

SITE DEVELOPMENT PLANS

OF

RAIL YARD AND SITE DEVELOPMENT

FOR

REVISIONS			
NO.	DATE	BY	DESCRIPTION

CONTRACTOR'S NOTES:

THE CONTRACTOR'S WORK TO BE PERFORMED UNDER THIS PROJECT WILL CONSIST OF FURNISHING ALL EQUIPMENT, LABOR, MATERIALS, TOOLS AND SUPERVISION NECESSARY FOR THE CONSTRUCTION OF THE PROPOSED NORTH STAR FACILITY AND OTHER RELATED WORK AS LISTED IN THE PLANS AND SPECIFICATIONS.

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, UTILITY LOCATIONS, ELEVATIONS, EXISTING INVERTS PRIOR TO ORDERING ANY MATERIAL. IF A DISCREPANCY IS FOUND, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR REPRESENTATIVE IMMEDIATELY.

ALL WORK SHALL COMPLY WITH ALL LOCAL, STATE AND FEDERAL CODES AND LAWS. ALL NECESSARY LICENSES AND PERMITS NOT OBTAINED BY THE OWNER SHALL BE THE CONTRACTOR'S RESPONSIBILITY.

ALL MATERIALS SHALL BE NEW UNLESS USED OR SALVAGED MATERIALS ARE AUTHORIZED BY OWNER.

THE CONCRETE SHALL HAVE A 4000 PSI MINIMUM COMPRESSIVE STRENGTH IN 28 DAYS. MAXIMUM SLUMP SHALL BE 4 INCHES, UNLESS NOTED OTHERWISE.

ALL EXTERIOR CONCRETE SHALL BE FINISHED WITH A FINE HAIR BROOM.

ALL WORK PERFORMED SHALL BE IN THE BEST RECOGNIZED TRADE PRACTICES AND TO THE ENTIRE SATISFACTION OF THE OWNER.

ALL DESIGNATED GRASS AREAS WITHIN THE PROPERTY LINE SHALL BE SEEDED AND MULCHED.

TRUE RAIL ENTERPRISES, LLC.

S MAIN STREET
MT. PLEASANT, TENNESSEE
MAURY COUNTY
TAX MAP 150 PARCEL 063.11

OCTOBER 2025

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RR5.	PROPOSED INDUSTRY TRACK 4 - STA. 0+00 TO STA. 7+00
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RR8.	TYPICAL TRACK DETAILS

UTILITY COMPANIES:

NATURAL GAS -
CITY OF MOUNT PLEASANT
100 PUBLIC SQUARE
(931) 379-7717

WATER-
CITY OF MOUNT PLEASANT
100 PUBLIC SQUARE
(931) 379-7717

SEWER-
CITY OF MOUNT PLEASANT
100 PUBLIC SQUARE
(931) 379-7717

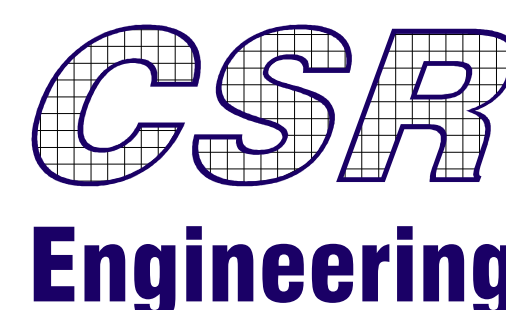
ELECTRIC -
MOUNT PLEASANT POWER SYSTEM
123 N. MAIN STREET
(931) 379-3233



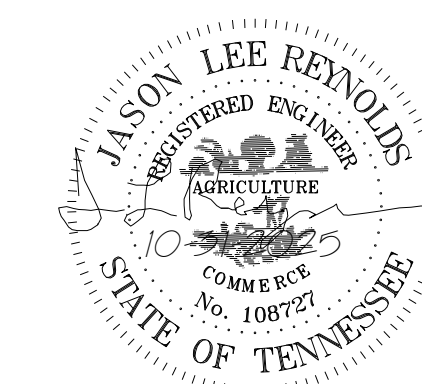
LOCATION MAP

SCALE: 1"=3,000'

ZONED "IL"
LIGHT INDUSTRIAL DISTRICT
MINIMUM BUILDING SETBACKS
FRONT - 50'
REAR - 50'
SIDE - 50'



Jason Reynolds PE
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Mark Smith
500 1st Avenue
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TrueRail
ENTERPRISES, LLC

EXISTING SITE PLAN
OF
BULK STORAGE RAIL YARD
FOR
TRUE RAIL ENTERPRISES, LLC
S MAIN STREET
MT. PLEASANT, TENNESSEE
MAURY COUNTY

JASON LEE REYNOLDS
REGISTERED ENGINEER
No. 108727
STATE OF TENNESSEE

REVISIONS	
NO.	DESCRIPTION

DESIGNER MSS

REVIEWER JLR

PROJECT 23-040

DATE 10-31-2025

SHEET C1.0

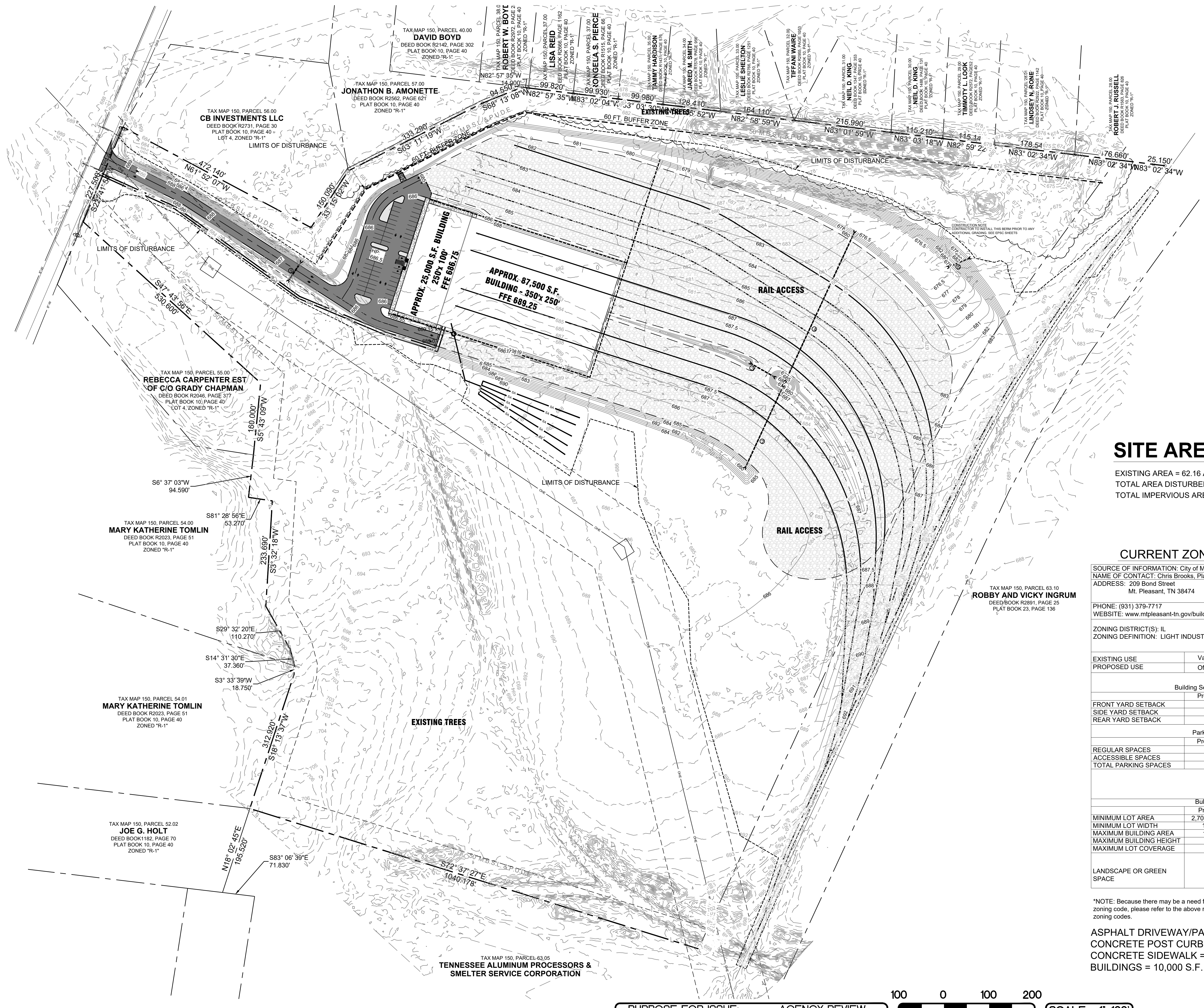
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SHEET **C2.0**



SITE AREA

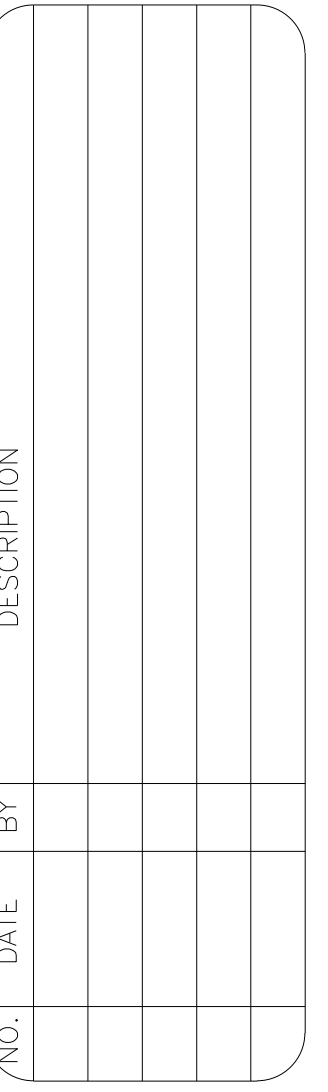
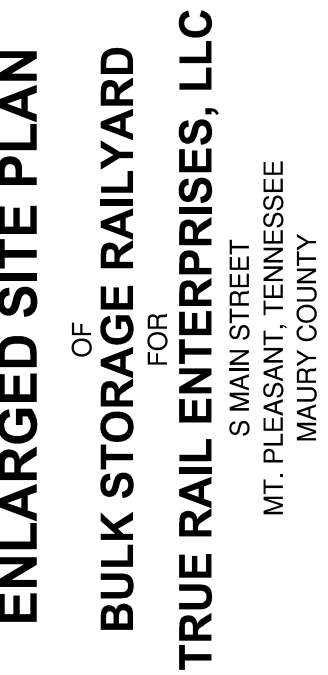
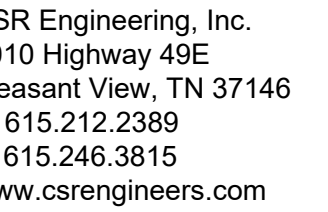
EXISTING AREA = 62.16 ACRES (2,707,846 S.F.)
TOTAL AREA DISTURBED = 30.42 ACRES (1,325,234 S.F.)
TOTAL IMPERVIOUS AREA = 3.83 ACRES (166,705 S.F.)

CURRENT ZONING INFORMATION

SOURCE OF INFORMATION: City of Mt. Pleasant and Planning Department					
NAME OF CONTACT: Chris Brooks, Planning Director					
ADDRESS: 209 Bond Street Mt. Pleasant, TN 38474					
PHONE: (931) 379-7717 WEBSITE: www.mtleasent-tn.gov/building-planning					
ZONING DISTRICT(S): IL ZONING DEFINITION: LIGHT INDUSTRIAL		TAX MAP 150, PARCEL 063.11			
EXISTING USE				Vacant - Undeveloped	
PROPOSED USE				Office, Warehouse, and Maintenance Facility	
Building Setback Requirements					
	Proposed	Required	Notes		
FRONT YARD SETBACK	225'	50'			
SIDE YARD SETBACK	350'	50'			
REAR YARD SETBACK	780'	50'			
Parking Tabulation					
	Proposed	Required	Notes		
REGULAR SPACES	57	62			
ACCESSIBLE SPACES	3	3			
TOTAL PARKING SPACES	60	65			
Bulk Restrictions					
	Proposed	Required	Notes		
MINIMUM LOT AREA	2,707,846 S.F.	40,000 S.F.			
MINIMUM LOT WIDTH	1230 FT.	100 FT.			
MAXIMUM BUILDING AREA	1.26%	50% MAX.			
MAXIMUM BUILDING HEIGHT	39 FT.	60 FT.			
MAXIMUM LOT COVERAGE		-			
LANDSCAPE OR GREEN SPACE			See "Landscaping Plan"		

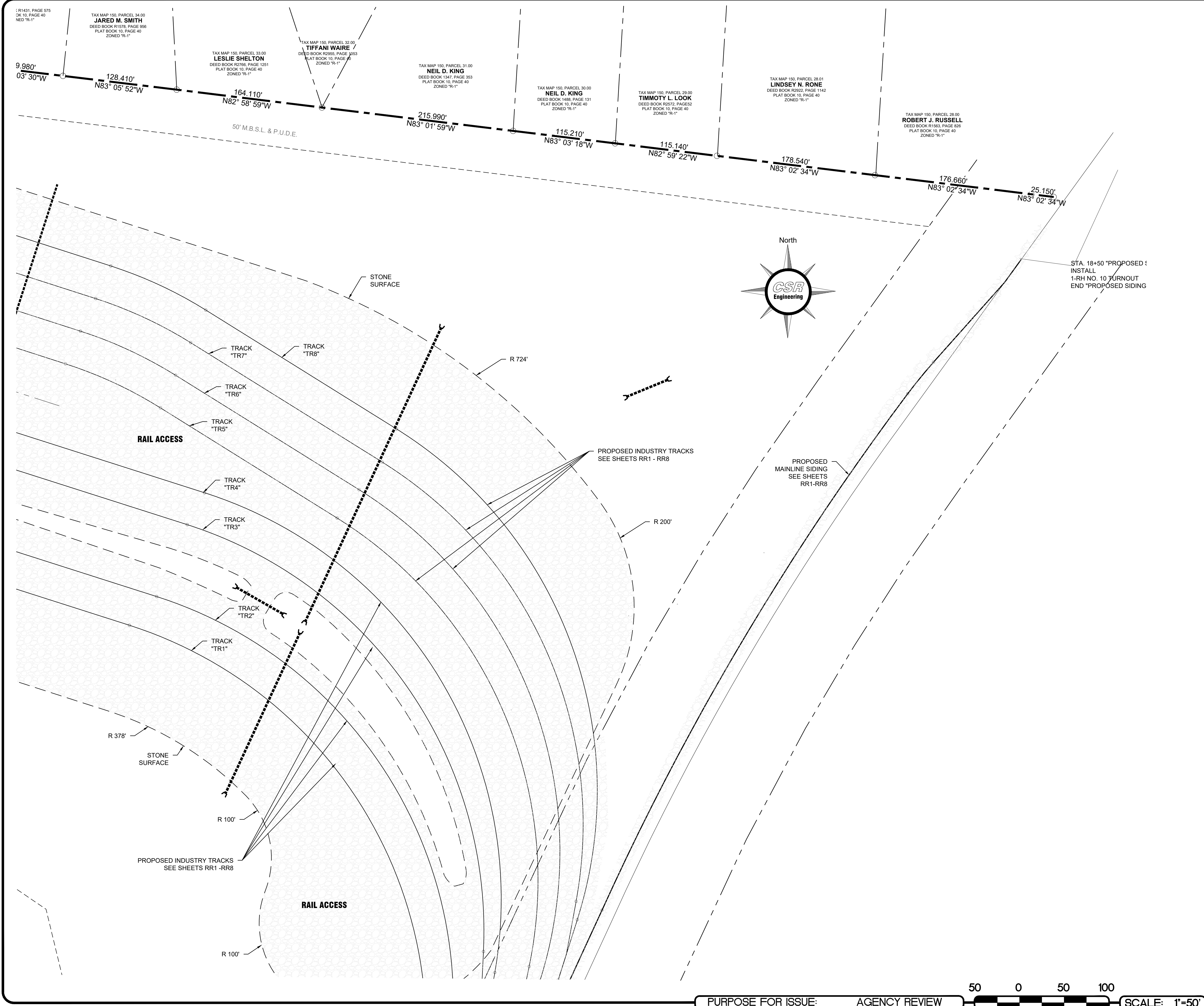
*NOTE: Because there may be a need for further interpretation of the applicable zoning code, please refer to the above referenced municipality and the applicable zoning codes.

ASPHALT DRIVEWAY/PARKING = 43,487 S.F.
CONCRETE POST CURB = 1,938 S.F.
CONCRETE SIDEWALK = 4,815 S.F.
BUILDINGS = 10,000 S.F. OFFICE & 102,500 S.F. WH



C2.1





"Driveway 1" Horizontal Alignment Report			
Begin Driveway 1	N 433,347.5470 E 1,605,756.3945	0+00.00	
Line (1)	S63° 25' 31"E 163.12'	1+63.12	
Line (1)	N 433,274.5725 E 1,605,902.2812		
Curve (2)	BC N 433,274.5725 E 1,605,902.2812 CTR N 432,827.3971 E 1,605,678.5980 PI N 433,262.4620 E 1,605,926.4919	1+63.12	
Direction Back S63° 25' 31"E Radius 500.00' Delta 6° 11' 53"(RT) Length 54.09' Tangent 27.07' Chord Direction S60° 19' 34"E Distance 54.06' Direction Ahead S57° 13' 37"E			
EC	N 433,247.8083 E 1,605,949.2535	2+17.21	
Curve (2)			
Line (3)	S57° 13' 37"E 449.98'	6+67.18	
Line (3)	N 433,004.2318 E 1,606,327.6026		
Curve (4)	BC N 433,004.2318 E 1,606,327.6026 CTR N 433,172.3963 E 1,606,435.8649 PI N 432,990.0367 E 1,606,349.6520	6+67.18	
Direction Back S57° 13' 37"E Radius 200.00' Delta 14° 56' 23"(LT) Length 52.15' Tangent 26.22' Chord Direction S64° 41' 49"E Distance 52.00' Direction Ahead S72° 10' 01"E			
EC	N 432,982.0058 E 1,606,374.6156	7+19.33	
Curve (4)			
Line (5)	S72° 10' 01"E 124.53'	8+43.86	
Line (5)	N 432,943.8693 E 1,606,493.1612		
	N 432,943.8693 E 1,606,493.1612	8+43.86	
End Driveway 1			
Alignment Length: 843.86'			
"Driveway 2" Horizontal Alignment Report			
Begin Driveway 2	N 433,044.2824 E 1,606,265.3917	0+00.00	
Line (1)	N32° 46' 23"E 25.90'	0+25.90	
Line (1)	N 433,066.0561 E 1,606,279.4093		
Curve (2)	BC N 433,066.0561 E 1,606,279.4093 CTR N 433,336.7116 E 1,605,858.9981 PI N 433,121.1794 E 1,606,314.8970	0+25.90	
Direction Back N32° 46' 23"E Radius 500.00' Delta 14° 56' 23"(LT) Length 130.37' Tangent 65.56' Chord Direction N25° 18' 11"E Distance 130.00' Direction Ahead N17° 49' 59"E			
EC	N 433,183.5883 E 1,606,334.9742	1+56.27	
Curve (2)			
Line (3)	N17° 49' 59"E 24.14'	1+80.41	
Line (3)	N 433,206.5723 E 1,606,342.3682		
Non-Tangent Radial Bearing N72° 43' 57"W			
Curve (4)	BC N 433,206.5723 E 1,606,342.3682 CTR N 433,176.8797 E 1,606,437.9909 PI N 433,247.3498 E 1,606,355.0437	1+80.41	
Direction Back N17° 16' 03"E Radius 100.03' Delta 46° 14' 03"(RT) Length 80.72' Tangent 42.70' Chord Direction N40° 23' 05"E Distance 78.55' Direction Ahead N63° 30' 06"E			
EC	N 433,266.4023 E 1,606,393.2599	2+61.13	
Curve (4)			
Line (5)	**Non-Tangent** Radial Bearing N26° 29' 54"W		
	N63° 30' 19"E 80.63'	3+41.76	
Line (5)	N 433,302.3731 E 1,606,465.4227		
	N 433,302.3731 E 1,606,465.4227	3+41.76	
End Driveway 2			
Alignment Length: 341.76'			

CSREngineering

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TrueRail

ENTERPRISES, LLC

ENLARGED SITE PLAN
OF
BULK STORAGE RAIL YARD
FOR
TRUE RAIL ENTERPRISES, LLC
S MAIN STREET
MT. PLEASANT, TENNESSEE
MAURY COUNTY

JASON LEE REMOINS
REGISTERED ENGINEER
No. 108727
COMMERCE
STATE OF TENNESSEE

REVISIONS

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DESIGNER

MSS

REVIEWER

JLR

PROJECT

23-040

DATE

10-31-2025

SHEET

C2.2

PURPOSE FOR ISSUE: AGENCY REVIEW

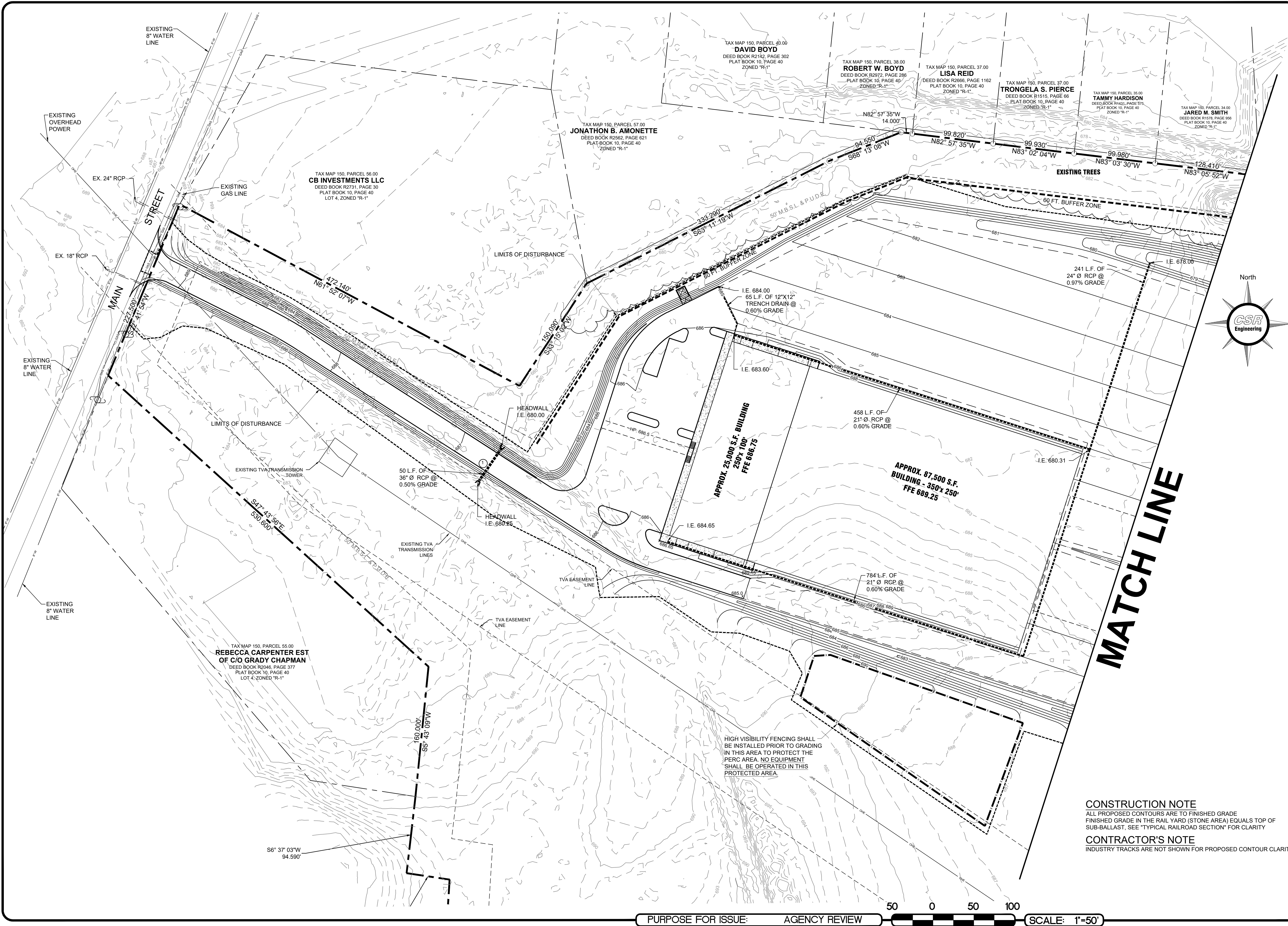
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0

50

100

SCALE: 1"=50'



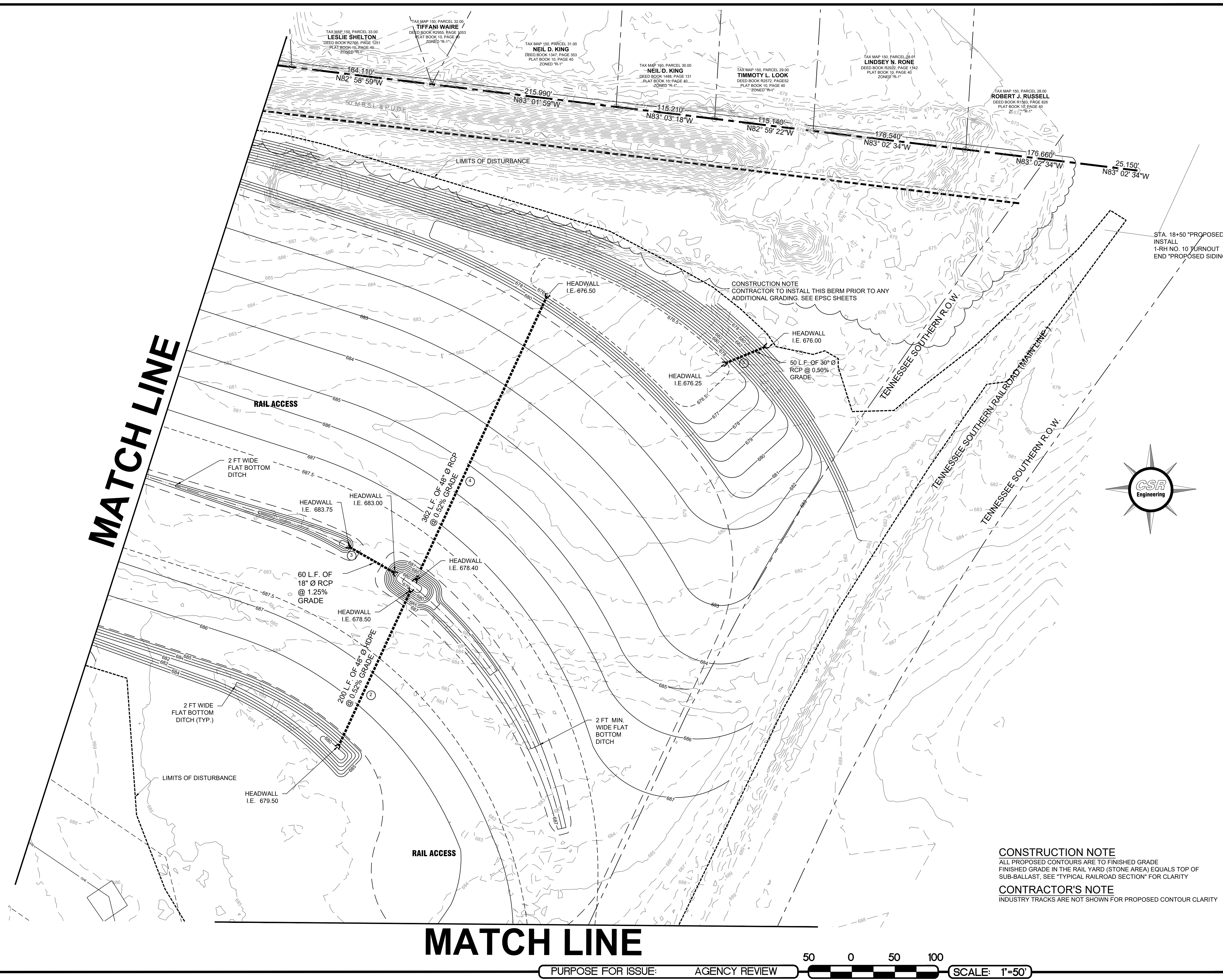
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SHEET	C3.0
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ENTERPRISES, LLC

GRADING PLAN AREA 2

OF

BULK STORAGE RAIL YARD

FOR

TRUE RAIL ENTERPRISES, LLC

S MAIN STREET
MT. PLEASANT, TENNESSEE
MAURY COUNTY

JASON LEE REMOIS

REGISTERED ENGINEER

AGRICULTURE

COMMERCIAL

No. 108727

STATE OF TENNESSEE

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23-040

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SHEET

C3.1

PURPOSE FOR ISSUE:

AGENCY REVIEW

500

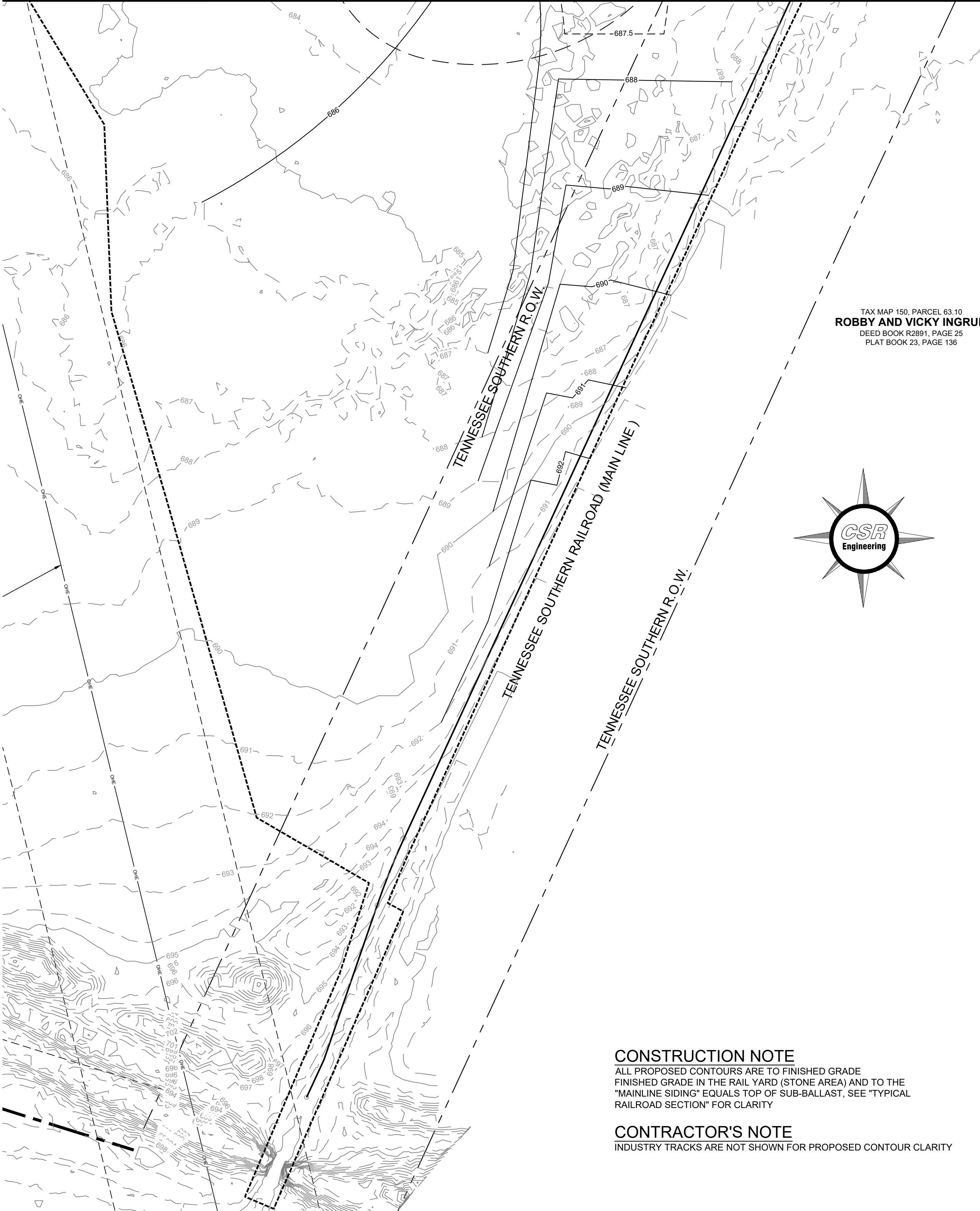
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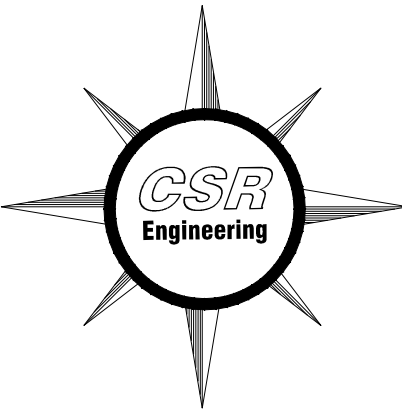
100

SCALE: 1"=50'

MATCH LINE



TAX MAP 150, PARCEL 63.10
ROBBY AND VICKY INGRUM
DEED BOOK R2891, PAGE 25
PLAT BOOK 23, PAGE 136

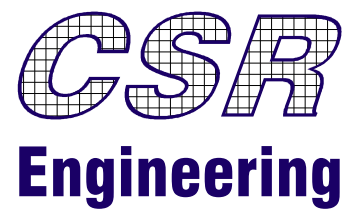


CONSTRUCTION NOTE

ALL PROPOSED CONTOURS ARE TO FINISHED GRADE
FINISHED GRADE IN THE RAIL YARD (STONE AREA) AND TO THE
"MAINLINE SIDING" EQUALS TOP OF SUB-BALLAST, SEE "TYPICAL
RAILROAD SECTION" FOR CLARITY

CONTRACTOR'S NOTE

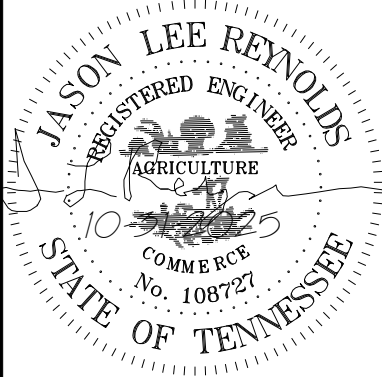
INDUSTRY TRACKS ARE NOT SHOWN FOR PROPOSED CONTOUR CLARITY



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GRADING PLAN AREA 3
OF
BULK STORAGE RAIL YARD
FOR
TRUE RAIL ENTERPRISES, LLC
S MAIN STREET
MT. PLEASANT, TENNESSEE
MAURY COUNTY



