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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SHELBY COUNTY

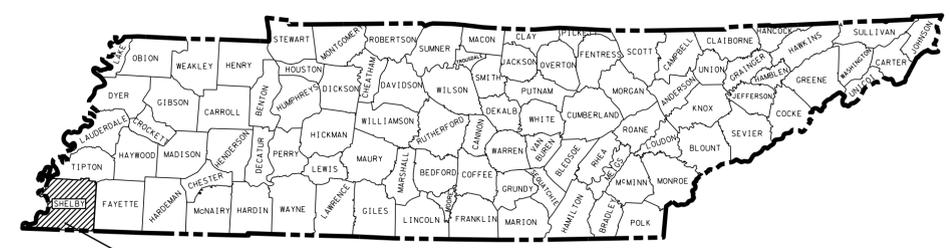
S.R. 15

FROM: L.M. 3.39 (BARTLETT BOULEVARD)
TO: L.M. 5.86 (BRIDGE OVER FLETCHER CREEK)

RESURFACING

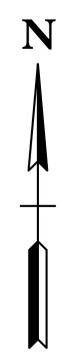
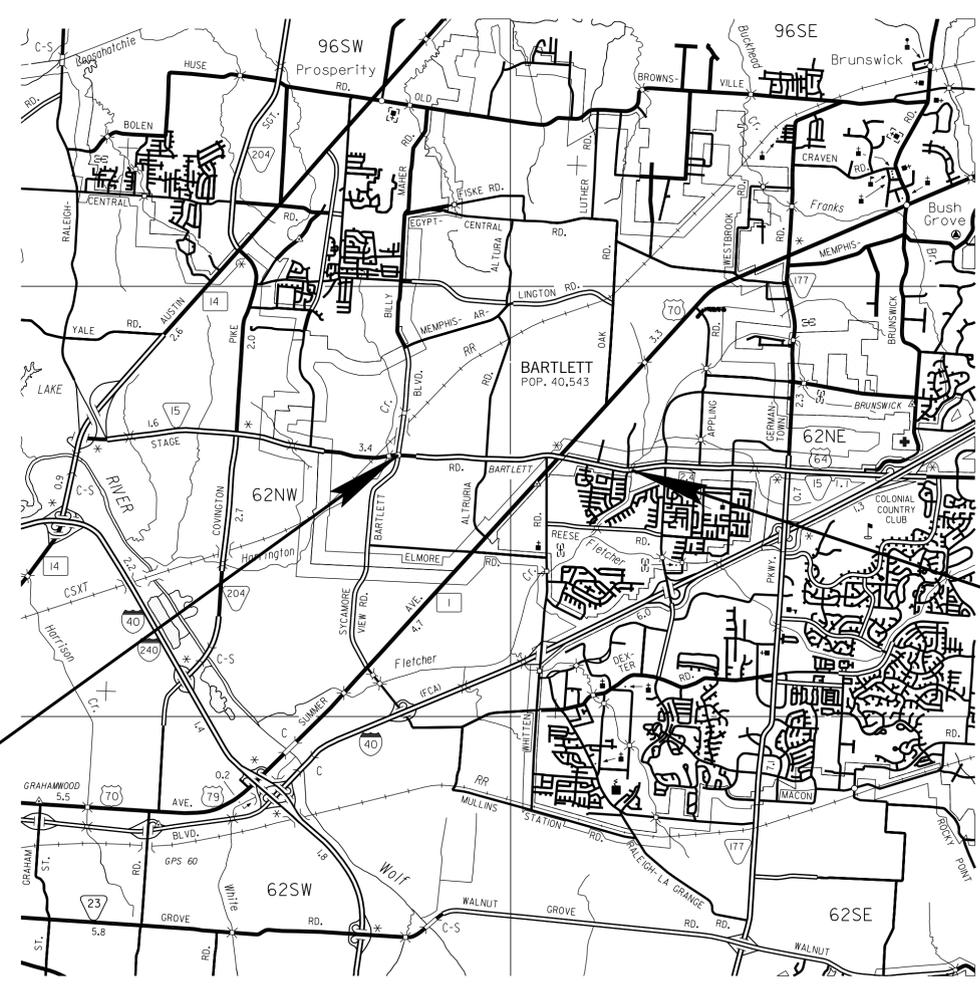
STATE HIGHWAY NO. 15 F.A.H.S. NO. N.A.

