

**HAMILTON COUNTY DEPARTMENT OF EDUCATION**  
**3074 Hickory Valley Road**  
**Chattanooga, TN 37421**  
**Main Line: (423) 498-7030**  
**Email: [doe\\_purchasing@hcde.org](mailto:doe_purchasing@hcde.org)**

**Posted Date:** April 5, 2023

**Solicitation No.:** Bid 23-30

**Solicitation Name:** East Hamilton High Track & Field Event Site

**Subject:** Addendum Number 1

The following represents clarification, additions, deletions, and/or modifications to the above referenced bid. This addendum shall hereafter be regarded as part of the solicitation. Items not referenced herein remain unchanged, including the response date. Words, phrases, or sentences with a strikethrough represent deletions to the original solicitation. Underlined words and bolded phrases or sentences represent additions to the original solicitation.

**ATTACHMENT: YES**

- **Pre-Bid Meeting Minutes**
- **Pre-Bid Sign In Sheet**
- **Limited Subsurface Exploration Report**
  - **Location Plan**
  - **Hand Auger Boring Record**
  - **Representative Photographs**
  - **Laboratory Results Summary**

**QUESTIONS/ANSWERS**

1.	I also saw the specified running track surface for the project was to be a latex track system, but I was curious if you are willing to look at/accept a polyurethane track system?
<b>Answer</b>	<b>We are not choosing an alternate for the upgrade to polyurethane on this track. We are bidding the plexitrack surface system.</b>

Attachment	<ul style="list-style-type: none"> <li>• <b>See Addendum 1 Attachment</b></li> </ul>
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**BIDDER/PROPOSER IS ADVISED, YOU ARE REQUIRED TO ACKNOWLEDGE RECEIPT OF THIS ADDENDUM WHEN SUBMITTING A BID/PROPOSAL. FAILURE TO COMPLY WITH THIS**

**REQUIREMENT MAY RESULT IN THE BIDDER/PROPOSER BEING CONSIDERED NON-RESPONSIVE.**

**ALL OTHER TERMS AND CONDITIONS OF THE SOLICITATION DOCUMENTS ARE AND SHALL REMAIN THE SAME.**

*Debbie Jackson*

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Procurement Specialist III  
Procurement Specialist Phone: 423-498-7030  
Hamilton County Department of Education  
[doe\\_purchasing@hcde.org](mailto:doe_purchasing@hcde.org)

**MANDATORY PRE-BID MEETING  
EAST HAMILTON HIGH SCHOOL TRACK  
IMPROVEMENTS MARCH 23, 2023 @ 10:00 AM  
MEETING MINUTES/ADDENDUM 1**

- Bid Opening April 10, 2023 @ 2:00 PM ET
- Bids (2 copies) shall be delivered to 3074 Hickory Valley Road, Chattanooga, TN 37421
- Bids are date/time stamped. Make sure bids are on time or they will not be accepted.
- Include the following with bid: Bonds/Bid Security, Addendum to Agreement, Drug Free Workplace, Non-Collusion Affidavit, Executed page 5 of Instruction to Bidders, Acknowledgement of Addenda's, and Statement of Qualifications.
- Contact Denise Ellison at 423-498-7030 with any questions on bid submittal.
- Construction Time Frame currently set for 120 days.
- The base bid should include an \$80,000.00 general allowance.
- Project includes the demolition and replacement of the existing track, track events, fence, sidewalk. Track drainage will be upgraded to a Pro-S Channel Drain with collector system.
- Must have a "Certified Track Builder" as part of the team.
- TDEC NOC has been applied for
- Hamilton County Water Quality permit has been applied for. Contractor is responsible for payment once permit is ready.
- Attendees were encouraged to visit the site.
- The discus event is being removed from the site plan; See Attached Plans
- Pole Vault location is being moved to the D zone are; See Attached Plans
- Added inlet in D zone; See attached Plans
- Added note for plexitrack surface; See attached Plans
- See attached Pre-Bid Attendees.
- See attached GEO Report

Hamilton County Department of Education  
 Pre-Bid Meeting – March 23, 2023 – 10:00AM  
 BID 23-30 East Hamilton H.S. Track & Field Events  
 SIGN IN SHEET

Company Name	Representative Name	Email	Phone
BASELINE SPORTS CONST	CHAD SWANSON	CHAD@BASELINECON.COM	423-684-5542
Baseline Sports Const	Steve Clift	Steve@baseline.com	423-593-8284
Baseline Sports Const.	Logan Echols	lmechols25@gmail.com	423-883-4108
INTEGRATED PROPERTIES	JON CLINARD	JCLINARD@INTEGRATEDBUILDS.COM	423-643-8448
M + E EXCAVATION and TREE, LLC	JEFF MOORE	JEFF.M@EXCAVATION@gmail.com	423-602-1988
HAM @. ENG	Natalie Gill		423-209-7810
↓ ↓	Andrew Fridry		↓ ↓
<del>JUSTIN WITTE</del> HCOE	JUSTIN WITTE		



March 22, 2023

Hamilton County Department of Engineering  
1250 Market Street, Suite 3046  
Chattanooga, Tennessee 37402

Attention: Ms. Autumn Friday, PE

Reference: **Limited Subsurface Exploration Report  
East Hamilton High School – Athletic Track**  
2015 Ooltewah Ringgold Road  
Ooltewah, Tennessee 37363  
S&ME Project No. 23810041

Dear Ms. Friday:

S&ME, Inc. (S&ME) has completed a limited subsurface exploration for the East Hamilton High School athletic track located at 2015 Ooltewah-Ringgold Road in Ooltewah, Tennessee. Our services were performed in general accordance with S&ME Proposal No. 23810041, dated February 7, 2023. Our proposed services included an exploration of the existing pavement and subgrade soil conditions at the East Hamilton High School track. This report outlines our exploration and laboratory test data, our visual observations, and recommendations for resurfacing of the track.

## ◆ Purposes of Evaluation

The primary purpose of the limited subsurface exploration was to observe and document the current pavement section and subgrade soil conditions for the track, observe current pavement and site conditions relative to the performance of the current pavement section, and provide recommendations for the planned resurfacing project.

## ◆ Project Information

Project information was provided in several emails between Ms. Autumn Friday, PE, Project Engineer with the Hamilton County Engineering Department, and Mr. Monoletto Lewis Jr, Project Manager with S&ME between January 1, 2023, and January 30, 2023. Hamilton County also provided a location plan showing the proposed hand auger boring locations.

The site is located at the existing track, around the football field at East Hamilton High School located at 2015 Ooltewah-Ringgold Road in Ooltewah, Tennessee. The project will include installing a new surface for the track, as the existing surface is failing in multiple locations.



## ◆ Procedures

### Field Exploration

On February 7, 2023, S&ME mobilized to the site to core the pavement and evaluate the subgrade conditions at the general locations provided by Hamilton County. The approximate core/boring locations are shown on the attached Location Plan in the Appendix of this report. The pavement was cored at each selected location, the cored asphalt was removed, and the asphalt thickness was measured and recorded. The base course was then excavated, and its thickness measured and recorded. Then shallow subsurface soil conditions were further explored by hand auger borings. The hand auger borings were performed by manually rotating a steel bucket auger with two curved cutting blades into the subgrade soils to a depth of about 48 inches below grade or hand auger refusal conditions, whichever were encountered first. Hand auger refusal can occur when encountering pieces of rock or high consistency soils. The soils brought to the surface in the auger bucket were visually observed and descriptions of soil types were recorded in the field. The asphalt cores along with representative grab samples of soil collected at about 1-foot increments were returned to our Chattanooga office for additional observations and laboratory testing.

We also performed portable dynamic cone penetrometer (DCP) testing at about 1-foot increments. The DCP has a 1½-inch diameter, 45-degree conical point which is driven into the soil using a 15-pound steel drop weight on a guide rod. After the point is embedded at the test depth, it is driven an additional about 1¾ inches by the steel weight falling 20 inches onto a steel anvil. The number of hammer blows required to drive the cone the 1¾-inch increment is recorded as the “penetration resistance” in units of blows per increment (bpi). Penetration resistance, when properly evaluated, is an index to the soil’s strength and compressibility. The soil or other material encountered in each boring and the DCP test results are summarized in the attached Hand Auger Boring Records.

After completion of coring and auguring, the holes were checked for the presence of water and were then backfilled using the excavated soil cuttings and aggregate base. The backfill materials were tamped during backfill placement, but some future subsidence of the backfill materials should be expected. The asphalt was patched using a commercially produced asphalt cold-patching material. Note that these patches are not considered to be permanent.

Our project professional, Mr. Monoletto Lewis Jr. visited the site on February 10, 2023, to observe and document the existing pavement conditions. Mr. Lucas Simington, PE of S&ME also traveled to the site on March 21, 2023 for additional observations. As part of the observation process, S&ME made written notes and took representative photographs of the conditions of the existing pavement.

### Laboratory Procedures

Collected soil samples were visually observed and classified by our project professional and representative samples were selected for laboratory testing. Samples were selected for moisture content and Atterberg limits testing. The moisture content of soils along with results of DCP testing can help provide an indication of various physical properties, including strength and compressibility. Moisture content testing was performed in general accordance with ASTM D2216. Atterberg limits or soil plasticity is an indication of the soils susceptibility to volume change associated with changes in moisture content. Soils with a plasticity index (PI) of less than 30 are generally considered slightly susceptible to volume changes while soils with PI’s greater than 30 are generally



considered to be highly susceptible to volume changes. The laboratory test results are shown on the attached Laboratory Test Results Summary.

