



11/20/25

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Jesse Hoover Digitally signed by Jesse Hoover
Date: 2025.11.20 14:22:42 -06'00'

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TENNESSEE DEPARTMENT OF TRANSPORTATION
6601 CENTENNIAL BLVD.
NASHVILLE, TN 37243
JESSE HOOVER, P.E. NO.120378

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

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS.....	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS.....	2A
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A1
GENERAL NOTES.....	2B
SPECIAL NOTES.....	2C
ENVIRONMENTAL NOTES.....	2D, 2D1

YEAR	PROJECT NO.	SHEET NO.
2026	STP-50(83)	ROADWAY-SIGN1

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**SIGNATURE
SHEET**

11-NOV-2025 11:14
\\TDOT03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2026\Maury Co. SR-50 L.M. 16.57 - 24.00\0-131239-00-Roadway-Sign1.sht

INDEX OF SHEETS
SEE SHEET NO. 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

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

TENN.	YEAR	SHEET NO.
	2026	1
FED. AID PROJ. NO.	STP-50(83)	
STATE PROJ. NO.	60S050-F8-002	

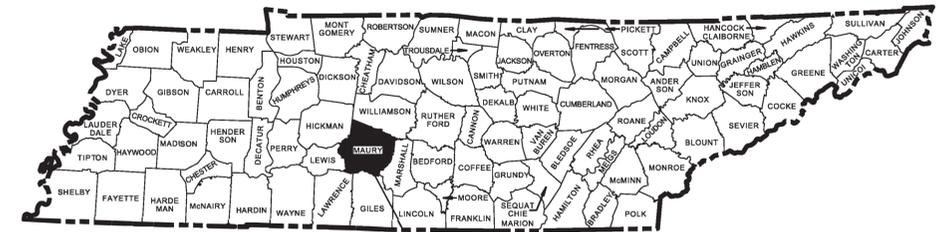
MAURY COUNTY

STATE ROUTE 50
FROM PARK PLUSE DRIVE (L.M. 16.57)
TO NEAR SEAVY HIGHT ROAD (L.M. 24.05)

RESURFACING

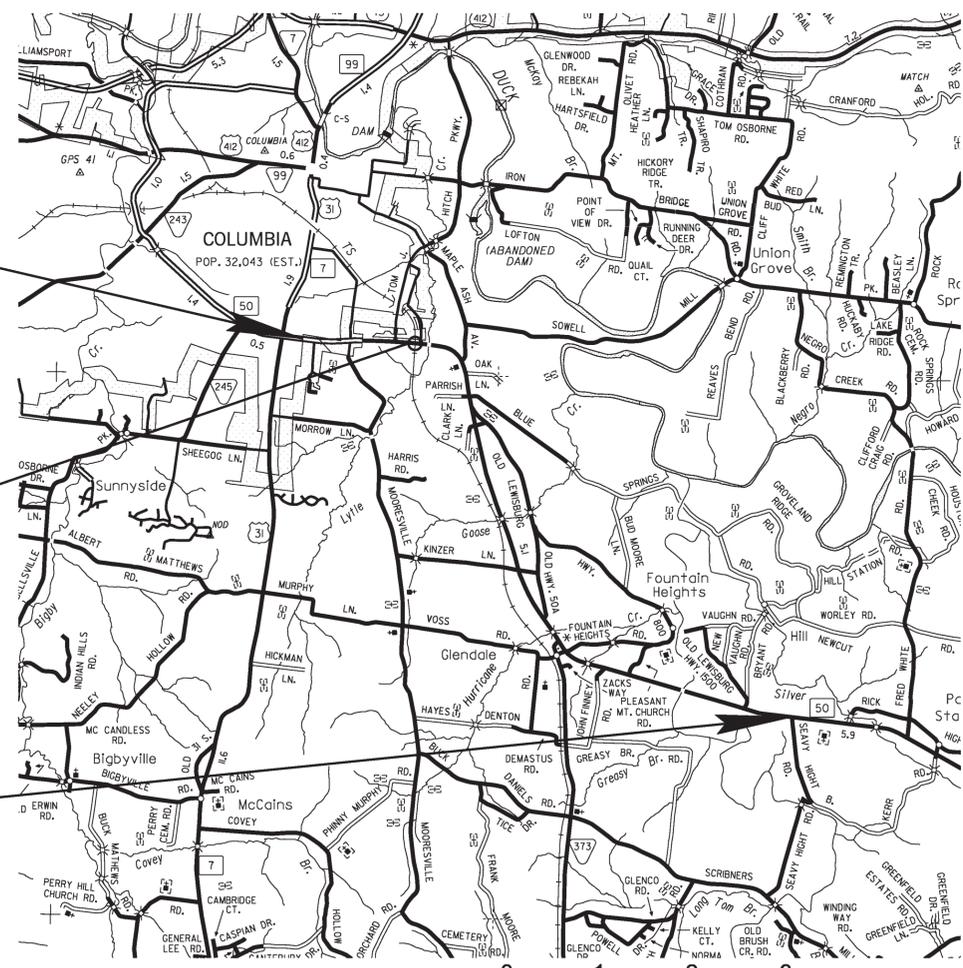
COLD PLANING, 411D RESURFACING, AND PAVEMENT MARKING

STATE HIGHWAY NO. 50 F.A.H.S. NO. N/A



PROJECT LOCATION
BRIDGE ID. # 60SR0500027

NO EXCLUSIONS



60S050-F8-002
BEGIN PROJECT NO. STP-50(83) RESURFACE
L.M. 16.57

TSRR # [350569H] AT GRADE CROSSING
TSRR M.P. 234.40
L.M. 17.64

60S050-F8-002
END PROJECT NO. STP-50(83) RESURFACE
L.M. 24.055

SPECIAL NOTES

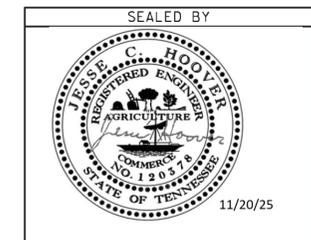
PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

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

TDOT PROJECT MANAGER : KONNER SPRADLIN, P.E.
DESIGNER : ADHAM DALLOU, P.E. CHECKED BY : ZHIWAR RASHID, P.E.
P.E. NO. 98034-4299-04 (DESIGN)
PIN NO. 131239.00

PROJECT LENGTH 7.48 MILES
TOTAL LANE MILES RESURFACED 16.49 MILES

TRAFFIC DATA	
ADT (2026)	21,012
POSTED SPEED	
L.M. 16.570 - 17.820	45 MPH
L.M. 17.02 - 24.055	55 MPH



APPROVED: *Shane Hester*
SHANE HESTER, CHIEF ENGINEER
DATE: _____
APPROVED: *Will Reid*
WILL REID, COMMISSIONER

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	1A

ROADWAY INDEX

SHEET NAME	SHEET NO.
SIGNATURE SHEET	ROADWAY-SIGN1
TITLE SHEET	1
ROADWAY INDEX AND STANDARD DRAWINGS	1A
ESTIMATED ROADWAY QUANTITIES	2
TYPICAL SECTIONS	2A
TYPICAL SECTIONS AND PAVEMENT SCHEDULE	2A1
GENERAL NOTES	2B
SPECIAL NOTES	2C
ENVIRONMENTAL NOTES	2D, 2D1
PAVEMENT MARKING IMPROVEMENTS	2E-2E4
RAILROAD SIGNING DETAILS	2F

