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## ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	79021-8222-14 QUANTITY	STP-NH/HSIP-4(10) 79021-8222-94 QUANTITY	TOTAL QUANTITY
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	545	0	545
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	1736	0	1736
203-06	WATER	M.G.	9	0	9
① 303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	1175	0	1175
② 307-03.01	ASPHALT CONCRETE MIX (PG76-22) (BPMB-HM) GRADING A	TON	799	0	799
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	92	0	92
③ 411-03.09	ACS MIX(PG76-22) THIN LIFT CS ASPHALT	TON	2390	0	2390
④ ⑤ 411-03.10	ACS MIX(PG76-22) GRADING D	TON	7072	0	7072
415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	103888	0	103888
611-09.01	ADJUSTMENT OF EXISTING CATCHBASIN	EACH	10	0	10
701-01.01	CONCRETE SIDEWALK (4")	S.F.	4900	0	4900
⑥ 701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.	0	8938	8938
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	5912	0	5912
705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F.	0	100	100
705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	0	4	4
712-01	TRAFFIC CONTROL	LS	1	1	2
⑦ 712-06	SIGNS (CONSTRUCTION)	S.F.	1152	1152	2304
712-08.03	ARROW BOARD (TYPE C)	EACH	4	0	4
716-01.21	SNWPLWBLE PVMT MRKRS (BI-DIR)(1 Color)	EACH	0	860	860
716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	0	300	300
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	0	20	20
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	0	1250	1250
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	0	69	69
716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	0	266	266
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	0	30	30
716-04.02	PLASTIC PAVEMENT MARKING(DOUBLE TURNING ARROW)	EACH	0	1	1
⑧ 716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	22	0	22
⑨ 716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.	0	7	7
⑩ ⑨ 716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0	4.1	4.1
717-01	MOBILIZATION	LS	1	0	1
730-03.20	INSTALL PULL BOX (TYPE A)	EACH	13	0	13
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	100	0	100
730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	80	0	80
730-12.07	CONDUIT 1" DIAMETER (RGS)	L.F.	150	0	150
730-14.01	SHIELDED DETECTOR CABLE	L.F.	500	0	500
730-14.02	SAW SLOT	L.F.	6400	0	6400
730-14.03	LOOP WIRE	L.F.	14500	0	14500

## FOOTNOTES

- ① FOR BREAKOUT ONLY.
- ② FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01 ONLY.
- ③ INCLUDES 357 TONS FOR SIDE ROADS, GORE AREA, INTERSECTIONS, SIDE ROADS, CROSS-OVERS, AND TURN LANES.
- ④ INCLUDES 1027 TONS FOR SIDE ROADS, GORE AREA, INTERSECTIONS, SIDE ROADS, CROSS-OVERS, AND TURN LANES. INCLUDES 190 TONS FOR COUNTY ROADS, CITY STREETS, PRIVATE DRIVES, FIELD ENTRANCES, AND BUSINESS FRONTS.
- ⑤ SEE SPECIAL PROVISION NO. 407G FOR MATERIAL TRANSFER DEVICE AND SPECIAL PROVISION NO. 411C FOR RIDEABILITY SPECIFICATIONS.
- ⑥ INCLUDES AN ADDITIONAL 1300 SF FOR ISLAND RETROFITS.
- ⑦ QUANTITY INCLUDES
 

2	ROAD WORK NEXT 03 MI.	(G20-1)	(48" X 24")
2	END ROAD WORK	(G20-2)	(48" X 24")
14	UNEVEN LANES	(W8-11)	(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")
3	SHOULDER WORK	(W21-5)	(48" X 48")
2	MOTORCYCLE GROOVE SIGN	(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.

- ⑧ FOR USE AS TEMPORARY LINE MARKINGS.
- ⑨ FOR FINAL PAVEMENT MARKING ONLY.
- ⑩ THE CONTRACTOR MAY ELECT TO SUBSTITUTE PERFORMED PLASTIC FOR THERMOPLASTIC. PERFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE BID FOR THERMOPLASTIC.
- ⑪ FOR USE AS FINAL EDGE LINES ONLY IF NEEDED.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP-NH/HSIP-4(10)	2

