SEE SHEET IA FOR INDEX

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	IM-55-1(129)	
STATE PROJ. NO.	79005-2165-44	

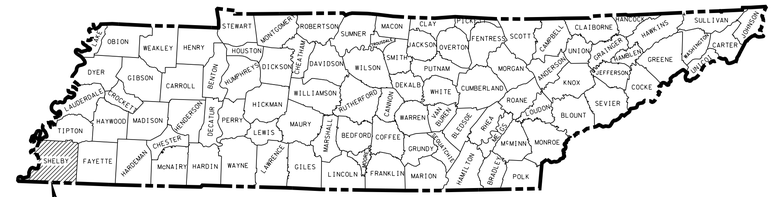
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

SHELBY COUNTY

I-55 / CRUMP BOULEVARD INTERCHANGE

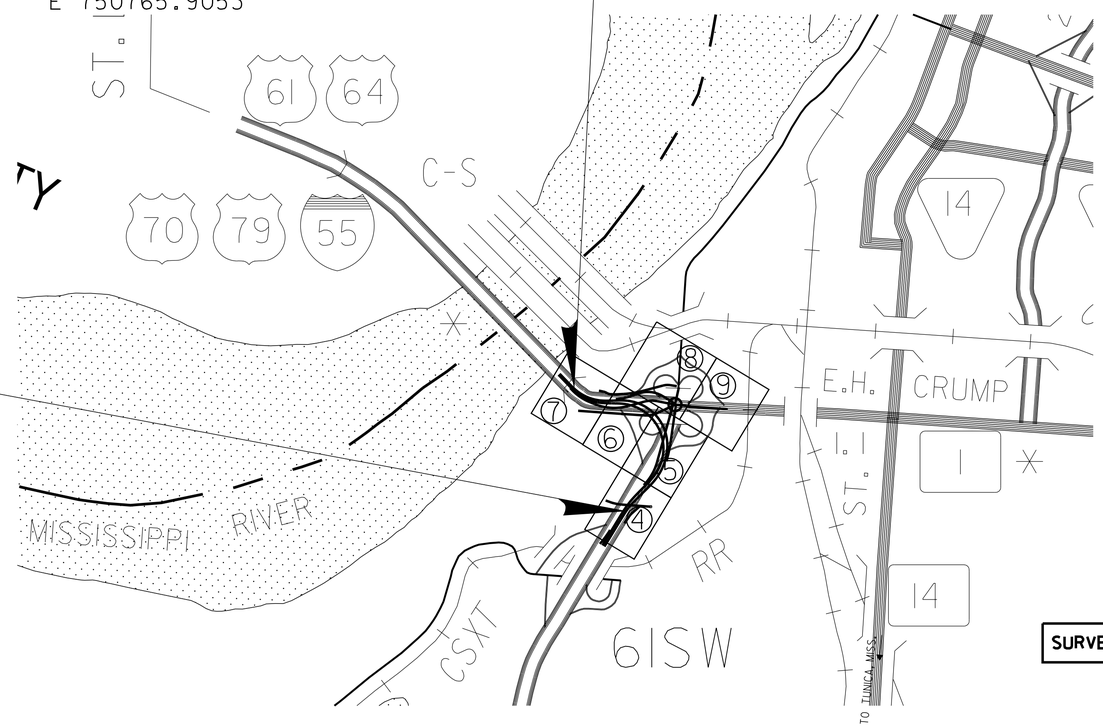
CONSTRUCTION

STATE HIGHWAY NO. 55 F.A.H.S. NO. 55



79005-2165-44
END PROJECT IM-55-1(129) (CONST.)
STA. 141+14.93 I-55 NORTHBOUND
N 313694.1514
E 750765.9053

79005-2165-44
BEGIN PROJECT IM-55-1(129) (CONST.)
STA. 102+00.00 I-55 NORTHBOUND
N 311295.1846
E 751533.2249



CONST. FIELD REVIEW

SEALED BY

APPROVED: Paul D. Degges
PAUL D. DEGGES, CHIEF ENGINEER

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

SURVEY DATE: MAY, 2012

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, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 1 OR
TDOT DESIGN MANAGER 1 JERRY G. HUGHES, SR.

DESIGNED BY PARSONS TRANSPORTATION GROUP
DESIGNER KEVIN ABEL CHECKED BY ROBERT MCIVOR

P.E. NO. 79005-1158-44

PIN NO. 101742.00

SCALE: 1"= 1320'

ROADWAY LENGTH 0.554 MILES
BRIDGE LENGTH 0.187 MILES
PROJECT LENGTH 0.741 MILES

TRAFFIC DATA	
ADT (2015)	60,330
ADT (2035)	84,450
DHV (2035)	6,642
D	55 - 45
T (ADT)	27 %
T (DHV)	18 %
V	50 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	1A

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STANDARD ROADWAY DRAWINGS

ROADWAY DESIGN STANDARDS

DWG. NO.	REV.	DESCRIPTION
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-1	10-26-94	STANDARD LEGEND
RD-L-2	09-05-01	STANDARD LEGEND FOR UTILITY INSTALLATIONS
RD-L-3	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-4	04-15-04	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
RD-L-5	05-01-08	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-6	03-30-10	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-7	05-24-12	STANDARD LEGEND FOR EROSION PREVENTION AND SEDIMENT CONTROL
RD-L-8		STANDARD LEGEND FOR NATURAL STREAM DESIGN
RD-UD-3	09-05-96	UNDERDRAIN DETAILS
RD-UD-4	05-27-01	UNDERDRAIN LATERAL DETAILS
RD-UD-7	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 3:1 & 4:1 SLOPES
RD-UD-9	12-18-94	LATERAL UNDERDRAIN ENDWALL DETAIL FOR 6:1 SLOPES
RD01-S-11	04-04-03	DESIGN AND CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT
RD01-S-11A	10-15-02	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD01-S-12	08-01-09	CLEAR ZONE CRITERIA
RD01-SA-1	10-15-02	SAFETY APPROACH TO UNDERPASSES GRADING DESIGN & SLOPE PROTECTION
RD01-SD-1		INTERSECTION SIGHT DISTANCE DESIGN AND GENERAL NOTES
T-L-1	02-15-07	STANDARD LIGHTING DETAILS - FOUNDATION
T-L-3	04-15-96	STANDARD LIGHTING DETAILS - PULL BOXES
T-M-1	11-01-11	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	01-15-13	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-3	09-19-91	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-6	06-22-12	MARKING DETAIL FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-7	01-12-12	GORE MARKING DETAILS FOR EXPRESSWAY & FREEWAY INTERCHANGES
T-M-8	01-12-12	MARKING DETAILS FOR EXPRESSWAYS & FREEWAYS
T-M-16	11-01-11	ASPHALT SHUOLDER RUMBLR STRIP INSTALLATION DETAILS FOR NON-ACCESS CONTROLLED ROUTES
T-PBR-1	06-30-09	INTERCONNECTED PORTABLE BARRIER RAIL
T-PBR-2	11-01-11	DETAIL FOR VERTICAL PANELS AND FLEXIBLE DELINEATORS
T-S-6	02-12-91	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS

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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	1B

ROADWAY DESIGN STANDARDS CONT'D.

DWG. NO.	REV.	DESCRIPTION
T-S-7	02-12-91	HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
T-S-8	07-15-91	HIGHWAY SHIELDS USED ON STATE NUMBERED ROUTES AND ARROWS
T-S-9	11-01-11	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS - FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-11	06-06-11	DELINEATOR AND MILEPOST DETAILS
T-S-16	11-01-11	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-16A	11-01-11	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-18	05-27-01	END OF ROADWAY AND DEAD END SIGNS, METAL BARRICADES (TYPE III) & WORK ZONE SPEED SIGNS
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-S-21	02-28-13	DETAILS FOR SIGNS MOUNTS ON CONCRETE MEDIAN BARRIERS
T-S-23A	07-19-13	MULTI-DIRECTIONAL SLIP BASE BREAKAWAY SQUARE TUBE SIGN SUPPORT
T-SG-1	11-01-11	WOOD POLE DETAILS FOR SPAN MOUNTED SIGNALS
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3A		ALTERNATE DETECTION DETAILS
T-SG-4		SPAN WIRE AND MESSENGER CABLE DETAILS
T-SG-5	07-29-04	CONTROLLER CABINET DETAILS
T-SG-7	11-01-11	SIGNAL HEAD ASSEMBLIES AND PEDESTRIAN PUSH BUTTON SIGNS
T-SG-7A	11-01-11	TYPICAL SIGNAL HEAD PLACEMENT
T-SG-8	11-01-11	STRAIN POLE DETAILS FOR SPAN MOUNTED SIGNALS
T-SG-9A		MISCELLANEOUS SIGNAL DETAILS
T-SG-10	05-06-13	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	11-01-11	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
T-WZ-11	03-13-09	ONE LANE CLOSURE DETAIL ON DIVIDED HIGHWAYS T-WZ-36 04-02-12 LANE CLOSURE ON LOW-VOLUME 2-LANE HIGHWAY
T-WZ-18	03-13-09	SHOULDER CLOSURE DETAIL FOR FREEWAYS AND DIVIDED HIGHWAYS
T-WZ-19	04-02-12	MEDIAN CROSS-OVER DETAIL ON DIVIDED HIGHWAYS
T-WZ-40	04-02-12	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	04-02-12	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO.	REV.	DESCRIPTION
EC-STR-1	08-01-12	DEWATERING STRUCTURE
EC-STR-2	08-01-12	SEDIMENT FILTER BAG
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-12	SILT FENCE FABRIC JOINING DETAILS
EC-STR-6	08-01-12	ROCK CHECK DAM
EC-STR-6A	08-01-12	ENHANCED ROCK CHECK DAM
EC-STR-11	08-01-12	CULVERT PROCTECTION TYPE 1
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-25	08-01-12	TEMPORARY CULVERT CROSSING, CONSTRUCTION EXIT, CONSTRUCTION FORD
EC-STR-27	08-01-12	TEMPORARY SLOPE DRAIN AND BERM
EC-STR-34	08-01-12	EROSION CONTROL BLANKET FOR SLOPE INSTALLATION
EC-STR-36	08-01-12	TURF REINFORCEMENT MAT FOR CHANNEL INSTALLATION
EC-STR-37	08-01-12	SEDIMENT TUBE
EC-STR-39A	08-01-12	CURB INLET PROTECTION TYPE 3 & 4
EC-STR-41		CATCH BASIN FILTER ASSEMBLY (TYPE 1)

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INDEX AND STANDARD DRAWINGS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	2A

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	201-01	CLEARING AND GRUBBING	LS	1
	202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1
	202-04.01	REMOVAL OF STRUCTURES (WISCONSIN AVE. BRIDGE)	EACH	1
	202-04.02	REMOVAL OF STRUCTURES (PEDESTRIAN BRIDGE)	EACH	1
	202-04.03	REMOVAL OF STRUCTURES (CRUMP BLVD. BRIDGE)	EACH	1
	202-04.04	REMOVAL OF STRUCTURES (DELAWARE ST. BRIDGE)	EACH	1
	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	148135
	203-06	WATER	M.G.	1244
	203-10	EMBANKMENT (COMPACTED IN PLACE)	C.Y.	143625
	209-08.02	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	20004
	209-08.07	ROCK CHECK DAM PER	EACH	85
	209-08.08	ENHANCED ROCK CHECK DAM	EACH	2
	209-09.42	CURB INLET PROTECTION (TYPE 3)	EACH	2
	209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	140
	209-40.30	CATCH BASIN PROTECTION (TYPE A)	EACH	24
	209-40.31	CATCH BASIN PROTECTION (TYPE B)	EACH	1
	209-40.34	CATCH BASIN PROTECTION (TYPE E)	EACH	8
		ALTERNATE D		
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	13351
	313-03	TREATED PERMEABLE BASE	S.Y.	29595
	501-01.04	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 11"	S.Y.	29595
		ALTERNATE E		
	313-03	TREATED PERMEABLE BASE	S.Y.	29595
	309-01.01	MINERAL AGGREGATE (A-CBC)	TON	8891
	309-01.02	PORTLAND CEMENT (A-CBC)	TON	343
	501-01.04	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 11"	S.Y.	54840
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	33300
1	303-10.01	MINERAL AGGREGATE	TON	288
	307-01.01	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING A	TON	170
	307-01.08	ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING B-M2	TON	521
	307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	391
	307-02.02	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A-S	TON	10
	307-02.03	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON	296
	307-02.08	ASPHALT CONCRETE MIX (PG70-220 (BPMB-HM) GRADING B-M2	TON	256
	313-03	TREATED PERMEABLE BASE	S.Y.	22819
	402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	8
	402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	29
	403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	2
	411-01.10	ACS MIX(PG64-22) GRADING D	TON	207
	411-02.10	ACS MIX (PG70-22) GRADING D	TON	981
	411-03.10	ACS MIX(PG76-22) GRADING D	TON	1538
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	1.7
2	415-01.02	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	1538
	501-01.03	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"	S.Y.	16692
	501-01.05	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 11"	S.Y.	1166
	604-07.01	RETAINING WALL (WALL NO. 1 I-55 NB STA. 104+50.00 TO NB RAMP STA. 15+00.51)	S.F.	26271
	604-07.02	RETAINING WALL (WALL NO. 2 I-55 NB STA. 113+50.01 TO I-55 NB STA. 117+48.76)	S.F.	4346
	604-07.03	RETAINING WALL (WALL NO. 3 I-55 SB STA. 114+90.00 TO I-55 SB STA. 117+30.00)	S.F.	3041
	604-07.04	RETAINING WALL (WALL NO. 4 SB RAMP STA. 15+42.73 TO SB RAMP STA. 18+37.00)	S.F.	5772
	604-07.05	RETAINING WALL (WALL NO. 5 NB RAMP STA. 14+50.00 TO NB RAMP STA. 17+04.22)	S.F.	8955

FOOTNOTES:
1. TO BE USED FOR ESPC.

2. FOR I-240 MITIGATION.

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ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	2B

604-07.06	RETAINING WALL (WALL NO. 6 SB RAMP STA. 16+00.00 TO SB RAMP STA. 18+00.00)	S.F.	1946
604-07.10	RETAINING WALL (WALL NO. 10 WB RAMP STA. 18+50.00 TO WB RAMP STA. 22+50.00)	S.F.	3266
604-07.11	RETAINING WALL (WALL NO. 11 I-55 NB STA. 130+11.00 TO I-55 NB STA. 133+99.99)	S.F.	5324
604-07.12	RETAINING WALL (WALL NO. 12 I-55 SB STA. 131+09.01 TO I-55 SB STA. 133+48.00)	S.F.	2956
604-07.13	RETAINING WALL (WALL NO. 13 EB RAMP STA. 14+84.07 TO I-55 SB STA. 140+58.05)	S.F.	1051
604-07.14	RETAINING WALL (WALL NO. 14 W. ALSTON STA. 13+00.00 TO W. ALSTON STA. 14+90.00)	S.F.	1291
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	L.F.	4700
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	L.F.	1558
607.06.02	30" CONCRETE PIPE CULVERT (CLASS III)	L.F.	606
607-08.02	42" CONCRETE PIPE CULVERT (CLASS III)	L.F.	175
611-01.01	MANHOLES, 0'-4' DEPTH	EACH	1
611-01.02	MANHOLES, >4'-8' DEPTH	EACH	9
611-01.03	MANHOLES, >8'-12' DEPTH	EACH	4
611-01.05	MANHOLES, >16'-20' DEPTH	EACH	6
611-10.01	CATCH BASINS, TYPE 10, >0'-4' DEPTH	EACH	1
611-10.02	CATCH BASINS, TYPE 10, >4'-8' DEPTH	EACH	2
611-12.02	CATCH BASINS, TYPE 12, >4'-8' DEPTH	EACH	25
611-12.05	CATCH BASINS, TYPE 12, >16'-20' DEPTH	EACH	1
611-14.02	CATCH BASINS, TYPE 14, >4'-8' DEPTH	EACH	6
611-14.04	CATCH BASINS, TYPE 14, >12'-16' DEPTH	EACH	1
611-38.01	CATCH BASINS, TYPE 38, 0'-4' DEPTH	EACH	5
611-38.02	CATCH BASINS, TYPE 38, 4'-8' DEPTH	EACH	5
611-38.03	CATCH BASINS, TYPE 38, >8'-12' DEPTH	EACH	3
611-41.02	CATCH BASINS, TYPE 41, >4'-8' DEPTH	EACH	8
611-51.02	CATCH BASINS, TYPE 51, >4'-8' DEPTH	EACH	6
611-51.03	CATCH BASINS, TYPE 51, >8'-12' DEPTH	EACH	1
611-51.04	CATCH BASINS, TYPE 51, >12'-16' DEPTH	EACH	1
611-52.02	CATCH BASINS, TYPE 52, >0'-4' DEPTH	EACH	1
701-01.01	CONCRETE SIDEWALK (4")	S.F.	40373
702-01	CONCRETE CURB	C.Y.	270
702-02	CONCRETE GUTTER	C.Y.	34
702-03	CONCRETE COMBINED CURB AND GUTTER	C.Y.	409
705-01.01	GUARDRAIL AT BRIDGE ENDS	L.F.	135
705-02.02	SINGLE GUARDRAIL (TYPE 2)	L.F.	1786
705-04.07	TAN ENERGY ABSORBING TERM (NCHRP 350, TL3)	EACH	4
707-01.11	CHAIN LINK FENCE (6 FOOT)	L.F.	7940
707-01.12	END & CORNER POST ASSEMBLY (CHAIN LINK FENCE 6')	EACH	93
707-01.50	CHAIN LINK FENCE (6 FOOT WITH THREE STRAND BARBED WIRE)	L.F.	1276
707-06.01	REMOVAL OF FENCE (6 FOOT CHAIN LINK)	L.F.	7385
709-05.05	MACHINED RIP-RAP (CLASS A-3)	TON	300
709-05.06	MACHINED RIP-RAP (CLASS A-1)	TON	11974
711-05.71	51 IN SINGLE SLOPE CONCRETE BARRIER WALL	L.F.	200
711-05.78	GRADE SEPARATED SINGE SLOPE MEDIAN WALL	L.F.	2096
713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	90
713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	7200
713-02.34	DELINEATORS (ALL)	EACH	200
713-02.40	MEDIAN BARRIER MILEPOST	EACH	4
713-04.02	STEEL I-BEAMS & W-F BEAMS FOR SIGN SUPPORTS	LB.	30000
713-05	STEEL HOLLOW SQUARE POST (BREAKAWAY) SIGN SUPPORTS	LB.	500
713-09.22	STEEL OVERHEAD SIGN STRUCTURE (SPAN 124 FT)	EACH	1
713-09.23	STEEL OVERHEAD SIGN STRUCTURE (SPAN 128 FT)	EACH	1

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ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	2C

713-09.24	STEEL OVERHEAD SIGN STRUCTURE (SPAN 98 FT)	EACH	1
713-09.25	STEEL OVERHEAD SIGN STRUCTURE (SPAN 88 FT)	EACH	1
713-09.26	STEEL OVERHEAD SIGN STRUCTURE (SPAN 62 FT)	EACH	1
713-09.27	STEEL OVERHEAD SIGN STRUCTURE (SPAN 56 FT)	EACH	1
713-09.28	STEEL OVERHEAD SIGN STRUCTURE (SPAN 70 FT)	EACH	1
713-09.29	STEEL OVERHEAD SIGN STRUCTURE (SPAN 60 FT)	EACH	1
713-11.01	"U" SECTION STEEL POSTS	LB.	1800
713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	1000
713-11.03	2 1/2" DIA ROUND STEEL TUBE SIGN POST	LB.	100
713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	240
713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	2200
713-13.14	FLORESCENT YELLOW SIGN SHEETING	S.F.	160
713-13.15	OVERHEAD SIGN SHEETING	S.F.	144
713-14.01	EXTRUDED ALUMINUM PANEL SIGNS (ANODIZED)	S.F.	4200
713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
713-15.05	INSTALLATION OF FLAT SHEET SIGN ON EXISTING SUPPORT	EACH	4
713-15.06	MILE POST SIGN	EACH	2
713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)	EACH	2
713-15.08	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.100" THICK)	EACH	1
713-15.09	STEEL CABLE OVERHEAD SIGN SUPPORT	EACH	5
713-15.11	SIGN SUPPORT ASSEMBLY ON BRIDGES (SIGN NO)	LS	1
713-15.12	SIGN SUPPORT ASSEMBLY ON BRIDGES (SIGN NO)	LS	1
713-16.01	CHANGEABLE MESSAGE SIGN UNIT	EACH	10
713-16.02	TRUCK MOUNTED IMPACT ATTENUATOR (W/FLASHING ARROW BOARD)	EACH	1
713-16.05	RAILROAD CROSS-BUCK SIGN & SUPPORT	EACH	2
713-16.09	RAILROAD ADVANCE WARNING SIGN AND SUPPORT	EACH	2
713-17.50	SIGN MOUNTED ON BRIDGE PARAPET (CHEVRON)	EACH	36
713-17.60	SIGN MOUNTED ON CONCRETE MEDIAN BARRIER (_____)	EACH	2
713-30.05	BARRIER MOUNTED SQUARE TUBE SIGN SUPPORT	LB.	40
713-30.06	VERTICAL CLEARANCE WARNING SIGN	EACH	2
713-30.07	BRIDGE MOUNT FOR FLAT SHEET SIGN	EACH	6
714-08.01	LIGHT STANDARDS (45' M.H., 15' ARM)	EACH	22
714-08.09	LIGHT STANDARDS (120' HIGH MAST)	EACH	5
714-08.27	FOUNDATION FOR LIGHT STANDARDS - HIGH MAST (120')	EACH	5
714-08.43	FOUNDATION FOR LIGHT STANDARDS (45' M.H.)	EACH	22
714-09.03	LUMINARIES (250 WATT)	EACH	15
714-09.04	LUMINARIES (400 WATT)	EACH	8
714-09.06	LUMINARIES (1000 WATT - HIGH MAST)	EACH	30
716-01.12	RAISED PVMT MARKERS (MONO-DIRECTION) (1 COLOR LENS)	EACH	150
716-01.23	SNOWPLWBLE PVMT MRKRS (BI-DIR) (2 COLOR)	EACH	204
716-02.07	PLASTIC PAVEMENT MARKING (24" BARRIER LINE)	L.F.	308
716-04.04	PLASTIC PAVEMENT MARKING (TRANSVERSE SHOULDER)	L.F.	800
716-12.02	ENHANCED FLAT LINE THERMO PVMT MRKING (6IN LINE)	L.M.	6.2
716-12.03	ENHANCED FLAT LINE THERMO PVMT MRKING (8IN LINE)	L.F.	1518
716-12.08	ENHANCED FLAT LINE THERMO (12IN BARRIER LINE)	L.F.	700
710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	3036
710-05	LATERAL UNDERDRAIN	L.F.	100
710-06.13	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	4
717-01	MOBILIZATION	LS	1
740-10.03	GEOTEXTILE (TYPE III) (EROSION CONTROL)	S.Y.	1825
801-03	WATER (SEEDING & SODDING)	M. GAL.	877
803--01	SODDING (NEW SOD)	S.Y.	87742
805-12.01	EROSION CONTROL BLANKET (TYPE I)	S.Y.	6694

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DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	2D

PROPOSED PAVEMENT SCHEDULE

(1) PORTLAND CEMENT CONCRETE PAVEMENT @ 11" THICK 501-01.04 PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 11"	(10) BITUMINOUS BASE @ 3" THICK (90 ± LB./SQ. YD.) 307-02.02 ASPHALT CEMENT (PG70-22) (BPMB-HM) GRADING "A-S" 307-02.03 AGGREGATE (BPMB-HM) GRADING "A-S" MIX
(2) TREATED PERMEABLE BASE @ 4" THICK 313-03 TREATED PERMEABLE BASE	(11) MINERAL AGGREGATE BASE @ 10" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D"
(3) MINERAL AGGREGATE BASE @ 8" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D"	(12) BITUMINOUS SURFACE @ 1.25" THICK (106 ± LB./SQ. YD.) 411-01.10 ACS MIX (PG64-22) GRADING "D"
(4) AGGREGATE CEMENT BASE COURSE- GRAVEL ALTERNATE "E" (6" THICK) 309-01.01 MINERAL AGGREGATE (A-CBC) 309-01.02 PORTLAND CEMENT (A-CBC) 309-02 BITUMINOUS MATERIAL (A-CBC)	(13) BITUMINOUS BINDER @ 2" THICK (113 ± LB./SQ. YD.) 307-01.08 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "B-M2" (14) BITUMINOUS BASE @ 3" THICK (115 ± LB./SQ. YD.) 307-01.01 ASPHALT CONCRETE MIX (PG64-22) (BPMB-HM) GRADING "A"
(5) PORTLAND CEMENT CONCRETE PAVEMENT @ 10" THICK 501-01.03 PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"	(15) AGGREGATE UNDERDRAINS WITH PIPE 710-02 AGGREGATE UNDERDRAINS (WITH PIPE)
(6) MINERAL AGGREGATE BASE @ 6" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D"	(16) TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC)
(7) BITUMINOUS SURFACE @ 1.25" THICK (106 ± LB./SQ. YD.) 411-02.10 ACS MIX (PG70-22) GRADING "D"	(17) PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) 402-02 AGGREGATE FOR COVER MATERIAL (PC)
(8) BITUMINOUS BINDER @ 2" THICK (113 ± LB./ SQ. YD.) 307-02.08 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "B-M2"	
(9) BITUMINOUS BINDER @ 3" THICK (115 ± LB./SQ. YD.) 307-02.01 ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING "A"	

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PROPOSED PAVEMENT SCHEDULE

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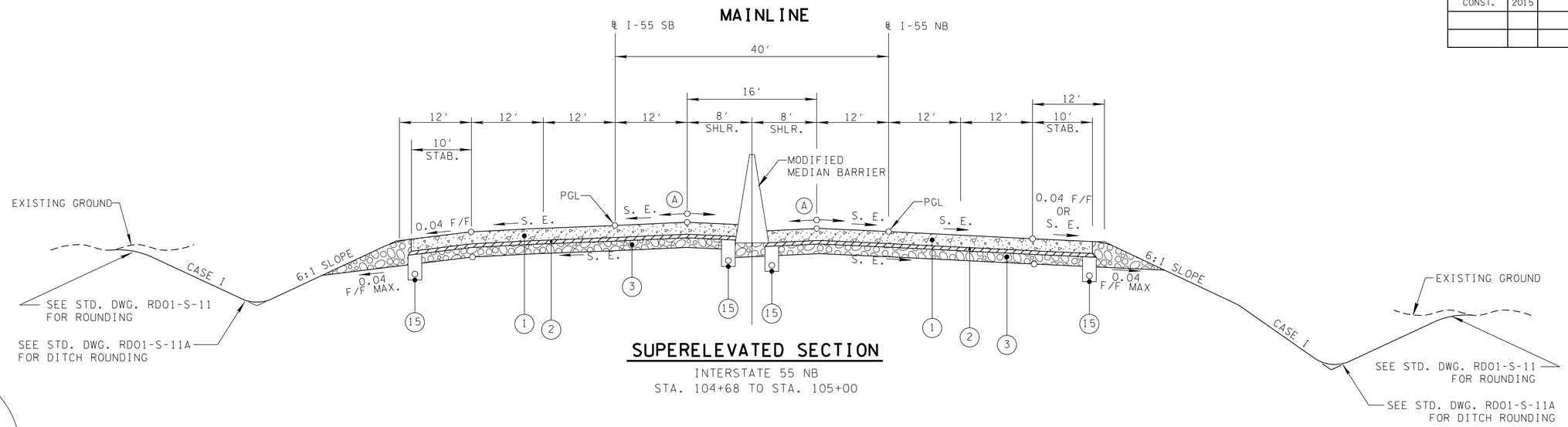
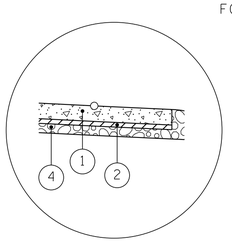
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2
CONST.	2015	IM-55-1(129)	2E

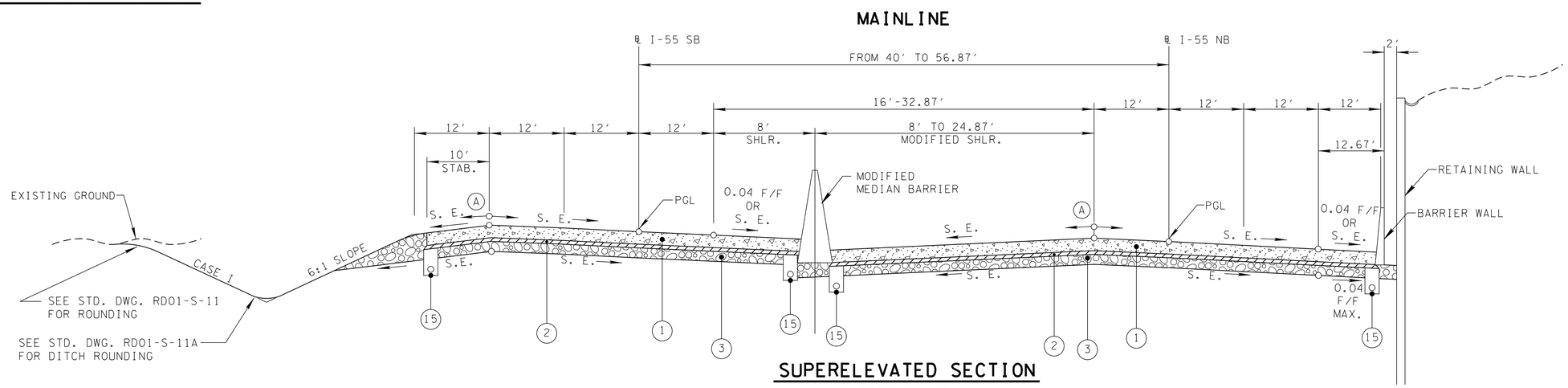


SUPERELEVATED SECTION

INTERSTATE 55 NB
STA. 104+68 TO STA. 105+00



PAVEMENT ALTERNATE "E"



SUPERELEVATED SECTION

INTERSTATE 55 NB
STA. 105+00 TO STA. 111+40

(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.

CONST. FIELD REVIEW

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TYPICAL SECTIONS

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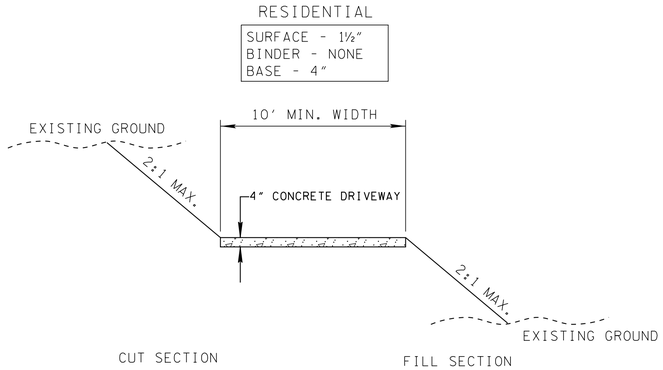
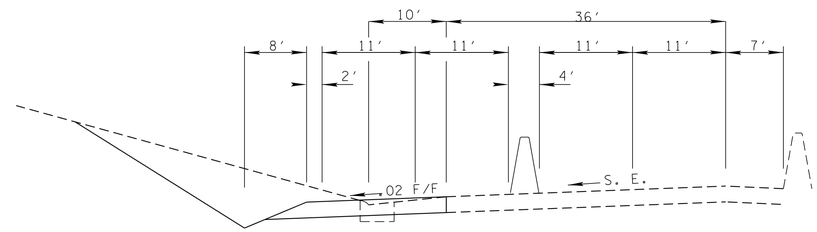
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2A
CONST.	2015	IM-55-1(129)	2F

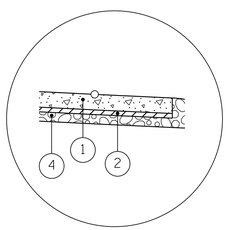


TYPICAL SECTION

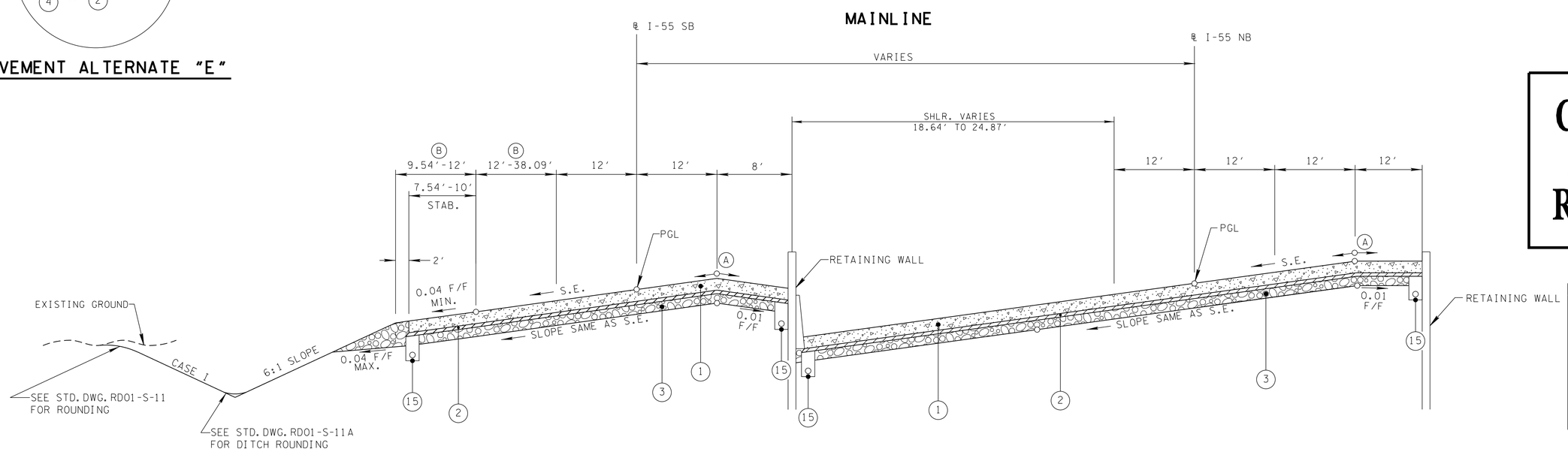
RESIDENTIAL CONCRETE DRIVEWAY



TEMPORARY WIDENING



PAVEMENT ALTERNATE "E"



SUPERELEVATED SECTION

INTERSTATE 55 NB
STA. 111+40 TO STA. 114+95

(B) VARIES ALONG SB. RAMP ENTERANCE.

(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.

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TYPICAL SECTIONS

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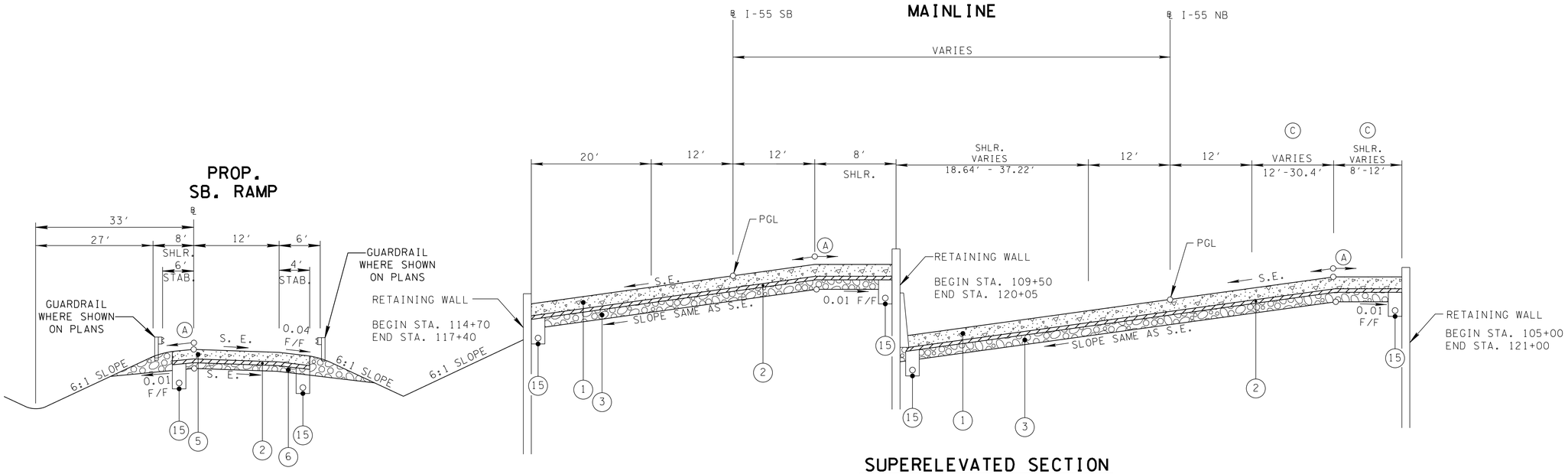
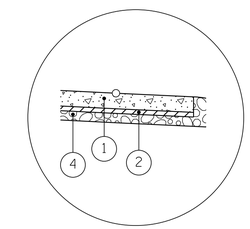
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2B
CONST.	2015	IM-55-1(129)	2G

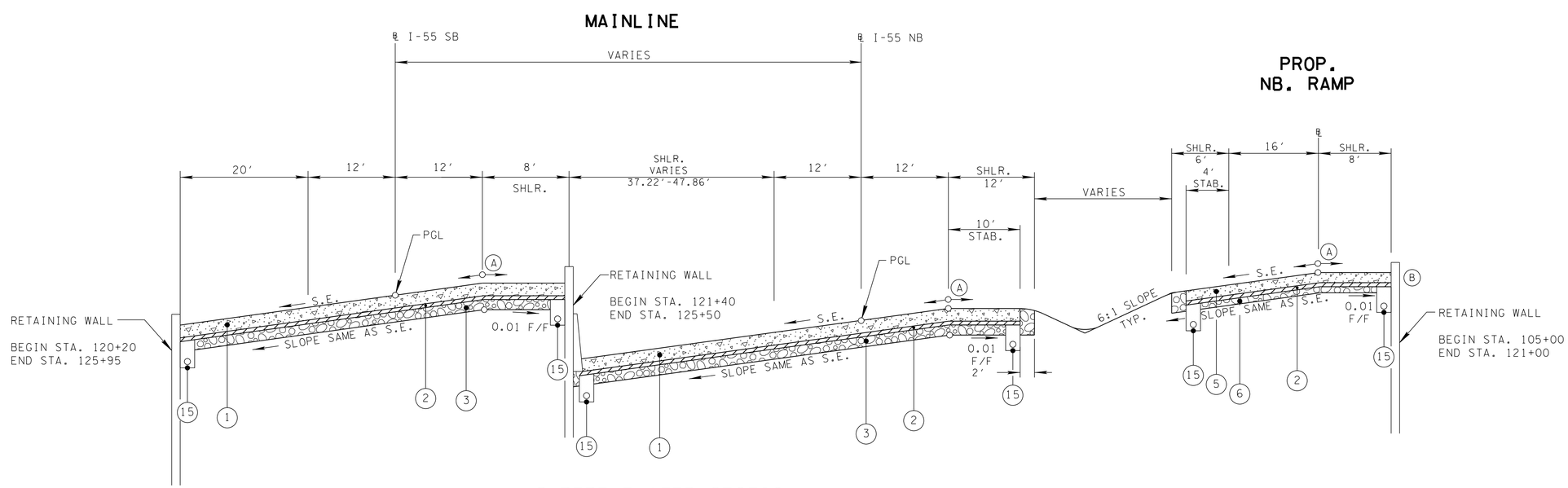


SUPERELEVATED SECTION

INTERSTATE 55 NB
STA. 114+95 TO STA. 120+05



PAVEMENT ALTERNATE "E"



SUPERELEVATED SECTION

INTERSTATE 55 NB
STA. 120+05 TO STA. 122+00

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(C) VARIES ALONG NB. RAMP ENTERANCE.

(B) WALL FOLLOWS NB. RAMP.

(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.

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TYPICAL SECTIONS

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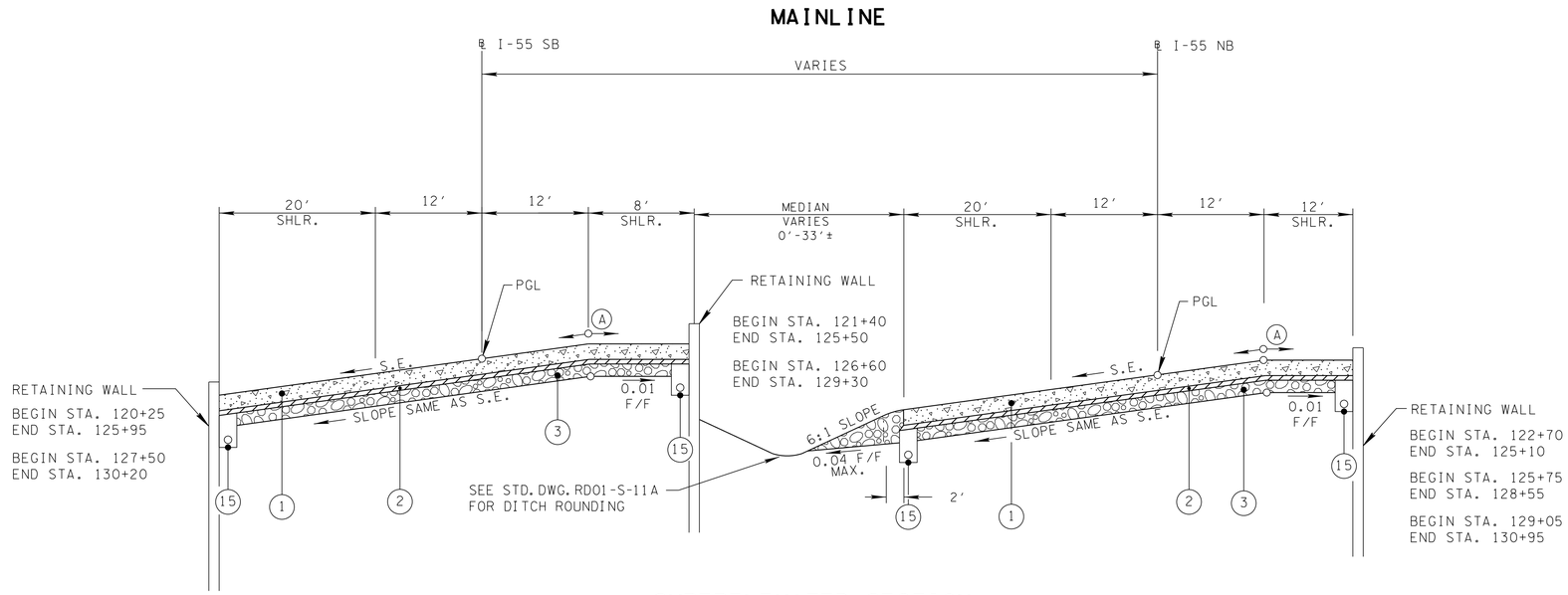
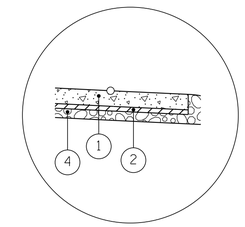
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2C
CONST.	2015	IM-55-1(129)	2H

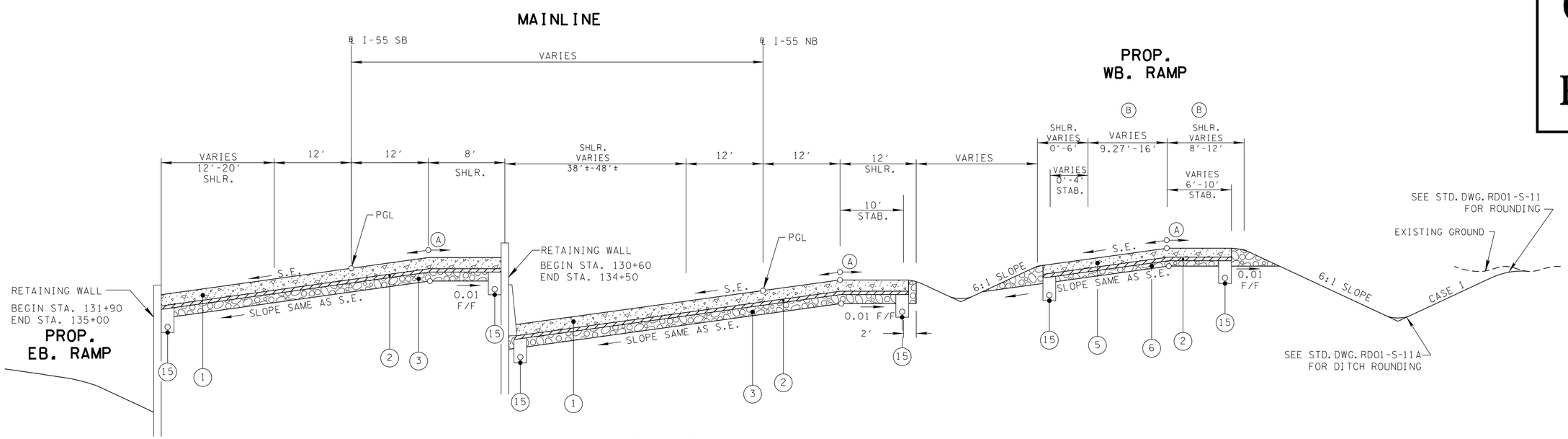


SUPERELEVATED SECTION

INTERSTATE 55 NB
STA. 122+00 TO STA. 130+95



PAVEMENT ALTERNATE "E"



SUPERELEVATED SECTION

INTERSTATE 55 NB
STA. 130+90 TO STA. 135+00

(B) VARIES ALONG WB. RAMP ENTERANCE.

(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.

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TYPICAL SECTIONS

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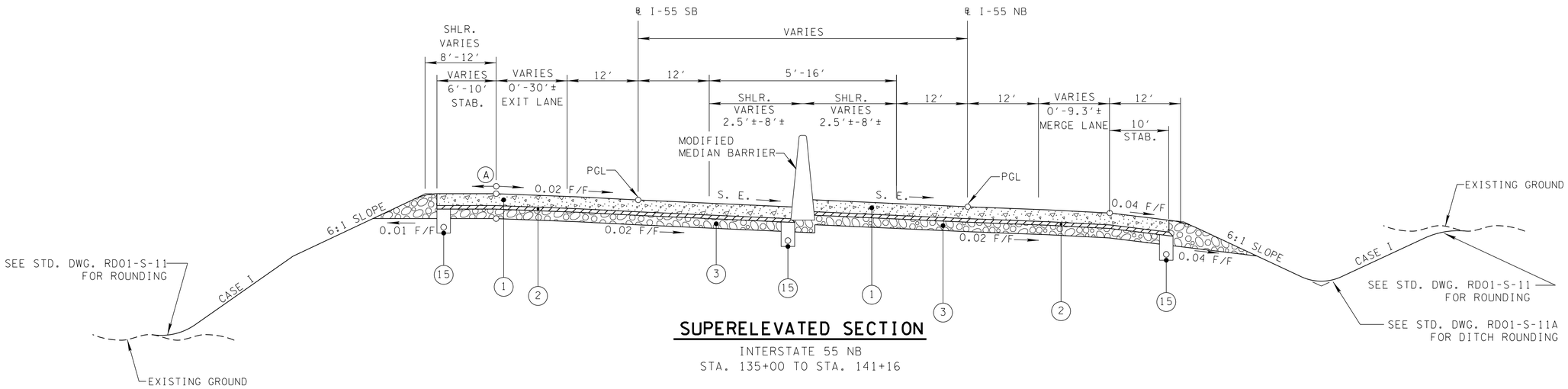
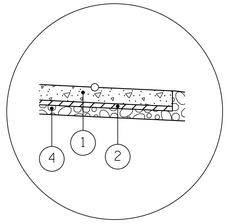
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2D
CONST.	2015	IM-55-1(129)	2I

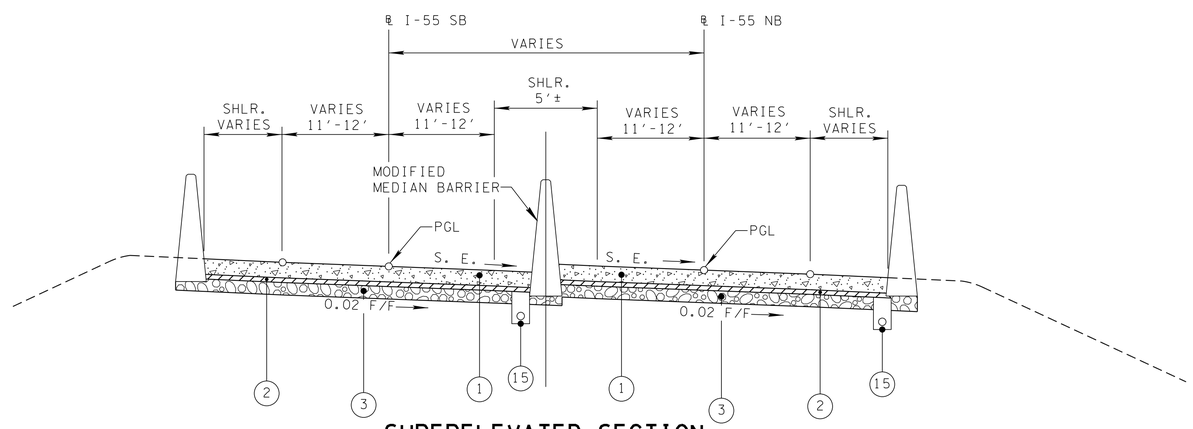


SUPERELEVATED SECTION

INTERSTATE 55 NB
STA. 135+00 TO STA. 141+16



PAVEMENT ALTERNATE "E"



SUPERELEVATED SECTION

INTERSTATE 55 NB
STA. 141+16 TO STA. E.O.P.

(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.

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TYPICAL SECTIONS

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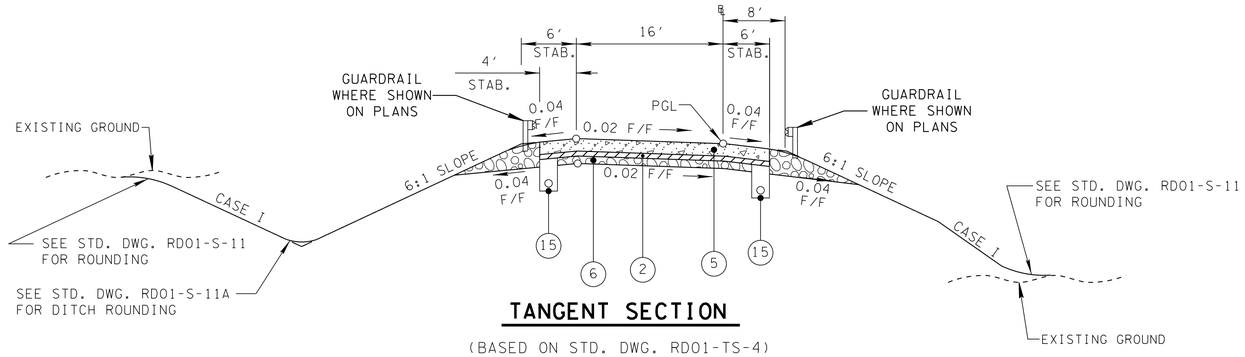
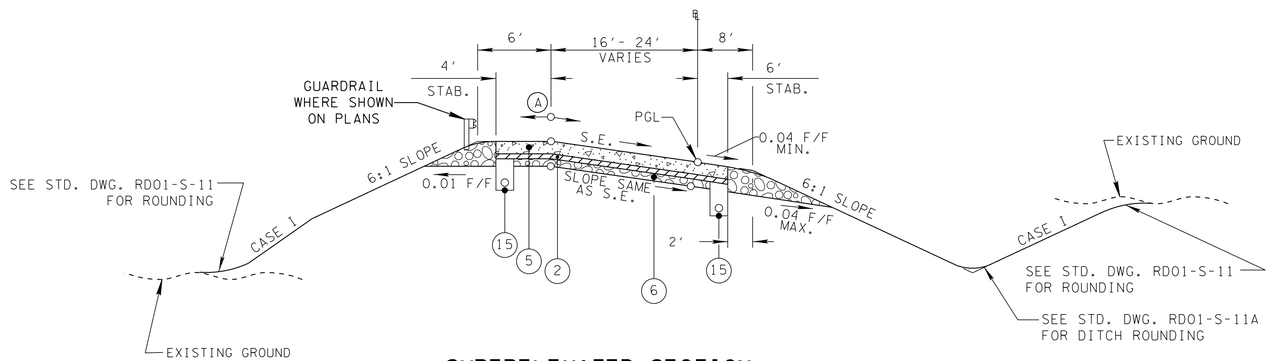
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2E
CONST.	2015	IM-55-1(129)	2J



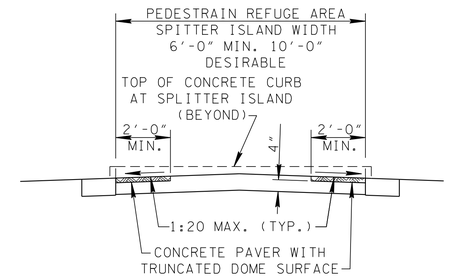
TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-4)
EASTBOUND AND NORTHBOUND RAMPS



SUPERELEVATED SECTION

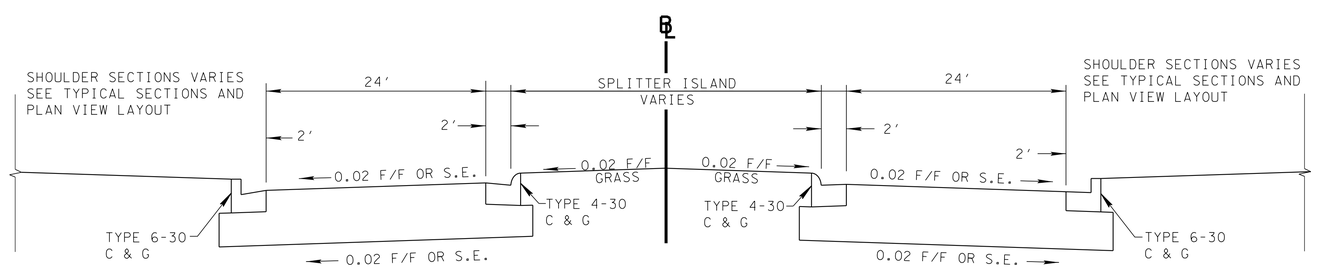
(BASED ON STD. DWG. RD01-TS-4)
EASTBOUND AND NORTHBOUND RAMPS



SPLITTER ISLAND CROSSING SECTION

ROUNDABOUT

CONST. FIELD REVIEW



TYPICAL SECTION

ROUNDABOUT SPLITTER ISLANDS

(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.

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TYPICAL SECTIONS

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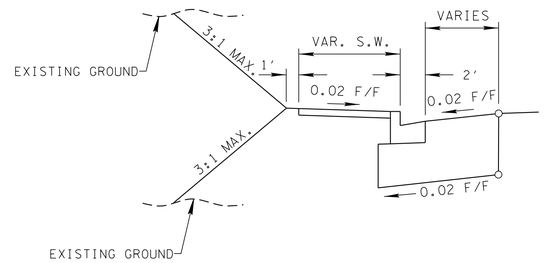
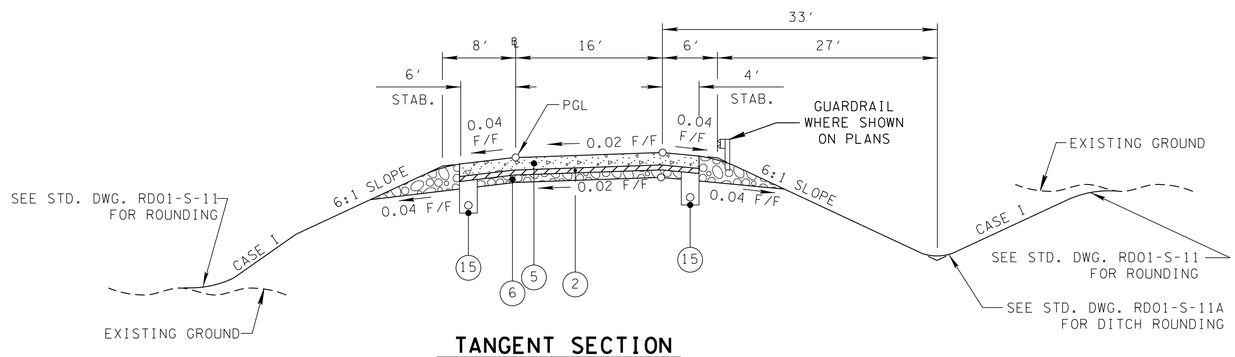
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2F
CONST.	2015	IM-55-1(129)	2K



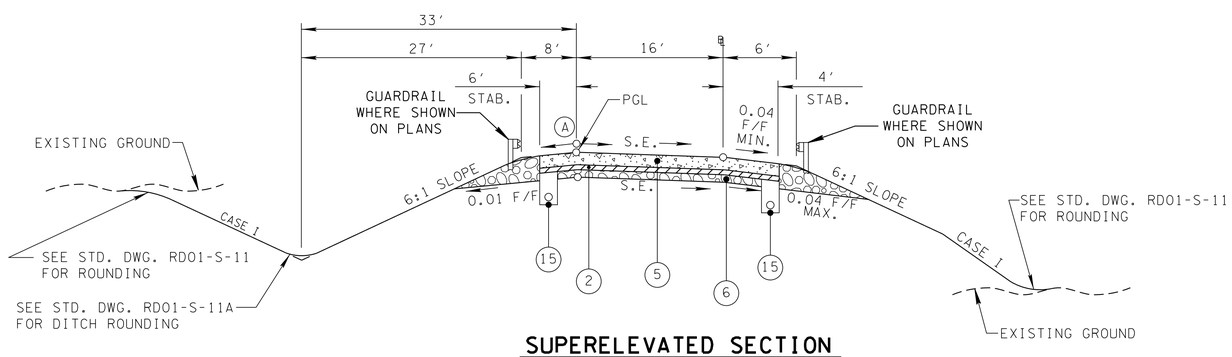
TYPICAL OUTSIDE CURB AND GUTTER



TANGENT SECTION

(BASED ON STD. DWG. RD01-TS-4)
WESTBOUND AND SOUTHBOUND RAMPS

CONST. FIELD REVIEW



SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-4)
WESTBOUND AND SOUTHBOUND RAMPS

(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 FOOT PER FOOT.

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TYPICAL SECTIONS

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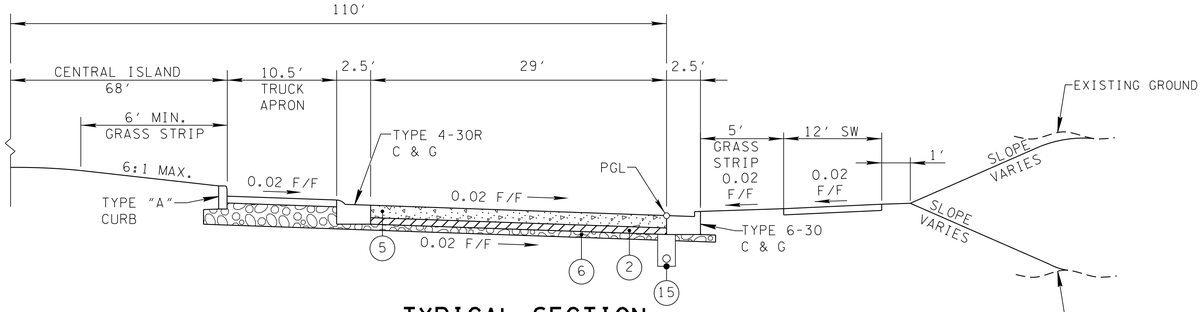
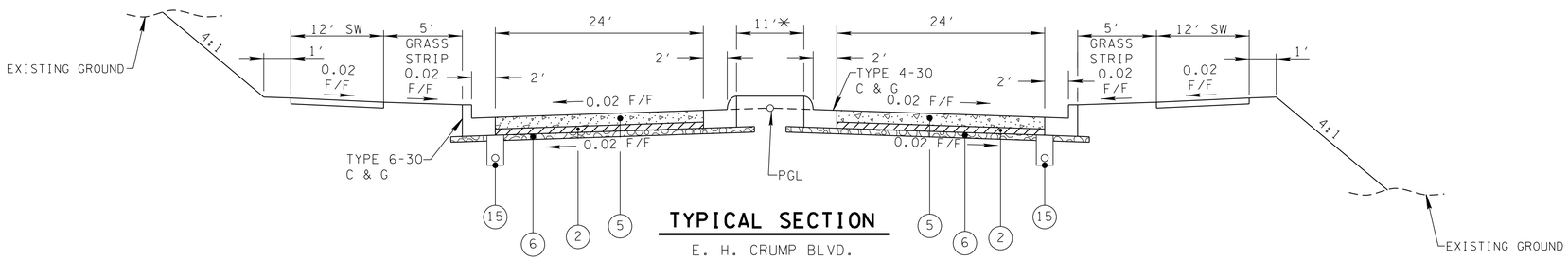
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2G
CONST.	2015	IM-55-1(129)	2L



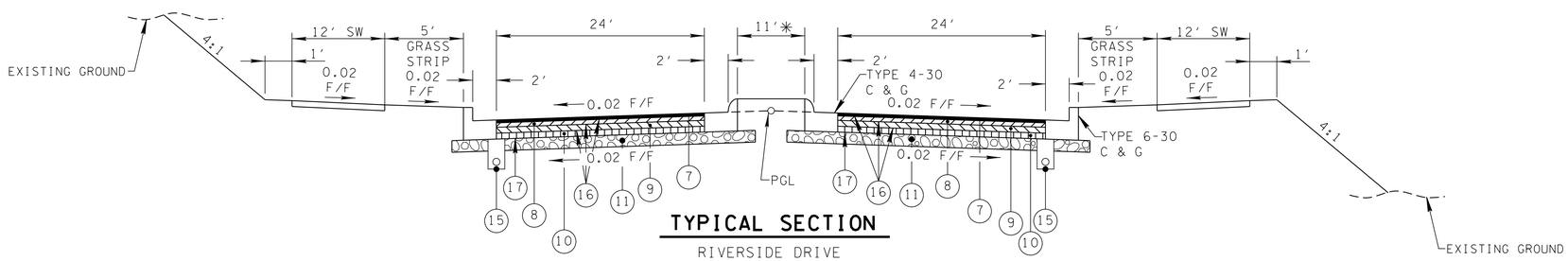
TYPICAL SECTION

ROUNDABOUT
STA. 10+00 TO STA. 16+91.15
(BASED ON STD. DWG. RD-TS-10)



TYPICAL SECTION

E. H. CRUMP BLVD.
STA. 11+10 TO STA. 15+33
(BASED ON STD. DWG. RD01-TS-6A)
✳ MEDIAN WIDTH VARIES AT ROUNDABOUT



TYPICAL SECTION

RIVERSIDE DRIVE
STA. 11+10 TO STA. 15+42
(BASED ON STD. DWG. RD01-TS-6A)
✳ MEDIAN WIDTH VARIES AT ROUNDABOUT

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TYPICAL SECTIONS

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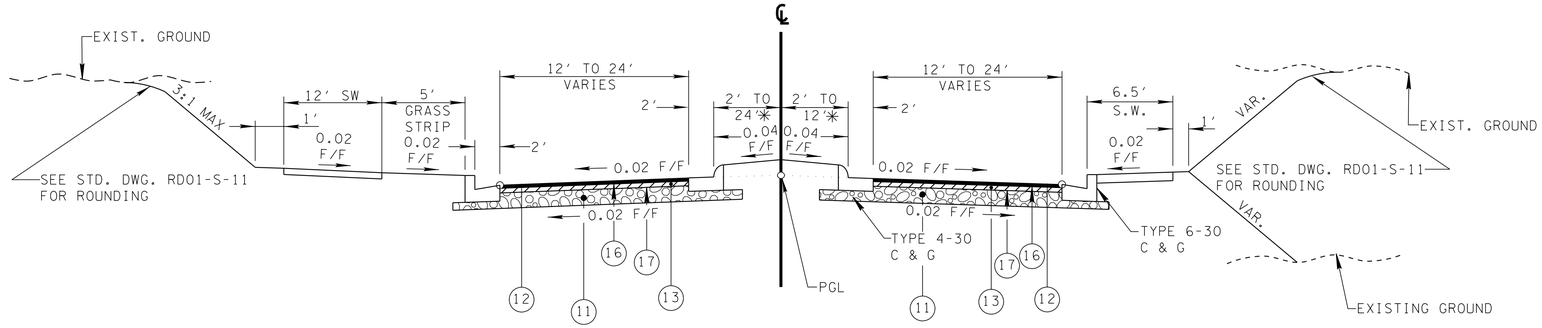
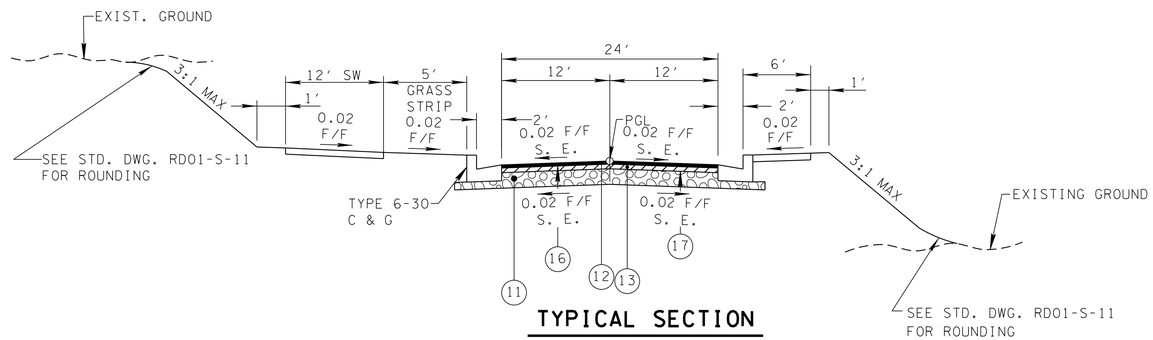
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2H
CONST.	2015	IM-55-1(129)	2M



TYPICAL SECTION

WEST ALSTON AVE.
STA. 16+12.05 TO STA. 18+17
(BASED ON STD. DWG. RD01-TS-2B, RD01-TS-3C & RD01-TS-6)
✳MEDIAN WIDTH VARIES AT ROUNDABOUT



TYPICAL SECTION

WEST ALSTON AVE.
STA. 10+00 TO STA. 16+12.05
(BASED ON STD. DWG. RD01-TS-4 & RD01-TS-6)

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TYPICAL SECTIONS

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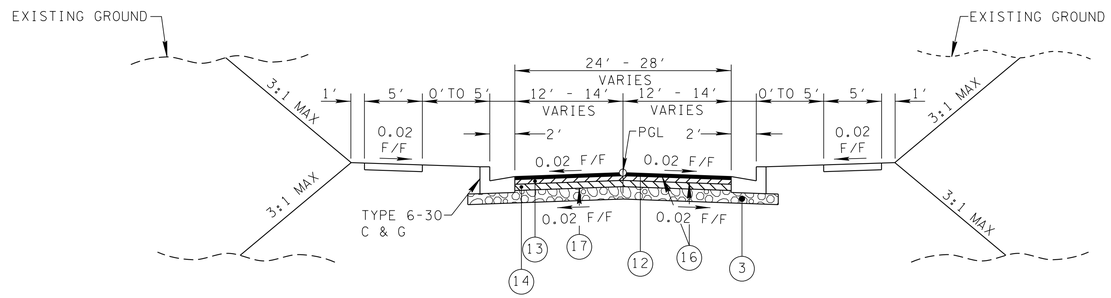
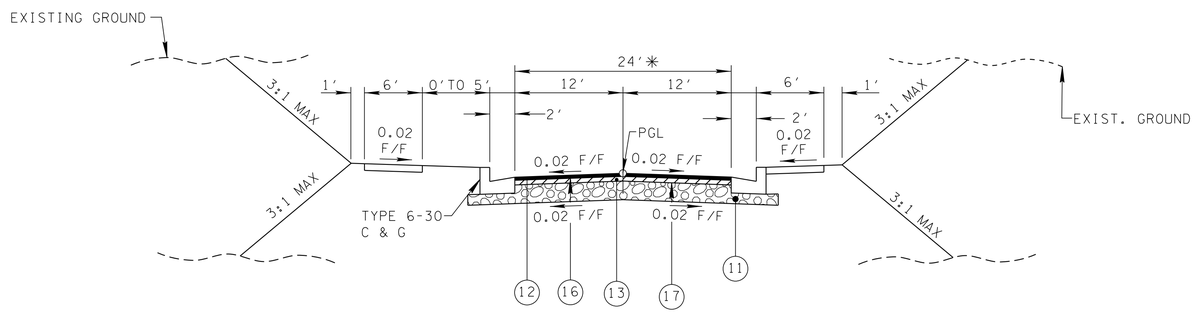
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	2I
CONST.	2015	IM-55-1(129)	2N



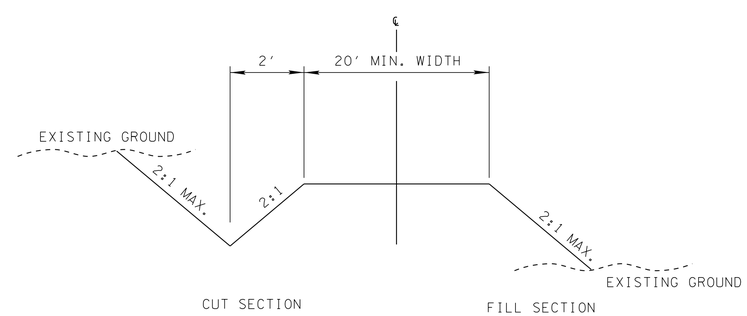
TYPICAL SECTION

WISCONSIN AVE.
STA. 10+00 TO STA. 16+00
(BASED ON STD. DWG. RD01-TS-6A)



TYPICAL SECTION

ARKANSAS ST.
STA. 8+40 TO STA. 10+00
(BASED ON STD. DWG. RD01-TS-6A)
✳WIDTH VARIES IN INTERSECTION TIE WITH WISCONSIN AVE.



TYPICAL SECTION

RAILROAD DRIVE
STA. 10+00 TO STA. 23+57.67

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TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	20

GENERAL NOTES

GRADING

(1) ANY AREA THAT IS DISTURBED OUTSIDE LIMITS OF CONSTRUCTION DURING THE LIFE 0F THIS PROJECT SHALL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE.

(2) CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.

(3) THE CONTRACTOR SHALL NOT DISPOSE OF ANY MATERIAL EITHER ON OR OFF STATE-OWNED R.O.W. IN A REGULATORY FLOOD WAY AS DEFINED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY WITHOUT APPROVAL BY SAME. ALL MATERIAL SHALL BE DISPOSED OF IN UPLAND (NON-WETLAND) AREAS AND ABOVE ORDINARY HIGH WATER OF ANY ADJACENT WATERCOURSE. THIS DOES NOT ELIMINATE THE NEED TO OBTAIN ANY OTHER LICENSES OR PERMITS THAT MAY BE REQUIRED BY ANY OTHER FEDERAL, STATE OR LOCAL AGENCY.

SEEDING AND SODDING

(1) ALL EXISTING ROADS WITHIN THE RIGHT-OF-WAY AND NOT IN THE GRADED AREA THAT ARE TO BE ABANDONED SHALL BE SCARIFIED, OBLITERATED, TOPSOILED AND SEEDED. SCARIFYING AND OBLITERATING THE PAVEMENT WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS. TOPSOIL, IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEMS 203-04 AND/OR 203-07. SEEDING, IN ACCORDANCE WITH SECTION 801 OF THE STANDARD SPECIFICATIONS, WILL BE MEASURED AND PAID FOR UNDER ITEM 801-01.

(2) SOD SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION ON ALL NEWLY GRADED CUT AND FILL SLOPES AS WORK PROGRESSES.

GUARDRAIL

(1) THE CONTRACTOR SHALL NOT REMOVE ANY SECTIONS OF EXISTING GUARDRAIL TO REWORK SHOULDERS OR FLATTEN SLOPES UNTIL THE ENGINEER CONCURS IN THE NECESSITY OF REMOVAL DUE TO CONSTRUCTION REQUIREMENTS AND THE APPROPRIATE WARNING DEVICES ARE INSTALLED. THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

(2) IF ANY APPROACH END OF A SECTION OF GUARDRAIL OR BRIDGE RAIL MUST TEMPORARILY BE LEFT INCOMPLETE AND EXPOSED TO TRAFFIC, THE CONTRACTOR SHALL USE TWO (2) TEMPORARY BARRICADES OR DRUMS WITH TYPE A LIGHTS AND ROUNDED END ELEMENTS AS MINIMUM MEASURES TO PROTECT TRAFFIC FROM THE HAZARD OF AN EXPOSED END. ALL COST OF FURNISHING AND INSTALLING A TEMPORARY ROUNDED END ELEMENT SHALL BE INCLUDED IN THE COST OF THE PROPOSED GUARDRAIL.

(3) GUARDRAIL IS TO BE COMPLETE IN PLACE BEFORE THE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

DRAINAGE

(1) THE CONTRACTOR SHALL SHAPE DITCHES TO THE SPECIFIED DESIGN. THIS WORK WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(2) CULVERT EXCAVATION FOR CONCRETE BOX OR SLAB TYPE CULVERTS OR BRIDGES WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

(3) THE CUTTING OF INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE MEASURED AND PAID FOR AS ITEM NO. 203-01 ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

(4) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.

(5) DURING CONSTRUCTION OF DRAINAGE STRUCTURES ALL COST ASSOCIATED WITH MAINTAINING THE FLOW OF WATER AND TRAFFIC, AT THESE STRUCTURES, DURING THE PHASED CONSTRUCTION OF THIS PROJECT ARE TO BE INCLUDED IN THE UNIT PRICE OF THE DRAINAGE STRUCTURES AND TRAFFIC CONTROL ITEMS.

UTILITIES

(1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

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

(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

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

(5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106.

FENCING

(1) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS TWO WEEKS NOTICE PRIOR TO CUTTING FENCES.

MISCELLANEOUS

(1) ALL DETOUR, ACCESS, SERVICE AND FRONTAGE ROADS SHALL BE CONSTRUCTED WITH A MINIMUM OF ONE (1) COURSE OF BASE MATERIAL BEFORE TRAFFIC IS INTERRUPTED ON EXISTING ROADS.

(2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES WHERE AND AS DIRECTED BY THE ENGINEER.

(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

ROAD CLOSURE

(1) NO LESS THAN SEVEN (7) DAYS PRIOR TO THE CLOSURE OF THE ROAD, THE CONTRACTOR SHALL NOTIFY THE FOLLOWING INDIVIDUALS OR AGENCIES COMPLETELY DESCRIBING THE AFFECTED ROADS AND THE APPROXIMATE DURATION OF THE CONSTRUCTION: THESE PARTIES INCLUDE, BUT ARE NOT LIMITED TO: (1) LOCAL LAW ENFORCEMENT OFFICE, (2) LOCAL FIRE DEPARTMENT, (3) AMBULANCE SERVICE, (4) LOCAL SCHOOL SUPERINTENDENT, (5) UNITED STATES POSTAL SERVICE, AND (6) LOCAL ROAD SUPERINTENDENT.

RIGHT - OF – WAY

(1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, ROADWAY DESIGN DIVISION IS TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

(2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.

(3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.

(4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.

(5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.

(6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.

(7) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.

(8) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.

(9) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

(10) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

(11) EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD.

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKING ON INTERMEDIATE LAYERS

(1) 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 DAYS WORK SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4" LINE), L.M.

(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 DAYS 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.

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GENERAL NOTES AND SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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(3) 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 DAYS WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8" BARRIER LINE), L.F.

(4) WIDE (8 INCH) TEMPORARY PAVEMENT MARKING LINE WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02 PAINTED PAVEMENT MARKING (8" BARRIER LINE), LIN. FT.

FINAL PAVEMENT MARKING IF 4" SPRAY THERMOPLASTIC (60 mil) IS USED

(5) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 mil) 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. 716-13.01, SPRAY THERMO PVMT MRKNG (60 mil) (4IN 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.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(6) THE PAVEMENT MARKING ON THE TEMPORARY PAVEMENT FOR WHITLOCK-PARIS ROAD WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, LIN. MI.

(7) BEFORE OPENING THE WHITLOCK-PARIS ROAD TEMPORARY PAVEMENT TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED AND ALL EXISTING RAISED PAVEMENT MARKERS SHALL BE REMOVED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS AND RAISED PAVEMENT MARKERS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM NO. 712-01 TRAFFIC CONTROL, LUMP SUM.

PAVEMENT

PAVING

(1) THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE DIRECTION OF TRAFFIC.

SIGNING

(1) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND, OR BROWN BACKGROUND.

(2) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ERECTION.

SIGNALIZATION

(1) EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

(2) IF RESURFACING IS INCLUDED IN THE PROJECT, SIGNAL DETECTION LOOPS SHALL BE INSTALLED BEFORE THE FINAL SURFACE IS APPLIED.

(3) ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

(4) SIGNAL HEADS SHALL FLASH A MINIMUM OF SEVEN (7) DAYS PRIOR TO ACTIVATION OF THE SIGNAL.

(5) 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.

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

(7) 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, VERTICAL PANELS, 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 A 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.

(8) ALL DETOURS SHALL BE PAVED, STRIPED, SIGNED AND THE VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

EROSION PREVENTION AND SEDIMENT CONTROL

DISTURBED AREA

(1) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.

(2) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 15 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH, OR OTHER TEMPORARY COVER IS INSTALLED.

(3) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION SHOULD BE PRESERVED TO THE MAXMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

(4) ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.

(5) CONSTRUCTION SHALL BE SEQUENCEDAND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL, AND MINIMIZE SOIL COMPACTION.

(6) NO MORE THAN 50 ACRES OF ACTIVE SOIL DISTURBANCE IS ALLOWED AT ANY TIME DURING THE CONSTRUCTION OF THE PROJECT. OFF-SITE BORROW OR WASTE AREAS ARE TO BE INCLUDED IN THE TOTAL DISTURBED AREA IF BORROW OR WASTE AREA IS EXCLUSIVE TO THE PROJECT PER TDOT'S WASTE AND BORROW MANUEL.

SEDIMENT CONTROL

(7) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS, AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.

(8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFF-SITE MIGRATION OR DEPOSIT OF SEDIMENT ON ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFF-SITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFF-SITE 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 SETTLED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.

(9) WATER PUMPED FROM WORK AREAS AND EXCAVATION MUST BE HELD IN SETTLING BASINS OR TREATED BY FILTRATION OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE INTO SURFACE WATERS. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE ESPC PLANS. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED. TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR IMPOUNDMENT. DISCHARGE MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

(10) CHECK DAMS SHALL BE USED WHERE RUNOFF IS CONCENTRATED. CLEAN ROCK, BRUSH, GABION, OR SANDBAG CHECK DAMS SHALL BE PROPERLY CONSTRUCTED TO REDUCE VELOCITY AND CONTROL EROSION.

(11) IF PERMANENT OR TEMPORARY VEGETATION IS TO BE USED AS AN EPSC MEASURE, THEN THE TIMING OF PLANTING OF VEGETATION SHALL BE SHOWN IN THE SWPPP. DELAYING PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED, IF POSSIBLE.

(12) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION ACCESS (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED, AS NEEDED, TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.

(13) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY, BUT MUST BE REPLACED AT THE END OF THE WORKDAY.

CONST. FIELD REVIEW

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GENERAL NOTES AND SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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STREAM/WETLAND

(14) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT WATER QUALITY MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG STREAM BANKS IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS IN ACCORDANCE WITH TDOT STANDARDS. THEY MUST BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.

(15) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.

(16) INSTREAM EPSC DEVICES REQUIRE THE ENVIRONMENTAL DIVISION'S PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN TDEC, USACE, AND TVA PERMITS.

(17) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS, SHALL BE ONLY AS SHOWN ON THE PROJECT PLANS AND/OR AS SO SPECIFIED IN THE ARAP/401, SECTION 404 PERMIT(S) AND/OR TVA26(A), IF APPLICABLE. ANY ADDITIONAL PERMITS REQUIRED BY THE CONTRACTOR'S METHOD OF OPERATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO OBTAIN, AFTER RECEIVING THE APPROVAL OF TDOT ENVIRONMENTAL DIVISION.

(18) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING.

(19) STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CROSSINGS MUST BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES MUST BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK MUST BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS MUST BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO THEIR PREEXISTING ELEVATION. ALL TEMPORARY CROSSINGS MUST BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. NO. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.

(20) HEAVY EQUIPMENT WORKING IN WETLANDS MUST BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT MUST BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED.

(21) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS PROVIDED FOR IN THE PLANS.

INSPECTION, MAINTENANCE, REPAIR

(22) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES/STRUCTURES IS TO BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE CARE TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE STRUCTURES AT THE CONTRACTOR'S OWN EXPENSE.

(23) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND BE TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT IS TO BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

(24) THE CONTRACTOR SHALL INSTALL A RAIN GAUGE EVERY LINEAR MILE AT ALL SITES WHERE CLEARING, GRUBBING, EXCAVATION, GRADING CUTTING OR FILLING IS BEING ACTIVELY PERFORMED, OR EXPOSED SOIL HAS NOT YET BEEN PERMANENTLY STABILIZED. IF THE PROJECT LENGTH IS LESS THAN ONE LINEAR MILE, ONE RAIN GAUGE SHALL BE INSTALLED AT THE CENTER OF THE PROJECT OR AS INDICATED BY THE TDOT EPSC INSPECTOR. THE CONTRACTOR SHALL ENSURE THAT EACH GAUGE IS MAINTAINED IN GOOD WORKING CONDITION. TDOT AND/OR THE CONTRACTOR SHALL RECORD DAILY PRECIPITATION AND FORECASTED PERCENTAGE OF PRECIPITATION IN DETAILED RECORDS OF RAINFALL EVENTS INCLUDING DATES, AMOUNTS OF RAINFALL PER GAUGE, THE ESTIMATED DURATION (OR STARTING AND ENDING TIMES), AND FORECASTED PERCENTAGE OF PRECIPITATION FOR THE PROJECT. THIS INFORMATION SHALL BE PROVIDED TO THE ENGINEER ON A MONTHLY BASIS. THE COST FOR THE RAIN GAUGES IS TO BE INCLUDED IN THE UNIT BID PRICES FOR OTHER ITEMS. RAIN GAUGES SHALL BE AS SPECIFIED IN THE APPROVED TDOT RAINFALL MONITORING PLAN.

(25) INSPECTION OF EPSC MEASURES SHALL BE DONE AT LEAST TWICE PER CALENDAR WEEK AT LEAST 72 HOURS APART. A CALENDAR WEEK IS DEFINED AS SUNDAY THROUGH SATURDAY. QUALITY ASSURANCE/QUALITY CONTROL SITE ASSESSMENT OF EPSC SHALL BE PERFORMED PER THE TDOT ENVIRONMENTAL DIVISION'S COMPREHENSIVE INSPECTION OFFICE GUDELINES.

(26) OUTFALL POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO SURROUNDING WATERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWNSTREAM LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE ROADWAY SEDIMENT TRACKING.

(27) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE TIMEFRAME, WRITTEN DOCUMENTATION MUST BE PROVIDED IN THE FIELD BOOK AND AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.

MATERIALS

(28) WASTE AND BORROW AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN. BORROW AND WASTE DISPOSAL AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY AN ARAP, 404, OR NPDES PERMIT, OBTAINED SOLELY BY THE CONTRACTOR.

SWPPP, PERMITS, PLANS, RECORDS

(29) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS.

(30) ANY DISAGREEMENT BETWEEN THE PROJECT PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT ENGINEER. THE ENVIRONMENTAL DIVISION, ROADWAY DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.

(31) THE FOLLOWING INFORMATION SHALL BE MAINTAINED ON OR NEAR THE SITE: DATES THAT MAJOR GRADING ACTIVITIES OCCUR, DATES WHERE CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE, DATES WHEN STABILIZATION MEASURES ARE INITIATED, EPSC INSPECTION RECORDS, QUALITY ASSURANCE SITE ASSESSMENT RECORDS, PRECIPITATION RECORDS, SWPPP, PROJECT ENVIROMENTAL PERMITS, AND A COPY OF THE PROJECT EPSC INSPECTOR'S TDEC LEVEL 1 CERTIFICAION.

(32) ALL WATER QUALITY AND STORM WATER PERMITS, INCLUDING A COPY OF THE NOC WITH NPDES PERMIT TRACKING NUMBER AND THE LOCATION OF THE SWPPP, SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS. TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BREIF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTING SHALL BE MAINTAINED IN LEGIBLE CONDITION.

(33) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS OR MODIFICATIONS OF THE SWPPP ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.

(34) THE SWPPP SHALL BE UPDATED BY CONSTRUCTION WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBLECTIVES OF CONTROLLING POLLTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY. THE ENVIRONMENTAL DIVISION SHALL BE CONTACTED WHEN MAJOR DESIGN REVISIONS ARE REQUESTED BY CONSTRUCTION. THE ENVIRONMENTAL DIVISION MAY BE CONTACTED FOR GUIDANCE ON SPECIFIC SWPPP NEEDS. A COPY OF ANY CORRESPONDENCE REGARDING THE EFFCTIVENESS OF THE SWPPP OR ESPC CONTROLS SHALL BE RETAINED IN THE SWPPP.

(35) PROJECT INSPECTORS AND SUPERVISORS (INCLUDING TDOT STAFF, CONSULTANTS AND CONTRACTOR STAFF) RESPONSIBLE FOR THE IMPLEMENTATION AND MAINTANCE OF ESPC PLANS SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 - FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. A COPY OF CERTIFICATION RECORDS FOR THE COURSES SHALL BE KEPT ON SITE AND AVAILABLE UPON REQUEST.

LITTER, DEBRIS, WASTE, PETROLEUM

(36) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS WILL BE PICKED UP AND REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS. AFTER USE, MATERIALS USED FOR EPSC WILL BE REMOVED FROM THE SITE.

(37) 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 (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED. 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.

CONST. FIELD REVIEW

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GENERAL NOTES AND SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	2R

SPECIAL NOTES

GRADING

(1) THE GRADING TABULATIONS AND RESULTING EARTHWORK ASSOCIATED BID QUANTITIES WERE PREPARED UTILIZING AVAILABLE GEOTECHNICAL INFORMATION AND/OR REPORTS PREPARED FOR THIS PROJECT. THIS INFORMATION IS PROVIDED FOR GENERAL INFORMATION AND ESTIMATION GUIDANCE ONLY.

(2) BORING DEPICTIONS SHOWN ON THE FOUNDATION DATA SHEETS, SOILS SHEETS, PLANS, AND CROSS-SECTIONS INDICATE SOIL AND ROCK CONDITIONS AT THE SPECIFIC BORING LOCATIONS. ANY SOIL PROFILE AND/OR ROCK LINE IS INTERPRETIVE BASED ON THE JUDGMENT OF THE GEOTECHNICAL ENGINEER/GEOLOGIST. THE TRANSITION BETWEEN BORINGS AND LAYERS MAY VARY SIGNIFICANTLY DEPENDING ON THE GEOLOGIC FORMATIONS ENCOUNTERED.

(3) THE CONTRACTOR SHALL UTILIZE ALL INFORMATION PROVIDED IN THE PLANS, CROSS-SECTIONS AND CONTRACT DOCUMENTS INCLUDING ANY SPECIAL PROVISIONS AS WELL AS UTILIZING HIS PAST EXPERIENCE WITH PROJECTS OF SIMILAR NATURE, SCOPE AND LOCATION IN PREPARATION OF HIS BID FOR EARTHWORK ITEMS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND PROVIDE EQUIPMENT AND MEANS NECESSARY TO CONDUCT THE EXCAVATION ACTIVITIES IN ACCORDANCE WITH PLANS AND SPECIFICATIONS.

(4) EARTHWORK IS PAID FOR UNDER ITEM 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED). NO ADDITIONAL PAYMENT WILL BE MADE FOR EARTHWORK QUANTITIES BASED SOLELY ON A CLAIM THAT THE QUANTITIES SHOWN IN THE GRADING TABULATION OR ELSEWHERE IN THE PLANS ARE INACCURATE WITH RESPECT TO THE TYPE OF MATERIALS ENCOUNTERED DURING CONSTRUCTION EXCEPT AS PROVIDED FOR BY SECTION 104.02 IN THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR AS AMENDED IN SUPPLEMENTAL SPECIFICATIONS.

PAVEMENT

SIGNALIZATION

(1) THE DESIGN OF TRAFFIC SIGNAL SUPPORT POLES, MAST ARMS, STRAIN POLES, ETC. SHALL BE IN CONFORMANCE WITH THE *AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS,* CURRENT EDITION. OVERHEAD CANTILEVERED TRAFFIC SIGNAL STRUCTURES SHALL BE DESIGNED FOR FATIGUE CATEGORY 1.

SIGNING

(1) BEFORE ERECTING SIGNS. THE SIGNS SHALL BE STAKED AND REVIEWED IN THE FIELD WITH TDOT REGION 4 STAFF.

EROSION PREVENTION AND SEDIMENT CONTROL

ENVIRONMENTAL

ECOLOGY

STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE WILL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING CONCERNING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR DESIGNATED CONSULTANT WILL NEED TO BE ON-SITE FOR WORK BEING DONE WHICH COULD AFFECT THE STREAM OR SPECIES.

CONST. FIELD REVIEW

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GENERAL NOTES
AND
SPECIAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	2S

CATCH BASINS AND MANHOLES

SHEET NO.	LOCATION	STATION	OFFSET (FT.)	DRAINAGE CODE	GRATE/TOP ELEV.	STRUCTURE TYPE	INSIDE DIMENSI	DEPTH (FT.)	STANDARD DRAWING	PAY ITEMS																
										MANHOLES 611-01-01 0' - 4'	MANHOLES 611-01-02 4' - 8'	MANHOLES 611-01-03 8' - 12'	MANHOLES 611-01-05 16' - 20'	TYPE 10 611-10.01 0' - 4'	TYPE 10 611-10.02 4' - 8'"	TYPE 12 611-12.02 4' - 8'	TYPE 12 611-12.05 16' - 20'	TYPE 14 611-14.02 4' - 8'	TYPE 14 611-14.04 12' - 16'	TYPE 38 611-38.01 0' - 4'	TYPE 38 611-38.02 4' - 8'	TYPE 38 611-38.03 8' - 12'	TYPE 41 611-41.02 4' - 8'	TYPE 51 611-51.02 4' - 8'	TYPE 51 611-51.03 8' - 12'	TYPE 51 611-51.04 12' - 16'	TYPE 52 611-52.01 0' -4'
4A	WISCONSIN	12+03.70	7.76	8A		ESMH																					
4A	WISCONSIN	12+57.28	10.56	8		EXMH																					
4A	WISCONSIN	12+89.82	39.94	89	264.12	# 38		6.37													1	1					
4A	WISCONSIN	15+23.12	32.18	6		EXCB																					
4A	WISCONSIN	15+28.79	14.54	7		EXCB																					
4A	WISCONSIN	14+96.01	44.35	1		EXMH																					
4A	WISCONSIN	15+93.83	13.71	10	286.21	# 10		5.34							1												
4A	WISCONSIN	16+06.91	4.07	1		ESMH																					
4A	WISCONSIN	16+17.67	9.12	5		EXMH																					
4A	WISCONSIN	16+49.96	9.00	92		EXMH																					
4A	WISCONSIN	16+60.59	14.04	88	285.70	# 14		4.19										1									
4A	WISCONSIN	16+60.60	14.00	91	285.70	# 14		4.77										1									
4A	WISCONSIN	16+87.70	14.19	90	280.61	# 10		4.20						1													
4A	ARKANSAS	9+42.42	15.37	3		EXCB																					
4A	ARKANSAS	9+00.32	13.49	2		EXCB																					
4A	ARKANSAS	8+75.99	12.18	94	284.88	# 14		4.48										1									
4A	ARKANSAS	8+75.68	12.48	93	284.88	# 14		4.20										1									
4A	I-55 SB	98+55.36	-90.98	9	283.92	#38		3.00												1		1					
4A	I-55 SB	98+54.24	-74.01	9A	284.38	MH		3.86		1																	
4A	I-55 SB	100+14.63	-80.87	9B	284.10	#38		3.18												1							
4A	I-55 SB	100+15.33	-65.36	9C	284.56	MH		7.76			1																
4A	I-55 SB	103+61.44	-43.48	9D	275.13	MH		6.03			1																
4A	I-55 SB	103+61.44	-33.48	9E		EXCB																					
4A	I-55 SB	106+18.69	-109.72	9H	284.26	#38		4.71													1						
4A	I-55 SB	108+64.78	-125.08	19B	281.80	#38		5.00													1						
4A	I-55 SB	108+64.65	-111.08	19C	279.06	MH		18.49					1														
4A	I-55 SB	106+29.28	30.62	21		EXMH																					
4A	I-55 NB	107+56.20	40.52	15	264.44	EXMH		5.60																			
4A	I-55 NB	107+34.60	24.69	10	264.68	# 41		4.08															1				
4A	I-55 NB	107+63.56	26.03	11	264.58	# 41		5.00															1				
4A	I-55 NB	108+07.11	28.12	12	264.69	# 41		4.47															1				
4A	I-55 NB	104+50.03	35.34	21E	265.42	# 51		3.90																			
4A	I-55 NB	106+62.36	27.06	21A	264.76	MH		5.96			1																
4A	I-55 NB	107+00.20	35.63	21B	263.45	# 51		4.45																1			
4A	I-55 NB	107+50.00	36.01	21C	263.20	# 52		3.90																			1
4A	I-55 NB	107+80.00	35.01	21D	263.39	# 51		3.90																			
4A	I-55 NB	103+60.85	19.81	9F		EXMH																					
4A	I-55 NB	103+60.25	73.10	9G		EXCB																					
5A	I-55 NB	108+99.98	36.00	21F	264.50	# 51		3.90																			
5A	I-55 NB	112+49.99	44.63	18	282.29	# 12		17.4									1										
5A	I-55 NB	117+60	34.33	20B	283.67	#51		5.86																1			
5A	I-55 NB	117+80	34.16	20C	284.21	#51		15.65																		1	
5A	I-55 SB	108+90.00	29.71	13	264.72	# 41		4.08															1				
5A	I-55 SB	109+60.00	32.10	14	264.87	# 41		4.08															1				
5A	I-55 SB	112+08.67	171.77	19	280.57	MH		17.07					1														
5A	I-55 SB	114+95.73	31.98	20	279.60	# 51		8.1																	1		
5A	I-55 SB	110+03.05	129.88	19A		EXMH																					
5A	SBR	17+57.18	66.47	95	282.25	#38		3.5												1							
6A	I-55 SB	121+86.94	32.70	96	282.38	#38		5.18													1						
6A	I-55 SB	122+52.87	38.93	98	283.30	MH		7.00			1																
6A	SBR	20+50.00	33.00	34C	266.50	# 38		3.00												1							
6A	SBR	22+80.00	2.48	35	279.85	# 12		4.04								1											
6A	SBR	23+13.50	23.53	36	208.70	MH		18.52					1														
6A	W. ALSTON	12+49.99	13.86	48	284.35	# 12		4.04								1											
6A	W. ALSTON	12+54.22	2.82	49	285.07	MH		6.00			1																
6A	W. ALSTON	13+29.93	14.09	47	281.35	# 12		4.04								1											
6A	W. ALSTON	13+41.28	2.09	46	281.79	MH		6.00			1																
6A	W. ALSTON	13+50.45	18.85	45	280.79	# 12		4.04								1											
6A	W. ALSTON	14+99.86	23.17	43	276.50	# 12		4.04								1											
6A	W. ALSTON	15+00.44	0.15	44	277.77	MH		6.00			1																
6A	W. ALSTON	15+49.90	12.99	42	276.58	# 12		4.04								1											
6A	W. ALSTON	15+99.86	19.98	41	276.63	# 12		4.93								1											
6A	W. ALSTON	16+75.08	23.29	40	277.06	# 12		7.56								1											
6A	W. ALSTON	16+75.09	0.00	39	277.67	MH		10.17				1															
6A	W. ALSTON	17+42.00	26.23	38	278.15	# 12		4.04								1											
6A	W. ALSTON	17+33.14	43.89	37	280.60	MH		17.10					1														
6A	WBR	23+00.96	35.82	70	281.13	MH		18.23					1														
6A	WBR	25+35.00	9.04	57	278.56	# 12		4.04								1											
6A	WBR	25+70.21	9.04	58	278.29	# 14		15.29											1								
6A	RIVERSIDE	11+24.63	38.75	55	276.73	# 12		4.01								1											
6A	RIVERSIDE	11+24.62	50.17	30	276.62	# 12		4.12								1											
6A	RIVERSIDE	11+55.04	0.14	56	277.48	MH		16.89					1														
6A	RIVERSIDE	12+33.00	97.00	59	269.00	# 38		8.80														1					
6A	RIVERSIDE	13+29.59	1.50	60	271.25	MH		11.55				1															
6A	RIVERSIDE	13+80.28	82.58	63A	267.00	# 38		6.00													1						
6A	RIVERSIDE	13+91.56	70.91	61	265.09	EXCB		3.90																			
6A	CRUMP	10+65.85	90.63	29	281.26	# 12		5.00								1											
6A	CRUMP	11+69.90	36.19	28	278.11	# 12		5.11								1											
6A	CRUMP	12+18.29	58.21	27	277.57	# 12		5.27								1											
6A	CRUMP	12+49.97	44.09	26	277.30	# 14		6.27										1									
6A	CRUMP	12+95.00	44.00	25	277.53	# 12		5.00								1											
6A	CRUMP	12+00.03	32.93	31	277.77	# 12		6.09								1											
6A	CRUMP	12+50.04	33.07	32	277.54	# 14		6.11										1									
6A	CRUMP	13+01.81	33.04	33	277.75	# 12		5.00								1											
6A	NBR	16+12.24	139.29	102		EXMH																					
6A	NBR	16+54.66	242.51	103		EXMH																					
6A	NBR	17+35.50	185.79	101	271.60	#38		3.50												1							
7A	W. ALSTON	2+75.17	13.48	99	285.08	#12		4.12							1												
7A	W. ALSTON	2+75.34	22.40	100		EXMH																					
7A	W. ALSTON	9+48.79	9.82	54	288.83	# 12		4.04								1											
7A	W. ALSTON	9+72.25	3.07	52	288.98	MH		6.00			1																
7A	W. ALSTON	9+71.74	20.59	53	288.75	# 12		4.04								1											
7A	W. ALSTON	10+49.85	16.49	50	287.96	# 12		4.04								1											
7A	W. ALSTON	10+53.47	2.82	51	287.99	MH		6.00			1																
7A	I-55 NB	133+20.00	25.48	76	292.02	# 51		4.08																1			
7A	I-55 NB	134+05.00	21.00	77	291.84	# 51		6.57																1			
7A	I-55 NB	134+50.00	20.01	78	292.04	# 51		4.09																1			
7A	I-55 NB	135+90.86	20.47	80	290.78	# 41		4.08															1				
7A	I-55 NB	136+43.20	20.13	81	290.67	# 41		4.40															1				
7A	I-55 NB	137+05.10	19.62	82	290.80	# 41		4.08															1				
7A	I-55 NB	137+68.64	145.02	85		EXCB																					
7A	I-55 NB	138+19.90	122.23	86		EXCB																					
7A	I-55 NB	138+14.29	94.89	84	283.92	# 38		2.36																			
7A	I-55 NB	139+23.03	97.13	87		EXMH																					
7A	WBR	20+43.00	7.04	73A	292.11	# 51		6.91																1			
8A	RIVERSIDE	13+99.99	32.19	63	264.52	# 12		4.04								1											
8A	RIVERSIDE	14+00.02	1.81	62	268.65	MH		9.30				1															
8A	RIVERSIDE	14+00.00	35.81	64	268.65	# 12		4.14								1											
8A	RIVERSIDE	14+58.41	0.60	65	268.65	MH		9.59				1															
8A	RIVERSIDE	15+00.00	34.00	66	264.52	# 12		4.04								1											
8A	RIVERSIDE	15+00.00	33.04	67	264.52	# 12		4.04								1											
8A	RIVERSIDE	15+28.57	17.68	68	265.83	EXMH		7.43																			
TOTALS										1	9	4	6	1	2	25	1	6	1	5	5	3	8	6	1	1	1

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TABULATED QUANTITIES

SHEET 1 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	2T

STORM DRAINAGE PIPES

SHEET NO.	FROM CODE	FROM OUTLET ELEV.	TO CODE	TO INLET ELEV.	% GRADE	REINFORCED CONC. PIPE - CLASS III SIZE & LENGTH (L.F.) 18"	24"	30"	36"	42"	RIP-RAP 709-05.06 (TON)
4A	9	280.92	9A	280.62	1.67	18					
4A	9A	280.52	9C	276.90	2.25	161					
4A	9B	280.92	9C	280.52	2.50	16					
4A	9C	276.80	9D	269.20	2.19	347					
4A	9D	269.10	9E	269.00	0.56	18					
4A	9H	279.65	89	257.99	55.54	39					
4A	21E	261.52	21G	260.10	0.95	150					
4A	21G	260.1	21A	259.52	0.95	59					
4A	21B	259.00	21A	258.80	0.53		33				
4A	21C	259.30	21B	259.00	0.61	43					
4A	21D	259.49	21C	259.30	-0.66	22					
4A/5A	21F	260.60	21D	259.49	0.94	115					
4A/5A	13	260.64	12	260.22	0.50	79					
4A	12	260.22	11	259.58	1.40	40					
4A	10	260.60	11	260.30	1.00	25					`
4A	11	259.58	15	259.29	1.80	12					
4A	90	281.20	91	280.93	0.90	21					
4A	91	280.93	92	280.80	1.63	8					
4A	92	275.52	5	275.37	0.40	27					
4A	5	275.37	1	274.40	0.80	122					
4A	88	281.51	10	280.87	1.00	60					
4A	10	280.87	7	280.40	0.70	58					
4A	7	280.40	6	279.36	2.20	41					
4A	6	279.16	1	274.40	17.60	25					
4A	3	280.15	6	279.36	1.50	46					
4A	6	279.16	1	274.40	17.60	25					
4A	1	274.20	1A	266.62	15.79	48					
4A	1A	259.03	21A	258.63	1.03	39					
4A	21A	258.80	21	257.99	0.80		100				
4A	93	280.68	94	280.40	1.04	27					
4A	94	280.40	2	280.20	0.91	22					
4A	19B	276.80	19C	273.92	26.18	11					
4A	19D	261.67	19C	260.57	3.24	34					
5A	14	260.79	13	260.64	0.20		66				
5A	18	265.39	19	264.00	0.5		278				
5A	19	264.00	19A	262.95	0.5		210				
5A	20	271.50	21	271.05	1.00	45					
5A	20A	278.01	20B	277.00	5.05	20					
5A	20B	268.56	20C	267.97	1.90	31					
5A	22A	264.98	22B	264.75	0.41	56					
5A/6A	23	264.91	24	264.18	1.2807	57					
5A/6A	95	278.75	96	276.67	1.07	195					
6A	96	276.57	97	275.91	2.00	33					
6A	98		34A			16					
6A	34	263.50	34C				6				
6A	34C		35				196				
6A	35		36	262.18			58				

STORM DRAINAGE PIPES

SHEET NO.	FROM CODE	FROM OUTLET ELEV.	TO CODE	TO INLET ELEV.	% GRADE	REINFORCED CONC. PIPE - CLASS III SIZE & LENGTH (L.F.) 18"	24"	30"	36"	42"	RIP-RAP 709-05.06 (TON)
6A	48	280.31	49	279.90	2.40	13					
6A	49	279.07	46	275.79	3.80	82					
6A	47	277.31	46	276.80	2.50	15					
6A	45	276.75	46	276.40	2.30	10					
6A	46	275.79	44	271.77	2.50	154					
6A	43	272.46	44	271.90	2.50	19					
6A	44	271.77	39	267.50	2.50	170					
6A	42	272.54	41	271.70	1.70	46					
6A	41	271.70	40	269.50	2.90	71					
6A	40	269.50	39	267.60	7.90	19					
6A	39	267.50	37	266.00	2.10		68				
6A	38	274.11	37	273.00	5.60	15					
6A	37	263.50	36	262.18	2.00		59				
6A	36	262.18	56	260.59	0.50			311			
6A	55	272.72	56	271.80	1.90	44					
6A	56	260.59	60	259.70	0.50			168			
6A	73		72				61				
6A	71	264.00	70	262.90	0.90	105					
6A	70	262.90	59	260.20	0.80		330				
6A	57	274.52	58	274.00	1.50	29					
6A	58	263.00	59	260.20	1.70	158					
6A	59	260.20	60	259.70	0.40			128			
6A	60	259.70	62	259.35	0.50					62	
6A	63A		63	260.48		49					
6A	63	260.48	62	259.60	2.70	25					
6A	64	264.51	62	263.90	1.70	30					
6A	30	272.50	31	271.60	0.50	160					
6A	31	271.68	32	271.43	0.50	44					
6A	33	272.75	32	271.43	2.70	43					
6A	32	271.43	26	271.03	0.50	70					
6A	25	272.53	26	271.03	3.10	41					
6A	29	276.26	28	273.00	2.70	113					
6A	28	273.00	27	272.30	1.30	49					
6A	27	272.30	26	271.03	3.70	28					
6A	96		97								
6A	98		34A								
7A	54	284.79	52	284.00	2.90	22					
7A	53	284.71	52	283.90	3.50	19					
7A	52	282.98	51	281.99	1.20	76					
7A	50	283.92	51	283.60	2.00	12					
7A/6A	73A		73B			93					
7A	76	287.94	77	287.67	0.50	80					
7A	78	287.95	77	287.63	0.50	40					
7A	77	285.27	79	284.96	0.50	63					
7A	80	286.70	81	286.27	0.50	50					
7A	82	286.72	81	286.49	0.50	59					
7A	81	286.27	83	285.85	0.50	62					
7A	99		100								
8A	62	259.35	65	259.06	0.50					50	
8A	61	261.19	65	259.06	2.20		92				
8A	65	259.06	68	258.40	0.90					62	
8A	66	260.48	68	259.00	4.50	27					
8A	67	260.48	68	259.00	2.60	52					
TOTALS						**4700**	**1558**	**606**	**0**	**175**	**0**

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TABULATED QUANTITIES

SHEET 2 OF 2

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	2U

ENDWALLS

LOCATION	ENDWALL STATION	OFFSET (FT.)	CODE	STRUCTURE TYPE	STANDARD DRAWING	SKEW	RIP-RAP 709-05.06 (TON)	CLASS A CONC. 611-07.01 (C.Y.)	REINF. STEEL 611-07.02 (LB.)	15 IN. ENDWALL 3:1 611-07.51 (EA.)	15 IN. ENDWALL 4:1 611-07.52 (EA.)	15 IN. ENDWALL 6:1 611-07.53 (EA.)	18 IN. ENDWALL 3:1 611-07.54 (EA.)	18 IN. ENDWALL 4:1 611-07.55 (EA.)	18 IN. ENDWALL 6:1 611-07.56 (EA.)	24 IN. ENDWALL 3:1 611-07.57 (EA.)	24 IN. ENDWALL 4:1 611-07.58 (EA.)	24 IN. ENDWALL 6:1 611-07.59 (EA.)	30 IN. ENDWALL 3:1 611-07.60 (EA.)	30 IN. ENDWALL 4:1 611-07.61 (EA.)	30 IN. ENDWALL 6:1 611-07.62 (EA.)	36 IN. ENDWALL 3:1 611-07.63 (EA.)	36 IN. ENDWALL 4:1 611-07.64 (EA.)	36 IN. ENDWALL 6:1 611-07.65 (EA.)	42 IN. ENDWALL 3:1 611-07.66 (EA.)	42 IN. ENDWALL 4:1 611-07.67 (EA.)	42 IN. ENDWALL 6:1 611-07.68 (EA.)	48 IN. ENDWALL 3:1 611-07.69 (EA.)	48 IN. ENDWALL 4:1 611-07.70 (EA.)	48 IN. ENDWALL 6:1 611-07.71 (EA.)
I-55 NB	108+62.95	69.23	19D	EW									1																
SB RAMP	13+29.28	20.00	20A	EW											1														
SB RAMP	17+50	37.47	22	EW											1														
SB RAMP	17+50	18.30	22A	EW											1														
SB RAMP	18+78.85	34.32	23	EW											1														
I-55 SB	117+61.50	10.95	20D	EW											1														
SB RAMP	18+78.85	21.46	24	EW											1														
SB RAMP	20+15.78	43.72	34	EW											1														
I-55 SB	121+66.44	6.42	97	STRAIGHT EW			20	1.16	40																				
I-55 SB	122+27.86	21.08	34A	EW										1															
WB RAMP	23+00	71.89	71	EW									1																
WB RAMP	20+43	88.61	73B	EW									1																
EB RAMP	26+50	40.76	72	EW										1															
EB RAMP	26+50	20.65	73	EW										1															
EB RAMPS	23+72.33	28.86	104	EW											1														
EB RAMPS	24+14.72	12.82	105	EW											1														
I-55 NB	134+05	45.43	79	EW											1														
I-55 NB	136+42.24	44.26	83	EW											1														
TOTALS							**20**	**1.16**	**40**	**0**	**0**	**0**	**3**	**3**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

PAVEMENT QUANTITIES

LOCATION	PAY ITEMS																				
	303-01 (TON)	307-01.01 (TON)	307-01.08 (TON)	307-02.01 (TON)	307-02.02 (TON)	307-02.03 (TON)	307-02.08 (TON)	309-01.01 (TON) ALT. E	309-01.02 (TON) ALT. E	313-03 (S.Y.)	313-03 (S.Y.) ALT. E	402-01 (TON)	402-02 (TON)	403-01 (TON)	411-01.10 (TON)	411-02.10 (TON)	411-03.10 (TON)	415-01.02 (S.Y.)	501-01.03 (S.Y.)	501-01.04 (S.Y.)	501-01.05 (S.Y.)
MAINLINE	12369.4							8891.3	343.2		27420.0									54840.0	
CRUMP	942.0									2783.0									2783.0		
W. ALSTON	1758.0		352.3									4.4	15.6	0.9	206.5						
WISCONSIN	555.4	169.9	111.3									1.4	4.9	0.6							
ARKANSAS	284.2		57.0									0.7	2.5	0.2							
ROUNDABOUT	736.9									2178.1									2178.1		
RIVERSIDE	1276.5			390.5	9.9	295.7	255.8									150.0					
SOUTHBOUND RAMP	3515.0									4500.8									4500.8		
NORTHBOUND RAMP	1513.0									3779.1									3779.1		
WESTBOUND RAMP	2256.0									3003.7									3003.7		
EASTBOUND RAMP	4487.0									5408.3									5408.3		
I-240 MITIGATION																	1538.0	1538.0			
I-40 WEIGH STATION RAMP	3606.0									1166.2		1.6	5.8								1166.2
TOTALS	**33299.5**	**169.9**	**520.5**	**390.5**	**9.9**	**295.7**	**255.8**	**8891.3**	**343.2**	**22819.2**	**27420.0**	**8.1**	**28.8**	**1.7**	**206.5**	**150.0**	**1538.0**	**1538.0**	**21653.0**	**54840.0**	**1166.2**

PROPOSED GUARDRAIL

SHEET NO.	LOCATION	SIDE LT	SIDE RT	STATION FROM	STATION TO	GUARDRAIL: BRIDGE ENDS 705-01.01 (L.F.)	GUARDRAIL: BRIDGE PIERS 705-01.02 (L.F.)	GUARDRAIL: SINGLE TYPE 2 705-02.02 (L.F.)	GUARDRAIL: MEDIAN TYPE 2 705-03.03 (L.F.)	TERMINAL ANCHORS: TYPE 12 705-04.02 (EACH)	TERMINAL ANCHORS: TYPE 13 705-04.03 (EACH)	TERMINAL ANCHORS: TYPE 21 705-04.04 (EACH)	TERMINAL ANCHORS: TYPE IN-LINE 705-04.05 (EACH)	TERMINAL ANCHORS: TYPE 38 705-04.07 (EACH)	REMARKS
4A	I-55 SB	X		100+40.5	102+53			68.8						1	
4A	I-55 NB		X	102+38	104+50	26.9		138.0						1	
6A	NB RAMP		X	15+00	17+26	26.9		200.0							
	WB RAMP	X		22+49	24+72	26.9		196.0							
	WB RAMP		X	21+00	24+71			371.0							
7A	WB RAMP		X	18+66	21+00			234.0							
	EB RAMP		X	14+84	17+05	26.9		194.0							
	EB RAMP	X		19+58	23+89			384.0						1	
	I-55 NB		X	140+44.4	141+18	26.9								1	
TOTALS						**134.5**	**0**	**1785.8**	**0**	**0**	**0**	**0**	**0**	**4**	

R.O.W. MARKERS

SHEET NO.	QUANTITIES "A"	"B"	"C"	TOTALS
5A	7			7
6A	1	1	1	3
				0
				0
				0
TOTALS	**8**	**1**	**1**	**10**

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TABULATED QUANTITIES

SHEET 2 OF 2

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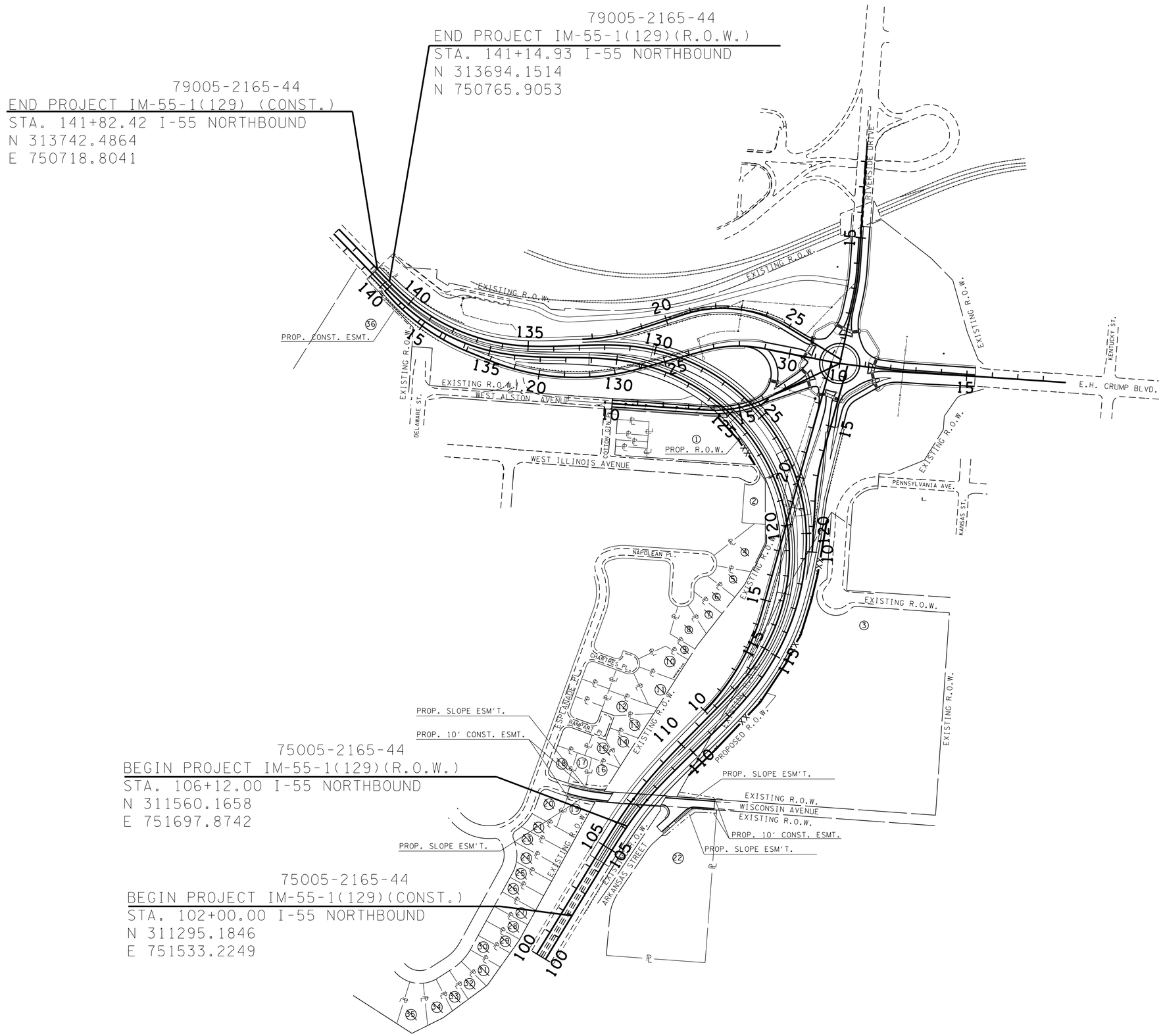
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	3
CONST.	2015	IM-55-1(129)	3



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PROPERTY MAP

SCALE: 1"=200'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	3A
CONST.	2015	IM-55-1(129)	3A

REV. 5-21-14: REVISED TRACT 3 PARCEL NOS., INSTURMENT NOS., TOTAL AREAS, AND AREA REMAINING.

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE BK./INST. NO.	DEED DOCUMENT REFERENCE PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST.
1	L. ANNE RUSSUM AND J. FARNEY AND ALISA B. REILLY AND MARY L. BRUCHMAN	138I	012006 00015C	BK 8734		1.606		1.606	2830 S.F.		2830 S.F.	1.541				
~~2~~	~~DARYL L. LEWIS~~	~~138I~~	~~012011 00038~~	~~06014180~~		~~0.326~~		~~0.326~~				~~0.326~~				
3	LEAF INC.	138I	012038 00003	GL8067 U90031			14.670	14.670		2.106	2.106		12.564		568	1481
		138I	012038 00004													
		138I	012038 00021													
		138I	012038 00022													
		138I	012038 00023													
~~4~~	~~MARVIN R. HOUSLEY~~	~~138I~~	~~012011 00020~~	~~08133245~~												
~~5~~	~~BOBBY GREEN~~	~~138I~~	~~012011 00021~~	~~04148702~~												
~~6~~	~~ANGELA M. TILLERY~~	~~138I~~	~~012011 00022~~	~~02023656~~												
~~7~~	~~JENNFIER E. SANDERS~~	~~138I~~	~~012011 00023~~	~~02100861~~												
~~8~~	~~HENRY P. BATES JR.~~	~~138I~~	~~012011 00027~~	~~U52098~~												
~~9~~	~~SHELBY COUNTY TAX SALE 85.2 EXH # 486~~	~~138I~~	~~012012 00018~~	~~9426-1~~												
~~10~~	~~MARION A. BROOKS (2/3) AND HENRY ASHURST~~	~~138I~~	~~012012 00004~~	~~KN6260~~												
~~11~~	~~IRMA L. IVY~~	~~138I~~	~~012012 00005~~	~~E74370~~												
~~12~~	~~CARLENA ACEY~~	~~138I~~	~~012012 00010~~	~~BS3578~~												
~~13~~	~~YVONNE L. HOLLIDAY~~	~~138I~~	~~012012 00011~~	~~U29988~~												
~~14~~	~~ALONZO & JANET D. SULLIVAN~~	~~138I~~	~~012012 00012~~	~~E62647~~												
~~15~~	~~ANDREW L. & MINNIE H. STATEN~~	~~138I~~	~~012012 00013~~	~~H98821~~												
16	JAMES B. PAYTON	138I	012012 00017	M84006			0.236	0.236					0.236		302	704
17	BARBARA J. PENDER	138I	012012 00016	E61551			0.187	0.187					0.187		139	554
~~18~~	~~PAUL BRANDON AND GWENDOLYN JOYCE BRANDON~~	~~138I~~	~~012012 00015~~	~~U33462~~												
19	TYRONE AND BEVERLY J. TURNER	138I	012024 00013	J70094			0.312	0.312					0.312		107	932
~~20~~	~~HAZEL O. TILLERY~~	~~138I~~	~~012024 00014~~	~~FF5700~~												
~~21~~	~~FREDDIE AND CHRISTINE D. BOYD~~	~~138I~~	~~012024 00015~~	~~G38536~~												
22	HENCO LAND, LLC.	138P	012031 00010	13027952			4.162	4.162					4.162		987	2460
~~23~~	~~FRED JONES JR.~~	~~138I~~	~~012024 00016~~	~~H50684~~												
~~24~~	~~MARY LYNN KEYS~~	~~138I~~	~~012024 00017~~	~~02149461~~												
~~25~~	~~KATOSHA JACKSON~~	~~138P~~	~~012024 00018~~	~~04124423~~												
~~26~~	~~LESTER G. & PEARLINE RICHMOND~~	~~138P~~	~~012024 00019~~	~~G27909~~												
~~27~~	~~MARSHA L. BROOKS~~	~~138P~~	~~012024 00020~~	~~M58926~~												
~~28~~	~~GENERETTE & JANET L. LINK III~~	~~138P~~	~~012024 00021~~	~~AF5855~~												
~~29~~	~~BERNICE WARREN~~	~~138P~~	~~012024 00022~~	~~G45204~~												
~~30~~	~~WALTER AND MARTHA H. HARRIS~~	~~138P~~	~~012024 00023~~	~~K45425~~												
~~31~~	~~CLARENCE & PEARLIE PILGRIM~~	~~138P~~	~~012024 00024~~	~~H22604~~												
~~32~~	~~BUFORD MCGHEE~~	~~138P~~	~~012024 00025~~	~~AW7951~~												
~~33~~	~~VICKI W. DUNIGAN~~	~~138P~~	~~012024 00026~~	~~P73913~~												
~~34~~	~~TOMMIE AND LORIS PATTERSON~~	~~138P~~	~~012024 00027~~	~~N45295~~												
~~35~~	~~EDDIE L. & CLOTEAL R. PARKER~~	~~138P~~	~~012024 00028~~	~~G81775~~												
36	CITY OF MEMPHIS	138H	012007 00009	1858	587-591	2.054		2.054				2.054				1250
				1859	395-397											
				1875	170-177											
				3234	416-423											

UTILITY OWNERS

UTILITY	OWNER	PHONE NO.	CONTACT	ADDRESS	CITY	STATE	ZIP CODE
TELEPHONE	AT&T TENNESSEE	(731) 423-4144	MIKE HALTOM	315 E. COLLEGE STREET	JACKSON	TN	38301
WATER	MEMPHIS LIGHT, GAS AND WATER	(901) 528-4186	TOM WORD	220 S. MAIN STREET	MEMPHIS	TN	38101
SEWAGE	CITY OF MEMPHIS	(901) 576-6725	GARY VADEN	125 N. MAIN STREET	MEMPHIS	TN	38103
GAS	MEMPHIS LIGHT, GAS AND WATER	(901) 528-4186	TOM WORD	220 S. MAIN STREET	MEMPHIS	TN	38101
POWER	MEMPHIS LIGHT, GAS AND WATER	(901) 528-4186	TOM WORD	220 S. MAIN STREET	MEMPHIS	TN	38101
CATV	COMCAST	(901) 435-9859	REX MORRIS	3251 PLAYERS CLUB PKWY.	MEMPHIS	TN	38125
FIBER OPTIC	WINDSTREAM - KDL	(662) 862-7031	GEORGE BUTLER	1365 MOORE ROAD SW	FULTON	MS	38843
FIBER OPTIC	WINDSTREAM - PAE TEC	(662) 862-7031	GEORGE BUTLER	1365 MOORE ROAD SW	FULTON	MS	38843

UTILITIES

(1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.

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

(3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

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

(5) THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106.

RIGHT - OF - WAY NOTES

(1) IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THERE FROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE CIVIL ENGINEERING MANAGER 2, DESIGN DIVISION IS TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

(2) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.

(3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.

(4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.

(5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.

(6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.

(7) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.

(8) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

(9) ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.

(10) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

(11) EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD.

CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	3B
CONST.	2015	IM-55-1(129)	3B

			CONTROL POINTS			
POINT	NORTH	EAST	ELEV.	STATION	OFFSET	DESCRIPTION
20	313648.6804	752539.4322	268.19	12+71.57 RIVERSIDE DR.	49.93'(LT)	GPS POINT 79-055-20 ALUMINUM DISK ATOP 5/8/ REBAR
21	313470.9577	752274.4370	283.97	126+54.13 I-55 NB	252.24'(RT)	GPS POINT 79-055-21 ALUMINUM DISK ATOP 5/8/ REBAR
35	313667.1453	750996.3714	276.54	139+03.64 I-55 NB	127.36'(RT)	GPS POINT 79-055-35 ALUMINUM DISK ATOP 5/8/ REBAR
36	313487.6929	751527.2748	288.22	132+80.40 I-55 NB	43.32'(RT)	GPS POINT 79-055-36 ALUMINUM DISK ATOP 5/8/ REBAR
37	313015.2057	751562.1386	289.99	132+58.51 I-55 NB	430.01'(LT)	GPS POINT 79-055-37 ALUMINUM DISK ATOP 5/8/ REBAR
38	312617.9712	751671.3969	288.11	116+82.88 I-55 NB	716.39'(LT)	GPS POINT 79-055-38 ALUMINUM DISK ATOP 5/8/ REBAR
39	311732.3175	751327.2365	281.81	105+57.35 I-55 NB	404.14'(LT)	GPS POINT 79-055-39 ALUMINUM DISK ATOP 5/8/ REBAR

GPS 79-055-20
THE STATION IS LOCATED AT THE INTERCHANGE OF INTERSTATE 55 AT CRUMP BLVD. IN MEMPHIS, AND BEING NORTH OF CRUMP BLVD. BETWEEN THE EXIT RAMP FRO, CRUMP BLVD. TO I-55 SOUTH AND RIVERSIDE TO I-55 NORTH. THE STATION IS LOCATED 52 FT. SOUTH OF THE CENTER OF A DROP INLET, 34 FT. NORTH OF A STREET LIGHT W/(2) LIGHTS (POLE No. 255110.), AND 2.8 FT. EAST OF AN ORANGE WITNESS POST. THE STATION IS AN ALUMINUM DISK ATOP ⅝ REBAR STAMPED 79-055-20 DRIVEN FLUSH.

GPS 79-055-21
THE STATION IS LOCATED AT THE INTERCHANGE OF INTERSTATE 55 AT CRUMP BLVD. IN MEMPHIS, AND BEING EAST OF I-55 BETWEEN THE EXIT RAMP FROM I-55 NORTH TO CRUMP BLVD. AND I-55 SOUTH TO RIVERSIDE DRIVE. THE STATION IS LOCATED 34 FT. SOUTHWEST OF A STREET LIGHT WITH ONE LIGHT (POLE No. 255286), 38 FT. NORTHWEST OF AN EXIT SIGN, AND 3.7 FT. EAST OF AN ORANGE WITNESS POST. THE STATION IS AN ALUMINUM DISK ATOP ⅝ REBAR STAMPED 79-055-21 DRIVEN FLUSH.

GPS 79-055-35
BEGINNING AT THE JUNCTION OF I-55 AND E.H. CRUMP BLVD. IN MEMPHIS, GO WESTERLY ON I-55 FOR 0.20 MILE TO METAL MUSEUM DRIVE ON THE RIGHT, THENCE WESTERLY ON METAL MUSEUM DRIVE FOR 0.10 MILE TO THE STATION ON THE RIGHT.(NORTHWEST) THE STATION IS LOCATED 43 FT. NORTHWEST OF (APPROX.) CENTERLINE OF RAMP (DELAWARE ST.) TO METAL MUSEUM DRIVE, 9.4 FEET NORTEAST OF A SIGN I-55 SOUTH, 19.4 FT. SOUTHWEST OF THE WEST END OF A RETAINING WALL, AND 22.4 FT. SOUTHEAST OF AN ORANGE WITNESS POST. THE STATION IS AN ALUMINUM DISK ATOP ⅝ REBAR STAMPED 79-055-35 DRIVEN FLUSH.

GPS 79-055-36
BEGINNING AT THE JUNCTION OF I-55 AND E.H. CRUMP BLVD. IN MEMPHIS, GO WESTERLY ON I-55 FOR 0.20 MILE TO THE STATION ON THE RIGHT. (NORTH) THE STATION IS LOCATED 27 FT. WEST OF THE POLE FOR A CANTILEVER SIGN (EXIT 12C METAL MUSEUM DRIVE), 13 FT. NORTHWEST OF THE WEST END OF A GUARDRAIL, 12.7 FT. SOUTH OF AN ORANGE WITNESS POST. THE STATION IS AN ALUMINUM DISK ATOP ⅝ REBAR STAMPED 79-055-36 DRIVEN FLUSH.

GPS 79-055-37
BEGINNING AT THE JUNCTION OF I-55 AND E.H. CRUMP BLVD. IN MEMPHIS, GO WESTERLY ON I-55 FOR 0.20 MILE TO METAL MUSEUM DRIVE ON RIGHT, THENCE WESTERLY AND SOUTHERLY ON METAL MUSEUM DRIVE 0.40 MILE TO W. ILLINOIS AVE., THENCE LEFT (EASTERLY) ON W. ILLINOIS AVE. FOR 0.10 MILE TO STATION ON THE LEFT. (NORTH) THE STATION IS LOCATED 25 FT. NORTH OF (APPROX.) CENTERLINE OF W. ILLINOIS AVE., 23.5 FT. WEST OF (APPROX.) CENTERLINE OF A CONCRETE DRIVE, AND 12.8 FT. WEST OF AN ORANGE WITNESS POST SET AT A POWER POLE No. 129361. THE STATION IS AN ALUMINUM DISK ATOP ⅝ REBAR STAMPED 79-055-37 DRIVEN FLUSH.

GPS 79-055-38
BEGINNING AT THE JUNCTION OF I-55 AN E.H. CRUMP BLVD. IN MEMPHIS, GO WESTERLY ON I-55 FOR 0.20 MILE TO METAL MUSEUM DRIVE ON THE RIGHT, THENCE WESTERLY AND SOUTHERLY ON METAL MUSEUM DRIVE FOR 0.40 MILE TO W. ILLINOIS AVE., THENCE LEFT (EASTERLY) ON W. ILLINOIS AVE. FOR 340 FT. TO RIVERSIDE BLVD. ON THE RIGHT, THENCE SOUTHERLY ON RIVERSIDE BLVD. FOR 275 FT. TO ESPLANADE PLACE ON THE LEFT, THENCE LEFT (EASTERLY) ON ESPLANADE PLACE FOR 385 FT. TO NAPOLEON PLACE ON THE LEFT, THENCE LEFT (EASTERLY) ON NAPOLEON PLACE FOR 115 FT. TO THE STATION ON THE RIGHT. THE STATION IS LOCATED 29 FT. SOUTHEAST OF A MANHOLE COVER ON NAPOLEON PLACE, 25 FT. EAST OF A MAIL BOX, AND 11.5 FT WEST OF A WATER METER. THE STATION IS AN ALUMINUM DISK ATOP ⅝ REBAR STAMPED 79-055-38 DRIVEN FLUSH.

GPS 79-055-39
BEGINNING AT THE JUNCTION OF I-55 AND E.H. CRUMP BLVD. IN MEMPHIS, GO WESTERLY ON I-55 FOR 0.20 MILE TO METAL MUSEUM DRIVE ON THE RIGHT, THENCE WESTERLY AND SOUTHERLY ON METAL MUSEUM DRIVE FOR 0.40 MILE TO W. ILLINOIS AVE., THENCE LEFT (EASTERLY) ON W. ILLINOIS AVE. FOR 340 FT. TO RIVERSIDE BLVD. ON THE RIGHT, THENCE SOUTHERLY ON RIVERSIDE BLVD. FOR 275 FT. TO ESPLANADE PLACE ON THE LEFT, THENCE LEFT (EASTERLY) ON ESPLANADE PLACE FOR 0.25 MILE TO THE STATION ON THE RIGHT. (NORTWEST) THE STATION IS LOCATED 18.3 FT. NORTHWEST OF (APPROX.) CENTERLINE OF ESPLANADE PLACE, 13.5 FT. NORTHEAST OF A POWER POLE No. 1151, AND 8.2 FT. SOUTHWEST OF (APPROX.) CENTERLINE OF A DROP INLET AT THE CURB. THE STATION IS AN ALUMINUM DISK ATOP ⅝ REBAR STAMPED 79-055-39 DRIVEN FLUSH.

CONST. FIELD REVIEW

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONTROL POINTS

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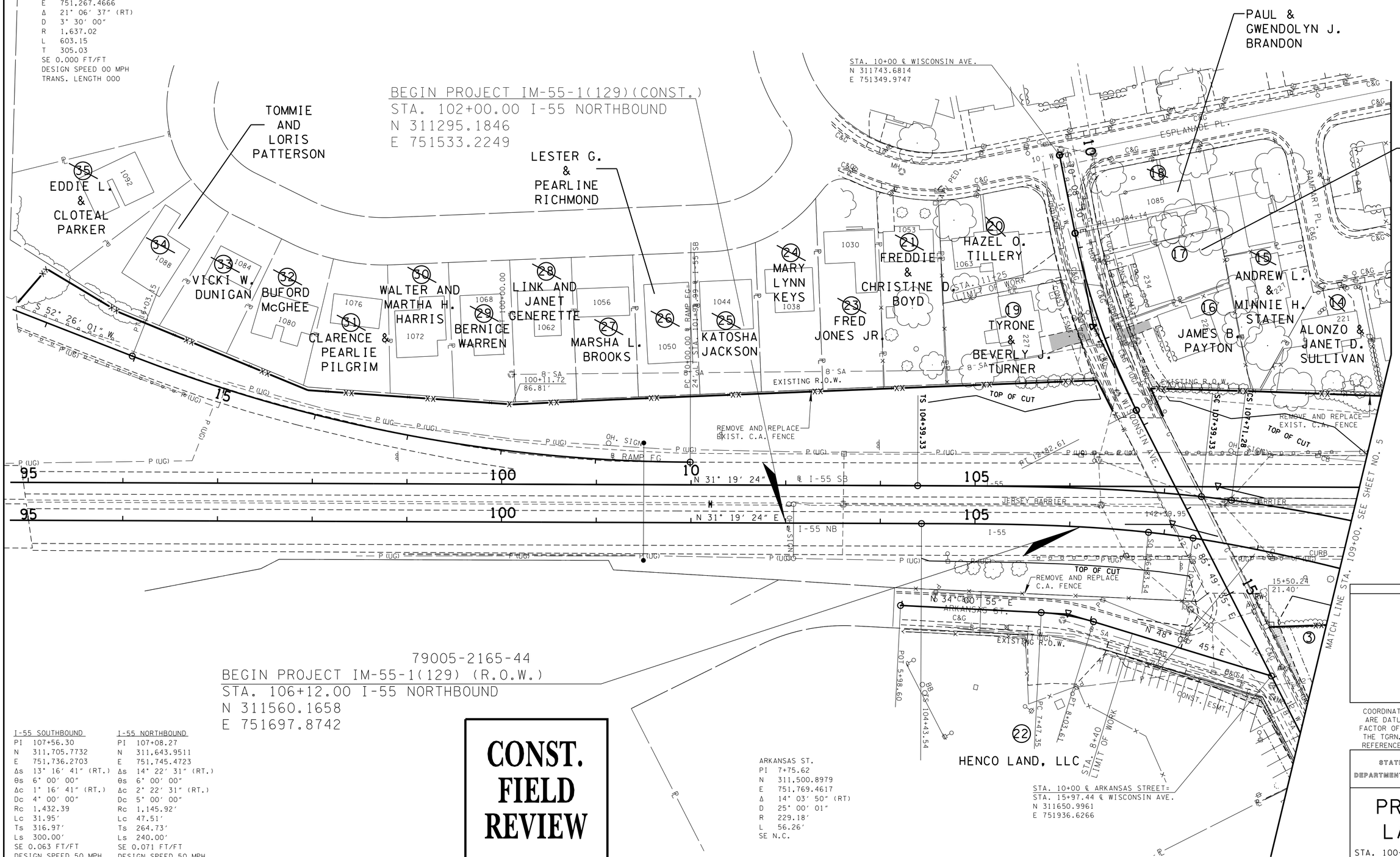
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	4
CONST.	2015	IM-55-1(129)	4

CURVE WISCON1
PI 11+84.00
N 311,681.1775
E 751,523.0319
Δ 15° 41′ 05″ (LT)
D 7° 54′ 10″
R 725.00
L 198.47
T 99.86
SE N.C. FT/FT
DESIGN SPEED 30 MPH

CURVE FG1
PI 13+05.03
N 310,981.5971
E 751,267.4666
Δ 21° 06′ 37″ (RT)
D 3° 30′ 00″
R 1,637.02
L 603.15
T 305.03
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000



I-55 SOUTHBOUND		I-55 NORTHBOUND	
PI	107+56.30	PI	107+08.27
N	311,705.7732	N	311,643.9511
E	751,736.2703	E	751,745.4723
Δs	13° 16′ 41″ (RT.)	Δs	14° 22′ 31″ (RT.)
θs	6° 00′ 00″	θs	6° 00′ 00″
Δc	1° 16′ 41″ (RT.)	Δc	2° 22′ 31″ (RT.)
Dc	4° 00′ 00″	Dc	5° 00′ 00″
Rc	1,432.39	Rc	1,145.92′
Lc	31.95′	Lc	47.51′
Ts	316.97′	Ts	264.73′
Ls	300.00′	Ls	240.00′
SE 0.063 FT/FT		SE 0.071 FT/FT	
DESIGN SPEED 50 MPH		DESIGN SPEED 50 MPH	
TRANS. LENGTH 300′		TRANS. LENGTH 240′	

CONST. FIELD REVIEW

ARKANSAS ST.
PI 7+75.62
N 311,500.8979
E 751,769.4617
Δ 14° 03′ 50″ (RT)
D 25° 00′ 01″
R 229.18′
L 56.26′
SE N.C.

STA. 10+00 ℄ ARKANSAS STREET=
STA. 15+97.44 ℄ WISCONSIN AVE.
N 311650.9961
E 751936.6266

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 100+00 TO STA.109+00

SCALE: 1″=50′

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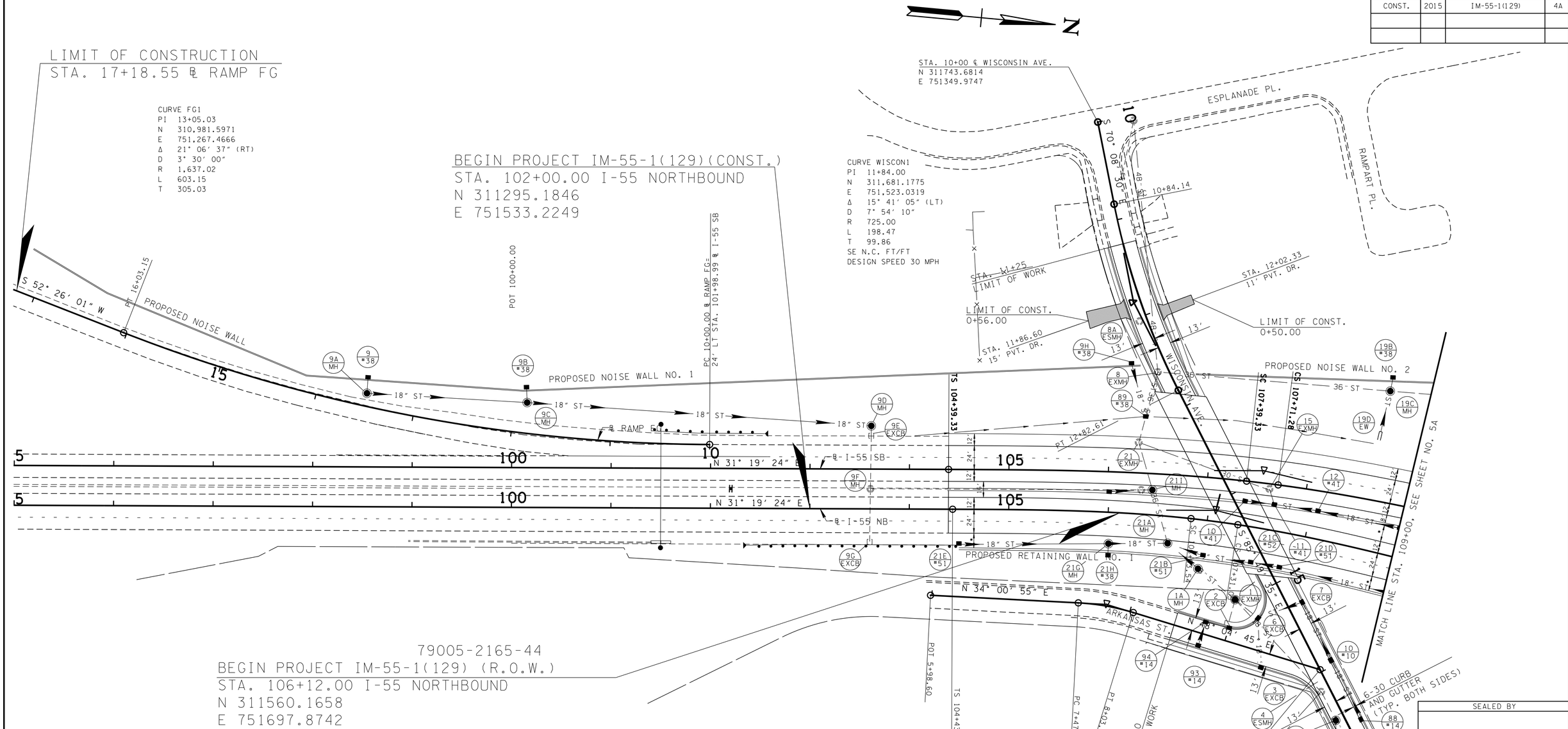
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	4A
CONST.	2015	IM-55-1(129)	4A



I-55 SOUTHBOUND	I-55 NORTHBOUND
PI = 107+56.30	PI = 107+08.27
N = 311,705.7732	N = 311,643.9511
E = 751,736.2703	E = 751,745.4723
Δs = 13° 16′ 41″ (RT.)	Δs = 14° 22′ 31″ (RT.)
θs = 6° 00′ 00″	θs = 6° 00′ 00″
Δc = 1° 16′ 41″ (RT.)	Δc = 2° 22′ 31″ (RT.)
Dc = 4° 00′ 00″	Dc = 5° 00′ 00″
Rc = 1,432.39′	Rc = 1,145.92′
Lc = 31.95′	Lc = 47.51′
Ts = 316.97′	Ts = 264.73′
Ls = 300.00′	Ls = 240.00′
SE 0.063 FT/FT	SE 0.071 FT/FT
DESIGN SPEED 50 MPH	DESIGN SPEED 50 MPH
TRANS. LENGTH 300′	TRANS. LENGTH 240′

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PROPOSED LAYOUT

I-55
STA.100+00 TO STA.109+00

SCALE: 1"=50'

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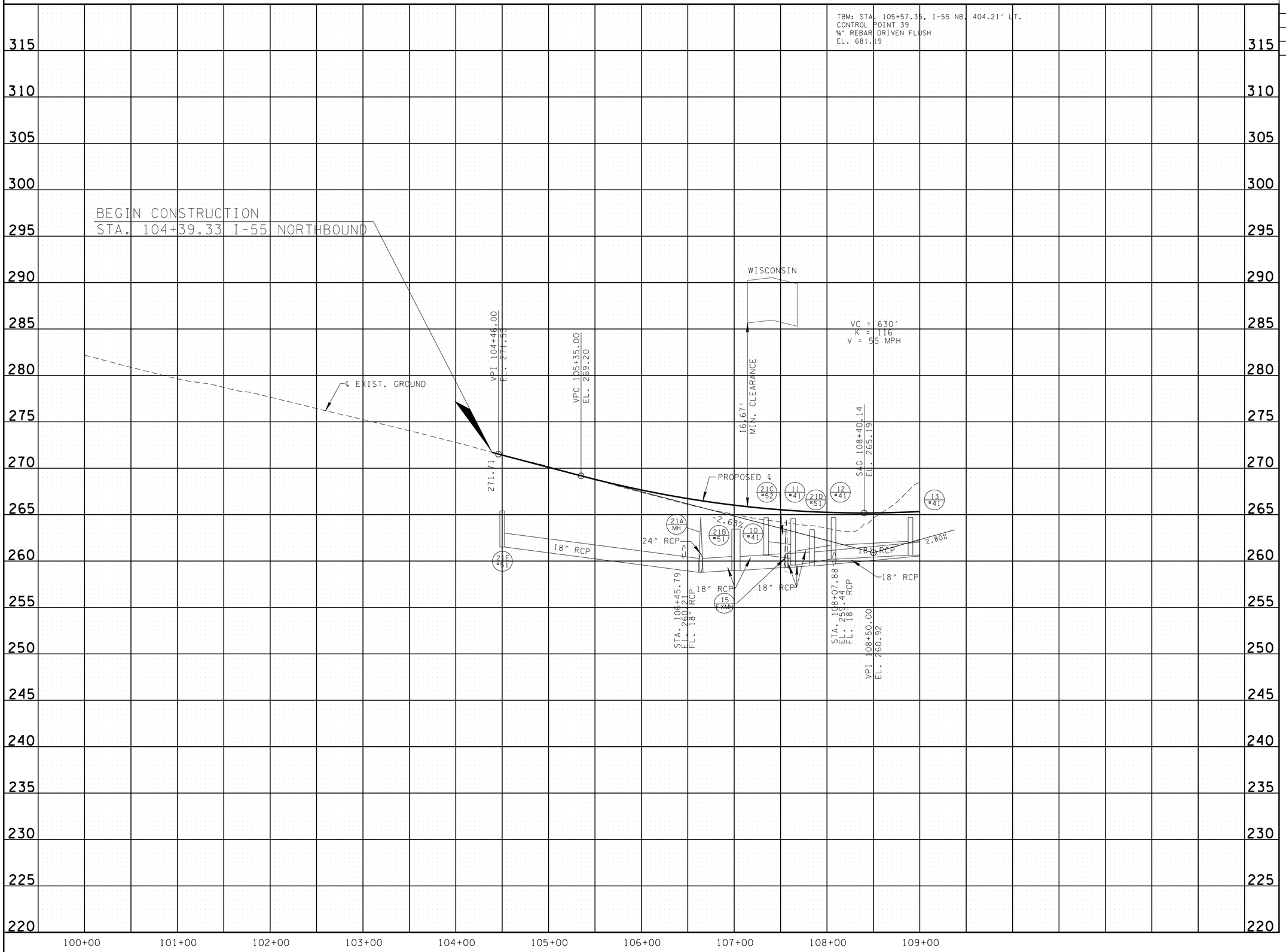
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	4B
CONST.	2015	IM-55-1(129)	4B



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PROFILE

I-55 NORTHBOUND

STA.100+00 TO STA.109+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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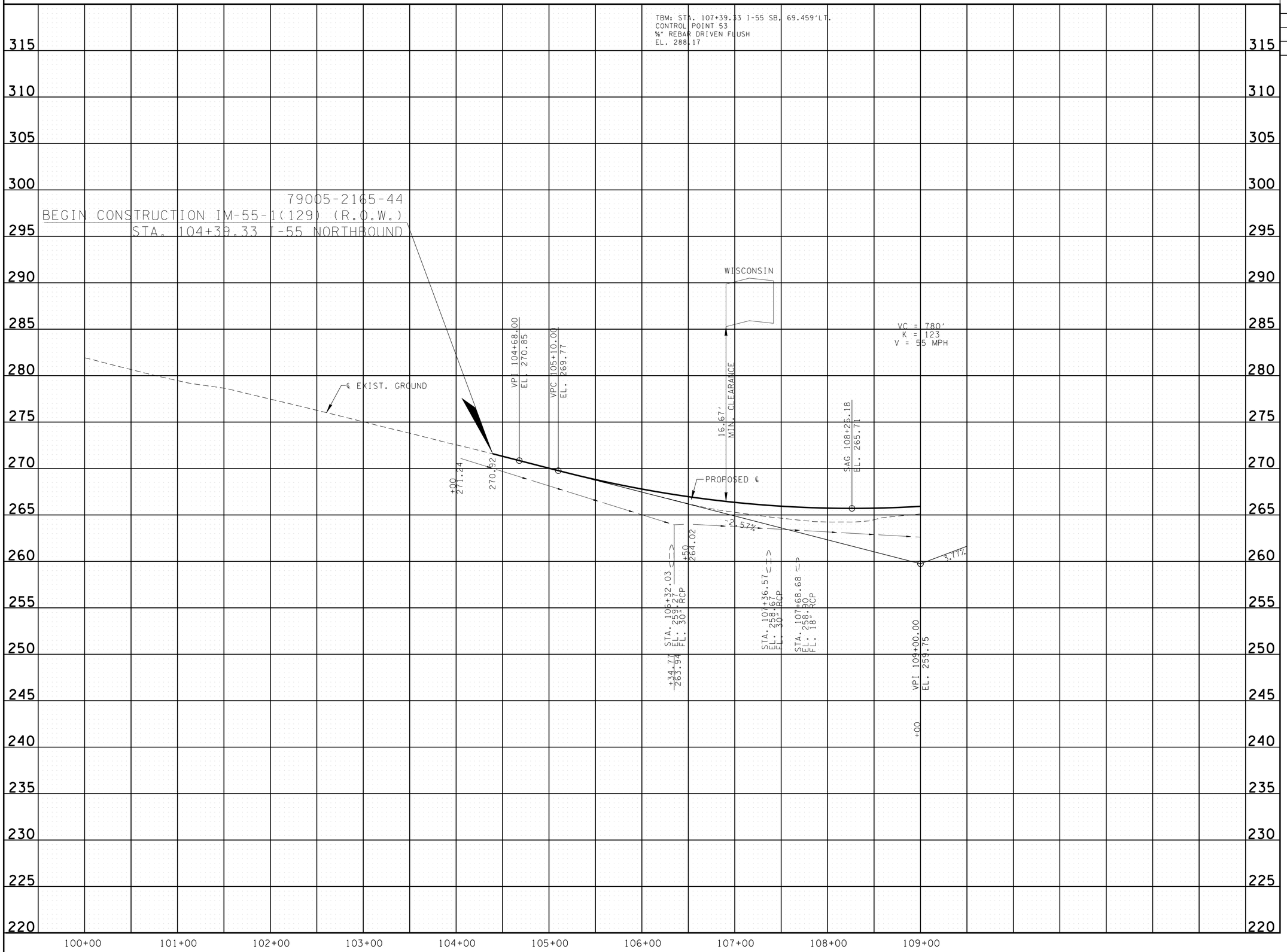
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	4C
CONST.	2015	IM-55-1(129)	4C



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PROFILE

I-55 SOUTHBOUND

STA.100+00 TO STA.109+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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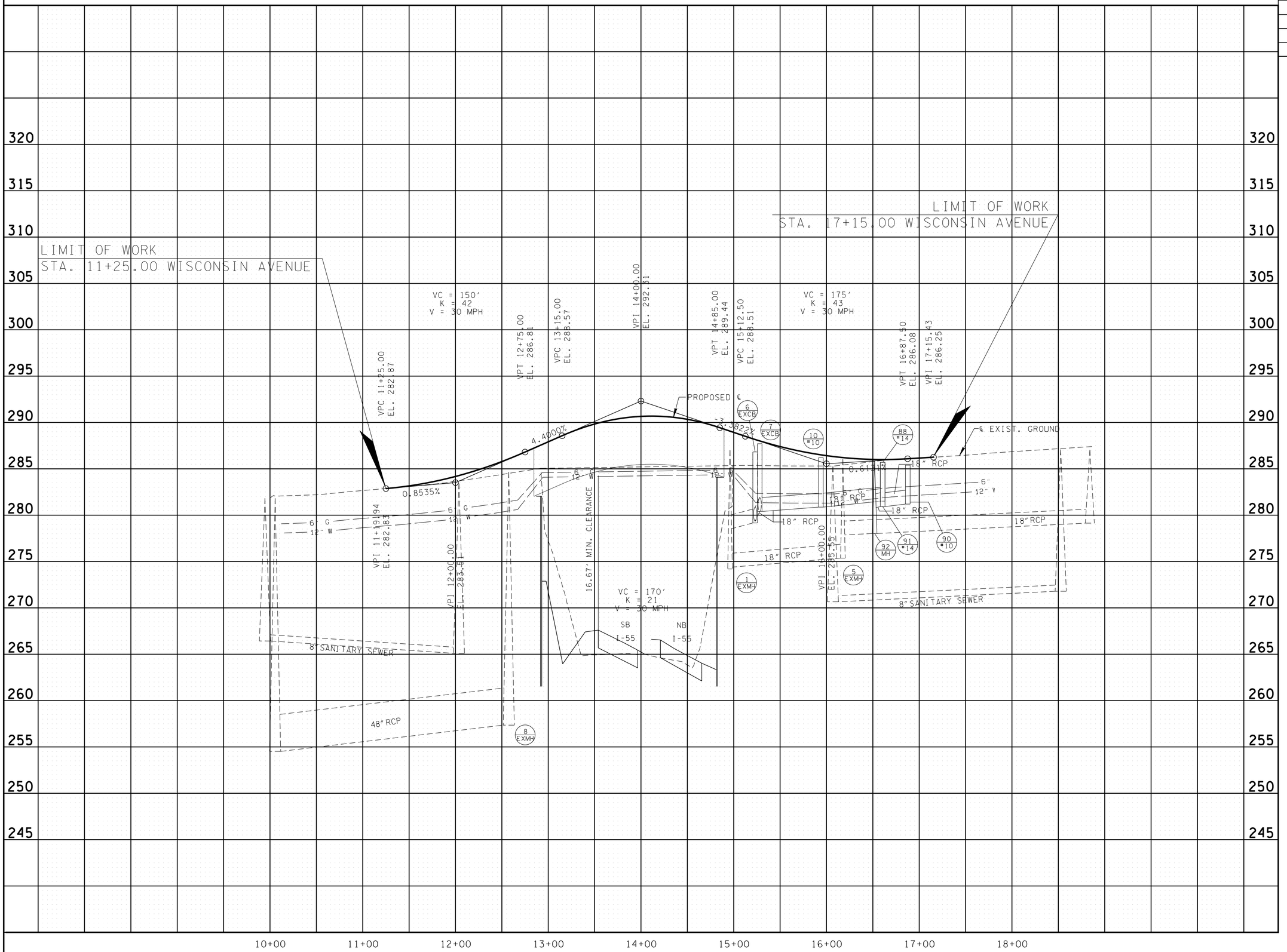
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	4D
CONST.	2015	IM-55-1(129)	4D



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

WISCONSIN AVENUE

11+25.00 TO 17+15.00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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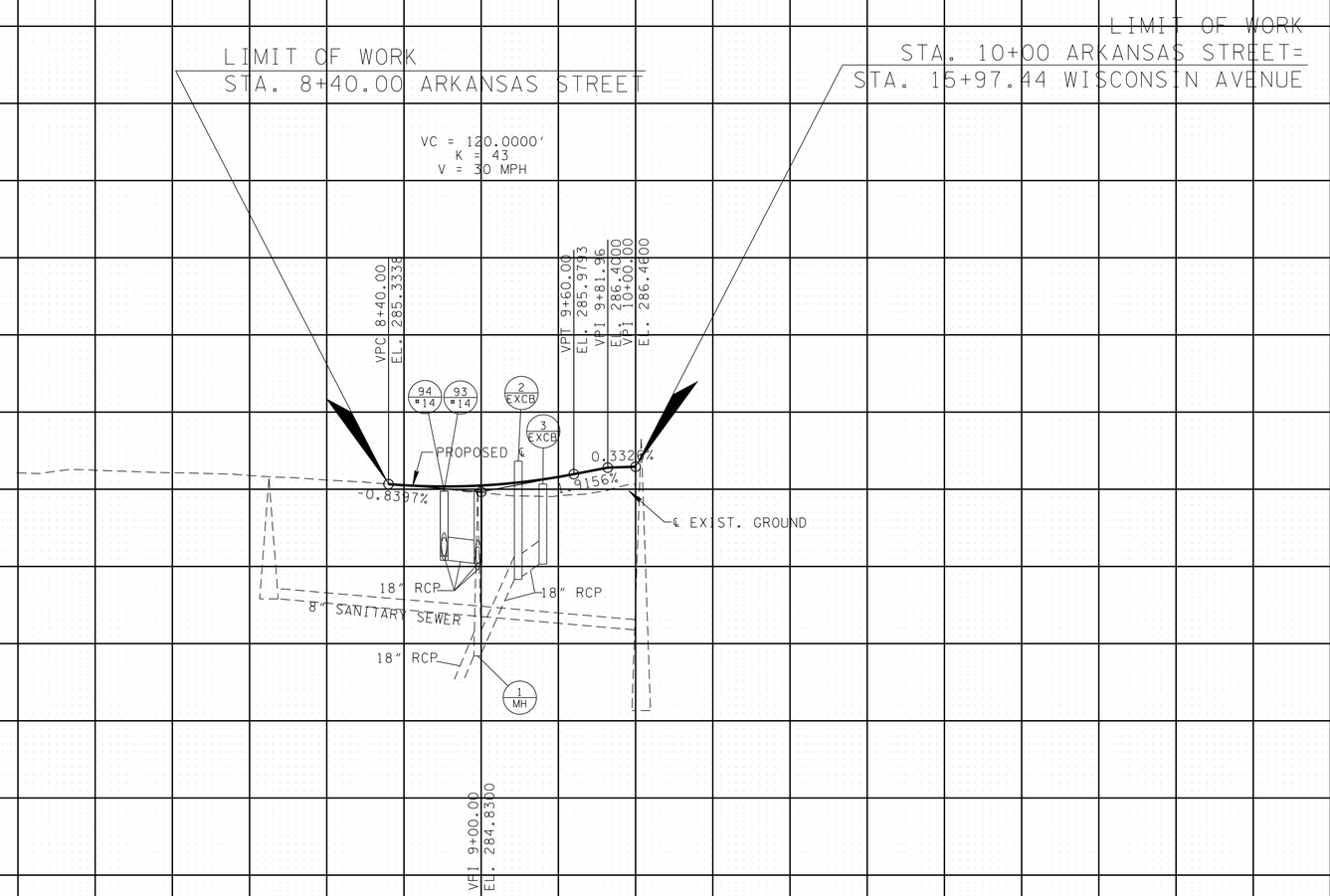
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	4E
CONST.	2015	IM-55-1(129)	4E



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

ARKANSAS STREET

STA. 8+40.00 TO STA.10+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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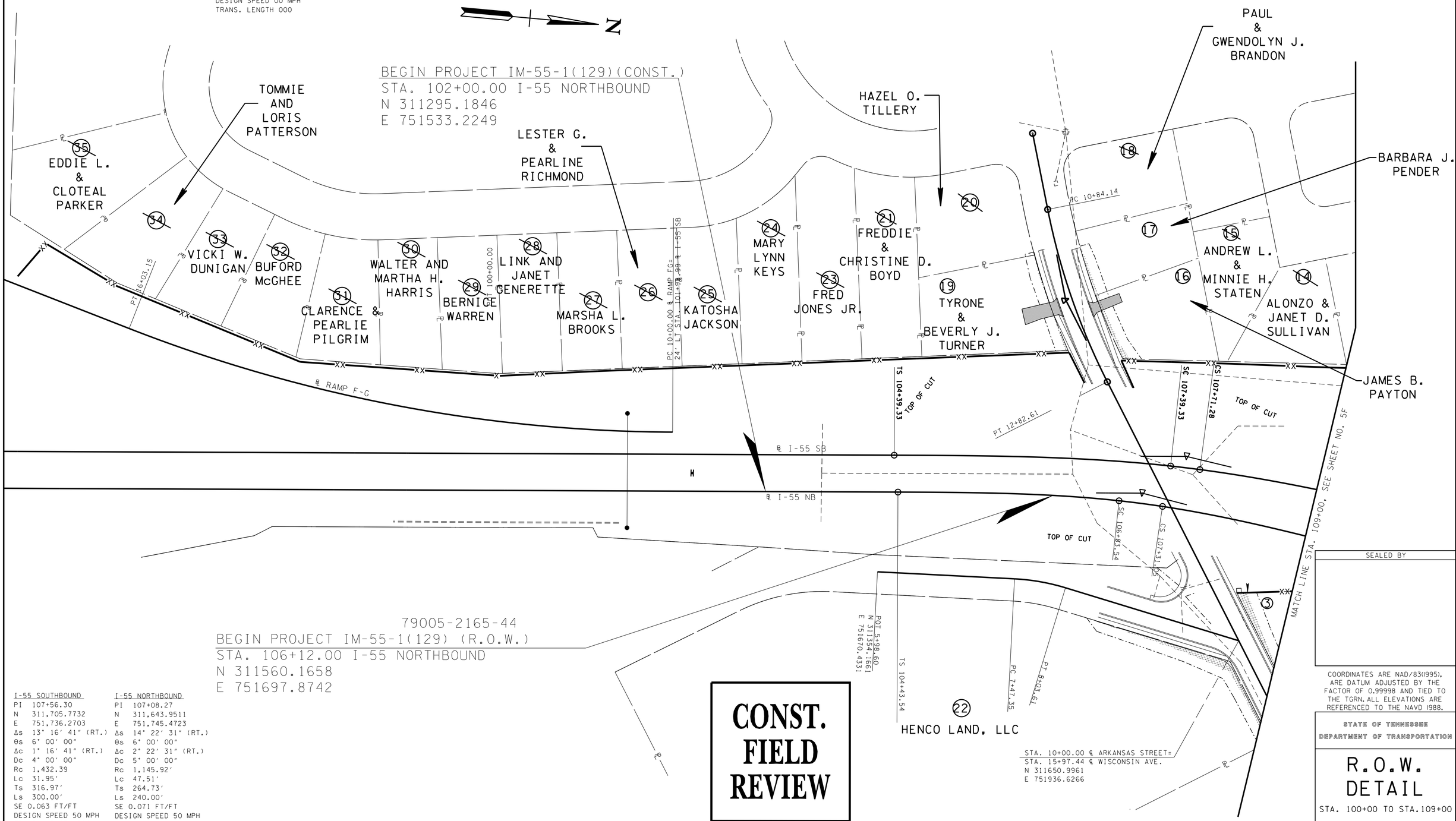
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	4F
CONST.	2015	IM-55-1(129)	4F

CURVE FG1
PI 13+05.03
N 310,981.5971
E 751,267.4666
Δ 21° 06′ 37″ (RT)
D 3° 30′ 00″
R 1,637.02
L 603.15
T 305.03
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000



I-55 SOUTHBOUND
PI 107+56.30
N 311,705.7732
E 751,736.2703
Δs 13° 16′ 41″ (RT.)
θs 6° 00′ 00″
Δc 1° 16′ 41″ (RT.)
Dc 4° 00′ 00″
Rc 1,432.39
Lc 31.95′
Ts 316.97′
Ls 300.00′
SE 0.063 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 300′

I-55 NORTHBOUND
PI 107+08.27
N 311,643.9511
E 751,745.4723
Δs 14° 22′ 31″ (RT.)
θs 6° 00′ 00″
Δc 2° 22′ 31″ (RT.)
Dc 5° 00′ 00″
Rc 1,145.92′
Lc 47.51′
Ts 264.73′
Ls 240.00′
SE 0.071 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′

CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAIL

STA. 100+00 TO STA.109+00

SCALE: 1"=50'

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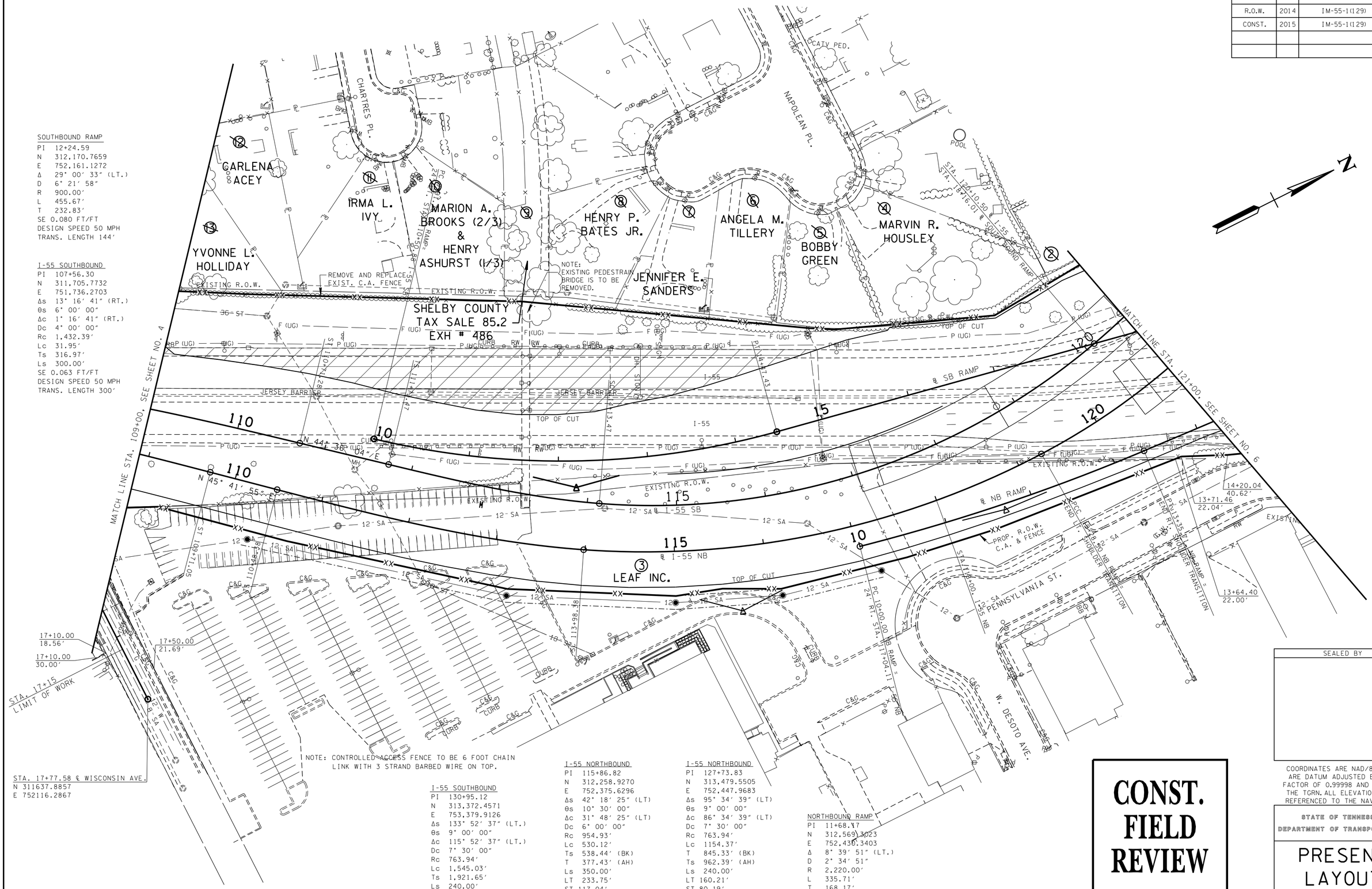
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	5
CONST.	2015	IM-55-1(129)	5



SOUTHBOUND RAMP
PI 12+24.59
N 312,170.7659
E 752,161.1272
Δ 29° 00′ 33″ (LT.)
D 6° 21′ 58″
R 900.00′
L 455.67′
T 232.83′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 144′

I-55 SOUTHBOUND
PI 107+56.30
N 311,705.7732
E 751,736.2703
Δs 13° 16′ 41″ (RT.)
θs 6° 00′ 00″
Δc 1° 16′ 41″ (RT.)
Dc 4° 00′ 00″
Rc 1,432.39′
Lc 31.95′
Ts 316.97′
Ls 300.00′
SE 0.063 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 300′

STA. 17+77.58 ℄ WISCONSIN AVE.
N 311637.8857
E 752116.2867

NOTE: CONTROLLED ACCESS FENCE TO BE 6 FOOT CHAIN LINK WITH 3 STRAND BARBED WIRE ON TOP.

I-55 SOUTHBOUND
PI 130+95.12
N 313,372.4571
E 753,379.9126
Δs 133° 52′ 37″ (LT.)
θs 9° 00′ 00″
Δc 115° 52′ 37″ (LT.)
Dc 7° 30′ 00″
Rc 763.94′
Lc 1,545.03′
Ts 1,921.65′
Ls 240.00′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′

I-55 NORTHBOUND
PI 115+86.82
N 312,258.9270
E 752,375.6296
Δs 42° 18′ 25″ (LT)
θs 10° 30′ 00″
Δc 31° 48′ 25″ (LT)
Dc 6° 00′ 00″
Rc 954.93′
Lc 530.12′
Ts 538.44′ (BK)
T 377.43′ (AH)
Ls 350.00′
LT 233.75′
ST 117.04′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 350′

I-55 NORTHBOUND
PI 127+73.83
N 313,479.5505
E 752,447.9683
Δs 95° 34′ 39″ (LT)
θs 9° 00′ 00″
Δc 86° 34′ 39″ (LT)
Dc 7° 30′ 00″
Rc 763.94′
Lc 1154.37′
T 845.33′ (BK)
Ts 962.39′ (AH)
Ls 240.00′
LT 160.21′
ST 80.19′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′

NORTHBOUND RAMP
PI 11+68.17
N 312,569.3023
E 752,430.3403
Δ 8° 39′ 51″ (LT.)
D 2° 34′ 51″
R 2,220.00′
L 335.71′
T 168.17′
SE 0.040 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 180′

CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 109+00 TO STA.121+00

SCALE: 1"=50′

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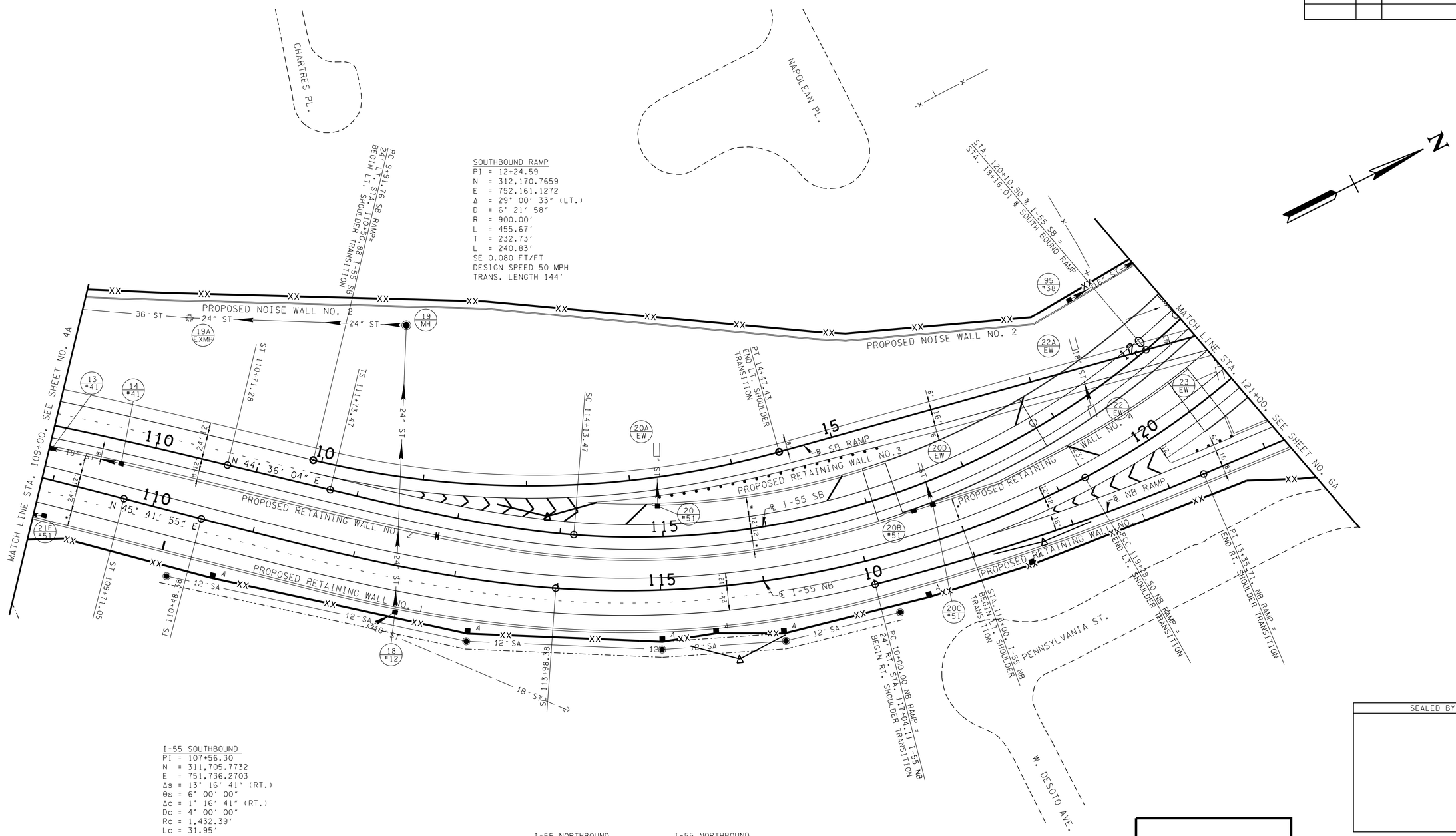
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	5A
CONST.	2015	IM-55-1(129)	5A



I-55 SOUTHBOUND
PI = 107+56.30
N = 311,705.7732
E = 751,736.2703
Δs = 13° 16′ 41″ (RT.)
θs = 6° 00′ 00″
Δc = 1° 16′ 41″ (RT.)
Dc = 4° 00′ 00″
Rc = 1,432.39′
Lc = 31.95′
Ts = 316.97′
Ls = 300.00′
SE 0.063 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 300′

I-55 SOUTHBOUND
PI 130+95.12
N 313,372.4571
E 753,379.9126
Δs 133° 52′ 37″ (LT.)
θs 9° 00′ 00″
Δc 115° 52′ 37″ (LT.)
Dc 7° 30′ 00″
Rc 763.94′
Lc 1,545.03′
Ts 1,921.65′
Ls 240.00′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′

I-55 NORTHBOUND
PI 115+86.82
N 312,258.9270
E 752,375.6296
Δs 42° 18′ 25″ (LT)
θs 10° 30′ 00″
Δc 31° 48′ 25″ (LT)
Dc 6° 00′ 00″
Rc 954.93′
Lc 530.12′
Ts 538.44′ (BK)
T 377.43′ (AH)
Ls 350.00′
LT 233.75′
ST 117.04′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 350′

I-55 NORTHBOUND
PI 127+73.83
N 313,479.5505
E 752,447.9683
Δs 95° 34′ 39″ (LT)
θs 9° 00′ 00″
Δc 86° 34′ 39″ (LT)
Dc 7° 30′ 00″
Rc 763.94′
Lc 1154.37′
T 845.33′ (BK)
Ts 962.39′ (AH)
Ls 240.00′
LT 160.21′
ST 80.19′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′

NORTHBOUND RAMP
PI 11+68.17
N 312,569.3023
E 752,430.3403
Δ 8° 39′ 51″ (LT.)
D 2° 34′ 51″
R 2,220.00′
L 335.71′
T 168.17′
SE 0.040 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 180′

CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.109+00 TO STA.121+00

SCALE: 1"=50'

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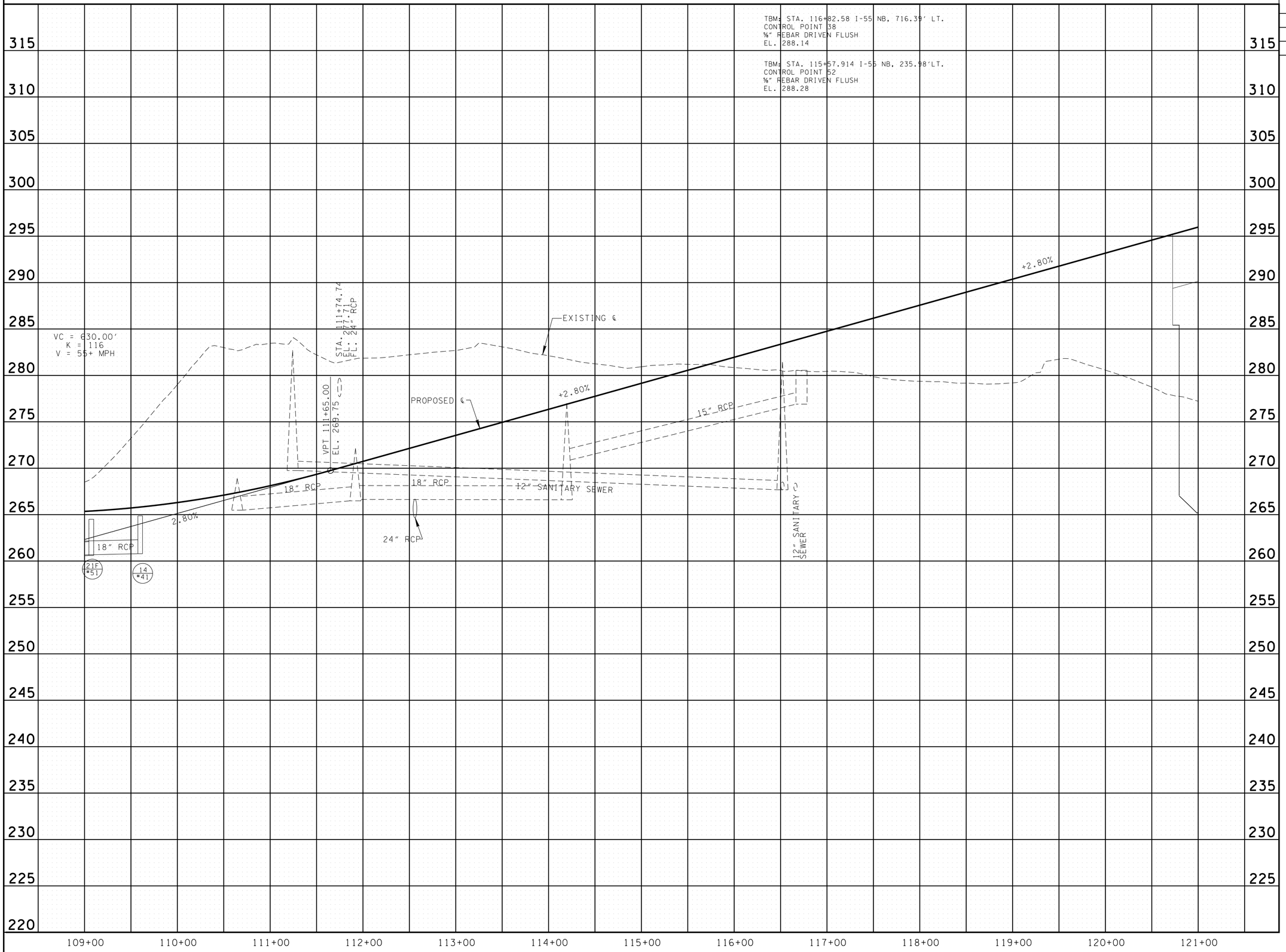
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	5B
CONST.	2015	IM-55-1(129)	5B



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

I-55 NORTHBOUND

STA.109+00 TO STA.121+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:24:43 PM
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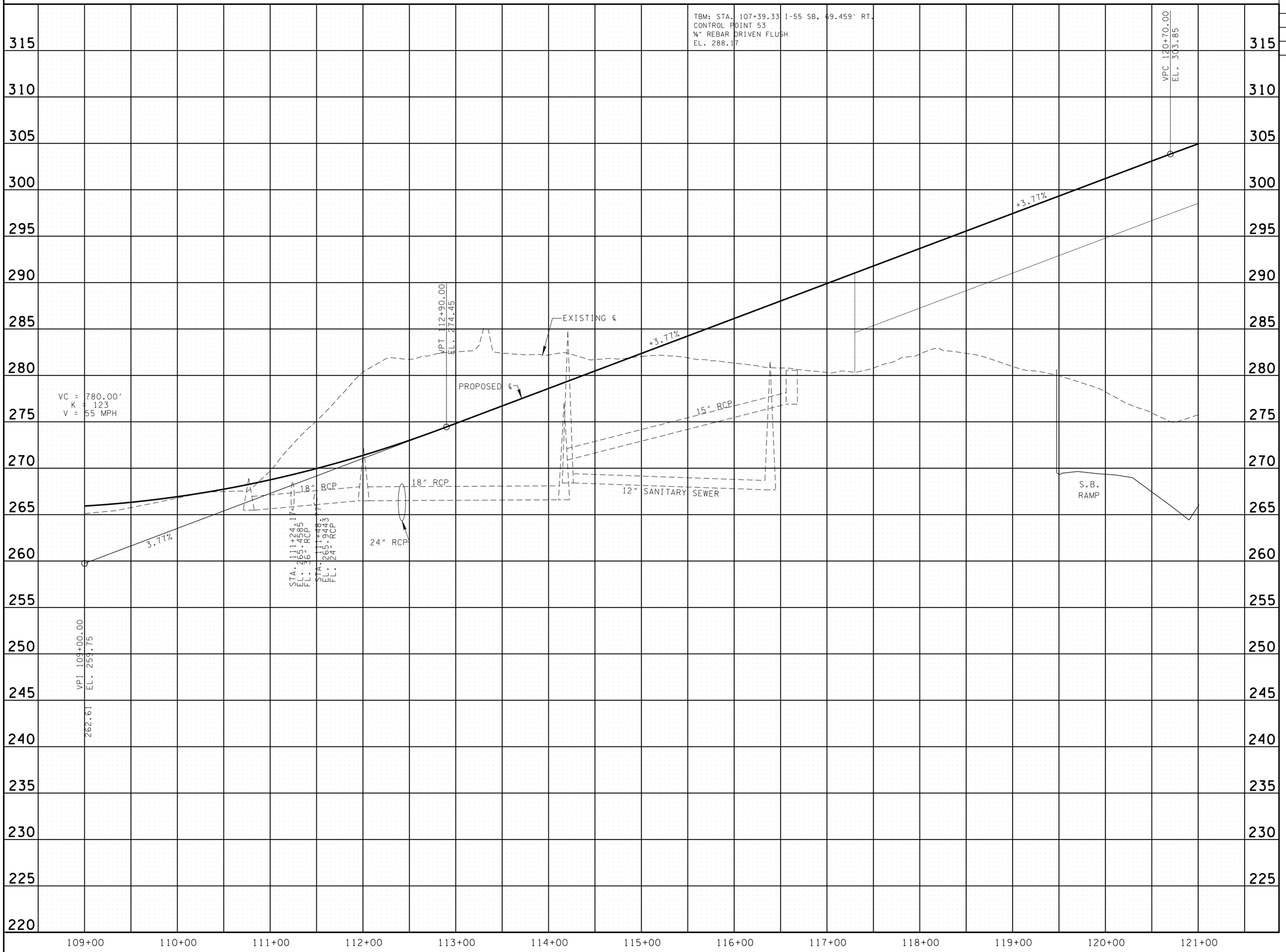
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	5C
CONST.	2015	IM-55-1(129)	5C



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

I-55 SOUTHBOUND

STA.109+00 TO STA.121+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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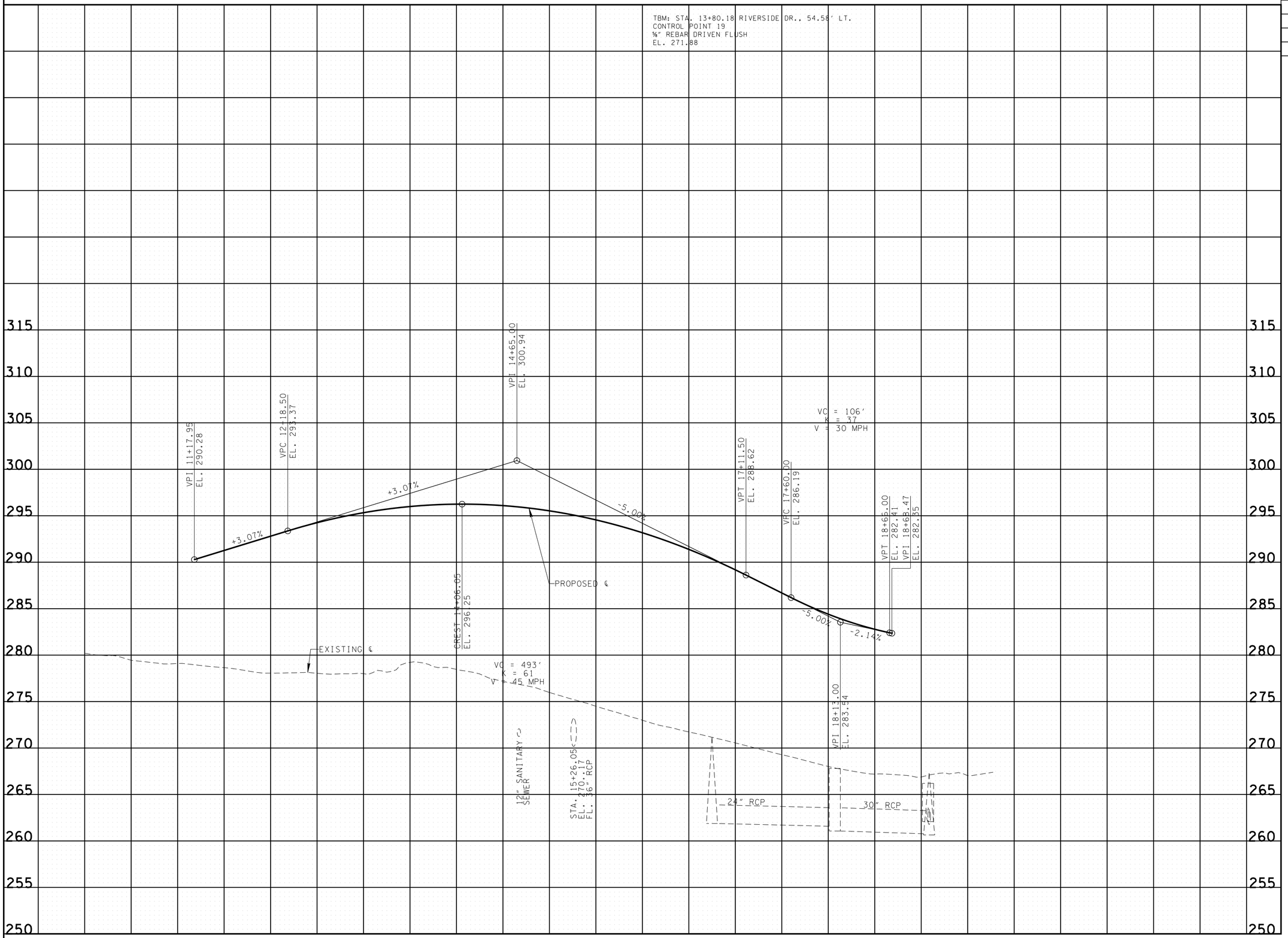
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	5D
CONST.	2015	IM-55-1(129)	5D



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

NORTHBOUND RAMP

STA.10+00 TO STA.19+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:22:40 PM
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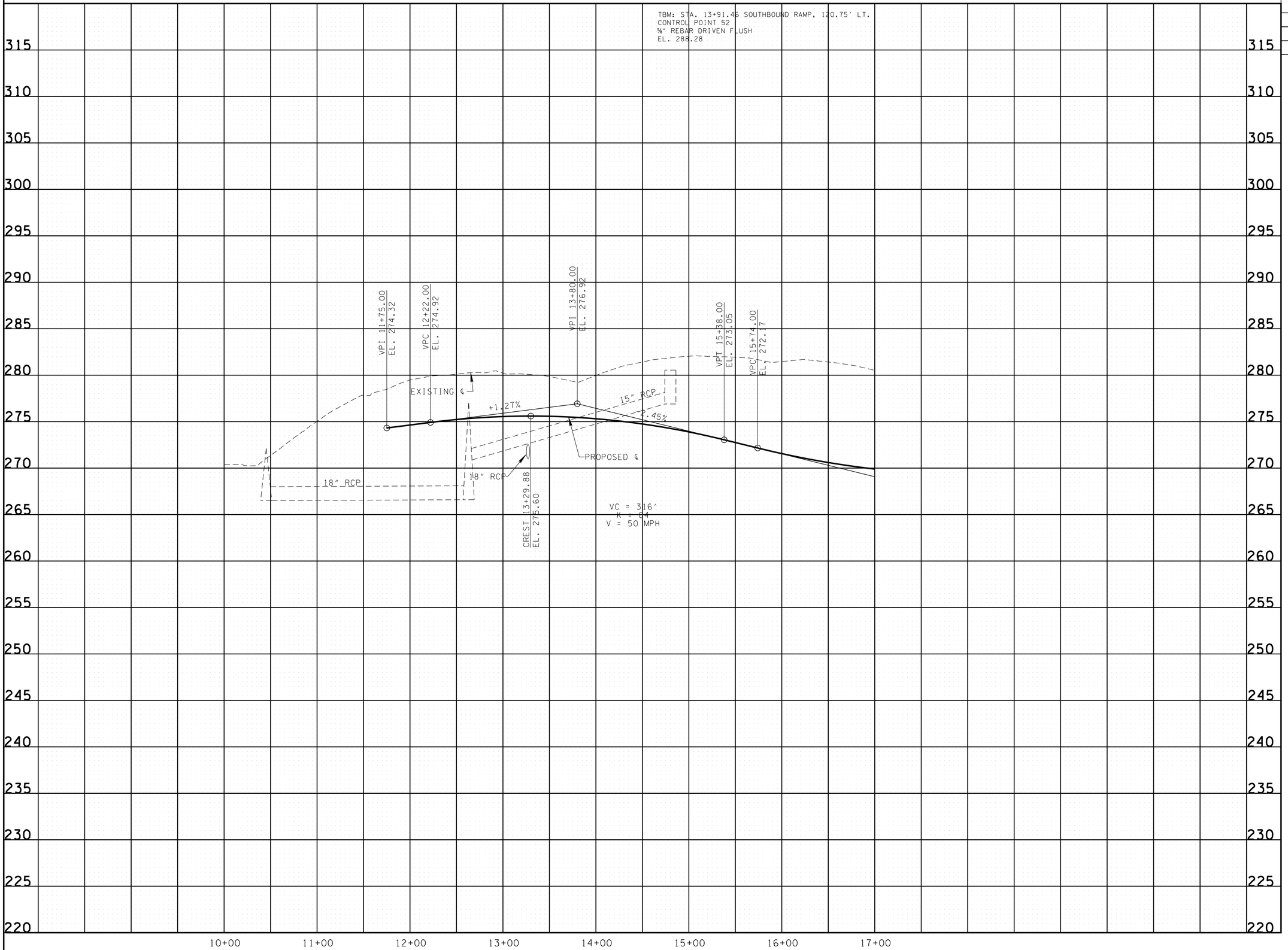
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	5E
CONST.	2015	IM-55-1(129)	5E



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

SOUTHBOUND RAMP

STA.10+00 TO STA.17+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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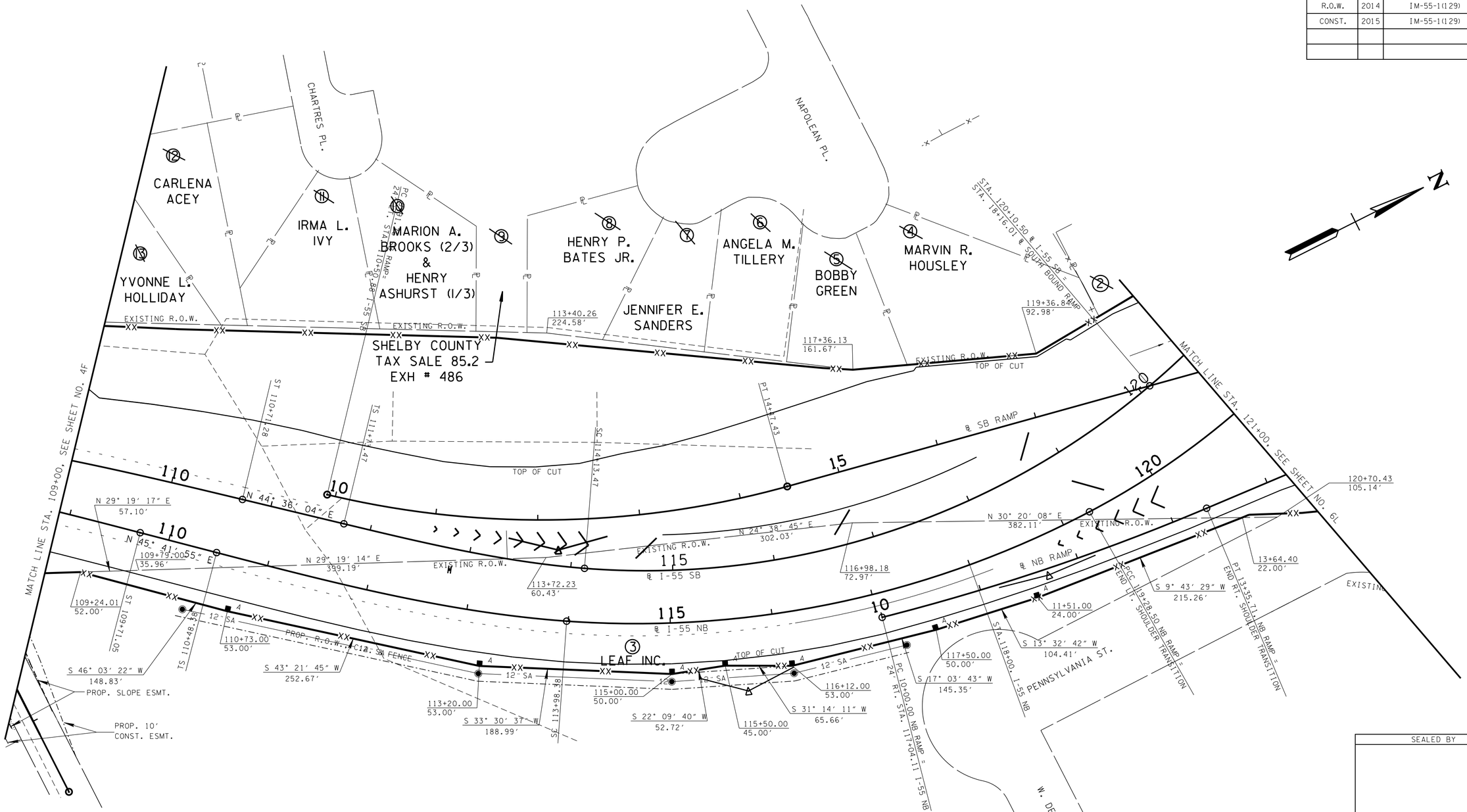
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	5F
CONST.	2015	IM-55-1(129)	5F



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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAIL

STA. 109+00 TO STA.121+00

SCALE: 1"=50'

CONST. FIELD REVIEW

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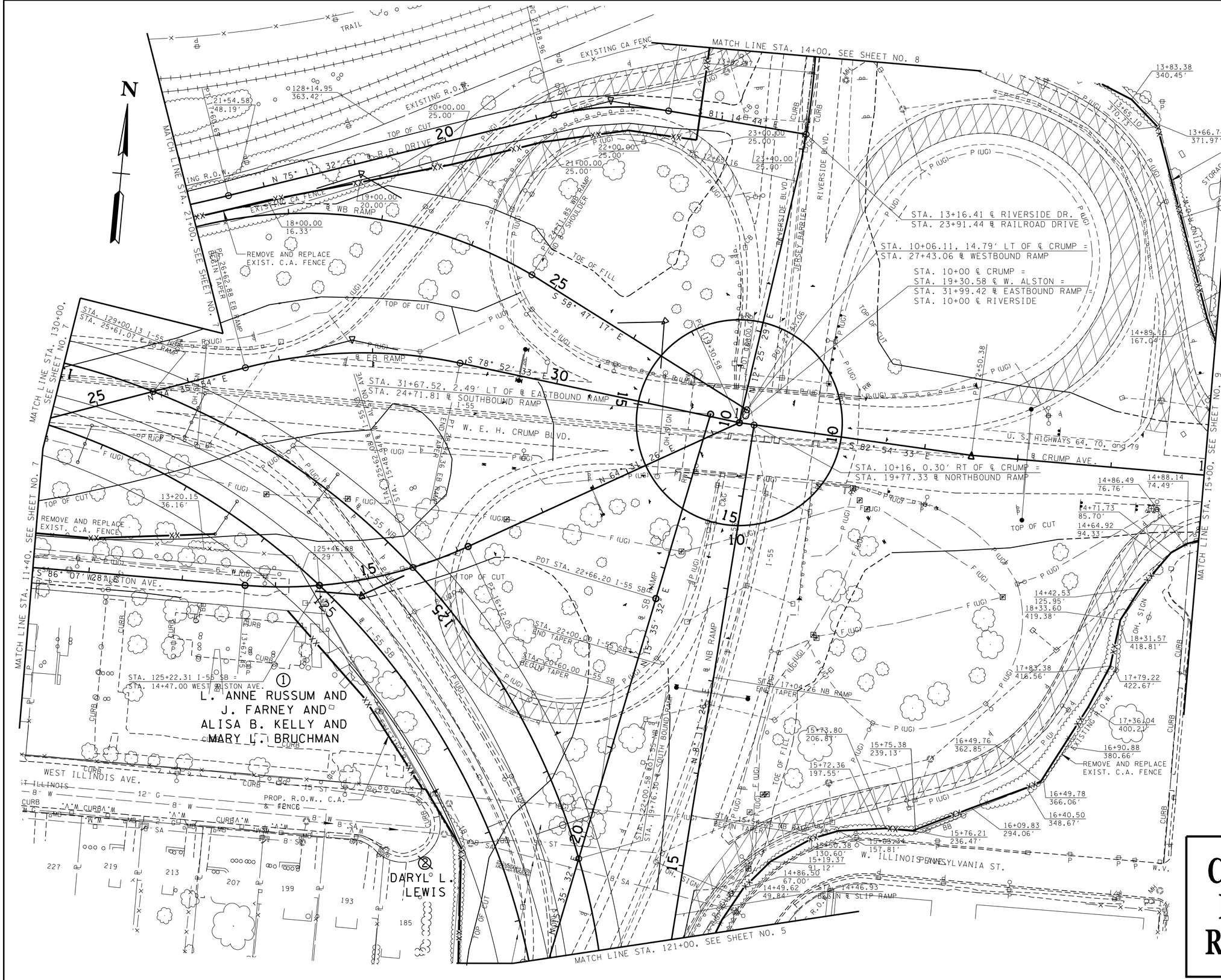
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6
CONST.	2015	IM-55-1(129)	6



I-55 NORTHBOUND

PI	127+73.83
N	313,479.5505
E	752,447.9683
Δs	95° 34′ 39″ (LT)
θs	9° 00′ 00″
Δc	86° 34′ 39″ (LT)
Dc	7° 30′ 00″
Rc	763.94′
Lc	1154.37′
T	845.33′ (BK)
Ts	962.39′ (AH)
Ls	240.00′
LT	160.21′
ST	80.19′
SE	0.080 FT/FT
DESIGN SPEED	50 MPH
TRANS. LENGTH	240′

I-55 SOUTHBOUND

PI	130+95.12
N	313,372.4571
E	753,379.9126
Δs	133° 52′ 37″ (LT.)
θs	9° 00′ 00″
Δc	115° 52′ 37″ (LT.)
Dc	7° 30′ 00″
Rc	763.94′
Lc	1,545.03′
Ts	1,921.65′
Ls	240.00′
SE	0.080 FT/FT
DESIGN SPEED	50 MPH
TRANS. LENGTH	240′

WEST ALSTON AVE.

PI	14+92.49
N	313,182.3099
E	752,129.4220
Δ	29° 21′ 07″ (LT.)
D	12° 00′ 00″
R	477.46′
L	244.60′
T	125.05′
SE	0.040 FT/FT
DESIGN SPEED	30 MPH
TRANS. LENGTH	120′

EASTBOUND RAMP

PI	27+80.73
N	313,454.7059
E	752,114.9078
Δ	26° 31′ 33″ (RT.)
D	11° 27′ 33″
R	500.00′
L	231.48′
T	117.85′
SE	0.065 FT/FT
DESIGN SPEED	30 MPH
TRANS. LENGTH	155′

WESTBOUND RAMP

PI	22+85.08
N	313,631.8481
E	752,121.6666
Δ	47° 48′ 20″ (RT.)
D	12° 00′ 00″
R	477.46′
L	398.38′
T	211.61′
SE	0.0725 FT/FT
DESIGN SPEED	35 MPH
TRANS. LENGTH	182.5′

RAILROAD DRIVE 4

PI	21+81.53
N	313,714.6478
E	752,387.1309
Δ	23° 33′ 44″ (RT.)
D	19° 05′ 55″
R	300.00′
L	123.37′
T	62.57′

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 121+00 TO STA.130+00

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6A
CONST.	2015	IM-55-1(129)	6A

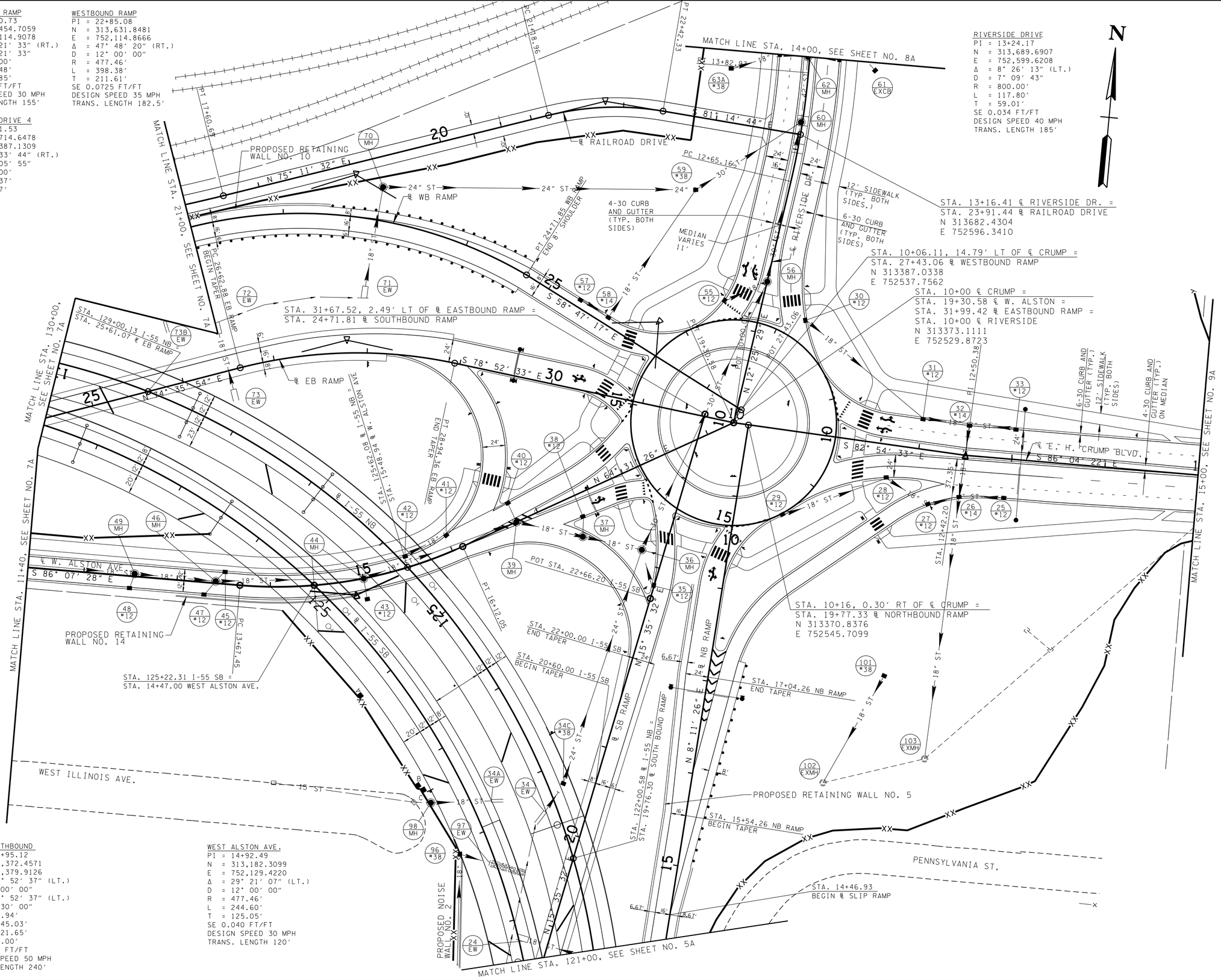
EASTBOUND RAMP
PI = 27+80.73
N = 313,454.7059
E = 752,114.9078
Δ = 26° 21′ 33″ (RT.)
D = 11° 21′ 33″
R = 500.00′
L = 231.48′
T = 117.85′
SE 0.065 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 155′

WESTBOUND RAMP
PI = 22+85.08
N = 313,631.8481
E = 752,114.8666
Δ = 47° 48′ 20″ (RT.)
D = 12° 00′ 00″
R = 477.46′
L = 398.38′
T = 211.61′
SE 0.0725 FT/FT
DESIGN SPEED 35 MPH
TRANS. LENGTH 182.5′

RAILROAD DRIVE 4
PI = 21+81.53
N = 313,714.6478
E = 752,387.1309
Δ = 23° 33′ 44″ (RT.)
D = 19° 05′ 55″
R = 300.00′
L = 123.37′
T = 62.57′

RIVERSIDE DRIVE
PI = 13+24.17
N = 313,689.6907
E = 752,599.6208
Δ = 8° 26′ 13″ (LT.)
D = 7° 09′ 43″
R = 800.00′
L = 117.80′
T = 59.01′
SE 0.034 FT/FT
DESIGN SPEED 40 MPH
TRANS. LENGTH 185′

I-55 NORTHBOUND
PI 127+73.83
N 313,479.5505
E 752,447.9683
Δs 95° 34′ 39″ (LT)
θs 9° 00′ 00″
Δc 86° 34′ 39″ (LT)
Dc 7° 30′ 00″
Rc 763.94′
Lc 1154.37′
T 845.33′ (BK)
Ts 962.39′ (AH)
Ls 240.00′
LT 160.21′
ST 80.19′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′



I-55 SOUTHBOUND
PI = 130+95.12
N = 313,372.4571
E = 753,379.9126
Δs = 133° 52′ 37″ (LT.)
θs = 9° 00′ 00″
Δc = 115° 52′ 37″ (LT.)
Dc = 7° 30′ 00″
Rc = 763.94′
Lc = 1,545.03′
Ts = 1,921.65′
Ls = 240.00′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′

WEST ALSTON AVE.
PI = 14+92.49
N = 313,182.3099
E = 752,129.4220
Δ = 29° 21′ 07″ (LT.)
D = 12° 00′ 00″
R = 477.46′
L = 244.60′
T = 125.05′
SE 0.040 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 120′

CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.121+00 TO STA.130+00

SCALE: 1"=50′

4/27/2015 10:50:20 PM
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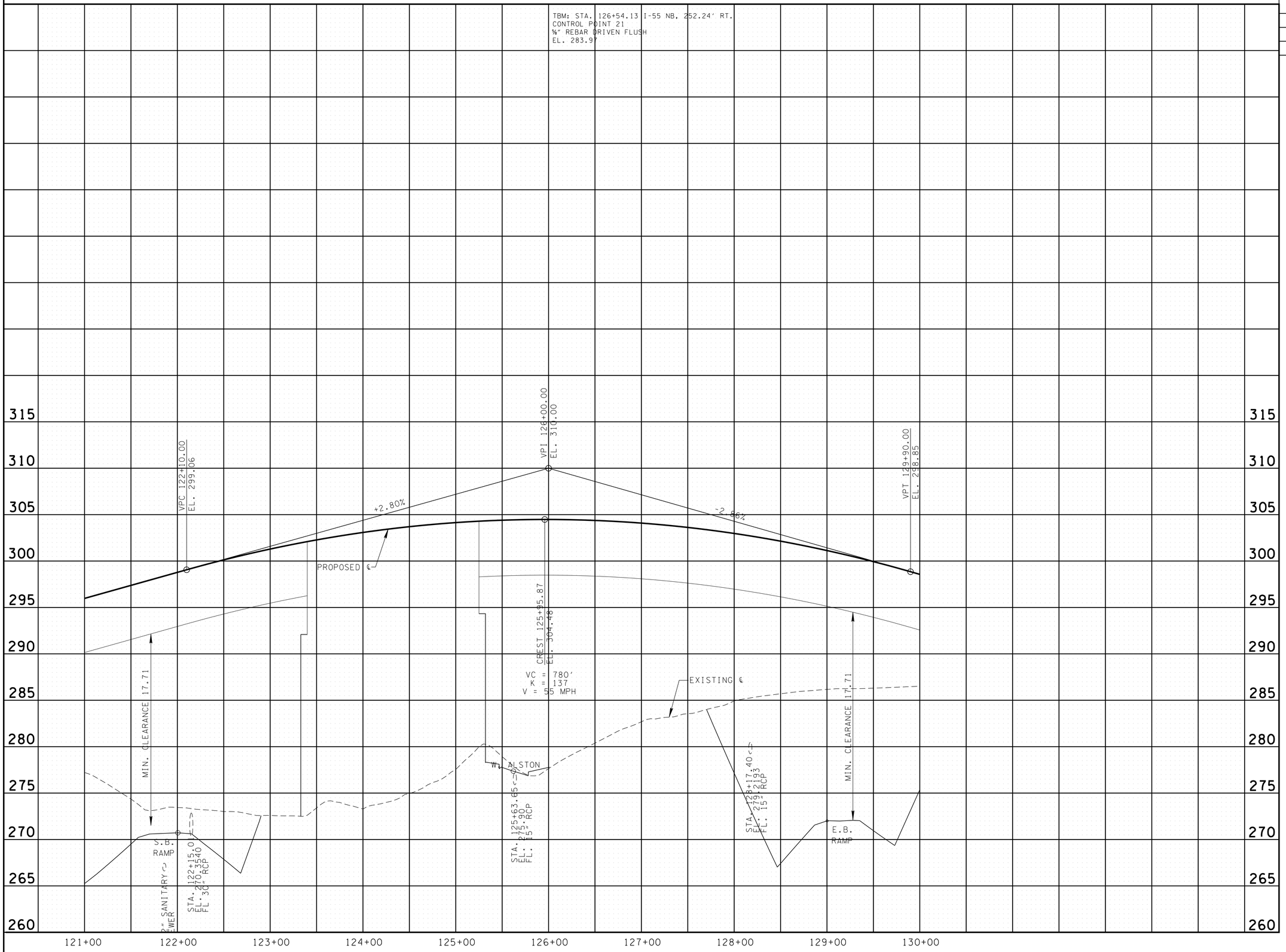
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6B
CONST.	2015	IM-55-1(129)	6B



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

I-55 NORTHBOUND
STA.121+00 TO STA.130+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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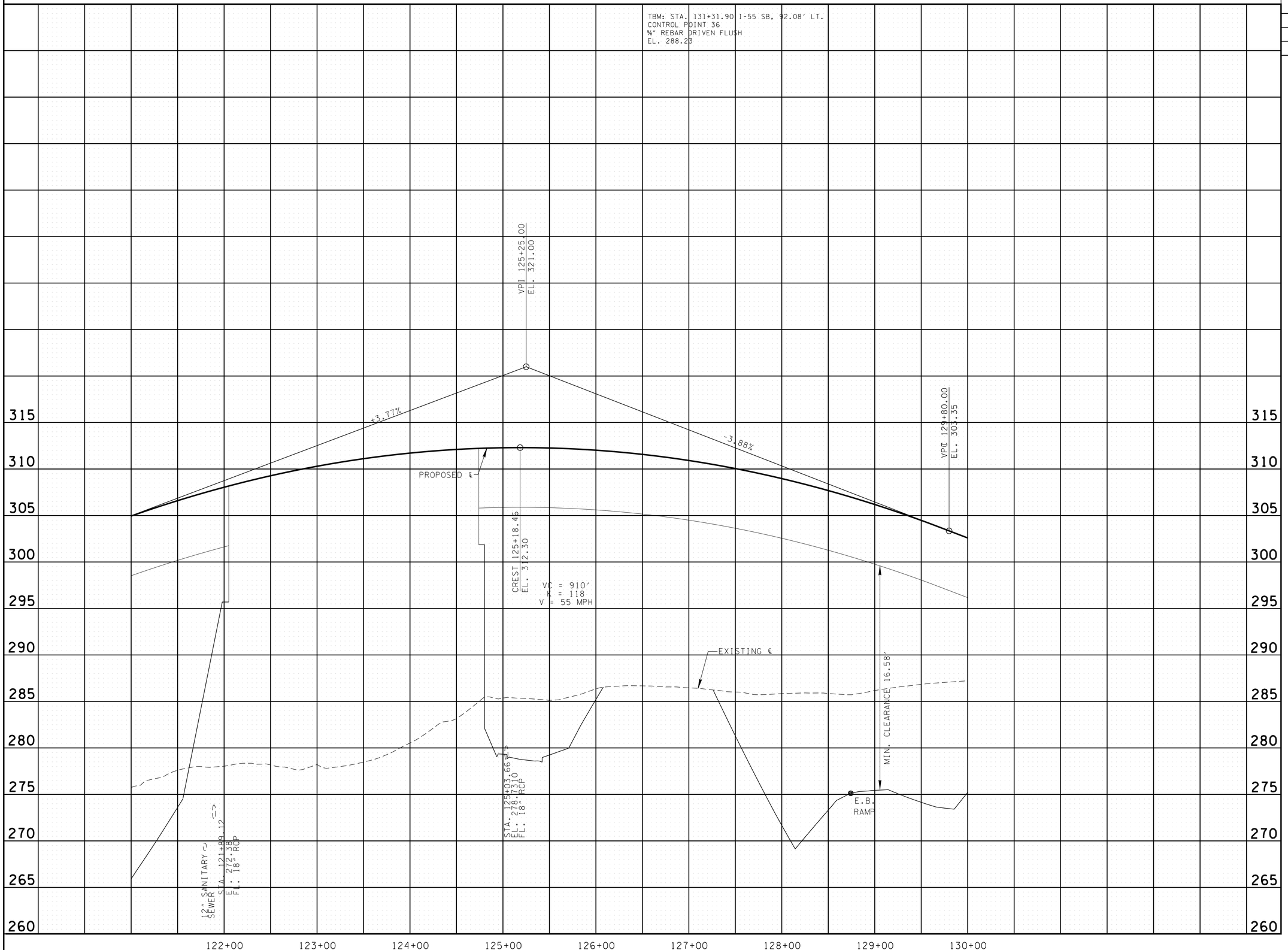
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6C
CONST.	2015	IM-55-1(129)	6C



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

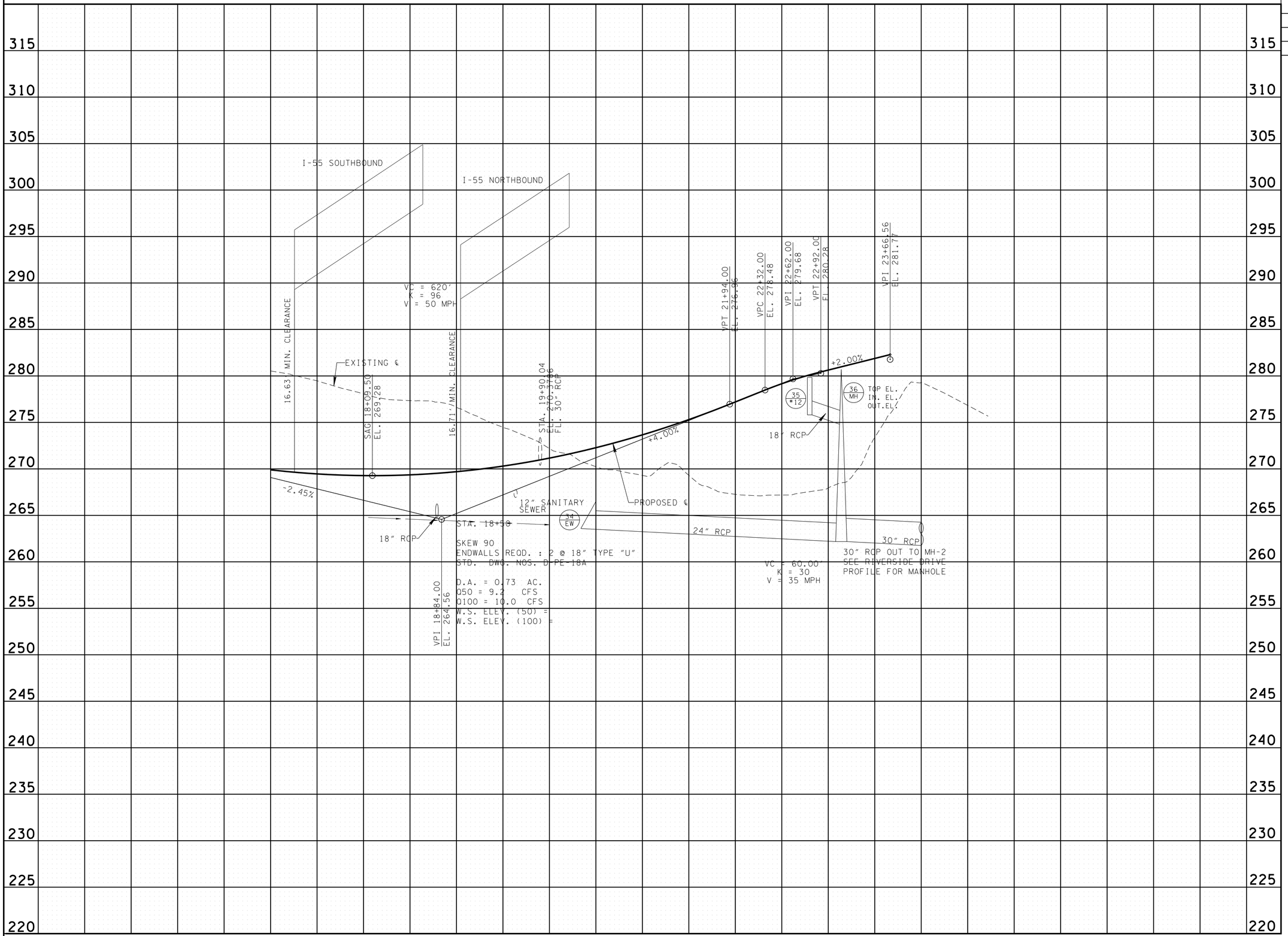
I-55 SOUTHBOUND

STA.121+00 TO STA.130+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

R:\Roadway\CONST Plans\PLANS\prop_profile_sht_plans\06C.sht 4/22/2015 3:26:47 PM

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6D
CONST.	2015	IM-55-1(129)	6D



CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

PROFILE

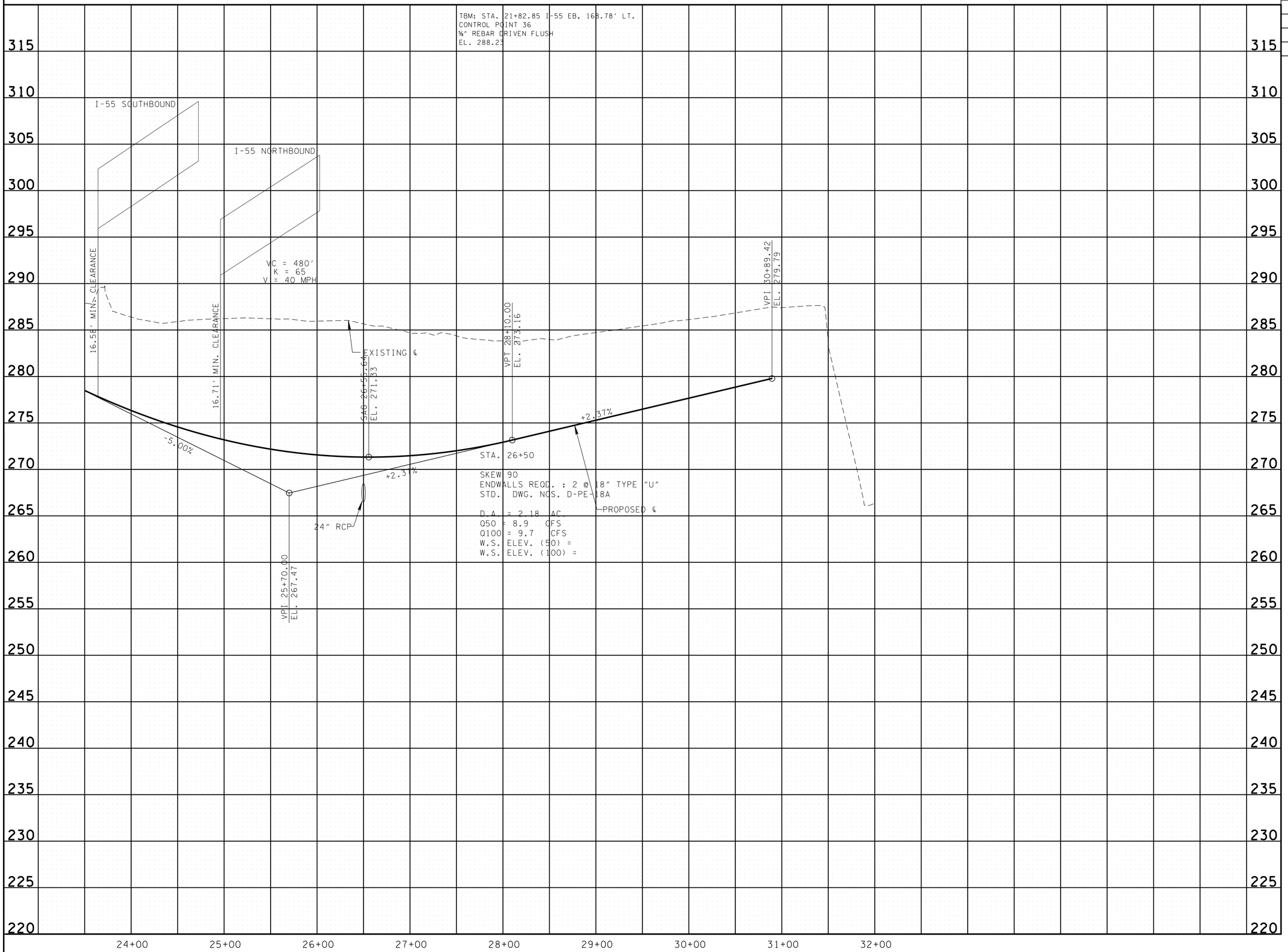
SOUTHBOUND RAMP

STA.17+00 TO STA.25+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:27:15 PM
R:\Roadway\CONST Plans\PLANS\prop_profile_sht_plans\06D.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6E
CONST.	2015	IM-55-1(129)	6E



CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

PROFILE

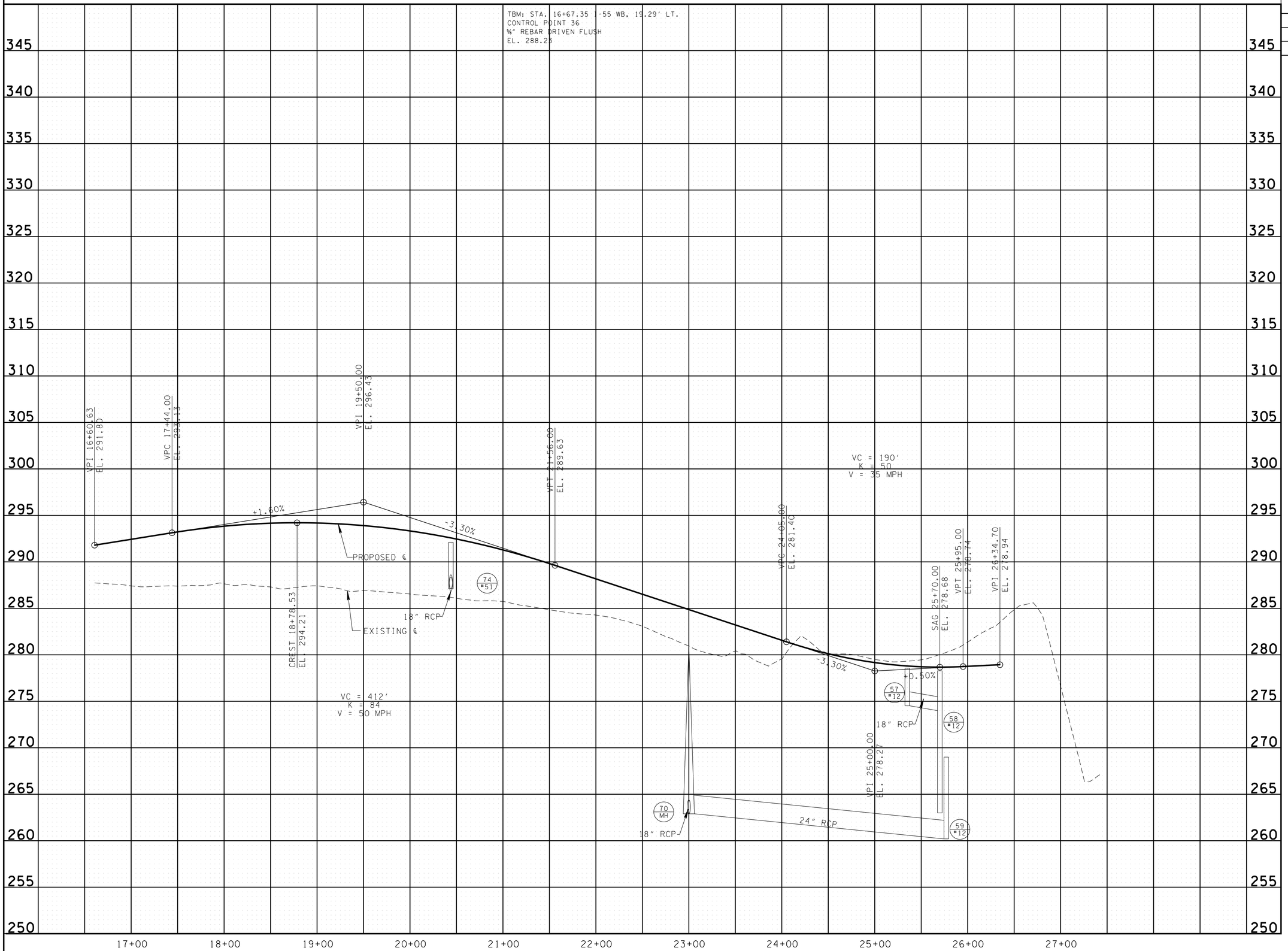
EASTBOUND RAMP

STA.23+50 TO STA.32+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:27:44 PM
R:\Roadway\CONST Plans\PLANS\prop_profile_sht_plans\06E.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6F
CONST.	2015	IM-55-1(129)	6F



CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

PROFILE

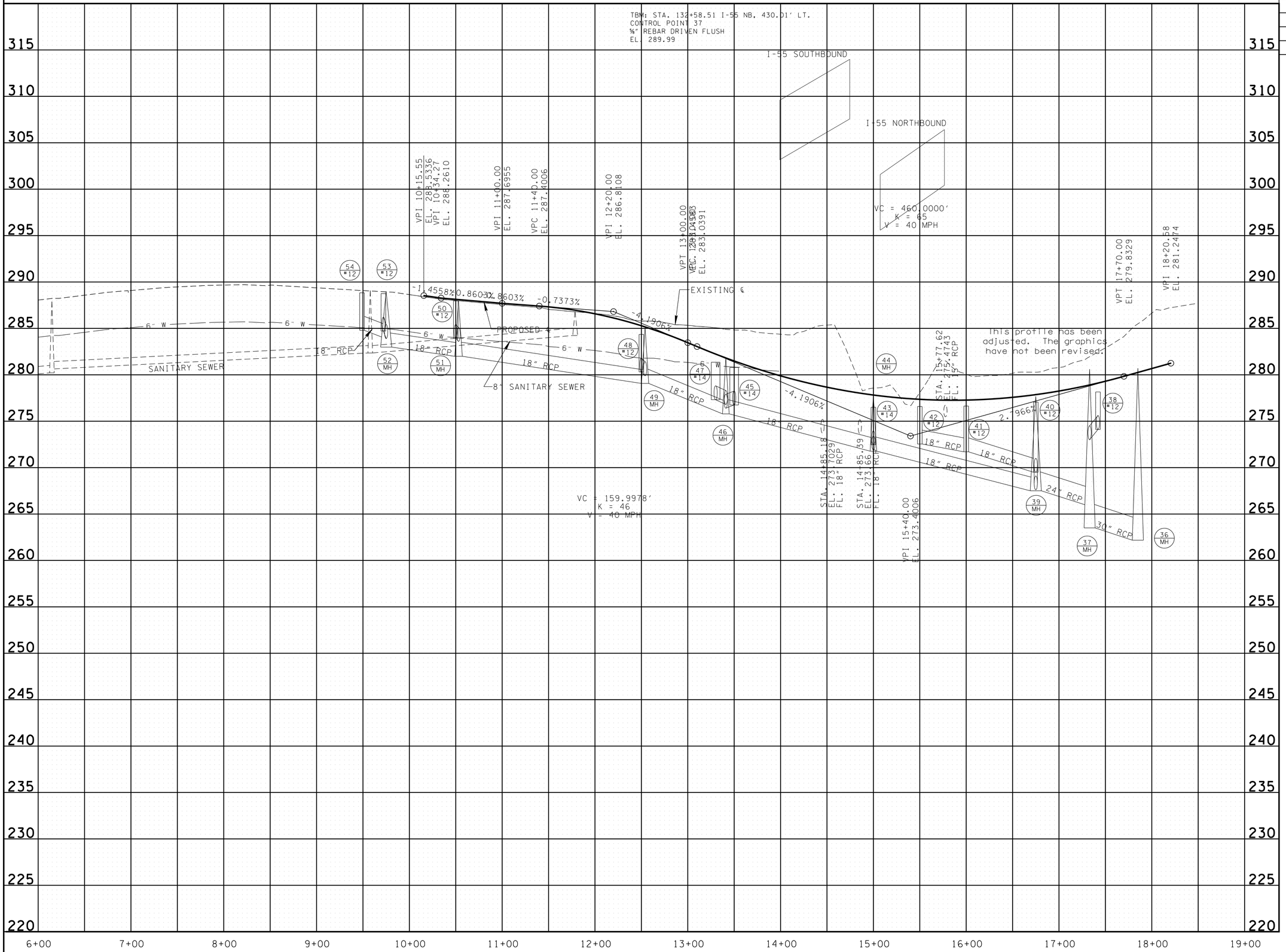
WESTBOUND RAMP

STA.16+50 TO STA.27+50

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:30:27 PM
R:\Roadway\CONST Plans\PLANS\prop_profile_sht_plans\06F.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6G
CONST.	2015	IM-55-1(129)	6G



CONST. FIELD REVIEW

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PROFILE

WEST ALSTON AVENUE

STA.10+00 TO STA.21+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:30:56 PM
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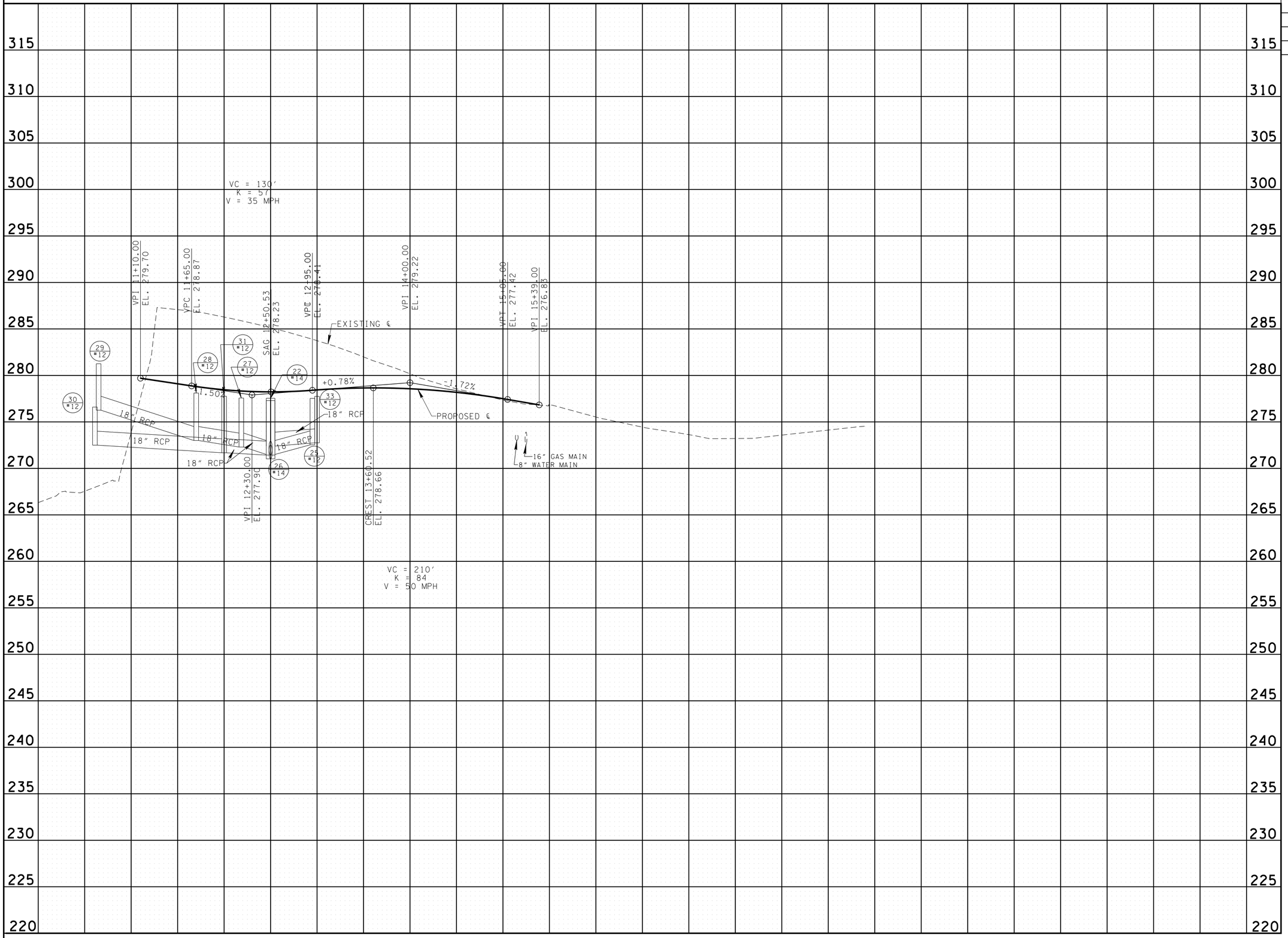
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6H
CONST.	2015	IM-55-1(129)	6H



CONST.
FIELD
REVIEW

SEALED BY

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DEPARTMENT OF TRANSPORTATION

PROFILE

CRUMP BOULVARD

STA.10+00 TO STA.19+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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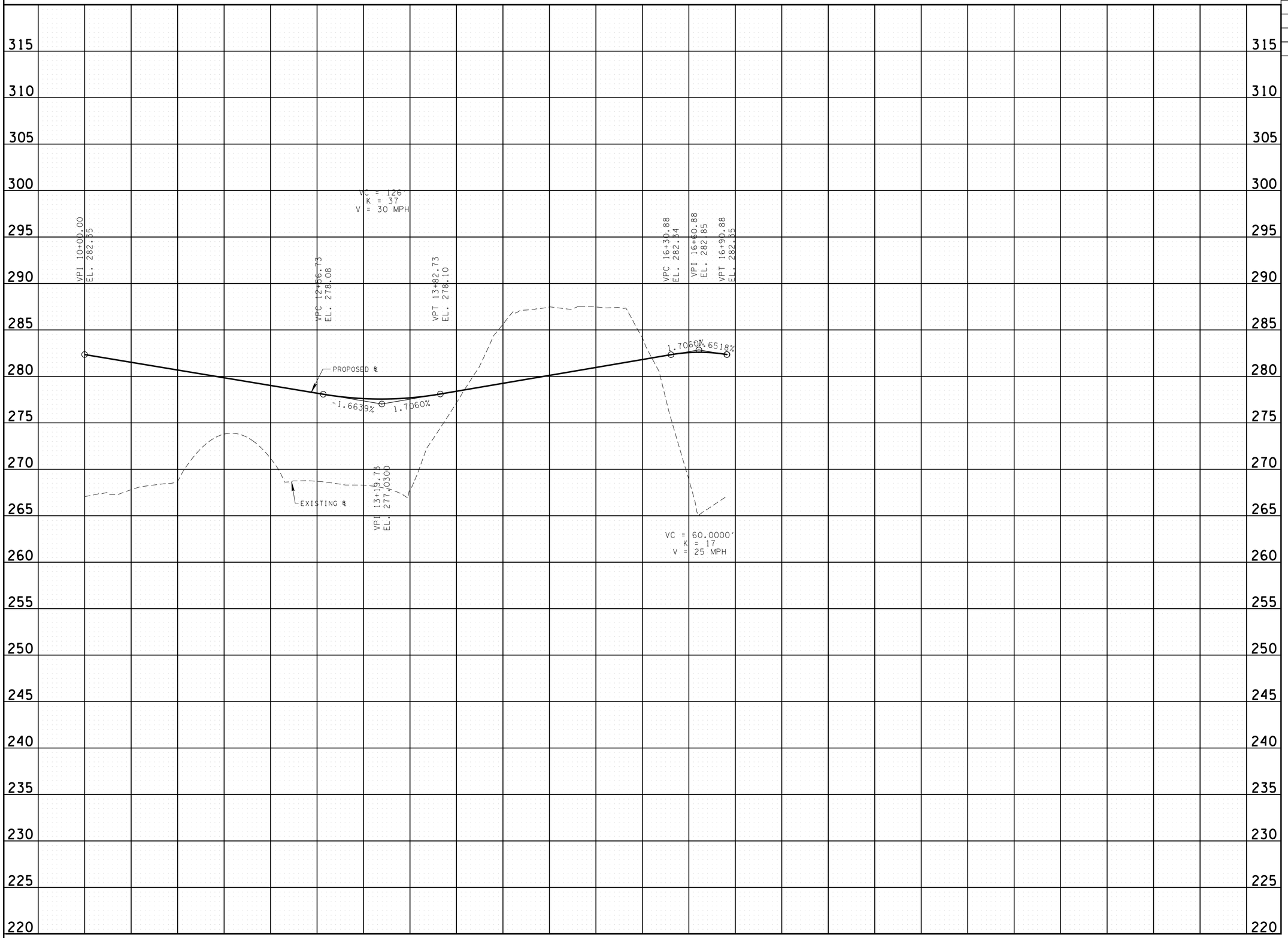
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.OW.	2014	IM-55-1(129)	61
CONST.	2015	IM-55-1(129)	61



CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

PROFILE

ROUNDABOUT

STA.10+00 TO STA.16+91.14

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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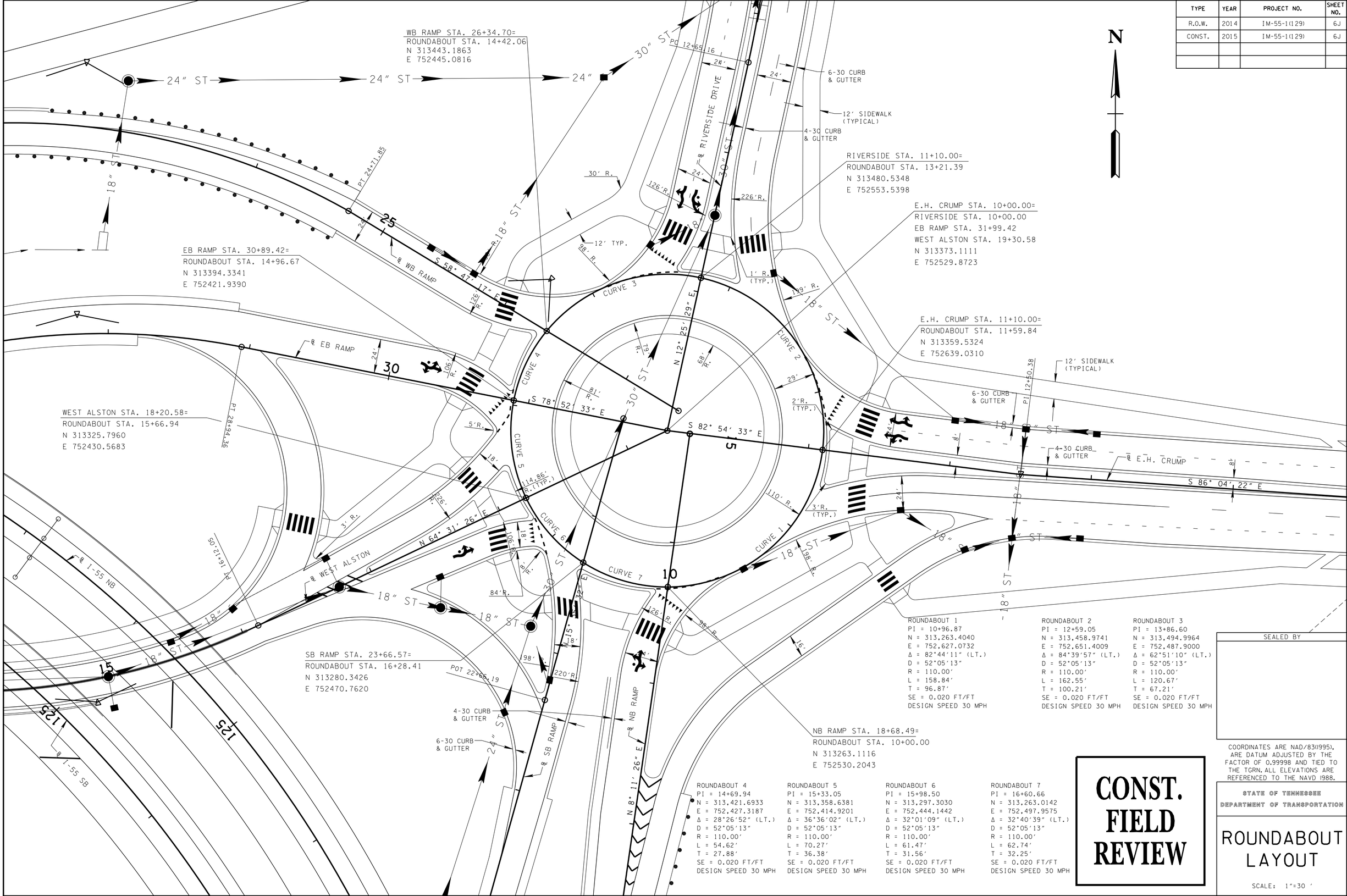
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6J
CONST.	2015	IM-55-1(129)	6J



ROUNDABOUT 1
PI = 10+96.87
N = 313,263.4040
E = 752,627.0732
Δ = 82°44'11" (LT.)
D = 52°05'13"
R = 110.00'
L = 158.84'
T = 96.87'
SE = 0.020 FT/FT
DESIGN SPEED 30 MPH

ROUNDABOUT 2
PI = 12+59.05
N = 313,458.9741
E = 752,651.4009
Δ = 84°39'57" (LT.)
D = 52°05'13"
R = 110.00'
L = 162.55'
T = 100.21'
SE = 0.020 FT/FT
DESIGN SPEED 30 MPH

ROUNDABOUT 3
PI = 13+86.60
N = 313,494.9964
E = 752,487.9000
Δ = 62°51'10" (LT.)
D = 52°05'13"
R = 110.00'
L = 120.67'
T = 67.21'
SE = 0.020 FT/FT
DESIGN SPEED 30 MPH

ROUNDABOUT 4
PI = 14+69.94
N = 313,421.6933
E = 752,427.3187
Δ = 28°26'52" (LT.)
D = 52°05'13"
R = 110.00'
L = 54.62'
T = 27.88'
SE = 0.020 FT/FT
DESIGN SPEED 30 MPH

ROUNDABOUT 5
PI = 15+33.05
N = 313,358.6381
E = 752,414.9201
Δ = 36°36'02" (LT.)
D = 52°05'13"
R = 110.00'
L = 70.27'
T = 36.38'
SE = 0.020 FT/FT
DESIGN SPEED 30 MPH

ROUNDABOUT 6
PI = 15+98.50
N = 313,297.3030
E = 752,444.1442
Δ = 32°01'09" (LT.)
D = 52°05'13"
R = 110.00'
L = 61.47'
T = 31.56'
SE = 0.020 FT/FT
DESIGN SPEED 30 MPH

ROUNDABOUT 7
PI = 16+60.66
N = 313,263.0142
E = 752,497.9575
Δ = 32°40'39" (LT.)
D = 52°05'13"
R = 110.00'
L = 62.74'
T = 32.25'
SE = 0.020 FT/FT
DESIGN SPEED 30 MPH

CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ROUNDABOUT LAYOUT

SCALE: 1"=30 '

4/22/2015 3:16:00 PM
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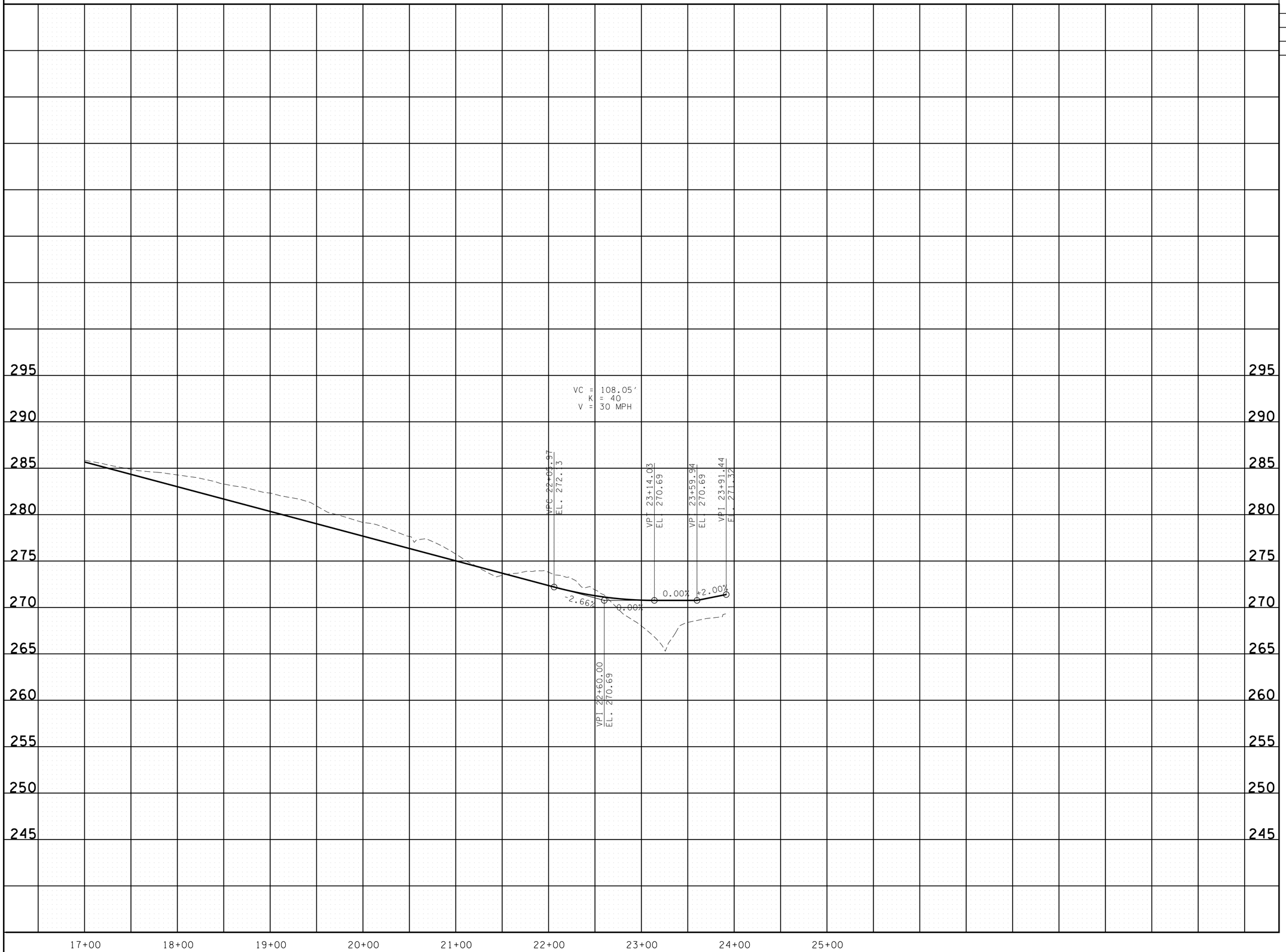
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6K
CONST.	2015	IM-55-1(129)	6K



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

RAILROAD DRIVE

STA.17+00 TO STA.23+59.94

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:45:08 PM
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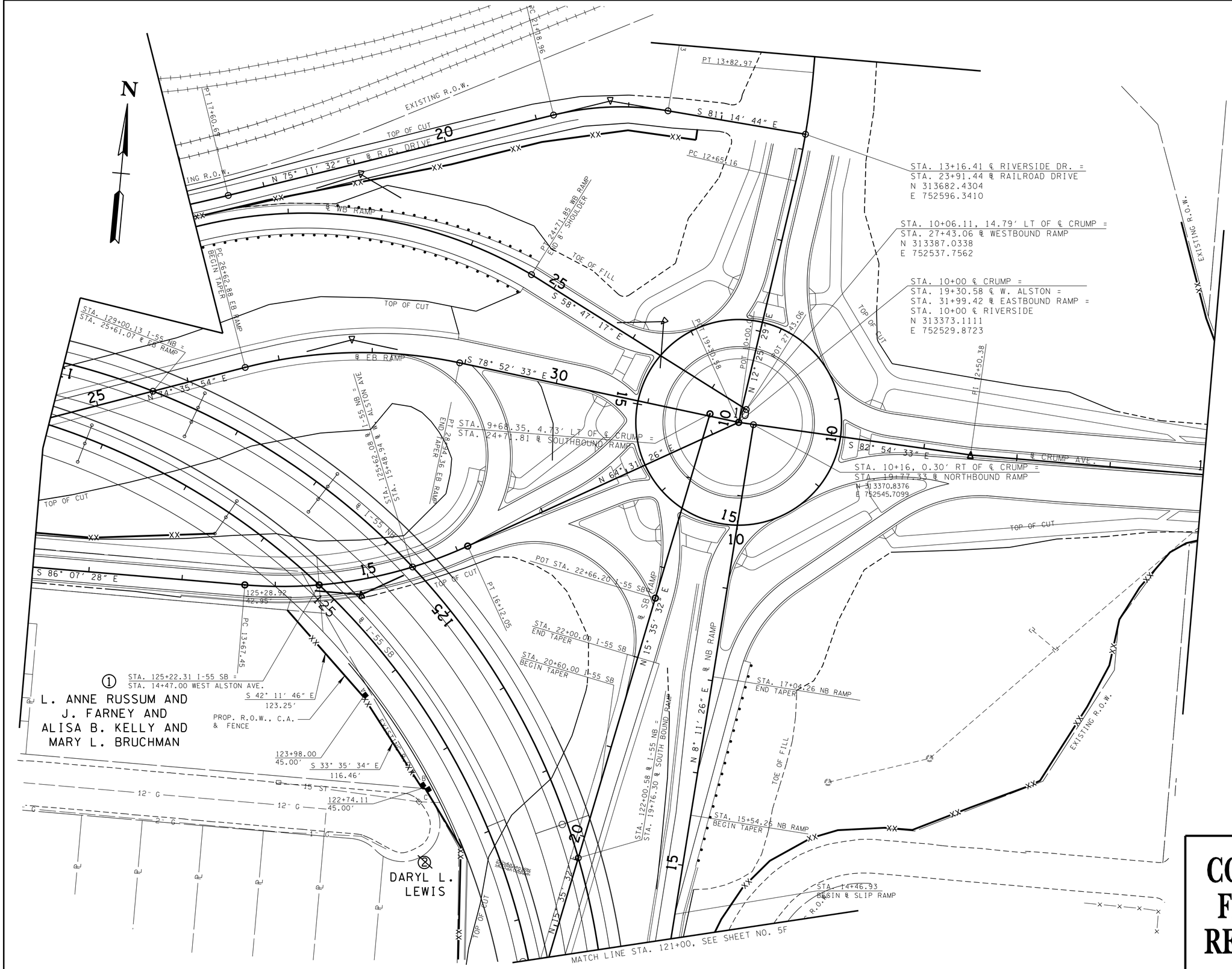
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6L
CONST.	2015	IM-55-1(129)	6L



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

R.O.W. DETAIL

STA. 121+00 TO STA.130+00

SCALE: 1"=50'

CONST. FIELD REVIEW

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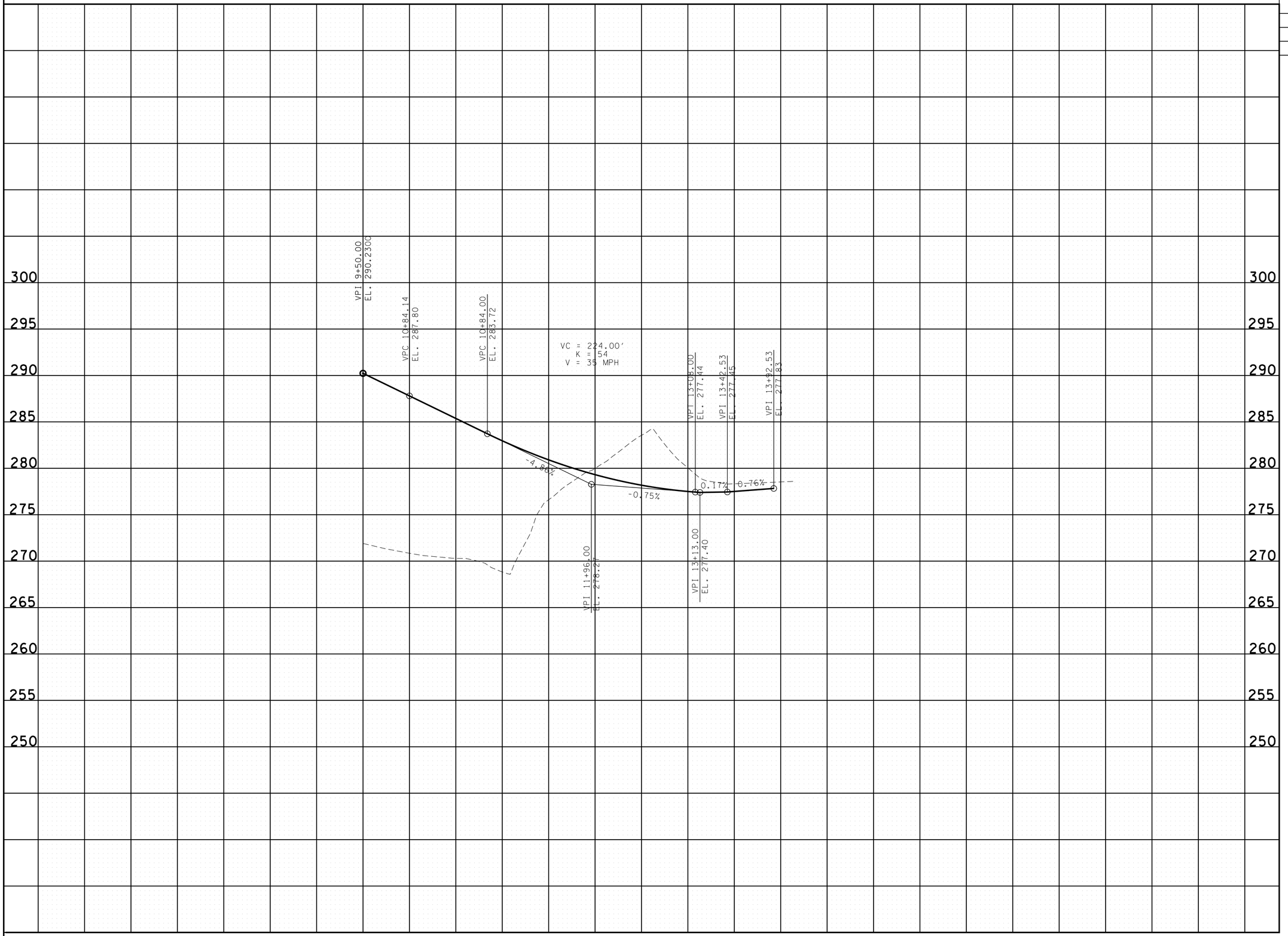
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	6M
CONST.	2015	IM-55-1(129)	6M



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

RAILROAD DRIVE

STA.17+00 TO STA.23+59.94

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:42:30 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	7
CONST.	2015	IM-55-1(129)	7

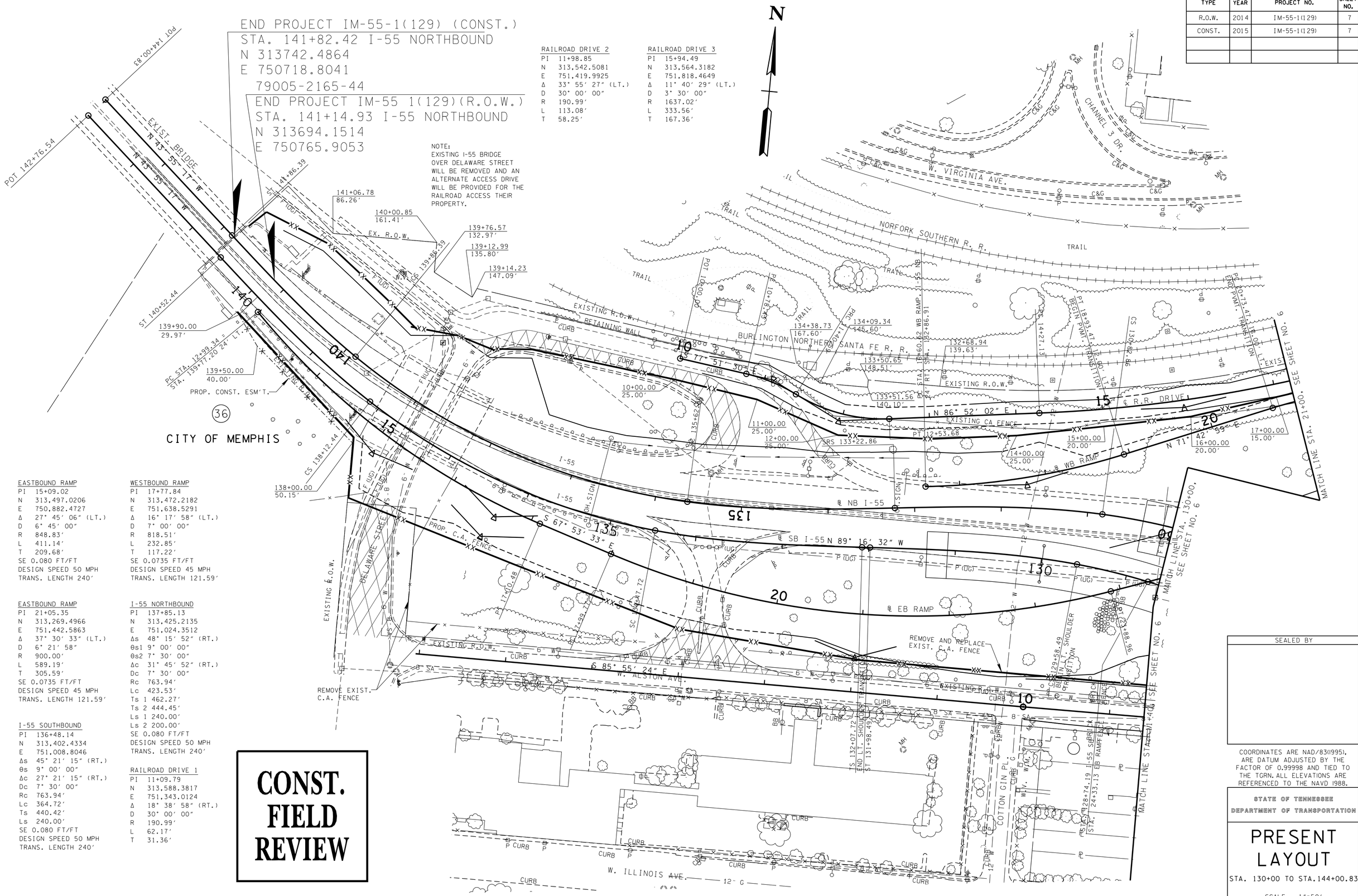
END PROJECT IM-55-1(129) (CONST.)
STA. 141+82.42 I-55 NORTHBOUND
N 313742.4864
E 750718.8041
79005-2165-44

END PROJECT IM-55 1(129)(R.O.W.)
STA. 141+14.93 I-55 NORTHBOUND
N 313694.1514
E 750765.9053

NOTE:
EXISTING I-55 BRIDGE OVER DELAWARE STREET WILL BE REMOVED AND AN ALTERNATE ACCESS DRIVE WILL BE PROVIDED FOR THE RAILROAD ACCESS THEIR PROPERTY.

