TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

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SEE SHEET 1A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

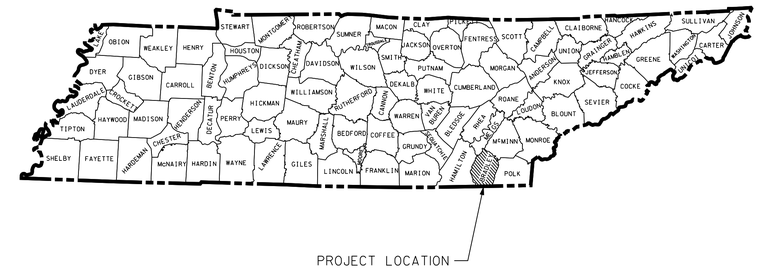
BRADLEY COUNTY

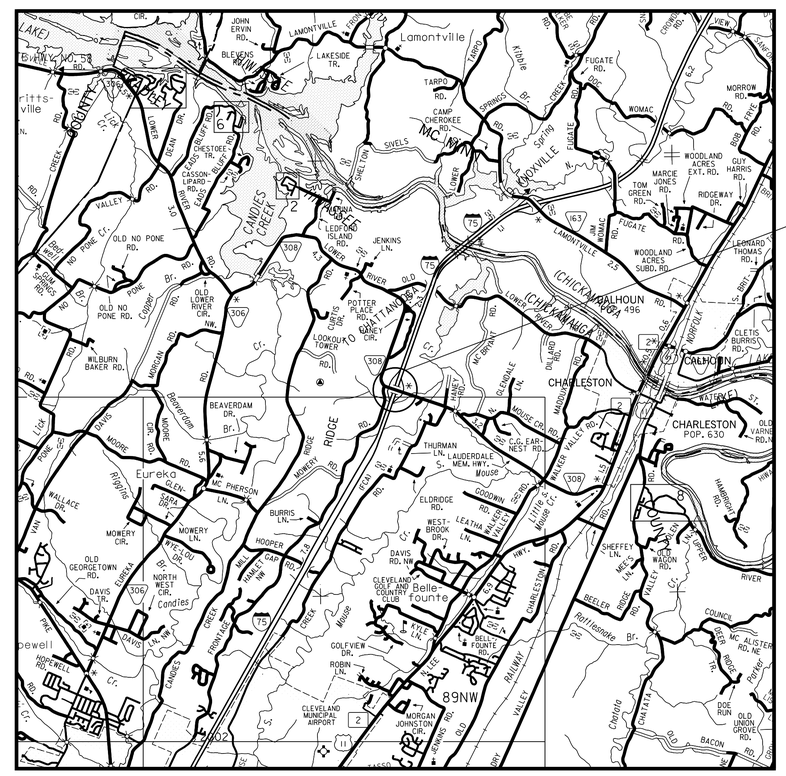
I-75, NORTHBOUND RAMP AT EXIT 33 AND
S.R. 308 OVERPASS

CONSTRUCTION

STATE HIGHWAY NO. 308 INTERSTATE HWY. NO. 75

TENN.	YEAR	SHEET NO.
	2014	1
FED. AID PROJ. NO.	HSIP-IE-75-1(135)	
STATE PROJ. NO.	06001-3175-94	





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SCALE: 1"= 1 MILE

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NOT FOR BIDDING

NO EXCLUSIONS
NO EQUATIONS

NO R.O.W. REQUIRED

SEALED BY

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

DATE:

APPROVED:
JOHN SCHROER, COMMISSIONER

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 MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 1 PETE FALKENBERG, P.E.
DESIGNED BY SAIN ASSOCIATES, INC.
DESIGNER JUSTIN C. WATSON, E.I. CHECKED BY RICHARD R. HOLT, P.E.
P.E. NO. 06001-1175-94
PIN NO. 117326.00

ROADWAY LENGTH	0.000 MILES
BRIDGE LENGTH	0.000 MILES
BOX BRIDGE LENGTH	0.000 MILES
PROJECT LENGTH	0.000 MILES

TRAFFIC DATA

	N.B. RAMP	S.B. RAMP
ADT (2014)	2990	1760
ADT (2034)	4250	2390
DHV (2034)	446	187
D	65 - 35	55 - 45
T (ADT)	6 %	6 %
T (DHV)	4 %	4 %

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	1A

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

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NO PROJECT COMMITMENTS SHEET INCLUDED IN THIS SET OF PLANS.

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-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
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-TS-4	07-23-13	DESIGN STANDARDS 1 AND 2 LANE RAMPS

ROADWAY AND PAVEMENT APPURTENANCES

DWG. NO	REV.	DESCRIPTION
RP-I-5	12-18-96	EXAMPLES OF STREET AND ALLEY INTERSECTIONS
RP-J-1	10-26-00	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-3	10-26-00	PORTLAND CEMENT CONCRETE PAVEMENT JOINT TYPES AND SPACING
RP-J-7	01-30-12	CONCRETE RAMP JOINT TYPES AND SPACING
RP-J-9	02-02-12	CONTRACTION AND CONSTRUCTION JOINTS FOR CONCRETE PAVEMENT
RP-J-11	07-29-96	3/4" AND 1-3/4" EXPANSION AND EDGE PAVEMENT JOINTS
RP-J-13	03-20-91	3/4" AND 1-3/4" ELASTOMERIC COMPRESSION JOINT SEALS
RP-J-15	01-19-02	LONGITUDINAL CONTRACTION AND CONSTRUCTION JOINTS
RP-J-17	02-02-12	DOWEL ASSEMBLY DEVICES
RP-J-18	02-02-12	DOWEL ASSEMBLY DEVICES
RP-J-23	01-24-12	CONCRETE PAVEMENT REPAIR DETAILS
RP-J-24	05-27-01	CONCRETE PAVEMENT SPALL AND RANDOM CRACK REPAIR DETAILS
RP-J-25	05-27-01	CONCRETE PAVEMENT JOINT REPAIR DETAILS
RP-R-1	05-27-01	STANDARD RAMPS TO SIDE ROADS

TRAFFIC CONTROL APPURTENANCES

DWG. NO	REV.	DESCRIPTION
T-FAB-1	05-27-97	FLASHING YELLOW ARROW BOARD
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-4	11-01-11	STANDARD INTERSECTION PAVEMENT MARKINGS
T-M-9	11-01-11	MARKING DETAILS FOR RAMP INTERSECTIONS
T-S-6	02-12-91	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-7	02-12-91	HIGHWAY SHIELDS USED ON INTERSTATE AND U.S. NUMBERED ROUTES
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-12	05-27-03	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE TUBES
T-S-13	07-20-12	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, I-BEAMS
T-S-16	11-01-11	GROUND MOUNTED ROADSIDE SIGN AND DETAILS
T-S-17	07-19-13	STANDARD GROUND MOUNTED SIGN USING PERFORATED/KNOCKOUT SQUARE TUBE
T-S-19	07-19-13	STANDARD STEEL SIGN SUPPORTS
T-S-20	11-01-11	SIGN DETAILS
T-SG-2	07-29-04	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-3A		ALTERNATE DETECTION 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-9	11-16-07	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A		MISCELLANEOUS SIGNAL DETAILS
T-SG-10	12-04-13	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	11-01-11	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
T-WZ-10	04-02-12	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS

EROSION PREVENTION AND SEDIMENT CONTROL

DWG. NO	REV.	DESCRIPTION
EC-STR-3B	08-01-12	SILT FENCE
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-37	08-01-12	SEDIMENT TUBE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

INDEX AND STANDARD DRAWINGS

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	2

ESTIMATED ROADWAY QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	1090
	209-05	SEDIMENT REMOVAL	C.Y.	25
1.	209-08.03	TEMPORARY SILT FENCE (WITHOUT BACKING)	L.F.	1900
	303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	1465
	313-03	TREATED PERMEABLE BASE	S.Y.	1775
	407-02.13	REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	S.Y.	705
	411-12.01	SCORING SHOULDERS (CONTINUOUS) (16IN WIDTH)	L.M.	0.2
	501-01.03	PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"	S.Y.	1775
	705-04.21	GUARDRAIL DELINEATION ENHANCEMENT	L.F.	715
	705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP350 TL-3	EACH	2
	710-02	AGGREGATE UNDERDRAINS (WITH PIPE)	L.F.	1100
	710-05	LATERAL UNDERDRAIN	L.F.	100
	710-06.13	LATERAL UNDERDRAIN ENDWALL (4:1)	EACH	3
	712-01	TRAFFIC CONTROL	LS	1
	712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	L.F.	1420
	712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100
	712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	71
	712-05.03	WARNING LIGHTS (TYPE C)	EACH	25
	712-06	SIGNS (CONSTRUCTION)	S.F.	532
	712-08.03	ARROW BOARD (TYPE C)	EACH	2
	713-01.01	CLASS A CONCRETE (FOUNDATION FOR SIGN SUPPORTS)	C.Y.	2
	713-01.02	STEEL BAR REINFORCEMENT(FOUNDATION FOR SIGN SUPPORTS)	LB.	501
	713-06	STEEL I-BEAMS & WF-BEAMS(BREAKAWAY) SIGN SUPPORT	LB.	1132
	713-11.01	"U" SECTION STEEL POSTS	LB.	66
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	643
	713-11.21	P POST SLIP BASE	EACH	2
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	203
	713-13.03	FLAT SHEET ALUMINUM SIGNS (0.100" THICK)	S.F.	54
2.	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
3.	716-02.04	PLASTIC PAVEMENT MARKING(CHANNELIZATION STRIPING)	S.Y.	20
3.	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	196
3.	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	13
4.	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	0.75
	717-01	MOBILIZATION	LS	1
6.	730-02.09	SIGNAL HEAD ASSEMBLY (130 WITH BACKPLATE)	EACH	10
6.	730-02.17	SIGNAL HEAD ASSEMBLY (150 A2H WITH BACKPLATE)	EACH	2
	730-03.21	INSTALL PULL BOX (TYPE B)	EACH	6
7.	730-05.01	ELECTRICAL SERVICE CONNECTION	EACH	2
	730-08.03	SIGNAL CABLE - 7 CONDUCTOR	L.F.	1390
	730-11.01	STEEL CONDUIT RISER ASSEMBLY	EACH	3
	730-12.01	CONDUIT 1" DIAMETER (PVC)	L.F.	100
	730-12.02	CONDUIT 2" DIAMETER (PVC)	L.F.	20
	730-12.03	CONDUIT 3" DIAMETER (PVC)	L.F.	70
	730-12.07	CONDUIT 1" DIAMETER (RGS)	L.F.	50
	730-12.14	CONDUIT 3" DIAMETER (JACK AND BORE)	L.F.	420
5.	730-13.08	VEHICLE DETECTOR (WAVETRONIX MICROWAVE UNIT)	EACH	8
	730-15.32	CABINET (EIGHT PHASE BASE MOUNTED)	EACH	2
8.	730-16.02	EIGHT PHASE ACTUATED CONTROLLER	EACH	2
	730-18.01	MASTER CONTROLLER	EACH	1
	730-21.10	WOOD POLE (POWER SOURCE)	EACH	2
	730-23.72	CANTILEVER SIGNAL SUPPORT (1 ARM @ 35')	EACH	1
	730-23.88	CANTILEVER SIGNAL SUPPORT (1 ARM @ 45')	EACH	1
	730-23.96	CANTILEVER SIGNAL SUPPORT (2 ARMS @ 50' & 60')	EACH	1
	730-23.97	CANTILEVER SIGNAL SUPPORT (2 ARMS @ 35' & 55')	EACH	1
	730-35.01	RF DATA SYSTEM	EACH	1
	730-35.05	DATA SYSTEM POWER SUPPLY	EACH	1
	730-35.10	ANTENNA (OMNI)	EACH	1
	730-35.11	ANTENNA (YAGI)	EACH	1
	730-35.20	RF DATA SYSTEM CABLE	L.F.	120
1.	740-11.04	TEMPORARY SEDIMENT TUBE 20IN (EPSC)	L.F.	80
	801-01	SEEDING (WITH MULCH)	UNIT	47
	801-03	WATER (SEEDING & SODDING)	M.G.	4
	803-01	SODDING (NEW SOD)	S.Y.	285

FOOTNOTES:

1. SEE SUBSECTION 209.07 OF THE STANDARD SPECIFICATIONS FOR MAINTENANCE REPLACEMENT.
2. SEE SHEETS 7 AND 8 FOR SIGNS TO BE REMOVED.
3. THE CONTRACTOR MAY ELECT TO USE EITHER THERMOPLASTIC OR PREFORMED PLASTIC FOR SPECIALTY STRIPING ITEMS.
4. EXISTING STRIPING THAT CONFLICTS WITH PROPOSED STRIPING TO BE REMOVED BY GRINDING AND TO BE A SUBSIDIARY COST OF ITEM 716-12.02.
5. INCLUDES ALL INCIDENTAL AND AUXILIARY EQUIPMENT (INCLUDING WIRING AND CONNECTION HARDWARE) NECESSARY FOR INSTALLATION AND OPERATION. THE CONTRACTOR SHALL USE WAVETRONIX OR APPROVED EQUAL. SIGNAL HEADS SHALL INCLUDE LOUVERED BACKPLATES WITH A 1" MINIMUM YELLOW RETRO REFLECTIVE BORDER AROUND THE PERIMETER OF THE FACE OF THE BACKPLATE. THE RETRO REFLECTIVE BORDER TO BE MADE OF A TYPE III PRISMATIC OR BETTER MATERIAL.
6. ALL SIGNAL INDICATIONS SHALL BE LED TYPE AS SHOWN AND AS NOTED ON THE PLANS.
7. THE CONTRACTOR WILL BE RESPONSIBLE FOR CONTACTING THE LOCAL UTILITY TO OBTAIN THE ESTIMATE FOR ANY CHARGES BY THE UTILITY FOR PROVIDING ELECTRICAL SERVICE TO THE SIGNAL CONTROLLER. THESE CHARGES SHALL BE INCLUDED IN THE PRICE BID FOR ITEM NO. 730-05.01 FOR PAYMENT BY THE CONTRACTOR.
8. THE TRAFFIC CONTROLLER FURNISHED BY THE CONTRACTOR SHALL BE COMPLETE WITH ALL INCIDENTAL AND AUXILIARY EQUIPMENT (CONFLICT MONITOR, HARDWARE, AND CABINET) NECESSARY FOR INSTALLATION AND OPERATION EITHER AS A REMOTE LOCATION OR AS PART OF A SYSTEM ON INTERSECTIONS. ALL WIRING AND EQUIPMENT NECESSARY TO ACTIVATE THE SIGNAL HEADS AND OPERATE THE TRAFFIC SIGNAL AS SPECIFIED SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.

