



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

INSTRUCTIONAL BULLETIN NO. 11-19

Regarding Revised Section 4 – Construction Plans

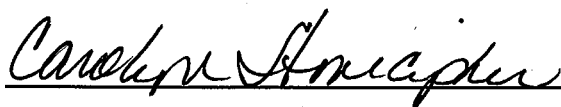
Effective Immediately, Section 4 of the Design Guidelines is revised. The entire Section 4 (Revised: September 30, 2011) is attached to replace the existing section in the Design Guidelines.

The following sections of Section 4 have been revised as part of the September 30, 2011 revision.

Section	Revision
Table of Contents	Added & Renamed sections.
4-112.01 Size Of Final Construction Mylars and Cross-Section Sheets	Added Section. Incorporated IB 10-09.
4-115.35 Traffic Data Block on Title Sheet	Revised size of full-size title sheet.
4-133.00 Construction Plans Index	Added Project Commitments Sheet. Added Natural Stream Design Plans. Renamed Environmental Mitigation Plans. Updated office/section name.
4-140.00 Construction Project Quantity Estimates and Plans Submittal	Revised Figure 4-7.
4-140.03 Item Numbers	Minor Edits.
4-140.05 Construction Quantities Estimate Data File	Revised to incorporate electronic distribution.
4-400.01 Total Lane Miles Paved for Resurfacing Projects	Added Section. Incorporated IB 09-07.
4-411.03 Rumble Strips	Incorporated IB 10-11.
4-414.05 Computations for Micro-Surfacing	Incorporated IB 11-15.
4-604.00 Type Designation for Concrete Box and Slab Type Culverts and Bridges	Revised Section to incorporate Structures Division's STD-17 series standard drawings.
4-604.10 Paved Apron for Box Culvert and Bridge Outlets	Revised Section. Revised Section to incorporate Structures Division's STD-17 series standard drawings.
4-712.00 Traffic Control in Construction Zones	Incorporated IB 09-06 and IB 11-05.
4-713.00 Flexible Delineations	Revised Section Updated office/section name.
4-713.10 Roadway Signing Except Interstate and Full-Access Control Roadways	Revised Section. Updated office/section name.
4-713.15 Roadway Signing	Updated office/section name.
4-713.20 Advanced Guide Signs and Exit Directional Signs on Traffic Control Plans	Revised to incorporate electronic distribution. Updated office/section name.
4-716.15 Pavement Markings	Incorporated IB 10-11. Revised Table 4-3 to use only snowplowable raised pavement markers and deleted note 6
4-716.35 Snowplowable Raised Pavement Markers	Updated office/section name.

Section	Revision
4-716.36 Raised Pavement Markers	Revised section title. Revised section to use only snowplowable raised pavement markers
4-730.15 Structural Supports for Traffic Signals	Updated office/section name.
4-760.20 Temporary Traffic Signal Systems Used at Two-Lane Bridge Reconstruction Sites	Incorporated IB 10-13.

This bulletin **voids** Instructional Bulletins 09-06, 09-07, 10-09, 10-11, 10-13, and 11-05.



Carolyn Stonecipher, PE, Civil Engineering Director
Design Division

October 27, 2011
CS:ARH

SECTION IV – CONSTRUCTION PLANS

CHAPTER 1 - GENERAL PROVISIONS

- 4-100.00 INTRODUCTION
- 4-105.00 ROADWAY DESIGN CHECKLIST - CONSTRUCTION PLANS
- 4-110.00 PROJECT ACTIVITY STATUS SHEET
- 4-112.00 SIZE OF FULL-SIZE PLAN AND CROSS-SECTION SHEETS
- 4-112.01 SIZE OF FINAL CONSTRUCTION MYLARS AND CROSS-SECTION SHEETS
- 4-115.00 IDENTIFICATION OF SUPERVISORS, DESIGNERS, AND CHECKERS ON TITLE SHEET
- 4-115.05 SIGNATURES OF THE COMMISSIONER AND THE CHIEF ENGINEER ON TITLE SHEET
- 4-115.10 ENGINEER'S SEAL, SIGNATURE, AND DATE ON TITLE SHEET
- 4-115.15 PROJECT LENGTHS
- 4-115.20 EQUATION BLOCKS ON TITLE SHEET
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- 4-115.30 PROJECT DESCRIPTIONS
- 4-115.35 TRAFFIC DATA BLOCK ON TITLE SHEET
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- 4-133.00 CONSTRUCTION PLANS INDEX
- 4-135.00 GENERAL NOTES ON CONTRACT PLANS
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- 4-140.02 LETTING REVISIONS
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- 4-140.06 SUBMITTAL OF CONSTRUCTION QUANTITIES ESTIMATES
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- 4-145.00 FIELD REVIEW PROCEDURES
- 4-150.00 CONSTRUCTION REVISIONS

CHAPTER 2 - EARTHWORK

- 4-202.00 REMOVAL OF STRUCTURE
- 4-202.01 REMOVAL OF STRUCTURES AND OBSTRUCTIONS
- 4-202.10 REMOVAL OF BUILDINGS AND OBSTRUCTIONS
- 4-202.13 ABANDONMENT OF WATER WELLS
- 4-203.00 EXCAVATION AND UNDERCUTTING
- 4-203.02 DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS
- 4-203.05 SHRINKAGE AND SWELL FACTORS
- 4-203.10 GRADING LINE THROUGH SOLID ROCK
- 4-203.15 PRESPLITTING OF ROCK EXCAVATION
- 4-203.20 GRADED SOLID ROCK BORROW
- 4-203.25 ROADWAY APPROACHES
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- 4-203.35 CHANNEL EXCAVATION FOR BOX AND SLAB TYPE CULVERTS AND BRIDGES
- 4-203.40 COMPUTATIONS FOR ITEM NO. 203-06 WATER
- 4-203.45 EARTHWORK BALANCES ON WIDENING OF EXISTING ROADWAYS
- 4-203.50 SUBMISSION OF GRADING QUANTITIES SHEETS FOR CONSTRUCTION

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- 4-203.55 USE OF ESTIMATED GRADING QUANTITIES BLOCK FOR ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED)
- 4-204.00 PIPE CULVERT EXCAVATION AND BEDDING
- 4-204.05 EXCAVATION FOR CONCRETE BOX AND SLAB TYPE CULVERTS AND BRIDGES
- 4-209.00 EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) FOOTNOTE
- 4-209.01 COMPUTATIONS OF EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) QUANTITIES
- 4-209.05 EXCAVATION OR PLACEMENT OF RIP-RAP IN THE DRY

CHAPTER 3 - BASES AND SUBGRADE TREATMENT

- 4-300.00 CRITERIA FOR USE OF PERFORMANCE GRADE ASPHALT ON STATE RESURFACING AND CONSTRUCTION PROJECTS
- 4-301.00 COMPUTATION OF SUBGRADE TREATMENT (GRANULAR)
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- 4-307.00 COMPUTATIONS FOR BITUMINOUS PLANT MIX BASE (HOT MIX)
- 4-308.00 COMPUTATIONS FOR BITUMINOUS COATED AGGREGATE BASE (PLANT MIX)
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- 4-312.00 COMPUTATIONS FOR AGGREGATE-LIME-FLY ASH STABILIZED BASE COURSE

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- 4-400.00 PAVING POLICY - RESURFACING
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- 4-400.05 HERBICIDE USE IN EMULSIFIED ASPHALT - RESURFACING
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- 4-405.01 USE OF BITUMINOUS SEAL COAT (CHIP SEAL) ALONG EDGE OF PAVED SHOULDER WHILE MAKING LANE SHIFTS DURING CONSTRUCTION
- 4-406.00 COMPUTATIONS FOR BITUMINOUS SEAL COAT (SPLIT APPLICATION)
- 4-411.00 COMPUTATIONS FOR ASPHALTIC CONCRETE SURFACE (HOT MIX)
- 4-411.02 RAISED BITUMINOUS RUMBLE STRIPS
- 4-411.03 RUMBLE STRIPS
- 4-411.04 RUMBLE STRIPES
- 4-411.05 RIDEABILITY SPECIFICATIONS
- 4-414.05 COMPUTATIONS FOR MICRO-SURFACING
- 4-415.00 COLD PLANING OF BITUMINOUS PAVEMENT
- CHAPTER 5 - RIGID PAVEMENT
- 4-501.00 PORTLAND CEMENT CONCRETE PAVEMENT
- 4-502.00 COMPUTATIONS FOR UNDERSEALING CONCRETE PAVEMENT
- CHAPTER 6 - STRUCTURES
- 4-604.00 TYPE DESIGNATION FOR CONCRETE BOX AND SLAB TYPE CULVERTS AND BRIDGES
- 4-604.05 PRECAST, PRESTRESSED BRIDGE DECK PANELS
- 4-604.10 PAVED APRON FOR BOX CULVERT AND BRIDGE OUTLETS
- 4-604.20 CONCRETE BOX AND SLAB TYPE CULVERTS AND BRIDGES IN SHALLOW FILLS
- 4-604.25 STEEL BAR REINFORCEMENT (ROADWAY)
- 4-604.30 CULVERT EXCAVATION FOR BOX OR SLAB TYPE CULVERTS OR BRIDGES

- 4-604.35 CHANNEL EXCAVATION FOR BOX OR SLAB TYPE CULVERTS OR BRIDGES
- 4-604.40 STOCK PASSES
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- 4-617.00 BRIDGE DECK SEALANT
- 4-621.00 TEMPORARY STRUCTURES
- 4-625.00 ABANDONMENT OF WATER WELLS

CHAPTER 7 - INCIDENTAL CONSTRUCTION

- 4-705.00 GUARDRAIL INSTALLATION ACROSS BOX OR SLAB TYPE CULVERTS AND CONCRETE DECK BRIDGES
- 4-705.05 GUARDRAIL END TERMINALS
- 4-707.00 ROW STOCK FENCE
- 4-709.05 RIP-RAP
- 4-710.00 UNDERDRAINS
- 4-712.00 TRAFFIC CONTROL IN CONSTRUCTION ZONES
- 4-712.05 RECORD-A-COMMENT SIGN
- 4-712.10 DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS
- 4-712.15 SPECIAL CONSTRUCTION SIGNS
- 4-712.20 MERGE LEFT
- 4-712.25 USE OF LANE CLOSURE WITH LEFT HAND MERGE
- 4-713.00 FLEXIBLE DELINEATIONS
- 4-713.05 ROADWAY SIGNING ON INTERSTATE AND FULL ACCESS CONTROL ROADWAYS
- 4-713.10 ROADWAY SIGNING EXCEPT INTERSTATE AND FULL-ACCESS CONTROL ROADWAYS
- 4-713.15 ROADWAY SIGNING

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- 4-713.20 ADVANCE GUIDE SIGNS AND EXIT DIRECTIONAL SIGNS ON TRAFFIC CONTROL PLANS
 - 4-713.25 NOTE ALLOWING TRAFFIC TO TEMPORARILY DRIVE ON MILLED SURFACE TO BE PLACED IN INTERSTATE RESURFACING PLANS
 - 4-714.00 ROADWAY LIGHTING
 - 4-716.00 CHANNELIZATION STRIPING
 - 4-716.05 PAVEMENT MARKING GUIDELINES
 - 4-716.10 TEMPORARY PAVEMENT MARKINGS
 - 4-716.11 TEMPORARY PAVEMENT MARKING FOR USE ON PAVEMENT SURFACE OTHER THAN FINAL
 - 4-716.13 PAVEMENT MARKING PLANS ON INTERSTATE AND FULL-ACCESS CONTROL ROADWAYS
 - 4-716.15 PERMANENT PAVEMENT MARKINGS
 - 4-716.16 STRIPING RAMPS ON RESURFACING PLANS
 - 4-716.17 STRIPING ON MICRO SURFACE PAVEMENTS
 - 4-716.20 PAVEMENT MARKING GENERAL NOTES FOR ROADWAY PLANS
 - 4-716.25 SPECIALTY PAVEMENT MARKINGS
 - 4-716.30 USE OF REMOVABLE PAVEMENT MARKING LINE
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 - 4-730.08 REPLACEMENT OF TRAFFIC SIGNAL DETECTION LOOPS
 - 4-730.10 TRAFFIC SIGNALS
 - 4-730.15 STRUCTURAL SUPPORTS FOR TRAFFIC SIGNALS
 - 4-730.20 TEMPORARY TRAFFIC SIGNAL SYSTEMS USED AT TWO-LANE BRIDGE RECONSTRUCTION SITES
 - 4-740.00 GEOTEXTILE FABRIC AND GEOMEMBRANE

CHAPTER 8 - ROADSIDE DEVELOPMENT

- 4-801.00 SEEDING (WITH MULCH)
- 4-801.05 CROWN VETCH MIXTURE (WITH MULCH)
- 4-801.07 TEMPORARY SEEDING (WITH MULCH)
- 4-801.10 WATER (SEEDING AND SODDING)
- 4-801.15 SEEDING (SUPPLEMENTAL APPLICATION)
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- 4-905.00 SILICONE SEALANT

SECTION IV – CONSTRUCTION PLANS

CHAPTER 1 - GENERAL PROVISIONS

4-100.00 INTRODUCTION

This chapter addresses construction matters, which do not fit neatly into any of the other chapters.

4-105.00 ROADWAY DESIGN CHECKLIST - CONSTRUCTION PLANS (See 1-105.00)

4-110.00 PROJECT ACTIVITY STATUS SHEET (See 1-110.00)

4-112.00 SIZE OF FULL-SIZE PLAN AND CROSS-SECTION SHEETS (See 2-112.00 and 3-102.00)

4-112.01 SIZE OF FINAL CONSTRUCTION MYLARS AND CROSS-SECTION SHEETS

All final mylar and cross-section sheets submitted for final construction shall be 34" x 22". Mylar shall be 4 mil.

4-115.00 IDENTIFICATION OF SUPERVISORS, DESIGNERS, AND CHECKERS ON TITLE SHEET

On the lower left-hand corner of the project title sheet list the name of the TDOT Civil Engineering Manager 1, TDOT Design Manager 1 or TDOT Roadway Specialist Supervisor 2 in charge of the project, the name of the firm designing the project (if being done by a consultant), the name of the designer, the name of the person(s) who checked the plans and the Design Project (P.E.) number. See Figures 4-1a and 4-1b.

CONSULTANT DESIGN CONSTRUCTION

TDOT C.E. MANAGER 1 OR
TDOT DESIGN MANAGER 1: _____

DESIGNED BY: _____ (Firm Name)
DESIGNER: _____ (Responsible Person) CHECKED BY: _____

P.E. NO. _____
PIN NO. _____

**Figure 4-1a
Title Sheet Identification Format for Consultant Designed Construction**

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T.D.O.T. DESIGN CONSTRUCTION

T.D.O.T. ROAD SP. SV. 2: _____

DESIGNER: _____ CHECKED BY : _____

P.E. NO. _____

PIN NO. _____

Figure 4-1b

Title Sheet Identification Format for TDOT Designed Construction

4-115.05 SIGNATURES OF THE COMMISSIONER AND THE CHIEF ENGINEER ON TITLE SHEET (See 3-105.05)

4-115.10 ENGINEER'S SEAL, SIGNATURE, AND DATE ON TITLE SHEET

When plans are submitted for Construction, the engineer's seal, signature, and date shall be placed on the right side of the title sheet above the Chief Engineer's signature. The engineer's seal, signature, and date must also be placed on every subsequent sheet of the Construction Plans (except the cross-sections), usually in the lower right-hand corner.

4-115.15 PROJECT LENGTHS

All projects shall show - "Roadway Length, Bridge Length, Box Bridge Length and Project Length" - on the title sheet. If there are no bridges or box bridges, show those lengths as "0.000 miles". If box bridges serve as a riding surface for vehicles, that length shall be added together in the same manner as roadway and regular bridge length for a total project length. If the box bridge does not serve as a riding surface, the box-bridge length will not be added in with the others, and a footnote to the Box Bridge Length will be added below the project length to say "Not included in the project length".

4-115.20 EQUATION BLOCKS ON TITLE SHEET (See 2-115.05)

4-115.25 EXCLUSIONS ON TITLE SHEET (See 2-115.10)

4-115.30 PROJECT DESCRIPTIONS (See 2-115.20)

4-115.35 TRAFFIC DATA BLOCK ON TITLE SHEET

The designer will place the traffic design data block on all construction title sheets, except for those used on 100% State Resurfacing Projects, as per Construction Plans checklist in Section 1-105.00 of the Design Guidelines. For an example of a traffic data block, see Section 2-115.15 of the Design Guidelines. This applies to both full-size 34-inch x 22-inch and 11-inch x 17-inch title sheets.

On 100% State Resurfacing Projects, the designer will be required to show only the current ADT as taken from the report prepared by the Bureau of Planning and Development titled *Traffic Flow Maps - Tennessee Roads and Streets* and the posted speed as submitted by the Regional Construction Office.

4-120.00 HAUL ROADS ON ALL PROJECTS

Haul roads shall be shown on the traffic control plans unless it is decided during the Construction Field Review that one is not required. All necessary construction items required to keep the road in satisfactory condition for the contractor shall be included in the plans.

4-125.00 BRIDGE CLEARANCES ON PAVING PROJECTS

The designer shall furnish the Structures Division with a list of all bridges under which the roadway passes. The Structures Division will check the vertical clearance records and furnish the designer with the maximum permissible thickness of overlay under the structure.

4-130.00 SALVAGE CREDITS ON FEDERALLY-FUNDED PROJECTS

Salvage credit (credit to Federal funds) is to be considered when there is a need to dispose of expendable and nonexpendable tangible personal property previously acquired with Federal funds. Such property may be unused construction materials, salvaged highway appurtenances or other equipment and/or material for which the useful life extends beyond the construction contract.

Salvage, for credit to Federal funds, need not be a consideration under the following circumstances:

1. The value of the item(s) is less than \$5,000.
2. Salvageable item(s) become the contractor's property by virtue of the contract provisions. (See last paragraphs Subsection 104.10 of the Standard Specifications.)
3. The item(s) will be reused on a future project eligible under Title 23 U.S.C.
4. The cost of salvaging an item(s) would exceed the value of the item(s) salvaged.

If salvage credits are to be applied, the FHWA shall be made aware so that a fair market value may be determined.

If items are to be considered under No. 3 above, maintenance personnel need to be made aware, because certain record keeping will be involved.

4-133.00 CONSTRUCTION PLANS INDEX

The format used in the following construction index is to be adhered to on all construction projects.

The sheet names and sequence of sheets shown in Figure 4-2 are intended to establish a general order for placement of the sheets in the plans. Actual sheet numbers will be determined based on the sheets used on a specific construction project.

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SHEET NAME	SHEET NO.
Title Sheet	1
Roadway Index and Standard Drawings Index	1A
Project Commitments	1B
Estimated Bridge Quantities and Bridge Index	2
Estimated Roadway Quantities	2A - 2A1
Estimated Utilities Quantities	2B - 2B1
Typical Sections and Paving Schedule	2C - 2F
General Notes and Special Notes	2G
Tabulated Quantities	2H - 2J
Detail Sheets	2K - 2L
Property Maps and Right-of-Way Acquisition Tables	3, 3A - 3B
Present Layouts	4 - 14
Proposed Layouts	4A - 14A
Proposed Profiles (if needed)	4B - 14B
Public Side Roads and Ramp Profiles	16 - 17
Private Drive and Field Ramp Profiles	18 - 21
Interchange Grading Plans	22 - 24
Drainage Maps	25 - 27
Culvert Sections	28 - 30
Erosion Prevention and Sediment Control (EPSC) Plans	31 - 33
Natural Stream Design Plans	34-35
Environmental Mitigation Plans	36-37
Traffic Control Plans with Construction Phasing Notes	38, 38A - 38Z
Signing and Pavement Marking Plans	39, 39A - 39Z
Sign Schedule Sheets	40, 40A - 40Z
Miscellaneous Signing Details	41, 41A - 41Z
Signal Layouts	42, 42A - 42Z
Lighting Layouts	43, 43A - 43Z
Soils Sheets	44, 44A - 44Z
Roadway Cross-Sections	45 - 191
Side Road Cross-Sections	192 - 200
Utility Index, Utility Owners, and Utility Sheets	U1-1 - U1-xx

Figure 4-2
Typical Index of Sheets

4-135.00 GENERAL NOTES ON CONTRACT PLANS (See 6-100)

A list of general notes frequently used on project plans is included in Section VI. The designer shall place these notes on the second sheet series of the plans under the heading of "General Notes."

Good engineering judgment is required in the use of these notes and any other notes in the plans. If notes are extracted from other parts of this document, refer to the appropriate part to determine the intent of the note.

These notes have been agreed upon by the various offices of the Department involved in the design, right-of-way acquisition, utility relocation and adjustment, construction, etc.; therefore, care shall be taken that the notes are reproduced on the plans exactly as they are in this document, unless there is an excellent reason for revising the wordage.

4-135.05 SPECIAL NOTES ON CONTRACT PLANS (See 6-200)

A list of special notes frequently used on project plans is included in Section VI. Special notes also include notes written specifically for the project or notes that vary in any way from the computerized list of general or special notes listed in Section VI. The designer shall place these notes on the second sheet series of the plans under the heading "Special Notes". The designer should also be aware that individual notes may be required to be included on specific plans sheets as indicated in Section VI.

Special Notes are to be placed and identified on the plans as follows:

1. Special Notes are to be placed immediately following General Notes in the plans.
2. Special Notes are to be identified with the header "Special Notes". The heading "Special Notes" should not be included as a sub-header under General Notes.
3. The Index Sheet should include "Special Notes" when applicable.
4. General Notes that are modified are to be included as Special Notes.
5. Special Notes are to be grouped together and sub-headers used. For modified general notes, the same sub-header found in the general notes should be used in the Special Notes. Special Notes specific to the project should be placed under the appropriate sub-header or an appropriate sub-header be created.
6. Notes requested by the Environmental Division should be included as Special Notes except for special circumstances that require the note to be shown on the specific plan sheet for which the note applies. In these cases, a special note should be included in the Special Notes indicating the location of the note.

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English

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7. For notes added at the direction of the Environmental Division, the following sub-headers should be used:
 - A. Environmental - Air and Noise
 - B. Environmental – Archaeology
 - C. Environmental – Ecology
 - D. Environmental - Hazardous Materials
 - E. Environmental - Historic Preservation
 - F. Environmental – Mitigation
 - G. Environmental – Permits

Notes in the Design Guidelines and Instructional Bulletins specified to be placed in other locations in the plans should continue to be placed as directed.

