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

SHEET NAME	SHEET NO.
SIGNATURE SHEET.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS.....	1A
PROJECT COMMITMENTS.....	1B
ESTIMATED ROADWAY AND TABULATED QUANTITIES.....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A
GENERAL NOTES.....	2B
SPECIAL NOTES.....	2C – 2C2
ENVIRONMENTAL NOTES.....	2D, 2D1

SIGNATURE SHEET

13-MAY-2025 11:08
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2025\Maury Co. SR-7 L.M. 15.40 - 19.55\11-131433-00-TitleSheet.sht

INDEX OF SHEETS
SEE SHEET 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

MAURY COUNTY

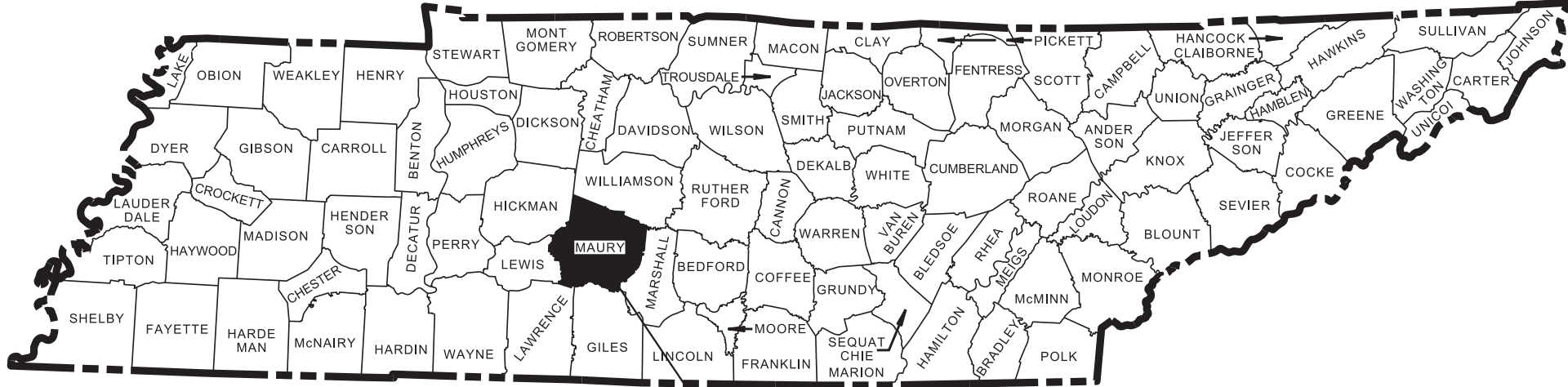
STATE ROUTE 7
FROM NEAR RIVERVIEW LANE (L.M. 15.29)
TO NEAR OLD HIGHWAY 7 (L.M. 19.55)

RESURFACE
CHIP SEAL, BRIDGE REPAIR, PAVEMENT MARKING

STATE HIGHWAY NO. 7 F.A.H.S. NO. N/A

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

TENN.	YEAR 2025	SHEET NO. 1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	60S007-S8-002	
STATE PROJ. NO.	60S007-M3-003	



PROJECT LOCATION
BRIDGE ID. # 60SR0070011 60SR0070013 60SR0070041

NO EXCLUSIONS

60S007-M3-003
END PROJECT NO. 60S007-S8-002 RESURFACE
L.M. 19.55

TENNESSEE SOUTHERN UNDERPASS CROSSING #60SR0070013
AAR/DOT# 350584K
RR MP: A-228.65
L.M. 16.00

60S007-M3-003
BEGIN PROJECT NO. 60S007-S8-002 RESURFACE
L.M. 15.29

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES
CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW
THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF
THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND
ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS
AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: KONNER SPRADLIN, P.E.
DESIGNER : CAYLIE MARVEL
P.E. NO. 98034-4299-04 (DESIGN)
PIN NO. 131433.00
CHECKED BY : YONAS TSEGAY

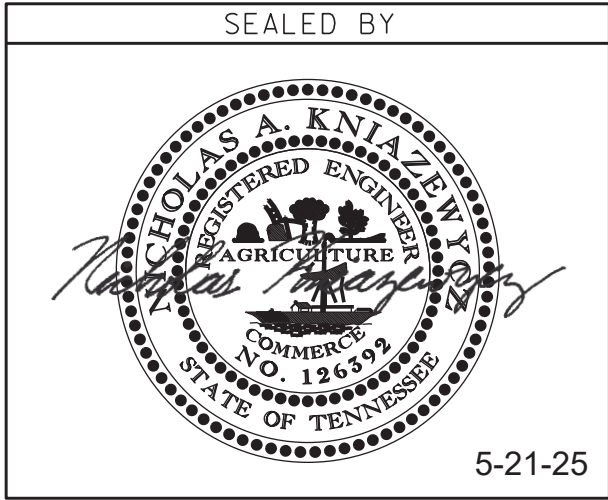


SCALE: 1"= 1 MILE

PROJECT LENGTH 4.26 MILES
TOTAL LANE MILES RESURFACED 20.97 MILES

SR-7 TRAFFIC DATA

ADT (2025)	6,774
POSTED SPEED	
L.M. 15.29 – 17.24	45 MPH
L.M. 17.24 – 19.49	55 MPH



APPROVED: WILL REID, DEPUTY COMMISSIONER /
CHIEF ENGINEER

DATE:

APPROVED: HOWARD H. ELEY, DEPUTY GOVERNOR &
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: DIVISION ADMINISTRATOR
DATE

13-MAY-2025 11:08
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ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS	1A
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BRIDGE PLANS	B1

NOTE:
NO UTILITY SHEETS.

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

STANDARD ROADWAY DRAWINGS


DWG.	REV.	DESCRIPTION
10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-204.00 DESIGN - TRAFFIC CONTROL		
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-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
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-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	60S007-S8-002	1A

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5-21-25


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	60S007-S8-002	1B

PROJECT COMMITMENTS			
COMMITMENT ID	SOURCE DIVISON	DESCRIPTION	STA. / LOCATION
EDHZ001	ENVIRONMENTAL DIVISION, HAZARDOUS MATERIALS	Asbestos Containing Material (ACM) surveys were completed on the following bridges and no asbestos was detected. Please see the report for further details and photographs. No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a C&D landfill. Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Sections 107.08.D and 202.03). Bridge No. 60SR0070011 SR-7 over Duck River LM 15.72 (60-SR007-15.72) Bridge No. 60SR0070013 SR-7 over TSRR LM 16.00 (60-SR007-16.00) Bridge No. 60SR0070041 SR-7 over Knob Creek LM 19.48 (60-SR007-19.48)	BRIDGES

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5-21-25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROJECT
COMMITMENTS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	60S007-S8-002	2

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 60S007-S8-002
(1)(17)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	8.5
(2)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	766
(3)	405-01.01 BITUMINOUS MATERIAL (BSC)	TON	238
(4)	405-01.02 MINERAL AGGREGATE (BSC)	TON	2071
	411-12.02 SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	3.7
	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	1.2
(5)	712-01 TRAFFIC CONTROL	LS	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	50
(6)(7)	712-06 SIGNS (CONSTRUCTION)	S.F.	1197
	712-08.03 ARROW BOARD (TYPE C)	EACH	2
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	585
	716-01.22 SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	570
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	326
(8)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	190
(8)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	31
(8)	716-02.12 PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.1
	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	21
(16)	716-09.57 CONTRAST PVT SHADOW MARKING 6" (TAPE)	L.F.	1250
	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	21
(9)	716-15.10 PREFORMED PERMANENT TAPE (6IN LINE)	L.F.	3320
	717-01 MOBILIZATION	LS	1
	ALTERNATE AA1		
(10)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	62
(11)	411-03.12 ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	5724
	ALTERNATE AA2		
(12)(13)	403-01.01 BITUMINOUS MATERIAL FOR TACK COAT (MICRO-SURFACING)	TON	96
(14)	414-03.01 EMULSIFIED ASPHALT FOR MICRO-SURFACING	TON	234
(15)	414-03.02 AGGREGATE FOR MICRO SURFACING	TON	1938

FOOTNOTES	
(1)	SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. THIS WORK IS TO BE PERFORMED BEFORE ALL OTHER OPERATIONS.
(2)	TO BE USED AS DIRECTED BY THE ENGINEER.
(3)	INCLUDES 233 TONS FOR MAINLINE AND 5 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(4)	INCLUDES 2033 TONS FOR MAINLINE AND 38 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(5)	CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
(6)	IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 712-06 SIGNS (CONSTRUCTION).
(7)	THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS.
(8)	CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(9)	TO BE USED FOR EDGE LINES ON CONCRETE SURFACES.
(10)	INCLUDES 60 TONS FOR MAINLINE AND 2 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(11)	INCLUDES 5621 TONS FOR MAINLINE AND 103 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(12)	NO PAYMENT WILL BE MADE DIRECTLY FOR THE WATER REQUIRED TO DILUTE THE TACK COAT.
(13)	INCLUDES 94 TONS FOR MAINLINE AND 2 TON FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(14)	INCLUDES 229 TONS FOR MAINLINE AND 5 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(15)	INCLUDES 1903 TONS FOR MAINLINE AND 35 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(16)	TO BE USED FOR LANE LINES ON CONCRETE SURFACES. INCLUDES BOTH THE WHITE AND BLACK PORTIONS.
(17)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2B, FINAL PAVEMENT MARKING NOTE (5) FOR MORE INFORMATION.

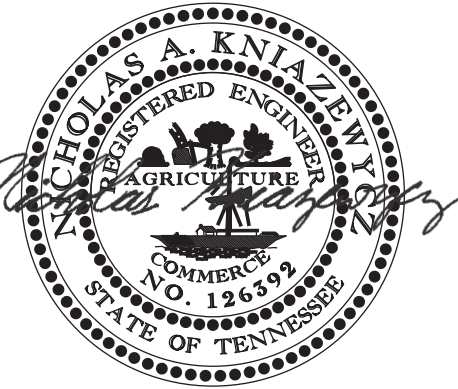
TRAFFIC CONTROL SIGN TABULATION (RESURFACING)					
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
G20-1	ROAD WORK NEXT 5 MILES	64" X 24"	11	2	21
G20-2	END ROAD WORK	48" X 24"	8	21	168
W4-2R	RIGHT LANE ENDS SYMBOL	48" X 48"	16	2	32
W42-L	LEFT LANE ENDS SYMBOL	48" X 48"	16	2	32
W8-11	UNEVEN LANES	48" X 48"	16	24	384
W20-1	ROAD WORK AHEAD	48" X 48"	16	19	304
W20-1	ROAD WORK 1 MILE	48" X 48"	16	2	32
W20-1	ROAD WORK 1/2 MILE	48" X 48"	16	2	32
W20-1	ROAD WORK 1000 FT	48" X 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1/2 MILE	48" X 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1000 FT	48" X 48"	16	2	32
W20-5L	LEFT LANE CLOSED 1/2 MILE	48" X 48"	16	2	32
W20-5L	LEFT LANE CLOSED 1000 FT	48" X 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48" X 48"	16	2	32
				TOTAL	1197

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
60SR0070011	15.720	OVER DUCK RIVER	513'	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED).
60SR0070013	16.000	OVER TENNESSEE SOUTHERN RAILROAD	166'	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY. REPLACE BRIDGE JOINTS (BRIDGE SHEETS INCLUDED).
60SR0070041	19.480	OVER KNOB CREEK	150'	PROVIDE DECK REPAIR ITEM - SEAL WITH TYPE 1 THIN EPOXY OVERLAY (BRIDGE SHEETS INCLUDED).

NO GUARDRAIL INCLUDED ON THIS PROJECT

NO UTILITY ADJUSTMENTS ON THIS PROJECT

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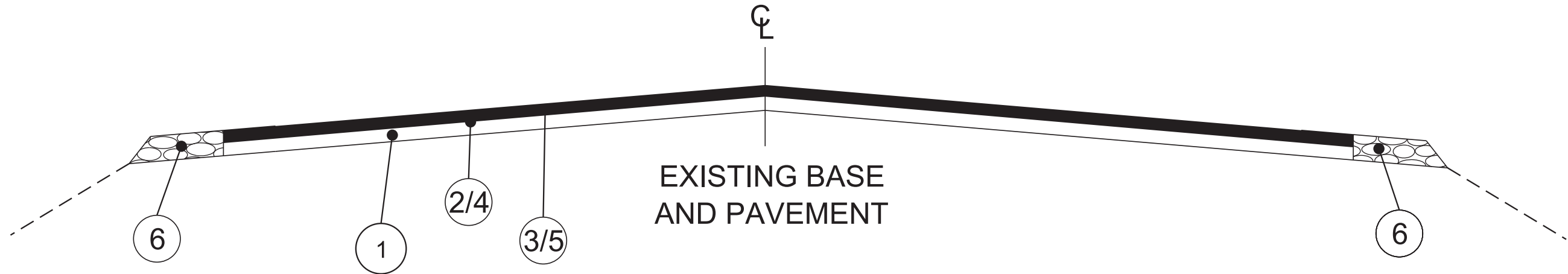
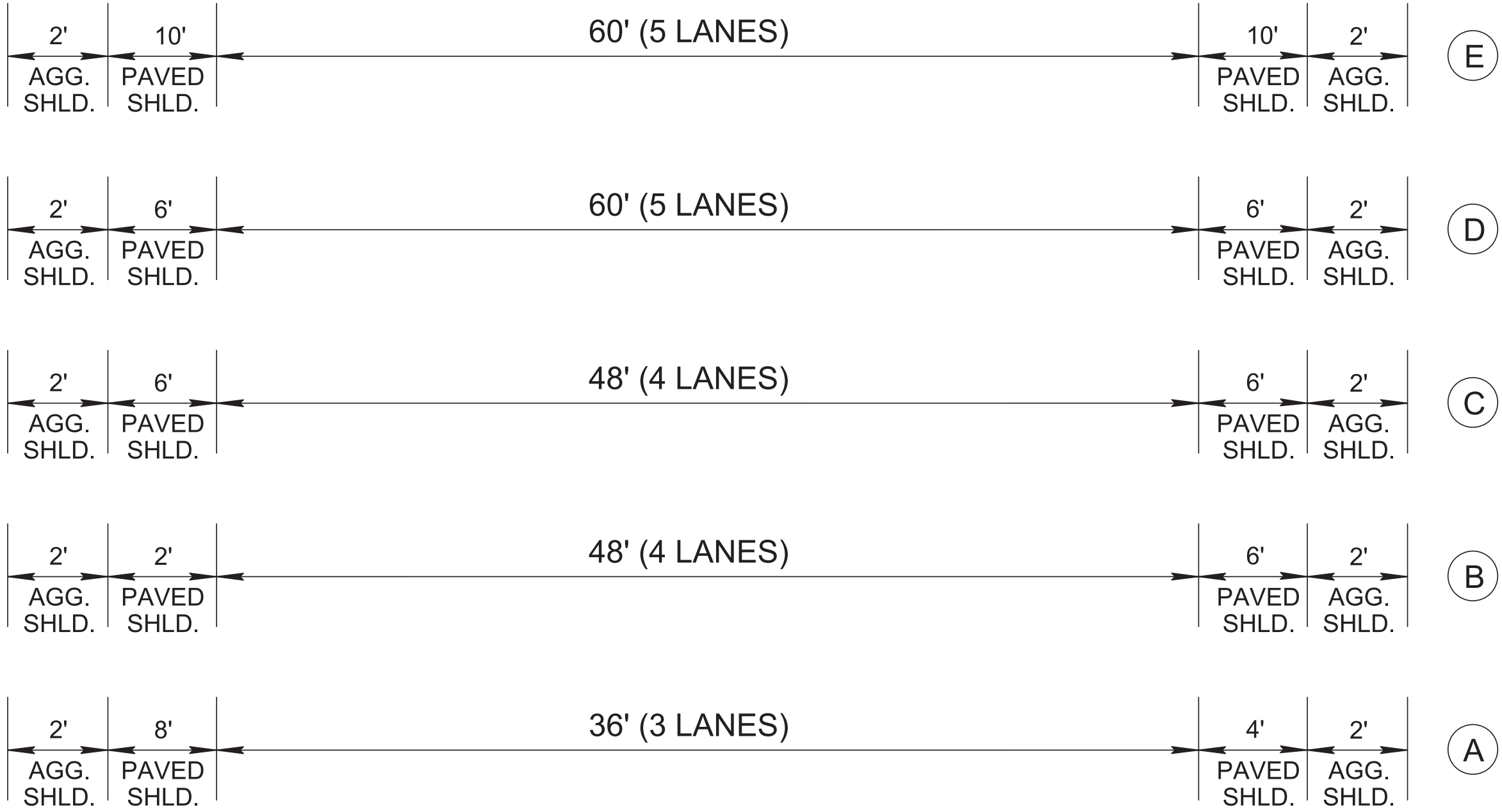


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

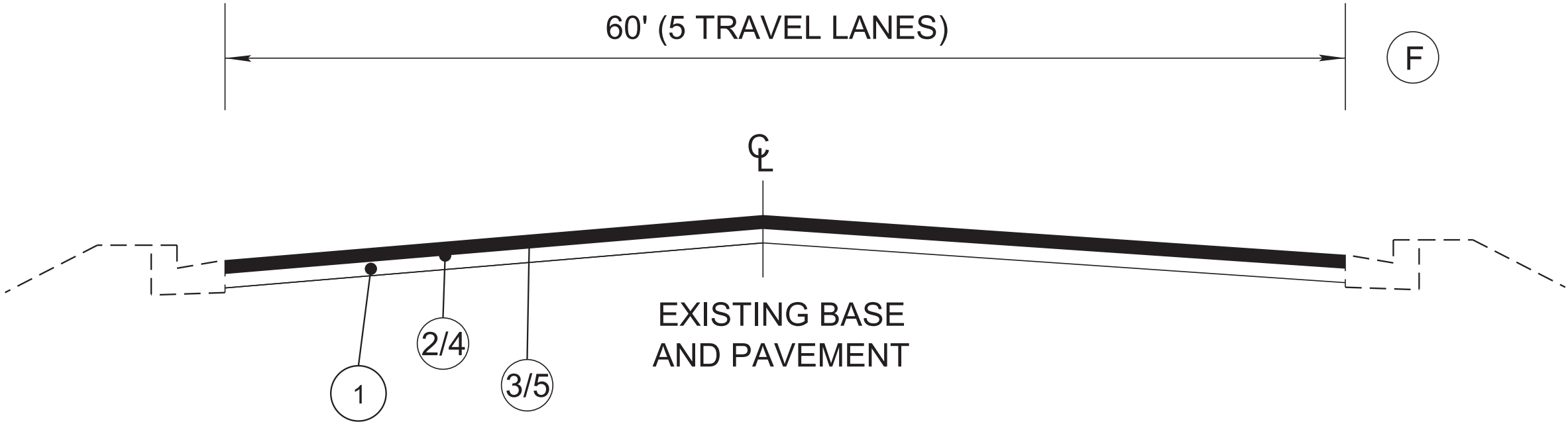
ESTIMATED
ROADWAY AND
TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	60S007-S8-002	2A



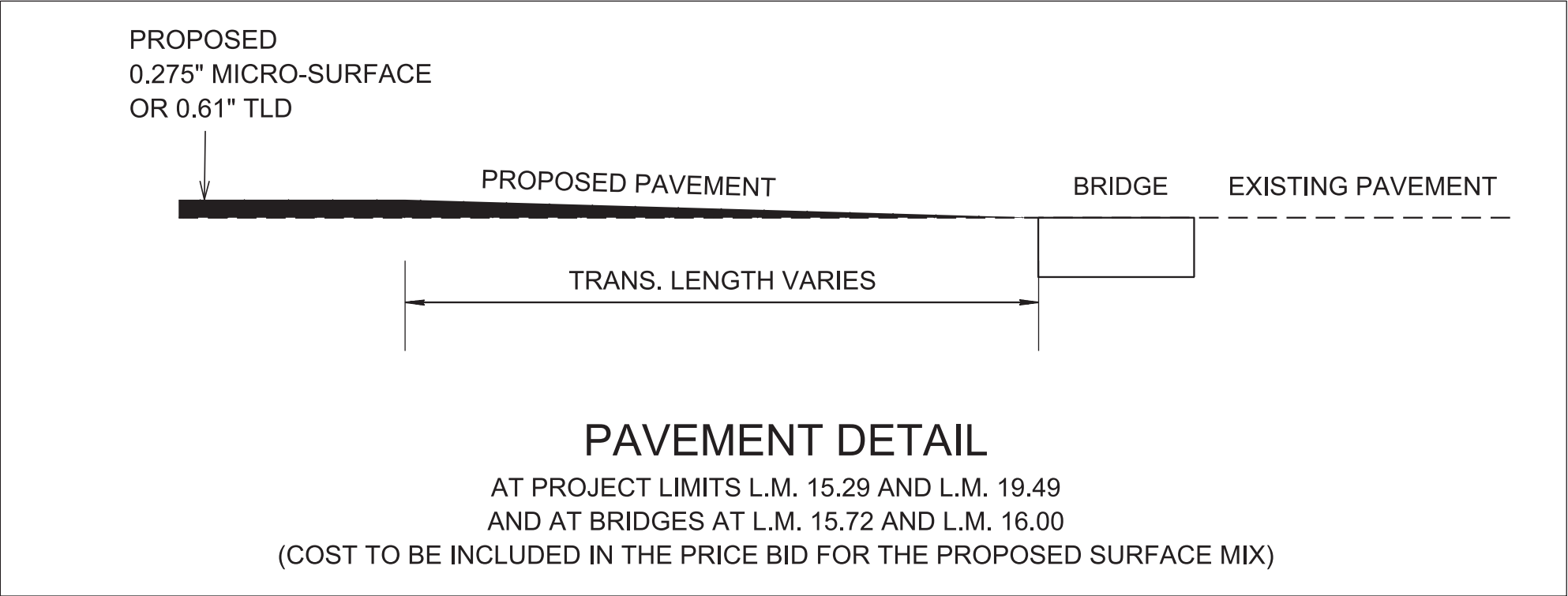
MAURY COUNTY SR-7 TYPICAL SECTION

- (A) L.M. 15.29 TO 15.38 (D) L.M. 15.53 TO 16.04
(B) L.M. 15.38 TO 15.46 (E) L.M. 17.25 TO 19.55
(C) L.M. 15.46 TO 15.53