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ESTIMATED GRADING QUANTITIES

STATION TO STATION	ROAD & DRAINAGE EXC. (UNCL.)		BORROW EXCAVATION		CHANNEL	EXCESS EXC.	
	COMMON - C.Y.	S. ROCK - C.Y.	UNCL. - C.Y.	S. ROCK - C.Y.	EXC. C.Y.	WASTE C.Y.	EMB. C.Y.
NB RAMP 101+00 - 107+00	670						700
SB RAMP 201+00 - 204+50	420					98	110
TOTALS	**1090**	**0**	**0**	**0**	**0**	**98**	**810**

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ESTIMATED ROADWAY QUANTITIES

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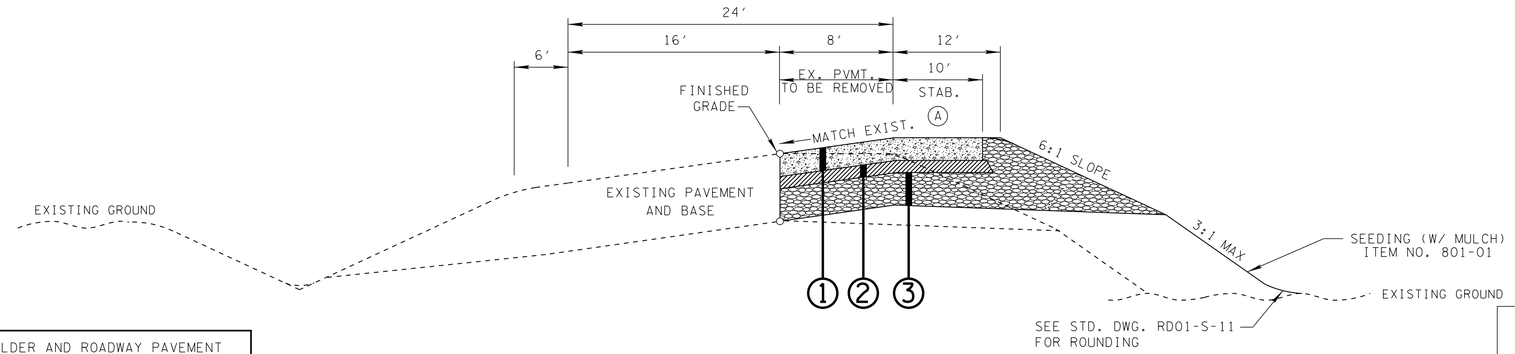
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	2
CONST	2014	HSIP-IE-75-1(135)	2A

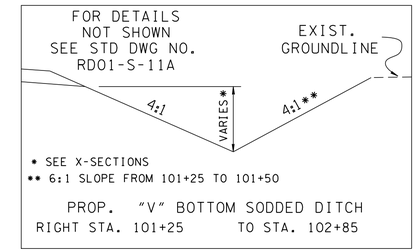


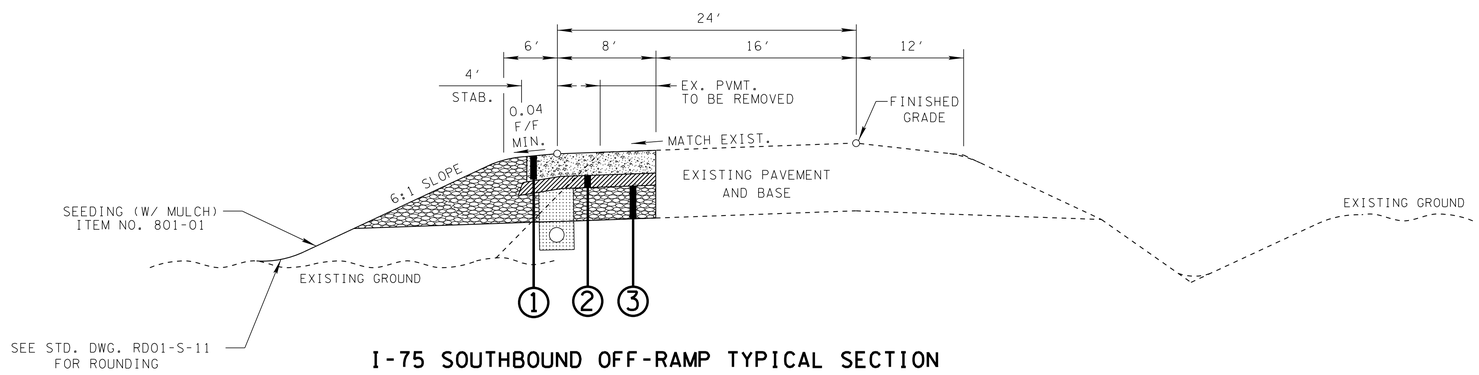
(A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07.

I-75 NORTHBOUND OFF-RAMP TYPICAL SECTION

(BASED ON STD. DWG. RD01-TS-4)

100+85.00 TO 107+42.00





I-75 SOUTHBOUND OFF-RAMP TYPICAL SECTION

(BASED ON STD. DWG. RD01-TS-4)

200+70.00 TO 205+09.21

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PROPOSED PAVEMENT SCHEDULE
(1) PORTLAND CEMENT CONCRETE PAVEMENT @ 10.00" THICK 501-01.03 PORTLAND CEMENT CONCRETE PAVEMENT (PLAIN) 10"
(2) TREATED PERMEABLE BASE @ 4.00" THICK 313-03 TREATED PERMEABLE BASE
(3) MINERAL AGGREGATE BASE GRADING "D" @ 6.00" THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING "D"

NOTE: TYPICAL SECTIONS DRAWN LOOKING IN DIRECTION OF TRAVEL

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	2B

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) 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) 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.

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.

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.

MISCELLANEOUS

(1) NOTHING IN THE GENERAL NOTES OR SPECIAL PROVISIONS SHALL RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITIES TOWARD THE SAFETY AND CONVENIENCE OF THE GENERAL PUBLIC AND THE RESIDENTS ALONG THE PROPOSED CONSTRUCTION AREA

PAVEMENT MARKINGS

(1) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.02, ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

PAVEMENT

PAVING

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

SIGNING

(1) THE TOP OF THE SIGN FOOTINGS SHALL BE PLACED LEVEL WITH THE GROUND LINE.

(2) AFTER THE SIGN LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING ANY MATERIAL FOR THE SUPPORTS, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY THE REGIONAL CONSTRUCTION OFFICE.

(3) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.

(4) THE EXISTING FOOTINGS ARE TO BE REMOVED 6 INCHES BELOW GROUND LINE.

(5) 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.

(6) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS.

SIGNALIZATION

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

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

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

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

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) 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.

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

SEDIMENT CONTROL

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

(6) 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.

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

INSPECTION, MAINTENANCE, REPAIR

(8) EPSC CONTROLS WILL BE MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS AND GOOD ENGINEERING PRACTICES.

(9) 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.

(10) 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.

(11) 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 GUIDELINES.

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GENERAL NOTES

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	2C

GENERAL NOTES

INSPECTION, MAINTENANCE, REPAIR

(12) 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.

(13) 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.

(14) THE TDOT PROJECT SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S SITE SUPERINTENDENT ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT PROJECT SUPERVISOR OR THEIR DESIGNEE WILL COMPLETE THE INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.

MATERIALS

(15) 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.

LITTER, DEBRIS, WASTE, PETROLEUM

(16) 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.

(17) 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.

SPECIAL NOTES

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.

(2) ALL CIRCULAR AND ARROW INDICATIONS WITHIN ALL VEHICULAR SIGNAL HEADS PROPOSED FOR THIS PROJECT SHALL CONSIST OF AN LED (LIGHT EMITTING DIODE) SIGNAL MODULE UNLESS OTHERWISE NOTED IN THE PLANS.

(3) CIRCULAR INDICATIONS SHALL MEET "ITE VTCSH-LED CIRCULAR SIGNAL SUPPLEMENT" FOR EXPANDED/EXTENDED VIEW.

(4) ARROW INDICATIONS SHALL MEET "ITE VTCSH-3 LED ARROW SPECIFICATION" FOR EXPANDED/EXTENDED VIEW.

(5) PEDESTRIAN INDICATIONS SHALL MEET "ITE PTCSI PART 2".

(6) INCANDESCENT OR SCREW-IN MODULES ARE NOT ACCEPTABLE.

(7) COMPATIBILITY WITH CONFLICT MONITORS AND LOAD SWITCHES SHALL BE TESTED AND CONFIRMED.

(8) MANUFACTURER SHALL PROVIDE A MINIMUM FIVE YEAR WARRANTY FOR OPERATION OF THE UNIT.

(9) DETECTION ZONE LOCATIONS SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

EROSION PREVENTION AND SEDIMENT CONTROL

NPDES

(1) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS, BEFORE CLEANING OUT OR REMOVAL/REPLACEMENT OF DITCHES, SIDE DRAINS, AND CROSS DRAINS, TO ENSURE THAT THE DRAINAGE FEATURES/WATERCOURSES ARE NOT STREAMS OR WETLANDS. IF THE CONTRACTOR/TDOT INSPECTOR IS UNSURE WHETHER THE DRAINAGE FEATURES ARE STREAMS OR WETLANDS, THE INSPECTOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION TO OBTAIN THE APROPRIATE PERMITS.

(2) DUE TO THE TYPE OF WORK IT IS OUR UNDERSTANDING THAT THE PROJECT WILL NOT DISTURB MORE THAN ONE ACRE. IF THE DISTURBED AREA IS MORE THAN ONE ACRE, PLEASE CONTACT THE TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION BECAUSE A NPDES PERMIT WILL BE REQUIRED.

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DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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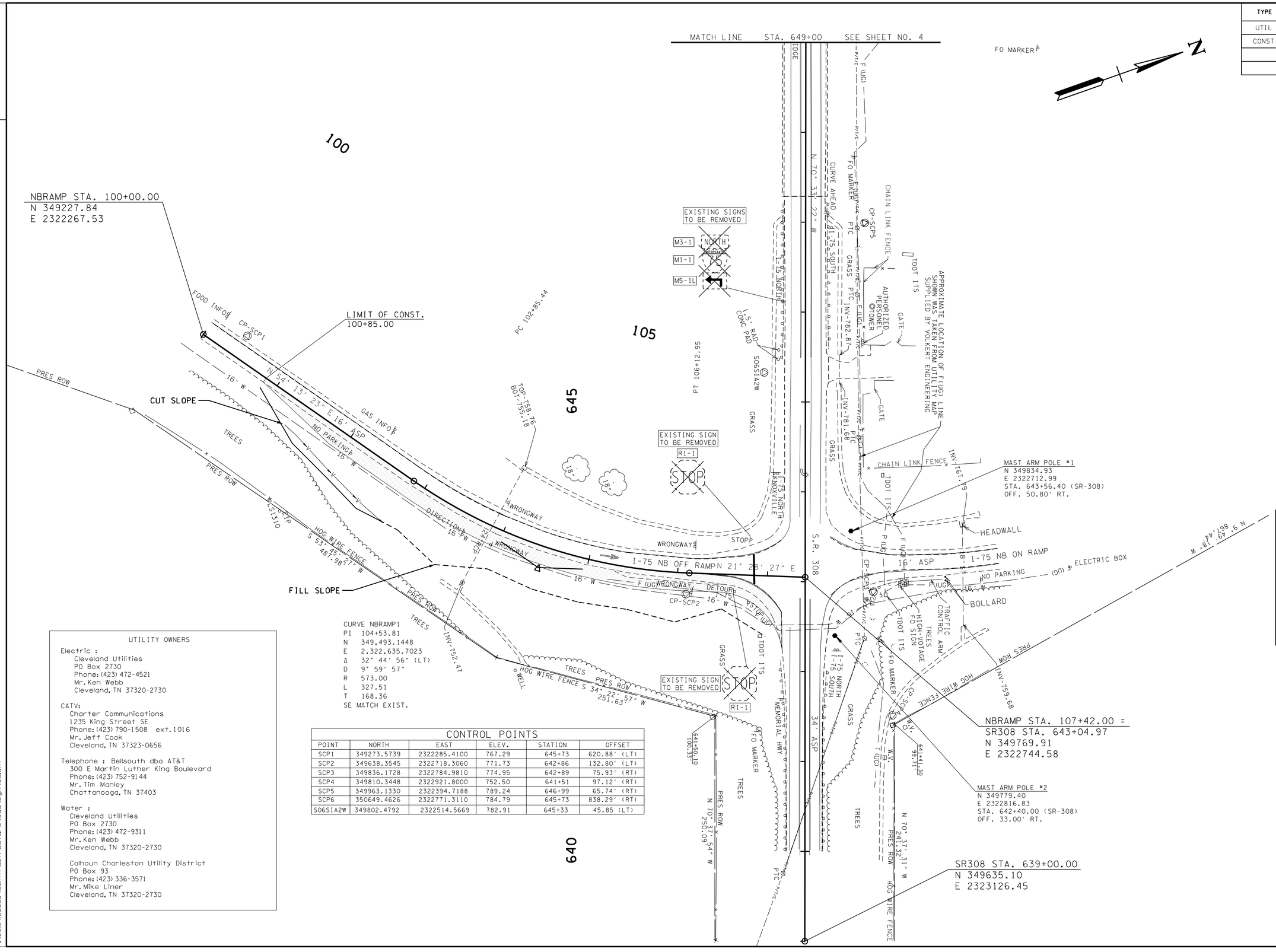
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	3
CONST	2014	HSIP-IE-75-1(135)	3



CURVE NBRAMP1
PI 104+53.81
N 349,493.1448
E 2,322,635.7023
Δ 32° 44' 56" (LT)
D 9° 59' 57"
R 573.00
L 327.51
T 168.36
SE MATCH EXIST.

