TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	11003-3134-94	5A
CONST.	2014	BR-1-40-3(155)	5A

(1) 02-05-13 JRG EDITED NOTE 12, 16 AND ADDED NOTE 18

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TRAFFIC CONTROL SPECIAL NOTES (1)

(1) THESE TRAFFIC CONTROL PLANS DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."

(2) EACH PHASE OF THE SUGGESTED SEQUENCE OF CONSTRUCTION FOR WHICH THESE TRAFFIC CONTROL PLANS WERE DESIGNED, REQUIRES THE TIMELY COMPLETION OF THE PRECEEDING PHASE WITH THE EXCEPTION OF PHASE III AND PHASE V. ANY VARIATIONS IN THE PROPOSED PHASING SHALL REQUIRE A REVIEW AND APPROVAL OF THE SIGNING AND TRAFFIC CONTROL DEVICES BY THE ENGINEER.

(3) THE CONTRACTOR IS REQUIRED TO PROVIDE LANE SHIFTS WHERE NECESSARY TO ROUTE TRAFFIC AROUND CONSTRUCTION.

(4) NO TRAFFIC SHALL BE DETOURED OR ROADWAY CLOSED, ABANDONED OR REMOVED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.

(5) CONSTRUCTION SIGNING SHOWN IN THESE PLANS IS TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

(6) PERMANENT SIGNS AND PERMANENT PAVEMENT MARKINGS SHALL BE IN PLACE BEFORE COMPLETED ROADWAYS ARE OPEN TO TRAFFIC.

(7) TYPE "C" WARNING LIGHTS SHALL BE USED ON ALL CHANNELIZING DRUMS IN TAPERS ON THE INTERSTATE.

(8) THE CONTRACTOR SHALL MAINTAIN ALL TRAFFIC CONTROL DEVICES IN PROPER CONDITION THROUGHOUT THE DURATION OF THE PROJECT.

(9) EXISTING SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SIGNING SHALL BE COVERED OR REMOVED AND STOCKPILED AS DIRECTED BY THE ENGINEER.

(10) THE CONTRACTOR WILL BE REQUIRED TO HAVE A RESPONSIBLE PERSON ON CALL (WITHIN ONE HOUR), AT ALL TIMES, FOR TRAFFIC CONTROL DURING THE CONSTRUCTION OF THIS PROJECT.

(11) AT ALL TIMES THE ROADWAY MUST BE MAINTAINED IN A CONDITION TO ALLOW THE PASSAGE OF EMERGENCY VEHICLES.

(12) FOR TRAFFIC CONTROL DETAILS, REFER TO STD. DWG. NOS. T-WZ-10, T-WZ-11, T-WZ-16, T-WZ-18 AND T-WZ-21 THROUGHOUT THE DURATION OF THE PROJECT.

(13) IF ADDITIONAL SIGNS ARE DEEMED NECESSARY BY THE ENGINEER, THEY SHALL BE FURNISHED AND INSTALLED AT THE BID PRICE FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

(14) ALL LOCAL EMERGENCY AGENCIES AND RESIDENCES WITHIN THE IMMEDIATE AREA PROJECT AREA SHALL BE NOTIFIED NOT LESS THAN 48 HOURS IN ADVANCE OF BRIDGE CONSTRUCTION WHICH MAY AFFECT ACCESS TO THESE AREAS.

(15) NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF LANES, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) CHEATHAM COUNTY ROAD SUPERINTENDANT, (2) CITY OF KINGSTON SPRINGS POLICE AND FIRE DEPARTMENTS, (3) CHEATHAM COUNTY SCHOOL SUPERINTENDANT, (4) CHEATHAM COUNTY SHERIFF'S DEPARTMENT, (5) TENNESSEE STATE HIGHWAY PATROL, (6) LOCAL AMBULANCE SERVICES AND (7) LOCAL POST OFFICE.

(16) BEFORE OPENING THE LANE SHIFTS TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NOS. 716-01.06, TEMPORARY RAISED PAVEMENT MARKER (WHITE), 716-01.07, TEMPORARY RAISED PAVEMENT MARKERS (YELLOW) AND 716-05.50, PAINTED PAVEMENT MARKINGS (8" LINE), L.F. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01, TRAFFIC CONTROL, LS.

(17) ITEM NO. 716-01.22, SNOWPLOWABLE PAVEMENT MARKERS (MONO-DIR) (1 COLOR), SHALL BE USED INSTEAD OF TEMPORARY PAVEMENT MARKERS BETWEEN TRAFFIC PHASES AND DURING THE MONTHS OF DECEMBER THRU APRIL.

(18) LANE CLOSURES MAY OCCUR DURING NIGHT-TIME HOURS ONLY FROM 8:00 P.M. TO 5:00 A.M. THE NEXT DAY, EXCLUDING HOLIDAY WEEKENDS. ALL LANE CLOSURES MUST BE APPROVED BY THE ENGINEER.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

(19) DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES, BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

A. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

B. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH A, AND CONSTRUCT A STONE WEDGE WTIH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

C. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH A, AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.

D. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

FOR PRECEDING CONDITIONS A, B, AND C, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN (W8-9A), IT 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. IN THESE SITUATIONS THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH, UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

(20) IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

A. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

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04/04/2014

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN SPECIAL NOTES