME, WRITTEN DOCUMENTATION MUST BE PROVIDED IN THE FIELD BOOK AND AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.

6-190.06 MATERIALS

(20) WASTE AND BORROW AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT

AGENCY FLOODPLAIN, BORROW AND WASTE DISPOSAL AREAS SHALL NOT AFFECT ANY WATERS OF THE STATEU.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY AN ARAP, 404, OR NPDES PERMIT, OBTAINED SOLELY BY THE CONTRACTOR.

6-190.08 LITTER, DEBRIS, WASTE, PETROLEUM

(21) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATEU.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.

(22) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATEU.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 CONTAMMENT 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 STATEU.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

6-190.02-12-83 PM

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DATE	APPROVED BY
DATE	DATE

TDOT GENERAL NOTES
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

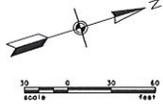
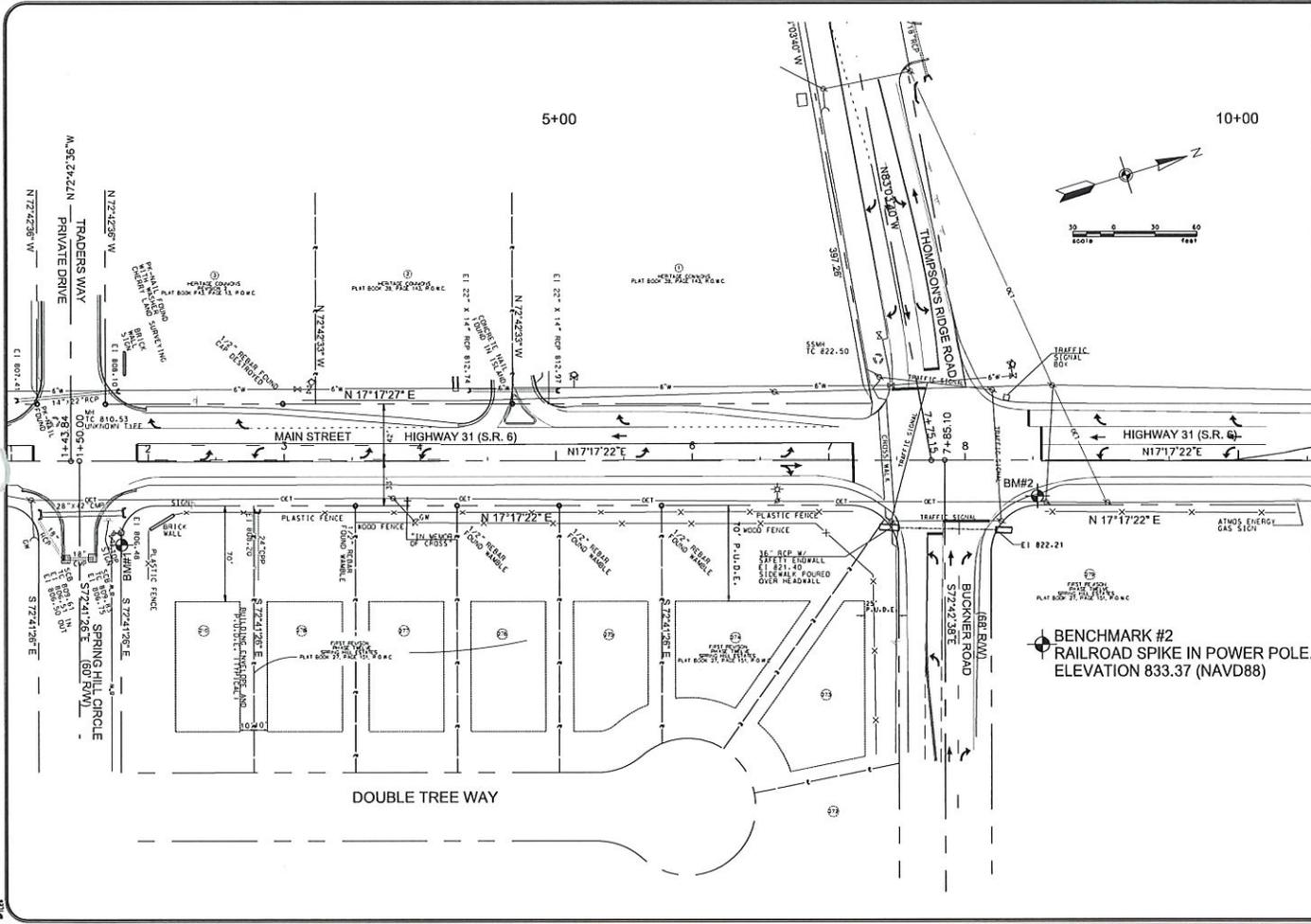
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BENCHMARK #2
 RAILROAD SPIKE IN POWER POLE.
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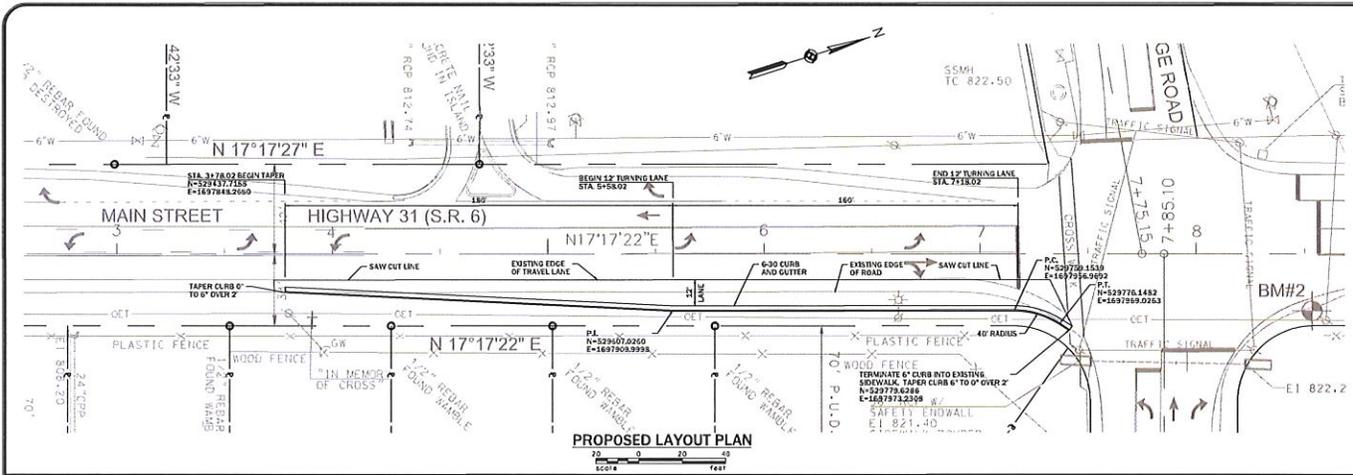
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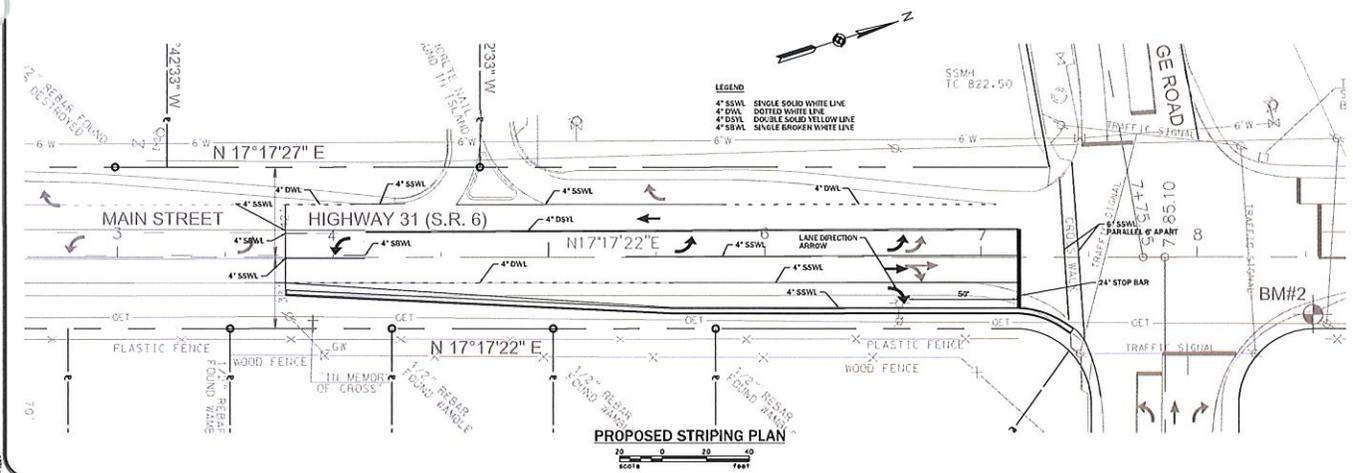
EXISTING LAYOUT
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