MAURY COUNTY SR-7 TYPICAL SECTION

(F) L.M. 16.04 TO 17.25



PAVEMENT DETAIL

AT PROJECT LIMITS L.M. 15.29 AND L.M. 19.49
AND AT BRIDGES AT L.M. 15.72 AND L.M. 16.00
(COST TO BE INCLUDED IN THE PRICE BID FOR THE PROPOSED SURFACE MIX)

ALTERNATE AA1 PROPOSED PAVEMENT SCHEDULE

- (1) BITUMINOUS SEAL COAT (CHIP SEAL)
405-01.01 BITUMINOUS MATERIAL (BSC) AT 0.17 - 0.45 GAL./ SQ. YD.
405-01.02 MINERAL AGGREGATE (BSC) AT 17 - 30 LB./ SQ. YD.
- (2) TACK COAT
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
- (3) THIN LIFT D SURFACE @ 65 LB/S.Y. (APPROX. 0.61" THICK)
411-03.12 ACS MIX (PG64-22) GRADING TLD
- (6) MINERAL AGGREGATE (2" THICK)
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

ALTERNATE AA2 PROPOSED PAVEMENT SCHEDULE

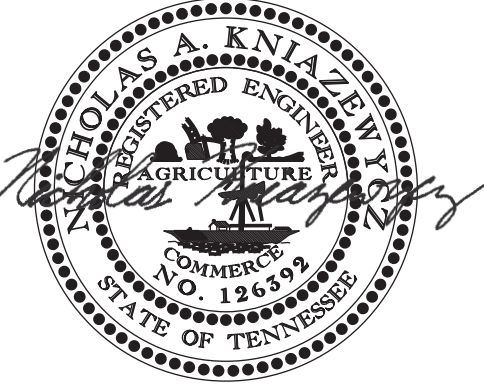
- (1) BITUMINOUS SEAL COAT (CHIP SEAL)
405-01.01 BITUMINOUS MATERIAL (BSC) AT 0.17 - 0.45 GAL./ SQ. YD.
405-01.02 MINERAL AGGREGATE (BSC) AT 17 - 30 LB./ SQ. YD.
- (4) TACK COAT @ 0.10 - 0.15 GAL/S.Y. (MICRO-SURFACING)
403-01.01 BITUMINOUS MATERIAL FOR TACK COAT (MICRO-SURFACING)
- (5) EMULSIFIED ASPHALTIC SLURRY SEAL AND MICRO-SURFACING
414-03.01 EMULSIFIED ASPHALT FOR MICRO-SURFACING, TON
APPLICATION RATE: 0.12 * ITEM NO. 414-03.02 AGGREGATE QUANTITY
414-03.02 AGGREGATE FOR MICRO-SURFACING, TON
APPLICATION RATE: 1 PASS = 22 LB/S.Y. (APPROX. 0.275" THICK)
- (6) MINERAL AGGREGATE (2" THICK)
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

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

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

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

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5-21-25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

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GENERAL NOTES

MISCELLANEOUS

- (2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE TDOT PROJECT ENGINEER.

b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.

c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

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

RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.
- (8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

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

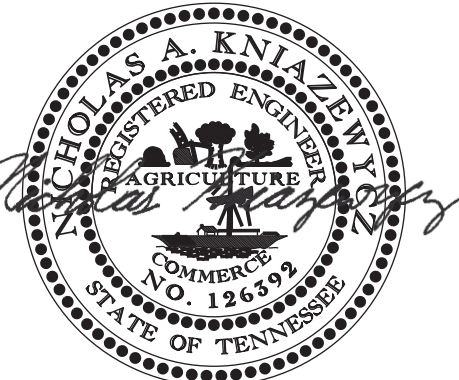
CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

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STATE OF TENNESSEE
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GENERAL
NOTES

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SPECIAL NOTES

MISCELLANEOUS

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

PAVEMENT MARKINGS

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

PAVEMENT PAVING

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

WORK RESTRICTIONS

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

UTILITY

- (9) 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.
- (10) 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.
- (11) 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.

- (12) 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.

TSRR RAILROAD CROSSING NOTES

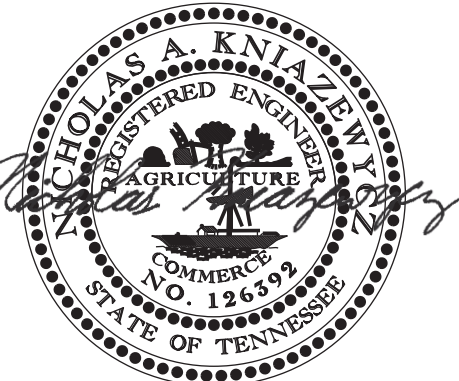
- (13) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.
- (14) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).
- (15) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (16) THE CONTRACTOR MAY NOT USE TSRR RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPOMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM TSRR.
- (17) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT TSRR'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS.
- (18) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN TSRR RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (19) ANY VIOLATION OF ANY TSRR RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (20) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE TWO (2) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.
- (21) ALL ROADWAY/RAIL CROSSINGS WITHIN THE PROJECT LIMITS (TO INCLUDE AT-GRADE AND GRADE SEPARATED CROSSINGS) SHOULD BE IDENTIFIED ON **ALL APPLICABLE PLANS** (INCLUDING, BUT NOT LIMITED TO GENERAL SITE AND PLAN SHEETS, SCHEMATICS, PROFILES, FOUNDATION PLANS, DRAINAGE PLANS, UTILITY PLANS, LANDSCAPE PLANS, SIGNALIZATION PLANS, SIGNAGE PLANS, AND PAVEMENT MARKING PLANS, ETC.) AS FOLLOWS:

STATE ROUTE 7
TENNESSEE SOUTHERN RAILROAD
AAR\DOT# 350584K
RR MP: A-228.

- (22) **SCHEDULING RR FLAGGER** - PRIOR TO ENTERING INTO, OR WORKING WITHIN, ABOVE, BELOW, ADJACENT TO, OR WITHIN REACH OR POTENTIAL TO FOUL (EQUIPMENT WITH EXTENDABLE, OR FIXED BOOM LENGTHS THAT BY DISTANCE FROM THE ROW COULD ENTER INTO) THE RAILWAY'S RIGHT-OF-WAY, THE ROADWAY CONTRACTOR WILL NEED TO SCHEDULE A RR FLAGGER TO BE PRESENT DURING ALL ROADWAY CONTRACTOR / SUBCONTRACTOR ACTIVITIES WITHIN OR ADJACENT TO THE RAILROAD RIGHT OF WAY AND CORRIDOR. TO SCHEDULE A RR FLAGGER CONTRACTOR MUST COMPLETE AND SUBMIT THE RAILROAD FLAGGING REQUEST FORM **(TO BE PROVIDED AS ATTACHMENT)**, THE FLAGGER MUST BE SCHEDULED A MINIMUM OF TWO WEEKS IN ADVANCE OF THE START DATE FOR THE WORK. TO MAINTAIN A SAFE WORKING ENVIRONMENT, A FLAGGER WILL HAVE TO BE PRESENT ANYTIME THE ROADWAY CONTRACTOR(S) ARE WORKING WITHIN OR ADJACENT TO THE RAILWAY'S RIGHT-OF-WAY. THE ROADWAY CONTRACTOR WILL NEED TO PROVIDE PROOF OF INSURANCE IN THE AMOUNTS REQUIRED BY THE RAILROAD AT THE TIME OF CONSTRUCTION. ADDITIONALLY, THE USE OF PERSONAL PROTECTION EQUIPMENT (PPE) WILL BE REQUIRED BY ALL ROADWAY CONTRACTORS WORKING ON THE RAILWAY'S RIGHT-OF-WAY. PPE INCLUDES THE FOLLOWING ITEMS:
- HARD HAT WITH REFLECTIVE BAND.
 - SAFETY GLASSES WITH SIDE PROTECTION.
 - SAFETY VEST WITH REFLECTIVE STRIPING.
 - STEEL TOED BOOTS WITH MINIMUM 6" CUFF AND NON-SLIP TREAD.
 - HEARING PROTECTION AS NEEDED.

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SPECIAL
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SPECIAL NOTES (CONT.)

TSRR RAILROAD CROSSING NOTES (CONT.)

- (23)

ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.
- (24)

ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).
- (25)

AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (26)

THE CONTRACTOR MAY NOT USE TSRR RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPOMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM TSRR.
- (27)

THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT TSRR'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS.
- (28)

PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN TSRR RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (29)

ANY VIOLATION OF ANY TSRR RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (30)

WITH ALL RAILROAD PROJECTS, ANY CONTRACTOR OR SUBCONTRACTOR WORKING WITHIN, ABOVE, BELOW, OR ADJACENT TO, OR AFFECTING RAILROAD PROPERTY OF FACILITIES MUST HAVE AND PROVIDE PROOF OF INSURANCE (PROVIDING FULL WRITTEN INSURANCE POLICY AND COI ALONG WITH ALL ENDORSEMENTS AND WAIVERS OF SUBROGATION) WITH THE LIMITS SHOWN ON THE ATTACHED RAILROAD INSURANCE REQUIREMENTS DOCUMENT ATTACHED.

WHEN SUBMITTING YOUR CONTRACTOR OR SUBCONTRACTOR INSURANCE FOR REVIEW AND APPROVAL BY RAILROAD RISK MANAGEMENT, PLEASE ENSURE THAT THE FOLLOWING IS INCLUDED:

- A.

PROVIDE A COMPLETE LIST OF ALL CONTRACTORS AND SUB-CONTRACTORS THAT WILL BE WORKING ON RAILROAD PROPERTY AND REQUIRE SUBMITTALS TO BE APPROVED. THE LIST MUST ALSO PROVIDE A BRIEF STATEMENT OF WHAT WORK EACH CONTRACTOR OR SUB-CONTRACTOR WILL PERFORM AS PART OF THE PROJECT. IF THE PROJECT HAS NOT YET BEEN AWARDED, THIS LIST MUST BE SUBMITTED TO RAILROAD IMMEDIATELY UPON AWARD OF THE PROJECT.
- B.

INCLUDE THE ENTIRE WRITTEN INSURANCE POLICY (NOT A PORTION) FOR EACH OF THE FOLLOWING:
 - COMMERCIAL GENERAL LIABILITY INSURANCE
 - BUSINESS AUTOMOBILE LIABILITY INSURANCE
 - WORKERS COMPENSATION INSURANCE
 - RAILROAD PROTECTIVE LIABILITY (RPL) INSURANCE (REQUIRED TO SHOW PROOF OF CG2417 OR ITS EQUIVALENT AS WELL AS A WAIVER OF SUBROGATION IN FAVOR OF THE RAILROAD)

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

- C.

INCLUDE THE CERTIFICATES OF INSURANCE FOR EACH POLICY STATED ABOVE.
- D.

INCLUDE ALL NECESSARY WAIVERS OF SUBROGATION FOR ANY POLICIES REQUIRING SUCH.
- E.

INCLUDE POLICY AND COI FOR THE REQUIRED RAILROAD PROTECTIVE LIABILITY (RPL) POLICY TO MEET THE LIMITS STATED IN THE ATTACHED RAILROAD INSURANCE REQUIREMENTS.
- F.

THE CONTRACTOR WILL BE NAMED AS THE “INSURED”, AND THE RAILWAY SHALL BE PROPERLY NAMED AS “ADDITIONAL INSURED” OR “CERTIFICATE HOLDER” AS FOLLOWS:

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

- G.

ENSURE THAT ALL INSURANCE MEETS OR EXCEEDS THE LIMITS STATED IN THE ATTACHED RAILROAD INSURANCE REQUIREMENTS.
- H.

ENSURE THAT SUBMITTALS FOR INSURANCE APPROVALS PROVIDE IN THE SUBJECT LINE THE PROPER RAILWAY’S MILEPOST, CROSSING INVENTORY NUMBER, RAILROAD RAILWAY PROJECT NUMBER, AS WELL AS THE ROADWAY AGENCY PROJECT NUMBER AS APPLICABLE TO THE PROJECT THE SUBMITTAL IS INTENDED.
- I.

ENSURE THAT THE EMAIL CLEARLY STATES THE LEGAL ENTITY NAME FOR THE CONTRACTOR AND/OR SUB-CONTRACTOR, AND THE TASK WORK THAT SPECIFIC CONTRACTOR OR SUB-CONTRACTOR WILL BE PERFORMING WITHIN OR ADJACENT TO THE RAILWAY’S ROW AND PROPERTY.
- J.

ENSURE THAT ALL CONTRACTORS OR SUB-CONTRACTORS THAT WILL BE WORKING WITHIN, ABOVE, BELOW, OR ADJACENT TO THE RAILWAY ROW AND PROPERTY, OR WOULD HAVE THE POTENTIAL OF WORKERS OR EQUIPMENT (WITH FIXED OR EXTENDABLE BOOM) TO FOUL OR ENTER INTO THE RAILWAY’S ROW AND PROPERTY HAVE HAD THEIR INSURANCE SUBMITTED AND APPROVED BY RAILROAD RAILWAY PRIOR TO ANY WORK COMMENCING. RAILROAD WILL NOT BE RESPONSIBLE FOR DELAYS IN WORK DUE TO THE DELAY IN SUBMITTING OR INSUFFICIENT TIME FOR RAILROAD TO REVIEW ALL INSURANCE SUBMITTALS.
- (31)

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

- (32)

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

- (33)

IF ANY OVERHEAD OR UNDERGROUND UTILITY CROSSINGS OR PARALLEL UTILITIES ARE INVOLVED AS PART OF THIS ROADWAY PROJECT, THOSE UTILITIES MAY REQUIRE INDIVIDUAL UTILITY LEASE AGREEMENTS BE FILED WITH THE RAILWAY. THEREFORE, PLEASE CONTACT THE FOLLOWING PERSONNEL TO COMPLETE NEW UTILITY CROSSING LEASE AGREEMENT REQUIREMENTS IF UTILITY CROSSINGS ARE PROPOSED:

ERICH SMITH
DIRECTOR, REAL ESTATE
PATRIOT RAIL COMPANY, LLC
10752 DEERWOOD BLVD
JACKSONVILLE, FL 32256
OFFICE: 904-438-2448
E-MAIL: ERICH.SMITH@PATRIOTRAIL.COM

ADDITIONALLY, FOR ANY UTILITY, UNDERGROUND OR OVERHEAD, THROUGH OR PARALLEL WITHIN THE RAILWAY CORRIDOR AND PROPERTY, A DETAIL PLAN SHEET(S) THAT PROVIDES THE NECESSARY UTILITY INFORMATION MUST BE PROVIDED TO INCLUDE BUT NOT BE LIMITED TO THE FOLLOWING:

- TYPE OF UTILITY SERVICE (WATER, SEWER, GAS, ETC.,)
- OWNER OF UTILITY (CITY, COUNTY, STATE, ETC.)
- SIZE OF UTILITY (DIAMETER OR SIZE IF ELLIPTICAL OR OTHER)
- TYPE OF UTILITY MATERIAL (RCP, PVC, HDPE, ETC.)
- TYPE AND SIZE OF CASING PIPE (IF APPLICABLE)
- CALCULATIONS OF CASING PIPE WALL THICKNESS TO MEET OR EXCEED COOPER E-80 LOADING VALUES FOR THE SPECIFIC APPLICATION AND DEPTH (MUST BE PE CERTIFIED CALCS.)
- CONTENTS TO BE CARRIED BY UTILITY (WATER UNDER PRESSURE, 3-2” CONDUITS FOR TELECOMMUNICATION, ETC.)
- METHOD OF UTILITY INSTALLATION (JACK & BORE, DIRECTIONAL BORE, MICROTUNNELING, ETC.)
- PLAN VIEW DRAWING OF LOCATION TO BE INSTALLED (INCLUDING JACKING AND RECEIVING PITS IF APPLICABLE)
- ELEVATION VIEW DRAWING CLEARLY SHOWING THE UTILITY VERTICAL ELEVATION AND CLEARANCE FROM **BOTTOM** OF RAILROAD TIE TO **TOP** OF UTILITY.


UTILITY LEASE REQUIREMENTS AND LEASE APPLICATIONS CAN BE FOUND ON THE FOLLOWING PR RAILWAY WEBSITE LINK:
[HTTPS://PATRIOTRAIL.COM/SERVICES/PATRIOT-RAIL-SERVICES/REAL-ESTATE-AND-TRACK-ACCESS/#](https://PATRIOTRAIL.COM/SERVICES/PATRIOT-RAIL-SERVICES/REAL-ESTATE-AND-TRACK-ACCESS/#)

- (34)

DRAINAGE REQUIREMENTS:
 - NO STORM WATER MAY BE DIRECTED TOWARDS OR ALLOWED TO STAND OR POND WITHIN THE RAILWAY RIGHT-OF-WAY. EARTH SWALES OR CONCRETE OR ASPHALT GUTTERS SHALL BE USED TO CONVEY STORM WATER TO MUNICIPAL OR PRIVATE COLLECTION SYSTEMS OR STORAGE PONDS OUTSIDE THE RAILWAY RIGHT-OF-WAY.
 - IF THE ROADWAY AUTHORITY WORK WILL AFFECT OR REQUIRE MODIFICATION TO ANY EXISTING RAILWAY DRAINAGE FACILITIES THROUGH OR PARALLEL TO THE WORK, IT WILL BE THE ROADWAY AUTHORITY’S RESPONSIBILITY TO PROPERLY DESIGN AND PROVIDE A DRAINAGE SYSTEM TO ACCOMMODATE THE EXISTING DRAINAGE, WHILE NOT PROMOTING OR DIRECTING ANY ADDITIONAL VOLUME OF STORM WATER ONTO OR TOWARDS THE RAILWAY RIGHT-OF-WAY.
 - NO DRAINAGE STRUCTURES (I.E. CATCH BASINS, MANHOLES, JUNCTION BOXES, ETC.) SHALL BE PLACED WITHIN THE RAILWAY RIGHT-OF-WAY.
 - ALL STORM WATER SHALL FLOW AWAY FROM THE RAILWAY CROSSING SURFACE AND TRACKS STRUCTURE. AT NO TIME SHALL ANY STORM WATER BE DIRECTED TOWARDS THE RAILWAY CROSSING SURFACE OR TRACK STRUCTURE.

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SPECIAL
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SPECIAL NOTES (CONT.)

TSRR RAILROAD CROSSING NOTES (CONT.)

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

- A.

VERTICAL – 23 FEET ABOVE TOP OF RAIL (ATR) THROUGHOUT THE ENTIRE WIDTH OF THE RAILWAY RIGHT-OF-WAY.
- B.

HORIZONTAL -15 FEET IN TANGENT SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK.
- C.

HORIZONTAL - 20 FEET IN CURVED SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK.
- D.

HORIZONTAL BRIDGES – NO PORTION OF ANY SUPERSTRUCTURE OR SUBSTRUCTURE, ABOVE GRADE OR BELOW GRADE ARE TO BE PLACED WITHIN THE RAILWAY RIGHT-OF-WAY. (NEW BRIDGE DESIGNS MUST SPAN THE ENTIRE RAILWAY RIGHT-OF-WAY.

THE FOLLOWING MINIMUM TEMPORARY CLEARANCES SHALL BE MAINTAINED DURING CONSTRUCTION:

- E.

VERTICAL - 23 FEET ABOVE TOP OF RAIL (ATR) (TEMPORARY).
- F.

HORIZONTAL -13 FEET IN TANGENT SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK (TEMPORARY).
- G.

HORIZONTAL - 14 FEET IN CURVED SECTIONS OF TRACK MEASURED PERPENDICULAR TO THE TRACK (TEMPORARY).

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

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

UTILITY OWNERS
(UPDATED 01-28-2025)

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D: 931-375-1161

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RESURF.	2025	60S007-S8-002	2C2

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ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE 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.

PROJECT COMMITMENTS

- (5) SEE PROJECT COMMITMENTS, SHEET 1B, FOR DETAILS RELATING TO SPECIAL ENVIRONMENTAL COMMITMENTS REQUIRED BY THIS PROJECT.

SCOPE OF WORK

- (6) THIS PROJECT INCLUDES PAVING, STRIPING, TRAFFIC CONTROL, AND OTHER TASKS AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

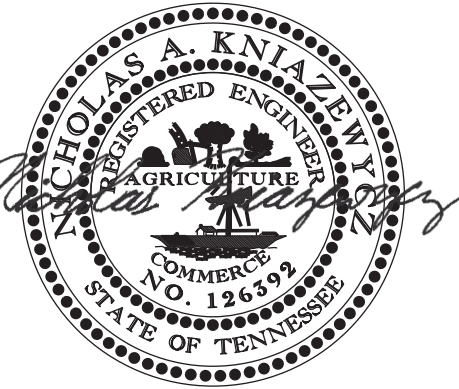
GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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ENVIRONMENTAL
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ENVIRONMENTAL NOTES (CONT.)

