**Railroad Safety Crossing Review**

<table>
<thead>
<tr>
<th>County</th>
<th>Cheatham</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Description</td>
<td>SR-249 From Bridge Over 1-40 to SR-1 (US-70)</td>
</tr>
<tr>
<td>PIN</td>
<td>127330.00</td>
</tr>
<tr>
<td>Federal #</td>
<td>HSIP-249(89)</td>
</tr>
<tr>
<td>State #</td>
<td>11024-3236-94</td>
</tr>
<tr>
<td>Scope of Work:</td>
<td>Resurfacing and Safety – Mill and 85 lb/sy TLD</td>
</tr>
</tbody>
</table>
CHEATHAM SR-249
PIN# 127330

North Approach, E Kingston Spring Rd & HWY 70

South Approach, E Kingston Spring Rd & HWY 70
East Side, Crossing View - Parallel to HWY 70

West Side, Crossing View - Parallel to HWY 70
E Side Approach to Rail Road, HWY 70 to E Kingston Spring Rd

W Side Approach HWY 70 to E Kingston Spring Rd

Speed Limit
Signal Control Box 1 Panel, located at E Kingston Spring Rd

Signal Control Box 2 Panel, located at HWY 70
CHEATHAM SR-249
PIN# 127330

Side Roads to Tracks with 100ft of Crossings
### STANDARD ROADWAY DRAWINGS

<table>
<thead>
<tr>
<th>DWG. NO</th>
<th>REV.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RD-A-1</td>
<td>12-18-20</td>
<td>STANDARD ABBREVIATIONS</td>
</tr>
<tr>
<td>RD-L-1</td>
<td>10-26-24</td>
<td>STANDARD LEGEND</td>
</tr>
<tr>
<td>RP-H2</td>
<td>07-16-18</td>
<td>DETECTABLE WARN NR SURFACE PLACEMENT ON CURB RAMPS</td>
</tr>
<tr>
<td>RP-H4</td>
<td>07-16-18</td>
<td>PERPENDICULAR CLR RAMP</td>
</tr>
<tr>
<td>RP-H3</td>
<td>07-16-18</td>
<td>SINGLE CROSSING CURB RAMP IN CURVE</td>
</tr>
</tbody>
</table>

### DESIGN – TRAFFIC CONTROL

<table>
<thead>
<tr>
<th>DWG. NO</th>
<th>REV.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-M-1</td>
<td>07-05-17</td>
<td>DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS</td>
</tr>
<tr>
<td>T-M-2</td>
<td>08-02-18</td>
<td>DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS</td>
</tr>
<tr>
<td>T-M-3</td>
<td>07-24-24</td>
<td>MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDANS &amp; PAVED SHOULDERS ON CONVENTIONAL ROADS</td>
</tr>
<tr>
<td>T-M-4</td>
<td>08-02-18</td>
<td>STANDARD INTERSECTION PAVEMENT MARKINGS</td>
</tr>
<tr>
<td>T-FAB-1</td>
<td>05-27-97</td>
<td>FLASHING YELLOW ARROW BOARD</td>
</tr>
<tr>
<td>T-WIZ-10</td>
<td>04-02-12</td>
<td>ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS</td>
</tr>
<tr>
<td>T-WIZ-11</td>
<td>02-04-17</td>
<td>CLS LANE CLS LANE ON U/I LANE</td>
</tr>
<tr>
<td>T-WIZ-13</td>
<td>02-05-17</td>
<td>TWO-OUTSIDE LANE Closure ON FREEWAY OR EXPRESSWAY</td>
</tr>
<tr>
<td>T-WIZ-15</td>
<td>10-10-18</td>
<td>SIDEWALK TRAFFIC CONTROL</td>
</tr>
</tbody>
</table>

### Signals

<table>
<thead>
<tr>
<th>DWG. NO</th>
<th>REV.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-S-94</td>
<td>07-02-15</td>
<td>GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS</td>
</tr>
<tr>
<td>T-SQR-3</td>
<td>07-11-17</td>
<td>STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS</td>
</tr>
<tr>
<td>T-RWB-1</td>
<td>11-01-11</td>
<td>TYPICAL PAVEMENT MARKING AT RAILROAD ACTIVE HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN</td>
</tr>
</tbody>
</table>