CONTROL POINTS

POINT	NORTH	EAST	ELEV.	STATION	OFFSET
SCP1	349273.5739	2322285.4100	767.29	645+73	620.88' (LT)
SCP2	349638.3545	2322718.3060	771.73	642+86	132.80' (LT)
SCP3	349836.1728	2322784.9810	774.95	642+89	75.93' (RT)
SCP4	349810.3448	2322921.8000	752.50	641+51	97.12' (RT)
SCP5	349963.1330	2322394.7188	789.24	646+99	65.74' (RT)
SCP6	350649.4626	2322771.3110	784.79	645+73	838.29' (RT)
S06S1A2W	349802.4792	2322514.5669	782.91	645+33	45.85 (LT)

UTILITY OWNERS

Electric :
Cleveland Utilities
PO Box 2730
Phone: (423) 472-4521
Mr. Ken Webb
Cleveland, TN 37320-2730

CATV:
Charter Communications
1235 King Street SE
Phone: (423) 790-1508 ext. 1016
Mr. Jeff Cook
Cleveland, TN 37323-0656

Telephone : Bellsouth dba AT&T
300 E Martin Luther King Boulevard
Phone: (423) 752-9144
Mr. Tim Manley
Chattanooga, TN 37403

Water :
Cleveland Utilities
PO Box 2730
Phone: (423) 472-9311
Mr. Ken Webb
Cleveland, TN 37320-2730

Calhoun Charleston Utility District
PO Box 93
Phone: (423) 336-3571
Mr. Mike Liner
Cleveland, TN 37320-2730

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 100+00 TO STA. 107+42
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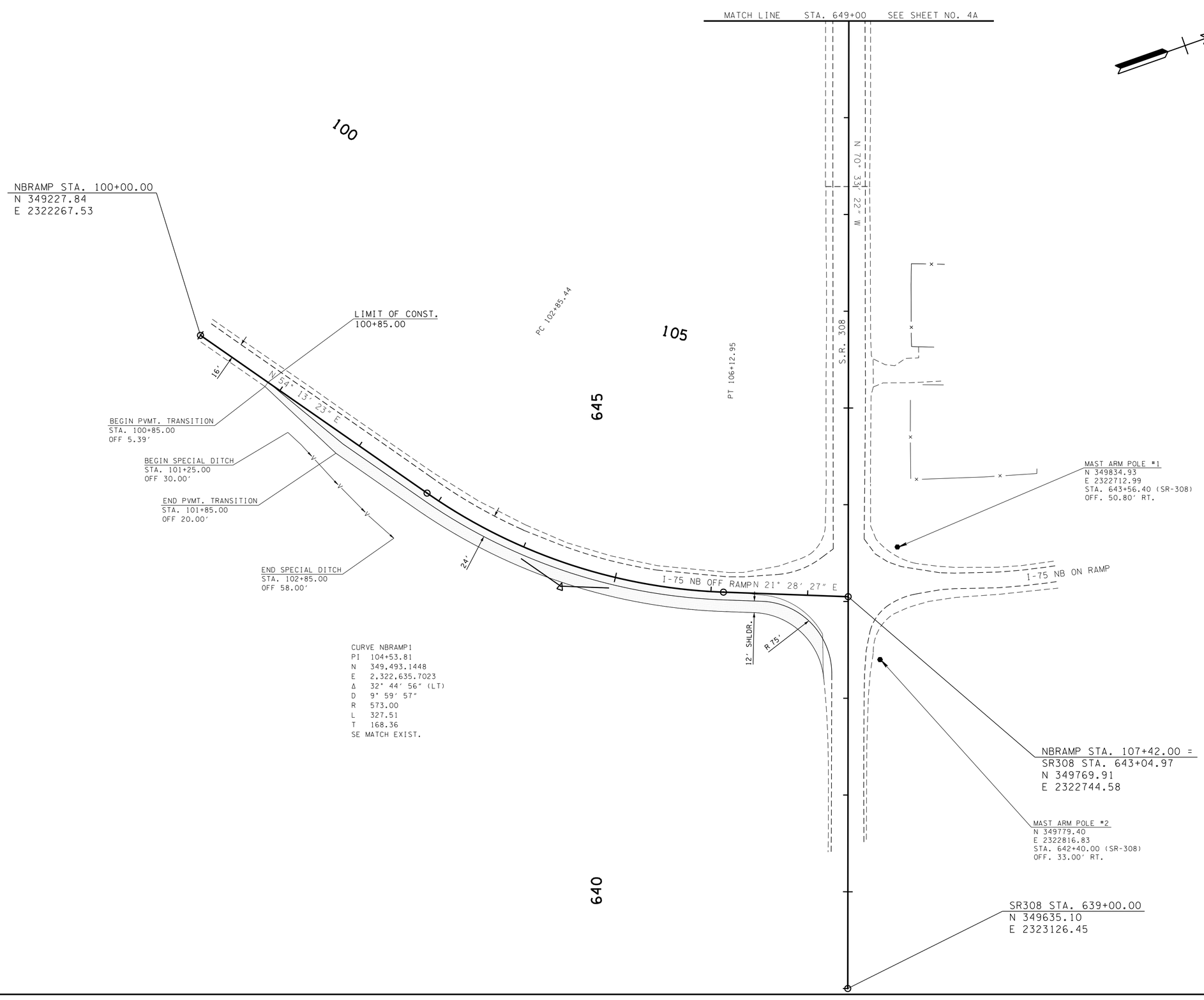
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	3A
CONST	2014	HSIP-IE-75-1(135)	3A



CURVE NBRAMP1
PI 104+53.81
N 349,493.1448
E 2,322,635.7023
Δ 32° 44' 56" (LT)
D 9° 59' 57"
R 573.00
L 327.51
T 168.36
SE MATCH EXIST.

LEGEND

PROPOSED WIDENING

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA.100+00 TO STA.107+42
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SCALE: 1"=50'

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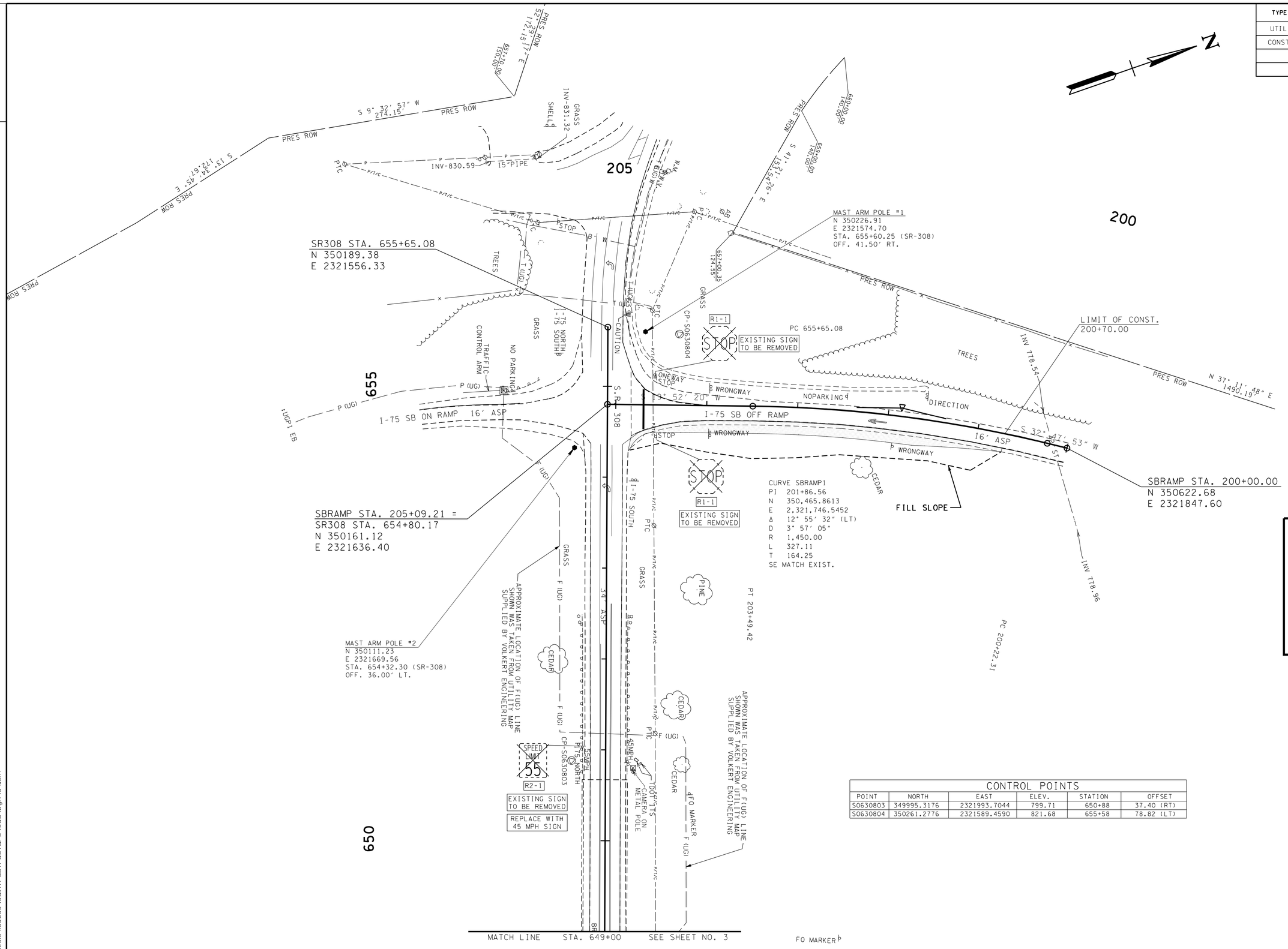
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	4
CONST	2014	HSIP-IE-75-1(135)	4



CONTROL POINTS					
POINT	NORTH	EAST	ELEV.	STATION	OFFSET
SO630803	349995.3176	2321993.7044	799.71	650+88	37.40 (RT)
SO630804	350261.2776	2321589.4590	821.68	655+58	78.82 (LT)

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA.200+00 TO STA.205+09
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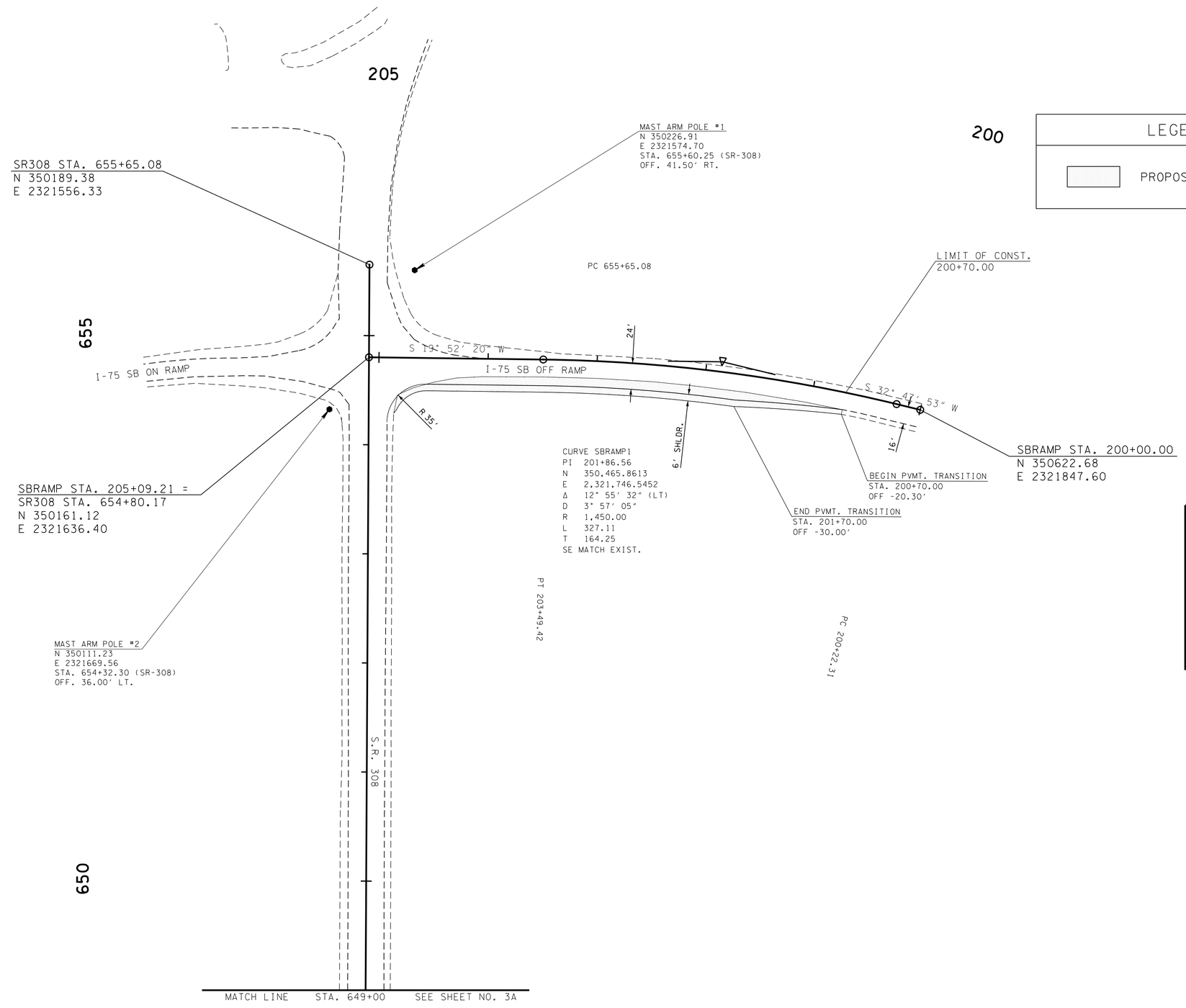
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	4A
CONST	2014	HSIP-IE-75-1(135)	4A



