



11/20/25

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:  
**Jesse Hoover** Digitally signed by Jesse Hoover  
Date: 2025.11.20 13:52:18 -06'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION  
6801 CENTENNIAL BLVD  
NASHVILLE, TN  
MATTHEW MCKAY, P.E. NO 120464

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE OF TENN. CODE ANN. §62-2-306.

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX AND STANDARD DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D, 2D1
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YEAR	PROJECT NO.	SHEET NO.
2026	STP-166(27)	ROADWAY-SIGN1

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE  
SHEET**

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Index Of Sheets  
SEE SHEET NO.1A

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES	NO X
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	NO X

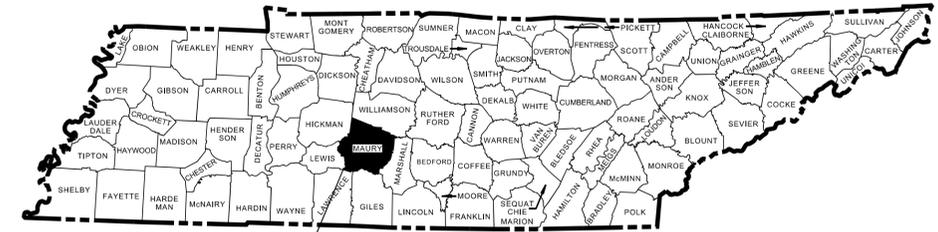
TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	STP-166(27)	
STATE PROJ. NO.	60S166-F8-002	

## MAURY COUNTY

STATE ROUTE NO. 166  
FROM GILES COUNTY LINE (L.M. 0.00)  
TO SR-243 (L.M. 7.60)

RESURFACE  
411D OVERLAY, AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 166 F.A.H.S. NO. N/A



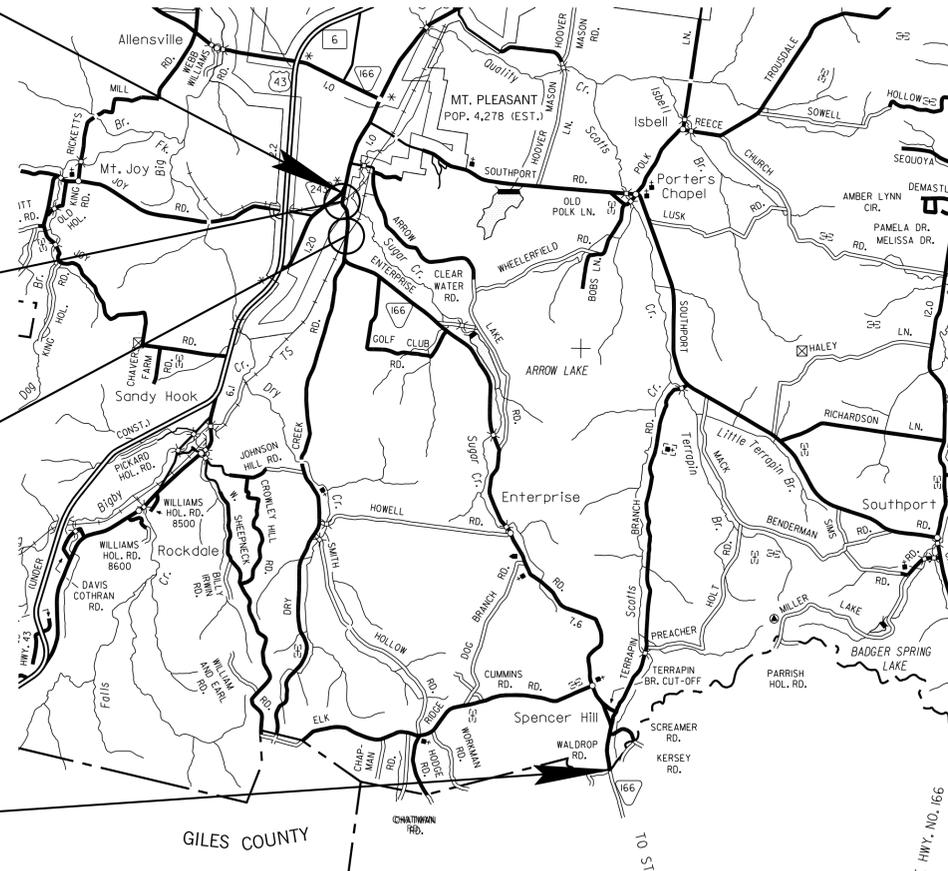
BRIDGE ID #  
60SR1660001  
60S62000003  
60S62000001

60S166-F8-002  
END PROJECT NO. STP-166(27) RESURFACE  
L.M. 7.60

TSRR AT-GRADE CROSSING #350808 F  
TSRR M.P. 0244.41  
L.M. 7.43

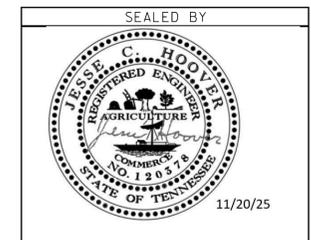
TSRR AT-GRADE CROSSING #350706 M  
TSRR M.P. A 0244.660  
L.M. 7.12

60S166-F8-002  
BEGIN PROJECT NO. STP-166(27) RESURFACE  
L.M. 0.00



NO EXCLUSIONS

TRAFFIC COUNT STATION	
STATION NO.	LOG MILE
93	1.112
177	5.820
66	6.891



APPROVED:   
SHANE HESTER, CHIEF ENGINEER

DATE: \_\_\_\_\_

APPROVED:   
WILL REID, COMMISSIONER

**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 JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER : KONNER SPRADLIN, P.E.

DESIGNER : ARAM TORABIAN CHECKED BY : YONAS TSEGAY

P.E. NO. 98034-4299-04 (DESIGN)

PIN NO. 131242.00

SCALE: 1"= 1 MILE



PROJECT LENGTH 7.60 MILES  
TOTAL LANE MILES RESURFACED 15.20 MILES

TRAFFIC DATA	
ADT (2025)	1953
L.M.	POSTED SPEED
0.00 - 7.10	45 MPH
7.10 - 7.60	30 MPH

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# ROADWAY INDEX

SHEET NAME	SHEET NO.
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PRESENT LAYOUT(S).....	4-5
RIGHT-OF-WAY DETAILS.....	4A-5A

NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS.

- NO PROJECT COMMITMENT SHEETS INCLUDED IN THIS SET OF PLANS.
- NO UTILITY SHEETS.

# STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
<b>STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS</b>		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND

# STANDARD TRAFFIC DRAWINGS

DWG.	REV.	DESCRIPTION
<b>PAVEMENT MARKINGS</b>		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
<b>WORK ZONES</b>		
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	1A

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**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

ROADWAY INDEX  
AND  
STANDARD  
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	2

### ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			60S166-F8-002
(11) 208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	15.2
(1) 303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2011
(2)(9) 307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	200
(3) 403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	33
(4) 411-01.10	ACS MIX(PG64-22) GRADING D	TON	6608
411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	12.2
(6) 712-01	TRAFFIC CONTROL	LS	1
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
(7)(8) 712-06	SIGNS (CONSTRUCTION)	S.F.	986
716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	502
716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	502
(10)(12) 716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	42
(12) 716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	40
(12) 716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	4
(12) 716-03.03	PLASTIC WORD PAVEMENT MARKING (STOP AHEAD)	EACH	1
(12) 716-03.07	PLASTIC WORD PAVEMENT MARKING (STOP)	EACH	1
(10)(12) 716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	170
(5) 716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	30.4
(13) 716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	30.4
717-01	MOBILIZATION	LS	1

### TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE	S.F.	TOTAL NUMBER REQUIRED	ITEM NO.
		IN INCHES L " x W"			712-06 S.F.
G20-1	ROAD WORK NEXT 8 MILES	48 x 24	8	2	16
G20-2	END ROAD WORK	48 x 24	8	18	144
W20-1	ROAD WORK AHEAD	48 x 48	16	16	256
W20-1	ROAD WORK 1 MILE	48 x 48	16	2	32
W20-1	ROAD WORK 1/2 MILE	48 x 48	16	2	32
W20-1	ROAD WORK 1000 FT	48 x 48	16	2	32
W20-4	ONE LANE ROAD 1000' (PORTABLE)	48 x 48	16	2	32
W16-2	FLAGGER SYMBOL - PORTABLE	48 x 48	16	2	32
W21-2	FRESH OIL	48 x 48	16	2	32
W5-11	UNEVEN LANE	48 x 48	16	18	288
W8-15P	MOTORCYCLE SYMBOL	30 X 24	5	18	90
				<b>TOTAL</b>	<b>986</b>

### FOOTNOTES

- (1) TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) TO BE USED FOR SPOT LEVELING.
- (3) INCLUDES 1 TONS FOR SIDE ROADS, COUNTY ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES.
- (4) INCLUDES 239 TONS FOR SIDE ROADS, COUNTY ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES.
- (5) TO BE USED AS TEMPORARY PAVEMENT MARKINGS ON COLD PLANED SURFACES AND INTERMEDIATE LAYERS.
- (6) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (7) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
- (8) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING OF CONSTRUCTION SIGNS.
- (9) BM2 MAY INCREASE/DECREASE AS DIRECTED BY THE CONSTRUCTION ENGINEER. LOCATIONS ARE DETERMINED BASED ON FIELD CONDITIONS.
- (10) SEE SHEET 2F FOR LOCATION
- (11) SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. THIS WORK IS TO BE PERFORMED BEFORE ALL OTHER OPERATIONS
- (12) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (13) TO BE USED AS PERMANENT PAVEMENT MARKINGS FOR THE EDGELINES AND CENTERLINES ON THE FINAL SURFACE. BASED ON 15.01 % PASSING, 13.69% NO PASS ON ONE SIDE , AND 86.31% NO PASS ON BOTH SIDES.

### BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
60SR1660001	2.440	BRANCH	31	PAVE WITH PLANS MIX/TREATMENT TYPE
60S62000003	3.100	SUGAR CREEK	27	PAVE WITH PLANS MIX/TREATMENT TYPE
60S62000001	4.170	SUGAR CREEK	57	PAVE WITH PLANS MIX/TREATMENT TYPE

THERE ARE NO UTILITY ADJUSTMENTS ONTHIS PROJECT

THERE ARE NO PROJECT COMMITMENTS ON THIS PROJECT

THERE IS NO GUARDRAIL WORK ON THIS PROJECT

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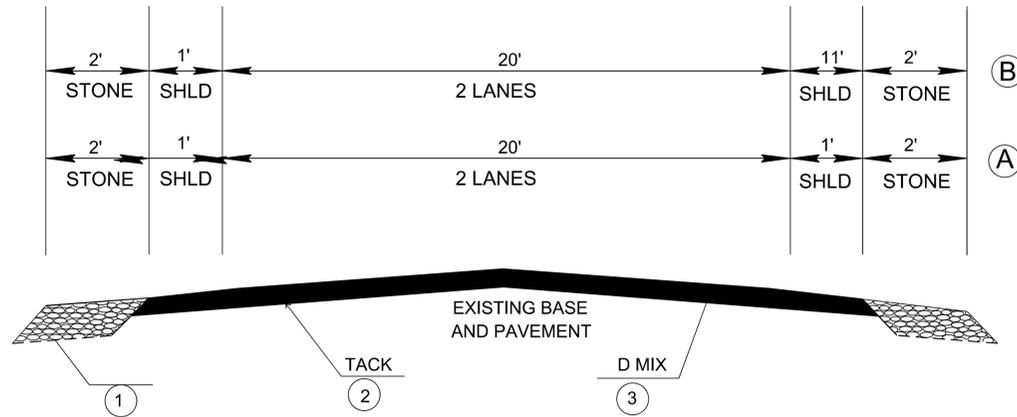


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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ESTIMATED  
ROADWAY  
QUANTITIES

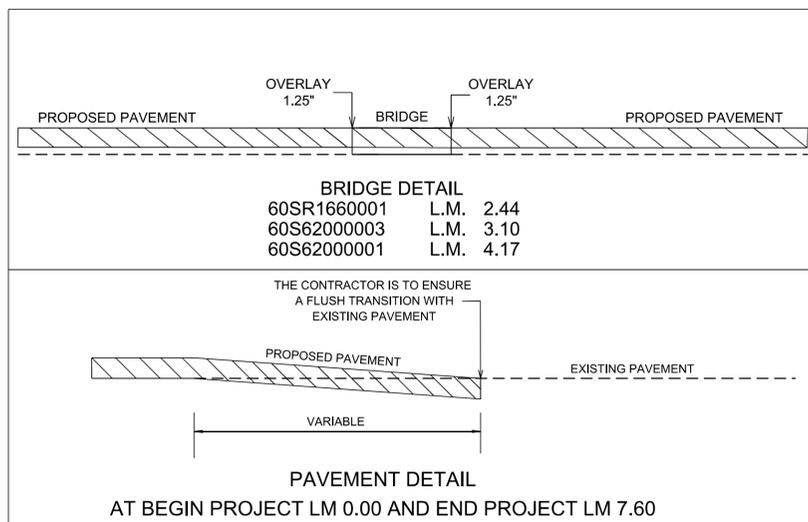
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	2B



SR-166

TYPICAL SECTION

- (A) L.M. 0.00 TO L.M. 7.53
- (B) L.M. 7.53 TO L.M. 7.60



PROPOSED PAVEMENT SCHEDULE

- ① MINERAL AGGREGATE (2" THICK)  
303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING D
- ② TACK COAT  
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)  
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
- ③ SURFACE @ 1.25" THICK (APPROX. 132.5 LBS/SY)  
411-01.10 ACS MIX(PG64-22) GRADING "D"

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TYPICAL  
SECTIONS AND  
PAVEMENT  
SCHEDULE

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# GENERAL NOTES

## GRADING

- (1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

## MISCELLANEOUS

- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) 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

### TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. **716-05.20**, PAINTED PAVEMENT MARKING (6" LINE), L.M.

### FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
  - a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.
  - b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.
  - c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
  - d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. **716-12.02**, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. 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 MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. 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.

### SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- (19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

## PAVEMENT

- (1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

## RESURFACING

- (4) 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.

- (5) 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.
- (6) 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.
- (9) 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.

## SIGNING

- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

## CONSTRUCTION WORK ZONE & 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, 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.

