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SHEET NO.	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
T-M-1	04-15-04	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	09-05-04	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

McNAIRY COUNTY

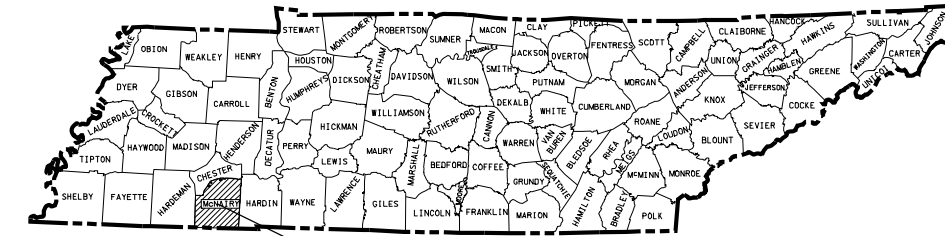
S.R. 15

FROM: L.M. 10.00 (JOINT AT END OF NEW CONST.)
TO: L.M. 12.52 (JCT. S.R. 5)

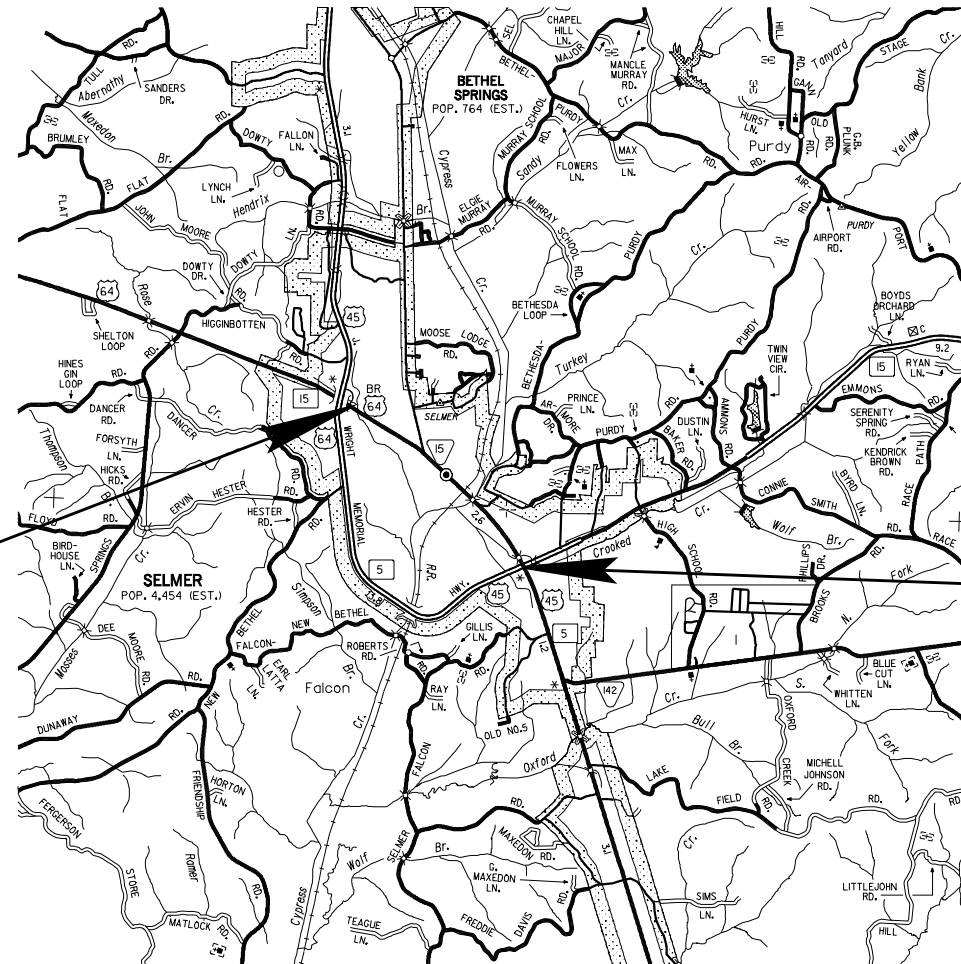
RESURFACING

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

TENN.	YEAR 2009	SHEET NO. 1
FED. AID PROJ. NO.		
STATE PROJ. NO.	55003-8225-14	



PROJECT SITE



BEGIN PROJECT L.M. 10.00
(JOINT AT END OF NEW CONST.)

