2018 STREET RESURFACING IMPROVEMENTS

LEAKE AVENUE, TYNE BOULEVARD, WEST TYNE BOULEVARD, SUNNYSIDE DRIVE (CUL-DE-SAC)

MAYOR

THE HONORABLE JAMES V. HUNT SR.

VICE-MAYOR

MR. BOB WEIGEL

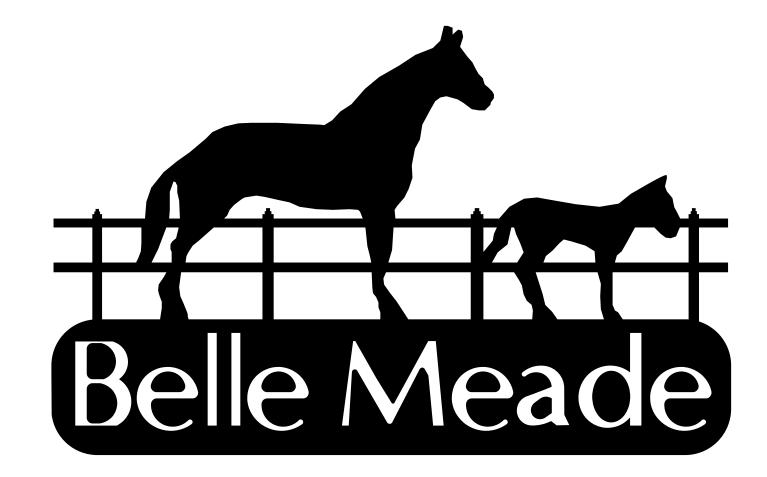
CITY MANAGER

MS. BETH REARDON

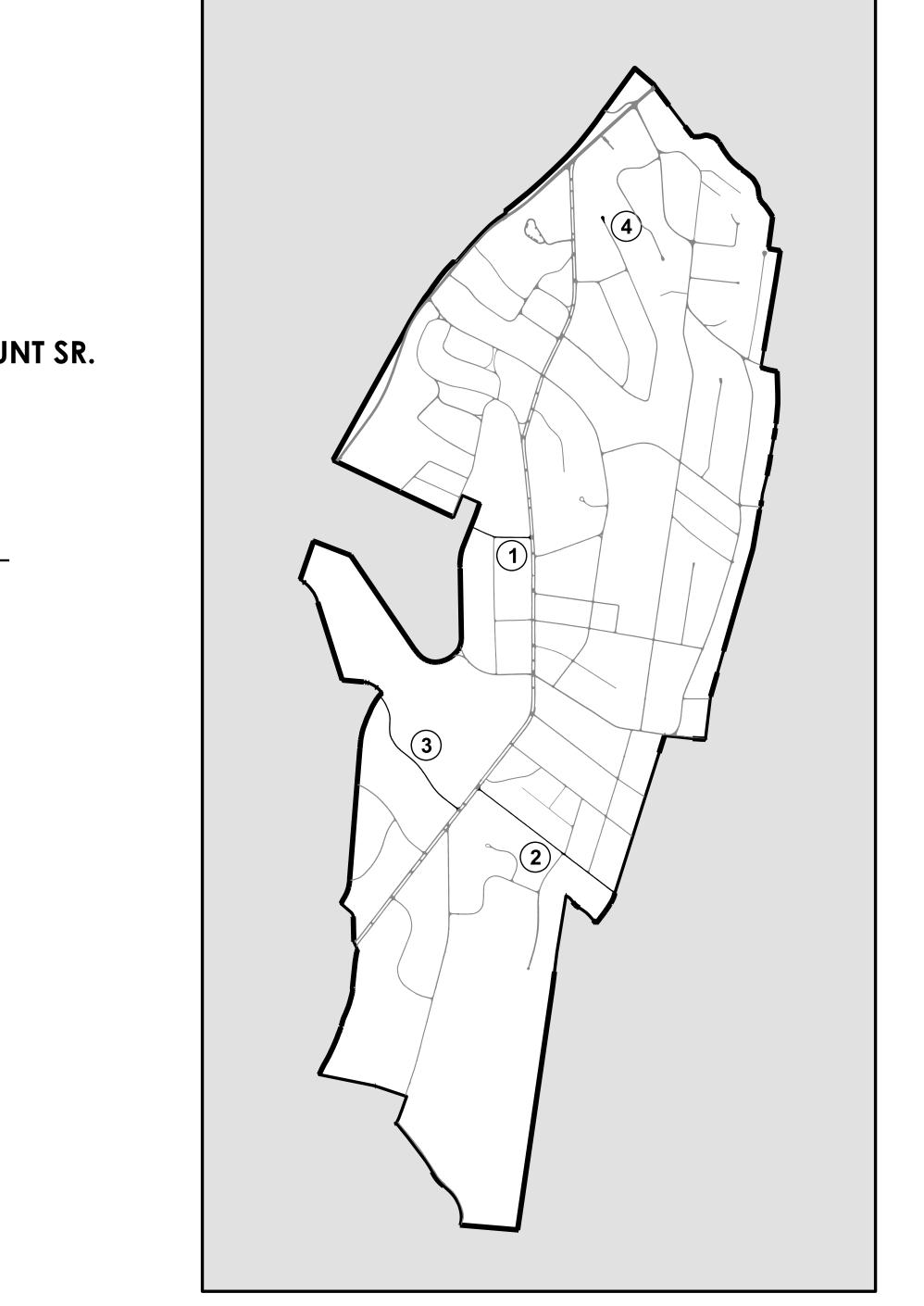
BOARD OF COMMISSIONERS

COMMISSIONER COMMISSIONER COMMISSIONER

MS. GRAY O. THORNBURG MS. CATHY ALTENBERN MR. BLAIR WILSON



CITY OF BELLE MEADE NASHVILLE, DAVIDSON COUNTY, TENNESSEE



AUGUST 17, 2018



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6606 CHARLOTTE PIKE, STE 210 NASHVILLE, TENNESSEE 37209 615.356.9911 PHONE 615.352.6737 F A X







