



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**Daniel McGaha** Digitally signed by Daniel McGaha  
Date: 2025.12.17 15:03:22-06'00'

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HDR ENGINEERING, INC.  
120 BRENTWOOD COMMONS WAY  
SUITE 525  
BRENTWOOD, TN 37027  
DANIEL K. MCGAHA, P.E. NO. 108037

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, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B
GENERAL NOTES.....	2C
SPECIAL NOTES.....	2D
ENVIRONMENTAL NOTES.....	2E
TABULATED QUANTITIES .....	2F
DETAIL SHEETS .....	2G - 2G13
UTILITY NOTES AND UTILITY OWNERS.....	3
PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL.....	T1
PRESENT LAYOUT SHEETS .....	4, 5

YEAR	PROJECT NO.	SHEET NO.
2026	33S008-S8-002	ROADWAY-SIGN 1

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
SHEET



THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

**Daniel McGaha** Digitally signed by Daniel McGaha  
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SUITE 525  
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SHEET NAME	SHEET NO.
SIGNATURE SHEET .....	ROADWAY-SIGN2
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS AND STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES .....	2

YEAR	PROJECT NO.	SHEET NO.
2026	33S008-S8-002	ROADWAY-SIGN 2

REV. 02-06-26 : ADDED SHEET

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

SIGNATURE  
SHEET

Index Of Sheets  
SEE SHEET NO. 1A

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	33S008-S8-002	

REV. 02-06-26 : ADDED BUNDLE NOTE IN UPPER LEFT CORNER.

PROJECT TO BE LET WITH:  
HAMILTON CO. SR 2  
PIN 129628.00

**HAMILTON COUNTY**

STATE ROUTE 8  
FROM NEAR SR-2  
TO SR-17 (GFT-26)

RESURFACE

MILL, 411D, INTELLIGENT COMPACTION & PAVEMENT MARKING

STATE HIGHWAY NO. 8 F.A.H.S. NO. US-41



PROJECT LOCATION  
BRIDGE ID. # 33SR0080023

NORFOLK SOUTHERN RAILWAY COMPANY (NS) CROSSING #736935C

SR-8 @ L.M. 7.73  
NS M.P. (0337.690)  
LAT: 35.0339879 LONG: -85.3016563

CSX TRANSPORTATION (CSX) UNDERPASS CROSSING #350050T

SR-8 @ L.M. 7.48  
CSX M.P. (0WA0136.00)  
LAT: 35.0325610 LONG: -85.2978970

NORFOLK SOUTHERN RAILWAY COMPANY (NS) UNDERPASS CROSSING #736936J

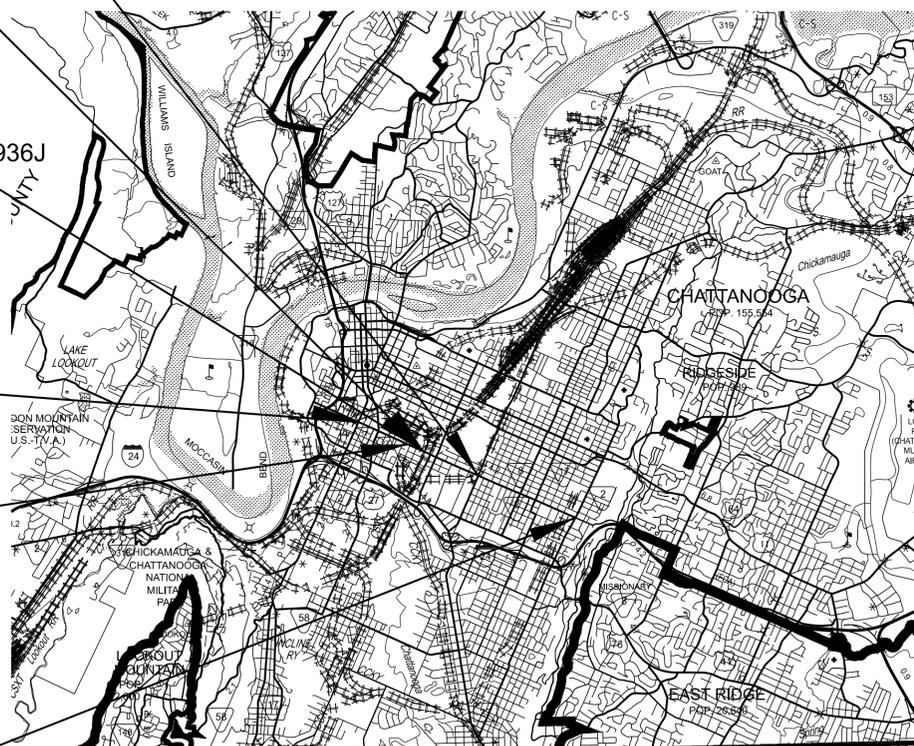
SR-8 @ L.M. 7.48  
NS M.P. (0337.650)  
LAT: 35.0326013 LONG: -85.2979893

BEGIN PROJECT NO. 33S008-S8-002 RESURFACE  
NEAR SR-2 (L.M. 5.70)

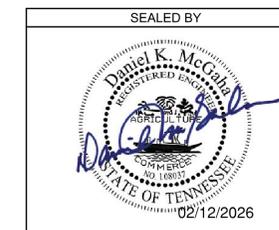
EAST CHATTANOOGA BELT RAILWAY COMPANY (ECTB) CROSSING #736928S

SR-8 @ L.M. 6.91  
ECTB M.P. (NON0000.780)  
LAT: 35.0291000 LONG: -85.2884944

END PROJECT NO. 33S008-S8-002 RESURFACE  
SR-17 (L.M. 8.33)



EXCLUSIONS	
LM TO LM	LENGTH (LM)
5.70 - 5.74	0.04
-	-
-	-
TOTAL =	0.04



APPROVED:   
SHANE HESTER, CHIEF ENGINEER

DATE:

APPROVED:   
WILL REID, COMMISSIONER

**SPECIAL NOTES**

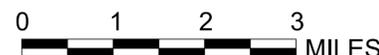
PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

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

TDOT PROJECT MANAGER: ALLEN PETERFREUND, P.E.  
DESIGN FIRM : HDR ENGINEERING, INC.  
DESIGNER : DANIEL K. MCGAHA, P.E. CHECKED BY BEN KAUSS, P.E.  
P.E. NO. 98023-4217-04 (DESIGN)  
PIN NO. 129666.00

G E O R G I A

SCALE: 1"= 1 MILE



PROJECT LENGTH 2.59 MILES  
TOTAL LANE MILES RESURFACED 9.30 MILES

**TRAFFIC COUNTER & WEATHER STATIONS**

STATION LOCATION	LOG MILE
TCS 131	5.898
TCS 232	7.251
TCS 128	7.861

**TRAFFIC DATA**

ADT (2026)	6,450/10,960
POSTED SPEED	35 MPH

# ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEETS.....	ROADWAY-SIGN1
SIGNATURE SHEETS.....	ROADWAY-SIGN2
TITLE SHEET .....	1
ROADWAY INDEX, STANDARD ROADWAY DRAWINGS, AND	
STANDARD TRAFFIC DESIGN DRAWINGS .....	1A
ESTIMATED ROADWAY QUANTITIES .....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE .....	2B
GENERAL NOTES.....	2C
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ENVIRONMENTAL NOTES.....	2E
TABULATED QUANTITIES .....	2F
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PAVEMENT EDGE DROP-OFF NOTES FOR TRAFFIC CONTROL .....	T1
PRESENT LAYOUT SHEETS .....	4 - 5

NO UTILITY SHEETS ARE INCLUDED IN THIS SET OF PLANS.  
 NO PROJECT COMMITMENTS ARE INCLUDED IN THIS SET OF PLANS.

# STANDARD ROADWAY DRAWINGS

DWG.	REV.	DESCRIPTION
<b>10-100.00 STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS</b>		
RD-TP-1	10-01-24	STANDARD ROADWAY DRAWINGS TITLE SHEET
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
RD-L-3	03-01-23	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	10-01-24	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING

# STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
<b>10-201.00 SIGNALS</b>		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
<b>10-203.00 RAILROAD CROSSING</b>		
T-RR-2	12-05-25	GRADE CROSSING WARNING SIGNS AND PAVEMENT MARKINGS
T-RR-2A	12-05-25	GRADE CROSSING ADVANCE WARNING SIGNS AND PAVEMENT MARKINGS
<b>10-204.00 DESIGN - TRAFFIC CONTROL</b>		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-12	03-26-25	ONE LANE CLOSURE DETAIL FOR BRIDGES ON DIVIDED HIGHWAYS
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-26-25	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	1A

REV. 02-06-26 : ADDED SHEET ROADWAY-SIGN2 TO INDEX.

SEALED BY



STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX,  
 STANDARD ROADWAY  
 DRAWINGS AND  
 STANDARD TRAFFIC  
 DESIGN DRAWINGS

**ESTIMATED ROADWAY QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			<b>33S008-S8-002</b>
(1)(2)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	1.5
(3)	403-02.01 TRACKLESS TACK COAT	TON	33
(4)(5)	411-01.21 LONGITUDINAL JOINT SEALANT	L.M.	7
(6)	411-02.10 ACS MIX(PG70-22) GRADING D	TON	4571
(7)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	4528
(8)	611-01.20 ADJUSTMENT OF EXISTING MANHOLE	EACH	12
(9)(10)	712-01 TRAFFIC CONTROL	LS	0.6
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	272
	712-05.01 WARNING LIGHTS (TYPE A)	EACH	264
(11)	712-06 SIGNS (CONSTRUCTION)	S.F.	1309
	712-08.03 ARROW BOARD (TYPE C)	EACH	2
(12)	713-11.01 "U" SECTION STEEL POSTS	LB.	4043
(12)	713-11.22 U POST SLIP BASE	EACH	71
(12)	713-13.02 FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	105
(12)	713-13.03 FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	567
(13)(14)	713-16.01 CHANGEABLE MESSAGE SIGN UNIT	EACH	2
(13)(14)	716-02.03 PLASTIC PAVEMENT MARKING (CROSS-WALK)	L.F.	482
(13)(14)(15)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	30
(13)(14)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	422
(13)(14)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	49
(13)(14)	716-02.09 PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	2844
(13)(14)	716-03.02 PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	5
(13)(14)	716-03.04 PLASTIC WORD PAVEMENT MARKING (SCHOOL)	EACH	3
(13)(14)	716-04.01 PLASTIC PAVEMENT MARKING (STRAIGHT-TURN ARROW)	EACH	1
(13)(14)	716-04.04 PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	4509
(13)(14)	716-04.05 PLASTIC PAVEMENT MARKING (STRAIGHT ARROW)	EACH	1
(13)(14)	716-04.12 PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	260
(13)(14)	716-04.13 PLASTIC PAVEMENT MARKING (BIKELANE SYMBOL & ARROW)	EACH	8
(13)(14)	716-04.15 PLASTIC PAVEMENT MARKING-BIKE SYMBOL/ARROW SHARED	EACH	26
(16)	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	12
(13)(14)	716-12.02 ENHANCED FLATLINE THERMO PAVMT MRKNG (6IN LINE)	L.M.	12
(13)(14)	716-12.03 ENHANCED FLATLINE THERMO PAVMT MRKNG (8IN BARRIER LINE)	L.F.	2528
(13)(14)	716-12.05 ENHANCED FLATLINE THERMO PAVMT MRKNG (6IN DOTTED LINE)	L.F.	1306
(13)(14)	716-12.07 ENHANCED FLAT LINE THERMO (8IN BROKEN LN)	L.F.	339
	717-01 MOBILIZATION	LS	0.6
(17)	730-14.02 SAW SLOT	L.F.	2623
(17)	730-14.03 LOOP WIRE	L.F.	6049

THERE ARE NO GUARDRAIL ADJUSTMENTS WITHIN THE PROJECT LIMITS.

**FOOTNOTES**

- (1) TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET 2C, PAVEMENT MARKINGS, FINAL PAVEMENT MARKING NOTE 6 .
- (3) INCLUDES 2 TONS FOR DRIVEWAYS, CITY STREETS, COUNTY ROADS, FIELD ENTRANCES AND BUSINESS ENTRANCES.
- (4) USE CRAFCO PAVEMENT JOINT ADHESIVE #34524 OR PAVON JOINT ADHESIVE BY PAVON CORPORATION.
- (5) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN UNIFORM COAT. PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR OTHER MATERIAL. TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS THE SEALANT JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE.
- (6) INCLUDES 245 TONS FOR DRIVEWAYS, CITY STREETS, COUNTY ROADS, FIELD ENTRANCES.
- (7) INCLUDES 242 TONS FOR DRIVEWAYS, CITY STREETS, COUNTY ROADS, FIELD ENTRANCES.
- (8) SEE STORM DRAIN TABULATION ON 2F.
- (9) THE CONTRACTOR SHALL COORDINATE ON-STREET PARKING CLOSURES WITH CHATTANOOGA PARKING AUTHORITY.
- (10) 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.
- (11) 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 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).
- (12) INCLUDES ALL COSTS FOR INSTALLATION OF NEW SIGN, POST, AND FOOTING COMPLETE IN PLACE. SEE SHEET 2G4 - 2G11 FOR LOCATIONS OF NEW SIGNS.
- (13) 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.
- (14) ITEM TO BE USED AS PERMANENT MARKING ONLY.
- (15) ALL STOP BARS ON SIDE STREETS WILL BE RETRACED AS DIRECTED BY THE ENGINEER.
- (16) ITEM TO BE USED AS TEMPORARY PAVEMENT MARKING ONLY.
- (17) FOR USE AT INTERSECTION OF SR-8 & S HIGHLAND PARK AVE, SR-8 & ORCHARD KNOB AVE, AND SR-8 & S WILLOW ST

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2

REV. 02-06-26 : REVISED LUMP SUM QUANTITIES DUE TO BUNDLED PROJECTS.

