

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

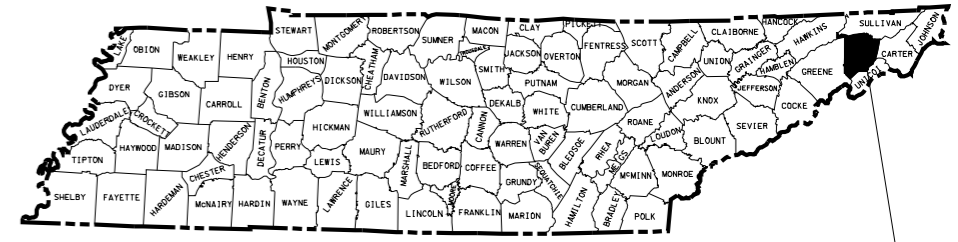
TENN.	YEAR	SHEET NO.
	2009	1
FED. AID PROJ. NO.	ARRA-STP-75(9)	
STATE PROJ. NO.	90018-8231-14	

WASHINGTON COUNTY

S.R. 75: FROM: APPROX. 105' SOUTH OF SHADDEN RD. (L.M.14.17)
TO: APPROX. 265' NORTH OF RAMP FROM I-26 NB (L.M.15.62)

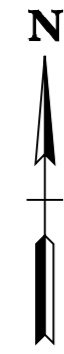
RESURFACING

STATE HIGHWAY NO. 75 F.A.H.S. NO.