FILE NO.	DESIGN DIVISION	TENNESSEE 0.0.1.	DATE: 08-05-2007 13:38	PROJECT NO.	DATE	DATE	DATE
				CONST. 2007 (BITE-3993.111)			
<p>GENERAL NOTES</p> <p>GRADING</p> <p>(1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.</p> <p>(2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.</p> <p>(3) 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 AVIATION ADMINISTRATION (F.A.A.) REGULATIONS (49 CFR 157.23) AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY NECESSARY PERMITS OR APPROVALS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.</p> <p>SEEDING AND SODDING</p> <p>(4) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE REVEGETATED. THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOP SOIL IN EXISTING ROADWAYS SHALL BE MEASURED AND PAID FOR UNDER ITEMS 203.04 AND/OR 203.07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 801-01.</p> <p>(5) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO PROGRESSSES.</p> <p>(6) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED ON ALL SLOPES.</p> <p>GUARDRAIL</p> <p>(7) GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.</p> <p>DRAINAGE</p> <p>(8) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN SPECIFIC TO THE PROJECT, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.</p> <p>(9) CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.</p> <p>(10) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).</p> <p>(11) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OR EXCAVATED, THE CONTRACTOR SHALL MEASURE AND PAY FOR THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.</p> <p>(12) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC AT THESE STRUCTURES DURING THE PHASED CONSTRUCTION OF THIS PROJECT SHALL BE INCLUDED IN THE PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.</p> <p>MISCELLANEOUS</p> <p>(13) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.</p> <p>(14) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR OF THE GENERAL POLICE DUTY TOWARD THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.</p>			<p>SPECIAL NOTES</p> <p>CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES</p> <p>(1) ADVANCED WARNING SIGNS SHALL NOT BE USED TO REDIRECT TRAFFIC. SIGNS MAY BE ERRECTED UP TO ONE WEEK BEFORE NEEDED. IF THE SIGN FACE IS FULLY COVERED.</p> <p>EROSION CONTROL</p> <p>(2) REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.</p> <p>EXCAVATION OR PLACEMENT OF RIP-RAP IN THE DRY</p> <p>(3) ANY EXCAVATION OF THE STREAM CHANNEL AREA (e.g., FOR PIER, WATER OR EXPECTED FLOW PATH) AND PERFORMED DURING LOW FLOW CONDITIONS, THIS SHALL BE ACCOMPLISHED BY THE USE OF SHEET PILES, FLUMES, DIVERSION PIPE WITH SAND BAG DAM AT PIPE INLET, JERSEY BARRIERS, ETC. ALL WORK FOR EXCAVATION IN THE STREAM CHANNEL AREA INCLUDING EROSION PREVENTION AND SEDIMENT CONTROL SHALL BE SEQUENCED TO PREVENT EROSION. THIS ITEM SHALL INCLUDE ALL COSTS FOR MATERIALS, LABOR, MAINTENANCE, REMOVAL, SITE RESTORATION, AND OTHER MISCELLANEOUS ITEMS.</p> <p>ENVIRONMENTAL-ECOLOGY</p> <p>(4) STAFF FROM TDOT ENVIRONMENTAL DIVISION OR A RESURVEY WILL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING CONCERNING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR DESIGNATED CONSULTANT WILL NEED TO BE ON SITE FOR WORK BEING DONE WHICH COULD AFFECT THE STREAM OR SPECIES.</p> <p>(5) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A RESURVEY WILL HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED BRIDGE WORK. THIS WILL PROVIDE THE CONTRACTOR PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS WHICH MUST BE FOLLOWED.</p> <p>(6) ALL BRIDGE PROJECTS WITH THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT IDENTIFIED MUST HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS THESE MATERIALS ARE NOT ALLOWED TO ENTER THE STREAM.</p> <p>ENVIRONMENTAL-HISTORIC PRESERVATION</p> <p>(7) ANY DRIVEWAY WORK AT THE HISTORIC PROPERTY WILL BE AS MINIMAL AS POSSIBLE.</p>				
<p>ROAD CLOSURE NOTES</p> <p>(15) NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE ENGINEER SHALL NOTIFY THE AFFECTED AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION. THESE PARTIES INCLUDE BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT (SCHOOL SUPERINTENDENT), (2) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.</p> <p>PAVEMENT MARKINGS</p> <p>(16) REPAIRED PAVEMENT MARKINGS SHALL BE REPAINTED TO MATCH THE ORIGINAL MARKINGS. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-10.01 PAINTED PAVEMENT MARKINGS (4" LINE), L.I.M.</p> <p>GRADED SOLID ROCK</p> <p>(17) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3" x 3" AT LEAST 50% BY WEIGHT (70% OF THE ROCK SHALL BE GREATER THAN 10% BY WEIGHT) SHALL BE LESS THAN 2" IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUI-DIMENSIONAL, THIN, SLABBY AND MECHANICALLY MIXED. THE MATERIAL SHALL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-10.01 GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.</p> <p>CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES</p> <p>(18) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS 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.</p> <p>(19) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER FACE IS FULLY COVERED.</p> <p>(20) UNNEEDED DEVICES SHALL NOT BE OVERLAPPED OR ERRECTED UNLESS PREVIOUS DEVICES ARE PRESENT. NECESSARY WARNING DEVICES SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE 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 MAY INCREASE OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED IMMEDIATELY UPON COMPLETION OF THE PROJECT. THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED, 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.</p>			<p>CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES</p> <p>(1) ADVANCED WARNING SIGNS SHALL NOT BE USED TO REDIRECT TRAFFIC. SIGNS MAY BE ERRECTED UP TO ONE WEEK BEFORE NEEDED. IF THE SIGN FACE IS FULLY COVERED.</p> <p>EROSION CONTROL</p> <p>(2) REGARDING SEASONAL WORK LIMITATION OR LIMITATION ON THE TOTAL AREA OF EXPOSED SOIL.</p> <p>EXCAVATION OR PLACEMENT OF RIP-RAP IN THE DRY</p> <p>(3) ANY EXCAVATION OF THE STREAM CHANNEL AREA (e.g., FOR PIER, WATER OR EXPECTED FLOW PATH) AND PERFORMED DURING LOW FLOW CONDITIONS, THIS SHALL BE ACCOMPLISHED BY THE USE OF SHEET PILES, FLUMES, DIVERSION PIPE WITH SAND BAG DAM AT PIPE INLET, JERSEY BARRIERS, ETC. ALL WORK FOR EXCAVATION IN THE STREAM CHANNEL AREA INCLUDING EROSION PREVENTION AND SEDIMENT CONTROL SHALL BE SEQUENCED TO PREVENT EROSION. THIS ITEM SHALL INCLUDE ALL COSTS FOR MATERIALS, LABOR, MAINTENANCE, REMOVAL, SITE RESTORATION, AND OTHER MISCELLANEOUS ITEMS.</p> <p>ENVIRONMENTAL-ECOLOGY</p> <p>(4) STAFF FROM TDOT ENVIRONMENTAL DIVISION OR A RESURVEY WILL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING CONCERNING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR DESIGNATED CONSULTANT WILL NEED TO BE ON SITE FOR WORK BEING DONE WHICH COULD AFFECT THE STREAM OR SPECIES.</p> <p>(5) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A RESURVEY WILL HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED BRIDGE WORK. THIS WILL PROVIDE THE CONTRACTOR PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS WHICH MUST BE FOLLOWED.</p> <p>(6) ALL BRIDGE PROJECTS WITH THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT IDENTIFIED MUST HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS THESE MATERIALS ARE NOT ALLOWED TO ENTER THE STREAM.</p> <p>ENVIRONMENTAL-HISTORIC PRESERVATION</p> <p>(7) ANY DRIVEWAY WORK AT THE HISTORIC PROPERTY WILL BE AS MINIMAL AS POSSIBLE.</p>				

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
GENERAL NOTES
AND
SPECIAL NOTES

Figure 4-3
 Example of General Notes and Special Notes Sheet
 4-7

4-137.00 ADDITION OF UTILITY SHEETS TO CONSTRUCTION PLANS

The Commissioner is authorized to reimburse utilities for the cost of utility relocation as established by Tennessee Code Annotated, Title 54, Chapter 5, Part 8. As a result of this legislation, utilities will have the option of including their relocations in the Department's plans for certain projects. Construction plans for local controlled projects may include utility relocation plans if requested by the local government.

The Regional Utilities Office will submit the Utility Sheets, Utility Relocation Plans, and a Utilities Index Sheet directly to the Program Operations Office for letting, just as roadway and structure plans are submitted. If utilities are to be included in the construction contract, the Utilities Office will also submit estimated utility quantities to the Design Manager. The roadway designer will be responsible for developing the "Estimated Utility Quantities Sheet" to be included in the roadway plans, using quantities provided by the Design Manager.

In order to establish a uniform procedure for adding utility estimated quantities and sheets to the plans the following guidelines will be used:

1. The Design Manager shall contact the Regional Utilities Office approximately fourteen (14) weeks prior to the letting date to determine if utilities will be included as part of the construction contract. (Responsible Office: Design)
2. The Utilities Office will submit estimated utility quantities (in excel .xls format) with **assigned item numbers, units of measurement, and descriptions** to the Design Manager a minimum of twelve (12) weeks prior to the letting. (Responsible Office: Utilities)
3. Sheet No. 2B will be used for the "Estimated Utilities Quantities" sheet. If additional sheets are needed, sheet numbers 2B1, 2B2, etc. should be used. The following footnote should be added to sheet 2B: "See Sheet U1-1 for index of utility sheets. Applicable footnotes for Estimated Utilities Quantities will be on the utility tabulation blocks." (Responsible Office: Design)
4. The Utilities Office will be responsible for the Utility Estimate. The Utilities Office will supply the Estimates Section with the estimate file and unit prices for all utility items included in the plans. (Responsible Office: Utilities)
5. Sheet No. U1-1, "Utilities Index, Utility Owners, and Utility Sheets" will be shown in the "Roadway Index" after the Cross Sections. (Responsible Office: Design)
6. All utility sheets (including utility relocation sheets) and utility owners shall be listed on Sheet U1-1, "Utilities Index, Utility Owners, and Utility Sheets." This sheet may include the first utility sheet or it may follow as Sheet U1-2. See Figure 4-4. For format of Utility Owners see Figure 4-5. (Responsible Office: Utilities)
7. All utility sheets (including utility relocation sheets) will use the standard TDOT box in the upper right corner to identify the sheet. See Figure 4-6. (Responsible Office: Utilities)
8. All sheets shall be 34" X 22" and plotted on 4 mil mylar. (Responsible Office: Utilities)

9. An engineer licensed in the State of Tennessee shall seal utility relocation sheets. (Responsible Office: Utilities)
10. Revisions to utility sheets will be forwarded to the Design Manager to insure the "Estimated Utility Quantities" are updated and included in the revision distribution. (Responsible Office: Design and Utilities)
11. Utility quantities and item numbers will be consistent with the units of measurement used for the roadway plans. (Responsible Office: Utilities)

UTILITIES INDEX (EXAMPLE)

SHEET NAME	SHEET NUMBER
Utilities Index, Utility Owners, and Utility Sheets	U1-1 – U1-xx
Electrical Relocation Sheets	U2-1 – U2-xx
Water Relocation Sheets	U3-1 – U3-xx
Sewer Relocation Sheets	U4-1 – U4-xx
Gas Relocation Sheets	U5-1 – U5-xx
Cable TV Relocation Sheets	U6-1 – U6-xx
TVA Relocation Sheets	U7-1 – U7-xx

Figure 4-4
Typical Utilities Index

UTILITY OWNERS AND CONTACTS

Water:

Metro Water and Sewer
 P.O. Box 123
 Nashville, TN 37243
 Contact: John Smith
 Telephone: 615-555-1212
 Fax: (if available)
 E-mail: (if available)

Electrical:

Nashville Electric
 1000 Church Street
 Nashville, TN 37216
 Contact: Mike Jones
 Telephone: 615-555-1234
 Fax: (if available)
 E-mail: (if available)

Sewer:

Metro Water and Sewer
 P.O. Box 123
 Nashville, TN 37243
 Contact: Bill Williams
 Telephone: 615-555-1213
 Fax: (if available)
 E-mail: (if available)

**Figure 4-5
 Typical Format for Utility Owner Information**

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2003	NH-I-40-7(157)359	U1-1

**Figure 4-6
 Upper Right Hand Corner Box**

1. Use **"CONST."** for the type project. The designation "ROW" should not be added since utility sheets are not included in the right-of-way plans.
2. Use year project is let.
3. Insert federal construction project number. If not a federal project, use the state construction project number.

4-140.00 CONSTRUCTION PROJECT QUANTITY ESTIMATES AND PLANS SUBMITTAL
(See 1-220.00 and 3-400.15)

The following shall be provided to the Program Operations Office, Estimates Section when submitting final Construction Plans:

1. The Right-of-Way title sheet that will be forwarded to the Plans Sales Office by the Estimates Section. The designer shall pencil both the federal and state construction project numbers along the left margin of the Right-of-Way title sheet prior to turning it in with the Final Construction Plans.
2. If the project includes grading quantities, six copies of the grading quantity calculation sheets will be furnished with the plans.
3. A complete construction quantity estimate (with item numbers) shall be submitted to the Estimates Section with the plans. (See Sections 3-400.15 and 4-140.05.)
4. If the project includes right-of-way removal items, the unit prices furnished by the Right-of-Way Office will be shown in the unit price column of the submitted estimate. A copy of the letter from the Right-of-Way Office stating the values of the various removal items shall be submitted with the plans. All other unit prices will be set by the Estimates Section.
5. If the project includes non-participating items, any information concerning price will be furnished to the Estimates Section.

Any and all changes to the items after submittal must be revised in accordance with the Plans and Estimates Revision guidelines. (See Section 4-140.02.)

To insure the proper and rapid processing of Construction Plans, the following transmittal letter, shown in Figure 4-7, shall accompany the Construction Plans submittal to the Estimating and Bid Analysis Office.

If further information is required, please contact the Estimating and Bid Analysis Office.

Note: Refer to Section 1-220.00 for the current plans revision distribution schedule.



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

MEMORANDUM

TO: Estimating and Bid Analysis Office
Attn: Estimates Section
Suite 400 J.K. Polk Bldg.
Nashville, TN. 37243-0348

FROM: Roadway Design Manager
Design Office, Region 2

DATE: February 8, 2006

SUBJECT: Project No.: BR-STP-33 (10), 44004-3211-94
PIN 100300.00
Description: S.R. 50, Bridge & Approaches over Will Bee Creek (L.M. 0.23)
Jackson County

The following completed construction plan items for the referenced project are being transmitted for the June 2006 Letting Process.

<u> X </u>	Original Construction Drawings (38 Sheets)
<u> X </u>	Original Roadway Cross-Sections (52 Sheets)
<u> X </u>	Original R.O.W. Title Sheet
<u> X </u>	Copy Haul Distance Sheet
<u> X </u>	Copy Grading Quantity Sheets
<u> N/A </u>	Copy R.O.W. Office building removal letter
<u> N/A </u>	CD w/ estimate
<u> X </u>	Estimate emailed
<u> </u>	11" X 17" Resurfacing Plans (___ Sheets)

Comments:

For further information, please contact William B. Dunn Phone: (615) 520-4556

cc: David Davis
James Johnston
File

**Figure 4-7
Example Construction Plans Transmittal Letter**

4-140.01 11 x 17-INCH PLANS SUBMITTAL

State resurfacing plans will be submitted on an 11" by 17" format and will be limited to a maximum of 12 sheets in this format. All plans requiring more than 12 sheets will be submitted on standard full size mylar plans sheets.

When submitting plans on 11" by 17" paper, a minimum margin shall be provided on all sheets. The minimum margin shall be 1-inch for the left margin and 0.2-inch for the top, bottom and right margin.

The original copy shall be submitted to the Estimating and Bid Analysis Office.

4-140.02 LETTING REVISIONS

The determination of a letting revision will be made by the Headquarters Construction Office. An estimate revision may or may not require a Letting Revision, if the plans have not been printed by the Printing Services Office.

All letting revisions generated in the Regional Design Offices will be submitted through the TDOT C.E. Manager 2 responsible for the project. The TDOT C.E. Manager 2 will be responsible for having the revision forwarded to the Estimating and Bid Analysis Office in an accurate and timely manner.

All letting revisions generated in the Headquarters Design Offices will be submitted through the TDOT Design Manager responsible for the project. They will be responsible for having the revision forwarded to the Estimating and Bid Analysis Office in an accurate and timely manner.

It will be the responsibility of the C.E. Manager 2 to retrieve any original reproducible mylars from "A" Level which are to be revised on projects generated in the regions. It will be the responsibility of the Design Manager responsible for the project to retrieve any original reproducible mylars from "A" Level which are to be revised on their own projects. The revised reproducible mylars will then be returned to "A" Level after the revision has been completed.

An "Estimate Revision Request" form, shown in Figure 4-8, must be filled out for each revision and it must be initialed by one of the members of the Estimates Section. After the "Estimate Revision Request" form has been initialed, one (1) copy of that form will remain with the Estimates Section and one (1) initialed copy of the form with the plans change will be taken to the Construction Office. This information is necessary in order to maintain a current and accurate state estimate.

4-140.03 ITEM NUMBERS

Item numbers, item descriptions, and units of measurement which are to be used with the March 1, 2006 Standard Specifications for Road and Bridge Construction Book are available at the following website.

<http://www.tdot.state.tn.us/RoadItemLists/roaditemlist.htm>

The list is updated daily by the Construction Division. A list of the item numbers and descriptions is not printed in the Design Guidelines or Instructional Bulletins.

If an item number is needed, the Design Manager should contact the Contract Specifications Office, Suite 700, James K. Polk Building, Nashville, Tennessee 37243 to determine if an item number will be assigned or included in another item.

4-140.05 CONSTRUCTION QUANTITIES ESTIMATE DATA FILE

The construction quantities estimate is an Excel file, as shown in Figure 4-9.

For in-house design, the templates are available in the self-extracting archive, 2ndSheets.exe at

<http://home.tdot.state.tn.us/asstchiefengrdesign/Design/v8design/default.htm#MSOffice>

For consultant designs, the templates are available in the self-extracting archive, 2ndSheets.exe at

http://www.tdot.state.tn.us/Chief_Engineer/assistant_engineer_design/design/v8/V8design.htm#MSOffice

Instructions for use of these templates are in **2ndSheetsV8.pdf**, also at the same site.

There are Excel templates for projects with one, two or three state project numbers. For jobs with more than three state project numbers, see CADDV8.pdf for instructions.

No prices are to be entered in the estimate. Quantities cannot contain commas.

All items shall be listed in numerical order, regardless of the order they are listed in the plans.

SUBTOTAL CODES: (See CADDV8.pdf for detailed instructions)

- a) Roadway items shall be listed on a sheet separate from the Box-Bridge items. The sheet name for Roadway items must start with **Col**.
- b) Box-Bridge items shall be listed on a sheet separate from the Roadway items. The sheet name for Box Bridge items must start with **Box**.

- c) Alternate Roadway items shall be listed after all of the other roadway items. The alternates will be designated in column C as Alternate AA1, Alternate AA2, Alternate AA3, Alternate AB1, Alternate AB2, etc. Alternates AA1 would alternate with AA2 and AA3. AB1 would alternate with AB2, etc.
- d) Non-participating items are listed by column as designated on the **Proj Data** sheet.

4-140.06 SUBMITTAL OF CONSTRUCTION QUANTITIES ESTIMATES

For in-house design projects, the designer should place the completed construction estimate Excel file on File Net at the time final plans are submitted. An email notification should be sent to the following Groupwise e-mail address: Name: **Estimates, TDOT Construction** (User Id: JJCONST) once the construction estimate Excel file is placed on File Net. A copy of the e-mail shall be placed in the project folder to document the submittal of the construction estimate.

For consultant design projects, the completed Excel file is to be forwarded with the final construction plans to the Design Manager for submittal. Submittal may be on either CD, DVD, or via e-mail. The manager should place the construction estimate Excel file on File net at the time final plans are submitted. An e-mail notification should be sent to the following Groupwise e-mail address: Name: **Estimates, TDOT Construction** (User Id: JJCONST) once the construction estimate Excel file is placed on File Net. A copy of the e-mail shall be placed in the project folder to document the submittal of the construction estimate.

**4-140.07 SUBMITTAL OF PRELIMINARY CONSTRUCTION QUANTITIES ESTIMATES
(See 3-400.15)**

Refer to Section 3-400.15 for procedures to submit preliminary construction quantities estimates.

TDOT - ROADWAY DESIGN GUIDELINES

English

Revised: 09/30/2011

	A	B	C	D
		Project No. 1 Data	Project No. 2 Data	Project No. 3 Data
1				
2	State Project Number			
3	Federal Project Number			
4	Non Participating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	Project Description			
7	Letting Date			
9	Project Type of Work			
10	Unit (English or Metric)			
12	County			
13	Route			
14	Road Name			
15	Type of Road			
17	Project Length			
18	Beginning Station			
19	Ending Station			
20	Beginning Log Mile			
21	Ending Log Mile			
22	North Coordinate			
23	East Coordinate			
24	Longitude			
25	Latitude			
27	Roadway Designer			
28	Roadway CE Manager			
29	Date Turned In			
31	Bridge Required			
32	Bridge Designer			
33	Bridge CE Manager			

ESTIMATED ROADWAY QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	
307-02-08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TOW	3182	
411-02-01	ASPHALT CEMENT (PG70-22) (AC5) GRADING D	TOW	112	
	Alternative AA1			
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TOW	35000	
307-02-01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TOW	6477	
307-02-02	ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING A-5	TOW	165	
	Alternative AA2			
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TOW	25000	
307-02-01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TOW	5667	
307-02-02	ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING A-5	TOW	124	
309-01-01	MINERAL AGGREGATE (A-CBC)	TOW	10653	
309-01-02	PORTLAND CEMENT (A-CBC)	TOW	411	
309-02	BITUMINOUS MATERIAL (A-CBC)	TOW	28	
	Alternative AA3			
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TOW	25000	
307-02-01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TOW	5667	
307-02-02	ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING A-5	TOW	124	
312-01	MINERAL AGGREGATE (ALFSB)	TOW	7711	
312-02	LIME	TOW	293	
312-03	FLY ASH	TOW	921	
312-04	BITUMINOUS MATERIAL (ALFSB)	TOW	28	

Figure 4-9
Construction Quantities Estimate Data File Template

4-140.09 ESTIMATE CONFIDENTIALITY

The designer is hereby instructed to follow the TDOT guidelines regarding the handling of the construction cost estimates and unit bid prices as listed below.

1. **Construction Cost Estimates:** All designers are hereby instructed to keep the construction cost estimate confidential. These cost estimates shall never be made public and may only be revealed to the proper officials of TDOT. Should an inquiry be made by a person other than a TDOT official, refer the inquirer to a Manager in the Design Division. Secure the cost estimates at all times so that no unauthorized person may have access to them.
2. **Unit Bid Prices:** After a project is let, but prior to awarding it, all designers are hereby instructed not to divulge any unit prices bid on a project to anyone. When a project bid is rejected and not awarded, the unit prices are never to be made public. Any inquiry made in regard to bid prices shall be referred to your Manager for proper handling.

4-145.00 FIELD REVIEW PROCEDURES (See 1-120.00, 2-315.00 and 2-315.05)

On interstate resurfacing and controlled access resurfacing projects with interchanges, the designer shall inspect guardrail on all ramps and crossroads, which are State Routes within the access control limit of the interchange, and upgrade guardrail to current standards.

4-150.00 CONSTRUCTION REVISIONS (See 1-220.00)

When a project has been awarded to construction, and a change becomes necessary anywhere on the project, a Construction Plans revision is required. All construction revisions will be submitted through the TDOT Design Manager responsible for the project in an accurate and timely manner.

In the Regional Design Offices, the TDOT Design Manager responsible for the project will distribute the construction revision prints to the appropriate Regional personnel. They will submit construction revision prints for the appropriate Headquarters' personnel through the Plans Sales Office.

In the Headquarters Design Offices, the TDOT Design Manager responsible for the project will distribute the construction revision prints through the Plans Sales Office.

Note: Refer to Section 1-220.00 for the current plans revision distribution schedule.