## ◆ Findings

### **Pavement Condition Assessment Summary**

In general, the athletic track was observed to have various degrees of alligator cracking. Potholes were observed in multiple locations, typically occurring at pavement joints. The track was also observed to have large cracks running vertically or parallel within the track. The observed cracks were typically located at joints in the pavement, but additional cracking was also observed. The observed cracking is expected to be associated with shrinkage of the pavement.

### **Pavement Component Thicknesses and Shallow Subsurface Conditions**

The asphalt at each cored location for the track was observed to consist of one two-inch thick layer. Aggregate base course material was encountered underlying the asphalt at each cored location and its thickness varied from about 4 to 6 inches.

The subgrade soils directly beneath the aggregate base were observed to be a reddish brown or brownish red silty clay with varying amount of chert. Two locations were observed to be underlain by a gray silty clay followed by shallow refusal conditions expected to be associated with rock. DCP test results on the subgrade soils ranged from 5 to 25+ bpi, with an average of about 15 bpi. Hand auger refusal was encountered in T5 and T7 at about 1 to 5 inches below the basestone interval, respectively.

Findings from our field exploration program are presented in detail on the Hand Auger Boring Records in the Appendix. The Hand Auger Boring Records present measured pavement component thicknesses at each boring location and our interpretation of the shallow subsurface soil conditions at the time of our exploration. Actual transitions between material types may be more gradual than indicated by the descriptions in the Hand Auger Boring Record. Significant variations in subsurface soil types and consistencies can occur over short horizontal distances.

### **Laboratory Results**

Laboratory tests were performed on representative grab samples obtained during our field testing. We conducted moisture content and Atterberg limits tests on selected samples to aid our soil classification and to evaluate the relative volume change potential of on-site soils. Based on the test results, the onsite soils are generally considered to be moderately susceptible to volume changes and their in-place moisture content was typically above their plastic limits. The laboratory test results are summarized in the table in the Appendix.

## ◆ Conclusions and Recommendations

In general, the subgrade soils are expected to be adequate for the normal use of the track. The current pavement condition is expected to be a result of the relatively thin asphalt pavement section and the varying subgrade



conditions (transitions between shallow rock and clay). Currently the surface of the asphalt track ties into adjacent concrete structures.

As discussed above, the observed pavement condition is likely associated with its thin section and shallow rock. Due to the shallow rock and needing to tie into adjacent grades, economic options for a thickened section are limited. We offer the following two options for resurfacing of the track:

- Asphalt Replacement

The first option is removal of the existing 2 inches of asphalt and placing a similar 2-inch section.

- Asphalt Replacement with Geotechnical Fabric Installation

The second option is removing the asphalt and utilizing a Geotechnical pavement fabric between the basestone and asphalt intervals. The purpose of the geotechnical fabric is to reduce the likelihood of cracking associated with differential movement of the subgrade relative to the underlying shallow rock and clay.

We expect that the paving process will load the subgrade beyond its normal use and may present issues if work is desired to be performed during a period of wet weather. Based on our subsurface data, these areas will likely occur in areas of shallow rock with saturated thin zones of soil beneath the basestone. An allowance for subgrade repairs should be considered for both options.

## **Pavement Construction**

Initially the track should be milled to remove the asphalt. The asphalt may be removed without milling, but additional effort will be required to regrade the stone surface prior to paving or installation of the fabric.

Upon completion of milling, the subgrade should be evaluated by a representative of the Owner. Typically, this will involve observing proofrolling prior to paving operations. The purpose of proofrolling is to locate areas of soft or unstable soils. Proofrolling should be performed using a loaded dump truck or other heavy equipment equivalent to the anticipated paving equipment. The proofrolling operation should include multiple passes encompassing as much of the track surface as possible. If paving is performed during a period of wet weather, some areas of soft subgrade soil may be encountered during the proofrolling. Areas that fail during the proofrolling should be undercut and replaced with structural fill. The structural fill may consist of soil, aggregate, or millings placed in loose lifts of about 8 inches and compacted to at least 98 percent of the materials maximum dry density as determined by the laboratory standard Proctor test. The Contractor may also elect to place asphalt as the backfill material. The undercut and backfill should be approved by the Owner's representative prior to commencement.

Prior to any paving, a tac-coat should be placed in accordance with TDOT standards. If the second option is selected, the Geotechnical pavement fabric should be installed (such as Tensar Glasgrid 8501 or equivalent) per the manufacturer's recommendations. Then the Contractor should proceed with placement of Grade E, asphalt surface course. The new pavement section should be installed in general accordance with current TDOT standards.





## General Pavement Recommendations

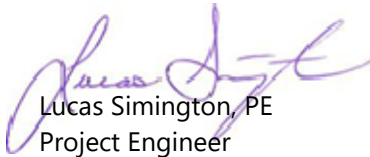
Experience has shown that most asphalt pavement failures are caused by localized soft spots in the subgrade or inadequate drainage. Proofrolling, as discussed earlier, should be performed prior to asphalt placement to detect soft spots in the subgrade. The civil design must include proper drainage to reduce softening of the subgrade, frost damage, heaving, soil migration, and pumping failures. Poor soil subgrade preparation and inadequate or improper soil subgrade drainage can result in pavement failure. We recommend the subgrade be proofrolled just prior to paving to detect poorly compacted material or soft areas. Additionally, maintenance is essential to good long-term performance of asphalt pavements. Any distressed areas should be promptly repaired to prevent the failure from spreading due to water infiltration. Cracks and exposed joints should be sealed annually.

## ◆ Acknowledgment

S&ME appreciates the opportunity to be of service on this project. If you have any questions about this report, please contact us.

Sincerely,

**S&ME, Inc.**

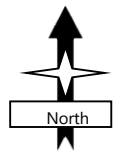


Lucas Simington, PE  
Project Engineer



Chuck Williams  
CS Operations Manager

Attachments:   Location Plan  
                      Hand Auger Boring Records  
                      Representative Photographs  
                      Laboratory Results Summary



**Legend:**  
 ● - Approximate sample location

Base image provided by Hamilton County.



**LOCATION PLAN**

East Hamilton High School - Athletic Track  
 Ooltewah, Hamilton County, Tennessee

SCALE:  
 NTS  
 DATE:  
 3/15/2023  
 PROJECT NUMBER  
 23810041

FIGURE NO.  
 A

Form No. TR-HAPT-01  
 Revision No. : 1  
 Revision Date: 12/13/2022

## Hand Auger Boring Record



**S&ME, Inc. - Chattanooga 4291 Highway 58, Suite 101, Chattanooga, TN 37416**

<b>Project No.:</b>	<b>23810041</b>	<b>Project Name:</b>	<b>East Hamilton HS - Athletic Track</b>	<b>Report Date:</b>	<b>3/22/2023</b>
<b>Client:</b>	Hamilton County Engineering Department	<b>Address:</b>	1250 Market Street Chattanooga, TN	<b>Test Date(s):</b>	2/7/2023
<b>Project Location:</b>	2015 Ooltewah Ringgold Road, Ooltewah, TN 37363				
<b>Technicians:</b>	D. Parker and W. McGowan		<b>Hammer Weight:</b>	15-Lbs.	

<i>Stratification</i>			<i>Hammer Blows</i>				
<i>Test Location</i>	<i>Depth</i>	<i>Soil Description</i>	<i>Depth</i>	<i>Increment</i>			<i>Average</i>
	<i>inches</i>		<i>inches</i>	<i>1st</i>	<i>2nd</i>	<i>3rd</i>	
EH-T1	0 to 2	Asphalt					
	2 to 7	Basestone					
	7 to 18	Reddish brown, silty CLAY (CH) with chert, wet, firm to hard	12	25+			25+
			18	25+			25+
		Hand auger refusal at 18 inches.					
EH-T2	0 to 2	Asphalt					
	2 to 7	Basestone					
	7 to 24	Reddish brown, silty CLAY (CH) with chert, wet, firm to hard	12	5	6	7	6
			24	25+			25+
	24 to 36	Brown clayey Gravel (GP), dense	36	25+			25+
		Hand auger refusal at 36 inches.					

**References / Comments / Deviations:**

Damon Parker  
*Technician Name*

\_\_\_\_\_  
*Certification / No.*

2/7/2023  
*Date*

Lucas Simington, PE  
*Technical Responsibility*

Project Engineer  
*Position*

3/22/2023  
*Date*

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## Hand Auger Boring Record



**S&ME, Inc. - Chattanooga 4291 Highway 58, Suite 101, Chattanooga, TN 37416**

Project No.:	<b>23810041</b>	Project Name:	<b>East Hamilton HS - Athletic Track</b>	Report Date:	<b>3/22/2023</b>
Client:	Hamilton County Engineering Department	Address:	1250 Market Street Chattanooga, TN	Test Date(s):	2/7/2023
Project Location:	2015 Ooltewah Ringgold Road, Ooltewah, TN 37363				
Technicians:	D. Parker and W. McGowan		Hammer Weight:	15-Lbs.	

<i>Stratification</i>			<i>Hammer Blows</i>				
<i>Test Location</i>	<i>Depth</i>	<i>Soil Description</i>	<i>Depth</i>	<i>Increment</i>			<i>Average</i>
	<i>inches</i>		<i>inches</i>	<i>1st</i>	<i>2nd</i>	<i>3rd</i>	
EH-T5	0 to 2	Asphalt					
	2 to 7	Basestone					
	7 to 8	Grayish brown, silty CLAY (CH), firm to hard	8	25+			25+
		Hand auger refusal at 8 inches.					
EH-T6	0 to 2	Asphalt					
	2 to 8	Basestone					
	8 to 48	Brownish red, silty CLAY (CH) with chert, wet, firm	12	8	10	11	9
			24	7	10	10	9
			36	8	9	10	9
			48	9	10	10	9
		Hand auger terminated at 48 inches.					

