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Standard Roadway Drawings

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SHELBY COUNTY

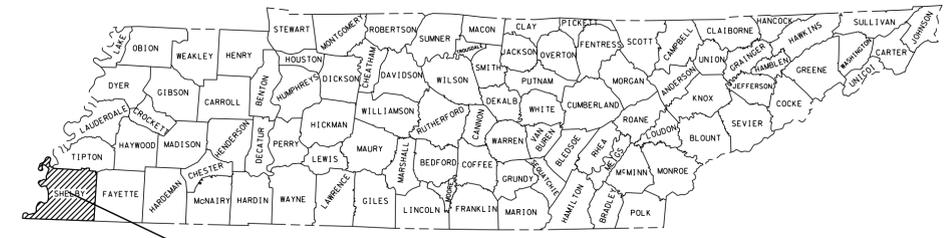
S.R. 1

FROM: L.M. 0.15 (W. OF KENTUCKY ST.)
TO: L.M. 1.14 (JCT. S.R. 4)

RESURFACING

STATE HIGHWAY NO. 1 F.A.H.S. NO. N.A.

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	NH/HSIP-1(342)	
STATE PROJ. NO.	79011-8268-14	



PROJECT SITE



MLG&W	MEMPHIS LIGHT GAS AND WATER TOM WORD (901) 528-4186 220 S. MAIN ST. MEMPHIS, TN. 38101
SEWER	CITY OF MEMPHIS GARY W. VADEN P.E. (901) 576-6725 125 N. MAIN ST. SUITE 639 MEMPHIS, TN. 38103
TELEPHONE	A T & T DON ROE (731) 423-5037 315 EAST COLLEGE ST. JACKSON, TN. 38301

END PROJECT L.M. 1.14
(JCT. S.R. 4)

RAILROAD NOTE:
DOT# 297544U @ L.M. 0.38
CN/ILLINOIS CENTRAL RR OVERHEAD CROSSING

DOT# 663461P @ L.M. 0.10
BNSF RAILROAD CO. GRADE CROSSING

BEGIN PROJECT L.M. 0.15
(W. OF KENTUCKY ST.)

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 C.E. MANAGER 1 TABITHA CAVANESS, P.E., REG. 4
DESIGNER ERIC S. BROWN, REG. 4 CHECKED BY WILLIE COLEMAN, REG. 4
P.E. NO. 98043-4283-04
PIN: 121061.00



PROJECT LENGTH 0.99 MILES
TOTAL LANE MILES RESURFACED 6.82 MILES

TRAFFIC DATA	
ADT (2014)	11670

UNOFFICIAL SET
NOT FOR BIDDING
SEALED BY

APPROVED: Paul D. Decker
CHIEF ENGINEER

DATE: _____
APPROVED: [Signature]
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH/HSIP-1(342)	2

FOOTNOTES

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	79011-8268-14 QUANTITY	NH/HSIP-1(342) QUANTITY	TOTAL QUANTITY
① 202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	5334	0	5334
203-06	WATER	M.G.	27	0	27
② 303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING "C OR D"	TON	3609	0	3609
② 307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	2454	0	2454
③ 307-01.15	ASC MIX (PG64-22) (BPMLC-HM) GRADING CS	TON	1120	0	1120
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	47	0	47
①④ 411-03.10	ACS MIX(PG76-22) GRADING D	TON	3225	0	3225
⑤ 415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	48673	0	48673
611-09.01	ADJUSTMENT OF EXISTING CATCHBASIN	EACH	8	0	8
⑦ 701-01.01	CONCRETE SIDEWALK (4")	S.F.	0	400	400
⑥ 701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	0	6500	6500
⑦ 702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	25	0	25
712-01	TRAFFIC CONTROL	LS	0.5	0	0.5
⑧ 712-06	SIGNS (CONSTRUCTION)	S.F.	720	0	720
712-08.03	ARROW BOARD (TYPE C)	EACH	4	0	4
716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	0	413	413
716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	0	132	132
716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	0	900	900
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	0	160	160
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	0	450	450
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	0	10	10
⑩ 716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	11.88	0	11.88
⑨ 716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0	5.94	5.94
717-01	MOBILIZATION	LS	0.5	0	0.5

- ① FOR BREAKOUT ONLY.
- ② FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01 ONLY.
- ③ INCLUDES 173 TONS FOR GORE AREAS, INTERSECTIONS, SIDE ROADS, CROSSOVERS, AND TURN LANES.
- ④ INCLUDES 497 TONS FOR GORE AREAS, INTERSECTIONS, SIDE ROADS, CROSSOVERS, AND TURN LANES.
- ⑤ INCLUDES 7,500 S.Y. FOR GORE AREAS, INTERSECTIONS, SIDE ROADS, CROSSOVERS, AND TURN LANES.
- ⑥ QUANTITY INCLUDES 5000 S.F. FOR HANDI-CAP RAMPS AND 1500 S.F. FOR ISLANDS.
- ⑦ COST OF REMOVAL TO BE INCLUDED IN THIS ITEM.
- ⑧ QUANTITY INCLUDES
 - 2 ROAD WORK NEXT 1 MI. (G20-1) (48" X 24")
 - 2 END ROAD WORK (G20-2) (48" X 24")
 - 6 UNEVEN LANES (W8-11) (48" X 48")
 - 23 ROAD WORK AHEAD (W20-1) (48" X 48")
 - 2 ROAD WORK 1500 FT. (W20-1) (48" X 48")
 - 2 ROAD WORK 1000 FT. (W20-1) (48" X 48")
 - 2 ROAD WORK 500 FT. (W20-1) (48" X 48")
 - 2 FLAGGER (W20-4) (48" X 48")
 - 2 FLAGGER AHEAD (W20-7a) (48" X 48")
 - 2 FRESH OIL (W21-2) (48" X 48")
 - 1 MOTORCYCLE GROOVE SIGN (TN-64) (48" X 48")
- ⑨ FOR FINAL PAVEMENT MARKING ONLY.
- ⑩ FOR USE AS TEMPORARY LINE MARKINGS.
- ⑪ SEE SPECIAL PROVISION NO. 407G FOR MATERIAL TRANSFER DEVICE AND SPECIAL PROVISION NO. 411C FOR RIDEABILITY SPECIFICATIONS.

