| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| RESURF | 2014 | NH/HSIP-1(320) | 5 |
| | | | |
| | | | |
| | | | |

S.R. 1 HAWKINS CO.
37070-8230-14
37070-3230-94

# SPECIAL NOTES

## GUARDRAIL

(1) THE CONTRACTOR SHALL NOT REMOVE ANY EXISTING GUARDRAIL AND/OR END TERMINAL UNTIL THE T.D.O.T. SUPERVISOR CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL AND/OR END TERMINAL SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR ANY GUARDRAIL AND/OR END TERMINAL UNTIL IT IS COMPLETELY IN PLACE.

(2) IF ANY GUARDRAIL AND/OR END TERMINAL 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 TEMPORARY MEASURES (BARRICADES, DRUMS, LIGHTS AND ROUNDED END ELEMENTS) SHALL BE INCLUDED IN THE COST OF THE GUARDRAIL AND/OR END TERMINAL.

## UTILITIES

(1) 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.

(2) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THE PROJECT. THE COST OF PROTECTING UTILTITIES FROM DAMAGE AND FURNISHING ANY NECESSARY SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER CONSTRUCTION ITEMS.

(3) 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.

(4) 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. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC. AT 1-800-331-1111 WILL ALSO BE REQUIRED.

(5) UTILITY OWNERS:

ELECTRIC: HOLSTON ELECTRIC COOPERATIVE

GAS: HAWKINS CO. GAS UTILITY DISTRICT

WATER: SURGOINSVILLE UTILITY DISTRICT

TELEPHONE: MOUNTAINET TELEPHONE COMPANY

CABLE: CHARTER COMMUNICATIONS

## MISCELLANEOUS

(1) THE CONTRACTOR WILL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE NECESSARY. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.

(2) ALL GUARDRAIL, GUARDRAIL POSTS AND SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE REMOVED AND STORED BY STATE FORCES.

(3) ALL SIGNING AND PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(4) PAVED SHOULDERS SHALL BE BROOMED, AGGREGATE SHOULDERS SHALL BE CLIPPED, AND DITCHES SHALL BE CLEANED BY THE CONTRACTOR. ALL COST ASSOCIATED WITH THIS WORK SHALL BE INCLUDED IN COST OF OTHER ITEMS.

## PAVEMENT MARKINGS

(5) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL "NO PASSING ZONES" IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AS WELL AS TO PROVIDE THE LAYOUT OF ALL PAVEMENT MARKING REQUIRED ON THE PROJECT. THE METHOD OF DETERMINING THE "NO PASSING ZONES" IS TO BE APPROVED BY THE TDOT OPERATIONS DISTRICT ENGINEER, WITH ADVICE FROM THE REGIONAL TRAFFIC OFFICE, BEFORE PAVING OPERATIONS BEGIN.

## PAVEMENT

## RESURFACING

(1) SURFACE IS TO BE CROWNED AS DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

(2) ALL SURPLUS PATCHING, JOINT MATERIAL AND CRACK SEALANT IS TO BE REMOVED BEFORE PLACING THE FIRST LAYER OF ASPHALT.

(3) STATE FORCES WILL REMOVE ALL RAISED PAVEMENT MARKERS, IF ANY, BEFORE RESURFACING IS BEGUN.

(4) COLD PLANING IS TO BE DONE IMMEDIATELY PRIOR TO THE COMMENCEMENT OF PAVING OPERATIONS. COLD PLANED SURFACES ARE NOT TO BE LEFT EXPOSED FOR MORE THAN FIVE (5) CALENDAR DAYS BEFORE BEING OVERLAYED BY THE FIRST COURSE OF ASPHALT. IF NECESSARY, COLD PLANING OPERATIONS ARE TO BE SUSPENDED TO ALLOW PAVING OPERATIONS TO CATCH UP. AFTER COLD PLANING AND PRIOR TO ALLOWING USE BY TRAFFIC, THE CONTRACTOR WILL RAMP ASPHALT AROUND EXISTING UTILITIES TO ELIMINATE HAZARD TO VEHICLES. ALL COLD PLANING REQUIRED ON CITY STREETS OR SIDE ROADS WILL BE PAID FOR AT THE UNIT PRICE BID FOR ITEM NO. 415-01.01.