END PROJECT L.M. 12.52
(JCT. S.R. 5)

UTILITY OWNERS	
UTILITY	UTILITY CONTACT
ELECTRIC	SELMER UTILITY DEPT. RICHARD ACHE, (731) 645-7928 500 PEACH TREE AVE. SELMER, TN. 38375

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 MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

TDOT ROAD SP. SV. 2 MICHAEL I. RUSSELL, REG. 4

DESIGNER ROSE WILLIAMS/SCOTT PATE, REG. 4 CHECKED BY SCOTT PATE, REG. 4

P.E. NO. 98043-4283-04
PIN: 080218.01

SCALE: 0 1 2 3 MILES



PROJECT LENGTH 2.520 MILES

TRAFFIC DATA	
ADT (2009)	15210

APPROVED: *Paul D. Degees*
CHIEF ENGINEER

DATE:

APPROVED: *Scott F. Nield*
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED:	
DIVISION ADMINISTRATOR	DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2009	55003-8225-14	2

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	115
203-06	WATER	M.G.	3
① 303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING "D"	TON	404
② 307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	53
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	10
③ ④ 411-02.10	ACS MIX(PG70-22) GRADING D	TON	7465
⑤ 415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	87101
⑥ 705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	3
712-01	TRAFFIC CONTROL	LS	1
⑦ 712-06	SIGNS (CONSTRUCTION)	S.F.	1135
712-08.03	ARROW BOARD (TYPE C)	EACH	2
⑧ ⑨ 716-02.01	PLASTIC PAVEMENT MARKING (4" LINE)	L.M.	18.2
716-02.02	PLASTIC PAVEMENT MARKING (8" BARRIER LINE)	L.F.	380
716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	400
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	640
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	650
⑨ 716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	37
716-02.11	PLASTIC PAVEMENT MARKING (6" DOTTED LINE)	L.F.	580
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	1
716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	4
716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	2
⑩ 716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	18.2
716-05.08	PAINTED PAVEMENT MARKING (PARKING LINE)	L.F.	1208
717-01	MOBILIZATION	LS	1
730-02.01	SIGNAL HEAD ASSEMBLY (110)	EACH	1
730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	6
730-10.01	TETHER WIRE ASSEMBLY - 1/4" DIAMETER	L.F.	110
730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	50
730-13.05	VEHICLE DETECTOR (EXT. CALL - DELAY CALL)	EACH	1
730-14.01	SHIELDED DETECTOR CABLE	L.F.	50
730-14.02	SAW SLOT	L.F.	1150
730-14.03	LOOP WIRE	L.F.	3200

FOOTNOTES

- ① INCLUDES 78 TONS FOR BREAKOUT.
- ② FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03
- ③ INCLUDES:
350 TONS FOR SPOT LEVELING,
788 TONS FOR COUNTY ROAD, CITY STREETS, PRIVATE DRIVES,
FIELD ENTRANCES AND BUSINESS FRONT,
1378 TONS ADDITIONAL PAVEMENT FOR RAMPS, CITY STREETS
AND INTERSECTION.
- ④ SEE SPECIAL PROVISION NO. 407G FOR MATERIAL TRANSFER DEVICE
AND SPECIAL PROVISION NO. 411C FOR RIDEABILITY SPECIFICATIONS.
* RIDEABILITY REQUIRED FROM L.M. 10.00 TO L.M. 10.95 ONLY
- ⑤ INCLUDES 25782 SQ. YD. ADDITIONAL COLD PLANING FOR
BUSINESS FRONT, RAMPS, CITY STREETS AND INTERSECTIONS.
- ⑥ FOR UPGRADE OF EXISTING ANCHORS AT ALL STRUCTURE LOCATIONS
IN PROJECT LIMITS. THE COST OF REMOVAL OF EXISTING GUARDRAIL
AND ANCHORS TO BE INCLUDED IN THIS ITEM.
- ⑦ QUANTITY INCLUDES
4 ROAD WORK NEXT 3 MI. (G20-1)
4 END ROAD WORK (G20-2A)
8 UNEVEN LANES (W8-11)
38 ROAD WORK AHEAD (W20-1)
4 ROAD WORK 1500 FT. (W20-1)
4 ROAD WORK 1000 FT. (W20-1)
4 ROAD WORK 500 FT. (W20-1)
4 ROAD WORK 1 MILE (W20-1)
4 FLAGGER AHEAD (W20-7a)
4 FRESH OIL (W21-2)
6 SHOULDER WORK (W21-5)

THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS
DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.
- ⑧ INCLUDES 5.6 MILES FOR INTERSECTIONS AND CITY STREETS
- ⑨ FOR FINAL PAVEMENT MARKING ONLY.
- ⑩ FOR USE AS TEMPORARY LINE MARKINGS,
INCLUDES 5.6 MILES FOR TEMPORARY MARKINGS FOR
INTERSECTIONS AND CITY STREETS.