LEGEND

PROPOSED WIDENING

UNOFFICIAL SET

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STATE OF TENNESSEE
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PROPOSED LAYOUT

STA.649+00 TO STA.655+65

SCALE: 1"=50'

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	5
CONST	2014	HSIP-IE-75-1(135)	5

SIGNAL SUPPORT POLE DATA

POLE	STATION	OFFSET (FT)	NORTHING	EASTING	GROUND ELEV. @ POLE	ATTACHMENT ELEV.	FOOTING DEPTH	ARM LENGTH
#1	643+56.40	R 50.80	349834.93	2322712.99	776.66	796.66	15'	50' & 60'
#2	642+40.05	L 35.67	349714.67	2322793.92	773.80	793.80	15'	35'

BASIC OR SEMI-ACTUATED TIMINGS (SECONDS)

PHASE	MINIMUM GREEN	PASSAGE TIME	MAX 1	CLEARANCE YELLOW	CLEARANCE ALL RED	RECALL TO	MEMORY POSITION (1)	LEFT TURN OPERATION (2)	AM PEAK	PM PEAK	OFF PEAK
1	-	-	-	-	-		-		-	-	-
2	15	4.3	60	4.5	1.5	MIN	NL		55	70	40
3	-	-	-	-	-		-		-	-	-
4	-	-	-	-	-		-		-	-	-
5	6	4.3	60	4.5	1.5		L	P/P	15	15	15
6	15	4.3	60	4.5	1.5	MIN	NL		45	55	25
7	-	-	-	-	-		-		-	-	-
8	6	4.3	60	4.5	1.5		L		35	20	25
								CYCLE	90	90	60
								OFFSET	20	20	20

THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

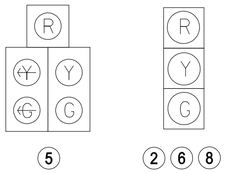
(1) NL = NON LOCK
L = LOCK

(2) PERM = PERMITTED
PROT = PROTECTED
P/P = PROT/PERM

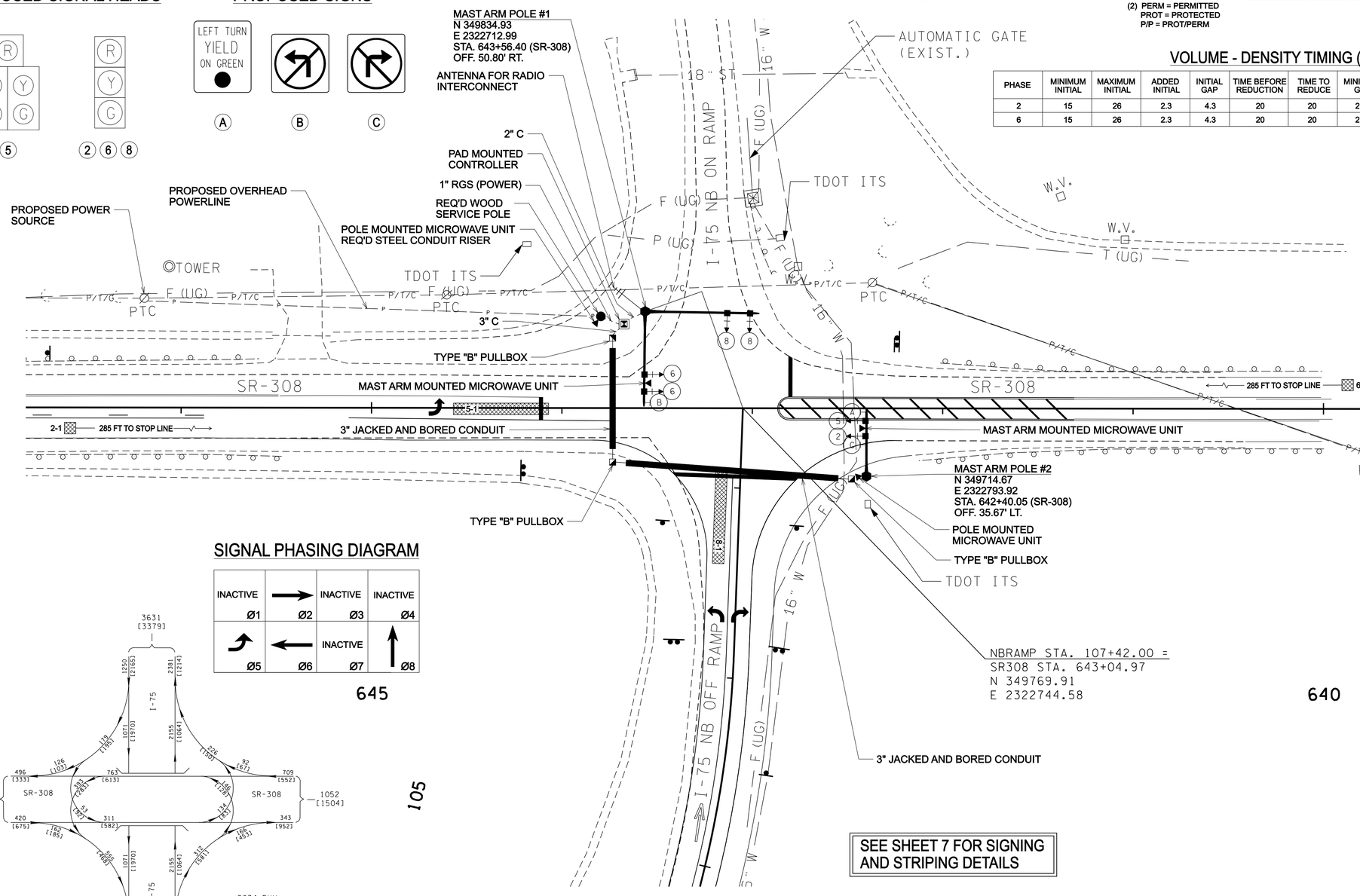
VOLUME - DENSITY TIMING (SECONDS)

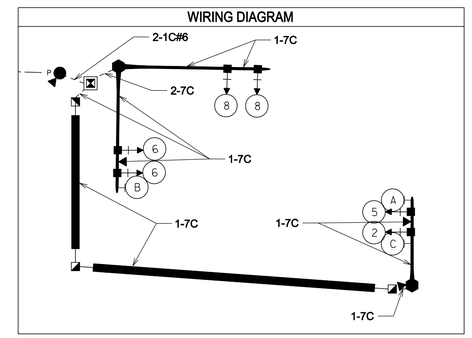
PHASE	MINIMUM INITIAL	MAXIMUM INITIAL	ADDED INITIAL	INITIAL GAP	TIME BEFORE REDUCTION	TIME TO REDUCE	MINIMUM GAP	MAX 1	CLEARANCE YELLOW	CLEARANCE ALL RED	RECALL TO	MEMORY POSITION (1)
2	15	26	2.3	4.3	20	20	2.0	60	4.5	1.5	MIN	NL
6	15	26	2.3	4.3	20	20	2.0	60	4.5	1.5	MIN	NL

PROPOSED SIGNAL HEADS



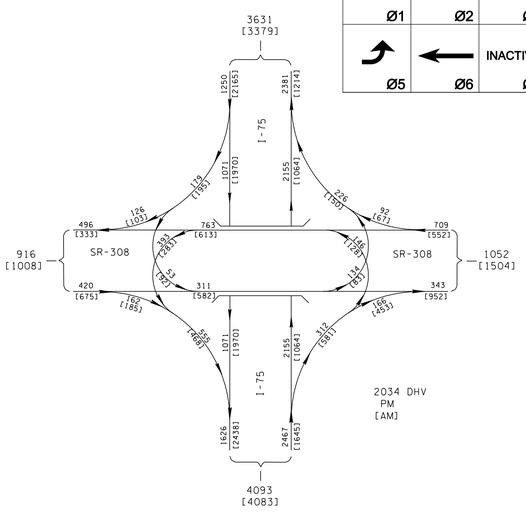
PROPOSED SIGNS





SIGNAL PHASING DIAGRAM

INACTIVE Ø1	Ø2	INACTIVE Ø3	INACTIVE Ø4
Ø5	Ø6	INACTIVE Ø7	Ø8



SEE SHEET 7 FOR SIGNING AND STRIPING DETAILS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
SIGNAL LAYOUT
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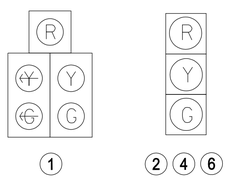
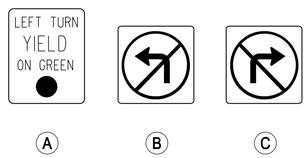
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

SIGNAL SUPPORT POLE DATA								
POLE	STATION	OFFSET (FT)	NORTHING	EASTING	GROUND ELEV. @ POLE	ATTACHMENT ELEV.	FOOTING DEPTH	ARM LENGTH
#1	655+60.25	R 41.50	350226.91	2321574.70	820.69	840.69	15'	45'
#2	654+32.30	L 36.00	350111.23	2321669.56	814.66	834.66	15'	55' & 35'

PROPOSED SIGNAL HEADS



PROPOSED SIGNS



SEE SHEET 8 FOR SIGNING AND STRIPING DETAILS

BASIC OR SEMI-ACTUATED TIMINGS (SECONDS)

PHASE	MINIMUM GREEN	PASSAGE TIME	MAX 1	CLEARANCE YELLOW	CLEARANCE ALL RED	RECALL TO	MEMORY POSITION (1)	LEFT TURN OPERATION (2)	AM PEAK	PM PEAK	OFF PEAK
1	6	4.3	60	4.5	1.5		L		20	30	15
2	15	4.3	60	4.5	1.5	MIN	NL		45	40	25
3	-	-	-	-	-		-		-	-	-
4	6	4.3	60	4.5	1.5		L		25	20	25
5	-	-	-	-	-		-	P/P	-	-	-
6	15	4.3	60	4.5	1.5	MIN	NL		65	70	40
7	-	-	-	-	-		-		-	-	-
8	-	-	-	-	-		-		-	-	-
								CYCLE	90	90	60
								OFFSET	20	20	20

THESE TIMINGS ARE INITIAL AND MAY BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.

