THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Harrison Bruce

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HMB PROFESSIONAL ENGINEERS
5760 OLD LEBANON DIRT ROAD
MT. JULIET, TN 37122
HARRISON BRUCE, P.E. NO. 126924

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-SIGN 1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD ROADWAY DRAWINGS	1A1
STANDARD TRAFFIC DESIGN AND STRUCTURE DRAWINGS	1A2
ESTIMATED ROADWAY QUANTITIES	2, 2-1
TYPICAL SECTIONS	2B, 2B1
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2B2
GENERAL NOTES	2C, 2C1
SPECIAL NOTES	2D
ENVIRONMENTAL NOTES	2E
TABULATED QUANTITIES	2F, 2F1, 2F2
DETAIL SHEETS	2G
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS	3
RIGHT-OF-WAY ACQUISITION TABLE	3A
PROPERTY MAP	3B – 3C
PRESENT LAYOUTS	4 – 7
RIGHT-OF-WAY DETAILS	4A – 7A
PROPOSED LAYOUTS	4B – 7B
PROPOSED PROFILES	4C – 6C
SIDE ROADS PROFILE	8 – 9
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILES	10
DRAINAGE MAPS	11 – 12
CULVERT SECTION(S)	13 – 15
EROSION PREVENTION AND SEDIMENT CONTROL PLANS	16, 17 – 19C
SIGNING AND PAVEMENT MARKING PLAN(S)	20 – 23
SIGN SCHEDULE SHEET(S)	24 – 25
ROADWAY CROSS SECTIONS	100 – 115
SIDE ROAD CROSS SECTIONS	116 – 135
TRAFFIC CONTROL PLANS	T1 – T9

YEAR	PROJECT NO.	SHEET NO.
2026	60AVAR-S3-002	ROADWAY-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

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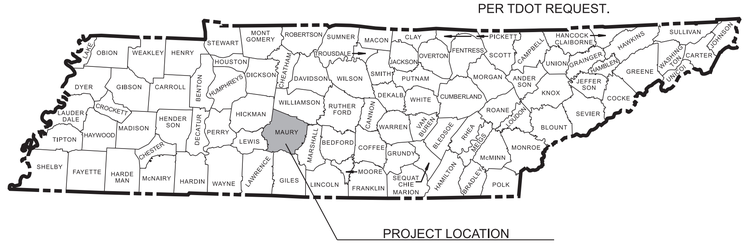
Index Of Sheets
SEE SHEET NO. 1A

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.		
STATE PROJ. NO.	60AVAR-S3-002	

REV. 9/21/22 : REVISED END R.O.W. LOCATION
REV. 4/17/23 : REVISED END R.O.W. LOCATION, PER TDOT REQUEST.
REV. 5/04/23 : REVISED END R.O.W. LOCATION, PER TDOT REQUEST.



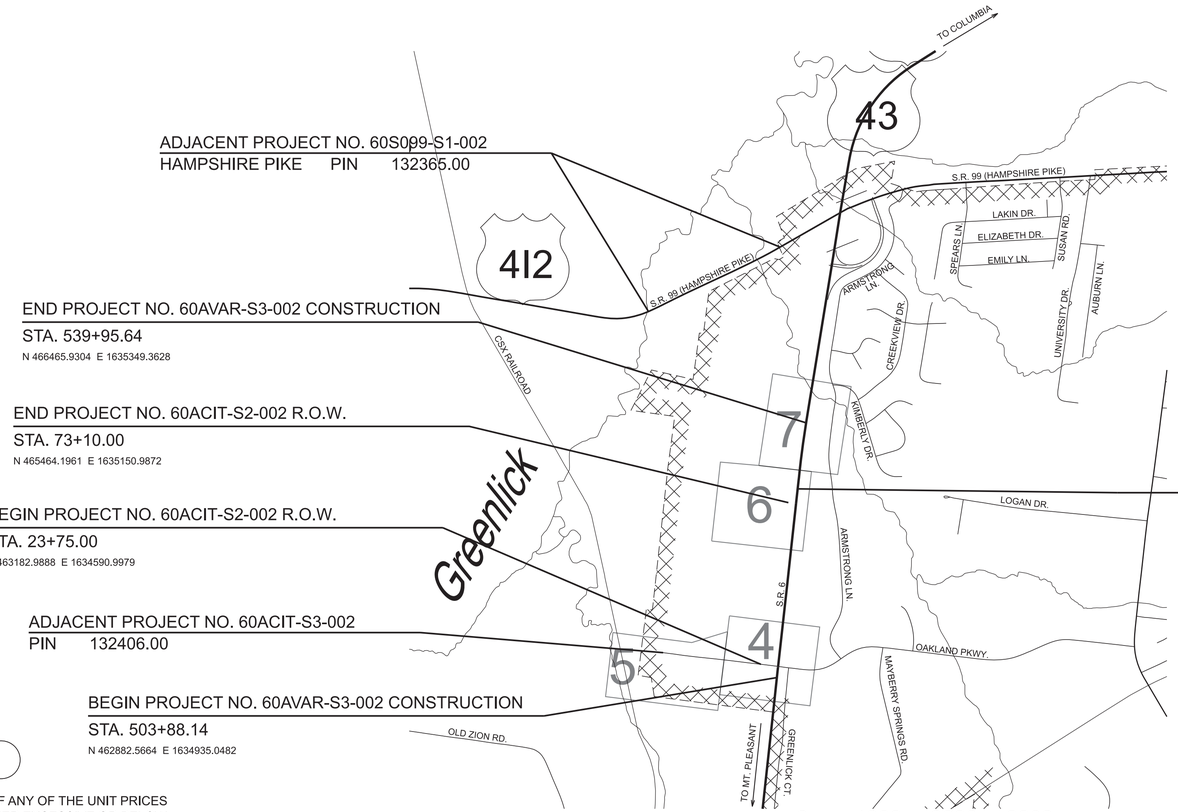
MAURY

S.I.A. ROAD SERVING PROJECT LEEWARD
(PHASE 2 CONSTRUCTION)

PS&E

GRADE, DRAIN, & PAVING

STATE HIGHWAY NO. 6 F.A.H.S. NO. 43



ADJACENT PROJECT NO. 60S099-S1-002
HAMPSHIRE PIKE PIN 132365.00

END PROJECT NO. 60AVAR-S3-002 CONSTRUCTION
STA. 539+95.64
N 466465.9304 E 1635349.3628

END PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 73+10.00
N 465464.1961 E 1635150.9872

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888 E 1634590.9979

ADJACENT PROJECT NO. 60ACIT-S3-002
PIN 132406.00

BEGIN PROJECT NO. 60AVAR-S3-002 CONSTRUCTION
STA. 503+88.14
N 462882.5664 E 1634935.0482

ADJACENT PROJECT NO. 60ACIT-S3-002
PIN 132406.00

N

SCALE: 1"= 1000'

0 1000 2000 3000 FEET

EXCLUSIONS	
STATION TO STATION	LENGTH (FT.)
S.R. 6 - 503+88.14 - 505+75	186.86
S.R. 6 - 513+42 - 530+50	1708.00
T O T A L =	1894.86

PS&E

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 126924
STATE OF TENNESSEE
2/25/26

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 APRIL 1, 2026 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 1 : ASHY FRENCH
DESIGNED BY : HMB PROFESSIONAL ENGINEERS
DESIGNER : HARRISON BRUCE, PE CHECKED BY: ALEX CARPENTER, PE
P.E. NO. 60ACIT-S1-002
PIN NO. 132406.01

R.O.W. LENGTH	0.934 MILES
ROADWAY LENGTH	0.642 MILES
BRIDGE LENGTH	0 MILES
BOX BRIDGE LENGTH	0 MILES
BOX BRIDGE LENGTH	0 MILES ▲
PROJECT LENGTH	0.665 MILES

▲ Not included in the project length (Non Riding Surface).

SURVEY 02-23-22	TRAFFIC DATA	
	ADT (2023)	1640
	ADT (2043)	1980
	DHV (2043)	253
	D	55 - 45
	T (ADT)	7 %
	T (DHV)	5 %
	V	30 MPH

COORDINATES ARE NAD/83(2011), ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 18 MODEL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS	1A
STANDARD ROADWAY DRAWINGS	1A1
STANDARD TRAFFIC DESIGN AND STRUCTURE DRAWINGS	1A2
ESTIMATED ROADWAY QUANTITIES	2, 2-1
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TRAFFIC CONTROL PLANS	T1 – T9
GEOTECHNICAL PLANS	G-1
SIGNAL PLANS	SIG-1
STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PLANS	S-1
UTILITIES PLANS	U1-1

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

NOTE: NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS

SHEETS NOT INCLUDED: 26 - 99

STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS

RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
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
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	07-30-24	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	02-20-20	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL

STANDARD ROADWAY DRAWINGS

ROADWAY DESIGN STANDARDS

DWG.	REV.	DESCRIPTION
RD11-SE-1		TRANSITION AND CROSS SLOPE DETAILS
RD11-SE-2		SUPERELEVATION TRANSITION DETAILS FOR UNDIVIDED ROADWAYS
RD11-SE-2A		SUPERELEVATION TRANSITION SECTIONS FOR UNDIVIDED ROADWAYS
RD11-SE-3		SUPERELEVATION TRANSITION DETAILS FOR DIVIDED ROADWAYS
RD11-SE-3A		SUPERELEVATION TRANSITION SECTIONS FOR DIVIDED ROADWAYS
RD11-TS-1A	06-28-19	DESIGN STANDARDS FOR LOCAL ROADS AND STREETS
RD11-TS-2A		DESIGN STANDARDS FOR COLLECTOR HIGHWAYS WITH DEPRESSED MEDIAN (4 AND 6 LANE)
RD11-TS-4	10-01-24	DESIGN STANDARDS FOR ARTERIAL AND FREEWAY RAMPS (1, 2 AND 3 LANE)
RD11-LR-2		MINIMUM RUNOFF LENGTHS (LR) FOR RURAL HIGHWAYS
RD11-S-11		DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD11-S-11A		ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD11-S-11B		DESIGN AND CONSTRUCTION DETAILS FOR ROCK CUT SLOPE AND CATCHMENT
RD11-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
RD11-SD-2		INTERSECTION SIGHT DISTANCE LANDSCAPE AND OBSTRUCTION
RD11-SD-3		INTERSECTION SIGHT DISTANCE 2-LANE ROADWAYS
RD11-SD-5		INTERSECTION SIGHT DISTANCE 4-LANE DIVIDED HIGHWAYS
RD-UD-3	01-09-24	UNDERDRAIN DETAILS
RD-UD-4	06-28-19	UNDERDRAIN LATERAL DETAILS
RD-UD-9	06-28-19	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES

PIPE CULVERTS AND ENDWALLS

DWG.	REV.	DESCRIPTION
D-PB-1	03-01-23	STANDARD DETAILS FOR CONCRETE PIPE INSTALLATION
D-PB-2	03-01-23	STANDARD DETAILS FOR FLEXIBLE PIPE INSTALLATION
D-PB-3	11-30-20	INDUCED TRENCH SOIL EMBANKMENT FOR PIPE CULVERT INSTALLATION
D-PG-3	06-28-19	FERROUS AND ALUMINUM CORRUGATED METAL PIPE
D-PS-1	06-28-19	STRUTTING DETAILS FOR CORR. METAL & STRUCTURAL PLATE ROUND PIPE
D-PE-18A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-18B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 18" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-30A	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 30" PIPE WITH STEEL PIPE GRATE (FOR 3:1, 4:1 & 6:1 SLOPES)
D-PE-30B	06-28-19	TYPE "U" CROSS DRAIN ENDWALL FOR 30" PIPE, BILL OF STEEL AND PRECAST NOTES
D-PE-99	03-04-21	TYPE "U" CROSS DRAIN ENDWALL DETAILS, PIPE GRATE & SKEWED CONNECTION
D-PEW-1		PROTECTED ENDWALLS FOR ROUND & OVAL PIPES (PIPE SIZES 18” TO 72”, ALL SKEWS, 2:1 & 3:1 SLOPES)
D-PEW-2		PROTECTED ENDWALLS FOR ROUND PIPES DETAILS & QUANTITIES (PIPE SIZES 18” TO 72”, ALL SKEWS, 2:1 & 3:1 SLOPES)

ROADWAY, PAVEMENT APPURTENANCES, AND FENCES

DWG.	REV.	DESCRIPTION
RP-DHO-1	05-01-20	MEDIAN OPENINGS ON 4-LANE DIVIDED HIGHWAY
RP-PMR-1	05-01-20	STANDARD DETAILS FOR PROPOSED PERMANENT MAINTENANCE RAMP
RP-R-1	04-21-25	STANDARD RAMP DETAILS FOR ROADWAYS AND DRIVEWAYS
S-F-1	03-01-23	HIGH VISIBILITY FENCE
S-F-10	07-17-20	STANDARD RIGHT-OF-WAY STOCK FENCE
S-F-10B	06-28-19	STANDARD RIGHT-OF-WAY CHAIN LINK FENCE
S-FG-11	07-30-24	STANDARD STOCK FENCE GATE
S-FG-20	06-28-19	EXAMPLES OF WATER GATES AND WATER CROSSINGS
S-RP-2	06-28-19	STANDARD CONCRETE RIGHT-OF-WAY MARKERS

SAFETY DESIGN AND GUARDRAILS

DWG.	REV.	DESCRIPTION
S-CZ-1	06-28-19	CLEAR ZONE CRITERIA
S-PL-1	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED
S-PL-1A	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED (FOR RIGID OBJECTS)
S-PL-1B	03-01-23	SAFETY PLAN FOR BARRIER LENGTH OF NEED ON CURVED ROADWAYS
S-PL-2M		SAFETY PLAN AT SIDEROADS OR PRIVATE DRIVES
S-GR31-1	10-31-25	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GRT-1A		LAYOUT OF FLARED GUARDRAIL (TL- 3)
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2P	10-16-20	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL
S-GRA-3	01-09-24	TYPE 13 GUARDRAIL ANCHOR

DESIGN - TRAFFIC CONTROL

DWG.	REV.	DESCRIPTION
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-5	01-24-25	MARKING DETAIL FOR EXPRESSWAY AND FREEWAYS

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
Harrison Bruce
No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX AND STANDARD ROADWAY DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	1A1

T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-15A	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
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-M-18	01-24-25	FLEXIBLE DELINEATOR DETAILS
T-M-18A	01-24-25	DELINEATOR MOUNTING DETAILS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-18	03-26-25	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-36	03-26-25	LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING LAYOUT
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
T-WZ-PBR1	03-26-25	INTERCONNECTED PORTABLE BARRIER RAIL
T-WZ-PBR2	03-26-25	DETAILS FOR WORK ZONE CHANNELIZATION DEVICES
T-WZ-PCB1	03-26-25	10 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL
T-WZ-PCB2A	03-26-25	20 FOOT PORTABLE CONCRETE BARRIER RAIL STIFFENER TUBE
T-WZ-PCB3	03-26-25	PORTABLE CONCRETE BARRIER RAIL DETAILS
T-WZ-PCB4	07-22-25	PORTABLE CONCRETE BARRIER RAIL ANCHOR PIN DETAILS

EROSION PREVENTION AND SEDIMENT CONTROL

EC-STR-3B	06-15-21	SILT FENCE
EC-STR-3C	03-01-23	SILT FENCE WITH WIRE BACKING
EC-STR-3D	03-01-23	ENHANCED SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-8	06-10-14	FILTER SOCK
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-34	05-04-22	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-37	06-10-14	SEDIMENT TUBE
EC-STR-4	07-30-24	ENHANCED SILT FENCE CHECK (TRAPEZOIDAL DITCH)
EC-STR-4A	07-30-24	ENHANCED SILT FENCE CHECK (V-DITCH)
EC-STR-6	11-30-20	ROCK CHECK DAM
EC-STR-6A	05-06-16	ENHANCED ROCK CHECK DAM
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-11A	08-01-12	CULVERT PROTECTION TYPE 2
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 126974
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
ROADWAY
DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	1A2

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
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-12	07-30-25	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
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-17	07-30-25	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-18	07-30-25	END OF ROADWAY, DEAD END SIGNS, AND METAL BARRICADES (TYPE III)
T-S-19	07-30-25	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-30-25	SIGN DETAILS
T-S-23A	07-30-25	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY P-POST SIGN SUPPORT
T-S-23B	07-30-25	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY STRUCTURAL PIPE SIGN SUPPORT
T-S-23C	07-30-25	BREAKAWAY POST SIGN SUPPORTS
T-S-24	07-30-25	DETAILS OF SIGN WITH SOLAR FLASHING ASSEMBLY
SIGNALS		
T-SG-2	12-18-25	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3A	12-18-25	INDUCTIVE LOOP DETECTION DETAILS AND NOTES
T-SG-5	12-18-25	CONTROLLER CABINET DETAILS
T-SG-7	12-18-25	SIGNAL HEAD ASSEMBLIES
T-SG-7A	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT APPROACHES WITH NO THROUGH MOVEMENTS
T-SG-7D	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT TWO-LANE APPROACHES
T-SG-7F	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-7G	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT THREE-LANE APPROACHES
T-SG-7HH	12-18-25	TYPICAL SIGNAL HEAD PLACEMENT FOUR-LANE APPROACHES
T-SG-9	12-18-25	CANTILEVER SIGNAL SUPPORT DETAIL
T-SG-9A	12-18-25	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	12-18-25	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	12-18-25	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
T-SG-13	12-18-25	FLASHING BEACON DETAIL
LIGHTING AND UTILITY POLES		
T-L-3	07-15-24	STANDARD LIGHTING DETAILS PULL BOXES
T-L-4	07-15-24	STANDARD LIGHTING DETAILS CONDUIT, CABLE INSTALLATION

STANDARD STRUCTURE DRAWINGS

DWG.	REV.	DESCRIPTION
NEW STRUCTURES		
STD-8-4	02-26-25	SIGN, LUMINAIRE, AND TRAFFIC SIGNAL SUPPORTS

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
ENGINEER
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STANDARD
TRAFFIC DESIGN
AND STRUCTURE
DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	2
PS&E	2026	60AVAR-S3-002	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 60AVAR-S3-002
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
(2)(4)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	16779
(3)	203-04	PLACING AND SPREADING TOPSOIL	C.Y.	2938
(5)	203-06	WATER	M.G.	88
	204-08.01	BACKFILL MATERIAL (FLOWABLE FILL)	C.Y.	5
(23)	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.	22
(6)(23)	209-05	SEDIMENT REMOVAL	C.Y.	670
(6)(23)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	464
(6)(23)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	3683
(6)(23)	209-08.07	ROCK CHECK DAM	EACH	9
(6)(23)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	11
(6)(23)	209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH	3
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	5791
(7)(23)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	17
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	620
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	658
	307-01.21	ASP. CONC. MIX(PG70-22) (BPMB-HM) GR. A-S	TON	251
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	368
	307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	413
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	14
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	32
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	20
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	498
	411-02.10	ACS MIX(PG70-22) GRADING D	TON	792
	411-12.02	SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	0.06
	411-12.03	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	0.17
	415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	839
	607-03.30	18" PIPE CULVERT	L.F.	25
	607-06.30	30" PIPE CULVERT	L.F.	44
	607-09.30	48" PIPE CULVERT	L.F.	15
	611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	C.Y.	10
	611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB.	372
	611-07.55	18IN ENDWALL (CROSS DRAIN) 4:1	EACH	2
	611-07.61	30IN ENDWALL (CROSS DRAIN) 4:1	EACH	2
	611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EACH	1
(23)	621-03.02	18" TEMPORARY DRAINAGE PIPE	L.F.	60
	702-01.01	EXTRUDED SLOPING CURB	L.F.	156
	705-04.09	EARTH PAD FOR TYPE 38 GR END TREATMENT	EACH	5
	705-06.01	W BEAM GR (TYPE 2) MASH TL3	L.F.	300
	705-06.10	GR TERMINALTRAILING END (TYPE 13) MASH TL3	EACH	2
	705-06.11	GR TERMINAL (IN-INLINE) MASH TL3	EACH	2
	705-06.20	TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH	2
(8)(9)	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	5
	706-01	GUARDRAIL REMOVED	L.F.	746
	706-06.03	RADIUS RAIL	L.F.	214
(6)(23)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	L.F.	442
	708-02.01	MARKERS (CONCRETE R.O.W. POSTS)	EACH	4
(6)(10)(23)	709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	102
(6)(11)(23)	709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	16
(6)(12)(23)	709-05.09	MACHINED RIP-RAP (CLASS C)	TON	1038
(20)	710-02	AGGREGATE UNDERDRAIN (WITH PIPE)	LF	1580
(21)	710-05	LATERAL UNDERDRAIN	LF	64
	710-06.15	LATERAL UNDERDRAIN ENDWALL (6:1)	EACH	3
	712-01	TRAFFIC CONTROL	LS	1
(9)	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	2100
(9)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	30
(9)	712-04.50	BARRIER RAIL DELINEATOR	EACH	98
(9)	712-05.01	WARNING LIGHTS (TYPE A)	EACH	2
(9)	712-06	SIGNS (CONSTRUCTION)	S.F.	779
(9)	712-07.03	TEMPORARY BARRICADES (TYPE III)	L.F.	12

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 60AVAR-S3-002
(9)	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)	L.F.	2215
(22)	712-09.08	REMOVABLE PAVEMENT MARKING (6" line)	L.F.	15262
(1)	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	10
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	854
	713-11.21	P POST SLIP BASE	EACH	23
	713-14.21	STREET NAME SIGN (RIGID 0.100IN THICK)	S.F.	56
(13)	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
(9)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	4
	713-16.20	SIGNS (R10-12A)	EACH	2
(30)	713-16.21	SIGNS (W3-4, 48"x48")	EACH	2
(30)	713-16.22	SIGNS (W16-13P, 24"x18")	EACH	2
	713-16.23	SIGNS (R2-1, 24"x30")	EACH	1
	713-16.24	SIGNS (W1-8R, 18"x24")	EACH	4
	713-16.25	SIGNS (R5-1, 36"x36")	EACH	2
	713-16.26	SIGNS (R5-1a, 42"x30")	EACH	2
	713-16.27	SIGNS (W13-13, 36"x60")	EACH	1
	713-16.28	SIGNS (W13-1P, 24"x24")	EACH	1
	713-16.29	SIGNS (W13-10, 36"x60")	EACH	1
	713-16.30	SIGNS (W13-11, 36"x60")	EACH	1
	713-16.31	SIGNS (W1-2R, 36"x36")	EACH	1
	713-16.32	SIGNS (W3-8A, 48"x30")	EACH	1
	713-16.33	SIGNS (W1-2R, 30"x30")	EACH	1
	713-16.34	SIGNS (W3-3, 36"x36")	EACH	4
	714-09.09	LUMINAIRES (SIGNAL POLE MOUNTED)	EACH	4
	716-01.22	Snwplwble Pvmt Mrkrs (Mono-Dir)(1 Color)	EACH	11
	716-01.23	Snwplwble Pvmt Mrkrs (Bi-Dir)(2 Color)	EACH	99
	716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)	S.Y.	964
(14)	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	334
(14)	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	26
(14)	716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	83
(14)	716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)	EACH	4
(14)	716-04.01	PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	3
(14)	716-04.06	PLASTIC PAVEMENT MARKING (WRONG WAY ARROW)	EACH	1
(15)	716-05.01	PAINTED PAVEMENT MARKING (4" LINE)	L.M.	1
(9)	716-05.02	PAINTED PAVEMENT MARKING (8" BARRIER LINE)	L.F.	2215
	716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	0.81
(17)	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.81
	716-12.06	ENHANCED FLAT LINE THERMO (8IN LINE)	L.F.	1300
	717-01	MOBILIZATION	LS	1
	725-20.91	CCTV CAMERA SYSTEM (PAN TILT & ZOOM)	EACH	1
(29)	730-01.02	REMOVAL OF SIGNAL EQUIPMENT	EACH	1
	730-02.03	SIGNAL HEAD ASSEMBLY (130 A3 WITH BACKPLATE)	EACH	3
	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	7
	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	1
	730-02.51	SIGNAL HEAD ASSEMBLY (130 A3F WITH BACKPLATE)	EACH	2
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	10
(27)	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	1
	730-08.02	SIGNAL CABLE - 5 CONDUCTOR	L.F.	1815
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1370
(25)	730-12.02	CONDUIT 2" DIAMETER (PVC SCHEDULE 40)	L.F.	1375
(26)	730-12.23	CONDUIT 2" DIAMETER (DIRECTIONAL BORE)	L.F.	790
(28)	730-13.12	VEHICLE DETECTOR (RADAR - STOP LINE)	EACH	4
(28)	730-13.13	VEHICLE DETECTOR (RADAR - ADVANCE)	EACH	2
(31)	730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	1
(31)	730-16.04	CONTROLLER (ATC)	EACH	1
(30)	730-23.30	PEDESTAL POLE (ADVANCED FLASHING BEACON)	EACH	2
(24)	730-25.13	CANTILEVER SIGNAL SUPPORT (1 ARM @ 65')	EACH	2
(24)	730-25.14	CANTILEVER SIGNAL SUPPORT (1 ARM @ 70')	EACH	2
(30)	730-26.07	FLASHING WARNING BEACON (ADVANCED WARNING TO STOP)	EACH	2
(18)(23)	740-10.03	GEOTEXTILE (TYPE III)(EROSION CONTROL)	S.Y.	825

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2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

2/25/2026 8:30:41 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL BITE\132406.00 MAURY SIA SECTIONS 1-3\CADS\HT\CONST. PROJ. 2\60AVAR-SHT-ESTIMATED QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	2-1

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 60AVAR-S3-002
(23)	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	L.F.	59
(6)(23)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	170
(23)	801-03	WATER (SEEDING & SODDING)	M.G.	17
(23)	801-07	SEED (SUPPLEMENTAL APPLICATION)	LB.	56
(23)	801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	TON	1
(19)(23)	803-01	SODDING (NEW SOD)	S.Y.	6240

FOOTNOTES

(1) INCLUDES 10 TO BE USED ON OAKLAND PARKWAY

(2) INCLUDES 5112 C.Y. FOR OAKLAND PARKWAY, 8426 C.Y. FOR S.R. 6, 43 C.Y. FOR TEMP. CONST. EXITS, 2938 C.Y. FOR TOPSOIL EXCAVATION, 110 C.Y. FOR TOPSOIL EMBANKMENT, 24 C.Y. FOR SOLIDROCK & 126 C.Y. FOR DIVERSION BERM

(3) INCLUDES 2938 C.Y. FOR SEEDED SLOPES.

(4) SEE GRADING SPECIAL NOTES ON SHEET 2D.

(5) INCLUDES 7 M.G. FOR EMBANKMENT AND 81 M.G. FOR BASE MATERIAL/GRANULAR BACKFILL.

(6) SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.

(7) INCLUDES 13 TONS FOR CULVERT INLET PROTECTION TYPE 1 & 4 TONS FOR CULVERT INLET PROTECTION TYPE 2.

(8) THIS ITEM SHALL BE A PORTABLE ENERGY ABSORBING TERMINAL MEETING THE REQUIREMENTS OF NCHRP 350 FOR TEST LEVEL 3. EXAMPLES WOULD BE A QUAD-GUARD, A REACT 350 OR A TRACC. THE PAY ITEM WILL INCLUDE FURNISHING AND INSTALLING ALL COMPONENTS AS SHOWN ON THE MANUFACTURER'S DRAWING. PAID ONLY ONCE AND RELOCATION INCLUDED. INCLUDES A CONCRETE PAD IF REQUIRED BY THE MANUFACTURER.

(9) FOR TRAFFIC CONTROL; USE AS DIRECTED BY THE ENGINEER.

(10) 102 TONS TO BE USED FOR EPSC (TEMPORARY CONSTRUCTION EXITS).

(11) INCLUDES 4 TONS FOR CULVERT PROTECTION.

(12) INCLUDES 1022 TONS FOR SPECIAL DITCHES & 2 TONS FOR SLOPE PROTECTION.

(13) INCLUDES REMOVAL OF SIGNS AND SUPPORTS ON SIGNS 18-21 AND ANY OTHER CONFLICTING SIGN WITHIN THE PROJECT LIMITS AS DIRECTED BY THE PROJECT ENGINEER. INCLUDES RELOCATION OF ANY EXISTING SIGNS THROUGHOUT CONSTRUCTION, AND REMOVAL OF FLASHING BEACON SIGN AT NORTHBOUND APPROACH OF OAKLAND PARKWAY.

(14) 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.

(15) INCLUDES 1.079 L.M. FOR OAKLAND PKWY DURING CONSTRUCTION AS DIRECTED BY THE ENGINEER

(16) TO BE USED ON INTERMEDIATE PAVEMENT LAYERS.

(17) INCLUDES 0.81 L.M. FOR S.R. 6. CONTRACTOR SHALL USE THE EXTRUDED OR RIBBON METHOD FOR APPLICATION.

(18) INCLUDES 154 S.Y. FOR EPSC, 574 S.Y. FOR DITCHES, & 97 S.Y. FOR CROSS DRAINS

(19) INCLUDES 20,565 S.Y. TO BE USED ON ALL SLOPES & DITCHES AS DIRECTED BY THE PROJECT ENGINEER.

(20) INCLUDES 700 L.F. OF 4" PIPE FROM STA. 100+00 TO 107+00 & 880 L.F. OF 4" PIPE FROM STA. 122+37 TO 131+17.

(21) INCLUDES 32 L.F. OF 4" PIPE FROM STA. 100+00 TO 107+00 & 32 L.F. OF 4" PIPE FROM STA. 122+37 TO 131+17.

(22) INCLUDES 2 L.M. FOR TEMPORARY TRAFFIC CONTROL MARKINGS ALONG S.R. 6.

(23) ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

(24) CONTRACTOR SHALL FOLLOW TDOT STANDARD DRAWING T-SG-10 FOR CONSTRUCTION OF SIGNAL POLE FOUNDATIONS.

(25) ITEM TO INCLUDE COST OF TRENCHING AND BACKFILL.

(26) CONDUIT SHALL BE SCHEDULE 80 PVC.

(27) CONTRACTOR SHALL HAVE EARLY COORDINATION WITH UTILITY OWNER TO DETERMINE ALL MATERIAL REQUIREMENTS AND COSTS FOR PROVIDING ELECTRICAL SERVICE. ITEM SHALL PROVIDE ALL MATERIAL AND LABOR NECESSARY TO PROVIDE POWER SERVICE PER LOCAL UTILITY

(28) ITEM INCLUDES CABINET PROCESSOR, MOUNTING BRACKETS, ETC.

(29) ITEM TO INCLUDE REMOVAL OF EXISTING BASE MOUNTED SIGNAL CABINET, STEEL STRAIN POLES, CONTROLLER, SPAN WIRE, SIGNAL HEADS, SIGNS, AND STREET NAME SIGNS AT HIGHWAY 43 AND OAKLAND PARKWAY SIGNALIZED INTERSECTION.

(30) ITEMS TO BE USED FOR ADVANCED FLASHING BEACON WARNING SIGNS ON NORTHBOUND AND SOUTHBOUND APPROACHES ALONG HIGHWAY 43 AT OAKLAND PARKWAY. REFER TO SHEET SIG-1. YELLOW FLASHERS TO FLASH 15 SECONDS PRIOR TO YELLOW CHANGE INTERVAL FOR PHASES 2 AND 6 AT THESE INTERSECTIONS.

(31) ITEM SHALL MEET CITY OF COLUMBIA TRAFFIC SIGNAL REQUIREMENTS. CONTACT MR. TIM MCMEANS AT TMCMEANS@COLUMBIATN.GOV, (931) 388-8650 FOR INFORMATION.

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2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

2/25/2026 8:31:49 AM
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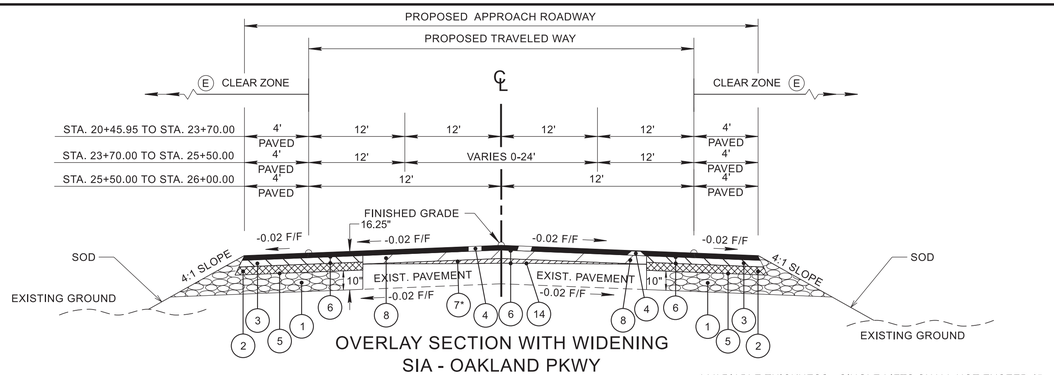
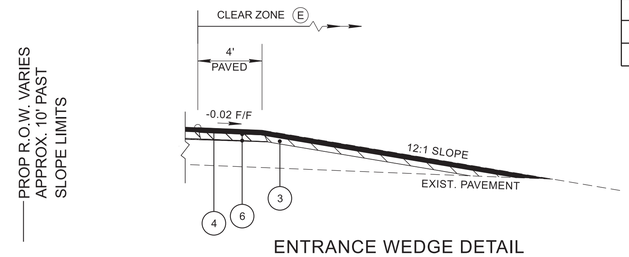
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	2B
PS&E	2026	60AVAR-S3-002	2B



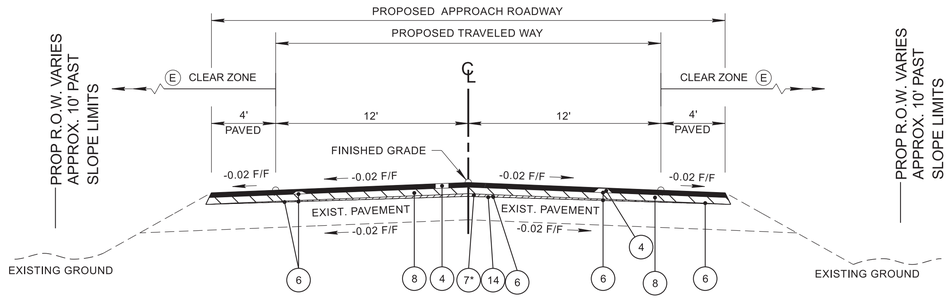
OVERLAY SECTION WITH WIDENING
SIA - OAKLAND PKWY
(BASED ON STD. DWG. RD11-TS-1A)
FROM STA. 20+45.95 TO STA. 26+00.00

* VARIABLE THICKNESS - SINGLE LIFTS SHALL NOT EXCEED 3"



ENTRANCE WEDGE DETAIL
SIA - OAKLAND PKWY

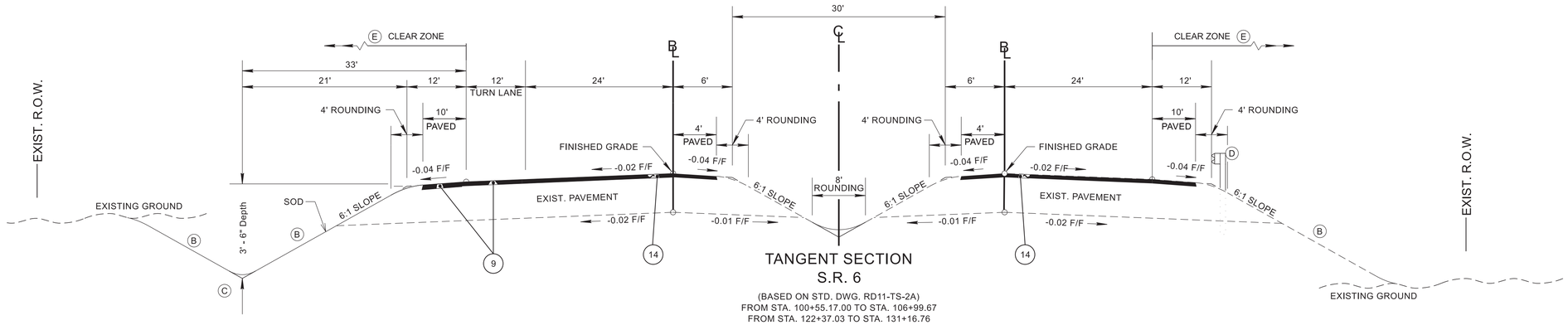
BUS. ENT. LT. 26+35.61
BUS. ENT. LT. 30+14.50
BUS. ENT. LT. 31+97.44
BUS. ENT. RT. 32+52.99



OVERLAY TANGENT SECTION
(SIA - OAKLAND PKWY)
(BASED ON STD. DWG. RD11-TS-1A)
FROM STA. 26+00.00 TO STA. 33+50.00

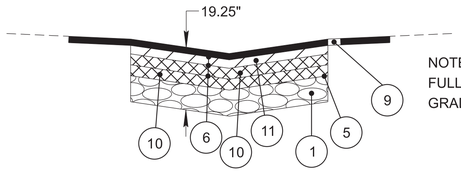
* VARIABLE THICKNESS - SINGLE LIFTS SHALL NOT EXCEED 3"

Ⓔ SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.



TANGENT SECTION
S.R. 6

(BASED ON STD. DWG. RD11-TS-2A)
FROM STA. 100+55.17.00 TO STA. 106+99.67
FROM STA. 122+37.03 TO STA. 131+16.76



NOTE:
FULL DEPTH INTERSECTION WIDENING
GRADE TO DRAIN

INTERSECTION MEDIAN WIDENING DETAIL
S.R. 6

FROM STA. 505+75.00 TO STA. 506+17.23
FROM STA. 100+44.87 TO STA. 100+84.01

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DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

2/17/2026 9:03:17 AM
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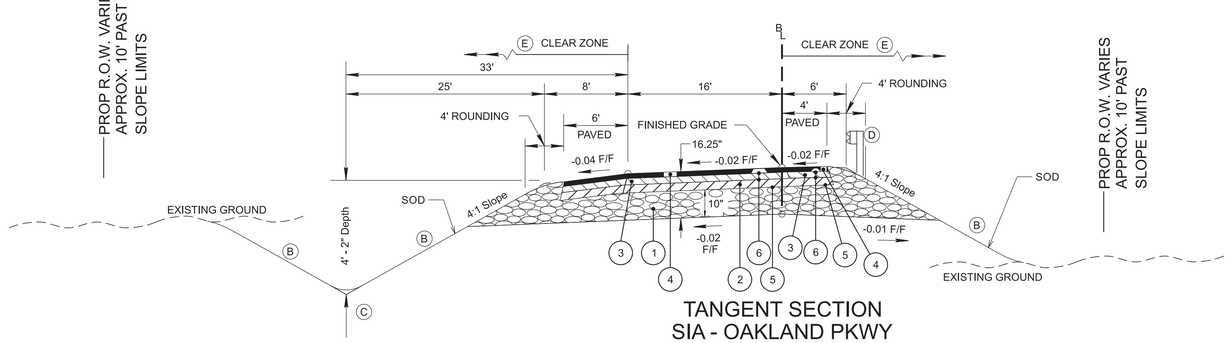
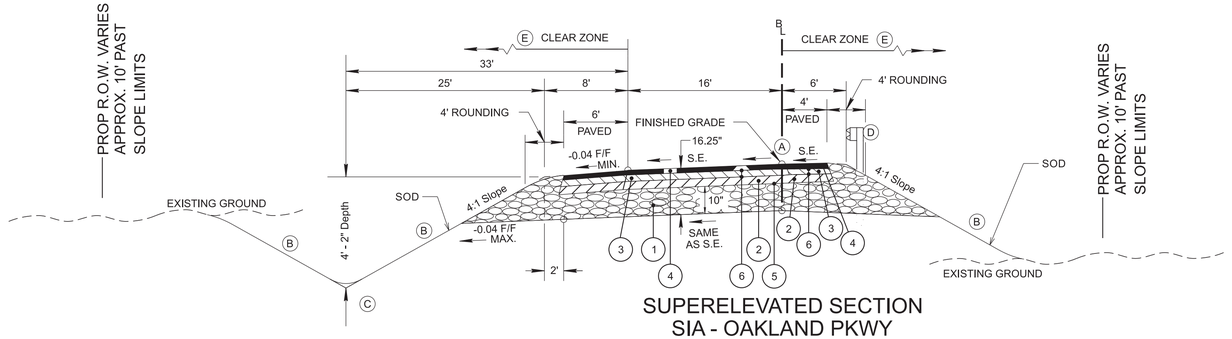


TANGENT SECTION
SIA - OAKLAND PKWY

(BASED ON STD. DWG. RD11-TS-4)
FROM STA. 74+29.40 TO STA. 74+52.53



SUPERELEVATED SECTION
SIA - OAKLAND PKWY

(BASED ON STD. DWG. RD11-TS-4)
FROM STA. 70+56.78 TO STA. 74+29.40

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	2B-1
PS&E	2026	60AVAR-S3-002	2B-1

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT AS REQUIRED.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

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HARRISON GREGORY BRUCE
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No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

2/17/2026 9:03:18 AM
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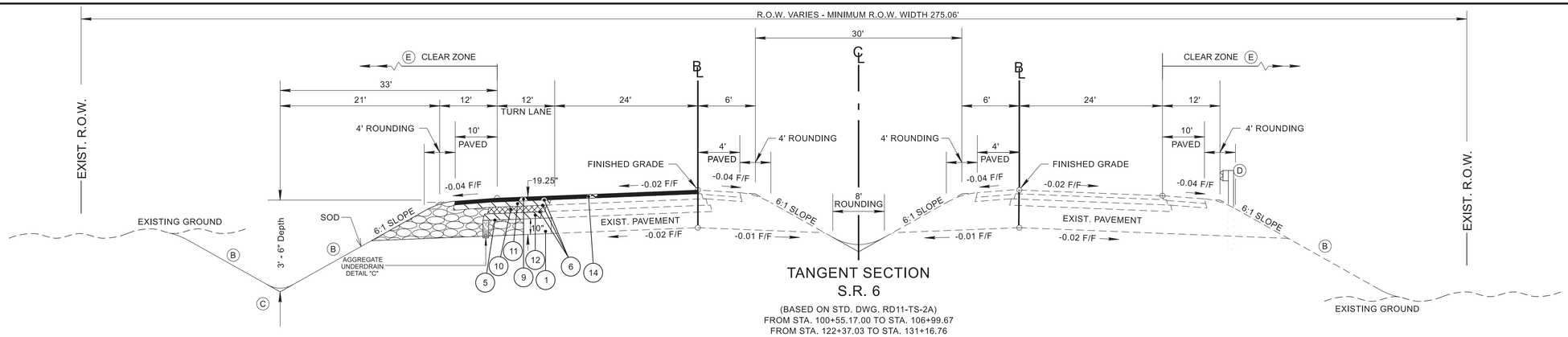
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	2B-2
PS&E	2026	60AVAR-S3-002	2B-2



TANGENT SECTION
S.R. 6

(BASED ON STD. DWG. RD11-TS-2A)
FROM STA. 100+55.17.00 TO STA. 106+99.67
FROM STA. 122+37.03 TO STA. 131+16.76

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT. AS REQUIRED.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

PROPOSED PAVEMENT SCHEDULE

(1) MINERAL AGGREGATE 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	(8) BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.75" THICK (APPROX. 310.75 LB./S.Y.) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"
(2) BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.) 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A"	(9) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-02.10 ACS MIX (PG70-22) GRADING "D"
(3) BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"	(10) BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "A" @ 3.00" THICK (APPROX. 345 LB./S.Y.) 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A"
(4) ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.) 411-01.10 ACS MIX (PG64-22) GRADING "D"	(11) BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"
(5) PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.30 - 0.35 GALLONS/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8 - 12 LB./S.Y.	(12) BITUMINOUS PLANT MIX BASE (HOT MIX) PG70-22 GRADING "A-S" @ 3.00" THICK (APPROX. 270 LB./S.Y.) 307-01.21 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A-S"
(6) TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN FIELD	(13) UNDERDRAINS ITEM 710-02 AGGREGATE UNDERDRAINS (WITH PIPE)
(7) BITUMINOUS PLANT MIX BASE (HOT MIX) PG64-22 GRADING "B-M2" @ VARIABLE THICK (SEE CROSS SECTIONS FOR THICKNESS -SINGLE LIFTS SHALL NOT EXCEED 3") 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2"	(14) COLD PLANING BITUMINOUS PAVEMENT APPROX. 105 LBS/S.Y./IN. 415-01.01 COLD PLANING BITUMINOUS PAVEMENT (1.25" OR AS DIRECTED BY PROJECT ENGINEER)

SEALED BY

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STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

2/17/2026 9:03:19 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60AVAR-SHT-TYPICAL SECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	2C

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.

(2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.

(3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) WITHOUT APPROVAL BY FEMA. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

SEEDING AND SODDING

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 801-01.

(2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

(3) ITEM NO. 803-01 SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

GUARDRAIL

(1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

(2) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE “A” LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

DRAINAGE

(1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(2) EXCAVATION FOR PIPE CULVERTS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE.

(3) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

(4) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.

(5) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

(6) ALL EXISTING PIPES AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER THAT ARE TO BE LEFT IN PLACE AND ABANDONED MUST BE BACKFILLED AND PLUGGED. ALL COST FOR THIS WORK SHALL BE INCLUDED IN ITEM NO. 204-08.01, BACKFILL MATERIAL (FLOWABLE FILL), C.Y.

FENCING

(1) LOCATION OF THE FENCE SHALL BE ONE FOOT INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS.

(2) FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES, STOCK PASSES AND BRIDGES WHERE DIRECTED BY THE ENGINEER SO AS TO ABUT WINGWALLS AND/OR ABUTMENTS.

(3) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS A TWO-WEEK NOTICE PRIOR TO CUTTING FENCES.

(4) THE CONTRACTOR SHALL BE REQUIRED TO INSTALL ACCESS CONTROL FENCES PRIOR TO CUTTING EXISTING STOCK FENCES IN AREAS UTILIZED BY DOMESTIC LIVESTOCK OR OTHER AREAS AS DIRECTED BY THE ENGINEER.

MISCELLANEOUS

(1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.

(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

(1) 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. 716-05.01, PAINTED PAVEMENT MARKING (4” LINE), L.M.

(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.

(3) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02 PAINTED PAVEMENT MARKING (8” BARRIER LINE), L.F.

FINAL PAVEMENT MARKING

(1) 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.

(2) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 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. 716-05.01, PAINTED PAVEMENT MARKING (4IN LINE), L.M.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

(1) 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.

(2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

(3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

GRADED SOLID ROCK

(1) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3’-0”. AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1’-0” AND 3’-0” IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 2” IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY A REPRESENTATIVE OF THE DIVISION OF MATERIALS AND TESTS BEFORE USE.

(2) THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.

SIGNING

(1) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH THE TRAFFIC OPERATIONS DIVISION, SIGNING SECTION, TELEPHONE NO. (615)-741-0802. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.

(2) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.

(3) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.

(4) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE TRAFFIC DESIGN DIVISION, SIGNING SECTION (TDOT.TrafficDesign.SignsandMarking@tn.gov) FOR REVIEW. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO THE REGIONAL SIGN DESIGNER FOR REVIEW.

(5) ALL SIGNS MARKED “TO BE REMOVED” ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.

(6) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.

(7) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.

(8) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

2/17/2026 9:03:27 AM G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 1\60ACIT-SHT- GENERAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	2C1

(9) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

(10) 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.

SIGNALIZATION

(1) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

(2) SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE CITY OF COLUMBIA AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE CITY OF COLUMBIA.

(3) ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

(4) AN ADVANCE FLASH OPERATION PERIOD IS REQUIRED TO MAKE MOTORISTS AWARE OF THE PRESENCE OF NEW SIGNAL HEADS. NEW SIGNAL HEADS SHALL BE PUT IN FLASH OPERATION FOR MINIMUM OF SEVEN (7) CALENDAR DAYS UP TO FOURTEEN (14) CALENDAR DAYS PRIOR TO ACTIVATION OF NORMAL TRAFFIC SIGNAL OPERATION. OTHER FLASH OPERTATION TIME PERIODS MAY BE CONSIDERED UPON WRITTEN APPROVAL FROM THE REGIONAL TRAFFIC ENGINEER.

(5) THE CONTRACTOR SHALL CONTACT TIMOTHY MCMEANS (931-388-8650) A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

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.

(8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED, AND FLEXIBLE DRUMS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

(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.

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED APRIL 1, 2026 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.

(4) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.

(5) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

(6) LIGHT STANDARDS SHALL BE ROUND TAPERED POLES. LENGTH SHALL BE DETERMINED BY REQUIRED MOUNTING HEIGHT.

(7) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

(8) STANDARDS SHALL BE DESIGNED FOR 80-MPH WIND PRESSURE AND SHALL SUPPORT A 62-POUND LUMINAIRE ON A 15-FOOT ARM.

(9) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.

(10) BRACKET ARMS SHALL BE ROUND TAPERED TRUSS TYPE WITH STRAP MOUNTING AND LENGTHS AS SCHEDULED.

(11) BRACKET ARM UPSWEEP SHALL BE THE SAME FOR ALL LIGHT STANDARDS OF THE SAME TYPE.

SEALED BY

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2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

2/17/2026 9:04:40 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 1\60ACIT-SHT- GENERAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	2D

SPECIAL NOTES

GRADING

(1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.

(2) BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.

(3) TO ASSIST IN BID PREPARATION FOR EARTHWORK AND FOUNDATION CONSTRUCTION, DETAIL ROCK AND SOIL DESCRIPTION AND ON SOME PROJECTS, ROCK CORE SAMPLES ARE AVAILABLE FOR INSPECTION AT THE MATERIALS AND TESTS HEADQUARTERS AT 6601 CENTENNIAL BOULEVARD, NASHVILLE, TN OR AT THE TDOT REGION 1 BUILDING IN KNOXVILLE, TN.

(4) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.

(5) EARTHWORK IS PAID FOR UNDER ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

(6) ROCK LINE WAS ESTABLISHED BY GEOTECHNICAL CORE HOLES AT BORING LOCATIONS SHOWN IN G-SHEETS. DESIGNER INTERPOLATED BETWEEN THESE LOCATIONS FOR PROJECTION ONTO ROADWAY CROSS SECTIONS.

SIGNALIZATION

(1) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.

(2) TRAFFIC SIGNAL SUPPORT POLES SHALL BE SMOOTH, ROUND, TAPERED STEEL STRAIN POLES. MULTI-SIDED POLES SHALL NOT BE ACCEPTED. POLE MATERIAL SHALL INCLUDE BLACK POWDER COAT FINISH.

(3) POLE SCHEDULE INFORMATION PROVIDED FOR ESTIMATION AND DESIGN PURPOSES BY MANUFACTURER ONLY. POSITION OF PROPOSED SIGNAL POLES ARE APPROXIMATE, FINAL LOCATION MAY BE FIELD ADJUSTED UP TO 2 FT WITH PRIOR APPROVAL OF ENGINEER. FINAL POLE DESIGN CRITERIA SHALL REFLECT ANY ADJUSTMENT OF POSITION.

(4) IN LOCATIONS WHERE THE PLANS CALL FOR INSTALLATION OF CONDUIT BY TRENCHING, THE CONTRACTOR MAY ELECT TO INSTALL BY JACKING OR BORING. NO ADDITIONAL PAYMENT WILL BE ALLOWED WHERE, IN THE JUDGMENT OF THE ENGINEER, THE CONDUIT COULD HAVE BEEN INSTALLED BY TRENCHING.

(5) POSITION OF CONDUIT AND PULL BOXES ARE APPROXIMATE AND SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION. LOCATION OF CONDUIT AND PULL BOXES MAY BE SHIFTED SLIGHTLY TO AVOID CONFLICTS WITH UTILITIES OR OTHER FEATURES, WITH PRIOR APPROVAL FROM ENGINEER.

(6) ALL PROPOSED CONDUIT CROSSING EXISTING PAVEMENT OR ROADWAY SHALL BE SCHEDULE 80 PVC TYPE AND JACK/BORED BETWEEN PULL BOXES. OPEN CUT/TRENCH OF ROADWAYS IS NOT ALLOWED.

(7) CONTRACTOR SHALL COORDINATE WITH LOCAL UTILITY TO ARRANGE POWER SERVICE. POWER SERVICE SHALL INCLUDE METER AND/OR DISCONNECT, IF REQUIRED, WITH COST INCLUDED IN PAY ITEM FOR POWER SERVICE.

(8) INSTALL 1-2" SPARE CONDUIT STUB AT BASE OF EACH SIGNAL POLE. INSTALL 3-2" SPARE CONDUIT STUBS IN NEW BASE MOUNTED SIGNAL CABINET.

(9) CONTRACTOR SHALL SUBMIT SIGNAL POLE AND FOUNDATION DESIGN CALCULATIONS SEALED BY A TENNESSEE LICENSED PROFESSIONAL ENGINEER FOR APPROVAL BY PROJECT ENGINEER PRIOR TO ORDERING OF POLES. CONTRACTOR HAS FINAL RESPONSIBILITY TO VERIFY EACH POLE'S MEASUREMENTS AND DESIGN SPECIFICATIONS PRIOR TO SEEKING APPROVAL.

L.E.D. SIGNAL HEADS

(1) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.

(2) CIRCULAR INDICATIONS SHALL MEET "ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT" FOR EXPANDED/EXTENDED VIEW.

(3) ARROW INDICATIONS SHALL MEET "ITE VTCSH-3 LED ARROW SPECIFICATION" FOR EXPANDED/EXTENDED VIEW.

(4) INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE.

(5) COMPATIBILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALLBE TESTED AND CONFIRMED.

(6) MANUFACTURER SHALL PROVIDE A MINIMUM FIVE YEAR WARRANTY FOR OPERATION OF THE UNIT.

(7) ALL NEW TRAFFIC SIGNAL HEADS SHALL BE FABRICATED FROM ALUMINUM AND SHALL HAVE 12" LED TRAFFIC SIGNAL HEAD. PLACEMENT SHALL BE IN ACCORDANCE WITH TDOT STANDARD DRAWING T-SG-7A, T-SG-7C, T-SG-7D, T-SG-7F, T-SG-7G, AND T-SG-7HH. THE ENGINEER SHALL BE NOTIFIED BY THE CONTRACTOR OF ANY PROPOSED FIELD ADJUSTMENTS TO THE SIGNAL HEADS REGARDING THEIR ALIGNMENT, PLACEMENT, OR ATTACHMENT HEIGHT SUCH THAT THE ENGINEER MAY EVALUATE WHETHER THE PROPOSED CHANGES ARE ADVISABLE.

(8) ALL TRAFFIC SIGNAL HEADS SHALL INCLUDE YELLOW RETROREFLECTIVE STRIP PER TDOT STANDARD DRAWING T-SG-9A.

(9) TRAFFIC SIGNAL HEADS SHALL BE MOUNTED TO POLE SUPPORT MAST ARMS USING BRACKET AND CLAMP ASSEMBLIES PER TDOT STANDARD DRAWING T-SG-9. COST OF BRACKET MOUNTING EQUIPMENT SHALL BE INCLUDED IN TRAFFIC SIGNAL HEAD ITEM.

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SPECIAL NOTES

2/17/2026 9:06:02 AM G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 1\60ACIT-SHT-SPECIAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	2E
PS&E	2026	60AVAR-S3-002	2E

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

(1) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

(2) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.

(3) INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.

(4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS, IS NOT ALLOWED.

(5) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.

(6) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.

(7) HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.

(8) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.

(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

(10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.

(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

(13) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).

(14) ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.

(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.

(16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

(17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

SUPPORT ACTIVITIES

(18) MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

ENVIRONMENTAL

(19) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

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 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) IMPROVEMENTS TO SR-6 AND NEW SIGNAL INSTALLATION SERVING PROJECT LEEWARD.

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ENVIRONMENTAL NOTES

2/17/2026 9:07:23 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-ENVIRONMENTAL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	2F
PS&E	2026	60AVAR-S3-002	2F

REV. 04/17/2023
REVISED QUANTITY FOR ITEM 708-02.01, PER TDOT REQUEST.

ESTIMATED GRADING QUANTITIES

DESCRIPTION	UNADJUSTED VOLUMES (CY)		ADJUSTED VOLUMES (CY)
	EXC.	EMB.	EXC.
OAKLAND PARKWAY	5112	869	3834
SR-6 BL1	4442	77	3332
SR-6 BL2	3984	672	2988
PVT. DRIVES, BUSINESS AND FIELD ENTRANCES	0	0	
INDEPENDENT DITCHES	0	0	
TEMPORARY CONSTRUCTION EXITS	43	0	33
DIVERSION BERMS	126	0	95
TOPSOIL (EMB.)	110		
TOPSOIL (EXC.)	2938		
TOPSOIL TOTALS (SEE TOPSOIL TABLE)			

ROCK (C.Y.)		TOTALS (C.Y.)				
EXC.	EMB.	EXC. (UNCL.)	EMB. (UNCL.)	EXC (COMMON)	EXC. (AVAIL.)	EXC. (ADJ.)
24	0	16779	1618	16755	13707	10311

BALANCE SUMMARY

SHRINK = 25 % SWELL = 25 %

EXC.		EMB.
10311	VS.	-1618
AVAILABLE	=	8693
WASTE MATERIAL	=	10867

TOPSOIL

IF EXISTING TOPSOIL IS SUITABLE FOR REUSE

PROPOSED SLOPE AREA S.F.	EXISTING TOPSOIL (EXC.)	EXISTING TOPSOIL (EMB.)	EXISTING TOPSOIL (TOTAL) C.Y.	REQUIRED TOPSOIL C.Y.	PLACING TOPSOIL 203-04 C.Y.	FURNISHED TOPSOIL 203-07 C.Y.	EXCESS TOPSOIL C.Y.
158633	2938	110	3048	2938	2938	0	110

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE		STATIONS		GUARDRAIL		TERMINAL ANCHORS			REMARKS
		LT	RT	FROM	TO	W BEAM GR (TYPE 2) MASH TL3 705-06.01 (L.F.)	RADIUS RAIL 706-06.03 (L.F.)	TYPE 13 MASH TL3 (9.375') 705-06.10 (EACH)	IN-LINE MASH TL3 705-06.11 (EACH)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)	
4B	OAKLAND PKWY & SR-6	X		503+88.14	21+68.75	156.25	106.67	1	1	1	
4B	OAKLAND PKWY & SR-6		X	18+30.17	508+87.33	143.75	106.67	1	1	1	
TOTALS						300	214	2	2	2	

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TABULATED QUANTITIES

SHEET 1 OF 3

2/25/2026 8:50:25 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	2F1
PS&E	2026	60AVAR-S3-002	2F1

CROSS DRAIN LOCAL ROADS TABULATION

STATION	SKEW	RCP CLASS III OR CMP 14 GA OR PVC OR SRTRP OR HDPE OR PP FILL HEIGHT ≤ 16 FT. (L.F.)		END TREATMENT				GEOTEXTILE TYPE III 740-10.03 (S.Y.)	REMARKS
				INLET		OUTLET			
		18"	30"	TYPE	DRAWING NO.	TYPE	DRAWING NO.		
20+98.48	90º	25		U	D-PE-18(A)&(B)	U	D-PE-18(A)&(B)	12	OAKLAND PARKWAY
72+50	45º LT.		44	U	D-PE-30(A)&(B)	U	D-PE-30(A)&(B)	70	OAKLAND PKWY. RAMP
TOTALS		25	44					82	

CROSS DRAIN FREEWAYS WITH ACCESS CONTROL TABULATION

STATION	SKEW	RCP CLASS III FILL HEIGHT ≤ 16 FT. (L.F.)			END TREATMENT				CLASS A CONC. 611-07.01 (C.Y.)	REINF. STEEL 611-07.02 (LB.)	GEOTEXTILE TYPE III 740-10.03 (S.Y.)	REMARKS
					INLET		OUTLET					
		18"	30"	48"	TYPE	DRAWING NO.	TYPE	DRAWING NO.				
123+65.41	45º RT.			15	PEW	D-PEW-(1)&(2)			10	372	15	SR-6 - PIPE EXTENSION
TOTALS				15					10	372	15	

CATCH BASINS

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE ELEV.	INVERT ELEV.	DEPTH (FT.)	INSIDE DIM.	STANDARD DRAWING NO.	PAY ITEMS TYPE 42 611-42.02 4'-8'
6B	SR-6	532+67.90	0	1	645.39	638.89	2	62"X62"	D-CB-42SC	1
TOTALS										1

PAVEMENT QUANTITIES

LOCATION (ROADWAY)	TYPE - GRADE - PAY ITEM (TON)											TYPE - PAY ITEM (TON)
	MINERAL AGG.	BITUMINOUS PLANT MIX BASE (HOT MIX)					PRIME COAT		TACK COAT	ASPHALTIC CONCRETE SURFACE (HOT MIX)		COLD PLANING OF BITUMINOUS PAVEMENT
	D	A	A-S	B-M2	A	B-M2				D	D	
	303-01	307-01.01	307-01.21	307-01.08	307-02.01	307-02.08	402-01	402-02	403-01	411-01.10	411-02.10	415-01.01
OAKLAND PKWY	2043	620		658			6	19	8	498		283
SR-6	3658		251		313	394	6	11	9		645	421
INTERSECTION IMPROVEMENTS	90				55	19	2	2	3		147	135
PVT DRIVES & BUSINESS ENTRANCES	QUANTITIES CAPTURED IN OAKLAND PKWY QUANTITIES											
TOTALS	5791	620	251	658	368	413	14	32	20	498	792	839

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DEPARTMENT OF TRANSPORTATION

TABULATED QUANTITIES

SHEET 2 OF 3

2/17/2026 9:09:10 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	2F2
PS&E	2026	60AVAR-S3-002	2F2

SPECIAL DITCHES

ROADWAY	STATION		SIDE	CONFIGURATION			WIDTH OF TREATMENT (L.F.)	TYPE	MACHINED RIPRAP		GEOTEXTILE TYPE III 740-10.03 (S.Y.)	REMARKS
	FROM	TO		FORE (H/V)	BOTTOM WIDTH (FT.)	BACK (H/V)			CLASS B 709-05.08 (TON)	CLASS C 709-05.09 (TON)		
SIA OAKLAND PKWY	70+57	72+00	LT	4/1	2	3/1	9	2' FB				
SIA OAKLAND PKWY	72+00	74+50	LT	4/1	2	3/1	14	2' FB		734	415	
SIA OAKLAND PKWY	70+57	71+00	RT	4/1	2	3/1	13	2' FB				
SIA OAKLAND PKWY	71+00	72+50	RT	4/1	2	3/1	9	2' FB				
SR-6	100+45	107+00	LT	6/1	0	4/1	7	V				
SR-6	122+35	123+15	LT	6/1	2	3/1	15	2' FB		288	159	
SR-6	123+15	123+50	LT	6/1	0	3/1	3	V				
SR-6	123+50	125+00	LT	6/1	0	3/1	7	V				
SR-6 MEDIAN	121+70	124+45	RT	6/1	0	6/1	12	V				
TOTALS										1022	574	

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STATE OF TENNESSEE
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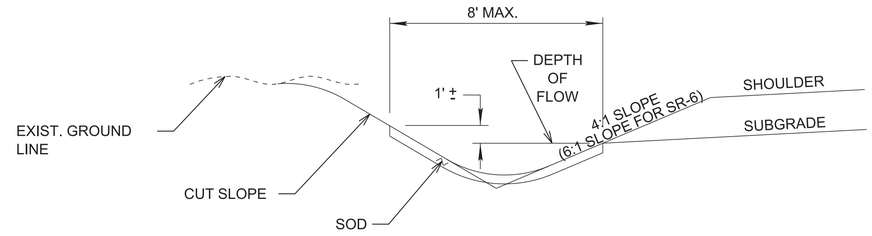
TABULATED QUANTITIES

SHEET 3 OF 3

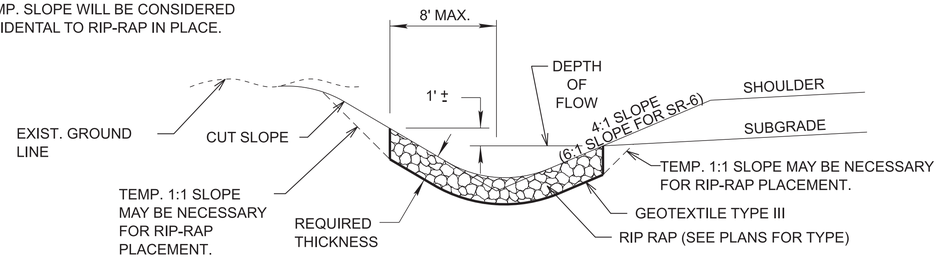
2/17/2026 9:09:52 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS I-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-TABULATED QUANTITIES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	2G
PS&E	2026	60AVAR-S3-002	2G

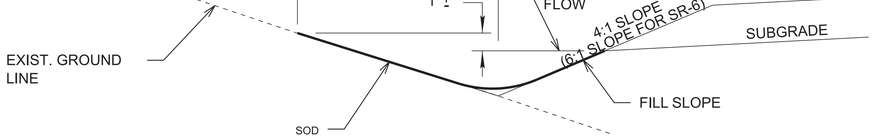


TYPICAL CUT DITCH
W/ SOD

NOTE: EXC. ASSOCIATED WITH THE TEMP. SLOPE WILL BE CONSIDERED INCIDENTAL TO RIP-RAP IN PLACE.

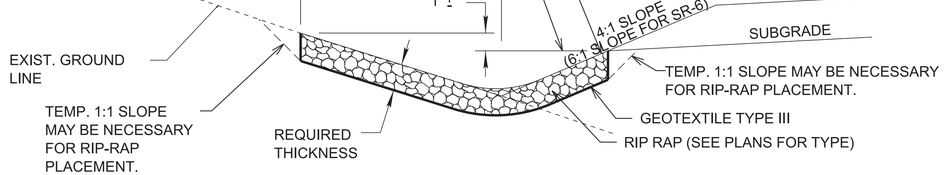


TYPICAL CUT DITCH
W/ RIP-RAP LINING



TYPICAL TOE OF FILL DITCH
W/ SOD

NOTE: EXC. ASSOCIATED WITH THE TEMP. SLOPE WILL BE CONSIDERED INCIDENTAL TO RIP-RAP IN PLACE.



TYPICAL TOE OF FILL DITCH
W/ RIP-RAP LINING

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
2/25/26
No. 126924
STATE OF TENNESSEE

1. IN CUT DITCHES (NOT ROCK) ALL TREATMENTS ARE TO COME TO SUBGRADE.
2. TOPSOIL IS TO BE PLACED ON ALL SLOPES (NOT ROCK) ACCORDING TO SPECIFICATIONS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DETAIL
SHEET

2/17/2026 9:10:12 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	3
PS&E	2026	60AVAR-S3-002	3

RIGHT-OF-WAY

(1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, PROJECT DEVELOPMENT DIVISION AND THE CIVIL ENGINEERING MANAGER 1, REGIONAL PROJECT DEVELOPMENT OFFICE, ARE TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

(2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.

(3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.

(4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.

(5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.

(6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.

(7) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.

(8) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

(9) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

UTILITY

(1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

(2) 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.

(3) 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.

(4) 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.