SIGNALIZATION TABULATION
REQUESTED

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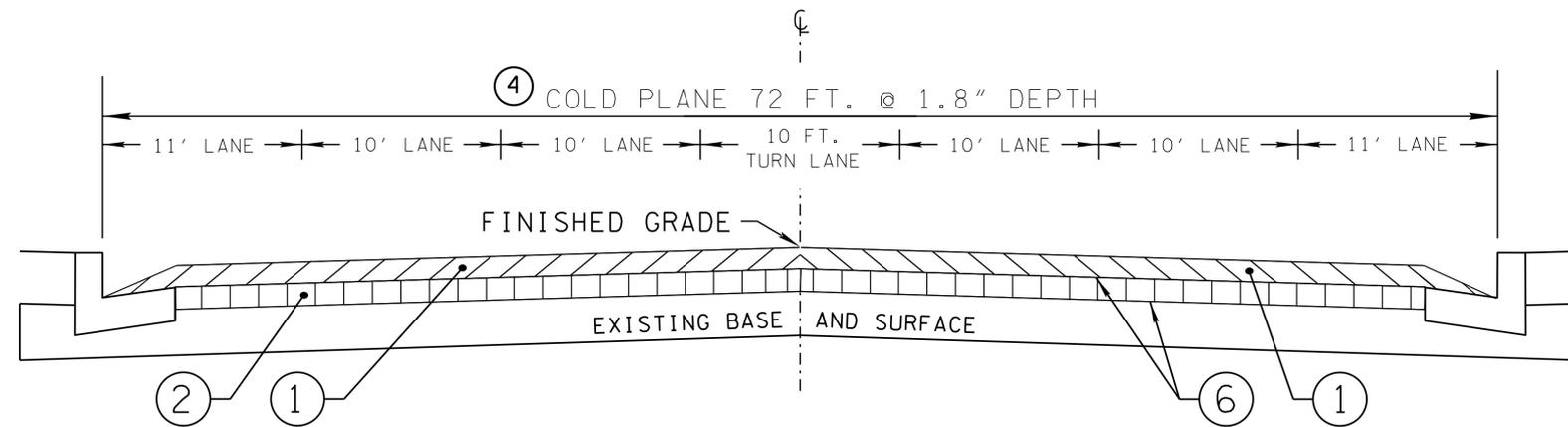
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
**ESTIMATED
ROADWAY
QUANTITIES**

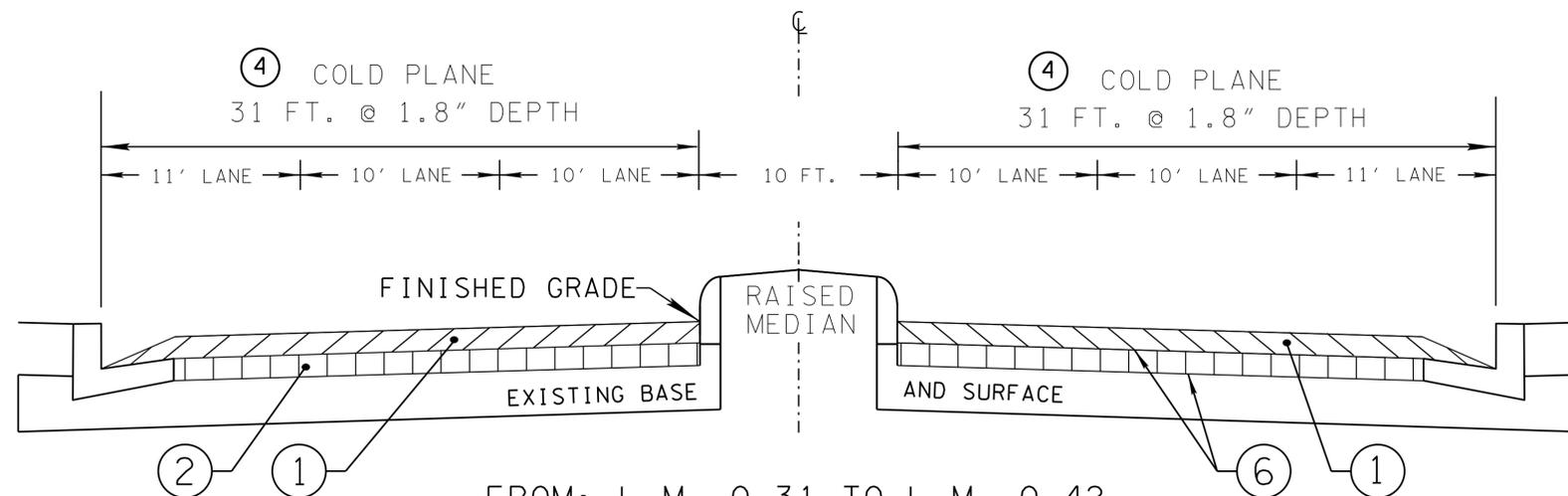
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH/HSIP-1(342)	3

