

Index of Sheets

SHEET NO.	SHEET NAME
1 ...	TITLE SHEET
2 ...	ESTIMATED ROADWAY QUANTITIES
3 ...	TYPICAL SECTIONS
4 ...	GENERAL NOTES
5 ...	SPECIAL NOTES
6 ...	PRE-CONSTRUCTION RIDE NUMBERS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

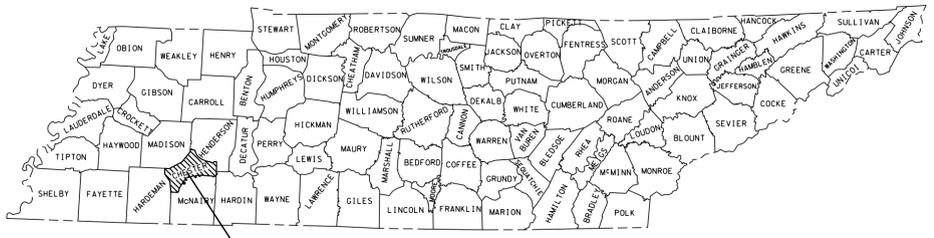
CHESTER-McNAIRY COUNTY

S.R. 5
FROM: L.M. 0.00 (McNAIRY COUNTY LINE SOUTH OF RUSSON DRIVE THROUGH CHESTER COUNTY)
TO: L.M. 9.63 (MADISON COUNTY LINE)

RESURFACING

STATE HIGHWAY NO. 5 F.A.H.S. NO. 45

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	NH/HSIP-5(98)	
STATE PROJ. NO.	12001-8230-14	



PROJECT SITE

Standard Roadway Drawings

SHEET NO.	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-24-14	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-24-14	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS AND PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15		ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-16A	07-24-14	ASPHALT CENTER LINE RUMBLE STRIPE

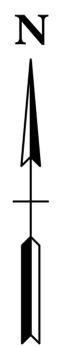
NO EXCLUSIONS
NO EQUATIONS

UNOFFICIAL SET
NOT FOR BIDDING



TO: L.M. 9.63
(MADISON COUNTY LINE)

FROM: L.M. 0.00
(McNAIRY COUNTY LINE SOUTH OF RUSSON DRIVE THROUGH CHESTER COUNTY)



SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT



PROJECT LENGTH 10.40 MILES
TOTAL LANE MILES RESURFACED 41.60 MILES

TRAFFIC DATA	
ADT (2014)	10095

TDOT C.E. MANAGER 1 TABITHA CAVANESS, P.E., REG. 4
DESIGNER DEREK LINK/DEBBIE RUSHING, REG. 4 CHECKED BY RYAN PHILPOTT, REG. 4
P.E. NO. 98043-4283-04
PIN: 119612.00

SEALED BY

APPROVED: Paul D. Decker CHIEF ENGINEER
DATE: _____

APPROVED: [Signature] JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-5(98)	2

FOOTNOTES

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	12001-8230-14 QUANTITY	NH/HSIP-5(98) QUANTITY	TOTAL QUANTITY
202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	56		56
203-06	WATER	M.G.	42		42
① 303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING C OR D	TON	5530		5530
② 307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	26		26
③ 307-01.15	ASC MIX (PG64-22) (BPMLC-HM) GRADING CS	TON	11253		11253
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	290		290
④ 411-02.10	ACS MIX(PG70-22) GRADING D	TON	850		850
⑤⑥⑦ 411-03.13	ACS MIX(PG70-22) THIN LIFT D ASPHALT	TON	21804		21804
411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.		20.8	20.8
411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.		20.8	20.8
⑧ 705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH		2	2
712-01	TRAFFIC CONTROL	LS	1		1
⑨ 712-06	SIGNS (CONSTRUCTION)	S.F.	3712		3712
712-08.03	ARROW BOARD (TYPE C)	EACH	4		4
716-01.10	SNOWPLOWABLE REFLECTIVE MARKER	EACH		1700	1700
716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	1700		1700
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.		355	355
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.		790	790
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH		77	77
⑩⑪ 716-03.06	PLASTIC WORD PAVEMENT MARKING (SIGNAL AHEAD)	EACH		8	8
716-04.05	PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH		6	6
716-04.17	PLASTIC PAVEMENT MARKING (YIELD SYMBOL)	EACH		50	50
⑫ 716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	46.8		46.8
⑬ 716-12.01	ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE)	L.M.		46.8	46.8
⑭ 716-12.03	ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE)	L.F.		4640	4640
717-01	MOBILIZATION	LS	1		1