NOTES:
 THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS
 NO PROJECT COMMITMENTS SHEETS INCLUDED IN THIS SET OF PLANS
 NO UTILITY SHEETS

STANDARD ROADWAY DRAWINGS

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

STANDARD TRAFFIC DESIGN DRAWINGS

DWG.	REV.	DESCRIPTION
DESIGN - TRAFFIC CONTROL		
T-M-1	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-24-25	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	01-24-25	MARKING STANDARDS FOR TRAFFIC ISLANDS, PAVED SHOULDERS AND MEDIANS FOR CONVENTIONAL ROADS
T-M-4	01-24-25	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-4A	01-24-25	STANDARD UNSIGNALIZED MID-BLOCK CROSSING
T-M-6	01-24-25	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGE
T-M-15	01-24-25	ASPHALT SHOULDER RUMBLE STRIP INSTALLATION DETAILS FOR INTERSTATE AND ACCESS CONTROLLED ROUTES
T-M-16	01-24-25	RUMBLE STRIPE INSTALLATION LAYOUT
T-M-16A	01-24-25	RUMBLE STRIPE DETAILS FOR EDGE OF PAVEMENT AND CENTERLINE
T-WZ-10	03-26-25	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-11	03-26-25	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS
T-WZ-40	03-26-25	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-26-25	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-42	03-26-25	CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-60	03-26-25	FREEWAY RESURFACING SIGNING PROCEDURES
T-WZ-FAB1	03-26-25	FLASHING YELLOW ARROW BOARD
SIGNS		
T-S-9	07-30-25	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	07-30-25	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-30-25	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-16	07-30-25	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-20	07-30-25	SIGN DETAILS
SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3	07-11-17	STANDARD NOTES AND DETAILS OF INDUCTIVE LOOPS
RAILROAD CROSSING		
T-RR-1	11-01-11	TYPICAL PAVEMENT MARKING AT RAILROAD ACTIVE HIGHWAY GRADE CROSSINGS AND RAILROAD ADVANCE WARNING SIGN

SEALED BY



11/20/25

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**ROADWAY INDEX
AND STANDARD
DRAWINGS**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2

ESTIMATED ROADWAY QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY 60S050-F8-002
(1)(2)	208-01.05 BROOMING & DEGRASSING SHOULDERS	L.M.	15.52
(1)	303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1957
(3)	307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	200
(4)	403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	92
	411-01.07 ACS MIX (PG64-22) GRADING E SHOULDER	TON	5858
(5)	411-02.10 ACS MIX(PG70-22) GRADING D	TON	8175
	411-12.02 SCORING SHOULDERS (NON-CONTINUOUS) (16IN WIDTH)	L.M.	12
(14)	411-12.03 SCORING FOR RUMBLE STRIPE (NON-CONTINUOUS) (8IN WIDTH)	L.M.	0.5
(6)	415-01.01 COLD PLANING BITUMINOUS PAVEMENT	TON	16174
(7)	712-01 TRAFFIC CONTROL	LS	1
	712-04.01 FLEXIBLE DRUMS (CHANNELIZING)	EACH	93
(8) (13)	712-06 SIGNS (CONSTRUCTION)	S.F.	2493
	712-08.03 ARROW BOARD (TYPE C)	EACH	2
(12)	713-15.36 REMOVE SIGN, SUPPORT & FOOTING	EACH	2
(12)	713-16.09 RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	3
(12)	713-16.20 SIGNS (R1-1, STOP SIGN, 36"x36")	EACH	1
	713-16.21 SIGNS (W10-1, GRADE CROSSING ADVANC WARNING SIGN)	EACH	2
	713-16.22 SIGNS (W10-4, RAIL GRADE CROSSING WARNING)	EACH	1
	716-01.21 SNOWPLOWABLE RAISED PAVEMENT MARKERS (BI-DIR) (1 COLOR)	EACH	562
	716-01.22 SNOWPLOWABLE RAISED PAVEMENT MARKERS (MONO-DIR)(1 COLOR)	EACH	10
	716-01.30 REMOVAL OF SNOWPLOWABLE REFLECTIVE MARKER	EACH	572
(9)	716-02.04 PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	289
(9)	716-02.05 PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	222
(9)	716-02.06 PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	6
(9)	716-02.08 PLASTIC PAVEMENT MARKING (8" DOTTED LINE)	L.F.	814
(9)	716-02.11 PLASTIC PAVEMENT MARKING (6" DOTTED LINE)	L.F.	507
(9)	716-02.12 PLASTIC PAVEMENT MARKING (8IN LINE)	L.M.	0.13
(9)	716-03.02 PLASTIC WORD PAVEMENT MARKING (RXR)	EACH	2
(9)	716-04.12 PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	96
	716-04.14 PLASTIC PAVEMENT MARKING (LANE REDUCTION ARROW)	EACH	2
(10)	716-05.20 PAINTED PAVEMENT MARKING (6" LINE)	L.M.	26
(11)	716-12.02 ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	26
	717-01 MOBILIZATION	LS	1
(15)	730-14.02 SAW SLOT	L.F.	1036
(15)	730-14.03 LOOP WIRE	L.F.	2272

FOOTNOTES

- (1) TO BE USED AS DIRECTED BY THE ENGINEER.
- (2) NO DIRT OR DEBRIS WILL BE LEFT ON THE SHOULDERS. SHOULDERS SHOULD BE CLIPPED AS DIRECTED BY THE ENGINEER TO ALLOW FOR PROPER DRAINAGE. THIS WORK TO BE PERFORMED BEFORE ALL OTHER OPERATIONS.
- (3) TO BE USED FOR SPOT REPAIR AND SPOT LEVELING.
- (4) INCLUDES 1.5 TONS FOR PRIVATE DRIVES, CITY STREETS, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES. 1 TON FOR ADDITIONAL RAMP PM SR343 LOCATIONS.
- (5) INCLUDES 197 TONS FOR PRIVATE DRIVES, CITY STREETS, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES. AND 166 TONS FOR ADDITIONAL RAMPS TO AND FROM SR-373 AND THE FIRST 200 LF OF SR343.
- (6) INCLUDES 195 TONS FOR PRIVATE DRIVES, CITY STREETS, COUNTY ROADS, FIELD ENTRANCES, AND BUSINESS ENTRANCES. 3,948 ADDITIONAL TONS FOR SPOT REPAIRS. AND 164 TONS FOR ADDITIONAL RAMP ON SR343.
- (7) THE CONTRACTOR SHALL COMPLY WITH SECTION 712 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION REGARDING TEMPORARY TRAFFIC CONTROL AND THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (8) IN THE EVENT THAT A CONSTRUCTION AND/OR REGULATORY SIGN IS TEMPORARILY DESIGNATED NOT IN USE DURING THE CONSTRUCTION PHASE OF A PROJECT, THE CONTRACTOR SHALL CHOOSE A SIGN COVERING METHOD APPROVED BY THE ENGINEER TEMPORARY SIGN COVERINGS SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 712-06 SIGNS (CONSTRUCTION).
- (9) THE CONTRACTOR MAY ELECT TO SUBSTITUTE PREFORMED PLASTIC FOR THERMOPLASTIC. PREFORMED PLASTIC SHALL BE PAID FOR AT THE SAME UNIT PRICE AS BID FOR THERMOPLASTIC.
- (10) TO BE USED FOR TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS.
- (11) TO BE USED AS PERMANENT PAVEMENT MARKINGS FOR THE EDGELINE AND CENTERLINE. CENTERLINE STRIPING BASED ON 45 % PASSING, 27 % NO PASS ON ONE SIDE, AND 28% NO PASS ON BOTH SIDES. INCLUDING THE RAMP ON SR343
- (12) SEE SHEET 2F RAILROAD SIGNING DETAILS
- (13) THE CONTRACTOR IS RESPONSIBLE FOR THE STAKING OF THE CONSTRUCTION SIGNS.
- (14) TO BE USED FOR INSIDE SHOULDERS FROM L.M. 16.570 TO L.M. 16.846
- (15) TO BE USED FOR SIDE ROAD MOORESVILLE PK AT L.M. 16.940

