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**STANDARD ROADWAY DRAWINGS**

DWG. NO.	REV.	DESCRIPTION
<b>ROADWAY DESIGN STANDARDS</b>		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-84	STANDARD LEGEND

<b>ROADWAY AND PAVEMENT APPURTENANCES</b>		
RP-MC-2	02-28-02	STANDARD 6" SLOPING (MOUNTABLE) CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS

**SAFETY APPURTENANCES AND FENCE**

S-CC-1		CRASH CUSHION
S-GRT-2	11-03-14	TYPE 38 GUARDRAIL TERMINAL

**TRAFFIC CONTROL APPURTENANCES**

T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-15-13	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-6	06-22-12	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-15A	11-01-11	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-M-16	11-01-11	ASPHALT SHOULDER RUMBLE STRIPE INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-M-16A	07-24-14	ASPHALT CENTER LINE RUMBLE STRIPE
T-PBR-2	11-01-11	DETAIL FOR VERTICAL PANELS AND FLEXIBLE DELINEATORS
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN
T-RR-2	11-01-11	STANDARD DRAWING FOR RAILROAD AND HIGHWAY CROSSING SIGNAL WITH GATE
T-RR-3	11-01-11	STANDARD DRAWING FOR RAILROAD-HIGHWAY CROSSING SIGNAL
T-RR-6	10-25-13	TYPICAL SIGNING AND MARKING AT PASSIVE RAILROAD HIGHWAY GRADE CROSSINGS
T-S-9	11-01-11	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-16	11-01-11	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-20	11-01-11	SIGN DETAILS
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	11-11-04	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-21	03-15-11	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT

**SPECIAL NOTES**

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT ROAD SP. SV. 2 Robert Rodgers PE  
 DESIGNER Gordon Masenaale CHECKED BY Diane Evitt  
 P.E. NO. 98023-4217-04  
 PIN NO. 120424.00

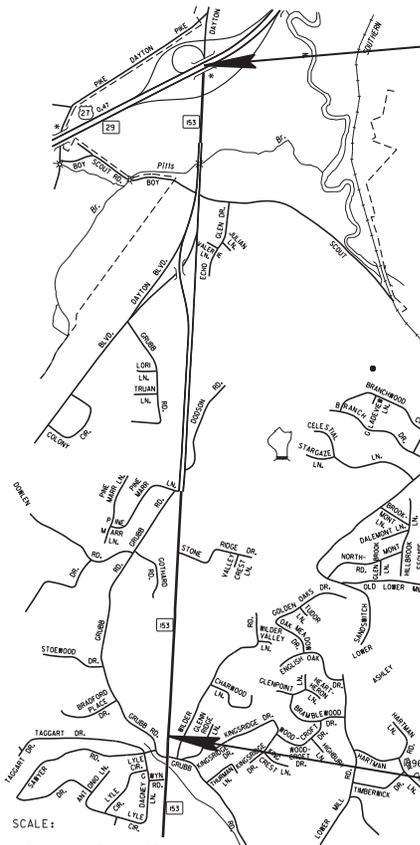
STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION  
 BUREAU OF ENGINEERING

**HAMILTON COUNTY**

STATE ROUTE 153  
 FROM EAST OF GRUBB ROAD (LM 10.85)  
 TO SR 29 IN CHATTANOOGA (LM 12.87)

**COLD PLANING, RESURFACING & PAVEMENT MARKINGS**

STATE HIGHWAY NO. 153 F.A.H.S. NO.



SCALE: 0 1000 2000 3000 FT

PROJECT LENGTH 2.02 MILES  
 TOTAL LANE MILES RESURFACED 11.28 MILES

REV 1-30-15: REVISED TITLE DESCRIPTION,  
 REV 2-05-15: REVISED DATES ON INDEX.