REV.	DESCRIPTION	DATE

C6



PROPOSED LAYOUT PLAN



PROPOSED STRIPING PLAN



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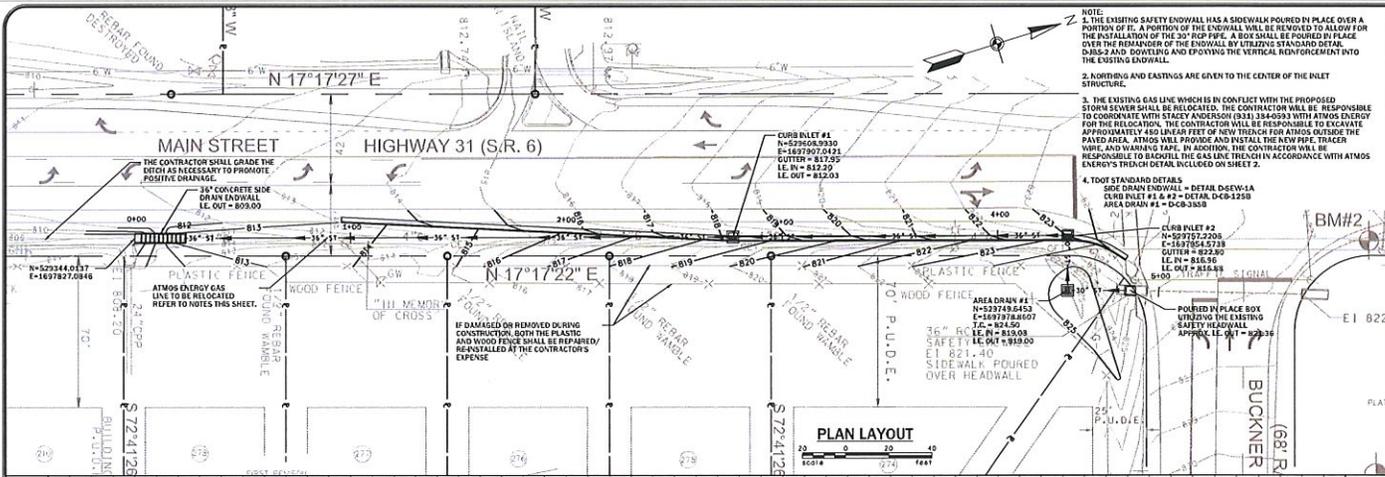


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PROJECT	TITLE
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DRAWN BY	DATE

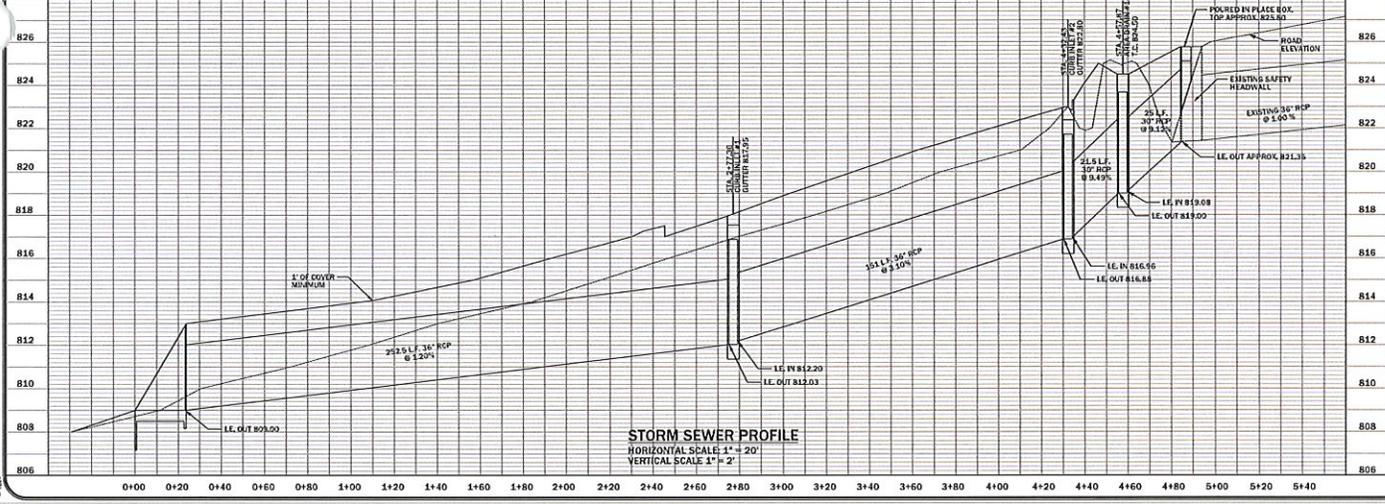
PROPOSED LAYOUT AND STRIPING PLAN
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