(5) 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

WATER:
COLUMBIA POWER & WATER SYSTEM
201 PICKENS LANE
COLUMBIA, TN 38401
CONTACT: BART ANDERSON
OFFICE PHONE:
Email: BART.ANDERSON@CPWS.COM

GAS:
ATMOS
200 NOAH DRIVE
FRANKLIN, TN 37067
CONTACT: TERI (DOSS) LABELLA
OFFICE PHONE: 615 418 6699
Email: TERI.LABELLA@ATMOSENERGY.COM

GAS:
ENBRIDGE (FORMERLY SPECTRA ENERGY)
565 MARRIOTT DR. SUITE 400
NASHVILLE, TN 37214
CONTACT: KELLY DALY
CELL PHONE: 701 340 5739
Email: KELLY.DALY@ENBRIDGE.COM

SEWER:
COLUMBIA WASTEWATER
1244 TREATMENT PLANT RD.
COLUMBIA, TN 38401
CONTACT: RYAN FILIPKOWSKI
CELL PHONE: 931 777 9020
Email: RFILIPKOWSKI@COLUMBIATN.COM

TELEPHONE:
AT&T
116 SOUTH CANNON AVENUE
MURFREESBORO, TN 37129
CONTACT: KENNETH LEE KORNEGAY
OFFICE PHONE: 615 848 2082
Email: KK4096@ATT.COM

ELECTRIC:
COLUMBIA POWER & WATER SYSTEM
201 PICKENS LANE
COLUMBIA, TN 38401
CONTACT: RYAN MASSEY
OFFICE PHONE: 931 375 7742
Email: RYAN.MASSEY@CPWS.COM

ELECTRIC:
TENNESSEE VALLEY AUTHORITY
1101 MARKET STREET MR-4G
CHATTANOOGA, TN 37402-2801
CONTACT: STEPHEN WILLIAMS
CELL PHONE: 662 255 6272
Email: SEWILLIAMS@TVA.GOV

CABLE:
CHARTER COMMUNICATION
1757 NORTH POINTE DR.
COLUMBIA, TN 38401
CONTACT: WILL JAGGERS
CELL PHONE: 931 543 8503
Email: WILL.JAGGERS@CHARTER.COM

FIBER:
COLUMBIA POWER & WATER SYSTEM
201 PICKENS LN.
COLUMBIA, TN 38401
CONTACT: BRAD TEBBEN
OFFICE PHONE: 931 375 7682
Email: BRAD.TEBBEN@CPWS.COM

FIBER:
CENTURYLINK/LUMEN
520 WHALEY ST.
COLUMBIA, SC 29201
CONTACT: JOHN BOEDEKER
CELL PHONE: 512 334 8351
Email: JOHN.BOEDEKER@LUMEN.COM

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126974
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
NOTES,
UTILITY NOTES
AND
UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	3A
PS&E	2026	60AVAR-S3-002	3A

REV. 07/29/22
ACQUISITION TABLE UPDATED, PER TDOT REQUEST
REV. 09/21/2022
UPDATED EASEMENT ON TRACT 3
REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4,
PER TDOT REQUEST.
REV. 04/24/2023
REVISED PROP. R.O.W. ON TRACT 4,
PER TDOT REQUEST.
REV. 05/04/2023
REVISED PROP. R.O.W. ON TRACT 4,
PER TDOT REQUEST.

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	SLOPE	CONSTRUCTION	AIR RIGHTS
				BOOK	PAGE												
~~1~~	~~HELLER FAMILY INVESTMENTS LLC~~	~~101~~	~~34.09~~	~~R2430~~	~~91~~	~~3.094~~		~~3.094~~				~~3.094~~					
2	THE INDUSTRIAL DEVELOPMENT BOARD OF MAURY COUNTY	101	34.3	R2291	1102-1104	9.482		9.482	2336 S.F.		2336 S.F.	9.428				2442 S.F.	
3	GLOBAL MANUFACTURING SERVICES, INC. A TENNESSEE FOR PROFIT CORPORATION	101	34.26	R2360	661-663	7.190		7.190				7.190				2547 S.F.	
4	THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF COLUMBIA, TN	101	31	R2567, R2688, R2609, R2611	248-253, 637, 935, 1011	165.913	59.900	225.813	5.836	5.692	11.528	160.077	54.208				
5	VOLUNTEER INDUSTRIAL, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY	101	34.01	R2513	607-612		15.303	15.303		4025 S.F.	4025 S.F.		15.211			1280 S.F.	
~~6~~	~~BOTTLING GROUP LLC~~	~~101~~	~~34.08~~	~~R1423~~	~~127~~		~~5.940~~	~~5.940~~					~~5.940~~				
~~7~~	~~AMERICAN BANK NOTE COMPANY~~	~~101~~	~~34.05~~	~~R2812~~	~~604~~		~~8.206~~	~~8.206~~					~~8.206~~				
~~8~~	~~MAURY COUNTY TENNESSEE~~	~~001.01~~	~~30~~	~~717~~	~~531~~	~~11.027~~		~~11.027~~				~~11.027~~					
ACQUISITION TOTALS (ACRES)											**11.675**					**0.144**	

DISTURBED AREA

IN BETWEEN SLOPE LINES	7.104	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	2.505	(AC)
TOTAL DISTURBED AREA	9.609	(AC)
TOTAL PROJECT AREA	10.094	(AC)

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

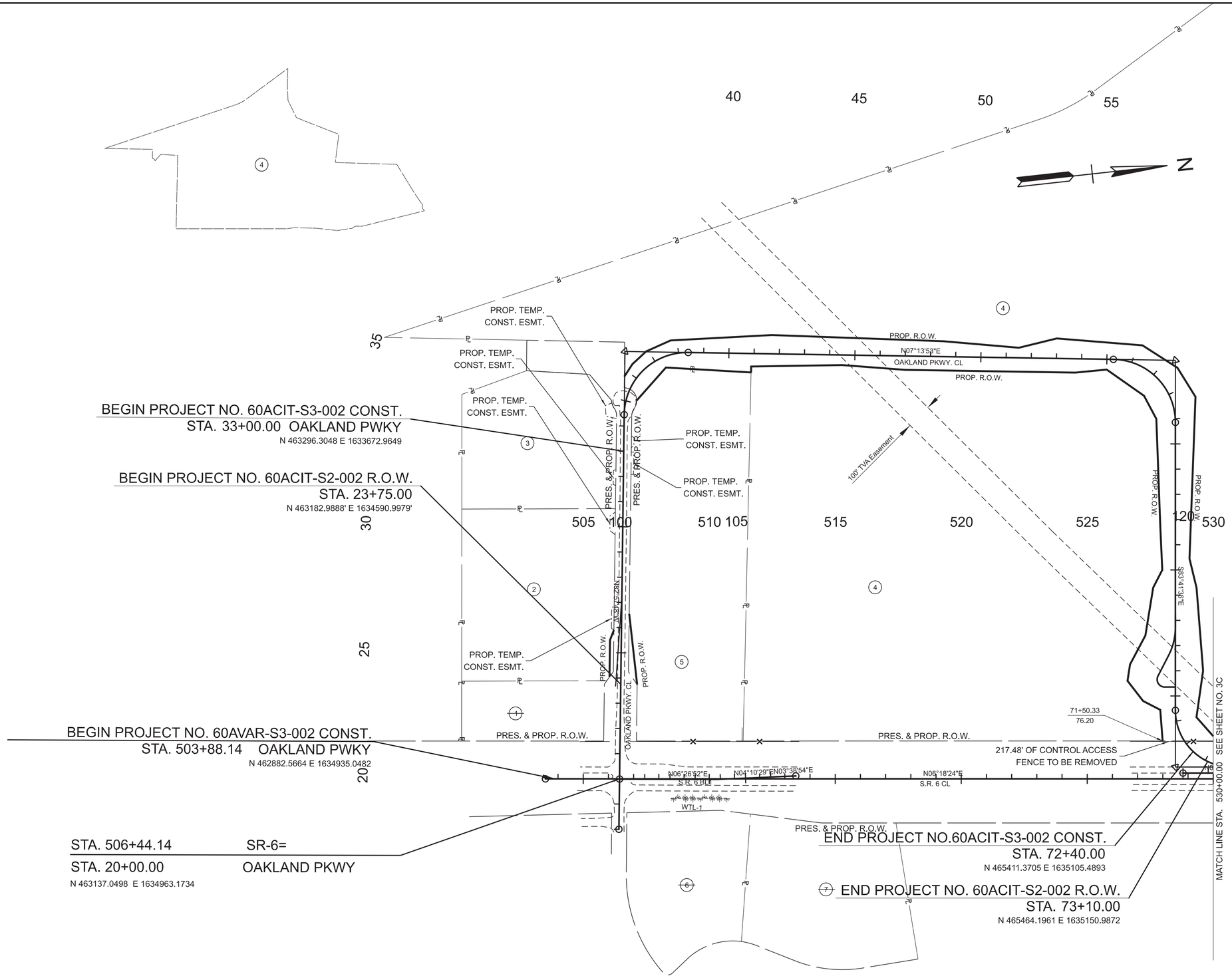
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION TABLE

2/17/2026 9:12:16 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-ROW ACQUISITION TABLE.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	3B
PS&E	2026	60AVAR-S3-002	3B

REV. 09/21/2022
UPDATED BUS. ENTR. LT. 34+60.25
REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.
REV. 04/24/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.
REV. 05/04/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.



SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 126924
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

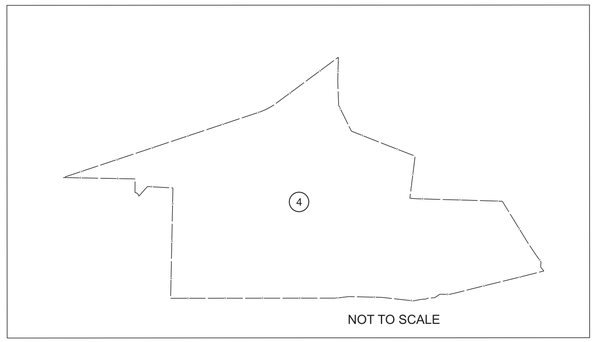
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

2/17/2026 9:12:56 AM
G:\TDOT Reg. 3 Design On-Call\Maury County-Columbia Rail Site\132406.00 Maury SIA Sections 1-3\CAD\SHT\60ACIT-SHT-Property Map.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	3C
PS&E	2026	60AVAR-S3-002	3C

REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.



530 125 535 130 540 4 545 550 555 560 565 570

69

PRESENT R.O.W.

STA. 559+95.52 SR-6=
STA. 0+00.00 LOOP C
N 468439.5845 E 1635672.2073

217.48' OF CONTROL ACCESS FENCE TO BE REMOVED

END PROJECT NO. 60AVAR-S3-002 CONST.
STA. 539+95.64 SR-6
N 466465.9342 E 1635349.3634

70

73+10.00
-90.23

SEE SHEET NO. 3B

MATCH LINE STA. 530+00.00

PRES. & PROP. R.O.W.

N06°18'11"E
N06°25'02"E
N06°41'22"E
S.R. 6 BL 2
N08°38'32"E
S.R. 6 CL
N09°17'24"E
S.R. 6 BL 3

I-ETS

WWC-1/EPH-1

100' TVA Easement

2-SPAN CONC. BRIDGE

STA. 725+35.83

200 5 205 10 210 15

WTL-2
LOOP C CL
LOOP C BL

STA. 725+35.83 SR-99=
STA. 211+00.87 LOOP C BL
N 469330.5314 E 1636254.1868

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

2/17/2026 9:12:58 AM
G:\TDOT Reg. 3 Design On-Call\Maury County-Columbia Rail Site\132406.00 Maury SIA Sections 1-3\CAD\SHT\60ACIT-SHT-Property Map.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	4
PS&E	2026	60AVAR-S3-002	4

NOTE: ALL SEWER MANHOLES WILL NEED TO BE COORDINATED WITH THE CITY OF COLUMBIA WASTEWATER DEPARTMENT TO ENSURE THEY ARE TO PROPER GRADE. ONCE GRADING NEAR MANHOLES BEGINS, PLEASE CONTACT RYAN FILINKOWSKI.

BEGIN PROJECT NO. 60AVAR-S3-002 CONST.
STA. 503+88.14
N 462882.5664 E 1634935.0482

STA. 506+44.14 SR-6 =
STA. 20+00.00 OAKLAND PKWY
N 463137.0498 E 1634963.1734

STA. 504+00.00
N 462,894.3873
E 1,634,936.3546

HELLER FAMILY INVESTMENTS, LLC (1)

THE INDUSTRIAL DEVELOPMENT BOARD OF MAURY COUNTY (2)

PROP. TEMP. CONST. ESMT.

DO NOT DISTURB EXISTING SIGN

SIGNAL POLE 1 SEE SHT. SIG 1 STA. 505+94.53 OFF. 102.32'

SIGNAL POLE 2 SEE SHT. SIG 1 STA. 505+84.24 OFF. -107.36'

SIGNAL POLE 3 SEE SHT. SIG 1 STA. 506+97.75 OFF. -114.52'

SIGNAL POLE 4 SEE SHT. SIG 1 STA. 507+09.96 OFF. 96.64'

SR-6 BL1 LIMIT OF CONST. STA. 100+00.00
SEE SIDE ROAD PROFILE SHT 11

SR-6 BL1 LIMIT OF CONST. STA. 106+99.67
SEE SIDE ROAD PROFILE SHT. 11 (SR-6 TURN LANE 1)

PEPSI BOTTLING GROUP (6) BOTTLING GROUP, LLC

A BNOTE NORTH AMERICA (7) AMERICAN BANK NOTE COMPANY

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF COLUMBIA, TENNESSEE (4)

VOLUNTEER INDUSTRIAL, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY (5)

DO NOT DISTURB EXISTING UTILITIES

OAKLAND PKWY (ASP.)

PROP. OAKLAND PKWY ℄ STA. 100+00.00 N82°57'46"W 1444.83'

PROP. SR-6 (US-43) STA. 20+00.00 N 463,137.0498 E 1,634,963.1734

PRES. R.O.W.

PRES. & PROP. R.O.W.

18" RCP (TO REMAIN) N 463,136.9657 E 1,634,963.9177

DET. RISER STRUCTURE

EXIST. 82' OF 24" RCP

FILL SLOPE

RIP-RAP

INV - 660.00'

INV - 654.60'

INV - 657.32'

INV - 666.01'

INV - 666.96'

INV - 668.36'

OUT. EL. 666.00

IN. EL. 666.96

BOT - 660.25'
TOP - 671.04'

BOT - 654.14'
TOP - 669.12'

BOT - 655.16'

BOT - 655.59'

TOP - 672.07'

TOP - 670.87'

BOT - 667.29'
INV - 667.21'
TOP - 672.89'

BOT - 656.97'
TOP - 667.75'

BOT - 658.18'
TOP - 664.36'

60-99.20

60-99.19

86.99'

138.92'

294.18'

7"LARCH

24" ELM

24" ASH

18" E

GRASS

CUT

FILL

ASP.

GASLINE MARKER

GAS VERT

CHAINLINK

WOVEN WIRE

F (UG)

WTL-1

MATCH LINE STA. 27+00.00 SEE SHEET NO. 5

CONTROL POINTS

Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S19	463185.3350	1634883.7470	671.0240	XCP	GPS60-99-19	20+84.74	38.19
S20	463159.2560	1634536.5200	662.7990	XCP	GPS60-99-20	24+26.16	-30.23
S21	463245.3380	1633895.8700	665.8390	XCP	GPS60-99-21	30+72.53	-23.28
S18	464662.0420	1635070.2700	668.2750	XCP	GPS60-99-18	521+71.67	-61.07
S17	465960.9480	1635208.0560	641.6190	XCP	GPS60-99-17	125+97.15	-46.21
S16	467223.5590	1635410.5210	615.3040	XCP	GPS60-99-16	547+53.20	-61.95
S15	468265.8070	1635717.9230	613.1140	XCP	GPS60-99-15	558+31.40	73.17
S14	468580.2430	1636323.9380	626.0880	XCP	GPS60-99-14	203+20.50	14.64
S11	468984.8470	1635620.7420	632.0680	XCP	GPS60-99-11	565+25.32	-138.81
S12	469238.9070	1635972.5460	640.3550	XCP	GPS60-99-12	568+32.84	167.36
S13	469311.8580	1636339.8750	635.7090	XCP	GPS60-99-13	210+54.36	74.35

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888' E 1634590.9979'

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 129974
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

2/17/2026 9:13:25 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	4A
PS&E	2026	60AVAR-S3-002	4A

BEGIN PROJECT NO. 60AVAR-S3-002 CONST.
STA. 503+88.14
N 462882.5664 E 1634935.0482

STA. 506+44.14 SR-6 =
STA. 20+00.00 OAKLAND PKWY
N 463137.0498 E 1634963.1734

N04°51'16"E 565.53'

PRES. R.O.W.

STA. 20+00.00
N 463,137.0498
E 1,634,963.1734

PROP. SR-6 (US-43) ℄

20

506+13.02
135.85'

S83°13'14"E
PRES. R.O.W. 163.90'

SR-6 BL1 LIMIT OF CONST.
STA. 100+00.00
SEE SIDE ROAD PROFILE SHT 11

S82°59'07"E 34.58'

S83°13'14"E 165.81'

PRES. R.O.W.

506+73.03
134.43'

6 BOTTLING GROUP, LLC

N04°51'27"E 373.04'

510+45.95
125.00'

511+63.44
139.69'

N13°25'54"E 118.41'

N79°38'27"W 506.75'

EIP

7 AMERICAN BANK NOTE COMPANY

SR-6 BL1 LIMIT OF CONST.
STA. 106+99.67
SEE SIDE ROAD PROFILE SHT 11 (SR-6 TURN LANE 1)

N13°25'54"E 284.71'

N06°32'52"E 364.85'

PROP. SR-6 ℄

N04°11'02"E 138.92'

N03°38'54"E 175.90'

N08°42'24"E 2248.16'

S06°18'24"W 938.36'

PRES. R.O.W.

STA. 504+00.00
N 462,894.3873
E 1,634,936.3546

HELLER FAMILY INVESTMENTS, LLC

505

505+81.05
-150.00

S82°57'48"E 225.82'

PRES. & PROP. R.O.W.

FILL

CUT

EIP

STA. 100+00.00
N 463,136.9657
E 1,634,963.9177

100

PROP. OAKLAND PKWY ℄

N82°57'48"W 1444.83'

60-99-19

S82°57'48"E 224.16'

PRES. & PROP. R.O.W.

507+11.06
-150.00'

S06°17'49"W 423.35'

PRES. & PROP. R.O.W.

510

511+34.40
-150.07'

105

N82°23'21"W 304.43'

N82°28'33"W 1158.24'

THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF COLUMBIA, TENNESSEE 4

25

2 THE INDUSTRIAL DEVELOPMENT BOARD OF MAURY COUNTY

PROP. TEMP. CONST. ESMT.

N

S47°58'17"E 18.35'

24+03.57
-45.00'

S47°58'17"E 26.16'

24+25.00
-30.00'

23+88.54
-55.52'

S47°58'17"E 16.53'

23+75.00
-65.00'

25+97.04
-40.00'

25+90.00
-30.00'

25+50.00
-45.00'

26+90.00
-30.00'

26+75.00
-40.00'

PROP. R.O.W. N82°57'48"W 146.43'

N62°24'26"W 42.72'

FILL

60-99-20

S62°57'48"E 165.00'

S82°57'48"E 100.00'

S82°57'48"E 230.00'

N62°02'12"E 61.03'

CUT

N89°54'42"E 282.18'

PROP. R.O.W.

S82°57'48"E 553.00' PRES. & PROP. R.O.W.

26+55.00
30.00'

23+75.00
65.00'

24+25.00
30.00'

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888' E 1634590.9979'

5 VOLUNTEER INDUSTRIAL, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY

MATCH LINE STA. 27+00.00 SEE SHEET NO. 5A

CONTROL POINTS							
Point	Northing	Easting	Elevation	Feature	GPS Point	Station	Offset
S19	463185.3350	1634883.7470	671.0240	XCP	GPS60-99-19	20+84.74	38.19
S20	463159.2560	1634536.5200	662.7990	XCP	GPS60-99-20	24+26.16	-30.23
S21	463245.3380	1633895.8700	665.8390	XCP	GPS60-99-21	30+72.53	-23.28
S18	464662.0420	1635070.2700	668.2750	XCP	GPS60-99-18	521+71.67	-61.07
S17	465960.9480	1635208.0560	641.6190	XCP	GPS60-99-17	125+97.15	-46.21
S16	467223.5590	1635410.5210	615.3040	XCP	GPS60-99-16	547+53.20	-61.95
S15	468265.8070	1635717.9230	613.1140	XCP	GPS60-99-15	558+31.40	73.17
S14	468580.2430	1636323.9380	626.0880	XCP	GPS60-99-14	203+20.50	14.64
S11	468984.8470	1635620.7420	632.0680	XCP	GPS60-99-11	565+25.32	-138.81
S12	469238.9070	1635972.5460	640.3550	XCP	GPS60-99-12	568+32.84	167.36
S13	469311.8580	1636339.8750	635.7090	XCP	GPS60-99-13	210+54.36	74.35

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

2/17/2026 9:13:45 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	4B
PS&E	2026	60AVAR-S3-002	4B

FULL DEPTH WIDENING FOR OFF TRACKING

BEGIN PROJECT NO. 60AVAR-S3-002 CONST.
STA. 503+88.14
N 462882.5664 E 1634935.0482

STA. 506+44.14 SR-6 =
STA. 20+00.00 OAKLAND PKWY
N 463137.0498 E 1634963.1734

LIMIT OF COLD PLANING & RESURFACING STA. 505+75

SIGNAL POLE 1 SEE SHT. SIG 1 STA. 505+94.53 OFF. 102.32'

SR-6 BL1 LIMIT OF CONST. STA. 100+00.00
SEE SIDE ROAD PROFILE SHT 11 (SR-6 TURN LANE 1)

LIMIT OF COLD PLANING & RESURFACING STA. 19+00

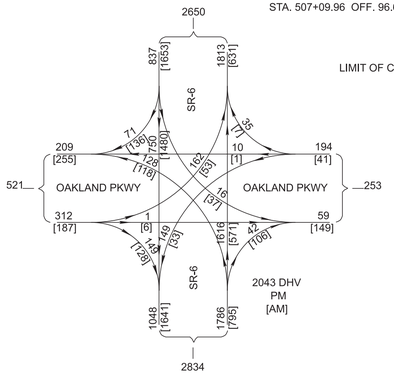
TYPE 38

TYPE IN-LINE

SIGNAL POLE 4 SEE SHT. SIG 1 STA. 507+09.96 OFF. 96.64'

FULL DEPTH WIDENING FOR OFF TRACKING

LIMIT OF COLD PLANING & RESURFACING STA. 100+84.01



NOTE:
THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WTL-1 AND THAT THIS FEATURE AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND IS PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

20

STA. 20+00.00
N 463,137.0498
E 1,634,963.1734

PROP. SR-6 (USH 43)

TYPE 13 PROP. GAURDRAIL

503+88.14

STA. 504+00.00
N 462,894.3873
E 1,634,936.3546

505

FULL DEPTH WIDENING FOR OFF TRACKING

SIGNAL POLE 2 SEE SHT. SIG 1 STA. 505+84.24 OFF. -107.36'

505+67.60 TYPE IN-LINE

21+68.75

OUT. EL. 666.00

TYPE 38

R. 50'

STA. 20+98.48 PROP. 18" RCP EXT OF

24'

STA. 100+00.00
N 463,136.9657
E 1,634,963.9177

100

PROP. OAKLAND PKWY ℄

N82°57'48"W
1444.83'

24'

IN. EL. 666.96

R. 50'

SIGNAL POLE 3 SEE SHT. SIG 1 STA. 506+97.75 OFF. -114.52'

18+30.17

507+16.44

N06°26'52"E
304.65'

PROP. GAURDRAIL

TYPE 13

508+87.33

DO NOT DISTURB

WTL-1

PROP. SR-6 ℄

510

N04°10'29"E
138.92'

105

12'

BEG. TRANS. 104+57.48
57.30' RT OF SR-6 BL

N03°38'58"E
175.90'

N06°18'24"E
294.16'

12'

END TRANS. 106+99.67
36' RT OF SR-6 BL

STA. 106+99.67
N 463,833.4765
E 1,635,028.4415

SR-6 BL1 LIMIT OF CONST. STA. 106+99.67
SEE SIDE ROAD PROFILE SHT 11 (SR-6 TURN LANE 1)

25

N

BEG. TRANS. 23+70.00
24' LT OF OAKLAND PKWY

BEGIN OVERLAY SECTION
STA. 26+00.00

69' BUS. ENT.
STA. 26+35.61
ASPHALT
NO SD REQD.

END TRANS. 25+50.00
12' LT OF OAKLAND PKWY

LIMIT OF CONST.
STA. 1+33.64

R. 45'

R. 50'

4'

12' 12'

EXIST. 82' OF 24" RCP

END TRANS. 25+50.00
12' RT OF OAKLAND PKWY

BEG. TRANS. 23+70.00
24' RT OF OAKLAND PKWY

MATCH LINE STA. 27+00.00 SEE SHEET NO. 5B

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888' E 1634590.9979'

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
25WBRGC
No. 126974
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

2/17/2026 9:14:11 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	4C
PS&E	2026	60AVAR-S3-002	4C

STA. 506+44.14
STA. 20+00.00
N 463137.0498 E 1634963.1734

SR-6 =
OAKLAND PKWY

VC = 100.00'
K = 42

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888 E 1634590.9979'

VC = 250.00'
K = 139

VPI STA. 20+17.30
EL. 673.45

VPC STA. 20+75.82
EL. 672.14
VPI STA. 20+90.82
EL. 671.81

VPT STA. 21+05.82
EL. 671.26
VPC STA. 21+07.20
EL. 671.21

VPT STA. 22+07.20
EL. 668.76

VPC STA. 25+29.58
EL. 664.67

-2.24%
-3.63%
-1.27%
-1.27%
-1.27%
+0.53%

8" WATER
4" GAS
PROP. 9' EXT. OF 18" RCP
STA. 20+98.48
68' OF EXISTING
18" RCP

EXISTING GROUND
FINISHED GRADE
BEGIN OVERLAY SECTION
STA 26+00.00

VPI STA. 21+57.20
EL. 669.40

8" SANITARY SEWER
VC = 30.00'
K = 22

STA. 25+97.21
82' OF EXISTING
24" RCP
(TO REMAIN)

VPI STA. 26+15.09
EL. 663.09

ROCK

PIPE CULVERT
STATION: 20+98.48
STRUCTURE: 77' OF 18" RCP

SKEW	0	DEG.
DRAINAGE AREA	1.69	AC.
DESIGN DISCHARGE (Q50)	5.41	CFS
DESIGN DISCHARGE (Q100)	6.97	CFS
OVERTOPPING ELEV.	671.71	
ALLOWABLE HEADWATER ELEV.	669.62	
Q50 HEADWATER ELEV.	668.49	
Q100 HEADWATER ELEV.	668.58	
VELOCITY (Q50)	7.12	FT/S
VELOCITY (Q100)	7.26	FT/S

ENDWALLS REQUIRED:
2 CROSS DRAIN - TYPE "U"
STANDARD DRAWING NOS.:
D-PE-18A, D-PE-18B, D-PB-1, D-PB-2

QUANTITIES:

CLASS "A" CONCRETE	2.2	C.Y.
STEEL BAR REINFORCING	196.0	LB.
BEDDING MATERIAL	1.9	C.Y.

ENDWALL ITEM NOS.: 611-07.55

PIPE CULVERT
STATION: 25+97.21
STRUCTURE: EXIST. 82' OF 24" RCP

SKEW	0	DEG.
DRAINAGE AREA	12.73	AC.
DESIGN DISCHARGE (Q50)	64.61	CFS
DESIGN DISCHARGE (Q100)	70.10	CFS
OVERTOPPING ELEV.	664.16	
ALLOWABLE HEADWATER ELEV.	662.368	
Q50 HEADWATER ELEV.	664.52	
Q100 HEADWATER ELEV.	664.56	
VELOCITY (Q50)	14.20	FT/S
VELOCITY (Q100)	14.21	FT/S

S19
STA. 20+84.74, 38.19 RT.
5/8" REBAR W/ ALUM. DISK MARKED T.D.O.T.
EL. 671.0240

S20
STA. 24+26.16, 30.23 LT.
5/8" REBAR W/ ALUM. DISK MARKED T.D.O.T.
EL. 662.7990

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA. 20+00.00 TO STA. 27+00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

2/17/2026 9:14:29 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-PROPOSED PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	5
PS&E	2026	60AVAR-S3-002	5

NOTE: ALL SEWER MANHOLES WILL NEED TO BE COORDINATED WITH THE CITY OF COLUMBIA WASTEWATER DEPARTMENT TO ENSURE THEY ARE TO PROPER GRADE. ONCE GRADING NEAR MANHOLES BEGINS, PLEASE CONTACT RYAN FILINKOWSKI.

CONSTRUCTED IN SEPARATE PROJECT

BEGIN PROJECT NO. 60ACIT-S3-002 CONST.
STA. 33+00.00
N 463296.3048 E 1633672.9649

PARKER FILTRATION INNOVATION CENTER

(2) THE INDUSTRIAL DEVELOPMENT BOARD OF MAURY COUNTY

(3) GLOBAL MANUFACTURING SERVICES, INC., A TENNESSEE FOR PROFIT CORPORATION

GLOBAL MANUFACTURING SERVICES

(4) THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF COLUMBIA, TENNESSEE

(5) VOLUNTEER INDUSTRIAL, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY

ADIENT COLUMBIA

OAKLAND PKWY
CURVE 01
PI 36+95.68
N 463,344.7769
E 1,633,280.2668
Δ 90°11'41" RT.
D 22°55'06"
R 250.00'
L 393.55'
T 250.85'
SE 0.04 FT/FT
TRANS. LENGTH 109.5'
DESIGN SPEED 30 MPH

PT STA. 38+38.38

STA. 39+00 TO STA. 63+00 NOT INCLUDED

END OVERLAY SECTION LIMIT OF CONST. STA. 33+50.00

PROP. TEMP. CONST. ESMT.

PROP. R.O.W.

PRES. & PROP. R.O.W.

PROP. OAKLAND PKWY

OAKLAND PKWY (ASP)

MOUNTABLE CURB

CHAINLINK

GRASS

ASP.

SIGN

PARKER SIGN

ADIENT SIGN

BLOCK RET. WALL

CONC. S.W.

4"WATER TAP

BRICK RET. WALL

EXP. AGG. S.W.

PAVING LIMITS

FIRE SUP. SYSTEM

SEWER CLEANOUT

IRR. CTRL

RIP-RAP

FLAG

TEL. PED.

PC STA. 34+44.83

INV - 659.56'

INV - 651.81'

INV - 652.80'

INV - 660.10'

INV - 663.66'

INV - 664.18'

INV - 659.79'

INV - 658.19'

INV - 656.39'

BOT - 660.17'
INV - 660.06'
TOP - 662.44'

BOT - 661.32'
TOP - 665.81'

BOT - 659.10'
TOP - 663.35'

BOT - 655.20'
INV - 655.03'
TOP - 658.59'

BOT - 655.42'
TOP - 658.63'

BOT - 666.89'
TOP - 669.27'

N82°57'48"W 1444.83'

R=250.00'
L=104.38'

R=250.00'
L=289.17'

L=78.81'

24"ELDER

14"CEDAR

3-14"ELDERS

6"ELM

24"REMOVED

18"OAK

24"ASH

24"PINE

24"OAK

30"OAK

18"ASH

12"ASH

15"PINE

12"PINE

14"PINE

18"PINE

LANDSCAPING

OAK SAPPLING

2"CHERRY

WIRE MESH 24" CMP

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 27+00 TO STA. 39+00
SCALE: 1" = 50'

2/17/2026 9:14:50 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	5A
PS&E	2026	60AVAR-S3-002	5A

3
GLOBAL MANUFACTURING SERVICES, INC., A TENNESSEE FOR PROFIT CORPORATION

4
THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF COLUMBIA, TENNESSEE

2
THE INDUSTRIAL DEVELOPMENT BOARD OF MAURY COUNTY

5
VOLUNTEER INDUSTRIAL, LLC, AN ILLINOIS LIMITED LIABILITY COMPANY

BEGIN PROJECT NO. 60ACIT-S3-002 CONST.
STA. 33+00.00
N 463296.3048 E 1633672.9649

35

30

S13°45'46"E 273.30'
S07°26'32"W 388.34'
S07°26'32"W 565.74'
S09°37'17"W 2501.71'
N12°05'57"W 1877.00'
N06°08'47"E 609.61'
S07°26'32"W 388.34'
N82°57'48"W 387.83'
N83°06'59"W 136.74'
N50°44'42"W 59.10'
N36°28'55"W 74.32'
N17°49'34"W 106.32'
N03°15'32"E 119.48'
N07°13'53"E 589.37'
S09°35'34"W 339.44'
S42°07'15"E 174.80'
S82°57'48"E 278.00'
N82°57'48"W 1444.83'
S82°57'48"E 553.00'
S82°57'48"E 200.00'
S82°57'48"E 79.30'
S82°57'48"E 46.00'
S82°57'48"E 89.00'
S82°57'48"E 18.00'
S82°57'48"E 65.00'
S82°57'48"E 92.24'
S82°57'48"E 90.00'
S82°57'48"E 10.60'
S82°57'48"E 13.77'
N83°06'59"W 44.29'

PC STA. 34+44.83
35+41.20 -170.96'
34+90.44 -55.24'
R= 50.00' L= 22.84'
34+72.00 -77.00'
34+83.00 -52.83'
R= 50.00' L= 32.81'
34+66.60 -41.29'
34+38.00 -72.00'
34+39.60 -30.00'
34+29.00 -30.00'
R=49.97' L=23.65'
R=50.00' L=9.37'
35+45.29 -23.07'
35+80.10 -43.3379'
36+30.00 -48.0000'
36+92.00 -52.0000'
37+80.00 -55.0000'
R=250.00' L=104.38'
35+49.21 -0.00'
R=250.00' L=289.17'
R=49.97' L=54.87'
R= 50.00' L= 32.16'
R= 50.00' L= 33.29'
34+75.10 37.96'
35+13.78 40.89'
37+29.89 41.82'
38+87.00 -55.00'
N06°42'01"E 488.94'
PT STA. 38+38.38
STA. 39+00 TO STA. 63+00 NOT INCLUDED

30+43.00 -50.97'
30+58.00 -30.00'
31+64.00 -30.00'
31+67.00 -40.00'
30+71.76 -30.00'
32+22.00 -40.00'
32+29.00 -30.00'
29+85.00 -50.97'
29+68.00 -30.00'
32+08.00 30.00'
32+08.00 40.00'
32+97.00 30.00'
32+97.00 40.00'
33+61.00 30.00'
33+54.00 40.00'
33+22.00 40.00'
33+15.00 30.00'
34+40.30 30.00'

PRES. & PROP. R.O.W.
LIMIT OF CONST.
STA. 33+50.00
PROP. OAKLAND PKWY
PROP. R.O.W.
PROP. TEMP. CONST. ESMT.
PROP. TEMP. CONST. ESMT.
PROP. TEMP. CONST. ESMT.
PROP. TEMP. CONST. ESMT.
PAVING LIMITS
FILL
FILL
MATCH LINE STA. 27+00.00 SEE SHEET NO 4A

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 128914
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 27+00 TO STA. 39+00
SCALE: 1" = 50'

2/17/2026 9:15:06 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-ROW DETAILS.DGN

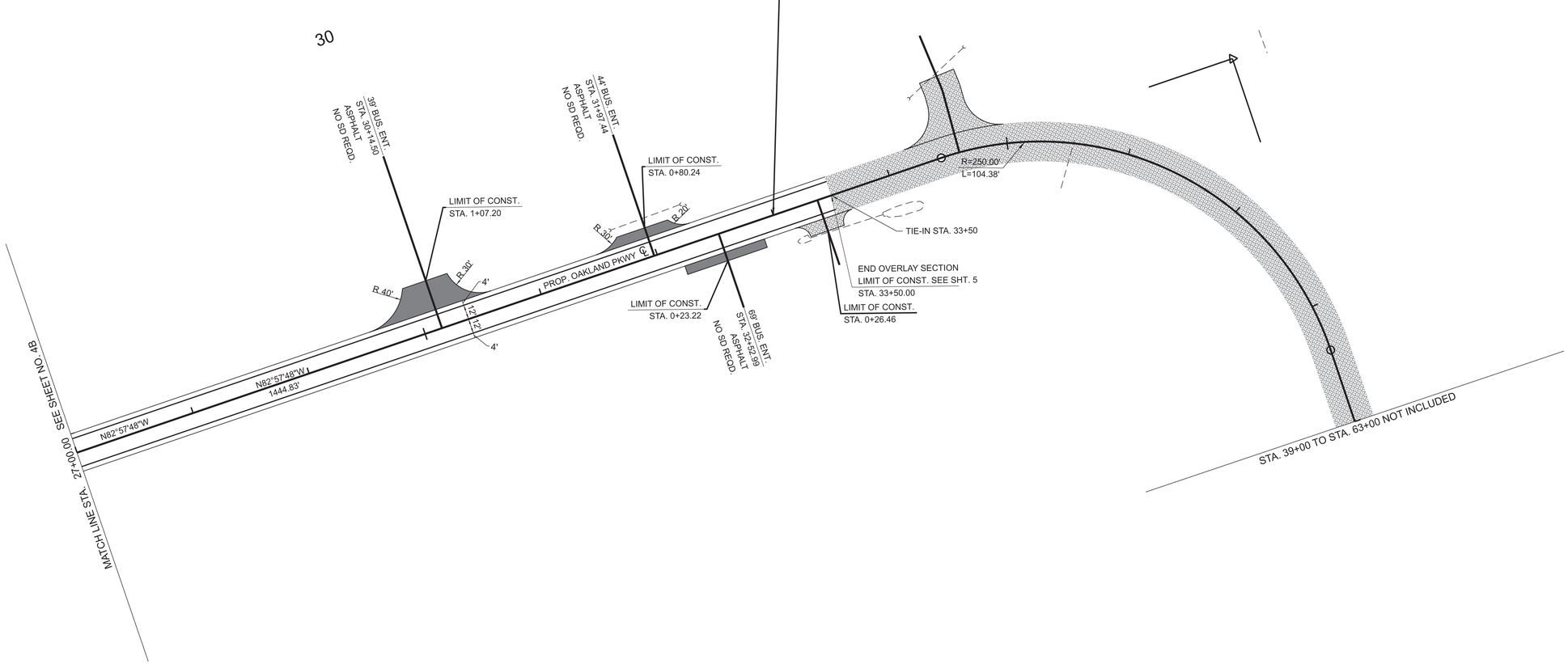
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	5B
PS&E	2026	60AVAR-S3-002	5B

CONSTRUCTED IN SEPARATE PROJECT

BEGIN PROJECT NO. 60ACIT-S3-002 CONST.
STA. 33+00.00
N 463296.3048 E 1633672.9649

30

35



SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
25008
AMERICA
No. 126974
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 27+00 TO STA. 39+00
SCALE: 1" = 50'

2/17/2026 9:15:29 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	5C
PS&E	2026	60AVAR-S3-002	5C

VC = 250.00'
K = 139

VC = 100.00'
K = 74

VC = 150.00'
K = 55

VC = 200.00'
K = 45

VC = 150.00'
K = 41

VC = 250.00'
K = 63

LT. -2.00% +4.00%
RT. 33+55.50 | 34+28.50 -2.00% | 34+65.00 -4.00% | FULL S.E. | 38+15.00 +4.00% -4.00% | 38+51.50 -2.00% | 39+00.00 -2.00% -0.66%

VPT STA. 27+79.58
EL. 663.75

VPC STA. 28+83.11
EL. 664.30

VPT STA. 29+83.11
EL. 665.50

VPC STA. 30+52.75
EL. 666.81

VPI STA. 31+27.75
EL. 668.22

VPI STA. 32+02.75
EL. 666.91

END OVERLAY SECTION
LIMIT OF CONST.
STA 33+50.00

VPC STA. 33+63.50
EL. 664.11

VPT STA. 35+13.50
EL. 663.55

VPC STA. 35+18.19
EL. 663.59

VPI STA. 36+43.19
EL. 664.84

VPT STA. 37+68.19
EL. 661.10

VPC STA. 38+90.14
EL. 657.45

VPI STA. 29+33.11
EL. 664.56

VPI STA. 34+38.50
EL. 662.80

TIE IN
STA. 33+50
EL. 564.34

FINISHED GRADE

+0.53% +1.88% +1.88% -1.74% -1.74% +1.00% +1.00% -2.99% -2.99%

4" GAS
8" SANITARY SEWER
8" WATER
6" WATER
CONSTRUCTED IN SEPERATE PROJECT
EXISTING GROUND
ROCK

S21
STA. 30+72.53, 23.28 LT.
5/8" REBAR W/ ALUM. DISK MARKED T.D.O.T.
EL. 665.8390

27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00

610 615 620 625 630 635 640 645 650 655 660 665 670 675 680 685 690 695 700 705 710

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HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126974
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 27+00 TO STA. 39+00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

2/17/2026 9:15:46 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-PROPOSED PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	8
PS&E	2026	60AVAR-S3-002	6

REV. 07/29/2022
UPDATED ANNOTATION, PER TDOT REQUEST
REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.
REV. 05/04/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.

NOTE: ALL SEWER MANHOLES WILL NEED TO BE COORDINATED WITH THE CITY OF COLUMBIA WASTEWATER DEPARTMENT TO ENSURE THEY ARE TO PROPER GRADE. ONCE GRADING NEAR MANHOLES BEGINS, PLEASE CONTACT RYAN FILINKOWSKI.

CONSTRUCTED IN SEPARATE PROJECT

N

MATCH LINE STA. 534+00.00 SEE SHEET NO. 7

STA. 531+17.08 SR-6 =
STA. 74+52.53 OAKLAND PKWY

N 465600.1873 E 1635188.0973

END PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 73+10.00
N 465464.1961 E 1635150.9872

STEEL ROD

STEEL ROD

4 THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF COLUMBIA, TENNESSEE

65 5 70

STA. 5+00.00
N 465,400.8533
E 1,634,558.2703

PC STA. 5+50.70

STA. 69+64.48 OAKLAND PKWY=
STA. 8+61.37 OAKLAND TURNAROUND
N 465369.3459 E 1634843.3573

PT STA. 6+65.35

125

PC STA. 533+48.16

GRASS

WOVEN WIRE

PRES. & PROP. R.O.W.

ASP.

INV - 636.84'

PROP. SR-6 ℄

N06°41'22.1"E 100.326'

L = 200.02' 48"RCP

INV - 641.21'

IN. EL. 641.37

N06°25'02.1"E 189.889'

STA. 123+65.41
PROP. 7' EXT. OF 48" RCP

STA. 74+52.53
N 465,600.1873
E 1,635,188.0973

SP HIGH VOLTAGE 5P

INV - 644.49'

N06°16'10.8"E 42.300'

L = 73.88' 18"RCP

SR-6 BL2 LIMIT OF CONST.
STA. 122+37.03
SEE SIDE ROAD PROFILE SHT 12 (SR-6 TURN LANE 2)
PT STA. 74+10.23

TOP - 648.59'
INV - 645.82'
BOT - 645.89'

REMOVE CATCH BASIN

TO BE PLUGGED AND ABANDONED

530

CUT

CUT. EL. 648.30
R=225.00'
L=224.92'

PROP. 44" OF 30" RCP

STA. 72+30

IN. EL. 649.38

N06°16'51.6"E 169.486'

SR-6 (US 43) (ASP.)

CUT

CUT. ASP.

CUT

EXISTING SLOPE PROTECTION TO REMAIN IN PLACE

R=225.00'
L=128.52'

PT STA. 8+19.01

LIMIT OF CONST.
STA. 70+56.78

STA. 39+00 TO STA. 63+00 NOT INCLUDED

120

STA. 120+00.00
N 465,361.9111
E 1,635,185.9042

S83°41'36"E 763.16'

S83°41'36"E

PROP. OAKLAND PKWY ℄

S83°41'36"E 286.62'

S83°41'36"E 92.30'

R=240.94'
L=114.66'

STA. 8+61.37
N 465,369.3459
E 1,634,843.3573

S56°25'24"E 92.26'

R=30.00'
L=61.40'

N06°18'24.0"E 42.36'

EIP

IRON ROD

PC STA. 7+57.81

PC STA. 70+56.78

525

PRES. & PROP. R.O.W.

PROP. SR-6 (US43)

GRASS

N06°18'24.0"E 2948.160'

PRES. & PROP. R.O.W.

4 THE INDUSTRIAL DEVELOPMENT BOARD OF THE CITY OF COLUMBIA, TENNESSEE

OAKLAND TURNAROUND
CURVE 01
PI 6+09.13
N 465,388.8652
E 1,634,666.7416
Δ 27°15'53" RT.
D 23°46'47"
R 240.94'
L 114.65'
T 58.43'
SE 0.04 FT/FT
TRANS. LENGTH 32.33 '
DESIGN SPEED 30 MPH

OAKLAND TURNAROUND
CURVE 02
PI 8+06.82
N 465,278.3259
E 1,634,833.2979
Δ 117°15'53" LT.
D 190°59'09"
R 30.00'
L 61.40'
T 49.21'
SE 0.02 FT/FT
TRANS. LENGTH 61.52 '
DESIGN SPEED 30 MPH

OAKLAND PKWY
CURVE 03
PI 72+81.80
N 465,334.4891
E 1,635,158.7499
Δ 90°00'13" LT.
D 25°27'53"
R 225.00'
L 353.44'
T 225.01'
SE 0.08 FT/FT
TRANS. LENGTH 194.00'
DESIGN SPEED 30 MPH

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
ENGINEER
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

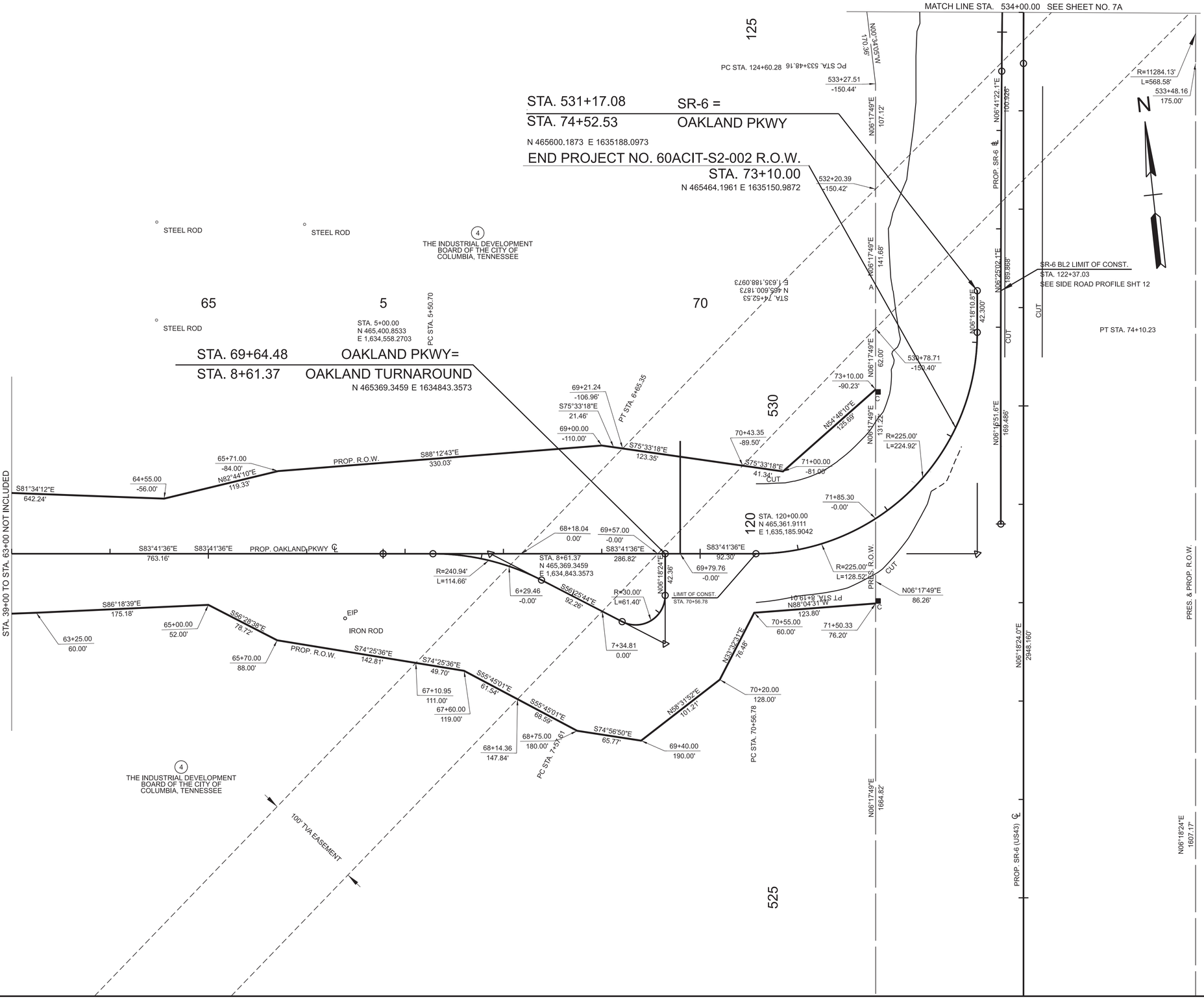
PRESENT LAYOUT

STA. 63+00 TO STA. 73+93.53
SCALE: 1" = 50'

2/17/2026 9:16:04 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	8A
PS&E	2026	60AVAR-S3-002	6A

REV. 07/29/22
UPDATED ANNOTATION, PER TDOT REQUEST
REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.
REV. 05/04/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.



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No. 126924
STATE OF TENNESSEE
2/25/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 63+00 TO STA. 73+93.53
SCALE: 1" = 50'

2/17/2026 9:16:18 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CADISHT\CONST. PROJ. 2\60AVAR-SHT-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	8B
PS&E	2026	60AVAR-S3-002	6B

REV. 5/04/23
REVISED END R.O.W. LOCATION, PER TDOT REQUEST.

CONSTRUCTED IN SEPARATE PROJECT

NOTE:
EXISTING SR-6 SHOWN FOR CLARITY

PROPOSED SITE LAYOUT
(BY OTHERS)

MATCH LINE STA. 534+00.00 SEE SHEET NO. 7B

STA. 531+17.08 SR-6 =
STA. 74+52.53 OAKLAND PKWY
N 465600.1873 E 1635188.0973

END PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 73+10.00
N 465464.1961 E 1635150.9872

STA. 5+00.00
N 465,400.8533
E 1,634,558.2703

STA. 69+64.48 OAKLAND PKWY=
STA. 8+61.37 OAKLAND TURNAROUND
N 465369.3459 E 1634843.3573

STA. 39+00 TO STA. 63+00 NOT INCLUDED

PROP. OAKLAND PKWY. ℄

S83°41'36"E 763.16'
S83°41'36"E
S83°41'36"E 286.62'
S83°41'36"E 92.30'

STA. 8+61.37
N 465,369.3459
E 1,634,843.3573

S59°05'44"E 92.28'

N06°18'24"E 42.36'

R=225.00'
L=128.52'

LIMIT OF CONST.
STA. 70+56.78

PROP. "V" DITCH W/ SOD
STA. 123+50 - 125+00

PROP. "V" DITCH W/ SOD
PIPE INLET TO STA. 123+50

CB #1

CB #1 GT. EL. 645.39'
IN. EL. 638.98'
OUT. EL. 638.89'

END TRANS. 122+77.03
36' LT OF SR-6 BL

IN. EL. 641.37

STA. 123+65.41
PROP. 7' EXT.
OF 48" RCP

STA. 74+52.53
N 465,600.1873
E 1,635,188.0973

BEG. TRANS. 122+37.03
40' LT OF SR-6 BL

PROP. 2'-FB DITCH
W/ CL. "C" RIP-RAP
STA. 72+00 TO PIPE INLET

N06°16'10.8"E 42.300'

SR-6 BL2 LIMIT OF CONST.
STA. 122+37.03
SEE SIDE ROAD PROFILE SHT 12 (SR-6 TURN LANE 2)

PROP. "V" DITCH W/ SOD
STA. 121+70 TO 124+45

PROP. 2'-FB ROCK DITCH
SD OUTLET TO STA. 72+00

OUT. EL. 648.30

PROP. 44"X30" RCP

STA. 72+50

IN. EL. 649.38

PROP. 2'-FB DITCH W/ SOD
STA. 71+00 TO PIPE INLET

PROP. SR-6 ℄

N06°41'22.1"E 100.926'

N06°25'02.1"E 189.868'

N06°16'51.6"E 169.486'

N06°18'24.0"E 2948.160'

PROP. SR-6 (US43) ℄

STA. 120+00.00
N 465,361.9114
E 1,635,185.9042

65 5 70 125 530 120 525

N

OAKLAND PKWY 35 [67]
35 [67]

2869
1821 [862] SR-6 1048 [1641]
1786 [795] SR-6 1048 [1641]
2834
2043 DHV PM [AM]

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

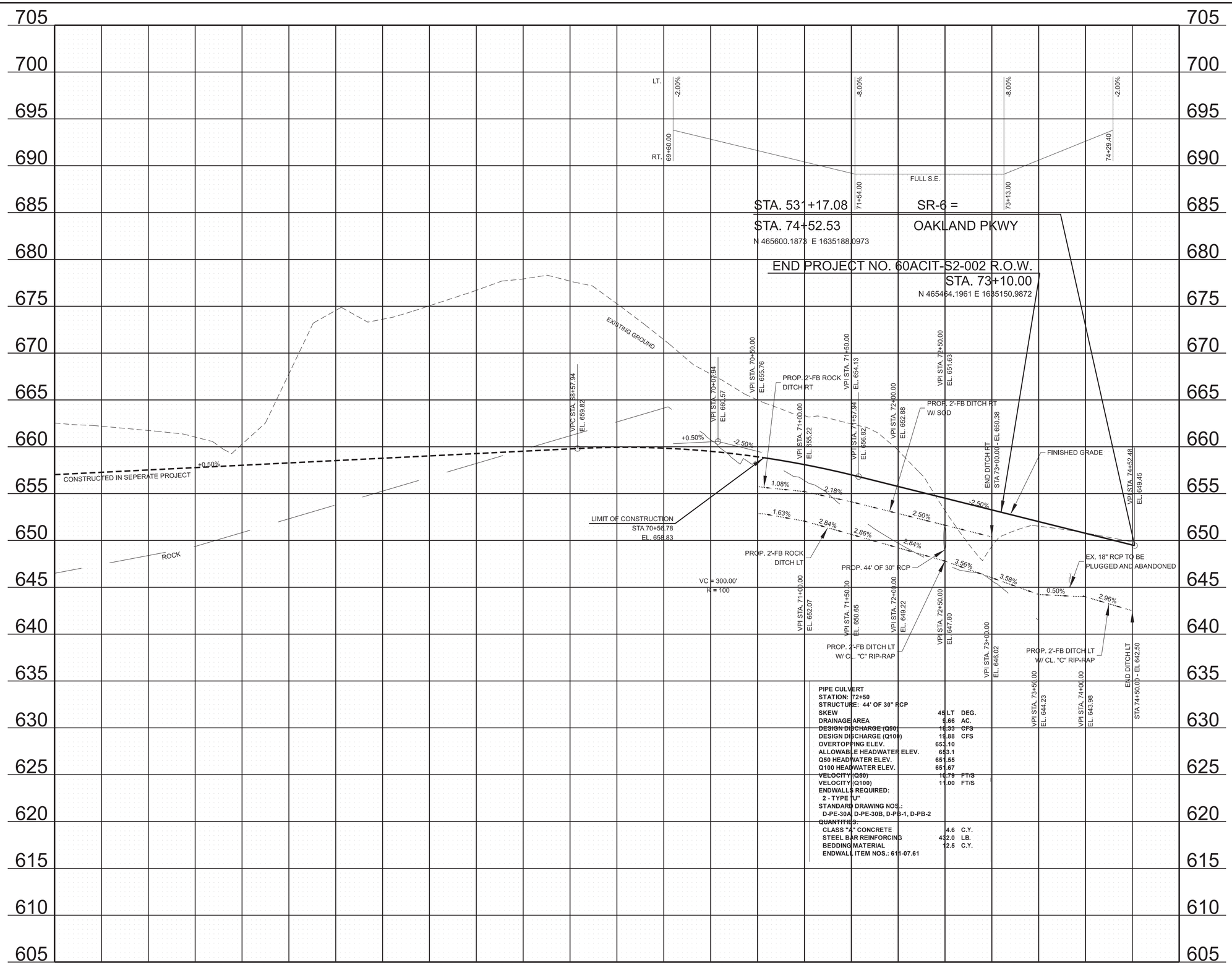
PROPOSED LAYOUT

STA. 63+00 TO STA. 73+93.53
SCALE: 1" = 50'

2/17/2026 9:16:37 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-PROPOSED LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	8C
PS&E	2026	60AVAR-S3-002	6C

REV. 04/17/2023
REVISED END R.O.W. LOCATION, PER TDOT REQUEST.
REV. 05/04/2023
REVISED END R.O.W. LOCATION, PER TDOT REQUEST.



PIPE CULVERT
STATION: 72+50
STRUCTURE: 44' OF 30" RCP

SKEW	**45**	**LT DEG.**
DRAINAGE AREA	**9.66**	**AC.**
DESIGN DISCHARGE (Q50)	**16.33**	**CFS**
DESIGN DISCHARGE (Q100)	**19.88**	**CFS**
OVERTOPPING ELEV.	**653.10**	
ALLOWABLE HEADWATER ELEV.	**653.1**	
Q50 HEADWATER ELEV.	**651.55**	
Q100 HEADWATER ELEV.	**651.67**	
VELOCITY (Q50)	**10.79**	**FT/S**
VELOCITY (Q100)	**11.00**	**FT/S**

ENDWALLS REQUIRED:
2 - TYPE "U"
STANDARD DRAWING NOS.:
D-PE-30A, D-PE-30B, D-PB-1, D-PB-2
QUANTITIES:

CLASS "A" CONCRETE	**4.6**	**C.Y.**
STEEL BAR REINFORCING	**432.0**	**LB.**
BEDDING MATERIAL	**12.5**	**C.Y.**

ENDWALL ITEM NOS.: 611-07.61

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HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126914
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

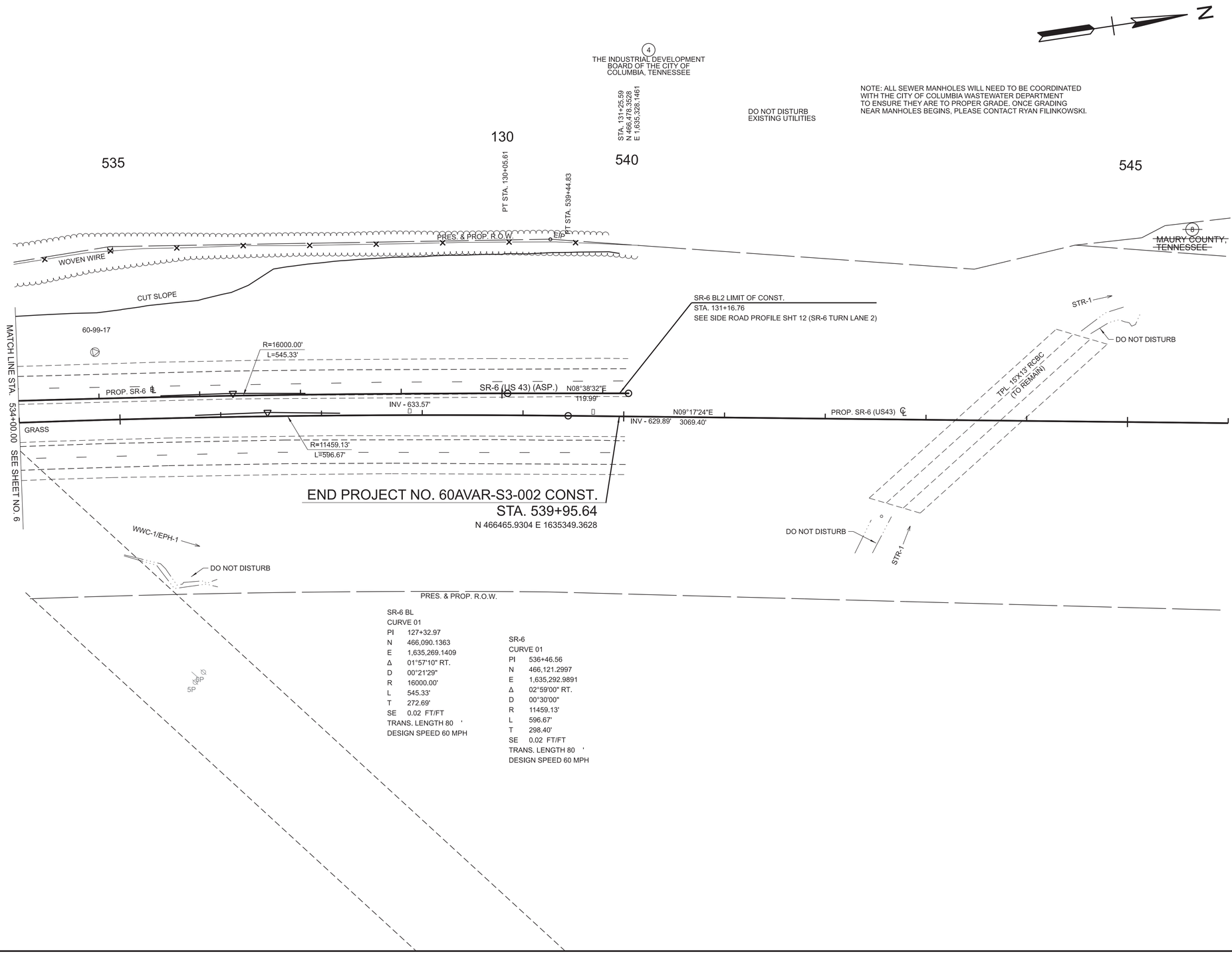
PROPOSED
PROFILE

STA. 63+00 TO STA. 74+39.22

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

2/17/2026 9:16:56 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-PROPOSED PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	9
PS&E	2026	60AVAR-S3-002	7



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AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

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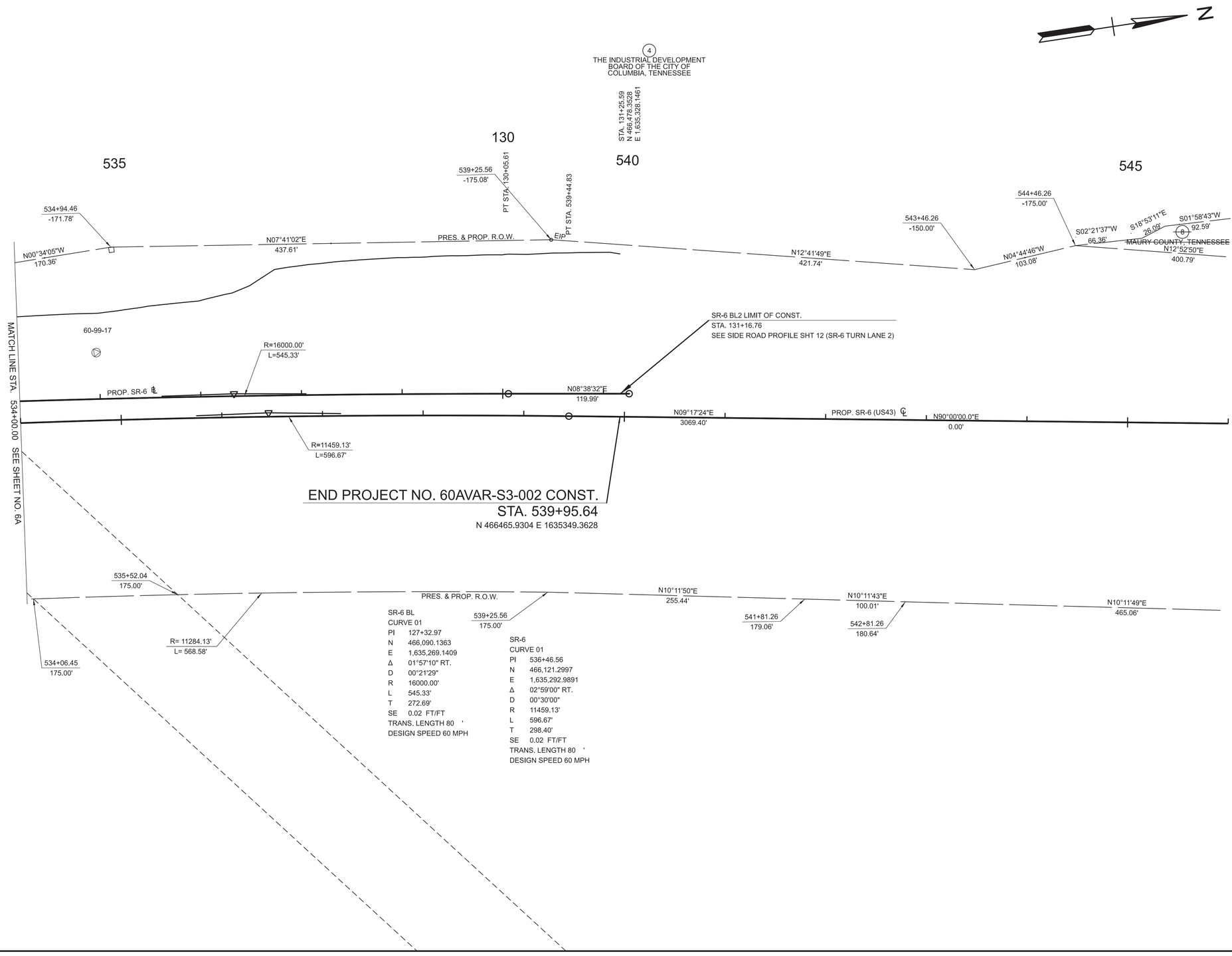
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 534+00 TO STA. 546+00
SCALE: 1" = 50'

2/17/2026 9:17:17 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-PRESENT LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	9A
PS&E	2026	60AVAR-S3-002	7A



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AGRICULTURE
COMMERCE
No. 129914
STATE OF TENNESSEE
2/25/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DETAILS

STA. 534+00 TO STA. 546+00
SCALE: 1" = 50'

2/17/2026 9:17:31 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-ROW DETAILS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	9B
PS&E	2026	60AVAR-S3-002	7B

NOTE:
EXISTING SR-6 SHOWN FOR CLARITY

PROPOSED SITE LAYOUT
(BY OTHERS)

N

STA. 131+25.59
N 466,478.3528
E 1,635,328.1461

130

535

540

545

BEG. TRANS. 127+87.03
36' LT. OF SR-6 BL

END TRANS. 131+16.76
24' LT. OF SR-6 BL

SR-6 BL2 LIMIT OF CONST.
STA. 131+16.76
SEE SIDE ROAD PROFILE SHT 12 (SR-6 TURN LANE 2)

12'

12'

12'

PROP. SR-6 ℄

N08°38'32"E
119.99'

N09°17'24"E
3069.40'

PROP. SR-6 (US43) ℄

MATCH LINE STA. 534+00.00 SEE SHEET NO. 6B

END PROJECT NO. 60AVAR-S3-002 CONST.
STA. 539+95.64
N 466465.9304 E 1635349.3628

WWC-1/EPH-1

DO NOT DISTURB

STR-1

DO NOT DISTURB

DO NOT DISTURB

STR-1

NOTE:
THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WWC-1/EPH-1 OR STR-1 AND THAT THESE FEATURES AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 534+00 TO STA. 546+00
SCALE: 1" = 50'

2/17/2026 9:17:48 AM
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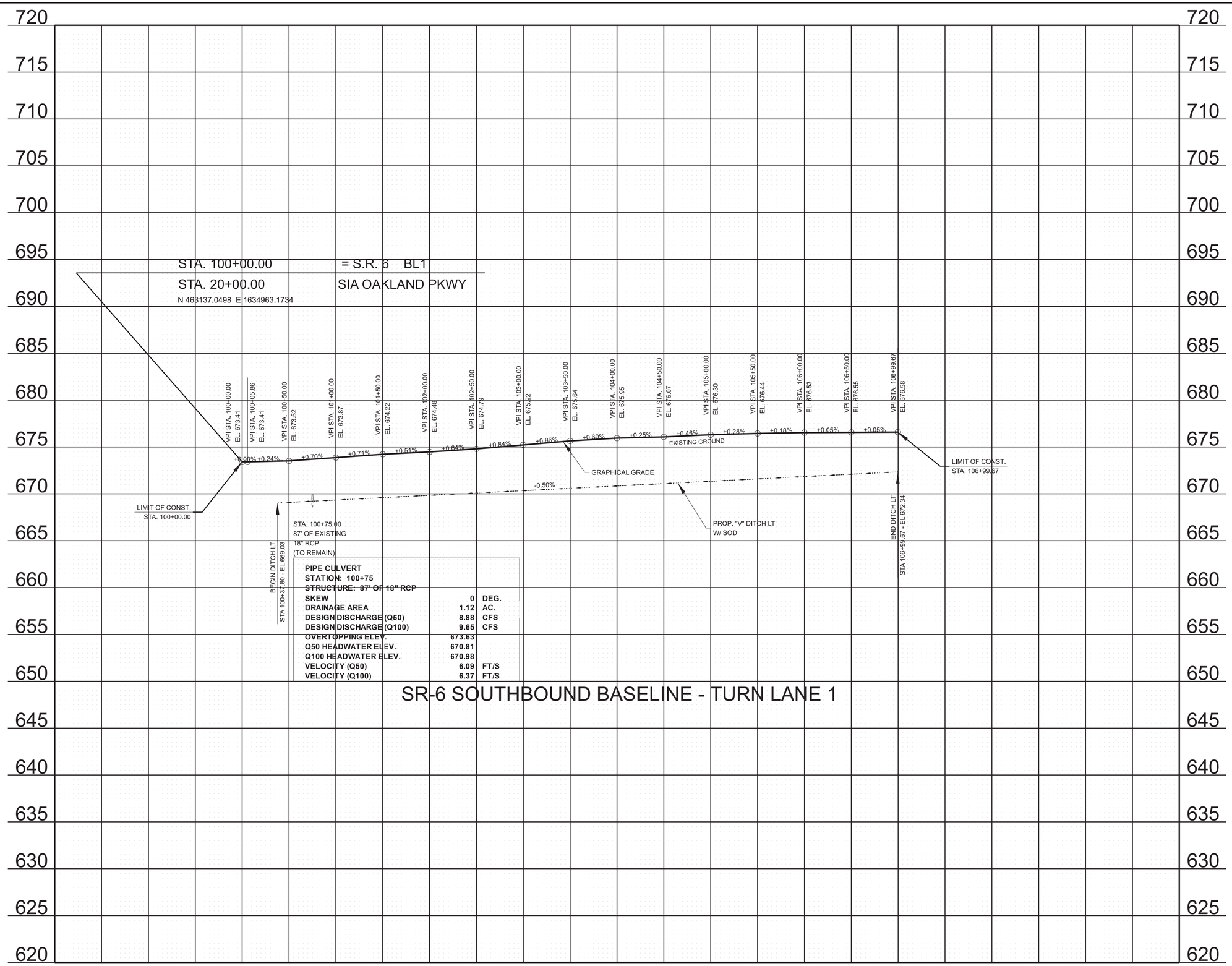
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	13
PS&E	2026	60AVAR-S3-002	8



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No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD PROFILES

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

2/17/2026 9:18:05 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-PROPOSED PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	14
PS&E	2026	60AVAR-S3-002	9

REV. 04/17/2023
REVISED END R.O.W. LOCATION, PER TDOT REQUEST.

