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Anthony Lee Washington III

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HDR ENGINEERING
120 BRENTWOOD COMMONS WAY, SUITE 525
BRENTWOOD, TN 37027
ANTHONY L. WASHINGTON, III, P.E. 119749

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	2A
GENERAL NOTES.....	2B
SPECIAL NOTES.....	2C
ENVIRONMANETAL NOTES	2D,2D1
TABULATED QUANTITIES	2E
RAILROAD SIGNING DETAILS	2F

YEAR	PROJECT NO.	SHEET NO.
2025	STP/HSIP-13(96)	ROADWAY-SIGN 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNATURE SHEET

Index Of Sheets
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

MONTGOMERY COUNTY

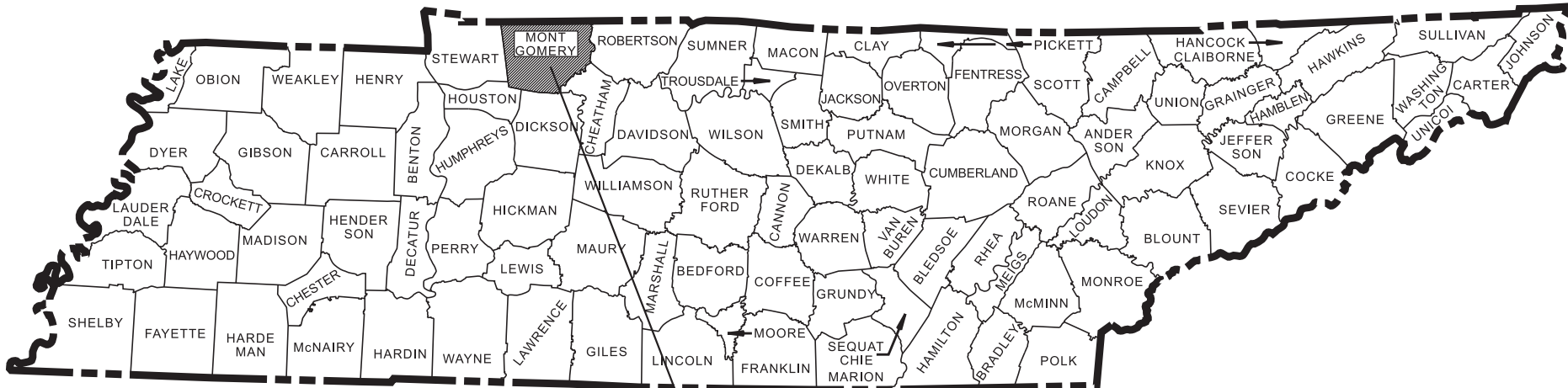
STATE ROUTE 13
FROM: WEST OF JIM JOHNSON ROAD (L.M. 28.67)
TO: KENTUCKY STATE LINE (L.M. 31.99)

RESURFACE & SAFETY
CHIP SEAL, TLD, & MICROSURFACING

STATE HIGHWAY NO. 13 F.A.H.S. NO. US-79

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	STP/HSIP-13(96)	
STATE PROJ. NO.	63S013-F3-005	
STATE PROJ. NO.	63S013-F8-005	



PROJECT LOCATION
BRIDGE ID, # 63SR0130017 63SR0130019

NO EXCLUSIONS



63S013-F3-005
63S013-F8-005
END PROJECT NO. STP/HSIP-13(96) RESURFACE & SAFETY
L.M. 31.99

RJCR AT-GRADE CROSSING [938776G]
L.M. 29.73

63S013-F3-005
63S013-F8-005
BEGIN PROJECT NO. STP/HSIP-13(96) RESURFACE & SAFETY
L.M. 28.67

SPECIAL NOTES

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

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

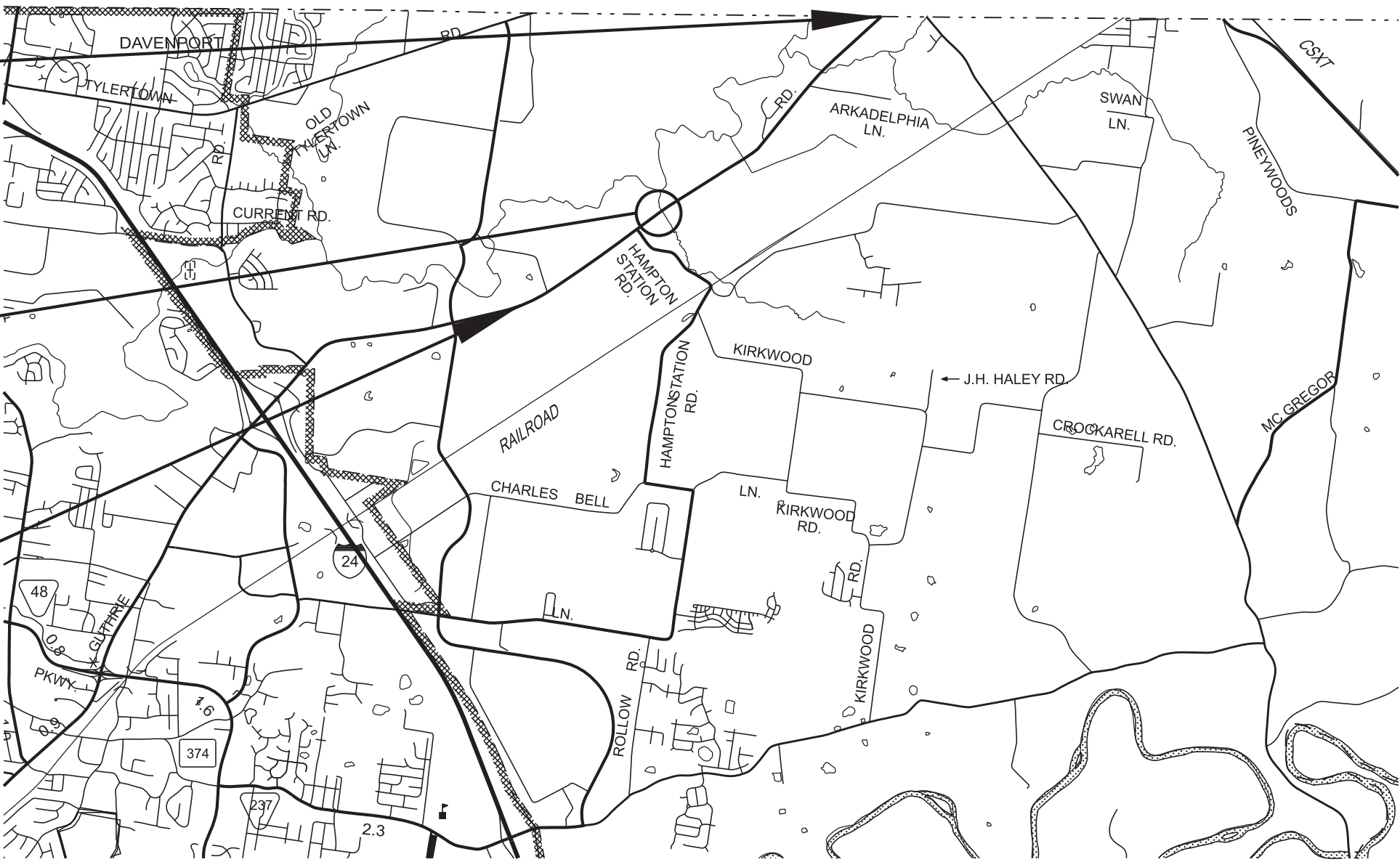
TDOT PROJECT MANAGER: KONNER SPRADLIN, P.E.