**References / Comments / Deviations:**

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Damon Parker  
Technician Name

\_\_\_\_\_  
Certification / No.

2/9/2023  
Date

Lucas Simington, PE  
Technical Responsibility

Project Engineer  
Position

3/22/2023  
Date

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## Hand Auger Boring Record



**S&ME, Inc. - Chattanooga 4291 Highway 58, Suite 101, Chattanooga, TN 37416**

Project No.:	<b>23810041</b>	Project Name:	<b>East Hamilton HS - Athletic Track</b>	Report Date:	<b>3/22/2023</b>
Client:	Hamilton County Engineering Department	Address:	1250 Market Street Chattanooga, TN	Test Date(s):	2/7/2023
Project Location:	2015 Ooltewah Ringgold Road, Ooltewah, TN 37363				
Technicians:	D. Parker and W. McGowan		Hammer Weight:	15-Lbs.	

<i>Stratification</i>			<i>Hammer Blows</i>				
<i>Test Location</i>	<i>Depth</i>	<i>Soil Description</i>	<i>Depth</i>	<i>Increment</i>			<i>Average</i>
	<i>inches</i>		<i>inches</i>	<i>1st</i>	<i>2nd</i>	<i>3rd</i>	
EH-T7	0 to 2	Asphalt					
	2 to 7	Basestone					
	7 to 12	Gray and brownish red, silty CLAY (CH), firm to hard	12	25+			25+
		Hand auger refusal at 12 inches.					
EH-T8	0 to 2	Asphalt					
	2 to 6	Basestone					
	6 to 48	Dard reddish brown, silty CLAY (CH) with chert, wet, firm to very firm	12	13	17	19	16
			24	9	12	12	11
			36	9	10	11	10
			48	10	10	11	10
		Hand auger terminated at 48 inches.					

*References / Comments / Deviations:*

Damon Parker  
*Technician Name*

\_\_\_\_\_  
*Certification / No.*

2/7/2023  
*Date*

Lucas Simington, PE  
*Technical Responsibility*

Project Engineer  
*Position*

3/22/2023  
*Date*

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**Limited Subsurface Exploration Report  
East Hamilton High School – Athletic Track**


Ooltewah, Tennessee  
S&ME Project No. 23810041

<b>1</b>	<b>Location</b>	Near EH-T1
	<b>Remarks</b>	Separation of track at longitudinal paving joint



Date: 2/7/2023  
  
 Photographer: D. Parker

<b>2</b>	<b>Location</b>	Between EH-T3 and EH-T4
	<b>Remarks</b>	Rough Surface condition



Date: 2/7/2023  
  
 Photographer: D. Parker



**Limited Subsurface Exploration Report  
East Hamilton High School – Athletic Track**

Ooltewah, Tennessee  
S&ME Project No. 23810041

<b>3</b>	<b>Location</b>	Between EH-T6 and EH-T7	Photographer: D. Parker	Date: 2/7/2023
	<b>Remarks</b>	Surface wear and separation at joint		



<b>4</b>	<b>Location</b>	Near EH-T7	Photographer: D. Parker	Date: 2/7/2023
	<b>Remarks</b>	Standing water at track edge		







**Limited Subsurface Exploration Report  
East Hamilton High School – Athletic Track**

Ooltewah, Tennessee  
S&ME Project No. 23810041

<b>5</b>	<b>Location</b>	Near EH-T8	Photographer: D. Parker Date: 2/7/2023
	<b>Remarks</b>	Moisture at pavement joint	

<b>6</b>	<b>Location</b>	Near ER-T8	Photographer: L. Simington Date: 3/21/2023
	<b>Remarks</b>	Abt 1/2" separation at transverse pavement joint	



Limited Subsurface Exploration Report  
 East Hamilton High School – Athletic Track  
 Ooltewah, Tennessee  
 S&ME Project No. 23810041

Laboratory Test Results Summary

Boring Number	Sample Type	Sample Depth (ft)	Moisture Content (%)	ATTERBERG LIMITS		
				Liquid Limit (%)	Plastic Limit (%)	Plasticity Index
EH-T1	Grab	1	17.0			
EH-T2	Grab	1	30.1			
EH-T3	Grab	1	25.6			
EH-T3	Grab	2	31.2			
EH-T4	Grab	1	18.4	54	21	33
EH-T6	Grab	1	28.3			
EH-T6	Grab	2	28.3			
EH-T7	Grab	1	28.0			
EH-T8	Grab	1	35.1	65	26	39
ER-T8	Grab	2	35.4			

Grab – Sample collected in Conjunction with Hand Auger borings (1 to 2 lbs.)



**GENERAL NOTES:**

1. ALL UTILITY LOCATIONS TO BE FIELD VERIFIED BY PROPER AGENCIES BEFORE BEGINNING CONSTRUCTION. ALL UNDERGROUND UTILITIES HAVE NOT BEEN FIELD LOCATED, NOR ARE ALL PURPORTED TO BE SHOWN. INFORMATION SHOWN SHOULD BE CONSIDERED APPROXIMATE. CONTRACTOR TO CONTACT ALL UTILITY COMPANIES TO HAVE UTILITIES FIELD LOCATED BEFORE EXCAVATION OR DEMOLITION WORK BEGINS.
2. ALL WORK AND MATERIALS SHALL COMPLY WITH HAMILTON COUNTY REGULATIONS AND CODES OF O.S.H.A. STANDARDS.
3. CONTRACTOR SHALL OBTAIN ALL PERMITS BEFORE CONSTRUCTION BEGINS.
4. NECESSARY AND SUFFICIENT BARRICADES, LIGHTS, SIGNS AND OTHER TRAFFIC CONTROL MEASURES AS MAY BE NECESSARY FOR THE PROTECTION AND SAFETY OF THE PUBLIC SHALL BE PROVIDED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.
5. CONTRACTOR SHALL VERIFY ALL DIMENSIONS BEFORE BEGINNING CONSTRUCTION.
6. BOUNDARY AND TOPOGRAPHIC INFORMATION TAKEN FROM HAMILTON COUNTY GIS AND ENGINEERING DEPARTMENT.
7. A PORTION OF THIS PROPERTY LIES IN ZONE AE (SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD) WHERE BASE FLOOD ELEVATIONS HAVE BEEN DETERMINED PER HAMILTON CO. FLOOD INSURANCE RATE MAP 47065C0388G
8. THE CONTRACTOR SHALL FULL DEPTH SAW-CUT TO PROVIDE SMOOTH TRANSITIONS AT TIE-INS TO EXISTING EDGES OF PAVEMENT.
9. CONTRACTOR SHALL VERIFY ALL UTILITIES AND COORDINATE WITH UTILITY COMPANIES AND HAMILTON COUNTY DEPARTMENT OF EDUCATION.

**NOTE: CONTRACTOR SHALL COORDINATE WITH HAMILTON DEPARTMENT OF EDUCATION FOR ALL EXISTING UTILITY LOCATIONS AND ANY UTILITY BOXES THAT NEED TO BE RELOCATED**

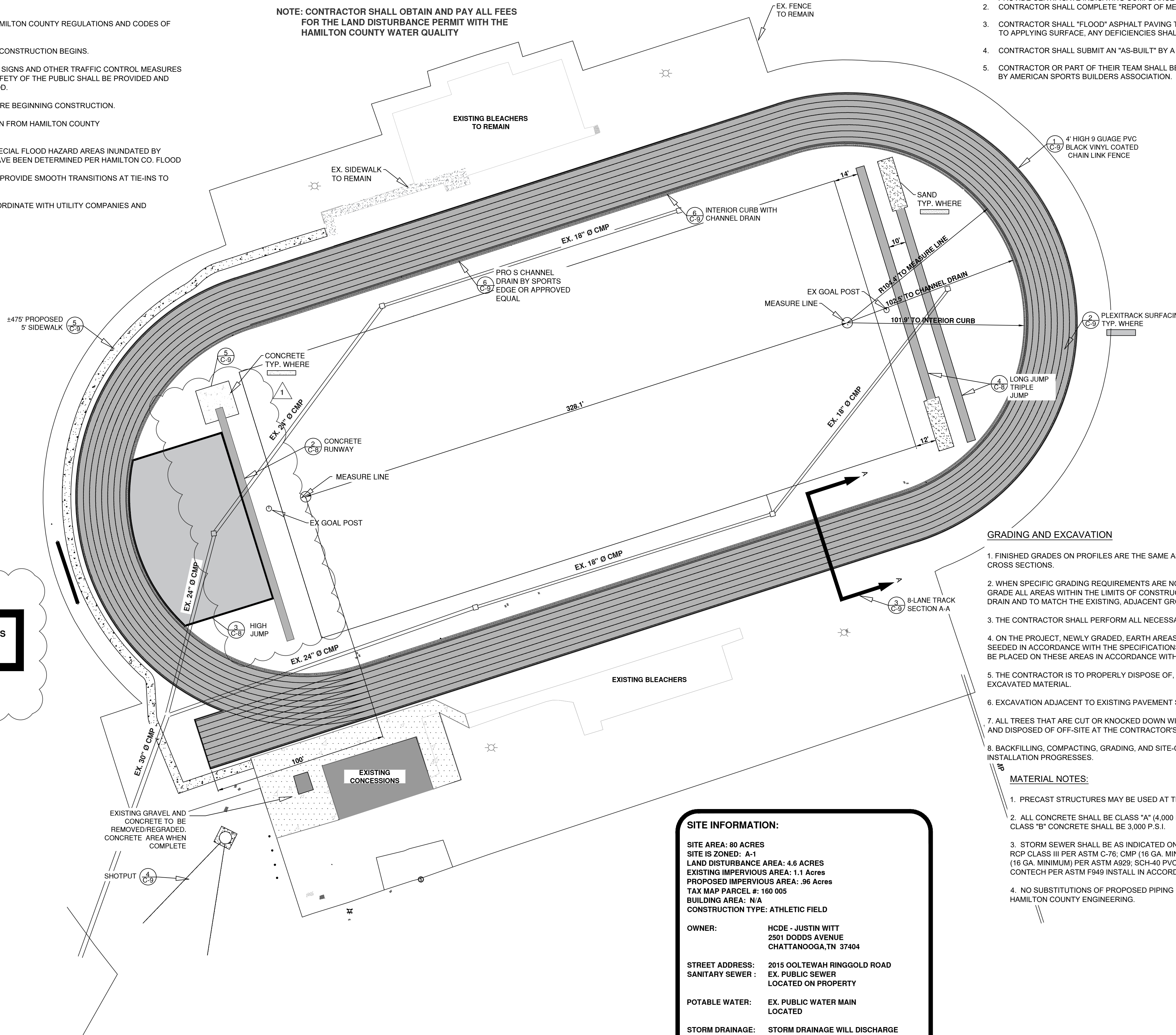
**NOTE: CONTRACTOR SHALL COORDINATE EXACT FENCE LOCATIONS WITH HAMILTON COUNTY DEPARTMENT OF EDUCATION.**