RAILROAD DRIVE 2
PI 11+98.85
N 313,542.5081
E 751,419.9925
Δ 33° 55′ 27″ (LT.)
D 30° 00′ 00″
R 190.99′
L 113.08′
T 58.25′

RAILROAD DRIVE 3
PI 15+94.49
N 313,564.3182
E 751,818.4649
Δ 11° 40′ 29″ (LT.)
D 3° 30′ 00″
R 1637.02′
L 333.56′
T 167.36′



EASTBOUND RAMP
PI 15+09.02
N 313,497.0206
E 750,882.4727
Δ 27° 45′ 06″ (LT.)
D 6° 45′ 00″
R 848.83′
L 411.14′
T 209.68′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′

WESTBOUND RAMP
PI 17+77.84
N 313,472.2182
E 751,638.5291
Δ 16° 17′ 58″ (LT.)
D 7° 00′ 00″
R 818.51′
L 232.85′
T 117.22′
SE 0.0735 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 121.59′

EASTBOUND RAMP
PI 21+05.35
N 313,269.4966
E 751,442.5863
Δ 37° 30′ 33″ (LT.)
D 6° 21′ 58″
R 900.00′
L 589.19′
T 305.59′
SE 0.0735 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 121.59′

I-55 NORTHBOUND
PI 137+85.13
N 313,425.2135
E 751,024.3512
Δs 48° 15′ 52″ (RT.)
θs1 9° 00′ 00″
θs2 7° 30′ 00″
Δc 31° 45′ 52″ (RT.)
Dc 7° 30′ 00″
Rc 763.94′
Lc 423.53′
Ts 1 462.27′
Ts 2 444.45′
Ls 1 240.00′
Ls 2 200.00′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′

I-55 SOUTHBOUND
PI 136+48.14
N 313,402.4334
E 751,008.8046
Δs 45° 21′ 15″ (RT.)
θs 9° 00′ 00″
Δc 27° 21′ 15″ (RT.)
Dc 7° 30′ 00″
Rc 763.94′
Lc 364.72′
Ts 440.42′
Ls 240.00′
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240′

RAILROAD DRIVE 1
PI 11+09.79
N 313,588.3817
E 751,343.0124
Δ 18° 38′ 58″ (RT.)
D 30° 00′ 00″
R 190.99′
L 62.17′
T 31.36′

CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 130+00 TO STA.144+00.83

SCALE: 1"=50'

4/28/2015 11:19:34 AM
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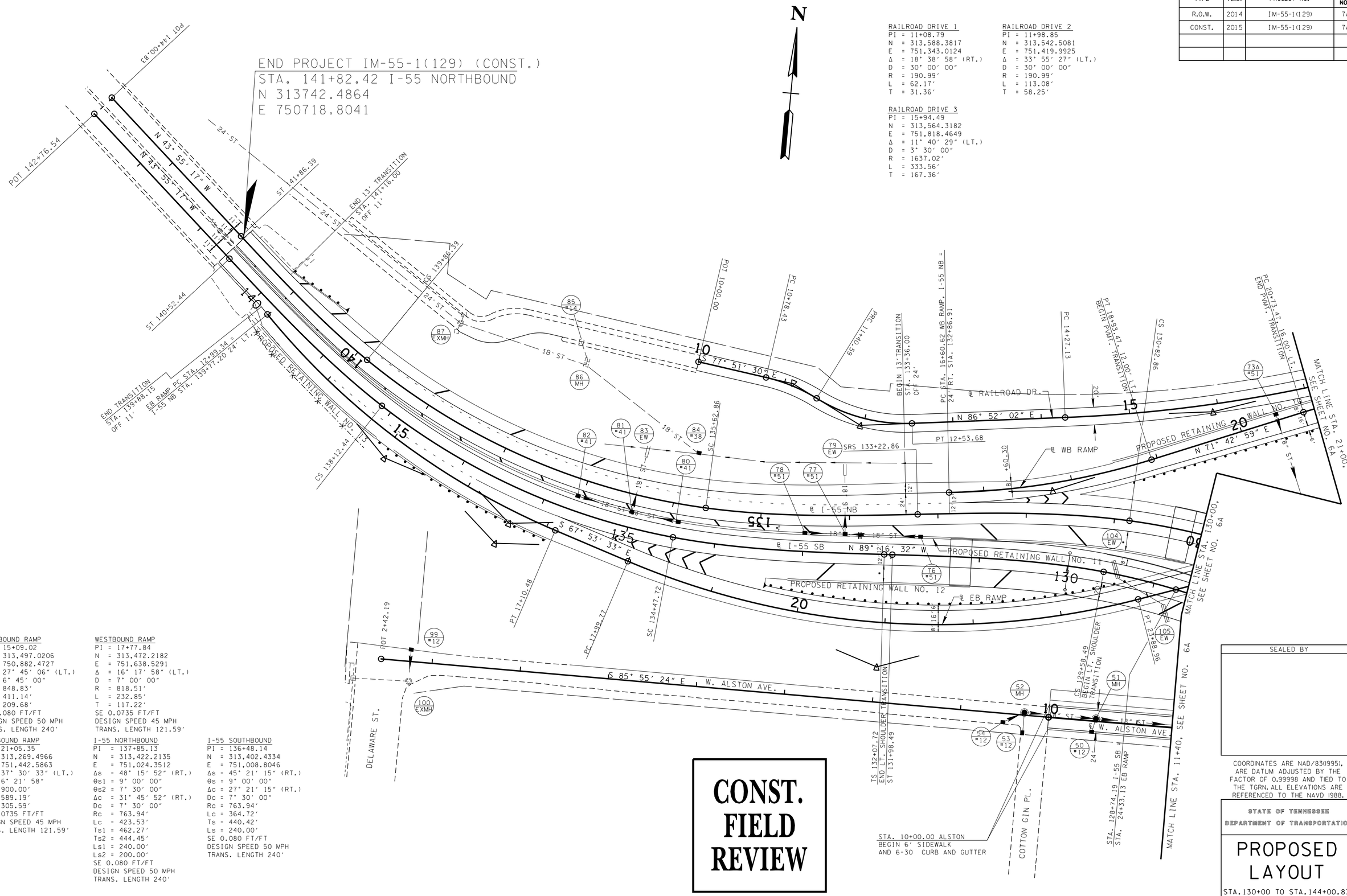
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	7A
CONST.	2015	IM-55-1(129)	7A



RAILROAD DRIVE 1
PI = 11+08.79
N = 313,588.3817
E = 751,343.0124
Δ = 18° 38' 58" (RT.)
D = 30° 00' 00"
R = 190.99'
L = 62.17'
T = 31.36'

RAILROAD DRIVE 2
PI = 11+98.85
N = 313,542.5081
E = 751,419.9925
Δ = 33° 55' 27" (LT.)
D = 30° 00' 00"
R = 190.99'
L = 113.08'
T = 58.25'

RAILROAD DRIVE 3
PI = 15+94.49
N = 313,564.3182
E = 751,818.4649
Δ = 11° 40' 29" (LT.)
D = 3° 30' 00"
R = 1637.02'
L = 333.56'
T = 167.36'

EASTBOUND RAMP
PI = 15+09.02
N = 313,497.0206
E = 750,882.4727
Δ = 27° 45' 06" (LT.)
D = 6° 45' 00"
R = 848.83'
L = 411.14'
T = 209.68'
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240'

WESTBOUND RAMP
PI = 17+77.84
N = 313,472.2182
E = 751,638.5291
Δ = 16° 17' 58" (LT.)
D = 7° 00' 00"
R = 818.51'
L = 232.85'
T = 117.22'
SE 0.0735 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 121.59'

EASTBOUND RAMP
PI = 21+05.35
N = 313,269.4966
E = 751,442.5863
Δ = 37° 30' 33" (LT.)
D = 6° 21' 58"
R = 900.00'
L = 589.19'
T = 305.59'
SE 0.0735 FT/FT
DESIGN SPEED 45 MPH
TRANS. LENGTH 121.59'

I-55 NORTHBOUND
PI = 137+85.13
N = 313,422.2135
E = 751,024.3512
Δs = 48° 15' 52" (RT.)
θs1 = 9° 00' 00"
θs2 = 7° 30' 00"
Δc = 31° 45' 52" (RT.)
Dc = 7° 30' 00"
Rc = 763.94'
Lc = 423.53'
Ts1 = 462.27'
Ts2 = 444.45'
Ls1 = 240.00'
Ls2 = 200.00'
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240'

I-55 SOUTHBOUND
PI = 136+48.14
N = 313,402.4334
E = 751,008.8046
Δs = 45° 21' 15" (RT.)
θs = 9° 00' 00"
Δc = 27° 21' 15" (RT.)
Dc = 7° 30' 00"
Rc = 763.94'
Lc = 364.72'
Ts = 440.42'
Ls = 240.00'
SE 0.080 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 240'

CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.130+00 TO STA.144+00.83

SCALE: 1"=50'

4/28/2015 11:8:55 AM
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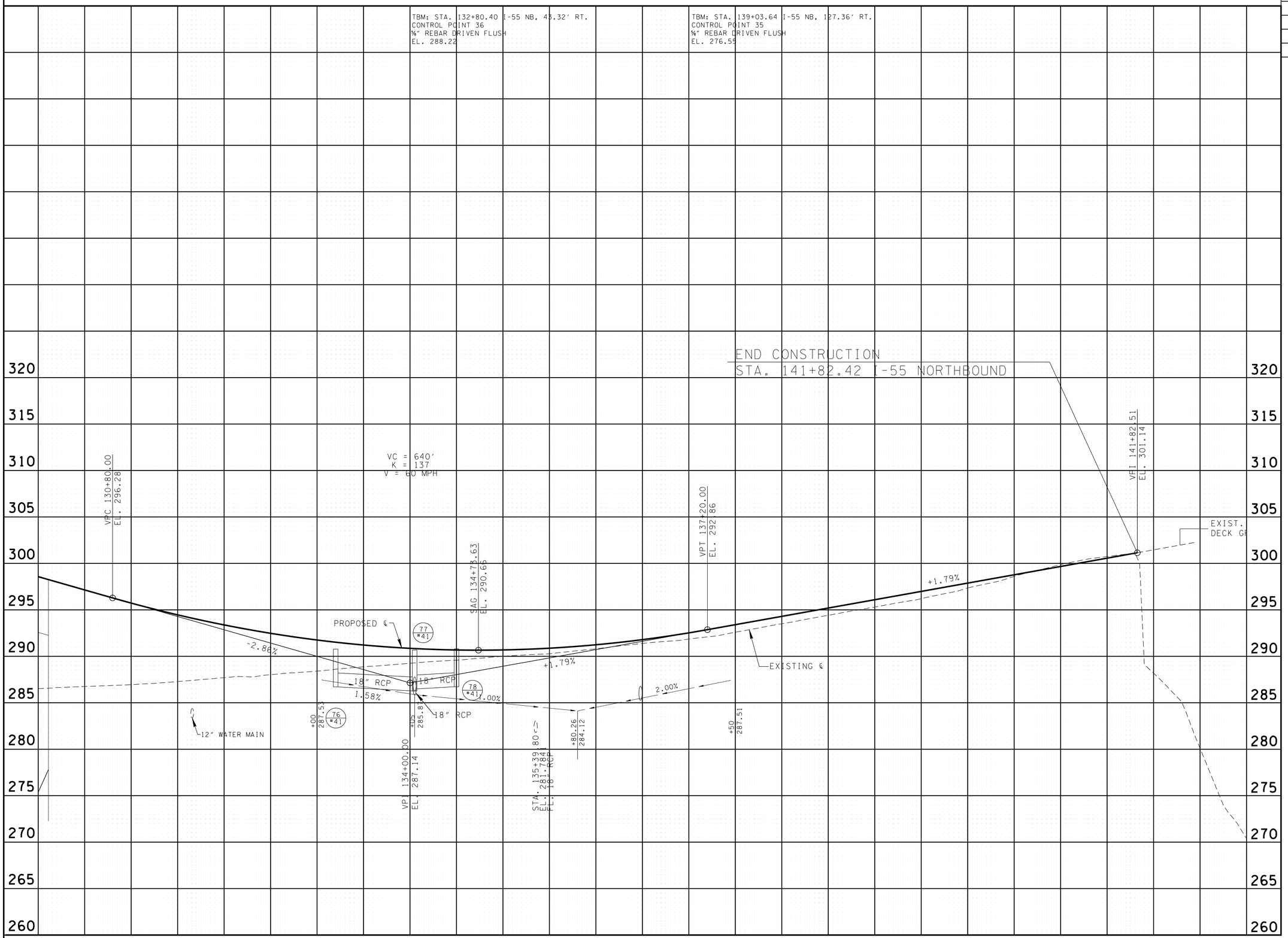
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	7B
CONST.	2015	IM-55-1(129)	7B



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

I-55 NORTHBOUND

STA.130+00 TO STA.143+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:43:46 PM
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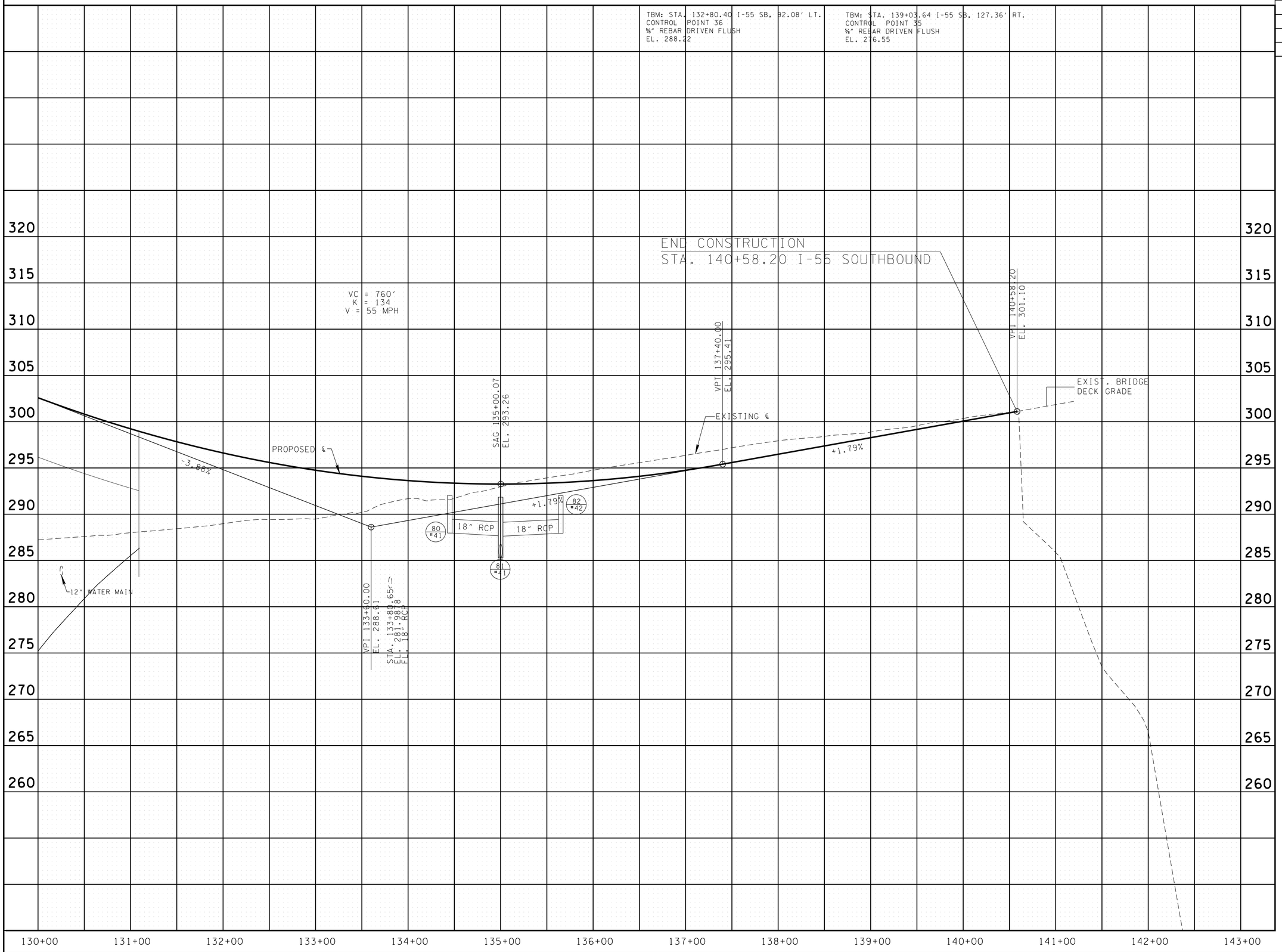
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	7C
CONST.	2015	IM-55-1(129)	7C



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

I-55 SOUTHBOUND
STA.130+00 TO STA.143+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

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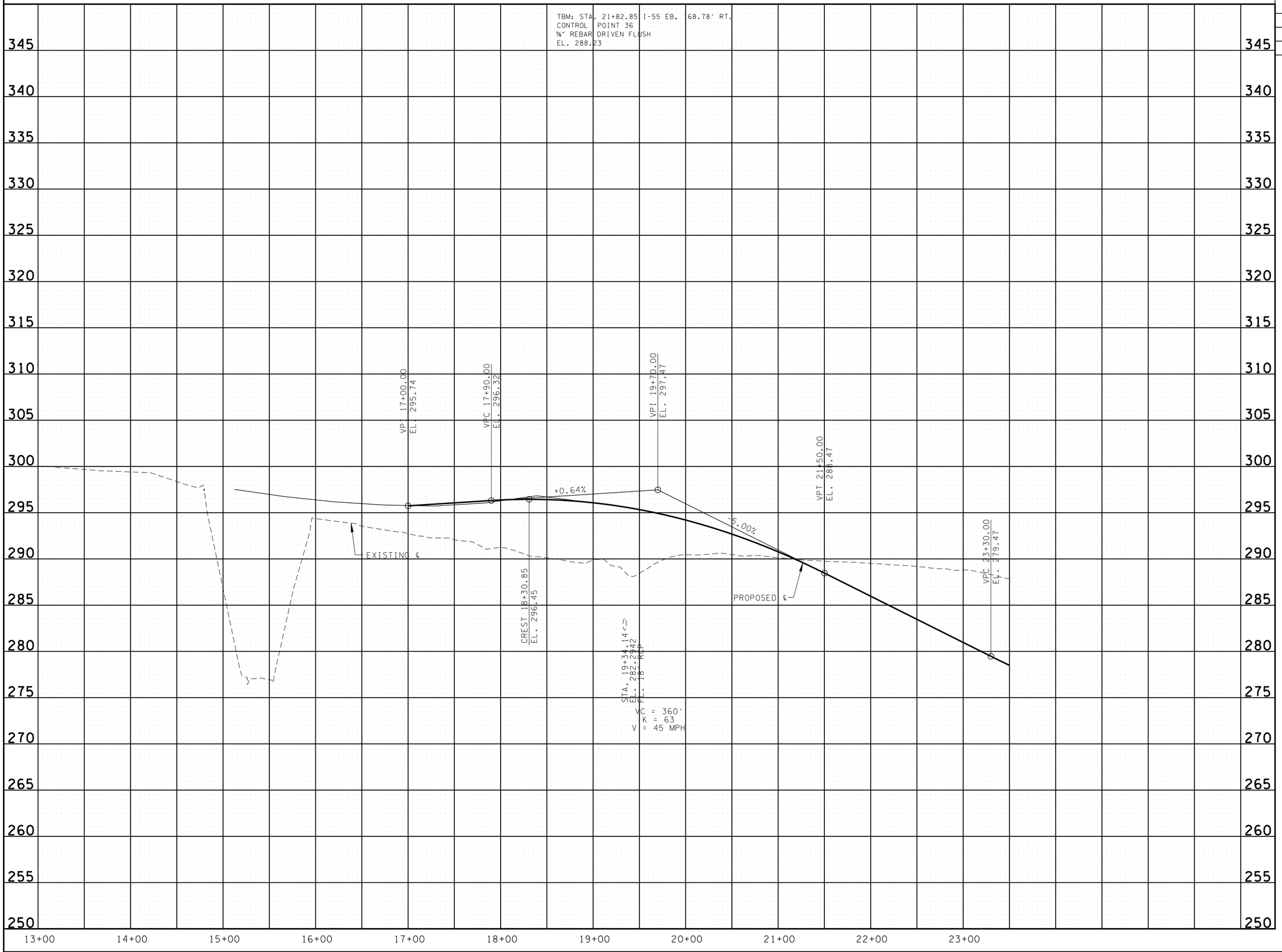
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	7D
CONST.	2015	IM-55-1(129)	7D



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

EASTBOUND RAMP

STA.13+00 TO STA.23+50

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:46:28 PM
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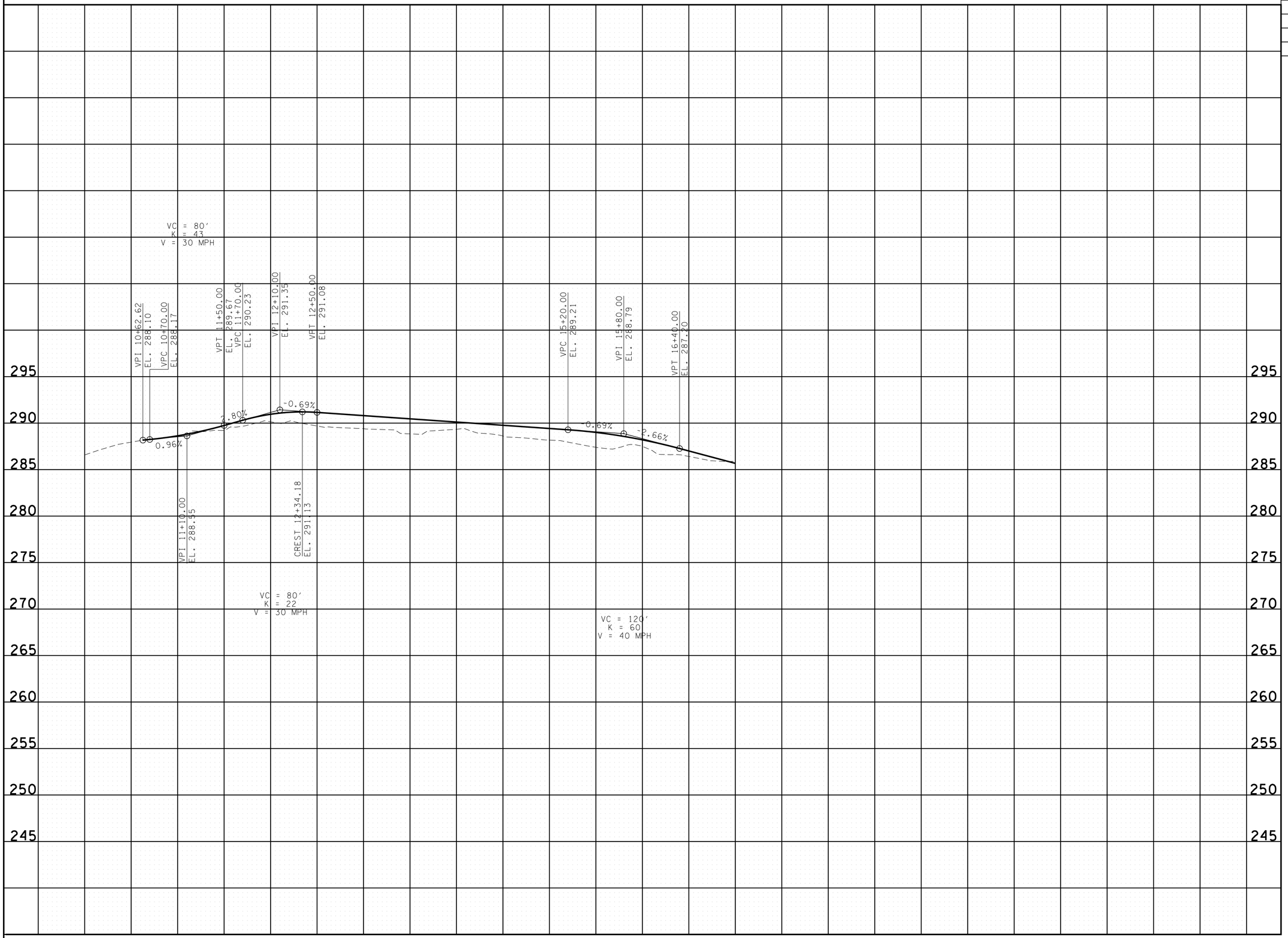
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	7E
CONST.	2015	IM-55-1(129)	7E



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

RAILROAD DRIVE

STA.10+00 TO STA.17+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:47:30 PM
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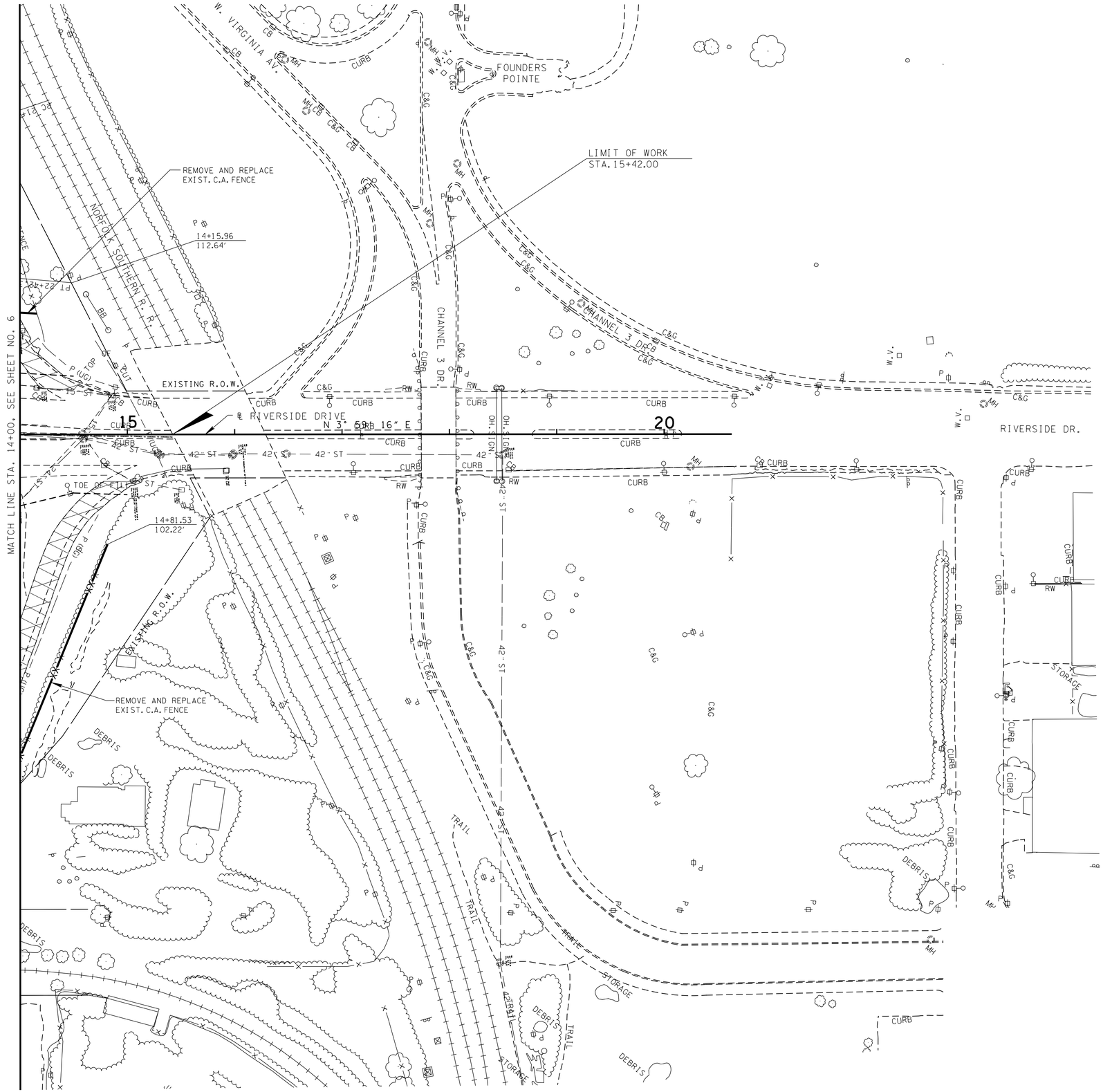
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	8
CONST.	2015	IM-55-1(129)	8



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

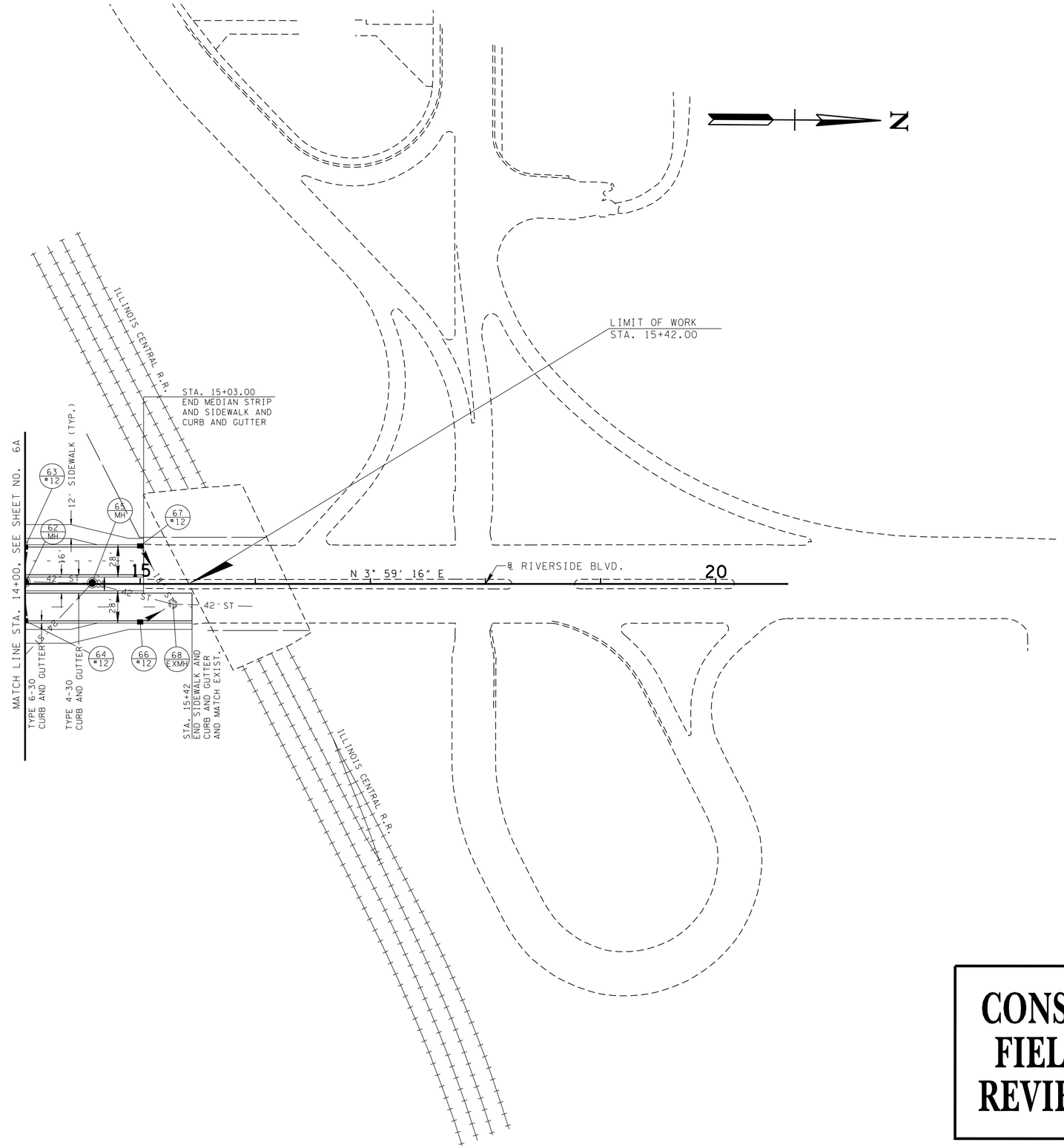
PRESENT LAYOUT

STA. 13+00 TO STA. 20+63.05

SCALE: 1"=50'

4/22/2015 3:10:43 PM
R:\Roadway\CONST Plans\PLANS\pres_layout_sht_plans\08.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	8A
CONST.	2015	IM-55-1(129)	8A



CONST. FIELD REVIEW

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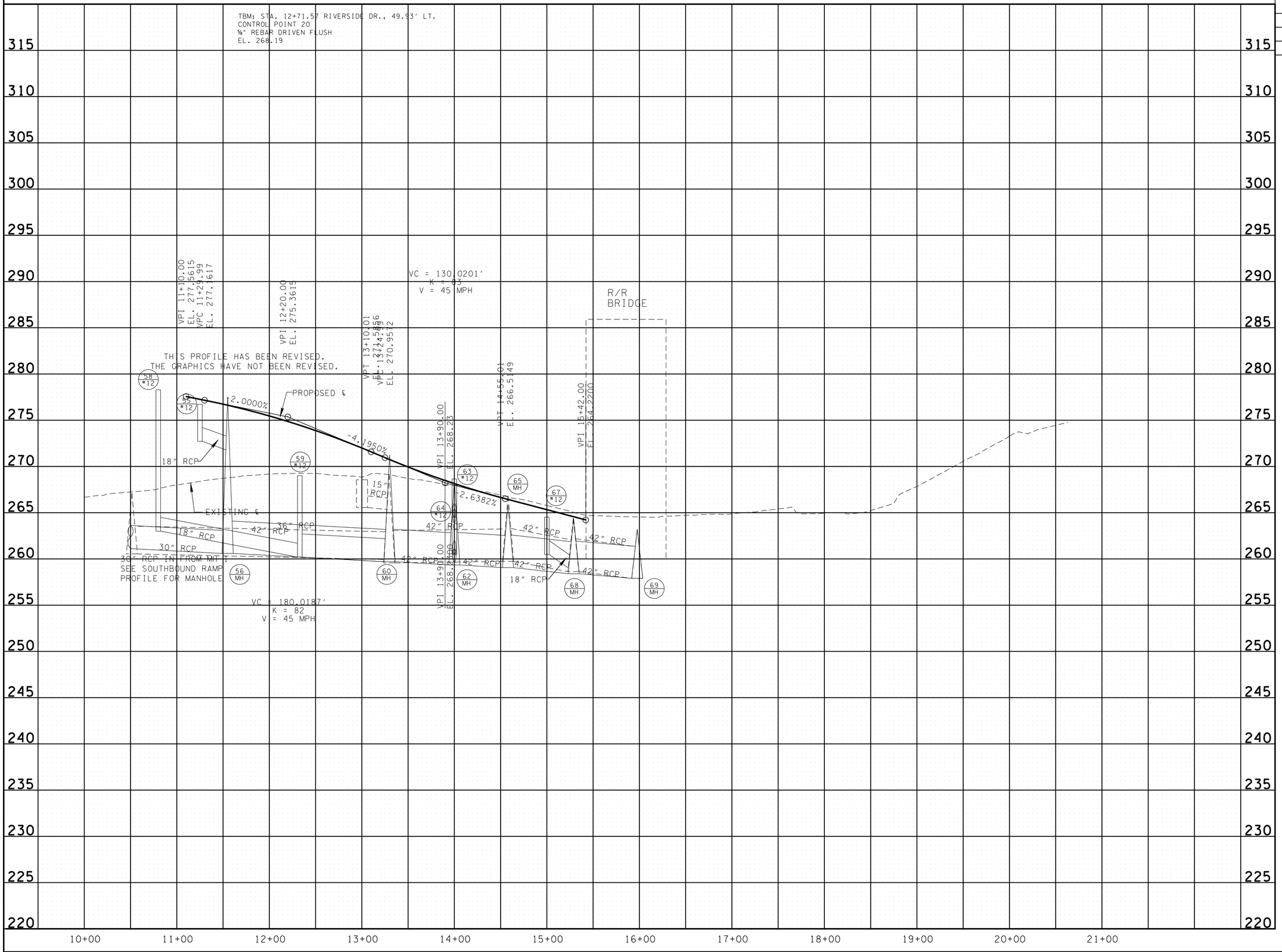
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

RIVERSIDE BLVD.
STA.13+00 TO STA.20+63.05
SCALE: 1"=50'

4/22/2015 3:17:28 PM
R:\Roadway\CONST Plans\PLANS\prop_layout_sht_plans\08a.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	8B
CONST.	2015	IM-55-1(129)	8B



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE

RIVERSIDE

STA.10+00 TO STA.21+00

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:48:00 PM
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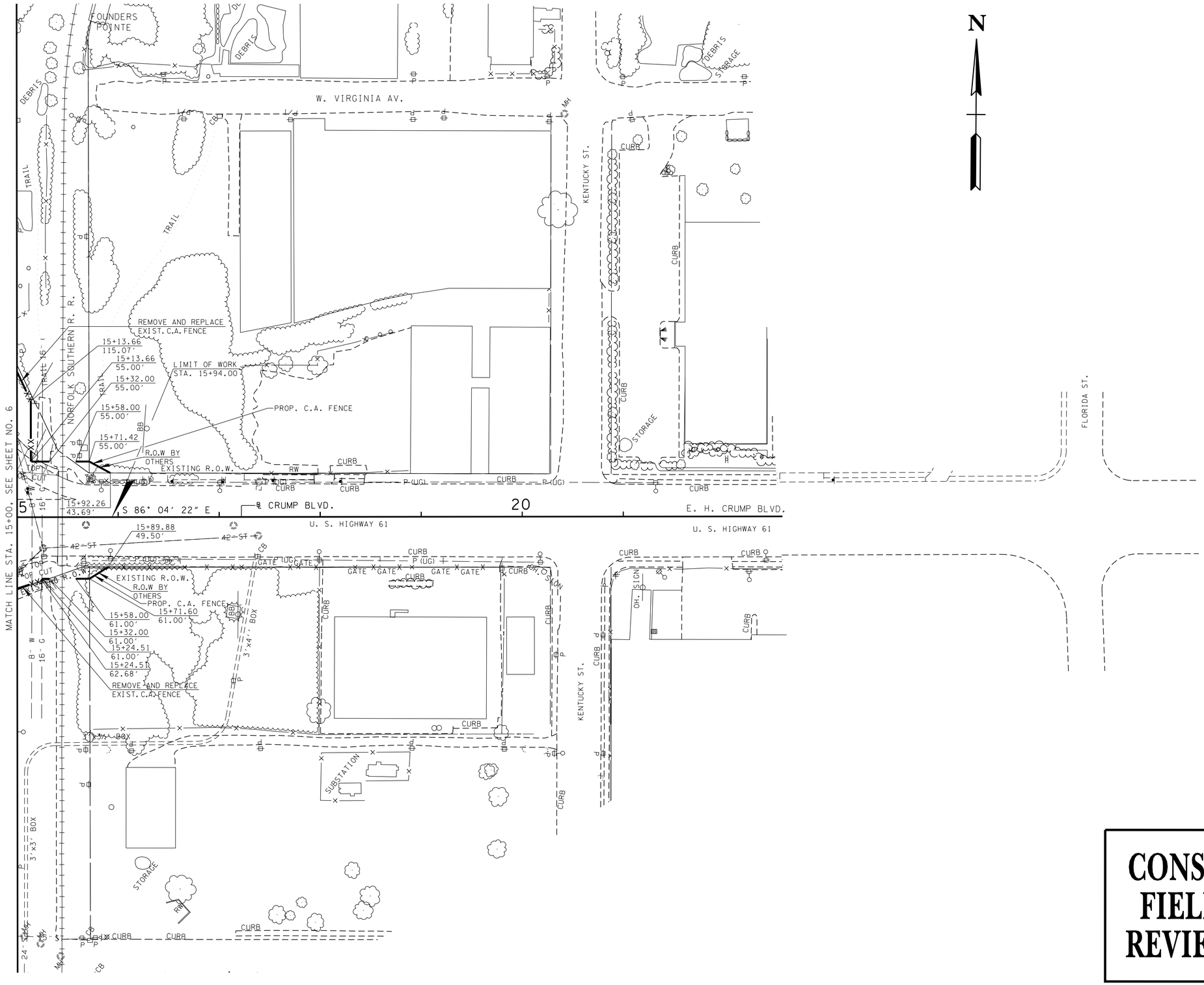
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	9
CONST.	2015	IM-55-1(129)	9



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

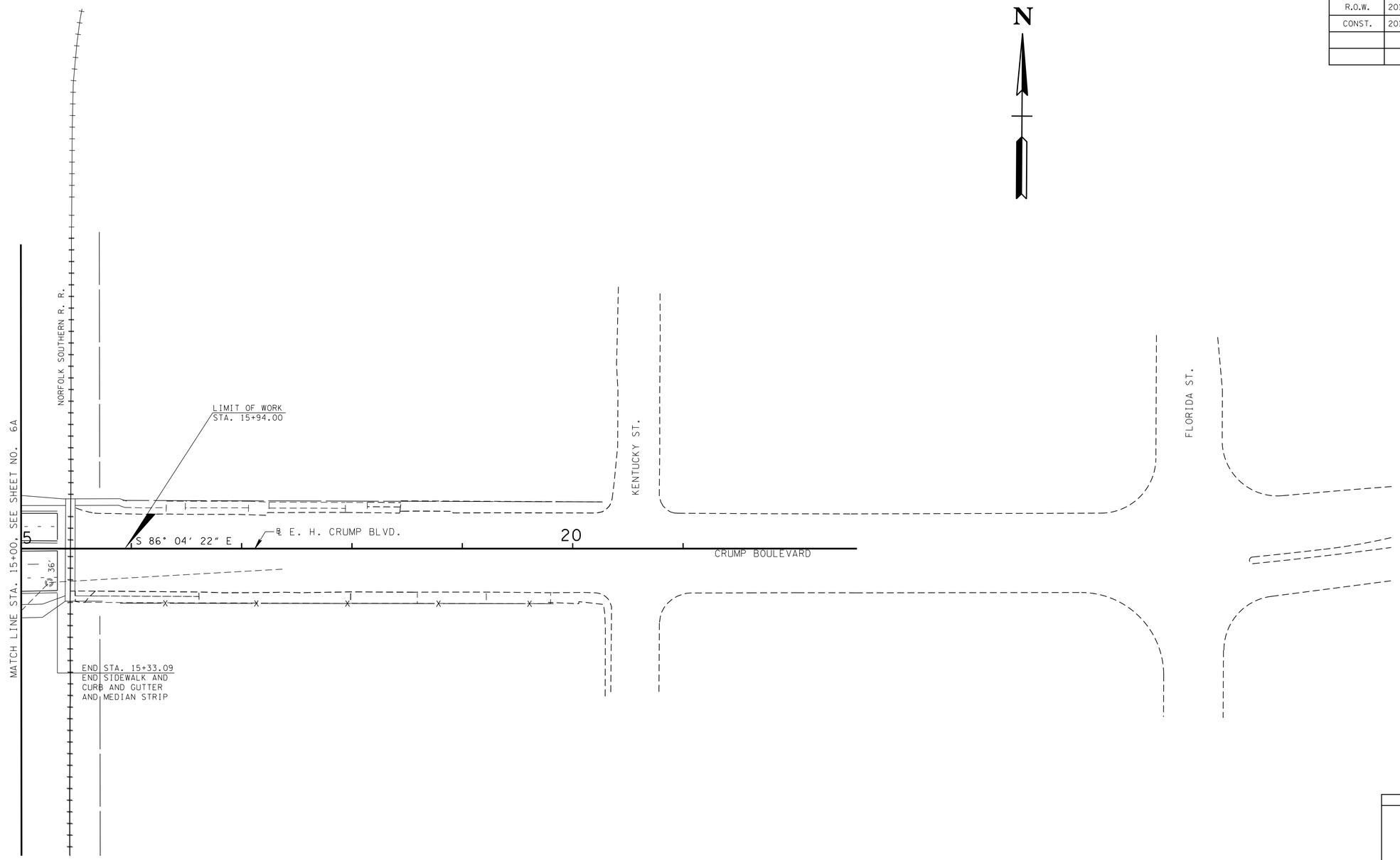
PRESENT LAYOUT

STA.15+00 TO STA.18+89.05

SCALE: 1"=50'

4/22/2015 3:11:18 PM
R:\Roadway\CONST Plans\PLANS\pres_layout_sht_plans\09.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	9A
CONST.	2015	IM-55-1(129)	9A



CONST.
FIELD
REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

E. H. CRUMP BLVD.
STA.15+00 TO STA.15+33.09

SCALE: 1"=50'

4/22/2015 3:48:13 PM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	10
CONST.	2015	IM-55-1(129)	10

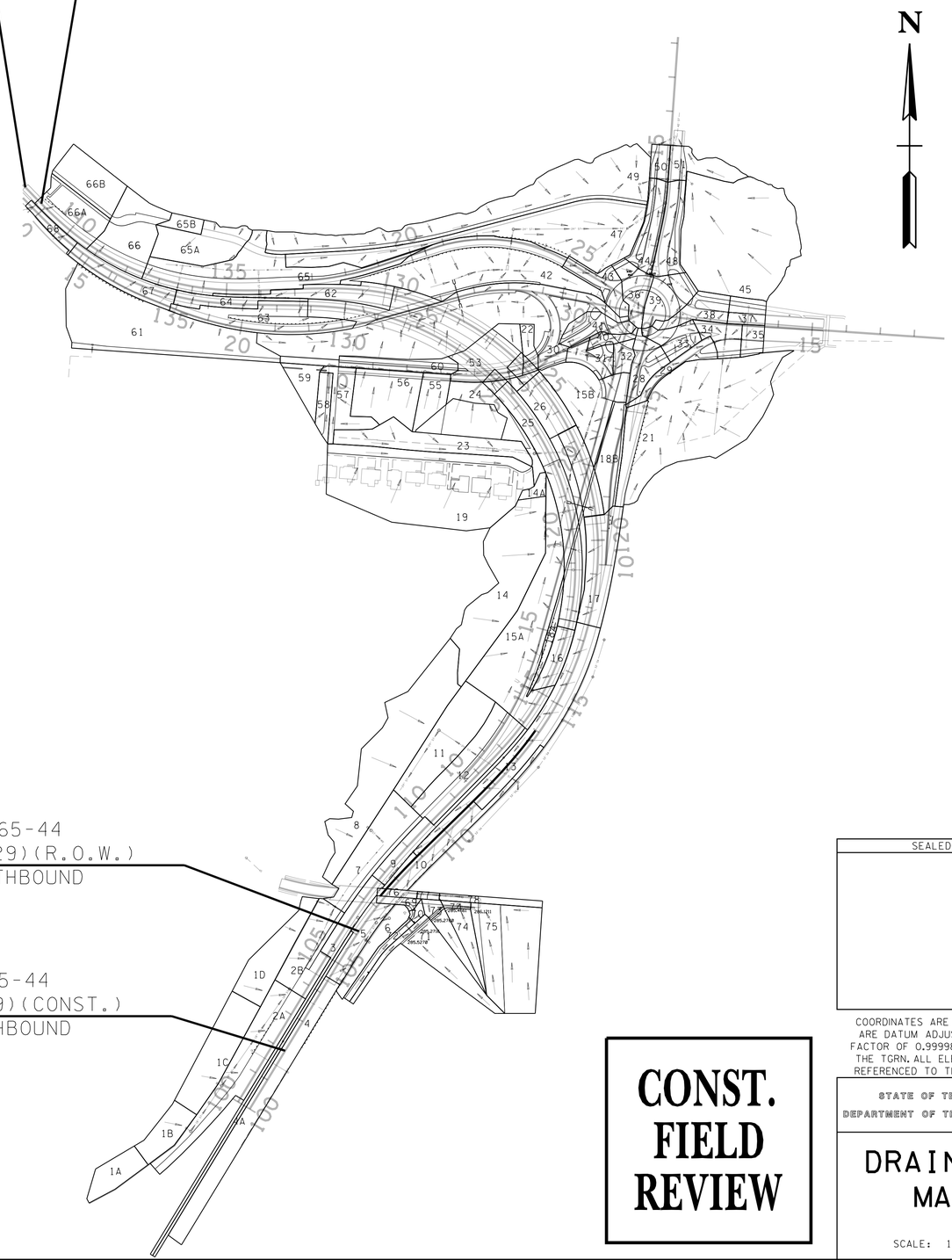
D.A. #	Ac	Q10	Q50	Q100
1	1.18		4.0	4.2
2	1.78		8.2	8.7
3	0.46		3.5	3.7
4	0.94		7.1	7.5
5	0.33		2.5	2.7
6	0.28		0.9	1.0
7	0.74		2.5	2.6
8	1.34		4.5	4.8
9	0.32		2.4	2.6
10	0.49		3.7	3.9
11	0.97		3.2	3.4
12	0.86		4.6	4.8
13	1.06		8.0	8.5
14	1.55		5.2	5.5
15	3.04		17.7	18.8
16	0.26		2.0	2.1
17	0.71		5.4	5.7
18	0.73		3.1	3.4
19	2.67	5.8	6.9	
20	0.05		0.4	0.4
21	2.78	9.0	10.5	
22	0.14	0.5	0.5	
23	0.72	3.1	3.7	
24	0.74	3.5	4.0	
25	0.34		2.6	2.7
26	0.37		2.8	3.0
27	0.14	0.9	1.1	
28	0.36	1.6	1.9	
29	0.20	1.3	1.5	
30	2.84		8.9	9.7
31	0.23	1.3	1.5	
32	0.12	0.8	0.9	
33	0.25	1.6	1.8	
34	0.21		1.4	1.5
35	0.11	0.6	0.7	
36	0.29	1.3	1.5	
37	0.13		0.4	0.5
38	0.26		2.7	2.9
39	0.37	1.7	2.0	
40	0.10	0.6	0.8	
41	0.27	1.5	1.7	
42	2.18		11.8	12.4
43	0.29	1.2	1.5	
44	0.38	2.2	2.5	
45	2.52	7.3	8.5	
46	0.16		1.2	1.3
47	1.86	4.7		
48	0.41	2.4	2.8	
49	2.02	4.0		
50	0.13	0.8	0.9	
51	0.32	2.1	2.5	
53	0.34	1.3	1.4	
55	0.34	1.6	2.0	
56	0.64	2.2	2.5	
57	0.36	1.8	2.1	
58	0.17	0.7	0.9	
59	0.23	1.5	1.8	
60	0.31	1.5	1.8	
62	0.36		2.6	2.7
63	0.12		0.9	1.0
64	0.27		2.0	2.1
65	2.29	12.3	14.4	
67	0.41		3.0	3.1
68	0.12		0.9	0.9
69	0.07	0.4	0.4	
70	0.05	0.2	0.2	
71	0.57	2.9	3.2	
72	0.13	0.7	0.8	
73	0.23	1.4	1.6	
74	0.34	1.9	2.1	
75	0.39	2.2	2.4	
76	0.77	4.1	4.6	

79005-2165-44
END PROJECT IM-55-1(129)(R.O.W.)
STA. 141+14.93 I-55 NORTHBOUND
N 313694.1514
N 750765.9053

79005-2165-44
END PROJECT IM-55-1(129) (CONST.)
STA. 141+82.42 I-55 NORTHBOUND
N 313742.4864
E 750718.8041

75005-2165-44
BEGIN PROJECT IM-55-1(129)(R.O.W.)
STA. 106+12.00 I-55 NORTHBOUND
N 311560.1658
E 751697.8742

75005-2165-44
BEGIN PROJECT IM-55-1(129)(CONST.)
STA. 102+00.00 I-55 NORTHBOUND
N 311295.1846
E 751533.2249



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

DRAINAGE MAP

SCALE: 1"=200'

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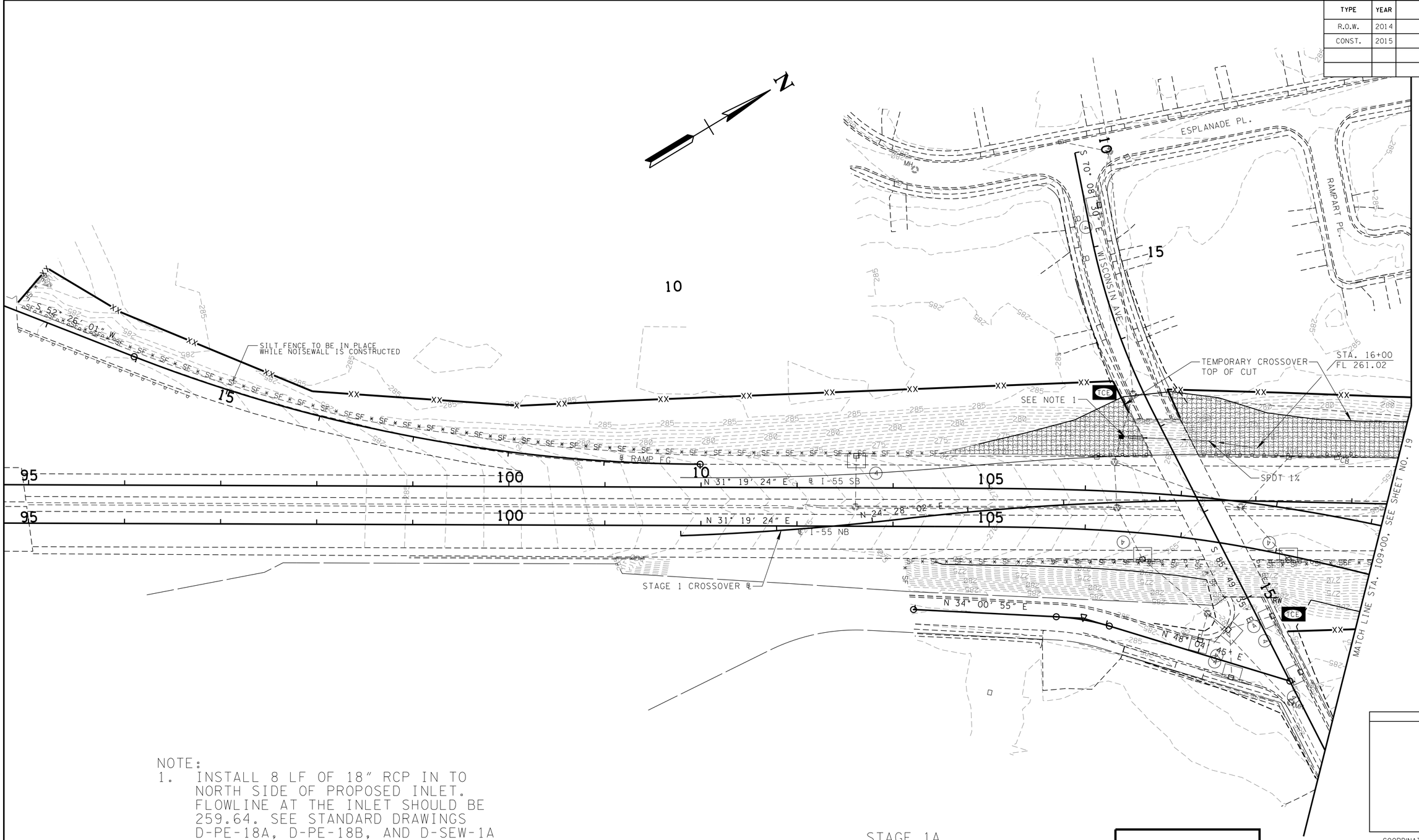
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	18



NOTE:
1. INSTALL 8 LF OF 18" RCP IN TO NORTH SIDE OF PROPOSED INLET. FLOWLINE AT THE INLET SHOULD BE 259.64. SEE STANDARD DRAWINGS D-PE-18A, D-PE-18B, AND D-SEW-1A FOR HEADWALL DETAILS.

STAGE 1A

CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

B.O.P. TO STA.109+00

SCALE: 1"=50'

4/22/2015 4:08:55 PM
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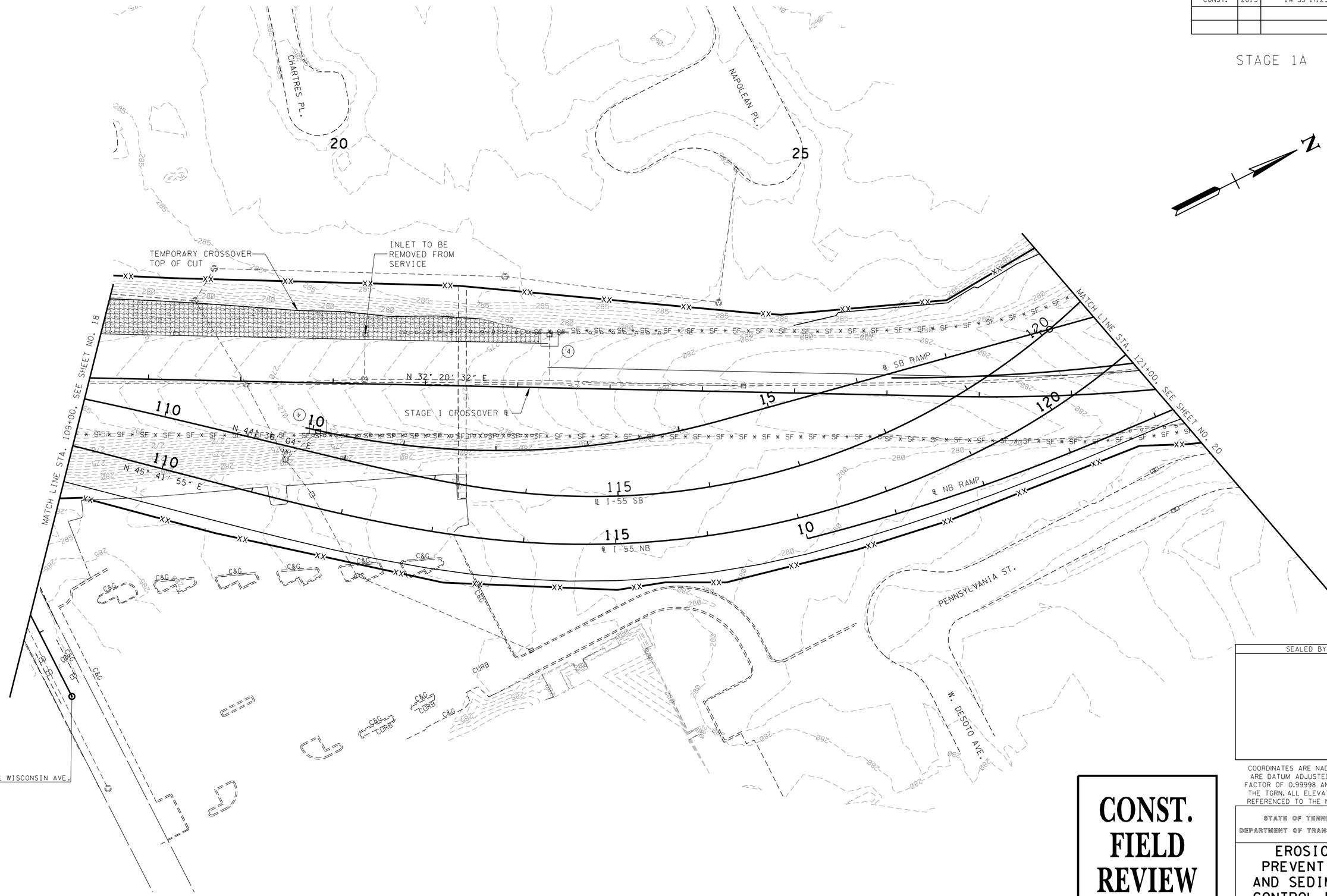
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	19

STAGE 1A



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONST. FIELD REVIEW

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.109+00 TO STA.121+00

SCALE: 1"=50'

4/22/2015 4:41:09 PM
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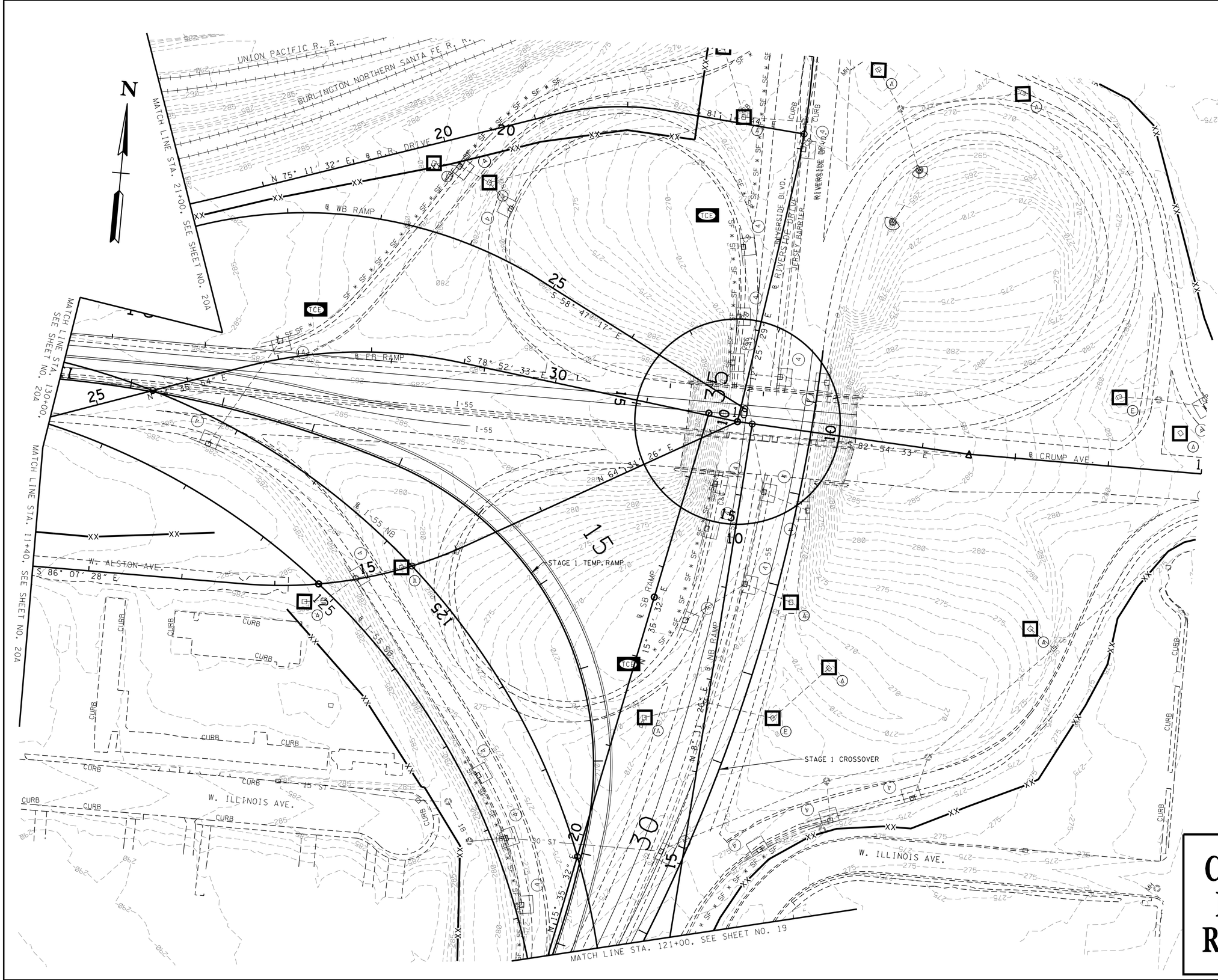
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	20



STAGE 1A

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.121+00 TO STA.130+00

SCALE: 1"=50'

CONST. FIELD REVIEW

4/23/2015 3:18:11 PM
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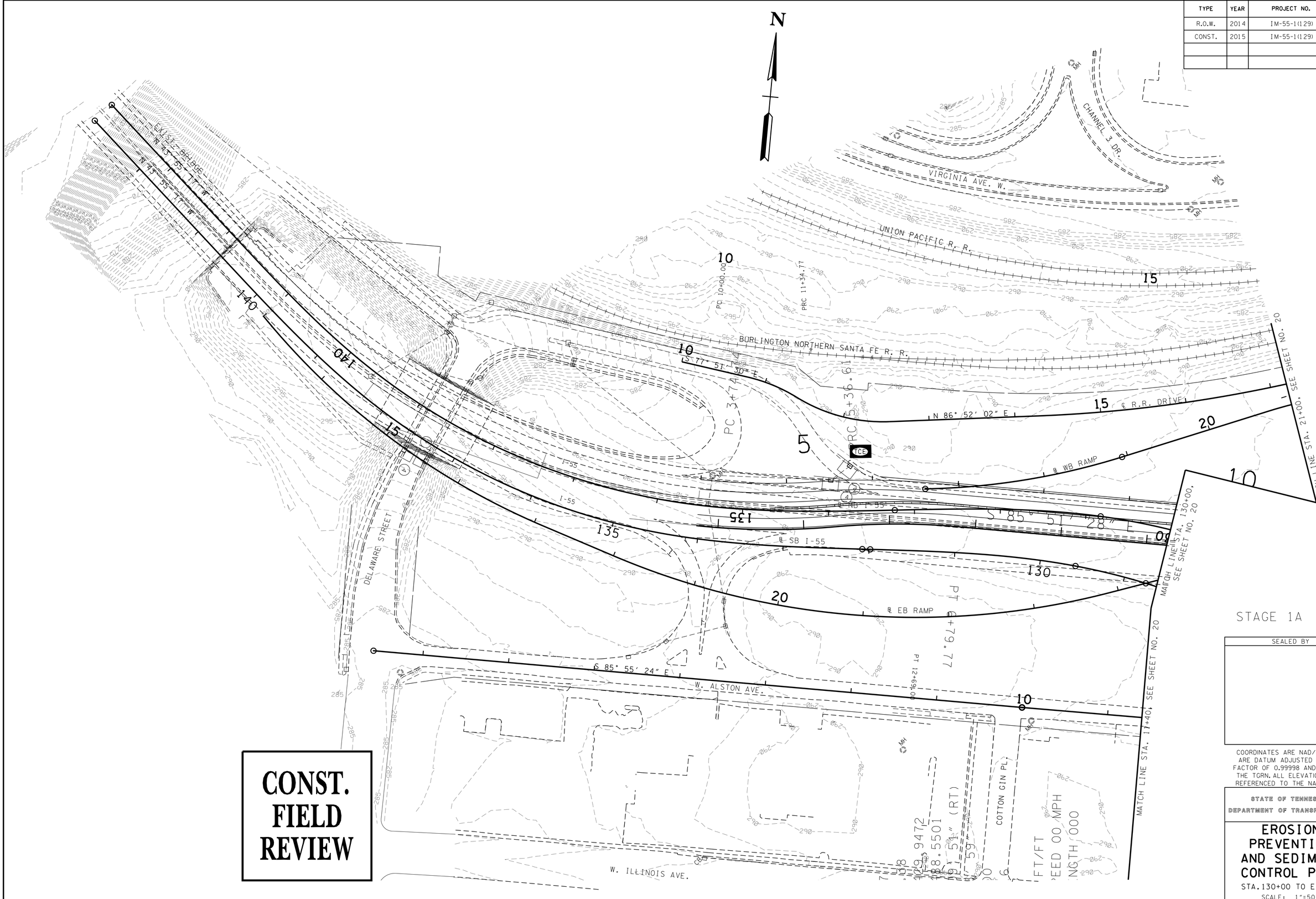
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	20A



CONST. FIELD REVIEW

STAGE 1A

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.130+00 TO E.O.P.

SCALE: 1"=50'

4/23/2015 3:20:12 PM
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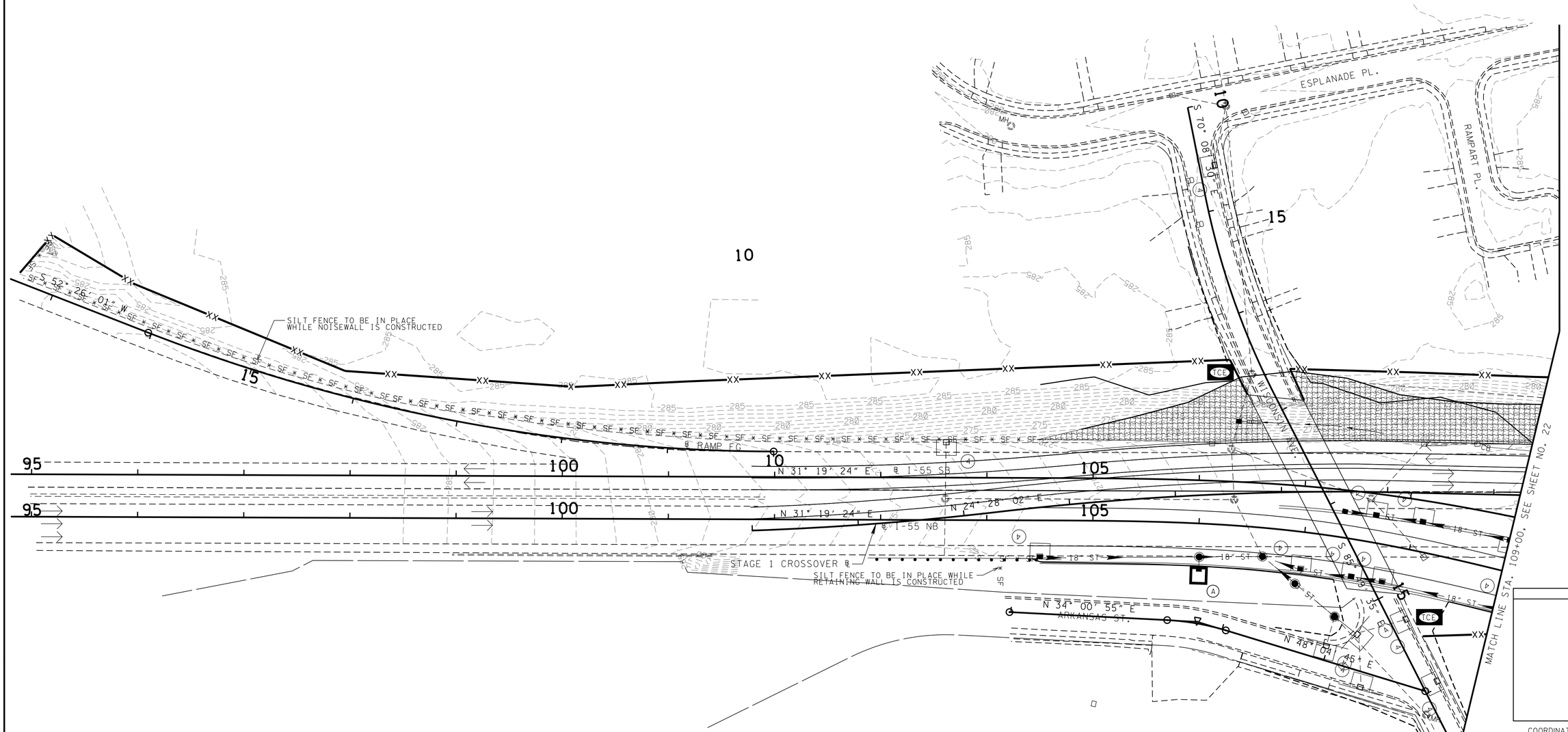
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	21



CONST. FIELD REVIEW

STAGE 1B

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

B.O.P. TO STA.109+00

SCALE: 1"=50'

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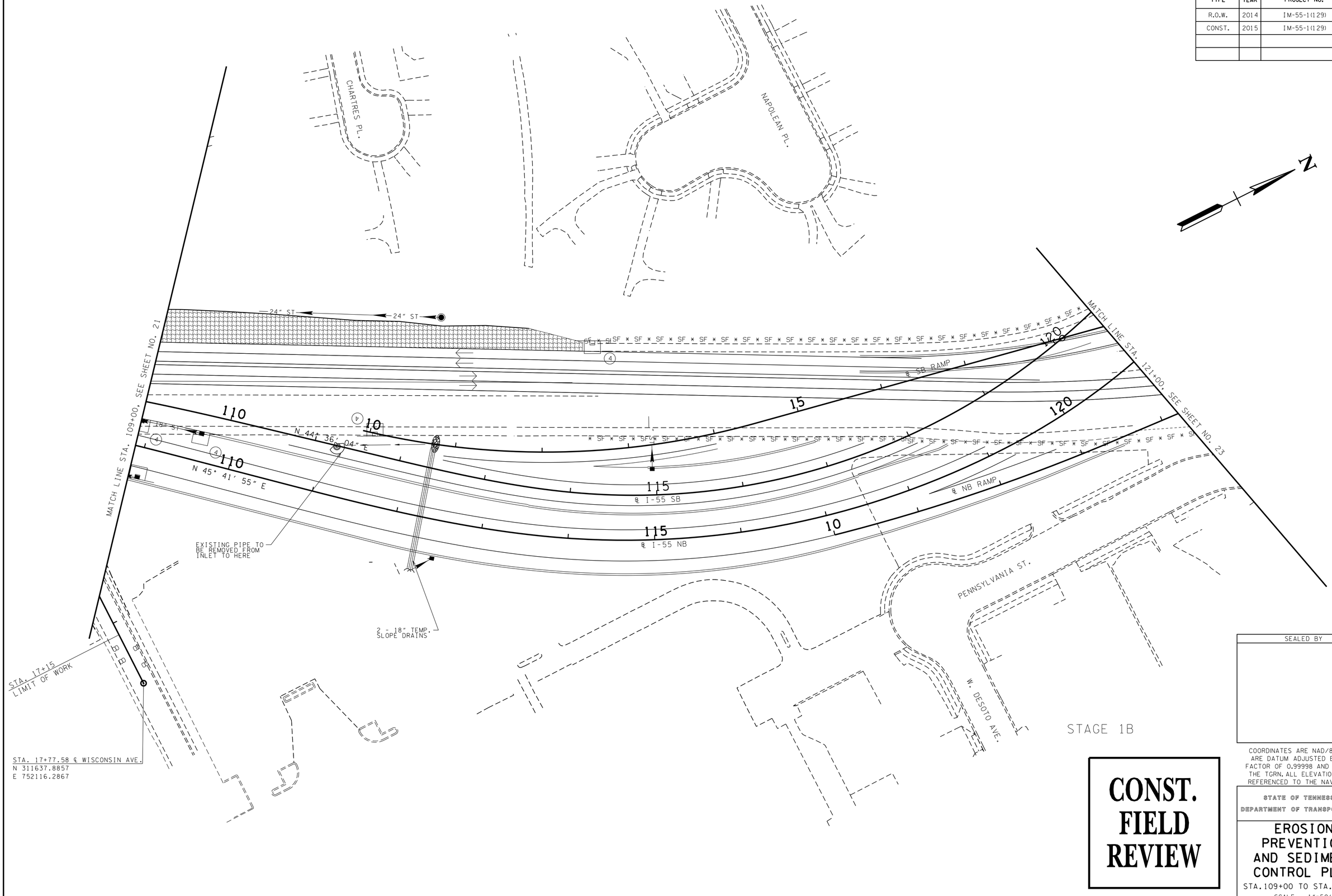
4/22/2015 4:16:15 PM

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	22



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

CONST. FIELD REVIEW

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.109+00 TO STA.121+00

SCALE: 1"=50'

4/22/2015 4:16:59 PM
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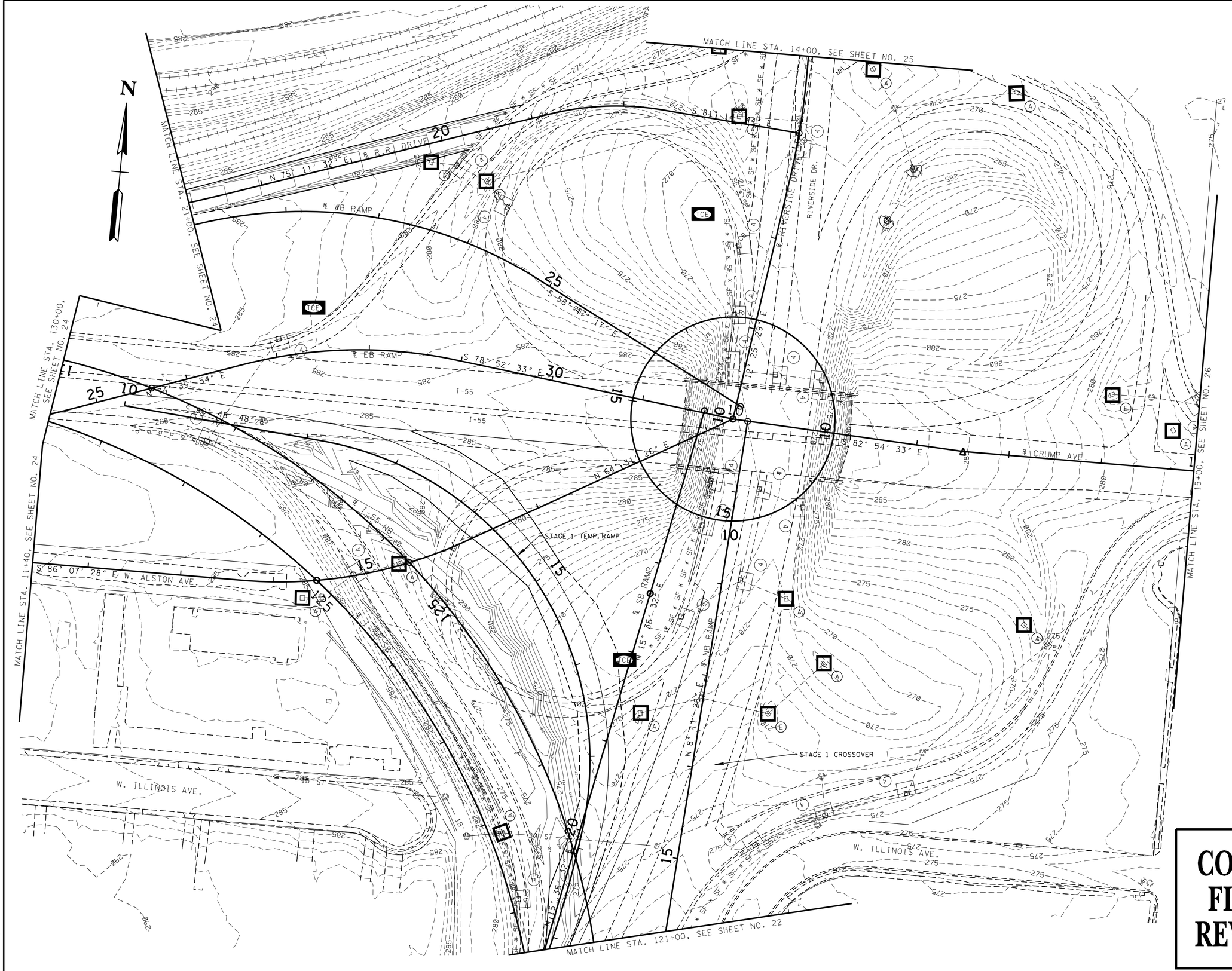
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	23



STAGE 1B

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.121+00 TO STA.130+00

SCALE: 1"=50'

CONST. FIELD REVIEW

4/23/2015 10:37:15 AM
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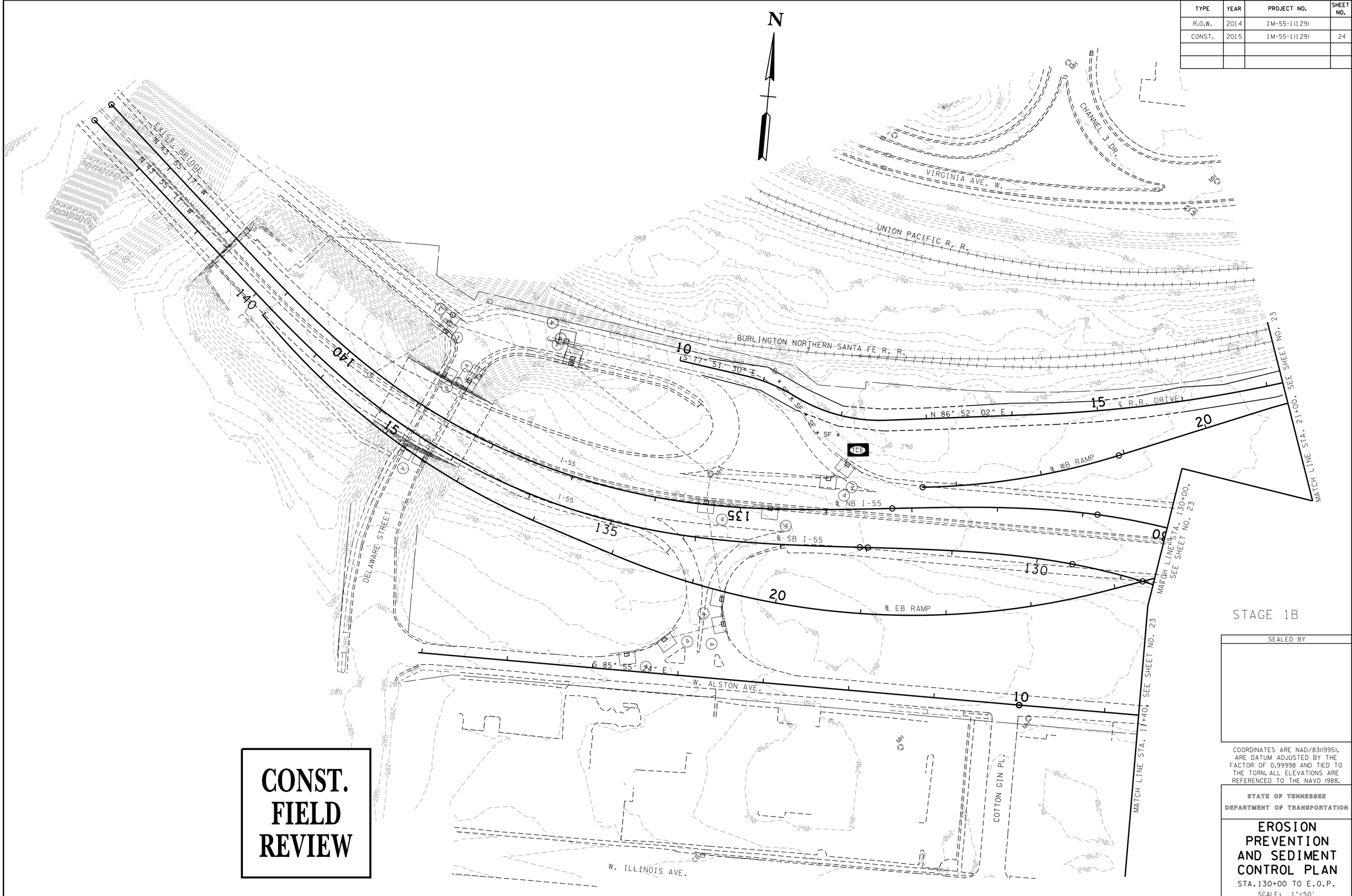
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	24



STAGE 1B

CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

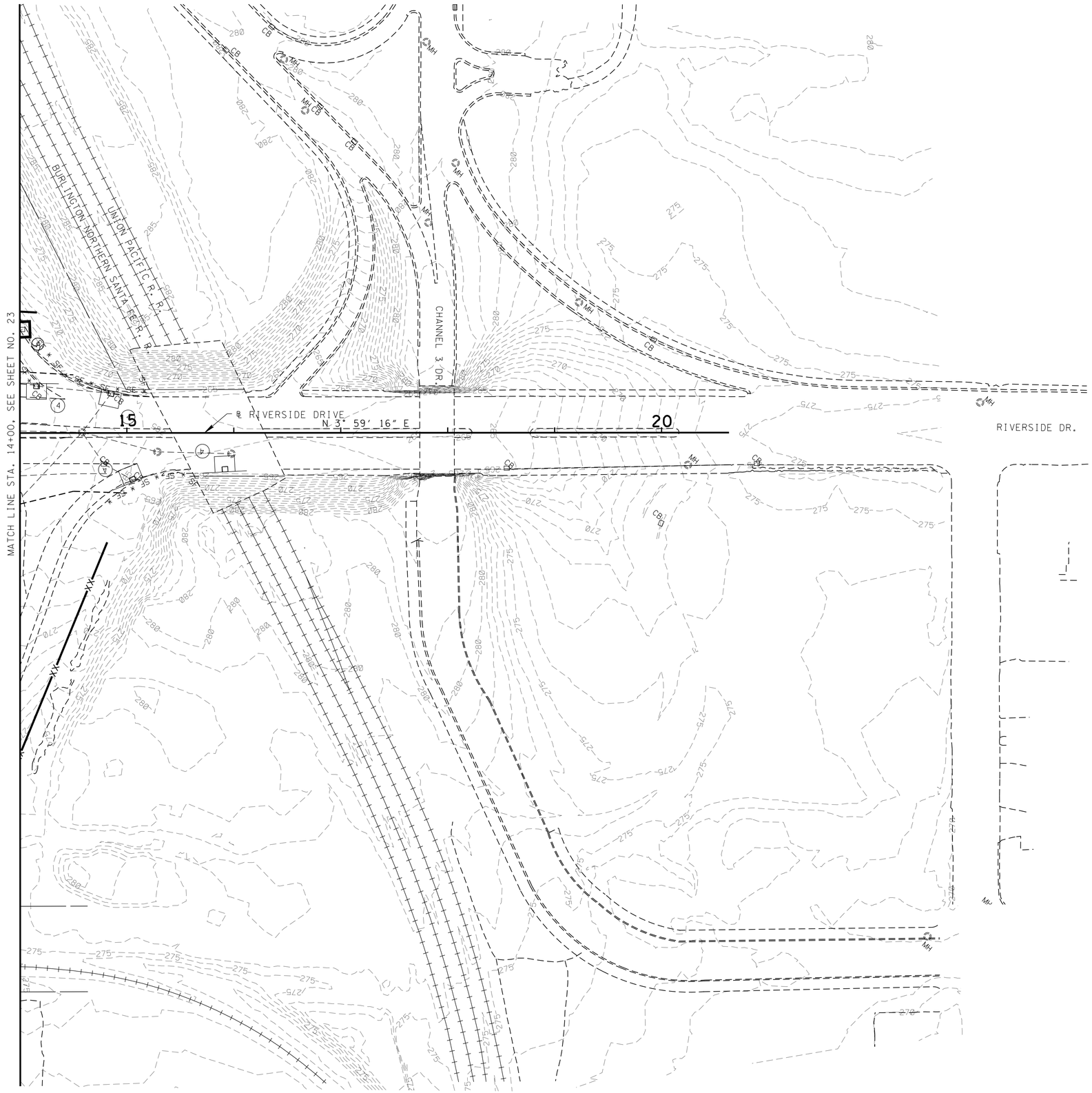
EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA. 130+00 TO E.O.P.

SCALE: 1"=50'

4/22/2015 4:20:36 PM
R:\Roadway\CONST Plans\PLANS\ESPC SHEETS\STAGE 1\Stage1B_4.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	25



N

STAGE 1B

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.14+00 TO E.O.P.

SCALE: 1"=50'

CONST. FIELD REVIEW

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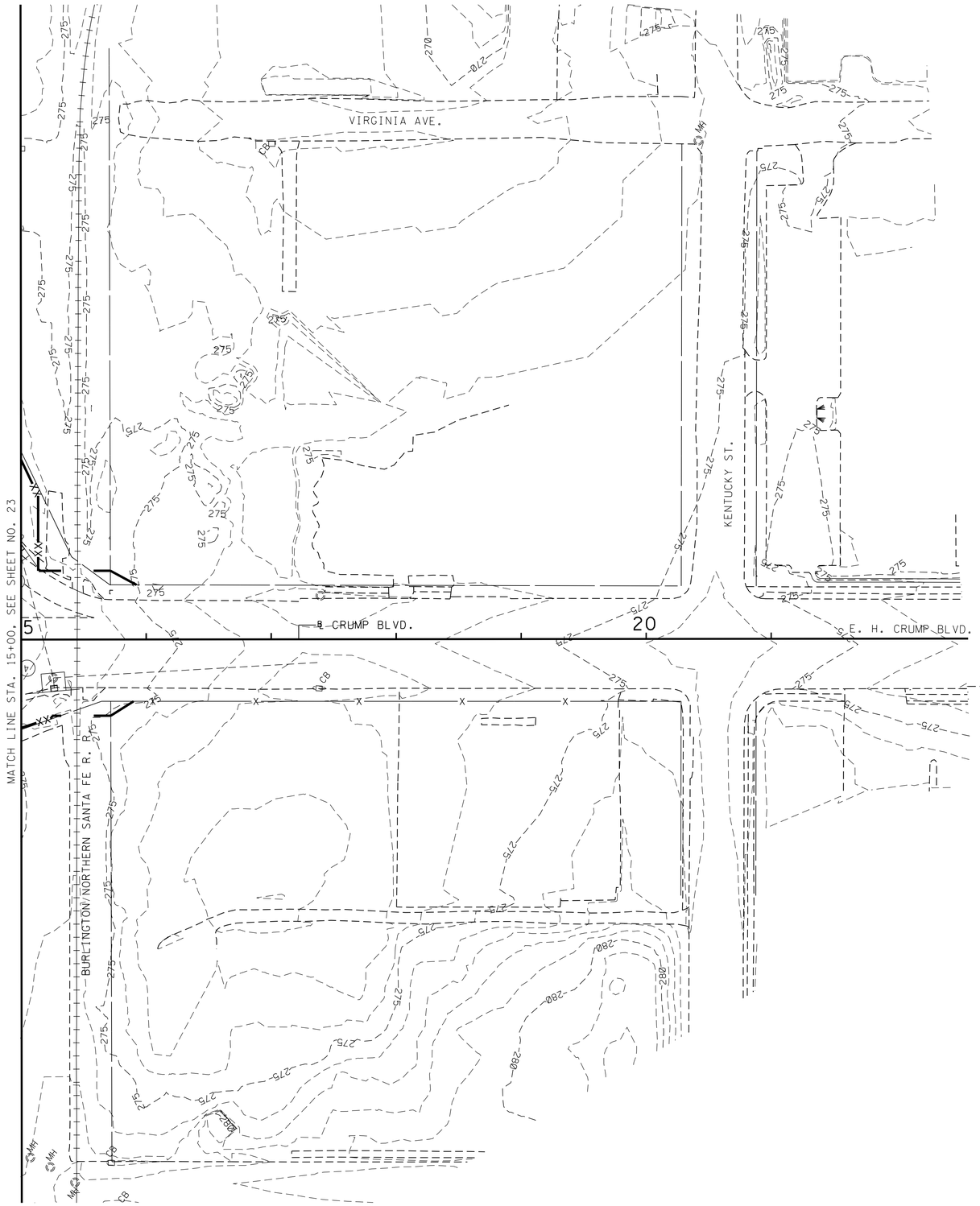
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	26



N

STAGE 1B

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.15+00 TO E.O.P.

SCALE: 1"=50'

CONST. FIELD REVIEW

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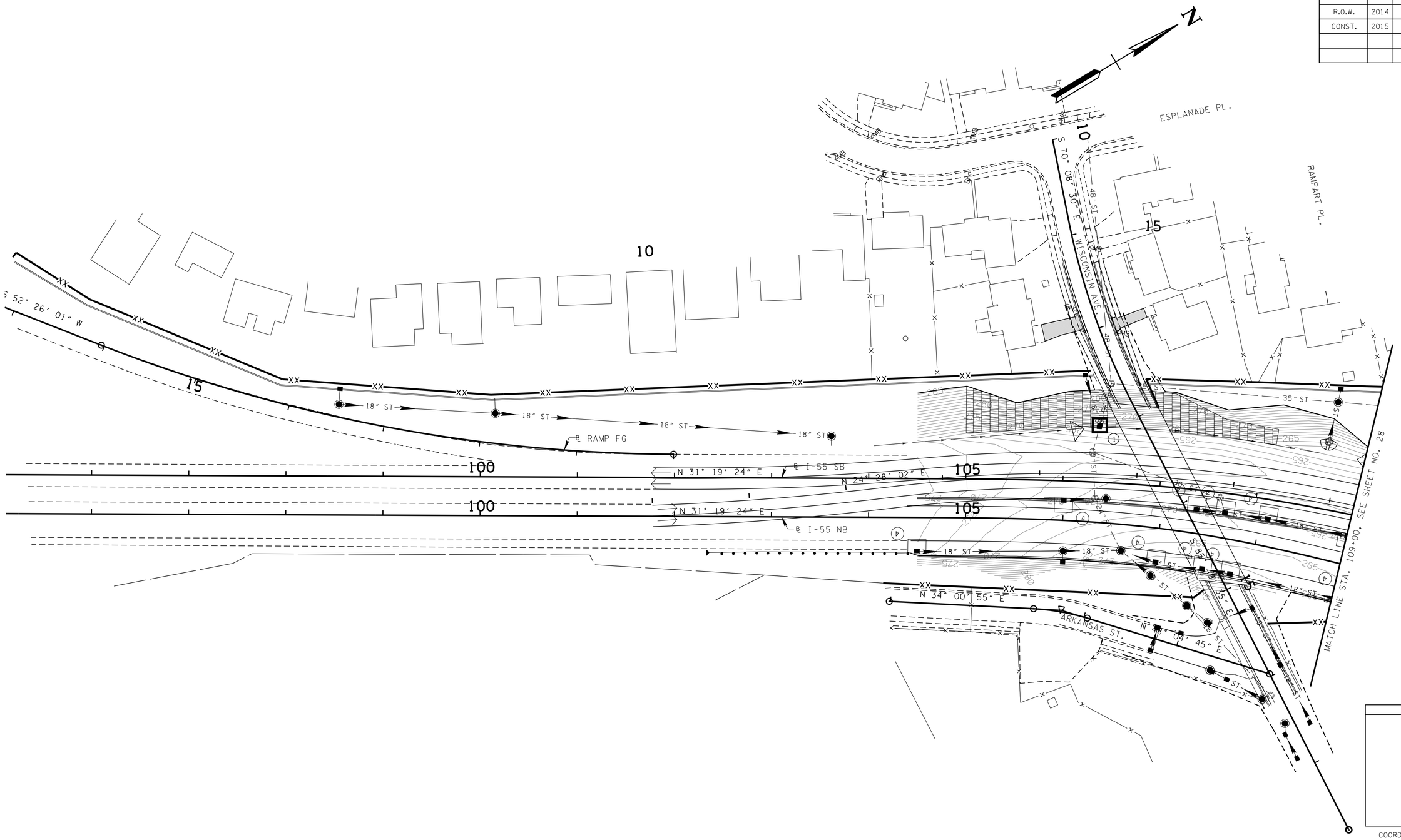
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	27



STAGE 2

SEALED BY

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CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.100+00 TO STA.109+00

SCALE: 1"=50'

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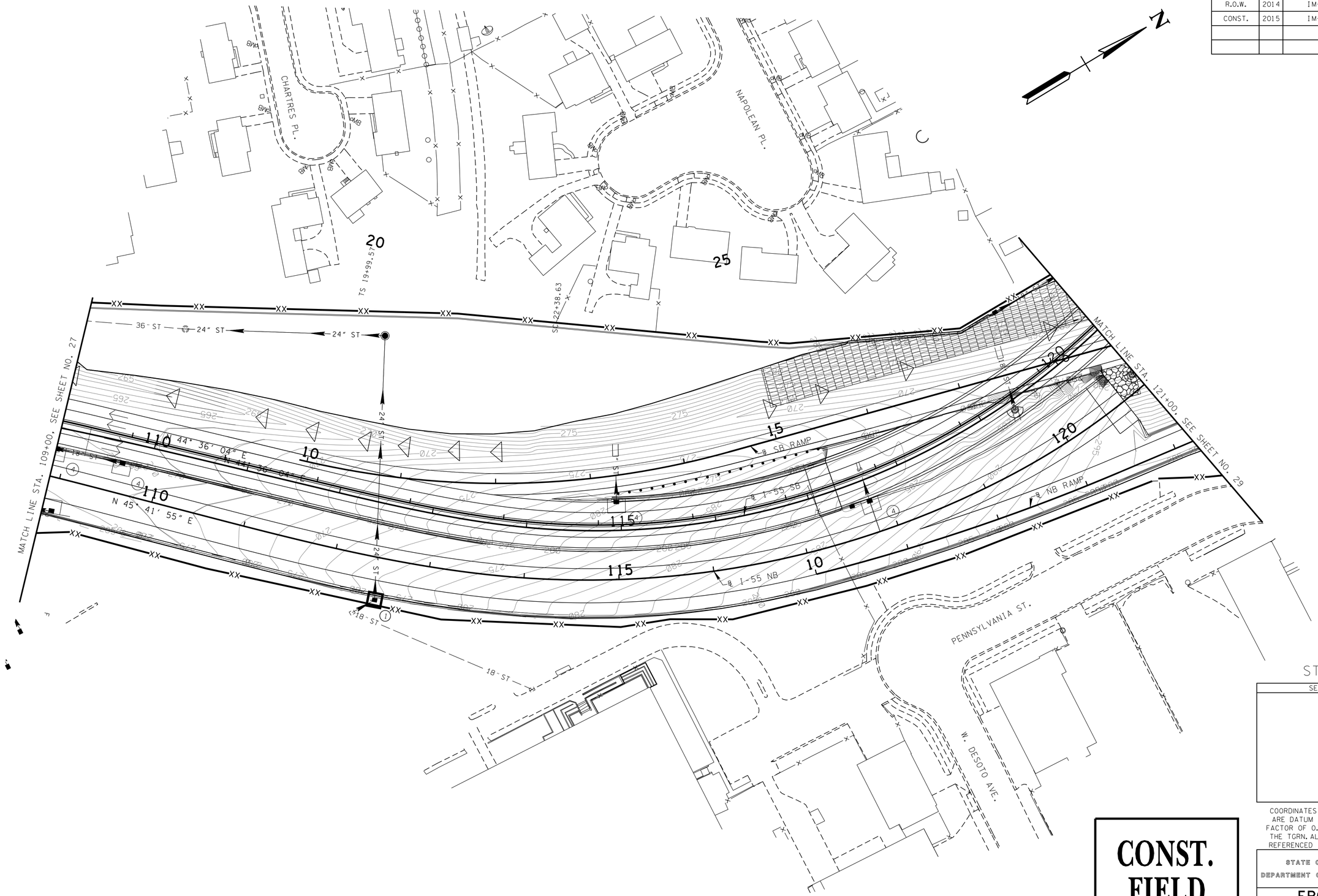
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	28



STAGE 2

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.109+00 TO STA.121+00

SCALE: 1"=50'

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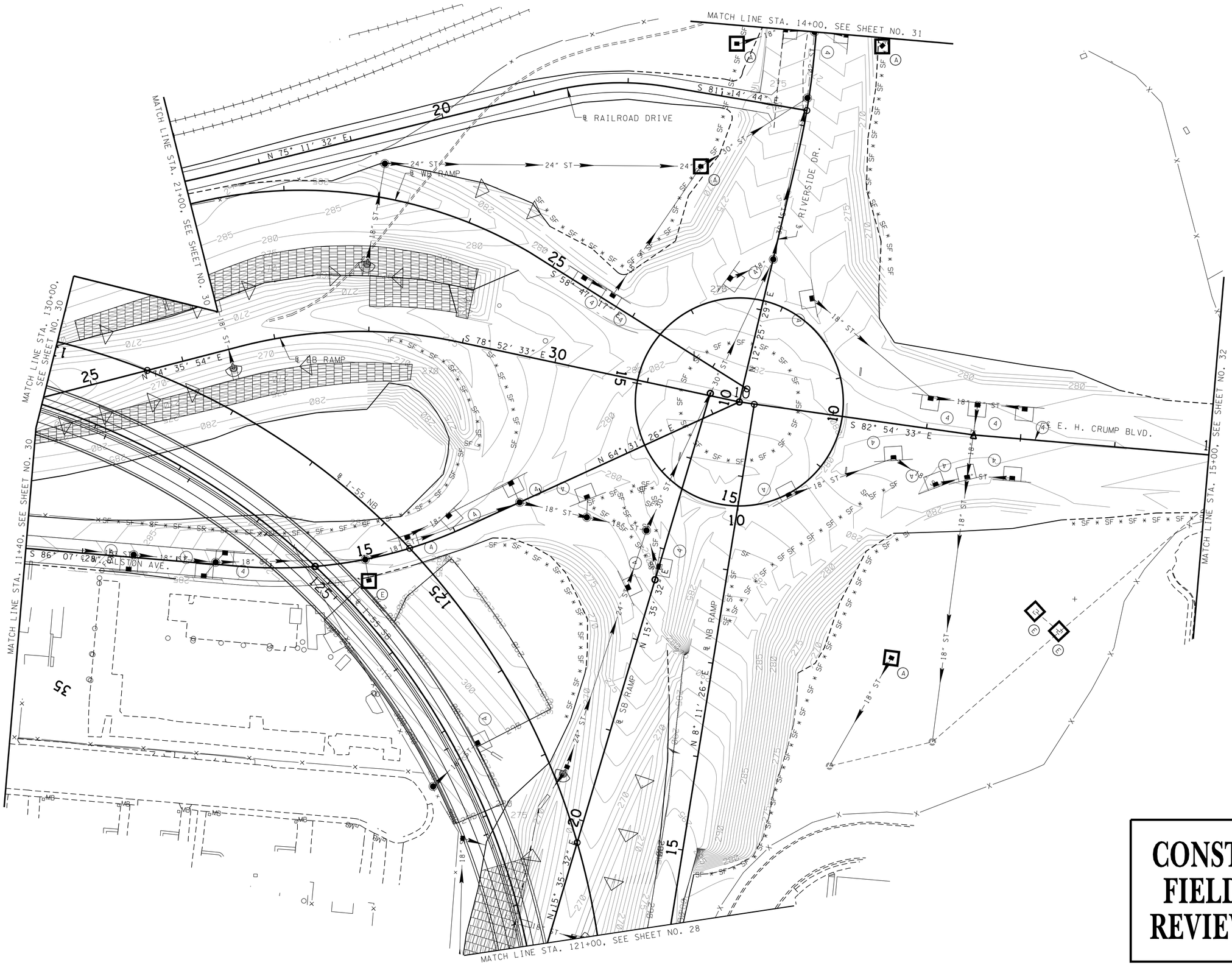
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	29



N

STAGE 2

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.121+00 TO STA.130+00

SCALE: 1"=50'

CONST. FIELD REVIEW

4/23/2015 7:17:48 AM
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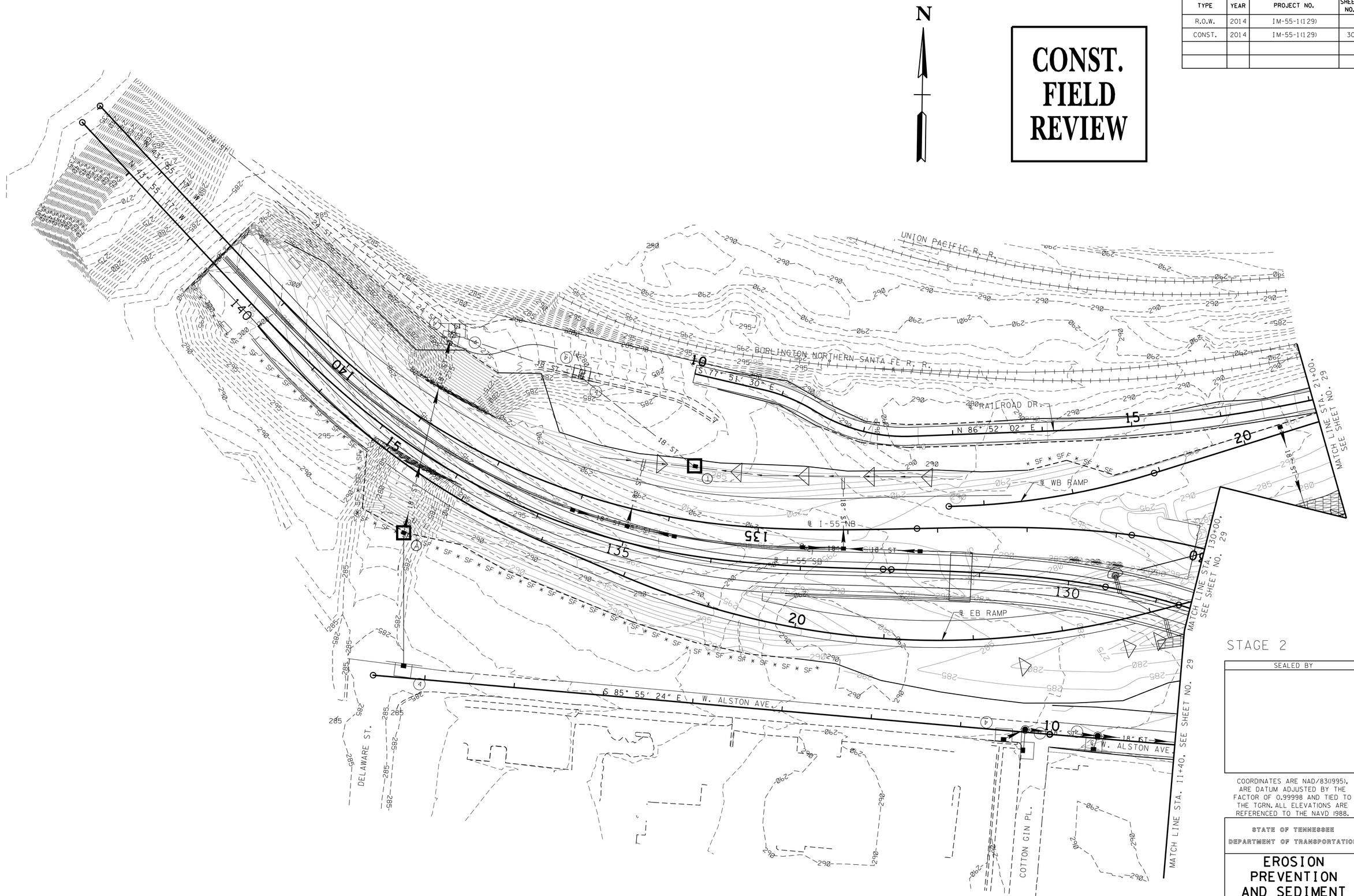
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2014	IM-55-1(129)	30

CONST. FIELD REVIEW



STAGE 2

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.130+00 TO E.O.P.

SCALE: 1"=50'

4/23/2015 7:18:20 AM
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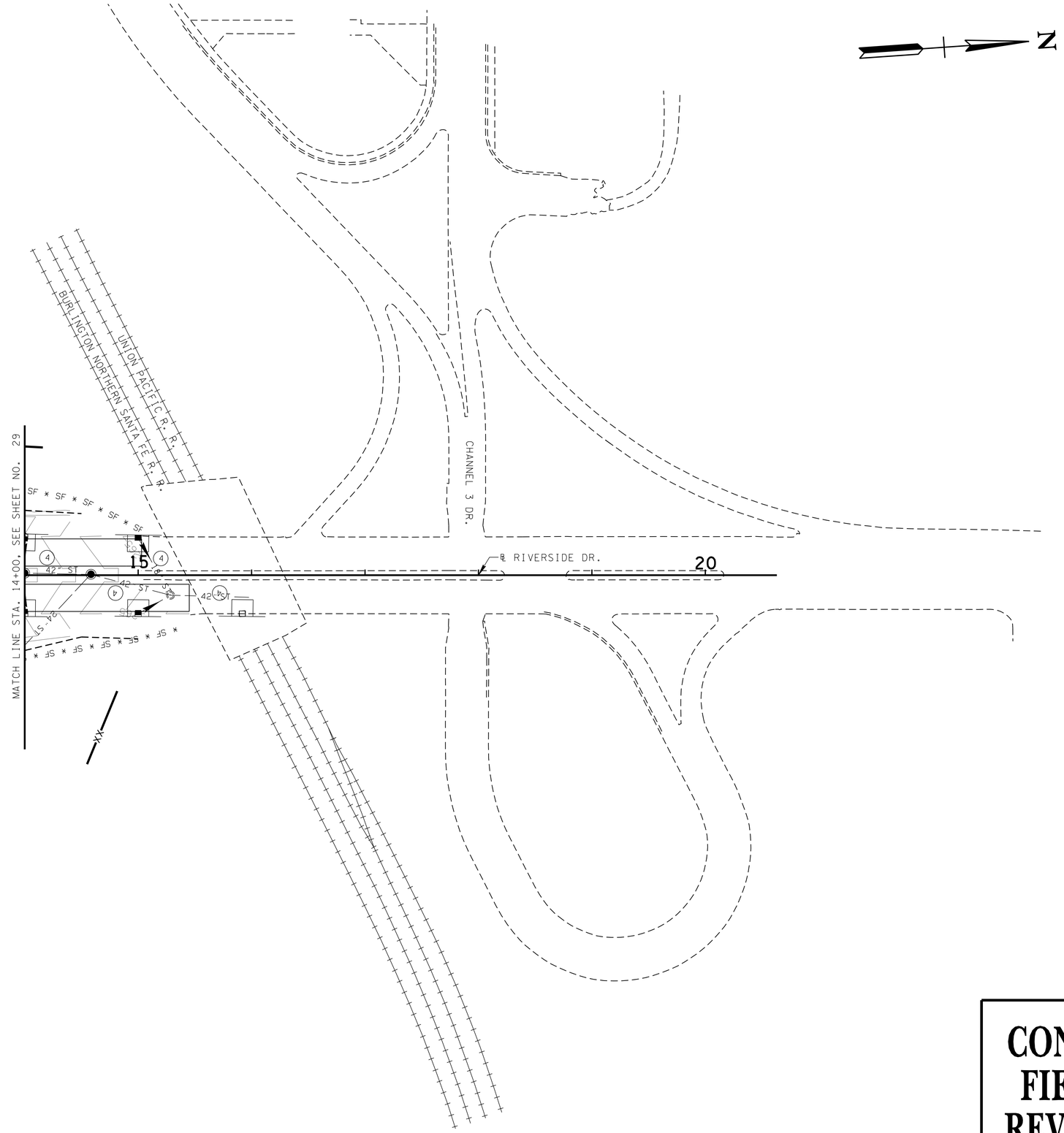
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	31



STAGE 2

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.14+00 TO E.O.P.

