



Nicholas Kniazewycz
2025.07.15 17:24:08 -05'00'

TENNESSEE DEPARTMENT OF TRANSPORTATION
6601 CENTENNIAL BLVD.,
NASHVILLE, TN 37243
NICK KNIAZEWCZ, P.E. NO. 126392

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET.....	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS.....	1A
ESTIMATED ROADWAY AND TABULATED QUANTITIES.....	2
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A
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SPECIAL NOTES.....	2C, 2C1
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RIGHT-OF-WAY ACQUISITION TABLE	3A
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PRESENT LAYOUT	4, 5
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YEAR	PROJECT NO.	SHEET NO.
2025	STP-252(15)	ROADWAY-SIGN1
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION		
SIGNATURE SHEET		

15-JUL -2025 14:40
\\tdot03nas002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2026\Williamson Co. SR-252 L.M. 0.00 - 5.71\1-129187-00-TitleSheet.sht

INDEX OF SHEETS
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

WILLIAMSON COUNTY

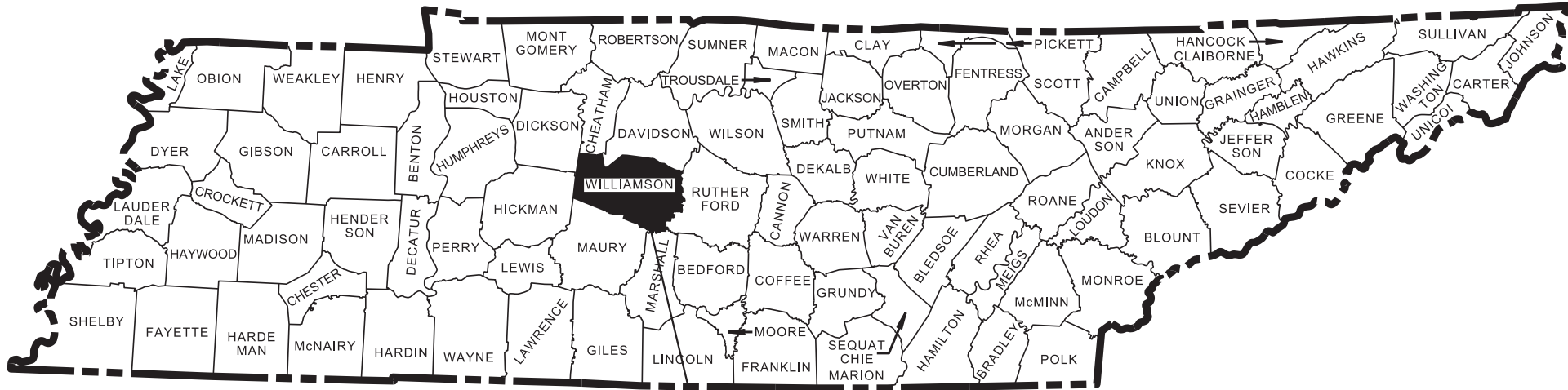
STATE ROUTE 252
FROM SR-96 (L.M. 0.00)
TO NORTH OF CLOVERCROFT ROAD (L.M. 5.71)

RESURFACE & SAFETY
COLD PLANING, 411D, AND PAVEMENT MARKINGS

STATE HIGHWAY NO. 252 F.A.H.S. NO. N/A

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

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	STP-252(15)	
STATE PROJ. NO.	94027-8211-14	
STATE PROJ. NO.	94027-2211-04	



PROJECT LOCATION
BRIDGE ID. # 94004230001, 94004230003

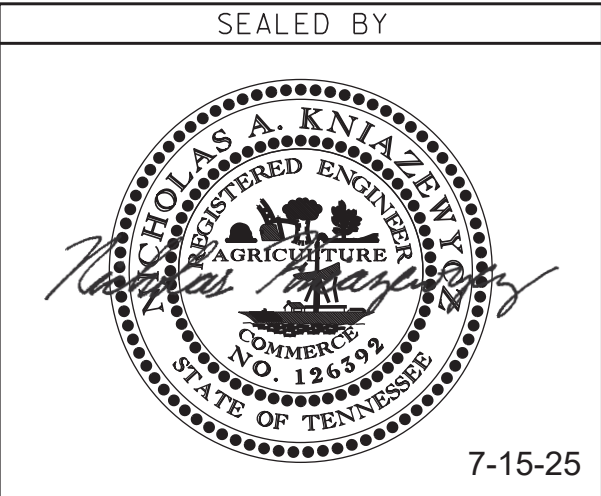
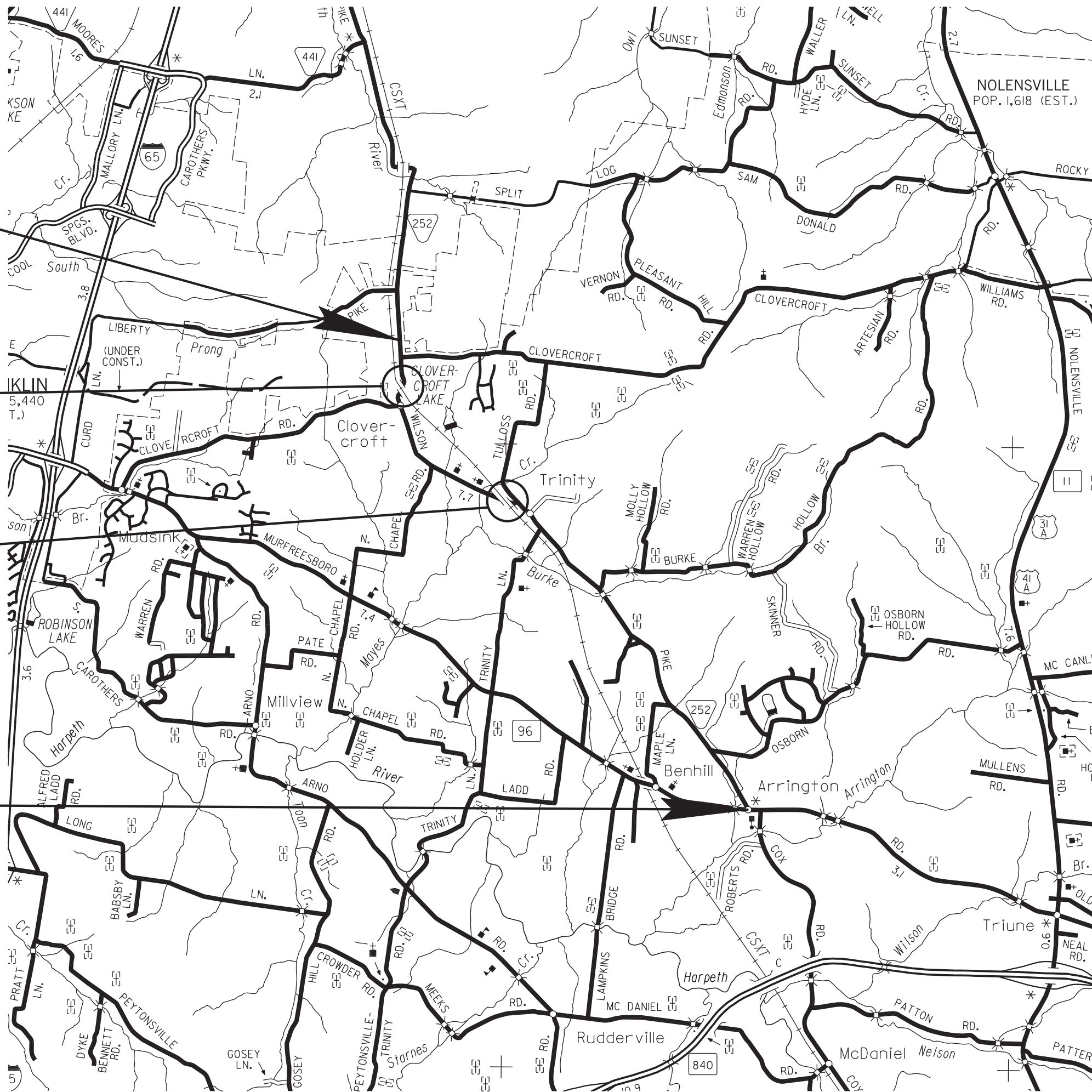
EXCLUSIONS	
L.M. TO L.M.	MILES
L.M. 0.00 - L.M. 0.10	0.10

