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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

WEAKLEY COUNTY

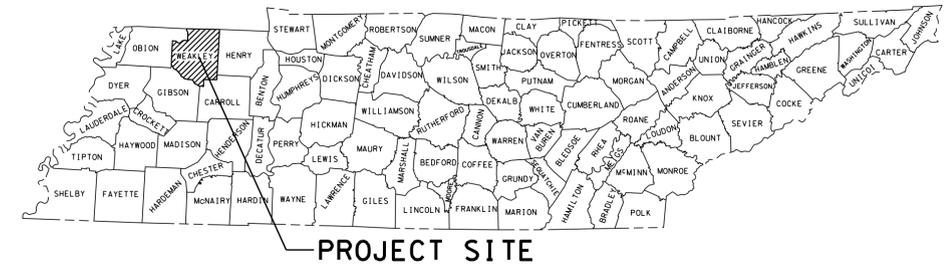
S.R. 124

FROM: L.M. 0.00 (JCT. S.R. 43)
TO: L.M. 6.36 (STAFFORD STORE RD.)

RESURFACING

STATE HIGHWAY NO. 124 F.A.H.S. NO. N.A.

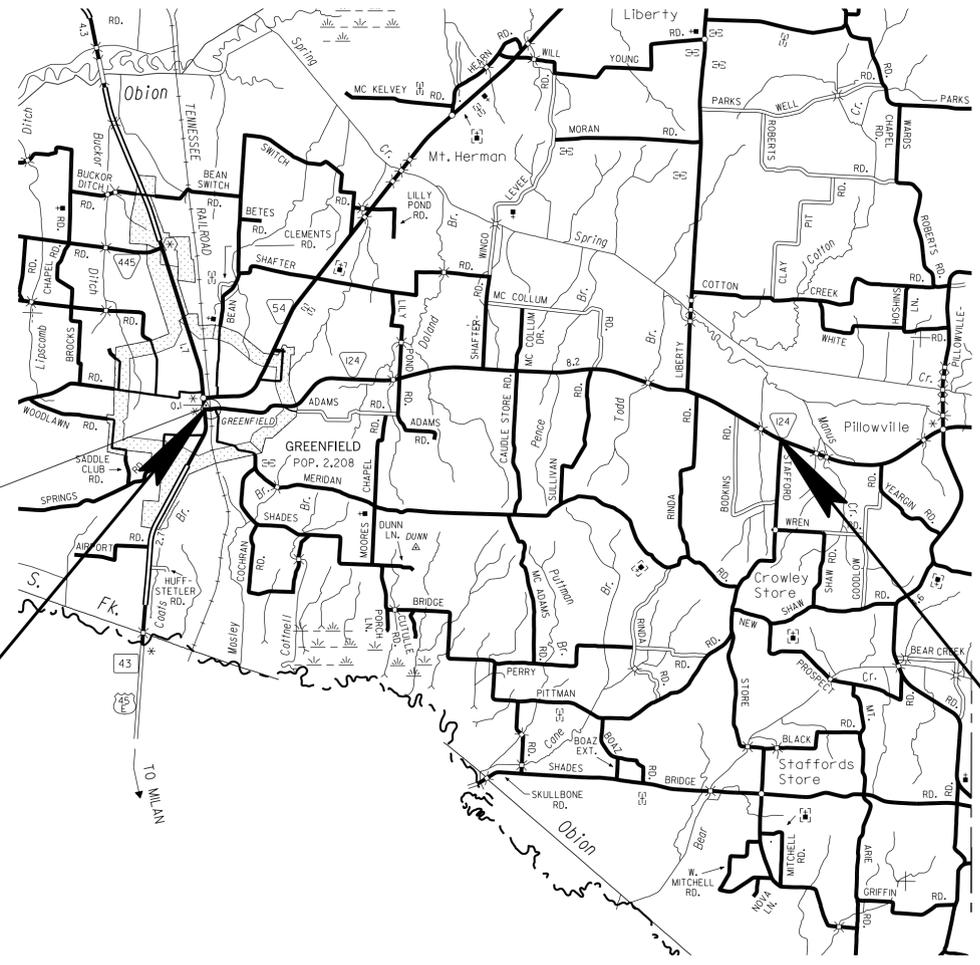
TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	HSIP-124(8)	
STATE PROJ. NO.	92009-4225-04	