STA. 124+00
LOW WIRE ELEV. = 678.16'
3 - TRANS. (TVA)

STA. 122+37.03 = S.R. 6 BL2
STA. 74+39.22 SIA OAKLAND PKWY
N 465600.1873, E 1635188.0973

VPI STA. 120+00.00 EL. 655.15
VPI STA. 120+50.00 EL. 654.07
VPI STA. 121+00.00 EL. 652.95
VPI STA. 121+50.00 EL. 651.85
BEGIN MEDIAN DITCH STA 121+70.00 - EL 648.82
VPI STA. 122+00.00 EL. 650.77
VPI STA. 122+50.00 EL. 649.64
VPI STA. 122+45.00 EL. 648.22
VPI STA. 122+95.00 EL. 646.76
VPI STA. 123+00.00 EL. 648.92
VPI STA. 123+20.00 EL. 645.73
VPI STA. 123+50.00 EL. 647.75
VPI STA. 123+70.00 EL. 645.47
VPI STA. 123+95.00 EL. 645.41
VPI STA. 124+00.00 EL. 646.69
END MEDIAN DITCH STA 124+45.00 - EL 643.11
VPI STA. 124+50.00 EL. 643.63
VPI STA. 125+00.00 EL. 644.59
VPI STA. 125+50.00 EL. 643.52
VPI STA. 126+00.00 EL. 642.44
VPI STA. 126+50.00 EL. 641.36
VPI STA. 127+00.00 EL. 640.32
VPI STA. 127+50.00 EL. 639.29
VPI STA. 128+00.00 EL. 638.23
VPI STA. 128+50.00 EL. 637.17
VPI STA. 129+00.00 EL. 636.19
VPI STA. 129+50.00 EL. 635.24
VPI STA. 130+00.00 EL. 634.23
VPI STA. 130+50.00 EL. 633.17
VPI STA. 131+00.00 EL. 632.15
VPI STA. 131+25.56 EL. 631.63

-2.15% -2.23% -2.20% -2.17% -2.25% +1.45% -2.33% -2.13% -2.11% -2.07% -2.14% -2.17% -2.15% -2.08% -2.02% -2.12% -2.12% -1.95% -1.90% -2.02% -2.14% -2.02% -2.06%

LIMIT OF CONST. STA. 122+37.03
0.53%
2.88%
1.20%
0.52%
1.44%
4.00%
0.82%
EXISTING GROUND
GRAPHICAL GRADE
LIMIT OF CONST. STA. 131+16.76

EX. 18" RCP TO BE PLUGGED AND ABANDONED
STA. 121+67.88 74' OF EXISTING 18" RCP
PROP. MEDIAN "V" DITCH W/ SOD

PROP. 2'-FB DITCH LT W/ CL. "C" RIP-RAP
BEGIN DITCH LT STA 122+50.00 - EL 642.00
PROP. "V" DITCH LT W/ SOD
VPI STA. 123+00.00 EL. 641.00
VPI STA. 123+50.00 EL. 642.15
STA. 123+65.41 201' OF EXISTING 48" RCP
PROP. 7' EXT. OF 48" RCP
VPI STA. 124+00.00 EL. 641.90
VPI STA. 124+50.00 EL. 641.49
PROP. "V" DITCH LT W/ SOD
END DITCH LT STA 125+00.00 - EL 641.08

2.00% -2.30% 0.50% 0.82%

PIPE CULVERT
STATION: 123+65.41
STRUCTURE: 208' OF 48" RCP

SKEW	45 RT	DEG.
DRAINAGE AREA	16.19	AC.
~~DESIGN DISCHARGE (Q50)~~	~~36.87~~	~~CFS~~
DESIGN DISCHARGE (Q100)	38.91	CFS
OVERTOPPING ELEV.	647.44	
ALLOWABLE HEADWATER ELEV.	646.21	
Q50 HEADWATER ELEV.	643.91	
Q100 HEADWATER ELEV.	644.04	
~~VELOCITY (Q50)~~	~~13.33~~	~~FT/S~~
VELOCITY (Q100)	13.14	FT/S

ENDWALLS REQUIRED:
1 - TYPE "A"
STANDARD DRAWING NOS.:
D-PEW-1, D-PEW-2, D-PB-1, D-PB-2, D-CB-42SC
QUANTITIES:

CLASS "A" CONCRETE	10.0	C.Y.
STEEL BAR REINFORCING	372.0	LB.
BEDDING MATERIAL	2.4	C.Y.

ENDWALL ITEM NOS.: 611-07.01, 611-07.02

S17
STA. 125+97.15, 46.21 LT.
5/8" REBAR W/ ALUM. DISK MARKED T.D.O.T.
EL. 641.6190

SR-6 SOUTHBOUND BASELINE - TURN LANE 2

690 685 680 675 670 665 660 655 650 645 640 635 630 625 620 615 610 605 600 595 590

120+00 121+00 122+00 123+00 124+00 125+00 126+00 127+00 128+00 129+00 130+00 131+00

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

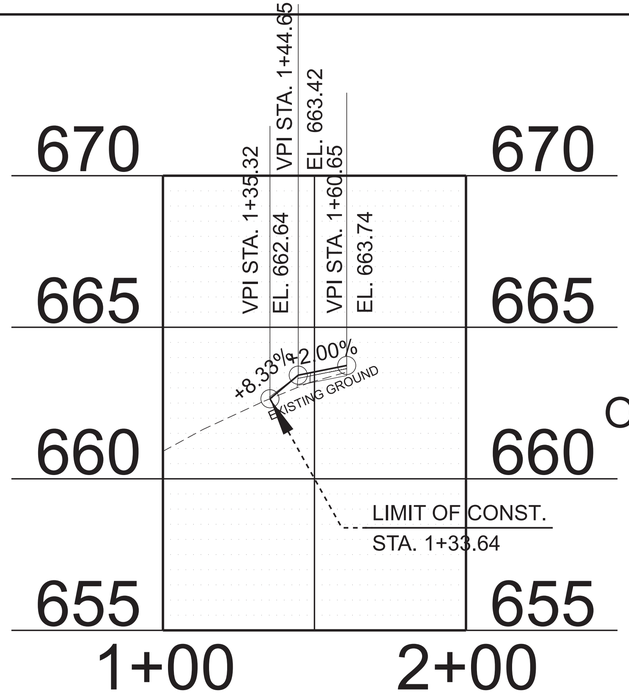
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIDE ROAD PROFILES

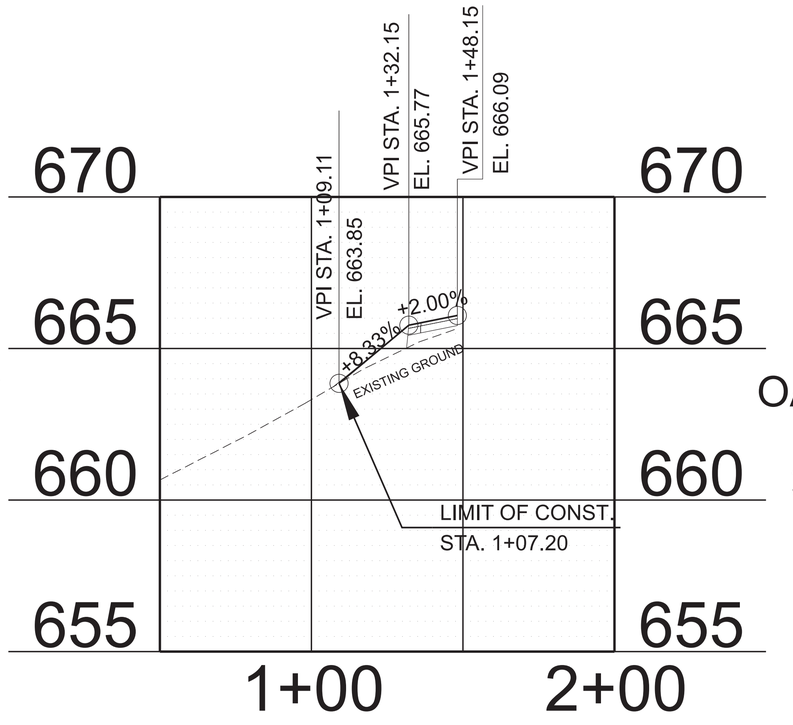
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

2/17/2026 9:18:08 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-PROPOSED PROFILES.DGN

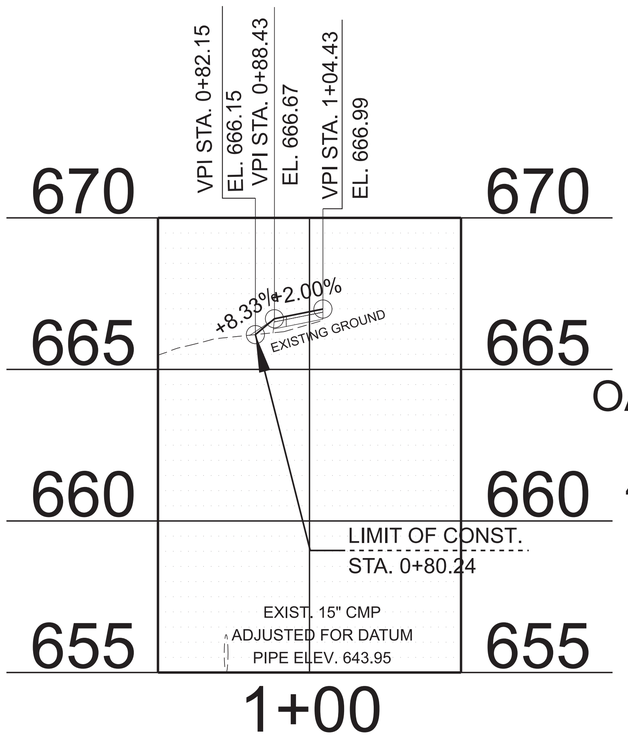
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	18
PS&E	2026	60AVAR-S3-002	10



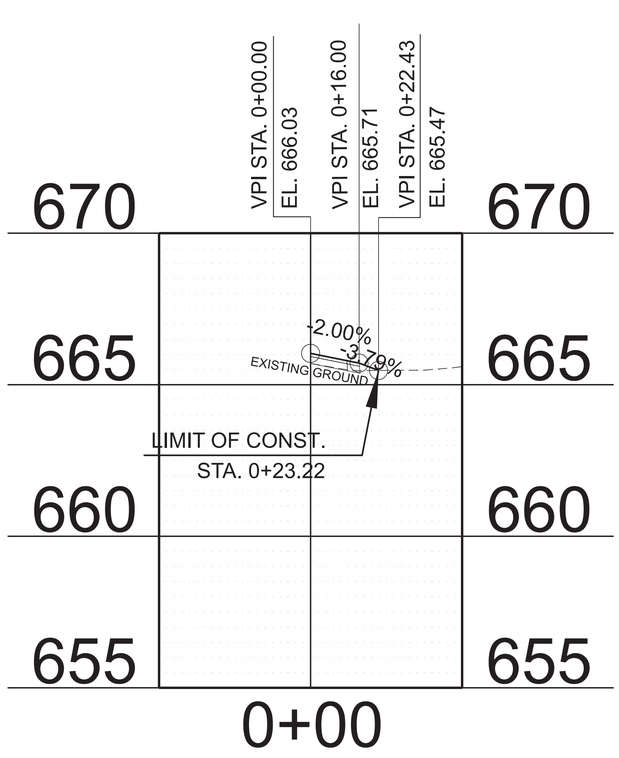
26+35.61 LT.
OAKLAND PKWY
TRACT 02
69' BUS. ENT.
ASPHALT



30+14.50 LT.
OAKLAND PKWY
TRACT 02
39' BUS. ENT.
ASHPALT



31+97.44 LT.
OAKLAND PKWY
TRACT 03
44' BUS. ENT.
ASPHALT



32+52.99 RT.
OAKLAND PKWY
TRACT 05
69' BUS. ENT.
ASPHALT

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRIVATE DRIVE,
BUSINESS, AND
FIELD ENTRANCE
PROFILES

SCALE: 1" = 25' HORIZ.
1" = 2.5' VERT.

2/17/2026 9:18:11 AM
T:\PRJ\188882 E2034 TDOT ORD 3D_TDOT WORKSPACE_2021 RELEASE 1 AND LATER\TDOT_ORD_WORKSPACE-10.10.21.04_04.21.2022\CONFIGURATION\ORGANIZATION-CIVIL\TDOT_STANDARDS\DGNLIB\SHEET SEEDS\ROAD\TDOT PROFILE 50H 5V.DGNLIB

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	19
PS&E	2026	60AVAR-S3-002	11

REV. 09/21/2022
UPDATED BUS. ENTR. LT. 34+60.25
REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.
REV. 04/24/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.
REV. 05/04/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.

DRAINAGE DATA FOR DRAINAGE MAP STATION 46+27.09

DIRECTION OF FLOW: WEST
DRAINAGE AREA 9.23 AC., ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 15" RCP
EXISTING STRUCTURE CONDITION: GOOD

PIPE CULVERT		
STATION: 46+27.09		
STRUCTURE: 30' OF 15" RCP		
SKEW	0	DEG.
DRAINAGE AREA	9.23	AC.
DESIGN DISCHARGE (Q50)	16.18	CFS
DESIGN DISCHARGE (Q100)	17.55	CFS
OVERTOPPING ELEV.	657.61	
Q50 HEADWATER ELEV.	657.76	
Q100 HEADWATER ELEV.	657.78	
VELOCITY (Q50)	7.44	FT/S
VELOCITY (Q100)	7.45	FT/S

DRAINAGE DATA FOR DRAINAGE MAP STATION 56+80

DIRECTION OF FLOW: WEST
DRAINAGE AREA 19.40 AC., ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 12" CORR. HDPE
EXISTING STRUCTURE CONDITION: GOOD

PIPE CULVERT		
STATION: 56+80.00		
STRUCTURE: 29' OF 12" CORR. HDPE		
SKEW	0	DEG.
DRAINAGE AREA	19.4	AC.
DESIGN DISCHARGE (Q50)	31.64	CFS
DESIGN DISCHARGE (Q100)	34.31	CFS
OVERTOPPING ELEV.	660.60	
Q50 HEADWATER ELEV.	660.95	
Q100 HEADWATER ELEV.	660.97	
VELOCITY (Q50)	9.33	FT/S
VELOCITY (Q100)	9.54	FT/S

DRAINAGE DATA FOR DRAINAGE MAP STATION 35+54.26

DIRECTION OF FLOW: NORTH
DRAINAGE AREA 1.65 AC., ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 24" RCP
EXISTING STRUCTURE CONDITION: GOOD

PIPE CULVERT		
STATION: 35+54.26		
STRUCTURE: 41' OF 24" RCP		
SKEW	0	DEG.
DRAINAGE AREA	1.65	AC.
DESIGN DISCHARGE (Q50)	4.22	CFS
DESIGN DISCHARGE (Q100)	4.58	CFS
OVERTOPPING ELEV.	661.17	
Q50 HEADWATER ELEV.	659.95	
Q100 HEADWATER ELEV.	660.00	
VELOCITY (Q50)	6.97	FT/S
VELOCITY (Q100)	7.12	FT/S

BEGIN PROJECT NO. 60ACIT-S3-002 CONST.
STA. 33+00.00 OAKLAND PWKY
N 463296.3048 E 1633672.9649

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888' E 1634590.9979'

DRAINAGE DATA FOR DRAINAGE MAP STATION 25+97.21

DIRECTION OF FLOW: SOUTH
DRAINAGE AREA 6.18 AC., ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION: GOOD

PIPE CULVERT		
STATION: 25+97.21		
STRUCTURE: 81' OF 18" RCP		
SKEW	0	DEG.
DRAINAGE AREA	6.18	AC.
DESIGN DISCHARGE (Q50)	64.61	CFS
DESIGN DISCHARGE (Q100)	70.10	CFS
OVERTOPPING ELEV.	663.79	
Q50 HEADWATER ELEV.	664.19	
Q100 HEADWATER ELEV.	664.22	
VELOCITY (Q50)	13.61	FT/S
VELOCITY (Q100)	13.63	FT/S

DRAINAGE DATA FOR DRAINAGE MAP STATION 20+98.48

DIRECTION OF FLOW: SOUTH
DRAINAGE AREA 1.69 AC., ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION: GOOD

PIPE CULVERT		
STATION: 20+98.48		
STRUCTURE: 68' OF 18" RCP		
SKEW	0	DEG.
DRAINAGE AREA	1.69	AC.
DESIGN DISCHARGE (Q50)	6.41	CFS
DESIGN DISCHARGE (Q100)	6.97	CFS
OVERTOPPING ELEV.	671.16	
Q50 HEADWATER ELEV.	668.30	
Q100 HEADWATER ELEV.	668.39	
VELOCITY (Q50)	6.82	FT/S
VELOCITY (Q100)	6.97	FT/S

BEGIN PROJECT NO. 60AVAR-S3-002 CONST.
STA. 503+88.14 OAKLAND PWKY
N 462882.5664 E 1634935.0482

STA. 506+44.14 SR-6=
STA. 20+00.00 OAKLAND PKWY
N 463137.0498 E 1634963.1734

DRAINAGE DATA FOR DRAINAGE MAP STATION 40+76.88

DIRECTION OF FLOW: WEST
DRAINAGE AREA 43.13 AC., ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 30"x19" RCP
EXISTING STRUCTURE CONDITION: GOOD

PIPE CULVERT		
STATION: 40+76.88		
STRUCTURE: 40' OF 30"x19" RCP		
SKEW	0	DEG.
DRAINAGE AREA	43.13	AC.
DESIGN DISCHARGE (Q50)	67.99	CFS
DESIGN DISCHARGE (Q100)	73.76	CFS
OVERTOPPING ELEV.	651.54	
Q50 HEADWATER ELEV.	651.98	
Q100 HEADWATER ELEV.	652.01	
VELOCITY (Q50)	12.43	FT/S
VELOCITY (Q100)	12.46	FT/S

DRAINAGE DATA FOR DRAINAGE MAP STATION 100+75

DIRECTION OF FLOW: SOUTH
DRAINAGE AREA 1.12 AC., (X) FLAT; ( ) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION: GOOD

PIPE CULVERT		
STATION: 100+75		
STRUCTURE: 87' OF 18" RCP		
SKEW	0	DEG.
DRAINAGE AREA	1.12	AC.
DESIGN DISCHARGE (Q50)	8.88	CFS
DESIGN DISCHARGE (Q100)	9.65	CFS
OVERTOPPING ELEV.	673.63	
Q50 HEADWATER ELEV.	670.81	
Q100 HEADWATER ELEV.	670.98	
VELOCITY (Q50)	6.09	FT/S
VELOCITY (Q100)	6.37	FT/S

PIPE CULVERT		
STATION: 121+67.88		
STRUCTURE: 74' OF 18" RCP		
SKEW	0	DEG.
DRAINAGE AREA	2.84	AC.
DESIGN DISCHARGE (Q50)	17.73	CFS
DESIGN DISCHARGE (Q100)	19.21	CFS
OVERTOPPING ELEV.	651.36	
Q50 HEADWATER ELEV.	650.84	
Q100 HEADWATER ELEV.	651.38	
VELOCITY (Q50)	10.78	FT/S
VELOCITY (Q100)	10.64	FT/S

DRAINAGE DATA FOR DRAINAGE MAP STATION 121+67.88

DIRECTION OF FLOW: NORTH
DRAINAGE AREA 2.84 AC., (X) FLAT; ( ) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 18" RCP
EXISTING STRUCTURE CONDITION: GOOD

END PROJECT NO.60ACIT-S3-002 CONST.
STA. 72+40.00
N 465411.3705 E 1635105.4893

END PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 73+10.00
N 465464.1961 E 1635150.9872

PROP. TEMP. CONST. ESMT.
PROP. R.O.W.
N07°13'52"E
OAKLAND PKWY (ASP)
SR-6 (US 43) (ASP)
WTL-1
60-99-21
60-99-20
60-99-19
60-99-18
N06°26'52"E
N04°10'29"E
N03°48'54"E
N05°18'24"E
S83°13'13"E
MATCH LINE STA. 530+00.00 SEE SHEET NO. 12

SEALED BY
HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 126924
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 504+00 TO STA. 530+00
SCALE: 1" = 200'

2/17/2026 9:29:42 AM
G:\TDOT Reg. 3 Design On-Call\Maury County-Columbia Rail Site\132406.00 Maury SIA Sections 1-3\CAD\SHT\60ACIT-SHT-Drainage Maps.dgn

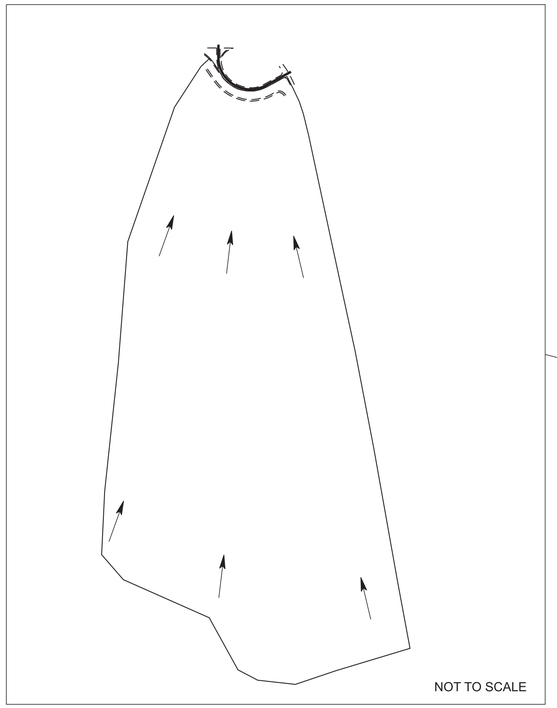
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	20
PS&E	2026	60AVAR-S3-002	12

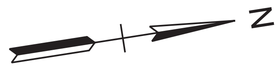
REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.

DRAINAGE DATA FOR DRAINAGE MAP STATION 123+65

DIRECTION OF FLOW: NORTH-EAST
DRAINAGE AREA 19.40 AC., ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: 48" RCP
EXISTING STRUCTURE CONDITION: GOOD

PIPE CULVERT		
STATION: 123+65		
STRUCTURE: 208' OF 48" RCP		
SKEW	0	DEG.
DRAINAGE AREA	16.19	AC.
DESIGN DISCHARGE (Q50)	34.75	CFS
DESIGN DISCHARGE (Q100)	37.69	CFS
OVERTOPPING ELEV.	647.44	
Q50 HEADWATER ELEV.	643.70	
Q100 HEADWATER ELEV.	643.83	
VELOCITY (Q50)	12.78	FT/S
VELOCITY (Q100)	12.99	FT/S

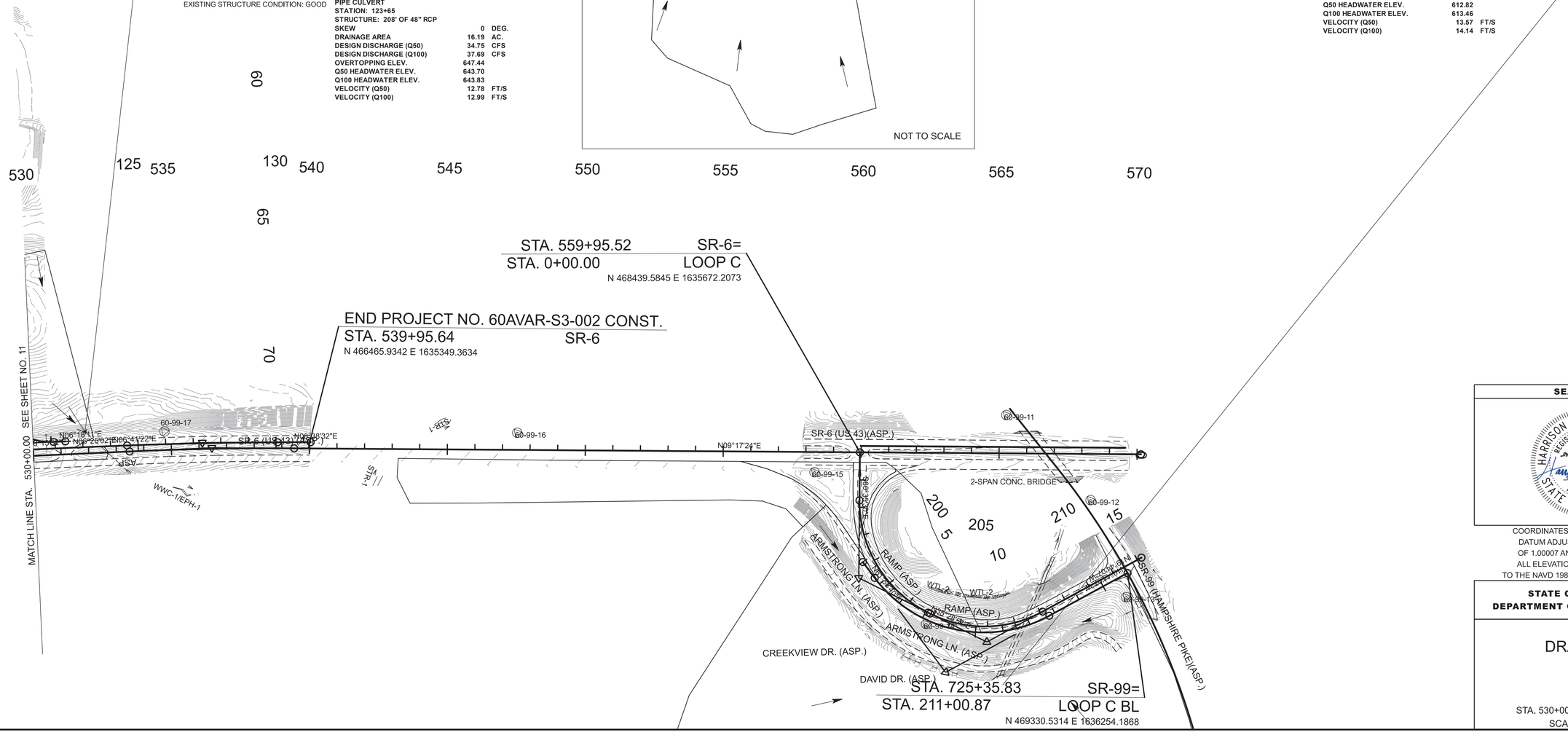




DRAINAGE DATA FOR DRAINAGE MAP STATION 206+71 (LOOP C B.L.)

DIRECTION OF FLOW: NORTH-EAST
DRAINAGE AREA 0.918 SQ. MI., ( ) FLAT; (X) ROLLING; ( ) HILLY; ( )MTNS.
PRESENT STRUCTURE: DBL. 14'x5.5' RCBC
EXISTING STRUCTURE CONDITION: GOOD

DBL. BOX CULVERT		
STATION: 206+71		
STRUCTURE: 368' OF DBL. 10'x6' RCBC		
SKEW	0	DEG.
DRAINAGE AREA	0.918	SQ. MI.
DESIGN DISCHARGE (Q50)	799.81	CFS
DESIGN DISCHARGE (Q100)	911.62	CFS
OVERTOPPING ELEV.	617.65	
Q50 HEADWATER ELEV.	612.82	
Q100 HEADWATER ELEV.	613.46	
VELOCITY (Q50)	13.57	FT/S
VELOCITY (Q100)	14.14	FT/S



SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 126914
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

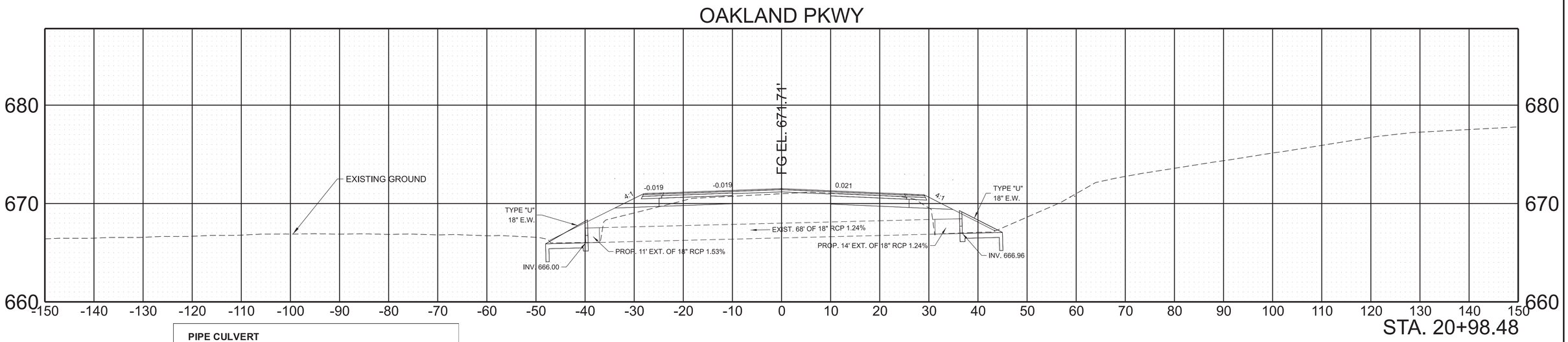
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

STA. 530+00 TO STA. 570+14.22
SCALE: 1" = 200'

2/17/2026 9:29:52 AM
G:\TDOT Reg. 3 Design On-Call\Maury County-Columbia Rail Site\132406.00 Maury SIA Sections 1-3\CAD\SHT\60AVAR-SHT-Drainage Maps.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	21
PS&E	2026	60AVAR-S3-002	13



PIPE CULVERT		
STATION: 20+98.48		
STRUCTURE: 77' OF 18" RCP		
SKEW	**0**	**DEG.**
DRAINAGE AREA	**1.69**	**AC.**
DESIGN DISCHARGE (Q50)	**6.41**	**CFS**
DESIGN DISCHARGE (Q100)	**6.97**	**CFS**
OVERTOPPING ELEV.	**671.71**	
ALLOWABLE HEADWATER ELEV.	**669.62**	
Q50 HEADWATER ELEV.	**668.49**	
Q100 HEADWATER ELEV.	**668.58**	
VELOCITY (Q50)	**7.12**	**FT/S**
VELOCITY (Q100)	**7.26**	**FT/S**
ENDWALLS REQUIRED:		
2 CROSS DRAIN - TYPE "U"		
STANDARD DRAWING NOS.:		
D-PE-18A, D-PE-18B, D-PB-1, D-PB-2		
QUANTITIES:		
CLASS "A" CONCRETE	**2.2**	**C.Y.**
STEEL BAR REINFORCING	**196.0**	**LB.**
BEDDING MATERIAL	**1.9**	**C.Y.**
ENDWALL ITEM NOS.: 611-07.55		

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTIONS

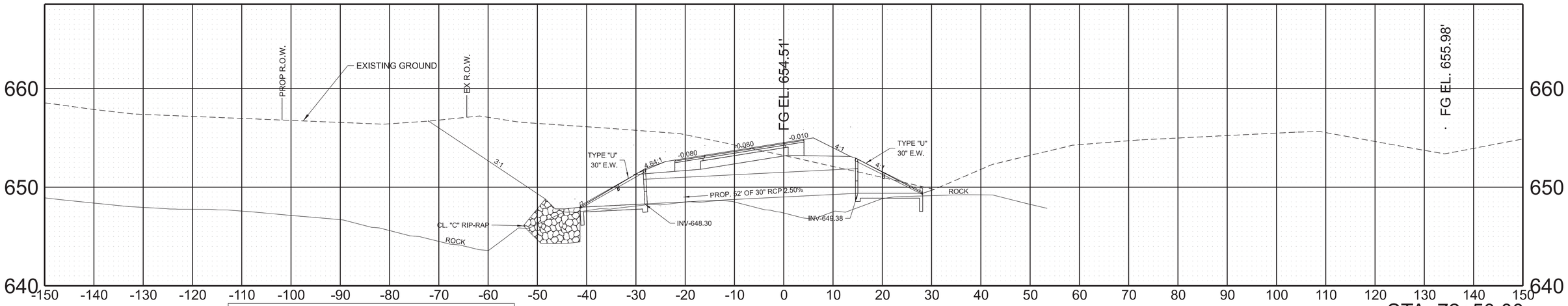
SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

2/17/2026 9:30:15 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-CULVERT SECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	27
PS&E	2026	60AVAR-S3-002	14

REV. 04/17/2023
REVISED PROP. R.O.W., PER TDOT REQUEST.

OAKLAND PKWY



PIPE CULVERT		
STATION: 72+50		
STRUCTURE: 44' OF 30" RCP		
SKEW	**45 LT**	**DEG.**
DRAINAGE AREA	**9.66**	**AC.**
DESIGN DISCHARGE (Q50)	**18.33**	**CFS**
DESIGN DISCHARGE (Q100)	**19.88**	**CFS**
OVERTOPPING ELEV.	**653.10**	
ALLOWABLE HEADWATER ELEV.	**653.1**	
Q50 HEADWATER ELEV.	**651.55**	
Q100 HEADWATER ELEV.	**651.67**	
VELOCITY (Q50)	**10.79**	**FT/S**
VELOCITY (Q100)	**11.00**	**FT/S**
ENDWALLS REQUIRED:		
2 - TYPE "U"		
STANDARD DRAWING NOS.:		
D-PE-30A, D-PE-30B, D-PB-1, D-PB-2		
QUANTITIES:		
CLASS "A" CONCRETE	**4.6**	**C.Y.**
STEEL BAR REINFORCING	**432.0**	**LB.**
BEDDING MATERIAL	**12.5**	**C.Y.**
ENDWALL ITEM NOS.: 611-07.61		

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 128914
STATE OF TENNESSEE
2/25/26

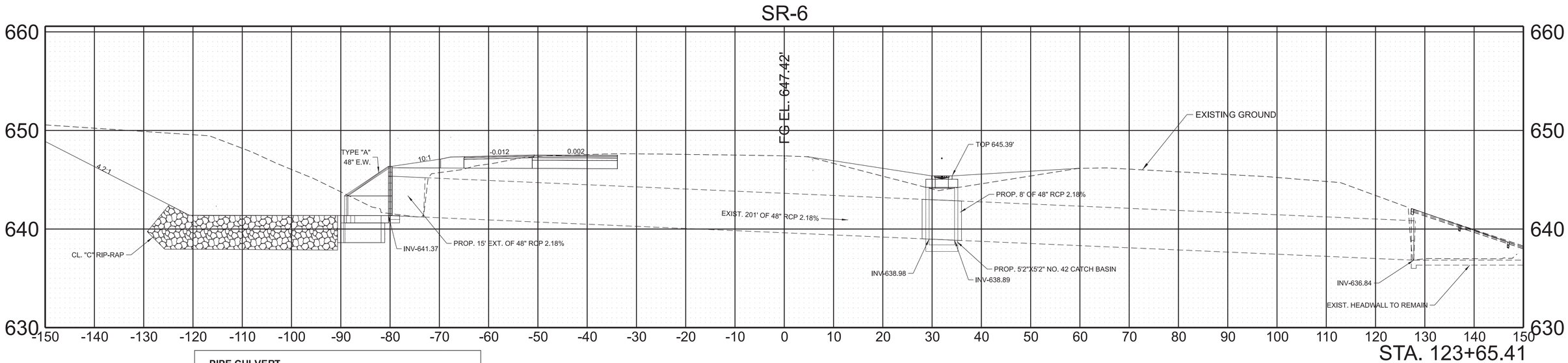
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT
SECTIONS

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

2/17/2026 9:30:21 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CADS\HT160ACIT-SHT-CULVERT SECTIONS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	29
PS&E	2026	60AVAR-S3-002	15



PIPE CULVERT
STATION: 123+65.41
STRUCTURE: 208' OF 48" RCP

SKEW	**45 RT**	**DEG.**
DRAINAGE AREA	**16.19**	**AC.**
DESIGN DISCHARGE (Q50)	**35.87**	**CFS**
DESIGN DISCHARGE (Q100)	**38.91**	**CFS**
OVERTOPPING ELEV.	**647.44**	
ALLOWABLE HEADWATER ELEV.	**646.21**	
Q50 HEADWATER ELEV.	**643.91**	
Q100 HEADWATER ELEV.	**644.04**	
VELOCITY (Q50)	**13.33**	**FT/S**
VELOCITY (Q100)	**13.14**	**FT/S**

ENDWALLS REQUIRED:
1 - TYPE "A"
STANDARD DRAWING NOS.:
D-PEW-1, D-PEW-2, D-PB-1, D-PB-2, D-CB-42SC
QUANTITIES:

CLASS "A" CONCRETE	**10.0**	**C.Y.**
STEEL BAR REINFORCING	**372.0**	**LB.**
BEDDING MATERIAL	**2.4**	**C.Y.**

ENDWALL ITEM NOS.: 611-07.01, 611-07.02

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CULVERT SECTIONS

SCALE: 1" = 10' HORIZ.
1" = 5' VERT.

2/17/2026 9:30:28 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	31
PS&E	2026	60AVAR-S3-002	16

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

INSPECTION, MAINTENANCE & REPAIR

(11) REFER TO THE STORM WATER POLLUTION AND PREVENTION PLAN SHEET SERIES (S-1) FOR SWPPP, PERMITS, AND RECORDS NOTES.

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 RESOURCE ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
✳ SF ✳ SF ✳ SF	SILT FENCE	EC-STR-3B
✳ SFB ✳ SFB ✳	SILT FENCE WITH WIRE BACKING	EC-STR-3C
	ROCK CHECK DAM (V-DITCH)	EC-STR-6
	ENHANCED ROCK CHECK DAM (V-DITCH)	EC-STR-6A
	CENHANCED ROCK CHECK DAM (TRAPEZOIDAL DITCH)	EC-STR-6A
	CULVERT PROTECTION (TYPE 2)	EC-STR-11A
A	CATCH BASIN PROTECTION (TYPE A)	EC-STR-19
TCE	TEMPORARY CONSTRUCTION EXIT	EC-STR-25
	TEMPORARY BERM	EC-STR-27
	TEMPORARY SLOPE DRAIN	EC-STR-27
✳✳ TUBE ✳✳ TUBE	SEDIMENT TUBE-18 IN.	EC-STR-37
✳ HVF ✳ HVF	HIGH VISIBILITY FENCE	S-F-1

TABULATED EPSC QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY 60AVAR-S3-002
(1)(2)	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	169
(1)	209-02.07	18" TEMPORARY SLOPE DRAIN	L.F.	22
(1)	209-08.02	TEMPORARY SILT FENCE (WITH BACKING)	L.F.	464
(1)	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	LF	3683
(1)	209-08.07	ROCK CHECK DAM	EACH	9
(1)	209-08.08	ENHANCED ROCK CHECK DAM	EACH	11
(1)	209-40.30	CATCH BASIN PROTECTION TYPE A	EACH	3
(1)	303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	17
(1)	621-03.02	18" TEMPORARY DRAINAGE PIPE	LF	60
(1)	707-08.11	HIGH-VISIBILITY CONSTRUCTION FENCE	LF	442
(1)	709-05.05	MACHINED RIPRAP (CLASS A-3)	TON	102
(1)	709-05.06	MACHINED RIPRAP (CLASS A-1)	TON	16
(1)(3)	740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	SY	154
(1)	740-11.03	TEMPORARY SEDIMENT TUBE 18IN	LF	59
(1)	801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	170
(1)	801-03	WATER (SEEDING & SODDING)	M.G.	17
(1)(4)	803-01	SODDING (NEW SOD)	S.Y.	6240

(1) TO BE USED AS DIRECTED BY THE ENGINEER.
(2) INCLUDES 43 C.Y. FOR TEMP. CONST. EXITS & 126 C.Y. FOR TEMP. BERMS.
(3) MONOFILAMANT GEOTEXTILES ARE PROHIBITED FROM USE WITHIN 30FT OF ANY STREAM OR ANY OTHER RIPARIAN BUFFER AREA.
(4) TO BE USED AT TDOT SUPERVISOR'S DISCRETION.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL NOTES

2/25/2026 8:17:34 AM
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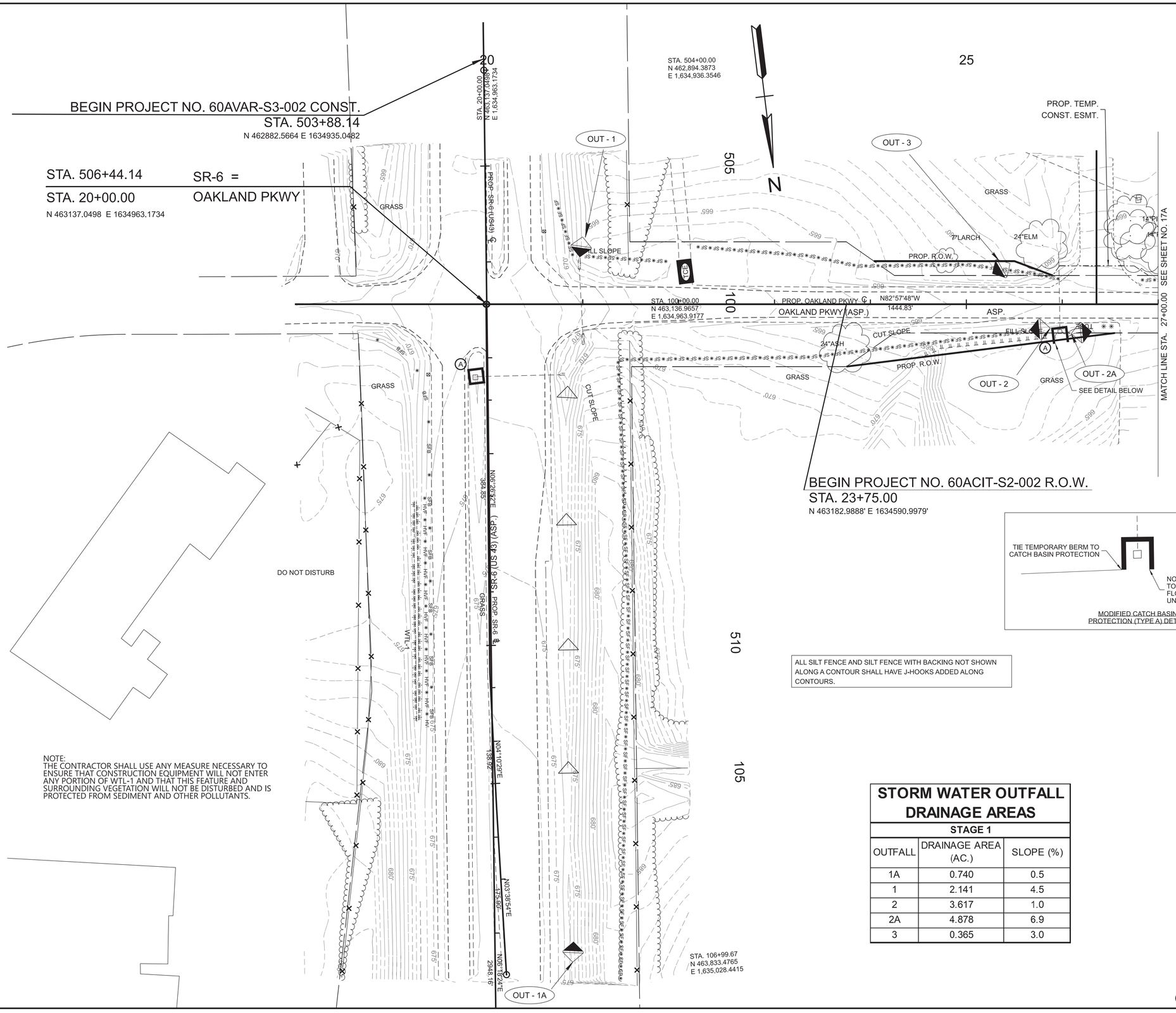
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	32
PS&E	2026	60AVAR-S3-002	17



NOTE:
THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WTL-1 AND THAT THIS FEATURE AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND IS PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

STORM WATER OUTFALL DRAINAGE AREAS

STAGE 1

OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
1A	0.740	0.5
1	2.141	4.5
2	3.617	1.0
2A	4.878	6.9
3	0.365	3.0

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS STAGE 1

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

EXISTING CONTOURS

2/17/2026 9:35:54 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	32A
PS&E	2026	60AVAR-S3-002	17A

CONSTRUCTED IN SEPARATE PROJECT

BEGIN PROJECT NO. 60ACIT-S3-002 CONST.
STA. 33+00.00
N 463296.3048 E 1633672.9649

35

30

PROP. TEMP. CONST. ESMT.

PROP. TEMP. CONST. ESMT.

PROP. TEMP. CONST. ESMT.

2"CHERRY

OAK SAPPLING

GRASS

18"OAK

GRASS

24"ELDER

6"ELM

R=250.00'
L=104.38'

14"CEDAR

3-14"ELDERS

R=250.00'
L=289.17'

PROP. R.O.W.

FILL SLOPE

PROP. R.O.W.

GRASS

24"ASH

24"PINE

24"ASH

24"OAK

18"ASH

12"ASH

15"PINE

12"PINE

14"PINE

18"PINE

30"OAK

PROP. OAKLAND PKWY ℄

OAKLAND PKWY (ASP)

N82°57'48"W 1444.83'

N82°57'48"W

FILL SLOPE

PAVING LIMITS

GRASS

FLAG

FLAG

GRASS

GRASS

GRASS

GRASS

GRASS

MATCH LINE STA. 27+00.00 SEE SHEET NO. EPSC 17

PROP. TEMP. CONST. ESMT.

PROP. TEMP. CONST. ESMT.

STA. 39+00 TO STA. 63+00 NOT INCLUDED

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

EXISTING CONTOURS

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 126974
STATE OF TENNESSEE

2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STAGE 1

STA. 27+00 TO STA. 39+00
SCALE: 1" = 50'

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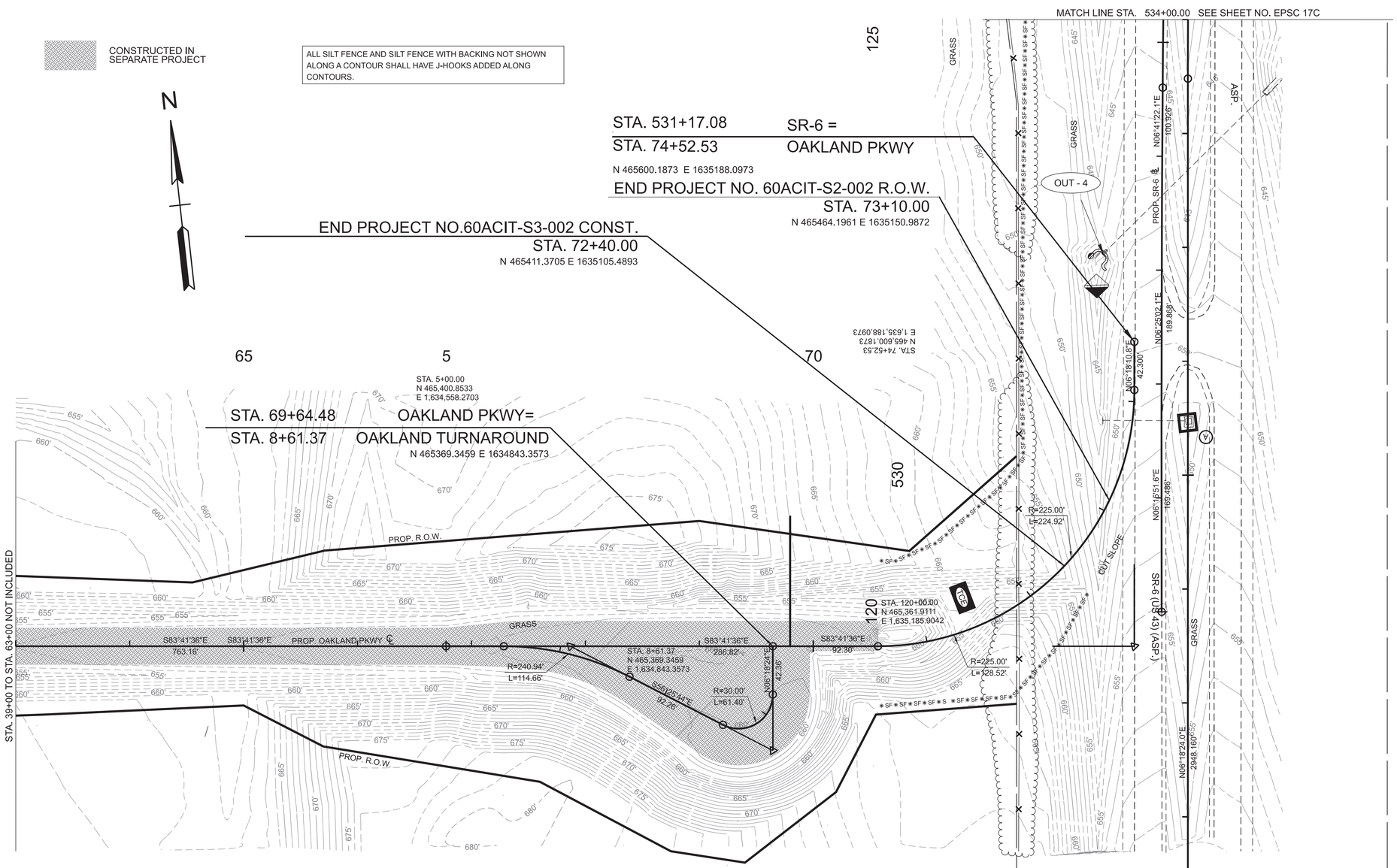
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	32D
PS&E	2026	60AVAR-S3-002	17B

REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.
REV. 05/04/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.



STORM WATER OUTFALL DRAINAGE AREAS

STAGE 1		
OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
4	9.660	1.5

EXISTING CONTOURS

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 126974
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STAGE 1

STA. 63+00 TO STA. 74+52.53
SCALE: 1" = 50'

2/17/2026 9:36:00 AM
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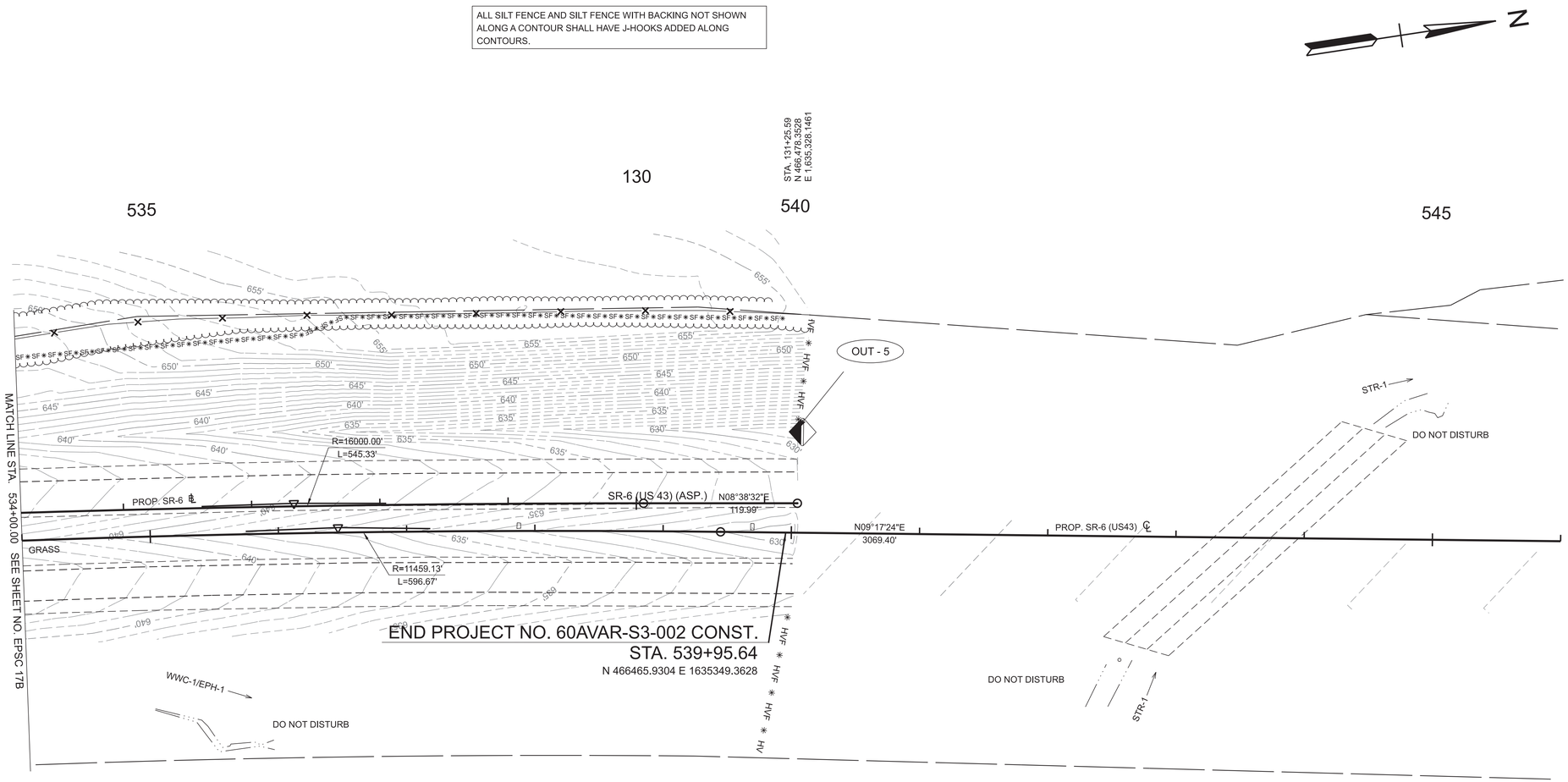
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	32E
PS&E	2026	60AVAR-S3-002	17C

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WWC-1/EPH-1 OR STR-1 AND THAT THESE FEATURES AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

STORM WATER OUTFALL DRAINAGE AREAS

STAGE 1		
OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
5	5.741	1.5

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STAGE 1

STA. 534+00 TO STA. 546+00
SCALE: 1" = 50'

EXISTING CONTOURS

2/17/2026 9:36:03 AM
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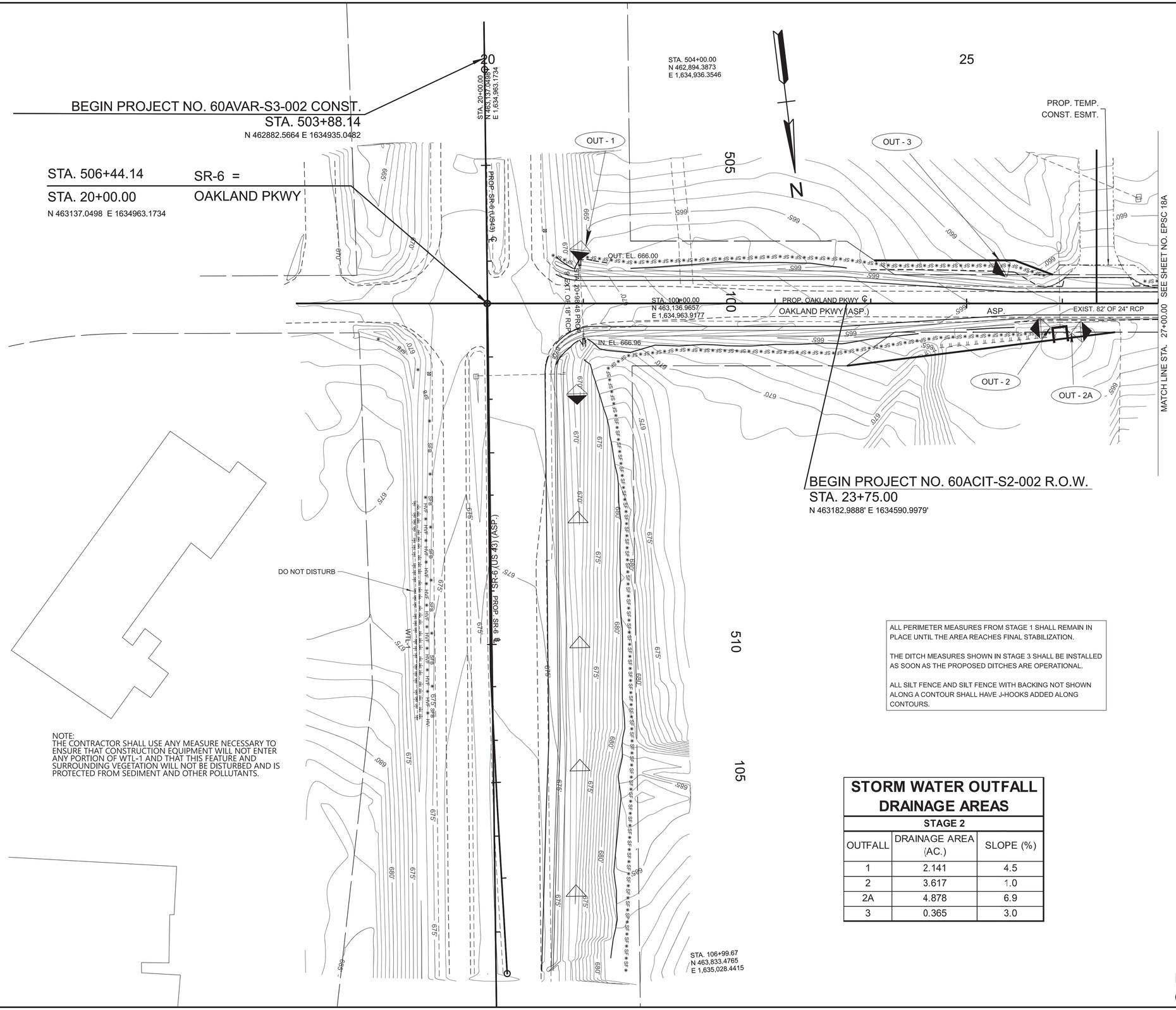
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	33
PS&E	2026	60AVAR-S3-002	18



NOTE:
THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WTL-1 AND THAT THIS FEATURE AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND IS PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888' E 1634590.9979'

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

STORM WATER OUTFALL DRAINAGE AREAS

STAGE 2

OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
1	2.141	4.5
2	3.617	1.0
2A	4.878	6.9
3	0.365	3.0

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
PROFESSIONAL ENGINEER
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STAGE 2

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

PROPOSED CONTOURS

2/17/2026 9:37:38 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CADISHT\CONST. PROJ. 2\60AVAR-SHT-EPSC-II.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	33A
PS&E	2026	60AVAR-S3-002	18A

CONSTRUCTED IN SEPARATE PROJECT

BEGIN PROJECT NO. 60ACIT-S3-002 CONST.
STA. 33+00.00
N 463296.3048 E 1633672.9649

35

30

PROP. TEMP. CONST. ESMT.

PROP. TEMP. CONST. ESMT.

PROP. TEMP. CONST. ESMT.

PROP. OAKLAND PKWY ℄

OAKLAND PKWY (ASP.)

N82°57'48"W

MATCH LINE STA. 27+00.00 SEE SHEET NO. EPSC 18

PROP. TEMP. CONST. ESMT.

PROP. TEMP. CONST. ESMT.

STA. 39+00.00 TO STA. 63+00.00 NOT INCLUDED

N

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

PROPOSED CONTOURS

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STAGE 2

STA. 27+00 TO STA. 39+00
SCALE: 1" = 50'

2/17/2026 9:37:42 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-EPSC-II.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	33D
PS&E	2026	60AVAR-S3-002	18B

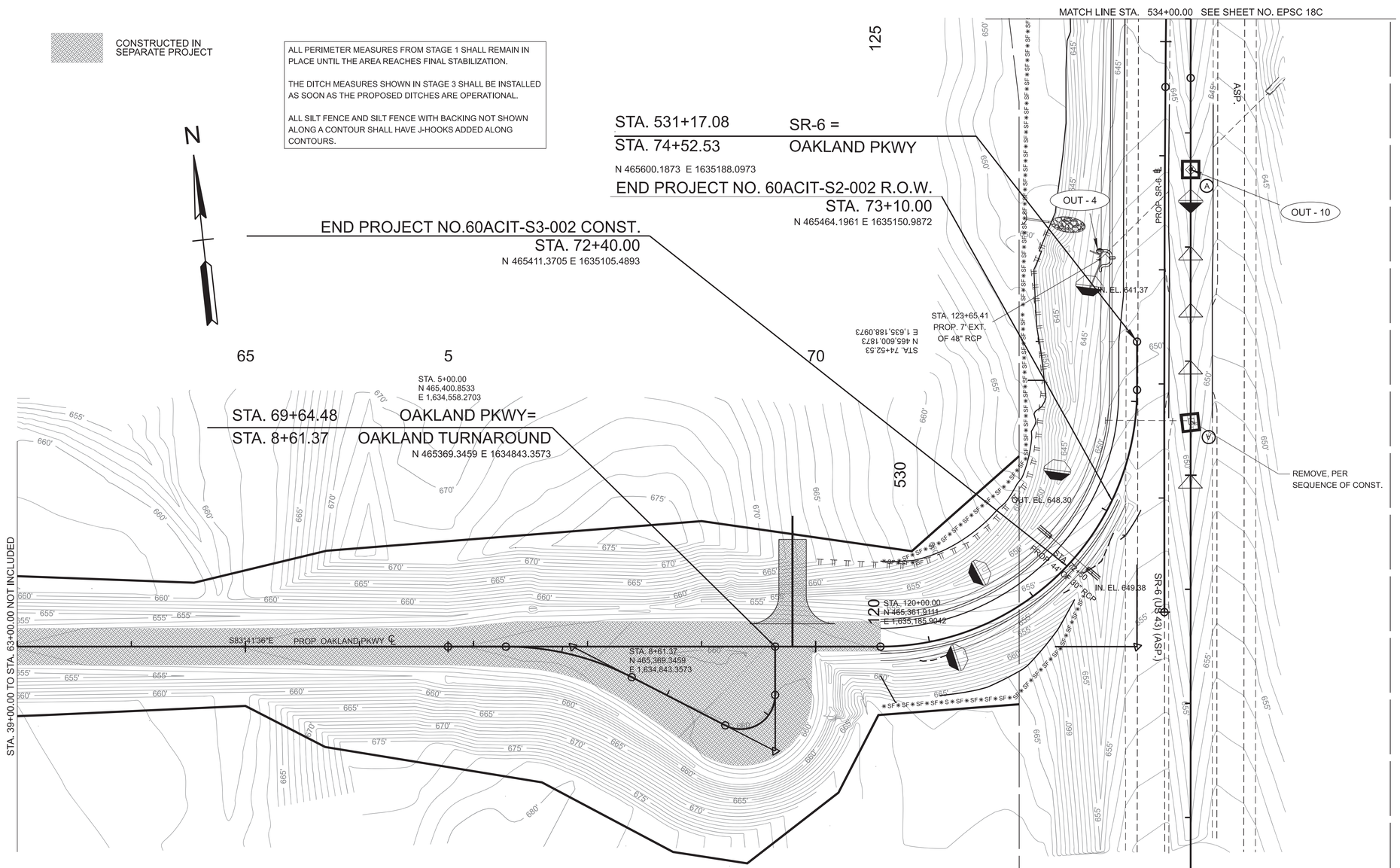
REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.
REV. 05/04/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.

CONSTRUCTED IN SEPARATE PROJECT

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



STORM WATER OUTFALL DRAINAGE AREAS

STAGE 2		
OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
4	9.890	1.5
10	0.720	2.1

SEQUENCE OF CONST.

1. INSTALL ALL STAGE 2 EPSC DEVICES
2. CONSTRUCT PROPOSED CATCH BASIN AT SR-6 STA 532+67.90
3. GRADE MEDIAN DITCH TO FLOW TO NEW CATCH BASIN
4. REMOVE EXISTING CATCH BASIN AT SR-6 STA 530+48
5. PLUG AND ABANDON EXISTING 18" RCP.

