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**Nick Kniazewycz** Digitally signed by Nick Kniazewycz  
 Date: 2026.03.31 00:31:19 -05'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION  
 6601 CENTENNIAL BLVD.  
 NASHVILLE, TN 37243  
 NICK KNIAZEWCY, P.E. NO. 126392

3-31-26

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 SHEET .....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX AND STANDARD DRAWINGS .....	1A
ESTIMATED ROADWAY AND TABULATED QUANTITIES.....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2A
GENERAL NOTES.....	2B
SPECIAL NOTES.....	2C, 2C1
ENVIRONMENTAL NOTES.....	2D, 2D1

YEAR	PROJECT NO.	SHEET NO.
2026	STP-11(124)	ROADWAY-SIGN1

STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

SIGNATURE  
 SHEET

INDEX OF SHEETS  
SEE SHEET 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-11(124)	
STATE PROJ. NO.	59S011-F8-004	
STATE PROJ. NO.	94S011-F8-007	
STATE PROJ. NO.	94S011-M3-007	

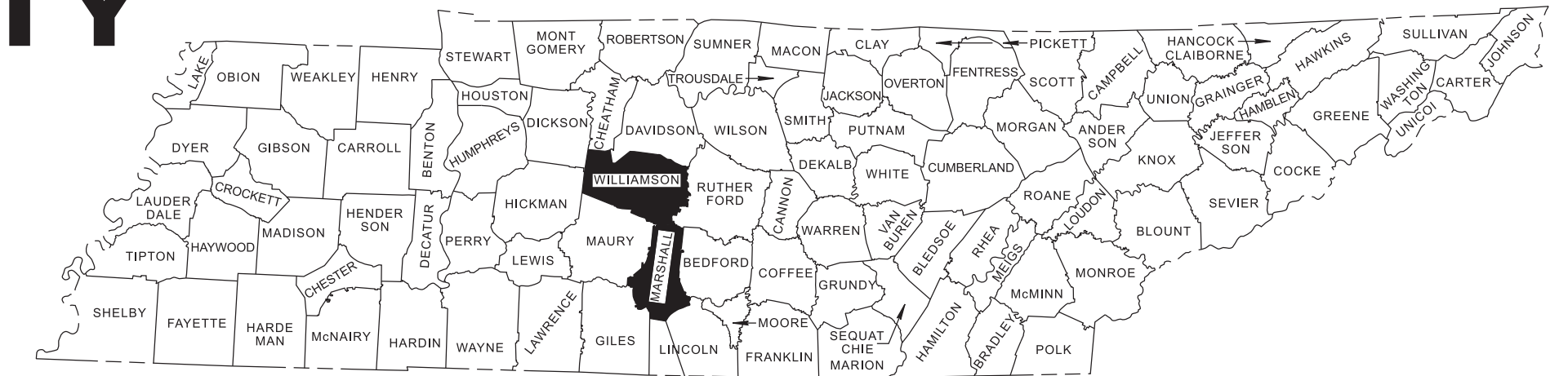
**MARSHALL/WILLIAMSON COUNTY**

STATE ROUTE 11  
FROM NEAR SOUTHWEST FOREST STREET (L.M. 26.03)  
TO RUTHERFORD COUNTY LINE (L.M. 0.73)

**RESURFACE**

CAPE SEAL - CHIP SEAL PLUS MICRO-SURFACING / TL AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 11 F.A.H.S. NO. N/A



PROJECT LOCATION  
BRIDGE ID. #94SR0110001

94S011-M3-007  
94S011-F8-007  
59S011-F8-004  
END PROJECT NO. STP-11(124) RESURFACE  
L.M. 0.73

CSXT AT-GRADE CROSSING [350390E]

CSXT M.P. 0BA 0220.170  
L.M. 0.41

CSXT UNDERPASS CROSSING [350391L]

CSXT M.P. 0BA 0220.790  
L.M. 31.88

CSXT AT-GRADE CROSSING [350392T]

CSXT M.P. 0BA 0221.420  
L.M. 31.26

CSXT AT-GRADE CROSSING [350394G]

CSXT M.P. 0BA 0221.720  
L.M. 30.96

94S011-M3-007

94S011-F8-007

59S011-F8-004

BEGIN PROJECT NO. STP-11(124) RESURFACE

L.M. 26.03

**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 : AUSTIN ELLER / KONRAD BECK, P.E. CHECKED BY : ZHIWAR RASHID, P.E.

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

PIN NO. 131711.00

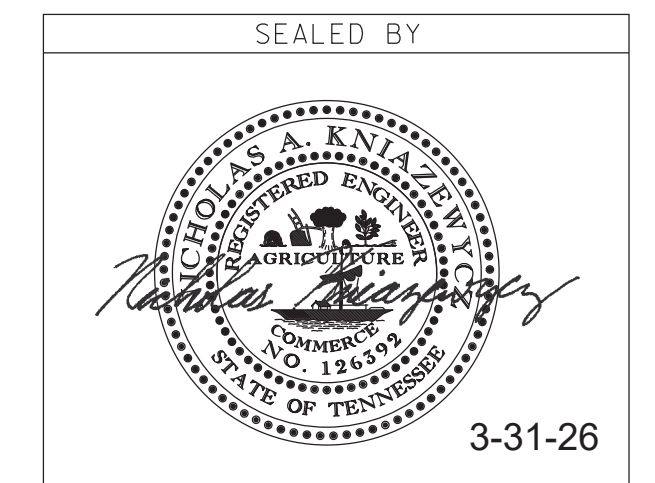


SCALE: 1"= 1 MILE



PROJECT LENGTH 6.77 MILES  
TOTAL LANE MILES RESURFACED 13.54 MILES

NO EXCLUSIONS



APPROVED: *Shane Hester*  
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED: *Will Reid*  
WILL REID, COMMISSIONER

TRAFFIC DATA	
ADT (2025)	8511
POSTED SPEED	
L.M. 26.03 - 27.51	30 MPH
L.M. 27.51 - 28.58	45 MPH
L.M. 28.58 - 0.73	55 MPH

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-11(124)	1A

# ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN1
TITLE SHEET .....	1
ROADWAY INDEX AND STANDARD DRAWINGS .....	1A
ESTIMATED ROADWAY AND TABULATED QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2A
GENERAL NOTES .....	2B
SPECIAL NOTES .....	2C, 2C1
ENVIRONMENTAL NOTES .....	2D, 2D1
PAVEMENT MARKING IMPROVEMENTS .....	2E
BRIDGE PLANS .....	B-1

NOTE:  
 NO UTILITY SHEETS.  
 THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS  
 NO PROJECT COMMITMENT SHEET INCLUDED IN THIS SET OF PLANS

# STANDARD ROADWAY DRAWINGS


DWG.	REV.	DESCRIPTION
<b>10-100.00 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	01-30-26	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND

# STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
<b>10-200.00 SIGN</b>		
T-S-9	07-30-25	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS
<b>10-204.00 DESIGN – TRAFFIC CONTROL</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
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-15	03-26-25	INTERIOR LANE CLOSURE FOR EXPRESSWAYS AND FREEWAYS
T-WZ-21	03-26-25	LANE CLOSURE WITH LEFT HAND MERGE AND LANE SHIFT
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS

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3-31-26

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

ROADWAY INDEX  
AND  
STANDARD  
DRAWINGS

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### ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY		TOTAL QUANTITY
			59S011-F3-004	94S011-F8-007	
(1)(2)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	11.8	1.4	13.2
(3)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2343	285	2628
(4)	405-01.01 BITUMINOUS MATERIAL (BSC)	TON	160	18	178
(5)	405-01.02 MINERAL AGGREGATE (BSC)	TON	1400	155	1555
(19)	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	8.2	1.2	9.4
(6)	712-01 TRAFFIC CONTROL	LS	0.89	0.11	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	45	5	50
(7)(8)	712-06 SIGNS (CONSTRUCTION)	S.F.	1374	170	1544
	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	2		2
(17)	713-16.20 SIGNS (DESCRIPTION)	EACH	9		9
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	301	47	348
(18)	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	285	47	332
	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	9.3		9.3
	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	455	46	501
(20)	716-04.04 PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	139		139
	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	45	5	50
(21)	716-08.04 REMOVAL OF PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	40		40
	716-08.05 REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	455	46	501
	716-08.20 REMOVAL OF PAVEMENT MARKING (LINE)	L.M.	22	3	25
(9)(10)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	22	3	25
	717-01 MOBILIZATION	LS	0.89	0.11	1
	730-14.02 SAW SLOT	L.F.	936		936
	730-14.03 LOOP WIRE	L.F.	1872		1872
	ALTERNATE AA1				
(11)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	39	4	43
(12)	411-03.07 ACS MIX(PG64-22) THIN LIFT ASPHALT	TON	3851	426	4277
	ALTERNATE AA2				
(13)(14)	403-01.01 BITUMINOUS MATERIAL FOR TACK COAT (MICRO-SURFACING)	TON	16	2	18
(15)	414-03.01 EMULSIFIED ASPHALT FOR MICRO-SURFACING	TON	157	18	175
(16)	414-03.02 AGGREGATE FOR MICRO SURFACING	TON	1310	145	1455

