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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 C.E. MANAGER 1 TABITHA CAVANESS, P.E., REG. 4
DESIGNER ROSE WILLIAMS/WILLIE COLEMAN, REG. 4 CHECKED BY WILLIE COLEMAN, REG. 4

P.E. NO. 98043-4283-04
PIN: 105841.01

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

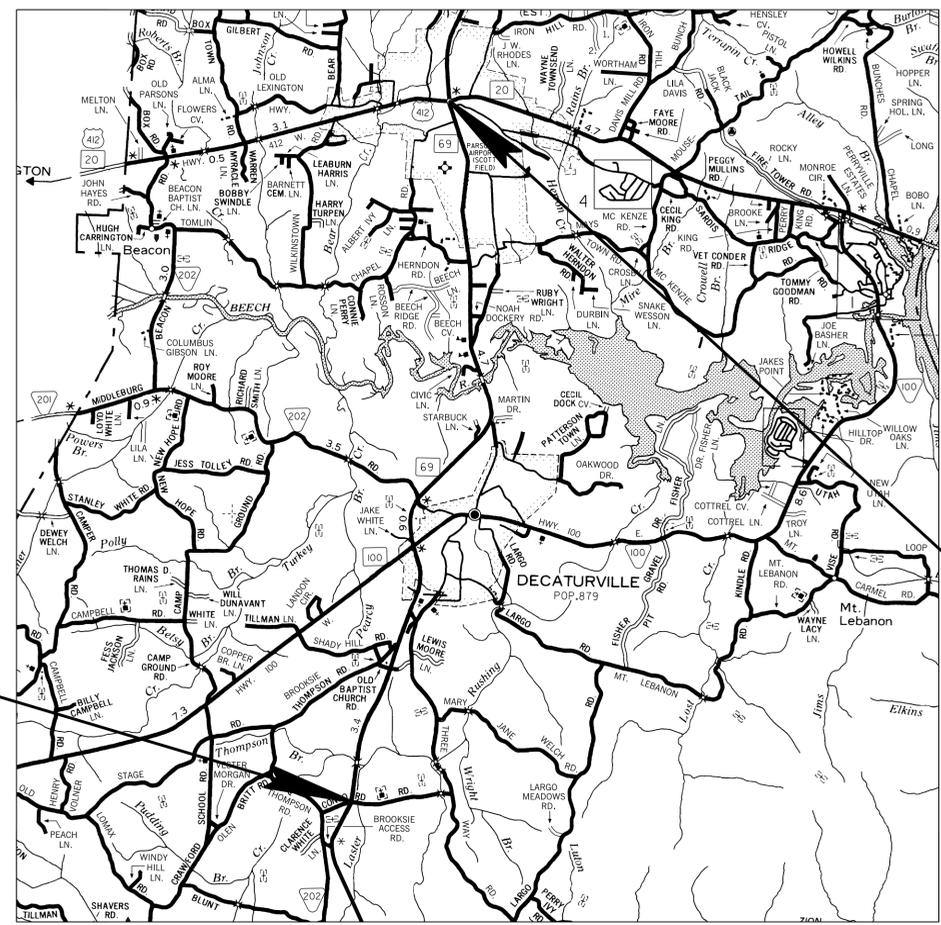
DECATUR COUNTY

S.R. 69

FROM: L.M. 20.22 (CONCORD RD.)
TO: L.M. 28.47 (JCT. S.R. 20)

RESURFACING

STATE HIGHWAY NO. 69 F.A.H.S. NO. N.A.



