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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
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
SAFETY APPURTENANCES AND FENCE		
S-GRT-2		TYPE 38 GUARDRAIL TERMINAL
S-GR31-1		W-BEAM GUARDRAIL

TRAFFIC CONTROL APPURTENANCES		
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

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 PE
 DESIGNER GORDON MASENGALE CHECKED BY DIANE EVITT
 P.E. NO. 98023-4217-04
 PIN NO. 082977.02

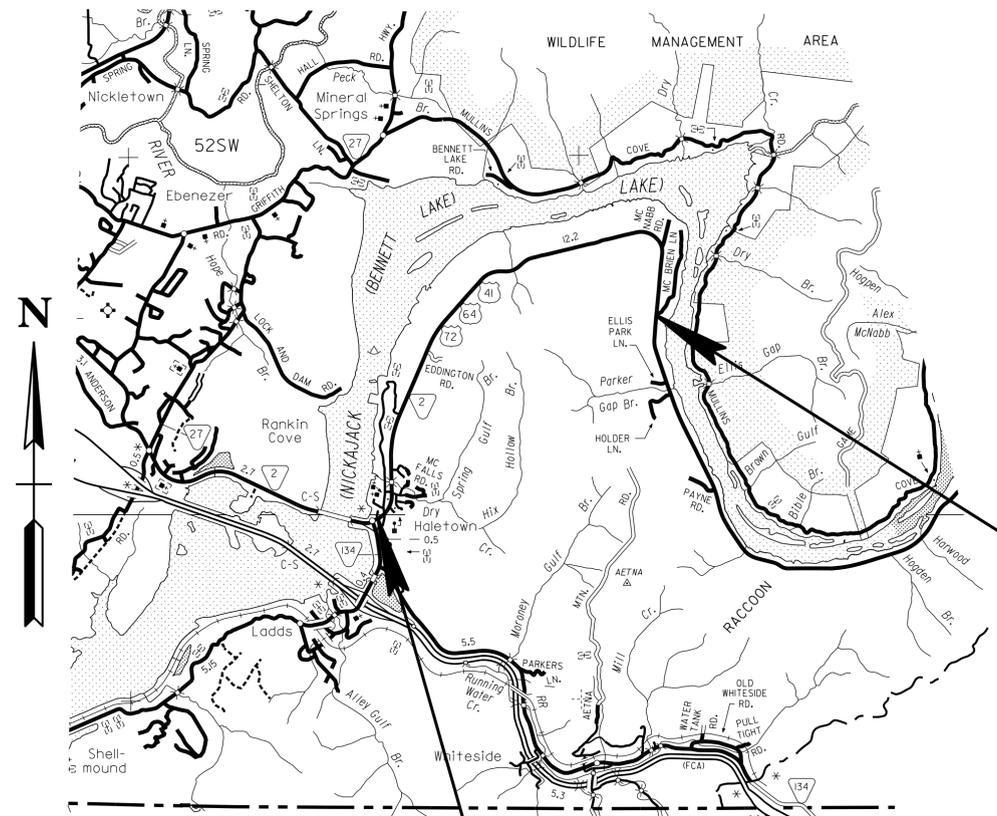
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

MARION COUNTY

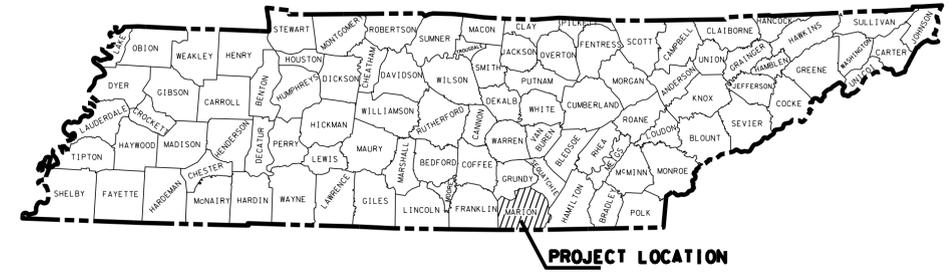
STATE ROUTE 2 (US-41)
FROM BOBBY McCULLY ROAD (LT) (LM 21.82)
TO McBRIEN ROAD (LM 27.44)