UTILITY OWNERS	
UTILITY	UTILITY CONTACT
WATER SEWER	CITY OF GREENFIELD TONY STOUT (731) 235-3131 222 N. FRONT ST. GREENFIELD, TN. 38230

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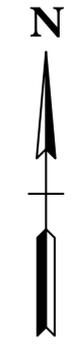
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RAILROAD NOTE:
CROSSING ID#: 299155V
WEST TENNESSEE RAILROAD, LLC.

**BEGIN PROJECT L.M. 0.00
(JCT. S.R. 43)**

**END PROJECT L.M. 6.36
(STAFFORD STORE RD.)**



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 ERIC S. BROWN, REG. 4 CHECKED BY STEPHANIE KISSELL, REG. 4

P.E. NO. 98043-4283-04
PIN: 117786.00



PROJECT LENGTH 6.36 MILES
TOTAL LANE MILES RESURFACED 12.72 MILES

TRAFFIC DATA	
ADT (2015)	1550

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.	2015	HSIP-124(8)	2

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	92009-4225-04 QUANTITY	HSIP-124(8) QUANTITY	TOTAL QUANTITY
① 202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	150		150
203-06	WATER	M.G.	13		13
② 303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING "C OR D"	TON	1656		1656
③ 307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	69		69
307-01.15	ASC MIX (PG64-22) (BPMLC-HM) GRADING CS	TON	1901		1901
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	61		61
④ ⑤ 411-01.10	ACS MIX(PG64-22) GRADING D	TON	1418		1418
⑥ ⑦ 411-03.12	ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	4178		4178
⑧ 415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	14003		14003
701-02.01	CONCRETE CURB RAMP (RETROFIT)	S.F.		1140	1140
⑨ 705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH		4	4
712-01	TRAFFIC CONTROL	LS	1		1
⑩ 712-06	SIGNS (CONSTRUCTION)	S.F.	1536		1536
713-16.09	RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH		1	1
716-01.21	Snwplwble Pvmr Mrkrs (Bi-Dir)(1 Color)	EACH		420	420
716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.		412	412
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.		190	190
⑪ 716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		530	530
716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH		2	2
716-03.03	PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH		1	1
⑫ 716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	48.306		48.306
⑬ 716-12.02	ENHANCED FLATLINE THERMO PVMR MRKNG (6IN LINE)	L.M.		10.939	10.939
716-13.01	SPRAY THERMO PVMR MRKNG (60 mil) (4IN LINE)	L.M.		13.719	13.719
717-01	MOBILIZATION	LS	1		1
⑬ 730-03.20	INSTALL PULL BOX (TYPE A)	EACH	1		1
730-10.02	MESSENGER CABLE - 1/4" DIAMETER	L.F.	90		90
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	30		30
730-12.07	CONDUIT 1" DIAMETER (RGS)	L.F.	35		35
730-14.01	SHIELDED DETECTOR CABLE	L.F.	200		200
730-14.02	SAW SLOT	L.F.	244		244
730-14.03	LOOP WIRE	L.F.	728		728