TYPICAL SECTION



FROM: L.M. 0.15 TO L.M. 0.31
 FROM: L.M. 0.42 TO L.M. 1.14



FROM: L.M. 0.31 TO L.M. 0.42

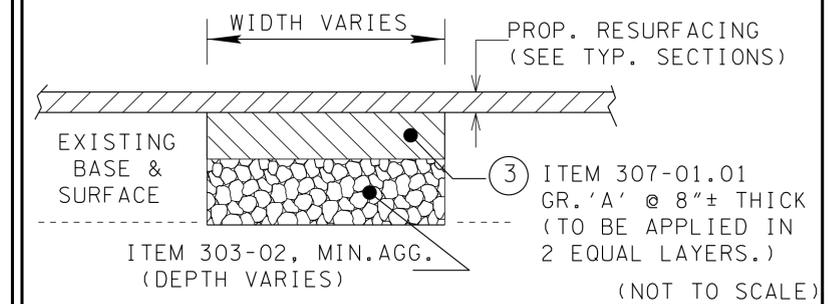
VERTICAL CLEARANCES

NOTICE TO CONTRACTOR:

WBL/EBL

@ L.M. 0.38 AND L.M. 0.39

DETAIL OF BREAKOUT



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PROPOSED PAVEMENT SCHEDULE

① ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"	④ COLD PLANING @ 1.80"± THICK (APPROX. 189.00 LBS./S.Y.) ITEM 415-01.02 COLD PLANING BITUMINOUS PAVEMENT
② ASPHALTIC CONCRETE SURFACE (ACS) @ 0.4"± THICK (APPROX. 46 LBS./S.Y.) ITEM 411-03.09 ACS MIX (PG76-22) THIN LIFT CS ASPHALT	⑤ MINERAL AGGREGATE BASE ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D" (THIS ITEM IS TO BE USED FOR BREAKOUT ONLY)
③ BITUMINOUS BASE COURSE (BLACK BASE) @ 8"± THICK (APPROX. 920.0 LBS./S.Y.) ITEM 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A" (THIS ITEM IS TO BE USED FOR BREAKOUT ONLY)	⑥ TACK COAT (TC) ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.10 GAL./S.Y.)

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 (NOT TO SCALE)

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH/HS1P-1(342)	4

GRADING

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

THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY 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.

UTILITIES

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.

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S 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.

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.

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.

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

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.

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 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 MARKINGS (4" LINE), L.M.

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 PVMT MRKNG (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 OPERATIONS 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.

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.

PAVING

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

RESURFACING

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.

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.

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

ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

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 MARKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.

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.

LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF LEVELING COURSE IS PROVIDED.

LOOPS REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES

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.

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.

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.

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

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 BE PARKED 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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**GENERAL
NOTES**

SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH/HS1P-1(342)	4A

SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.

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. COST TO BE INCLUDED IN ITEM NO. 712-06.

IF THE CONTRACTOR ELECTS TO UTILIZE SIGN POST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-05.01.

UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-13.01.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION, ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL PROPERLY ADJUST ALL MANHOLES, ALL UTILITY VALVE COVERS AND LIKE STRUCTURES TO THE FINISHED GRADE OF THE PAVEMENT. IF EXTENSION RINGS ARE USED, THEY WILL BE SPOT WELDED A MINIMUM OF FIVE TIMES. COST OF ADJUSTMENT IS TO BE INCLUDED IN ITEM 411-03.10, ADJUSTMENT IS TO BE MADE PRIOR TO THE LAYING OF ITEM 411-03.10.

TAPER AROUND ALL CATCH BASINS.

THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS / OR NON-WORK DAYS.

ONLY 4 ARROW BOARDS WILL BE PAID FOR DURING THE LIFE OF THIS PROJECT. IF THE CONTRACTOR'S WORK PHASES REQUIRED ADDITIONAL ARROW BOARDS, THEIR COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

THE CONSTRUCTION OFFICE SHOULD CONTACT THE CITY ENGINEER FOR ADVICE ON LOCATING THE ADVANCE DETECTION LOOPS

THE CONTRACTOR SHALL NOT DISTURB EXISTING LOOP DETECTORS WHILE BREAKING OUT AND REMOVING EXISTING PAVEMENTS.

THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 48 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED. EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.