94027-2211-04
94027-8211-14
END PROJECT NO. STP-252(15) RESURFACE & SAFETY
L.M. 5.71

CSXT UNDERPASS CROSSING # 350356X
M.P. 0BA-203.67

CSXT UNDERPASS CROSSING # 350360M
M.P. 0BA-205.18

94027-2211-04
94027-8211-14
BEGIN PROJECT NO. STP-252(15) RESURFACE & SAFETY
L.M. 0.00



APPROVED: 
WILL REID, 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: KONNER SPRADLIN, P.E.
DESIGNER : CAYLIE MARVEL, P.E. CHECKED BY : MATTHEW MCKAY, P.E.
P.E. NO. 98034-4299-04 (DESIGN)
PIN NO. 129187.00

SCALE: 1"= 1 MILE



PROJECT LENGTH 5.71 MILES
TOTAL LANE MILES RESURFACED 11.37 MILES

TRAFFIC DATA	
ADT (2025)	2,444
POSTED SPEED	40 MPH

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ROADWAY INDEX

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NOTE:

NO UTILITY SHEETS.

NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS.

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

STANDARD ROADWAY DRAWINGS


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

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
10-200.00 SIGN		
T-S-9	06-10-14	STANDARD LAYOUT - GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
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-20	07-11-17	SIGN DETAILS
10-201.00 SIGNALS		
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
10-203.00 RAILROAD CROSSING		
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD ACTIVE HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN
10-204.00 DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP-252(15)	1A

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7-15-25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROADWAY INDEX
AND
STANDARD
DRAWINGS

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP-252(15)	2

ESTIMATED ROADWAY QUANTITIES			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
			94027-8211-14
208-01.05	BROOMING & DEGRASSING SHOULDERS	L.M.	12
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	464
307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	730
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	31
411-01.10	ACS MIX(PG64-22) GRADING D	TON	4922
411-12.04	SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (4IN WIDTH)	L.M.	9
415-01.01	COLD PLANING BITUMINOUS PAVEMENT	TON	5400
712-01	TRAFFIC CONTROL	LS	1
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100
712-06	SIGNS (CONSTRUCTION)	S.F.	1715
713-16.50	REMOVE AND REPLACE SIGN (W3-3, 30" X 30", SIGNAL AHEAD)	EACH	1
716-01.21	SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	415
716-01.22	SNOWPLOWABLE RAISED PAVMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	16
716-01.30	REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	431
716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	30
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	245
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	2
716-02.08	PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	35
716-02.12	PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.1
716-03.02	PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2
716-03.06	PLASTIC WORD PAVEMENT MARKING (SIGNAL AHEAD)	EACH	5
716-05.20	PAINTED PAVEMENT MARKING (6" LINE)	L.M.	20
716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	20
717-01	MOBILIZATION	LS	1
730-14.02	SAW SLOT	L.F.	468
730-14.03	LOOP WIRE	L.F.	936

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)					
M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES L x W	S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
G20-1	ROAD WORK NEXT 6 MILES	64" X 24"	11	2	21
G20-2	END ROAD WORK	48" X 24"	8	14	112
W3-4	BE PREPARED TO STOP - PORTABLE	48" X 48"	16	2	32
W8-11	UNEVEN LANES	48" X 48"	16	30	480
W8-15	GROOVED PAVEMENT	48" X 48"	16	30	480
W8-15P	MOTORCYCLE PLAQUE	30" X 24"	5	30	150
W16-8P	SUPPLEMENTAL WARNING PLAQUE "SR-252"	24" X 8"	1	6	8
W20-1	ROAD WORK 1 MILE	48" X 48"	16	3	48
W20-1	ROAD WORK 1/2 MILE	48" X 48"	16	3	48
W20-1	ROAD WORK 1000 FT	48" X 48"	16	3	48
W20-1	ROAD WORK AHEAD	48" X 48"	16	12	192
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48" X 48"	16	2	32
W20-7a	FLAGGER SYMBOL - PORTABLE	48" X 48"	16	2	32
W21-2	FRESH OIL - PORTABLE	48" X 48"	16	2	32
TOTAL					1715

ADDITIONAL COLD PLANING FOR SPOT REPAIR						
LOCATION	LENGTH (FT)	WIDTH (FT)	DEPTH (IN)	AREA (S.Y.)	COLD PLANING (TON)	BM2 MIX QUANTITY (TON)
L.M. 0.1 - 5.71	6200	10	2	6889	723	730
						VARIOUS LOCATIONS FOR BASE FAILURE AND EDGE BREAK OFF. TO BE USED AS DIRECTED BY THE ENGINEER.