ADDITIONAL COLD PLANING FOR SPOT REPAIR

LOCATION (L.M.)	LENGTH (FT)	WIDTH (FT)	DEPTH (IN)	REPLACEMENT MIX	415-01.01 TONS	COMMENTS
16.67	36.5	25	1.5	411D	8.0	CROSSOVER IN MULTI-LANE SECTION
16.85	52.4	25	1.5	411D	11.5	CROSSOVER IN MULTI-LANE SECTION
17.03	37.5	25	1.5	411D	8.2	CROSSOVER IN MULTI-LANE SECTION
17.98 TO 18.24	1373	12	1.5 - 3	411D	216.2	SEE NOTE BELOW
21.7 TO 22.92	6442	24	3	411D	2705.6	SEE NOTE BELOW
23.6 TO 24.05	2376	24	3	411D	997.9	SEE NOTE BELOW
TOTAL					3,948	

A 1.25" OVERLAY WAS PLACED ON THIS ROADWAY FROM LM 21.70 TO 22.92 AND LM 23.60 TO 24.05 ON 07/22/25. THIS SECTION WILL REQUIRE A 3" MILLING DEPTH IN ORDER TO REMOVE THE NEW OVERLAY AND ORIGINAL 1.25" SURFACE. ONLY A 1.25" SURFACE COURSE WILL BE PLACED ALONG THIS SECTION TO MATCH THE GRADE OF THE REST OF THE ROADWAY SURFACE.

TRAFFIC CONTROL SIGN TABULATION (RESURFACING)

M.U.T.C.D. SIGN NO.	LEGEND \ DESCRIPTION	SIZE IN INCHES		S.F.	TOTAL NUMBER REQUIRED	ITEM NO. 712-06 S.F.
		L	x W			
G20-1	ROAD WORK NEXT 8 MILES	64"	x 24"	11	2	21
G20-2	END ROAD WORK	48"	x 24"	8	24	192
W4-2R	RIGHT LANE ENDS	48"	x 48"	16	4	64
W4-2L	LEFT LANE ENDS	48"	x 48"	16	4	64
W8-11	UNEVEN LANES - PORTABLE	48"	x 48"	16	40	640
W8-15	GROOVED PAVEMENT - PORTABLE	48"	x 48"	16	40	640
W8-15P	MOTORCYCLE SYMBOL	30"	x 24"	5	40	200
W20-1	ROAD WORK AHEAD	48"	x 48"	16	22	352
W20-1	ROAD WORK 1 MILE	48"	x 48"	16	2	32
W20-1	ROAD WORK 1/2 MILE	48"	x 48"	16	2	32
W20-1	ROAD WORK 1000 FT	48"	x 48"	16	2	32
W20-4	ONE LANE ROAD 1000 FT - PORTABLE	48"	x 48"	16	2	32
W20-5R	RIGHT LANE CLOSED 1000 FT	48"	x 48"	16	4	64
W20-5L	LEFT LANE CLOSED 1000 FT	48"	x 48"	16	4	64
W20-7A	FLAGGER SYMBOL - PORTABLE	48"	x 48"	16	2	32
W21-2	FRESH OIL	48"	x 48"	16	2	32
TOTAL					2493	

OTHER SIGNS AS DIRECTED BY THE ENGINEER MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION AND WILL BE MEASURED AND PAID FOR AT THE UNIT BID PRICE. SEE CURRENT MUTCD FOR STANDARDS AND TYPICAL APPLICATIONS.

NO UTILITY ADJUSTMENTS INCLUDED ON THIS PROJECT

NO PROJECT COMMITMENTS INCLUDED ON THIS PROJECT

NO GUARDRAIL INCLUDED ON THIS PROJECT

BRIDGE DECK RECOMMENDATIONS (RESURFACING)

BRIDGE NUMBER	LOCATION LOG MILE	CROSSES OVER/UNDER	BRIDGE LENGTH	BRIDGE DECK RECOMMENDATIONS
60SR0500011	17.750	LYTLE CREEK	27'	PAVE WITH PLANS MIX/TREATMENT TYPE
60SR0500021	19.920	GOOSE CREEK	28'	PAVE WITH PLANS MIX/TREATMENT TYPE
60SR0500023	21.210	HURRICANE CREEK	61'	PAVE WITH PLANS MIX/TREATMENT TYPE
60SR0500025	21.840	BRANCH	26'	PAVE WITH PLANS MIX/TREATMENT TYPE
60SR0500027	22.780	FOUNTAIN CREEK	337'	COLD PLANE 1 1/4" OF THE EXISTING ASPHALT AND REPLACE WITH 1 1/4" OF NEW ASPHALT.

EXTRA WORK ON INTERSECTIONS

INTERSECTING ROADWAY	L.M.	LEFT	RIGHT	INFORMATION
TOM J. HITCH PKWY	17.43	X		TO BACK OF RADIUS
OAK LANE	18.326		X	TO BACK OF RADIUS
PARISH LANE	18.578	X		TO BACK OF RADIUS
SR-373 CULLEOKA HWY	21.33		X	TO BACK OF RADIUS