### FOOTNOTES

- (1) SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. THIS WORK IS TO BE PERFORMED BEFORE ALL OTHER OPERATIONS.
- (2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2B, FINAL PAVEMENT MARKING NOTE (5) FOR MORE INFORMATION.
- (3) TO BE USED AS DIRECTED BY THE ENGINEER.
- (4) INCLUDES 162 TONS FOR MAINLINE AND 16 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
- (5) INCLUDES 1414 TONS FOR MAINLINE AND 141 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
- (6) 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 ITEM 712-06 SIGNS (CONSTRUCTION).
- (8) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS.
- (9) CONTRACTOR MAY ELECT TO SUBSTITUTE PERFORMED PLASTIC FOR THERMOPLASTIC. PERFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (10) TO BE USED FOR PERMANENT PAVEMENT MARKINGS ON CENTERLINES AND EDGE LINES. CENTERLINE STRIPING IS BASED ON 2% PASSING, 42% PASS ON ONE SIDE, AND 56% NO PASS ON BOTH SIDES.
- (11) INCLUDES 39 TONS FOR MAINLINE AND 4 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
- (12) INCLUDES 3888 TONS FOR MAINLINE AND 389 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
- (13) NO PAYMENT WILL BE MADE DIRECTLY FOR THE WATER REQUIRED TO DILUTE THE TACK COAT.
- (14) INCLUDES 16 TONS FOR MAINLINE AND 2 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
- (15) INCLUDES 159 TONS FOR MAINLINE AND 16 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
- (16) INCLUDES 1323 TONS FOR MAINLINE AND 159 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
- (17) OBJECT MARKERS SHALL BE DOUBLE-SIDED. ITEM TO INCLUDE COST OF REMOVING EXISTING OBJECT MARKERS OR DELINEATORS, AND INSTALLATION OF NEW POSTS AND BOTH SIGNS.
- (18) 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 IN THE COST OF OTHER ITEMS.
- (19) RUMBLE STRIPS TO BE USED FROM L.M. 26.80 IN MARSHALL COUNTY TO PROJECT END AT L.M. 0.73 IN WILLIAMSON COUNTY.
- (20) SEE SHEET 2E.
- (21) INCLUDES 33 SY TO BE USED FOR NEW PAVEMENT MARKINGS AS SHOWN ON SHEET 2E.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-11(124)	2

### TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES		S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x W			
G20-1	ROAD WORK NEXT 8 MILES	64"	X 24"	11	2	21
G20-2	END ROAD WORK	48"	X 24"	8	30	240
W8-7	LOOSE GRAVEL	48"	X 48"	16	2	32
W8-11	UNEVEN LANES	48"	X 48"	16	32	512
W16-2P	500 FEET - PORTABLE	18"	X 12"	2	2	3
W20-1	ROAD WORK 1 MILE	48"	X 48"	16	1	16
W20-1	ROAD WORK 1/2 MILE	48"	X 48"	16	2	32
W20-1	ROAD WORK 1000 FT	48"	X 48"	16	1	16
W20-1	ROAD WORK 500 FT	48"	X 48"	16	2	32
W20-1	ROAD WORK AHEAD	48"	X 48"	16	28	448
W20-1	ROAD WORK 1500 FT - PORTABLE	48"	X 48"	16	2	32
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48"	X 48"	16	2	32
W20-7	FLAGGER - PORTABLE	48"	X 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48"	X 48"	16	2	32
<b>TOTAL</b>					<b>1544</b>	

### UTILITY ADJUSTMENTS (RESURFACING) (BY OTHERS)

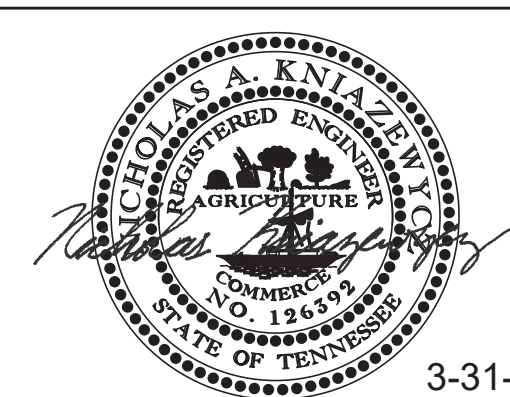
TYPE	NUMBER
SEWER MANHOLE	4
WATER VALVES	8

NO GUARDRAIL INCLUDED ON THIS PROJECT

### BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
94SR0110001	0.590	OVER BRANCH	60'-3 1/2"	REPLACE BRIDGE JOINTS (SEE BRIDGE SHEETS)

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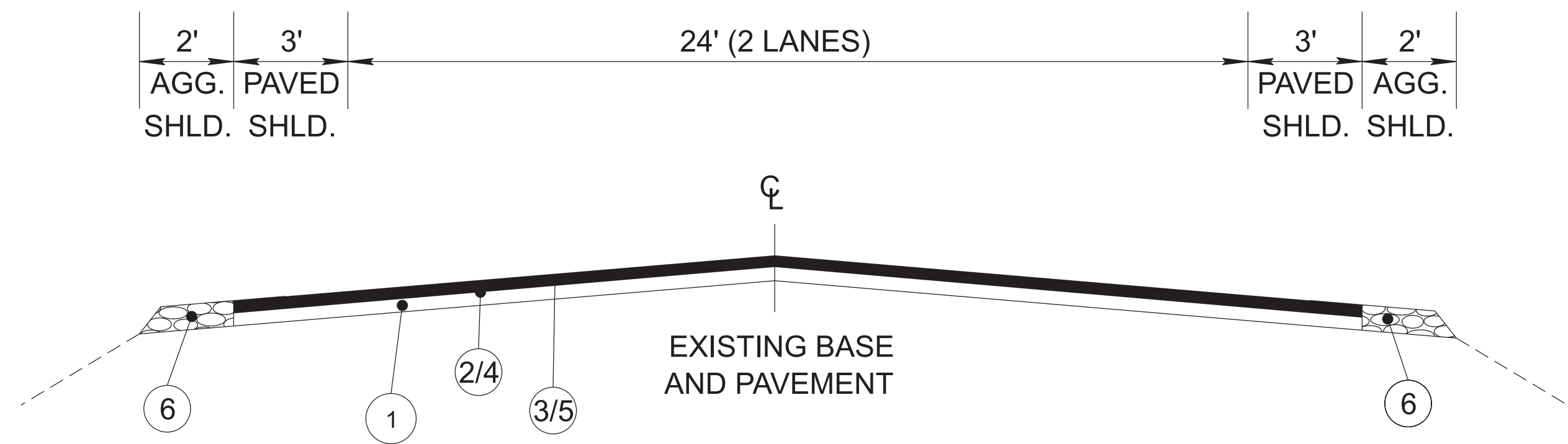


3-31-26

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ESTIMATED  
ROADWAY AND  
TABULATED  
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-11(124)	2A

