



September 24, 2025

To: Peggy Deaner Metro Water Services

Re: Dry Creek WRF – CSX Facility Encroachment Agreements
Planning Commission Mandatory Referral 2025M-045AG-001
Council District # 09 Tonya Hancock, Council Member
Council District # 10 Jennifer Webb, Council Member

On behalf of the Metropolitan Planning Commission, the following item, referred to the Commission as required by the Metro Charter, has been recommended for *approval* to the Metropolitan Council:

A request for three (3) Facility Encroachment Agreements between CSX and Metro acting through Metro Water Services. I've also included a general vicinity sketch showing where the various encroachments are located. All three agreements are part of the Dry Creek WRF project. CSX 1037297 is for fiber optics and wirelines. CSX 1039236 is for a natural gas pipeline. CSX 1039237 is for a potable water pipeline. MWS is working with Scott Hazzard at Piedmont and Michael Thorn at NES on this project.

The relevant Metro agencies (Metro Parks, Nashville Department of Transportation, Metro Water Services, Metro Emergency Communications, the Nashville Electric Service, General Services-Public Property and the Metro Historical Commission) have reviewed the proposal and concur in the recommendation for approval. This request must be approved by the Metro Council to become effective. A sketch showing the location of the request is attached to this letter.

Conditions that apply to this approval: none

This recommendation for approval is given as set forth in the Metropolitan Planning Commission Rules and Procedures. If you have any questions about this matter, please contact Delilah Rhodes at Delilah.Rhodes@nashville.gov or 615-862-7208

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Leeman", with a stylized flourish at the end.

Robert Leeman, AICP
Assistant Director Land Development
Metro Planning Department
cc: Metro Clerk

CSX PROPERTY SERVICES REVIEW

☐ No Exceptions ☒ Exceptions Noted

This review is for the general conformance with CSX utility design specifications only. Sole responsibility for all aspects of the overall design shall remain with the facility owner. This review does not constitute approval to proceed without meeting all of CSX's safety and contractual requirements.

By: Nensi Patel

CSXT GENERAL NOTES:

1. REFER TO THE CSXT PIPELINE DESIGN & CONSTRUCTION SPECIFICATIONS FOR ADDITIONAL INFORMATION.
2. TRENCH EXCAVATIONS SHALL BE OF SUCH DIMENSIONS AS TO PROVIDE AMPLE ROOM FOR CONSTRUCTION. TRENCH WIDTHS SHALL BE AT LEAST 12 INCHES WIDER THAN THE OUTSIDE DIAMETER OF THE PIPE (6-INCHES EITHER SIDE OF THE PIPE). THE BOTTOMOF THE TRENCH, IN SO FAR AS IS PRACTICAL, SHALL BE EXCAVATED TO PERMIT PROPER PLACEMENT OF THE PIPE. THE EXCAVATION FOR THE PIPELINE SHALL INCLUDE THE REMOVAL OF ANY OBSTRUCTIONS ENCOUNTERED. THE TRENCH SHALL BE EXCAVATED TO A DEPTH AT LEAST 3 INCHES BELOW THE OUTSIDE BOTTOM ELEVATION OF THE PLANNED PIPELINE. WHEN NECESSARY, ALL EXCAVATIONS SHOULD BE DEWATERED PRIOR TO AND DURING INSTALLATION AND BACKFILLING OF THE SYSTEM.
3. COMPACT ALL BACKFILL IN EXCAVATIONS AND TRENCHES TO 95% MAXIMUM DRY DENSITY AS DEFINED IN ASTM STANDARD D1557. USE CLEAN, SUITABLE BACKFILL MATERIAL, INSTALL IN SIX-INCH LIFTS AND COMPACT.
4. BEDDING MATERIAL SHALL BE GRANULAR BACKFILL IDENTICAL TO SUBBALLAST, OR A WELL GRADED CRUSHED STONE OR GRAVEL.
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24. IF THE EXCAVATION IS 5 FEET OR GREATER IN DEPTH, THE WALLS MAY BE SLOPED AT 1.5 HORIZONTAL TO 1 VERTICAL TO REDUCE THE RISK OF CAVE-INS OR SLIDES. A SAFE MANNER IN WHICH TO ENTER AND EXIT THE EXCAVATION MUST BE ESTABLISHED. THE TOE OF SLOPES IN EXCAVATION SHALL IN NO CASE BE UNDERCUT BY POWER SHOVELS, BULLDOZERS, GRADERS, BLASTING, OR IN ANY MANNER. EXCAVATION SHALL NOT BE MADE IN EXCESS OF THE AUTHORIZED CROSS-SECTION.
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26. PROJECTS THAT GENERATE SOILS FROM CSXT PROPERTY MUST ADHERE TO CSXT'S SOIL MANAGEMENT POLICIES. CSXT REQUIRES SOILS GENERATED FROM ITS PROPERTY TO EITHER BE REUSED ON CSXT PROPERTY OR PROPERLY DISPOSED IN A CSXT APPROVED DISPOSAL FACILITY. CSXT ENVIRONMENTAL DEPARTMENT WILL HANDLE WASTE CHARACTERIZATION AND PROFILING INTO AN APPROVED DISPOSAL FACILITY. CSXT PROHIBITS ANY ENVIRONMENTAL SAMPLING ON ITS PROPERTY UNLESS GRANTED THROUGH AN WRITTEN ENVIRONMENTAL RIGHT-OF-ENTRY OR APPROVED IN WRITING BY THE CSXT ENVIRONMENTAL DEPARTMENT. THE MANAGEMENT OF SOILS GENERATED FROM CSXT PROPERTY SHOULD BE PLANNED FOR AND PROPERLY PERMITTED (IF APPLICABLE) PRIOR TO INITIATING ANY WORK ON CSXT PROPERTY. A LIST OF CSXT APPROVED LABORATORIES AND/OR DISPOSAL FACILITIES MAY BE OBTAINED FROM THE CSXT MANAGER ENVIRONMENTAL PROGRAMS.
27. CONTRACTOR ALSO HAS THE SOLE RESPONSIBILITY OF ASCERTAINING THAT ALL OTHER UTILITIES HAVE BEEN PROPERLY LOCATED BY COMPLYING WITH THE LOCAL "CALL BEFORE YOU DIG" REGULATION(S). CONTRACTOR SHALL SOLELY BE RESPONSIBLE FOR NOTIFYING OWNERS OF ADJACENT PROPERTIES AND OF UNDERGROUND FACILITIES AND UTILITY OWNERS WHEN PROSECUTION OF THE WORK MAY AFFECT THEM, AND SHALL COOPERATE WITH THEM IN THE PROTECTION, REMOVAL, RELOCATION AND REPLACEMENT OF THEIR PROPERTY.
28. CONTRACTOR SHALL CONDUCT "PRE-DIG" MEETING PRIOR TO CONSTRUCTION WORK, WITH ALL SUBCONTRACTORS AND WORKERS TO REVIEW THE LOCATION OF ALL UTILITIES AS MARKED OUT, EXCAVATION PROCEDURES, AND TO CONFIRM THE "ONE CALL" REQUEST. THIS PERMIT IS SUBJECT TO ANY EXISTING UTILITIES THAT MAY BE IN CONFLICT WITH THE DESIGN AND REQUIRES POTHOLING. ALL EXISTING UTILITIES ARE REQUIRED TO BE POTHOLED PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL BE PERFORMED IN ACCORDANCE WITH CSXT SPECIFICATIONS. HAND EXPOSE LINES TO A POINT OF NO CONFLICT (24 INCHES ON EITHER SIDE OF THE UNDERGROUND INSTALLATION). IF MARKED UTILITY CANNOT BE LOCATED, EXCAVATION MUST NOT PROCEED AND YOU MUST NOTIFY THE ONE CALL NUMBER OR UTILITY COMPANY TO PROVIDE ADDITIONAL INFORMATION TO DETERMINE THE EXACT LOCATION.
29. BEFORE EXCAVATING, ALL SIGNAL CABLES AND OTHER UTILITIES MUST BE LOCATED AND MARKED/FLAGGED. CONTRACTOR SHALL BE HELD LIABLE FOR ANY DAMAGES TO CSXT COMMUNICATION & SIGNAL FACILITIES.

