

Index of Sheets

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

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-3	01-30-15	CURB RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-4	01-30-15	PERPENDICULAR CURB RAMP
RP-H-5	01-30-15	PARALLEL CURB RAMP
RP-H-7	01-30-15	PERPENDICULAR CURB RAMP IN CURVE
RP-H-9	01-30-15	PARALLEL CURB RAMP IN CURVE
RP-S-7	06-04-13	DETAILS FOR STANDARD CONCRETE SIDEWALKS
S-GRC-1		GUARDRAIL CONNECTION TO BRIDGE ENDS OR BARRIER WALL
S-GRT-2	11-03-14	TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-2R		EARTH PAD FOR TYPE 38 TERMINAL (RETROFIT)
S-PL-3		SAFETY PLAN: MINIMUM INSTALLATION AT BRIDGE ENDS
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-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

SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2015 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, P.E., REG. 4 CHECKED BY DEREK LINK, REG. 4

P.E. NO. 98043-4283-04
 PIN: 121074.00

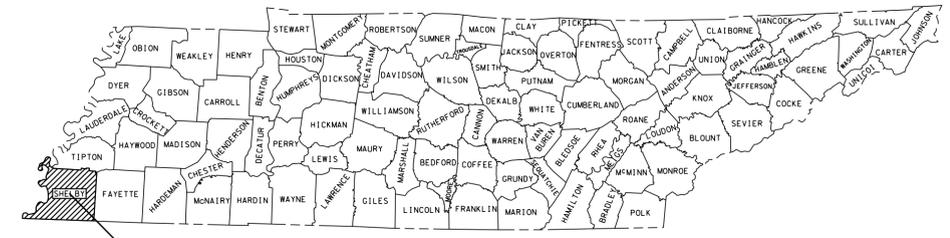
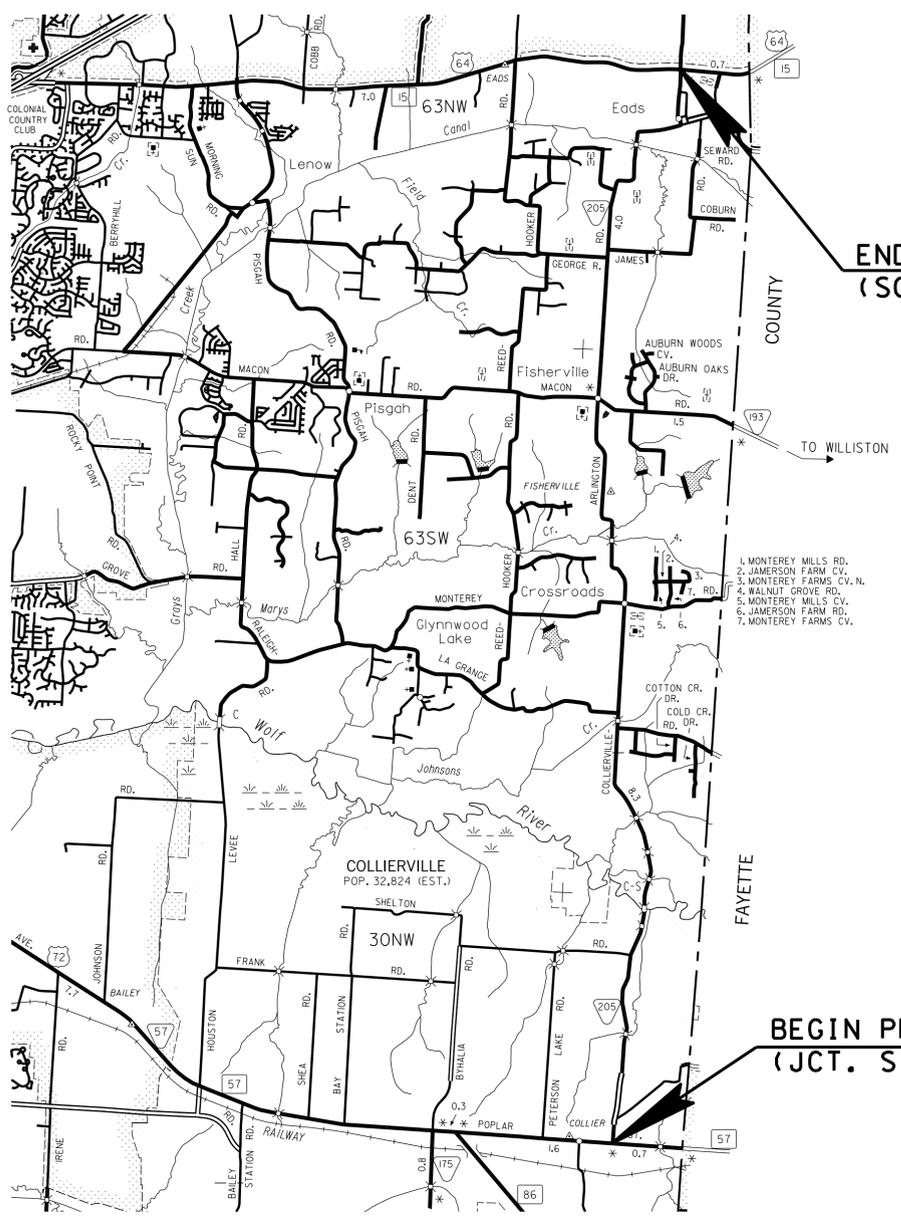
STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENGINEERING

SHELBY COUNTY

S.R. 205
 FROM: L.M. 0.00 (JCT. S.R. 57)
 TO: L.M. 12.23 (SOUTH OF S.R. 15)

RESURFACING

STATE HIGHWAY NO. 205 F.A.H.S. NO. N.A.



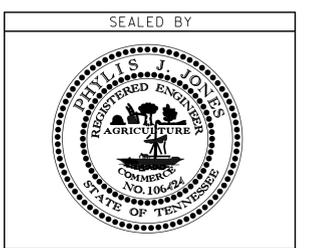
PROJECT SITE

END PROJECT L.M. 12.23
 (SOUTH OF S.R. 15)

BEGIN PROJECT L.M. 0.00
 (JCT. S.R. 57)

UTILITY OWNERS	
UTILITY	UTILITY CONTACT
TELEPHONE	A T & T JOEY PATTERSON (731) 423-0521 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	TOWN OF COLLIERVILLE TIM OVERLY (901) 853-3215 500 POPLAR VIEW PARKWAY COLLIERVILLE, TN 38027

UNOFFICIAL SET
NOT FOR BIDDING



APPROVED: Paul D. DeGges
 CHIEF ENGINEER

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

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
 DIVISION ADMINISTRATOR DATE

TRAFFIC DATA	
ADT (2015)	9440

PROJECT LENGTH **12.23 MILES**
 TOTAL LANE MILES RESURFACED **28.40 MILES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-205(25)	2

FOOTNOTES

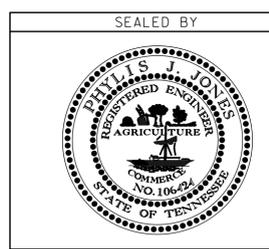
- ① INCLUDES 2358 TONS FOR BREAKOUT.
- ② FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01 ONLY.
- ③ INCLUDES 405 TONS FOR GORE AREAS, INTERSECTIONS, SIDE ROADS, CROSS-OVERS, AND TURN LANES.
- ④ INCLUDES 1166 TONS FOR GORE AREAS, INTERSECTIONS, SIDE ROADS, CROSS-OVERS, AND TURN LANES, AND 239 TONS FOR PRIVATE DRIVES AND FIELD ENTRANCES, AND 18 TONS FOR BUSINESS ENTRANCES.
- ⑤ SEE SPECIAL PROVISION NO. 407G FOR MATERIAL TRANSFER DEVICE AND SPECIAL PROVISION NO. 411C FOR RIDEABILITY SPECIFICATIONS.
- ⑥ INCLUDES 17600 S.Y. FOR GORE AREAS, INTERSECTIONS, SIDE ROADS, CROSS-OVERS, AND TURN LANES.
- ⑦ THE COST OF REMOVAL TO BE INCLUDED IN THIS ITEM.
- ⑧ HANDICAP RAMPS MUST BE CONSTRUCTED USING CITY OF MEMPHIS STANDARDS.
- ⑨ SECTIONS OF CURB AND GUTTER THAT ARE POURED MONOLITHIC WITH THE RAMP ARE INCIDENTAL AND SHOULD BE A PART OF THE HANDICAP RETROFIT ITEM.
- ⑩ TO BE USED AS DIRECTED BY THE ENGINEER.
- ⑪ ANY GRADING FOR EARTH PAD CONSTRUCTION SHALL BE INCLUDED IN THIS ITEM.
- ⑫ QUANTITY INCLUDES

