STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	HSIP-256(5)	
STATE PROJ. NO.	74035-4205-04	
STATE PROJ. NO.	74035-3205-94	

CHEATHAM-ROBERTSON COUNTIES

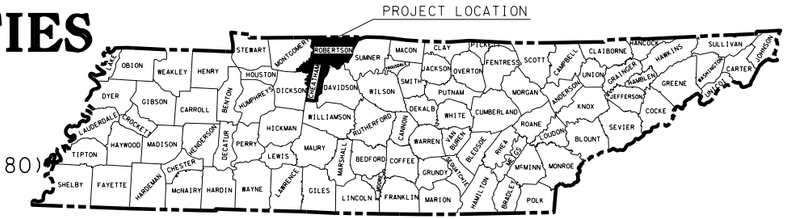
STATE ROUTE NO. 256

FROM STATE ROUTE 112 (L.M. 0.00)

TO NORTH OF SULPHER FORK CREEK BRIDGE IN ROBERTSON COUNTY (L.M. 6.80)

RESURFACING

PROJECT LOCATION



Index Of Sheets

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	ESTIMATED ROADWAY QUANTITIES
2A	TYPICAL SECTIONS AND PAVEMENT SCHEDULE
2B	GENERAL NOTES
2C	SPECIAL NOTES

"NO PROJECT COMMITMENTS INCLUDED IN THIS SET OF PLANS"
"NO UTILITY SHEETS"

STANDARD BRIDGE DRAWINGS

DWG. NO.	REV.	DESCRIPTION
BRIDGE APPURTENANCES ENGLISH (BOX CULVERTS)		
STD-15-6	3-28-08	CURB AND RAIL DETAILS - SKEW NOT LESS THAN 45 DEG.

STANDARD ROADWAY DRAWINGS

DWG. NO.	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
SAFETY APPURTENANCES AND FENCE		
S-GR31-1		W-BEAM GUARDRAIL
S-GRT-2		TYPE 38 GUARDRAIL TERMINAL
S-GRT-2P		EARTH PAD FOR TYPE 38 TERMINAL
S-GRT-2R		EARTH PAD FOR TYPE 38 TERMINAL (RETROFIT)
TRAFFIC CONTROL APPURTENANCES		
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 & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	07-24-14	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-16	11-01-11	ASPHALT SHOULDER RUMBLE STRIPE INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

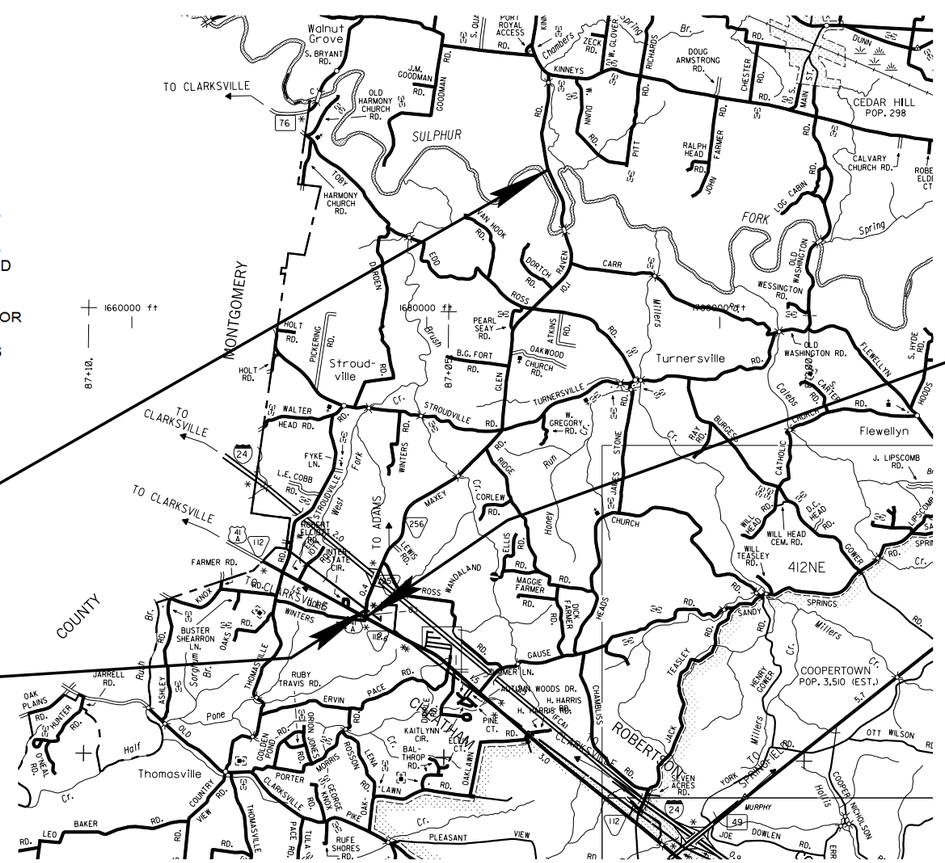
74035-4205-04
74035-3205-94
END PROJ. NO. HSIP-256(5)

L.M. 6.80 (ROBERTSON CO.)