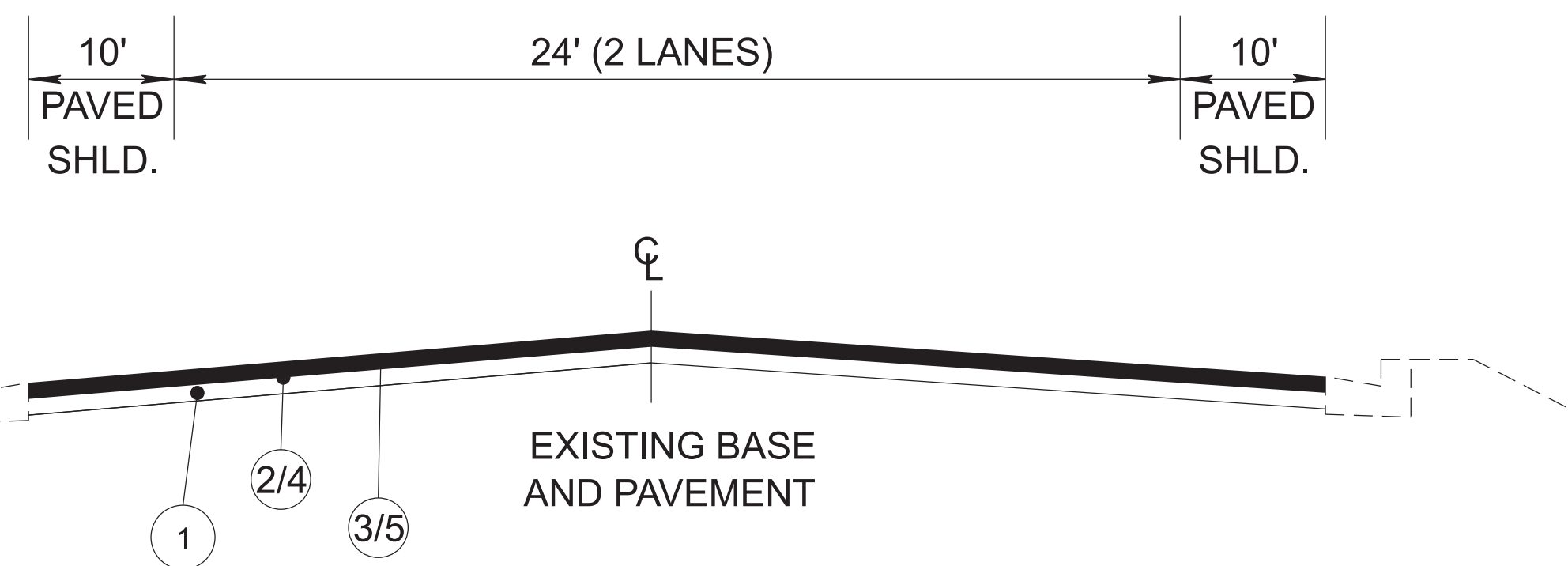


**MARSHALL & WILLIAMSON COUNTIES SR-11 TYPICAL SECTION**

MARSHALL L.M. 26.03 TO 26.33

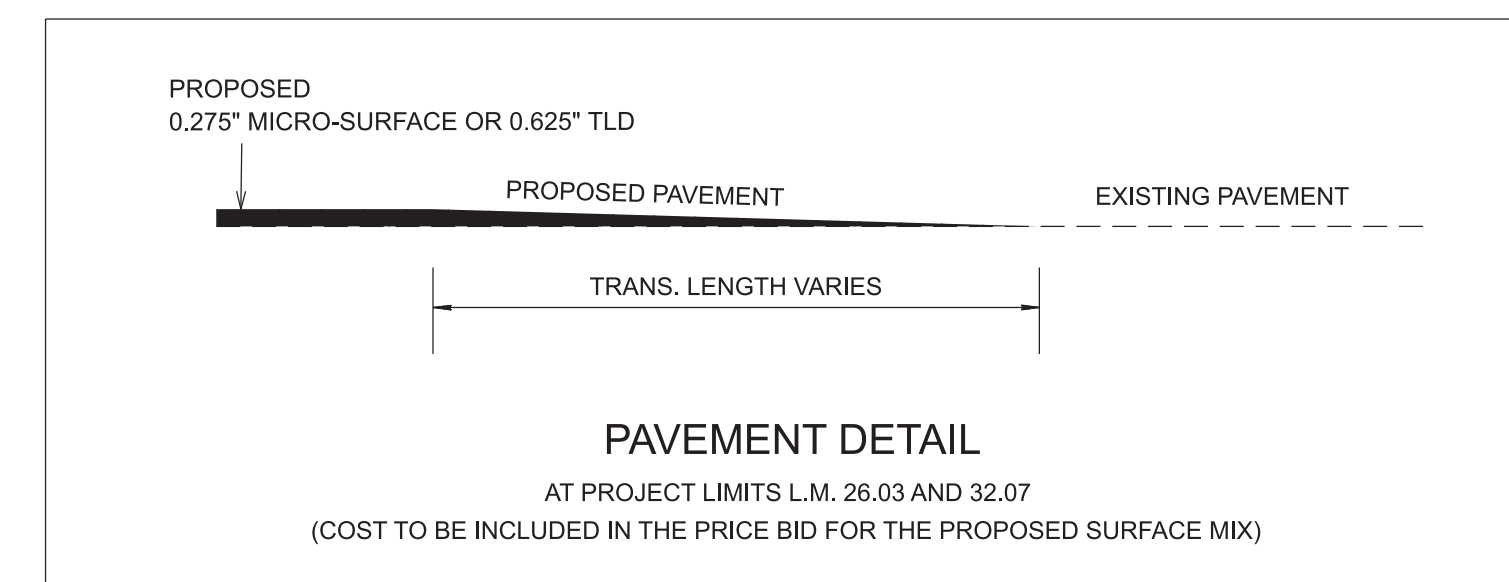
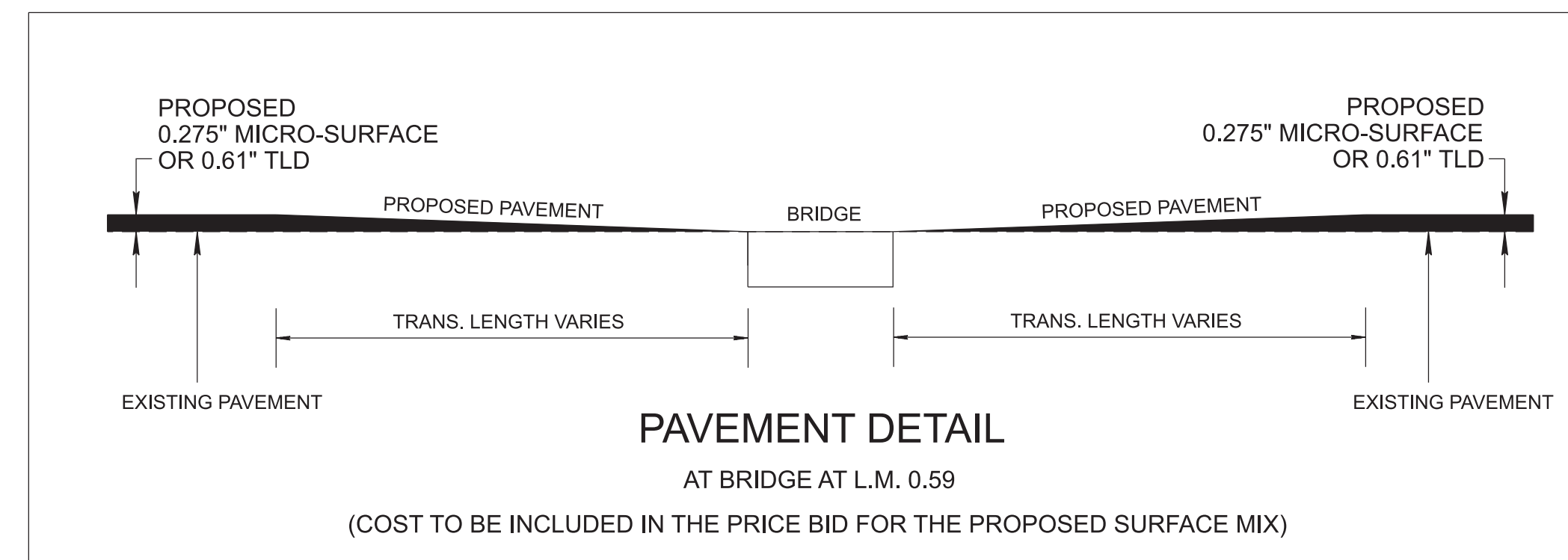
MARSHALL L.M. 26.47 TO 32.07

WILLIAMSON L.M. 0.00 TO 0.73



**MARSHALL COUNTY SR-11 TYPICAL SECTION**

L.M. 26.33 TO 26.47



**ALTERNATE AA1  
PROPOSED PAVEMENT SCHEDULE**

- 1 BITUMINOUS SEAL COAT (CHIP SEAL)  
405-01.01 BITUMINOUS MATERIAL (BSC) AT 0.17 - 0.45 GAL./ SQ. YD.  
405-01.02 MINERAL AGGREGATE (BSC) AT 17 - 30 LB./ SQ. YD.
- 2 TACK COAT  
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)  
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
- 3 THIN LIFT SURFACE @ 65 LB/S.Y. (APPROX. 0.625" THICK)  
411-03.07 ACS MIX (PG64-22) GRADING TL
- 6 MINERAL AGGREGATE (3" THICK)  
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

**ALTERNATE AA2  
PROPOSED PAVEMENT SCHEDULE**

- 1 BITUMINOUS SEAL COAT (CHIP SEAL)  
405-01.01 BITUMINOUS MATERIAL (BSC) AT 0.17 - 0.45 GAL./ SQ. YD.  
405-01.02 MINERAL AGGREGATE (BSC) AT 17 - 30 LB./ SQ. YD.
- 4 TACK COAT @ 0.10 - 0.15 GAL/S.Y. (MICRO-SURFACING)  
403-01.01 BITUMINOUS MATERIAL FOR TACK COAT (MICRO-SURFACING)
- 5 EMULSIFIED ASPHALTIC SLURRY SEAL AND MICRO-SURFACING  
414-03.01 EMULSIFIED ASPHALT FOR MICRO-SURFACING, TON  
APPLICATION RATE: 0.12 \* ITEM NO. 414-03.02 AGGREGATE QUANTITY  
414-03.02 AGGREGATE FOR MICRO-SURFACING, TON  
APPLICATION RATE: 1 PASS = 22 LB/S.Y. (APPROX. 0.275" THICK)
- 6 MINERAL AGGREGATE (3" THICK)  
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

NOTE: THE CONTRACTOR SHOULD REMOVE SNOWPLOWABLE PAVEMENT MARKERS BY A METHOD THAT DOES NOT DAMAGE THE EXISTING ASPHALT. IF DAMAGE TO THE EXISTING ASPHALT OCCURS DURING REMOVAL THE CONTRACTOR SHALL PATCH THE DAMAGE, AT THEIR OWN EXPENSE, BEFORE PAVING OPERATIONS BEGIN.