BETWEEN L.M. 0.15 AND L.M. 1.14:
THE CONTRACTOR SHALL PROPERLY ADJUST ALL MANHOLES AND CATCH BASINS TO THE FINISHED GRADE OF THE PAVEMENT. EXTENSION RINGS SHALL BE REMOVED FROM EXISTING CATCH BASINS TO LOWER GRATE TO PAVEMENT ELEVATION. ADJUSTMENTS ARE TO BE MADE PRIOR TO LAYING OF ITEM 411-01. PAYMENT FOR THESE ADJUSTMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 611-09.01.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

- A. 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:
 1. 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 SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

THE CONTRACTOR IS TO CONDUCT HIS WORK SO AS TO PROTECT THE BNSF AND CNIC RAILROAD COMPANY TRACT FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY BNSF AND CNIC SO AS TO MAINTAIN CLEARANCE AND NOT TO INTERRUPT TRAIN TRAFFIC IN ANY MANNER. THE CONTRACTOR SHALL NOT STORE ANY OF HIS CONSTRUCTION EQUIPMENT ON THE RAILROAD'S RIGHT-OF-WAY.

THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVES OF THE RAILROAD.

MR. JOHN W. DINNING
ILLINOIS CENTRAL RAILROAD
ENGINEERING MANAGER PUBLIC WORKS- GULF DIVISION
P.O. BOX 2600
JACKSON, MS. 39207
PHONE: (601) 914-2658
FAX: (601) 914-2649
E-MAIL: JOHN.DINNING@CN.CA

AND

FOR BURLINGTON NORTHERN & SANTA FE
MS. CHERYL TOWNLIAN
MANAGER- PUBLIC PROJECTS TENNESSEE
3253 E. CHESTNUT PKWY.
SPRINGFIELD, MO. 65802
PHONE: (417) 829-4967
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E-MAIL: CHERYL.TOWNLIAN@BNSF.COM

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**SPECIAL
NOTES**

Index of Sheets

SHEET NO.	SHEET NAME
1	... TITLE SHEET
2	... ESTIMATED ROADWAY QUANTITIES
3	... TYPICAL SECTIONS
4-4A	... GENERAL NOTES AND SPECIAL NOTES

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	NH/HSIP-4(9)	
STATE PROJ. NO.	79021-8221-14	

Standard Roadway Drawings

SHEET NO.	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RP-H-4	06-04-13	PERPENDICULAR CURB RAMP
RP-J-23	07-25-12	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05-27-01	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS
RP-J-25	05-27-01	CONCRETE PAVEMENT JOINT REPAIR DETAILS
RP-S-7	06-04-13	DETAILS FOR STANDARD CONCRETE SIDEWALKS
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS AND PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD-HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN
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-SG-3A		ALTERNATE DETECTION DETAILS

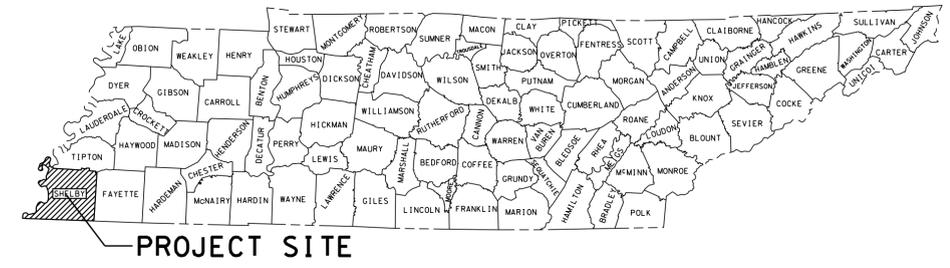
SHELBY COUNTY

S.R. 4

FROM: L.M. 12.40 (JCT. S.R. 3)
TO: L.M. 14.23 (JCT. S.R. 1)

RESURFACING

STATE HIGHWAY NO. 4 F.A.H.S. NO. N.A.



UTILITY OWNERS	
UTILITY	UTILITY CONTACT
TELEPHONE	A T & T DON ROE (731) 423-5037 315 EAST COLLEGE ST. JACKSON, TN. 38301
MLG&W	MEMPHIS LIGHT GAS AND WATER TOM WORD (901) 528-4186 220 S. MAIN ST. MEMPHIS, TN. 38101
SEWER	CITY OF MEMPHIS GARY W. VADEN P.E. (901) 576-6725 125 N. MAIN ST. SUITE 639 MEMPHIS, TN. 38103

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**END PROJECT L.M. 14.23
(JCT. S.R. 1)**

**BEGIN PROJECT L.M. 12.40
(JCT. S.R. 3)**

RAILROAD NOTE	
DOT# 732199N @ L.M. 13.19	NS RAILROAD CORP. OVERHEAD CROSSING
DOT# 348609D @ L.M. 13.75	CSXT RAILROAD OVERHEAD CROSSING
DOT# 663391C @ L.M. 13.75	BNSF RAILROAD CO. OVERHEAD CROSSING
DOT# 663391C @ L.M. 13.75	UP RAILROAD OVERHEAD CROSSING

APPROVED: *Paul D. Decker*
CHIEF ENGINEER

DATE: _____
APPROVED: *John Schroer*
JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