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	NH/HSIP-15(177)	
STATE PROJ. NO.	79045-8226-14	



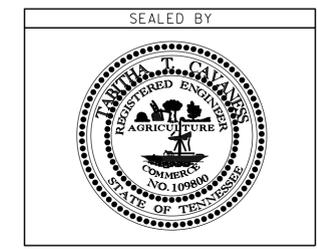
PROJECT SITE

SHEET NO.	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
D-PG-3	04-15-97	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
RP-H-4	06-04-13	PERPENDICULAR CURB RAMP
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-15-13	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS AND PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	11-01-11	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



NO EXCLUSIONS
NO EQUATIONS

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END PROJECT L.M. 5.86
(BRIDGE OVER FLETCHER CREEK)

BEGIN PROJECT L.M. 3.39
(BARTLETT BOULEVARD)

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 FEBRUARY 4, 2014 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT



PROJECT LENGTH **2.47 MILES**
TOTAL LANE MILES RESURFACED **14.82 MILES**

TRAFFIC DATA	
ADT (2014)	28210

TDOT C.E. MANAGER 1 TABITHA CAVANESS, REG. 4
DESIGNER RYAN PHILPOTT, REG. 4 CHECKED BY RAQUEL COOK/ANDREW NIPP, REG. 4
P.E. NO. 98043-4283-04
PIN: 117803.00

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-15(177)	2

ESTIMATED ROADWAY QUANTITIES

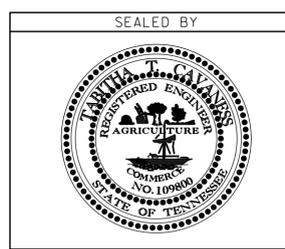
ITEM NO.	DESCRIPTION	UNIT	79045-8226-14	NH/HSIP-15(177)	TOTAL QUANTITY
			QUANTITY	QUANTITY	
203-06	WATER	M.G.	1		1
303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (TYPE D)	TON	49		49
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	57		57
①	411-01.10 ACS MIX(PG64-22) GRADING D	TON	200		200
②③	411-03.10 ACS MIX(PG76-22) GRADING D	TON	8698		8698
④	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	16911		16911
	607-39.02 18" PIPE CULVERT (SIDE DRAIN)	L.F.	30		30
	611-01.20 ADJUSTMENT OF EXISTING MANHOLE	EACH	23		23
	611-09.01 ADJUSTMENT OF EXISTING CATCHBASIN	EACH	39		39
	701-02.01 CONCRETE HANDICAP RAMP (RETROFIT)	S.F.		5700	5700
	712-01 TRAFFIC CONTROL	LS	1		1
⑤	712-06 SIGNS (CONSTRUCTION)	S.F.	2080		2080
	712-08.03 ARROW BOARD (TYPE C)	EACH	4		4
⑥	716-01.10 SNOWPLOWABLE REFLECTIVE MARKER	EACH		1136	1136
	716-02.03 PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.		2817	2817
	716-02.04 PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.		545	545
⑦	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		1224	1224
	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		50	50
	716-03.01 PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH		15	15
⑧	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	11		11
⑨	716-05.05 PAINTED PAVEMENT MARKING (STOP LINE)	L.F.	670		670
⑦⑩	716-12.01 ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.		18	18
⑦	716-12.03 ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.		720	720
	717-01 MOBILIZATION	LS	1		1
①①	730-12.01 CONDUIT 1" DIAMETER (PVC)	L.F.	50		50
	730-14.01 SHIELDED DETECTOR CABLE	L.F.	50		50
	730-14.02 SAW SLOT	L.F.	3180		3180
	730-14.03 LOOP WIRE	L.F.	8016		8016