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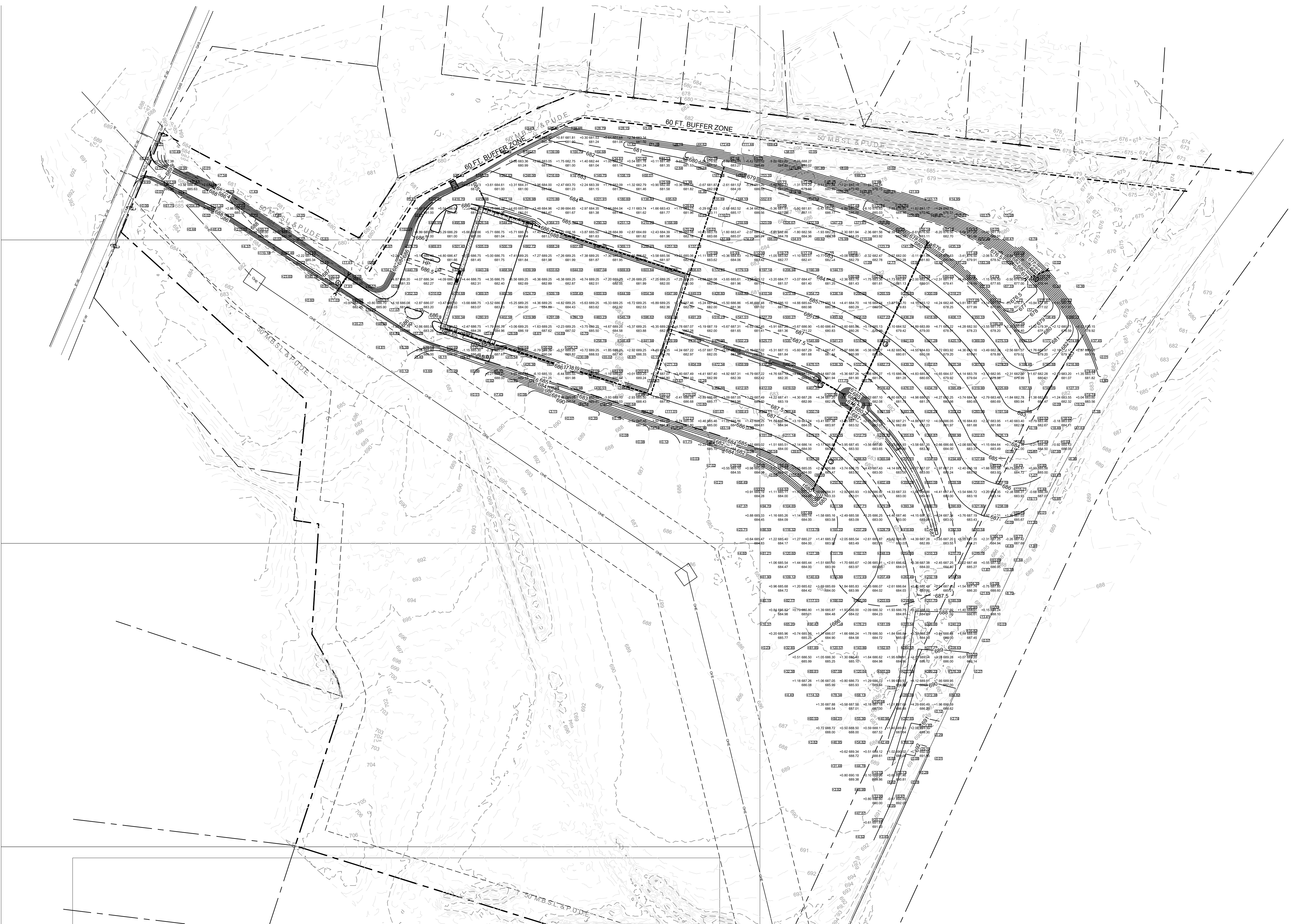
DATE 10-31-2025

SHEET C3.2

PURPOSE FOR ISSUE: AGENCY REVIEW



SCALE: 1"=50'



Cut/Fill Summary

Name	Cut Factor	Fill Factor	2d Area	Cut	Fill	Net
Tru Rail Cut and Fill	1.000	1.000	1219722.07 Sq. Ft.	17607.69 Cu. Yd.	107320.31 Cu. Yd.	89712.62 Cu. Yd.<Fill>
Totals			1219722.07 Sq. Ft.	17607.69 Cu. Yd.	107320.31 Cu. Yd.	89712.62 Cu. Yd.<Fill>

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PROJECT	23-040
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DATE	10-31-2025
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SHEET	C3.3
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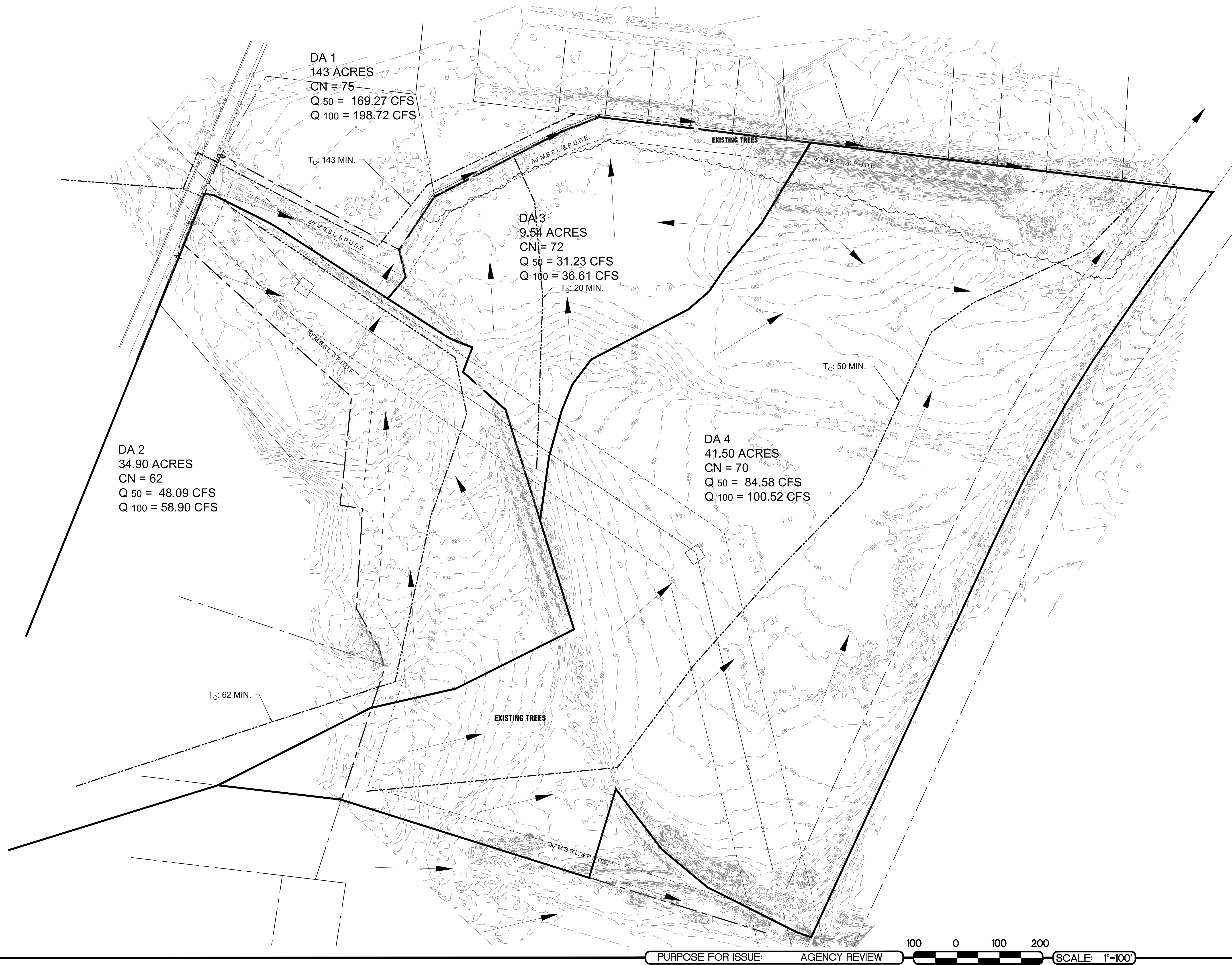
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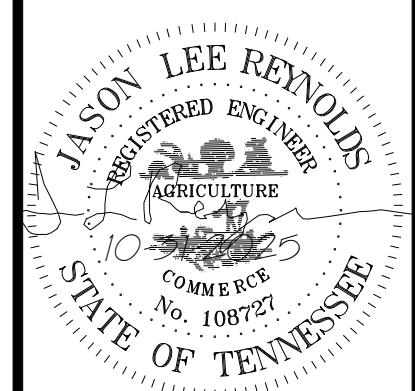
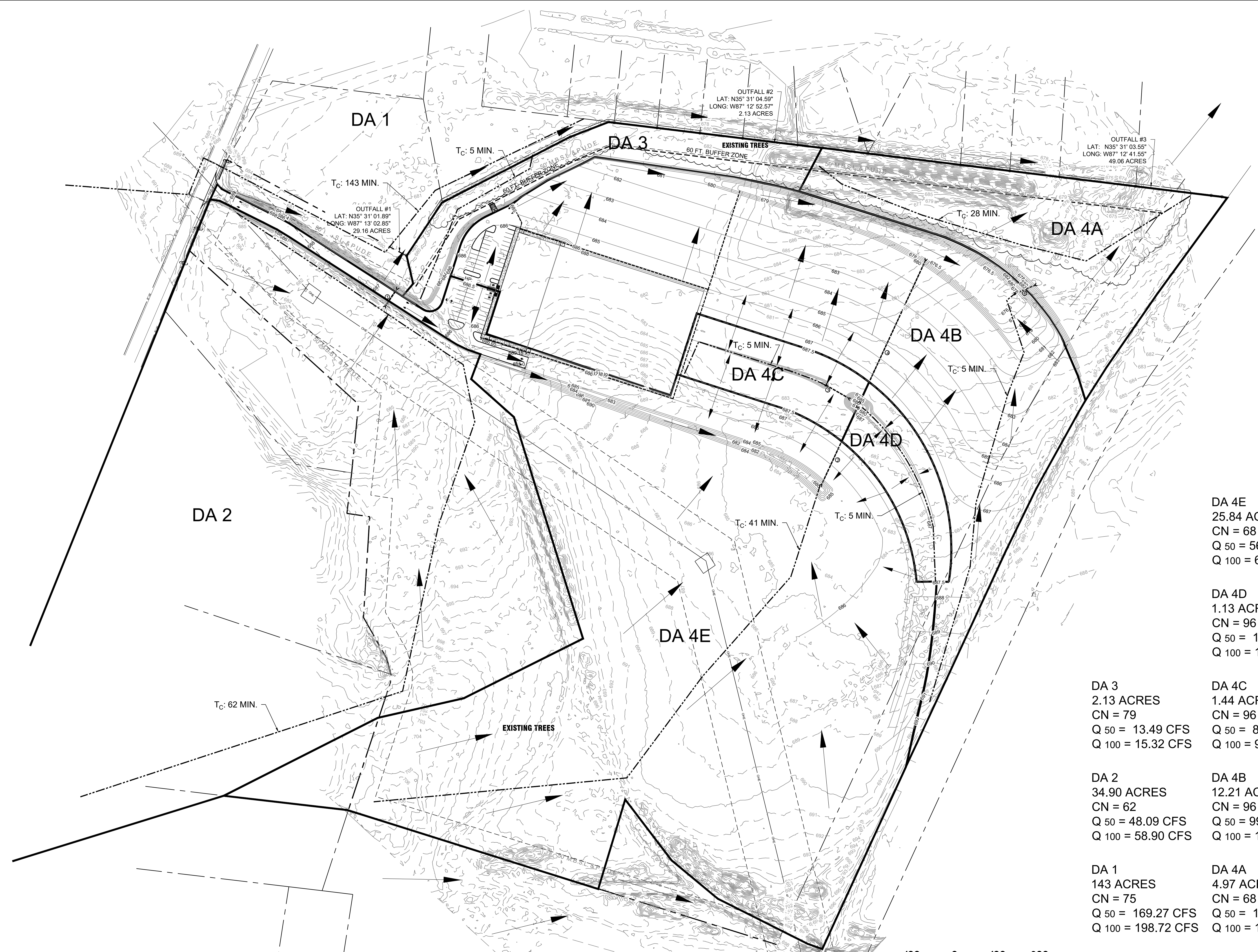
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REVIEWER JLR

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DATE 10-31-2025

SHEET **C3.4**





REVISIONS	
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PROJECT: 23-040

DATE: 10-31-2025

SHEET: **C3.5**

- DA 4E
25.84 ACRES
CN = 68
Q 50 = 56.24 CFS
Q 100 = 67.28 CFS

DA 4D
1.13 ACRES
CN = 96
Q 50 = 12.02 CFS
Q 100 = 13.22 CFS

DA 4C
1.44 ACRES
CN = 96
Q 50 = 8.86 CFS
Q 100 = 9.74 CFS

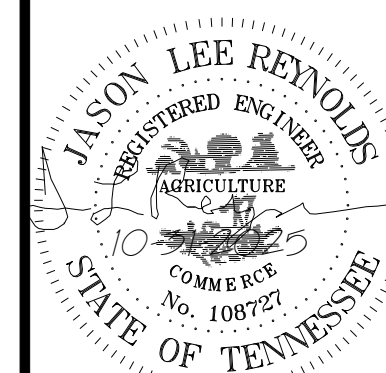
DA 4B
12.21 ACRES
CN = 96
Q 50 = 99.20 CFS
Q 100 = 109.07 CFS

DA 4A
4.97 ACRES
CN = 68
Q 50 = 12.40 CFS
Q 100 = 14.78 CFS

DA 3
2.13 ACRES
CN = 79
Q 50 = 13.49 CFS
Q 100 = 15.32 CFS

DA 2
34.90 ACRES
CN = 62
Q 50 = 48.09 CFS
Q 100 = 58.90 CFS

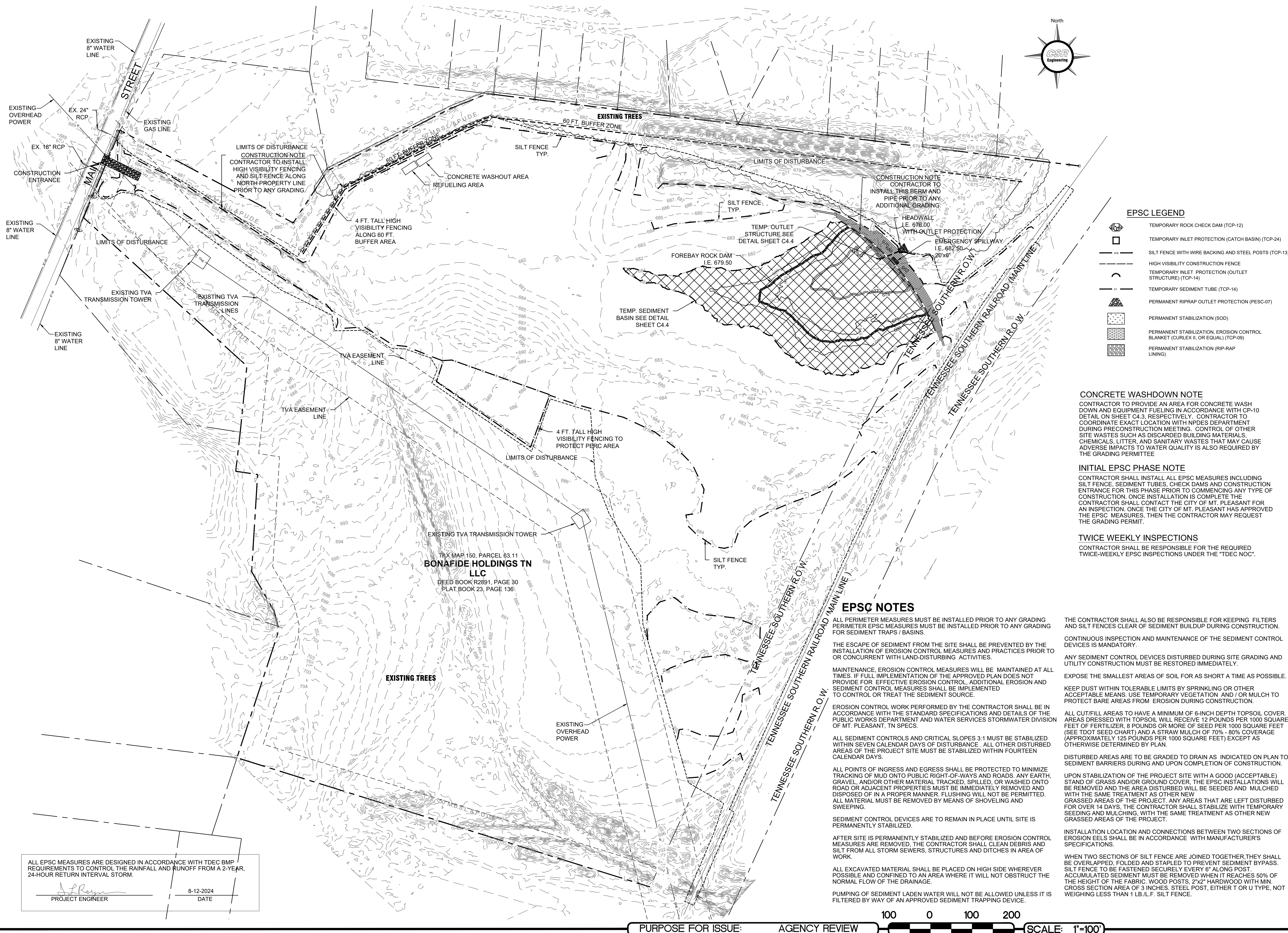
DA 1
143 ACRES
CN = 75
Q 50 = 169.27 CFS
Q 100 = 198.72 CFS

[illegible]

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SHEET **C4.0**

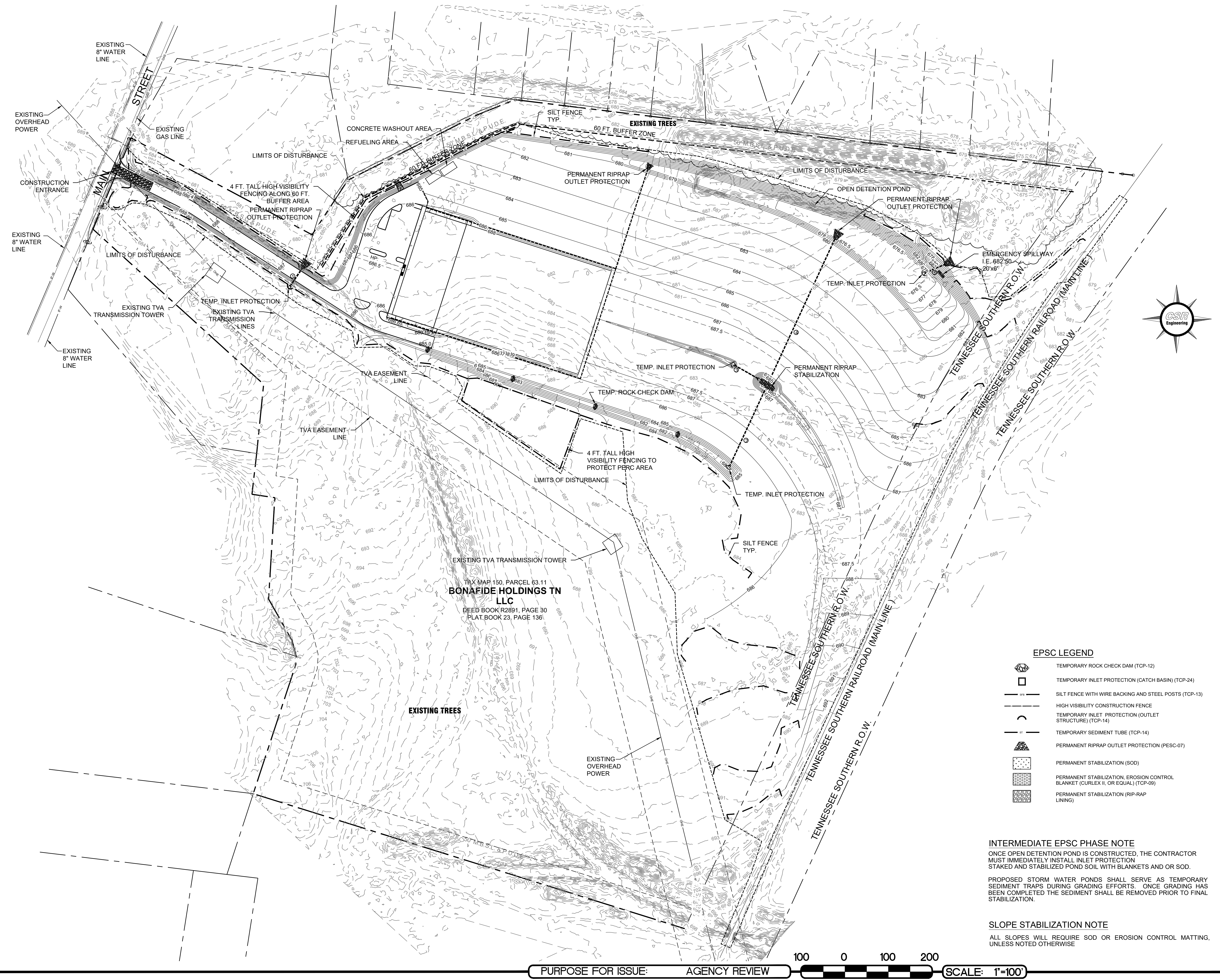
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SHEET C4.1



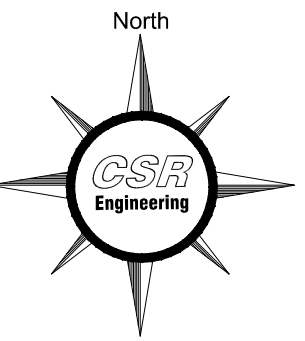
EPSC LEGEND

- TEMPORARY ROCK CHECK DAM (TCP-12)
- TEMPORARY INLET PROTECTION (CATCH BASIN) (TCP-24)
- SILT FENCE WITH WIRE BACKING AND STEEL POSTS (TCP-13)
- HIGH VISIBILITY CONSTRUCTION FENCE
- TEMPORARY INLET PROTECTION (OUTLET STRUCTURE) (TCP-14)
- TEMPORARY SEDIMENT TUBE (TCP-14)
- PERMANENT RIPRAP OUTLET PROTECTION (PESC-07)
- PERMANENT STABILIZATION (SOD)
- PERMANENT STABILIZATION, EROSION CONTROL BLANKET (CURLX II, OR EQUAL) (TCP-09)
- PERMANENT STABILIZATION (RIP-RAP LINING)

INTERMEDIATE EPSC PHASE NOTE
ONCE OPEN DETENTION POND IS CONSTRUCTED, THE CONTRACTOR MUST IMMEDIATELY INSTALL INLET PROTECTION STAKED AND STABILIZED POND SOIL WITH BLANKETS AND OR SOD.

PROPOSED STORM WATER PONDS SHALL SERVE AS TEMPORARY SEDIMENT TRAPS DURING GRADING EFFORTS. ONCE GRADING HAS BEEN COMPLETED THE SEDIMENT SHALL BE REMOVED PRIOR TO FINAL STABILIZATION.

SLOPE STABILIZATION NOTE
ALL SLOPES WILL REQUIRE SOD OR EROSION CONTROL MATTING, UNLESS NOTED OTHERWISE



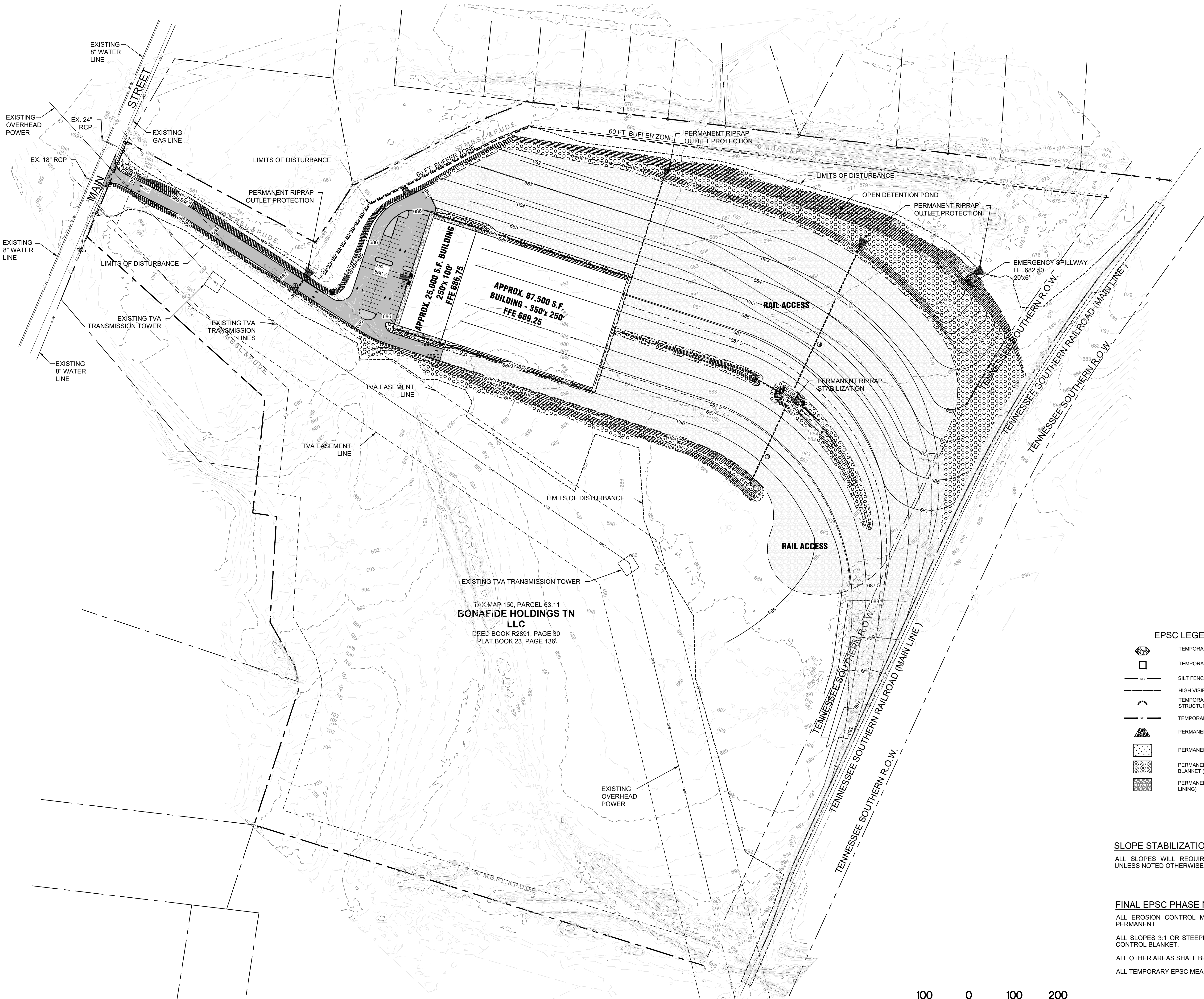
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PROJECT **23-040**

DATE **10-31-2025**

SHEET **C4.2**



EPSC LEGEND

- TEMPORARY ROCK CHECK DAM (TCP-12)
- TEMPORARY INLET PROTECTION (CATCH BASIN) (TCP-24)
- SILT FENCE WITH WIRE BACKING AND STEEL POSTS (TCP-13)
- HIGH VISIBILITY CONSTRUCTION FENCE
- TEMPORARY INLET PROTECTION (OUTLET STRUCTURE) (TCP-14)
- TEMPORARY SEDIMENT TUBE (TCP-14)
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SLOPE STABILIZATION NOTE

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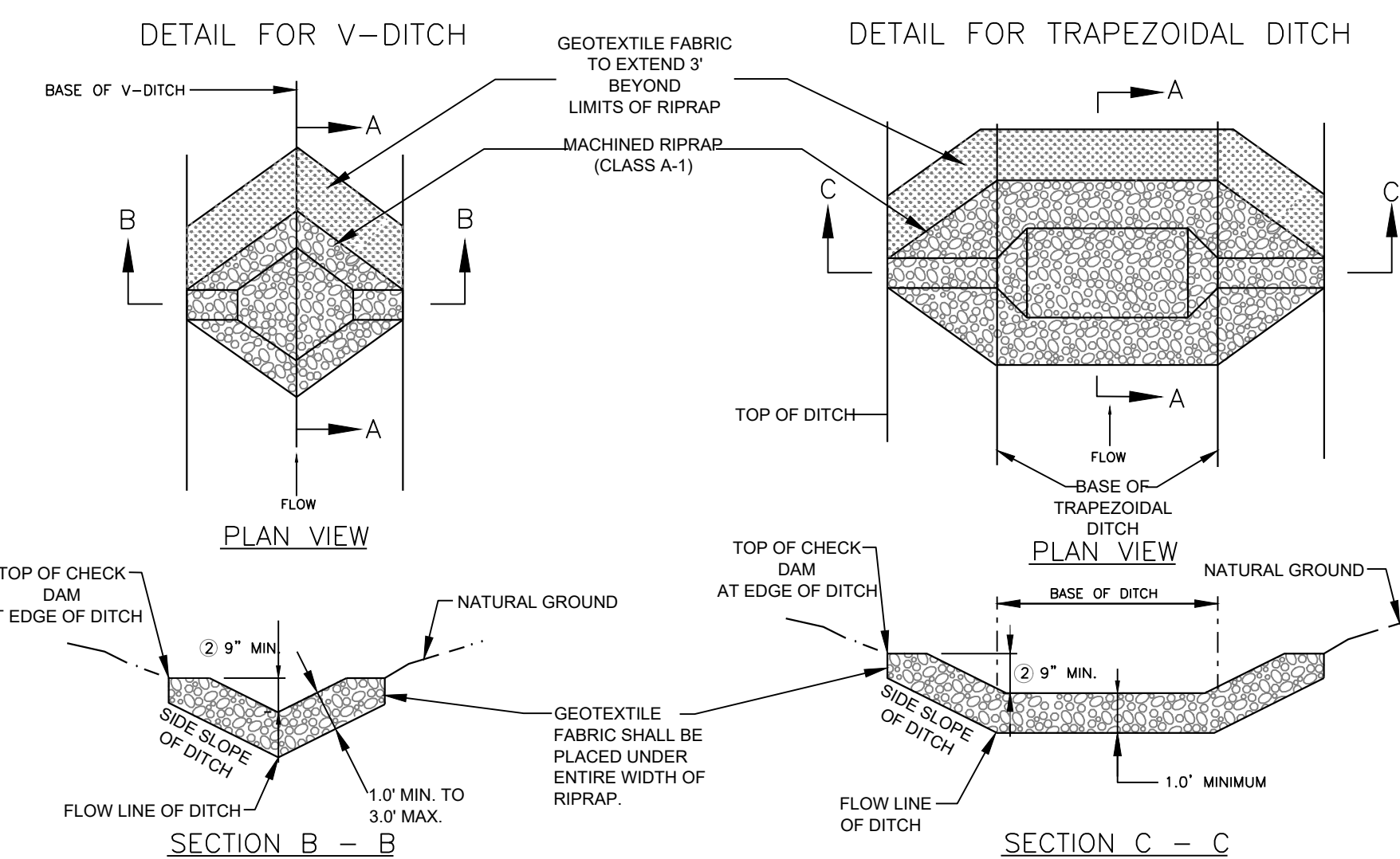
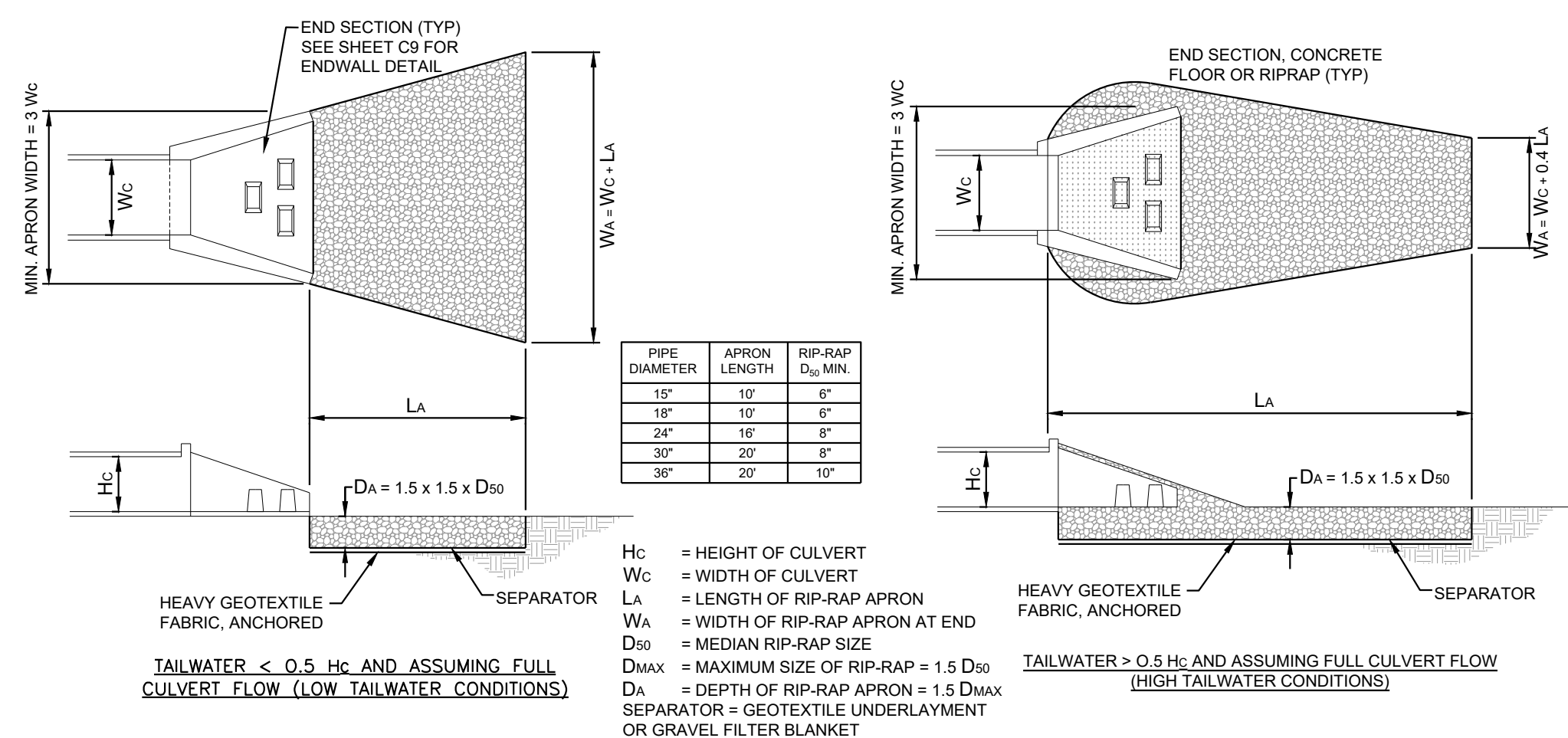
FINAL EPSC PHASE NOTE

ALL EROSION CONTROL MEASURES SHOWN IN THIS PHASE ARE PERMANENT.

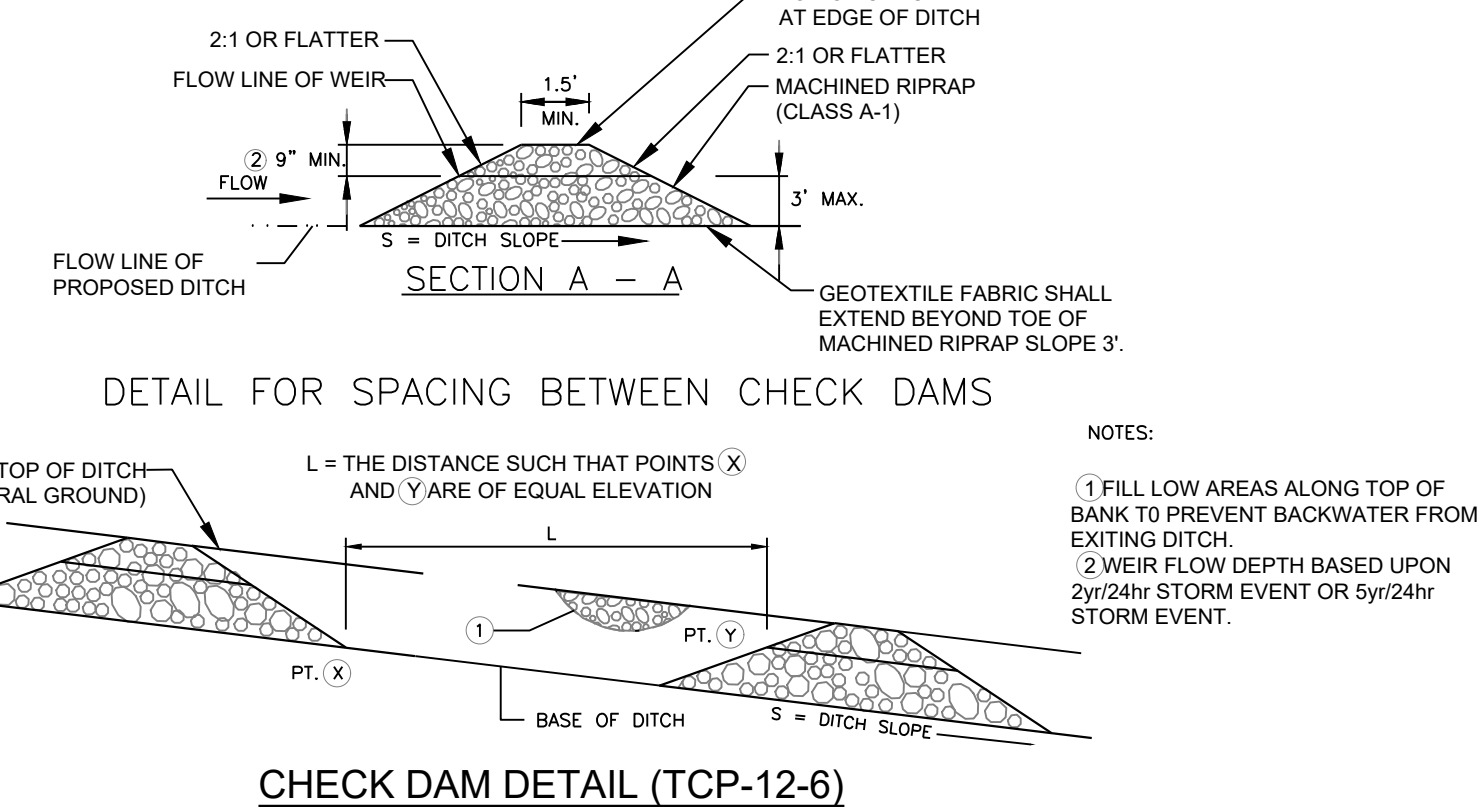
ALL SLOPES 3:1 OR STEEPER SHALL BE STABILIZED WITH EROSION CONTROL BLANKET.