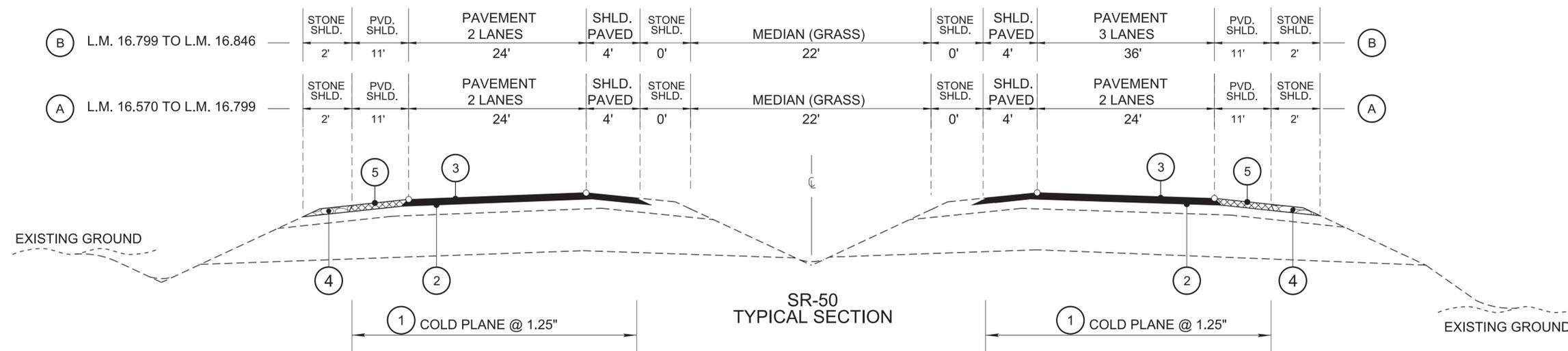
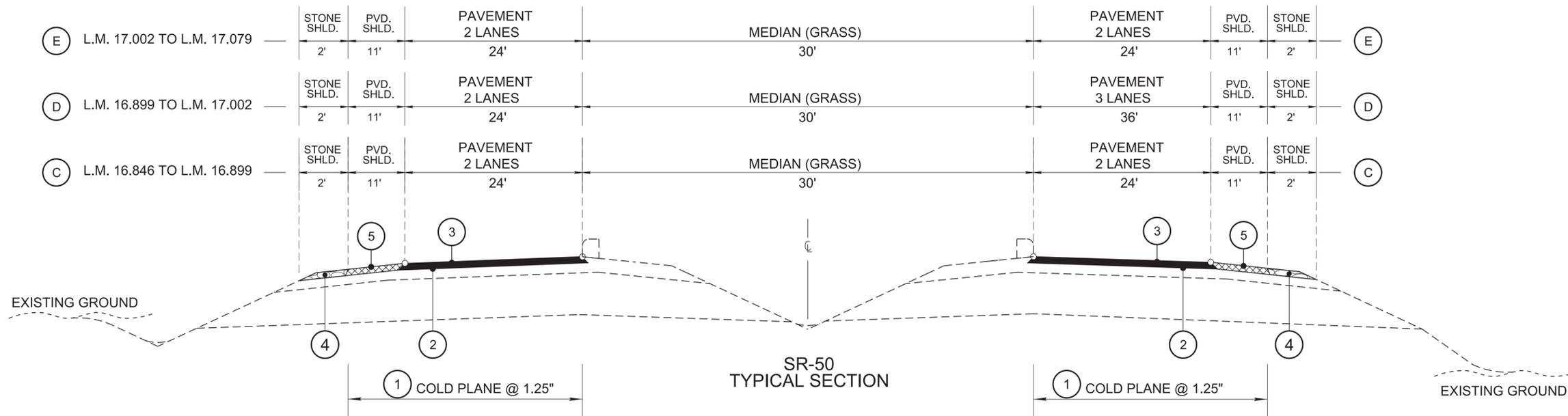
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED
ROADWAY
QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2A



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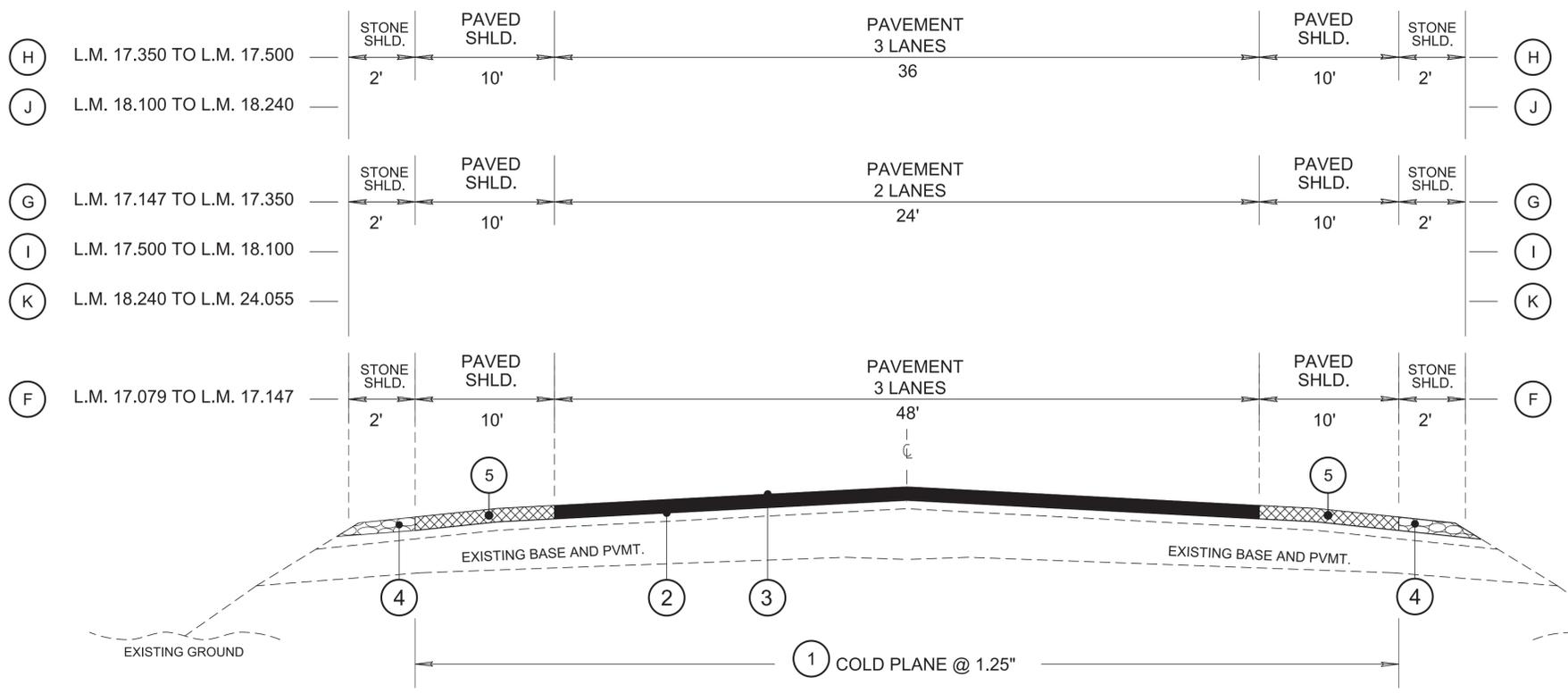
TYPICAL
SECTIONS

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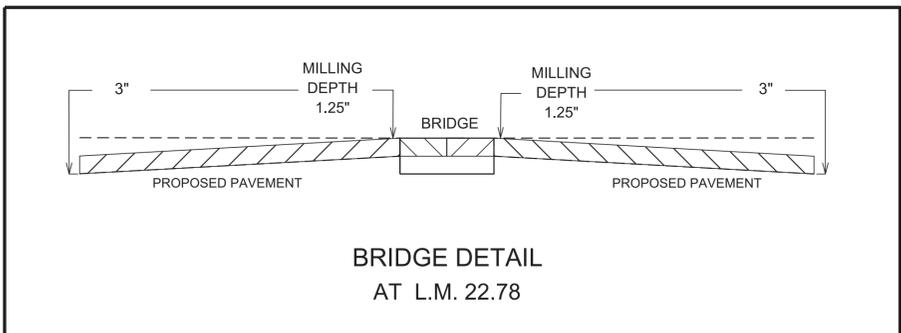
TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2A1

NOTE: THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANNING THE EXISTING ASPHALT OFF BRIDGE DECK, SO AS NOT TO DAMAGE THE EXISTING DECK SEALANT AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND / OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AT NO ADDITIONAL COST.