FOOTNOTES	
(1)	SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. THIS WORK IS TO BE PERFORMED BEFORE ALL OTHER OPERATIONS.
(2)	INCLUDES THE COST OF REMOVING DEBRIS AND SWEEPING SHOULDERS PRIOR TO WORK. SEE SHEET NO. 2B, FINAL PAVEMENT MARKING NOTE (6) FOR MORE INFORMATION.
(3)	TO BE USED AS DIRECTED BY THE ENGINEER.
(4)	SEE "ADDITIONAL COLD PLANING FOR SPOT REPAIR" TABLE.
(5)	INCLUDES 30 TONS FOR MAINLINE AND 1 TON FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES.
(6)	INCLUDES 4562 TONS FOR MAINLINE, 160 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES, AND 200 TONS FOR SPOT LEVELING FOR ADDITIONAL AREAS WHERE PAVEMENT DISTRESS IS FOUND AFTER MILLING AS DIRECTED BY THE ENGINEER.
(7)	INCLUDES 4518 TONS FOR MAINLINE, 159 TONS FOR CITY STREETS, COUNTY ROADS, BUSINESS ENTRANCES, AND PRIVATE AND FIELD ENTRANCES, AND 723 TONS FOR SPOT REPAIR (SEE "ADDITIONAL COLD PLANING FOR SPOT REPAIR" TABLE.
(8)	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.
(9)	IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM 712-06 SIGNS (CONSTRUCTION).
(10)	THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF CONSTRUCTION SIGNS.
(11)	SEE SHEET 2E.
(12)	CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
(13)	TO BE USED FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.
(14)	TO BE USED AS PERMANENT PAVEMENT MARKINGS FOR THE EDGELINES AND CENTERLINES ON THE FINAL SURFACE. CENTERLINE IS BASED ON 26% PASSING, 33% NO PASS ON ONE SIDE, AND 41% NO PASS ON BOTH SIDES.

BRIDGE DECK RECOMMENDATIONS (RESURFACING)				
BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
94004230001	3.590	UNDER CSX RAILROAD		VERTICAL CLEARANCE: 10'-4" TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.
94004230003	5.260	UNDER CSX RAILROAD		VERTICAL CLEARANCE: 10'-7" TO MAINTAIN MINIMUM VERTICAL CLEARANCE OF THE UNDERPASS COLD PLANE TO MATCH THE THICKNESS OF TREATMENT.

NO GUARDRAIL INCLUDED ON THIS PROJECT

NO UTILITY ADJUSTMENTS ON THIS PROJECT

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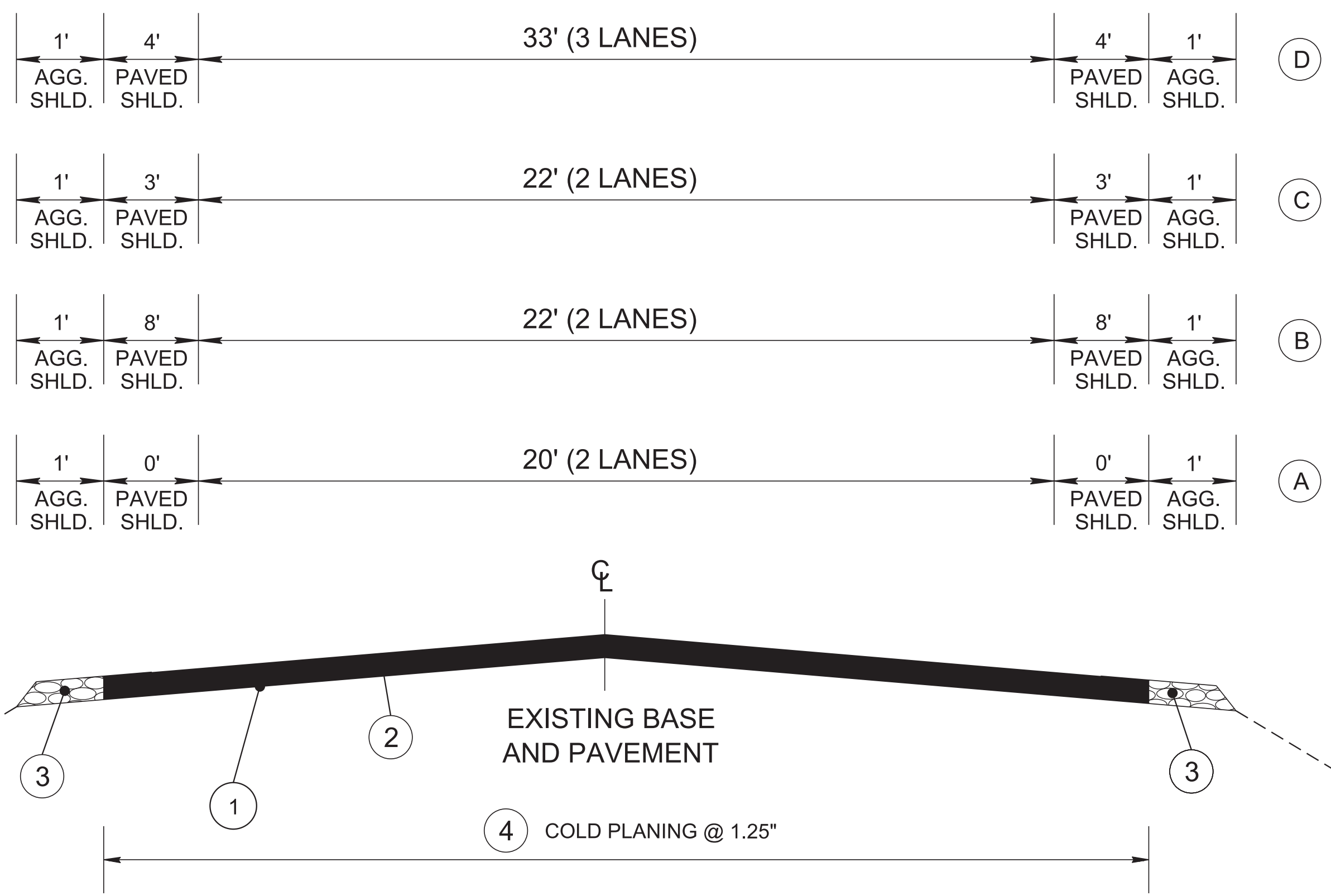


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY AND
TABULATED
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP-252(15)	2A