ALL OTHER AREAS SHALL BE STABILIZED WITH SEED/STRAW.

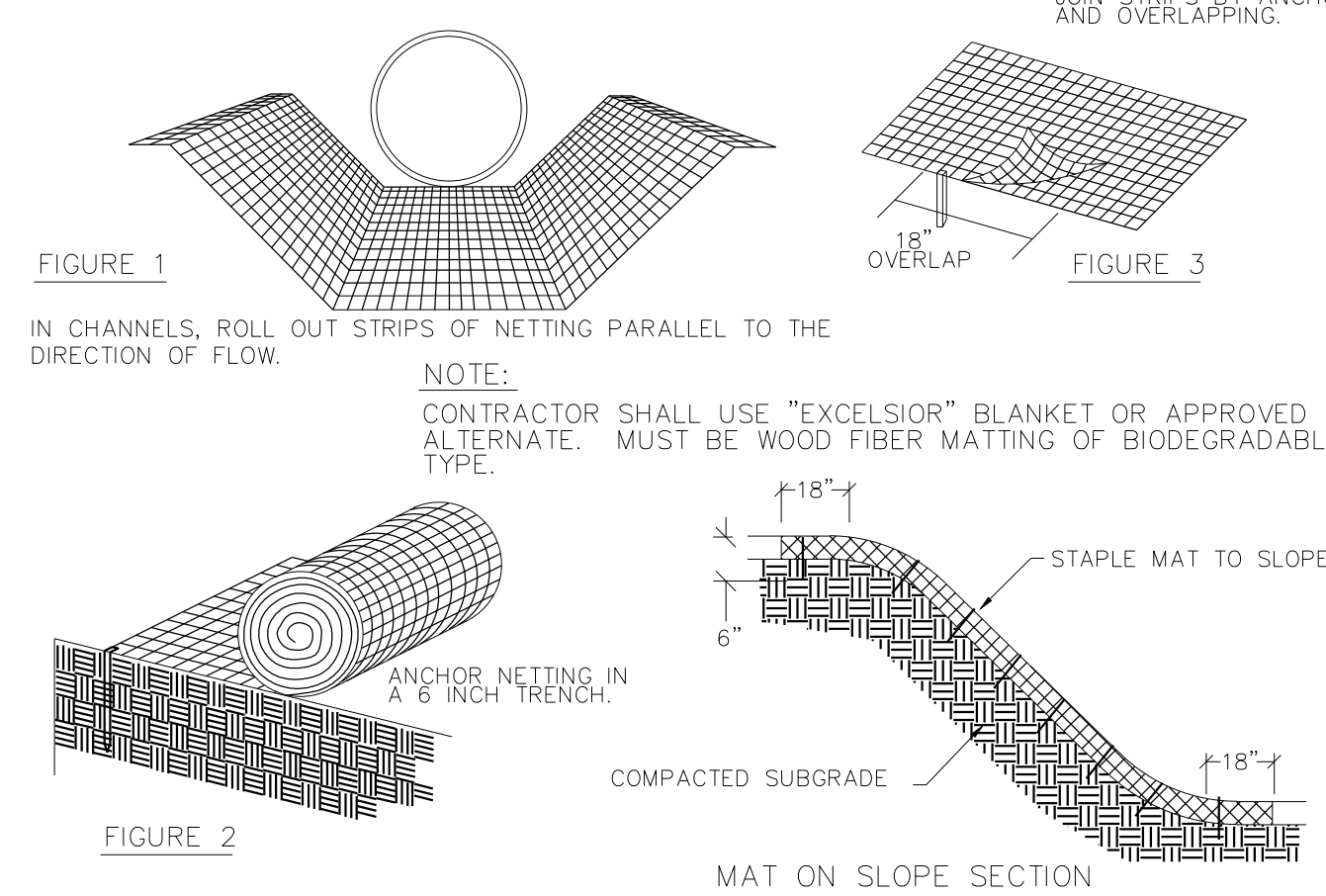
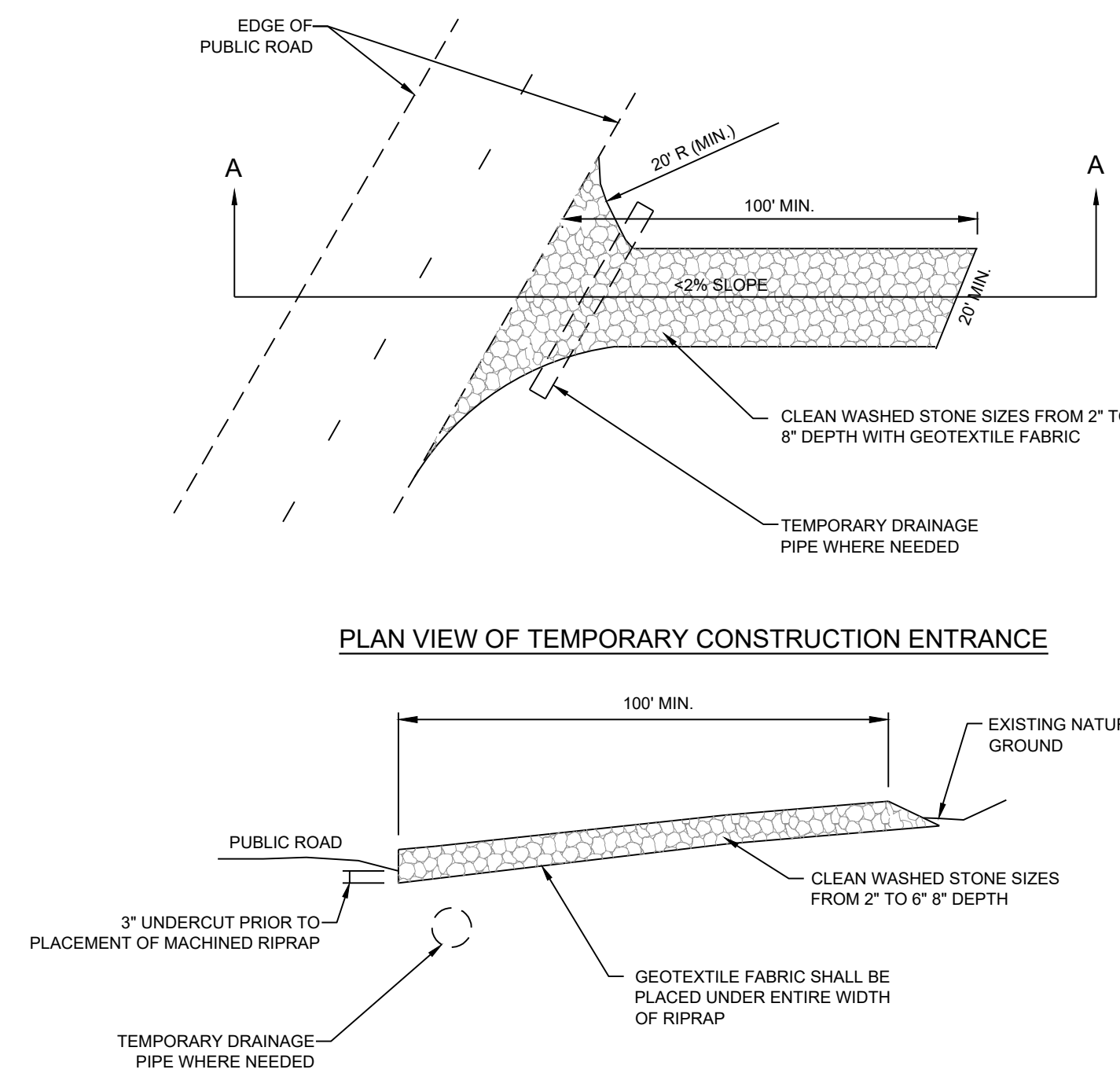
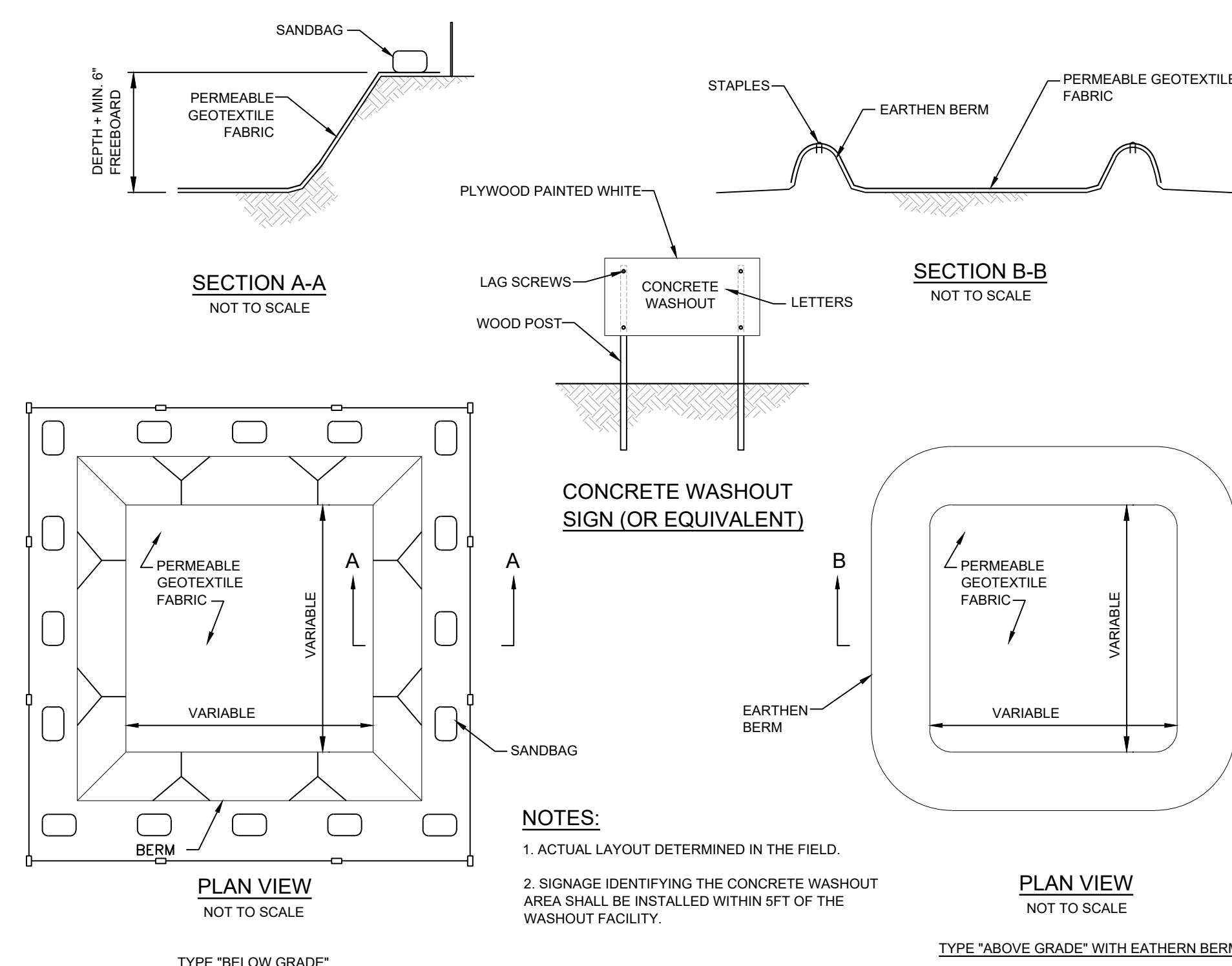
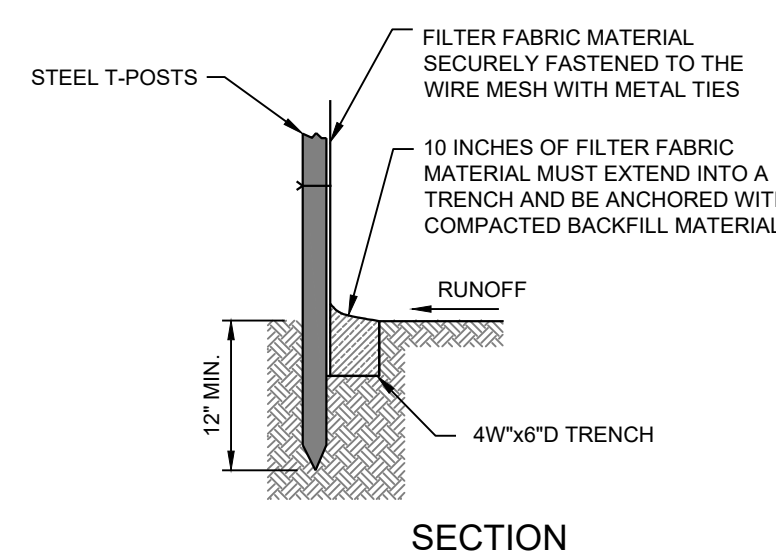
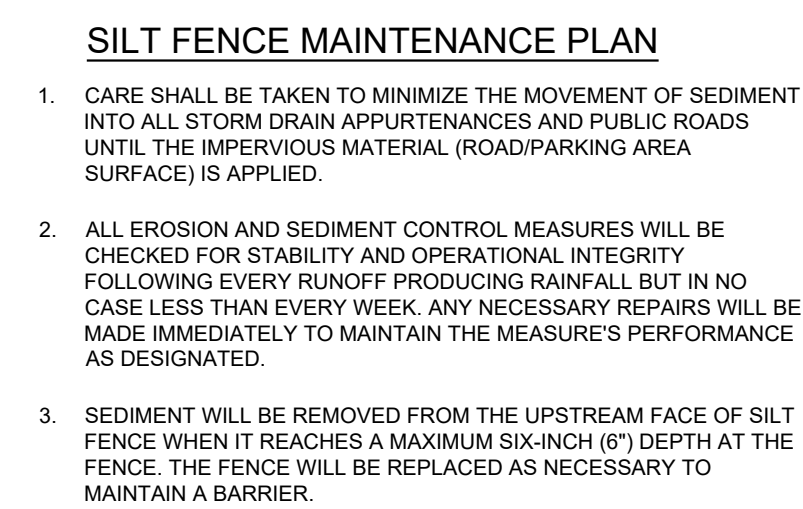
ALL TEMPORARY EPSC MEASURES SHOULD BE REMOVED.



- ## SILT FENCE NOTES
1. FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL AND CUT TO THE LENGTH OF THE BARRIER TO AVOID THE USE OF JOINTS.
 2. USE METAL TIES TO SECURE SILT FENCE TO METAL FENCE.
 3. SILT FENCE SHALL COMPLY WITH THE TN. DEPT. OF ENVIRONMENT AND CONSERVATION EROSION AND SEDIMENT CONTROL HANDBOOK, LATEST EDITION.
 4. INSTALL PERIMETER SILTATION CONTROL PRIOR TO APPLICATION OF GRADING PERMIT.



- NOTES:
- ① FILL LOW AREAS ALONG TOP OF BANK TO PREVENT BACKWATER FROM EXITING DITCH.
 - ② WEIR FLOW DEPTH BASED UPON 2yri/24hr STORM EVENT OR 5yri/24hr STORM EVENT.



- ### INSTALLATION INSTRUCTIONS: FOR DITCH & SLOPES
1. SEED (PER SPEC) BEFORE PLACEMENT OF MATTING. ROLL STRIPS OUT PARALLEL TO THE DIRECTION OF WATER FLOW, OR DOWN SLOPE. (SEE FIGURE 1)
 2. START LAYING THE NET FROM THE TOP OF THE CHANNEL OR SLOPE AND UNROLL IT DOWN THE GRADE. ALLOW MATTING TO LAY LOOSELY ON THE SOIL BUT WITHOUT WRINKLES-- DO NOT STRETCH.
 3. TO SECURE THE NET, BURY THE UP-SLOPE END IN A TRENCH NO LESS THAN 6" DEEP, COVER WITH SOIL AND TAMP FIRMLY (SEE FIGURE 2). STAPLE THE MAT EVERY 12" ACROSS THE TOP END AND EVERY 3' AROUND THE EDGES AND BOTTOM. WHERE 2 STRIPS OF NET ARE LAID SIDE BY SIDE, THE ADJACENT EDGES SHOULD BE STAPLED EVERY 3" INCHES AND STAPLED TOGETHER. EACH STRIP OF MATTING SHOULD ALSO BE STAPLED DOWN THE CENTER, EVERY 3'. DO NOT STRETCH THE MAT WHEN APPLYING STAPLES.
 4. TO JOIN TWO STRIPS, CUT A TRENCH TO ANCHOR THE END OF THE NEW MAT. OVERLAP THE END OF THE PREVIOUS ROLL 18" (SEE FIGURE 2), AND STAPLE EVERY 12" JUST BELOW THE ANCHOR SLOT.
 5. INSPECT PERIODICALLY AND AFTER EACH RAINSTORM UNTIL VEGETATION IS COMPLETELY ESTABLISHED.
 6. ERODED OR EXPOSED AREAS SHOULD BE SEEDED AND STABILIZED WITH MULCH AS QUICKLY AS POSSIBLE.

REVISIONS		DESCRIPTION	
NO.	DATE	BY	

DESIGNER MBS

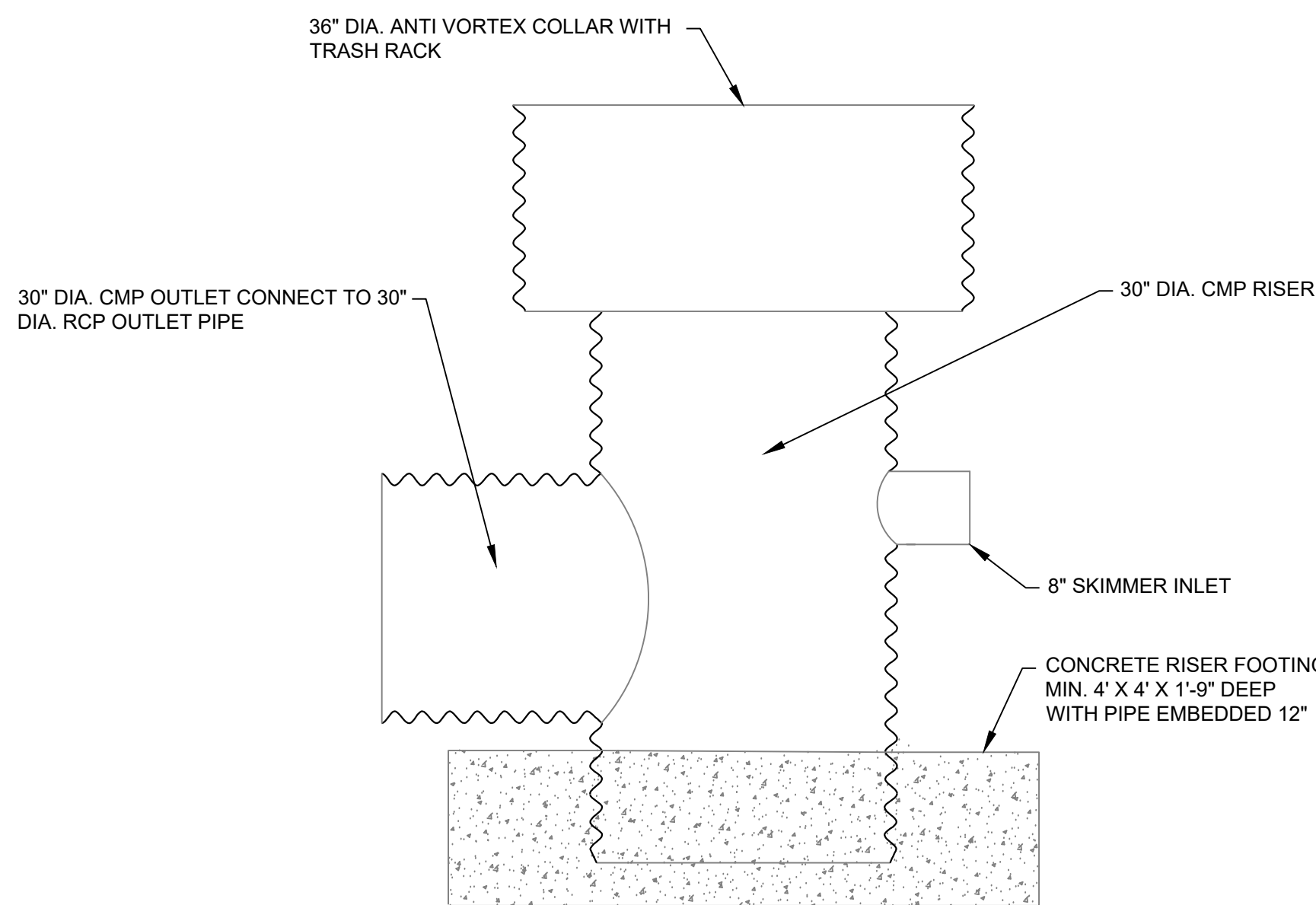
REVIEWER JLR

PROJECT 23-040

DATE 10-31-2025

SHEET C4.4

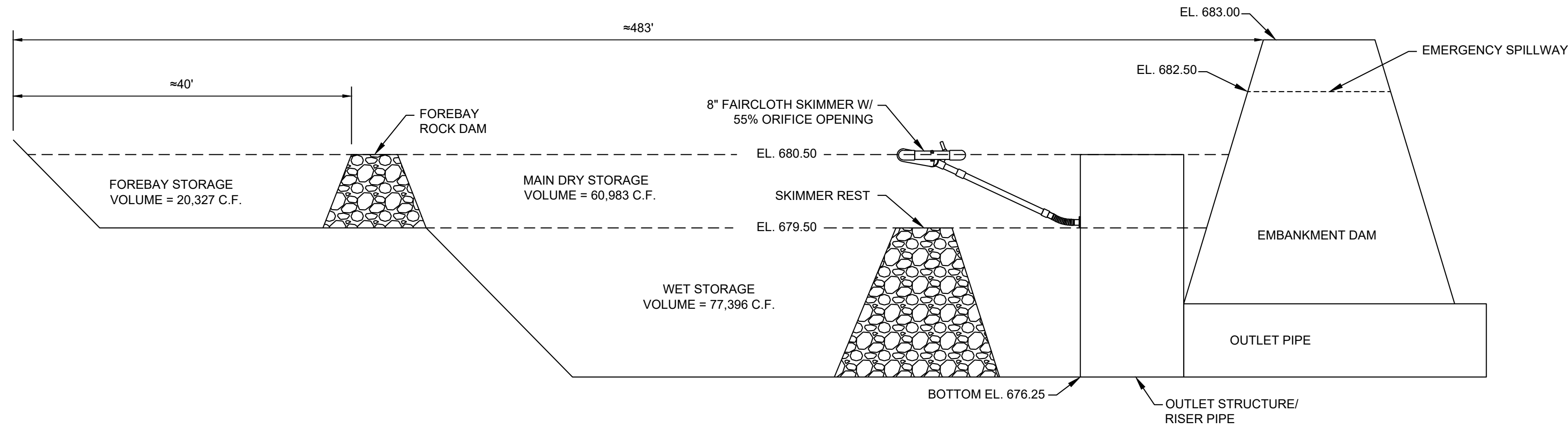
STORAGE REQUIREMENTS (41.50 ACRES):
WET STORAGE= 1,809 C.F./ACRE= 75,074 C.F.
MAIN DRY STORAGE= 1,357 C.F./ACRE= 56,316 C.F.
FOREBAY STORAGE= 452 C.F./ACRE= 18,758 C.F.



TEMPORARY OUTLET CONTROL STRUCTURE

NOT TO SCALE

NOTE: PERMANENT OUTLET STRUCTURE MAY BE USED IN LIEU OF A TEMPORARY STRUCTURE PROVIDED ANY ORIFICES BELOW THE WET POOL ELEVATION ARE COVERED.



TEMPORARY SEDIMENT BASIN DESIGN PARAMETERS

NOT TO SCALE

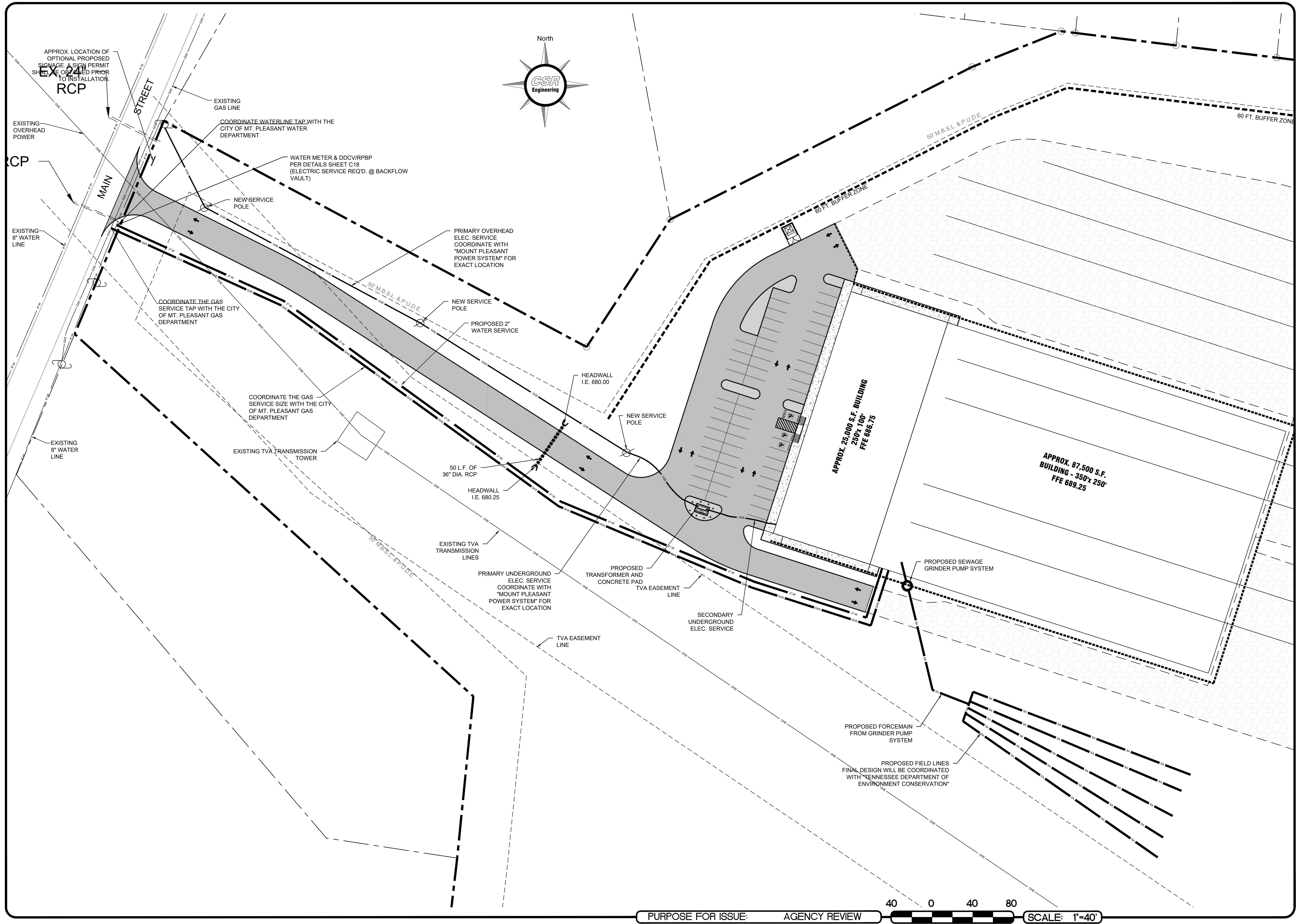
NOTE: SKIMMER REST TYPICALLY CONSTRUCTED WITH RIP-RAP. ALTERNATE SKIMMER REST SHALL BE ACCEPTED GIVEN ELEVATION REMAINS AT 679.50.

SEDIMENT BASIN CONVERSION NOTES:

1. TEMPORARY SEDIMENT BASIN TO BE CONVERTED TO DETENTION POND AFTER GRADING IS COMPLETED.
2. TEMPORARY OUTLET CONTROL STRUCTURE SHALL BE REMOVED AND REPLACED WITH HEADWALL.
3. ANY REMAINING SEDIMENT SHALL BE REMOVED AND DISPOSED OF PROPERLY PRIOR TO FINAL SITE STABILIZATION.
4. DETENTION POND TO BE STABILIZED WITH EROSION CONTROL BLANKET.

SEDIMENT BASIN CONSTRUCTION NOTES:

1. CLEAR, GRUB, AND STRIP THE AREA UNDER THE EMBANKMENT OF ALL VEGETATION AND ROOT MAT. REMOVE ALL SURFACE SOIL CONTAINING HIGH AMOUNTS OF ORGANIC MATTER, AND STOCKPILE IT OR DISPOSE OF IT PROPERLY. HAUL ALL OBJECTIONABLE MATERIAL TO THE DESIGNATED DISPOSAL AREA.
2. ENSURE THAT FILL MATERIAL FOR THE EMBANKMENT IS FREE OF ROOTS, WOODY VEGETATION, ORGANIC MATTER, AND OTHER OBJECTIONABLE MATERIAL. PLACE THE FILL IN LIFTS NOT TO EXCEED 9 INCHES, AND MACHINE COMPACT IT. OVERFILL THE EMBANKMENT 6 INCHES TO ALLOW FOR SETTLEMENT.
3. CONSTRUCT THE OUTLET SECTION IN THE EMBANKMENT. PROTECT THE CONNECTION BETWEEN THE RIPRAP AND THE SOIL FROM PIPING BY USING GEOTEXTILE FABRIC BETWEEN THE RIP RAP AND SOIL. PLACE THE FILTER FABRIC BETWEEN THE SOIL AND RIP RAP. EXTEND THE FABRIC ACROSS THE SPILLWAY FOUNDATION AND SIDES TO THE TOP OF THE DAM.
4. CLEAR THE SEDIMENT TRAP STORAGE ZONE AREA BELOW THE ELEVATION OF THE CREST OF THE SPILLWAY TO FACILITATE CLEANOUT.
5. ALL CUT AND FILL SLOPES MUST BE 2:1 OR FLATTER.
6. ENSURE THAT THE STONE SECTION OF THE EMBANKMENT HAS A MINIMUM BOTTOM WIDTH OF 3 FEET AND MAXIMUM SIDE SLOPES OF 1:1 THAT EXTEND TO THE BOTTOM OF THE SPILLWAY SECTION.
7. CONSTRUCT THE MINIMUM FINISHED STONE SPILLWAY BOTTOM WIDTH, AS SHOWN ON THE PLANS, WITH 3:1 SIDE SLOPES EXTENDING TO THE TOP OF THE OVER FILLED EMBANKMENT. THE WEIR MUST BE LEVEL AND CONSTRUCTED TO THE WIDTH NOTED ON THE PLANS.
8. MATERIAL USED IN THE STONE SECTION SHOULD BE A WELL GRADED MIXTURE OF STONE WITH A D50 SIZE OF 9 INCHES (CLASS A-1). THE STONE CAN BE MACHINE PLACED AND THE SMALLER STONES WORKED INTO THE VOIDS OF THE LARGER STONES.
9. RUNOFF SHOULD BE DISCHARGED INTO THE TRAP IN A MANNER TO PREVENT EROSION. USE TEMPORARY SLOPE DRAINS OR DIVERSIONS WITH OUTLET PROTECTION TO DIVERT RUNOFF TO THE UPPER END OF THE STORAGE AREA TO IMPROVE TRAP EFFICIENCY. AVOID DISCHARGING RUNOFF OVER UNPROTECTED STEEP SIDE SLOPES.
10. ENSURE THAT THE STONE SPILLWAY OUTLET SECTION EXTENDS DOWNSTREAM PAST THE TOE OF THE EMBANKMENT UNTIL STABLE CONDITIONS ARE REACHED AND OUTLET VELOCITY IS ACCEPTABLE FOR THE RECEIVING SYSTEM. KEEP THE EDGES OF THE STONE SECTION FLUSH WITH THE SURROUNDING GROUND.
11. STABILIZE THE EMBANKMENT AND ALL DISTURBED AREAS ABOVE THE SEDIMENT POOL AND DOWNSTREAM FROM THE TRAP IMMEDIATELY AFTER CONSTRUCTION.
12. INSTALL AT LEAST TWO POROUS BAFFLES AS SPECIFIED IN SECTION 7.33 OF TDEC 4TH EDITION HANDBOOK.
13. THE EMBANKMENT SHOULD BE NO TALLER THAN SIX (6) FEET. SIDE SLOPES MUST BE 2:1 OR FLATTER AND STABILIZED AS SOON AS CONSTRUCTION ON THE TRAP HAS BEEN COMPLETED. KEEP THE CREST OF THE SPILLWAY OUTLET 0.5 FEET BELOW THE SETTLED TOP OF THE EMBANKMENT. EMBANKMENTS MUST HAVE A MINIMUM TOP WIDTH OF 3 FEET. MACHINE COMPACT EMBANKMENTS.