SCALE: 1"=50'

4/23/2015 7:18:50 AM
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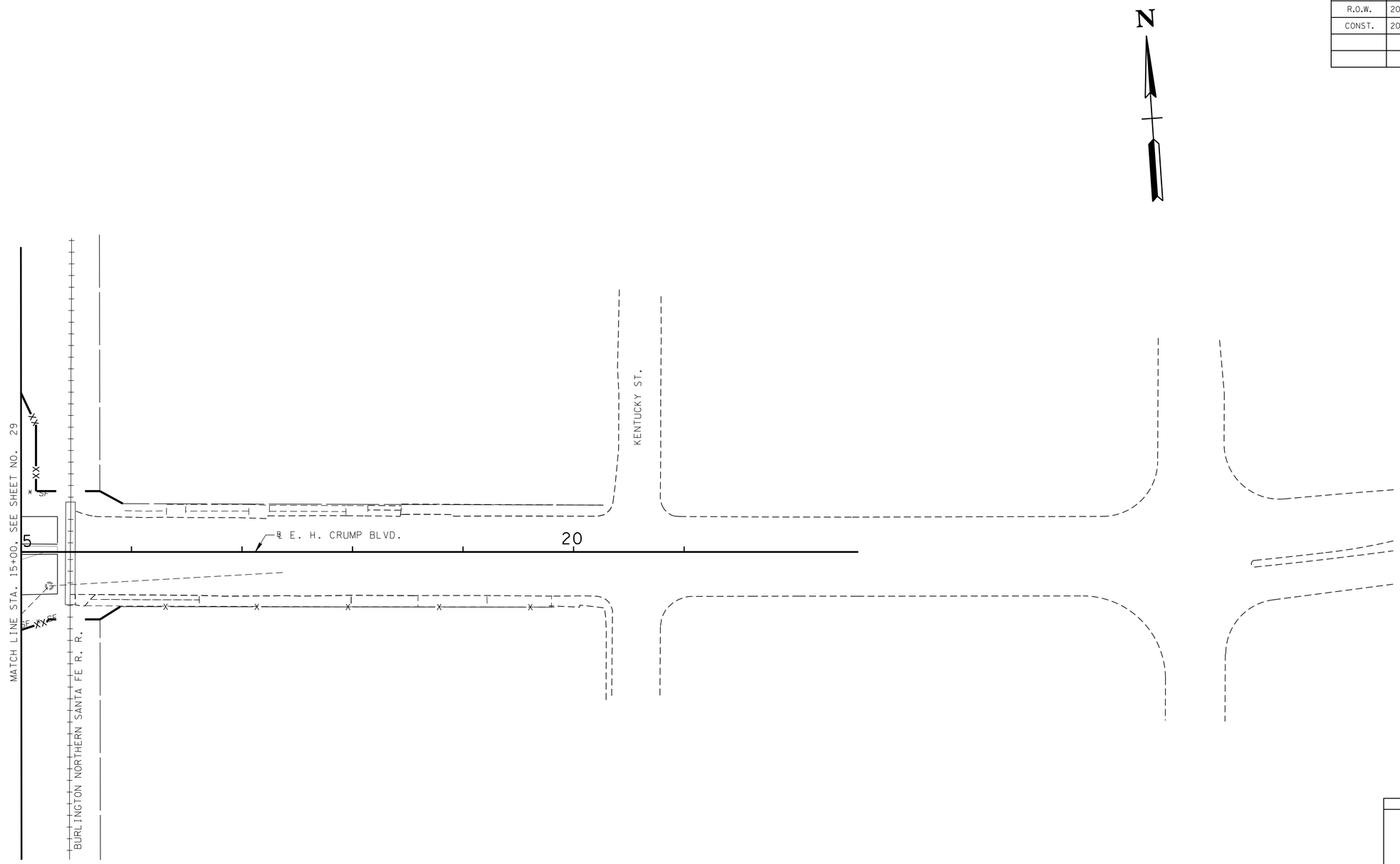
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	32



STAGE 2

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

E.H. CRUMP BLVD.
STA.15+00 TO E.O.P.
SCALE: 1"=50'

4/23/2015 7:19:23 AM
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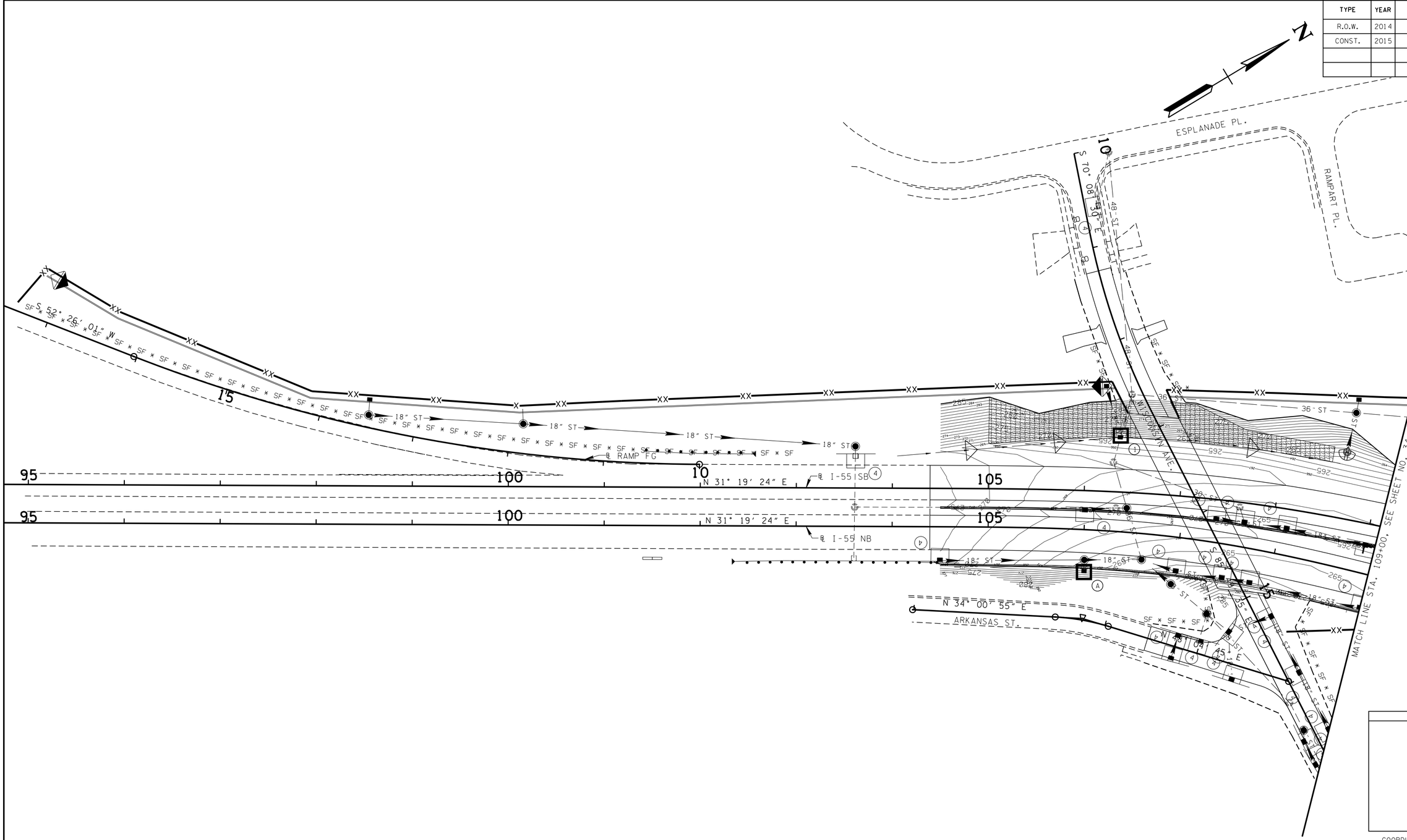
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	33



STAGE 3

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

B.O.P. TO STA.109+00

SCALE: 1"=50'

4/23/2015 7:21:53 AM
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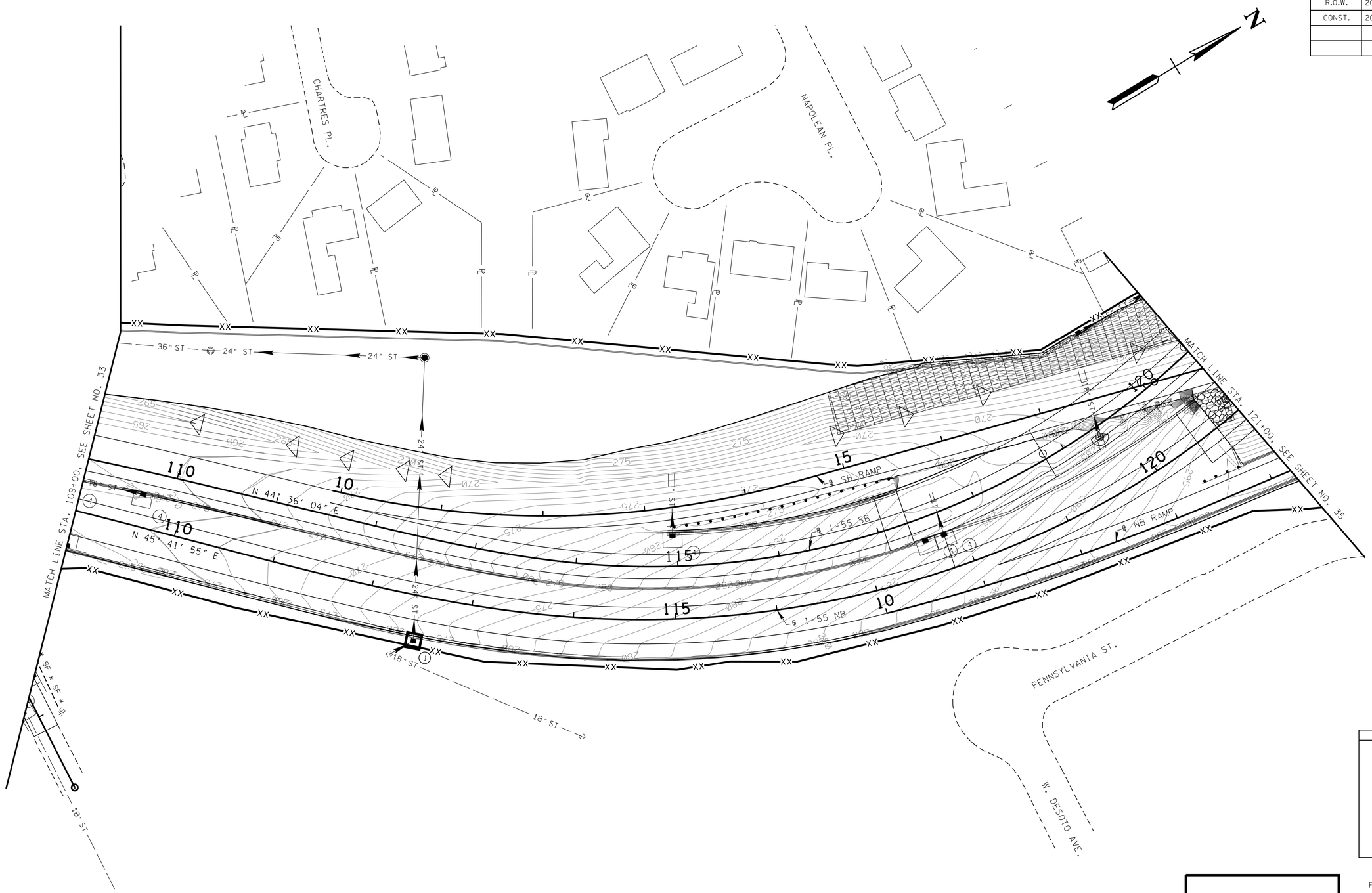
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	34



STAGE 3

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.109+00 TO STA.121+00

SCALE: 1"=50'

4/23/2015 7:22:48 AM
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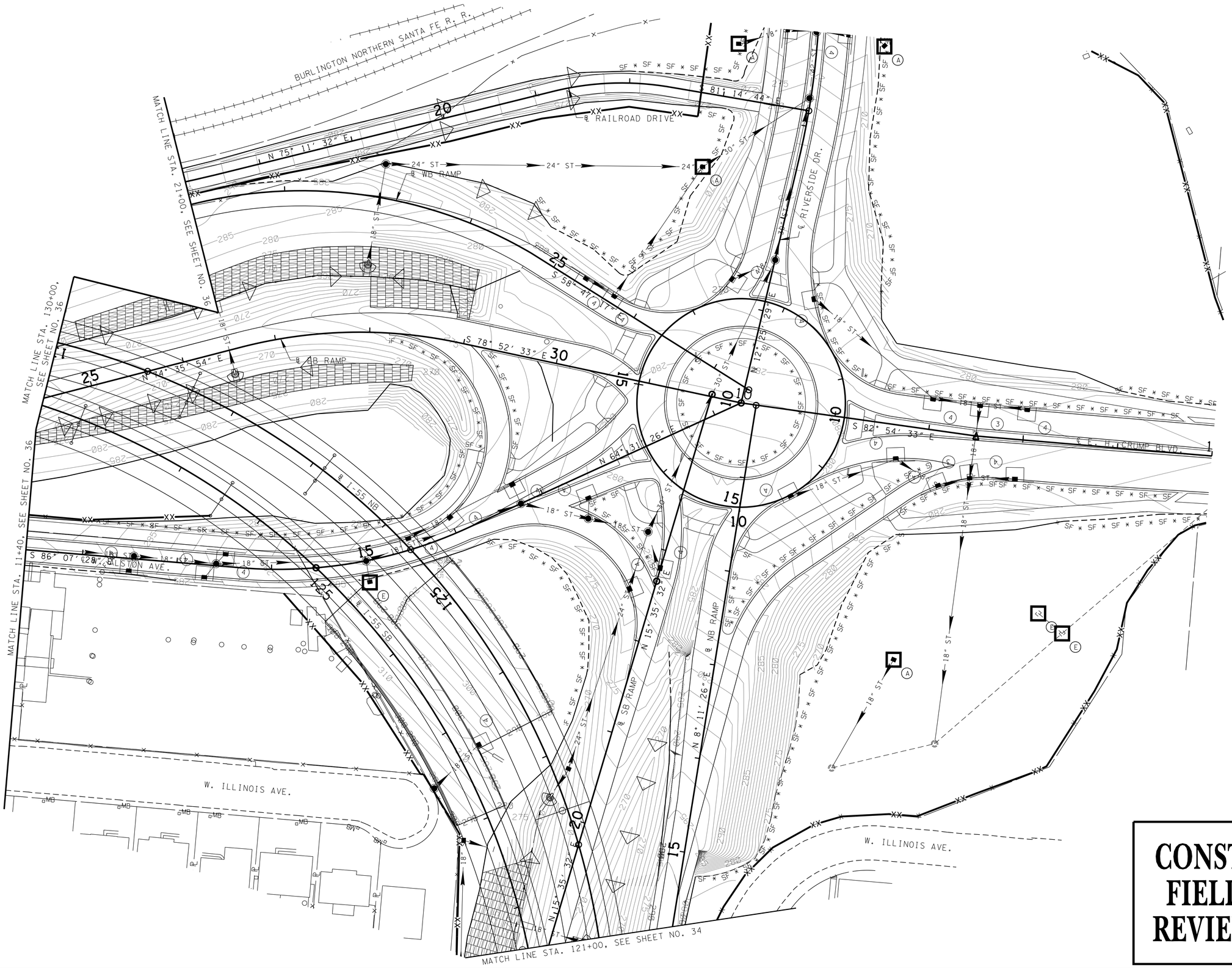
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	35



STAGE 3

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.121+00 TO STA.130+00

SCALE: 1"=50'

CONST. FIELD REVIEW

04/23/2015 7:24:03 AM
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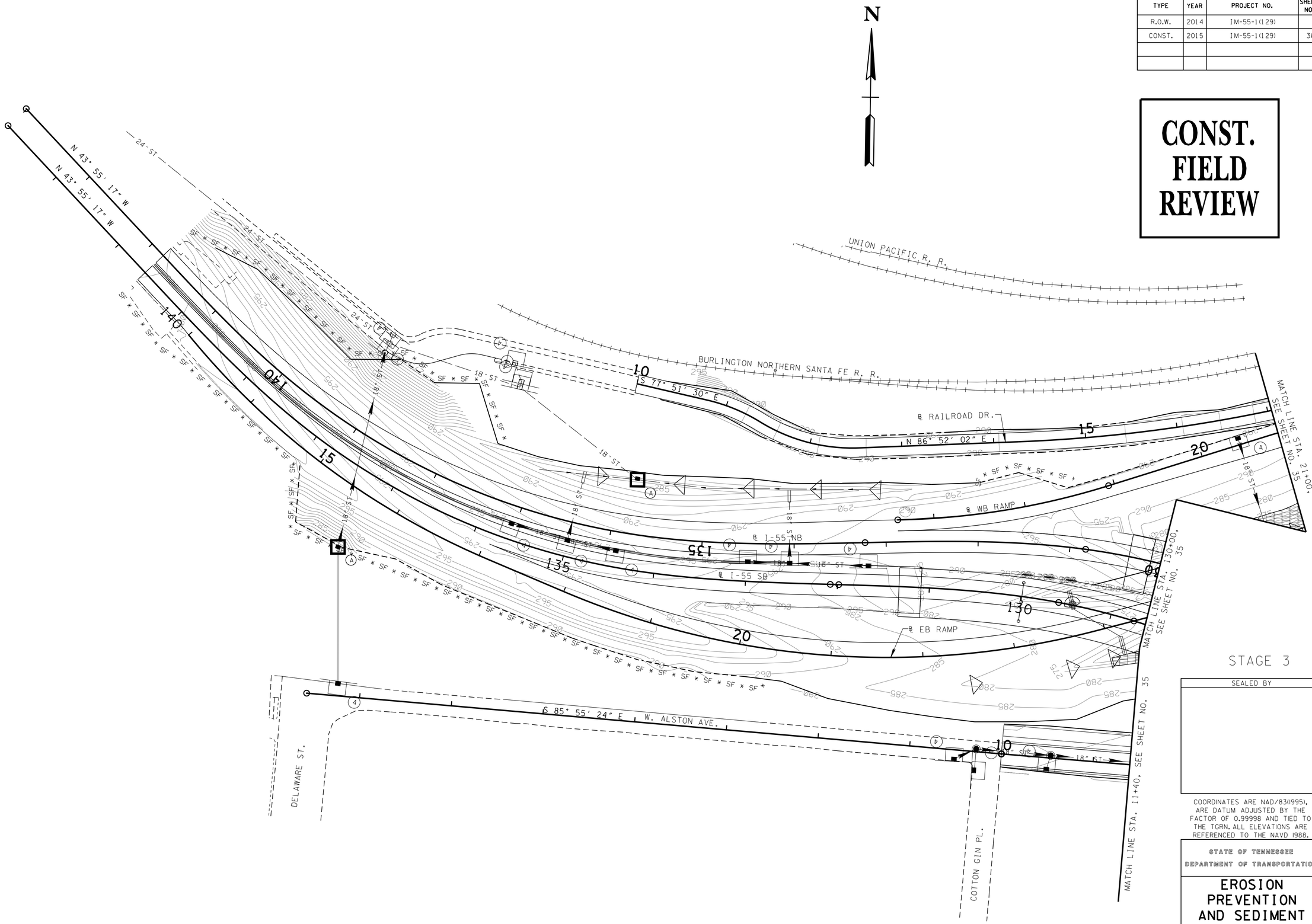
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	36

CONST. FIELD REVIEW



STAGE 3

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.130+00 TO E.O.P.

SCALE: 1"=50'

4/23/2015 7:24:57 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	37

STAGE 4

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

B.O.P. TO STA.109+00

SCALE: 1"=50'

4/23/2015 7:27:52 AM
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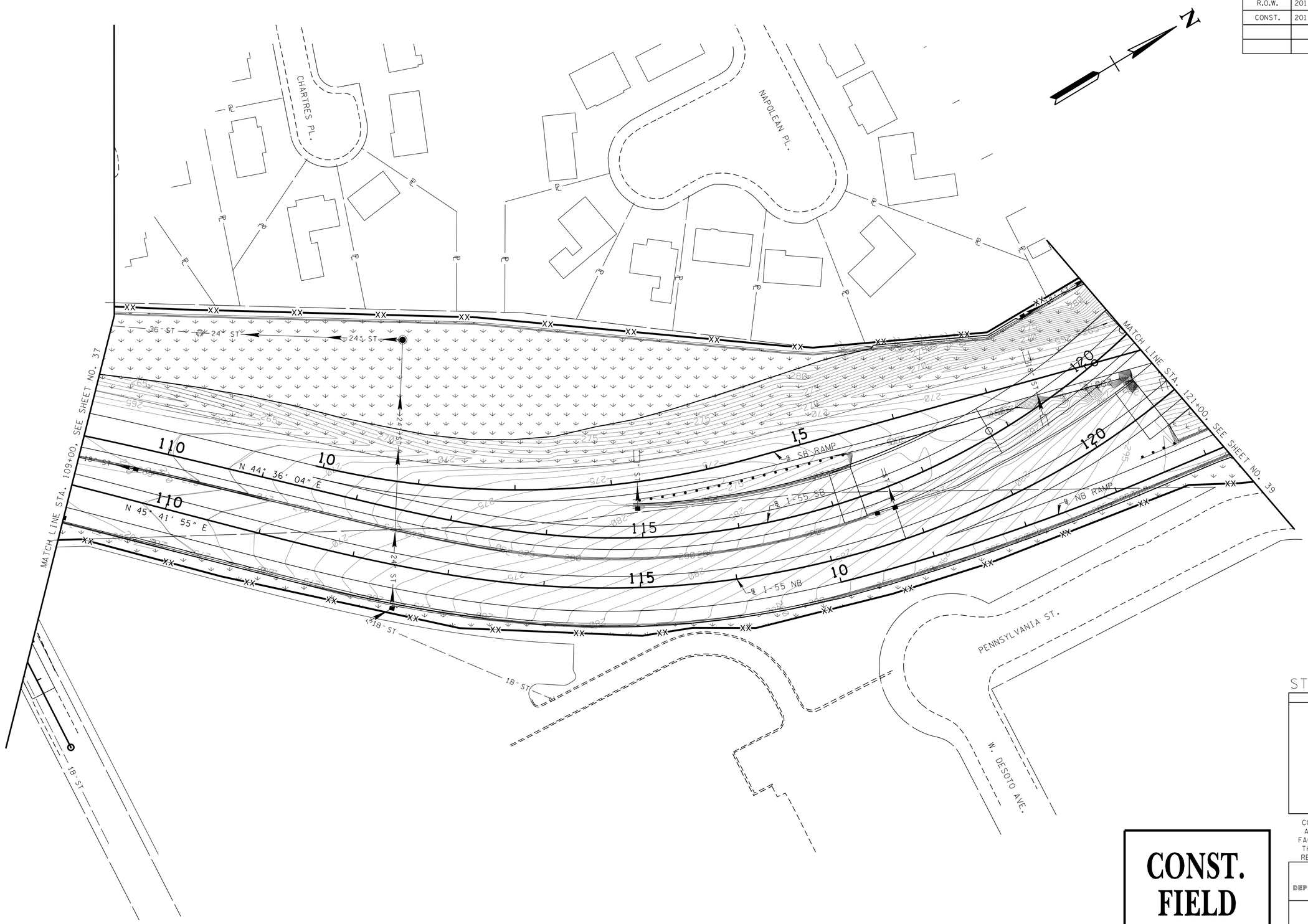
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	38



STAGE 4

SEALED BY

COORDINATES ARE NAD/B3(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.109+00 TO STA.121+00

SCALE: 1"=50'

4/23/2015 7:28:55 AM
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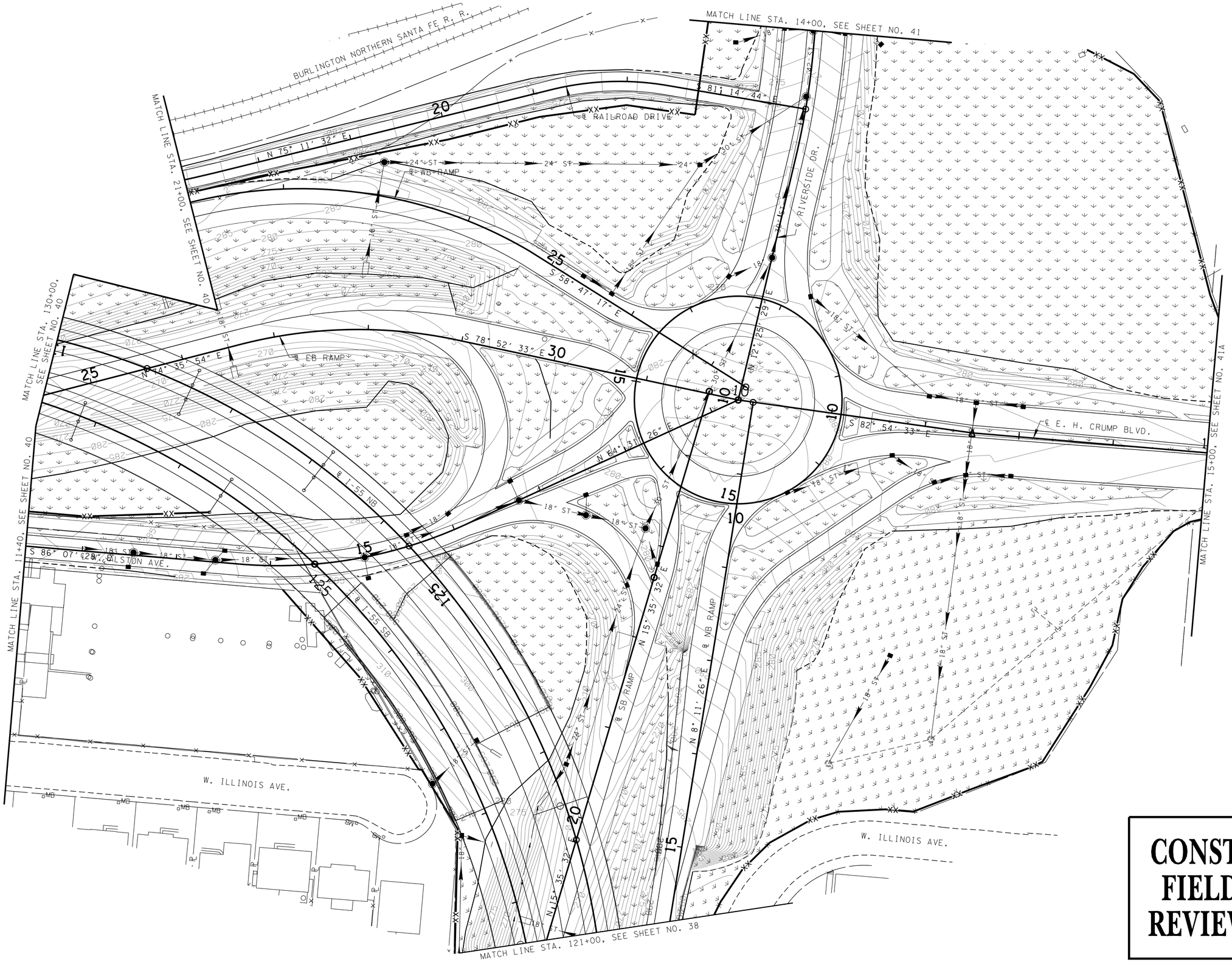
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	39



STAGE 4

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.121+00 TO STA.130+00

SCALE: 1"=50'

CONST. FIELD REVIEW

4/23/2015 7:34:56 AM
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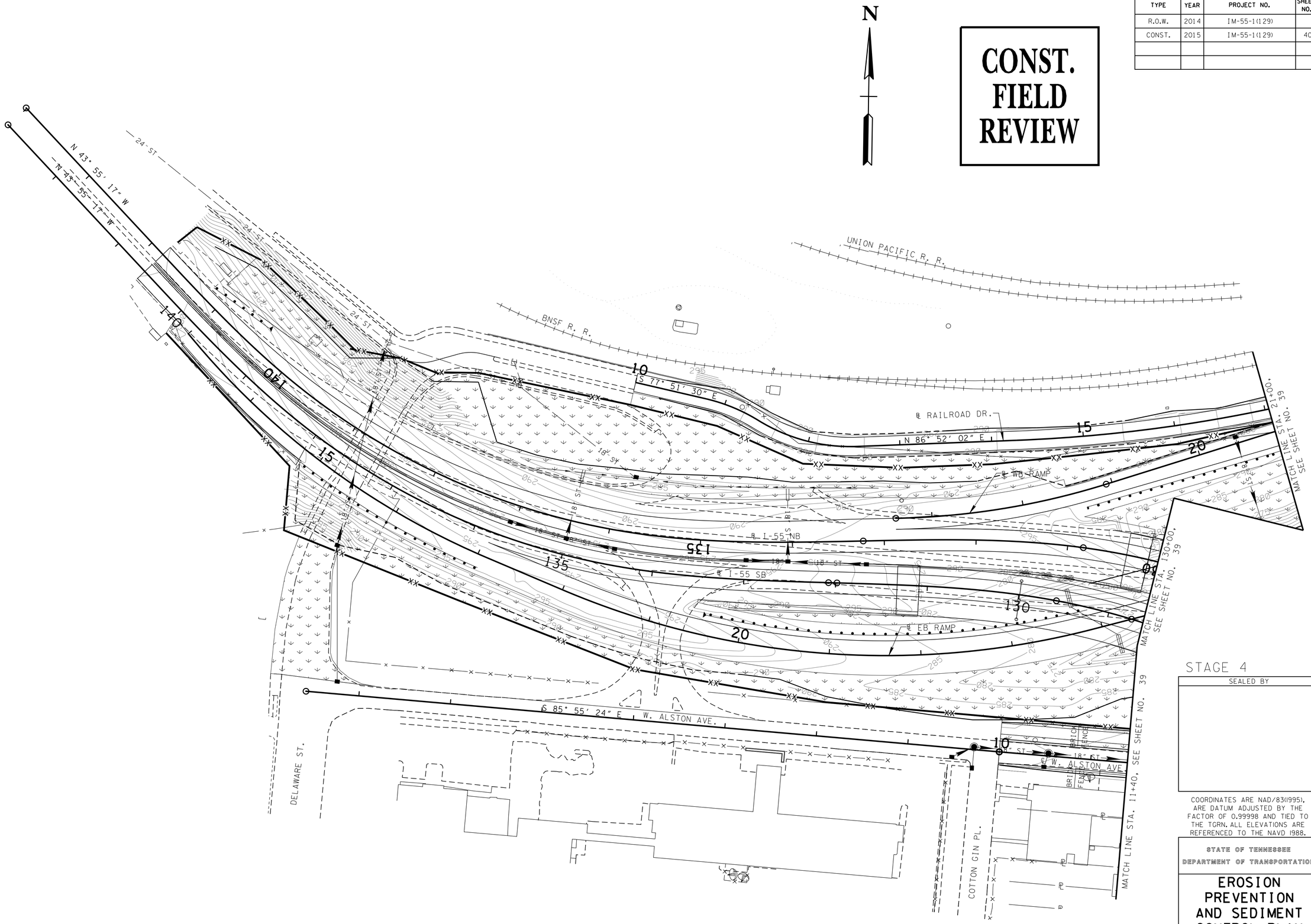
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	4Q

CONST. FIELD REVIEW



STAGE 4

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.130+00 TO E.O.P.

SCALE: 1"=50'

4/23/2015 7:36:14 AM
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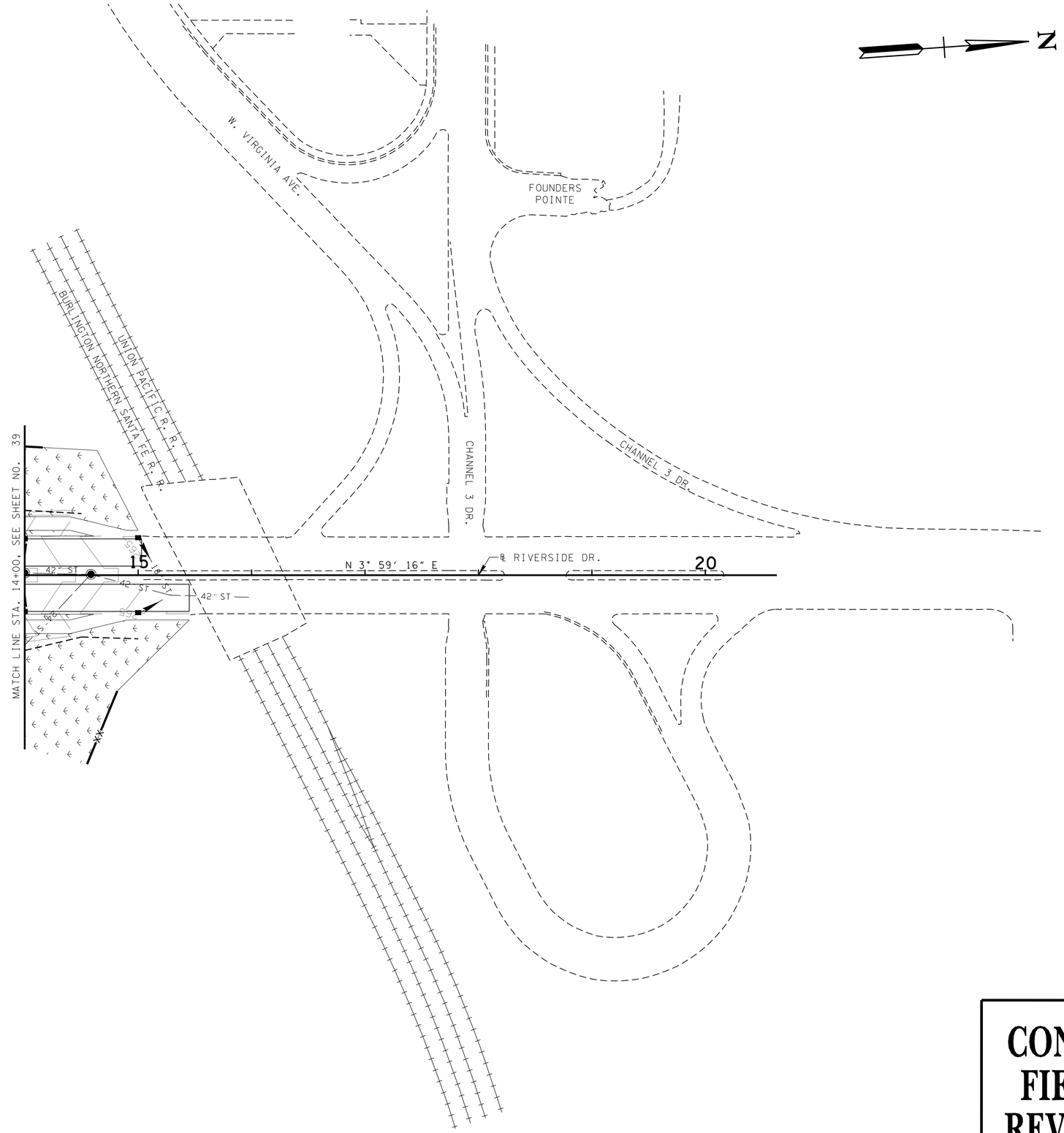
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	41



STAGE4

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.14+00 TO E.O.P.

SCALE: 1"=50'

CONST. FIELD REVIEW

4/23/2015 7:37:00 AM
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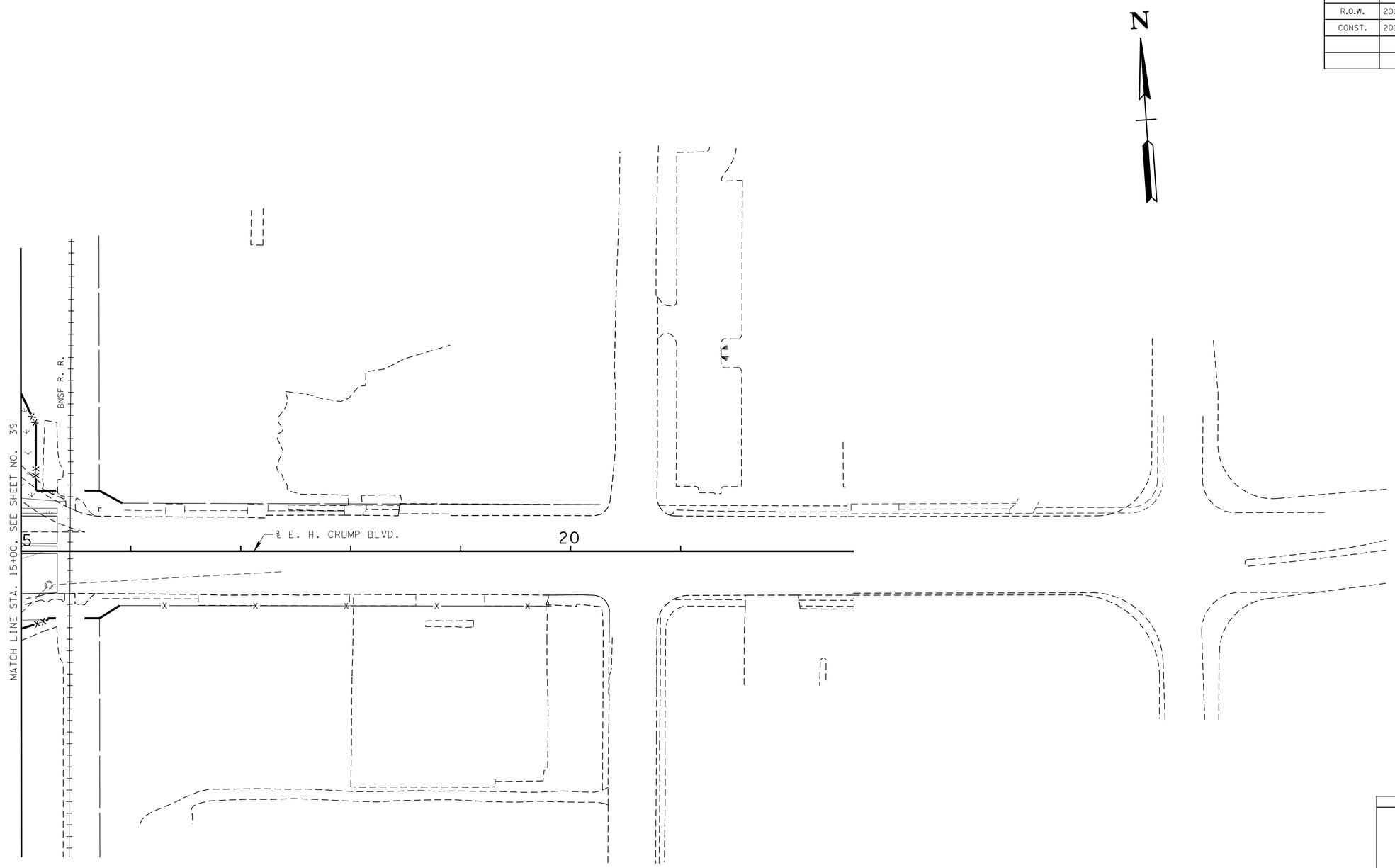
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	
CONST.	2015	IM-55-1(129)	41A



STAGE 4

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

STA.15+00 TO E.O.P.

SCALE: 1"=50'

4/23/2015 7:38:51 AM
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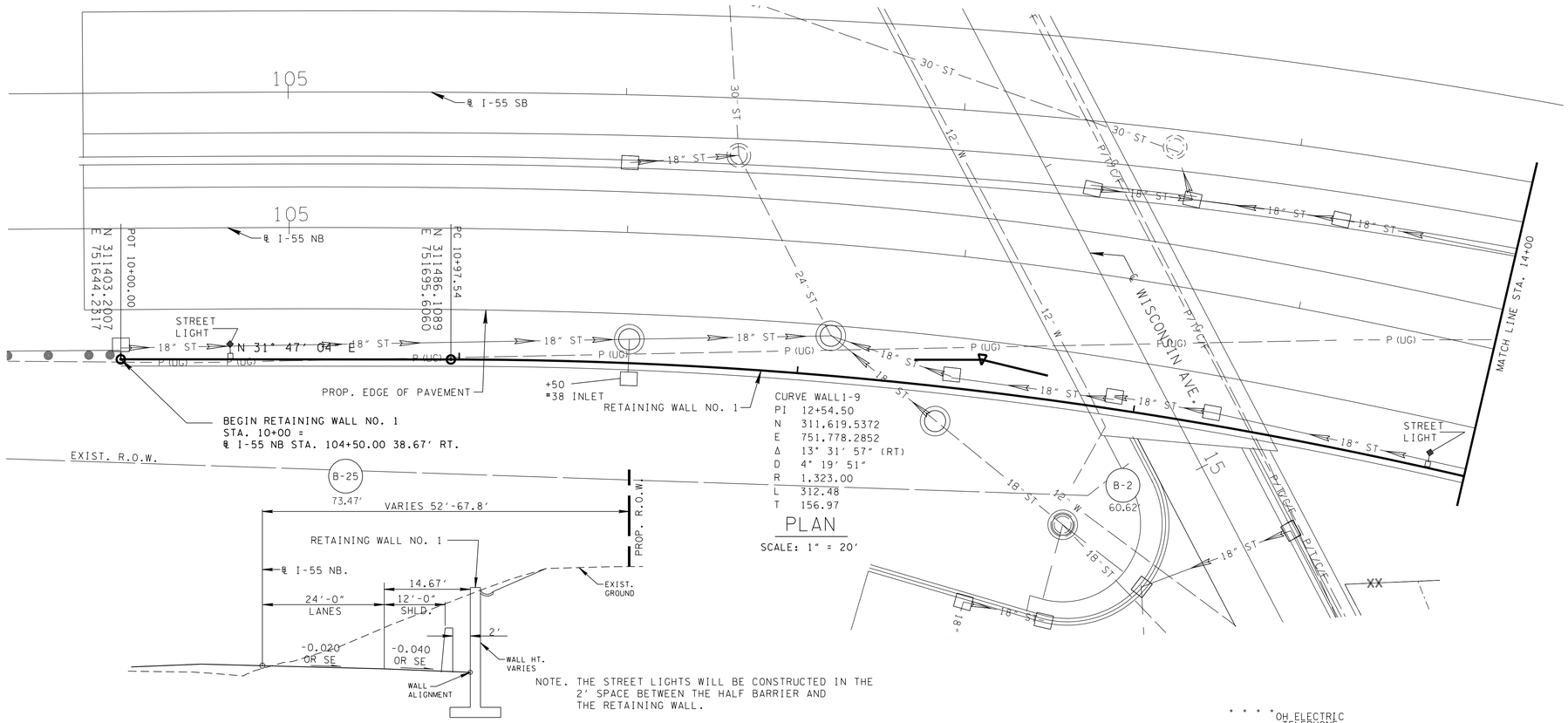
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	42



CURVE WALL1-9
PI 12+54.50
N 311,619.5372
E 751,778.2852
Δ 13° 31' 57" (RT)
D 4° 19' 51"
R 1,323.00
L 312.48
T 156.97

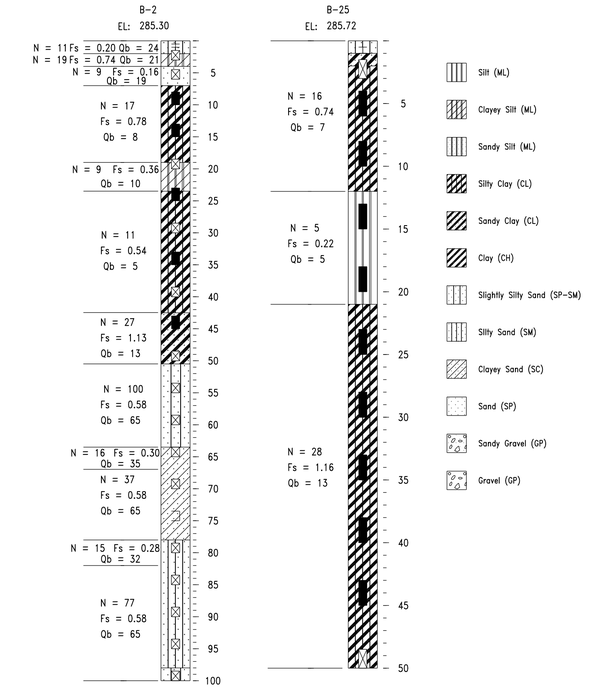
PLAN

SCALE: 1" = 20'

NOTE. THE STREET LIGHTS WILL BE CONSTRUCTED IN THE 2' SPACE BETWEEN THE HALF BARRIER AND THE RETAINING WALL.

TYPICAL CUT SECTION - WALL NO. 1

(LOOKING AHEAD STATION)
N.T.S.

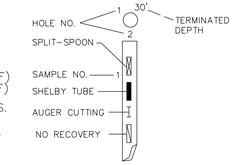


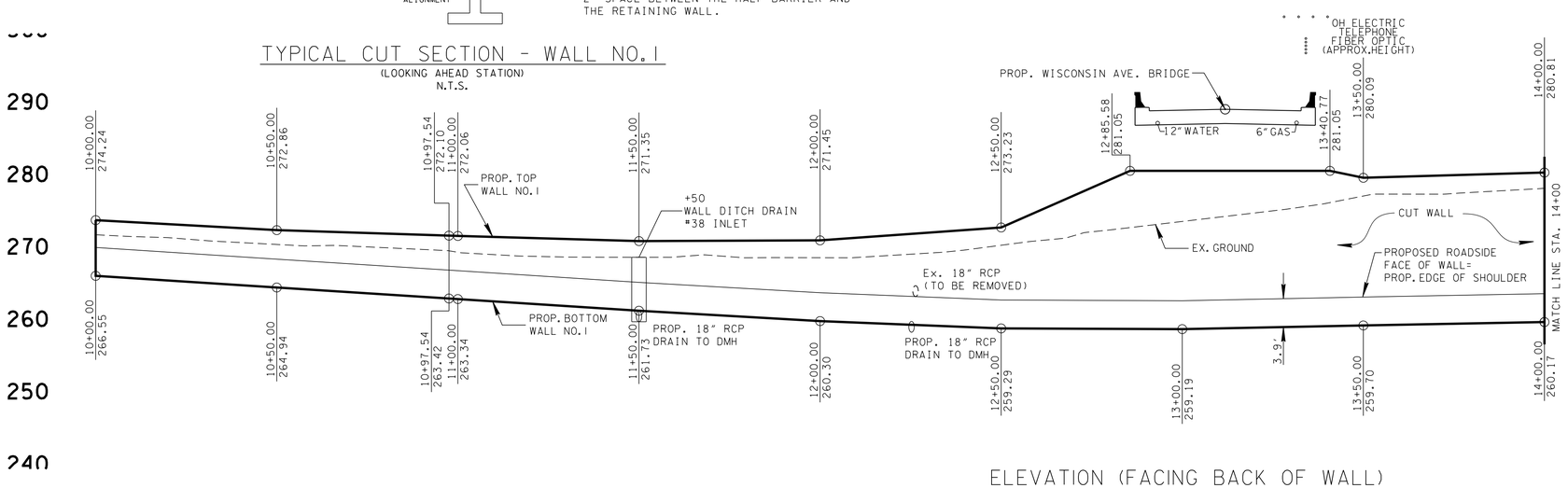
ABBREVIATIONS

* = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTE 1: THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.

NOTE 2: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.





ELEVATION (FACING BACK OF WALL)

SCALE: 1" = 20' HZ. / 1" = 10' VT.

NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUIT, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.

2. ALL WALLS SHALL BE DESIGNED FOR SEISMIC FORCES. SEISMIC DESIGNED PARAMETERS WERE DETERMINED AT TWO SPECIFIC SITE LOCATIONS BASED ON 2010 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION PROCEDURES. CONSIDERING 7% PROBABILITY OF EXCEEDANCE IN 75 YEARS: SITE 1 (N 35.1246°, W 90.0704°) SITE CLASS "D", A_S = 0.366g, S_{DS}= 0.654g, S_{D1}= 0.552g; AND SITE 2 (N 35.1199°, W 90.0693°) SITE CLASS "D", A_S = 0.387g, S_{DS}= 0.833g, S_{D1}= 0393g.

3. CONTRACTOR TO COORDINATE UNDERDRAINS AND PROPOSED DRAINAGE WITH THE DESIGN OF THE RETAINING WALL TO ENSURE PROPER DRAINAGE AND PROVIDE WALL PENETRATIONS WHERE NECESSARY. THE OUTLETS OF DRAINAGE AND SUBDRAIN LATERALS SHOULD EXIT AT GROUND LEVEL. THE DESIGN OF WALL PENETRATIONS SHOULD BE DETAILED AND INCLUDED IN THE RETAINING WALL DESIGN PLANS.

ESTIMATED QUANTITIES - WALL NO. 1

ITEM NO.	DESCRIPTION	UNITS	QUANTITY
604-07.01	RETAINING WALL NO. 1 (STA. 10+00 - 27+66.15)	S. F.	26271
620-05.01	CONCRETE PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2'-0" BELOW THE SUBGRADE LINE OR 2'-0" BELOW THE BOTTOM GROUND LINE.

CONST. FIELD REVIEW

SEALED BY

SHEET 1 OF 5

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 1 CONCEPTUAL DRAWING

04/23/2015 7:41:13 AM
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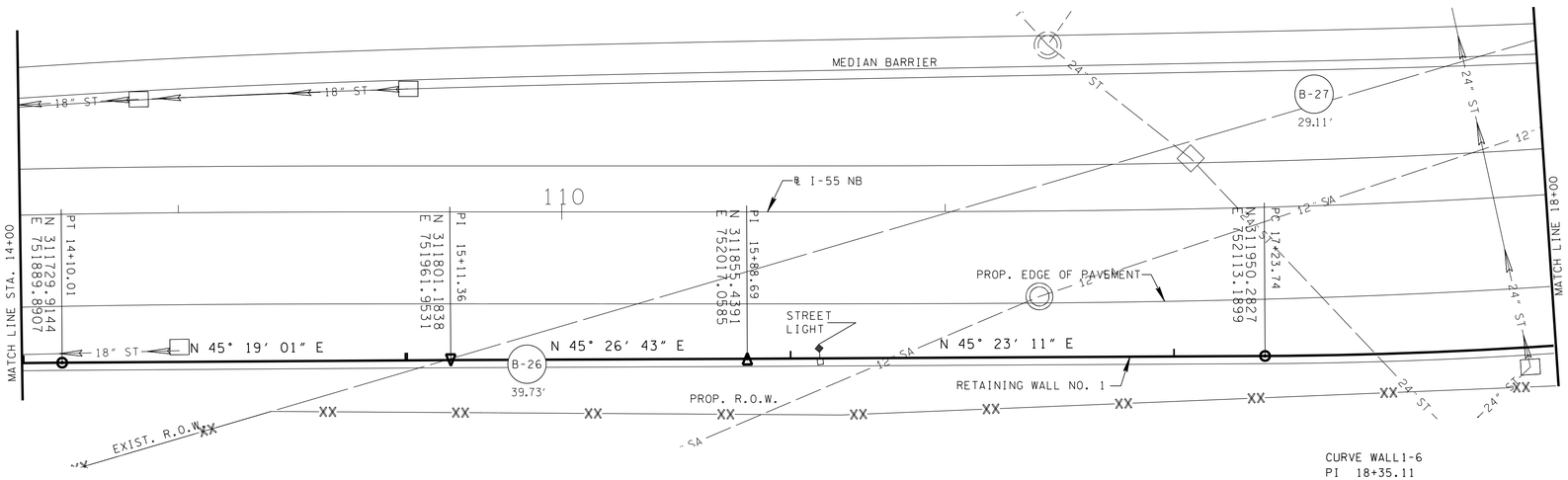
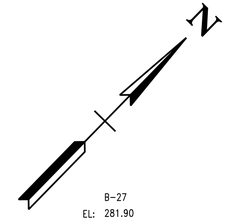
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	43

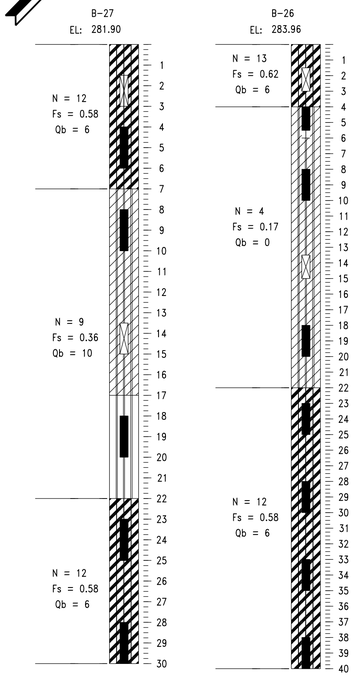


PLAN

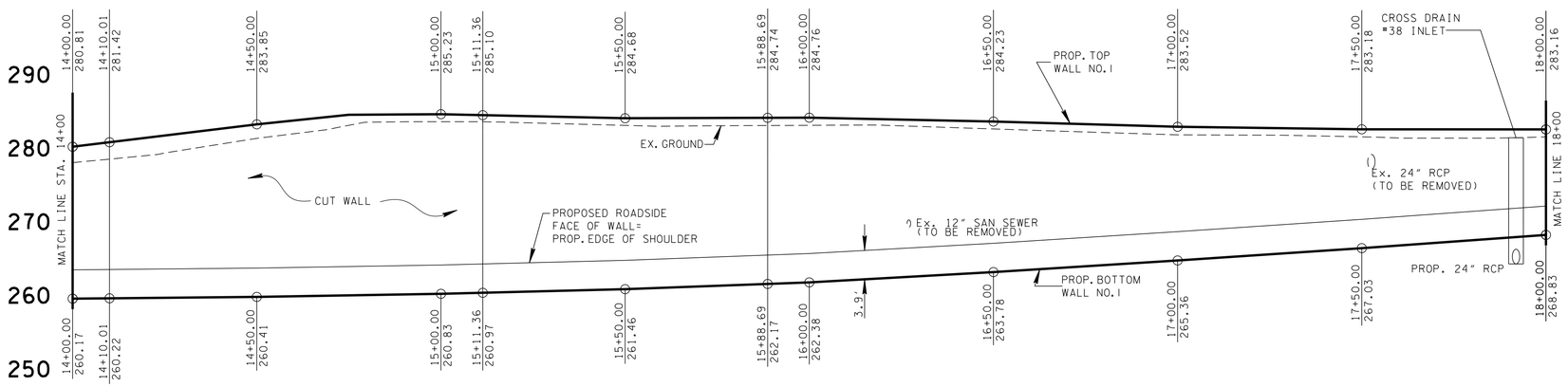
SCALE: 1" = 20'

CURVE WALL1-6
PI 18+35.11
N 312,028.5045
E 752,192.4739
Δ 10° 11' 29" (LT)
D 4° 35' 14"
R 1,249.00
L 222.16
T 111.38





Silt (ML)
Clayey Silt (ML)
Sandy Silt (ML)
Silty Clay (CL)
Sandy Clay (CL)
Clay (CH)
Slightly Silty Sand (SP-SM)
Silty Sand (SM)
Clayey Sand (SC)
Sand (SP)
Sandy Gravel (GP)
Gravel (GP)



ELEVATION (FACING BACK OF WALL)

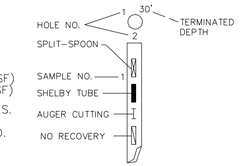
SCALE: 1" = 20' HZ / 1" = 10' VT

ABBREVIATIONS

* = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

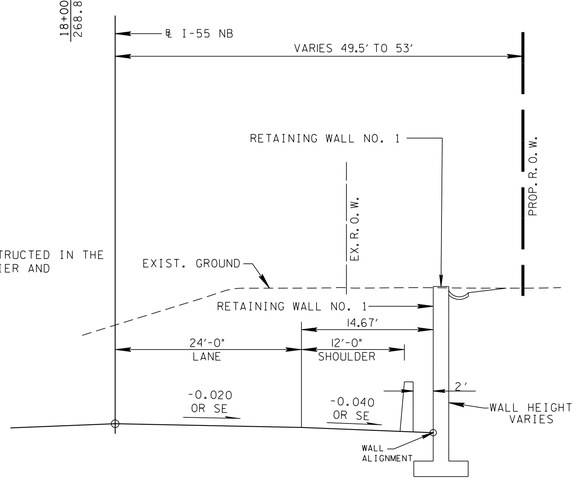
NOTE 1: THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.

NOTE 2: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.



NOTE. THE STREET LIGHTS WILL BE CONSTRUCTED IN THE 2' SPACE BETWEEN THE HALF BARRIER AND THE RETAINING WALL.

CONST. FIELD REVIEW



TYPICAL CUT SECTION - WALL NO. 1

(LOOKING AHEAD STATION)
N.T.S.

SEALED BY

SHEET 2 OF 5

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 1 CONCEPTUAL DRAWING

4/23/2015 7:42:20 AM
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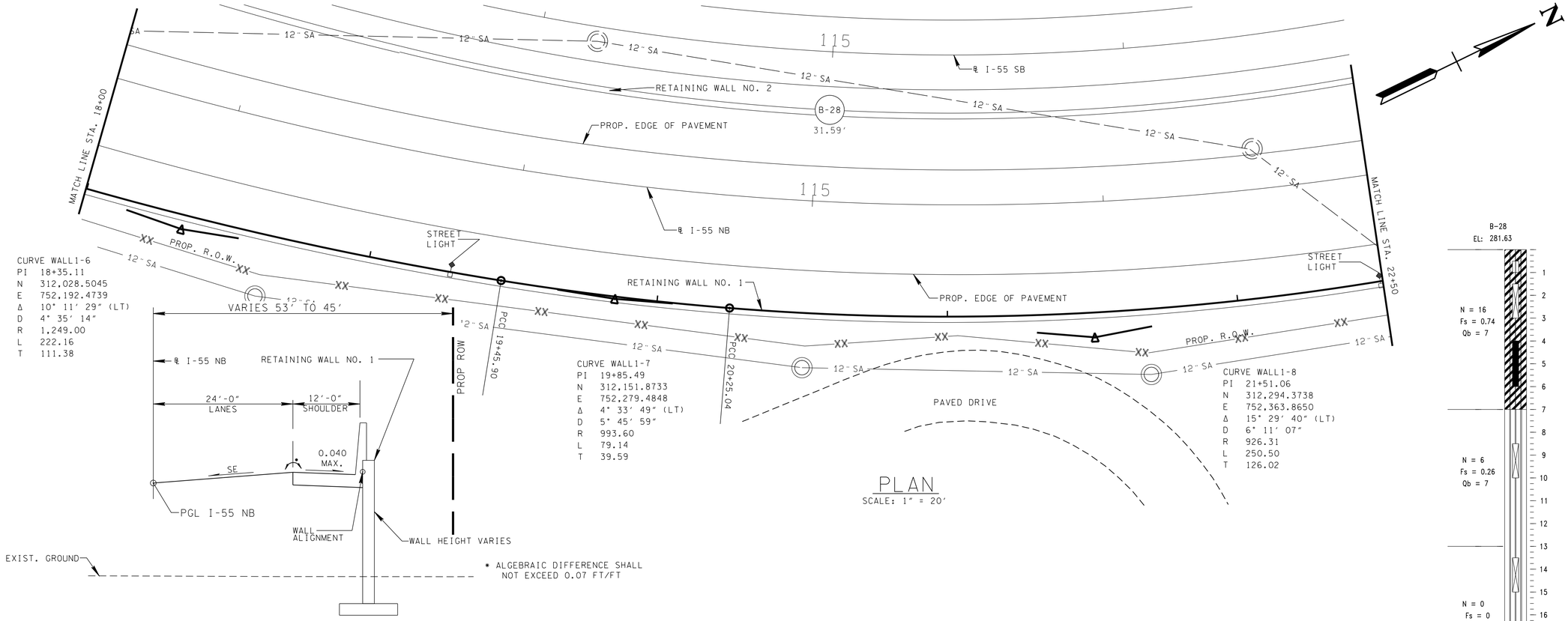
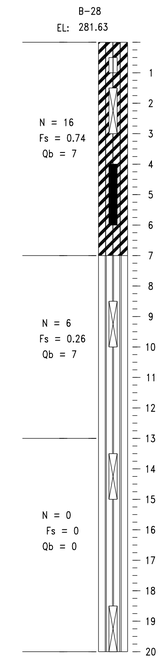
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	44



PLAN
SCALE: 1" = 20'

TYPICAL FILL SECTION - WALL NO. 1
(LOOKING AHEAD STATION)
N.T.S.
SEE SHEETS 1 AND 2 FOR CUT WALL TYPICAL SECTION



Silt (ML)
Clayey Silt (ML)
Sandy Silt (ML)
Silty Clay (CL)
Sandy Clay (CL)
Clay (CH)
Slightly Silty Sand (SP-SM)
Silty Sand (SM)
Clayey Sand (SC)
Sand (SP)
Sandy Gravel (GP)
Gravel (GP)

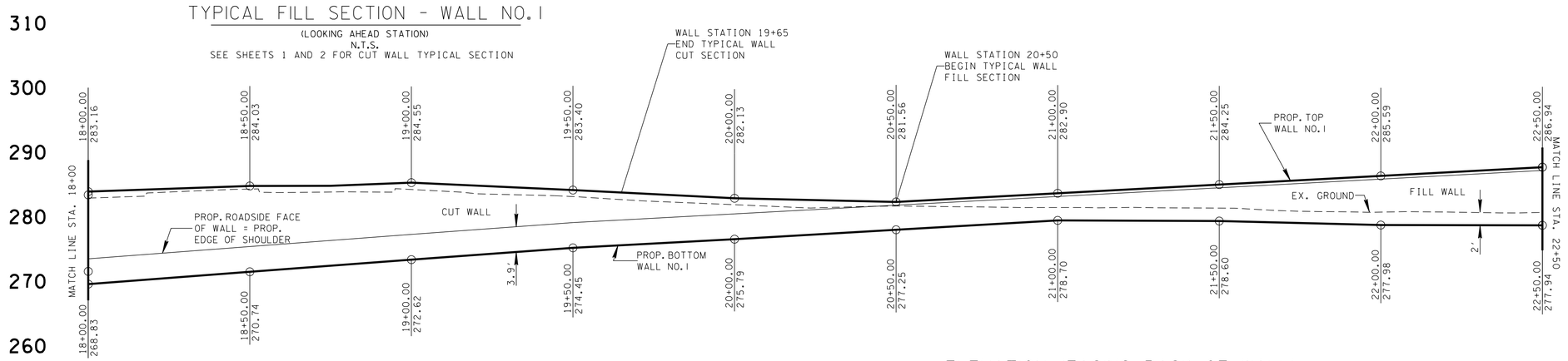
HOLE NO. — TERMINATED DEPTH
SPLIT-SPOON
SAMPLE NO.
SHELBY TUBE
AUGER CUTTING
NO RECOVERY

ABBREVIATIONS

* = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTE 1: THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.

NOTE 2: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.



ELEVATION (FACING BACK OF WALL)
SCALE: 1" = 20' HZ / 1" = 10' VT

WALL STATION 19+65 TO 20+50
TRANSITION FROM TYPICAL WALL CUT SECTION TO TYPICAL WALL FILL SECTION

SEALED BY

CONST. FIELD REVIEW

SHEET 3 OF 5

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 1
CONCEPTUAL DRAWING

4/23/2015 7:43:02 AM
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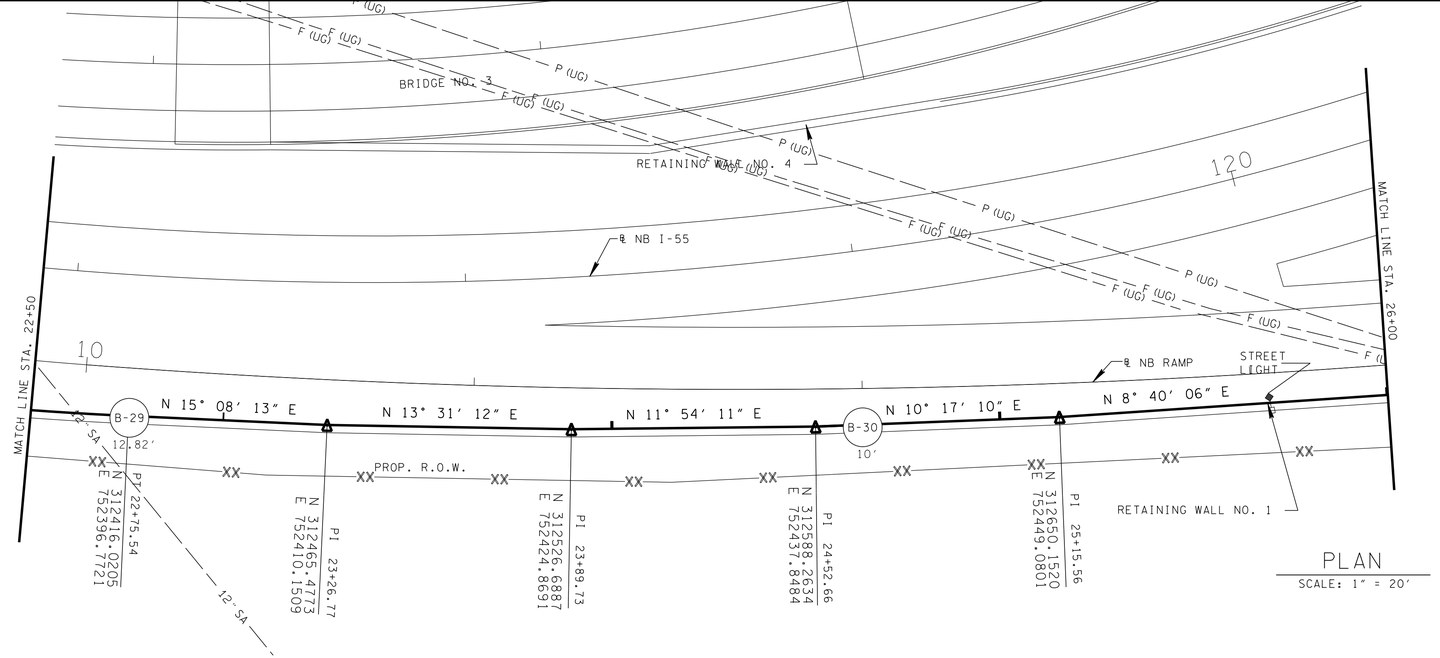
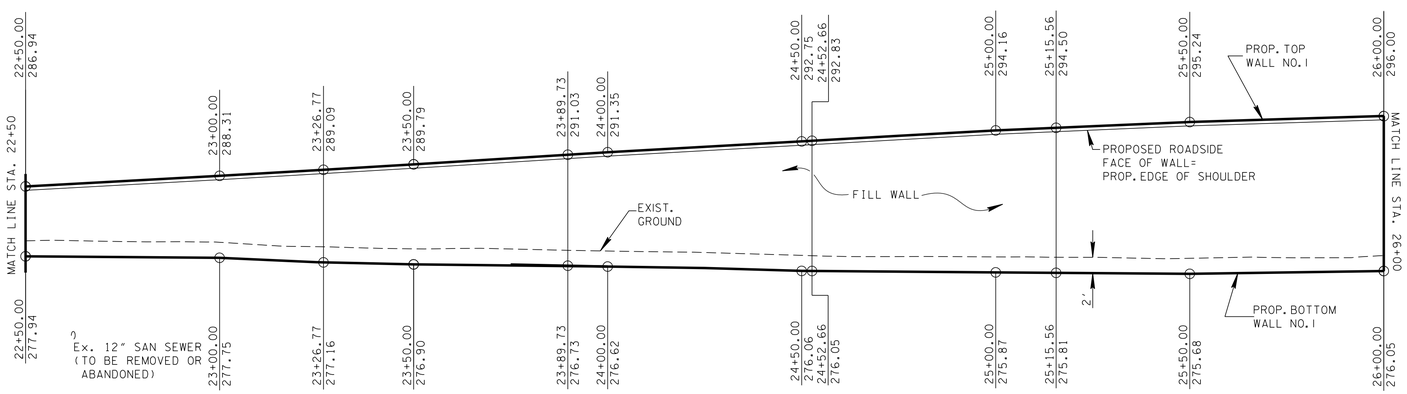
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	45



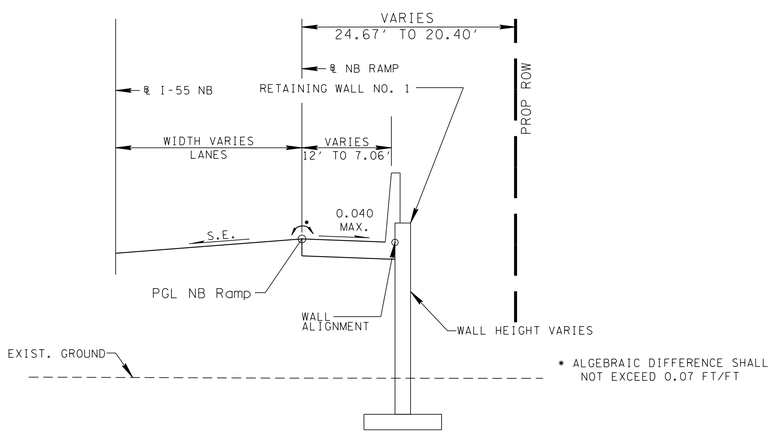
PLAN

SCALE: 1″ = 20′



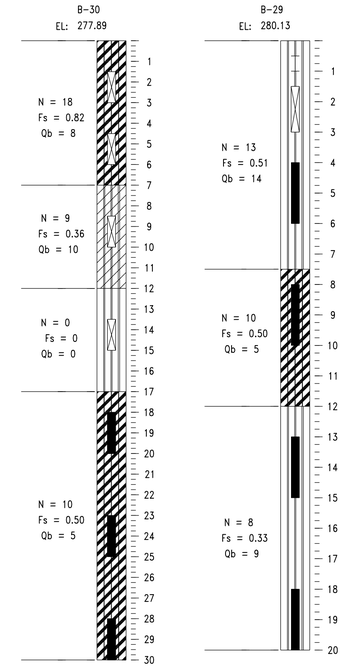
ELEVATION (FACING BACK OF WALL)

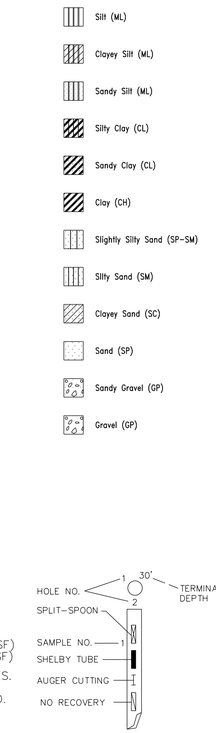
SCALE: 1″ = 20′ HZ / 1″ = 10′ VT

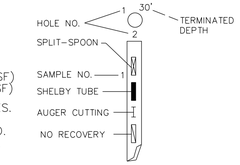


TYPICAL FILL SECTION - WALL NO.1

(LOOKING AHEAD STATION)
N.T.S.







ABBREVIATIONS

* = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTE 1: THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.

NOTE 2: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

SEALED BY

CONST. FIELD REVIEW

SHEET 4 OF 5

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 1 CONCEPTUAL DRAWING

4/23/2015 7:43:38 AM
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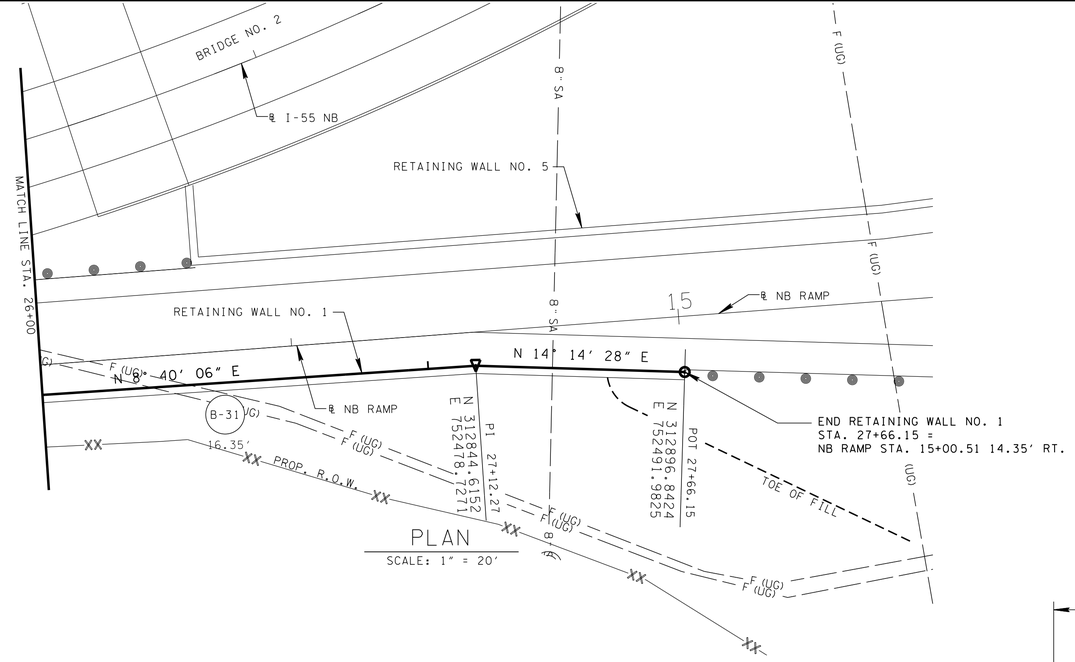
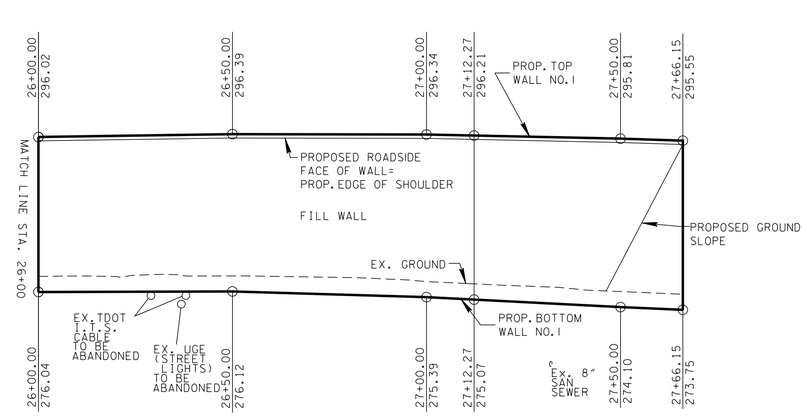
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	46



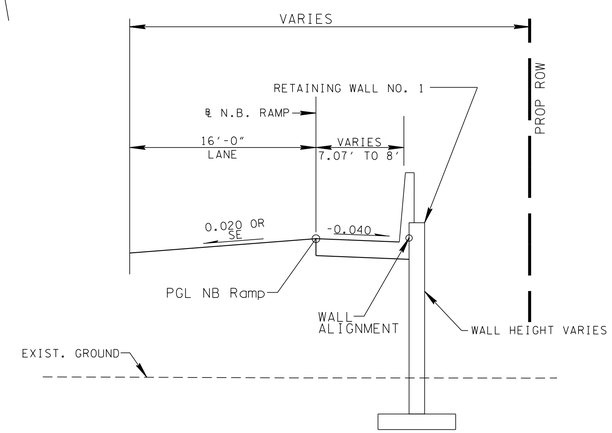
PLAN

SCALE: 1" = 20'



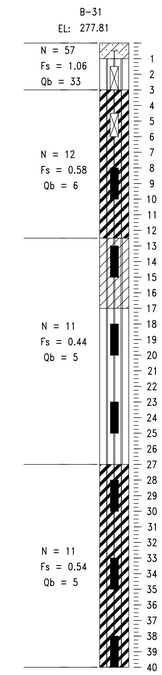
ELEVATION (FACING BACK OF WALL)

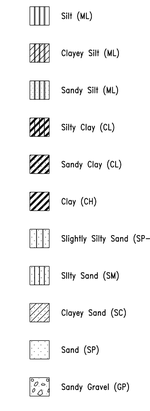
SCALE: 1" = 20' HZ / 1" = 10' VT



TYPICAL FILL SECTION - WALL NO. 1

(LOOKING AHEAD STATION)
N.T.S.





ABBREVIATIONS

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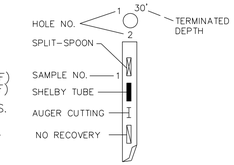
NOTE 2: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.



SEALED BY

CONST. FIELD REVIEW

SHEET 5 OF 5

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 1 CONCEPTUAL DRAWING

4/23/2015 7:44:51 AM
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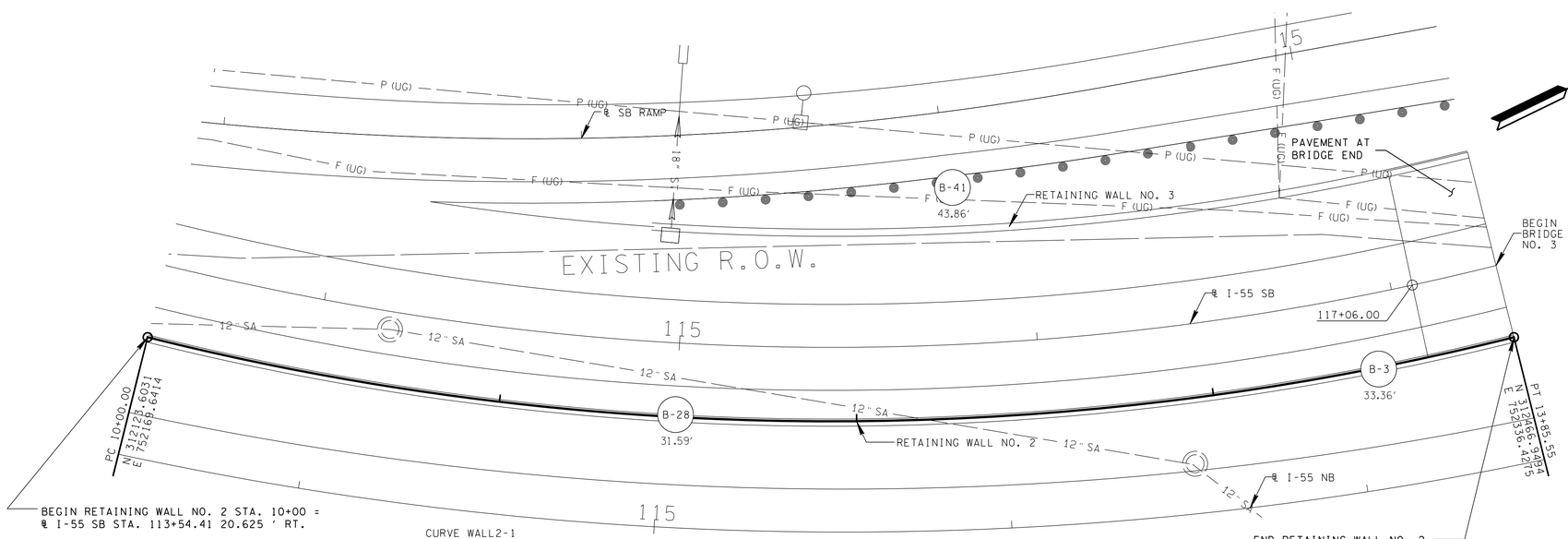
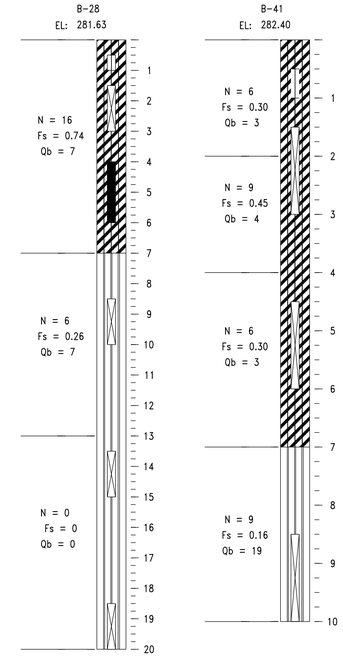
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	47

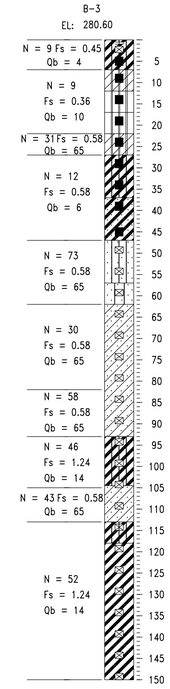


CURVE WALL2-1
PI 11+96.72
N 312,274.4450
E 752,295.9178
Δ 28° 03' 02" (LT)
D 7° 16' 32"
R 787.52'
L 385.55'
T 196.72'

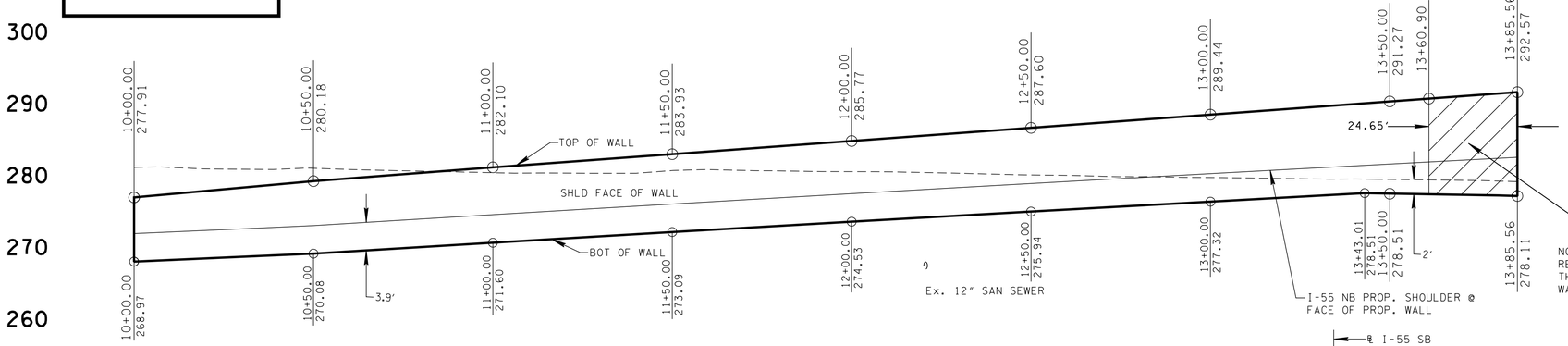
PLAN
SCALE: 1" = 20'

CONST. FIELD REVIEW





- Silt (ML)
- Clayey Silt (ML)
- Sandy Silt (ML)
- Silty Clay (CL)
- Sandy Clay (CL)
- Clay (CH)
- Slightly Silty Sand (SP-SM)
- Silty Sand (SM)
- Clayey Sand (SC)
- Sand (SP)
- Sandy Gravel (GP)
- Gravel (GP)



ELEVATION (FACING BACK OF WALL)
SCALE: 1" = 20' HZ. / 1" = 10' V.

ABBREVIATIONS

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NOTE 2: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

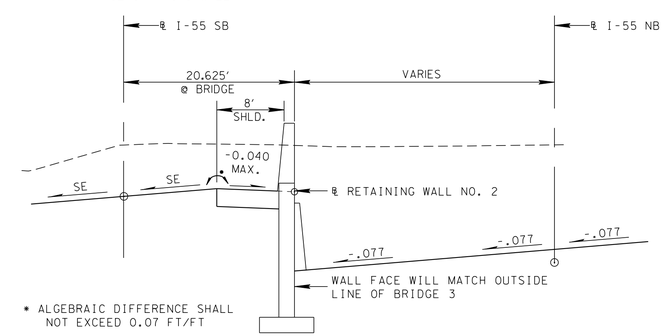
NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUIT, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.
2. ALL WALLS SHALL BE DESIGNED FOR SEISMIC FORCES. SEISMIC DESIGNED PARAMETERS WERE DETERMINED AT TWO SPECIFIC SITE LOCATIONS BASED ON 2010 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION PROCEDURES. CONSIDERING 7% PROBABILITY OF EXCEEDANCE IN 75 YEARS: SITE 1 (N 35.1246°, W 90.0704°) SITE CLASS "D", A_S = 0.366g, S_{DS}= 0.654g, S_{D1}= 0.552g; AND SITE 2 (N 35.1199°, W 90.0693°) SITE CLASS "D", A_S = 0.387g, S_{DS}= 0.833g, S_{D1}= 0393g.
3. CONTRACTOR TO COORDINATE UNDERDRAINS AND PROPOSED DRAINAGE WITH THE DESIGN OF THE RETAINING WALL TO ENSURE PROPER DRAINAGE AND PROVIDE WALL PENETRATIONS WHERE NECESSARY. THE OUTLETS OF DRAINAGE AND SUBDRAIN LATERALS SHOULD EXIT AT GROUND LEVEL. THE DESIGN OF WALL PENETRATIONS SHOULD BE DETAILED AND INCLUDED IN THE RETAINING WALL DESIGN PLANS.

ESTIMATED QUANTITIES - WALL NO. 2

ITEM NO.	DESCRIPTION	UNITS	QUANTITY
604-07.02	RETAINING WALL NO. 2 (STA. 10+00 - 13+85.56)	S.F.	4346
620-05.01	CONCRETE PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2'-0" BELOW THE SUBGRADE LINE OR THE BOTTOM GROUND LINE.



TYPICAL CUT SECTION - WALL NO. 2
(LOOKING AHEAD STATION)
N.T.S.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 2 CONCEPTUAL DRAWING

4/23/2015 7:46:01 AM
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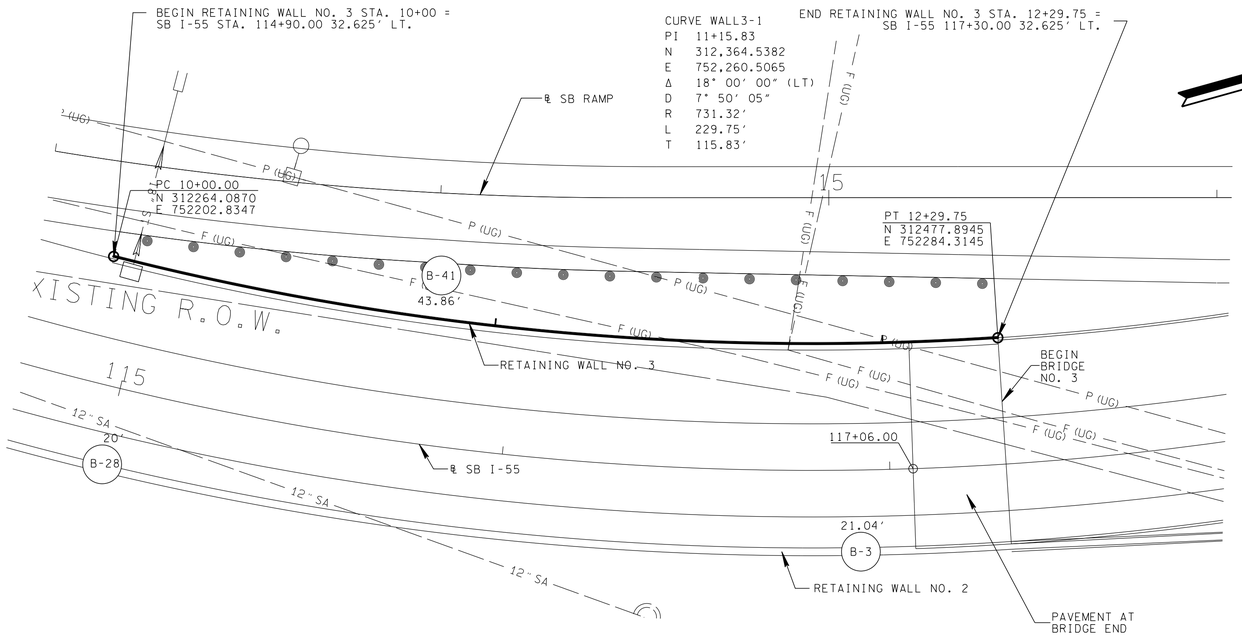
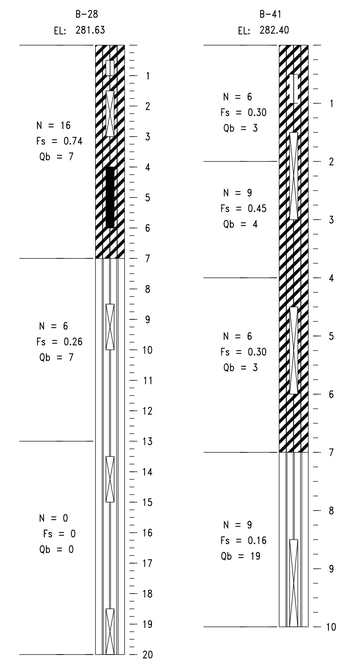
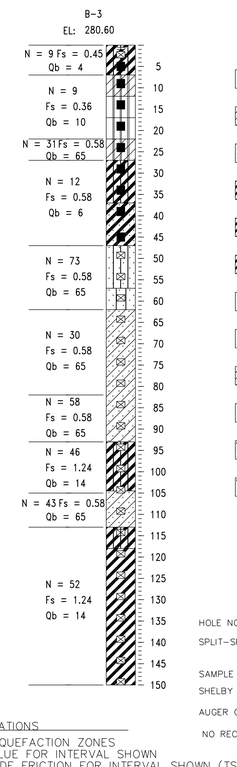
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	48

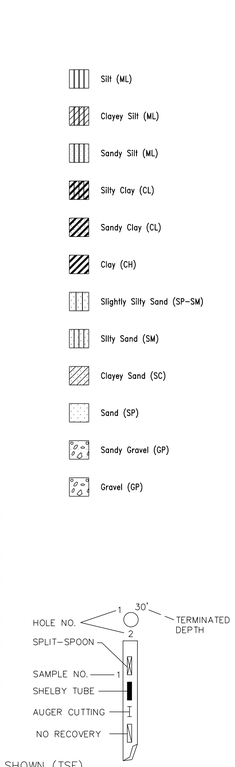


PLAN

SCALE: 1" = 20'







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Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

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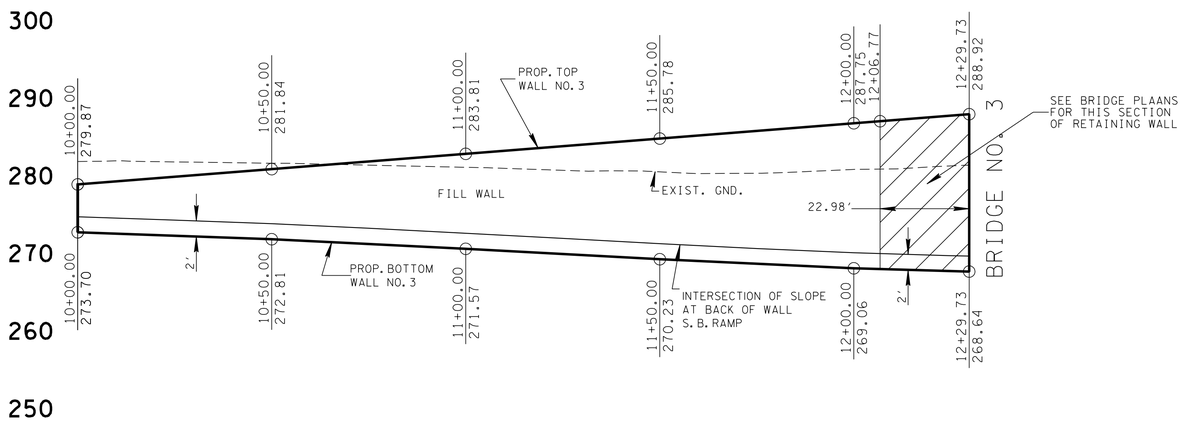
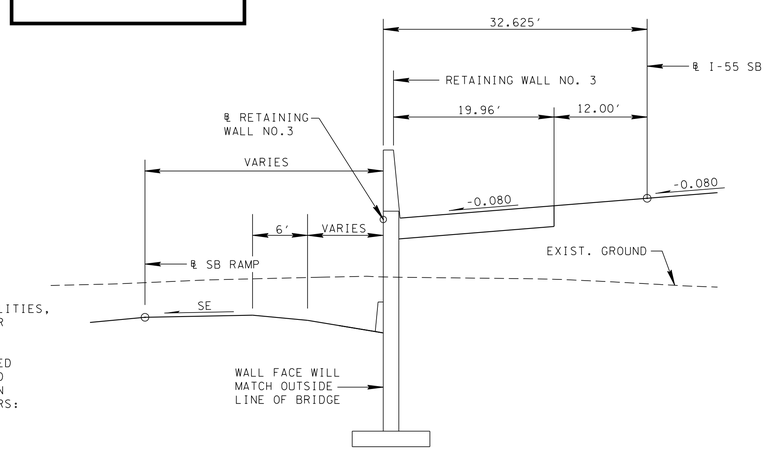
CONST. FIELD REVIEW



ELEVATION

SCALE: 1" = 20'



TYPICAL FILL SECTION - WALL NO. 3

(LOOKING AHEAD STATION)
N.T.S.

NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUIT, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.

2. ALL WALLS SHALL BE DESIGNED FOR SEISMIC FORCES. SEISMIC DESIGNED PARAMETERS WERE DETERMINED AT TWO SPECIFIC SITE LOCATIONS BASED ON 2010 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION PROCEDURES. CONSIDERING 7% PROBABILITY OF EXCEEDANCE IN 75 YEARS: SITE 1 (N 35.1246°, W 90.0704°) SITE CLASS "D", A_S = 0.366g, S_{DS}= 0.654g, S_{D1}= 0.552g; AND SITE 2 (N 35.1199°, W 90.0693°) SITE CLASS "D", A_S = 0.387g, S_{DS}= 0.833g, S_{D1}= 0393g.

3. CONTRACTOR TO COORDINATE UNDERDRAINS AND PROPOSED DRAINAGE WITH THE DESIGN OF THE RETAINING WALL TO ENSURE PROPER DRAINAGE AND PROVIDE WALL PENETRATIONS WHERE NECESSARY. THE OUTLETS OF DRAINAGE AND SUBDRAIN LATERALS SHOULD EXIT AT GROUND LEVEL. THE DESIGN OF WALL PENETRATIONS SHOULD BE DETAILED AND INCLUDED IN THE RETAINING WALL DESIGN PLANS.

ESTIMATED QUANTITIES - WALL NO. 3

ITEM NO.	DESCRIPTION	UNITS	QUANTITY
604-07.03	RETAINING WALL NO. 3 (STA. 10+00 - 12+29.73)	S.F.	3041
620-05.01	CONCRETE PARPET SINGLE SLOPE (STD-1-1SS)	L.F.	

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2'-0" BELOW THE BOTTOM GROUND LINE.

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 3 CONCEPTUAL DRAWING

4/23/2015 8:04:51 AM
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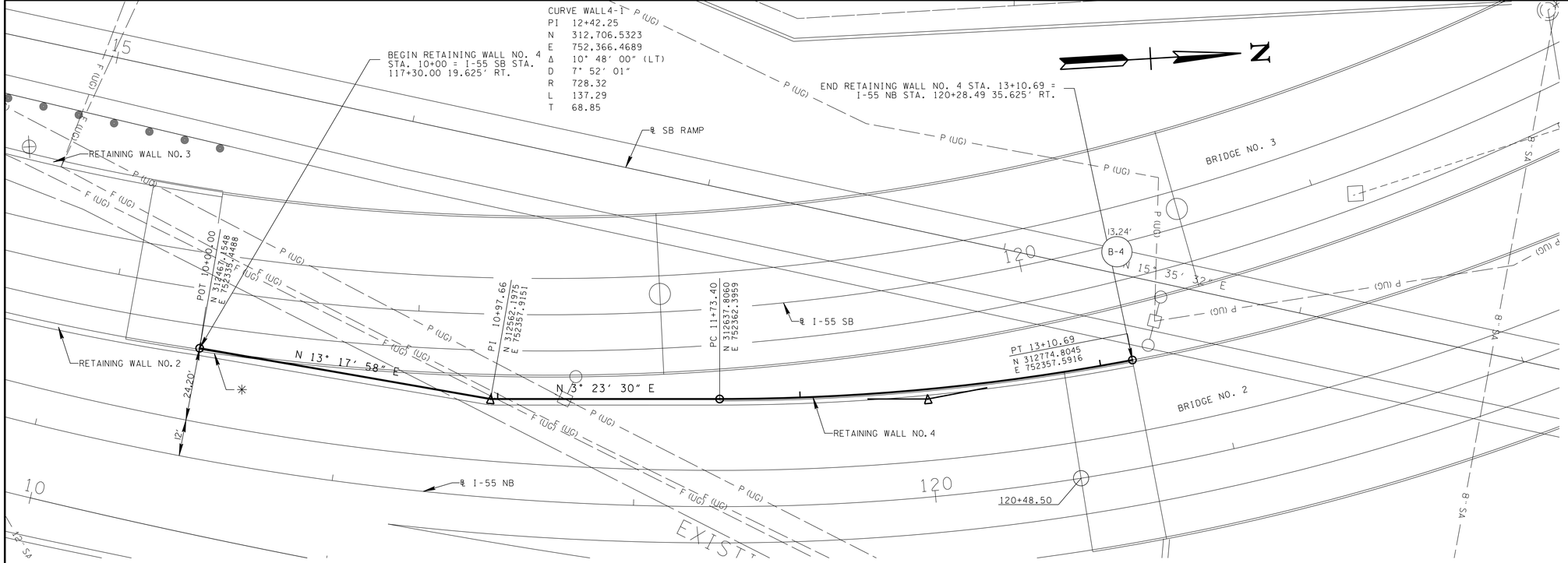
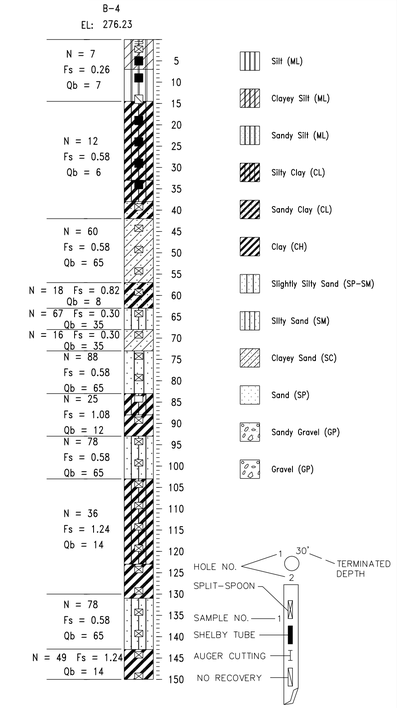
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	49



PLAN

SCALE: 1″ = 20

✳ THE OUTSIDE FACE OF RETAINING WALL 4 WILL MATCH THE OUTSIDE LINE OF BRIDGE 3 AND WILL MATCH AND TIE TO RETAINING WALL 2.



CONST. FIELD REVIEW

ABBREVIATIONS

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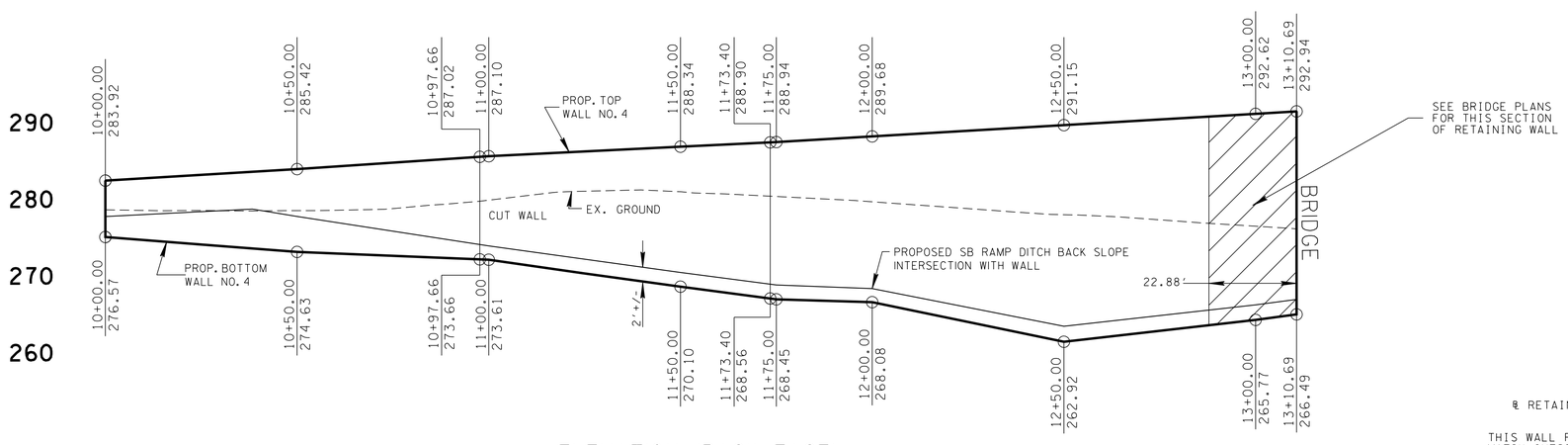
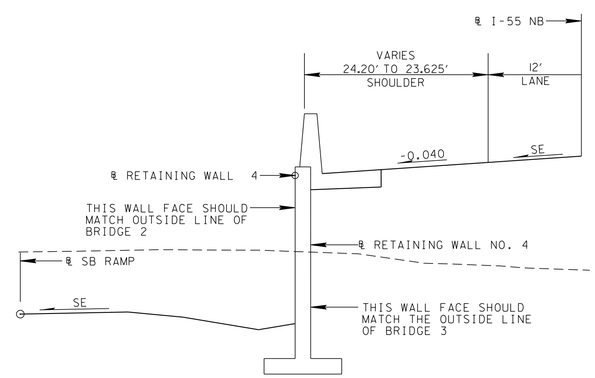


ELEVATION (BACK FACE)

SCALE: 1″ = 20′HZ / 1″=10′ VT



TYPICAL SECTION - WALL NO. 4

(LOOKING AHEAD STATION)
N.T.S.

SEALED BY

ESTIMATED QUANTITIES - WALL NO. 4			
ITEM NO.		UNITS	QUANTITY
604-07.04	RETAINING WALL NO. 4 (STA.10+00 - 12+94.28)	S. F.	5772

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2′-0″ BELOW THE BOTTOM GROUND LINE.

NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUIT, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 4 CONCEPTUAL DRAWING

4/23/2015 8:08:36 AM
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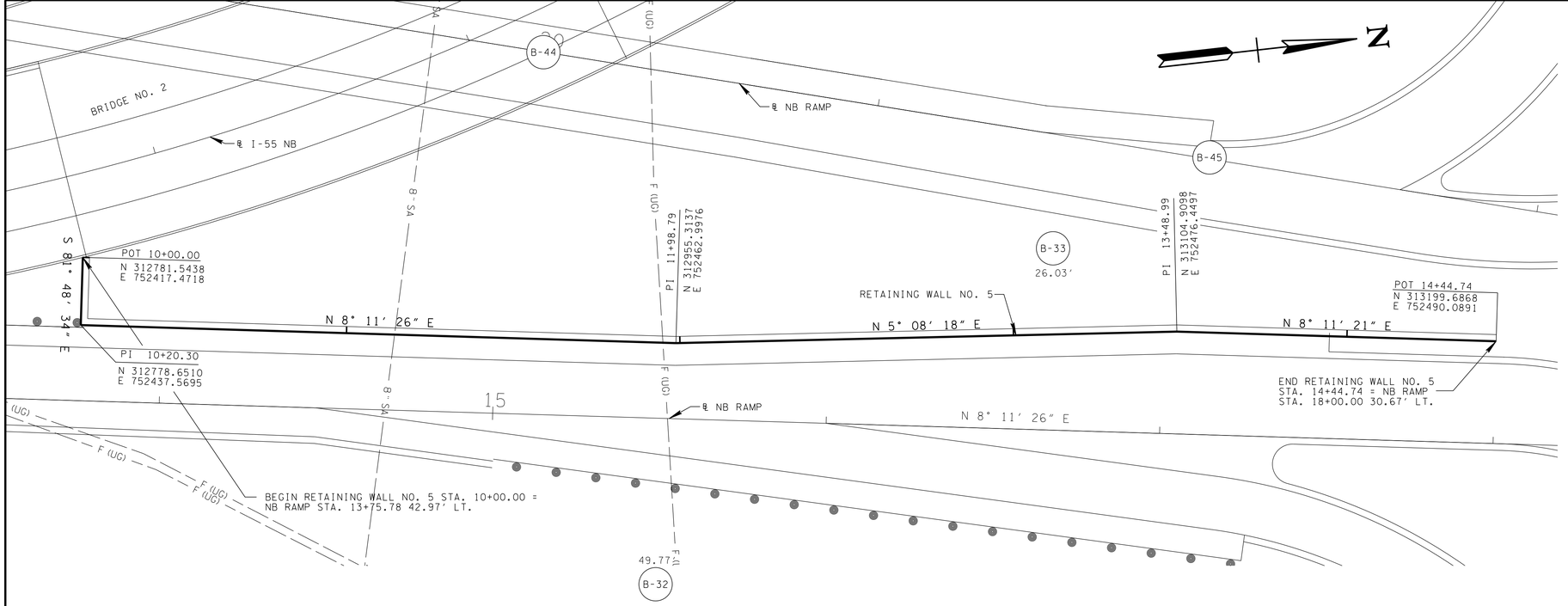
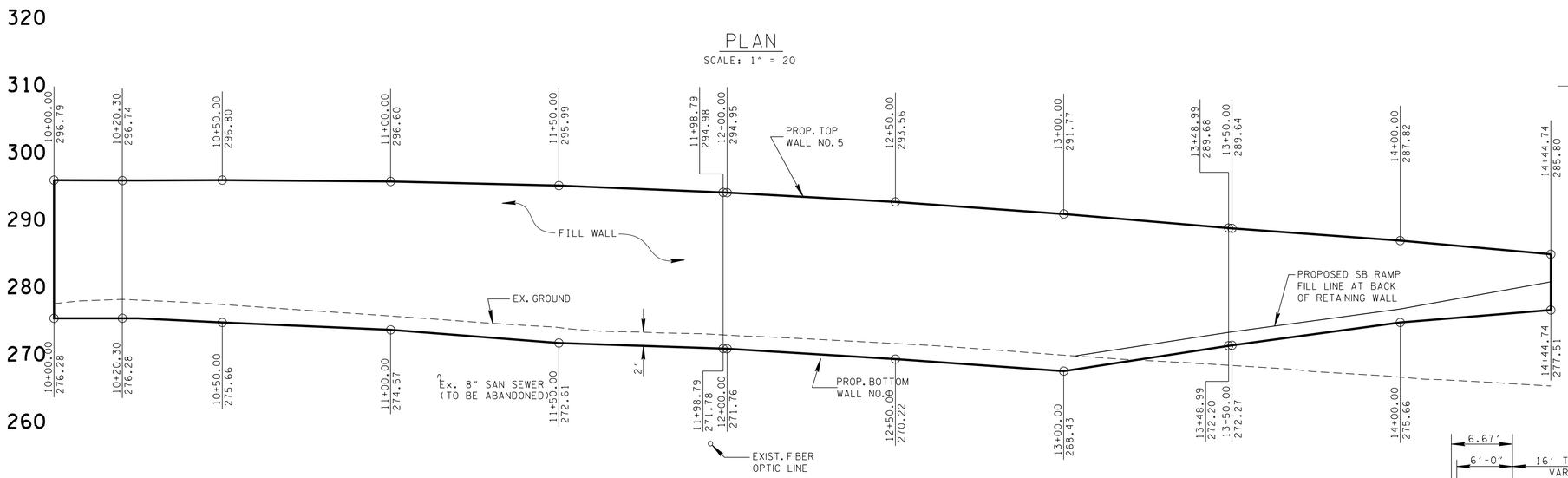
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	50



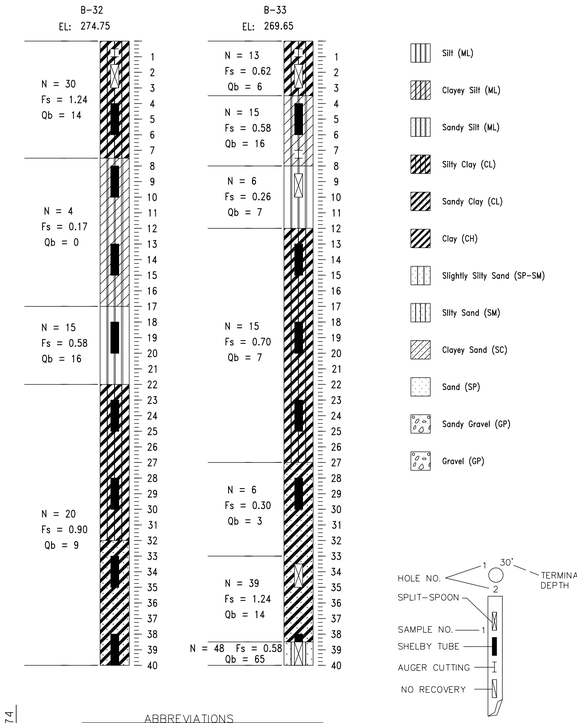
PLAN

SCALE: 1" = 20



ELEVATION (FRONT FACE)

SCALE: 1" = 20' HZ / 1" = 10' VT



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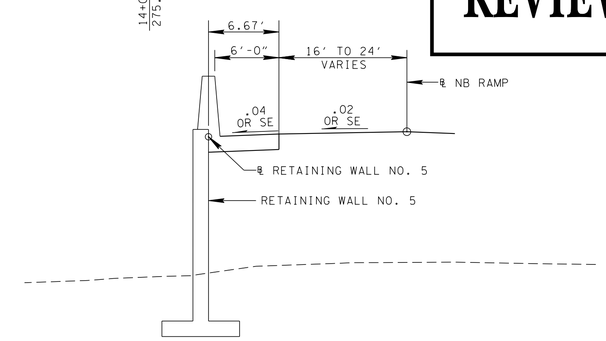
CONST. FIELD REVIEW

SEALED BY



TYPICAL FILL SECTION - WALL NO. 5

(LOOKING AHEAD STATION)
N.T.S.

NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUIT, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.

2. ALL WALLS SHALL BE DESIGNED FOR SEISMIC FORCES. SEISMIC DESIGNED PARAMETERS WERE DETERMINED AT TWO SPECIFIC SITE LOCATIONS BASED ON 2010 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION PROCEDURES. CONSIDERING 7% PROBABILITY OF EXCEEDANCE IN 75 YEARS: SITE 1 (N 35.1246°, W 90.0704°) SITE CLASS "D", A_S = 0.366g, S_{DS}= 0.654g, S_{D1}= 0.552g; AND SITE 2 (N 35.1199°, W 90.0693°) SITE CLASS "D", A_S = 0.387g, S_{DS}= 0.833g, S_{D1}= 0393g.

3. CONTRACTOR TO COORDINATE UNDERDRAINS AND PROPOSED DRAINAGE WITH THE DESIGN OF THE RETAINING WALL TO ENSURE PROPER DRAINAGE AND PROVIDE WALL PENETRATIONS WHERE NECESSARY. THE OUTLETS OF DRAINAGE AND SUBDRAIN LATERALS SHOULD EXIT AT GROUND LEVEL. THE DESIGN OF WALL PENETRATIONS SHOULD BE DETAILED AND INCLUDED IN THE RETAINING WALL DESIGN PLANS.

ESTIMATED QUANTITIES - WALL NO. 5

ITEM NO.		UNITS	QUANTITY
604-07.05	RETAINING WALL NO. 5 (STA. 10+00 - 12+54.41)	S. F.	8955

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2'-0" BELOW THE FILL SLOPE LINE OR THE BOTTOM GROUND LINE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 5 CONCEPTUAL DRAWING

4/23/2015 8:09:28 AM
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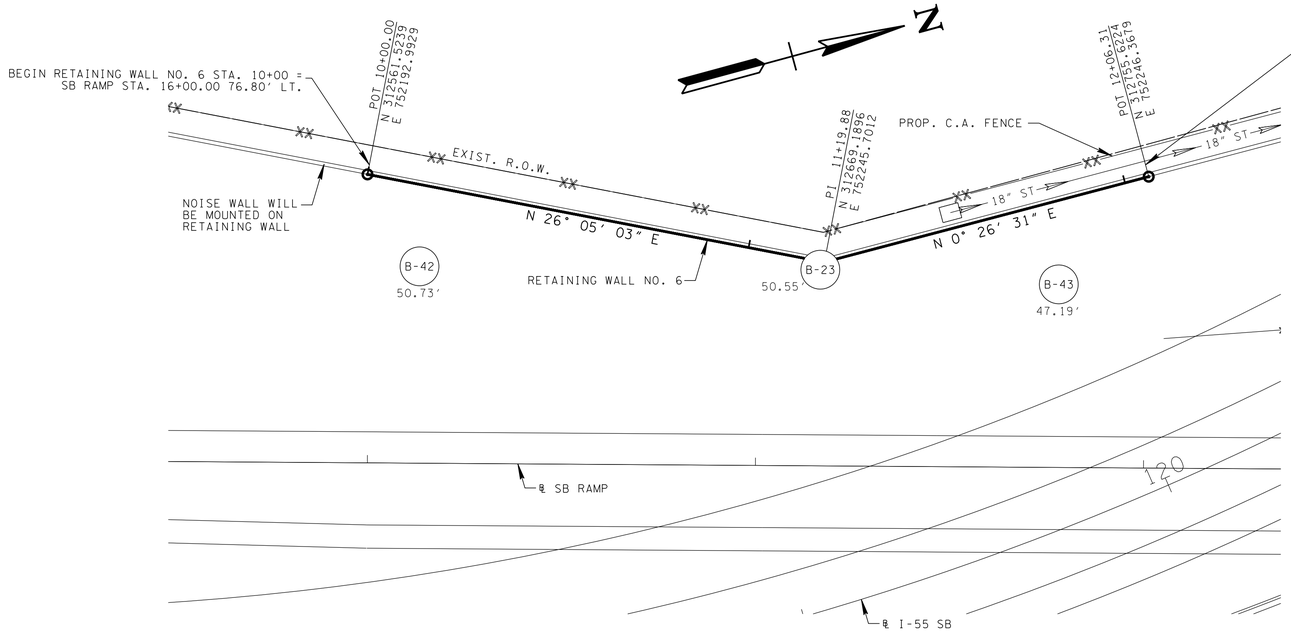
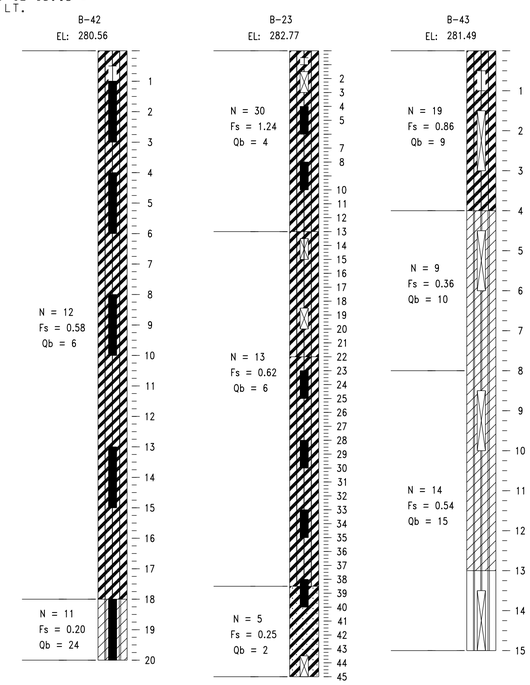
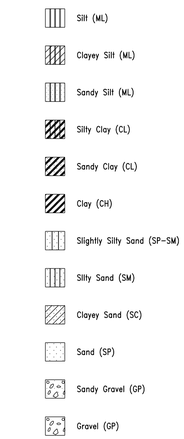
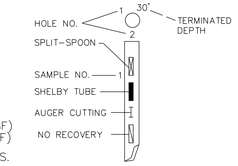
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	51



PLAN
SCALE: 1" = 20'





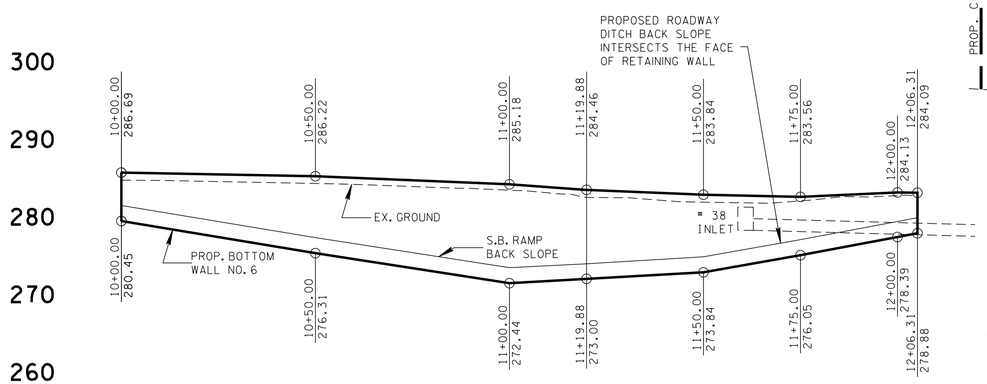


ABBREVIATIONS

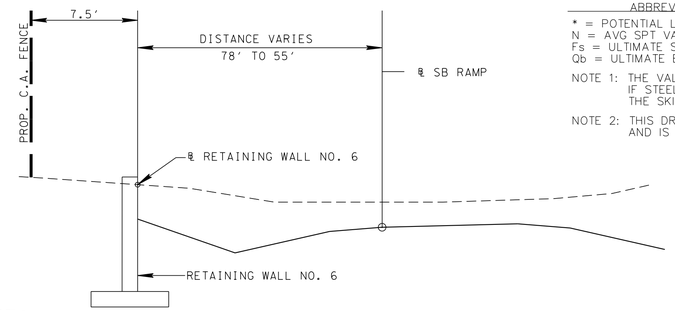
* = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTE 1: THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.

NOTE 2: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.



ELEVATION (FACING BACK OF WALL)
SCALE: 1" = 20' HZ / 1" = 10' VT



TYPICAL CUT SECTION - WALL NO. 6
(LOOKING AHEAD STATION)
N.T.S.

ESTIMATED QUANTITIES - WALL NO. 6			
ITEM NO.	DESCRIPTION	UNITS	QUANTITY
604-07.06	RETAINING WALL NO. 6 (STA. 10+00 - 12+05.15)	S. F.	1946

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2'-0" BELOW THE INTERSECTION OF THE S.B.RAMP BACKSLOPE.

NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUIT, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.

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CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 6 CONCEPTUAL DRAWING

4/23/2015 8:10:47 AM
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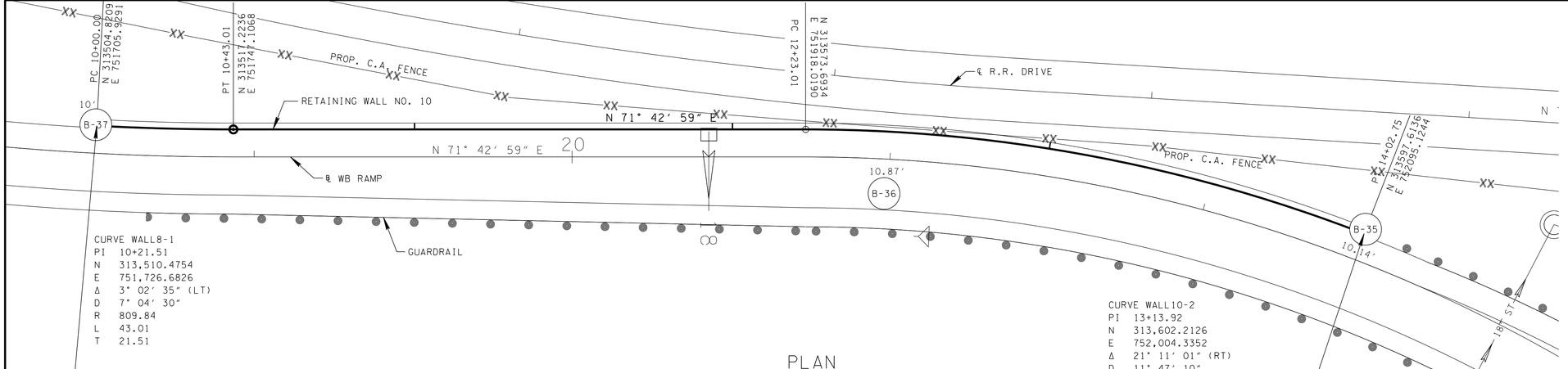
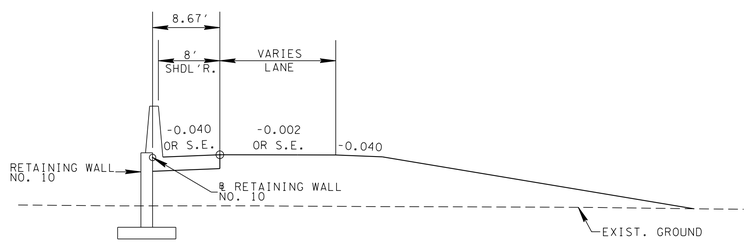
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	52



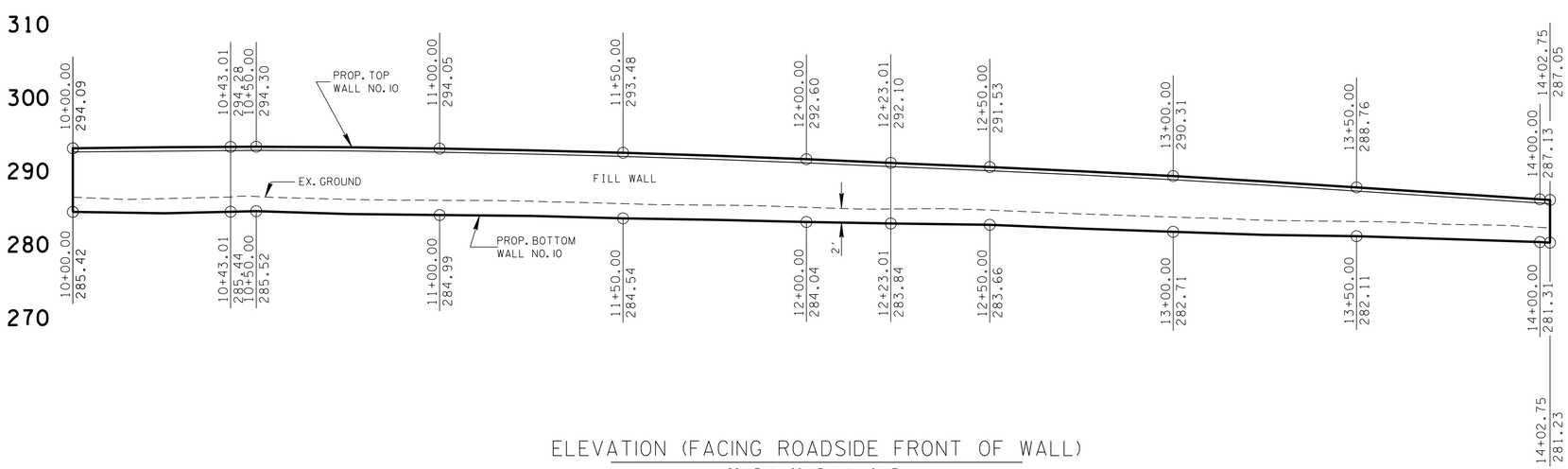
PLAN

SCALE: 1″ = 20′



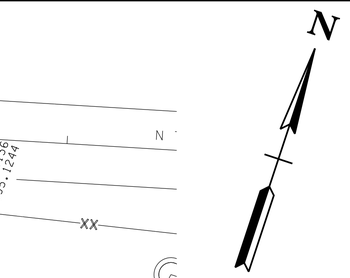
TYPICAL CUT SECTION - WALL NO. 10

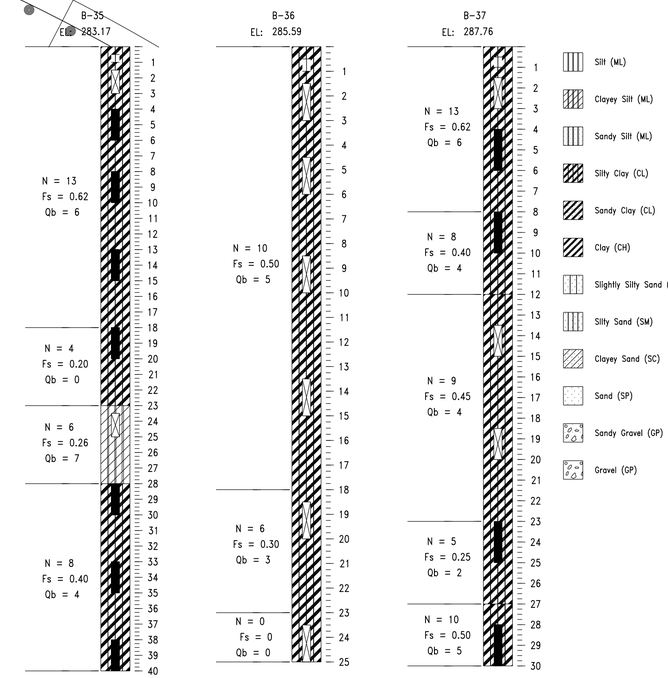
N.T.S.



ELEVATION (FACING ROADSIDE FRONT OF WALL)

SCALE: 1″ = 20′ HZ. / 1″ = 10′ VT.





ABBREVIATIONS

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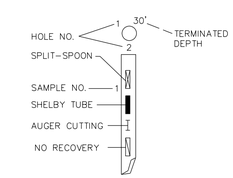
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTE 1: THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.

NOTE 2: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.



SEALED BY

ESTIMATED QUANTITIES - WALL NO. 10			
ITEM NO.	DESCRIPTION	UNITS	QUANTITY
604-07.10	RETAINING WALL NO. 10 (STA.10+00 - 14+02.74)	S. F.	3266

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2′-0″ BELOW THE BOTTOM GROUND LINE.

NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUITS, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.