CHAPTER 2 - EARTHWORK

4-202.00 REMOVAL OF STRUCTURE

When the proposed structure is a girder bridge, the removal items for the existing structure(s) shall be placed on the Estimated Structure Quantities sheet and numbered in sequence beginning with Item No. 202-04.01 and continuing through Item No. 202-04.49, as required.

When the proposed structure is a box bridge, the removal item for the existing structure(s) shall be placed on the Estimated Roadway Quantities sheet (in the Box Bridge block). When the proposed structure is a box culvert, the removal item for the existing structure(s) shall be placed on the Estimated Roadway Quantities sheet (in the Roadway block). The removal items shall be numbered in sequence beginning with Item No. 202-04.50 and continuing through Item No. 202-04.99, as required.

The removal items shall be footnoted as to whether the salvage shall become the property of the contractor, city, county or state.

4-202.01 REMOVAL OF STRUCTURES AND OBSTRUCTIONS

When Item No. 202-01, Removal of Structures and Obstructions, Lump Sum, or Item No. 202-01.50, Removal of Structures and Obstructions, Each, is used on a project, the designer shall add a footnote detailing exactly what major items are included in the item (this includes, but is not limited to catch basins, manholes, junction boxes, etc.). This is done so the Department's estimators and contractors bidding on a project will be able to more accurately estimate the cost of this item.

Generally, all removals that belong with Item Nos. 202-06.01 through 202-06.99 shall be listed as such and shall not be included in Item No. 202-01 or 202-01.50.

4-202.10 REMOVAL OF BUILDINGS AND OBSTRUCTIONS

All existing buildings and/or obstructions to be removed within the project limits are to be paid for under the bid price for Item No. 202-06.01, Removal of Buildings (Tract No. __) through Item No. 202-06.99, Removal of Buildings (Tract No. ____) per lump sum. All buildings and obstructions to be removed under these item numbers shall be so designated by the Regional Right-of-Way Office. The pay items in the Estimated Roadway Quantities Block shall be footnoted as follows:

“Bid price includes all salvage value of material. See tabulated quantities sheet No. 2____ for removal of buildings and obstructions description block.”

An example of a Removal of Buildings and Obstructions Description Block is shown in Figure 4-10.

REMOVAL OF BUILDINGS AND OBSTRUCTIONS DESCRIPTION BLOCK		
PAY ITEM	TRACT NO.	DESCRIPTION

NO ADDITIONAL COMPENSATION WILL BE MADE FOR THESE REMOVALS.

Figure 4-10
Removal of Buildings and Obstructions Description Block

4-202.13 ABANDONMENT OF WATER WELLS (See 4-625.00)

Item No. 202-13, Water Well Abandonment per Each, shall be used any time a water well is abandoned. This will cover all items necessary for the sealing of the well, except for grout. Item No. 604-15.01, Portland Cement Grout per cubic yard, shall be used to seal wells, and, for estimating purposes, shall be computed as shown below:

1. Wells with a diameter of 1 foot or less

The grout fill material shall extend from the bottom of the well to within 5 feet of the final surface, where the well is in a roadway cut, or to within 5 feet of the existing ground surface, where the well is located under roadway embankment or where the well is located outside of the construction limits.

2. Wells with a diameter greater than 1 foot

The bottom 5 feet of the well, or a depth equal to the depth of the water, whichever is greater, shall be filled with cement grout.

Information necessary to make these computations shall be requested when coordinating with the Tennessee Water Management Division, in accordance with Section 3-130.00 of these guidelines.

4-203.00 EXCAVATION AND UNDERCUTTING (See 2-145.00)

The Special Provision for Section 203 allows the use of Item No. 203-05, Undercutting, per Cubic Yard, as a pay item if the amount of undercutting needed, as specified in the soil report, is approximately 10% or more of Item No. 203-01, Road and Drainage Excavation (Unclassified).

All information regarding undercutting shall be clearly shown on the plans for the Construction Field Review. The decision to use the undercutting item shall be made on the Construction Field Review by the Design Division.

4-203.02 DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATIONS

The geotechnical report and geotechnical related drawings should be consulted by the roadway designer to determine what type of materials will be encountered during excavation and embankment construction for a project. The geotechnical report should provide enough information to determine the type materials described below and to determine appropriate shrink or swell factors. Some geotechnical reports may provide project specific recommendations for shrink and swell factors. It is recommended that the designer contact the Geotechnical Engineering Section as needed to clarify any questions arising regarding the nature of materials to be encountered and accounted for in the grading tabulations and bid quantities.

The following terms and definitions will be used by all TDOT Divisions so that a consistent definition is used in all phases of project development and in contract documents. Guidance to designers as to the material breakdown to be shown on the plans and cross-sections should be found in the geotechnical report.

A. SOIL MATERIAL Soil material is material that is predominantly made up of naturally occurring mineral particles which are fairly readily separated into relatively small pieces, and in which the mass may contain air, water, or organic materials. This material may contain rock pieces in the form of disconnected slabs, lenses, or boulders of less than approximately 0.5 cubic yards. The main soil groups consist of clay, silt, sand, gravel, cobbles, boulders (less than 0.5 cubic yard volume) or a combination of any of the constituents. For construction purposes, this material would typically be considered to be excavatable by conventional excavation machinery such as pans, track hoes, or front end excavators/loaders. This material would have a shrink factor as given in the shrink factors shown in Section 2-145.10 of the Design Guidelines or as recommended by the Geotechnical Engineering Section of the Materials and Tests Division.

B. SOLID ROCK MATERIAL Solid rock material is that naturally occurring material composed of mineral particles so firmly bonded together that relatively great effort is required to separate the particles (i.e. blasting or heavy crushing forces). For construction purposes, this material would typically have to be blasted to separate into pieces small enough to load and transport on earth moving trucks and which when subjected to proper pre-split and production blasting would result in a uniform stable rock cut face. Note that this material would not by definition necessarily be a proven source of any rock type aggregate such as solid rock, graded solid rock, rip rap, or other rock aggregate construction products. This material would have a significant swell factor as given in swell factors shown in Section 2-145.10 of the Design Guidelines or as recommended by the Geotechnical Engineering Section of the Materials and Tests Division.

C. SOFT ROCK OR DEGRADABLE ROCK This material is that naturally occurring material composed of mineral particles that are so firmly bonded such that they are not fairly readily separated into small pieces yet has such relatively low bonding strength that would allow for separating into small pieces through moderate to heavy crushing forces. For construction purposes this material would have to be subjected to ripping type equipment, hoe rams, or rugged use of a large bulldozer in order to separate the material such that it can be readily loaded into earth moving trucks. These materials would typically be shales, claystones, siltstones, weathered sandstones, weathered schist and weathered gneiss. This material would have a relatively small shrink or swell factor depending on the type material and the degree of weathering, disintegration, or degradation.

D. TRANSITIONAL MATERIALS This material is that material comprised of a combination of those materials described above occurring in either non-uniform interbedded layers of the above materials (i.e. shale material with relatively thin layers of solid rock such as hard limestone) or erratic localized changes of material types both laterally and with depth (such as a geologic formation resulting in pinnacled rock columns, floating boulders or lenses intercalated with clay soil, a common occurrence in certain regions of Tennessee). For construction purposes, this material may have to be excavated using a combination of excavation methods such as blasting of rock pinnacles, layers or boulders along with a ripping of weathered rock and excavating of soil with track hoes or loaders all within a localized area. This material would not be suitable for the use of excavating pan type equipment.

COMMON EXCAVATION Common excavation is that sum of materials excavated from a project inclusive of all those materials described in **A**, **C**, and **D** above. The grouping of these materials is to generally define those materials that would not generally be acceptable to permanently place on a pre-split, blasted face and also to define those materials that would not be considered a source of a defined fill material such as solid rock fill, graded solid rock, rip rap or other rock type aggregates. Typically the materials in this grouping would have either a shrink factor or a relatively low swell factor as compared to solid rock material described in **B** above.

UNCLASSIFIED EXCAVATION Unclassified excavation is that sum of materials excavated from a project inclusive of all those items described in **A**, **B**, **C**, and **D** above. On most projects, road and drainage excavation will be listed as unclassified and is to be bid as one item regardless of the type material encountered. See section 203.02 (a) of the Standard Specifications for Road and Bridge Construction.

Generally, all earthwork for roadway projects will be paid for under Item 203-01, Road and Drainage Excavation (Unclassified), C.Y., except in situations where special or unique conditions exist that would warrant bidding earthwork as either separate bid items or embankment in place bid items. For projects which earthwork items other than Road and Drainage Excavation (Unclassified) may be appropriate, the Design Manager will consult with both the Geotechnical Section and the Headquarters Construction Division to determine if other pay items are appropriate and what material type breakdown will be shown on the grading tabulation and earthwork balances in the plans.

See Section 6-200.00 for notes which shall be added to the plans as Special Notes on **ALL** projects for which a Geotechnical Report is prepared unless otherwise directed by the Design Manager after consultation with the Soils and Geology Section of the Materials and Tests Division and the Headquarters Construction Division. All grading quantities on the Estimated Roadway Quantities Sheet should also be footnoted "Refer to Special Notes."

4-203.05 SHRINKAGE AND SWELL FACTORS (See 2-145.10)

4-203.10 GRADING LINE THROUGH SOLID ROCK

Do not show a solid rock grading line on the typical sections. Specifications for excavation of rock at the subgrade, and where rock slopes are to be seeded, are covered in the Standard Specifications.

4-203.15 PRESPLITTING OF ROCK EXCAVATION

On all projects having rock excavation, a quantity shall be included for pre-splitting the rock at the outside limits of the cut areas containing the rock.

Pre-splitting shall not be required on slopes flatter than 1:1 as per Section 203 of the Standard Specifications.

The quantity of pre-splitting shall be computed from the roadway cross-sections.

4-203.20 GRADED SOLID ROCK BORROW

On all projects requiring graded (sized) solid rock borrow for rock buttresses, revetment, etc, the unit of payment shall be per ton instead of per cubic yard. This item shall be paid for as follows:

Item No. 203-02.01 - Borrow Excavation (Graded Solid Rock) - Ton

Use a factor of 1.7636 tons per cubic yard for estimating quantities.

4-203.25 ROADWAY APPROACHES

On bridge replacement projects with a minimal amount of roadway work on the approaches, the designer shall consider using Item No. 203-30.01, Roadway Approaches. This is a lump sum pay item to construct bridge approaches that have quantities that are too small to be accurately measured in the field. This item has been developed to replace those items, which, - 716because of the small quantities, are uneconomical to measure and document for payment under present procedures.

Item No. 203-30.01 may include: road and drainage excavation, borrow excavation, channel and culvert excavation on box bridges, clearing and grubbing, topsoil, seeding, sodding and water. The required quantities need to be calculated and shown in a tabulated block for purposes of cost estimating and bidding. Other items may be included in this item, if appropriate, but shall be discussed and approved during the construction field review before inclusion.

As a guideline, it is recommended that Item No. 203-30.01 be considered anytime that the total excavation is approximately 1500 C.Y. or less. However, other items and factors may influence the decision to use this item. Designers shall use their best judgment on a project by project basis to determine the need for Item No. 203-30.01.

Figure 4-11, shown below, shall be used to itemize the quantities included in Roadway Approaches. The note, "No change in compensation will be made for normal variations in estimated quantities." is required.

ALL COSTS OF THESE ESTIMATED QUANTITIES TO BE INCLUDED IN PRICE BID FOR ROADWAY APPROACHES ITEM NO. 203-30.01							
Road & Drain Exc. (Uncl.)	Borrow Excavation (Uncl.)	Water	Placing & Spreading Topsoil	Channel Exc.	Seeding w/Mulch	Water Seeding & Sodding M.G.	Sodding (New Sod)
C.Y.	C.Y.	M.G.	C.Y.	C.Y.	Unit	M.G.	S.Y.
1508	169	4	283	440	20	2	38

NO CHANGE IN COMPENSATION WILL BE MADE FOR NORMAL VARIATIONS IN ESTIMATED QUANTITIES.

**Figure 4-11
Example of Estimated Quantities for Roadway Approaches Block**

For projects with more than one structure, each site shall be estimated, and an item per site used. Use the Roadway Approach Item No. 203-30.01 followed by 203-30.02, etc.

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English

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4-203.30 TOPSOIL COMPUTATION (See 3-315.05)

4-203.35 CHANNEL EXCAVATION FOR BOX AND SLAB TYPE CULVERTS AND BRIDGES

The **channel excavation** must be computed by the roadway designers. The channel excavation will be included in the Estimated Roadway Quantities Block. DO NOT include the cost of this item in the unit cost of concrete. This item must be bid separately under the price bid for Item No. 203-08, Channel Excavation (Unclassified), per cubic yard. See Section 4-204.05 for limits of this item.

See Section 4-204.05, concerning **culvert excavation** for box and slab type culverts and bridges.

4-203.40 COMPUTATIONS FOR ITEM NO. 203-06 WATER

Embankment:

$$\frac{\text{Earth embankment (C.Y.)} \times 2.525 \text{ Gal/C.Y.}}{1000 \text{ Gal/M.G.}} = \text{M.G.}$$

Base material and granular backfill:

$$\frac{\text{Compacted volume (C.Y.)} \times 15.150 \text{ Gal/C.Y.}}{1000 \text{ Gal/M.G.}} = \text{M.G.}$$

Foundation preparation (Item No. 204-10.01 through 204-10.16):

$$\frac{\text{Width of subgrade (Ft)} \times 0.5 \text{ Ft} \times \text{Length of project (Ft)} \times 4 \text{ Gal/C.Y.}}{27 \text{ C.F./C.Y.} \times 1000 \text{ Gal/M.G.}} = \text{M.G.}$$

Subgrade treatment (lime) (Item Nos. 302-01.01):

$$\frac{\text{Subgrade treatment volume (C.Y.)} \times 40.400 \text{ Gal/C.Y.}}{1000 \text{ Gal/M.G.}} = \text{M.G.}$$

Soil-cement base (Item Nos. 304-01.02):

$$\frac{\text{Volume of base (C.Y.)} \times 15.150 \text{ Gal/C.Y.}}{1000 \text{ Gal/M.G.}} = \text{M.G.}$$

Aggregate-cement base (Item Nos. 309-01.01 and 309-01.02):

$$\frac{\text{Volume of base (C.Y.)} \times 15.150 \text{ Gal/C.Y.}}{1000 \text{ Gal/M.G.}} = \text{M.G.}$$

Lime fly-ash base (Item Nos. 312-01, 312-02, and 312-03):

$$\frac{\text{Volume of base (C.Y.)} \times 30.77 \text{ Gal/C.Y.}}{1000 \text{ Gal/M.G.}} = \text{M.G.}$$

NOTE: For urban-type projects, which require an unusually large amount of water for dust control, use a quantity of water six times the amount calculated.

4-203.45 EARTHWORK BALANCES ON WIDENING OF EXISTING ROADWAYS

When balancing the earthwork on a project that involves a grade change on the existing roadway, attention needs to be paid to the construction sequencing. It is not possible to maintain traffic on the existing roadway and, at the same time, use material from that roadway to lower the grade, or conversely, to add material to raise the grade of the existing roadway.

When the designer considers the need to stockpile material, detour traffic, or maintain traffic by other means, this shall be detailed in the traffic control plans, earthwork balances, or elsewhere as deemed appropriate.

4-203.50 SUBMISSION OF GRADING QUANTITIES SHEETS FOR CONSTRUCTION
(See 2-145.07 and 3-315.20)

4-203.55 USE OF ESTIMATED GRADING QUANTITIES BLOCK FOR ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED)

On all projects using Item No. 203-01, Road and Drainage Excavation (Unclassified), it is to be referred to as unclassified excavation. When the designer has received the Soils and Geology Report stating approximately what portion is common and what portion is solid rock, he or she is to use a block as shown in Figure 4-12a. If the designer does not know the composition of the material being excavated, he or she is to use a block as shown in Figure 4-12b.

ESTIMATED GRADING QUANTITIES							
STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.)		BORROW EXCAVATION		CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
	COMMON - C.Y.	S. ROCK - C.Y.	UNCL. - C.Y.	S. ROCK - C.Y.			

Figure 4-12a
Estimated Grading Quantities Block (Materials Composition Known)

ESTIMATED GRADING QUANTITIES							
STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.)		BORROW EXCAVATION		CHANNEL EXC. C.Y.	EXCESS EXC. WASTE C.Y.	EMB. C.Y.
	C.Y.		UNCL. - C.Y.	S. ROCK - C.Y.			

Figure 4-12b
Estimated Grading Quantities Block (Materials Composition Unknown)

4-204.00 PIPE CULVERT EXCAVATION AND BEDDING

The cost of excavation for the installation of pipe culverts, sewers, conduits, all other culverts, all minor structures of any type and description are not to be measured and paid for directly, but will be included in the price bid per linear foot of pipe.

Designers shall include both standard drawings D-PB-1 and D-PB-2 in plans on projects allowing HDPE as a pipe alternate. Designers are to refer to the Design Division Drainage Manual, Chapter 6, Section 6.04.2.2 and Table 6A-1, for pipe selection criteria and allowed alternates for roadway classes and fill heights.

Designers should note that bedding material shall no longer be paid for as a separate item but will be included in the cost of the proposed pipe culvert.

See Standard Drawing No. D-PB-1 and D-PB-2 for additional details.

4-204.05 EXCAVATION FOR CONCRETE BOX AND SLAB TYPE CULVERTS AND BRIDGES (See 4-203.35)

Compute quantities of **culvert excavation** (Figure 4-13) for these structures only if directed to do so. If culvert excavation is not computed for these structures, include the following note in the plans:

“Culvert excavation for concrete box or slab type culverts or bridges will not be measured and paid for directly, but the cost will be included in the cost of other items.”

See Section 4-203.35, concerning **channel excavation** for box and slab type culverts and bridges.

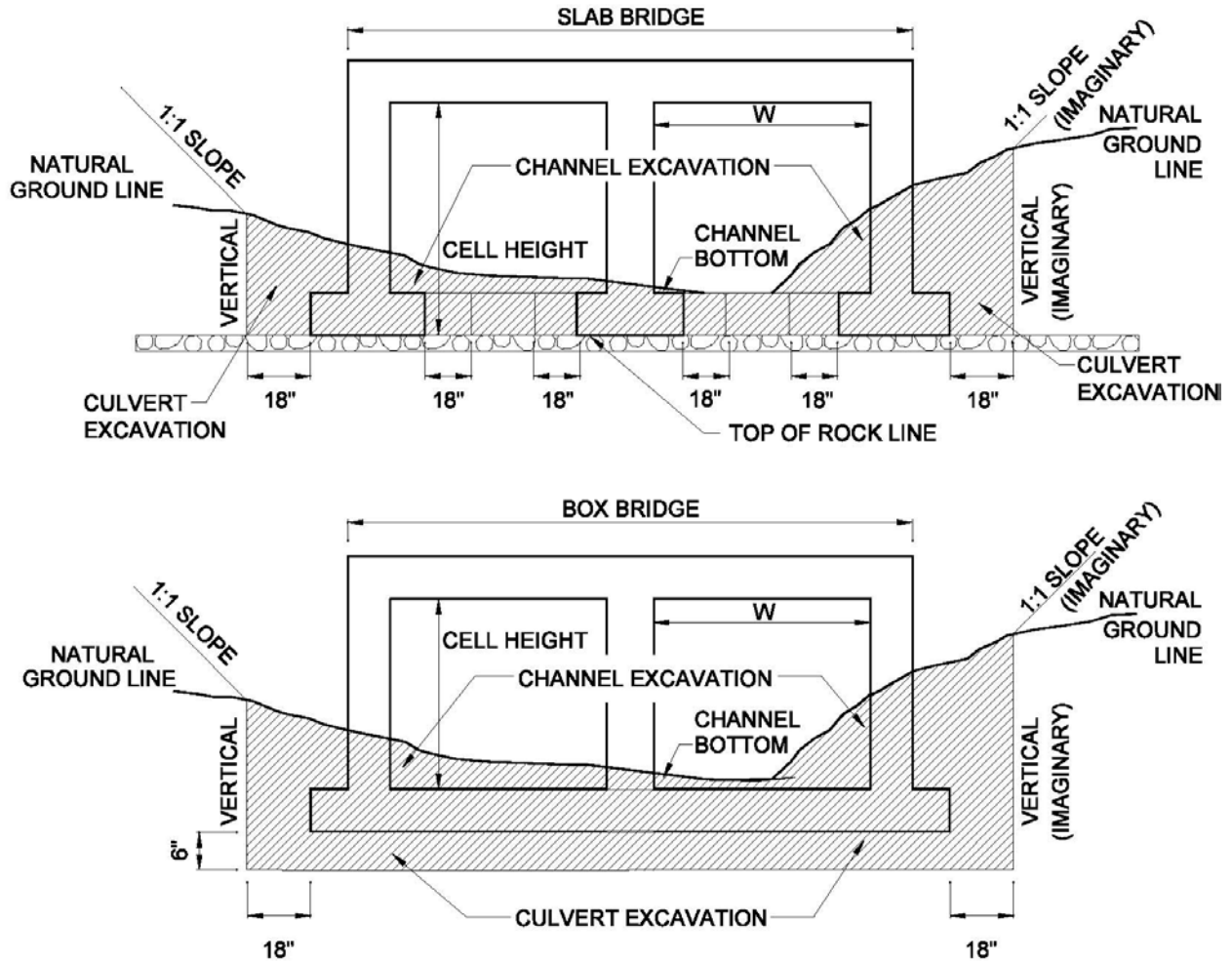


Figure 4-13
Quantities of Channel Excavation for Slab Type and Box Culverts and Bridges

4-209.00 EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) FOOTNOTE

The designer shall **footnote** all applicable erosion prevention and sediment control (EPSC) pay items as follows:

"See Subsection 209.07 of the Standard Specifications for Maintenance Replacement."

4-209.01 COMPUTATIONS OF EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) QUANTITIES

See Chapter 10 of the Drainage Manual.

4-209.05 EXCAVATION OR PLACEMENT OF RIP-RAP IN THE DRY

See Section 6-290.01 for a "Special Note" which shall be added to all plans with multi-barrel culverts or bridge structures.

CHAPTER 3 - BASES AND SUBGRADE TREATMENT

4-300.00 CRITERIA FOR USE OF PERFORMANCE GRADE ASPHALT ON STATE RESURFACING AND CONSTRUCTION PROJECTS

The type of performance grade asphalt used on all state resurfacing and construction projects shall adhere to the following criteria:

Performance Grade PG64-22 Asphalt is to be used on all state resurfacing projects and construction projects with current ADT less than 10,000.

Performance Grade PG70-22 Asphalt is to be used on all state resurfacing projects and construction projects with current ADT greater than 10,000, and on the NHS system on SR-15 (US-64), SR-5 (US-45W), SR-43 (US-45E), and SR-22 regardless of their traffic volume.

Performance Grade PG76-22 Asphalt is to be used on all interstate resurfacing projects and construction projects. It may also be used on state resurfacing and construction projects in cases of heavy truck traffic or severe rutting. However, in order to be used on these projects, prior approval by the Director of Materials and Tests, must be given.

Performance Grade PG82-22 Asphalt is to be used on selected urban interstate projects with extremely high volumes. These projects will always be designated by the Pavement Design Section.

On all construction projects where the pavement design has been supplied by the Pavement Design Section, the designer shall check the pavement design to ensure that it concurs with this policy. This will be particularly critical on older projects when the pavement design has been supplied some time ago. If the designer finds a deviation between the pavement design and this policy, they are to contact the Pavement Design Section to clarify the problem and, if necessary, to get the pavement design modified.