REV	DESCRIPTION	DATE

Sheet No. **C7**



- NOTE
1. THE EXISTING SAFETY ENDWALL HAS A SIDEWALK POURED IN PLACE OVER A PORTION OF IT. A PORTION OF THE ENDWALL WILL BE REMOVED TO ALLOW FOR THE INSTALLATION OF THE 30" RCP PIPE. A BOX SHALL BE POURED IN PLACE OVER THE REMAINDER OF THE ENDWALL BY UTILIZING STANDARD DETAIL, D-MS-2 AND DOWELING AND EPOXYING THE VERTICAL REINFORCEMENT INTO THE EXISTING ENDWALL.
 2. ROWINGS AND EASTINGS ARE GIVEN TO THE CENTER OF THE INLET STRUCTURE.
 3. THE EXISTING GAS LINE WHICH IS IN CONFLICT WITH THE PROPOSED STORM SEWER SHALL BE RELOCATED. THE CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE WITH STACEY ANDERSON (331) 384-6993 WITH ATMOS ENERGY FOR THE RELOCATION. THE CONTRACTOR WILL BE RESPONSIBLE TO EXCAVATE APPROXIMATELY 480 LINEAR FEET OF NEW TRENCH FOR ATMOS OUTSIDE THE PAVED AREA. ATMOS WILL PROVIDE AND INSTALL THE NEW PIPE, TRACER WIRE, AND WARNING TAPE. IN ADDITION, THE CONTRACTOR WILL BE RESPONSIBLE TO BACKFILL THE GAS LINE TRENCH IN ACCORDANCE WITH ATMOS ENERGY'S TRENCH DETAIL RECLOSED ON SHEET 2.
 4. TDOT STANDARD DETAILS
SIDE DRAIN ENDWALL - DETAIL D-MS-2A
CURB INLET #1 & #2 - DETAIL D-CB-35B
AREA DRAIN #1 - D-CB-35B

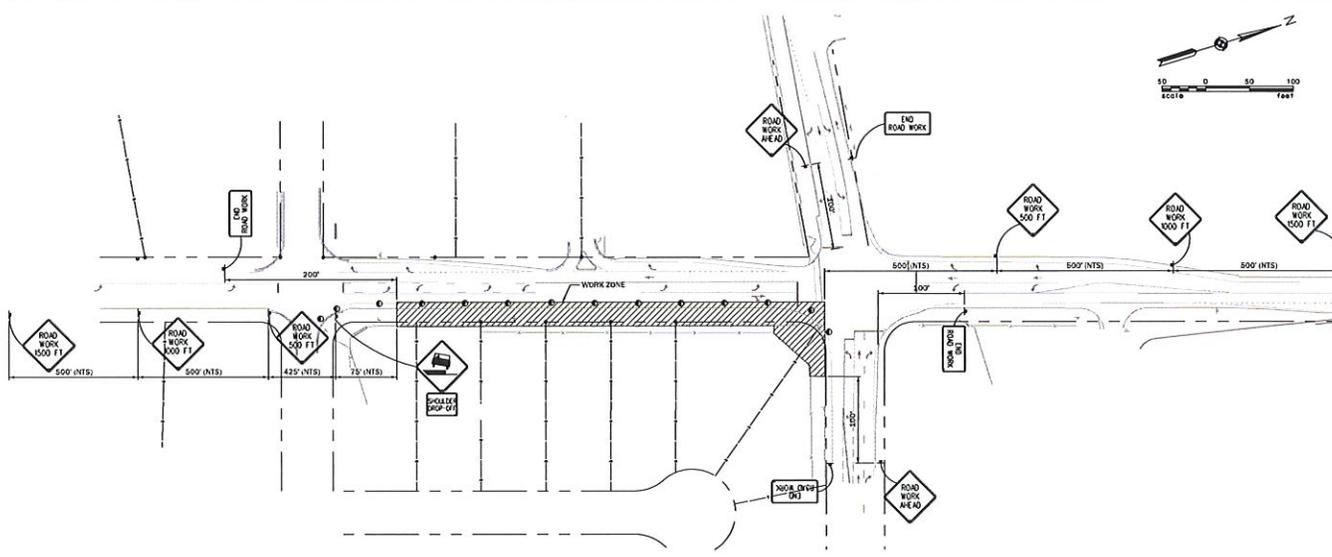
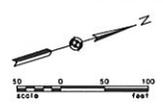


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PROPOSED GRADING AND DRAINAGE
 TURN LANE IMPROVEMENTS ON
 MAIN STREET (HWY 31)
 CITY OF SPRING HILL
 MAURY COUNTY, TENNESSEE

DATE	APPROVED	BY
DESIGNED	BY	DATE
CHECKED	BY	DATE
ENGINEER	BY	DATE

PROJECT NO. **C8**



LEGEND	
	REFLECTORIZED BARRIERS
	TYPE "A" STEADY BURN WARNING LIGHT
	SIGN
	WORK ZONE

- TEMPORARY TRAFFIC CONTROL (TTC) NOTES:**
1. THE CONTRACTOR SHALL COMPLY WITH THE APPLICABLE TPO Pavement Edge Drop-Off Guidelines.
 2. THE TTC PLAN SHOWN IS PROVIDED AS A GUIDE. MODIFICATIONS TO THE PLAN MAY BE MADE AT THE CONTRACTOR'S DISCRETION AS CHANGING SITE CONDITIONS WARRANT AND AS HIS PROPOSED CONSTRUCTION SEQUENCE AND SCHEDULE MAY REQUIRE. SUCH CHANGES SHALL CONFORM TO THE INTENT OF THE APPLICABLE GUIDANCE OF THE LATEST EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD).
 3. ALL TTC SIGNS SHALL MEET THE LATEST RETROREFLECTIVITY STANDARDS OF MUTCD.
 4. MAIN STREET/HIGHWAY 31 (S.R. 61) SHALL BE OPEN TO TWO-WAY TRAFFIC. FLAGGERS SHALL BE UTILIZED TO MANUEVER EQUIPMENT IN AND OUT OF THE WORK AREA.
 5. THE CONTRACTOR SHALL ENSURE THAT EACH AFFECTED PROPERTY OWNER SHALL HAVE CONTINUOUS ACCESS TO HIS PROPERTY DURING ALL PHASES OF CONSTRUCTION.
 6. THE CONTRACTOR SHALL SECURE STAGING AREAS FOR CONSTRUCTION EQUIPMENT, MATERIALS AND EMPLOYEE PARKING. THE STAGING AREAS(S) SHALL NOT BE LOCATED WITHIN STATE RIGHT-OF-WAY.
 7. THE CONTRACTOR SHALL UTILIZE ALL EXISTING SIGNS FOR AS LONG AS POSSIBLE. EXISTING SIGNS CAN BE MOVED LONGER TEMPORARY SUPPORTS AS NEEDED. HOWEVER, SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.
 8. THE CONTRACTOR SHALL REASONABLY PROVIDE FOR THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS WITHIN THE PROPOSED CONSTRUCTION AREA.