**NOTE: CONTRACTOR SHALL OBTAIN AND PAY ALL FEES FOR THE LAND DISTURBANCE PERMIT WITH THE HAMILTON COUNTY WATER QUALITY**

**GENERAL NOTES:**

1. CONTRACTOR SHALL LAYOUT AND CONSTRUCT A 8-LANE EQUAL QUADRANT, 400M TRACK. STRIPE ALL TRACK LANE AND MARKINGS, IN ACCORDANCE WITH THE NATIONAL FEDERATION OF STATE HIGH SCHOOL ASSOCIATION STANDARDS (NFHS) AND TSSAA REGULATIONS, AND PROVIDE CERTIFICATE INDICATING COMPLIANCE WITH NFHS & TSSAA REQUIREMENTS.
2. CONTRACTOR SHALL COMPLETE "REPORT OF MEASUREMENT" (INCLUDED IN SPECIFICATIONS).
3. CONTRACTOR SHALL "FLOOD" ASPHALT PAVING TO LOCATE ANY LOW AREA/BIRD BATHS PRIOR TO APPLYING SURFACE, ANY DEFICIENCIES SHALL BE CORRECTED AT NO ADDITIONAL COST.
4. CONTRACTOR SHALL SUBMIT AN "AS-BUILT" BY A REGISTERED LAND SURVEYOR.
5. CONTRACTOR OR PART OF THEIR TEAM SHALL BE CERTIFIED AS A "CERTIFIED TRACK BUILDER" BY AMERICAN SPORTS BUILDERS ASSOCIATION.

**NOTE: CONTRACTOR TO REMOVE EXISTING GRASSED AREAS AS REQUIRED TO FILL "D" ZONES AND INSTALL CHANNEL DRAIN. SEED AND STRAW SHALL BE PUT ON DISTURBED AREA.**



**NOTE: CONTRACTOR TO INSTALL DISC ON SITE PROVIDED BY HCDE @ PRACTICE FIELD LOCATION**

**GRADING AND EXCAVATION**

1. FINISHED GRADES ON PROFILES ARE THE SAME AS FINISHED GRADES SHOWN ON TYPICAL SECTIONS AND ON CROSS SECTIONS.
2. WHEN SPECIFIC GRADING REQUIREMENTS ARE NOT SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL GRADE ALL AREAS WITHIN THE LIMITS OF CONSTRUCTION, OR OTHERWISE DISTURBED BY CONSTRUCTION TO DRAIN AND TO MATCH THE EXISTING, ADJACENT GROUND.
3. THE CONTRACTOR SHALL PERFORM ALL NECESSARY STRIPPING OF EXISTING TOPSOIL ON THE JOBSITE.
4. ON THE PROJECT, NEWLY GRADED, EARTH AREAS NOT TO BE PAVED, RIP-RAPPED, OR STABILIZED, SHALL BE SEEDED IN ACCORDANCE WITH THE SPECIFICATIONS. PRIOR TO SEEDING, A FOUR INCH LAYER OF TOPSOIL SHALL BE PLACED ON THESE AREAS IN ACCORDANCE WITH SAID SPECIFICATIONS.
5. THE CONTRACTOR IS TO PROPERLY DISPOSE OF, AT HIS OWN EXPENSE, ALL UNSUITABLE AND/OR SURPLUS, EXCAVATED MATERIAL.
6. EXCAVATION ADJACENT TO EXISTING PAVEMENT SHALL BE MADE TO A NEAT LINE.
7. ALL TREES THAT ARE CUT OR KNOCKED DOWN WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE REMOVED AND DISPOSED OF OFF-SITE AT THE CONTRACTOR'S EXPENSE. BURNING IS NOT PERMITTED.
8. BACKFILLING, COMPACTING, GRADING, AND SITE-CLEANUP SHALL OCCUR DAILY AS THE FORCE MAIN INSTALLATION PROGRESSES.

**MATERIAL NOTES:**

1. PRECAST STRUCTURES MAY BE USED AT THE CONTRACTOR'S OPTION.
2. ALL CONCRETE SHALL BE CLASS "A" (4,000 P.S.I.) UNLESS OTHERWISE NOTED ON THE DRAWINGS. CLASS "B" CONCRETE SHALL BE 3,000 P.S.I.
3. STORM SEWER SHALL BE AS INDICATED ON PLANS PER THE FOLLOWING MINIMUM REQUIREMENTS: RCP CLASS III PER ASTM C-76; CMP (16 GA. MINIMUM) PER ASTM A444; ULTRA FLOW GALVANIZED STEEL (16 GA. MINIMUM) PER ASTM A929; SCH-40 PVC PER ASTM D1782; A-2000 PVC AS MANUFACTURED BY CONTECH PER ASTM F949 INSTALL IN ACCORDANCE WITH ASTM D2321 OR APPROVED EQUAL.
4. NO SUBSTITUTIONS OF PROPOSED PIPING MATERIAL IS ALLOWED UNLESS APPROVED IN WRITING BY HAMILTON COUNTY ENGINEERING.

**SITE INFORMATION:**

SITE AREA: 80 ACRES  
 SITE IS ZONED: A-1  
 LAND DISTURBANCE AREA: 4.6 ACRES  
 EXISTING IMPERVIOUS AREA: 1.1 Acres  
 PROPOSED IMPERVIOUS AREA: .96 Acres  
 TAX MAP PARCEL #: 160 005  
 BUILDING AREA: N/A  
 CONSTRUCTION TYPE: ATHLETIC FIELD

OWNER: HCDE - JUSTIN WITT  
 2501 DODDS AVENUE  
 CHATTANOOGA, TN 37404

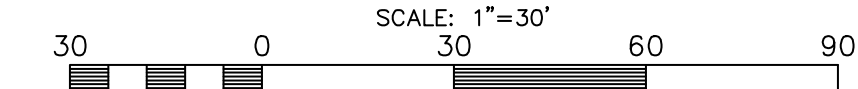
STREET ADDRESS: 2015 OOLTEWAH RINGGOLD ROAD  
 SANITARY SEWER: EX. PUBLIC SEWER LOCATED ON PROPERTY

POTABLE WATER: EX. PUBLIC WATER MAIN LOCATED

STORM DRAINAGE: STORM DRAINAGE WILL DISCHARGE INTO EXISTING STORMWATER SYSTEM

FLOODZONE: THIS PROPERTY IS LOCATED IN ZONE X

PLAN VIEW



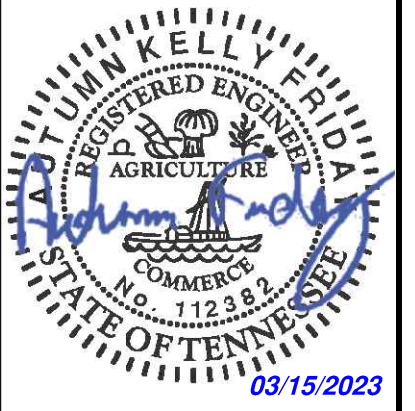
**CALL BEFORE YOU DIG**

UTILITIES PROTECTION CENTER



THREE WORKING DAYS BEFORE YOU DIG

IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT UTILITY COMPANIES PRIOR TO ANY CONSTRUCTION.



