

INDEX

DESCRIPTION	SHT.
TITLE SHEET	1
ESTIMATED QUANTITIES, TYPICAL SECTIONS & DETAILS	2
UTILITY OWNERS, DROP OFF NOTES & PRE-CONST RIDE NOS.	3
GENERAL NOTES	4
SPECIAL NOTES	5

STANDARD ROADWAY DRAWINGS

DWG. NO.	REV.	DESCRIPTION
ROADWAY DESIGN STANDARDS		
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
TRAFFIC CONTROL APPURTENANCES		
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-15-13	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

BRADLEY COUNTY

STATE ROUTE 2 (US-11)

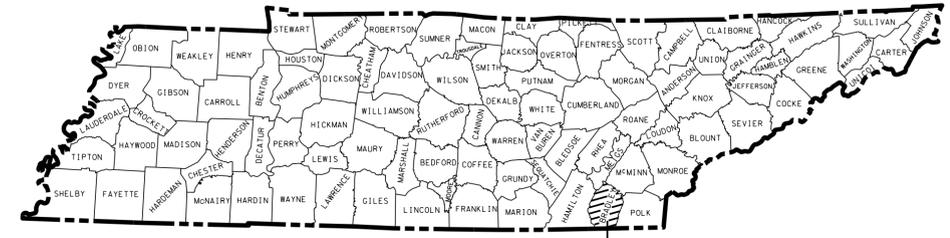
FROM PAUL B HUFF PARKWAY (LM 12.82)
TO EAST OF ANATOLE LANE (LM 15.15)