### NOTEEs:

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

---

**UNOFFICIAL SET NOT FOR BIDDING**
### ESTIMATED ROADWAY QUANTITIES

<table>
<thead>
<tr>
<th>ITEM NO</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>QUANTITY</th>
<th>SAFETY QUANTITY</th>
<th>TOTAL QUANTITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.1</td>
<td>MINERALS, AGGREGATE, TYPE A BASE, GROUND D</td>
<td>FON</td>
<td>243</td>
<td>200</td>
<td>343</td>
</tr>
<tr>
<td>12.2</td>
<td>ASPHALT CONCRETE MIX (P#12G) (P#11M) GRADING B-M2</td>
<td>FON</td>
<td>360</td>
<td>500</td>
<td>860</td>
</tr>
<tr>
<td>422.01</td>
<td>BITUMINOUS MATERIAL TYPE AG D (E)</td>
<td>FON</td>
<td>24</td>
<td>40</td>
<td>64</td>
</tr>
<tr>
<td>422.02</td>
<td>ACIS MIX (P#12G) GRADING C</td>
<td>FON</td>
<td>612</td>
<td>672</td>
<td>1284</td>
</tr>
<tr>
<td>422.03</td>
<td>SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (IN WIDTH)</td>
<td>M</td>
<td>...</td>
<td>8.6</td>
<td>8.6</td>
</tr>
<tr>
<td>422.04</td>
<td>COLD PLANNING BITUMINOUS PAVEMENT</td>
<td>FON</td>
<td>649</td>
<td>5949</td>
<td>6638</td>
</tr>
<tr>
<td>701.02</td>
<td>GUARDRAIL TRANSITION 27'11 TC 318</td>
<td>EACH</td>
<td>8</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>701.03</td>
<td>IN REAR 27'11 TYPE 3 JI WASH TLY</td>
<td>S.F</td>
<td>900</td>
<td>900</td>
<td>900</td>
</tr>
<tr>
<td>701.04</td>
<td>WARNING LIGHTS (TYPE A)</td>
<td>EACH</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>701.05</td>
<td>TRAFFIC CONTROL SIGNS (CONSTRUCTION)</td>
<td>EACH</td>
<td>25</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>701.06</td>
<td>TRAFFIC CONTROL FLEXI-BLUMS (CHANNEL END)</td>
<td>EACH</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>701.07</td>
<td>TRAFFIC CONTROL FLEXI-BLUMS (CHANNEL END)</td>
<td>EACH</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>701.08</td>
<td>PLASTIC PAVEMENT MARKING (CHANNEL END)</td>
<td>S.F.</td>
<td>5</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>701.09</td>
<td>PLASTIC PAVEMENT MARKING (CURB LANE MARKER)</td>
<td>EACH</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>701.10</td>
<td>PLASTIC PAVEMENT MARKING (STRIGHT ARROW)</td>
<td>EACH</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>701.11</td>
<td>PAVEMENT MARKING LINER</td>
<td>M</td>
<td>3.4</td>
<td>21.4</td>
<td>24.8</td>
</tr>
<tr>
<td>701.12</td>
<td>PAVEMENT MARKING LINER</td>
<td>M</td>
<td>0.6</td>
<td>10.6</td>
<td>11.2</td>
</tr>
<tr>
<td>701.13</td>
<td>PAVEMENT MARKING LINER</td>
<td>M</td>
<td>0.8</td>
<td>10.8</td>
<td>11.6</td>
</tr>
<tr>
<td>701.14</td>
<td>MOBILIZATION</td>
<td>S.F</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### PROPOSED GUARDRAIL

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>GUARDRAIL HEIGHT TRANSITION</th>
<th>GUARDRAIL REMOVED</th>
<th>TERMINAL ANCHORS</th>
<th>BRIDGE NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>...</td>
<td>745-02.10</td>
<td>736-01</td>
<td>303.01</td>
<td>...</td>
</tr>
<tr>
<td>...</td>
<td>EACH</td>
<td>EACH</td>
<td>EACH</td>
<td>...</td>
</tr>
<tr>
<td>1.529</td>
<td>X</td>
<td>2</td>
<td>100</td>
<td>2</td>
</tr>
<tr>
<td>5.535</td>
<td>X</td>
<td>2</td>
<td>100</td>
<td>2</td>
</tr>
<tr>
<td>4.944</td>
<td>X</td>
<td>2</td>
<td>100</td>
<td>2</td>
</tr>
<tr>
<td>4.364</td>
<td>X</td>
<td>1</td>
<td>50</td>
<td>1</td>
</tr>
<tr>
<td>5.035</td>
<td>X</td>
<td>1</td>
<td>50</td>
<td>1</td>
</tr>
</tbody>
</table>