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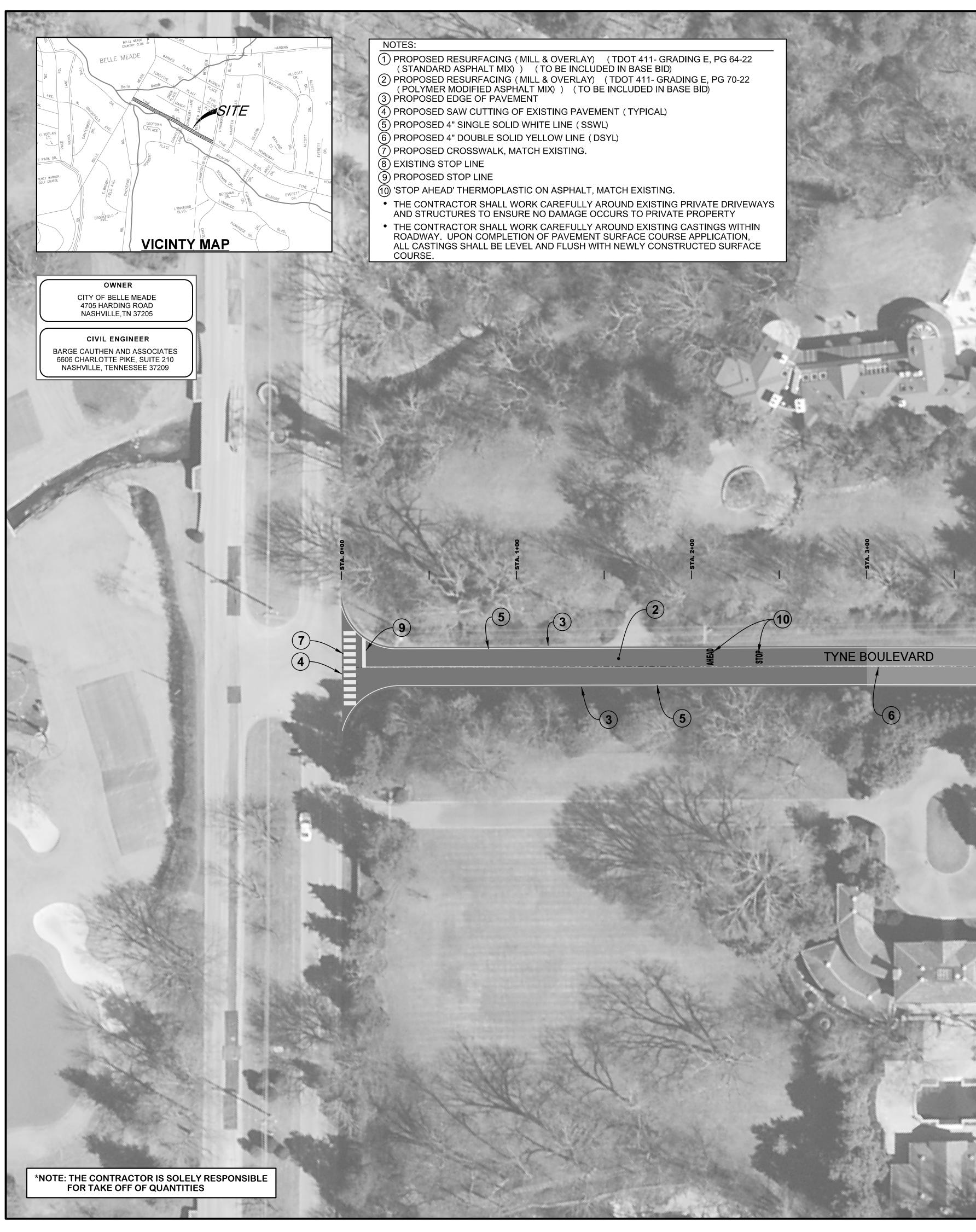
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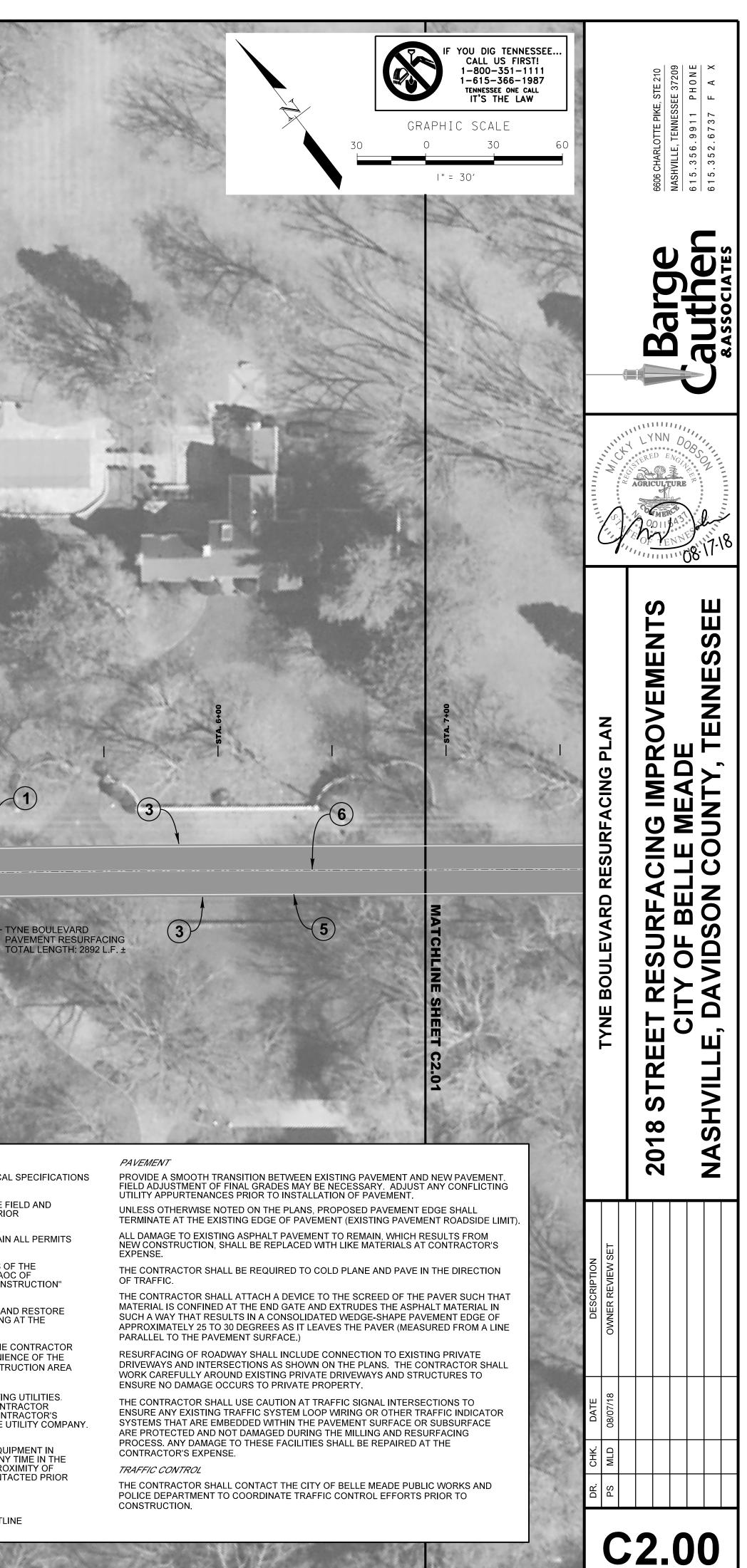