RESURFACING (THIN LIFT CS) & PAVEMENT MARKINGS

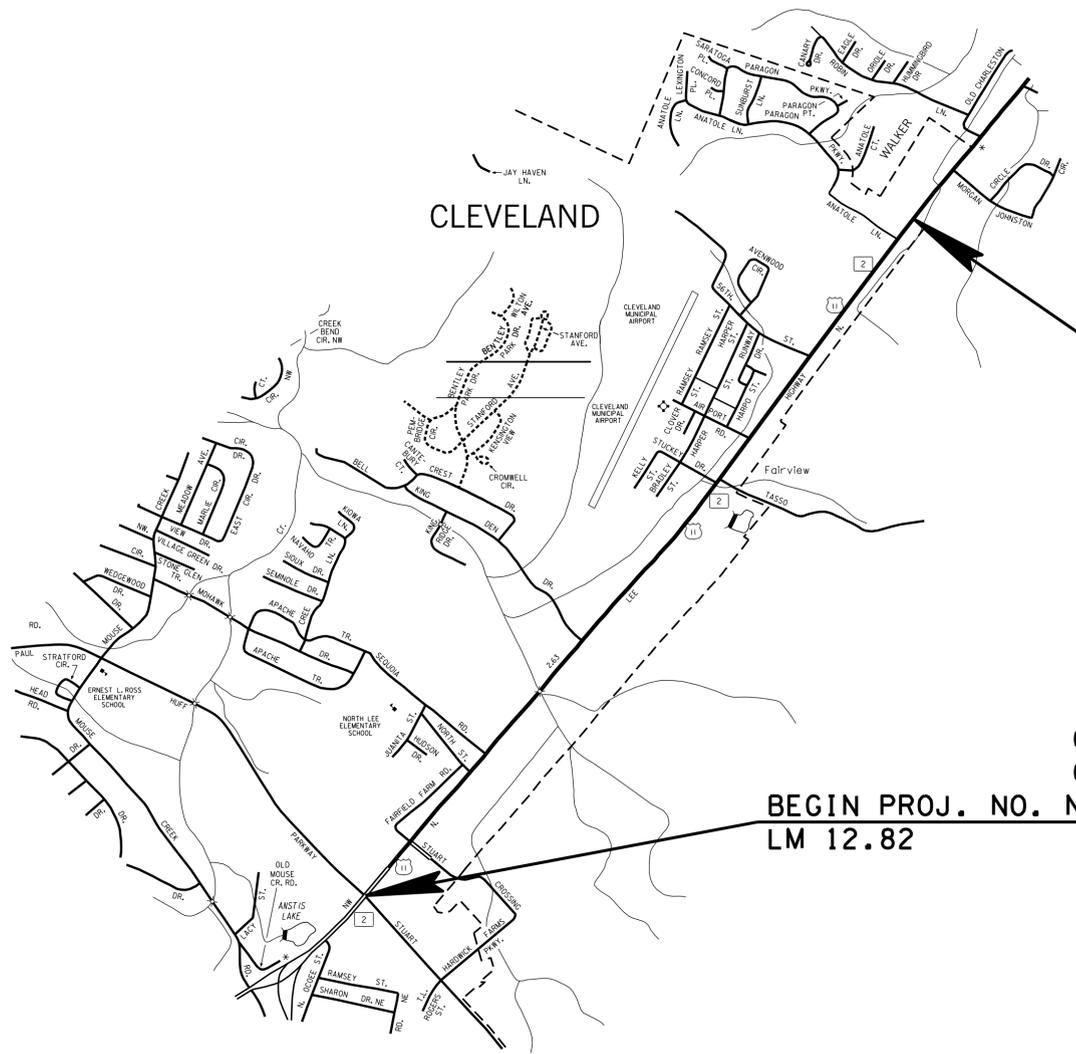
STATE HIGHWAY NO. 2 F.A.H.S. NO. 11

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	NH/HSIP-2(234)	
STATE PROJ. NO.	06004-3243-94, 06004-8243-14	

REVISED 4-6-14; CHANGED TYPE OF WORK ON HEADING.



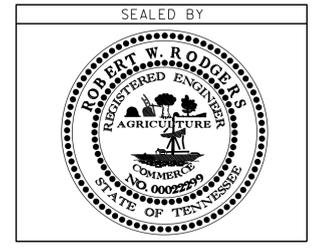
PROJECT LOCATION



06004-3243-94
06004-8243-14
END PROJ. NO. NH/HSIP-2(234) (RESURF)
LM 15.15

UNOFFICIAL SET
NOT FOR BIDDING

06004-3243-94
06004-8243-14
BEGIN PROJ. NO. NH/HSIP-2(234) (RESURF)
LM 12.82



APPROVED: *Paul D. Degges*
PAUL D. DEGGES, CHIEF ENGINEER

DATE: _____

APPROVED: *John Schroer*
JOHN SCHROER, COMMISSIONER

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT ROAD SP. SV. 2 ROBERT RODGERS
DESIGNER KEVIN CRISP CHECKED BY DIANE EVITT
P.E. NO. 98023-4217-04
PIN NO. 081707.01



PROJECT LENGTH **2.33 MILES**
TOTAL LANE MILES RESURFACED **11.59 MILES**

TRAFFIC DATA	
ADT (2014)	10,300

NO EXCLUSIONS
NO EQUATIONS

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

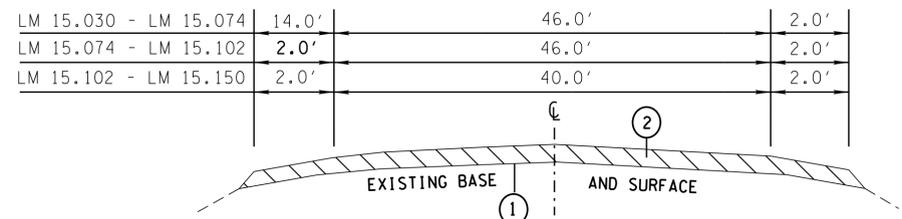
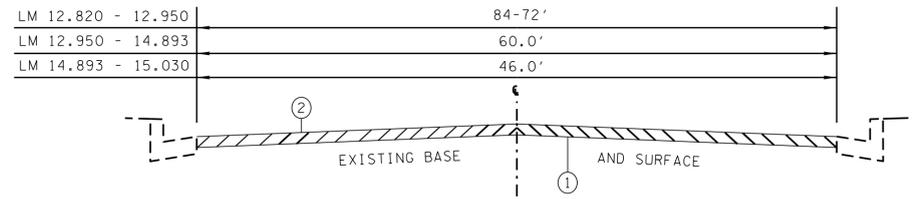
APPROVED: _____
DIVISION ADMINISTRATOR DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	NH/HSIP-2(234)	2
		06004-3243-94	
		06004-8243-14	

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)-	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON 26
(2)(3)-	411-03.08	ACS MIX(PG70-22) THIN LIFT CS ASPHALT	TON 2698
(5)-	712-01	TRAFFIC CONTROL	LS 1
	712-04.02	FLEXIBLE DRUMS (CHANNELIZATION)	EACH 254
(6)-	712-05.01	WARNING LIGHTS (TYPE A)	EACH 8
(7)-	712-06	SIGNS (CONSTRUCTION)	S.F. 597
	712-08.03	ARROW BOARD (TYPE C)	EACH 2
	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH 2
(8)-	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M. 7.8
	717-01	MOBILIZATION	LS 1

FOOTNOTES

- (1) INCLUDES 0.5 TON FOR STREETS AND DRIVES.
- (2) INCLUDES 43 TONS FOR STREETS AND DRIVES.
- (3) A MATERIAL TRANSFER DEVICE (MTD) IS TO BE USED ON ALL MIXES. SEE SPECIAL PROVISION NO. 407G. ALL COST SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THIS ITEM.
- (4) DELETED.
- (5) INCLUDES ALL COST ASSOCIATED WITH NIGHT TIME WORK.
- (6) FOUR WARNING LIGHTS ARE TO BE PLACED AT BOTH THE BEGINNING AND ENDING OF THE PROJECT.
- (7) SEE TABULATION BLOCKS THIS SHEET FOR DETAILS.
- (8) FOR TRAFFIC CONTROL ON INTERMITTANT LANE LINES.