COLD PLANE, RESURFACE AND PAVEMENT MARKINGS

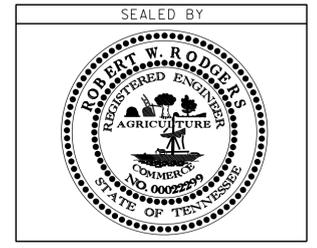
STATE HIGHWAY NO. 2 F.A.H.S. NO. 41, 64 & 72



PROJECT LENGTH **5.62 MILES**
TOTAL LANE MILES RESURFACED **13.70 MILES**



UNOFFICIAL SET
NOT FOR BIDDING



58002-3236-94
58002-4236-04
END PROJ. NO. HSIP-2(233) (RESURF)
LM 27.44

58002-3236-94
58002-4236-04
BEGIN PROJ. NO. HSIP-2(233) (RESURF)
LM 21.82

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

DATE: _____

APPROVED: John Schroer
JOHN SCHROER, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE _____

NO EXCLUSIONS
NO EQUATIONS

TRAFFIC DATA
AADT (2013) 1650

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	HS1P-2(233)	2
		58002-3236-94	
		58002-4236-04	

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(1)-	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON 51
(2)(3)(4)-	411-01.10	ACS MIX(PG64-22) GRADING D	TON 7692
(5)(6)-	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y. 97,118
	712-01	TRAFFIC CONTROL	LS 1
(7)-	712-06	SIGNS (CONSTRUCTION)	S.F. 608
(8)-	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M. 33.2
	717-01	MOBILIZATION	LS 1

FOOTNOTES

- (1) INCLUDES 2.6 TONS FOR SPOT LEVELING, COUNTY ROADS AND DRIVES.
- (2) INCLUDES 330 TONS FOR SPOT LEVELING, 58 TONS FOR COUNTY ROADS AND DRIVES.
- (3) A MATERIAL TRANSFER DEVICE (MTD) IS TO BE USED ON ALL MIXES. SEE SPECIAL PROVISION 407G. ALL COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THIS ITEM.
- (4) SEE SPECIAL PROVISION 411C FOR RIDEABILITY.
- (5) TO BECOME PROPERTY OF THE CONTRACTOR.
- (6) INCLUDES 294 SY FROM COUNTY ROADS.
- (7) SEE SIGNS (CONST) TABULATION BLOCK FOR DETAILS.
- (8) TEMPORARY PAVEMENT MARKING ON MILLED SURFACES AND INTERMEDIATE LANE LINES.

ESTIMATED SAFETY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
(S1)-	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON 60
	705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F. 40
	705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH 3
(S2)-	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH 6
	712-05.01	WARNING LIGHTS (TYPE A)	EACH 6
(S3)-	713-02.35	BARRIER DELINEATION SHEETING	L.F. 3700
(S4)-	716-01.21	Snowplowable Pavmt Mrkrs (Bi-Dir)(1 Color)	EACH 371
(S5)-	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F. 170
(S5)(S7)-	716-04.14	PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH 2
(S6)-	716-13.06	SPRAY THERMO PVMT MRKNG (40 mil) (4IN LINE)	L.M. 12