SIGN							
	(30" X 30")	(30" X 30")	(30" X 30")	(30" X 30")	(18" X 36")	(30" X 30")	(24" X 18")
NAME	ROAD WORK AHEAD	ROAD WORK 500 FT	ROAD WORK 1000 FT	ROAD WORK 1500 FT	END ROAD WORK	SHOULDER DROP OFF	SHOULDER DROP OFF (PLAQUE)
SIGN NO.	W20-1	W20-1500	W20-11000	W20-11500	620-2	W8-17	W8-17P
UNIT	50 FT.	50 FT.	50 FT.	50 FT.	50 FT.	50 FT.	50 FT.
SQ. FT.	6.25	6.25	6.25	6.25	4.5	6.25	3.0
REQUIRED	2	2	2	2	4	1	1
TOTAL UNITS	12.5	12.5	12.5	12.5	18.0	6.25	3.0

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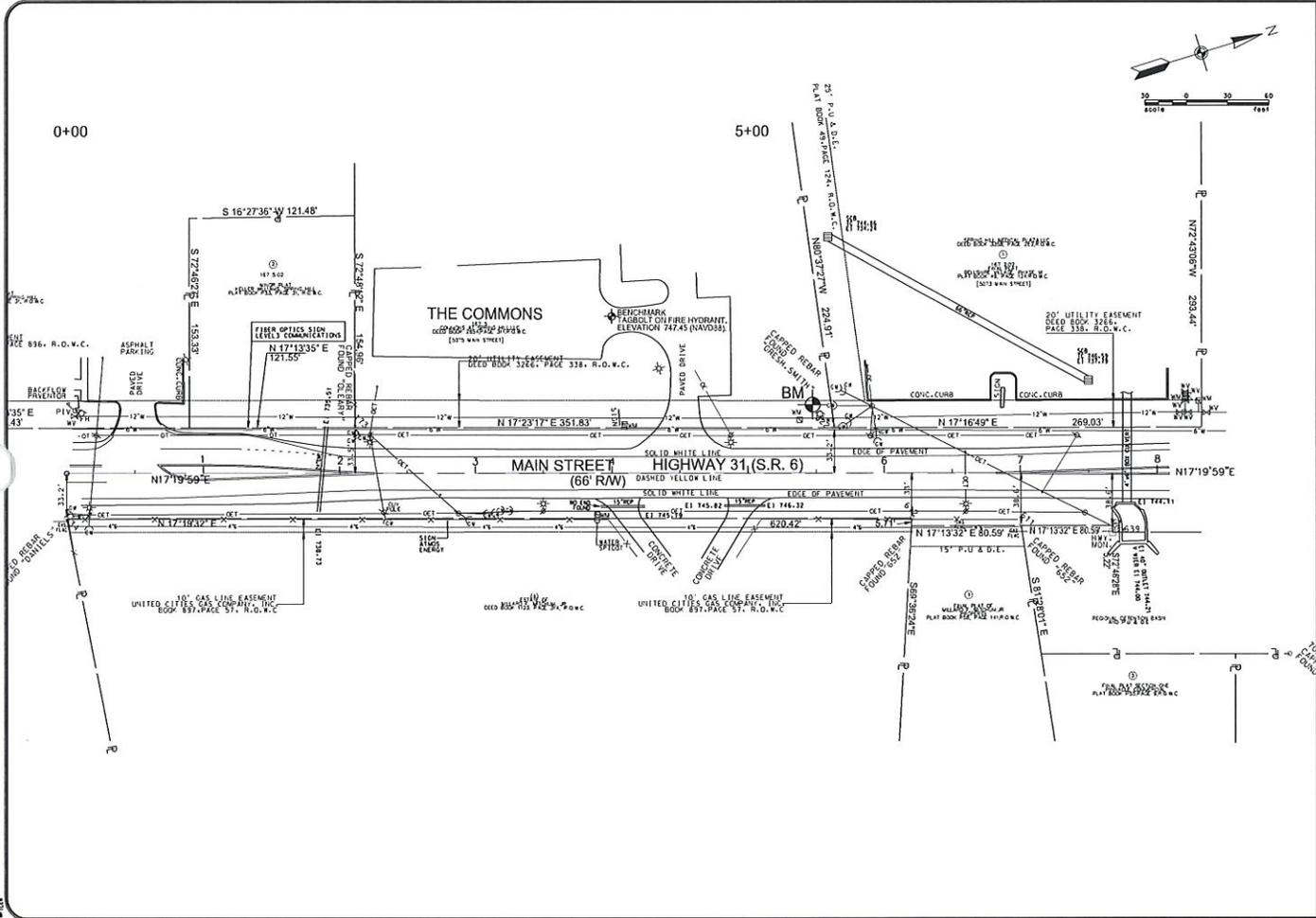
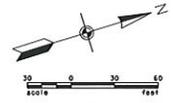
TRAFFIC CONTROL PLAN
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

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3	02/05/2024	DD
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6	04/01/2024	DD
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8	05/01/2024	DD
9	05/15/2024	DD
10	06/01/2024	DD
11	06/15/2024	DD
12	07/01/2024	DD
13	07/15/2024	DD
14	08/01/2024	DD
15	08/15/2024	DD
16	09/01/2024	DD
17	09/15/2024	DD
18	10/01/2024	DD
19	10/15/2024	DD
20	11/01/2024	DD
21	11/15/2024	DD
22	12/01/2024	DD
23	12/15/2024	DD
24	01/01/2025	DD
25	01/15/2025	DD
26	02/01/2025	DD
27	02/15/2025	DD
28	03/01/2025	DD
29	03/15/2025	DD
30	04/01/2025	DD
31	04/15/2025	DD
32	05/01/2025	DD
33	05/15/2025	DD
34	06/01/2025	DD
35	06/15/2025	DD
36	07/01/2025	DD
37	07/15/2025	DD
38	08/01/2025	DD
39	08/15/2025	DD
40	09/01/2025	DD
41	09/15/2025	DD
42	10/01/2025	DD
43	10/15/2025	DD
44	11/01/2025	DD
45	11/15/2025	DD
46	12/01/2025	DD
47	12/15/2025	DD
48	01/01/2026	DD
49	01/15/2026	DD
50	02/01/2026	DD