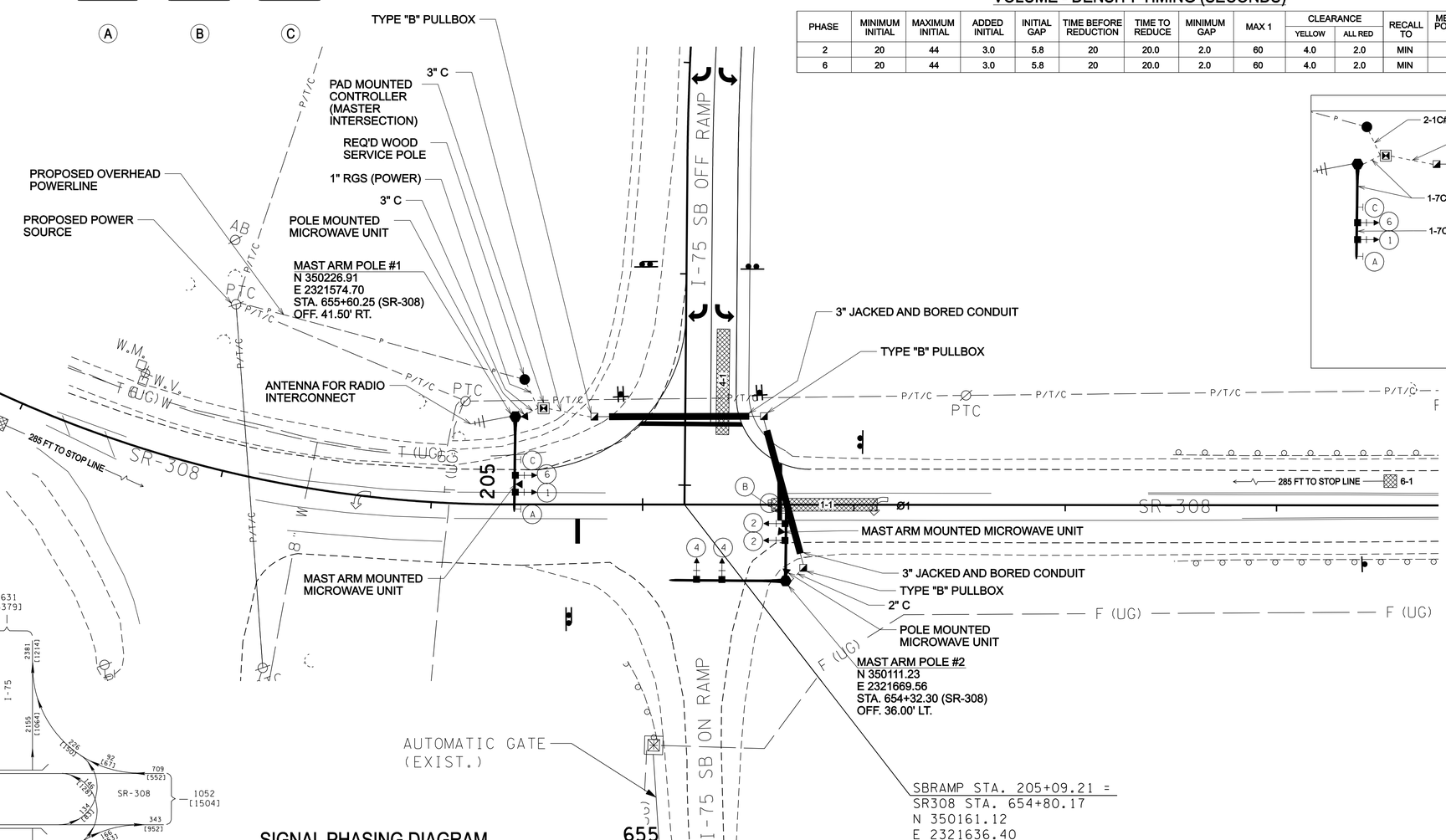
(1) NL = NON LOCK
L = LOCK

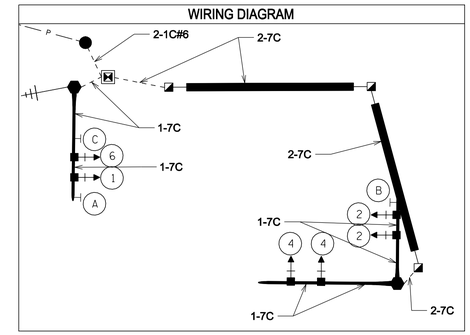
(2) PERM = PERMITTED
PROT = PROTECTED
P/P = PROT/PERM

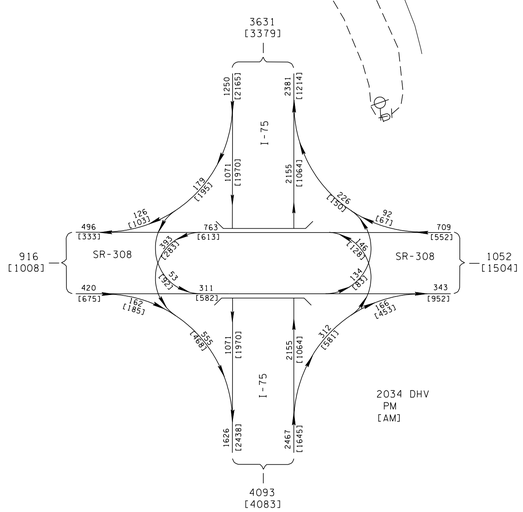
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	6
CONST	2014	HSIP-IE-75-1(135)	6

VOLUME - DENSITY TIMING (SECONDS)

PHASE	MINIMUM INITIAL	MAXIMUM INITIAL	ADDED INITIAL	INITIAL GAP	TIME BEFORE REDUCTION	TIME TO REDUCE	MINIMUM GAP	MAX 1	CLEARANCE YELLOW	CLEARANCE ALL RED	RECALL TO	MEMORY POSITION (1)
2	20	44	3.0	5.8	20	20.0	2.0	60	4.0	2.0	MIN	NL
6	20	44	3.0	5.8	20	20.0	2.0	60	4.0	2.0	MIN	NL







SIGNAL PHASING DIAGRAM

Ø1	Ø2	INACTIVE Ø3	Ø4
INACTIVE Ø5	Ø6	INACTIVE Ø7	INACTIVE Ø8

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
SIGNAL LAYOUT
I-75 SB OFF RAMP
@
SR-308

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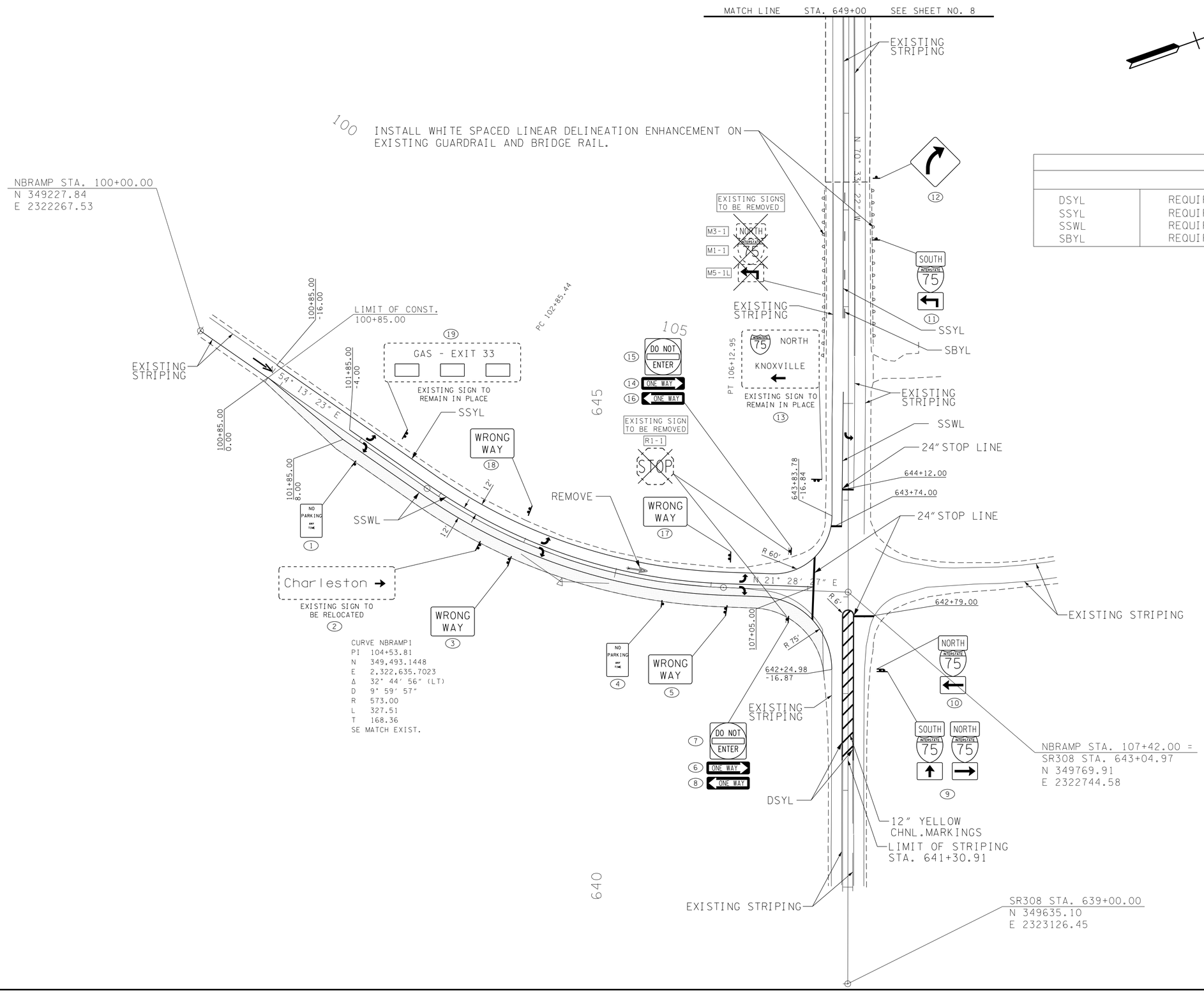
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	7
CONST	2014	HSIP-IE-75-1(135)	7



CURVE NBRAMP1
PI 104+53.81
N 349,493.1448
E 2,322,635.7023
Δ 32° 44' 56" (LT)
D 9° 59' 57"
R 573.00
L 327.51
T 168.36
SE MATCH EXIST.

LEGEND	
DESCRIPTION	
DSYL	REQUIRED: 6" DOUBLE SOLID YELLOW LINE
SSYL	REQUIRED: 6" SINGLE SOLID YELLOW LINE
SSWL	REQUIRED: 6" SINGLE SOLID WHITE LINE
SBYL	REQUIRED: 6" BROKEN YELLOW LINE

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING/PAVEMENT STRIPING DETAILS

STA.100+00 TO STA.107+42
I-75 NB OFF RAMP

SCALE: 1"=50'

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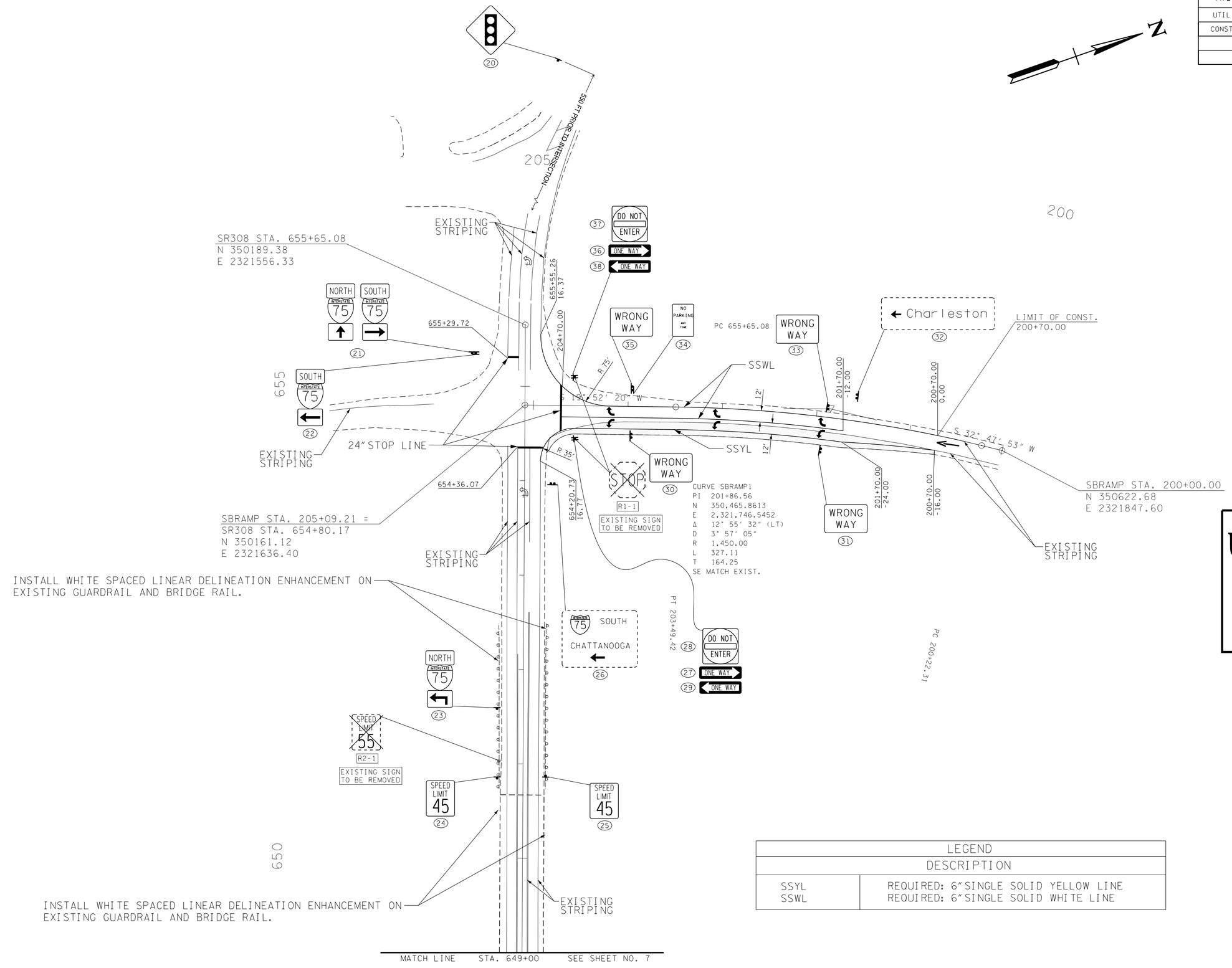
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	8
CONST	2014	HSIP-IE-75-1(135)	8



UNOFFICIAL SET

NOT FOR BIDDING

LEGEND	
DESCRIPTION	
SSYL	REQUIRED: 6" SINGLE SOLID YELLOW LINE
SSWL	REQUIRED: 6" SINGLE SOLID WHITE LINE

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING/PAVEMENT STRIPING DETAILS

STA.200+00 TO STA.205+09
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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	9

