TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	HSIP-46(24)	5

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.

PAVEMENT MARKINGS

(2) 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.

(3) 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

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(5) 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.

(6) 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

(7) 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.

(8) 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

(9) 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.

(10) 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.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

(11) 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 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.

CHIP SEAL PAVEMENT OVERLAY AND SEALING

CONSTRUCTION REQUIREMENTS

(12) 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.

(13) 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.

(14) 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.

(15) 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).

(16) 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.

(17) 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).

(18) 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.

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

(20) 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.

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

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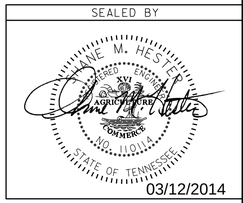

03/12/2014

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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