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	NH/HSIP-153(9)	
STATE PROJ. NO.	33052-3247-94, 33052-8247-14	



33052-3247-94  
 33052-8247-14

END PROJ. NO. NH/HSIP-153(9)  
 LM 12.87 (RESURF)

PROJECT LOCATION



APPROVED: *Paul D. Degges*  
 PAUL D. DEGGES, CHIEF ENGINEER

DATE: \_\_\_\_\_

APPROVED: *John Schroer*  
 JOHN SCHROER, COMMISSIONER

33052-3247-94  
 33052-8247-14  
 BEGIN PROJ. NO. NH/HSIP-153(9)  
 LM 10.85 (RESURF)

**NO EXCLUSIONS  
 NO EQUATIONS**

**TRAFFIC DATA**  
 ADT (2014) 31,000

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

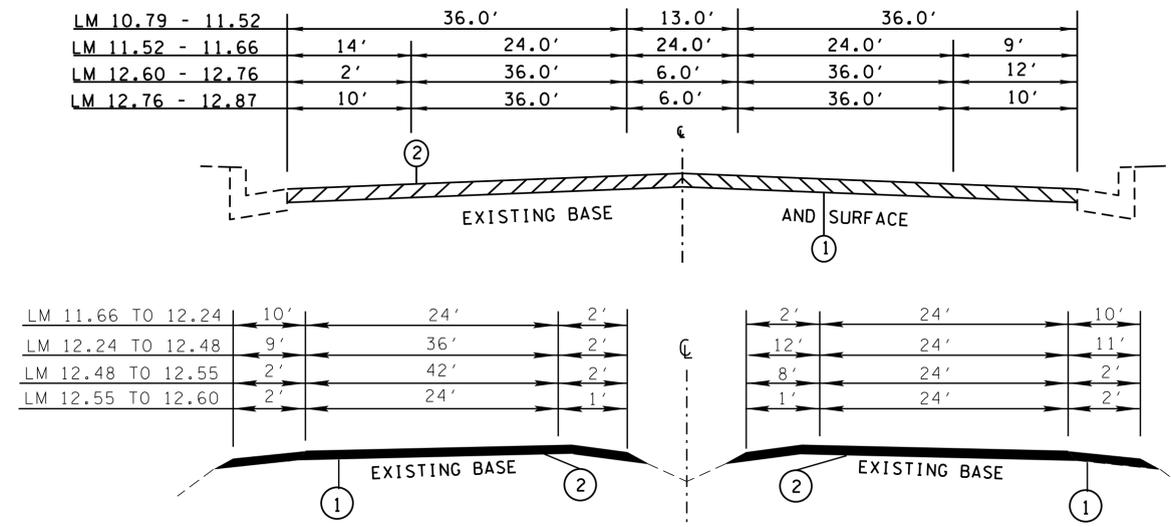
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HS1P-153(9)	2
		33052-3247-94	
		33052-8247-14	

REV 02-06-15: CHANGED DIMENSION ON COLD PLANE SECTION LM 12.76 TO 12.87.

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	50
(2)(3)(4)	411-02.10 ACS MIX(PG70-22) GRADING D	TON	7520
(5)	415-01.02 COLD PLANING BITUMINOUS PAVEMENT	S.Y.	105950
(6)	712-01 TRAFFIC CONTROL	LS	1
(7)	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	150
(7)	712-05.03 WARNING LIGHTS (TYPE C)	EACH	150
(8)	712-06 SIGNS (CONSTRUCTION)	S.F.	419
(9)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	26.3
	717-01 MOBILIZATION	LS	1

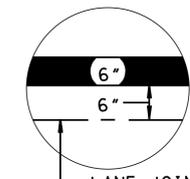
**FOOTNOTES**

- (1) INCLUDES 5 TON FOR INTERSECTION WITH SR-29 AND SPOT LEVELING AS REQUESTED.
- (2) INCLUDES 765 TON FOR INTERSECTION WITH SR-29 AND SPOT LEVELING AS REQUESTED.
- (3) SEE SPECIAL PROVISION 411C FOR RIDEABILITY
- (4) A MATERIAL TRANSFER DEVICE (MTD) IS TO BE USED ON ALL MIXES. SEE SPECIAL PROVISION 407G, ALL COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THIS BID ITEM.
- (5) THIS MATERIAL TO BECOME THE PROPERTY OF THE CONTRACTOR. INCLUDES 4036 SY FROM INTERSECTION WITH SR-29.
- (6) INCLUDES ALL COST ASSOCIATED WITH NIGHT TIME WORK ZONE LIGHTING.
- (7) TO BE USED WHERE AND AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.
- (8) SEE CONSTRUCTION SIGN TABULATION BLOCK FOR DETAILS.
- (9) FOR TRAFFIC CONTROL AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.