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.		
12	W1-2R	7	36"	36"									BLACK	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h =13'-6"				7'-0"	
20	W3-3	8	36"	36"									BLACK RED (REF.) GREEN (REF.)	YELLOW (REF.)	0.100" SHEET ALUMINUM	P8	h =13'-6"				7'-0"	
24 25	SPEED LIMIT 45 R2-1	8	24"	30"									BLACK	WHITE (REF.)	0.080" SHEET ALUMINUM	P2	h =12'-0"				7'-0"	
C C	R3-1	5 6	36"	36"									BLACK RED (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM							TO BE MOUNTED ON MAST ARM
B B	R3-2	5 6	36"	36"									BLACK RED (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM							TO BE MOUNTED ON MAST ARM
A A	LEFT TURN YIELD ON GREEN R10-12	5 6	30"	36"									BLACK GREEN (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM							TO BE MOUNTED ON MAST ARM
7 15 28 37	DO NOT ENTER R5-1	7 7 8 8	36"	36"									WHITE (REF.)	WHITE (REF.) RED (REF.)	0.100" SHEET ALUMINUM	P5	h =9'-6"				7'-0"	SLIP BASE REQUIRED ITEM NO. 713-11.21 SEE STD DWG. T-S-23A
3 5 17 18 30 31 33 35	WRONG WAY R5-1a	7 7 7 7 8 8 8 8	36"	24"									WHITE (REF.)	RED (REF.)	0.080" SHEET ALUMINUM	P8	h =11'-6"				7'-0"	
8 16 29 38	ONE WAY R6-1L	7 7 8 8	36"	12"									BLACK	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM						6'-0"	MOUNTED UNDER SIGN NO. 7 MOUNTED UNDER SIGN NO. 15 MOUNTED UNDER SIGN NO. 28 MOUNTED UNDER SIGN NO. 37
6 14 27 36	ONE WAY R6-1R	7 7 8 8	36"	12"									BLACK	WHITE (REF.) BLACK	0.080" SHEET ALUMINUM						6'-0"	MOUNTED UNDER SIGN NO. 7 MOUNTED UNDER SIGN NO. 15 MOUNTED UNDER SIGN NO. 28 MOUNTED UNDER SIGN NO. 37
1 4 34	NO PARKING ANY TIME R7-1	7 7 8	12"	18"									RED (REF.)	WHITE (REF.)	0.080" SHEET ALUMINUM	U1	h =11'-0"				7'-0"	
9	M3-3 SOUTH INTERSTATE 75 M3-1 M1-1 M1-1 M6-3 M6-1	7	24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	P8	h =12'-6"				7'-0"	
10	NORTH INTERSTATE 75 M3-1 M1-1 M6-1	7	24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	P8	h =12'-6"				7'-0"	
11	SOUTH INTERSTATE 75 M3-3 M1-1 M5-1	7	24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	P8	h =12'-6"				7'-0"	

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SIGN SCHEDULE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	9A

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.		
21	M3-1 NORTH INTERSTATE 75 SOUTH INTERSTATE 75 M3-3 M1-1 M1-1 M6-3 M6-1	8	24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	P8	h =12'-6"				7'-0"	
22	SOUTH INTERSTATE 75 M3-3 M1-1 M5-1	8	24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	P8	h =12'-6"				7'-0"	
23	NORTH INTERSTATE 75 M3-1 M1-1 M6-1	8	24" 24" 21"	12" 24" 15"									WHITE (REF.)	BLUE (REF.)	0.080" SHEET ALUMINUM	P8	h =12'-6"				7'-0"	
19	GAS - EXIT 33	7														S4X7.7	h_1 =14'-3" h_2 =14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
2	Charleston → D1-1	7														S4X7.7	h_1 =14'-3" h_2 =14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
32	← Charleston D1-1	8														S4X7.7	h_1 =14'-3" h_2 =14'-9"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
13	INTERSTATE 75 NORTH KNOXVILLE ←	7														S4X7.7	h_1 =14'-9" h_2 =15'-3"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	
26	INTERSTATE 75 SOUTH CHATTANOOGA ←	8														S4X7.7	h_1 =14'-9" h_2 =15'-3"	TYPE 5 D=1'-3"	0.18	50.1	7'-0"	

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DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

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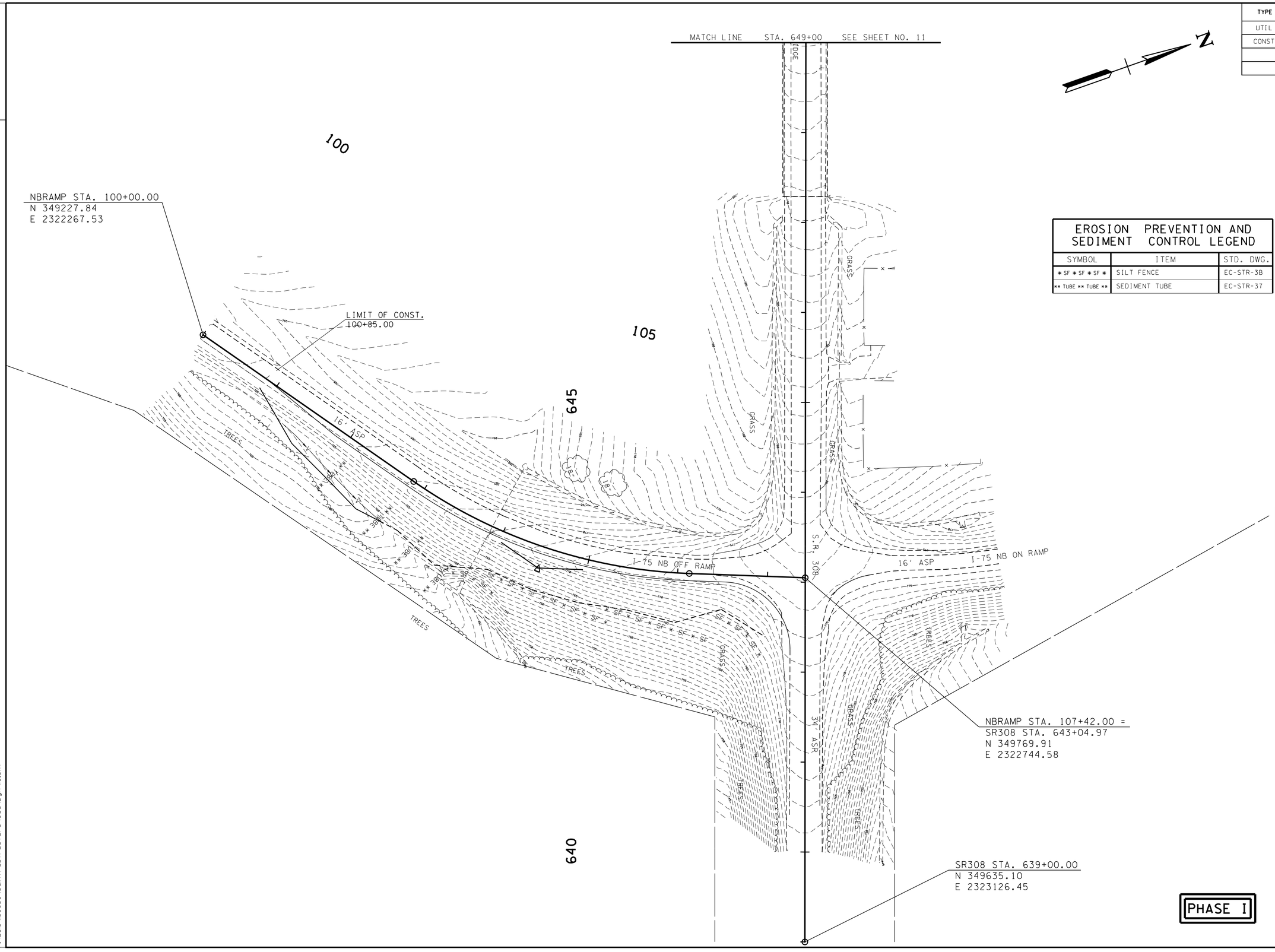
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	9
CONST	2014	HSIP-IE-75-1(135)	10



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
×× TUBE ×× TUBE ××	SEDIMENT TUBE	EC-STR-37

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE I

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

N.B. OFF RAMP

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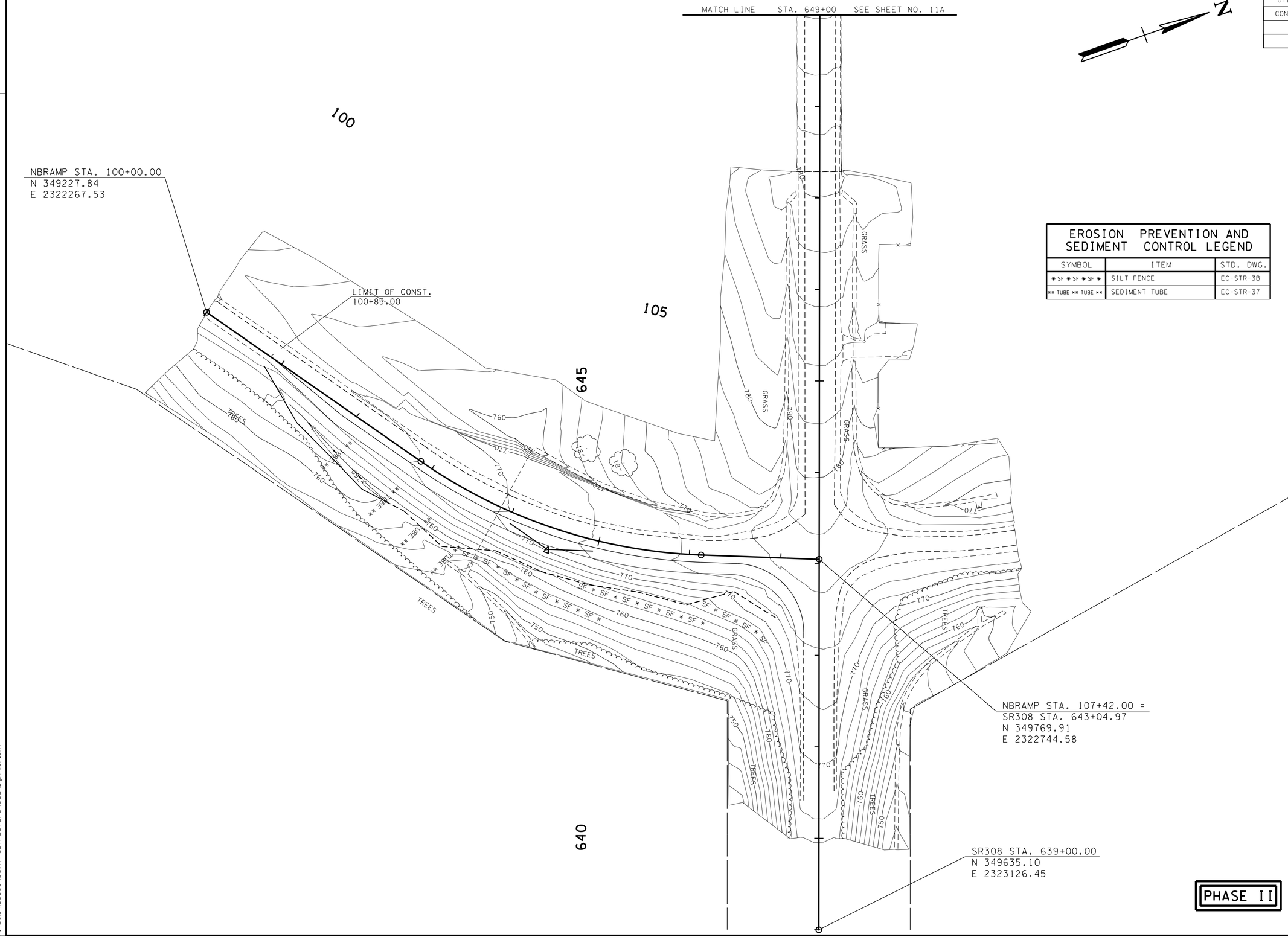
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	9A
CONST	2014	HSIP-IE-75-1(135)	10A



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B
** TUBE ** TUBE **	SEDIMENT TUBE	EC-STR-37

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

N.B. OFF RAMP

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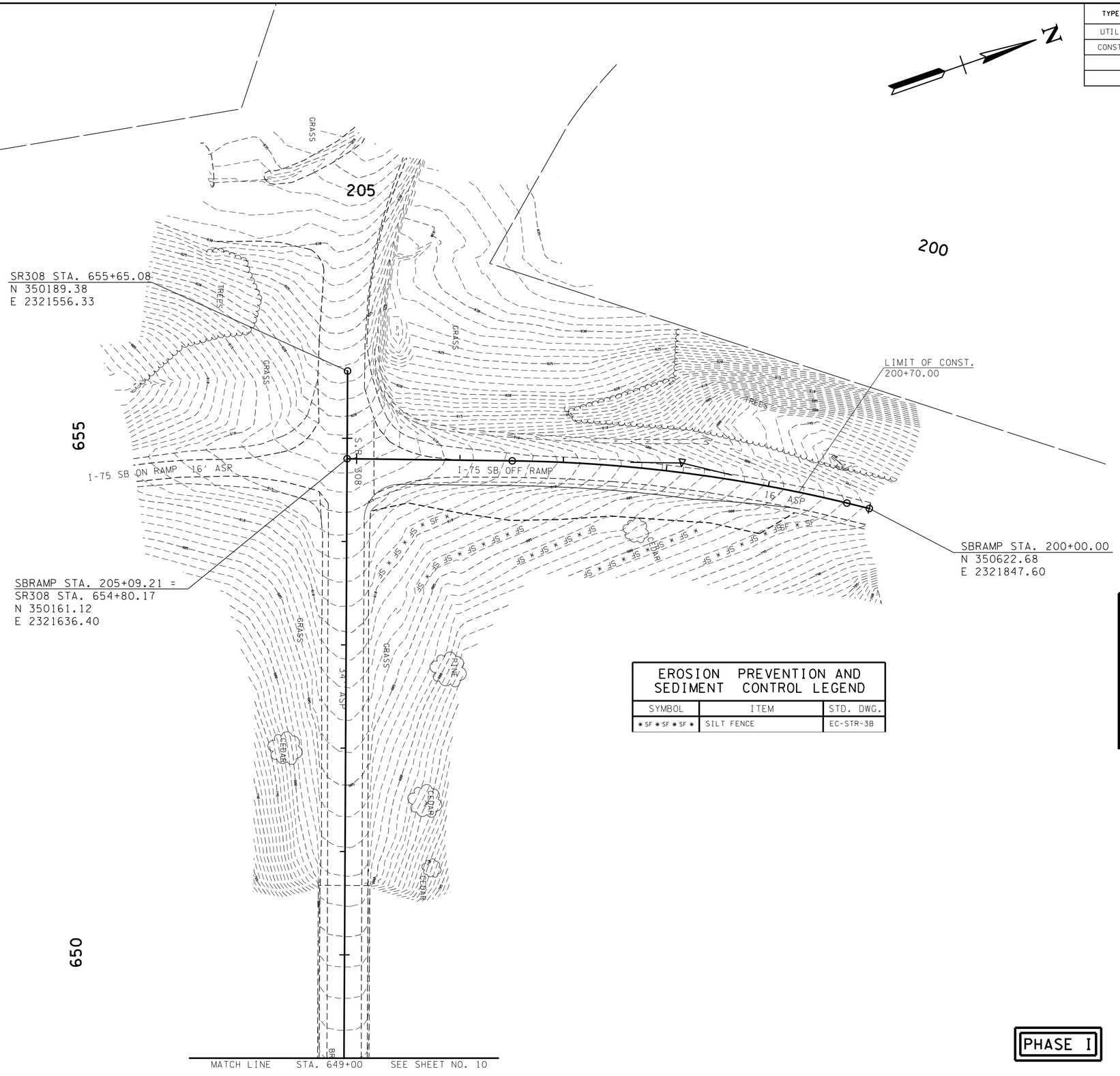
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	10
CONST	2014	HSIP-IE-75-1(135)	11