PROPOSED CONTOURS

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126914
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS STAGE 2

STA. 63+00 TO STA. 74+52.53
SCALE: 1" = 50'

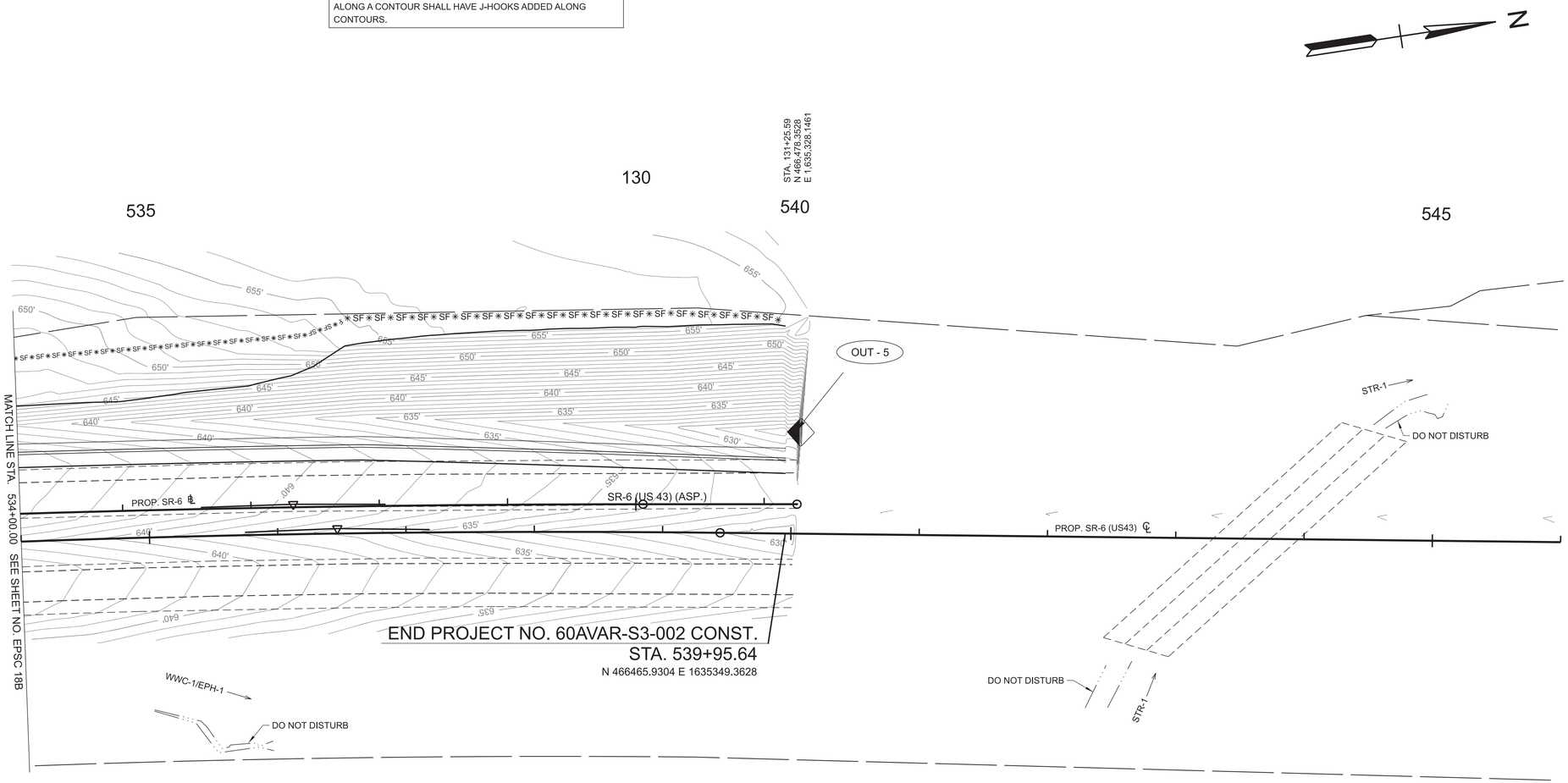
2/17/2026 9:37:45 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-EPSC-II.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	33E
PS&E	2026	60AVAR-S3-002	18C

ALL PERIMETER MEASURES FROM STAGE 1 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

THE DITCH MEASURES SHOWN IN STAGE 3 SHALL BE INSTALLED AS SOON AS THE PROPOSED DITCHES ARE OPERATIONAL.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.



NOTE:
THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WWC-1/EPH-1 OR STR-1 AND THAT THESE FEATURES AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND ARE PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

STORM WATER OUTFALL DRAINAGE AREAS

STAGE 2		
OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
5	9.490	1.5

PROPOSED CONTOURS

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STAGE 2

STA. 534+00 TO STA. 546+00
SCALE: 1" = 50'

2/17/2026 9:37:49 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-EPSC-II.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	34
PS&E	2026	60AVAR-S3-002	19

BEGIN PROJECT NO. 60AVAR-S3-002 CONST.
STA. 503+88.14
N 462882.5664 E 1634935.0482

STA. 506+44.14 SR-6 =
STA. 20+00.00 OAKLAND PKWY
N 463137.0498 E 1634963.1734

STA. 20+00.00
N 463137.0498
E 1,634,963.1734

STA. 504+00.00
N 462,894.3873
E 1,634,936.3546

STA. 100+00.00
N 463,136.9657
E 1,634,963.9177

PROP. SR-6 (US-41) ℄

PROP. OAKLAND PKWY ℄

PROP. TEMP. CONST. ESMT.

OUT - 1

OUT - 3

OUT - 2

OUT - 2A

OUT. EL. 666.00

EXIST. 82' OF 24" RCP

EXT. OF 18" RCP

STA. 20+98.48 PROP. 96"x99" TUBE

MATCH LINE STA. 27+00.00 SEE SHEET NO. EPSC 19A

DO NOT DISTURB

WTL-1

NOTE:
THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF WTL-1 AND THAT THIS FEATURE AND SURROUNDING VEGETATION WILL NOT BE DISTURBED AND IS PROTECTED FROM SEDIMENT AND OTHER POLLUTANTS.

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888' E 1634590.9979'

STA. 106+99.67
N 463,833.4765
E 1,635,028.4415

PROPOSED CONTOURS

STORM WATER OUTFALL DRAINAGE AREAS

STAGE 3		
OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
1	2.141	4.5
2	3.617	1.0
2A	4.878	6.9
3	0.365	3.0

ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129974
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STAGE 3

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

2/17/2026 9:38:09 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-EPSC-III.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	34A
PS&E	2026	60AVAR-S3-002	19A

CONSTRUCTED IN SEPARATE PROJECT

BEGIN PROJECT NO. 60ACIT-S3-002 CONST.
STA. 33+00.00
N 463296.3048 E 1633672.9649

35

30

PROP. TEMP. CONST. ESMT.

PROP. TEMP. CONST. ESMT.

PROP. TEMP. CONST. ESMT.

PROP. OAKLAND PKWY ℄

N82°57'48"W

MATCH LINE STA. 27+00.00 SEE SHEET NO. EPSC 19

PROP. TEMP. CONST. ESMT.

PROP. TEMP. CONST. ESMT.

STA. 39+00.00 TO STA. 63+00.00 NOT INCLUDED

N

ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

PROPOSED CONTOURS

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STAGE 3

STA. 27+00 TO STA. 39+00
SCALE: 1" = 50'

2/17/2026 9:38:13 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-EPSC-III.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	34D
PS&E	2026	60AVAR-S3-002	19B

REV. 04/17/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.
REV. 05/04/2023
REVISED PROP. R.O.W. ON TRACT 4, PER TDOT REQUEST.

CONSTRUCTED IN SEPARATE PROJECT

N

ALL PERIMETER MEASURES FROM STAGE 2 SHALL REMAIN IN PLACE UNTIL THE AREA REACHES FINAL STABILIZATION.

ALL SILT FENCE AND SILT FENCE WITH BACKING NOT SHOWN ALONG A CONTOUR SHALL HAVE J-HOOKS ADDED ALONG CONTOURS.

MATCH LINE STA. 534+00.00 SEE SHEET NO. EPSC 19C

STA. 531+17.08 SR-6 =
STA. 74+52.53 OAKLAND PKWY
N 465600.1873 E 1635188.0973

END PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 73+10.00
N 465464.1961 E 1635150.9872

END PROJECT NO.60ACIT-S3-002 CONST.
STA. 72+40.00
N 465411.3705 E 1635105.4893

STA. 123+65.41
PROP. 7' EXT.
OF 48" RCP
STA. 74+52.53
N 465,600.1873
E 1,635,188.0973

STA. 5+00.00
N 465,400.8533
E 1,634,558.2703

STA. 69+64.48 OAKLAND PKWY=
STA. 8+61.37 OAKLAND TURNAROUND
N 465369.3459 E 1634843.3573

OUT - 4
OUT - 10
IN. EL. 641.37
OUT. EL. 648.30
IN. EL. 649.38
PROP. 44" x 90° RCP
STA. 120+00.00
N 465,361.9111
E 1,635,185.9042

65 5 70 125 530 120 525

STA. 39+00.00 TO STA. 63+00.00 NOT INCLUDED

S83°41'36"E PROP. OAKLAND PKWY ℄

STA. 8+61.37
N 465,369.3459
E 1,634,843.3573

PROP. SR-6 (US43) ℄

PROP. SR-6 ℄

STORM WATER OUTFALL DRAINAGE AREAS

STAGE 3		
OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
4	9.890	1.5
10	0.720	2.1

PROPOSED CONTOURS

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 129974
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS
STAGE 3
STA. 63+00 TO STA. 74+52.53
SCALE: 1" = 50'

2/17/2026 9:38:17 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-EPSC-III.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	34E
PS&E	2026	60AVAR-S3-002	19C

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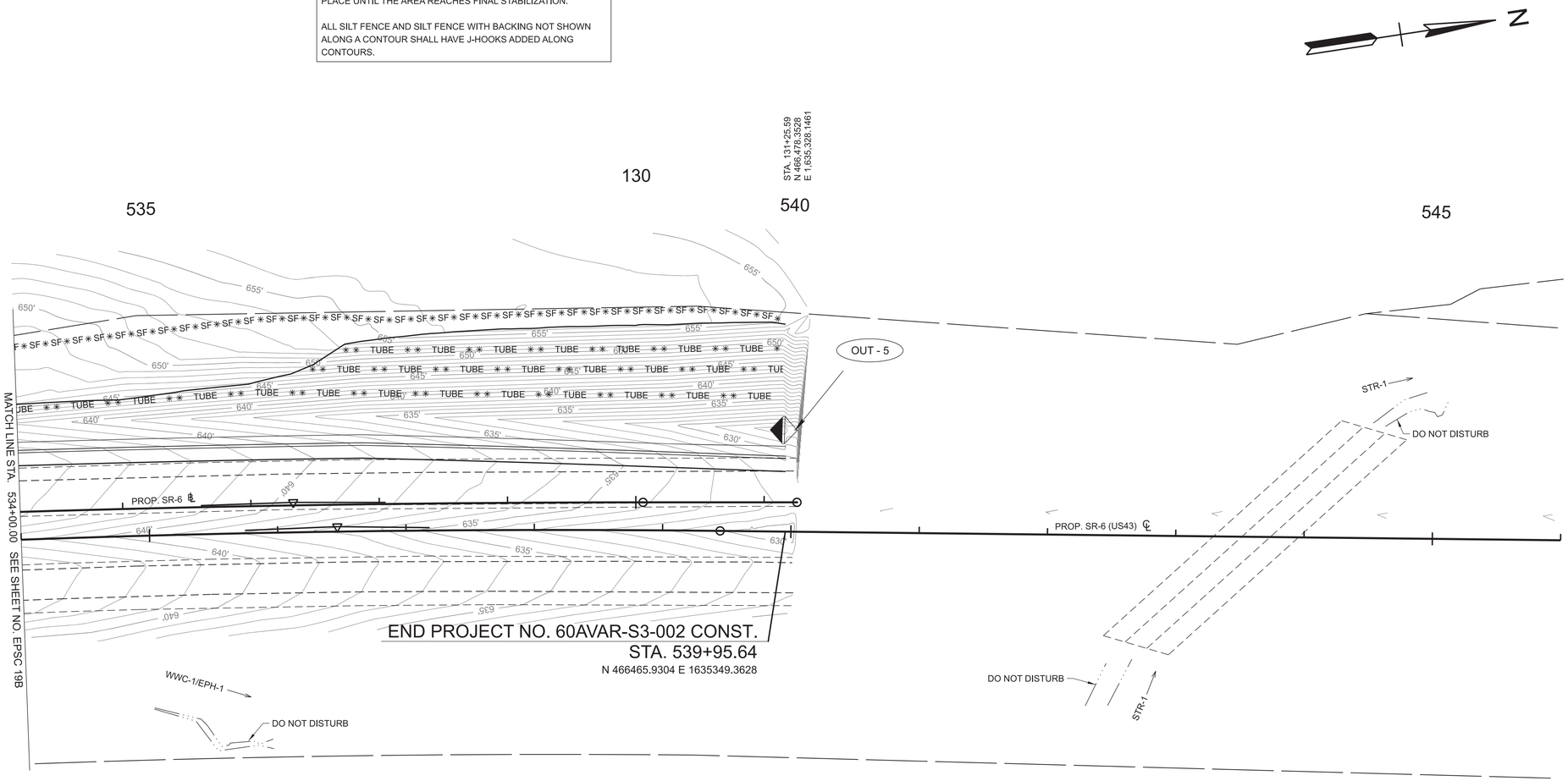

NOTE:
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STORM WATER OUTFALL DRAINAGE AREAS

STAGE 3

OUTFALL	DRAINAGE AREA (AC.)	SLOPE (%)
5	5.741	1.5

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION & SEDIMENT CONTROL (EPSC) PLANS

STAGE 3

STA. 534+00 TO STA. 546+00
SCALE: 1" = 50'

PROPOSED CONTOURS

2/17/2026 9:38:22 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-EPSC-III.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	20

BEGIN PROJECT NO. 60AVAR-S3-002 CONST.
STA. 503+88.14
N 462882.5664 E 1634935.0482

STA. 506+44.14 SR-6 =
STA. 20+00.00 OAKLAND PKWY
N 463137.0498 E 1634963.1734

STA. 20+00.00
N 463,137.0498
E 1,634,963.1734

PROP. SR-6 (US-43) ℄

100'

12" CHANNELIZATION

325'

1 2 W3-3 36" X 36"

3 BE PREPARED TO STOP W3-4 48" X 48"
STA. 504+00.00
N 462,894.3873
E 1,634,936.3546

WHEN FLASHING W16-13P 24" X 18"

4 Hwy 43 SNS-2 2' X 6'

5 Oakland Pkwy SNS-1 2' X 8'

6 LEFT TURN YIELD ON GREEN R10-12 30" X 36"

7 Oakland Pkwy SNS-1 2' X 8'

8 LEFT TURN YIELD ON GREEN R10-12 30" X 36"

9 Hwy 43 SNS-2 2' X 6'

10 SPEED LIMIT 30 R2-1 24" X 30"

11 ONLY ONLY R3-5AL 48" X 30"

N

25

505

510

105

100

6" SBWL
6" SSWL
4" DSYL
4" SSWL
24" STOP LINE
8" SDWL
6" SSWL
24" STOP LINE
24" STOP LINE
6" SSWL
8" SSWL
6" SBWL
10'
12"
12" CHANNELIZATION
8" SDWL
100'
10'

BEG. TRANS. 104+57.48
57.30' RT OF SR-6 BL

END TRANS. 106+99.67
36' RT OF SR-6 BL

STA. 106+99.67
N 463,833.4765
E 1,635,028.4415

12 13 W3-3 36" X 36"

14 BE PREPARED TO STOP W3-4 48" X 48"

WHEN FLASHING W16-13P 24" X 18"

STA. 100+00.00
N 463,136.9657
E 1,634,963.9177

PROP. OAKLAND PKWY ℄

24' 24'

12' 12'

BEG. TRANS. 23+70.00
24' LT OF OAKLAND PKWY

END TRANS. 25+50.00
12' LT OF OAKLAND PKWY

BEG. TRANS. 23+70.00
24' RT OF OAKLAND PKWY

END TRANS. 25+50.00
12' RT OF OAKLAND PKWY

4" DSYL
4" SSWL

MATCH LINE STA. 27+00.00 SEE SHEET NO. 21

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888' E 1634590.9979'

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126974
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

2/17/2026 9:39:02 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-SIGNING AND MARKING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	21

CONSTRUCTED IN
SEPARATE PROJECT

N

30

35

BEGIN PROJECT NO. 60ACIT-S3-002 CONST.
STA. 33+00.00
N 463296.3048 E 1633672.9649

4" SSWL

PROP. OAKLAND PKWY ℄

4" SSWL

4" DSYL

15

W1-2R
30" X 30"

N82°57'48"W

MATCH LINE STA. 27+00.00 SEE SHEET NO. 20

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
STATE OF TENNESSEE
No. 126924
2/25/26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00007 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL .

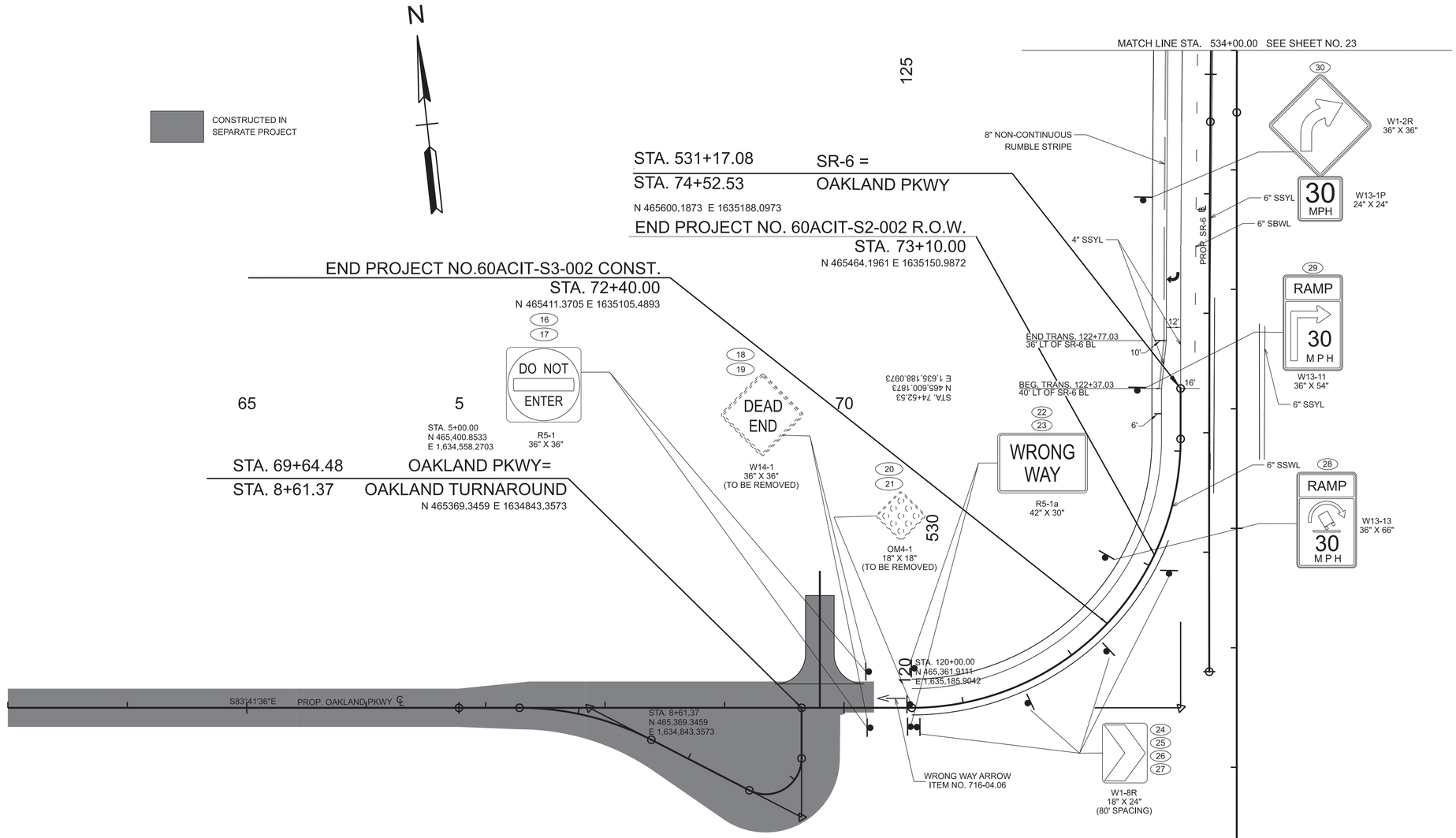
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

STA. 27+00 TO STA. 39+00
SCALE: 1" = 50'

2/17/2026 9:39:04 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-SIGNING AND MARKING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	22



SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

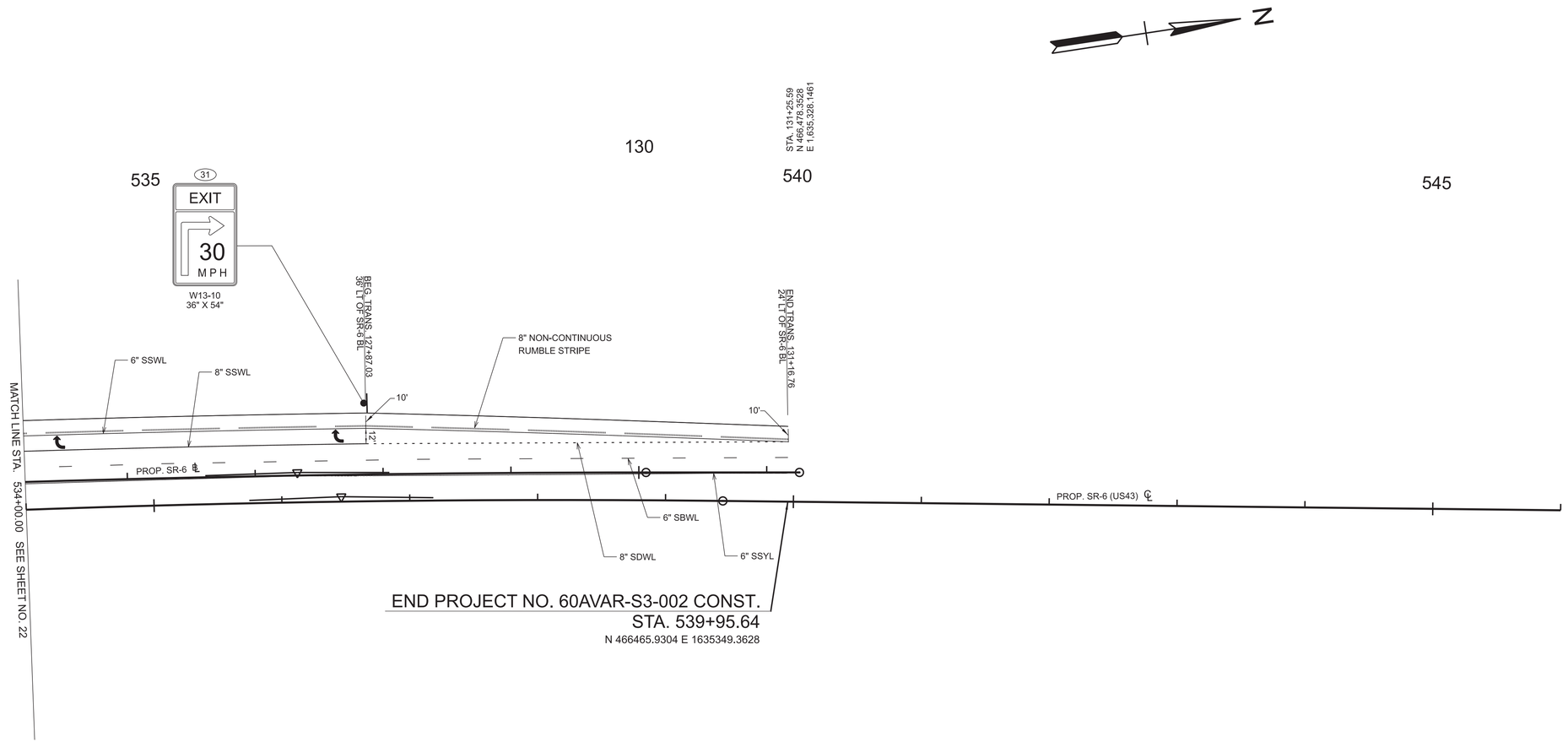
SIGNING AND PAVEMENT MARKING PLAN

STA. 63+00 TO STA. 74+52.53

SCALE: 1" = 50'

2/17/2026 9:39:18 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CADD\SHT\CONST. PROJ. 2\60AVAR-SHT-SIGNING AND MARKING.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	23



SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126974
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND PAVEMENT MARKING PLAN

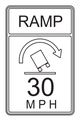
STA. 534+00 TO STA. 546+00
SCALE: 1" = 50'

2/17/2026 9:39:20 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-SIGNING AND MARKING.DGN

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SEE STD. DWG. NO. T-S-19

THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20); EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C); RAILROAD (T-S-16)

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
1 2 12 13	W3-3	26	36"	36"									BLACK (TOP DOT) RED (BOT. DOT) GREEN	FLUOR. YELLOW (REF.)	0.100" SHEET ALUMINUM	P5	h = 12' - 6"				5' - 0"	
3 14	W3-4 W16-13P	26	48" 24"	48" 18"									BLACK BLACK	FLUOR. YELLOW (REF.) FLUOR. YELLOW (REF.)	0.100" SHEET ALUMINUM	P5	h = 13' - 9"				5' - 0"	
4 9		26	72"	24"									WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM							STREET NAME SIGNS SHALL BE MOUNTED ON THE MAST ARMS. THE SIGN LETTERING HEIGHT FOR UPPERCASE IN 12" & 9" FOR LOWERCASE AND SHALL HAVE A WHITE BORDER.
5 7		26	96"	24"									WHITE (REF.)	GREEN (REF.)	0.100" SHEET ALUMINUM							STREET NAME SIGNS SHALL BE MOUNTED ON THE MAST ARMS. THE SIGN LETTERING HEIGHT FOR UPPERCASE IN 12" & 9" FOR LOWERCASE AND SHALL HAVE A WHITE BORDER.
6 8	R10-12	26	30"	36"									BLACK (BOT. DOT) GREEN	WHITE (REF.)	0.100" SHEET ALUMINUM							MOUNTED ON MAST ARMS
10	R2-1	26	24"	30"									BLACK	WHITE (REF.)	0.100" SHEET ALUMINUM	P2	h = 12'				5' - 0"	
11	W3-8A	26	48"	30"									BLACK	WHITE (REF.)	0.100" SHEET ALUMINUM	P2	h = 12'				5' - 0"	
15	W1-2R	27	30"	30"									BLACK	FLUOR. YELLOW (REF.)	0.100" SHEET ALUMINUM	P2	h = 12'					
16 17	R5-1	28	36"	36"									WHITE	RED (REF.)	0.100" SHEET ALUMINUM	P5	h = 12' - 6"				5' - 0"	
18 19	W14-1	28																				REMOVE EXISTING CONFLICTING SIGN
20 21	OM4-1	28																				REMOVE EXISTING CONFLICTING SIGN
22 23	R5-1a	28	42"	30"									WHITE	RED (REF.)	0.100" SHEET ALUMINUM	P2	h = 12'				5' - 0"	
24 25 26 27	W1-8R	28	18"	24"									BLACK	FLUOR. YELLOW (REF.)	0.100" SHEET ALUMINUM	P1	h = 11' - 6"				5' - 0"	80' SPACING
28	 W13-13	28	36"	66"									BLACK	FLUOR. YELLOW (REF.)	0.100" SHEET ALUMINUM	P5	h = 14' - 9"				5' - 0"	

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	24

U-POST SUBSTITUTION TABLE

BID ITEM 713-11.01	SUBSTITUTION ALLOWED
2#/FT. U1	2#/FT. MUI OR 2#/FT. R1
2.5#/FT. U3	2.5#/FT. MU3 OR 3#/FT. R2*
3#/FT. U6	
4#/FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 /FT.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

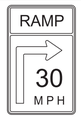
2/17/2026
SSSDGNSPEC

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SEE STD. DWG. NO. T-S-19

THE FOLLOWING STANDARD DRAWINGS APPLY UNLESS OTHERWISE NOTED IN THE REMARKS: FLAT SHEET (T-S SERIES 10, 12, 16, 17, 19, 20); EXTRUDED PANEL (T-S SERIES 6, 9, 13, 14); WALL/BARRIER MOUNTED (T-S-21), MULTI-DIRECTIONAL BASE (T-S SERIES 23A, 23B, 23C); RAILROAD (T-S-16)

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	25

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
29	 W13-11	28	36"	54"									BLACK	FLUOR. YELLOW (REF.)	0.100" SHEET ALUMINUM	P5	h = 14' - 6"				5' - 0"	
30	W1-2R W13-1P	28	36" 24"	36" 24"									BLACK BLACK	FLUOR. YELLOW (REF.) FLUOR. YELLOW (REF.)	0.100" SHEET ALUMINUM	P5	h = 14' - 9"				5' - 0"	
31	W13-10	29	36"	54"									BLACK	FLUOR. YELLOW (REF.)	0.100" SHEET ALUMINUM	P5	h = 14' - 6"				5' - 0"	

U-POST SUBSTITUTION TABLE

BID ITEM # 713-11.01	SUBSTITUTION ALLOWED
2 /FT. U1	2'/FT. MUI OR 2'/FT. R1
2.5 /FT. U3	2.5'/FT. MU3 OR 3'/FT. R2*
3 /FT. U6	
4 /FT. U7	NO SUBSTITUTES

* PAID AT A RATE OF 2.5 /FT.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 126914
STATE OF TENNESSEE
2/25/26

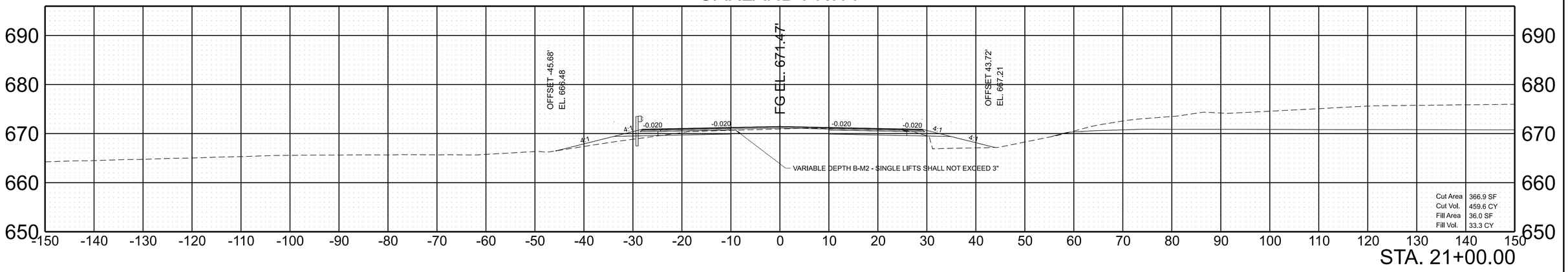
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE SHEET

2/17/2026 9:39:27 AM
$$$$DGNSPEC

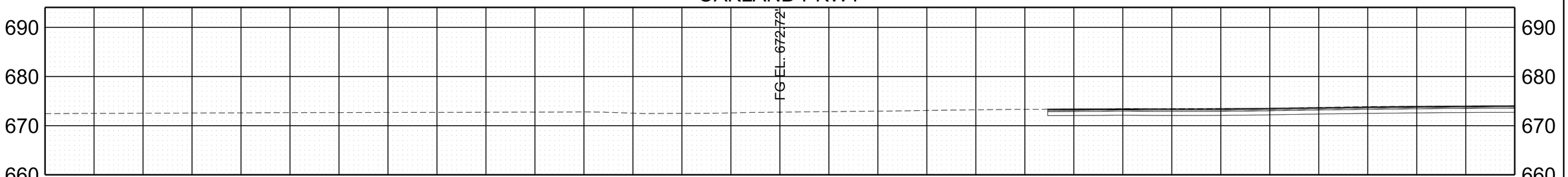
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	100
PS&E	2026	60AVAR-S3-002	100

OAKLAND PKWY



STA. 21+00.00

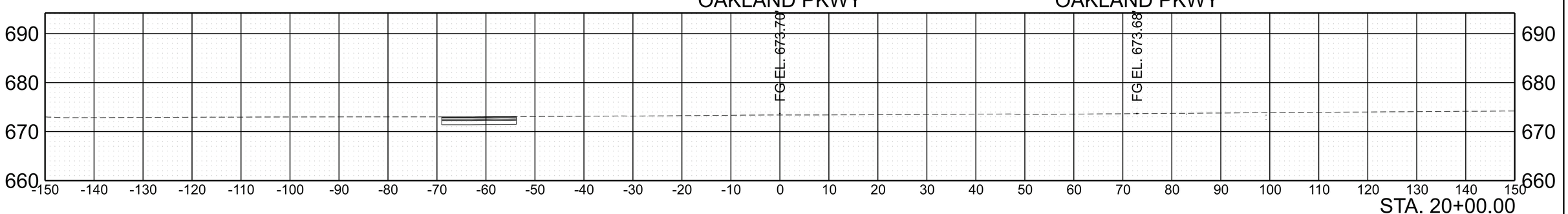
OAKLAND PKWY



STA. 20+50.00

OAKLAND PKWY

OAKLAND PKWY



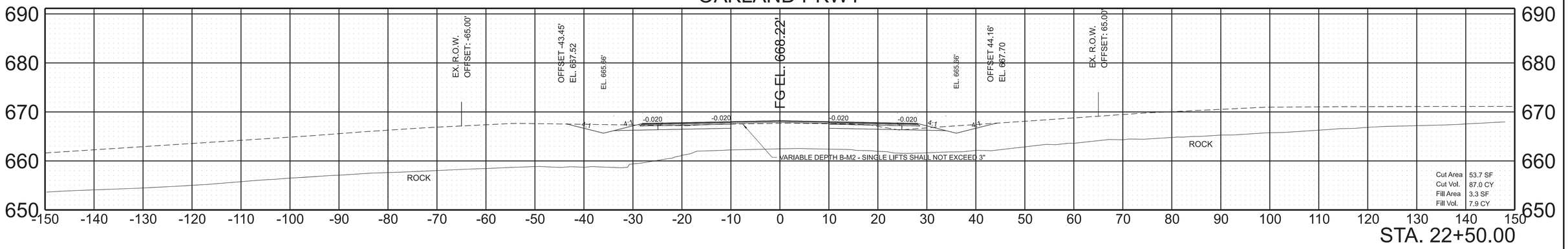
STA. 20+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 20+00.00
	1"=10' VERT.	END STA. 21+00.00

1/5/2026 2:03:40 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

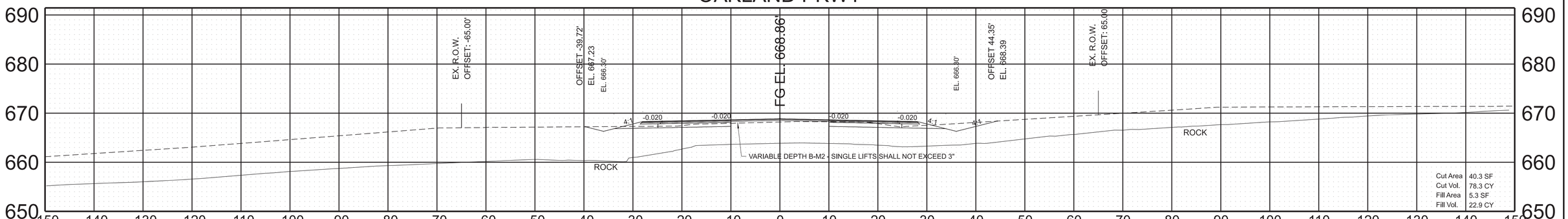
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	101
PS&E	2026	60AVAR-S3-002	101

OAKLAND PKWY



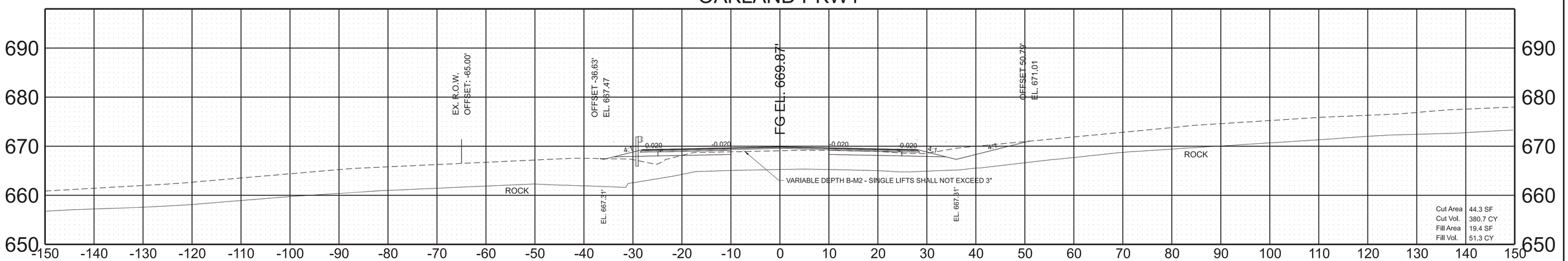
STA. 22+50.00

OAKLAND PKWY



STA. 22+00.00

OAKLAND PKWY



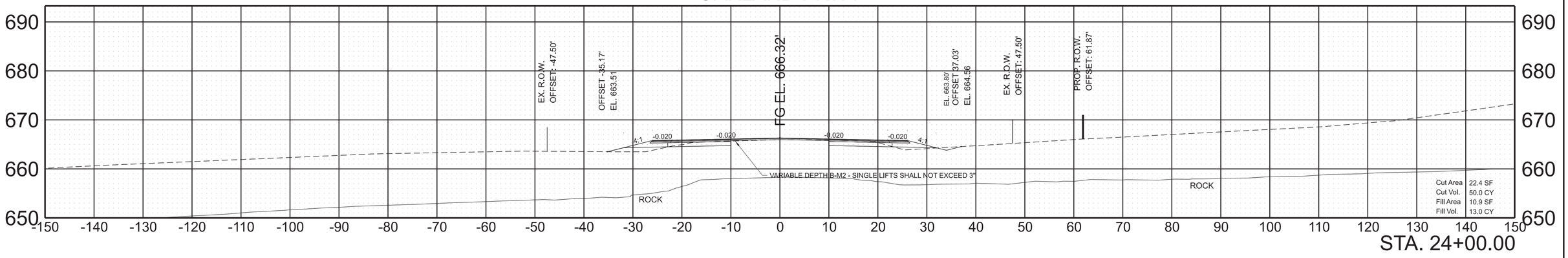
STA. 21+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 21+50.00 END STA. 22+50.00

1/5/2026 2:03:42 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

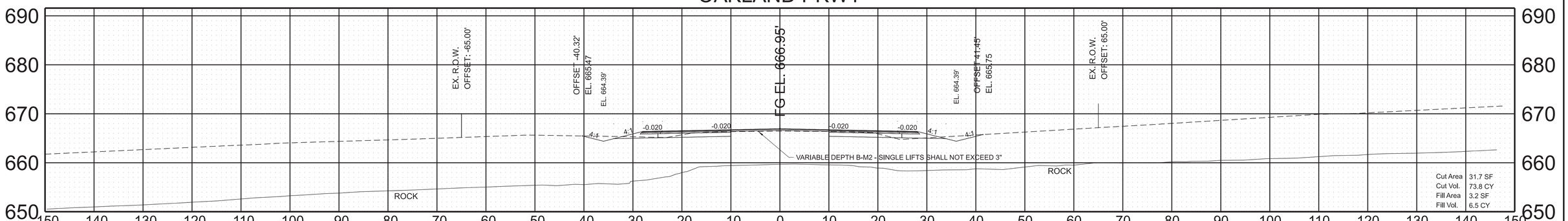
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	102
PS&E	2026	60AVAR-S3-002	102

OAKLAND PKWY



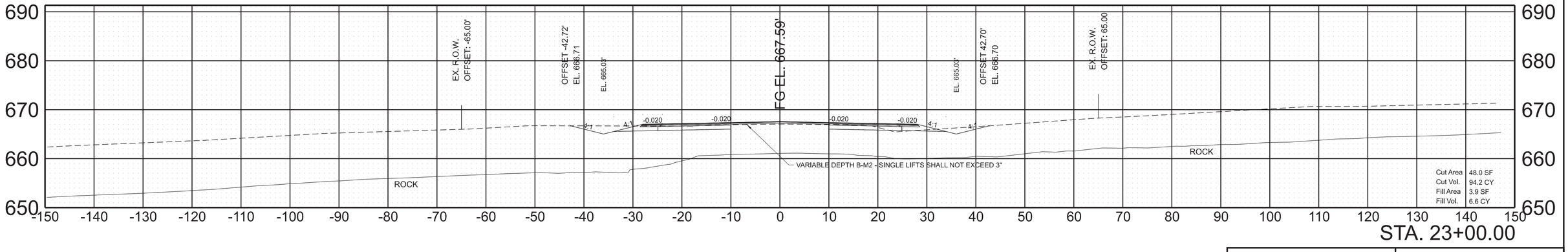
STA. 24+00.00

OAKLAND PKWY



STA. 23+50.00

OAKLAND PKWY



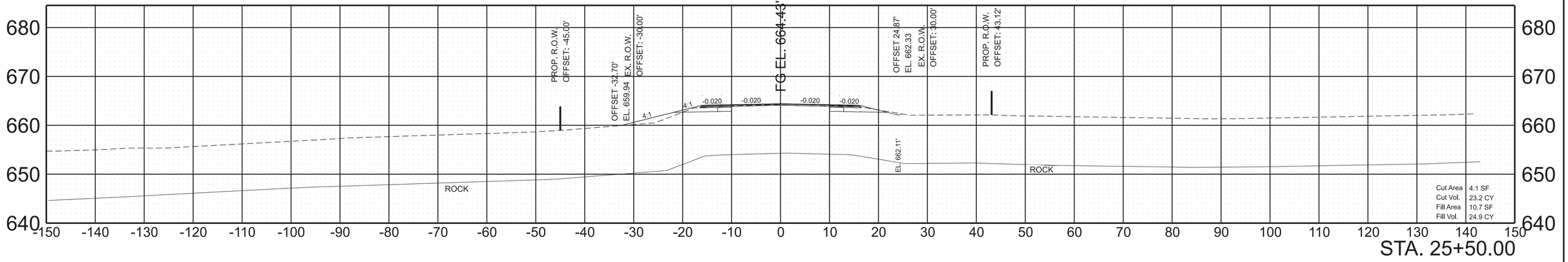
STA. 23+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 23+00.00
	1"=10' VERT.	END STA. 24+00.00

1/5/2026 2:03:44 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

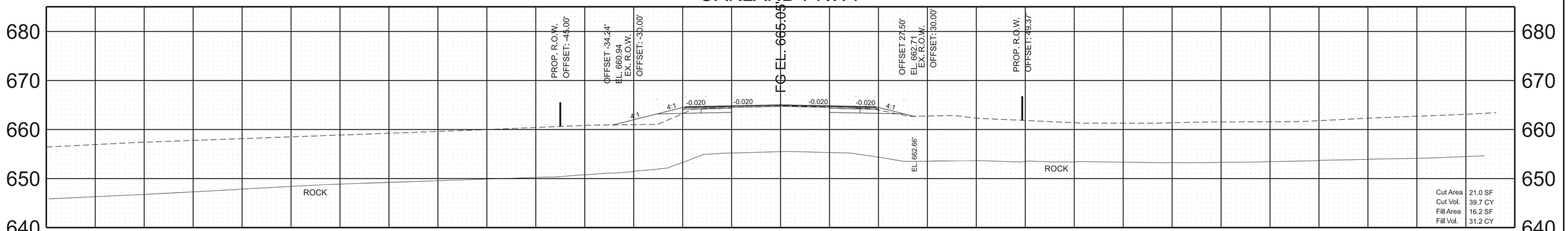
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	103
PS&E	2026	60AVAR-S3-002	103

OAKLAND PKWY



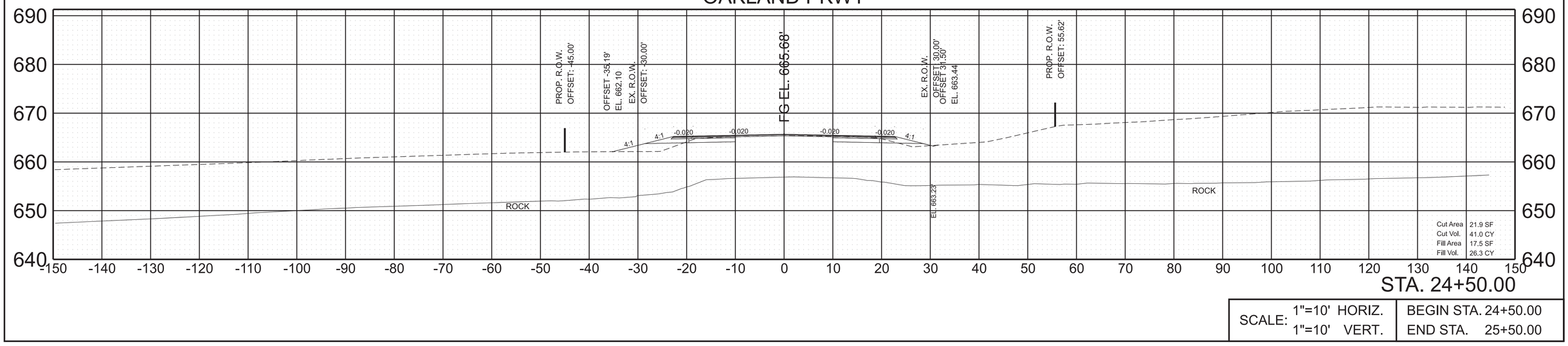
STA. 25+50.00

OAKLAND PKWY



STA. 25+00.00

OAKLAND PKWY



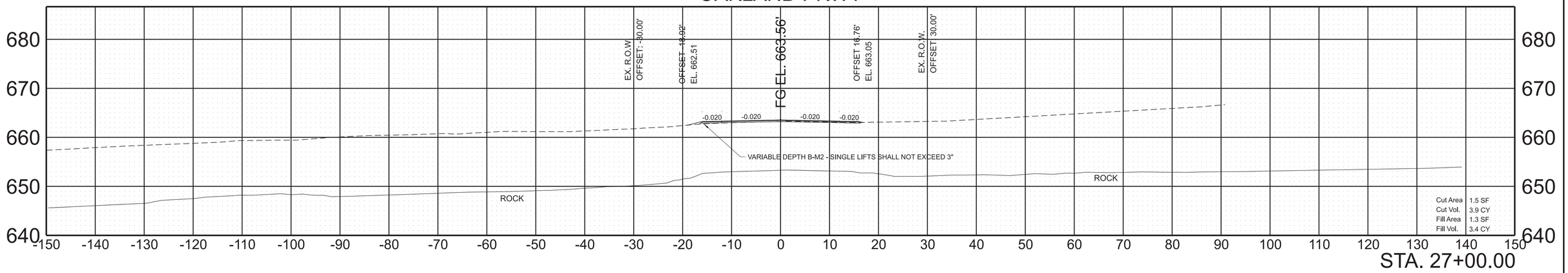
STA. 24+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 24+50.00
	1"=10' VERT.	END STA. 25+50.00

1/5/2026 2:03:45 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

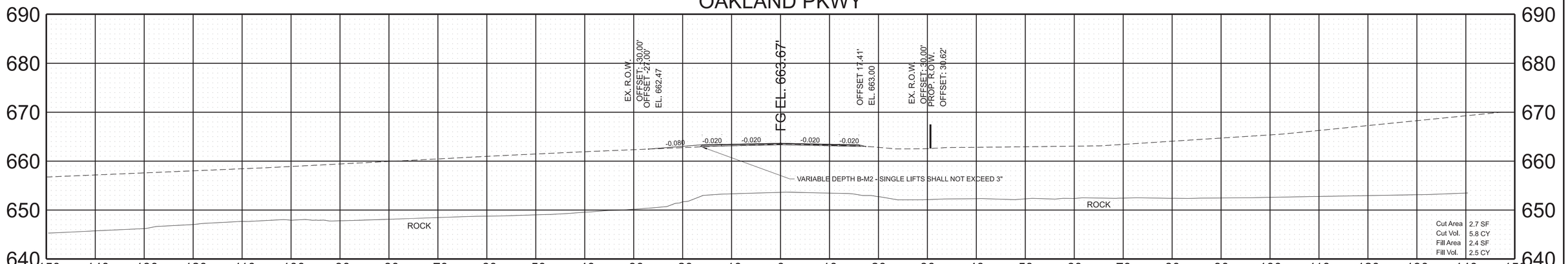
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	104
PS&E	2026	60AVAR-S3-002	104

OAKLAND PKWY



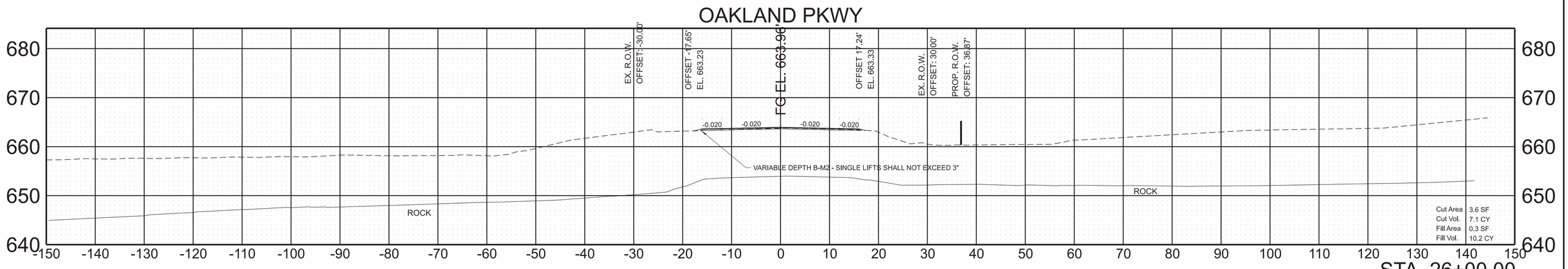
STA. 27+00.00

OAKLAND PKWY



STA. 26+50.00

OAKLAND PKWY



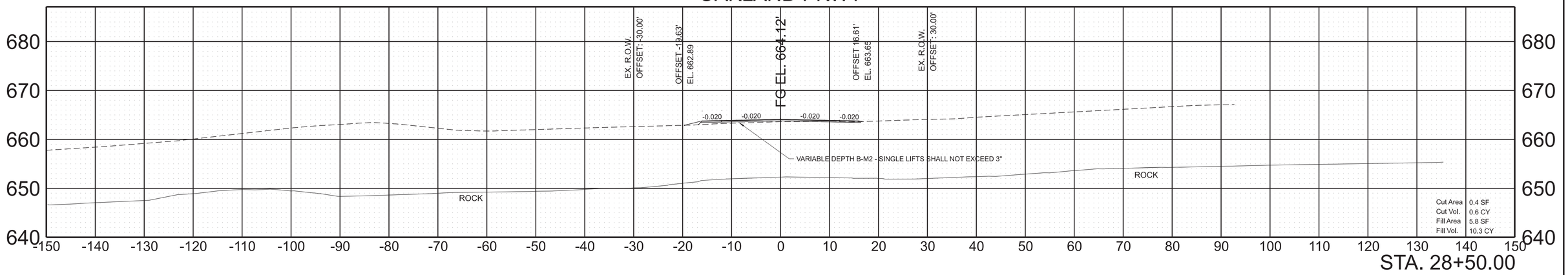
STA. 26+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 26+00.00
	1"=10' VERT.	END STA. 27+00.00

1/5/2026 2:03:47 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

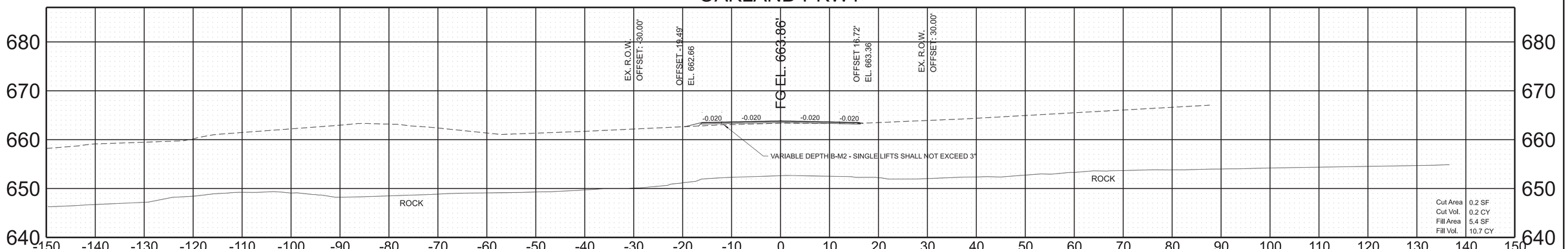
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	105
PS&E	2026	60AVAR-S3-002	105

OAKLAND PKWY



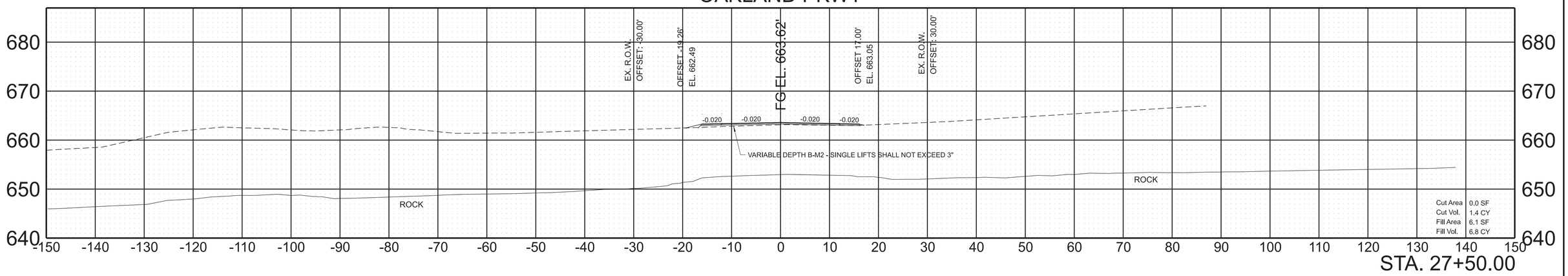
STA. 28+50.00

OAKLAND PKWY



STA. 28+00.00

OAKLAND PKWY

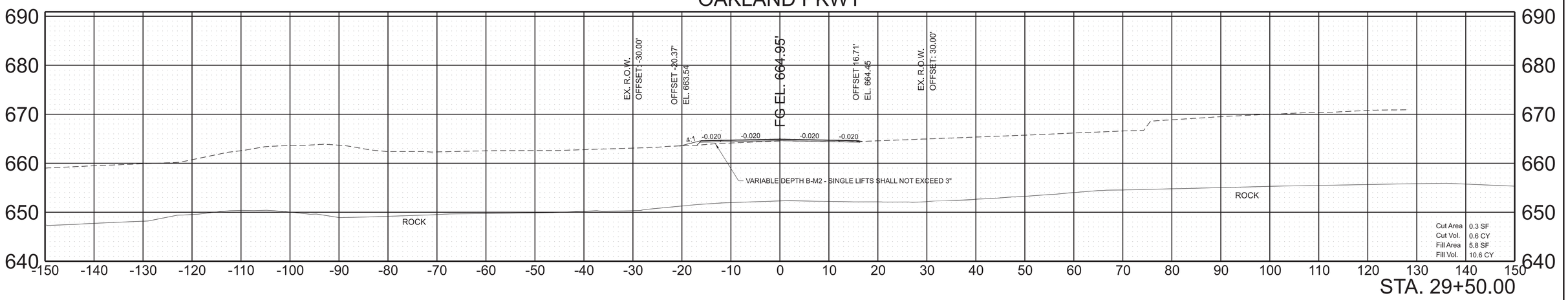


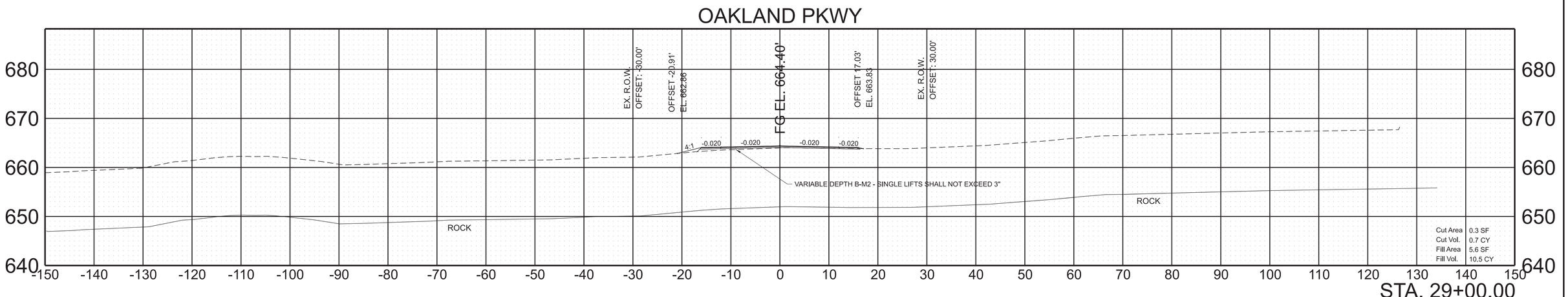
STA. 27+50.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 27+50.00 END STA. 28+50.00

1/5/2026 2:03:49 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	106
PS&E	2026	60AVAR-S3-002	106

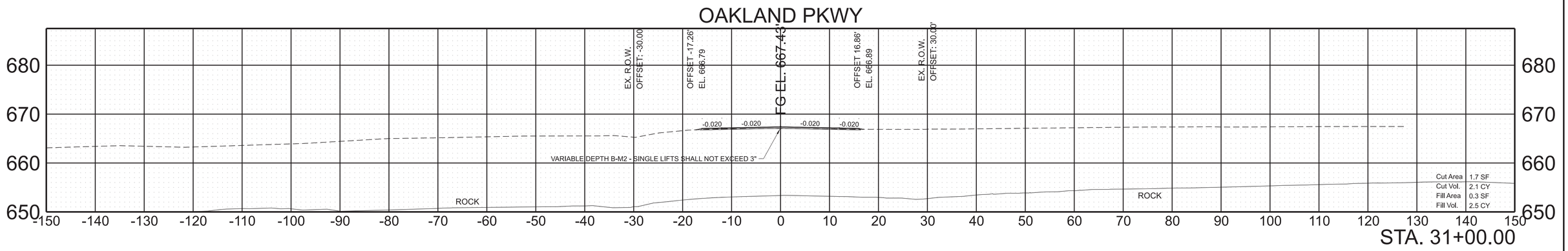


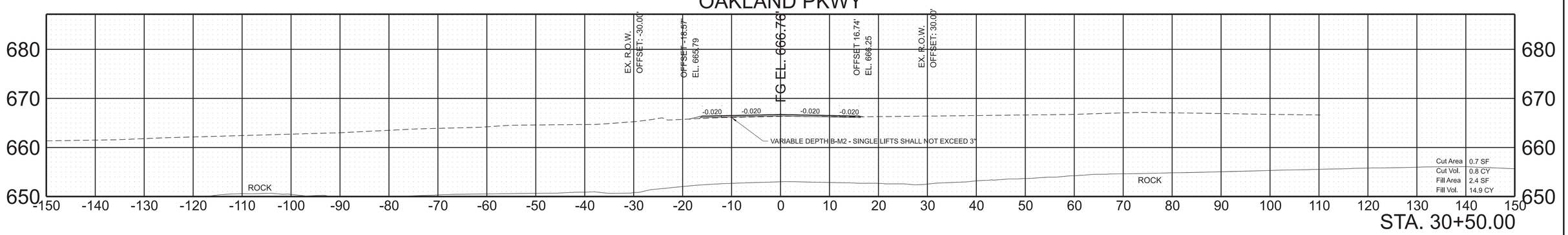


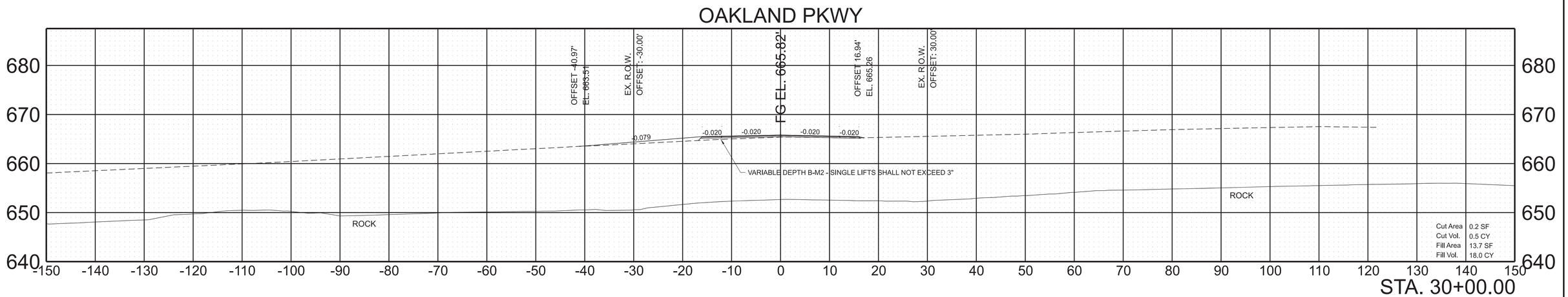
SCALE:		
	1"=10' HORIZ.	BEGIN STA. 29+00.00
	1"=10' VERT.	END STA. 29+50.00

1/5/2026 2:03:50 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	107
PS&E	2026	60AVAR-S3-002	107





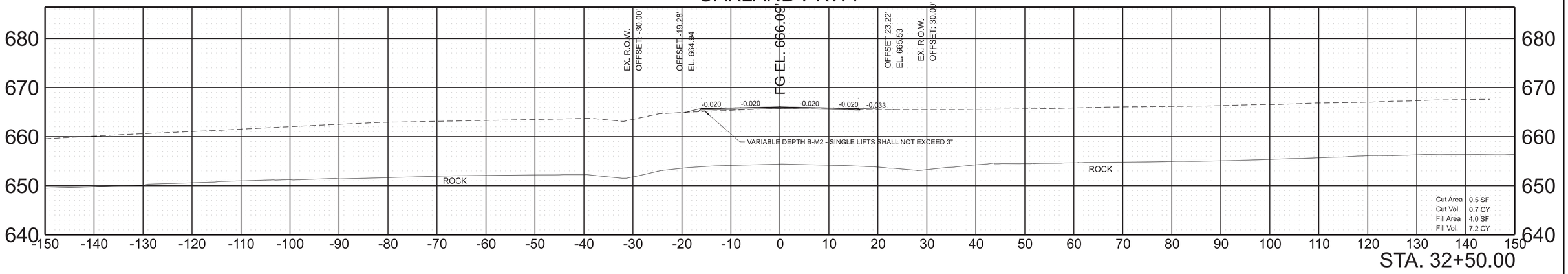


SCALE:	1"=10' HORIZ.	BEGIN STA. 30+00.00
	1"=10' VERT.	END STA. 31+00.00

1/5/2026 2:03:52 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

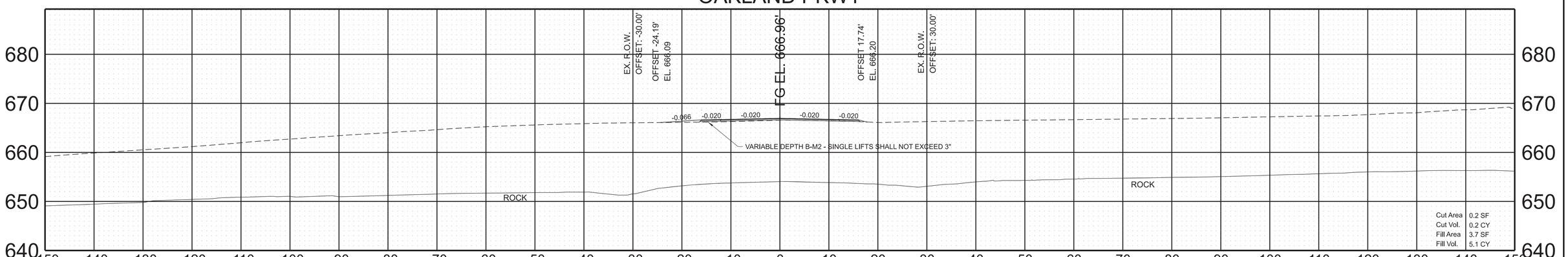
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	108
PS&E	2026	60AVAR-S3-002	108

OAKLAND PKWY



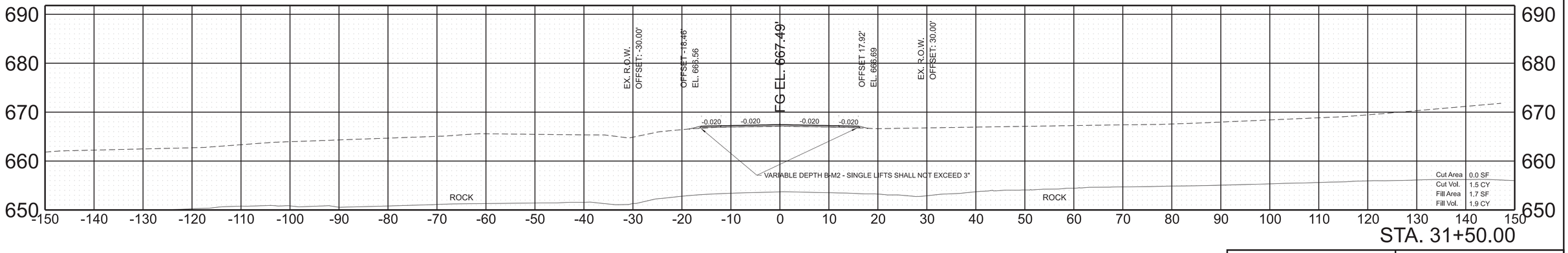
STA. 32+50.00

OAKLAND PKWY



STA. 32+00.00

OAKLAND PKWY



STA. 31+50.00

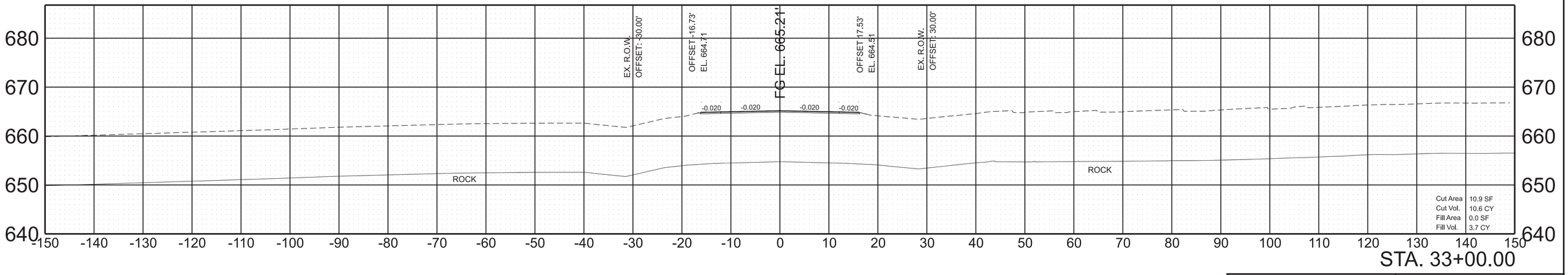
SCALE:	1"=10' HORIZ.	BEGIN STA. 31+50.00
	1"=10' VERT.	END STA. 32+50.00

1/5/2026 2:03:54 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	109
PS&E	2026	60AVAR-S3-002	109

1/5/2026 2:03:55 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

OAKLAND PKWY

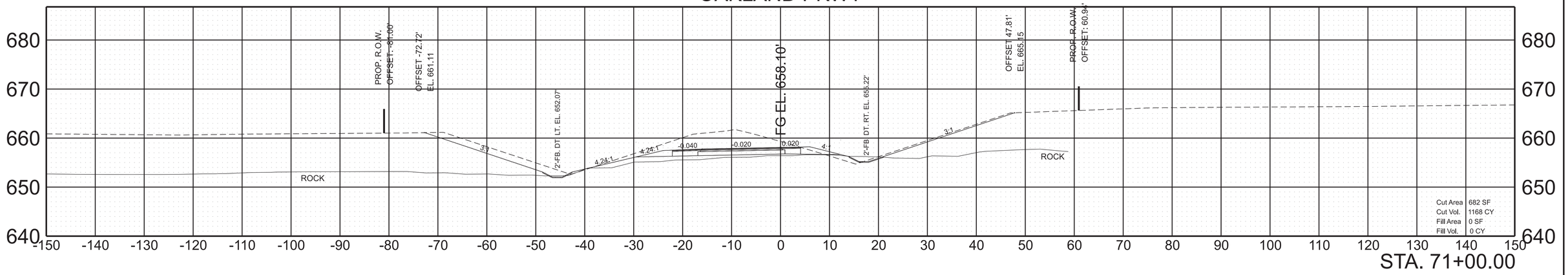


STA. 33+00.00

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 33+00.00 END STA. 33+92.00

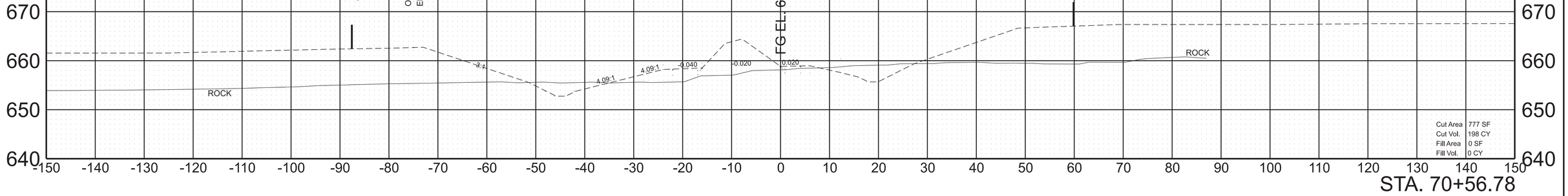
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	143
PS&E	2026	60AVAR-S3-002	110

OAKLAND PKWY



STA. 71+00.00

OAKLAND PKWY



STA. 70+56.78

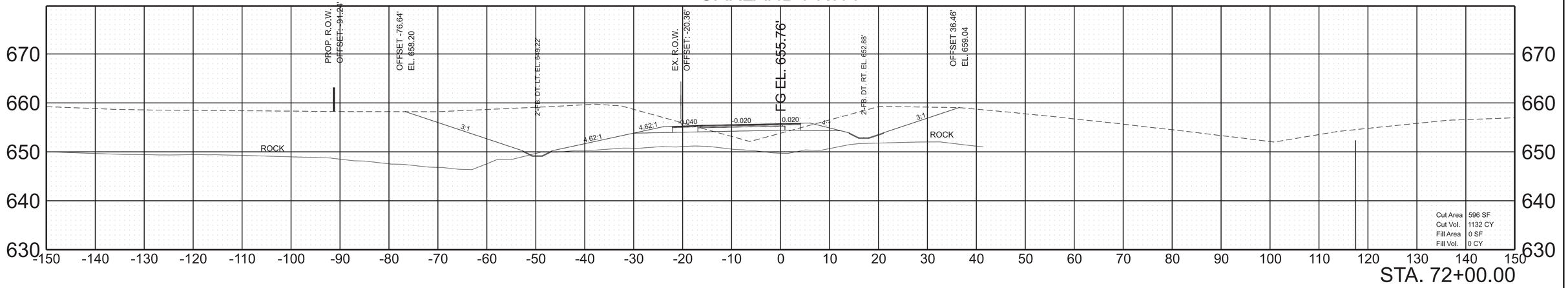
SCALE:	1"=10' HORIZ.	BEGIN STA. 70+50.00
	1"=10' VERT.	END STA. 71+00.00

1/5/2026 2:03:56 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	144
PS&E	2026	60AVAR-S3-002	111

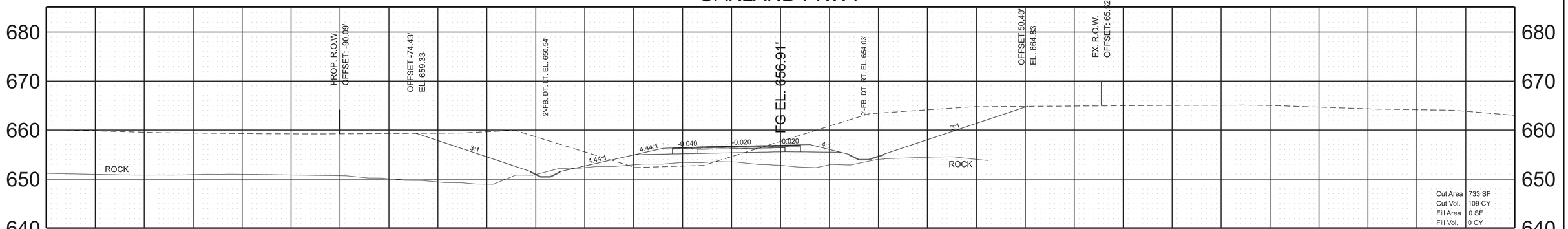
REV. 04/17/2023
REVISED PROP. R.O.W., PER TDOT REQUEST.

