TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HSIP-111(95)	6
		33156-3217-94, 33156-8217-14	
		77041-3223-94, 77041-8223-14	

SPECIAL NOTES

TRAFFIC CONTROL

(1) 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".

(2) SHOULD A FLAGGING OPERATION FOR TRAFFIC CONTROL BE UTILIZED FOR RESURFACING, THE CONTRACTOR SHALL MAKE PROVISIONS TO SAFELY CONTROL TRAFFIC INGRESS AT ALL ROADWAY ENTRANCES WITHIN THE FLAGGED WORK ZONE TO THE SATISFACTION OF THE ENGINEER, ALL COST ASSOCIATED WITH THE CONTROLS WILL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL.

(3) EXISTING CONSTRUCTION, REGULATORY AND WARNING SIGNS WHICH CONFLICT WITH THE CONSTRUCTION SIGNING SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED AS DIRECTED BY THE ENGINEER. ALL COSTS TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-01, TRAFFIC CONTROL, PER LUMP SUM.

(4) THE CONTRACTOR SHALL GIVE THE TDOT PROJECT SUPERVISOR A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTRIBUTED TO THE MEDIA.

(5) IMMEDIATELY UPON COMPLETION OF EACH CONSTRUCTION PHASE, ALL TRAFFIC CONTROL ITEMS THAT ARE NOT NECESSARY FOR THE SUCCEEDING PHASE SHALL BE REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC.

(6) A MINIMUM OF TWO (2) TYPE "C" ARROW BOARDS WILL BE REQUIRED FOR THE ENTIRE CONTRACT. PAYMENT FOR ARROW BOARDS WILL BE SPLIT FIFTY PERCENT (50%) BETWEEN EACH PROJECT LOCATION. IF THE CONTRACTOR SCHEDULES HIS OPERATIONS SUCH THAT MORE THAN TWO (2) ARROW BOARDS ARE REQUIRED, THE COST OF ALL ADDITIONAL ARROW BOARDS WILL BE AT THE CONTRACTOR'S EXPENSE.

(7) TWO (2) CHANGEABLE MESSEGE SIGNS UNITS (ITEM NO. 713-16.01) WILL BE REQURED ON THE ENTIRE CONTRACT. PAYMENT FOR MESSAGE SIGNS WILL BE SPLIT FIFTY PERCENT (50%) BETWEEN EACH PROJECT LOCATION THE SIGNS WILL BE USED FOR ADVANCED WARNING OR AS DIRECTED BY THE ENGINEER.

(8) ACCESS TO THE PROJECT WILL BE PERMITTED AT THE INTERCHANGES ONLY. THE CONTRACTOR WILL BE PERMITTED TO CROSS MEDIAN AT EXISTING CROSS-OVERS ONLY.

LANE CLOSURES

(9) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED ONE DAY'S PAVING OPERATION.

(10) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.

(11) THE CONTRACTOR SHALL NOT BE ALLOWED TO INTERRUPT TRAFFIC FLOW AND SHALL MAINTAIN ALL LANES OF TRAFFIC IN EACH DIRECTION ON THE FOLLOWING DAYS:

A. OFFICIAL STATE HOLIDAYS.

B. FRIDAY AT 6:00 PM UNTIL TUESDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.

C. THURSDAY AT 6:00 PM UNTIL MONDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.

D. DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

E. SEE SPECIAL PROVISION 108B FOR BRIDGE REPAIR TIME FRAMES.

PAVING

(12) ALL SURPLUS PATCHING AND JOINT MATERIAL IS TO BE REMOVED BEFORE PLACING TACK COAT AND SURFACE. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(13) MATERIAL TRANSFER DEVICE (MTD) TO BE USED ON ALL MIXES. COST TO BE INCLUDED IN THE UNIT PRICE BID ON ASPHALT PAVEMENT ITEMS. SEE SPECIAL PROVISION 407G.

(14) ALL DRAINS ACROSS BRIDGES NEED TO BE CHECKED AND CLEANED AFTER PAVING IS COMPLETE. COST TO BE INCLUDED IN OTHER ITEMS.

(15) THE CONTRACTOR SHALL USE HIGH PERFORMANCE FOG SEAL FROM QPL 40.001 ON SHOULDERS.

(16) ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.

(17) ALL COSTS OF CLIPPING OF EXISTING SHOULDERS AND DISPOSAL OF ANY DEBRIS FROM SHOULDER CLIPPING ARE TO BE INCLUDED IN THE UNIT BID PRICE FOR OTHER ITEMS.

(18) THE CONTRACTOR WILL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, AND CLEAN EXISTING SIDE DRAINS AS DIRECTED, WHERE NECESSARY, BEFORE PLACING TACK COAT AND SURFACE. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(19) ALL PUBLIC SIDE ROADS ARE TO BE SURFACED ONE (1) PAVERS WIDTH OR AS DIRECTED WITH TACK AND SURFACE MATERIAL. THICKNESS AND WIDTH WILL BE AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

PAVEMENT MARKING

(20) THE CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT OF ALL PAVEMENT MARKING. ANY CHANGE FROM THE EXISTING PAVEMENT MARKINGS MUST BE APPROVED BY THE REGION 2 TRAFFIC MANAGER.