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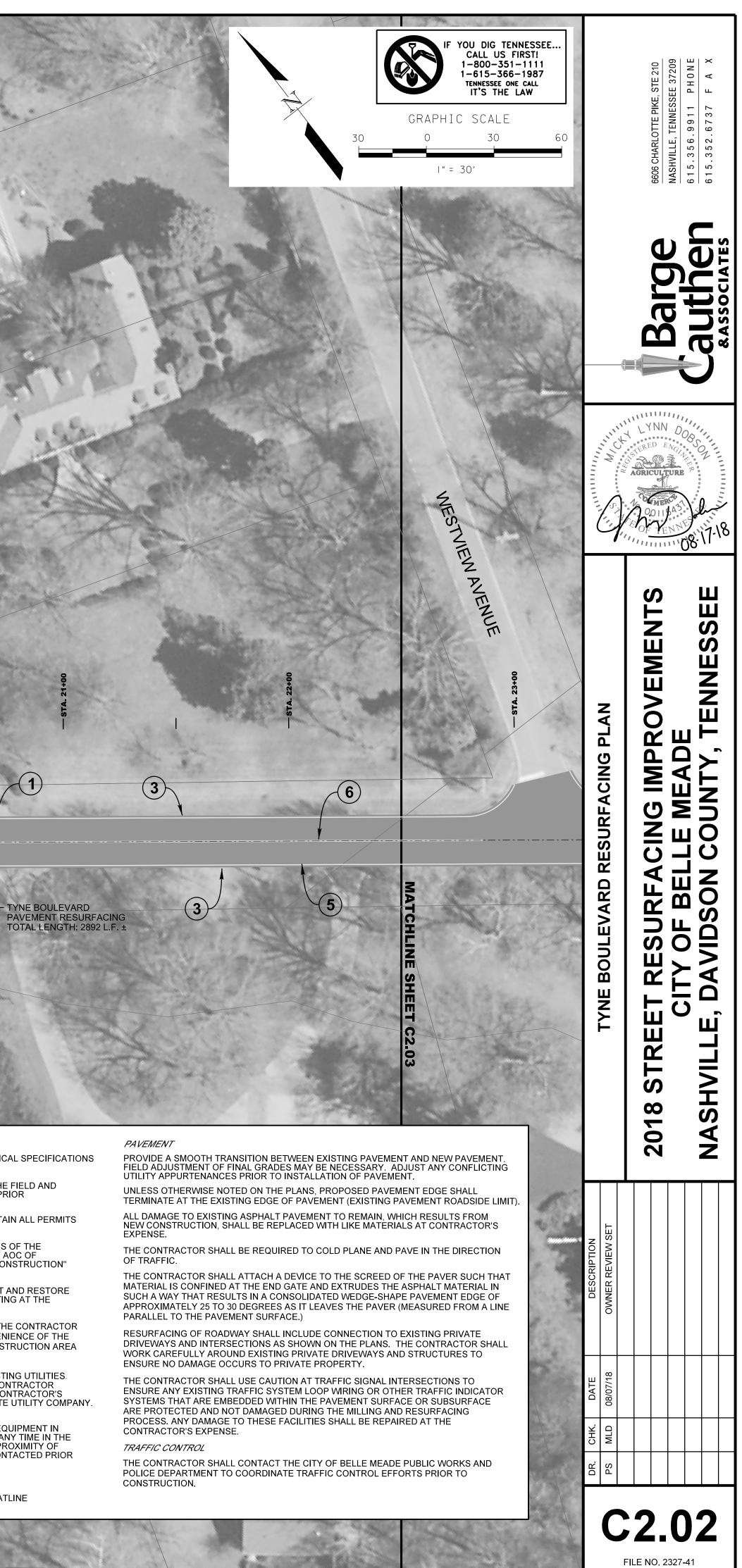
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TYNE BOULEVARD
 PAVEMENT RESURFACING
 TOTAL LENGTH: 2892 L.F. ±