- ① INCLUDES 25 TONS FOR BREAKOUT.
- ② FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01 ONLY.
- ③ INCLUDES 422 TONS FOR TURN LANES, 85 TONS FOR CITY STREETS, 40 TONS FOR DRIVES, AND 65 TONS FOR BUSINESS ENTRANCES.
- ④ TO BE USED FOR SPOT LEVELING.
- ⑤ INCLUDES 178 TONS FOR CITY STREETS, 85 TONS FOR DRIVES, 136 TONS FOR BUSINESS ENTRANCES, 500 TONS FOR CROSSOVERS, 350 TONS FOR EXTRA WIDTH PAVING, AND 800 TONS FOR TURN LANES.
- ⑥ SEE SPECIAL PROVISION NO. 407G FOR MATERIAL TRANSFER DEVICE AND SPECIAL PROVISION NO. 411C FOR RIDEABILITY SPECIFICATIONS.
- ⑦ SEE SPECIAL PROVISION NUMBER 411TLD.
- ⑧ FOR UPGRADE OF EXISTING ANCHORS AT ALL STRUCTURE LOCATIONS IN PROJECT LIMITS. THE COST OF REMOVAL OF EXISTING GUARDRAIL AND ANCHORS TO BE INCLUDED IN THIS ITEM. AT L.M. 0.04 & 8.17 NORTH LANE.
- ⑨ QUANTITY INCLUDES

4	ROAD WORK NEXT 10 MI.	(G20-1)	(48" X 24")
4	END ROAD WORK	(G20-2)	(48" X 24")
110	UNEVEN LANES	(W8-11)	(48" X 48")
36	ROAD WORK AHEAD	(W20-1)	(48" X 48")
4	ROAD WORK 1500 FT.	(W20-1)	(48" X 48")
4	ROAD WORK 1000 FT.	(W20-1)	(48" X 48")
4	ROAD WORK 500 FT.	(W20-1)	(48" X 48")
4	RIGHT LANE CLOSED 1,500 FT.	(W20-5)	(48" X 48")
4	RIGHT LANE CLOSED 1,000 FT.	(W20-5)	(48" X 48")
4	RIGHT LANE CLOSED 500 FT.	(W20-5)	(48" X 48")
4	LEFT LANE CLOSED 1,500 FT.	(W20-5)	(48" X 48")
4	LEFT LANE CLOSED 1,000 FT.	(W20-5)	(48" X 48")
4	LEFT LANE CLOSED 500 FT.	(W20-5)	(48" X 48")
4	FRESH OIL	(W21-2)	(48" X 48")
42	SHOULDER WORK	(W21-5)	(48" X 48")

THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

- ⑩ FOR FINAL PAVEMENT MARKING ONLY.
- ⑪ THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTICE SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- ⑫ FOR USE AS TEMPORARY LINE MARKINGS.

