TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	HSIP-118 (10)	4A

REV. 01-15-14: ADDED SPECIAL CHIP SEAL NOTES

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

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 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.

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. 716-05.01.

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.

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

DRIVEWAYS AND 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 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.

MATERIAL TRANSFER DEVICE SHALL BE USED FOR D MIXES.

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.

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 CHIP SEAL NOTE

CONSTRUCTION REQUIREMENTS

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. 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.

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.

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 RESPRESENTED BY THE TESTING. TESTING SHALL BE ACCOMPLISHED BY REFERENCING THE MATERIALS AND TESTS SAMPLING AND TESTING GUIDE (SOP 1-1).

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. 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, MICROSURFACE, OR HOT MIX ASPHALT) THEN, THE SURFACE SHALL BE SWEPT CLEAN AGAIN PRIOR TO THE BEGINNING OF THIS TREATMENT'S PLACEMENT.

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).

THE CONTRACTOR SHALL PLACE A 500 FOOT TEST STRIP AT THE BEGINNING OF PROJECT TO ASSURE PROPER COVERAGE AND PROPER EQUIPMENT 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.

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

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

TRAFFIC CONTROL

ALL TRAFFIC CONTROL SHALL BE FUNISHED BY THE CONTRACTOR AND SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORMED TRAFFIC CONTROL DEVICES.

BASIS OF PAYMENT

ONCE EQUIPMENT IS CALIBRATED AND TEST STRIP IS CONSTRUCTED THE AGGREGATE RATE AND DISTRIBUTOR RATES SHALL BE USED TO CALCULATE PAYMENT BY DETERMINING THE NUMBER OF SQUARE YARDS OF WORK COMPLETED DAILY.

ANY AND ALL QUANTITIES THAT APPEAR HEREIN ARE STRICTLY ESTIMATES USED FOR BIDDING PURPOSES ONLY AND ARE NEITHER IMPLIED NOR INFERRED AS GUARANTEES. THE ACCEPTED QUANTITIES OF WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE BID FOR EACH ITEM SHOWN IN THE PROPOSAL. THE PRICE SHALL BE FULL COMPENSATION FOR ALL WORK AS DIRECTED BY THE ENGINEER, INCLUDING THE FURNISHING OF ALL LABOR, TOOLS, EQUIPMENT AND INCIDENTALS TO SATISFACTORILY COMPLETE THE WORK.

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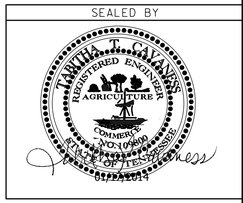

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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