DESIGNED BY : HDR ENGINEERING, INC.

DESIGNER : ANTHONY L. WASHINGTON, III, P.E. CHECKED BY DAVID HORNE, P.E.

P.E. NO. 98034-4299-04

PIN NO. 132994.00



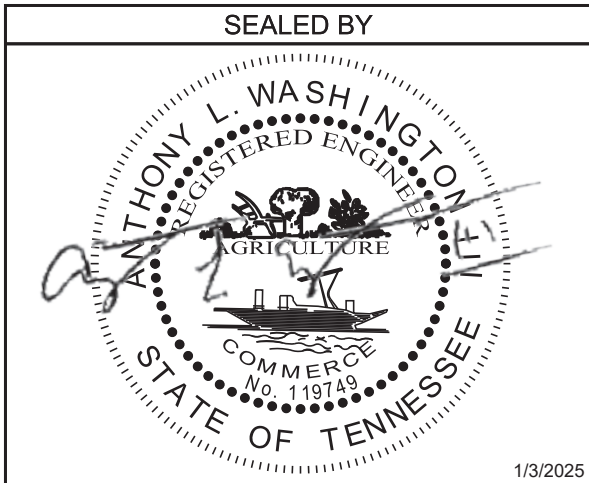
SCALE: 1" = 5280'

PROJECT LENGTH
TOTAL LANE MILES RESURFACED

3.32 MILES
6.64 MILES

TRAFFIC COUNTER & WEATHER STATIONS	
STATION LOCATION	LOG MILE
TC STATION 6	30.924

TRAFFIC DATA	
ADT (2025)	9,475
POSTED SPEED	55 MPH



APPROVED: 
WILL REID, CHIEF ENGINEER

DATE:

APPROVED: 
HOWARD H. ELEY, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

ROADWAY INDEX

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	2A
GENERAL NOTES.....	2B
SPECIAL NOTES.....	2C
ENVIRONMENTAL NOTES.....	2D,2D1
TABULATED QUANTITIES	2E
RAILROAD SIGNING DETAILS	2F
NOTE: THE ALPHABETICAL LETTERS “I”, “O” & “Q” ARE NOT USED IN THE NUMBERING OF SHEETS.	
NO PROJECT COMMITMENTS SHEETS INCLUDED IN THIS SET OF PLANS	
NO UTILITY SHEETS INCLUDED IN THIS SET OF PLANS	

STANDARD ROADWAY DRAWINGS


DWG.	REV.	DESCRIPTION
STANDARD ROADWAY TITLE SHEET, ABBREVIATIONS, AND LEGENDS		
RD-A-1	02-20-20	STANDARD ABBREVIATIONS A THROUGH L
RD-A-2		STANDARD ABBREVIATIONS M THROUGH Z
RD-L-1	02-20-20	STANDARD LEGEND
RD-L-1A		STANDARD LEGEND
SAFETY DESIGN AND GUARDRAILS		
S-GR31-1	06-15-21	GUARDRAIL DETAILS
S-GR31-1A	06-28-19	GUARDRAIL AND BLOCK-OUT DETAILS
S-GR31-1B		GUARDRAIL FASTENING HARDWARE
S-GR31-1C	07-07-23	GUARDRAIL GENERAL NOTES AND POST DETAILS
S-GR1-1D	03-01-23	GUARDRAIL POST PLACEMENT IN ROCK
S-GRS-4	05-04-22	SPECIAL CASE GUARDRAIL HEIGHT TRANSITION DETAIL
S-GRT-2	06-28-19	TYPE 38 GUARDRAIL END TERMINAL
S-GRT-2R	06-28-19	EARTH PAD FOR TYPE 38 AND TYPE 21 TERMINAL (RETROFIT)
DESIGN - TRAFFIC CONTROL		
T-M-1	06-28-19	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-3	07-07-23	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	07-17-20	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-16	07-30-24	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	02-03-20	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
SIGNS		
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-11-17	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	06-12-20	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
RAILROAD CROSSING		
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD ACTIVE HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP/HSIP-13(96)	1A