FOOTNOTES

- ① TO BE USED FOR SPOT LEVELING.
- ② INCLUDES 147 TONS FOR COLD PLANING OF CITY STREETS, AND 444 TONS FOR LEFT TURN LANES FROM L.M. 5.10 TO L.M. 5.86.
- ③ SEE SPECIAL PROVISION NO. 407G FOR MATERIAL TRANSFER DEVICE AND SPECIAL PROVISION NO. 411C FOR RIDEABILITY SPECIFICATIONS.
- ④ INCLUDES 145 TONS FOR COLD PLANING OF CITY STREETS, AND 439 TONS FOR LEFT TURN LANES FROM L.M. 5.10 TO L.M. 5.86.
- ⑤ QUANTITY INCLUDES

4	ROAD WORK NEXT 2.5 MI.	(G20-1)	(48" X 24")
4	END ROAD WORK	(G20-2)	(48" X 24")
28	UNEVEN LANES	(W8-11)	(48" X 48")
19	ROAD WORK AHEAD	(W20-1)	(48" X 48")
4	ROAD WORK 1500 FT.	(W20-1)	(48" X 48")
4	ROAD WORK 1000 FT.	(W20-1)	(48" X 48")
4	ROAD WORK 500 FT.	(W20-1)	(48" X 48")
4	RIGHT LANE CLOSED 1,500 FT.	(W20-5)	(48" X 48")
4	RIGHT LANE CLOSED 1,000 FT.	(W20-5)	(48" X 48")
4	RIGHT LANE CLOSED 500 FT.	(W20-5)	(48" X 48")
4	LEFT LANE CLOSED 1,500 FT.	(W20-5)	(48" X 48")
4	LEFT LANE CLOSED 1,000 FT.	(W20-5)	(48" X 48")
4	LEFT LANE CLOSED 500 FT.	(W20-5)	(48" X 48")
4	FLAGGER AHEAD	(W20-7a)	(48" X 48")
4	FRESH OIL	(W21-2)	(48" X 48")
12	SHOULDER WORK	(W21-5)	(48" X 48")
23	GROOVED PAVEMENT	(TN-64)	(48" X 48")
- THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.
- ⑥ INCLUDES 109 MARKERS FOR TURN LANES AND GORE AREAS.
- ⑦ FOR FINAL PAVEMENT MARKING ONLY. SEE SPECIAL PROVISIONS 411RS & 716ST.
- ⑧ FOR USE AS TEMPORARY LINE MARKINGS ON COLD PLANED SURFACES INCLUDES 1 MILE FOR SPOT LEVELING, CITY STREETS, AND INTERSECTIONS.
- ⑨ FOR USE AS TEMPORARY LINE MARKINGS ON COLD PLANED SURFACES.
- ⑩ INCLUDES 4 MILES FOR CITY STREETS AND INTERSECTIONS.

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DEPARTMENT OF TRANSPORTATION