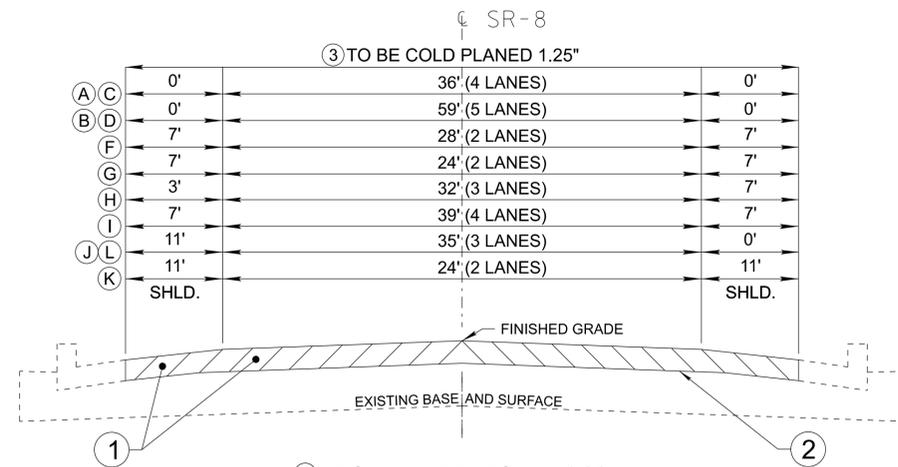
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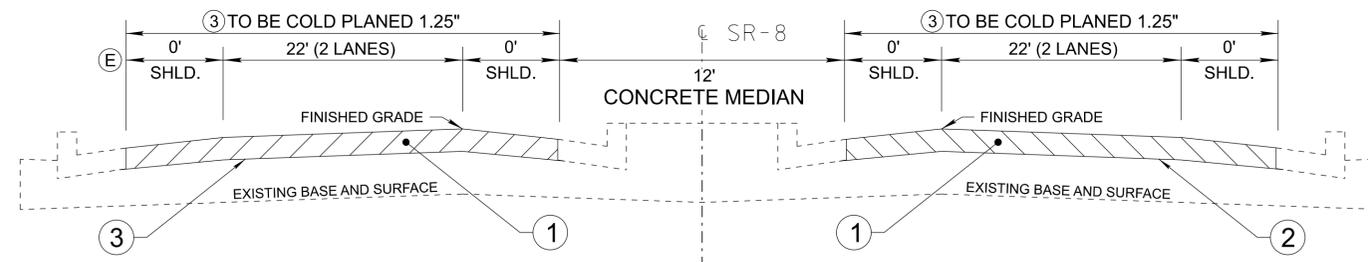
**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

ESTIMATED  
ROADWAY  
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2B



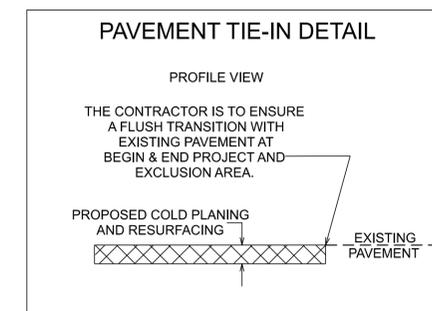
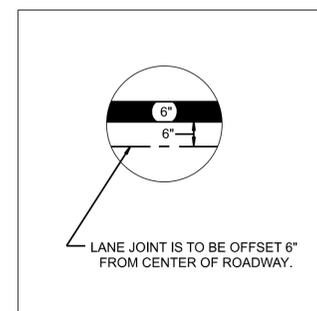
- ① FROM: L.M. 5.74 TO L.M. 6.81
- ② FROM: L.M. 6.81 TO L.M. 6.98
- ③ FROM: L.M. 6.98 TO L.M. 7.34
- ④ FROM: L.M. 7.34 TO L.M. 7.47
- ⑤ FROM: L.M. 7.53 TO L.M. 7.91
- ⑥ FROM: L.M. 7.91 TO L.M. 7.97
- ⑦ FROM: L.M. 7.97 TO L.M. 8.02
- ⑧ FROM: L.M. 8.02 TO L.M. 8.09
- ⑨ FROM: L.M. 8.09 TO L.M. 8.11
- ⑩ FROM: L.M. 8.11 TO L.M. 8.27
- ⑪ FROM: L.M. 8.27 TO L.M. 8.33



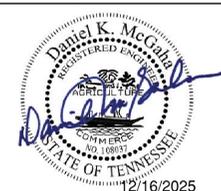
- ⑫ FROM: L.M. 7.47 TO L.M. 7.53

LONGITUDINAL JOINT SEALANT (ITEM 411-01.21) SHALL BE USED ON LANE JOINTS.

PROPOSED PAVEMENT SCHEDULE	
①	<b>ASPHALTIC CONCRETE SURFACE (HM) @ 1.25"± THICK (APPROX. 132.5 LBS./S.Y.)</b> ITEM 411-02.10 ACS MIX (PG70-22) GRADING "D"
②	<b>TRACKLESS TACK COAT</b> ITEM 403-02.01 TRACKLESS TACK COAT (TC) SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
③	<b>COLD PLANING @ 1.25"± THICK (APPROX. 131.25 LBS./S.Y.)</b> ITEM 415-01.01 COLD PLANING BITUMINOUS PAVEMENT



SEALED BY



NOT TO SCALE

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

TYPICAL  
SECTIONS AND  
PAVEMENT  
SCHEDULE

# GENERAL NOTES

## GRADING

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

## MISCELLANEOUS

- (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

### FINAL PAVEMENT MARKING

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

## PAVEMENT

### PAVING

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

## 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.
- (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.

## SIGNALIZATION

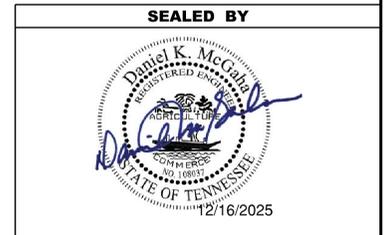
- (11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.
- (12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.
- (14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

## 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.

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RESURF	2026	33S008-S8-002	2C



**STATE OF TENNESSEE  
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GENERAL  
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# SPECIAL NOTES

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RESURF	2026	33S008-S8-002	2D

## TRAFFIC CONTROL

- (1) THE CONTRACTOR SHALL MAKE PROVISIONS TO SAFELY CONTROL TRAFFIC INGRESS AT ALL ROADWAY ENTRANCES WITHING THE FLAGGED WORK ZONE TO THE SATISFACTION OF THE TDOT PROJECT ENGINEER. ALL COST ASSOCIATED WITH THE CONTROLS WILL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL.
- (2) EXISTING CONSTRUCTION, REGULATORY AND WARNING SIGNS WHICH CONFLICT WITH THE CONSTRUCTION SIGNING SHALL BE REMOVED DURING CONSTRUCTION AND REINSTALLED AS DIRECTED BY THE TDOT PROJECT ENGINEER. ALL COSTS TO BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-01, TRAFFIC CONTROL, PER LUMP SUM.
- (3) THE CONTRACTOR SHALL GIVE THE TDOT PROJECT ENGINEER A MINIMUM OF SEVEN (7) DAYS NOTICE PRIOR TO STARTING WORK SO THAT SUFFICIENT NOTICE CAN BE PREPARED AND DISTRIBUTED TO THE MEDIA.
- (4) IMMEDIATELY UPON COMPLETION OF EACH CONSTRUCTION PHASE, ALL TRAFFIC CONTROL ITEMS THAT ARE NOT NECESSARY FOR THE SUCCEEDING PHASE SHALL BE REMOVED, COVERED, OR TURNED TO FACE AWAY FROM THE TRAFFIC.
- (5) THE CONTRACTOR SHALL PROVIDE FLAGGER AT EACH SIDEROAD WITHIN THE PAVING OPERATION
- (6) A MINIMUM OF TWO (2) TYPE "C" ARROW BOARDS WILL BE REQUIRED. IF THE CONTRACTOR SCHEDULES HIS OPERATIONS SUCH THAT MORE THAN TWO (2) ARROW BOARDS ARE REQUIRED, THE COST OF ALL ADDITIONAL ARROW BOARDS WILL BE AT THE CONTRACTOR'S EXPENSE.
- (7) CHANGEABLE MESSAGE SIGNS UNITS (ITEM NO. 713-16.01) WILL BE REQUIRED ON THIS PROJECT. THE SIGNS WILL BE USED FOR ADVANCED WARNING OR AS DIRECTED BY THE ENGINEER.
- (8) MESSAGE BOARDS SHALL BE DISPLAYED A MINIMUM OF SEVEN (7) DAYS PRIOR TO STARTING WORK TO INFORM PUBLIC OF UPCOMING CONSTRUCTION PROJECT.
- (9) PRIOR TO DISPLAYING MESSAGES ON CHANGEABLE MESSAGE BOARDS, ALL MESSAGES SHALL BE APPROVED BY THE TDOT PROJECT ENGINEER AND REGION 2 TRAFFIC ENGINEER.
- (10) INFORMATION ON CHANGEABLE MESSAGE BOARDS SHALL BE UPDATED TO REFLECT CURRENT CONSTRUCTION CONDITIONS ACTIVITIES AT ALL TIMES.

## LANE CLOSURES

- (1) THE RESTRICTION OF TRAFFIC TO ONE LANE SHALL NOT EXCEED ONE NIGHT'S PAVING OPERATION.
- (2) THE CONTRACTOR SHALL KEEP ALL TRAFFIC LANES OPEN TO TRAFFIC DURING NON-WORKING HOURS AND/OR NON-WORK DAYS.
- (4) THE CONTRACTOR SHALL NOT BE ALLOWED TO INTERRUPT TRAFFIC FLOW AND SHALL MAINTAIN ALL LANES OF TRAFFIC IN EACH DIRECTION ON THE FOLLOWING DAYS:
  - A. OFFICIAL STATE HOLIDAYS.
  - B. FRIDAY AT 6:00 AM UNTIL TUESDAY AT 7:00 PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON MONDAY.
  - C. THURSDAY AT 6:00 AM UNTIL SUNDAY AT 7:00PM, IF A STATE HOLIDAY OCCURS OR IS OBSERVED ON FRIDAY.
  - D. DURING LOCAL FESTIVALS, GAMES OR EVENTS THAT COULD BE IMPEDED BY THE PAVING OPERATIONS WHERE AND AS DIRECTED BY THE TDOT PROJECT ENGINEER.
  - E. NO WEEKEND WORK STARTING FROM FRIDAY AT 6:00 AM UNTIL SUNDAY AT 7:00 PM.

## PAVING

- (1) INTELLIGENT COMPACTION SHALL BE USED.
- (2) ANY QUANTITY REMAINING ON ITEMS COMPLETED PRIOR TO THE PAVING OPERATION WILL NOT BE CONVERTED TO ADDITIONAL ASPHALT FOR THE ROADWAY.

## COLD PLANING

- (1) THE CONTRACTOR WILL BE REQUIRED TO PAVE THE COLD PLANED PAVEMENT WITHIN A PERIOD OF 96 HOURS.
- (2) PROVIDED THAT THE CONTRACTOR USES A COLD PLANING MACHINE WITH THE MILLING DRUM SPECIFICATIONS OF CLOSELY SPACED FINE TOOTH (5/16 INCHES OR SMALLER) MILLING DRUM, MOVING FORWARD AT MODERATE SPEED (50 TO 65 FPM) AND THE UNDER SURFACE REMAINS INTACT (HAVING NO LOOSE MATERIAL OR GOUGES.) THEN THE CONTRACTOR MAY REQUEST PERMISSION FROM THE REGION 2 PROJECT ENGINEER TO MILL ALL SURFACES BEFORE COVERING WITH BITUMINOUS MATERIAL.
- (3) IF MILLED SURFACE BEGINS TO DETERIORATE, PAVING TO COVER UP DETERIORATING MILLED SURFACES SHOULD OCCUR AS DIRECTED BY THE TDOT PROJECT ENGINEER DURING THE NEXT WORKING DAY. IF SEVERE DISTRESS OCCURS, IMMEDIATE RESPONSE WILL BE REQUIRED.

## PAVEMENT

### RESURFACING

- (3) SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.
- (8) THE BITUMINOUS MATERIAL DESIGNATED TO RESTORE THE COLD PLANING AREA WILL BE PLACED WITHIN 96 HOURS OF THE COMMENCEMENT OF COLD PLANING OPERATIONS. COLD PLANING OPERATIONS WILL BE LIMITED TO AN AREA EQUAL TO THAT WHICH CAN BE COVERED WITH BITUMINOUS MATERIAL WITHIN THE TIME LIMITS SPECIFIED, EVEN IF COLD PLANING OPERATIONS MUST BE SUSPENDED UNTIL PAVING CATCHES UP.

### MULTIMODAL

- (1) DURING CONSTRUCTION, IF THE CONSTRUCTION SUPERVISOR IDENTIFIES CURB RAMP LOCATIONS WITHIN THE PROJECT LIMITS WHERE THE TDOT ROADWAY STANDARDS CANNOT BE USED DUE TO SITE LIMITATIONS, A SKETCH OR PICTURE, SHOWING EXISTING CONDITIONS AS WELL AS PROPOSED MODIFICATIONS SHOULD BE SUBMITTED TO THE REGIONAL PROJECT DEVELOPMENT OFFICE THREE WEEKS PRIOR TO THE BEGINNING OF CURB RAMP CONSTRUCTION. THE OFFICE WILL REVIEW AND EVALUATE THE LOCATIONS TO DEVELOP PROPER CURB RAMP DESIGN THAT WILL MEET REGULATIONS.

### STORM DRAIN STRUCTURES

- (1) TAPER AROUND ALL CATCH BASINS, AND MANHOLES AS DIRECTED BY THE ENGINEER.
- (2) THE CONTRACTOR SHALL PROPERLY ADJUST ALL MANHOLES TO THE FINISHED GRADE OF THE PAVEMENT. EXTENSION RINGS SHALL BE ADDED/REMOVED FROM EXISTING CATCH BASINS, AREA DRAINS, AND MANHOLES TO RAISE/LOWER THE GRATE OR LID TO FINAL PAVEMENT ELEVATION. ADJUSTMENTS ARE TO BE MADE PRIOR TO THE LAYING OF SURFACE MIX ITEM 411-02.10. PAYMENT FOR MANHOLE ADJUSTMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM 611-1.20.

