PROJECT NO.	YEAR	SHEET NO.
79005-4167-04	2014	3

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

SPECIAL NOTES

1. SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION. (MARCH 1, 2006 EDITION).
2. DESIGN SPECIFICATIONS: AASHTO 2002 EDITION WITH ADDENDA.
3. REINFORCING STEEL: SEE THE STANDARD SPECIFICATIONS.
4. SHOP DRAWINGS: SHOP DRAWINGS SHALL BE SUBMITTED TO THE BRIDGE REPAIR OFFICE OF THE DIVISION OF STRUCTURES.
5. HIGH EARLY STRENGTH CONCRETE: THE MIX TO MEET THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS CLASS "A", EXCEPT THE CEMENT CONTENT SHALL BE A MINIMUM OF 714 LBS, THE WATER-TO-CEMENT RATIO SHALL BE A MAXIMUM OF 0.40. NO FLY ASH REPLACEMENT WILL BE PERMITTED AND THE MINIMUM 28 DAY COMPRESSIVE STRENGTH SHALL BE 3,500 PSI. THE HIGH EARLY STRENGTH CONCRETE SHALL ATTAIN A COMPRESSIVE STRENGTH OF 3000 PSI BEFORE LOADING.
6. CONCRETE CURING: ALL CONCRETE IN REPAIR AREAS SHALL BE CURED ACCORDING TO THE STANDARD SPECIFICATIONS.
7. NON-PAY ITEMS: ONLY ITEMS SHOWN ON THE PROPOSAL AS PAY ITEMS WILL BE PAID FOR. COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT, AND INCIDENTALS FOR THE ENTIRE CONTRACT SHALL BE INCLUDED IN THE PRICE FOR THE PAY ITEMS.
8. DEMOLITION: THE CONTRACTOR SHALL TAKE SPECIAL CARE TO PROTECT ANY PARTS OF THE STRUCTURE THAT ARE NOT TO BE REMOVED. SPECIFICALLY, THE CONTRACTOR IS NOT ALLOWED TO USE A HYDRAULIC RAM MOUNTED ON A BACKHOE (COMMONLY CALLED A HOE RAM) OR OTHER SIMILARLY HEAVY EQUIPMENT FOR CONCRETE REMOVAL. PNEUMATIC HAMMERS MAY BE USED TO REMOVE UNSOUND CONCRETE. SAWING OR CUTTING OF THE CONCRETE IS ACCEPTABLE SO LONG AS ANY SPECIFIED PROJECTION OF THE EXISTING REINFORCING STEEL IS MAINTAINED. ALL DEVICES PROPOSED FOR CONCRETE DEMOLITION SHALL MEET THE APPROVAL OF THE ENGINEER.
9. ROADSIDE BANKS/SLOPES USED BY THE CONTRACTOR FOR WORK ACCESS, PARKING, SHOULDER WIDENING, AND ANY OTHER PURPOSES THAT ARE DISTURBED BY HIS OPERATIONS SHALL BE REPAIRED BY REMOVING ADDED FILL AND ASPHALT, REGRADING, RESEEDING, MULCHING OR WHATEVER OTHER MEANS ARE NECESSARY TO RESTORE THE BANKS/SLOPES TO THE ORIGINAL CONDITION. ALL RESTORATION WORK SHALL MEET THE FULL SATISFACTION OF THE ENGINEER. COST OF ALL RESTORATION WORK SHALL BE INCLUDED IN ITEMS BID ON.
10. GROUTED BARS IN DRILLED HOLES: HORIZONTALLY DRILLED HOLES SHALL BE DRILLED ½" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH NON-SHRINK GROUT AND THE BAR DRIVEN TO ITS SEAT. VERTICALLY DRILLED HOLES SHALL BE DRILLED ¼" IN DIAMETER LARGER THAN THE BAR, CLEANED, PACKED WITH EPOXY GROUT AND THE BAR DRIVEN TO ITS SEAT. ALL GROUTING MATERIAL SHALL BE APPROVED BY T.D.O.T. MATERIALS AND TESTS.
11. GROUT: GROUT SHALL BE A PORTLAND CEMENT TYPE I IN ACCORDANCE WITH STANDARD SPECIFICATION 918.21-GROUT.
12. CONCRETE FOR PARAPETS: TO BE CLASS "A" CONCRETE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.

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.

PAVEMENT - RESURFACING

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

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.

CONST. WORK ZONE TRAFFIC CONTROL

ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE (1) 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. COST 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), SQUARE FOOT.

A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS FLAGGER SIGNS, 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.

USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WERE 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. 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 THIRTY (30) FEET SETBACK. THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

THE CONTRACTOR WILL 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. 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. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE CHANNELIZING DEVICES ARE TO BE IN PLACE BEFORE BEING OPENED TO TRAFFIC.

GUARDRAIL

THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES 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 COMPLETELY IN PLACE.

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.

UTILITY NOTES

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.

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 THE 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 OWNER OF HIS PLAN OF OPERATION IN THE AREA OF UTILITIES. PRIOR TO COMMENCING THE WORK, THE CONTRACTOR SHALL CONTACT 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 TCA65-31-106.

UNLESS OTHERWISE NOTIFIED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS 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 WERE CONSTRUCTION STAKES, LINES AND GRADES ARE A CONTRACT ITEM, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SLOPE STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK, AND AT ANY LOCATION OF THE PROJECT DIRECTED BY THE ENGINEER.

MISCELLANEOUS

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

FINAL PAVEMENT MARKING

PERMANENT PAVEMENT LINE MARKINGS SHALL BE FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.01, ENHANCED FLATLINE THERMO PAVEMENT MARKING (4" LINE), L.M.

SPECIAL NOTE CONCERNING CURING OF NEW CONCRETE PARAPET

THE CONTRACTOR SHALL CURE ALL NEW PARAPETS AS FOLLOWS: IMMEDIATELY AFTER PLACEMENT OF NEW PARAPET, PRE-SOAKED WET BURLAP SHALL BE PLACED OVER THE NEW PARAPET. THIS WOULD BE DONE AS SOON AS THE NEW PARAPET WILL HOLD THE WEIGHT OF THE WET BURLAP AFTER THE SLIP FORM HAS PASSED. A SOAKER HOSE WILL THEN BE PLACED ON TOP OF THE NEW PARAPET AND PLASTIC BE PLACED OVER THE SOAKER HOSE AND BURLAP. THE NEW PARAPETS WILL BE CONTINUOUSLY WET CURED FOR APPROXIMATELY 24 HRS.

0.00

7.46

AMJAD S. KHAIRI
REGISTERED ENGINEER
No. 106650
01/21/14
STATE OF TENNESSEE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

SOUTH PARKWAY WEST
OVER INTERSTATE 55
BRIDGE NO. 79-02807-0.00
SR14 OVER INTERSTATE 55
BRIDGE NO. 79-SR14-7.46

SHELBY COUNTY
2014

GARVER

DESIGNED BY	L. I. COBOS	DATE	JULY 2013
DRAWN BY	C. W. THOMAS	DATE	JULY 2013
SUPERVISED BY	J. H. RUDDELL	DATE	JULY 2013
CHECKED BY	A. J. KHAIRI	DATE	JULY 2013

TN D.O.T. ENGINEERING SUPERVISOR _____

BR-115-50

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WORKSPACE: TDOT Bridge
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