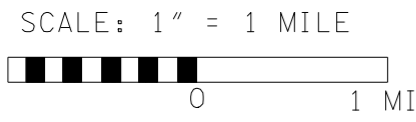


WASHINGTON CO.
S.R. 75

NO EQUATIONS
NO EXCLUSIONS



90018-8231-14
BEGIN ARRA-STP-75(9)
L.M. 14.17

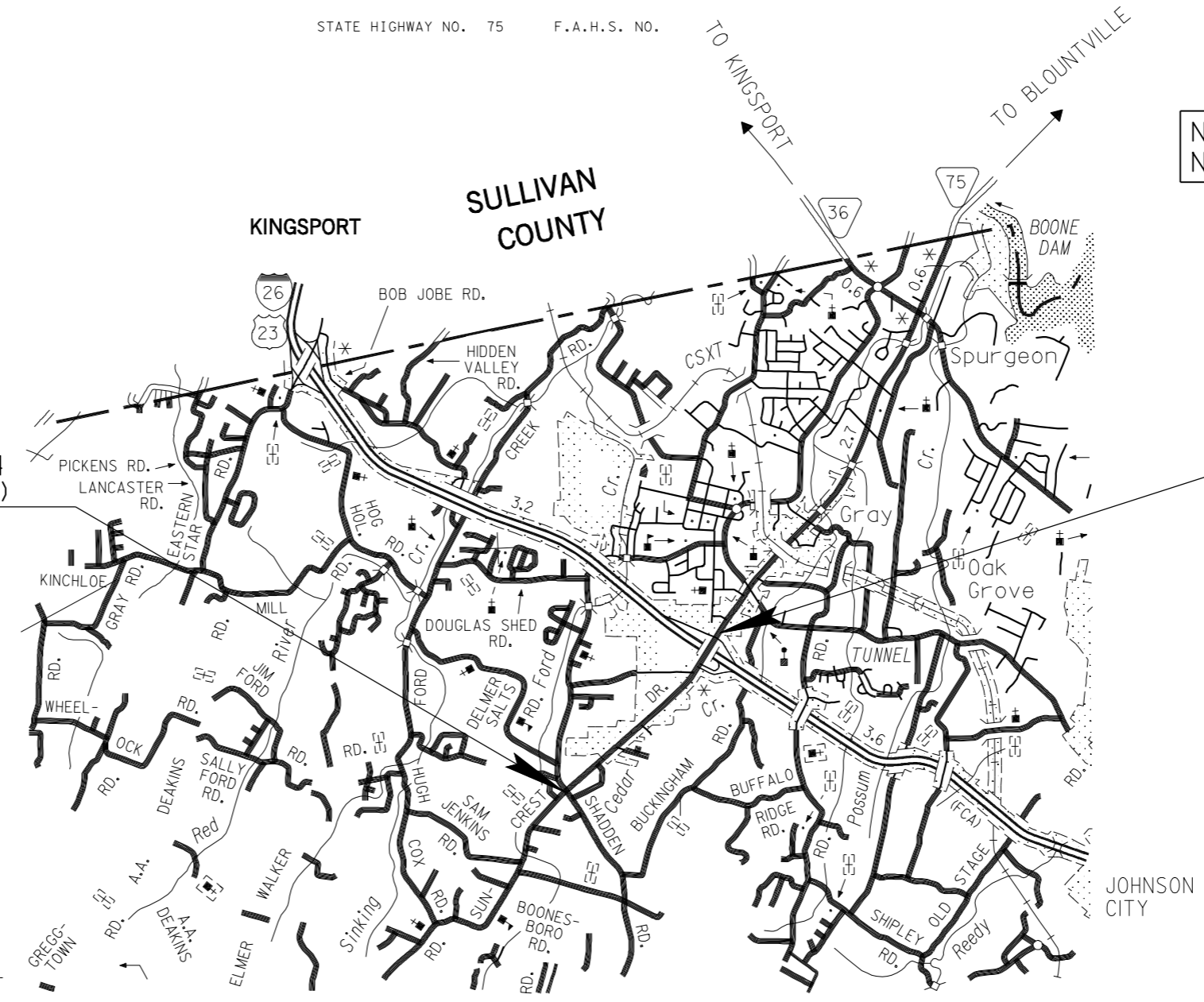


SPECIAL NOTES

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. 1 ANDREA R. HALL
DESIGNER MATTIE E. MCDOWELL
P.E. NO. 98013-4203-04
PIN 112088.00



90018-8231-14
END ARRA-STP-75(9)
L.M. 15.62

APPROVED: *Paul D. Duggan*
CHIEF ENGINEER

DATE:
APPROVED: *Sarah F. Nixey*
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:
DIVISION ADMINISTRATOR DATE

TRAFFIC DATA	
ADT (2009)	23546
POSTED SPEED	40 & 45 MPH

PROJECT LENGTH 1.45 MILES

INDEX OF SHEETS

STANDARD ROADWAY DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2009	ARRA-STP-75(9)	1A

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DESCRIPTION	SHEET NO.
TITLE SHEET.....	1
INDEX AND STANDARD DRAWINGS.....	1A
ESTIMATED QUANTITIES & DETAIL.....	2
TYPICAL SECTIONS & PAVEMENT SCHEDULE	3
GENERAL NOTES.....	4-5
SPECIAL NOTES.....	6

ROADWAY DESIGN STANDARDS

DWG. NO.	CURRENT REV. DATE	STANDARD TITLE
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD01-SE-2	10-15-02	URBAN SUPERELEVATION DETAILS
RD01-SE-3	10-15-02	RURAL SUPERELEVATION DETAILS

SAFETY APPURTENANCES AND FENCE

DWG. NO.	CURRENT REV. DATE	STANDARD TITLE
S-GR-11	11-26-07	W-BEAM & THRIE BEAM BARRIER RAIL AND RUB RAIL ALTERNATES
S-GR-12	05-27-03	W-BEAM BARRIER POST DETAILS AND SPECIFICATIONS
S-GR-13	05-27-03	BARRIER RAIL MOUNTING, POST BLOCK-OUTS WITH VERTICAL ADJUSTMENT HOLES
S-GR-13A		BARRIER RAIL MOUNTING POST FOR PLASTIC BLOCK-OUTS WITH HORIZONTAL ADJUSTMENT HOLES
S-GR-14	09-05-98	W-BEAM BARRIER FASTENING HARDWARE AND BRIDGE APPROACH DELINEATORS
S-GR-15	06-30-05	W-BEAM BARRIER TERMINAL ELEMENT DETAILS
S-GR-38A	06-30-05	DETAILS FOR CONSTRUCTION OF ALTERNATE EARTH PAD FOR TYPE 38 GUARDRAIL END TERMINALS
S-GR-43		TANGENTIAL GUARDRAIL TERMINAL ANCHOR (TYPE 38) POST LAYOUT AND ERECTION DETAILS
S-GR-44		TANGENTIAL GUARDRAIL TERMINAL ANCHOR (TYPE 38) (2 TUBE) GUARDRAIL ELEMENT POST AND ASSEMBLY DETAILS