### PAVEMENT MARKING

- (2) UNDER THE DIRECTION OF THE ENGINEER, THE CONTRACTOR MAY BE REQUIRED TO APPLY PLASTIC MARKINGS IN THE PAVEMENT AREAS NOT SPECIFICALLY DETAILED IN THE PLANS. PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM NO. 716-12.02

### SIGNS

- (1) IF THE CONTRACTOR ELECTS TO UTILIZE SIGNPOST ANCHORS (STUBS) FOR SIGN ERECTION, THESE SHALL BE REMOVED WHEN THE SIGNS ARE REMOVED TO AVOID FUTURE DAMAGE TO MOWERS OR OTHER MACHINERY.

### MISCELLANEOUS

- (4) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ANY SIGNS AND MAILBOXES DURING THE OPERATION. ANY SIGNS OR MAILBOXES DAMAGED AS A RESULT OF THE OPERATIONS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

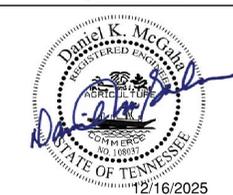
## CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) THE CONTRACTOR SHALL KEEP TWO TRAFFIC LANES, ONE IN EACH DIRECTION, OPEN TO TRAFFIC DURING NON-WORK HOURS OR NON-WORK DAYS.
- (2) THE DEPARTMENT SHALL RESERVE THE RIGHT TO REOPEN LANES AS NECESSARY WHEN TRAFFIC CONDITIONS ARE DEEMED UNACCEPTABLE (EXCESSIVE QUEUE LENGTHS AND DELAY TIMES). THE CONTRACTOR SHALL BE REQUIRED TO FULLY COOPERATE WITH THE PROJECT SUPERVISOR WHEN REQUESTED TO MAKE CHANGES TO THE TRAFFIC CONTROL.
- (3) MESSAGE BOARDS SHALL BE USED NEAR INTERCHANGES AND/OR OTHER DESIGNATED AREAS IN ADVANCE OF THE WORK ZONE TO ALERT MOTORISTS OF POSSIBLE DELAYS AND RECOMMEND THE USE OF ALTERNATE ROUTES. THE MESSAGES SHALL BE UPDATED AS OFTEN AS NECESSARY SO THAT THE MOTORISTS OBTAIN CURRENT TRAFFIC INFORMATION. MESSAGE BOARDS SHALL BE RELOCATED AS NECESSARY AS THE WORK PROGRESSES. THE CONTRACTOR SHALL BE REQUIRED TO IDENTIFY AN INDIVIDUAL WORKING ON THE PROJECT THAT WILL BE RESPONSIBLE FOR KEEPING THE MESSAGES CURRENT AND RELOCATING MESSAGE BOARDS AS REQUESTED BY TDOT. THE PROJECT SUPERVISOR SHALL HAVE THE AUTHORITY TO APPROVE ALL MESSAGES AND REQUIRED CHANGES AT ANY TIME DUE TO CHANGING TRAFFIC CONDITIONS.

## JOINT SEALANTS

- (1) THE CONTACT SURFACE OF TRANSVERSE JOINTS AND LONGITUDINAL JOINTS IN THE SURFACE LIFT SHALL BE SEALED BY APPLYING JOINT SEALANT PRIOR TO PLACEMENT OF ADDITIONAL ASPHALT AGAINST THE PREVIOUSLY PLACED MATERIAL. MANUFACTURER'S RECOMMENDATIONS SHALL BE FOLLOWED IF THE MATERIAL NEEDS TO BE RE-HEATED, AND WHEN PLACING THE THIN, UNIFORM COAT.
- (3) PRIOR TO APPLICATION OF THE SEALANT, THE FACE OF THE JOINT SHALL BE THOROUGHLY DRY AND FREE FROM DUST OR ANY OTHER MATERIAL THAT WOULD PREVENT PROPER SEALING. ALL JOINTS SHALL BE SWEEPED OR BLOWN FREE OF LOOSE MATERIAL, DIRT, VEGETATION, AND OTHER DEBRIS BY MEANS OF COMPRESSED AIR OR A POWER SWEEPER.
- (4) TRUCK AND VEHICLE TRAFFIC SHALL NOT DRIVE ACROSS A SEALED JOINT UNTIL IT HAS DRIED SUFFICIENT TO PREVENT DAMAGE FROM TRACKING.

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STATE OF TENNESSEE  
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SPECIAL  
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# ENVIRONMENTAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2E

## 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 ENGINEERING PRODUCTION SUPPORT 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 FIELD REVIEW MEETINGS.

### SCOPE OF WORK

- (6) THIS PROJECT INCLUDES COLD PLANING, 411D, INTELLIGENT COMPACTION, PAVEMENT MARKINGS, ADJUSTMENT OF MANHOLES, WATER VALVE, AND REPLACEMENT OF CATCH BASINS.

## 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.

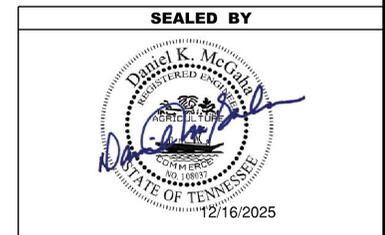
### GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (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.

### 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.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL  
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2F

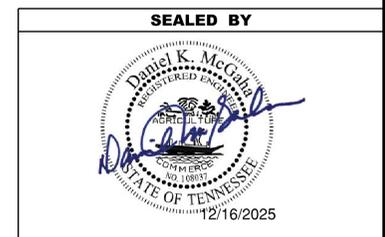
TRAFFIC CONTROL SIGN TABULATION (RESURFACING)							
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES			S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x	W			
G20-2	END ROAD WORK	36	x	24	6	55	330.00
W8-11	UNEVEN LANES	36	x	36	9	14	126.00
W8-15	GROOVED PAVEMENT	36	x	36	9	14	126.00
W8-15P	MOTORCYCLE PLAQUE	30	x	24	5	14	70.00
W20-1	ROAD WORK AHEAD	36	x	36	9	52	468.00
W20-1	ROAD WORK 1/2 MILE	36	x	36	9	3	27.00
W20-1	ROAD WORK 1000 FT	36	x	36	9	3	27.00
W20-1	ROAD WORK 500 FT	36	x	36	9	3	27.00
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	36	x	36	9	2	18.00
W20-7	FLAGGER SYMBOL - PORTABLE	36	x	36	9	2	18.00
W21-2	FRESH OIL - PORTABLE	36	x	36	9	2	18.00
W4-2R	RIGHT LANE ENDS	36	x	36	9	1	9.00
W20-5R	RIGHT LANE CLOSED 1000 FT	36	x	36	9	1	9.00
W4-2L	LEFT LANE ENDS SYMBOL	36	x	36	9	1	9.00
W20-5L	LEFT LANE CLOSED 1000 FT	36	x	36	9	1	9.00
W20-5L	SUPPLEMENTAL PLAQUE (ON MAIN ST)	24	x	18	3	6	18.00
THIS CONSTRUCTION SIGNING IS TO BE AS A MINIMUM. OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING DIFFERENT PHASES.					<b>TOTAL</b>	<b>1309</b>	

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
33SR0080023	7.480	MAIN ST (SR-008)	N/A	TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT

UTILITY ADJUSTMENTS (RESURFACING)		
TYPE	OWNER	NUMBER
SEWER MANHOLE	CITY OF CHATTANOOGA	37
GAS VALVE	CHATTANOOGA GAS	2
WATRE VALVES	TENNESSEE AMERICAN	24

STORM DRAIN ADJUSTMENTS (RESURFACING)	
CATCH BASINS	MANHOLES
	12
<b>TOTALS</b>	
	12

SIGNALIZATION TABULATION (RESURFACING)		
INTERSECTIONS	SAW SLOT (L.F)	LOOP WIRE (L.F)
SR-8 @ S HIGHLAND PARK AVE	685	1570
SR-8 @ S ORCHARD KNOB AVE	802	1804
SR-8 @ S WILLOW ST	1136	2672
<b>TOTALS</b>	<b>2623</b>	<b>6046</b>



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

TABULATED  
QUANTITIES

# NORFOLK SOUTHERN RAILWAY SPECIAL NOTES

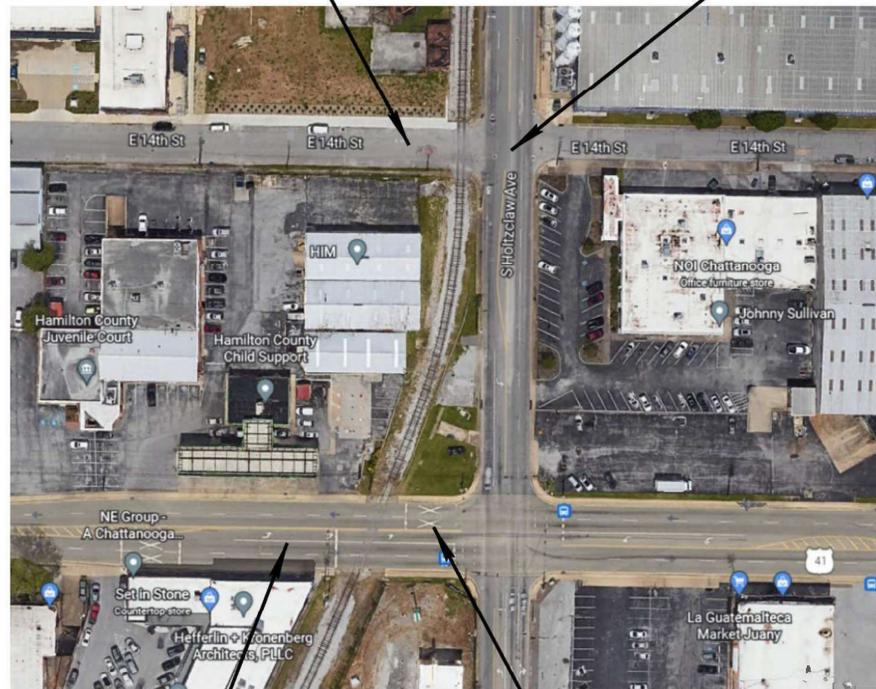
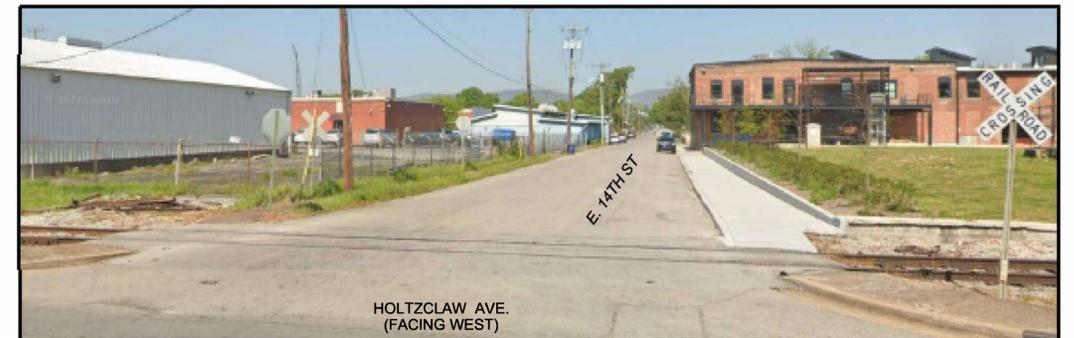
- (NS1) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE CONSTRUCTION EQUIPMENT UPON NOT STORE OR DUMP WASTE CONSTRUCTION MATERIALS UPON THE RAILROAD'S RIGHTS-OF-WAY.
- (NS2) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE NORFOLK SOUTHERN TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY NORFOLK SOUTHERN SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- (NS3) ANY PAVEMENT MARKING PREPARATION INSTALLATION, RAILROAD ADVANCE WARNING SIGN PREPARATION OR REPLACEMENT/NEW INSTALLATION OR PAVEMENT PREPARATION OR INSTALLATION WITHIN 25 FT. OF THE NORFOLK SOUTHERN TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES AND/OR WATCHMAN SERVICES AS PER THE DISCRETION OF THE NORFOLK SOUTHERN SUPERINTENDENT FOR THE RAIL LINE BEING IMPACTED.
- (NS4) ALL WORK ON, OVER, UNDER, OR ADJACENT TO NORFOLK SOUTHERN RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE NORFOLK SOUTHERN SPECIAL PROVISION. SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C REGARDING FLAGGING RULES AND COSTS THEREOF, INSURANCE REQUIREMENTS, AND NORFOLK SOUTHERN SPECIAL PROVISIONS.
- (NS5) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY, AND IN ALL CASES, THESE SIGNS MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE RAILROAD WARNING SIGNS OR ANY OTHER RAILROAD GRADE CROSSING WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.
- (NS6) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

Mr. Paul Anderson – Division Engineer  
**Norfolk Southern Corporation**  
 1400 Norfolk Southern Drive  
 Birmingham, AL 35210  
 Phone: (304) 266-1558  
 E-Mail: [Paul.Anderson@nscorp.com](mailto:Paul.Anderson@nscorp.com)

AND

Mr. Douglas (Shawn) Starling, P.E.  
 Senior Engineer Public Improvements – PA, NY, NJ, TN  
**Norfolk Southern Railway Corporation**  
 650 West Peachtree ST NW – Box 45  
 Atlanta, GA 30308  
 Office: (470) 463-6721  
 E-Mail: [Douglas.Starling@nscorp.com](mailto:Douglas.Starling@nscorp.com)

RAILROAD INVOLVEMENT						
LOG MILE	TYPE OF CROSSING OWNER	DOT #	MILE POST #	LATITUDE	LONGITUDE	PREVIOUS AGREEMENT NO.
0.685 (E 14th ST)	SIDEROAD CROSSING (E. 14TH ST) NORFOLK SOUTHERN	736927K	NON 0.00	35.0298417	-85.287842	



SEE SHEET 2G1 FOR ECTB SAFETY NOTES

**FOR INFORMATION ONLY**



RAILROAD INVOLVEMENT						
LOG MILE	TYPE OF CROSSING OWNER	DOT #	MILE POST #	LATITUDE	LONGITUDE	PREVIOUS AGREEMENT NO.
6.19	GRADE CROSSING NORFOLK SOUTHERN	736928S	NON 0.78	35.0291000	-85.288494	

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2025	33S008-S2-005	2G
RESURF	2026	33S008-S8-002	2G

**SEALED BY**  
  
**UPDATED  
 PLANS  
 FOR RAILROAD  
 COORDINATION  
 7-22-25**

NS RR @ LM 6.91

**STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEETS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2025	33S008-S2-005	2G1
RESURF	2026	33S008-S8-002	2G1