- (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.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. **712-06**, SIGNS (CONSTRUCTION), S.F.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	2C

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GENERAL  
NOTES

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# SPECIAL NOTES

## MISCELLANEOUS

- (1) THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.

## PAVEMENT MARKINGS

- (1) THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH AND LOCATE ALL NO-PASSING ZONES. THE ESTABLISHMENT OF NO-PASSING ZONES IS TO BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, 2009, PART III, MARKING. ALL NO-PASSING ZONES WILL BE APPROVED BY THE ENGINEER WITH ADVICE FROM THE REGIONAL TRAFFIC ENGINEER PRIOR TO THE MARKING APPLICATION.
- (2) THE CONTRACTOR IS TO PROVIDE THE LAYOUT OF ALL EXISTING PAVEMENT MARKINGS BEFORE BEGINNING THE RESURFACING PROJECT. EXISTING MARKINGS SHALL BE REFERENCED AS NEEDED TO ENSURE THAT ALL NEW MARKINGS ARE REPLACED IN THEIR CORRESPONDING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

## PAVEMENT

### PAVING

- (3) SURFACE TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (4) ALL STRUCTURES (DRAINAGE STRUCTURES, MANHOLES, UTILITY BOXES, ETC.) SHALL HAVE A FINISHED GRADE COMPATIBLE WITH THE FINISHED GRADE OF THE ROADWAY.

### RESURFACING

- (5) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.

### CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (6) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (7) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO MERGING WITH THE MAINLINE. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

### WORK RESTRICTIONS

- (8) CONSTRUCTION ACTIVITIES SHALL NOT INTERFERE WITH SCHOOL OR WORK TRAFFIC EITHER AM OR PM OR AS DIRECTED BY THE ENGINEER.

### PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (9) 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:
  1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
    - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), 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.

## TSRR RAILROAD CROSSING NOTES

- (10) ANY PAVEMENT PREPARATION, PAVEMENT INSTALLATION, PAVEMENT MARKINGS AND/OR RAILROAD WARNING SIGN INSTALLATION WITHIN 25- FEET OF THE NEAREST TENNESSEE SOUTHERN RR TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES OR AS OTHERWISE DETERMINED BY THE RAILROAD ONLY.
- (11) **SCHEDULING RR SIGNAL CABLE LOCATES** - PRIOR TO ENTERING INTO, OR WORKING WITHIN, ABOVE, BELOW, ADJACENT TO, OR WITHIN REACH OR POTENTIAL TO FOUL (EQUIPMENT WITH EXTENDABLE, OR FIXED BOOM LENGTHS THAT BY DISTANCE FROM THE ROW COULD ENTER INTO) THE RAILWAY'S RIGHT-OF-WAY, THE ROADWAY CONTRACTOR WILL NEED TO CONTACT THE LOCAL RAILROAD TO REQUEST RAILROAD SIGNAL CABLE LOCATES SINCE THE RAILROAD CABLES ARE NOT PART OF THE 811 ONE CALL SYSTEM. ADDITIONALLY, CONTRACTOR MUST CALL AND REQUEST UTILITY LOCATES THROUGH THE 811 STATE LOCATE SYSTEM PRIOR TO COMMENCING ANY WORK. PLEASE NOTE THAT LOCAL CITY, COUNTY, STATE MAY NOT BE PART OF THE 811 LOCATE SYSTEM AND MUST BE CONTACTED INDEPENDENTLY TO ENSURE ALL UTILITIES ARE PROPERLY LOCATED BEFORE COMMENCING ANY WORK.

**SCHEDULING RR FLAGGER** - PRIOR TO ENTERING INTO, OR WORKING WITHIN, ABOVE, BELOW, ADJACENT TO, OR WITHIN REACH OR POTENTIAL TO FOUL (EQUIPMENT WITH EXTENDABLE, OR FIXED BOOM LENGTHS THAT BY DISTANCE FROM THE ROW COULD ENTER INTO) THE RAILWAY'S RIGHT-OF-WAY, THE ROADWAY CONTRACTOR WILL NEED TO SCHEDULE A RR FLAGGER TO BE PRESENT DURING ALL ROADWAY CONTRACTOR / SUBCONTRACTOR ACTIVITIES WITHIN OR ADJACENT TO THE RAILROAD RIGHT OF WAY AND CORRIDOR. TO SCHEDULE A RR FLAGGER CONTRACTOR MUST COMPLETE AND SUBMIT THE RAILROAD FLAGGING REQUEST FORM **(TO BE PROVIDED AS ATTACHMENT)**. THE FLAGGER MUST BE SCHEDULED A MINIMUM OF TWO WEEKS IN ADVANCE OF THE START DATE FOR THE WORK. TO MAINTAIN A SAFE WORKING ENVIRONMENT, A FLAGGER WILL HAVE TO BE PRESENT ANYTIME THE ROADWAY CONTRACTOR(S) ARE WORKING WITHIN OR ADJACENT TO THE RAILWAY'S RIGHT-OF-WAY. THE ROADWAY CONTRACTOR WILL NEED TO PROVIDE PROOF OF INSURANCE IN THE AMOUNTS REQUIRED BY THE RAILROAD AT THE TIME OF CONSTRUCTION. ADDITIONALLY, THE USE OF PERSONAL PROTECTION EQUIPMENT (PPE) WILL BE REQUIRED BY ALL ROADWAY CONTRACTORS WORKING ON THE RAILWAY'S RIGHT-OF-WAY. PPE INCLUDES THE FOLLOWING ITEMS:

- HARD HAT WITH REFLECTIVE BAND.
- SAFETY GLASSES WITH SIDE PROTECTION.
- SAFETY VEST WITH REFLECTIVE STRIPING.
- STEEL TOED BOOTS WITH MINIMUM 6" CUFF AND NON-SLIP TREAD.
- HEARING PROTECTION AS NEEDED.

- (12) THE FOLLOWING RESTRICTION OF THE MASONRY CONSTRUCTION MUST BE ADHERED TO:

**"CURB & GUTTER, SIDEWALK, MASONRY, STRUCTURES, OR UTILITIES SHALL NOT BE CONSTRUCTED CLOSER THAN 12 FEET OF THE CENTERLINE OF THE NEAREST RAILWAY TRACK AS MEASURED PERPENDICULAR TO THAT TRACK"**.

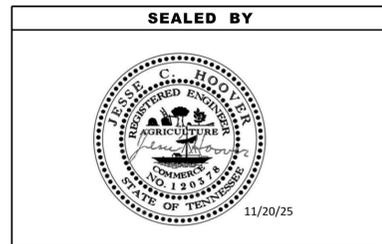
THE SIDEWALK, CURBS, AND MEDIANS WILL BE REQUIRED TO END AT THE 12-FOOT DISTANCE. ASPHALT PAVEMENT WILL BE UTILIZED BY THE ROADWAY IN THE SPACE BETWEEN THE MASONRY CONSTRUCTION ENDING AND THE CROSSING PANEL SECTIONS. ADDITIONALLY, THE MEDIAN TREATMENT MUST BE IN COMPLIANCE WITH STANDARDS.