**TYPICAL PAVING SECTIONS**

PROPOSED PAVEMENT SCHEDULE	
①	TACK COAT (TC) @ (0.10 GAL./S.Y.) ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
②	BITUMINOUS SURFACE @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-02.10 ACS MIX (PG70-22) GRADING "D"



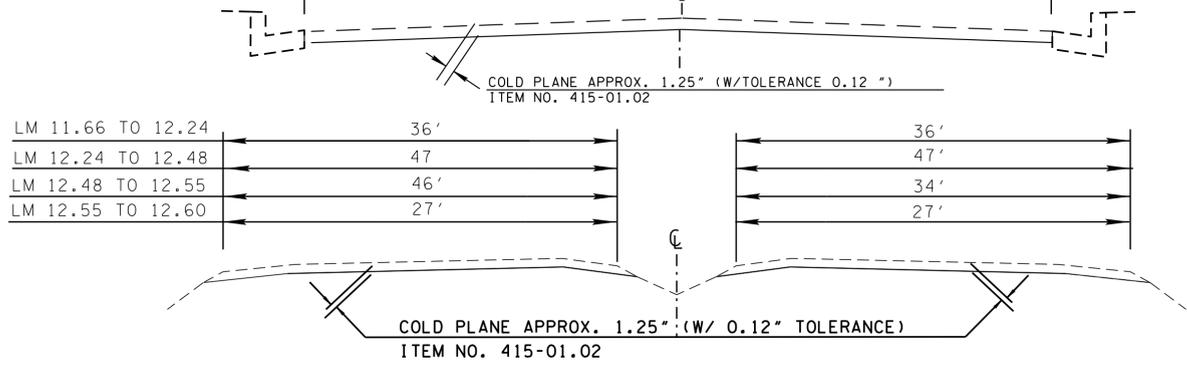
LANE JOINT IS TO BE OFFSET 6" FROM CENTER OF ROADWAY.

ESTIMATED SAFETY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(S1)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	180
(S6)	411-02.10 ACS MIX(PG70-22) GRADING D	TON	65
(S9)	411-12.01 SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	1.7
(S10)	411-12.02 SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	1.3
(S6)(S7)	702-01 CONCRETE CURB	C.Y.	15
(S2)	705-04.07 TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	3
	705-17.97 ATTENUATOR (NARROW- LOW MAINTENANCE)	EACH	1
(S8)	712-04.02 FLEXIBLE DRUMS (CHANNELIZATION)	EACH	8
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	8
(S6)	713-02.15 FLEXIBLE DELINEATOR (YELLOW)	EACH	18
(S3)	716-01.21 Snowplowable Pvmr Mrkrs (Bi-Dir)(1 Color)	EACH	550
	716-01.23 Snowplowable Pvmr Mrkrs (Bi-Dir)(2 Color)	EACH	250
	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	300
	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	250
	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	18
(S4)(S11)	716-02.07 PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	150
	716-04.04 PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	250
	716-04.07 PLASTIC PAVEMENT MARKING (EXIT ONLY ARROW)	EACH	2
	716-04.08 PLASTIC PAVEMENT MARKING (OPTION LANE ARROW)	EACH	2
	716-04.12 PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	100
(S6)	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	0.1
(S5)(S11)	716-12.02 ENHANCED FLATLINE THERMO PVMR MRKNG (6IN LINE)	L.M.	12
	716-12.05 ENHANCED FLATLINE THERMO PVMR MRKNG (6IN DOTTED LINE)	L.F.	2800
	716-12.06 ENHANCED FLAT LINE THERMO (8IN LINE)	L.F.	650