TDOT C.E. MANAGER 1 TABITHA CAVANESS, P.E., REG. 4
DESIGNER RYAN PHILPOTT, REG. 4 CHECKED BY WILLIE COLEMAN, REG. 4

P.E. NO. 98043-4283-04
PIN: 121062.00



PROJECT LENGTH 1.83 MILES
TOTAL LANE MILES RESURFACED 12.17 MILES

TRAFFIC DATA	
ADT (2014)	23050

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH-HSIP-4(9)	2

FOOTNOTES

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	79021-8221-14 QUANTITY	NH/HSIP-4(9) 79021-3221-94 QUANTITY	TOTAL QUANTITY
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	5334		5334
203-06	WATER	M.G.	27		27
① 303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (TYPE D)	TON	3609		3609
② 307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	2454		2454
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	70		70
③ 411-03.09	ACS MIX(PG76-22) THIN LIFT CS ASPHALT	TON	1773		1773
④⑤ 411-03.10	ACS MIX(PG76-22) GRADING D	TON	5123		5123
⑥ 415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	77328		77328
⑦⑧ 604-10.54	CONCRETE REPAIRS	S.F.	1200		1200
611-09.01	ADJUSTMENT OF EXISTING CATCHBASIN	EACH	8		8
⑧ 701-01.01	CONCRETE SIDEWALK (4 ")	S.F.	600		600
⑨ 701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	4560		4560
⑧ 702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	35		35
712-01	TRAFFIC CONTROL	LS	0.5		0.5
⑩ 712-06	SIGNS (CONSTRUCTION)	S.F.	1216		1216
712-08.03	ARROW BOARD (TYPE C)	EACH	4		4
716-01.23	Snwplwble Pvmr Mrkrs (Bi-Dir)(2 Color)	EACH		600	600
716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.		2200	2200
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.		180	180
⑪⑫ 716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		1100	1100
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		36	36
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH		25	25
⑬ 716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	16.72		16.72
⑭ 716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.		8.36	8.36
717-01	MOBILIZATION	LS	0.5		0.5

- ① FOR BREAKOUT ONLY.
- ② FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01 ONLY.
- ③ INCLUDES 339 TONS FOR GORE AREAS, INTERSECTIONS, SIDE ROADS, CROSS-OVERS, AND TURN LANES.
- ④ INCLUDES 994 TONS FOR GORE AREAS, INTERSECTIONS, SIDE ROADS, CROSS-OVERS, AND TURN LANES.
- ⑤ SEE SPECIAL PROVISION NO. 407G FOR MATERIAL TRANSFER DEVICE AND SPECIAL PROVISION NO. 411C FOR RIDEABILITY SPECIFICATIONS.
- ⑥ INCLUDES 15000 S.Y. FOR GORE AREAS, INTERSECTIONS, SIDE ROADS, CROSS-OVERS, AND TURN LANES.
- ⑦ FOR CONCRETE PAVEMENT REPAIR BETWEEN L.M. 12.48 AND 12.79.
- ⑧ THE COST OF REMOVAL TO BE INCLUDED IN THIS ITEM.
- ⑨ HANDICAP RAMP MUST BE CONSTRUCTED USING CITY OF MEMPHIS STANDARDS.
- ⑩ QUANTITY INCLUDES

2	ROAD WORK NEXT 2 MI.	(G20-1)	(48" X 24")
2	END ROAD WORK	(G20-2)	(48" X 24")
10	UNEVEN LANES	(W8-11)	(48" X 48")
40	ROAD WORK AHEAD	(W20-1)	(48" X 48")
2	ROAD WORK 1500 FT.	(W20-1)	(48" X 48")
2	ROAD WORK 1000 FT.	(W20-1)	(48" X 48")
2	ROAD WORK 500 FT.	(W20-1)	(48" X 48")
2	RIGHT LANE CLOSED 1,500 FT.	(W20-5)	(48" X 48")
2	RIGHT LANE CLOSED 1,000 FT.	(W20-5)	(48" X 48")
2	RIGHT LANE CLOSED 500 FT.	(W20-5)	(48" X 48")
2	LEFT LANE CLOSED 1,500 FT.	(W20-5)	(48" X 48")
2	LEFT LANE CLOSED 1,000 FT.	(W20-5)	(48" X 48")
2	LEFT LANE CLOSED 500 FT.	(W20-5)	(48" X 48")
2	FLAGGER AHEAD	(W20-7a)	(48" X 48")
2	FRESH OIL	(W21-2)	(48" X 48")
2	MOTORCYCLE GROOVE SIGN	(TN-64)	(48" X 48")
- ⑪ FOR FINAL PAVEMENT MARKING ONLY.
- ⑫ THE CONTRACTOR MAY ELECT TO SUBSTITUTE PERFORMED PLASTIC FOR THERMOPLASTIC. PERFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE BED FOR THERMOPLASTIC.
- ⑬ FOR USE AS TEMPORARY LINE MARKINGS.