NOTE: WORK SCHEDULE IS SUBJECT TO THE APPROVAL OF ALL REQUIRED CONSTRUCTION SUBMITTALS BY THE CSXT CONSTRUCTION REPRESENTATIVE, VERIFICATION THAT PROPOSED WORK WILL NOT CONFLICT WITH ANY CSXT U.G. FACILITIES, AND THE AVAILABILITY OF CSXT FLAGGING AND PROTECTION SERVICES. CONSTRUCTION SUBMITTALS WILL BE BASED UPON THE PROPOSED SCOPE OF WORK AND MAY INCLUDE, BUT ARE NOT LIMITED TO; PROPOSED WORK PLAN, PROJECT SCHEDULE, MEANS AND METHODS, SITE ACCESS, DEWATERING, TEMPORARY EXCAVATION/SHORING, SOIL DISPOSITION/MANAGEMENT, TRACK MONITORING, CONCRETE PLACEMENT WORK, STRUCTURAL LIFTING/RIGGING PLANS FOR HOISTING OPERATIONS, SUBSTRUCTURE CONSTRUCTION PLANS, STEEL ERECTION PLANS, ROADWORK PLANS, ETC. NO WORK MAY BEGIN ON, OVER, OR ADJACENT TO CSXT PROPERTY, OR THAT COULD POTENTIALLY IMPACT CSXT PROPERTY, OPERATIONS OR SAFETY WITHOUT THE PRIOR COMPLETION AND APPROVAL OF THE REQUIRED AFOREMENTIONED INFORMATION AND APPROVALS.

NASHVILLE, TN

PERMIT DRAWING



DRY CREEK WRF HEADWORKS AND CLASS A BIOSOLIDS IMPROVEMENTS

[illegible]

LINE IS 2 INCHES
AT FULL SIZE

DESIGNED: W. RAINES

DRAWN: T. ALBAYATI

CHECKED: W. RAINES

CHECKED

APPROVED: W. RAINES

FILENAME

C-01-401 RAILROAD.DWG

BC PROJECT NUMBER
157187157437
CLIENT PROJECTS

CLIENT PROJECT NUMBER
21SC0227

CIVIL

DRY CREEK WRF
CSX ROW
CONSTRUCTION

PLAN

DRAWING NUMBER

1 OF 4

Path: C:\USERST\ALBAYATI\DWG\CSX\BROWN AND CALDWELL BIM 360 HUB\157437 - MWS DRY CREEK HEADWORKS-DRYER DESIGN\PROJECT FILES\03-CIVIL\SHEETS FILENAME: C-01-401 RAILROAD.DWG PLOT DATE: 6/4/2025 10:15 AM CAD USER: TEIF ALBAYATI

The concrete encasement must provide a minimum cover of 6 inches of concrete around the pipe. A 6 x 6 - W 2.9 x W 2.9 welded wire fabric shall be placed in the concrete on all sides.

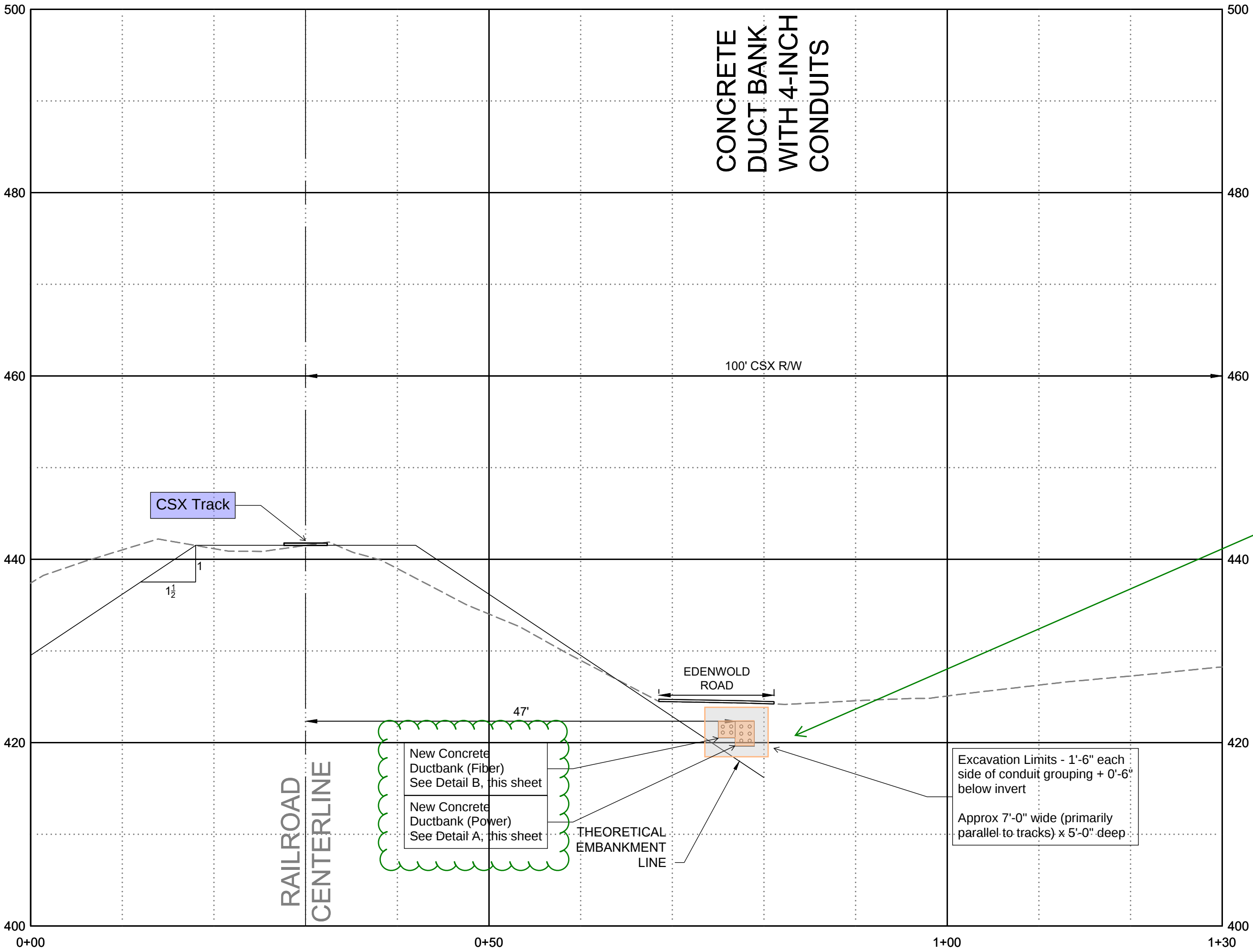
Pipelines laid longitudinally on CSXT's right-of-way, 50 feet or less from centerline track shall be buried not less than 4 feet from ground surface to top of pipe. Where the pipeline is laid more than 50 feet from centerline of track, the minimum cover shall be at least 3 feet.

