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Matthew McKay

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Date: 2025.05.22 10:46:15 -05'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
6601 CENTENNIAL BLVD.
NASHVILLE, TN 37243
MATTHEW MCKAY, P.E. NO. 120464

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

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

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE
SHEET

YEAR	PROJECT NO.	SHEET NO.
2025	50S020-S8-003 51S020-S8-003	ROADWAY-SIGN1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	N/A	
STATE PROJ. NO.	50S020-S8-003 51S020-S8-003	

LAWRENCE, LEWIS & MAURY COUNTY

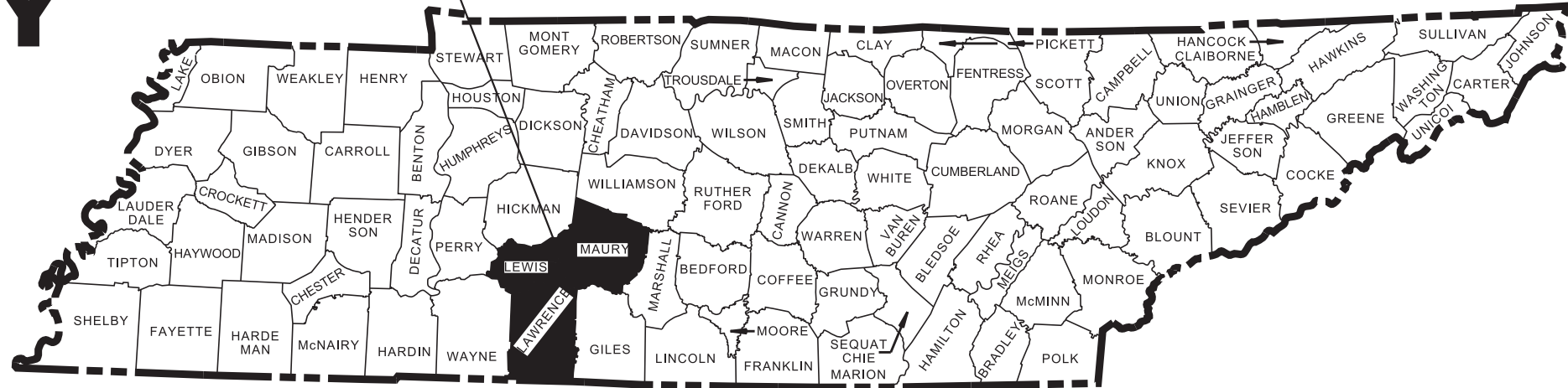
STATE ROUTE 20
FROM LEWIS COUNTY LINE (L.M. 0.00)
TO SR-6 IN MAURY COUNTY (GFT-26)

RESURFACE
COLD PLANING, RESURFACING, SIGNING, AND PAVEMENT MARKING

STATE HIGHWAY NO. 20 F.A.H.S. NO. N/A

TO BE LET WITH MAURY COUNTY SR-6
FROM L.M. 0.90 TO L.M. 8.00 PIN 122522.00

PROJECT LOCATION



NO EXCLUSIONS

50S020-S8-003
BEGIN PROJECT NO. 51S020-S8-003 RESURFACE
L.M. 0.00

TSRR[350719N]
TSRR M.P. 0254.65
L.M. 2.08

50S020-S8-003
END PROJECT NO. 51S020-S8-003 RESURFACE
L.M. 0.55

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.

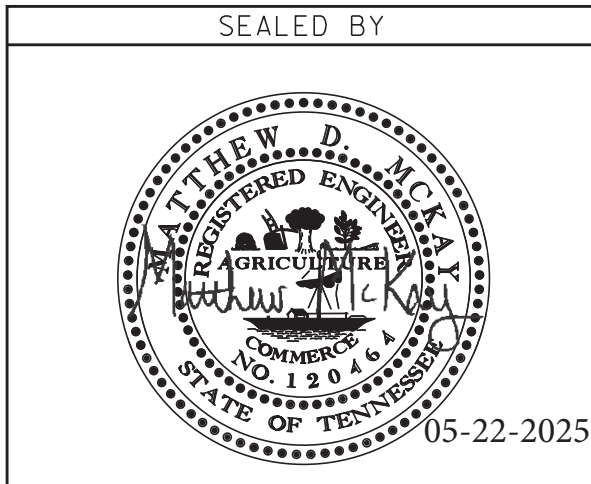
THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER : KONNER SPRADLIN, P.E.
DESIGNER : YONAS TSEGAY
P.E. NO. 98034-4299-04 (DESIGN)
PIN NO. 131426.00
CHECKED BY : ZHIWAR RASHID



PROJECT LENGTH 5.43 MILES
TOTAL LANE MILES RESURFACED 10.95 MILES

TRAFFIC DATA	
ADT (2025)	8623
POSTED SPEED	
LAWRENCE COUNTY	
L.M. 0.00 - 1.93	55 MPH
LEWIS COUNTY	
L.M. 0.00 - 0.36	55 MPH
LAWRENCE COUNTY	
L.M. 0.00 - 1.15	50 MPH
L.M. 1.15 - 2.23	35 MPH
L.M. 2.23 - 2.59	45 MPH
MAURY COUNTY	
L.M. 0.00 - 0.55	45 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