SEALED BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX,
STANDARD ROADWAY
DRAWINGS, AND
STANDARD TRAFFIC
DESIGN DRAWINGS

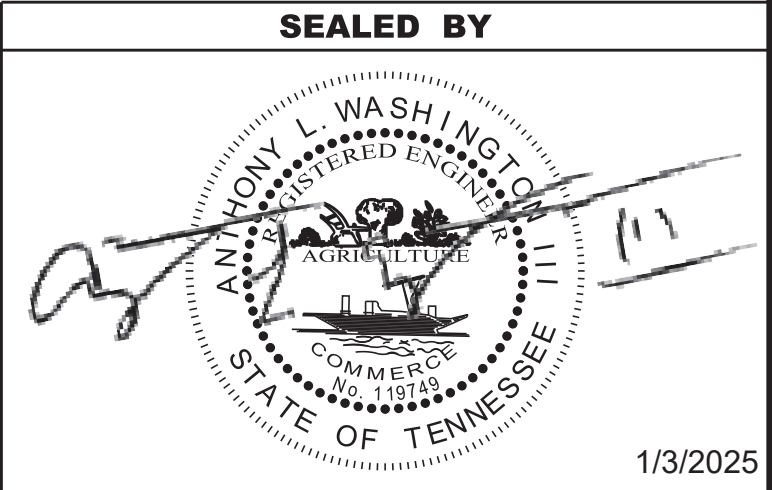
ESTIMATED ROADWAY QUANTITIES					
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 63S013-F8-005	QUANTITY 63S013-F3-005	TOTAL QUANTITY
(1)(2)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	6.6		6.6
(1)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	794		794
(3)	307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	93		93
	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.		5.1	5.1
	411-12.04 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.		0.2	0.2
(4)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	47		47
(5)	705-02.10 GUARDRAIL TRANSITION 27IN TO 31IN	EACH		1	1
(5)	705-06.20 TANGENT ENERGY ABSORBING TERM MASH TL-3	EACH		1	1
(5)	706-01 GUARDRAIL REMOVED	L.F.		50	50
(6)	712-01 TRAFFIC CONTROL	LS	1		1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	135		135
(7)	712-06 SIGNS (CONSTRUCTION)	S.F.	744		744
(8)	713-02.21 SIGN POST DELINEATION ENHANCEMENT	L.F.	10		10
(9)(10)	713-16.50 REMOVE AND REPLACE SIGN (W10-1)	EACH	2		2
(10)(11)	713-16.51 REMOVE AND REPLACE SIGN (TN-17B)	EACH	2		2
(10)(12)	713-16.52 REMOVE AND REPLACE SIGN (TN-7A)	EACH	1		1
(10)(13)	713-16.53 REMOVE AND REPLACE SIGN (TN-13)	EACH	1		1
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH		214	214
	716-01.22 SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH		34	34
(14)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	63		63
(14) (15)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	102		102
(14)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	5		5
(14)	716-02.08 PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	153		153
(14)	716-02.12 PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.		0.1	0.1
(14)	716-03.02 PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2		2
(16)	716-05.01 PAINTED PAVEMENT MARKING (4" LINE)	L.M.	11.7		11.7
(17)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	11.7		11.7
	717-01 MOBILIZATION	LS	1		1
	ALTERNATE AA1				
(18)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	21		21
(19)	405-01.01 BITUMINOUS MATERIAL (BSC)	TON	88		88
(20)	405-01.02 MINERAL AGGREGATE (BSC)	TON	771		771
(21)	411-03.12 ACS MIX(PG64-22) THIN LIFT D ASPHALT	TON	2239		2239
	ALTERNATE AA2				
(22)(23)	403-01.01 BITUMINOUS MATERIAL FOR TACK COAT (MICRO-SURFACING)	TON	9		9
(19)	405-01.01 BITUMINOUS MATERIAL (BSC)	TON	88		88
(20)	405-01.02 MINERAL AGGREGATE (BSC)	TON	771		771
(24)	414-03.01 EMULSIFIED ASPHALT FOR MICRO-SURFACING	TON	95		95
(25)	414-03.02 AGGREGATE FOR MICRO SURFACING	TON	788		788
(1)	716-08.04 REMOVAL OF PAVEMENT MARKNG (CHANNELIZATION STRIPING)	S.Y.	515		515
(1)	716-08.05 REMOVAL OF PAVEMENT MARKING (STOP LINE)	L.F.	102		102
(1)	716-08.06 REMOVAL OF PAVEMENT MARKNG (TURN LANE ARROW)	EACH	5		5
(1)	716-08.09 REMOVAL OF PAVEMENT MARKNG (DOTTED LINE)	L.F.	528		528
(1)	716-08.11 REMOVAL OF WORD PAVEMENT MARKING (RXR)	EACH	2		2
(1)	716-08.20 REMOVAL OF PAVEMENT MARKNG (LINE)	L.M.	11.7		11.7