NOTE: SHOULDER HAS TO BE CLIPPED BACK TO A DISTANCE THAT WILL ALLOW SHEET FLOW FROM THE EDGE OF PAVEMENT TO THE DITCH. THIS COST SHOULD BE INCLUDED IN OTHER ITEMS.

NOTE: PUBLIC ROAD INTERSECTIONS WILL BE RESURFACED TO THE END OF THE RADIUS OR AS DIRECTED BY THE TDOT ENGINEER.

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3-31-26

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TYPICAL  
SECTIONS AND  
PAVEMENT  
SCHEDULE

# GENERAL NOTES

## 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

### PAVING

- (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.
- (7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (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.
- (13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

## 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.

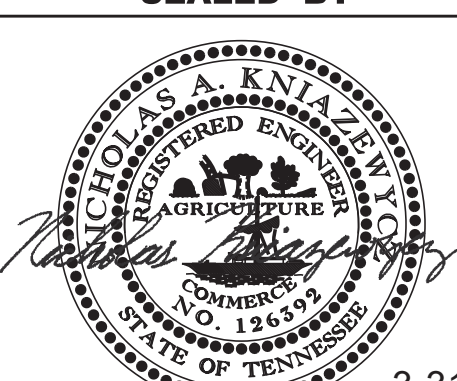
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, 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.

## SIGNALIZATION

- (7) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING AND NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.
- (12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.
- (13) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANARD SPECIFICATIONS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-11(124)	2B

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3-31-26

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**GENERAL  
NOTES**

1/30/2026 1:21:59 PM \\TDOT03NAS002.TDOT.STATE.TN.US\03SHARED\SURVEY\DESIGN\RESURFACING PLANS\2026\WARSHALL CO. SR-11 L.M. 26.03 - 32.07\LINKED FILES\131711.00\_2B\_GENERAL\_NOTES\_SHEET.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-11(124)	2C

# 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

- (2) 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.
- (3) 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

- (4) SURFACE TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (5) ALL STRUCTURES (DRAINAGE STRUCTURES, MANHOLES, UTILITY BOXES, ETC.) SHALL HAVE A FINISHED GRADE COMPATIBLE WITH THE FINISHED GRADE OF THE 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.
- (8) CONTRACTOR SHALL COORDINATE WITH ADJACENT PROJECT (PIN 135041.00) AS NEEDED IF CONSTRUCTION ON BOTH PROJECTS OCCURS AT THE SAME TIME.

## WORK RESTRICTIONS

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

## 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. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (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. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (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.

## CSXT SAFETY NOTES

- (1) COMPLY WITH THE CONSTRUCTION SUBMISSION CRITERIA OF THE CSXT PUBLIC INFORMATION DOCUMENT AND CONSTRUCTION REQUIREMENTS OF THE PUBLIC PROJECTS MANUAL, WHICH IS AVAILABLE AT THE FOLLOWING URL: <https://www.csx.com/index.cfm/about-us/property/>
- (2) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE DONE ONLY WITH A CSXT, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.
- (3) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR CSXT FLAGMAN.
- (4) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY.
- (5) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.
- (6) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).
- (7) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (8) THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM CSXT.
- (9) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT CSXT'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS.
- (10) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN CSXT RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (11) ANY VIOLATION OF ANY CSXT RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (12) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.

- (13) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORK DAY OR WHENEVER UNATTENDED BY AN OPERATOR.
- (14) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.
- (15) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE TWO (2) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.

- (16) ALL SOILS EXCAVATED WITHIN CSXT'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON CSXT'S RIGHT-OF-WAY. TESTING OF SOILS ON CSXT ROW IS PROHIBITED WITHOUT PRIOR WRITTEN CSXT AUTHORIZATION. ANY SOILS EXCAVATED ON CSXT ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG CSXT ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM CSXT ROW, THE CSXT ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON CSXT MUST FOLLOW CSXT PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.

THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE FOLLOWING CSXT REPRESENTATIVE:

CSXT GENERAL ENGINEERING CONSULTANT DESIGNATE  
CROUCH ENGINEERING, INC.

5115 MARYLAND WAY, SUITE 225  
BRENTWOOD, TN 37027  
ATTN: MR. SCOTT VICK, P.E. PROJECT DIRECTOR  
PHONE: (615) 791-0630  
EMAIL: SVICK@CROUCHENGINEERING.COM

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SPECIAL  
NOTES

# SPECIAL NOTES (CONT.)

## UTILITY OWNERS (UPDATED 1-7-2026)

### 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  
C: 615-631-7221

UNITED COMMUNICATIONS  
120 TAYLOR STREET  
CHAPEL HILL, TN 37034  
TIM THOMPSON  
[TIM.THOMPSON@GOUNITED.NET](mailto:TIM.THOMPSON@GOUNITED.NET)  
C: 934-993-3871

### CABLE/ FIBER:

CHARTER COMMUNICATIONS  
1757 NORTH POINTE DR  
COLUMBIA, TN 38401  
WILL JAGGERS  
[WILL.JAGGERS@CHARTER.COM](mailto:WILL.JAGGERS@CHARTER.COM)  
O: 931-371-0711  
C: 931-543-8503

### WATER & WASTEWATER:

TOWN OF CHAPEL HILL  
2202 UNIONVILLE ROAD  
CHAPEL HILL, TN 37034  
DONNY GROVES  
[CHWATER@UNITED.NET](mailto:CHWATER@UNITED.NET)  
O: 931-364-7632

CITY OF FRANKLIN  
109 3RD AVE SOUTH  
FRANKLIN, TN 37065  
PAUL HOLZEN  
[PAUL.HOLZEN@FRANKLINTN.GOV](mailto:PAUL.HOLZEN@FRANKLINTN.GOV)  
O: 615-791-3218  
C: 615-290-2717

### WATER:

MARSHALL COUNTY BOARD PUBLIC UTILITIES  
624 W. COMMERCE ST  
LEWISBURG, TN 37091  
CHAD DENNIS  
[CHADD@MCBPU.COM](mailto:CHADD@MCBPU.COM)  
O: 931-359-6905

CONSOLIDATED UTILITY DIST.  
709 NEW SALEM HWY.  
MURFREESBORO, TN 37129  
CARTER BREWER  
[CBREWER@CUDRC.COM](mailto:CBREWER@CUDRC.COM)  
O: 615-225-3327

ALAN STUEMKE  
[ASTUEMKE@CUDRC.COM](mailto:ASTUEMKE@CUDRC.COM)  
O: 615-225-3311

### NATURAL GAS:

HORTON HIGHWAY UTILITY DISTRICT  
P.O. BOX 85  
CHAPEL HILL, TN 37034  
JUSTIN RUSSELL  
[UTILITYCO@UNITED.NET](mailto:UTILITYCO@UNITED.NET)  
O: 931-364-2283

### ELECTRIC:

MIDDLE TN ELECTRIC MEMBERSHIP  
555 NEW SALEM ROAD  
MURFREESBORO, TN 37129  
CHRISTOPHER WEAVER  
[CHRISWEAVER@MTE.COM](mailto:CHRISWEAVER@MTE.COM)  
O: 615-494-1068  
C: 615-566-8035

MATHUE BEAN  
[MATHUEBEAN@MTE.COM](mailto:MATHUEBEAN@MTE.COM)  
O: 615-494-1548

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

DUCK RIVER ELECTRIC MEM. CORP.  
1411 MADISON ST.  
SHELBYVILLE, TN 37160  
ANTHONY ALLEN  
[AALLEN@DREMC.COM](mailto:AALLEN@DREMC.COM)  
O: 931-680-5889