**FOOTNOTES**

- (S1) TO BE USED FOR SHOULDER REPAIR AND GUARDRAIL TERMINAL PADS.
- (S2) SEE GUARDRAIL TABULATION BLOCK FOR QUANTITIES AND THEIR LOCATIONS, REMOVED GUARDRAIL WILL BECOME THE PROPERTY OF THE CONTRACTOR.
- (S3) THE COST OF REMOVING EXISTING PAVEMENT MARKERS WILL BE INCLUDED IN THE UNIT COST FOR NEW PAVEMENT MARKERS.
- (S4) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. THE SAME UNIT PIECE SHALL BE PAID FOR PREFORMED PLASTIC.
- (S5) FOR PERMANENT PAVEMENT MARKING ONLY.
- (S6) FOR REPLACING PAVED ISLANDS AT BOYSCOUT ROAD. SEE SHEET 3 FOR DETAILS.
- (S7) INCLUDES ALL COST ASSOCIATED WITH SURFACE PREP FOR INSTALLING PROPOSED CURB.
- (S8) TO BE USED AT EXPOSED GUARDRAIL ENDS. SEE GENERAL NOTE 3, SHEET 5 FOR DETAILS.
- (S9) LOCATED ON INSIDE SHOULDER OF DIVIDED HIGHWAY.
- (S10) LOCATED ON OUTSIDE SHOULDERS OF DIVIDED HIGHWAY.
- (S11) INCLUDES QUANTITIES FOR RESTRIPIING EXISTING LANES AND ENTRANCE/EXIT RAMP FROM END OF PROJECT TO SOUTH BOUND SR-29 RAMP AS DIRECTED BY REGION 2 TRAFFIC ENGINEER.

LM	DESCRIPTION	QUANTITY
LM 10.79 - 11.52		85.0'
LM 11.52 - 11.66		95.0'
LM 12.60 - 12.76		92.0'
LM 12.76 - 12.87		98.0'

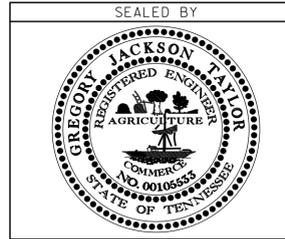


**COLD PLANING DETAILS**

TABULATED SIGNS (CONSTRUCTION) 712-06				
QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	ITEM NO.
			IN X IN	712-06 S.F.
2	G20-1	ROAD WORK NEXT 2 MILES	36 18	9
3	G20-2	END ROAD WORK	36 18	14
2	W3-4	BE PREPARED TO STOP	36 36	18
8	W8-11	UNEVEN LANES	36 36	72
14	W20-1	ROAD WORK AHEAD	36 36	126
2	W20-1	ROAD WORK 1500 FT	36 36	18
2	W20-1	ROAD WORK 1000 FT	36 36	18
2	W20-1	ROAD WORK 500 FT	36 36	18
2	W20-4	ONE LANE ROAD AHEAD	36 36	18
2	W20-7a	FLAGGER	36 36	18
8	TN-64	GROOVED PAVEMENT	36 36	72
2	W21-2	FRESH OIL	36 36	18
TOTAL				419

SEE FIGURE 6F-1 OF FIGURES SHOWN IN CURRENT M.U.T.C.D. THIS CONSTRUCTION SIGNING IS TO BE CONSTRUCTED AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

TABULATED GUARDRAIL			
Log Mile	Side	Item No.	Item No.
		705-04.07 Type	705-17-97 Attenuator (Narrow-Low Maintenance)
11.450	right	1	
12.320	left	1	
12.340	median	1	
12.840	median		1
TOTAL		3	1



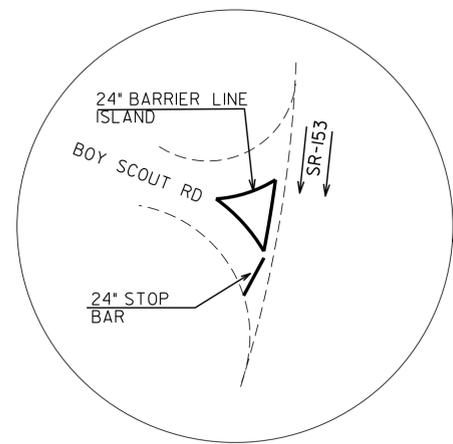
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

**ESTIMATED QUANTITIES & DETAILS**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HS1P-153(9) 33052-3247-94 33052-8247-14	3

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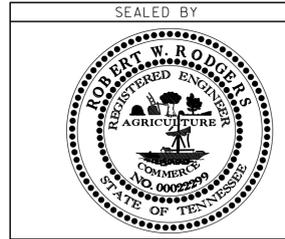