TRAFFIC CONTROL APPURTENANCES

DWG. NO.	CURRENT REV. DATE	STANDARD TITLE
T-M-1	04-15-04	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	09-05-04	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	03-15-07	STANDARD INTERSECTION PAVEMENT MARKINGS
T-S-16	10-23-06	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-17	10-26-96	GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-29-91	STANDARD MEMBERS BENDAWAY SIGN SUPPORTS STEEL DESIGN
T-S-20	05-27-01	SIGN DETAILS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2009	ARRA-STP-75(9)	2

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ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
208-01	SHOULDERS AND DITCHES	L.M.	2.9
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	672
① 307-01.15	ACS MIX (PG64-22)(BPMLC-HM) GRADING CS	TON	932
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	7
② 411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	602
③ 411-02.10	ACS MIX (PG70-22) GRADING D	TON	2747
④ 411-10.01	SCORING PAVEMENT	L.M.	3
⑤ 705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	18
⑥ 705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH	11
712-01	TRAFFIC CONTROL	L.S.	1
⑦ 712-06	SIGNS (CONSTRUCTION)	S.F.	748
⑧ 713-16.20	SIGNS (W2-1)	EACH	2
716-01.01	RAISED PAVEMENT MARKERS (TYPE 1)	EACH	234
716-02.01	PLASTIC PAVEMENT MARKING (4" LINE)	L.M.	4
716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	205
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	350
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	18
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	1
⑨ 716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	10
717-01	MOBILIZATION	L.S.	1

⑥ INCLUDES ALL MATERIALS NECESSARY FOR CONSTRUCTION OF THE PAD AND ANY NECESSARY EPSC MEASURES.

⑦ QUANTITY INCLUDES THE FOLLOWING SIGNS:

<u>26</u> - ROAD WORK	(W20-1)
<u>2</u> - ONE LANE ROAD	(W20-4)
<u>2</u> - FLAGGER	(W20-7a)
<u>2</u> - ROAD WORK NEXT <u>2</u> MILES	(G20-1)
<u>2</u> - ADVISORY SPEED	(W13-1)
<u>2</u> - END ROAD WORK	(G20-2)
<u>8</u> - SHOULDER DROP-OFF	(W8-9A)
<u>8</u> - LANE CLOSED	(W20-5)
<u>4</u> - LANE ENDS	(W4-2)

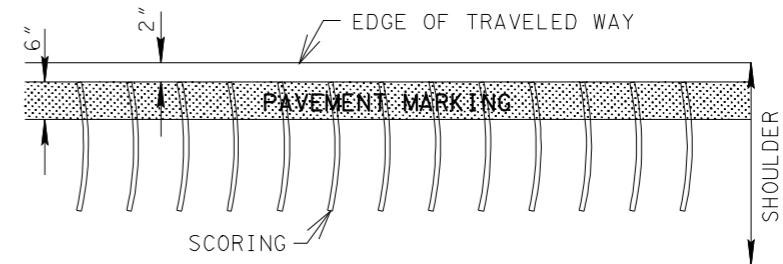
⑧ TO BE USED AT L.M.14.17 RT. AND L.M.14.28 LT. OR AS DIRECTED BY THE TDOT SUPERVISOR.

⑨ TO BE USED FOR TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS.