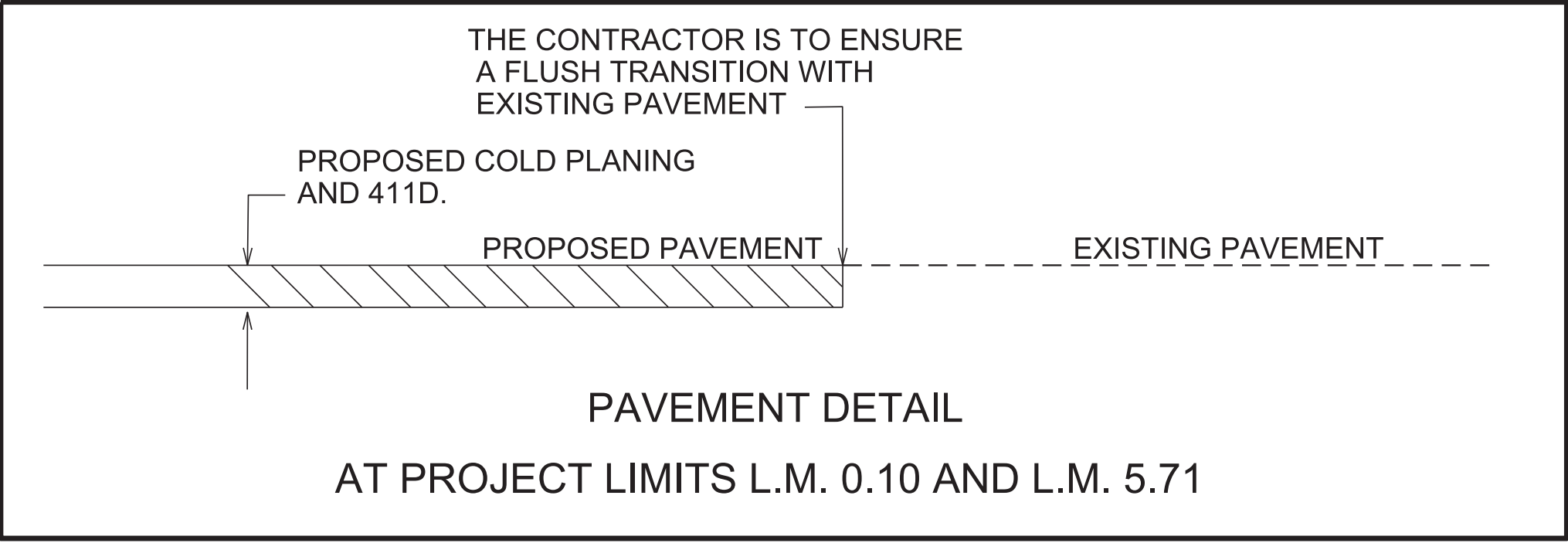
WILLIAMSON COUNTY SR-252 TYPICAL SECTION

- (A) L.M. 0.10 TO 2.49
L.M. 2.53 TO 4.30
L.M. 4.43 TO 5.53
- (B) L.M. 2.49 TO 2.53
L.M. 4.30 TO 4.43
L.M. 5.68 TO 5.71
- (D) L.M. 5.53 TO 5.68

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

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

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



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS AND
PAVEMENT
SCHEDULE

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GENERAL NOTES

MISCELLANEOUS

- (2)

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.
- (3)

NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

- (2)

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

FINAL PAVEMENT MARKING

- (6)

THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a.

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

b.

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

c.

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

d.

REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (8)

PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6” ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. **716-12.02**, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

- (19)

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

PAVEMENT

PAVING

- (2)

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

RESURFACING

- (4)

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

- (5)

ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6)

PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (9)

IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

- (12)

ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.
- (13)

AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR’S EXPENSE.

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.
- (13)

LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (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.
- (9)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. **712-06**, SIGNS (CONSTRUCTION), S.F.

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GENERAL
NOTES

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SPECIAL NOTES

MISCELLANEOUS

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

PAVEMENT MARKINGS

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

PAVEMENT PAVING

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

RESURFACING

- (6)
- AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (7)
- 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.
- (8)
- ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO MERGING WITH THE MAINLINE. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

WORK RESTRICTIONS

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

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (10)
- 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.

CSXT SAFETY NOTES

- (2)
- 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/>
- (3)
- ALL WORK IN THE FRA RED ZONE (WITHIN 4 FEET FROM OUTSIDE OF THE RAIL ON EACH SIDE OF THE TRACK) WILL BE DONE ONLY WITH A CSXT, FRA QUALIFIED FLAGMAN OR WATCHMAN AS SPECIFIED BY THE LOCAL ENGINEERING REPRESENTATIVE.
- (4)
- 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.
- (5)
- 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.
- (6)
- ALL WORKERS WILL REMAIN OFF THE TRACKS. IF NECESSARY TO PERFORM THE WORK ON TRACK, PROTECTION WILL BE PROVIDED AS STATED ABOVE.
- (7)
- 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).
- (8)
- AT LEAST THIRTY (30) DAYS ADVANCED NOTIFICATION MUST BE GIVEN TO THE RAILROAD REPRESENTATIVE, TO SCHEDULE A RAILROAD FLAGMAN.
- (9)
- THE CONTRACTOR MAY NOT USE CSXT RIGHT-OF-WAY, FOR STORAGE OF MATERIALS OR EQUIP0MENT, WITHOUT PRIOR WRITTEN APPROVAL FROM CSXT.
- (10)
- 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.
- (11)
- 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.
- (12)
- THE CONTRACTOR SHALL REPLACE ALL RR ADVANCE WARNING SIGNS, RXR PAVEMENT MARKINGS AND STOP LINES AT APPROACHES TO AT GRADE CROSSINGS, IN ACCORDANCE WITH MUTCD GUIDELINES.
- (13)
- ANY VIOLATION OF ANY CSXT RULES, REGULATIONS OR POLICIES, MAY RESULT IN REMOVAL OF CONTRACTOR PERSONNEL FROM THE RIGHT-OF-WAY.
- (14)
- 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.
- (15)
- 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 WORK DAY OR WHENEVER UNATTENDED BY AN OPERATOR.
- (16)
- ALL WORK MUST BE STOPPED WHILE TRAINS ARE PASSING WITHIN THE WORK ZONE.

- (17)
- "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE TWO (2) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.
- (18)
- 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.


THE CONTRACTOR SHALL NOTIFY AND COORDINATE THEIR WORK WITH THE FOLLOWING CSXT REPRESENTATIVE:

CSXT GENERAL ENGINEERING CONSULTANT DESIGNATE
CROUCH ENGINEERING, INC.

5115 MARYLAND WAY, SUITE 225
BRENTWOOD, TN 37027
ATTN: MR. SCOTT VICK, P.E. PROJECT DIRECTOR
PHONE: (615) 791-0630
EMAIL: SVICK@CROUCHENGINEERING.COM

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SPECIAL
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SPECIAL NOTES (CONT.)