Casing pipe was considered for this project; however, a concrete duct bank was chosen for the following reasons:

- Concrete duct banks are industry standard for multiple ducts in one cable run.
- Concrete duct banks aid in installation. It is more difficult to ensure a proper installation when threading multiple conduits through a casing pipe.
- Concrete encasement provides a secure, reinforced protection for the conduits.
- Casing pipes are typically installed via boring machine, which inherently introduce risk due to potential unknown subsurface conditions

Application No. 1084861

UTILITY DETAILS	ELECTRIC	FIBER
PIPE MATERIAL	CONCRETE	CONCRETE
NOMINAL SIZE (OD)	25" X 32.5"	22" X 22"
JOINT TYPE	N/A	N/A
TOTAL LENGTH OF PIPE IN R/W	750'	858'
DISTANCE FROM RAILROAD CL	42'	42'

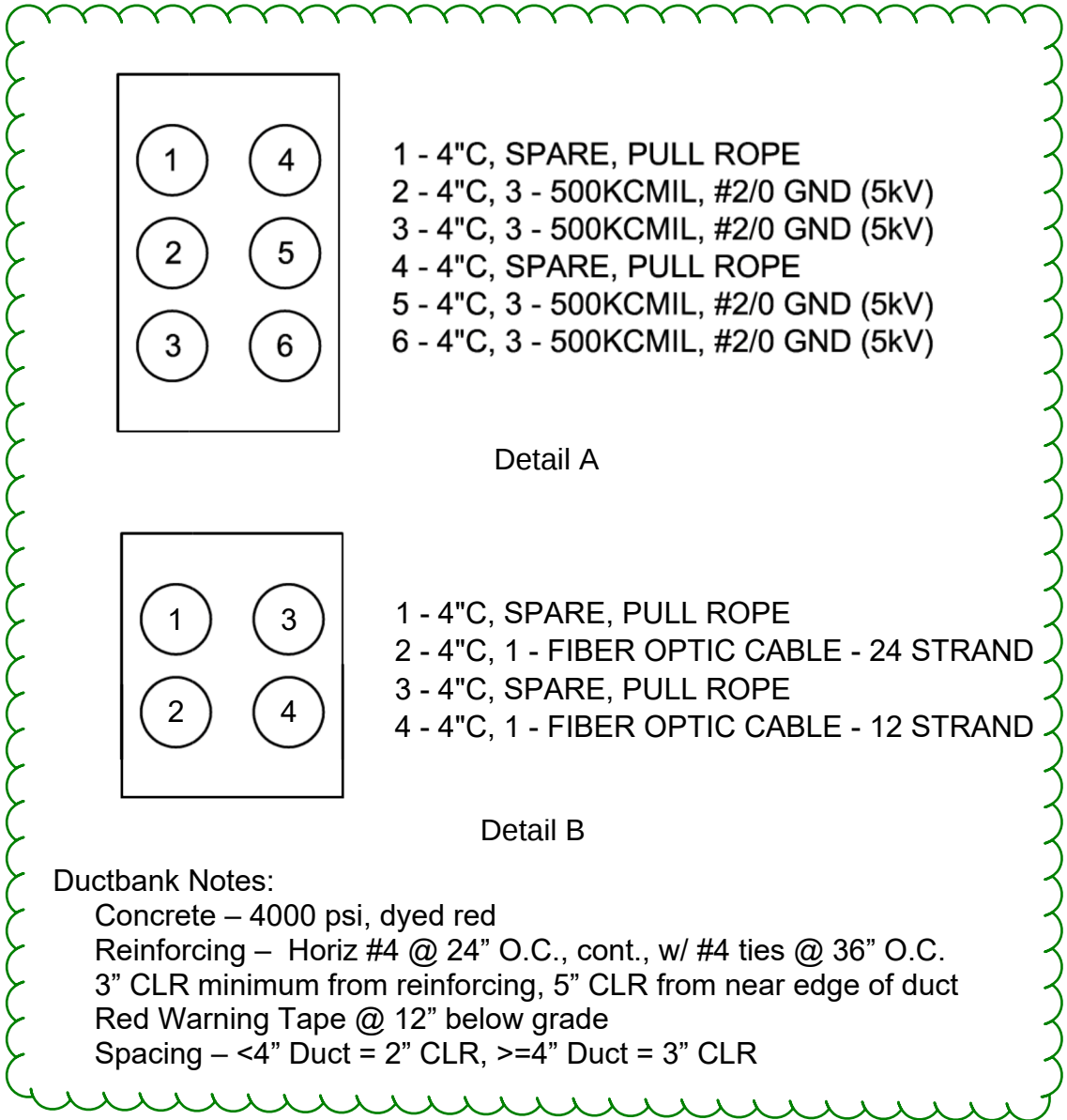


SECTION C-C
SCALE:
H: 1" = 10'
V: 1" = 10'

CSX NOTES:

1. NO CONTRACT WORK WILL TAKE PLACE NORTH OF THE CSX TRACKS.
2. ALL WORK DEPICTED ON THESE DRAWINGS ARE INCLUDED IN THE CONTRACT UNLESS DENOTED AS " BY OTHERS."
3. NO NEW UTILITIES WILL CROSS THE CSX TRACKS AS PART OF THE CONTRACTOR'S SCOPE.
4. ITEMS SHOWN IN GRAY ARE EXISTING ITEMS (NOT ALL EXISTING UTILITIES ARE SHOWN). ITEMS IN BLACK ARE NEW ITEMS.
5. NEAREST MILEPOST: 175. LONGITUDE: 36.29058
LATITUDE: -86.687458
6. NO CASING PIPES OR VENT PIPES WILL BE NECESSARY FOR THIS WORK.

The location that is shown represents the furthest from the rail the line can feasibly be installed due to other limitations. The existing 6" water line turns south just before section C-C, allowing the ductbank to be pulled a few more feet south at this point.