FOOTNOTES

- ① INCLUDES 60 TONS FOR COUNTY ROADS AND 67 TONS FOR TURN LANES.
- ② INCLUDES 12 TONS FOR PRIVATE DRIVES, 60 TONS FOR BUSINESS ENTRANCES AND 116 TONS FOR SPOT LEVELING .(SPOT LEVELING TO BE USED ONLY TO CORRECT DEFICIENCIES ON EXISTING PAVEMENT AND IS NOT TO BE COMBINED WITH OTHER COURSES.)
- ③ INCLUDES 28 TONS FOR PRIVATE DRIVES, 140 TONS FOR BUSINESS ENTRANCES, 200 TONS FOR COUNTY ROADS AND 177 TONS FOR TURN LANES. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE MODIFIED ASPHALT MIX OR THE REGULAR ASPHALT ON THE PAVING OF COUNTY ROADS, DRIVEWAYS AND BUSINESS ENTRANCES.
- ④ SCORING TO BE A RUMBLE STRIPE. SEE SPECIAL PROVISION 411RS, SPECIAL PROVISION 716ST AND DETAIL ON THIS SHEET.
- ⑤ TO BE USED IN THE FOLLOWING LOCATIONS OR AS DIRECTED BY THE TDOT SUPERVISOR. INCLUDES COST OF REMOVING EXISTING GUARDRAIL AND TERMINALS. REMOVED GUARDRAIL AND TERMINAL TO BECOME PROPERTY OF THE STATE MAINTENANCE FORCES UPON COMPLETION OF THIS PROJECT.

L.M. 14.40 (RT.)	L.M. 14.71 (RT.)	L.M. 15.22 (LT&RT.)
L.M. 14.41 (LT.)	L.M. 14.72 (LT.)	
L.M. 14.41 (RT.)	L.M. 14.73 (LT&RT.)	
L.M. 14.46 (LT.)	L.M. 14.83 (RT.)	
L.M. 14.49 (LT.)	L.M. 15.12 (LT&RT.)	
L.M. 14.56 (RT.)	L.M. 15.16 (LT.)	
L.M. 14.56 (RT.)	L.M. 15.21 (LT.)	

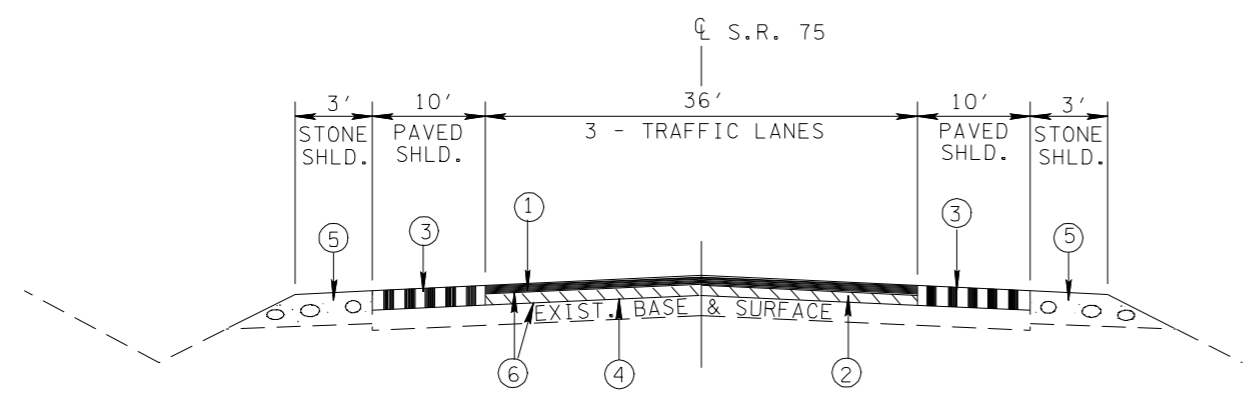


NOTE: SEE SPECIAL PROVISION 411RS AND SPECIAL PROVISION 716ST.

DETAIL OF SCORING

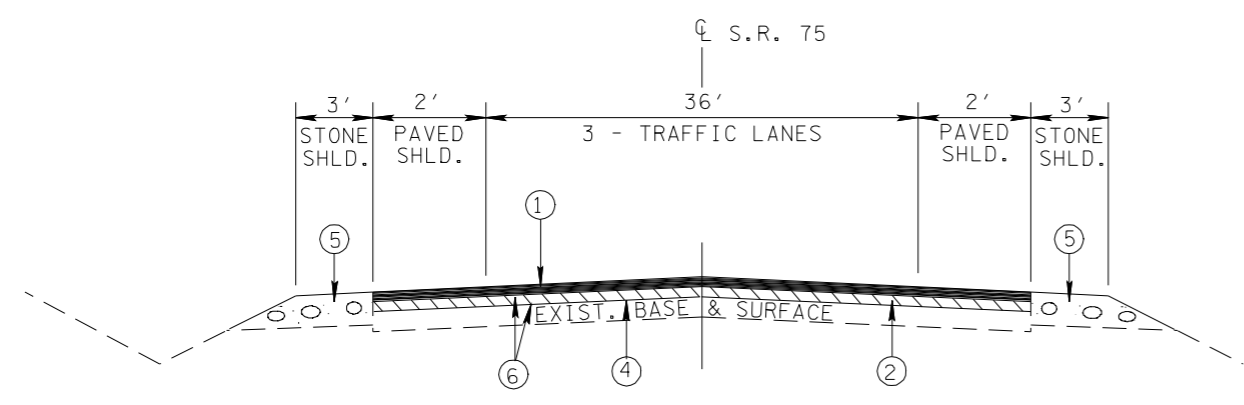
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RESURF	2009	ARRA-STP-75(9)	3