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE I

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

S.B. OFF RAMP

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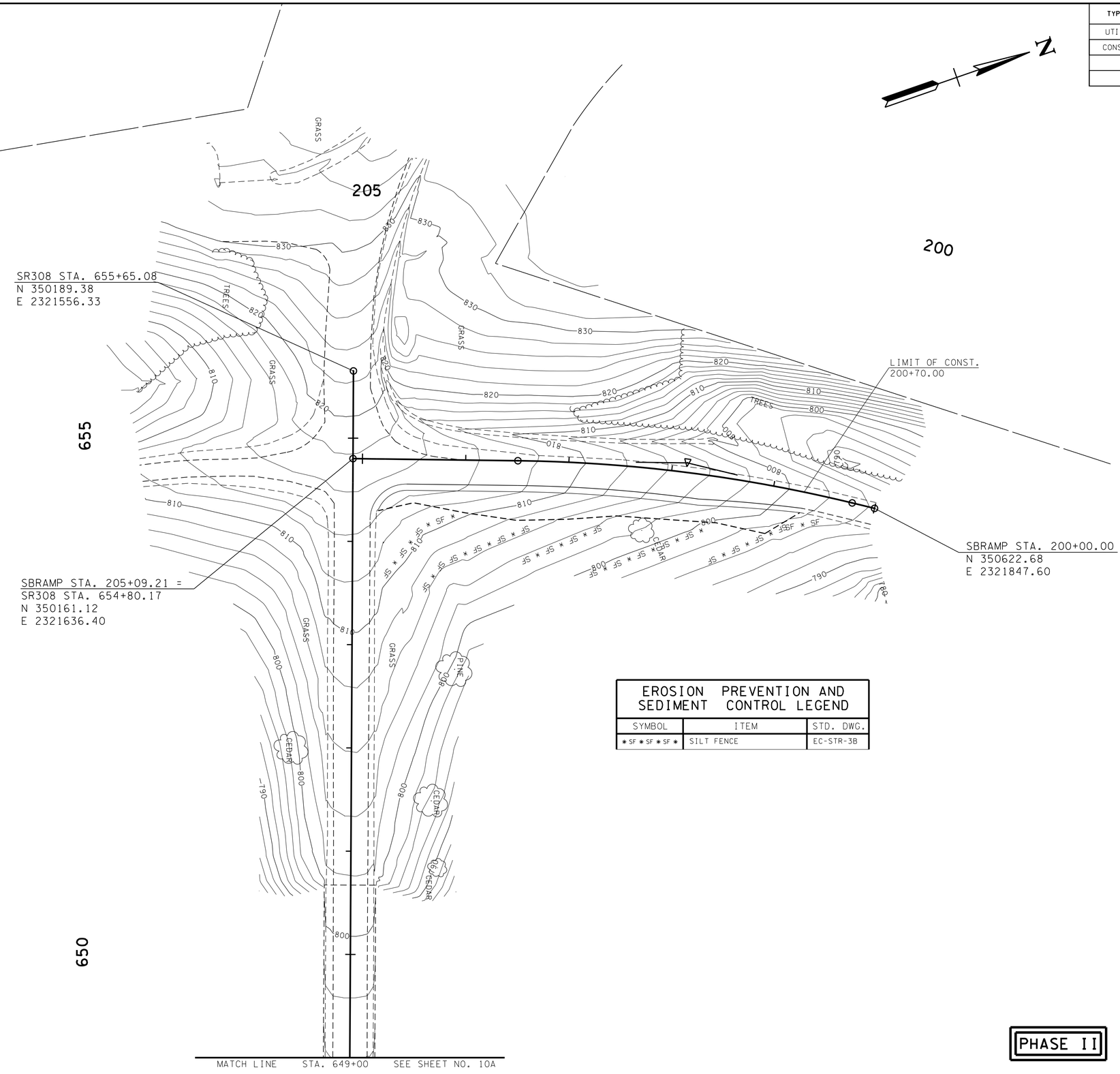
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	10A
CONST	2014	HSIP-IE-75-1(135)	11A



EROSION PREVENTION AND SEDIMENT CONTROL LEGEND		
SYMBOL	ITEM	STD. DWG.
* SF * SF * SF *	SILT FENCE	EC-STR-3B

UNOFFICIAL SET

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASE II

EROSION PREVENTION AND SEDIMENT CONTROL PLAN

S.B. OFF RAMP

SCALE: 1"=50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	12

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

A. DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC, CAUSED BY BASE, PAVING OR RESURFACING:

1. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 0.75 INCH AND NOT EXCEEDING 2 INCHES:

a. WARNING SIGNS, SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

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

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

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

2. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES. TRAFFIC IS NOT TO BE ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION.

a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

(1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

(2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

b. IF THE DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY, CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED WARNING SIGNS ARE ERECTED. WARNING SIGNS (SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

c. WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE THROUGH TRAFFIC LANE AND THE SHOULDER AND THE ELEVATION DIFFERENCE IS LESS THAN 3.5 INCHES, THE CONTRACTOR MAY USE WARNING SIGNS AND/OR PROTECTIVE DEVICES AS APPLICABLE AND APPROVED BY THE ENGINEER. SEE PARAGRAPH a REGARDING USE OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES. WARNING SIGNS (SHOULDER DROP-OFF) WILL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 2 MILES IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

3. DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES, THE CONTRACTOR, WITH THE ENGINEER'S APPROVAL, MAY UTILIZE ONE OF THE FOLLOWING:

a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

(1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

(2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO 6 INCHES OR LESS BY THE END OF THE WORKDAY THAT THE CONDITION IS CREATED.

b. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a, AND CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE VERTICAL OFFSET IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH DAY.

c. THE CONTRACTOR SHALL PROVIDE DRUMS, BARRICADES OR OTHER APPROVED SEPARATION DEVICES AS SPECIFIED IN PARAGRAPH a AND IF THE LOWER ELEVATION IS BASE STONE OR ASPHALT PAVEMENT, PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORK DAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.

d. THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

FOR PRECEDING CONDITIONS a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. IN THESE SITUATIONS, THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT ROADWAY ELEMENTS GREATER THAN 18 INCHES.

SEPARATION WILL BE PROVIDED BY USE OF PORTABLE BARRIER RAIL.

IN THIS SITUATION THE CONTRACTOR SHALL LIMIT HIS OPERATIONS TO ONE WORK ZONE NOT EXCEEDING 1 MILE IN LENGTH UNLESS OTHERWISE NOTED ON THE PLANS OR APPROVED BY THE ENGINEER. ONCE THE CONTRACTOR BEGINS WORK IN A WORK ZONE, A CONTINUOUS OPERATION SHALL BE MAINTAINED UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED. SIMULTANEOUS WORK ON SEPARATE ROADWAYS OF DIVIDED HIGHWAYS WILL BE CONSIDERED INDEPENDENTLY IN REGARD TO RESTRICTION OF WORK ZONE ACTIVITY.

B. IF THE DIFFERENCE IN ELEVATION IS WITHIN 30 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC CAUSED BY GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC.:

1. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.

WARNING SIGNS (SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA. WHERE UNEVEN PAVEMENT IS ENCOUNTERED, SIGNS SHALL BE PLACED ON EACH SIDE OF THE ROADWAY.

2. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES:

a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

(1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

(2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

3. IF THE DIFFERENCE IN ELEVATION IS WITHIN 8 FEET OF THE NEAREST TRAFFIC LANE WITH DIFFERENCE IN ELEVATION GREATER THAN 6 INCHES:

a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

(1) WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

(2) WHERE POSTED SPEEDS ARE LESS THAN 50 MPH THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

b. ELIMINATE VERTICAL OFFSET BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 8 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

C. IF THE DIFFERENCE IN ELEVATION IS FARTHER THAN 8 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE:

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

1. WHERE POSTED SPEEDS ARE 50 MPH OR GREATER, SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 100 FEET.

2. WHERE POSTED SPEEDS ARE LESS THAN 50 MPH, THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES IN FEET SHALL NOT EXCEED TWICE THE POSTED SPEED IN MILES PER HOUR OR 50 FEET, WHICHEVER SPACING IS GREATER.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	12A

SEQUENCE OF CONSTRUCTION

PHASE 1

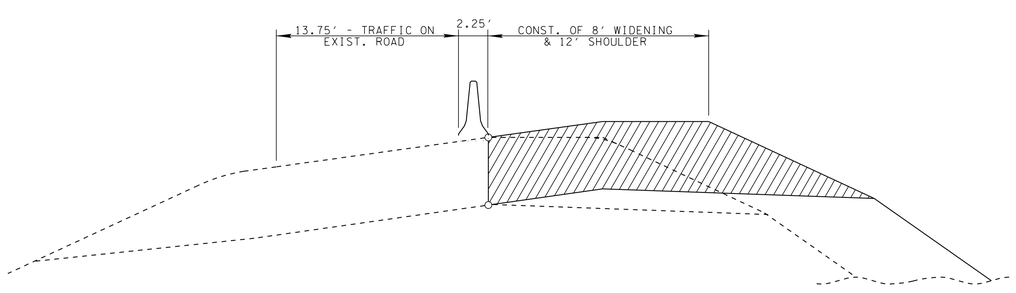
1. INSTALL ALL TRAFFIC CONTROL SIGNS AND CHANNELIZING DRUMS.
2. CONSTRUCT THE REQUIRED WIDENING ON THE RAMPS TO THE FINISHED GRADE SURFACE.

PHASE II

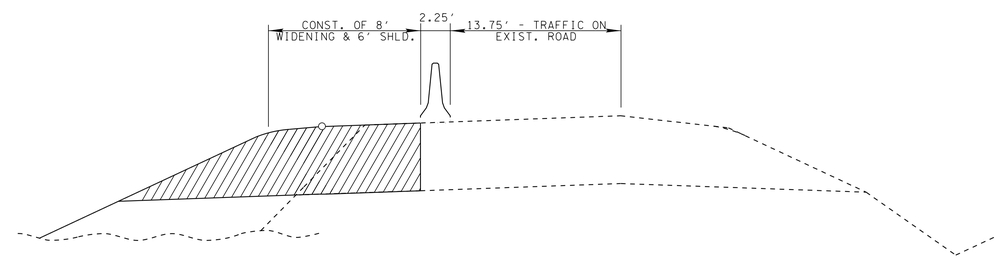
1. INSTALL SIGNAL AND EQUIPMENT ON SR-2 AND SR-308.
2. INSTALL ALL REQUIRED PERMANENT STRIPING AND PAVEMENT MARKINGS.
3. REMOVE ALL TRAFFIC CONTROL SIGNS AND DEVICES.