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

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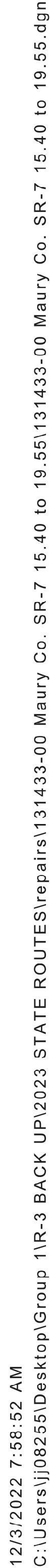
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
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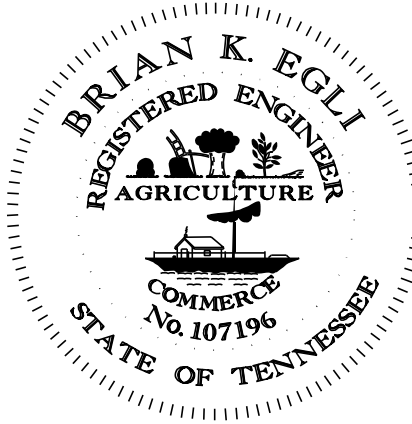


Brian Egli
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TENNESSEE DEPARTMENT OF TRANSPORTATION
505 DEADERICK STREET, SUITE 1200
NASHVILLE, TN 37243
BRIAN K. EGLI, P.E. NO. 107196

SHEET NAME	SHEET NO.
SIGNATURE SHEET _____	STRUCTURE-SIGN _____
BRIDGE PLANS _____	B1 THRU B11 _____

YEAR	PROJECT NO.	SHEET NO.
2023	60S007-M3-003	STRUCTURE-SIGN 1
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION		
SIGNATURE SHEET		



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TENNESSEE DEPARTMENT OF TRANSPORTATION
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NASHVILLE, TN 37243
BRIAN K. EGLI, P.E. NO. 107196

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

SHEET NAME

SIGNATURE SHEET
BRIDGE PLANS

SHEET NO.


STRUCTURE-SIGN 2
B1 - B11



REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	12-23-24	BE	ADDED SIGNATURE-SIGN 2

YEAR	PROJECT NO.	SHEET NO.
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

 SIGNATURE SHEET

\$\$\$\$\$SYTIME\$\$\$\$\$C\$\$\$\$\$DGN\$SPEC\$\$\$\$\$

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PIN NO.:131433.00

DESIGN BY: SILESHI ERGICHO

SUPERVISED BY: KEVIN MARTINKO

CHECKED BY:

DATE: / /

DATE: 12/22

DATE: 12/22

DATE: / /

INDEX OF DRAWINGS	DWG. NO.	LAST REV. DATE
SIGNATURE SHEET	STRUCTURE-SIGN 2	12-23-24
SIGNATURE SHEET	STRUCTURE-SIGN 1	
INDEX OF DRAWINGS	B1	12-23-24
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REPAIRS NOTES AND DETAILS	B2	12-23-24
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SUPERSTRUCTURE	M-374-116
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AT THE BRIDGE ENDS	STD-1-5

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DEPARTMENT OF TRANSPORTATION
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60-SR007-16.00
OVER TENNESSEE
SOUTHERN RAILROAD
AND 60-SR007-19.48
OVER KNOB CREEK
MAURY COUNTY
2025

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POWER DRIVEN HAND TOOLS:

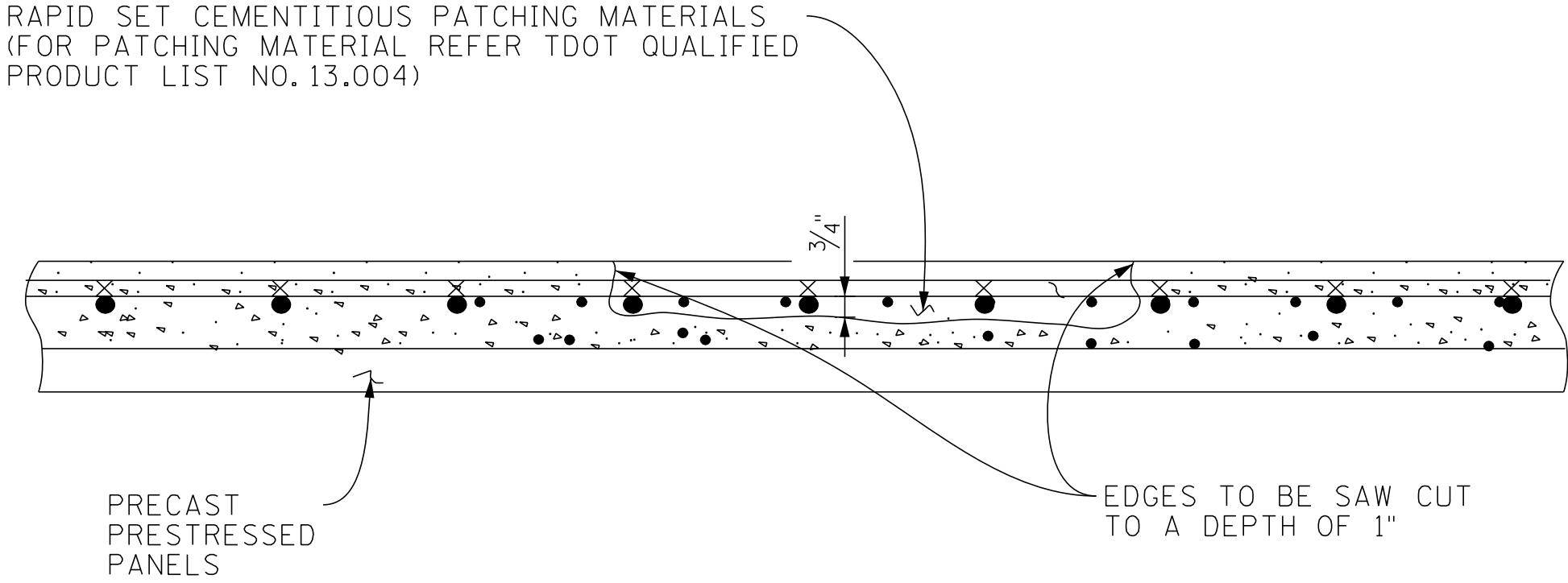
POWER DRIVEN HAND TOOLS USED FOR THE REMOVAL OF UNSOUND CONCRETE IN MAKING PARTIAL AND FULL DEPTH REPAIRS ARE SUBJECT TO THE FOLLOWING RESTRICTIONS:
(1) PARTIAL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 60 LB. CLASS SHALL NOT BE USED. ALSO TRAFFIC CONTROL SHALL BE SET UP DURING PARTIAL DEPTH REPAIRS OVER TRAFFIC.
(2) FULL DEPTH REPAIRS; PNEUMATIC HAMMERS HEAVIER THAN NOMINAL 90 LB. CLASS SHALL NOT BE USED. ALSO ALL DECK REPAIR OVER BEAMS WILL BE RESTRICTED TO 60 LB. PNEUMATIC HAMMERS.
(3) CHIPPING HAMMERS OF THE 15 LB. CLASS SHALL BE USED TO REMOVE CONCRETE FROM BENEATH ANY REINFORCING STEEL.

BRIDGE DECK REPAIR MATERIAL

ALL REPAIRS SHALL USE ONLY THE NON-MAGNESIUM PHOSPHATE QUICK SET PATCHING MATERIAL FROM THE TDOT QUALIFIED PRODUCTS LIST: 13.004-RAPID SET CEMENTITIUS PATCHING MATERIALS. SHALL BE APPLIED ACCORDING TO MANUFACTURER'S SPECIFICATIONS.

PATCHING MATERIAL SHOULD BE ABLE TO ACHIEVE A MINIMUM 3000PSI AT 18 HOURS. PATCHING MATERIAL SHALL REACH 3000PSI BEFORE OPENING TO THE TRAFFIC.

TABULATION OF BRIDGE RELATED WORK AND ESTIMATED QUANTITIES						
LOCATION OF BRIDGE AND BRIDGE NUMBER	REFERENCE DRAWINGS TO BE PRINTED WITH CONTRACT DRAWINGS	TYPE OF WORK	604-10.44 EXPANSION JOINT REPAIRS L.F.	604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) S.Y.	604-10.53 CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT) S.Y.	617-04.01 TYPE 1 THIN EPOXY OVERLAY (EPOXY-URETHANE) S.Y.
60-SR007-15.72 OVER DUCK RIVER (60SR0070011)	M-374-97 M-374-100 STD-1-5	EXPANSION JOINT REPAIRS BRIDGE DECK REPAIRS CONCRETE REPAIR TYPE 1 THIN EPOXY OVERLAY	165	5	5	4738
60-SR007-16.00 OVER TENNESSEE SOUTHERN RAILROAD (60SR0070013)	M-374-114 M-374-116 STD-1-5	EXPANSION JOINT REPAIRS BRIDGE DECK REPAIRS CONCRETE REPAIR TYPE 1 THIN EPOXY OVERLAY	76	5	5	1772
60-SR007-19.48 OVER KNOB CREEK (60SR0070041)	M-374-128 M-374-131 STD-1-5	BRIDGE DECK REPAIRS CONCRETE REPAIR TYPE 1 THIN EPOXY OVERLAY		5	10	1815
TOTAL			241	15	20	8325



SKETCH SHOWING DECK REPAIR

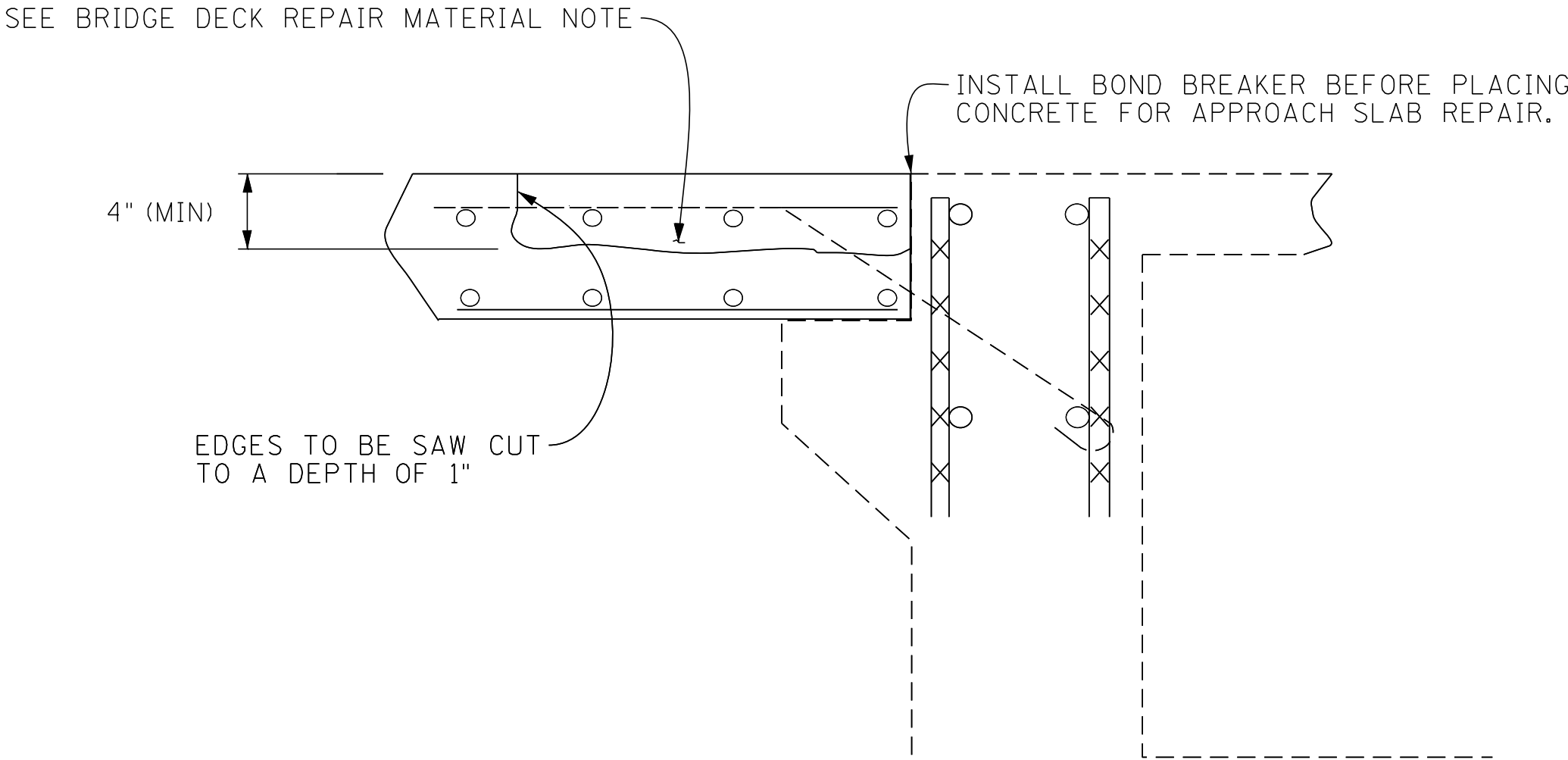
NOTE: PARTIAL DEPTH DECK REPAIR ONLY REMOVE CONCRETE IN ALL DELAMINATED AREAS TO A DEPTH OF 3/4" BELOW THE TOP BAR OF THE TOP MAT OF REINFORCING STEEL.

NOTE: PARTIAL DEPTH DECK REPAIRS ALL REINFORCING STEEL IN THE AREAS OF THE DECK REPAIRS SHALL BE COMPLETELY CLEANED. CLEANING SHALL BE DONE PRIOR TO PLACING NEW CONCRETE. AREAS OF CONCRETE REMOVAL SHALL BE DESIGNATED BY PERSONNEL FROM THE HEADQUARTERS, BRIDGE INSPECTION AND REPAIR OFFICE. INSPECTIONS TO DETERMINE AREAS OF DECK REPAIR SHALL BE SCHEDULED WITH THE BRIDGE REPAIR OFFICE AT LEAST (3) DAYS IN ADVANCE.

THE COST OF CONCRETE, CONCRETE REMOVAL, LABOR, CLEANING REBAR AND ANY MISCELLANEOUS MATERIAL REQUIRED SHALL BE PAID FOR UNDER ITEM NO. 604-10.50 BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB), S.Y.

NOTE: ITEM NO. 604-10.50, BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN REMOVING THE CONCRETE FOR PARTIAL DEPTH OF DECK REPAIR, SO AS NOT DAMAGE THE EXISTING PRECAST PRESTRESSED PANELS. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMGED PANNELS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

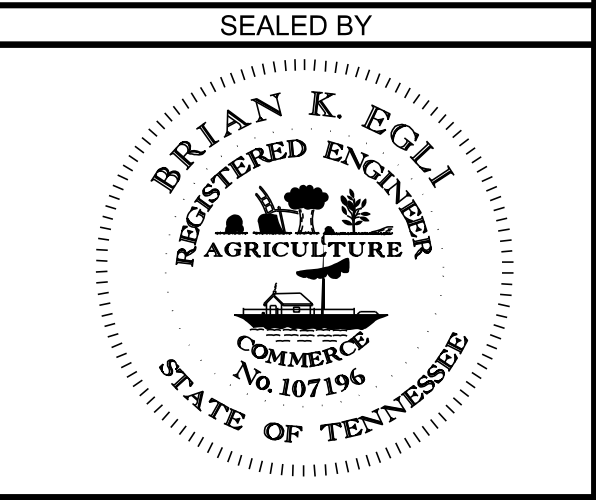


CONCRETE APPROACH PAVEMENT REPAIR DETAILS:

NOTE: REMOVE CONCRETE TO A DEPTH OF 3/4" MINIMUM BELOW EXISTING REINFORCING STEEL OR TO SOUND CONCRETE. CONCRETE REMOVAL SHOULD BE TO A MINIMUM DEPTH OF 4". DEPTH FOR CONCRETE REMOVAL SHOULD NOT BE MORE THAN 6".

NOTE: COST OF SAW CUTTING, CONCRETE REMOVAL, COMPLETELY CLEANING EXPOSED REINFORCING STEEL, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE REPAIRS AS SHOWN SHALL BE INCLUDED IN ITEM NO. 604-10.53 CONCRETE REPAIR S.Y.

NOTE: ITEM NO. 604-10.53, CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PVMT.) MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

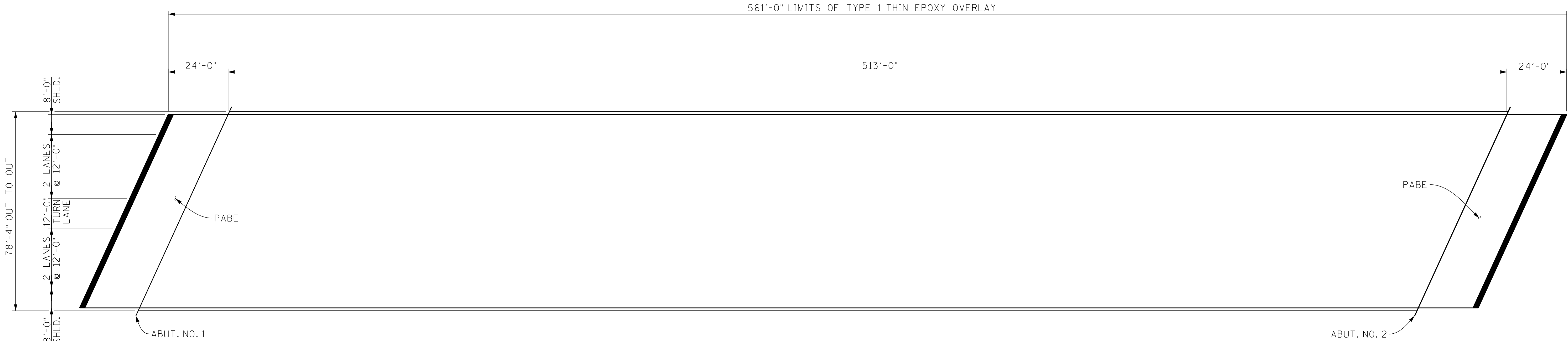
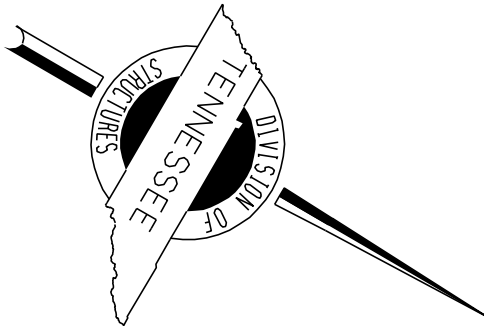


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BRIDGE TABULATION,
ESTIMATED QUANTITIES,
REPAIRS NOTES AND DETAILS
60-SR007-15.72
OVER DUCK RIVER,
60-SR007-16.00
OVER TENNESSEE
SOUTHERN RAILROAD
AND 60-SR007-19.48
OVER KNOB CREEK
MAURY COUNTY
2025



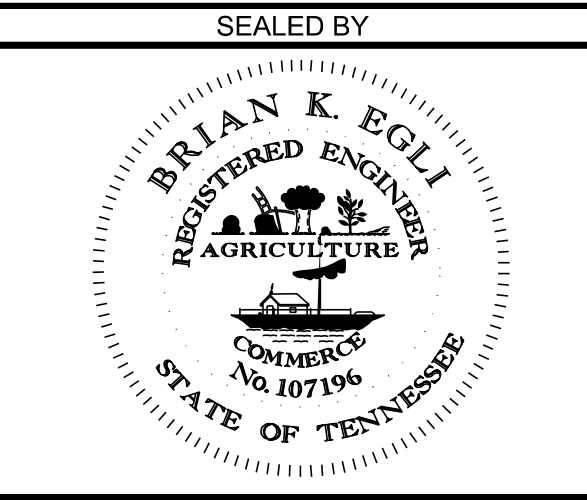
PIN NO:	131433.00	DATE:	/ /
DESIGN BY:		DATE:	12/22
DRAWN BY:	SILESHERGICHO	DATE:	12/22
SUPERVISED BY:	KEVIN MARTINKO	DATE:	/ /
CHECKED BY:		DATE:	/ /

PROJECT NO.		YEAR	SHEET NO.
60S007-M3-003		2025	B-3
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1.	12 23 24	B.E.	CHANGED YEAR AND ADDED NOTE
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PLAN VIEW

60-SR007-15.72



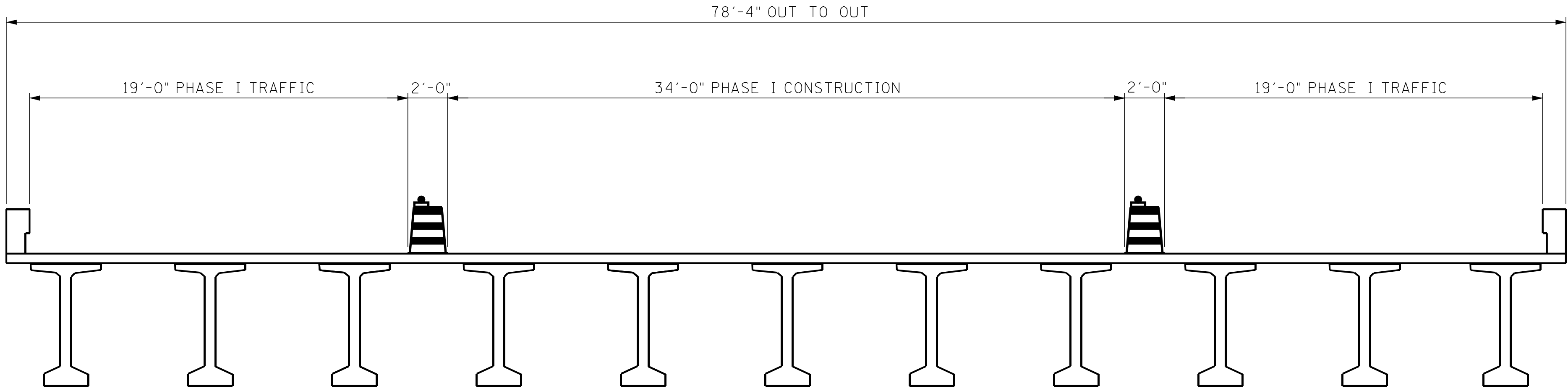
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION



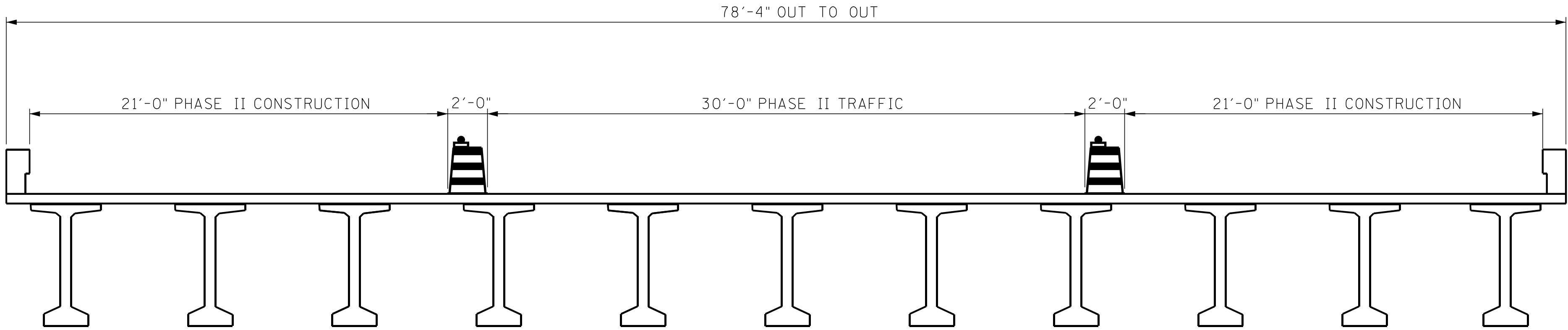
PLAN VIEW
APPROXIMATE REPAIRS
LOCATIONS
60-SR007-15.72
OVER DUCK RIVER
MAURY COUNTY
2025

PIN NO.: 131433.00
DESIGN BY: SILESHI ERGICHO
DRAWN BY: KEVIN MARTINKO
SUPERVISED BY: KEVIN MARTINKO
CHECKED BY:
DATE: 12/22
DATE: 12/22
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DATE: 12/22

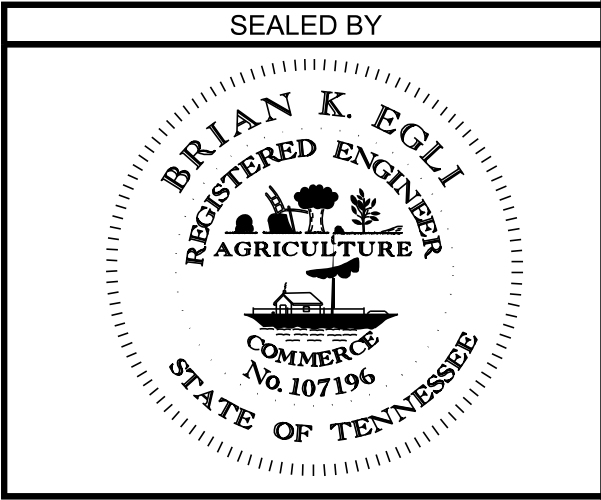
PROJECT NO.		YEAR	SHEET NO.
60S007-M3-003		2025	B-4
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1.	12-23-24	B.E.	CHANGED YEAR
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PHASE I CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



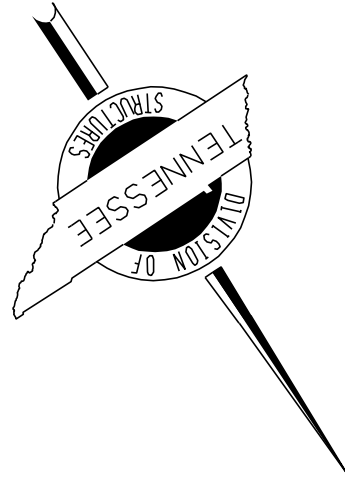
PHASE II CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



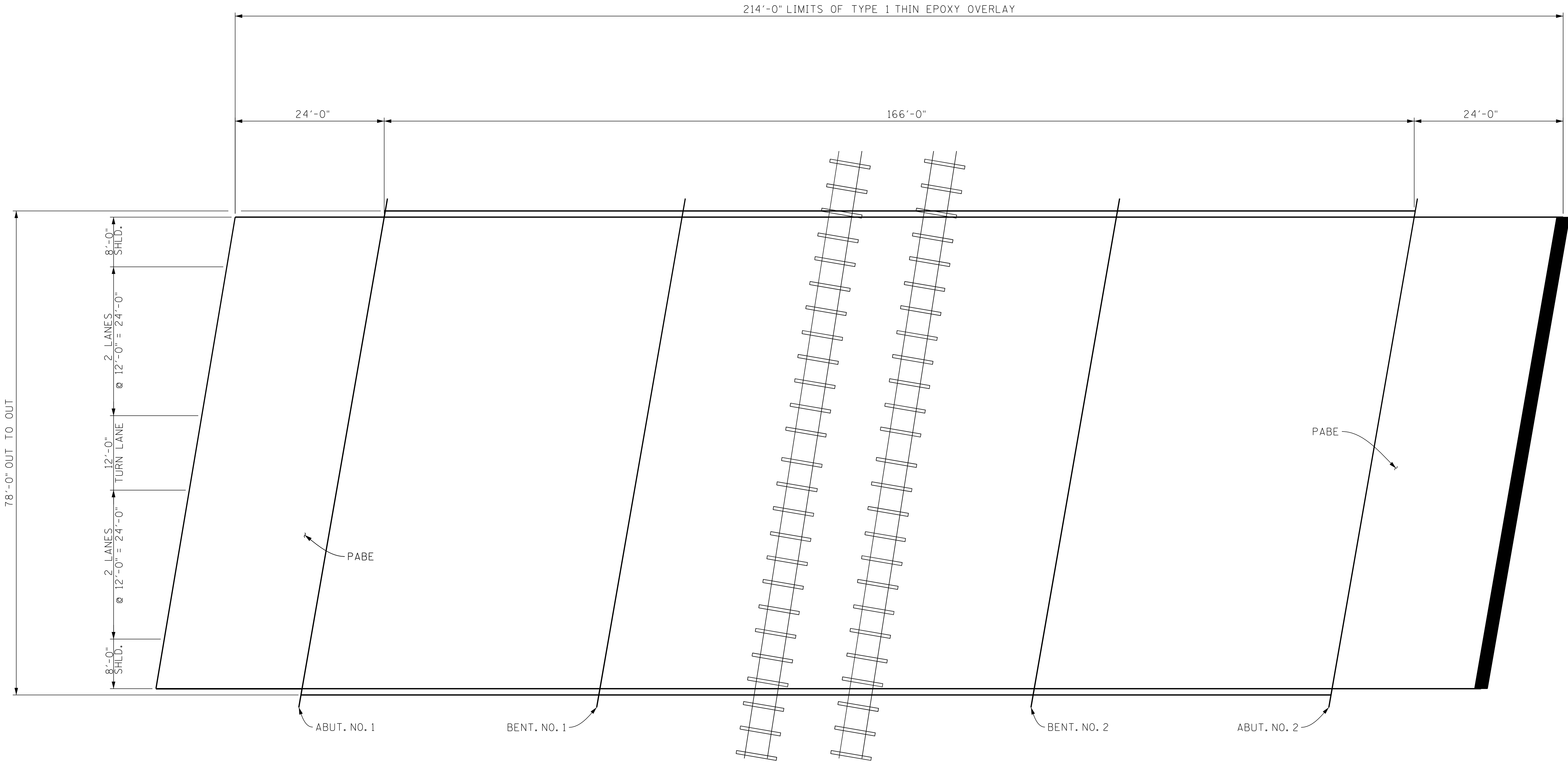
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
60-SR007-15.72
OVER DUCK RIVER
MAURY COUNTY
2025



PIN NO.:	131433.00
DESIGN BY:	DATE: / /
DRAWN BY: SILESHI ERGICHO	DATE: 12/22
SUPERVISED BY: KEVIN MARTINKO	DATE: 12/22
CHECKED BY:	DATE: / /



PROJECT NO.		YEAR	SHEET NO.
60S007-M3-003		2025	B-5
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1.	12 23 24	B.E.	CHANGED YEAR AND ADDED NOTE
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DENOTES APPROXIMATE EXPANSION JOINT REPAIRS LOCATIONS.

NOTE: NO JOINT REPAIRS FOR PAVEMENT AT THE BRIDGE END #1.

PLAN VIEW

60-SR007-16.00

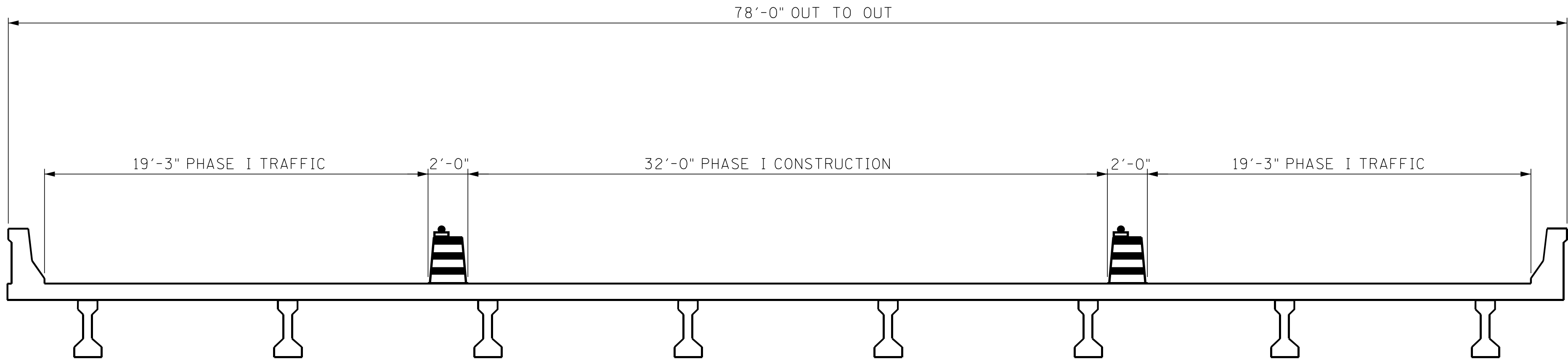


NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF EXSITING CONCRETE FOUNDATION AT PAVEMENT END #1, SO AS NOT TO DAMAGE THE EXISTING ELASTOMERIC JOINTS. IF DAMEGE OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

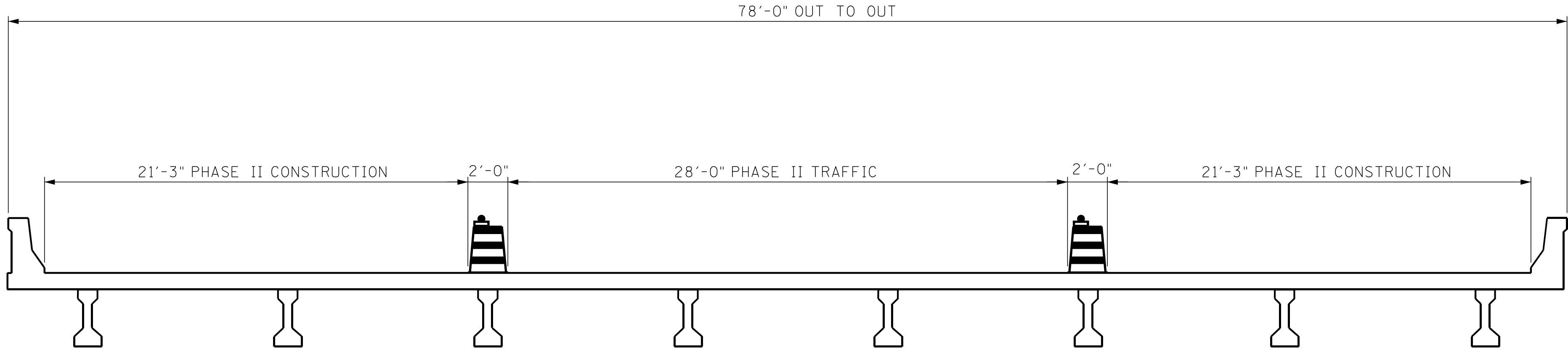


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
APPROXIMATE REPAIRS
LOCATIONS
60-SR007-16.00
OVER TENNESSEE
SOUTHERN RAILROAD
MAURY COUNTY
2025

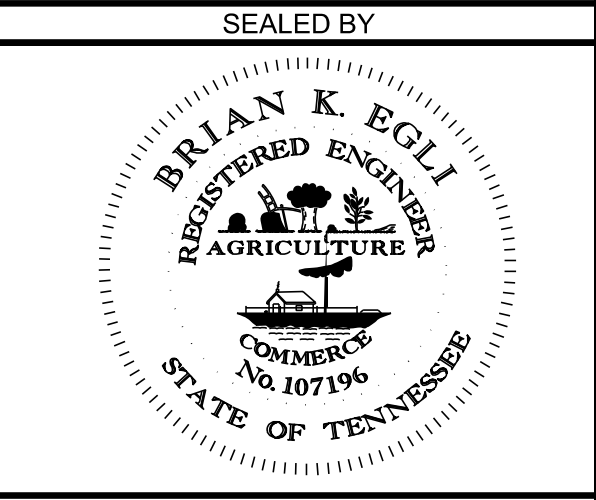
PROJECT NO.		YEAR	SHEET NO.
60S007-M3-003		2025	B-6
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1.	12-23-24	B.E.	CHANGED YEAR
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PHASE I CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
60-SR007-16.00
OVER TENNESSEE
SOUTHERN RAILROAD
MAURY COUNTY
2025



PIN NO.: 131433.00
DESIGN BY: SILESHI ERGICHO
DRAWN BY: SILESHI ERGICHO
SUPERVISED BY: KEVIN MARTINKO
CHECKED BY:
DATE: / /
DATE: 12/22
DATE: 12/22
DATE: / /

PROJECT NO.		YEAR	SHEET NO.
60S007-M3-003		2025	B-7
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1.	12-23-2024	B.E.	CHANGED YEAR
	- -		UPDATED CONTACT RAILROAD ADDRESSES
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SPECIAL RAILROAD NOTES

1.) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE RAILROAD'S TRACKS AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY SOUTHERN RAILROAD ON THIS PROJECT SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.

2.) THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A DETAILED AND COMPREHENSIVE SCHEDULE, PLAN AND PROCEDURE FOR REVIEW AND APPROVAL BY CSXT RAILROAD FOR THE FOLLOWING TASKS IN THE RAILROAD'S RIGHT-OF-WAY:

- A) CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT)
- B) EXPANSION JOINT REPAIRS AT PABE END
- C) BRIDGE DECK REPAIRS (PARTIAL DEPTH OF SLAB)
- D) TYPE 1 THIN EPOXY OVERLAY (EPOXY URETHANE)

3.) FOR CONCRETE DECK REPAIR OVER THE RAILROAD, DURING DEMOLITION OF THE DECK, A PROTECTION SHIELD SHALL BE ERECTED FROM THE UNDERSIDE OF THE BRIDGE OVER THE TRACK AREA TO CATCH FALLING DEBRIS. THE PROTECTION SHIELD SHALL BE SUPPORTED FROM GIRDERS OR BEAMS. THE PROTECTION SHIELD SHALL BE DESIGNED, WITH SUPPORTING CALCULATIONS, FOR A MINIMUM OF 50 POUNDS PER SQUARE FOOT PLUS THE WEIGHT OF THE EQUIPMENT, DEBRIS, PERSONNEL, AND OTHER LOADS TO BE CARRIED.

LARGE PIECES OF THE DECK SHALL NOT BE ALLOWED TO FALL ON THE PROTECTION SHIELD

A BALLAST PROTECTION SYSTEM CONSISTING OF GEOFABRIC OR CANVAS SHALL BE PLACED OVER THE TRACK STRUCTURE TO KEEP THE BALLAST CLEAN. THE SYSTEM SHALL EXTEND ALONG THE TRACK STRUCTURE FOR A MINIMUM OF 25'-0" BEYOND THE LIMITS OF THE DEMOLITION WORK, OR FARTHER IF REQUIRED BY SOUTHERN RAILROAD CONSTRUCTION ENGINEERING AND INSPECTION REPRESENTATIVE.

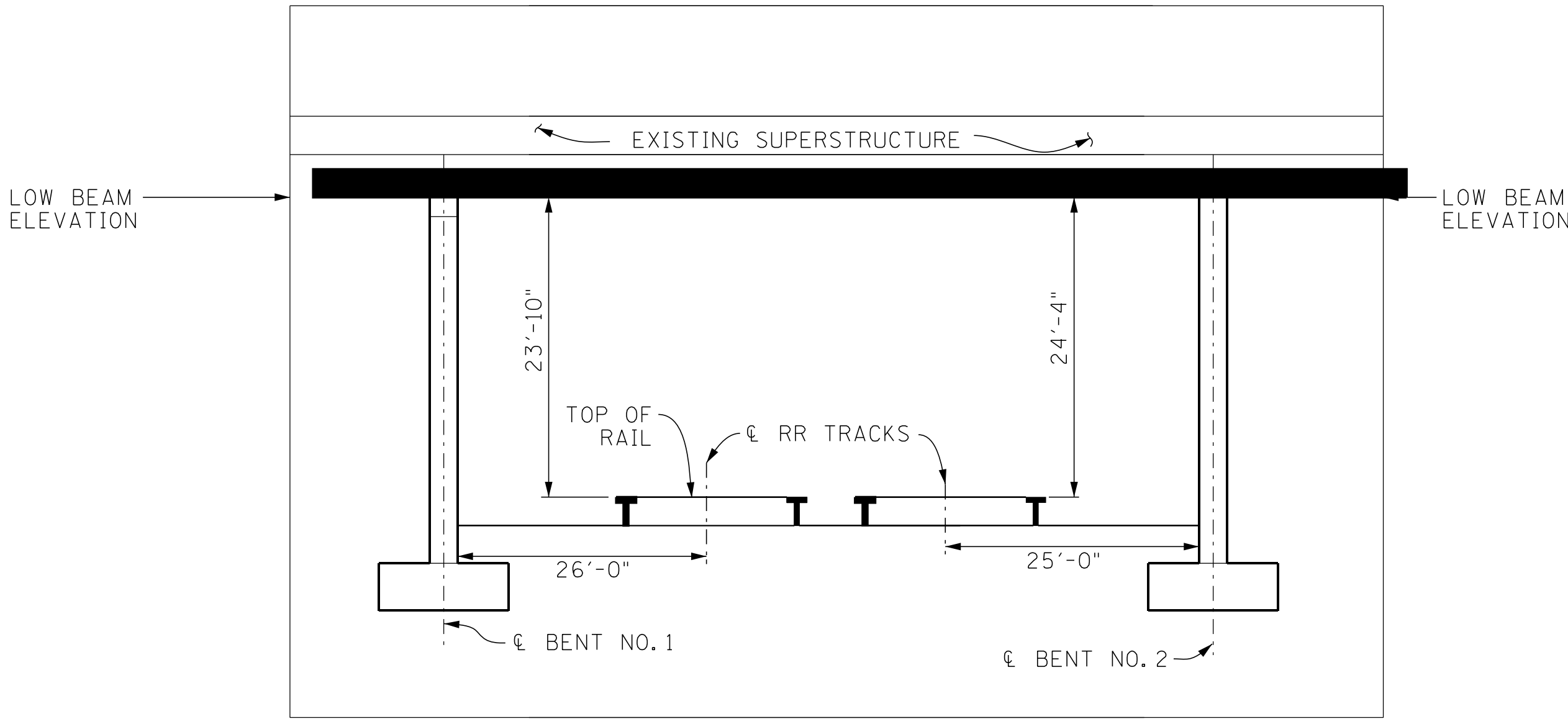
THE CONTRACTOR SHALL SUBMIT DETAILED PLANS TO TSRR'S, WITH SUPPORTING CALCULATIONS, OF THE PROTECTION SHIELD AND BALLAST PROTECTION SYSTEMS FOR APPROVAL PRIOR TO THE START OF DEMOLITION.

COST OF REMOVING AND DISPOSING OF DEBRIS, COMPLETE AND FULL PROTECTION OF THE CONTRACTOR WORK AREA FOR DEMOLITION SHALL BE INCLUDED IN ITEMS BID ON.

4.) SEE RAILROAD AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C(R) [RAILROAD SPECIAL PROVISIONS] AND SOUTHERN RAILROAD PUBLIC PROJECTS MANUAL CURRENT EDITION TO SET UP FLAGGING SERVICES, TO SUBMIT FOR INSURANCE REQUIRED FOR WORK ON HIGHWAY BRIDGE OVER THE RAILROAD, AND FOR INFORMATION ON ALL OTHER RAILROAD RULES AND SPECIFICATIONS THAT APPLY TO THIS PROJECT.

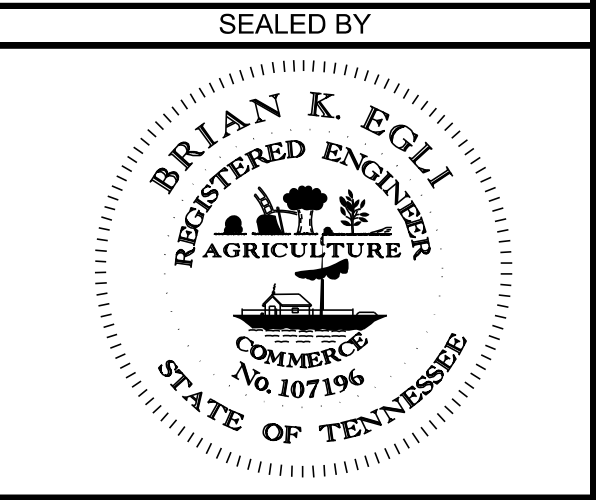
RAILROAD CONTACT ADDRESSES

TERRY J. FRANK
DIRECTOR OF ENGINEERING
XORAIL, INC. (REPERSENTING TENNESSEE SOUTHERN RR)
5011 GATE PARKWAY : BUILDING 100, SUITE 400
JACKSONVILLE, FL 32256
OFFICE: (904) 596-1213
FAX: (904) 443-0089
:EMAIL: tfrank@wabtec.com



TENNESSEE SOUTHERN
RAILROAD CLEARANCES

ANY CLEARANCE REDUCTION WILL HAVE TO BE APPROVED BY SOUTHERN RAILROAD BEFORE PUT IN PLACE.