END PROJ. NO. HSIP-256(5)
L.M. 0.11 (CHEATHAM CO.)

BEGIN PROJ. NO. HSIP-256(5)
L.M. 0.00 (ROBERTSON CO.)

STATE HIGHWAY NO. 256 F.A.H.S. NO. NA



SCALE: 1"= 1 MILE

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UNOFFICIAL SET
NOT FOR BIDDING

74035-4205-04
74035-3205-94
BEGIN PROJ. NO. HSIP-256(5)

L.M. 0.00 (CHEATHAM CO.)

EXCLUSIONS	
LOG MILE	LENGTH (FT.)
I-24 BRIDGE (L.M. 0.39)	371'
SULPHUR CR. BR. (L.M. 5.8)	271'
T O T A L =	642'

SEALED BY

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

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 TRANS. PROJ. SP. SV. 2 BILLY BINION

DESIGNER SCOTT JOHNSON CHECKED BY JACOB BROOKS

P.E. NO. 98034-4299-04 (DESIGN)

PIN NO. 084278.01

TRAFFIC DATA	
ADT (2015)	3670
V	55 MPH

PROJECT LENGTH 6.79 MILES
TOTAL LANE MILES RESURFACED 13.6 MILES

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-256(5)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 74035-4205-04	QUANTITY 74035-3205-94	TOTAL QUANTITY
(1)	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	910	475	1385
(2)	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	500		500
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	39		39
	405-01.01	BITUMINOUS MATERIAL (BSC)	TON	146		146
	405-01.02	MINERAL AGGREGATE (BSC)	TON	1340		1340
(11)	411-02.10	ACS MIX(PG70-22) GRADING D	TON	900		900
(3)	411-03.12	ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	4839		4839
	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.		10	10
	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	13500		13500
	705-01.04	METAL BEAM GUARD FENCE	L.F.		80	80
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.		1770	1770
	705-02.20	SINGLE GUARDRAIL (TYPE 2) LONG POST (6 FT-9 FT)	L.F.		4040	4040
	705-02.50	RADIUS RAIL	L.F.		48	48
	705-04.05	GUARDRAIL TERMINAL (TYPE-IN-LINE)	EACH		2	2
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH		19	19
	706-01	GUARDRAIL REMOVED	L.F.		5850	5850
(4)	712-01	TRAFFIC CONTROL	LS	1		1
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	25		25
	712-05.01	WARNING LIGHTS (TYPE A)	EACH	4		4
(5)	712-06	SIGNS (CONSTRUCTION)	S.F.	536		536
	716-01.21	SNWPLWBLE PVMT MRKRS (BI-DIR)(1 COLOR)	EACH		460	460
(6)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	60		60
(7)	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	26.2		26.2
(8)	716-08.20	REMOVAL OF PAVEMENT MARKING (LINE)	L.M.	0.5		0.5
(9)(10)	716-13.02	SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE)	L.M.		26.2	26.2
	717-01	MOBILIZATION	LS	1		1

FOOTNOTES

1. INCLUDES 700 TONS TO BE USED WITH GUARDRAIL ANCHORS.
2. TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
3. INCLUDES 161 TONS FOR PRIVATE DRIVES, BUSINESS ENTRANCES AND COUNTY ROADS.
4. 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.
5. IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPOARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD FROM A DESIGNATED LIST OF METHODS ACCEPTED BY THE DEPARTMENT. SAID SIGN COVERING METHOD SHALL BE SELECTED FROM QUALIFIED PRODUCTS LIST 10, SECTION D OR APPROVED BY THE DIVISION OF MATERIALS AND TEST AND SHALL BE USED TO COVER THESE SIGNS. NO OTHER METHOD FOR SIGN COVERING WILL BE ALLOWED. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
6. THE CONTRACTOR MAY ELECT TO SUBSITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
7. FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS.
8. QUANTITY IS BASED ON EXCLUDED PAVED SECTIONS AT L.M. 0.39 AND L.M. 5.89.
9. QUANTITY IS BASED ON 0 % PASS, 33 % NO PASS ONE SIDE, AND 67 % NO PASS BOTH SIDES ON FINAL PAVEMENT MARKINGS.
10. SEE SPECIAL PROVISIONS 716ST FOR FINAL PAVEMENT MARKING DETAILS.
11. PG70-22 IS TO ACCOMIDATE FOR THE TRUCK TRAFFIC THROUGH THIS AREA AT THE RAMPS TO I-24.