ROADWAY INDEX

SHEET NAME	SHEET NO.
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ENVIRONMENTAL NOTES	2D, 2D1
RAILROAD SIGNING DETAILS.....	2E
PAVEMENT MARKING IMPROVEMENTS	2F
PROPERTY MAP AND RIGHT-OF-WAY ACQUISITION TABLE.....	3A
PRESENT LAYOUT	4
RIGHT OF WAY DETAILS	4A

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

NO PROJECT COMMITMENTS SHEETS INCLUDED IN THIS SET OF PLANS.

NO UTILITY SHEETS.

STANDARD ROADWAY DRAWINGS


DWG.	REV.	DESCRIPTION
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
DESIGN - TRAFFIC CONTROL		
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-09-24	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	07-07-23	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-15A	06-28-19	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED RURAL ROUTES
T-M-16	07-30-24	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	02-03-20	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	50S020-S8-003 51S020-S8-003	1A

SEALED BY



05-22-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND STANDARD
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	50S020-S8-003 51S020-S8-003	2

ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 50S020-S8-003	QUANTITY 51S020-S8-003	TOTAL QUANTITY
(1)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	10.2	0.8	11
(2)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	2014	142	2156
(3)	307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	532	38	570
(4)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	42	3	45
(5)	411-01.10 ACS MIX(PG64-22) GRADING D	TON	6340	448	6788
	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	6.5	0.5	7
	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	6286	444	6730
(6)	712-01 TRAFFIC CONTROL	LS	0.3	0.1	0.4
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	45	5	50
(7)(8)	712-06 SIGNS (CONSTRUCTION)	S.F.	1915	147	2062
(9)	713-14.21 STREET NAME SIGN (RIGID 0.100IN THICK	S.F.	4		4
(10)	713-15 REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1		1
(11)(12)(13)	713-16.20 SIGNS (R1-1, STOP)	EACH	2		2
(11)(12)(13)	713-16.21 SIGNS (W10-1, GRADE CROSSING ADVANCE WARNING)	EACH	2		2
(11)(12)(13)	713-16.22 SIGNS (W10-4, RAILROAD ADVANCE WARNING)	EACH	2		2
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	331	23	354
	716-01.22 SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	7		7
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	331	23	354
(14)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	514	36	550
(14)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	2		2
(14)	716-02.08 PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	172		172
(14)	716-03.02 PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2		2
(14)	716-03.06 PLASTIC WORD PAVEMENT MARKING (SIGNAL AHEAD)	EACH	1		1
(14)	716-04.16 PLASTIC PAVEMENT MARKING (NOISE STRIP)	L.F.	120		120
	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	19.8	1.4	21.2
(15)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	19.8	1.4	21.2
	716-12.05 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	430		430
	717-01 MOBILIZATION	LS	0.3	0.1	0.4

NO GUARDRAIL INCLUDED ON THIS PROJECT

NO UTILITY ADJUSTMENTS ON THIS PROJECT.

NO PROJECT COMMITMENTS ON THIS PROJECT.


NO BRIDGES WITHIN THE PROJECT LIMITS.

FOOTNOTES	
(1)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2B, FINAL PAVEMENT MARKING NOTE 6 FOR MORE INFORMATION.
(2)	TO BE USED AS DIRECTED BY THE ENGINEER.
(3)	500 TONS TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
(4)	INCLUDES 3 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(5)	INCLUDES 350 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(6)	THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
(7)	IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
(8)	THE CONTRACTOR IS RESPONSIBLE FOR STAKING OF THE CONSTRUCTION SIGNS.
(9)	ITEM TO BE MOUNTED ON TOP OF NEW R1-1 STOP SIGNS AT DEPOT ST. AND DAVIS ST.
(10)	SEE SHEET 2E FOR LOCATIONS.
(11)	THE COST OF THE RETROREFLECTIVE STRIP IS TO BE INCLUDED IN THE COST OF THE SIGN
(12)	SEE SHEET 2F FOR SIGNING LOCATIONS AND SIZES.
(13)	SIGN FACE, SUPPORT, INSTALLATION, AND HARDWARE INCLUDED IN COST OF ITEM.
(14)	THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(15)	TO BE USED AS PERMANENT PAVEMENT MARKINGS FOR THE EDGELINES AND CENTERLINES ON THE FINAL SURFACE. BASED ON 1.1% PASSING, 9.6% NO PASS ON ONE SIDE AND 89.3% NO PASS ON BOTH SIDES.