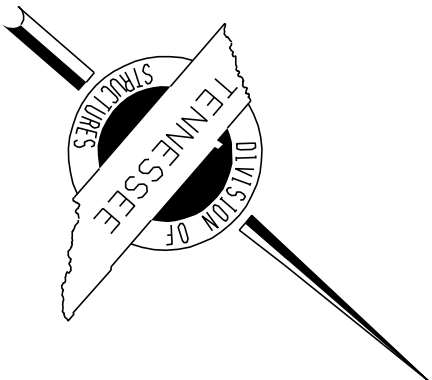
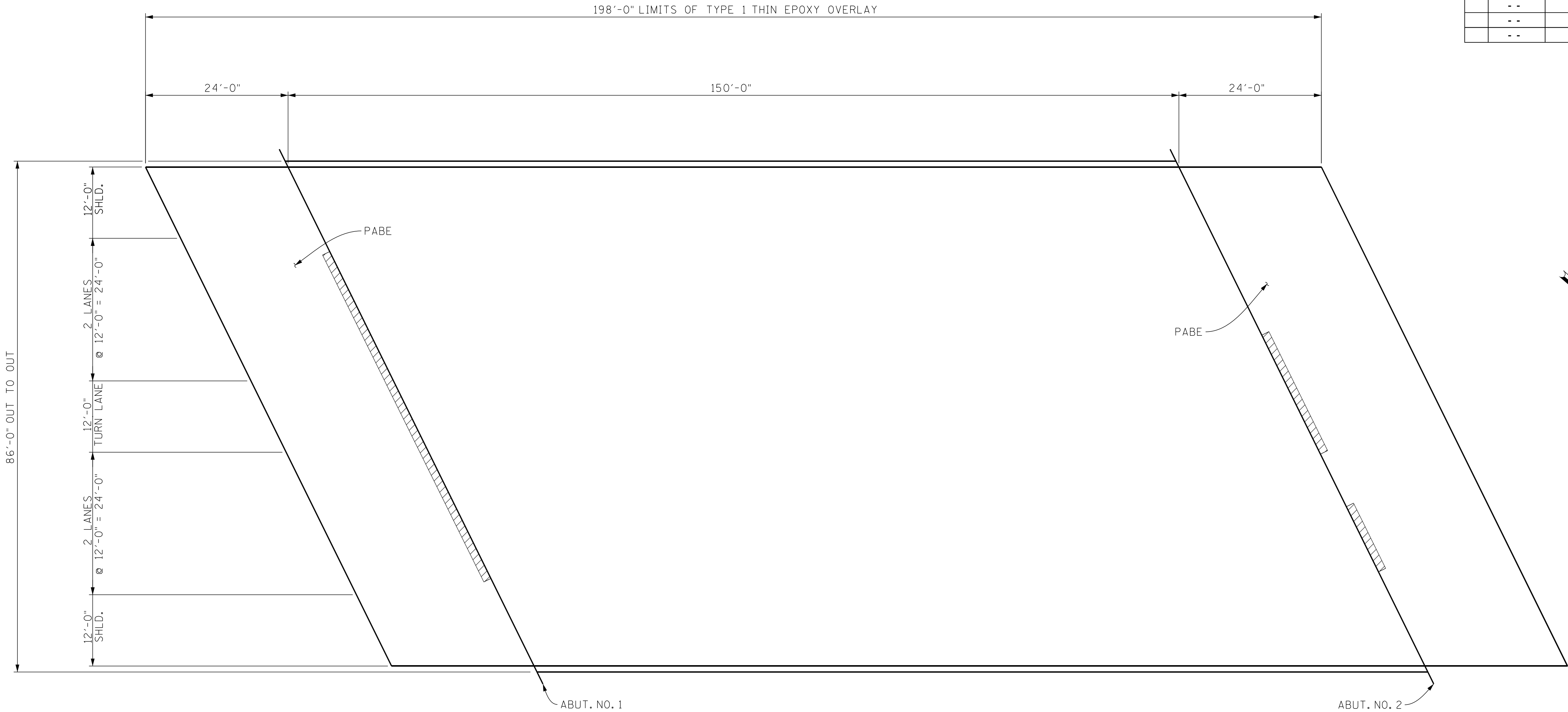
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

VERTICAL CLEARANCES
AND RAILROAD NOTES
60-SR007-16.00
OVER TENNESSEE
SOUTHERN RAILROAD
MAURY COUNTY
2025

PIN NO.: 131433.00
DESIGN BY: SILESHI ERGICHO
DRAWN BY: KEVIN MARTINKO
SUPERVISED BY: KEVIN MARTINKO
CHECKED BY:

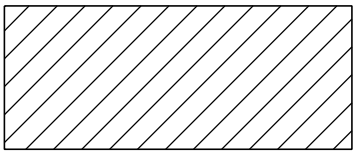
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PROJECT NO.		YEAR	SHEET NO.
60S007-M3-003		2025	B-8
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1.	12 23 24	B.E.	CHANGED YEAR
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PLAN VIEW

60-SR007-19.48

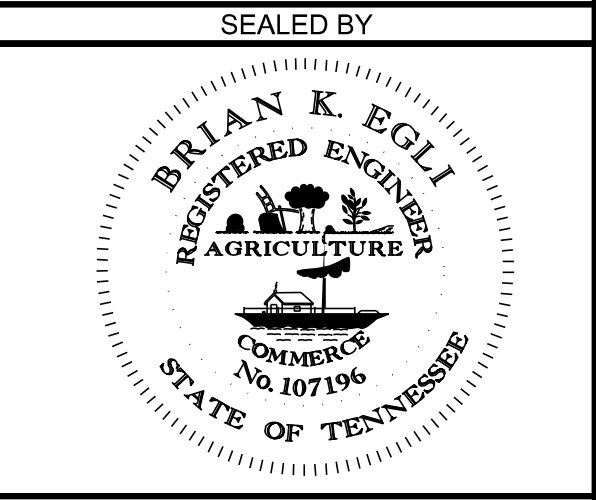


DENOTES: CONCRETE REPAIR (PARTIAL DEPTH OF APPROACH PAVEMENT)

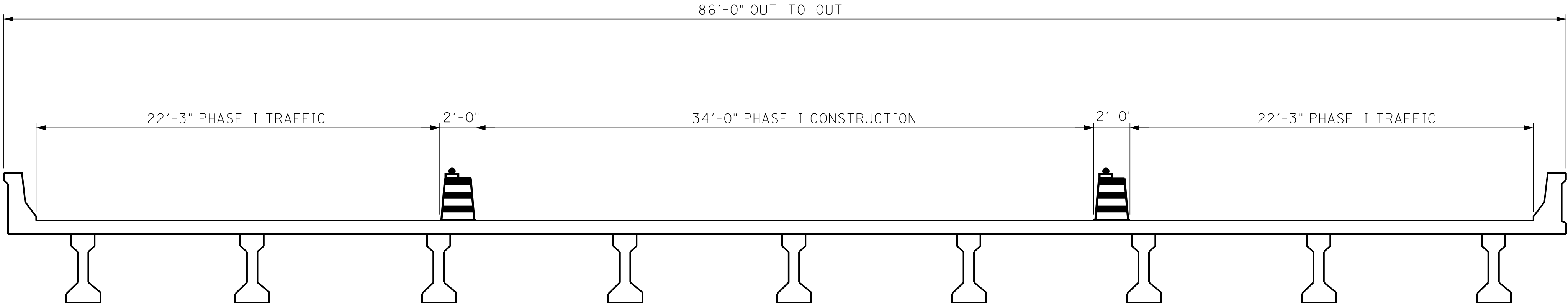
NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANING THE EXISTING ASPHALT OFF EXSITING CONCRETE FOUNDATION AT PAVEMENTS ENDS, SO AS NOT TO DAMAGE THE EXISTING ELASTOMERIC JOINTS. IF DAMEGE OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

PIN NO.:	131433.00	DATE:	/ /
DESIGN BY:		DATE:	12/22
DRAWN BY:	SILESHI ERGICHO	DATE:	12/22
SUPERVISED BY:	KEVIN MARTINKO	DATE:	/ /
CHECKED BY:		DATE:	/ /

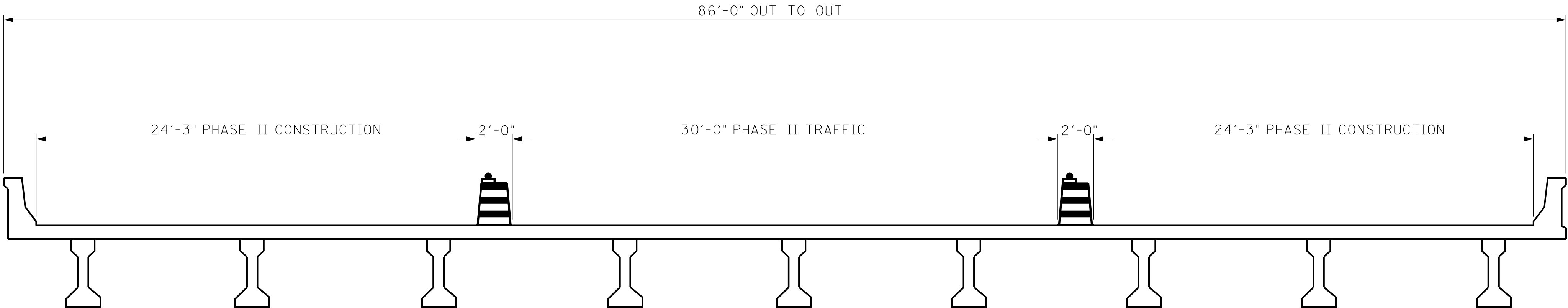
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLAN VIEW
APPROXIMATE REPAIRS
LOCATIONS
60-SR007-19.48
OVER KNOB CREEK
MAURY COUNTY
2025



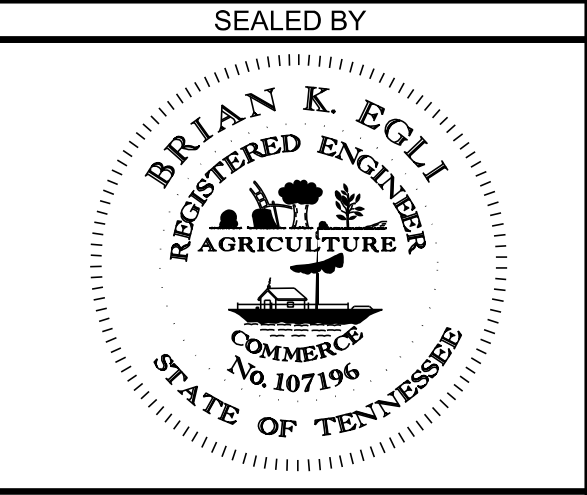
PROJECT NO.		YEAR	SHEET NO.
60S007-M3-003		2025	B-9
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1.	12-23-24	B.E.	CHANGED YEAR
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PHASE I CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



PHASE II CONSTRUCTION
(LOOKING AHEAD ON THE SURVEY)



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PHASE CONSTRUCTION
60-SR007-19.48
OVER KNOB CREEK
MAURY COUNTY
2025



PIN NO.:	131433.00	DATE:	/ /
DESIGN BY:	SILESHI ERGICHO	DATE:	12/22
DRAWN BY:	KEVIN MARTINKO	DATE:	12/22
SUPERVISED BY:		DATE:	/ /
CHECKED BY:		DATE:	/ /

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DESIGN BY:		DATE:	12/22
DRAWN BY:	SILESHEI ERGICHO	DATE:	12/22
SUPERVISED BY:	KEVIN MARTINKO	DATE:	/ /
CHECKED BY:		DATE:	/ /

TYPE 1 THIN EPOXY OVERLAY NOTES :

TYPE 1 THIN EPOXY OVERLAY SYSTEM - USE DECK PRETREATMENT/PRIMER PER MANUFACTURER'S RECOMMENDATION, AND 2 LIFTS OF AN EPOXY-URETHANE COPOLYMER AND AGGREGATE. TYPE 1 OVERLAY SHALL BE APPLIED MECHANICALLY USING METERED EQUIPMENT; HAND MIXING OF MATERIAL IS NOT PERMITTED.

THIN OVERLAY SYSTEM SHALL BE FROM THE QUALIFIED PRODUCTS LIST 23.005 TYPE 1 THIN OVERLAY (EPOXY URETHANE). MINIMUM OVERLAY THICKNESS SHALL BE 3/8 INCH.

APPLICATION EQUIPMENT SHOULD :

A) BE CAPABLE OF METERING, MIXING AND DISTRIBUTING THE POLYMER AND PRETREATMENT TO MANUFACTURER'S RECOMMENDATION.

B) USE AN APPLICATION MACHINE THAT FEATURES POSITIVE DISPLACEMENT VOLUMETRIC METERING PUMPS CONTROLLED BY A HYDRAULIC POWER UNIT.

C) STORE COMPONENTS IN TEMPERATURE CONTROLLED RESERVOIRS CAPABLE OF MAINTAINING 100 DEGREES FAHRENHEIT (PLUS OR MINUS 10 DEGREES) TO INSURE OPTIMAL MIXING.

D) CHECK MIXING RATIO AT THE PUMP OUTLETS AS WELL AS CYCLE COUNTING CAPABILITIES TO MONITOR OUTPUT ON STANDARD FEATURES.

E) USE MOTIONLESS IN-LINE MIXING SO AS TO NOT OVERLY SHEAR THE MATERIAL TO ENTRAP AIR IN THE MIX.

F) MAXIMIZE MATERIAL WORKING TIME BY MIXING IT IMMEDIATELY BEFORE DISPENSING.

AGGREGATE SHALL BE ANGULAR, HAVING LESS THAN 0.2% MOISTURE AND FREE OF DIRT, CLAY, ASPHALT AND OTHER FOREIGN OR ORGANIC MATERIALS. AGGREGATE FOR ALL LAYERS SHALL BE BAUXITE OR FLINT ROCK PRODUCTS FLINT AND MEETS THE FOLLOWING GRADATION:

SIEVE SIZE	% PASSING
NO. 6	95-100
NO. 10	10-35
NO. 20	0-3

FULL AND PARTIAL DEPTH DECK REPAIR SHALL CURE A MINIMUM OF 28 DAYS BEFORE THE OVERLAY IS PLACED. THE 28 DAYS MAY BE WAIVED IF THE OVERLAY MANUFACTURER PROVIDES A METHOD OF TESTING THE REPAIRED AREAS AND APPROVES THE PLACEMENT BY LETTER. TRAFFIC SHALL BE ALLOWED TO USE THE BRIDGE DURING THE CURING PERIOD OF THE PATCHES BUT NOT AFTER SHOTBLASTING. MAGNESIUM PHOSPHATE BASED MATERIALS WILL NOT BE ALLOWED.

THE CONCRETE DECK SURFACE SHALL BE CLEANED BY SHOTBLASTING TO REMOVE ANY OIL, DIRT, RUBBER, TRAFFIC STRIPING, OR ANY OTHER POTENTIAL DETRIMENTAL MATERIAL SUCH AS CURING COMPOUND AND LAITANCES, WHICH THE MANUFACTURER AND ENGINEER'S OPINION WOULD PREVENT PROPER BONDING AND CURING OF THE MATERIAL. IN AREAS WHERE SHOTBLASTING EQUIPMENT CAN NOT REACH (I.E., ALONG CURBS AND BRIDGE RAILS) SANDBLASTING IS PERMITTED TO AN EXTENT TO THE ENGINEER'S AND MANUFACTURER'S APPROVAL. IMMEDIATELY BEFORE APPLICATION, ALL PREPARED SURFACES SHALL BE CLEANED WITH COMPRESSED AIR OR VACUUMED TO REMOVE DUST AND DEBRIS. THE CONTRACTOR IS TO PREVENT THE TRACKING OF TACK COAT AND CONSTRUCTION DEBRIS ACROSS THE BRIDGE DECK PRIOR TO THE APPLICATION OF THE THIN OVERLAY. MILLING THE BRIDGE DECK WILL NOT BE AN OPTION FOR TACK COAT OR DEBRIS REMOVAL. REMOVAL SHALL BE AT THE CONTRACTOR'S EXPENSE.

ALL SURFACES THAT ARE TREATED SHALL BE DRY AT THE TIME OF APPLICATION. THE OVERLAY SHALL NOT BE APPLIED WHEN IT HAS RAINED 24 HOURS PRIOR TO, OR RAIN IS FORECAST WITHIN 8 HOURS AFTER, APPLICATION. THE MOISTURE CONTENT IN THE DECK SUBSTRATE SHALL BE TESTED. MOISTURE IS NOT TO EXCEED 4.5 PERCENT WHEN MEASURED BY ELECTRONIC METER. IF THE TEST SHOWS EXCESS MOISTURE, THE DECK SHALL CONTINUE TO DRY BEFORE APPLICATION PROCEEDS.

BLUSHING (A WAXY SURFACE COATING ON THE EPOXY) IS CAUSED BY THE REACTION OF MOISTURE WITH THE HARDENING AGENT. BLUSHING CREATES A SURFACE THAT MAKES FUTURE LAYERS DIFFICULT TO ADHERE. LIFTS THAT SHOW SIGNS OF BLUSHING SHALL BE REMOVED AND REPLACED PRIOR TO APPLICATION OF THE NEXT. THE COST TO REMOVE AND REPLACE THESE AREAS SHALL BE AT THE CONTRACTOR'S EXPENSE.

TRAFFIC, OTHER THAN APPLICATION EQUIPMENT, SHALL NOT BE ALLOWED ON ANY PORTION OF THE DECK THAT HAS BEEN SHOTBLASTED OR WHERE PART OF THE APPLICATION HAS BEEN PLACED.

SEE MANUFACTURER'S RECOMMENDATIONS FOR REQUIRED AMBIENT AND SURFACE TEMPERATURES AND HUMIDITY LIMITS FOR APPLICATION.

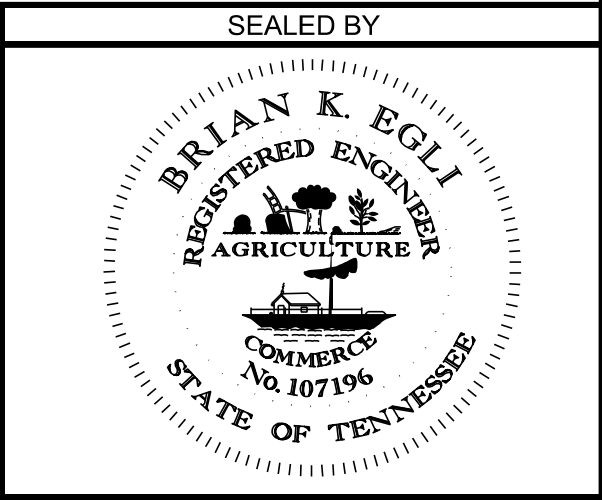
THE MANUFACTURER SHALL HAVE A REPRESENTATIVE ON THE JOB SITE AT ALL TIMES DURING APPLICATION AND CURE TIME. THE REPRESENTATIVE, ALONG WITH CONSULTATION WITH ENGINEER, MAY SUSPEND ANY ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECIFICATIONS. WORK SHALL NOT RESUME UNTIL THE ENGINEER AND REPRESENTATIVE ARE SATISFIED THAT APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN BY THE CONTRACTOR.

ALL COSTS FOR AGGREGATE, EPOXY FOR MINIMUM OF TWO LIFTS, SURFACE PREPARATION, LABOR AND ANY OTHER MISCELLANEOUS MATERIALS REQUIRED TO PLACE THIN OVERLAY SHALL BE INCLUDED IN ITEM NO. 617-04.01, TYPE 1 THIN EPOXY OVERLAY (EPOXY URETHANE), S.Y.

THICKNESS VERIFICATION: THE PROJECT ENGINEER SHALL BE NOTIFIED OF THE NUMBER OF GALLONS USED ON THE PROJECT WITH NOTARIZED QUANTITY STATEMENTS FROM THE CONTRACTOR AND THE MANUFACTURER. THE CONTRACTOR SHALL VERIFY TO TDOT THAT THE OVERLAY IS AN AVERAGE OF AT LEAST 3/8 INCH THICK AT THREE RANDOM LOCATIONS AGREED UPON BY THE PROJECT ENGINEER AND THE MATERIAL MANUFACTURER REPRESENTATIVE. IF 3/8 INCH AVERAGE IS NOT ACHIEVED, A RETEST SHALL BE PERFORMED IN ADJOINING AREAS. THIN AREAS SHALL BE RE-COATED AS DESCRIBED ABOVE BY THE CONTRACTOR AND RE-VERIFIED AT NO ADDITIONAL COST TO TDOT. THIS VERIFICATION MAY CONSIST OF CORES MADE BY THE CONTRACTOR WITH A CORING BIT NOT LESS THAN 1½" DIAMETER. THE TESTED AREAS SHALL BE REPAIRED BY THE CONTRACTOR BEFORE FINAL ACCEPTANCE BY THE PROJECT ENGINEER.

THE MANUFACTURER SHALL HAVE A REP ON THE JOB SITE AT ALL TIME DURING APPLICATION AND CURE TIME. THE REP WITH THE ENGINEER, MAY SUSPEND AN ITEM OF WORK THAT IS SUSPECT AND DOES NOT MEET THE REQUIREMENTS OF THE SPECS. WORK SHALL NOT RESUME UNTIL THE ENGINEER AND REP ARE SATISFIED THAT APPROPRIATE REMEDIAL ACTION HAS BEEN TAKEN BY THE CONTRACTOR.