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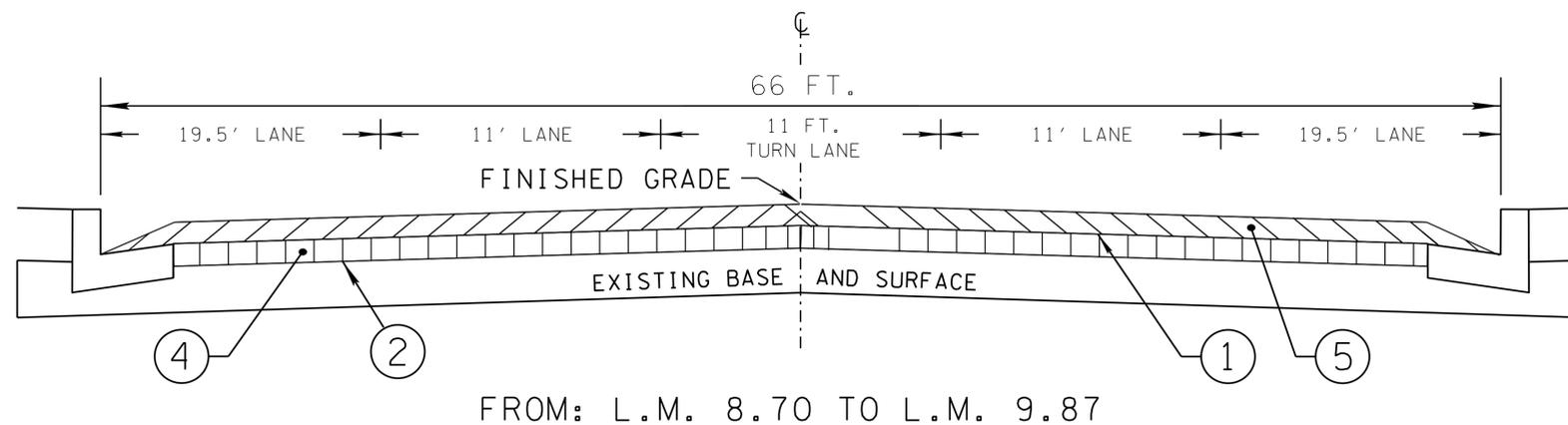
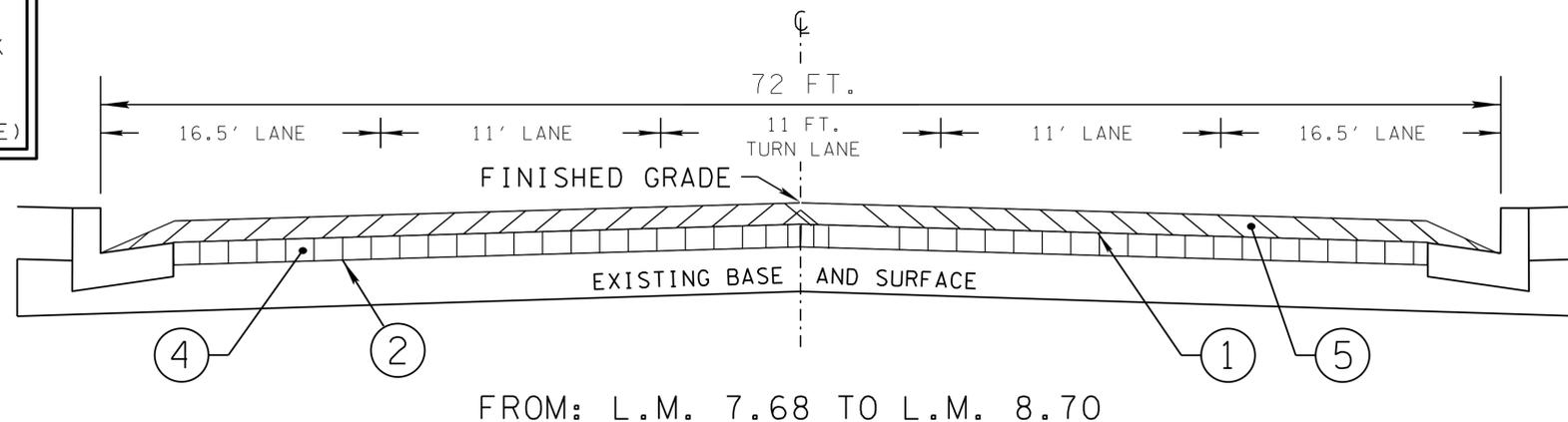
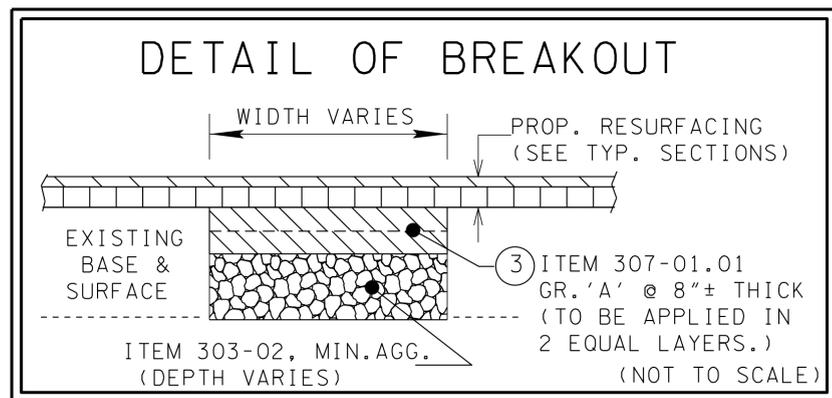
# ESTIMATED ROADWAY QUANTITIES