SCALE: 0 1 2 3 MILES

PROJECT LENGTH **8.25 MILES**
TOTAL LANE MILES RESURFACED **18.45 MILES**

TENN.	YEAR 2015	SHEET NO. 1
FED. AID PROJ. NO.	STP/HS1P-NH-69(92)	
STATE PROJ. NO.	20005-8219-14	



PROJECT SITE

UTILITY OWNERS	
UTILITY	UTILITY CONTACT
WATER SEWER	CITY OF PARSON MAYOR TIM BOAZ (731) 847-6358 66 WEST SECOND ST. PARSON, TN. 38363

END PROJECT L.M. 28.47
(JCT. S.R. 20)

**UNOFFICIAL
SET
NOT FOR
BIDDING**



APPROVED: Paul D. Deagan
CHIEF ENGINEER

DATE: _____

APPROVED: John Schroer
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC DATA	
ADT (2015)	2490

APPROVED: _____
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP-HSIP-NH-69(92)	2

FOOTNOTES

- ① INCLUDES 514 TONS FOR BREAKOUT.
- ② FOR REPLACEMENT OF QUANTITY REMOVED UNDER ITEM 202-03.01 ONLY.
- ③ SEE SPECIAL PROVISION NO. 407G FOR MATERIAL TRANSFER DEVICE AND SPECIAL PROVISION NO. 411C FOR RIDEABILITY SPECIFICATIONS.
- ④ INCLUDES 145 TONS FOR COUNTY ROADS, CITY STREETS, PRIVATE DRIVES, FIELD ENTRANCES AND BUSINESS FRONTS, 308 TONS FOR GORE AREA AND TURN LANES, 23 TONS FOR PARKING AREAS.
- ⑤ FOR SPOT LEVELING USE ONLY.
- ⑥ SEE SPECIAL PROVISION NUMBER 411TLD.
- ⑦ INCLUDES 272 TONS FOR COUNTY ROADS, CITY STREETS, PRIVATE DRIVES, FIELD ENTRANCES AND BUSINESS FRONTS, 568 TONS FOR GORE AREA AND TURN LANES, 42 TONS FOR PARKING AREAS.
- ⑧ FOR INSIDE SHOULDER ONLY FROM L.M. 20.22 TO L.M. 27.82.
- ⑨ INCLUDES 13400 SQ. YD. FOR GORE AREA AND TURN LANES, 2288 SQ.YD. FOR SHOULDERS AND 986 SQ. YD. FOR PARKING AREAS.
- ⑩ TO BE USED ON BUSINESS ENTRANCES, PRIVATE DRIVES AND FIELD ENTRANCES AS DIRECTED BY THE ENGINEER.
- ⑪ 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.
- ⑫ QUANTITY INCLUDES

2	ROAD WORK NEXT 8 MI.	(G20-1)	(48" X 24")
2	END ROAD WORK	(G20-2)	(48" X 24")
44	UNEVEN LANES	(W8-11)	(48" X 48")
44	ROAD WORK AHEAD	(W20-1)	(48" X 48")
2	ROAD WORK 1 MILE	(W20-1)	(48" X 48")
2	ROAD WORK 1500 FT.	(W20-1)	(48' X 48")
2	ROAD WORK 1000 FT.	(W20-1)	(48" X 48")
2	ROAD WORK 500 FT.	(W20-1)	(48" X 48")
2	ONE LANE ROAD AHEAD	(W20-4)	(48" X 48")
2	FLAGGER AHEAD	(W20-7a)	(48" X 48")
2	FRESH OIL	(W21-2)	(48" X 48")
18	SHOULDER WORK	(W21-5)	(48" X 48")
2	MOTORCYCLE GROOVE SIGN	(TN-64)	(48" X 48")
- ⑬ FOR FINAL PAVEMENT MARKING ONLY.
- ⑭ FOR USE AS TEMPORARY LINE MARKINGS.