- (13) COLD PLANING AS CLOSE AS PRACTICAL TO THE FIELD SIDES OF THE CROSSING SURFACE, FOLLOWED BY RESURFACE UP TO AND LEVEL WITH THE TOP OF THE FIELD SIDES OF THE CROSSING SURFACE.
- (14) THE CROSSING SURFACE SHOULD BE ON THE SAME PLANE AS TENNESSEE SOUTHERN RR FOR A DISTANCE OF 30 INCHES OUTSIDE THE RAILS.
- (15) THE SURFACE OF THE HIGHWAY SHALL NOT BE MORE THAN 3 INCHES HIGHER OR LOWER THAN THE TOP OF THE TENNESSEE SOUTHERN RR AT A POINT 30 FEET FROM THE RAIL, UNLESS SUPERELEVATION MAKES A DIFFERENT LEVEL APPROPRIATE.

- (16) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE TENNESSEE SOUTHERN RR 'S TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY TENNESSEE SOUTHERN RR 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:

Pedro Mendoza  
 Regional Operations Manager  
 Patriot Rail Company, LLC  
 For/Tennessee Southern Railroad Company  
 100 Railroad Street  
 P.O. Box 32  
 Mt. Pleasant, TN 38474  
 Phone: (602) 386-7098  
[Pedro.Mendoza@patriotrail.com](mailto:Pedro.Mendoza@patriotrail.com)

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	2D



**STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION**

**SPECIAL  
 NOTES**

# SPECIAL NOTES (CONT.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	2D1

## TSRR RAILROAD CROSSING NOTES (CONT.)

(17) THE ROADWAY AUTHORITY, OR DESIGNATED CONTRACTOR, SHALL NOT BE ALLOWED TO PERFORM TEMPORARY LANE CLOSURES, LANE SHIFTS, OR DETOUR ROUTES WITHIN THE RAILWAY RIGHT-OF-WAY WITHOUT PRIOR PLAN APPROVAL (PROVIDE 45-60 DAYS FOR REVIEW). ADDITIONALLY NO LANE SHIFT SHALL OCCUR WITHOUT PRIOR AUTHORIZATION FROM THE RAILWAY'S SIGNAL DEPARTMENT PERSONNEL. THE ROADWAY AUTHORITY WILL BE REQUIRED TO CONTACT THE FOLLOWING RAILWAY PERSONNEL TO COORDINATE THIS PHASE OF THE PROJECT A MINIMUM OF 60 DAYS IN ADVANCE.

JOHN HOLLADAY  
 ASSISTANT VICE PRESIDENT, ENGINEERING (BRIDGE AND SIGNALS)  
 PATRIOT RAIL COMPANY, LLC  
 10752 DEERWOOD BLVD  
 JACKSONVILLE, FLORIDA 32256  
 OFFICE: 904-654-8225  
 MOBILE: 904-654-8225  
 E-MAIL: [JOHN.HOLLADAY@PATRIOTRAIL.COM](mailto:JOHN.HOLLADAY@PATRIOTRAIL.COM)

AND

BENTLEY TOMLIN  
 DIRECTOR PUBLIC PROJECTS  
 PATRIOT RAIL COMPANY, LLC  
 10752 DEERWOOD BLVD  
 JACKSONVILLE, FL 32256  
 MOBILE: 904-882-2127  
 EMAIL: [BENTLEY.TOMLIN@PATRIOTRAIL.COM](mailto:BENTLEY.TOMLIN@PATRIOTRAIL.COM)

(18) WITH ALL RAILROAD PROJECTS, ANY CONTRACTOR OR SUBCONTRACTOR WORKING WITHIN, ABOVE, BELOW, OR ADJACENT TO, OR AFFECTING RAILROAD PROPERTY OF FACILITIES MUST HAVE AND PROVIDE PROOF OF INSURANCE (PROVIDING FULL WRITTEN INSURANCE POLICY AND COI ALONG WITH ALL ENDORSEMENTS AND WAIVERS OF SUBROGATION) WITH THE LIMITS SHOWN ON THE ATTACHED RAILROAD INSURANCE REQUIREMENTS DOCUMENT ATTACHED. WHEN SUBMITTING YOUR CONTRACTOR OR SUBCONTRACTOR INSURANCE FOR REVIEW AND APPROVAL BY RAILROAD RISK MANAGEMENT, PLEASE ENSURE THAT THE FOLLOWING IS INCLUDED:

- A. PROVIDE A COMPLETE LIST OF ALL CONTRACTORS AND SUB-CONTRACTORS THAT WILL BE WORKING ON RAILROAD PROPERTY AND REQUIRE SUBMITTALS TO BE APPROVED. THE LIST MUST ALSO PROVIDE A BRIEF STATEMENT OF WHAT WORK EACH CONTRACTOR OR SUB-CONTRACTOR WILL PERFORM AS PART OF THE PROJECT. IF THE PROJECT HAS NOT YET BEEN AWARDED, THIS LIST MUST BE SUBMITTED TO RAILROAD IMMEDIATELY UPON AWARD OF THE PROJECT.
- B. INCLUDE THE ENTIRE WRITTEN INSURANCE POLICY (NOT A PORTION) FOR EACH OF THE FOLLOWING:
  - COMMERCIAL GENERAL LIABILITY INSURANCE
  - BUSINESS AUTOMOBILE LIABILITY INSURANCE
  - WORKERS COMPENSATION INSURANCE
  - RAILROAD PROTECTIVE LIABILITY (RPL) INSURANCE (REQUIRED TO SHOW PROOF OF CG2417 OR ITS EQUIVALENT AS WELL AS A WAIVER OF SUBROGATION IN FAVOR OF THE RAILROAD)

NOTE – BASED ON THE WORK BEING PERFORMED, ADDITIONAL INSURANCE COVERAGES MAY BE REQUIRED (I.E., EXCESSIVE OR POLLUTION (EPA), USE OF EXPLOSIVES, USE OF HAZARDOUS MATERIALS, THAT MAY NOT BE COVERED UNDER THE STANDARD MINIMUM POLICIES AND BINDERS

- C. INCLUDE THE CERTIFICATES OF INSURANCE FOR EACH POLICY STATED ABOVE.
- D. INCLUDE ALL NECESSARY WAIVERS OF SUBROGATION FOR ANY POLICIES REQUIRING SUCH.
- E. INCLUDE POLICY AND COI FOR THE REQUIRED RAILROAD PROTECTIVE LIABILITY (RPL) POLICY TO MEET THE LIMITS STATED IN THE ATTACHED RAILROAD INSURANCE REQUIREMENTS.