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TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 14.17 TO LOG MILE 14.30
LOG MILE 15.32 TO LOG MILE 15.62



TYPICAL CROSS-SECTION OF IMPROVEMENT

LOG MILE 14.30 TO LOG MILE 15.32

PROPOSED PAVEMENT SCHEDULE	
①	ASPHALTIC CONCRETE SURFACE (HM) 1/4" TH. (APPROX. 132.5 LBS./SQ. YD.) 411-02.10 ACS MIX (PG70-22) GRADING D
②	BITUMINOUS PLANT MIX BASE (HM) (APPROX. 50 LBS./SQ. YD.) 307-01.15 ACS MIX (PG64-22) (BPMLC-HM) GRADING CS
③	ASPHALTIC CONCRETE SURFACE (HM) 1 3/4" TH. (APPROX. 180.3 LBS./SQ. YD.) 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
④	ASPHALTIC CONCRETE SURFACE (HM) (SPOT LEVELING) (APPROX. 80 TON/MILE) 411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER
⑤	MINERAL AGGREGATE BASE - (SHOULDERS) 2" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
⑥	TACK COAT @ 0.02 GAL./SQ. YD. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)

NOTE:
ITEM NO. 307-01.15 TO BE OMITTED ON BRIDGE OVER I-26 (L.M. 15.46).
BRIDGE IS TO BE PAVED FULL WIDTH WITH 1/4" "D" MIX.

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GENERAL NOTES

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UTILITIES

- (1) 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.
- (2) 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.

- (3) 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.
- (4) 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.

MISCELLANEOUS

- (1) 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

- (1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT 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), LIN. MI.
- (2) IF THERMOPLASTIC IS USED ON THE FINAL SURFACE, 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 MARKING AFTER THE PAVING OPERATION IS COMPLETED. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. 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. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-02.01 PLASTIC PAVEMENT MARKING (4" LINE), LIN. MI.

CONSTRUCTION WORK ZONE AND TRAFFIC CONTROL

- (1) 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.
- (2) 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.
- (3) 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.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) 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.

PAVEMENT RESURFACING

- (1) 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.
- (2) 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.

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(6) 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 AN 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.

(7) 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

(1) 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.

(2) 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.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

(1) 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:

(2) 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.

(3) 2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES. TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

- WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
- WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN PAVEMENT AND/OR LOW SHOULDER) 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.

c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3.5 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN PAVEMENT AND/OR LOW SHOULDER) WILL 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.

IN THESE SITUATIONS THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING TWO MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

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SPECIAL NOTES

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RESURF	2009	ARRA-STP-75(9)	6

WASHINGTON CO. S.R.75
90018-8231-14

GUARDRAIL

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY EXISTING GUARDRAIL END TREATMENTS UNTIL THE T.D.O.T. SUPERVISOR CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED END TREATMENTS SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR ANY END TREATMENT UNTIL IT IS COMPLETE IN PLACE.
- (2) IF ANY END TREATMENT MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE 'A' LIGHTS AND A ROUNDED END ELEMENT AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY MEASURES (BARRICADES, DRUMS, LIGHTS AND ROUNDED END ELEMENTS) SHALL BE INCLUDED IN THE COST OF THE GUARDRAIL END TREATMENT.

UTILITIES

- (1) THE LOCATIONS OF UTILITIES 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 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.
- (3) 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.