(5) ALL DEPTHS FOR COLD PLANING TO BE ±½" TOLERANCE.

(6) A MATERIAL TRANSFER DEVICE IS TO BE USED ON ALL MIXES. COST TO BE INCLUDED IN THE UNIT PRICE BID FOR ASPHALT ITEMS. SEE SPECIAL PROVISION NO.407G.

(7) SPECIAL PROVISION NO. 411C APPLIES TO THIS PROJECT. AVERAGE HC-IRI NUMBER PER MILE IS 68.2. SEE TABLE BELOW:

| NORTHBOUND S.R.1 LANE 1 | | |
|---|---|---|
| FROM | TO | HC/IRI |
| 0.00 | 1.00 | 76 |
| 1.00 | 2.00 | 65 |
| 2.00 | 3.00 | 71 |
| 3.00 | 4.00 | 54 |
| 4.00 | 5.00 | 52 |
| 5.00 | 6.00 | 49 |
| 6.00 | 7.00 | 55 |
| 7.00 | 7.22 | 71 |

| SOUTHBOUND S.R.1 LANE 1 | | |
|---|---|---|
| FROM | TO | HC/IRI |
| 0.00 | 1.00 | 68 |
| 1.00 | 2.00 | 64 |
| 2.00 | 3.00 | 72 |
| 3.00 | 4.00 | 76 |
| 4.00 | 5.00 | 61 |
| 5.00 | 6.00 | 63 |
| 6.00 | 7.00 | 62 |
| 7.00 | 7.22 | 80 |

| NORTHBOUND S.R.1 LANE 2 | | |
|---|---|---|
| FROM | TO | HC/IRI |
| 0.00 | 1.00 | 74 |
| 1.00 | 2.00 | 67 |
| 2.00 | 3.00 | 86 |
| 3.00 | 4.00 | 98 |
| 4.00 | 5.00 | 72 |
| 5.00 | 6.00 | 77 |
| 6.00 | 7.00 | 63 |
| 7.00 | 7.22 | 92 |

| SOUTHBOUND S.R.1 LANE 2 | | |
|---|---|---|
| FROM | TO | HC/IRI |
| 0.00 | 1.00 | 67 |
| 1.00 | 2.00 | 66 |
| 2.00 | 3.00 | 66 |
| 3.00 | 4.00 | 60 |
| 4.00 | 5.00 | 62 |
| 5.00 | 6.00 | 57 |
| 6.00 | 7.00 | 66 |
| 7.00 | 7.22 | 69 |

## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) DURING ALL PERIODS OF CONSTRUCTION INACTIVITY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP ALL LANES OPEN IN ACCORDANCE WITH THE T.D.O.T. PAVEMENT DROP-OFF POLICY. THIS WILL REQUIRE THE REMOVAL OF ALL TRAFFIC CONTROL DEVICES ASSOCIATED WITH ANY LANE CLOSURES AT THE END OF THE WORK DAY AND THE REINSTALLATION OF THE DEVICES AT THE BEGINNING OF THE NEXT WORK DAY.

(2) 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.

(3) ANY WORK REQUIRING LANE CLOSURES INCLUDING PAVEMENT MARKING OPERATIONS SHALL BE AT NON-PEAK HOURS (9 AM TO 3 PM OR 6 PM TO 6 AM) UNLESS OTHERWISE DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.

(4) NO LANE CLOSURES WILL BE ALLOWED ON WEEKENDS (FRIDAY – SUNDAY) WHEN THERE IS A SCHEDULED NASCAR RACE IN BRISTOL.

## PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

(1) 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 LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), 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.

SEALED BY

01/22/2014

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

22-JAN-2014 12:50
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