F. THE CONTRACTOR WILL BE NAMED AS THE "INSURED", AND THE RAILWAY SHALL BE PROPERLY NAMED AS "ADDITIONAL INSURED" OR "CERTIFICATE HOLDER" AS FOLLOWS:

TENNESSEE SOUTHERN RAILROAD COMPANY, LLC.  
 10752 DEERWOOD PARK BLVD  
 JACKSONVILLE, FL 32256  
 ATTN: PUBLIC PROJECTS DEPARTMENT

- G. ENSURE THAT ALL INSURANCE MEETS OR EXCEEDS THE LIMITS STATED IN THE ATTACHED RAILROAD INSURANCE REQUIREMENTS.
- H. ENSURE THAT SUBMITTALS FOR INSURANCE APPROVALS PROVIDE IN THE SUBJECT LINE THE PROPER RAILWAY'S MILEPOST, CROSSING INVENTORY NUMBER, RAILROAD RAILWAY PROJECT NUMBER, AS WELL AS THE ROADWAY AGENCY PROJECT NUMBER AS APPLICABLE TO THE PROJECT THE SUBMITTAL IS INTENDED.
- I. ENSURE THAT THE EMAIL CLEARLY STATES THE LEGAL ENTITY NAME FOR THE CONTRACTOR AND/OR SUB-CONTRACTOR, AND THE TASK WORK THAT SPECIFIC CONTRACTOR OR SUB-CONTRACTOR WILL BE PERFORMING WITHIN OR ADJACENT TO THE RAILWAY'S ROW AND PROPERTY.
- J. ENSURE THAT ALL CONTRACTORS OR SUB-CONTRACTORS THAT WILL BE WORKING WITHIN, ABOVE, BELOW, OR ADJACENT TO THE RAILWAY ROW AND PROPERTY, OR WOULD HAVE THE POTENTIAL OF WORKERS OR EQUIPMENT (WITH FIXED OR EXTENDABLE BOOM) TO FOUL OR ENTER INTO THE RAILWAY'S ROW AND PROPERTY HAVE HAD THEIR INSURANCE SUBMITTED AND APPROVED BY RAILROAD RAILWAY PRIOR TO ANY WORK COMMENCING. RAILROAD WILL NOT BE RESPONSIBLE FOR DELAYS IN WORK DUE TO THE DELAY IN SUBMITTING OR INSUFFICIENT TIME FOR RAILROAD TO REVIEW ALL INSURANCE SUBMITTALS.

(19) THE FOLLOWING ITEMS WILL APPLY TO ALL WORK PERFORMED WITHIN RAILWAY PROPERTY:

1. ALL MOVEMENTS OF EQUIPMENT WITHIN RAILWAY PROPERTY MUST BE COORDINATED WITH THE RAILWAY FLAGGER.
2. DURING TRAIN MOVEMENTS THROUGH THE PROJECT LOCATION, VEHICLES, EQUIPMENT, AND PERSONNEL WILL NOT BE ALLOWED TO OPERATE.
3. ANY DAMAGE CAUSED BY THE ROADWAY WORK TO THE TRACK OR RAILWAY PROPERTY WILL REQUIRE REPAIR IMMEDIATELY UPON NOTIFICATION FROM THE RAILWAY OR THEIR DESIGNATED PERSONNEL OR CONTRACTOR. IF THE DAMAGE AFFECTS THE TRACK, TRACK STRUCTURE, RAILWAY FACILITIES, OR TRAIN OPERATIONS AS DETERMINED BY THE RAILWAY, THE REPAIRS WILL BE PERFORMED BY THE RAILWAY AT THE ROADWAY AUTHORITIES EXPENSE INCLUDING ALL ASSOCIATED COSTS OF DELAYS OF THE RAILWAY.

(20) **RAILROAD CONTACTS:**

4. RAILROAD EMERGENCY – **855-258-4514** – IF ANY EMERGENCY ARISES THAT IS OF A NATURE THAT TRAIN OPERATIONS MAY BE AFFECTED AND NEED IMMEDIATE NOTIFICATION TO STOP TRAINS.
5. PATRIOT RAIL DIRECTOR PUBLIC PROJECTS – BENTLEY TOMLIN – PHONE: (904) 882-2127– E-MAIL: [BENTLEY.TOMLIN@PATRIOTRAIL.COM](mailto:BENTLEY.TOMLIN@PATRIOTRAIL.COM) – FOR MATTERS PERTAINING TO PROJECT ISSUES OR GENERAL QUESTIONS THAT REQUIRE RAILROAD INPUT OR DETERMINATION – PLEASE CC [PR-PM@WABTEC.COM](mailto:PR-PM@WABTEC.COM) ON ALL CORRESPONDENCE.
6. PATRIOT RAIL GENERAL ENGINEERING CONSULTANT (GEC) – TERRY FRANK (XORAIL) – PHONE: 904-477-2103 – E-MAIL: [PR-PM@WABTEC.COM](mailto:PR-PM@WABTEC.COM) – FOR MATTERS PERTAINING TO PROJECT ISSUES OR GENERAL QUESTIONS THAT REQUIRE RAILROAD INPUT OR DETERMINATION – PLEASE CC [BENTLEY.TOMLIN@PATRIOTRAIL.COM](mailto:BENTLEY.TOMLIN@PATRIOTRAIL.COM) ON ALL CORRESPONDENCE.

(21) DRAINAGE REQUIREMENTS:

7. NO STORM WATER MAY BE DIRECTED TOWARDS OR ALLOWED TO STAND OR POND WITHIN THE RAILWAY RIGHT-OF-WAY. EARTH SWALES OR CONCRETE OR ASPHALT GUTTERS SHALL BE USED TO CONVEY STORM WATER TO MUNICIPAL OR PRIVATE COLLECTION SYSTEMS OR STORAGE PONDS OUTSIDE THE RAILWAY RIGHT-OF-WAY.

8. IF THE ROADWAY AUTHORITY WORK WILL AFFECT OR REQUIRE MODIFICATION TO ANY EXISTING RAILWAY DRAINAGE FACILITIES THROUGH OR PARALLEL TO THE WORK, IT WILL BE THE ROADWAY AUTHORITY'S RESPONSIBILITY TO PROPERLY DESIGN AND PROVIDE A DRAINAGE SYSTEM TO ACCOMMODATE THE EXISTING DRAINAGE, WHILE NOT PROMOTING OR DIRECTING ANY ADDITIONAL VOLUME OF STORM WATER ONTO OR TOWARDS THE RAILWAY RIGHT-OF-WAY.
9. NO DRAINAGE STRUCTURES (I.E. CATCH BASINS, MANHOLES, JUNCTION BOXES, ETC.) SHALL BE PLACED WITHIN THE RAILWAY RIGHT-OF-WAY.
10. ALL STORM WATER SHALL FLOW AWAY FROM THE RAILWAY CROSSING SURFACE AND TRACKS STRUCTURE. AT NO TIME SHALL ANY STORM WATER BE DIRECTED TOWARDS THE RAILWAY CROSSING SURFACE OR TRACK STRUCTURE.
11. ROADWAY DRAINAGE SYSTEM MUST PREVENT ANY DRAINAGE FROM ENTERING INTO OR CAUSING EROSION WITH THE RAILWAY RIGHT-OF-WAY AND DAMAGING ANY RAILWAY FACILITIES.

(22) **CLEARANCES:** THE FOLLOWING MINIMAL FINAL CLEARANCES SHALL APPLY TO ALL GRADE SEPARATED CROSSINGS.

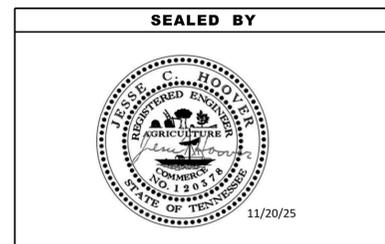
12. VERTICAL – 23 FEET ABOVE TOP OF RAIL (ATR) THROUGHOUT THE ENTIRE WIDTH OF THE RAILWAY RIGHT-OF-WAY.
13. HORIZONTAL -15 FEET IN TANGENT SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK.
14. HORIZONTAL - 20 FEET IN CURVED SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK.
15. HORIZONTAL BRIDGES – NO PORTION OF ANY SUPERSTRUCTURE OR SUBSTRUCTURE, ABOVE GRADE OR BELOW GRADE ARE TO BE PLACED WITHIN THE RAILWAY RIGHT-OF-WAY. (NEW BRIDGE DESIGNS MUST SPAN THE ENTIRE RAILWAY RIGHT-OF-WAY.