SIGNALIZATION TABULATION
REQUESTED

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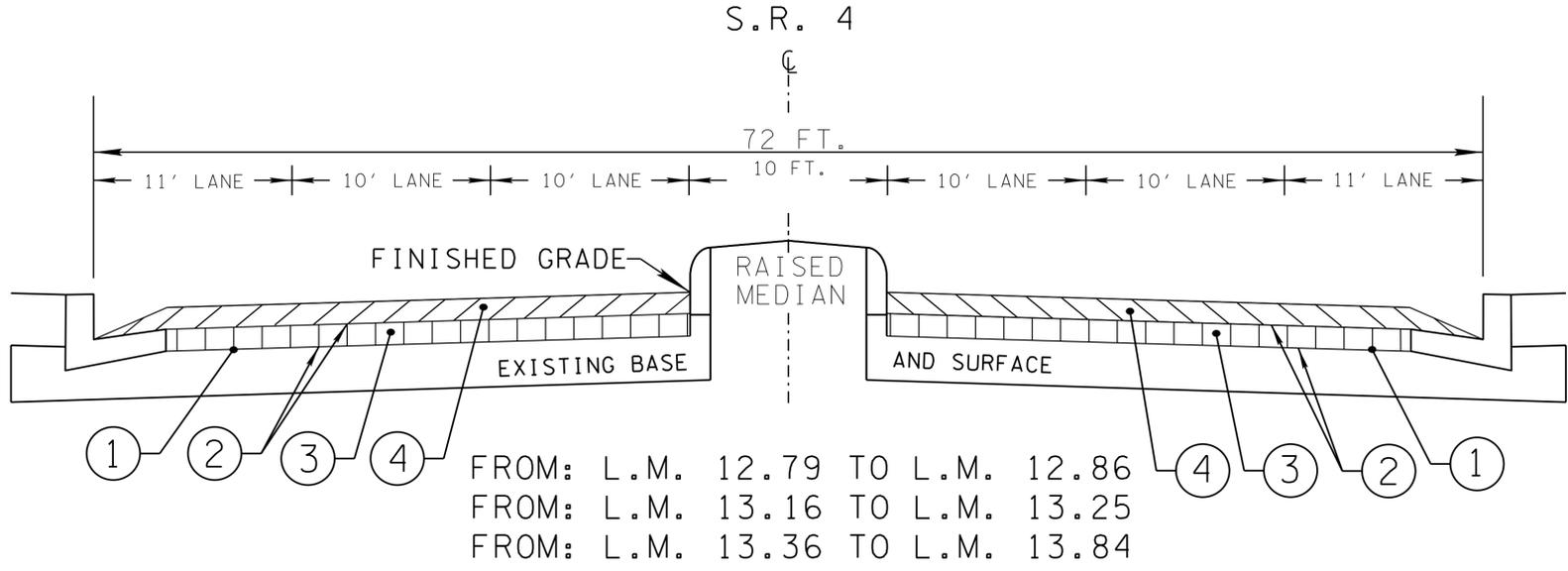
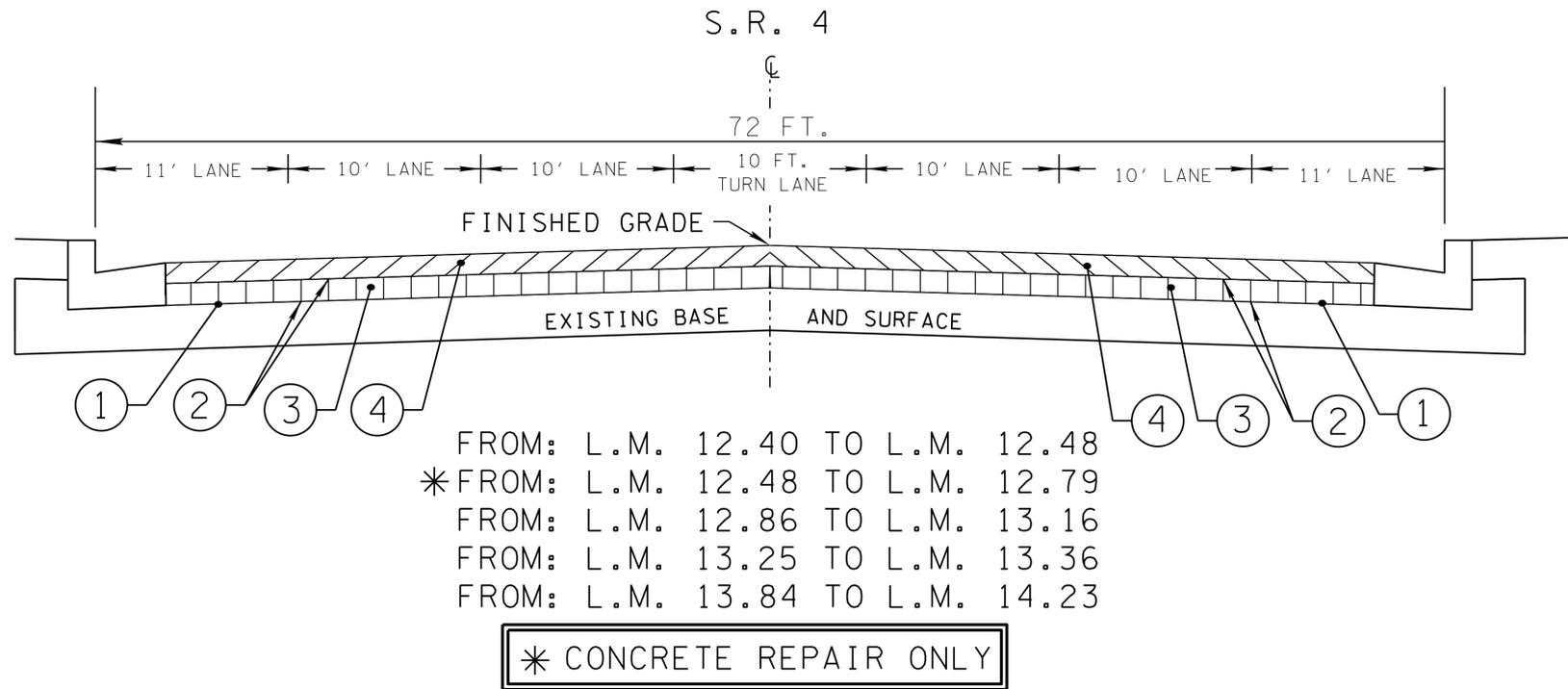
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**ESTIMATED
ROADWAY
QUANTITIES**