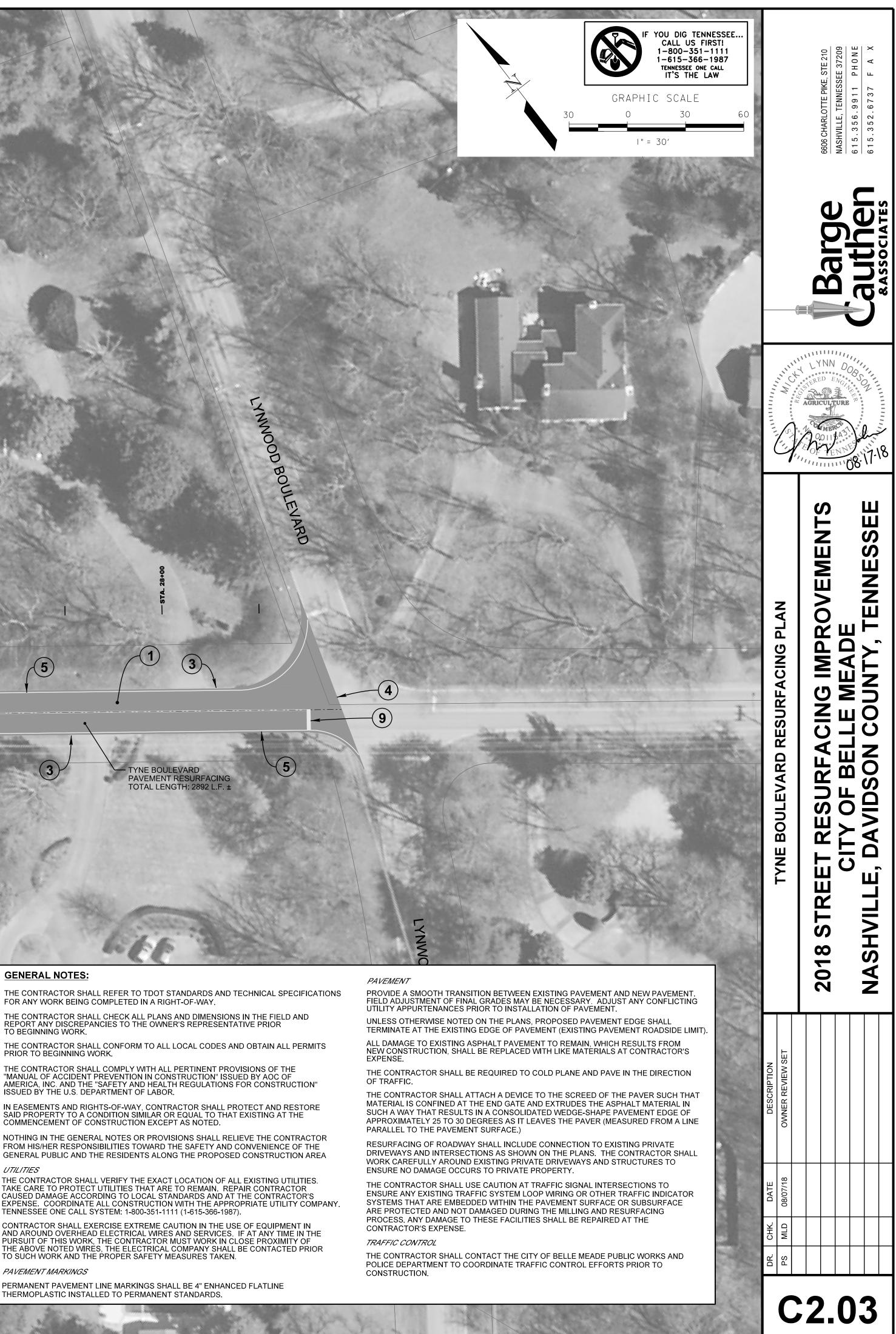
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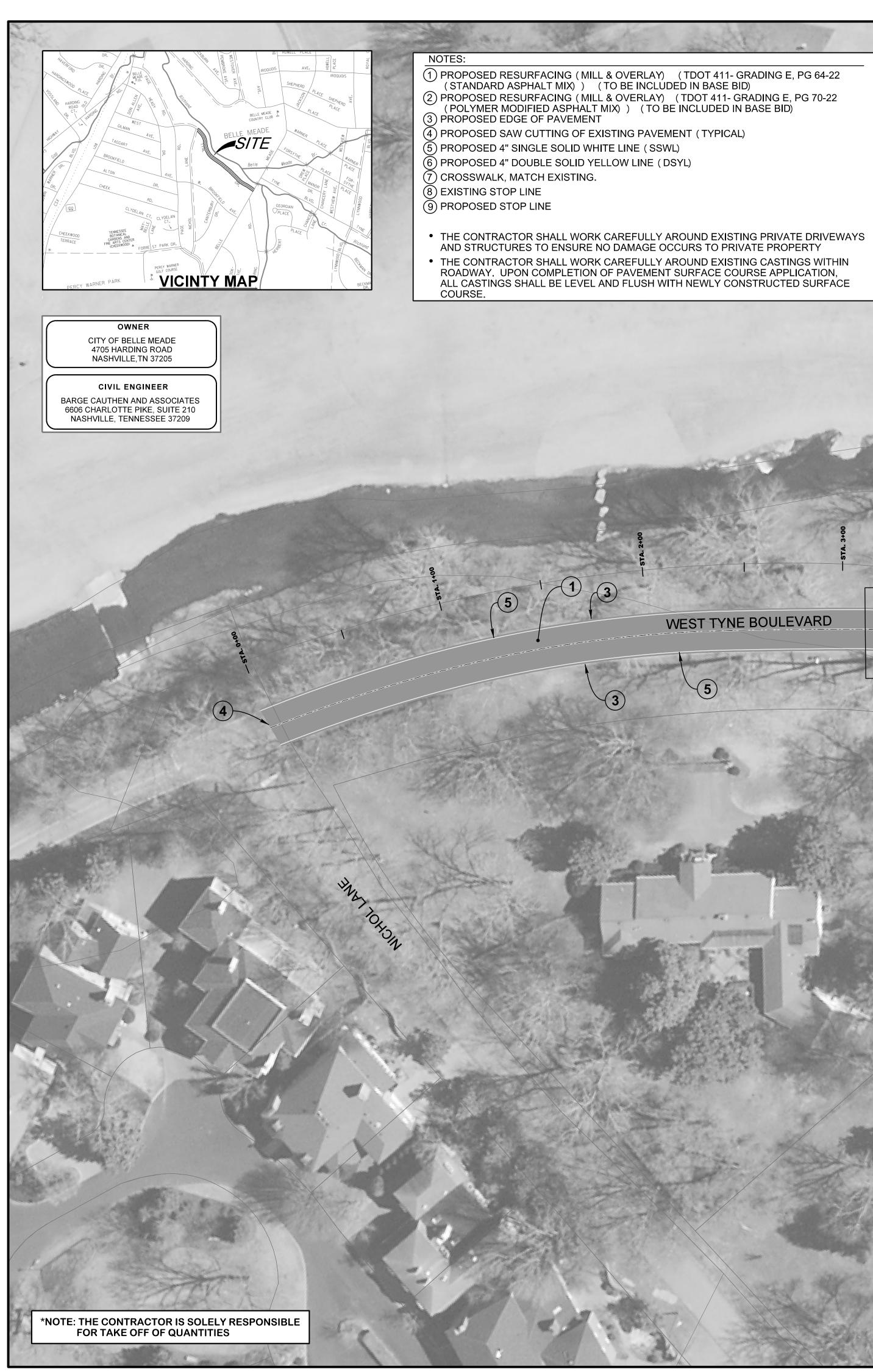
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PAVEMENT RESURFACING TOTAL LENGTH: 2419 L.F. ±