GUARDRAIL

LOCATION FROM (L.M.)	LOCATION TO (L.M.)	SIDE LT	SIDE RT	METAL BEAM 705-01.04 (L.F.)	GUARDRAIL SINGLE 705-02.02 (L.F.)	LONG POST 705-02.20 (L.F.)	RADIUS RAIL 705-02.50 (L.F.)	ANCHOR IN-LINE 705-04.05 (EACH)	ANCHOR TYPE 38 705-04.07 (EACH)	GUARDRAIL REMOVED 706-01 (L.F.)
2.21	2.30		X	40	460				2	455
2.21	2.30	X		40	460				2	455
2.53	2.57		X			150			2	200
3.40	3.48		X		400				2	400
3.40	3.48	X				750			2	750
5.37	5.50		X			680	24	1	1	680
5.50	5.61		X			540	24	1	1	540
5.73	5.76		X			560			1	560
5.73	5.76	X				560			2	560
6.30	6.40	X				200			2	200
6.40	6.75	X			450	600			2	1050
				80	**1770**	**4040**	**48**	**2**	**19**	**5850**

SPECIAL NOTES FOR GUARDRAIL:
BOX CULVERT AT LM 2.20 +/- WILL HAVE TO INSTALL GUARDRAIL POST IN ACCORDANCE WITH STANDARD DRAWINGS S-GRS-2 AND STD-15-6. THIS WORK WILL BE PAID AS DETAILED UNDER ITEM NO. 705-01.04 METAL BEAM GUARD FENCE PER L.F. SEE QUANTITY LISTED IN TABLE ABOVE.

ALL NEW GUARDRAIL SHALL BE INSTALLED AND MEET NEW HEIGHT REQUIREMENTS AS DETAILED UNDER STANDARD DRAWING S-GR31-1.

SIGNS (CONSTRUCTION) 712-06

QUANTITY	M.U.T.C.D. NO.	DESCRIPTION	SIZE	712-06 S.F.
2	G20-1	ROAD WORK NEXT 7 MILES	64 x 24	22
2	G20-2	END ROAD WORK	48 x 24	16
2	W20-1	ROAD WORK 1 MILE	48 x 48	32
2	W20-1	ROAD WORK 1/2 MILE	48 x 48	32
2	W20-1	ROAD WORK 1000'	48 x 48	32
28	W20-1	ROAD WORK AHEAD	36 x 36	252
2	W20-4	ONE LANE ROAD 1000' - PORTABLE	36 x 36	18
2	W20-7a	FLAGGER SYMBOL - PORTABLE	36 x 36	18
2	W16-2	SUPPLEMENTAL PLATE	24 x 18	6
2	W21-2	FRESH OIL - PORTABLE	36 x 36	18
2	W21-5	SHOULDER WORK - PORTABLE	36 x 36	18
2	W8-9a	SHOULDER DROP-OFF - PORTABLE	36 x 36	18
6	W8-11	UNEVEN LANES - PORTABLE	36 x 36	54
		TOTAL S.F.		**536**

OTHER SIGNS, AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION AND WILL BE MEASURED AND PAID FOR AT THE UNIT BID PRICE. SEE CURRENT M.U.T.C.D. FOR STANDARDS AND TYPICAL APPLICATIONS.