THERE ARE NO PROJECT COMMITMENTS ON THIS PROJECT

FOOTNOTES

- (1) TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) NO DIRT OR DEBRIS TO BE LEFT ON SHOULDER, THIS WORK TO BE PERFORMED BEFORE ALL OTHER OPERATIONS.
- (3) INCLUDES 18 TONS FOR SPOT REPAIR FOR L.M. 29.68 TO L.M. 29.69 AND 75 TONS FOR SPOT LEVELING TO BE USED AS DIRECTED BY THE ENGINEER.
- (4) INCLUDES 17 TONS FOR SPOT REPAIR AND 30 TONS FOR TRANSITIONS AT L.M. 28.67 AND L.M. 31.99
- (5) SEE GUARDRAIL TABULATION ON SHEET 2E
- (6) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
- (7) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS. 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).
- (8) INSTALL 2-INCH WIDE YELLOW RETROREFLECTIVE STRIP ON THE FRONT OF NEW W10-1 SIGN POSTS.
- (9) SEE RAILROAD RECOMMENDATION SHEET 2F FOR SPECIFIC SIGN RELOCATIONS.
- (10) INCLUDES THE SIGN, SUPPORT, FOOTING AND ANY ADDITIONAL MATERIALS REQUIRED FOR SIGN INSTALLATION COMPLETE IN PLACE.
- (11) SIGN LOCATED NEAR L.M. 28.947 AND L.M. 30.091 ON RIGHT SIDE OF ROADWAY.
- (12) SIGN LOCATED NEAR L.M. 29.835 ON LEFT SIDE OF ROADWAY.
- (13) SIGN LOCATED NEAR L.M. 31.754 ON RIGHT SIDE OF ROADWAY.
- (14) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (15) ALL STOP BARS ON SIDE STREETS WILL BE RETRACED AS DIRECTED BY THE ENGINEER.
- (16) ITEM TO BE USED FOR TEMPORARY PAVEMENT MARKING.
- (17) ITEM TO BE USED AS PERMANENT MARKING FOR EDGELINES AND CENTERLINE.
- (18) INCLUDES 1 TON FOR SPOT LEVELING, AND 1 TON FOR COMMERCIAL/INDUSTRIAL ENTRANCES NEAR L.M 30.03 AND L.M. 30.55.
- (19) INCLUDES 1 TON FOR COMMERCIAL/INDUSTRIAL ENTRANCES NEAR L.M 30.03 AND L.M. 30.55.
- (20) INCLUDES 7 TONS FOR COMMERCIAL/INDUSTRIAL ENTRANCES NEAR L.M 30.03 AND L.M. 30.55.
- (21) INCLUDES 20 TONS FOR COMMERCIAL/INDUSTRIAL ENTRANCES NEAR L.M 30.03 AND L.M. 30.55.
- (22) INCLUDES 1 TON FOR COMMERCIAL/INDUSTRIAL ENTRANCES NEAR L.M 30.03 AND L.M. 30.55.
- (23) NO PAYMENT WILL BE MADE DIRECTLY FOR THE WATER REQUIRED TO DILUTE THE TACK COAT.
- (24) INCLUDES 1 TON FOR COMMERCIAL/INDUSTRIAL ENTRANCES NEAR L.M 30.03 AND L.M. 30.55.
- (25) INCLUDES 7 TONS FOR COMMERCIAL/INDUSTRIAL ENTRANCES NEAR L.M 30.03 AND L.M. 30.55.

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP/HSP-13(96)	2

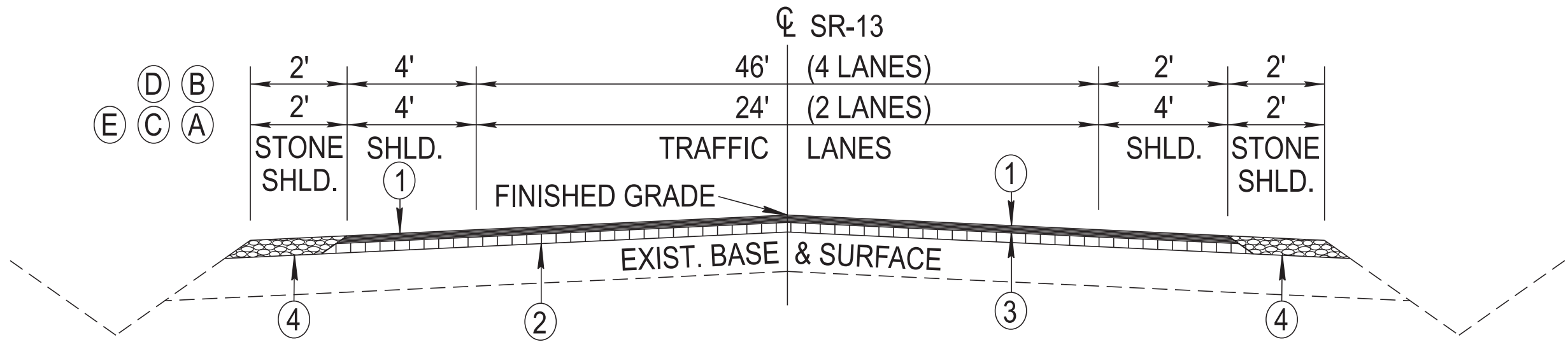


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP/HSP-13(96)	2A

ALTERNATE AA1



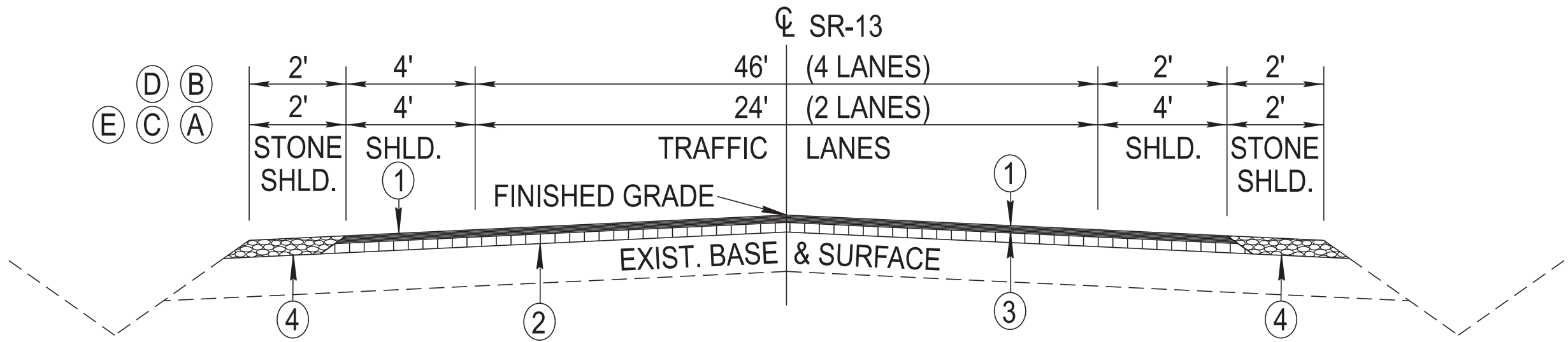
(SR-13)
TYPICAL SECTION

- (A) L.M. 28.67 TO L.M. 30.00
- (B) L.M. 30.00 TO L.M. 30.11
- (C) L.M. 30.11 TO L.M. 30.49
- (D) L.M. 30.49 TO L.M. 30.61
- (E) L.M. 30.61 TO L.M. 31.99