HAMILTON COUNTY PUBLIC WORKS DIVISION  
 ENGINEERING DEPARTMENT  
 1250 Market Street Suite 3046  
 Chattanooga, Tennessee 37402-2713



NO.	DATE	DESCRIPTION	BY
1	03/15/23	ISSUED DISCUSS/ADD NOTE	NAG
1	03/15/23	REVISED PILE WALL TO D ZONE	NAG

**REVISIONS**

East Hamilton High Track Improvements  
 2015 Ooltawah Ringgold Road  
 Ooltawah, Tennessee 37363

DESIGN:	AKF
DRAWN:	NAG
CHECKED:	AKF
APPROVED:	AKF
SCALE:	1"=30'
DATE:	03/15/23

SHEET NO. **C-3**

PROJECT NO. 22-07-02.03

SITE PLAN



**GRADING AND EXCAVATION**

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5. THE CONTRACTOR IS TO DISPOSE OF, AT HIS OWN EXPENSE, ALL UNSUITABLE AND/OR SURPLUS, EXCAVATED MATERIAL.
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7. ALL TREES THAT ARE CUT OR KNOCKED DOWN WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE REMOVED AND DISPOSED OF OFF-SITE AT THE CONTRACTOR'S EXPENSE. BURNING IS NOT PERMITTED.
8. BACKFILLING, COMPACTING, GRADING, AND SITE-CLEANUP SHALL OCCUR DAILY AS THE FORCE MAIN INSTALLATION PROGRESSES.

**GENERAL NOTES:**

1. THE SLOPE OF THE TRACK OVAL SHALL BE NO GREATER THAN 0.10% IN THE RUNNING DIRECTION.
2. CONTRACTOR SHALL REMOVE EXISTING PAVEMENT AND BASE, AND PROPERLY DISPOSE.
3. TRACK SHALL BE LASER GRADED TO PROVE A 1.0% CROSS-SLOPE TOWARDS FIELD.
4. CONSTRUCTOR SHALL PROVIDE A CHANNEL DRAIN SYSTEM. CONTRACTOR SHALL SUBMIT DESIGN FOR APPROVAL AND CONNECT TO EXISTING STORM DRAINAGE SYSTEM.

**MATERIAL NOTES:**

1. PRECAST STRUCTURES MAY BE USED AT THE CONTRACTORS OPTION.
2. ALL CONCRETE SHALL BE CLASS "A" (4,000 P.S.I.) UNLESS OTHERWISE NOTED ON THE DRAWINGS. CLASS "B" CONCRETE SHALL BE 3,000 P.S.I.
3. STORM SEWER SHALL BE AS INDICATED ON PLANS PER THE FOLLOWING MINIMUM REQUIREMENTS: RCP CLASS III PER ASTM C-76; CMP (16 GA. MINIMUM) PER ASTM A444; ULTRA FLOW GALVANIZED STEEL (16 GA. MINIMUM) PER ASTM A929; SCH-40 PVC PER ASTM D1782; A-2000 PVC AS MANUFACTURED BY CONTECH PER ASTM F949 INSTALL IN ACCORDANCE WITH ASTM D2321 OR APPROVED EQUAL.
4. NO SUBSTITUTIONS OF PROPOSED PIPING MATERIAL IS ALLOWED UNLESS APPROVED IN WRITING BY HAMILTON COUNTY ENGINEERING.

CONTRACTOR SHALL REMOVE ALL ASPHALT AND BASE ON THE TRACK CHANNEL DRAIN COLLECTOR SYSTEM TO CONNECT TO EX. STORMSEWER

APPROXIMATE GRADING LIMITS

15 LF 12" HDPE 1.0% MIN. AREA DRAIN TOP ELEV.=806.5±

EXISTING CATCH BASIN TO BE RAISED EX. TOP=805.5± NEW TOP=806.9' CONTRACTOR SHALL FABRICATE REMOVABLE SOLID LID WITH TRACK SURFACING

EX. CATCH BASIN TOP ELEV.=806.2± INV.=796.6±

16 LF 12" HDPE 1.0% MIN. AREA DRAIN TOP ELEV.=806.5±

EX. CATCH BASIN TOP ELEV.=806.4± INV.=802.1±

EX. CATCH BASIN TOP ELEV.=806.4± INV.=802.1±

EX. CATCH BASIN TOP ELEV.=806.6± INV.=802.1±

EX. CATCH BASIN TO BE RAISED EX. TOP ELEV.=805.5± NEW TOP=807.5± INV. ELEV.=802± CONTRACTOR TO RAISE AND INSTALL SOLID LID

EX.808.3±

EX.808.3±

EX.807.8±

EX.807.8±

EX.808.2±

EX.808.2±

EX.808.2±

EX.808.2±

EX.808.2±

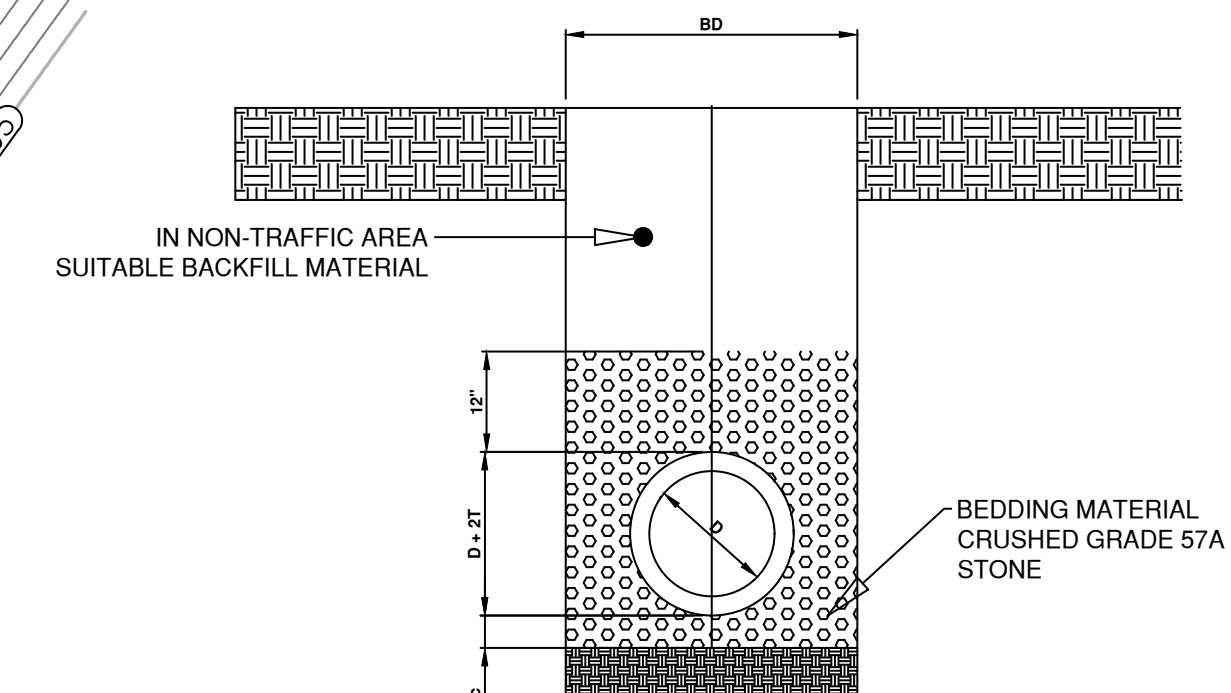
EX.808.2±

EX.808.2±

**NOTE:**  
CONTRACTOR TO REMOVE EXISTING GRASSED AREAS AS REQUIRED TO FILL "D" ZONES AND INSTALL CHANNEL DRAIN. CONTRACTOR SHALL RE-SOD WITH TIFWAY BERMUDA SOD.

**MATERIAL NOTES:**

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2. ALL CONCRETE SHALL BE CLASS "A" (4,000 P.S.I.) UNLESS OTHERWISE NOTED ON THE DRAWINGS. CLASS "B" CONCRETE SHALL BE 3,000 P.S.I.
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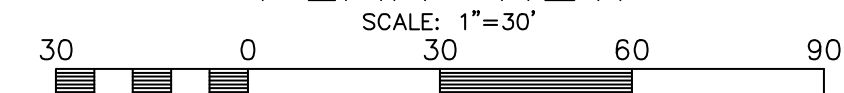
**BEDDING FOR ALL PIPES**

D	dc	dr*
8" AND LESS	6"	10"
10" TO 18"	8"	12"
20" TO 30"	10"	14"
32" AND LARGER	12"	16"

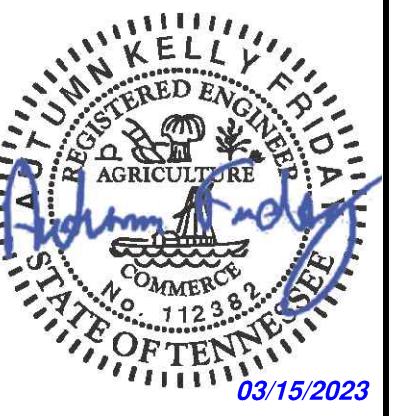
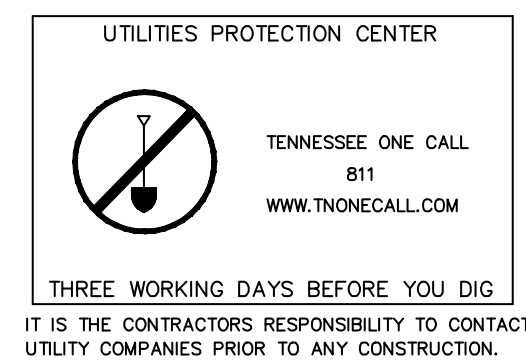
\*dr = is depth for rock trench bedding

**NOTE:** FIELD HAS AN EXISTING IRRIGATION SYSTEM. CONTRACTOR SHALL COORDINATE WITH HCDE TO MINIMIZE IMPACT TO IRRIGATION SYSTEM.