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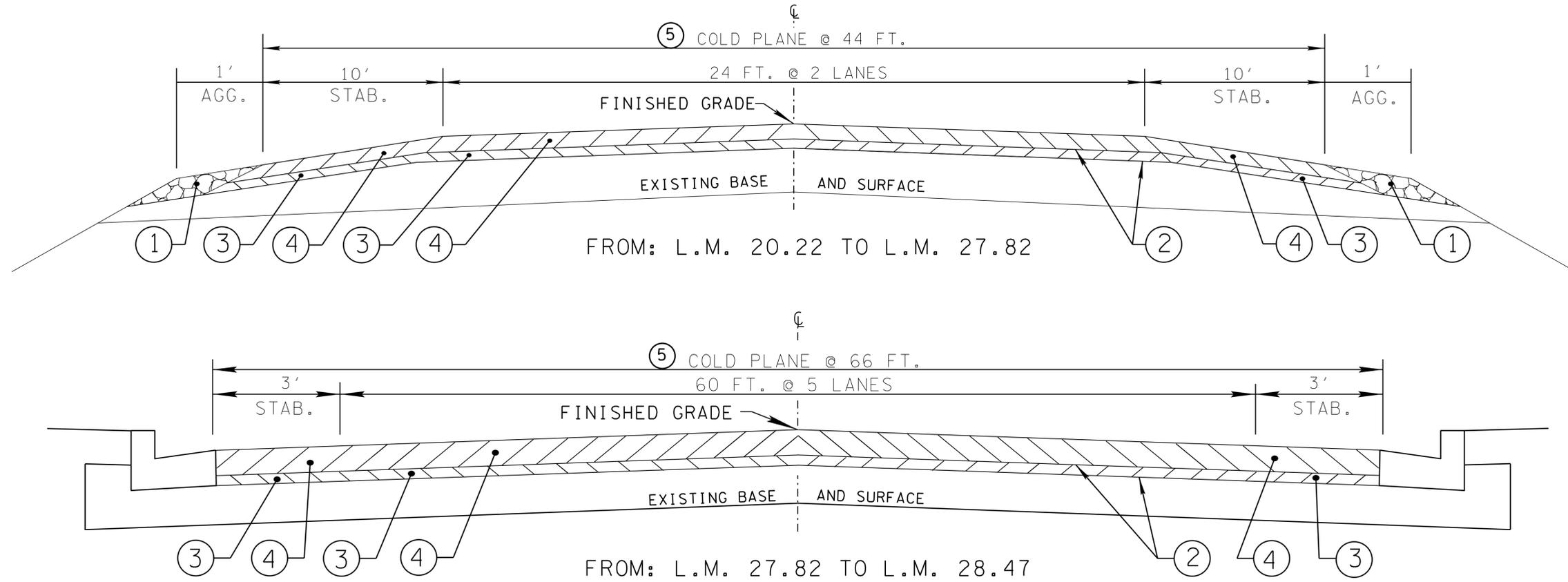
**ESTIMATED
ROADWAY
QUANTITIES**

ESTIMATED ROADWAY QUANTITIES						
ITEM NO.	DESCRIPTION	UNIT	20005-8219-14 QUANTITY	STP-HSIP-NH-69(92) QUANTITY	TOTAL QUANTITY	
	202-03.01	REMOVAL OF ASPHALT PAVEMENT	S.Y.	760	0	760
	203-06	WATER	M.G.	11	0	11
①	303-02	MINERAL AGGREGATE, TYPE B BASE, GRADING (C OR D)	TON	1520	0	1520
②	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	350	0	350
③④	307-01.15	ASC MIX (PG64-22) (BPMLC-HM) GRADING CS	TON	5567	0	5567
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	210	0	210
⑤	411-02.10	ACS MIX(PG70-22) GRADING D	TON	300	0	300
③⑥⑦	411-03.12	ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	10267	0	10267
⑧	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	0	7.5	7.5
⑨	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	235655	0	235655
⑩	607-39.02	18" PIPE CULVERT (SIDE DRAIN)	L.F.	30	0	30
⑪	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	7	0	7
	712-01	TRAFFIC CONTROL	LS	1	0	1
⑫	712-06	SIGNS (CONSTRUCTION)	S.F.	1888	0	1888
	712-08.03	ARROW BOARD (TYPE C)	EACH	2	0	2
	716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH	0	90	90
	716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	0	950	950
	716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	0	1040	1040
	716-02.03	PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	0	774	774
	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	0	500	500
⑬	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	0	260	260
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	0	29	29
	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	0	2	2
	716-04.02	PLASTIC PAVEMENT MARKING(DOUBLE TURNING ARROW)	EACH	0	18	18
⑭	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	89.486	0	89.486
⑬	716-05.08	PAINTED PAVEMENT MARKING (PARKING LINE)	L.F.	0	1252	1252
⑬	716-13.01	SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE)	L.M.	0	44.743	44.743
	717-01	MOBILIZATION	LS	1	0	1