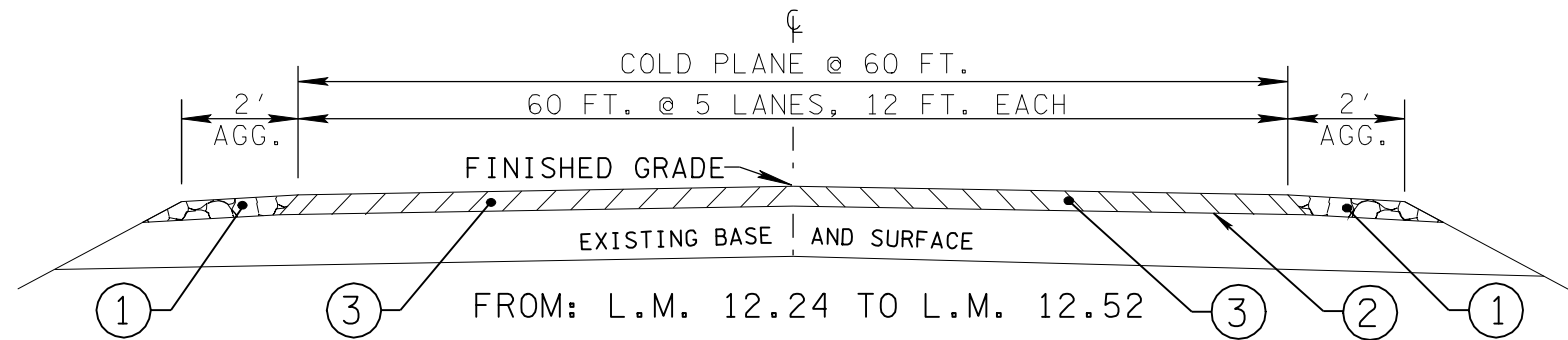
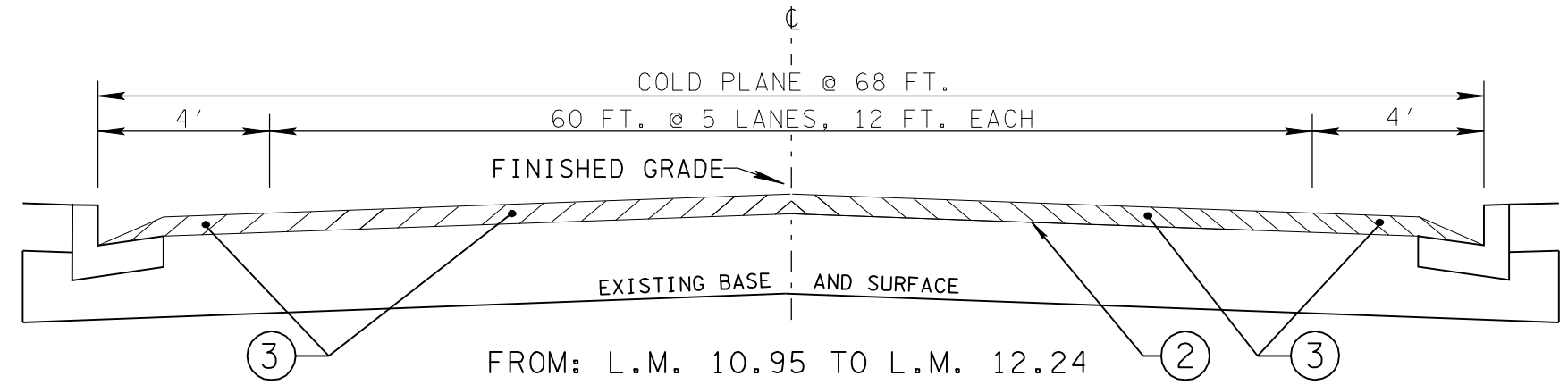
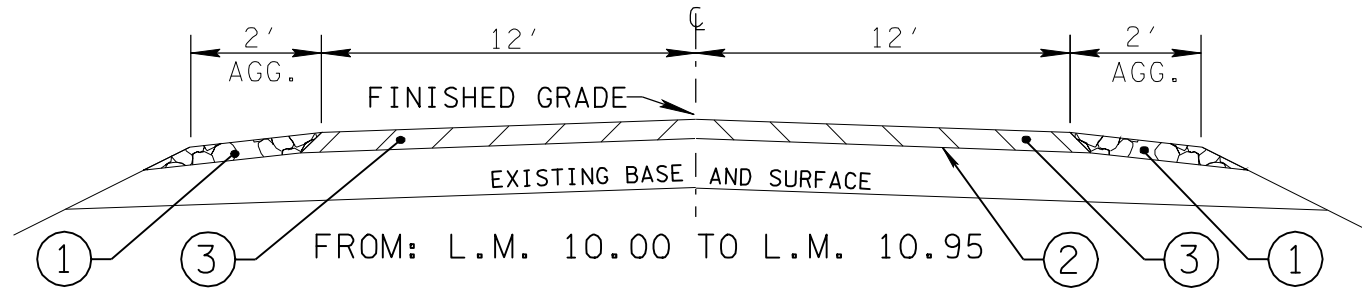
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INTERSECTION	LOOP WIRE 730-14.03 (LIN. FT.)	SAW SLOT 730-14.02 (LIN. FT.)	SHEILED CABLE 730-14.01 (LIN. FT.)	CONDUIT (1") 730-12.01 (LIN. FT.)	EC-DC DETECTOR 730-13.05	SIGNAL HEAD 130 WITH BACKPLATE 730-02.09	SIGNAL HEAD 110 WITH ARROW 730-02.01	1/4" TETHER WIRE (LF) 730-10.01
S.R. 15 @ PEACH STREET	1700	625	50	50	0	0	0	0
S.R. 15 @ POPLAR STREET	1500	525	0	0	1	6	1	110
TOTALS	3200	1150	50	50	1	6	1	110