4-301.00 COMPUTATION OF SUBGRADE TREATMENT (GRANULAR)

Item No. 301-01 Aggregate for Subgrade Treatment

$$\text{Compacted volume (C.Y.)} \times 2.03 \text{ Tons/C.Y.} = \text{Tons}$$

4-302.00 COMPUTATION OF SUBGRADE TREATMENT (LIME)

Item No. 302-01.01 Hydrated Lime

$$\frac{\text{Subgrade treatment volume (C.Y.)} \times \text{*Weight (Lb./C.Y.)} \times \text{* \%}}{2,000 \text{ Lb./ Ton}} = \text{Tons}$$

* Weight to be supplied by the Pavement Design Section in Lb./C.Y.

* % to be supplied by the Pavement Design Section to be used in decimal form (for example, 5% = 0.05).

NOTE: To be used only when specifically recommended.

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Item No. 302-02 Bituminous Material (S. T. Lime)

$$\frac{\text{Surface area (Sq. Yd.)} \times 0.20 \text{ Gal./Sq. Yd.}}{231 \text{ Gal./Ton}} = \text{Tons}$$

INFORMATIONAL: Subsection 302.08 of the Standard Specifications requires slurry application unless otherwise shown on plans. If dry application is specified by the Pavement Design Section, it shall be necessary to footnote pay items.

4-303.00 COMPUTATIONS FOR MINERAL AGGREGATE BASE

Item Nos. 303-01, *303-01.08, *303-01.09 and 303-02

Loose weight of material = 2,900 Lb./C.Y.

$$\frac{2,900 \text{ Lb./C.Y.} \times 1.4}{2,000 \text{ Lb./Ton}} = 2.03 \text{ Tons/C.Y.}$$

Compacted volume (C.Y.) x 2.03 Tons/C.Y. = Tons

* To be used normally when the blending of two or more materials (for example, gravel and chert, etc.) is specified.

Item No. 303-01.01 Granular Backfill (Roadway)

Compacted volume (C.Y.) x 1.75 Tons/C.Y. = Tons

Item No. 303-01.03 Granular Backfill (Retaining Walls)

Compacted volume (C.Y.) x 1.75 Tons/C.Y. = Tons

Item No. 502-05 Calcium Chloride Type 1

Total aggregate (Tons) x 0.06 Bag/ Ton = Bags

Item No. 303-10.01 Mineral Aggregate (Size 57)

Loose weight of material = 2,619 Lbs./C.Y.

$$\frac{2,619 \text{ Lb./C.Y.} \times 1.02}{2,000 \text{ Lb./Ton}} = 1.34 \text{ Tons/C.Y.}$$

Uncompacted volume (C.Y.) x 1.34 Tons/C.Y. = *Tons

* To be used for fill material between concrete median barriers at areas requiring bridge pier protection in the median (See Standard Drawing Nos. S-MB-2 and S-MB-4).

$$\frac{2,619 \text{ Lb./C.Y.} \times 1.14}{2,000 \text{ Lb./Ton}} = 1.49 \text{ Tons/C.Y.}$$

Compacted volume (C.Y.) x 1.49 Tons/C.Y. = **Tons

** To be used when called for with erosion prevention and sediment control structures.

Item No. 303-10.03 through 303-10.06 Mineral Aggregate (Specify Size)

Compacted volume (C.Y.) x 1.75 Tons/C.Y. = Tons

4-303.05 GRANULAR BACKFILL FOR STRUCTURES

It will no longer be necessary to obtain backfill quantities from the Structures Division. Item Nos. 303-01.01, Granular Backfill (Roadway) and 303-01.03, Granular Backfill (Retaining Walls), will be used for backfilling structures that are included on the Estimated Roadway Quantities sheet only (such as box and slab type culverts and bridges, gravity type retaining walls, etc.). If there is a separate Box Bridge Quantity Block, do not list the item in that block.

For backfilling of structures, where the structure quantities are included in estimated structure items, Item No. 303-01.02, Granular Backfill (Bridges) will be used, and it will be listed on the Estimated Structures Quantity sheet only. It cannot be used in the roadway quantities.

4-304.00 COMPUTATIONS FOR SOIL-CEMENT BASE

Item No. 304-01.02 Cement (Soil-Cement Base)

Volume of New Material x 1.300 (Shrinkage Factor) = Volume of Select Material (C.Y.)

$$\frac{94 \text{ Lb./C.F.} \times 27 \text{ C.F./C.Y.}}{2,000 \text{ Lb./Ton}} = 1.269 \text{ Tons/C.Y.}$$

Total Volume C.Y. x 1.269 Tons/C.Y. x 9% (Volume of Select Material) = Tons
 12% (In-place Soil)

Item No. 304-02 Bituminous Material (Soil-Cement Base)

$$\frac{\text{Surface area (Sq.Yd.)} \times 0.2 \text{ Gal./ Sq. Yd.}}{231 \text{ Gal./ Ton}} = \text{Tons}$$

4-307.00 COMPUTATIONS FOR BITUMINOUS PLANT MIX BASE (HOT MIX)

PG64-22 Base Mixes (Grading "A")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,140 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 307-01.01}$$

NOTE: 1 inch per square yard weighs 115 ± pounds

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PG64-22 Base Mixes (Grading "A-S")

$$\frac{\text{Compacted volume (C.Y.)} \times 3,240 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.0325 = \text{Tons} \quad \text{Item 307-01.02} \\ \times 0.9675 = \text{Tons} \quad \text{Item 307-01.03} \end{array}$$

NOTE: One inch per square yard weighs 90 ± pounds

PG64-22 Base Mixes (Grading "A-CRL")

$$\frac{\text{Compacted volume (C.Y.)} \times 3,240 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.0325 = \text{Tons} \quad \text{Item 307-01.04} \\ \times 0.9675 = \text{Tons} \quad \text{Item 307-01.05} \end{array}$$

NOTE: One inch per square yard weighs 90 ± pounds

PG64-22 Base Mixes (Grading "B")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-01.06}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG64-22 Base Mixes (Grading "B-M")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-01.07}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG64-22 Base Mixes (Grading "B-M2")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-01.08}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG64-22 Base Mixes (Grading "C")

$$\frac{\text{Compacted volume (C.Y.)} \times 3,960 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-01.09}$$

NOTE: 1 inch per square yard weighs 110 ± pounds

PG64-22 Base Mixes (Grading "C-W")

$$\frac{\text{Compacted volume (C.Y.)} \times 3,960 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-01.10}$$

NOTE: 1 inch per square yard weighs 110 ± pounds

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PG64-22 Base Mixes (Grading "CS")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,140 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons Item 307-01.15}$$

NOTE: Application rate of 40 pounds (depth of 0.35") per square yard shall be used unless otherwise specified.

NOTE: 1 inch per square yard weighs 115 ± pounds

PG64-22 Base Mixes (For 0.75" Superpave Mix)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons Item 307-01.13}$$

NOTE: 1 inch per square yard weighs 106 ± pound

PG64-22 Base Mixes (For 1" Superpave Mix)

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons Item 307-01.14}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG70-22 Base Mixes (Grading "A")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,140 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons Item 307-02.01}$$

NOTE: 1 inch per square yard weighs 115 ± pounds

PG70-22 Base Mixes (Grading "A-S")

$$\frac{\text{Compacted volume (C.Y.)} \times 3,240 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.0325 = \text{Tons Item 307-02.02} \\ \times 0.9675 = \text{Tons Item 307-02.03} \end{array}$$

NOTE: One inch per square yard weighs 90 ± pounds

PG70-22 Base Mixes (Grading "A-CRL")

$$\frac{\text{Compacted volume (C.Y.)} \times 3,240 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.0325 = \text{Tons Item 307-02.04} \\ \times 0.9675 = \text{Tons Item 307-02.05} \end{array}$$

NOTE: One inch per square yard weighs 90 ± pounds

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PG70-22 Base Mixes (Grading "B")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 307-02.06}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG70-22 Base Mixes (Grading "B-M")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 307-02.07}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG70-22 Base Mixes (Grading "B-M2")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 307-02.08}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG70-22 Base Mixes (For 0.75" Superpave Mix)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 307.02.13}$$

NOTE: 1 inch per square yard weighs 106 ± pounds

PG70-22 Base Mixes (For 1" Superpave Mix)

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 307-02.14}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG76-22 Base Mixes (Grading "A")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,140 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 307-03.01}$$

NOTE: 1 inch per square yard weighs 115 ± pounds

PG76-22 Base Mixes (Grading "A-S")

$$\frac{\text{Compacted volume (C.Y.)} \times 3,240 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.0325 = \text{Tons} \quad \text{Item 307-03.02} \\ \times 0.9675 = \text{Tons} \quad \text{Item 307-03.03} \end{array}$$

NOTE: One inch per square yard weighs 90 ± pounds

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PG76-22 Base Mixes (Grading "A-CRL")

$$\frac{\text{Compacted volume (C.Y.)} \times 3,240 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.0325 = \text{Tons} \quad \text{Item 307-03.04} \\ \times 0.9675 = \text{Tons} \quad \text{Item 307-03.05} \end{array}$$

NOTE: One inch per square yard weighs 90 ± pounds

PG76-22 Base Mixes (Grading "B")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-03.06}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG76-22 Base Mixes (Grading "B-M")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-03.07}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG76-22 Base Mixes (Grading "B-M2")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-03.08}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

PG76-22 Base Mixes (Grading "C")

$$\frac{\text{Compacted volume (C.Y.)} \times 3,960 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-03.09}$$

NOTE: 1 inch per square yard weighs 110 ± pounds

PG76-22 Base Mixes (For 0.75" Superpave Mix)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307.03.13}$$

NOTE: 1 inch per square yard weighs 106 ± pounds

PG76-22 Base Mixes (For 1" Superpave Mix)

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 307-03.14}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

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PG82-22 Base Mixes (Grading "B-M2")

$$\frac{\text{Compacted volume (C.Y.)} \times 4,068 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 307-04.08}$$

NOTE: 1 inch per square yard weighs 113 ± pounds

Crumb Rubber Mod. Base Mixes (GAP Grading Mix)

$$\frac{\text{Compacted volume (C.Y.)} \times 4,140 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 307-20.01}$$

NOTE: 1 inch per square yard weighs 115 ± pounds

4-308.00 COMPUTATIONS FOR BITUMINOUS COATED AGGREGATE BASE (PLANT MIX)

Item Nos. 308-01 (Mix No. 1) and 308-02 (Mix No. 2) Cold Mixes

$$\frac{\text{Compacted volume (C.Y.)} \times 3240 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.965 = \text{Tons} \quad \text{Item 308-01.01} \\ \text{Item 308-02.01} \\ \times 0.035 = \text{Tons} \quad \text{Item 308-01.02} \\ \text{Item 308-02.02} \end{array}$$

NOTE: 1 inch per square yard weighs 90 ± pounds

Place a footnote under the quantity block referring to Item No. 308-01.01 reading as follows:

"Includes approximately 40 pounds per square yard of choker stone for each 3.5 inch layer."

Place a footnote under the quantity block referring to Item No. 308-02.01 reading as follows:

"Includes approximately 30 pounds per square yard of choker stone for each 2.5 inch layer."

Mix No. 1 shall be specified for layers 3 inch thick or more and Mix No. 2 for layers less than 3 inches.

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4-309.00 COMPUTATIONS FOR AGGREGATE-CEMENT BASE COURSE - LIMESTONE

Item No. 309-01.01 Mineral Aggregate (A-CBC)

Compacted volume (C.Y.) x 1.9456 Tons/C.Y. = Tons

Item No. 309-01.02 Portland Cement (A-CBC)

Compacted volume (C.Y.) x 0.0751 Tons/C.Y. = Tons

Item No. 309-02 Bituminous Material (A-CBC)

$$\frac{\text{Surface area (Sq. Yd.)} \times 0.20 \text{ Gal./Sq. Yd.}}{231 \text{ Gal./ Ton}} = \text{Tons}$$

4-309.01 COMPUTATIONS FOR AGGREGATE-CEMENT BASE COURSE - GRAVEL

Item No. 309-01.01 Mineral Aggregate (A-CBC)

Compacted volume (C.Y.) x 1.8145 Tons/C.Y. = Tons

Item No. 309-01.02 Portland Cement (A-CBC)

Compacted volume (C.Y.) x 0.0884 Tons/C.Y. = Tons

Item No. 309-02 Bituminous Material (A-CBC)

$$\frac{\text{Surface area (Sq. Yd.)} \times 0.20 \text{ Gal./Sq. Yd.}}{231 \text{ Gal./ Ton}} = \text{Tons}$$

4-312.00 COMPUTATIONS FOR AGGREGATE-LIME-FLY ASH STABILIZED BASE COURSE

Item No. 312-01 Mineral Aggregate (ALFSB)

Compacted volume (C.Y.) x 1.690 Tons/C.Y. = Tons

Item No. 312-02 Lime

Compacted volume (C.Y.) x 0.0643 Tons/C.Y. = Tons

Item No. 312-03 Fly-Ash

Compacted volume (C.Y.) x 0.2019 Tons/C.Y. = Tons

Item No. 312-04 Bituminous Material (ALFSB)

$$\frac{\text{Surface area (Sq. Yd.)} \times 0.20 \text{ Gal./Sq. Yd.}}{231 \text{ Gal./ Ton}}$$

CHAPTER 4 - FLEXIBLE SURFACES

4-400.00 PAVING POLICY - RESURFACING

This policy is for paving on intersections with public roads, private drives, field entrances and business entrances.

1. Public Roads (non curb and gutter)

Public road intersections will be resurfaced a paver width through the intersection as a minimum. Should the pavement of the intersecting road be distressed, the resurfacing width may be increased to the normal right-of-way.

2. Public Roads (curb and gutter section)

On curb and gutter sections, public road intersections will be resurfaced to the end of radius.

3. Private drives, field entrances and business entrances (no curb and gutter).

Private driveways, field entrances, and business entrances will be resurfaced a paver width (lane width) as a minimum. A pavement taper to transition the new pavement shall be required, it shall be based on an additional 1 foot of width per 1 inch depth of pavement. If the shoulder is narrow enough that the sum of the shoulder and transition is less than a paver width (lane width), the transition shall occur within the paver width. If the sum of the shoulder and the transition is greater than a paver width (lane width), the transition shall occur outside of the paver width.

4. Private drives and business entrances (curb and gutter section).

For urban typical sections (curb and gutter), a minimum width of material not to exceed 1 foot will be used to feather the pavement edge.

4-400.01 TOTAL LANE MILES PAVED FOR RESURFACING PROJECTS

The title sheet of **all resurfacing projects** shall include the length of the proposed lane miles to be paved. The length will be located under Project length information as “**Total Lane Miles Resurfaced**” and be shown to the nearest tenth of a mile.

The total lane mile length should include all traffic lanes and continuous turning lanes paved. Side roads, paved shoulders, private drives, field entrances, and business entrances, ramps, and turn lanes located at intersections less than 1000 ft. in length do not need to be included in the length.

4-400.03 PERFORMANCE GRADE MIX

When a Performance Grade Mix is called for on resurfacing plans, the Item Number on the Quantity Sheet shall be referenced with the following footnote:

"The contractor has the option of using the Performance Grade Mix or regular asphalt on the paving of driveways and business entrances."

4-400.05 HERBICIDE USE IN EMULSIFIED ASPHALT - RESURFACING

The following note shall be used on all State resurfacing projects (except those using any latex modified products) which have bituminous surface treatment on the shoulders.

"The contractor is to furnish the herbicide, PRIMATOL 25-E, and add it to the asphalt emulsion used in constructing the first course on bituminous surface treated shoulders. The Primatol shall be added at the rate of 15 gallons per 1,200 gallons of emulsion. Empty containers of herbicide are to be properly disposed of by the contractor outside the project site area. All costs associated with the addition of the herbicide shall be included in the cost of other items."

This note applies to double bituminous surface treatment and/or single bituminous surface treatment only. This note will not apply for the use of regular hot mix on the shoulders.

4-402.00 COMPUTATIONS FOR PRIME COAT

Item No. 402-01 Bituminous Material for Prime Coat (PC)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{*rate (Gal./Sq. Yd.)}}{\text{**231 Gal./ Ton}} = \text{Tons}$$

* Rate 0.30 - .35 Gal./Sq. Yd.

** When Tar only is specified use 213 Gal./ Ton

Item No. 402-02 Aggregate for Cover Material (PC)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{*rate (Lb./ Sq. Yd.)}}{2,000 \text{ Lb./ Ton}} = \text{Tons}$$

* Rate 8 - 12 Lb./Sq. Yd.

4-403.00 COMPUTATIONS FOR TACK COAT

Item No. 403-01 Bituminous Material for Tack Coat (TC)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{0.02 (Gal./Sq. Yd.)}}{231 \text{ Gal./ Ton}} = \text{Tons}$$

Item No. 403-02 Asphalt Cement for Tack Coat (TC)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{0.05 (Gal./Sq. Yd.)}}{231 \text{ Gal./ Ton}} = \text{Tons}$$

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4-404.00 COMPUTATIONS FOR DOUBLE BITUMINOUS SURFACE TREATMENT

Item No. 404-01.01 Bituminous Material for Double Bituminous Surface Treatment (DBST)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{*rate (Gal./ Sq. Yd.)}}{231 \text{ Gal./ Ton}} = \text{Tons}$$

* Rate 0.68 - 0.84 Gal./ Sq. Yd.

Item No. 404-01.02 Mineral Aggregate for Double Bituminous Surface Treatment (DBST)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{*Rate (Lb./ Sq. Yd.)}}{2,000 \text{ Lb./ Ton}} = \text{Tons}$$

* Rate 40 - 58 Lb./ Sq. Yd.

4-405.00 COMPUTATIONS FOR BITUMINOUS SEAL COAT (CHIP SEAL)

Item No. 405-01.01 Bituminous Material for Bituminous Seal Coat (BSC)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{*rate (Gal./ Sq. Yd.)}}{231 \text{ Gal./ Ton}} = \text{Tons}$$

* Rate 0.26 - 0.36 Gal./ Sq. Yd. (GENERAL USE)

* Rate 0.10 - 0.25 Gal./ Sq. Yd. (MILLING - COLD PLANING)

Item No. 405-01.02 Mineral Aggregate for Bituminous Seal Coat (BSC)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{*rate (Lb./Sq. Yd.)}}{2,000 \text{ Lb./ Ton}} = \text{Tons}$$

* Rate 16 - 26 Lb./Sq. Yd. (GENERAL USE)

* Rate 0 - 12 Lb./Sq. Yd. (MILLING - COLD PLANING)

On all projects where a bituminous seal coat is placed after milling of the existing surface, use rate as specified above unless otherwise advised in pavement design as submitted from the Special Design Section. After the bituminous seal coat is placed, a tack coat (see section 4-403.00, Item No. 403-01) is to be used prior to the placement of the first lift of proposed pavement.

4-405.01 USE OF BITUMINOUS SEAL COAT (CHIP SEAL) ALONG EDGE OF PAVED SHOULDER WHILE MAKING LANE SHIFTS DURING CONSTRUCTION

Application shall begin at point where the stone touches paved shoulder and extend outwardly from the paved shoulder to the point where the stone meets the subgrade. Application rate shall be computed based on 1.5 times maximum application rate for general use shown in Section 4-405.00. This will allow a quantity large enough for contractor to reapply chip seal as needed during the course of the construction operations.

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Chip seal to be paid for under Item Nos. 405-01.01, Bituminous Material for Bituminous Seal Coat (BSC) per Ton, and 405-01.02, Mineral Aggregate for Bituminous Seal Coat (BSC) per Ton. Pay items to be footnoted as follows:

"Includes quantity to be used along edge of paved shoulder while making lane shifts during the course of construction in order to reduce rutting along edge of shoulder."

4-406.00 COMPUTATIONS FOR BITUMINOUS SEAL COAT (SPLIT APPLICATION)

Item No. 406-01.01 Bituminous Material for Bituminous Seal Coat, Split Application (BSC-SA)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{*rate (Gal./Sq. Yd.)}}{231 \text{ Gal./ Ton}} = \text{Tons}$$

* Rate 0.46 - 0.54 Gal./ Sq. Yd.

Item No. 406-01.02 Aggregate for Bituminous Seal Coat, Split Application (BSC-SA)

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{*rate (Lb./ Sq. Yd.)}}{2,000/ \text{Ton}} = \text{Tons}$$

* Rate 36 - 44 Lb./ Sq. Yd.

4-411.00 COMPUTATIONS FOR ASPHALTIC CONCRETE SURFACE (HOT MIX)

Item No. 411-01 Grading "D" Surface (Performance Grade PG64-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 411-01.10}$$

NOTE: 1 inch per square yard weighs 106 ± pounds

Item No. 411-01 Superpave Surface (Performance Grade PG64-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.06 = \text{Tons} \quad \text{Item 411-01.03} \\ \times 0.94 = \text{Tons} \quad \text{Item 411-01.04} \end{array}$$

NOTE: 1 inch per square yard weighs 106 ± pounds

Item No. 411-01 Grading "E" Surface (Performance Grade PG64-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,870 \text{ Lb./C.Y.}}{2,000 \text{ Lb./ Ton}} = \text{Tons} \quad \text{Item 411-01.11}$$

NOTE: 1 inch per square yard weighs 107.5 ± pounds

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Item No. 411-01 Grading "E" Shoulders (Performance Grade PG64-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,708 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 411-01.07}$$

NOTE: 1 inch per square yard weighs 103 ± pounds

Item No. 411-02 Grading "D" Surface (Performance Grade PG70-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 411-02.10}$$

NOTE: 1 inch per square yard weighs 106 ± pounds

Item No. 411-02 Superpave Surface (Performance Grade PG70-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.06 = \text{Tons} \quad \text{Item 411-02.03} \\ \times 0.94 = \text{Tons} \quad \text{Item 411-02.04} \end{array}$$

NOTE: 1 inch per square yard weighs 106 ± pounds

Item No. 411-02 Grading "E" Surface (Performance Grade PG70-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,870 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 411-02.11}$$

NOTE: 1 inch per square yard weighs 107.5 ± pounds

Item No. 411-03 Grading "D" Surface (Performance Grade PG76-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 411-03.10}$$

NOTE: 1 inch per square yard weighs 106 ± pounds

Item No. 411-03 Superpave Surface (Performance Grade PG76-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \begin{array}{l} \times 0.06 = \text{Tons} \quad \text{Item 411-03.03} \\ \times 0.94 = \text{Tons} \quad \text{Item 411-03.04} \end{array}$$

NOTE: 1 inch per square yard weighs 106 ± pounds

Item No. 411-04 Grading "D" Surface (Performance Grade PG82-22)

$$\frac{\text{Compacted volume (C.Y.)} \times 3,816 \text{ Lb./C.Y.}}{2,000 \text{ Lb./Ton}} = \text{Tons} \quad \text{Item 411-04.10}$$

NOTE: 1 inch per square yard weighs 106 ± pounds

4-411.02 RAISED BITUMINOUS RUMBLE STRIPS

Raised bituminous rumble strips are a traffic warning device. Raised bituminous rumble strips will require a detail to be furnished in the plans. This type of rumble strip is to be used for warning or unexpected stop conditions and shall not be used routinely as a shoulder treatment. At approaches to narrow bridges, where the shoulder width is less than the normal roadway shoulder width, the raised bituminous rumble strip may be used to warn the motoring public of this roadway condition.