FOOTNOTES

- ① FOR BREAKOUT ONLY.
- ② INCLUDES 102 TONS FOR BREAKOUT.
- ③ FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01 ONLY.
- ④ INCLUDES 106 TONS FOR COLD PLANED SECTIONS 300 FT OFF EACH END OF BRIDGE @ L.M. 6.11 AND 500 TONS FOR SPOT LEVELING.
- ⑤ SEE SPECIAL PROVISION NUMBER 407G.
- ⑥ INCLUDES 129 TONS FOR COUNTY ROADS AND CITY STREETS, 146 TONS FOR PRIVATE DRIVES AND FIELD ENTRANCES, AND 34 TONS FOR BUSINESS FRONTAGE.
- ⑦ SEE SPECIAL PROVISIONS 411TLD, 411C AND 407G.
- ⑧ INCLUDES 1600 SQ.YD. FOR COLD PLANNING 300 FT. OFF EACH BRIDGE END @ L.M. 6.11.
- ⑨ FOR UPGRADE OF EXISTING ANCHORS AT STRUCTURE LOCATION L.M. 6.11. THE COST OF REMOVAL OF EXISTING GUARDRAIL AND ANCHORS TO BE INCLUDED IN THIS ITEM.
- ⑩ QUANTITY INCLUDES

2	ROAD WORK NEXT 7 MI.	(G20-1)	(48" X 24")
2	END ROAD WORK	(G20-2)	(48" X 24")
34	UNEVEN LANES	(W8-11)	(48" X 48")
26	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")
2	ONE LANE ROAD AHEAD	(W20-4)	(48" X 48")
2	FLAGGER AHEAD	(W20-7a)	(48" X 48")
2	FRESH OIL	(W21-2)	(48" X 48")
14	SHOULDER WORK	(W21-5)	(48" X 48")
2	MOTORCYCLE GROOVE SIGN	(TN-64)	(48" X 48")
- ⑪ FOR FINAL PAVEMENT MARKING ONLY.
- ⑫ FOR USE AS TEMPORARY LINE MARKINGS.

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**ESTIMATED
ROADWAY
QUANTITIES**