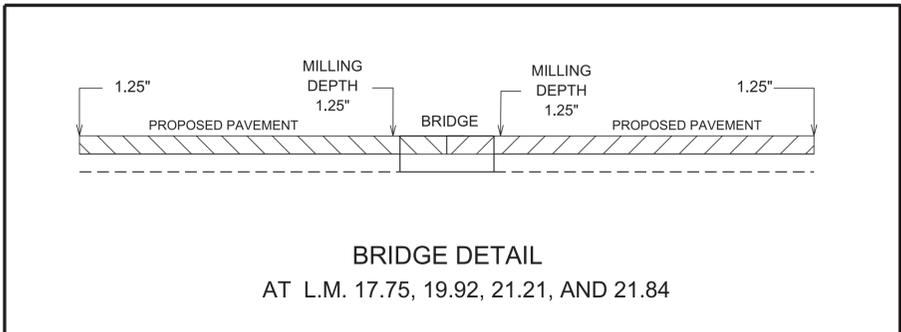
NOTE: PUBLIC ROAD INTERSECTIONS WILL BE RESURFACED TO THE END OF THE RADIUS OR AS DIRECTED BY THE TDOT ENGINEER.



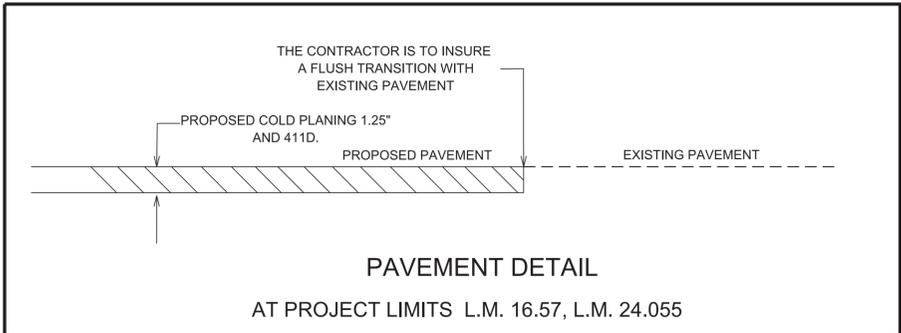
SR-50 TYPICAL SECTION



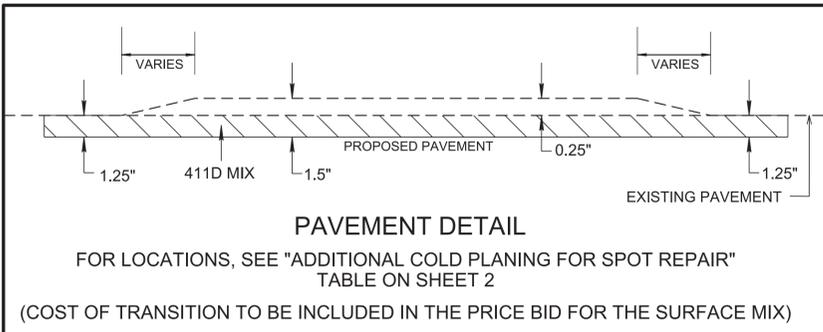
BRIDGE DETAIL AT L.M. 22.78



BRIDGE DETAIL AT L.M. 17.75, 19.92, 21.21, AND 21.84



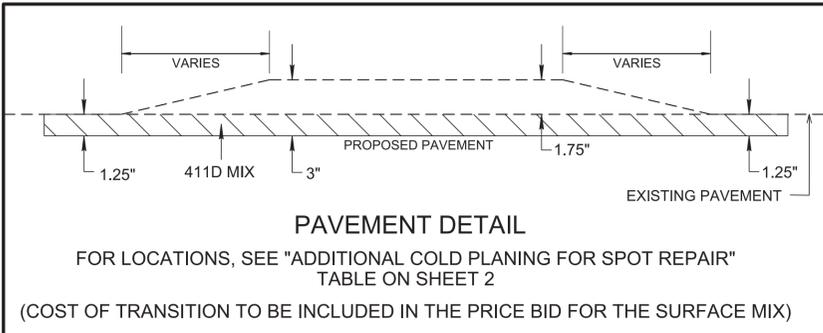
PAVEMENT DETAIL AT PROJECT LIMITS L.M. 16.57, L.M. 24.055



PAVEMENT DETAIL

FOR LOCATIONS, SEE "ADDITIONAL COLD PLANING FOR SPOT REPAIR" TABLE ON SHEET 2

(COST OF TRANSITION TO BE INCLUDED IN THE PRICE BID FOR THE SURFACE MIX)



PAVEMENT DETAIL

FOR LOCATIONS, SEE "ADDITIONAL COLD PLANING FOR SPOT REPAIR" TABLE ON SHEET 2

(COST OF TRANSITION TO BE INCLUDED IN THE PRICE BID FOR THE SURFACE MIX)

PROPOSED PAVEMENT SCHEDULE

- ① **COLD PLANING BITUMINOUS PAVEMENT @ 1.25" THICK (APPROX. 131.25 LB./S.Y.)**
415-01.01 COLD PLANING BITUMINOUS PAVEMENT
- ② **TACK COAT**
403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) AT 0.10 GALLONS/S.Y. SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
- ③ **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG70-22 GRADING "D" SURFACE @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)**
411-02.10 ACS MIX (PG70-22) GRADING "D"
- ④ **MINERAL AGGREGATE 2" THICK**
303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
- ⑤ **ASPHALTIC CONCRETE SURFACE (HOT MIX) PG64-22 GRADING "E" SHOULDERS @ 1.25" THICK (APPROX. 132.5 LB./S.Y.)**
411-01.07 ACS MIX (PG64-22) GRADING "E" SHOULDER

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DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND PAVEMENT SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2B

GENERAL NOTES

MISCELLANEOUS

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

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

FINAL PAVEMENT MARKING

- (6) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
 - a. BROOMING & DE-GRASSING SHOULDERS SHALL INCLUDE CLIPPING OF MATERIAL INTERFERING WITH PROPER DRAINAGE OF ROADWAY (INCLUDING PAVED AND GRAVEL SHOULDERS), AS DIRECTED BY THE ENGINEER.
 - b. ALL MATERIAL FROM CLIPPING, BROOMING AND DE-GRASSING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE ENGINEER.
 - c. ALL COSTS ASSOCIATED WITH PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.
 - d. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (8) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.
- (14) PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6IN LINE), L.M.

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

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

PAVEMENT

PAVING

- (2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

RESURFACING

- (4) WHERE DIRECTED BY THE TDOT ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.
- (6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.
- (9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY THE TDOT ENGINEER.

SIGNING

- (12) ALL SIGNS WHICH INTERFERE WITH CONSTRUCTION WILL BE RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH THE REGIONAL TRAFFIC ENGINEER PRIOR TO MOVING ANY PERMANENT SIGNS.
- (13) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE CONSTRUCTION FIELD OFFICE. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

SIGNALIZATION

- (7) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.
- (11) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.
- (12) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.
- (13) LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE IF A LEVELING COURSE IS PROVIDED.
- (14) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.
- (2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO. 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.
- (3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.
- (4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.
- (5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.
- (7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

SEALED BY



11/20/25

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**GENERAL
NOTES**

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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2C

SPECIAL NOTES

MISCELLANEOUS

- (1) THE CONTRACTOR SHALL TAKE EXTREME CARE WHEN WORKING AROUND EXISTING GUARDRAIL, HIGHWAY SIGNS, OR ANY DEPARTMENT OF TRANSPORTATION STRUCTURE TO AVOID DAMAGE DURING THE COURSE OF CONSTRUCTION. ANY DAMAGE WILL BE REPLACED OR REPAIRED AT HIS OWN EXPENSE.
- (2) THE CONTRACTOR SHOULD TAKE EXTREME CARE WHEN COLD PLANNING THE EXISTING ASPHALT OFF BRIDGE DECK, SO AS TO NOT DAMAGE THE EXISTING DECK, SEALANT, AND/OR EXPANSION JOINT MEMBERS (STEEL PLATES, BARS, AND/OR HEADERS). IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR NECESSARY REPAIRS ON ALL DAMAGED MEMBERS TO THE SATISFACTION OF THE PROJECT ENGINEER AND NO ADDITIONAL COST.