- (4) **UTILITY OWNERS**
 POWER: JOHNSON CITY POWER BOARD
 TELEPHONE: AT&T
 WATER: CITY OF JOHNSON CITY
 SEWER: CITY OF JOHNSON CITY
 CABLE: COMCAST

MISCELLANEOUS

- (1) THE CONTRACTOR WILL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE NECESSARY. COST TO BE INCLUDED IN PRICES BID FOR OTHER ITEMS OF CONSTRUCTION.
- (2) ALL GUARDRAILS, GUARDRAIL POSTS, AND SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE REMOVED AND STORED BY THE STATE FORCES.
- (3) ALL SIGNING, PAVEMENT MARKINGS AND TRAFFIC CONTROL TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (4) DITCHES WILL BE CLEANED BY THE CONTRACTOR. ANY PAVED SHOULDERS WILL BE CLEANED (BROOMED) AND AGGREGATE SHOULDERS CLIPPED AND SHAPED BY THE CONTRACTOR AND PAYMENT MADE UNDER ITEM 208-01. MINERAL AGGREGATE AND ANY ASPHALTIC MATERIALS (FOR SHOULDERS) WILL BE ADDED BY THE CONTRACTOR AND PAYMENT MADE UNDER THEIR RESPECTIVE ITEM NUMBERS. THESE MATERIALS WILL BE PLACED TO EXISTING SHOULDER WIDTH OR AS DIRECTED BY THE T.D.O.T. SUPERVISOR.

PAVEMENT MARKINGS

- (1) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL "NO PASSING ZONES" IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AS WELL AS TO PROVIDE THE LAYOUT OF ALL PAVEMENT MARKING REQUIRED ON THE PROJECT. THE METHOD OF DETERMINING THE "NO PASSING ZONES" TO BE APPROVED BY THE T.D.O.T. SUPERVISOR WITH ADVICE FROM THE REGIONAL TRAFFIC OFFICE BEFORE PAVING OPERATIONS BEGIN.

PAVEMENT RESURFACING

- (1) SURFACE TO BE CROWNED AS DIRECTED BY THE T.D.O.T. SUPERVISOR.
- (2) THE CONTRACTOR WILL PLACE THE SPOT LEVELING WHERE AND AS DIRECTED BY THE T.D.O.T. SUPERVISOR.
- (3) ALL SURPLUS PATCHING, JOINT MATERIAL AND CRACK SEALANT IS TO BE REMOVED BEFORE PLACING THE FIRST LAYER OF ASPHALT.
- (4) STATE FORCES WILL REMOVE ALL RAISED PAVEMENT MARKERS, IF ANY, BEFORE RESURFACING IS BEGUN.
- (5) SPECIAL PROVISION NO. 411C APPLIES TO THIS PROJECT. AVERAGE HC-IRI NUMBER PER MILE IS 88.5 (EXCLUSION: L.M. 15.40 - L.M. 15.62) SEE TABLE BELOW.

NORTHBOUND S.R.75			SOUTHBOUND S.R. 75		
FROM	TO	HC IRI	FROM	TO	HC IRI
0.00	1.00	107	0.00	1.00	76
1.00	1.20	113	1.00	1.20	58

CONSTRUCTION WORK ZONE AND TRAFFIC CONTROL

- (1) DURING ALL PERIODS OF CONSTRUCTION INACTIVITY, THE CONTRACTOR SHALL BE REQUIRED TO KEEP ALL LANES OPEN IN ACCORDANCE WITH THE TDOT PAVEMENT DROP-OFF POLICY. THIS WILL REQUIRE THE REMOVAL OF ALL TRAFFIC CONTROL DEVICES ASSOCIATED WITH ANY LANE CLOSURES AT THE END OF THE WORK DAY AND THE REINSTALLATION OF THE DEVICES AT THE BEGINNING OF THE NEXT WORK DAY.
- (2) THE CONTRACTOR SHALL CLOSE NO MORE THAN ONE LANE IN EACH DIRECTION DURING HIS WORKING TIME AND ALL LANES ARE TO REMAIN OPEN DURING "PEAK HOURS".

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RESURF	2009		7

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
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