### BRIDGE NOTES

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>BRIDGE NO.</th>
<th>LENGTH (FT.)</th>
<th>RECOMMENDATION</th>
<th>BRIDGE NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>...</td>
<td>745R040001</td>
<td>1</td>
<td>COLD PLAN 12&quot; AND REPLACE WITH 1.5&quot; ASPHALT</td>
<td>...</td>
</tr>
<tr>
<td>...</td>
<td>745R040003</td>
<td>1</td>
<td>COLD PLAN 12&quot; AND REPLACE WITH 1.5&quot; ASPHALT</td>
<td>...</td>
</tr>
</tbody>
</table>

**FOOTNOTES**

1. TO BE USED AS DIRECTED BY THE ENGINEER.
2. TO BE USED AS DIRECTED BY THE ENGINEER FOR SPOT LEVELING.
3. INCLUDES 153 TONS FOR COUNTY ROADS, BUSINESS ENTRANCES, PRIVATE DRIVES, AND FIELD ENTRANCES. FOR SPECIFICATIONS, SEE T.O. 4110.
4. 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.
5. IN THE EVENT THAT A CONSTRUCTION AND/OR ORDINARY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD FROM A DESIGNATED LIST OF METHODS ACCEPTED BY THE DEPARTMENT. SAID SIGN COVERING METHOD SHALL BE SELECTED FROM QUALIFIED PRODUCTS LISTED ON THIS SHEET AND APPROVED BY THE DIVISION OF MATERIALS AND TEST AND SHALL BE USED TO COVER THESE SIGNS. NO OTHER METHOD FOR SIGN COVERING WILL BE ALLOWED. TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE TOTAL COST FOR THE CONTRACT.
6. THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC PREFORMED PLASTIC AND BE PAID FOR AT THE SAME UNIT PRICE AS THE CONTRACT.
7. TO BE USED AS PAVEMENT MARKING ON TEMPOARY SURFACES.
8. FOR CENTRAL MARKING ON FINAL SURFACE BASED ON 50% PASSING ON ONE SIDE AND 47% PASSING ON BOTH SIDES.
9. FOR EDDGELINE PAVEMENT MARKINGS ON FINAL SURFACE.
10. TO BE APPLIED TO ALL SIDEWALKS.
11. INCLUDES 152 TONS FOR COUNTY ROADS, BUSINESS ENTRANCES, PRIVATE DRIVES AND FIELD ENTRANCES.
12. INCLUDES 200 TONS FOR GUARDRAIL TERMINAL PADS.