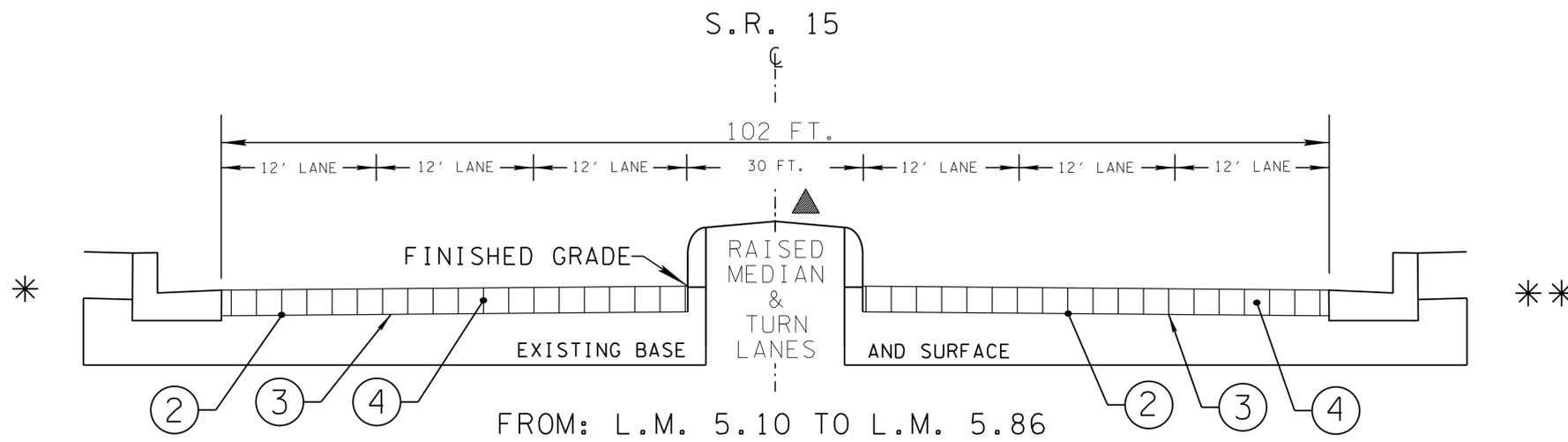
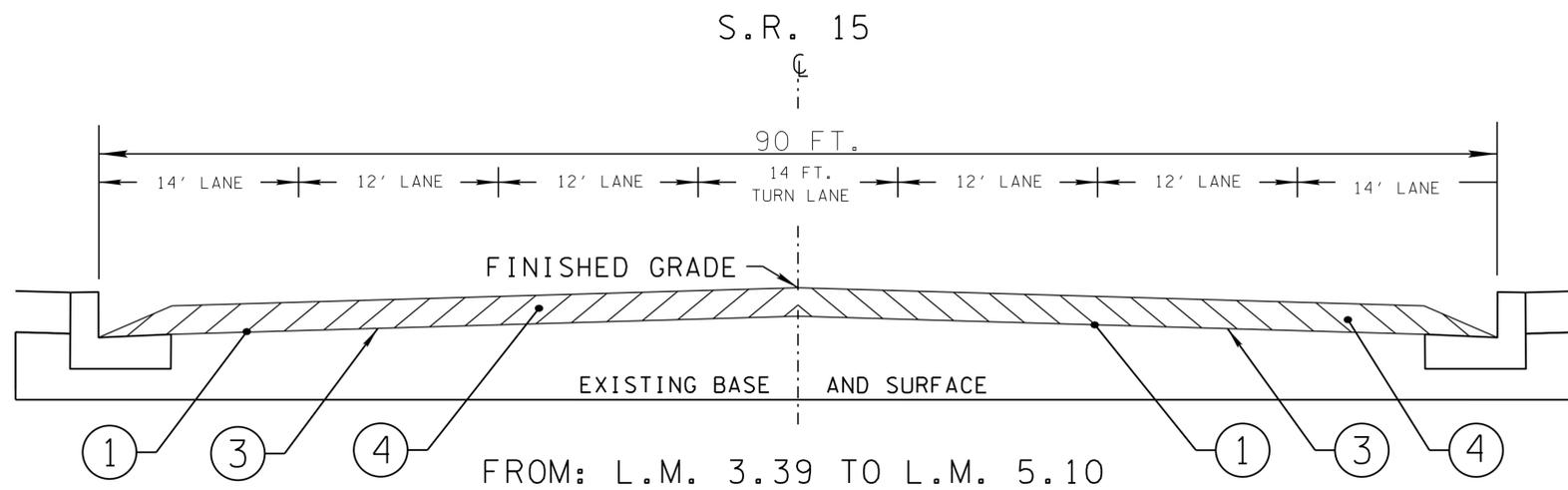
**ESTIMATED
ROADWAY
QUANTITIES**

①①

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.)
S.R. 15 @ BARTLETT BLVD.	1156	470	50	50
S.R. 15 @ TOWN CENTER	1372	542		
S.R. 15 @ ELMORE PARK RD.	1372	542		
S.R. 15 @ ALTURIA RD.	1372	542		
S.R. 15 @ KIRBY WHITTEN RD.	1372	542		
S.R. 15 @ S.R. 1	1372	542		
TOTALS	8016	3180	50	50