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CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 10 CONCEPTUAL DRAWING

4/23/2015 8:22:23 AM
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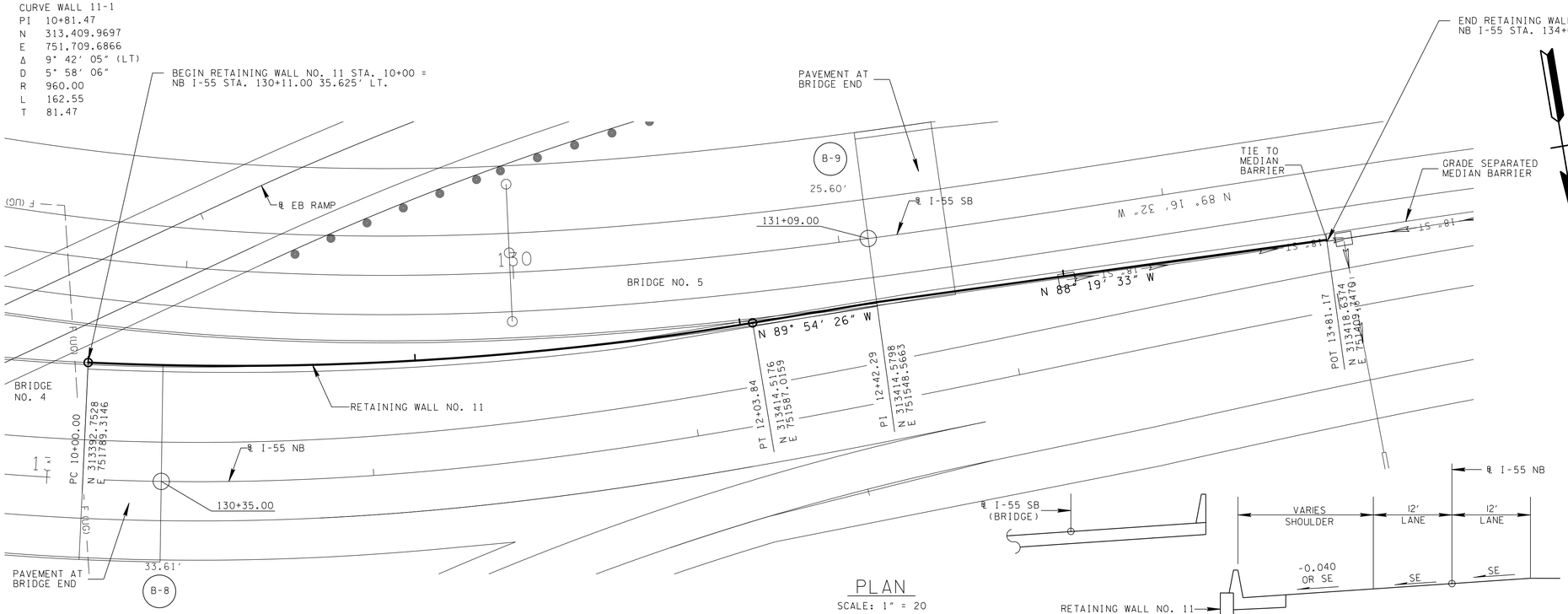
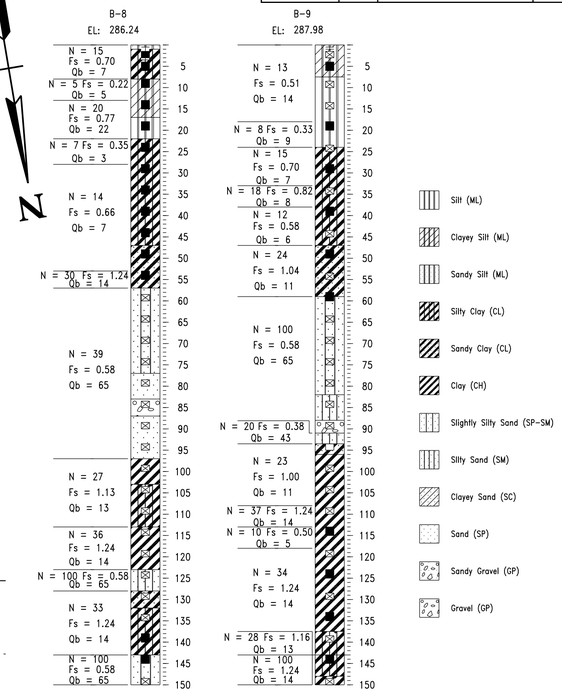
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	53

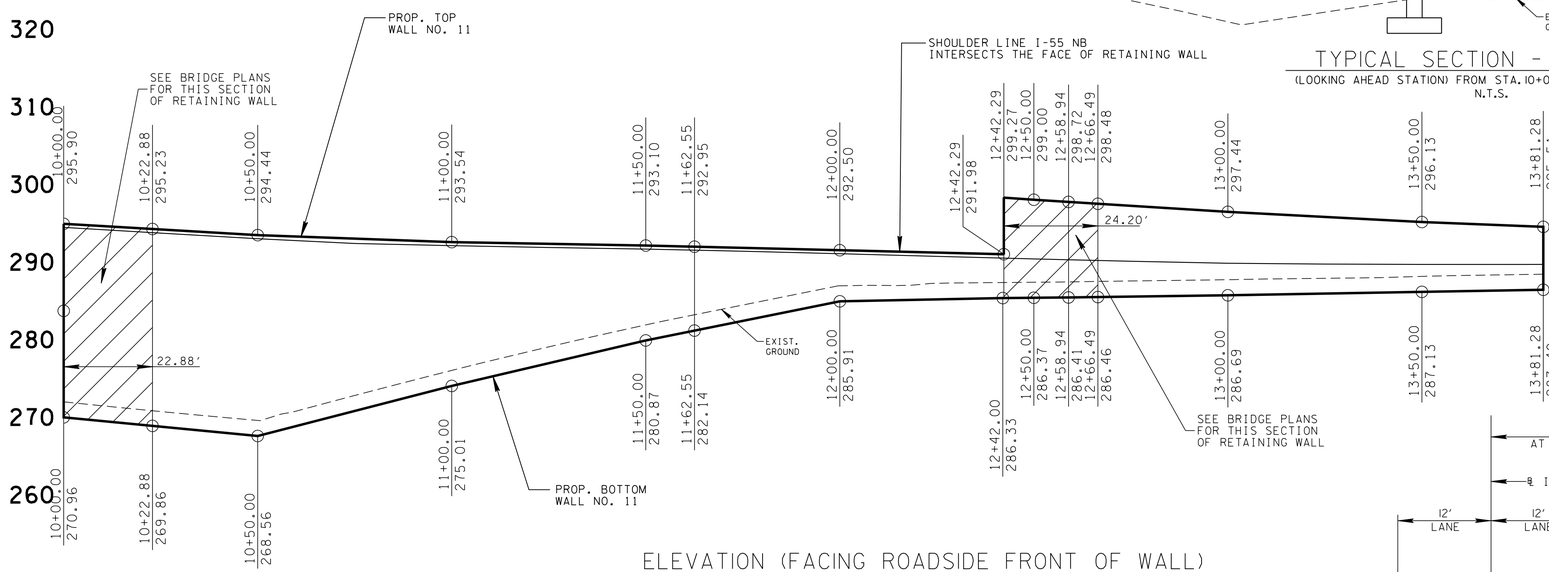
CURVE WALL 11-1
PI 10+81.47
N 313,409.9697
E 751,709.6866
Δ 9° 42′ 05″ (LT)
D 5° 58′ 06″
R 960.00
L 162.55
T 81.47



PLAN
SCALE: 1" = 20

TYPICAL SECTION - WALL NO. 11
(LOOKING AHEAD STATION) FROM STA. 10+00.00 TO STA. 12+42.00
N.T.S.





ELEVATION (FACING ROADSIDE FRONT OF WALL)
SCALE: 1" = 20′ HZ. / 1" = 10′ VT.

ABBREVIATIONS

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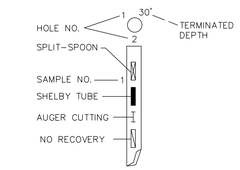

CONST. FIELD REVIEW

SEALED BY

NOTES:
1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUITS, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.
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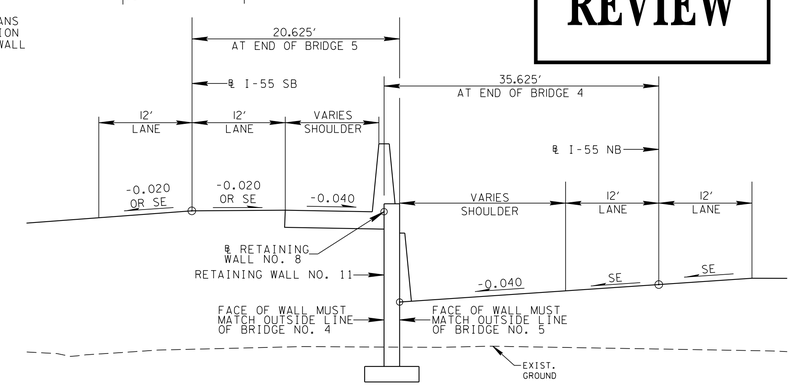
ESTIMATED QUANTITIES - WALL NO. 11

ITEM NO.	DESCRIPTION	UNITS	QUANTITY
604-07.11	RETAINING WALL NO. 11 (STA.10+00 - 13+81.28)	S.F.	5324
620-05.01	CONCRETE PARAPET SINGLE SLOPE (STD-1-1SS)	L.F.	

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2′-0″ BELOW THE BOTTOM GROUND LINE.



TYPICAL SECTION - WALL NO. 11
(LOOKING AHEAD STATION) FROM STA. 12+42.00 TO STA. 13+81.28
N.T.S.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 11 CONCEPTUAL DRAWING

4/23/2015 8:3:16 AM
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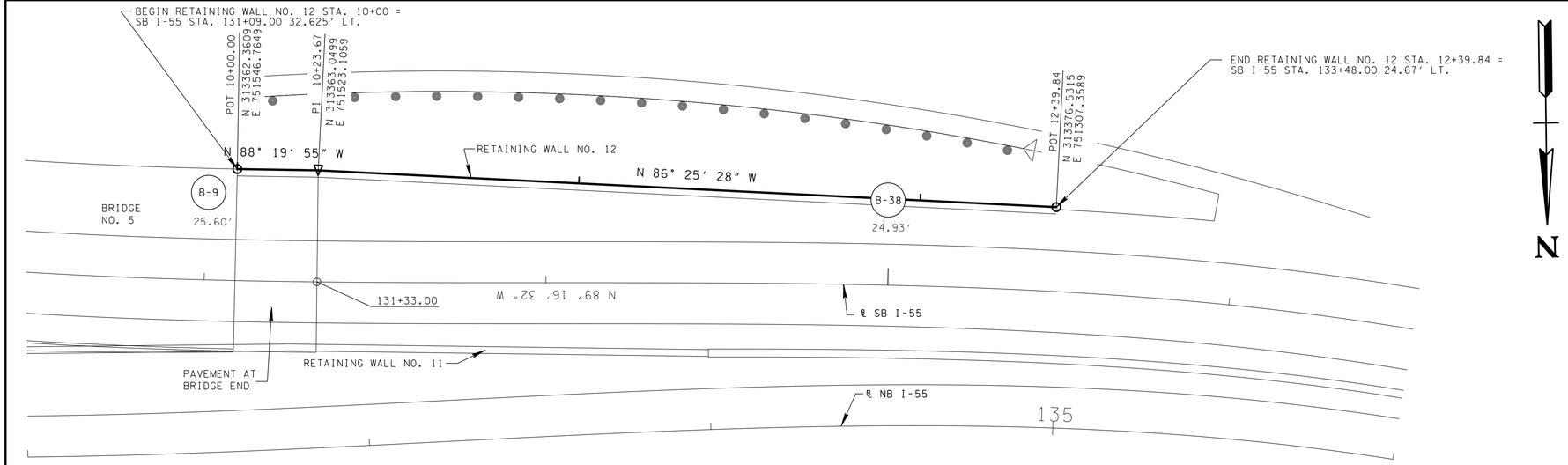
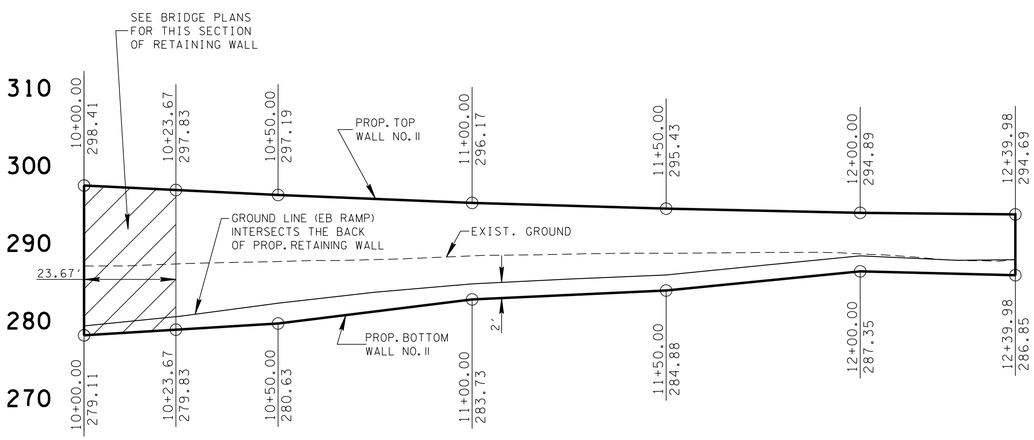
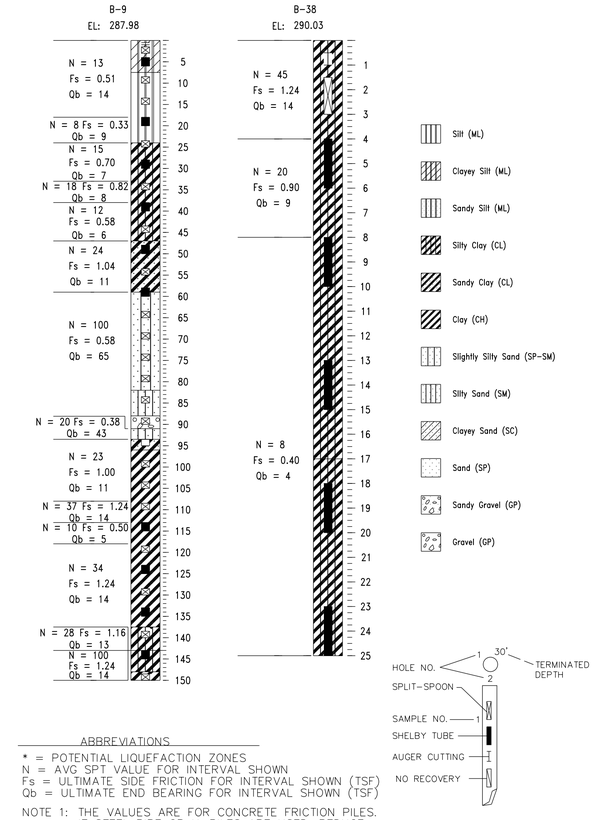
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	54



PLAN
SCALE: 1" = 20



ELEVATION (FACING BACK OF WALL)
SCALE: 1" = 20' Hz. / 1" = 10' Vt.



ABBREVIATIONS

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NOTE 1: THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.

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CONST. FIELD REVIEW

SEALED BY

ESTIMATED QUANTITIES - WALL NO. 12			
ITEM NO.	DESCRIPTION	UNITS	QUANTITY
604-07.12	RETAINING WALL NO. 12 (STA.10+00 - 12+39.98)	S.F.	2956

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2'-0" BELOW THE INTERSECTION OF THE E.B. RAMP BACKSLOPE INTERSECTION.

NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUITS, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.

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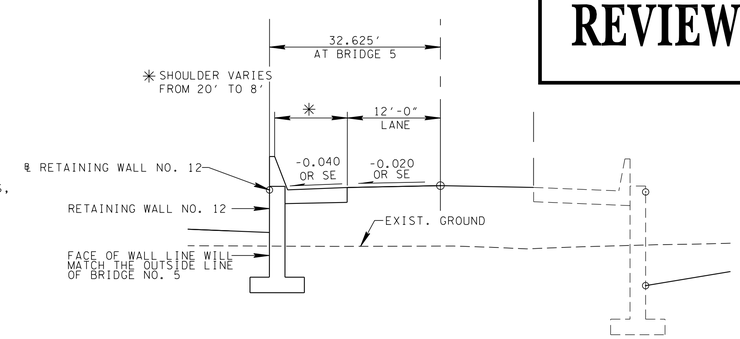

TYPICAL FILL SECTION - WALL NO. 12
(LOOKING AHEAD STATION)
N.T.S.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL
NO. 12
CONCEPTUAL
DRAWING

4/23/2015 8:14:30 AM
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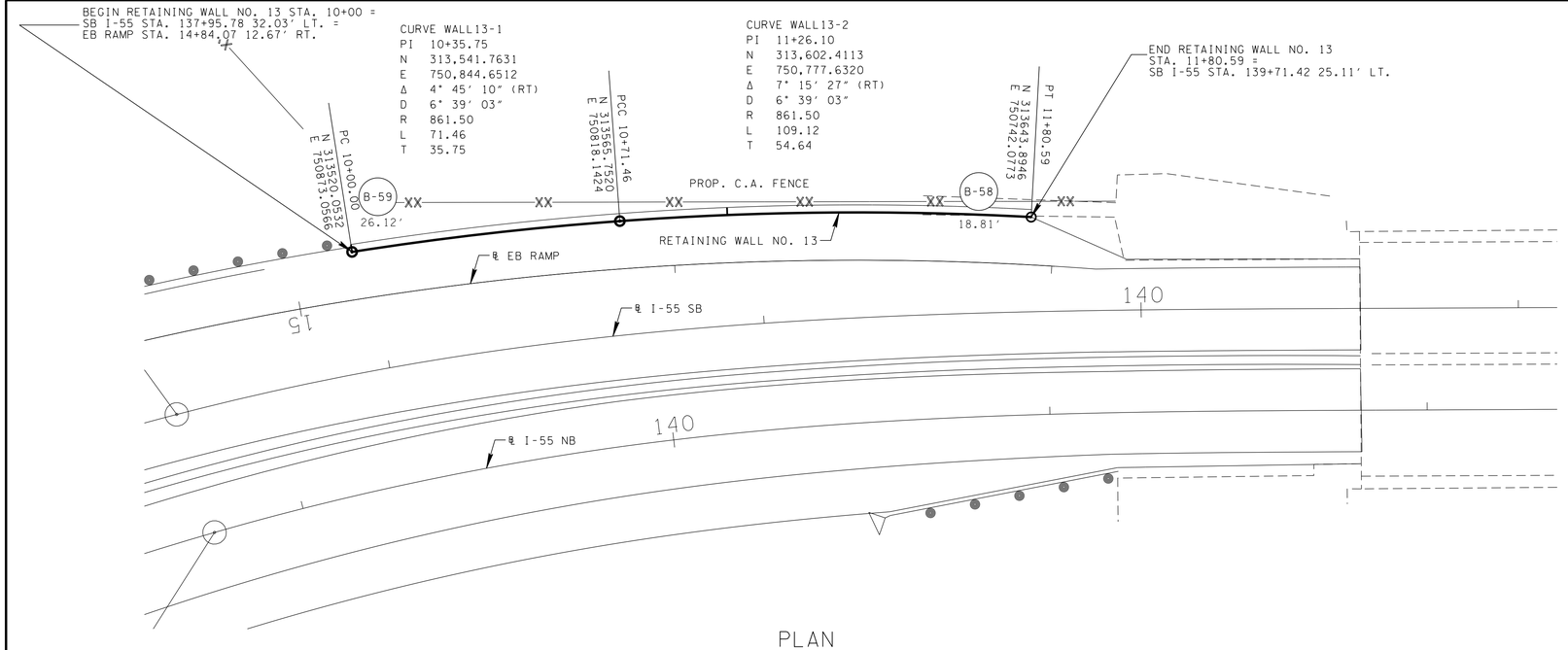
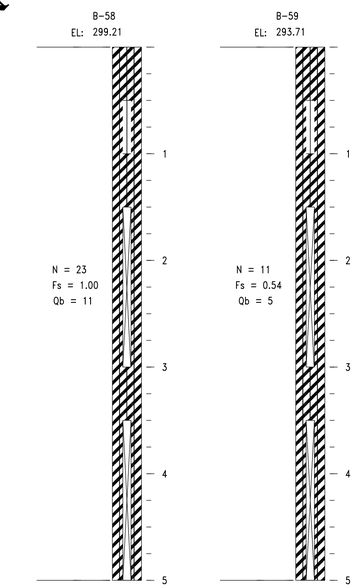
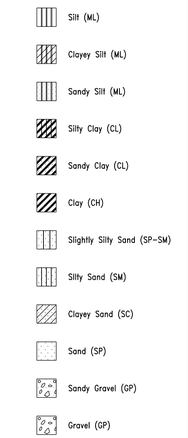
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	55

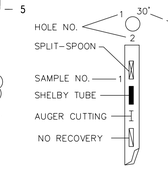


PLAN

SCALE: 1" = 20'







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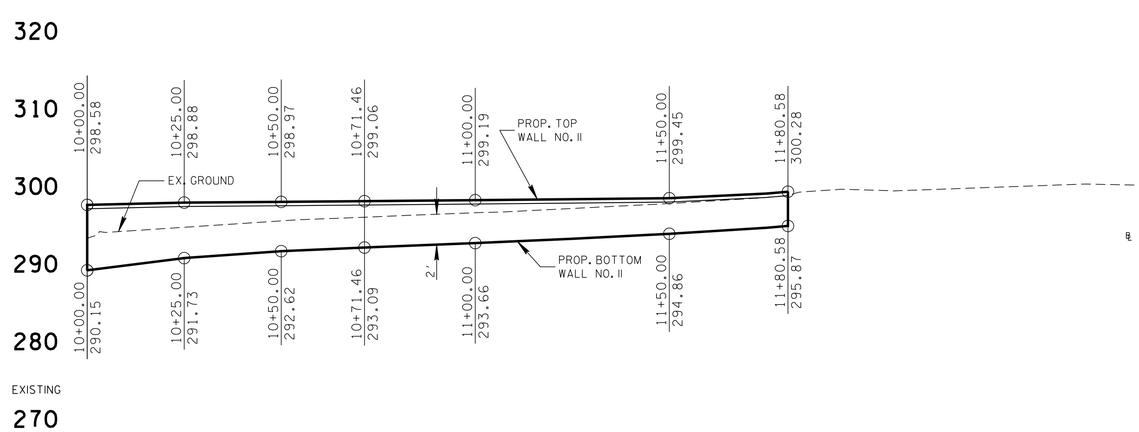
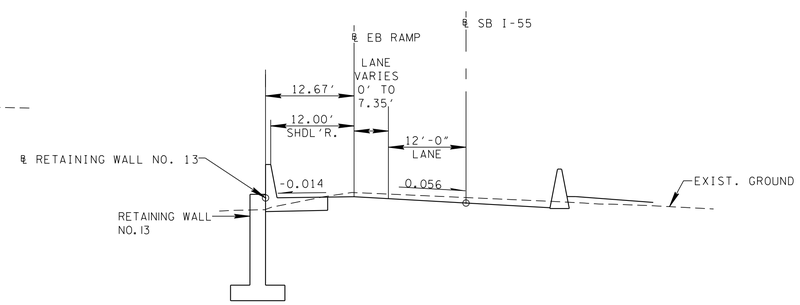


ELEVATION (FACING FRONT OF WALL)

SCALE: 1" = 20' Hz. / 1" = 10' Vt.



TYPICAL FILL SECTION - WALL NO.13

(LOOKING AHEAD STATION)
N.T.S.

ESTIMATED QUANTITIES - WALL NO.13			
ITEM NO.		UNITS	QUANTITY
604-07.13	RETAINING WALL NO.13 (STA. 10+00 - 12+70.08)	S. F.	1051

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2'-0" BELOW THE BOTTOM GROUND LINE.

NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUIT, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.

2. ALL WALLS SHALL BE DESIGNED FOR SEISMIC FORCES. SEISMIC DESIGNED PARAMETERS WERE DETERMINED AT TWO SPECIFIC SITE LOCATIONS BASED ON 2010 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION PROCEDURES. CONSIDERING 7% PROBABILITY OF EXCEEDANCE IN 75 YEARS: SITE 1 (N 35.1246°, W 90.0704°) SITE CLASS "D", A_S = 0.366g, S_{DS}= 0.654g, S_{D1}= 0.552g; AND SITE 2 (N 35.1199°, W 90.0693°) SITE CLASS "D", A_S = 0.387g, S_{DS}= 0.833g, S_{D1}= 0393g.

3. CONTRACTOR TO COORDINATE UNDERDRAINS AND PROPOSED DRAINAGE WITH THE DESIGN OF THE RETAINING WALL TO ENSURE PROPER DRAINAGE AND PROVIDE WALL PENETRATIONS WHERE NECESSARY. THE OUTLETS OF DRAINAGE AND SUBDRAIN LATERALS SHOULD EXIT AT GROUND LEVEL. THE DESIGN OF WALL PENETRATIONS SHOULD BE DETAILED AND INCLUDED IN THE RETAINING WALL DESIGN PLANS.

CONST. FIELD REVIEW

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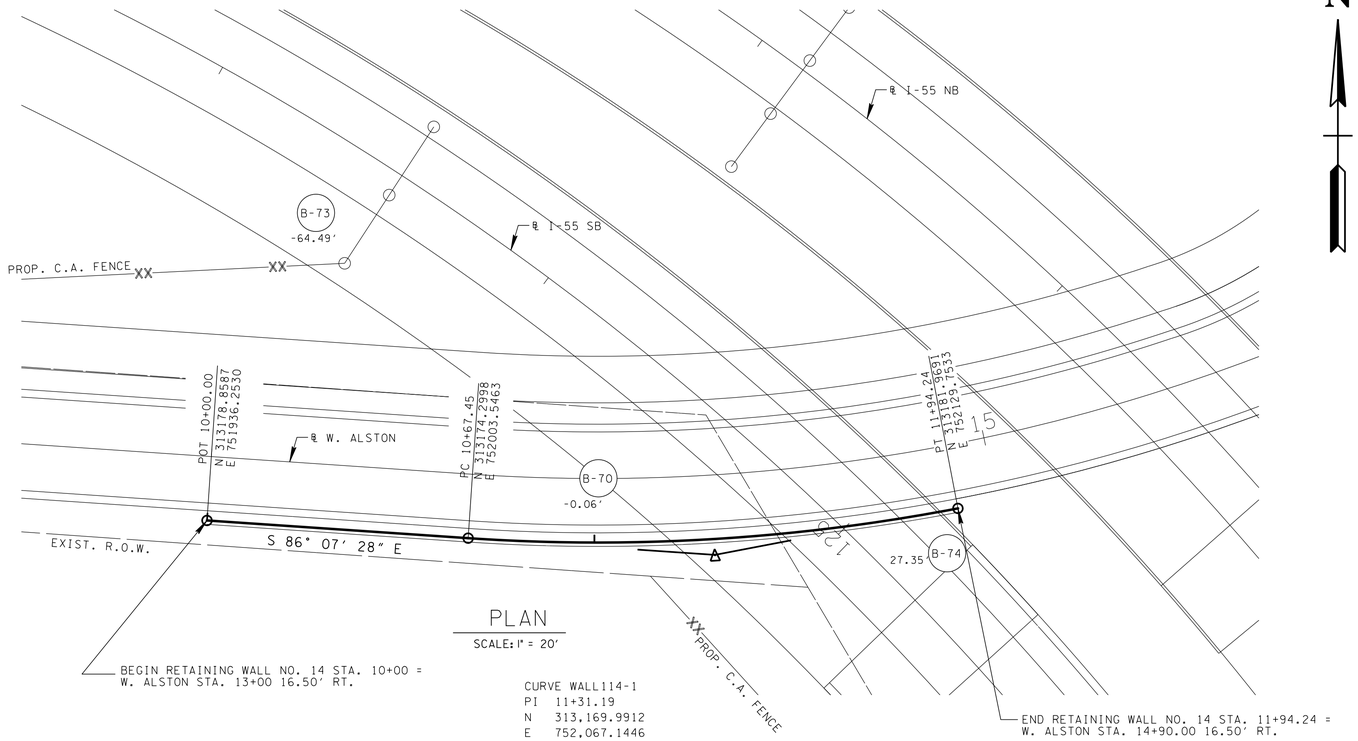
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RETAINING WALL NO. 13 CONCEPTUAL DRAWING

4/23/2015 8:15:42 AM
R:\Roadway\CONST Plans\PLANS\Retaining Walls\RetWallNo.13.sht

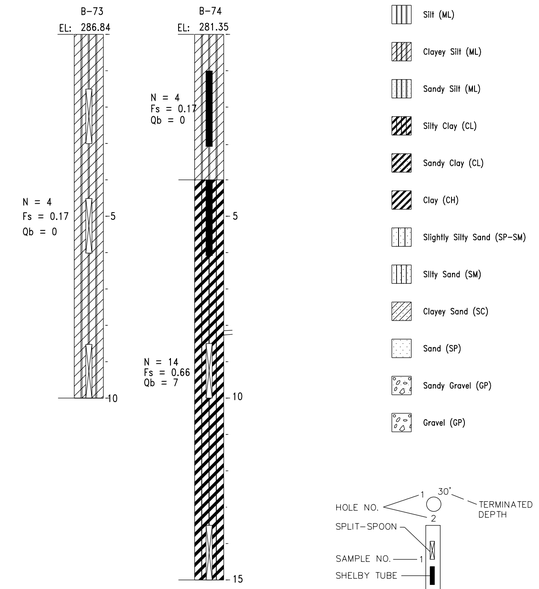
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	56



PLAN

SCALE: 1" = 20'

CURVE WALL114-1
PI 11+31.19
N 313,169.9912
E 752,067.1446
Δ 14° 42' 23" (LT)
D 11° 35' 57"
R 493.96
L 126.79
T 63.74

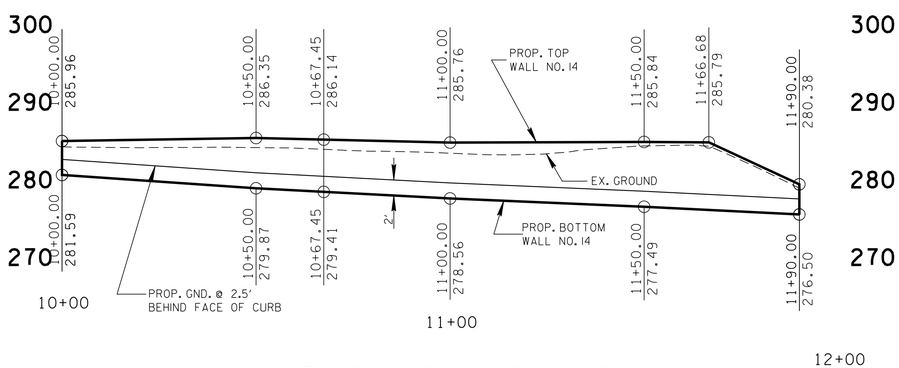


ABBREVIATIONS

* = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

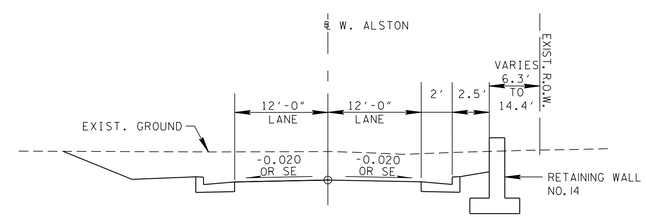
NOTE 1: THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.

NOTE 2: THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.



ELEVATION (FACING BACK OF WALL)

SCALE: 1" = 20' Hz. / 1" = 10' Vt.



TYPICAL SECTION - WALL NO. 14

(LOOKING AHEAD STATION)
N.T.S.

ESTIMATED QUANTITIES - WALL NO. 13			
ITEM NO.		UNITS	QUANTITY
604-07.14	RETAINING WALL NO.14 (STA. 10+00 - 11+94.24)	S. F.	1291

NOTE. THE AREA OF WALL FOR PAYMENT SHALL BE MEASURED FROM THE TOP OF THE WALL TO 2'-0" BELOW THE BOTTOM GROUND LINE.

CONST. FIELD REVIEW

NOTES:

1. SEE ROADWAY, STRUCTURAL, ITS AND LIGHTING PLANS FOR LOCATIONS AND TYPES OF DRAINAGE STRUCTURES, MASTS, CONDUIT, SIGNAGE, UTILITIES, AND OTHER ASSOCIATED ITEMS. THE CONTRACTOR IS TO CONSIDER THEIR IMPLICATION AND IMPACT UPON HIS CHOICE OF RETAINING WALL.

2. ALL WALLS SHALL BE DESIGNED FOR SEISMIC FORCES. SEISMIC DESIGNED PARAMETERS WERE DETERMINED AT TWO SPECIFIC SITE LOCATIONS BASED ON 2010 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, FIFTH EDITION PROCEDURES. CONSIDERING 7% PROBABILITY OF EXCEEDANCE IN 75 YEARS: SITE 1 (N 35.1246°, W 90.0704°) SITE CLASS "D", A_S = 0.366g, S_{DS}= 0.654g, S_{D1}= 0.552g; AND SITE 2 (N 35.1199°, W 90.0693°) SITE CLASS "D", A_S = 0.387g, S_{DS}= 0.833g, S_{D1}= 0393g.

3. CONTRACTOR TO COORDINATE UNDERDRAINS AND PROPOSED DRAINAGE WITH THE DESIGN OF THE RETAINING WALL TO ENSURE PROPER DRAINAGE AND PROVIDE WALL PENETRATIONS WHERE NECESSARY. THE OUTLETS OF DRAINAGE AND SUBDRAIN LATERALS SHOULD EXIT AT GROUND LEVEL. THE DESIGN OF WALL PENETRATIONS SHOULD BE DETAILED AND INCLUDED IN THE RETAINING WALL DESIGN PLANS.

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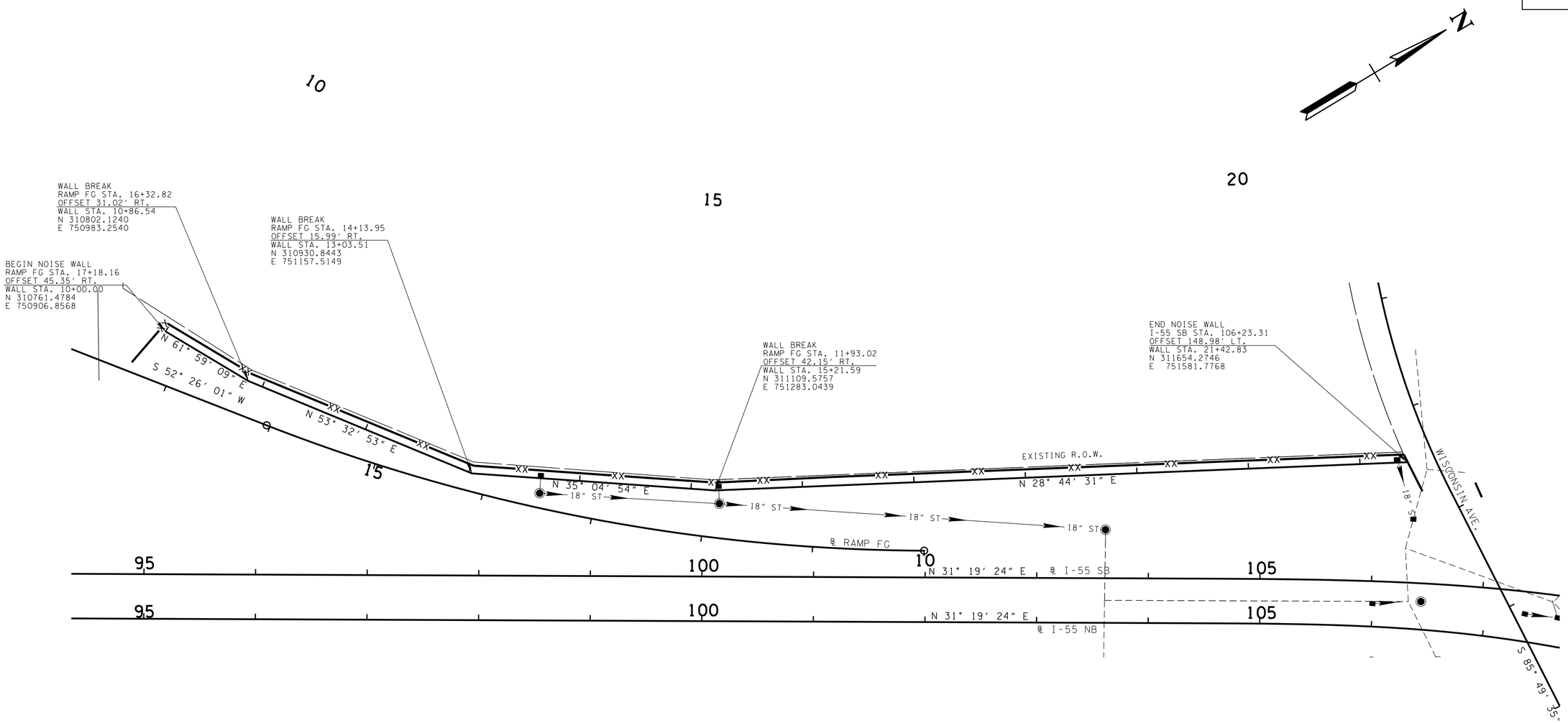
RETAINING WALL NO. 14 CONCEPTUAL DRAWING

4/23/2015 8:17:56 AM
R:\Roadway\CONST Plans\PLANS\Retaining Walls\RetWallNo.14.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	60



SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

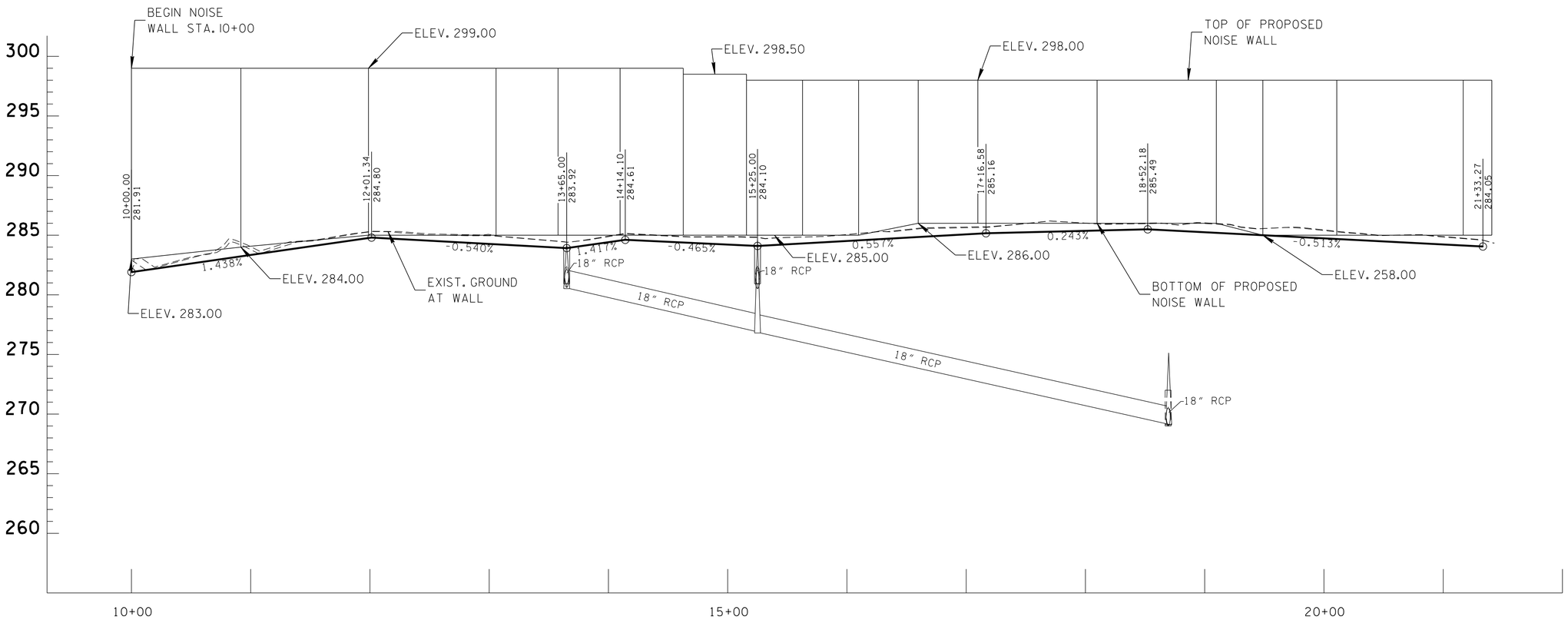
PROPOSED LAYOUT

NOISE WALL 1

SCALE: 1"=50'

4/23/2015 8:23:15 AM
R:\Roadway\CONST Plans\PLANS\Noise Walls\Noise 1.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	61



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF NOISE WALL NO. 1

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 8:23:54 AM
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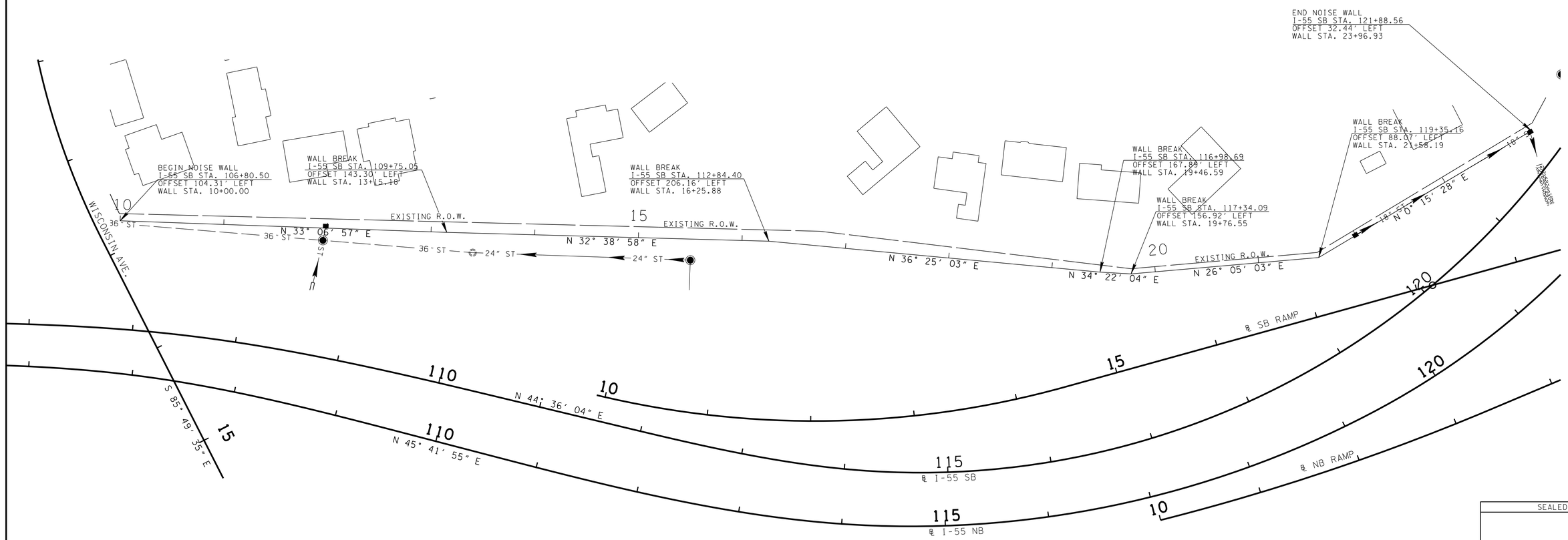
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	62



CONSTRUCTABILITY
FIELD
REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

NOISE WALL 2

SCALE: 1"=50'

4/23/2015 8:24:42 AM
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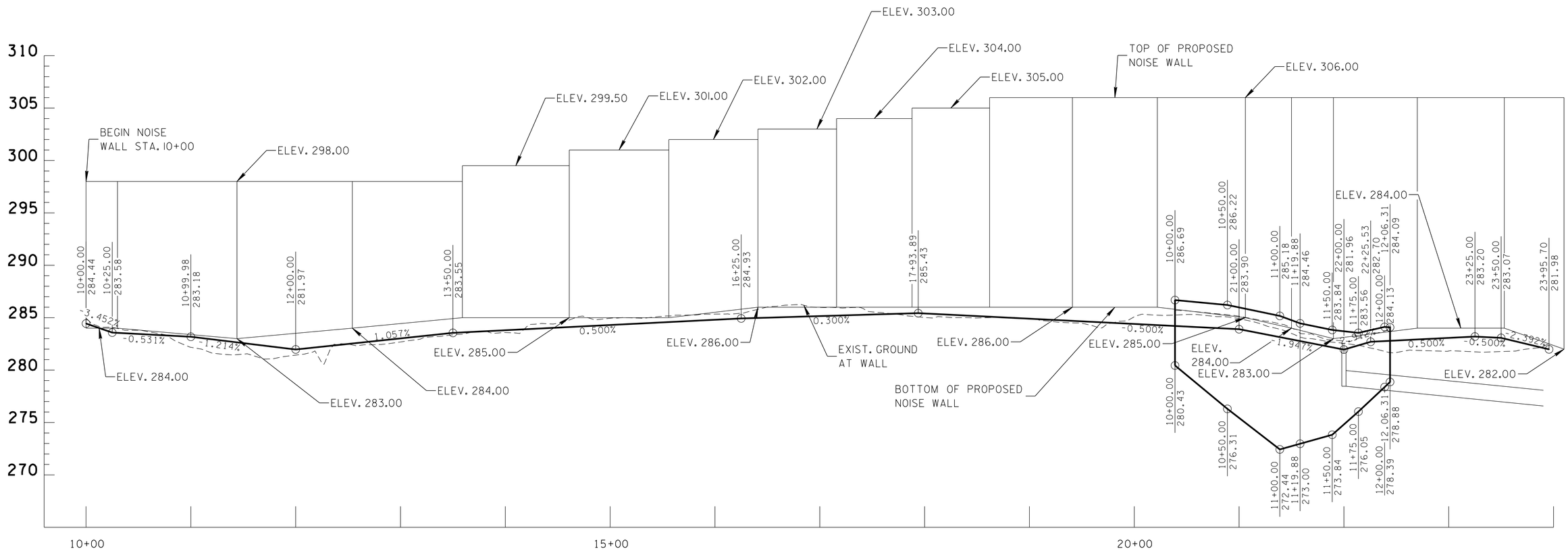
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	63



SEALED BY

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF NOISE WALL NO. 2

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 8:26:35 AM
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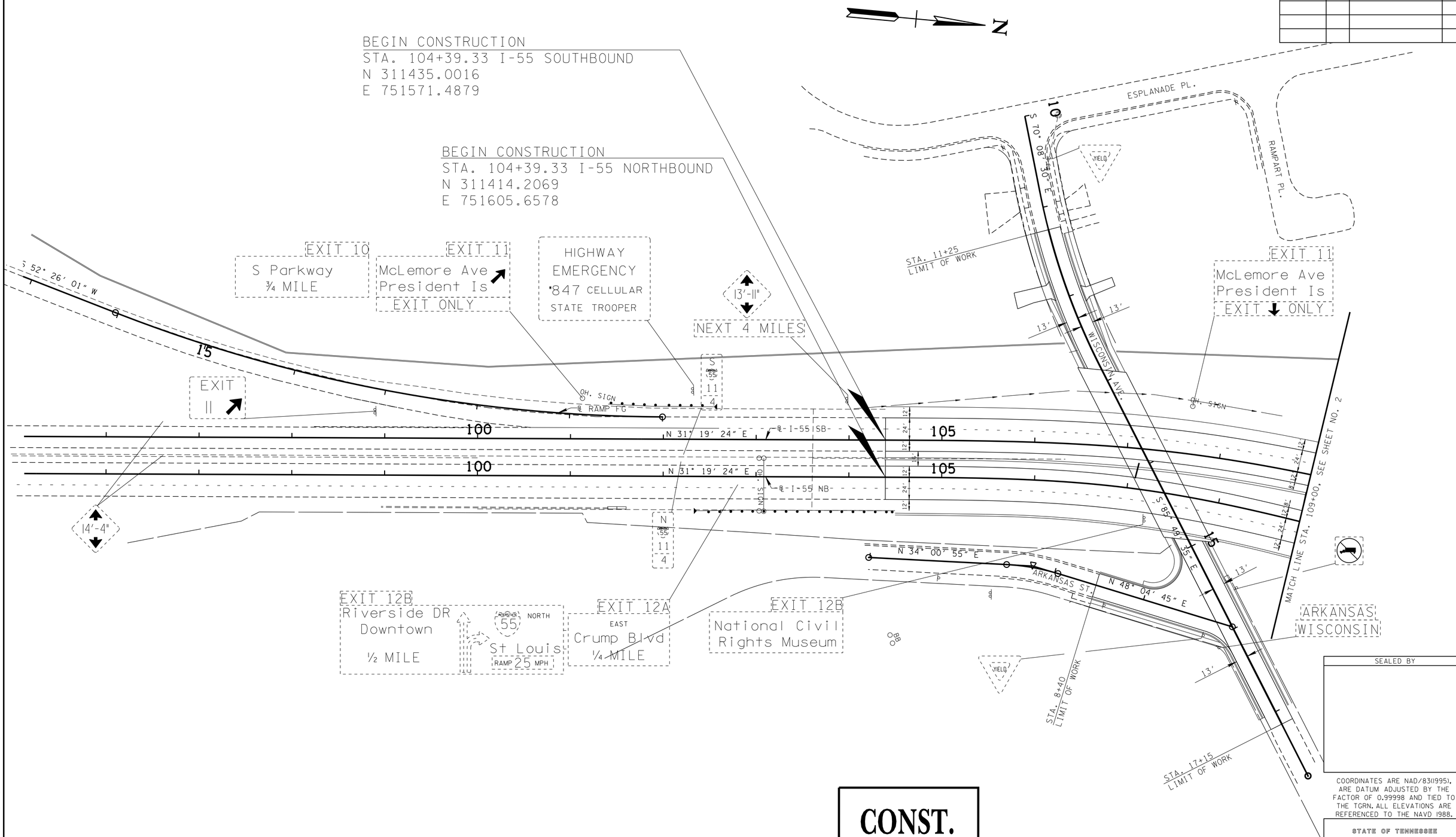
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	64



CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

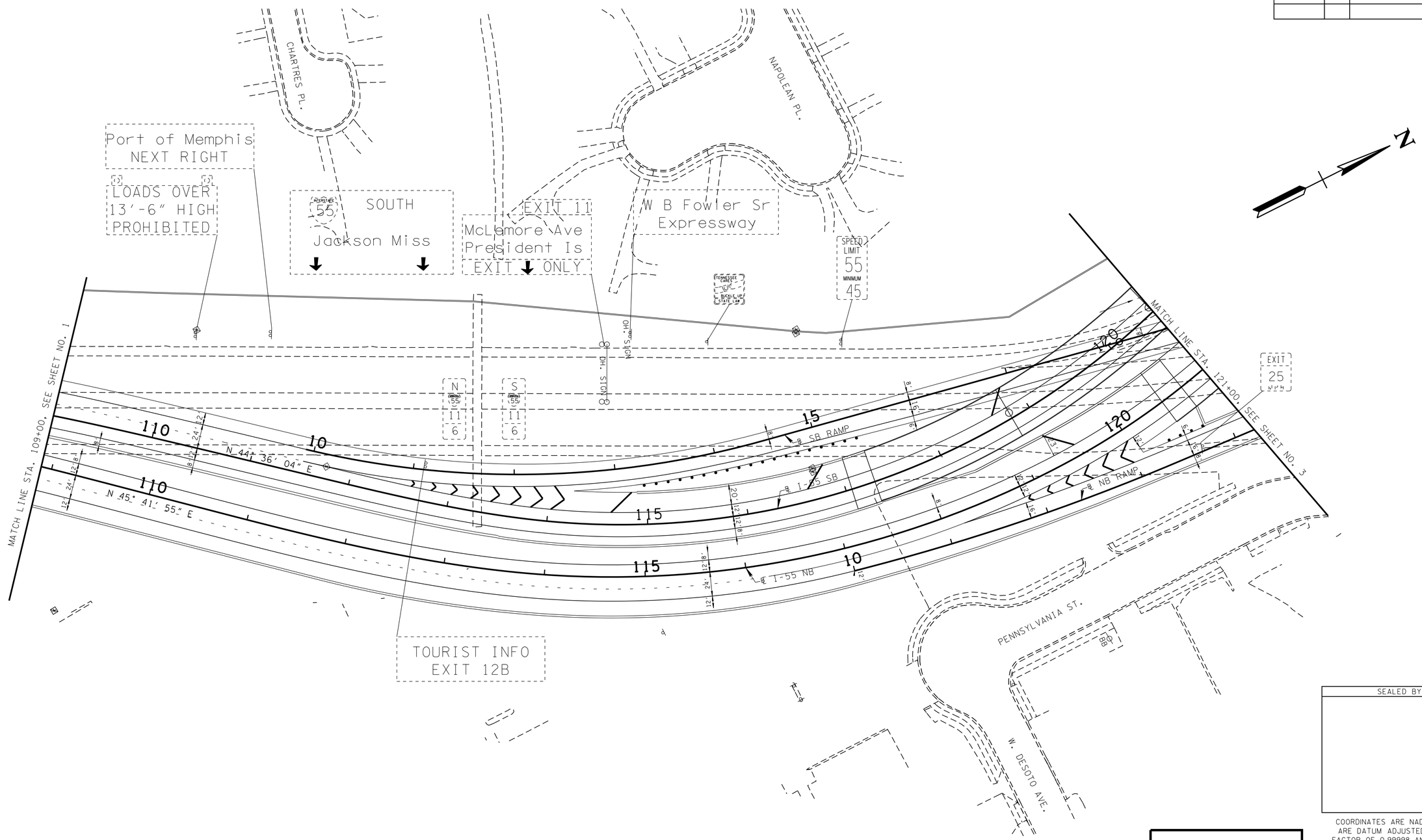
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING EXISTING

I-55
STA.100+00 TO STA.109+00
SCALE: 1:50'

4/22/2015 4:35:21 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\EXISTING\Sign_1.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	65



SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

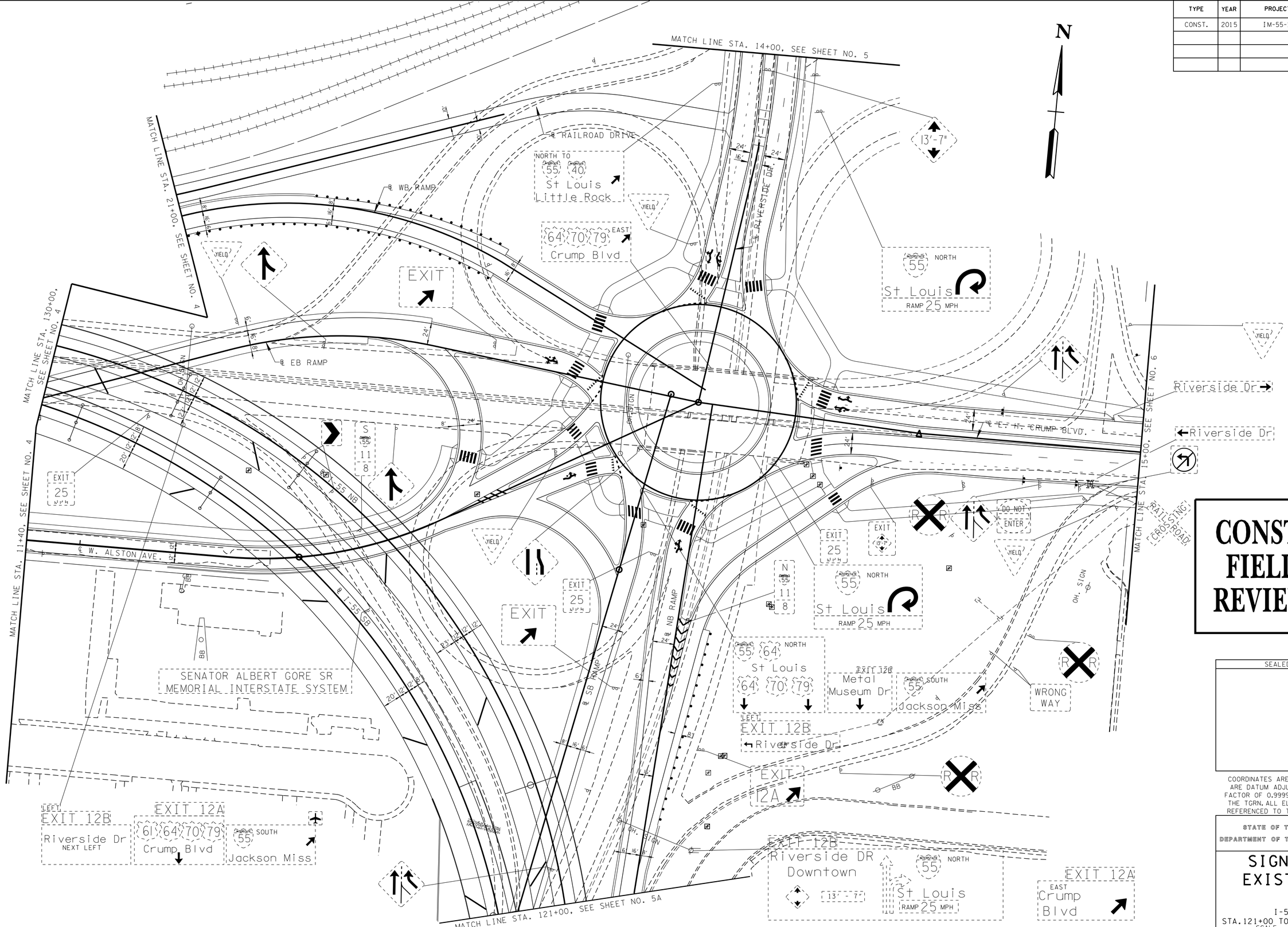
CONST. FIELD REVIEW

SIGNING EXISTING

I-55
STA. 109+00 TO STA. 121+00
SCALE: 1:50'

4/22/2015 1:36:04 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\EXISTING\Sign_2.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	66



CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING EXISTING

I-55
STA.121+00 TO STA.130+00
SCALE: 1:50'

4/22/2015 1:36:38 PM
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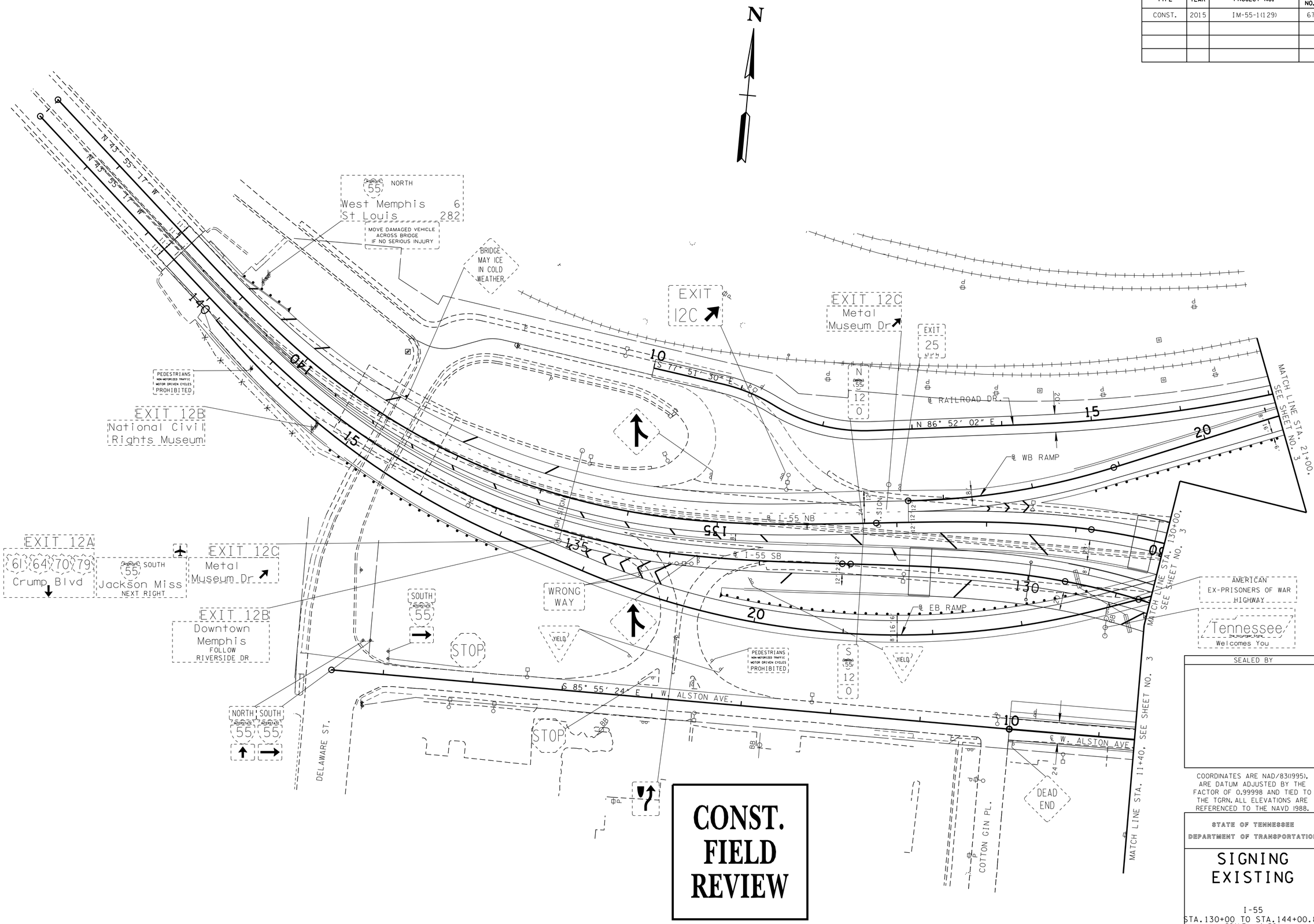
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	67



SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING EXISTING

I-55
STA.130+00 TO STA.144+00.83
SCALE: 1:50'

4/22/2015 1:37:08 PM
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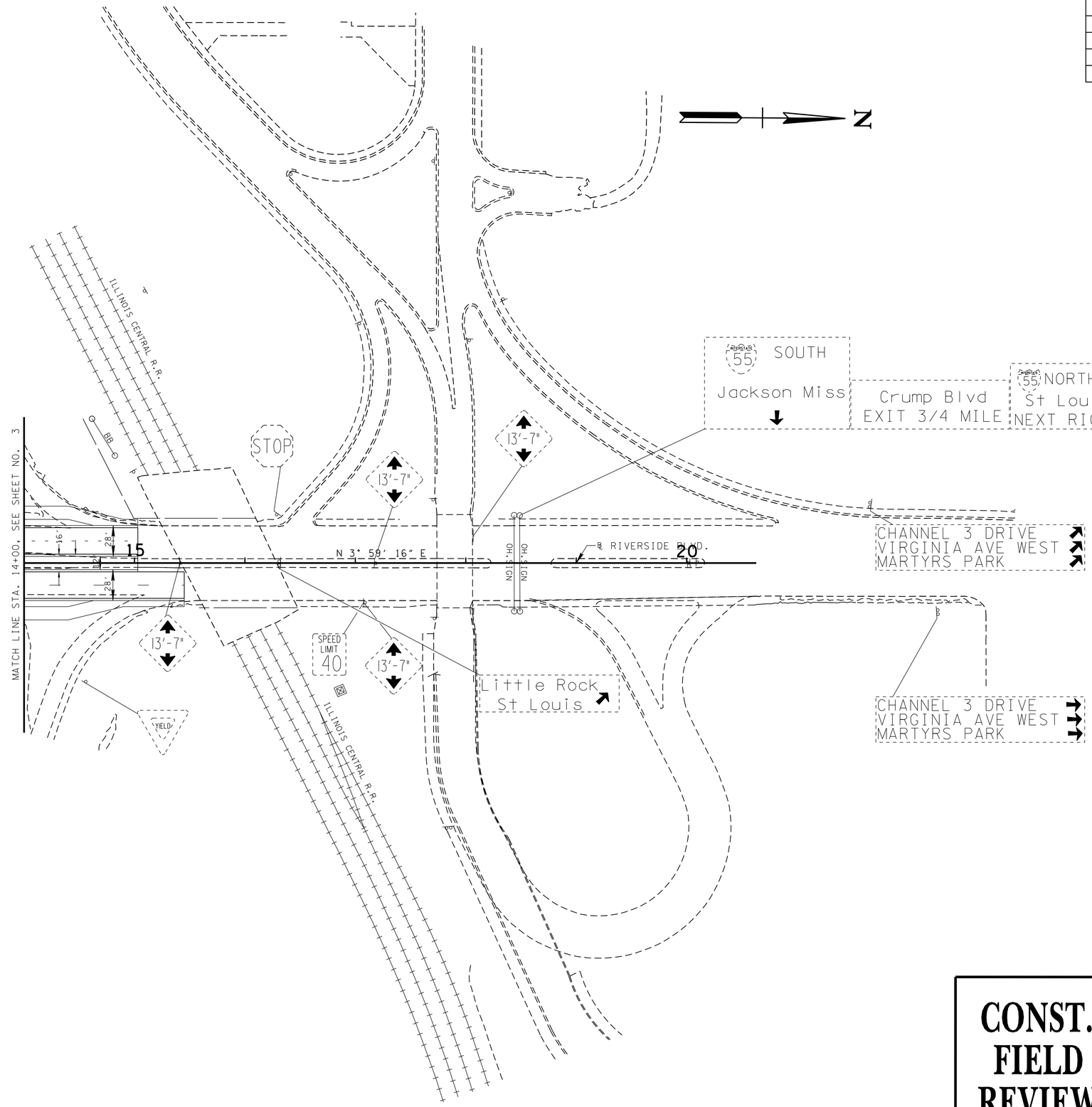
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	68



SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING EXISTING

RIVERSIDE BLVD.
STA.13+00 TO STA.20+63.05
SCALE: 1:50

4/22/2015 1:50:26 PM
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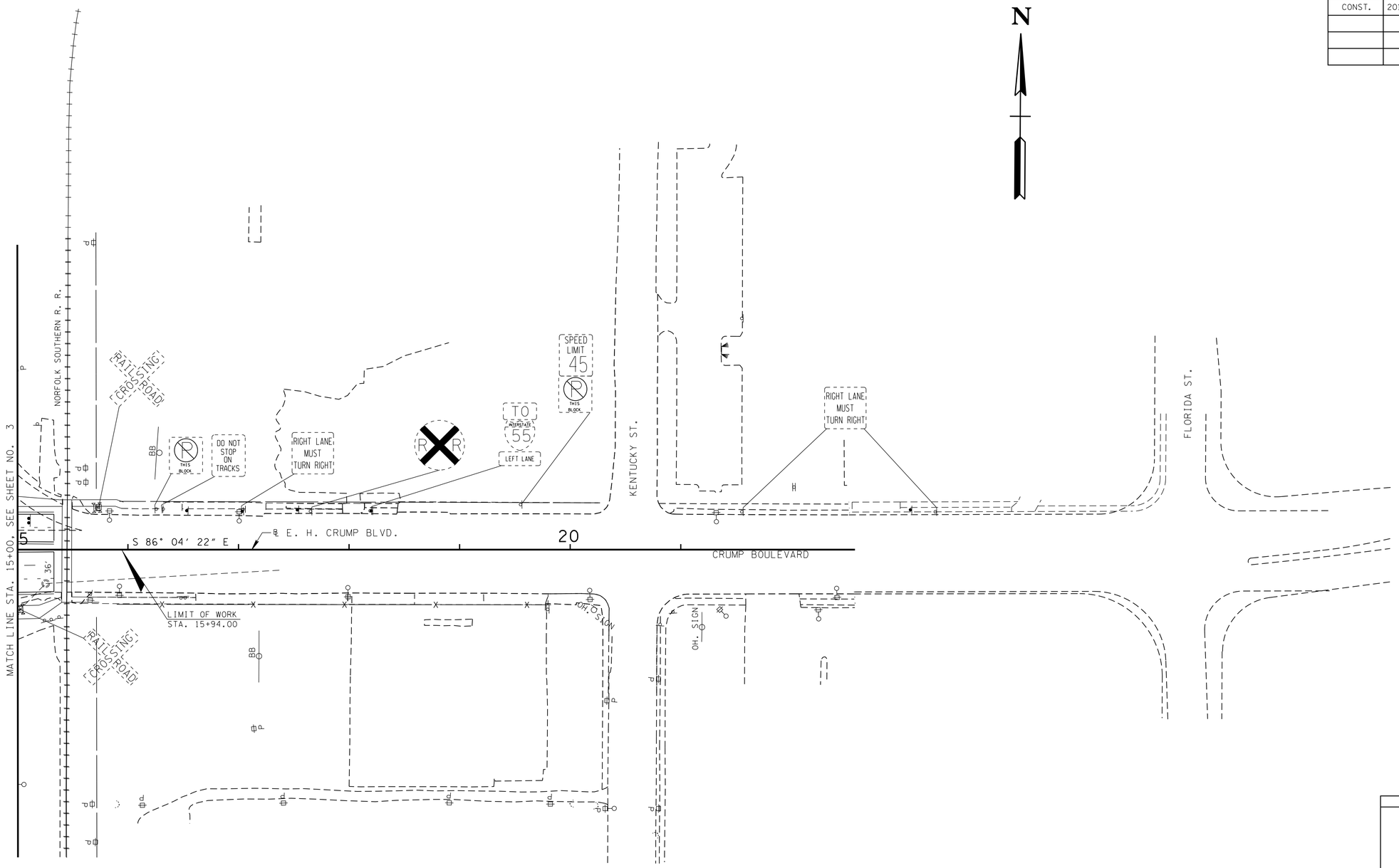
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	69



SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

CONST. FIELD REVIEW

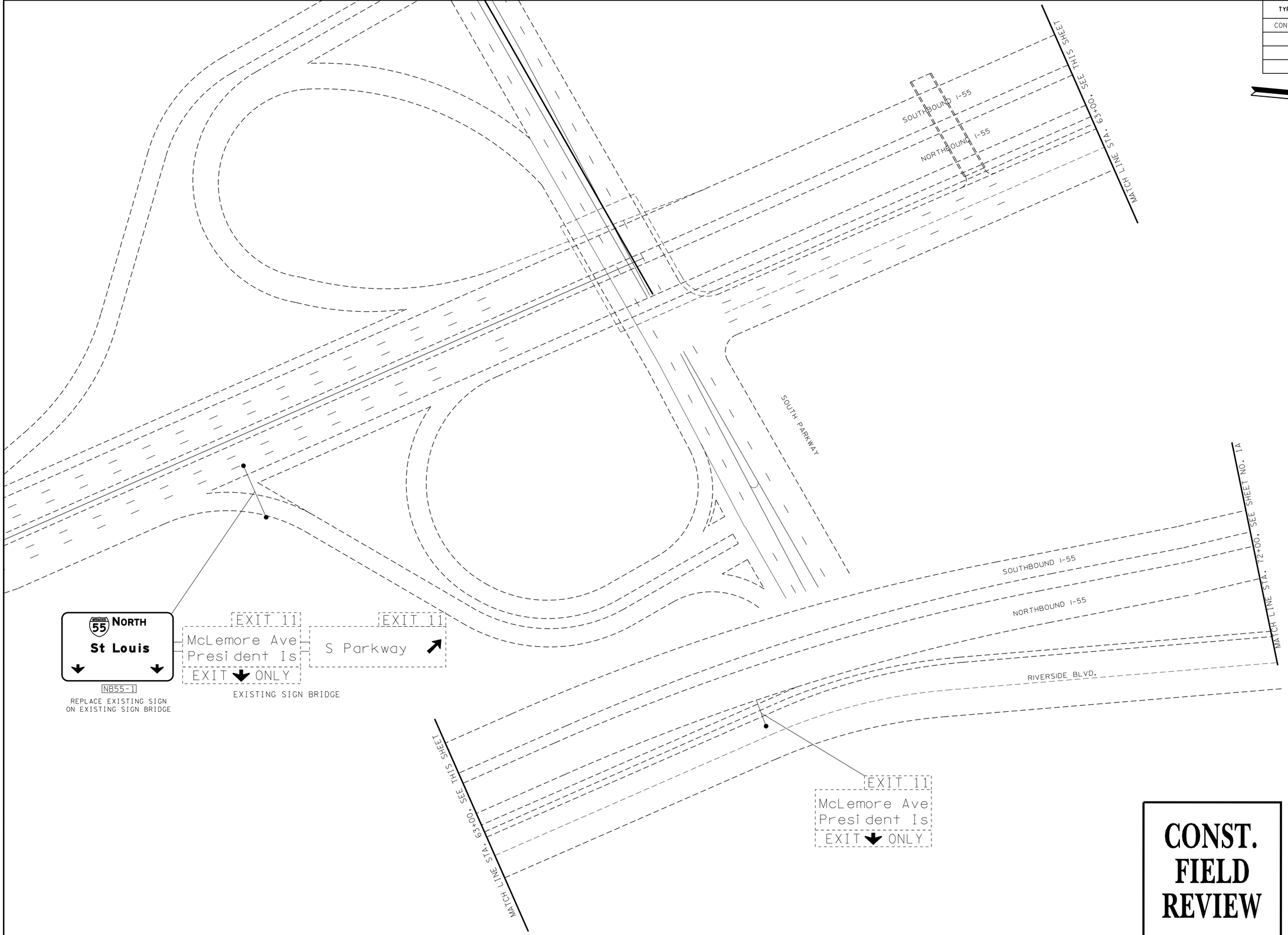
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING EXISTING

E.H. CRUMP BLVD.
STA.15+00 TO STA.15+33.09
SCALE: 1:50'

4/22/2015 1:54:02 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\EXISTING\Sign_6.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	70



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING

I-55
STA.51+00 TO STA.72+00

SCALE: 1"=50'

4/22/2015 1:52:05 PM
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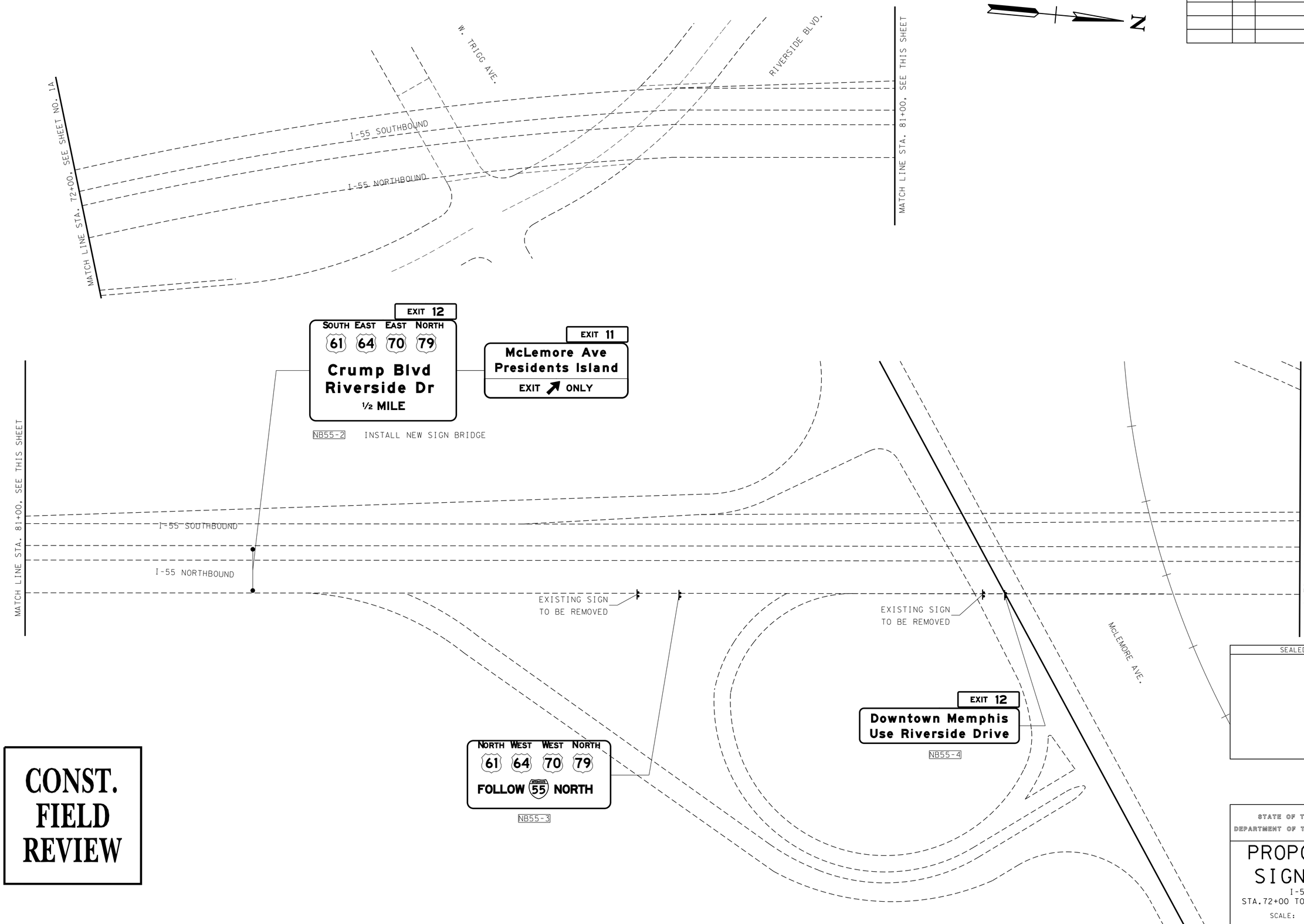
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	71



CONST.
FIELD
REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING

I-55
STA.72+00 TO STA.95+00

SCALE: 1"=50'

4/22/2015 1:53:22 PM
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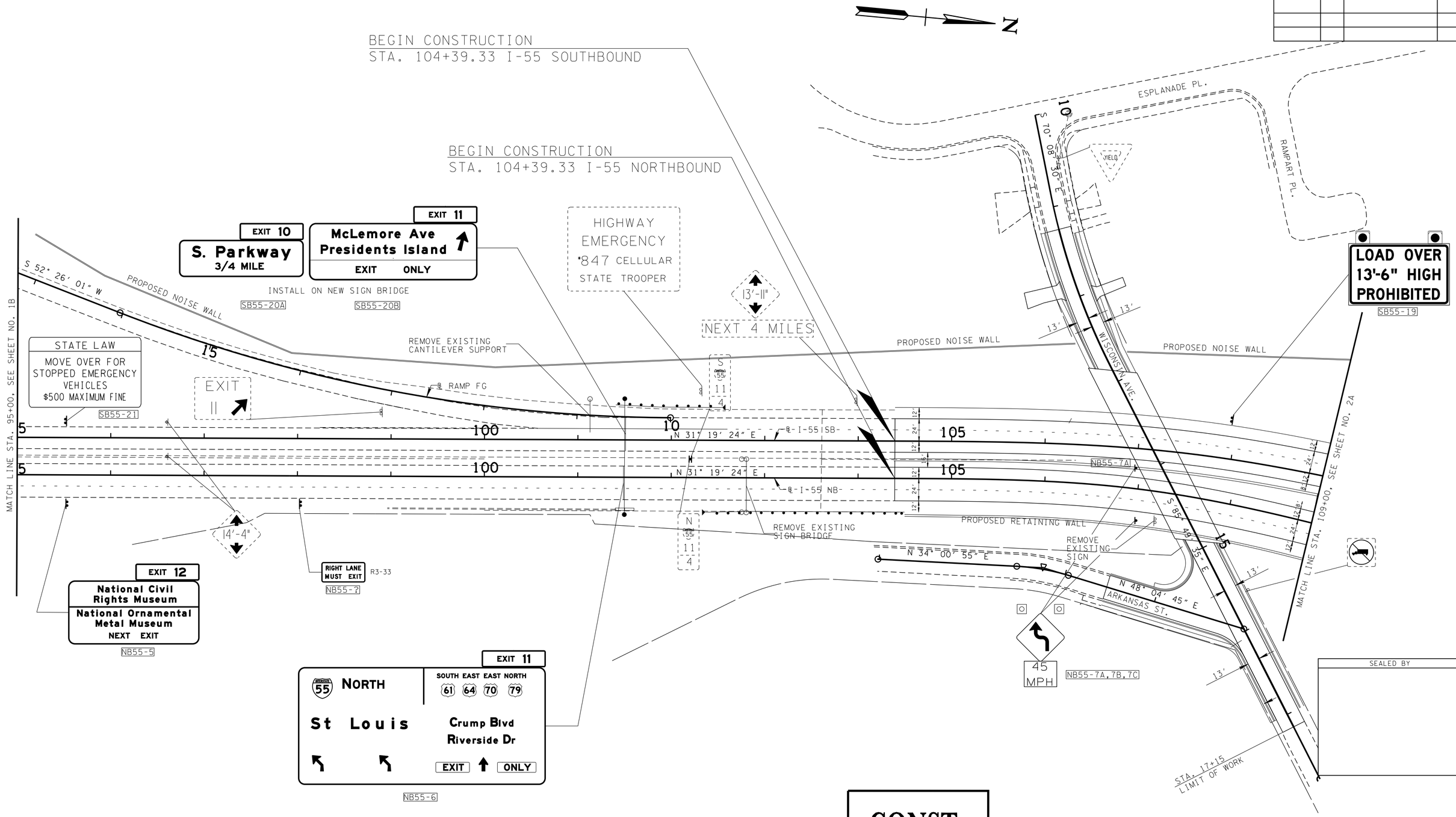
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	72



CONST.
FIELD
REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

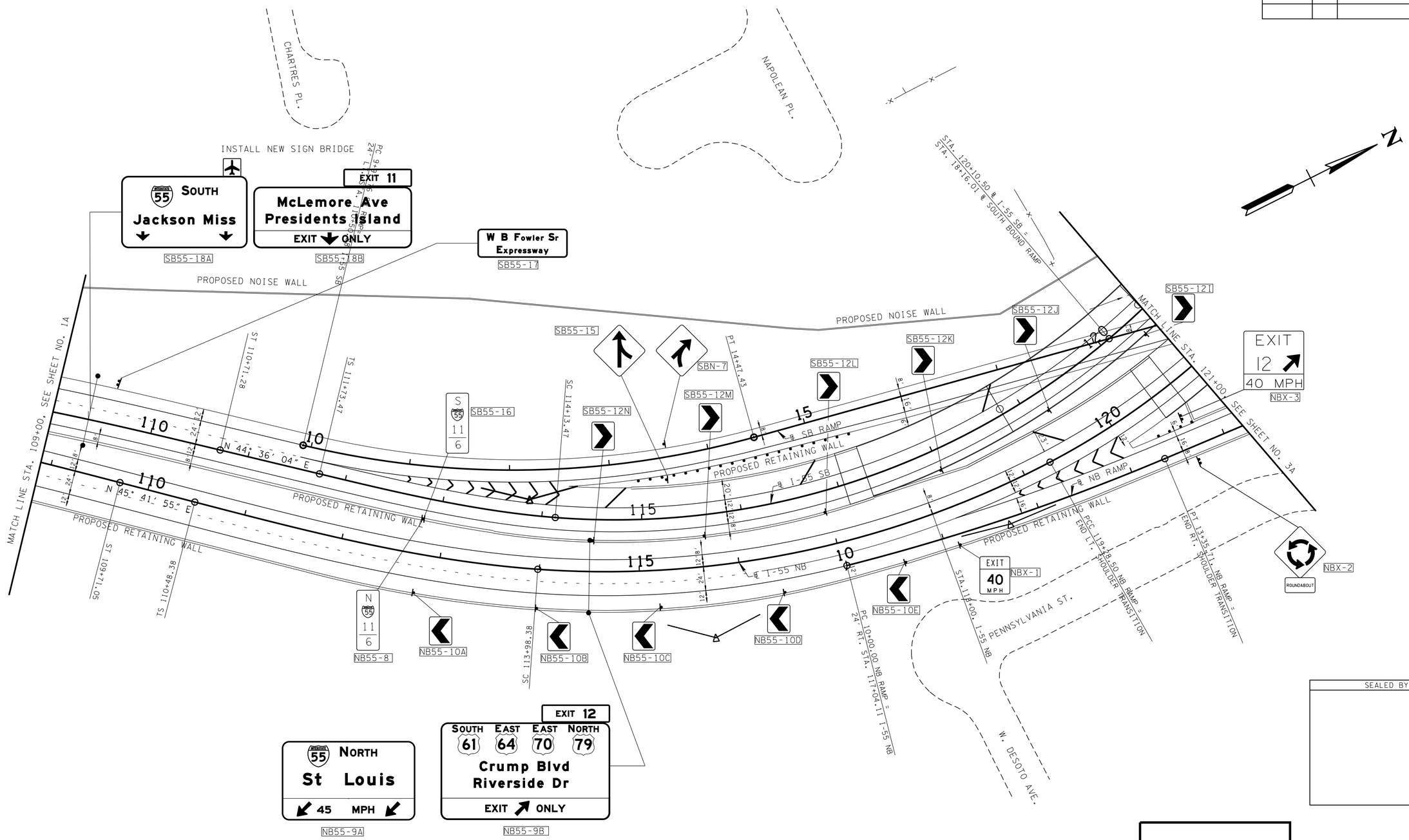
PROPOSED SIGNING

I-55
STA.95+00 TO STA.109+00

SCALE: 1"=50'

4/22/2015 1:54:04 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\PROPOSED\Sign_lc.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-55-1(129)	73



SEALED BY

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

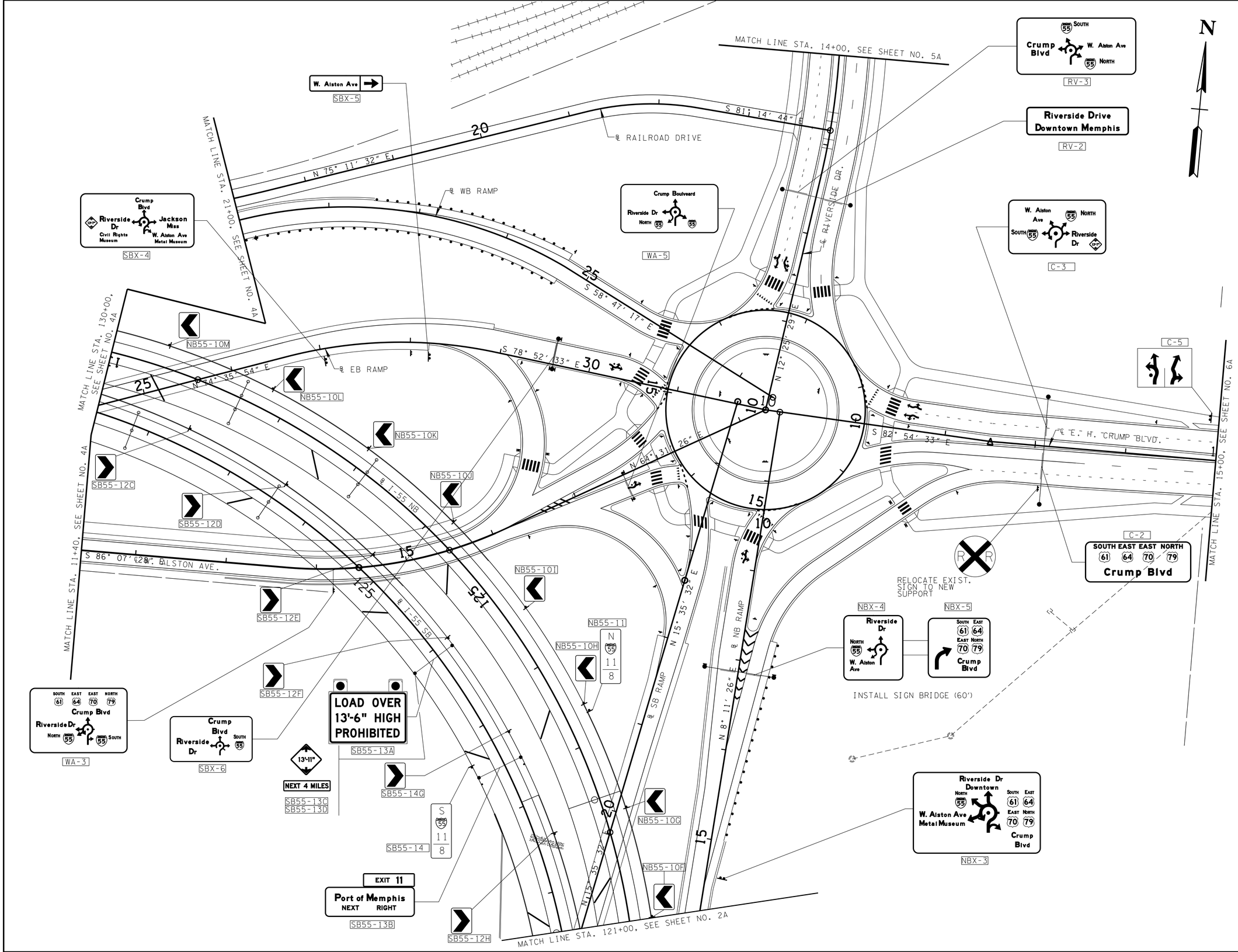
PROPOSED SIGNING

STA.109+00 TO STA.121+00

SCALE: 1"=50'

4/22/2015 1:54:49 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\PROPOSED\Sign_2a.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	74



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

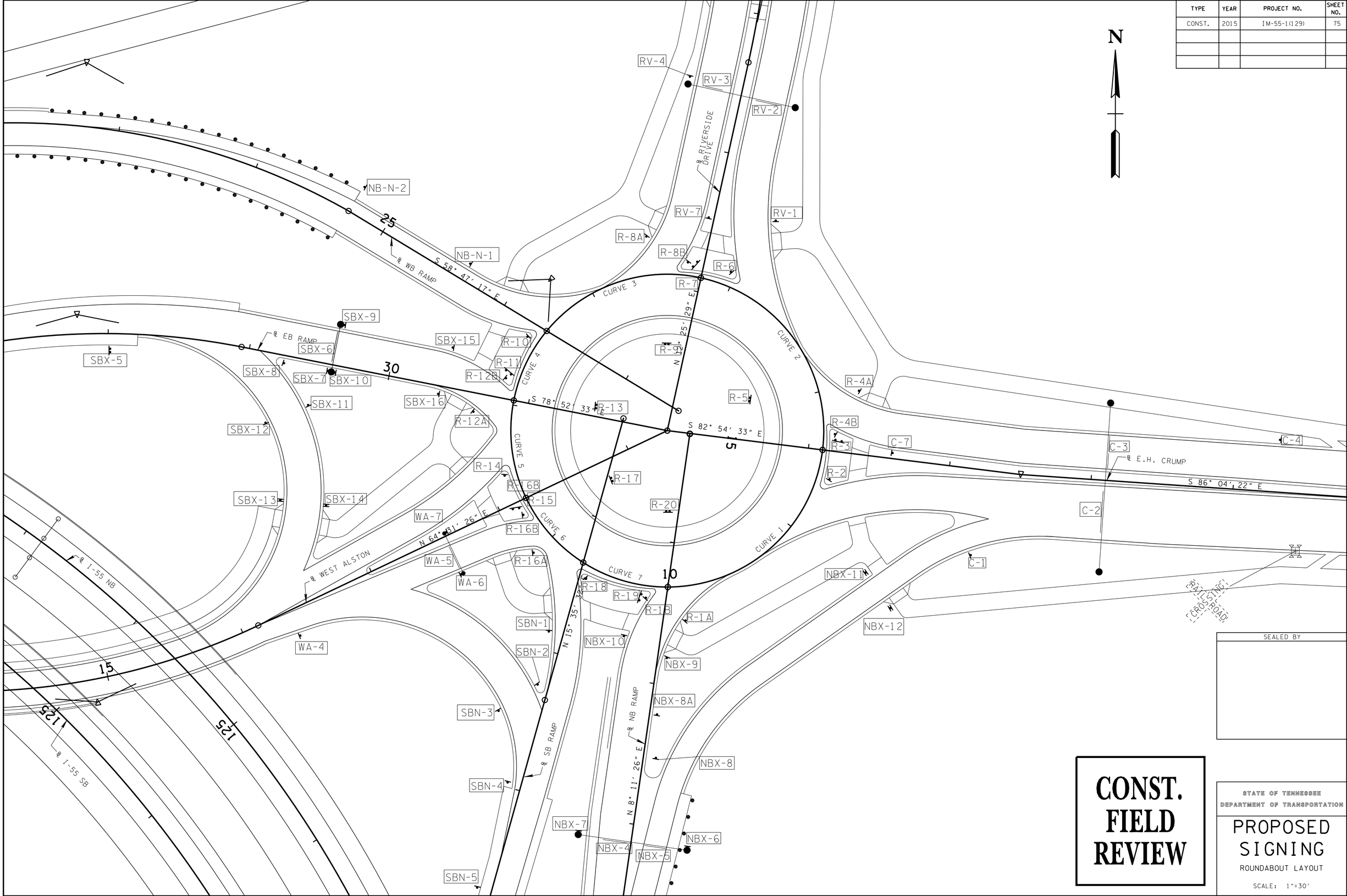
PROPOSED SIGNING

STA.121+00 TO STA.130+00

SCALE: 1"=50'

4/22/2015 1:55:38 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\PROPOSED\Sign_3a.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	75



SEALED BY

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

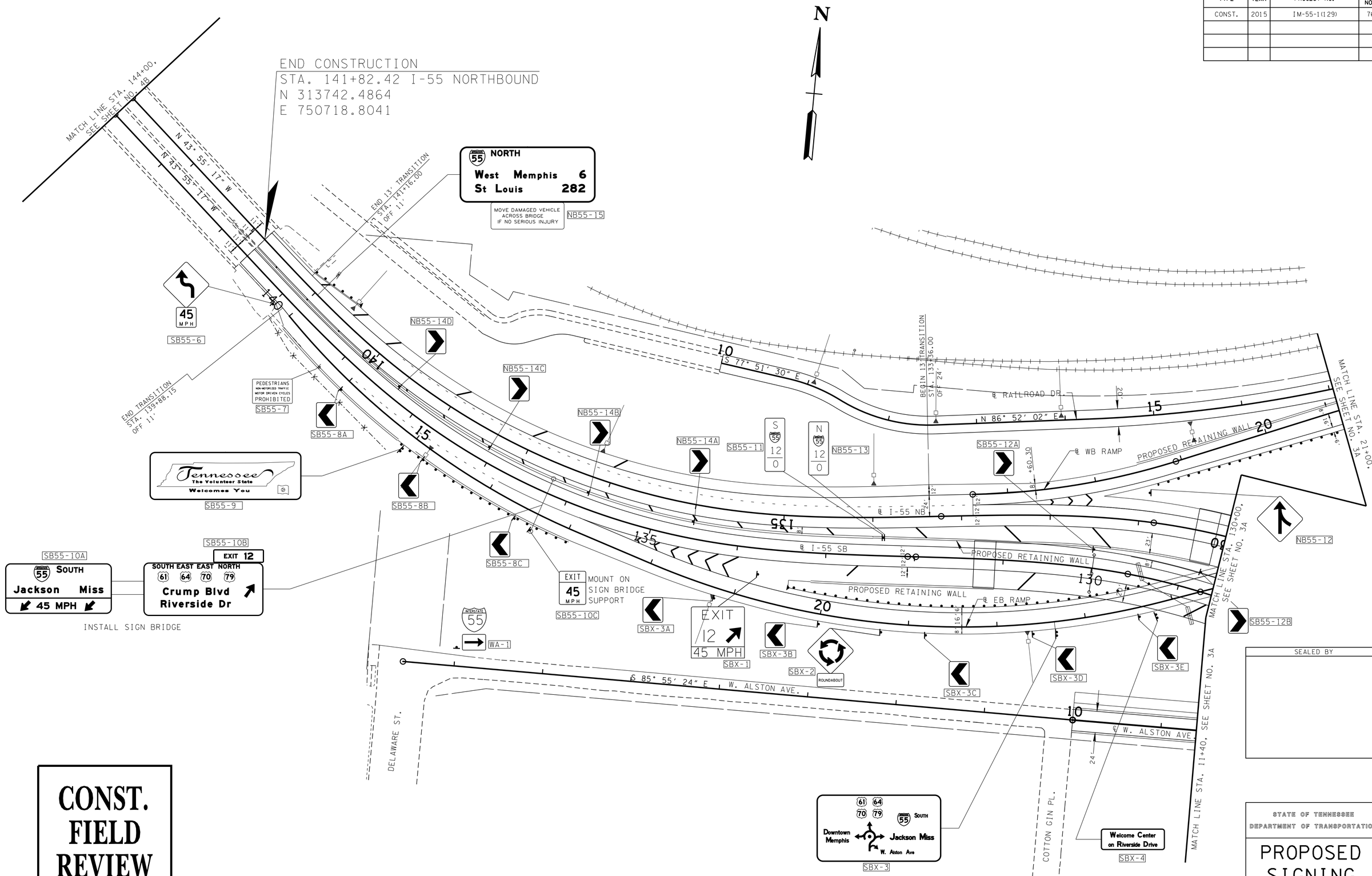
PROPOSED SIGNING

ROUNDABOUT LAYOUT

SCALE: 1"=30'

4/22/2015 1:58:11 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\PROPOSED\Sign_3b.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	76



SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

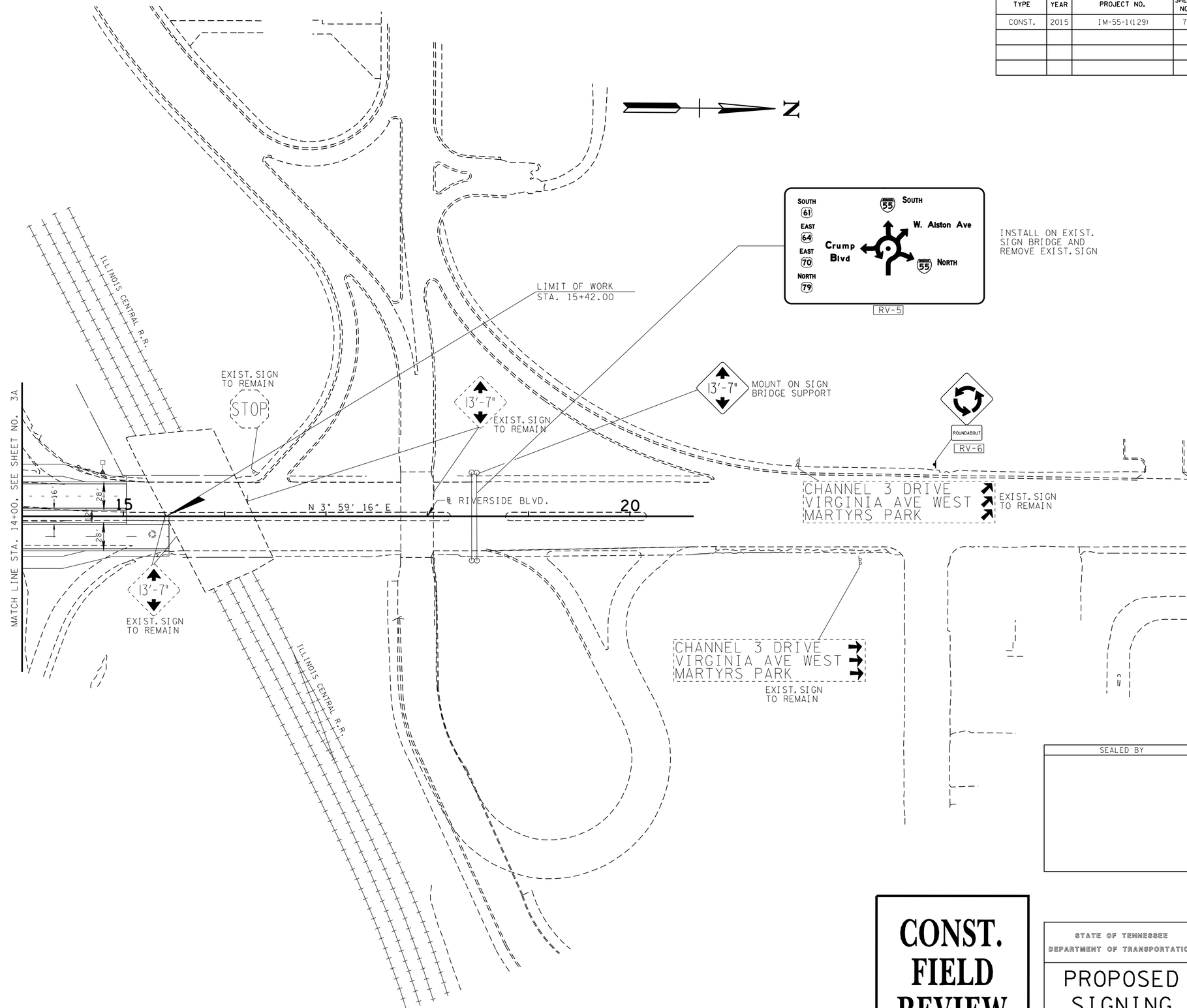
PROPOSED SIGNING

STA.130+00 TO STA.144+00

SCALE: 1"=50'

4/22/2015 1:58:56 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\PROPOSED\Sign_4a.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	77



SEALED BY

CONST. FIELD REVIEW

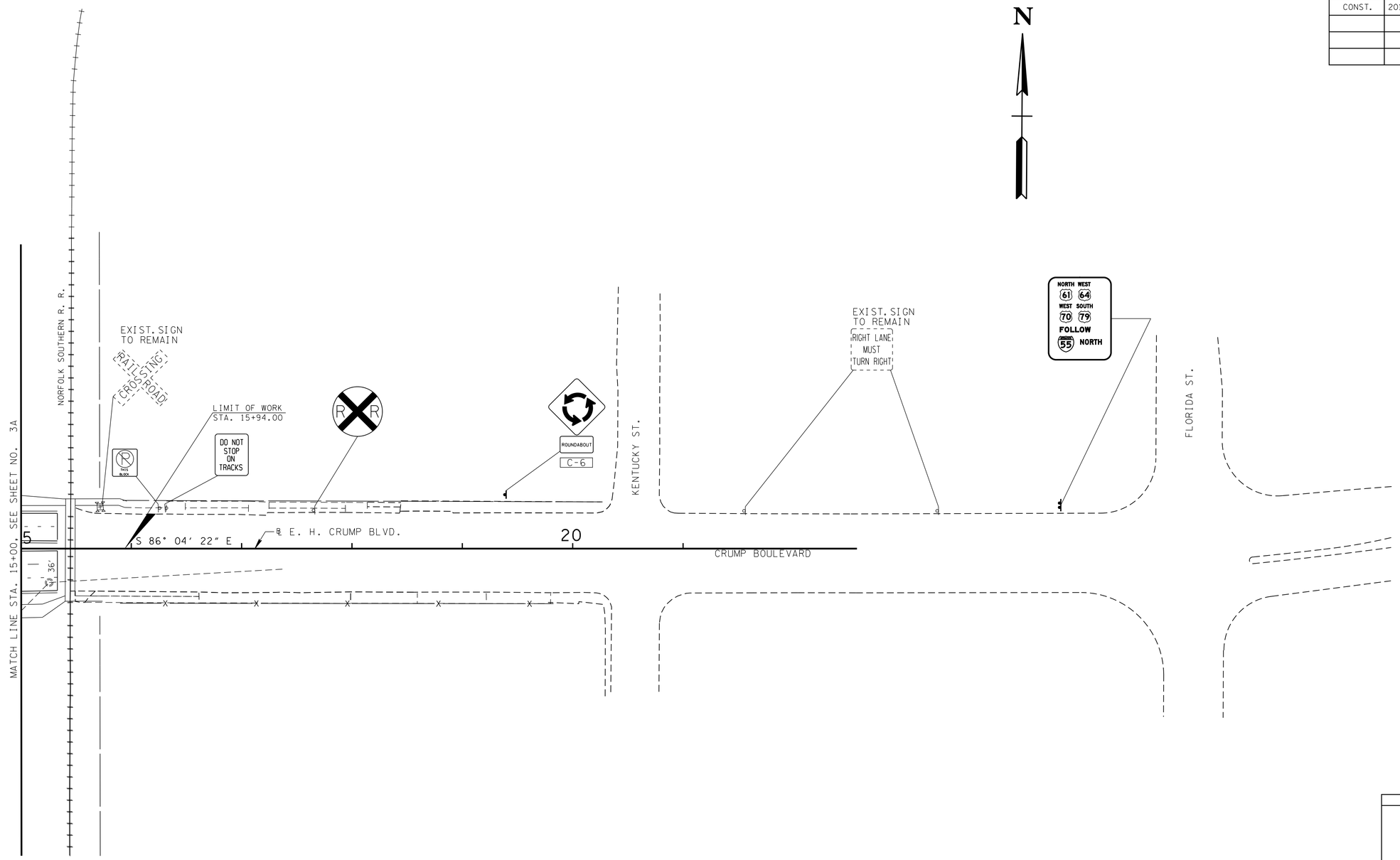
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING

RIVERSIDE BLVD.
STA.14+00 TO STA.20+63.05
SCALE: 1"=50'

4/22/2015 1:59:47 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\PROPOSED\Sign_5a.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	78



SEALED BY

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

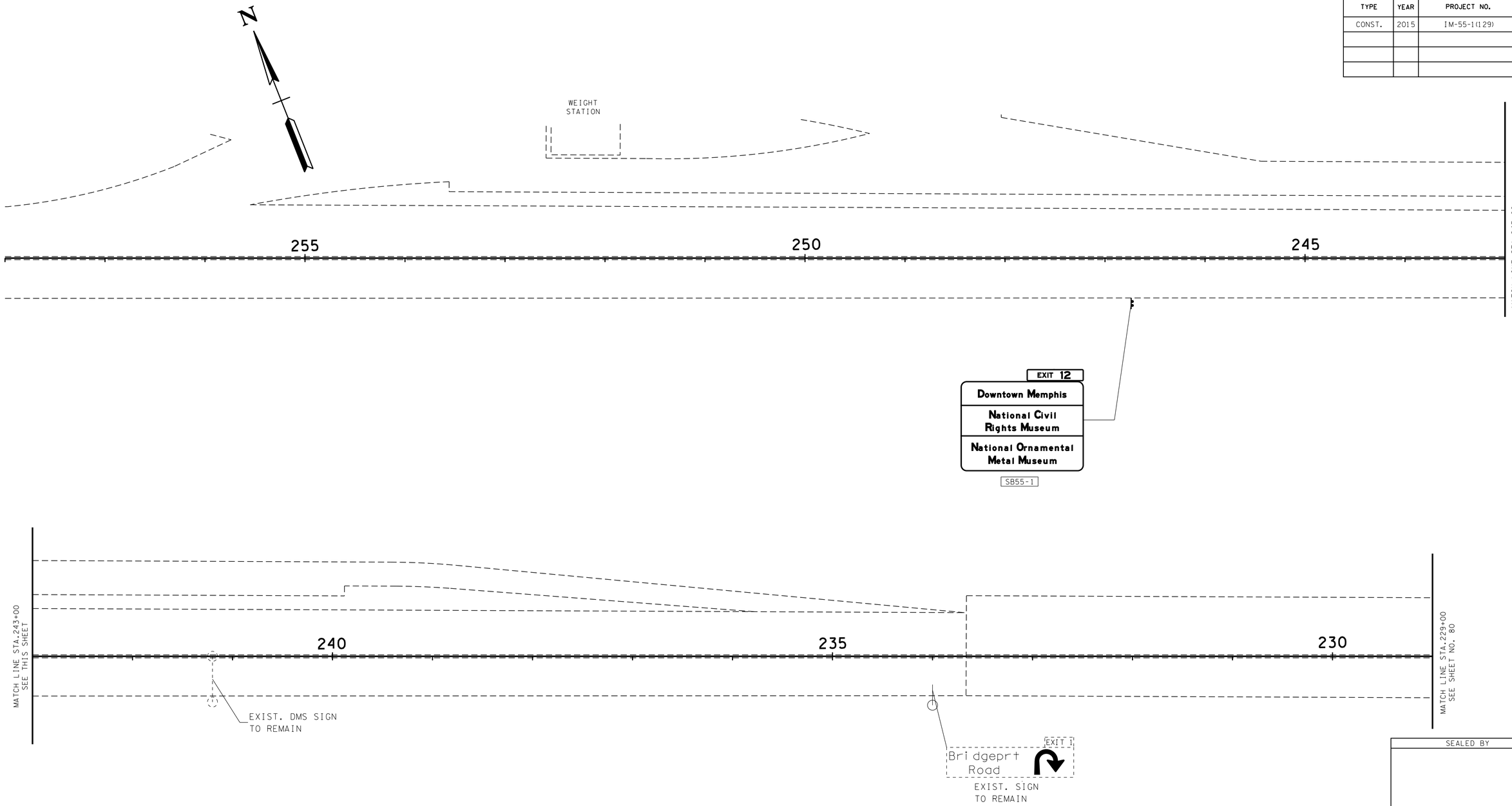
PROPOSED SIGNING

E. H. CRUMP BLVD.
STA.15+00 TO STA.15+33.09

SCALE: 1"=50'

4/22/2015 2:00:33 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\PROPOSED\Sign_6a.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	79



SEALED BY

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

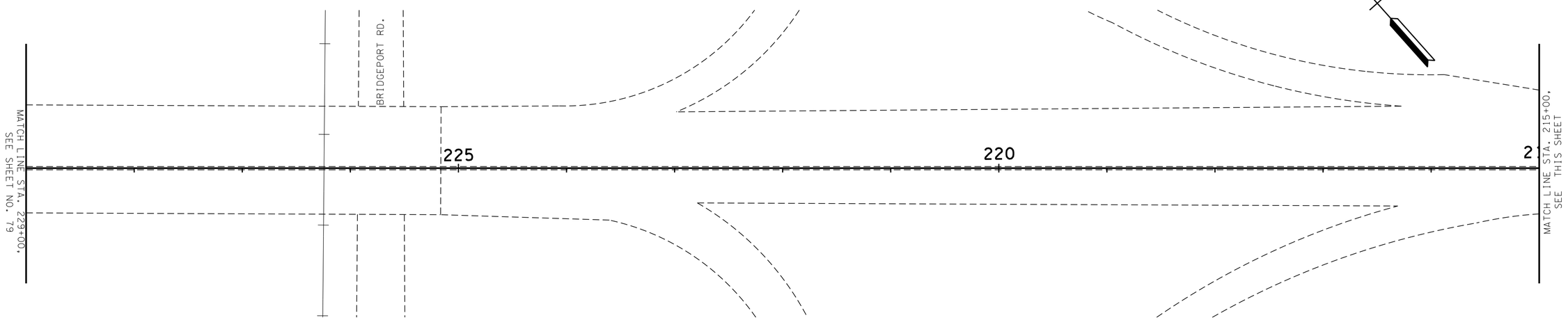
PROPOSED SIGNING

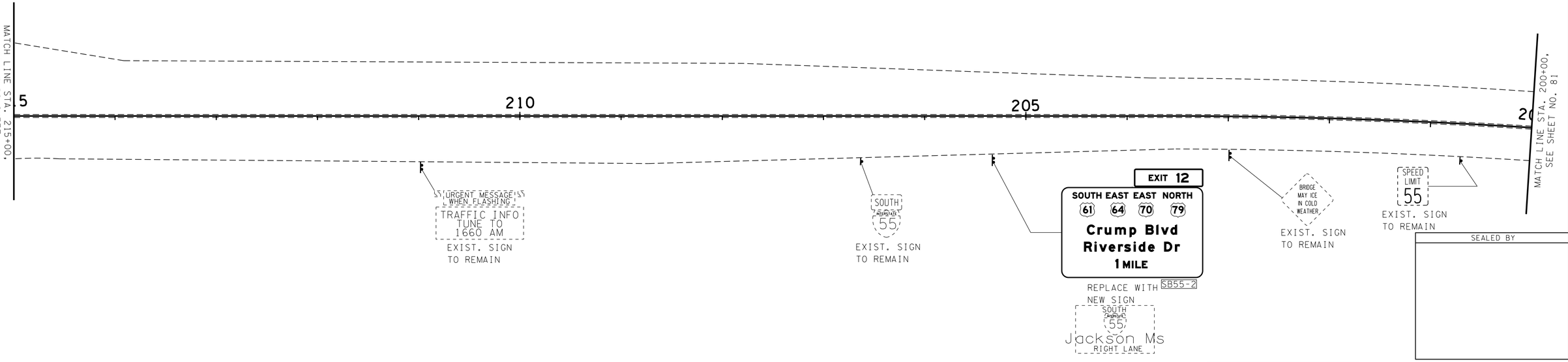
STA.229+00 TO END OF PROJECT

SCALE: 1"=50'

4/22/2015 2:02:37 PM
R:\Roadway\CONST Plans\PLANS\Signing and marking sht plans\PROPOSED\Sign_7a.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	80





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STATE OF TENNESSEE
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PROPOSED SIGNING

STA.200+00 TO STA.229+00

SCALE: 1"=50'

4/22/2015 2:03:42 PM
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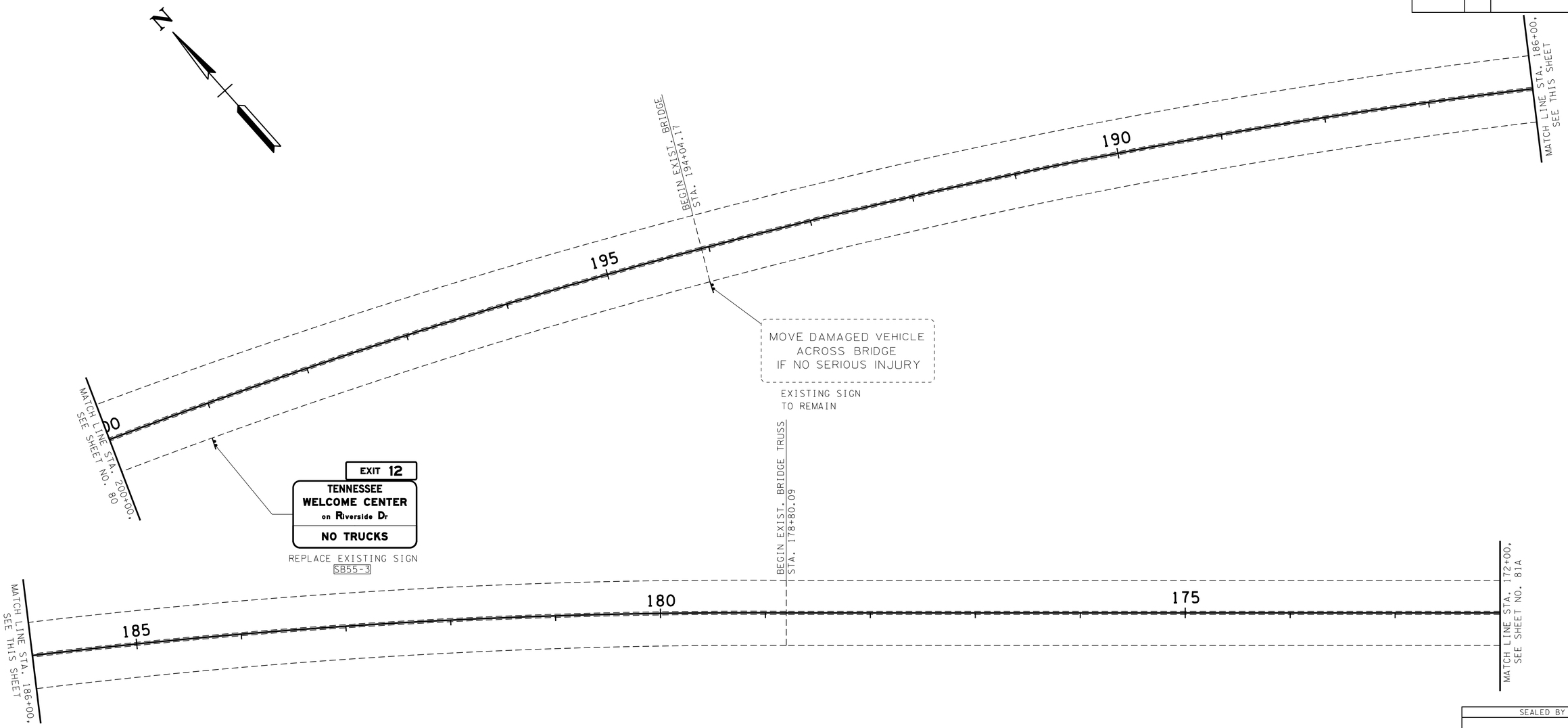
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	81



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CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING

STA.172+00 TO STA.200+00

SCALE: 1"=50'

4/22/2015 2:04:55 PM
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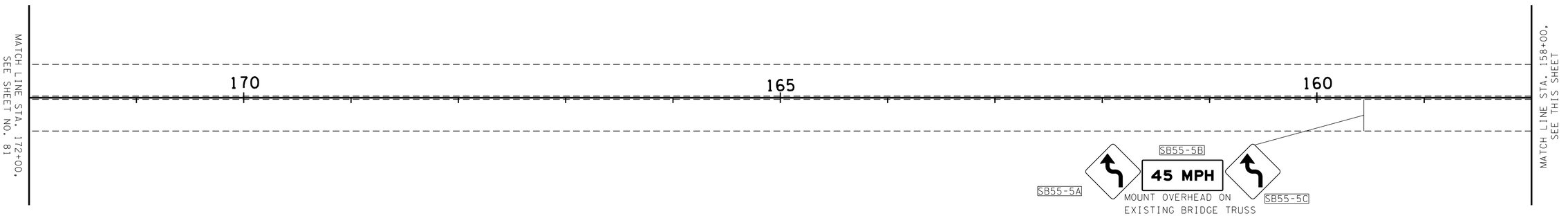
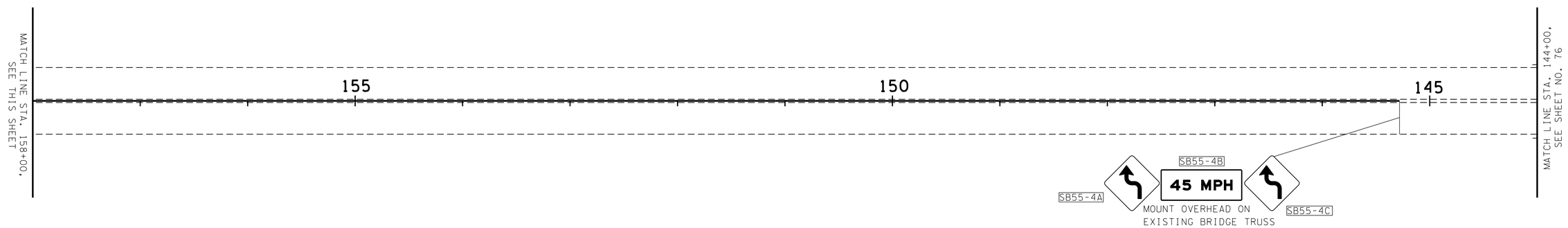
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	81A





SEALED BY

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED SIGNING

STA.144+00 TO STA.172+00

SCALE: 1"=50'

4/22/2015 2:10:35 PM
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ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	82

SIGN NO	LEGEND	SHEET NO	SIZE LENGTH	SIZE HEIGHT	SIZE RADIUS	SIZE BORDER WIDTH	COPY CAPITAL	COPY LOWER CASE	COPY NUMERAL	COPY SERIES	SHIELD	ARROW	SIGN FACE COPY	SIGN FACE BACKGROUND	SIGN FACE MATERIAL	STEEL DESIGN (BREAK-AWAY) SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.	MINIMUM VERTICAL CLEARANCE	REMARKS
R-1A & B	YIELD R1-2		36	31									RED	WHITE	0.080" SHEET ALUMINUM							
R-4A & B			48	42																		
R-8A & B			48	42																		
R-12A & B			36	31																		
R-16A & B			36	31																		
C-1			36	31																		
SBN-2			36	31																		
SBN-3			36	31																		
R-3	ONE WAY R6-1L		54	18									BLACK	BLACK	0.080" SHEET ALUMINUM							FACING APPROACH
R-7																						
R-11																						
R-15																						FACING ROUNDABOUT
R-19																						
RV-7A	DO NOT ENTER R5-1		36	36									RED	WHITE	0.100" SHEET ALUMINUM							
RV-7B			36	36																		MOUNTED ON SUPPORT FOR WA-5
WA-7A			30	30																		
WA-7B			30	30																		
C-7A			36	36																		
C-7B			36	36																		
SBX-15			30	30																		
SBX-16			30	30																		
NBX-9			30	30																		
NBX-10			30	30																		
SBX-9	WRONG WAY R5-1A		36	24									WHITE	RED	0.080" SHEET ALUMINUM							FACING REVERSE ON SUPPORT FOR SBX-6
SBX-10																						FACING REVERSE ON SUPPORT FOR SBX-6
SBX-11																						
SBX-12																						
SBX-13B																						
SBX-14B																						
NBX-6																						FACING REVERSE ON SUPPORT FOR NBX-5
NBX-7																						FACING REVERSE ON SUPPORT FOR NBX-4
NBX-13B																						
NBX-14B																						
R-5	ONE WAY R6-1R		54	18									BLACK	BLACK	0.080" SHEET ALUMINUM							
R-9																						
R-13	R6-4A		48	24									WHITE	BLACK								
R-17																						
R-20																						
NB55-7A	W1-4L		48	48									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUMINUM							WITH FLASHERS
NB55-7B	45 MPH W13-1P		30	30											0.080" SHEET ALUMINUM							
NB55-10A	W1-8L		36	48									BLACK	YELLOW (FLOR.)	0.080" SHEET ALUMINUM							MOUNTED ON BRIDGE OR RETAINING WALL
NB55-10B																						
NB55-10C																						
NB55-10D																						
NB55-10E																						
NB55-10F																						
NB55-10G																						
NB55-10H																						
NB55-10I																						
NB55-10J																						
NB55-10K																						
NB55-10L																						
NB55-10M																						
SB55-10A																						
SB55-10B																						
SB55-10C																						
NB55-14A	W1-8R		36	48									BLACK	YELLOW (FLOR.)	0.080" SHEET ALUMINUM							MOUNTED ON BRIDGE OR RETAINING WALL
NB55-14B																						
NB55-14C																						
NB55-14D																						
SB55-14A																						
SB55-14B																						
SB55-14C																						
SB55-14D																						
SB55-14E																						
SB55-14F																						
SB55-14G																						
SB55-14H																						
SB55-14I																						
SB55-14J																						
SB55-14K																						
SB55-14L																						
SB55-14M																						
SB55-14N																						
WA-6	W2-6		30	30									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUMINUM							
RV-4			18	18																		
C-4			36	36																		
SBX-7	20 MPH W13-1P		24	24											0.080" SHEET ALUMINUM							MOUNT ON SUPPORT FOR SBX-6
NBX-8A																						

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SIGN SCHEDULE

4/28/2015 10:06:13 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	83

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
WA-2	W2-6		30	30									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUMINIUM							
RV-6			24	12																		
C-6			36	36																		
SBX-2	ROUNDABOUT W16-17P		24	12											0.080" SHEET ALUMINIUM							
NBX-2																						
NB55-12	W4-1		48	48									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUMINIUM							
SB55-19																						
SBN-7	W4-5		48	48									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUMINIUM							
SBX-13A																						
SBX-14A	W11-2		30	30									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUMINIUM							LEFT-SIDE VERSION
NBX-11A																						LEFT-SIDE VERSION
NBX-12A	W16-7P		24	12											0.080" SHEET ALUMINIUM							
SBX-8	W11-15		30	30									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUMINIUM							
NBX-8	100 FEET W16-2P		24	18											0.080" SHEET ALUMINIUM							
RV-1	13'-7" W12-2		36	36									BLACK	YELLOW (FLOR.)	0.100" SHEET ALUMINIUM							
WA-1	INTERSTATE 55 M1-1		24	24									WHITE	BLUE & RED	0.080" SHEET ALUMINIUM							
	M6-1		21	15									BLACK	WHITE								
NB-N-1	NORTH M3-1		36	18									WHITE	BLUE	0.080" SHEET ALUMINIUM							
	INTERSTATE 55 M1-1		36	36									WHITE	BLUE & RED								
R-10	NORTH M3-1		24	12									BLACK	WHITE	0.080" SHEET ALUMINIUM							
	INTERSTATE 55 M1-1		24	24									WHITE	BLUE & RED								
	M6-1		21	15									BLACK	WHITE								
SBN-1	SOUTH M3-3		36	18									WHITE	BLUE & RED	0.080" SHEET ALUMINIUM							
SBN-4	INTERSTATE 55 M1-1		36	36									BLACK	WHITE								
R-18	SOUTH M3-3		24	12									BLACK	WHITE	0.080" SHEET ALUMINIUM							
	INTERSTATE 55 M1-1		24	24									WHITE	BLUE & RED								
	M6-1		21	15									BLACK	WHITE								
WA-4	SOUTH M3-3		24	12									BLACK	WHITE	0.080" SHEET ALUMINIUM							
	INTERSTATE 55 M1-1		24	24									WHITE	BLUE & RED								
	M6-2R		21	15									BLACK	WHITE								
SBN-5	PEDESTRIANS NON-MOTORIZED TRAFFIC MOTOR DRIVEN CYCLES PROHIBITED TN-21		36	30									BLACK	WHITE	0.100" SHEET ALUMINIUM							
SB55-9																						
NB-N-2																						

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	84

ALL SIGNS SHOWN WITH DESIGNATIONS ARE TO BE FABRICATED AS DETAILED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (CURRENT EDITION)

SIGN NO	LEGEND	SHEET NO	SIZE				COPY				SHIELD	ARROW	SIGN FACE			STEEL DESIGN (BREAK-AWAY)					MINIMUM VERTICAL CLEARANCE	REMARKS
			LENGTH	HEIGHT	RADIUS	BORDER WIDTH	CAPITAL	LOWER CASE	NUMERAL	SERIES			COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC. CU. YD.	REIN STEEL LBS.		
NB55-8	N 55 11 6 TN-45A		18	48									WHITE	BLUE	0.080" SHEET ALUMINIUM							
SB55-20	S 55 11 6 TN-45A		18	48									WHITE	BLUE	0.080" SHEET ALUMINIUM							
NB55-11	N 55 11 8 TN-45A		18	48									WHITE	BLUE	0.080" SHEET ALUMINIUM							
SB55-16	S 55 11 8 TN-45A		18	48									WHITE	BLUE	0.080" SHEET ALUMINIUM							
NB55-13	N 55 12 0 TN-45A		18	48									WHITE	BLUE	0.080" SHEET ALUMINIUM							
SB55-11	S 55 12 0 TN-45A		18	48									WHITE	BLUE	0.080" SHEET ALUMINIUM							
R-2	Crump Blvd D3-2 → M6-1		72 21	18 15									WHITE WHITE	BLUE BLUE	0.080" SHEET ALUMINIUM 0.080" SHEET ALUMINIUM							
R-6	Riverside Drive D3-2 → M6-1		72 21	18 15									WHITE WHITE	BLUE BLUE	0.080" SHEET ALUMINIUM 0.080" SHEET ALUMINIUM							
R-14	W. Alston Ave D3-2 → M6-1		72 21	18 15									WHITE WHITE	BLUE BLUE	0.080" SHEET ALUMINIUM 0.080" SHEET ALUMINIUM							
SBX-1	EXIT 12 ↗ E5-1A 45 MPH E13-1P		72 72	60 18									WHITE WHITE	BLUE BLUE	0.080" SHEET ALUMINIUM 0.080" SHEET ALUMINIUM							
NBX-1	EXIT 12 ↗ E5-1A 40 MPH E13-1P		72 72	60 18									WHITE WHITE	BLUE BLUE	0.080" SHEET ALUMINIUM 0.080" SHEET ALUMINIUM							
SBN-6	LOADS OVER 13'-6" HIGH PROHIBITED		72	18									WHITE	BLUE	0.080" SHEET ALUMINIUM							