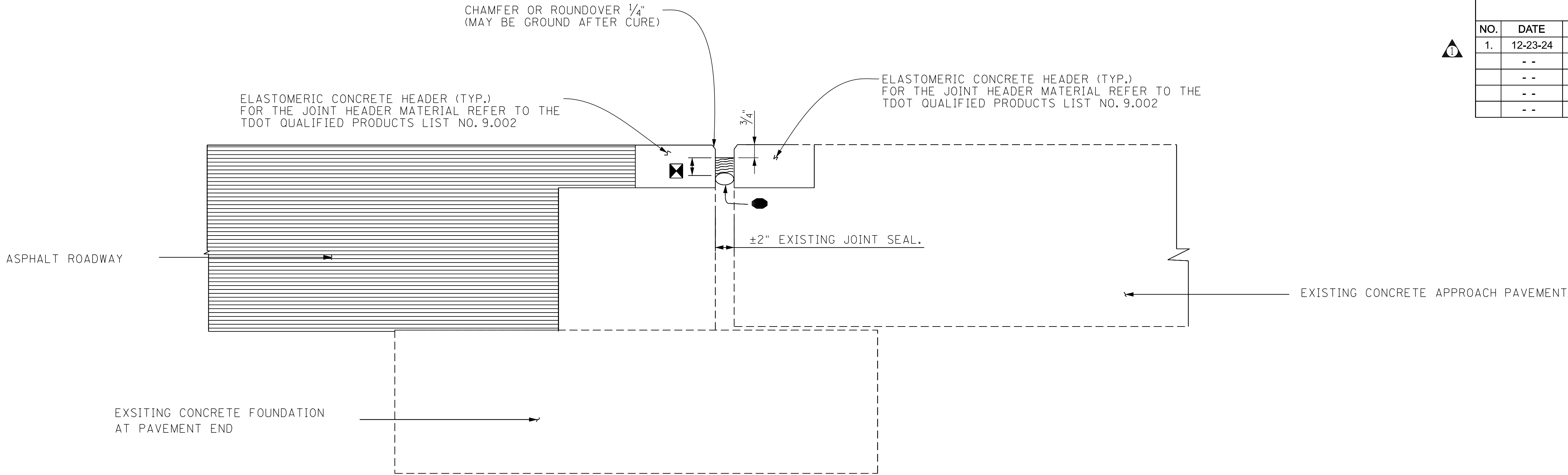
PROJECT NO.		YEAR	SHEET NO.
60S007-M3-003		2025	B-10
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1.	12-23-24	B.E.	CHANGED YEAR & UPDATED NOTE
	- -		
	- -		
	- -		
	- -		



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
TYPE 1 THIN EPOXY
OVERLAY NOTES
60-SR007-15.72
OVER DUCK RIVER,
60-SR007-16.00
OVER TENNESSEE
SOUTHERN RAILROAD
AND 60-SR007-19.48
OVER KNOB CREEK
MAURY COUNTY
2025



PROJECT NO.		YEAR	SHEET NO.
60S007-M3-003		2025	B-11
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1.	12-23-24	B.E.	CHANGED YEAR
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- NOTE: THE EXISTING JOINT OPENING SHALL BE CAULKED WITH A BACKER ROD OF SUITABLE DIAMETER, THE ROD SHALL BE PLACED AT A DEPTH TO INSURE THE CORRECT WIDTH/DEPTH RATIO OF THE NEW JOINT SEALANT MATERIAL, BACKER ROD SHALL BE AS PER JOINT MANUFACTURERS RECOMMENDATIONS.
- ☒ NOTE: FULL DEPTH OF ALL EXISTING JOINTS SHALL BE RESEALED WITH NEW JOINT SEALER. THE NEW JOINT SEALER SHALL BE A COLD PUOR TWO PART SILICONE SEALER FROM QPL 5.001.

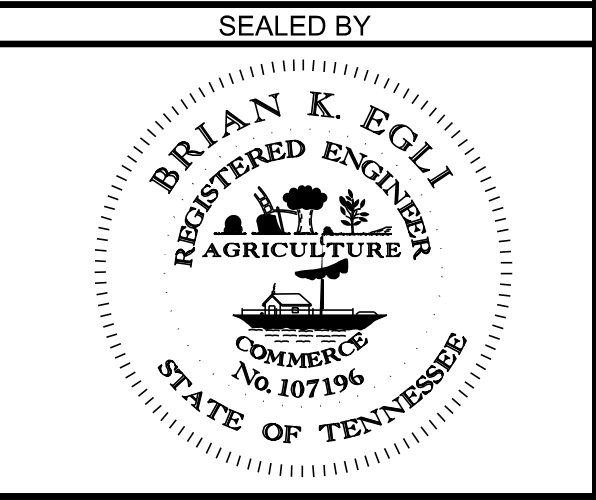
EXPANSION JOINT REPAIR NOTES:

THE JOINT HEADER SYSTEM SHALL BE FROM QPL 9.002. THE JOINT SEAL SYSTEM CONSISTS OF THE ELASTOMERIC HEADER MATERIAL AND A TWO-PART COLD POUR SILICONE SEALANT. THE CONTRACTOR SHALL ALSO HAVE THE OPTION OF USING A PRECOMPRESSED FOAM WITH SILICONE TOPPED PRODUCT (SIMILAR TO AND INCLUDING BEJS) FROM QPL 7.001 WITH AN APPROPRIATELY SIZED SEAL FOR THE JOINT OPENING, AND AN ELASTOMERIC CONCRETE FROM QPL 9.001. THE SYSTEM SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED TECHNICIAN PROVIDED BY THE SYSTEM MANUFACTURER. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE GEOMETRY AND PREPARATION OF THE JOINT LOCATIONS PRIOR TO ANY INSTALLATION OF THE JOINT SYSTEM MATERIALS. PRODUCTS FROM QPL 7.001 "ON A ROLL" AND "COMPRESSION ONLY" WILL NOT BE ALLOWED. THE TOP OF THE QPL 7.001 JOINT FILLER SHALL BE A MINIMUM OF 3/4 OF AN INCH BELOW THE ROADWAY SURFACE UNLESS THE MANUFACTURER REQUIRES A DEEPER DEPTH.

MANUFACTURERS SPECIFICATIONS AND INSTALLATION PROCEDURES SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR REVIEW PRIOR TO THE JOINT REPLACEMENT/REPAIR WORK. THE MANUFACTURER AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE WORKMANSHIP OF THE JOINT INSTALLATION.

PRIOR TO THE INSTALLATION OF THE NEW JOINT, THE EXISTING JOINT OPENING SHALL BE CLEANED OF ALL DIRT, DEBRIS, AND PRIOR CONSTRUCTION MATERIAL, ETC., THE FULL DEPTH OF THE OPENING. THE SURFACES WHERE THE NEW MATERIAL BONDS TO STAY IN PLACE, SHALL BE CLEANED PER MANUFACTURERS RECOMMENDATION, TO REMOVE ANY SUBSTANCES THAT WOULD INHIBIT BONDING.

THE COST FOR REMOVING THE OLD JOINT SYSTEM, INSTALLING THE NEW JOINT SYSTEM, LABOR, AND ANY MISCELLANEOUS MATERIALS NECESSARY TO INSTALL THE NEW EXPANSION JOINT, IS TO BE INCLUDED UNDER ITEM NUMBER 604-10.44, EXPANSION JOINT REPAIRS, L.F.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
EXPANSION JOINT DETAILS
AT APPROACHES
PAVEMENTS ENDS
① 60-SR007-15.72
OVER DUCK RIVER
AND 60-SR007-16.00
OVER TENNESSEE
SOUTHERN RAILROAD
MAURY COUNTY
2025

LIST OF DRAWINGS	DWG. NO.	LATEST REV. DATE
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LIST OF STANDARD DRAWINGS	DWG. NO.	LATEST REV. DATE
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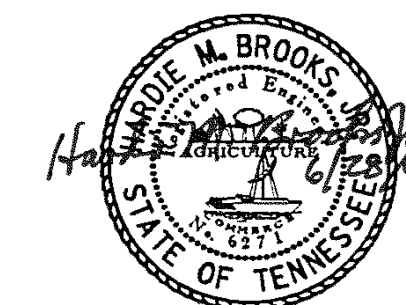
*DENOTES DRAWINGS TO BE PRINTED WITH PLANS.

LIST OF SPECIAL PROVISIONS	PROV. NO.	LATEST REV. DATE
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REGARDING APPROVAL OF SHOP DRAWINGS.....105A.....12-15-97

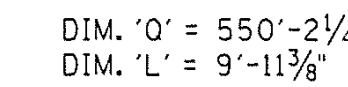
2017 ADT = 6520
76'-0" ROADWAY W/STD-7-1 BRIDGERAIL
DESIGN SPEED = 40 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
LAYOUT OF BRIDGE NO. 1
STATE ROUTE 7
OVER
DUCK RIVER
BRIDGE I.D. NO. 60SR0070011
STATION 106+55.50 (L.M. 15.69)
MAURY COUNTY
2000



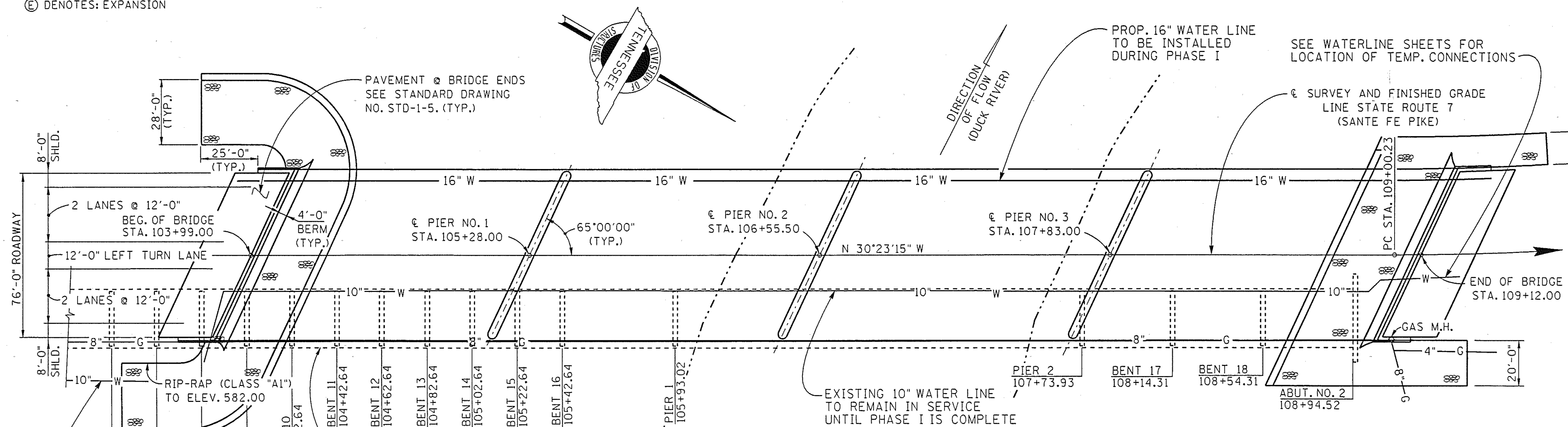
CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

M-374-97



① DENOTES: INTEGRAL
② DENOTES: FIXED
③ DENOTES: EXPANSION

ELEVATION



PLAN

ANY EXCAVATION OF THE STREAM CHANNEL AREA (E.G., FOR PIER FOOTING OR RIP-RAP PLACEMENT) SHALL BE SEPARATED FROM FLOWING WATER, AND PERFORMED DURING LOW-FLOW CONDITIONS. THIS SHALL BE ACCOMPLISHED BY THE USE OF COFFERDAMS, FLUMES, LINED DIVERSION CHANNEL WITH SAND BAG BERM, OR DIVERSION PIPE WITH SAND BAG DAM AT PIPE INLET.

PHASE REMOVAL
DESCRIPTION

PHASE 1: MAINTAIN TRAFFIC ON EXISTING BRIDGE,
WHILE COMPLETING PHASE I CONSTRUCTION.

PHASE II: REMOVE EXISTING BRIDGE TO NATURAL
GROUND BETWEEN STA. 102+10.00± AND
109+00.00± AND COMPLETE PHASE II
CONSTRUCTION.

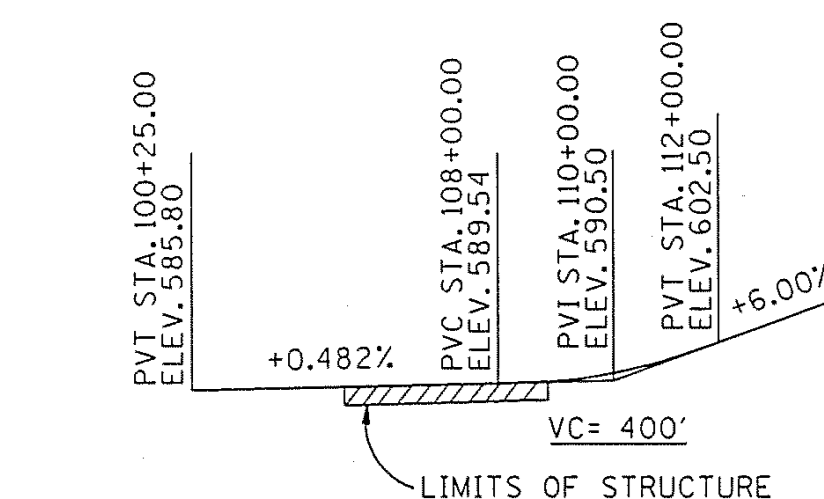
LOCATION SKETCH
(SHOWING EXISTING BRIDGE)

HYDRAULIC DATA

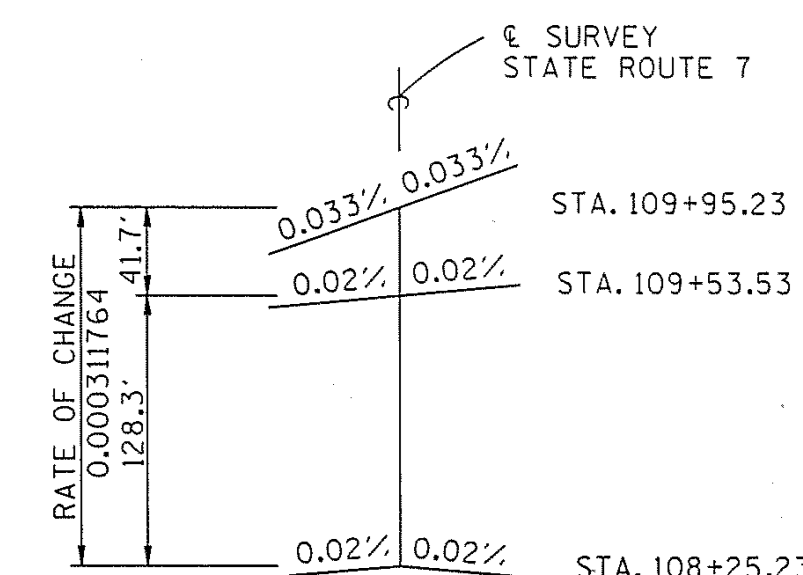
DRAINAGE AREA = 1,379 SQ. MILES.
DESIGN DISCHARGE (100 YR.) = 70,200 CFS.
WATER AREA PROVIDED BELOW EL. 581.16 = 13,767 SQ. FT.
100 YEAR-VELOCITY = 3.28 FT./SEC.
100 YR. BRIDGE BACKWATER = 0.04 FT. @ ELEV. 581.16
ROADWAY OVERTOPPING ELEV. = 585.60
260 YEAR DISCHARGE = 85,000 CFS AT ELEV. 585.60

CURVE DATA

P.I. = 111+67.76
N = 479991.840
E = 1657579.380
 Δ = 26°16'26"
Dc = 5°00'00"
R = 1145.92
L = 525.480
T = 267.44
E = 30.79
L.C. = 521.052
V = 40 MPH
SE = 0.033%
TRANS. LENGTH = 170



FINISHED GRADE SKETCH S.R. 7

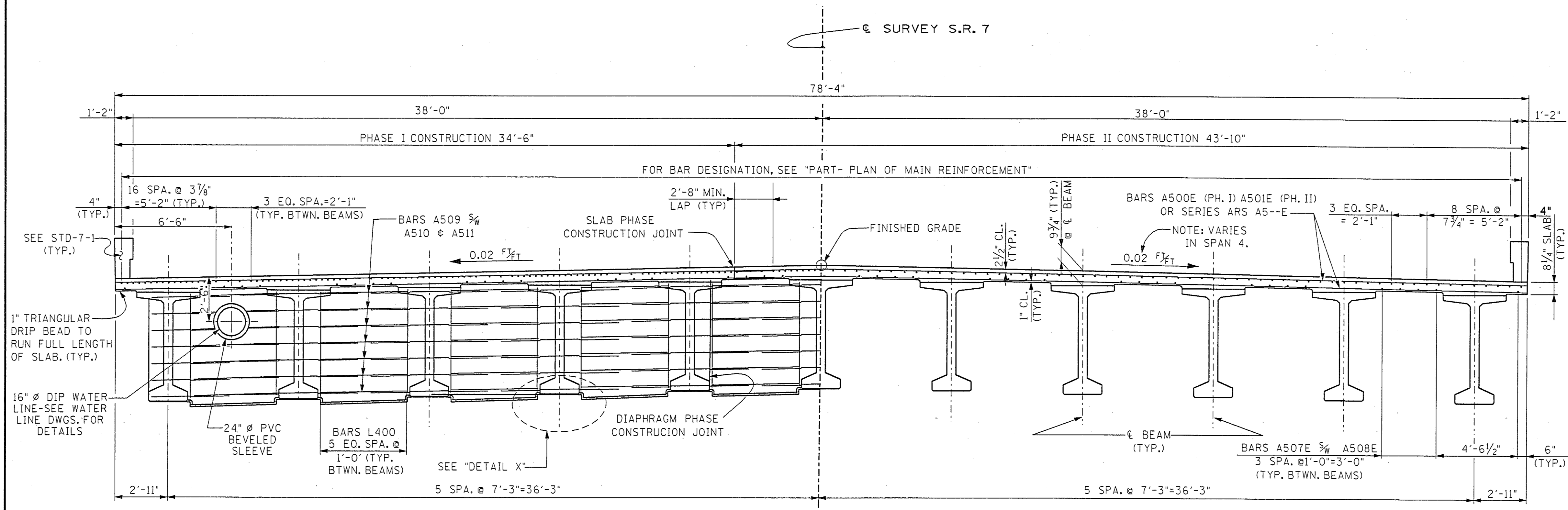


SUPERELEVATION
TRANSITION SKETCH
NOT TO SCALE

PORTABLE BARRIER RAIL - 562 L.F.

MACHINED RIP-RAP (CLASS A-1) - 1.073 TON

CONST. NO. 60004-3270-04			
PROJECT NO.		YEAR	SHEET NO.
SP		2000	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION

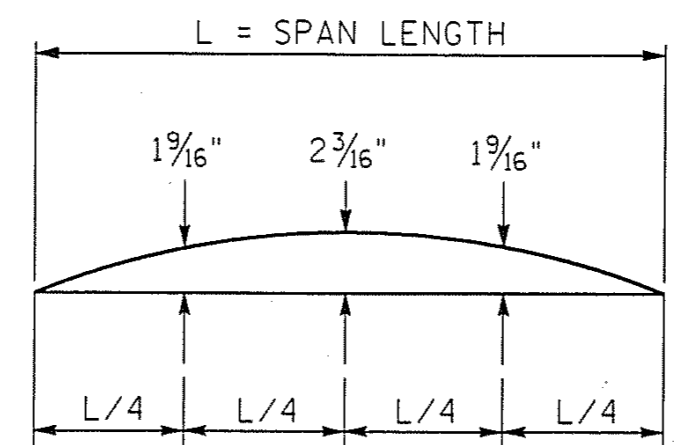


TYPICAL AT PIER

TYPICAL NEAR MID-SPAN

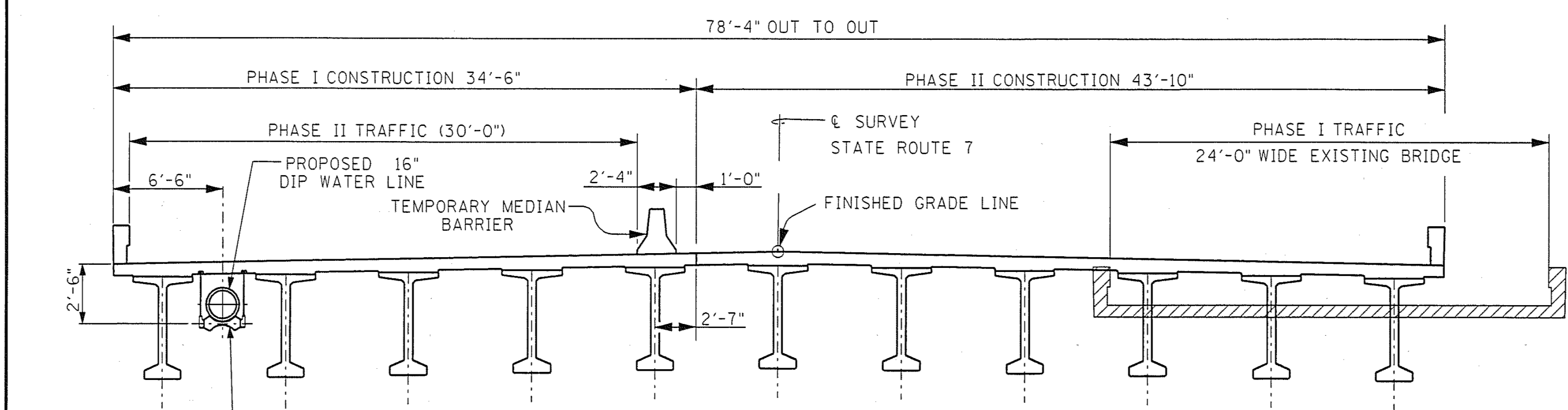
TYPICAL CROSS SECTION
(LOOKING FORWARD ON SURVEY)

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGE RAIL. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE STANDARD DWG. NO. STD-7-1.