PAVEMENT MARKINGS

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

PAVEMENT

PAVING

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

RESURFACING

- (7) AFTER ANY COLD PLANING OPERATION, TEMPORARY STRIPING WILL BE REQUIRED BEFORE RETURNING TRAFFIC ONTO EXCAVATED ROADWAY.
- (8) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:
 - A. BROOMING & DEGRASSING SHALL INCLUDE NOTCHING THE GRAVEL SHOULDER PRIOR TO MILLING. THE NOTCH SHALL BE 1.5 IN DEEP AND 2 FT WIDE, OR AS DIRECTED BY THE TDOT PROJECT ENGINEER.
 - B. ALL MATERIAL FROM NOTCHING AND BROOMING SHOULDERS SHALL BE PICKED UP, REMOVED AND PROPERLY DISPOSED AS DIRECTED BY THE TDOT PROJECT ENGINEER.
 - C. ALL COSTS ASSOCIATED WITH NOTCHING, PICKING UP, REMOVAL AND PROPER DISPOSAL SHALL BE PAID FOR UNDER ITEM NO. 208-01.05.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

- (9) THE CONSTRUCTION SIGNS, FLAGMEN AND OTHER TRAFFIC CONTROL DEVICES WILL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- (10) ONE ADVANCE ROAD CONSTRUCTION AHEAD SIGN IS TO BE PLACED ON ALL SIDE ROADS PRIOR TO THEIR INTERSECTION WITH THE PROPOSED PROJECT. LOCATION TO BE DETERMINED IN THE FIELD BY THE ENGINEER OR CONTRACTORS SUPERINTENDENT.

WORK RESTRICTIONS

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

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

- (12) DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:
 1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES:
 - A. WARNING SIGNS, UNEVEN LANES (W8-11) AND/OR SHOULDER DROP OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM

SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

D. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND SHOULDER THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.

UTILITIES

- (13) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.

- (14) 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.

- (15) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

- (16) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

RAILROAD CROSSING NOTES (TSRR)

- (17) THE CONTRACTOR SHALL REPLACE ALL RR ADVANCE WARNING SIGNS, RXR PAVEMENT MARKINGS AND STOP LINES AT APPROACHES TO THIS GRADE CROSSING. THEY MUST SATISFY THE 2009 MUTCD STANDARDS AND REQUIREMENTS
- (18) ANY PAVEMENT PREPARATION, PAVEMENT INSTALLATION, PAVEMENT MARKINGS AND/OR RAILROAD WARNING SIGN INSTALLATION WITHIN 25- FEET OF THE NEAREST TENNESSEE SOUTHERN RAILROAD TRACK UTILIZING CONTRACTOR EQUIPMENT OR PERSONNEL WILL REQUIRE FULL TIME RAILROAD FLAGGING SERVICES OR AS OTHERWISE DETERMINED BY THE RAILROAD ONLY.
- (19) SEE AGREEMENT/STATE CONTRACT SPECIAL PROVISION 105C FOR WORK UP TO AND NEAR THE TENNESSEE SOUTHERN RAILROAD GRADE CROSSING REGARDING FLAGGING RULES AND INSURANCE REQUIREMENTS.

- (20) COLD PLANING AS CLOSE AS PRACTICAL TO THE FIELD SIDES OF THE CROSSING SURFACE, FOLLOWED BY RESURFACE UP TO AND LEVEL WITH THE TOP OF THE FIELD SIDES OF THE CROSSING SURFACE.

- (21) THE CROSSING SURFACE SHOULD BE ON THE SAME PLANE AS TENNESSEE SOUTHERN RAILROAD FOR A DISTANCE OF 30 INCHES OUTSIDE THE RAILS.

- (22) THE SURFACE OF THE HIGHWAY SHALL NOT BE MORE THAN 3 INCHES HIGHER OR LOWER THAN THE TOP OF THE NAME OF RAILROAD AT A POINT 30 FEET FROM THE RAIL, UNLESS SUPERELEVATION MAKES A DIFFERENT LEVEL APPROPRIATE.

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

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REGIONAL OPERATIONS MANAGER
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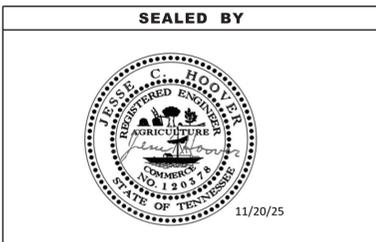
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SPECIAL NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2D

ENVIRONMENTAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

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

SPECIES

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

PERMITS, PLANS & RECORDS

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

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

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

ECOLOGY

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

SCOPE OF WORK

- (6) THE PROJECT INCLUDES COLD PLANING, PAVING, STRIPING, TRAFFIC CONTROL, PAVEMENT MARKINGS AND OTHER TASKS AS INDICATED IN THE PLANS OR AS DIRECTED BY TDOT ENGINEER.

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

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

SEDIMENT CONTROL

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

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

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

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

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11/20/25

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

ENVIRONMENTAL NOTES (CONTINUED)

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES (CONTINUED)

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2D1

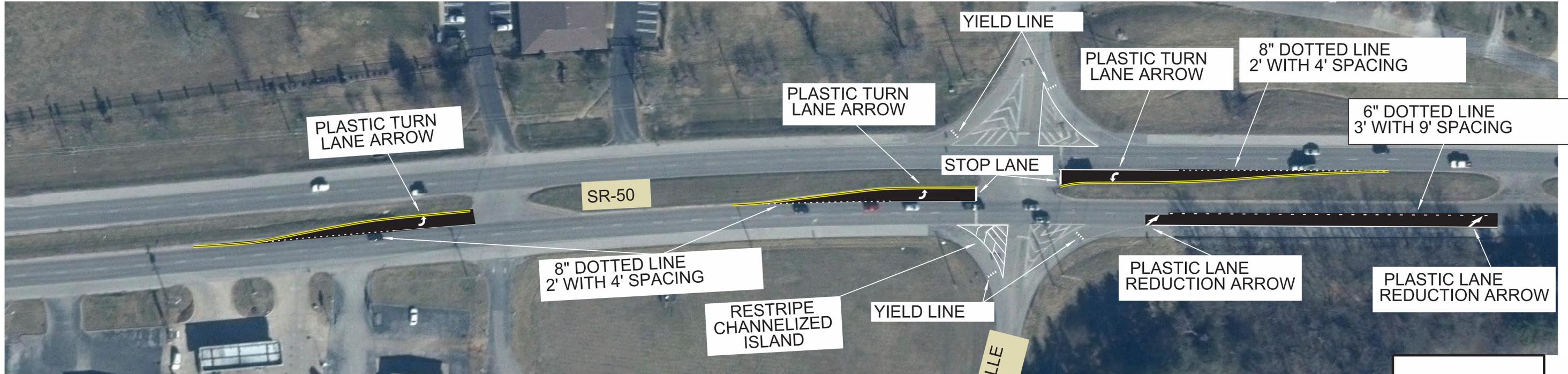
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL
NOTES