1. REMOVE EXISTING ASPHALT CURBS AND PAVED ISLAND. REMOVAL AND DISPOSAL TO BE INCLUDED IN OTHER 702-01
2. RECONTOUR EXISTING ASPHALT WITH MILLING MACHINE TO ENCOURAGE DRAINAGE BACK TO EXISTING DITCH.
3. REPLACE EXISTING 6" ASPHALT CURB AND RAISED ISLAND WITH "D" MIX FROM BACK OF PROPOSED CURB TO PROMOTE DRAINAGE TO EXISTING DITCH. (NOTE- ASPHALT CURB IS TO BE LOCATED 2' FROM EDGELINE.) ITEM 702-01 9 C.Y. ITEM 411-02.10 20 TONS
4. PAINT ASPHALT CURBS YELLOW ITEM 716-05.01 0.03 L.M.
5. INSTALL 10 YELLOW FLEXIBLE DELINEATORS @ 10' SPACING NORTHBOUND AND SOUTHBOUND

5. INSTALL 8 YELLOW FLEXIBLE DELINEATORS @ 10' SPACING NORTHBOUND AND SOUTHBOUND
2. RECONTOUR EXISTING ASPHALT WITH MILLING MACHINE TO ENCOURAGE DRAINAGE BACK TO EXISTING DITCH.
3. REPLACE EXISTING 6" ASPHALT CURB ON THE OUTSIDE PERIMETER. CONTOUR PROPOSED ISLAND WITH "D" MIX FROM BACK OF PROPOSED CURB TO PROMOTE DRAINAGE TO EXISTING DITCH. ITEM 702-01 8 C.Y. ITEM 411-02.10 45 TONS
4. PAINT ASPHALT CURBS YELLOW PAINTED PVMT MARK (YELLOW) 0.03 L.M. ITEM 716-05.01
1. REMOVE EXISTING ASPHALT CURBS AND PAVED ISLAND. REMOVAL AND DISPOSAL TO BE INCLUDED IN OTHER 702-01

MOVE LOCATION OF PROPOSED STOP LINE BACK TO BE IN-LINE WITH CONTROL BOX.  
ADD YELLOW CHANNELIZATION STRIPING

TABULATED QUANTITIES FOR INTERSECTION OF SR-153 & BOYSCOUT ROAD



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

DETAILS

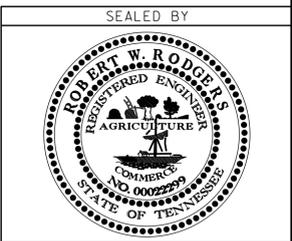
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HS1 P-153(9)	4
		33052-3247-94	
		33052-8247-14	

## PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- 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:
    - 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.

UTILITY OWNERS				
UTILITY	NAME	ADDRESS	CONTACT PERSON	PHONE #
Telephone	Bellsouth dba AT&T	300 E Martin Luther King Boulevard, 5th Floor, Chattanooga TN 37403	Tim Manley	(423) 752-9144
Gas	Chattanooga Gas Company	PO Box 4569, Atlanta GA 30302-4569	Ben Massengill	(404) 584-3238
Sewer	Chattanooga, City of	1250 Market Street, Suite 2100, Chattanooga TN 37402-2713	Gordon Phillips	(423) 643-6191
CATV	Comcast (Xfinity)	2030 East Polymer Drive, Chattanooga TN 37421	Tim Gregory	(706) 252-4185
Electric	Electric Power Board of Chattanooga	PO Box 182255, Chattanooga TN 37422	David Henderson	(423) 648-3257
Sewer	Hamilton County WWA	1250 Market Street, Suite 3050, Chattanooga TN 37402	Cleveland Grimes	(423) 209-7842
Water	Hixson Utility District	PO Box 1598, Hixson TN 37343-5598	Greg Butler	(423) 805-3679
Water	Tennessee American Water Company	1500 Riverside Drive, Chattanooga TN 37406	Rosemary Carswell	(423) 771-4703

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

DROP-OFF NOTES  
&  
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HS1P-153(9)	5
		33052-3247-94	
		33052-8247-14	

# GENERAL NOTES

## GRADING

- (1) 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

- (2) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES 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.
- (3) 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

- (4) 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.
- (5) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR IT'S REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (6) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (7) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (8) 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

- (9) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- (10) 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

### FINAL PAVEMENT MARKING IF 6" ENHANCED FLATLINE THERMOPLASTIC IS USED

- (11) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION 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.

## PAVEMENT

### PAVING

- (12) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

### RESURFACING

- (13) 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 CONSTRUCTION.
- (14) 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.
- (15) 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 ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER 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.
- (16) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (17) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (18) 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.

