



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DESIGN DIVISION
NASHVILLE, TENNESSEE 37243-0348**

INSTRUCTIONAL BULLETIN NO. 10-13

Regarding Temporary Traffic Signal Systems Item Number

Effective immediately, Section 4-730.20 Temporary Traffic Signal Systems Used at Two-Lane Bridge Construction Sites, located in the Section 4, Chapter 7, page 4-84 is revised to remove the existing item number 730-50, Temporary Traffic Signal System (Radio Controlled) per each. The revised page is attached to replace the existing sheet in your Design Guidelines Book.

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October 08, 2010
CS:ARH

2. Dotted white line for vehicle double turn path delineation requires an 8-inch stripe. Pay item will be as follows:

716-02.08, Plastic Pavement Marking (8" Dotted Line) per linear foot.

4-716.30 USE OF REMOVABLE PAVEMENT MARKING LINE

Item No. 712-09.01, Removable Pavement Marking Line per linear foot, shall be used as temporary marking for directional or separation of traffic during the traffic control phases of construction when these lines are used on a roadway surface that is to remain in place and undisturbed.

Item No. 716-05.01, Painted Pavement Marking (4" Line) per linear mile, shall be used as temporary marking for directional or separation of traffic during the traffic control phases of construction when these lines are used on a roadway surface that is to be paved, cold planed or otherwise removed.

4-716.35 SNOWPLOWABLE RAISED PAVEMENT MARKERS

Snowplowable raised pavement markers shall be included on all Interstate and full-access controlled roadways. See Table 4-3 for guidance.

On interstate and full-access control resurfacing projects, the designer shall be responsible for verifying the existence of snowplowable raised pavement markers and for computing the quantity of these markers for removal. The designer shall also compute the quantity for new snowplowable raised pavement markers to be installed for these projects.

On projects which the Design Division, Signals, Signing and Lighting Section will be developing the marking and signing plans, the snowplowable raised pavement markers will also be included in these plans.

4-716.36 RAISED PAVEMENT MARKERS

Raised pavement markers should be included on state routes. Reflective pavement markers are to be placed in accordance with the T-M- series standard drawings and the current edition of the MUTCD.

On resurfacing projects, the designer shall be responsible for verifying the existence of raised pavement markers and for computing the quantity of these markers for removal. The designer shall also compute the quantity for new raised pavement markers to be installed for these projects.

Spacing of raised pavement markers may be reduced or additional raised pavement markers added in areas that require special treatment as determined by the design manager or on the construction field review. When additional raised pavement markers are used, the markers shall be placed in accordance with the current edition of the MUTCD. Raised pavement markers may be omitted on urban roadways where roadway lighting is present. Raised pavement markers should not be used on the right edge line.

See Table 4-3 for guidance regarding type of markers to be used.

4-730.08 REPLACEMENT OF TRAFFIC SIGNAL DETECTION LOOPS

When there are existing traffic signals on a cold planing project, contact shall be made with the City or County to determine the presence and location of detection loops. If loops are present, and there is no way to avoid them in the cold planing process, then add Item Nos. 730-14.02, Saw Slot, and 730-14.03, Loop Wire, to the plans.

The designer will obtain as-built plans from the maintaining agency to utilize for quantity calculations. These plans shall then be forwarded to the Regional Construction Office for submission to the contractor at the Pre-construction Conference.

See Section 6-175.00 for notes which shall be added to all plans with the replacement of traffic signal detection loops.

Standard Drawings T-SG-2 and T-SG-3 shall be included.

The Designer shall be aware that other pavement rehabilitation and resurfacing projects may affect the detection loops, in which case procedures described above will be required. Another type of project is the resealing of concrete pavement joints when a signal is controlling interstate ramp terminals with a local street.

4-730.10 TRAFFIC SIGNALS (See 2-315.00)

See Traffic Design Manual, Chapter 4, Traffic Signal Design.

4-730.15 STRUCTURAL SUPPORTS FOR TRAFFIC SIGNALS

See Section 6-270.00 for a "Special Note" which shall be added to all plans with proposed signal poles, mast arms, strain poles, etc.

The Traffic Signals, Lighting, and Signing Section will forward all signal designs to the Structures Division for pole design. Design Managers should contact the Traffic Signals, Lighting, and Signing Section on projects the design consultant is performing signal design to coordinate this requirement.

4-730.20 TEMPORARY TRAFFIC SIGNAL SYSTEMS USED AT TWO-LANE BRIDGE RECONSTRUCTION SITES

When using Item No. 730-40, Temporary Traffic Signal System per each, to provide traffic control for one-lane alternating flow at two-lane bridge reconstruction sites. (See Standard Drawing Nos. T-WZ-32, T-WZ-33, T-WZ-34, and T-WZ-35 details and general notes)

4-740.00 GEOTEXTILE FABRIC AND GEOMEMBRANE

See Chapter 10 of the Drainage Manual.