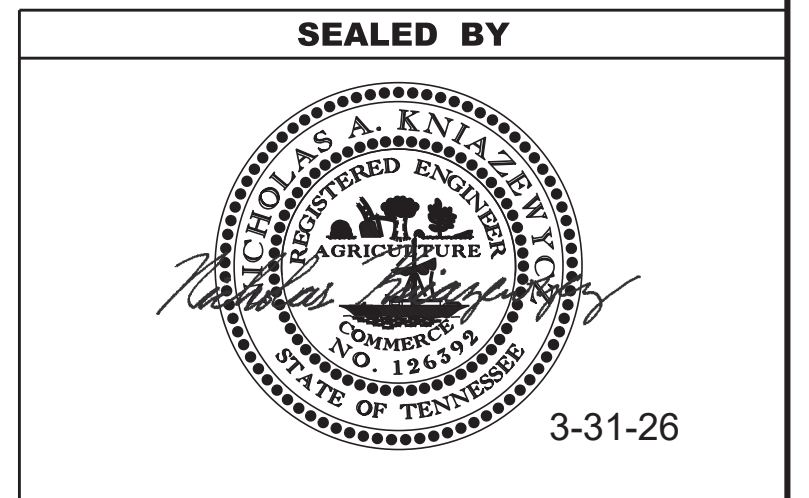
LUKE DAVIDSON  
[LDAVIDSON@DREMC.COM](mailto:LDAVIDSON@DREMC.COM)  
O: 931-680-5840

### FIBER OPTICS:

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

MEGAWATTS COMMUNICATIONS  
1303 N ELLINGTON PKWY.  
LEWISBURG, TN 37901  
JACK CATHEY  
[JACK@JACKCATHEY.COM](mailto:JACK@JACKCATHEY.COM)  
O: 931-359-4321  
C: 931-993-7962

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-11(124)	2C1



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

SPECIAL  
NOTES

# ENVIRONMENTAL NOTES

## SUBSECTION 1 – ENVIRONMENTAL GENERAL 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.

## SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

### 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 PRECONSTRUCTION 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 PAVING, STRIPING, TRAFFIC CONTROL, AND OTHER TASKS AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

## SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

### 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

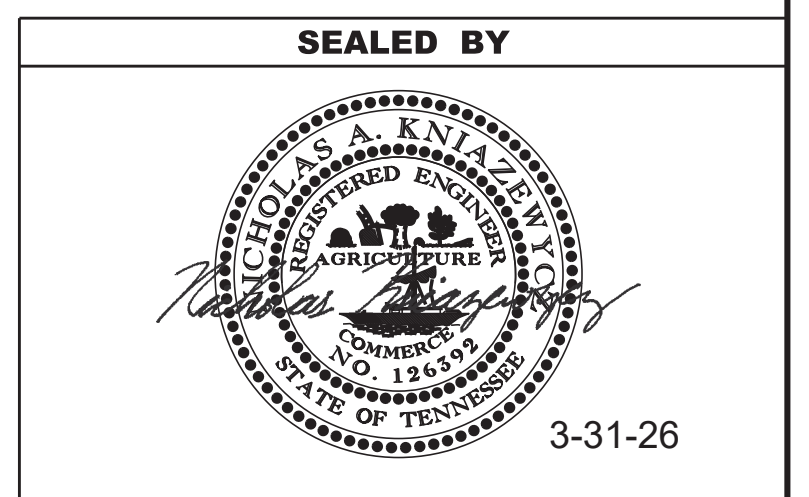
- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE 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-11(124)	2D



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**ENVIRONMENTAL  
NOTES**


# ENVIRONMENTAL NOTES (CONT.)

## 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-11(124)	2D1

**SEALED BY**



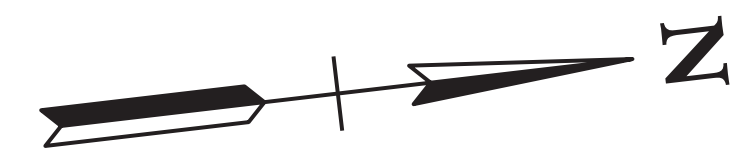
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**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

ENVIRONMENTAL  
NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-11(124)	2E



STATE ROUTE 11  
LOG MILE 27.16-27.25  
MARSHALL COUNTY

REFERENCE STANDARD DRAWING  
T-M-3

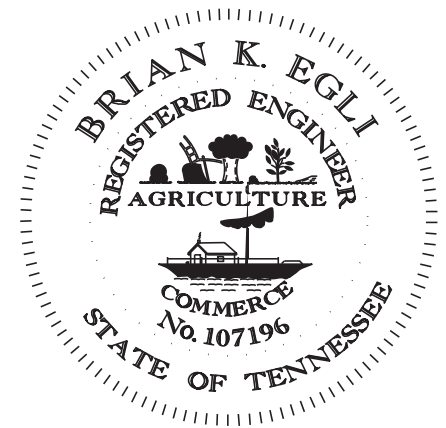
FOR REFERENCE ONLY PROVIDED  
BY TDOT REGION 3 TRAFFIC

FOR  
REFERENCE  
ONLY

SEALED BY

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PAVEMENT  
MARKING  
IMPROVEMENTS  
NOT TO SCALE



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**BRIAN KENNETH EGLI**

2026.01.28 08:33:25 -06'00'

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED. THE SIGNATURE MUST BE VERIFIED ON THE ELECTRONIC DOCUMENTS.

TENNESSEE DEPARTMENT OF TRANSPORTATION  
505 DEADERICK STREET, SUITE 1200  
NASHVILLE, TN 37243  
BRIAN K. EGLI, P.E. NO. 107196

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 SHEET	BRIDGE-SIGN 1
INDEX OF DRAWINGS	B-1
BRIDGE TABULATION, ESTIMATED QUANTITIES, AND EXPANSION JOINT DETAILS AT APPROACHES PAVEMENTS ENDS	B-2
PLAN VIEW REPAIRS LOCATIONS	B-3
PHASE CONSTRUCTION	B-4

YEAR	PROJECT NO.	SHEET NO.
2026	94S011-M3-007	BRIDGE-SIGN 1

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
SHEET

\$\$\$\$SYTIME\$\$\$\$  
\$\$\$\$DGNSEC\$\$\$\$

PROJECT NO.	YEAR	SHEET NO.	
94S011-M3-007	2026	B-1	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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-	-		
-	-		
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-	-		

INDEX OF DRAWINGS

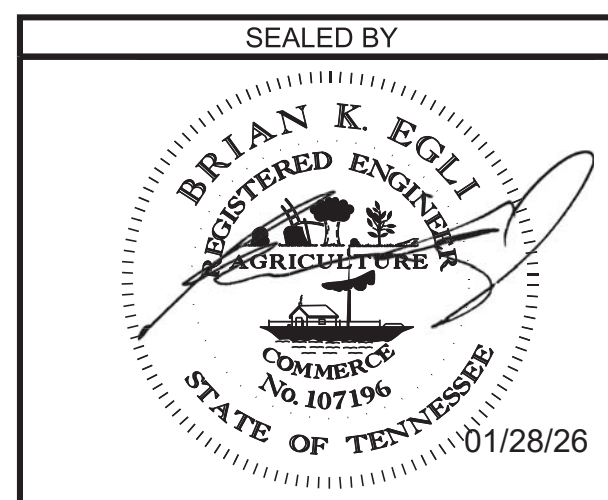
DWG. NO.

LAST  
REV. DATE

SIGNATURE SHEET ----- BRIDGE-SIGN 1  
INDEX OF DRAWINGS ----- B-1  
BRIDGE TABULATION, ESTIMATED QUANTITIES,  
AND EXPANSION JOINT DETAILS AT  
APPROACHES PAVEMENTS ENDS ----- B-2  
PLAN VIEW REPAIRS LOCATIONS ----- B-3  
PHASE CONSTRUCTION ----- B-4

INDEX OF REFERENCE DRAWINGS DWG. NO.

LAYOUT OF BRIDGE ----- BR-118-131  
PHASING ----- BR-118-135  
REINFORCED CONCRETE PAVEMENT  
AT BRIDGE ENDS ----- STD-1-5