ADDITIONAL COLD PLANING FOR SPOT REPAIR					
LOCATION	LENGTH	WIDTH	DEPTH	REPLACEMENT MIX (BM2, D, ETC)	COMMENTS
LAWRENCE SR-20 SEQ. 2 LM 1	449 LF	15'	1.25"	BM2	EAST BOUND LANE

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 6 MILES	48" X 24"	8	2	16
G20-2	END ROAD WORK	48" X 24"	8	31	248
W8-11	UNEVEN LANES	48" X 48"	16	30	480
W8-15	GROOVED PAVEMENT	48" X 48"	16	30	480
W8-15P	MOTORCYCLE SYMBOL	30" X 24"	5	30	150
W20-1	ROAD WORK AHEAD	48" X 48"	16	31	496
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
W20-1	ROAD WORK 1 MILE	48" X 48"	16	2	32
W20-4	ONE LANE ROAD 500FT - PORTABLE	48" X 48"	16	2	32
W20-7A	FLAGGER SYMBOL- PORTABLE	48" X 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48" X 48"	16	2	32
				TOTAL	2062

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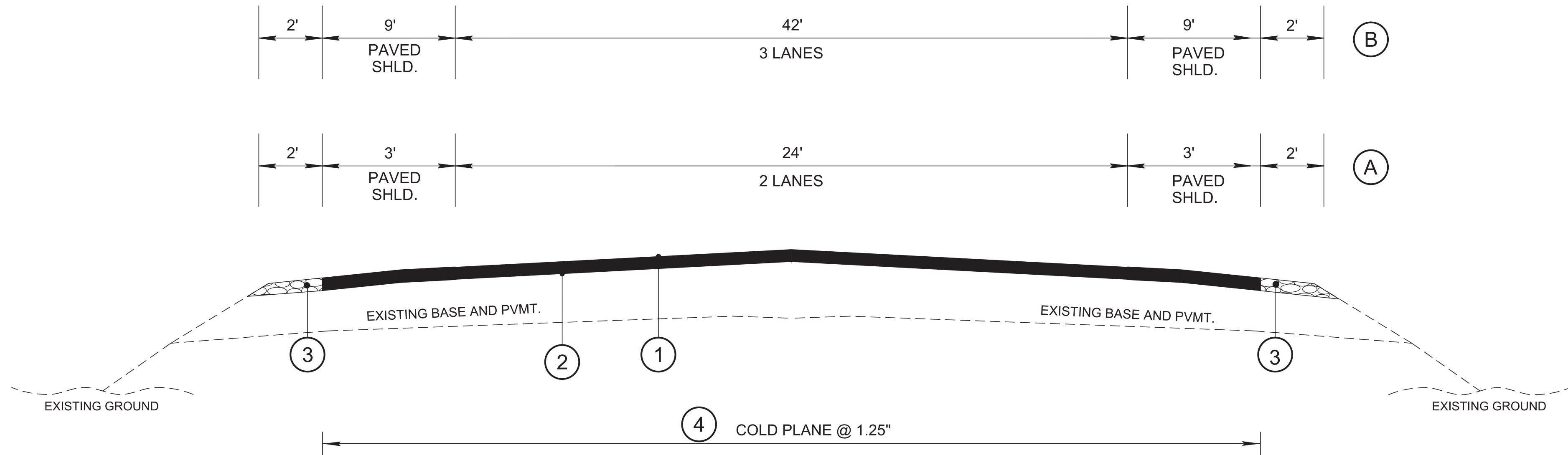


05-22-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	50S020-S8-003 51S020-S8-003	2A