CSR
Engineering

CSR Engineering, Inc.
2010 Highway 49E
Pleasant View, TN 37146
P: 615.212.2389
F: 615.246.3815
www.csrengineers.com

TrueRail
ENTERPRISES, LLC

UTILITY PLAN
OF
BULK STORAGE RAIL YARD
FOR
TRUE RAIL ENTERPRISES, LLC
S MAIN STREET
MT. PLEASANT, TENNESSEE
MAURY COUNTY

JASON LEE REMO
REGISTERED ENGINEER
No. 108727
STATE OF TENNESSEE

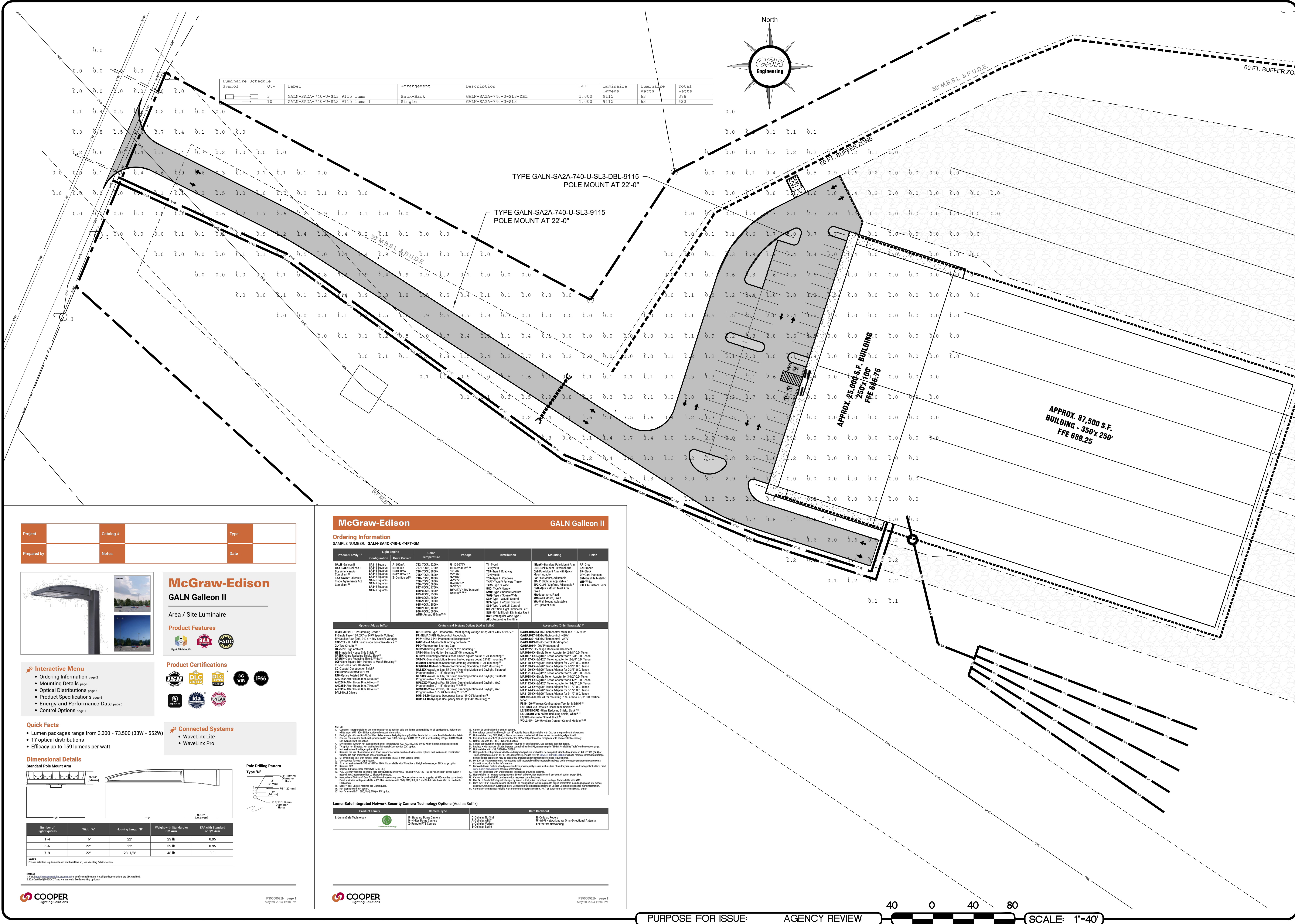
REVISIONS	
NO.	DESCRIPTION

DESIGNER **MSS**
REVIEWER **JLR**

PROJECT **23-040**

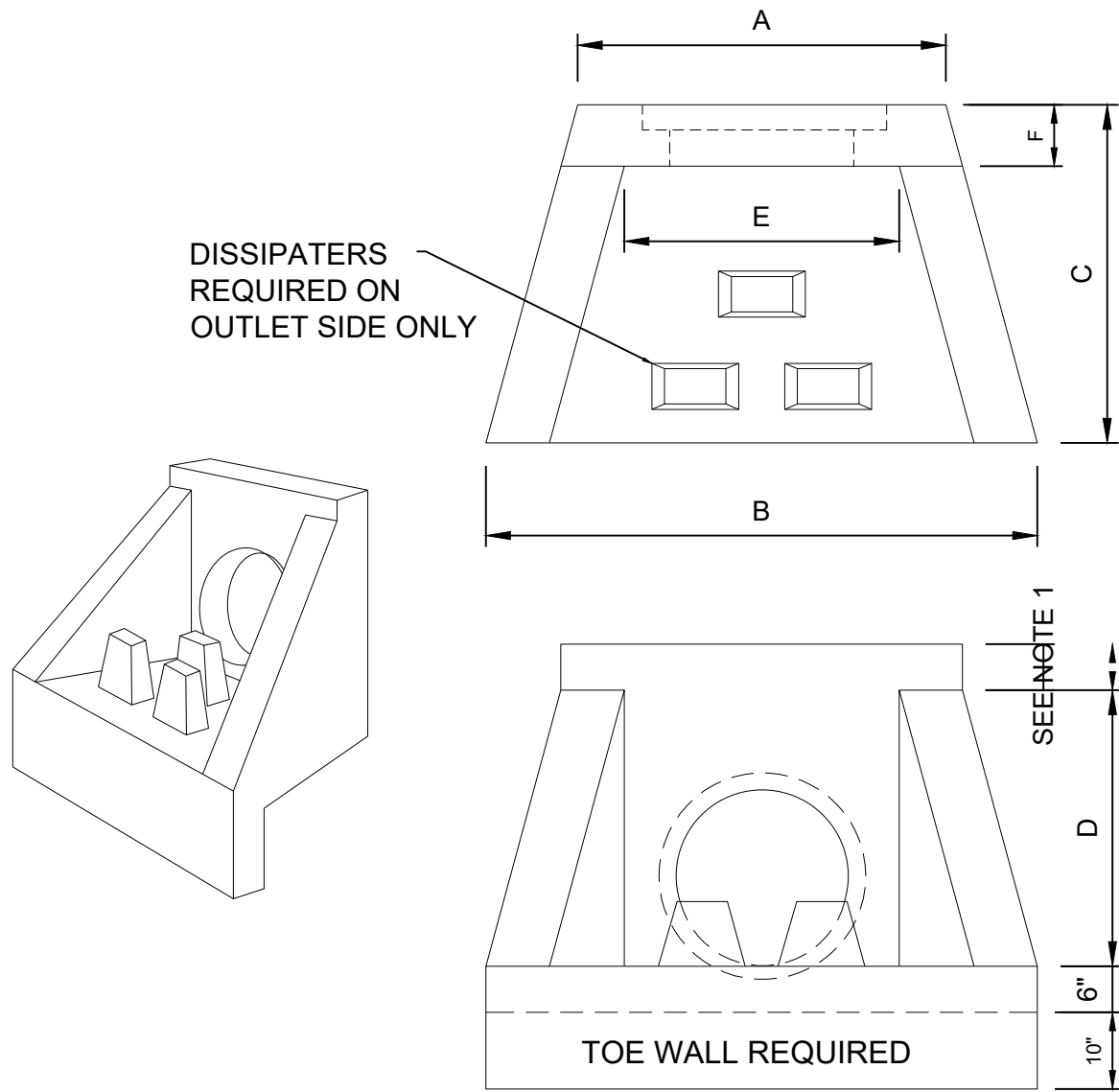
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SHEET **C5.0**

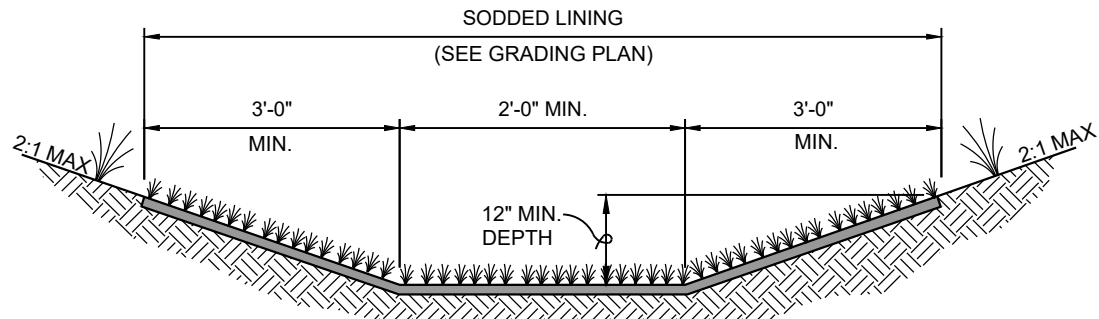


PIPE SIZE	AW 12"-15"-18"	BW 24"	CW 30"-36"-42"	DW 48"-54"-60"
A	32"	48"	80"	97.25"
B	48"	72"	102"	120"
C	30"	44"	54"	56"
D	26"	36"	54"	60"
E	24"	36"	64"	83"
F	6"	8"	8"	8"
MAX. OPENING	26"	32"	55"	78"
WT/LB	1,380	3,100	8,100	11,400

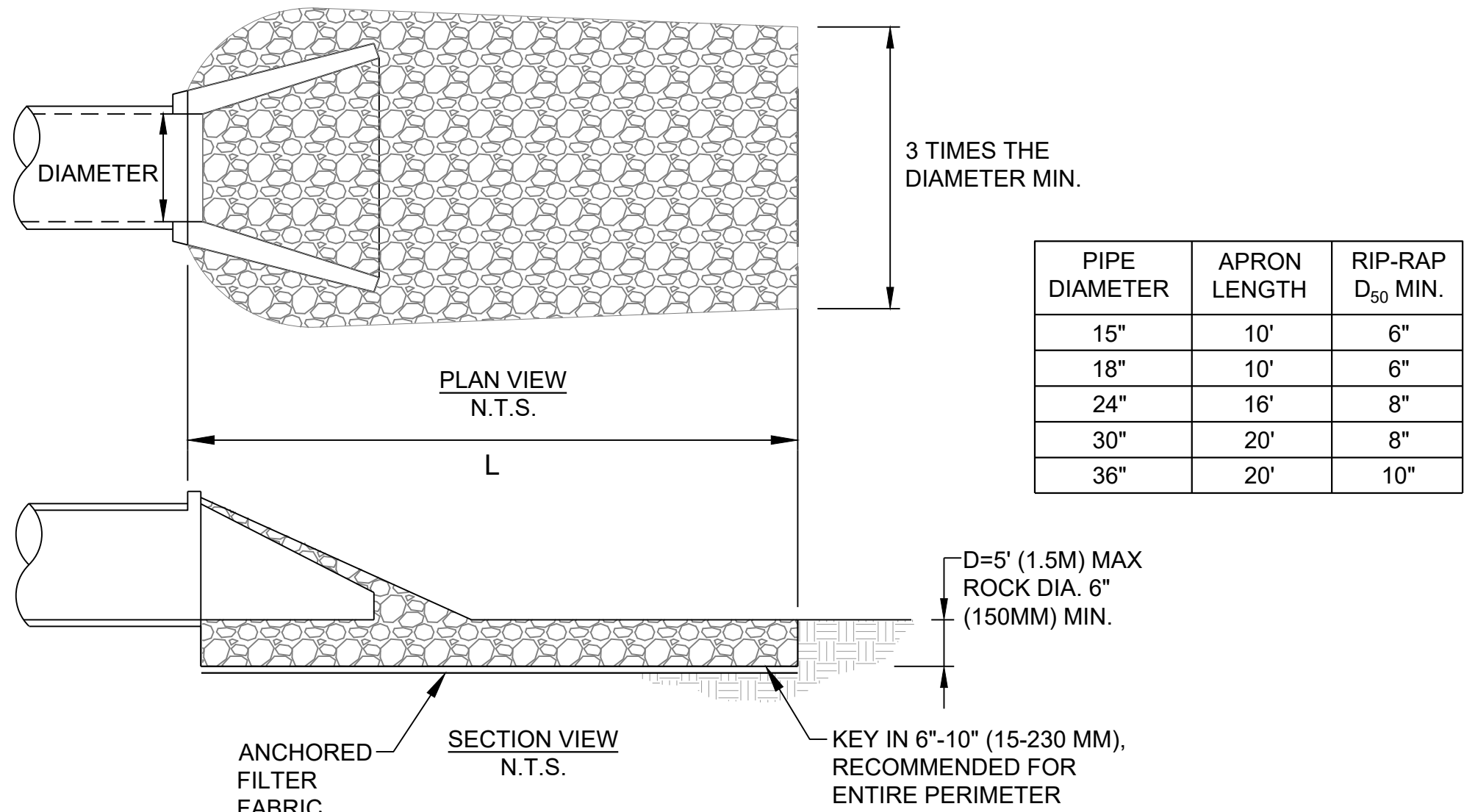
NOTE 1:
0" FOR AW HEADWALL
6" FOR BW & CW
HEADWALL
6" TO 27 " FOR DW
HEADWALL



PRECAST ENDWALL STRUCTURES - "EW"



SODDED DITCH DETAIL



PERMANENT OUTLET PROTECTION (PESC-07)

CSR
Engineering

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Pleasant View, TN 37146
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F: 615.246.3815
www.csrengineers.com

TrueRail

ENTERPRISES, LLC

STORMWATER DETAILS

OF

BULK STORAGE RAIL YARD

FOR

TRUE RAIL ENTERPRISES, LLC

S MAIN STREET
MT. PLEASANT, TENNESSEE
MAURY COUNTY

JASON LEE REMOIS

REGISTERED ENGINEER

AGRICULTURE

COMMERCIAL

No. 108727

STATE OF TENNESSEE

REVISIONS		DESCRIPTION
NO.	DATE	BY

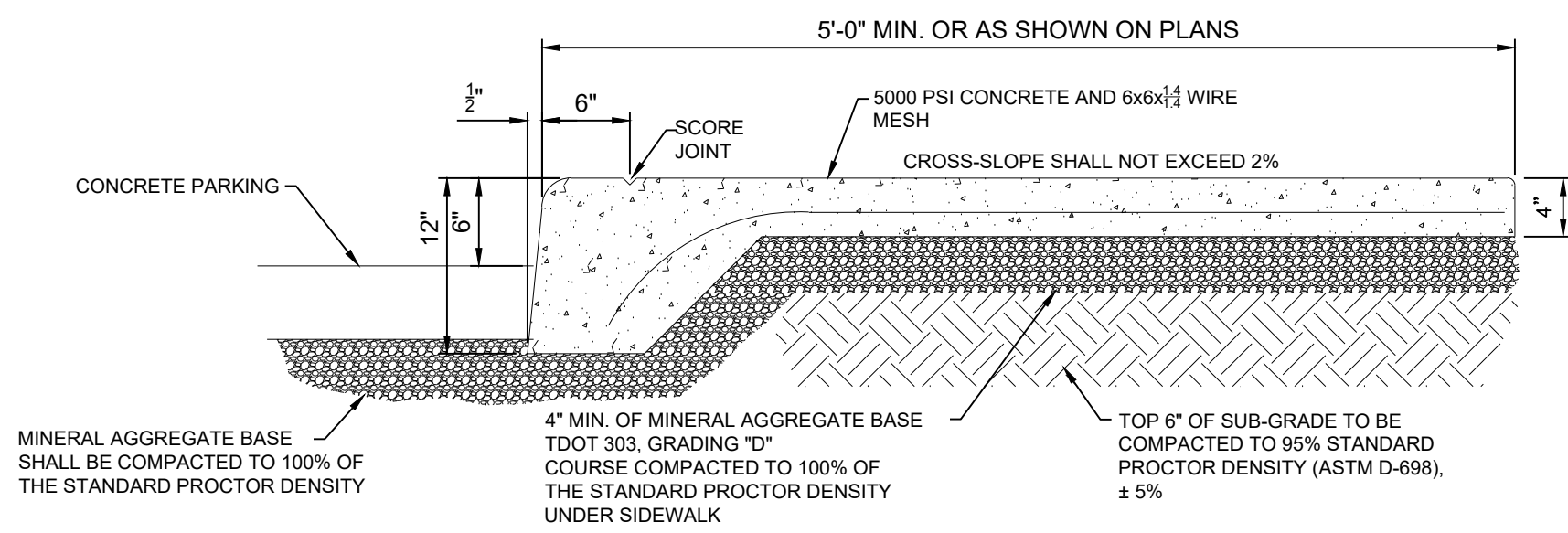
DESIGNER MSS

REVIEWER JLR

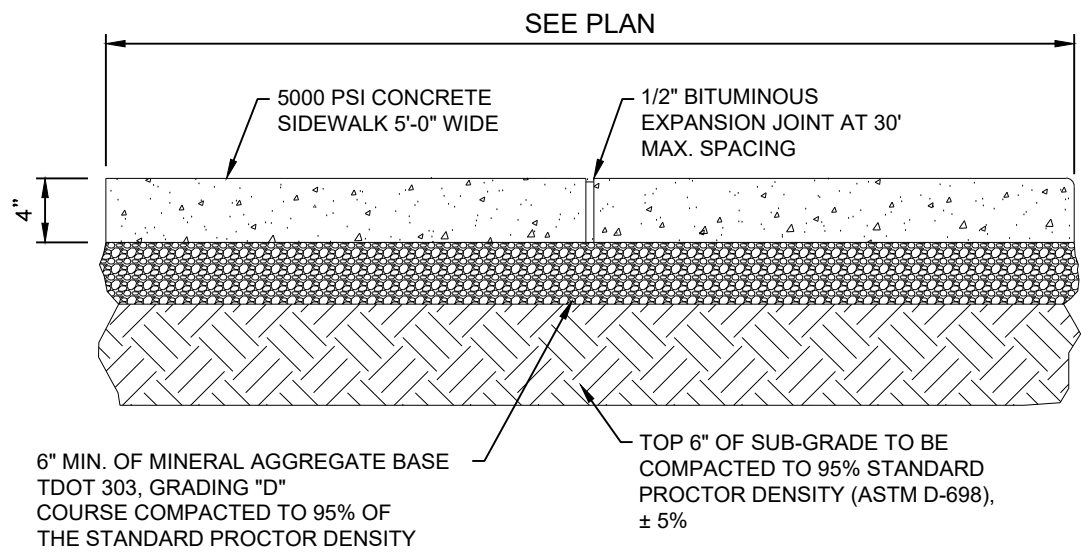
PROJECT 23-040

DATE 10-31-2025

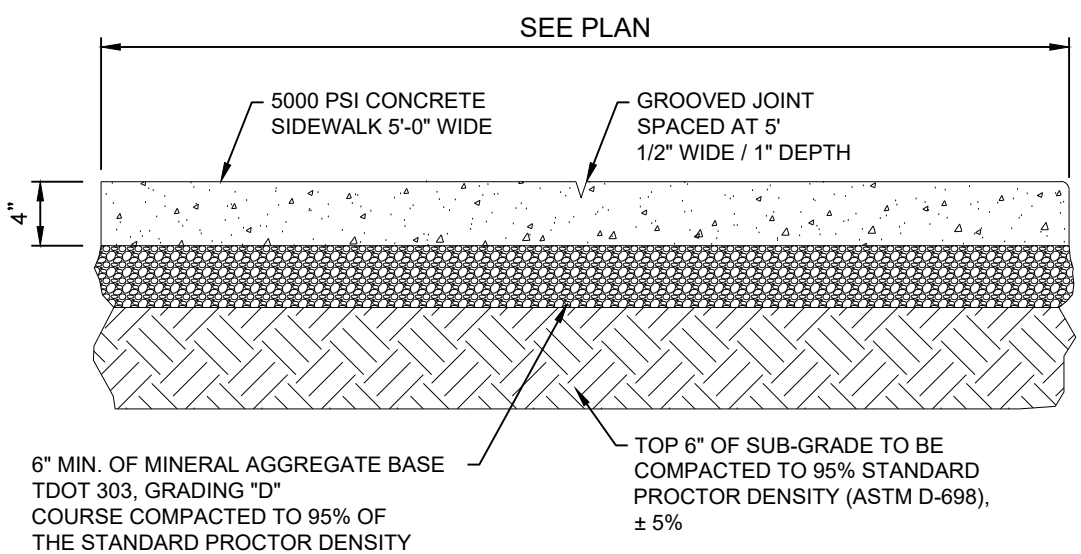
SHEET C6.0



TYPICAL SIDEWALK DETAIL

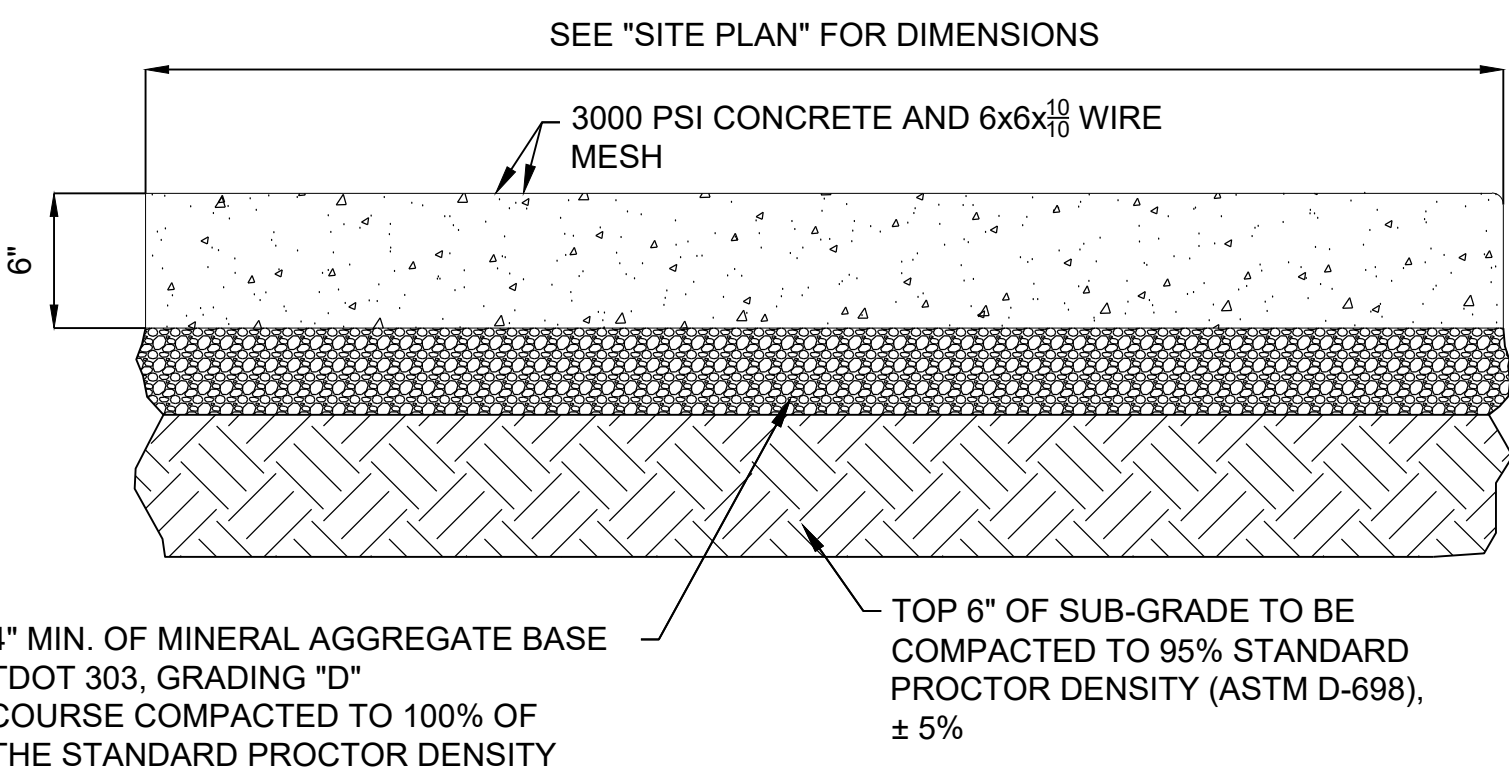


EXPANSION / CONTRACTION JOINT DETAIL

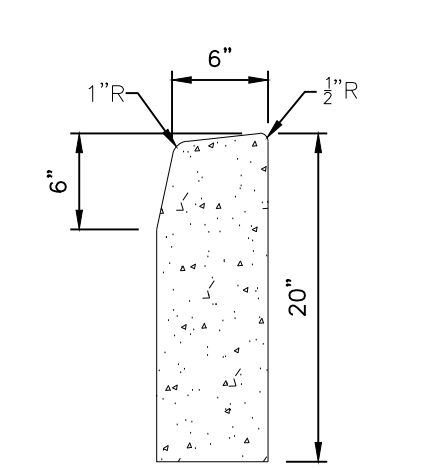


SIDEWALK CONTROL JOINT DETAIL

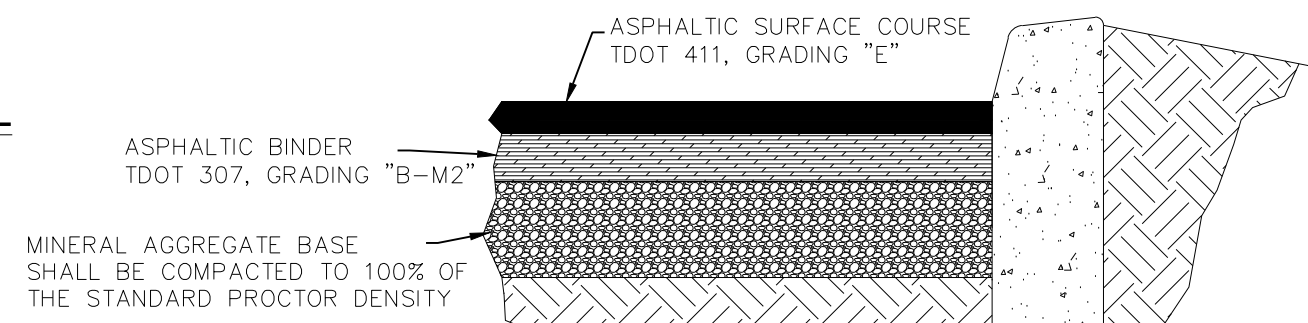
CONCRETE SIDEWALK DETAILS



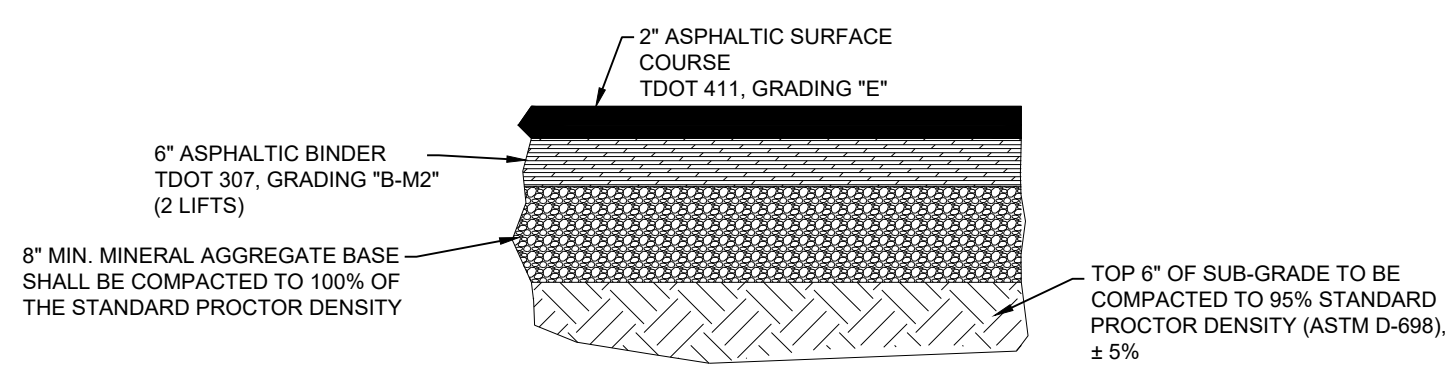
CONCRETE PAVEMENT DETAIL



POST CURB DETAIL

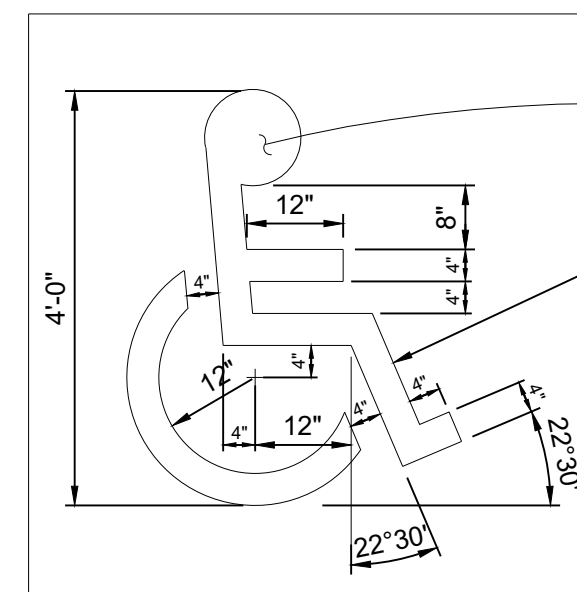


ASPHALT AND POST CURB DETAIL

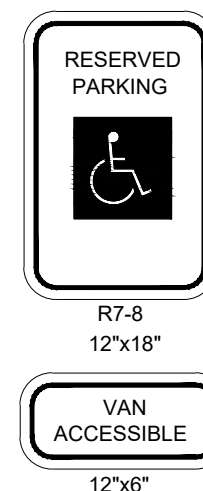


HEAVY DUTY ASPHALT DETAIL

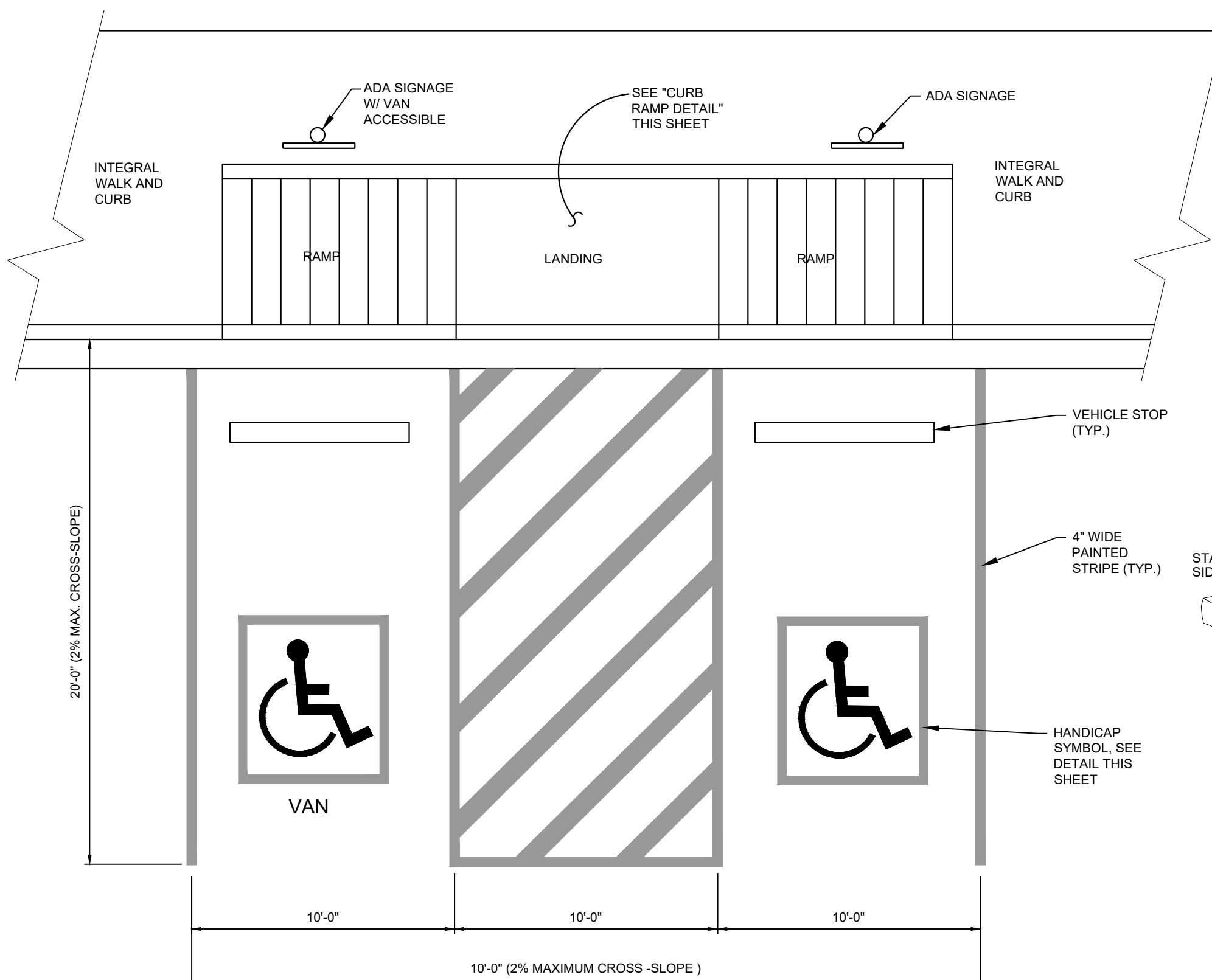
1. THE SHOWN SECTIONS PRESENTS THE MINIMUM DESIGN THICKNESS AND, AS SUCH, PERIODIC MAINTENANCE PLACEMENT OF THE CRUSHED STONE AREAS SHOULD BE THOROUGHLY PROOFROLLED. FOR DUMPSTERS, SHOULD BE LARGE ENOUGH TO SUPPORT THE CONTAINER AND TIPPING AXLE OF THE REFUSE TRUCK.
2. AN ADEQUATE NUMBER OF LONGITUDINAL AND TRANSVERSE CONTROL JOINTS SHOULD BE PLACED IN THE ACE AND/OR ASHTO REQUIREMENTS. CONTROL JOINTS SHOULD BE 1/4 OF THE DEPTH OF THE CONCRETE, / SLAB CAN SUPPORT THE WEIGHT OF A MAN AND SAW (USUALLY 24 HOURS). EXPANSION (ISOLATION) JOINT ONLY BE USED TO ISOLATE FIXED OBJECTS ABUTTING OR WITHIN THE PAVED AREA.
3. SEALING OF CONSTRUCTION JOINTS IS ESSENTIAL TO LONG TERM PERFORMANCE OF CONCRETE PAVEMENT SEALANT DESIGNED ESPECIALLY FOR PAVEMENTS SUBJECT TO TRUCK AND CAR TRAFFIC TO PROTECT SUBGR SOON AS POSSIBLE (IN ACCORDANCE WITH SEALANT MANUFACTURER'S INSTRUCTIONS) TO MINIMIZE INFIL.
4. ALL AREAS WITH TRACTOR TRAILER TRAFFIC SHALL BE CONSTRUCTED WITH HEAVY DUTY PAVEMENT.