OAKLAND PKWY



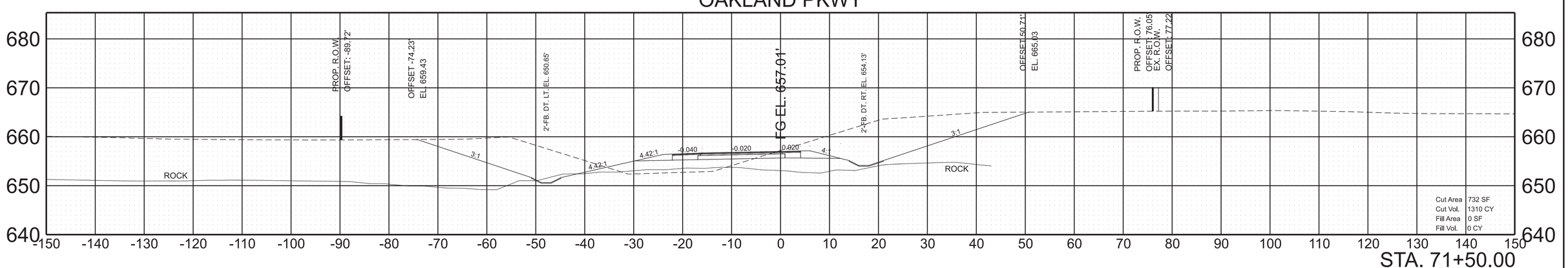
STA. 72+00.00

OAKLAND PKWY



STA. 71+54.00

OAKLAND PKWY



STA. 71+50.00

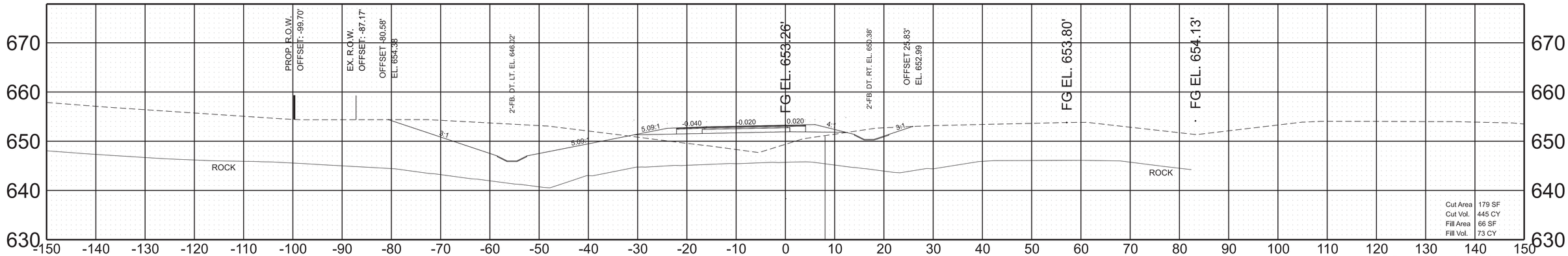
SCALE:	1"=10' HORIZ.	BEGIN STA. 71+50.00
	1"=10' VERT.	END STA. 72+00.00

1/5/2026 2:03:58 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	145
PS&E	2026	60AVAR-S3-002	112

REV. 04/17/2023
REVISED PROP. R.O.W., PER TDOT REQUEST.

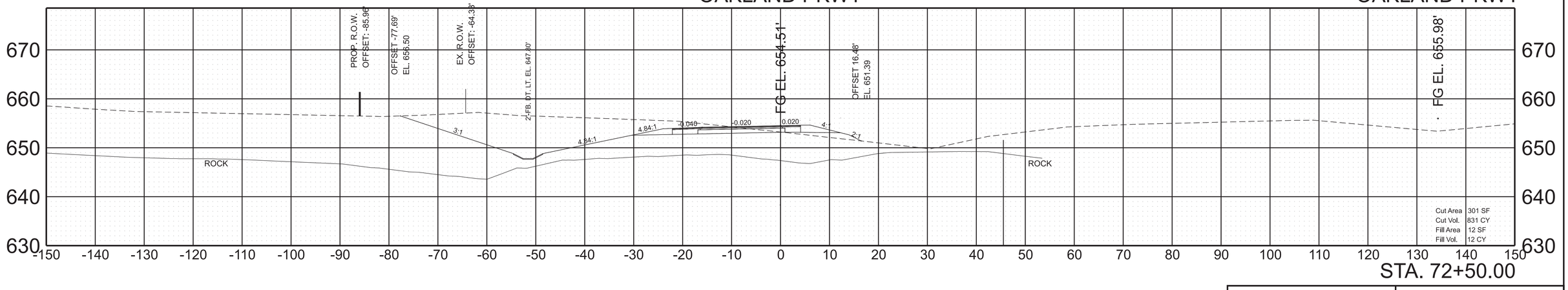
OAKLAND PKWY



STA. 73+00.00

OAKLAND PKWY

OAKLAND PKWY



STA. 72+50.00

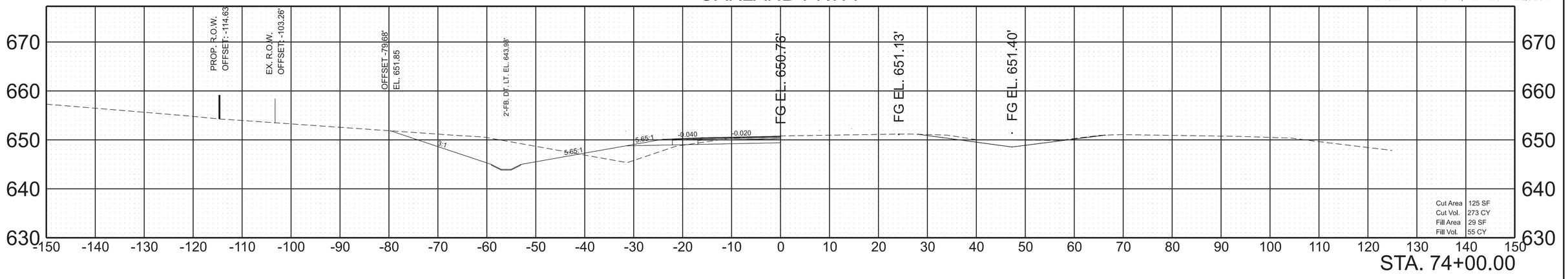
SCALE:		
	1"=10' HORIZ.	BEGIN STA. 72+50.00
	1"=10' VERT.	END STA. 73+00.00

1/5/2026 2:03:59 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	146
PS&E	2026	60AVAR-S3-002	113

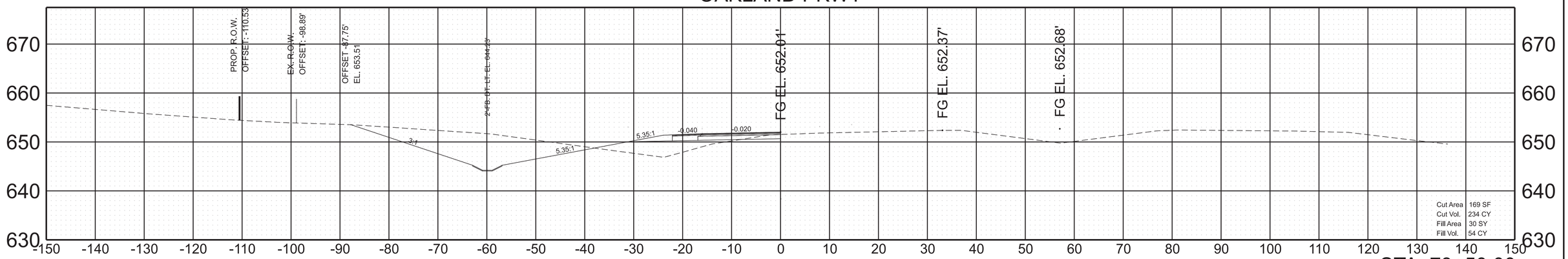
REV. 04/17/2023
REVISED PROP. R.O.W., PER TDOT REQUEST.

OAKLAND PKWY



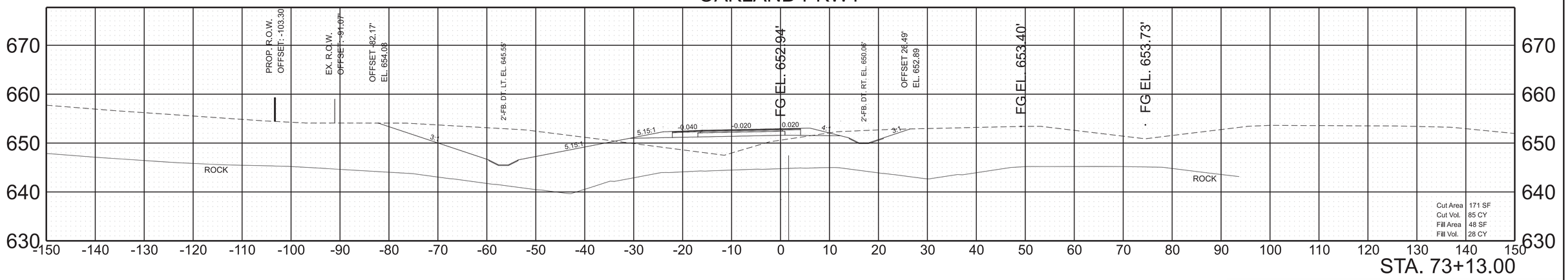
STA. 74+00.00

OAKLAND PKWY



STA. 73+50.00

OAKLAND PKWY



STA. 73+13.00

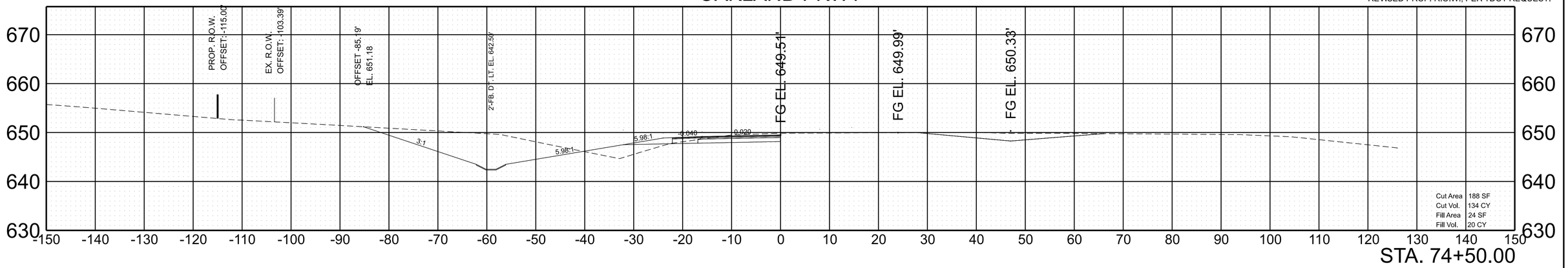
SCALE:	1"=10' HORIZ.	BEGIN STA. 73+13.00
	1"=10' VERT.	END STA. 74+00.00

1/5/2026 2:04:01 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	147
PS&E	2026	60AVAR-S3-002	114

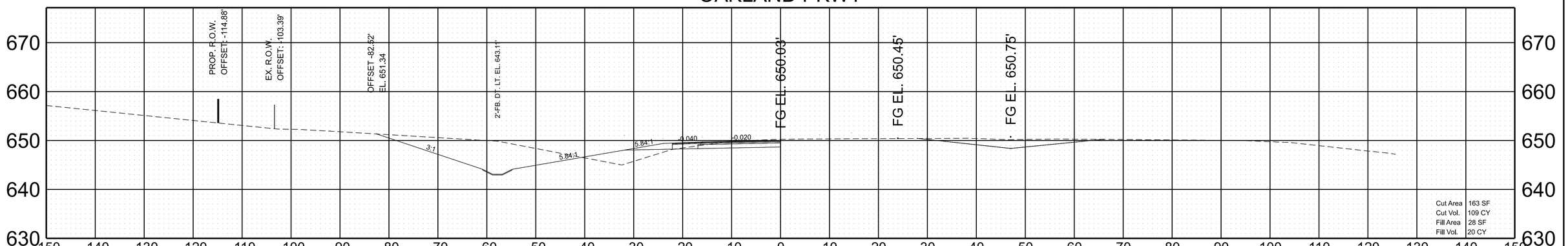
REV. 04/17/2023
REVISED PROP. R.O.W., PER TDOT REQUEST.

OAKLAND PKWY



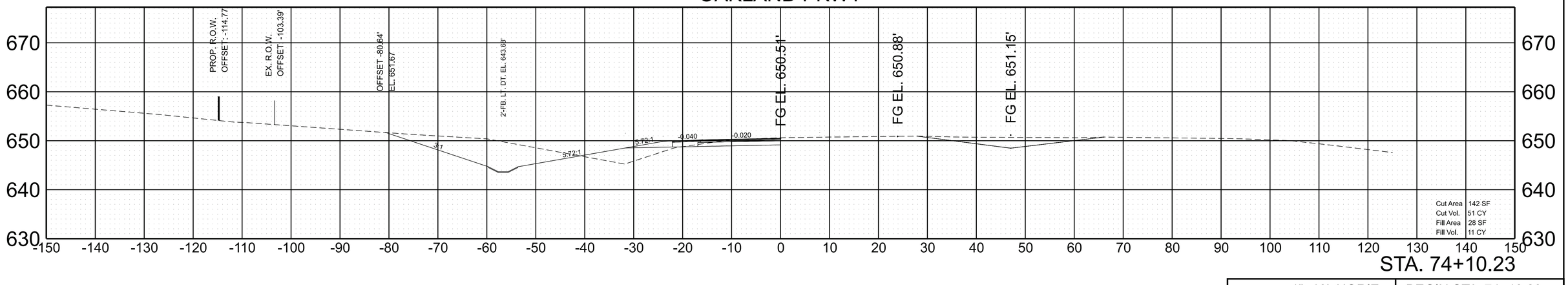
STA. 74+50.00

OAKLAND PKWY



STA. 74+29.40

OAKLAND PKWY



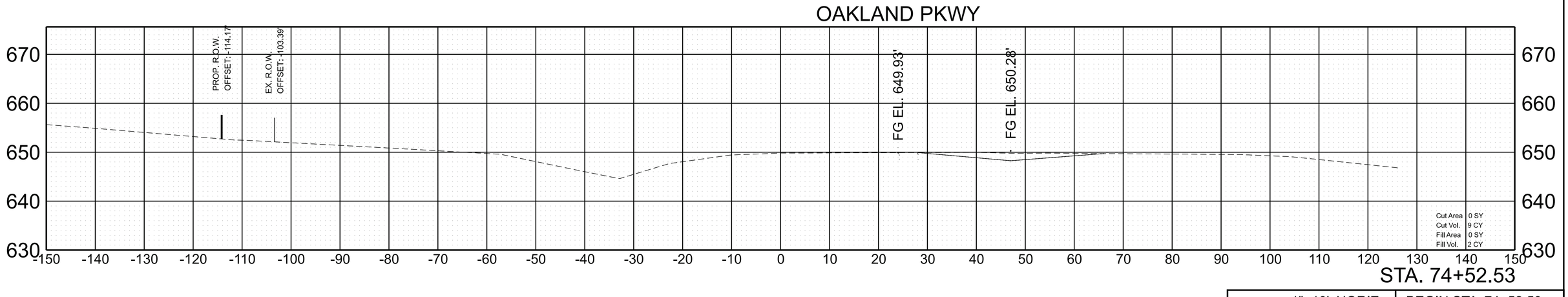
STA. 74+10.23

SCALE:	1"=10' HORIZ.	BEGIN STA. 74+10.23
	1"=10' VERT.	END STA. 74+50.00

1/5/2026 2:04:03 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	148
PS&E	2026	60AVAR-S3-002	115

REV. 04/17/2023
REVISED PROP. R.O.W., PER TDOT REQUEST.



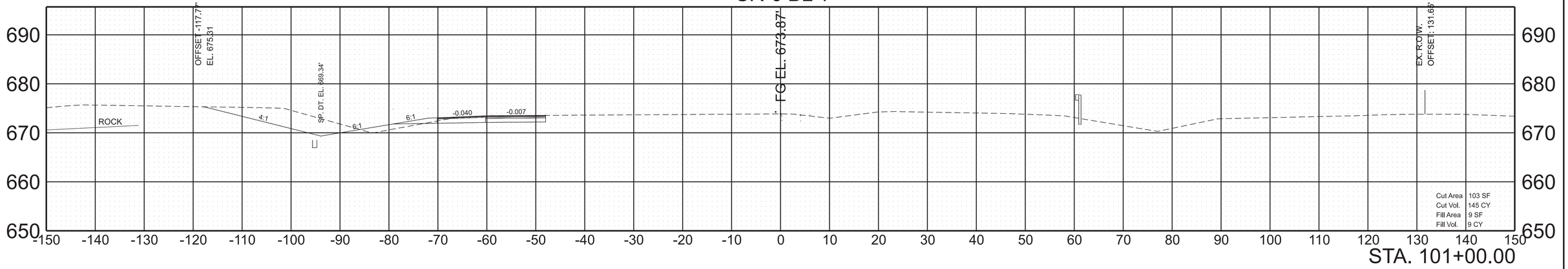
SCALE: 1"=10' HORIZ.
1"=10' VERT.

BEGIN STA. 74+52.53
END STA. 74+52.53

1/5/2026 2:04:04 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-OAKLANDPKWY.DGN

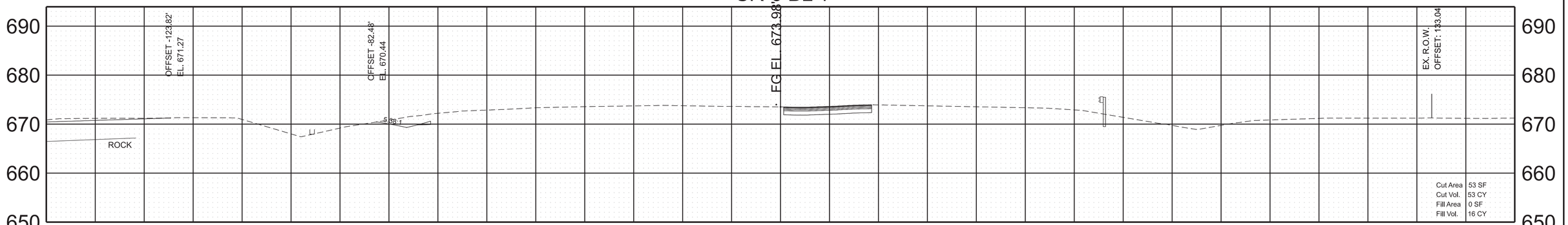
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	159
PS&E	2026	60AVAR-S3-002	116

SR-6 BL 1



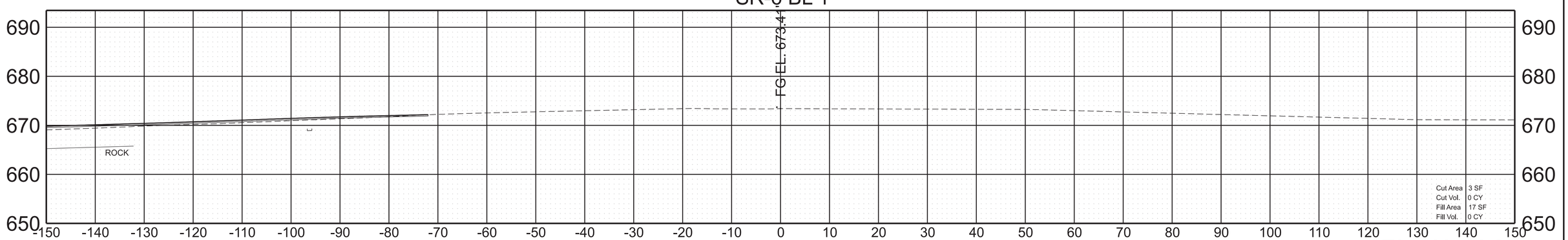
STA. 101+00.00

SR-6 BL 1



STA. 100+50.00

SR-6 BL 1



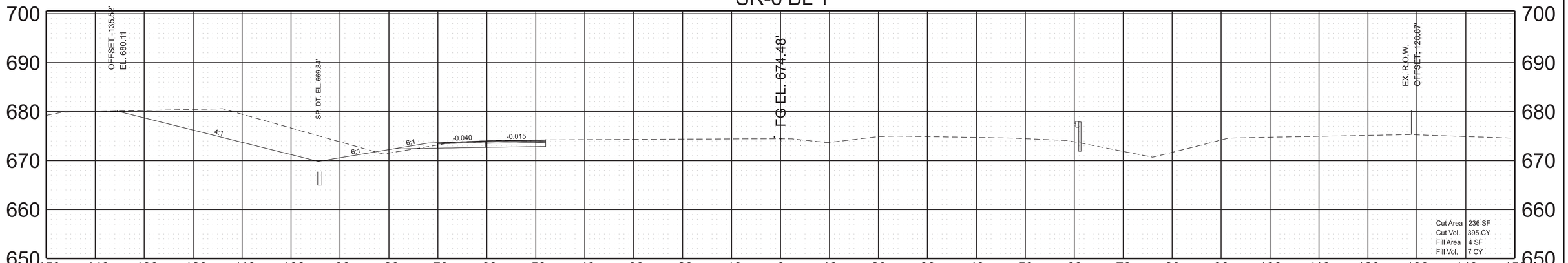
STA. 100+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 100+00.00
	1"=10' VERT.	END STA. 101+00.00

1/5/2026 2:04:19 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

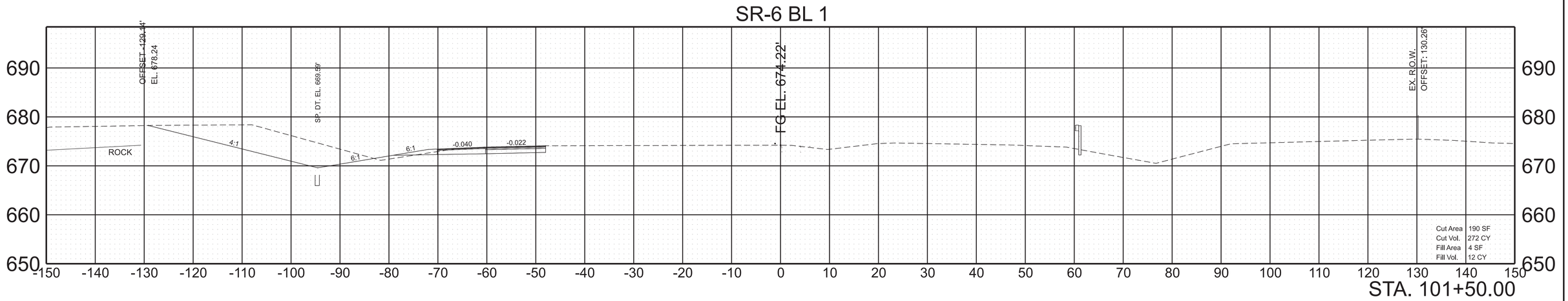
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	160
PS&E	2026	60AVAR-S3-002	117

SR-6 BL 1



STA. 102+00.00

SR-6 BL 1



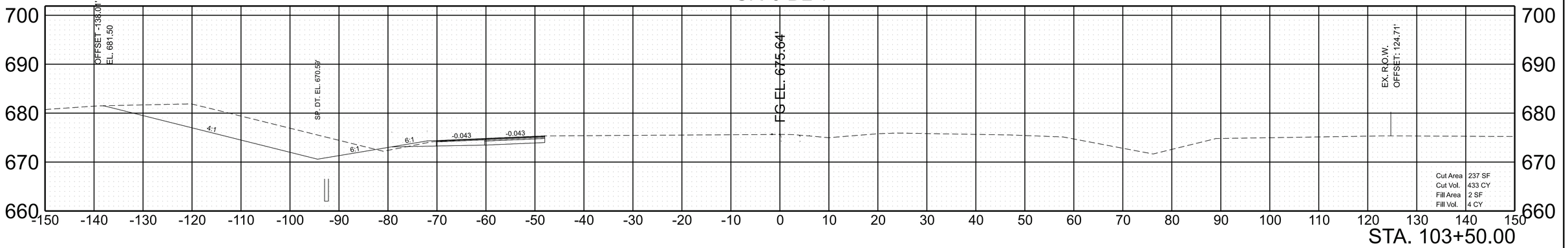
STA. 101+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 101+50.00
	1"=10' VERT.	END STA. 102+00.00

1/5/2026 2:04:20 PM G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

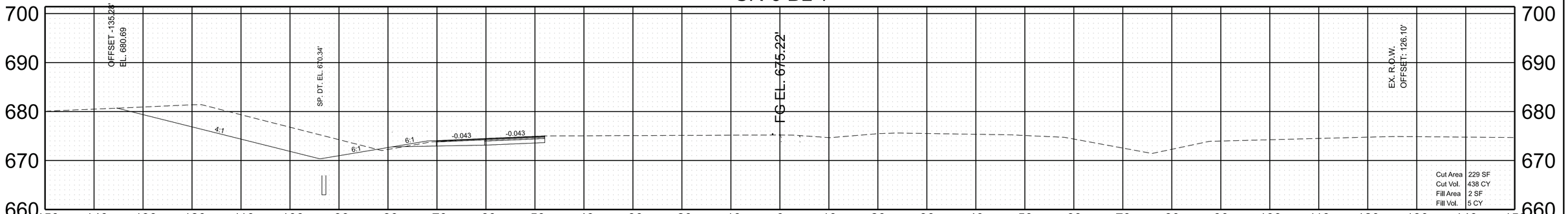
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	161
PS&E	2026	60AVAR-S3-002	118

SR-6 BL 1



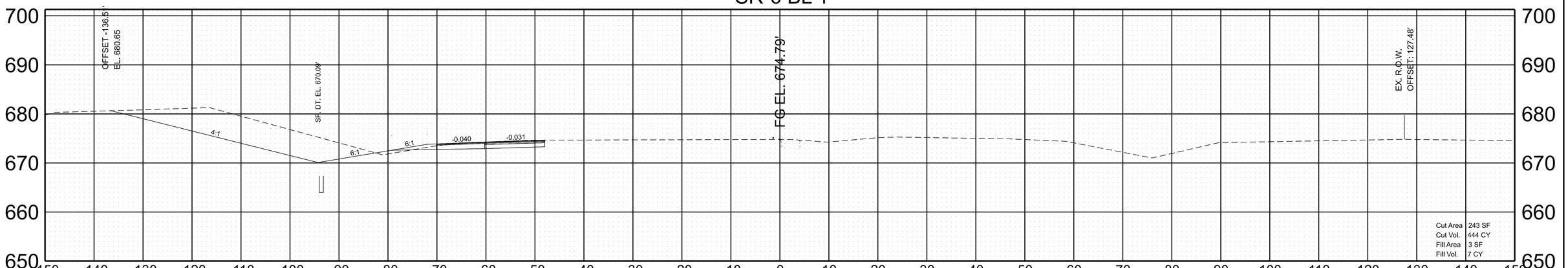
STA. 103+50.00

SR-6 BL 1



STA. 103+00.00

SR-6 BL 1



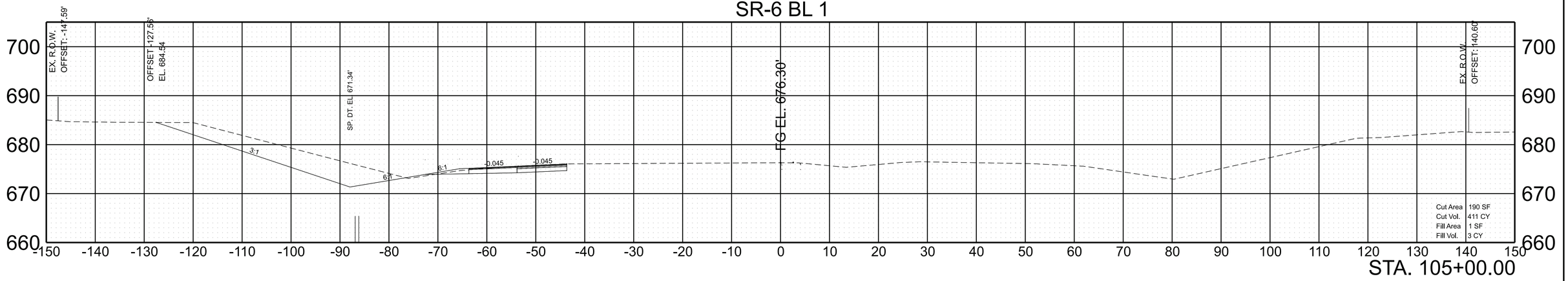
STA. 102+50.00

SCALE:		BEGIN STA. 102+50.00
	1"=10' HORIZ.	
	1"=10' VERT.	END STA. 103+50.00

1/5/2026 2:04:22 PM G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

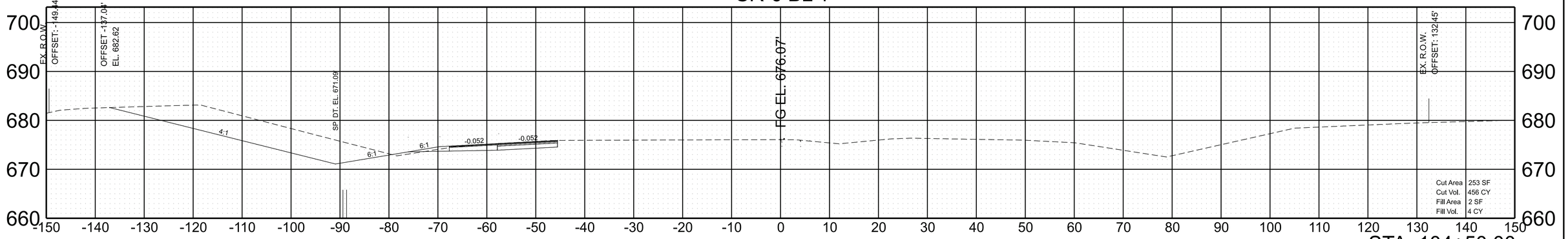
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	162
PS&E	2026	60AVAR-S3-002	119

SR-6 BL 1



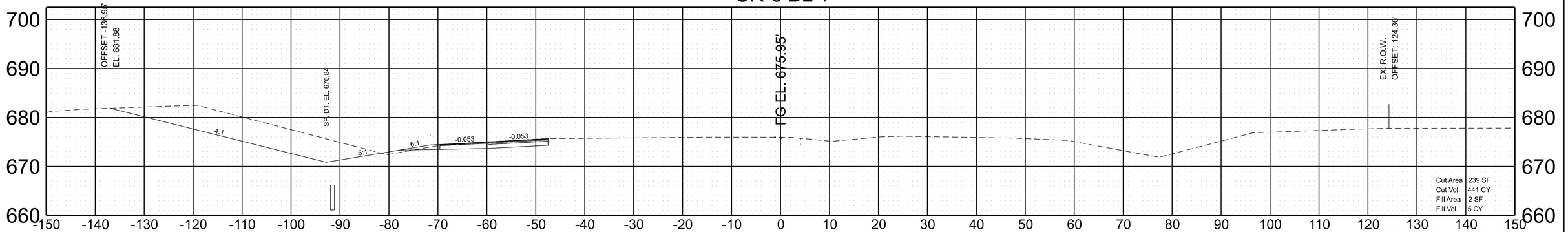
STA. 105+00.00

SR-6 BL 1



STA. 104+50.00

SR-6 BL 1



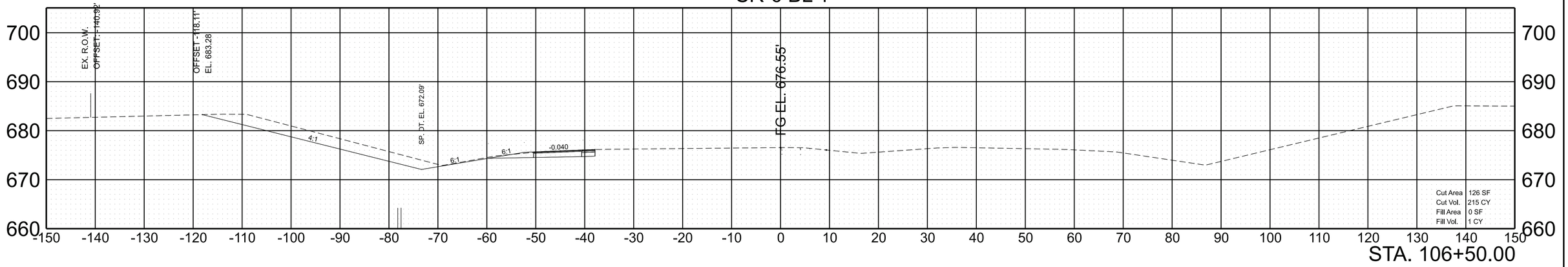
STA. 104+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 104+00.00
	1"=10' VERT.	END STA. 105+00.00

1/5/2026 2:04:24 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

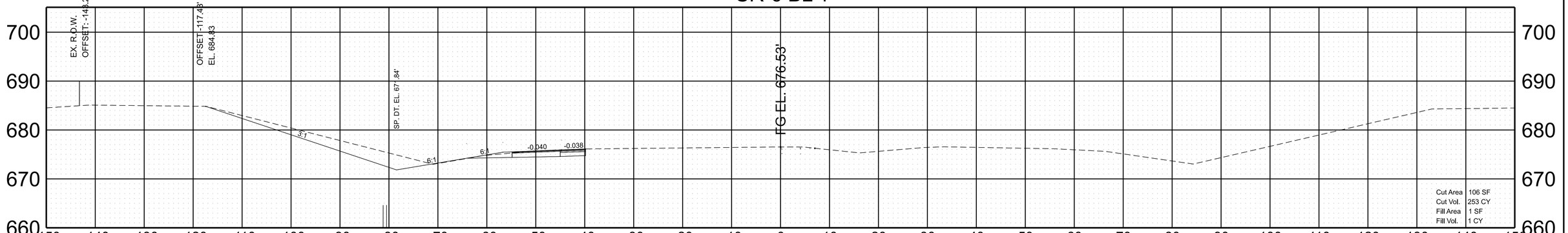
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	163
PS&E	2026	60AVAR-S3-002	120

SR-6 BL 1



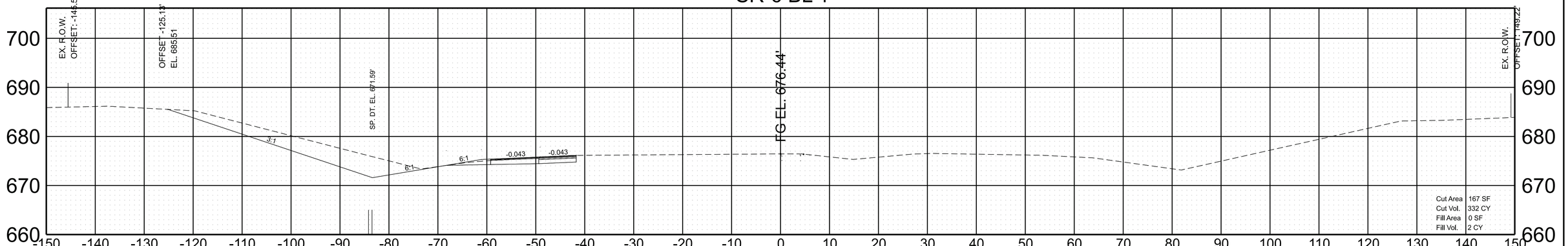
STA. 106+50.00

SR-6 BL 1



STA. 106+00.00

SR-6 BL 1

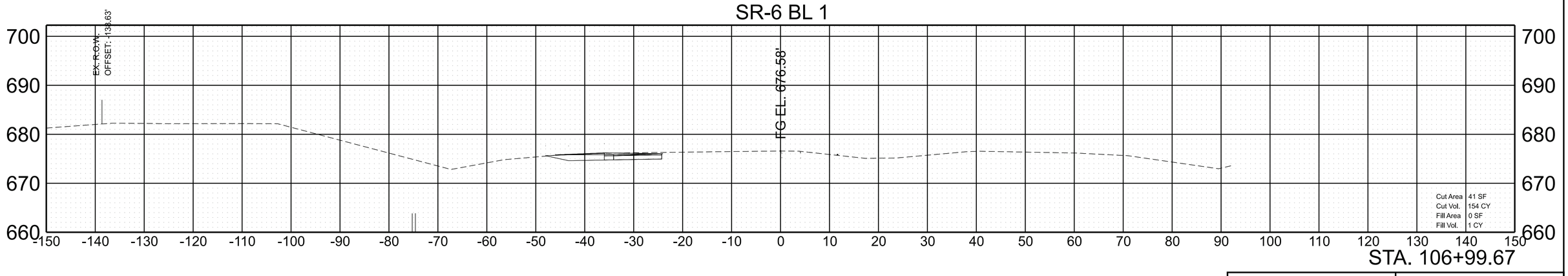


STA. 105+50.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 105+50.00
	1"=10' VERT.	END STA. 106+50.00

1/5/2026 2:04:26 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	164
PS&E	2026	60AVAR-S3-002	121

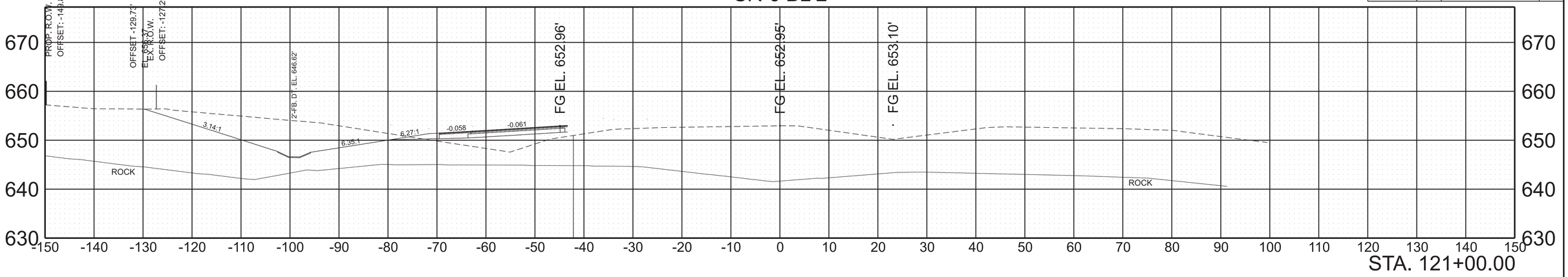


SCALE:	1"=10' HORIZ.	BEGIN STA. 106+99.67
	1"=10' VERT.	END STA. 106+99.67

1/5/2026 2:04:27 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

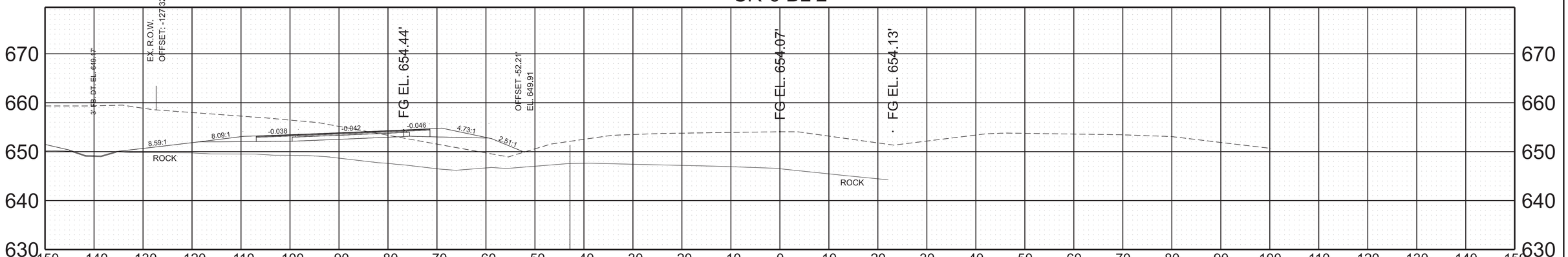
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	165
PS&E	2026	60AVAR-S3-002	122

SR-6 BL 2



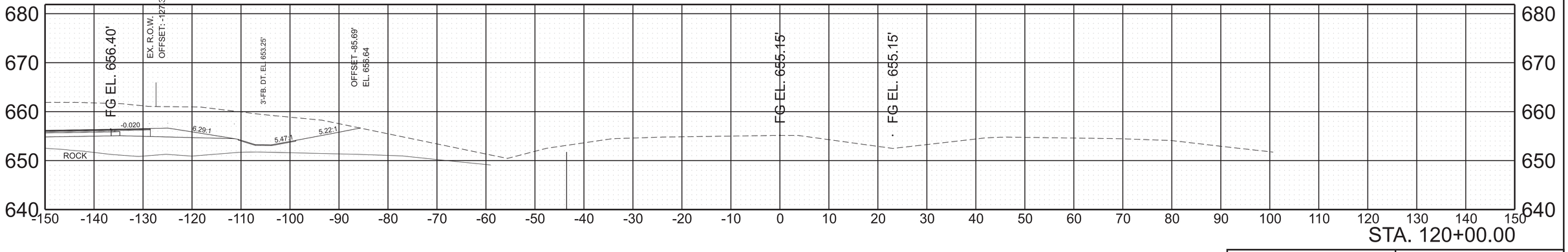
STA. 121+00.00

SR-6 BL 2



STA. 120+50.00

SR-6 BL 2



STA. 120+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 120+00.00
	1"=10' VERT.	END STA. 121+00.00

1/5/2026 2:04:30 PM
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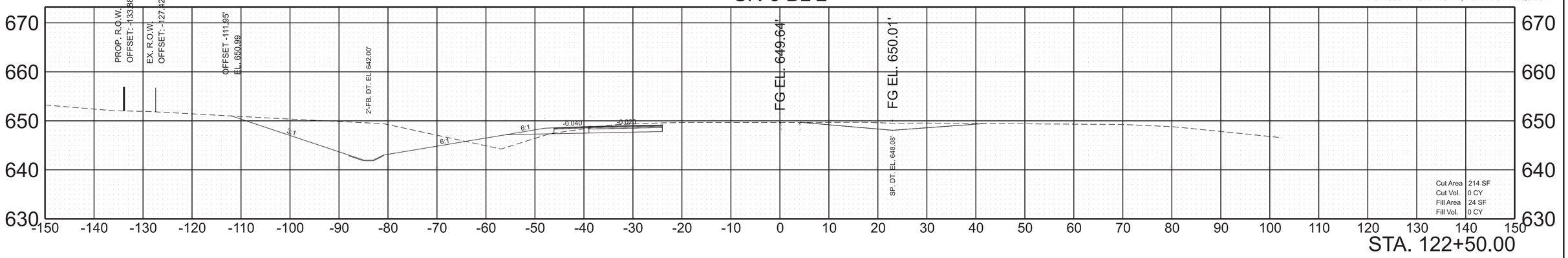
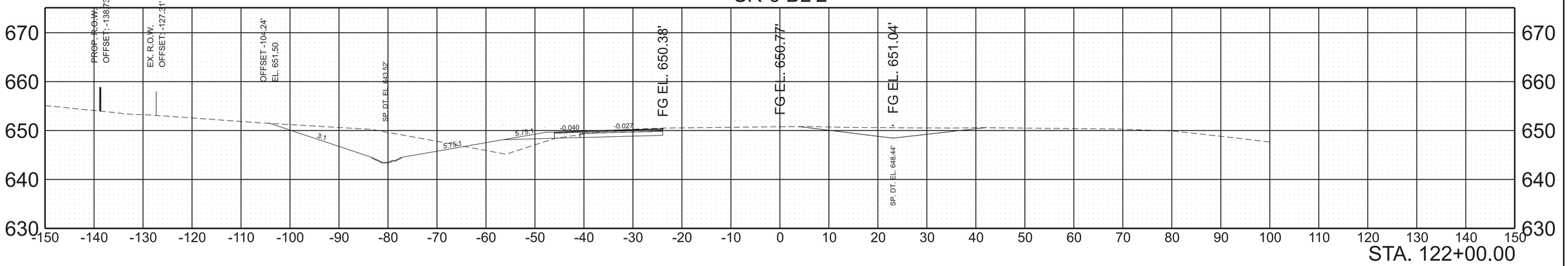
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	166
PS&E	2026	60AVAR-S3-002	123

REV. 04/17/2023
REVISED PROP. R.O.W., PER TDOT REQUEST.

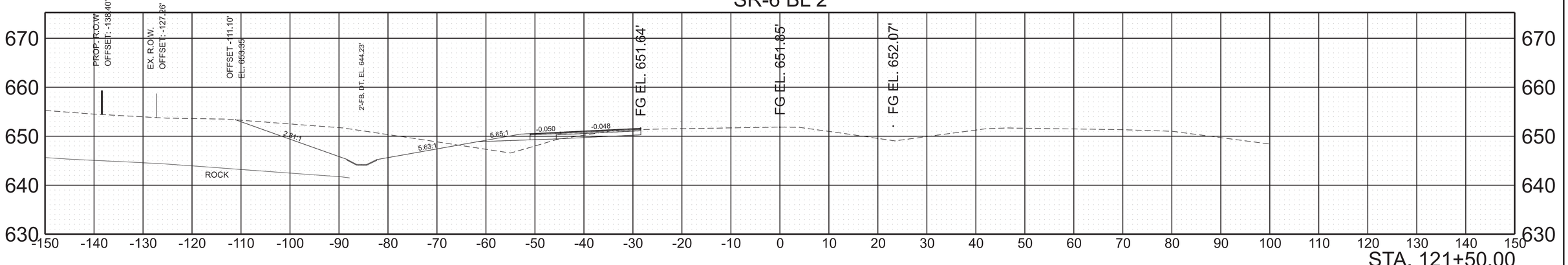
SR-6 BL 2



SR-6 BL 2



SR-6 BL 2

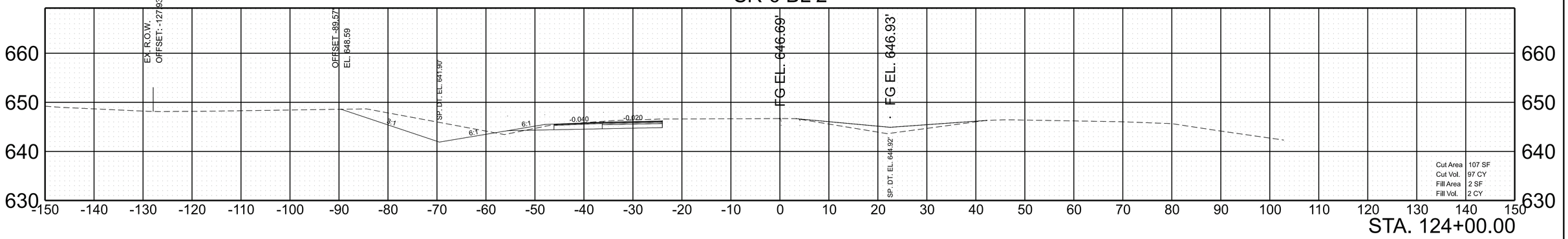


SCALE:	1"=10' HORIZ.	BEGIN STA. 121+50.00
	1"=10' VERT.	END STA. 122+50.00

1/5/2026 2:04:32 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

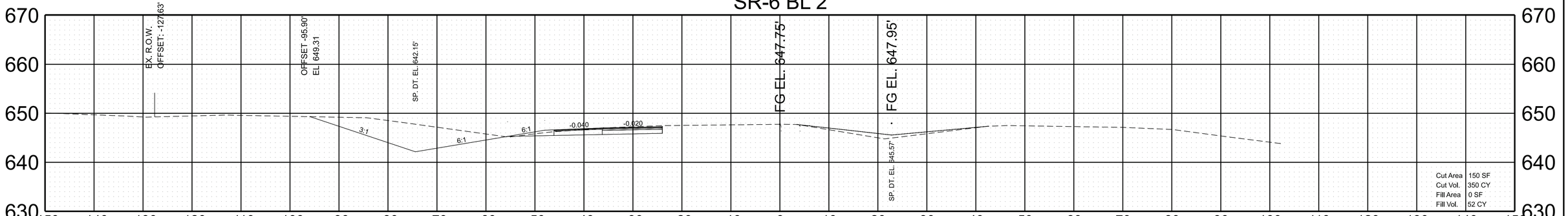
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	167
PS&E	2026	60AVAR-S3-002	124

SR-6 BL 2



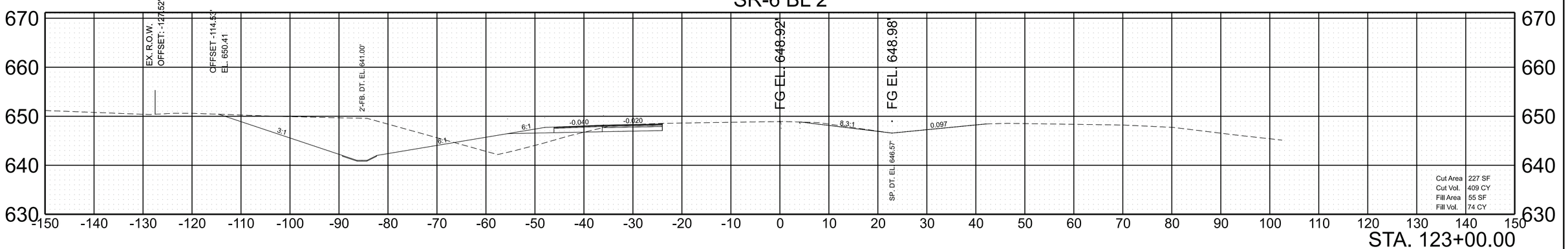
STA. 124+00.00

SR-6 BL 2



STA. 123+50.00

SR-6 BL 2

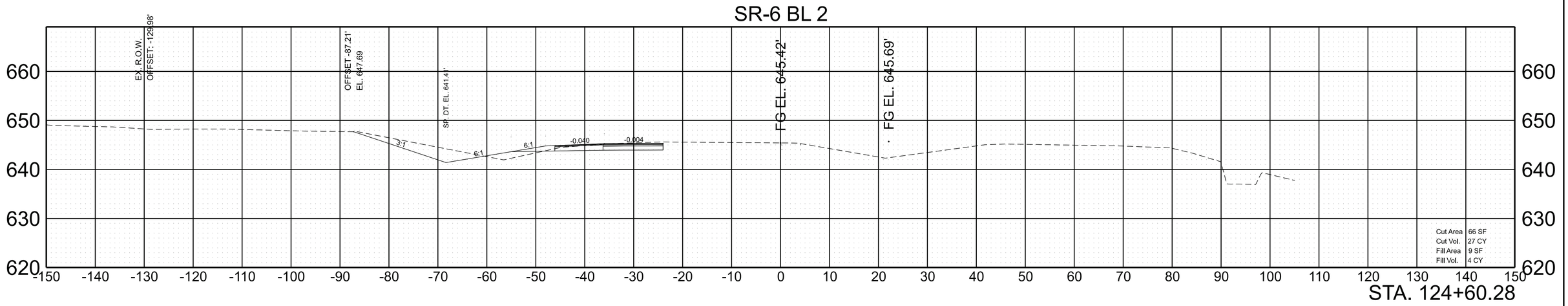


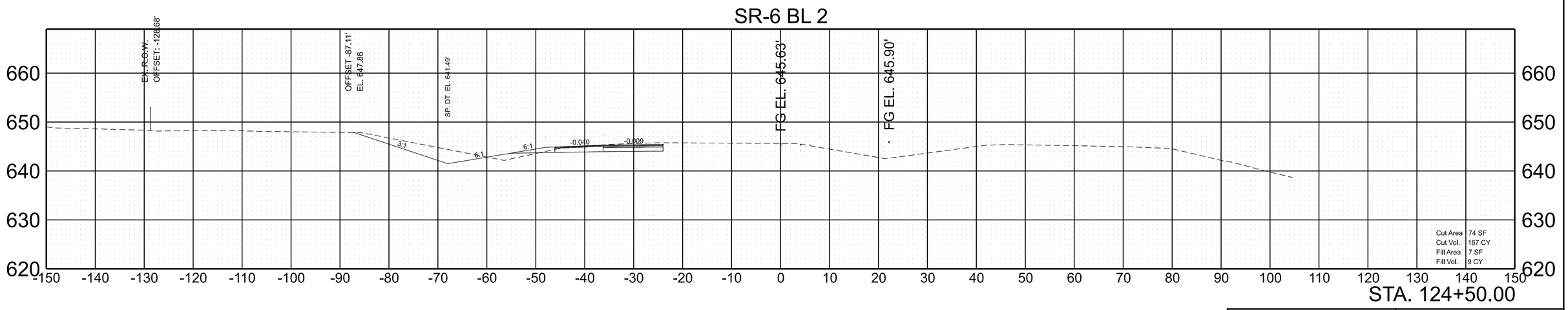
STA. 123+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 123+00.00
	1"=10' VERT.	END STA. 124+00.00

1/5/2026 2:04:34 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	168
PS&E	2026	60AVAR-S3-002	125





SCALE:		
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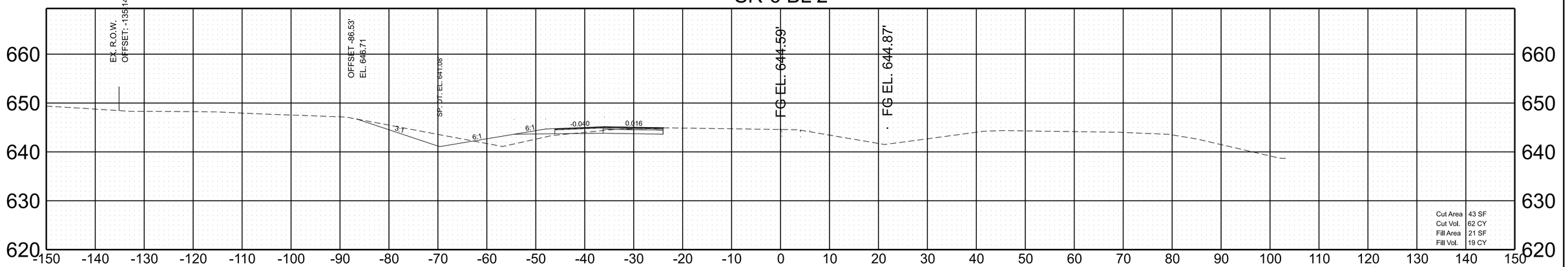
1/5/2026 2:04:36 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

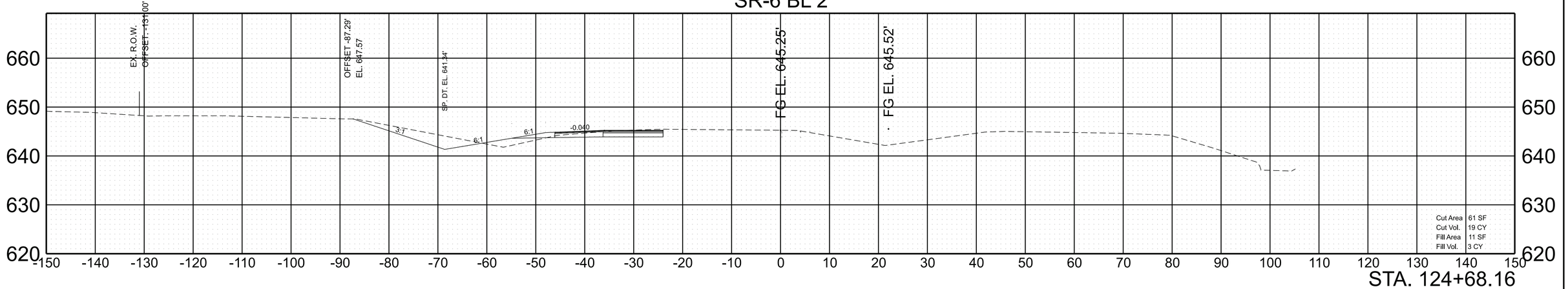
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	169
PS&E	2026	60AVAR-S3-002	126

SR-6 BL 2



STA. 125+00.00

SR-6 BL 2



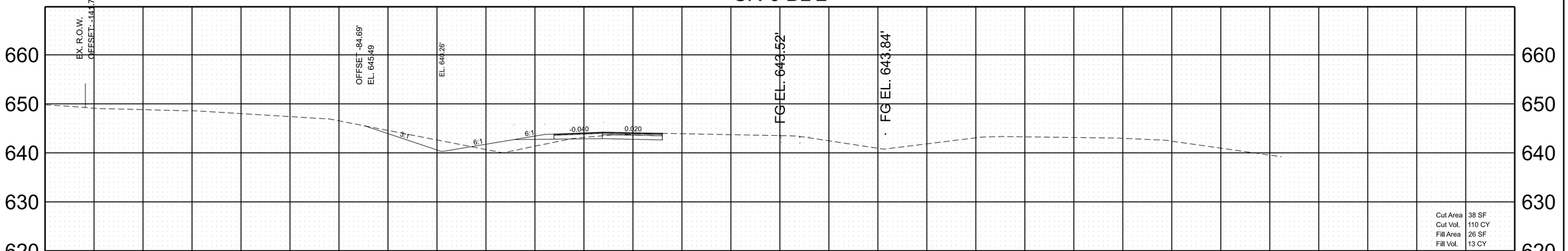
STA. 124+68.16

SCALE:	1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 124+68.16 END STA. 125+00.00

1/5/2026 2:04:37 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

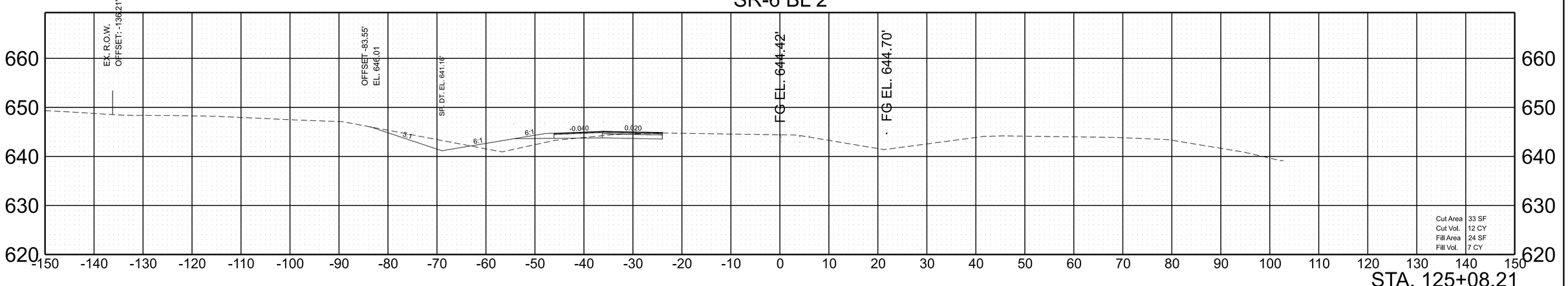
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	170
PS&E	2026	60AVAR-S3-002	127

SR-6 BL 2



STA. 125+50.00

SR-6 BL 2



STA. 125+08.21

SCALE:		
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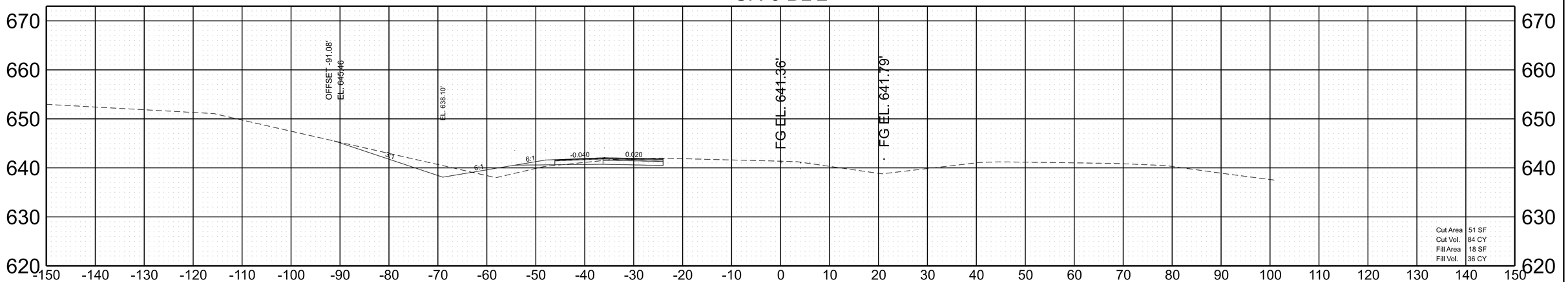
1"=10' VERT.	END STA. 125+50.00

1/5/2026 2:04:39 PM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

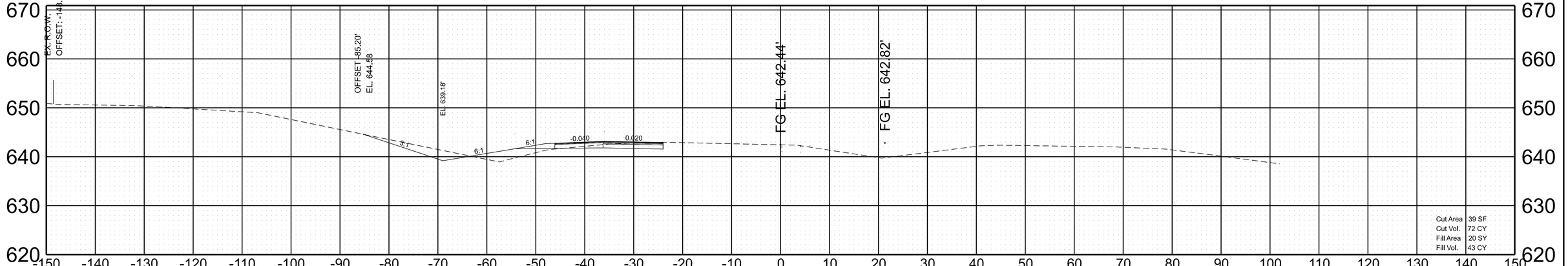
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	171
PS&E	2026	60AVAR-S3-002	128