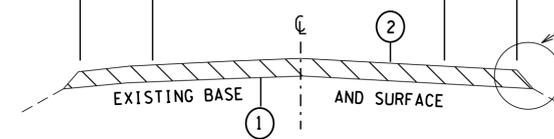
FOOTNOTES

- (S1) FOR UPGRADING GUARDRAIL TERMINALS AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.
- (S2) TO BE USED AT EXPOSED GUARDRAIL ENDS. SEE GENERAL NOTES NO. 3, SHEET 4 FOR DETAILS.
- (S3) SEE DETAIL OF BARRIER DELINEATION SHEETING DETAIL THIS SHEET.
- (S4) THE COST OF REMOVING EXISTING PAVEMENT MARKERS WILL BE INCLUDED IN THE UNIT COST FOR NEW PAVEMENT MARKERS.
- (S5) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. THE SAME UNIT PRICE SHALL BE PAID FOR PREFORMED PLASTIC.
- (S6) FOR PERMANENT PAVEMENT MARKING ONLY.
- (S7) FOR THE RIGHT LANE DROP HEADED EASTBOUND NEAR LM 24.38.

SIGNS (CONSTRUCTION) 712-06					
QTY	MUTCD NO.	DESCRIPTION	SIZE		ITEM NO.
			IN	IN	
2	G20-1	ROAD WORK NEXT 6 MILES	36	18	9
14	G20-2	END ROAD WORK	36	18	63
2	W3-4	BE PREPARED TO STOP	36	36	18
30	W8-11	UNEVEN LANES	36	36	270
12	W20-1	ROAD WORK AHEAD	36	36	108
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
2	TN-64	GROOVED PAVEMENT	48	48	32
2	W21-2	FRESH OIL	36	36	18
TOTAL					608

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.

LM 21.820 - 22.210	1'	24.0'	10'
LM 22.210 - 24.310	1'	24.0'	7' AV
LM 22.310 - 24.410	0	36.0'	0
LM 24.410 - 24.510	0	30' AV	0
LM 24.510 - 24.650	1'	24.0'	1'
LM 24.650 - 25.550	1'	24.0'	10'
LM 25.550 - 26.250	1'	24.0'	1'
LM 26.250 - 26.720	6'	24.0'	1'
LM 26.720 - 26.850	1'	24.0'	10'
LM 26.850 - 27.010	6'	24.0'	1'
LM 27.010 - 27.440	1'	24.0'	10'

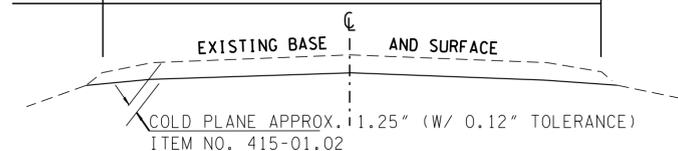


TYPICAL PAVING SECTIONS

LM 0.00 - LM 4.54

* EXACT LOCATIONS TO BE DETERMINED BY TDOT PROJECT SUPERVISOR

687'	26.0'
370'	32.0'
525'	37.0'
2060'	26.0'
9450'	37.0'
525'	32.0'
15471'	26.0'



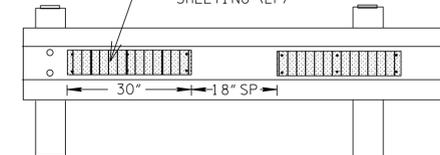
COLD PLANING DETAILS

PROPOSED PAVEMENT SCHEDULE	
①	TACK COAT (TC) @ (0.10 GAL./S.Y.) ITEM 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
②	BITUMINOUS SURFACE @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.) ITEM 411-01.10 ACS MIX (PG64-22) GRADING "D"

DETAIL OF BARRIER DELINEATION SHEETING

LOCATIONS TO BE DETERMINED BY TDOT REGION 2 TRAFFIC ENGINEER.

ITEM NO. 713-02.35
BARRIER DELINEATION SHEETING (LF)



UNOFFICIAL SET
NOT FOR BIDDING

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED QUANTITIES AND DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	HSIP-2(233)	3
		58002-3236-94	
		58002-4236-04	

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.