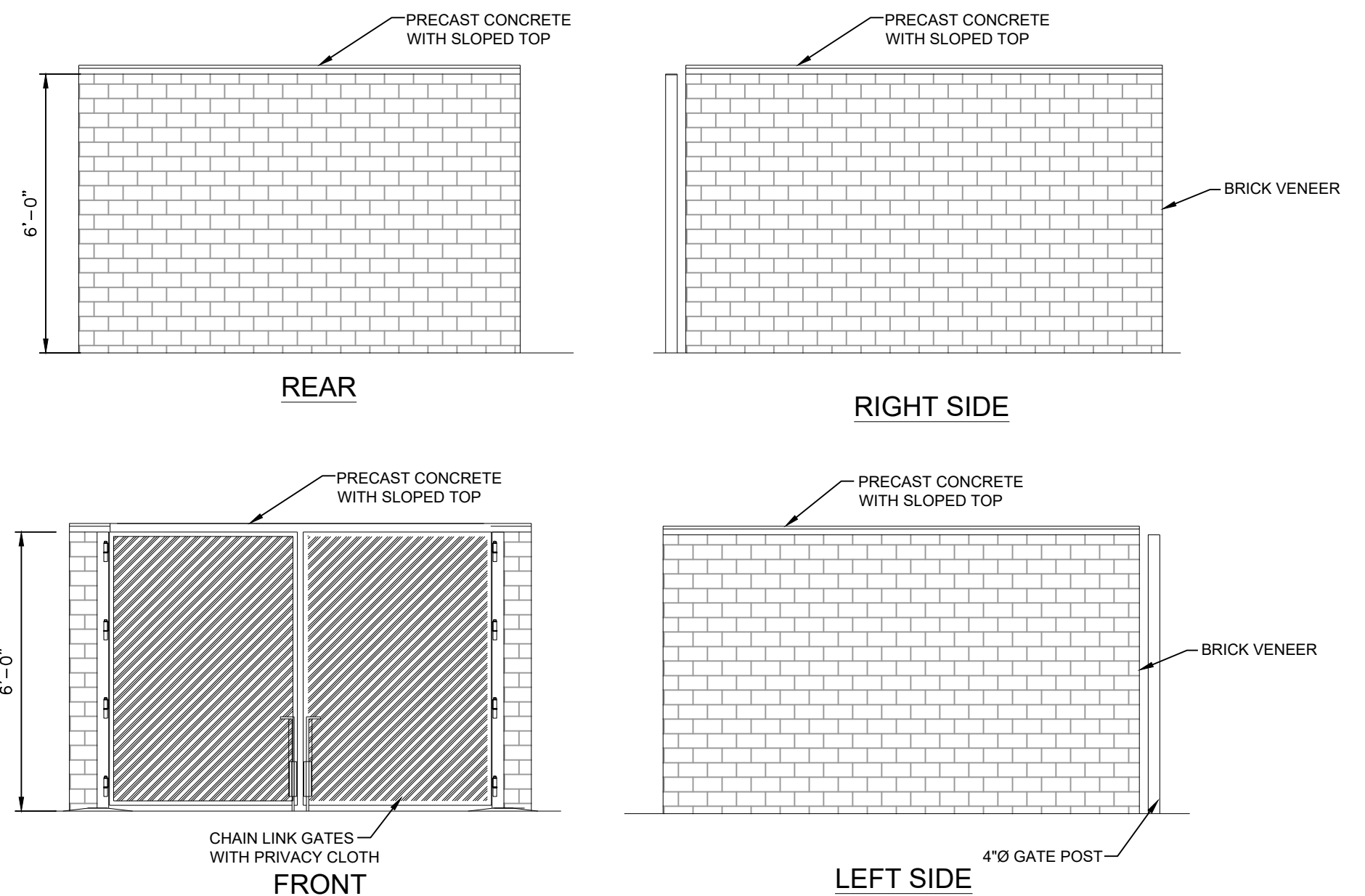
HANDICAP SYMBOL AND SIGNAGE DETAIL
NO SCALE



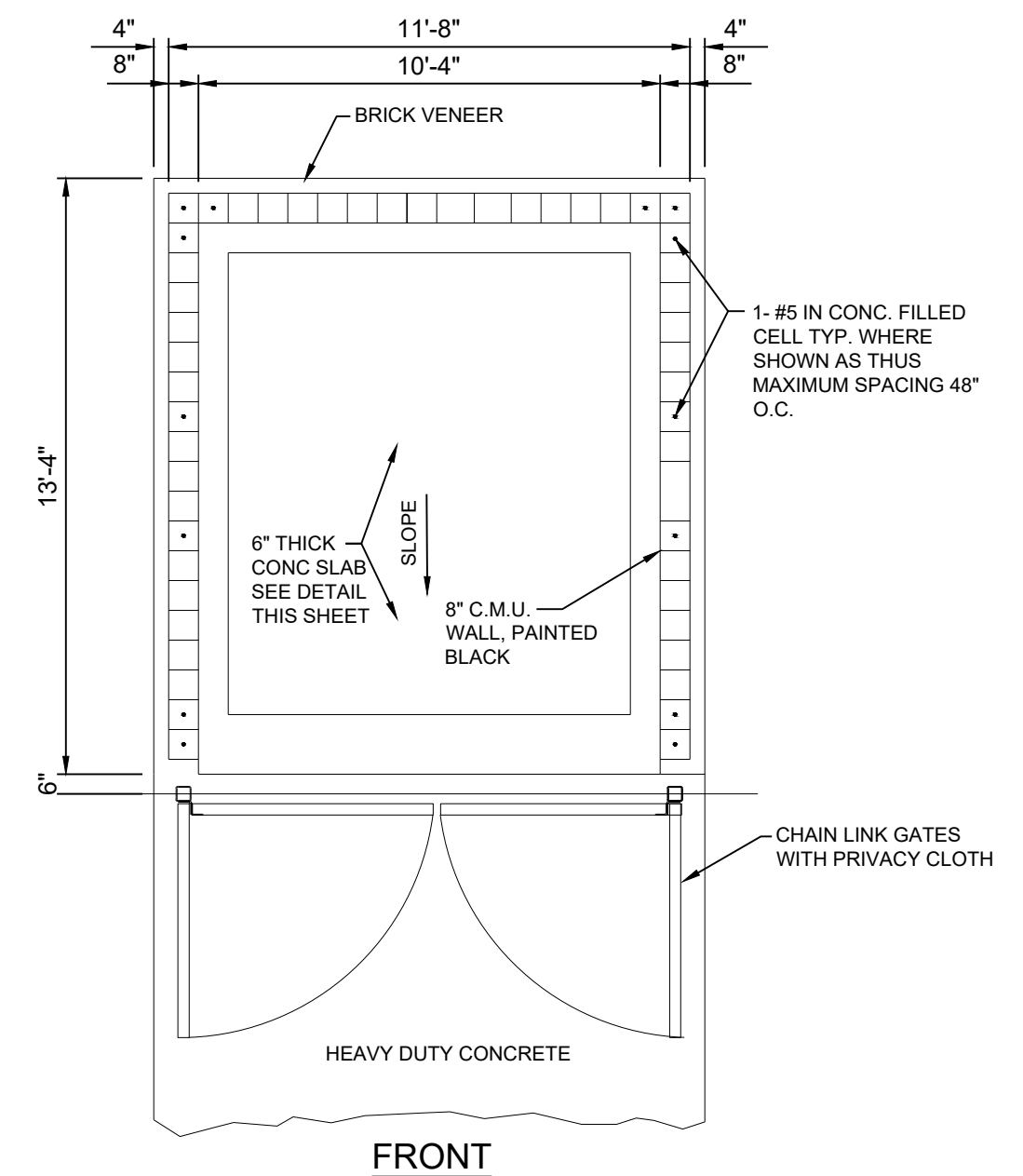
SITE SIGNAGE AS REQUIRED TO BE MOUNTED ON THE STAIRS OF THE OFFICE BUILDING IN FRONT OF ADA PARKING SPACE



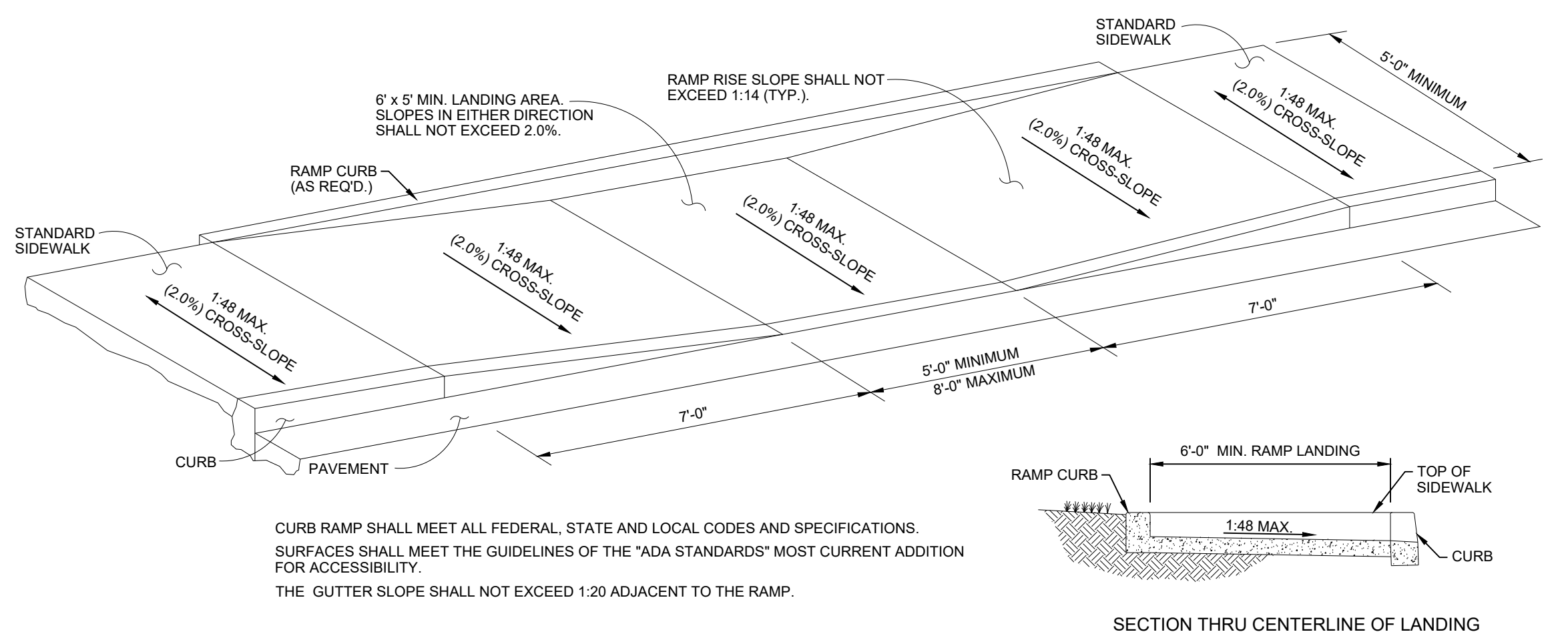
TYPICAL HANDICAP PARKING DETAIL
OMIT RAMPS FOR FLUSH AREAS



ELEVATIONS



DUMPSTER AREA PLAN



CURB RAMP DETAIL
NO SCALE

CURB RAMP SHALL MEET ALL FEDERAL, STATE AND LOCAL CODES AND SPECIFICATIONS. SURFACES SHALL MEET THE GUIDELINES OF THE "ADA STANDARDS" MOST CURRENT ADDITION FOR ACCESSIBILITY. THE GUTTER SLOPE SHALL NOT EXCEED 1:20 ADJACENT TO THE RAMP.

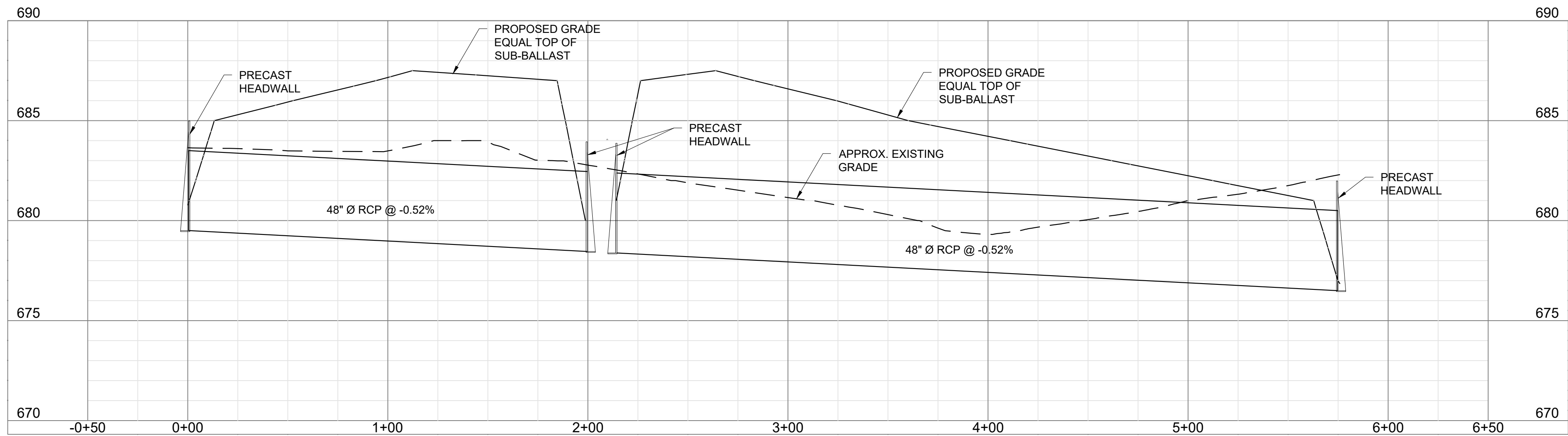
REVISIONS		DESCRIPTION
NO.	DATE	BY

DESIGNER MSS
REVIEWER JLR

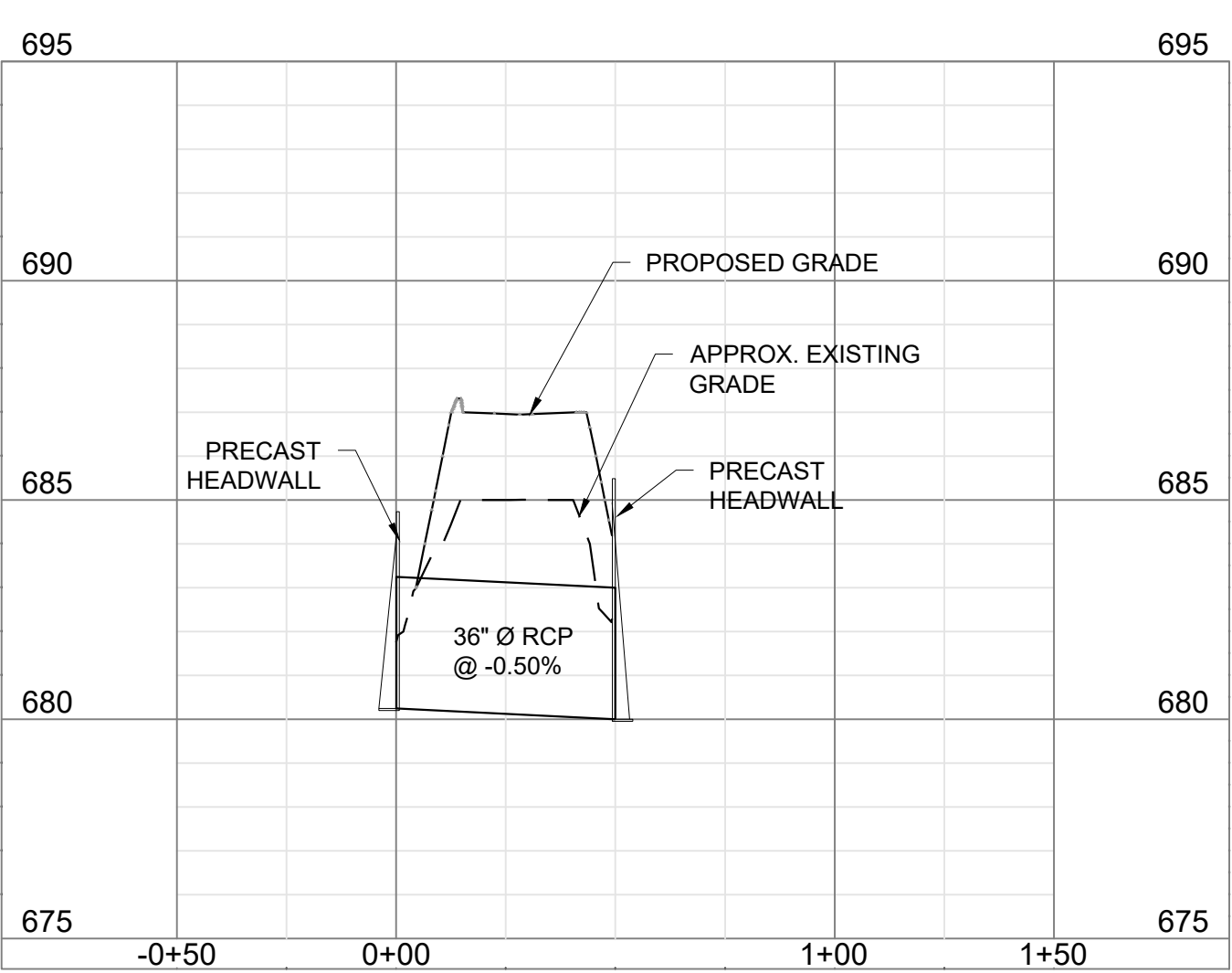
PROJECT 23-040

DATE 10-31-2025

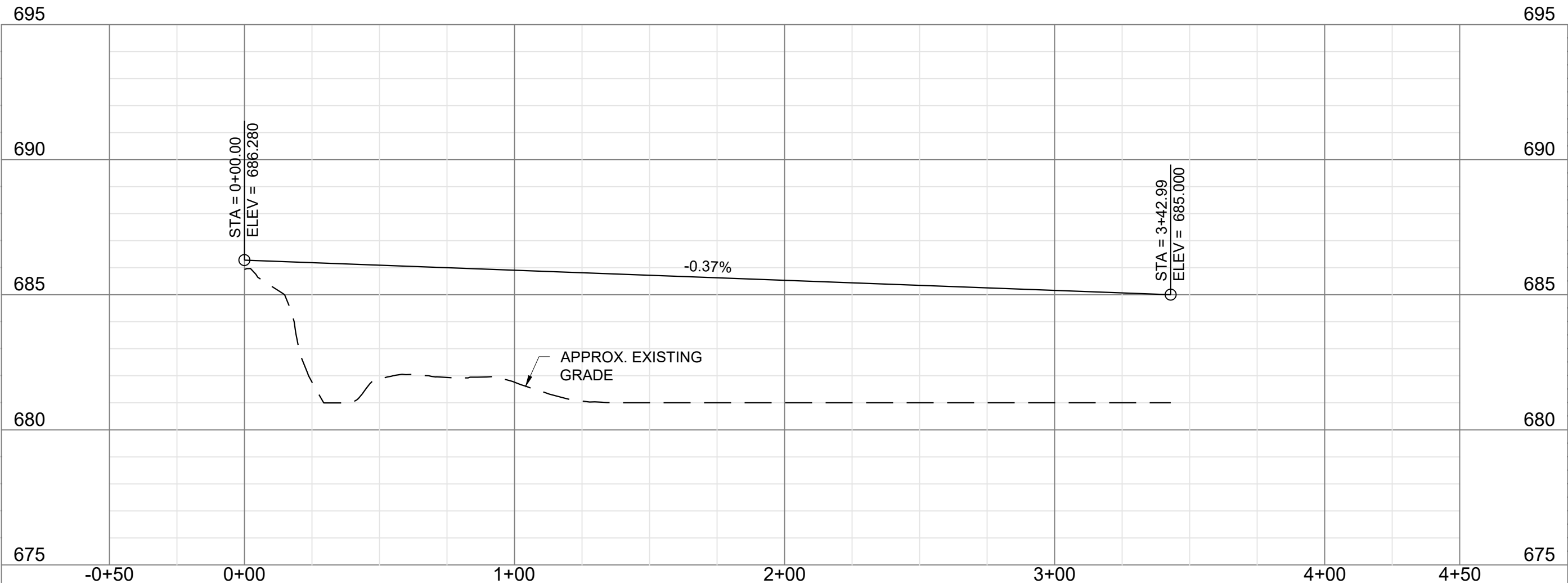
SHEET C7.0



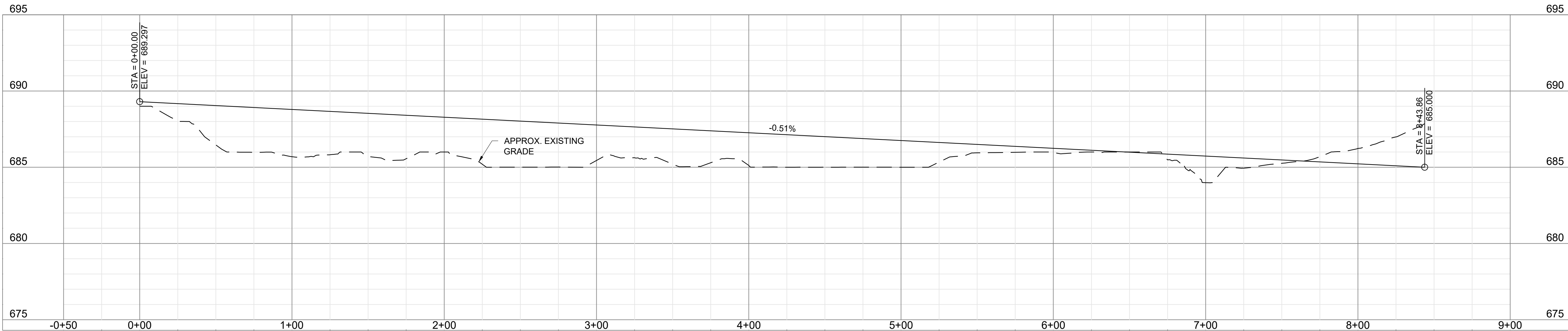
YARD PIPES 2 AND 4 PROFILE



PIPE 1 ACROSS DRIVEWAY 1



DRIVEWAY 2



DRIVEWAY 1

REVISIONS		DESCRIPTION
NO.	DATE	BY

DESIGNER MSS
REVIEWER JLR

PROJECT 23-040

DATE 10-31-2025

SHEET **C8.0**

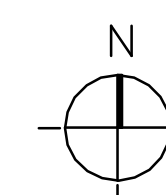
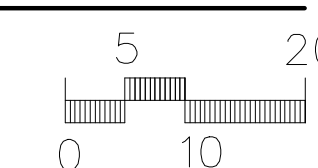
1020 OWEN COURT, ASHLAND CITY, TENNESSEE 37015 615-792-3966 jwerns3@gmail.com

MT Pleasant, TN

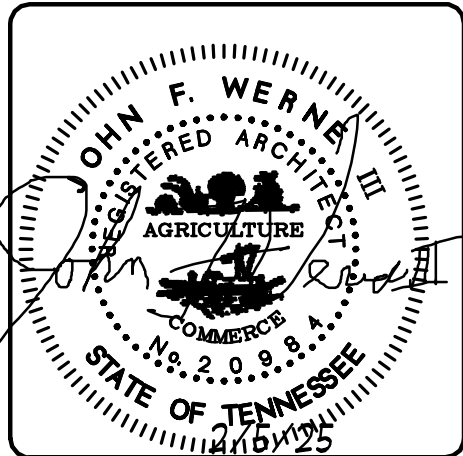
SHEET

[illegible]

112,500 SF



PRELIMINARY
NOT FOR
CONSTRUCTION



JOHN F. WERNE
ARCHITECT

1020 OWEN COURT, ASHLAND CITY, TENNESSEE 37015 615-793-3966 jwerne3@gmail.com

True Rail Enterprises, LLC

MT Pleasant, TN

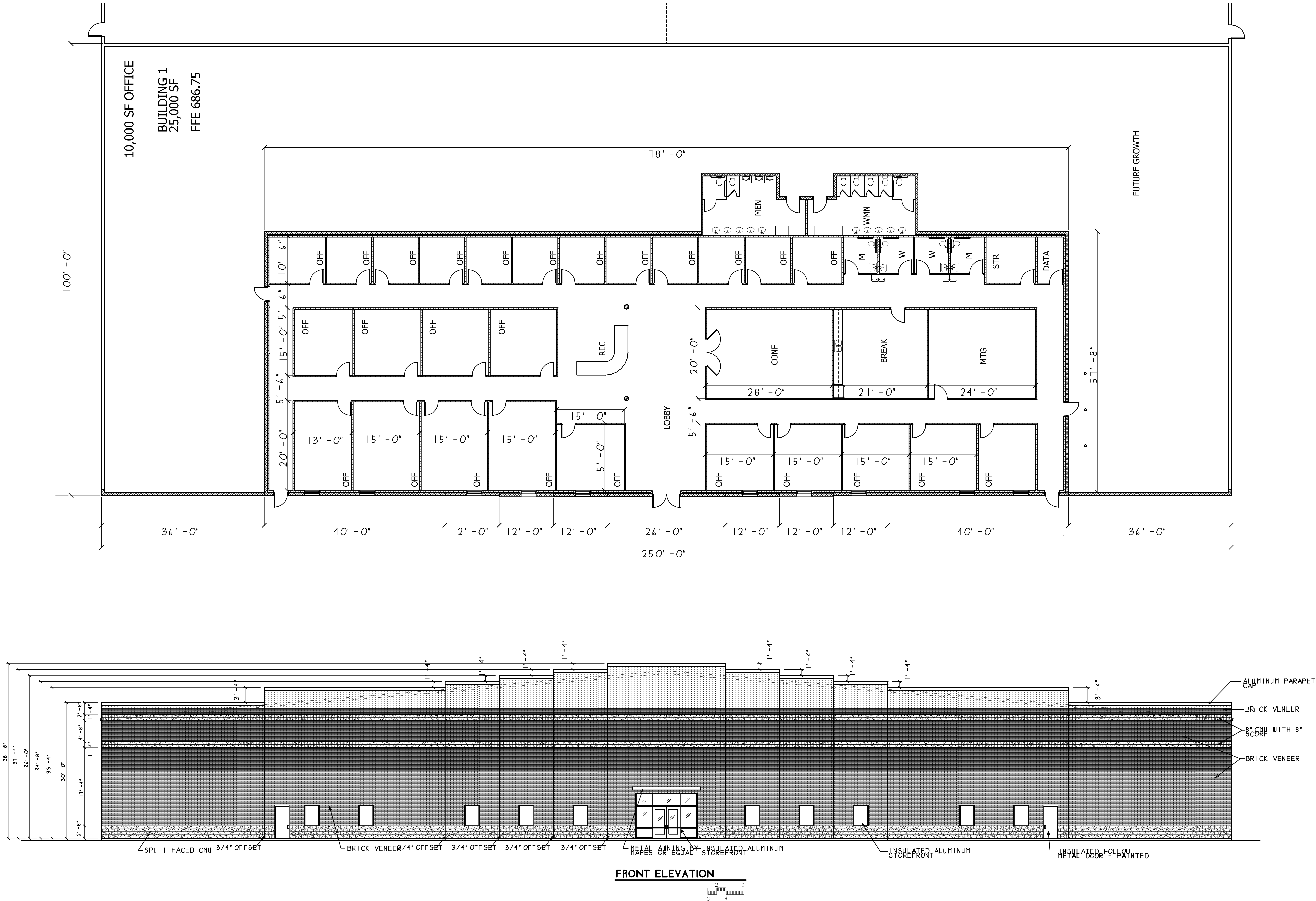
DESIGNER
REVIEWER

PROJECT

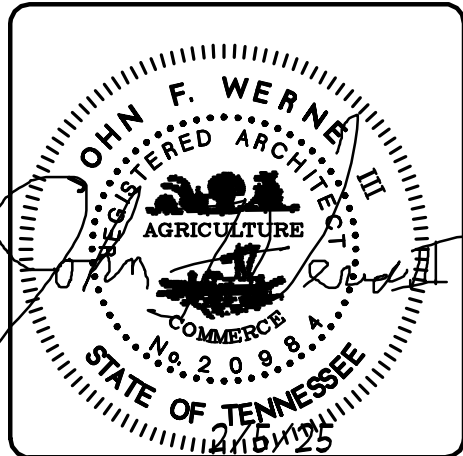
DATE 2/10/25

SHEET

A-2



PRELIMINARY
NOT FOR
CONSTRUCTION



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1020 OWEN COURT, ASHLAND CITY, TENNESSEE 37015 615-793-3965 jfwern3@gmail.com

True Rail Enterprises, LLC

MT Pleasant, TN

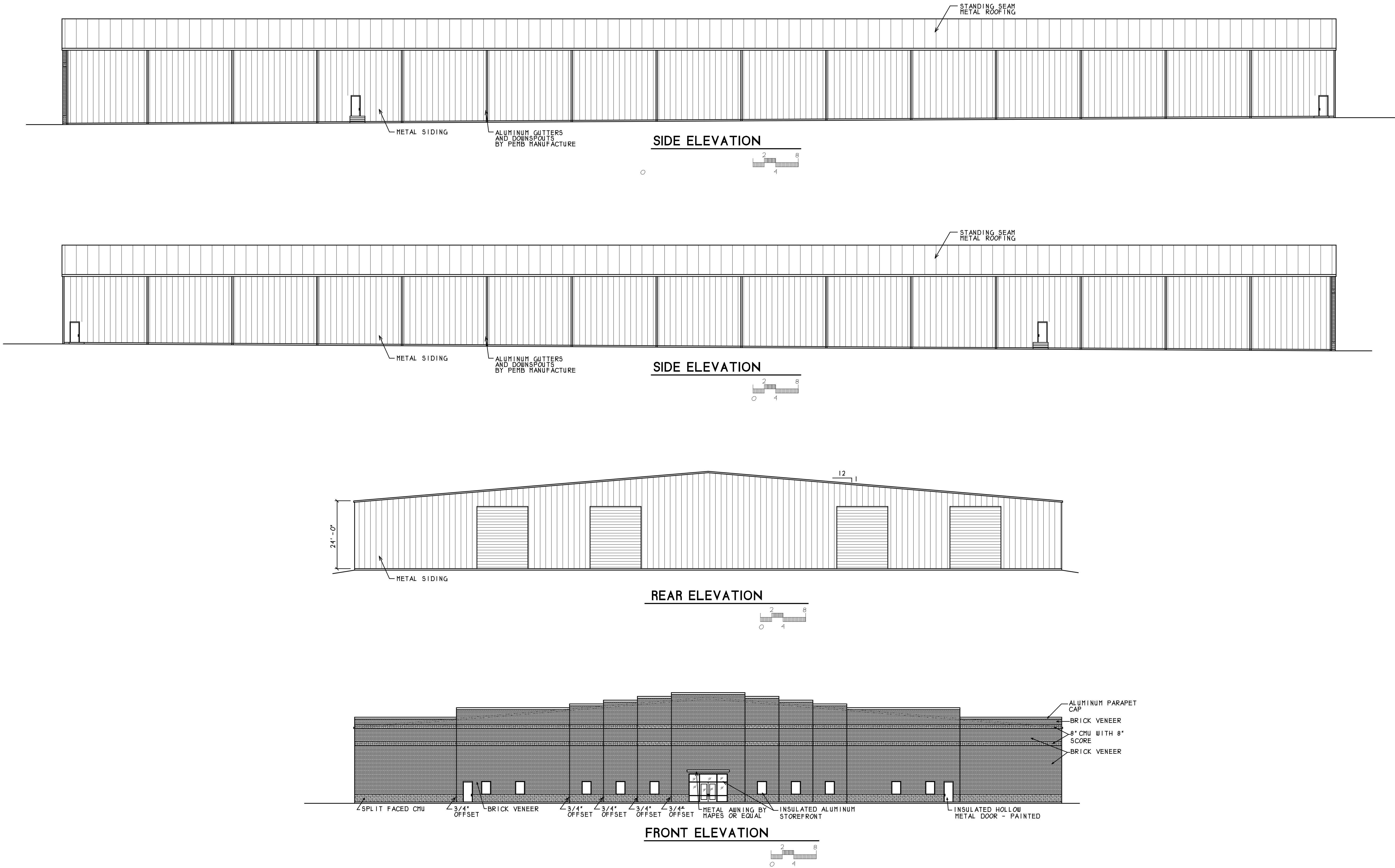
DESIGNER
REVIEWER

PROJECT

DATE 2/10/25

SHEET

A-3



The logo for KITTA designs features the word "KITTA" in a large, black, serif font, with the word "designs" in a smaller, green, sans-serif font below it. The text is positioned above a stylized green plant with long, thin leaves. The entire logo is enclosed within a black circular border.

TREE PRESERVATION & REMOVAL PLAN

LEGEND

- TREE TO BE PRESERVED
- TREE TO BE REMOVED

CALIPER INCHES TO BE REMOVED	2269
CALIPER INCHES OF +20" CAL TREES TO BE PRESERVED	630

TENNESSEE ALUMINUM PROCESSORS & SMELTER SERVICE CORPORATION

SCALE IN FEET
SCALE: 1" = 100'-0"

100 0 100 200

N
E
S
W

TAX MAP 150, PARCEL 63.05
TENNESSEE ALUMINUM PROCESSORS & SMELTER SERVICE CORPORATION

TAX MAP 150, PARCEL 54.01
MARY KATHERINE TOMLIN
DEED BOOK R2023, PAGE 51
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 52.02
JOE G. HOLT
DEED BOOK 1182, PAGE 70
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 54.00
MARY KATHERINE TOMLIN
DEED BOOK R2023, PAGE 51
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 55.00
REBECCA CARPENTER EST OF C/O GRADY CHAPMAN
DEED BOOK R2046, PAGE 377
PLAT BOOK 10, PAGE 40
LOT 4, ZONED "R-1"

TAX MAP 150, PARCEL 56.00
CB INVESTMENTS LLC
DEED BOOK R2731, PAGE 30
PLAT BOOK 10, PAGE 40
LOT 4, ZONED "R-1"

TAX MAP 150, PARCEL 57.00
JONATHAN B. AMONETTE
DEED BOOK R2562, PAGE 621
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 38.00
DAVID BOYD
DEED BOOK R2142, PAGE 302
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 37.00
LISA REID
DEED BOOK R2665, PAGE 1162
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 37.00
TRONGELA S. PIERCE
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 36.00
TAMMY HARDISON
DEED BOOK R431, PAGE 575
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 35.00
JARED M. SMITH
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 34.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 33.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 32.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 31.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 30.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 29.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 28.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 27.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 26.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 25.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 24.00
NEIL D. KING
DEED BOOK R1515, PAGE 66
PLAT BOOK 10, PAGE 40
ZONED "R-1"

TAX MAP 150, PARCEL 23.00
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TAX MAP 150, PARCEL 54.11
BONAFIDE HOLDINGS TN LLC
DEED BOOK R2891, PAGE 30
PLAT BOOK 23, PAGE 136

TAX MAP 150, PARCEL 63.10
ROBBY AND VICKY INGRUM
DEED BOOK R2891, PAGE 25
PLAT BOOK 23, PAGE 136

EXISTING TREES

EXISTING OVERHEAD POWER

EXISTING TVA TRANSMISSION TOWER

EXISTING GAS LINE

EXISTING 8" WATER LINE

EXISTING 8" WATER LINE

EXISTING 8" WATER LINE

L-0.1



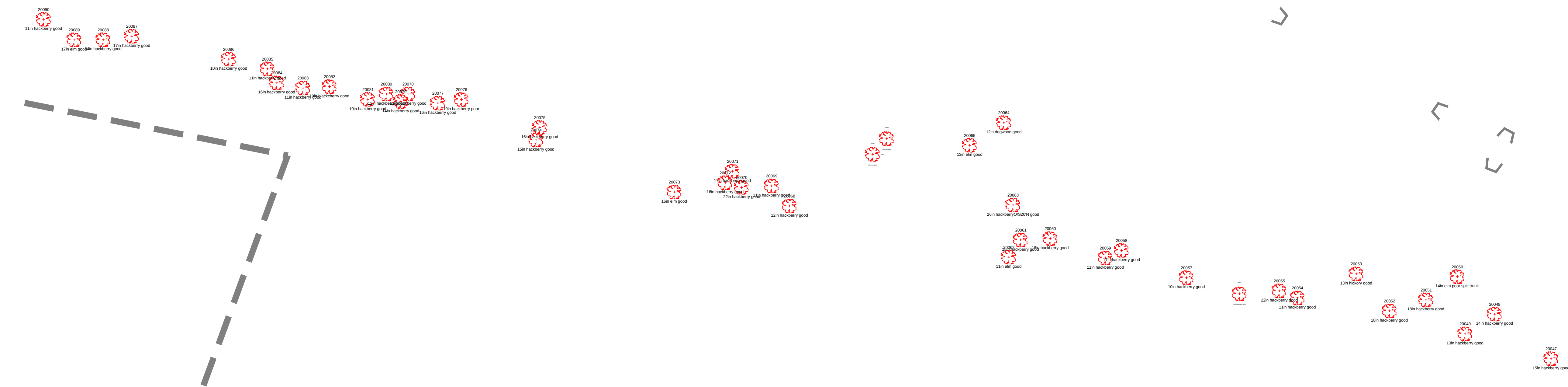
Kyle Smith, PLA
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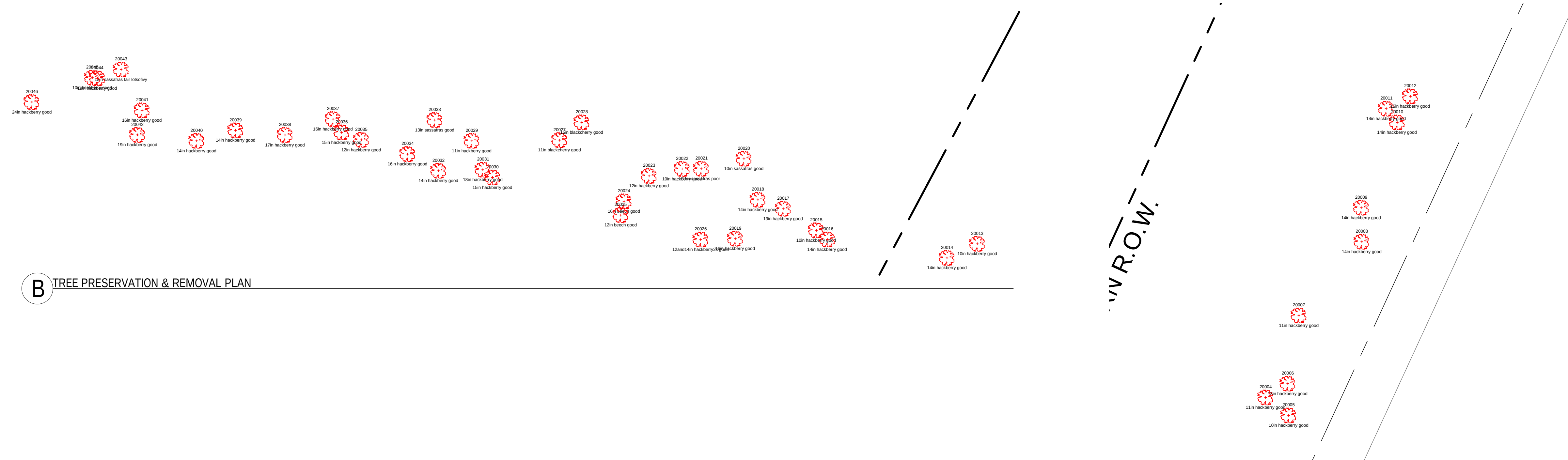
TREE PRESERVATION
 & REMOVAL PLAN