TYPICAL PAVING SECTIONS

REVISED 4-6-14: CHANGED ITEM NO. 411-01.31 TO 403-01 AND ITEM NO. 411-01.32 TO 411-03.08 AND ADJUSTED SPREAD RATE ON TYPICAL SECTIONS. DELETED ITEM NOS. 411-01.31 & 411-01.32 AND ADDED ITEM NOS. 403-01 & 411-03.08 IN ESTIMATED ROADWAY QUANTITIES BLOCK. CHANGED QUANTITY OF ITEM 716-13.03. DELETED ITEM 716-12.01. CHANGED FOOTNOTE NO. 2. DELETED FOOTNOTE NOS. (4) & (S3).

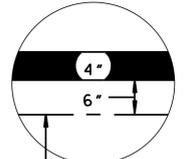
PROPOSED PAVEMENT SCHEDULE	
①	TACK COAT (TC) APPLICATION RATE @ 0.07 GAL/S.Y. ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
②	SURFACING THIN LIFT MIX @ 65 LB/SY ITEM 411-03.08 ACS MIX (PG 70-22) THIN LIFT CS ASPHALT (TON)

ESTIMATED SAFETY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	716-01.21	Snwplwble Pvmt Mrkrs (Bi-Dir)(1 Color)	EACH 304
	716-01.23	Snwplwble Pvmt Mrkrs (Bi-Dir)(2 Color)	EACH 281
(S1)-	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y. 1000
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F. 375
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH 53
(S2)-	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH 2
(S4)-	716-13.06	SPRAY THERMO PVMT MRKNG (40 mil) (4IN LINE)	L.M. 8.2

FOOTNOTES

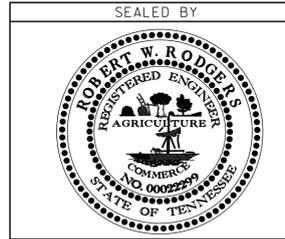
- (S1) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THE THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (S2) TO BE PLACED AT RIGHT LANE DROP NORTH BOUND AT LOG MILE 14.82.
- (S3) DELETED.
- (S4) FOR PERMANENT PAVEMENT MARKING.

SIGNS (CONSTRUCTION) 712-06					
QTY	MUTCD NO.	DESCRIPTION	SIZE		ITEM NO.
			IN	IN	712-06 S.F.
2	G20-1	ROAD WORK NEXT 3 MILES	36	18	9
2	G20-2	END ROAD WORK	36	18	9
2	W3-4	BE PREPARED TO STOP	36	36	18
14	W8-11	UNEVEN LANES	36	36	126
10	W20-1	ROAD WORK AHEAD	36	36	90
2	W20-1	ROAD WORK 1500 FT	36	36	18
2	W20-1	ROAD WORK 1000 FT	36	36	18
2	W20-1	ROAD WORK 500 FT	36	36	18
2	W20-4	ONE LANE ROAD AHEAD	36	36	18
2	W20-7a	FLAGGER	36	36	18
14	TN-64	GROOVED PAVEMENT	48	48	224
2	W	LANE CLOSED	36	36	18
2	W21-2	FRESH OIL	30	30	13
TOTAL					597



LANE JOINT IS TO BE OFF SET 6" FROM CENTER OF ROADWAY.

UNOFFICIAL SET
NOT FOR BIDDING



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES, TYPICAL SECTION & DETAILS

SEE FIGURE 6F-1 OF FIGURES SHOWN IN CURRENT M.U.T.C.D. THIS CONSTRUCTION SIGNING IS TO BE CONSTRUCTED AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	NH/HSIP-2(234)	3
		06004-3243-94	
		06004-8243-14	

UTILITY OWNERS					
UTILITY	NAME	ADDRESS		CONTACT PERSON	PHONE#
		STREET, CITY, STATE, ZIP CODE			
Gas	Atlanta Gas Light Company	PO Box 4569, Atlanta GA 30302-4569		Benjamin Massengill	(404) 584-3238
Telephone	Bellsouth dba AT&T	300 E Martin Luther King Boulevard, 5th Floor, Chattanooga TN 37403		Tim Manley	(423) 752-9144
CATV	Charter Communications	1235 King Street SE, Cleveland TN 373230656		Jeff Cook	(423) 790-1508
Gas	Cleveland Utilities	PO Box 2730, Cleveland TN 37320-2730		Philip Luce	(423) 478-9388

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- 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 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.