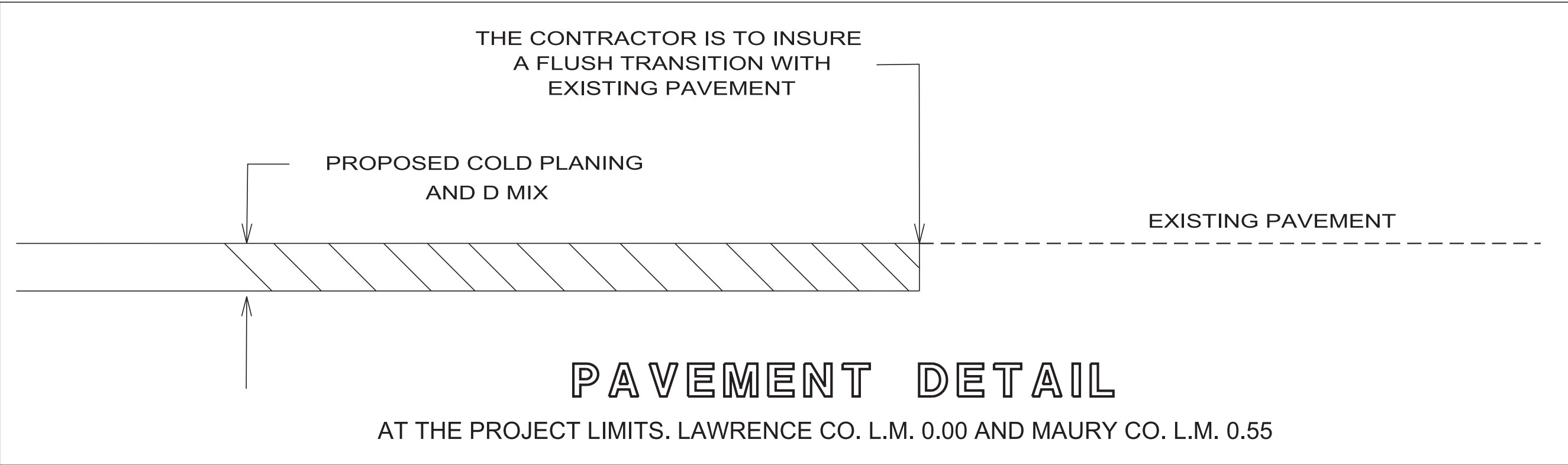


SR-20
TYPICAL SECTION

- (A) LAWRENCE COUNTY L.M. 0.00 TO L.M. 1.93
LEWIS COUNTY L.M. 0.00 TO L.M. 0.36
LAWRENCE COUNTY L.M. 0.00 TO L.M. 2.59
MAURY COUNTY L.M. 0.00 TO L.M. 0.46
- (B) MAURY COUNTY L.M. 0.46 TO L.M. 0.55

PROPOSED PAVEMENT SCHEDULE

- 1 ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22
GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)
411-01.10 ACS MIX (PG64-22) GRADING "D"
- 2 TACK COAT
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
- 3 MINERAL AGGREGATE @ 3" THICK
303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
- 4 COLD PLANING @ 1.25" THICK (APPROX. 131.25 LB./S.Y.)
415-01.01 COLD PLANING BITUMINOUS PAVEMENT (TON)



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

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05-22-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

GENERAL NOTES

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

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

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

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

RESURFACING

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

- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.
- (13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR’S EXPENSE.


CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	50S020-S8-003 51S020-S8-003	2B

SEALED BY



05-22-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES

SPECIAL NOTES

MISCELLANEOUS

- (1) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND TRAFFIC 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 IS TO PROVIDE THE LAYOUT OF ALL EXISTING PAVEMENT MARKINGS BEFORE BEGINNING THE RESURFACING PROJECT. EXISTING MARKINGS SHALL BE REFERENCED AS NEEDED TO ENSURE THAT ALL NEW MARKINGS ARE REPLACED IN THEIR CORRESPONDING LOCATIONS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PAVEMENT

PAVING

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

RESURFACING

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

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

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

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (8) DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:
1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
- A. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
- B. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
- C. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
- D. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

WORK RESTRICTIONS

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

TSRR RAILROAD CROSSING NOTES

- (10) THE CONTRACTOR SHALL REPLACE ALL RR ADVANCE WARNING SIGNS, RXR PAVEMENT MARKINGS AND STOP LINES AT APPROACHES TO THIS GRADE CROSSING. THEY MUST SATISFY THE 2009 MUTCD STANDARDS AND REQUIREMENTS
- (11) ANY PAVEMENT PREPARATION, PAVEMENT INSTALLATION, PAVEMENT MARKINGS AND/OR RAILROAD WARNING SIGN INSTALLATION WITHIN 25- FEET OF THE NEAREST TENNESSEE SOUTHERN RR TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES OR AS OTHERWISE DETERMINED BY THE RAILROAD ONLY.
- (12) **SCHEDULING RR SIGNAL CABLE LOCATES** - PRIOR TO ENTERING INTO, OR WORKING WITHIN, ABOVE, BELOW, ADJACENT TO, OR WITHIN REACH OR POTENTIAL TO FOUL (EQUIPMENT WITH EXTENDABLE, OR FIXED BOOM LENGTHS THAT BY DISTANCE FROM THE ROW COULD ENTER INTO) THE RAILWAY’S RIGHT-OF-WAY, THE ROADWAY CONTRACTOR WILL NEED TO CONTACT THE LOCAL RAILROAD TO REQUEST RAILROAD SIGNAL CABLE LOCATES SINCE THE RAILROAD CABLES ARE NOT PART OF THE 811 ONE CALL SYSTEM. ADDITIONALLY, CONTRACTOR MUST CALL AND REQUEST UTILITY LOCATES THROUGH THE 811 STATE LOCATE SYSTEM PRIOR TO COMMENCING ANY WORK. PLEASE NOTE THAT LOCAL CITY, COUNTY, STATE MAY NOT BE PART OF THE 811 LOCATE SYSTEM AND MUST BE CONTACTED INDEPENDENTLY TO ENSURE ALL UTILITIES ARE PROPERLY LOCATED BEFORE COMMENCING ANY WORK.