L-0.2

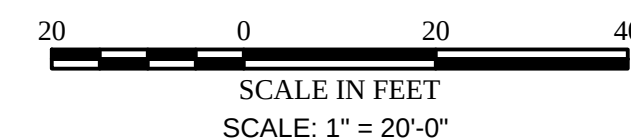
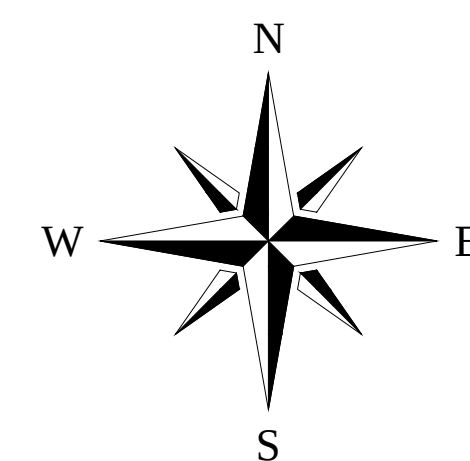
TREE TO BE REMOVED

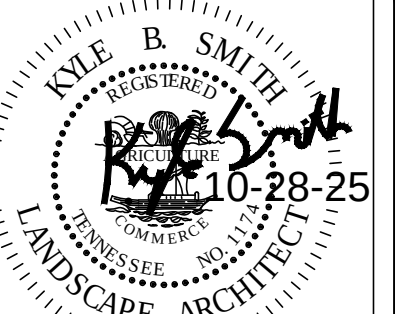
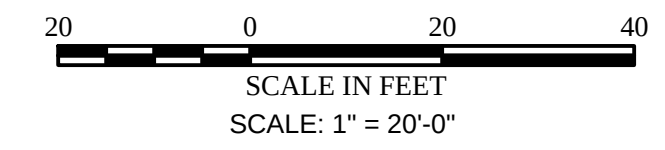
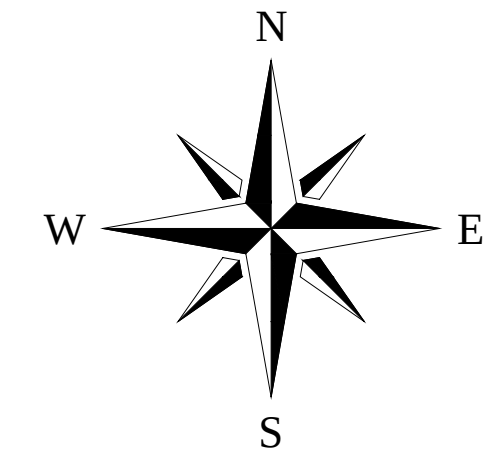
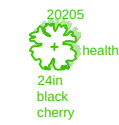


A TREE PRESERVATION & REMOVAL PLAN



C TREE PRESERVATION & REMOVAL PLAN





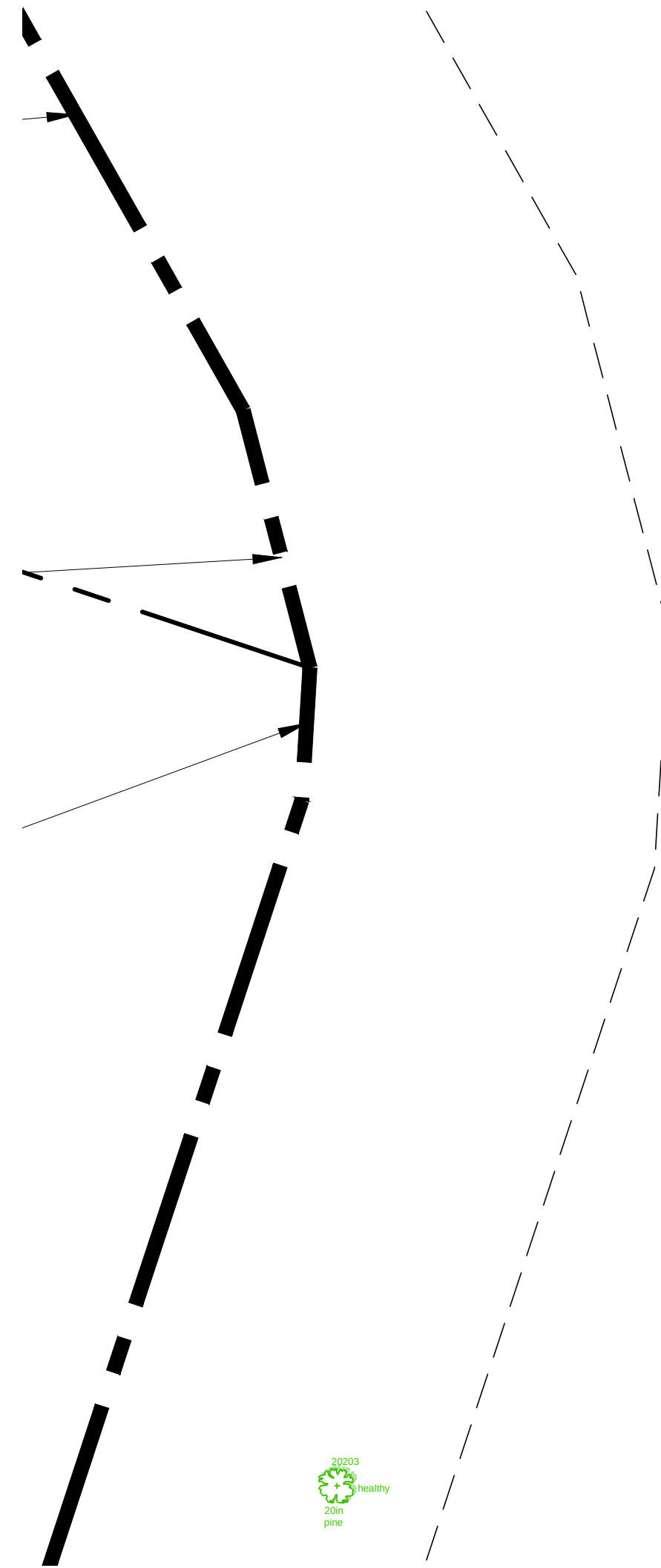
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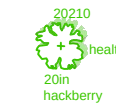
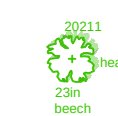
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TREE PRESERVATION & REMOVAL PLAN

L-0.3



B TREE PRESERVATION & REMOVAL PLAN

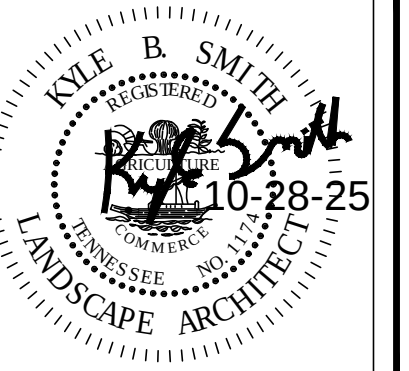
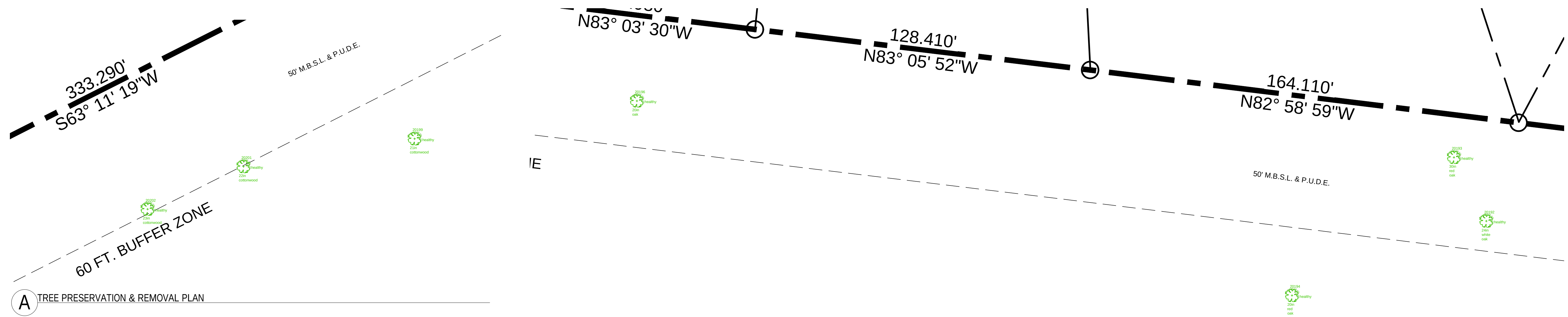


A TREE PRESERVATION & REMOVAL PLAN

50' M.B.S.L. & P.U.D.E

S72° 37' 27"E
1040.178'

TREE PRESERVATION & REMOVAL PLAN



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TREE PRESERVATION & REMOVAL PLAN

L-0.4

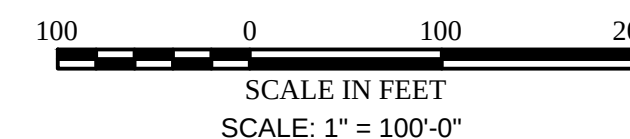
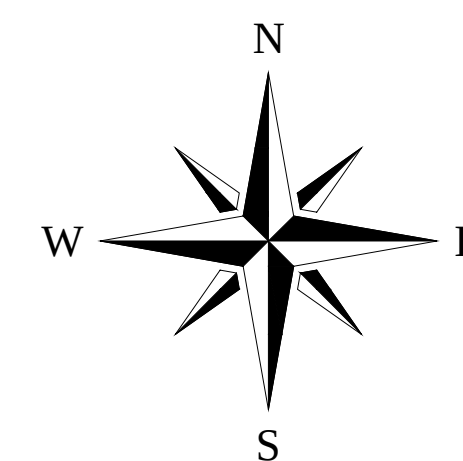


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OVERALL SITE PLAN

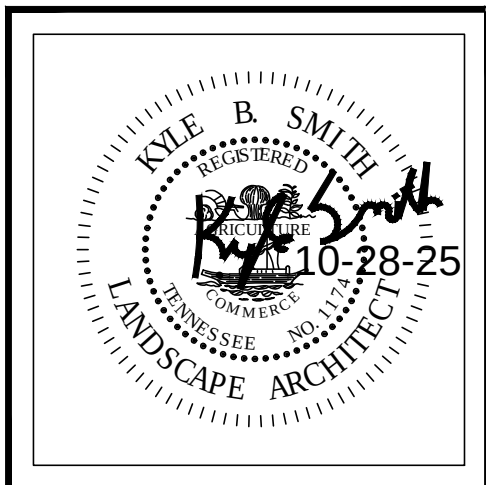
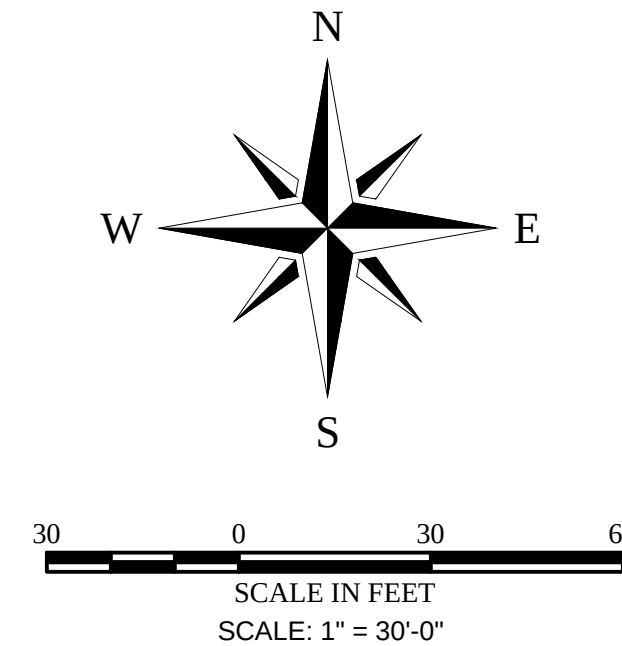
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- NO PLANT SUBSTITUTIONS, TYPE OR QUANTITY DEVIATION FROM THE APPROVED LANDSCAPE PLANS SHALL BE PERMITTED WITHOUT PRIOR APPROVAL FROM THE LANDSCAPE ARCHITECT, AND THE CITY OF MT. PLEASANT, TN.
- ALL PLANT MATERIAL AND SPECIFICATIONS TO CONFORM TO THE TENNESSEE NURSERY ASSOCIATION STANDARDS.
- ALL RIGHT-OF-WAY MATERIAL SHALL BE IN COMPLIANCE WITH THE DEPT. OF WATER RESOURCES LOW WATER USE PLAN, TN.
- COORDINATE WORK WITH ALL TRADES.
- CONTRACTOR SHALL HAVE PROJECT BLUE STAKED PRIOR TO COMMENCEMENT OF WORK.
- ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT, OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
- TREE HEIGHT AND CALIPER SIZE IS TO COMPLY WITH TENNESSEE NURSERY ASSOCIATION STANDARDS PER TREE SPECIES. NURSERY ASSOCIATION STANDARDS PER TREE SPECIES.
- CONTRACTOR TO STAKE LOCATIONS OF ALL PLANT MATERIAL FOR APPROVAL BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.
- ALL LANDSCAPE AREAS SHALL RECEIVE DECORATIVE STONE COVER AT A MINIMUM DEPTH OF 2". SEE LEGENDS FOR LOCATIONS, COLORS AND SIZES. ALL DECORATIVE STONE IS TO BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION, AND MATCH EXISTING IN CENTER.
- TOP OF SHREDDED PINE MULCH SHALL BE 1" BELOW ADJACENT TOP OF CURBS OR PAVEMENT.
- LANDSCAPE AREAS SHALL BE AT +/- .10 OF A FOOT FROM FINISHED GRADE PRIOR TO THE COMMENCEMENT OF WORK. ALL GRADING SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO THE INSTALLATION OF PLANT MATERIALS, OR THE IRRIGATION SYSTEM.
- ALL TREES TO BE MAINTAINED FOR ONE YEAR AFTER FINAL ACCEPTANCE.
- PROVIDE POSITIVE DRAINAGE AWAY FROM ALL WALLS AND STRUCTURES.
- ALL SLOPES NOT TO EXCEED 4:1 IN LANDSCAPED AREAS.
- CONTRACTOR IS TO VERIFY ALL QUANTITIES BASED ON THE APPROVED LANDSCAPE PLAN.
- CONTRACTOR TO VISIT SITE AND VERIFY ALL EXISTING CONDITIONS PRIOR TO THE COMMENCEMENT OF WORK. ALL POTENTIAL CONFLICTS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT, OR OWNER'S REPRESENTATIVE IMMEDIATELY.
- CONTRACTOR SHALL PROTECT ALL EXISTING PAVEMENT AND LANDSCAPE TO REMAIN THROUGHOUT CONSTRUCTION. ALL DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED AT NO EXPENSE TO THE OWNER.
- CONSTRUCTION AND INSTALLATION SHALL BE IN ACCORDANCE WITH THIS PLAN, ANY AND ALL DEVIATION WILL SERVICES PRIOR TO CERTIFICATE OF OCCUPANCY BEING ISSUED.
- ALL LANDSCAPE AREAS & MATERIALS SHALL BE MAINTAINED IN A HEALTHY, NEAT, CLEAN, AND WEED-FREE CONDITION DURING CONSTRUCTION. THIS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- AREAS WITHIN THE SIGHT DISTANCE TRIANGLE SHALL BE KEPT CLEAR OF ANY OBSTRUCTIONS WITH A HEIGHT GREATER THAN 2'-0". TREE CANOPIES SHALL BE KEPT HIGHER THAN 7'-0".
- COMMON LAW SHALL BE MAINTAINED BY THE CONTRACTOR.
- ALL PLANTING SHALL BE MAINTAINED IN HEALTHY GROWING CONDITION. FERTILIZATION, CULTIVATION, AND PRUNING SHALL BE CARRIED OUT ON A REGULAR BASIS.
- DEAD OR DYING PLANTS SHALL BE REMOVED AND REPLACED PROMPTLY.
- ALL PLANTINGS ARE TO BE IRRIGATED AS OFTEN AS NECESSARY TO PROVIDE HEALTHY GROWING CONDITIONS.
- NO TURF SHALL BE PERMITTED WITHIN THE PUBLIC RIGHT-OF-WAY.
- THE PROPERTY OWNER AND/OR ASSOCIATION SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ALL LANDSCAPING WITHIN THE RIGHT-OF-WAY.
- PLANTERS AND OTHER SURFACE STRUCTURES WHICH COULD RETAIN WATER IN AREAS ADJACENT TO THE STRUCTURE OR PAVEMENTS SHOULD BE SEALED OR ELIMINATED. SPRINKLER SYSTEMS SHOULD NOT BE INSTALLED WITHIN 5 FEET OF FOUNDATION WALL. LANDSCAPED IRRIGATION ADJACENT TO THE FOUNDATION SYSTEMS SHOULD BE MINIMIZED OR ELIMINATED.

LANDSCAPE CALCULATIONS		
	REQUIRED	PROVIDED
INTERIOR PARKING AREA:		
VEHICLE USE AREA		50,957 SF
1 SHADE TREE / 2,000 SF VUA	25.5	26
TREE PRESERVATION		
2269 CAL. INCHES REMOVED		
REPLACEMENT TREES	1,134.5	
+20" CALIPER TREES RETAINED		315
REPLACEMENT TREE TOTAL CALIPER INCHES	820	600
TREE BANK (\$50 PER CALIPER INCH)	\$10,950.00	\$10,950.00

P L A N T S C H E D U L E						
QTY.	COMMON NAME	BOTANICAL NAME	HEIGHT	TRUNK	COMMENTS	
CANOPY TREES						
25	'Bracken's Brown Beauty	Magnolia grandiflora 'Bracken's Brown Beauty'	7' Min.	3" Cal.	B&B	
61	Colorado Blue Spruce	Picea pungens 'Glaucra'	8' Min.	3" Cal.	B&B	
5	'Green Vase' Japanese Zelkova	Zelkova serrata 'Green Vase'	10' - 12'	3" Cal.	B&B	
63	'Green Giant' Arborvitae	Thuja (standish x plicata) 'Green Giant'	7' Min.	3" Cal.	Full to ground, well formed	
3	Princeton Elm	Ulmus americana 'Princeton'	10' - 12'	3" Cal.	B&B	
18	Red Maple	Acer rubrum	10' - 12'	3" Cal.	B&B	
175	TOTAL - CANOPY TREES					
UNDERSTORY/COLUMNAR TREES						
25	'Nellie R. Stevens' Holly	Ilex x 'Nellie R. Stevens'	6' - 7'	3" Cal.	Well formed	
25	TOTAL - UNDERSTORY TREES					
200	TOTAL - ALL TREES					
SHRUBS						
15	Compact Inkberry Holly	Ilex glabra 'Compacta'	18" Min.	3 Gal.	Container	
76	Dwarf Burford Holly	Ilex cornuta 'Burfordii nana'	24" Min.	5 Gal.	Container	
22	'Grey Owl' Juniper	Juniperus virginiana 'Grey Owl'	18" Min.	Container		
89	'Kaleidoscope' Abelia	Abelia grandiflora 'Kaleidoscope'	12" Min.	3 Gal.	Container	
7	'Little Lime' Hydrangea	Hydrangea paniculata 'Jane'	18" Min.	3 Gal.	Container	
39	'Oakleaf' Hydrangea	Hydrangea quercifolia	24" Min.	5 Gal.	Full and Heavy; Container	
95	Schip Laurel	Prunus laurocerasus 'Schipkaensis'	30" Min.	5 Gal.	Full and Heavy; Container	
20	Witch-Hazel	Hamamelis virginiana	30" Min.	5 Gal.	Full and Heavy; Container	
343	TOTAL - SHRUBS					
GRASSES, PERENNIALS AND GROUND COVER						
41	'Heavy Metal' Switch Grass	Panicum virgatum 'Heavy Metal'	24"	3 Gal.		



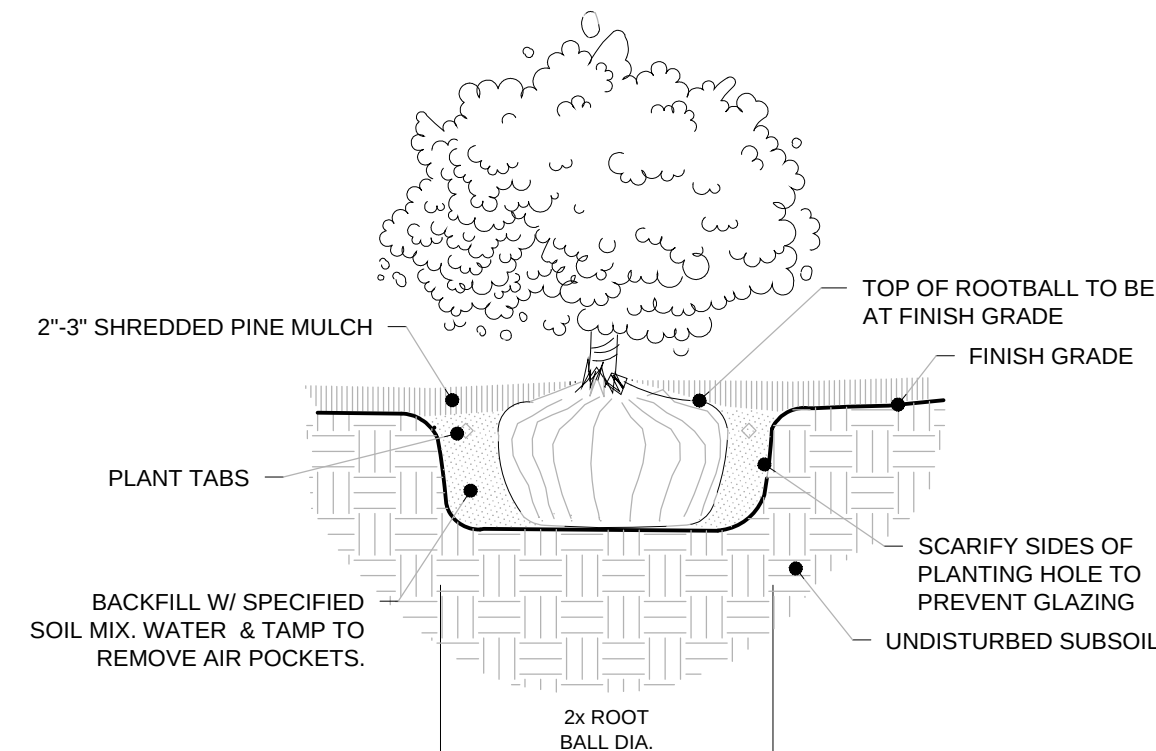
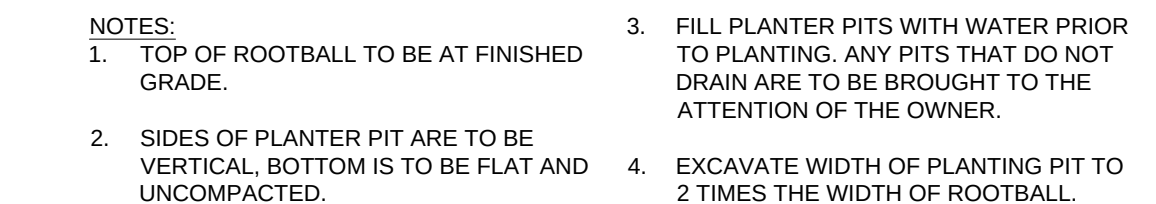
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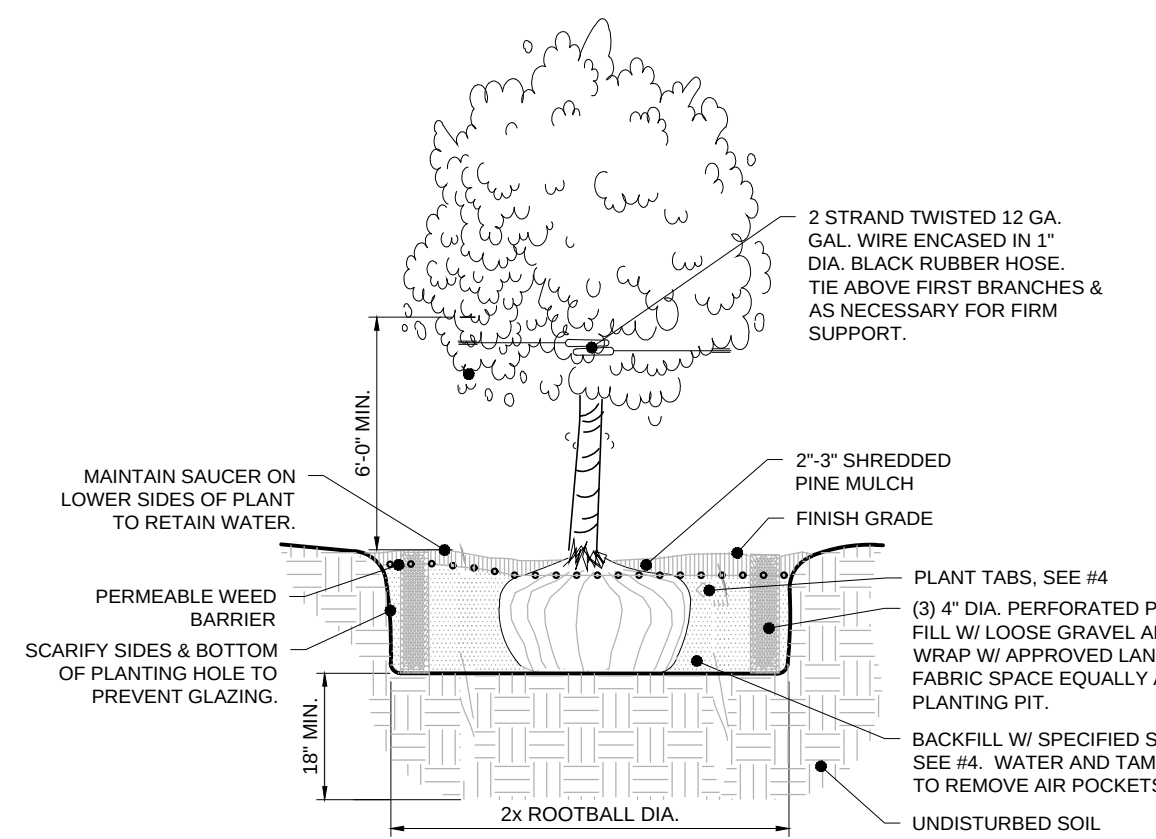
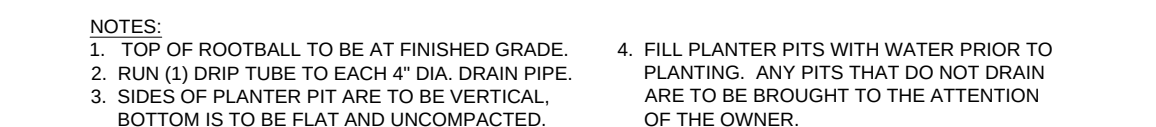
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LANDSCAPE PLAN

L-1.2



SHRUB PLANTING DETAIL
NOT TO SCALE



TYPICAL TREE PLANTING DETAIL
NOT TO SCALE



SCOPE OF WORK

THE CONTRACTOR'S WORK TO BE PERFORMED UNDER THIS PROJECT WILL CONSIST OF FURNISHING ALL EQUIPMENT, LABOR, MATERIALS, TOOLS AND SUPERVISION NECESSARY FOR THE GRADING, SUB BALLAST, ALL DRAINAGE RELATED WORK, CONSTRUCTION AND INSTALLATION OF THE PROPOSED INDUSTRIAL SIDING AND SPUR, APPROACH WORK, AND ALL OTHER RELATED WORK AS LISTED IN THE PLANS AND SPECIFICATIONS AT MILEPOST 238.1 ON THE TENNESSEE SOUTHERN RAILROAD. THE DETAILED SCOPE OF WORK IS AS FOLLOWS:

- INSTALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES.
- EXCAVATION AND EMBANKMENT FOR THE PLACEMENT OF THE NEW INDUSTRIAL SIDING AND INDUSTRY TRACKS.
- INSTALL DRAINAGE APPURTENANCES.
- INSTALL NEW GRAVEL GRADE CROSSING.
- INSTALL NEW DRIVEWAY AS SHOWN IN THE PLANS.
- INSTALL TIES, RAIL, AND COMPROMISE BARS..
- INSTALL NEW NO. 8 AND NO. 10 TURNOUTS
- FURNISH AND PLACE BALLAST; SURFACE AND LINE TRACK; AND, REGULATE THE BALLAST SO THAT THE TOP OF RAIL CONFORMS TO THE ELEVATIONS PROPOSED ON THE PROFILE.

GENERAL NOTES:

PROTECTION OF EXISTING RAILROAD

THE CONTRACTOR SHALL CONDUCT HIS WORK SO AS TO PROTECT THE RAILROAD TRACKS AND PROPERTIES FROM ANY DAMAGE. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH REGULATIONS STIPULATED BY THE TENNESSEE SOUTHERN RAILROAD SO AS MAINTAIN CLEARANCE AND NOT INTERRUPT TRAFFIC UNLESS GIVEN PERMISSION.

FIELD LAYOUT

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL FIELD STAKING (LINES AND GRADES). IF ANY DISCREPANCIES ARE FOUND, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY

GRADING

ANY AREA THAT IS DISTURBED OUTSIDE THE LIMITS OF CONSTRUCTION DURING THE LIFE OF THIS PROJECT WILL BE REPAIRED TO ITS ORIGINAL CONDITION OR BETTER BY THE CONTRACTOR AT HIS EXPENSE.

TRACK WORK

THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL TRACK WORK. THE CONTRACTOR SHALL COORDINATE WITH THE TENNESSEE SOUTHERN RAILROAD FOR ANY NEEDED TRACK OUTAGES. THEN THE CONTRACTOR SHALL HAVE ALL TRACK WORK INSTALLED AND COMPLETE IN-PLACE AND ACCEPTED BY THE ENGINEER.

RIGHT - OF - WAY

ALL CONSTRUCTION ACTIVITIES WILL BE CONFINED WITHIN THE TENNESSEE SOUTHERN RAILROAD 200 FT. (100 FEET EACH SIDE OF MAIN LINE CENTER LINE) RIGHT-OF-WAY AND TRU RAIL PARCEL UNLESS ARRANGEMENTS HAVE BEEN MADE BY THE CONTRACTOR, IN WRITING, WITH ADJOINING PROPERTY OWNERS.

IF ADDITIONAL STAGING ROOM OR SITE ACCESS IS REQUIRED, THE CONTRACTOR WILL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY EASEMENTS, AND WILL FURNISH PROOF OF EASEMENTS TO THE ENGINEER.

ANY AREAS DISTURBED BY ANY DIRECT OR INDIRECT ACTION ASSOCIATED WITH CONSTRUCTION INCLUDING ALL SITE ACCESS ROADS, WILL BE RETURNED TO PRE-CONSTRUCTION CONDITIONS OR BETTER, AND/OR FINISHED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS, AT THE CONTRACTOR'S EXPENSE.

SAFETY

THE CONTRACTOR WILL BE REQUIRED TO CONFORM TO ALL FRA AND OSHA SAFETY REGULATIONS REGARDING TRACK AND BRIDGE WORKER SAFETY.

THE CONTRACTOR IS RESPONSIBLE FOR ALL ASPECTS OF WORKER AND SITE SAFETY, AND WILL HAVE A RESPONSIBLE EMPLOYEE IN CHARGE ON SITE AT ALL TIMES DURING CONSTRUCTION.

OCCUPATION OR FOULING OF THE MAIN LINE WILL ONLY TAKE PLACE IF THE CONTRACTOR HAS PERMISSION FOR TRACK TIME FROM THE RAILROAD, CONFORMING TO THE RAILROAD'S RULES.

UTILITIES

THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS ARE THE RESPONSIBILITY OF THE CONTRACTOR AND WILL BE DETERMINED IN THE FIELD PRIOR TO CONSTRUCTION BY CONTACTING THE UTILITY COMPANIES INVOLVED. 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.

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. NO ADDITIONAL PAYMENT WILL BE MADE FOR ANY UTILITY ISSUES.

THE CONTRACTOR WILL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR WILL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION WILL BE GIVEN AT LEAST THREE (3) BUSINESS DAY PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC. AT 811.

GENERAL TRACKWORK NOTES

- ALL WORK SHALL BE OF GOOD QUALITY IN MATERIALS, EQUIPMENT AND WORKMANSHIP AND SHALL CONFORM IN EVERY RESPECT WITH THE SPECIFICATIONS AND INSTRUCTIONS
- ALL MATERIALS AND WORK WILL COMPLY WITH CURRENT AREMA STANDARDS
- ALL MATERIALS WILL BE UNLOADED AND HANDLED IN SUCH A MANNER AS NOT TO DAMAGE THE MATERIAL, AND IT IS REQUIRED THAT PROPER HANDLING EQUIPMENT BE USED TO UNLOAD AND TRANSPORT MATERIAL.

BALLAST

- BALLAST SHALL BE MINIMUM OF AREMA SIZE 4. BALLAST SHALL BE FREE OF LOAM, DUST, AND OTHER FOREIGN PARTICLES AND SHALL NOT HAVE LESS THAN 75% CRUSHED PARTICLES WITH TWO OR MORE FRACTURED FACES, UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- PERFORM BALLAST TAMPING, USING POWER TAMPING MACHINES WHEREVER POSSIBLE, USING APPROVED AREMA TAMPING TOOLS FOR TYPE OF BALLAST BEING PLACED. TAMPERS SHALL BE CAPABLE OF LINING TRACK AS WELL AS LIFTING. TAMP EACH LAYER OF BALLAST FROM A LINE 15" INSIDE EACH RAIL, ON BOTH SIDES OF AND TO THE ENDS OF TIES. CENTER AREA BETWEEN THESE LIMITS SHALL BE FILLED LIGHTLY WITH BALLAST BUT NOT TAMPED. FOR TURNOUTS TAMP BALLAST UNIFORMLY FOR FULL LENGTHS OF TIES. TAMPING SHALL PROCEED SIMULTANEOUSLY AT BOTH ENDS OF SAME TIE, MAKING SURE BALLAST IS FORCED DIRECTLY UNDER THE TIES AND AGAINST SIDES AND ENDS OF TIES.
- WALKWAY BALLAST SHALL BE CRUSHED STONE (GRADED AGGREGATE), PREFERBALLY LIMESTONE OR GRANITE AND SHALL MEET THE FOLLOWING REQUIREMENTS:
 - : MATERIALS INTENDED FOR USE, AS WALKWAY-BALLAST SHALL CONFORM TO CURRENT A.S.T.M. DESIGNATION D-1241 AS TO QUALITY. FOR GRADATION OF THE WALKWAY BALLAST SEE SECTION 903 OF THE TDOT STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES. THE SIZE SHALL BE NO. 8 OR NO. 89
 - :WALKWAY BALLAST SHALL BE SPREAD ON A GRADED ROADBED, AND IN SUFFICIENT WIDTH ACCORDING TO THE PLANS. THE WALKWAY-BALLAST SHALL BE ROLLED TO PRODUCE A SMOOTH SURFACE AND HAVE A MINIMUM DEPTH OF FOUR (4) INCHES.

