TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2014	NH/HSIP-1(319)	4A

SPECIAL NOTES

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL

A. DIFFERENCE 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. DIFFERENCE 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.

SPECIAL EROSION PREVENTION AND SEDIMENT CONTROL

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDE DRAINS, AND CROSS DRAINS, TO ENSURE THAT THE DRAINAGE FEATURES/ WATERCOURSES 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.

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS BEFORE CONSTRUCTING EARTH PADS FOR THE TYPE 38 TERMINALS TO ENSURE THAT THE ENVIRONMENTAL FEATURES (STREAMS, WETLANDS, OR SPRINGS) ARE NOT IMPACTED DURING CONSTRUCTION. IF THE CONTRACTOR/TDOT INSPECTOR IS UNSURE WHETHER THE ENVIRONMENTAL FEATURES ARE STREAMS, SPRINGS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY OR PERMITS SECTION SO AN ACCURATE DETERMINATION CAN BE ASSESSED.
AND
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 3 INCHES IN DIAMETER ARE REQUIRED TO BE REMOVED, CONTACT THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION IMMEDIATELY. DUE TO RECENT MODIFICATION OF THE USFWS STANCE REGARDING THE INDIANA BAT NO TREES >3" DBH SHOULD BE CUT WITHOUT CLEARANCE FROM THE TDOT ENVIRONMENTAL DIVISION ECOLOGY SECTION.

DUE TO THE TYPE OF WORK IT IS OUR UNDERSTANDING THAT THE PROJECT WILL NOT DISTURB MORE THAT ONE ACRE. IF THE DISTURBED AREA IS MORE THAN ONE ACRE, PLEASE CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION BECAUSE A NPDES PERMIT WILL BE REQUIRED.

RAILROAD CROSSING NOTES

CXS TRANSPORTATION, INC.

THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE CSX RAILROAD TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY CSX RAILROAD SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER. THE CONTRACTOR SHALL NOT STORE ANY OF HIS CONSTRUCTION EQUIPMENT ON THE RAILROAD'S RIGHT-OF-WAY. THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD.

ANY PAVEMENT PREPARATION, PAVEMENT INSTALLATION, PAVEMENT MARKINGS AND/ORRAILROAD WARNING SIGN INSTALLATION WITHIN 50 FEET OF THE NEAREST CSXT TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES OR AS OTHERWISE DETERMINED BY THE RAILROAD ONLY.

SEE AGREEMENT CONTRACT RAILROAD SPECIAL PROVISION 105C(R) AND STATE CONTRACT CSX TRANSPORTATION PUBLIC PROJECT POLICY INFORMATION BOOKLET DATED 8-10-12 FOR WORK NEAR UP TO AND ADJACENT TO, OVER OR UNDER THE CSXT CROSSING REGARDING FLAGGING RULES AND THE COST THEREOF, INSURANCE REQUIREMENTS, AND FOR OTHER CSXT PUBLIC PROJECT POLICY REQUIREMENTS ON THIS PROJECT.

MR. BILL STEWART, DIRECTOR
CONSTRUCTION ENGINEERING
CSX TRANSPORTATION, INC.
351 THOMTON ROAD, SUITE 125
LITHIS SPRINGS, GA. 30122
PHONE: (770)819-2841
FAX: (770) 819-2850
E-MAIL: BILL_R_STEWART@CSX.COM

AND

MR. SHELBY STEVENSON
PROJECT MANAGER II - PULBIC PROJECTS
CSX TRANSPORTATION, INC.
500 WATER STREET, J301
JACKSONVILLE, FL. 32202
PHONE: (904) 359-1177
FAX: (904) 366-4042
E-MAIL: SHELBY_STEVENSON@CSX.COM

AND

MR. JOHN FORTUNE, DIVISION ENGINEER
CSX TRANSPORTATION, INC.
324 GRASSMERE PARK ROAD
NASHVILLE, TN. 37211
PHONE: (615) 835-6004
FAX: (904) 245-3350
E-MAIL: JOHN_W_FORTUNE@CSX.COM

BNSF RAILROAD COMPANY

THE CONTRACTOR SHALL BE REQUIRED TO ENTER INTO AND EXECUTE A RIGHT-OF-ENTRY AGREEMENT WITH THE BNSF RAILROAD COMPANY, AND TO SATISFY ALL REQUIREMENTS SET FORTH IN THE AGREEMENT BEFORE ANY WORK CAN BE ALLOWED WITHIN THE RAILROAD RIGHT-OF-WAY. SEE NOTE BELOW CONCERNING THE RAILROAD SPECIAL PROVISIONS. RIGHT-OF-ENTRY CONTRACT AND CONTRACTOR REQUIREMENTS.

THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE BNSF RAILROAD TRACK AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY BNSF RAILROAD COMPANY SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.

THE CONTRACTOR SHALL USE EXTREME CARE AND TIME ANY MEASURES NECESSARY TO PREVENT CONSTRUCTION DEBRIS FROM FALLING ON TO AND OR BEING DUMPED ON THE RAILROAD'S RIGHT-OR-WAY.

IT SHALL BE THE ABSOLUTE AUTHORITY OF THE RAILROAD AS TO WHETHER FLAGGING SERVICES WILL BE REQUIRED DURING THE WORK IN ITS RIGHT-OF-WAY AND IF FLAGGING SERVICES ARE DETERMINED BY THE RAILROAD TO BE REQUIRED THEN THE COST THEREOF SHALL BE THE DIRECT RESPONSIBILITY OF THE CONTRACTOR.

SEE STATE CONTRACT SPECIAL PROVISION 105C(R) AND THE RAILROAD'S RIGHT-OF-ENTRY AGREEMENT AND CONTRACTOR REQUIREMENTS, AS INCLUDED WITH THE SPECIAL PROVISIONS AS ATTACHMENTS "A" AND "B" FOR INSURANCE AND RAILROAD FLAGGING SERVICE REQUIREMENTS.

THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD.

MS. CHERYL TOWNLIAN
MANAGER - PUBLIC PROJECT TENNESSEE
3253 CHESTNUM PKWY.
SPRINGFIELD, MO. 65802
PHONE: (417)829-4967
FAX: (417) 829-4998
E-MAIL: CHERYL.TOWNLIAN@BNSF.COM

AND

MR. MARTIN LOTT - DIVISION ENGINEER
BNSF RAILWAY COMPANY
5280 EAST SHELBY DRIVE
MEMPHIS, TN. 38118
PHONE: (901) 433-7400
FAX: (901) 433-7405
E-MAIL: MARTIN.LOTT@BNSF.COM

AND

MR. JOSEPH MITCHELL, ROAD MASTER
BNSF RAILWAY COMPANY
5280 EAST SHELBY DRIVE
MEMPHIS, TN. 38118
PHONE: (901) 433-7410
FAX: (901) 433-7405
CELL: (901) 229-2254
E-MAIL: JOSEPH.MITCHELL@BNSF.COM

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES
AND
RAILROAD NOTES

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

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