## SIGNING

- (19) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.
- (20) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.
- (21) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.
- (22) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (23) 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.

- (24) 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.

- (25) 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.

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

- (27) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS 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 TRAVELED WAY BEFORE OR AFTER USE 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 INCREASE 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. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN 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.

- (28) 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 PARK WITHIN THIRTY (30) FEET OF A 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.

- (29) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

## EROSION PREVENTION AND SEDIMENT CONTROL

### LITTER, DEBRIS, WASTE, PETROLEUM

- (30) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.

- (31) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

GENERAL  
NOTES

# SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH/HS1P-153(9)	6
		33052-3247-94	
		33052-8247-14	

## 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) ADDITIONAL FLAGGING PERSONNEL WILL BE REQUIRED AS DIRECTED BY THE TDOT PROJECT SUPERVISOR DUE TO THE LARGE NUMBER OF BUSINESS ENTRANCES AND SIDE STREETS.
- (7) THE CONTRACTOR SHALL PROVIDE FLAGGER AT EACH SIDEROAD WITHIN THE PAVING OPERATION.
- (8) A MINIMUM OF TWO (2) TYPE "C" ARROW BOARDS WILL BE REQUIRED AT EACH SITE. 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.
- (9) TWO (2) CHANGEABLE MESSAGE SIGNS UNITS (ITEM NO. 713-16.01) WILL BE REQUIRED ON THIS PROJECT. THE SIGNS WILL BE USED FOR
- (10) ALL COSTS ASSOCIATED WITH STAKING SIGNS SHALL BE INCLUDED IN THE PRICE BID FOR 712-06, SIGNS (CONSTRUCTION).

## NIGHT WORK

- (11) LIGHTS FOR NIGHT WORK TO BE APPROVED BY THE TDOT PROJECT SUPERVISOR.
- (12) NIGHT WORK SHALL BE DONE BETWEEN THE HOURS OF 9:00 PM AND 6:00 AM. ALL WORK TO BE DONE AT NIGHT SHALL BE DURING THESE HOURS. THIS INCLUDES CONSTRUCTION, MOBILIZATION OF EQUIPMENT AND PLACEMENT AND REMOVAL OF TRAFFIC CONTROL DEVICES.
- (13) ALL CONSTRUCTION SIGNS THAT ARE TO REMAIN IN PLACE DURING CONSTRUCTION MAY BE INSTALLED DURING DAYTIME HOURS AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

## LANE CLOSURES

- (14) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED ONE DAY'S PAVING OPERATION.
- (15) LANE CLOSURE WITH LEFT LANE MERGE AND LANE SHIFT TRAFFIC CONTROL IS TO BE USED ON ALL LANE CLOSURES.
- (16) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.
- (17) OVERNIGHT LANE CLOSURES WILL NOT BE ALLOWED UNLESS DIRECTED BY THE TDOT PROJECT SUPERVISOR.
- (18) ALL WORK SHALL BE PERFORMED BETWEEN THE HOURS OF 8:00 PM AND 6:00 AM SUNDAY THROUGH THURSDAY.
- (19) THE CONTRACTOR MUST MAINTAIN ALL LANES OPEN TO TRAFFIC BETWEEN THE HOURS OF 6:00 AM AND 8:00 PM.
- (20) THE CONTRACTOR SHALL SCHEDULE PAVING OPERATIONS TO PREVENT INTERRUPTION OF SCHOOL TRAFFIC DURING MORNING START AND AFTERNOON DISMISSAL.
- (21) 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. WEEKENDS FROM FRIDAY AT 6:00 AM UNTIL SUNDAY AT 8:00 PM.

- C. FRIDAY AT 6:00 AM UNTIL TUESDAY AT 8:00 PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.
- D. THURSDAY AT 6:00 AM UNTIL MONDAY AT 8:00 PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.
- E. DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