UTILITY

- (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

(UPDATED 07-15-2025)

TELEPHONE/FIBER:

AT&T
116 SOUTH CANNON AVE
MURFREESBORO, TN 37129
LEE KORNEGAY
KK4096@ATT.COM
O: 615-848-2082
C: 615-631-7221

UNITED COMMUNICATIONS
120 TAYLOR ST
CHAPEL HILL, TN 37034
JONATHAN KNIGHT
JON.KNIGHT@GOUNITED.NET
C: 704-242-4172

ELECTRIC:

MIDDLE TN ELECTRIC
555 NEW SALEM RD
MURFREESBORO, TN 37129
CHRISTOPHER WEAVER
CHRISWEAVER@MTE.COM
O: 615-494-1068

TVA
1101 MARKET STREET MR-4G
CHATTANOOGA, TN 37402-2801
STEPHEN WILLIAMS
SEWILLIAMS@TVA.GOV
O: 662-255-6272

GAS:

ATMOS ENERGY
810 CRESCENT CENTRE DR, SUITE 600
FRANKLIN, TN 37067
TERI LABELLA
TERI.LABELLA@ATMOSENERGY.COM
C: 615-418-6699

ROBERT ARNOLD
ROBERT.ARNOLD@ATMOSENERGY.COM
O: 615-771-8311
C: 615-310-3020

HORTON HIGHWAY UTILITY DISTRICT
102 S. MAIN ST P.O. BOX 85
CHAPEL HILL, TN 37034
JUSTIN RUSSELL
UTILITYCO@UNITED.NET
O: 931-364-2283
C: 931-244-0154

TC ENERGY (FORMERLY COLUMBIA GULF)
4715 TRADERS WAY, SUITE 100
THOMPSON STATION, TN 37179
DAVID MICHAEL
DAVID_MICHAEL@TCENERGY.COM
US_CROSSSINGS@TCENERGY.COM
O: 615-465-5109
C: 701-204-8270

WATER:

MILCROFTON UTILITY DISTRICT
6333 ARNO RD
FRANKLIN, TN 37064
MIKE JONES
MIKE@MILCROFTON.COM
O: 615-794-5947 X24

CABLE/FIBER:

COMCAST
660 MAINSTREAM DR
NASHVILLE, TN 37228
MICHAEL LEE
NAS-NASHVILLECONSTRUCTIONBETTERMENTS@COMCAST.COM
C: 615-504-0528

FIBER:

XO COMMUNICATIONS (VERIZON)
575 HICKORY HILLS BLVD.
WHITES CREEK, TN 37189
MICHAEL WEAVER
MICHAEL.WEAVER@VERIZON.COM
O: 615-777-7727
C: 615-218-0656

DEREK DEE
DEREK.R.DEE@VERIZON.COM
O: 615-777-7727
C: 615-207-1297

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


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

ZAYO BANDWIDTH
4701 W HILLSBOROUGH AVE
TAMPA, FL 33614
JAKE SANSOM
JAKE.SANSOM@ZAYO.COM
C: 813-763-5999
820 FESSLERS PKWY, SUITE 240
NASHVILLE, TN 37210
TIMOTHY WRIGHT
TIMOTHY.WRIGHT@ZAYO.COM
C: 585-490-4793

WINDSTREAM COMMUNICATIONS
658 TREE FARM RD
LINDEN, TN 37096
TOMMY RAYFIELD
TOMMY.RAYFIELD@WINDSTREAM.COM
O: 812-253-1587
C: 931-994-1249

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP-252(15)	2C1

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SPECIAL
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ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRECONSTRUCTION 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 COLD PLANING, PAVING, STRIPING, TRAFFIC CONTROL, AND OTHER TASKS AS INDICATED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

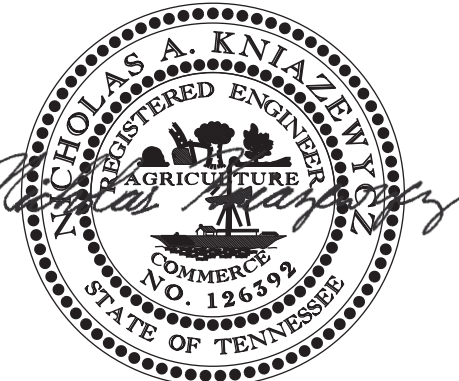
GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP-252(15)	2D

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

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ENVIRONMENTAL NOTES (CONT.)

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP-252(15)	2D1

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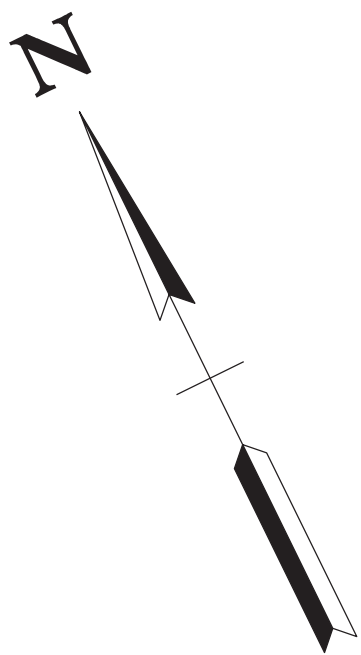


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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES


TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP-252(15)	2E



STATE ROUTE 252
LOG MILE 3.48 - 3.62
WILLIAMSON COUNTY

REFERENCE MUTCD
SECTION 2C.04 AND TABLE 2C-3

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS
NOT TO SCALE


TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2025	STP-252(15)	2E1



STATE ROUTE 252
LOG MILE 5.57 - 5.70
WILLIAMSON COUNTY

REFERENCE STANDARD DRAWING
T-M-3, T-M-4

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS
NOT TO SCALE

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R.O.W. ACQUISITION TABLE																		
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (SQUARE FEET)				
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS	PERM RAILROAD
				BOOK	PAGE													
1	CSX TRANSPORTATION INC.			513, 33, 33, 33, 33,513, 33	510, 513, 572, 356, 511, 572, 353													0.500 AC
ACQUISITION TOTALS (ACRES)																		0.500 AC


TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	STP/HSIP-252(15)	3A
RESURF.	2025	STP-252(15)	3A

REV. 03-18-22: ADDED TRACT NO. 1

REV. 05-03-22: CORRECTED THE R.O.W. ACQUISITION TABLE.

REV. 09-19-23: REVISED THE R.O.W. ACQUISITION TABLE.