4-411.03 RUMBLE STRIPS

Scored rumble strips are a traffic warning device, and when required, shall be constructed in accordance with Standard Drawings T-M-15 and T-M-15A or as shown on the plans. Raised bituminous rumble strips and scored rumble strips are the two types of rumble strips normally used in Tennessee.

Scored rumble strips and scored rumble stripes provide an audible warning to vehicles leaving the travel lane. Unlike a scored rumble stripe which is placed at the edge line location, a scored rumble strip is placed on the shoulder adjacent to the travel lane and edge line.

Refer to Section 4-716.15 for guidelines for placement of rumble strips on shoulders. Scored shoulders will be constructed on asphalt or concrete shoulders. Asphalt shoulders must have a minimum depth of pavement of one and one-half inches. Scored shoulders should also be omitted adjacent to ramps, acceleration and deceleration lanes including tapers and along the radius of side road approaches, entrances and median crossovers.

Rumble strips shall be specified on all new construction and resurfacing projects on the Interstate System and access controlled state routes. Both the inside and the outside shoulders shall be scored. The scored rumble strip shall be constructed in accordance with Standard Drawing T-M-15. Rumble strips are to be paid for under Item No. 411-12.01, Scoring Shoulders (Continuous) (16 inch Width), L.M. For estimating purposes, the item will be measured longitudinally along the edge of each shoulder and will usually be four (4) times the project length less deductions for entrance and exit ramps, public roads, and bridges. When concrete shoulders are present rumble strips are to be constructed in accordance with Standard Drawing RP-CS-1 or RP-CS-2. Rumble strips on concrete shoulders shall be paid for under Item No. 501-03.10, Concrete Shoulder Rumble Strips, L.F. The item will be measured as the actual length of pavement scored along each shoulder.

Refer to Section 4-716.15 for guidelines for placement of rumble strips on non-access controlled state routes. When rumble strips are placed on non-access controlled routes, paved shoulders should be 8ft. or wider. A 30 foot rumble will be followed by a 10 foot gap in the rumble to allow for bicycles to cross without having to traverse the rumble strip. Rumble strips should normally only be placed on rural routes with posted speeds of 45 mph or greater. Rumble strips may be used on urban routes where accident history or other factors warrant the placement. When placed on urban routes, designers should give consideration to expected bicycle traffic and noise generated. The scored rumble strip shall be constructed in accordance with Standard Drawing T-M-15A. Rumble strips are to be paid for under Item No. 411-12.02, Scoring Shoulders (Non-continuous) (16 inch Width), L.M. The item will be measured and paid as the actual length of pavement scored along each shoulder. Rumble strips should be omitted on shoulders adjacent

to designated bike lanes and may also be omitted from locations recommended by the TDOT bicycle coordinator.

4-411.04 RUMBLE STRIPES

Rumble stripes are a traffic warning device, and when required, shall be constructed in accordance with Standard Drawing T-M-16. A scored rumble stripe is a scored rumble placed along the outside edge line of the travel lane with the edge line placed along the scored rumble.

Refer to Section 4-716.15 for guidelines for the placement of rumble stripes. Rumble strips should normally only be placed on rural routes with posted speeds of 40 mph or greater. The rumble stripe shall consist of a 30 foot scored rumble followed by a 10 gap to allow for bicycles to cross without having to traverse the rumble. Rumble stripes may be used on urban routes where accident history or other factors warrant the placement. When placed on urban routes, designers should give consideration to expected bicycle traffic and noise generated.

Scored rumble stripes are to be paid for under Item No. 411-12.03, Scoring for Rumble Stripe (Non-Continuous) (8 inch Width), L.M. or Item No. 411-12.04, Scoring for Rumble Stripe (Non-Continuous (4 inch Width), L.M. The item will be measured and paid as the actual length of pavement scored along each shoulder.

When rumble stripes are specified, pavement markings shall be Spray Thermoplastic (60 mil). Enhanced Flatline Thermoplastic Markings shall not be used. Striping is to be paid for under the appropriate pavement marking item number. Rumble stripes should be omitted on shoulders adjacent to designated bike lanes and may also be omitted from locations recommended by the TDOT bicycle coordinator.

4-411.05 RIDEABILITY SPECIFICATIONS

For all projects having asphaltic concrete surface Grading "D", a determination shall be made as to whether or not the rideability specification shall be included in the contract. This determination will be made by the State Construction Office after the plans have been submitted.

4-414.05 COMPUTATIONS FOR MICRO-SURFACING

Item No. 414-03.01 Emulsified Asphalt for Micro-Surfacing

$$0.12 \times \text{Below aggregate quantity} = \text{Tons}$$

NOTE: Application rate based on 12 percent of the dry weight of the aggregate.

Item No. 414-03.02 Aggregate for Micro-Surfacing

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{XX Lb./ Sq. Yd.}}{2,000 \text{ Lb./ Ton}} = \text{Tons}$$

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NOTE: Application rate of 32 pounds (approximate depth 0.375") per square yard shall be used if plans require a leveling mixture (14 pounds per square yard) and a surface mixture (18 pounds per square yard) to be placed, or 22 pounds (approximate depth 0.275") per square yard if only a surface mixture is to be placed, unless otherwise specified.

Item No. 403-01 Bituminous Material for Tack Coat (TC) to be used with Micro-Surfacing

$$\frac{\text{Surface area (Sq. Yd.)} \times \text{*rate (Gal./ Sq. Yd.)}}{231 \text{ Gal./ Sq. Yd.}} = \frac{\text{-----}}{4} \text{ Tons}$$

* Rate 0.10 - 0.15 (Gal./Sq. Yd.) of the diluted emulsion

NOTE: The tack coat shall consist of 1 part emulsion and 3 parts water. The quantity for the emulsion payment, Item No. 403-01, should be 1/4 of the estimated application rate.

4-415.00 COLD PLANING OF BITUMINOUS PAVEMENT

On projects having 2,000 Tons or more of cold planed material, it shall be paid for by the Ton. This shall be calculated using 105 Lb./S.Y./Inch of estimated depth to be cold planed, converted to Tons.

This shall be measured and paid for under Item No. 415-01.01, Cold Planing of Bituminous Pavement per Ton.

On projects where the required depth of cold planing is known and the quantity is less than 2,000 Tons, it may be paid for by the square yard. The Regional Construction Office shall be consulted prior to using this unit of measure. Depth of Cold Planing must be specified on the plans.

This shall be measured and paid for under Item No. 415-01.02 Cold Planing of Bituminous Pavement per Square Yard.

On projects having less than 2,000 Tons of cold planed material, and where no scales are readily available (check with the Regional Construction Office), and the required depth is not known, it shall be paid for by the cubic yard.

This shall be measured and paid for under Item No. 415-01.03, Cold Planing of Bituminous Pavement per Cubic Yard.

CHAPTER 5 - RIGID PAVEMENT

4-501.00 PORTLAND CEMENT CONCRETE PAVEMENT (See 4-905.00)

4-502.00 COMPUTATIONS FOR UNDERSEALING CONCRETE PAVEMENT

NOTE: The quantities are listed in the order of computation procedure.

Item No. 502-02 Holes

$$\frac{\text{Length of project (ft) x number of lanes x 4 holes/slab}}{\text{Length of slabs}} = \text{Each}$$

Item No. 502-10 Cement-Fly Ash Grout

- (a) Cubic feet/hole x number of holes = Cubic Feet
- (b) Use one of the following values as directed on the Construction Field Review:
 1. Concrete pavement in worse than average condition.
0.4 - 0.5 cubic feet/hole
 2. Concrete pavement in average condition.
0.4 cubic feet/hole
 3. Concrete pavement in better than average condition.
0.3 - 0.4 cubic feet/hole

NOTE: Pavement with cement-treated bases shall fall within the better than average range.

CHAPTER 6 - STRUCTURES

4-604.00 TYPE DESIGNATION FOR CONCRETE BOX AND SLAB TYPE CULVERTS AND BRIDGES

The plans must clearly indicate for each culvert or bridge, the type (box or slab) on which the quantities are based. This should be accomplished by showing a column in the tabulation block for culverts or bridges, indicating the type.

The current Standard Drawings for box or slab type culverts or bridges are found in the Standard Structure Drawings. Special or new designs may be requested through the proper channels from the Structures Division.

For all projects having either concrete box and/or slab culverts or bridges that began preliminary engineering prior to October 2010, the Standard Drawing Index Sheet shall include the following:

Standard Drawing numbers STD-15-1 through STD-15-6, STD-15-8, STD-15-9, STD-15-12 through STD-15-15, STD-15-19, STD-15-20, and STD-15-25 through STD-15-29 will be used on all structures.

Standard Drawing STD-15-10 will be used when the structure is on 90 or 75 degree skew.

Standard Drawing STD-15-11 will be used when the structure is on 60 or 45 degree skew.

Standard Drawing STD-15-24 will be used for all skews other than 90 degrees.

In addition to these drawings, the designer will use the appropriate STD-15 series of drawings showing the particular structures that apply to the project.

For all projects having either concrete box and/or slab culverts or bridges projects that began preliminary engineering after October 2010 and for specific projects as requested by the Structures Division, the Standard Drawing Index Sheet shall include the following:

Standard Drawing numbers STD-17-1 through STD-17-7, STD-17-9, STD-17-10, STD-17-15 through STD-17-18, STD-17-23, STD-17-24, and STD-17-29 will be used on all structures.

Standard Drawing STD-17-11 will be used when the structure is on 90 degree skew.

Standard Drawing STD-17-12 will be used when the structure is on 75 degree skew.

Standard Drawing STD-17-13 will be used when the structure is on 60 degree skew.

Standard Drawing STD-17-14 will be used when the structure is on 45 degree skew.

Standard Drawing STD-17-28 will be used for all skews other than 90 degrees.

In addition to these drawings, the designer will use the appropriate STD-17 series of drawings showing the particular structures that apply to the project.

4-604.05 PRECAST, PRESTRESSED BRIDGE DECK PANELS

Precast, prestressed bridge deck panels will not be allowed to be used on concrete box or slab type culverts.

4-604.10 PAVED APRON FOR BOX CULVERT AND BRIDGE OUTLETS

A paved apron may be used on concrete box culverts and bridges in selected locations as determined by the Design Manager if requested by the Structures or Construction Division. For projects which started preliminary engineering prior to October 2010 standard drawing STD-15-16 should be used. For projects which began preliminary engineering after October 2010 STD-17-19 should be used. The Structures Division may request standard drawing series STD-17 be used on specific project that began preliminary engineering prior to October 2010.

The quantities shall be added to the concrete and steel quantities for the box culvert or bridge. Footnote these quantities to show the amount of concrete and steel bar reinforcement included for the paved aprons. The steel bar reinforcement may be computed using a weight of 58 pounds per 100 square feet of apron, plus the weight of the A-400 bars.

4-604.20 CONCRETE BOX AND SLAB TYPE CULVERTS AND BRIDGES IN SHALLOW FILLS

On concrete box and slab type culverts and bridges where there is little or no fill to be placed on top of the structure and/or there are significant effects on construction due to grades, superelevation or curvature, the designer shall place information on the plans as follows:

- A. Where the horizontal curvature of the roadway, as opposed to the normally straight nature of the inlet and outlet, is sufficient that the guardrail may encroach on the shoulder and/or roadway (Figure 4-14), the designer shall investigate the need to have the inlet and outlet constructed on a curve parallel to the centerline of the roadway.

If curved inlets and/or outlets are required, a note similar to the one below shall be placed on the culvert section.

"The inlet and outlet ends of the box culvert at Sta. ____ shall be curved parallel to the centerline of the roadway."

- B. Where grades and/or superelevation cause significant effects on construction, the designer shall show the following additional details and elevations on the culvert drainage section as shown in Figure 4-15:
 1. Add detail of box showing flow line, top of wall and top of slab adjacent to vertical walls on both inlet and outlet ends.
 2. Show elevations of top of curb and top of wingwalls to suit roadway grades and superelevation. The height of curb may vary; but shall not exceed a height of 2.5 feet above the top of the box. In the event this occurs, the designer will contact the Structures Division (Hydraulics Section) to work out the problem.

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3. Provide a cross-section of the roadway on top of the box showing the asphalt paving needed on the box to obtain the roadway grade and proper pavement cross slope. See Figure 4-16.
 4. Show crown or superelevation when the concrete top slab is to be the riding surface.
- C. On box and slab type culverts and bridges with less than 1 foot of fill (with fill defined as embankment, base and pavement), the designer will be responsible for computing all concrete and reinforcing steel quantities accordingly. The correction factor for the adjustment of reinforcing steel quantities, based on the modifications of vertical height by the designer, is included in Table 4-1 (See associated Figure 4-17). The Structures Division will assist the designer in these calculations, if he or she requires assistance.
- D. If the top slab is to be used as the riding surface, and the Design Speed is less than 40 mph, the following note shall be added to the plans.

“Bridge deck finish to be burlap drag in accordance with method “A” as specified in Subsection 604.23 of the *Tennessee Department of Transportation Standard Specifications*.”

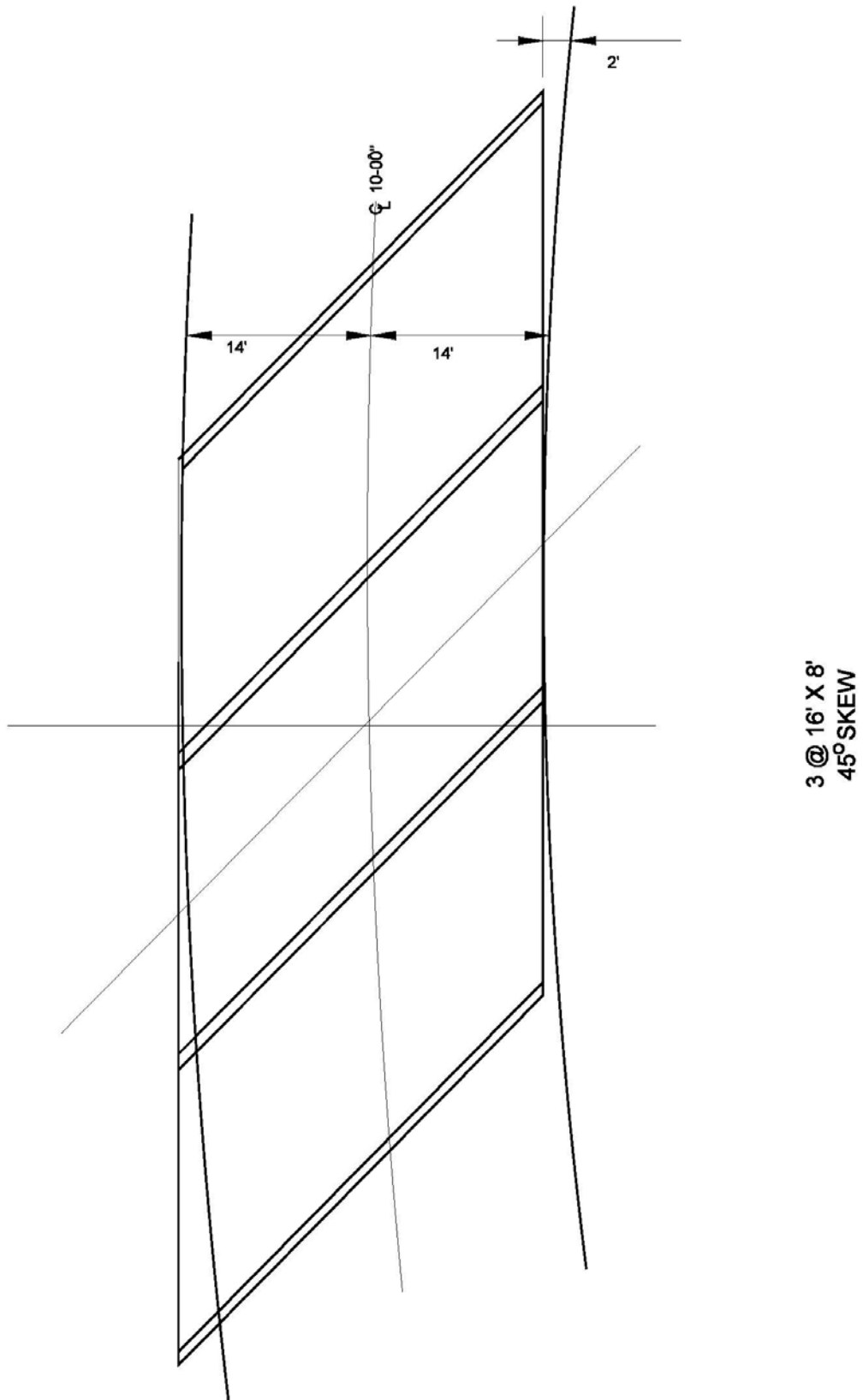


Figure 4-14
Potential Guardrail Encroachment

BOX BRIDGE OR CULVERT ELEVATIONS

STATION	TOP OF CURB ELEV.				TOP OF SLAB ELEV.				FLOW LINE ELEV.				TOP OF WING ELEV.			
	ELEV. A-1	ELEV. A-2	ELEV. A-3	ELEV. A-4	ELEV. B-1	ELEV. B-2	ELEV. B-3	ELEV. B-4	ELEV. C-1	ELEV. C-2	ELEV. C-3	ELEV. C-4	ELEV. D-1	ELEV. D-2	ELEV. D-3	ELEV. D-4

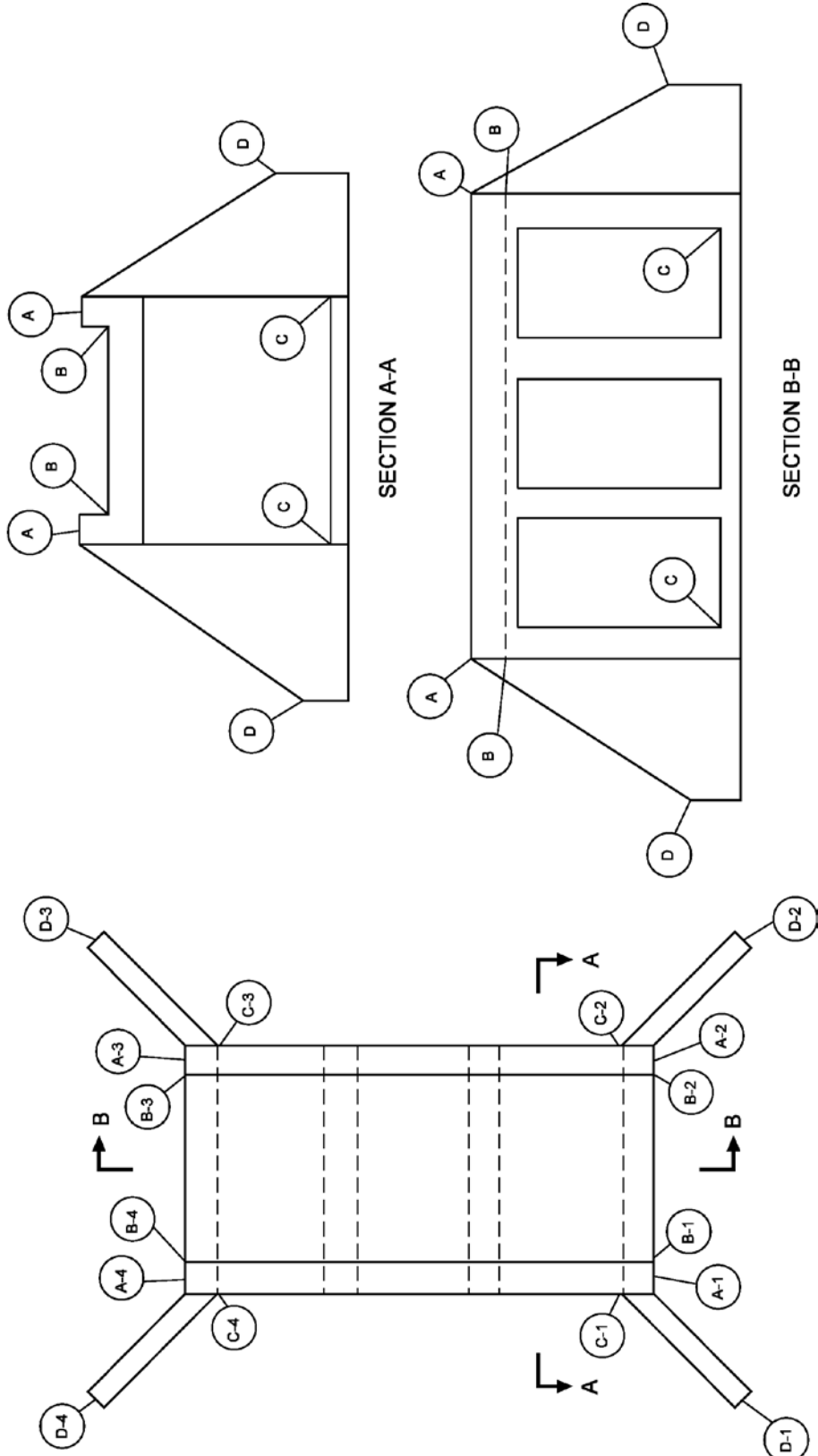


Figure 4-15
Box Bridge or Culvert Elevation Details

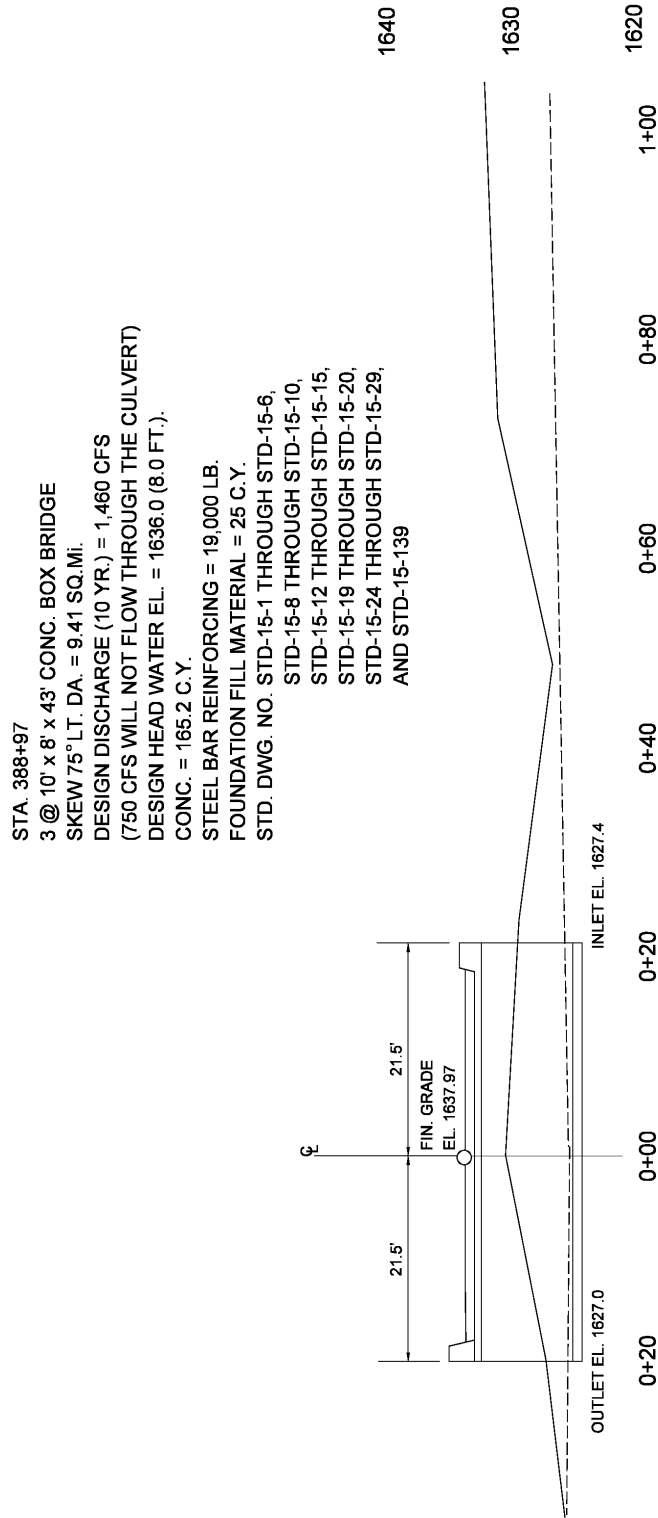


Figure 4-16
 Typical Cross-Section Information for Box and Slab Type Culverts and Bridges

ADJUSTMENT FACTOR FOR ESTIMATING ADDITIONAL REINFORCING STEEL QUANTITIES IN THE VERTICAL WALLS OF CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES		
SPAN WIDTH IN FEET	*EXTERIOR WALL IN LB./L.F./V.F.	*INTERIOR WALL IN LB./L.F./V.F.
8	2.27	1.33
10	2.45	1.50
12	2.94	1.71
14	3.94	2.17
16	3.94	2.17
18	3.94	2.17

* ADDITIONAL POUNDS OF REINFORCING STEEL IN VERTICAL WALLS BASED ON POUNDS PER LINEAR FOOT ONE FOOT IN HEIGHT FOR ANY NUMBER OF BARRELS ON ANY SKEW. THIS TABLE IS GOOD FOR AN INCREASE IN WALL HEIGHT NOT EXCEEDING TWO FEET AND FILL HEIGHTS NOT EXCEEDING TWO FEET.