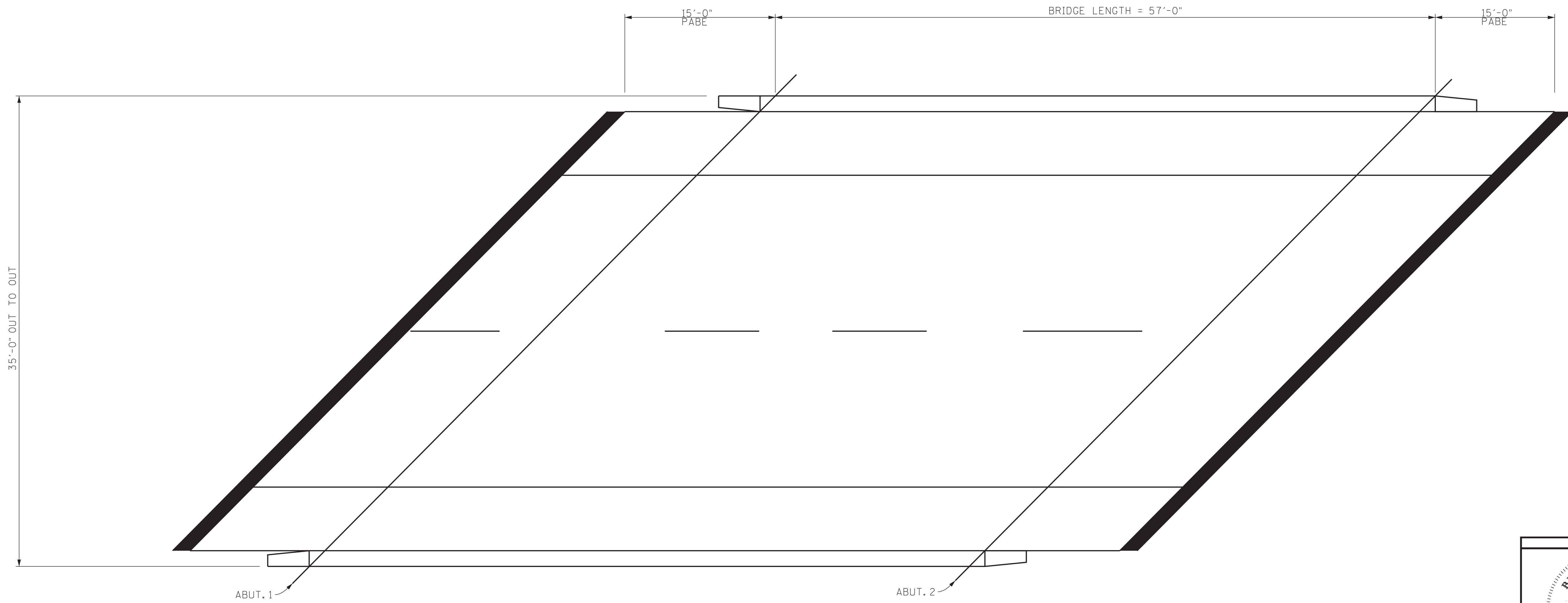


STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
INDEX OF DRAWINGS  
94-SR11-0.59 OVER BRANCH  
FED. BRIDGE ID NO.  
94SR0110001  
WILLIAMSON COUNTY  
2026

PIN NO.: 131711.00  
DESIGN BY: SILESHI ERGICHO DATE: 10/25  
SUPERVISED BY: KEVIN MARTINKO DATE: 10/25  
CHECKED BY: DATE: / /



PROJECT NO.	YEAR	SHEET NO.	
94S011-M3-007	2026	B-3	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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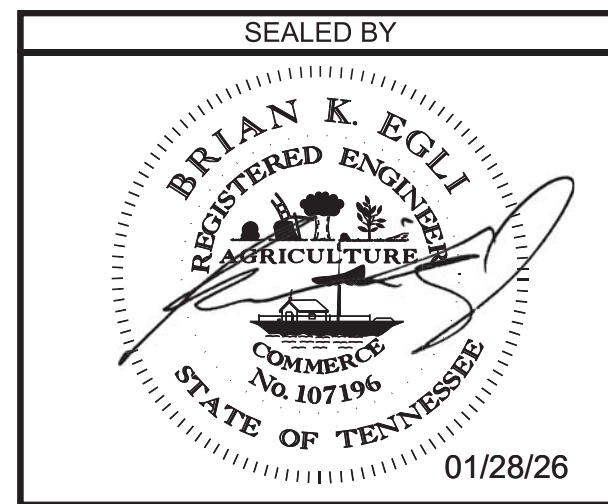
PLAN VIEW

94-SR11-0.59

ABUT. 1

ABUT. 2

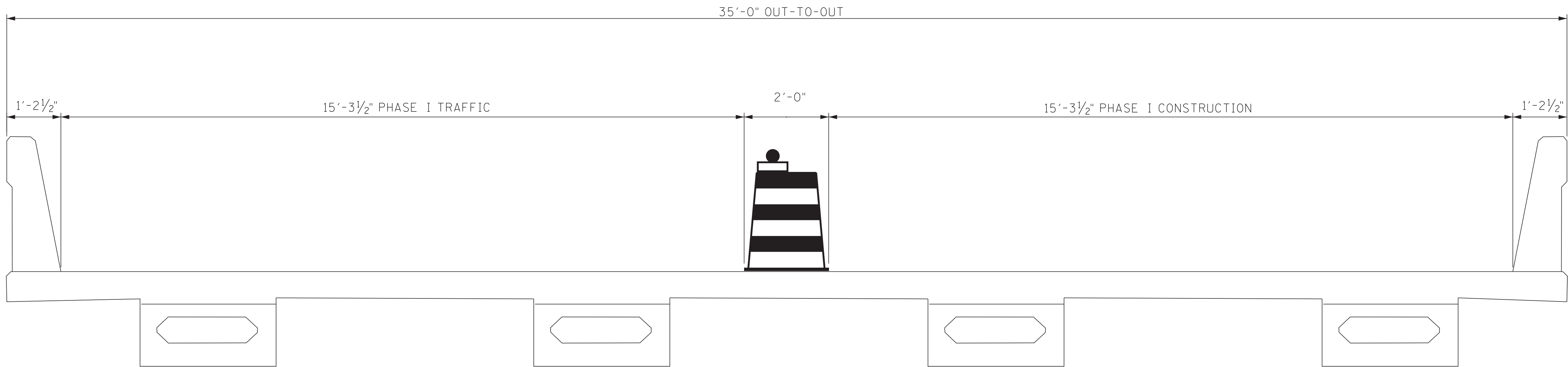
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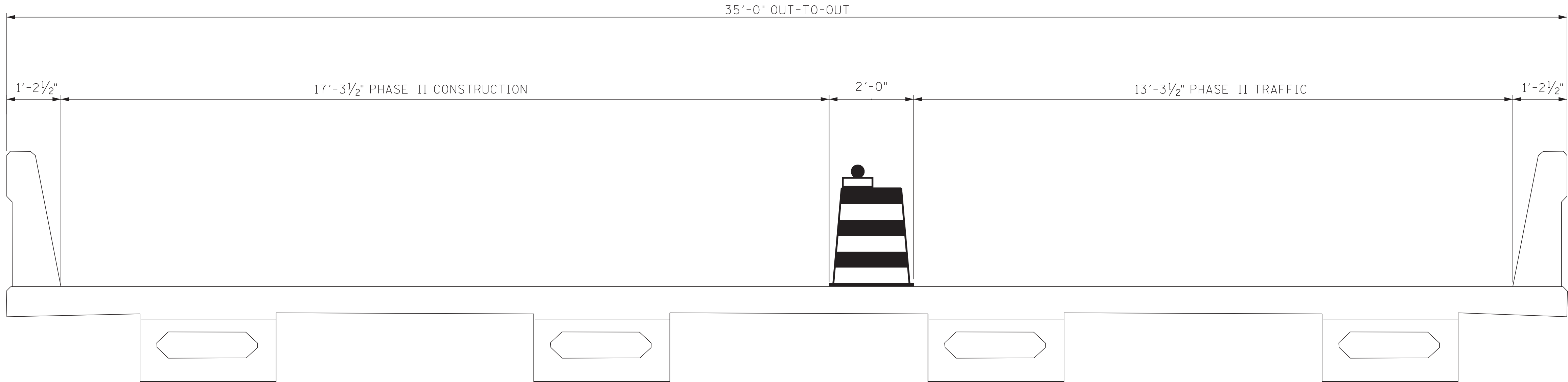
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PLAN VIEW  
REPAIRS LOCATIONS  
94-SR11-0.59 OVER BRANCH  
FED. BRIDGE ID NO.  
94SR0110001  
WILLIAMSON COUNTY  
2026

PIN NO.: 131711.00  
DESIGN BY: SILESHI ERGICHO DATE: 10/25  
DRAWN BY: KEVIN MARTINKO DATE: 10/25  
SUPERVISED BY: KEVIN MARTINKO DATE: 10/25  
CHECKED BY: DATE: 11/

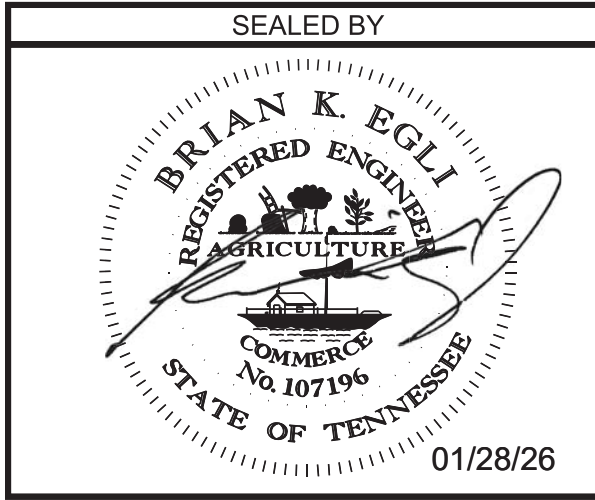
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94S011-M3-007	2026	B-4	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
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PHASE I CONSTRUCTION  
(LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION  
(LOOKING AHEAD ON THE SURVEY)