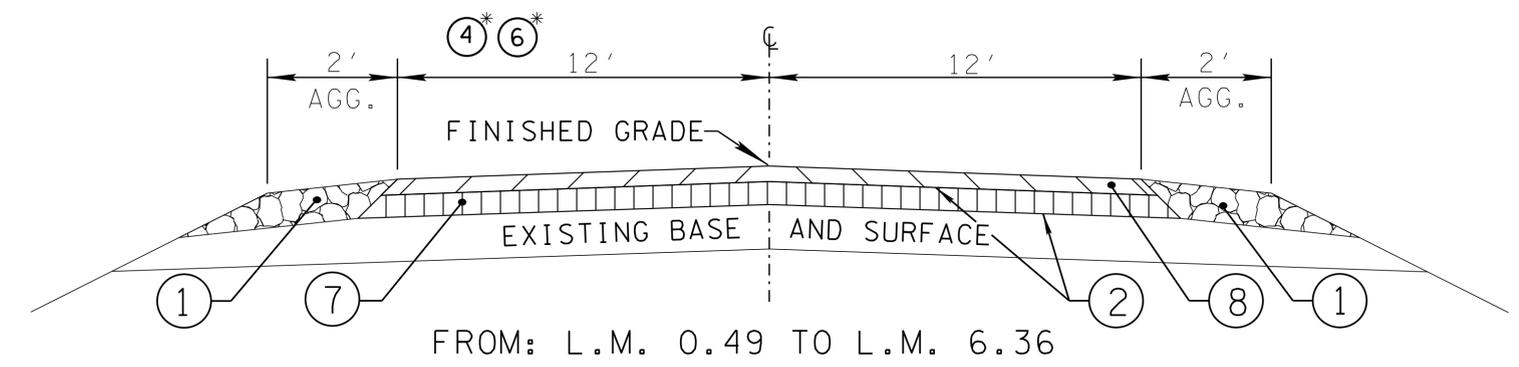
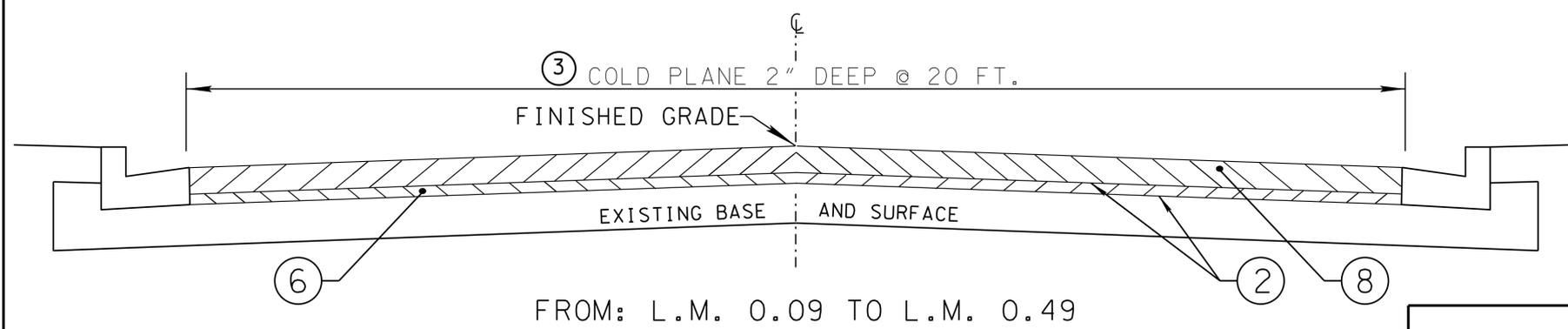
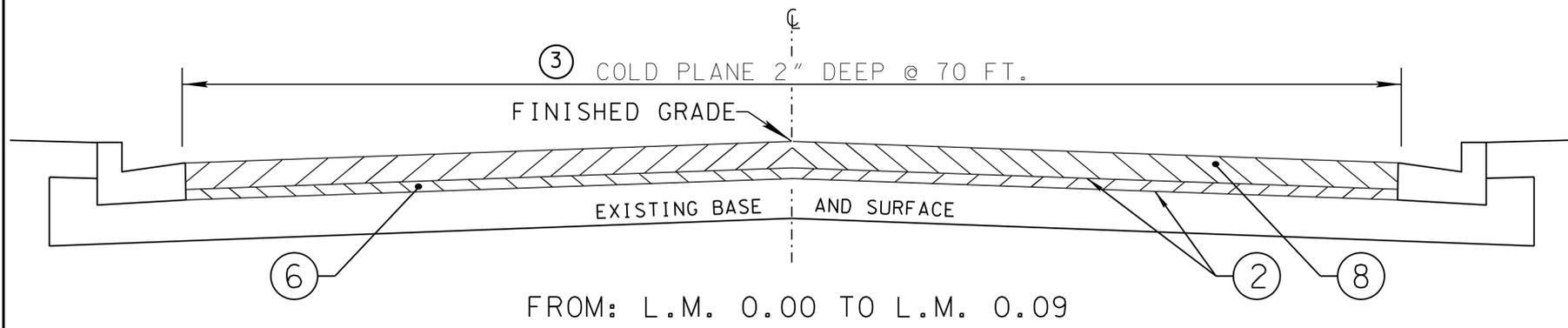
⑬ SIGNALIZATION TABULATION									
INTERSECTION	LOOP WIRE 730-14.03 (LIN. FT.)	SAW SLOT 730-14.02 (LIN. FT.)	SHIELDED CABLE 730-14.01 (LIN. FT.)	1" CONDUIT (PVC) 730-12.01 (LIN. FT.)	INSTALL PULL BOX (TYPE A) 730-03.20	EC-DC DETECTOR (SHELF MOUNT) 730-13.05	1" CONDUIT (RGS) (LF) 730-12.07	1/4" MESSENGER CABLE (LF) 730-10.02	MODIFY CABINET 730-15.11
S.R. 124 @ S.R. 43	728	244	200	30	1	0	35	90	0
TOTALS	728	244	200	30	1	0	35	90	0

* CONTRACTOR SHALL CONTACT RONNIE LEECH IN THE TDOT TRAFFIC OFFICE AT (731)935-0186 FOR LOOP LAYOUT PLANS AND SPECIAL INSTRUCTIONS. CONTRACTOR SHALL ALSO CONTACT BARRY CRABTREE WITH WEST TN RAILROAD AT (731)423-4304 PRIOR TO BEGINING WORK TO COORDINATE THEIR WORK WITH TRAIN SCHEDULES AT THIS CROSSING.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HS1P-124(8)	3