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SIGN SCHEDULE

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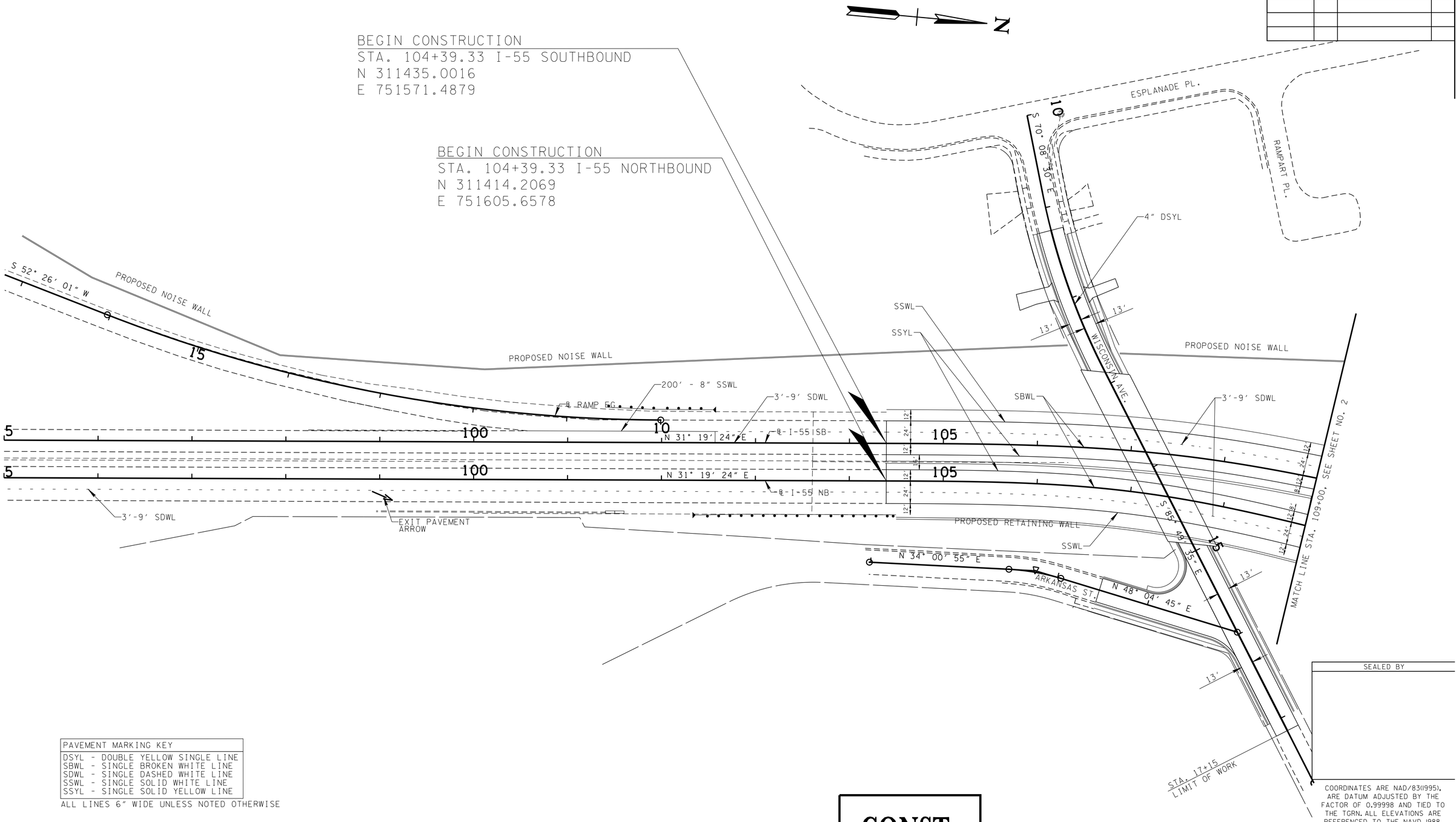
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	85



PAVEMENT MARKING KEY
DSYL - DOUBLE YELLOW SINGLE LINE
SBWL - SINGLE BROKEN WHITE LINE
SDWL - SINGLE DASHED WHITE LINE
SSWL - SINGLE SOLID WHITE LINE
SSYL - SINGLE SOLID YELLOW LINE

ALL LINES 6" WIDE UNLESS NOTED OTHERWISE

CONST. FIELD REVIEW

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT STRIPING DETAILS

I-55
STA.95+00 TO STA.109+00
SCALE: 1"=50'

4/22/2015 2:4:03 PM
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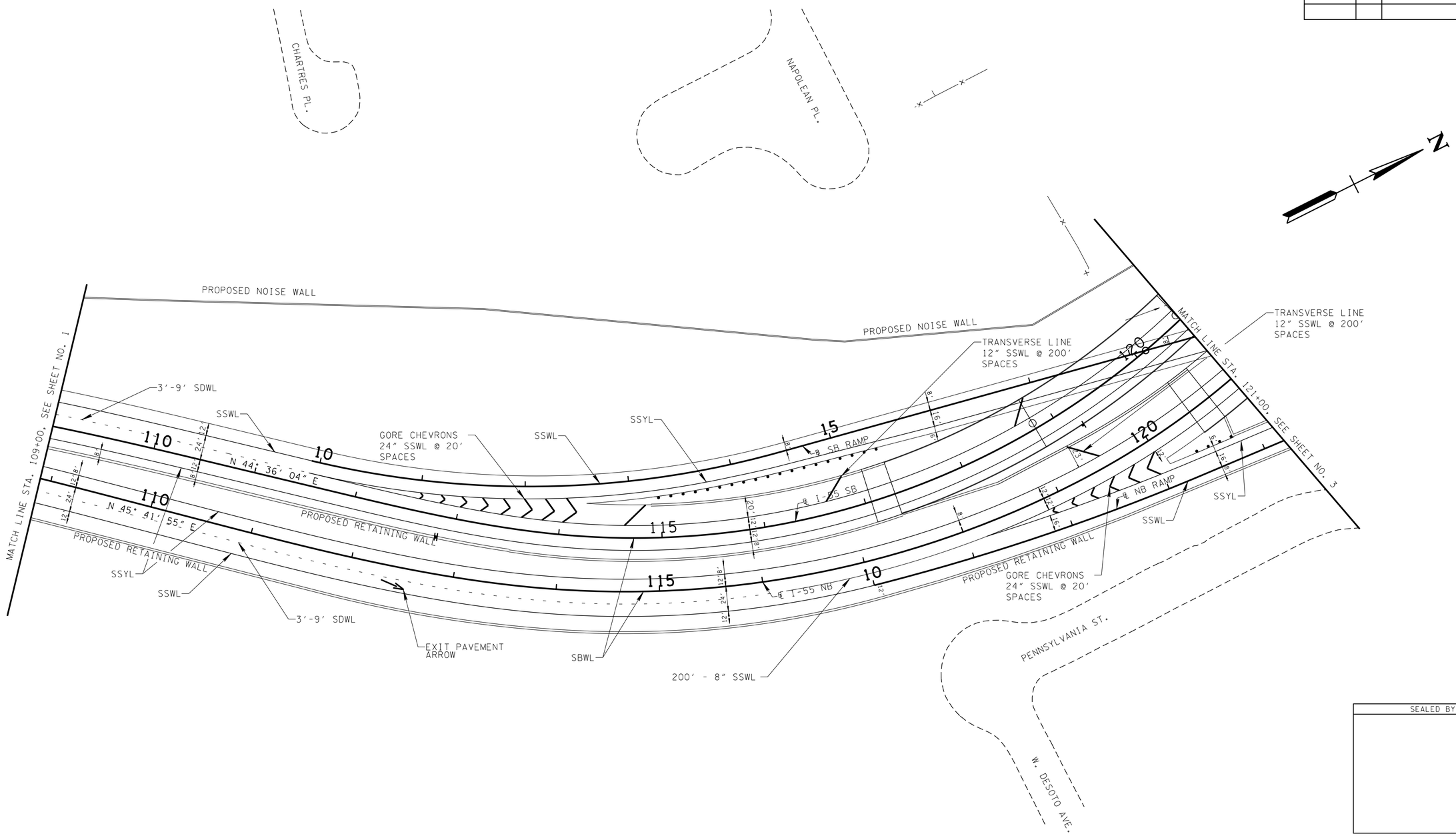
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	86



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT STRIPING DETAILS

I-55
STA.109+00 TO STA.121+00
SCALE: 1"=50'

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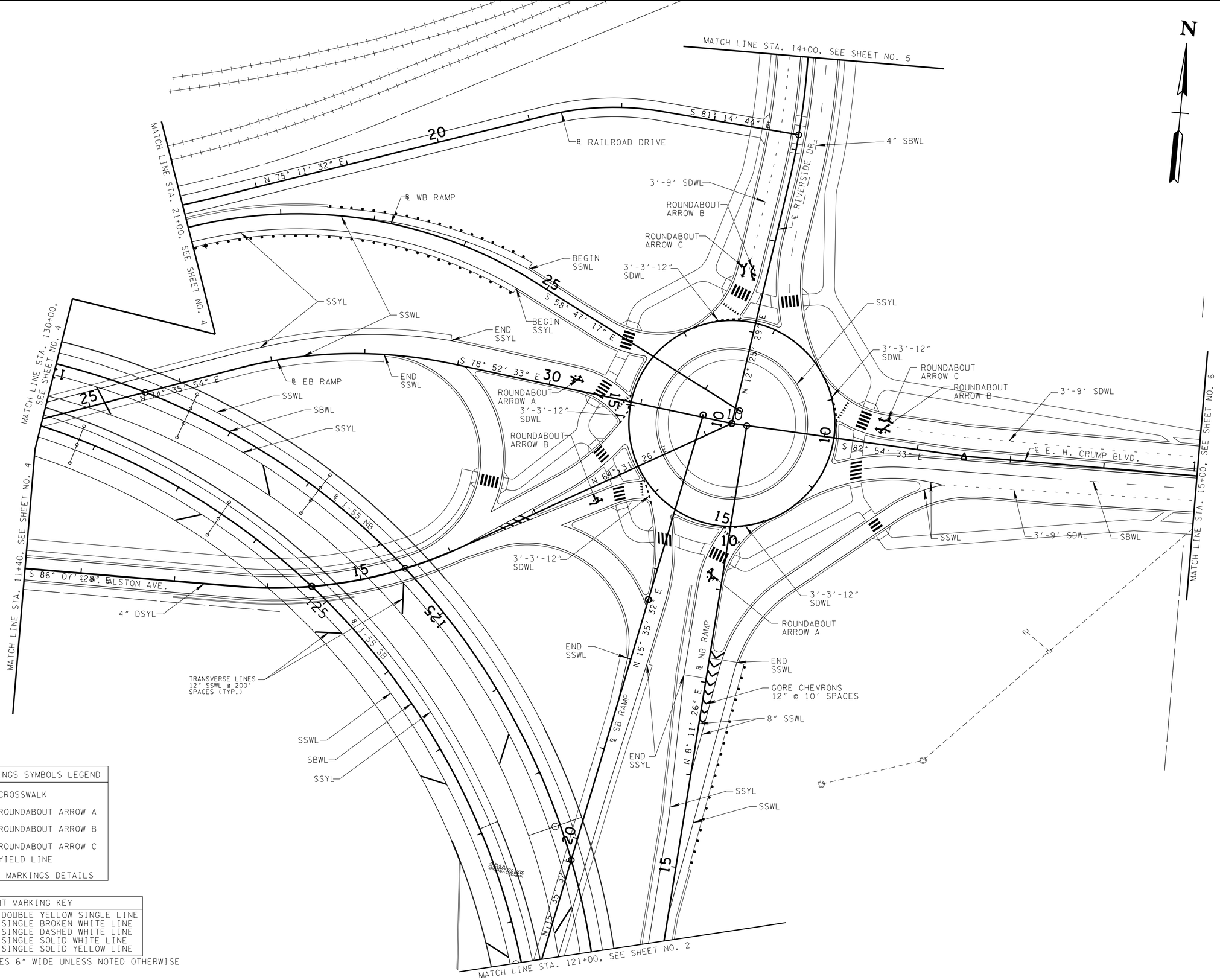
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	87



MARKINGS SYMBOLS LEGEND
CROSSWALK
ROUNDABOUT ARROW A
ROUNDABOUT ARROW B
ROUNDABOUT ARROW C
YIELD LINE
SEE MARKINGS DETAILS

PAVEMENT MARKING KEY
DSYL - DOUBLE YELLOW SINGLE LINE
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ALL LINES 6″ WIDE UNLESS NOTED OTHERWISE

CONST. FIELD REVIEW

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PAVEMENT STRIPING DETAILS

I-55
STA.121+00 TO STA.130+00
SCALE: 1″=50′

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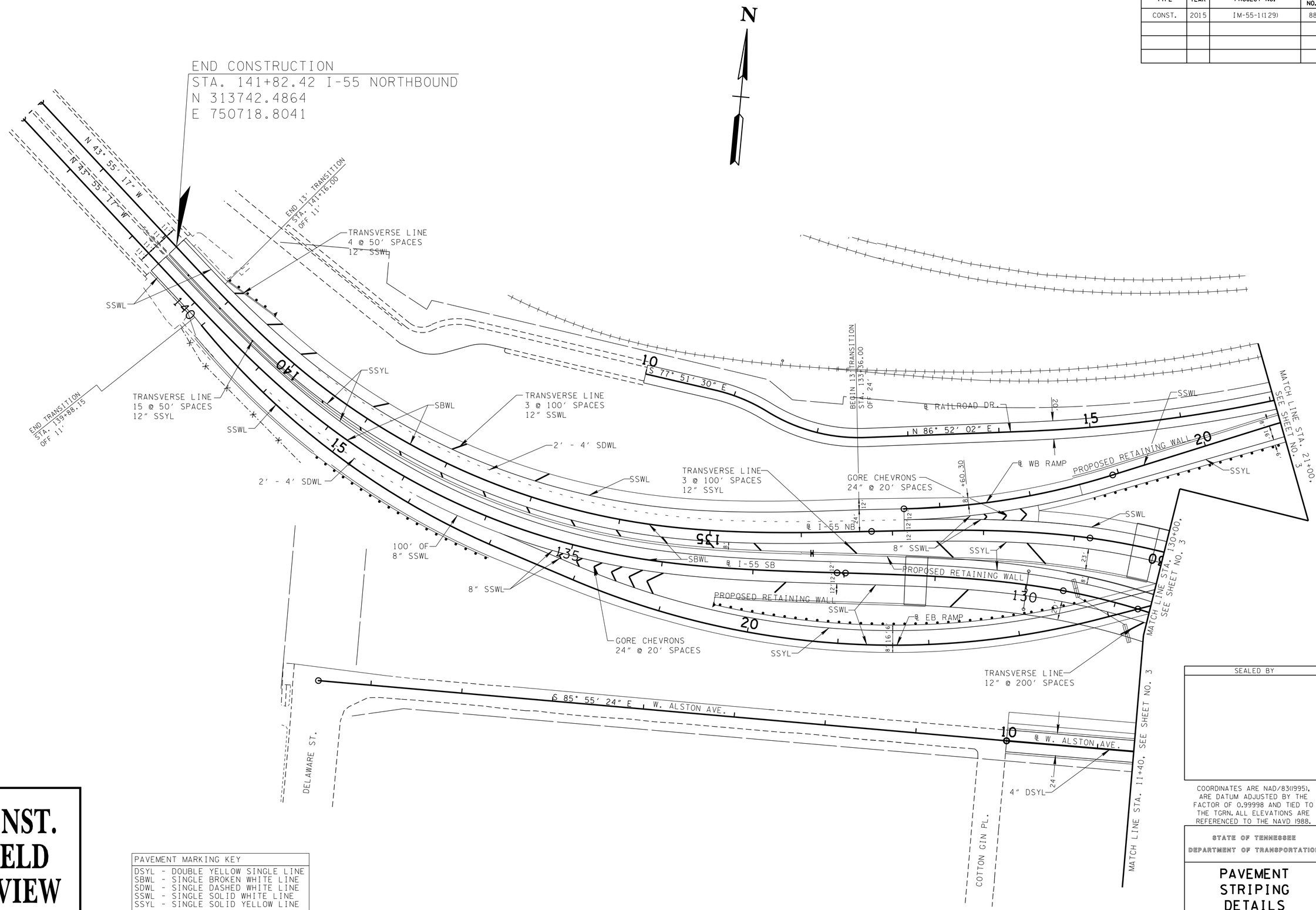
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	88



CONST. FIELD REVIEW

PAVEMENT MARKING KEY
DSYL - DOUBLE YELLOW SINGLE LINE
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ALL LINES 6" WIDE UNLESS NOTED OTHERWISE

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STATE OF TENNESSEE
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PAVEMENT STRIPING DETAILS

I-55
STA.130+00 TO STA.144+00
SCALE: 1"=50'

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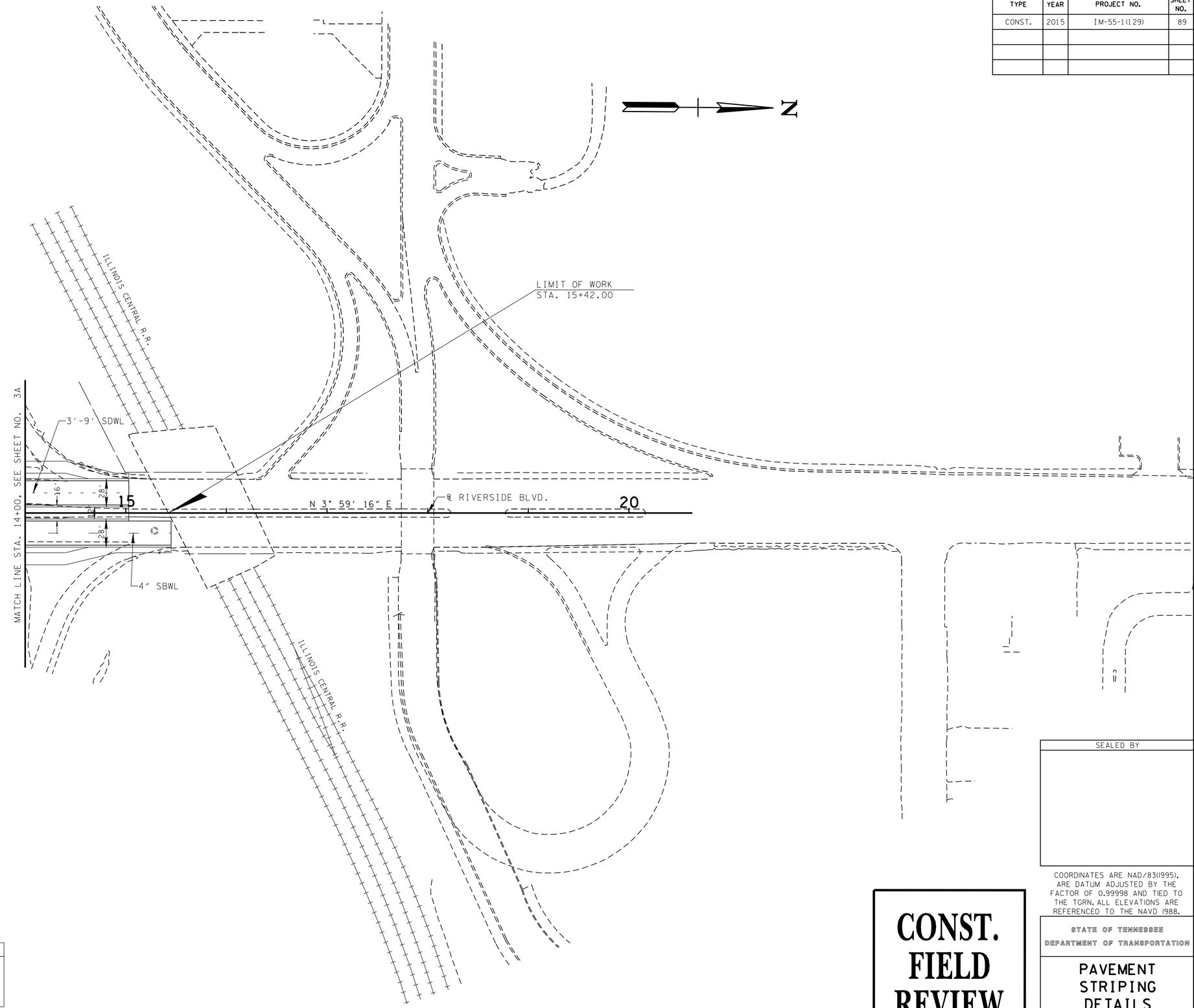
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	89



PAVEMENT MARKING KEY
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ALL LINES 6" WIDE UNLESS NOTED OTHERWISE

SEALED BY

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CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT STRIPING DETAILS

RIVERSIDE BLVD.
STA.13+00 TO STA.20+63.05

SCALE: 1"=50'

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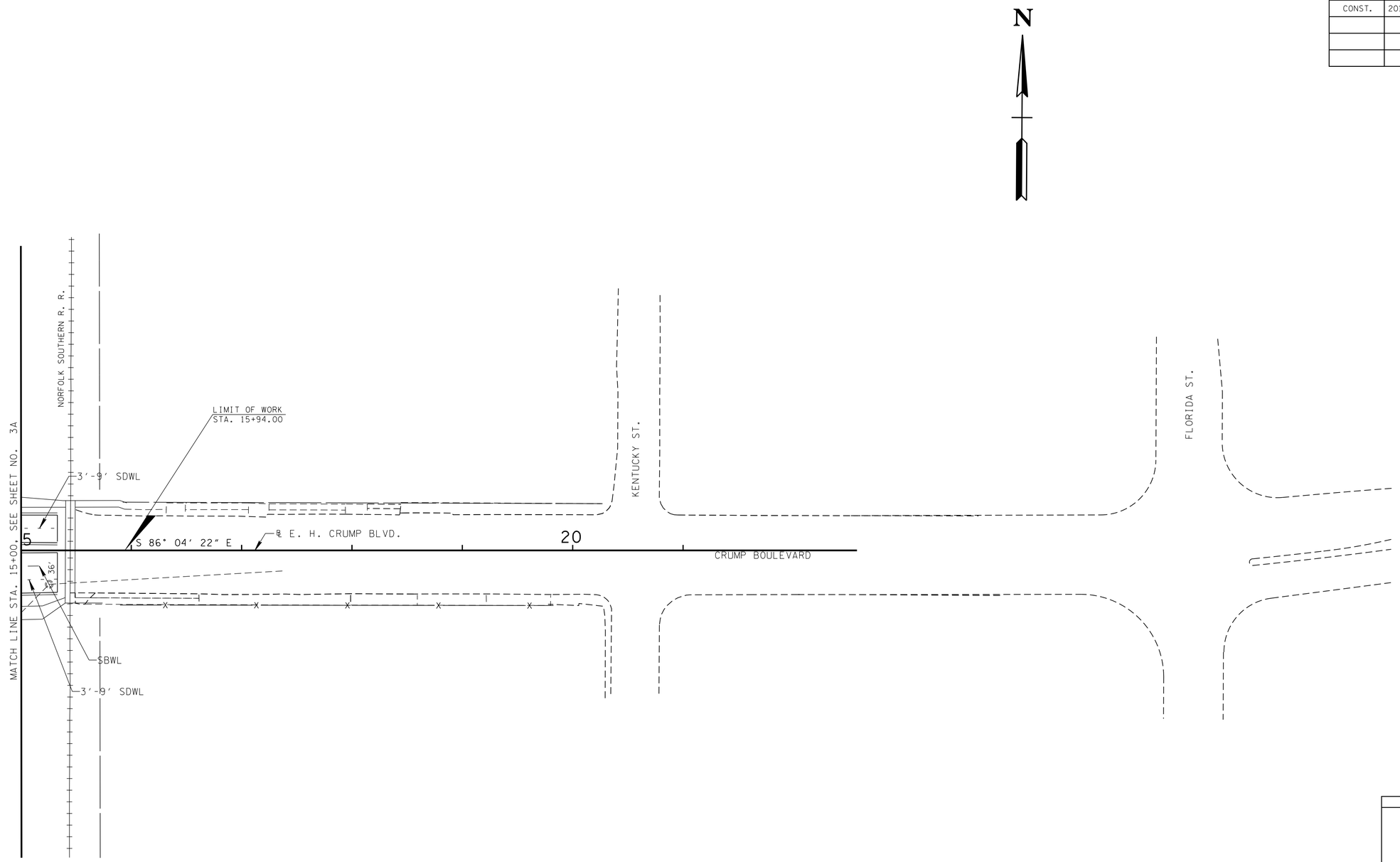
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	90



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SSYL - SINGLE SOLID YELLOW LINE

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CONST. FIELD REVIEW

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PAVEMENT STRIPING DETAILS

E. H. CRUMP BLVD.
STA.15+00 TO STA.15+33.09

SCALE: 1"=50'

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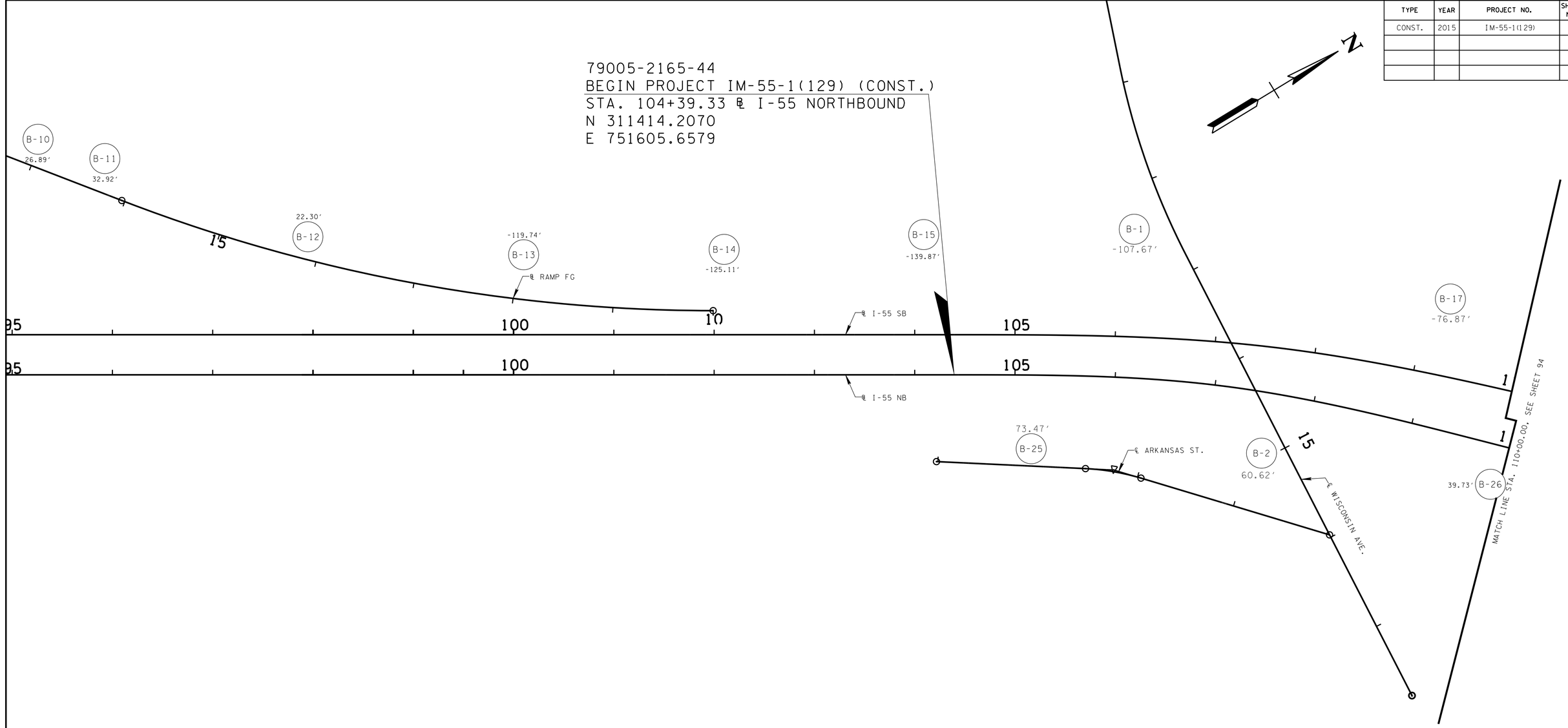
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	91



BORING NO.	SAMPLE NO.	DEPTH
1	11	0' - 8'
1	6	8' - 22'
1	3	22' - 37'
1	8	37' - 47'
2	6	0' - 7'
2	13	7' - 12'
2	1	12' - 19'
2	6	19' - 23.5'
2	11	23.5' - 42.5'
2	10	42.5' - 50'
25	2	0' -12'
25	6	12' - 21'
25	10	21' - 50'
26	5	0' - 4'
26	6	4' - 22'
26	8	22' - 40'

SAMPLE NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST. RANGE	LL	PI	AASHTO	USCS	CBR %
1	TAN SILTY CLAY	106.3	17.5	6.5% - 21.4%	35	13	A-6	CL	3.0
2	TAN SILTY CLAY	105.7	18.2	15.2% - 21.2%	41	20	A-7-6	CL	3.7
3	TAN SANDY CLAY - SILTY CLAY W/SAND	111.1	15.2	3.6% - 32.5%	31	10	A-4	CL	6.6
4	TAN SILTY CLAY	105.3	18.6	17.0% - 26.4%	41	22	A-7-6	CL	3.5
5	TAN SILTY CLAY	103.9	19.3	17.2% - 20.0%	42	18	A-7-6	CL	3.5
6	TAN CLAYEY SILT	103.7	19.3	7.3% - 33.2%	34	10	A-4	ML	3.9
7	TAN SANDY CLAY	111.0	15.2	12.2% - 18.2%	33	16	A-6	CL	3.7
8	TAN SANDY CLAY	107.2	16.8	8.9% - 23.8%	32	12	A-6	CL	4.5
9	TAN SILTY CLAY	105.4	18.1	9.9% - 26.5%	40	20	A-6	CL	3.4
10	TAN VERY SILTY CLAY - SILTY CLAY	106.7	16.6	9.2% - 30.8%	29	7	A-4	CL	5.0
11	TAN SILTY CLAY	104.9	18.4	8.2% - 26.0%	35	13	A-6	CL-ML	3.6
12	TAN SANDY CLAY	110.6	15.4	8.5% - 26.0%	35	16	A-6	CL	5.3
13	TAN SILTY CLAY	104.3	18.6	8.5% - 24.2%	40	21	A-6	CL	4.5
14	TAN SILTY CLAY	108.9	16.6	13.6% - 19.6%	41	21	A-7-6	CL	2.4

CONST. FIELD REVIEW

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SOILS

B. O. P. TO STA.110+00.00

SCALE: 1"=50'

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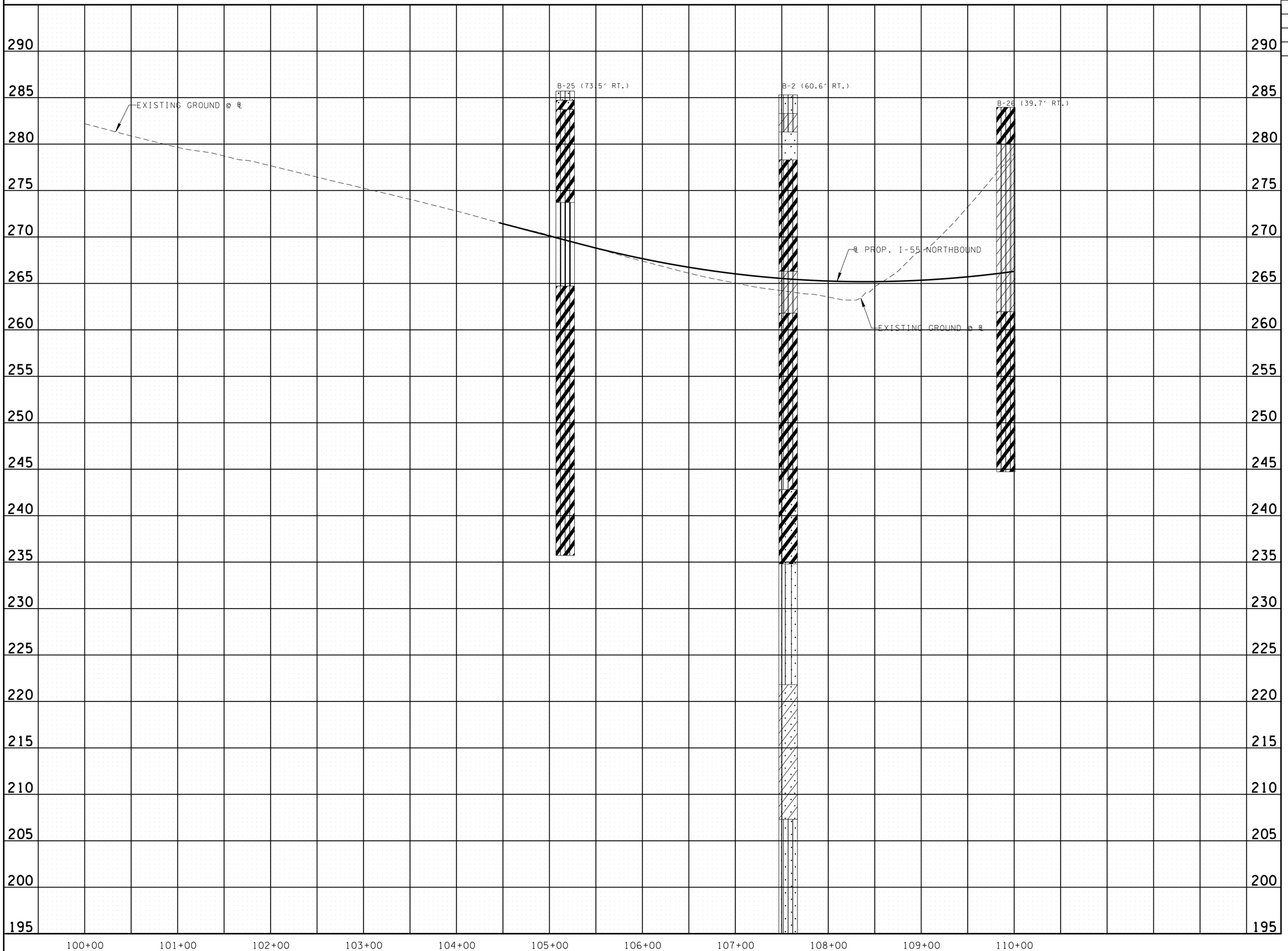
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(119)	92



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

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SOILS

I-55 NORTHBOUND

B.O.P. TO STA. 110+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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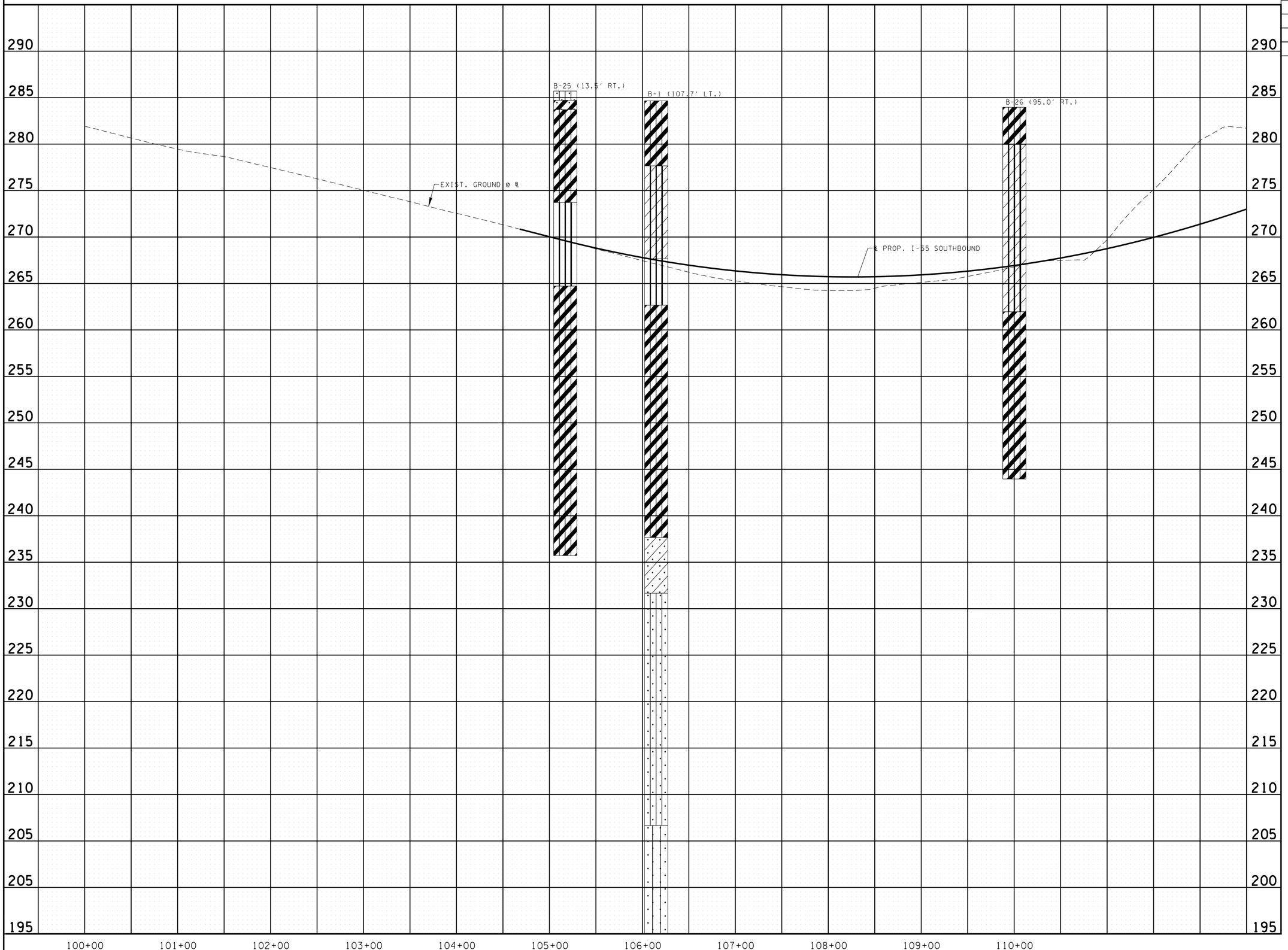
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	93



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

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SOILS

I-55 SOUTHBOUND

B.O.P. TO STA.110+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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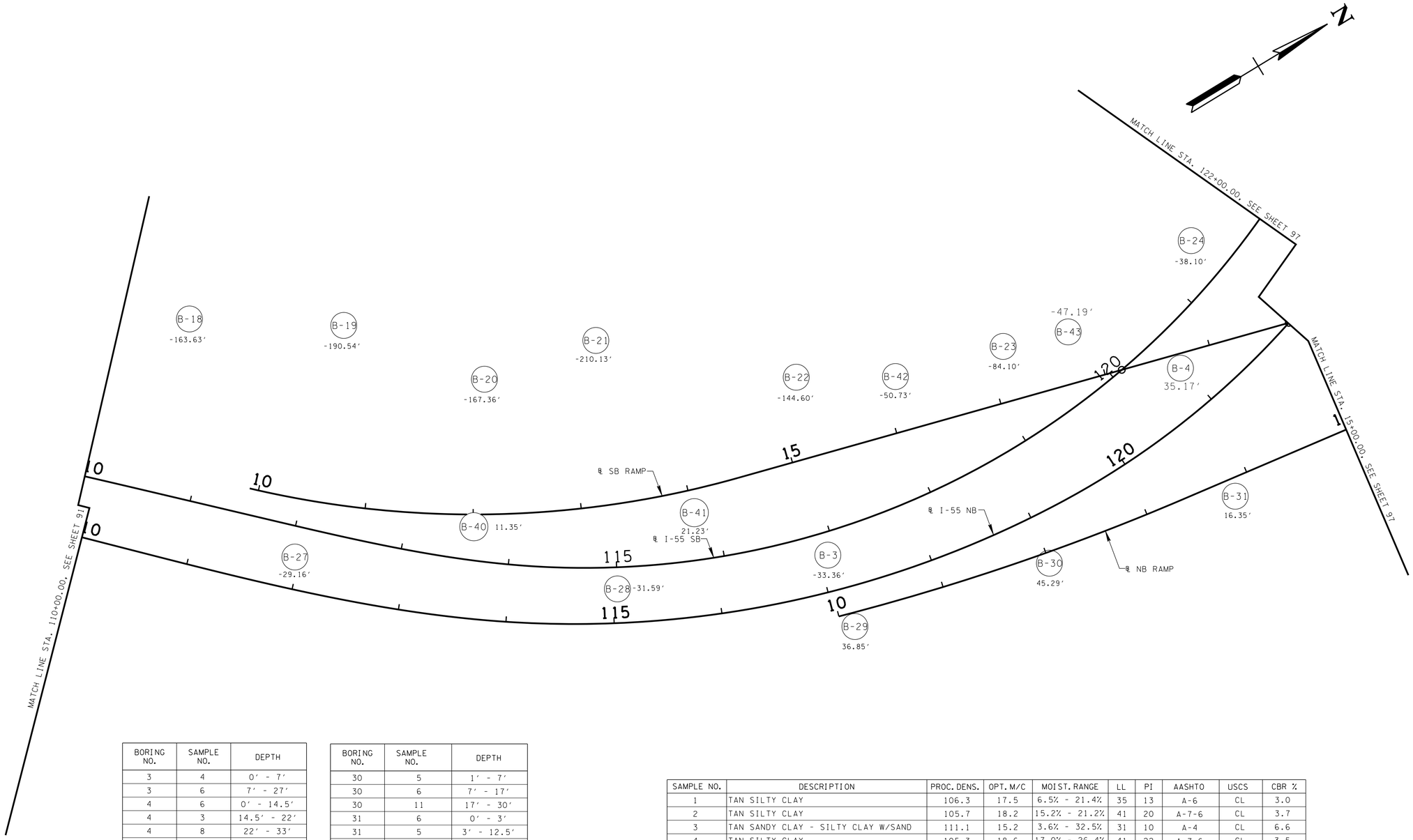
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	94



CONST. FIELD REVIEW

BORING NO.	SAMPLE NO.	DEPTH
3	4	0' - 7'
3	6	7' - 27'
4	6	0' - 14.5'
4	3	14.5' - 22'
4	8	22' - 33'
4	10	33' - 38'
27	1	0' - 7'
27	6	7' - 22'
27	1	22' - 30'
28	5	0' - 3.5'
28	9	3.5' - 7'
28	6	7' - 20'
29	6	0' - 7.5'
29	5	7.5' - 12'
29	6	12' - 20'
30	4	0' - 1'

BORING NO.	SAMPLE NO.	DEPTH
30	5	1' - 7'
30	6	7' - 17'
30	11	17' - 30'
31	6	0' - 3'
31	5	3' - 12.5'
31	6	12.5' - 27'
31	11	27' - 37'
31	7	37' - 40'
40	5	0' - 15'
41	9	0' - 7'
41	6	7' - 10'
42	NOT DRILLED	
43	11	0' - 4'
43	6	4' - 15'

SAMPLE NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST. RANGE	LL	PI	AASHTO	USCS	CBR %
1	TAN SILTY CLAY	106.3	17.5	6.5% - 21.4%	35	13	A-6	CL	3.0
2	TAN SILTY CLAY	105.7	18.2	15.2% - 21.2%	41	20	A-7-6	CL	3.7
3	TAN SANDY CLAY - SILTY CLAY W/SAND	111.1	15.2	3.6% - 32.5%	31	10	A-4	CL	6.6
4	TAN SILTY CLAY	105.3	18.6	17.0% - 26.4%	41	22	A-7-6	CL	3.5
5	TAN SILTY CLAY	103.9	19.3	17.2% - 20.0%	42	18	A-7-6	CL	3.5
6	TAN CLAYEY SILT	103.7	19.3	7.3% - 33.2%	34	10	A-4	ML	3.9
7	TAN SANDY CLAY	111.0	15.2	12.2% - 18.2%	33	16	A-6	CL	3.7
8	TAN SANDY CLAY	107.2	16.8	8.9% - 23.8%	32	12	A-6	CL	4.5
9	TAN SILTY CLAY	105.4	18.1	9.9% - 26.5%	40	20	A-6	CL	3.4
10	TAN VERY SILTY CLAY - SILTY CLAY	106.7	16.6	9.2% - 30.8%	29	7	A-4	CL	5.0
11	TAN SILTY CLAY	104.9	18.4	8.2% - 26.0%	35	13	A-6	CL-ML	3.6
12	TAN SANDY CLAY	110.6	15.4	8.5% - 26.0%	35	16	A-6	CL	5.3
13	TAN SILTY CLAY	104.3	18.6	8.5% - 24.2%	40	21	A-6	CL	4.5
14	TAN SILTY CLAY	108.9	16.6	13.6% - 19.6%	41	21	A-7-6	CL	2.4

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SOILS

STA.110+00.00 TO STA.122+00.00

SCALE: 1"=50'

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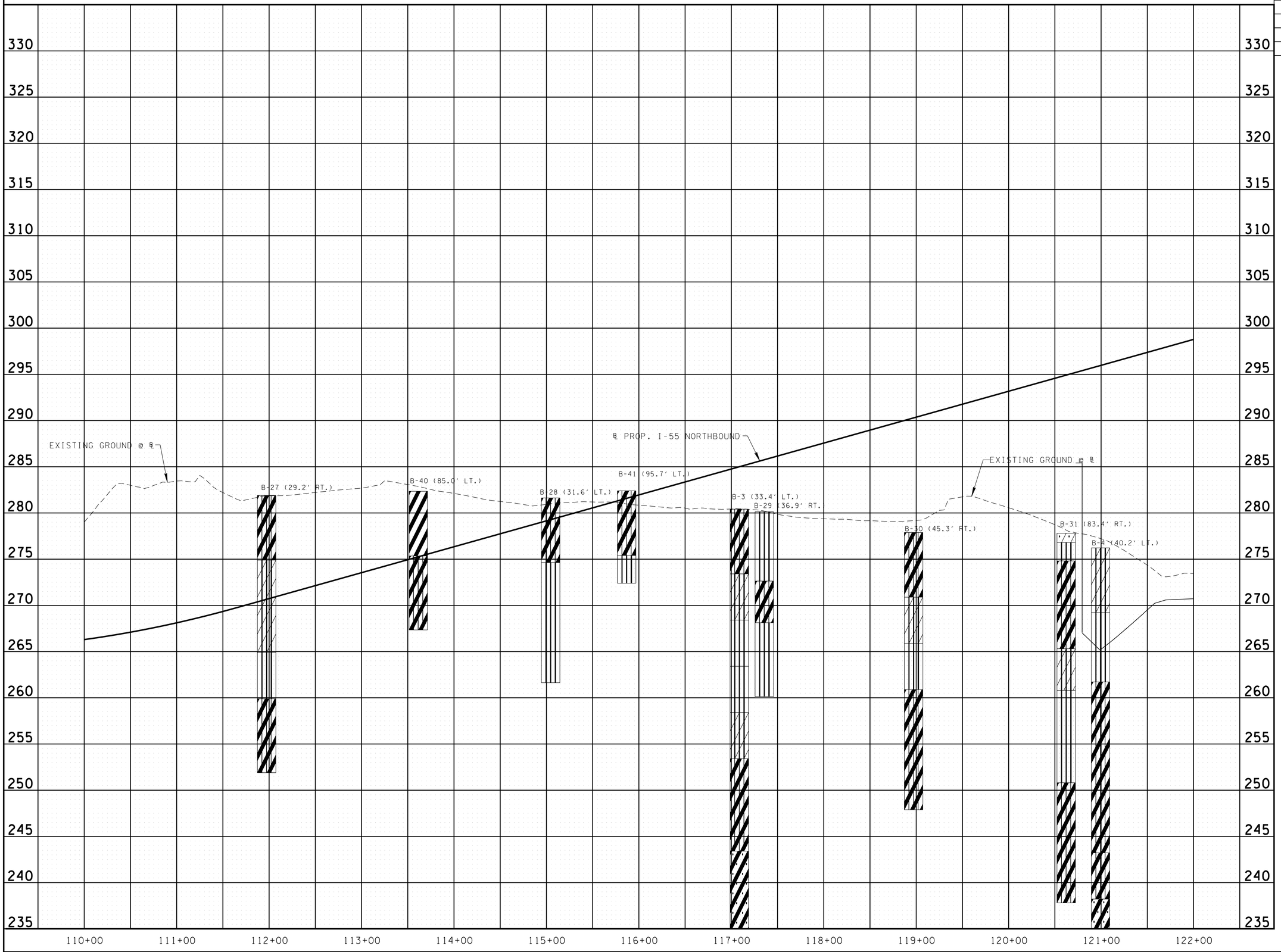
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(119)	95



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

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SOILS
I-55 NORTHBOUND

STA. 110+00 TO STA. 122+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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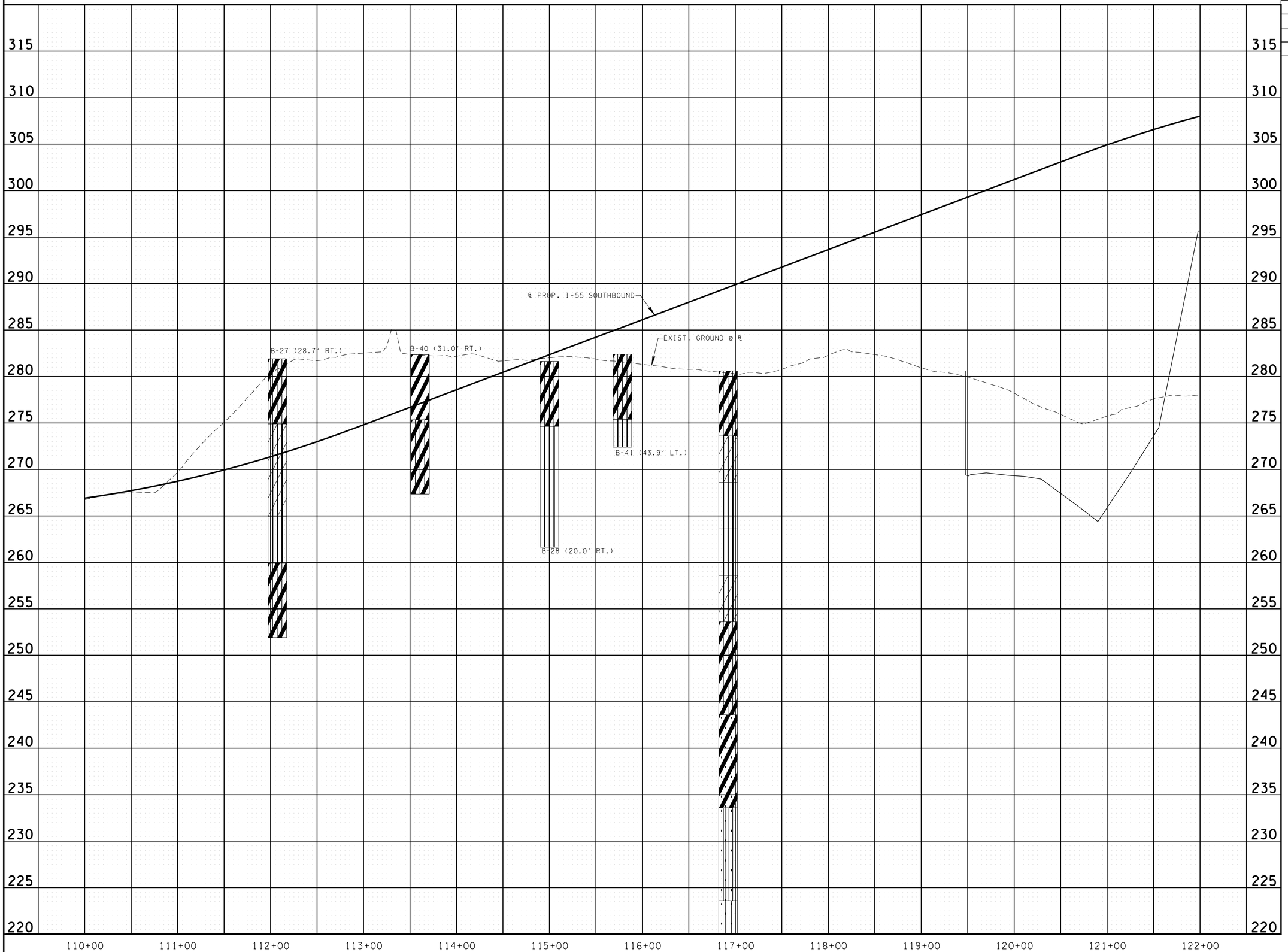
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	96



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

SOILS

I-55 SOUTHBOUND

STA.110+00 TO STA.122+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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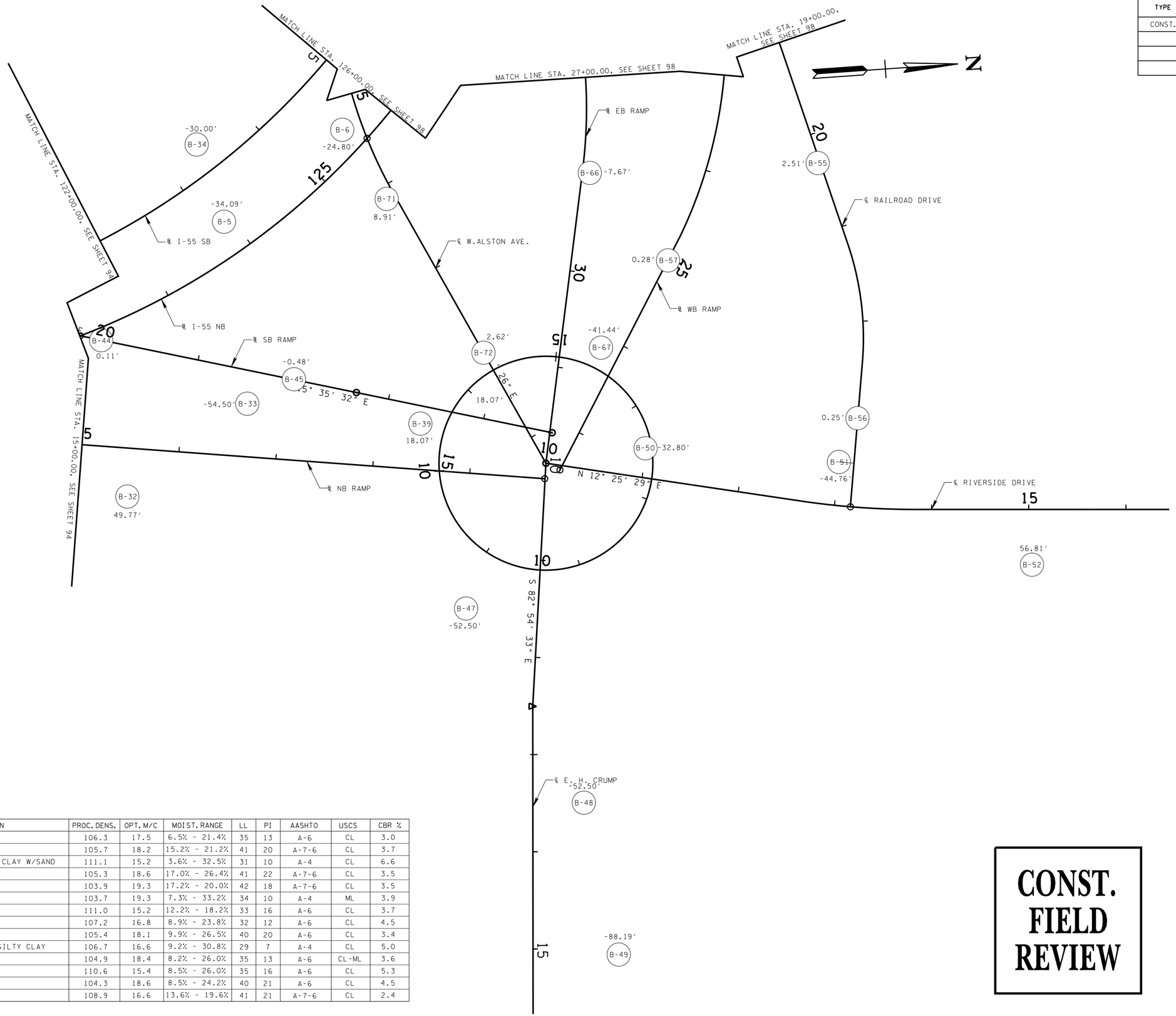
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	97



BORING NO.	PROCTOR NO.	DEPTH
5	6	0′ - 12′
5	10	12′ - 17′
5	11	17′ - 32′
5	7	32′ - 38′
6	6	0′ - 17′
6	12	17′ - 37′
34	NOT DRILLED	
32	4	0′ - 4′
32	5	4′ - 7.5′
32	6	7.5′ - 32′
32	8	32′ - 40′
39	6	0′ - 6′
39	10	6′ - 10′
44	6	0′ - 10′
45	6	0′ - 5′
47	10	0′ - 5′
48	1	0′ - 7′
48	6	7′ - 15′
49	6	0′ - 1′
49	10	1′ - 5′
50	6	0′ - 5′
51	9	0′ - 5′
52	6	0′ - 2′
52	5	2′ - 5′
55	6	0′ - 4′
55	4	4′ - 10′
56	6	0′ - 5′
57	11	0′ - 1′
57	4	1′ - 7′
57	6	7′ - 10′
66	9	0′ - 7′
66	10	7′ - 15′
67	10	0′ - 7′
67	11	7′ - 15′
71	6	0′ - 10′
72	1	0′ - 4′
72	4	4′ - 10′
72	1	10′ - 15′

SAMPLE NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST. RANGE	LL	PI	AASHTO	USCS	CBR %
1	TAN SILTY CLAY	106.3	17.5	6.5% - 21.4%	35	13	A-6	CL	3.0
2	TAN SILTY CLAY	105.7	18.2	15.2% - 21.2%	41	20	A-7-6	CL	3.7
3	TAN SANDY CLAY - SILTY CLAY W/SAND	111.1	15.2	3.6% - 32.5%	31	10	A-4	CL	6.6
4	TAN SILTY CLAY	105.3	18.6	17.0% - 26.4%	41	22	A-7-6	CL	3.5
5	TAN SILTY CLAY	103.9	19.3	17.2% - 20.0%	42	18	A-7-6	CL	3.5
6	TAN CLAYEY SILT	103.7	19.3	7.3% - 33.2%	34	10	A-4	ML	3.9
7	TAN SANDY CLAY	111.0	15.2	12.2% - 18.2%	33	16	A-6	CL	3.7
8	TAN SANDY CLAY	107.2	16.8	8.9% - 23.8%	32	12	A-6	CL	4.5
9	TAN SILTY CLAY	105.4	18.1	9.9% - 26.5%	40	20	A-6	CL	3.4
10	TAN VERY SILTY CLAY - SILTY CLAY	106.7	16.6	9.2% - 30.8%	29	7	A-4	CL	5.0
11	TAN SILTY CLAY	104.9	18.4	8.2% - 26.0%	35	13	A-6	CL-ML	3.6
12	TAN SANDY CLAY	110.6	15.4	8.5% - 26.0%	35	16	A-6	CL	5.3
13	TAN SILTY CLAY	104.3	18.6	8.5% - 24.2%	40	21	A-6	CL	4.5
14	TAN SILTY CLAY	108.9	16.6	13.6% - 19.6%	41	21	A-7-6	CL	2.4

CONST. FIELD REVIEW

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SOILS

STA.122+00.00 TO STA.126+00.00

SCALE: 1"=50′

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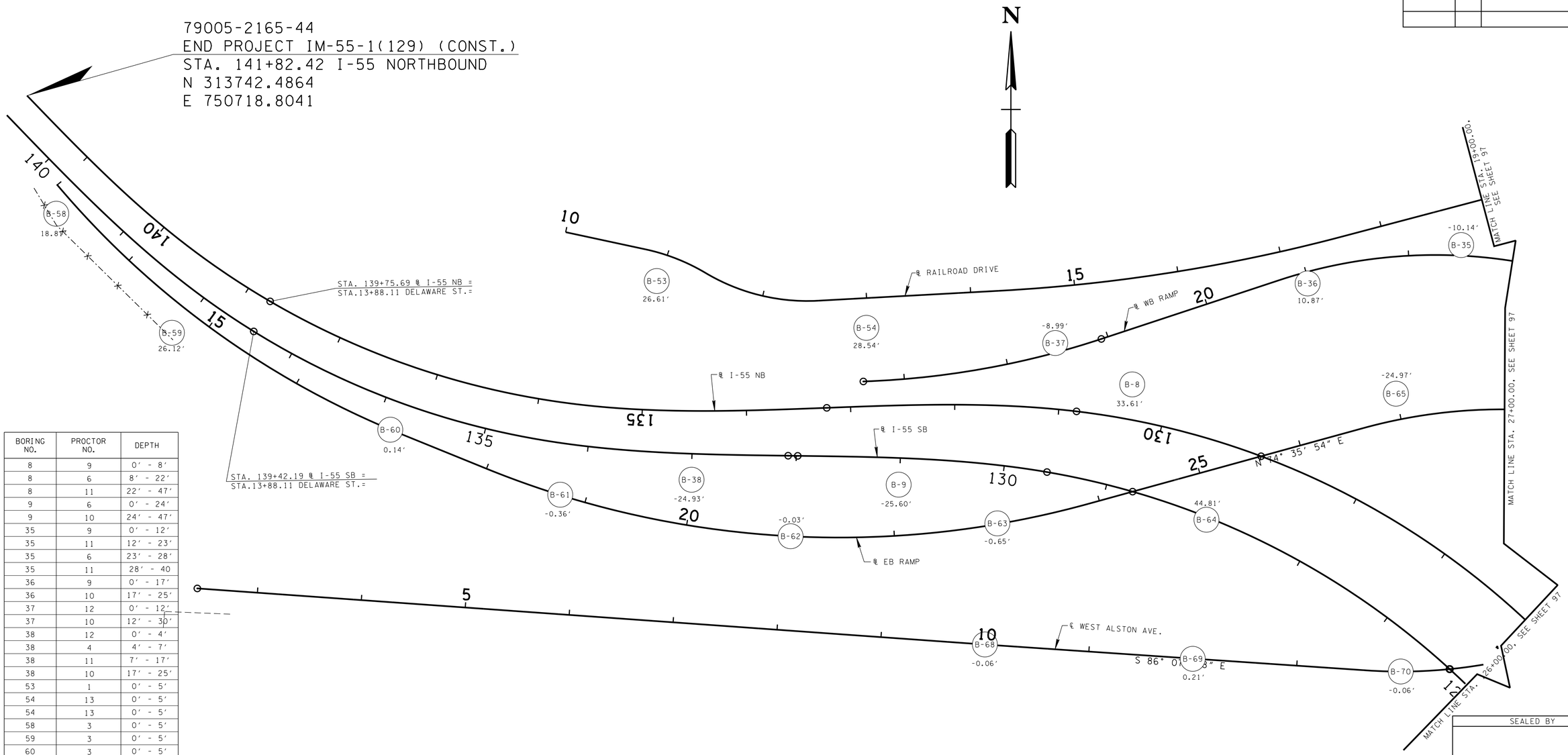
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	98



BORING NO.	PROCTOR NO.	DEPTH
8	9	0' - 8'
8	6	8' - 22'
8	11	22' - 47'
9	6	0' - 24'
9	10	24' - 47'
35	9	0' - 12'
35	11	12' - 23'
35	6	23' - 28'
35	11	28' - 40
36	9	0' - 17'
36	10	17' - 25'
37	12	0' - 12'
37	10	12' - 30'
38	12	0' - 4'
38	4	4' - 7'
38	11	7' - 17'
38	10	17' - 25'
53	1	0' - 5'
54	13	0' - 5'
54	13	0' - 5'
58	3	0' - 5'
59	3	0' - 5'
60	3	0' - 5'
61	3	0' - 3'
61	9	3' - 5'
62	1	0' - 5'
63	6	0' - 1.5'
63	9	1.5' - 7.5'
63	6	7.5' - 15'
64	11	0' - 12'
64	10	12' - 15'
65	3	0' - 7'
65	9	7' - 12'
65	11	12' - 17'
65	6	17' - 20'
68	8	0' - 5'
69	11	0' - 5'
70	10	0' - 5'

SAMPLE NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST. RANGE	LL	PI	AASHTO	USCS	CBR %
1	TAN SILTY CLAY	106.3	17.5	6.5% - 21.4%	35	13	A-6	CL	3.0
2	TAN SILTY CLAY	105.7	18.2	15.2% - 21.2%	41	20	A-7-6	CL	3.7
3	TAN SANDY CLAY - SILTY CLAY W/SAND	111.1	15.2	3.6% - 32.5%	31	10	A-4	CL	6.6
4	TAN SILTY CLAY	105.3	18.6	17.0% - 26.4%	41	22	A-7-6	CL	3.5
5	TAN SILTY CLAY	103.9	19.3	17.2% - 20.0%	42	18	A-7-6	CL	3.5
6	TAN CLAYEY SILT	103.7	19.3	7.3% - 33.2%	34	10	A-4	ML	3.9
7	TAN SANDY CLAY	111.0	15.2	12.2% - 18.2%	33	16	A-6	CL	3.7
8	TAN SANDY CLAY	107.2	16.8	8.9% - 23.8%	32	12	A-6	CL	4.5
9	TAN SILTY CLAY	105.4	18.1	9.9% - 26.5%	40	20	A-6	CL	3.4
10	TAN VERY SILTY CLAY - SILTY CLAY	106.7	16.6	9.2% - 30.8%	29	7	A-4	CL	5.0
11	TAN SILTY CLAY	104.9	18.4	8.2% - 26.0%	35	13	A-6	CL-ML	3.6
12	TAN SANDY CLAY	110.6	15.4	8.5% - 26.0%	35	16	A-6	CL	5.3
13	TAN SILTY CLAY	104.3	18.6	8.5% - 24.2%	40	21	A-6	CL	4.5
14	TAN SILTY CLAY	108.9	16.6	13.6% - 19.6%	41	21	A-7-6	CL	2.4

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SOILS

STA.126+00.00 TO END PROJECT

SCALE: 1"=50'

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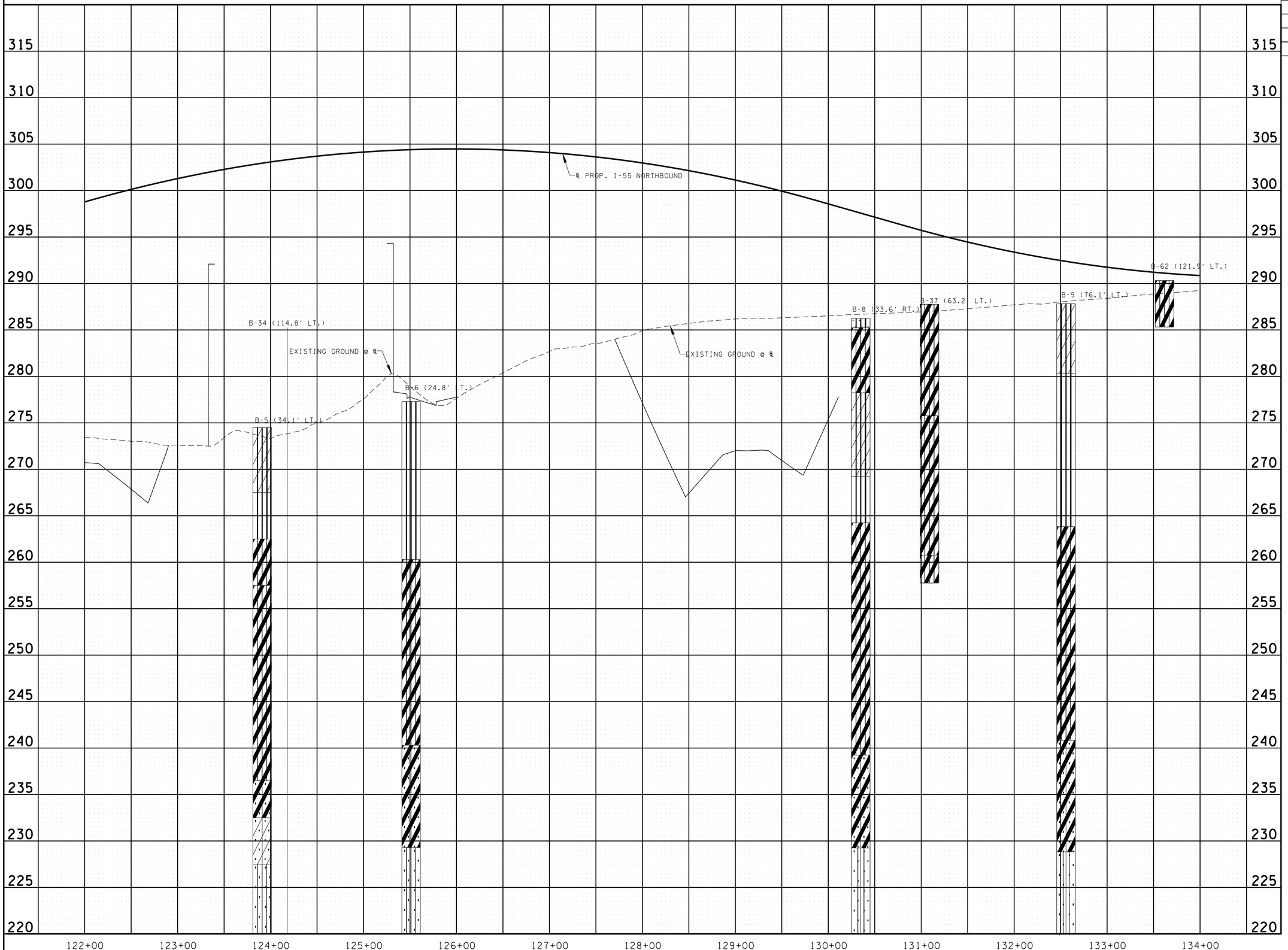
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(119)	99



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

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SOILS

I-55 NORTHBOUND

STA. 122+00 TO STA. 134+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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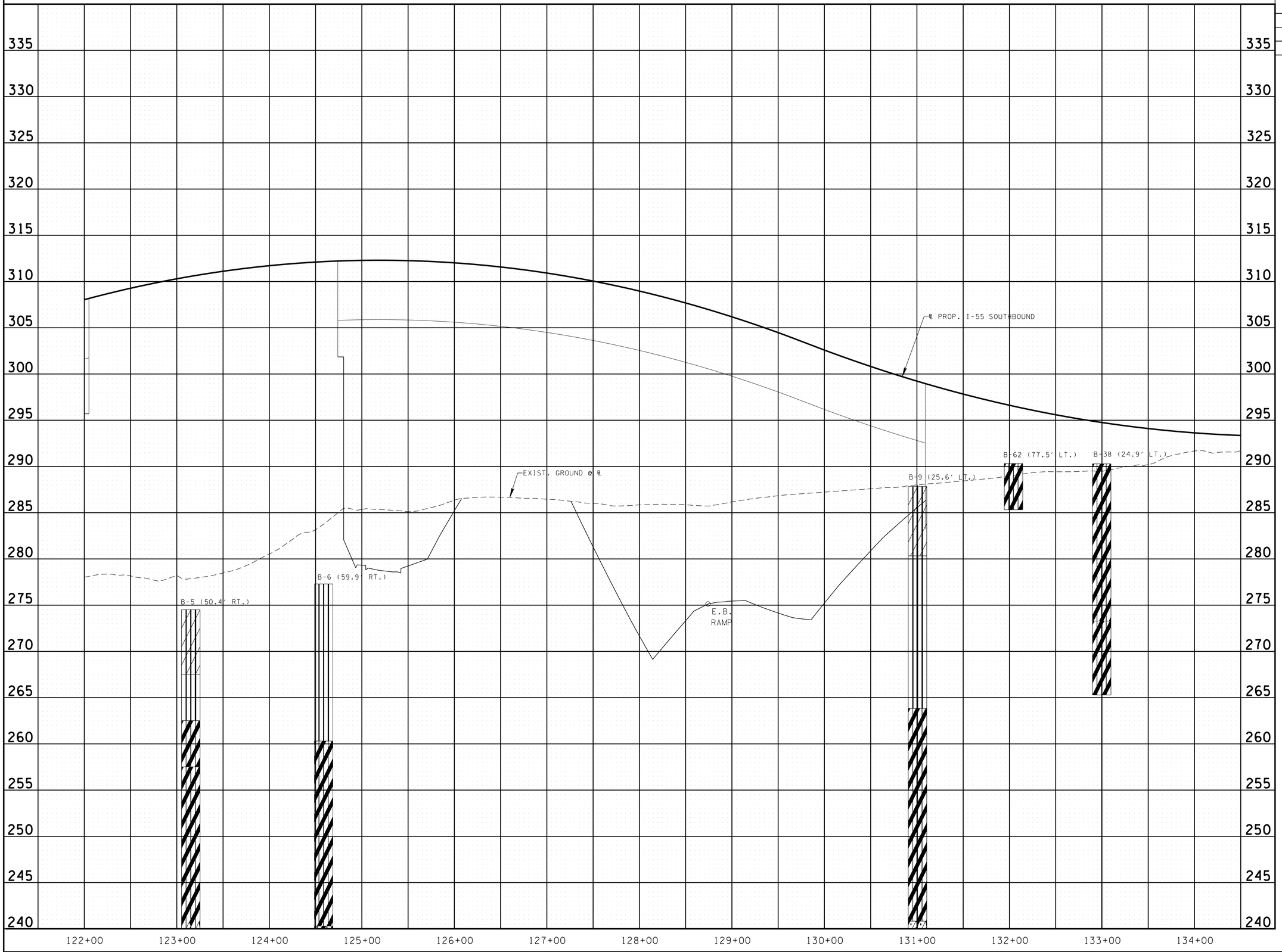
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	100



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

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SOILS

I-55 SOUTHBOUND

STA. 122+00 TO STA.134+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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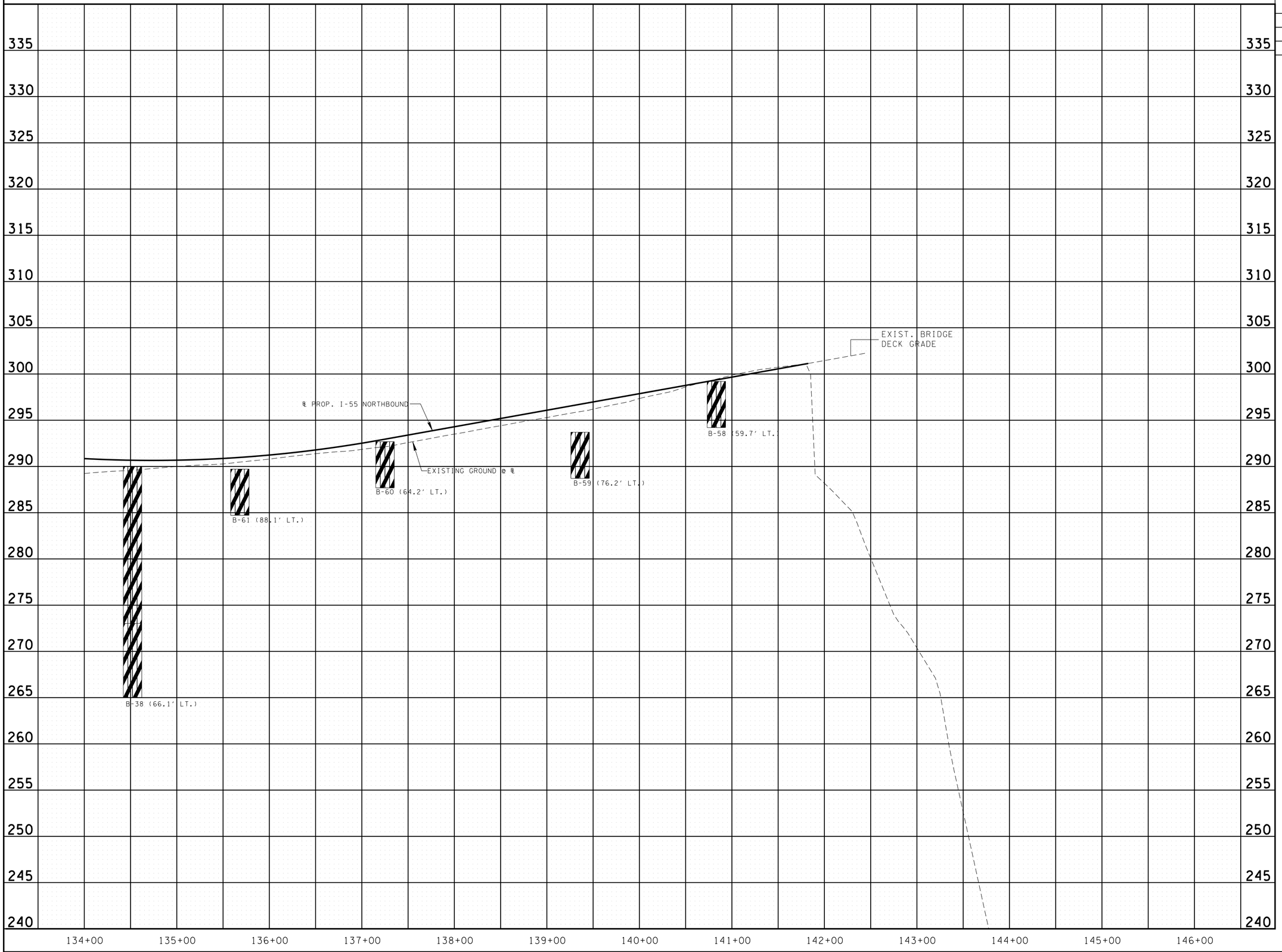
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(119)	101



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

SOILS

I-55 NORTHBOUND

STA. 134+00 TO E.O.P.

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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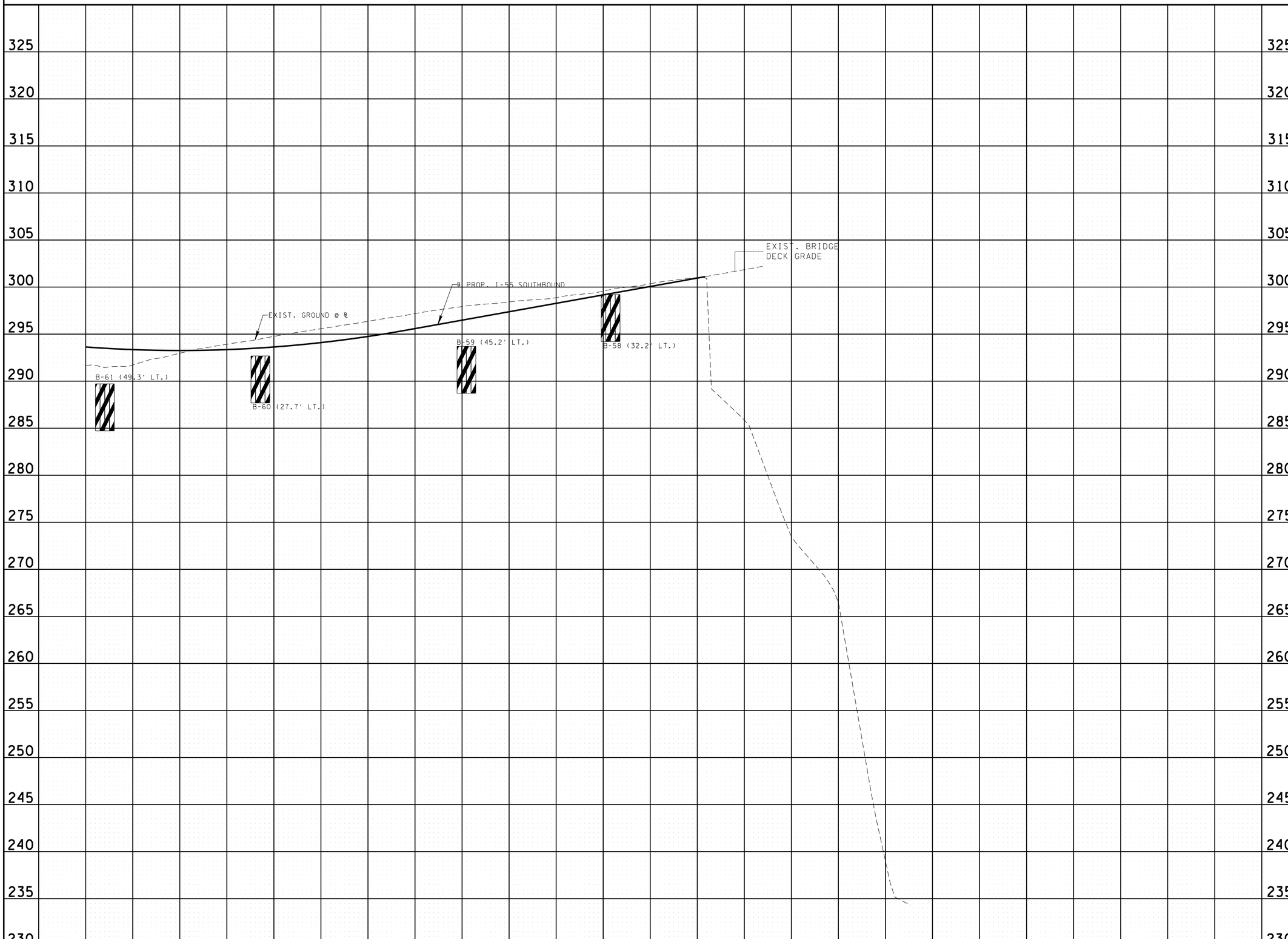
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	102



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

I-55 SOUTHBOUND

STA.134+00 TO E. O. P.

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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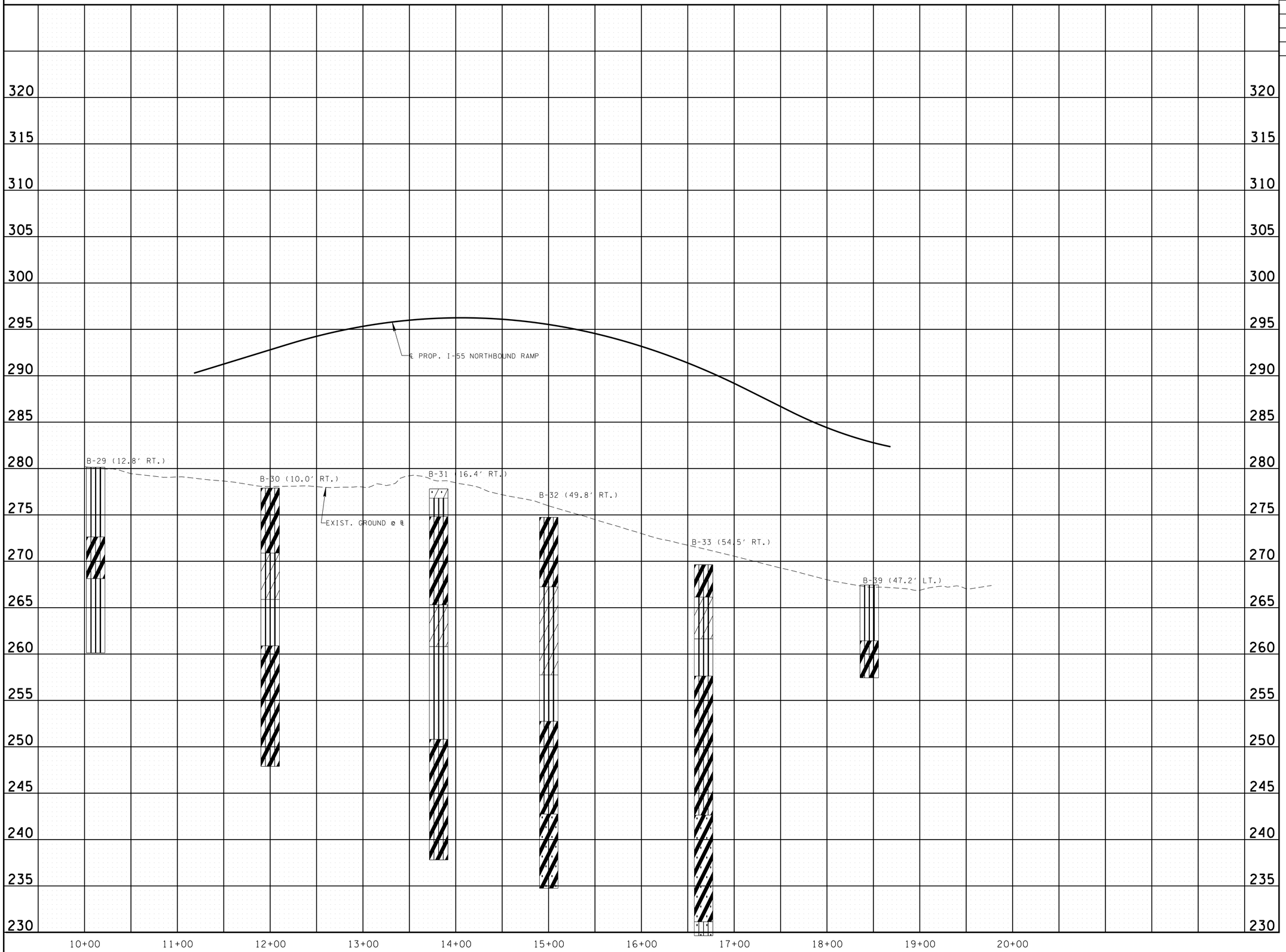
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	103



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

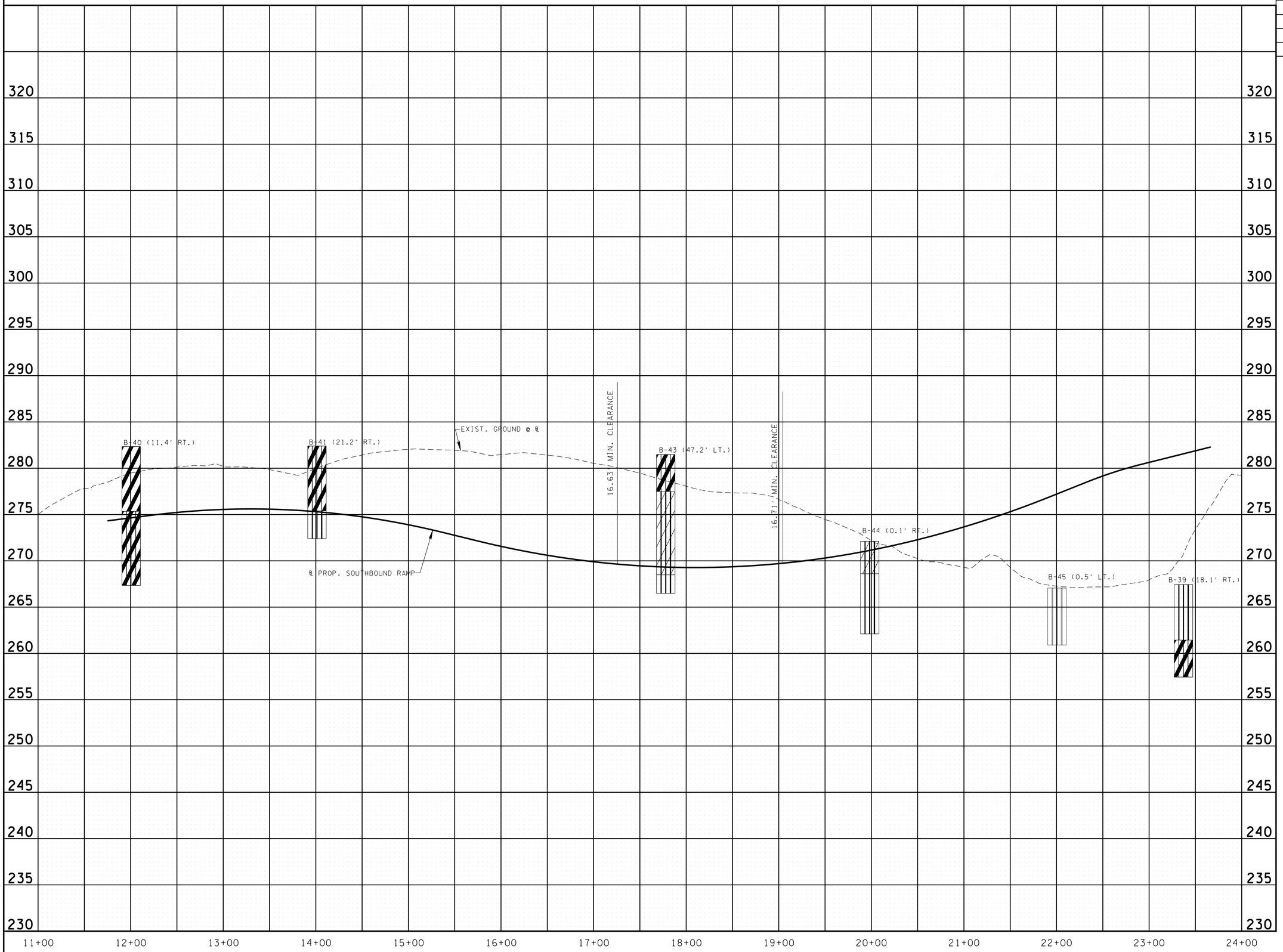
SOILS

I-55 NORTHBOUND RAMP
STA. 10+00 TO STA. 18+68.47

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 1:37:24 PM
R:\Roadway\CONST Plans\PLANS\Soils Sheets\soil_pro_5.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	104



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

I-55 SOUTHBOUND RAMP
STA. 11+00 TO STA. 23+66.56

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 1:39:28 PM
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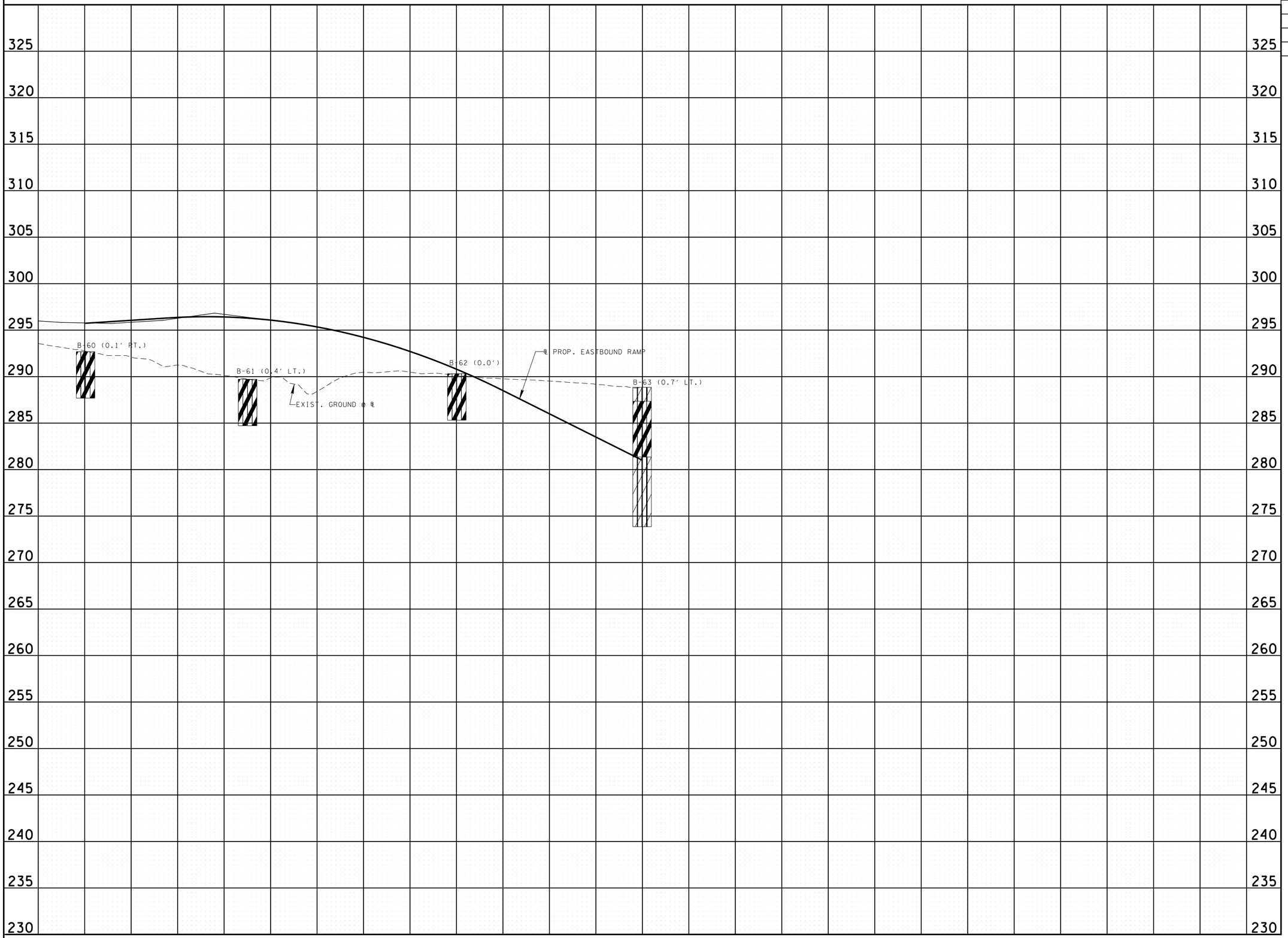
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	105



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

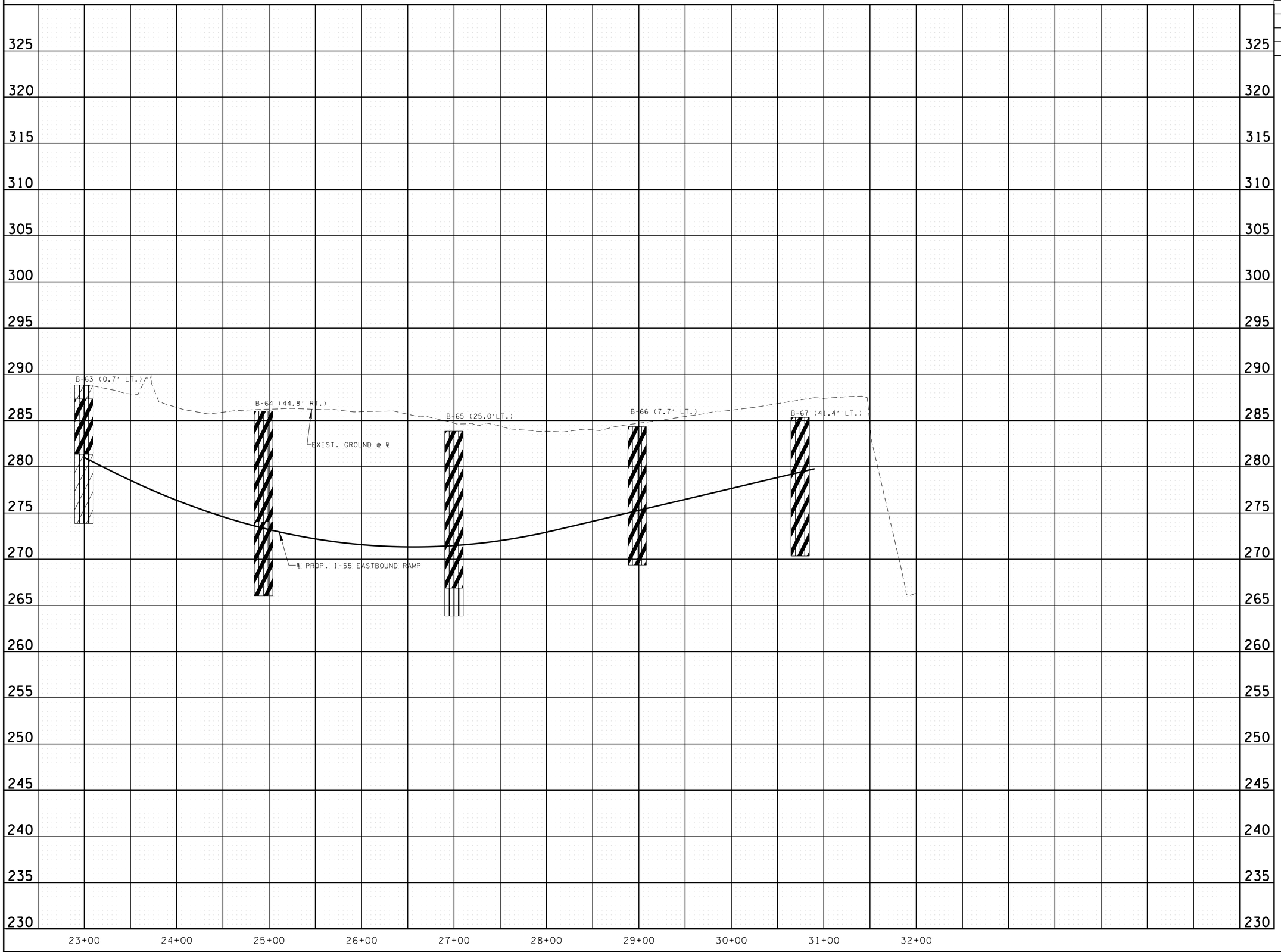
SOILS

I-55 EASTBOUND RAMP
STA. 17+00 TO STA. 23+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 2:07:16 PM
R:\Roadway\CONST Plans\PLANS\Soils Sheets\soil_pro_7.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	106



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

I-55 EASTBOUND RAMP
STA. 23+00 TO STA. 30+89.42

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 2:10:42 PM
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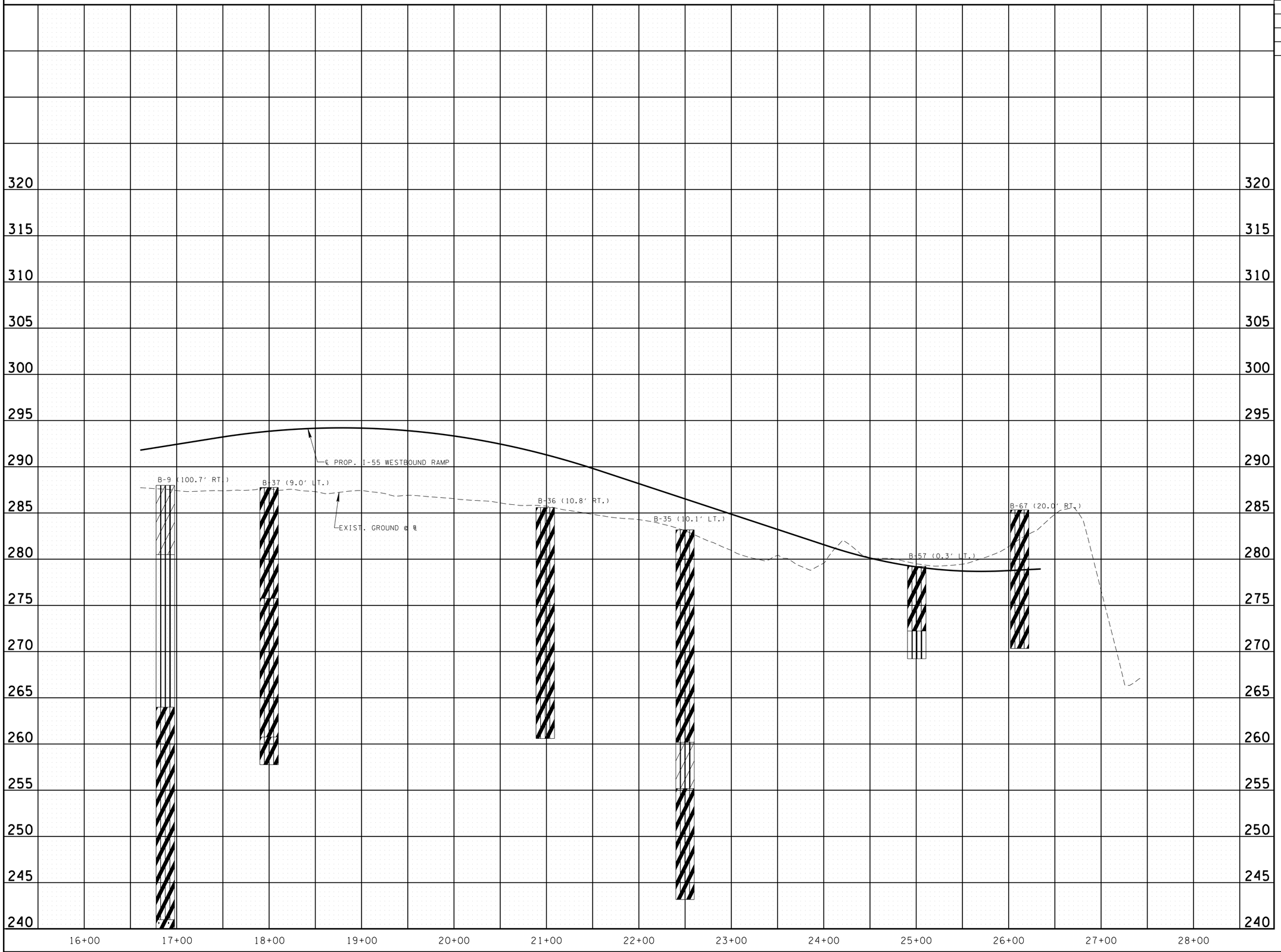
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	107



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

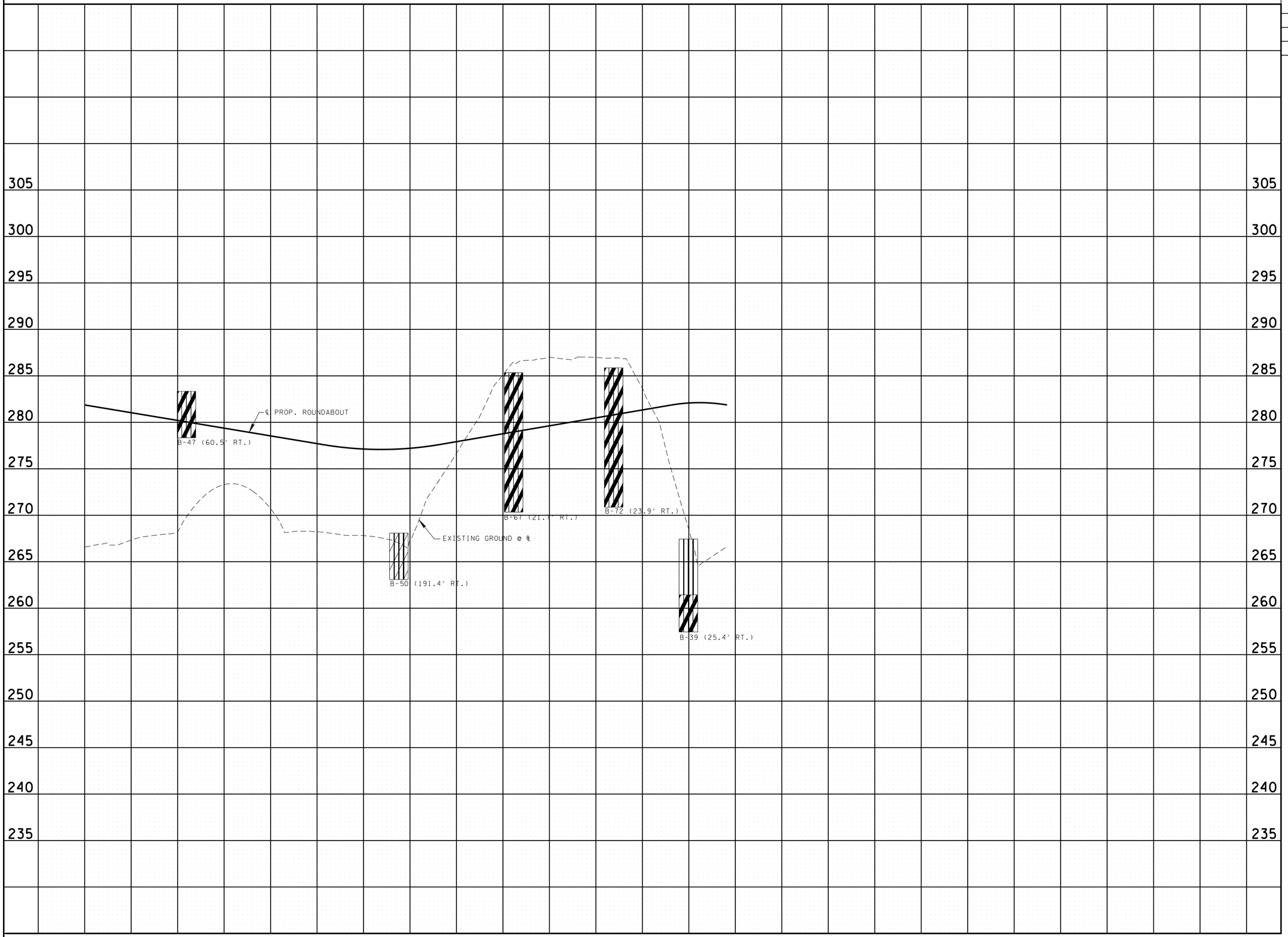
SOILS

I-55 WESTBOUND RAMP
STA. 16+00 TO STA. 26+34.70

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 2:18:20 PM
R:\Roadway\CONST Plans\PLANS\Soils Sheets\soil_pro_9.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	108



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

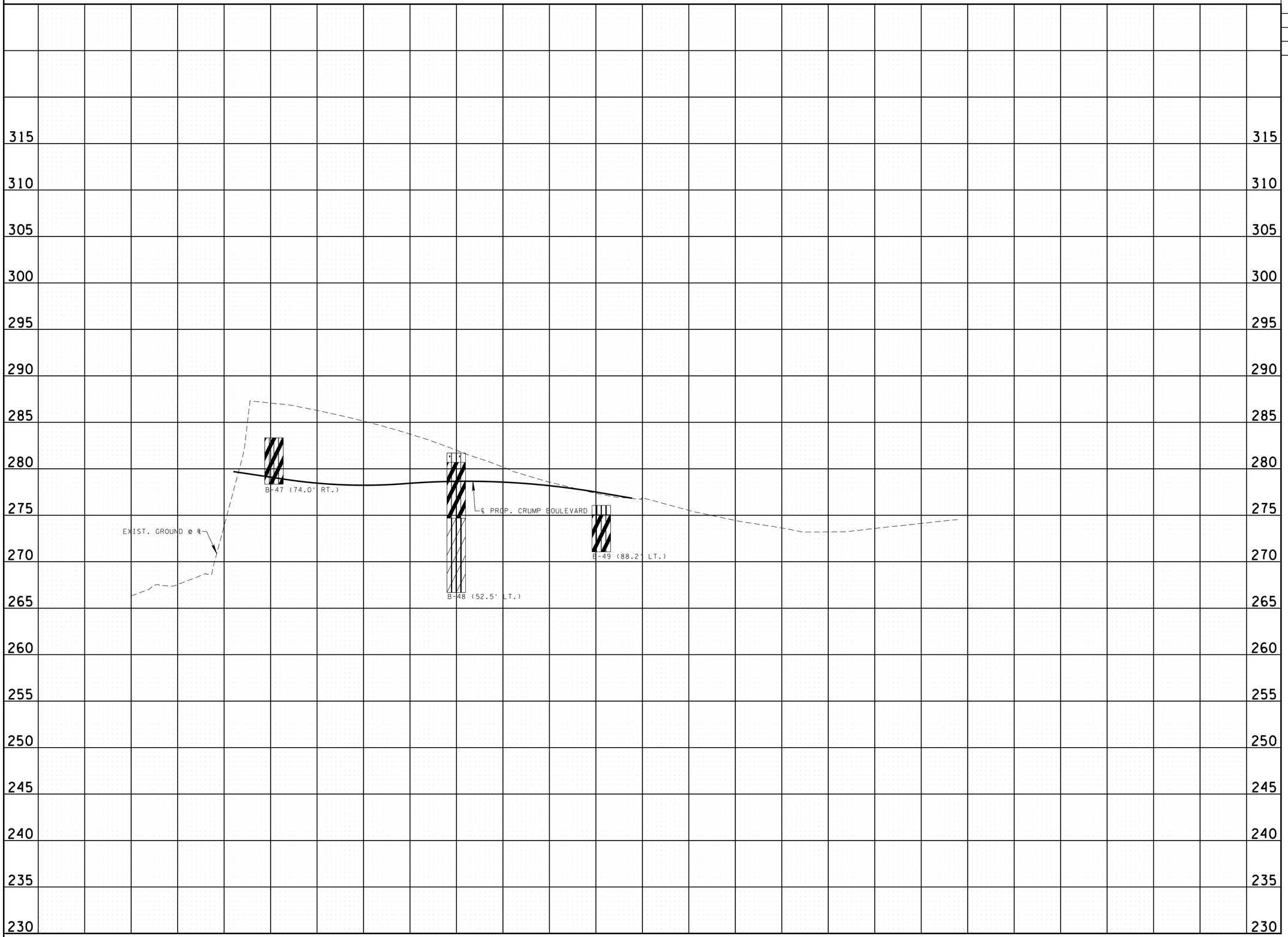
SOILS

ROUNDABOUT
STA. 10+00 TO STA. 16+90.88

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 2:40:06 PM
R:\Roadway\CONST Plans\PLANS\Soils Sheets\soil_pro_10.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	109



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

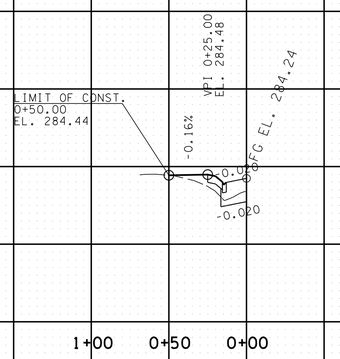
SOILS

CRUMP BOULEVARD
STA. 10+00 TO STA. 15+39

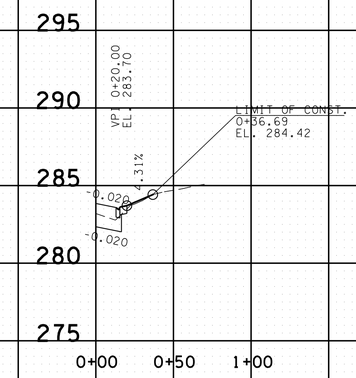
SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 2:49:25 PM
R:\Roadway\CONST Plans\PLANS\Soils Sheets\soil_pro_11.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2014	IM-55-1(129)	10A
CONST.	2015	IM-55-1(129)	



PVT. DR. LT. 12+02.33
TRACT NO.16



PVT. DR. RT. 11+86.60
TRACT NO.19

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROFILE OF PRIVATE DRIVES

SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/22/2015 3:50:43 PM
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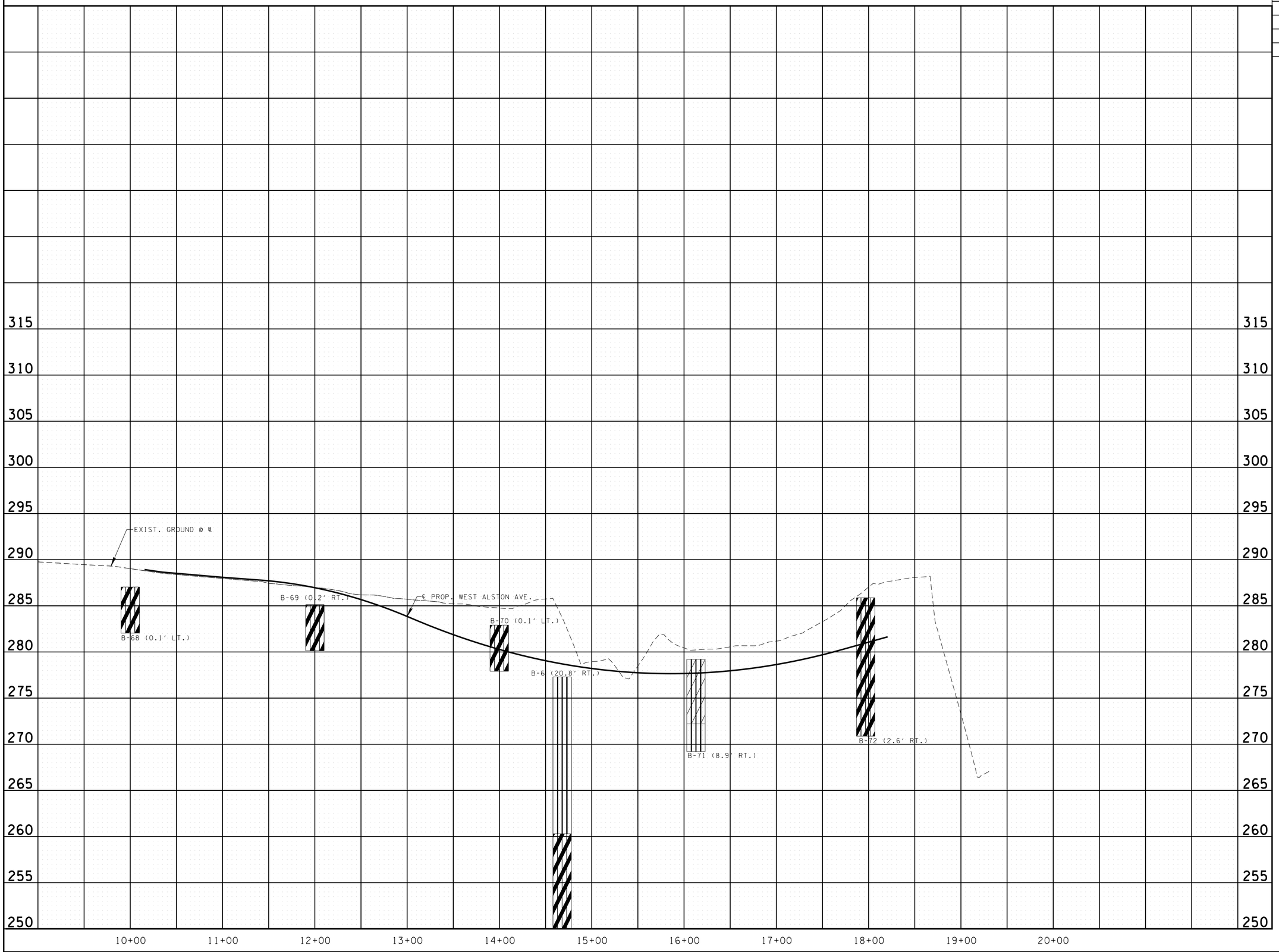
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	110



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

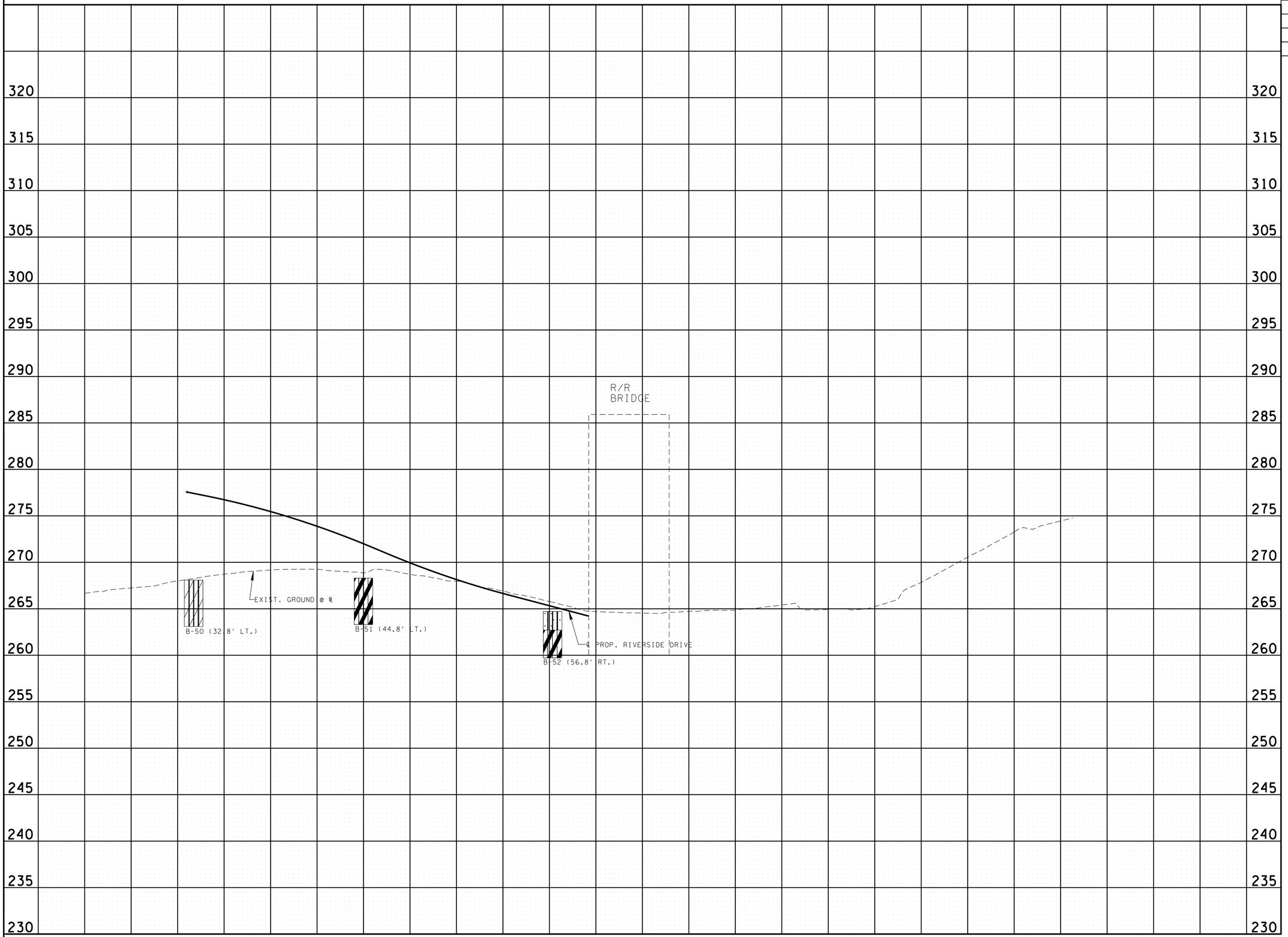
SOILS

W. ALSTON AVENUE
STA. 10+00 TO STA. 18+20.58

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 2:52:53 PM
R:\Roadway\CONST Plans\PLANS\Soils Sheets\soil_pro_12.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	111



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

RIVERSIDE DRIVE
STA. 10+00 TO STA. 15+42.00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 2:54:30 PM
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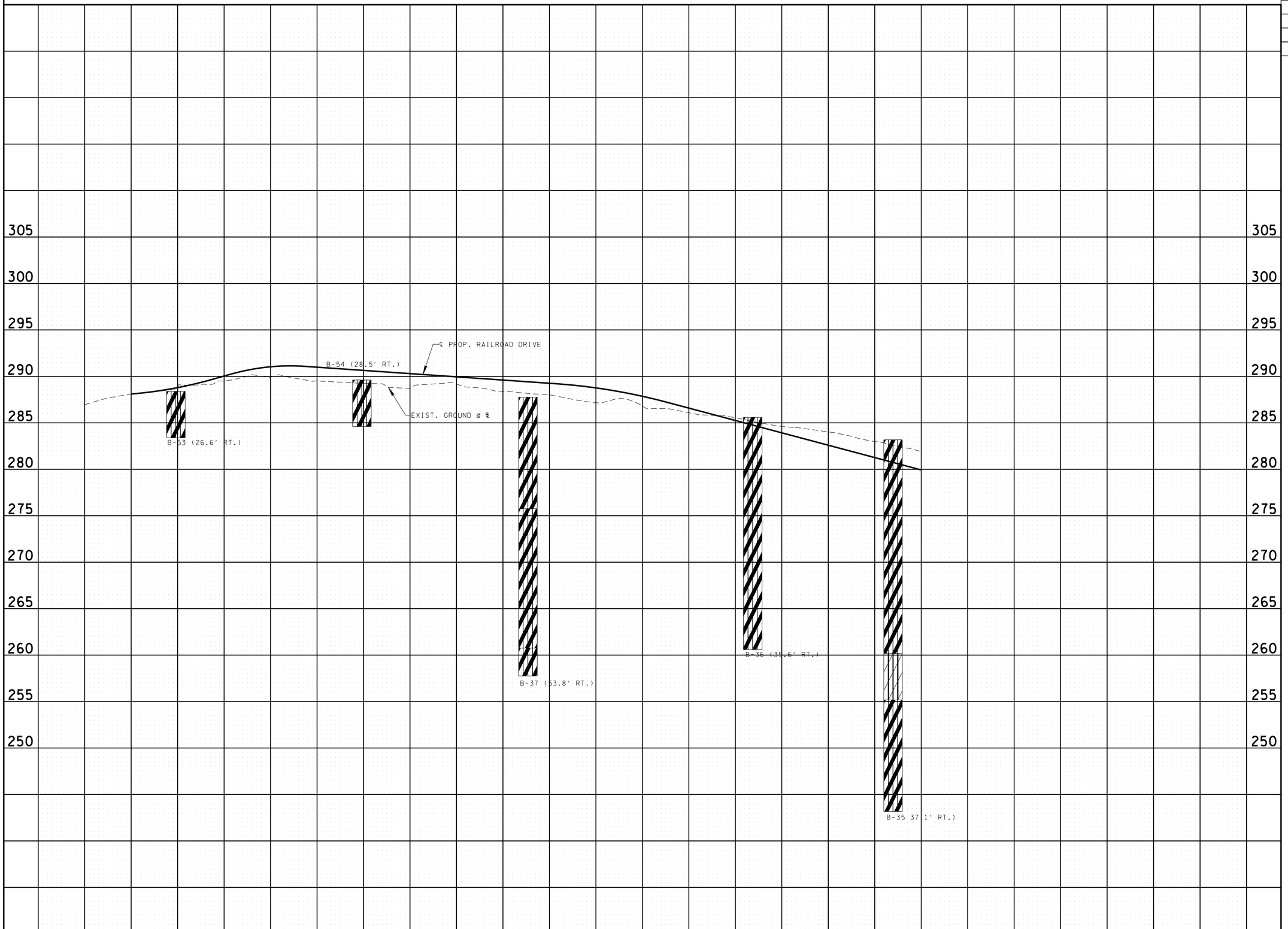
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	112



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SOILS

RAILROAD DRIVE
STA. 10+00 TO STA. 19+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 2:56:33 PM
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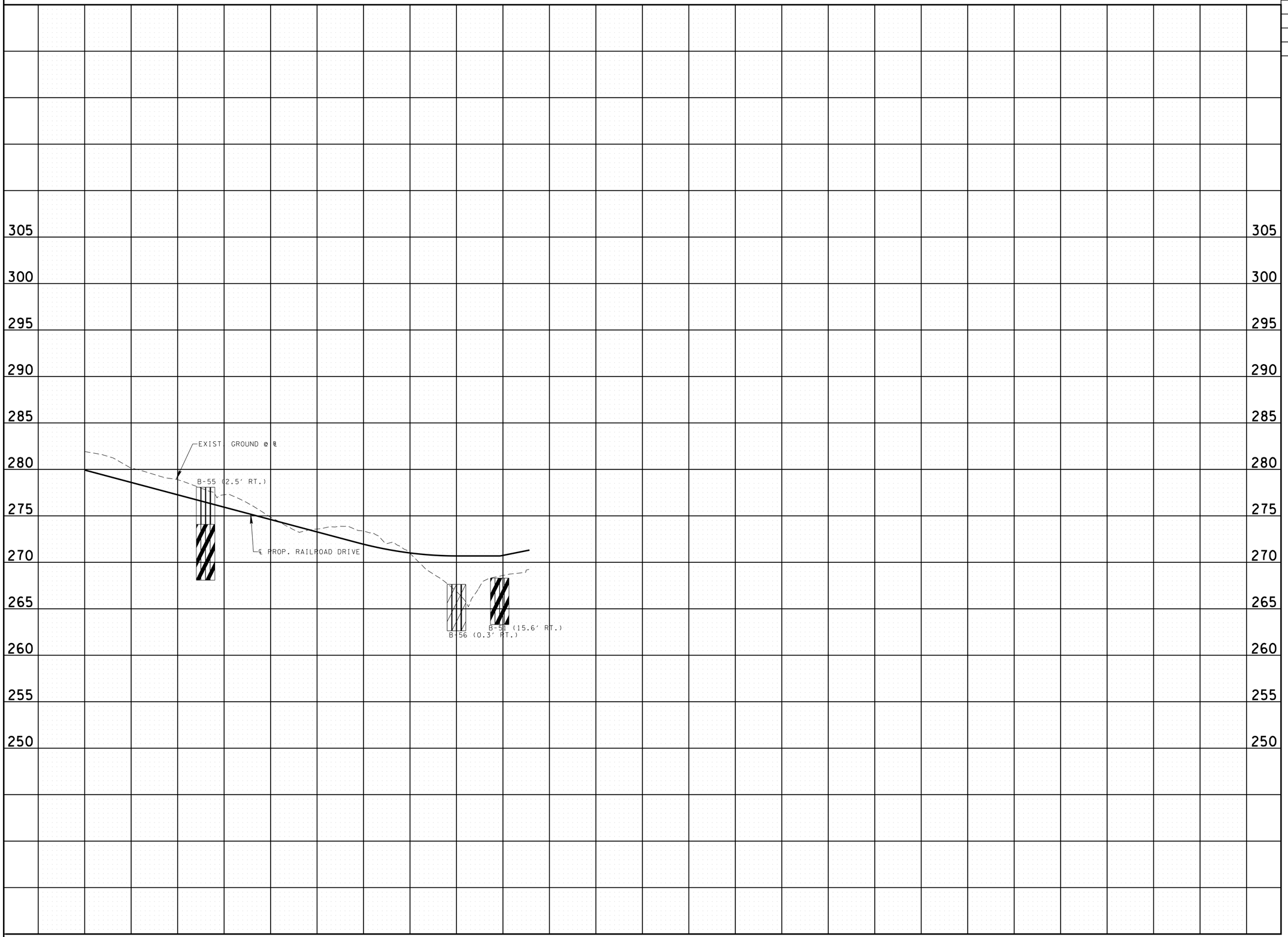
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	113



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

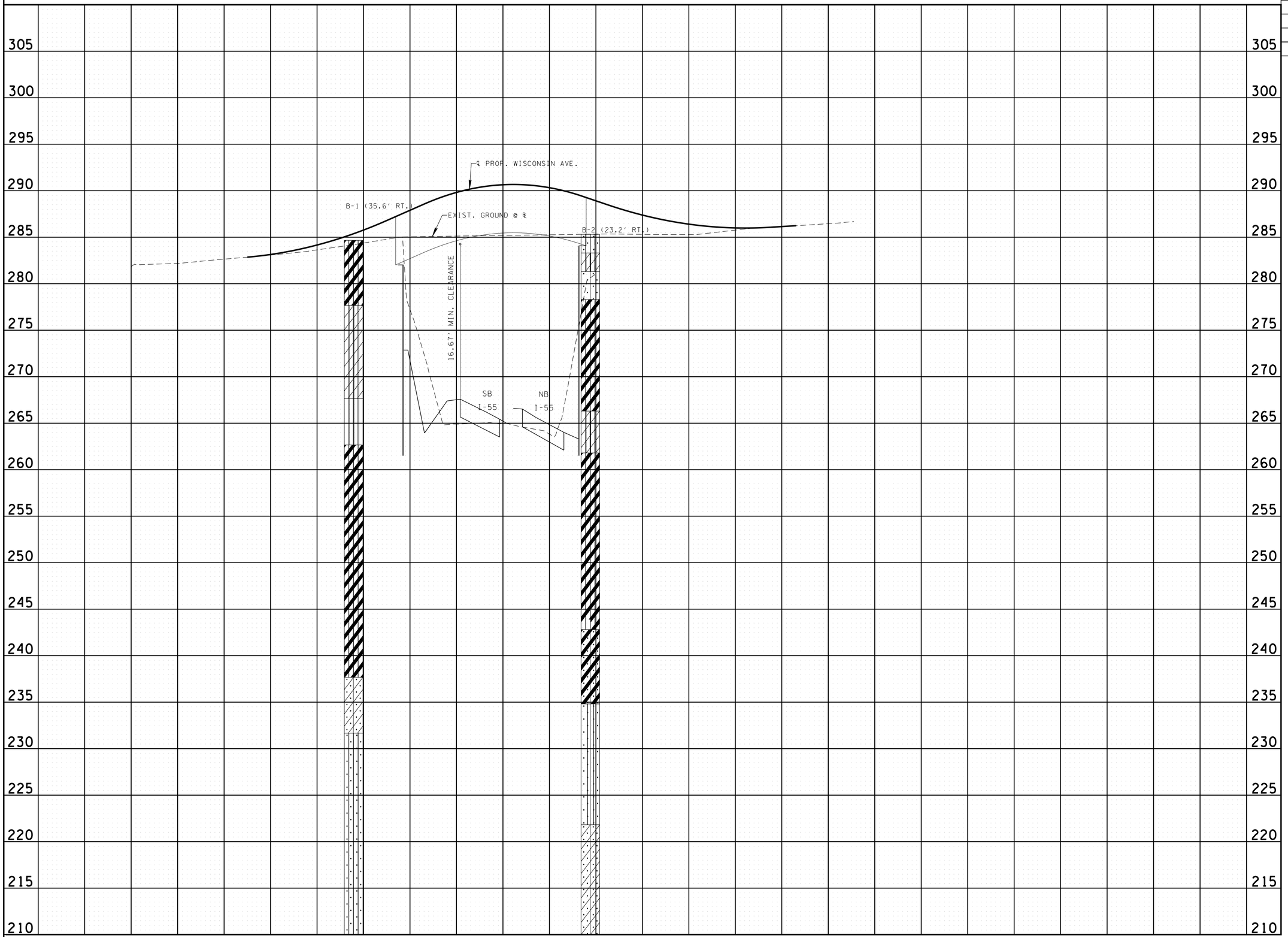
SOILS

RAILROAD DRIVE
STA. 19+00 TO STA. 23+91.44

SCALE: 1"=50' HORIZ.
1"=5' VERT.