PROPOSED PAVEMENT SCHEDULE

- ① THIN LIFT ASPHALT (HM) 0.6" (APPROX. 65 LBS/SY)
ITEM NO. 411-03.12 ACS MIX (PG64-22) THIN LIFT D ASPHALT
 - ② BITUMINOUS SEAL COAT (CHIP SEAL)
ITEM NO. 405-01.01 BITUMINOUS MATERIAL (BSC) AT 0.17 - 0.45 GAL/S.Y.)
ITEM NO 405-01.02 MINERAL AGGREGATE (BSC) AT 17.0 - 30.0 LBS./S.Y.)
 - ③ TACK COAT (TC)
ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
SEE D.G. 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD.
 - ④ MINERAL AGGREGATE BASE (SHOULDERS) 2" TH.
ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
- BITUMINOUS PLANT MIX BASE (HM) (SPOT LEVELING)
ITEM NO. 307-01.08 ACS MIX (PG64-22) (BPMB-HM) GRADING BM-2

ALTERNATE AA2



(SR-13)
TYPICAL SECTION

- (A) L.M. 28.67 TO L.M. 30.00
- (B) L.M. 30.00 TO L.M. 30.11
- (C) L.M. 30.11 TO L.M. 30.49
- (D) L.M. 30.49 TO L.M. 30.61
- (E) L.M. 30.61 TO L.M. 31.99

PROPOSED PAVEMENT SCHEDULE

- ① MICRO-SURFACING @ APPROX. 24 LBS./S.Y.
ITEM NO. 414-03.01 EMULSIFIED ASPHALT FOR MICRO-SURFACING @ 12% OF THE DRY WEIGHT OF AGGREGATE
ITEM NO 414-03.02 AGGREGATE FOR MICRO-SURFACING @ 24 LBS./S.Y.
 - ② BITUMINOUS SEAL COAT (CHIP SEAL)
ITEM NO. 405-01.01 BITUMINOUS MATERIAL (BSC) AT 0.17 - 0.45 GAL/S.Y.)
ITEM NO 405-01.02 MINERAL AGGREGATE (BSC) AT 17.0 - 30.0 LBS./S.Y.)
 - ③ TACK COAT (TC)
ITEM NO. 403-01.01 BITUMINOUS MATERIAL FOR TACK COAT (MICRO-SURFACING)
RATE 0.10 - 0.15 (GAL./SQ. YD.) OF THE DILUTED EMULSION
 - ④ MINERAL AGGREGATE BASE (SHOULDERS) 2" TH.
ITEM NO. 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
- BITUMINOUS PLANT MIX BASE (HM) (SPOT LEVELING)
ITEM NO. 307-01.08 ACS MIX (PG64-22) (BPMB-HM) GRADING BM-2

SEALED BY

1/3/2025

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.

GUARDRAIL

- (1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.
- (3) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING TEMPORARY BARRICADES OR DRUMS WITH TYPE "A" LIGHTS TO DELINEATE GUARDRAIL END AND A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL END TERMINAL.

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

FINAL PAVEMENT MARKING

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

a. SHOULDERS SHALL BE BROOMED AND DE-GRASSED AND MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NO. 208-01.05.

b. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.
- SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS
- (20) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.
- PAVEMENT
- PAVING
- (1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.
- RESURFACING
- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

(6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

(9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.
- SIGNING
- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.

(13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.
- CONSTRUCTION WORK ZONE & TRAFFIC CONTROL
- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

(2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.


(4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

(5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.
- | | | | |
|--------|------|----------------|-----------|
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
| RESURF | 2025 | STP/HSP-13(96) | 2B |
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- SEALED BY



1/3/2025
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

GENERAL
NOTES
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SPECIAL NOTES

MISCELLANEOUS

- (1)

THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPAIRED OR REPLACED AT HIS OWN EXPENSE.
- (2)

ALL SIGNING AND PAVEMENT MARKINGS ARE TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT

PAVING

- (4)

SURFACE IS TO BE CROWNED AS DIRECTED BY THE ENGINEER.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1)

ANY WORK REQUIRING LANE CLOSURES INCLUDING PAVEMENT MARKING OPERATIONS SHALL BE AT NON-PEAK HOURS (9:00 A.M. TO 3:00 P.M. OR 7:00 P.M. TO 6:00 A.M.) UNLESS OTHERWISE DIRECTED BY THE TDOT OPERATIONS DISTRICT ENGINEER.
- (2)

THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (3)

ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED IN ALL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PORPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS' SUPERINTENDENT.

WORK RESTRICTIONS

- (1)

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

UTILITIES

- (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.

- (4)

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.