* CONTRACTOR NEEDS TO CONTACT THE TDOT TRAFFIC OFFICE FOR LOOP LAYOUT PLANS AND SPECIAL INSTRUCTIONS @ 731-935-0186
ALL NEW HEADS TO BE L.E.D., TETHERED, AND HAVE CLEVIS BALANCE ADJUSTER.
110 HEAD SHOULD HAVE A DOWN ARROW FOR LANE DESIGNATION, AND WILL ALSO NEED TO BE ATTACHED TO THE TETHER WIRE.

TYPICAL SECTION

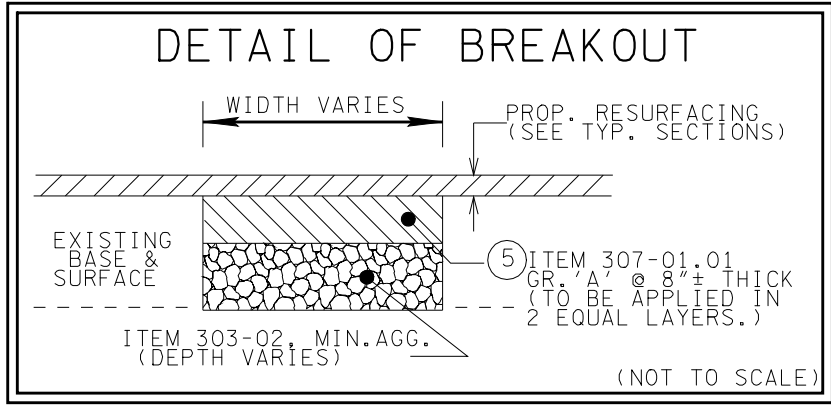
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RAILROAD NOTE
THE CONTRACTOR SHALL:
NOT OPERATE WITHIN 200 FEET
OF RAILROAD.

BRIDGE NOTE
THE CONTRACTOR SHALL:
COLD PLANE 1.25" DEPTH ACROSS EXISTING
STRUCTURES AND REPLACE WITH 1.25" NEW
ASPHALT @ L.M. 11.64 AND L.M. 12.44 (400')

PROPOSED PAVEMENT SCHEDULE	
①	MINERAL AGGREGATE BASE @ 3"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"
②	TACK COAT (TC) ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.02 GAL./S.Y.)
③	ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.) ITEM 411-02.10 ACS MIX (PG70-22) GRADING "D"
④	COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.) ITEM 415-01.02 COLD PLANING BITUMINOUS PAVEMENT
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)



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GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
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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.

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 ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO CO-OPERATE 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

IF THERMOPLASTIC IS USED ON THE FINAL SURFACE, 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 MARKING AFTER THE PAVING OPERATION IS COMPLETED. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. 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. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-02.01 PLASTIC PAVEMENT MARKING (4" LINE), LIN. MI.

PAVEMENT - RESURFACING

THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

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

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. 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. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

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:

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 7 WORKDAYS AFTER THE CONDITION IS CREATED.

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SPECIAL NOTES

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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. 716-02.01.

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 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.

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

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

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.

ONLY 2 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 CONTRACTOR SHALL TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK SO AS NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS TO ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

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.

MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDIVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

THE CONTRACTOR SHALL TAKE EXTREME CARE IN THE PROTECTION OF THE EXISTING CROSSWALK (BRICK) IN DOWNTOWN SELMER. ANY DAMAGE CAUSED BY CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT NO COST TO THE PROJECT.

