SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2015	NH-I-75-1(138)	7
		33005-8178-44	
		06001-8178-44	

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) ITEM NO. 712-06.16 – SIGNS (CONSTRUCTION) (REDUCED SPEED WARNING) IS TO BE USED ONLY WHEN THE CONTRACTOR ESTABLISHES A REDUCED SPEED LIMIT WITHIN THE PROJECT CONSTRUCTION WORK ZONE LIMITS, ITEM INCLUDES SIGN FACE , SUPPORTS, AND TWO (2) TYPE "B" FLASHERS PER THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TURNING ON THE TYPE "B" FLASHERS WHEN WORKERS ARE IN THE CONSTRUCTION WORK ZONE AND TURNING THEM OFF WHEN WORKERS ARE NO LONGER IN THE CONSTRUCTION WORK ZONE.

(7) ACCESS TO THE PROJECT WILL BE PERMITTED AT THE INTERCHANGES ONLY. THE CONTRACTOR WILL BE PERMITTED TO CROSS MEDIAN AT EXISTING CROSS-OVERS ONLY.

NIGHT WORK

(8) LIGHTS FOR NIGHT WORK TO BE APPROVED BY THE TDOT PROJECT SUPERVISOR.

(9) 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.

(10) ALL CONSTRUCTION SIGNS THAT ARE TO REMAIN IN PLACE DURING CONSTRUCTION MAY BE INSTALLED DURING DAYTIME HOURS AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

END OF TRAFFIC QUEUE PROTECTION

(11) WHEN INTERSTATE LANE CLOSURES ARE PERFORMED, THE CONTRACTOR SHALL PROVIDE A MINIMUM OF TWO (2) TRUCK MOUNTED MOBILE CHANGEABLE MESSAGE SIGNS WITH TRUCK MOUNTED ATTENUATORS FOR EACH TRAVELING DIRECTION IN WHICH LANES ARE CLOSED, TO PROTECT THE END OF THE TRAFFIC QUEUE.

A. AT LEAST ONE UNIT SHALL BE POSITIONED ON THE SHOULDER UPSTREAM FROM THE END OF THE TRAFFIC QUEUE AT ALL TIMES, BUT NO FURTHER THAN 1/2 MILE FROM THE QUEUE.

B. THE CHANGEABLE MESSAGE SIGN SHALL DISPLAY TWO PHASES: "STOPPED TRAFFIC AHEAD" AND "BE PREPARED TO STOP".

C. IN THE EVENT THAT THE TRAFFIC QUEUE EXTENDS UPSTREAM BEYOND THE UNIT, A SECOND UNIT SHALL MOBILIZE IN ACCORDANCE WITH [A.]. THE DOWNSTREAM UNIT MAY DEPART WHEN THE SECOND UNIT HAS MOVED INTO POSITION.

D. TRUCK MOUNTED CHANGEABLE MESSAGE SIGNS AND ATTENUATORS SHALL BE IN ACCORDANCE WITH THE NCHRP REPORT 350, MASH TL-3, MUTCD, , AND MOUNTED PER THE MANUFACTURER'S RECOMMENDATIONS. TRUCK MOUNTED CHANGEABLE MESSAGE SIGNS SHALL BE LISTED ON QPL LIST 30, SECTION B, AND TRUCK MOUNTED ATTENUATORS SHALL BE LISTED ON QPL LIST 34, SECTION D.

E. MOBILE CHANGEABLE MESSAGE SIGN UNITS WITH MOUNTED ATTENUATOR WILL BE PAID FOR AS ITEM NO. 712-08.10, MOBILE MESSAGE SIGN UNIT W/ATTENUATOR, PER HOUR. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID.

LANE CLOSURES

(12) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED ONE NIGHT'S PAVING OPERATION.

(13) LANE CLOSURE WITH LEFT LANE MERGE AND LANE SHIFT TRAFFIC CONTROL IS TO BE USED ON ALL LANE CLOSURES.

(14) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.

(15) THE CONTRACTOR MUST MAINTAIN ALL LANES OPEN TO TRAFFIC BETWEEN THE HOURS OF 6:00 AM AND 7:00 PM.

(16) 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 7:00 PM.

C. FRIDAY AT 6:00 PM UNTIL TUESDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.

D. THURSDAY AT 6:00 PM UNTIL MONDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.

E. FRIDAY AT 6:00 AM UNTIL SUNDAY 7:00 PM OR AS DIRECTED BY THE TDOT PROJECT SUPERVISOR, ON WEEKENDS OF THE UNIVERSITY OF TENNESSEE, KNOXVILLE HOME FOOTBALL GAMES.

F. DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

PAVING

(17) 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.

(18) 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.

(19) ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.