PLAN VIEW



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HAMILTON COUNTY PUBLIC WORKS DIVISION  
ENGINEERING DEPARTMENT  
1250 Market Street Suite 3046  
Chattanooga, Tennessee 37402-2713



NO.	DATE	DESCRIPTION
1	04/04/23	ADDED INLETS, MOVED POLE VAULT

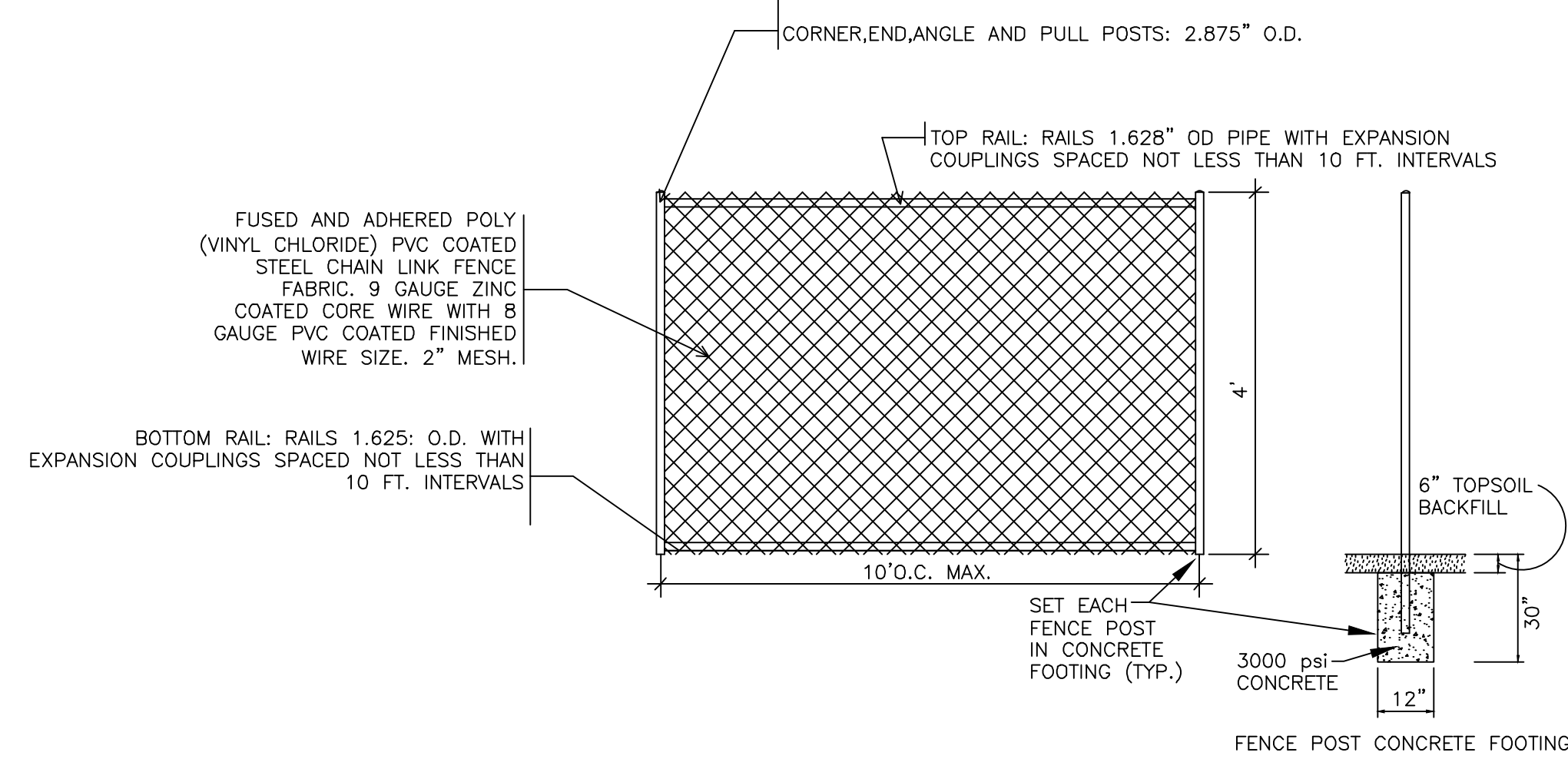
**East Hamilton High Track Improvements**  
2015 Ooltawah Ringgold Road  
Ooltawah, Tennessee 37363

DESIGN:	AKF
DRAWN:	NAG
CHECKED:	NAG
APPROVED:	AKF
SCALE:	1"=30'
DATE:	03/15/23

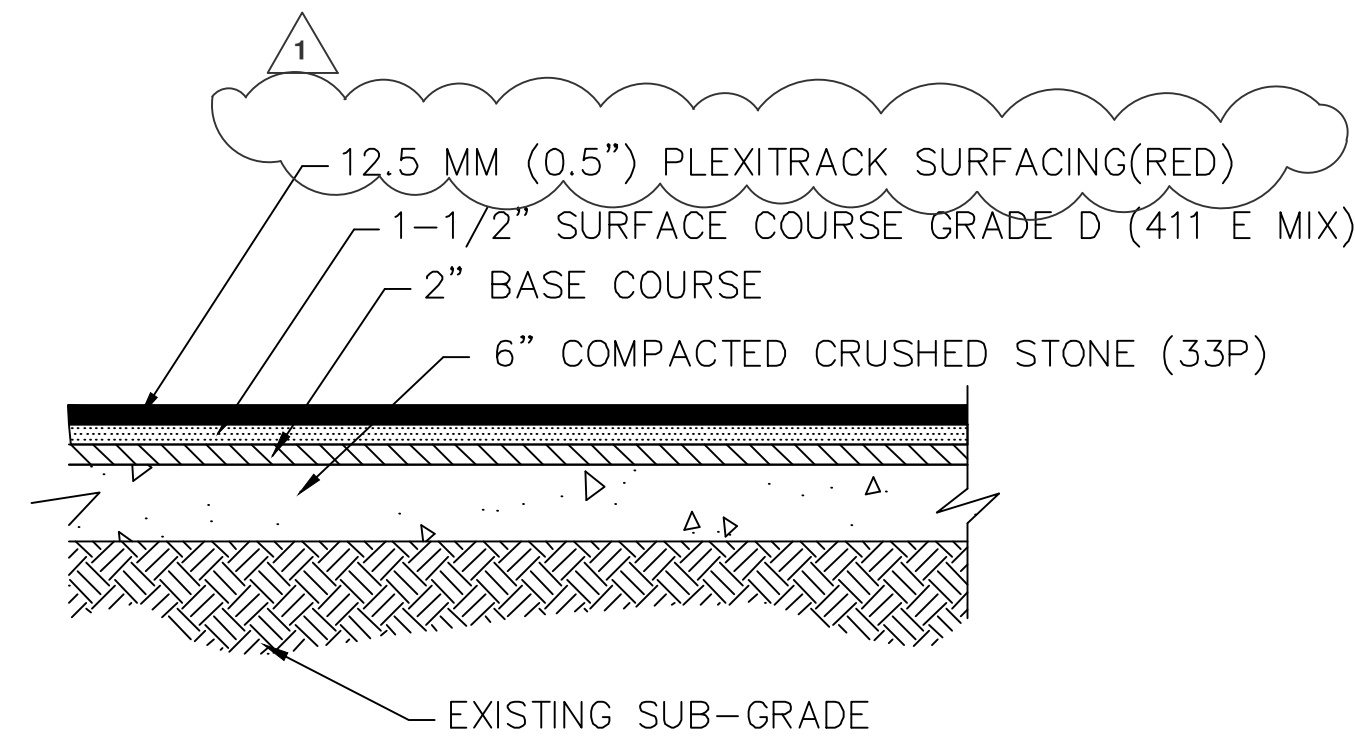
SHEET NO. **C-3**  
PROJECT NO. 22-07-02.03