SR-6 BL 2



STA. 126+50.00

SR-6 BL 2



STA. 126+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 126+00.00
	1"=10' VERT.	END STA. 126+50.00

1/5/2026 2:04:40 PM
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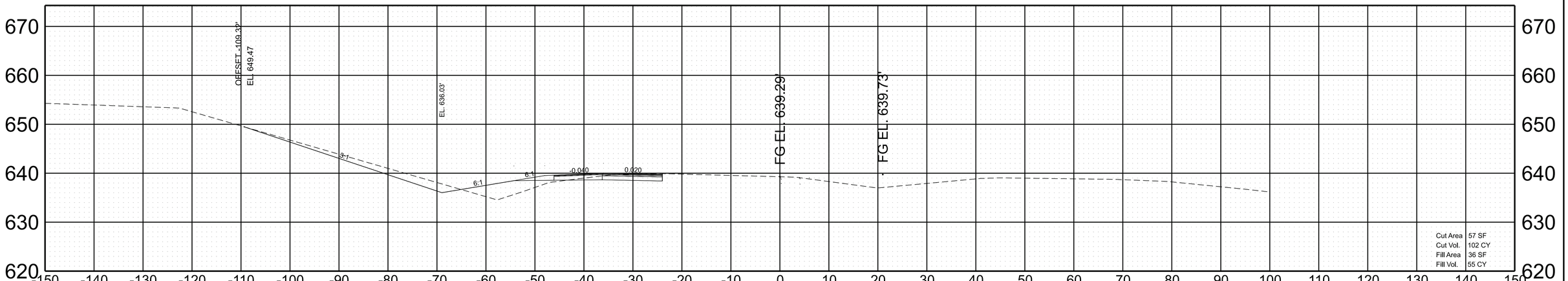
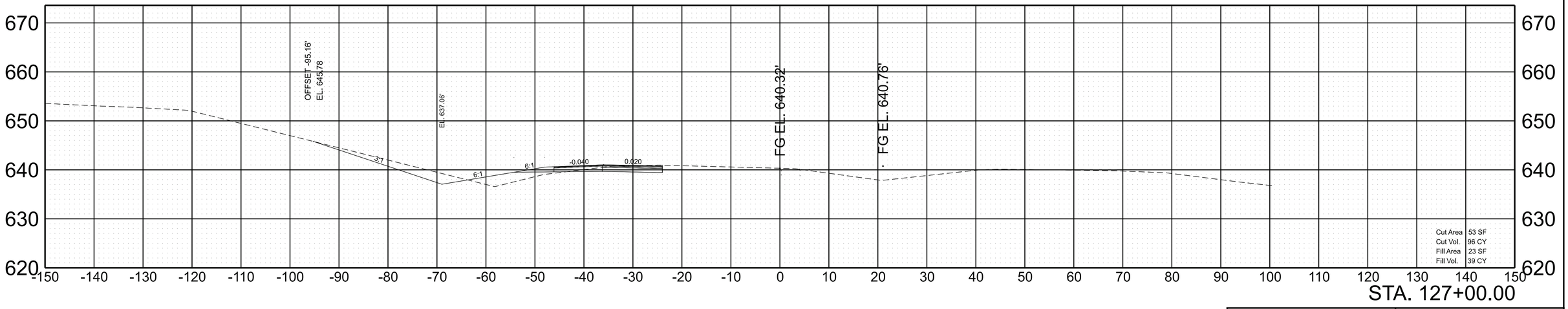
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	172
PS&E	2026	60AVAR-S3-002	129

SR-6 BL 2



SR-6 BL 2



SCALE:	1"=10' HORIZ.	BEGIN STA. 127+00.00
	1"=10' VERT.	END STA. 127+50.00

1/5/2026 2:04:42 PM
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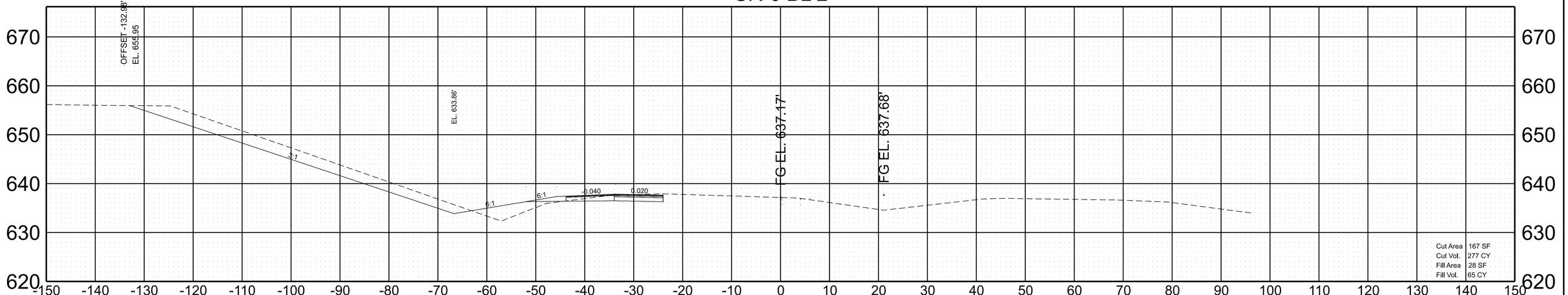
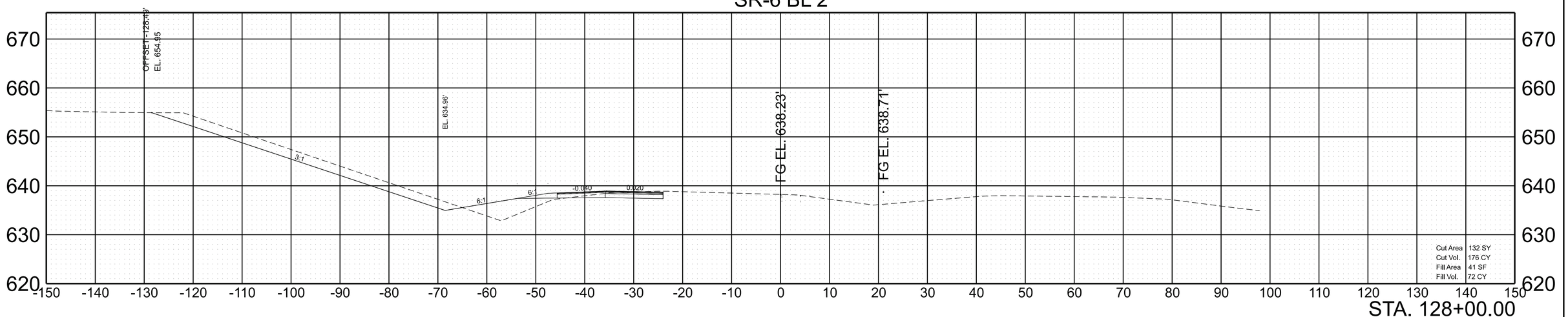
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	173
PS&E	2026	60AVAR-S3-002	130

SR-6 BL 2



SR-6 BL 2



SCALE:		
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	1"=10' VERT.	END STA. 128+50.00

1/5/2026 2:04:44 PM
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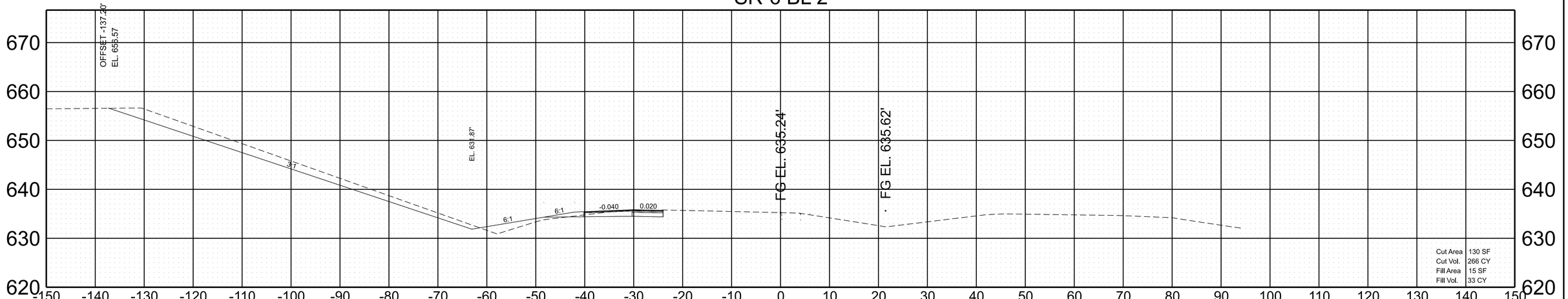
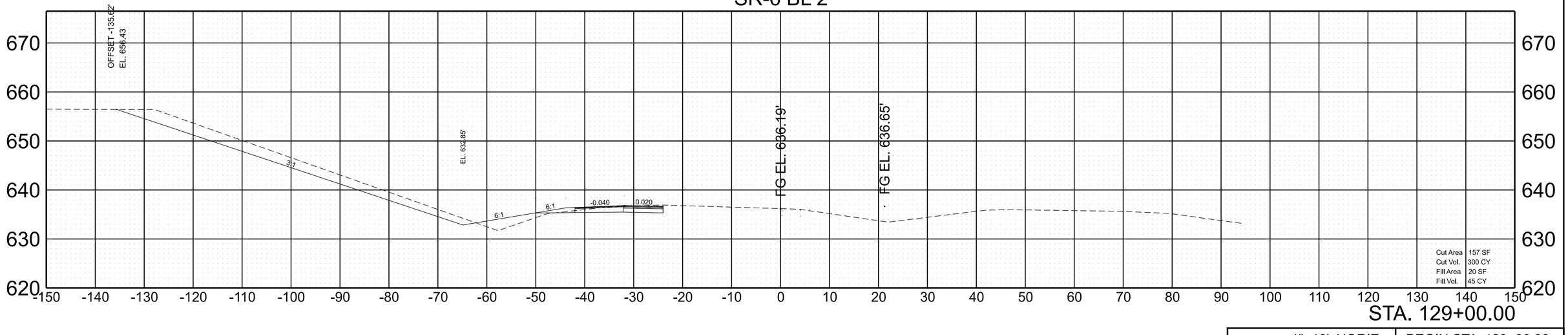
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	174
PS&E	2026	60AVAR-S3-002	131

SR-6 BL 2



STA. 129+50.00

SR-6 BL 2



STA. 129+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 129+00.00
	1"=10' VERT.	END STA. 129+50.00

1/5/2026 2:04:45 PM
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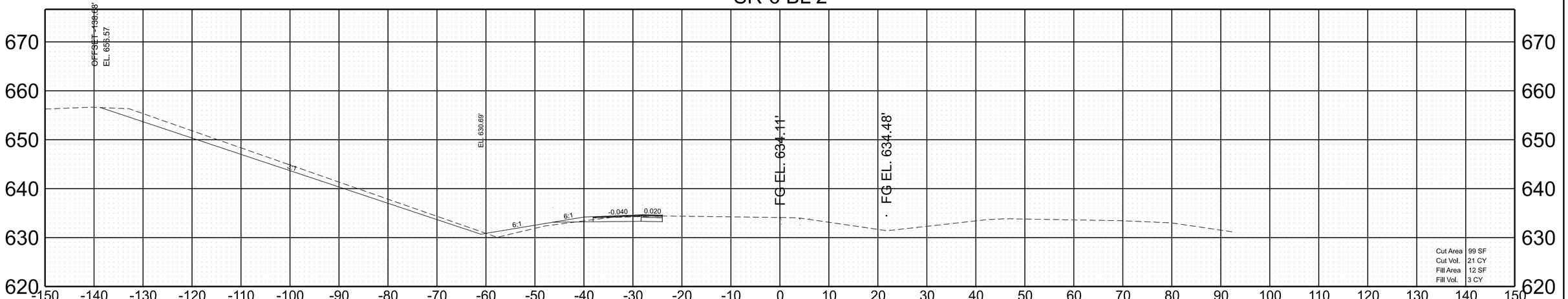
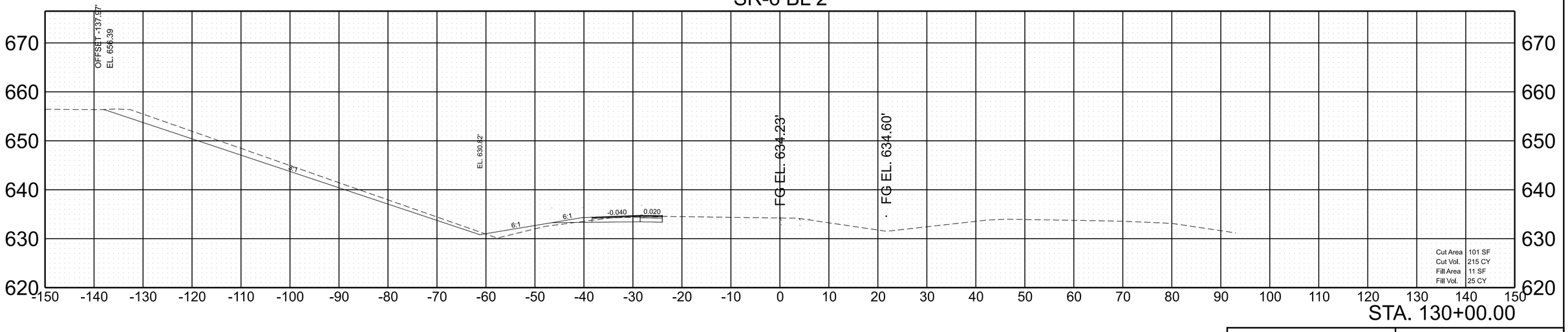
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	175
PS&E	2026	60AVAR-S3-002	132

SR-6 BL 2



STA. 130+05.61

SR-6 BL 2



STA. 130+00.00

SCALE:	1"=10' HORIZ.	BEGIN STA. 130+00.00
	1"=10' VERT.	END STA. 130+05.61

1/5/2026 2:04:47 PM
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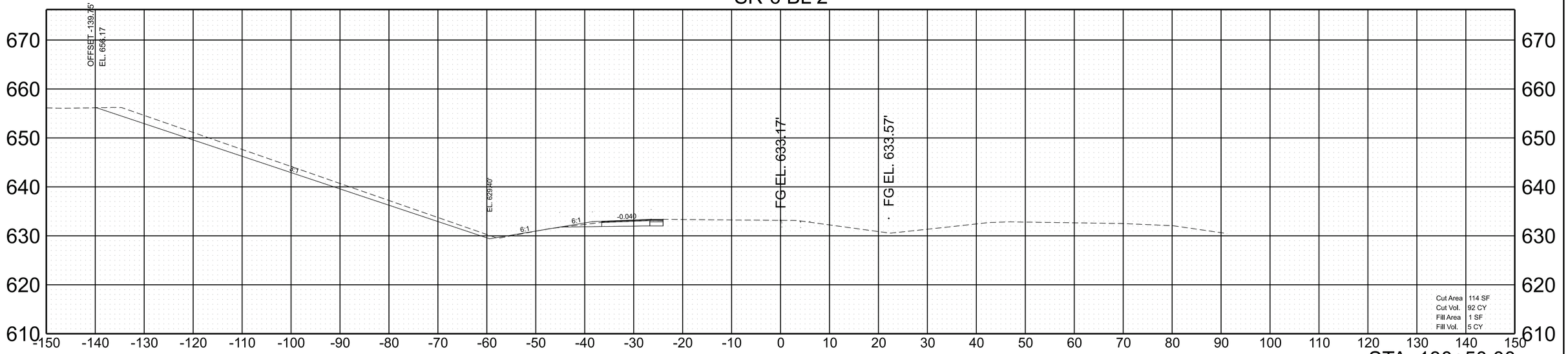
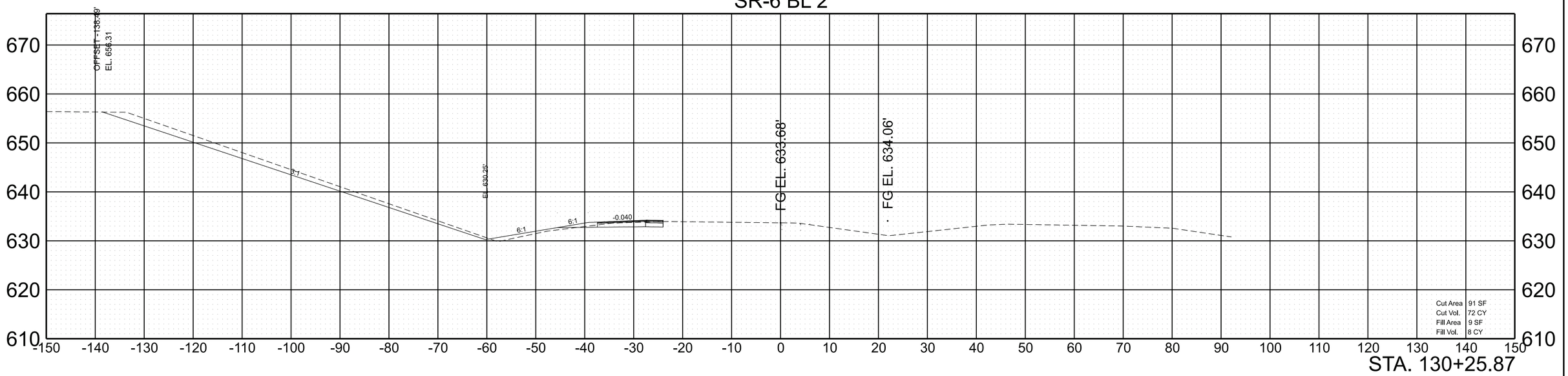
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	176
PS&E	2026	60AVAR-S3-002	133

SR-6 BL 2



SR-6 BL 2

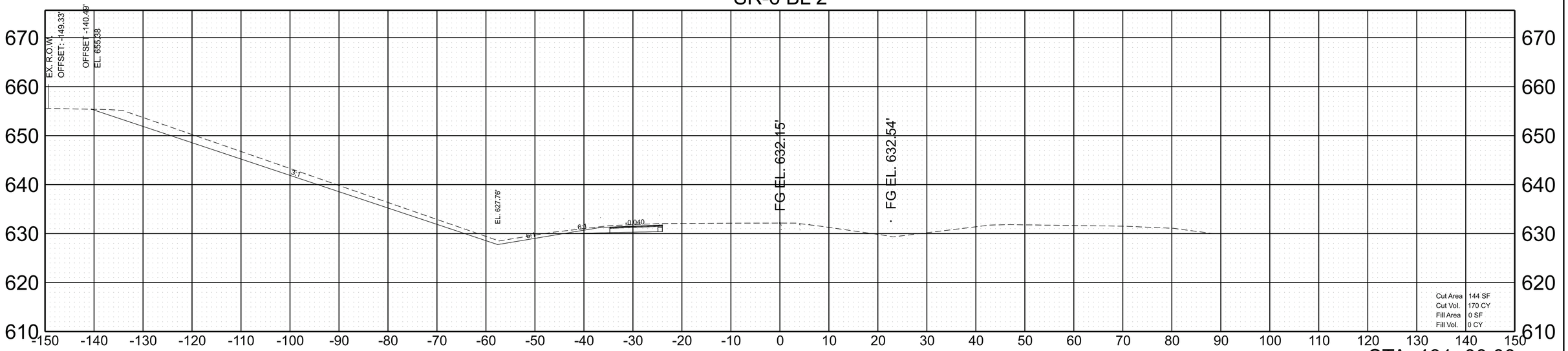


SCALE:	1"=10' HORIZ.	BEGIN STA. 130+25.87
	1"=10' VERT.	END STA. 130+50.00

1/5/2026 2:04:49 PM G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-XS-SR-6.DGN

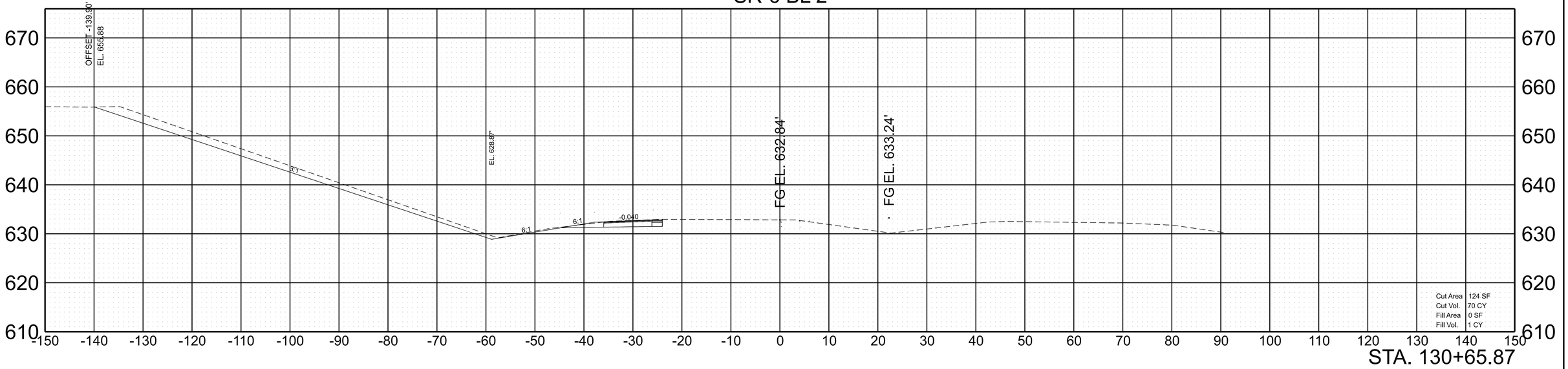
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	177
PS&E	2026	60AVAR-S3-002	134

SR-6 BL 2



STA. 131+00.00

SR-6 BL 2



STA. 130+65.87

SCALE:	1"=10' HORIZ.	BEGIN STA. 130+65.87
	1"=10' VERT.	END STA. 131+00.00

1/5/2026 2:04:50 PM
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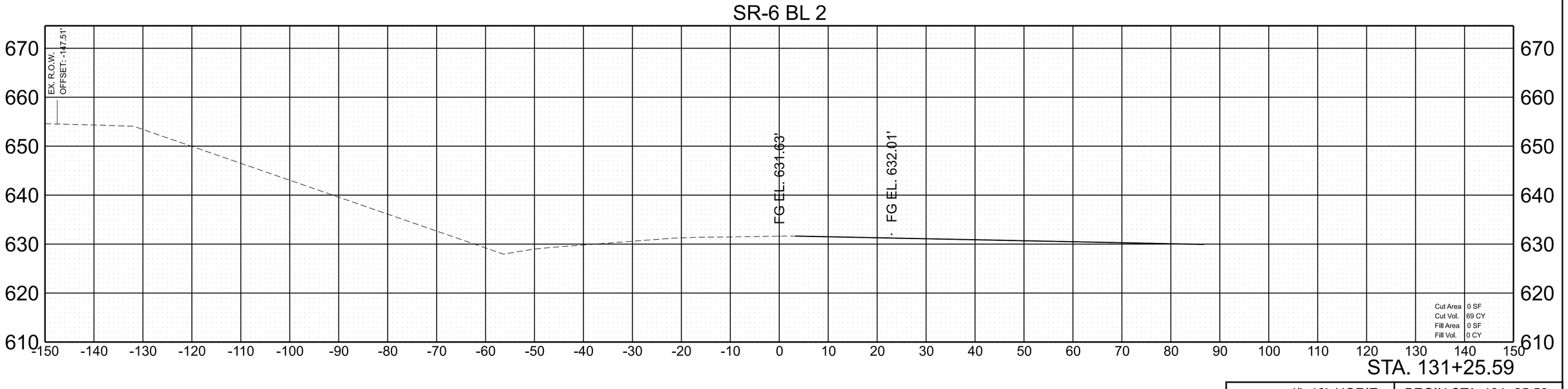
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	178
PS&E	2026	60AVAR-S3-002	135



SCALE: 1"=10' HORIZ. 1"=10' VERT.	BEGIN STA. 131+25.59 END STA. 131+25.59

1/5/2026 2:04:51 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	T1

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

A. 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.

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) 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.

   c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL 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.

   IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

   a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

   b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

   c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.

   d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

   FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

   SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

   IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

   a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) 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.

2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:

   a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

      (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

      (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

   b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

   THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
CIVIL
STRUCTURE
No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL

2/17/2026 9:39:34 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-TRAFFIC CONTROL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	T2

CONSTRUCTION SEQUENCE

OAKLAND PARKWAY

PHASE I:

1) CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE DRIVES AT ALL TIMES.
2) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM PIPE EXTENSION & FULL DEPTH WIDENING ON SOUTH SIDE OF OAKLAND PARKWAY FROM STA. 20+64 TO STA. 26+00.
3) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM MILL & OVERLAY OPERATIONS ON SOUTH SIDE OF OAKLAND PARKWAY FROM STA. 26+00 TO STA. 33+50.
4) CONSTRUCT DRIVEWAYS AS DIRECTED.

PHASE II:

1) CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE DRIVES AT ALL TIMES.
2) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM PIPE EXTENSION & FULL DEPTH WIDENING ON NORTH SIDE OF OAKLAND PARKWAY FROM STA. 20+64 TO STA. 26+00.
3) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM MILL & OVERLAY OPERATIONS ON NORTH SIDE OF OAKLAND PARKWAY FROM STA. 26+00 TO STA. 33+50.
3) CONSTRUCT DRIVEWAYS AS DIRECTED.

PHASE III:

1) CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE DRIVES AT ALL TIMES.
2) CONSTRUCT PROPOSED OAKLAND PARKWAY TIE-IN FROM STA. 70+56.78 TO STA. 74+52.53.
3) UTILIZING A SHOULDER CLOSURE (T-WZ-18) CONSTRUCT SR-6 RIGHT TURN LANE AND SHOULDER FROM STA. 122+37.03 TO STA. 131+16.76, EXTEND EXISTING 48" RCP, AND CONSTRUCT NEW HEADWALL.
4) UTILIZING A SHOULDER CLOSURE (T-WZ-18) CONSTRUCT REMOVE MEDIAN PAVEMENT AND CONSTRUCT MEDIAN DITCH, INCLUDING NEW CATCH BASIN TO TIE INTO EXISTING 48" RCP.
5) OPEN NEW SR-6 TURN LANE TO TRAFFIC ONCE PROPOSED OAKLAND PARKWAY CONSTRUCTION IS COMPLETE.

CONSTRUCTION SEQUENCE

SR-6

PHASE I:

1) CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE ROADS & PRIVATE DRIVES AT ALL TIMES.
2) UTILIZING A SHOULDER CLOSURE (T-WZ-18) CONSTRUCT SR-6 RIGHT TURN LANE AND SHOULDER FROM FROM STA. 100+55.17 TO STA. 106+99.67.
3) UTILIZING TRAFFIC CONTROL DEVICES SHOWN IN THE TRAFFIC CONTROL PLANS, WIDEN SR-6 MEDIAN FROM STA. 505+75 TO STA. 506+17 & STA. 506+89 TO STA. 507+27, AS SHOWN IN THE PLANS. GRADE TO DRAIN.
4) INSTALL PROPOSED TRAFFIC SIGNALS AT SR-6 INTERSECTION WITH OAKLAND PARKWAY.
5) RESTRIPE INTERSECTION FOR PROPOSED TRAFFIC SIGNAL CONFIGURATION.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
→	TRAFFIC FLOW
	FLAGGER
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	SIGN (CONSTRUCTION) (2-POST)
	SIGN (CONSTRUCTION) (2-SIDED)
	CHANGEABLE MESSAGE SIGN
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (CAUTION)
	ARROW BOARD TYPE C (SINGLE ARROW)
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY ATTENUATOR
	FLEXIBLE DELINEATOR (GROUND MOUNTED)
	TEMPORARY BARRICADE (TYPE III)
	WORK VEHICLE
	WORK VEHICLE WITH CRASH ATTENUATOR
	WORK ZONE

TRAFFIC CONTROL QUANTITIES

	ITEM NO.	DESCRIPTION	M.U.T.C.D. NO.	UNIT	SIGNS S.F. / EACH	SIZE	PHASE 1	PHASE 2	PHASE 3	TOTAL	REMARKS
		ROAD CLOSED	R11-2		10	48"x30"			1	10.0	
		ROAD WORK AHEAD	W20-1		16	48"x48"	4	4		128.0	
		ROAD WORK 1 MILE	W20-1		16	48"x48"	1		4	80.0	
		ROAD WORK 1/2 MILE	W20-1		16	48"x48"	1		4	80.0	
		RIGHT SHOULDER CLOSED 1500 FT	W21-5R		16	48"x48"	1		1	32.0	
		LEFT SHOULDER CLOSED 1500 FT	W21-5L		16	48"x48"			3	48.0	
		RIGHT SHOULDER CLOSED	W21-5R		16	48"x48"	1		1	32.0	
		LEFT SHOULDER CLOSED	W21-5L		16	48"x48"			3	48.0	
		NEXT XX MILES	W7-3aP		4.5	36"x18"			4	18.0	
		NEXT 1 MILE	W7-3aP		4.5	36"x18"	1			4.5	
		END ROAD WORK	G20-2		8	48"x24"			2	16.0	
		BE PREPARED TO STOP	W3-4		16	48"x48"	5	5		160.0	
		FLAGGER SYMBOL	W20-7		9	36"x36"	5	5		90.0	
		ONE LANE ROAD 1000 FT	W20-4		16	48"x48"	1	1		32.0	
		ONE LANE ROAD 315 FT	W20-4		16	48"x48"	1	1		32.0	
	712-06	**TOTALS FOR SIGNS**		S.F.						779	
(1)	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 - TL3		EACH			5		1	5	
(1)	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL		L.F.			955		2100	2100	
(1)	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)		EACH			30	20	27	30	
(1)	712-04.50	PORTABLE BARRIER RAIL DELINEATOR		EACH			48		98	98	
(1)	712-05.01	WARNING LIGHTS (TYPE A)		EACH					2	2	
(1)	712-07.03	TEMPORARY BARRICADES (TYPE III)		L.F.					12	12	
(2)	712-08.03	ARROW BOARD (TYPE C)		EACH			1		2	2	
(2)	713-16.01	CHANGEABLE MESSAGE SIGN UNIT		EACH			4			4	
(2)	712-09.02	REMOVABLE PAVEMENT MARKING (8" BARRIER LINE)		L.F.			955		1260	2215	
(2)	712-09.08	REMOVABLE PAVEMENT MARKING (6" LINE)		L.F.			12512	1508	1242	15262	

(1) TOTAL QUANTITY FOR ITEM INCLUDES ONLY THE MAXIMUM REQUIRED FOR ANY ONE PHASE PER TDOT STANDARD SPECIFICATIONS.
(2) TO BE USED AS DIRECTED BY PROJECT ENGINEER.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PHASING NOTES, LEGEND AND TABULATION

2/17/2026 9:40:35 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-TRAFFIC CONTROL NOTES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	T7
PS&E	2026	60AVAR-S3-002	T3

BEGIN PROJECT NO. 60AVAR-S3-002 CONST.
STA. 503+88.14
N 462882.5664 E 1634935.0482

STA. 506+44.14 SR-6 =
STA. 20+00.00 OAKLAND PKWY
N 463137.0498 E 1634963.1734

STA. 20+00.00
N 463,137.0498
E 1,634,963.1734

STA. 504+00.00
N 462,894.3873
E 1,634,936.3546

ROAD WORK AHEAD
W20-1
48" X 48"

BE PREPARED TO STOP
W3-4
48" X 48"

W20-7
36" X 36"
OUT. EL. 666.00

712-04.01 FLEXIBLE DRUMS (CHANNELIZING)
@ 100' SPACING

PROP. SR-6 (US 43) ℄

STA. 20+98.48 PROP. 18" EXT. OF 18" RCP

STA. 100+00.00
N 463,136.9657
E 1,634,963.9177

PROP. OAKLAND PKWY ℄
OAKLAND PKWY (ASP.)

N82°57'48"W
1444.83'

ASP.

EXIST. 82' OF 24" RCP

N. EL. 666.96

ROAD WORK AHEAD
W20-1
48" X 48"

BE PREPARED TO STOP
W3-4
48" X 48"

W20-7
36" X 36"

ONE LANE ROAD 315 FT
W20-4F
36" X 36"

N06°26'52"E
3941.85

PROP. SR-6 (US 43) (ASP.)

WTL-1

N04°10'29"E
138.92'

N03°38'54"E
175.80'

N08°10'24"E
2948.16'

STA. 106+99.67
N 463,833.4765
E 1,635,028.4415

BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888' E 1634590.9979'

MATCH LINE STA. 27+00.00 SEE SHEET NO. T4

PHASE I:

1) CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE DRIVES AT ALL TIMES.
2) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM PIPE EXTENSION & FULL DEPTH WIDENING ON SOUTH SIDE OF OAKLAND PARKWAY FROM STA. 20+64 TO STA. 26+00.
3) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM MILL & OVERLAY OPERATIONS ON SOUTH SIDE OF OAKLAND PARKWAY FROM STA. 26+00 TO STA. 33+50.
4) CONSTRUCT DRIVEWAYS AS DIRECTED.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

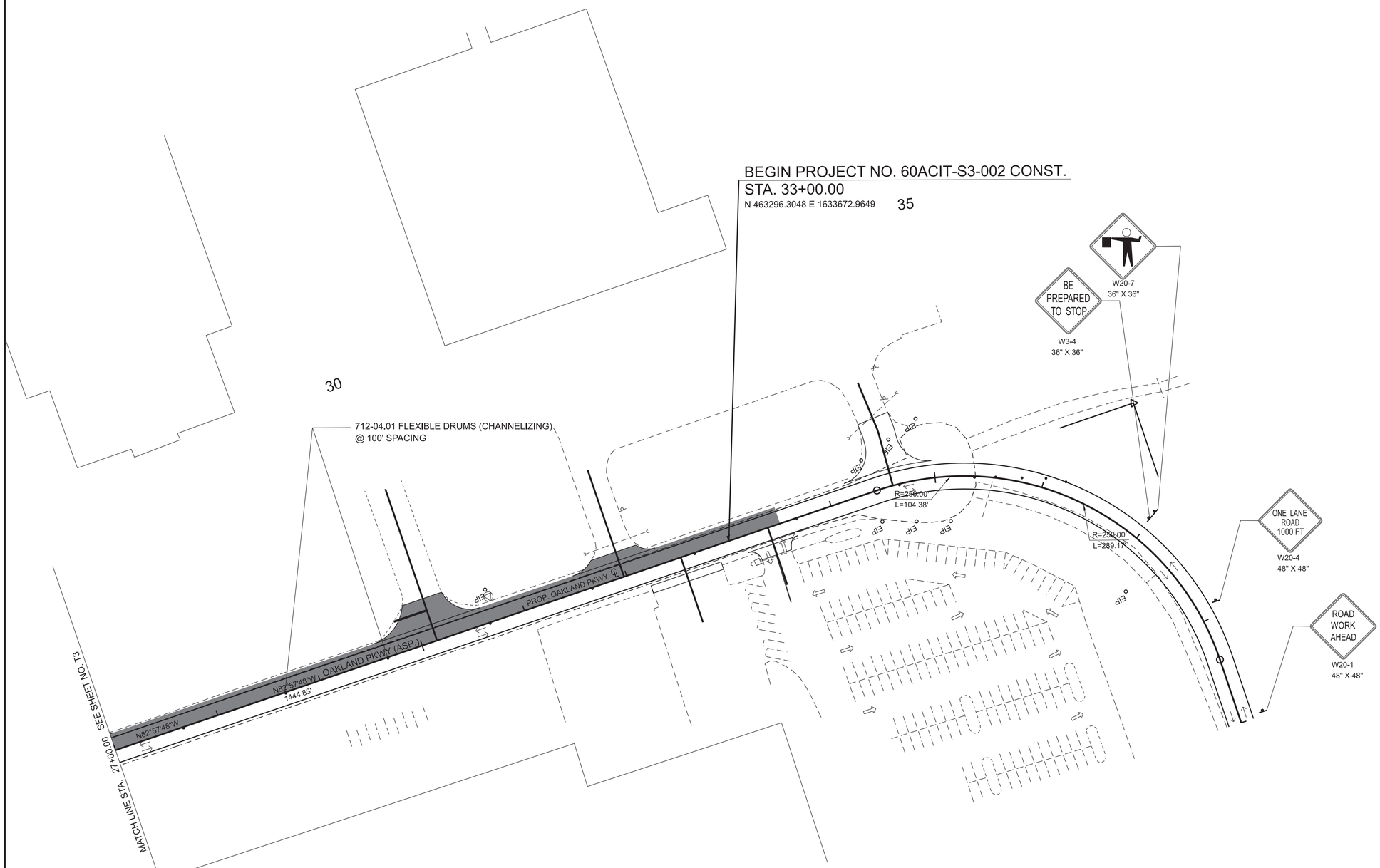
COORDINATES ARE NAD 83(1.00007), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
OAKLAND SIA (PHASE I)
STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

2/17/2026 9:41:30 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CADISHT\CONST. PROJ. 2\60AVAR-SHT-TRAFFIC CONTROL PH1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	T8
PS&E	2026	60AVAR-S3-002	T4



PHASE I:

1) CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE DRIVES AT ALL TIMES.
2) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM PIPE EXTENSION & FULL DEPTH WIDENING ON SOUTH SIDE OF OAKLAND PARKWAY FROM STA. 20+64 TO STA. 26+00.
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4) CONSTRUCT DRIVEWAYS AS DIRECTED.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126974
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00007 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL .

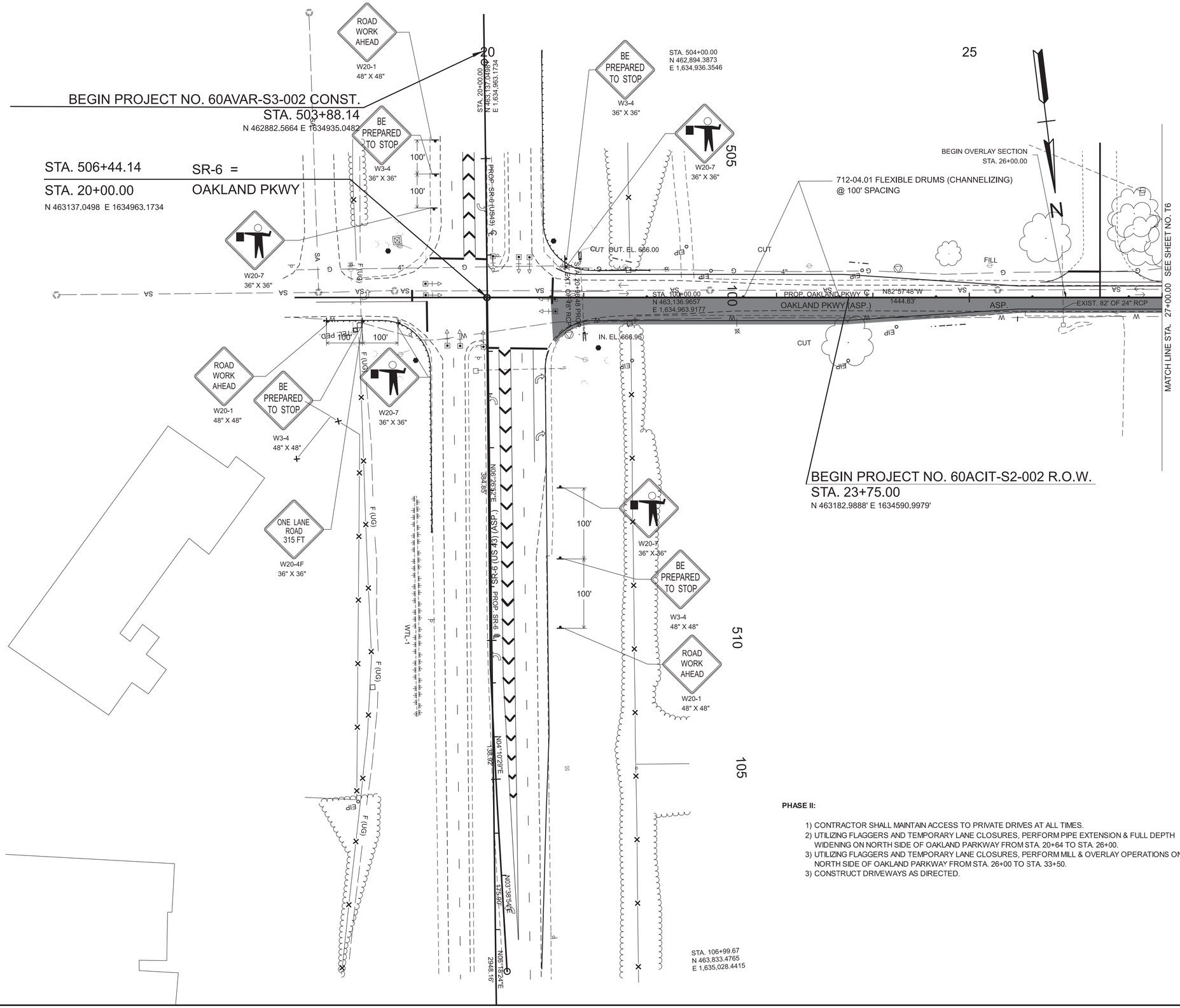
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
OAKLAND SIA (PHASE I)

STA. 27+00 TO STA. 39+00
SCALE: 1" = 50'

2/17/2026 9:41:34 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-TRAFFIC CONTROL PH1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	T9
PS&E	2026	60AVAR-S3-002	T5



PHASE II:

1) CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE DRIVES AT ALL TIMES.
2) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM PIPE EXTENSION & FULL DEPTH WIDENING ON NORTH SIDE OF OAKLAND PARKWAY FROM STA. 20+64 TO STA. 26+00.
3) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM MILL & OVERLAY OPERATIONS ON NORTH SIDE OF OAKLAND PARKWAY FROM STA. 26+00 TO STA. 33+50.
3) CONSTRUCT DRIVEWAYS AS DIRECTED.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 129974
STATE OF TENNESSEE
2/25/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

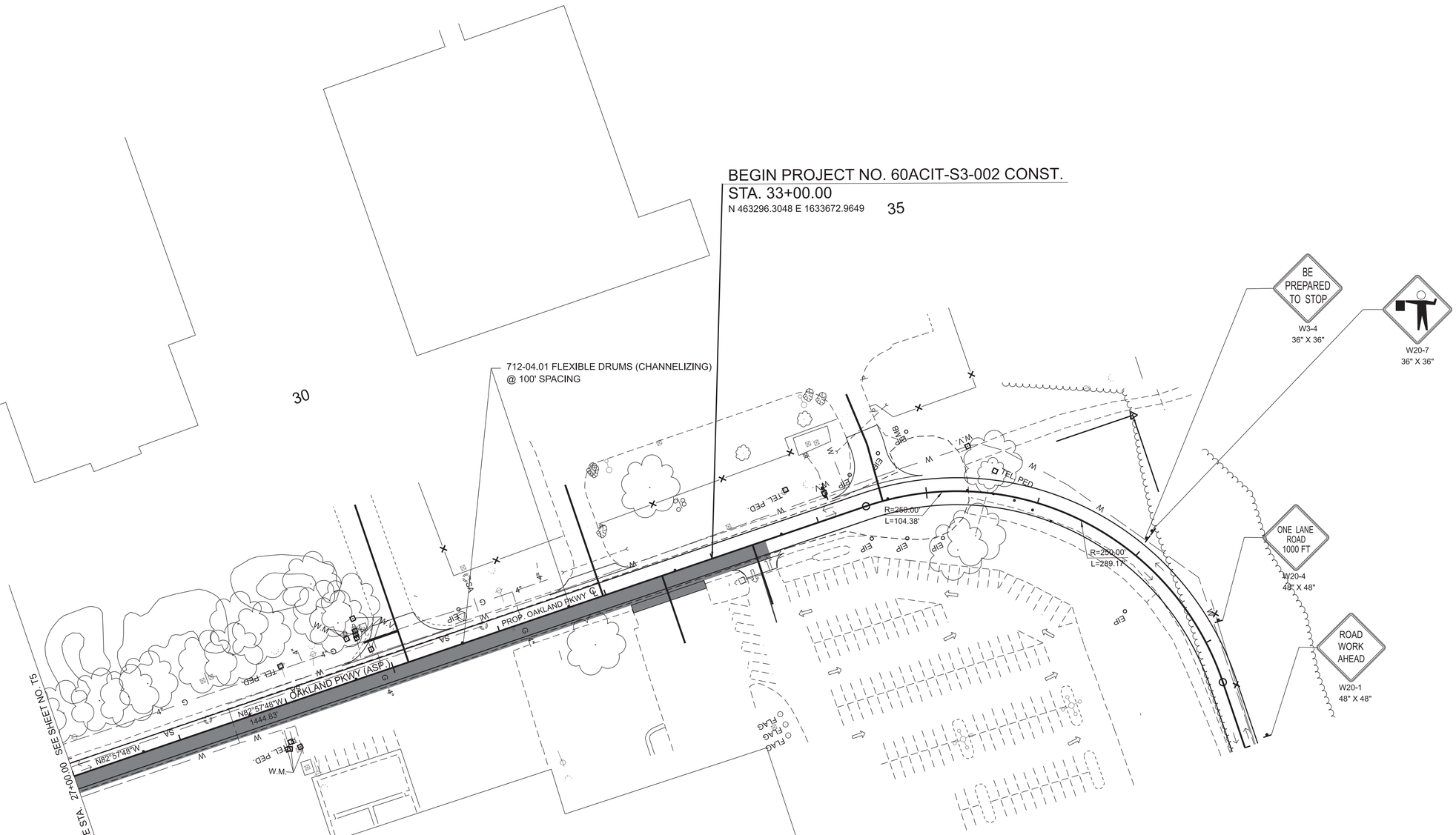
TRAFFIC CONTROL PLANS

OAKLAND SIA (PHASE II)

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

2/17/2026 9:41:50 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-TRAFFIC CONTROL PH2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	T10
PS&E	2026	60AVAR-S3-002	T6



PHASE II:

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2) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM PIPE EXTENSION & FULL DEPTH WIDENING ON NORTH SIDE OF OAKLAND PARKWAY FROM STA. 20+64 TO STA. 26+00.
3) UTILIZING FLAGGERS AND TEMPORARY LANE CLOSURES, PERFORM MILL & OVERLAY OPERATIONS ON NORTH SIDE OF OAKLAND PARKWAY FROM STA. 26+00 TO STA. 33+50.
3) CONSTRUCT DRIVEWAYS AS DIRECTED.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

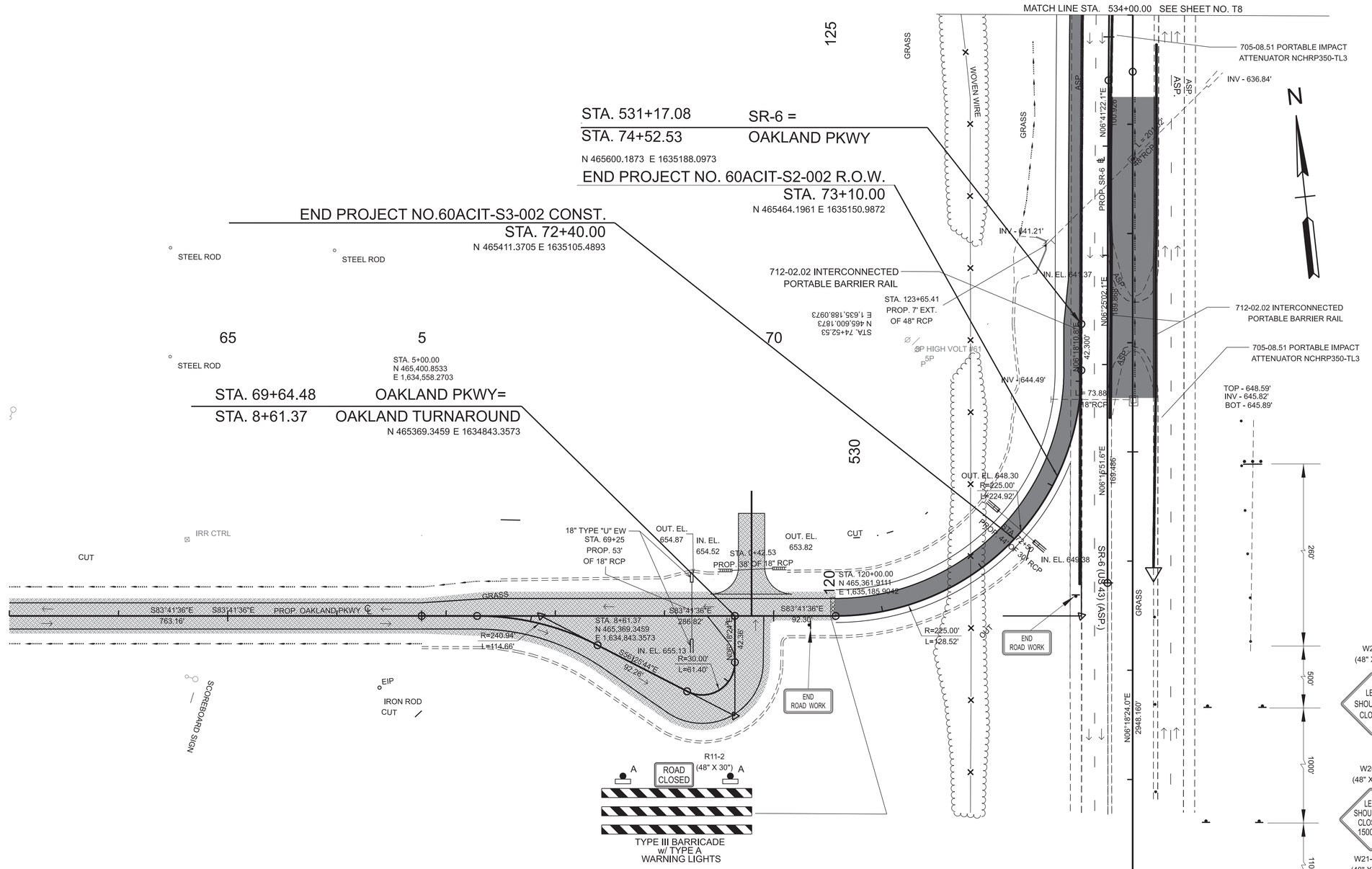
OAKLAND SIA (PHASE II)

STA. 27+00 TO STA. 39+00
SCALE: 1" = 50'

2/17/2026 9:41:55 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\1324406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-TRAFFIC CONTROL PH2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	T11
PS&E	2026	60AVAR-S3-002	T7

REV. 04/17/2023
REVISED END R.O.W. LOCATION, PER TDOT REQUEST.



PHASE III:

1) CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE DRIVES AT ALL TIMES.
2) CONSTRUCT PROPOSED OAKLAND PARKWAY TIE-IN FROM STA. 70+56.78 TO STA. 74+52.53.
3) UTILIZING A SHOULDER CLOSURE (T-WZ-18) CONSTRUCT SR-6 RIGHT TURN LANE AND SHOULDER FROM STA. 122+37.03 TO STA. 131+16.76, EXTEND EXISTING 48" RCP, AND CONSTRUCT NEW HEADWALL.
4) UTILIZING A SHOULDER CLOSURE (T-WZ-18) CONSTRUCT REMOVE MEDIAN PAVEMENT AND CONSTRUCT MEDIAN DITCH, INCLUDING NEW CATCH BASIN TO TIE INTO EXISTING 48" RCP.
5) OPEN NEW SR-6 TURN LANE TO TRAFFIC ONCE PROPOSED OAKLAND PARKWAY CONSTRUCTION IS COMPLETE.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
No. 126924
STATE OF TENNESSEE
2/25/26

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

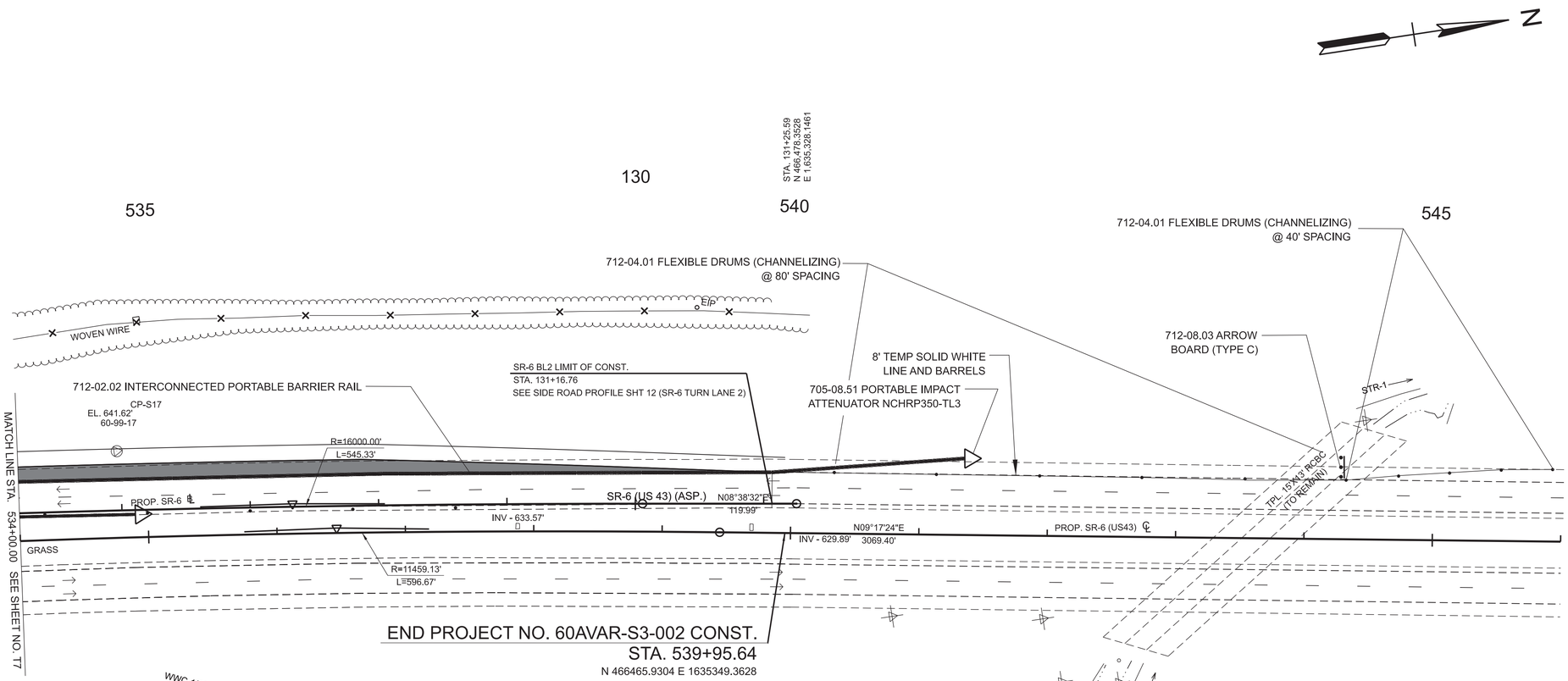
OAKLAND SIA (PHASE III)

STA. 63+00 TO STA. 73+93.53

SCALE: 1" = 50'

2/17/2026 9:42:10 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-TRAFFIC CONTROL PH3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	T12
PS&E	2026	60AVAR-S3-002	T8



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5) OPEN NEW SR-6 TURN LANE TO TRAFFIC ONCE PROPOSED OAKLAND PARKWAY CONSTRUCTION IS COMPLETE.

NOTE:

CONTRACTOR SHALL USE TRAFFIC CONTROL STANDARD DRAWING T-WZ-18 "SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS" WHEN SETTING UP PORTABLE BARRIER RAIL, FLEXIBLE DRUMS, TEMPORARY SIGNS, & ARROW BOARD TYPE C.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS

OAKLAND SIA (PHASE III)

STA. 534+00 TO STA. 546+00

SCALE: 1" = 50'

2/17/2026 9:42:16 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-TRAFFIC CONTROL PH3.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	60ACIT-S2-002	T13
PS&E	2026	60AVAR-S3-002	T9

BEGIN PROJECT NO. 60AVAR-S3-002 CONST.
STA. 503+88.14
N 462882.5664 E 1634935.0482

STA. 506+44.14 SR-6 =
STA. 20+00.00 OAKLAND PKWY
N 463137.0498 E 1634963.1734

STA. 20+00.00
N 463137.0498'
E 1,634,963.1734

STA. 504+00.00
N 462,894.3873
E 1,634,936.3546

LIMIT OF COLD PLANING & RESURFACING
STA. 505+75

PROP. SR-6 (US-43)

OUT. EL. 666.00

STA. 20+18.48 PROP. 18" EXT. OF 18" RCP

STA. 100+00.00
N 463,136.9657
E 1,634,963.9177

PROP. OAKLAND PKWY ℄
OAKLAND PKWY (ASP.)

N82°57'48"W
1444.83'

ASP.

EXIST. 82' OF 24" RCP

RIP-RAP

LIMIT OF COLD PLANING & RESURFACING
STA. 19+00

712-02.02 INTERCONNECTED
PORTABLE BARRIER RAIL

LIMIT OF COLD PLANING & RESURFACING
STA. 100+84.01

IN. EL. 666.96

N06°26'52"E
384.85'

WTL-1

PROP. SR-6 (US 43) (ASP.)

N04°10'37"E
138.92'

N03°38'54"E
175.90'

N06°18'47"E
264.16'

LIMIT OF COLD PLANING & RESURFACING
STA. 106+99.67

STA. 106+99.67
N 463,833.4765
E 1,635,028.4415

SEE DETAIL "A" FOR BARRIER
RAIL END TREATMENT

DETAIL "A" NOT TO SCALE

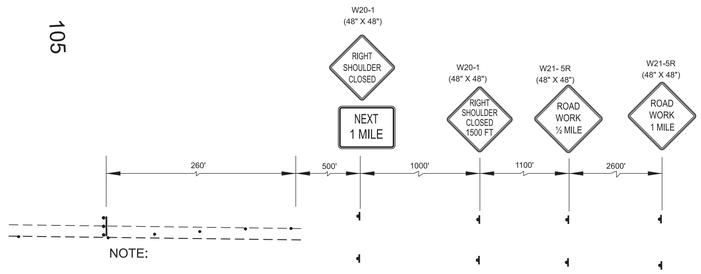
BEGIN PROJECT NO. 60ACIT-S2-002 R.O.W.
STA. 23+75.00
N 463182.9888' E 1634590.9979'

712-02.02 INTERCONNECTED
PORTABLE BARRIER RAIL

SR-6

PHASE I:

1) CONTRACTOR SHALL MAINTAIN ACCESS TO SIDE ROADS & PRIVATE DRIVES AT ALL TIMES.
2) UTILIZING A SHOULDER CLOSURE (T-WZ-18) CONSTRUCT SR-6 RIGHT TURN LANE AND SHOULDER FROM FROM STA. 100+55.17 TO STA. 106+99.67.
3) UTILIZING TRAFFIC CONTROL DEVICES SHOWN IN THE TRAFFIC CONTROL PLANS, WIDEN SR-6 MEDIAN FROM STA. 505+75 TO STA. 506+17 & STA. 506+89 TO STA. 507+27, AS SHOWN IN THE PLANS. GRADE TO DRAIN.
4) INSTALL PROPOSED TRAFFIC SIGNALS AT SR-6 INTERSECTION WITH OAKLAND PARKWAY.
5) RESTRIPE INTERSECTION FOR PROPOSED TRAFFIC SIGNAL CONFIGURATION.



NOTE:

CONTRACTOR SHALL USE TRAFFIC CONTROL STANDARD DRAWING T-WZ-18 "SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS" WHEN SETTING UP PORTABLE BARRIER RAIL, FLEXIBLE DRUMS, TEMPORARY SIGNS, & ARROW BOARD TYPE C.

CONTRACTOR SHALL USE TRAFFIC CONTROL STANDARD DRAWING T-WZ-53 "TRAFFIC CONTROL FOR SIGNALS PROJECTS ON 4 OR MORE LANE DIVIDED MAJOR ROUTES" FOR TEMPORARY SIGNS FOR PROPSOED SIGNAL INSTALLATION.

SEALED BY

HARRISON GREGORY BRUCE
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 129914
STATE OF TENNESSEE
2/25/26

COORDINATES ARE NAD 83( ), ARE
DATUM ADJUSTED BY THE FACTOR
OF AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18 MODEL .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
SR-6 (PHASE I)

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

2/17/2026 9:42:32 AM
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\CONST. PROJ. 2\60AVAR-SHT-TRAFFIC CONTROL PH1-SR-6.DGN

Matthew Bullard

Digitally signed by Matthew Bullard
DN: C=US, E=mbullard@bfwengineers.com, O=BFW Engineering, CN=Matthew Bullard
Date: 2026.02.26 11:39:22-06'00'

SHEET NAME	SHEET NO.
SIGNATURE SHEET	G1
GEOTECHNICAL PLANS	G1A-G5A

YEAR	PROJECT NO.	SHEET NO.
2026	60AVAR-S3-002	G1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

$$$$DATE$$$$$$$$$$TIME$$$$$$$$
C:\USERS\SPAILY1\ONEDRIVE - BACON FARMER WORKMAN\BFW GEOTECHNICAL DEPARTMENT - DOCUMENTS\PROJECTS\PROJECT LEEWARD\GT\60ACIT-SHT-GEO-G1.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	G1A

GEOTECHNICAL INDEX

SIGNATURE SHEETS G1
GEOTECHNICAL INDEX G1A
GEOTECHNICAL NOTES AND QUANTITIES G2-G2A
GEOTECHNICAL BORING PLAN G3
GEOTECHNICAL BORING PROFILE.....G3A
GEOTECHNICAL BORING PLAN G4
GEOTECHNICAL BORING PROFILE.....G4A
GEOTECHNICAL BORING PLAN G5
GEOTECHNICAL BORING PROFILE.....G5A

PS&E

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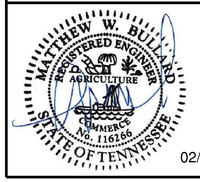

02/26/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL INDEX

$$$$DATE$$$$$$$$$$$TIME$$$$$$$
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GEOTECHNICAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	G2

SITE PREPARATION

1. PORTIONS OF PAVEMENTS, UTILITIES AND MISCELLANEOUS IMPROVEMENTS ALONG THE PROJECT ALIGNMENT WILL REQUIRE DEMOLITION AND /OR RELOCATION. ABANDONED UTILITY LINES SHALL BE REMOVED AND REPLACED WITHCOMPACTED FILL.

2. IN AREAS LESS THAN 5 FEET BELOW SUBGRADE WHERE SOIL FILL WILL BE PLACED, PROOFROLLING OF THE EXPOSED SURFACE OF THE SUBGRADE SOILS SHALL BE PERFORMED AFTER COMPLETION OF STRIPPING IN AREAS TO RECEIVE FILL AND ONCE GRADE IS ACHIEVED IN CUT AREAS. PROOFROLLING SHALL BE PERFORMED USING A FULLY LOADED DUMP TRUCK OR OTHER HEAVY EQUIPMENT APPROVED BY THE CONSTRUCTION ENGINEER. THE PROOFROLLING OPERATION SHALL TRAFFIC THE CONSTRUCTION AREA WITH PARALLEL PASSES ON THE VEHICLE STARTING AT ONE SIDE OF THE AREA AND CONTINUING TO THE OTHER. EACH PASS SHALL OVERLAP THE PRECEDING PASS TO ENSURE COMPLETE COVERAGE . THE CONSTRUCTION ENGINEER SHALL BE PRESENT TO OBSERVE THE PROOFROLLING OPERATIONS AND TO PROVIDE RECOMMENDATIONS SHOULD UNSTABLE SOILS BE ENCOUNTERED.

3. HIGH PLASTICITY CLAYS WERE ENCOUNTERED ACROSS THE PROJECT AREAS. THESE SOILS HAVE THE POTENTIAL TO IMPEDE CONSTRUCTION DUE TO HIGH PLASTICITY AND HIGH MOISTURE CONTENTS. ROADWAY SECTIONS WITHIN THE DEEPER CUT AREAS WILL LIKELY REQUIRE UNDERCUT AND STABILIZATION WITH GRADED SOLID ROCK (GSR). A MINIMUM OF 3 FEET OF UNDERCUT WILL BE REQUIRED WHEN SOFT, HIGH MOISTURE, HIGH PLASTICITY OR OTHER POOR QUALITY SOILS ARE ENCOUNTERED AT THE FINAL SUBGRADE ELEVATION OR BEARING LAYERS. THIS DEPTH OF UNDERCUT CAN BE DECREASED IF BEDROCK IS ENCOUNTERED PRIOR TO EXCAVATING TO THE DEPTH OF 3 FEET. THIS UNDERCUT MATERIAL SHALL BE REPLACED WITH GRADED SOLID ROCK HAVING A MAXIMUM GRADATION SIZE OF 1 FOOT AND UNDERLAIN AND OVERLAID WITH TYPE IV GEOTEXTILE FABRIC PER T.D.O.T. SPECIFICATIONS IN THE FOLLOWING INTERVALS, AS DEPICTED ON THE SOILS SHEETS, AND AS DIRECTED AND MODIFIED BY THE ENGINEER.

4. SOILS NEAR STREAMS AND WET WEATHER CONVEYANCES HAVE THE POTENTIAL TO REQUIRE STABILIZATION DUE TO HIGH MOISTURE CONTENTS. SOIL STABILIZATION IN THESE AREAS MAY USE GRADED SOLID ROCK (GSR). A 3 FOOT BLANKET OF GRADED SOLID ROCK SHALL BE PLACED AT GRADE OR IN THE LOWER PORTIONS OF THE EMBANKMENT, IN ACCORDANCE WITH T.D.O.T. SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS LAYER SHALL BE UNDERLAIN AND OVERLAID WITH TYPE IV GEOTEXTILE FABRIC AND WILL BE PLACED TO ALLOW CONSTRUCTION TO CONTINUE ACROSS WET AREAS, TO PROMOTE DRAINAGE OF ANY SEEPAGE, AND TO PROVIDE A WORKING PLATFORM FOR CONSTRUCTON ACTIVITIES.

COMPACTED FILL

5. THE LABORATORY TEST DATA INDICATES SOILS ALONG THE PROJECT ALIGNMENT CONSIST PREDOMINATELY OF RESIDUAL SOILS. HIGH PLASTIC CLAYS MUST NOT BE PLACED WITHIN 3 FEET OF THE SUBGRADE UNLESS THEY ARE MODIFIED BY ADDING HYDRATED LIME OR OTHER ADMIXTURE TO REDUCE THE PLASTICITY INDEX TO LESS THAN 10 OR THROUGH SWELL TESTS TO A CONDITION WHERE THERE IS LESS THAN 1% SWELL. SHALE, SANDSTONE AND LIMESTONE USED AS FILL SHALL BE THOROUGHLY BROKEN-DOWN AND REDUCED TO NO LARGER THAN A 3 INCH MINUS TYPE GRADATION.

6. POSITIVE DRAINAGE SHALL BE MAINTAINED THROUGHOUT GRADING OPERATIONS TO HELP PREVENT EXCESSIVE WETTING OF SUBGRADES. THE SURFACE SHALL BE ROLLED SMOOTH TO ENHANCE DRAINAGE IF PRECIPITATION IS EXPECTED. THE ENGINEER SHALL PROVIDE RECOMMENDATIONS FOR TREATMENT IF THE SOILS BECOME EXCESSIVELY WET, DRY OR FROZEN.

COMPACTED FILL

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GROUNDWATER

7. THE PROPOSED ROADWAY IMPROVEMENTS WILL CROSS STREAMS AND WET WEATHER CONVEYANCES. THE STREAMS AND WET WEATHER CONVEYANCES WILL BE ROUTED BENEATH THE ROADWAY THROUGH STORMWATER PIPES AND/OR BOX CULVERTS. THE CONTRACTOR SHALL BE PREPARED FOR SHALLOW GROUNDWATER IN THESE AREAS.