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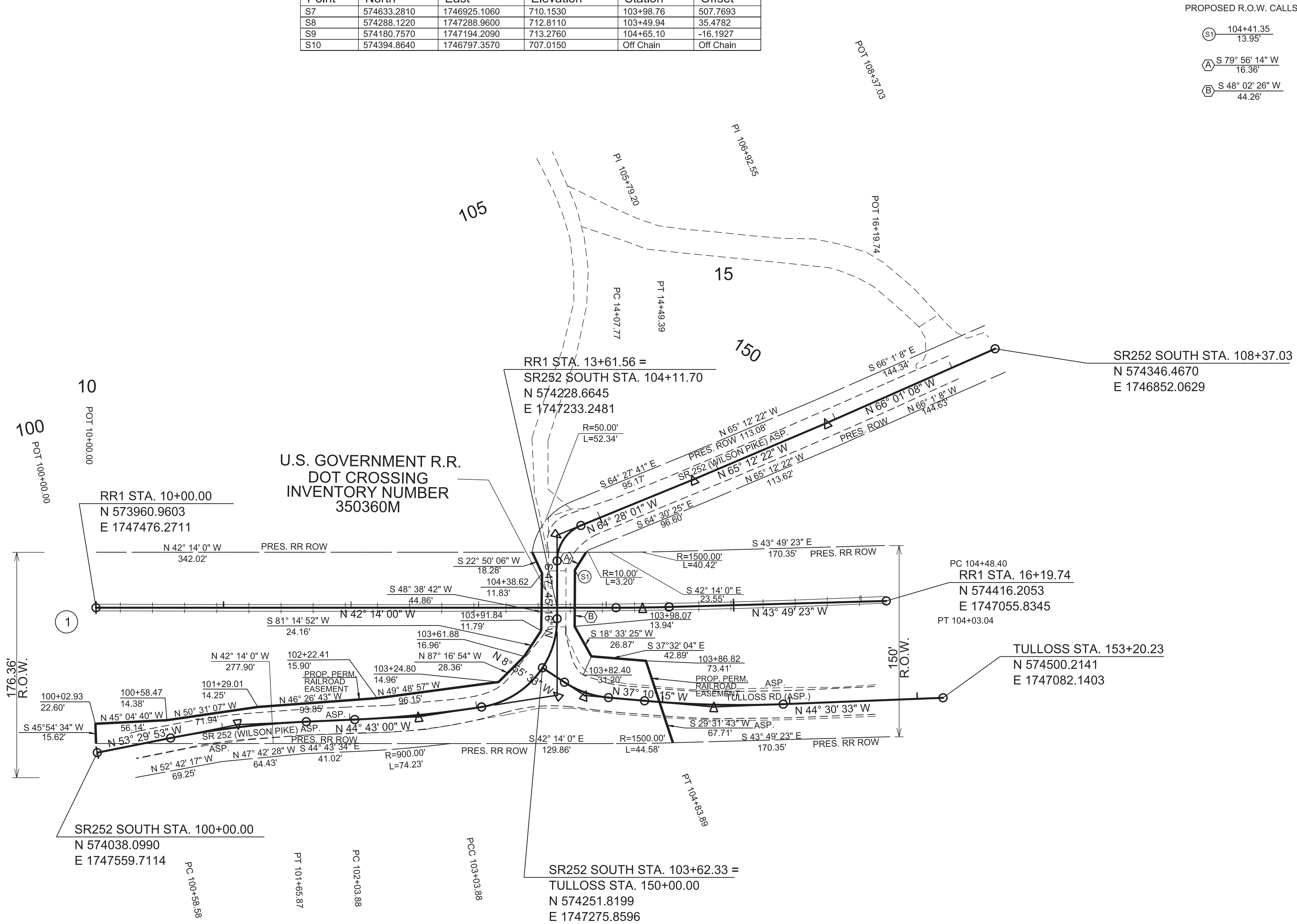
COORDINATES ARE NAD 83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 07 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

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Point	North	East	Elevation	Station	Offset
S7	574633.2810	1746925.1060	710.1530	103+98.76	507.7693
S8	574288.1220	1747288.9600	712.8110	103+49.94	35.4782
S9	574180.7570	1747194.2090	713.2760	104+65.10	-16.1927
S10	574394.8640	1746797.3570	707.0150	Off Chain	Off Chain



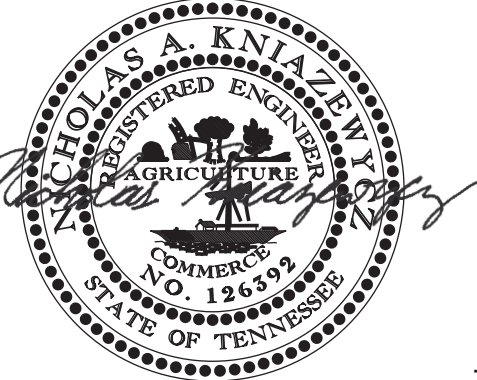
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	STP/HSIP-252(15)	3B
RESURF.	2025	STP-252(15)	3B

REV. 03-18-22: ADDED TRACT NO. 1

REV. 5-03-22: ADDED TAG (C) AND CORRECT SPELLING

REV. 09-19-23: REVISED EXISTING AND PROPOSED R.O.W.

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COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 07 MODEL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY
MAP

STA.100+00 TO STA.108+37
SCALE: 1"=50'