Table 4-1
Adjustment Factor for Estimating Additional Reinforcing Steel Quantities in the Vertical Walls of Concrete Box or Slab Type Culverts or Bridges

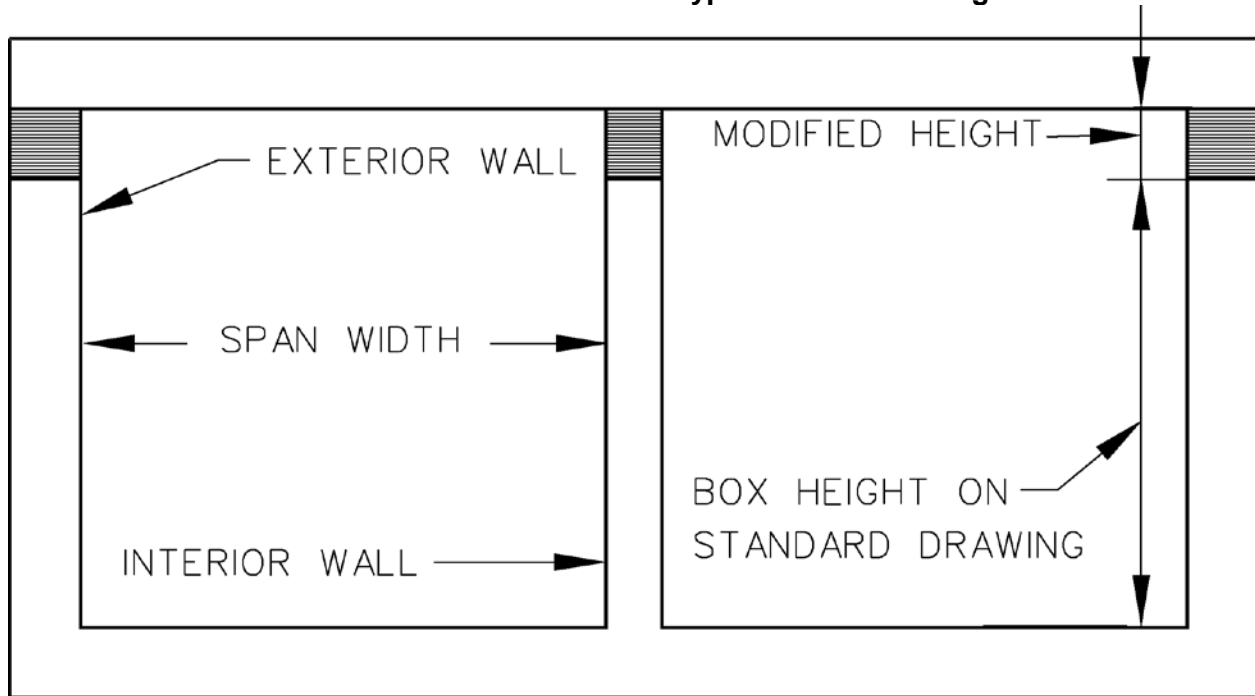


Figure 4-17
Typical Concrete Box or Slab Type Culvert or Bridge Modification

4-604.25 STEEL BAR REINFORCEMENT (ROADWAY)

On all projects which include reinforced concrete box or slab type culverts or bridges, Standard Drawing No. STD-9-1, Standard Reinforcing Bar Support Details for Concrete Slabs, shall be listed on the appropriate culvert sheets and in the index.

If the top slab used on concrete box or slab type culverts or bridges is to be used as a riding surface or has less than 1 foot of fill over it, then epoxy-coated reinforcing steel is to be used in the top mat of the top slab and curbs, including tie bars for curbs and corner bars of the exterior walls. All other steel is to be in the form of black bars. The unit cost bid for Item No. 604-02.02, Steel Bar Reinforcement (Box Bridges), is to include any additional cost for epoxy-coated steel as noted on plans details or Standard Drawings.

If the project has a reinforced concrete deck bridge, this drawing will appear in the bridge index and it will not be necessary to list it again in the roadway index.

4-604.30 CULVERT EXCAVATION FOR BOX OR SLAB TYPE CULVERTS OR BRIDGES
(See 4-203.35 and 4-204.05)

4-604.35 CHANNEL EXCAVATION FOR BOX OR SLAB TYPE CULVERTS OR BRIDGES
(See 4-203.35)

4-604.40 STOCK PASSES (See 3-240.00)

4-611.00 CHECKING OF DRAINAGE PLANS PRIOR TO CONSTRUCTION

Before finalizing drainage plans, the designer is to ensure that the drainage portion of their Construction Plans is consistent with current standard drawings. This will consist of making sure that the invert elevations shown on the proposed plan sheets facilitate the use of standard small drainage structures. The designer is to use the same invert drop across the structures that are used on the standard drawings. This check must be completed prior to submitting the Construction Plans to the Estimating and Bid Analysis Office. It is necessary to make this adjustment in order to eliminate costly construction changes to the catch basins, manholes, junction boxes, etc.

Invert elevations are to be shown in the plans for all pipes entering and leaving these small drainage structures. The grate elevation is to be shown for all catch basins. The top of lid elevation is to be shown for all manholes. The top of slab elevation is to be shown for all junction boxes. The proper tabulation of these structures is shown in section 3-200.00.

4-611.05 BRIDGE END DRAINS

When bridge end drains are included on a project, the designer will only have to calculate quantities for **drain pipe** and **end treatment**. The Structures Division Standard Drawings STD-1-6 through STD-1-9 show a bridge end drain for structures, which have concrete approach slabs and Standard Drawings STD-1-10 through STD-1-13 show a bridge end drain for structures without concrete approach slabs. The designer shall check the preliminary structures layout sheet to see which drawings are included. On some structures, such as those having open bridge railing, bridge end drains will not be used. If there are questions about these drawings or the type of bridge end drain to use, check with the appropriate Structures Division personnel.

The length of the outlet pipe is to be measured from the outside limits of the bridge end drain pipe, which is included in the cost of the bridge drain box (as shown on Standard Drawings STD-1-7 or STD-1-11), down the slope to the end of the outlet pipe. Actual length for payment will come from measurement taken from the appropriate sheet in the Roadway Plans. It shall be paid for as Item No. 610-07.03, 18-inch Pipe Drain (Bridge Drain) per linear foot. The cost of the bridge drain outlet pipe endwall shall be paid for as Item No. 709-01.01, Rubble-Stone Rip-Rap per cubic yard. These pay items in the Estimated Roadway Quantities Block shall be footnoted as follows:

“Standard Drawing STD-1-7 (or STD-1-11) is to be used for burial of the outlet pipe and for end treatment details.”

The designer shall reference only the appropriate Standard Drawing in the above note. Standard Drawing STD-1-7 will be used in the note when the structure has a concrete approach slab. Standard Drawing STD-1-11 will be used in the note when the structure does not have a concrete approach slab.

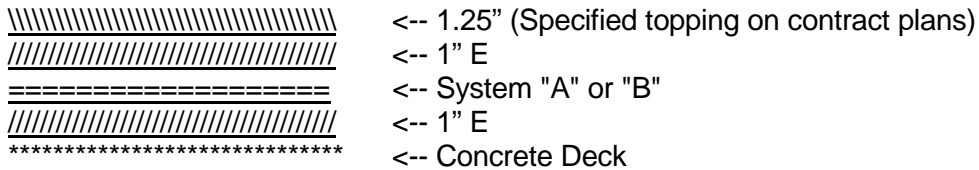
When bridge-end drains are not required, the shoulder shall be paved full width for a distance of 25 feet past the end of the parapet, and rip-rap shall be hand placed around the guardrail for an equal distance.

4-617.00 BRIDGE DECK SEALANT

In figuring the quantity of bridge deck sealant, include a two foot transition length beyond each end of the bridge. Do not use sealant on approach pavement.

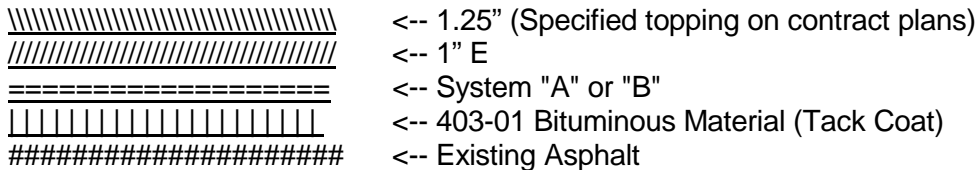
The following is the procedure for using bridge deck sealant:

1. Bare concrete decks considered sealable shall be sealed using a "sandwich seal", system "A" or "B", as follows:



2. Concrete decks with existing asphalt overlays shall be sealed using a "sandwich seal", System "A" or "B".

- A. For state projects the existing asphalt will be sealed as follows:



Existing asphalt overlays are not to be removed unless the bridge deck has deteriorated to the point that the overlay is unstable.

- B. On State projects, if the deck survey indicates the existing asphalt is too rough to seal, a 1-inch layer of "E" mix will be substituted for the tack coat. Since the membrane must be installed on a uniform surface, leveling ("C" mix), or additional "E" mix may be necessary to bring the deck surface to a true plane.

NOTE: When overlaying existing bridges, the Structures Division will furnish expansion joint adjustment details upon request by the designer if expansion joints exist.

NOTE: On construction projects where "E" mix is not specified, but "D" mix is specified, "D" mix may be substituted for "E" mix.

NOTE: On construction projects where "C-W" mix is specified in lieu of "D" or "E" mix for surface course, "C-W" mix shall be used as follows:

1. Bottom layer below System "A" or "B" = 1.25 inches thick
2. Top layer above System "A" or "B" = 1.75 inches thick.

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The bridge deck sealant and the wearing surface over the sealant will continue to be roadway items with the Structures Division furnishing the quantity of deck sealant as part of the bridge design.

Unless otherwise directed, the appropriate pay item for bridge deck sealant is:

Item No. 617-01 Bridge Deck Sealant per square yard

4-621.00 TEMPORARY STRUCTURES

On all construction projects having detours requiring temporary drainage structures, the designer shall use Item Nos. 621-01.01 through 621-01.10, Temporary Structures (Description-STA) per lump sum, as opposed to using the specific item numbers for each type of structure (pipe, box culvert, etc.). Item Nos. 621-01.01 through 621-01.10 shall be footnoted as follows:

"Quantity is based on minimum calculated length. Actual length required will be determined based on field conditions encountered. The bidder is responsible for verifying estimated lengths prior to submitting their bid. Additional length, if any, required by actual field measurements will be installed at no additional cost. All costs shall be included in the bid price for these items."

This footnote is for Item Nos. 621-01.01 through 621-01.10, which have been identified by the Structures Division or as needed by the design. The above footnote does not apply to any temporary structure used for a channel change or erosion prevention and sediment control.

4-625.00 ABANDONMENT OF WATER WELLS (See 4-202.13)

Item No. 625-01.01, Well Abandonment per Lump Sum, will no longer be used.

CHAPTER 7 - INCIDENTAL CONSTRUCTION

4-705.00 GUARDRAIL INSTALLATION ACROSS BOX OR SLAB TYPE CULVERTS AND CONCRETE DECK BRIDGES

The designers of the roadway plans will calculate and show estimated quantities of all W-beam guardrail across the subject structures. Some coordination may be required with the Structures Division to find out if the culvert rail is concrete parapet or W-beam guardrail.

Concrete Box or Slab Type Culverts and Bridges

If the embankment depth at the point where the guardrail post is driven is greater than or equal to 3.67 feet, use Item No. 705-02.02, "Single Guardrail (Type 2)".

If the top of the concrete slab is used as the riding surface, use Item No. 705-01.04, "Metal Beam Guard Fence", with the post bolted to the slab per Standard Drawing S-GR-22.

If the embankment depth at the point where the guardrail would normally be driven is less than 42 inches, use Item No. 705-01.04, "Metal Beam Guard Fence", with the post bolted to the top of the slab.

Note that post spacing of 3 feet-1-1/2 inches is required for Item No. 705-01.04, and that the pay length will be the sum of the number of posts bolted plus one multiplied by 3 feet-1-1/2 inches.

See Standard Drawing S-GR-22 for details of bolting post to the bridge deck or top slab.

Concrete Deck Bridges

If a concrete deck bridge has a concrete parapet wall, it shall be connected to the metal approach guardrail with Item No. 705-01.01, "Guardrail at Bridge Ends", shown on Standard Drawing S-GR-23.

If the designer has a project that has an existing concrete slope face end post as detailed on Standard Drawing SBR-2-131 and SBR-2-132, the metal rail shall be attached with Item No. 705-10.30, Guardrail Attachment to Slope Face Endpost, L.F., or an existing concrete vertical face endpost, as detailed on SBR-2-133 and SBR-2-134. The metal rail shall be attached with Item No. 705-10.31 Guardrail Attachment to Vertical Face Endpost, L.F.

If a concrete deck bridge has metal guardrail, it shall be Item No. 705-01.04, "Metal Beam Guard Fence", as shown on Standard Drawing S-GR-22.

4-705.05 GUARDRAIL END TERMINALS

On the designated state highway system, when using gating type approach end terminals, it is required to specify an end terminal that meets NCHRP 350 crash criteria. Tangential Energy Absorbing Guardrail End Terminals shall be used per Standard Drawing S-GR-43 and S-GR-44, Item No. 705-04.07.

The most desirable approach end terminal continues to be buried in backslope, Guardrail End Terminal (Type 12), Item No. 705-04.02. When it is not applicable to use this type of end terminal, a gating type, tangential energy absorbing guardrail end terminal (type 38) shall be used.

On all other roads not on the designated state highway system, including side roads to state and U.S. highways, when the current design speed exceeds 40 miles per hour, the same type of terminals meeting the NCHRP 350 crash criteria are required as stated above.

On all low speed roads not on the designated state highway system, including side roads to state and U.S. routes, when the current design speed is 40 miles per hour or less, the Slotted Rail Terminal - SRT 75 (Type 21) terminal anchor, or equal shall be used. Payment is to be made under Item No. 705-04.04 Guardrail Terminal (Type 21).

On all low speed, low volume local bridge replacement projects, standard drawing S-GR-23A should be used. The standard details the guardrail attachment at bridge ends and the minimum length of installation for low volume (current ADT \leq 400) local roads with speeds of 40 mph or less. The use of the earth pad as shown on standard drawing S-GR-39 is not required for this installation.

4-707.00 ROW STOCK FENCE

On projects where right-of-way stock fence is required use standard drawing S-F-10. Standard drawing S-F-10C is approved for use on ROW Fence for Bridge and Culverts and S-F-10D is approved for use on ROW Fence Locations at Interchanges.

4-709.05 RIP-RAP

For estimating purposes, multiply cubic yards by 1.75 to convert to tons.

Machined rip-rap (Class A-1, A-2, A-3, B, and C) will be measured by the ton (1.75 Tons/C.Y.) as designed and completed in place (unless revised by the sequence of construction, which may require reconstruction and remeasurement.)

Computed Quantity (C.Y.) x 1.75 Tons/C.Y. = Total (Tons)

Classifications of machined rip-rap and their pay item nos. are as follows:

709-05.05	Machined Rip-Rap (Class A-3)
709-05.06	Machined Rip-Rap (Class A-1)
709-05.07	Machined Rip-Rap (Class A-2)
709-05.08	Machined Rip-Rap (Class B)
709-05.09	Machined Rip-Rap (Class C)

These classifications are detailed in Subsection 709.03 of the Standard Specifications.

If a gradation of machined rip-rap other than these is required, use Item No. 709-05.10 through 709-05.13, Machined Rip-Rap (Description), and use the rip-rap notes in Section VI, General Notes and Special Notes.

All machined rip-rap quantities are to be shown in the Estimated Roadway Quantities Block. Those quantities supplied by the Structures Division shall be added to any roadway quantities for the same item number, and they shall be footnoted. Footnote each structure separately identifying all quantities and the structures with which they are used.

4-710.00 UNDERDRAINS

The designer will use underdrains, with or without filter cloth, as detailed on Standard Drawings RD-UD-3 and RD-UD-4, on all new paving projects and rehabilitation projects as directed by the Pavement Design Section.

The designer will need only to show the underdrain on the roadway typical section and refer to it as "Detail _____" using the proper detail identification letter shown on Standard Drawing RD-UD-3.

4-712.00 TRAFFIC CONTROL IN CONSTRUCTION ZONES

As a result of statewide reviews of traffic control in construction zones conducted by the Department and the FHWA, the following guidelines are suggested for consideration in the development of traffic control plans.

For compliance with Title 23 Code of Federal Regulations, Part 630, Subpart J – Work Zone Safety and Mobility, all federally funded projects must have a Traffic Management Plan, which, at the minimum must include a temporary traffic control plan. Further, the temporary traffic control plan shall either be a project specific temporary traffic control plan, approved TDOT standard drawings or a reference to specific temporary traffic control elements in the MUTCD.

Construction plans for any federally funded project developed without a project specific temporary traffic control plan (such as a resurfacing project), shall include the following special note to ensure compliance with the 23 CFR 630 Subpart J requirements.

“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.”

CONSTRUCTION SIGNING

The use of advisory speed plates shall be limited to locations where the traffic control design warrants a 10 miles per hour or more reduction in speed, such as an approach into a median crossover on a divided highway. The designer shall make every effort to achieve a traffic control design that would avoid the use of these plates.

Detour signs shall be used only when traffic is rerouted onto another road and not used for diversions (runarounds), lane shifts, etc. on the road under construction. A Road Work Next XX sign shall be used on road work more than 1 mile in length and shall be rounded to the next mile up (example: 5.4 miles in road work shall be shown as 6 miles on the Road Work Next XX sign).

In order to enhance safety for both the motoring public and construction personnel, the Department has established guidelines and procedures for the reduction of work zone speed limits as warranted by the Guidelines for Establishing Work Zone Speed Limits. The intent is to allow a reduction of the legal speed limit for the shortest period warranted in the area of active construction work. These procedures include an evaluation of the work zone in question, a review of the guidelines to determine if the reduction in speed is warranted, a written request, and approval by the State Traffic Engineer. Additional detail can be found in the Construction Division Circular Letter 712.04.01.

In order to comply with the above approved Departmental guidelines and procedures, **regulatory speed limit reduction signs shall not be placed in the Traffic Control Plans.** Any exception shall comply with the Guidelines for Establishing Work Zone Speed Limits, Construction Division Circular Letter 712.04.01, and be approved by both the Design Division Director and the State Traffic Engineer. Requests for the inclusion of regulatory speed limit signs in the Traffic Control Plans solely based on requests or comments made at field reviews will not be accepted as justification for placement of signs in the plans.

The use of advisory speed plates used in conjunction with construction signs is allowable on Traffic Control Plans provided the advisory speed is appropriate for the roadway geometry.

BARRICADES AND DRUMS

Plastic drums shall be used in lieu of Type II barricades due to better performance in terms of durability and target value.

LIGHTING DEVICES

1. Where plastic drums are used, there are certain situations where additional delineation provided by lighting devices is not necessary. Type C (steady burn) lamps are not recommended for use with plastic drums along tangent sections following a lane closure taper or along a line of drums delineating the edge of the traveled way. The large target area of reflective sheeting on drums has been shown to provide adequate delineation for these conditions. However, the use of Type C lamps is still recommended for use with drums on tapers. Also, Type C lamps on drums, including tangent sections, might be considered when climatic conditions (for example fog) dictate the need for additional delineation.
2. Where portable concrete barrier rails are used, vertical panels are recommended in lieu of Type C lamps. These devices have provided adequate delineation at a much lower cost, while requiring much less maintenance effort as compared to Type C lamps.
3. High intensity (Type B) lamps, the use of which is optional according to the *MUTCD*, are frequently attached to the initial set of road work signs in advance of the work zone (Road Work Ahead, Road Work ½ Mile, etc.). These lamps do not add any significant degree of attention to these signs. Furthermore, they are costly to provide and maintain. The use of Type B lamps shall be limited to just those situations where a "spot" hazard is anticipated and additional delineation of a channelizing device is considered necessary.

MARKINGS

1. Wide (8 inch) solid lane lines are recommended for use as temporary marking at lane transitions and lane shifts. Wide lines provide better guidance through changes in alignment, especially where conflicting traces of removed marking may remain.
2. Wide-edge line marking is also recommended for use next to portable concrete barrier rail.

TEMPORARY RAISED PAVEMENT MARKERS

Raised pavement markers should be placed on lane lines for lane shifts on divided highways and freeways and 2-lane two-way diversion (run-arounds), as shown on the T-WZ-series Standard Drawings.

Temporary raised pavement markers should also be considered for use through construction projects on major facilities and locations where the lane visibility is an issue. The use of temporary raised pavement markers should be addressed at the construction field review on projects involving major facilities

Designers should ensure that the appropriate 716 series of pay items are included in the construction plans for temporary raised pavement markers.

VERTICAL PANELS

1. The designer shall use the pay Item No. 712-06.01, vertical panels per square foot, when using vertical panels on a project.
2. Vertical panels are covered in Section 6F-5 of the *MUTCD*.
3. When developing a Traffic Control Plan for a project, the designer shall make a preliminary decision whether to use drums, barricades or vertical panels, depending on the length of time they need to remain in place. A final determination as to which shall be used will be made at the Construction Field Review.
4. It shall be necessary to specify the size of the panels and how many square feet are "right" panels and how many are "left" panels.
5. Vertical panels on "U" posts shall be used adjacent to the outside shoulders of divided highways when shifting traffic to the outside onto the shoulders (resulting in a reduced outside shoulder). Spacing of these panels shall be 200 feet maximum.