8. IN HILLY TERRAIN IT IS COMMON TO ENCOUNTER SPRINGS AND INTERMITTENT SEEPS. IF GROUNDWATER AND SEEPS ARE ENCOUNTERED IN CUT AREAS DURING CONSTRUCTION, THE PROJECT ENGINEER SHALL BE CONTACTED TO OBSERVE THE AREA AND PROVIDE RECOMMENDATIONS FOR CORRECTIVE MEASURES AT THE TIME OF CONSTRUCTION.

9. DURING PERIODS OF HEAVY RAIN, PERCHED GROUNDWATER CONDITIONS MAY OCCUR AT THE SITE. IF PERCHED OR SHALLOW GROUNDWATER IS ENCOUNTERED, THE CONTRACTOR SHALL PROVIDE ADEQUATE DEWATERING TO MAINTAIN THE GROUNDWATER LEVEL BELOW THE BOTTOM OF EXCAVATIONS BY HIS MEANS AND METHODS. DEWATERS SHALL BE DISCHARGED BEYOND THE CONSTRUCTION LIMITS.

SLOPES

10. CONSTRUCTION MAY DISCLOSE THE PRESENCE OF GROUNDWATER SEEPS OR SPRINGS, SLICKENSIDED ZONES, OR DOWN-SLOPE DIPPING OF THE SOIL PROFILE. THESE CONDITIONS, IF PRESENT, WILL HAVE AN EFFECT ON SLOPE STABILITY. IF SEEPAGE OR OTHER UNFAVORABLE GEOLOGIC CONDITIONS ARE ENCOUNTERED IN CUT SLOPES AT THE TIME OF CONSTRUCTION, THE PROJECT ENGINEER SHALL BE CONTACTED TO OBSERVE THE SLOPE AND PROVIDE RECOMMENDATIONS FOR CORRECTIVE MEASURES.

11. VEGETATION SHALL BE ESTABLISHED AS QUICKLY AS POSSIBLE ON SLOPES TO PREVENT EROSION. EROSION CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH T.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION GUIDELINES.

12. SHOULD SHALLOW SLIDES OR SLUMPS OCCUR, THEY SHALL BE REPAIRED PROMPTLY TO PREVENT FURTHER SLOPE EROSION. REPAIR CAN TYPICALLY BE ACCOMPLISHED BY REMOVING THE SLIDE MATERIAL, EXCAVATING A BENCH WITHIN THE FAILURE ZONE AND BACKFILLING THE FAILURE ZONE WITH CLASS A-3 MACHINED RIP-RAP (T.D.O.T. ITEM NUMBER 709-05.05).

13. PREPARATION OF EMBANKMENT AREAS AND FORMATION OF EMBANKMENTS SHALL BE IN ACCORDANCE WITH SECTIONS 205.03 AND 205.04 OF T.D.O.T.'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2015 EDITION.

14. SLOPES CONSTRUCTED IN SOIL SHOULD HAVE A MAXIMUM INCLINATION OF 3 HORIZONTAL TO 1 VERTICAL (3H:1V) EXCAVATION BELOW THE DURABLE ROCK LINE CAN BE CONSTRUCTED WITH AN INCLINATION OF 2H:1V

15. ROCK OUTCROPS WERE OBSERVED IN EXISTING IN ROADSIDE CUTS IN SEVERAL AREAS NEAR THE PROJECT ALIGNMENT. IN addition, A NUMBER OF BORINGS REFUSED AT RELATIVELY SHALLOW DEPTHS. THEREFORE, DIFFICULT/ROCK EXCAVATION WILL LIKELY BE REQUIRED ALONG PORTIONS OF THE PROJECT ALIGNMENT.

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MATTHEW W. BULLARD REGISTERED ENGINEER AGRICULTURE COMMERCE No. 116266 STATE OF TENNESSEE

02/26/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL NOTES AND QUANTITIES

$$$$DATE$$$$$$$$$$$TIME$$$$$$$
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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	G2A

GEOTECHNICAL NOTES

DEFINITION OF TERMS USED FOR EARTHWORK GRADING CALCULATION (SECTION 4-203.02)

A. SOIL MATERIAL

SOIL MATERIAL IS MATERIAL THAT IS PREDOMINANTLY MADE UP OF NATURALLY OCCURRING MINERAL PARTICLES WHICH ARE FAIRLY READILY SEPARATED INTO RELATIVELY SMALL PIECES, AND IN WHICH THE MASS MAY CONTAIN AIR, WATER OR ORGANIC MATERIALS. THIS MATERIAL MAY CONTAIN ROCK PIECES IN THE FORM OF DISCONNECTED SLABS, LENSES, OR BOULDERS OF LESS THAN APPROXIMATELY 0.5 CUBIC YARDS. THE MAIN SOIL GROUPS CONSIST OF CLAY, SILT, SAND, GRAVEL, COBBLES, BOULDERS (LESS THAN 0.5 CUBIC YARD VOLUME) OR A COMBINATION OF ANY OF THE CONSTITUENTS. FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY BE CONSIDERED TO BE EXCAVATABLE BY CONVENTIONAL EXCAVATION MACHINERY SUCH AS PANS, TRACK HOES, OR FRONT END EXCAVATORS/LOADERS. THIS MATERIAL WOULD HAVE A SHRINK FACTOR AS GIVEN IN THE SHRINK FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TEST DIVISION.

B. SOLID ROCK MATERIAL

SOLID ROCK MATERIAL IS THAT NATURALLY OCCURRING MATERIAL COMPOSED OF MINERAL PARTICLES SO FIRMLY BONDED TOGETHER THAT RELATIVELY GREAT EFFORT IS REQUIRED TO SEPARATE THE PARTICLES (I.E. BLASTING OR HEAVY CRUSHING FORCES). FOR CONSTRUCTION PURPOSES, THIS MATERIAL WOULD TYPICALLY HAVE TO BE BLASTED TO SEPARATE INTO PIECES SMALL ENOUGH TO LOAD AND TRANSPORT ON EARTH MOVING TRUCKS AND WHICH WHEN SUBJECTED TO PROPER PRE-SPLIT PRODUCTION BLASTING WOULD RESULT IN A UNIFORM STABLE ROCK CUT FACE. NOTE THAT THIS MATERIAL WOULD NOT BY DEFINITION NECESSARILY BE A PROVEN SOURCE OF ANY ROCK TYPE AGGREGATE SUCH AS SOLID ROCK, GRADED SOLID ROCK, RIP-RAP, OR OTHER ROCK AGGREGATE CONSTRUCTION PRODUCTS. THIS MATERIAL WOULD HAVE A SIGNIFICANT SWELL FACTOR AS GIVEN IN SWELL FACTORS SHOWN IN SECTION 2-145.10 OF THE DESIGN GUIDELINES OR AS RECOMMENDED BY THE GEOTECHNICAL ENGINEERING SECTION OF THE MATERIALS AND TESTS DIVISION.

C. SOFT ROCK OR DEGRADABLE ROCK

THIS MATERIAL IS THAT NATURALLY OCCURRING MATERIAL COMPOSED OF MINERAL PARTICLES THAT ARE SO FIRMLY BONDED SUCH THAT THEY ARE NOT FAIRLY READILY SEPARATED INTO SMALL PIECES YET HAS SUCH RELATIVELY LOW BONDING STRENGTH THAT WOULD ALLOW FOR SEPARATING INTO SMALL PIECES THROUGH MODERATE TO HEAVY CRUSHING FORCES. FOR CONSTRUCTION PURPOSES THIS MATERIAL WOULD HAVE TO BE SUBJECTED TO RIPPING TYPE EQUIPMENT, HOE RAMS, OR RUGGED USE OF A LARGE BULLDOZER IN ORDER TO SEPARATE THE MATERIAL SUCH THAT IT CAN BE READILY LOADED INTO EARTH MOVING TRUCKS. THESE MATERIALS WOULD TYPICALLY BE SHALES, CLAYSTONES, SILTSTONES, WEATHERED SANDSTONES, WEATHERED SCHIST AND WEATHERED GNEISS. THIS MATERIAL WOULD HAVE A RELATIVELY SMALL SHRINK OR SWELL FACTOR DEPENDING ON THE TYPE MATERIAL AND THE DEGREE OF WEATHERING, DISINTEGRATION OR DEGRADATION.

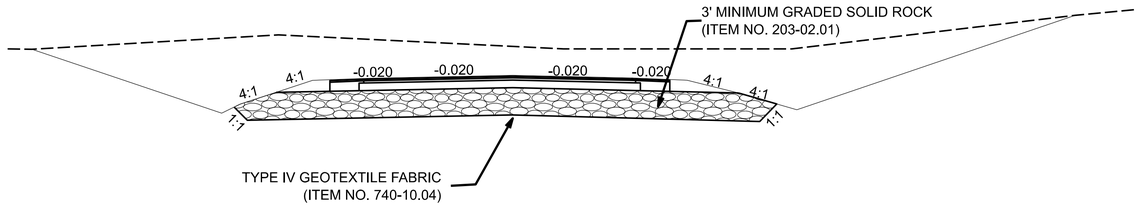
D. TRANSITIONAL MATERIALS

THIS MATERIAL IS THAT MATERIAL COMPRISED OF A COMBINATION OF SOIL AND ROCK (MATERIALS A, B, AND C AS DEFINED IN SECTION 4-203.02) OCCURRING IN EITHER NON-UNIFORM INTERBEDDED LAYERS OF THE ABOVE MATERIALS (I.E. SHALE MATERIAL WITH RELATIVELY THIN LAYERS OF SOLID ROCK SUCH AS HARD LIMESTONE) OR ERRATIC LOCALIZED CHANGES OF MATERIAL TYPES BOTH LATERALLY AND WITH DEPTH (SUCH AS A GEOLOGIC FORMATION RESULTING IN PINNACLED ROCK COLUMNS, FLOATING BOULDERS OR LENSES INTERCALATED WITH CLAY SOIL, A COMMON OCCURRENCE IN CERTAIN REGIONS OF TENNESSEE). FOR CONSTRUCTION PURPOSES, THIS MATERIAL MAY HAVE TO BE EXCAVATED USING A COMBINATION OF EXCAVATION METHODS SUCH AS BLASTING OF ROCK PINNACLES, LAYERS OR BOULDERS ALONG WITH A RIPPING OF WEATHERED ROCK AND EXCAVATING OF SOIL WITH TRACK HOES OR LOADERS ALL WITHIN A LOCALIZED AREA. THIS MATERIAL WOULD NOT BE SUITABLE FOR THE USE OF EXCAVATING PAN TYPE EQUIPMENT.

ESTIMATED SOIL QUANTITIES				
	ITEM NUMBER	DESCRIPTION	UNIT	QUANTIES
(1)	203-02.01	BORROW EXCAVATION (GRADED SOILD ROCK)	TON	1098
(1)	203-05	UNDERCUTTING	C.Y.	623
(1)	740-10.04	GEOTEXTILE (TYPE IV) (STABILIZATION)	S.Y.	1369

FOOTNOTES:

(1) THIS ITEM TO BE USED FOR STATIONS RANGES LISTED IN NOTE 3 OR OTHERWISE AS DIREDTED BY THE ENGINEER FOR THE STABILIZATION OF SUBGRADE THESE QUANTITES ARE NOMINAL QUANTITES.



SUBGRADE STABILIZATION-TYPICAL SECTION
SEE NOTE 3 PAGE G-2

PS&E

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MATTHEW W. BULLARD
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COMMERCE
No. 116266
STATE OF TENNESSEE

02/26/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL NOTES AND QUANTITIES

$$$$DATE$$$$$$$$$$TIME$$$$$$$
D:\PWEXPORT\22171-TDOT PROJECT LEEWARD\60\ACIT-SHT-GEO-NOTES2.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	G3

BEGIN PROJECT NO. 60ACIT-S1-002 CONSTRUCTION
STA. 20+00.00 OAKLAND PKWY
N 462894.3873 E 1634936.3546

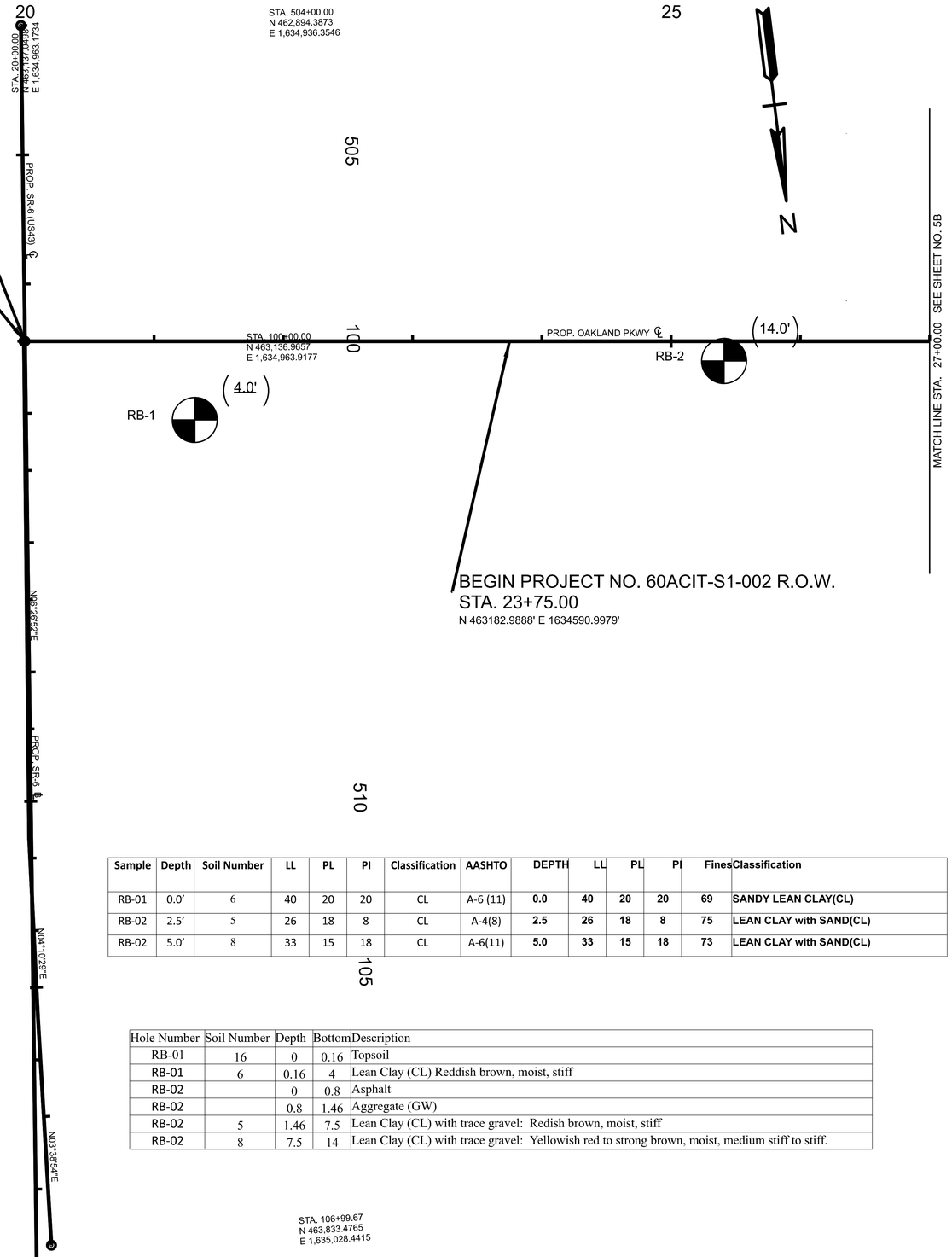
STA. 506+44.14 SR-6 =
STA. 20+00.00 OAKLAND PKWY
N 463137.0498 E 1634963.1734

LEGEND

B-1 (24.5' / 70.3') — BORING LOCATION, DEPTH TO REFUSAL (ABOVE LINE), BOTTOM OF HOLE (BELOW LINE)

B-1 (24.5') — BORING LOCATION WITH DEPTH TO REFUSAL

B-1 (24.5') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)



Sample	Depth	Soil Number	LL	PL	PI	Classification	AASHTO	DEPTH	LL	PL	PI	Fines	Classification
RB-01	0.0′	6	40	20	20	CL	A-6 (11)	**0.0**	**40**	**20**	**20**	**69**	**SANDY LEAN CLAY(CL)**
RB-02	2.5′	5	26	18	8	CL	A-4(8)	**2.5**	**26**	**18**	**8**	**75**	**LEAN CLAY with SAND(CL)**
RB-02	5.0′	8	33	15	18	CL	A-6(11)	**5.0**	**33**	**15**	**18**	**73**	**LEAN CLAY with SAND(CL)**

Hole Number	Soil Number	Depth	Bottom	Description
RB-01	16	0	0.16	Topsoil
RB-01	6	0.16	4	Lean Clay (CL) Reddish brown, moist, stiff
RB-02		0	0.8	Asphalt
RB-02		0.8	1.46	Aggregate (GW)
RB-02	5	1.46	7.5	Lean Clay (CL) with trace gravel: Redish brown, moist, stiff
RB-02	8	7.5	14	Lean Clay (CL) with trace gravel: Yellowish red to strong brown, moist, medium stiff to stiff.

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MATTHEW W. BULLARD REGISTERED ENGINEER No. 116266 STATE OF TENNESSEE

02/26/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

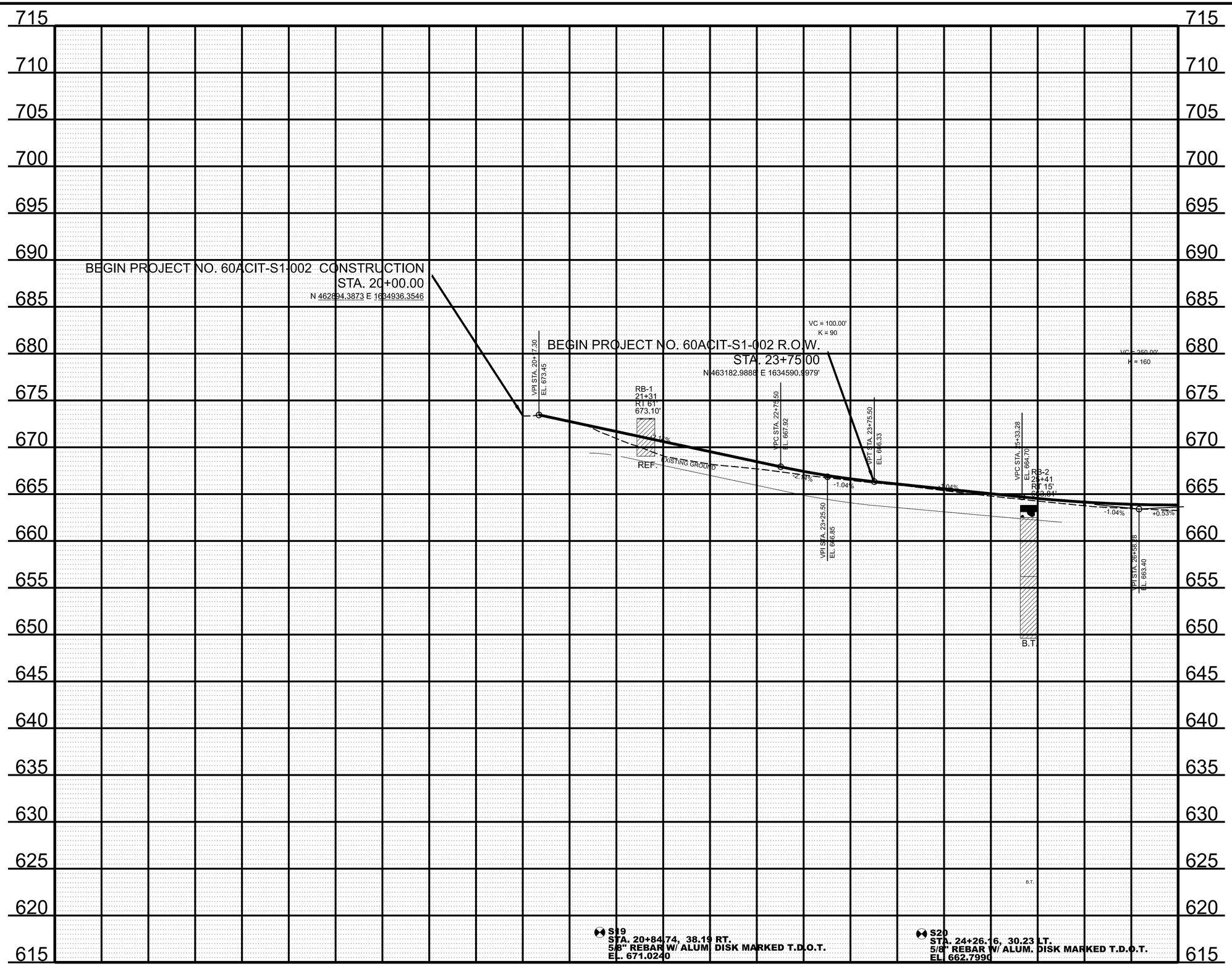
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PLAN

STA. 20+00 TO STA. 27+00
SCALE: 1" = 50'

$$$$DATE$$$$$$$$$$TIME$$$$$$
C:\USERS\SPAILY1\ONEDRIVE - BACON FARMER WORKMAN\BFW GEOTECHNICAL DEPARTMENT - DOCUMENTS\PROJECTS\PROJECT LEEWARD\GT\60ACIT-SHT-GEO- LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	G3A



S19
STA. 20+84.74, 38.19 RT.
5/8" REBAR W/ ALUM DISK MARKED T.D.O.T.
EL. 671.0240

S20
STA. 24+26.16, 30.23 LT.
5/8" REBAR W/ ALUM. DISK MARKED T.D.O.T.
EL. 662.7990

LEGEND

- CLAYEY GRAVEL WITH SAND (GC)
- SILTY GRAVEL WITH SAND (GM)
- DENSE GRADED AGGREGATE
- TOPSOIL (TYPE A)
- SILTY SAND (SM) (TYPE A)
- SILTY CLAY WITH SAND (CL-ML)
- SILT WITH SAND (MH)
- CLAYEY SILT (ML) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- CLAYEY SAND (SC) (TYPE A)
- SILTY CLAY (CL) (TYPE A)
- SHALE (TYPE B)
- LIMESTONE
- ASPHALT

PS&E

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED
REF.= AUGER REFUSAL

SEALED BY

MATTHEW W. BULLARD
REGISTERED ENGINEER
AGRICULTURE
COMMERCE
No. 116266
STATE OF TENNESSEE

02/26/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING PROFILE

STA. 20+00 TO STA. 27+00

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

$$$$DATE$$$$$$$$$$TIME$$$$$$$
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-PROPOSED PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	G4

LEGEND

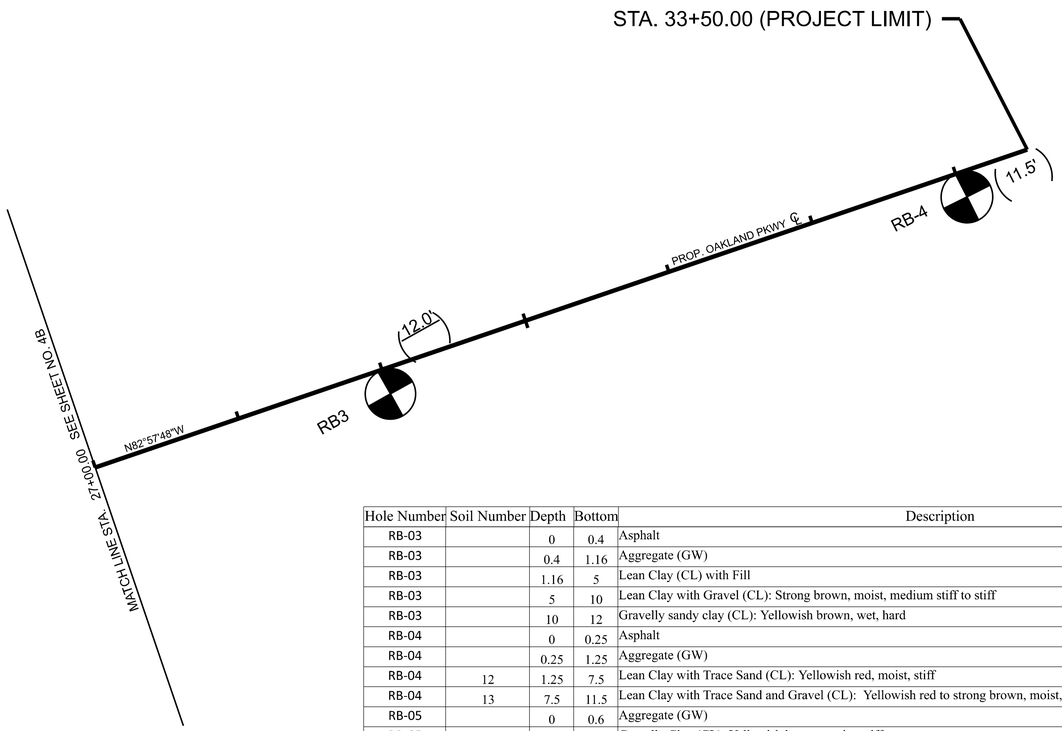
B-1 (24.5' / 70.3') — BORING LOCATION, DEPTH TO REFUSAL (ABOVE LINE), BOTTOM OF HOLE (BELOW LINE)

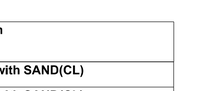
B-1 (24.5') — BORING LOCATION WITH DEPTH TO REFUSAL

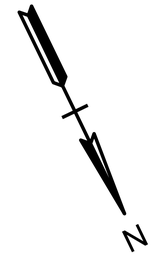
B-1 (24.5') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)

Sample	Depth	Soil Number	LL	PL	PI	Classification	AASHTO	DEPTH	LL	PL	PI	Fines	Classification
RB-04	2.5'	12	43	21	22	CL	A-7-6(13)	**2.5**	**43**	**21**	**22**	**84**	**LEAN CLAY with SAND(CL)**
RB-04	7.5'	13	48	27	21	CL	A-7-6(14)	**7.5**	**48**	**27**	**21**	**84**	**LEAN CLAY with SAND(CL)**
RB-05	10.0'	2	57	27	30	CH	A-7-6(17)	**10.0**	**57**	**27**	**30**	**67**	**SANDY FAT CLAY(CH)**
RB-05	0.0'	15	33	25	8	GM	A-2-4(0)	**0.0**	**33**	**25**	**8**	**33**	**SILTY GRAVEL with SAND(GM)**
RB-05 Bulk	0.0'	2	51	19	31	CH	A-7-6(17)	**0.0**	**51**	**19**	**32**	**71**	**FAT CLAY with SAND(CH)**

30







PS&E

Hole Number	Soil Number	Depth	Bottom	Description
RB-03		0	0.4	Asphalt
RB-03		0.4	1.16	Aggregate (GW)
RB-03		1.16	5	Lean Clay (CL) with Fill
RB-03		5	10	Lean Clay with Gravel (CL): Strong brown, moist, medium stiff to stiff
RB-03		10	12	Gravelly sandy clay (CL): Yellowish brown, wet, hard
RB-04		0	0.25	Asphalt
RB-04		0.25	1.25	Aggregate (GW)
RB-04	12	1.25	7.5	Lean Clay with Trace Sand (CL): Yellowish red, moist, stiff
RB-04	13	7.5	11.5	Lean Clay with Trace Sand and Gravel (CL): Yellowish red to strong brown, moist, stiff to very stiff.
RB-05		0	0.6	Aggregate (GW)
RB-05	15	0.6	2.5	Gravelly Clay (CL): Yellowish brown, moist, stiff
RB-05	2	2.5	20	Lean Clay with Gravel (CL): Strong brown to yellowish brown, moist, medium stiff to very stiff
Rb-05		20	31.3	Lean clay with gravel and sand (CL): Yellowish brown to dark yellowish brown, moist to wet, very soft to medium stiff

SEALED BY

MATTHEW W. BULLARD — REGISTERED ENGINEER — DEPARTMENT OF AGRICULTURE — COMMERCE — No. 116266 — STATE OF TENNESSEE

02/26/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PLAN

STA. 27+00 TO STA. 33+50
SCALE: 1" = 50'

$$$$DATE$$$$$$$$$$TIME$$$$$$
C:\USERS\SPAILY1\ONEDRIVE - BACON FARMER WORKMAN\BFW GEOTECHNICAL DEPARTMENT - DOCUMENTS\PROJECTS\PROJECT LEEWARD\GT\60ACIT-SHT-GEO- LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	G4A

VPT STA. 27+83.28
EL. 664.06

VPC STA. 28+83.11
EL. 664.59

RB-3
28+00
RT 17'
663.67'

VPT STA. 29+83.11
EL. 665.79

VPC STA. 30+27.75
EL. 666.63

VPI STA. 31+27.75
EL. 668.51

VPT STA. 32+27.75
EL. 668.77

RB-4
33+02
RT 17'
664.26'

STA. 33+50.00 (PROJECT LIMITS)

VC = 250.00'
K = 160

VC = 100.00'
K = 74

VC = 200.00'
K = 55

+0.53%
+0.53%
+0.53%
+1.88%
+1.88%
+1.74%
-1.74%
-1.74%

VPI STA. 29+33.11
EL. 664.85

B.T.

S21
STA. 30+72.53, 23.28 LT.
5/8" REBAR W/ALUM. DISK MARKED T.D.O.T.
EL. 665.8390

710 705 700 695 690 685 680 675 670 665 660 655 650 645 640 635 630 625 620 615 610

27+00 28+00 29+00 30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00 39+00

LEGEND

- CLAYEY GRAVEL WITH SAND (GC)
- SILTY GRAVEL WITH SAND (GM)
- DENSE GRADED AGGREGATE
- TOPSOIL (TYPE A)
- SILTY SAND (SM) (TYPE A)
- SILTY CLAY WITH SAND (CL-ML)
- SILT WITH SAND (MH)
- CLAYEY SILT (ML) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- CLAYEY SAND (SC) (TYPE A)
- SILTY CLAY (CL) (TYPE A)
- SHALE (TYPE B)
- LIMESTONE
- ASPHALT

PS&E

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED
REF.= AUGER REFUSAL

SEALED BY

MATTHEW W. BULLARD
REGISTERED ENGINEER
STATE OF TENNESSEE
DEPARTMENT OF AGRICULTURE
COMMERCE
No. 116266

02/26/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PROFILE

STA. 27+00 TO STA. 33+50

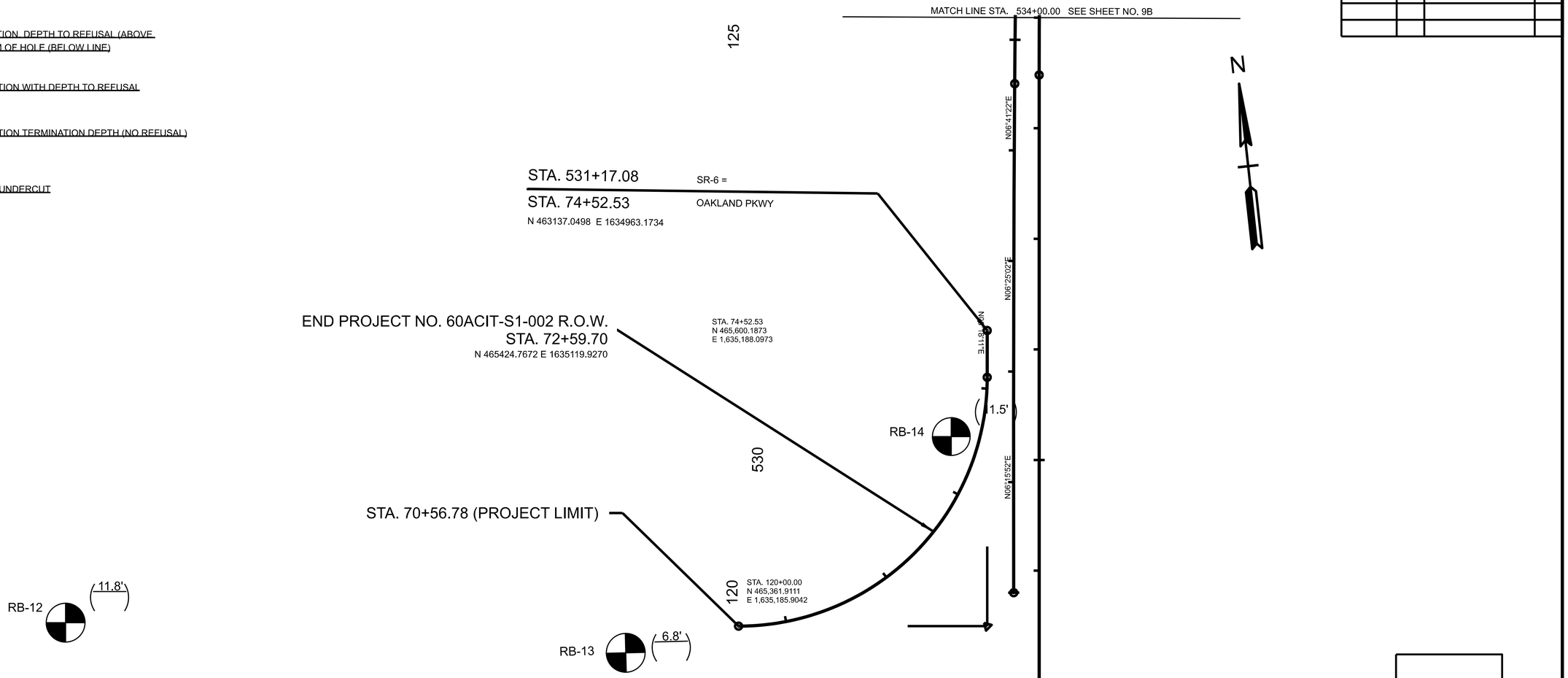
SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

$$$$DATE$$$$$$$$$$$TIME$$$$$$$
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CAD\SHT\60ACIT-SHT-PROPOSED PROFILES.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	G5

LEGEND

- B-1 (24.5' / 70.3') — BORING LOCATION, DEPTH TO REFUSAL (ABOVE LINE), BOTTOM OF HOLE (BELOW LINE)
- B-1 (24.5') — BORING LOCATION WITH DEPTH TO REFUSAL
- B-1 (24.5') — BORING LOCATION TERMINATION DEPTH (NO REFUSAL)
- LOCATION OF UNDERCUT



Hole Number	Soil Number	Depth	Bottom	Description
RB-12	16	0	0.16	Topsoil
RB-12	12	0	2.5	Lean clay with trace gravel: Reddish brown and yellowish red, moist to wet, soft to stiff
RB-12	1	2.5	11.8	Lean clay with trace gravel: Reddish brown and yellowish red, moist to wet, soft to stiff
RB-13	16	0	0.25	Topsoil
RB-13	11	0.25	5	Lean Clay (CL): Reddish brown to dark yellowish brown, moist, stiff
RB-13	10	5	6.8	Lean Clay with sand (CL): Dark yellowish brown, moist, stiff
RB-14	16	0	0.25	Topsoil
RB-14	8	0.25	2.5	Lean Clay (CL): Reddish brown, moist, medium stiff
RB-14	7	2.5	5	Lean Clay with trace gravel (CL): Reddish brown, moist, medium stiff

Sample	Depth	Soil Number	LL	PL	PI	Classification	AASHTO	DEPTH	LL	PL	PI	Fines	Classification
RB-12	2.5′	1	50	26	24	CH	A-7-6(16)	**2.5**	**50**	**26**	**24**	**88**	**FAT CLAY(CH)**
RB-12	0.0′	12	45	25	20	CL	A-7-6(13)	**0.0**	**45**	**25**	**20**	**81**	**LEAN CLAY with SAND(CL)**
RB-13	5.0′	10	45	22	23	CL	A-7-6(10)	**5.0**	**45**	**22**	**23**	**55**	**SANDY LEAN CLAY(CL)**
RB-13	0.0′	11	43	25	18	CL	A-7-6(12)	**0.0**	**43**	**25**	**18**	**86**	**LEAN CLAY(CL)**
RB-14	2.5′	7	33	18	15	CL	A-6(10)	**2.5**	**33**	**18**	**15**	**88**	**LEAN CLAY(CL)**
RB-14	0.0′	8	36	19	17	CL	A-6(11)	**0.0**	**36**	**19**	**17**	**81**	**LEAN CLAY with SAND(CL)**

PS&E

SEALED BY

MATTHEW W. BULLARD — REGISTERED ENGINEER — AGRICULTURE — COMMERCE — No. 116166 — STATE OF TENNESSEE

02/26/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL BORING PLAN

STA. 70+56.78 TO STA. 73+93.53
SCALE: 1" = 50'

$$$$DATE$$$$$$$$$$TIME$$$$$$
C:\USERS\SPAILY1\ONEDRIVE - BACON FARMER WORKMAN\BFW GEOTECHNICAL DEPARTMENT - DOCUMENTS\PROJECTS\PROJECT LEEWARD\GT\60ACIT-SHT-GEO- LAYOUT.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	G5A

END PROJECT
STA. 531+17.08
STA. 74+52.53
N 463137.0498 E 1634963.1734

SR-6 =
OAKLAND PKWY

STA. 70+56.78(PROJECT LIMITS)

VPI STA. 73+45.94
EL. 656.82

PC 11
73+48
LT 25'
647.63'

50%

VPI STA. 74+52.46
EL. 649.46

B.T.

LEGEND

- CLAYEY GRAVEL WITH SAND (GC)
- SILTY GRAVEL WITH SAND (GM)
- DENSE GRADED AGGREGATE
- TOPSOIL (TYPE A)
- SILTY SAND (SM) (TYPE A)
- SILTY CLAY WITH SAND (CL-ML)
- SILT WITH SAND (MH)
- CLAYEY SILT (ML) (TYPE A)
- SILTY CLAY (CH) (TYPE A)
- CLAYEY SAND (SC) (TYPE A)
- SILTY CLAY (CL) (TYPE A)
- SHALE (TYPE B)
- LIMESTONE
- ASPHALT

PS&E

TYPE MATERIAL-SEE DEFINITION OF EARTHWORK TERMS ON NOTES AND EST. QTYS. SHEET.
B.T.= BORING TERMINATED
REF.= AUGER REFUSAL

SEALED BY

MATTHEW W. BULLARD
REGISTERED ENGINEER
TENNESSEE DEPARTMENT OF AGRICULTURE
COMMERCE
No. 116266
STATE OF TENNESSEE

02/26/2026

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GEOTECHNICAL
BORING PROFILE

STA. 63+00 TO STA. 74+39.22

SCALE: 1" = 50' HORIZ.
1" = 5' VERT.

$$$DATE$$$$$$$$$$TIME$$$$$$$
G:\TDOT REG. 3 DESIGN ON-CALL\MAURY COUNTY-COLUMBIA RAIL SITE\132406.00 MAURY SIA SECTIONS 1-3\CADS\HT\60ACIT-SHT-PROPOSED PROFILES.DGN

THIS DOCUMENT HAS BEGIN DIGITALLY SIGNED AND SEALED BY:

Trey Todd 2026.02.25 07:56:16 -06'00'

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

NEEL-SCHAFFER, INC.
201 EAST MAIN STREET
SUITE 325
02/25/2026 MURFREESBORO, TENNESSEE 37130
WILLIAM EDWARD TODD, III, P.E. NO. 122054

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	SIGNAL-SIGN1
SIGNAL LAYOUT OAKLAND PKWY @ SR-6 (US 43)	SIG-1
SIGNAL DETAILS OAKLAND PKWY @ SR-6 (US 43)	SIG-1A

YEAR	PROJECT NO.	SHEET NO.
2026	60AVAR-S3-002	SIGNAL-SIGN1

PS&E

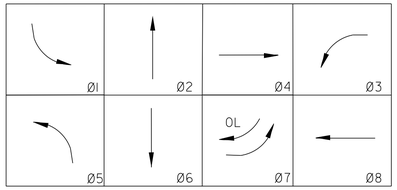
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

$$$$$SYTIME$$$$$$$$
Y:\Projects\0015000\0017000\17094 Project Leeward Signals\dgn\60ACIT-SHT-SIG-0-SIGN1.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2022	60ACIT-S1-002	SIG 1
PS&E	2026	60AVAR-S3-002	SIG 1

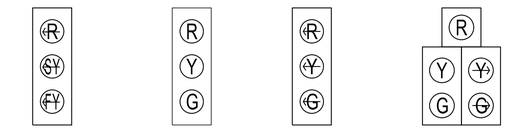
SIGNAL PHASING DIAGRAM



-MIN RECALL: Ø2, Ø6
-PROT./PERM. PHASING: Ø1, Ø5
-PROT. ONLY: Ø3, Ø7
-FLASHING OPERATION: YELLOW - Ø2, Ø6; RED - Ø3, Ø4, Ø7, Ø8
-LAGGING OPERATION: Ø3
-Ø3 SHALL NOT OPERATE SIMULTANEOUSLY WITH Ø7
-EASTBOUND AND WESTBOUND LEFT-TURN MOVEMENTS SHALL NOT BE PERMITTED TO OCCUR SIMULTANEOUSLY. CONTRACTOR SHALL CONSULT WITH THE SIGNAL CONTROLLER MANUFACTURER TO PROGRAM THE ALTERNATE PHASE SEQUENCE OPERATIONS TO REVERSE PHASES 3 AND 4 AND TO IMPLEMENT PHASE OMIT PROGRAMMING TO PREVENT CONCURRENT TIMING OF PHASES 3 AND 7.

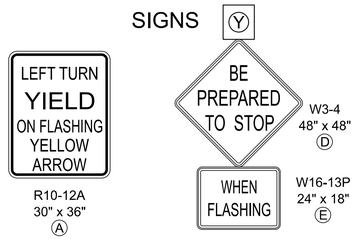
SIGNAL SUPPORT DETAIL

SIGNAL HEADS



*NOTE: ALL BACKPLATES SHALL INCLUDE YELLOW REFLECTIVE STRIP (1" MIN 3"MAX WIDTH)

SIGNS



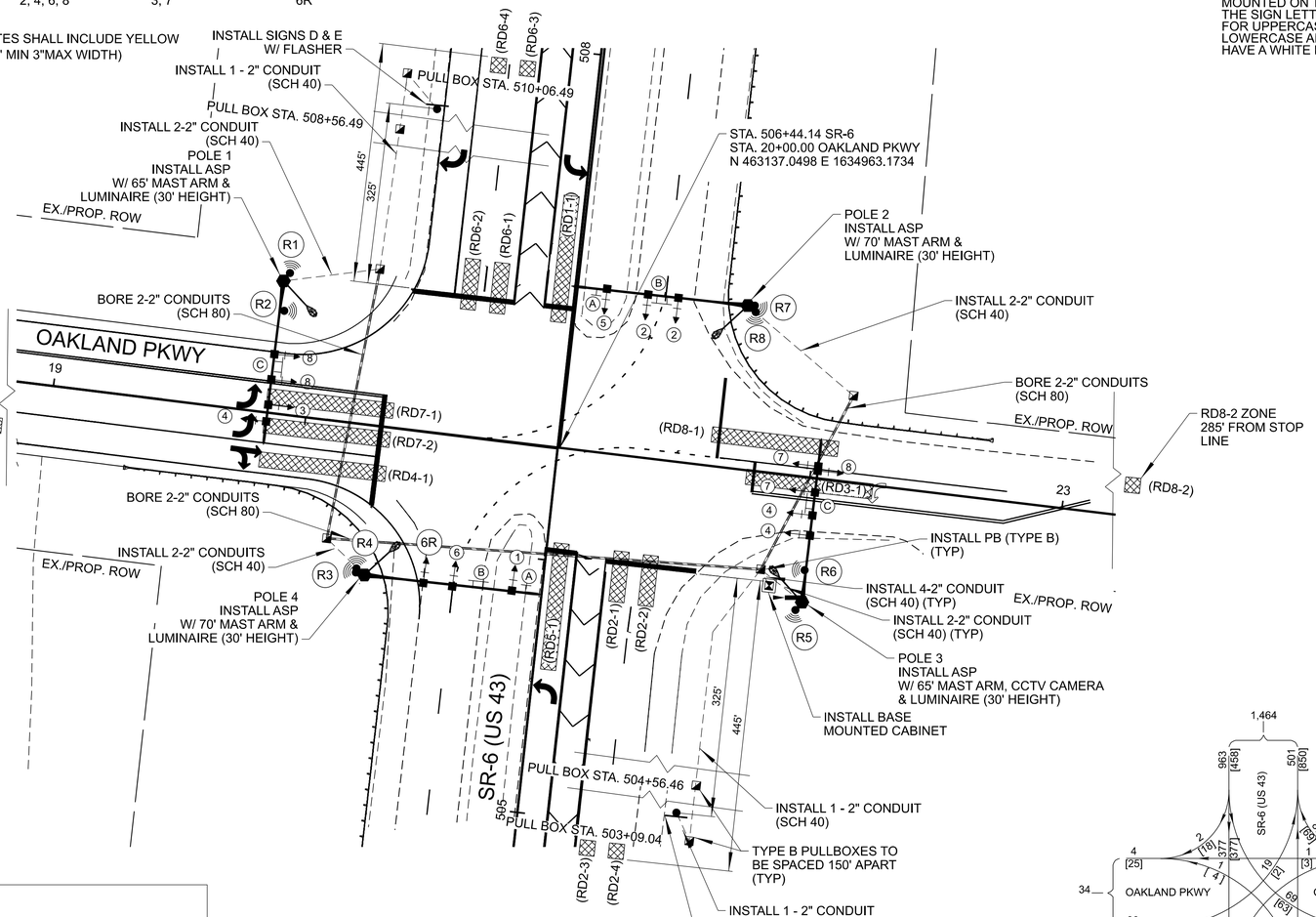
LEGEND

CANTILEVER POLE W/MAST ARM & DAMPER
RADAR UNIT (RDS)
(RADAR # R#)
LUMINAIRE

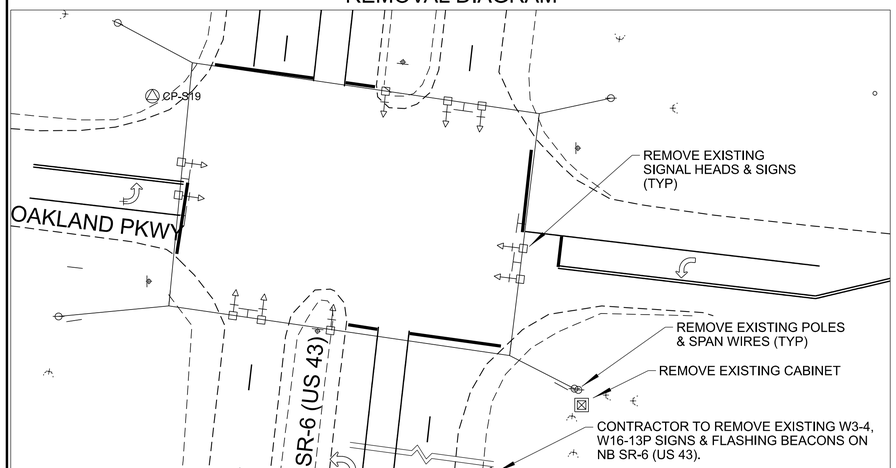
Oakland Pkwy
SNS-1
2' x 8'
TYPE C FONT
B
Hwy 43
SNS-2
2' x 6'
TYPE D FONT
C

STREET NAME SIGNS SHALL BE MOUNTED ON THE MAST ARMS. THE SIGN LETTERING HEIGHT FOR UPPERCASE IS 12" & 9" FOR LOWERCASE AND SHALL HAVE A WHITE BORDER.

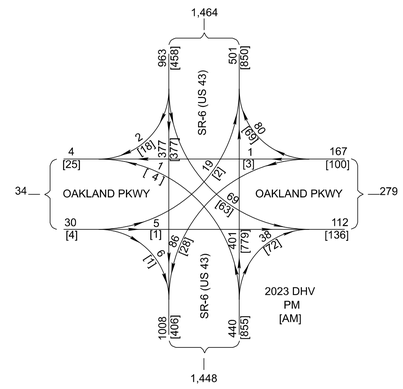
N



REMOVAL DIAGRAM



NOTE:
CONTRACTOR TO RETAIN AND RETURN ALL SIGNAL EQUIPMENT TO CITY FOR FUTURE USE. THIS INCLUDES BUT IS NOT LIMITED TO SIGNAL HEADS, CABINET & POLES. CONTRACTOR TO COORDINATE WITH PROJECT ENGINEER PRIOR TO CONSTRUCTION TO IDENTIFY REUSABLE EQUIPMENT.



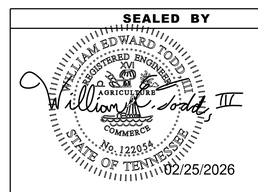
SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION		OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH-1	SH-2	SH-3	SH-4	SH-5	RDS-1	RDS-2	SNS	S	CCTV	GROUND EL. @ POLE
1	506+97.8		114.5' LT	463202.9382	1634855.2441	SOUTH	65'	29'	39'	49'	56' *		0'	11'	34'			670.76
2	507+08.2		68.3' RT	463193.2500	1635038.0759	WEST	70'	27'	40'	56'			0'	0'	34'	60'		669.35
3	505+94.5		102.3' RT	463076.5236	1635059.4258	NORTH	65'	26'	34'	43'	52' *	54'	0'	13'	39'		0'	666.90
4	505+86.2		70.1' LT	463087.1875	1634887.0928	EAST	70'	23'	35'	58'			0'	0'	45'	63'		666.35

FINAL POLE POSITIONS SHALL BE STAKED AND FIELD APPROVED BY ENGINEER PRIOR TO CONSTRUCTION.
* NEAR SIDE SIGNALS

PS&E

SEALED BY



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

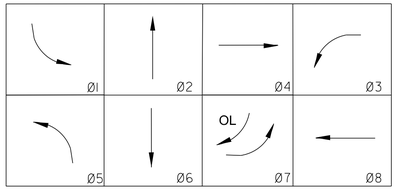
SIGNAL LAYOUT OAKLAND PKWY @ SR-6 (US 43)

SCALE: 1"=30'

$$$$SYTIME$$$$$$$
Y:\Projects\001500\001700\17094 Project Leeward Signals\dgn\60ACIT-SHT-SIG1.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2026	60AVAR-S3-002	SIG 1A

SIGNAL PHASING DIAGRAM



-MIN RECALL: Ø2, Ø6
-PROT./PERM. PHASING: Ø1, Ø5
-PROT. ONLY: Ø3, Ø7
-FLASHING OPERATION: YELLOW - Ø2, Ø6; RED - Ø3, Ø4, Ø7, Ø8
-LAGGING OPERATION: Ø3
-Ø3 SHALL NOT OPERATE SIMULTANEOUSLY WITH Ø7
-EASTBOUND AND WESTBOUND LEFT-TURN MOVEMENTS SHALL NOT BE PERMITTED TO OCCUR SIMULTANEOUSLY. CONTRACTOR SHALL CONSULT WITH THE SIGNAL CONTROLLER MANUFACTURER TO PROGRAM THE ALTERNATE PHASE SEQUENCE OPERATIONS TO REVERSE PHASES 3 AND 4 AND TO IMPLEMENT PHASE OMIT PROGRAMMING TO PREVENT CONCURRENT TIMING OF PHASES 3 AND 7.

CONTROLLER PROGRAMMING DATA

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MOVEMENT	SBL	NB	WBL	EB	NBL	SB	EBL	WB
PHASE DATA								
MIN GREEN	5.0	20.0	5.0	7.0	5.0	20.0	5.0	7.0
PASSAGE TIME	2.0	5.0	2.0	2.0	2.0	5.0	2.0	2.0
MAXIMUM I	15.0	45.0	20.0	25.0	15.0	45.0	20.0	25.0
MAXIMUM II	20.0	60.0	25.0	30.0	20.0	60.0	25.0	30.0
YELLOW	5.0	6.0	3.5	4.5	5.0	6.0	3.5	4.5
RED	3.5	1.5	4.0	2.5	3.5	1.5	4.0	2.5
WALK								
FLASH DON'T WALK								
ADDED INITIAL								
MAX INITIAL								
TIME BEFORE REDUC								
TIME TO REDUCE								
MIN GAP								
DYN MAX								
DYN STP								
UNIT DATA								
NON-LOCK MEMORY	YES	YES	NO	YES	YES	YES	NO	YES
DUAL ENTRY		YES		YES		YES		YES
LAST CAR PASSAGE								
COND SERVICE								
NO SIMULT GAP								
GENERAL CONTROLS								
INITIALIZATION	INACTIVE	GREEN	INACTIVE	INACTIVE	INACTIVE	GREEN	INACTIVE	INACTIVE
VEHICLE RECALL	NONE	SOFT	NONE	NONE	NONE	SOFT	NONE	NONE
PEDESTRIAN RECALL								

TRAFFIC SIGNAL TIMINGS MAY BE ADJUSTED IN THE FIELD BY ENGINEER DURING OR POST CONSTRUCTION YELLOW FLASHERS FOR NB & SB APPROACHES TO FLASH 15 SECONDS PRIOR TO YELLOW CHANGE INTERVAL.

TIME BASE PROGRAMMING

TRAFFIC EVENTS

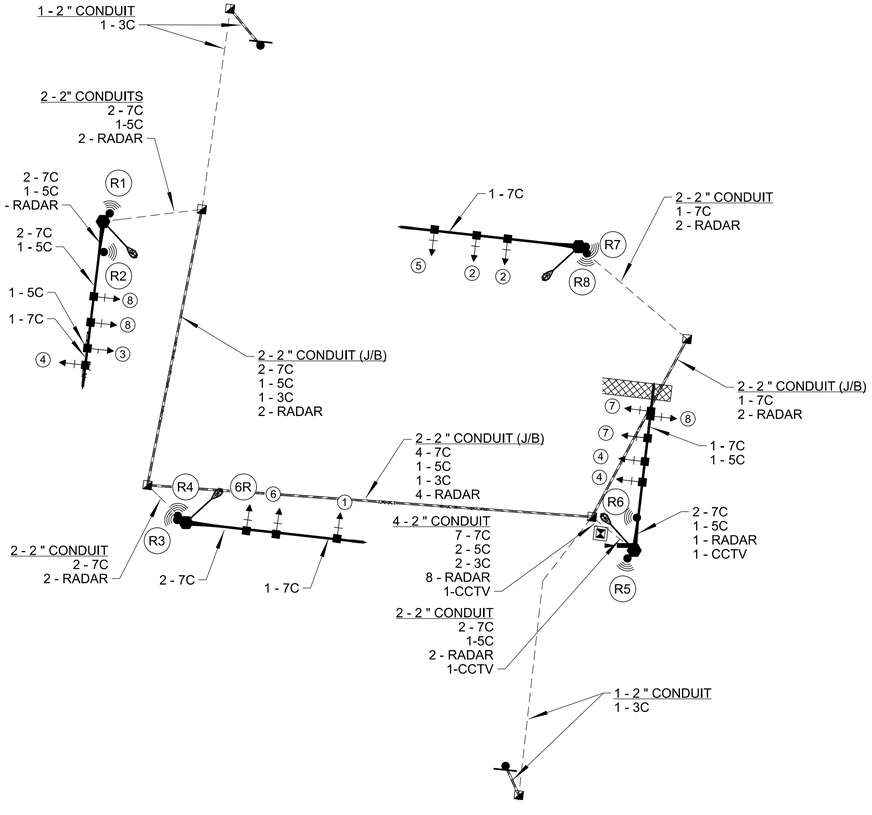
DAY		TIME		PLAN		COMMENTS
1		0	0	FREE		
2		0	0	FREE		
2		6	30	MAX 2		
2		9	0	FREE		
2		14	30	MAX 2		
2		18	0	FREE		

DAY PLAN SCHEDULE
1 = SATURDAY & SUNDAY
2 = MONDAY THRU FRIDAY

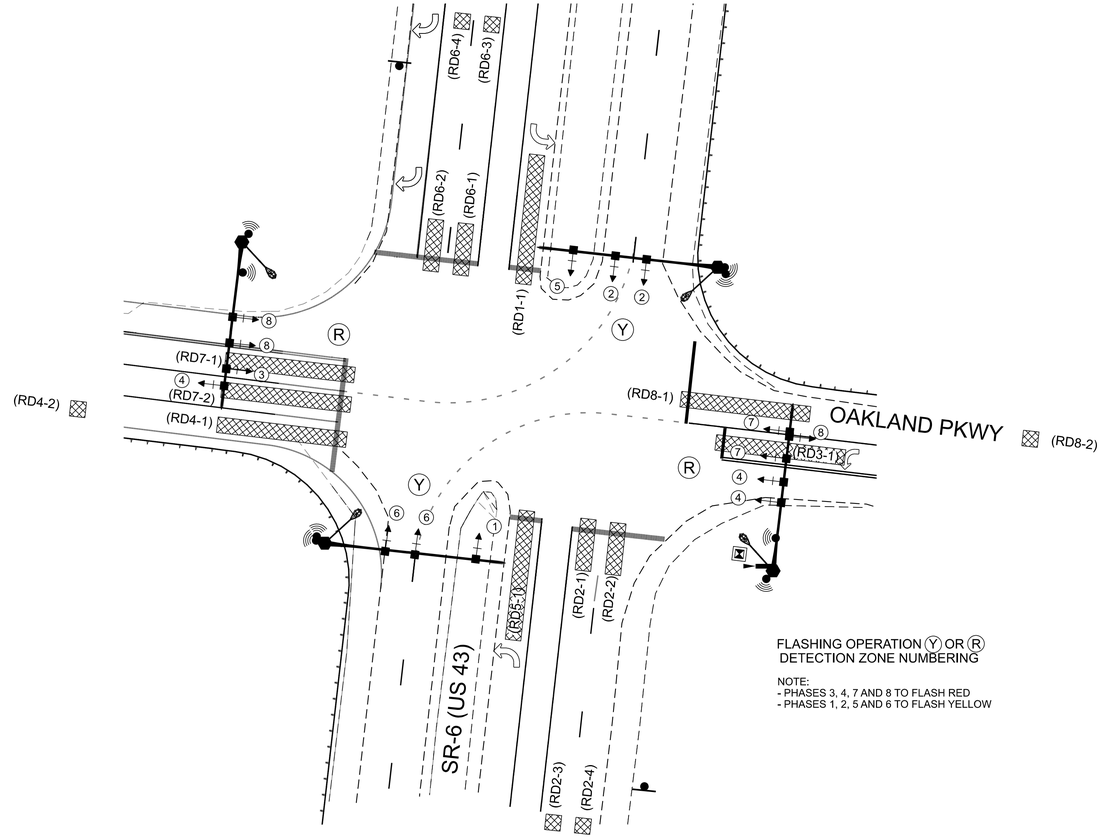
RADAR DETECTOR ZONE ASSIGNMENTS

DETECTOR TYPE	RADAR #	PHASE	MODE	ZONE NO.	SIZE	COMMENTS
STOP LINE	R2	1	PRES	RD1-1	6'x50'	
STOP LINE	R6	2	PRES	RD2-1	6'x20'	
STOP LINE	R6	2	PRES	RD2-2	6'x20'	
ADVANCE	R5	2	PULSE	RD2-3	6'x6'	
ADVANCE	R5	2	PULSE	RD2-4	6'x6'	
STOP LINE	R8	3	PRES	RD3-1	6'x50'	
STOP LINE	R4	4	PRES	RD4-1	6'x50'	
ADVANCE	R3	4	PULSE	RD4-2	6'x6'	
STOP LINE	R6	5	PRES	RD5-1	6'x50'	
STOP LINE	R2	6	PRES	RD6-1	6'x20'	
STOP LINE	R2	6	PRES	RD6-2	6'x20'	
ADVANCE	R1	6	PULSE	RD6-3	6'x6'	
ADVANCE	R1	6	PULSE	RD6-4	6'x6'	
STOP LINE	R4	7	PRES	RD7-1	6'x50'	
STOP LINE	R4	7	PRES	RD7-2	6'x50'	
STOP LINE	R8	8	PRES	RD8-1	6'x50'	
ADVANCE	R7	8	PULSE	RD8-2	6'x6'	

WIRING DIAGRAM



FLASHING OPERATION



FLASHING OPERATION (Y) OR (R)
DETECTION ZONE NUMBERING

NOTE:
- PHASES 3, 4, 7 AND 8 TO FLASH RED
- PHASES 1, 2, 5 AND 6 TO FLASH YELLOW

PS&E

SEALED BY

WILLIAM EDWARD TODD III REGISTERED ENGINEER AGRICULTURE COMMERCE No. 122054 STATE OF TENNESSEE
02/25/2026

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00007 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL DETAILS OAKLAND PKWY @ SR-6 (US 43)

SCALE: NTS

$$$$$SYTIME$$$$$$$
Y:\Projects\0015000\0017000\17094 Project Leeward Signals\dgn\60ACIT-SHT-SIG1A.dgn

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2024	60AVAR-S3-002	S-1

SWPPP INDEX OF SHEETS

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NOTE: CITATIONS IN PARENTHESIS INDICATE SECTIONS OF THE CURRENT CGP.

1. SWPPP REQUIREMENTS (5.0.)

1.1. HAS THE SWPPP TEMPLATE BEEN PREPARED BY AN INDIVIDUAL THAT HAS THE FOLLOWING LICENSING AND/OR CERTIFICATIONS (5.2)?

☒ YES (CHECK ALL THAT APPLY BELOW) OR ☐ NO

- ☐ CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC)
- ☐ A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT
- ☒ HAS SUCCESSFULLY COMPLETED TDEC LEVEL II COURSE

1.2. DO THE EPSC PLANS INVOLVE STRUCTURAL DESIGN, HYDRAULIC, HYDROLOGIC OR OTHER ENGINEERING CALCULATIONS FOR EPSC STRUCTURAL MEASURES (E.G. SEDIMENT BASINS) (5.2.)? YES ☐ NO ☒

IF YES, HAVE THE EPSC PLANS BEEN PREPARED, STAMPED AND CERTIFIED BY A TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT? ☐ YES ☐ NO

1.3. DO THE PROJECT STORMWATER OUTFALLS DISCHARGE INTO THE FOLLOWING (6.4.1.)? ☐ YES (CHECK ALL THAT APPLY BELOW) ☒ NO

- ☐ WATERS WITH UNAVAILABLE PARAMETERS (303d FOR SILTATION)
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

2. SITE DESCRIPTION (5.5.1.)

2.1. PROJECT LIMITS (5.5.1.f): REFER TO TITLE SHEET

2.2. TOTAL PROJECT AREA (5.5.1.b): 19.268 ACRES

2.3. TOTAL AREA TO BE DISTURBED (5.5.1.b): 14.156 ACRES

2.4. PROJECT DESCRIPTION (5.5.1.a):

TITLE: STATE INDUSTRIAL ACCESS SERVING PROJECT LEEWARD PHASE TWO CONSTRUCTION
COUNTY: MAURY
PIN: 132406.01

2.5. SITE MAP(S) (3.2.2.): REFER TO TITLE SHEET

2.6. DESCRIPTION OF EXISTING SITE TOPOGRAPHY (5.5.1.c): REFER TO EXISTING CONTOURS SHEET(S) 23 - 23F, DRAINAGE MAP SHEET(S) 16, 17, USGS QUAD MAP, AND THE OUTFALL TABLE IN SECTION 4.2.

2.7. MAJOR SOIL DISTURBING ACTIVITIES (5.5.1.a) (CHECK ALL THAT APPLY):

- ☒ CLEARING AND GRUBBING
- ☒ EXCAVATION
- ☒ CUTTING AND FILLING
- ☒ FINAL GRADING AND SHAPING
- ☐ UTILITIES
- ☐ OTHER (DESCRIBE): _____

2.8. NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT.

2.9. ARE THERE ANY SEASONAL LIMITATIONS ON WORK? ☐ YES ☒ NO

IF YES, LIST THE CORRESPONDING PLAN SHEET: _____

2.10. WAS ROW FINALIZED PRIOR TO FEBRUARY 1, 2010 (4.1.2.2)?

☐ YES _____ (DATE) ☒ NO

IF ROW WAS FINALIZED PRIOR TO FEBRUARY 1, 2010, THIS PROJECT IS CONSIDERED A PRE-APPROVED SITE (4.1.2.2)

2.11. SOIL PROPERTIES (5.5.1.d, 5.5.3.3.d, 5.5.3.6.b).

SOIL PROPERTIES FOR THE PRIMARY SOILS ARE LISTED IN THE TABLE BELOW.

SOIL PROPERTIES			
PRIMARY SOIL NAME	**HSG**	**% OF SITE**	**ERODIBILITY (k value)**
ARMOUR SILT LOAM, ERODED GENTLY SLOPING PHASE	B	13.1	0.37
ARMOUR SILT LOAM, 5 TO 12 PERCENT SLOPES	B	1.0	0.43
BRAXTON CHERTY SILTY CLAY, SEVERELY ERODED MODERATELY STEEP PHASE	C	5.3	0.15
BRAXTON CHERTY SILTY CLAY LOAM, SEVERELY ERODED SLOPING PHASE	C	18.4	0.17
DUNNING SILTY CLAY LOAM, PHOSPHATIC PHASE	C/D	8.2	0.28
HUNTINGTON SILT LOAM, DEPRESSIONAL PHOSPHATIC PHASE	B	0.4	0.37
HUNTINGTON SILT LOAM, LOCAL ALLUVIUM PHOSPHATIC PHASE	B	7.5	0.37
MAURY SILT LOAM, LOCAL ALLUVIUM PHOSPHATIC PHASE	A	45.6	0.32
MAURY SILTY CLAY LOAM, ERODED SLOPING PHASE	A	0.5	0.28

2.12. IS ACID PRODUCING ROCK (APR) (i.e. PYRITE) LOCATED WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

2.12.1. IF YES TO SECTION 2.13, HAVE APR LOCATIONS BEEN IDENTIFIED WITHIN THE CONSTRUCTION PLANS AND/OR THE GEOTECHNICAL REPORT? ☐ YES ☐ NO; AND

2.12.2. IF YES TO SECTION 2.12.1, HAS A SPECIAL HANDLING PLAN AND/OR ADAPTIVE MANAGEMENT PLAN (AMP) BEEN PREPARED FOR THE PROJECT? ☐YES ☐ NO ☐ N/A (TDOT SP107L WILL BE APPLIED.)

2.13. PROJECT RUNOFF COEFFICIENTS AND AREA PERCENTAGES (5.5.3.6.a).

RUNOFF COEFFICIENTS FOR EXISTING CONDITIONS				
AREA TYPE	**AREA(AC)**	**PERCENTAGE OF TOTAL AREA (%)**	**RUNOFF CN**	**C FACTOR**
IMPERVIOUS	8.169	42.39	-	0.85
PERVIOUS	11.099	57.61	-	0.25
WEIGHTED CURVE NUMBER OR C-FACTOR =			-	0.50

RUNOFF COEFFICIENTS FOR POST-CONSTRUCTION CONDITIONS				
AREA TYPE	**AREA(AC)**	**PERCENTAGE OF TOTAL AREA (%)**	**RUNOFF CN**	**C FACTOR**
IMPERVIOUS	9.798	50.85	-	0.85
PERVIOUS	9.470	49.15	-	0.25
WEIGHTED CURVE NUMBER OR C-FACTOR =			-	0.56

3. ORDER OF CONSTRUCTION ACTIVITIES (5.5.1.a)

CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO: MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION. NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE STAGING OF THEIR OPERATIONS, INCLUDING THE PLAN FOR STAGING OF TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY THE ENGINEER. THE CONTRACTOR'S EPSC PLAN SHALL INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE ORDER OF CONSTRUCTION ACTIVITIES AND THE BASIC EPSC DEVICES DEPICTED ON THE EPSC PLAN CONTAINED WITHIN THE APPROVED SWPPP.