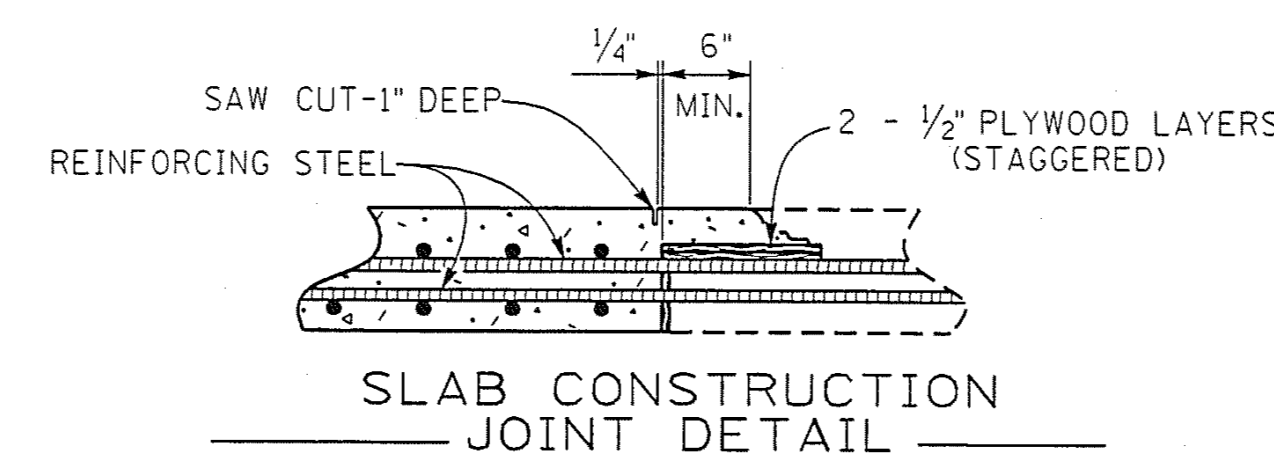
DEAD LOAD CORRECTION CURVE

DEAD LOAD CORRECTION CURVE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER THE SLAB IS IN PLACE.
IF PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.



PHASE CONSTRUCTION SKETCH
(LOOKING FORWARD ON SURVEY)

/// DENOTES EXISTING BRIDGE TO BE REMOVED AFTER PHASE I CONSTRUCTION.



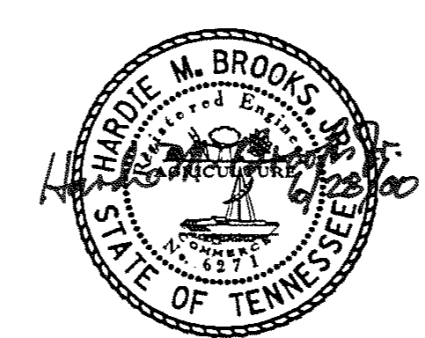
DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:
1) NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

NOTE: ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE SLAB CONSTRUCTION JOINT DETAIL SHOWN ABOVE.

ESTIMATED QUANTITIES

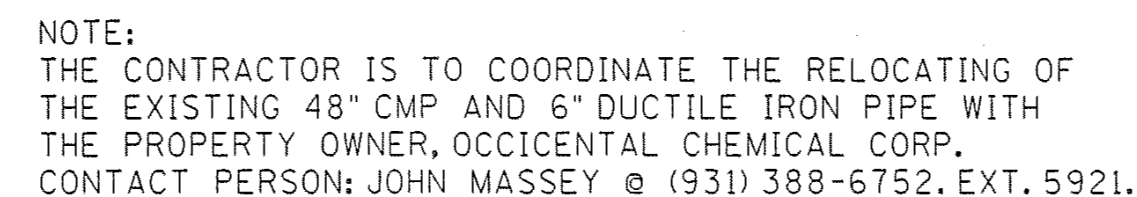
CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	EPOXY COATED REINFORCING STEEL LBS.	STEEL BAR REINFORCEMENT (BRIDGES) LBS.
1,191	339,976	7,642

BRIDGE NO. 1
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
STATE ROUTE 7
(SANTE FE PIKE)
OVER
DUCK RIVER
STATION 106+55.50
LOG MILE 15.69
MAURY COUNTY
2000



CORRECT *Edward P. Wasserman*
ENGINEER OF STRUCTURES

DESIGNED BY KEVIN KNOWLES
DRAWN BY DEBRA LAMAY
SUPERVISED BY R.L.H./J.H.P.
CHECKED BY KEVIN KNOWLES
DATE 6-96
DATE 6-97
DATE 6-97
DATE 3-98

[illegible]

LIST OF DRAWINGS	DWG. NO.	LAST REV. DATE
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LAYOUT OF BRIDGE	M-374-114
GENERAL NOTES & ESTIMATED QUANTITIES	M-374-115
FOUNDATION DATA	M-374-115A
SUPERSTRUCTURE	M-374-116
SUPERSTRUCTURE DETAILS	M-374-117
PRESTRESSED I-BEAM DETAILS (SPANS NO.1 & 3)	M-374-118
PRESTRESSED I-BEAM DETAILS (SPAN NO.2)	M-374-119
ABUTMENT NO.1	M-374-120
ABUTMENT NO.2	M-374-121
ABUTMENT NO.1 & 2 DETAILS	M-374-122
BENT NO.1	M-374-123
BENT NO.2	M-374-124
BENTS NO.1 & 2 DETAILS	M-374-125
FINAL FOUNDATION DATA	M-374-126
BILL OF STEEL	M-374-127

LIST OF STANDARD DRAWINGS	DWG. NO.	LAST REV. DATE
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MACHINED RIP-RAP FOR SLOPE PROTECTION	RD-SA-1	05-27-98
* BRIDGE RAILING CONCRETE PARAPET	STD-1-1	05-21-99
* PAVEMENT AT BRIDGE ENDS	STD-1-5	09-06-99
BRIDGE END DRAIN WITH PABE	STD-1-6	04-28-97
* BRIDGE END DRAIN WITH PABE	STD-1-7	05-21-99
BRIDGE END DRAIN WITH PABE	STD-1-8	05-01-95
* STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS		
GENERAL DETAILS	STD-4-1	05-21-99
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS		
DESIGN CRITERIA	STD-4-2	06-10-96
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS		
GENERAL DETAILS	STD-4-3	06-10-96
STANDARD PRECAST, PRESTRESSED BRIDGE DECK PANELS		
CONSTRUCTION DETAILS	STD-4-4	06-10-96
* STANDARD PILE DETAILS	STD-5-2	05-21-99
* STANDARD SEISMIC DETAILS	STD-6-1	05-21-99
REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB	STD-9-1	12-19-94
MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS	STD-10-1	05-11-92
STANDARD DETAILS AND INTERMEDIATE DIAPHRAGM DETAILS		
FOR I-BEAMS	STD-14-2	

* DENOTES DRAWINGS TO BE PRINTED WITH PLANS.

LIST OF SPECIAL PROVISIONS	SPEC. PROV. NO.	LAST REV. DATE
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REG. APPROVAL OF SHOP DRAWINGS ----- 105A ----- 12-15-97

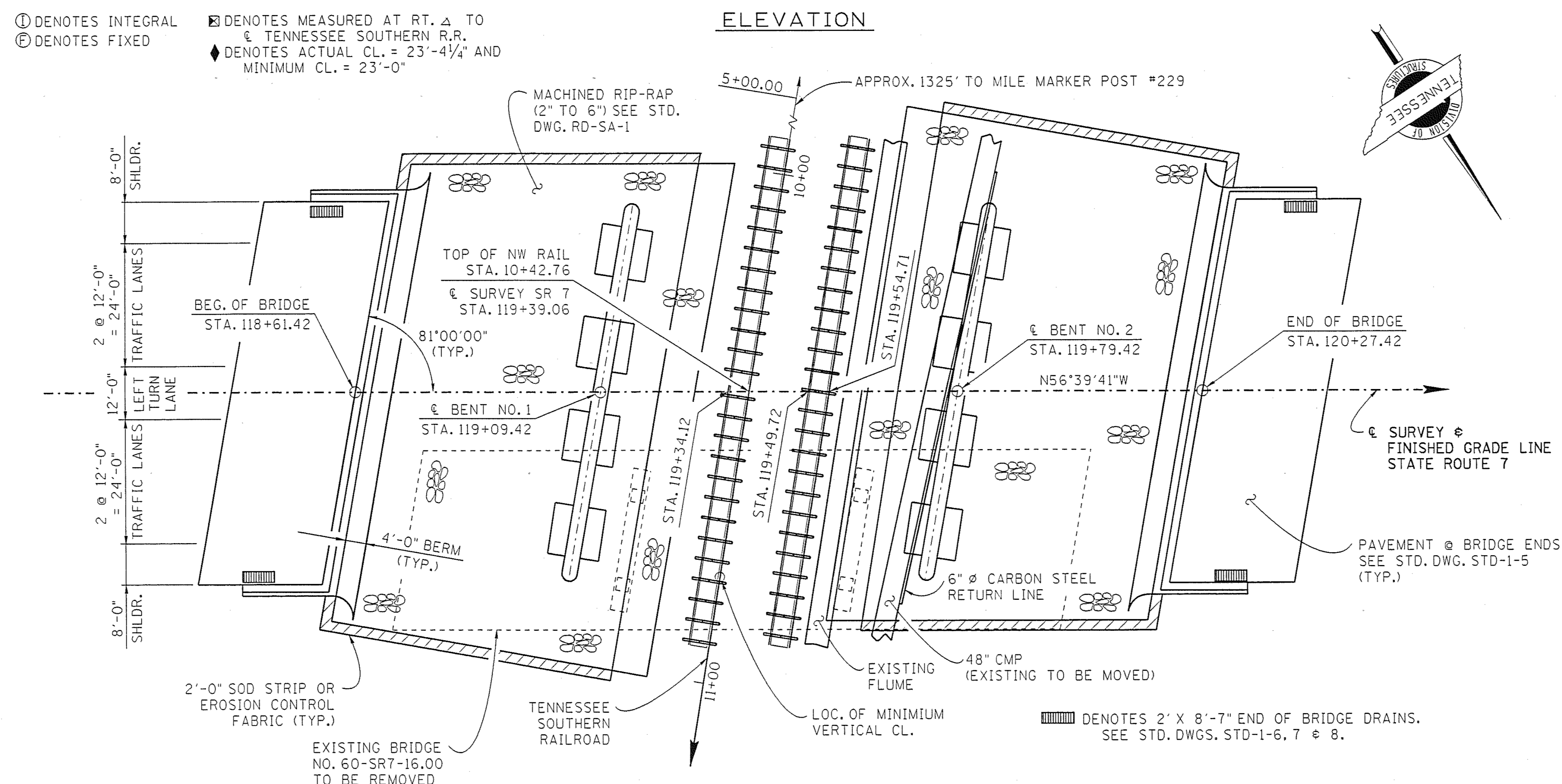
2017 ADT = 9,830
76'-0" ROADWAY WITH STD-1-1 PARAPET
DESIGN SPEED = 40 MPH

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

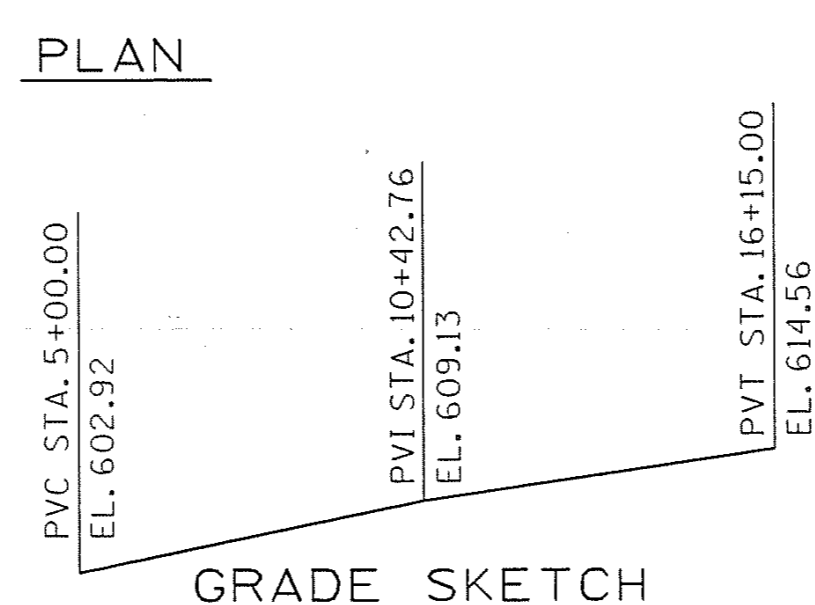
LAYOUT OF BRIDGE NO. 2
OVER STATE ROUTE 7
OVER
TENNESSEE SOUTHERN RAILROAD
STATION 119+44.42
LOG MILE 16.00
MAURY COUNTY
2000

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

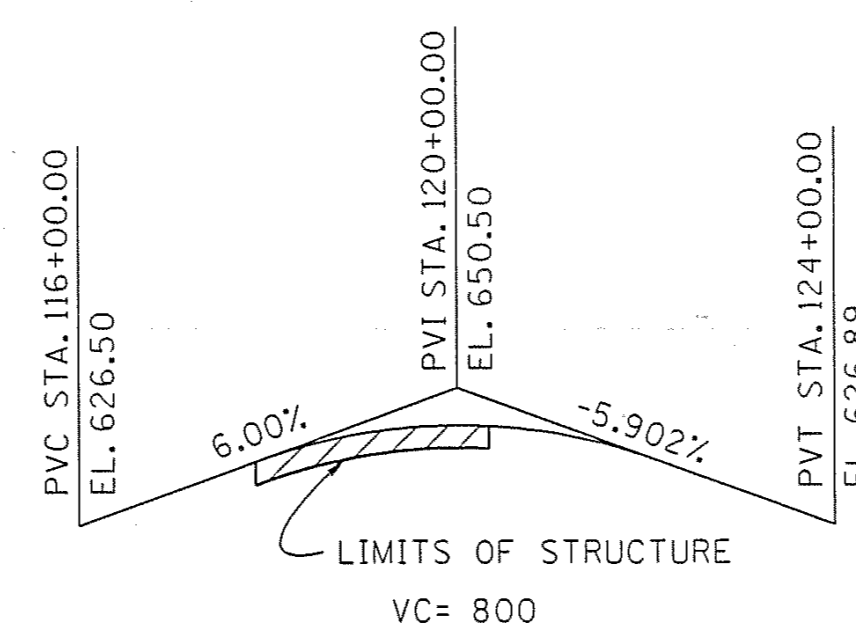
M-374-114



NOTE: CONTRACTOR SHALL TAKE CARE TO NOT DAMAGE EXISTING FLUME DURING REMOVAL OF EXISTING BRIDGE OR DURING THE CONSTRUCTION OF THE NEW BRIDGE. IF ANY DAMAGES OCCUR DURING CONSTRUCTION, THE CONTRACTOR WILL REPAIR SUCH DAMAGES TO RESTORE THE FLUME TO "IN LIKE KIND."



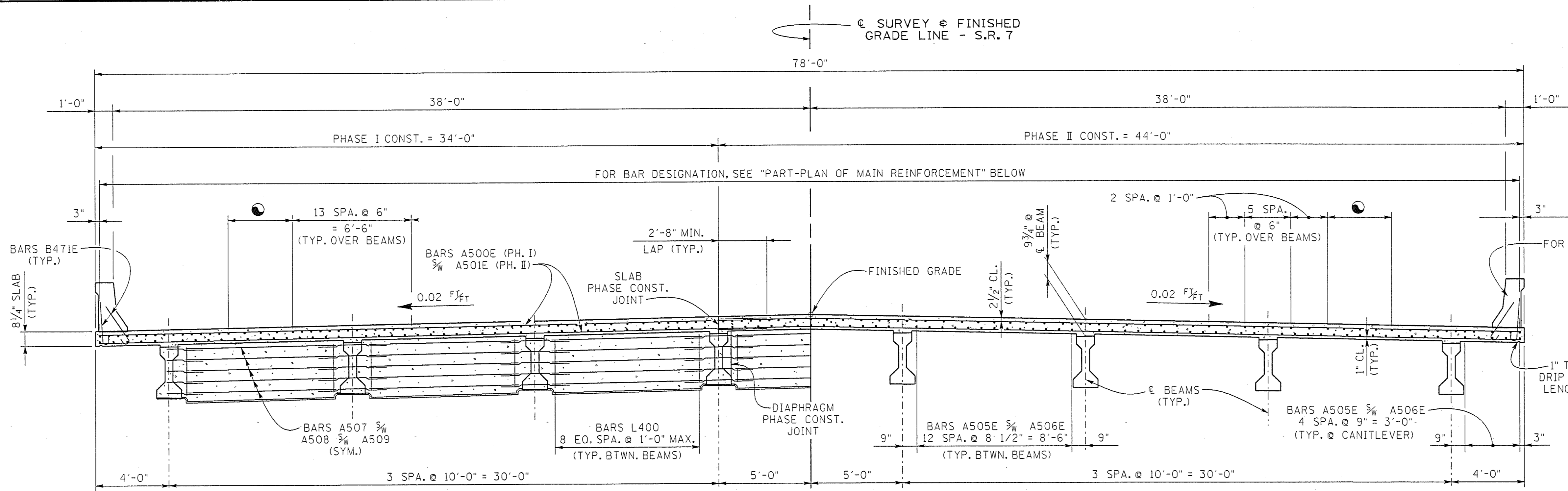
GRADE SKETCH
(TENNESSEE SOUTHERN RAILROAD)
(TOP OF NW RAIL, MAIN LINE SPUR)
(LOOKING FORWARD ON SURVEY S.R. 7)



FINISHED GRADE SKETCH
(BASED ON C SURVEY STATE ROUTE 7)

DESIGNED BY LAWRENCE PERRY DATE 07-97
DRAWN BY DIANE BUSH DATE 01-98
SUPERVISED BY RLH / JHP DATE 07-96
CHECKED BY LAWRENCE PERRY DATE 06-00

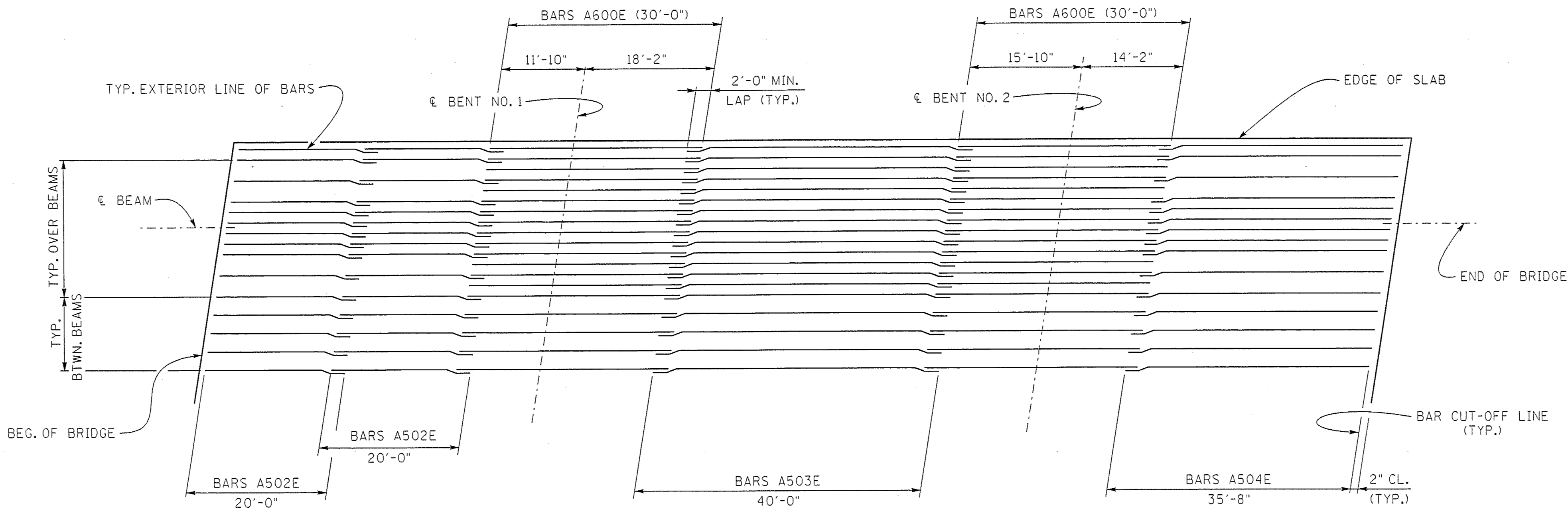
MACHINED RIP-RAP (2" TO 6") = 265 CU. YDS. TEMPORARY MEDIAN BARRIER = 215 LIN. FT.



— TYPICAL AT PIERS — — TYPICAL NEAR MID-SPAN —

NOTE: ● DENOTES 4 SPA. @ 10 1/2" = 3'-6"

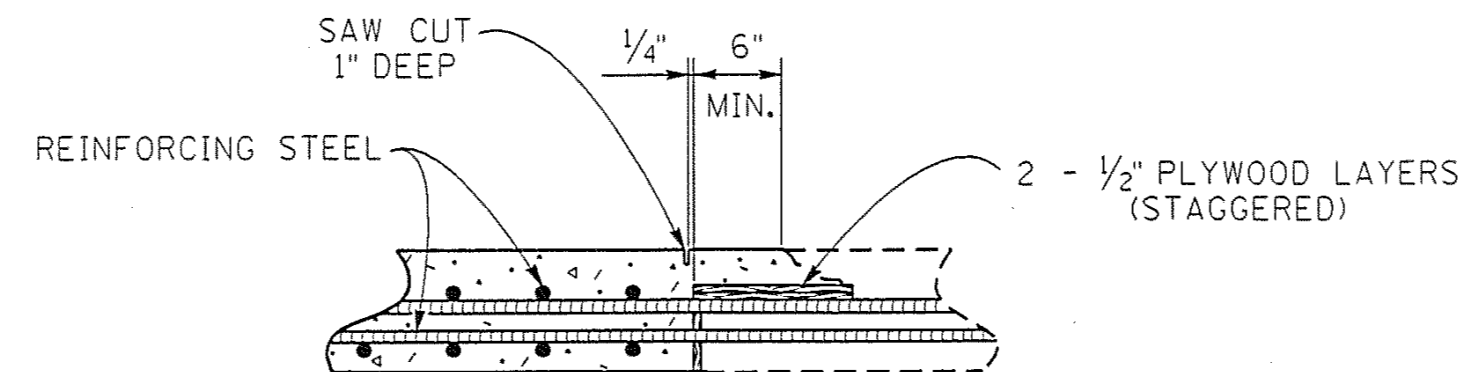
— TYPICAL CROSS SECTION —
(LOOKING FORWARD ON SURVEY)



— PART-PLAN OF MAIN REINFORCEMENT —
(FOR BAR SPACING, SEE "TYPICAL CROSS SECTION" ABOVE)

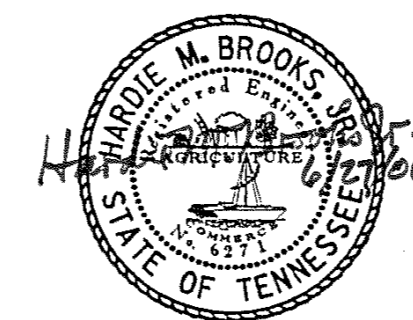
NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGE RAIL. THE PARAPET SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO SEE DRAWING NO. STD-1-1.