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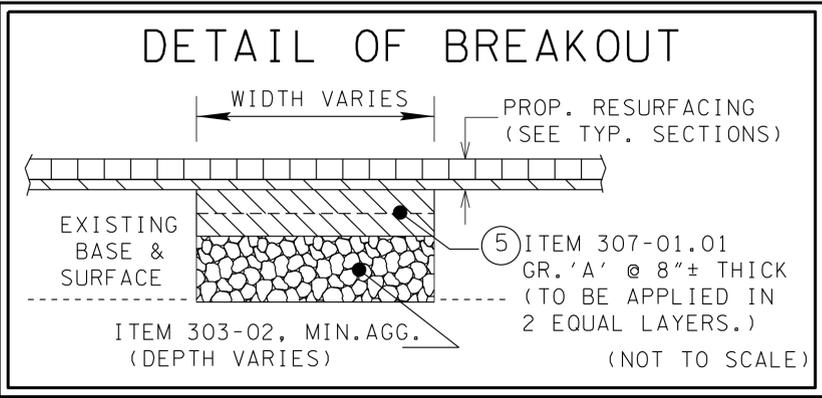
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-4(9)	3



PROPOSED PAVEMENT SCHEDULE	
①	COLD PLANING @ 1.75"± THICK (APPROX. 183.75 LBS./S.Y.) ITEM 415-01.02 COLD PLANING BITUMINOUS PAVEMENT
②	TACK COAT (TC) FOR MILLING - COLD PLANE ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.10 GAL./S.Y.)
③	ASPHALTIC CONCRETE SURFACE (ACS) @ 0.40"± THICK (APPROX. 46.00 LBS./S.Y.) ITEM 411-03.09 ACS MIX (PG76-22) THIN LIFT CS ASPHALT
④	ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.) ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"
⑤	BITUMINOUS BASE COURSE (BLACK BASE) @ 8"± THICK (APPROX. 920.0 LBS./S.Y.) ITEM 307-01.01 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "A" (THIS ITEM IS TO BE USED FOR BREAKOUT ONLY)

BRIDGE NOTE

NO BRIDGES IN PROJECT LIMITS



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TYPICAL SECTIONS

(NOT TO SCALE)

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GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-4(9)	4

GRADING

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

THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY 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.

UTILITIES

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.

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S 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.

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.

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.

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

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.

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

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 PVMT MRKNG (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 OPERATIONS IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

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.

PAVING

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

RESURFACING

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 CONSTRUCTIONS.

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.

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

ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

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 MARKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.

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.

LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF LEVELING COURSE IS PROVIDED.

LOOPS REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES

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.

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.

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.

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

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 BE PARKED 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.

SPECIAL NOTES

SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.

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. COST TO BE INCLUDED IN ITEM NO. 712-06.

IF THE CONTRACTOR ELECTS TO UTILIZE SIGN POST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-05.01.

UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-13.06.

ITEM 303-02 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION, ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

THE CONTRACTOR SHALL PROPERLY ADJUST ALL MANHOLES, ALL UTILITY VALVE COVERS AND LIKE STRUCTURES TO THE FINISHED GRADE OF THE PAVEMENT. IF EXTENSION RINGS ARE USED, THEY WILL BE SPOT WELDED A MINIMUM OF FIVE TIMES. COST OF ADJUSTMENT IS TO BE INCLUDED IN ITEM 411-03.10, ADJUSTMENT IS TO BE MADE PRIOR TO THE LAYING OF ITEM 411-03.10.

TAPER AROUND ALL CATCH BASINS.

MATERIAL TRANSFER DEVICE SHALL BE USED FOR D MIX.

THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS / OR NON-WORK DAYS.

ONLY 4 ARROW BOARDS WILL BE PAID FOR DURING THE LIFE OF THIS PROJECT. IF THE CONTRACTOR'S WORK PHASES REQUIRED ADDITIONAL ARROW BOARDS, THEIR COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

THE INSIDE SHOULDERS WILL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.

THE CONSTRUCTION OFFICE SHOULD CONTACT THE CITY ENGINEER FOR ADVICE ON LOCATING THE ADVANCE DETECTION LOOPS

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES
AND
SPECIAL NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-4(9)	4A

THE CONTRACTOR SHALL NOT DISTURB EXISTING LOOP DETECTORS WHILE BREAKING OUT AND REMOVING EXISTING PAVEMENTS.

THE CONTRACTOR WILL BE REQUIRED TO PAVE IMMEDIATELY BEHIND COLD PLANING OPERATIONS TO ENSURE THAT THE MILLED SURFACE WILL BE COVERED WITH BITUMINOUS/CEMENT THE SAME WORK DAY, AND ABIDE BY DROP-OFF POLICY.