UTILITY OWNERS				
UTILITY	NAME	ADDRESS	CONTACT PERSON	PHONE#
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 37323-0656	Jeff Cook	(423) 790-1508
Sewer	Marion Natural Gas System & Board of Water	PO Box 408, South Pittsburg TN 37380	Donald Blansett	(423) 837-7164
Electric	Sequachee Valley Electric Cooperative	PO Box 31, South Pittsburg TN 37380	Randy McClure	(423) 837-5036
Sewer	South Pittsburg, City of	PO Box 705, South Pittsburg TN 37380	Mike Killian	(423) 837-5012

Pre-Construction Ride Numbers

Project Ref. No.	58002-3236-94, 58002-4236-04	Contract No.	
Project No.	HSIP-2(233)	Region	2
Contractor	To Be Awarded	County	Marion
Weather / Temp.	Partly Cloudy 35°F	Route	SR-2
Standard Specs.	Special Provsion SP411C	Test Date	February 7, 2014
Equip. Calib. Date	February 3, 2014	Test No.	precon
Milling?	No	Pre-Con Test Date	February 7, 2014
Number of lifts	1		

Test Performed by TDOT Road Profiler							
Test Limits (mile)		Direction and Measured Roughness (HC-IRI Number Per Mile)					
From	To	NSEW	*Lane	Pre Ride Number	Payment Table	Max. # for Final Ride	Min. Required % Improvement
0.00	1.00	N	1	95	Table 2	66.5	30
1.00	2.00	N	1	126	Table 2	88.2	30
2.00	3.00	N	1	119	Table 2	83.3	30
3.00	4.00	N	1	95	Table 2	66.5	30
4.00	5.00	N	1	129	Table 2	90.3	30
5.00	5.68	N	1	115	Table 2	80.5	30
0.00	1.00	S	1	100	Table 2	70.0	30
1.00	2.00	S	1	85	Table 2	59.5	30
2.00	3.00	S	1	90	Table 2	63.0	30
3.00	4.00	S	1	103	Table 2	72.1	30
4.00	5.00	S	1	125	Table 2	87.5	30
5.00	5.68	S	1	94	Table 2	65.8	30
0.00	1.00	S	2	85	Table 2	59.5	30
1.00	2.00	S	2	66	Table 1	55.0	
2.00	2.09	S	2	99	Table 2	69.3	30

Average Roughness
Pre-Constuction
HC-IRI Number Per Mile
101.8

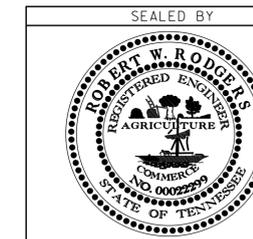
REMARKS

from Bobby McCully Rd
to McBrien Rd

no exclusions

*Lanes to be Left to Right each Direction - 1,2,3,4, etc. with 1 being the Inside Lane

UNOFFICIAL
SET
NOT FOR
BIDDING



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DROP OFF NOTES
UTILITY
OWNERS & PRE-
CONST. RIDE NOS.

3-MAR-2014 06:17
\\J022WF01.tdot.state.tn.us\02Shoredesign\County Folders\Design Resurfacing Folders\Resurf 2014\state routes\SFO Morion-2\004_Mor-2-GN.dgn

GENERAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	HS1P-2(233)	4
		58002-3236-94	
		58002-4236-04	

GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

GUARDRAIL

- (2) 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 COMPLETE IN PLACE.
- (3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL 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 A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

UTILITIES

- (4) 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.
- (5) 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.
- (6) 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.
- (7) 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.
- (8) 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

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

- (10) 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

- (11) 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

- (12) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.
- (13) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREEED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

RESURFACING

- (14) 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.
- (15) 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.
- (16) 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.
- (17) 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

- (18) 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.
- (19) 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.
- (20) 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.

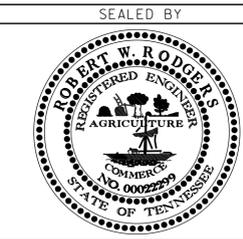
- (21) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (22) USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL 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.
- (23) 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.
- (24) 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

- (25) 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.
- (26) 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.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**GENERAL
NOTES**

SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2014	HS1P-2(233)	5
		58002-3236-94	
		58002-4236-04	

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.