GRADING



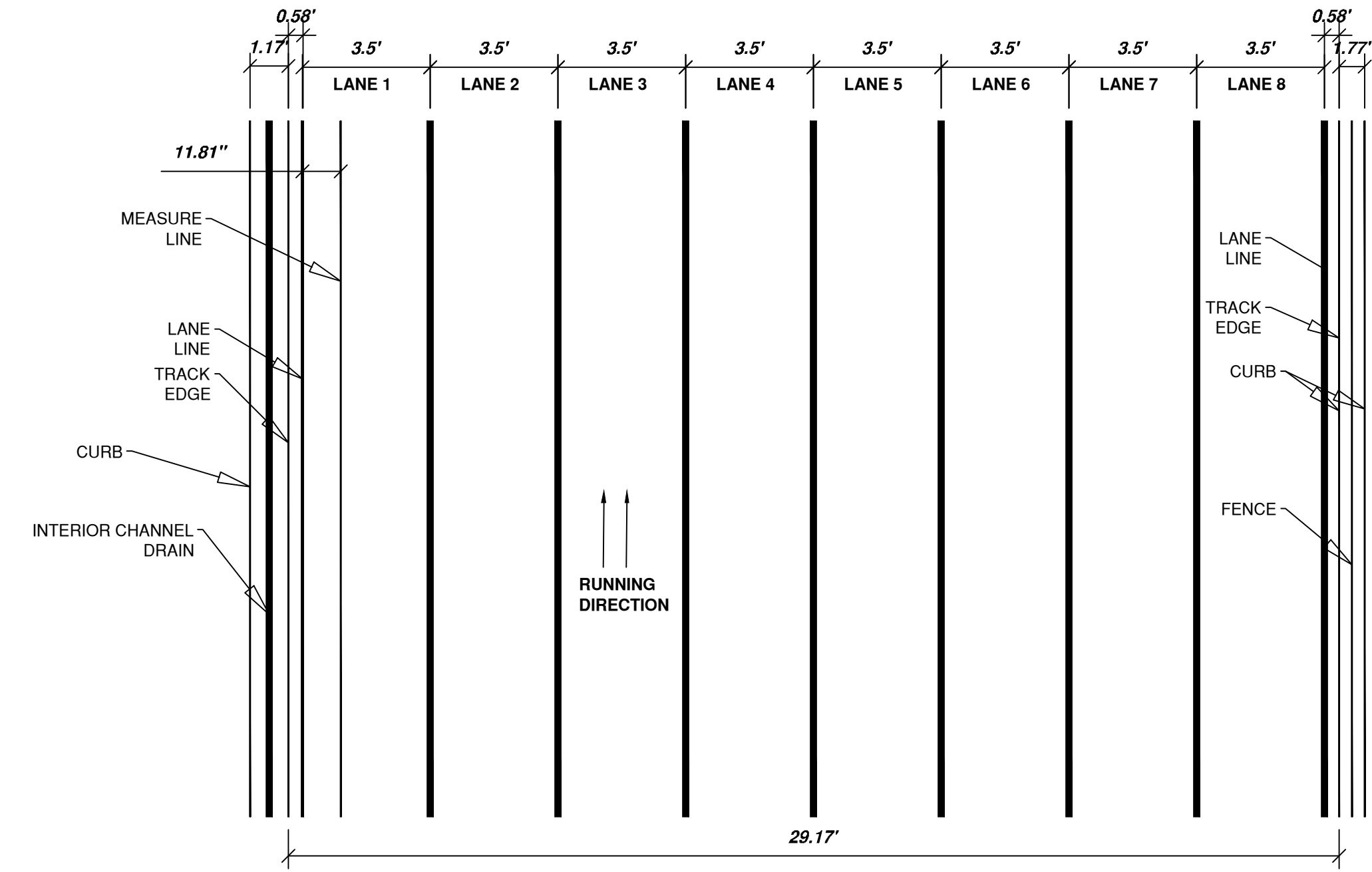


1 CHAIN LINK FENCE  
C-9

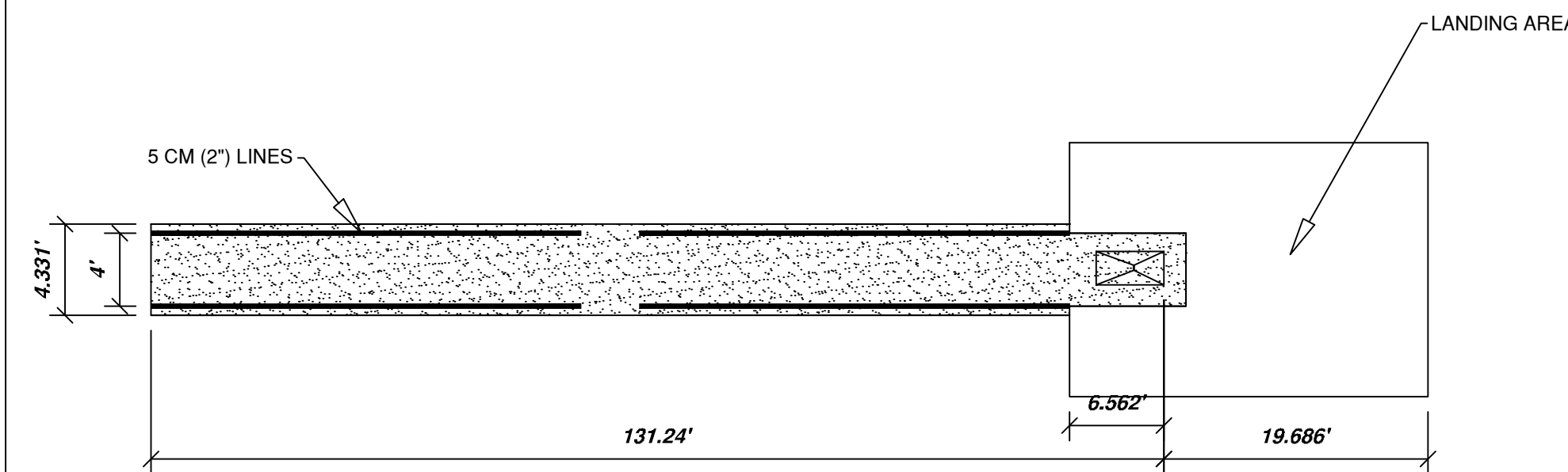


NOTE:  
 1. Stone base shall be compressed per American Sports Builders Association  
 2. Leveling course shall be 2\"/>