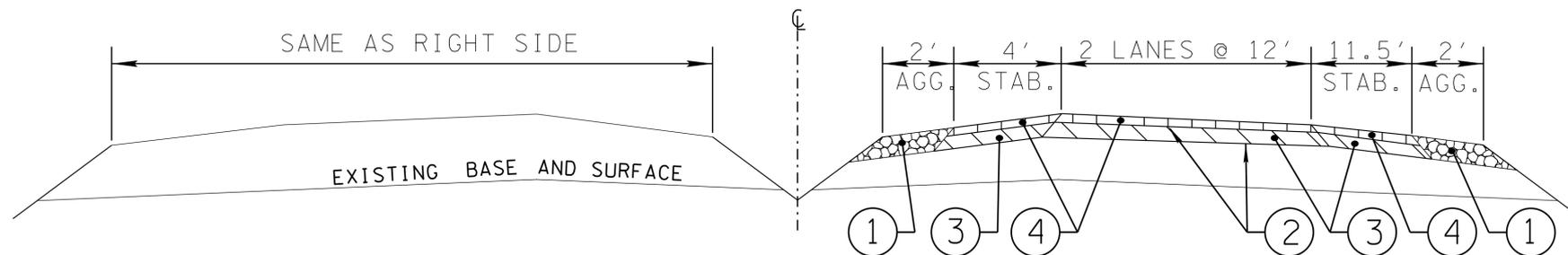
**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

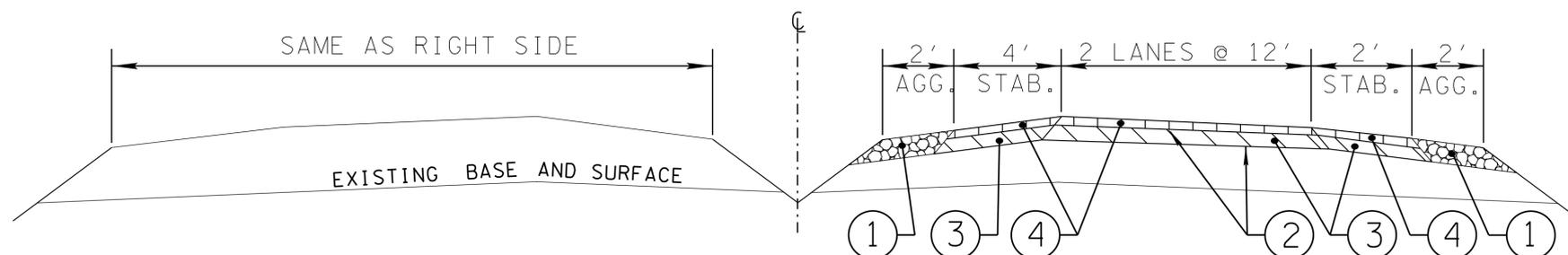
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
**ESTIMATED
ROADWAY
QUANTITIES**

TYPICAL SECTION

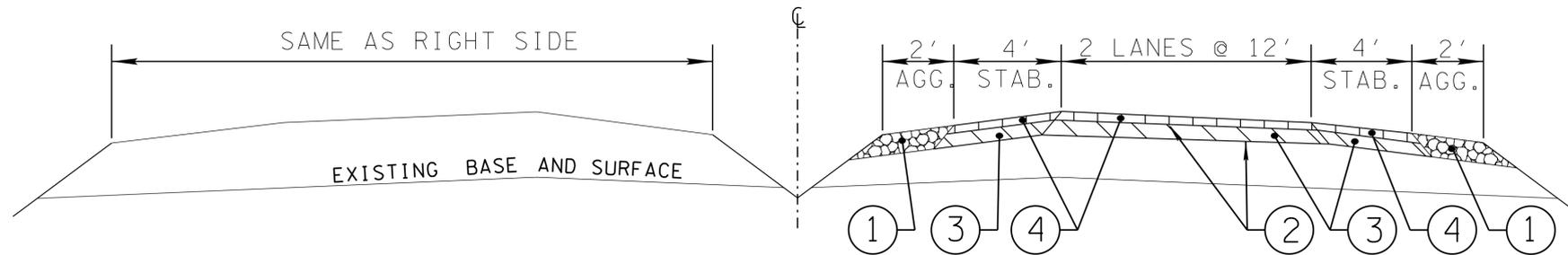
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-5(98)	3