**SIGN SIGNS (CONSTRUCTION) 712-06**

<table>
<thead>
<tr>
<th>QUANTITY</th>
<th>M.U.T.C.D. NO.</th>
<th>DESCRIPTION</th>
<th>SIZE</th>
<th>R.F.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>C20-1</td>
<td>ROAD WORK NEAR 6 MILES</td>
<td>64 x 24</td>
<td>44</td>
</tr>
<tr>
<td>12</td>
<td>C20-2</td>
<td>END ROAD WORK</td>
<td>20 x 24</td>
<td>24</td>
</tr>
<tr>
<td>20</td>
<td>W20-1</td>
<td>ROAD WORK 1 MILE</td>
<td>40 x 24</td>
<td>56</td>
</tr>
<tr>
<td>12</td>
<td>W20-1</td>
<td>ROAD WORK 1 MILE</td>
<td>48 x 24</td>
<td>56</td>
</tr>
<tr>
<td>12</td>
<td>W20-2</td>
<td>ROAD WORK 1000'</td>
<td>48 x 24</td>
<td>56</td>
</tr>
<tr>
<td>12</td>
<td>W20-4</td>
<td>ONE LANE ROAD 1000' PORTABLE</td>
<td>48 x 24</td>
<td>56</td>
</tr>
<tr>
<td>12</td>
<td>W20-7a</td>
<td>FLAGGER SYMBOL PORTABLE</td>
<td>48 x 24</td>
<td>56</td>
</tr>
<tr>
<td>4</td>
<td>W16-7</td>
<td>SUPPLEMENTAL PORTABLE</td>
<td>24 x 18</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>W12-1</td>
<td>GROOVE PAVEMENT PORTABLE</td>
<td>48 x 24</td>
<td>56</td>
</tr>
<tr>
<td>4</td>
<td>W21-2</td>
<td>FRESH OIL PORTABLE</td>
<td>48 x 24</td>
<td>56</td>
</tr>
<tr>
<td>4</td>
<td>W21-5</td>
<td>SHOULDER WORK PORTABLE</td>
<td>48 x 24</td>
<td>56</td>
</tr>
<tr>
<td>4</td>
<td>W21-6</td>
<td>SHOULDER DROP OFF PORTABLE</td>
<td>48 x 24</td>
<td>56</td>
</tr>
<tr>
<td>24</td>
<td>W8-9a</td>
<td>UNEVEN LANES PORTABLE</td>
<td>48 x 24</td>
<td>56</td>
</tr>
</tbody>
</table>

**TOTAL B.F.**

1074
TYPICAL SECTION

1. LM. 0.00 to LM. 0.23 = 0.23 LW
2. LM. 0.23 to LM. 0.59 = 0.36 LW
3. LM. 0.59 to LM. 0.66 = 0.07 LW
4. LM. 0.66 to LM. 2.78 = 0.62 LW

PROPOSED PAVEMENT SCHEDULE

1. SURFACE @ 1.25" THICK @ 110.0 LBS/YD³
   411-01: AC Mix (Type D, Grade C)
2. TACK COAT @ 0.08-0.12 GAL/SY (MILLING-COLD PLANE)
3. MINERAL AGGREGATE BASE (MIXED)
   6" THICK, TYPE A BASE, GRADING D
4. COLD PLANING @ 1.25" DEPTH (APPROX. 131.25 LBS/SQY)
   411-01: COLD PLACING MATERIAL (TYPE 1)

Pavement Detail

The Contractor is to ensure a flush transition with existing pavement.

PROPOSED COLD PLANING AND D MIX
GENERAL NOTES

GUARDRAIL

(4) The contractor shall not remove any sections of existing guardrail to rework shoulders or flatten slopes until the engineer determines the necessity of removal due to

Conventional requirements and the appropriate warning device(s) is installed. Proposed guardrail, including any anchor system, shall be installed quickly to minimize traffic exposure. No payment will be made for the installation of

proposed guardrail, including anchors, until it is complete in place.

(5) If any approach end of a section of guardrail or bridge rail must be temporarily 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 markings until traffic is diverted from the hazard, and no part of the guardrail end shall be installed in the cost of the proposed guardrail end temporary markings.

MISCELLANEOUS

(6) 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 reimbursement along the proposed construction area.

PAVEMENT MARKINGS

(5) Temporary pavement markings on intermediate layers of pavement shall be reflective tape or reflectorized paint installed temporarily to the standards at the end of each day's work. Short unmarked sections shall not be allowed. These markings shall be measured and paid for under item No. 716-02-01, painted pavement marking (4 line), L/M.

FINAL PAVEMENT MARKING

(6) Permanent pavement line markings shall be at least 6 in. wide and be painted with thermoplastic paint. Unless otherwise specified, the line on the full length of the project shall be painted with white line. All line widths shall be measured and paid for under item No. 716-02-01, enhanced fluorescent thermoplastic paint marking (8 in. 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 until the day the final paving operation is completed. The temperature of the markings at the end will be measured to determine the full surface depth and the temperature of the markings shall not be allowed to exceed 60°F (16°C).

(7) Permanent pavement line markings shall be at least 6 in. wide and be painted with thermoplastic paint. The final painting of permanent standards shall not be allowed. Permanent markings will be painted and paid for under item No. 716-02-01, spray thermoplastic marking (6 in. line), L/M. All line widths shall be measured and paid for directly. The costs of removal, covering, and reinstalling shall not be measured and paid for separately, but all costs shall be included in the price bid for the permanent markings.