TITLEBLOCK

LOCATION:	61 EDENWOLD RD, MADISON, TN 37115
LATITUDE	36° 17' 20.70" N
LONGITUDE	86° 41' 31.75" N



BROWN AND CALDWELL

NASHVILLE, TN



PERMIT DRAWING



DRY CREEK WRF
HEADWORKS AND
CLASS A BIOSOLIDS
IMPROVEMENTS

REVISIONS

REV	DATE	DESCRIPTION

LINE IS 2 INCHES
AT FULL SIZE

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CHECKED: W. RAINES

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BC PROJECT NUMBER

157437

CLIENT PROJECT NUMBER

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CIVIL

DRY CREEK WRF
CSX ROW
CONSTRUCTION

SECTION C

DRAWING NUMBER

4 OF 4

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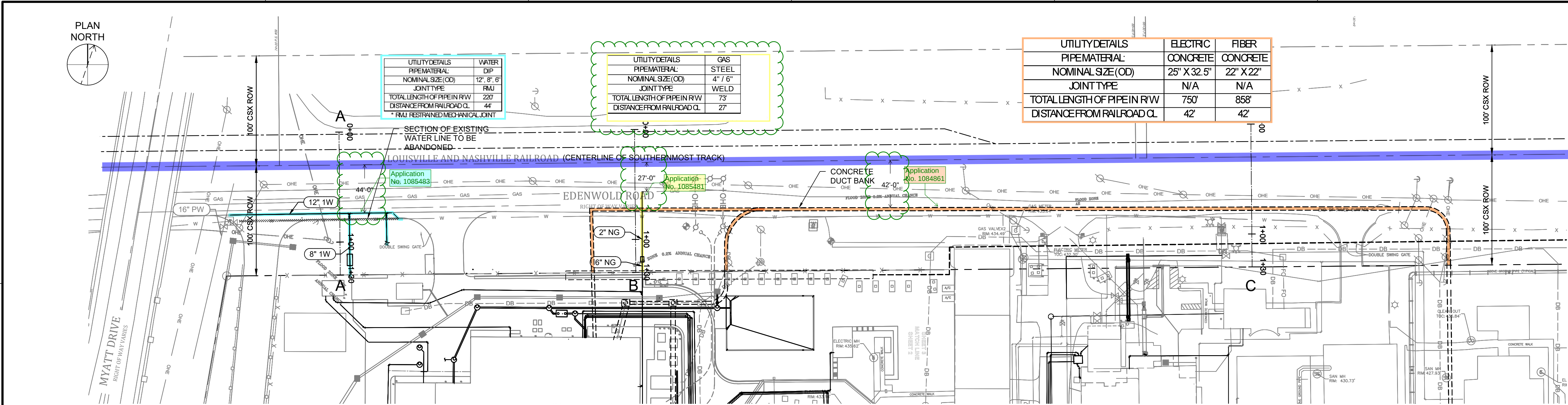
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27. CONTRACTOR ALSO HAS THE SOLE RESPONSIBILITY OF ASCERTAINING THAT ALL OTHER UTILITIES HAVE BEEN PROPERLY LOCATED BY COMPLYING WITH THE LOCAL “CALL BEFORE YOU DIG” REGULATION(S). CONTRACTOR SHALL SOLELY BE RESPONSIBLE FOR NOTIFYING OWNERS OF ADJACENT PROPERTIES AND OF UNDERGROUND FACILITIES AND UTILITY OWNERS WHEN PROSECUTION OF THE WORK MAY AFFECT THEM, AND SHALL COOPERATE WITH THEM IN THE PROTECTION, REMOVAL, RELOCATION AND REPLACEMENT OF THEIR PROPERTY.
28. CONTRACTOR SHALL CONDUCT “PRE-DIG” MEETING PRIOR TO CONSTRUCTION WORK, WITH ALL SUBCONTRACTORS AND WORKERS TO REVIEW THE LOCATION OF ALL UTILITIES AS MARKED OUT, EXCAVATION PROCEDURES, AND TO CONFIRM THE “ONE CALL” REQUEST. THIS PERMIT IS SUBJECT TO ANY EXISTING UTILITIES THAT MAY BE IN CONFLICT WITH THE DESIGN AND REQUIRES POTHOLING. ALL EXISTING UTILITIES ARE REQUIRED TO BE POTHOLED PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL BE PERFORMED IN ACCORDANCE WITH CSXT SPECIFICATIONS. HAND EXPOSE LINES TO A POINT OF NO CONFLICT (24 INCHES ON EITHER SIDE OF THE UNDERGROUND INSTALLATION). IF MARKED UTILITY CANNOT BE LOCATED, EXCAVATION MUST NOT PROCEED AND YOU MUST NOTIFY THE ONE CALL NUMBER OR UTILITY COMPANY TO PROVIDE ADDITIONAL INFORMATION TO DETERMINE THE EXACT LOCATION.
29. BEFORE EXCAVATING, ALL SIGNAL CABLES AND OTHER UTILITIES MUST BE LOCATED AND MARKED/FLAGGED. CONTRACTOR SHALL BE HELD LIABLE FOR ANY DAMAGES TO CSXT COMMUNICATION & SIGNAL FACILITIES.

NOTE: WORK SCHEDULE IS SUBJECT TO THE APPROVAL OF ALL REQUIRED CONSTRUCTION SUBMITTALS BY THE CSXT CONSTRUCTION REPRESENTATIVE, VERIFICATION THAT PROPOSED WORK WILL NOT CONFLICT WITH ANY CSXT U.G. FACILITIES, AND THE AVAILABILITY OF CSXT FLAGGING AND PROTECTION SERVICES. CONSTRUCTION SUBMITTALS WILL BE BASED UPON THE PROPOSED SCOPE OF WORK AND MAY INCLUDE, BUT ARE NOT LIMITED TO; PROPOSED WORK PLAN, PROJECT SCHEDULE, MEANS AND METHODS, SITE ACCESS, DEWATERING, TEMPORARY EXCAVATION/SHORING, SOIL DISPOSITION/MANAGEMENT, TRACK MONITORING, CONCRETE PLACEMENT WORK, STRUCTURAL LIFTING/RIGGING PLANS FOR HOISTING OPERATIONS, SUBSTRUCTURE CONSTRUCTION PLANS, STEEL ERECTION PLANS, ROADWORK PLANS, ETC. NO WORK MAY BEGIN ON, OVER, OR ADJACENT TO CSXT PROPERTY, OR THAT COULD POTENTIALLY IMPACT CSXT PROPERTY, OPERATIONS OR SAFETY WITHOUT THE PRIOR COMPLETION AND APPROVAL OF THE REQUIRED AFOREMENTIONED INFORMATION AND APPROVALS.

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PLAN
SCALE: 1" = 50'

CSX NOTES:

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5. NEAREST MILEPOST: 175. LONGITUDE: 36.29058
LATITUDE: -86.687458
6. NO CASING PIPES OR VENT PIPES WILL BE NECESSARY FOR THIS WORK.

Casing pipe was considered for this project; however, a concrete duct bank was chosen for the following reasons:
- Concrete duct banks are industry standard for multiple ducts in one cable run.
- Concrete duct banks aid in installation. It is more difficult to ensure a proper installation when threading multiple conduits through a casing pipe.
- Concrete encasement provides a secure, reinforced protection for the conduits.
- Casing pipes are typically installed via boring machine, which inherently introduce risk due to potential unknown subsurface conditions

Provide an explanation on why concrete encasement is necessary and why a casing pipe cannot be provided?