PORTABLE BARRIER RAIL

Taper rates shall be 10:1 or flatter for designs where posted speeds are less than or equal to 40 mph, and 15:1 or flatter for designs where posted speeds are greater than 40 mph. The approach ends of the portable barrier rail shall be located outside the clear zone or be shielded with a portable energy absorbing terminal. The energy absorbing terminals shall be paid for under Item No. 705-08.51, Portable Impact Attenuator NCHRP350 TL-3 per each, and footnoted as follows:

"This item shall be a portable energy absorbing terminal meeting the requirements of NCHRP 350 for Test Level 3. Examples would be a Quad-Guard, a React 350 or a TRACC. The pay item will include furnishing and installing all components as shown on the manufacturer's drawing."

BARRIER RAIL DELINEATORS

Barrier rail delineators (item no. 705-04.50) shall be used on portable barrier rail in accordance with the T-WZ-SERIES standard drawings and Section 4-716.11 of these guidelines. Barrier rail delineators should meet the following specifications:

1. Portable barrier rail delineator reflective sheeting shall meet ASTM D4956, Type V specifications.
2. Delineator should have 4" x 3" dimensions. Delineators with dimensions other than 4" x 3" may be used if the product is on the approved products list. The variations in delineator dimension should not exceed $\pm 10\%$.
3. Different types of barrier rail delineators should not be mixed in the same line.
4. Portable Barrier Rail Delineators shall be high impact, UV-stabilized, engineered thermoplastic or polycarbonate substrate.

The TDOT approved qualified product list will be used to identify acceptable products.

FREEWAY WORK ZONE CAPACITY

Guidance will be added at a later date regarding freeway work zone capacity.

4-712.05 RECORD-A-COMMENT SIGN

The "Record-A-Comment" sign shall be used on all interstate and freeway projects with a current ADT of 30,000 vehicles/day or greater. Signs should be located, in each direction, approximately 1000 feet beyond the "End of Road Work" sign. The signs will be paid for under item 712-06, Signs Construction, S.F.

The "Record-A-Comment" sign should be footnoted in the tabulated block as follows: 96"X48" (Blue Background with White Copy) 0.100" sheet aluminum.

The sign is included in the Tennessee Supplement to the MUTCD as TN-55a.

4-712.10 DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS

In order to minimize the hazard to traffic where differences in elevations between adjacent roadway elements exist, the following procedures shall apply, unless otherwise shown on the Plans or directed by the Engineer. **The designer is advised that the following procedures be presented in the form of traffic control notes shown on the traffic control sheets and not the general notes sheet. In addition, the designer is to show only those notes that apply to the specific phase of traffic control shown on the sheet on which the note appears.**

- A. Differences 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. Differences in elevation between adjacent roadway elements greater than 0.75 inch and not exceeding 2 inches:

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English

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- 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.
2. Differences in elevation between adjacent roadway elements greater than 2 inches and not exceeding 6 inches, traffic is not to be allowed to traverse this difference in elevation:
- 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.
 - (2) Where posted speeds are less than 50 mph, the maximum spacing of the protective devices in feet shall not exceed twice the posted speed in miles per hour or 50 feet, whichever spacing is greater.
 - b. If the difference in elevation is eliminated or decreased to 2 inches or less by the end of each workday, cones may be used during daylight hours in lieu of drums, barricades or other approved protective devices mentioned in Paragraph A, provided warning signs are erected. Warning signs (uneven pavement and/or low shoulder) shall be placed in advance of and throughout the exposed area. Maximum spacing between signs shall be 2,000 feet with a minimum of two signs per exposed area. Where uneven pavement is encountered, signs shall be placed on each side of the roadway.
 - c. When the difference in elevation is between the through traffic lane and the shoulder, and the elevation difference is less than 3.5 inches, the Contractor may use warning signs and/or protective devices as applicable and approved by the Engineer. See Paragraph A regarding use of drums, barricades or other approved protective devices. Warning signs (uneven pavement and/or low shoulder) will 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.

In these situations the Contractor shall limit his operations to one work zone not exceeding 2 miles 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 in elevation is eliminated. Simultaneous work on separate roadways of divided highways will be considered independently in regard to restriction of work zone activity.

3. 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.
 - (2) Where posted speeds are less than 50 mph, the maximum spacing of the protective devices in feet shall not exceed twice the posted speed in miles per hour or 50 feet, whichever spacing is greater.

In order to use this method, the contractor must reduce the difference in elevation to 6 inches or less by the end of the work day 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 with 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.

4. For differences in elevation between adjacent roadway elements greater than 18 inches:

Separation will be provided by the use of portable barrier rail.

In this situation 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 in elevation is eliminated. Simultaneous work on separate roadways of divided highways will be considered independently in regard to restriction of work zone activity.

- B. If the difference in elevation is within 30 feet of the nearest traffic lane being used by traffic caused by grading, excavation for utilities, drainage structures, undercutting, etc:

1. If the difference in elevation is within 8 feet of the nearest traffic lane with difference in elevation greater than 3/4 inch and not exceeding 2 inches:

Warning signs (uneven pavement and/or low shoulder) 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.

2. If the difference in elevation is within 8 feet of the nearest traffic lane with difference in elevation greater than 2 inches and not exceeding 6 inches:

- 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.

- (2) Where posted speeds are less than 50 mph, the maximum spacing of the protective devices in feet shall not exceed twice the posted speed in miles per hour or 50 feet, whichever spacing is greater.

3. If the difference in elevation is within 8 feet of the nearest traffic lane with difference in elevation greater than 6 inches:

- 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.
- (2) Where posted speeds are less than 50 mph, the maximum spacing of the protective devices in feet shall not exceed twice the posted speed in miles per hour or 50 feet, whichever spacing is greater.

- b. Eliminate vertical offset by constructing a stone wedge or grading to a 4:1 slope, or flatter, or use portable barrier rail.

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 within 8 feet of a traffic lane, the activity shall be pursued as a continuous operation until the elevation difference is eliminated.

- C. 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:

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.
2. Where posted speeds are less than 50 mph, the maximum spacing of the protective devices in feet shall not exceed twice the posted speed in miles per hour or 50 feet, whichever spacing is greater.

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.

4-712.15 SPECIAL CONSTRUCTION SIGNS (See 4-712.10)

“WORKERS PRESENT” SIGN

A pay item for the “Workers Present” (TN-44) sign is to be used on all Interstate construction projects in the event that reduced speed limits for the construction zone are requested and established by the contractor. This sign is to be placed 1,000 feet in advance of the reduced speed limit sign, which is to be located at the beginning of the active construction work zone. These signs shall be located on the right side and on the median side of the roadway (except on the concrete median barrier wall sections). The signs shall be located only on the right side downstream of each interchange on-ramp within the active construction work zone.

The “Workers Present” sign will be paid for under Item No. 712-06.16, Signs (Construction) (Reduced Speed Warning) per each. This item will be footnoted as follows:

“Item to be used only when the contractor establishes a reduced speed limit within the project construction work zone limits. Item includes sign face, supports, and two type “B” flashers per the standard specifications. The contractor shall be responsible for turning on the type “B” flashers when workers are in the construction work zone and turning them off when workers are no longer in the construction work zone.”

4-712.20 MERGE LEFT

Controlled access projects which utilize lane closure details shall be reviewed for the inclusion of Merge Left. Interstate construction or maintenance projects where traffic is reduced to one lane of traffic through the work zone are the primary candidates.

The following criteria will be used for determining Merge Left use:

- Projects on rural interstates should include Merge Left.
- Projects on urban interstates will be reviewed for Merge Left considering factors such as number of lanes, interchange spacing, and proximity to major splits.
- Other controlled access facilities will be considered on a case-by-case basis.

Any interstate or controlled access facility with lane closures not utilizing Merge Left shall be brought to the attention of the appropriate Civil Engineering Manager 2 prior to finalizing the traffic control.

4-712.25 USE OF LANE CLOSURE WITH LEFT HAND MERGE

Controlled access projects which utilize lane closure details shall be reviewed for the inclusion of Merge Left. Interstate construction or maintenance projects where traffic is reduced to one lane of traffic through the work zone are the primary candidates.

The following criteria will be used for determining Merge Left use:

1. Projects on rural interstates should include Merge Left.
2. Projects on urban interstates will be reviewed for Merge Left considering factors such as number of lanes, interchange spacing, and proximity to major splits.
3. Other controlled access facilities will be considered on a case-by-case basis.

The Assistant Director, Design Division, shall be notified in writing for any interstate or controlled access facility with lane closures not utilizing Merge Left prior to finalizing the traffic control. The memorandum shall contain the reasons left merge would be inappropriate.

Standard Drawing T-WZ-21 details Merge Left. The layout and signage may require modification depending on site and field conditions.

The designer will provide quantities for a uniformed police officer which will be paid for under Item No. 712-08.06 Uniformed Police Officer per hour. The Region Construction Supervisor is to be contacted in order to establish the number of hours to be shown in the plans on a case-to-case basis by the Design Manager.

4-713.00 FLEXIBLE DELINEATIONS

On all interstate and access controlled highways flexible delineators will be installed. Flexible delineators may also be used on other routes. On resurfacing projects (4R, etc.), the Designer will be responsible for computing the quantity of flexible delineators and shall refer to Standard Drawing T-S-11 to calculate quantities.

On interstate and access controlled highway resurfacing projects the designer shall replace delineators along the ramps as well as along the main line.

The designer does not need to show the location of the proposed delineators, but must make sure Standard Drawing T-S-11 is included in the contract plans so the proper location can be determined by the engineer and contractor.

On projects, which the ITS, Traffic, and Standards Office will be developing the marking and signing plans, the location of the flexible delineators maybe shown on the marking and signing plan sheets.

4-713.05 ROADWAY SIGNING ON INTERSTATE AND FULL ACCESS CONTROL ROADWAYS (See 3-330.00)

4-713.10 ROADWAY SIGNING EXCEPT INTERSTATE AND FULL-ACCESS CONTROL ROADWAYS

When there is signing on a project, the designer shall send an email notification to the ITS, Traffic, and Standards Office at the beginning of the construction plans development.. A copy of the email shall be placed in the project folder to document the submittal.

On non-access controlled highways, when the proposed signing is located on the designer's proposed layout sheets or on the designer's pavement marking sheets, the ITS, Traffic, and Standards Office will not be responsible for applying the proposed signing to these sheets.

The ITS, Traffic, and Standards Office will provide a marked-up set of the plans to the TDOT Design Manager for their review of the proposed signing. The designer will then be responsible for placing the proposed signing on the appropriate sheets. An updated "Signing Cell Library" will be furnished if needed.

The ITS, Traffic, and Standards Office will furnish the sign schedule sheets, quantities, recommended standard drawings and general notes for the proposed signing plan.

4-713.15 ROADWAY SIGNING

On projects (resurfacing, bridge replacement, etc.) requiring no more than three different types of permanent signs, the designer will use Standard Drawing T-S-20 in the Index of Standard Drawings.

The designer will need to show the proposed location and designate the type of sign (R1-1, R1-2, TN-5, etc.) on the plans. These signs will be paid for per each under Item No. 713-16.20 through 713-16.29. Appropriate General Notes and Standard Drawings will also need to be included.

If any particular sign needed for a project is not included on Standard Drawing T-S-20, or if there are any questions, contact the ITS, Traffic, and Standards Office.

See Traffic Design Manual, Chapter 6, Signing and Pavement Marking.

4-713.20 ADVANCE GUIDE SIGNS AND EXIT DIRECTIONAL SIGNS ON TRAFFIC CONTROL PLANS

The designer shall include advance guide signs and exit directional signs (green and white signs) on all phases of the traffic control plan for projects on access controlled highways including interchange cross streets. Advance guide signs and exit directional signs should also be shown on the traffic control plan on access controlled resurfacing projects when the traffic control phasing requires the placement of temporary pavement markings which conflict with directional signs or requires directional signs to be relocated or adjusted. It will be the designer's responsibility to prepare any required traffic control base sheets for all phases showing the layout and location of all directional and guide signs. Supplemental signing is not required to be shown.

Existing signs should be used as part of the traffic control plan for as long as possible throughout the different construction phases provided signs are located in accordance with MUTCD and does not provide inaccurate information. The most common conflict of existing signing with new construction occurs when overhead guide signs with down arrows or diagrammatic signs displaying lane lines are over lanes that are closed during certain construction phases. Once existing signs cannot be used at the original location, the designer should attempt to relocate the existing sign or place the permanent sign. If relocation or placement of the permanent sign is not feasible, a new temporary advance guide sign or exit directional sign shall be shown on the traffic control plan for the affected construction phase and for any other construction phase the sign is needed. Sign location shall conform to the MUTCD. Sign size should be the same as the sign removed if feasible. There shall be at least one temporary advance directional and temporary exit directional for each exit on the project.

For signs located on overhead structures, the designer should contact the ITS, Traffic, and Standards Office for additional guidance.

The following guidance should be used when it is necessary to install temporary exit directional signs or temporary advanced guide signs. The designer should contact the ITS, Traffic, and Standards Office for any additional technical questions or guidance required.

1. In the event it is not feasible to replace an exit directional sign with the existing sign size, the new sign shall be 48" x 96", 0.100" sheet aluminum. The letters will be minimum 8 inch "D" (all capital) letters and there will be a ¾" border with a 2" radius. The color will be a reflective green background with a reflective white copy. The supports will be included in the sq. ft. of the sign face as it is with other construction signs.

2. The information on exit directional signs should be the same as the information on the existing signs that were removed. There shall be no more than four lines of copy on these signs. The layout of these signs should look as close to the existing as possible.

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English

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3. On advanced guide signs; the first line shall be the exit number for the interchange (i.e. EXIT 234), the second line will be the first destination (i.e. OLD HICKORY BLVD), the third line will be the second (i.e. MADISON), the fourth line will be NEXT RIGHT (Center all lines of copy). These signs should be located no closer than one half mile from the exit directional sign.
4. The exit directional sign shall have the same exit number and destinations as the advance guide but in lieu of NEXT RIGHT there will be a type "B" arrow at a 45 degree angle to the right. (Center all lines of copy.) These signs should be located at the beginning of the taper for the appropriate exit ramp.
5. If an interchange has a TN. (TN-6a -TN-6d) or U.S. (M1-4) route shield on the directional signing, then a shield and if needed a cardinal direction (M3-1 –M3-4) shield, will be show mounted to the left support under both the advance and exit directional signs.
6. If more lines of copy are needed, then the designer can add a 24" x 96" or another 48"x 96" sheet of aluminum to the bottom of the first sign but the size shall not be larger than a total of 96"x96".
7. Removal of existing signs shall be paid for under item number 713-15, Removal of Signs, Posts, and Footings, Lump Sum. New signs shall be paid for under item number 712-06.10, New Signs (Construction), per S.F. Design Managers should contact the construction office to have item numbers assigned when the traffic control plan involves relocating existing signs.

Traffic control plans shall be emailed to the ITS, Traffic, and Standards Office a minimum of twelve weeks prior to the construction field review for review when advance guide signs or exit directional signs are included in the traffic control plan. For resurfacing projects, plans should be sent as soon as possible. **No other traffic control plans shall be sent for review.**

See Section 6-170.00 for notes to be placed in the general notes on all access controlled and interstate projects and on access controlled and interstate resurfacing projects when the traffic control phasing requires placement of temporary pavement markings which conflict with directional signs or requires directional signs to be relocated or adjusted.

For all traffic control plan reviews, an e-mail should be sent to the ITS, Traffic, and Standards Office. The proposed traffic control plan shall be attached to the email as a single pdf file that contains only the traffic control sheets. A copy of the e-mail shall be placed in the project folder to document the submittal of traffic control plans for review.

The naming convention for the traffic control plan pdf will include the PIN and the Region #, XXXXXX-XX-TrafficControlReview-RegX.pdf. If there are modifications, including submitting additional information, then the naming convention will be XXXXXX-XX-TrafficControlReview-RegX-Rev-00-00-00.pdf. Revised traffic control plan review request will contain the all traffic control sheets.

Example: 123456-00-TrafficControlReview-Reg1.pdf

When assembling the pdf file, select small file size of default file size in Adobe Acrobat Standard in order to keep the proposed traffic control plans under the 15MB email limit. If the file exceeds 15 MB, the designer should split the packet into multiple emails and add Part 1, Part 2, etc. to the naming convention.

Example: 123456-00-TrafficControlReview-Reg1-Part1.pdf

For the Roadway Plans prepared by consultants, the proposed traffic control plans should be prepared as described above and e-mailed to the Roadway Design Manager for review. Upon acceptance, the design manager will forward the plans to the Design, ITS, Signals, Lighting, and Signing Office.

The proposed traffic control plans should be resubmitted whenever major design revisions are made that could affect the traffic control plan as determined by the Design Manager.

4-713.25 NOTE ALLOWING TRAFFIC TO TEMPORARILY DRIVE ON MILLED SURFACE TO BE PLACED IN INTERSTATE RESURFACING PLANS

See Section 6-250.02 for a note to be added to interstate resurfacing plans for all projects which include cold planing items. The note should be added as a Special Note.

Designers should also include the motorcycle warning sign (TN-64) on interstate resurfacing projects. Two (2) signs should be placed on the interstate in advance of the cold planed section. A motorcycle warning sign should also be placed on entrance ramps located within the limits of a cold planed section.

4-714.00 ROADWAY LIGHTING (See 2-315.05)

See Traffic Design Manual, Chapter 7, Roadway Lighting.

4-716.00 CHANNELIZATION STRIPING

For all channelization markings detailed on Standard Drawing T-M-7, the following pay items and methods of measurement shall be used:

- A. 716-02.04, Plastic Pavement Marking (Channelization Striping) - Sq. Yd.
716-05.04, Painted Pavement Marking (Channelization Striping) - Sq. Yd.
The unit of payment is per square yard of striping material applied including the boundary lines of the channelized area. This is applicable for 8 inch wide border lines only. All other border lines (edgelines and double yellow centerline) are paid for under their respective pay items and measured by the linear foot. This is used on medians, pavement transitions, obstruction approaches and traffic islands with areas greater than 400 Sq. ft.
- B. 716-04.04, Plastic Pavement Marking (Transverse Shoulder) - Linear ft
The unit of payment is per linear foot of diagonal marking. The 4 inch edge line is paid for under a "Pavement Marking (Line)" item.
- C. 716-02.07, Plastic Pavement Marking (24-inch Barrier Line) - Linear ft
716-05.07, Painted Pavement Marking (24-inch Barrier Line) - Linear ft

The unit of payment is per linear foot of boundary line (with no diagonal marking used).

Note that the unit of payment for Item No. 716-08.04, Removal of Pavement Marking (Channelization Striping), has been changed from per linear foot to per square yard of striping material removed.

4-716.05 PAVEMENT MARKING GUIDELINES

These guidelines are general in nature for average-type projects. It is not intended that these guidelines supersede the exercise of good engineering judgment in the development of a good pavement marking plan for a project. Special problem areas may require special treatment, which shall be determined on the Construction Field Review.

Traffic volumes may be found in the Project Planning Division's latest Traffic Flow Maps book. The information is available at:

<http://www.tdot.state.tn.us/projectplanning/adt.asp>.

Generally, centerlines and edgelines shall be placed on all pavements with a minimum total width of 16 feet.

If there are no centerline pavement markings on the existing roadway before the proposed construction or resurfacing project begins, no temporary centerline pavement markings will be required on the roadway during construction. A centerline on the final surface may be required depending on the surface materials.

If surface materials other than hot plant mix asphalt (such as cold mix asphalt, DBST, etc.) are applied, no temporary or permanent centerline markings will be required, since these surface materials would be incapable of retaining the pavement markings.

See the sections 4-716.10 through 4-716.36 for guidance for temporary and permanent pavement marking and section 6-145.00 for pavement marking general notes.

See Traffic Design Manual, Chapter 6, Signing and Pavement Marking.

4-716.10 TEMPORARY PAVEMENT MARKINGS

Temporary pavement markings on the intermediate layers of pavement open to traffic will be installed to permanent standards daily with reflective tape or reflectorized paint.

No temporary striping is required on the final surface if preformed plastic (716-10.01 or 716-10.15) or reflectorized paint (716-05.01) is the permanent marking material, since these permanent markings are to be installed daily as the final surface paving operations proceed.

If the permanent marking material is thermoplastic, the contractor may elect to mark the final layer of pavement with reflectorized paint to permanent standards daily and wait until the paving operation has been completed before the permanent markings are installed. In this case, the temporary markings for the final layer will not be measured and paid for directly, but the costs are to be included in the price bid for the permanent markings.

4-716.11 TEMPORARY PAVEMENT MARKING FOR USE ON PAVEMENT SURFACE OTHER THAN FINAL

1. ON ALL INTERSTATES AND EXPRESSWAYS (Duration of Marking>1 month)

A. On Non-Transition Sections:

- a. **Lane lines** – use 8” painted white skip lines and white raised pavement markers on 40’ spacing.
- b. **Left edge lines** (yellow) – Use 8” painted solid yellow lines and yellow raised pavement markers on 20’ spacing.
- c. **Right edge lines** (white) – **Allow as equals:**
 - (1) Use 8” solid white wet-reflective temporary tape (according to manufacturer’s specifications).
 - (2) Use 8” painted solid white lines with an approved white barrier rail delineator on top of barrier rail on 20’ spacing,
Or
 Use 8” painted solid white lines only or with white flexible delineators at outside edge of shoulder on 20’ spacing when no barrier rail is present.

B. On Transition Sections:

- a. **Lane lines** – Use 8” painted solid white lines and white raised pavement markers on 20’ spacing.
- b. **Left edge lines** (yellow) – Use 8” painted solid yellow lines and yellow raised pavement markers on 20’ spacing.
- c. **Right edge lines** (white) – **Allow as equals:**
 - (1) Use 8” solid white wet-reflective temporary tape (according to manufacturer’s specifications)
 - (2) Use 8” painted solid white lines with an approved white barrier rail delineator on top of barrier rail on 20’ spacing.
Or
 Use 8” painted solid white lines only or with white flexible delineators at outside edge of shoulder on 20’ spacing when no barrier rail is present.

NOTES:

- (1) Raised pavement markers are to be placed in a single row, not staggered, under all applications.
- (2) If Project Engineer has specific recommendations they should be discussed at the Construction Field Review.
- (3) Missing raised pavement markers shall be replaced:
 - a) at least monthly or b) at the instruction of the engineer.
- (4) All raised pavement markers shall be removed before placement of the final pavement surface. The cost of removal shall be included in the price bid for raised pavement markers.

2. STATE ROUTES WITH 4 OR MORE LANES (Unlit During Construction)

- A. Lane Lines** – Use white painted skip lines, 2” wider than prescribed permanent lines, and raised pavement markers on 80’ spacing.
- B. Edge and center lines** – Use solid lines (yellow or white, as appropriate) 2” wider than prescribed permanent lines. Raised pavement markers (yellow or white, as appropriate) may be specified for use on a case-by-case basis, as determined at the Construction Field Review. Raised pavement markers should not be used on right edge line. When raised pavement markers are used for the left edge line, spacing shall be 20’.

NOTES:

- (1) Raised pavement markers are to be placed in a single row, not staggered, under all applications.
- (2) If Project Engineer has specific recommendations they should be discussed at the Construction Field Review.
- (3) Missing raised pavement markers shall be replaced:
 - a) at least monthly or b) at the instruction of the engineer.
- (4) All raised pavement markers shall be removed before placement of the final pavement surface. The cost of removal shall be included in the price bid for raised pavement markers.