2	ROAD WORK NEXT 12 MI.	(G20-1)	(48" X 24")
2	END ROAD WORK	(G20-2)	(48" X 24")
5	UNEVEN LANES	(W8-11)	(48" X 48")
36	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	SHOULDER WORK	(W21-5)	(48" X 48")
2	ONE LANE ROAD AHEAD	(W20-4)	(48" X 48")
- ⑬ THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.
- ⑭ FOR FINAL PAVEMENT MARKING ONLY.
- ⑮ THE CONTRACTOR MAY ELECT TO SUBSTITUTE PERFORMED PLASTIC FOR THERMOPLASTIC. PERFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE BED FOR THERMOPLASTIC.
- ⑯ FOR USE AS TEMPORARY LINE MARKINGS.
- ⑰ FOR CENTERLINES AND LANE LINES ON FINAL PAVEMENT MARKING.
- ⑱ FOR EDGELINES ON FINAL PAVEMENT MARKING.

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	79035-4217-04 QUANTITY	HSIP-205(25) 79035-3217-94 QUANTITY	TOTAL QUANTITY
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	3484		3484
203-06	WATER	M.G.	61		61
① 303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (TYPE D)	TON	8127		8127
② 307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	1603		1603
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	159		159
③ 411-03.09	ACS MIX(PG76-22) THIN LIFT CS ASPHALT	TON	4773		4773
④ ⑤ 411-03.10	ACS MIX(PG76-22) GRADING D	TON	14003		14003
⑥ 415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	207477		207477
⑦ 701-01.01	CONCRETE SIDEWALK (4")	S.F.	4000		4000
⑧ 701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	4104		4104
⑨ 702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	52		52
⑩ 705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F.		538	538
⑩ 705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.		575	575
⑩ ⑪ 705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH		23	23
712-01	TRAFFIC CONTROL	LS	1		1
⑫ 712-06	SIGNS (CONSTRUCTION)	S.F.	1280		1280
712-08.03	ARROW BOARD (TYPE C)	EACH	2		2
716-01.23	Snwplwble Pvmt Mrkrs (Bi-Dir)(2 Color)	EACH		1300	1300
716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.		1800	1800
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		1150	1150
⑬ ⑭ 716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		30	30
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH		4	4
716-03.03	PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH		6	6
⑮ 716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	95.034		95.034
⑯ 716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.		22.917	22.917
⑰ 716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.		24.6	24.6
717-01	MOBILIZATION	LS	1		1
⑩ 730-03.20	INSTALL PULL BOX (TYPE A)	EACH	6		6
⑩ 730-03.21	INSTALL PULL BOX (TYPE B)	EACH	4		4
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	10		10
⑱ ⑩ 730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	700		700
730-14.01	SHIELDED DETECTOR CABLE	L.F.	650		650
730-14.02	SAW SLOT	L.F.	1700		1700
730-14.03	LOOP WIRE	L.F.	4350		4350

⑱ SIGNALIZATION TABULATION							
INTERSECTION	LOOP WIRE 730-14.03 (LIN. FT.)	SAW SLOT 730-14.02 (LIN. FT.)	SHIELDED CABLE 730-14.01 (LIN. FT.)	1" CONDUIT (PVC) 730-12.01 (LIN. FT.)	2" CONDUIT (PVC) 730-12.02 (LIN. FT.)	INSTALL PULL BOX (TYPE A) 730-03.20	INSTALL PULL BOX (TYPE B) 730-03.21
S.R. 205/US 64	4350	1700	650	10	700	6	4
TOTALS	4350	1700	650	10	700	6	4