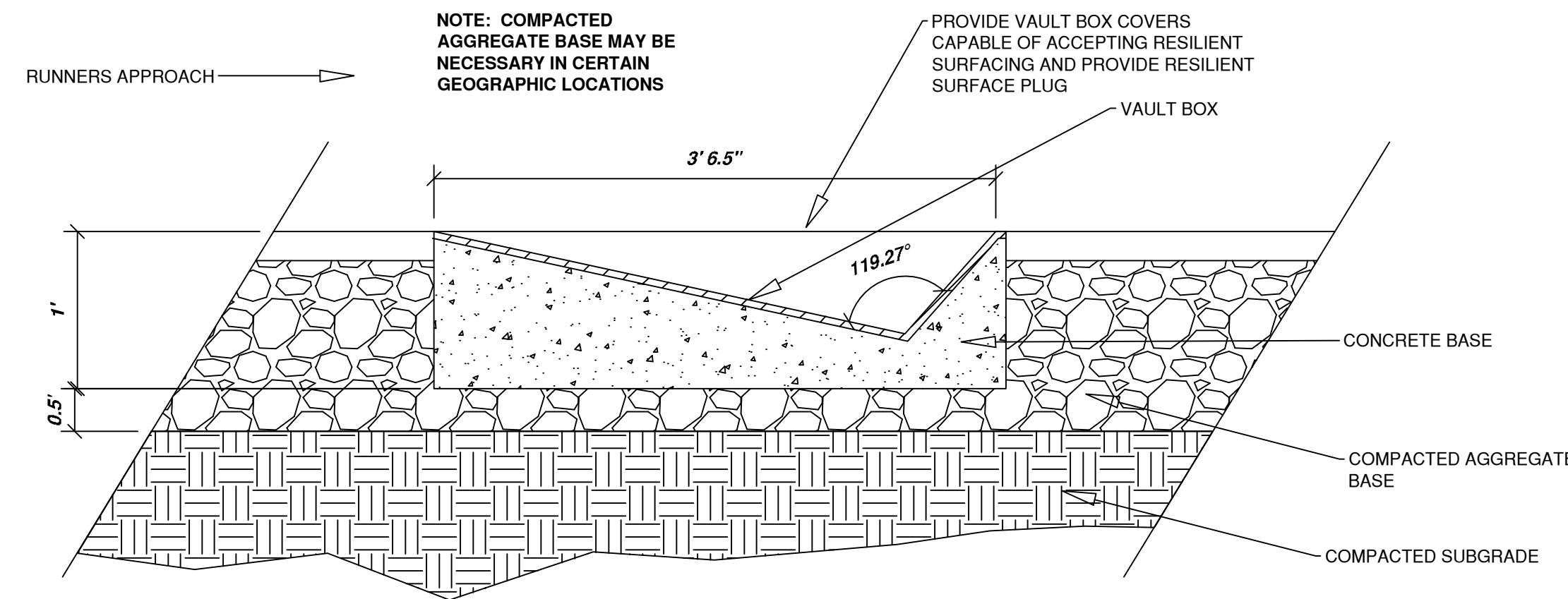
2 TRACK SECTION  
C-9



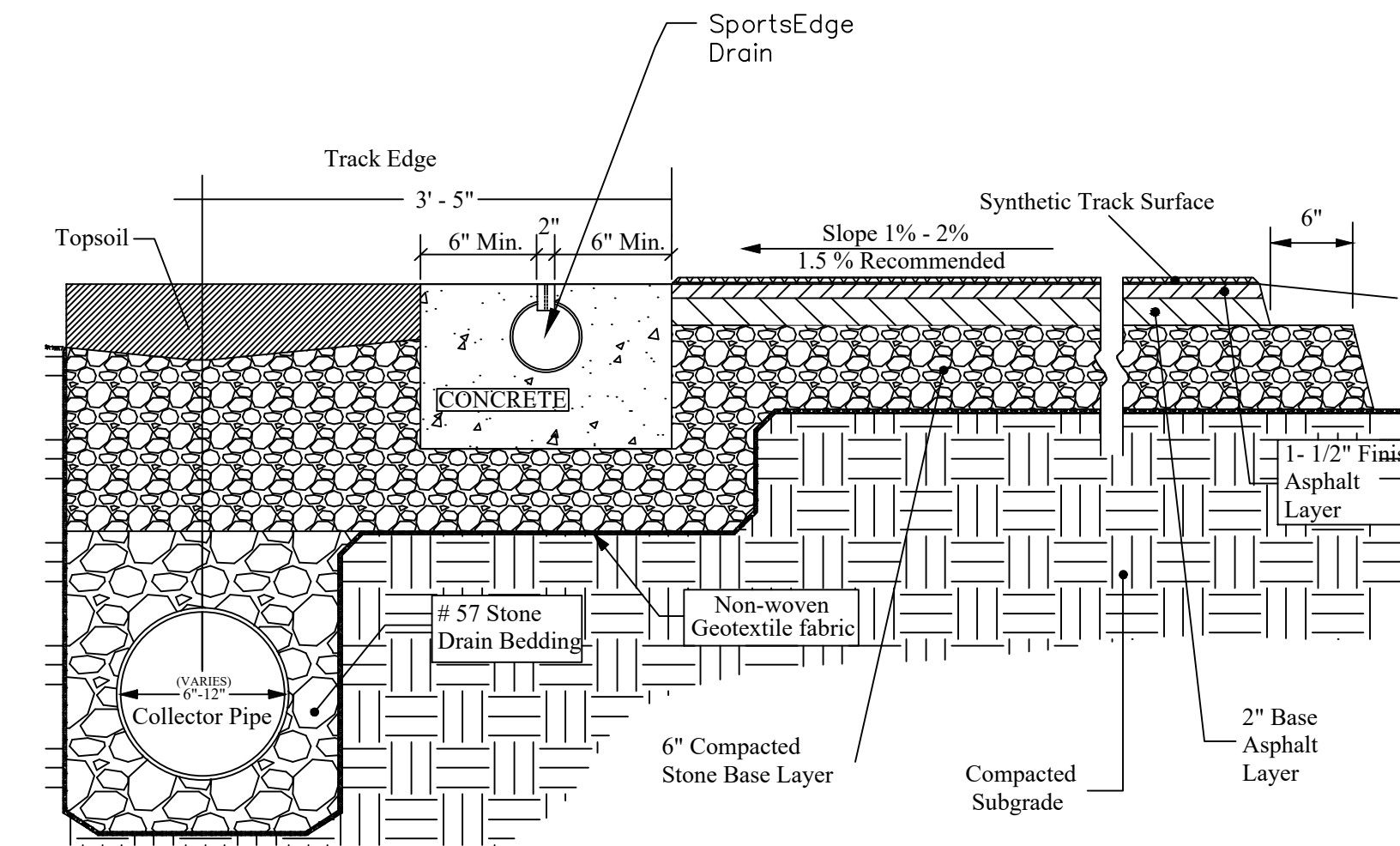
3 LANE LINE/MEASURE LINE TRACK MEASUREMENT  
C-9



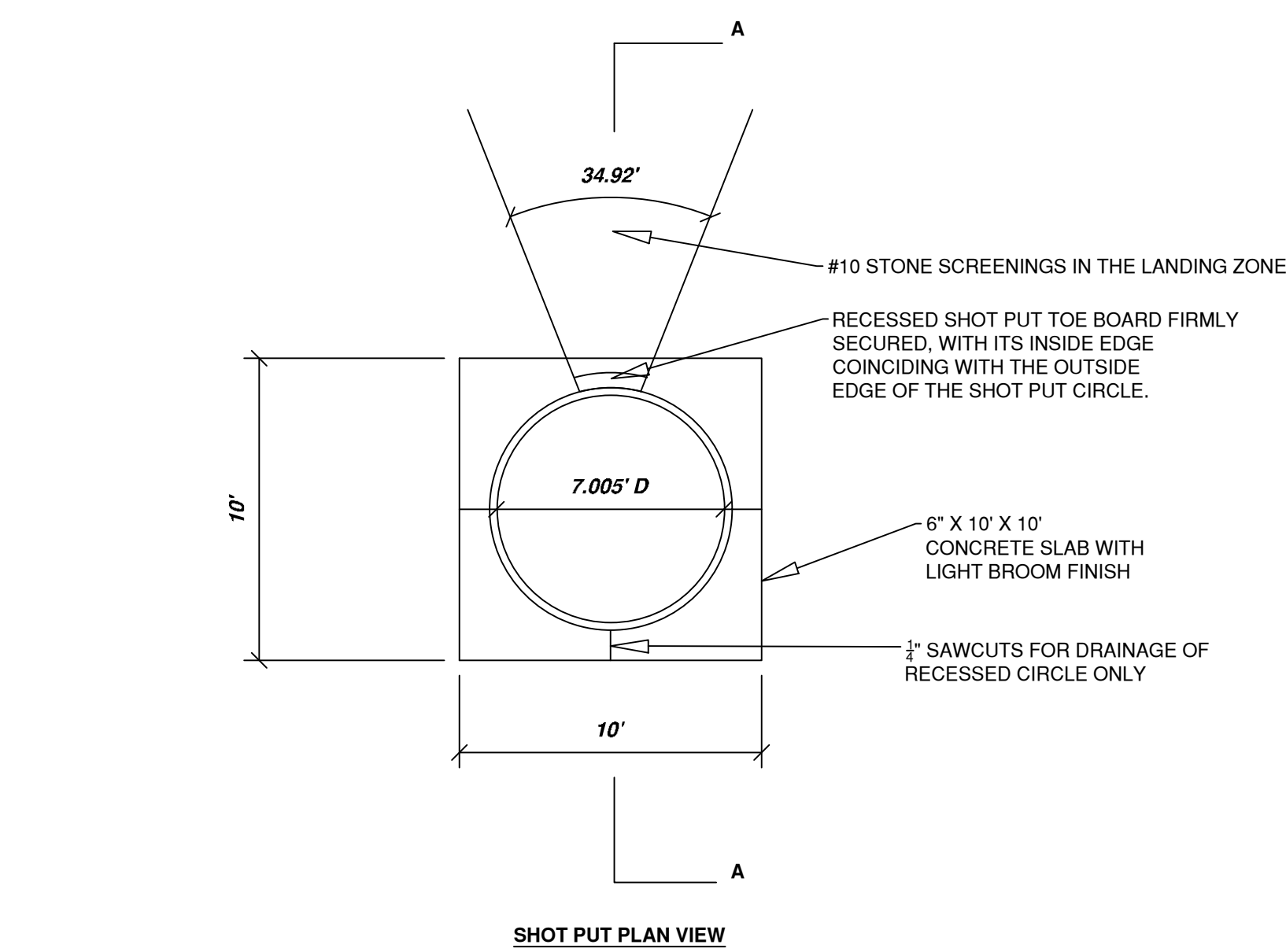
5 POLE VAULT EVENT AREA  
9



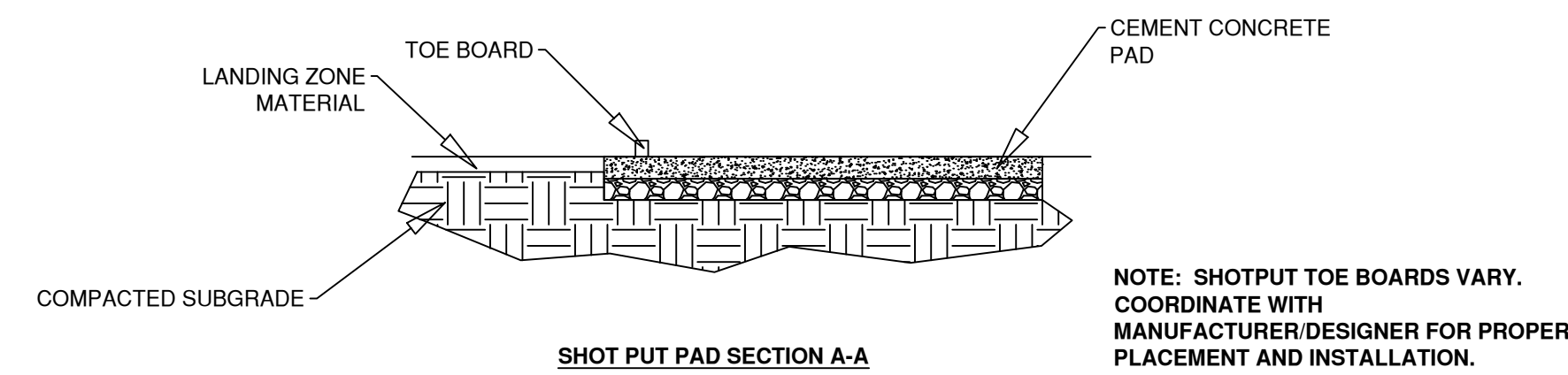
POLE VAULT EVENT SECTION



6 CHANNEL DRAIN  
C-9



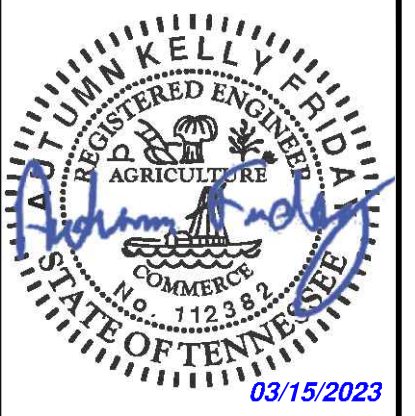
SHOT PUT PLAN VIEW



SHOT PUT PAD SECTION A-A

NOTE: SHOTPUT TOE BOARDS VARY. COORDINATE WITH MANUFACTURER/DESIGNER FOR PROPER PLACEMENT AND INSTALLATION.

4 SHOT PUT PAD  
C-9



HAMILTON COUNTY PUBLIC WORKS DIVISION  
 ENGINEERING DEPARTMENT  
 1250 Market Street Suite 3046  
 Chattanooga, Tennessee 37402-2713



NO.	DATE	DESCRIPTION	BY	ING
1	03/15/23	CHANGED PLACEMENT OF PLEXITRACK SURFACING		

REVISIONS

East Hamilton High Track Improvements  
 2015 Ooltewah Ringgold Road  
 Ooltewah, Tennessee 37363

DETAILS

DESIGN:	AKF
DRAWN:	JET
CHECKED:	NAG
APPROVED:	AKF
SCALE:	NTS
DATE:	03/15/23
SHEET NO.	C-9