SIGNALIZATION TABULATION							
INTERSECTION	SHIELDED CABLE 730-14.01 (LIN. FT.)	SAW SLOT 730-14.02 (LIN. FT.)	LOOP WIRE 730-14.03 (LIN. FT.)	1" CONDUIT (PVC) 730-12.01 (LIN. FT.)	2" CONDUIT (PVC) 730-12.02 (LIN. FT.)	1" RGS 730-12.07	INSTALL PULL BOX (TYPE A) 730-03.20
S.R. 4 @ LAMAR/AIRWAYS	0	1256	3168	0	0	57	3
S.R. 4 @ LAMAR/TREZEVANT	0	721	1580	0	0	25	0
S.R. 4 @ LAMAR/KEATING	0	239	518	10	0	0	0
S.R. 4 @ LAMAR/PENDLETON/KIMBALL	0	1338	2956	0	80	0	0
S.R. 4 @ LAMAR/SEMMEES	485	1141	2432	0	0	45	2
S.R. 4 @ LAMAR/LAMAR CROSSING	0	878	1946	45	0	0	3
S.R. 4 @ LAMAR/PRESCOTT	0	761	1672	25	0	0	4
<b>TOTALS</b>	485	6334	14272	80	80	127	12

\*NOTE: AT LAMAR/SEMMEES, THE EASTBOUND AND WESTBOUND BACK LOOPS CURRENTLY EXIST AS 2C SHIELDED DETECTOR CABLE IN SLOT-IN-PAVEMENT. CITY OF MEMPHIS HAS NOTED THAT THE HOMERUNS FOR EACH OF THE BACK LOOPS TO THE CONNECTION AT THE INTERSECTION ARE CROSSED BY CONCRETE DRIVEWAY APRONS. TO PLACE NEW CONDUIT AND SHIELDED DETECTOR CABLE IN THESE GRASS STRIPS, WOULD REQUIRE JACKING AND BORING UNDERNEATH THE DRIVEWAYS OR TEARING OUT THE EXISTING DRIVE APRONS AND REPLACING WITH NEW CONCRETE. THERE ALSO MAY BE UTILITIES OR STORM DRAINAGE LOCATED IN THE GRASS STRIP AREAS THAT MIGHT IMPEDE EITHER BORING OR TRENCHING IN THOSE AREAS. THE QUANTITIES ESTIMATED ABOVE DO NOT INCLUDE ITEMS/QUANTITIES TO REPLACE THE SLOT-IN-PAVEMENT HOMERUNS IN THE GRASS STRIP. ESTIMATED QUANTITIES REFLECT THE CURRENT LAYOUT.

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RESURF.	2015	STP-NH/HSIP-4(10)	3

# TYPICAL SECTION



## PROPOSED PAVEMENT SCHEDULE

- |   |   |
|---|---|
| ① | TACK COAT (TC)<br>ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.10 GAL./S.Y.)  |
| ② | COLD PLANING @ 2.00"± THICK (APPROX. 105.00 LBS./S.Y.)<br>ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT   |
| ③ | BITUMINOUS BASE COURSE (BLACK BASE) @ 8"± THICK (APPROX. 920.00 LBS./S.Y.)<br>ITEM 307-01.01 ASPHALT CONCRETE MIX (PG64-22)(BPMB-HM) GRADING "A"<br>(THIS ITEM IS TO BE USED FOR BREAKOUT ONLY) |
| ④ | ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.)<br>ITEM 411-03.10 ACS MIX (PG76-22)GRADING "D"   |
| ⑤ | ASPHALTIC CONCRETE SURFACE (ACS) @ 0.4"± THICK (APPROX. 46.00 LBS./S.Y.)<br>ITEM 411-03.09 ACS MIX (PG76-22) THIN LIFT CS ASPHALT   |

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**TYPICAL  
SECTIONS**  
(NOT TO SCALE)

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP-NH/HSIP-4(10)	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" 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.

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

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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**GENERAL  
NOTES**

# SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP-NH/HSIP-4(10)	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.

MATERIAL TRANSFER DEVICE SHALL BE USED FOR "D" MIX.

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

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

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 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.

BETWEEN L.M. 7.48 AND L.M. 9.87:

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. PAYMENT FOR THESE ADJUSTMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEMS 611-09.01 RESPECTIVELY.

ANY WORK REQUIRING LANE CLOSURES IN EXCESS OF 30 MINUTES (EXCEPT EMERGENCY GUARDRAIL REPAIR) SHALL BE ACCOMPLISHED DURING THE HOURS OF 8:00 P.M. AND 6:00 A.M. THIS INCLUDES THE SETUP AND REMOVAL OF ALL TRAFFIC CONTROL MEASURES.

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

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

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.

**UNOFFICIAL  
SET  
NOT FOR  
BIDDING**

SEALED BY

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**SPECIAL  
NOTES**