TYPICAL SECTION



* IN THE WESTBOUND LANE ONLY FROM L.M. 1.65 TO L.M. 2.22

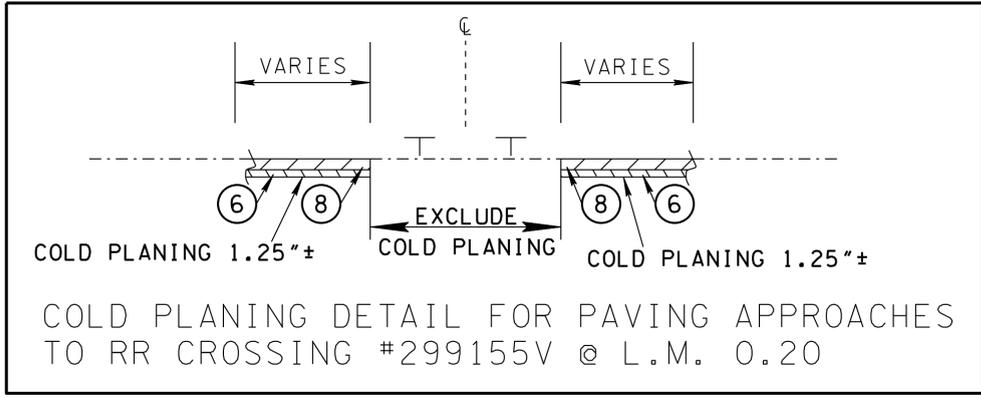
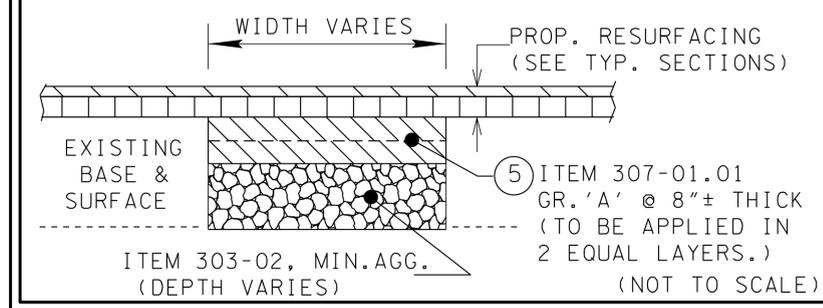
BRIDGE NOTE

THE CONTRACTOR SHALL:
PAVE ACROSS EXISTING STRUCTURES WITH
PLANS QUANTITIES ONLY @ L.M. 2.11 AND
L.M. 4.81 (23')

BRIDGE NOTE

THE CONTRACTOR SHALL:
LEAVE BRIDGE AS IS, @ L.M. 6.11 (76')
BUT COLD PLANE THE ENDS OF BRIDGE OUT
300 FT. @ 2.00" DEPTH (600')

DETAIL OF BREAKOUT



CONTRACTOR SHALL COLD PLANE AS CLOSE AS PRACTICAL TO THE FIELD SIDES OF THE GRADE CROSSING RUBBER OR TIMBER SURFACE PANELS AND RESURFACE LEVEL WITH THE TOP OF THE CROSSING RAILS ON EACH SIDE OF THE CROSSING.

PROPOSED PAVEMENT SCHEDULE

① MINERAL AGGREGATE BASE @ 2"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"	⑤ 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)
② TACK COAT (TC) ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) MILLING/COLD PLANE (AT 0.10 GAL./S.Y.) GENERAL USE (AT 0.07 GAL./S.Y.)	⑥ ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D"
③ COLD PLANING @ 2.00"± THICK (APPROX. 210.00 LBS./S.Y.) ITEM 415-01.02 COLD PLANING BITUMINOUS PAVEMENT	⑦ BITUMINOUS COURSE (LEVELING) @ 0.40"± THICK (APPROX. 46.00 LBS./S.Y.) ITEM 307-01.15 ACS MIX (PG64-22) (BPMLC-HM) GRADING CS
④ COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.02 COLD PLANING BITUMINOUS PAVEMENT	⑧ ASPHALTIC CONCRETE SURFACE (ACS) @ 0.80"± THICK (APPROX. 85.00 LBS./S.Y.) ITEM 411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
(NOT TO SCALE)

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HS1P-124(8)	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.