THE FOLLOWING MINIMUM TEMPORARY CLEARANCES SHALL BE MAINTAINED DURING CONSTRUCTION:

16. VERTICAL - 23 FEET ABOVE TOP OF RAIL (ATR) (TEMPORARY).
17. HORIZONTAL -13 FEET IN TANGENT SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK (TEMPORARY).
18. HORIZONTAL - 14 FEET IN CURVED SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK (TEMPORARY).

ADDITIONAL HORIZONTAL CLEARANCE MAY BE REQUIRED IN CERTAIN CASES TO BE SAFE FOR OPERATING CONDITIONS. THIS ADDITIONAL CLEARANCE WILL BE AS DETERMINED BY THE RAILROAD ENGINEER.

(23) THE RAILWAY RESERVES THE RIGHT TO COMMENT /APPROVE THE ROADWAY AUTHORITY CONSTRUCTION PLANS AFFECTING THE RAILWAY PROPERTY OR FACILITIES ANY TIME PRIOR TO THE START OF CONSTRUCTION REGARDLESS IF PREVIOUS CONSTRUCTION PLAN APPROVAL HAS BEEN GRANTED. THIS RESERVATION WILL BE INVOKED ONLY IF THE RAILWAY HAS EITHER BY INTERNAL POLICY OR MANDATE OF LAW REVISED ITS STANDARDS AS APPLICABLE TO THIS PROJECT. THE RAILWAY SHALL NOTIFY THE ROADWAY AUTHORITY OF CHANGES AS FAR AS POSSIBLE IN ADVANCE OF CONSTRUCTION. THE ROADWAY AUTHORITY SHALL, PRIOR TO THE START OF CONSTRUCTION, VERIFY WITH THE RAILWAY IF ANY REVISIONS TO STANDARDS ARE APPLICABLE TO THIS PROJECT.



STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

SPECIAL  
 NOTES

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# ENVIRONMENTAL NOTES

## ENVIRONMENTAL GENERAL NOTES

### NATURAL RESOURCES

- (4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.
- (9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

### SPECIES

- (11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).
- (12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

### PERMITS, PLANS & RECORDS

- (15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

## ENVIRONMENTAL SPECIAL NOTES

### ENVIRONMENTAL

- (1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

### ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

### SCOPE OF WORK

- (6) THIS PROJECT INCLUDES RESURFACING, TRAFFIC CONTROL, 411D AND PAVEMENT MARKINGS.

## EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

### DISTURBED AREA

- (1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.

### SEDIMENT CONTROL

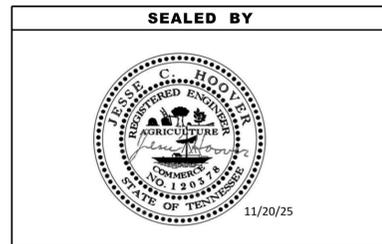
- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

### GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) 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. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- (32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM.
- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	2E



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL  
NOTES**

# ENVIRONMENTAL NOTES (CONTINUE)

## SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.
- (46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. 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.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	2E1

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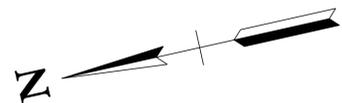
ENVIRONMENTAL  
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	2F



STATE ROUTE 166  
 7.52 LOG MILE TO 7.59 LOG MILE  
 MAURY COUNTY



NOT TO SCALE

REFERENCE STANDARD DRAWING  
 T-M-3

FOR REFERENCE ONLY  
 PROVIDED BY TDOT REGION 3 TRAFFIC

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PAVEMENT  
 MARKING  
 IMPROVEMENTS

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# UTILITY NOTES

## UTILITY

- (10) 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.
- (11) 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.
- (12) 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.
- (13) 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. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

## UTILITY OWNERS

### TELEPHONE/FIBER:

AT&T  
116 SOUTH CANNON AVENUE  
MURFREESBORO, TN 37129  
KENNETH LEE KORNEGAY  
[KK4096@ATT.COM](mailto:KK4096@ATT.COM)  
O: 615-848-2082

### WATER /SEWER / GAS:

MT. PLEASANT UTILITIES  
100 PUBLIC SQUARE  
MT. PLEASANT, TN 38474  
TED HOWELL  
[THOWELL@MTPLEASANT-TN.GOV](mailto:THOWELL@MTPLEASANT-TN.GOV)  
O: 931-379-7717  
C: 931-774-4917

### DALE BROWN

[DBROWN@MTPLEASANT-TN.GOV](mailto:DBROWN@MTPLEASANT-TN.GOV)  
C: 931-774-6343

### ELECTRIC:

MT. PLEASANT POWER SYSTEMS  
123 NORTH MAIN STREET  
MT. PLEASANT, TN 38474  
AI KERSTIENS  
[AKERSTIENS@MOUNTPLEASANTPOWER.COM](mailto:AKERSTIENS@MOUNTPLEASANTPOWER.COM)  
O: 931-626-6109  
C: 931-379-3233

### DUCK RIVER ELECTRIC MEMBERSHIP CORP.

1411 MADISON STREET  
SHELBYVILLE, TN 37160  
SCOTT DAHLSTROM  
[SDAHLSTROM@DREMC.COM](mailto:SDAHLSTROM@DREMC.COM)  
O: 931-681-5840  
C: 931-703-0248

### TENNESSEE VALLEY AUTHORITY

1101 MARKET STREET MR-4G  
CHATTANOOGA, TN 37402-2801  
STEPHEN WILLIAMS  
[SEWILLIAMS@TVA.GOV](mailto:SEWILLIAMS@TVA.GOV)  
C: 662-255-6272

### FOC:

BEN LOMAND  
2484 SMITHVILLE HWY.  
MCMINNVILLE, TN 37110  
RICHARD BOYD  
[RICHARDBOYD@BENLOMAND.NET](mailto:RICHARDBOYD@BENLOMAND.NET)  
O: 931-668-6692  
C: 931-235-7515

502 BEN LOMAND DR.  
SPARTA, TN 38585  
TOMMY BROWN  
[TBROWN@BENLOMAND.NET](mailto:TBROWN@BENLOMAND.NET)  
C: 931-235-7333

### UNITED COMMUNICATIONS.

120 TAYLOR ST.  
CHAPEL HILL, TN 37034  
JONATHAN KNIGHT  
[JON.KNIGHT@GOUNITED.NET](mailto:JON.KNIGHT@GOUNITED.NET)  
C: 704-242-4172

### CABLE:

CHARTER COMMUNICATIONS  
1757 NORTH POINTE DR.  
COLUMBIA, TN 38401  
WILL JAGGERS  
[WILL.JAGGERS@CHARTER.COM](mailto:WILL.JAGGERS@CHARTER.COM)  
C: 931-371-0711