3. ALL OTHER STATE ROUTES

All Lines – Use regular 4” marking lines. Centerline yellow raised pavement markers may be considered on a case-by-case basis. Discuss need at Construction Field Review.

NOTES:

- (1) Raised pavement markers are to be placed in a single row, not staggered, under all applications.
- (2) If Project Engineer has specific recommendations they should be discussed at the Construction Field Review.
- (3) Missing raised pavement markers shall be replaced:
 - a) at least monthly or b) at the instruction of the engineer.
- (4) All raised pavement markers shall be removed before placement of the final pavement surface. The cost of removal shall be included in the price bid for raised pavement markers.

4-716.13 PAVEMENT MARKING PLANS ON INTERSTATE AND FULL-ACCESS CONTROL ROADWAYS (See 3-330.00)

4-716.15 PERMANENT PAVEMENT MARKINGS (See 4-411.03 and 4-411.04)

Designers should refer to Table 4-3 for pavement marking guidelines for all interstate and state routes. In addition to pavement marking guidelines, Table 4-3 provides guidance for the placement of rumble strips and rumble stripes. This guidance shall be used on all new, reconstruction, and resurfacing projects except in areas which require special treatment as determined on the Construction Field Review and approved by the Director of the Design Division.

Items numbers for pavement markings are available at the TDOT web site.

http://www.tdot.state.tn.us/RoadItemLists/roaditem_index.htm

TDOT - ROADWAY DESIGN GUIDELINES

English

Revised: 09/30/2011

Permanent Pavement Markings, Raised Pavement Markers, Rumble Strip and Rumble Stripe Guidelines

Roadway Classification		Interstate and Full Access Controlled Roadways (Includes Ramps)		
Current ADT		All ADT's		
Pavement Type		Asphalt and Concrete		
Width of Outside Paved Shoulder	Edge Lines	Centerline / Skip Lines / Lane Lines	Rumble Strip / Rumble Stripe	Notes
All shoulder Widths	6" Enhanced Flatline Thermoplastic Item No. 716-12.02, Enhanced Flatline Thermo Pvmt Mrkng (6 In Line), L.M.	6" Enhanced Flatline Thermoplastic with Snowplowable Raised Pavement Markers (SRPM's) Item No. 716-12.02, Enhanced Flatline Thermo Pvmt Mrkng (6 In Line), L.M. and Item No. 716-01.22, Snwplwble Pvmt Mrkrs (Mono-Dir) (1 Color), Each.	Continuous 16" Rumble Strip on Inside and Outside Shoulder. Dwg. T-M-15. Item No. 411-12.01, Scoring Shoulders (Continuous) (16 In Width), L.M. See notes 7 & 9.	1, 2, 5, 7, 9

Roadway Classification		Multilane State Routes (Four or More Lanes)		
Current ADT		All ADT's		
Pavement Type		Asphalt and Concrete		
Width of Outside Paved Shoulder	Edge Lines	Centerline / Skip Lines / Lane Lines	Rumble Strip / Rumble Stripe	Notes
Less than 2'	4" Enhanced Flatline Thermoplastic Item No. 716-12.01, Enhanced Flatline Thermo Pvmt Mrkng (4 In Line), L.M.	4" Enhanced Flatline Thermoplastic with Snowplowable Raised Pavement Markers (SRPM's) Item No, 716-12.01, Enhanced Flatline Thermo Pvmt Mrkng (4 In Line), L.M. See note 4 for raised pavement markers.	None	1, 2, 4
2' - 6'	Use 4" Spray Thermoplastic (60 mil) when Rumble Stripes are specified. Item No. 716-13.01, Spray Thermo Pvmt Mrkng (60 mil) (4 In Line), L.M.	Use 4" Spray Thermoplastic (60 mil) with Snowplowable Raised Pavement Markers (SRPM's) when Rumble Stripes are Specified. Item No. 716-13.01, Spray Thermo Pvmt Mrkng (60 mil) (4 In Line), L.M. See note4 for raised pavement markers.	8" Rumble Stripe on Shoulders (Rural Only). Dwg. T-M-16. Item No. 411-12.03, Scoring for Rumble Stripe (Non-Continuous) (8 In Width), L.M. See notes 7 & 9.	1, 2, 4, 7, 8, 9
8' or Wider	4" Enhanced Flatline Thermoplastic Item No. 716-12.01,- Enhanced Flatline Thermo Pvmt Mrkng (4 In Line), L.M.	4" Enhanced Flatline Thermoplastic with Snowplowable Raised Pavement Markers (SRPM's) Item No, 716-12.01, Enhanced Flatline Thermo Pvmt Mrkng (4 In Line), L.M. See note 4 for raised pavement markers.	16" Rumble Strip on Outside Shoulders (Rural Only). Dwg. T-M-15A. Item No. 411-12.03, Scoring for Rumble Stripe (Non-Continuous) (8 In Width), L.M. Continuous 16" Rumble Strip on Inside Shoulders (Rural Only) (If Present). Dwg.T-M-15. Item No. 411-12.01, Scoring Shoulders (Continuous) (16 In Width), L.M. See notes 7 & 9.	1, 2, 4, 7, 9

Table 4-3 (Sheet 1 of 4)

TDOT - ROADWAY DESIGN GUIDELINES

English

Revised: 09/30/2011

Roadway Classification		Two and Three Lane State Routes		
Current ADT		12,000 or Greater		
Pavement Type		Asphalt and Concrete		
Width of Outside Paved Shoulder	Edge Lines	Centerline / Skip Lines / Lane Lines	Rumble Strip / Rumble Stripe	Notes
Less than 2'	4" Enhanced Flatline Thermoplastic Item No. 716-12.01, Enhanced Flatline Thermo Pvmt Mrkng (4 In Line), L.M.	4" Enhanced Flatline Thermoplastic with Snowplowable Raised Pavement Markers (SRPM's) Item No. 716-12.01, Enhanced Flatline Thermo Pvmt Mrkng (4 In Line), L.M. See note 4 for raised pavement markers.	None	1, 2, 4
2'-6'	Use 4" Spray Thermoplastic (60 mil) when Rumble Stripes are specified. Item No. 716-13.01, Spray Thermo Pvmt Mrkng (60 mil) (4 In Line), L.M.	Use 4" Spray Thermoplastic (60 mil) with Snowplowable Raised Pavement Markers (SRPM's) when Rumble Stripes are Specified. Item No. 716-13.01, Spray Thermo Pvmt Mrkng (60 mil) (4 In Line), L.M. See note 4 for raised pavement markers.	8" Rumble Stripe on Shoulders (Rural Only). Dwg. T-M-16. Item No. 411-12.03, Scoring for Rumble Stripe (Non-Continuous) (8 In Width), L.M. See notes 7 & 9.	1, 2, 4, 8, 9
8' or Wider	4" Enhanced Flatline Thermoplastic Item No. 716-12.01, Enhanced Flatline Thermo Pvmt Mrkng (4 In Line), L.M.	4" Enhanced Flatline Thermoplastic with Snowplowable Raised Pavement Markers (SRPM's). Item No. 716-12.01, Enhanced Flatline Thermo Pvmt Mrkng (4 In Line), L.M. See note 4 for raised pavement markers.	16" Rumble Strip on Shoulders (Rural Only). Dwg. T-M-15A. Item No. 411-12.02, Scoring for Rumble Stripe (Non-Continuous) (16 In Width), L.M. See notes 7 & 9.	1, 2, 4, 9

Roadway Classification		Two and Three Lane State Routes		
Current ADT		2,000 to 12,000		
Pavement Type		Asphalt and Concrete		
Width of Outside Paved Shoulder	Edge Lines	Centerline / Skip Lines / Lane Lines	Rumble Strip / Rumble Stripe	Notes
Less than 2'	4" Spray Thermoplastic (60 mil) Item No. 716-13.01, Spray Thermo Pvmt Mrkng (60 mil) (4 In Line), L.M.	4" Spray Thermoplastic (60 mil) with Snowplowable Raised Pavement Markers (SRPM's) Item No. 716-13.01, Spray Thermo Pvmt Mrkng (60 mil) (4 In Line), L.M. See note 4 for raised pavement markers.	None	1, 2, 4, 9
2'-6'			8" Rumble Stripe on Shoulders (Rural Only). Dwg. T-M-16. Item No. 411-12.03, Scoring for Rumble Stripe (Non-Continuous) (8" Width), L.M. See notes 7 & 9.	
8' or Wider			8" Rumble Stripe on Shoulders (Rural Only). Dwg. T-M-16. Item No. 411-12.03, Scoring for Rumble Stripe (Non-Continuous) (8" Width), L.M. See notes 7 & 9.	

Table 4-3 (Sheet 2 of 4)

TDOT - ROADWAY DESIGN GUIDELINES

English

Revised: 09/30/2011

Roadway Classification		Two and Three Lane State Routes		
Current ADT		Under 2,000		
Pavement Type		Asphalt and Concrete		
Width of Outside Paved Shoulder	Edge Lines	Centerline / Skip Lines / Lane Lines	Rumble Strip / Rumble Stripe	Notes
Less than 2'	4" Spray Thermoplastic (40 mil) Item No. 716-13.06, Spray Thermo Pvmr Mrkng (40 mil) (4" Line), L.M.	4" Spray Thermoplastic (40 mil) with Snowplowable Raised Pavement Markers (SRPM's) Item No. 716-13.06, Spray Thermo Pvmr Mrkng (40 mil) (4 In Line), L.M. See note 4 for raised pavement markers.	None	1, 2, 4
2'-6'				
8' or Wider				

Roadway Classification		Off-System Routes - Includes Off-System Bridge Replacement , Intersection, Signal, RSAR, and SIA		
Current ADT		1,000 or Greater		
Pavement Type		Asphalt and Concrete		
Width of Outside Paved Shoulder	Edge Lines	Centerline / Skip Lines / Lane Lines	Rumble Strip / Rumble Stripe	Notes
All Shoulder Widths	4" Spray Thermoplastic (40 mil) Item No. 716-13.06, Spray Thermo Pvmr Mrkng (40 mil) (4 In Line), L.M.	4" Spray Thermoplastic (40 mil) Item No. 716-13.06, Spray Thermo Pvmr Mrkng (40 mil) (4 In Line), L.M.	None	1, 2

Roadway Classification		Off-System Routes - Includes Off-System Bridge Replacement , Intersection, Signal, RSAR, and SIA		
Current ADT		Under 1,000		
Pavement Type		Asphalt and Concrete		
Width of Outside Paved Shoulder	Edge Lines	Centerline / Skip Lines / Lane Lines	Rumble Strip / Rumble Stripe	Notes
All Shoulder Widths	4" Paint Item No. 716-05.01, Painted Pavement Marking (4" Line), L.M.	4" Paint Item No. 716-05.01, Painted Pavement Marking (4" Line), L.M.	None	3

Table 4-3 (Sheet 3 of 4)

**Permanent Pavement Markings, Raised Pavement Markers,
Rumble Strip and Rumble Stripe Guidelines Notes**

1. The contractor may elect to use either thermoplastic or preformed plastic for specialty striping items. These items include stop lines, cross walks, arrows, words, channelization, and other specialty striping items except lines.
2. The following footnote shall be added to all Specialty Striping Items: **“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.”**
3. Specialty striping items may be either paint or thermoplastic.
4. Bi-directional snowplowable raised pavement markers (reflector on both sides) shall be paid for under Item No. 716-01.21, Snwplwble Pvmt Mrkrs (Bi-Dir) (1 Color), Each. Mono-directional snowplowable raised pavement markers (reflector on one side only) shall be paid for under Item No. 716-01.22, Snwplwble Pvmt Mrkrs (Mono-Dir) (1 Color), Each. Refer to T-M-series standard drawings for details. Three lane and multilane roads with 2-way traffic will normally require both mono-directional and bi-directional snowplowable raised pavement markers. Two lane roads will normally require bi-directional snowplowable raised pavement markers.
5. Rumble strips are not required on ramps.
6. Note 6 deleted.
7. For concrete shoulders, the rumble strip is to be placed in accordance with standard drawings RP-CS-1 or RP-CS-2. Item No. 501-03.10, Concrete Shoulder Rumble Strips, L.F. Length of scoring shall be measured as the actual length of pavement scored.
8. When Rumble Stripes are not used Pavement Markings should be 4" Enhanced Flatline Pavement Markings. Item No. 716-12.01, Enhanced Flatline Thermo Pvmt Mrkng (4 In Line), L.M.
9. See 4-411.03 and 4-411.04 for additional guidance regarding rumble strip and rumble stripe placement.

4-716.16 STRIPING RAMPS ON RESURFACING PLANS

In the process of preparing plans for construction or resurfacing projects involving roadways that abut connecting ramps, consideration shall be given to striping these ramps. When work is not being done on the entire ramp, this ramp would not normally be re-striped beyond where the work is being done. The roadway designer shall contact the Regional Traffic Engineer to determine the need to re-stripe these ramps in their entirety. Stop bars, turn lane arrows and other pavement instructive markings may be included at the discretion of the Regional Traffic Engineer applying the appropriate standard drawings that shall be included in the plans. The decision to re-stripe shall be made based on the condition of the pavement markings and consideration may be given to compliance with the standards. If this striping is done, the ramps shall be marked using current standards for pavement markings as shown on Standard Drawings T-M-6 and T-M-9 and other appropriate standard drawings and marked up to the connecting roadway. Add the following to the plans:

“Ramps shall be marked up to where they connect to the intersecting roadway.”

4-716.17 STRIPING ON MICRO SURFACE PAVEMENTS

Pavement markings on micro surface pavements should follow guidance provided in Table 4-3 for lane lines and edge lines.

4-716.20 PAVEMENT MARKING GENERAL NOTES FOR ROADWAY PLANS

See section 6-145.00 for General Pavement Marking Notes.

4-716.25 SPECIALTY PAVEMENT MARKINGS

Contractors will have the option of using either Thermoplastic or Preformed Plastic Pavement Markings specialty markings. For plan development and bidding purposes, designers will use the appropriate Thermoplastic Pavement Marking items numbers. All specialty pavement marking item numbers shall be footnoted:

“Contractor may elect to substitute Preformed Plastic for Thermoplastic. Preformed Plastic shall be paid for at the same unit price as bid for Thermoplastic.”

On projects where plastic specialty pavement items are being used, the following items will be used:

1. Crosswalk with longitudinal lines as shown on Standard Drawing T-M-4 will use the following pay item:

716-02.09, Plastic Pavement Marking (Longitudinal Cross-walk) per linear foot.

The measurement for this marking is identical to that for standard crosswalk, for example, one measurement along the centerline of the crosswalk (perpendicular to curbs).

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 ITS, Traffic, and Standards Office will be developing the marking and signing plans, the snowplowable raised pavement markers will also be included in these plans.

4-716.36 SNOWPLOWABLE RAISED PAVEMENT MARKERS ON STATE ROUTES

Snowplowable 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 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.

Spacing of raised pavement markers may be reduced or additional snowplowable raised pavement markers added in areas that require special treatment as determined by the design manager or on the construction field review. When additional snowplowable 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 ITS, Traffic, and Standards Office will forward all signal designs to the Structures Division for pole design. Design Managers should contact the ITS, Traffic, and Standards Office 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.

CHAPTER 8 - ROADSIDE DEVELOPMENT

4-801.00 SEEDING (WITH MULCH) (See 4-801.05)

Method for computation of seeding on right-of-way.

$\frac{\text{Area to be seeded (Sq. ft)}}{1,000 \text{ Sq. ft/unit}}$	X 1.25	= _____ units	Item No. 801-01 and/or Item No. 801-01.02
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Method for computation of seeding on waste areas and borrow pits outside right-of-way.

$\frac{\text{Excess material to be wasted (C.Y.)}}{500 \text{ C.Y./unit}}$	= _____ units	Item No. 801-01 and/or Item No. 801-01.02
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$\frac{\text{Borrow material (C.Y.)}}{500 \text{ C.Y./unit}}$	= _____ units	Item No. 801-01 and/or Item No. 801-01.02
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4-801.05 CROWN VETCH MIXTURE (WITH MULCH)

See Section 4-801.00 for computations.

Item 801-01.02, Crown Vetch Mixture (with Mulch), shall be used on slopes 3:1 or steeper and other areas that are inaccessible for mowing.

Crown vetch mixture shall be used, unless otherwise directed on the Construction Field Review, in all areas of Tennessee except Region IV.

On any project requiring crown vetch, the following note shall be put in the general notes with the parentheses being replaced by the proper item.

"Item No. 801-01.02, Crown Vetch Mixture (with mulch), and description shall be used on slopes 3:1 or steeper and other areas, as indicated in the plans, that are inaccessible for mowing."

4-801.07 TEMPORARY SEEDING (WITH MULCH)

The use of Temporary Seeding (with Mulch) is strongly recommended on projects.

Item No. 801-01.07 Temporary Seeding (With Mulch)

Item No. 801-02 Seeding (Without Mulch)

Temporary seeding (with mulch), and seeding (without mulch) will be measured by the unit (1,000 Sq. Ft.) as designed and completed in place, unless revised by the sequence of construction, in which case complete replacement and remeasurement may be required.

$$\frac{\text{Total area of seeding (Sq. ft) x number of effective phases of the sequence of construction}}{1,000 \text{ (Sq. ft) / unit}} = \text{Total seeding (units)}$$

Exceptional locations where the slopes are flatter than 3:1, but where crown vetch is requested on the Construction Field Review, shall be outlined on the proposed layout sheet in a manner similar to Figure 4-18.

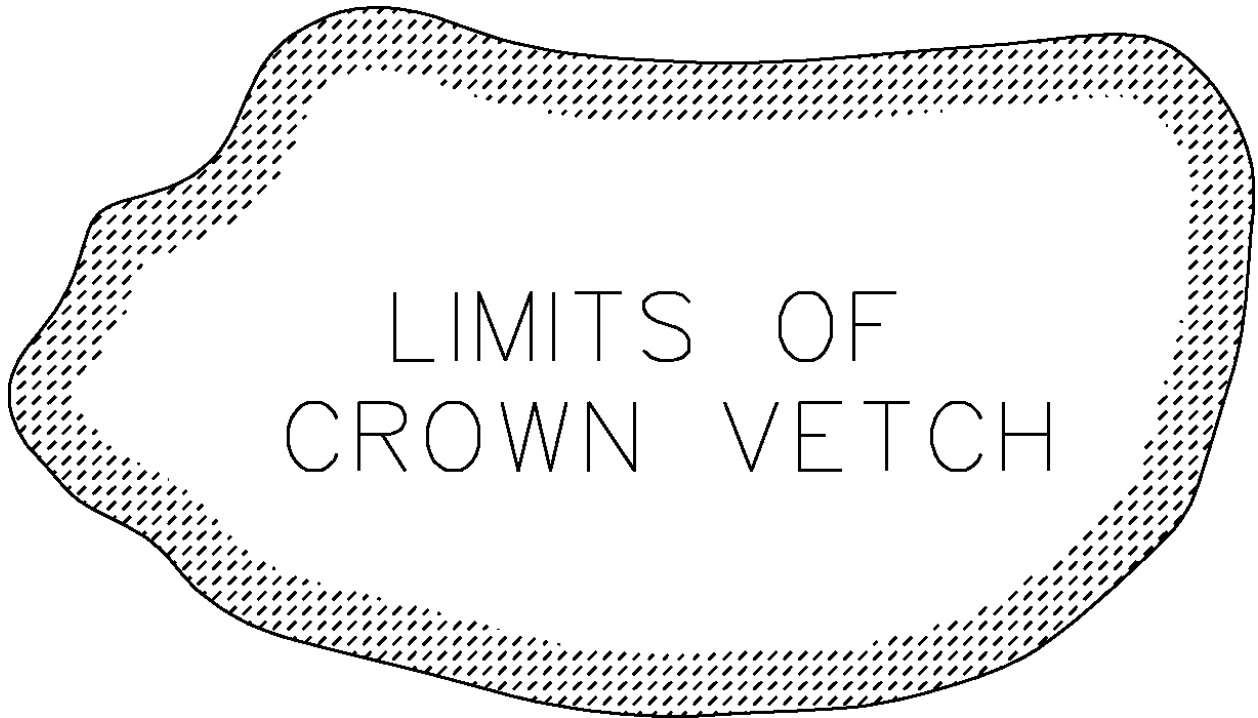


Figure 4-18
Typical Limits of Crown Vetch

4-801.10 WATER (SEEDING AND SODDING)

Item No. 801-03 Water (Seeding and Sodding)

Water for seeding, sodding, crown vetch mixture or sprigging (crown vetch):

Water will be measured by the thousand gallon (M.G.) as designed and completed in place, unless revised by the sequence of construction, in which case complete replacement and remeasurement may be required.

Seeding-
(all areas) $\frac{\text{Surface area (Sq. ft.) x 0.1 M.G. /unit}}{1,000 \text{ Sq. ft./unit}} = \text{_____ M. Gal. Item No. 801-03}$

Total seeding (units) x 0.1 M.G./ unit = Total Water (M.G.)

The designer shall **footnote** pay item as follows:

"Includes _____ thousand gallons for erosion prevention and sediment control."

Sodding $\frac{\text{Surface area (Sq. Yd.)} \times 10 \text{ Gal./Sq. Yd.}}{1,000 \text{ Gal./M.G.}} = \text{_____ M. Gal.}$ Item No. 801-03

4-801.15 SEEDING (SUPPLEMENTAL APPLICATION)

10 pound Minimum Quantity

Units of 801-01 x 1.5 Lbs/Unit x 15% = _____ Lbs. Item No. 801-07

Units of 801-01.02 x 1.5 Lbs/Unit x 15% = _____ Lbs. Item No. 801-07.01

4-801.20 FERTILIZER (SUPPLEMENTAL APPLICATION)

1 Ton Minimum Quantity

Units of 801-01 and/or 801-01.02 x $\frac{23 \text{ Lb./Unit} \times 15\%}{2,000 \text{ Lb./Ton}}$ = _____ Tons Item No. 801-08

4-805.00 EROSION CONTROL BLANKET

See Chapter 10 of the Drainage Manual.

4-806.00 PROJECT MOWING CYCLE

Projects on State Routes with high traffic volumes and high visibility shall include Item No. 806-02.03, Project Mowing, Cycle, on their construction plans. This item is not intended for use on resurfacing projects.

For the purpose of determining applicable projects, designers will include Project Mowing on ***new construction projects, reconstruction projects*** (including widening) or ***on-system bridge replacement projects where one or more of the following apply:***

- Expected project duration is one year or greater
- Project is in a urban area (for purposes of this bulletin an urban area is defined as any city with a population of 5,000 or greater)
- The current Average Daily Traffic (ADT) is 20,000 or greater

The quantity to be set up for a project should be based on a minimum of 2 mowing cycles per year of construction. Since most projects fall into the 2 to 3 year range, a minimum of 4-6 cycles would be needed. The number of mowing cycles per year of construction may be increased based upon input received at the construction field review. Design Managers should check with the Construction Division to determine the length of the contract.

Item no. 806-02.03, Project Mowing, Cycl., shall include the following footnote: "Item includes litter and trash removal. This work will not be measured and paid for directly but will be included in the cost of Item No. 806-02.03, Project Mowing, Cycl."

CHAPTER 9 - MATERIALS

4-905.00 SILICONE SEALANT

Silicone sealant shall be used on all new projects using Portland cement concrete pavement as a primary pavement for the main line or ramps, excluding rehabilitation of all old concrete pavement or joint repair. The silicone sealant is specified in Subsection 905.05 of the *Tennessee Department of Transportation Standard Specifications*.