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

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

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

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

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

- (14) COLD PLANING AS CLOSE AS PRACTICAL TO THE FIELD SIDES OF THE CROSSING SURFACE, FOLLOWED BY RESURFACE UP TO AND LEVEL WITH THE TOP OF THE FIELD SIDES OF THE CROSSING SURFACE.
- (15) THE CROSSING SURFACE SHOULD BE ON THE SAME PLANE AS TENNESSEE SOUTHERN RR FOR A DISTANCE OF 30 INCHES OUTSIDE THE RAILS.
- (16) THE SURFACE OF THE HIGHWAY SHALL NOT BE MORE THAN 3 INCHES HIGHER OR LOWER THAN THE TOP OF THE TENNESSEE SOUTHERN RR AT A POINT 30 FEET FROM THE RAIL, UNLESS SUPERELEVATION MAKES A DIFFERENT LEVEL APPROPRIATE.
- (17) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE TENNESSEE SOUTHERN RR ‘S TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY TENNESSEE SOUTHERN RR SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER. THE CONTRACTOR SHALL NOT STORE ANY OF HIS CONSTRUCTION EQUIPMENT ON THE RAILROAD'S RIGHT-OF-WAY. THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

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

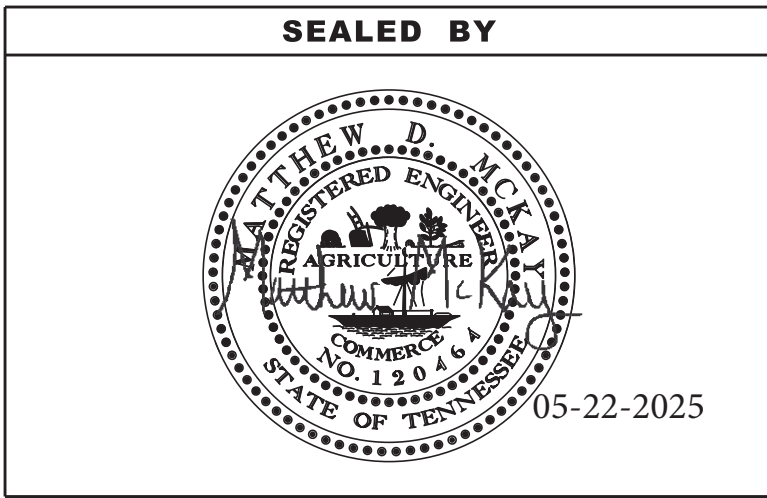
- (18) THE ROADWAY AUTHORITY, OR DESIGNATED CONTRACTOR, SHALL NOT BE ALLOWED TO PERFORM TEMPORARY LANE CLOSURES, LANE SHIFTS, OR DETOUR ROUTES WITHIN THE RAILWAY RIGHT-OF-WAY WITHOUT PRIOR PLAN APPROVAL (PROVIDE 45-60 DAYS FOR REVIEW). ADDITIONALLY NO LANE SHIFT SHALL OCCUR WITHOUT PRIOR AUTHORIZATION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

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

AND

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	50S020-S8-003 51S020-S8-003	2C



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
SPECIAL NOTES

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SPECIAL NOTES (CONT.)

TSRR RAILROAD CROSSING NOTES (CONT.)

- (19)

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.
- (20)

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

A.

ALL MOVEMENTS OF EQUIPMENT WITHIN RAILWAY PROPERTY MUST BE COORDINATED WITH THE RAILWAY FLAGGER.

B.

DURING TRAIN MOVEMENTS THROUGH THE PROJECT LOCATION, VEHICLES, EQUIPMENT, AND PERSONNEL WILL NOT BE ALLOWED TO OPERATE.

C.

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.
- (21)

RAILROAD CONTACTS:

A.

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.

B.

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.

C.

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.
- (22)

DRAINAGE REQUIREMENTS:

A.

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.

B.

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.

C.

NO DRAINAGE STRUCTURES (I.E. CATCH BASINS, MANHOLES, JUNCTION BOXES, ETC.) SHALL BE PLACED WITHIN THE RAILWAY RIGHT-OF-WAY.

D.

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.
- E.

ROADWAY DRAINAGE SYSTEM MUST PREVENT ANY DRAINAGE FROM ENTERING INTO OR CAUSING EROSION WITH THE RAILWAY RIGHT-OF-WAY AND DAMAGING ANY RAILWAY FACILITIES.

(23)

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.
- (24)

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.
- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|--------------------------------|-----------|
| RESURF. | 2025 | 50S020-S8-003
51S020-S8-003 | 2C1 |
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- SEALED BY


- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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SPECIAL NOTES (CONT.)

UTILITIES

- (25) 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.
- (26) 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.
- (27) 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.
- (28) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS
(UPDATED 11-21-24)
TELEPHONE & FIBER:
AT&T
116 SOUTH CANNON AVE
MURFREESBORO, TN 37129
LEE KORNEGAY
KK4096@ATT.COM
O: 615-848-2082
C: 615-631-7221

LORETTO TELEPHONE CO.
136 SOUTH MAIN ST
P.O. BOX 130
LORETTO, TN 38469
BRIDGET HOLDEN
BRIDGET.HOLDEN@LORETTOTEL.COM
O: 931-853-4444
C: 931-279-9853

WATER:
SUMMERTOWN UTILITY DISTRICT
11 WATER TANK RD
SUMMERTOWN, TN 38483
TODD PENNINGTON
TPENNINGTON32@GMAIL.COM
O: 931-964-4315