### GAS:

ENBRIDGE (FORMERLY SPECTRA ENERGY)  
565 MARRIOTT DRIVE. SUITE 400  
NASHVILLE, TN 37214  
KELLY DALY  
[CROSSINGSJS@ENBRIDGE.COM](mailto:CROSSINGSJS@ENBRIDGE.COM)  
O: 701-857-0813  
C: 701-340-5739

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	3

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DEPARTMENT OF TRANSPORTATION

UTILITY NOTES AND  
UTILITY OWNERS





TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	3C

**R.O.W. ACQUISITION TABLE**

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT RAILROAD	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
**1	TENNESSEE SOUTHERN RAILROAD																
<b>ACQUISITION TOTALS (ACRES)</b>																	

\*\*CONFIRMATION OF EASEMENT CORRIDOR BY RAILROAD ENTITY

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DEPARTMENT OF TRANSPORTATION**

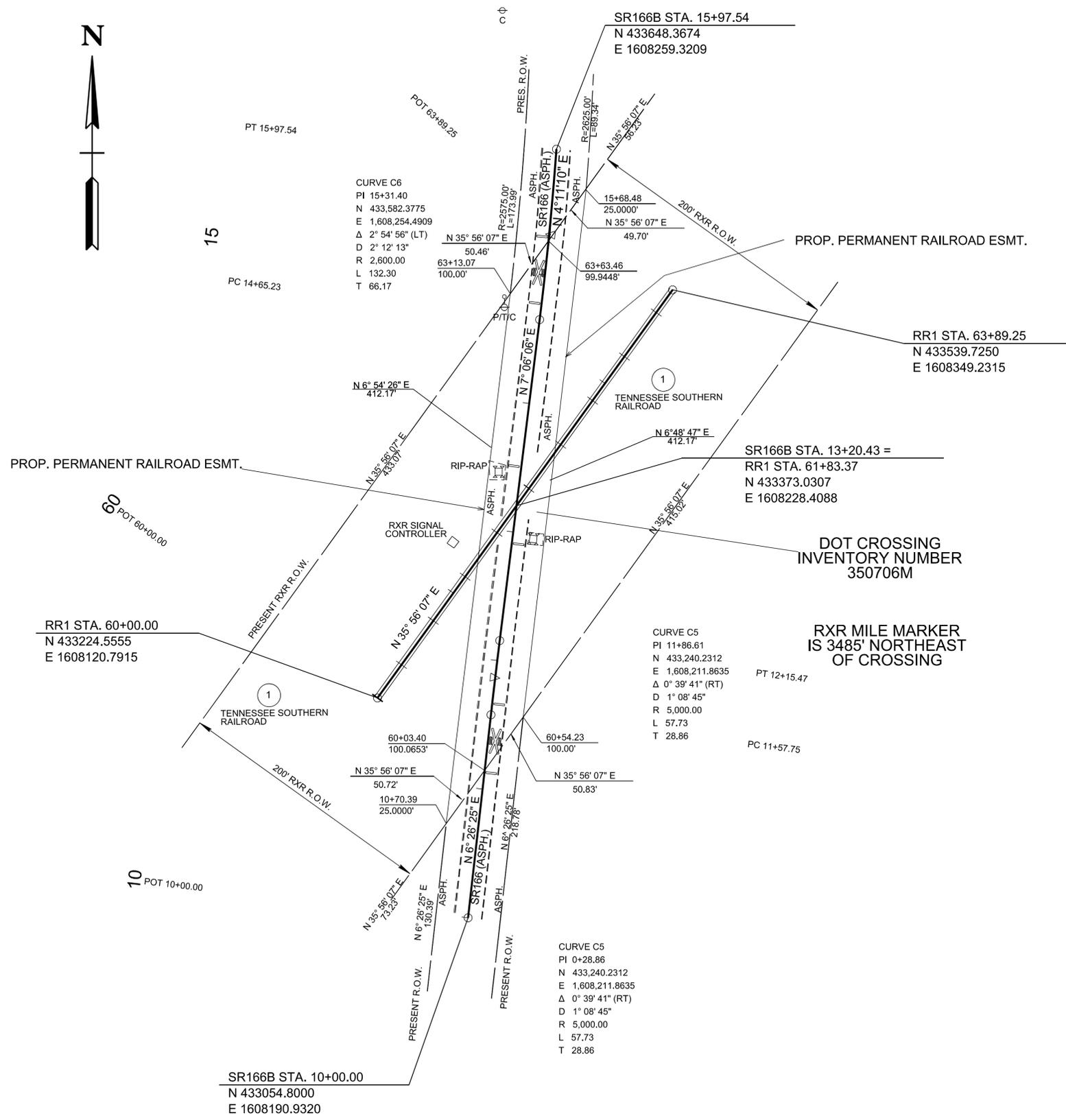
RIGHT-OF-WAY  
ACQUISITION  
TABLE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	4A

Point	North	East	Elevation	Station	Offset	Description
S22	433661.5396	1608247.2122	673.305	Off Chain	Off Chain	60-166-22
S23	434508.2811	1608168.1114	692.725	Off Chain	Off Chain	60-166-23
S24	434897.7769	1607950.5794	673.463	42+69.50	15.5710'	60-166-24



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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 09-22-21.

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY  
DETAILS**

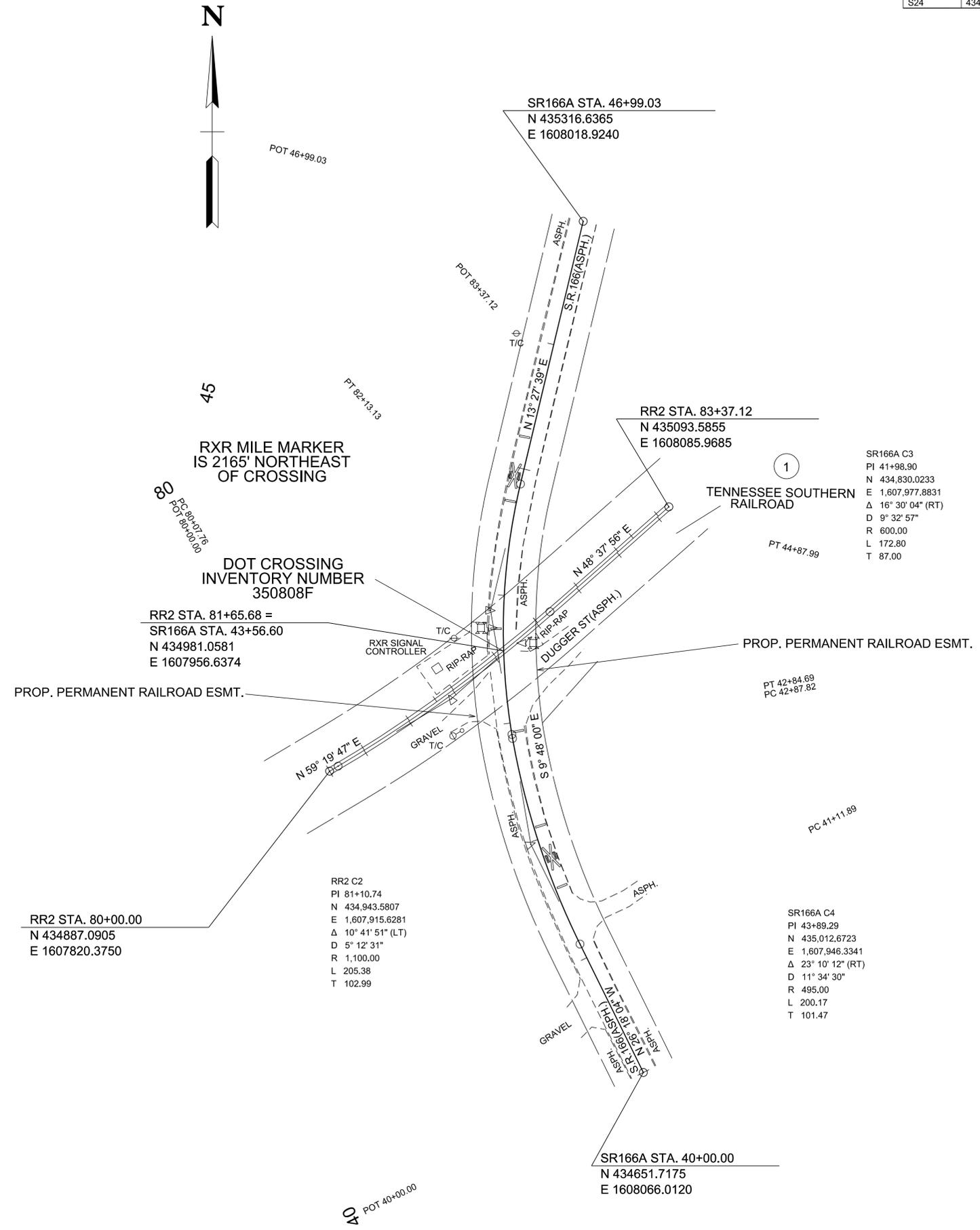
STA. 10+00.00 TO STA. 15+97.54  
SCALE: 1" = 50'