C10

0+00

5+00

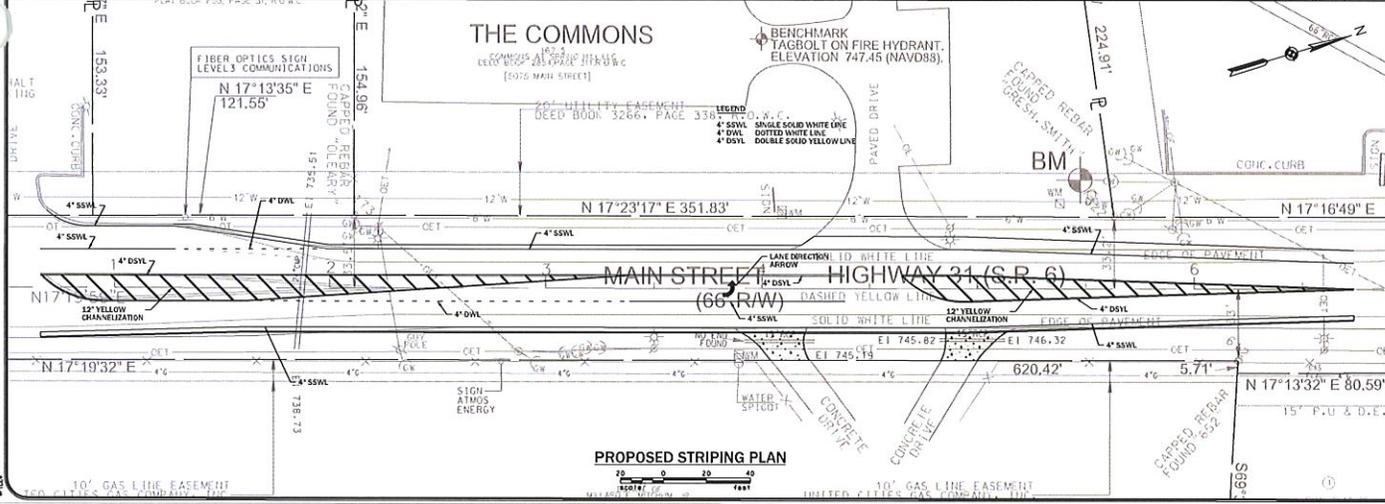
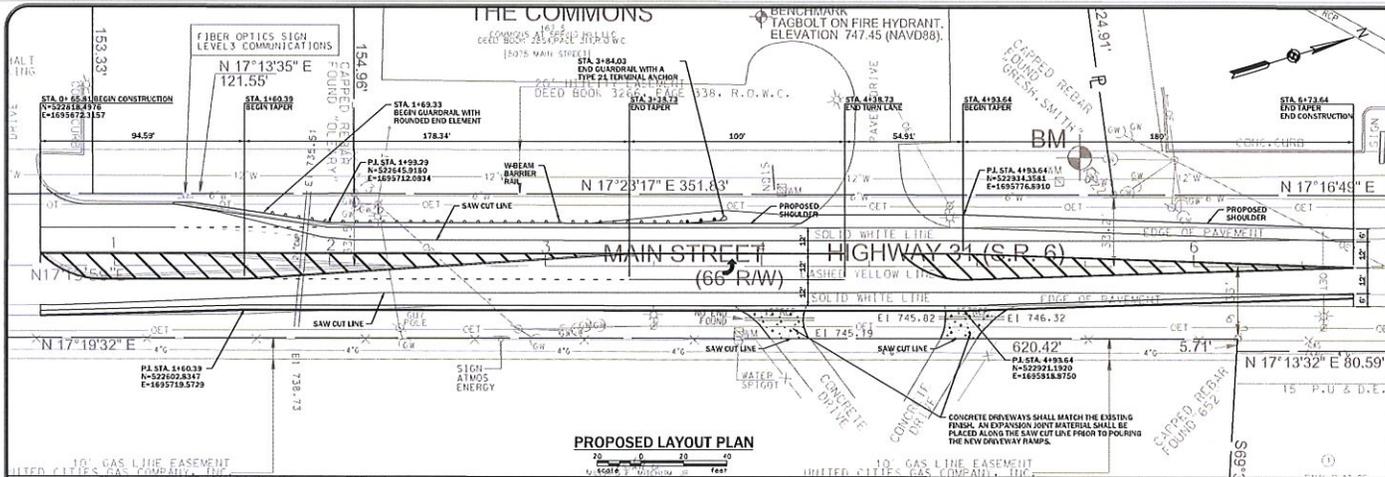


DEMPSEY, DILLING & ASSOCIATES, P.C.
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 502 Hazelwood Drive
 Smyrna, Tennessee 37167
 Ph: (615) 220-5800 Fax: (615) 220-5888
 www.dempseydilling.com