R.J. CORMAN RAILROAD COMPANY RAILROAD CROSSING NOTES

- (1)

ANY PAVEMENT PREPARATION, PAVEMENT INSTALLATION, PAVEMENT MARKINGS AND/OR RAILROAD WARNING SIGN INSTALLATION WITHIN 25- FEET OF THE NEAREST RJCR TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES OR AS OTHERWISE DETERMINED BY THE RAILROAD ONLY.
- (2)

SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C FOR WORK UP TO AND NEAR THE RJCR CROSSING REGARDING FLAGGING RULES AND INSURANCE REQUIREMENTS.
- (3)

THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE RJCR'S TRACK FACILITIES AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE DONE IN ACCORDANCE WITH REGULATIONS STIPULATED BY RJCR RAILROAD SO AS TO MAINTAIN CLEARANCE AND NOT INTERRUPT TRAIN TRAFFIC IN ANY MANNER. THE CONTRACTOR SHALL NOT STORE ANY OF HIS CONSTRUCTION EQUIPMENT ON THE RAILROAD'S RIGHT-OF- WAY. THE CONTRACTOR SHALL NOTIFY AND COORDINATE HIS WORK AT THE RAILROAD CROSSING WITH THE FOLLOWING REPRESENTATIVE OF THE RAILROAD:

MR JIMMY HORTON
TRACK SUPERVISOR
R.J. CORMAN RAILROAD COMPANY/NASHVILLE & EASTERN
PO BOX 788, 101 RJ CORMAN DRIVE
PHONE: 615-445-5357
E-MAIL: JIMMY.HORTON@RJCORMAN.COM

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- A.

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

1.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:

a.

WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

b.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY ADDED PAVEMENT SHALL BE ELIMINATED WITHIN THREE WORKDAYS.


c.

DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC CAUSED BY COLD PLANING SHALL BE ELIMINATED WITHIN THREE WORKDAYS.

d.

WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
- ## UTILITY OWNERS
- #### TELEPHONE & FIBER:
- ##### AT&T
- 116 SOUTH CANNON AVENUE
MURFREESBORO, TN 37129
CONTACT: LEE KORNEGAY
OFFICE PHONE: 615 848 2082
CELL PHONE:
Email: KK4096@ATT.COM
- #### ELECTRIC & FIBER:
- ##### C.E.M.C
- 1940 MADISON EXTENSION
CLARKSVILLE, TN 37043
CONTACT: JONATHAN FIELDER
OFFICE PHONE: 931 645 2481 EXT. 1169
CELL PHONE:
Email: JFIELDER@CEMC.ORG
- CONTACT: MARK COOK
OFFICE PHONE: 931 645 2481 EXT. 1117
CELL PHONE:
Email: MCOOK@CEMC.ORG
- #### WATER AND SEWER AND GAS:
- ##### CITY OF CLARKSVILLE
- 2215 MADISON ST.
CLARKSVILLE, TN 37043
CONTACT: BEN BROWDER
OFFICE PHONE: 931 645 7418 EXT. 1309
CELL PHONE:
Email: BEN.BROWDER@CITYOFCLARKSVI
LLE.COM
- CONTACT: TYLER HAYES (GAS)
OFFICE PHONE: 931 645 7400
CELL PHONE:
Email: TYLER.HAYES@CITYOFCLARKSVIL
LE.COM
- #### FIBER:
- ##### ZAYO BANDWIDTH
- 1805 29TH ST UNIT 205
BOULDER, CO 80301
CONTACT: JAMES BLACK
OFFICE PHONE:
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OM
- 820 FESSLERS PKWY, SUITE 240
NASHVILLE, TN 37210
CONTACT: TIMOTHY WRIGHT
OFFICE PHONE:
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- #### CABLE TV:
- ##### COMCAST
- 660 MAINSTREAM DRIVE
NASHVILLE, TN 37228
CONTACT: MICHAEL LEE
OFFICE PHONE:
CELL PHONE: 615 504 0528
Email: NAS-
NASHVILLECONSTRUCTIONBETTERM
ENTS@COMCAST.COM
- #### CABLE TV:
- ##### CHARTER COMMUNICATIONS
- 1757 NORTH POINTE DR.
COLUMBIA, TN 38401
CONTACT: DAVID ROBINSON
OFFICE PHONE:
CELL PHONE: 347 804 4063
Email: DAVID.G.ROBINSON@CHARTER.COM
- CONTACT: MICHAEL BLEVINS
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Email: MICHAEL.BLEVINS@CHARTER.COM
- #### GAS:
- ##### BP PIPELINES
- 30 SOUTH WACKER DRIVE
CHICAGO, IL 60606
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CELL PHONE: 312 358 0711
Email: BPPIPELINESROW@BP.COM
- #### FIBER:
- ##### LUMEN (FORMERLY CENTRUYLINK)
- 520 WHALEY ST.
COLUMBIA, SC 29201
CONTACT: JOHN BOEDEKER
OFFICE PHONE:
CELL PHONE: 512 334 8351
Email: JOHN.BOEDEKER@LUMEN.COM

2530 PERIMETER PLACE DRIVE
NASHVILLE, TN 37214
CONTACT: JEFFREY CANNON
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CELL PHONE: 615 419 6617
Email: JEFFREY.CANNON@LUMEN.COM
- | TYPE | YEAR | PROJECT NO. | SHEET NO. |
|--------|------|----------------|-----------|
| RESURF | 2025 | STP/HSP-13(96) | 2C |
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| | | | |
- SEALED BY



1/3/2025
- STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SPECIAL
NOTES

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ECOLOGY

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

SCOPE OF WORK

- (6) THIS PROJECT INCLUDES MILL, OVERLAY, STRIPING, TRAFFIC CONTROL, AND BROOMING AND DEGRASSING SHOULDERS.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

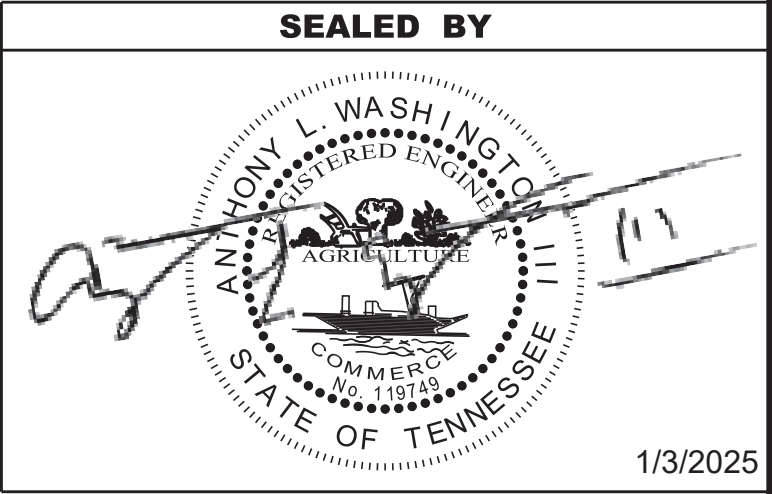
- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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RESURF	2025	STP/HSP-13(96)	2D



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ENVIRONMENTAL
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ENVIRONMENTAL NOTES (CONT.)