THERE ARE NO UTILITY ADJUSTMENTS ON THIS PROJECT

BRIDGE NOTES

LOCATION		LENGTH (FT.)	RECOMMENDATION
ROBERSTON CO	L.M. 0.39	371	LEAVE AS IS
ROBERSTON CO	L.M. 2.20	42	PAVE WITH PLANS QUANTITY
ROBERSTON CO	L.M. 5.89	271	LEAVE AS IS

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DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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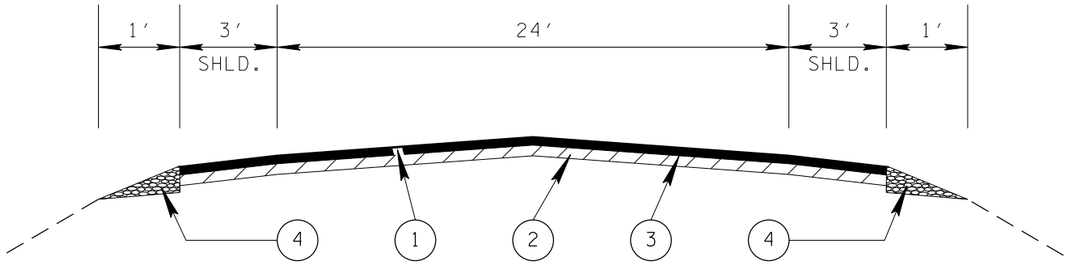
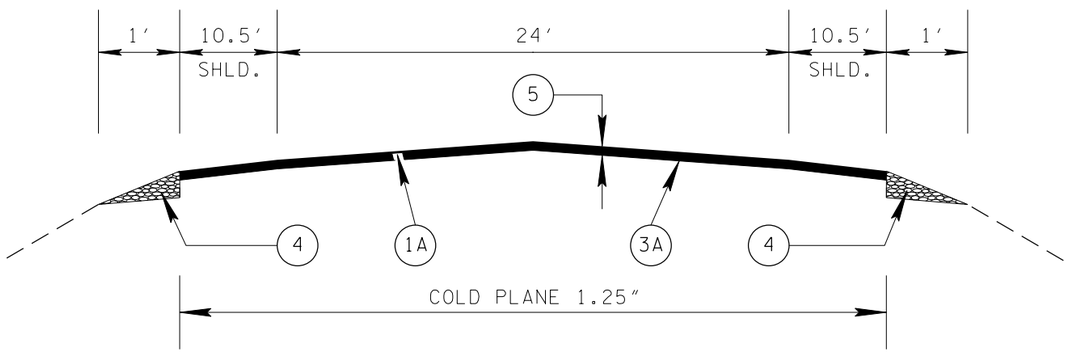
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-256(5)	2A



TYPICAL SECTIONS

CHEATHAM COUNTY
LM. 0.00 TO LM. 0.11

ROBERTSON COUNTY
LM. 0.00 TO LM. 0.20
LM. 0.70 TO LM. 6.80



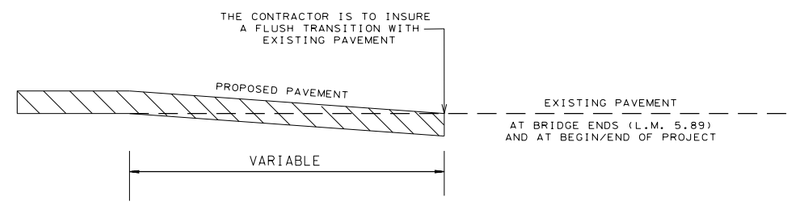
TYPICAL SECTIONS

ROBERTSON COUNTY
LM. 0.20 TO LM. 0.70

* TIE-IN RADIUS AND SHOULDERS TO I-24 RAMPS THROUGH THIS SECTION PAVE AS DIRECTED BY THE ENGINEER, OR HIS REPRESENTAIVE. THIS SECTION WILL REQUIRE SOME LEVELING AND BASE REPAIR WITH BM-2 MIX, REQUIRING ADDITIONAL MILLING.

* SPECIAL PAVING NOTE *

ALL SHOULDERS WILL BE DEGRASSED / CLIPPED AND CLEANED OF ALL VEGETATION, GRASS, AND DEBRIS. SEE SPECIAL NOTES. ALL COST TO BE INCLUDED IN OTHER ITEMS OF WORK.



PAVEMENT DETAIL

COST TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 415-01.02
AS DIRECTED BY THE ENGINEER

PROPOSED PAVEMENT SCHEDULE

(1) SURFACE @ (85 LB/S.Y.)
411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT

(1A) SURFACE @ 1.25" THICK APPROX. 132.5 LB/S.Y.)
411-02.10 ACS MIX (PG70-22) GRADING D

(2) CHIP SEAL "CRS2P"
405-01.01 BITUMINOUS MAT'L FOR BITUMINOUS SEAL COAT (BSC)
AT A RATE OF 0.30 GAL./S.Y.
405-01.02 MINERAL AGGREGATE FOR BITUMINOUS SEAL COAT (BSC)
AT A RATE OF 24 LBS./S.Y. (#7 STONE)

(3) TACK COAT @ 0.07 GAL/SY
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

(3A) TACK COAT @ 0.1 GAL/SY
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

(4) STONE @ 2" THICK
303-01 MIN. AGG., TYPE A BASE, GRADING D

(5) COLD PLANING @ 1.25"
415-01.02 COLD PLANING OF BITUMINOUS PAVEMENT

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TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-256(5)	2B

GENERAL NOTES

GUARDRAIL

(1) 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.