**EXISTING LAYOUT
 TURN LANE IMPROVEMENTS ON
 MAIN STREET (HWY 31)
 CITY OF SPRING HILL
 MAURY COUNTY, TENNESSEE**

NO.	DESCRIPTION	DATE

C11

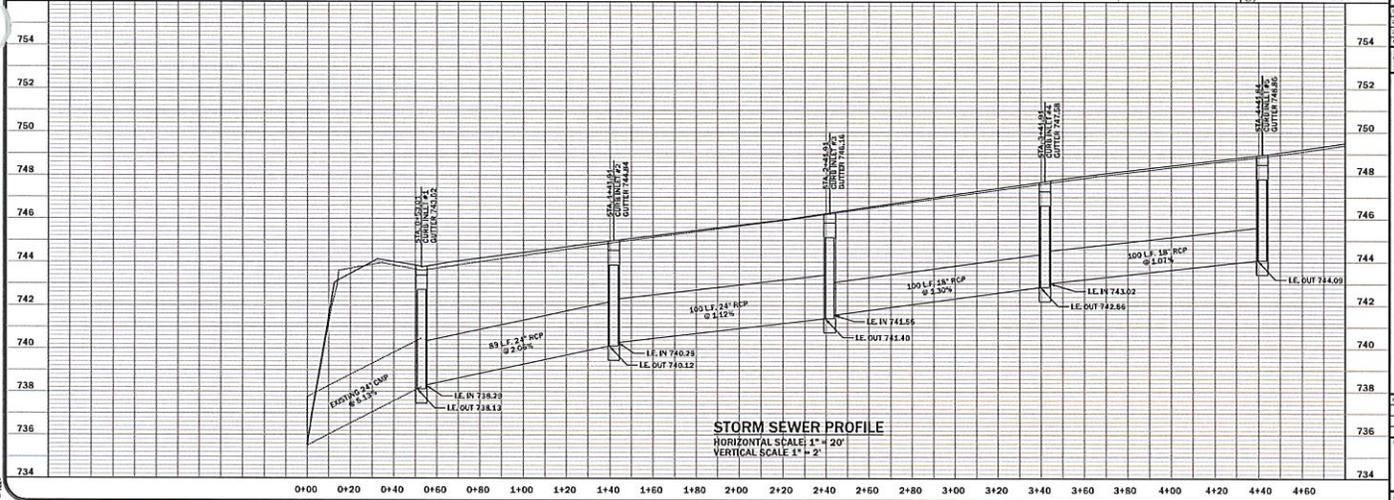
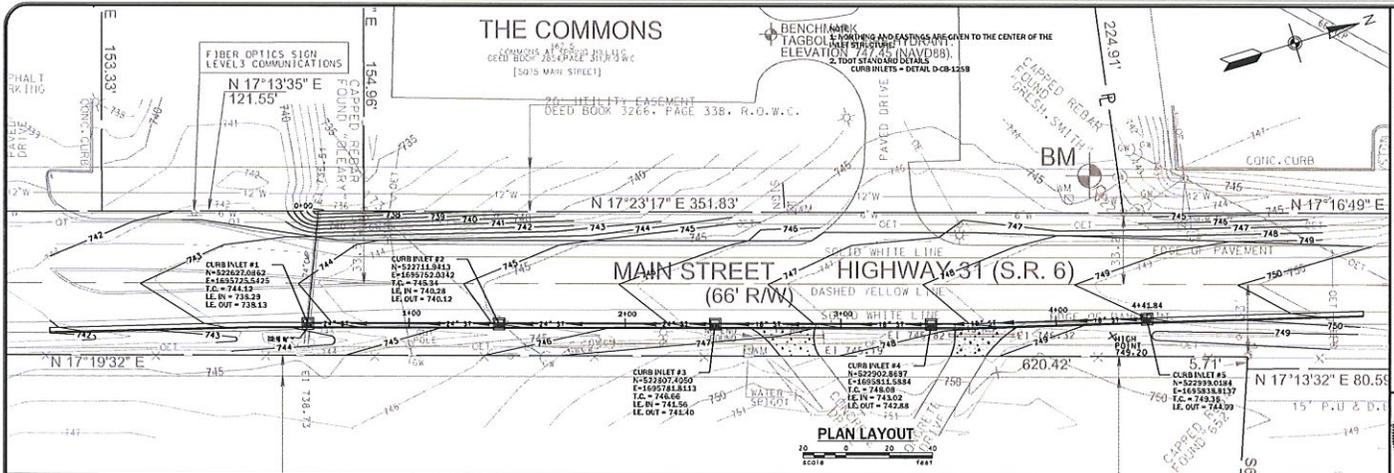


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PROPOSED LAYOUT AND STRIPING PLAN
 TURN LANE IMPROVEMENTS ON
 MAIN STREET (HWY 31)
 CITY OF SPRING HILL
 MAURY COUNTY, TENNESSEE

DATE	APPROVED BY
DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
IN CHARGE	DATE

C12



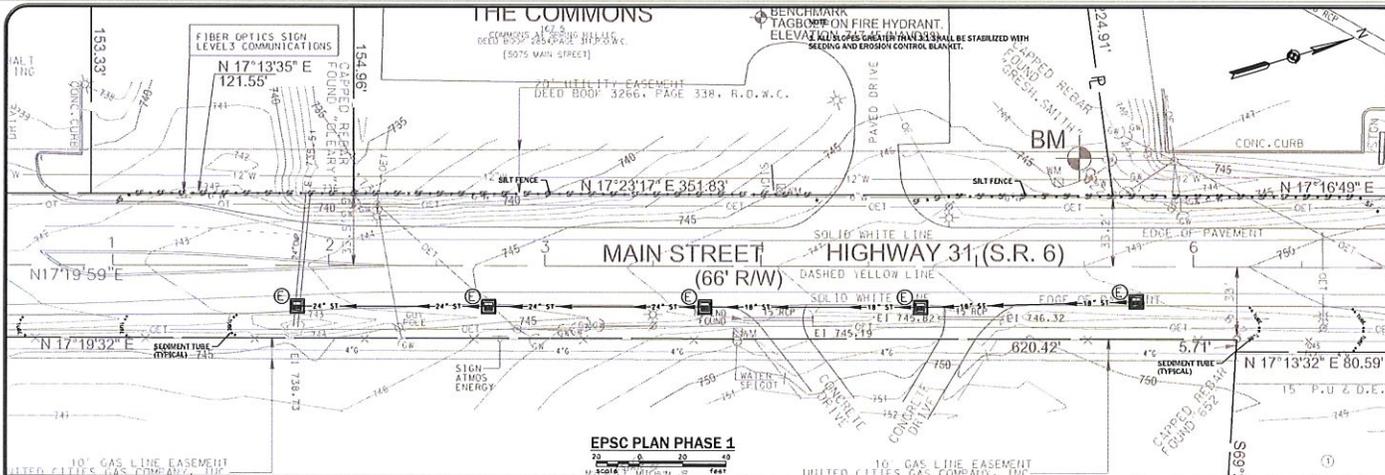
DEMPSEY, DILLING & ASSOCIATES, P.C.
Engineering Consultants
502 Hazelwood Drive
Smyrna, Tennessee 37167
Ph: (615) 220-5880 Fax: (615) 220-5888
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PROPOSED GRADING AND DRAINAGE
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