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 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.

PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO.716-05.01 PAINTED MARKING (4" LINE), L.M.

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.

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

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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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 PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-12.02

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 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 411-03.12, ADJUSTMENT IS TO BE MADE PRIOR TO THE LAYING OF ITEM 411-03.12.

SURFACE WILL BE FEATHERED TO MATCH EXISTING GRADE AT RAILROAD CROSSING AS DIRECTED BY THE ENGINEER.

MATERIAL TRANSFER DEVICE SHALL BE USED FOR D-MIX AND THIN LIFT D.

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.

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 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 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.

RAILROAD NOTES

THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVES OF THE RAILROAD.

MR. BRUSE HOHORST, PRESIDENT
11 EAST CHURCH STREET
SEA BRIGHT, NJ 07760
PHONE: (732) 842-0912

AND

MR. BARRY CRABTREE - GENERAL MANAGER
WEST TENNESSEE RAILROAD, LLC
PHONE: (731) 432-4304
CELL: (731) 694-0272
E-MAIL: WTNRR@AOL.COM

THE CONTRACTOR SHALL NOT PERFORM THE WORK WITHIN 25 FT. OF THE RAILROAD TRACKS WITHOUT THE PRESENCE AND PERMISSION OF AN AUTHORIZED FLAGGER OR THE WEST TENNESSEE RAILROAD (SEE RAILROAD SPECIAL NOTES FOR THE RAILROAD CONTACT ADDRESSES TO COORDINATE THIS WORK WITH THE RAILROAD AND REQUEST A RAILROAD FLAGGER BE PROVIDED FOR THE WORK).

SEE STATE CONTRACT SPECIAL PROVISION 105C(SL)(R) FOR RULES ON THE RAILROAD'S FLAGGING AND/OR WATCHMEN SERVICES, AND FOR WHAT INSURANCE POLICIES ARE REQUIRED BY THE WEST TENNESSEE RAILROAD.

THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT IN THE APPROACHES TO THE RAILROAD'S GRADE CROSSING AS NOT TO DAMAGE TRACKS OR CROSSING SURFACE. 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.

THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE CONSTRUCTION EQUIPMENT UPON OR STORE OR DUMP WASTE CONSTRUCTION MATERIALS UPON THE RAILROAD'S RIGHT-OF-WAY.

THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS, AND/OR OTHER TEMPORARY TRAFFIC CONTROL DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY, AND IN ALL CASES, THESE SIGNS MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE RAILROAD WARNING SIGNS OR ANY OTHER RAILROAD GRADE CROSSING WARNING DEVICES SUCH AS CROSS-BUCK SIGNS, CROSSING SIGNALS, ETC.

THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE WEST TENNESSEE RAILROAD TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY WEST TENNESSEE RAILROAD, LLC SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.

ANY RAILROAD WARNING SIGN INSTALLATION, RESURFACING OPERATIONS AND PAVEMENT MARKINGS INSTALLATION WITHIN 50 FEET OF THE NEAREST WEST TENNESSEE RAILROAD TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES. TO BE PAID FOR DIRECTLY BY THE CONTRACTOR IN ACCORDANCE WITH SPECIAL PROVISION 105C (R) OF THE STATE CONTRACT.

SEE SPECIAL PROVISION 105C (R) TO SET UP FLAGGING SERVICES AND SUBMIT FOR INSURANCE REQUIRED FOR WORK AT OR NEAR THE GRADE CROSSING.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HS1P-124(8)	4A

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DEPARTMENT OF TRANSPORTATION

**SPECIAL NOTES
AND
RAILROAD NOTES**