LANE CLOSURES

- (7) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED ONE DAY'S PAVING OPERATION.
- (8) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.
- (9) OVERNIGHT LANE CLOSURES WILL NOT BE ALLOWED UNLESS DIRECTED BY THE TDOT PROJECT SUPERVISOR.
- (10) THE CONTRACTOR SHALL SCHEDULE PAVING OPERATIONS TO PREVENT INTERRUPTION OF SCHOOL TRAFFIC DURING MORNING START AND AFTERNOON DISMISSAL.
- (11) 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 PM UNTIL TUESDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.
 - C. THURSDAY AT 6:00 PM UNTIL MONDAY AT 7:00 AM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.
 - D. THE THIRD SATURDAY IN SEPTEMBER AS DIRECTED BY THE TDOT PROJECT SUPERVISOR, DURING THE TRAIL OF TEARS REMEMBRANCE MOTORCYCLE RIDE.
 - E. DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

PAVING

- (12) 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.
- (13) 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.
- (14) ALL DRAINS ACROSS BRIDGES NEED TO BE CHECKED AND CLEANED AFTER PAVING IS COMPLETE. COST TO BE INCLUDED IN OTHER ITEMS.
- (15) A SAFETY EDGE SHALL BE USED ON PAVEMENT EDGES. SEE SPECIAL PROVISION 407SE FOR DETAILS.
- (16) ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.
- (17) 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.

COLD PLANING

- (18) THE CONTRACTOR WILL BE REQUIRED TO PAVE THE COLD PLANED PAVEMENT WITHIN A PERIOD OF 48 HOURS.
- (19) PROVIDED THAT THE CONTRACTOR USES A COLD PLANED PLANNING MACHINE WITH THE MILLING DRUM SPECIFICATIONS OF CLOSELY SPACED FINE TOOTH (5/16 INCHES OR SMALLER) MILLING DRUM, MOVING FORWARD AT MODERATE SPEED (50 TO 65 FPM.) AND THE UNDER SURFACE REMAINS INTACT (HAVING NO LOOSE MATERIAL OR GOUGES,) THEN THE CONTRACTOR MAY GET PERMISSION FROM REGION 2 CONSTRUCTION TO MILL ALL SURFACES BEFORE COVERING WITH BITUMINOUS MATERIAL.
- (20) ALL COLD PLANED MATERIAL IS TO BECOME THE PROPERTY OF THE CONTRACTOR.
- (21) IF SUBSURFACE PAVEMENT FAILURE IS EXPOSED AFTER MILLING, REMOVE AREA OF FAILURE TO SOUND PAVEMENT AND REPLACE WITH "D" MIX PRIOR TO PROPOSED OVERLAY.
- (22) 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.
- (23) 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.

PAVEMENT MARKING

- (24) 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.
- (25) EXISTING PAVEMENT MARKINGS IN THE SIDE ROAD RADII SHALL BE RE-TRACED AS DIRECTED BY THE TDOT PROJECT SUPERVISOR DURING FINAL STRIPING.
- (26) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT AND TAPERED JOINTS SHALL BE REFLECTIVE TAPE OR REFLECTORIZED 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. 716-05.01, PAINTED PAVEMENT MARKING (4") LINE.

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.

GUARDRAIL

- (29) ALL EXISTING GUARDRAIL REMOVED FROM THIS PROJECT IS TO BECOME THE PROPERTY OF THE CONTRACTOR.
- (30) 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, WETLANDS OR SPRINGS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED.
- (31) 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 5 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 B AT, NO TREES > 5" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

NPDES

- (32) DUE TO THE TYPE OF WORK, IT IS OUR UNDERSTANDING 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

- (33) 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.

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**SPECIAL
NOTES**

3-MAR-2014 06:18 \\J02WF01.tdot.state.tn.us\02Shored\Design County Folder\Design Resurfacing Folder\Resurf 2014\state routes\SF10 Morlon-2\005_Mor-2_Sk.dgn