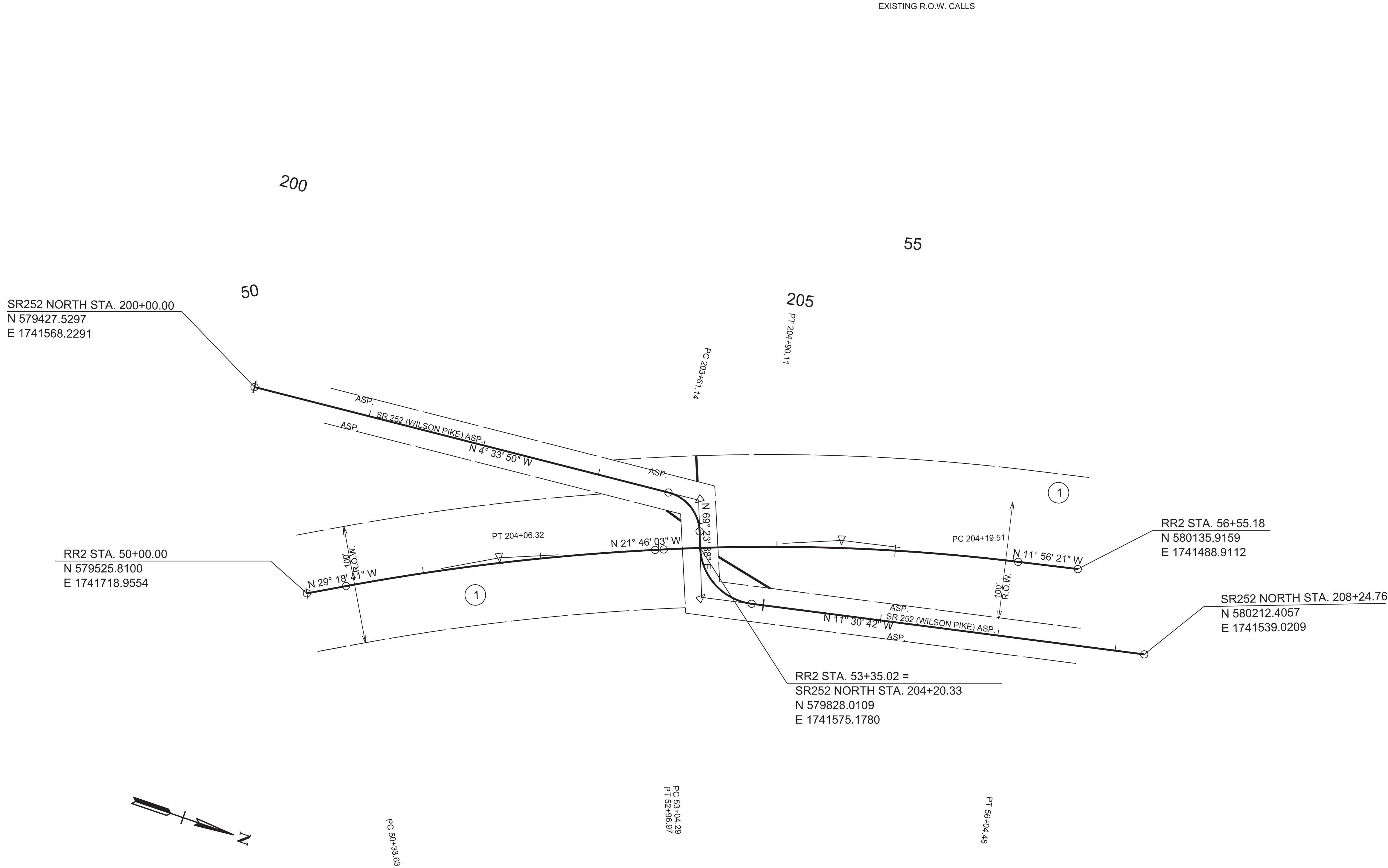
THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	STP/HSIP-252(15)	3C
RESURF.	2025	STP-252(15)	3C


REV. 03-18-22: ADDED TRACT NO. 1

REV. 05-03-22: REVISED LABLES.

REV. 09-19-23: REVISED EXISTING AND PROPOSED R.O.W.



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY
MAP

STA.200+00 TO STA.208+24
SCALE: 1"=50'

THE AGREEMENT REQUIRED FOR THE RAILROAD CROSSING WILL BE OBTAINED BY THE R.O.W. DIVISION'S UTILITY OFFICE RAILROAD COORDINATOR THROUGH NEGOTIATIONS AND SPECIAL PROVISIONS WITH THE RAILROAD

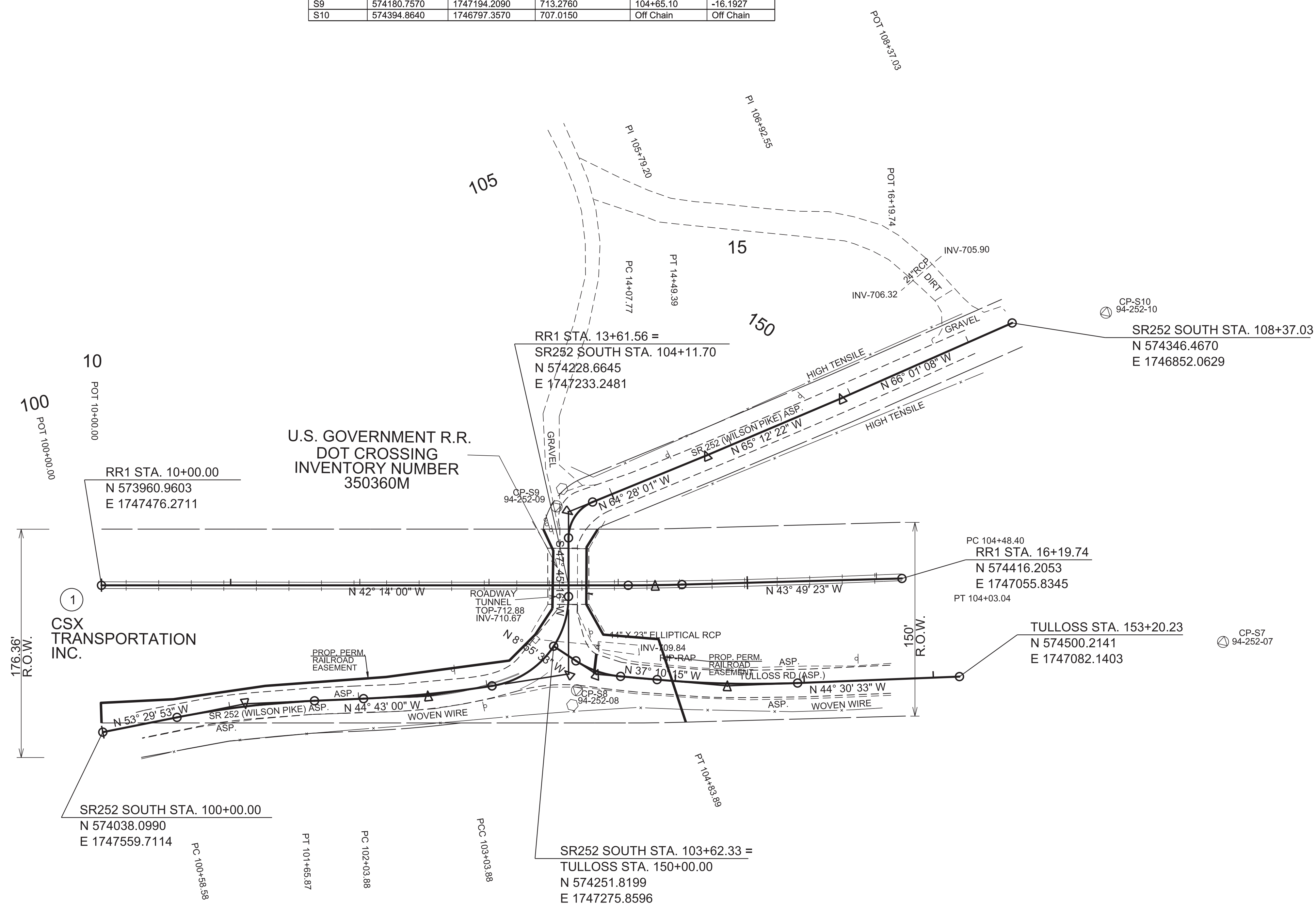
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	STP/HSIP-252(15)	4
RESURF.	2025	STP-252(15)	4

REV. 03-18-22: ADDED TRACT NO. 1 AND PROPERTY OWNER

REV. 09-19-23: REVISED EXISTING AND PROPOSED R.O.W.