UTILITY DETAILS	WATER	GAS	ELECTRIC	FIBER
PIPE MATERIAL:	DIP	STEEL	CONCRETE	CONCRETE
NOMINAL SIZE (OD)	12" / 8" / 6"	4" / 6"	25" X 32.5"	22" X 22"
JOINT TYPE	*RMJ	WELD	N/A	N/A
TOTAL LENGTH OF PIPE IN R/W	220'	73'	750'	858'
DISTANCE FROM RAILROAD CL	44'	27'	42'	42'
*RMJ: RESTRAINED MECHANICAL JOINT				

UTILITY DETAILS	WATER
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UTILITY DETAILS	GAS
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NOMINAL SIZE (OD)	4" / 6"
JOINT TYPE	WELD
TOTAL LENGTH OF PIPE IN R/W	73'
DISTANCE FROM RAILROAD CL	27'

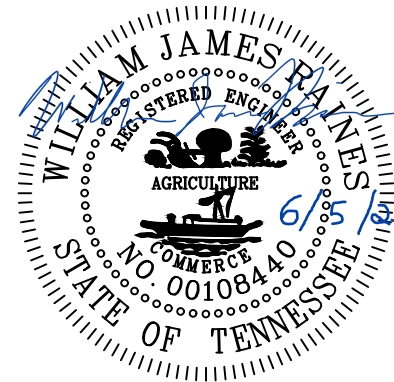
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TITLEBLOCK	
LOCATION:	61 EDENWOLD RD, MADISON, TN 37115
LATITUDE	36° 17' 20.70" N
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BROWN AND CALDWELL

NASHVILLE, TN



PERMIT DRAWING



**DRY CREEK WRF
HEADWORKS AND
CLASS A BIOSOLIDS
IMPROVEMENTS**

REVISIONS

REV	DATE	DESCRIPTION

LINE IS 2 INCHES
AT FULL SIZE

DESIGNED: W. RAINES

DRAWN: T. ALBAYATI

CHECKED: W. RAINES

CHECKED:

APPROVED: W. RAINES

FILENAME

C-01-401 RAILROAD.DWG

BC PROJECT NUMBER

157437

CLIENT PROJECT NUMBER

21SC0227

CIVIL

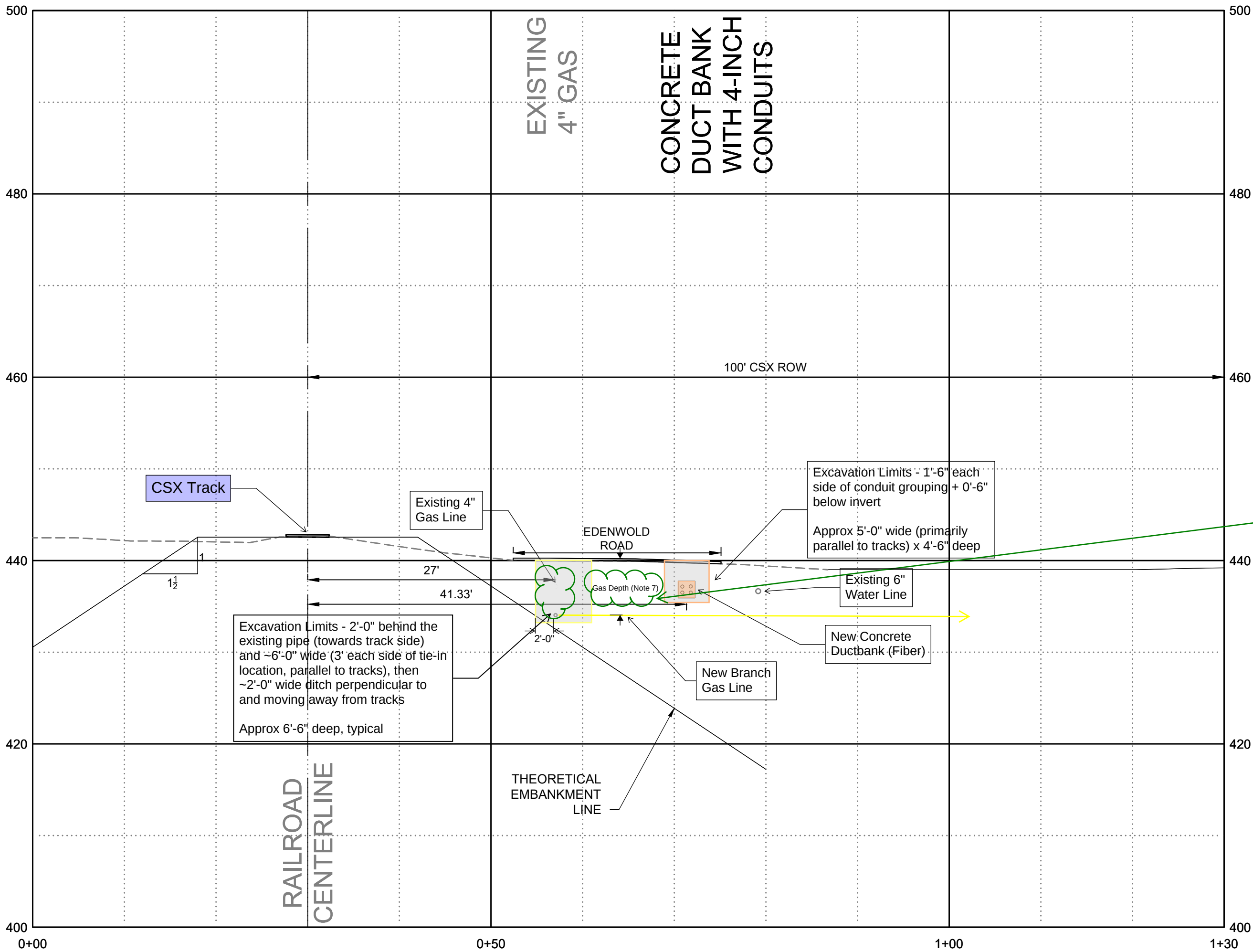
**DRY CREEK WRF
CSX ROW
CONSTRUCTION**

PLAN

DRAWING NUMBER

1 OF 4

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SECTION B-B
SCALE:
H: 1" =10'
V: 1" =10'

For gas line - Pipelines laid longitudinally on CSXT's right-of-way, 50 feet or less from centerline track shall be buried not less than 6 feet from ground surface to top of pipe. Where the pipeline is laid more than 50 feet from centerline of track, the minimum cover shall be at least 5 feet.

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LATITUDE: -86.687458
6. NO CASING PIPES OR VENT PIPES WILL BE NECESSARY FOR THIS WORK.
7. NEW GAS LINE MINIMUM BURY DEPTHS
WITHIN 50' OF RAIL - 6'-0"
GREATER THAN 50' FROM RAIL AND WITHIN ROW - 5'-0"

Gas Line - We are connecting to an existing line, so this cannot be relocated.