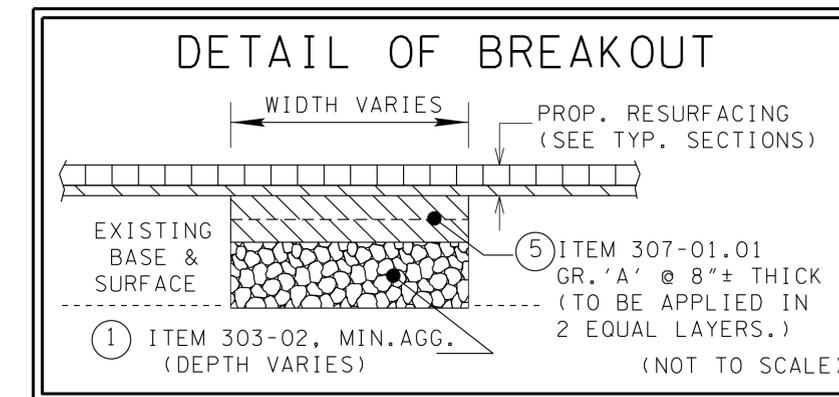
McNAIRY COUNTY: L.M. 0.00 TO L.M. 0.77
 CHESTER COUNTY: L.M. 0.00 TO L.M. 9.63 NORTH LANE
 CHESTER COUNTY: L.M. 0.00 TO L.M. 6.95 SOUTH LANE



CHESTER COUNTY: L.M. 6.95 TO L.M. 9.53 SOUTH LANE



CHESTER COUNTY: L.M. 9.53 TO L.M. 9.63 SOUTH LANE



PROPOSED PAVEMENT SCHEDULE	
①	MINERAL AGGREGATE BASE @ 2"± THICK FOR SHOULDERS ITEM 303-02 MINERAL AGGREGATE, TYPE "B" BASE, GRADING "C OR D"
②	TACK COAT (TC) ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) (AT 0.07 GAL./S.Y.)
③	BITUMINOUS COURSE (LEVELING) @ 0.40"± THICK (APPROX. 46.00 LBS./S.Y.) ITEM 307-01.15 ACS MIX (PG64-22) (BPMLC-HM) GRADING CS
④	ASPHALTIC CONCRETE SURFACE (ACS) @ 0.80"± THICK (APPROX. 85.00 LBS./S.Y.) ITEM 411-02.10 ACS MIX (PG70-22) GRADING "D"
⑤	BITUMINOUS BASE COURSE (BLACK BASE) @ 8"± THICK (APPROX. 920.0 LBS./S.Y.) ITEM 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A" (THIS ITEM IS TO BE USED FOR BREAKOUT ONLY)

BRIDGE NOTE

THE CONTRACTOR SHALL:
 "LEAVE AS IS"
 BRIDGES AT L.M. 8.39 (85')(LT.LANE),
 L.M. 8.50 (212')(LT. LANE), L.M.
 9.36 (79')(LT. LANE)

THE CONTRACTOR SHALL:
 PAVE ACROSS EXISTING STRUCTURES WITH
 PLANS QUANTITIES ONLY @ L.M. 9.38
 (RT. LANE)(55')

THE CONTRACTOR SHALL:
 PAVE ACROSS EXISTING STRUCTURES WITH TOP
 COAT ONLY @ L.M. 4.70 (262')(RT. & LT.
 LANES), L.M. 8.39 (RT. LANE)(50') & L.M.
 8.50 (RT. LANE)(206')

**UNOFFICIAL
 SET
 NOT FOR
 BIDDING**

SEALED BY

STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

**TYPICAL
 SECTIONS**
 (NOT TO SCALE)

GENERAL NOTES

GRADING

ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

GUARDRAIL

THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPE UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE A LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

UTILITIES

THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106.

MISCELLANEOUS

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.

NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

PAVEMENT MARKINGS

PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATIONS IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

PAVING

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

RESURFACING

WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTIONS.

ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL NOTES

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.

TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO BE PARKED WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE.. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HSIP-5(98)	4

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**GENERAL
NOTES**

SPECIAL NOTES

SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.

ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. COST TO BE INCLUDED IN ITEM NO. 712-06.