(20) ITEM NO. 303-01, CRUSHED STONE FOR SHOULDERS, IS TO BE PLACED TO EXISTING SHOULDER WIDTH OR AS DIRECTED BY THE TDOT PROJECT SUPERVISOR. ALL COSTS OF CONSTRUCTING SHOULDERS, SHAPING OR CLIPPING OF EXISTING SHOULDERS AND DISPOSAL OF ANY DEBRIS FROM SHOULDER CLIPPING ARE TO BE INCLUDED IN THE UNIT BID PRICE FOR ITEM NO. 303-01.

COLD PLANING

(21) TRAFFIC WILL BE ALLOWED TO TEMPORARILY DRIVE ON THE MILLED SURFACE OF THE ROADWAY UNDER THE FOLLOWING CONDITIONS ONLY:

A. THE MILLED SURFACE IS FINE TEXTURED. THE FINE TEXTURE SHALL BE OBTAINED BY A MILLING MACHINE UTILIZING A MILLING HEAD WITH TEETH SPACING 3/8" OR LESS OPERATING AT LESS THAN 80 FEET PER MINUTE.

B. THE SURFACE SHALL BE SWEPT AND CLEANED OF ALL LOOSE MATERIALS.

C. THE DIFFERENCE IN ELEVATION BETWEEN THE MILLED SURFACE AND THE ADJACENT LANE SHALL NOT EXCEED 1 1/2 INCHES.

D. THE MILLED SURFACE SHALL BE PAVED WITHIN 48 HOURS.

E. RAIN OR INCLEMENT WEATHER IS NOT EXPECTED OR FORECASTED WITHIN 48 HOURS AFTER MILLING.

F. ALL APPLICABLE SIGNING IS INSTALLED IN ACCORDANCE WITH THE MUTCD SIGNING SHALL INCLUDE MOTORCYCLE WARNING SIGNS (TN-64) PLACED IN ADVANCE OF ANY MILLED AREAS.

G. IF RAVELING OR DETERIORATION OF THE MILLED SURFACE IS OCCURRING WHILE TRAFFIC IS DRIVING ON THE MILLED SURFACE, THEN THIS PRACTICE WILL NOT BE ALLOWED AND PAVING SHALL BE COMPLETED IMMEDIATELY AFTER MILLING.

H. ONLY ONE LANE IN EACH DIRECTION SHALL HAVE A MILLED SURFACE AT ONE TIME.

(22) THE CONTRACTOR WILL BE REQUIRED TO PAVE IMMEDIATELY BEHIND COLD PLANNING OPERATIONS TO ENSURE THAT THE MILLED SURFACE WILL BE COVERED WITH BITUMINOUS PAVEMENT THE SAME WORK DAY UNLESS THE REQUIREMENTS LISTED IN SPECIAL NOTE NO. 21 ON THIS SHEET CAN BE MET.

(23) ALL COLD PLANED MATERIAL IS TO BECOME THE PROPERTY OF THE CONTRACTOR.

(24) IF SUBSURFACE PAVEMENT FAILURE IS EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE WITH "D" MIX PRIOR TO PROPOSED OVERLAY.

(25) 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.

(26) THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF BRIDGE DECK AS NOT TO DAMAGE THE EXISTING BRIDGE 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 ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE TDOT PROJECT SUPERVISOR AT NO ADDITIONAL COST.

(27) MILLING SHALL GO FLUSH WITH FACE OF THE PARAPET.

PAVEMENT MARKING

(28) PERMANENT PAVEMENT MARKING SHALL BE APPLIED USING RIBBON METHOD AS DIRECTED BY TDOT PROJECT SUPERVISOR.

(29) 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.

(30) RAMPS SHALL BE MARKED UP TO WHERE THEY CONNECT TO THE INTERSECTING ROADWAY.

(31) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT AND TAPERED JOINTS SHALL BE REFLECTIVE TAPE OR REFLECTORIIZED PAINT INSTALLED TO PERMANENT STANDARDS BEFORE DARK HOURS, SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6") LINE.

CLEANING DITCHES

(32) 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.

(33) 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

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

MISCELLANEOUS

(35) 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.

(36) FROM LM 0.00 TO 0.64 ITEM 303-01 WILL BE USED FOR SHOULDER WORK ON THE OUTSIDE NORHTBOUND SHOULDER. SHOULDER TO BE GRADED 12' WIDE, 6" DEEP AND COMPACTED INTO RILLS IN THE SHOULDER. THE CROSSOVER AT LM 2.031 TO 2.106 IS TO BE REPAIRED WITH ITEM 303-01 AND COMPLACTED. THE COMPACTED THICKNESS SHALL BE OF SUFFICIENT DEPTH TO BRING THE CROSSOVER UP TO PAVED SHOULDER EVEVATION.

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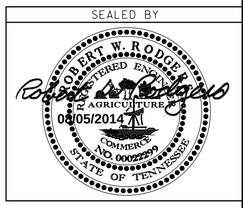

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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