WEST TYNE BOULEVARD -----

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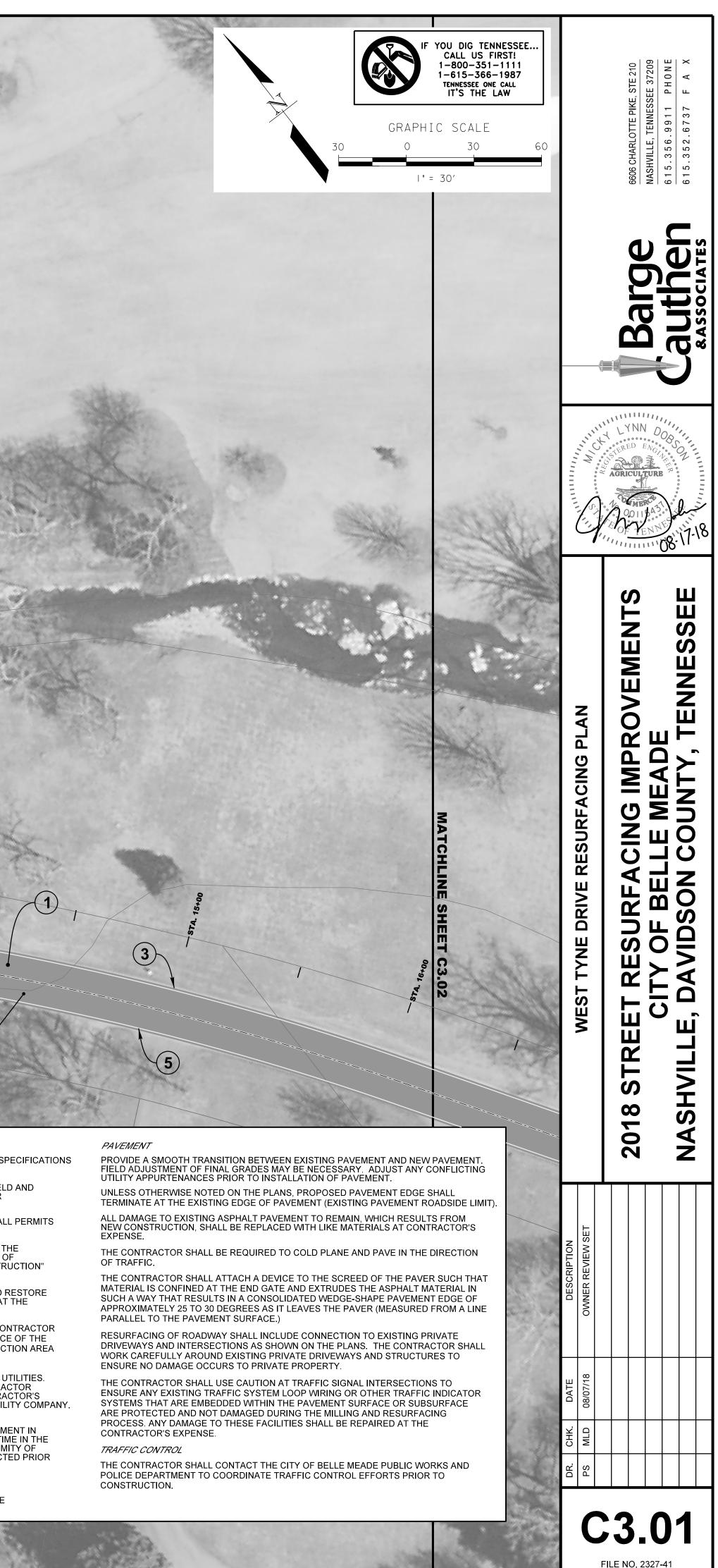
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FILE NO. 2327-41