IF THE CONTRACTOR ELECTS TO UTILIZE SIGN POST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PAINTED MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-05.01.

UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-12.01.

THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES AS WELL AS PROVIDING THE LAYOUT OF ALL PAVEMENT MARKINGS REQUIRED ON THE PROJECT. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORDANCE WITH CURRENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ITEM 303-02 TO BE PLACED BEFORE PLACING SURFACING MATERIAL.

THE CONTRACTOR WILL BE REQUIRED TO CLEAN AND BLADE GRASS FROM SHOULDERS BEFORE PLACING ITEM 303-02. MATERIAL BLADED FROM SHOULDERS TO BE PICKED UP AND DISPOSED OF AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN ITEM 303-02.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION, ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

MATERIAL TRANSFER DEVICE SHALL BE USED FOR ALL MIXES.

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

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

WHEN A PERFORMANCE GRADE (PG) ASPHALT MIX WITH PROPERTIES GREATER THAN THAT OF PG64-22 IS CALLED FOR ON RESURFACING PLANS AND IS THE ONLY ASPHALT GRADE ON THE PROJECT, THE CONTRACTOR HAS THE OPTION OF USING EITHER THE ASPHALT GRADE SHOWN ON THE PLANS OR AN ASPHALT GRADE EQUAL TO OR BETTER THAN PG64-22 FOR DRIVEWAYS AND BUSINESS ENTRANCES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE MATERIAL WILL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THE ASPHALT OR ASPHALT MIX. THE MATERIAL TICKETS SHALL BE MARKED "FOR DRIVEWAYS AND BUSINESS ENTRANCES ONLY" AT THE POINT OF MANUFACTURE.

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

ONLY 4 ARROW BOARDS WILL BE PAID FOR DURING THE LIFE OF THIS PROJECT. IF THE CONTRACTOR'S WORK PHASES REQUIRED ADDITIONAL ARROW BOARDS, THEIR COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

THE INSIDE SHOULDERS WILL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.

THE SHOULDER WILL BE PAVED CONCURRENTLY WITH THE TRAFFIC LANE.

THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

- A. DIFFERENCE IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC. CAUSED BY BASE, PAVING OR RESURFACING:
1. DIFFERENCE IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.
 - a. WARNING SIGNS, UNEVEN PAVEMENT (W8-11) AND/OR SHOULDER DROP-OFF (W8-9A), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
 - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER, THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

SPECIAL EROSION PREVENTION AND SEDIMENT CONTROL

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDE DRAINS, AND CROSS DRAINS, TO ENSURE THAT THE DRAINAGE FEATURES/ WATERCOURSES ARE NOT STREAMS OR WETLANDS. IF THE CONTRACTOR/ TDOT INSPECTOR IS UNSURE WHETHER THE DRAINAGE FEATURES ARE STREAMS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION TO OBTAIN THE APPROPRIATE PERMITS.

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CONSTRUCTING EARTH PADS FOR THE TYPE 38 TERMINALS TO ENSURE THAT THE ENVIRONMENTAL FEATURES (STREAMS, WETLANDS, OR SPRINGS) ARE NOT IMPACTED DURING CONSTRUCTION. IF THE CONTRACTOR/TDOT INSPECTOR IS UNSURE WHETHER THE ENVIRONMENTAL FEATURES ARE STREAMS, SPRINGS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY OR PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED. AND DURING CONSTRUCTION OF THE EARTH PADS FOR THE TYPE 38 GUARDRAIL TERMINALS, EXISTING VEGETATION WILL BE REQUIRED TO BE REMOVED FOR THE PROPOSED PAD AND SLOPES. IF DURING THE VEGETATION REMOVAL, ANY TREES GREATER THAN 3 INCHES IN DIAMETER ARE REQUIRED TO BE REMOVED, CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY. DUE TO RECENT MODIFICATION OF THE USFWS STANCE REGARDING THE INDIANA BAT NO TREES >3" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	NH/HS1P-5(98)	5

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**SPECIAL
NOTES**