**UNOFFICIAL SET
NOT FOR BIDDING**

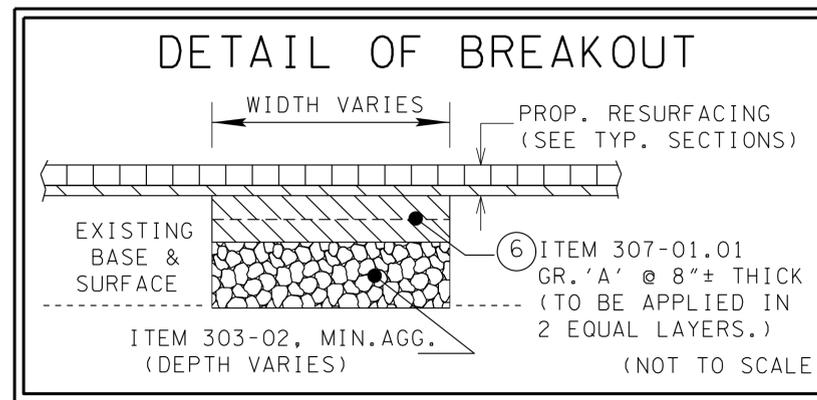
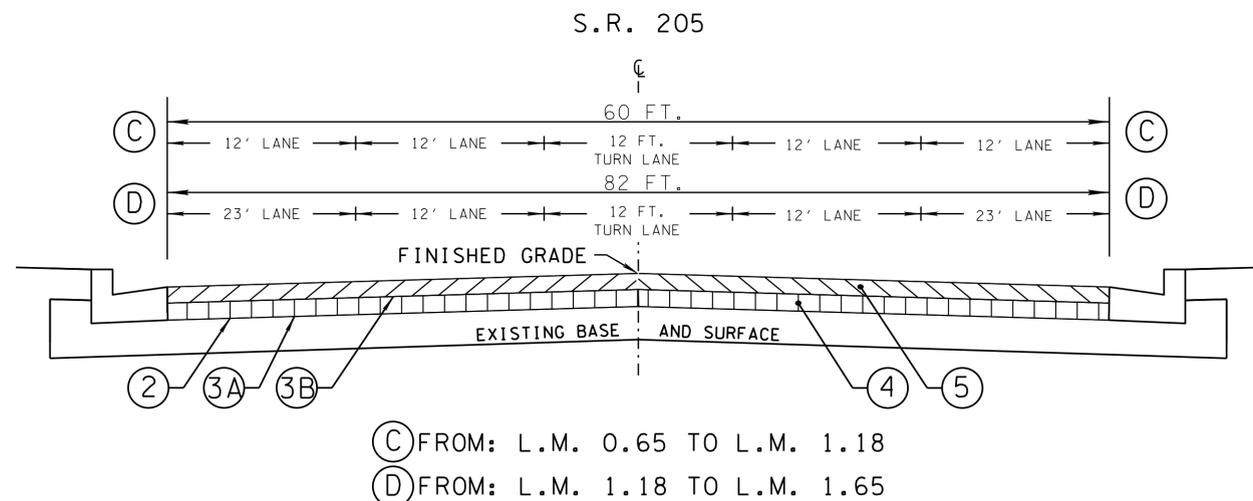
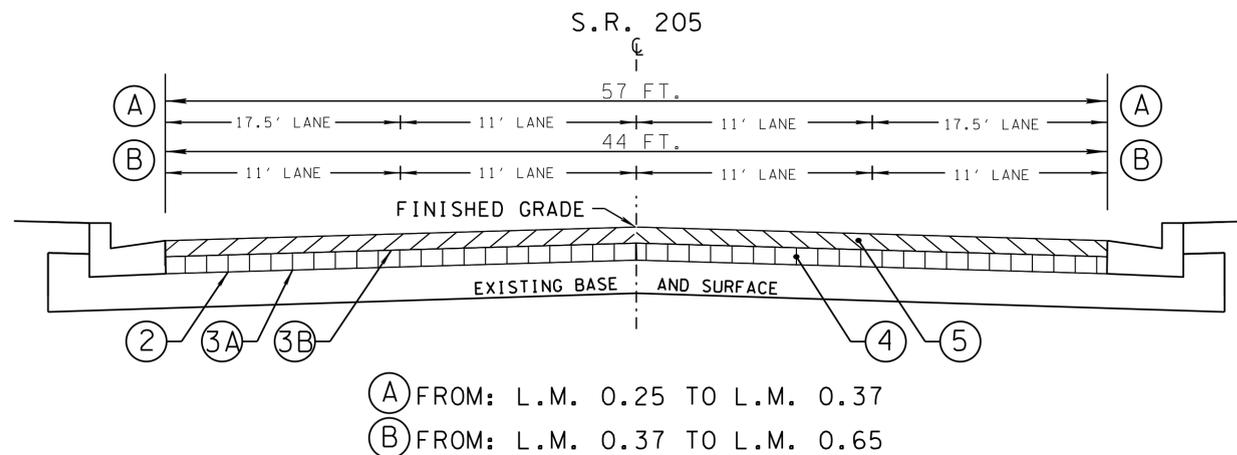
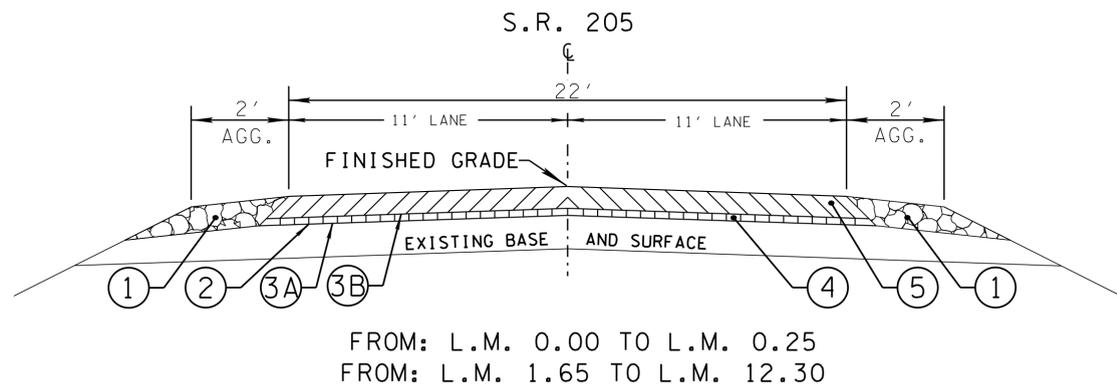