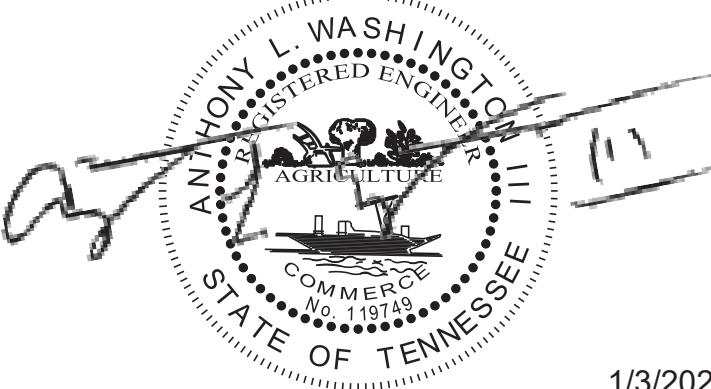
EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES (CONT.)

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

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ENVIRONMENTAL
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2025	STP/HSIP-13(96)	2E

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)					
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES		S.F.	TOTAL NUMBER REQUIRED
		L	x W		ITEM NO. 712-06 S.F.
G20-1	ROAD WORK NEXT 4 MILES	48"	x 24"	8	2
G20-2	END ROAD WORK	48"	x 24"	8	10
W8-11	UNEVEN LANES	48"	x 48"	16	8
W8-15	GROOVED PAVEMENT	48"	x 48"	16	8
W8-15P	MOTORCYCLE PLAQUE	30"	x 24"	5	8
W20-1	ROAD WORK 1 MILE	48"	x 48"	16	2
W20-1	ROAD WORK 1/2 MILE	48"	x 48"	16	2
W20-1	ROAD WORK 1000 FEET	48"	x 48"	16	2
W20-1	ROAD WORK AHEAD	48"	x 48"	16	10
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48"	x 48"	16	2
W20-7A	FLAGGER SYMBOL - PORTABLE	48"	x 48"	16	2
W21-2	FRESH OIL - PORTABLE	48"	x 48"	16	2
TOTAL					744

PROPOSED GUARDRAIL (RESURFACING)				
SIDE LT RT		GUARDRAIL		TERMINAL ANCHORS
		GUARDRAIL TRANSITION 27 IN TO 31 IN 705-02.10 (EACH)	GUARDRAIL REMOVED 706-01 (L.F.)	TYPE 38 MASH TL3 (46.875') 705-06.20 (EACH)
	X	31.487	1	50
TOTALS		1	50	1

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
63SR0130017	29.870	BRANCH	33'	PAVE WITH PLANS MIX/TREATMENT TYPE
63SR0130019	31.400	SPRING CREEK	58'	PAVE WITH PLANS MIX/TREATMENT TYPE

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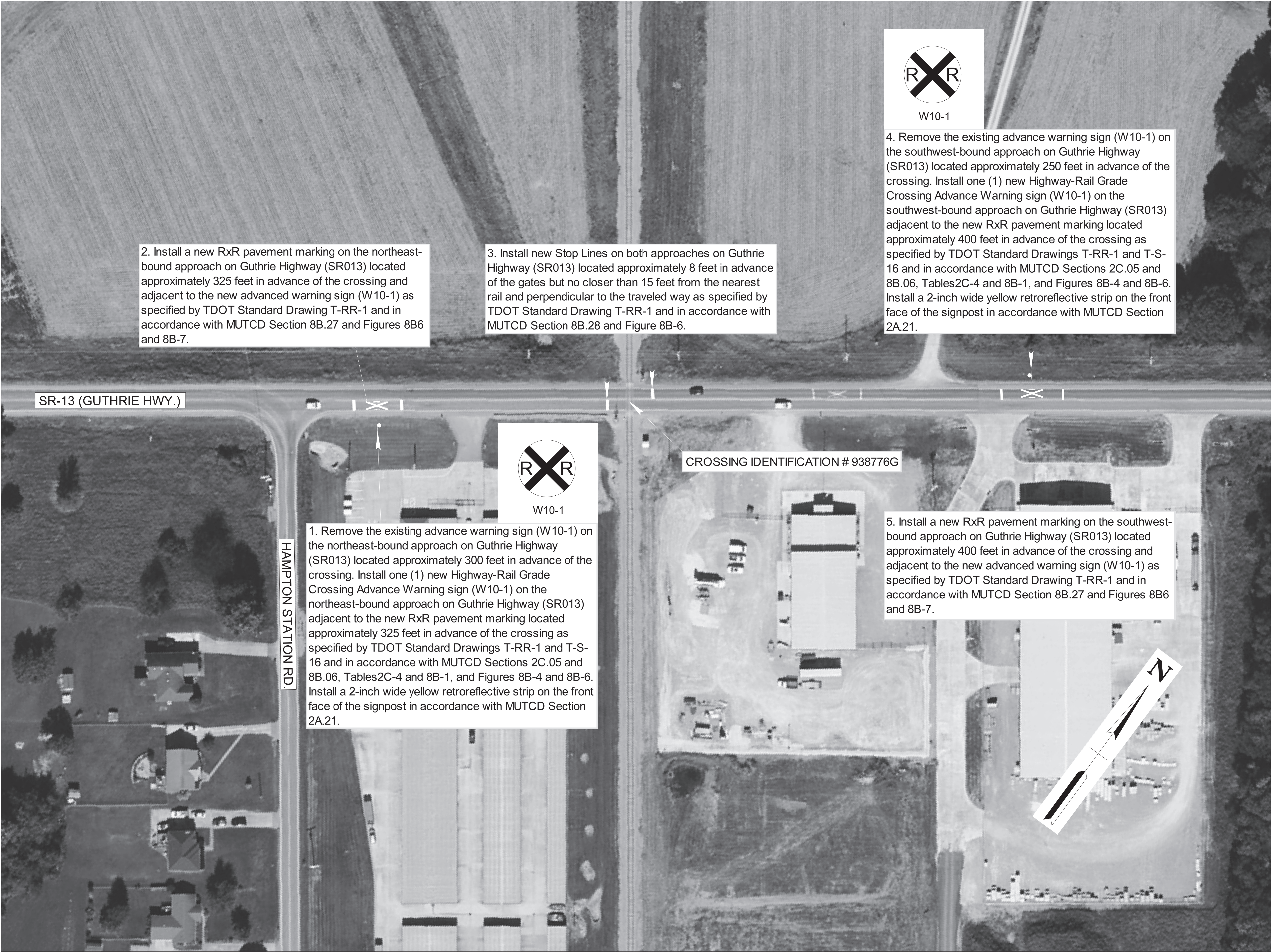