GRADE TIES

- TIES SHALL BE IN ACCORDANCE WITH AREMA MANUAL, CHAPTER 30
- ALL TIES WILL BE NEW 7"x9"x8'-6" OAK OR MIXED HARDWOOD INDUSTRIAL GRADE TIES
- NO POPLAR TIES ALLOWED
- TIES SHALL BE PLACED ON 20" CENTERS
- TIES SHALL BE TREATED BY THE EMPTY CELL METHOD WITH 60/40 CREOSOTE COAL TAR SOLUTION IN ACCORDANCE WITH AWWA STANDARD P-2. PRESERVATIVE RETENTION SHALL NOT BE LESS THAN 8 LBS.
- TIES SHALL BE TRANSPORTED AND HANDLED PER CURRENT AREMA STANDARDS. TIES SHALL BE TRANSPORTED IN A HORIZONTAL POSITION AND BRACED TO PREVENT MOVEMENT THAT COULD CAUSE DAMAGE.
- LAY WOOD TIES WITH HEARTWOOD FACING DOWN, AND IF NOT POSSIBLE TO DETERMINE POSITION OF THE HEARTWOOD, LAY THE WIDEST SURFACE OF THE TIE DOWN.
- BORING OR ADZING OF TIES SHALL BE KEPT TO A MINIMUM.
- IF SPIKES ARE PULLED FROM ANY TIES, THE HOLE SHALL BE FILLED BY DRIVING IN A TREATED WOOD TIE PLUG THE FULL DEPTH OF THE HOLE.

SPIKING

- DRIVE SPIKES THROUGH TIE PLATE HOLE INTO TIES, LOCATED DIAGONALLY OPPOSITE EACH OTHER BUT NOT LESS THAN 2" FROM EDGE OF TIE. DRIVE SPIKES VERTICALLY AND SQUARE WITH RAIL. DO NOT SLANT, BEND OR CAUSE SIDEWAYS MOVEMENT OF SPIKE. WHEN SPIKES ARE DRIVEN BY MACHINE, WORK SHALL BE CLOSELY SUPERVISED TO INSURE THAT SPIKES ARE DRIVEN WITH HAMMER CENTERED DIRECTLY OVER EACH SPIKE HEAD AND DRIVEN VERTICALLY. STOP BOLT MUST BE USED TO PREVENT MACHINE FROM OVER-DRIVING.
- SPIKES THAT ARE INCORRECTLY DRIVEN OR PULLED AWAY FROM TIE, MUST BE REMOVED AND THE HOLE FILLED WITH A TIE PLUG DRIVEN TO FULL DEPTH OF HOLE. THE REPLACEMENT SPIKE WILL BE PLACE IN ANOTHER HOLE IN THE TIE PLATE.
- ALL SPIKES SHALL BE NEW 5/8"x6" CUT TRACK SPIKES. ALL SPIKES WILL CONFORM TO AREMA REQUIREMENTS.
- EACH RAIL WILL BE SPIKED WITH TWO SPIKES PER TIE PLATE FOR TANGENT TRACK AND CURVED TRACK WITH LESS THAN A 2 DEGREE CURVE, STAGGERED WITH INSIDE SPIKES TO THE EAST OR NORTH AND OUTSIDE SPIKES TO THE WEST OR SOUTH. ON CURVES THAT ARE MORE THAN 2 DEGREES A THIRD SPIKE WILL BE REQUIRED ON THE GAUGE SIDE OF THE RAIL.

TIE PLATES

- ALL TIE PLATES FOR 100#RE AND 115# RAIL SHALL BE NEW OR GOOD SECONDHAND, FREE OF INJURIOUS DEFECTS AND FOREIGN MATERIALS AND CONFORMING TO AREMA SPECS, NO. 8 AREMA 14 INCH TIE PLATE FOR 5.5" RAIL BASE, WITH PUNCHING A
- ALL TIE PLATES FOR 136# RAIL SHALL BE NEW OR GOOD SECONDHAND, FREE OF INJURIOUS DEFECTS AND FOREIGN MATERIALS AND CONFORMING TO AREMA SPECS, NO. 8 AREMA 14 INCH TIE PLATE FOR 6" RAIL BASE, WITH PUNCHING A
- THE CONTRACTOR SHALL PROVIDE ANY EXTRA 90# OR 100# PLATES NEEDED FOR THE SUCCESSFUL INSTALLATION OF THE SPUR.
- CLEAN TIE PLATE SEAT AREAS SO THEY ARE FREE OF ALL LOOSE MATERIAL PRIOR TO PLACEMENT OF THE TIE PLATES. CENTER THE PLATES ON THE TIE AND PLACE NORMAL TO THE CENTERLINE OF RAIL SO THAT THE OUTSIDE SHOULDER OF THE PLATES WILL HAVE FULL BEARING AGAINST THE BASE OF THE RAIL.

TURNOUTS

- THE SWITCH STAND SHALL BE SHALL BE AS MANUFACTURED BY NORTRAK INDUSTRIES (RACOR) MODEL 22-E TRI-GLIDE TRAILABLE SWITCH STANDS WITH ERGONOMIC HANDLE OR EQUAL. ALL STANDS ARE TO BE NEW AND REQUIRED TO BE ABLE TO ACCEPT A PADLOCK.
- THE SWITCH TIMBER SHALL BE 7"x9" TIES OF THE APPROPRIATE LENGTH. SWITCH TIMBER SHALL BE MIXED HARDWOOD TREATED THE SAME AS GRADE TIES.
- THE TURNOUT INSTALLED IN THE MAINLINE SHALL INCLUDED (2) INSULATED JOINTS.

RAIL

- CONTRACTOR SHALL SUPPLY THE 115# RE OR BETTER RAIL AND OTM.
- ALL 115# RAIL WILL BE NEW PRIME OR IQ RAIL IN 39'+ LENGTHS
- NO RAIL SHORTER THAN 15' SHALL BE INSTALLED OR LEFT IN TRACK
- UNDER NO CIRCUMSTANCES SHOULD RAIL BE STRUCK IN WEB WITH ANY TOOL OR ANY METAL OBJECT
- THE RIGHT-HAND RAIL FACING IN DIRECTION OF INCREASING CONSTRUCTION SHALL BE SPIKED TO TIES, AND THE OPPOSITE RAIL SHALL BE BROUGHT TO GAGE OF 4'-8 1/2", MEASURED AT RIGHT ANGLES BETWEEN THE RAILS, IN A PLACE 5/8" BELOW TOP OF RAIL. GAGE TO BE CHECKED EVERY THIRD TIE.

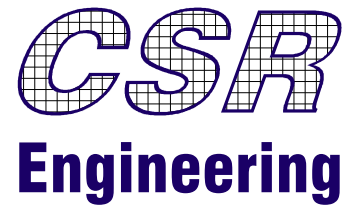
RAIL ANCHORS

- RAIL SHALL BE BOXED ANCHORED EVERY FOURTH TIE IN TANGENT SECTIONS. RAIL SHALL BE BOXED ANCHORED ON EVERY OTHER TIE IN CURVES OF MORE THAN 3 DEGREES. EVERY TIE SHALL BE BOXED ANCHORED THRU TURNOUTS AND FOR 234 FEET TO EITHER SIDE OF THE TURNOUT.
- ANCHORS SHALL BE INSTALLED WHEN THE RAIL IS AT A NEUTRAL TEMPERATURE OF 105 DEGREES (+/- 5 DEGREES) ALL DE-STRESSING SHALL CONFORM TO INDUSTRY STANDARDS
- THE RAIL ANCHORS SHALL BE A UNIT 5 ANCHOR BY UNIT RAIL ANCHOR COMPANY OR EQUAL, APPROVED BY ENGINEER.

TRACK

- CONSTRUCT BALLASTED TRACK WITH RAIL CANT AT 40 TO 1 INWARD INCLINATION OF RAILS
- TRACK SURFACE IS THE RELATIONSHIP OF BOTH RAILS OPPOSITE EACH OTHER IN PROFILE AND CROSS LEVEL. TRACK PROFILE IS THE RUNNING SURFACE ALONG THE TOP OF THE RAILS OR GRADE RAIL. CROSS LEVEL IS THE DIFFERENCE IN ELEVATION BETWEEN THE TOP OF HEADS OF OPPOSITE RAILS OR GRADE RAIL. MEASURED AT RIGHT ANGLES TO THE TRACK ALIGNMENT. THE IDEAL SURFACE IS A UNIFORM PROFILE CONSISTING OF STRAIGHT GRADIENTS CONNECTED BY VERTICAL CURVES, WITH ZERO CROSS LEVEL ON TANGENTS AND PREDETERMINED CROSS LEVEL ON CURVES.
- TOLERANCES:
 - GAUGE VARIATIONS: +/- 3/16"
 - CROSS-LEVEL: +/- 3/16" (VARIATION FROM DESIGN)
 - i. RATE OF CHANGE 1/4" IN 31' (VARIATION FROM DESIGN)
 - HORIZONTAL ALIGNMENT: +/- 1/2" FROM DESIGN
 - i. RATE OF CHANGE 1/16" MIDDLE ORDINATE TO A 31 FOOT CORD ON CURVES AND 3/16" MIDDLE ORDINATE TO A 31 FOOT CORD ON TANGENT
 - VERTICAL ALIGNMENT: +/- 1/2" FROM DESIGN
 - i. RATE OF CHANGE 1/8" MIDDLE ORDINATE OF A 31 FOOT, VARIATION FROM DESIGN

-RAISE TRACK BY MEANS OF JACKS CLOSE ENOUGH TOGETHER TO PREVENT EXCESSIVE BENDING OF RAILS. LIFT BOTH RAILS SIMULTANEOUSLY AND AS UNIFORMLY AS POSSIBLE. POWER JACKS MAY ALSO BE USED. EACH TRACK RAISE SHALL NOT EXCEED 4" WITH TIES TAMPED PRIOR TO ADDITIONAL RAISE.

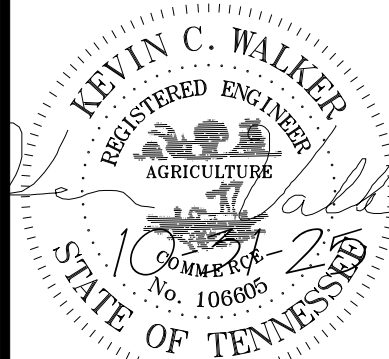


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ESTIMATED QUANTITIES AND NOTES

OF
FOR
BULK STORAGE RAIL YARD
TRUE RAIL ENTERPRISES, LLC
S MAIN STREET
MT. PLEASANT, TENNESSEE
MAURY COUNTY



REVISIONS		DESCRIPTION			
NO.	DATE	BY			

DESIGNER DKH
REVIEWER KCW

PROJECT 23-040

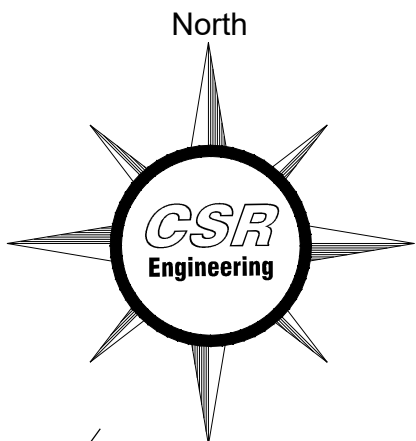
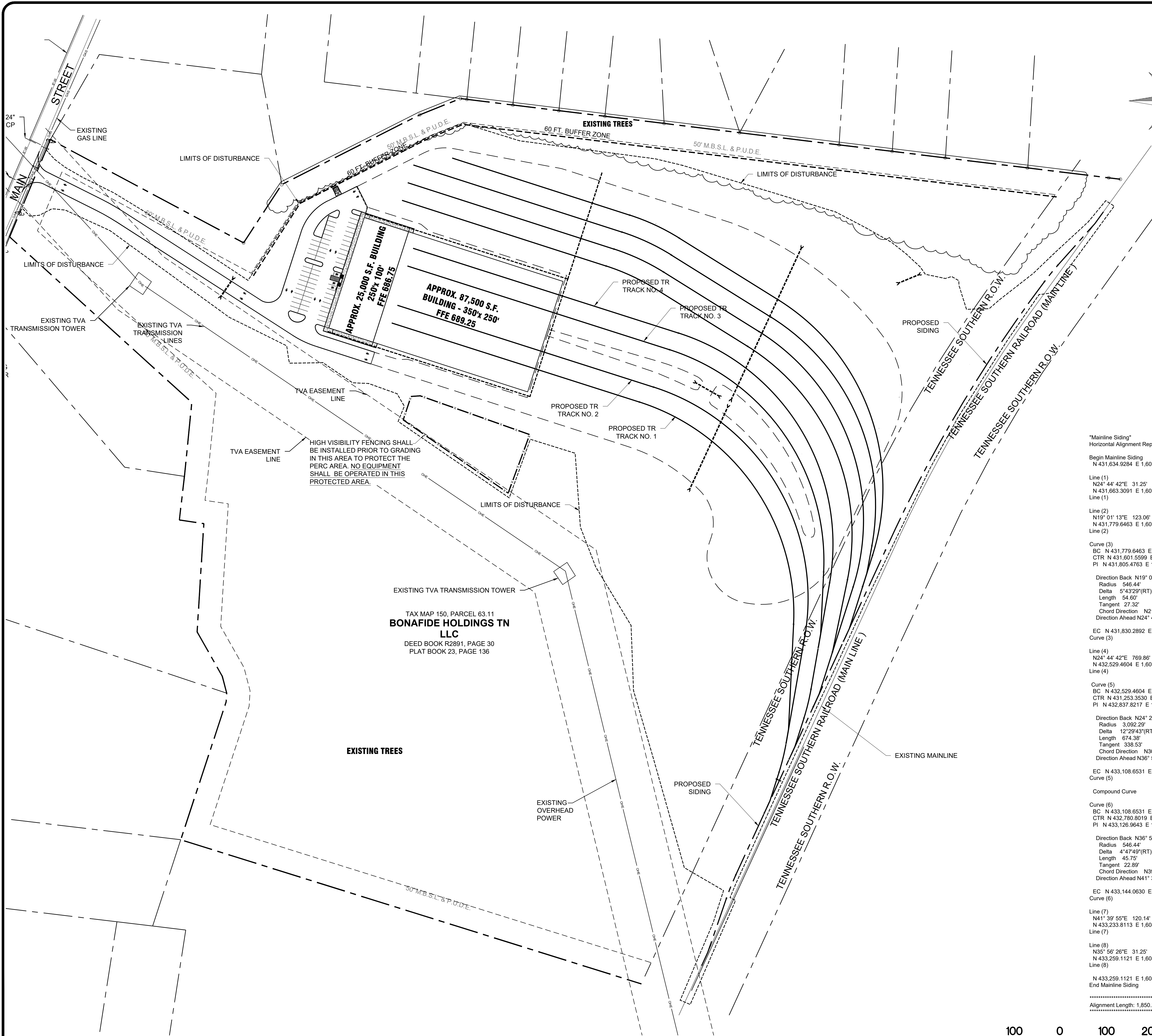
DATE 10-31-25

SHEET RR1

PURPOSE FOR ISSUE: AGENCY REVIEW



SCALE: NONE



"Mainline Siding" Horizontal Alignment Report		
Begin Mainline Siding	N 431,634.9284	E 1,607,202.3088
Line (1)	N24° 44' 42"E	31.25'
Line (1)	N 431,663.3091	E 1,607,215.3894
Line (2)	N19° 01' 13"E	123.06'
Line (2)	N 431,779.6463	E 1,607,255.4937
Curve (3)	BC N 431,779.6463	E 1,607,255.4937
	CTR N 431,601.5599	E 1,607,772.0998
	PI N 431,805.4763	E 1,607,264.3978
Direction Back N19° 01' 13"E		
	Radius 546.44'	
	Delta 5°43'29"(RT)	
	Length 54.60'	
	Tangent 27.32'	
	Chord Direction N21° 52' 58"E	Distance 54.57'
	Direction Ahead N24° 44' 42"E	
EC	N 431,830.2892	E 1,607,275.8341
Curve (3)		2+08.90
Line (4)	N24° 44' 42"E	769.86'
Line (4)	N 432,529.4604	E 1,607,598.0827
Curve (5)	BC N 432,529.4604	E 1,607,598.0827
	CTR N 431,253.3530	E 1,610,414.7821
	PI N 432,837.8217	E 1,607,737.7860
Direction Back N24° 22' 23"E		
	Radius 3,092.29'	
	Delta 12°29'43"(RT)	
	Length 674.38'	
	Tangent 338.53'	
	Chord Direction N30° 37' 14"E	Distance 673.04'
	Direction Ahead N36° 52' 06"E	
EC	N 433,108.6531	E 1,607,940.8971
Curve (5)		16+53.14
Compound Curve		
Line (6)	BC N 433,108.6531	E 1,607,940.8971
	CTR N 432,780.8019	E 1,608,378.0587
	PI N 433,126.9643	E 1,607,954.6297
Direction Back N36° 52' 06"E		
	Radius 546.44'	
	Delta 4°47'49"(RT)	
	Length 45.75'	
	Tangent 22.89'	
	Chord Direction N39° 16' 00"E	Distance 45.74'
	Direction Ahead N41° 39' 55"E	
EC	N 433,144.0630	E 1,607,969.8454
Curve (6)		16+98.89
Line (7)	N41° 39' 55"E	120.14'
Line (7)	N 433,233.8113	E 1,608,049.7107
Line (8)	N35° 55' 26"E	31.25'
Line (8)	N 433,259.1121	E 1,608,068.0527
Line (8)	N 433,259.1121	E 1,608,068.0527
End Mainline Siding		18+50.28
Alignment Length: 1,850.28'		

"TR Track No. 2" Horizontal Alignment Report		
Begin TR Track 2	N 431,962.6400	E 1,607,336.8347
Line (1)	N24° 44' 42"E	30.00'
Line (1)	N 431,989.8854	E 1,607,349.3922
Line (2)	N17° 35' 32"E	64.69'
Line (2)	N 432,051.5475	E 1,607,368.9433
Curve (3)	BC N 432,051.5475	E 1,607,368.9433
	CTR N 432,196.1213	E 1,606,912.9745
	PI N 432,082.1240	E 1,607,378.6382
Direction Back N17° 35' 32"E		
	Radius 478.34'	
	Delta 7°40'22"(LT)	
	Length 64.06'	
	Tangent 32.08'	
	Chord Direction N13° 45' 21"E	Distance 64.01'
	Direction Ahead N9° 55' 10"E	
EC	N 432,113.7211	E 1,607,384.1638
Curve (3)		1+58.74
Line (4)	N9° 55' 10"E	232.98'
Line (4)	N 432,343.2230	E 1,607,424.2984
Curve (5)	BC N 432,343.2230	E 1,607,424.2984
	CTR N 432,425.6232	E 1,606,953.1091
	PI N 432,754.2843	E 1,607,496.1836
Direction Back N9° 55' 10"E		
	Radius 478.34'	
	Delta 82°12'08"(LT)	
	Length 686.27'	
	Tangent 417.30'	
	Chord Direction N31° 10' 54"W	Distance 628.91'
	Direction Ahead N72° 16' 58"W	
EC	N 432,881.2758	E 1,607,098.6764
Curve (5)		10+78.00
Line (6)	N72° 16' 58"W	680.06'
Line (6)	N 433,057.7968	E 1,606,546.1328
Line (6)	N 433,057.7968	E 1,606,546.1328
End TR Track 2		16+58.06
Alignment Length: 1,658.06'		

"TR Track No. 4" Horizontal Alignment Report		
Begin TR Track 4	N 432,079.0816	E 1,607,390.4789
Line (1)	N24° 44' 42"E	30.00'
Line (1)	N 432,106.3270	E 1,607,403.0364
Line (2)	N17° 35' 32"E	64.69'
Line (2)	N 432,167.9891	E 1,607,422.5875
Curve (3)	BC N 432,167.9891	E 1,607,422.5875
	CTR N 432,312.6629	E 1,606,966.6187
	PI N 432,198.5656	E 1,607,432.2824
Direction Back N17° 35' 32"E		
	Radius 478.34'	
	Delta 7°40'22"(LT)	
	Length 64.06'	
	Tangent 32.08'	
	Chord Direction N13° 45' 21"E	Distance 64.01'
	Direction Ahead N9° 55' 10"E	
EC	N 432,230.1627	E 1,607,437.8080
Curve (3)		1+58.74
Line (4)	N9° 55' 10"E	232.98'
Line (4)	N 432,459.6646	E 1,607,477.9426
Line (4)	N 432,459.6646	E 1,607,477.9426
Curve (5)	BC N 432,459.6646	E 1,607,477.9426
	CTR N 432,542.0648	E 1,607,066.7533
	PI N 432,870.7259	E 1,607,549.6278
Direction Back N9° 55' 10"E		
	Radius 478.34'	
	Delta 82°12'03"(LT)	
	Length 686.27'	
	Tangent 417.30'	
	Chord Direction N31° 10' 54"W	Distance 628.91'
	Direction Ahead N72° 16' 58"W	
EC	N 432,997.7175	E 1,607,152.3206
Curve (5)		10+78.00
Line (6)	N72° 16' 58"W	600.78'
Line (6)	N 433,180.5454	E 1,606,580.0352
Line (6)	N 433,180.5454	E 1,606,580.0352
End TR Track 4		16+78.78
Alignment Length: 1,678.78'		

CSR Engineering, Inc.
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TrueRail
ENTERPRISES, LLC

PROPOSED TRACK LAYOUTS - OVERALL

OF
BULK STORAGE RAILYARD

FOR
TRUE RAIL ENTERPRISES, LLC

S MAIN STREET
MT. PLEASANT, TENNESSEE
MAURY COUNTY

KEVIN C. WALKER
REGISTERED ENGINEER
AGRICULTURE
No. 100690
STATE OF TENNESSEE

2025

NO.	DATE	BY	REVISIONS	DESCRIPTION

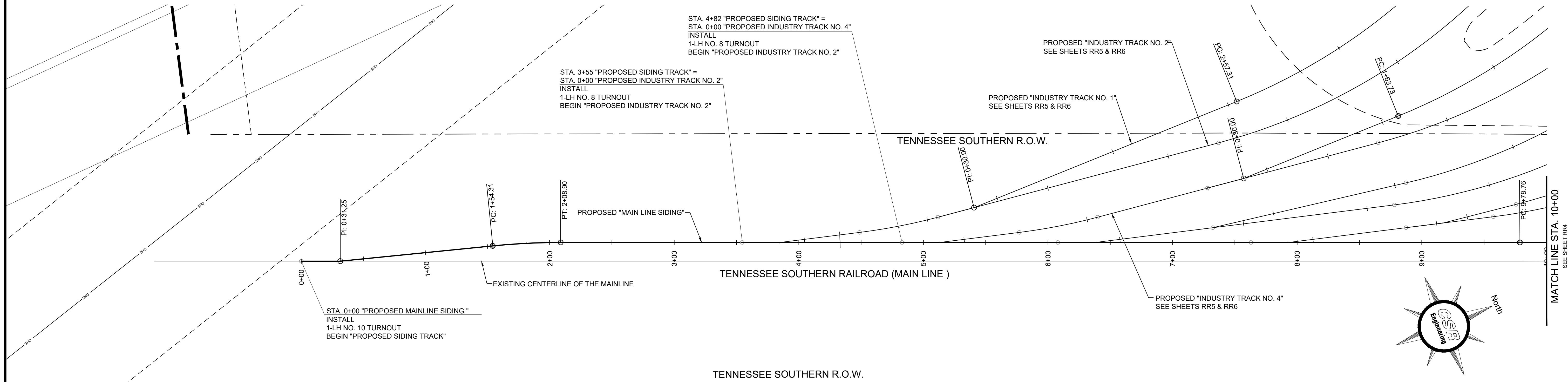
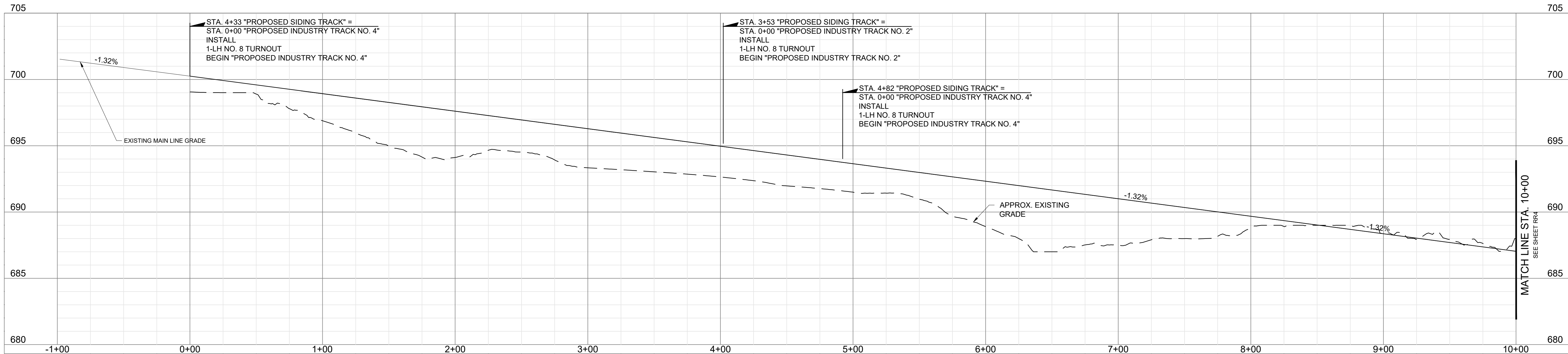
DESIGNER DKH

REVIEWER KCW

PROJECT 23-040

DATE 10-31-25

SHEET RR2



TAX MAP 150, PARCEL 63.10
ROBBY AND VICKY INGRUM
DEED BOOK R2891, PAGE 25
PLAT BOOK 23, PAGE 136

PURPOSE FOR ISSUE: AGENCY REVIEW



SCALE: 1"=40'

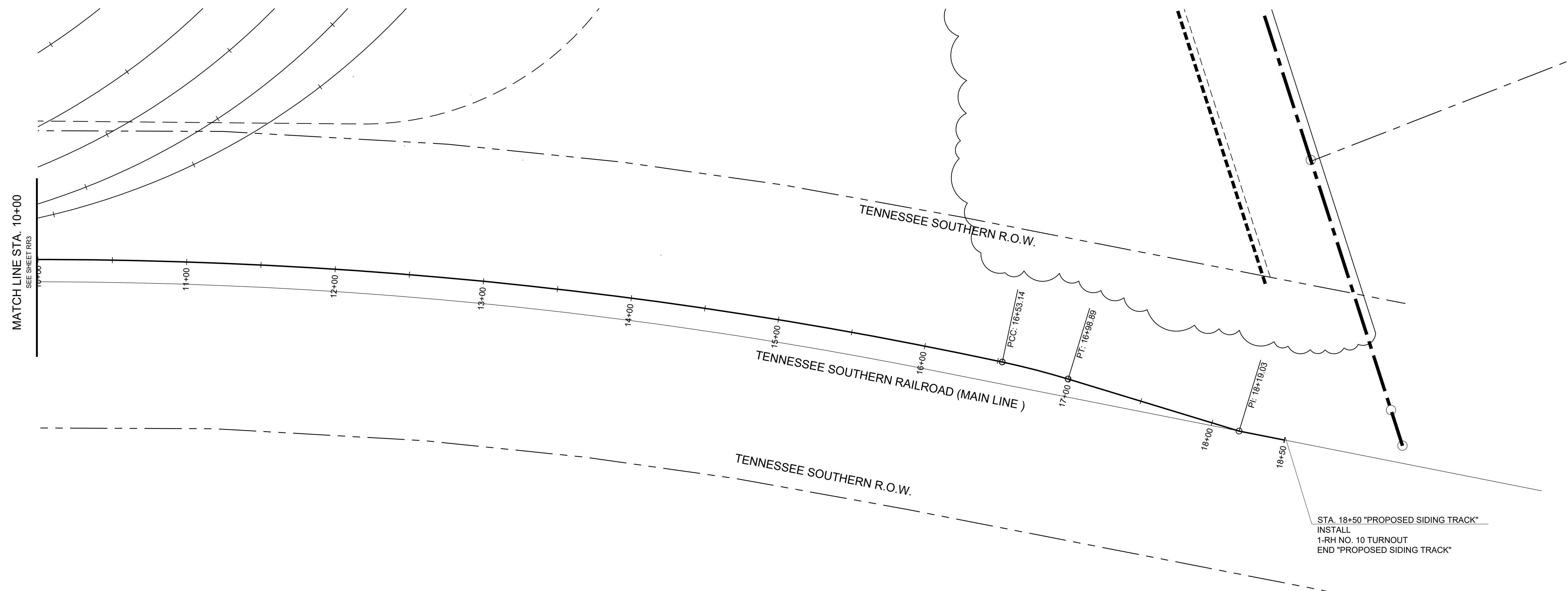
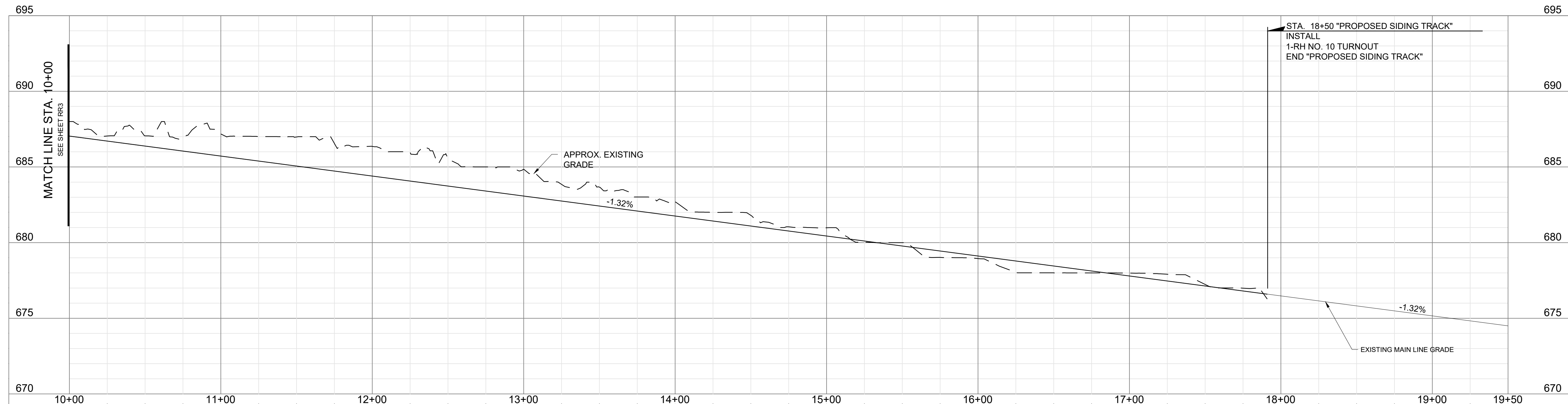
REVISIONS		DESCRIPTION
NO.	DATE	BY

DESIGNER DKH
REVIEWER KCW

PROJECT 23-040

DATE 10-31-25

SHEET **RR3**



PURPOSE FOR ISSUE: AGENCY REVIEW



SCALE: 1"=40'

REVISIONS	
NO.	DESCRIPTION

DESIGNER DKH
REVIEWER KCW

PROJECT 23-040

DATE 10-31-25

SHEET **RR4**

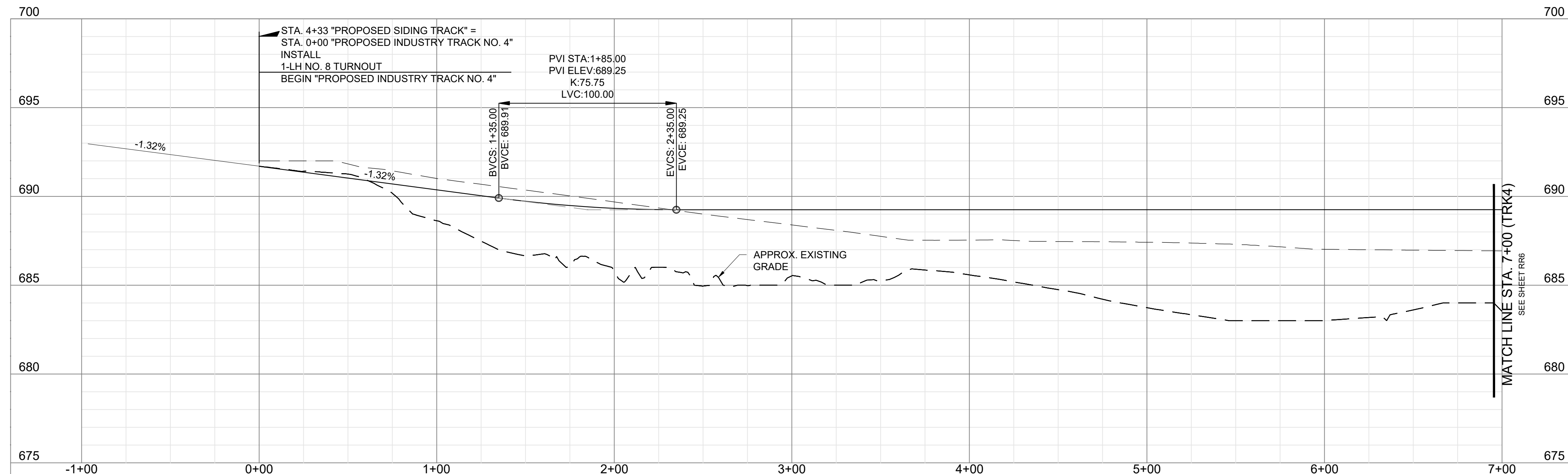
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DESIGNER DKH
REVIEWER KCW

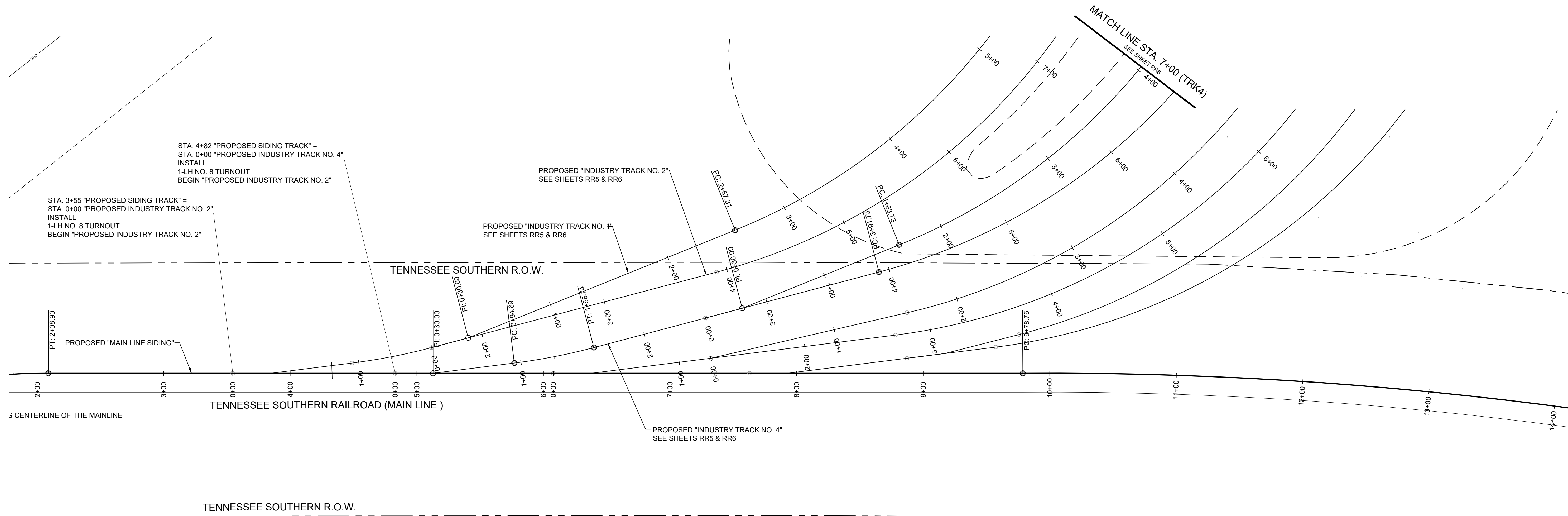
PROJECT 23-040

DATE 10-31-25

SHEET RR5



PROPOSED INDUSTRY TRACK NO. 4 - PROFILE



PURPOSE FOR ISSUE: AGENCY REVIEW



SCALE: 1"=40'