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

I:\0-MAR-2015 14:43 \\JJ04w\01.tdct.state.tn.us\04SHARED\Design\DESIGN\RESURF REG4 PROJ\SHLBY\SR205\LMO-00-LM12-23\79205LMO-00 EST 01YS.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-205(25)	3



VERTICAL CLEARANCES

NOTICE TO CONTRACTOR:

NBL/SBL
@ L.M. 11.47 (17.08' LT.) AND AT
L.M. 11.49 (17.50' RT.)

PROPOSED PAVEMENT SCHEDULE	
①	MINERAL AGGREGATE BASE @ 4"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"
②	COLD PLANING @ 1.80"± THICK (APPROX. 189.00 LBS./S.Y.) ITEM 415-01.02 COLD PLANING BITUMINOUS PAVEMENT
TACK COAT (TC)	
③A	ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.10 GAL./S.Y.)
③B	ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.07 GAL./S.Y.)
④	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
⑤	ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.) ITEM 411-03.10 ACS MIX (PG76-22) GRADING "D"
⑥	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 NOTES

THE CONTRACTOR SHALL:

"LEAVE AS IS"
BRIDGES AT L.M. 1.16 (52.5') AND AT
L.M. 2.83 (177') AND AT L.M. 6.60
(53') AND AT L.M. 11.03 (158').

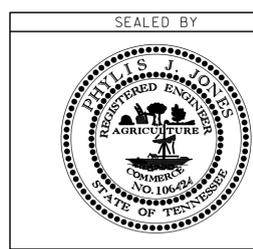
"LEAVE AS IS"
BRIDGES AT L.M. 2.34 (85') AND AT
L.M. 2.51 (705') DUE TO FUTURE
BRIDGE REPAIR.

COLD PLANE 1.25" DEPTH ACROSS EXISTING
STRUCTURE AND PAVE WITH TOP COAT ONLY
@ L.M. 3.12 (220') AND ALSO SHOULD TAKE
EXTREME CARE WHEN COLD PLANING THE EXISTING
BRIDGE DECK, SO AS NOT TO DAMAGE THE EXISTING
DECK SEALANT AND/OR EXPANSION JOINT MEMBERS
(STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE
DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE
FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO
THE SATISFACTION OF THE PROJECT ENGINEER AT NO
ADDITIONAL COST.