## PAVING

- (22) 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.
- (23) TDOT MAINTENANCE FORCES ARE TO DEGRASS AND REMOVE SEDIMENT FROM GUTTER AND PERFORM ANY REPAIRS TO GUTTER AND CURB INLETS AS NEEDED BEFORE PAVING COMMENCES.
- (24) ALL CATCHBASINS ARE TO BE CHECKED AND CLEANED AFTER PAVING HAS BEEN COMPLETED. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK. COST IS TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.
- (25) 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.
- (26) ALL DRAINS ACROSS BRIDGES NEED TO BE CHECKED AND CLEANED AFTER PAVING IS COMPLETE. COST TO BE INCLUDED IN OTHER ITEMS.
- (27) THE FOUR FOOT INSIDE SHOULDER SHALL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.
- (28) THE CONTRACTOR WILL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, PRIVATE DRIVES 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.
- (29) FREQUENTLY USED PRIVATE DRIVES ARE TO BE PAVED AS DIRECTED BY THE TDOT PROJECT SUPERVISOR WITH SURFACE MATERIAL NOT TO EXCEED THE NORMAL PAVERS WIDTH ALONG THE EDGE OF THE PROPOSED ROADWAY PAVING, THEN FEATHERED TO THE EXISTING GRADE WITH EITHER CRUSHED STONE, TACK COAT, LEVELING OR SURFACE MATERIAL.
- (30) ALL PUBLIC SIDE ROADS AND BUSINESS ENTRANCES 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.
- (31) ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.

## COLD PLANING

- (32) THE CONTRACTOR WILL BE REQUIRED TO PAVE THE COLD PLANED PAVEMENT WITHIN A PERIOD OF 48 HOURS.
- (33) PROVIDED THAT THE CONTRACTOR USES A COLD PLANED PLANNING MACHINE WITH THE MILLING DRUM SPECIFICATIONS OF CLOSELY SPACED FINE TOOTH (5/16 INCHES OR SMALLER) MILLING DRUM, MOVING FORWARD AT MODERATE SPEED (50 TO 65 FPM.) AND THE UNDER SURFACE REMAINS INTACT (HAVING NO LOOSE MATERIAL OR GOUGES,) THEN THE CONTRACTOR MAY GET PERMISSION FROM REGION 2 CONSTRUCTION TO MILL ALL SURFACES BEFORE COVERING WITH BITUMINOUS MATERIAL.
- (34) ALL COLD PLANED MATERIAL IS TO BECOME THE PROPERTY OF THE CONTRACTOR.
- (35) IF SUBSURFACE PAVEMENT FAILURE IS EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE WITH "D" MIX PRIOR TO PROPOSED OVERLAY.
- (36) AT THE COMPLETION OF COLD PLANING OPERATION, ANY DEPRESSIONS WILL BE CLEANED AND BROUGHT TO PROPER GRADE WITH "D" MIX MATERIAL. THE COST OF THE CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE FOR "D" MIX MATERIAL.
- (37) ADJUSTMENT OF EXISTING MANHOLE INCLUDES LOWERING BEFORE MILLING OPERATION BEGINS AND RAISING BACK UP AFTER FINAL PAVING.

## PAVEMENT MARKING

- (38) 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.

- (39) EXISTING PAVEMENT MARKINGS IN THE SIDE ROAD RADII SHALL BE RE-TRACED AS DIRECTED BY THE TDOT PROJECT SUPERVISOR DURING FINAL STRIPING.
- (40) THE EXISTING LANE LINES AND RAMPS FROM END OF SR-153 TO SR-29 (US-27) SOUTHBOUND ENTRANCE/EXIT RAMPS SHALL BE RESTRIPEDED AS DIRECTED BY THE REGION 2 TRAFFIC ENGINEER.
- (41) 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 OF 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.
- (42) 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. THE FLEXIBLE DELINEATORS SHALL BE INSTALLED AS SOON AS POSSIBLE AFTER THE SHOULDER STONE PLACEMENT.

## CLEANING DITCHES

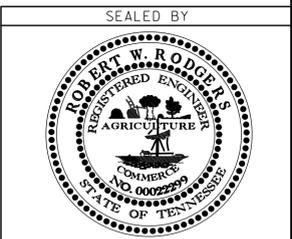
- (43) DITCHES MAY NEED TO BE CLEANED OUT AS DIRECTED BY THE TDOT PROJECT SUPERVISOR. ALL COST ASSOCIATED WITH CLEANING DITCHES TO BE INCLUDED IN OTHER ITEMS.
- (44) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDEDRAINS, AND CROSSDRAINS, TO ENSURE 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.

## NPDES

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

## MISCELLANEOUS

- (46) 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.



STATE OF TENNESSEE  
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# SPECIAL NOTES