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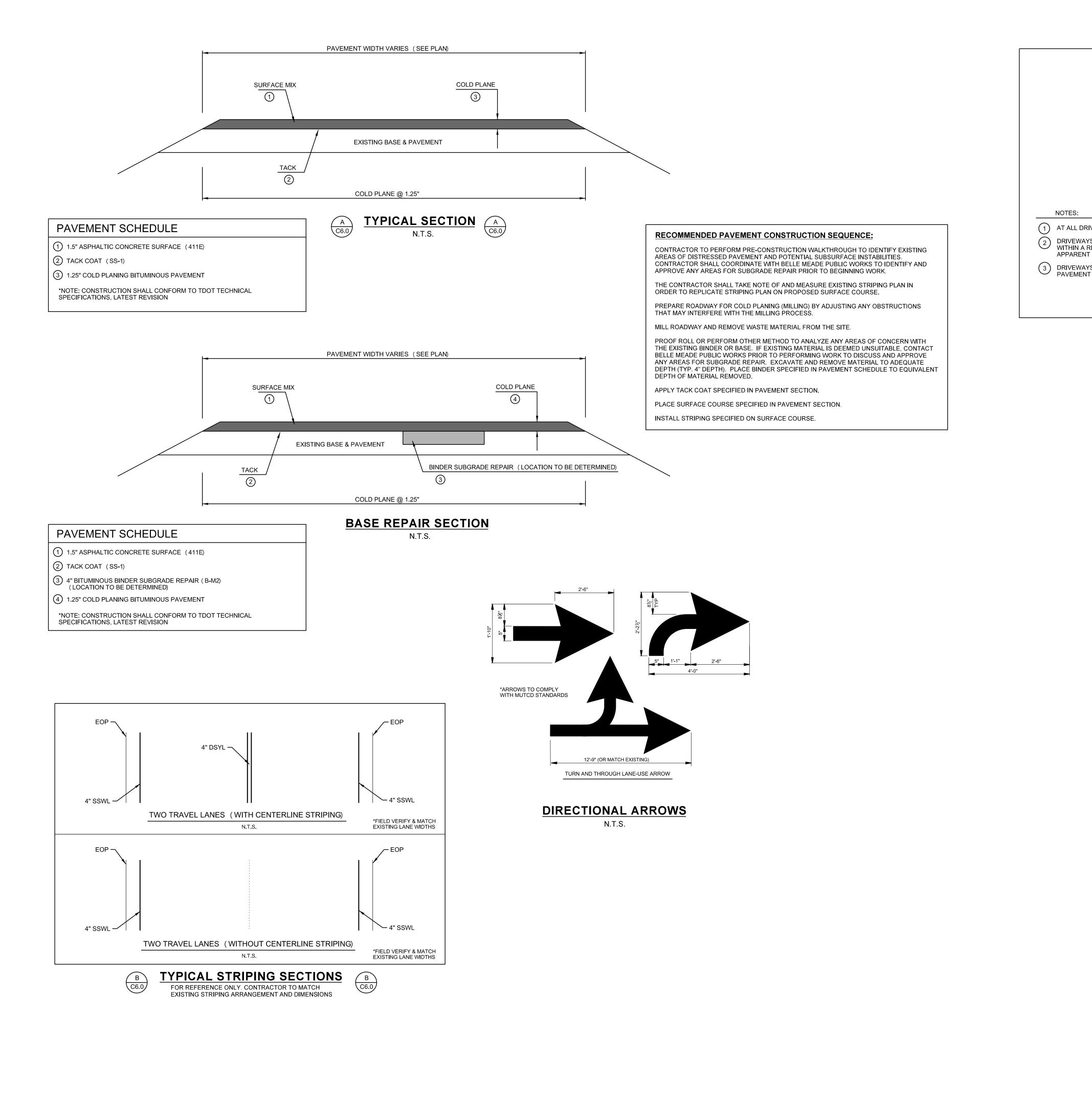
THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL EXISTING L TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN. REPAIR CONTRA CAUSED DAMAGE ACCORDING TO LOCAL STANDARDS AND AT THE CONTRA EXPENSE. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTIL TENNESSEE ONE CALL SYSTEM: 1-800-351-1111 (1-615-366-1987).