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SET
NOT FOR
BIDDING**

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**UTILITY
OWNERS &
DROP OFF
NOTES**

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	NH/HSJP-2(234)	4
		06004-3243-94	
		06004-8243-14	

REVISED 4-6-14; CHANGED NOTE 9.

UTILITIES

- (1) 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.
- (2) 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. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) 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.
- (4) 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. 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.
- (5) 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.

MISCELLANEOUS

- (6) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.
- (7) 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

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

- (8) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

FINAL PAVEMENT

- (9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (40 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.06, SPRAY THERMO PVMT MRKNG (40 mil) (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

PAVEMENT - PAVING

- (10) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

RESURFACING

- (11) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (12) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (13) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (14) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (15) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (16) 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.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (17) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (18) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS 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) PER SQUARE FOOT.
- (19) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (20) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

- (21) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE 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 FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. 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 REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (22) THE CONTRACTOR SHALL 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 FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF A OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE.. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (23) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

EROSION PREVENTION AND SEDIMENT CONTROL

LITTER, DEBRIS, WASTE, PETROLEUM

- (24) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.
- (25) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

UNOFFICIAL
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	NH/HSIP-2(234)	5
		06004-3243-94	
		06004-8243-14	

REVISED 4-6-14; CHANGED NOTE 25. DELETED NOTE 26.

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) THE CONTRACTOR SHALL PROVIDE FLAGGER AT EACH SIDEROAD WITHIN THE PAVING OPERATION.
- (7) A MINIMUM OF TWO (2) TYPE "C" ARROW BOARDS WILL BE REQUIRED AT EACH SITE. IF THE CONTRACTOR SCHEDULES HIS OPERATIONS SUCH THAT MORE THAN TWO (2) ARROW BOARDS ARE REQUIRED, THE COST OF ALL ADDITIONAL ARROW BOARDS WILL BE AT THE CONTRACTOR'S EXPENSE.
- (8) TWO (2) CHANGEABLE MESSAGE SIGNS UNITS (ITEM NO. 713-16.01) WILL BE REQUIRED ON THIS PROJECT. THE SIGNS WILL BE USED FOR ADVANCED WARNING OR AS DIRECTED BY THE ENGINEER.

NIGHT WORK

- (9) LIGHTS FOR NIGHT WORK TO BE APPROVED BY THE TDOT PROJECT SUPERVISOR.
- (10) 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.
- (11) ALL CONSTRUCTION SIGNS THAT ARE TO REMAIN IN PLACE DURING CONSTRUCTION MAY BE INSTALLED DURING DAYTIME HOURS AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

LANE CLOSURES

- (12) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED ONE NIGHTS 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 9:00 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. FRIDAY AT 6:00 AM UNTIL TUESDAY AT 9:00 PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.
 - C. THURSDAY AT 6:00 AM UNTIL MONDAY AT 9:00 PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.
 - D. 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 CATCHBASINS ARE TO BE CHECKED AND CLEANED AFTER PAVING HAS BEEN COMPLETED. NO DIRECT PAYMENT WILL BE MADE FOR THIS WORK. COST IS TO BE INCLUDED IN 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) ALL DRAINS ACROSS BRIDGES NEED TO BE CHECKED AND CLEANED AFTER PAVING IS COMPLETE. COST TO BE INCLUDED IN OTHER ITEMS.
- (20) THE FOUR FOOT INSIDE SHOULDER SHALL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.
- (21) ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.
- (22) ALL COSTS OF CLIPPING OF EXISTING SHOULDERS AND DISPOSAL OF ANY DEBRIS FROM SHOULDER CLIPPING ARE TO BE INCLUDED IN THE UNIT BID PRICE FOR OTHER ITEMS.

PAVEMENT MARKING

- (23) 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.
- (24) EXISTING PAVEMENT MARKINGS IN THE SIDE ROAD RADII SHALL BE RE-TRACED AS DIRECTED BY THE TDOT PROJECT SUPERVISOR DURING FINAL STRIPING.
- (25) THE CONTRACTOR SHALL REMOVE EXISTING PAVEMENT MARKINGS AS DIRECTED BY THE TDOT PROJECT SUPERVISOR. COST OF REMOVAL IS TO BE INCLUDED IN ITEM NO. 716-13.06.
- (26) DELETED.

CLEANING DITCHES

- (27) 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.
- (28) 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

- (29) 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.

MISCELLANEOUS

- (30) 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.

**UNOFFICIAL
SET
NOT FOR
BIDDING**

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**SPECIAL
NOTES**