## TVRM SAFETY NOTES

- (1) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE ALLOWED ONLY WITH A TVRM, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE
- (2) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR TVRM FLAGMAN.
- (3) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY
- (4) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.
- (5) 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).
- (6) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (7) THE CONTRACTOR MAY NOT USE TVRM RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM TVRM.
- (8) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT TVRM'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS
- (9) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN TVRM RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (10) ANY VIOLATION OF ANY TVRM RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (11) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.
- (12) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORKDAY OR WHENEVER UNATTENDED BY AN OPERATOR.
- (13) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.
- (14) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE FIVE (5) 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.
- (15) ALL SOILS EXCAVATED WITHIN TVRM'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON TVRM'S RIGHT-OF-WAY. TESTING OF SOILS ON TVRM ROW IS PROHIBITED WITHOUT PRIOR WRITTEN TVRM AUTHORIZATION. ANY SOILS EXCAVATED ON TVRM ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG TVRM ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM TVRM ROW, THE TVRM ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON TVRM MUST FOLLOW TVRM PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.
- (16) ENSURE PROPOSED SURFACING DOES NOT REDUCE CLEARANCE TO LOW CHORD OF RAILROAD BRIDGE.
- (17) THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE FOLLOWING TVRM REPRESENTATIVE:

**CROUCH ENGINEERING, INC.**  
**5115 MARYLAND WAY, SUITE 225**  
**BRENTWOOD, TN 37027**  
**ATTN: MR. SCOTT VICK, P.E.**  
**PHONE: 615-791-0630**  
**EMAIL: [SVICK@CROUCHENGINEERING.COM](mailto:SVICK@CROUCHENGINEERING.COM)**

**FOR INFORMATION ONLY**

SEALED BY

**UPDATED  
 PLANS  
 FOR RAILROAD  
 COORDINATION  
 7-22-25**

**NS RR @  
 LM 6.91 & E 14TH ST.**

**STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION**

**DETAIL  
 SHEETS**

# CSXT RAILROAD SAFETY NOTES

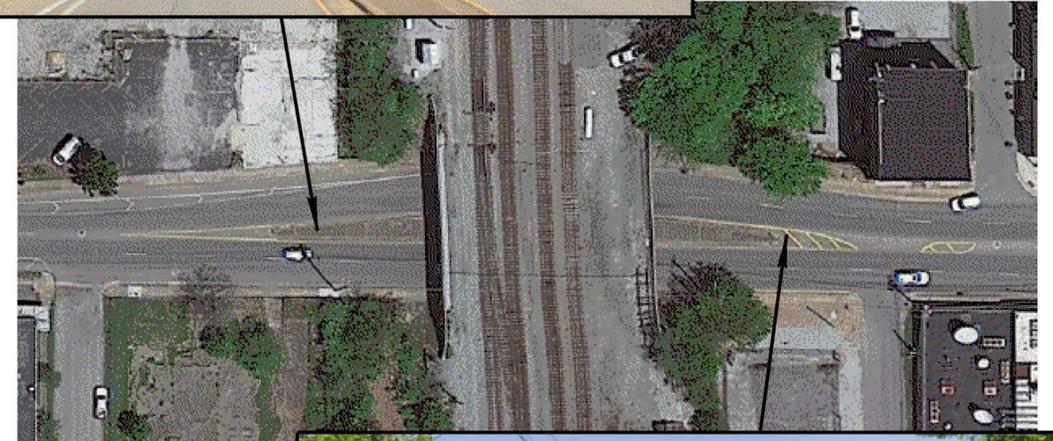
- (1) COMPLY WITH THE CONSTRUCTION SUBMISSION CRITERIA OF THE CSXT PUBLIC INFORMATION DOCUMENT AND CONSTRUCTION REQUIREMENTS OF THE PUBLIC PROJECTS MANUAL, WHICH IS AVAILABLE AT THE FOLLOWING URL: <https://www.csx.com/index.cfm/about-us/property/>
- (2) ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE ALLOWED ONLY WITH A CSXT, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.
- (3) ALL WORK BEYOND 4 FEET FROM THE OUTSIDE RAILS AND WITHIN 25 FEET MUST BE DONE UNDER THE SUPERVISION OF A QUALIFIED INSPECTOR OR CSXT FLAGMAN.
- (4) CERTAIN TYPES OF WORK DONE BEYOND 25 FEET FROM THE OUTSIDE OF THE RAILS, AND WITH EQUIPMENT THAT WILL NOT REACH BEYOND THIS POINT, MAY BE DONE WITHOUT FLAGGING PROTECTION OR A WATCHMAN. THIS MUST BE APPROVED BY THE LOCAL ENGINEERING REPRESENTATIVE, THE AREA MUST BE PROTECTED BY A CONSTRUCTION FENCE, AND THE WORK MUST BE STATIONARY
- (5) ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.
- (6) ALL WORKERS MUST COMPLY WITH FEDERAL, STATE, AND LOCAL LAWS AND REGULATIONS, INCLUDING BUT NOT LIMITED TO THOSE OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE FEDERAL RAILROAD ADMINISTRATION (FRA).
- (7) AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (8) THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIPMENT, WITHOUT PRIOR WRITTEN APPROVAL FROM CSXT.
- (9) THE CONTRACTOR SHALL CONDUCT ITS WORK AT ALL TIMES, IN A MANNER WHICH WILL PROTECT CSXT'S PROPERTY AND TRACK FACILITIES FROM DAMAGE AND WITHOUT INTERRUPTION TO TRAIN OPERATIONS
- (10) PRIOR TO THE INSTALLATION OF ANY SIGNAGE WITHIN CSXT RIGHT-OF-WAY, CONTRACTORS MUST CONTACT THE RAILROAD'S REPRESENTATIVE FOR LOCATION OF ALL UNDERGROUND SIGNAL UTILITIES.
- (11) ANY VIOLATION OF ANY CSXT RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (12) NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO SET UP TO WORK OR PARK WITHIN BOOM DISTANCE PLUS 15 FEET OF THE CENTERLINE OF TRACK WITHOUT SPECIFIC PERMISSION FROM THE RAILROAD. NO CRANE OR BOOM EQUIPMENT SHALL BE ALLOWED TO FOUL TRACK, WORK WITHIN THE FOUL ZONE, OR LIFT A LOAD OVER THE TRACK WITHOUT FLAGGING PROTECTION AND PERMISSION FOR TRACK TIME FROM THE RAILROAD.
- (13) ALL WORKMEN AND MACHINE OPERATORS SHALL STAY WITH THEIR MACHINES WHEN CRANE OR BOOM EQUIPMENT IS POINTED TOWARD THE TRACK. ALL CRANES AND BOOM EQUIPMENT SHALL STOP WORK AND CLEAR TRACK WHILE TRAIN IS PASSING. SWINGING LOADS SHALL BE SECURED TO PREVENT MOVEMENT WHILE TRAIN IS PASSING AND NO LOADS SHALL BE SUSPENDED ABOVE A MOVING TRAIN. ALL CRANES AND BOOM EQUIPMENT SHALL BE TURNED AWAY FROM THE TRACK AFTER EACH WORKDAY OR WHENEVER UNATTENDED BY AN OPERATOR.
- (14) ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.
- (15) "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE FIVE (5) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.

- (16) ALL SOILS EXCAVATED WITHIN CSXT'S RAILROAD RIGHT-OF-WAY SHALL REMAIN ON CSXT'S RIGHT-OF-WAY. TESTING OF SOILS ON CSXT ROW IS PROHIBITED WITHOUT PRIOR WRITTEN CSXT AUTHORIZATION. ANY SOILS EXCAVATED ON CSXT ROW CAN BE REUSED ON THE ROW PROVIDED PLACING SOILS ALONG CSXT ROW POSES NO ADVERSE IMPACTS TO THE EXISTING TERRAIN, DRAINAGE OR ENVIRONMENT. SHOULD SOIL NEED TO BE REMOVED FROM CSXT ROW, THE CSXT ENVIRONMENTAL DEPARTMENT WILL SAMPLE THE SOIL FOR DISPOSITION. SOIL STAGED ON CSXT MUST FOLLOW CSXT PROTOCOL AND BE PROPERLY STORED AND/OR PROTECTED FROM THE ELEMENTS AND POTENTIAL EXPOSURE.
- (17) ENSURE PROPOSED SURFACING DOES NOT REDUCE CLEARANCE TO LOW CHORD OF RAILROAD BRIDGE.
- (18) THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE FOLLOWING CSXT REPRESENTATIVE:  
  
MR. SCOTT VICK, P.E., PROJECT DIRECTOR  
CROUCH ENGINEERING, INC.  
5115 MARYLAND WAY, SUITE 225  
BRENTWOOD, TN 37027  
ATTN: MR. SCOTT VICK, P.E.  
PHONE: (615) 791-0630  
EMAIL: [SVICK@CROUCHENGINEERING.COM](mailto:SVICK@CROUCHENGINEERING.COM)

# NORFOLK SOUTHERN RAILWAY SPECIAL NOTES

- (1) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE CONSTRUCTION EQUIPMENT UPON NOT STORE OR DUMP WASTE CONSTRUCTION MATERIALS UPON THE RAILROAD'S RIGHTS-OF-WAY.
- (2) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:  
  
**NORFOLK SOUTHERN RAILWAY CONTACT INFORMATION**  
  
Mr. Paul Anderson - Division Engineer  
Norfolk Southern Corporation  
1400 Norfolk Southern Drive  
Birmingham, AL 35210  
Office: (304) 266-1558  
E-Mail: [Paul.Anderson@nscorp.com](mailto:Paul.Anderson@nscorp.com)  
  
Mr. Douglas (Shawn) Starling, P.E.  
Senior Engineer Public Improvements - PA, NY, NJ, TN  
Norfolk Southern Railway Corporation  
650 West Peachtree St NW-Box 45  
Atlanta, GA 30308  
Phone: (470) 463-6721  
E-Mail: [Douglas.Starling@nscorp.com](mailto:Douglas.Starling@nscorp.com)

- (3) THE CONTRACTOR SHALL CONDUCT HIS WORK AS TO PROTECT THE NORFOLK SOUTHERN TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY NORFOLK SOUTHERN SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- (4) CONTRACTOR PROTECTIVE SERVICES SHALL BE ONSITE ANYTIME CONSTRUCTION ACTIVITIES ARE TAKING PLACE ON OR ADJACENT TO THE RAILROAD PROPERTY AND/OR HAVE THE POTENTIAL TO FOUL THE RAILROAD'S TRACK OR OPERATIONS. SEE SECTION 8 OF THE NORFOLK SOUTHERN SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS - DIRECT HIRE FOR ADDITIONAL CLARIFICATIONS AND REQUIREMENTS REGARDING CONTRACTOR PROTECTIVE SERVICES.
- (5) ALL WORK ON, OVER, UNDER, OR ADJACENT TO NORFOLK SOUTHERN RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE NORFOLK SOUTHERN SPECIAL PROVISION. SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C REGARDING FLAGGING RULES AND COSTS THEREOF, INSURANCE REQUIREMENTS, AND NORFOLK SOUTHERN SPECIAL PROVISIONS.
- (6) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY, AND IN ALL CASES, THESE SIGNS MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE RAILROAD WARNING SIGNS OR ANY OTHER RAILROAD GRADE GROSSING WARNING DEVICES SUCH AS CROSS-BUCK SIGNS, CROSSING SIGNALS, ETC



FOR INFORMATION ONLY

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2025	33S008-S2-005	2G2
RESURF	2026	33S008-S8-002	2G2

RAILROAD INVOLVEMENT					
LOG MILE	TYPE OF CROSSING OWNER	DOT #	MILE POST #	LATITUDE	LONGITUDE
7.48	RAILROAD BRIDGE OVER SR-8				
	STATE OF GEORGIA WESTERN & ATLANTIC / CSXT	350050T	OWA 136	35.032561	-85.297897
	NORFOLK SOUTHERN	736936J	337.65	35.0326013	-85.2979893

SEALED BY  
  
UPDATED PLANS FOR RAILROAD COORDINATION  
7-22-25

UNDERPASS @ LM 7.48

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET

TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2025	33S008-S2-005	2G3
RESURF	2026	33S008-S8-002	2G3

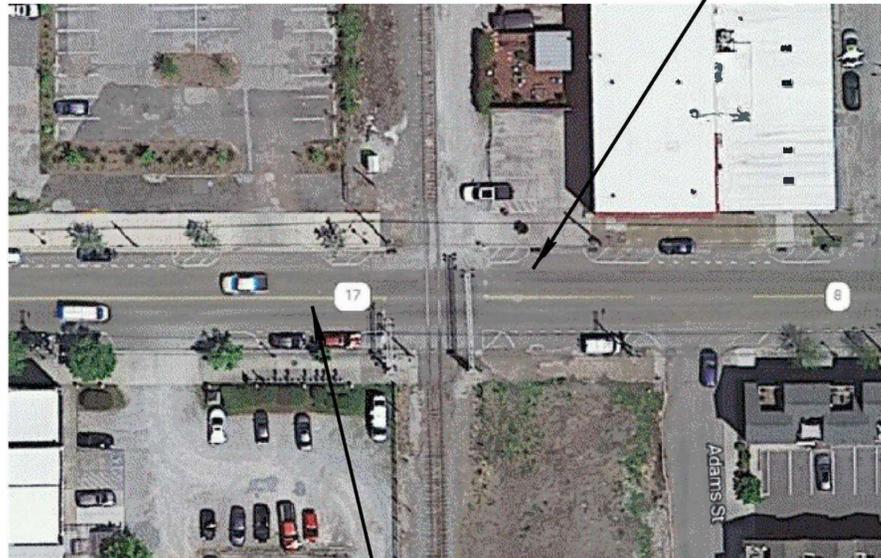
## NORFOLK SOUTHERN RAILWAY SPECIAL NOTES