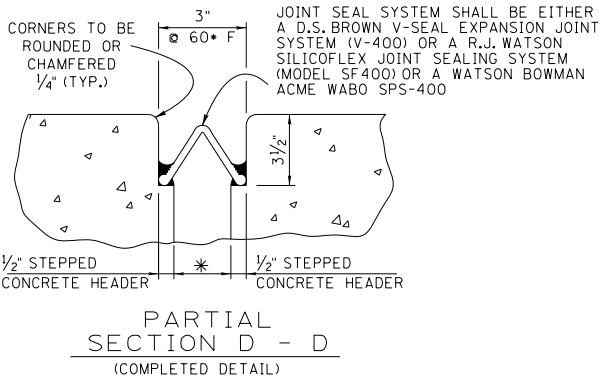
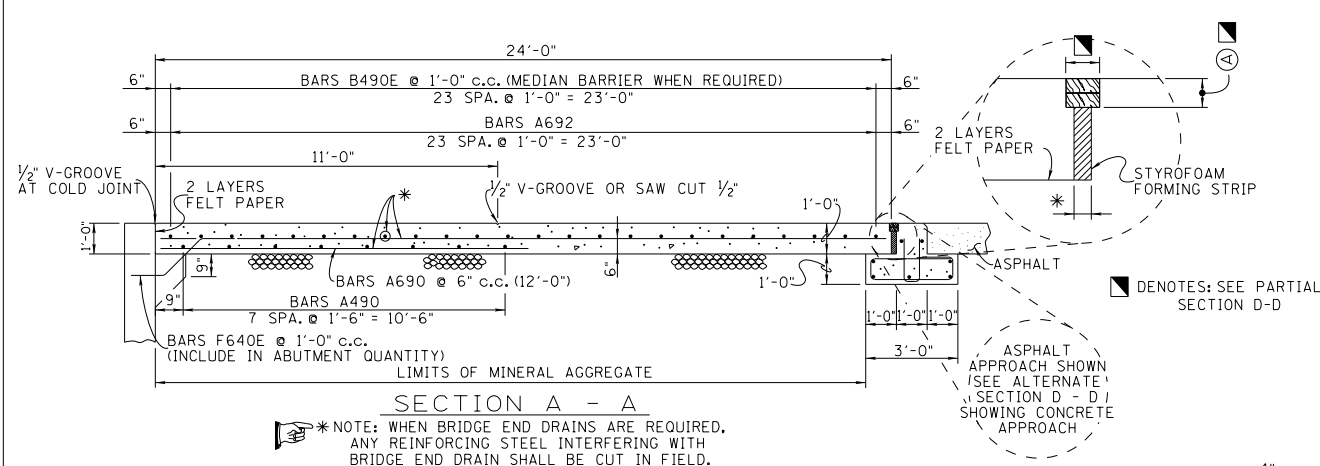


STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PHASE CONSTRUCTION  
94-SR11-0.59 OVER BRANCH  
FED. BRIDGE ID NO.  
94SR0110001  
WILLIAMSON COUNTY  
2026

PIN NO.: 131711.00  
DESIGN BY: SILESHI ERGICHO DATE: 10/25  
DRAWN BY: KEVIN MARTINKO DATE: 10/25  
SUPERVISED BY: DATE: 10/25  
CHECKED BY: DATE: 11