MISCELLANEOUS

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

(3) 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 MARKING ON INTERMEDIATE LAYERS

(4) 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 MARKING (4" LINE), L.M.

(5) TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

FINAL PAVEMENT MARKING IF 6" SPRAY THERMOPLASTIC (60 mil) IS USED

(6) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" 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. 716-13.02, SPRAY THERMO PVMT MRKNG (60 mil) (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

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

RESURFACING

(8) 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.

(9) 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.

(10) 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.

(11) 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

(12) 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.

(13) 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.

(14) 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.

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

(16) 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.

(17) 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.

(18) 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

(19) 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.

(20) 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.

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2015	HSIP-256(5)	2C

SPECIAL NOTES

MISCELLANEOUS

(1) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK AND INCLUDE ALL COSTS THEREOF IN THE PRICES BID FOR OTHER ITEMS OF CONSTRUCTION: REPAIR OF SHOULDERS AND DITCHES. SHOULDERS SHALL BE DEGRASSED, MATERIAL SHALL BE PICKED UP AND REMOVED. CLEANING AND STRAIGHTENING ENDS OF EXISTING SIDEDRAINS AND CROSSDRAINS WHERE DIRECTED BY THE ENGINEER.

(2) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.

PAVEMENT MARKINGS

(3) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009, PART III, MARKING. ALL NO-PASSING ZONES WILL BE APPROVED BY THE ENGINEER WITH ADVICE FROM THE REGIONAL TRAFFIC ENGINEER PRIOR TO THE MARKING APPLICATION.

(4) THE CONTRACTOR IS TO PROVIDE THE LAYOUT OF ALL EXISTING PAVEMENT MARKINGS BEFORE BEGINNING THE RESURFACING PROJECT. EXISTING MARKINGS SHALL BE REFERENCED AS NEEDED TO ENSURE THAT ALL NEW MARKINGS ARE REPLACED IN THEIR CORRESPONDING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PAVEMENT

PAVING

(5) SURFACE TO BE CROWNED AS DIRECTED BY THE ENGINEER.

RESURFACING

(6) DURING COLD PLANING OPERATION, A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION WILL REMAIN OPEN.

(7) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(8) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(9) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

EROSION PREVENTION AND SEDIMENT CONTROL

FOR GUARDRAIL TERMINALS

(10) 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, SPRINGS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY OR PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED.

(11) 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 THE 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.

NPDES

(12) 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.

(13) 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.

WORK RESTRICTIONS

(14) CONTRACTOR IS RESPONISIBLE FOR REMOVING ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT.

(15) NO TIME RESTRICTIONS BUT ALL CONSTRUCTION ACTIVITIES WILL NOT INTERFERE WITH SCHOOL OR WORK TRAFFIC EITHER AM OR PM OR AS DIRECTED BY THE ENGINEER.

(16) SPOT LEVELING AND BASE REPAIRS WILL BE PERFORMED AS DIRECTED BY THE ENGINEER. TDOT CONSTRUCTION OFFICE PERSONNEL WILL IDENTIFY AREAS OF CONCERN FOR REMEDIATION PRIOR TO RESURFACING ACTIVITIES.

CHIP SEAL PAVEMENT OVERLAY AND SEALING

CONSTRUCTION REQUIREMENTS

(17) ALL WORK SHALL BE ACCORDANCE WITH SECTION 405 OF THE 2006 STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION EXCEPT AS MODIFIED WITHIN THESE GENERAL NOTES.

(18) THE EXISTING PAVEMENT SURFACE SHALL BE CLEANED OF ALL DUST AND DEBRIS PRIOR TO OVERLAY INSTALLATION. THIS SHALL BE ACCOMPLISHED WITH POWER BROOM OR PRESSURIZED AIR.

(19) THE CRS2-P SHALL BE PLACED AT A SHOT RATE DETERMINED DURING THE DESIGN PROCESS OR AS DETERMINED BY THE ENGINEER BY A TEST SECTION. THE DISTRIBUTOR SHALL PROVIDE A UNIFORM TRIPLE-LAP COVERAGE OF EMULSION. THE TEMPERATURE SHALL BE 45 DEGREES F AND RISING.