PAVE ACROSS EXISTING STRUCTURE WITH TOP
COAT ONLY @ L.M. 3.52 (95').

COLD PLANE 1.25" DEPTH ACROSS EXISTING
STRUCTURE AND PAVE WITH TOP COAT ONLY
@ L.M. 4.59 (70').

**UNOFFICIAL
SET
NOT FOR
BIDDING**



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TYPICAL
SECTIONS**
(NOT TO SCALE)

I:\0-MAR-2015 14:44 \\JJ04w\01.tdct.state.tn.us\04SHARED\Design\DESIGN\RESURF REG4 PROJ\SHELBY\SR205\LM0-00-LM12-23\T9205LM0-00 TYPICAL.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HS1P-205(25)	4

GENERAL NOTES

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.

GUARDRAIL

THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPE UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. 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.

IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE A LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

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 BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING 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.

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.

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.

EQUIPMENT AND INSTALLATION SHALL COMPLY WITH TDOT "SPECIAL PROVISIONS REGARDING SECTION 730M-TRAFFIC SIGNALS."

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.

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**GENERAL
NOTES**

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. 716-13.01 AND/OR 716-12.02.

THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES AS WELL AS PROVIDING THE LAYOUT OF ALL PAVEMENT MARKINGS REQUIRED ON THE PROJECT. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORDANCE WITH CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE CONTRACTOR WILL BE REQUIRED TO CLEAN AND BLADE GRASS FROM SHOULDERS BEFORE PLACING ITEM 303-02. MATERIAL BLADED FROM SHOULDERS TO BE PICKED UP AND DISPOSED OF AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN ITEM 303-02.

THE CONTRACTOR WILL BE REQUIRED TO TRENCH THE EXISTING SHOULDER AND UTILIZE SAME MATERIAL TO CONSTRUCT OUTSIDE GRAVEL SHOULDER. THE SHOULDER SHALL BE DRESSED AND EXCESS MATERIAL DISPOSED OF AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN ITEM 303-02.

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.

BUSINESS ENTRANCES WILL BE PAVED THE SHOULDER WIDTH AND ONE PAVER WIDTH PLUS UP TO THREE FEET LIP OFF.

DRIVEWAYS AND FIELD ENTRANCES WILL BE PAVED THE SHOULDER WIDTH PLUS UP TO THREE FEET LIP OFF.

THIS POLICY DOES NOT APPLY TO BUSINESS ENTRANCES AND DRIVEWAYS BEHIND CURB AND GUTTER UNLESS OTHERWISE STATED IN THE PLANS OR DIRECTED BY THE ENGINEER.

WHEN A PERFORMANCE GRADE (PG) ASPHALT MIX WITH PROPERTIES GREATER THAN THAT OF PG64-22 IS CALLED FOR ON RESURFACING PLANS AND IS THE ONLY ASPHALT GRADE ON THE PROJECT, THE CONTRACTOR HAS THE OPTION OF USING EITHER THE ASPHALT GRADE SHOWN ON THE PLANS OR AN ASPHALT GRADE EQUAL TO OR BETTER THAN PG64-22 FOR DRIVEWAYS AND BUSINESS ENTRANCES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE MATERIAL WILL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THE ASPHALT OR ASPHALT MIX. THE MATERIAL TICKETS SHALL BE MARKED "FOR DRIVEWAYS AND BUSINESS ENTRANCES ONLY" AT THE POINT OF MANUFACTURE.

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

ONLY 2 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 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.

ALL EXISTING SURPLUS MATERIAL AND JOINT MATERIAL ABOVE THE ADJACENT SURFACE ELEVATION WILL BE REMOVED TO THE NORMAL SURFACE LEVEL. COST TO BE INCLUDED IN OTHER ITEMS.

THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK SO AS NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS TO ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

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.

THE RAISED REFLECTOR SHALL BE REMOVED BEFORE COLD PLANING.

THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HS1P-205(25)	4A

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**SPECIAL
NOTES**