NOTE: NO PORTION OF THE PARAPET SHALL BE POURED UNTIL THE RESPECTIVE DECK SLAB IS IN PLACE.



— SLAB CONSTRUCTION JOINT DETAIL —

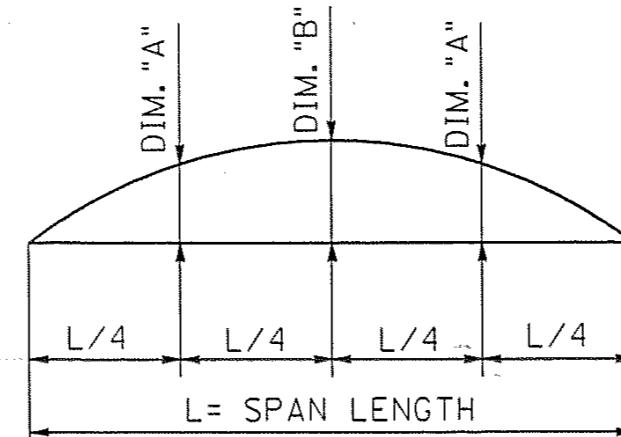
DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:
1) NO CONSTRUCTION JOINT MAY BE LOCATED CLOSER THAN 10 FEET OR FURTHER THAN 15 FEET FROM AN INTERIOR SUPPORT.
2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.
ALL SLAB CONSTRUCTION JOINTS SHALL BE IN ACCORDANCE WITH THE "SLAB CONSTRUCTION JOINT DETAIL" SHOWN ABOVE.



— ESTIMATED QUANTITIES —

CLASS "D" CONCRETE	EPOXY COATED REINFORCING STEEL	STEEL BAR REINFORCEMENT
C.Y.	LBS.	LBS.
364	100,335	3,174

DIM.	"A"	"B"
SPANS 1 & 3	1/8"	3/16"
SPAN 2	9/16"	13/16"



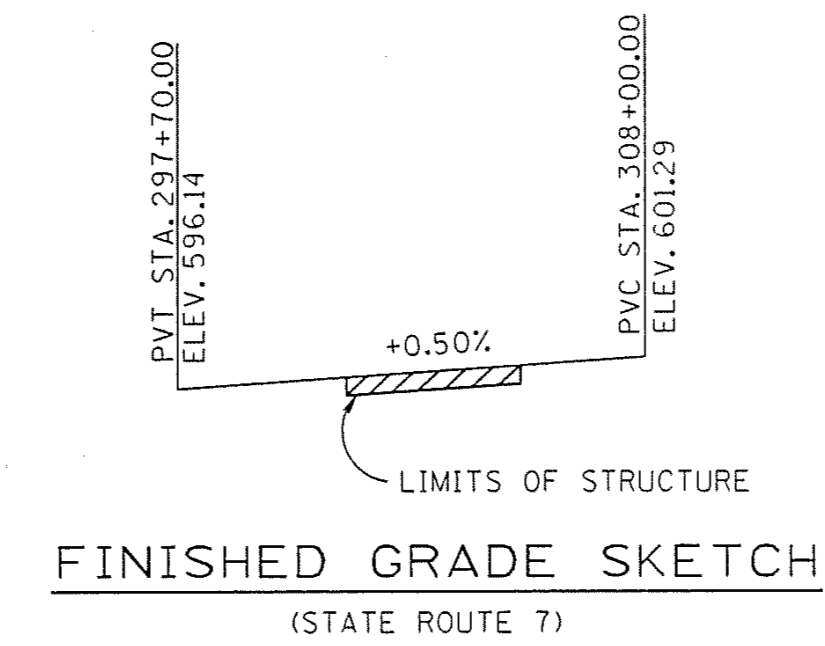
— DEAD LOAD CORRECTION CURVE —

NOTE: THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER THE SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE. IF PRESTRESSED DECK PANELS ARE USED AND THE BEAMS ARE PROFILED AFTER THE PANELS ARE IN PLACE, REDUCE THE DEAD LOAD CORRECTION VALUES SHOWN BY 25%.

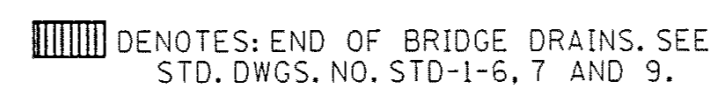
CORRECT *Edward P. Wasserman*
ENGINEER OF STRUCTURES

DESIGNED BY LAWRENCE PERRY DATE 2-97
DRAWN BY JERRE PATTON DATE 2-98
SUPERVISED BY J.H.P. & R.L.H. DATE 2-98
CHECKED BY LAWRENCE PERRY DATE 2-98

BRIDGE NO. 2
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
STATE ROUTE 7 OVER
TENNESSEE SOUTHERN RAILROAD
STATION 119+44.42
MAURY COUNTY
2000



① DENOTES: INTEGRAL
② DENOTES: FIXED



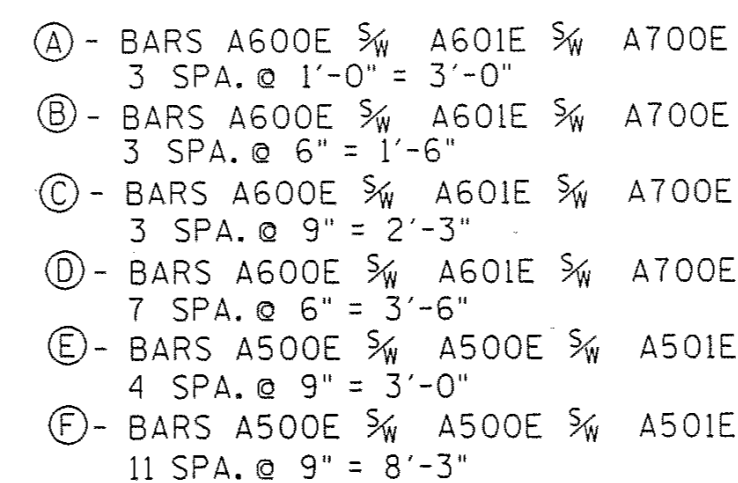
HYDRAULIC DATA

DRAINAGE AREA = 12.86 SQ. MILES.
DESIGN DISCHARGE (100 YR.) = 6940 cfs.
WATER AREA PROVIDED BELOW EL. 694.30 = 1270 SQ. FT.
100 YEAR VELOCITY = 5.47 FT./SEC.
100 YR. BRIDGE BACKWATER = 0.51 FT. @ ELEV. 595.09
ROADWAY OVERTOPPING ELEV. = 598.00.
500 YEAR DISCHARGE = 9070 CFS AT ELEV. 597.73.

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

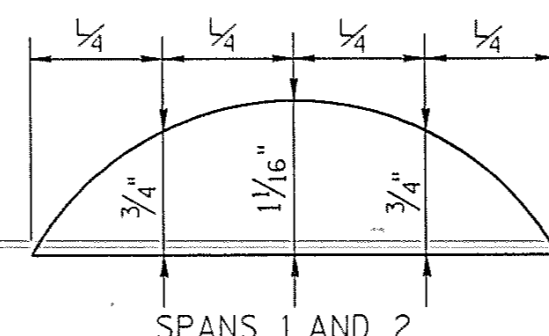
M-374-128

MACHINED RIP-RAP (CLASS A-1) - 860 TON



HALF SECTION @ SUPPORT

(LOOKING FORWARD ON SURVEY)



THIS CURVE IS FOR DEAD LOAD SLAB AND ALL DEAD LOADS THAT ARE APPLIED AFTER THE SLAB IS IN PLACE AND SHOULD BE CORRECTED TO COMPENSATE FOR THE EFFECTS DUE TO VERTICAL CURVE.

DESIGNED BY K. KNOWLES DATE 6-98
DRAWN BY J.E. DODSON DATE 1-98
SUPERVISED BY T. TOLLEY D.H. DATE 1-98
CHECKED BY K. KNOWLES DATE 4-98

NOTE: NO PORTION OF THE BRIDGE RAIL SHALL BE POURED UNTIL THE ENTIRE DECK SLAB IS IN PLACE.

SPECIAL NOTE FOR ANCHOR BOLTS AT BENTS: ANCHOR BOLT ASSEMBLIES AT BENTS SHALL BE IN ACCORDANCE WITH STANDARD DRAWING STD-6-1.

NOTE: WHEN POURING SLAB, PROVISIONS SHALL BE MADE FOR SETTING REINFORCING STEEL FOR BRIDGE RAIL. THE BRIDGE RAIL SHALL NOT BE POURED UNTIL THE SLAB IS POURED AND CURED. ALSO, SEE STANDARD DRAWING STD-1-1.

NOTE: THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SUPPORTING THE BEAMS TO PREVENT DAMAGE DUE TO TWISTING OR OVERTURNING DURING ALL PHASES OF CONSTRUCTION.

NOTE: SUPPORT DIAPHRAGMS AT BENTS SHALL BE POURED CONCURRENTLY WITH THE DECK SLAB AND INCLUDED IN THE QUANTITY FOR ITEM 604-03.09.

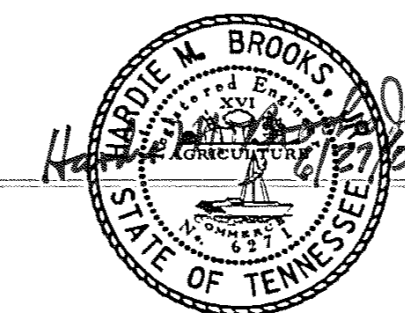


DECK CONCRETE POURING SEQUENCE: SLAB CONSTRUCTION JOINTS
MAY BE LOCATED AT THE CONTRACTOR'S OPTION SUBJECT TO THE FOLLOWING:

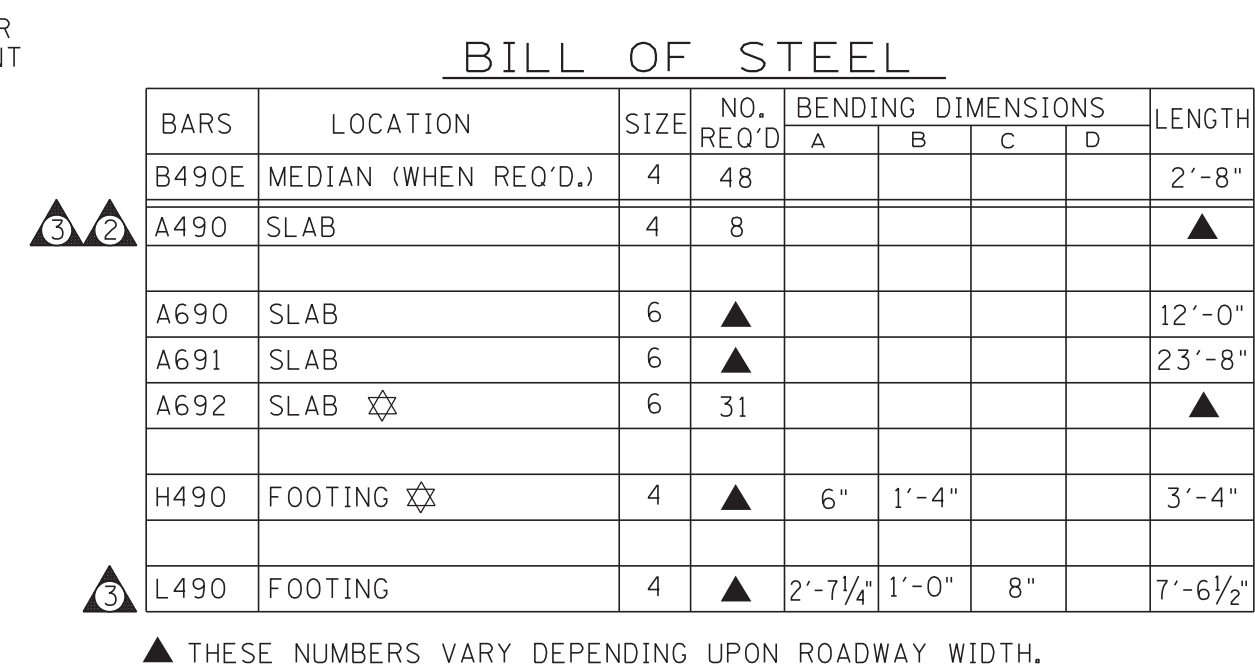
- 2) THE SLAB IN THE MIDDLE SECTION OF BOTH ADJACENT SPANS MUST BE POURED TO WITHIN AT LEAST 15 FEET OF THE SUPPORTS EITHER PRIOR TO OR CONCURRENTLY WITH THE SLAB OVER AN INTERIOR SUPPORT.

CLASS "D" CONCRETE (BRIDGE DECK) C.Y.	STEEL BAR REINFORCEMENT (BRIDGES) LB.	EPOXY COATED REINFORCING STEEL LB.
349	1,929	103,826

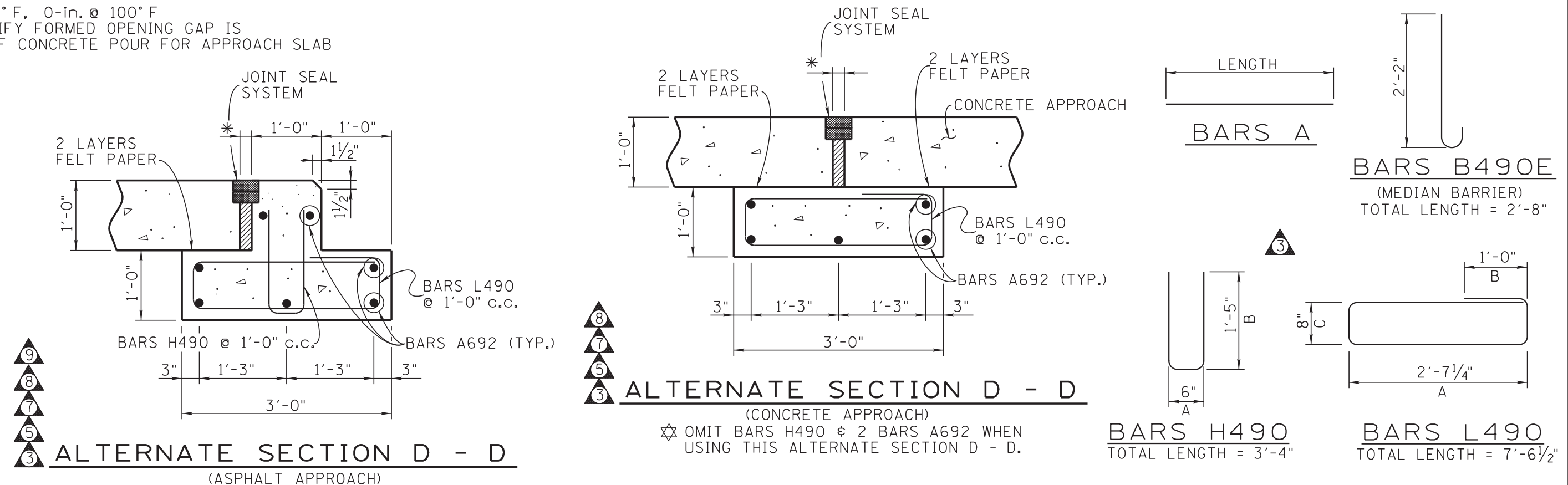
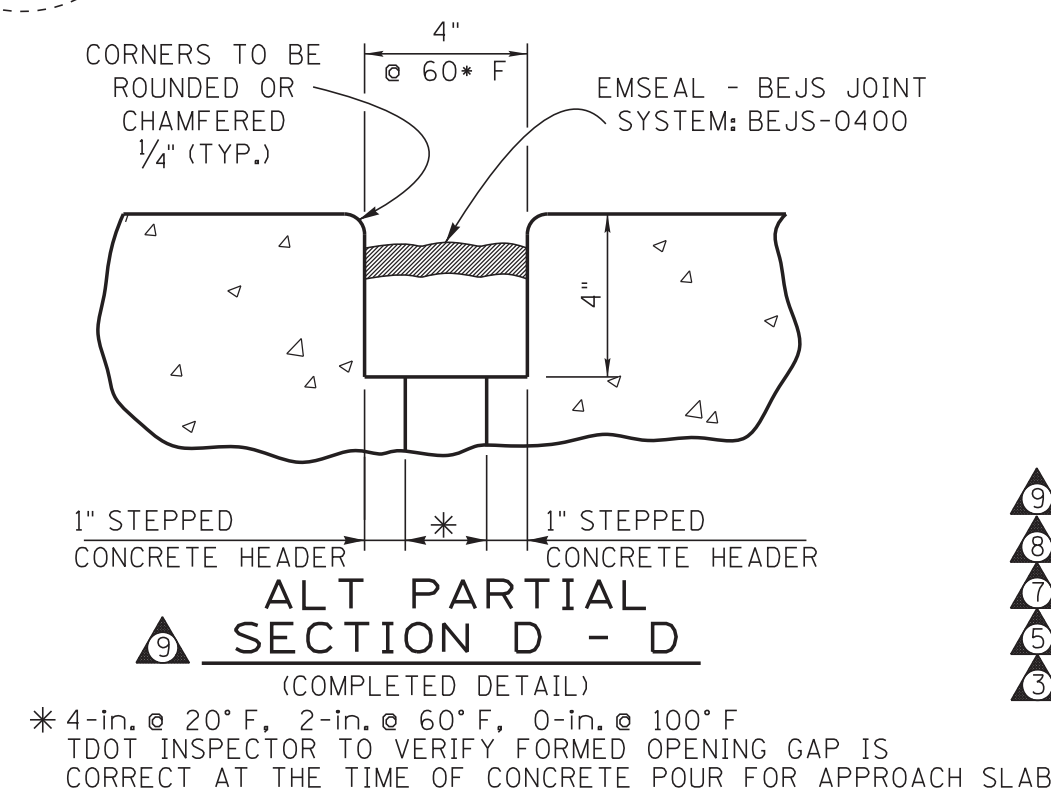
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUPERSTRUCTURE
STATE ROUTE 7
OVER
KNOB CREEK
STATION 303+33.00
MAURY COUNTY
2000



CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES



PROJECT NO.		YEAR	SHEET NO.
		1995	
REVISIONS			
NO.	DATE	BY	BRIEF DESCRIPTION
1	5-1-95	CMH	GENERAL REVISIONS REDESIGN
2	12-18-95	CMH	ADDED BARS A490 AND JOINT DETAIL
3	4-28-97	CMH	REVISED JOINT DETAILS AND NOTE
4	9-6-99	CMH	REVISED JOINT NOTE
5	7-31-00	CMH	REVISED JOINT DETAILS, NOTE, LIMITS OF PIPE AND ADDED NOTE #3
6	4-8-05	JHW	ADDED NOTE
7	8-8-08	JHW	REVISED JOINT DETAILS AND NOTE AND ADDED CONSTRUCTION DETAIL
8	6-1-11	WJS	REVISED JOINT DETAILS AND NOTE
9	3-26-14	WJS	REVISED JOINT DETAILS AND NOTES.



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

CONCRETE: TO BE CLASS 'A' ($f'c = 3,000$ psi)
REINFORCING STEEL: SHALL BE ASTM A615 GRADE 60 UNLESS NOTED
OTHERWISE, SEE SECTION 604 AND 907 OF THE STANDARD SPECIFICATIONS.
SPECIFICATIONS; STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE
TENNESSEE DEPARTMENT OF TRANSPORTATION (CURRENT EDITION).
NOTE: THE APPROACH SLAB SHALL NOT BE POURED UNTIL THE ADJACENT
END SPAN DECK SLAB IS IN PLACE AND ACCEPTED BY THE ENGINEER.
NOTE: THE APPROACH SLAB CONTROL ELEVATIONS SHALL BE ADJUSTED,
(IF REQUIRED), TO MATCH THE IN PLACE DECK SLAB IN BOTH
TRANSVERSE AND LONGITUDINAL DIRECTIONS.

- (A) JOINT SEAL SYSTEM:
 THE EXPANSION JOINT SYSTEM USED SHALL BE ON THE TDOT APPROVED
 QUALIFIED LISTS FOR ACCEPTABLE PRODUCTS. THE JOINT SYSTEM SHALL
 BE INSTALLED UNDER THE DIRECT SUPERVISION OF AN AUTHORIZED
 TECHNICIAN PROVIDED BY THE EXPANSION JOINT SUPPLIER, FOR EACH
 JOINT AT EACH BRIDGE AND FOR EACH BRIDGE LOCATION WITHIN THE
 PROJECT. THE TECHNICIAN MUST APPROVE ALL ASPECTS OF THE
 GEOMETRY AND PREPARATION, INCLUDING GRINDING AND/OR GROOVING,
 PRIOR TO ANY JOINT MATERIAL INSTALLATION.

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

M/R	MINOR REVISION - FHWA APPROVAL NOT REQUIRED
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
REINFORCED CONCRETE
PAVEMENT AT BRIDGE ENDS
1995

CORRECT Edward P. Wasserman
ENGINEER OF STRUCTURES

SHEET 5 OF 13
STD-1-5