LAWRENCEBURG UTILITY SYSTEMS
1607 N. LOCUST ST
LAWRENCEBURG, TN 38464
VICTOR PUSSE
VPUSSE@LBURGUS.COM
O: 931-766-4750
C: 931-629-7675

MAURY COUNTY BOARD OF PUBLIC UTILITIES
765 NEW LEWISBURG HWY
COLUMBIA, TN 38401
TODD SHULTZ
TSHULTZ@MYMCWS.COM
O: 931-381-8900
D: 931-375-1161

MT. PLEASANT UTILITIES
100 PUBLIC SQUARE
MT. PLEASANT, TN 38474
DALE BROWN
DBROWN@MTPLEASANT-TN.GOV
O: 931-379-7717
C: 931-774-6343

ELECTRIC:
MERIWETHER LEWIS ELECTRIC
1625 HIGHWAY 100
CENTERVILLE, TN 37033
TOMMY EDMONDS
TOMMY.EDMONDS@MLEC.COM
O: 931-729-3558
C: 931-994-1663

LAWRENCEBURG UTILITY SYSTEMS
1607 N. LOCUST ST
LAWRENCEBURG, TN 38464
BOBBY STEPHENSON
BSTEPHENSON@LBURGUS.COM
O: 931-766-4670
C: 931-629-6065

MT. PLEASANT POWER SYSTEMS
123 NORTH MAIN ST
MT. PLEASANT, TN 38474
AL KERSTIENS
AKERSTIENS@MOUNTPLEASANTPOWER.COM
O: 931-379-3233
C: 931-626-6109

TVA
1101 MARKET STREET MR-4G
CHATTANOOGA, TN 37402-2801
STEPHEN WILLIAMS
SEWILLIAMS@TVA.GOV
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ENBRIDGE
555 MARRIOT DR, SUITE 400
NASHVILLE, TN 37214
KELLY DALY
KELLY.DALY@ENBRIDGE.COM
CROSSINGSUS@ENBRIDGE.COM
O: 701-857-0813
C: 701-340-5739


FIBER:
CHARTER COMMUNICATIONS
1850 BUSINESS PARK DR
CLARKSVILLE, TN 37040
DAVID ROBINSON
DAVID.G.ROBINSON@CHARTER.COM
O: 931-538-1716
C: 347-804-4063

LUMEN (FORMERLY LEVEL 3 COMMUNICATIONS)
520 WHALEY ST
COLUMBIA, SC 29201
JOHN BOEDEKER
JOHN.BOEDEKER@LUMEN.COM
C: 512-334-8351

2530 PERIMETER PLACE DR
NASHVILLE, TN 37214
JEFFREY CANNON
JEFFREY.CANNON@LUMEN.COM
O: 615-263-1128
C: 615-419-6617

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	50S020-S8-003 51S020-S8-003	2C2

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05-22-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

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ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

SCOPE OF WORK

- (6) THIS PROJECT INCLUDES 411D OVERLAY AND PAVEMENT MARKING, AS SHOWN IN THE PLANS.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL


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

INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.

- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

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

ENVIRONMENTAL
NOTES

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ENVIRONMENTAL NOTES

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	50S020-S8-003 51S020-S8-003	2D1

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ENVIRONMENTAL
NOTES

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1. REMOVE THE EXISTING ADVANCE WARNING SIGN (W10-1) ON THE EASTBOUND APPROACH ON HIGHWAY 20 (SR020) LOCATED APPROXIMATELY 600 FEET IN ADVANCE OF THE CROSSING. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-1) ON THE EASTBOUND APPROACH ON HIGHWAY 20 (SR020) ADJACENT TO THE NEW RXR PAVEMENT MARKING LOCATED APPROXIMATELY 300 FEET IN ADVANCE OF THE CROSSING AS SPECIFIED BY TDOT STANDARD DRAWINGS T-RR-1 AND T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURES 8B-4 AND 8B-6. INSTALL A 2-INCH WIDE YELLOW RETROREFLECTIVE STRIP ON THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.



2. INSTALL NEW RXR PAVEMENT MARKING ON THE EASTBOUND APPROACH ON HIGHWAY 20 (SR020) LOCATED APPROXIMATELY 300 FEET IN ADVANCE OF THE CROSSING AND ADJACENT TO THE ADVANCED WARNING SIGN (W10-1) AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-1 AND IN ACCORDANCE WITH MUTCD SECTION 8B.27 AND FIGURES 8B6 AND 8B-7.

3. INSTALL NEW STOP LINES ON BOTH APPROACHES ON HIGHWAY 20 (SR020) LOCATED APPROXIMATELY 8 FEET IN ADVANCE OF THE GATES BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL AND PERPENDICULAR TO THE TRAVELED WAY AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-1 AND IN ACCORDANCE WITH MUTCD SECTION 8B.28 AND FIGURE 8B-6.

4. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-1) ON THE WESTBOUND APPROACH ON HIGHWAY 20 (SR020) ADJACENT TO THE NEW RXR PAVEMENT MARKING LOCATED APPROXIMATELY 300 FEET IN ADVANCE OF THE CROSSING AS SPECIFIED BY TDOT STANDARD DRAWINGS T-RR-1 AND T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURES 8B-4 AND 8B-6. INSTALL A 2-INCH WIDE YELLOW RETROREFLECTIVE STRIP ON THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.



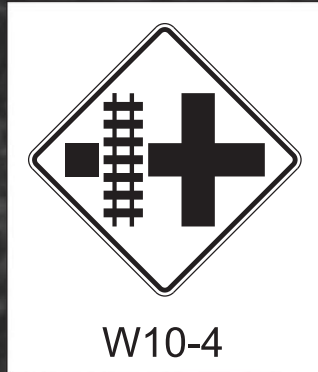
5. INSTALL NEW RXR PAVEMENT MARKING ON THE WESTBOUND APPROACH ON HIGHWAY 20 (SR020) LOCATED APPROXIMATELY 300 FEET IN ADVANCE OF THE CROSSING AND ADJACENT TO THE ADVANCED WARNING SIGN (W10-1) AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-1 AND IN ACCORDANCE WITH MUTCD SECTION 8B.27 AND FIGURES 8B6 AND 8B-7.

CROSSING IDENTIFICATION # 350719N

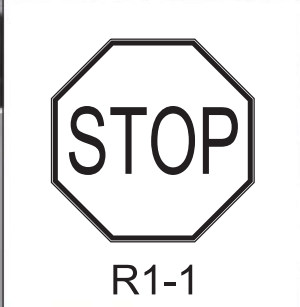
10. INSTALL A STOP SIGN ON THE NORTHBOUND APPROACH ON DAVIS ST (0A045) AT THE INTERSECTION WITH HIGHWAY 20 (SR020) IN ACCORDANCE WITH MUTCD SECTION 2A.16. INSTALL A 2-INCH WIDE RED RETROREFLECTIVE STRIP TO THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21. INSTALL A ROAD NAME SIGN "DAVIS ST" ON TOP OF THE STOP SIGN.

11. INSTALL A STOP LINE ON THE NORTHBOUND APPROACH ON DAVIS ST (0A045) AT THE INTERSECTION WITH HIGHWAY 20 (SR020) ADJACENT TO THE NEW STOP SIGN.

9. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-4) ON THE NORTHBOUND APPROACH ON DAVIS ST (0A045) LOCATED APPROXIMATELY 200 FEET IN ADVANCE OF THE INTERSECTION WITH HIGHWAY 20 (SR020) AS SPECIFIED BY TDOT STANDARD DRAWING T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURE 8B-4. INSTALL A 2-INCH WIDE YELLOW RETROREFLECTIVE STRIP TO THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.

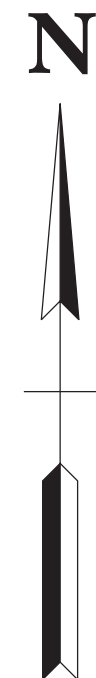
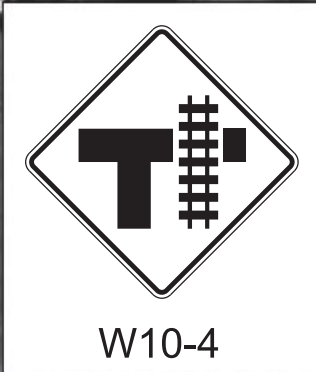


7. INSTALL A STOP SIGN ON THE NORTHBOUND APPROACH ON DEPOT ST (0A046) AT THE INTERSECTION WITH HIGHWAY 20 (SR020) IN ACCORDANCE WITH MUTCD SECTION 2A.16. INSTALL A 2-INCH WIDE RED RETROREFLECTIVE STRIP TO THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21. INSTALL A ROAD NAME SIGN "DEPOT ST" ON TOP OF THE STOP SIGN.



8. INSTALL A STOP LINE ON THE NORTHBOUND APPROACH ON DEPOT ST (0A046) AT THE INTERSECTION WITH HIGHWAY 20 (SR020) ADJACENT TO THE NEW STOP SIGN.

6. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-4) ON THE NORTHBOUND APPROACH ON DEPOT ST (0A046) LOCATED APPROXIMATELY 200 FEET IN ADVANCE OF THE INTERSECTION WITH HIGHWAY 20 (SR020) AS SPECIFIED BY TDOT STANDARD DRAWING T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURE 8B-4. INSTALL A 2-INCH WIDE YELLOW RETROREFLECTIVE STRIP TO THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	50S020-S8-003 51S020-S8-003	2E

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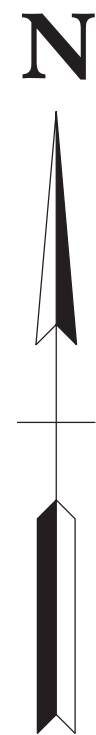


05-22-2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAILROAD
SIGNING
DETAILS

