SPECIAL NOTES - CONTINUED

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2016	NH-I-75-1(139)	6
		06001-8180-44	
		54001-8182-44	
BRIDGE		06001-4180-04	

TRAFFIC CONTROL- CONTINUED

(7) TWO (2) CHANGEABLE MESSAGE SIGNS UNITS (ITEM NO. 713-16.01) WILL BE REQUIRED. PAYMENT FOR MESSAGE SIGNS WILL BE SPLIT FIFTY PERCENT (50%) BETWEEN EACH PROJECT LOCATION. THE SIGNS WILL BE USED FOR ADVANCED WARNING OR AS DIRECTED BY THE TDOT PROJECT SUPERVISOR.

(8) 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. PAYMENT FOR WARNING SIGNS WILL BE SPLIT FIFTY PERCENT (50%) BETWEEN EACH PROJECT LOCATION.

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

(10) DETAILED TRAFFIC CONTROL PLANS WILL BE PROVIDED TO THE CONTRACTOR FOR PHASE II BRIDGE REPAIRS. CONTACT KEN FLYNN @ (423) 510-1217 FOR DETAILS.

NIGHT WORK

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

(12) 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.

(13) 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

(14) 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

(15) THE RESTRICTION OF TRAFFIC LANE TO ONE LANE SHALL NOT EXCEED 2 MILES OR ONE NIGHT'S PAVING OPERATION.

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

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

(18) THE CONTRACTOR MUST MAINTAIN ALL LANES OPEN TO TRAFFIC BETWEEN THE HOURS OF 6:00 AM AND 9:00 PM.

(19) 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 9:00 PM.

C. FRIDAY AT 6:00 AM UNTIL TUESDAY AT 9:00 PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.

D. THURSDAY AT 6:00 AM UNTIL MONDAY AT 9:00 PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.

E. FRIDAY AT 6:00 AM UNTIL SUNDAY 9:00 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.

G. SEE SPECIAL PROVISION 108B FOR BRIDGE REPAIR TIME FRAMES.

PAVING

(20) 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.

(21) 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.

(22) ALL DRAINS ACROSS BRIDGES NEED TO BE CHECKED AND CLEANED AFTER PAVING IS COMPLETE. COST TO BE INCLUDED IN OTHER ITEMS.

(23) THE FOUR FOOT INSIDE SHOULDER SHALL BE PAVED CONCURRENTLY WITH THE INSIDE TRAFFIC LANE.

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

(25) ITEM NO. 303-01, CRUSHED STONE FOR SHOULDERS, IS TO BE PLACED TO EXISTING SHOULDER 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

(26) 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 96 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.

(27) TWO (2) WARNING SING (TN-64) SIGNS SHOULD BE PLACED ON THE INTERSTATE IN ADVANCE OF THE COLD PLANED SECTIONS. A MOTORCYCLE WARNING SIGN SHOULD ALSO BE PLACED ON ENTRANCE RAMPS LOCATED WITHIN THE LIMITS OF A COLD PLANED SECTION.

(28) 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.26 ON THIS SHEET CAN BE MET.

(29) THE CONTRACTOR SHALL USE A TWELVE (12) FOOT MILLING HEAD.

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

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

(32) AT THE COMPLETION OF COLD PLANING OPERATION, ANY DEPRESSIONS WILL BE CLEANED AND BROUGHT TO PROPER GRADE WITH "CS" MIX MATERIAL. THE COST OF THE CLEAN UP WILL BE INCLUDED IN THE UNIT PRICE FOR "CS" MIX MATERIAL.

(33) 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.

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

PAVEMENT MARKING

(35) 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.

(36) ENHANCED FLATLINE PAVEMENT MARKINGS SHALL BE APPLIED UTILIZING THE RIBBON METHOD.

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

(38) THE CONTRACTOR WILL BE REQUIRED TO REMOVE EXISTING SNOWPLOWABLE MARKERS AND RAISED PAVEMENT MARKERS INCLUDING THOSE ON SHOULDERS AND RAMPS PRIOR TO PLACING SURFACE. ANY HOLES OR DIVOTS RESULTING FROM REMOVAL OF A MARKER THAT IN THE OPINION FO THE TDOT PROJECT SUPERVISOR PRESENTS A PROBLEM FOR TRAFFIC SHALL BE PATCHED WITH THE APPROPRIATE ASPHALT MATERIALS. THIS PATCH WORK WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(39) THE CONTRACTOR WILL BE REQUIRED TO INSTALL THE RAISED PAVEMENT MARKERS, TYPE 2 AND SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS AS SOON AS POSSIBLE AFTER THE COMPLETION OF THE SHOULDER PAVEMENT. THE FLEXIBLE DELINEATORS SHALL BE INSTALLLED AS SOON AS POSSIBLE AFTER THE SHOULDER STONE PLACEMENT.

NPDES

(40) IT IS OUR UDERSTANDING THAT THE PROJECT WILL NOT DISTURB GREATER THAN 1.0 ACRE. IF IT IS DEEMPED NECESSARY TO DISTURB GREATER THAT 1.0 ACRE, THE CONTRACTOR/TDOT INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION IMMEDIATELY.

MISCELLANEOUS

(41) 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.

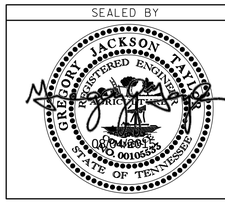
FOG ZONE

(42) IN THE FOG ZONE AREA, THE SNOWPLOWABLE MARKERS SHALL BE PLACED ON A SPACING OF 20' CENTER TO CENTER ALONG THE BROKEN LINES, THE SPACING SHALL BE 40' CENTER TO CENTER ALONG THE EDGE OF PAVEMENT. THEN BACK TO NORMAL SPACING IN THE NON-FOG ZONE SPECIALTY MARKING AREA. SEE STANDARD DRAWING T-M-5 FOR NORMAL SPACING.

(43) ROADWAY DELINEATORS:

- THE FLEXIBLE DELINEATOR POST SHALL BE BROWN IN THE FOG ZONE.
- THE REFLECTIVE SHEETING SHALL BE 3 INCHES X 9 INCHES MANUFACTURED BY REFLEXITE-SILVER (CANDLE POWER 1472) OR APPROVED EQUAL.

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES

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