PAVEMENT

(8) The contractor shall be required to pave in the direction of traffic.

RESURFACING

(9) Where determined by the DOT engineer, the contractor shall be required to resurface public roads, business entrances, and private drives, as well as cleaning of existing drains before placement of the new pavement. All costs are included in the price bid for other items of construction.

(10) All public side roads shall be paved one (1) foot width through the intersection as a minimum. A satisfactory transition from the new pavement to the existing grade of the intersection public road or business entrance shall be provided, should the resurfacing width be greater than the normal section of the roadway.

(11) Private driveways, field entrances, and business entrances will be resurfaced with a minimum of two inches. A satisfactory transition from the new pavement to the existing grade of the shoulder of the road where the transition are less than a (1) foot width, the transition shall occur within the pavement. An additional resurfaced width of (1) foot shall be provided greater than a (1) foot width (length width) the transition shall occur outside of the pavement width.

(12) 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 DOT engineer.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(13) Advanced advisory signs shall not be displayed more than forty-eight (48) hours before physical construction begins. Advanced advisory signs must be provided only to one user before needed, if the sign face is fully covered.

(14) If the contractor moves off the project, the contractor shall cover or remove all unused 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 price bid for permanent pavement markings (construction) per foot square foot.

(15) A long-term construction use warning sign, such as a flagger sign, may remain in place when not required provided the sign face is fully covered.

(16) Traffic control devices shall not be displayed or directed until instructions and/or directions are present necessitating warning traffic control devices.

(17) Use of barricades, portable barrier rails, vertical panels, and drums shall be installed to the minimum standards. 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.

(18) The contractor shall not be permitted to use any vehicular or equipment to create any work area more than (30) feet of the edge of pavement area then the lane is open to traffic. This restriction shall be increased to forty-five (45) feet for roadways with current speed limit of 65 mph and design speed of less than 60 mph. This distance shall be increased to forty-five (45) feet for roadways with current speed limit of 70 mph 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 against damage from roadway with a minimum of (1) foot of the existing grade of the intersection public road or business entrance shall be provided, should the resurfacing width be greater than the normal section of the roadway. A distance shall be increased to forty-five (45) feet for roadways with current speed limit of 70 mph 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.

(19) All detour and construction signing shall be in strict accordance with the manual on uniform traffic control devices.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

(20) If disturbed acreage is equal to one acre or more, please contact DOT environment division, permit section in advance of the construction period except as such work may be needed for installation of permanent markings.

SEDIMENT CONTROL

(21) EPSC measures shall be installed and functional prior to any earth-moving operations. Erosion protection shall be maintained throughout the construction period except as such work may be needed for installation of permanent markings.

(22) The contractor shall establish and maintain a proactive method to prevent the offsite migration or deposition of sediment. The project limits (e.g., roadbed, ditches, etc.) shall be delineated with the use of temporary fencing, or the placement of sediment control systems to prevent offsite animal parts or sediment that may remove or detach at a sufficient rate to minimize the impact of the sediment. Use of sediment control devices, such as silt fences, or silt curtains, may be required to minimize the impact of sediment. The contractor shall provide the proper silt fences at proper intervals to prevent the offsite migration of sediment.

NATURAL RESOURCES

(23) The operation of equipment in waters of the state is prohibited. The equipment, including wetlands, intermittent, and perennial, is not allowed.

(24) 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 permissible levels. The inspection and certification in the total ecosystem region environmental tech group immediately.
GENERAL NOTES

SPECIES

c25 SHOULD JULL SWALLOW OR BAR SWALLOW NESTS, EGGS, OR BIRDS (YOUNG OR ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL RESTRICTIONS APPLY. NESTS, EGGS, AND BIRD SPECIES NOT DISTURBED BETWEEN MAY 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS THE BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (E.G., CLOSING OFF AREAS USING NETTING).

c26 IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDD SUPERINTENDENT SHALL CONTACT THE TDD ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

c27 IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDD PERMIT SECTION SHALL BE DETERMINED WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLANS REVIEWS ARE NEEDED.