- (NS1) THE CONTRACTOR SHALL NOT, FOR ANY REASON, STORE CONSTRUCTION EQUIPMENT UPON NOT STORE OR DUMP WASTE CONSTRUCTION MATERIALS UPON THE RAILROAD'S RIGHTS-OF-WAY.
- (NS2) THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE NORFOLK SOUTHERN TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY NORFOLK SOUTHERN SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER.
- (NS3) CONTRACTOR PROTECTIVE SERVICES SHALL BE ONSITE ANYTIME CONSTRUCTION ACTIVITIES ARE TAKING PLACE ON OR ADJACENT TO THE RAILROAD PROPERTY AND/OR HAVE THE POTENTIAL TO FOUL THE RAILROAD'S TRACK OR OPERATIONS. SEE SECTION 8 OF THE NORFOLK SOUTHERN SPECIAL PROVISIONS FOR PROTECTION OF RAILWAY INTERESTS - DIRECT HIRE FOR ADDITIONAL CLARIFICATIONS AND REQUIREMENTS REGARDING CONTRACTOR PROTECTIVE SERVICES.
- (NS4) ALL WORK ON, OVER, UNDER, OR ADJACENT TO NORFOLK SOUTHERN RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE NORFOLK SOUTHERN SPECIAL PROVISION. SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C REGARDING FLAGGING RULES AND COSTS THEREOF, INSURANCE REQUIREMENTS, AND NORFOLK SOUTHERN SPECIAL PROVISIONS.
- (NS5) THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY CONSTRUCTION SIGNS, MESSAGE BOARDS, ARROW BOARDS AND/OR OTHER TEMPORARY TRAFFIC CONTROL SIGNS OR DEVICES WITHIN THE RAILROAD'S RIGHT-OF-WAY, AND IN ALL CASES, THESE SIGNS MUST NEVER BE PLACED IN A POSITION SO AS TO OBSTRUCT THE VIEW OF ANY ADVANCE RAILROAD WARNING SIGNS OR ANY OTHER RAILROAD GRADE CROSSING WARNING DEVICES SUCH AS CROSSBUCK SIGNS, CROSSING SIGNALS, ETC.
- (NS6) THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

Mr. Paul Anderson – Division Engineer  
**Norfolk Southern Corporation**  
 1400 Norfolk Southern Drive  
 Birmingham, AL 35210  
 Phone: (304) 266-1558  
 E-Mail: [Paul.Anderson@nscorp.com](mailto:Paul.Anderson@nscorp.com)

AND

Mr. Douglas (Shawn) Starling, P.E.  
 Senior Engineer Public Improvements – PA, NY, NJ, TN  
**Norfolk Southern Railway Corporation**  
 650 West Peachtree ST NW – Box 45  
 Atlanta, GA 30308  
 Office: (470) 463-6721  
 E-Mail: [Douglas.Starling@nscorp.com](mailto:Douglas.Starling@nscorp.com)



RAILROAD INVOLVEMENT						
LOG MILE	TYPE OF CROSSING OWNER	DOT #	MILE POST #	LATITUDE	LONGITUDE	PREVIOUS AGREEMENT NO.
7.73	GRADE CROSSING NORFOLK SOUTHERN	736935C	337.69	35.0339879	-85.3016563	

**FOR INFORMATION ONLY**

**SEALED BY**

**UPDATED PLANS FOR RAILROAD COORDINATION 7-22-25**

**NS RR @ LM 7.73**

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEETS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G4



**MAIN STREET RESTRIPIING**  
FOR  
**CITY OF CHATTANOOGA**  
CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE

Scale: 1"=20'  
Date: OCTOBER 22, 2025  
Approved By: B.BAXTER

Revisions:

1	11/25/2025	PER TDOT COMMENTS
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Drawing Title:  
**STRIPING PLAN**

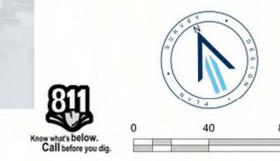
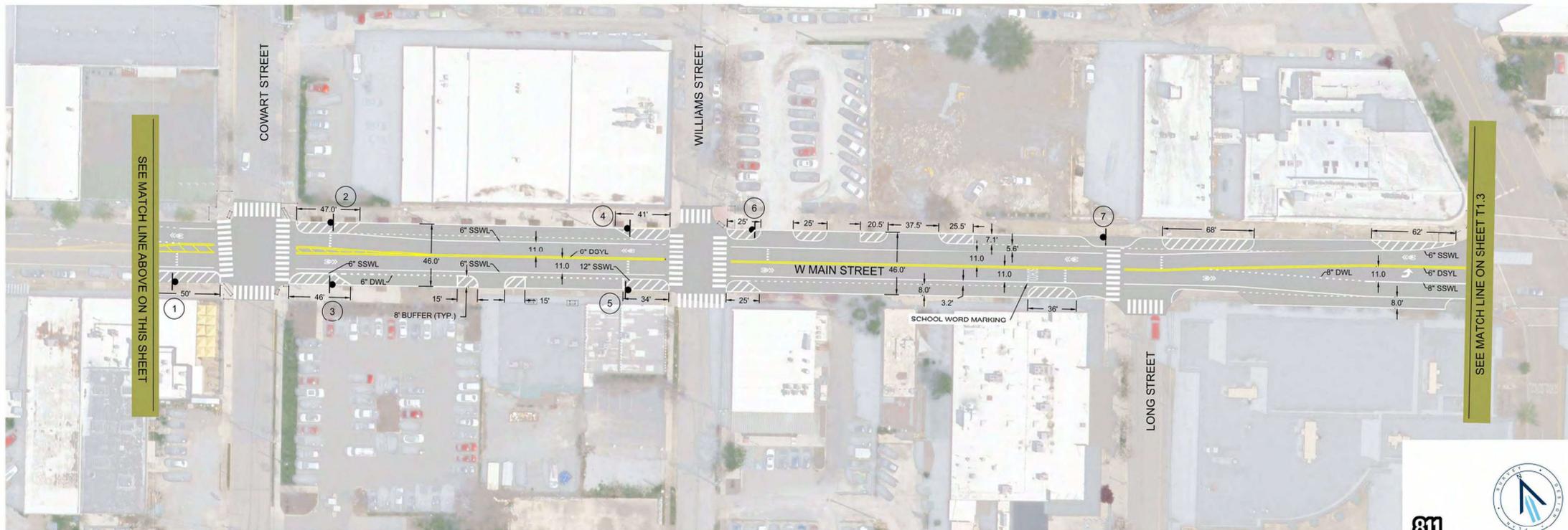
Drawing No.  
**T1.0**  
Project No.  
25-0292

**FOR INFORMATION ONLY**

**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET  
PAVEMENT MARKING  
1 OF 8**



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G5



**RaganSmith**  
a PAPE-DAWSON company



# MAIN STREET RESTRIPIING

FOR  
CITY OF CHATTANOOGA  
CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE

Scale: 1"=40'  
Date: OCTOBER 22, 2025  
Approved By: B.BAXTER

Revisions:

1	11/25/2025	PER TDOT COMMENTS
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Drawing Title:  
**STRIPING PLAN**

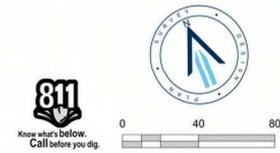
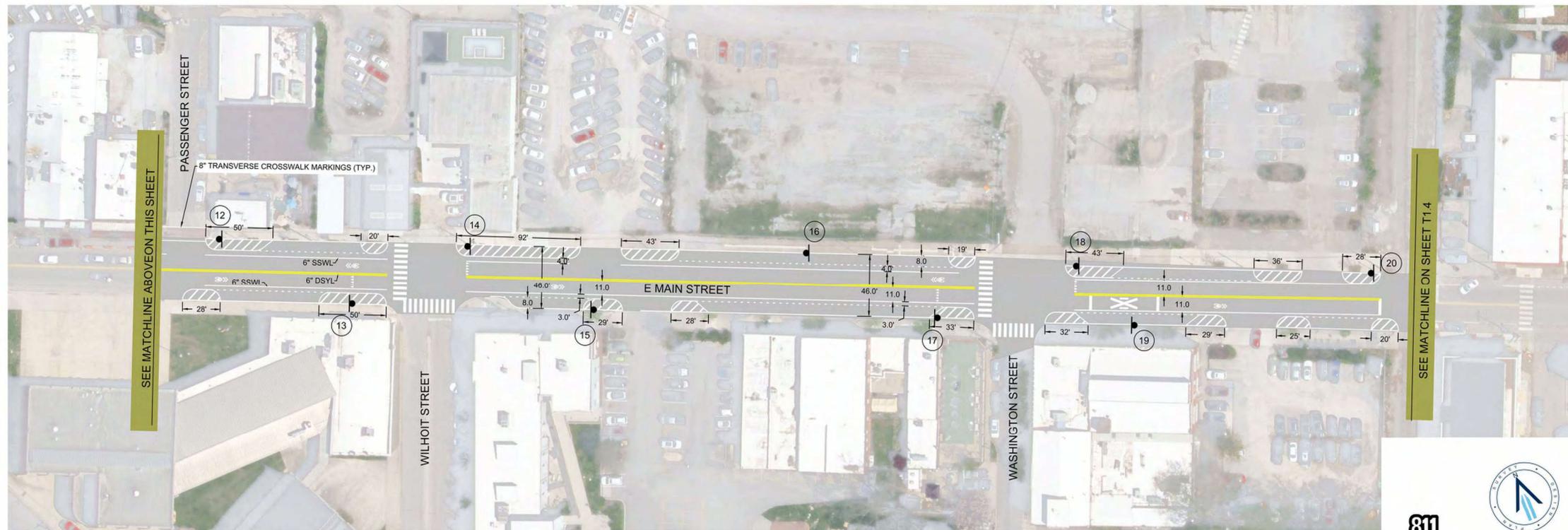
Drawing No.  
**T1.1**  
Project No.  
25-0292

**FOR INFORMATION ONLY**

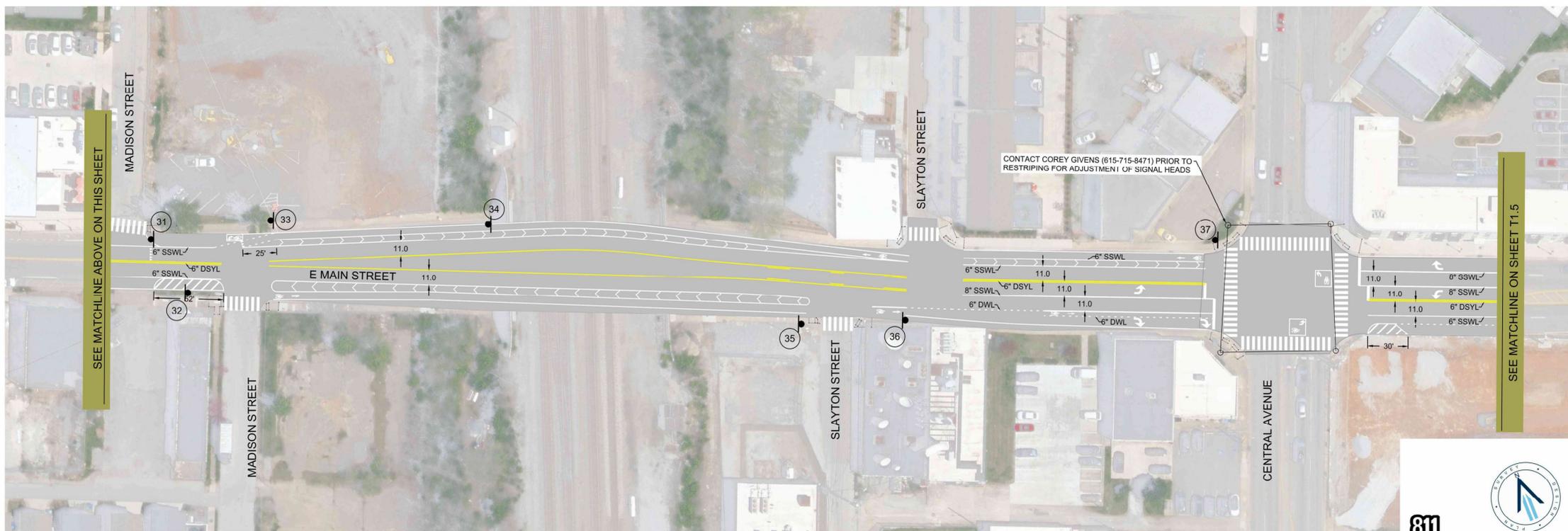
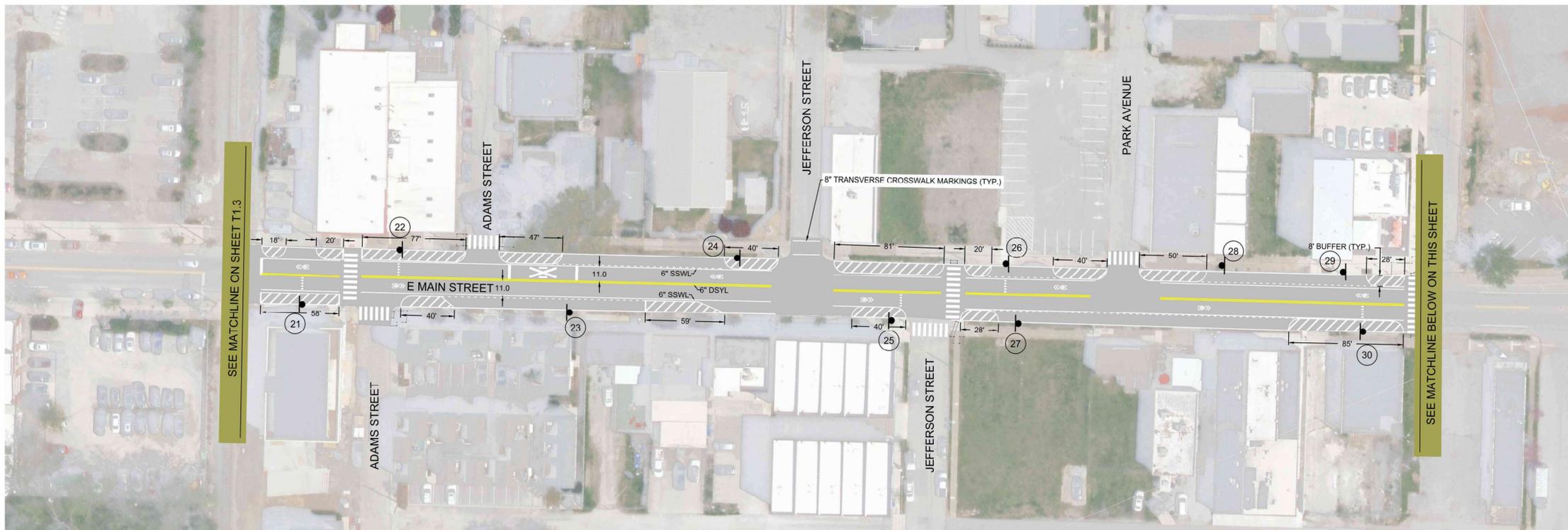
**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET  
PAVEMENT MARKING  
2 OF 8**