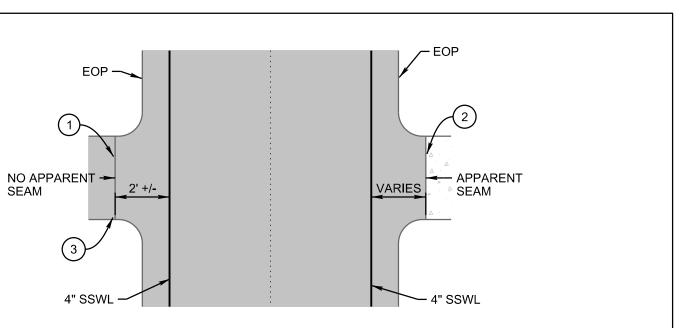
CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN THE USE OF EQUIPM AND AROUND OVERHEAD ELECTRICAL WIRES AND SERVICES. IF AT ANY TIM PURSUIT OF THIS WORK, THE CONTRACTOR MUST WORK IN CLOSE PROXIM THE ABOVE NOTED WIRES, THE ELECTRICAL COMPANY SHALL BE CONTACT TO SUCH WORK AND THE PROPER SAFETY MEASURES TAKEN.

PAVEMENT MARKINGS

PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS.

| | | M. 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1 | Babba Bababba Babbabba Babbabba Babba Babba Babba Babba Babba Babba Babba Babba Babba Baba |
|---|---|---|---|
| | | SUNNYSIDE DRIVE (CUL-DE-SAC) RESURFACING PLAN | 2018 STREET RESURFACING IMPROVEMENTS CITY OF BELLE MEADE NASHVILLE, DAVIDSON COUNTY, TENNESSEE |
| L SPECIFICATIONS FIELD AND OR N ALL PERMITS DF THE DC OF STRUCTION" ND RESTORE G AT THE CONTRACTOR ENCE OF THE RUCTION AREA NG UTILITIES. TRACTOR TRACTOR'S UTILITY COMPANY. | PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. ADJUST ANY CONFLICTING UTILITY APPURTENANCES PRIOR TO INSTALLATION OF PAVEMENT. UNLESS OTHERWISE NOTED ON THE PLANS, PROPOSED PAVEMENT EDGE SHALL TERMINATE AT THE EXISTING EDGE OF PAVEMENT (EXISTING PAVEMENT ROADSIDE LIMIT). ALL DAMAGE TO EXISTING ASPHALT PAVEMENT TO REMAIN, WHICH RESULTS FROM NEW CONSTRUCTION, SHALL BE REPLACED WITH LIKE MATERIALS AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC. THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED 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.) RESURFACING OF ROADWAY SHALL INCLUDE CONNECTION TO EXISTING PRIVATE DRIVEWAYS AND INTERSECTIONS AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL WORK CAREFULLY AROUND EXISTING PRIVATE DRIVEWAYS AND STRUCTURES TO ENSURE NO DAMAGE OCCURS TO PRIVATE PROPERTY. THE CONTRACTOR SHALL USE CAUTION AT TRAFFIC SIGNAL INTERSECTIONS TO ENSURE NO DAMAGE OCCURS TO PRIVATE PROPERTY. THE CONTRACTOR SHALL USE CAUTION AT TRAFFIC SIGNAL INTERSECTIONS TO ENSURE ANY EXISTING TRAFFIC SYSTEM LOOP WIRING OR OTHER TRAFFIC INDICATOR SYSTEMS THAT ARE EMBEDDED WITHIN THE PAVEMENT SURFACE OR SUBSURFACE ARE PROTECTED AND NOT DAMAGED DURING THE MILLING AND RESURFACING PROCESS. ANY DAMAGE TO THESE FACILITIES SHALL BE REPAIRED AT THE | DATE DESCRIPTION 08/07/18 OWNER REVIEW SET | |
| JIPMENT IN Y TIME IN THE DXIMITY OF ACTED PRIOR | PROCESS. ANY DAMAGE TO THESE FACILITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. <i>TRAFFIC CONTROL</i> THE CONTRACTOR SHALL CONTACT THE CITY OF BELLE MEADE PUBLIC WORKS AND POLICE DEPARTMENT TO COORDINATE TRAFFIC CONTROL EFFORTS PRIOR TO CONSTRUCTION. | | 4.00 FILE NO. 2327-41 |





(1) AT ALL DRIVEWAY CONNECTION POINTS, SAW CUT EXISTING PAVEMENT TO ENSURE UNIFORM PAVEMENT SEAM 2 DRIVEWAYS WITH AN APPARENT EXISTING PAVEMENT OR CONCRETE SEAM (THAT EXISTS WITHIN THE R.O.W. & WITHIN A REASONABLE PROXIMITY OF THE PROPOSED EDGE OF PAVEMENT) ,EXTEND PROPOSED ASPHALT TO APPARENT SEAM

3 DRIVEWAYS WITHOUT AN APPARENT EXISTING PAVEMENT OR CONCRETE SEAM, EXTEND PROPOSED ASPHALT PAVEMENT APPROXIMATELY 2' PAST EDGE OF TRAVEL LANE STRIPING

TYPICAL DRIVEWAY CONNECTION (TIE-IN) DETAIL

N.T.S.

SEAM