(20) THE AGGREGATE SHALL BE LIMESTONE MEETING TDOT REQUIREMENTS. IF USED AS A SURFACE TREATMENT, THEN AGGREGATE SHALL MEET THE SILICEOUS REQUIREMENTS FOUND IN 903.11 THE AGGREGATE SHALL BE WASHED SO THE AMOUNT OF MATERIAL FINER THAN THE NO. 200 MESH SHALL NOT EXCEED 1%. IF THE MATERIAL EXCEEDS 1% ON THE #200, THEN THE MATERIAL WILL NOT BE ACCEPTED AND THE CONTRACTOR SHALL PLACE ANOTHER CHIP SEAL LAYER ON TOP OF THE PREVIOUS LAYER'S LOT THAT WAS REPRESENTED BY THE TESTING. TESTING SHALL BE ACCOMPLISHED BY REFERENCING THE MATERIALS AND TESTS SAMPLING AND TESTING GUIDE (SOP 1-1).

(21) THE OVERLAY SHALL BE ROLLED ACCORDING TO SECTION 405.07 CONTRACTOR SHALL USE AT LEAST 2 PNEUMATIC ROLLERS OR ENOUGH PNEUMATIC ROLLERS SO THAT ALL ROLLERS ARE GOING IN A FORWARD MOTION AND THAT ENTIRE LANE HAS RECEIVED ONE COVERAGE PASS. CONTRACTOR SHALL USE 2 STEEL WHEELED ROLLERS AS FINISHING ROLLERS AND SHALL HAVE ENOUGH ROLLERS TO ENSURE ONE COVERAGE PASS. THE SURFACE SHALL BE SWEPT CLEAN AND FREE OF ANY LOOSE AGGREGATE PRIOR TO THE END OF EACH DAYS' OPERATIONS. THE SURFACE SHALL BE BROOMED AGAIN THE NEXT MORNING PRIOR TO START UP. IF ANOTHER TREATMENT IS TO BE PLACED ON THIS TREATMENT (SEALANT, MICRO SURFACE, OR HOT MIX ASPHALT) THEN, THE SURFACE SHALL BE SWEPT CLEAN AGAIN PRIOR TO THE BEGINNING OF THIS TREATMENT'S PLACEMENT.

(22) THE CONTRACTOR SHALL HAVE ALL EQUIPMENT CALIBRATED PROPERLY PRIOR TO START OF WORK. THE TDOT INSPECTOR SHALL BE PRESENT DURING TIME OF CALIBRATION TO DETERMINE AGGREGATE SPREAD RATE AND DISTRIBUTOR RATES. THE MECHANICAL CHIP SPREADER SHALL HAVE PROPER CALIBRATION TO ASSURE PROPER AND ACCURATE COVERAGE. THE DISTRIBUTOR TRUCK SHALL BE PROPER CALIBRATION OF NOZZLES AND SHALL HAVE PROPER AND CLEAN NOZZLES. THE ENGINEER SHALL STOP WORK IF DISTRIBUTOR IS NOT APPLYING MATERIAL PROPERLY (SUCH AS GAPS OR STREAKING).

(23) THE CONTRACTOR SHALL PLACE A 500 FOOT TEST STRIP AT THE BEGINNING OF PROJECT TO ASSURE PROPER COVERAGE AND PROPER EQUPIMENT CALIBRATION. THE TEST SECTION IS TO VERIFY A QUICK BREAKING EMULSION. THE TEST STRIP SHALL BE ABLE TO CARRY NORMAL TRAFFIC WITHIN 3 HOURS. IF NORMAL TRAFFIC CANNOT BE CARRIED THE EMULSION SHALL BE ADJUSTED AND ANOTHER TEST STRIP WILL BE REQUIRED.

(24) THE SURFACE OF PAVEMENT SHALL BE DRY AT ALL TIMES DURING OPERATION. NO OPERATIONS SHALL TAKE PLACE IN RAIN.

(25) SOME MINOR UTILITY ADJUSTMENTS, SUCH AS CATCH BASINS AND MANHOLE COERS, MAY BE REQUIRED. THE COST FOR THESE ADJUSTMENTS IS TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS.

(26) PAVING OPERATIONS SHALL START WITHIN 48 HOURS OF CHIP SEAL COMPLETION AND HAVE A CONTINUOUS OPERATION TO COMPLETION OF PAVING.

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