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP-HSIP-NH-69(92)	3

TYPICAL SECTION



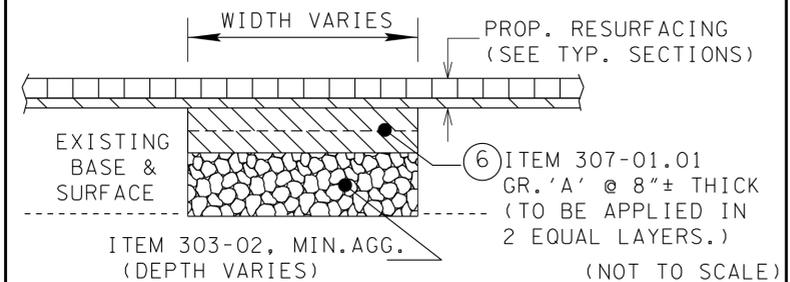
PROPOSED PAVEMENT SCHEDULE

- | | |
|---|---|
| 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 0.10 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 411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT |
| ⑤ | COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)
ITEM 415-01.02 COLD PLANING BITUMINOUS PAVEMENT |
| ⑥ | 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) |
| ⑦ | ASPHALTIC CONCRETE SURFACE (ACS) @ 1.25"± THICK (APPROX. 132.50 LBS./S.Y.)
ITEM 411-02.10 ACS MIX (PG70-22) GRADING "D"
(THIS ITEM IS TO BE USED FOR SPOT LEVELING ONLY) |

BRIDGE NOTE

THE CONTRACTOR SHALL:
"LEAVE AS IS"
BRIDGES AT L.M. 20.63 (156')
COLD PLANE 1.25" DEPTH AND PAVE ACROSS
EXISTING STRUCTURES WITH PLANS QUANTITIES
ONLY @ L.M. 25.34 (369')

DETAIL OF BREAKOUT



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**TYPICAL
SECTIONS**
(NOT TO SCALE)

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP-HSIP-NH-69(92)	4

GRADING

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

GUARDRAIL

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

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

UTILITIES

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

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR 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.

THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

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

MISCELLANEOUS

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

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01 PAINTED PAVEMENT MARKINGS (4" LINE), L.M.

PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 mil) 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. 716-13.01, SPRAY THERMO PVMT MRKNG (60 mil) (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 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 COLD PLANE AND 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.

ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.

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

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.

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**GENERAL
NOTES**

SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP-HSIP-NH-69(92)	4A

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. 716-13.01.

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.

THE CONTRACTOR SHALL PROPERLY ADJUST ALL MANHOLES, ALL UTILITY VALVE COVERS AND LIKE STRUCTURES TO THE FINISHED GRADE OF THE PAVEMENT. IF EXTENSION RINGS ARE USED, THEY WILL BE SPOT WELDED A MINIMUM OF FIVE TIMES. COST OF ADJUSTMENT IS TO BE INCLUDED IN ITEM 411-01. ADJUSTMENT IS TO BE MADE PRIOR TO THE LAYING OF ITEM 411-01.

MATERIAL TRANSFER DEVICE SHALL BE USED FOR D 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.