(21) RAMPS SHALL BE MARKED UP TO WHERE THEY CONNECT TO THE INTERSECTING ROADWAY.

(22) THE CONTRACTOR WILL BE REQUIRED TO REMOVE EXISTING SNOWPLOWABLE MARKERS AND RAISED PAVEMENT MARKERS INCLUDING THOSE ON SHOULDERS AND RAMPS PRIOR TO PLACING SURFACE. ANY HOLES OR DIVOTS RESULTING FROM REMOVAL OF A MARKER THAT IN THE OPINION FO THE TDOT PROJECT SUPERVISOR PRESENTS A PROBLEM FOR TRAFFIC SHALL BE PATCHED WITH THE APPROPRIATE ASPHALT MATERIALS. THIS PATCH WORK WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(23) THE CONTRACTOR WILL BE REQUIRED TO INSTALL THE RAISED PAVEMENT MARKERS, TYPE 2 AND SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS AS SOON AS POSSIBLE AFTER THE COMPLETION OF THE SHOULDER PAVEMENT.

(24) EXISTING PAVEMENT MARKINGS IN THE EXCLUSION AREAS SHALL BE RE-TRACED AS DIRECTED BY THE TDOT PROJECT SUPERVISOR DURING FINAL STRIPING.

(25) THE EXISTING PAVEMENT MARKING BETWEEN THE EDGE LINES (WHITE SKIP LINE) SHALL BE REMOVED. THE COST OF PAVEMENT MARKING REMOVAL SHALL BE INCLUDED IN THE PRICE OF 716-12.02.

(26) NEW EDGE LINES SHALL BE RETRACED OVER THE EXISTING LINES ONCE THE (RESURFACING or MICROSURFACING) WORK IS COMPLETED USING 716-12.02.

(27) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LANE LINES SHALL BE REFLECTIVE TAPE OR REFLECTORIIZED PAINT INSTALLED TO PERMANENT STANDARDS BEFORE DARK HOURS, SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4") LINE.

CLEANING DITCHES

(28) DITCHES MAY NEED TO BE CLEANED OUT AS DIRECTED BY THE TDOT PROJECT SUPERVISOR. ALL COST ASSOCIATED WITH CLEANING DITCHES TO BE INCLUDED IN OTHER ITEMS.

(29) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDEDRAINS, AND CROSSDRAINS, TO ENSURE THAT THE DRAINAGE FEATURES/ WATER-COURSES ARE NOT STREAMS OR WETLANDS. IF THE CONTRACTOR/TDOT INSPECTOR IS UNSURE WHETHER THE DRAINAGE FEATURES ARE STREAMS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION TO OBTAIN THE APPROPRIATE PERMITS.

GUARDRAIL

(30) ALL EXISTING GUARDRAIL REMOVED FROM THIS PROJECT IS TO BECOME THE PROPERTY OF THE CONTRACTOR.

(31) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CONSTRUCTING EARTH PADS FOR THE TYPE 38 TERMINALS TO ENSURE THAT ENVIRONMENTAL FEATURES (STREAMS, WETLANDS OR SPRINGS) ARE NOT IMPACTED DURING CONSTRUCTION. IF THE CONTRACTOR/TDOT INSPECTOR IS UNSURE WHETHER THE ENVIRONMENTAL FEATURES ARE STREAMS, WETLANDS OR SPRINGS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED.

(32) DURING CONSTRUCTION OF THE EARTH PADS FOR THE TYPE 38 GUARDRAIL TERMINALS, EXISTING VEGETATION WILL BE REQUIRED TO BE REMOVED FOR THE PROPOSED PAD AND SLOPES, IF DURING THE VEGETATION REMOVAL, ANY TREES GREATER THAN 5 INCHES IN DIAMETER ARE REQUIRED TO BE REMOVED, CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY. DUE TO THE RECENT MODIFICATION OF THE USFWS STANCE REGARDING THE INDIANA B AT, NO TREES > 5" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

NPDES

(33) DUE TO THE TYPE OF WORK, IT IS OUR UDERSTANDING THAT THE PROJECT WILL NOT DISTURB MORE THAN ONE ACRE. IF THE DISTURBED ARE IS MORE THAN ONE ACRE, PLEASE CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION BECAUSE A NPDES PERMIT WILL BE REQUIRED.

MISCELLANEOUS

(34) TIME ON THE PROJECT WILL START THE DAY THAT CONSTRUCTION SIGNS ARE PUT UP OR IN ACCORDANCE WITH SP108B IF A MAXIMUM AMOUNT OF CALENDAR DAYS IS SPECIFIED.

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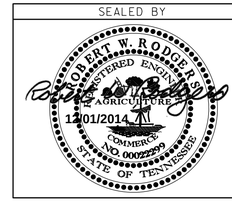

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SPECIAL NOTES

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