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G6



**MAIN STREET RESTRIPE**  
FOR  
**CITY OF CHATTANOOGA**  
CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE

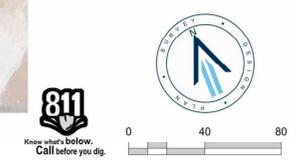
Scale: 1"=40'  
Date: OCTOBER 22, 2025  
Approved By: B. BAXTER

Revisions:

No.	Date	Description
2	12/3/2025	PER TDOT COMMENTS
1	11/25/2025	PER TDOT COMMENTS

Drawing Title:  
**STRIPING PLAN**

Drawing No.  
**T1.2**  
Project No.  
25-0292



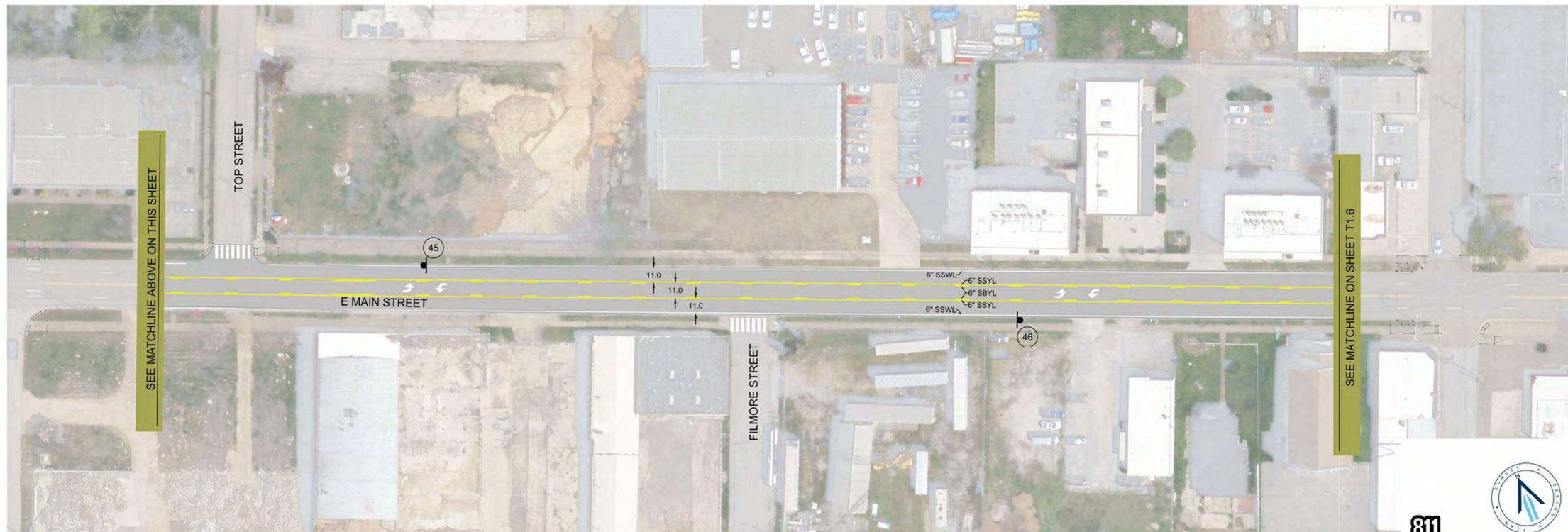
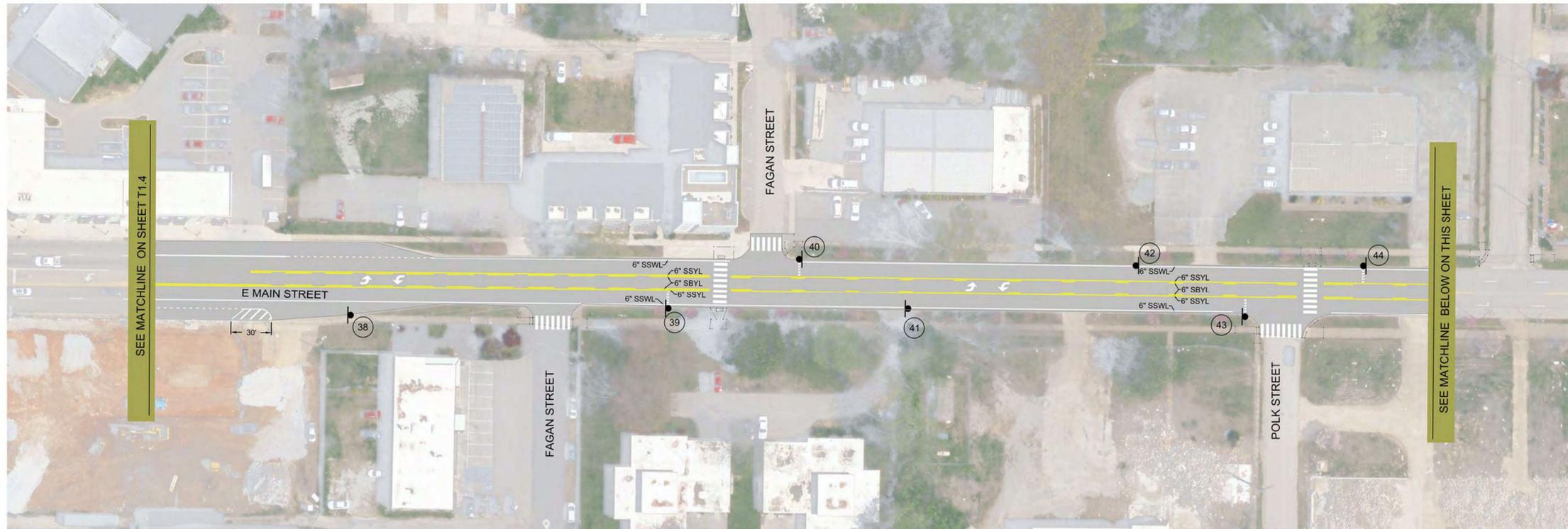
**FOR INFORMATION ONLY**

**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET  
PAVEMENT MARKING  
3 OF 8**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G7



**MAIN STREET RESTRIPIING**  
FOR  
**CITY OF CHATTANOOGA**  
CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE

Scale: 1"=40'

Date: OCTOBER 22, 2025

Approved By: B. BAXTER

Revisions:

NO.	DATE	DESCRIPTION
1	11/25/2025	PER TDOT COMMENTS

Drawing Title:  
**STRIPING PLAN**

Drawing No.  
**T1.3**

Project No.  
25-0292

**FOR INFORMATION ONLY**

**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET  
PAVEMENT MARKING  
4 OF 8**



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G8



**MAIN STREET RESTRIPIING**  
FOR  
**CITY OF CHATTANOOGA**  
CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE

Scale: 1"=40'  
Date: OCTOBER 22, 2025  
Approved By: B.BAXTER

Revisions:  
1 11/25/2025 PER TDOT COMMENTS

Drawing Title:  
**STRIPING PLAN**

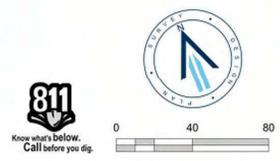
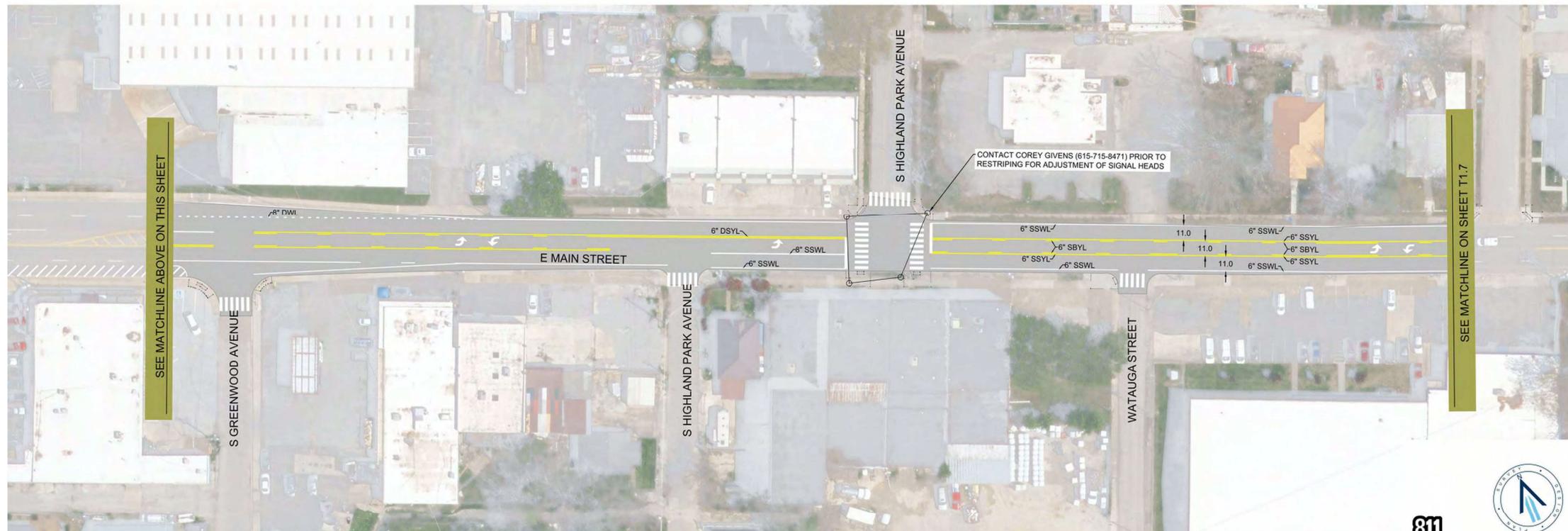
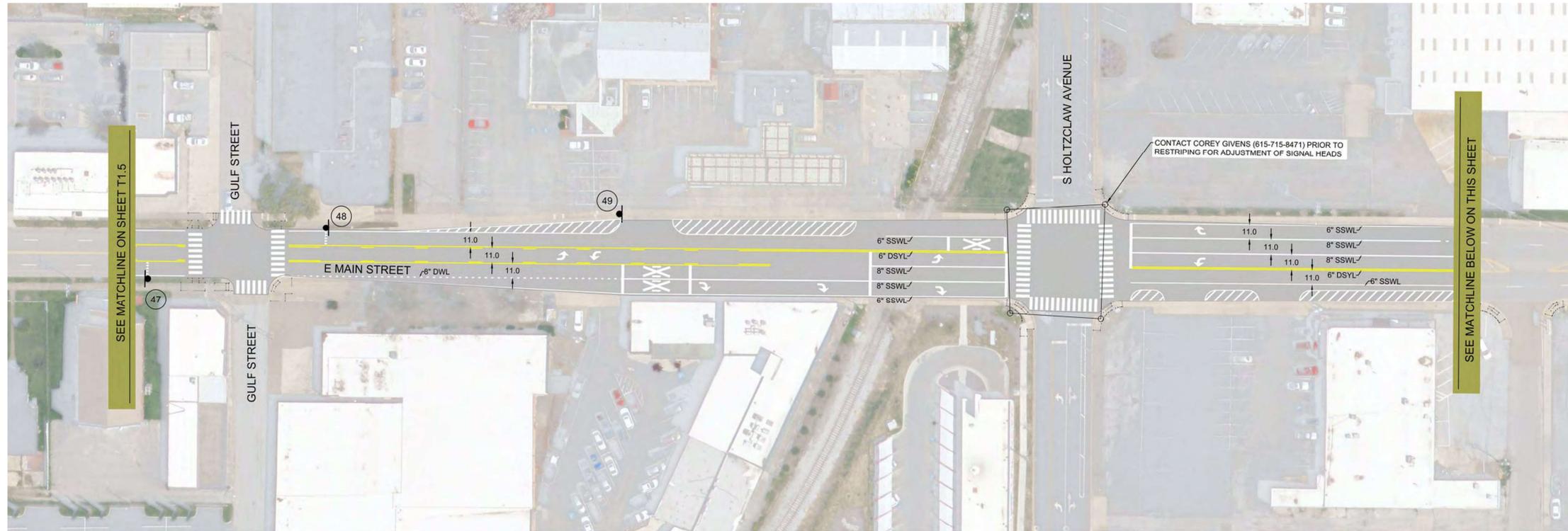
Drawing No.  
**T1.4**  
Project No.  
25-0292

**FOR INFORMATION ONLY**

**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET  
PAVEMENT MARKING  
5 OF 8**



12/5/2025 12:16:36 PM C:\PWORKING\EAST02\DWG\13740\2G\_DETAIL SHEETS.DGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G9



# MAIN STREET RESTRIPIING

FOR  
CITY OF CHATTANOOGA  
CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE

Scale: 1"=40'

Date: OCTOBER 22, 2025

Approved By: B. BAXTER

Revisions:

1 11/25/2025 PER TDOT COMMENTS

Drawing Title:  
STRIPING PLAN

Drawing No.  
**T1.5**

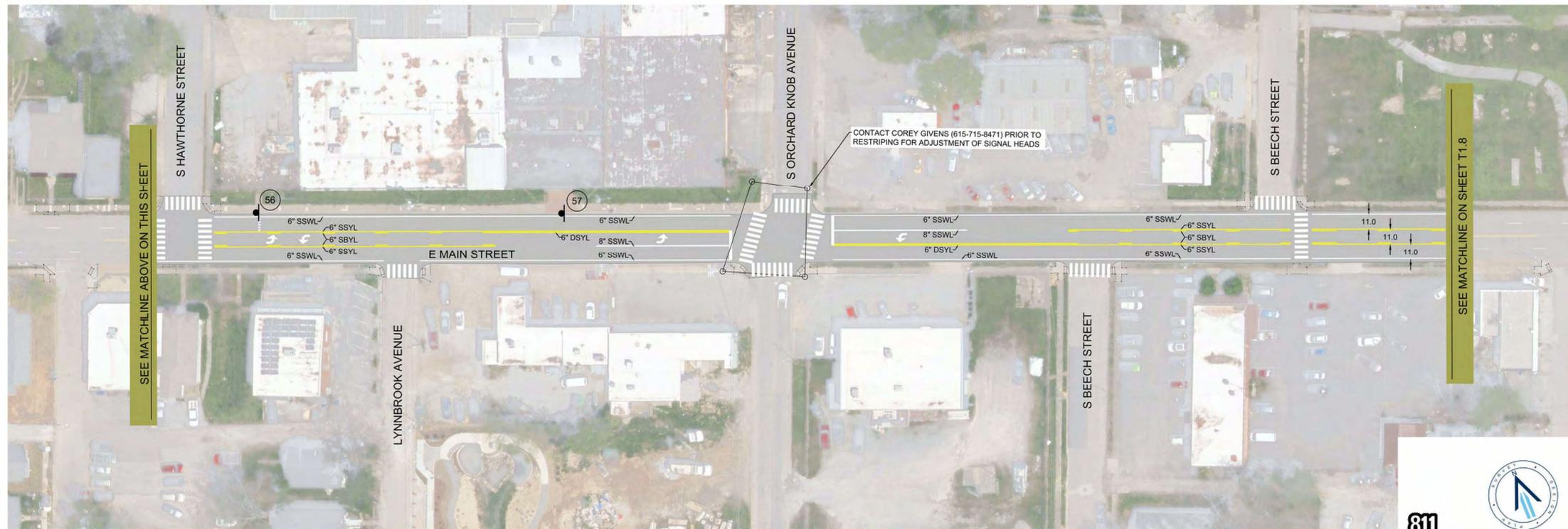
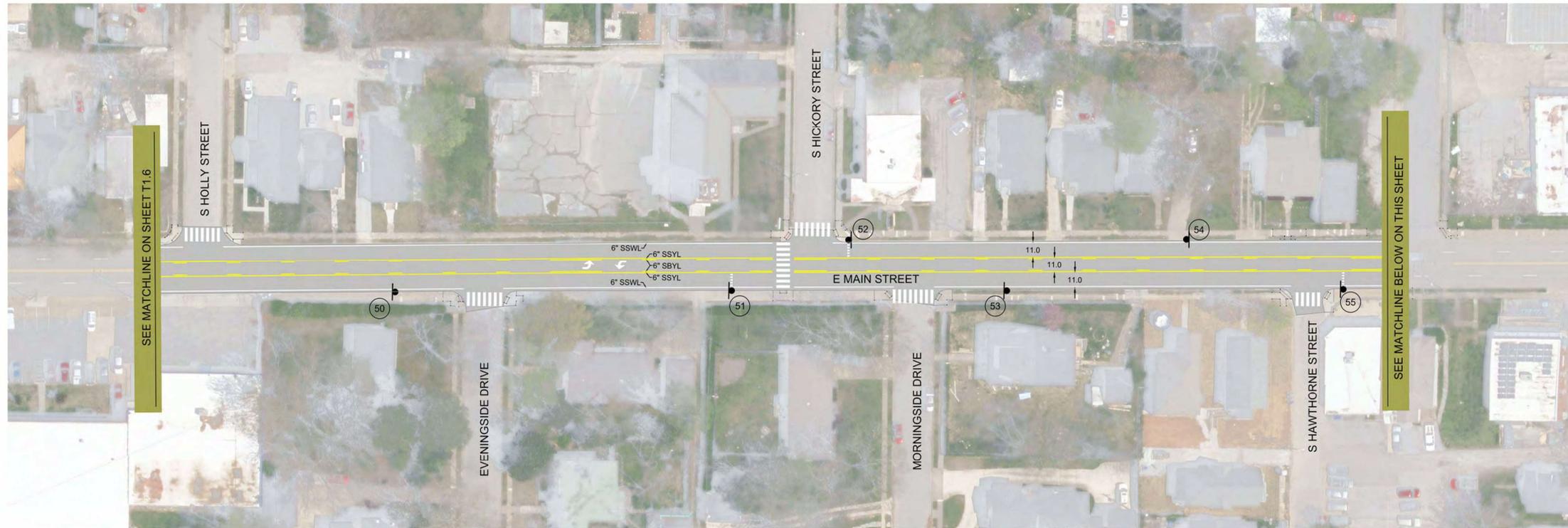
Project No.  
25-0292

**FOR INFORMATION ONLY**

**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

DETAIL SHEET  
PAVEMENT MARKING  
6 OF 8



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G10



**MAIN STREET RESTRIPIING**  
FOR  
**CITY OF CHATTANOOGA**  
CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE

Scale: 1"=40'

Date: OCTOBER 22, 2025

Approved By: B. BAXTER

Revisions:

1	11/25/2025 PER TDOT COMMENTS

Drawing Title:  
**STRIPING PLAN**

Drawing No.  
**T1.6**

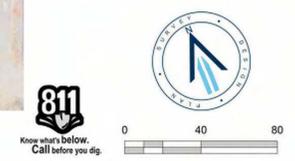
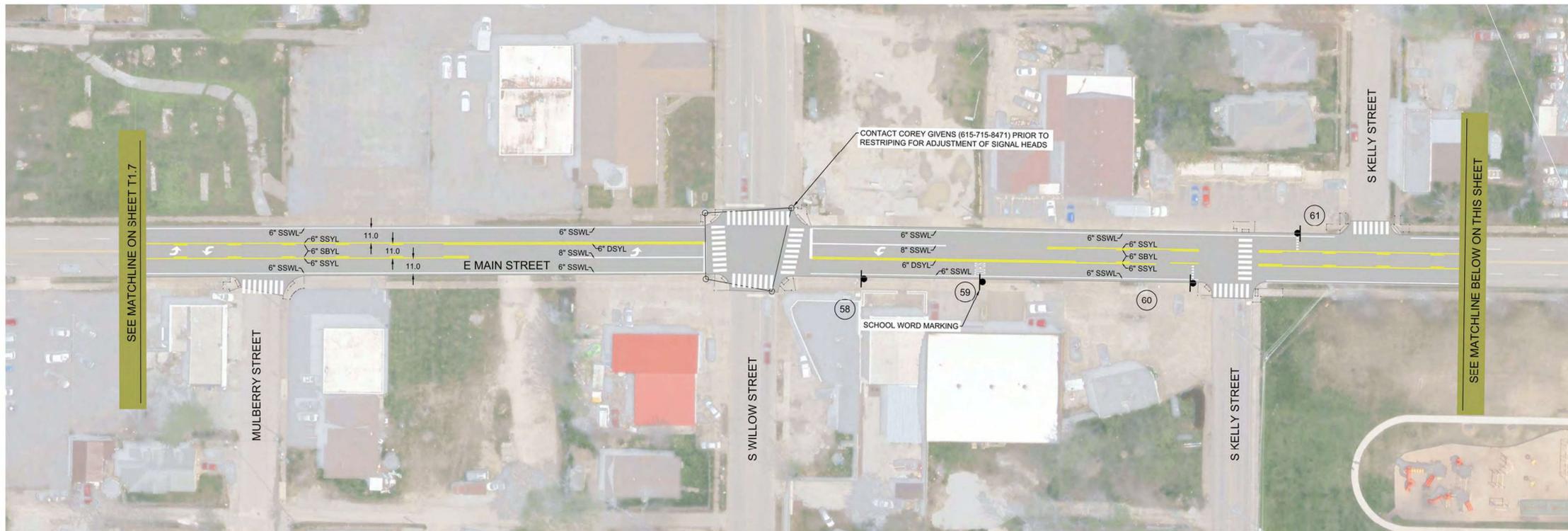
Project No.  
25-0292

**FOR INFORMATION ONLY**

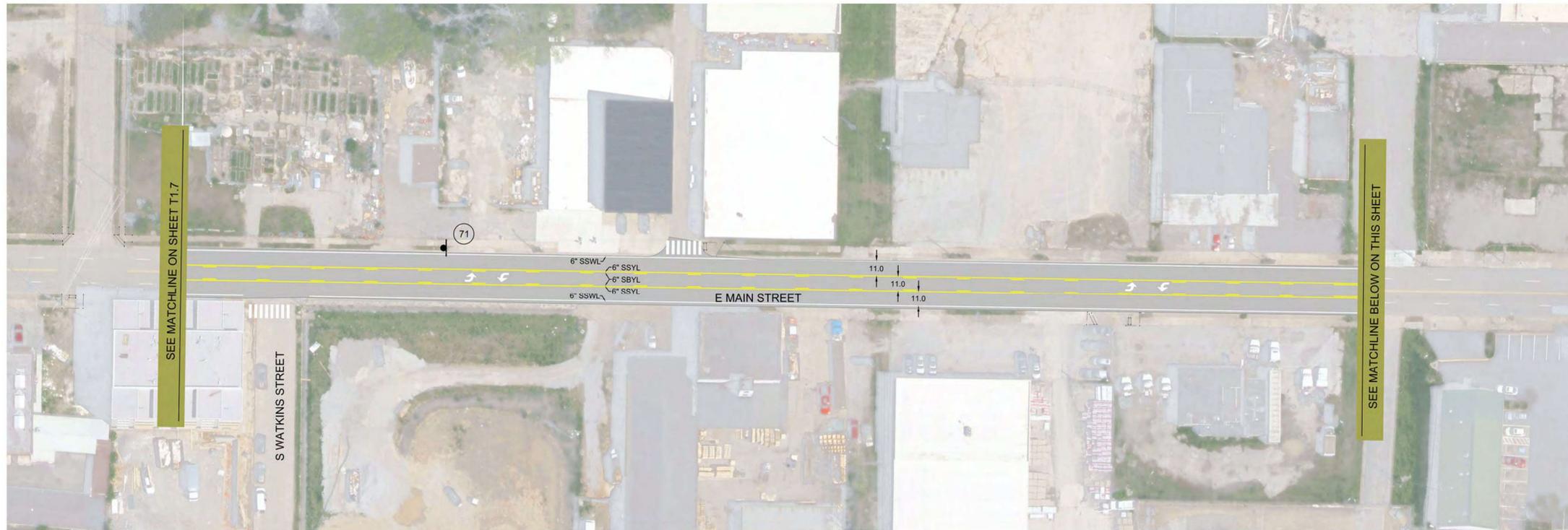
**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET  
PAVEMENT MARKING  
7 OF 8**



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G11



**MAIN STREET RESTRIPIING**  
FOR  
**CITY OF CHATTANOOGA**

CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE

Scale: 1"=40'

Date: OCTOBER 22, 2025

Approved By: B.BAXTER

Revisions:

- 
- 
- 
- 1 11/25/2025 PER TDOT COMMENTS

Drawing Title:  
**STRIPING PLAN**

Drawing No.  
**T1.7**

Project No.  
25-0292

**FOR INFORMATION ONLY**

**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET  
PAVEMENT MARKING  
8 OF 8**



TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G12

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

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

SIGN NO	LEGEND	SHEET NO	SIZE			COPY			SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)				REMARKS			
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE			NUMERAL	SERIES	COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH		FOOTING	CONC. CU. YD.	REIN. STEEL LBS.
1 2 5 6	 R1-5	T1.0																			
9 10 13 14 17 18		T1.1																			
21 22 25 26 30 31		T1.2																			
39 40 43 44		T1.3		36"	36"						BLACK RED	WHITE (REF.)	0.100" SHEET ALUMINUM	U7	h=13'-5"				7'-0"		
47 48		T1.4																			
51 52 55 56		T1.5																			
60 61 65 66 69 70	T1.6																				
3 4 7 8 11 12 15 16 19 20	 W11-2 W16-9P	T1.0																			
23 24 27 29 34		T1.2																			
38 41 42 45 46		T1.3		36"	36"						BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	U7	h=16'-0"				7'-0"		
49		T1.4		24"	12"						BLACK	YELLOW (REF.)	0.080" SHEET ALUMINUM								
50 53 54 57		T1.5																			
58 62 63 67 68		T1.6																			
71	T1.7																				
28	 R4-11	T1.2	30"	30"							BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U6	h=13'-0"				7'-0"		
33 35	 R3-17 R3-17AP	T1.2	24"	18"							BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U3	h=13'-0"				7'-0"		
		T1.2	24"	9"								BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM							
32 37	 R3-17 R3-17BP	T1.2	24"	18"							BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U3	h=13'-0"				7'-0"		
		T1.2	24"	9"								BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM							



**MAIN STREET RESTRIPING**  
FOR  
**CITY OF CHATTANOOGA**  
CITY OF CHATTANOOGA, HAMILTON COUNTY, TENNESSEE

Scale: N.T.S.  
Date: OCTOBER 22, 2025  
Approved By: B. BAXTER

Revisions:  
1 11/25/2025 PER TDOT COMMENTS

Drawing Title:  
**SIGN SCHEDULE**

Drawing No.  
**T1.8**  
Project No.  
25-0292

**FOR INFORMATION ONLY**

**SEALED BY**

**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**DETAIL SHEET  
SIGN SCHEDULE  
1 OF 2**

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	2G13

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

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

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)				MINIMUM VERTICAL CLEARANCE	REMARKS		
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.			REIN STEEL LBS.	
36		T1.2	30"	36"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	U7	h=13'-5"					7'-0"	
59 64		T1.2	30"	36"									BLACK	FLUORESCENT YELLOW-GREEN (REF.)	0.080" SHEET ALUMINUM	U7	h=13'-5"					7'-0"	

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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

DETAIL SHEET  
SIGN SCHEDULE  
2 OF 2

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	3

**UTILITY NOTES**

- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

**UTILITY OWNERS**

**CABLE / FIBER**

**Comcast (Xfinity)**

Contact: Tim Gregory • CATV  
 Phone: (706) 252-4185  
 Address: 2030 East Polymer Drive, Chattanooga, TN 37421  
 Email: [tim\\_gregory@comcast.com](mailto:tim_gregory@comcast.com)

**Electric Power Board of Chattanooga (EPB) – Fiber Optics**

Contact: Adam Norwood • Fiber Optics  
 Phone: (426) 483-3305  
 Address: PO Box 182255, Chattanooga, TN 37422  
 Email: [norwoodaw@epb.net](mailto:norwoodaw@epb.net)