Electrical - The location that is shown represents the furthest from the rail the line can feasibly be installed. The existing 6" water line at approximately 50' from the track was inadvertently omitted on the previous version. It has been added here.

Application No. 1085481

Application No. 1084861

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REVISIONS

REV	DATE	DESCRIPTION

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AT FULL SIZE

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CIVIL

DRY CREEK WRF
CSX ROW
CONSTRUCTION

SECTION B

DRAWING NUMBER

3 OF 4

CSX PROPERTY SERVICES REVIEW

☐ No Exceptions ☒ Exceptions Noted

This review is for the general conformance with CSX utility design specifications only. Sole responsibility for all aspects of the overall design shall remain with the facility owner. This review does not constitute approval to proceed without meeting all of CSX's safety and contractual requirements.

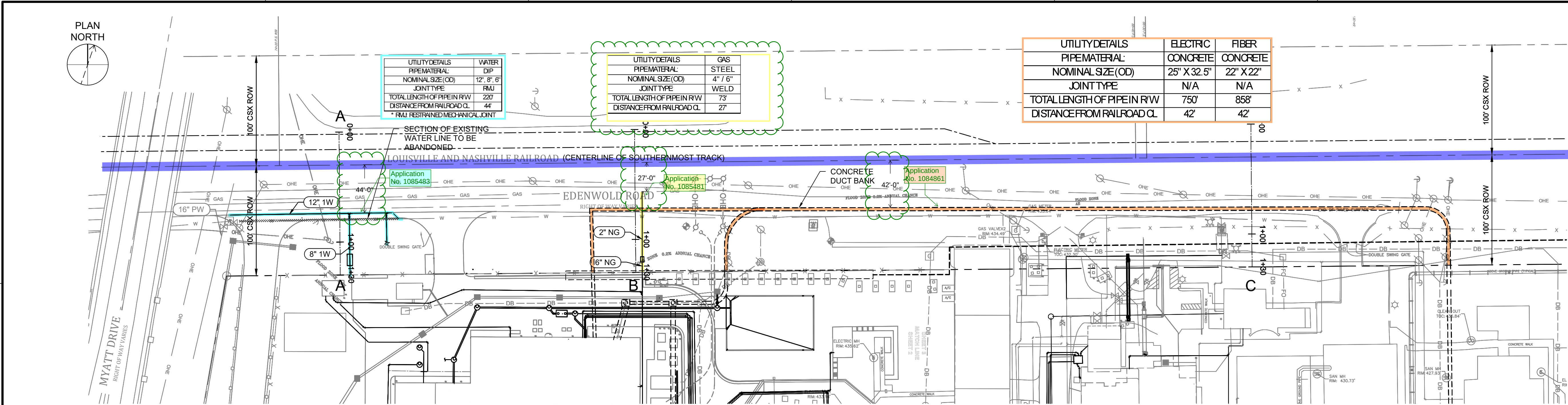
By: Nensi Patel

CSXT GENERAL NOTES:

1. REFER TO THE CSXT PIPELINE DESIGN & CONSTRUCTION SPECIFICATIONS FOR ADDITIONAL INFORMATION.
2. TRENCH EXCAVATIONS SHALL BE OF SUCH DIMENSIONS AS TO PROVIDE AMPLE ROOM FOR CONSTRUCTION. TRENCH WIDTHS SHALL BE AT LEAST 12 INCHES WIDER THAN THE OUTSIDE DIAMETER OF THE PIPE (6-INCHES EITHER SIDE OF THE PIPE). THE BOTTOMOF THE TRENCH, IN SO FAR AS IS PRACTICAL, SHALL BE EXCAVATED TO PERMIT PROPER PLACEMENT OF THE PIPE. THE EXCAVATION FOR THE PIPELINE SHALL INCLUDE THE REMOVAL OF ANY OBSTRUCTIONS ENCOUNTERED. THE TRENCH SHALL BE EXCAVATED TO A DEPTH AT LEAST 3 INCHES BELOW THE OUTSIDE BOTTOM ELEVATION OF THE PLANNED PIPELINE. WHEN NECESSARY, ALL EXCAVATIONS SHOULD BE DEWATERED PRIOR TO AND DURING INSTALLATION AND BACKFILLING OF THE SYSTEM.
3. COMPACT ALL BACKFILL IN EXCAVATIONS AND TRENCHES TO 95% MAXIMUM DRY DENSITY AS DEFINED IN ASTM STANDARD D1557. USE CLEAN, SUITABLE BACKFILL MATERIAL, INSTALL IN SIX-INCH LIFTS AND COMPACT.
4. BEDDING MATERIAL SHALL BE GRANULAR BACKFILL IDENTICAL TO SUBBALLAST, OR A WELL GRADED CRUSHED STONE OR GRAVEL.
5. WHEN EXCAVATING WORK WILL BE WITHIN CSXT RIGHT-OF-WAY, SHORING PLANS AND OTHER REQUIRED MATERIAL MUST BE SUBMITTED TO CSXT DESIGNEE FOR APPROVAL PRIOR TO ANY CONSTRUCTION. ANY EXCAVATION/HOLE LESS THAN 15' FROM THE CENTERLINE OF NEAREST TRACK MUST BE FILLED OR PROPERLY SHORED PRIOR TO ANY TRAIN PASSING.
6. PIPELINE SHALL BE PROMINENTLY MARKED AT BOTH SIDES OF THE CSXT PROPERTY LINES BY DURABLE, WEATHERPROOF SIGNS LOCATED OVER THE CENTERLINE OF THE PIPE IN ACCORDANCE WITH CSXT SPECIFICATIONS.
7. ALL PRESSURE PIPELINES INSTALLED BY THE TRENCH METHOD, WITHOUT A CASING, SHAL HAVE A WARNING TAPE PLACED DIRECTLY ABOVE THE PIPELINE, 2 FEET BELOW THE GROUND SURFACE.
8. INSTALL HAND HOLES, SPLICE BOXES, AND MANHOLES PER THE REQUIREMENTS OF CSXT DESIGN & CONSTRUCTION SPECIFICATIONS. INSTALL THEM SO AS NOT TO CREATE A TRIPPING HAZARD OR TO INTERFERE WITH RAILROAD OPERATIONS.
9. NO CONSTRUCTION OR ENTRY UPON THE CSXT CORRIDOR IS PERMITTED UNTIL THE DOCUMENT TRANSACTION IS COMPLETED, YOU ARE IN RECEIPT OF A FULLY EXECUTED DOCUMENT, AND YOU HAVE OBTAINED AUTHORITY FROM THE LOCAL ROADMASTER.
10. IF REQUIRED, A DEWATERING PLAN IN ACCORDANCE WITH CSXT SPECIFICATIONS WILL BE SUBMITTED TO THE CSXT DESIGNEE FOR REVIEW AND APPROVAL PRIOR TO ANY DEWATERING OPERATIONS.
11. BLASTING IS NOT PERMITTED UNDER OR ON CSXT PROPERTY.
12. CSXT DOES NOT GRANT OR CONVEY AN EASEMENT FOR THIS INSTALLATION.
13. ALL PERSONNEL SHALL RECEIVE SAFETY BRIEFINGS BY A CSXT FLAGMAN OR DESIGNATED CSXT DESIGNEE EACH DAY BEFORE BEGINNING WORK ON THE RIGHT OF WAY. ADDITIONAL SAFETY BRIEFINGS MAY BE REQUIRED WHEN CONDITIONS AND/OR WORK SITES ARE CHANGED.
14. AGENCY OR ITS CONTRACTOR SHALL ARRANGE AND CONDUCT ITS WORK SO THAT THERE WILL BE NO INTERFERENCE WITH CSXT OPERATIONS, INCLUDING TRAIN, SIGNAL, TELEPHONE AND TELEGRAPHIC SERVICES, OR DAMAGES TO CSXT'S PROPERTY, OR TO POLES, WIRES, AND OTHER FACILITIES OF TENANTS OF CSXT'S PROPERTY OR RIGHT-OF-WAY.
15. CONTRACTOR ACCESS WILL BE LIMITED TO THE IMMEDIATE PROJECT AREA ONLY. THE CSXT RIGHT-OF-WAY OUTSIDE THE PROJECT AREA MAY NOT BE USED FOR CONTRACTOR ACCESS TO THE PROJECT SITE AND NO TEMPORARY AT-GRADE CROSSINGS WILL BE ALLOWED.
16. ALL MATERIAL AND EQUIPMENT WILL BE STAGED TO NOT BLOCK ANY CSXT ACCESS OR MAINTENANCE ROADS. NO HOISTING OR AUXILIARY EQUIPMENT NECESSARY FOR THE PROCEDURE SHALL BE PLACED ON CSXT TRACK STRUCTURE AND / OR BALLAST SECTION. CLEAR WORKING LOCATIONS FOR EQUIPMENT USED WILL BE LAID OUT AND APPROVED BY THE CSXT FLAGGER PRIOR TO EQUIPMENT SET-UP.
17. DURING CONSTRUCTION, THE CONTRACTOR SHALL PROTECT ALL ACTIVE RAILROAD FACILITIES, INCLUDING ELECTRICAL, WATER LINES, SEWER LINES, COMMUNICATION AND SIGNAL LINES AS WELL AS UNDERGROUND PIPING. THE CONTRACTOR SHALL BE REQUIRED TO KEEP ALL EQUIPMENT AND MATERIAL A MINIMUM OF SIX (6) FEET FROM AFOREMENTIONED ELEVATED COMMUNICATION AND SIGNAL FACILITIES.
18. CONTRACTOR MUST CONDUCT ALL OF ITS WORK IN A SAFE MANNER. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH RULES, REGULATIONS, PROCEDURES AND SAFE PRACTICES OF CSXT, OSHA, THE FRA AND ALL OTHER GOVERNMENT AGENCIES HAVING JURISDICTION OVER THE PROJECT.
19. OWNER SHALL REIMBURSE CSXT DIRECTLY FOR ALL COSTS OF FLAGGING AND INSPECTION SERVICE THAT ARE REQUIRED ON ACCOUNT OF CONSTRUCTION WITHIN CSXT PROPERTY SHOWN IN THE PLANS, OR COVERED BY AN APPROVED PLAN REVISION, SUPPLEMENTAL AGREEMENT OR CHANGE ORDER. INSPECTION SERVICE SHALL NOT RELIEVE CONTRACTOR FROM LIABILITY FOR ITS WORK.
20. OWNER OR CONTRACTOR SHALL GIVE A MINIMUM OF 30 DAYS' ADVANCE NOTICE TO CSXT DESIGNEE FOR ANTICIPATED NEED FOR FLAGGING AND INSPECTION SERVICE. NO WORK SHALL BE UNDERTAKEN UNTIL THE FLAG PERSON(S) AND INSPECTOR(S) IS/ ARE AT THE JOB SITE. IF IT IS NECESSARY FOR CSXT TO ADVERTISE A FLAGGING JOB FOR BID, CSXT SHALL NOT BE LIABLE FOR THE COST OF DELAYS ATTRIBUTABLE TO OBTAINING SUCH SERVICE.
21. THE RIGHT OF WAY SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN THE CONDITION PRIOR TO BEGINNING THE PROJECT BEFORE FINAL ACCEPTANCE WILL BE PROVIDED. PUNCH LISTS SHALL BE RESPONDED TO PRIOR TO ISSUANCE OF AN ACCEPTANCE MEMORANDUM SIGNED BY THE CSXT DESIGNEE.
22. IDENTIFY HAZARDS AND PUT CONTROLS IN PLACE PRIOR TO START OF EXCAVATION. STAKE OR MARK PIT AS NEEDED FOR DIGGING. ESTABLISH A LAYDOWN AREA ABOVE THE FLOOD ZONE TO PLACE MOTORIZED EQUIPMENT. PLACE SNOW FENCE AROUND PIT 20' BEYOND THE LEADING EDGE OF EXCAVATION. ALL EROSION CONTROL METHODS SHALL BE INSTALLED AND MAINTAINED USING BEST MANAGEMENT PRACTICES AS REQUIRED. APPLY LAYER OF WASHED STONE TO BASE OF EXCAVATION TO ESTABLISH PROPER LINE AND GRADE (6" MIN.).
23. BACKFILL, COVER OR FENCE ALL EXCAVATIONS WHEN UNATTENDED. THE CSXT DESIGNEE WILL APPROVE THE PROTECTION METHOD AND THE TYPE OF FENCING MATERIAL. SET FENCING BACK AT LEAST 3 FEET (91 CENTIMETERS) FROM THE EDGES OF THE EXCAVATION. SET FENCE POSTS SECURELY IN THE GROUND AND INSURE THE FENCING IS SECURELY TIED TO POSTS WITH ZIP TIES OR SOME OTHER TIE WRAP PRODUCT.
24. IF THE EXCAVATION IS 5 FEET OR GREATER IN DEPTH, THE WALLS MAY BE SLOPED AT 1.5 HORIZONTAL TO 1 VERTICAL TO REDUCE THE RISK OF CAVE-INS OR SLIDES. A SAFE MANNER IN WHICH TO ENTER AND EXIT THE EXCAVATION MUST BE ESTABLISHED. THE TOE OF SLOPES IN EXCAVATION SHALL IN NO CASE BE UNDERCUT BY POWER SHOVELS, BULLDOZERS, GRADERS, BLASTING, OR IN ANY MANNER. EXCAVATION SHALL NOT BE MADE IN EXCESS OF THE AUTHORIZED CROSS-SECTION.
25. AVOID THE NEED FOR WORKERS TO BE IN TRENCHES WHENEVER POSSIBLE. FOR EXAMPLE, WHEN TRENCHING IN A CONDUIT SYSTEM, THE PIPE TO BE PLACED SHOULD BE ASSEMBLED ABOVE THE TRENCH AND LOWERED DOWN INTO THE TRENCH. WHEN WORKERS ARE REQUIRED TO GO INTO AN EXCAVATION, SHORING AND CONFINED SPACE REQUIREMENTS WILL GOVERN.
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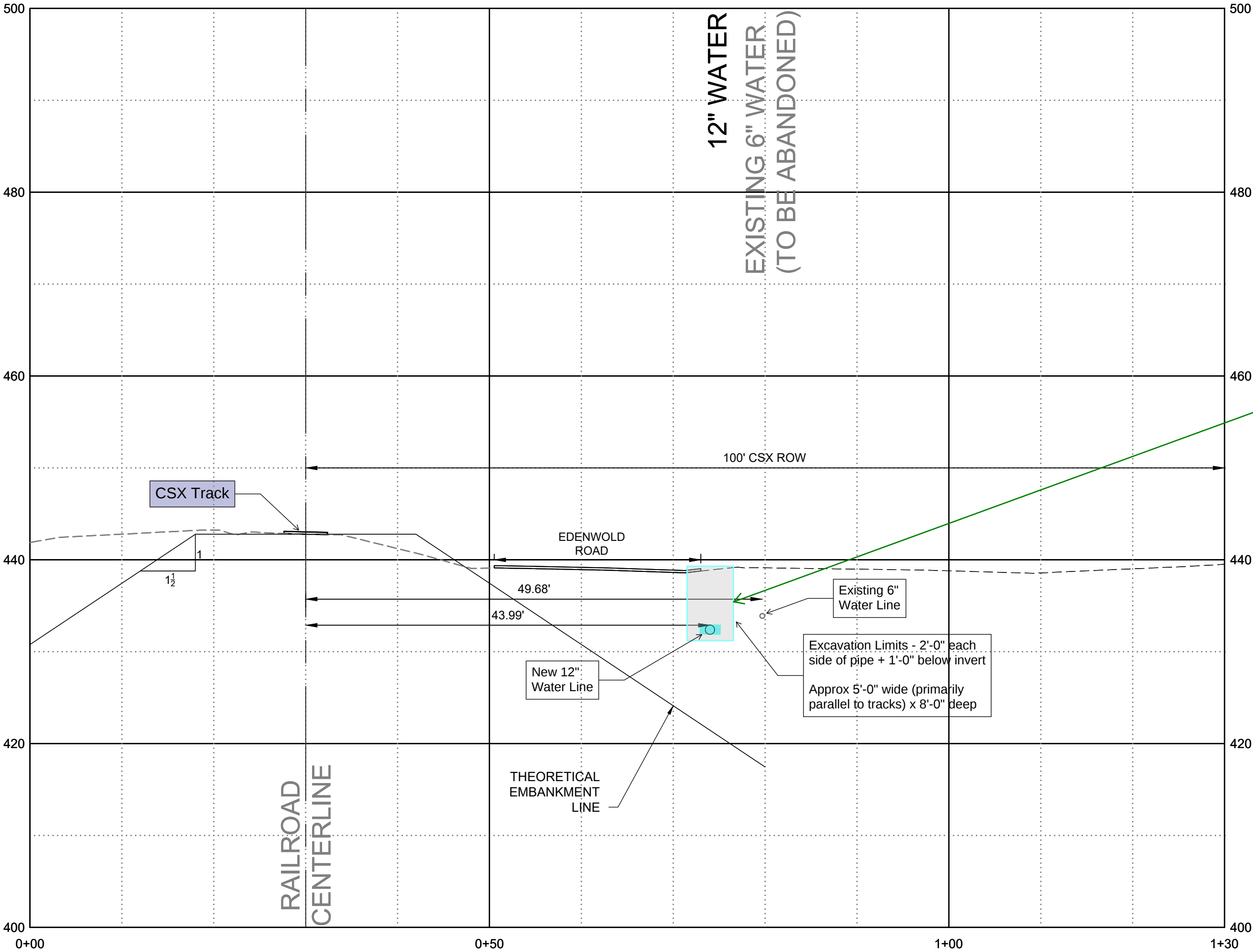
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Path: C:\USERST\ALBAYATI\DWG\CAD\CSD\BROWN AND CALDWELL BIM 360 HUB\157437 - MWS DRY CREEK HEADWORKS-DRYER DESIGN\PROJECT FILES\03-CIVIL\SHEETS FILENAME: C-01-401 RAILROAD.DWG PLOT DATE: 6/4/2025 10:16 AM CAD USER: TEIF ALBAYATI