THE MILLING AND PAVING OF THE ROADWAY SHALL BE PERFORMED BETWEEN THE HOURS OF 6:00 P.M. AND 6:00 A.M. DURING WEEKDAYS. THE CONTRACTOR SHALL MAINTAIN ALL LANES OF TRAFFIC IN EACH DIRECTION BETWEEN 6:00 A.M. AND 6:00 P.M. MONDAY THROUGH FRIDAY.

THE RAISED REFLECTOR SHALL BE REMOVED BEFORE COLD PLANING.

BETWEEN L.M. 12.40 AND L.M. 14.23:
THE CONTRACTOR SHALL PROPERLY ADJUST ALL CATCH BASINS TO THE FINISHED GRADE OF THE PAVEMENT. EXTENSION RINGS SHALL BE REMOVED FROM EXISTING CATCH BASINS TO LOWER GRATE TO PAVEMENT ELEVATION. ADJUSTMENTS ARE TO BE MADE PRIOR TO LAYING OF ITEM 411-03.10. PAYMENT FOR THESE ADJUSTMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 611-09.01.

THIS IS A NIGHT JOB ALL LANES OPEN TO TRAFFIC FROM 6:00 A.M. TO 7:00 P.M. SUNDAY THRU THURSDAY.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

- A. 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:
 - 1. 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 SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

SPECIAL EROSION PREVENTION AND SEDIMENT CONTROL

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDE DRAINS, AND CROSS DRAINS, TO ENSURE THAT THE DRAINAGE FEATURES/ WATERCOURSES ARE NOT STREAMS OR WETLANDS. IF THE CONTRACTOR/ TDOT INSPECTOR IS UNSURE WHETHER THE DRAINAGE FEATURES ARE STREAMS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION TO OBTAIN THE APPROPRIATE PERMITS.

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CONSTRUCTING EARTH PADS FOR THE TYPE 38 TERMINALS TO ENSURE THAT THE ENVIRONMENTAL FEATURES (STREAMS, WETLANDS, OR SPRINGS) ARE NOT IMPACTED DURING CONSTRUCTION. IF THE CONTRACTOR/TDOT INSPECTOR IS UNSURE WHETHER THE ENVIRONMENTAL FEATURES ARE STREAMS, SPRINGS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY OR PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED. AND DURING CONSTRUCTION OF THE EARTH PADS FOR THE TYPE 38 GUARDRAIL TERMINALS, EXISTING VEGETATION WILL BE REQUIRED TO BE REMOVED FOR THE PROPOSED PAD AND SLOPES. IF DURING THE VEGETATION REMOVAL, ANY TREES GREATER THAN 3 INCHES IN DIAMETER ARE REQUIRED TO BE REMOVED, CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY. DUE TO RECENT MODIFICATION OF THE USFWS STANCE REGARDING THE INDIANA BAT NO TREES >3" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

DUE TO THE TYPE OF WORK IT IS OUR UNDERSTANDING THAT THE PROJECT WILL NOT DISTURB MORE THAT ONE ACRE. IF THE DISTURBED AREA IS MORE THAN ONE ACRE, PLEASE CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION BECAUSE A NPDES PERMIT WILL BE REQUIRED.

RAILROAD CROSSING NOTES

THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE RAILROADS' TRACKS AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY CSXT, NSRR, BNSF RAILWAY CO., AND UNION PACIFIC RR SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.

THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE CONSTRUCTION EQUIPMENT UPON NOR STORE OR DUMP WASTE CONSTRUCTION MATERIALS UPON THE RAILROADS' RIGHT OF WAY.

THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A DETAILED AND COMPREHENSIVE PLAN, PROCEDURE AND SCHEDULE FOR REVIEW AND APPROVAL BY THE PUBLIC ENGINEERS/MANAGERS FOR THE RAILROADS BEING AFFECTED BY THIS PROJECT FOR THE FOLLOWING TASK IN THE RAILROAD'S RIGHT OF WAY:

COLD PLANING AND RESURFACING ON HIGHWAY UNDER CSXT, BNSF RAILWAY AND UNION PACIFIC RR AT L.M. 13.75, AND UNDER NSRR AT L.M. 13.19.

THE CONTRACTOR SHALL USE EXTREME CARE AND TAKE ANY MEASURE NECESSARY TO PREVENT DEBRIS FROM FALLING ON TO THE RAILROADS' RIGHT OF WAY. THE COST OF REMOVING AND DISPOSING OF DEBRIS AND THE COMPLETE AND FULL PROTECTION OF THE CONTRACTOR'S WORK AREA FOR COLD PLANING AND RESURFACING SHALL BE INCLUDED IN UNIT ITEM BID ON.

FOR ANY COLD PLANING OR RESURFACING UNDER THE RAILROADS IT IS ANTICIPATED THAT RAILROAD FLAGGING SERVICES MAY BE REQUIRED.

SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C(R) REGARDING INSURANCE AND RAILROAD FLAGGING SERVICES REQUIREMENTS. FOR WORK UNDER AND/OR ADJACENT TO THE RAILROADS' RIGHT OF WAY.

THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVES OF THE RAILROAD.

FOR NORFOLK SOUTHERN RAILROAD

PRIMARY CONTACT:

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FOR CSX RAILROAD

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