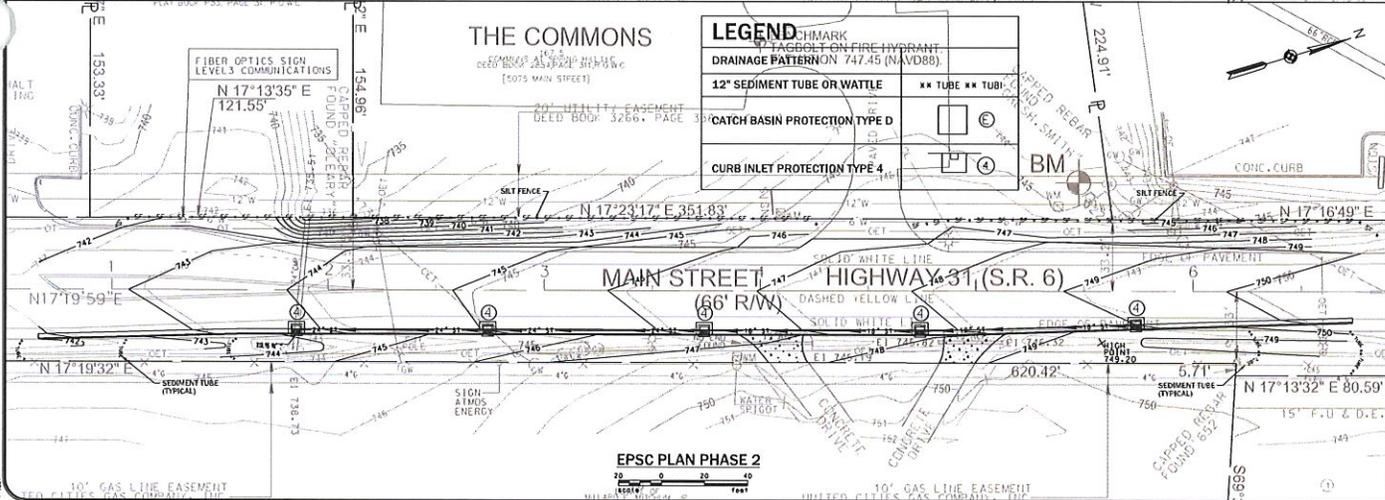
DATE: 08/15/2011
DRAWN BY: ETC
CHECKED BY: ETC
DESIGNED BY: ETC
PROJECT NO.: 11100000000000000000
SHEET NO.: 11100000000000000000
DATE: 08/15/2011

SCALE: 1" = 20'

C13



EPSC PLAN PHASE 1



EPSC PLAN PHASE 2

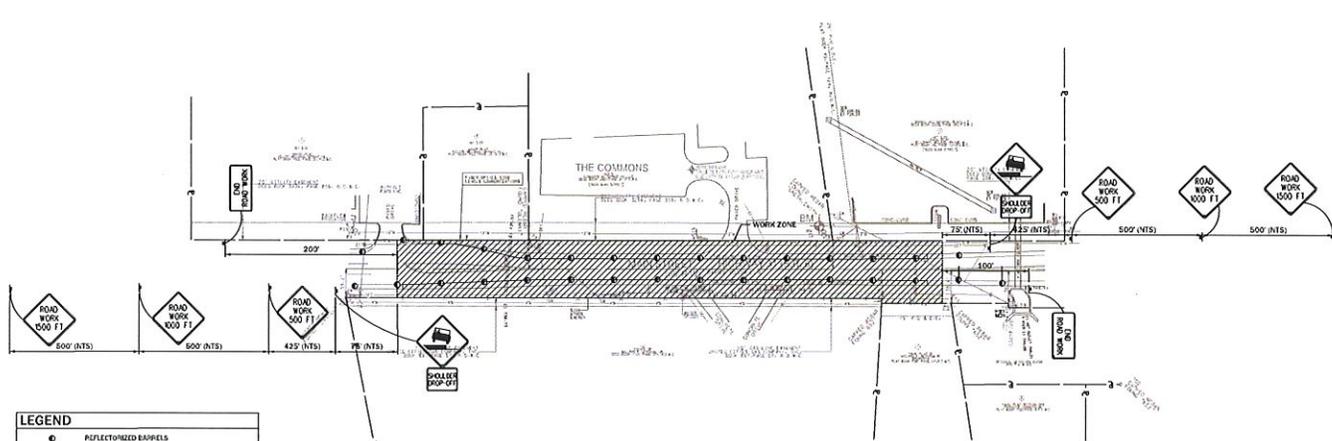
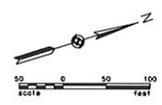
LEGEND

BENCHMARK	CHANGED REBAR FOUND (RESH-SMITH)
TAGBOLT ON FIRE HYDRANT	CONC. CURB
DRAINAGE PATTERN ON 747.45 (NAVD88)	SEDIMENT TUBE (TYPICAL)
12" SEDIMENT TUBE OR WATTLE	CATCH BASIN PROTECTION TYPE D
CATCH BASIN PROTECTION TYPE D	CURB INLET PROTECTION TYPE 4
CURB INLET PROTECTION TYPE 4	

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PROPOSED LAYOUT AND STRIPING PLAN
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

C14



LEGEND

	REFLECTORIZED BARRELS
	TYPE "A" STEADY BURN WARNING LIGHT
	SIGN
	WORK ZONE

- TEMPORARY TRAFFIC CONTROL (TTC) NOTES**
1. THE CONTRACTOR SHALL COMPLY WITH THE APPLICABLE TPO Pavement Edge Drop-off Guidelines.
 2. THE TTC PLAN SHOWN IS PROVIDED AS A GUIDE. MODIFICATIONS TO THE PLAN MAY BE MADE AT THE CONTRACTOR'S DISCRETION, AS CHANGING SITE CONDITIONS WARRANT AND AS HIS PROPOSED CONSTRUCTION SEQUENCE AND SCHEDULE MAY REQUIRE. SUCH CHANGES SHALL CONFORM TO THE INTENT OF THE APPLICABLE GUIDANCE OF THE LATEST EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD).
 3. ALL TTC SIGNS SHALL MEET THE LATEST RETROREFLECTIVITY STANDARDS OF MUTCD.
 4. MAIN STREET HIGHWAY 31 (S.R. 16) SHALL BE OPEN TO TWO-WAY TRAFFIC. FLAGGERS SHALL BE UTILIZED TO MANUEVER EQUIPMENT IN AND OUT OF THE WORK AREA.
 5. THE CONTRACTOR SHALL ENSURE THAT EACH AFFECTED PROPERTY OWNER SHALL HAVE CONTINUOUS ACCESS TO HIS PROPERTY DURING ALL PHASES OF CONSTRUCTION.
 6. THE CONTRACTOR SHALL SECURE STAGING AREAS FOR CONSTRUCTION EQUIPMENT, MATERIALS AND EMPLOYEE PARKING. THE STAGING AREAS SHALL NOT BE LOCATED WITHIN STATE RIGHT-OF-WAY.
 7. THE CONTRACTOR SHALL UTILIZE ALL EXISTING SIGNS FOR AS LONG AS POSSIBLE. EXISTING SIGNS CAN BE MAINTAINED USING TEMPORARY SUPPORTS AS NEEDED, HOWEVER, SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.
 8. THE CONTRACTOR SHALL REASONABLY PROVIDE FOR THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS WITHIN THE PROPOSED CONSTRUCTION AREA.