THIS POLICY DOES NOT APPLY TO BUSINESS ENTRANCES AND DRIVEWAYS BEHIND CURB AND GUTTER UNLESS OTHERWISE STATED IN THE PLANS OR DIRECTED BY THE ENGINEER.

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

ONLY 2 ARROW BOARDS WILL BE PAID FOR DURING THE LIFE OF THIS PROJECT. IF THE CONTRACTOR'S WORK PHASES REQUIRED ADDITIONAL ARROW BOARDS, THEIR COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

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

THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 48 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED. EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.

THE RAISED REFLECTOR SHALL BE REMOVED BEFORE COLD PLANING.

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 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.

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**SPECIAL
NOTES**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	STP-HSIP-NH-69(92)	5



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF MATERIALS AND TESTS
 6601 CENTENNIAL BLVD.
 NASHVILLE, TENNESSEE 37243-0360

Report Number _____ ASPHALT ROADWAY SURFACE Date November 19, 2014
 Page Number 1 ROUGHNESS EVALUATION
 SPECIAL PROVISION 411C

Pre-Construction Ride Numbers

Project Ref. No.	<u>STP/HSIP-NH-69(92)</u>	Contract No.	<u>4</u>
Project No.	<u>20005-3219-94,20005-8219-14</u>	Region	<u>4</u>
Contractor	<u>To Be Awarded</u>	County	<u>DECATUR</u>
Weather / Temp.	<u>CLEAR / 50</u>	Route	<u>SR69</u>
Standard Specs.	<u>Special Provision SP411C</u>	Test Date	<u>November 19, 2014</u>
Equip. Calib. Date	<u>November 19, 2014</u>	Test No.	<u>PC1</u>
Milling?	<u>No</u>	Pre-Con Test Date	<u>November 19, 2014</u>
Number of lifts	<u>1</u>		

Test Performed by TDOT Road Profiler							
Direction and Measured Roughness (HC-IRI Number Per Mile)							
Test Limits (mile)		NSEW	*Lane	Pre Ride Number	Payment Table	Max. # for Final Ride	Min. Required % Improvement
From	To						
20.22	21.22	N	1	75	Table 1	55.0	
21.22	22.22	N	1	59	Table 1	55.0	
22.22	23.22	N	1	83	Table 2	58.1	30
23.22	24.22	N	1	69	Table 1	55.0	
24.22	25.22	N	1	92	Table 2	64.4	30
25.22	26.22	N	1	81	Table 2	56.7	30
26.22	27.22	N	1	69	Table 1	55.0	
27.22	28.22	N	1	66	Table 1	55.0	
28.22	28.47	N	1	137	Table 2	95.9	30
28.00	28.47	N	2	99	Table 2	69.3	30
28.47	27.47	S	2	97	Table 2	67.9	30
27.47	26.47	S	2	69	Table 1	55.0	
26.47	25.47	S	2	79	Table 1		
25.47	24.47	S	2	78	Table 1	55.0	
24.47	23.47	S	2	74	Table 1	55.0	
23.47	22.47	S	2	88	Table 2	61.6	30
22.47	21.47	S	2	87	Table 2	60.9	30
21.47	20.47	S	2	85	Table 2	59.5	30
20.47	20.22	S	2	69	Table 1	55.0	
28.47	28.00	S	2	118	Table 2	82.6	30

Average Roughness
 Pre-Construction
 HC-IRI Number Per Mile
82.4

REMARKS

*Lanes to be Left to Right each Direction - 1,2,3,4, etc. with 1 being the inside Lane

Materials and Tests Engineer: Brian Egan Inspector: Steve Fesmire
 Copies To : _____ Title: Trans. Proj. Spec.
 Regional Materials Engineer: Mitch Blankenship Asphalt Roadway: DT-1706
 Project Engineer: _____

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 DEPARTMENT OF TRANSPORTATION

PRE -
CONSTRUCTION
RIDE NUMBERS

4-JAN-2015 15:37
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