4/23/2015 3:01:32 PM
R:\Roadway\CONST Plans\PLANS\Soils Sheets\soil_pro_I5.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	114



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

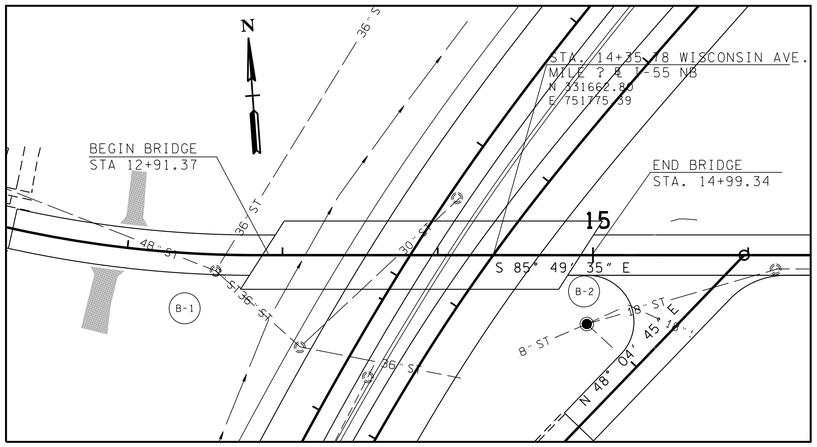
SOILS

WISCONSIN AVE
STA. 10+00 TO STA. 17+15.43

SCALE: 1"=50' HORIZ.
1"=5' VERT.

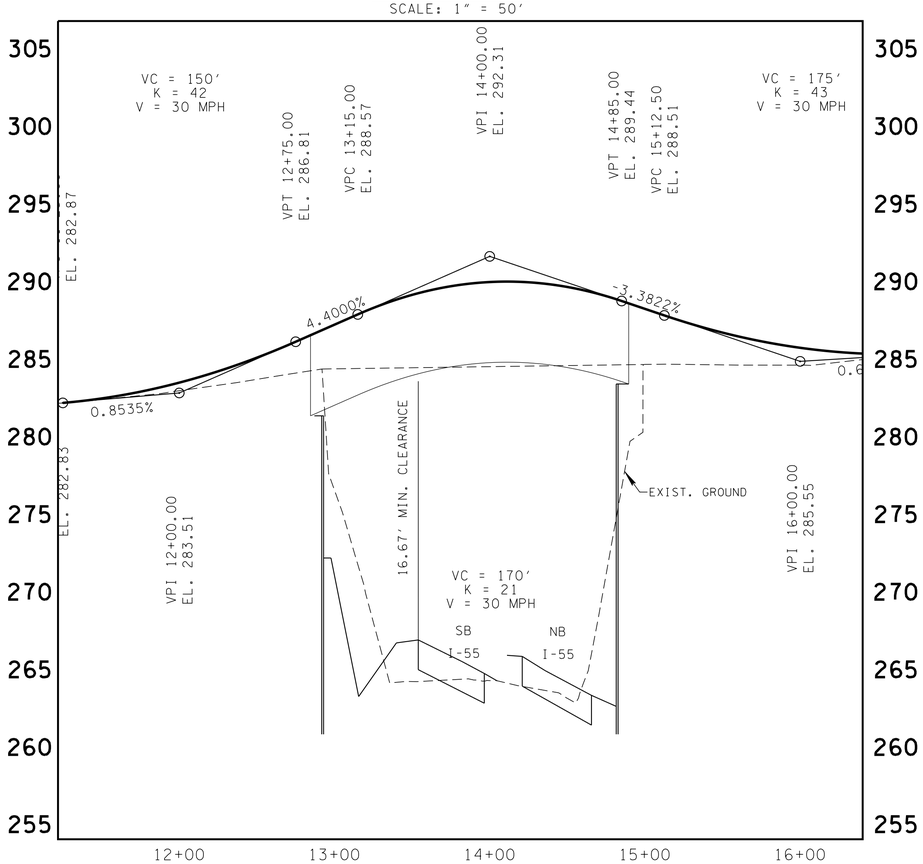
4/23/2015 3:04:20 PM
R:\Roadway\CONST Plans\PLANS\Soils Sheets\soil_pro_16.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	115



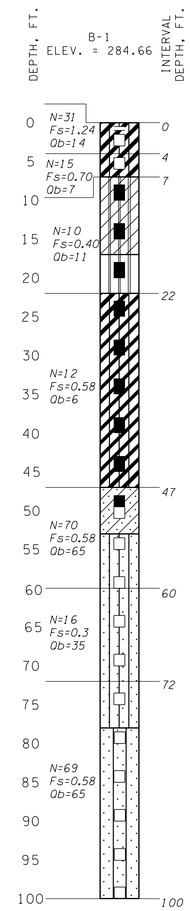
PLAN VIEW

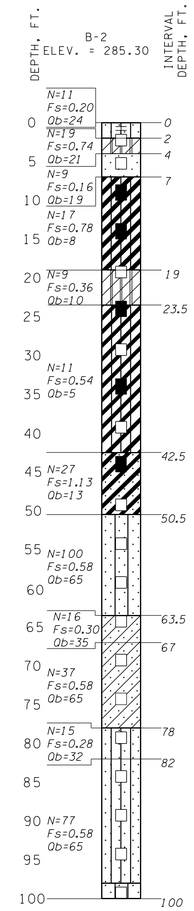
SCALE: 1" = 50'



PROFILE VIEW

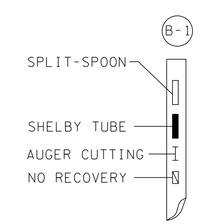
SCALE: 1" = 50' H
1" = 5' V





LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)



CONST. FIELD REVIEW

ABBREVIATIONS
✳ = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTES:
1. THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.
2. THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

POINT	ELEVATION
B-1	284.66
B-2	285.30

TABLE OF POINT LOCATIONS

POINT	STATION	OFFSET	NORTH	EAST
B-1	12+39.08	35.61' RT.	311643.09	751574.62
B-2	14+93.95	23.19' RT.	311635.40	751831.72

SEALED BY

COORDINATES ARE NAD/B3(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 1
FOUNDATION DATA

WINCONSIN AVE. OVER INTERSTATE 55
STA.14+00.00
2015

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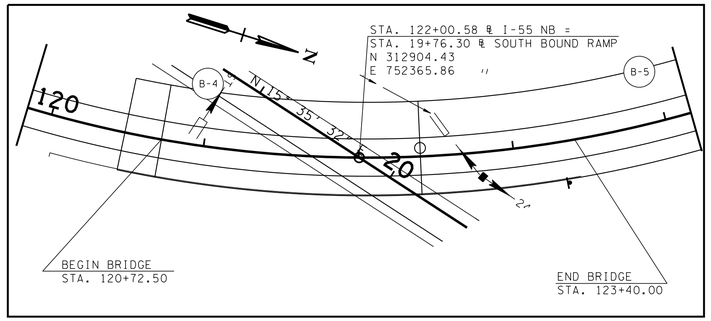
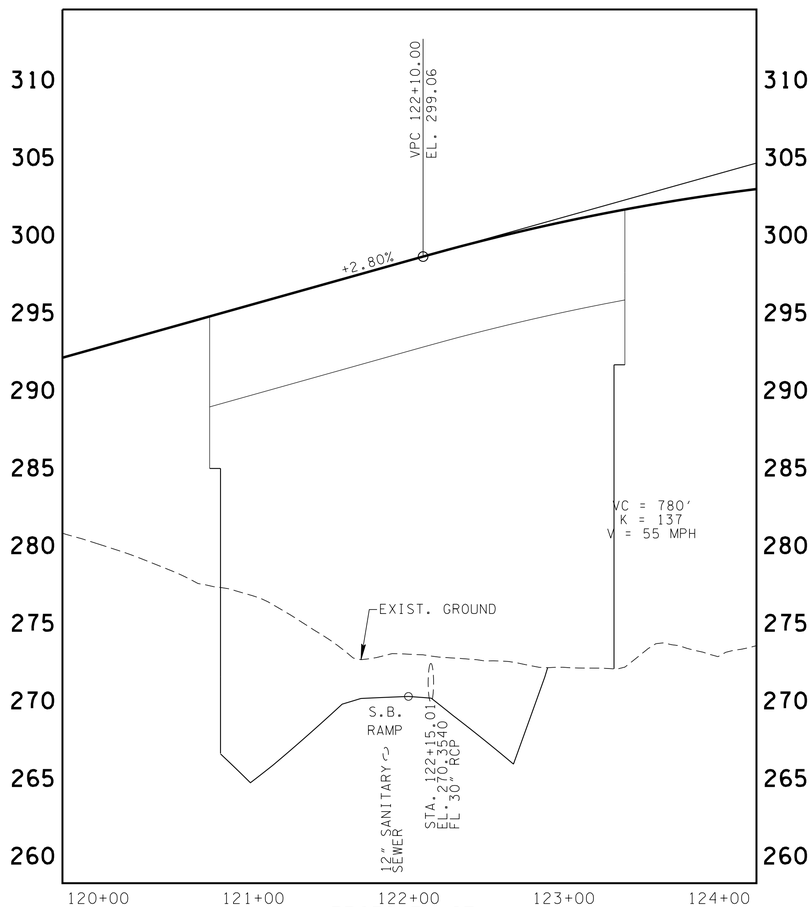
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	116

CONST. FIELD REVIEW



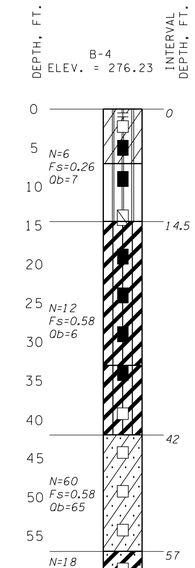
PLAN VIEW

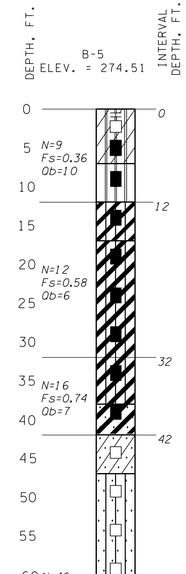
SCALE 1' = 50'



PROFILE VIEW

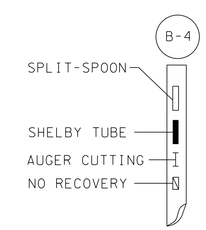
SCALE 1' = 50' H
1" = 5' V





LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)



ABBREVIATIONS

* = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTES:

1. THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.
2. THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

POINT	ELEVATION
B-4	276.23
B-5	274.51

TABLE OF POINT LOCATIONS

POINT	STATION	OFFSET	NORTH	EAST
B-4	120+96.97	40.23' LT.	312797.15	752349.66
B-5	123+90.98	34.09' LT.	313060.01	752259.02

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 2
FOUNDATION DATA

INTERSTATE 55 NB OVER SOUTHBOUND RAMP

STA.122+00.15
2015

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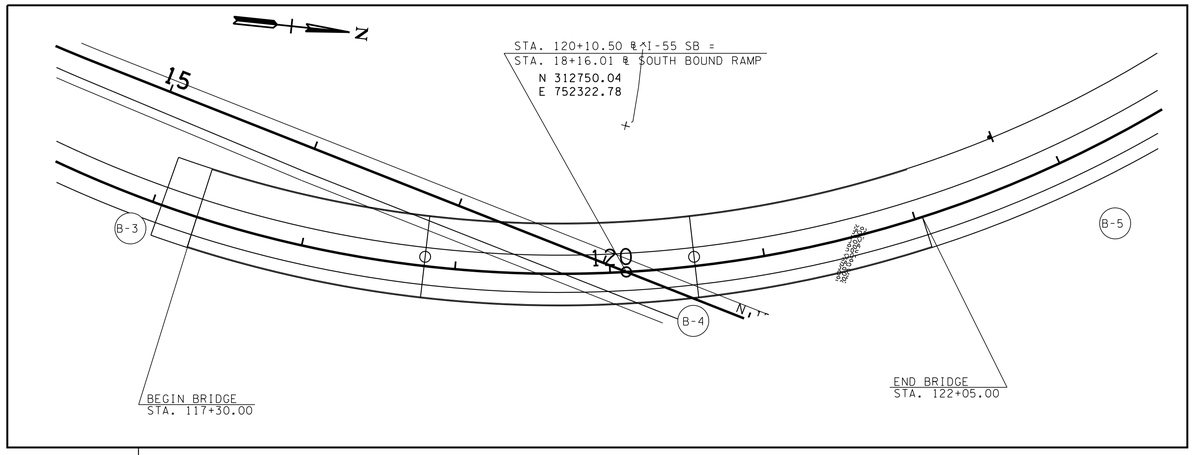
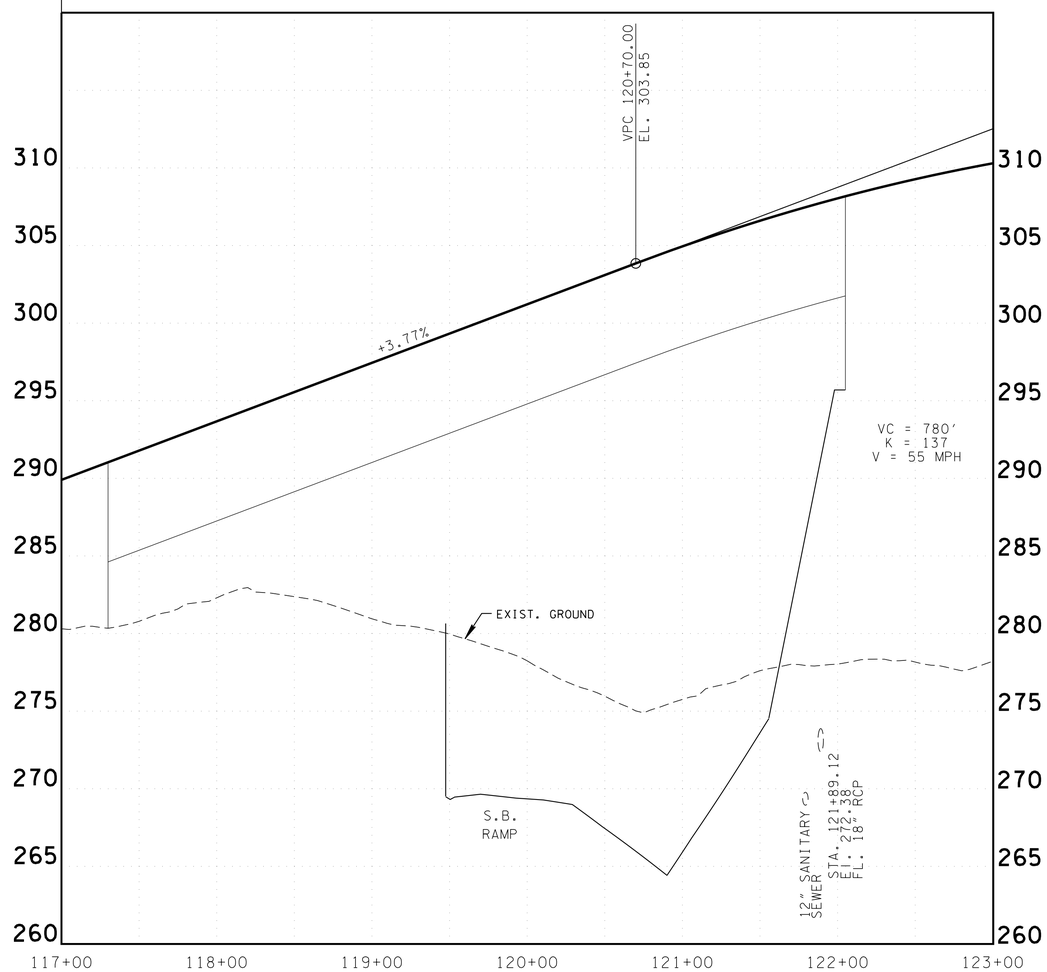
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	117



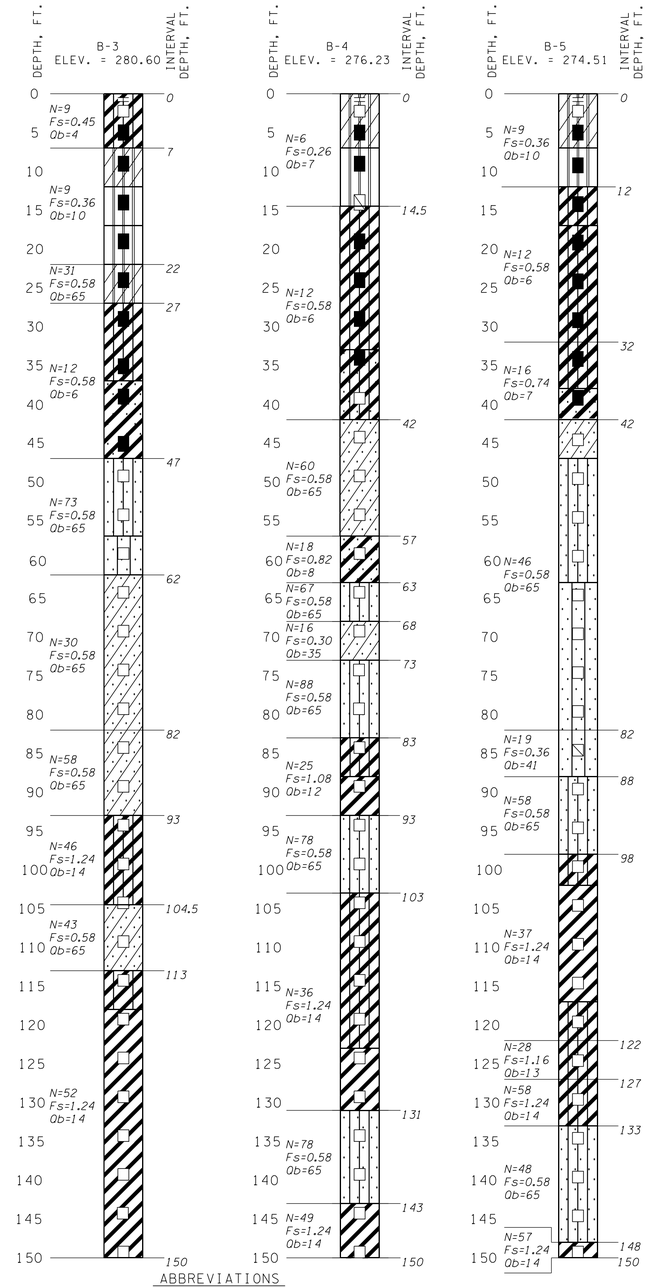
PLAN VIEW

SCALE 1" = 50'



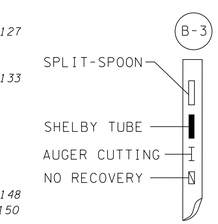
PROFILE VIEW

SCALE 1' = 50' H
1" = 5' V



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)



ABBREVIATIONS

= POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTES:

1. THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.
2. THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

	ELEVATION
B-3	280.60
B-4	276.23
B-5	274.51

TABLE OF POINT LOCATIONS

POINT	STATION	OFFSET	NORTH	EAST
B-3	116+92.19	21.04' RT.	312429.05	752327.91
B-4	120+50.88	35.17' RT.	312797.15	752349.66
B-5	123+15.12	50.37' RT.	313060.01	752259.02

CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 3
FOUNDATION DATA

INTERSTATE 55 SB OVER SOUTHBOUND RAMP

STA.120+10.50
2015

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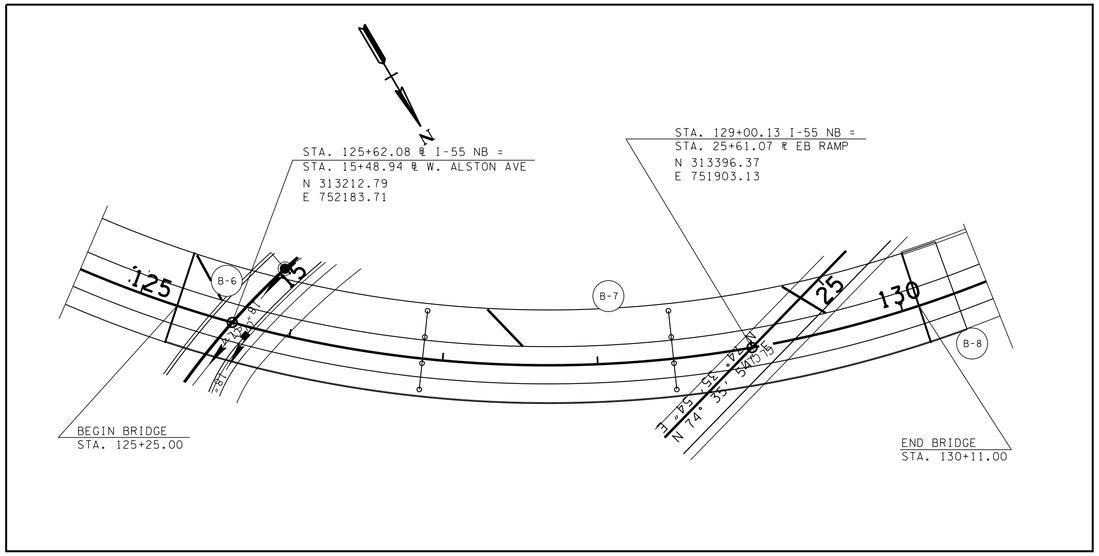
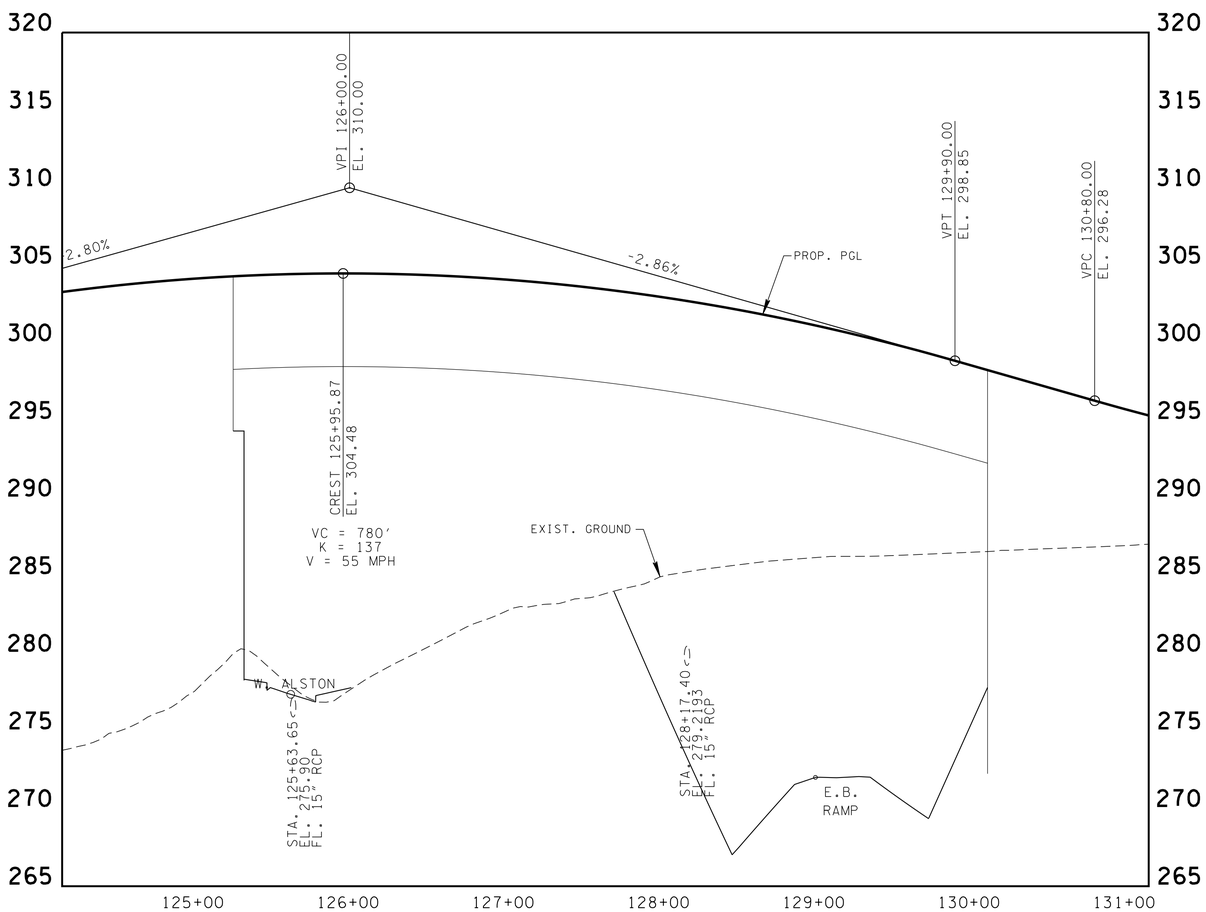
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	118



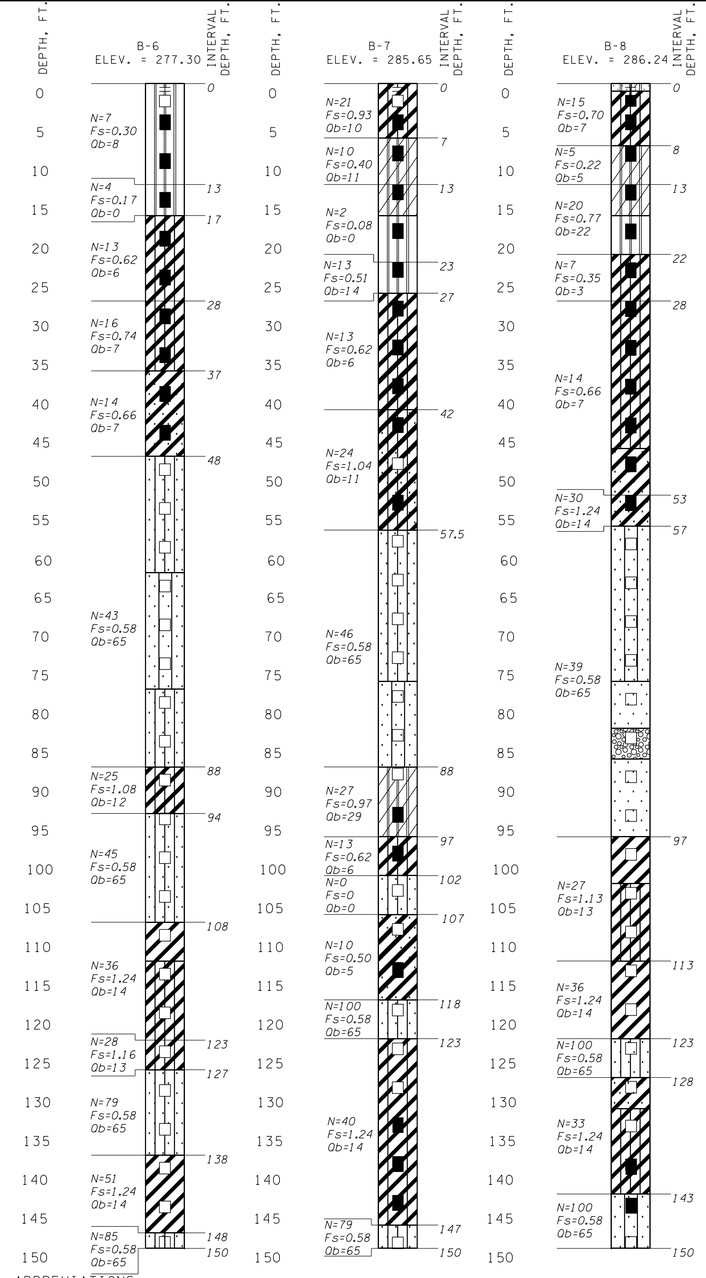
PLAN VIEW

SCALE 1' = 50'



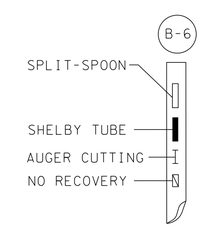
PROFILE VIEW

SCALE: 1" = 50' H
1" = 5' V



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)



ABBREVIATIONS

✳ = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTES:

1. THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.
2. THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

TABLE OF POINT LOCATIONS

POINT	STATION	OFFSET	NORTH	EAST
B-6	125+51.20	24.80' LT.	313187.91	752173.19
B-7	128+09.27	43.50' LT.	313320.89	751966.16
B-8	130+34.93	33.61' RT.	313465.32	751779.45

POINTS	ELEVATION
B-6	277.30
B-7	285.65
B-8	286.24

CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 4
FOUNDATION DATA

INTERSTATE 55 NB OVER EASTBOUND RAMP

STA.122+00.15
2015

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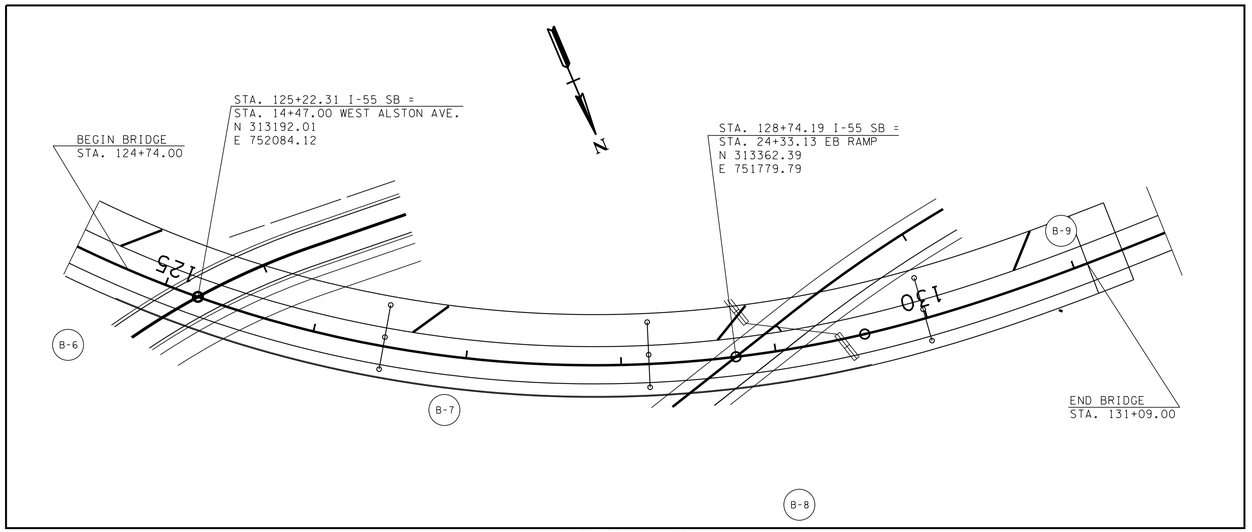
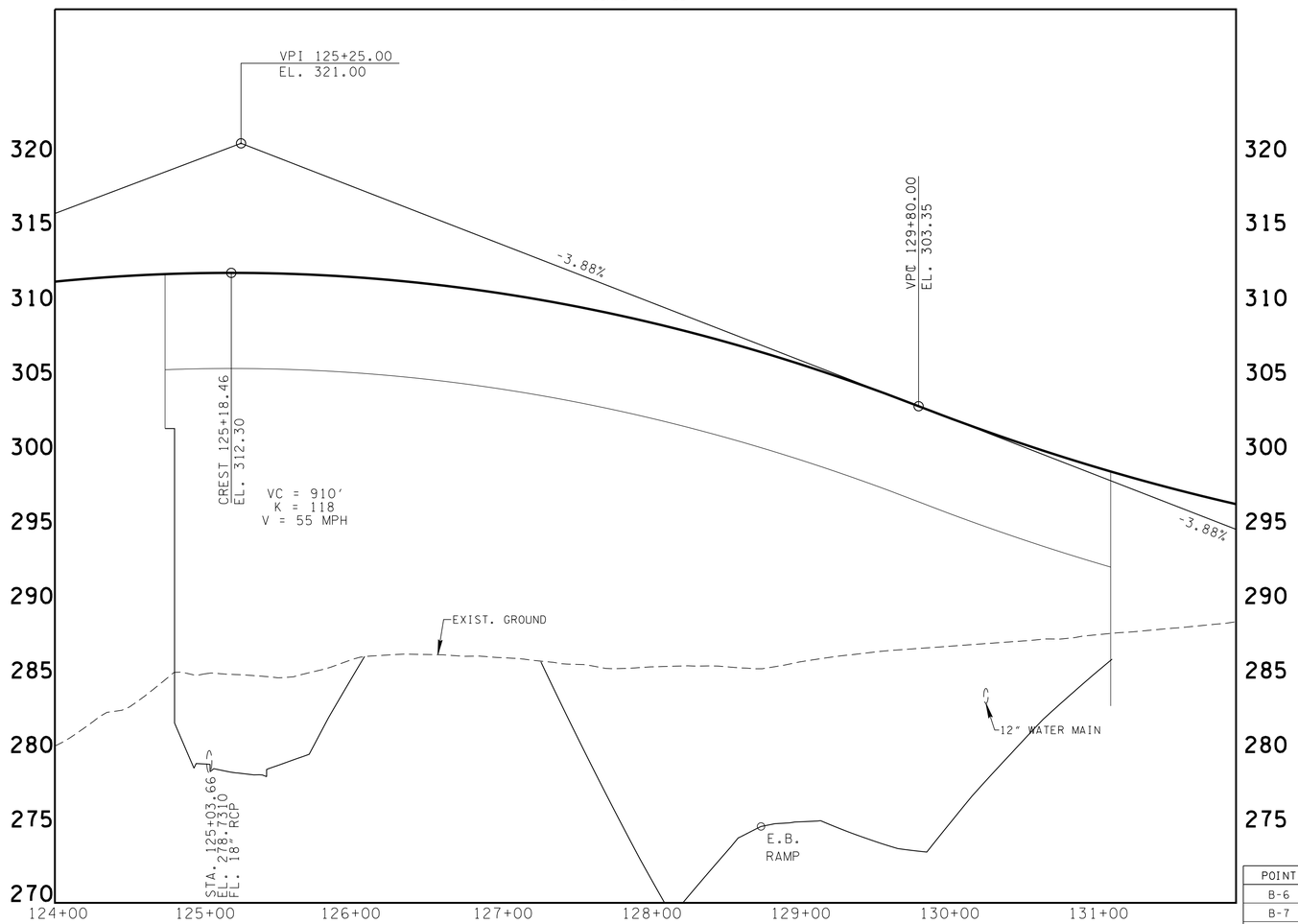


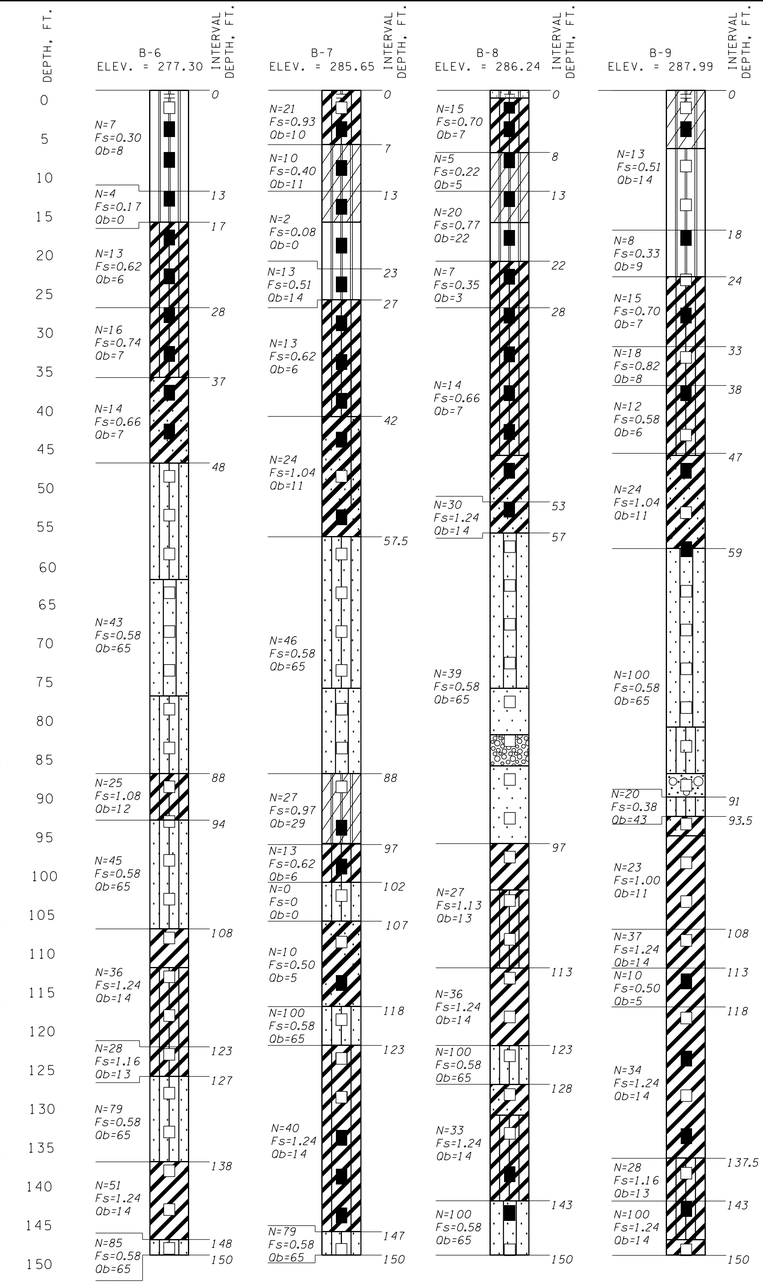
PLAN VIEW

SCALE 1' = 50'



PROFILE VIEW

SCALE 1' = 50' H
1' = 5' V



TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	119

LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)
- SPLIT-SPOON (B-6)
- SHELBY TUBE
- AUGER CUTTING
- NO RECOVERY

ABBREVIATIONS

✳ = POTENTIAL LIQUEFACTION ZONES
N = AVG SPT VALUE FOR INTERVAL SHOWN
Fs = ULTIMATE SIDE FRICTION FOR INTERVAL SHOWN (TSF)
Qb = ULTIMATE END BEARING FOR INTERVAL SHOWN (TSF)

NOTES:

1. THE VALUES ARE FOR CONCRETE FRICTION PILES. IF STEEL PIPE OR H-PILES ARE USED, REDUCE THE SKIN FRICTION VALUES (Fs) BY ONE-THIRD.
2. THIS DRAWING IS FOR FOUNDATION DATA ONLY AND IS NOT TO BE USED AS A LAYOUT.

POINT	ELEVATION
B-6	277.30
B-7	285.65
B-8	286.24
B-9	287.99

TABLE OF POINT LOCATIONS

POINT	STATION	OFFSET	NORTH	EAST
B-6	124+58.72	59.94' RT.	313187.91	752173.19
B-7	126+90.11	34.71' RT.	313320.89	751966.16
B-8	128+99.66	99.31' RT.	313465.32	751779.45
B-9	131+00.63	26.60' LT.	313369.08	751555.27

CONST. FIELD REVIEW

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COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

BRIDGE NO. 5
FOUNDATION DATA

INTERSTATE 55 SB OVER
WEST ALSTON AVENUE

STA. 125+23.83
2015

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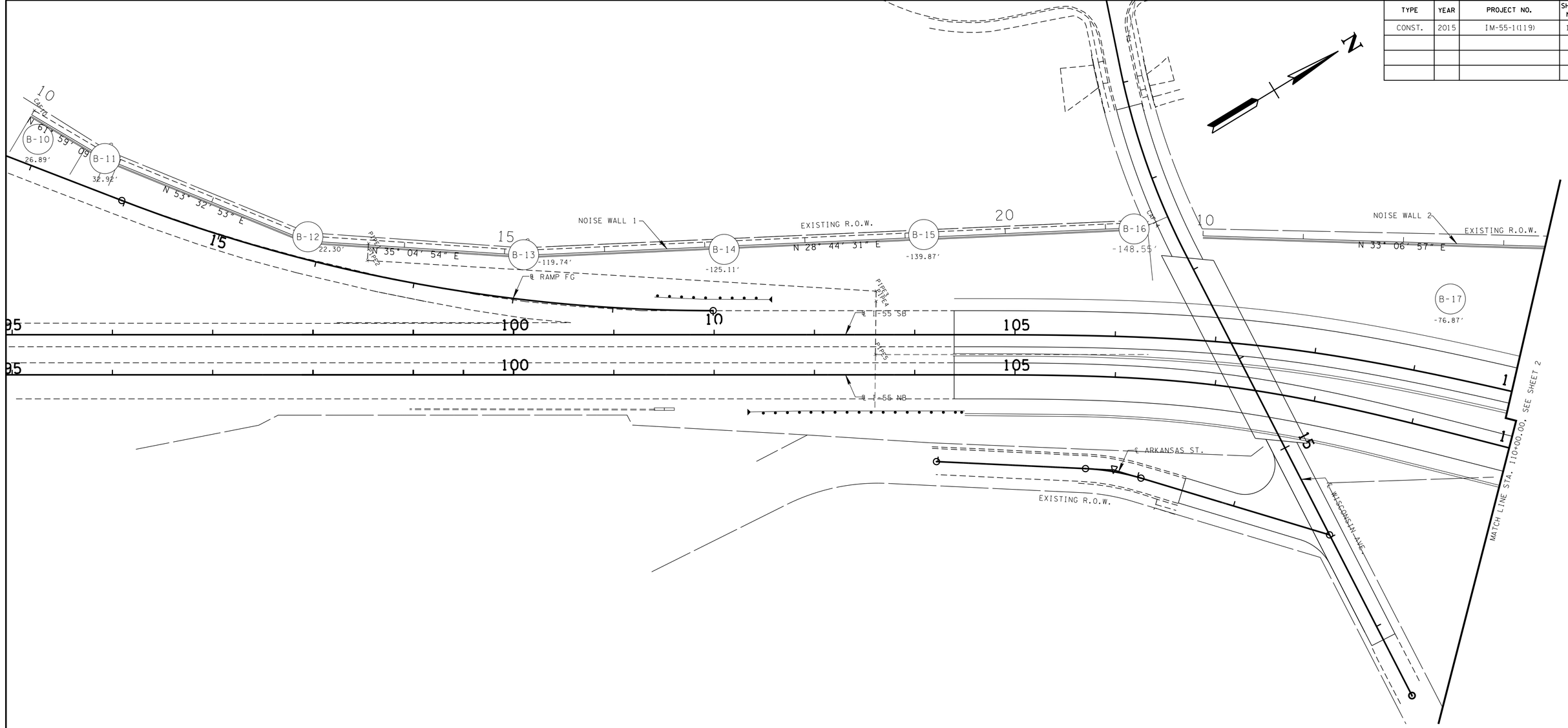
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(119)	120



BORING NO.	PROCTOR NO.	DEPTH
B-1		
B-2		
B-10		
B-11		
B-12		
B-13		
B-14		
B-15		
B-16		
B-17		
B-25		

PROCTOR NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST. RANGE	LL	PI	AASHTO	USCS

CBR NO.	SAMPLE NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST. RANGE	LL	PI	AASHTO	USCS	% COMPACTION	CBR VALUE %

CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

SOILS

NOISE WALLS

B. O. P. TO STA.110+00.00

SCALE: 1"=50'

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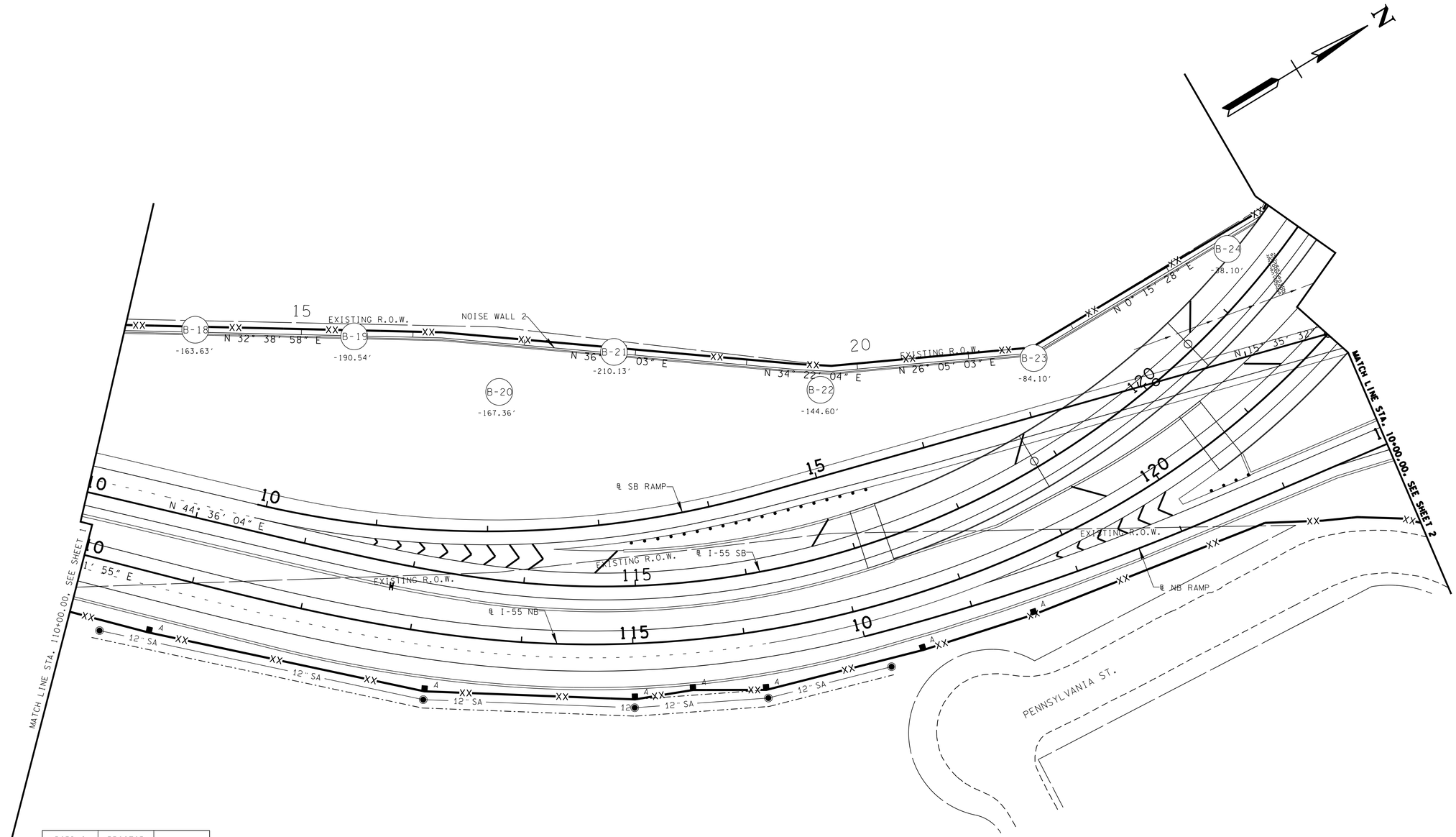
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(119)	121



CONST. FIELD REVIEW

BORING NO.	PROCTOR NO.	DEPTH
B-3		
B-4		
B-18		
B-19		
B-20		
B-21		
B-22		
B-23		
B-24		
B-28		
B-29		
B-30		
B-31		
B-40		
B-41		
B-42		
B-43		

PROCTOR NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST. RANGE	LL	PI	AASHTO	USCS

CBR NO.	SAMPLE NO.	DESCRIPTION	PROC. DENS.	OPT. M/C	MOIST. RANGE	LL	PI	AASHTO	USCS	% COMPACTION	CBR VALUE %

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STATE OF TENNESSEE
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SOILS

NOISE WALL

STA.110+00.00 TO STA.122+00.00

SCALE: 1"=50'

4/23/2015 3:12:50 PM
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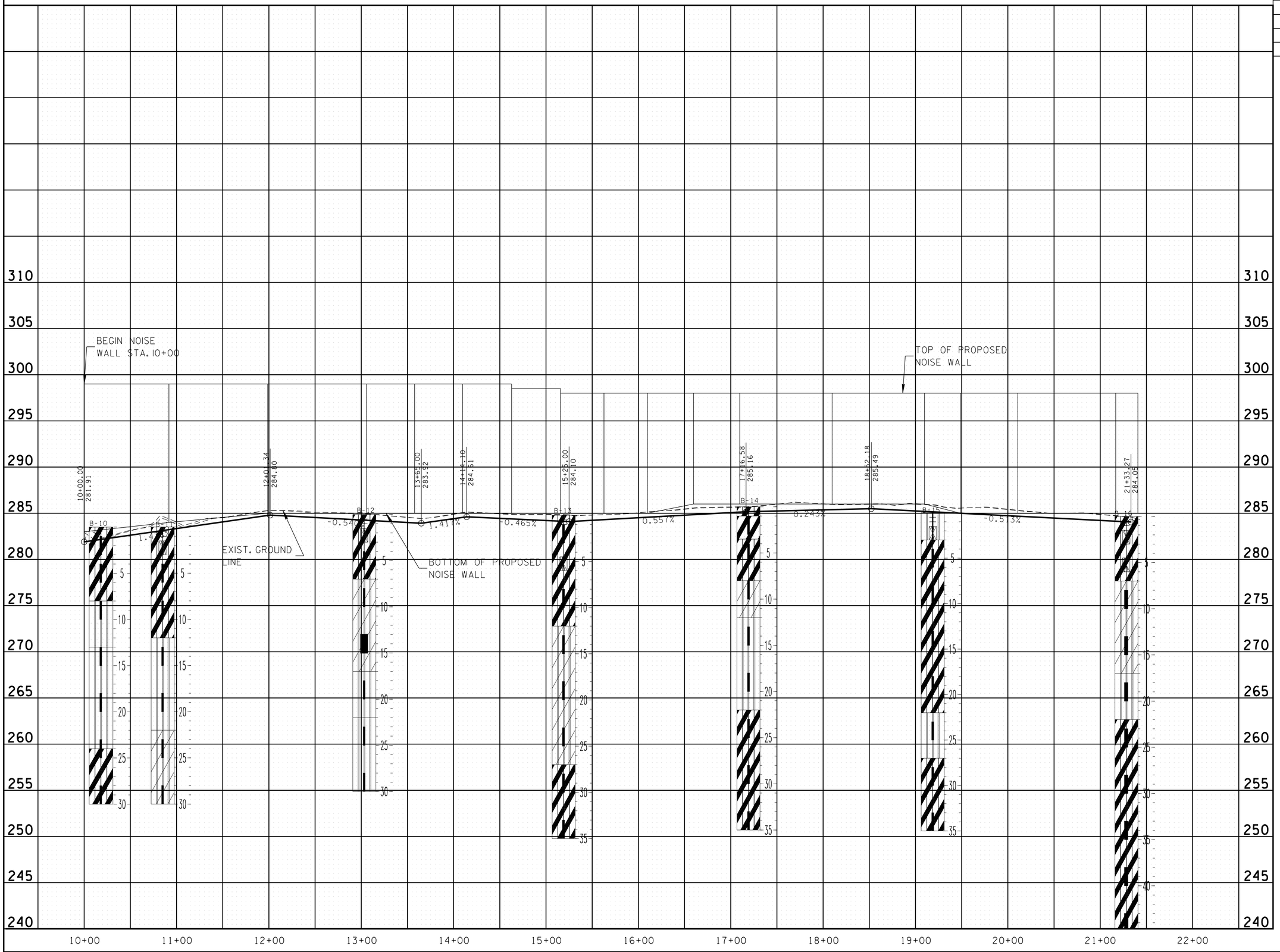
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	122



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

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SOILS

NOISE WALL NO. 1

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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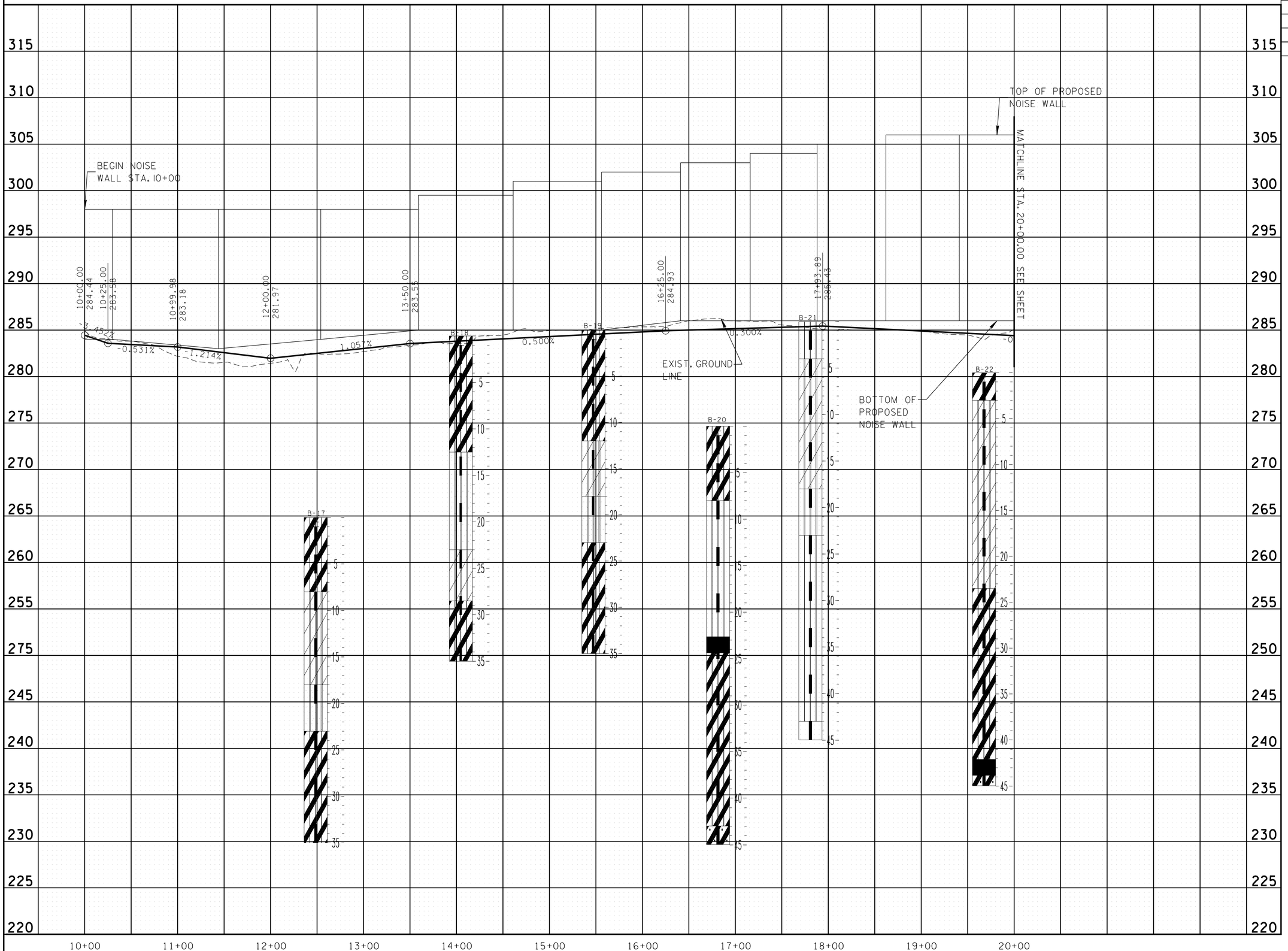
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	123



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

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SOILS

NOISE WALL NO. 2

STA.10+00 TO STA.20+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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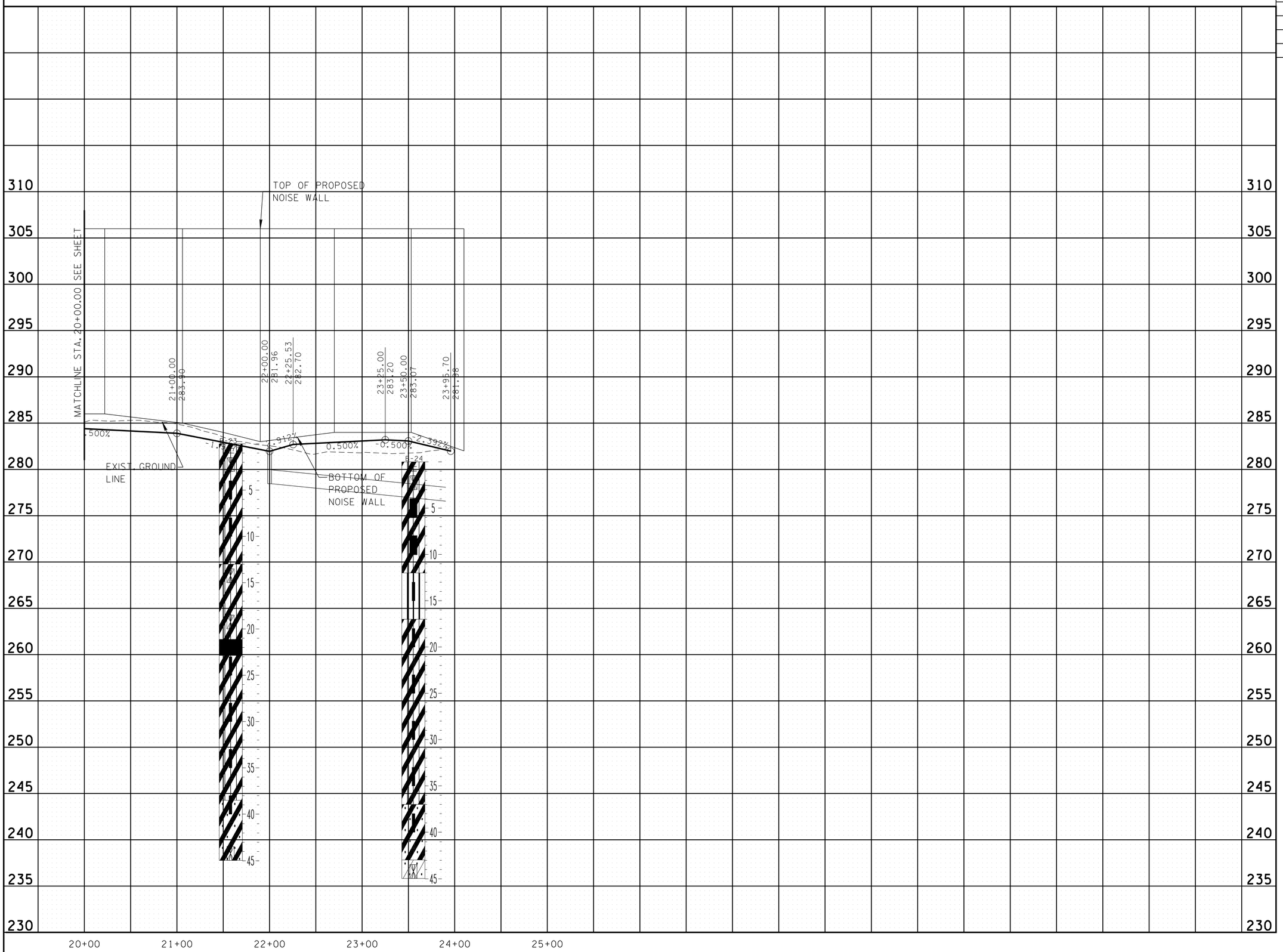
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	124



LEGEND

- SILT (ML)
- CLAYEY SILT (ML)
- SANDY SILT (ML)
- SILTY CLAY (CL)
- SANDY CLAY (CL)
- CLAY (CH)
- SLIGHLY SILTY SAND (SP-SM)
- SILTY SAND (SM)
- CLAYEY SAND (SC)
- SAND (SP)
- SANDY GRAVEL (GP)
- GRAVEL (GP)

CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

SOILS

NOISE WALL NO. 1

STA.20+00 TO STA.25+00

SCALE: 1"=50' HORIZ.
1"=5' VERT.

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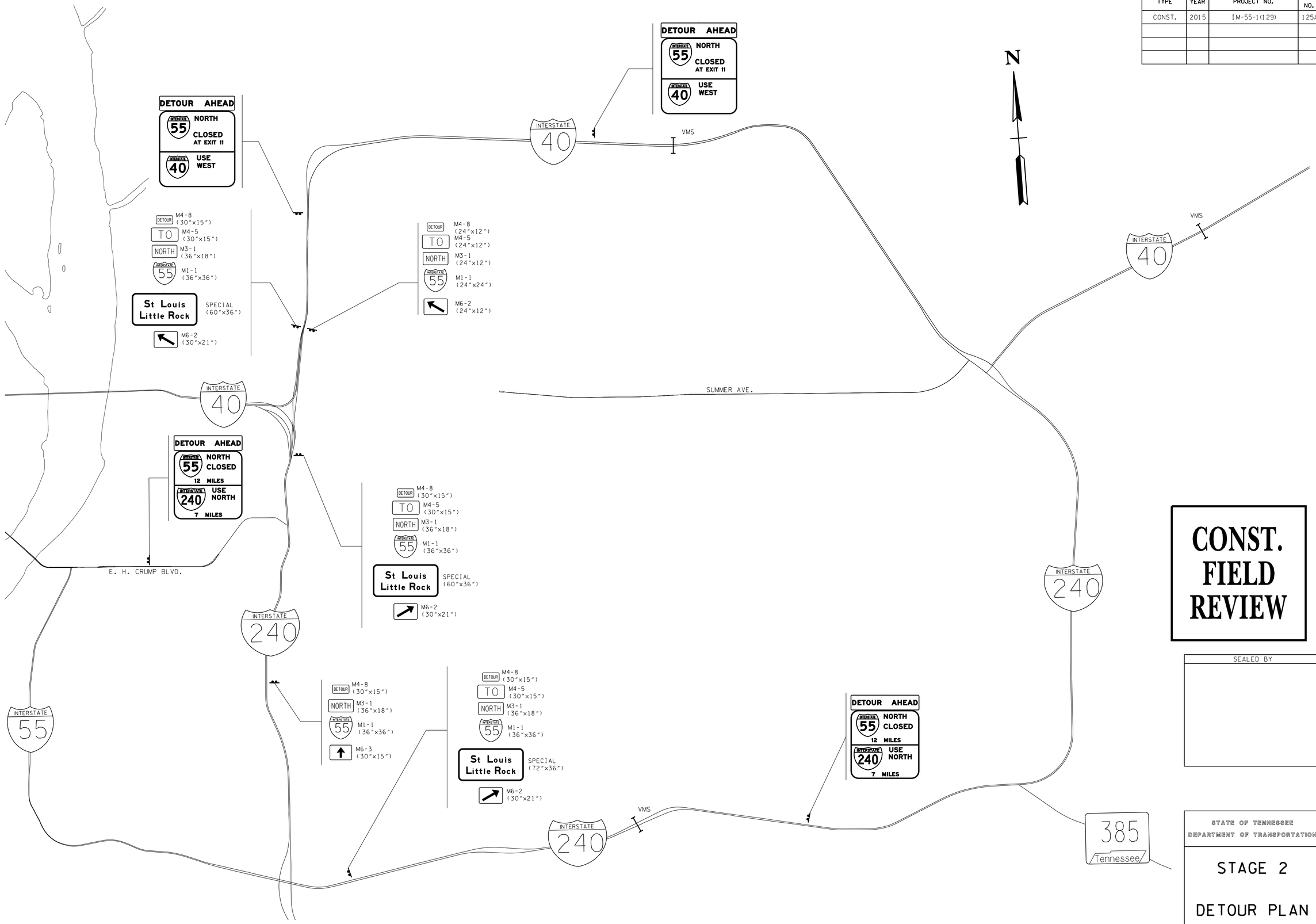
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125A



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2

DETOUR PLAN

4/28/2015 9:23:15 AM
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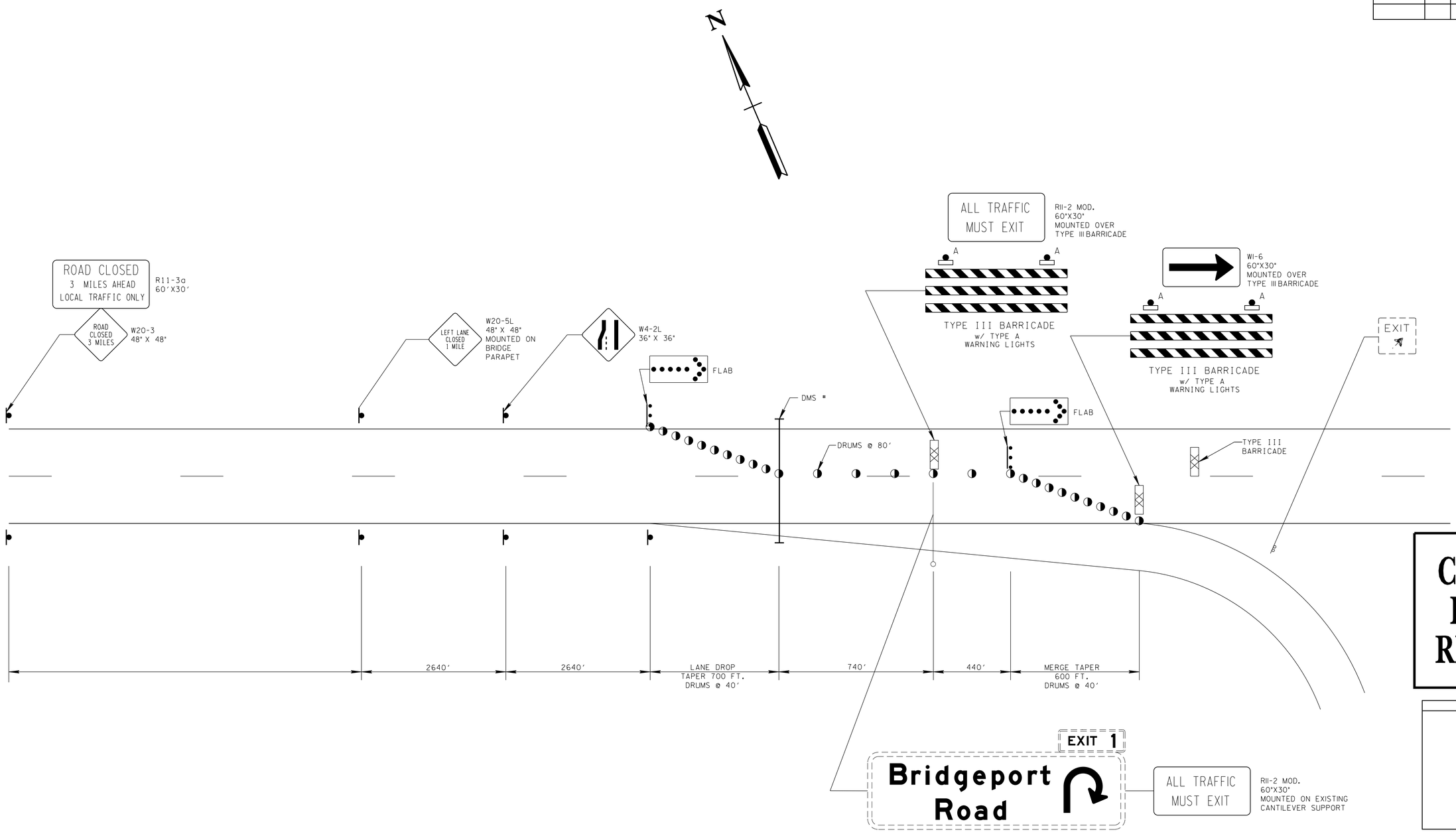
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125B



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2
I-55 CLOSURE

4/28/2015 9:24:21 AM
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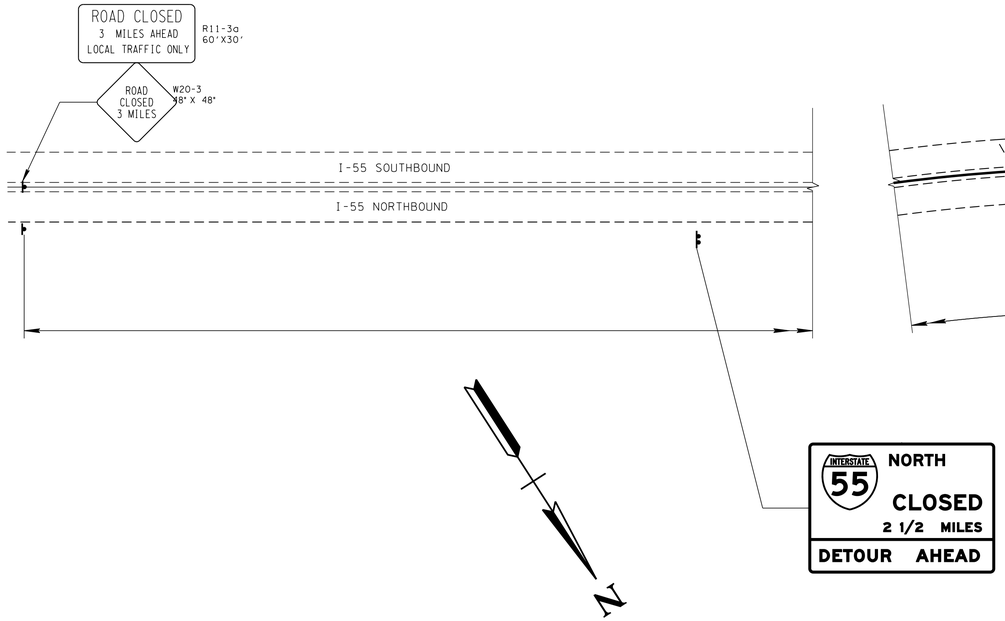
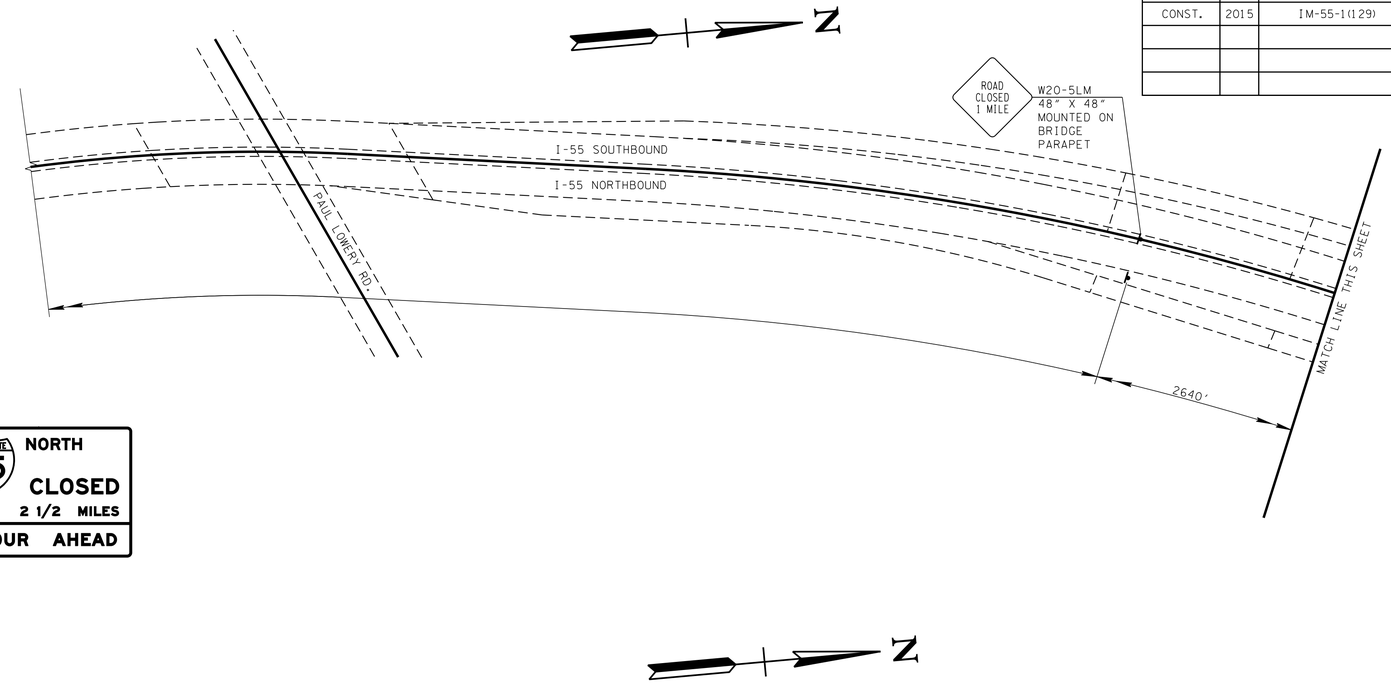
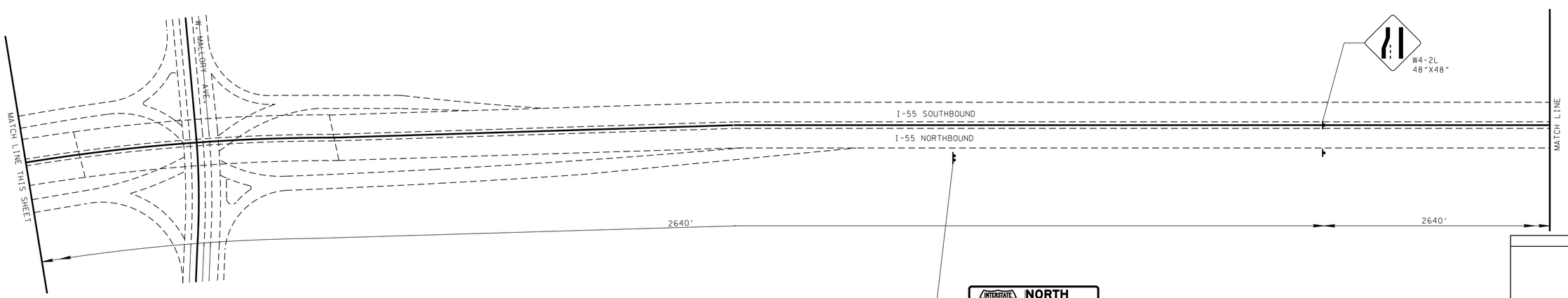
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125C







SEALED BY

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2
I-55 CLOSURE

N.T.S.

4/28/2015 9:25:15 AM
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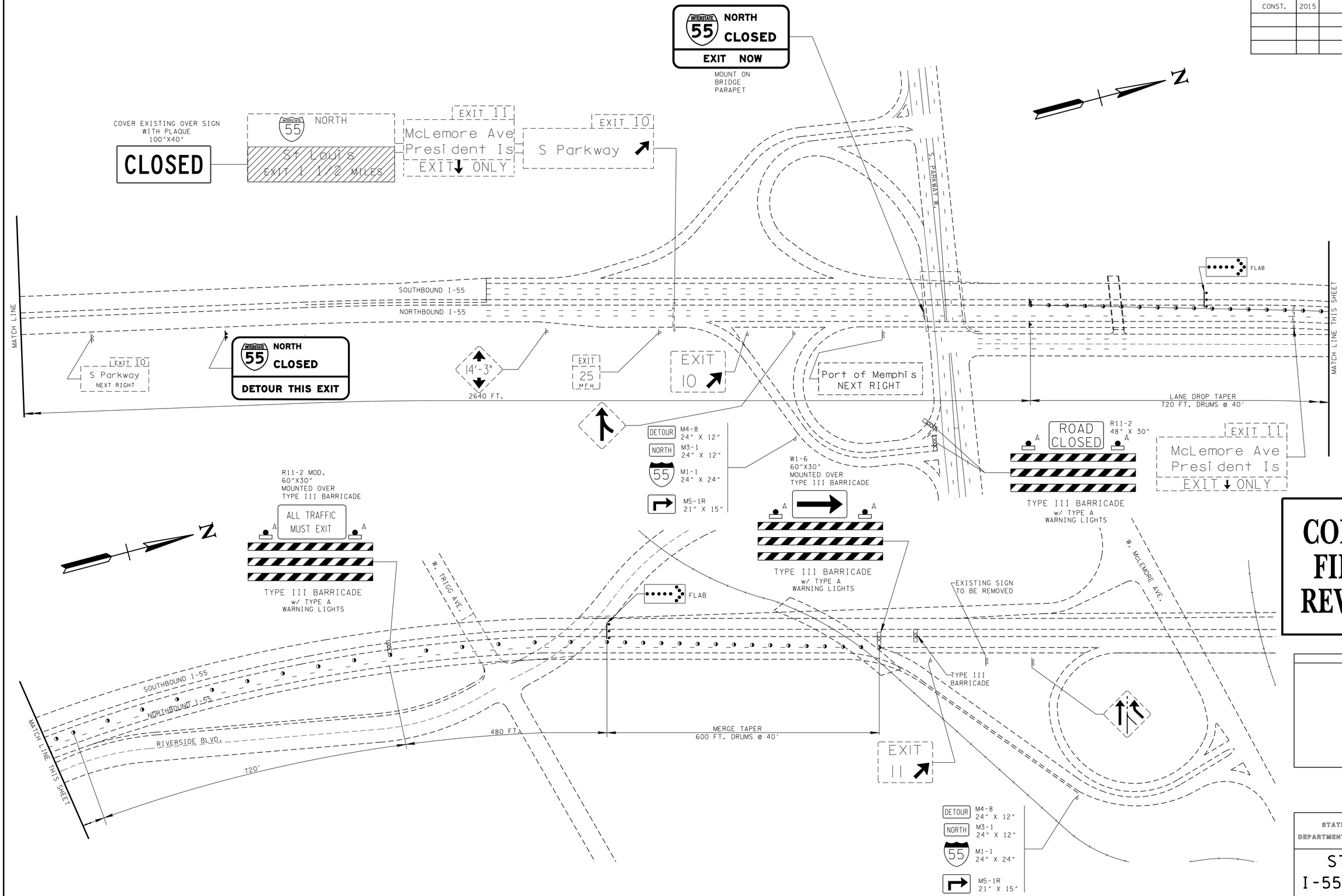
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125D



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2
I-55 CLOSURE

N.T.S.

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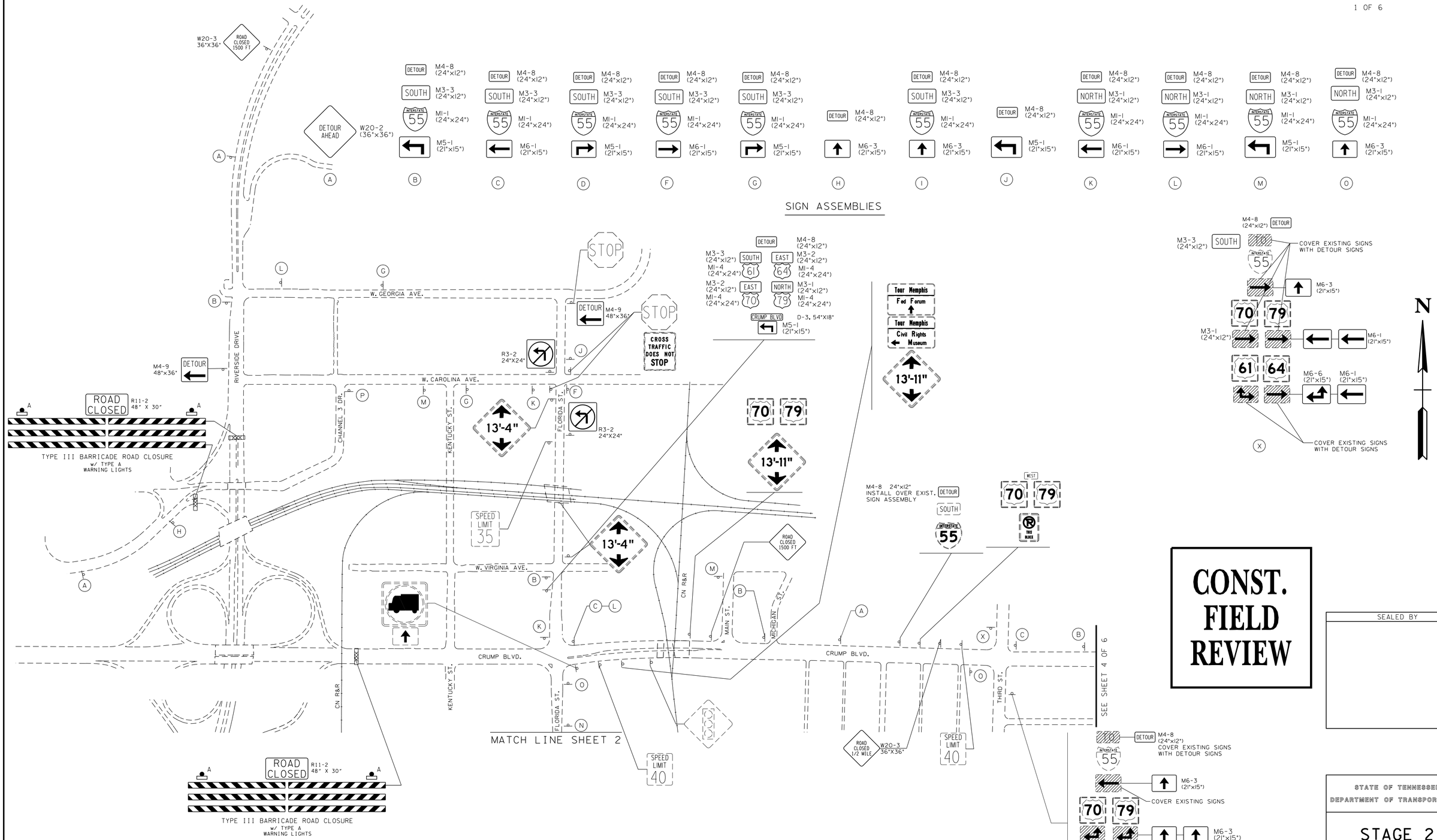
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125E



CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2 DETOUR PLAN

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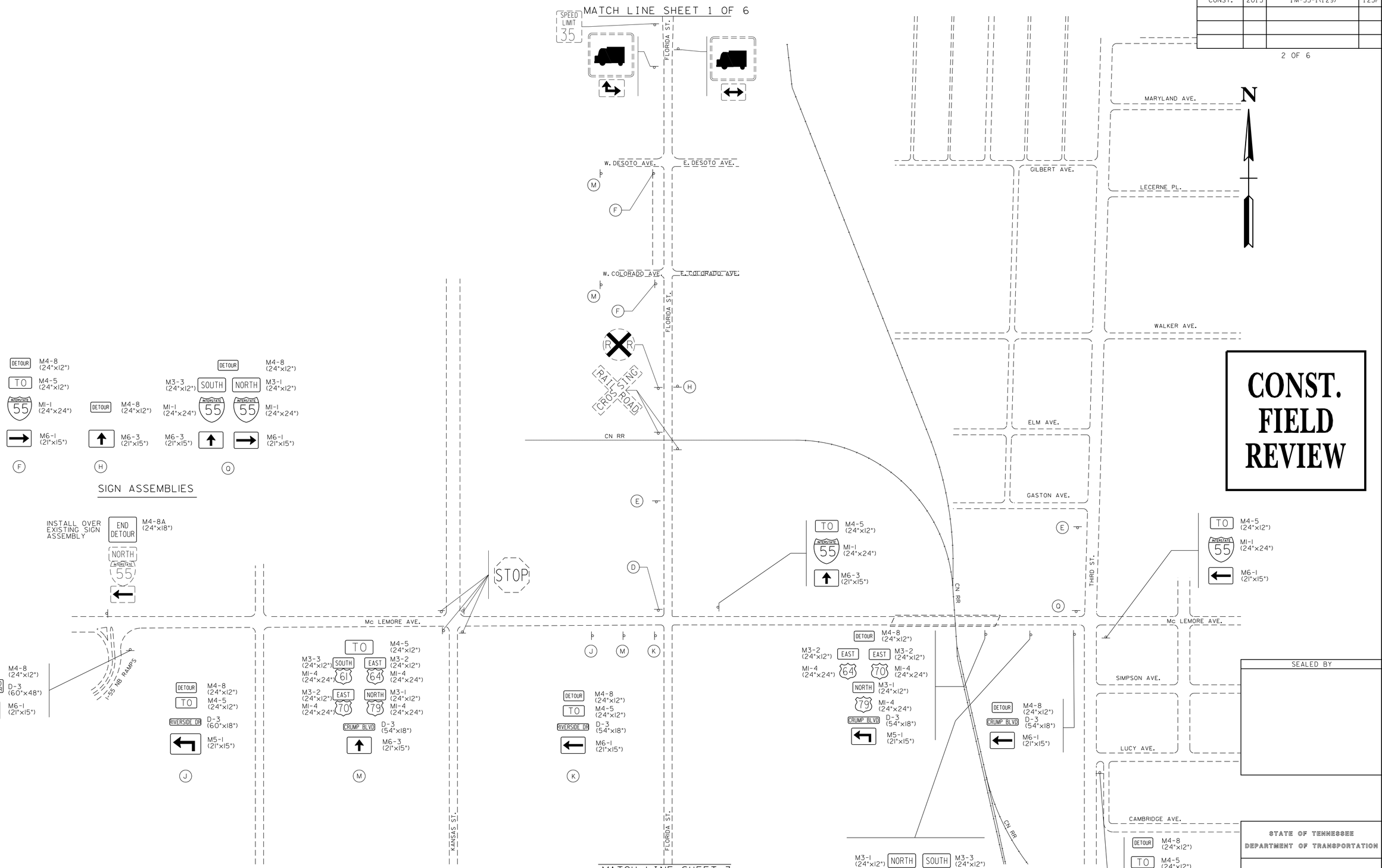
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125F



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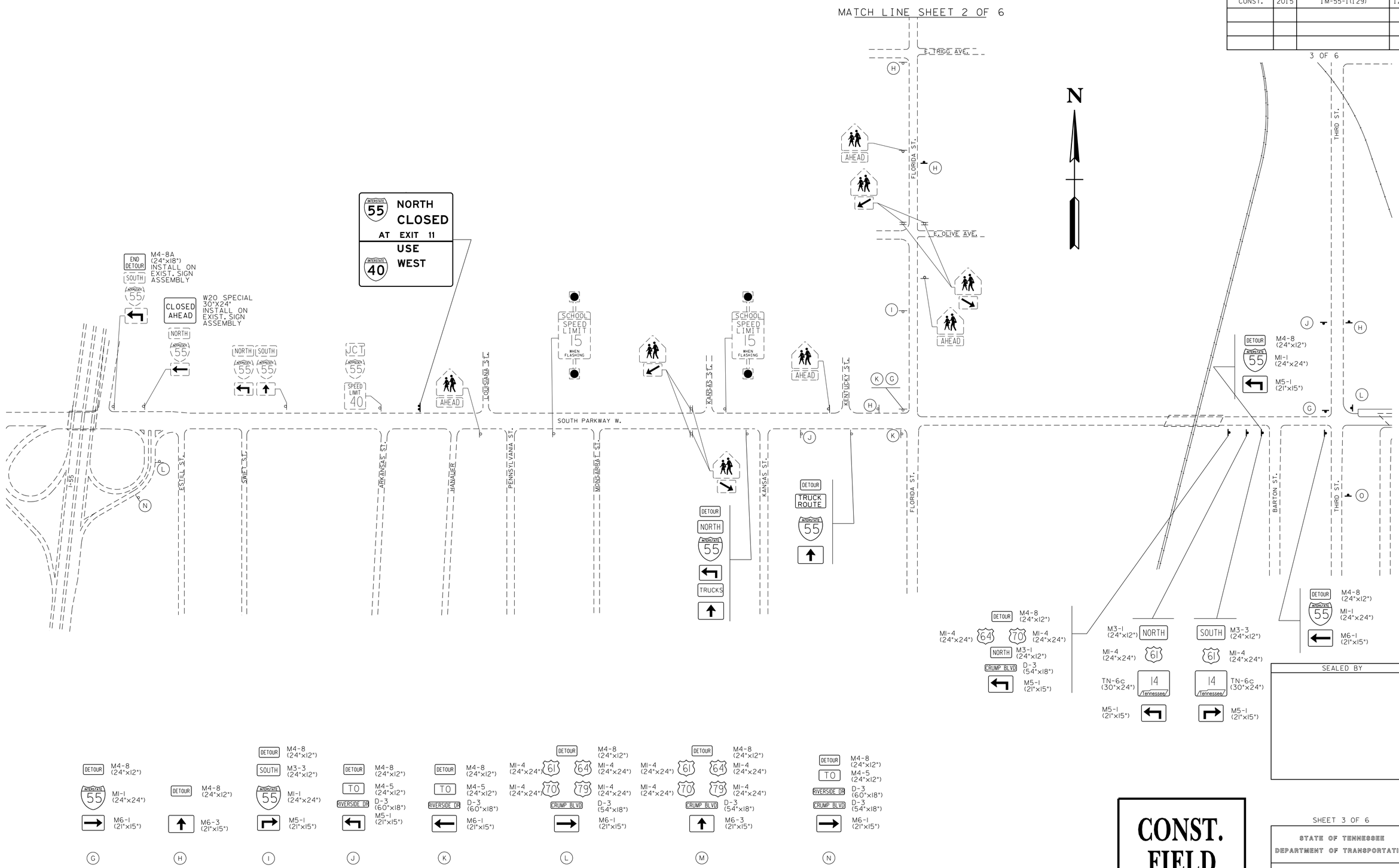
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125G



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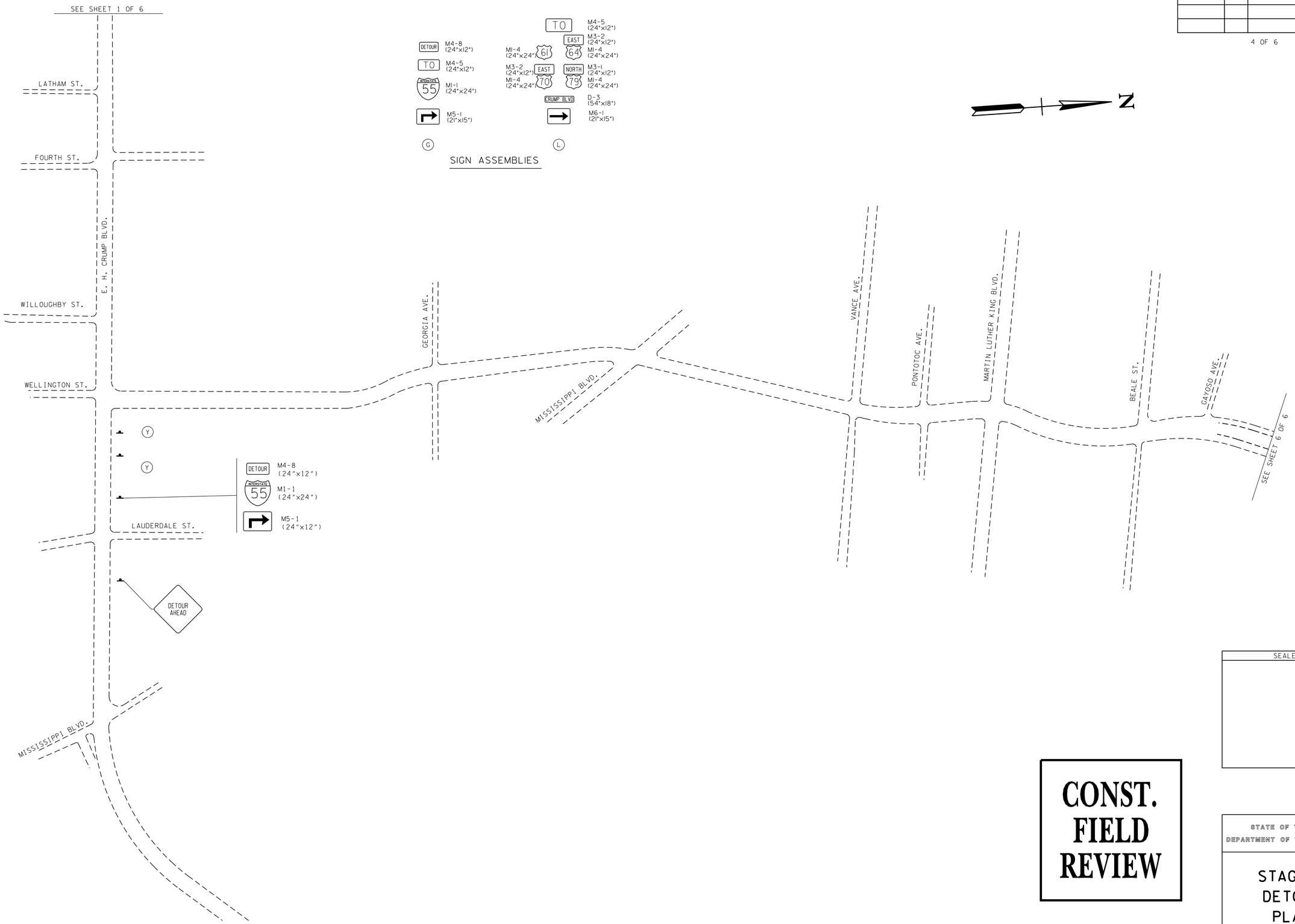
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125H



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CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2
DETOUR
PLAN

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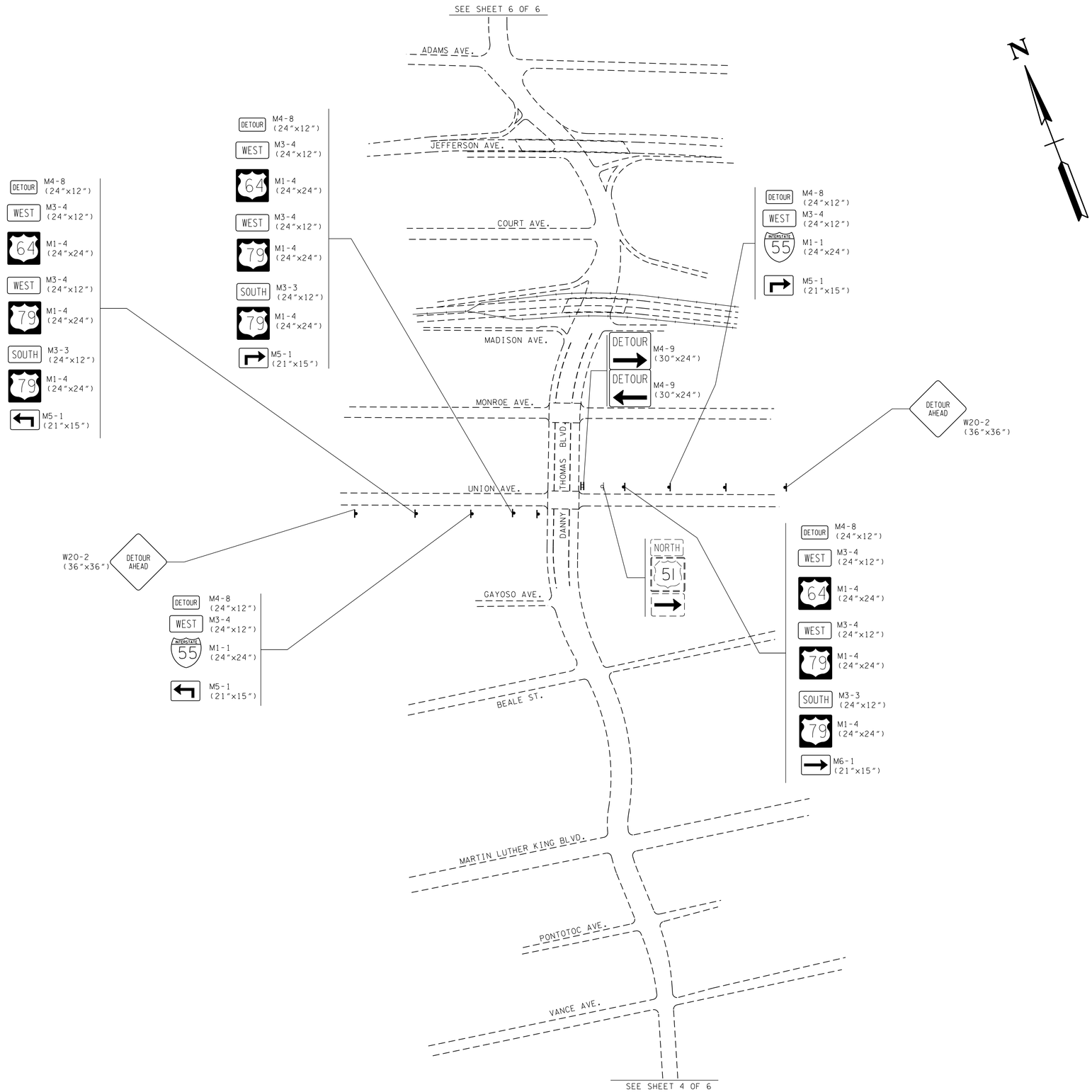
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125I



CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2
DETOUR
PLAN

4/28/2015 9:30:58 AM
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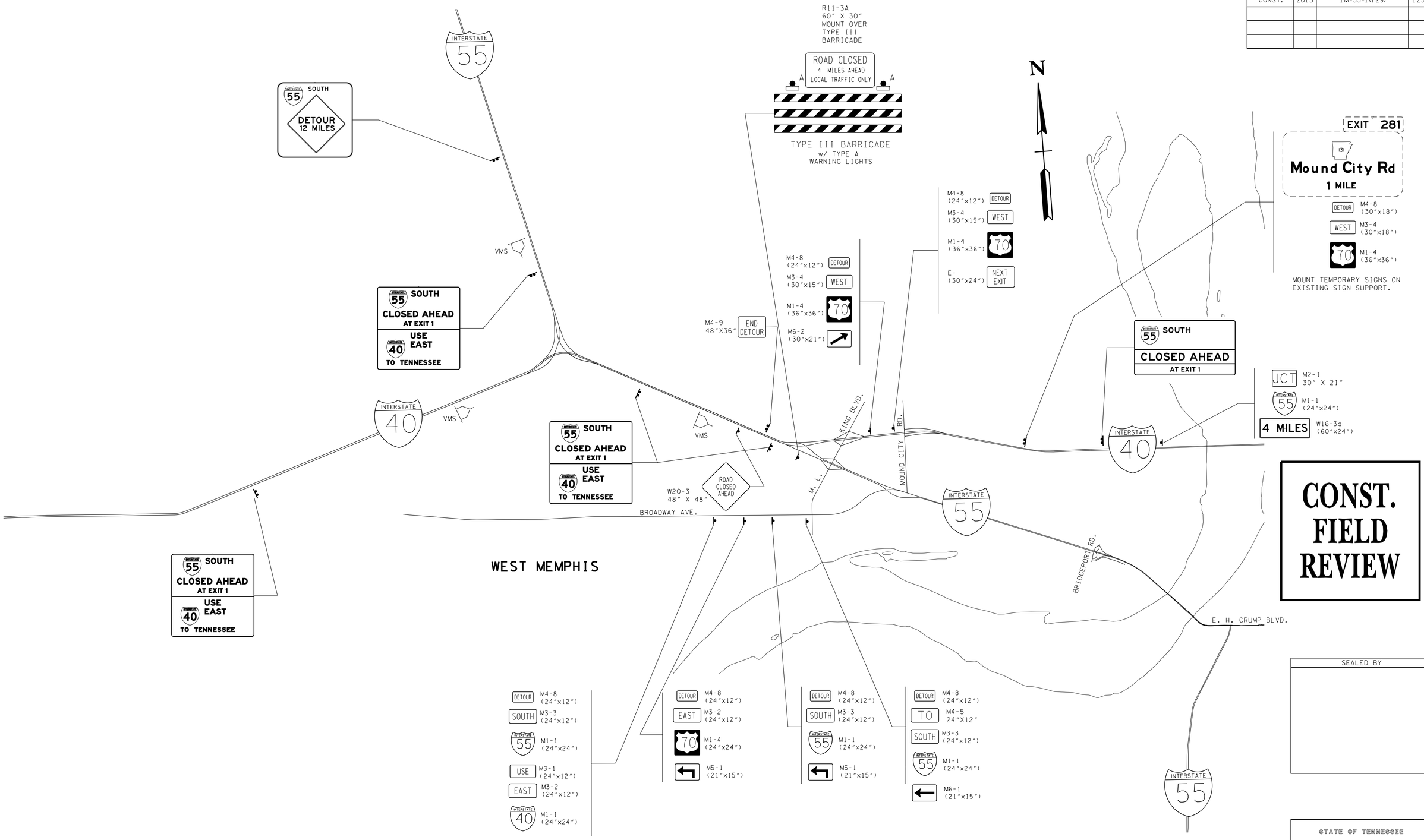
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125K



CONST. FIELD REVIEW

SEALED BY

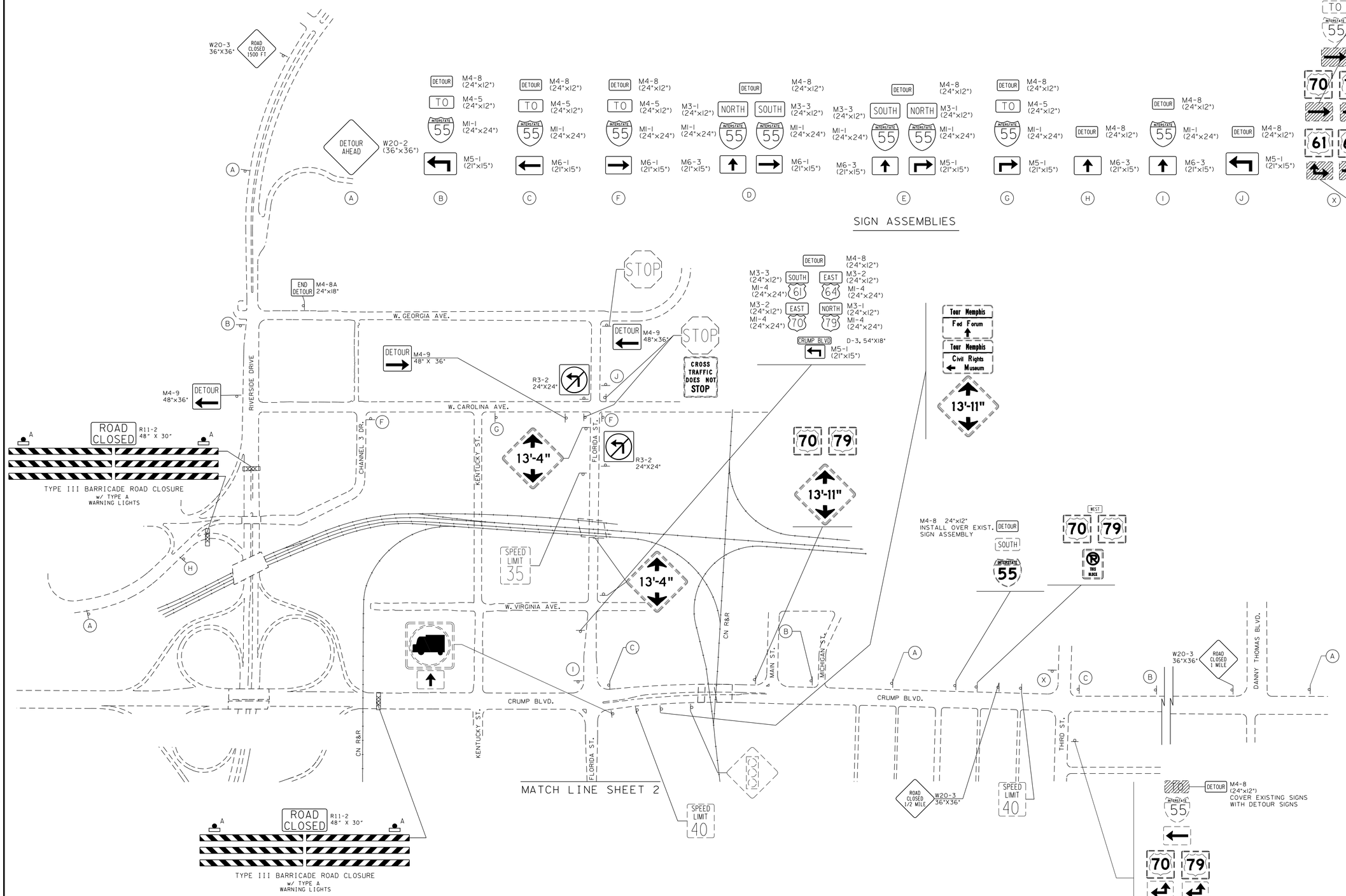
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 2

DETOUR PLAN

4/28/2015 9:31:59 AM
R:\Roadway\traf_control_crump\stage_3 detour\advance_signs_140-155_1.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125N



CONST. FIELD REVIEW

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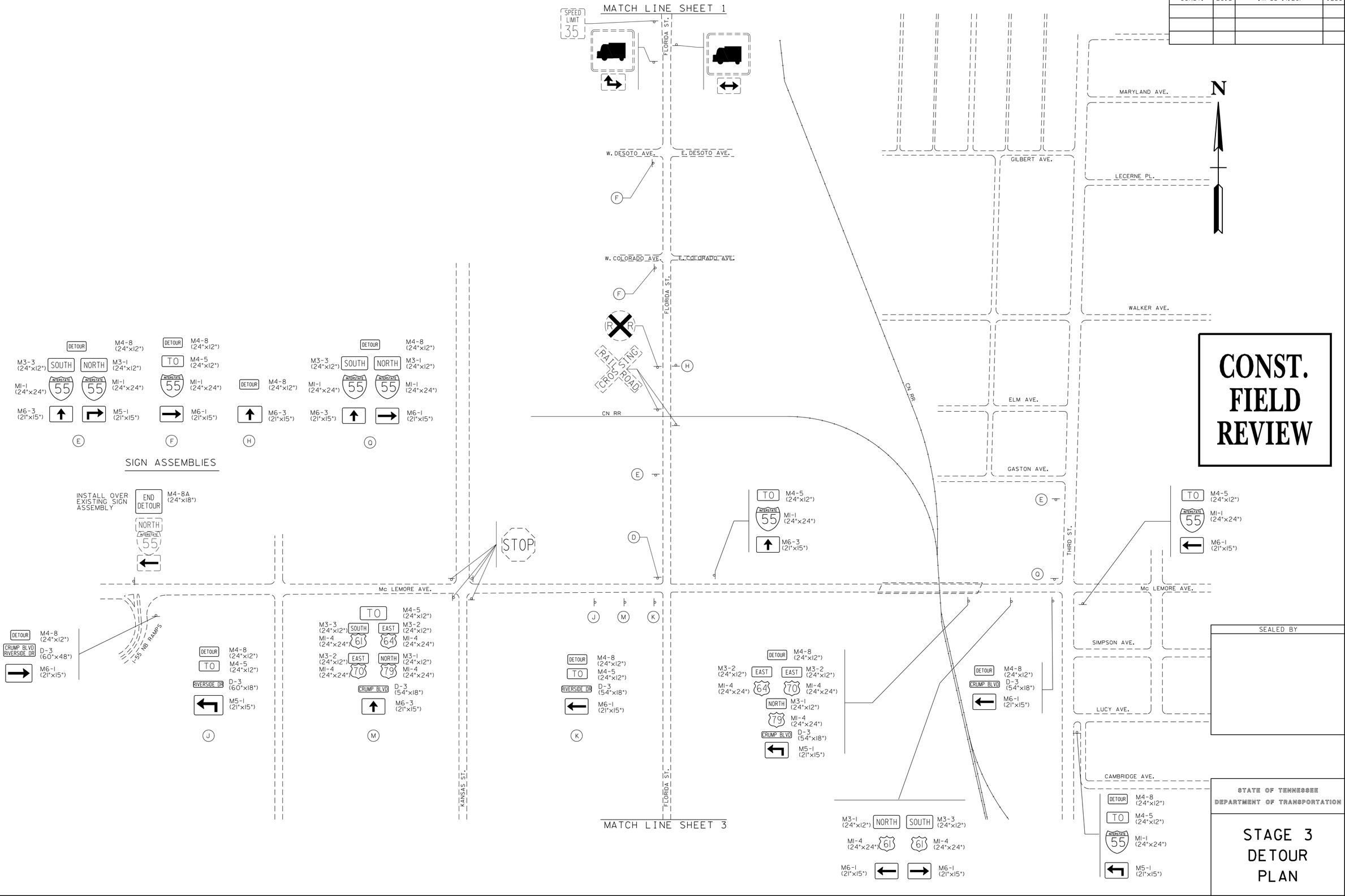
DEPARTMENT OF TRANSPORTATION

STAGE 3
DETOUR
PLAN

R:\Roadway\traf_control_crump\stage_3 detour\I-55 DETOUR.dgn
4/28/2015 9:32:42 AM

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	1250



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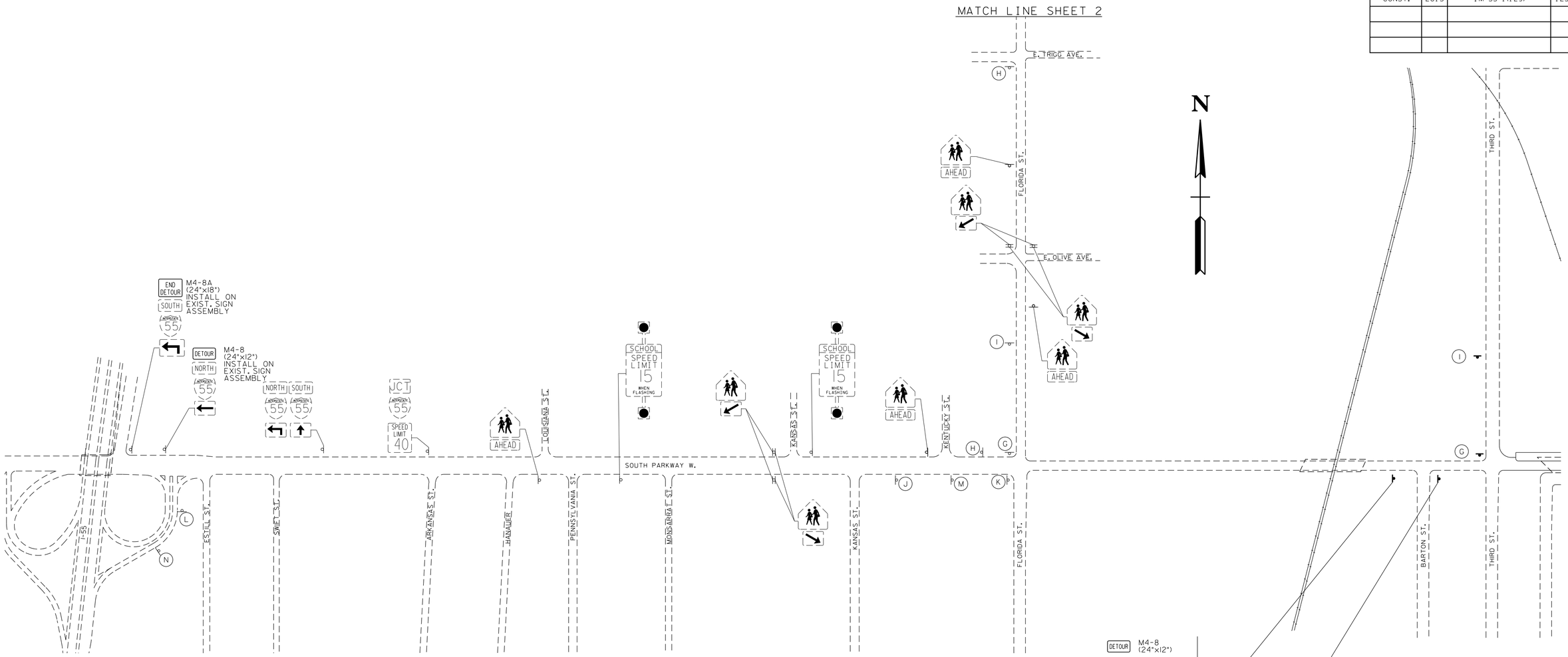
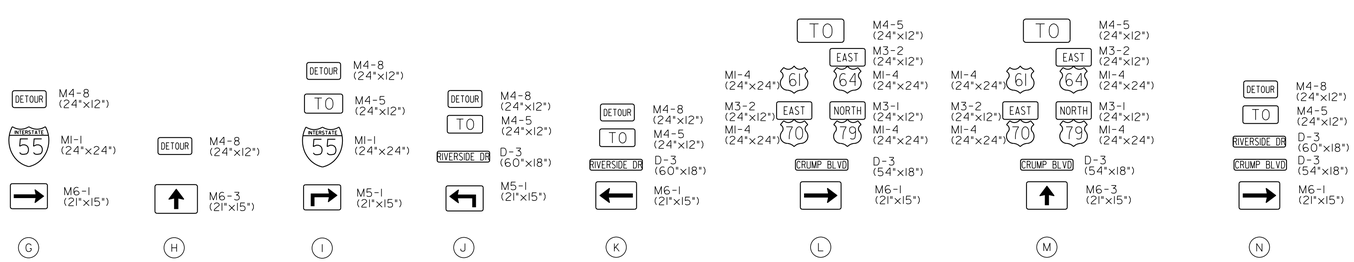
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125P





SIGN ASSEMBLIES

SEALED BY

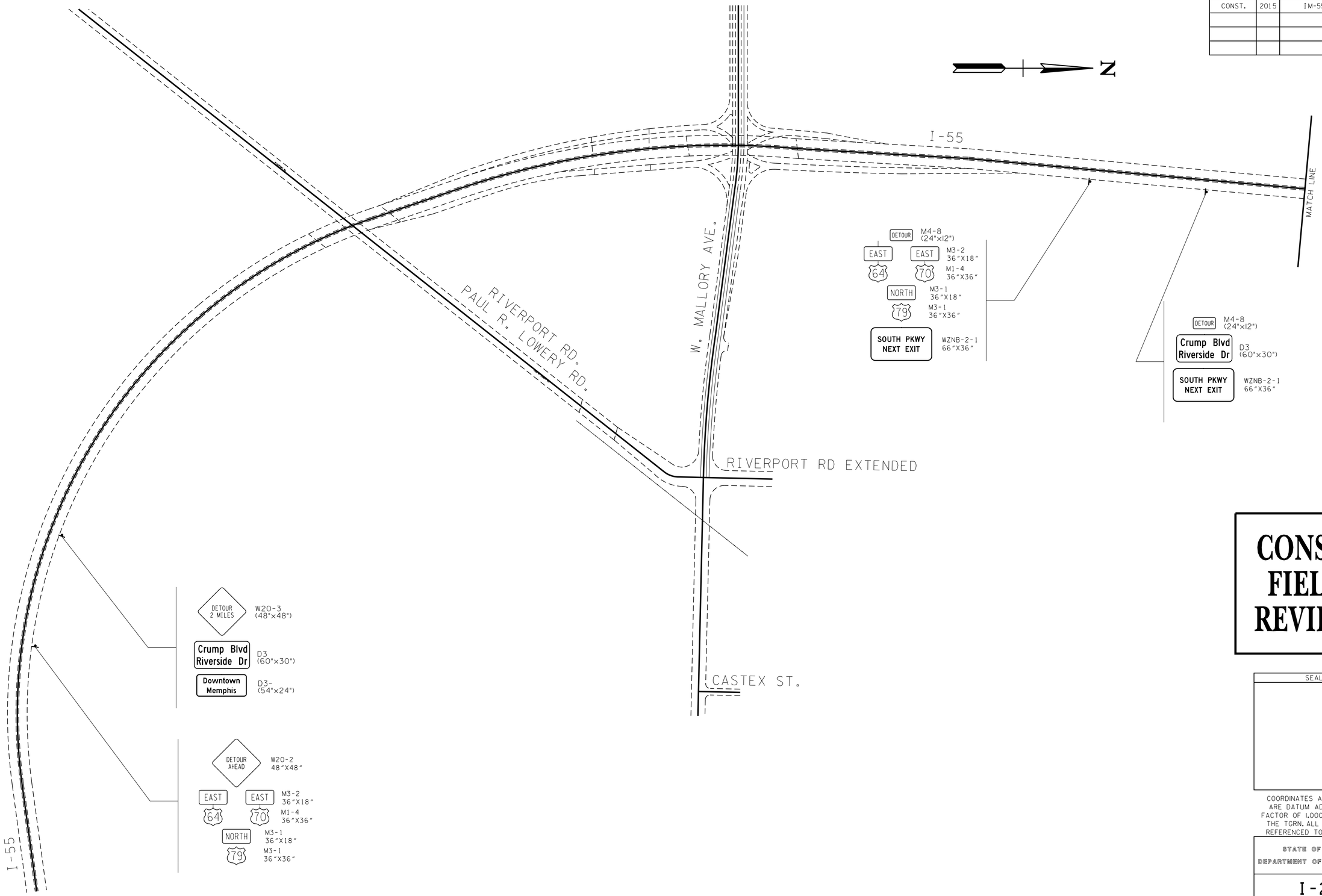
CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 3
DETOUR
PLAN

4/28/2015 9:34:50 AM
R:\Roadway\traf_control_crump\stage_3 detour\I-55 DETOUR_3.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125Q



CONST. FIELD REVIEW

SEALED BY

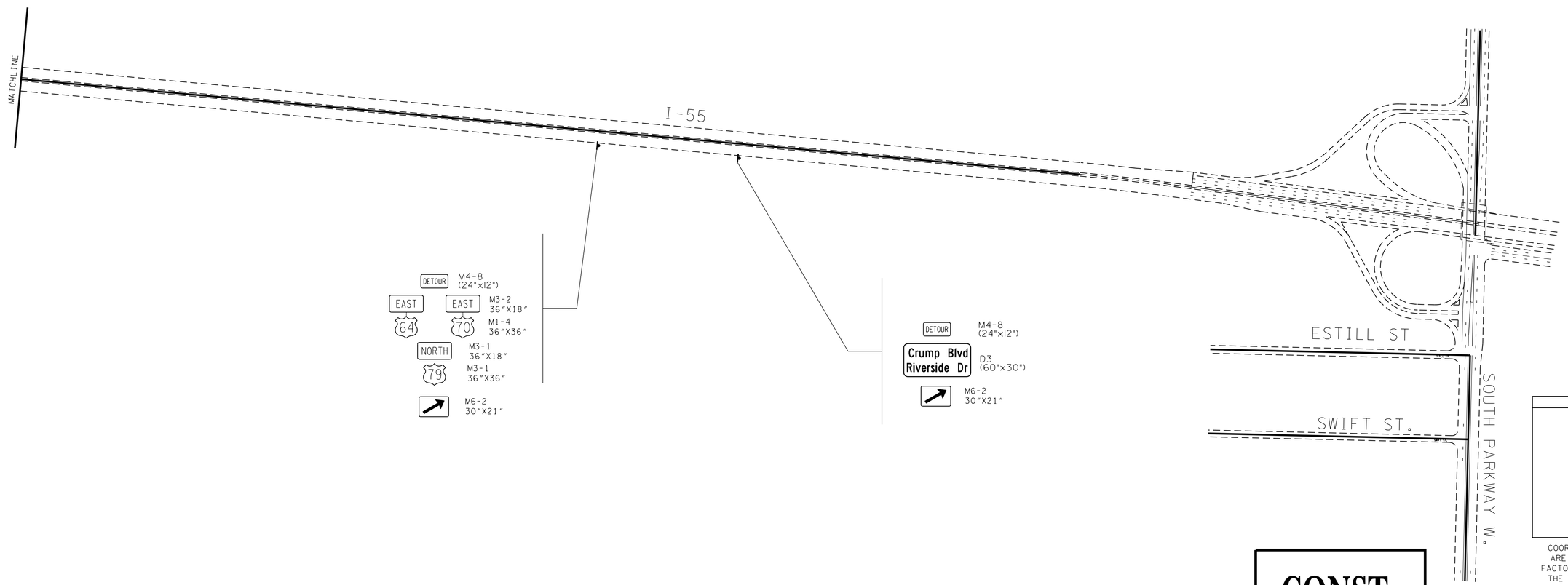
COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240
DETOUR