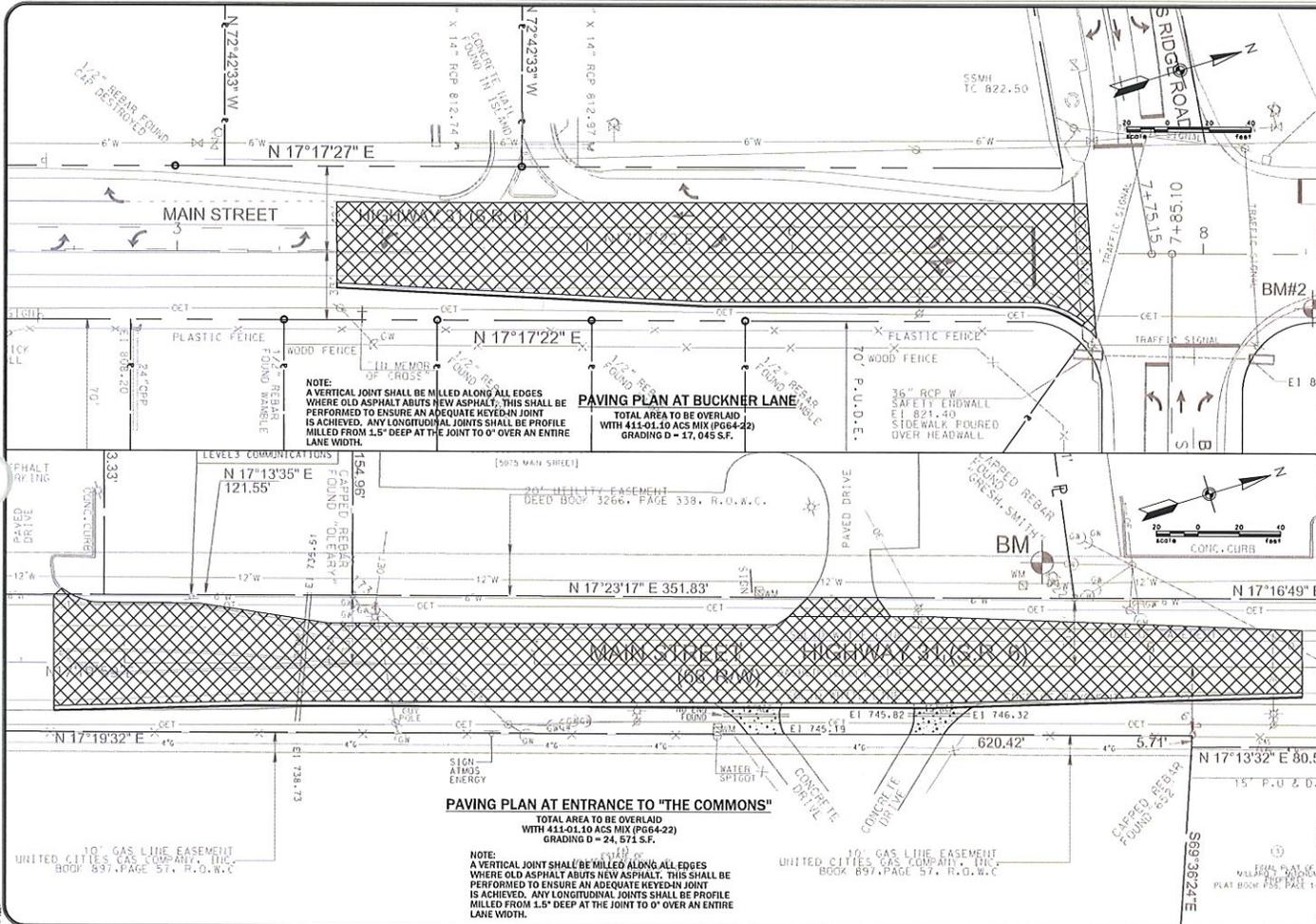
SIGN						
NAME	ROAD WORK 500 FT	ROAD WORK 1000 FT	ROAD WORK 1500 FT	END ROAD WORK	SHOULDER DROP OFF	SHOULDER DROP OFF PLAQUE
SIGN NO.	W20-1-500	W20-1-1000	W20-1-1500	6202	WB-17	WB-17P
SIZE	50 FT	50 FT	50 FT	50 FT	50 FT	50 FT
SO. FT.	6.25	6.25	6.25	4.5	6.25	3.0
REQUIRED	2	2	2	2	2	2
TOTAL QUANTITY	12.5	12.5	12.5	9.0	12.50	6.0

TRAFFIC CONTROL PLAN
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

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 502 Hazelwood Drive
 Smyrna, Tennessee 37167
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 www.dempseydilling.com

DATE: SEPTEMBER 2013
 DRAWN BY: BLM
 CHECKED BY: JAL
 APPROVED BY: EGP/EPJ

C15



NOTE:
A VERTICAL JOINT SHALL BE MILLED ALONG ALL EDGES WHERE OLD ASPHALT ABUTS NEW ASPHALT. THIS SHALL BE PERFORMED TO ENSURE AN ADEQUATE KEVED-IN JOINT IS ACHIEVED. ANY LONGITUDINAL JOINTS SHALL BE PROFILE MILLED FROM 1.5" DEEP AT THE JOINT TO 0" OVER AN ENTIRE LANE WIDTH.

PAVING PLAN AT BUCKNER LANE
TOTAL AREA TO BE OVERLAID WITH 411-01.10 ACS MIX (PG64-22) GRADING D = 17,045 S.F.

PAVING PLAN AT ENTRANCE TO "THE COMMONS"
TOTAL AREA TO BE OVERLAID WITH 411-01.10 ACS MIX (PG64-22) GRADING D = 24,571 S.F.

NOTE:
A VERTICAL JOINT SHALL BE MILLED ALONG ALL EDGES WHERE OLD ASPHALT ABUTS NEW ASPHALT. THIS SHALL BE PERFORMED TO ENSURE AN ADEQUATE KEVED-IN JOINT IS ACHIEVED. ANY LONGITUDINAL JOINTS SHALL BE PROFILE MILLED FROM 1.5" DEEP AT THE JOINT TO 0" OVER AN ENTIRE LANE WIDTH.

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DATE	APPROVED	DATE
PROJECT	BY	DATE
DESIGNED	BY	DATE
CHECKED	BY	DATE
APPROVED	BY	DATE

PAVING PLANS
TURN LANE IMPROVEMENTS ON
MAIN STREET (HWY 31)
CITY OF SPRING HILL
MAURY COUNTY, TENNESSEE

NO.	DESCRIPTION	DATE

C16