GCOH HOUSEKEEPING MEASURES & WASTE DISPOSAL

c28 THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROJECTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTE FROM ENTERING WATERS OF THE STATE. 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 EPSG ENTERING WATERS OF THE STATE, SHALL BE DISPOSED OF, SUITABLE FOR EPSG ENTERING WATERS OF THE STATE. SUCH MATERIALS MAY BE DISCARDED OR DISPOSED OF, SUITABLE FOR THE STATE, SUCH MATERIALS MAY BE DISCARDED OR DISPOSED OF, SUITABLE FOR WASTE MATERIALS.

C29 THE CONTRACTOR SHALL TAKE PRECAUTIONS TO ENSURE THAT PREDOMINANT MATERIALS OR OTHER CHEMICALLY POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE. SUCH MATERIALS, EQUIPMENT, REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NITONAL FIRE PROTECTION ASSOCIATION. PROJECTIVE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.

C30 CONTRACTORS SHALL PROVIDE DESIGN TOstück WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OR STORMWATER SYSTEM ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OR STORMWATER SYSTEM ON THE SITE.

C31 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.

C32 IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITE, SANITARY WASTE SHALL BE DISCHARGED INTO TIE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED SANITATION CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL PERMITS TO DISPOSE OF SANITARY WASTE.

C33 ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ON SITE BY THE CONTRACTOR. THE CONTRACTOR OR THE CONTRACTOR AFFILIATE SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE PERFORMED IN ACCORDANCE WITH THE MANUFACTURER’S RECOMMENDATIONS. TIE CONTRACTOR’S TIE-FOGGING PAIL OR TIE-INSPECTED STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.

C34 WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER’S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
SPECIAL NOTES (CONTINUED)

STREAM/WETLAND

(1) THE CONTRACTOR SHALL USE ANY MEASURE NECESSARY TO ENSURE THAT CONSTRUCTION AND CONSTRUCTION EQUIPMENT WILL NOT ENTER ANY PORTION OF STREAM.

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.

(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. 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 BILL, 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.

(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 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

UTILITY OWNERS:

WATER SEWER

PLEASANT VIEW U.D.

JOHN ANTHONY

6809 HWY 41 A

PLEASANT VIEW, TN 37146

O: 615-746-5515

F: 615-746-3308

JANATHONY@BELLNET.NET

TOWN OF ASHLAND CITY PUBLIC WORKS

CLINT BIGGERS

233 TENNESSEE WALTZ PKWY.

ASHLAND CITY, TN 37015

O: 615-792-7553

C: 615-887-5400

CBIGGERS@ASHLANDCITYTN.GOV

RIVER ROAD U.D.

ROBERT LEACH

2201 RIVER ROAD

ASHLAND CITY, TN 37015

O: 615-792-4463

C: 615-804-4693

F: 615-792-3120

RIVERROADDUTY@BELLNET.NET

SECOND SOUTH CHEATHAM UTILITY

BILL ZIMMERMAN

505 VALLEY DRIVE

KINGSTON SPRINGS, TN 37082

C: 615-952-3094

F: 615-952-2017

SSSUD@BELLNET.NET

METRO WATER SEWER SERVICE

STEVE NUNLEY

1600 SECOND AVE. NORTH

NASHVILLE, TN 37208

C: 615-566-3846

F: 615-862-4920

O: 615-862-4534

STEVENUNLEY@NASHVILLE.GOV

HARPETH VALLEY UTILITY DIST.

JAY TANT

533 RIVER RD.

NASHVILLE, TN 37209

O: 615-352-7076

C: 615-504-6175

JTANT@HVVUD.COM

JTANT@COMCAST.NET

GAS

PHILMUNI GAS (FORMERLY NASHVILLE GAS)

KATEY BOWLY

63 CENTURY BLVD.

NASHVILLE, TN 37214

O: 615-872-2357

C: 615-491-4760

KATHRYNBOWLY@DUKE-ENERGY.COM

CITY OF CLARKSVILLE GAS

PAT HICKEY

2215 MADISON STREET

CLARKSVILLE, TN 37043

O: 931-645-7418 X1001

F: 931-648-5983

PAT.Hickey@CITYOFCLARKSVILLE.COM

POWER

C.E.M.C.