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STATE ROUTE 20
LOG MILE 0.43 - 0.55
MAURY COUNTY

REFERENCE STANDARD DRAWING
T-M-4

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PROVIDED TDOT REGION 3 TRAFFIC

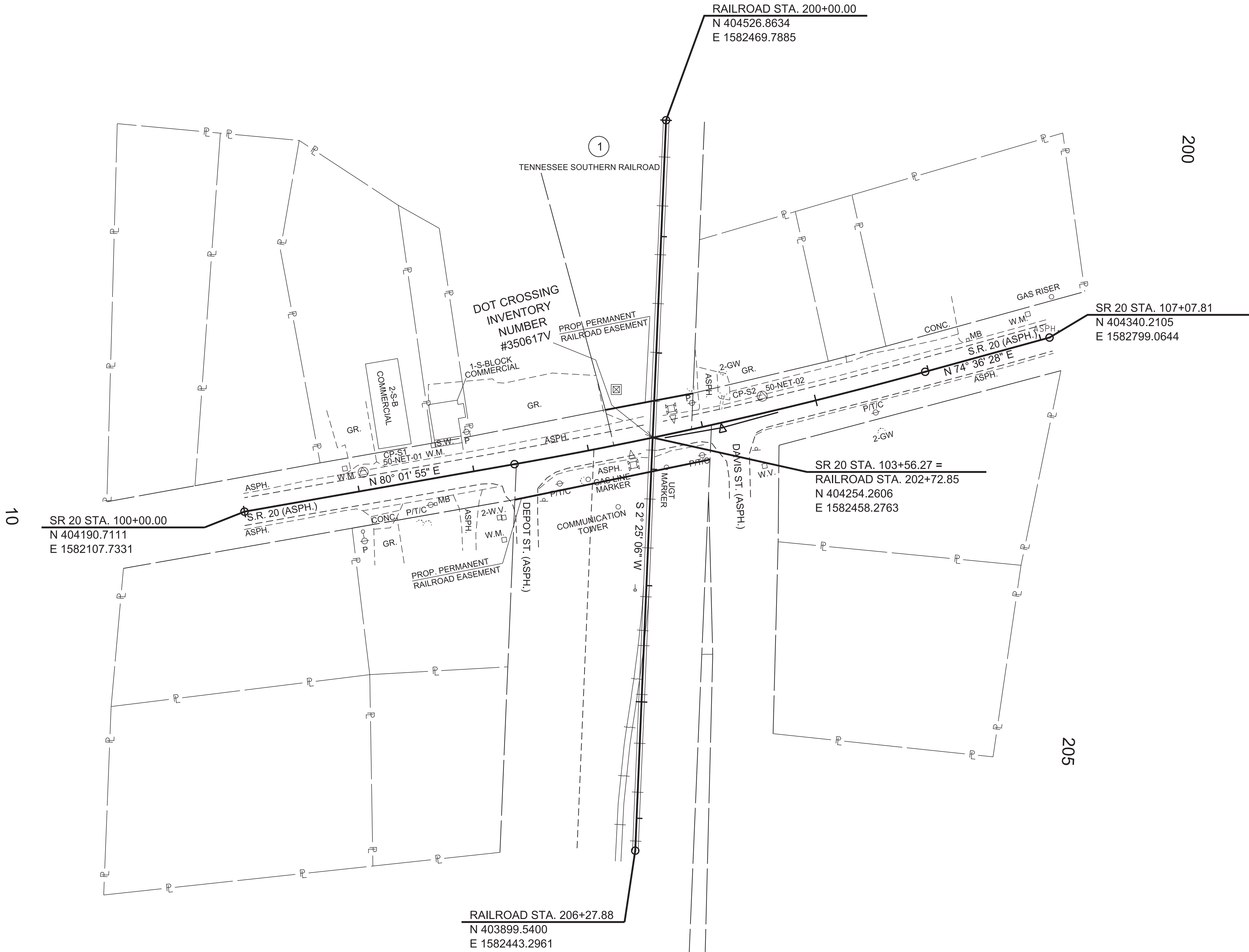
TYPE	YEAR	PROJECT NO.	SHEET NO.
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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
PAVEMENT MARKING IMPROVEMENTS NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	50S020-S8-003 51S020-S8-003	4

CONTROL POINTS						
POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
S1	404224.5197	1582209.6644	1016.32	101+06.24	15.65' (LT)	50-NET-01
S2	404289.8909	1582552.3312	1017.67	104+56.01	14.38' (LT)	50-NET-02



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COORDINATE VALUES ARE NAD 83 (2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00000, AND TIED TO TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 18 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT

STA. 100+00 TO STA. 107+07
SCALE: 1"= 50'

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DETAILS

STA.100+00 TO STA.107+07
SCALE: 1"= 50'

CONTROL POINTS						
POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
S1	404224.5197	1582209.6644	1016.32	101+06.24	15.65' (LT)	50-NET-01
S2	404289.8909	1582552.3312	1017.67	104+56.01	14.38' (LT)	50-NET-02