**MCI / Verizon Business Group**

Contact: Mike Stanley • Fiber Optics  
 Address: 603 Warehouse Park Lane, Knoxville, TN 37932  
 Email: [stanley.m.majka@verizon.com](mailto:stanley.m.majka@verizon.com)

**Zayo Group (American Fiber Systems)**

Contact: Amber Bell • Fiber Optics  
 Phone: (423) 902-2075  
 Address: 209 10th Avenue, Suite 105, Nashville, TN 37203  
 Email: [Amber.bell@zayo.com](mailto:Amber.bell@zayo.com)

**TELEPHONE**

**Bellsouth dba AT&T**

Contact: Joe Perrel • Telephone  
 Phone: (423) 266-1566  
 Address: 300 E Martin Luther King Blvd, 5th Floor, Chattanooga, TN 37403  
 Email: [jp1389@att.com](mailto:jp1389@att.com)

**ELECTRIC**

**Electric Power Board of Chattanooga (EPB)**

Contact: Adam Norwood • Electric  
 Phone: (423) 483-3305  
 Address: PO Box 182255, Chattanooga, TN 37422  
 Email: [norwoodaw@epb.net](mailto:norwoodaw@epb.net)

**WATER / SEWER**

**Tennessee American Water Company**

Contact: Grady Stout • Water  
 Phone: (423) 771-4713  
 Address: 1500 Riverside Drive, Chattanooga, TN 37406  
 Email: [grady.stout@amwater.com](mailto:grady.stout@amwater.com)

**City of Chattanooga**

Contact: Dennis Malone • Sewer  
 Phone: (423) 643-6188  
 Address: 1250 Market Street, Suite 2100, Chattanooga, TN 37402-2713  
 Email: [dmalone@chattanooga.gov](mailto:dmalone@chattanooga.gov)

**GAS**

**Chattanooga Gas Company (Southern Co – Atlanta Gas)**

Contact: Brandon Stephens • Gas  
 Phone: (404) 584-3915  
 Address: PO Box 4569, Atlanta, GA 30302-4569  
 Email: [bstephen@southernco.com](mailto:bstephen@southernco.com)

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**STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION**

**UTILITY NOTES  
 AND  
 UTILITY OWNERS**

# PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	33S008-S8-002	T1

## A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
  - a. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - b. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - c. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
  - d. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES, TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
  - b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
  - c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE REGIONAL TRAFFIC ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

## 3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

- a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
  - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
  - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

- b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.
- c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO 6 INCHES OR LESS.
- d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

## 4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

## B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES.
  - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.
2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:
  - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
    - (1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
    - (2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.
  - b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

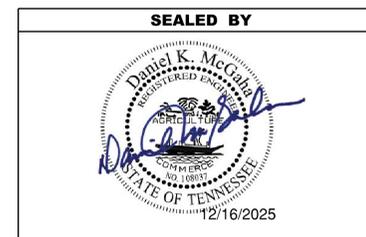
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

## C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.
2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

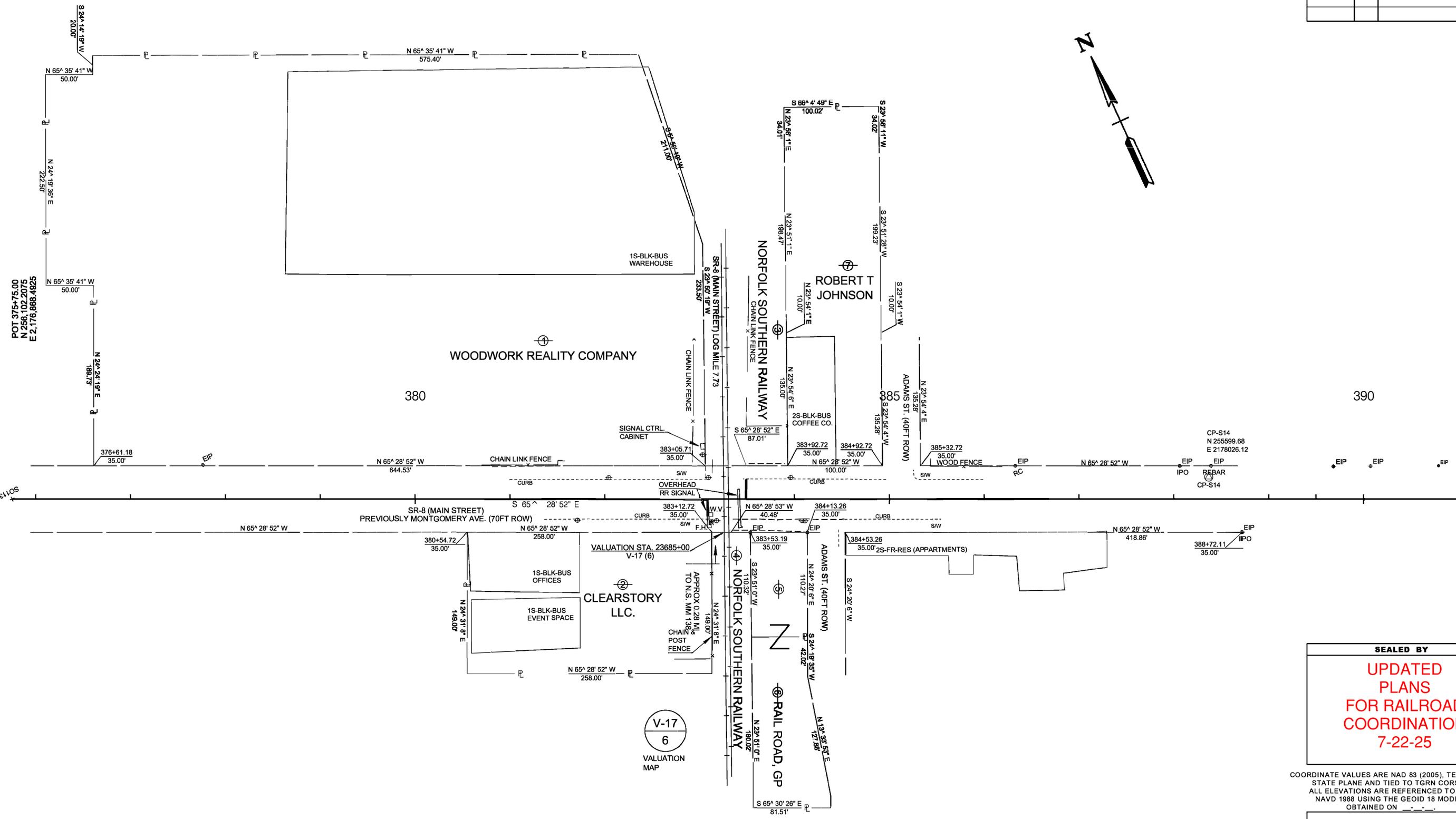
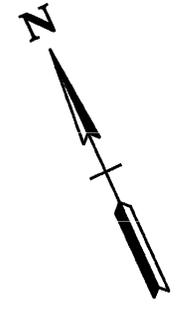
THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE  
DROP-OFF NOTES  
FOR  
TRAFFIC CONTROL

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2025	33S008-S2-005	4
RESURF.	2026	33S008-S8-002	4



MATCH LINE STA. 391+00 SEE SHEET NO. 5

**SEALED BY**  
**UPDATED**  
**PLANS**  
**FOR RAILROAD**  
**COORDINATION**  
**7-22-25**

COORDINATE VALUES ARE NAD 83 (2005), TENNESSEE STATE PLANE AND TIED TO TGRN CORS 21 ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING THE GEOID 18 MODEL, OBTAINED ON \_\_\_\_\_.

**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**

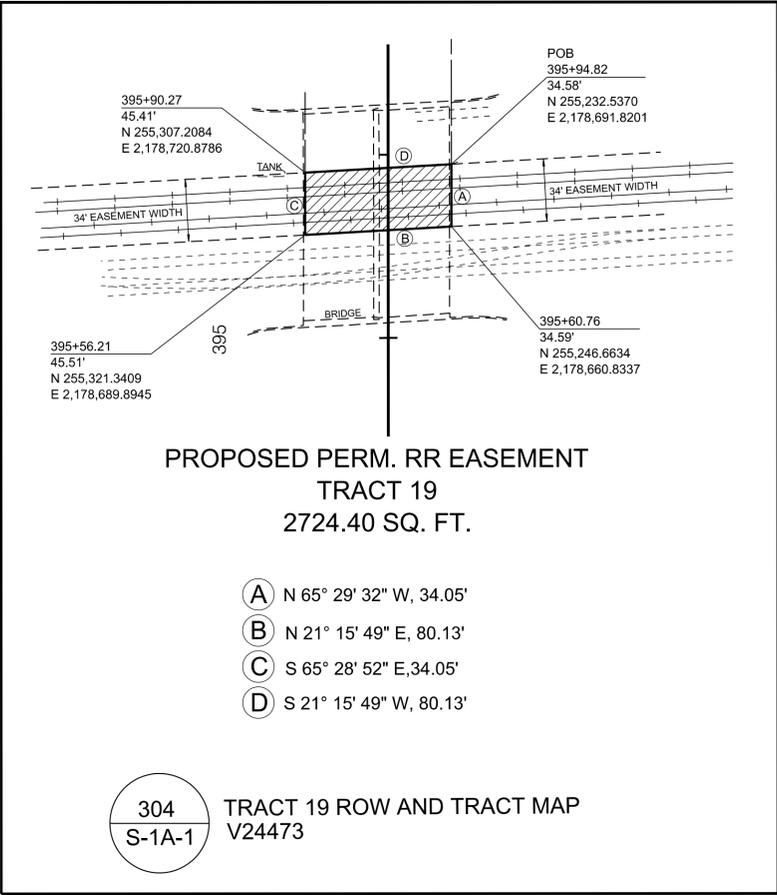
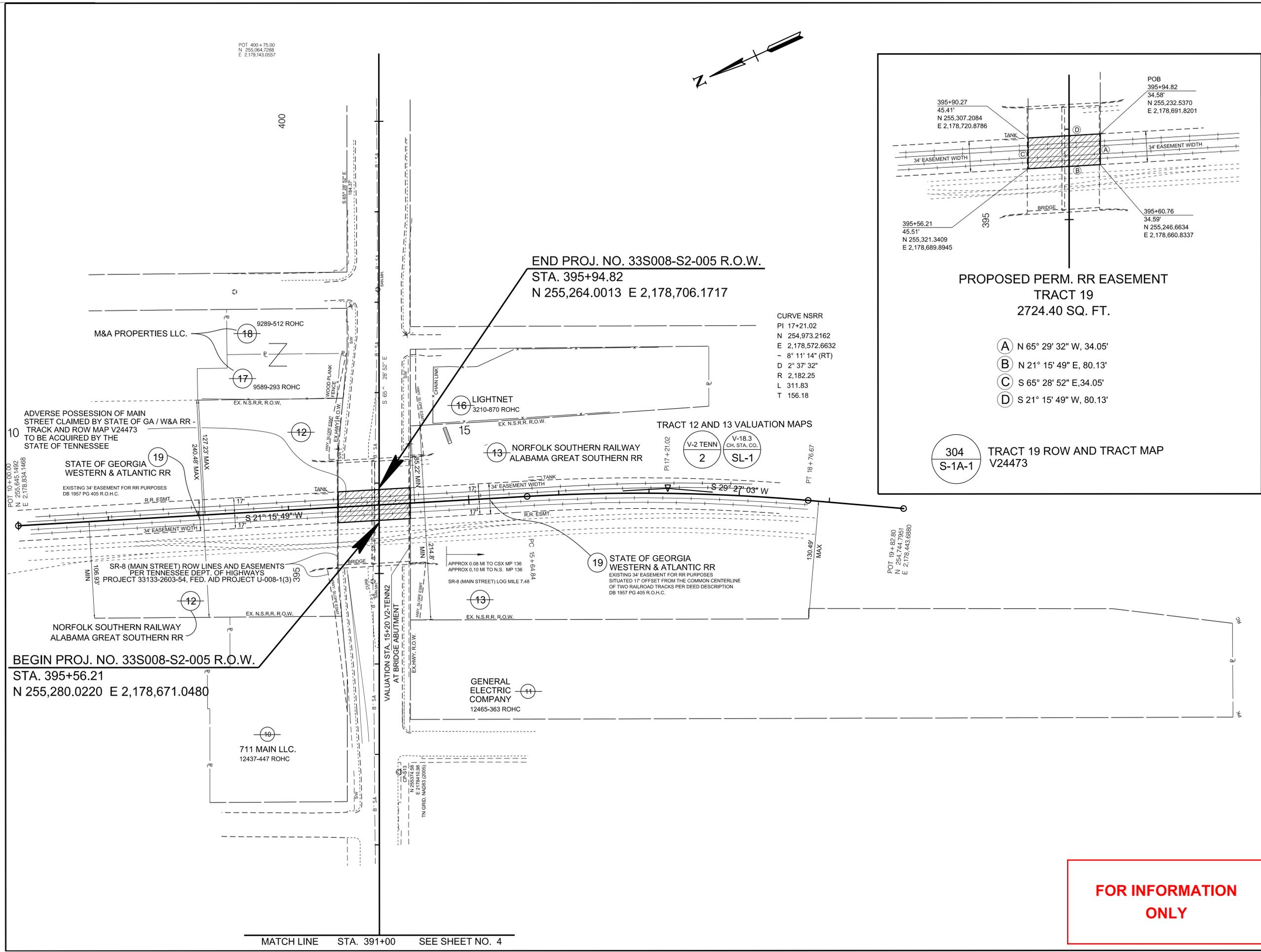
**FOR INFORMATION**  
**ONLY**

**PRESENT**  
**LAYOUT**  
STA. 375+75 TO STA. 391+00  
SCALE: 1"=50"

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TYPE	YEAR	PROJECT NO.	SHEET NO.
ROW	2025	33S008-S2-005	5
RESURF	2026	33S008-S8-002	5

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CURVE NSRR  
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D 2° 37' 32"  
R 2,182.25  
L 311.83  
T 156.18

**SEALED BY**

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

**STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION**

**FOR INFORMATION ONLY**

**PRESENT LAYOUT**  
STA. 391+00 TO STA. 400+75  
SCALE: 1"= 50'

MATCH LINE STA. 391+00 SEE SHEET NO. 4