MARK COOK

1540 MADISON EXTENSION

CLARKSVILLE, TN 37043

O: 931-645-2481 EXT.1117

MCOOK@CEMC.ORG

TELEPHONE

AT&T

KIM BEAN

116 S CANNON AVE

MLRFREESBORO, TN 37129

O: 615-868-9459

C: 615-509-9336

KIMBEAN@ATT.COM

CABLEFOC

CHARTER COMMUNICATION

MIKE LEVY

1200 BUSINESS PARK DR. S-101

CLARKSVILLE, TN 37040 0022

MICHAEL.LEVY@CHARTER.COM

O: 931-217-1696

AT&T FIBER OPTIC CABLE

SCOTT LOGEMAN

360 GEES MILL BUSINESS PKWY

CONYERS, GA 30013

O: 770-335-8255

SL1212@ATT.COM

LEVEL 3 COMMUNICATIONS, INC (CENTURYLINK)

TOM HILL

105A MILHOT STREET

CRAWFORDSVILLE, IN 47933

O: 765-753-3204

F: 720-557-3166

C: 576-793-7334

TWHILL@CENTURYLINK.COM

UNOFFICIAL

NOT FOR BIDDING

SPECIAL NOTES

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

SPECIAL NOTES (CONTINUED)
SPECIAL NOTES

MISCELLANEOUS

1. The contractor shall use 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 the owner's expense.

FAVAVEN 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. 239, 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 location unless otherwise directed by the engineer.

FAVAVEN

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.

6. Contractor shall use extreme caution while working adjacent to the decorative brick crosswalks and concrete aprons near the Gallatin square. The contractor shall be responsible for repairing or replacing any portions of the decorative brick crosswalks and concrete aprons near the Gallatin square that are damaged as a result of the contractor's work.

RESURFACING

7. After any cold-planing operation, temporary striping will be required before removing traffic onto excavated roadway.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

8. 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.

9. One advance road construction ahead sign is to be placed on all side roads prior to their intersection with the proposed project. Location to be determined in the field by the engineer or contractors superintendent.

MULTIMODAL

10. The contractor shall identify locations within the project units where the truck roadway standards cannot be used due to site limitations. A site layout detail showing the proposed alterations and deviations shall be submitted to the project supervisor three weeks prior to the beginning of the construction. The Department will review and evaluate the details for proper installations that will meet regulations.

PEAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

1. Differences in elevation between adjacent traffic lanes or traffic lane and shoulder where five traffic lanes are being used by traffic, caused by base, paving or resurfacing.

2. Differences in elevation between adjacent traffic lanes being utilized by traffic caused by added pavement shall be eliminated within three workdays.

3. Differences in elevation between adjacent traffic lanes being utilized by traffic, caused by cold planing shall be eliminated within three workdays.

4. When the difference in elevation between the traffic lane being utilized by traffic and shoulder the difference in elevation shall be eliminated within five workdays after the condition is created.

WORK RESTRICTIONS

12. Construction activities will not interfere with school or work traffic either at PM or AM as directed by the engineer.

RAILROAD CROSSING NOTES

13. The contractor shall replace all RR advance warning signs, RR pavement markings and stop uxes at approaches to this grade crossing, they must satisfy the 2009 MUTCD standards and requirements.

14. Any pavement preparation, pavement installation, pavement markings and/or railroad warning sign installation within 50 feet of the nearest Csx track utilizing contractor equipment or personnel will require full-time railroad crossing flags, flagmen and other traffic control devices or equipment as otherwise directed by the railroad only.

15. See agreement state contractor special provision 950 for work up to 150 feet on railroad property adjoining flagging rules and insurance requirements.

16. Cold planing as close as practical to the field sides of the crossing surface, followed by resurfacing up to level with the top of the field sides of the crossing surface.

17. The opposing surface should be on the same plane as Csx for a distance of 15 inches outside the rails.

18. The surface of the highway shall not be more than 3 inches higher or lower than the top of the Csx at a point 30 feet from the rail, unless the elevation makes a different level appropriate.

19. The contractor shall conduct his work so as to protect the Csx track, installation and other track facilities and properties from any damage. The work shall be done in accordance with regulations promulgated by Csx so as to maintain clearance and not interrupt the train traffic in any manner. The contractor shall notify the Csx of 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.