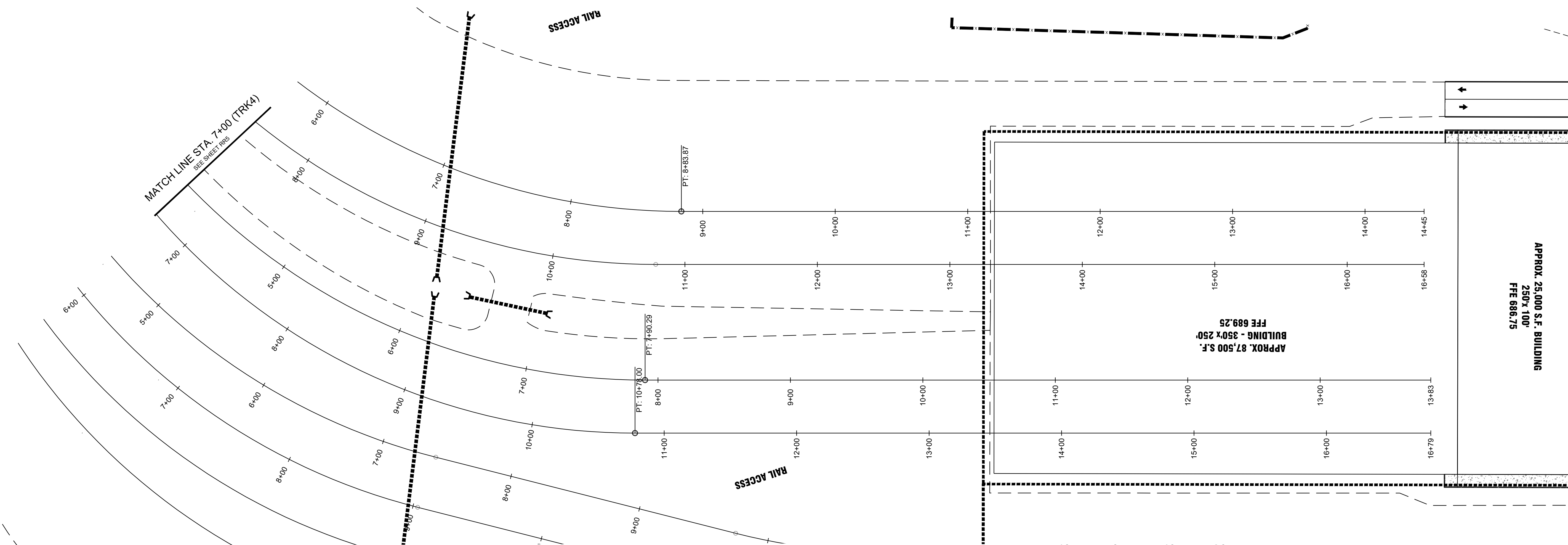
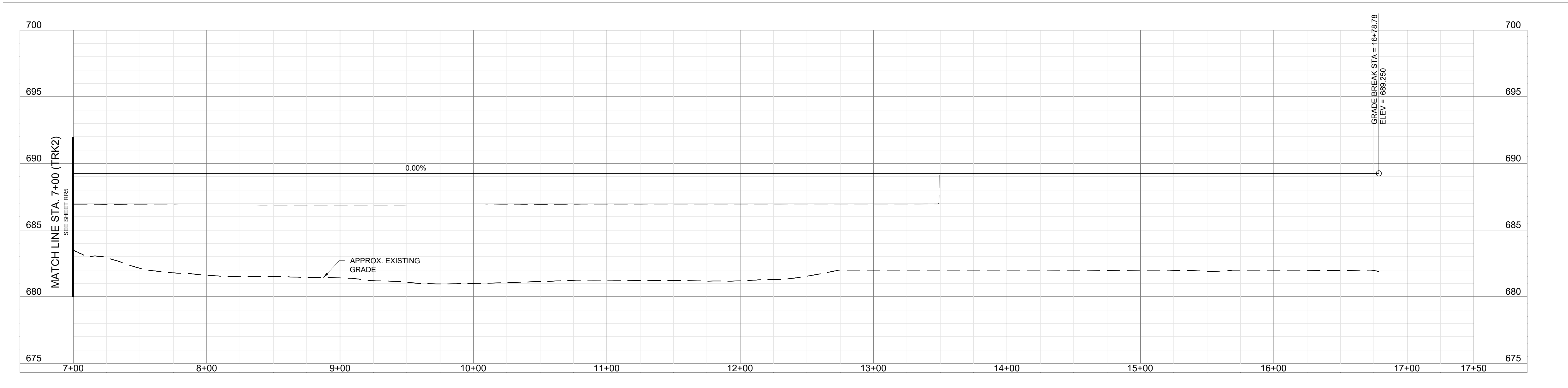
REVISIONS	
NO.	DESCRIPTION

DESIGNER DKH
REVIEWER KCW

PROJECT 23-040

DATE 10-31-25

SHEET RR6

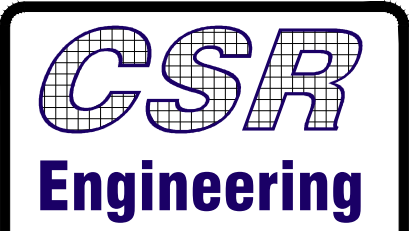


PURPOSE FOR ISSUE: AGENCY REVIEW



SCALE: 1"=40'

FUTURE SHEET FOR CONSTRUCTION

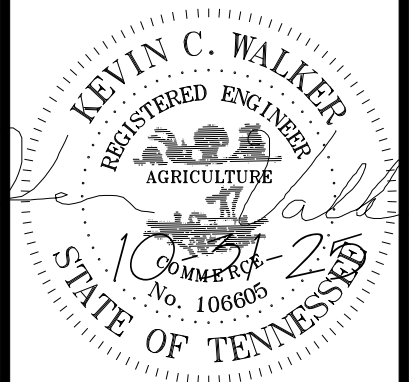


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PROPOSED TRACK 2 - PROFILE
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MAURY COUNTY



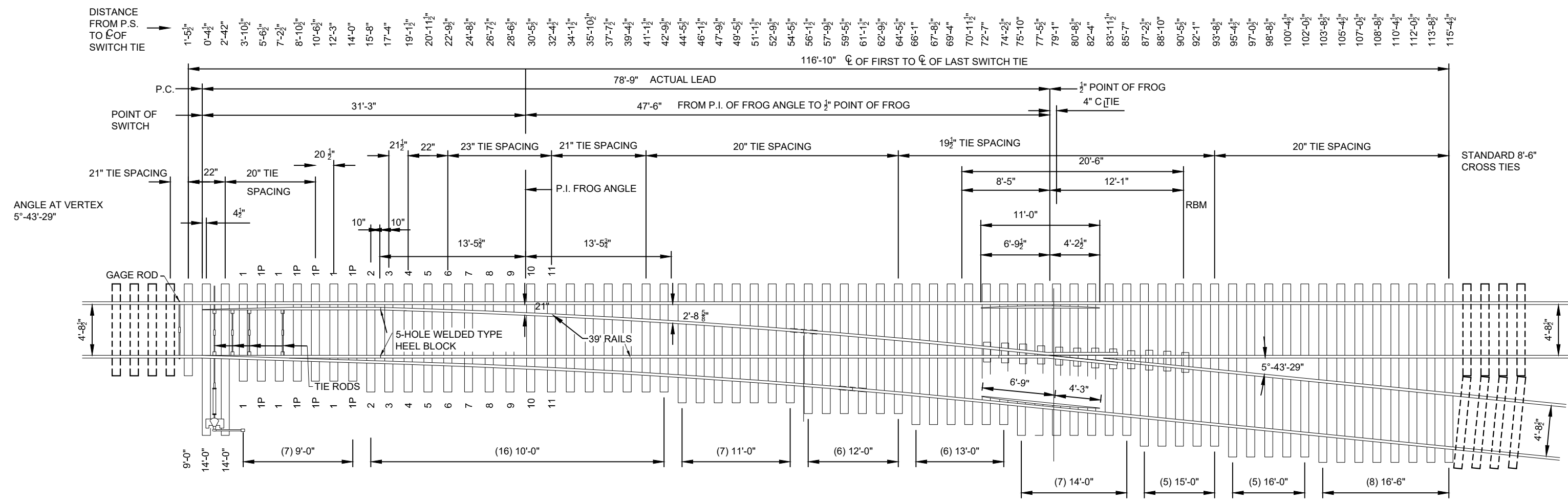
REVISIONS			DESCRIPTION
NO.	DATE	BY	

DESIGNER DKH
REVIEWER KCW

PROJECT 23-040

DATE 10-31-25

SHEET RR7

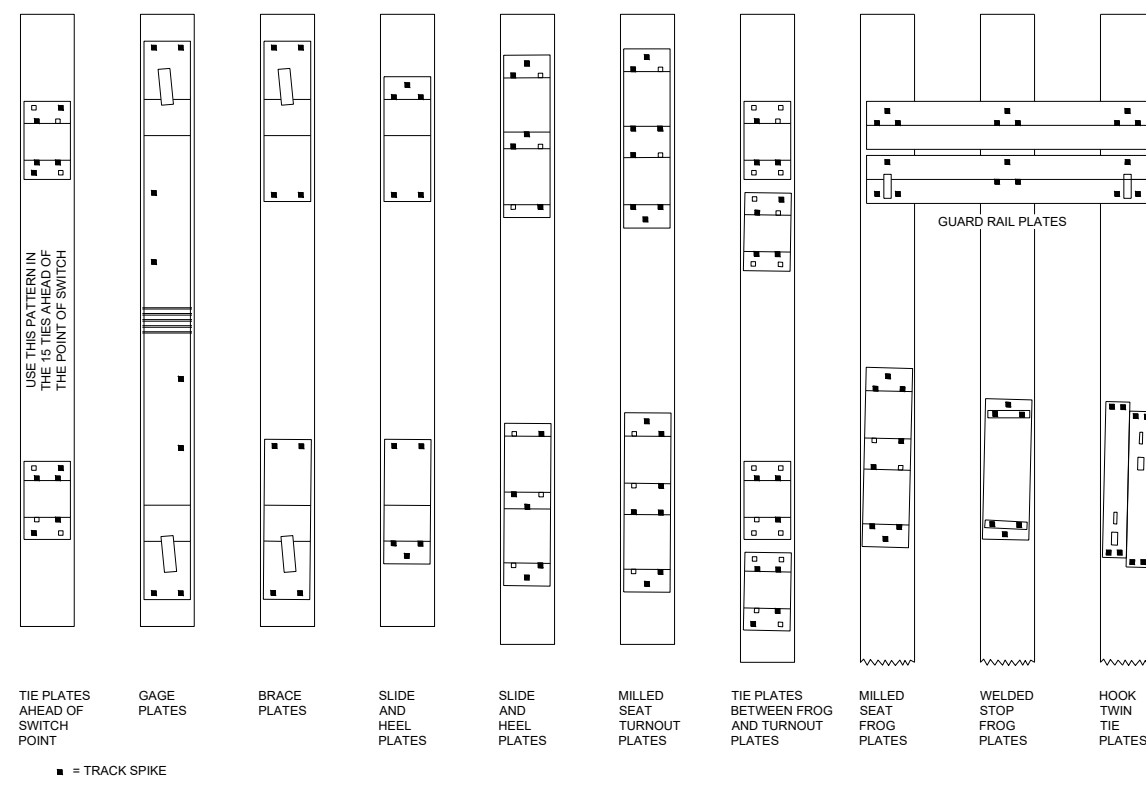


NO. 10 TURNOUT W/ A 16'-6" SWITCH

TURNOUT DATA				BILL OF SWITCH TIES				BILL OF TRACK MATERIAL	
FROG	NUMBER	RBH	SMSG	LENGTH	TURNOUT ONLY	CROSSOVER	QUANTITY	DESCRIPTION	1
SWITCH	TOTAL LENGTH	10	10	20'-6"	11'-4"	15'-0"	1	NO. 10 RAILBOUND MANGANESE STEEL FROG, COMPLETE PER AREMA.	1
	TOE LENGTH	8'-5"	3'-9"	9'-0"	8	16	16	GUARDRAILS, COMPLETE, PER AREMA FOR TURNOUTS WITH RBM FROG ONLY.	2
	HEEL LENGTH	12'-1"	7'-7"	10'-0"	16	32	32	39'-0" STRAIGHT STOCK RAIL	1
	TOE SPREAD	9"	9"	11'-0"	7	14	14	39'-0" BENT STOCK RAIL	1
	HEEL SPREAD	15'-7"	4'	12'-0"	6	12	12	16'-0" STRAIGHT SPLIT SWITCH, COMPLETE, PER AREMA WITH UNIFORM RISERS.	1
	ANGLE	5'-43'-29"	13'-0"	6	12	12		TIE PLATES	154
	LENGTH OF SWITCH POINT	16'-6"	14'-0"	7	22	14		KEGS, TRACK SPIKES	3
	HEEL SPREAD	6 1/2"	14'-0" (DAPPED)	2	4	4		JOINTS, COMPLETE	11
	SWITCH ANGLE	1'-44'-11"	15'-0"	5	10	17		INSULATED JOINTS, COMPLETE AS REQUIRED	2
	THICKNESS OF POINT	1"	16'-0"	5	0	7		ANCHORS	400
SWITCH	VERT. DISTANCE	8 1/2"	16'-6"	8	0	0		115# RAIL AS REQUIRED TO COMPLETE TURNOUT	1
	ACTUAL LEAD	78'-9"	TOTAL NO.	70	122	128			
	RADIUS OF CENTERLINE	779.39	BOARD MEAS.	4588.5	7539	8090.25			
	DEGREE OF CURVE	7'-21'-24"	6'-6"						
PT. TO PT. OF CURVE				ALL SWITCH TIES ARE 7'-9"					
STRAIGHT CLOSURE LENGTH				A TOTAL OF 7 TIES 15'-0" REQUIRED FOR TURNOUT IF HAND OPERATED STAND IS USED.					
CURVED CLOSURE LENGTH									

WORKMANSHIP AND MATERIALS, INCLUDING BEVELING AND HARDENING RAIL ENDS, SHALL BE PER CURRENT AREA SPECIFICATIONS.

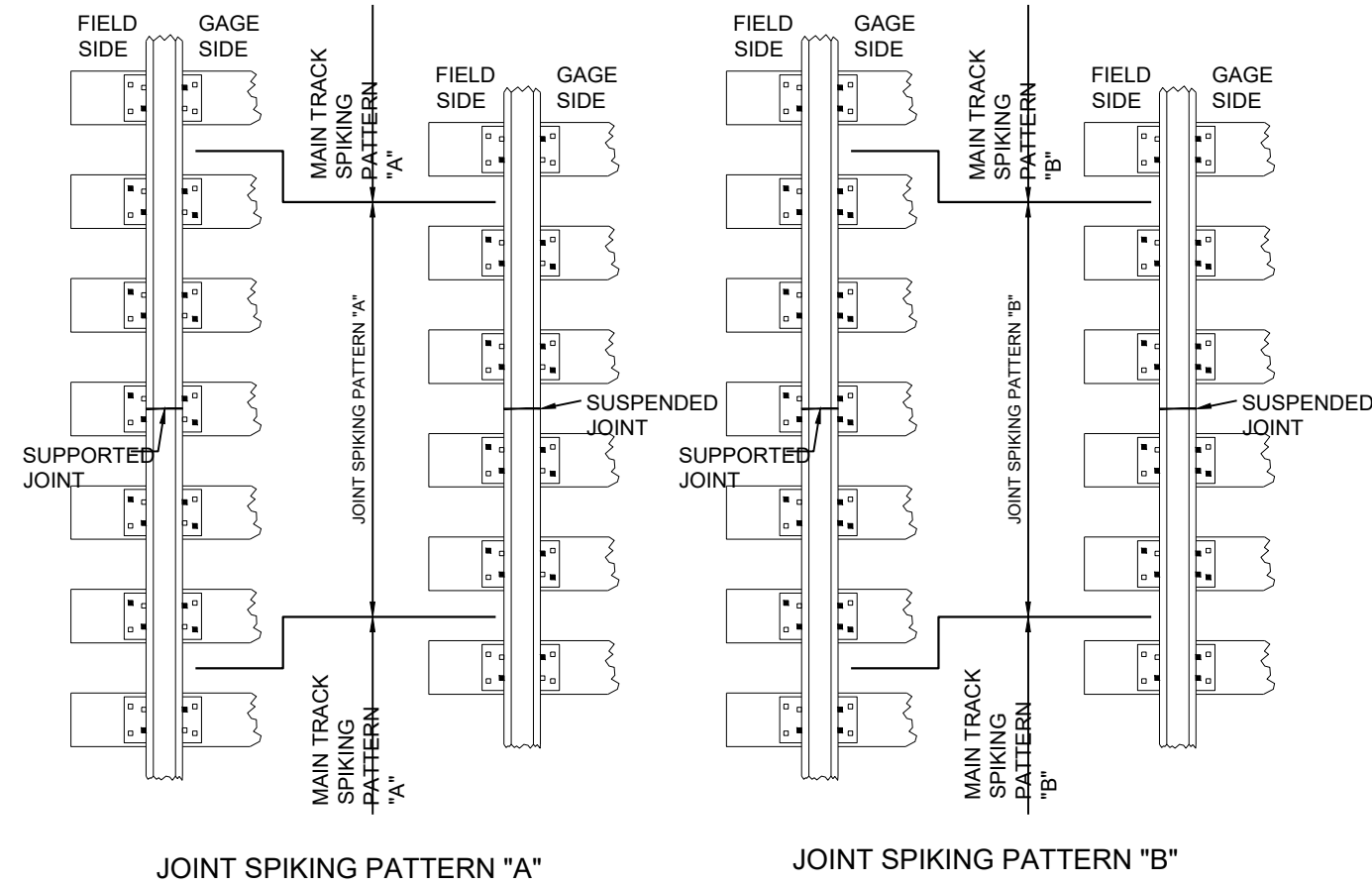
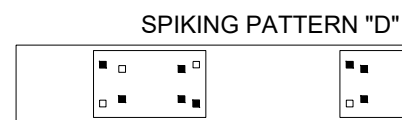
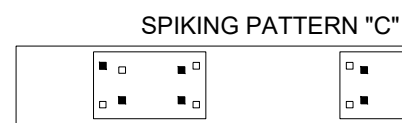
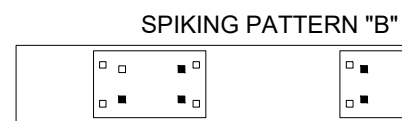
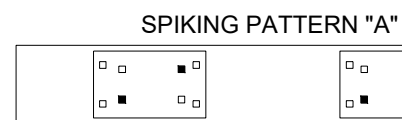
SINCE THE ALLOWABLE VARIATION IN STANDARD LENGTHS OF RAILS, FROGS AND SWITCH POINTS IS GREATER THAN THE NORMAL EXPANSION GAPS AT RAIL JOINTS AND THICKNESS OF FIBRE END POST IN INSULATED JOINTS, NO ALLOWANCE HAS BEEN MADE FOR EXPANSION GAPS AND FIBRE END POSTS IN COMPUTING LENGTHS OF RAIL SHOWN.



NOTE: CONE NECK LAG SCREWS MAY BE USED IN GAGE PLATES IN PLACE OF TRACK SPIKES.

SPIKE TIE PLATES PAST GUARD RAIL THE SAME AS TIE PLATES BETWEEN FROG AND TURNOUT PLATES UNTIL END OF MILLED SEAT FROG PLATES IS REACHED. THEN RESUME NORMAL PATTERN.

TRACK TYPE, TRACK ALIGNMENT AND TRACK SPEED	SPIKES PER TIE PLATE	SPIKING PATTERN
MAIN TRACKS AND SIDINGS		
TANGENTS AND CURVES LESS THAN 2 DEGREE WITH SPEED UP TO 45 MPH	2	A
TANGENTS AND CURVES LESS THAN 2 DEGREE WITH SPEED GREATER THAN 45 MPH	3	B
CURVES 2 DEGREE AND OVER BUT LESS THAN 6 DEGREE	4	C
CURVES OVER 6 DEGREE	5	D
SIDE TRACKS - SPEEDS UP TO 25 MPH		
TANGENTS AND CURVES LESS THAN 2 DEGREE	2	A
CURVES 2 DEGREE AND OVER BUT LESS THAN 12 DEGREE	3	B
CURVES OVER 12 DEGREE	4	C
SIDE TRACKS - SPEEDS GREATER THAN 25 MPH		
TANGENTS AND CURVES LESS THAN 2 DEGREE	2	A
CURVES 2 DEGREE AND OVER BUT LESS THAN 4 DEGREE	3	B
CURVES OVER 4 DEGREE	4	C



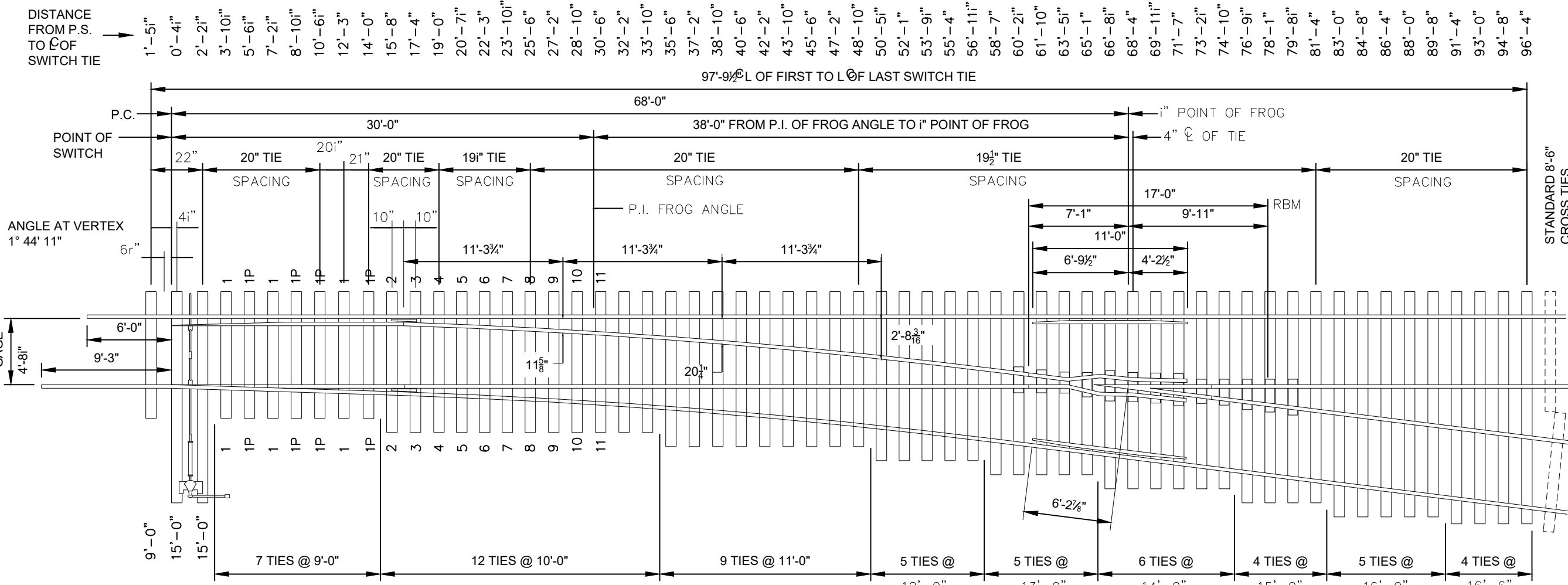
JOINT SPIKING PATTERN "A"

JOINT SPIKING PATTERN "B"

MAIN TRACK - A TRACK, OTHER THAN AUXILIARY TRACK, EXTENDING THROUGH YARDS AND BETWEEN STATIONS, UPON WHICH TRAINS ARE OPERATED IN BOTH DIRECTIONS WITH TRUCK SPECIAL INSTRUCTIONS FOR THE MEETING OR PASSING OF TRAINS.

JOINT SPIKING PATTERN "A" USED WITH MAIN TRACK SPIKING PATTERN "A".

JOINT SPIKING PATTERN "B" USED WITH MAIN TRACK SPIKING PATTERN "B", "C" AND "D".

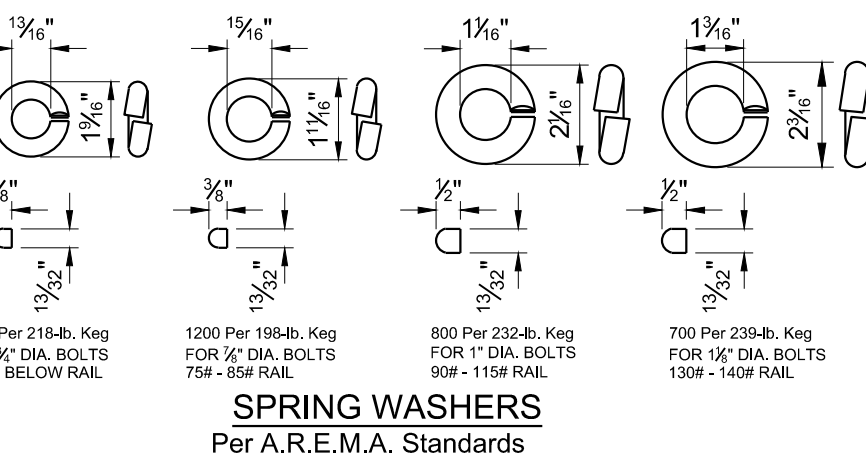


PLAN OF RIGHT HAND NO. 8 TURNOUT WITH A 16'-6" SWITCH

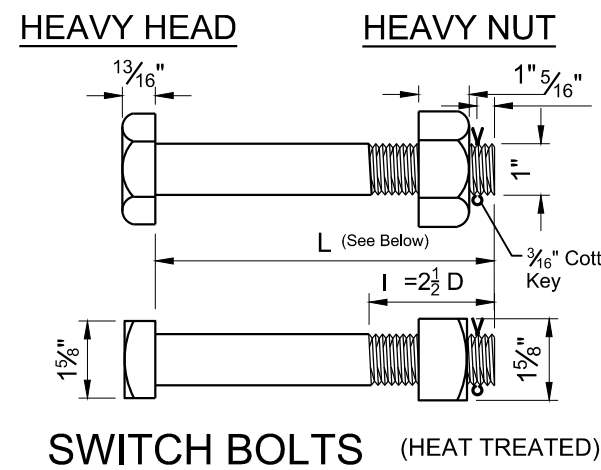
TURNOUT DATA				BILL OF SWITCH TIES				BILL OF TRACK MATERIAL	
FROG	NUMBER	RBH	SMSG	LENGTH	TURNOUT ONLY	CROSSOVER	QUANTITY	DESCRIPTION	1
SWITCH	TOTAL LENGTH	17'-0"	8'-11"	7'-1"	2'-11"	15'-0"	1	NO. 8 RAILBOUND MANGANESE STEEL FROG, COMPLETE PER AREMA OR SOLID MANGANESE STEEL SELF GUARDED FROG, COMPLETE, PER AREMA	1
	TOE LENGTH	9'-11"	6'-0"	9'-0"	8	16	16	GUARDRAILS, COMPLETE PER AREMA FOR TURNOUTS WITH RBM FROG ONLY	2
	HEEL LENGTH	9'-11"	6'-0"	10'-0"	12	24	24	39'-0" STRAIGHT STOCK RAIL	1
	TOE SPREAD	10"	3"	11'-0"	9	18	18	39'-0" BENT STOCK RAIL	1
	HEEL SPREAD	15'-9"	9"	12'-0"	5	10	10	16'-0" STRAIGHT SPLIT SWITCH, COMPLETE, WITH UNIFORM RISERS	1
	ANGLE	7'-9'-10"	13'-0"	5	12	12		TIE PLATES	120
	LENGTH OF SWITCH POINT	16'-6"	14'-0"	6	16	12		KEGS, TRACK SPIKES	2
	HEEL SPREAD	6 1/2"	14'-0" (DAPPED)	0	4	4		JOINTS, COMPLETE	10
	SWITCH ANGLE	1'-44'-11"	15'-0"	6	8	6		INSULATED JOINTS, COMPLETE IF REQUIRED	2
	THICKNESS OF POINT	1"	16'-0"	5	0	9		ANCHORS	300
SWITCH	VERT. DISTANCE	8 1/2"	16'-6"	4	0	0			
	ACTUAL LEAD	68'-0"	TOTAL NO.	60	108	109			
	RADIUS OF CENTERLINE	462.73	BOARD MEAS.	3864	6625.5	7087.5			
	DEGREE OF CURVE	12' 24' 20"	6'-2 1/2"						
PT. TO PT. OF CURVE				ALL SWITCH TIES ARE 7'-9"					
STRAIGHT CLOSURE LENGTH				# 7? TOTAL OF DAPPED TIES 14'-0" REPLACES A 15'-0" TIES REQUIRED FOR TURNOUT IF MACHINE OPERATED.					
CURVED CLOSURE LENGTH									

WORKMANSHIP AND MATERIALS, INCLUDING BEVELING AND HARDENING RAIL ENDS, SHALL BE PER CURRENT AREMA SPECIFICATIONS.

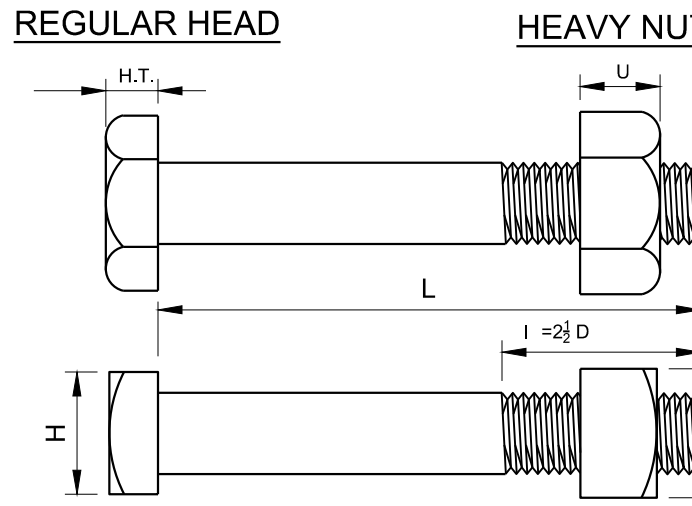
SINCE THE ALLOWABLE VARIATION IN STANDARD LENGTHS OF RAILS, FROGS AND SWITCH POINTS IS GREATER THAN THE NORMAL EXPANSION GAPS AT RAIL JOINTS AND THICKNESS OF FIBRE END POST IN INSULATED JOINTS, NO ALLOWANCE HAS BEEN MADE FOR EXPANSION GAPS AND FIBRE END POSTS IN COMPUTING LENGTHS OF RAIL SHOWN.



SPRING WASHERS Per A.R.E.M.A. Standards



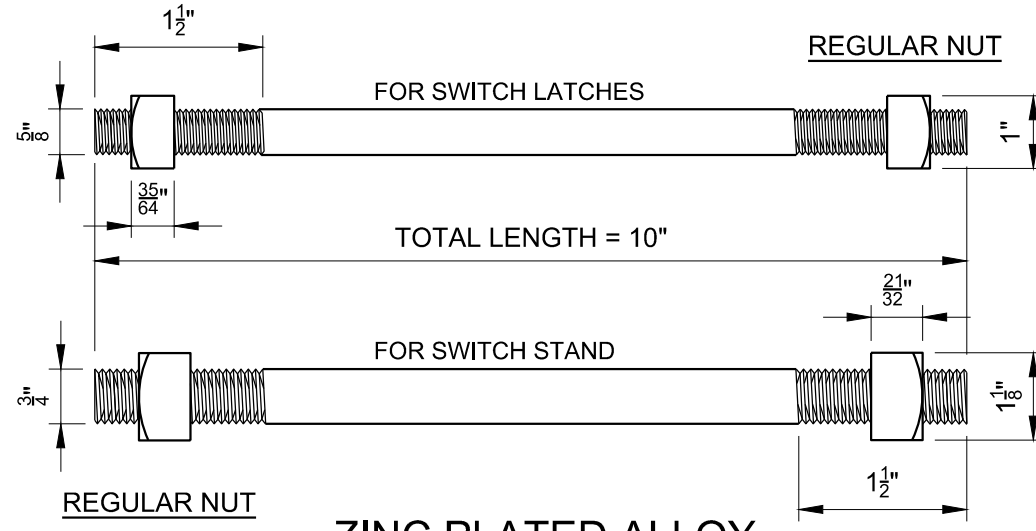
SWITCH BOLTS	
1"	For No. 1 Tie Bar with Reinforcing Strap
1"x5"	For Tie Bar with Basket Connection
1"x4 1/2"	For Other Tie Bars



FROG BOLTS (HEAT TREATED)	
WT. OF RAIL	NUTS
60 TO 70#	2"
75#	1"
80 TO 85#	1 1/2"
100#	1 1/2"
112 TO 132#	1 1/2"

DIMENSIONS OF TRACK BOLTS	
# RAIL	BOLTS
115	1"
70	3/4"
75-80-85	3/4"
90	1"
110-12-115	1"
130	1 1/2"
131-132	1 1/2"

*115-lb. rail made by Portac, Inc. Templet 115 T4 dated May 3, 1968 requires 5 1/2" long bolts.



ZINC PLATED ALLOY DOUBLE THREADED STUD

Note: Lock Washer and Flat Washer to be included in the installation.

SPECIFICATIONS

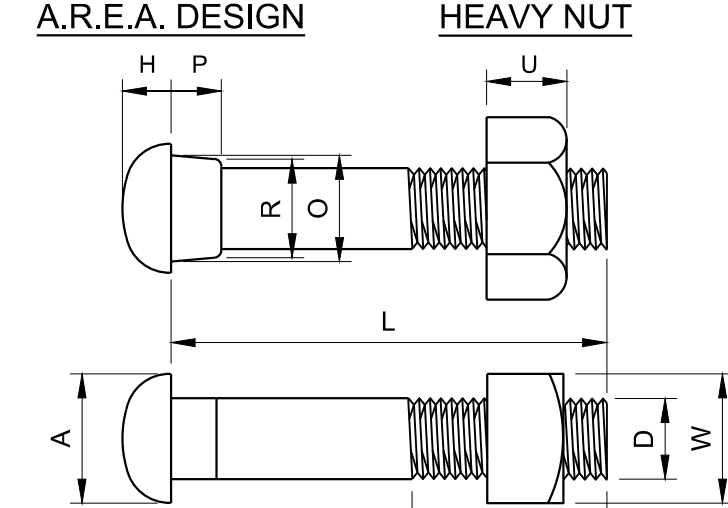
HEAT TREATED BOLTS: Steel in bolts to conform to A.R.E.M.A. current Specifications and A.S.T.M. A-163-66 for Heat Treated Track Bolts, Carbon Steel. Bolt head and nuts to be American Standard Heavy, Unfinished, square washer crowned. (Exceptions noted below). Nuts to be untreated, with carbon content of 0.40 to 0.55. Bolts to have American Standard Coarse Screw Threads, Tables B1.1, latest issue, Class 2 fit, either cut or rolled.

GENERAL: Bolt lengths (L) to vary by steps of 1/2" up to length of 6", by steps of 1/2" for lengths over 6". Thread length (L) to conform to American Institute of Bolts, Nut and Rivet Manufacturers Standard tables: 2 1/2 times diameter of bolts, Except Track Bolts.

NOTES: "American Standard" refers to standards approved by the American Standards Association and adopted by the American Institute of Bolt, Nut and Rivet Manufacturers as established practice.

Frog bolt heads to be Am. Std. Regular, Unfinished, square, washer crowned. Track bolt heads to be A.R.E.M.A. design. Thread fit to be free fit, except that the fit must be finger free. Yet in all cases the nut when tested on a full size bolt shall meet a minimum stripping strength equal to the minimum yield strength of the bolt.

Number of Bolts and Lock Nuts shown Per container is approximate and may vary somewhat.



TRACK BOLTS (HEAT TREATED)

BOLTS FOR SWITCH HEEL BLOCK

SQ. HEAD H.T. BOLTS FOR SWITCH HEEL BLOCK	
# RAIL	LENGTH OF SWITCH
85-LB.	15'-0"
90-LB.	16'-6"
100-LB.	15'-0"
100-LB.	24'-0"
115-LB.	16'-6"
115-LB.	22'-0"
132-LB.	11'-0"
132-LB.	13'-0"
132-LB.	16'-6"
132-LB.	22'-0"
132-LB.	39'-0"

REVISIONS		DESCRIPTION	
NO.	DATE	BY	

DESIGNER DKH
REVIEWER KCW

PROJECT 23-040

DATE 10-31-25

SHEET RR8