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Point	North	East	Elevation	Station	Offset	Description
S22	433661.5396	1608247.2122	673.305	Off Chain	Off Chain	60-166-22
S23	434508.2811	1608168.1114	692.725	Off Chain	Off Chain	60-166-23
S24	434897.7769	1607950.5794	673.463	42+69.50	15.5710'	60-166-24

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	5



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**STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION**

**PRESENT LAYOUT**  
 STA.40+00.00 TO STA.46+99.03  
 SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-166(27)	5A

Point	North	East	Elevation	Station	Offset	Description
S22	433661.5396	1608247.2122	673.305	Off Chain	Off Chain	60-166-22
S23	434508.2811	1608168.1114	692.725	Off Chain	Off Chain	60-166-23
S24	434897.7769	1607950.5794	673.463	42+69.50	15.5710'	60-166-24



45

RXR MILE MARKER IS 2165' NORTHEAST OF CROSSING

DOT CROSSING INVENTORY NUMBER 350808F

RR2 STA. 81+65.68 =  
SR166A STA. 43+56.60  
N 434981.0581  
E 1607956.6374

PROP. PERMANENT RAILROAD ESMT.

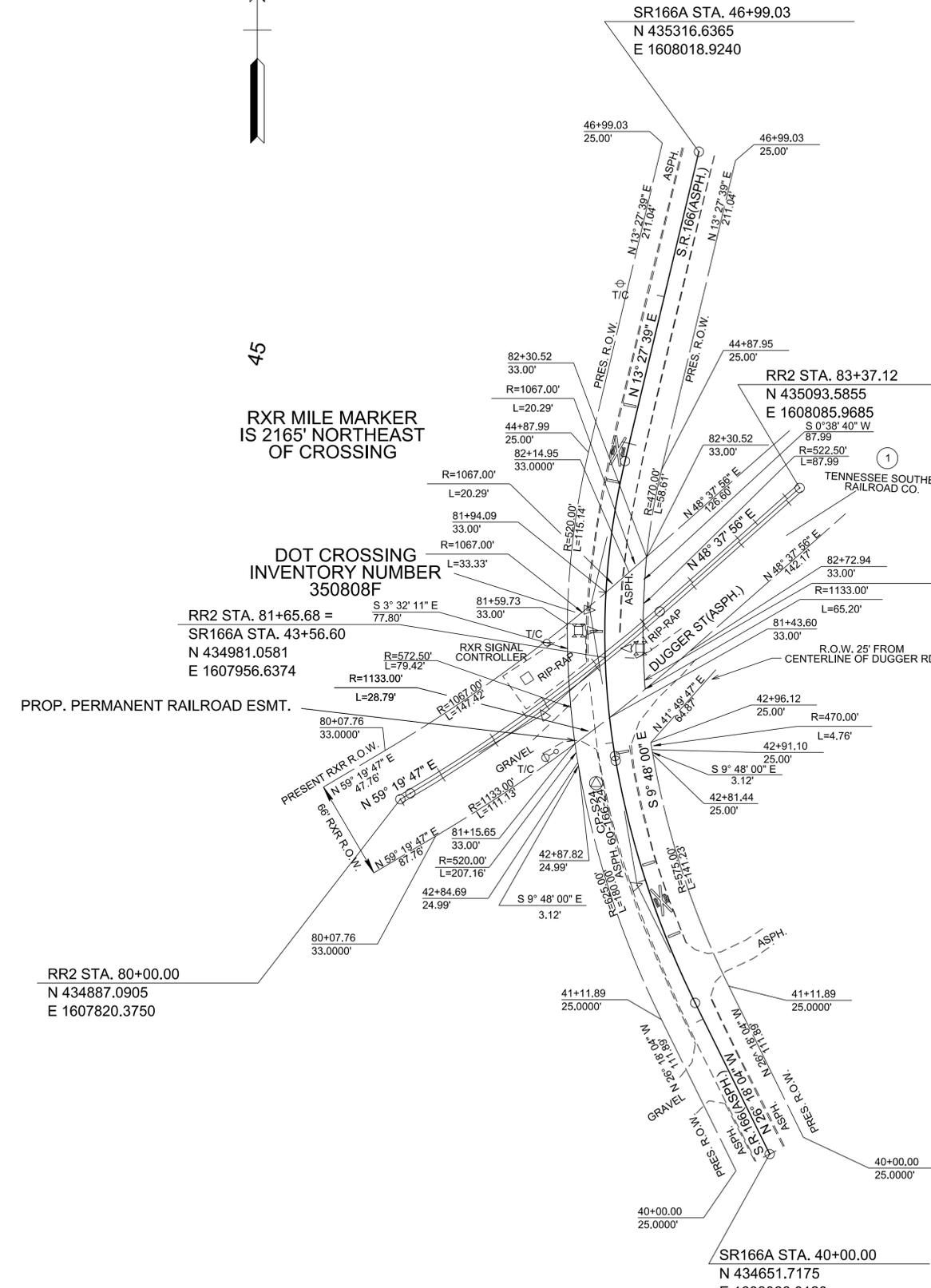
RR2 STA. 80+00.00  
N 434887.0905  
E 1607820.3750

SR166A STA. 46+99.03  
N 435316.6365  
E 1608018.9240

RR2 STA. 83+37.12  
N 435093.5855  
E 1608085.9685

PROP. PERMANENT RAILROAD ESMT.

SR166A STA. 40+00.00  
N 434651.7175  
E 1608066.0120



1  
TENNESSEE SOUTHERN RAILROAD CO.

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY  
DETAILS

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SCALE: 1"= 50'

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