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2E



SR-50

MOORESVILLE
PIKE

STATE ROUTE 50
16.749-17.043
MAURY COUNTY

FOR
REFERENCE
ONLY

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REFERENCE STANDARD DRAWING
T-M-2, T-M-3, T-M-4

FOR REFERENCE ONLY
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

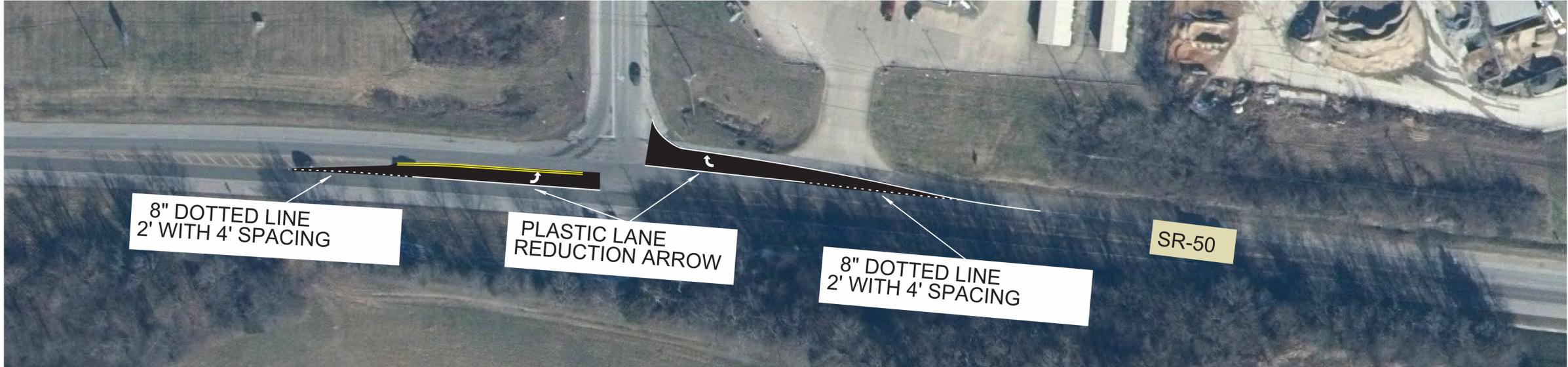
PAVEMENT
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TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2E1



8" DOTTED LINE
2' WITH 4' SPACING

PLASTIC LANE
REDUCTION ARROW

8" DOTTED LINE
2' WITH 4' SPACING

SR-50

STATE ROUTE 50
17.331-17.584
MAURY COUNTY

FOR
REFERENCE
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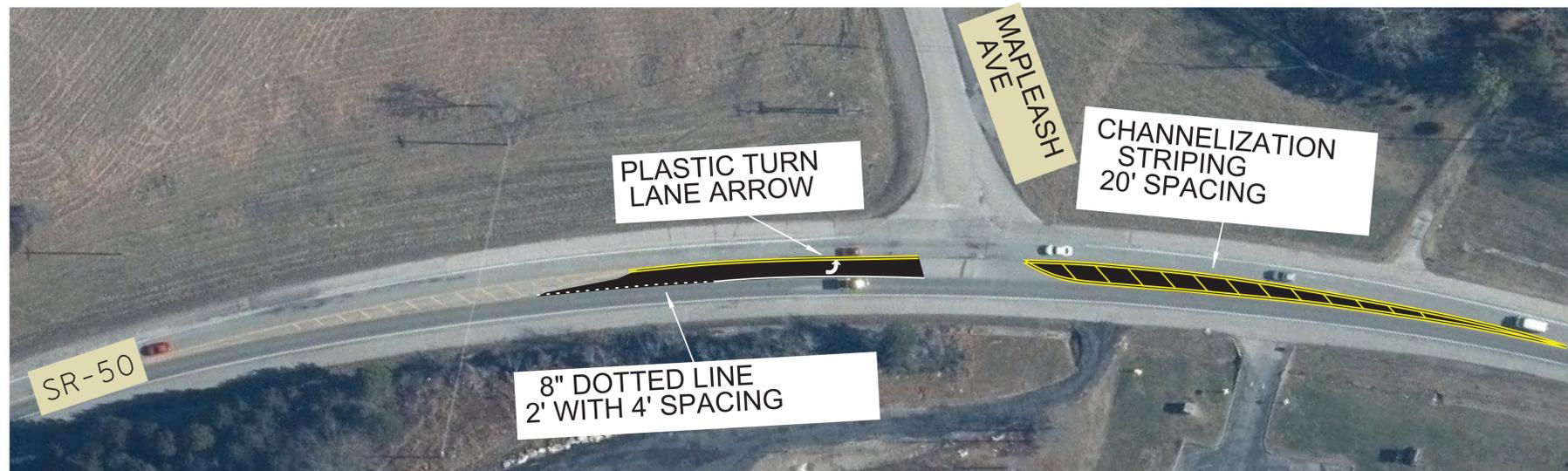
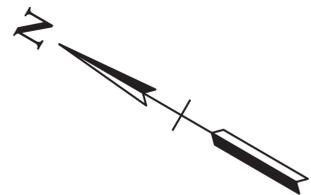
REFERENCE STANDARD DRAWING
T-M-4

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS
NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2E2



STATE ROUTE 50
18.075-18.257
MAURY COUNTY

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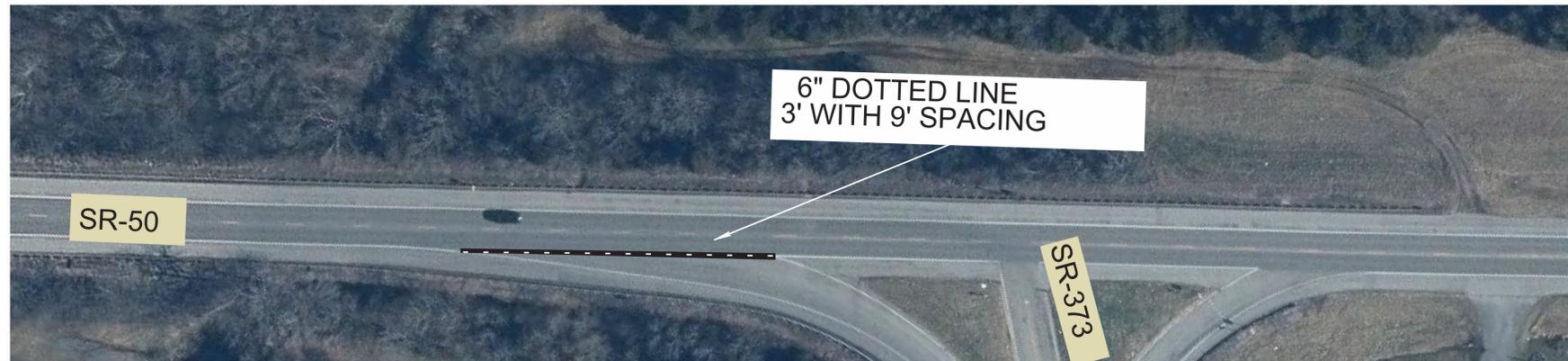
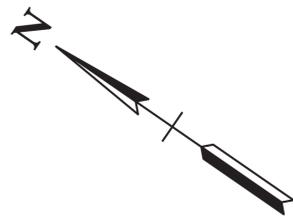
REFERENCE STANDARD DRAWING
T-M-3, T-M-4