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TABULATED
QUANTITIES

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2. Install a new RxR pavement marking on the northeast-bound approach on Guthrie Highway (SR013) located approximately 325 feet in advance of the crossing and adjacent to the new advanced warning sign (W10-1) as specified by TDOT Standard Drawing T-RR-1 and in accordance with MUTCD Section 8B.27 and Figures 8B6 and 8B-7.

3. Install new Stop Lines on both approaches on Guthrie Highway (SR013) located approximately 8 feet in advance of the gates but no closer than 15 feet from the nearest rail and perpendicular to the traveled way as specified by TDOT Standard Drawing T-RR-1 and in accordance with MUTCD Section 8B.28 and Figure 8B-6.

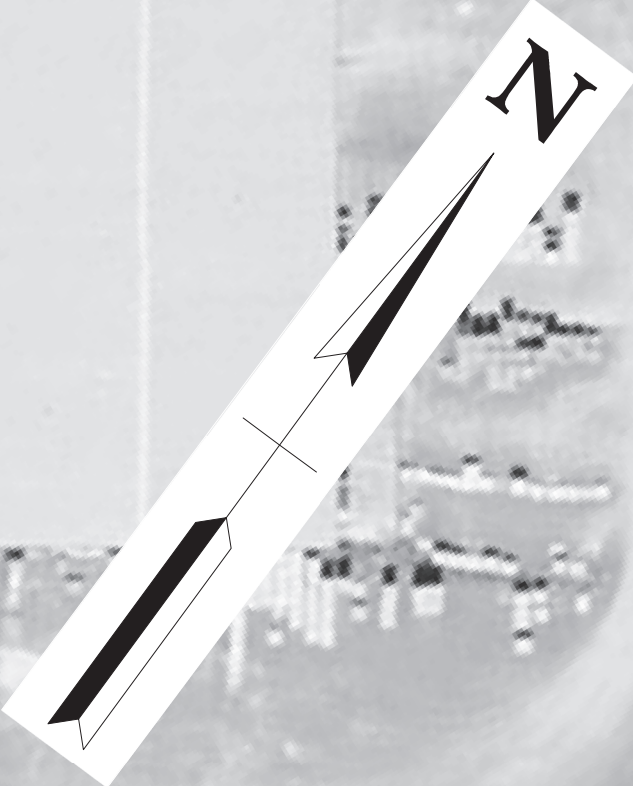


4. Remove the existing advance warning sign (W10-1) on the southwest-bound approach on Guthrie Highway (SR013) located approximately 250 feet in advance of the crossing. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-1) on the southwest-bound approach on Guthrie Highway (SR013) adjacent to the new RxR pavement marking located approximately 400 feet in advance of the crossing as specified by TDOT Standard Drawings T-RR-1 and T-S-16 and in accordance with MUTCD Sections 2C.05 and 8B.06, Tables2C-4 and 8B-1, and Figures 8B-4 and 8B-6. Install a 2-inch wide yellow retroreflective strip on the front face of the signpost in accordance with MUTCD Section 2A.21.

5. Install a new RxR pavement marking on the southwest-bound approach on Guthrie Highway (SR013) located approximately 400 feet in advance of the crossing and adjacent to the new advanced warning sign (W10-1) as specified by TDOT Standard Drawing T-RR-1 and in accordance with MUTCD Section 8B.27 and Figures 8B6 and 8B-7.

1. Remove the existing advance warning sign (W10-1) on the northeast-bound approach on Guthrie Highway (SR013) located approximately 300 feet in advance of the crossing. Install one (1) new Highway-Rail Grade Crossing Advance Warning sign (W10-1) on the northeast-bound approach on Guthrie Highway (SR013) adjacent to the new RxR pavement marking located approximately 325 feet in advance of the crossing as specified by TDOT Standard Drawings T-RR-1 and T-S-16 and in accordance with MUTCD Sections 2C.05 and 8B.06, Tables2C-4 and 8B-1, and Figures 8B-4 and 8B-6. Install a 2-inch wide yellow retroreflective strip on the front face of the signpost in accordance with MUTCD Section 2A.21.

CROSSING IDENTIFICATION # 938776G



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RESURF.	2025	STP/HSIP-13(96)	2F

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RAILROAD
SIGNING
DETAILS