* ANY QUESTIONS PLEASE CONTACT STANLEY DUNN @ 615-350-4571

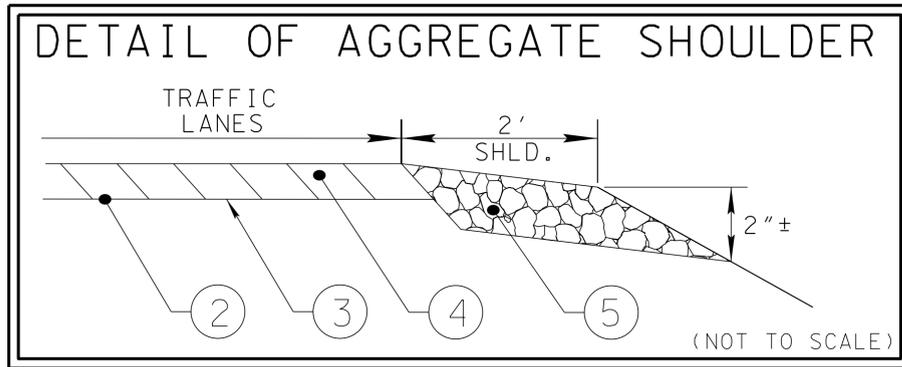
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH/HSIP-15(177)	3



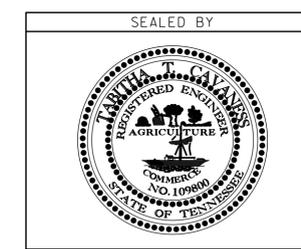
BRIDGE NOTE
THE CONTRACTOR SHALL:
LEAVE "AS IS" STRUCTURE AT
L.M. 5.83 (118')

- * 2' PROPOSED AGGREGATE SHOULDER FROM L.M. 5.242 TO 5.472 (LT.)
- * * 2' PROPOSED AGGREGATE SHOULDER FROM L.M. 5.437 TO 5.572 (RT.)
- ▲ 12' INTERMITTENT LEFT TURN LANES (QYT. FOOTNOTED ON SHEET 2)

PROPOSED PAVEMENT SCHEDULE	
①	COLD PLANING @ 3.00"± THICK (APPROX. 315.00 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
②	COLD PLANING @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.) ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT
③	TACK COAT (TC) FOR MILLING - COLD PLANE ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.10 GAL./S.Y.)
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	MINERAL AGGREGATE BASE @ 1.25"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "D"
ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.) ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D" (THIS ITEM IS TO BE USED FOR SPOT LEVELING ONLY)	



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
(NOT TO SCALE)

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GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH/HSIP-15(177)	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.

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.

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" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING 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 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.

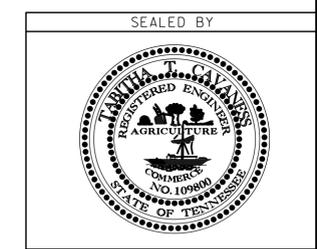
THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH 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.

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.

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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. 716-12.01.

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 303-02, ADJUSTMENT IS TO BE MADE PRIOR TO THE LAYING OF ITEM 303-02.

TAPER AROUND ALL CATCH BASINS.

MATERIAL TRANSFER DEVICE SHALL BE USED FOR D-MIX.

BUSINESS ENTRANCES, 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.

DUE TO ADVERSE SITE CONDITIONS, ADDITIONAL ASPHALT QUANTITIES WILL BE REQUIRED FOR DRIVEWAY TRANSITION AT APPROXIMATELY 80 LOCATIONS. THE ENGINEER WILL DETERMINE THE LOCATION AND EXTENT TO WHICH ADDITIONAL TRANSITIONS ARE REQUIRED.

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.

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. 3.39 AND L.M. 5.86:
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 411-03.10. PAYMENT FOR THESE ADJUSTMENTS WILL BE MADE AT THE UNIT PRICE BID FOR ITEMS 611-01.20 AND 611-09.01 RESPECTIVELY.

SEE SPECIAL PROVISION 108B FOR NIGHTWORK WORKZONE RESTRICTIONS.

SPECIAL EROSION PREVENTION AND SEDIMENT CONTROL

DUE TO THE TYPE OF WORK IT IS OUR UNDERSTANDING THAT THE PROJECT WILL NOT DISTURB MORE THAN 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.

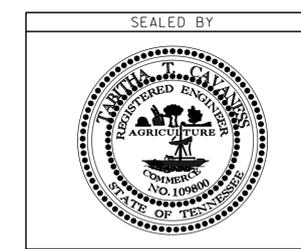
PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

- 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.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH/HSIP-15(177)	5

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**SPECIAL
NOTES**