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS
NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2E3



SR-50

SR-373

STATE ROUTE 50
21.232-21.40
MAURY COUNTY

FOR
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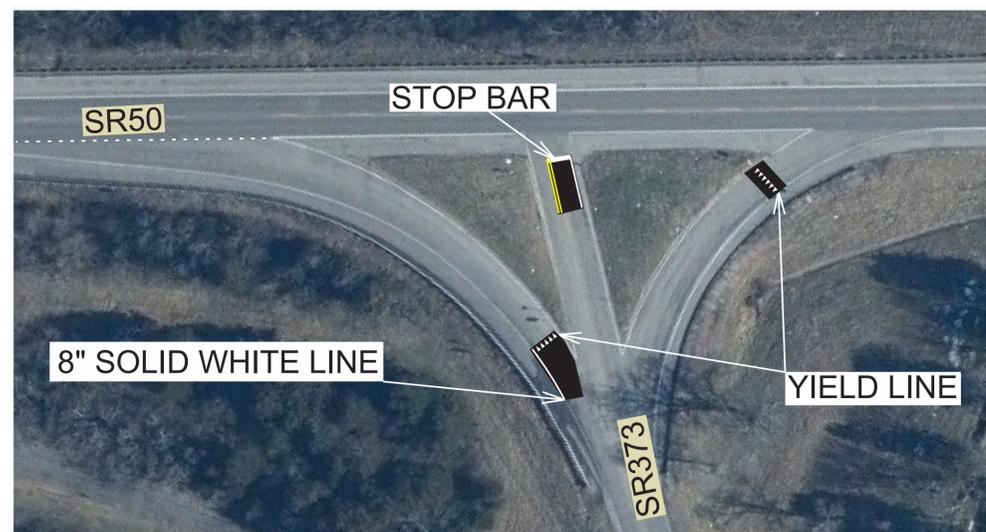
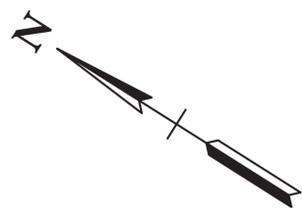
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T-M-6

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS
NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF	2026	STP-50(83)	2E4



STATE ROUTE 50
LOG MILE 21.33
MAURY COUNTY

STATE ROUTE 373
LOG MILE 0 - 0.052
MAURY COUNTY

FOR
REFERENCE
ONLY

SEALED BY

REFERENCE STANDARD DRAWING T-M-4A
AND
MUTCD SECTION 3B.06 & 3B.19

FOR REFERENCE ONLY
PROVIDED BY
TDOT REGION 3 TRAFFIC

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT
MARKING
IMPROVEMENTS
NOT TO SCALE

TYPE	YEAR	PROJECT NO.	SHEET NO.
RESURF.	2026	STP-50(83)	2F



6. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-4) ON THE SOUTHBOUND APPROACH ON POTTER DR (0A940) LOCATED APPROXIMATELY 100 FEET IN ADVANCE OF THE INTERSECTION WITH CAMPBELL BLVD (SR050) AS SPECIFIED BY TDOT STANDARD DRAWING T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURE 8B-4. INSTALL A 2-INCH YELLOW RETROREFLECTIVE STRIP TO THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.

4. REMOVE THE EXISTING ADVANCE WARNING SIGN (W10-1) ON THE WESTBOUND APPROACH ON CAMPBELL BLVD (SR050) LOCATED APPROXIMATELY 700 FEET IN ADVANCE OF THE CROSSING. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-1) ON THE WESTBOUND APPROACH ON CAMPBELL BLVD (SR050) ADJACENT TO THE NEW RXR PAVEMENT MARKING LOCATED APPROXIMATELY 325 FEET IN ADVANCE OF THE CROSSING AS SPECIFIED BY TDOT STANDARD DRAWINGS T-RR-1 AND T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURES 8B-4 AND 8B-6. INSTALL A 2-INCH WIDE YELLOW RETROREFLECTIVE STRIP ON THE FRONT OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.

7. INSTALL ONE (1) STOP SIGN ON SOUTHBOUND POTTER DR (0A940) AT THE INTERSECTION WITH CAMPBELL BLVD (SR050), ACCORDING TO THE MUTCD STANDARDS. INSTALL A 2-INCH RED RETROREFLECTIVE STRIP TO THE FRONT FACE OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.

8. INSTALL A WHITE STOP LINE ON THE SOUTHBOUND APPROACH ON POTTER DR (0A940) AT THE INTERSECTION WITH CAMPBELL BLVD (SR050), ACCORDING TO THE MUTCD STANDARDS.

CROSSING IDENTIFICATION #350569H



SR-50

SR-50

1. REMOVE THE EXISTING ADVANCE WARNING SIGN (W10-1) ON THE EASTBOUND APPROACH ON CAMPBELL BLVD (SR050) LOCATED APPROXIMATELY 700 FEET IN ADVANCE OF THE CROSSING. INSTALL ONE (1) NEW HIGHWAY-RAIL GRADE CROSSING ADVANCE WARNING SIGN (W10-1) ON THE EASTBOUND APPROACH ON CAMPBELL BLVD (SR050) ADJACENT TO THE NEW RXR PAVEMENT MARKING LOCATED APPROXIMATELY 325 FEET IN ADVANCE OF THE CROSSING AS SPECIFIED BY TDOT STANDARD DRAWINGS T-RR-1 AND T-S-16 AND IN ACCORDANCE WITH MUTCD SECTIONS 2C.05 AND 8B.06, TABLES 2C-4 AND 8B-1, AND FIGURES 8B-4 AND 8B-6. INSTALL A 2-INCH WIDE YELLOW RETROREFLECTIVE STRIP ON THE FRONT OF THE SIGNPOST IN ACCORDANCE WITH MUTCD SECTION 2A.21.

2. INSTALL NEW RXR PAVEMENT MARKINGS ON THE EASTBOUND APPROACH ON CAMPBELL BLVD (SR050) LOCATED APPROXIMATELY 325 FEET IN ADVANCE OF THE CROSSING AND ADJACENT TO THE NEW ADVANCED WARNING SIGN (W10-1) AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-1 AND IN ACCORDANCE WITH MUTCD SECTION 8B.27 AND FIGURES 8B6 AND 8B-7.

3. INSTALL NEW STOP LINES ON BOTH APPROACHES ON CAMPBELL BLVD (SR050) LOCATED APPROXIMATELY 8 FEET IN ADVANCE OF THE GATES BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-1 AND IN ACCORDANCE WITH MUTCD SECTION 8B.28 AND FIGURE 8B-6.

5. INSTALL NEW RXR PAVEMENT MARKINGS ON THE WESTBOUND APPROACH ON CAMPBELL BLVD (SR050) LOCATED APPROXIMATELY 325 FEET IN ADVANCE OF THE CROSSING AND ADJACENT TO THE NEW ADVANCED WARNING SIGN (W10-1) AS SPECIFIED BY TDOT STANDARD DRAWING T-RR-1 AND IN ACCORDANCE WITH MUTCD SECTION 8B.27 AND FIGURES 8B6 AND 8B-7.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RAILROAD
SIGNING
DETAILS

27-OCT-2025 09:28 \\TDOT\03NAS002.tdot.state.tn.us\03Shared\SURVEY\DESIGN\Resurfacing Plans\2026\Maury Co. SR-50 L.M. 16.57 - 24.00\4-131239-00-RRCrossing.sht