4/28/2015 9:35:39 AM
R:\Roadway\traf_control_crump\stage_3 detour\sht_I-240_detour_1.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125R



CONST.
FIELD
REVIEW

SEALED BY

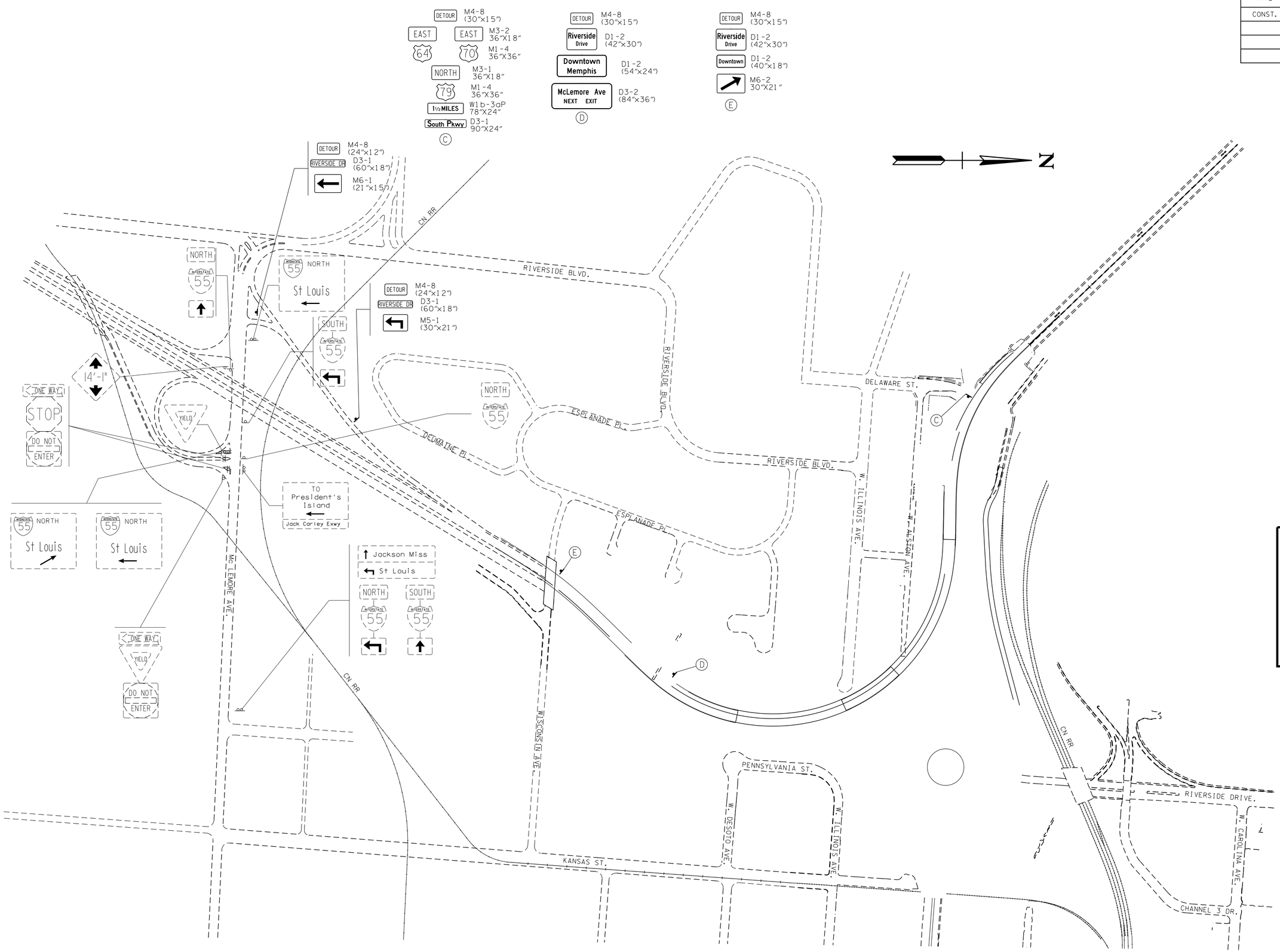
COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240
DETOUR

4/28/2015 9:36:14 AM
R:\Roadway\traf_control_crump\stage_3 detour\sht_i-240_detour_2.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125S



CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 3
DETOUR

4/28/2015 9:36:50 AM
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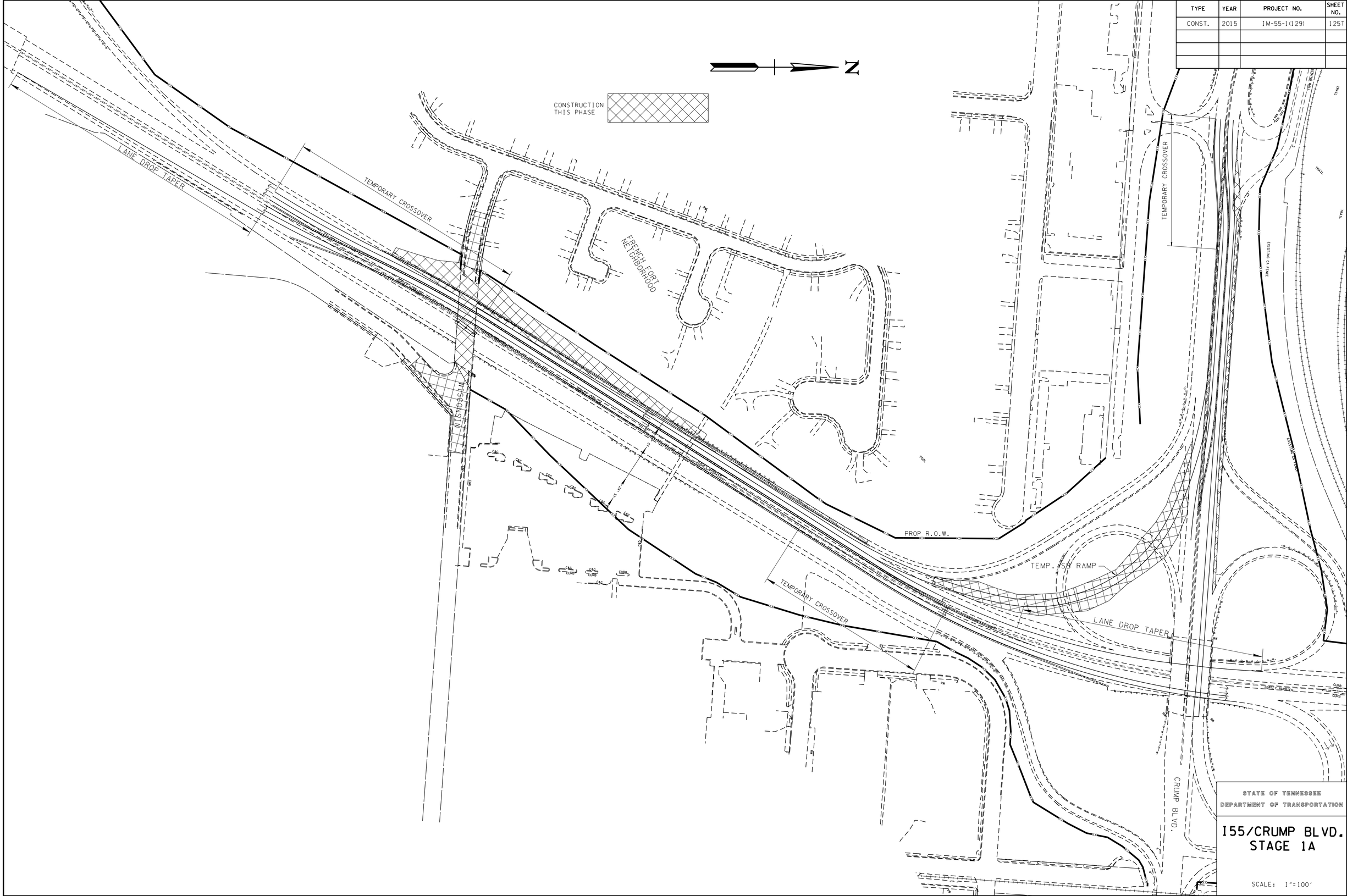
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125T



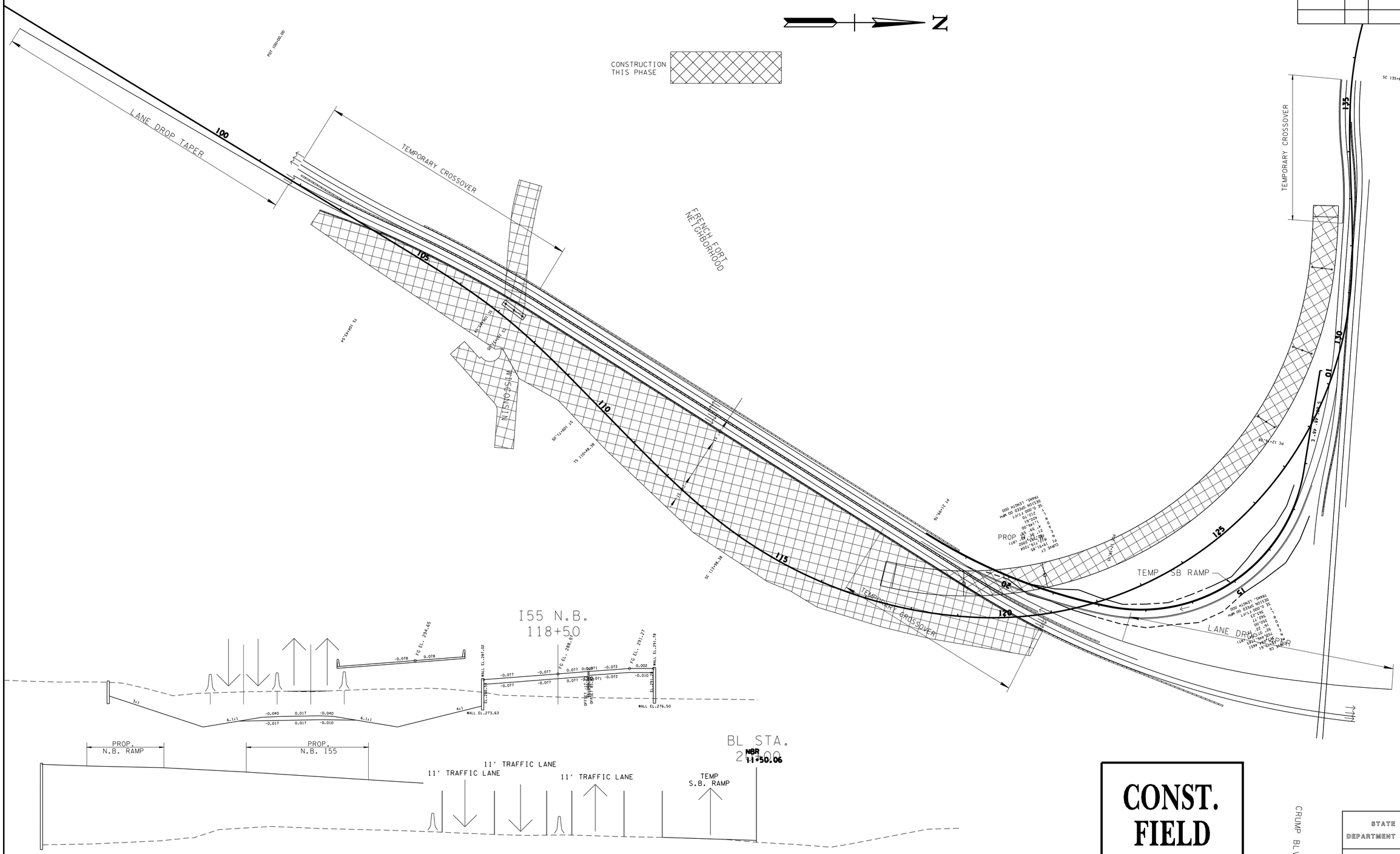
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I55/CRUMP BLVD. STAGE 1A

SCALE: 1"=100'

4/27/2015 12:39:02 PM
R:\Roadway\Construction Phasing\125T.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125U



CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I55/CRUMP BLVD.
STAGE 1B

SCALE: 1"=100'

04/27/2015 12:43:48 PM
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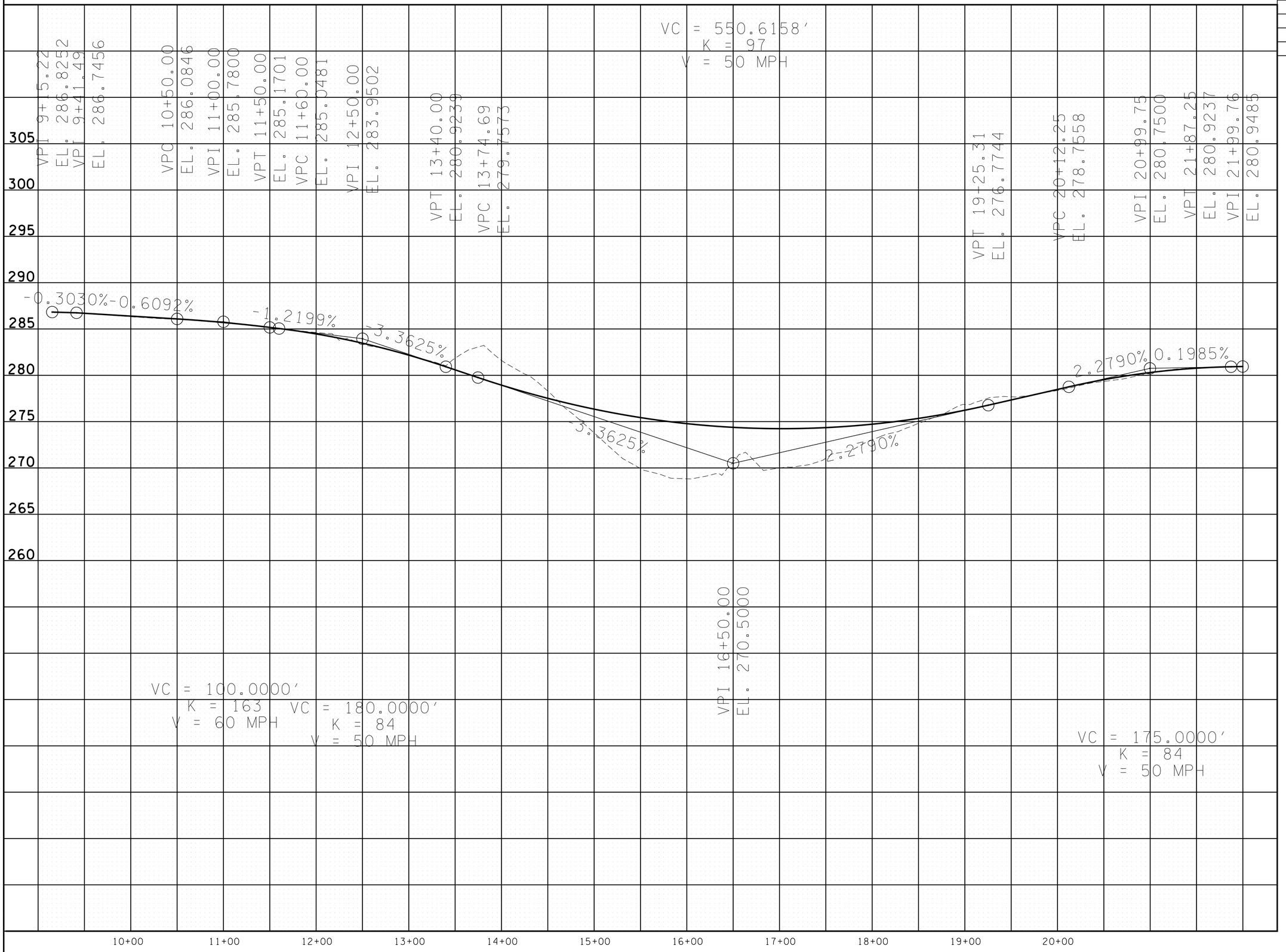
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125V



CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

PROFILE

TEMP S.B.RAMP
STA.9+15.22 TO STA.21+99.76
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

4/27/2015 12:43:00 PM
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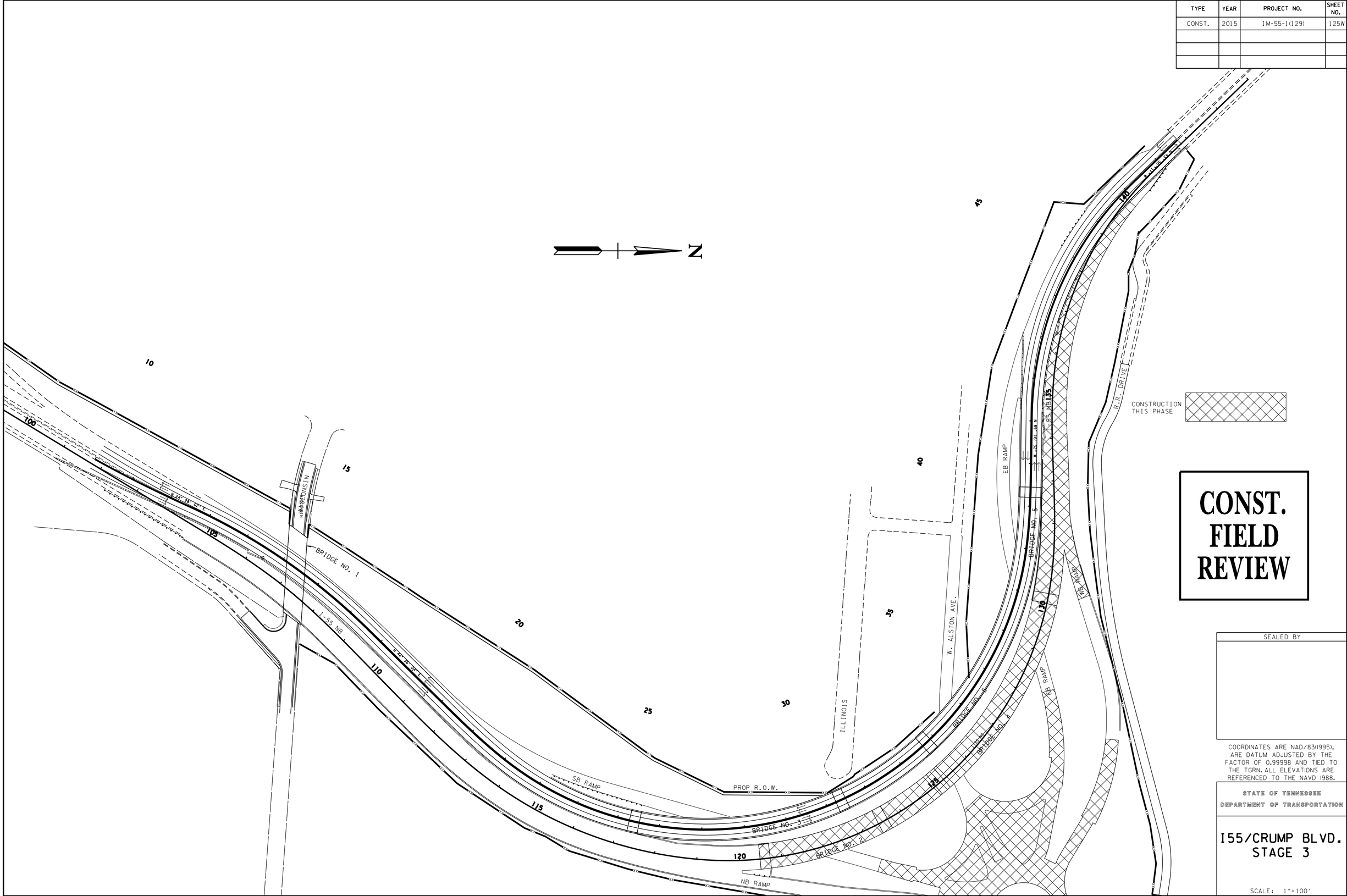
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125W



CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 0.99998 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

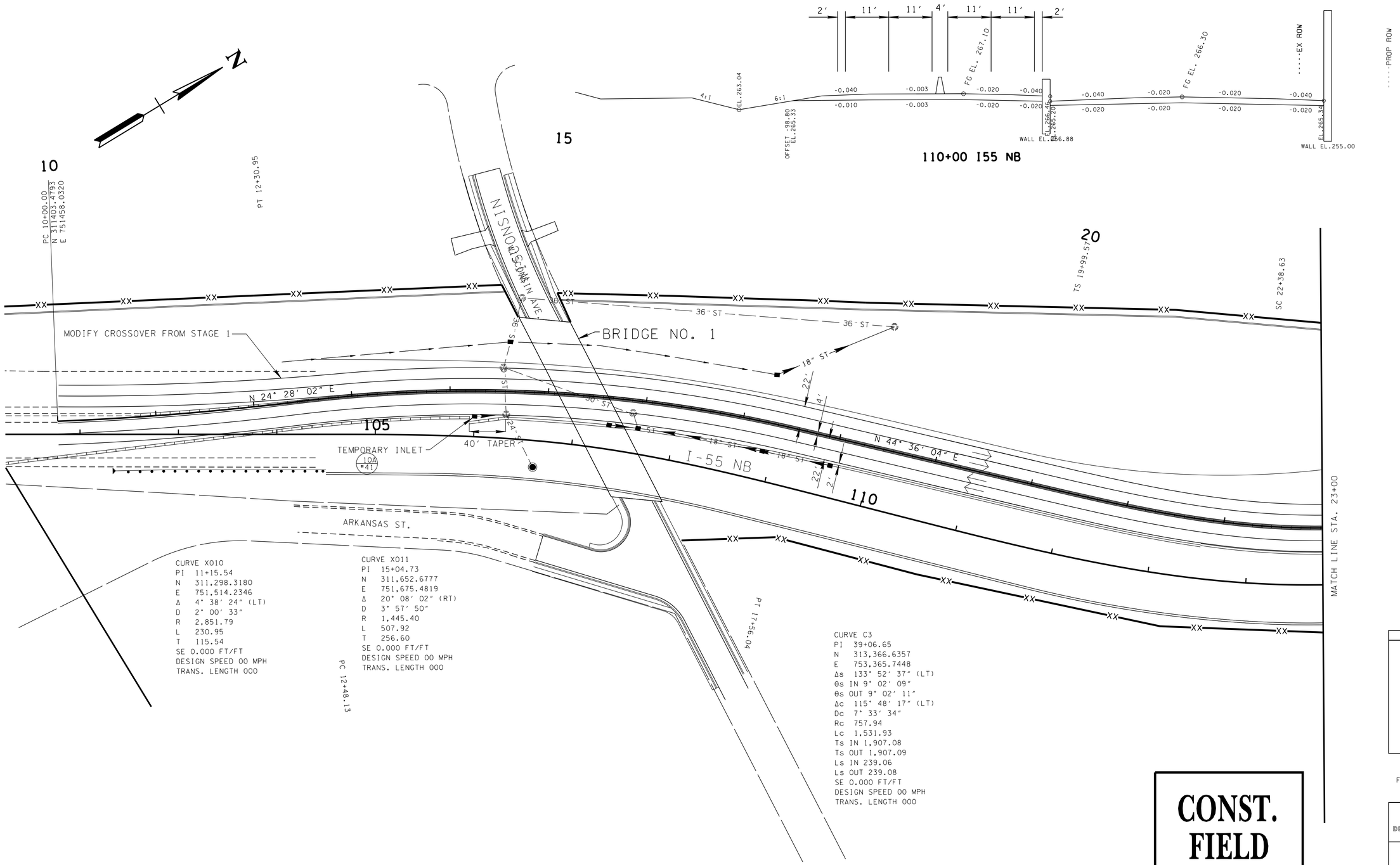
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I55/CRUMP BLVD.
STAGE 3

SCALE: 1"=100'

4/27/2015 12:45:14 PM
R:\Roadway\Construction Phasing\125W.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-55-1(129)	125X



CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 3 CROSSOVER

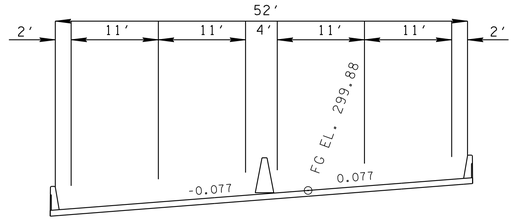
B.O.P. TO STA.23+00

SCALE: 1"=50'

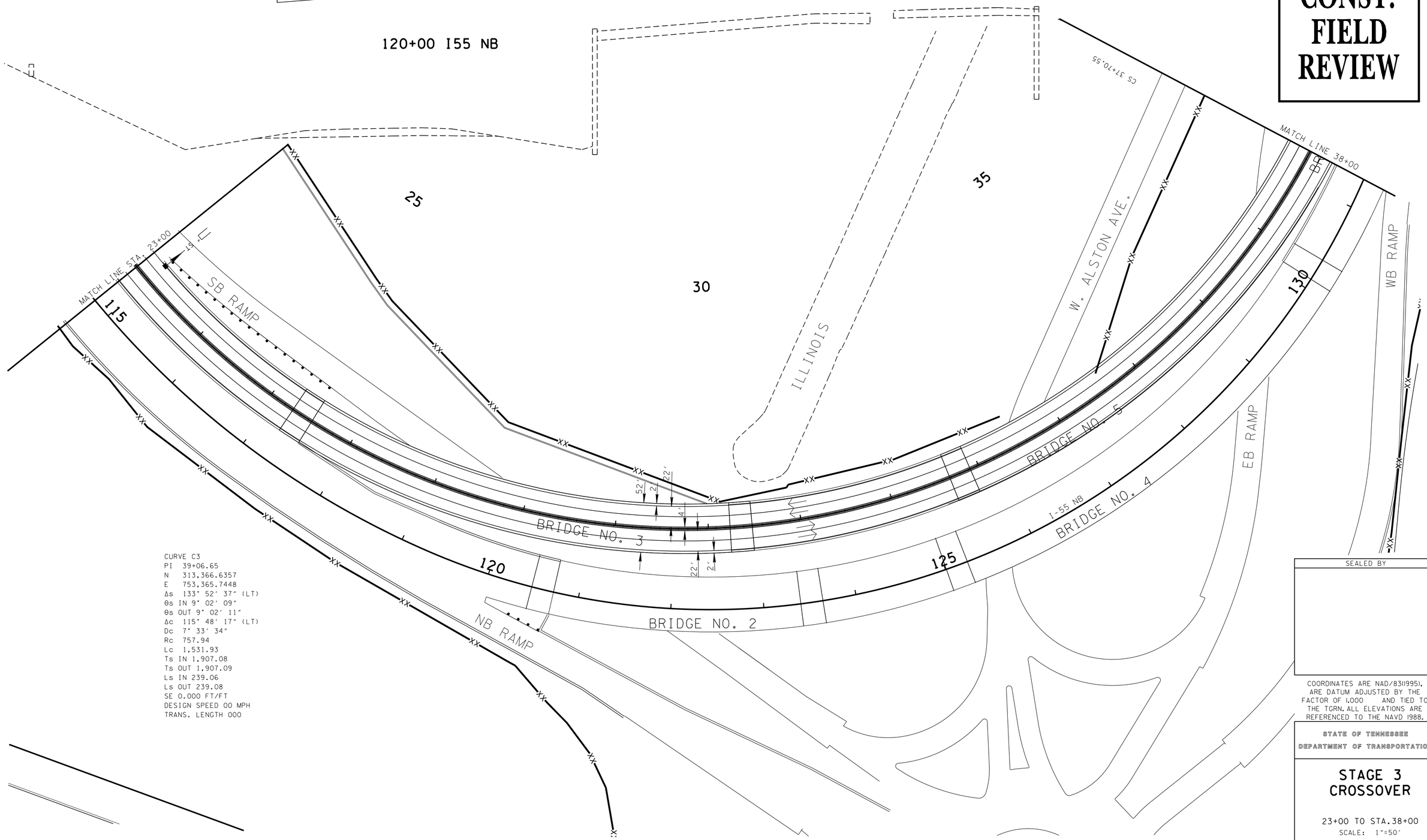
4/27/2015 12:47:40 PM
R:\Roadway\Construction Phasing\125X.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-55-1(129)	125Y

CONST. FIELD REVIEW



120+00 I55 NB



CURVE C3
PI 39+06.65
N 313,366.6357
E 753,365.7448
Δs 133° 52′ 37″ (LT)
θs IN 9° 02′ 09″
θs OUT 9° 02′ 11″
Δc 115° 48′ 17″ (LT)
Dc 7° 33′ 34″
Rc 757.94
Lc 1,531.93
Ts IN 1,907.08
Ts OUT 1,907.09
Ls IN 239.06
Ls OUT 239.08
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000

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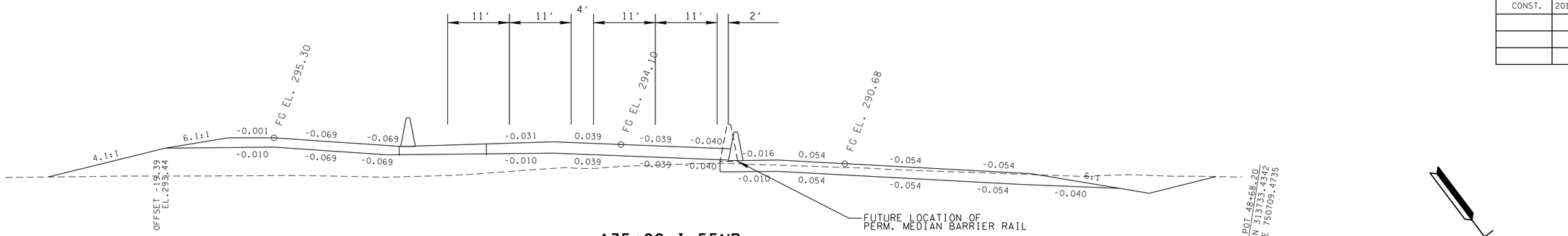
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 3 CROSSOVER

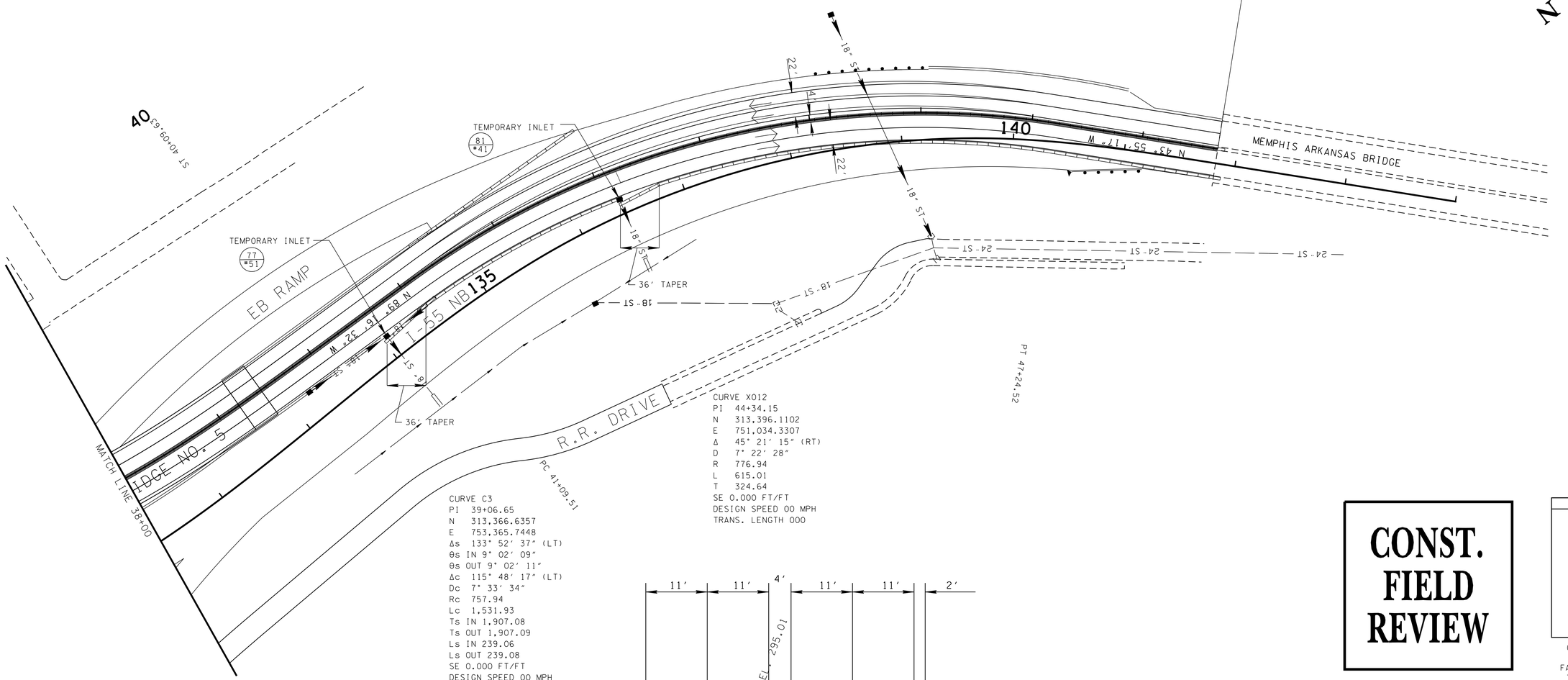
23+00 TO STA.38+00
SCALE: 1"=50'

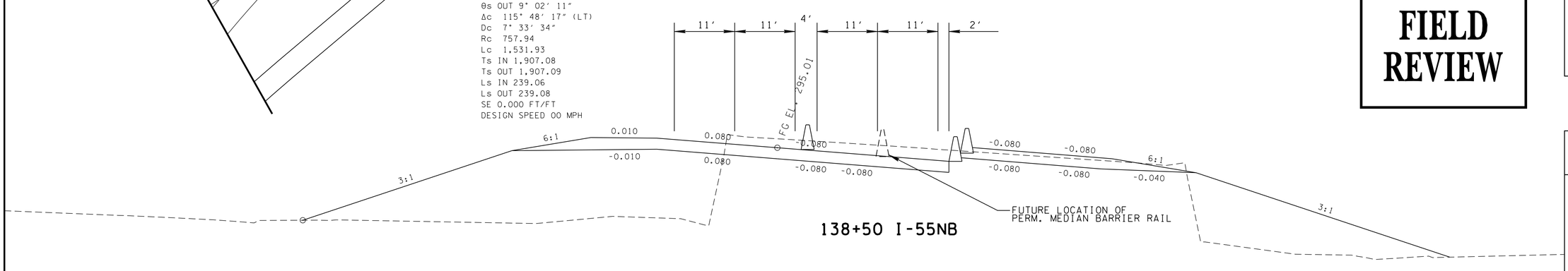
4/27/2015 12:46:50 PM
R:\Roadway\Construction Phasing\125Y.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2014	IM-55-1(129)	125Z



135+00 I-55NB





138+50 I-55NB

CONST. FIELD REVIEW

SEALED BY

COORDINATES ARE NAD/B3(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

STAGE 3 CROSSOVER

38+00 TO EOP

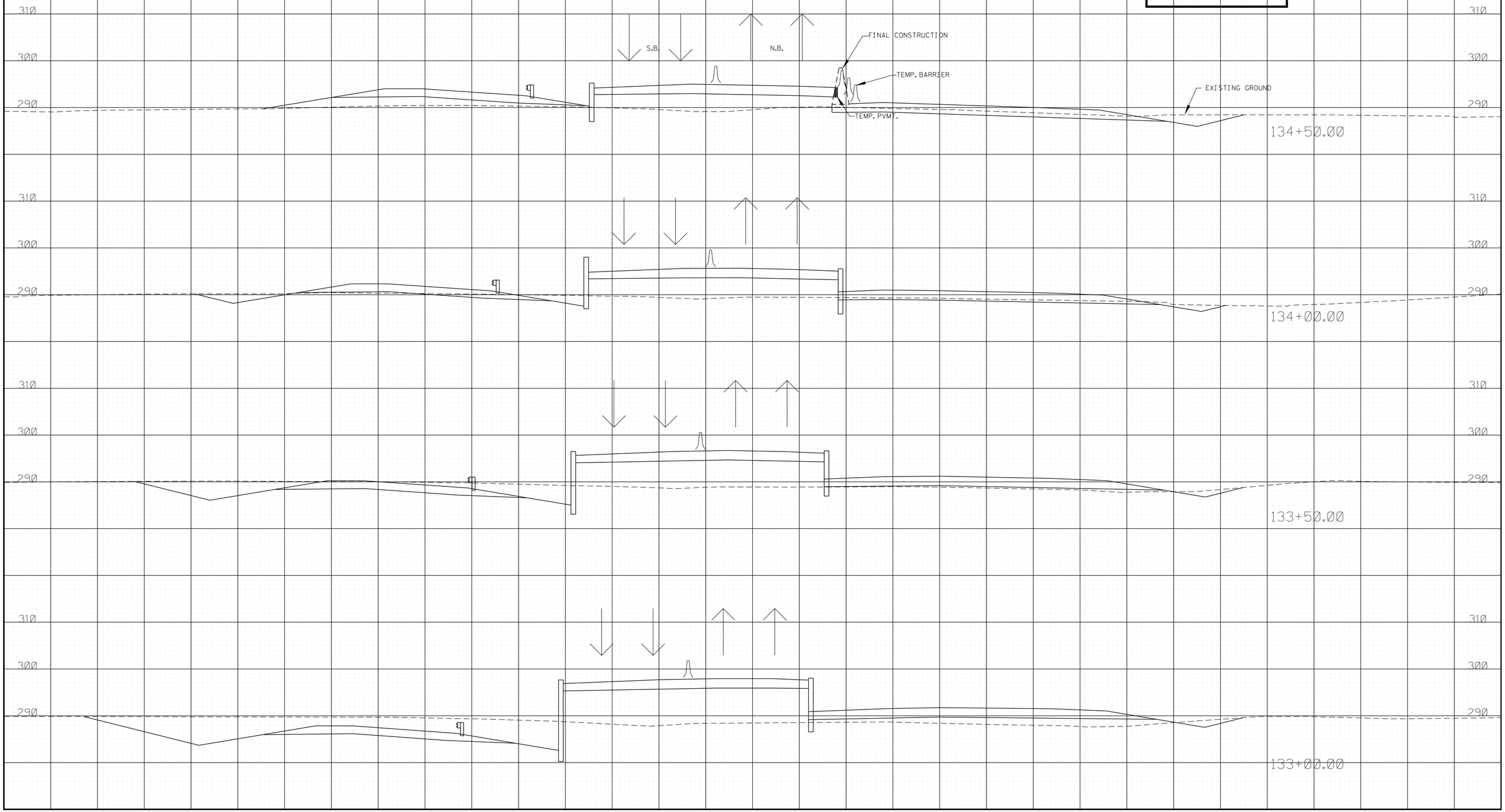
SCALE: 1"=50'

4/27/2015 12:48:27 PM
R:\Roadway\Construction Phasing\125Z.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AA

STAGE 3 OPERATIONS
OPTION 1

CONST. FIELD REVIEW



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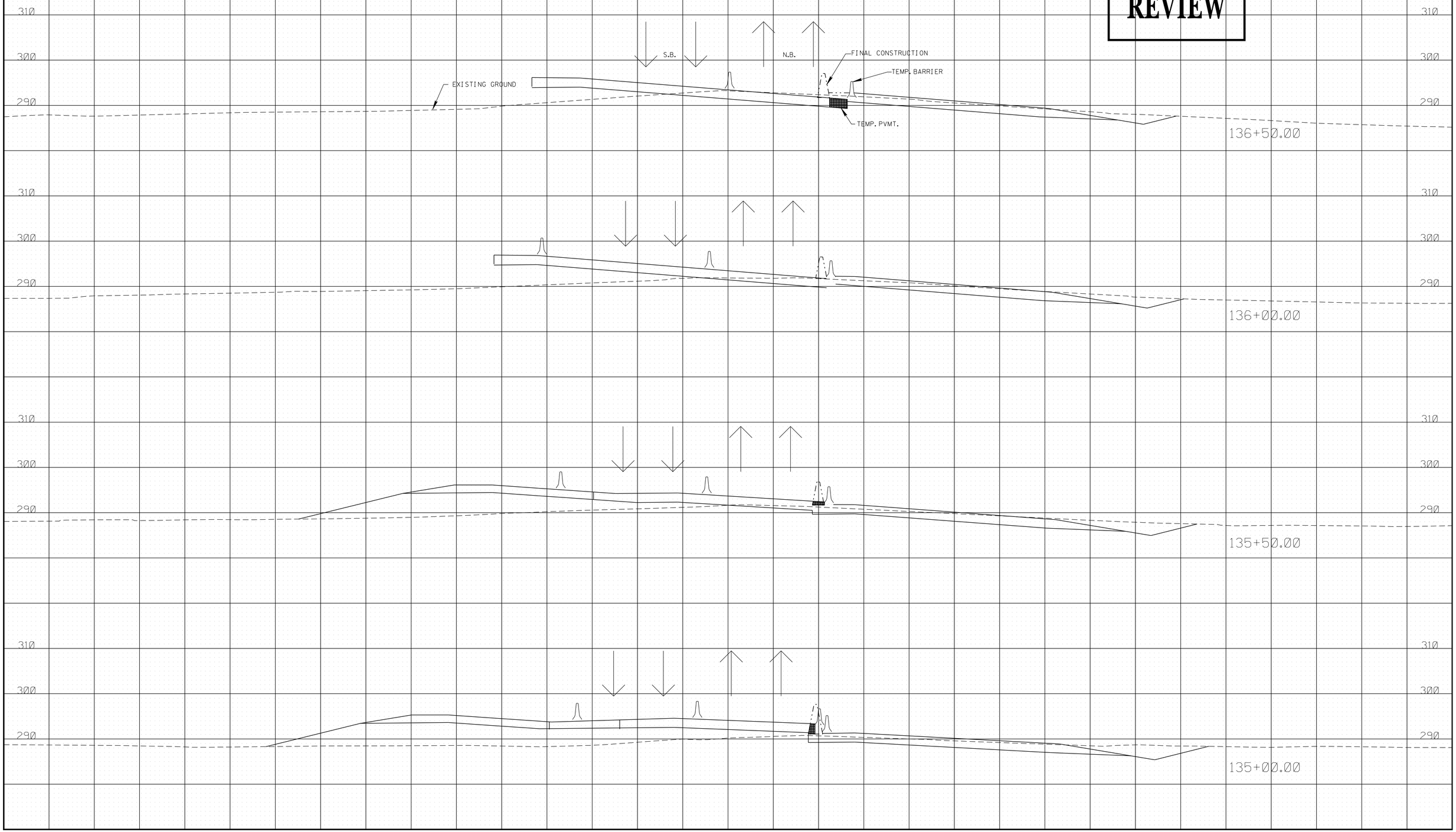
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AB

STAGE 3 OPERATIONS
OPTION 1

CONST. FIELD REVIEW



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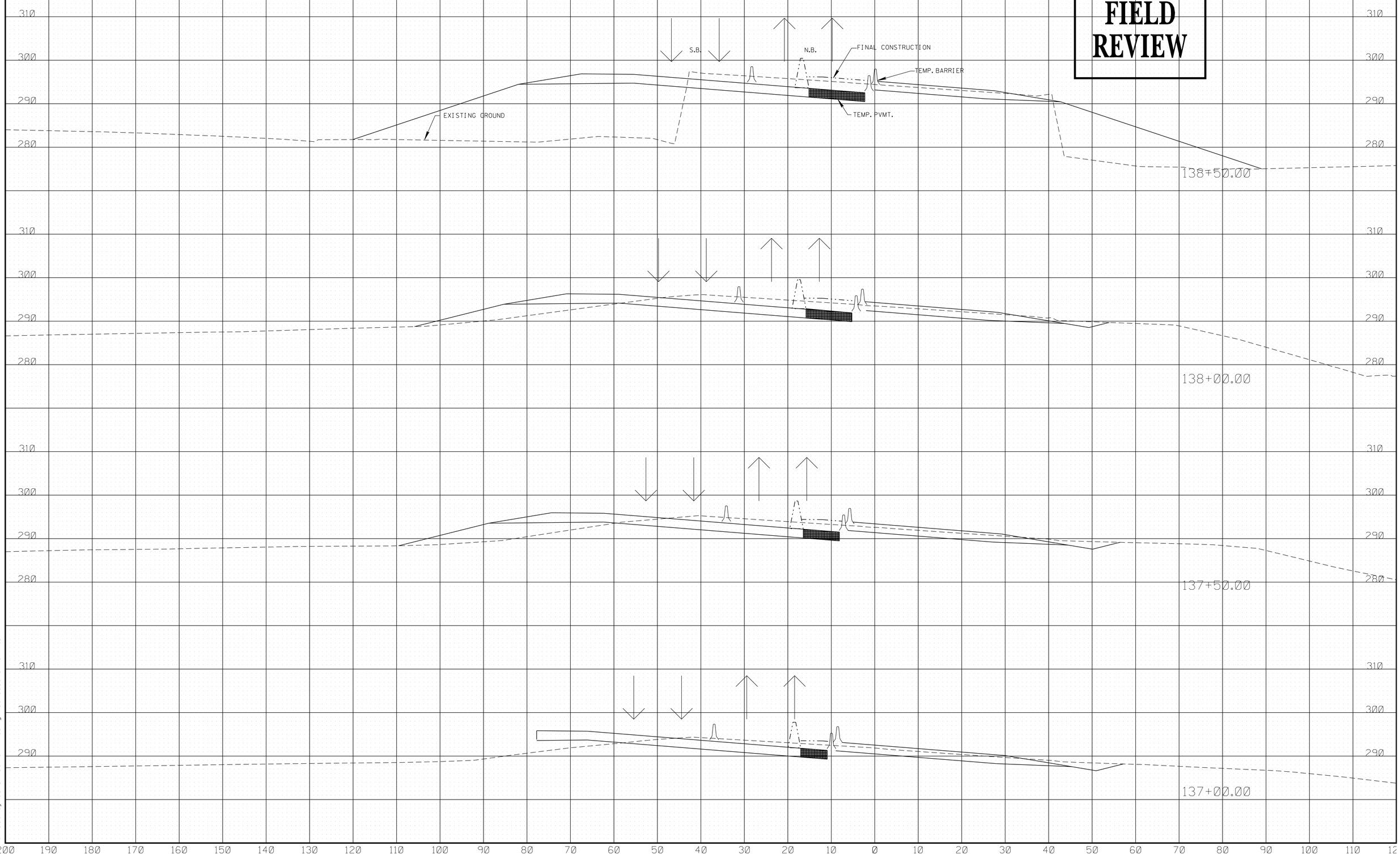
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AC

STAGE 3 OPERATIONS OPTION 1

CONST. FIELD REVIEW



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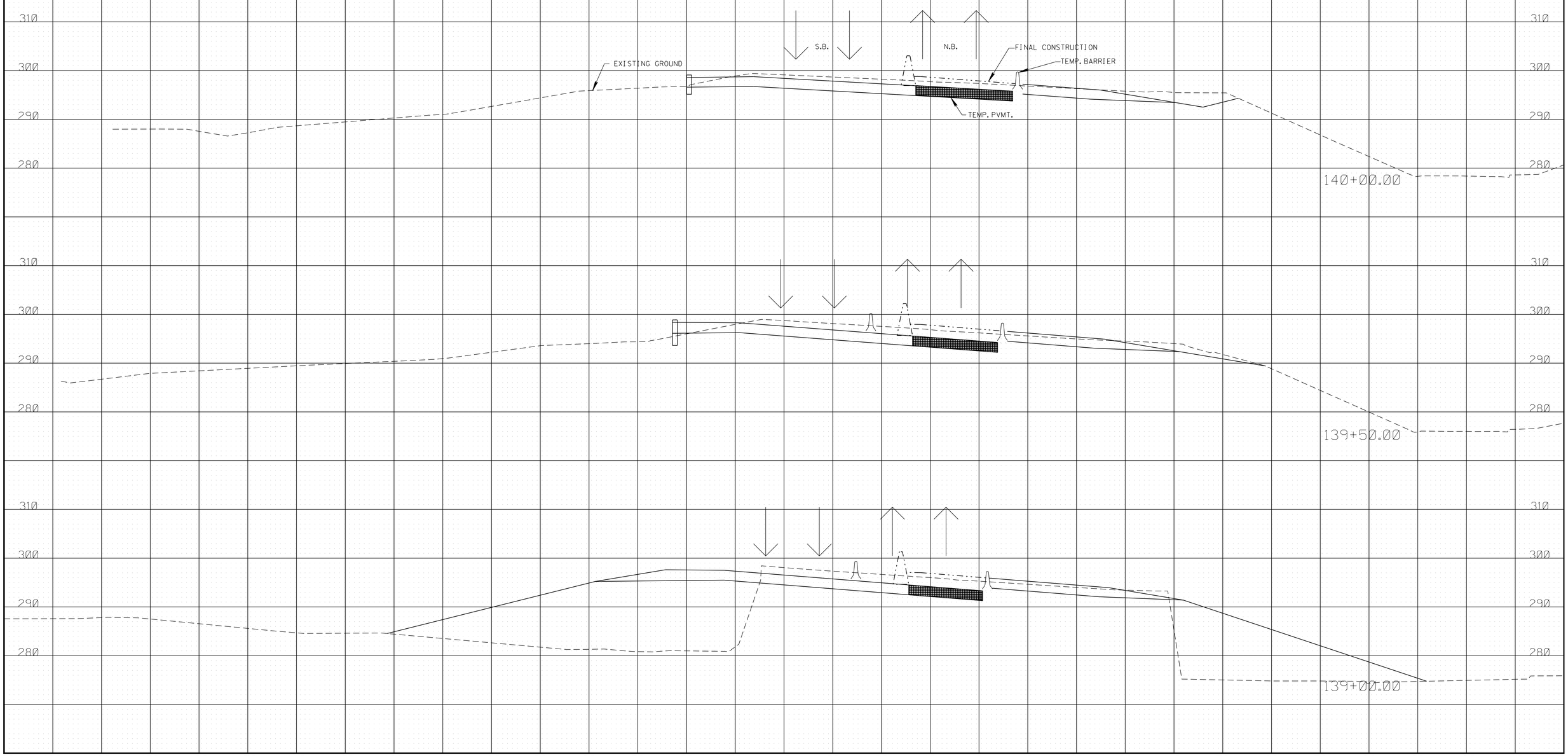
STAGE 3 OPERATIONS
OPTION 1

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AD

CONST. FIELD REVIEW



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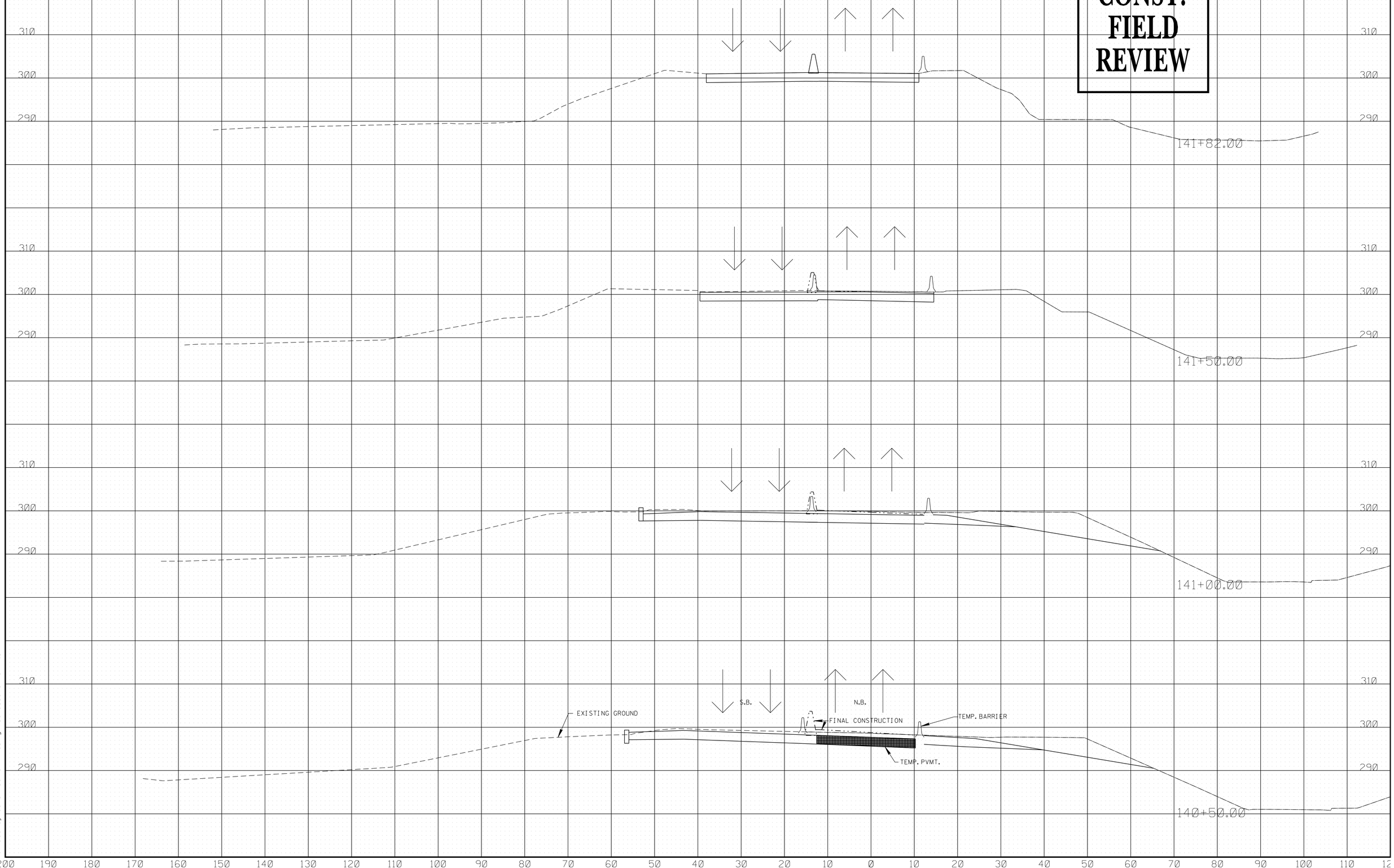
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AE

STAGE 3 OPERATIONS OPTION 1

CONST. FIELD REVIEW



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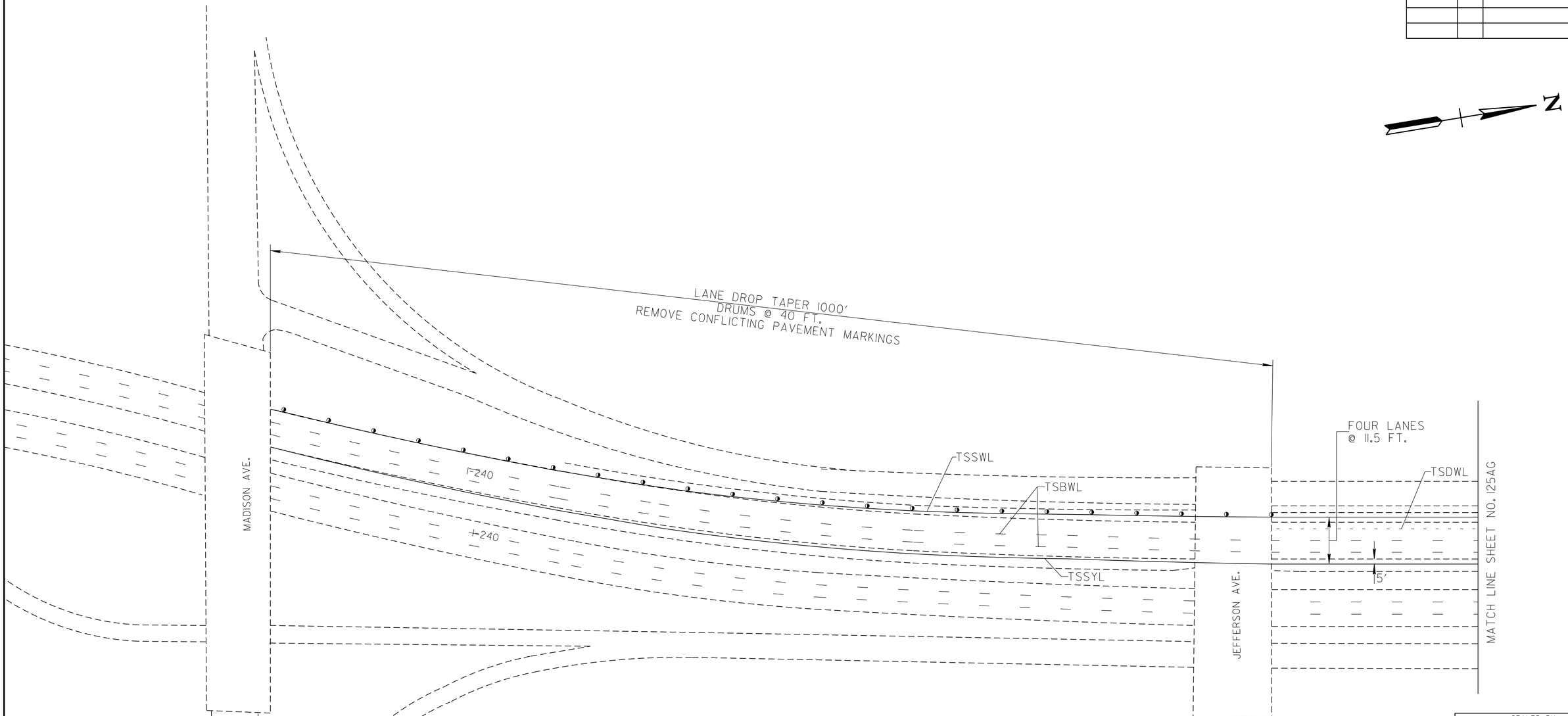
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AF



0 50 100 150

PAVEMENT MARKING KEY

TSSYL	- TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL	- TEMPORARY SINGLE SOLID WHITE LINE
TSBWL	- TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL	- TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs	- TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

CONST. FIELD REVIEW

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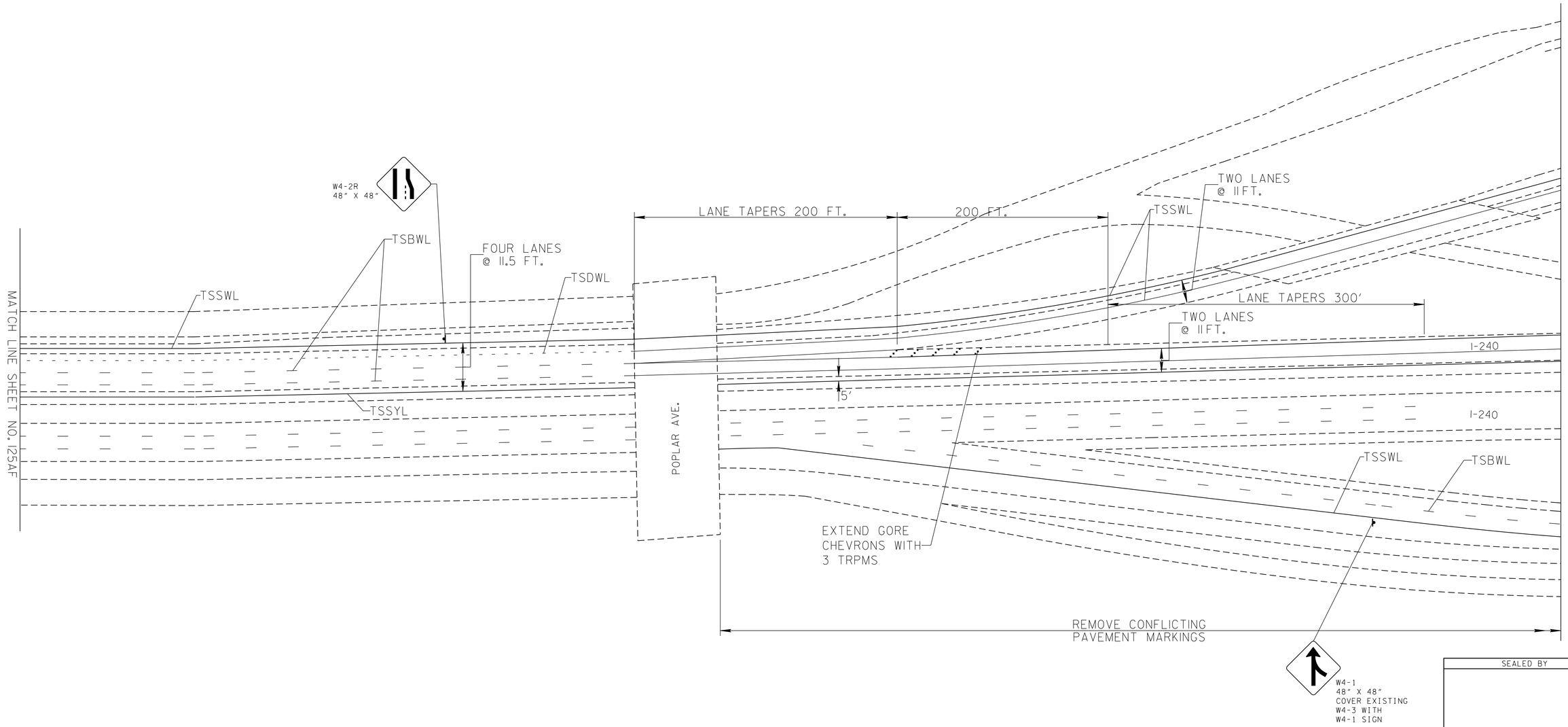
DEPARTMENT OF TRANSPORTATION

I-240/I-40 RAMP LANE ADDITION

SCALE: 1"=50'

4/27/2015 2:11:08 PM
R:\Roadway\Plans\Preliminary\I-55_I-240\I-40RAMP_1.sht

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AG



SEALED BY

0 50 100 150

PAVEMENT MARKING KEY

TSSYL - TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL - TEMPORARY SINGLE SOLID WHITE LINE
TSBWL - TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL - TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs - TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240/I-40 RAMP LANE ADDITION

SCALE: 1"=50'

4/27/2015 2:12:07 PM
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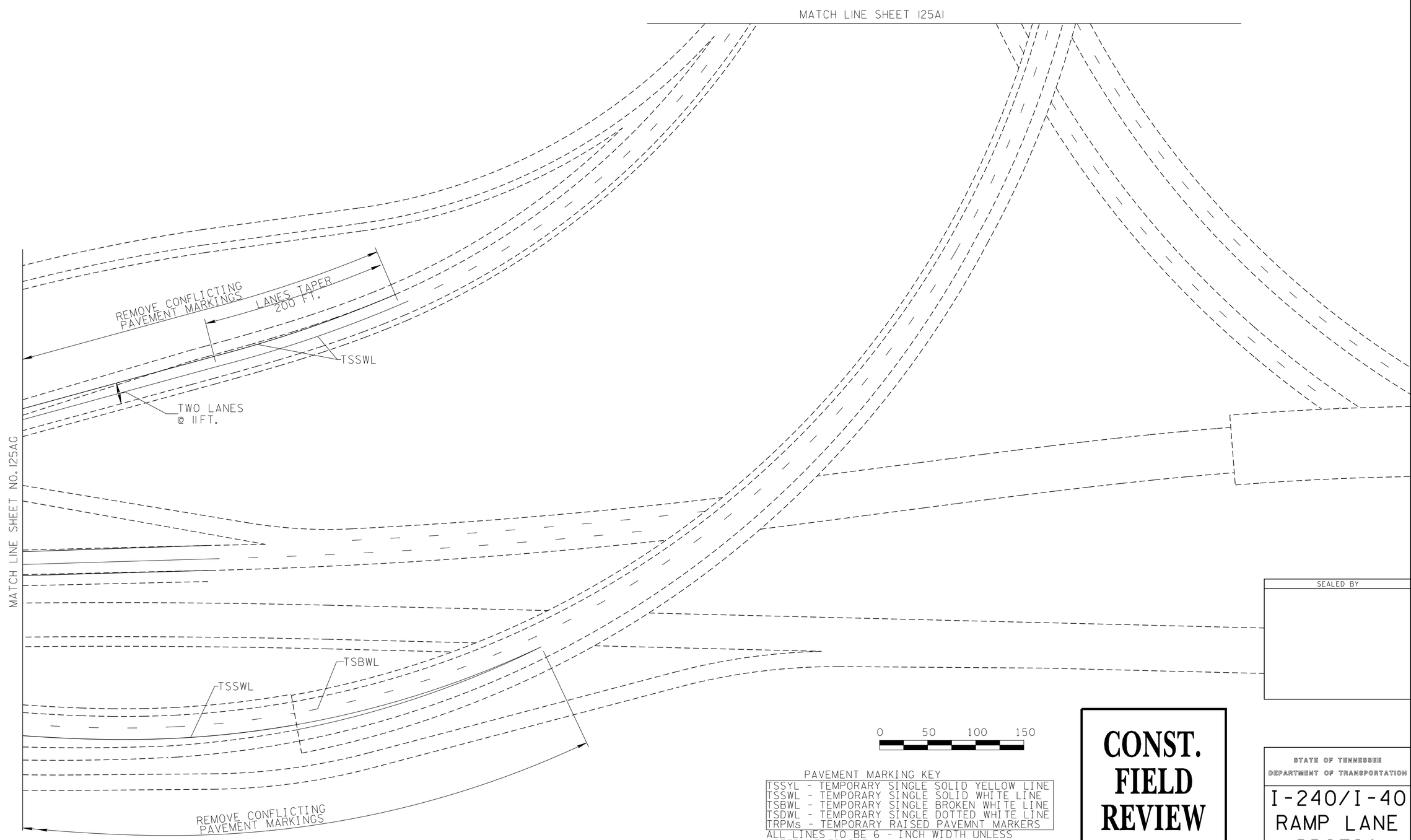
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AH



PAVEMENT MARKING KEY

TSSYL - TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL - TEMPORARY SINGLE SOLID WHITE LINE
TSBWL - TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL - TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs - TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

CONST. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240/I-40 RAMP LANE ADDITION

SCALE: 1"=50'

4/27/2015 2:13:06 PM
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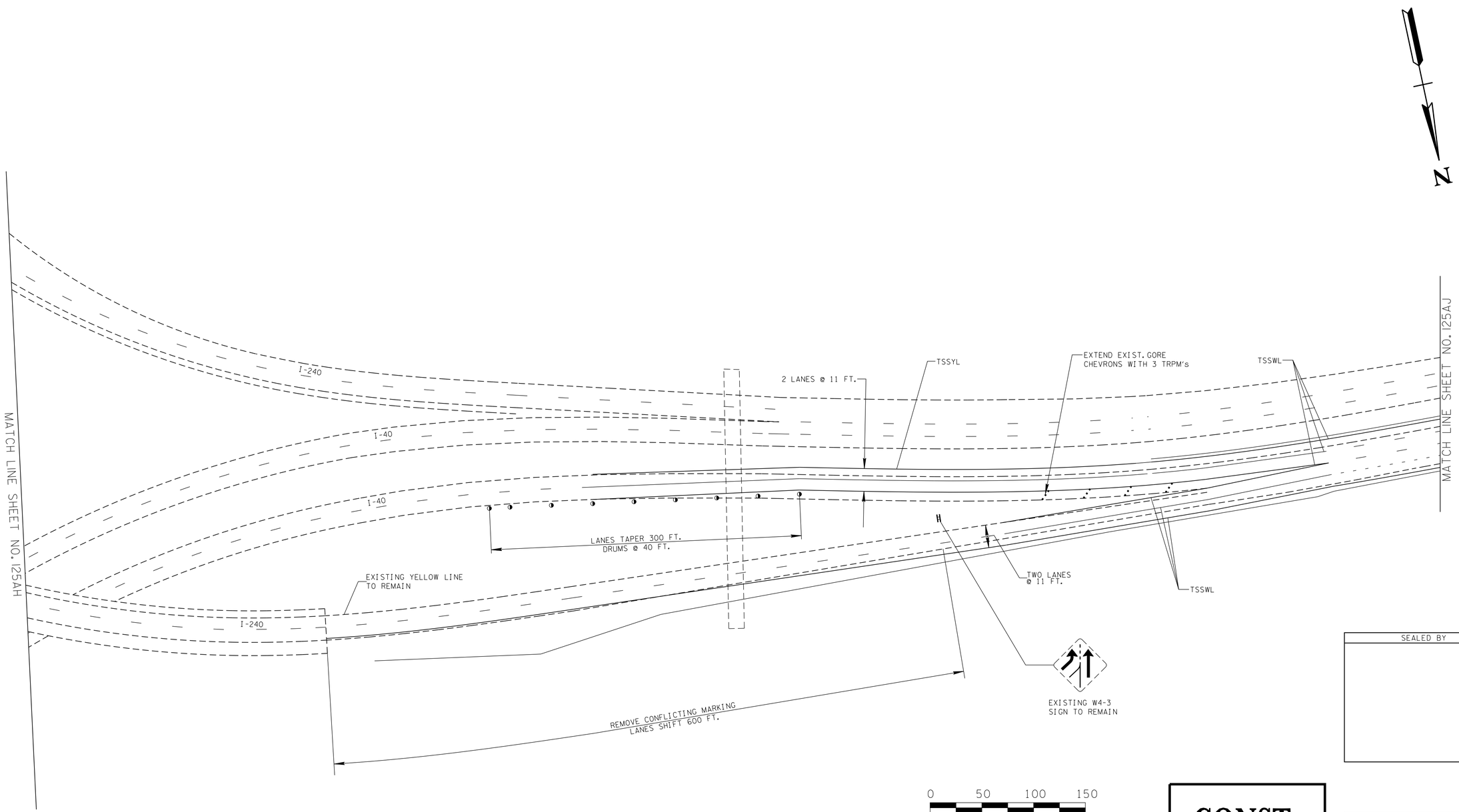
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AI



0 50 100 150

PAVEMENT MARKING KEY

TSSYL - TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL - TEMPORARY SINGLE SOLID WHITE LINE
TSBWL - TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL - TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs - TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

SEALED BY

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240/I-40 RAMP LANE ADDITION

SCALE: 1"=50'

4/27/2015 2:14:02 PM
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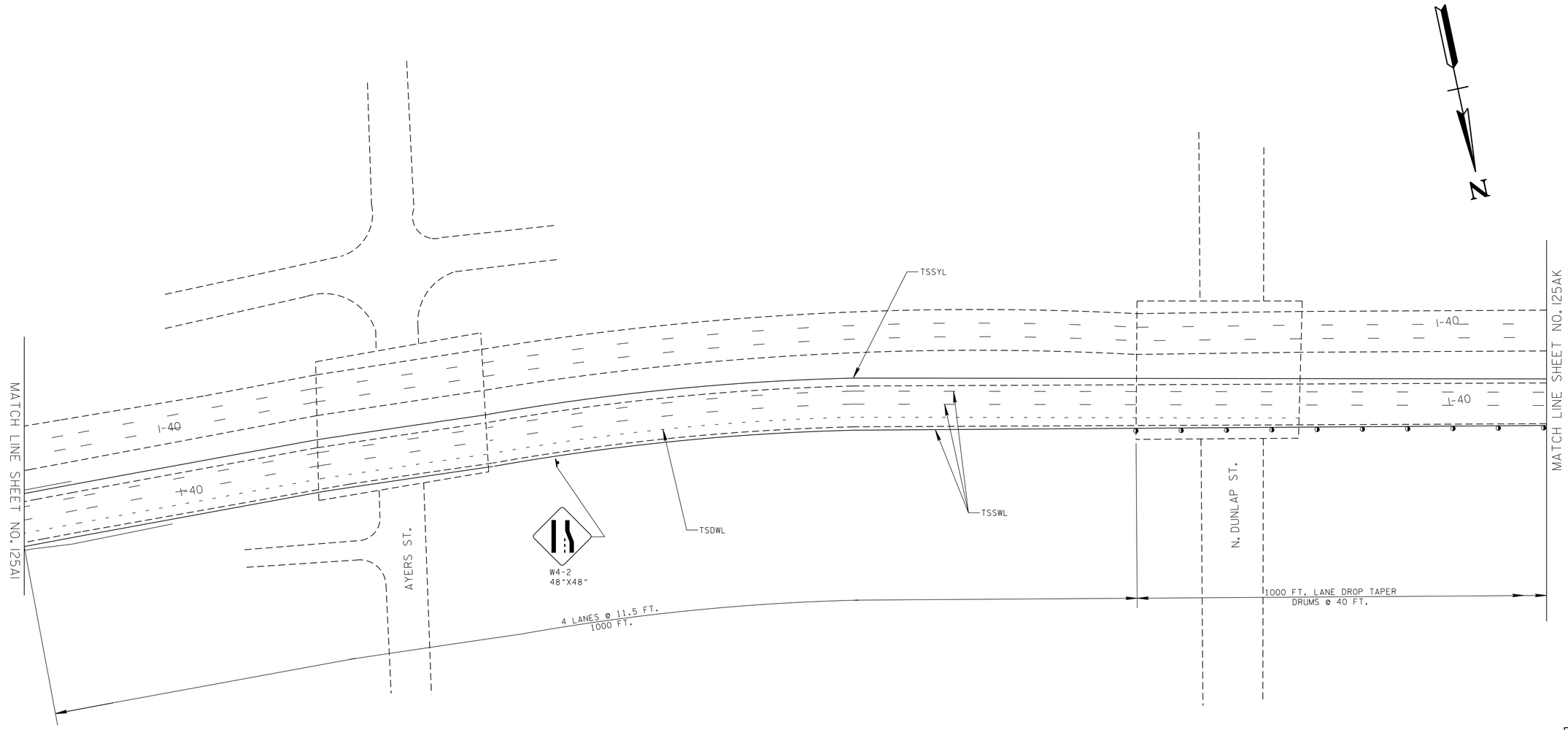
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AJ



SEALED BY

0 50 100 150

PAVEMENT MARKING KEY

TSSYL	- TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL	- TEMPORARY SINGLE SOLID WHITE LINE
TSBWL	- TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL	- TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs	- TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

CONST. FIELD REVIEW

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240/I-40 RAMP LANE ADDITION

SCALE: 1"=50'

4/27/2015 2:14:56 PM
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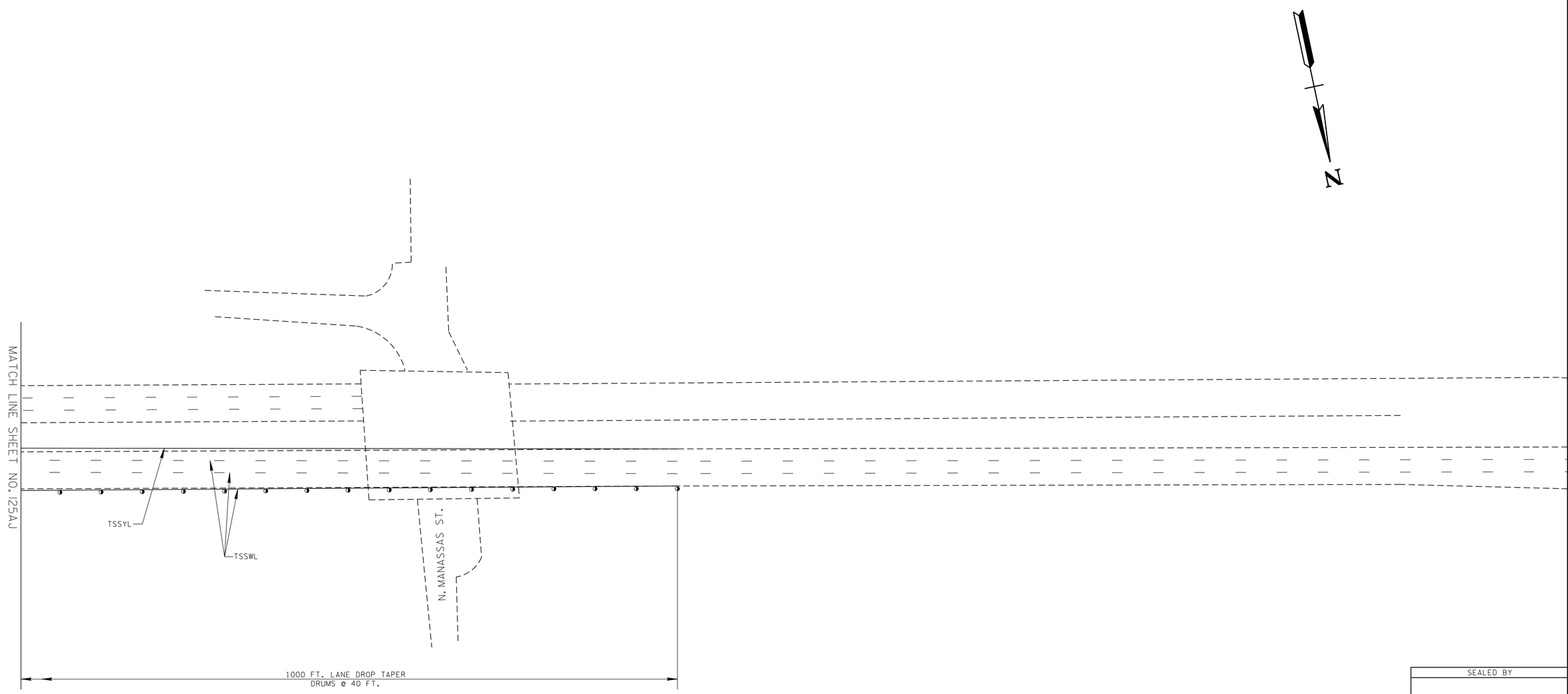
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AK



0 50 100 150

PAVEMENT MARKING KEY

TSSYL - TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL - TEMPORARY SINGLE SOLID WHITE LINE
TSBWL - TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL - TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs - TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

I-240/I-40 RAMP LANE ADDITION

SCALE: 1"=50'

4/27/2015 2:15:43 PM
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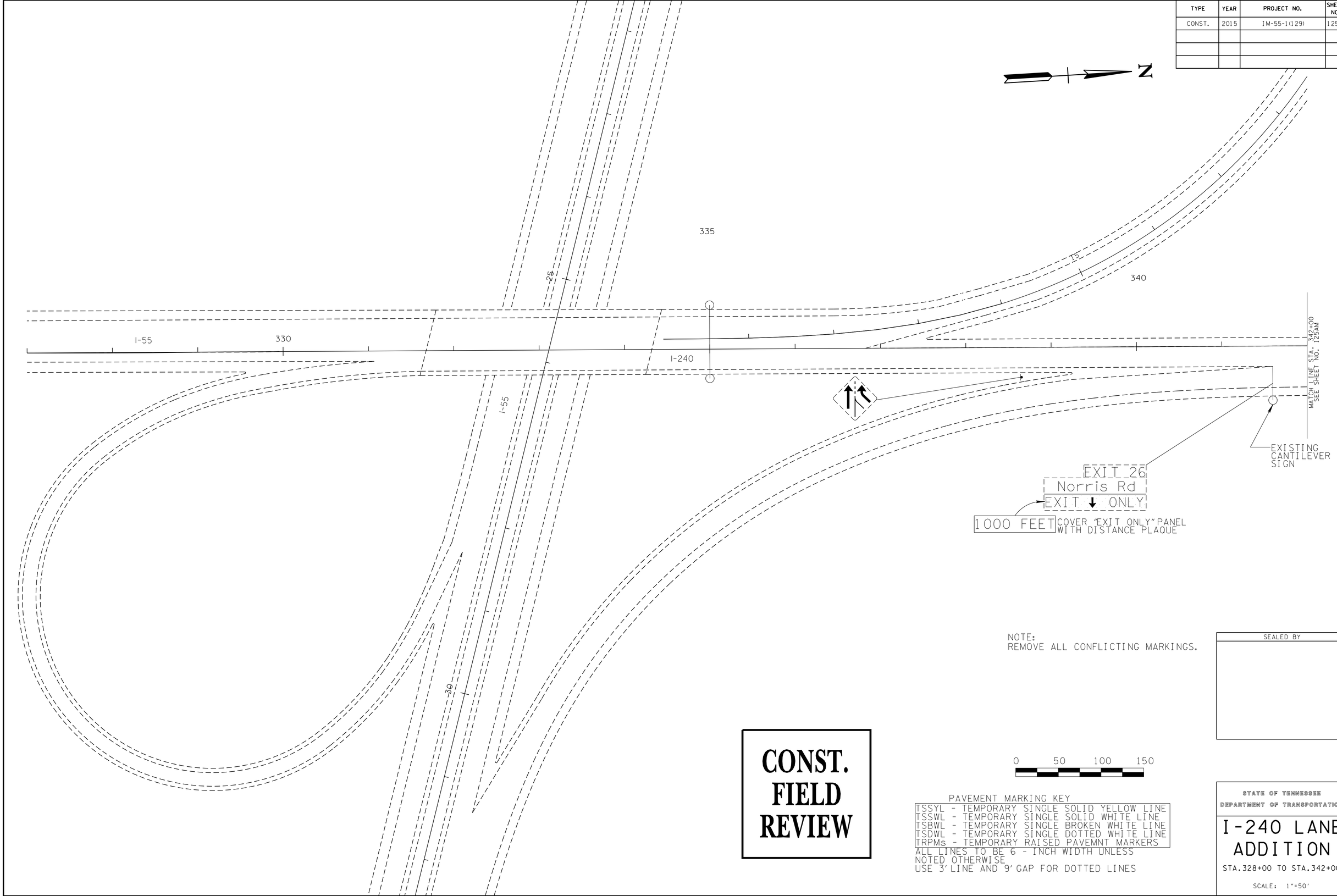
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AL



NOTE:
REMOVE ALL CONFLICTING MARKINGS.

CONST. FIELD REVIEW

PAVEMENT MARKING KEY

TSSYL	- TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL	- TEMPORARY SINGLE SOLID WHITE LINE
TSBWL	- TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL	- TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs	- TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS
NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240 LANE ADDITION

STA.328+00 TO STA.342+00

SCALE: 1"=50'

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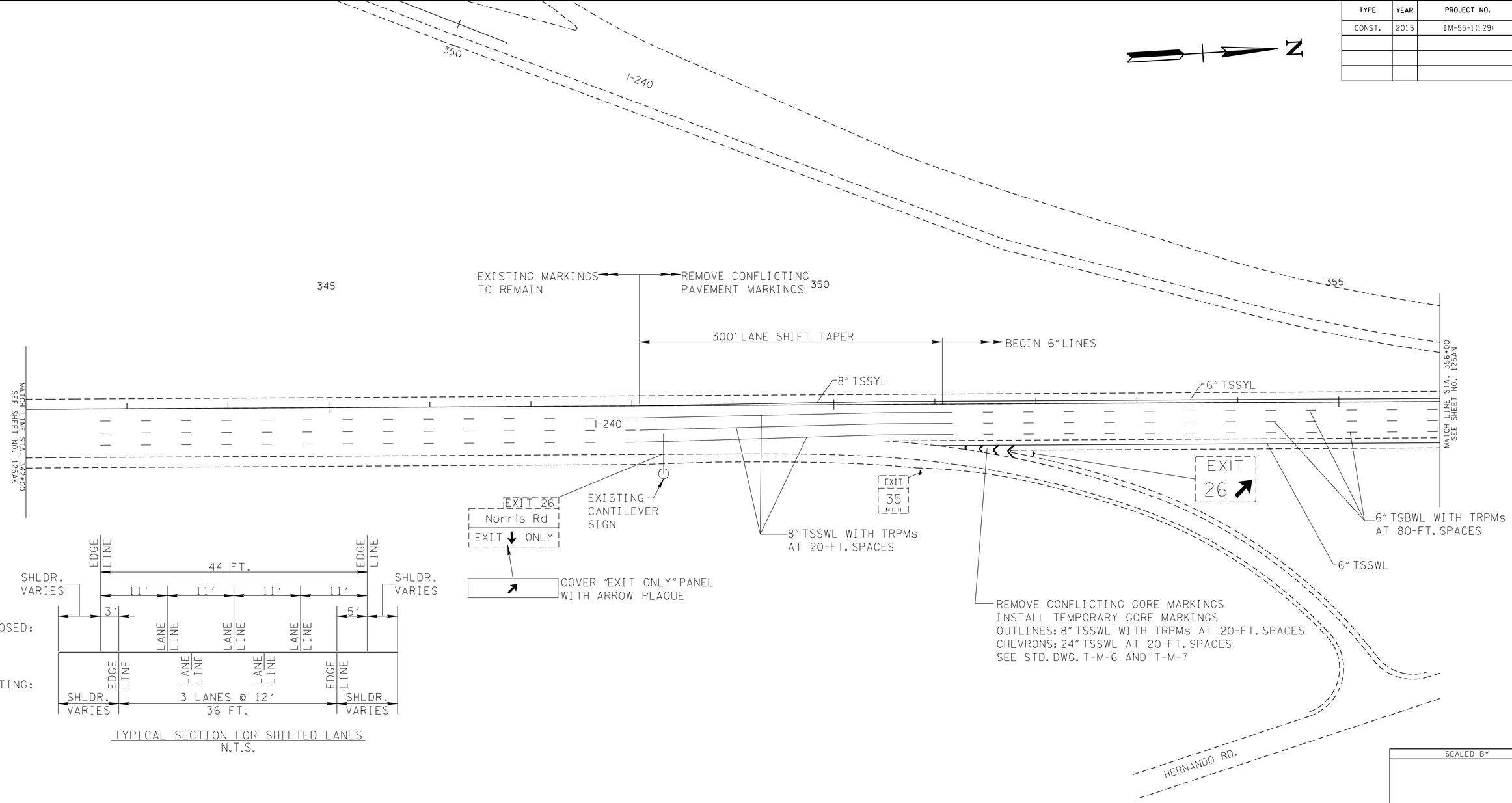
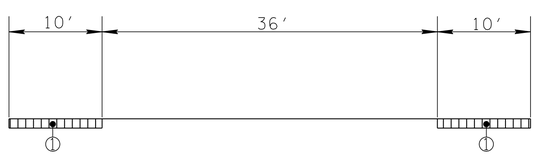
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AM



TYPICAL SECTION FOR SHIFTED LANES
N.T.S.



TYPICAL SECTION FOR MILLING AND OVERLAY
N.T.S.
APPLIES TO THE LEFT SHOULDER FROM STA. 348+00 TO STA. 454+00
APPLIES TO THE RIGHT SHOULDER FROM STA. 351+00 TO STA. 454+00

(1) MILL 1" FROM EXISTING SHOULDER AND OVERLAY WITH 1.25" OF 411-03.10 ACS MIX (PG76-22) GRADING D

CONST. FIELD REVIEW

NOTE:
REMOVE ALL CONFLICTING MARKINGS.

PAVEMENT MARKING KEY

TSSYL	TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL	TEMPORARY SINGLE SOLID WHITE LINE
TSBWL	TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL	TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs	TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

0 50 100 150

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240 LANE ADDITION

STA.342+00 TO STA.356+00

SCALE: 1"=50'

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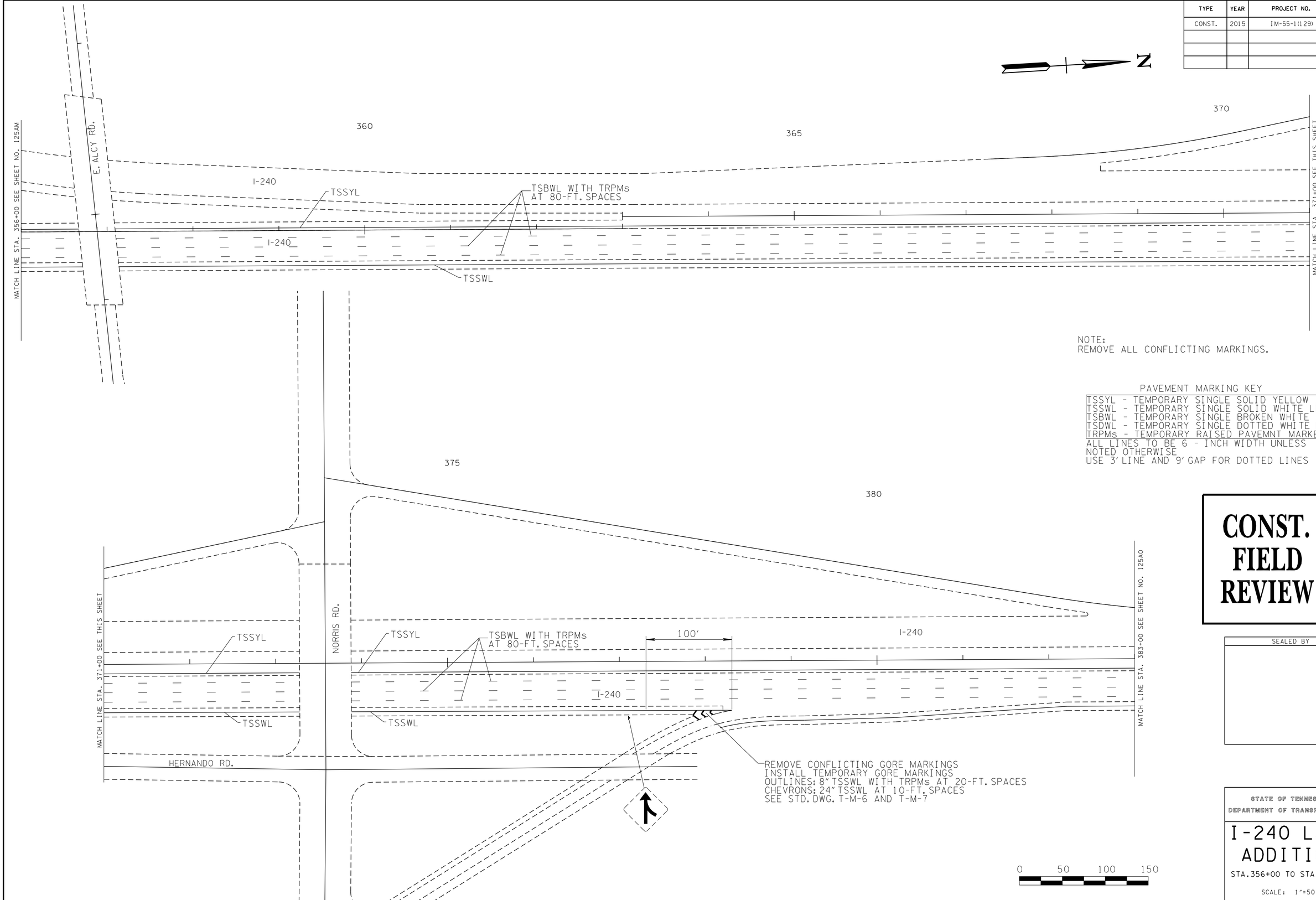
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AN



NOTE:
REMOVE ALL CONFLICTING MARKINGS.

PAVEMENT MARKING KEY

TSSYL - TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL - TEMPORARY SINGLE SOLID WHITE LINE
TSBWL - TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL - TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs - TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

CONST. FIELD REVIEW

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240 LANE ADDITION

STA.356+00 TO STA.383+00

SCALE: 1"=50'

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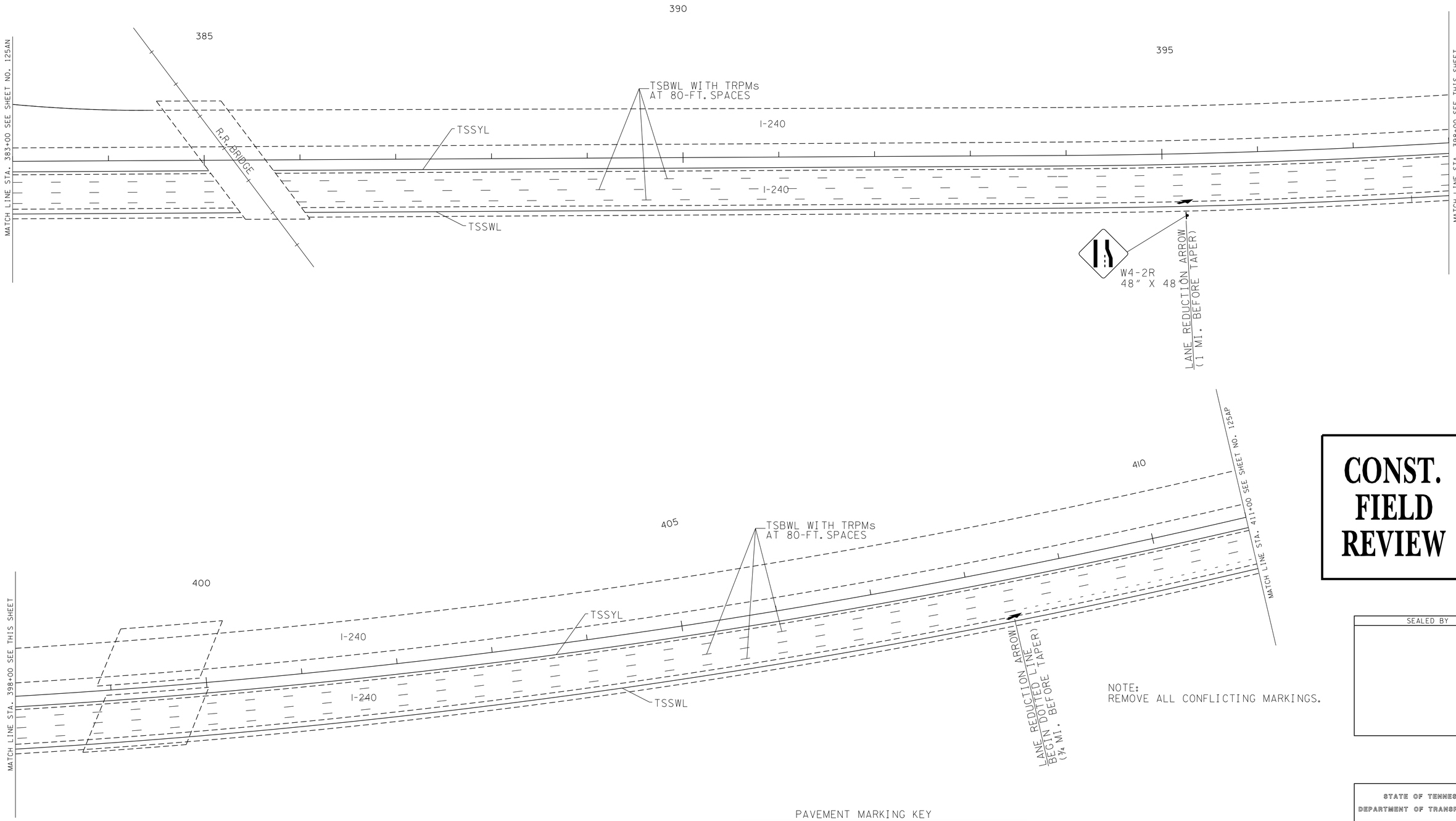
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AO



NOTE:
REMOVE ALL CONFLICTING MARKINGS.

CONST. FIELD REVIEW

SEALED BY

PAVEMENT MARKING KEY

TSSYL - TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL - TEMPORARY SINGLE SOLID WHITE LINE
TSBWL - TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL - TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs - TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS
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USE 3' LINE AND 9' GAP FOR DOTTED LINES

0 50 100 150

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240 LANE ADDITION

STA.383+00 TO STA.411+00

SCALE: 1"=50'

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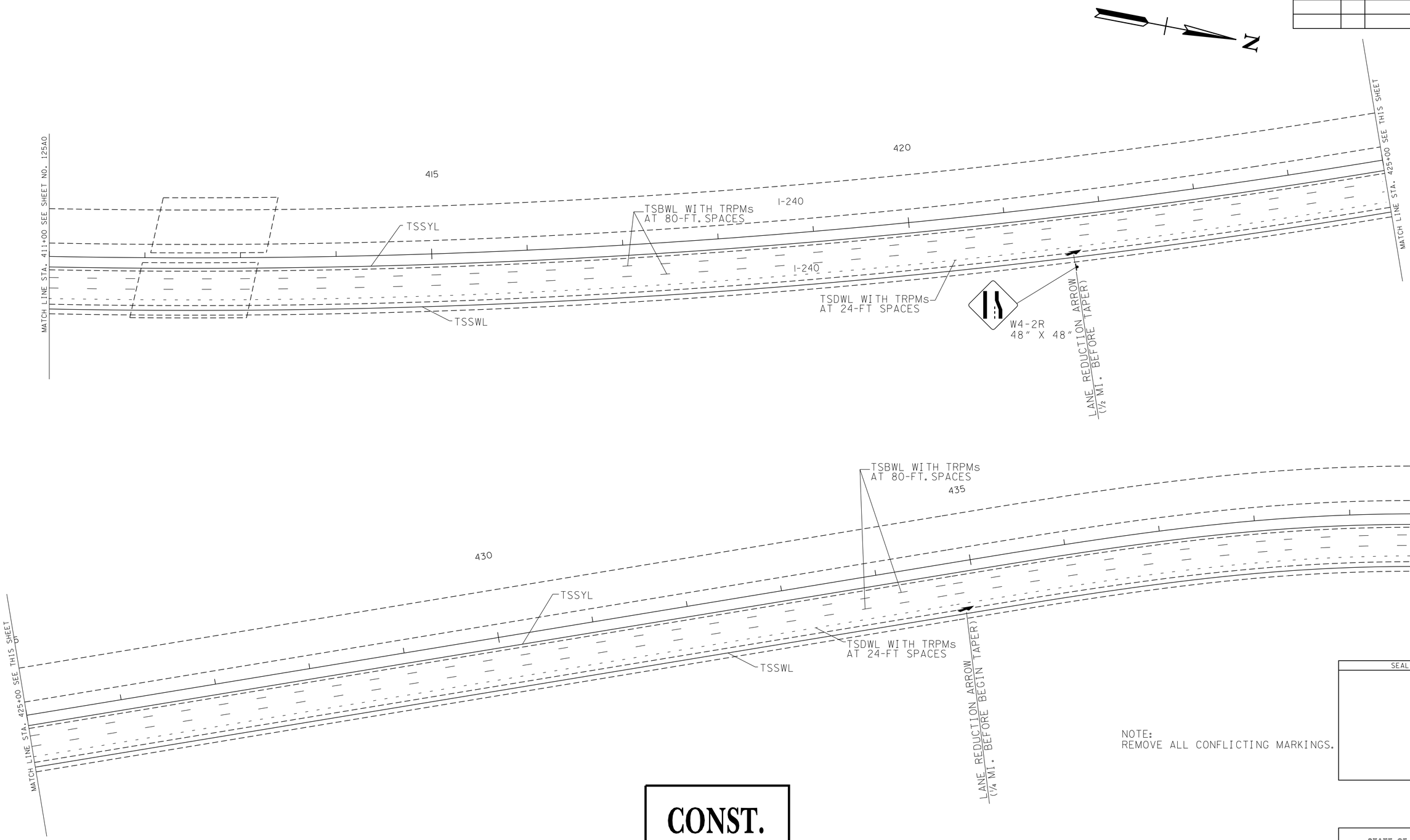
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AP



NOTE:
REMOVE ALL CONFLICTING MARKINGS.

SEALED BY

CONST. FIELD REVIEW

PAVEMENT MARKING KEY

TSSYL - TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL - TEMPORARY SINGLE SOLID WHITE LINE
TSBWL - TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL - TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs - TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

0 50 100 150

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240 LANE ADDITION

STA.411+00 TO STA.440+00

SCALE: 1"=50'

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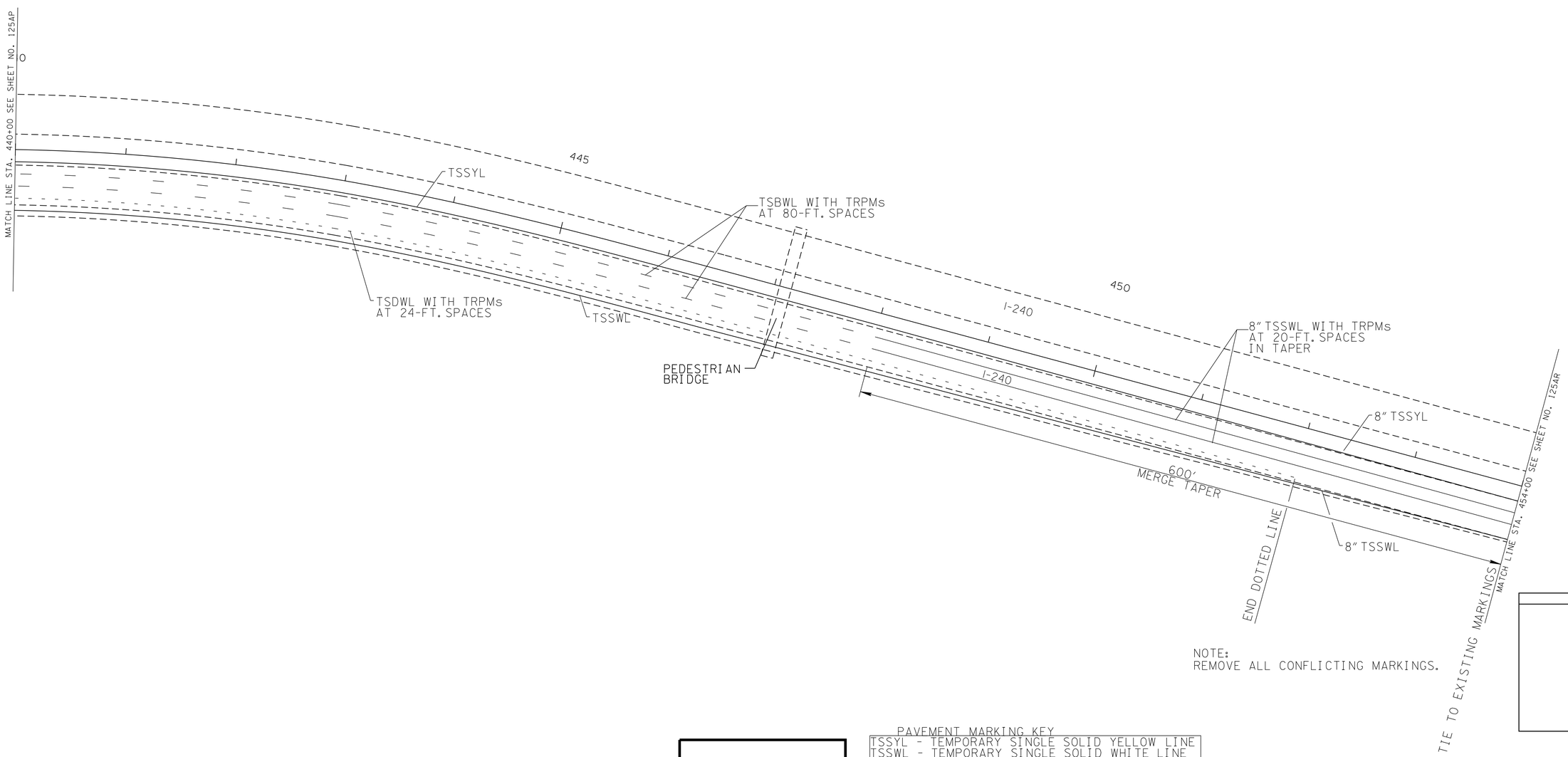
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AQ



NOTE:
REMOVE ALL CONFLICTING MARKINGS.

PAVEMENT MARKING KEY

TSSYL - TEMPORARY SINGLE SOLID YELLOW LINE
TSSWL - TEMPORARY SINGLE SOLID WHITE LINE
TSBWL - TEMPORARY SINGLE BROKEN WHITE LINE
TSDWL - TEMPORARY SINGLE DOTTED WHITE LINE
TRPMs - TEMPORARY RAISED PAVEMNT MARKERS

ALL LINES TO BE 6 - INCH WIDTH UNLESS
NOTED OTHERWISE
USE 3' LINE AND 9' GAP FOR DOTTED LINES

CONST. FIELD REVIEW

0 50 100 150

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I-240 LANE ADDITION

STA.440+00 TO STA.454+00

SCALE: 1"=50'

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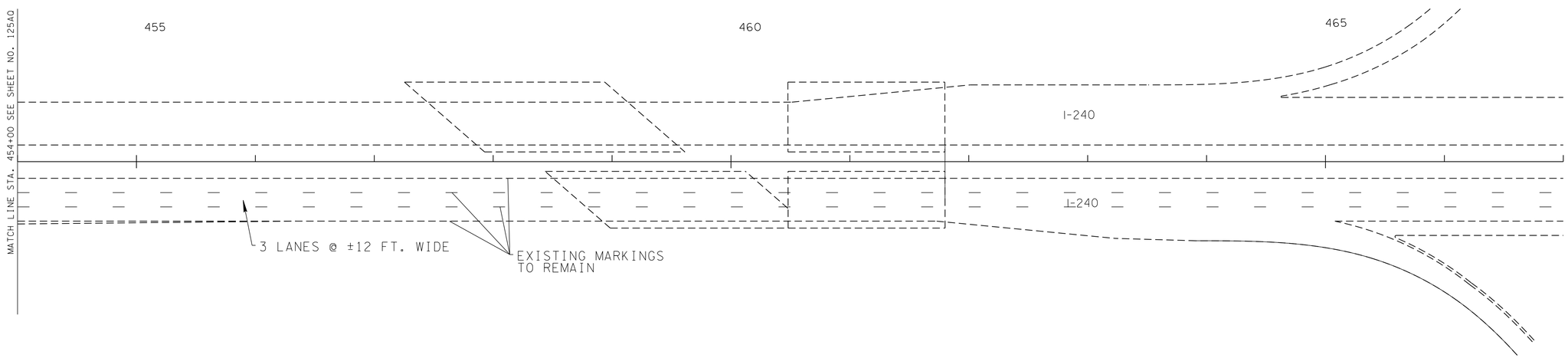
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AR



SEALED BY

CONST. FIELD REVIEW

0 50 100 150

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-240 LANE ADDITION

STA.454+00 TO STA.467+00

SCALE: 1"=50'

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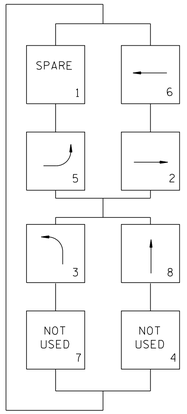
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AS

I-40 RAMPS 1 AND 2 PHASING DIAGRAM



DESIGN PARAMETERS

POSTED SPEED LIMIT:
40 MPH EAST AND WEST APPROACH
35 MPH SOUTH APPROACH
NO BUS STOPS
NO RAILROAD TRACKS
NO EXISTING INTERCONNECTIONS RADIO
NO FIRE STATION
NO PARKING
NO SIGHT DISTANCE RESTRICTIONS

LOCATION OF STOP LINES
SHOWN ON PAVEMENT MARKING PLAN.
SEE SEPARATE SHEET.

MINIMUM CLEAR ZONE DISTANCE
3' FEET BEHIND CURB

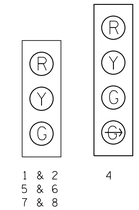
DETECTOR SPACING CHART

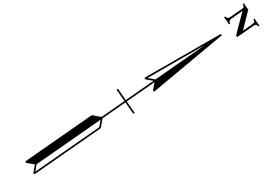
POSTED SPEED	DIST. FROM STOP LINE	
	LEAD ZONE	LAG ZONE
M. L. KING JR DR. - 40 MPH	195'	80'
I-40 ENTRANCE RAMP - 35 MPH	-	85'

I-40 WESTBOUND RAMPS AT M. L. KING JR. POLE LOCATIONS

POLE	LOCATION & STATION	OFFSET	X,Y COORDINATES
A	MARTIN L. KING - STA.	60.50' RT.	9982.81, 10004.80
B	MARTIN L. KING - STA.	56.67' RT.	9906.83, 9901.46
C	MARTIN L. KING - STA.	58.96' LT.	9782.12, 9924.34
D	MARTIN L. KING - STA.	57.67' LT.	9847.44, 10016.70

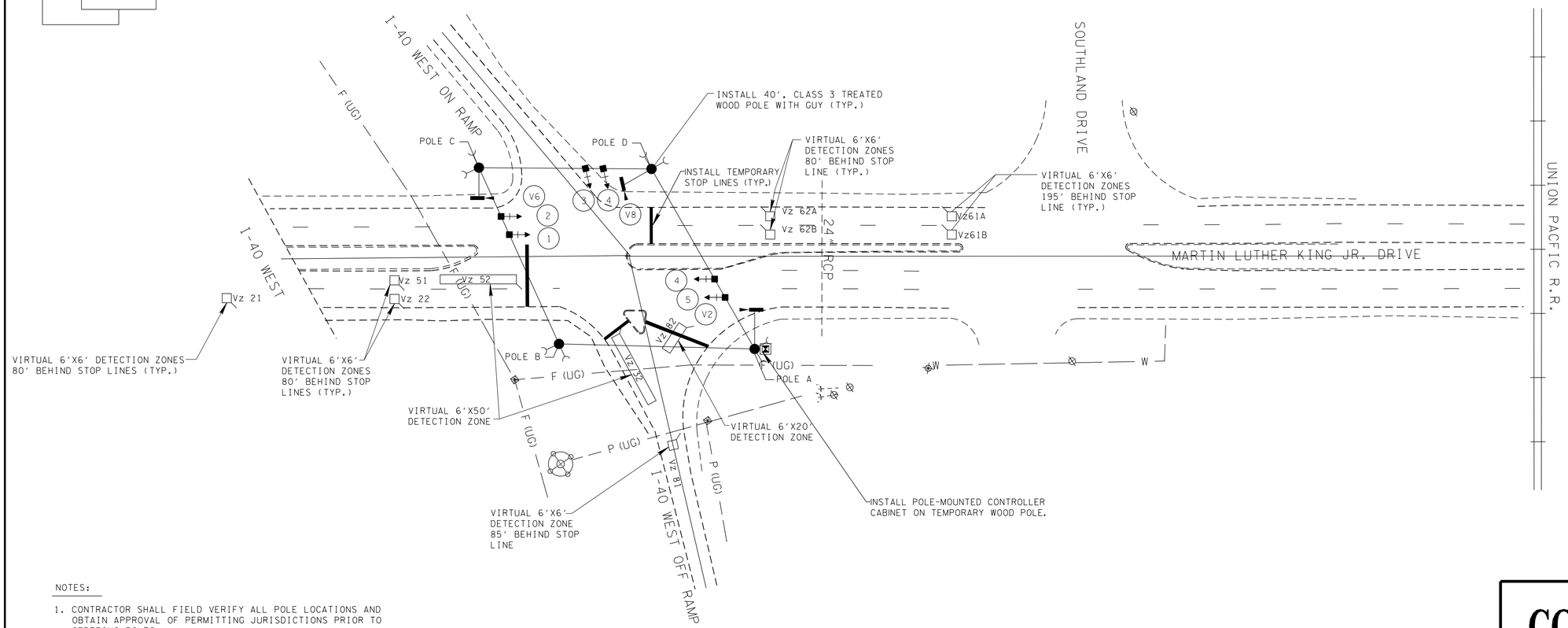
I-40 WESTBOUND RAMPS AT M. L. KING JR. SIGNAL FACES





LEGEND

- TYPE 2 CONC. PULL BOX
- TYPE 2 HD CONC. PULL BOX
- CONTROLLER CABINET
- SIGNAL HEAD
- VIDEO DETECTOR
- NMC - NON METALLIC CONDUIT
- TRAFFIC SIGNAL CONTROLLER
- JUNCTION BOX
- CONDUIT
- TRAFFIC SIGN
- TREATED WOOD TRAFFIC SIGNAL POLE WITH 2" GALVANIZED STEEL RISERS
- POLE NUMBER ('n')



NOTES:

1. CONTRACTOR SHALL FIELD VERIFY ALL POLE LOCATIONS AND OBTAIN APPROVAL OF PERMITTING JURISDICTIONS PRIOR TO ORDERING POLES.
2. ALL EQUIPMENT SHALL CONFORM TO THE LASTEST EDITION OF THE TDOT STANDARD SPECIFICATIONS, AND APPLICABLE SPECIAL PROVISIONS AND SUPPLEMENTAL SPECIFICATIONS.

EQUIPMENT NOTES

1. TRAFFIC SIGNAL HEADS SHALL BE LED TYPE WITH BACKPLATES AND COMPLY WITH THE LATEST TDOT SPECIFICATIONS.
2. ALL TREATED WOOD SHALL BE 40', CLASS 3.
3. ALL PAVEMENT MARKING REMOVAL SHALL COMPLY WITH CURRENT TDOT SPECIFICATIONS.

CONST. FIELD REVIEW

0 40' 80' 120'
SCALE IN FEET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MLK DRIVE INTERCHANGE TEMP. SIGNAL

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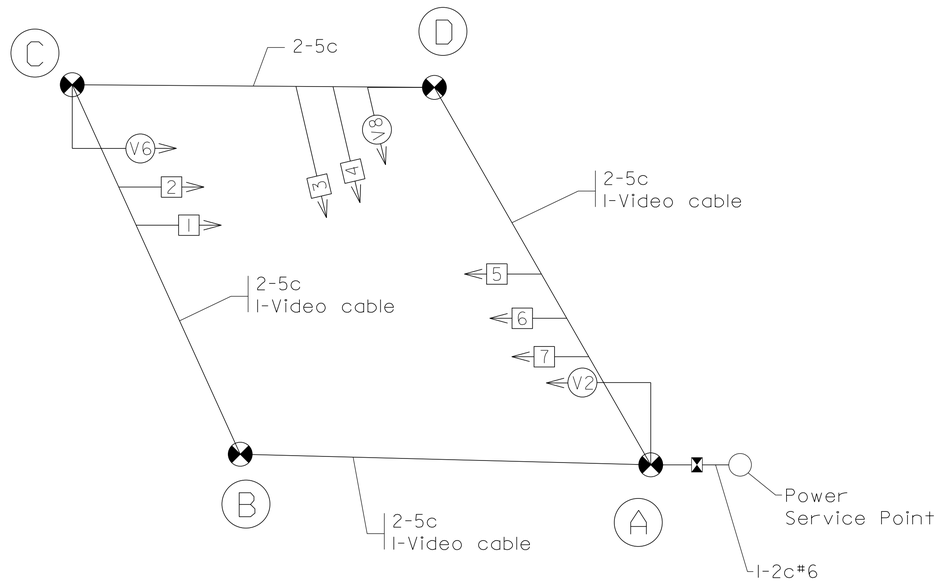
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AT



WIRING DIAGRAM

I-40 WESTBOUND RAMPS
AT MARTIN L. KING DR.

SCALE IN FEET
0 20' 40' 80'

SEALED BY

CONST. FIELD REVIEW

NOTES TO CONTRACTOR:

1. ALL DETECTOR RACK CHANNELS, INCLUDING UNUSED, SHALL BE BROUGHT TO TERMINAL STRIP IN DETECTOR AREA OF CABINET.

2. THE LOCAL GOVERNMENT SHALL BE RESPONSIBLE FOR PROVIDING POWER TO THE SERVICE POINT.

3. A SEPARATE SOLID GROUND WIRE BETWEEN ALL POLES, CABINET, AND GROUND RODS IS REQUIRED AS SHOWN ON THE STANDARD DRAWINGS. ALL BONDS BETWEEN RODS AND GROUNDING CONDUCTORS ARE TO BE FUSION WELDS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MLK DRIVE INTERCHANGE TEMP. SIGNAL

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AU

SPECIAL NOTES

SIGNALIZATION NOTES

1. TRAFFIC SIGNALIZATION ITEMS MUST COMPLY WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. EQUIPMENT AND INSTALLATION OF TRAFFIC SIGNALS SHALL COMPLY WITH TDOT STANDARD SPECIFICATIONS, SECTION 730.

2. TRAFFIC SIGNAL HEADS SHALL BE INSTALLED SO AS TO PROVIDE A MINIMUM OF 17.5 FEET OF VERTICAL CLEARANCE ABOVE THE ROADWAY.

3. ALL SIGNAL DISPLAY HEADS SHALL BE INSTALLED WITH ATTACHMENTS THAT ALLOW ADJUSTMEMENTS TO MAINTAIN THE PROPER VISIBILITY. ALL SIGNAL HEADS SHALL HAVE LOUVERED BACKPLATES AND TUNNEL VISORS. ANY SIGNAL HEADS, WHEN VISIBLE TO DRIVERS BUT NOT OPERATIONAL, SHALL BE COMPLETELY COVERED.

4. PROPER CONTROLLER OPERATION SHALL BE TESTED IN THE FIELD BY THE CONTRACTOR AND CONFIRMED BY THE ENGINEER. SIGNAL HEADS SHALL FLASH A MINIMUM OF SEVEN (7) DAYS PRIOR TO ACTIVATION OF THE SIGNAL.

5. THE CONTRACTOR SHALL CONTACT A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

6. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREVENT EROSION FROM EXPOSED EARTH RESULTING FROM THEIR OPERATIONS AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFF-SITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THE WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THE CONTRACTOR?S OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFF-SITE AND ENTERING WATERS OF THE STATE/U.S. SEE THE EROSION PREVENTION AND SEDIMENT CONTROL NOTES ELSEWHERE IN THE PLANS.

VIDEO DETECTION NOTES

1. A VIDEO DETECTION SYSTEM IS TO BE INSTALLED FOR DETECTION AT THE INTERSECTION AS SHOWN ON THE PLANS. SEE TDOT STANDARD DRAWING T-SG-3A.

2. THE HOUSING UNIT WITH THE CAMERA IS TO BE MOUNTED ATOP A VERTICAL PIPE STEM TO BE ATTACHED TO A LUMINAIRE ARM. THE VERTICAL STEM IS TO BE A MINIMUM OF TWELVE INCHES AND A MAXIMUM OF FIFTY INCHES.

3. THE VIDEO DETECTION SYSTEM MUST BE OPERATIONAL BEFORE THE INTERSECTION WILL BE ACCEPTED FOR TURN-ON.

WORKZONE MAINTENANCE OF TRAFFIC

1. SEE SECTION 6F.03, SIGN PLACEMENT, OF THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR PLACEMENT AND MOUNTING OF SIGNS.

2. FOR WORKZONE MAINTENANCE OF TRAFFIC DURING CONSTRUCTION, USE TDOT STANDARD DRAWINGS T-WZ-40, T-WZ-41, T-WZ-42, AND T-WZ-51. THE SIGNS SHOWN ON THESE DRAWINGS ARE TO WARN TRAFFIC ABOUT THE CONSTRUCTION. OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION. SEE THE NOTES FOR WORKZONE MAINTENANCE OF TRAFFIC ELSEWHERE IN THESE PLANS.

UTILITIES:
THE CONTRACTOR SHALL CALL THE ARKANSAS ONE CALL SYSTEMS AT 1-800-482-8998 PRIOR TO COMMENCING ANY EXCAVATIONS.

THE ELECTRIC POWER UTILITY IS ENTERGY ARKANSAS.

THERE ARE ADDITIONAL UTILITIES NOT SHOWN IN THE PLANS AND NOT A PART OF THE ONE CALL SYSTEM. CONTRACTOR MUST CONTACT THE TDOT TRAFFIC MANAGEMENT CENTER TO OBTAIN INFORMATION REGARDING THE UTILITIES FOR THE INTELLIGENT TRANSPORTATION SYSTEM. CALL JOHN THOMAS AT 731-935-0312.

CONST. FIELD REVIEW

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DEPARTMENT OF TRANSPORTATION

MLK INTERCHANGE
TEMP. SIGNAL
NOTES

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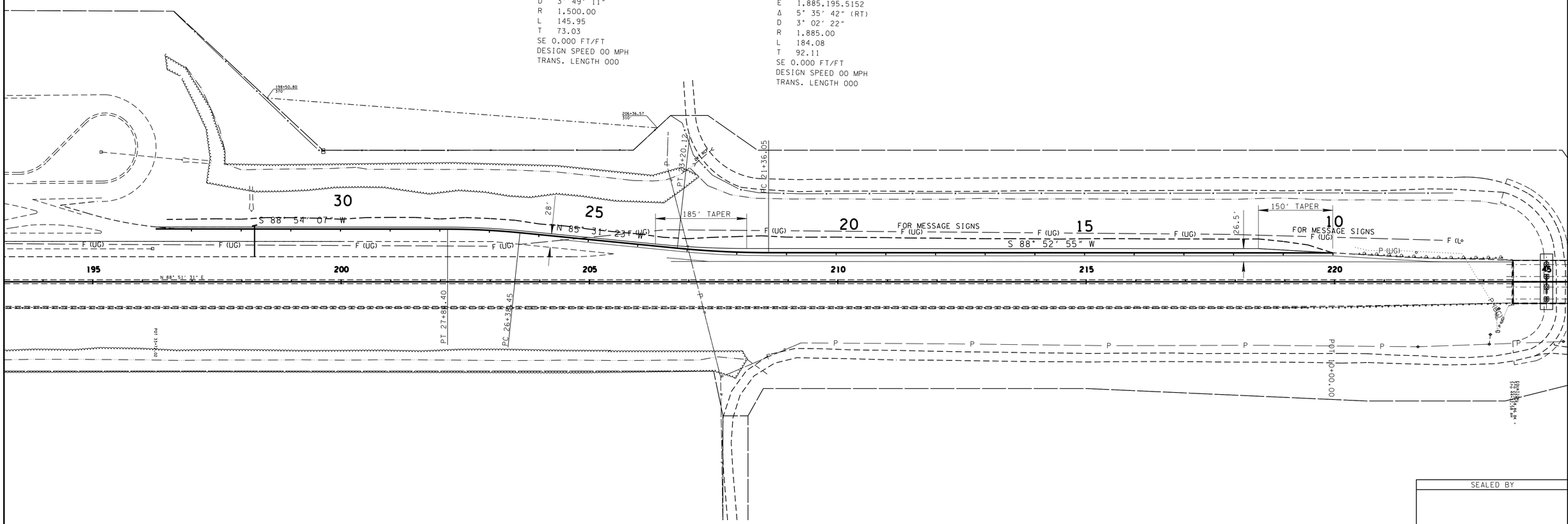
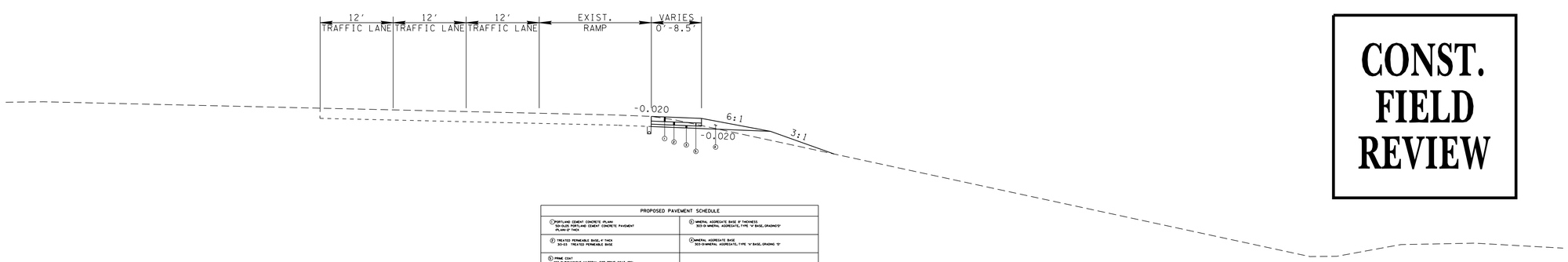
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	2015	IM-55-1(129)	125AV

CURVE WS22
PI 27+11.48
N 304,045.8359
E 1,884,713.5224
Δ 5° 34′ 30″ (LT)
D 3° 49′ 11″
R 1,500.00
L 145.95
T 73.03
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000

CURVE WS21
PI 22+28.16
N 304,008.0970
E 1,885,195.5152
Δ 5° 35′ 42″ (RT)
D 3° 02′ 22″
R 1,885.00
L 184.08
T 92.11
SE 0.000 FT/FT
DESIGN SPEED 00 MPH
TRANS. LENGTH 000





PROPOSED PAVEMENT SCHEDULE	
(A) PORTLAND CEMENT CONCRETE PLANT 501-01,03 PORTLAND CEMENT CONCRETE PAVEMENT PLANT 8" THICK	(C) MINERAL AGGREGATE BASE 8" THICKNESS 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING"D"
(B) TREATED PERMEABLE BASE, 4" THICK 303-03 TREATED PERMEABLE BASE	(D) MINERAL AGGREGATE BASE 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"
(E) PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) 0.30-0.35 GAL/SQ. YD. 402-02 AGGREGATE FOR COVER MATERIAL (PC) 8-12 LB./SQ. YD.	

CONST.
FIELD
REVIEW

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.000 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

I-40
WEIGH STATION
EXIT RAMP

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