UTILITY DETAILS	WATER
PIPE MATERIAL	DIP
NOMINAL SIZE (OD)	12", 8", 6"
JOINT TYPE	RMJ
TOTAL LENGTH OF PIPE IN R/W	220'
DISTANCE FROM RAILROAD CL	44'

* RMJ: RESTRAINED MECHANICAL JOINT DIP - Ductile Iron Pipe



SECTION A-A
SCALE:
H: 1" =10'
V: 1" =10'

CSX NOTES:

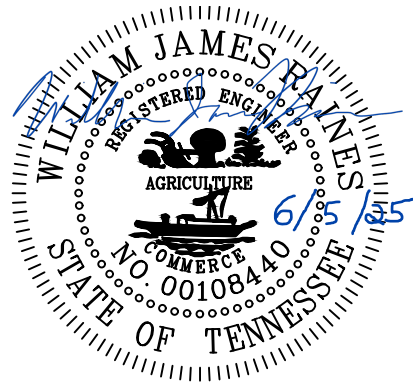
1. NO CONTRACT WORK WILL TAKE PLACE NORTH OF THE CSX TRACKS.
2. ALL WORK DEPICTED ON THESE DRAWINGS ARE INCLUDED IN THE CONTRACT UNLESS DENOTED AS " BY OTHERS."
3. NO NEW UTILITIES WILL CROSS THE CSX TRACKS AS PART OF THE CONTRACTOR'S SCOPE.
4. ITEMS SHOWN IN GRAY ARE EXISTING ITEMS (NOT ALL EXISTING UTILITIES ARE SHOWN). ITEMS IN BLACK ARE NEW ITEMS.
5. NEAREST MILEPOST: 175. LONGITUDE: 36.29058
LATITUDE: -86.687458
6. NO CASING PIPES OR VENT PIPES WILL BE NECESSARY FOR THIS WORK.

This is a partial replacement of an existing waterline. Due to the tie-in location, the location that is shown represents the furthest from the rail the line can feasibly be installed



BROWN AND CALDWELL

NASHVILLE, TN



PERMIT DRAWING



DRY CREEK WRF
HEADWORKS AND
CLASS A BIOSOLIDS
IMPROVEMENTS

REVISIONS		
REV	DATE	DESCRIPTION

LINE IS 2 INCHES
AT FULL SIZE

DESIGNED: W. RAINES

DRAWN: T. ALBAYATI

CHECKED: W. RAINES

CHECKED:

APPROVED: W. RAINES

FILENAME
C-01-401 RAILROAD.DWG
BC PROJECT NUMBER
157437
CLIENT PROJECT NUMBER
21SC0227

CIVIL

DRY CREEK WRF
CSX ROW
CONSTRUCTION

SECTION A

TITLEBLOCK	
LOCATION:	61 EDENWOLD RD, MADISON, TN 37115
LATITUDE	36° 17' 20.70" N
LONGITUDE	86° 41' 31.75" N

DRAWING NUMBER

2 OF 4