3.1. SPECIAL SEQUENCING REQUIREMENTS (SEE SHEETS 24-24F)

3.2. INSTALL STABILIZED CONSTRUCTION EXITS.

3.3. INSTALL PERIMETER PROTECTION WHERE RUNOFF SHEET FLOWS FROM THE SITE.

3.4. INSTALL INITIAL EPSC MEASURES BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

3.5. PERFORM CLEARING AND GRUBBING (NOT MORE THAN TWO WEEKS PRIOR TO GRADING OR EARTH-MOVING. REFER TO THE STABILIZATION PRACTICES BELOW.).

3.6. REMOVE AND STORE TOPSOIL.

3.7. STABILIZE DISTURBED AREAS WITHIN 2 WEEKS OF COMPLETING ANY STAGE AND/OR PHASE OF ACTIVITY (STEEP SLOPES SHALL BE STABILIZED WITHIN 1 WEEK AFTER CONSTRUCTION ACTIVITY HAS TEMPORARY OR PERMANENTLY CEASED).

3.8. INSTALL UTILITIES, STORM SEWERS, CULVERTS AND BRIDGE STRUCTURES.

3.9. INSTALL INLET AND CULVERT PROTECTION ONCE STRUCTURES ARE IN PLACE AND CAPABLE OF INTERCEPTING FLOW.

3.10. PERFORM FINAL GRADING AND INSTALL BASE STONE.

3.11. COMPLETE FINAL PAVING AND SEALING OF CONCRETE.

3.12. INSTALL TRAFFIC CONTROL AND PROTECTION DEVICES.

3.13. COMPLETE PERMANENT STABILIZATION (TOPSOIL, SEEDING, MULCH, EROSION CONTROL BLANKET, SOD, ETC.)

3.14. REMOVE TEMPORARY EROSION CONTROLS AND ACCUMULATED SEDIMENT FROM AREAS THAT HAVE ESTABLISHED AT LEAST 70 PERCENT UNIFORM PERMANENT VEGETATIVE COVER.

3.15. RE-STABILIZE AREAS DISTURBED BY REMOVAL ACTIVITIES.

4. STREAM, OUTFALL, WETLAND, TMDL AND ECOLOGY INFORMATION

4.1. STREAM INFORMATION (5.5.1.h, 5.5.1.i)

4.1.1. WILL CONSTRUCTION AND/OR EROSION PREVENTION AND SEDIMENT CONTROLS IMPACT ANY STREAMS WITHIN THE PROJECT LIMITS? ☐ YES ☒ NO

IF YES, THE IMPACT(S) HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE WATER QUALITY PERMITS.

4.1.2. HAVE ANY OF THE RECEIVING STATE WATERS LESS THAN OR EQUAL TO 1 FLOW MILE DOWN GRADIENT OF THE PROJECT LIMITS BEEN CLASSIFIED BY TDEC AS FOLLOWS (CHECK ALL THAT APPLY):

- ☐ 303d WITH UNAVAILABLE PARAMETERS FOR SILTATION
- ☐ EXCEPTIONAL TENNESSEE WATERS (ETW)

4.1.3. RECEIVING WATERS OF THE STATE (5.5.1.h, 5.5.1.j, 5.5.1.k).

RECEIVING WATERS OF THE STATE INFORMATION					
TDOT STATE WATER LABEL FROM EBR	**NAME OF RECEIVING STATE WATER**	**303d WITH UNAVAILABLE PARAMETERS FOR SILTATION (YES OR NO)**	**ETW (YES OR NO)**	**LOCATED WITHIN PROJECT LIMITS (YES OR NO)**	**LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)**
STR-1	N/A	NO	NO	NO	YES
STR-2	EAST FORK GREENLICK CREEK	NO	NO	YES	YES
N/A	GREENLICK CREEK	NO	NO	NO	YES

4.1.4. RECEIVING WATERS OF THE US (NON STATE WATERS) (4.1.2). LIST ANY FEATURE THAT IS IDENTIFIED AS A WET WEATHER CONVEYANCE (TDEC) AND IDENTIFIED AS WATERS OF THE US BY THE ARMY CORPS OF ENGINEERS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2024	60AVAR-S3-002	S-2

WET WEATHER CONVEYANCES THAT ARE WATERS OF THE US		
TDOT STATE WATER LABEL FROM EBR	LOCATED WITHIN PROJECT LIMITS (YES OR NO)	LOCATED WITHIN ≤ 1 FLOW MILE DOWN GRADIENT OF PROJECT LIMITS (YES OR NO)
WWC-1/EPH-1	NO	YES

4.1.5. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES REQUIRED FOR WATERS OF THE STATE? (5.5.1.I, 6.4.2.)

☒ YES ☐ NO

BUFFER ZONE REQUIREMENTS ARE NOT REQUIRED FOR PRE-APPROVED SITES (4.1.2.2.)

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

IF YES, CHECK THE APPROPRIATE BOX BELOW FOR SIZE OF BUFFER.

☐ 60-FEET FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 30-FEET).

A 60 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☒ 30-FEET FOR ALL OTHER STREAMS (AVERAGE WIDTH PER SIDE WITH A MINIMUM OF 15-FEET).

A 30 FOOT NATURAL WATER QUALITY RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STATE STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. IF THE CONSTRUCTION SITE ENCOMPASSES BOTH SIDES OF A STREAM, BUFFER AVERAGING CAN BE APPLIED TO BOTH SIDES, BUT MUST BE APPLIED INDEPENDENTLY.

☐ 15-FEET FOR ANY WET WEATHER CONVEYANCES IDENTIFIED AS WATERS OF THE US BY THE US ARMY CORPS OF ENGINEERS.

4.1.6. ARE THERE ANY WATER QUALITY RIPARIAN BUFFER ZONES NOT REQUIRED FOR STATE WATERS DUE TO A TDEC ARAP? (1.5.2.)

☐ YES ☒ NO

4.1.7. ARE THERE WATER QUALITY RIPARIAN BUFFER ZONE EXEMPTIONS? (4.1.2.1.) ☐ YES ☒ NO

IF YES, EXISTING CONDITIONS DESCRIPTION:_____

4.1.8. EVERY ATTEMPT SHOULD BE MADE FOR CONSTRUCTION ACTIVITIES TO NOT TAKE PLACE WITHIN THE WATER QUALITY RIPARIAN BUFFER ZONE AND FOR EXISTING FORESTED AREAS TO BE PRESERVED. (4.1.2., 6.4.2.)

4.1.9. BECAUSE OF HEAVY SEDIMENT LOAD ASSOCIATED WITH CONSTRUCTION SITE RUNOFF, WATER QUALITY RIPARIAN BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND SHOULD NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE WATER QUALITY RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA.

4.1.10. WHERE IT IS NOT PRACTICABLE TO MAINTAIN A FULL WATER QUALITY RIPARIAN BUFFER, BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MUST BE USED. A JUSTIFICATION FOR USE AND DESIGN EQUIVALENCY SHALL BE DOCUMENTED WITHIN THE SWPPP. THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS SHALL REVIEW AND APPROVE THIS REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE SITE PROCEEDS, UNLESS PREVIOUSLY EXEMPT IN THE NPDES CGP. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

4.2. OUTFALL INFORMATION

4.2.1. OUTFALL TABLE (5.5.1.c). SEE SWPPP SHEET S-8 FOR OUTFALL INFORMATION.

4.2.2. HAVE ALL OUTFALLS BEEN LABELED ON THE EPSC PLAN SHEETS (5.5.1.f)? ☒ YES ☐ NO

4.2.3. HAVE ALL OUTFALLS BEEN LABELED ON A USGS TOPOGRAPHIC MAP INCLUDED IN THE "DOCUMENTATION AND PERMITS" BINDER (3.2.2.)? ☒YES ☐ NO

4.2.4. WHERE POSSIBLE, HAS NON-PROJECT RUN-ON BEEN DIVERTED AROUND OR THROUGH THE PROJECT TO ELIMINATE CONTACT WITH DISTURBED AREAS OF THE PROJECT AND SEPARATE IT FROM PROJECT RUN-OFF THEREBY REDUCING THE DRAINAGE AREA OF TO THE OUTFALLS IN THIS AREA?

☒ YES ☐ NO ☐ N/A

4.2.5. ARE EQUIVALENT MEASURES BEING SUBSTITUTED FOR A SEDIMENT BASIN(S) OR SEDIMENT TRAP(S)? (5.5.3.5.)

☐ YES ☐ NO ☒ N/A

4.2.6. A SEDIMENT BASIN, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF TEN ACRES OR MORE FOR AN OUTFALL(S) THAT DOES NOT DISCHARGE TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN OR EQUIVALENT CONTROL MEASURES THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A MINIMUM 2-YEAR/ 24-HOUR STORM EVENT, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (5.5.3.5)

OR

OF FIVE ACRES OR MORE FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS OR EXCEPTIONAL TENNESSEE WATERS (ETW). A TEMPORARY (OR PERMANENT) SEDIMENT BASIN THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/ 24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.e).

ALL CALCULATIONS RELATED TO DRAINAGE AREAS, RUNOFF COEFFICIENTS, BASIN VOLUMES AND EQUIVALENT CONTROL MEASURES MUST BE PROVIDED IN THE SWPPP (5.5.3.5.)

4.2.7. A SEDIMENT TRAP, OR EQUIVALENT MEASURE(S) WILL BE PROVIDED FOR ANY OUTFALL IN A DRAINAGE AREA:

OF 3.5 - 4.9 ACRES FOR AN OUTFALL(S) THAT DISCHARGES TO A STATE STREAM WITH UNAVAILABLE PARAMETERS (303d SILTATION) OR EXCEPTIONAL TENNESSEE WATERS (ETW). A SEDIMENT TRAP THAT PROVIDES STORAGE FOR A CALCULATED VOLUME OF RUNOFF FROM A 5-YEAR/24-HOUR STORM EVENT AND RUNOFF FROM EACH ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED UNTIL PERMANENT STABILIZATION OF THE SITE. (6.4.1.f).

IN BOTH INSTANCES, THE ENVIRONMENTAL AND ROADWAY DESIGN DIVISIONS MAY BE CONTACTED TO REVIEW AND CONCUR WITH ANY REVISION OF THE SWPPP BEFORE DISTURBANCE OF THE OUTFALL PROCEEDS.

4.2.8. SEDIMENT STRUCTURES TREATING DRAINAGE AREAS IN EXCESS OF 25 ACRES REQUIRE A SITE-SPECIFIC DESIGN THAT ACCURATELY DEFINES THE SITE HYDROLOGY, SITE-SPECIFIC SEDIMENT LOADING, HYDRAULICS OF THE SITE, AND ADHERES TO ALL TENNESSEE EROSION AND SEDIMENT CONTROL HANDBOOK DESIGN RECOMMENDATIONS FOR SEDIMENT BASINS. (5.5.3.5.)

4.3. WETLAND INFORMATION

WILL CONSTRUCTION AND/OR EROSION AND SEDIMENT CONTROLS IMPACT ANY WETLANDS? ☐ YES ☒ NO

IF YES, THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND IN THE WATER QUALITY PERMITS.

WETLAND INFORMATION				
TDOT WETLAND LABEL	FROM STATION LT OR RT	TO STATION LT OR RT	TEMPORARY IMPACTS (AC)	PERMANENT IMPACTS (AC)
WTL-1	SR-6 STA 508+50 RT	SR-6 STA 511+00 RT	0AC	0AC
WTL-2	PROP LOOP C STA 7+50 LT	PROP LOOP C STA 10+25 LT	0AC	0AC

4.4. TOTAL MAXIMUM DAILY LOADS (TMDL) INFORMATION (1.3.j)

4.4.1. IS THIS PROJECT LOCATED IN A HUC-8 WATERSHED THAT MAINTAINS AN EPA APPROVED TMDL FOR SILTATION AND HABITAT ALTERATION?

☒YES ☐ NO

4.4.2. IF YES, IS THIS PROJECT LOCATED WITHIN A HUC-12 SUBWATERSHED WITH A WASTE LOAD ALLOCATION (WLA)?

☐ YES ☒ NO

4.4.3. IF YES, DOES THE PROJECT HAVE A DIRECT DISCHARGE TO A 303(d) LISTED STREAM FOR SILTATION?

☐ YES ☐ NO

IF YES, SWPPP INCORPORATES MEASURES OR CONTROLS CONSISTENT WITH THE ASSUMPTIONS AND REQUIREMENTS OF THE TMDL.

4.5. ECOLOGY INFORMATION (3.5.5.e)

DOES THE TDOT ENVIRONMENTAL BOUNDARIES REPORT SPECIFY SPECIAL NOTES TO BE ADDED TO THE PLAN SHEETS?

☐ YES ☒ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

4.6. ENVIRONMENTAL COMMITMENTS

ARE THERE ANY NOTES ON THE ENVIRONMENTAL COMMITMENT SHEET?

☐ YES ☒ NO

IF YES, THEY HAVE BEEN INCLUDED ON PLAN SHEET(S) _____.

5. EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES (5.5.3.)

5.1. EPSC MEASURES MUST BE DESIGNED, INSTALLED AND MAINTAINED TO CONTROL STORMWATER VOLUME AND VELOCITY WITHIN THE SITE TO MINIMIZE EROSION (4.1.1).

5.2. EPSC MEASURES MUST CONTROL STORMWATER DISCHARGES, INCLUDING BOTH PEAK FLOWS AND TOTAL STORMWATER VOLUME, TO MINIMIZE EROSION AT OUTLETS, STREAM CHANNELS, AND STREAM BANKS. (4.1.1)

5.3. HAVE THE CONTROL MEASURES BEEN DESIGNED PER THE SIZE AND SLOPE OF THE DISTURBED DRAINAGE AREA (5.5.3.5.)?

☒YES ☐ NO

5.4. THE CONTROL MEASURES HAVE, AT A MINIMUM, BEEN DESIGNED FOR THE 5-YEAR, 24 HOUR STORM EVENT (5.5.3.5., 6.4.1.b).

5.5. ARE THE LIMITS OF DISTURBANCE CLEARLY MARKED ON THE EPSC PLANS (5.5.1.f)? ☒ YES ☐ NO

5.6. AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

5.7. UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES OR ROW/ EASEMENT LINE, WHICHEVER IS LESSER.

5.8. CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2024	60AVAR-S3-002	S-3

5.9. HAS A THREE STAGED EPSC PLAN BEEN PREPARED FOR THE PROJECT (5.5.2.)?

YES ☒ NO ☐

PLEASE NOTE THAT A THREE STAGED EPSC PLAN IS REQUIRED FOR ALL TDOT PROJECTS FOR WHICH AN NPDES PERMIT IS REQUIRED.

5.10. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT. HAVE STEEP SLOPES BEEN MINIMALLY DISTURBED AND/OR PROTECTED BY CONVEYING RUNOFF NON-EROSIVELY AROUND OR OVER THE SLOPE (5.5.3.4.) (10. "STEEP SLOPE")? ☒ YES ☐ NO ☐ N/A

5.11. THE STRUCTURAL EPSC MEASURES HAVE BEEN INCLUDED IN THE TOTAL PROJECT IMPACTS AND HAVE BEEN INCLUDED IN THE AQUATIC RESOURCE ALTERATION (ARAP) PERMIT OR SECTION 401 CERTIFICATION (5.5.1.h). REFER TO THE LIST OF APPLICABLE ENVIRONMENTAL PERMITS LOCATED ON SWPPP SHEET S-7. ALL PERMITS WILL BE MAINTAINED ON SITE WITHIN THE "DOCUMENTATION AND PERMITS" BINDER.

5.12. THE EPSC CONTROL MEASURES LISTED IN THE QUANTITIES TABLE ON SHEET 22 HAVE BEEN SELECTED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES (5.1., 5.5.3.1.b, 5.5.3.5.).

5.13. EPSC MEASURES SHALL BE INSTALLED PER TDOT STANDARDS (i.e. STANDARD DRAWINGS) AND SHALL BE FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS.

5.14. EPSC MEASURES WILL NOT BE INSTALLED WITHIN A STREAM WITHOUT FIRST OBTAINING APPROVAL FROM THE PERMITS SECTION.

5.15. TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE A PRECIPITATION EVENT.

5.16. EPSC MEASURES LOCATED IN WOTUS (EPHEMERAL STREAMS) MUST BE CONSIDERED TEMPORARY AND SHALL BE REMOVED AT THE END OF CONSTRUCTION.

5.17. THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE 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 PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED TO A LEVEL SUFFICIENT TO MINIMIZE OFF-SITE 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 SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT. SEDIMENT THAT MIGRATES INTO WATERS OF THE STATE/US SHALL NOT BE REMOVED WITHOUT GUIDANCE FROM TDOT ENVIRONMENTAL PERSONNEL.

5.18. OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

5.19. THE QUANTITIES REQUIRED FOR STABILIZED CONSTRUCTION EXITS PER TDOT STANDARDS HAVE BEEN SPECIFIED ON SHEET 22 (5.5.3.1.j).

5.20. DISCHARGES FROM DEWATERING ACTIVITIES ARE PROHIBITED UNLESS MANAGED BY APPROPRIATE CONTROLS THAT PROVIDE THE LEVEL OF TREATMENT (FILTRATION) NECESSARY TO COMPLY WITH PERMIT REQUIREMENTS. (4.1.3.).

5.21. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT.

5.22. DISCHARGES FROM SEDIMENT BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE, WELL- VEGETATED AND/OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. (5.5.3.5.).

5.23. THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

5.24. WATER DISCHARGED FROM DEWATERING ACTIVITIES SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD WITHIN SETTLING BASINS UNTIL IT IS AT LEAST AS CLEAR AS THE RECEIVING WATERS.

5.25. DEWATERING STRUCTURES, SEDIMENT FILTER BAGS, SEDIMENT BASINS AND TRAPS SHALL NOT BE LOCATED CLOSER THAN 30 FEET (60 FEET DESIRABLE VEGETATIVE BUFFER) FOR WATERS WITH UNAVAILABLE PARAMETERS AND EXCEPTIONAL TENNESSEE WATERS (ETW) AND 15 FEET (30 FEET DESIRABLE VEGETATIVE BUFFER) FOR ALL OTHER FEATURES FROM THE TOP BANK OF A STREAM, WOTUS (EPHEMERAL), WETLAND OR OTHER NATURAL RESOURCE AND SHALL BE PROPERLY DESIGNED PER THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED.

5.26. STABILIZATION PRACTICES: PRE-CONSTRUCTION VEGETATIVE COVER WILL NOT BE DESTROYED, REMOVED OR DISTURBED MORE THAN 2 WEEKS PRIOR TO GRADING OR EARTH MOVING UNLESS THE AREA WILL BE SEEDED AND/OR MULCHED OR OTHER TEMPORARY COVER IS INSTALLED (5.5.3.5.f).

5.27. STABILIZATION MEASURES WILL BE INITIATED AS SOON AS POSSIBLE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. TEMPORARY OR PERMANENT STABILIZATION WILL BE COMPLETED WITHIN 2 WEEKS AFTER ACTIVITY HAS TEMPORARILY OR PERMANENTLY CEASED IN THAT AREA. PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE (5.5.3.4.).

5.28. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS. UNPACKED GRAVEL CONTAINING FINES (SILT AND CLAY SIZED PARTICLES) OR CRUSHER-RUN WILL NOT BE CONSIDERED A NON-ERODIBLE SURFACE

5.29. DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

5.30. STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 1 WEEK AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. (5.5.3.4.).

6. FLOCCULANTS (3.5.3.1.b)

IS ADDITIONAL PHYSICAL OR CHEMICAL TREATMENT OF STORMWATER RUNOFF NECESSARY (5.5.3.5.)? ☐ YES ☒ NO

IF YES, THE FOLLOWING NOTES APPLY:

6.1. ENSURE THE FLOCCULANT EMULSIONS AND POWDERS ARE OF THE ANIONIC TYPE (5.5.3.5.). AND MEET THE FOLLOWING REQUIREMENTS:

6.1.1. MEETS THE EPA AND FDA ACRYLAMIDE MONOMER LIMITS OF EQUAL TO OR GREATER THAN 0.005% ACRYLAMIDE MONOMER.

6.1.2. HAS A DENSITY OF 10% TO 55% BY WEIGHT AND A MOLECULAR WEIGHT OF 16 TO 24 MG/MOLE (MILLIGRAM PER MOLE).

6.1.3. MIXTURE IS NON-COMBUSTIBLE.

6.1.4. CONTAINS ONLY MANUFACTURER'S RECOMMENDED ADDITIVES.

6.2. FLOCCULANT SHALL BE MIXED AND APPLIED IN ACCORDANCE WITH ALL OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) MATERIAL SAFETY DATA SHEET REQUIREMENTS AND THE MANUFACTURER'S RECOMMENDATIONS FOR THE SPECIFIED USES CONFORMING TO ALL FEDERAL, STATE, AND LOCAL LAWS, RULES, AND REGULATIONS.

6.3. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL PRESENT OR SUPPLY A WRITTEN TOXICITY REPORT WHICH VERIFIES ACCEPTABLE TOXICITY PARAMETERS WHICH MEET OR EXCEED THE EPS REQUIREMENTS FOR THE STATE AND FEDERAL WATER QUALITY STANDARDS. WHOLE EFFLUENT TESTING DOES NOT MEET THIS REQUIREMENT AS PRIMARY REACTIONS HAVE OCCURRED AND TOXIC POTENTIALS HAVE BEEN REDUCED. CATIONIC FORMS OF FLOCCULANTS ARE NOT ALLOWED UNDER THIS SECTION DUE TO HIGH LEVELS OF TOXICITY TO AQUATIC ORGANISMS. FLOCCULANT EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN WATERS DUE TO SURFACTANT TOXICITY. THE CONTRACTOR MUST SEEK THE APPROVAL OF THE EPSC DESIGN ENGINEER AND TDOT IF CHITOSAN IS PROPOSED FOR THIS PROJECT.

6.4. ALL VENDORS AND SUPPLIERS OF FLOCCULANT BLENDS SHALL SUPPLY WRITTEN "SITE SPECIFIC" TESTING RESULTS DEMONSTRATING A PERFORMANCE OF 95% OR GREATER REDUCTION OF NTU OR TSS FROM STORMWATER DISCHARGES.

6.5. EMULSION BATCHES SHALL BE MIXED FOLLOWING RECOMMENDATIONS OF THE TESTING LABORATORY THAT DETERMINES THE PROPER PRODUCT AND RATE TO MEET SITE REQUIREMENTS. APPLICATION METHODS SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA. EMULSIONS SHALL NEVER BE APPLIED DIRECTLY TO STORMWATER RUNOFF OR RIPARIAN BUFFERS.

6.6. FLOCCULANT POWDER MAY BE APPLIED BY A HAND OR MECHANICAL SPREADER. MIXING OF THE FLOCCULANT POWDER WITH DRY SILICA SAND WILL AID IN SPREADING.

6.7. PREMIXING OF FLOCCULANT POWDER INTO FERTILIZER, SEED, OR OTHER SOIL AMENDMENTS IS ALLOWED WHEN SPECIFIED IN THE DESIGN PLAN. APPLICATION METHOD SHALL ENSURE UNIFORM COVERAGE TO THE TARGET AREA.

6.8. FLOCCULANT LOGS OR BLOCKS SHALL BE APPLIED FOLLOWING SITE TESTING RESULTS TO ENSURE PROPER PLACEMENT AND PERFORMANCE AND SHALL MEET OR EXCEED STATE AND FEDERAL WATER QUALITY REQUIREMENTS.

6.9. DO NOT APPLY FLOCCULANTS DIRECTLY TO, OR WITHIN 60 FEET, OF ANY STREAMS, WETLANDS, OR OTHER NATURAL WATER RESOURCE LOCATED ON OR ADJACENT TO THE CONSTRUCTION SITE. DO NOT APPLY FLOCCULANTS DIRECTLY INTO WATERS CONTAINED WITHIN SEDIMENT PONDS OR TO SLOPES THAT PRODUCE RUNOFF DIRECTLY INTO A STREAM, WETLAND, OR OTHER NATURAL WATER RESOURCE. DO NOT APPLY FLOCCULANTS IMMEDIATELY AT A STORMWATER OUTFALL WHERE RUNOFF LEAVES THE PROJECT LIMITS.

7. UTILITY RELOCATION

ARE UTILITIES INCLUDED IN THE CONTRACT? ☐ YES ☒ NO

IF YES, THE FOLLOWING APPLY:

7.1. STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.

7.2. SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. ANY TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS, REMOVED AND STABILIZED BY THE END OF THE WORK DAY.

7.3. UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.

7.4. IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE EPSC MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME, SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S.

7.5. FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN FOURTEEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL THE TRENCH IS BACKFILLED.

7.6. IN REGARDS TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.

7.7. TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT ENGINEER.

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7.8. FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH PERMANENT VEGETATIVE COVER.

7.9. THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.

7.10. THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT ENGINEER BEFORE COMMENCING WORK.

7.11. FOR UTILITY CROSSINGS THAT UTILIZE HORIZONTAL DIRECTIONAL DRILLING THE FOLLOWING SHALL APPLY:

7.11.1. THE ENTRY AND EXIT POINTS SHALL BE AT LEAST 50 FEET FROM THE STREAM BANK OR WETLAND BOUNDARY.

7.11.2. THE DEPTH OF BORE BELOW THE STREAMBED IS SUFFICIENT TO PREVENT RELEASE OF DRILLING FLUID, BASED ON THE PARENT MATERIAL.

7.11.3. A SITE-SPECIFIC CONTINGENCY AND CONTAINMENT PLAN FOR INADVERTENT RELEASE OF DRILLING FLUID SHALL BE ESTABLISHED PRIOR TO COMMENCEMENT OF WORK. THIS PLAN SHALL BE SUBMITTED TO THE TDOT PROJECT ENGINEER AND THE TDOT ENVIRONMENTAL DIVISION PERMITS AND/OR COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW AND APPROVAL.

8. MAINTENANCE AND INSPECTION

8.1. INSPECTION PRACTICES (5.5.3.9.)

8.1.1. PROJECT EPSC INSPECTORS AND ENGINEERS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE. AND/OR REPAIR OF EPSC MEASURES SHALL MEET ONE OF THE FOLLOWING REQUIREMENTS (5.5.3.10.):

8.1.1.1. SUCCESSFULLY COMPLETED THE TDOT EPSC INSPECTIONS TRAINING AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.1.2. SUCCESSFULLY COMPLETED THE TDEC “LEVEL I - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL” COURSE AND ANY RECERTIFICATION COURSES AS REQUIRED.

8.1.1.3. BE A CURRENT TN LICENSED PROFESSIONAL ENGINEER OR LANDSCAPE ARCHITECT.

8.1.1.4. BE A CURRENT CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC).

8.1.1.5. SUCCESSFULLY COMPLETED TDEC “LEVEL II – DESIGN PRINCIPLES FOR EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES” COURSE AND ANY RECERTIFICATION COURSE AS REQUIRED.

8.1.2. THE TDOT CONSTRUCTION ENGINEER (OR THEIR DULY AUTHORIZED REPRESENTATIVE) AND THE CONTRACTOR’S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION ENGINEER OR THEIR DULY AUTHORIZED REPRESENTATIVE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

8.1.3. THE INSPECTOR SHALL CONDUCT PRE-CONSTRUCTION INSPECTIONS TO VERIFY AREAS THAT ARE NOT TO BE DISTURBED HAVE BEEN MARKED IN THE SWPPP AND IN THE FIELD BEFORE LAND DISTURBANCE ACTIVITIES BEGIN AND INITIAL MEASURES HAVE BEEN INSTALLED (10 “INSPECTOR”) (5.5.1.f).

8.1.4. EPSC CONTROLS SHALL BE INSPECTED TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT FORM AND THE TDEC CONSTRUCTION STORMWATER INSPECTION CERTIFICATION (TWICE-WEEKLY INSPECTIONS) FORM.

8.1.5. OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING STATE WATERS, WOTUS (EPHEMERAL), WETLANDS, OTHER NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

8.1.6. INSPECTIONS WILL BE CONDUCTED AT LEAST TWICE EVERY CALENDAR WEEK AND AT LEAST 72 HOURS APART (5.5.3.11.a). A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE INSPECTIONS OF TDOT EPSC, NPDES AND WATER QUALITY PERMIT REQUIREMENTS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE.

8.1.7. THE FREQUENCY OF EPSC INSPECTIONS MAY BE REDUCED TO ONCE A MONTH WHERE SITES OR PORTIONS OF SITES HAVE BEEN TEMPORARILY STABILIZED UNTIL CONSTRUCTION ACTIVITIES RESUME WITH WRITTEN NOTIFICATION BY THE TDOT REGIONAL ENGINEER TO TDEC NASHVILLE CENTRAL OFFICE AND SUBSEQUENT TDEC APPROVAL. WRITTEN NOTIFICATION MUST INCLUDE THE INTENT TO CHANGE FREQUENCY AND JUSTIFICATION (5.5.3.11.a).

8.1.8. ALL DISTURBED AREAS OF THE SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, AREAS USED FOR MATERIAL STORAGE THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE, AND EACH OUTFALL WILL BE INSPECTED (5.5.3.11.b).

8.1.9. THE INSPECTOR WILL OVERSEE THE REQUIREMENTS OF OTHER CONSTRUCTION-RELATED WATER QUALITY PERMITS (I.E. TDEC ARAP, USACE SECTION 404, AND TVA SECTION 26a PERMITS) FOR CONSTRUCTION ACTIVITIES AROUND WATERS OF THE STATE (10 “INSPECTOR”).

8.1.10. THE SWPPP WILL BE REVISED AS NECESSARY BASED ON THE RESULTS OF THE INSPECTION. REVISION(S) WILL BE RECORDED WITHIN 1 WEEK OF THE INSPECTION. REVISION(S) WILL BE IMPLEMENTED WITHIN 2 WEEKS OF THE INSPECTION (5.5.3.11.e AND 5.5.3.11.f).

8.1.11. DOCUMENTATION OF INSPECTIONS WILL BE MAINTAINED ON SITE IN THE “DOCUMENTATION AND PERMITS” BINDER. REPORTS WILL BE SUBMITTED TO THE TDOT PROJECT ENGINEER PER THE CONTRACT.

8.1.12. THESE INSPECTION REQUIREMENTS DO NOT APPLY TO DEFINABLE AREAS OF THE SITE THAT HAVE MET PERMANENT STABILIZATION REQUIREMENTS AND HAVE BEEN NOTED IN THE SWPPP.

8.1.13. TRAINED CERTIFIED INSPECTORS SHALL COMPLETE INSPECTION TO THE BEST OF THEIR ABILITY. FALSIFYING INSPECTION RECORDS OR OTHER DOCUMENTATION OR FAILURE TO COMPLETE INSPECTION DOCUMENTATION SHALL RESULT IN A VIOLATION OF THIS PERMIT AND ANY OTHER APPLICABLE ACTS OR RULES (5.5.3.11.h).

8.2. DULY AUTHORIZED REPRESENTATIVE (8.7.3.)

THE PROJECT ENGINEER MAY DELEGATE AN INDIVIDUAL AND/OR CONSULTANT TO SIGN EPSC INSPECTIONS REPORTS. FOR SATISFYING SIGNATORY REQUIREMENTS FOR EPSC INSPECTION REPORTS, THE PROJECT ENGINEER AND NEWLY AUTHORIZED INDIVIDUAL ACCEPTING RESPONSIBILITY MUST COMPLETE AND SIGN THE TDOT CONSTRUCTION DIVISION EPSC DELEGATION OF AUTHORITY.

8.3. MAINTENANCE PRACTICES (5.1 AND 8.13.)

8.3.1. ALL CONTROLS WILL BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING ORDER AND IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES. (5.1. AND 5.5.3.1.b)

8.3.2. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR.

8.3.3. UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE, MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24-HOUR TIMEFRAME, WRITTEN DOCUMENTATION PROVIDED BY THE CONTRACTOR SHALL BE PLACED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION. (5.5.3.11.e).

8.3.4. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES (SEDIMENT TRAPS, SILT FENCE, SEDIMENT BASINS, OTHER CONTROLS, ETC.) WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). (5.5.3.1.d).

8.3.5. DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.

8.3.6. CHECK DAMS WILL BE INSPECTED FOR STABILITY. SEDIMENT WILL BE REMOVED WHEN DEPTH REACHES ONE-HALF (½) THE HEIGHT OF THE DAM.

8.3.7. SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS, DOES NOT MIGRATE INTO FEATURES REMOVED FROM, AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND/OR INTO WATERS OF THE STATE/U.S.

8.3.8. LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS EXPOSED TO STORMWATER WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFF THE SITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EROSION CONTROL WILL BE REMOVED (5.5.3.7.a).

8.3.9. ALL SEEDED AREAS WILL BE CHECKED FOR BARE SPOTS, EROSION WASHOUTS, AND VIGOROUS GROWTH FREE OF SIGNIFICANT WEED INFESTATIONS.

9. SITE ASSESSMENTS (5.5.3.8.)

QUALITY ASSURANCE SITE ASSESSMENTS OF EROSION PREVENTION AND SEDIMENT CONTROLS SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE GUIDELINES.

10. STORMWATER MANAGEMENT (5.5.3.11.h)

10.1. STORMWATER MANAGEMENT WILL BE HANDLED BY TEMPORARY CONTROLS OUTLINED IN THIS SWPPP AND ANY PERMANENT CONTROLS NEEDED TO MEET PERMANENT STORMWATER MANAGEMENT NEEDS IN THE POST CONSTRUCTION PERIOD. PERMANENT CONTROLS WILL BE DEPICTED ON THE PLANS AND NOTED AS PERMANENT.

10.2. DESCRIBE ANY SPECIFIC POST-CONSTRUCTION MEASURES THAT WILL CONTROL VELOCITY, POLLUTANTS, AND/OR EROSION (5.5.3.6.c): _____

10.3. OTHER ITEMS NEEDING CONTROL (5.5.3.7.)

CONSTRUCTION MATERIALS: THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

☒ LUMBER, GUARDRAIL, TRAFFIC CONTROL DEVICES
☒ CONCRETE WASHOUT
☒ PIPE CULVERTS (I.E. CONCRETE, CORRUGATED METAL, HDPE, ETC.)
☒ MINERAL AGGREGATES, ASPHALT
☒ EARTH
☒ LIQUID TRAFFIC STRIPING MATERIALS, PAINT
☒ ROCK
☒ CURING COMPOUND
☐ EXPLOSIVES
☐ OTHER _____

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

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STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2024	60AVAR-S3-002	S-5

10.4. WASTE MATERIALS (5.5.3.7.c)

WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH THE TDOT CONSTRUCTION CONTRACT AND FEDERAL AND STATE REGULATIONS. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN 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.

10.5. HAZARDOUS WASTE (5.5.3.7.c) (8.8)

ALL HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL WILL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S ON-SITE REPRESENTATIVE WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

10.6. SANITARY WASTE (5.5.3.7.b)

PORTABLE SANITARY FACILITIES WILL BE PROVIDED ON ALL CONSTRUCTION SITES. SANITARY WASTE WILL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY LOCAL REGULATIONS. THE CONTRACTOR WILL OBTAIN ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.

10.7. OTHER MATERIALS

THE FOLLOWING MATERIALS OR SUBSTANCES ARE EXPECTED TO BE PRESENT ON THE SITE DURING THE CONSTRUCTION PERIOD. (CHECK ALL THAT APPLY).

☒ FERTILIZERS AND LIME

☒ PESTICIDES AND/OR HERBICIDES

☒ DIESEL AND GASOLINE

☒ MACHINERY LUBRICANTS (OIL AND GREASE)

THESE MATERIALS WILL BE HANDLED AS NOTED IN THIS SWPPP.

11. NON-STORMWATER DISCHARGES (5.5.3.12.)

11.1. THE FOLLOWING NON-STORMWATER DISCHARGES ARE ANTICIPATED DURING THE CONSTRUCTION OF THIS PROJECT (CHECK ALL THAT APPLY):

☒ DEWATERING OF WORK AREAS OF COLLECTED STORMWATER AND GROUND WATER.

☒ WATERS USED TO WASH VEHICLES (OF DUST AND SOIL) WHERE DETERGENTS ARE NOT USED AND DETENTION AND/OR FILTERING IS PROVIDED BEFORE THE WATER LEAVES THE SITE.

☒ WATER USED TO CONTROL DUST. (3.5.3.1.n)

☒ POTABLE WATER SOURCES INCLUDING WATERLINE FLUSHING FROM WHICH CHLORINE HAS BEEN REMOVED TO THE MAXIMUM EXTENT PRACTICABLE.

☒ UNCONTAMINATED GROUNDWATER OR SPRING WATER.

☒ FOUNDATION OR FOOTING DRAINS WHERE FLOWS ARE NOT CONTAMINATED WITH POLLUTANTS.

☐ OTHER: _____

11.2. ALL ALLOWABLE NON-STORMWATER DISCHARGES WILL BE DIRECTED TO STABLE DISCHARGE STRUCTURES PRIOR TO LEAVING THE SITE. FILTERING OR CHEMICAL TREATMENT MAY BE NECESSARY PRIOR TO DISCHARGE. ALL CHEMICAL TREATMENTS MUST BE APPLIED PER SECTION 6 FLOCCULANTS.

11.3. THE DESIGN OF ALL IMPACTED EPSC MEASURES RECEIVING FLOW FROM ALLOWABLE NON-STORMWATER DISCHARGES MUST BE DESIGNED TO HANDLE THE VOLUME OF THE NON-STORMWATER COMPONENT.

11.4. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS WILL NOT BE PERMITTED ON-SITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.

11.5. ARE ANY DISCHARGES ASSOCIATED WITH INDUSTRIAL (NON-CONSTRUCTION STORMWATER) ACTIVITY EXPECTED (5.5.1.g)?

☐ YES ☒ NO

IF YES, SPECIFY THE LOCATION OF THE ACTIVITY AND ITS PERMIT NUMBER: _____

12. SPILL PREVENTION, MANAGEMENT AND NOTIFICATION (5.5.3.7.c, 6.1)

12.1. SPILL PREVENTION (5.5.3.7.c)

12.1.1. CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ON-SITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE TANKS WITH AGGREGATE STORAGE CAPACITY IN EXCESS OF 1,320 GALLONS SHALL HAVE SECONDARY CONTAINMENT.

12.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN AS REQUIRED BY TDOT SPECIAL PROVISION 107FP (REGARDING WATER QUALITY AND STORM WATER PERMITS) AND THE LAW PRIOR TO STORING 1320 GALLONS ON SITE.

12.1.3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ON-SITE AND A COPY PROVIDED TO THE TDOT CONSTRUCTION ENGINEER.

12.2. MATERIAL MANAGEMENT

12.2.1. HOUSEKEEPING

ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ON-SITE BY THE CONTRACTOR. EXCEPT FOR BULK MATERIALS THE CONTRACTOR WILL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING WILL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. WHEN POSSIBLE, ALL PRODUCTS WILL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFF SITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS WILL BE FOLLOWED. THE CONTRACTOR'S SITE SUPERINTENDENT WILL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL. DUST GENERATED WILL BE CONTROLLED IN AN ENVIRONMENTALLY SAFE MANNER. VEGETATION AREAS NOT ESSENTIAL TO THE CONSTRUCTION PROJECT WILL BE PRESERVED AND MAINTAINED AS NOTED ON THE PLANS.

12.2.2. HAZARDOUS MATERIALS

PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS UNLESS THE CONTAINER IS NOT RE-SEALABLE. ORIGINAL LABELS AND MATERIAL SAFETY DATA SHEETS WILL BE RETAINED IN A SAFE PLACE TO RELAY IMPORTANT PRODUCT INFORMATION. IF SURPLUS PRODUCT MUST BE DISPOSED OF, MANUFACTURER'S LABEL DIRECTIONS FOR DISPOSAL WILL BE FOLLOWED. MAINTENANCE AND REPAIR OF ALL EQUIPMENT AND VEHICLES INVOLVING OIL CHANGES, HYDRAULIC SYSTEM DRAIN DOWN, DE-GREASING OPERATIONS, FUEL TANK DRAIN DOWN AND REMOVAL, AND OTHER ACTIVITIES WHICH MAY RESULT IN THE ACCIDENTAL RELEASE OF CONTAMINANTS WILL BE CONDUCTED ON AN IMPERVIOUS SURFACE AND UNDER COVER DURING WET WEATHER TO PREVENT THE RELEASE OF CONTAMINANTS ONTO THE GROUND. WHEEL WASH WATER WILL BE COLLECTED AND ALLOWED TO SETTLE OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER WILL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM OR STORMWATER TREATMENT SYSTEM. POTENTIAL pH-MODIFYING MATERIALS SUCH AS: BULK CEMENT, CEMENT KILN DUST, FLY ASH, NEW CONCRETE WASHINGS AND CURING WATERS, CONCRETE PUMPING, AND MIXER WASHOUT WATERS WILL BE COLLECTED ON SITE AND MANAGED TO PREVENT CONTAMINATION OF STORMWATER RUNOFF.

12.3. PRODUCT SPECIFIC PRACTICES

12.3.1. PETROLEUM PRODUCTS: ALL ON-SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS WHICH ARE CLEARLY LABELED.

12.3.2. FERTILIZERS: FERTILIZERS WILL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED BY TDOT. ONCE APPLIED, FERTILIZERS WILL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER. FERTILIZERS WILL BE STORED IN AN ENCLOSED AREA UNDER COVER. THE CONTENTS OF PARTIALLY USED FERTILIZER BAGS WILL BE TRANSFERRED TO SEALABLE CONTAINERS TO AVOID SPILLS.

12.3.3. PAINTS: ALL CONTAINERS WILL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. THE EXCESS WILL BE DISPOSED OF PER THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.

12.3.4. CONCRETE TRUCKS: CONTRACTORS WILL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED AND NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. UPON COMPLETION OF CONSTRUCTION WASHOUT AREAS WILL BE PROPERLY STABILIZED.

12.4. SPILL MANAGEMENT

IN ADDITION TO THE PREVIOUS HOUSEKEEPING AND MANAGEMENT PRACTICES, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP IF NECESSARY:

12.4.1. ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTATIVE MAINTENANCE TO REDUCE THE CHANGE OF LEAKAGE AND SPILLS.

12.4.2. FOR ALL HAZARDOUS MATERIALS STORED ON SITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP WILL BE CLEARLY POSTED. SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

12.4.3. APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT WILL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ON-SITE 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.

12.4.4. ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

12.4.5. THE CONTRACTOR'S RESPONSIBLE PARTY WILL 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.

12.4.6. IF SPILLS REPRESENT AN IMMINENT THREAT OF ESCAPING THE SITE AND ENTERING RECEIVING WATERS, PERSONNEL WILL RESPOND IMMEDIATELY TO CONTAIN THE RELEASE AND NOTIFY THE SUPERINTENDENT AFTER THE SITUATION HAS BEEN STABILIZED.

12.4.7. IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION WILL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR WILL 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.

12.4.8. 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.

12.5. SPILL NOTIFICATION (6.1)

WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO, OR MORE THAN A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD:

12.5.1. THE TDOT PROJECT ENGINEER IS RESPONSIBLE FOR NOTIFYING THE REGIONAL PROJECT DEVELOPMENT OFFICE (E.G. TRANSPORTATION ENVIRONMENTAL STUDIES SPECIALIST) AS SOON AS HE OR SHE HAS KNOWLEDGE OF THE DISCHARGE.

12.5.2. THE TDOT REGIONAL PROJECT DEVELOPMENT OFFICE WILL NOTIFY THE LOCAL TDEC ENVIRONMENTAL FIELD OFFICE AND ANY OTHER APPLICABLE REGULATORY AGENCIES WITHIN 24 HOURS OF THE SPILL.

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12.5.3. IN ADDITION TO ANY FOLLOW UP NOTIFICATIONS REQUIRED BY FEDERAL LAW, A WRITTEN DESCRIPTION OF THE RELEASE, DATE OF RELEASE AND CIRCUMSTANCES LEADING TO THE RELEASE, WHAT ACTIONS WERE TAKEN TO MITIGATE EFFECTS OF THE RELEASE, AND STEPS TAKEN TO MINIMIZE THE CHANCE OF FUTURE OCCURRENCES WILL BE SUBMITTED TO THE APPROPRIATE TDEC ENVIRONMENTAL FIELD OFFICE WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE.

12.5.4. THE SWPPP MUST BE MODIFIED WITHIN 2 WEEKS OF KNOWLEDGE OF THE RELEASE PROVIDING A DESCRIPTION OF THE RELEASE, CIRCUMSTANCES LEADING TO THE RELEASE, AND THE DATE OF RELEASE. THE SWPPP WILL BE REVIEWED AND MODIFIED AS NECESSARY TO IDENTIFY MEASURES TO PREVENT THE REOCCURRENCE OF SUCH RELEASES AND TO RESPOND TO SUCH RELEASES.

13. RECORD-KEEPING

13.1. REQUIRED RECORDS

TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MAINTAIN AT THE SITE THE FOLLOWING RECORDS OF CONSTRUCTION ACTIVITIES (7.2.1.) (7.2.1.):

13.1.1. THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR.

13.1.2. THE DATES WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE.

13.1.3. THE DATES WHEN STABILIZATION MEASURES ARE INITIATED.

13.1.4. RECORDS EPSC INSPECTION REPORTS AND CORRECTIVE MEASURES.

13.1.5. RECORDS OF QUALITY ASSURANCE SITE ASSESSMENTS.

13.1.6. COPY OF SITE EPSC INSPECTOR'S CERTIFICATION AND/OR LICENSING

13.1.7. A COPY OF ANY REGULATORY CORRESPONDENCE REGARDING THE EFFECTIVENESS OF THE SWPPP OR EPSC CONTROLS.

13.2. RAINFALL MONITORING PLAN (7.2.1.):

13.2.1. EQUIPMENT

AT A MINIMUM, THE CONTRACTOR WILL INSTALL A FENCE POST TYPE RAIN GAUGE TO MEASURE RAINFALL. THE STANDARD FENCE POST RAIN GAUGE WILL BE A WEDGE-SHAPED GAUGE THAT MEASURES UP TO 6 INCHES OF RAINFALL. AN ENGLISH SCALE WILL BE PROVIDED ON ONE FACE, WITH A METRIC SCALE ON THE OTHER FACE. GRADUATION WILL BE PERMANENTLY MOLDED IN DURABLE WEATHER-RESISTANT PLASTIC. THE MINIMUM GRADUATION WILL BE 0.01 INCH (OR 0.1MM). AN ALUMINUM BRACKET WITH SCREWS MAY BE USED TO MOUNT THE GAUGE ON A WOODEN SUPPORT.

13.2.2. LOCATION

THE RAIN GAUGE WILL BE LOCATED AT OR ALONG THE PROJECT SITE, AS DEFINED IN THE NOI OF THE NPDES PERMIT, IN AN OPEN AREA SUCH THAT THE MEASUREMENT WILL NOT BE INFLUENCED BY OUTSIDE FACTORS (I.E. OVERHANGS, GUTTER, TREES, ETC.). AT LEAST ONE RAIN GAUGE PER LINEAR MILE IS REQUIRED ALONG (AS MEASURED ALONG THE CENTERLINE OF THE PRIMARY ALIGNMENT) THE PROJECT WHERE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING IS ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED.

13.2.3. METHODS

RAINFALL MONITORING WILL BE INITIATED PRIOR TO CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING, OR FILLING, EXCEPT AS SUCH MINIMAL CLEARING MAY BE NECESSARY TO INSTALL A RAIN GAUGE IN AN OPEN AREA. THE RAIN GAUGE WILL BE CHECKED FOR OPERATIONAL SOUNDNESS DAILY (DURING NORMAL BUSINESS HOURS) IN WET TIMES AND WEEKLY IN DRY TIMES. GAUGES WILL BE REPAIRED OR REPLACED ON THE SAME DAY IF FOUND TO BE NON-OPERATIONAL OR MISSING.

13.2.4. EACH RAIN GAUGE WILL BE READ (FOR DETAILED RECORDS OF RAINFALL) AND EMPTIED AFTER EVERY RAINFALL EVENT OCCURRING ON THE PROJECT SITE AT APPROXIMATELY THE SAME TIME OF THE DAY (DURING NORMAL BUSINESS HOURS). DURING PERIODS OF DRY CONDITIONS, IT WILL NOT BE NECESSARY TO READ THE RAIN GAUGE EVERY DAY. IN LIEU OF THIS REQUIREMENT ON WEEKENDS AND ON STATE HOLIDAYS, THE RAIN GAUGES CAN BE EMPTIED THE NEXT BUSINESS DAY AND A REFERENCE SITE USED FOR A RECORD OF DAILY AMOUNT OF PRECIPITATION FOR THOSE DAYS. A REFERENCE SITE IS THE DOCUMENTATION FROM THE CLOSEST GAUGE WITHIN PROXIMITY OF THE PROJECT FROM A RECOGNIZED SOURCE SUCH AS THE NOAA NATIONAL WEATHER SERVICE.

13.2.5. DETAILED RECORDS WILL BE RECORDED OF RAINFALL EVENTS INCLUDE DATES, AMOUNTS OF RAINFALL, AND THE APPROXIMATE DURATION (OR THE STARTING AND ENDING TIMES). THE RAINFALL RECORDS SHALL BE RECORDED ON THE TDOT RAINFALL RECORD SHEET AND SHALL BE MAINTAINED IN THE "DOCUMENTATION AND PERMITS" BINDER.

13.2.6. IF THE RAINFALL EVENT IS STILL IN PROGRESS AT THE DAILY RECORDING TIME, THE GAUGE WILL BE EMPTIED AND THE RECORD WILL INDICATE THAT THE STORM EVENT WAS STILL IN PROGRESS.

13.2.7. RAIN GAUGE INFORMATION (DETAILED RECORDS), INCLUDING THE LOCATION OF THE NEAREST OUTFALL, WILL BE RECORDED ON THE EPSC INSPECTION REPORT FORMS AT THE TIME OF MEASUREMENT.

13.3. KEEPING PLANS CURRENT (5.4.)

13.3.1. THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL REGULATORY OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.

13.3.2. THE STAGES DEPICTED WITHIN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL STAGES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS STAGES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE STAGES OF CONSTRUCTION THAT WILL OCCUR, THUS THESE DOCUMENTS MUST BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

13.3.3. THE TDOT EPSC INSPECTOR OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL MODIFY AND UPDATE THE SWPPP WHEN ANY OF THE FOLLOWING CONDITIONS APPLY:

13.3.3.1. WHENEVER THERE IS A CHANGE IN THE SCOPE OF THE PROJECT THAT WOULD BE EXPECTED TO HAVE A SIGNIFICANT EFFECT ON THE DISCHARGE OF POLLUTANTS TO THE WATERS OF THE STATE AND WHICH HAS NOT OTHERWISE BEEN ADDRESSED IN THE SWPPP;

13.3.3.2. WHENEVER INSPECTIONS OR INVESTIGATIONS BY SITE OPERATORS, LOCAL, STATE, OR FEDERAL OFFICIALS INDICATE THE SWPPP IS PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANTS FROM CONSTRUCTION ACTIVITY SOURCES, OR IS OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY; WHERE LOCAL, STATE, OR FEDERAL OFFICIALS DETERMINE THAT THE SWPPP IS INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES, A COPY OF ANY CORRESPONDENCE TO THAT EFFECT MUST BE RETAINED IN THE SWPPP;

13.3.3.3. WHEN ANY NEW OPERATOR AND/OR SUB-OPERATOR IS ASSIGNED OR RELIEVED OF THEIR RESPONSIBILITY TO IMPLEMENT A PORTION OF THE SWPPP;

13.3.3.4. TO PREVENT A NEGATIVE IMPACT TO LEGALLY PROTECTED STATE OR FEDERALLY LISTED OR PROPOSED THREATENED OR ENDANGERED AQUATIC FAUNA;

13.3.3.5. WHEN THERE IS A CHANGE IN CHEMICAL TREATMENT METHODS INCLUDING: USE OF DIFFERENT TREATMENT CHEMICALS, DIFFERENT DOSAGE OR APPLICATION RATES OR A DIFFERENT AREA OF APPLICATION NOT SPECIFIED ON THE EPSC PLANS.

13.3.3.6. ALL SWPPP REVISION(S) SHALL BE RECORDED WITHIN 1 WEEK BY THE PROJECT EPSC INSPECTOR.

13.3.3.7. WHEN A TMDL IS DEVELOPED FOR THE RECEIVING WATERS FOR A POLLUTANT OF CONCERN (SILTATION AND/OR HABITAT ALTERATION), CONSTRUCTION SHALL NOTIFY THE PERMITS SECTION FOR PROPER COORDINATION.

13.4. MAKING PLANS ACCESSIBLE

13.4.1. TDOT WILL RETAIN A COPY OF THIS SWPPP (INCLUDING A COPY OF THE "DOCUMENTATION AND PERMITS" BINDER AT THE CONSTRUCTION SITE (OR OTHER LOCATION ACCESSIBLE TO TDEC AND THE PUBLIC) FROM THE DATE CONSTRUCTION COMMENCES TO THE DATE OF PERMANENT STABILIZATION. TDOT WILL HAVE A COPY OF THE SWPPP AVAILABLE AT THE LOCATION WHERE WORK IS OCCURRING ON-SITE FOR THE USE OF OPERATORS AND THOSE IDENTIFIED AS HAVING RESPONSIBILITIES UNDER THE SWPPP WHENEVER THEY ARE ON THE CONSTRUCTION SITE (7.2.).

13.4.2. PRIOR TO THE INITIATION OF LAND DISTURBING ACTIVITIES AND UNTIL THE SITE HAS MET THE PERMANENT STABILIZATION CRITERIA, TDOT OR THEIR DULY AUTHORIZED REPRESENTATIVE WILL POST A NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE WITH THE FOLLOWING INFORMATION (5.3.4.) (7.2.1.):

13.4.2.1. A COPY OF THE NOTICE OF COVERAGE (NOC) WITH THE NPDES PERMIT NUMBER FOR THE PROJECT;

13.4.2.2. THE INDIVIDUAL NAME, COMPANY NAME, E-MAIL ADDRESS (IF APPLICABLE) AND TELEPHONE NUMBER OF THE LOCAL PROJECT SITE OWNER AND OPERATOR CONTACT;

13.4.2.3. A BRIEF DESCRIPTION OF THE PROJECT; AND

13.4.2.4. THE LOCATION OF THE SWPPP.

13.4.3. ALL INFORMATION DESCRIBED IN SECTION 13.4.2 MUST BE MAINTAINED IN LEGIBLE CONDITION. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE DUE TO SAFETY CONCERNS, THE NOTICE SHALL BE POSTED IN A LOCAL BUILDING. THE NOTICE MUST BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION WHERE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY.

13.5. NOTICE OF TERMINATION (9.0.)

13.5.1. WHEN ALL STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES THAT ARE AUTHORIZED BY THE PERMIT ARE ELIMINATED BY PERMANENT STABILIZATION, THE TDOT REGIONAL ENGINEER WILL SUBMIT A NOTICE OF TERMINATION (NOT) THAT IS SIGNED IN ACCORDANCE WITH THE PERMIT TO THE TDEC CENTRAL OFFICE IN NASHVILLE, TN.

13.5.2. FOR THE PURPOSES OF THE CERTIFICATION REQUIRED BY THE NOT, THE ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY MEANS THE

13.5.2.1. ALL EARTH-DISTURBING ACTIVITIES ON THE SITE ARE COMPLETED AND ALL DISTURBED SOILS AT THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL HAVE BEEN PERMANENTLY STABILIZED; AND

13.5.2.2. ALL CONSTRUCTION MATERIALS, WASTE AND WASTE HANDLING DEVICES, AND ALL EQUIPMENT, AND VEHICLES THAT WERE USED DURING CONSTRUCTION HAVE BEEN REMOVED AND PROPERLY DISPOSED; AND

13.5.2.3. ALL STORMWATER CONTROLS THAT WERE INSTALLED AND MAINTAINED DURING CONSTRUCTION, EXCEPT THOSE THAT ARE INTENDED FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE, HAVE BEEN REMOVED; AND

13.5.2.4. ALL POTENTIAL POLLUTANTS AND POLLUTANT GENERATING ACTIVITIES ASSOCIATED WITH CONSTRUCTION HAVE BEEN REMOVED; AND

13.5.2.5. THE PERMITTEE HAS IDENTIFIED WHO IS RESPONSIBLE FOR ONGOING MAINTENANCE OF ANY STORMWATER CONTROLS LEFT ON THE SITE FOR LONG-TERM USE FOLLOWING TERMINATION OF PERMIT COVERAGE; AND

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13.5.2.6. TEMPORARY EPSC MEASURES HAVE BEEN OR WILL BE REMOVED AT AN APPROPRIATE TIME TO ENSURE PERMANENT STABILIZATION IS MAINTAINED; AND

13.5.2.7. ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY A NPDES GENERAL PERMIT HAVE OTHERWISE BEEN ELIMINATED FROM THE PORTION OF THE CONSTRUCTION SITE WHERE THE OPERATOR HAD CONTROL.

13.6. RETENTION OF RECORDS (7.1.)

TDOT WILL RETAIN COPIES OF THE SWPPP, ALL REPORTS REQUIRED BY THE PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT FOR THE PROJECT FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THE NOT WAS FILED.

14. SITE WIDE/PRIMARY PERMITTEE CERTIFICATION (8.7.5.)

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED BY ME, OR UNDER MY DIRECTION OR SUPERVISION. THE SUBMITTED INFORMATION IS TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

Anthony R. Myers Digitally signed by Laney Myers Date: 2024.01.29 09:13:02 -06'00'

AUTHORIZED TDOT PERSONNEL SIGNATURE (5.3.3.)

Anthony Myers
PRINTED NAME

TDOT Manager
TITLE

01/29/2024
DATE

15. SECONDARY PERMITTEE (OPERATOR) CERTIFICATION (8.7.6.)

I CERTIFY UNDER PENALTY OF LAW THAT I HAVE REVIEWED THIS DOCUMENT, ANY ATTACHMENTS, AND THE SWPPP REFERENCED ABOVE. BASED ON MY INQUIRY OF THE CONSTRUCTION SITE OWNER/DEVELOPER IDENTIFIED ABOVE AND/OR MY INQUIRY OF THE PERSON DIRECTLY RESPONSIBLE FOR ASSEMBLING THIS NOI AND SWPPP, I BELIEVE THE INFORMATION SUBMITTED IS ACCURATE. I AM AWARE THAT THIS NOI, IF APPROVED, MAKES THE ABOVE-DESCRIBED CONSTRUCTION ACTIVITY SUBJECT TO NPDES PERMIT NUMBER TNR100000, AND THAT CERTAIN OF MY ACTIVITIES ONSITE ARE THEREBY REGULATED. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS, AND FOR FAILURE TO COMPLY WITH THESE PERMIT REQUIREMENTS. AS SPECIFIED IN TENNESSEE CODE ANNOTATED SECTION 39-16-702(a)(4), THIS DECLARATION IS MADE UNDER PENALTY OF PERJURY.

AUTHORIZED CONTRACTOR PERSONNEL SIGNATURE (5.3.3.)

PRINTED NAME

TITLE

DATE

16. ENVIRONMENTAL PERMITS (1.5.2.)

LIST ALL ENVIRONMENTAL PERMITS AND EXPIRATION DATES FOR PROJECT (**TO BE COMPLETED AT THE ENVIRONMENTAL PRECONSTRUCTION MEETING BY TDOT CONSTRUCTION OR THEIR DULY AUTHORIZED REPRESENTATIVE**):

ENVIRONMENTAL PERMITS			
PERMIT	**YES OR NO**	**PERMIT OR TRACKING NO.**	**EXPIRATION DATE***
TDEC ARAP	NO		
CORPS OF ENGINEERS (USACE)	NO		
TVA 26A	NO		
TDEC CGP	YES		
OTHER:			

*THE TDOT ENVIRONMENTAL DIVISION MUST BE NOTIFIED SIX MONTHS PRIOR TO PERMIT EXPIRATION DATE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
PS&E	2024	60AVAR-S3-002	S-8

17. **OUTFALL TABLE (5.5.1.c, 6.4.1.e, 6.4.1.f)**

OUTFALL LABEL	SUB OUT-FALL	STATION CL, LT OR RT	SLOPE WITHIN ROW (%)	STAGE 1 DRAINAGE AREA (AC)	STAGE 2 DRAINAGE AREA (AC)	STAGE 3 DRAINAGE AREA (AC)	SEDIMENT BASIN OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	SEDIMENT TRAP OR EQUIVALENT MEASURE(S) (YES, NO OR N/A)	RECEIVING RESOURCE (TDOT EBR LABEL) OR OTHER	COMMENTS
OUT-1	-	OAKLAND PKWY STA 21+00 LT	4.5	2.141	2.141	2.141	N/A	N/A	-	
OUT-1A	-	PROP SR-6 STA 513+15 LT	0.5	0.740	-	-	N/A	N/A	-	NOT A SUBOUTFALL, LETTER DESIGNATION USED TO AVOID OUT OF ORDER NUMBERING SCHEME
OUT-2	-	OAKLAND PKWY STA 25+75 RT	1.0	3.617	3.617	3.617	N/A	N/A	-	
OUT-2A	-	OAKLAND PKWY STA 26+25 RT	6.9	4.878	4.878	4.878	N/A	N/A	-	NOT A SUBOUTFALL, LETTER DESIGNATION USED TO AVOID OUT OF ORDER NUMBERING SCHEME
OUT-3	-	OAKLAND PKWY STA 25+50 LT	3.0	0.365	0.365	0.365	N/A	N/A	-	
OUT-4	-	PROP SR-6 STA 533+50 RT	1.5	9.660	9.890	9.89	N/A	N/A	-	
OUT-5	-	PROP S6-6 STA 540+00 LT	1.5	5.741	9.490	5.741	N/A	N/A	STR-1	
OUT-6	-	PROP LOOP C STA 0+75 LT	2.3	0.471	0.471	0.471	N/A	N/A	-	
OUT-7	-	PROP SR-6 STA 565+00 CL	0.9	0.516	0.516	0.516	N/A	N/A	-	
OUT-8	-	PROP SR-6 STA 569+60 CL	1.1	0.383	0.383	0.383	N/A	N/A	-	
OUT-9	-	PROP SR-99 STA 726+70 CL	1.0	-	0.228	0.228	N/A	N/A	-	
OUT-10	-	PROP SR-6 STA 532+70 CL	2.1	-	0.720	0.720	N/A	N/A	-	

ALL UNUSED FIELDS WITHIN THE OUTFALL TABLE ARE TO BE SHADED, HATCHED, OR REMOVED TO INDICATE THEIR NON-USAGE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STORMWATER POLLUTION PREVENTION PLAN

TENN.	YEAR	SHEET NO.
	2026	U1-1
STATE PROJ. NO.	60AVAR-S3-002	
FED. PROJ. NO.	N/A	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

MAURY COUNTY

STATE INDUSTRIAL ACCESS SERVING PROJECT LEEWARD- PHASE 2 CONSTRUCTION

STATE HIGHWAY N/A / F.A.H.S N/A

Index Of Sheets	
SHEET NAME	SHEET NUMBER
UTILITIES INDEX, UTILITIES OWNERS AND UTILITY SHEETS	U1-1

THERE ARE NO UTILITIES IN CONFLICT WITH THIS PROJECT

STANDARD LEGEND

EXISTING UTILITES

POWER — P —	POWER POLE
TELEPHONE — T —	TELEPHONE POLE
WATER — W —	POWER/TELEPHONE POLE
CABLE TV — C —	MANHOLE
SANITARY SEWER — SA —	WATER METER W.M.
UNDERGROUND TELEPHONE — T (UG) —	WATER VALVE W.V.
GAS — G —	LIGHT POLE
FORCE MAIN SEWER — FMS —	
UNDERGROUND POWER — P (UG) —	
UNDERGROUND FIBER OPTIC — F (UG) —	

PROPOSED UTILITIES & MODIFICATIONS

POWER — P —	POWER POLE ● P
UNDERGROUND POWER — P (UG) —	TELEPHONE POLE ● T
TELEPHONE — T —	WATER METER ■ W.M.
WATER — W —	
CABLE TV — C —	
SANITARY SEWER — SA —	
UNDERGROUND TELEPHONE — T (UG) —	
GAS — G —	
FORCE MAIN SEWER — FMS —	
UNDERGROUND FIBER OPTIC — F (UG) —	
EX. WATER LINE (RETIRED IN PLACE) — 6" W RIP —	R REMOVE
EX.GAS LINE (RETIRED IN PLACE) — 8" G RIP —	RIP RETIRE IN PLACE
EX.SEWER LINE (RETIRED IN PLACE) — 8" FMS RIP —	
EX.TELEPHONE LINE (RETIRED IN PLACE) — T(UG) RIP —	

SPECIAL NOTES

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC.
AT 1-800-351-1111

UTILITY OWNERS AND CONTACTS:

TELEPHONE: AT&T 116 SOUTH CANNON AVENUE MURFREESBORO, TN 37129 KENNETH LEE KORNEGAY KK4096@ATT.COM O: 615-848-2082	GAS: ATMOS 200 NOAH DRIVE FRANKLIN, TN 37067 TERI (DOSS) LABELLA TERI.LABELLA@ATMOSENERGY.COM O: 615-418-6699	FIBER: CENTURYLINK/LUMEN 520 WHALEY ST. COLUMBIA, SC 29201 JOHN BOEDEKER JOHN.BOEDEKER@LUMEN.COM C: 512-334-8351
CABLE: CHARTER COMMUNICATION 1757 NORTH POINTE DR. COLUMBIA, TN 38401 WILL JAGGERS WILL.JAGGERS@CHARTER.COM C: 931-543-8503	FIBER: COLUMBIA POWER & WATER SYSTEM 201 PICKENS LN. COLUMBIA, TN 38401 BRAD TEBBEN BRAD.TEBBEN@CPWS.COM O: 931-375-7682	ELECTRIC: COLUMBIA POWER & WATER SYSTEM 201 PICKENS LN. COLUMBIA, TN 38401 RYAN MASSEY RYAN.MASSEY@CPWS.COM O: 931-375-7742
WATER: COLUMBIA POWER & WATER SYSTEM 201 PICKENS LN. COLUMBIA, TN 38401 BART ANDERSON BART.ANDERSON@CPWN.COM	SEWER: COLUMBIA WASTEWATER 1244 TREATMENT PLANT ROAD COLUMBIA, TN 38401 RYAN FILIPKOWSKI RFILIPHOWSKI@COLUMBIATN.COM C: 931-777-9020	GAS: ENBRIDGE 565 MARRIOTT DR. SUITE 400, NASHVILLE , TN, 37214 KELLY DALY KELLY.DALY@ENBRIDGE.COM C: 701-340-5739
ELECTRIC: TENNESSEE VALLEY AUTHORITY 1101 MARKET STREET MR-4G CHATTTNOOGA, TN 370402-2801 STEPHEN WILLIAMS SEWILLIAMS@TVA.GOV O: 662-255-6272		

NOTE TO CONTRACTORS	UNDERGROUND UTILITIES NOTE	NOTE TO CONTRACTORS
CONTRACTOR TO FOLLOW ALL ADA RULES PERTAINING TO SIDEWALKS	ALL UNDERGROUND UTILITIES MUST BE DIRECTIONAL BORED UNDER ALL STREAMS IDENTIFIED IN THE PLANS	DIRECTIONAL BORING MUST BE PLACED A MINIMUM OF 50' AWAY FROM STREAM BANKS

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