**BILL OF STEEL**

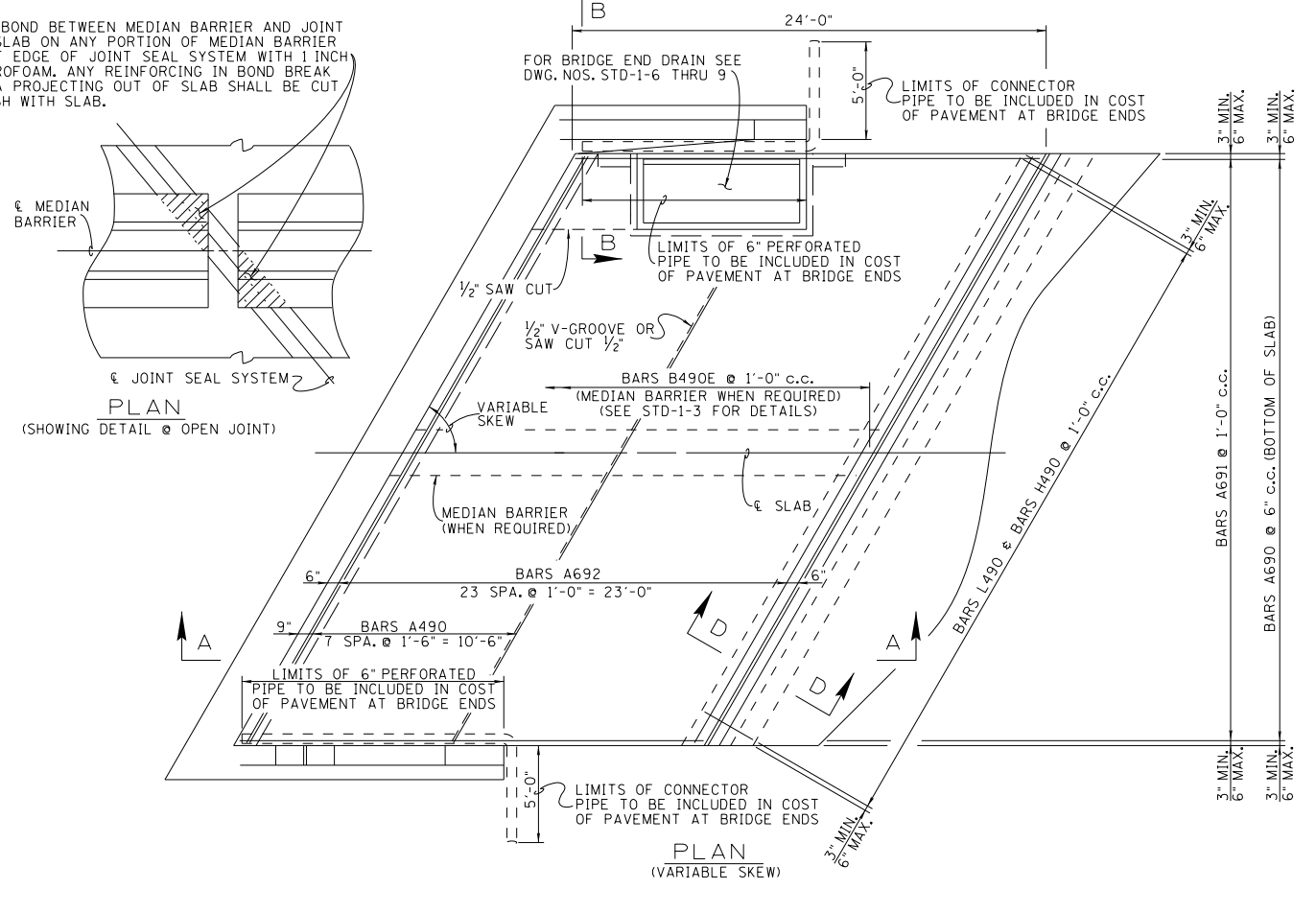
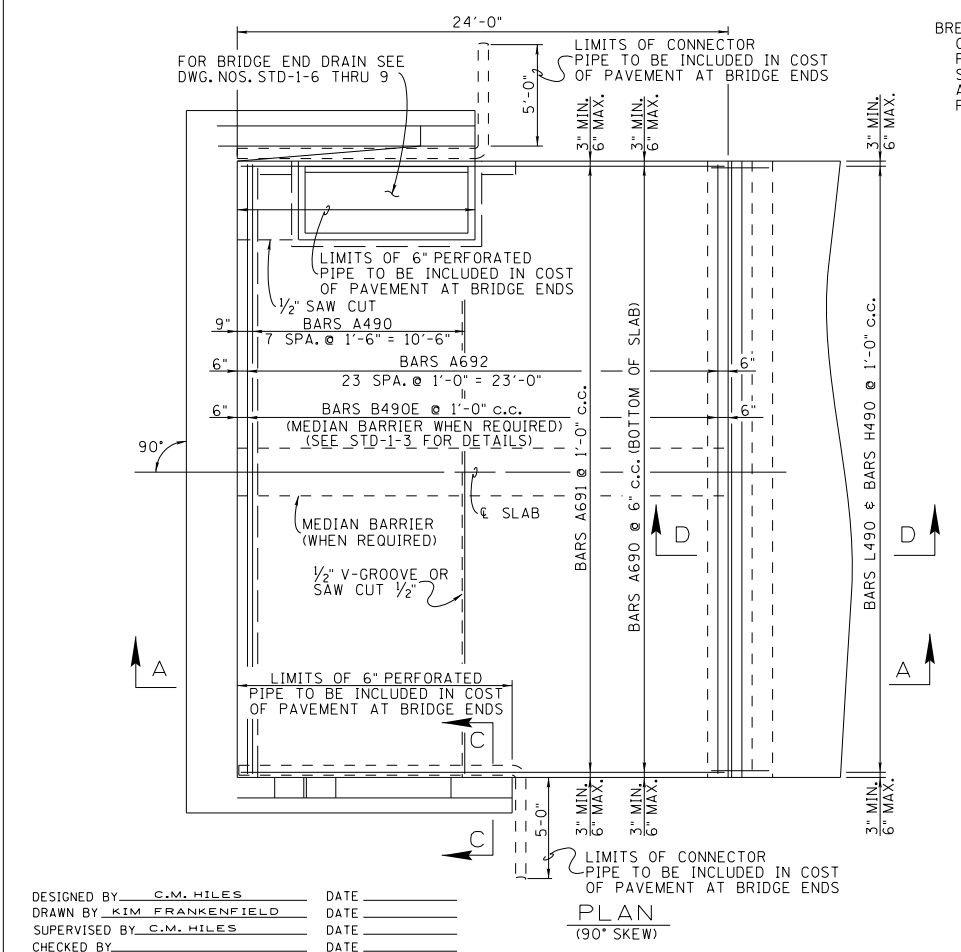
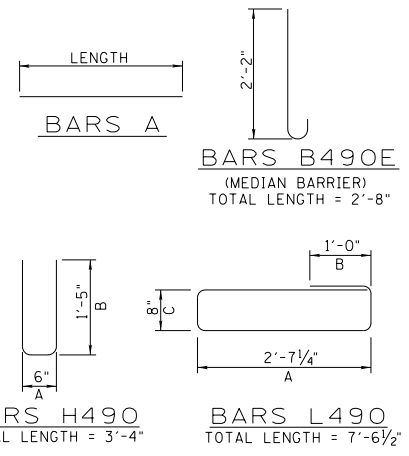
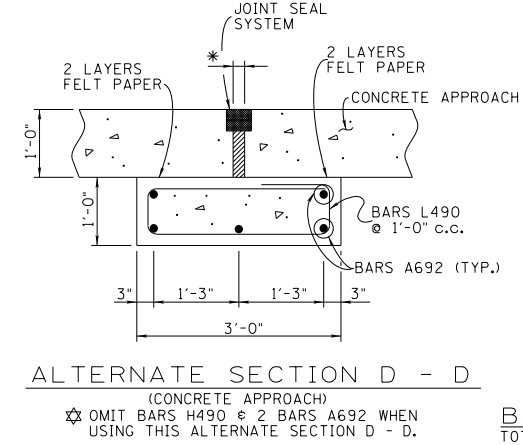
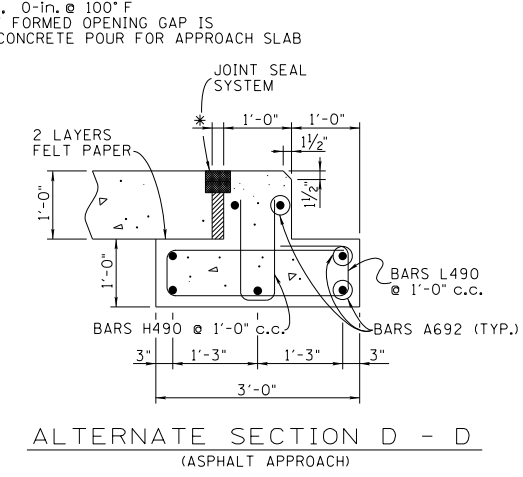
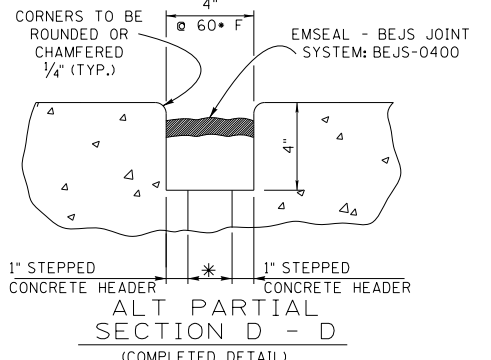
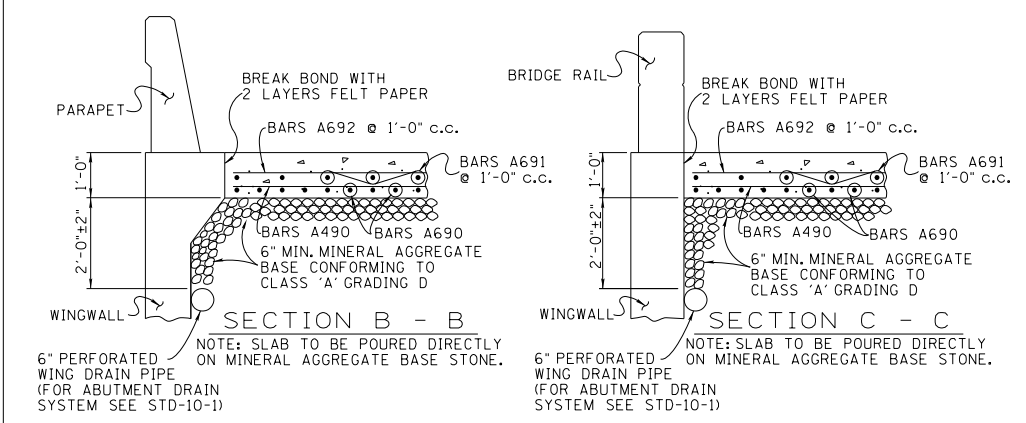
BARS	LOCATION	SIZE	NO. REQ'D	BENDING DIMENSIONS				LENGTH
				A	B	C	D	
B490E	MEDIAN (WHEN REQ'D.)	4	48					2'-8"
A490	SLAB	4	8					▲
A690	SLAB	6	▲					12'-0"
A691	SLAB	6	▲					23'-8"
A692	SLAB	6	31					▲
H490	FOOTING	4	▲	6"	1'-4"			3'-4"
L490	FOOTING	4	▲	2'-7 1/4"	1'-0"	8"		7'-6 1/2"

▲ THESE NUMBERS VARY DEPENDING UPON ROADWAY WIDTH.

PROJECT NO.	YEAR	SHEET NO.
	2021	

**REVISIONS**

NO.	DATE	BY	BRIEF DESCRIPTION
1	5/10/21	TAK	RE-ISSUED DRAWING



- NOTES**
- QUANTITIES FOR CLASS 'A' CONCRETE, REGULAR AND EPOXY COATED REINFORCING STEEL (WHEN REQUIRED FOR MEDIAN BARRIER), STYROFOAM, GRATE AND MISCELLANEOUS MATERIALS FOR BRIDGE END DRAIN, WHEN REQUIRED, ARE TO BE INCLUDED IN PAVEMENT AT BRIDGE ENDS, S.Y. FOR BAR BENDING DIMENSIONS SEE THIS SHEET AND BILL OF STEEL FOR BRIDGE END DRAIN ON DRAWING NO. STD-1-6.
  - COST OF MINERAL AGGREGATE CLASS A GRADING D BASE QUANTITY SHALL BE INCLUDED IN COST OF PAVEMENT AT BRIDGE ENDS. CLASS B GRADING C OR D MAY ALSO BE USED.
  - NOTE: TOP OF SLAB AND TOP OF END BEAM TO CONFORM TO ROADWAY SLOPE AND GRADE.

- GENERAL NOTES**
- CONCRETE: TO BE CLASS 'A' (f'c = 3,000 psi)
- REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED OTHERWISE. SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS. SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).
- NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.
- NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED, (IF REQUIRED), TO MATCH THE IN PLACE DECK SLAB IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS.
- (A) JOINT SEAL SYSTEM: THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED QUALIFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER. FOR EACH JOINT AT EACH BRIDGE AND FOR EACH BRIDGE LOCATION WITHIN THE PROJECT, THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION, INCLUDING GRINDING AND/OR GROOVING, PRIOR TO ANY JOINT MATERIAL INSTALLATION.

NOTE: THE JOINT SEAL SYSTEM IS NOT REQUIRED WHEN THE BRIDGE HAS AN EXPANSION JOINT AT THE ADJACENT ABUTMENT.

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
**REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS 2021**

CORRECT *Jed A. Kravayev*  
ENGINEER OF STRUCTURES

DESIGNED BY: C.M. HILES  
DRAWN BY: KIM FRANKENFIELD  
SUPERVISED BY: C.M. HILES  
CHECKED BY: \_\_\_\_\_

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