Point	North	East	Elevation	Station	Offset
S7	574633.2810	1746925.1060	710.1530	103+98.76	507.7693
S8	574288.1220	1747288.9600	712.8110	103+49.94	35.4782
S9	574180.7570	1747194.2090	713.2760	104+65.10	-16.1927
S10	574394.8640	1746797.3570	707.0150	Off Chain	Off Chain

PROPOSED R.O.W. CALLS



RAILROAD MILE MARKER 205

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT

STA.100+00 TO STA.108+37
SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2022	STP/HSIP-252(15)	5A
RESURF.	2025	STP-252(15)	5A

REV. 03-18-22: ADDED TRACT NO. 1 AND PROPERTY OWNER

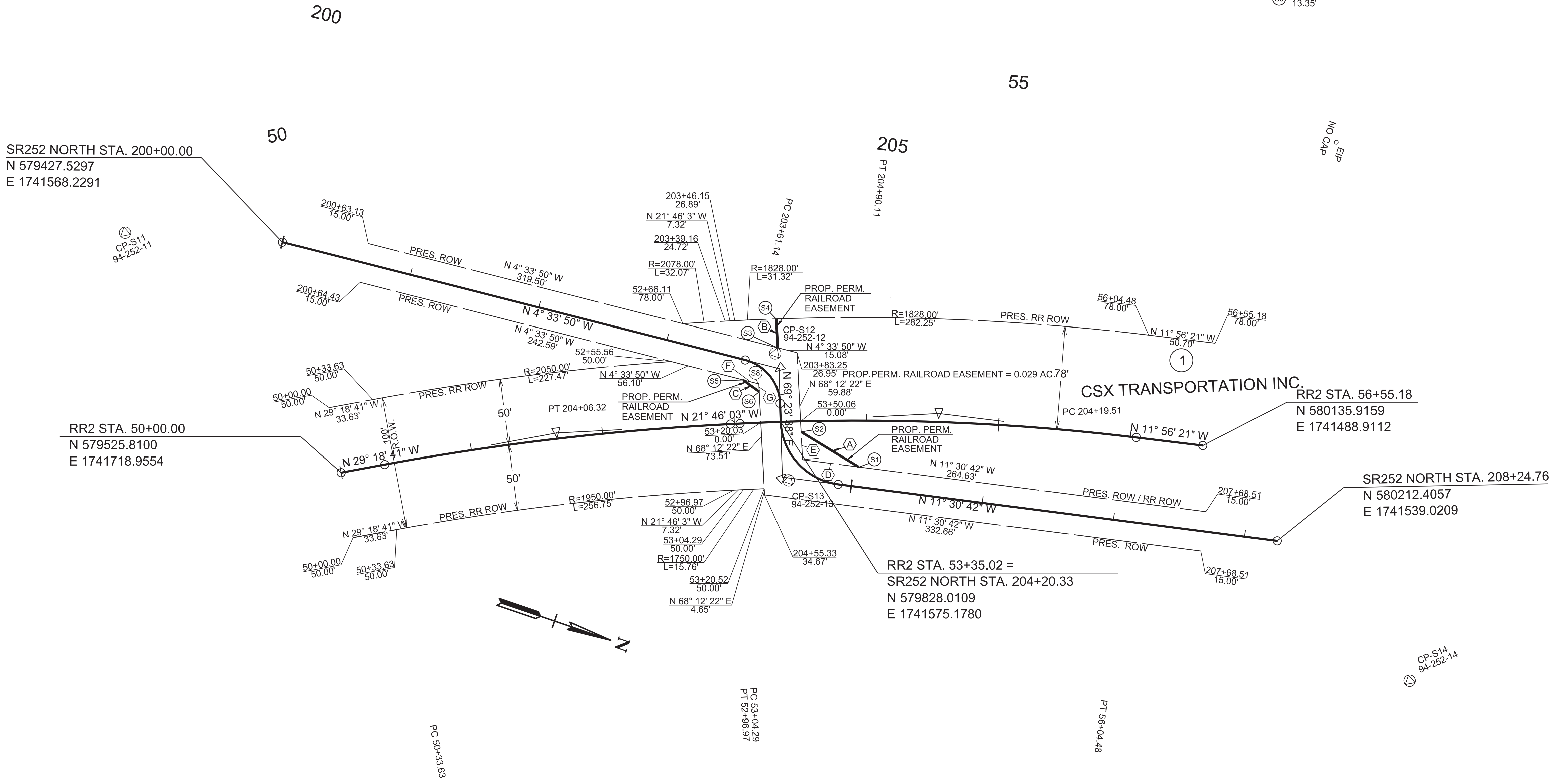
REV. 05-03-22: REVISED LABLES.

REV. 09-19-23: REVISED EXISTING AND PROPOSED R.O.W.

Point	North	East	Elevation	Station	Offset
S11	579312.5210	1741599.8850	741.9270	Off Chain	Off Chain
S12	579807.3430	1741527.4790	744.7180	203+76.12	-14.8996
S13	579848.0030	1741615.0300	744.0300	204+58.70	13.9712
S14	580341.4040	1741606.7890	753.6220	Off Chain	Off Chain


EXISTING R.O.W. CALLS		PROPOSED R.O.W. CALLS	
(S7) 204+55.36 4.43'	(D) N 11° 30' 42" W 42.96'	(S1) 205+03.88 15.00'	(A) N 12° 33' 02" E 51.19'
(S8) 203+83.03 10.33'	(E) N 68° 12' 22" E 21.21'	(S2) 204+31.81 14.13'	(B) N 68° 12' 22" E 21.87'
	(F) N 4° 33' 50" W 12.46'	(S3) 203+75.35 19.42'	(C) N 17° 01' 15" E 15.27'
	(G) N 68° 12' 22" E 5.88'	(S4) 203+68.44 37.46'	
		(S5) 203+64.60 14.90'	
		(S6) 203+90.69 13.35'	

FP? ○



NOTE:
NO MILE MARKER WAS ABLE TO BE
LOCATED NEAR THE CROSSING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DETAILS

STA.200+00 TO STA.208+24
SCALE: 1"=50'