TRAFFIC CONTROL QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	ITEM NO. 712-06 (S.F.)	SIZE	M.U.T.C.D. NO.	REMARKS
712-06	END ROAD WORK		4	32	48"x24"	G20-2	
712-06	SHOULDER DROP-OFF (SYMBOL)		8	128	48"x48"	W8-17	
712-06	SHOULDER DROP-OFF (PLAQUE)		8	40	30"x24"	W8-17P	
712-06	ON RAMP		12	108	36"x36"	W13-4P	
712-06	ROAD WORK 1000 FT		4	64	48"x48"	W20-1	
712-06	ROAD WORK 1/2 MILE		4	64	48"x48"	W20-1	
712-06	ROAD WORK 1 MILE		4	64	48"x48"	W20-1	
712-06	FLAGGER AHEAD		2	32	48"x48"	W20-7	
705-08.51	PORTABLE IMPACT ATTENUATOR NCHRP 350 TL-3	EACH	2				
712-01	TRAFFIC CONTROL	LS	1				
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	LF	1420				
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	100				
712-04.50	PORTABLE BARRIER RAIL DELINEATOR	EACH	71				
712-05.03	WARNING LIGHTS (TYPE C)	EACH	25				
712-08.03	ARROW BOARD (TYPE C)	EACH	2				
TOTAL				**532**			



I-75 NORTHBOUND OFF-RAMP TYPICAL SECTION
PHASE I CONSTRUCTION
100+85.00 TO 107+42.00



I-75 SOUTHBOUND OFF-RAMP TYPICAL SECTION
PHASE I CONSTRUCTION
200+70.00 TO 205+09.21

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL NOTES AND QUANTITIES

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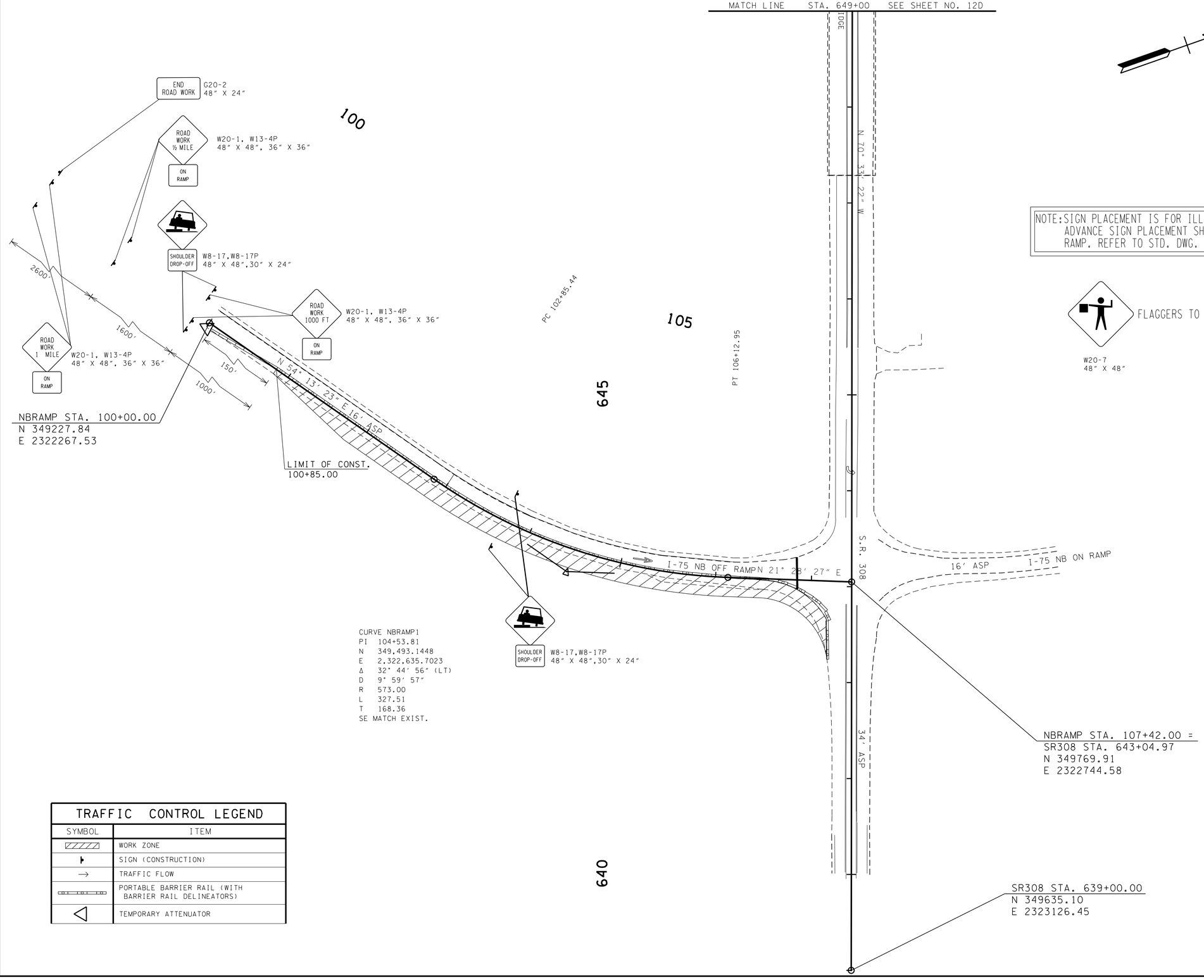
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	12B



NOTE: SIGN PLACEMENT IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS NOT TO SCALE. ADVANCE SIGN PLACEMENT SHOWN IS FOR WIDENING WORK ON THE I-75 NB OFF RAMP. REFER TO STD. DWG. T-WZ-10 FOR ADVANCE SIGN PLACEMENT FOR SR-308.

FLAGGERS TO BE USED AS REQUIRED BY SEQUENCE OF CONSTRUCTION

W20-7
48" X 48"

UNOFFICIAL SET

NOT FOR BIDDING

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
→	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY ATTENUATOR

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=50'

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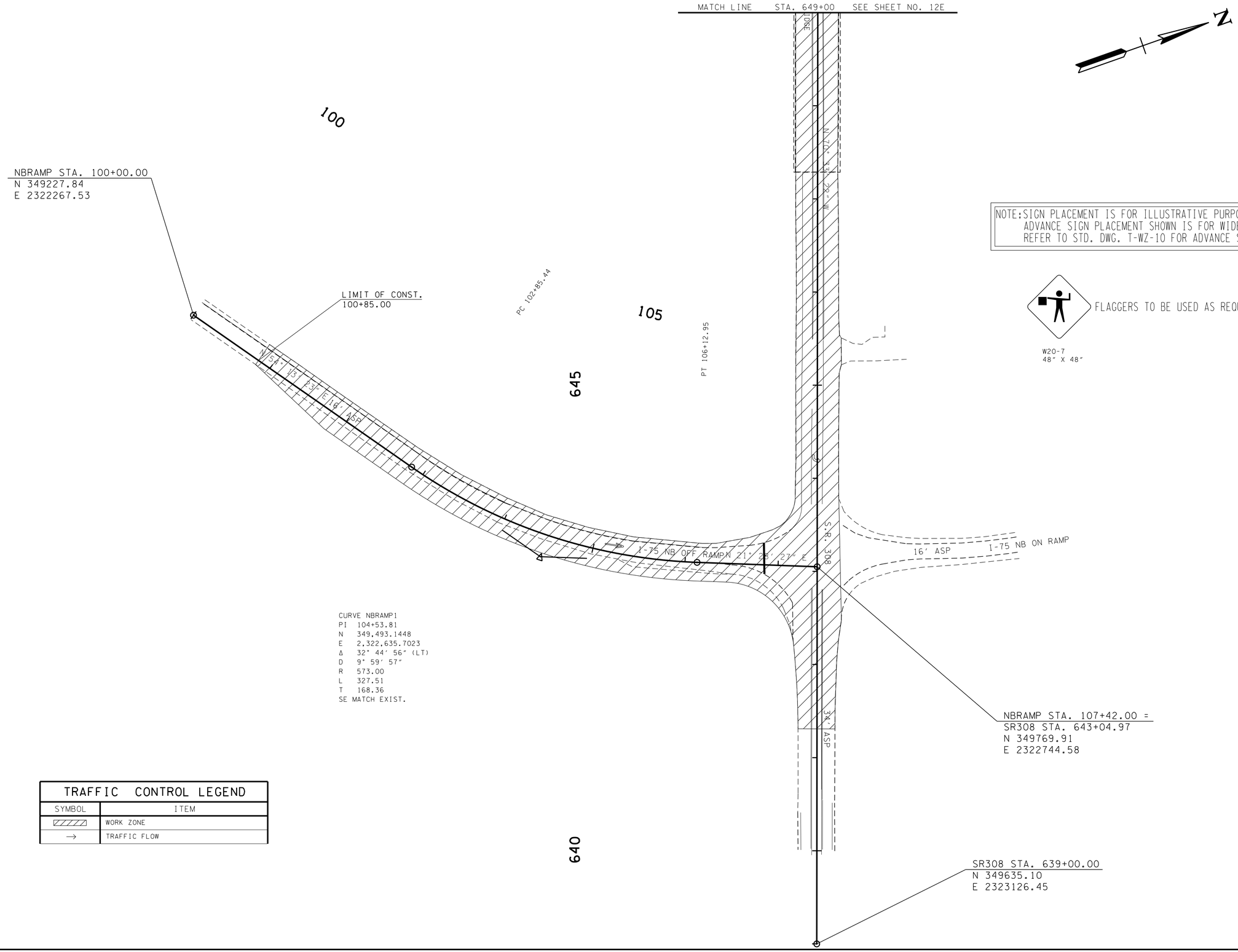
TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	12C



CURVE NBRAMP1
PI 104+53.81
N 349,493.1448
E 2,322,635.7023
Δ 32° 44' 56" (LT)
D 9° 59' 57"
R 573.00
L 327.51
T 168.36
SE MATCH EXIST.

NOTE: SIGN PLACEMENT IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS NOT TO SCALE. ADVANCE SIGN PLACEMENT SHOWN IS FOR WIDENING WORK ON I-75 NB OFF RAMP. REFER TO STD. DWG. T-WZ-10 FOR ADVANCE SIGN PLACEMENT FOR SR-308.

FLAGGERS TO BE USED AS REQUIRED BY SEQUENCE OF CONSTRUCTION

W20-7
48" X 48"

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
→	TRAFFIC FLOW

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

SCALE: 1"=50'

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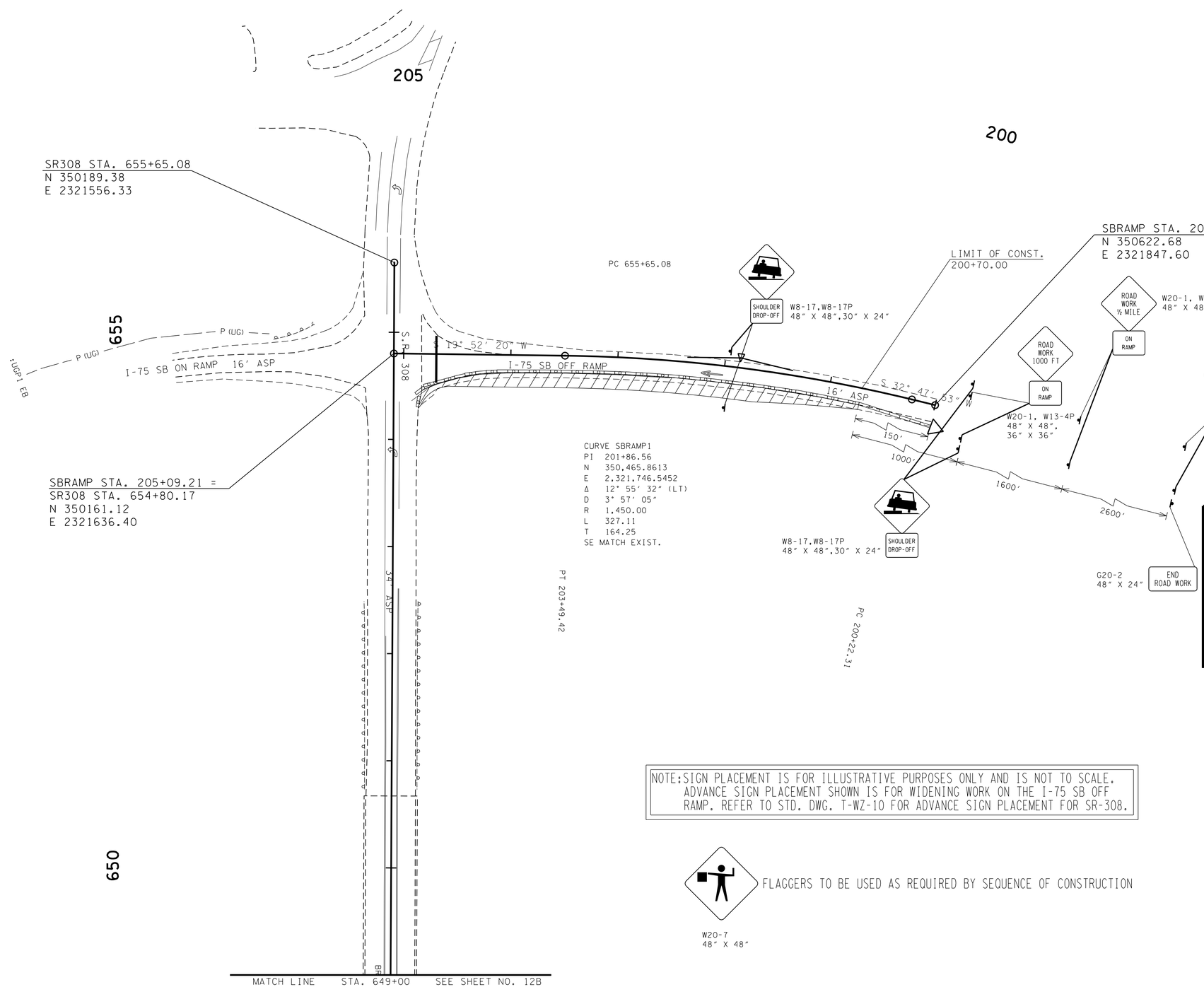
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	12D

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



UNOFFICIAL SET

NOT FOR BIDDING

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	PORTABLE BARRIER RAIL (WITH BARRIER RAIL DELINEATORS)
	TEMPORARY ATTENUATOR

NOTE: SIGN PLACEMENT IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS NOT TO SCALE. ADVANCE SIGN PLACEMENT SHOWN IS FOR WIDENING WORK ON THE I-75 SB OFF RAMP. REFER TO STD. DWG. T-WZ-10 FOR ADVANCE SIGN PLACEMENT FOR SR-308.

FLAGGERS TO BE USED AS REQUIRED BY SEQUENCE OF CONSTRUCTION

W20-7
48" X 48"

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 1

SCALE: 1"=50'

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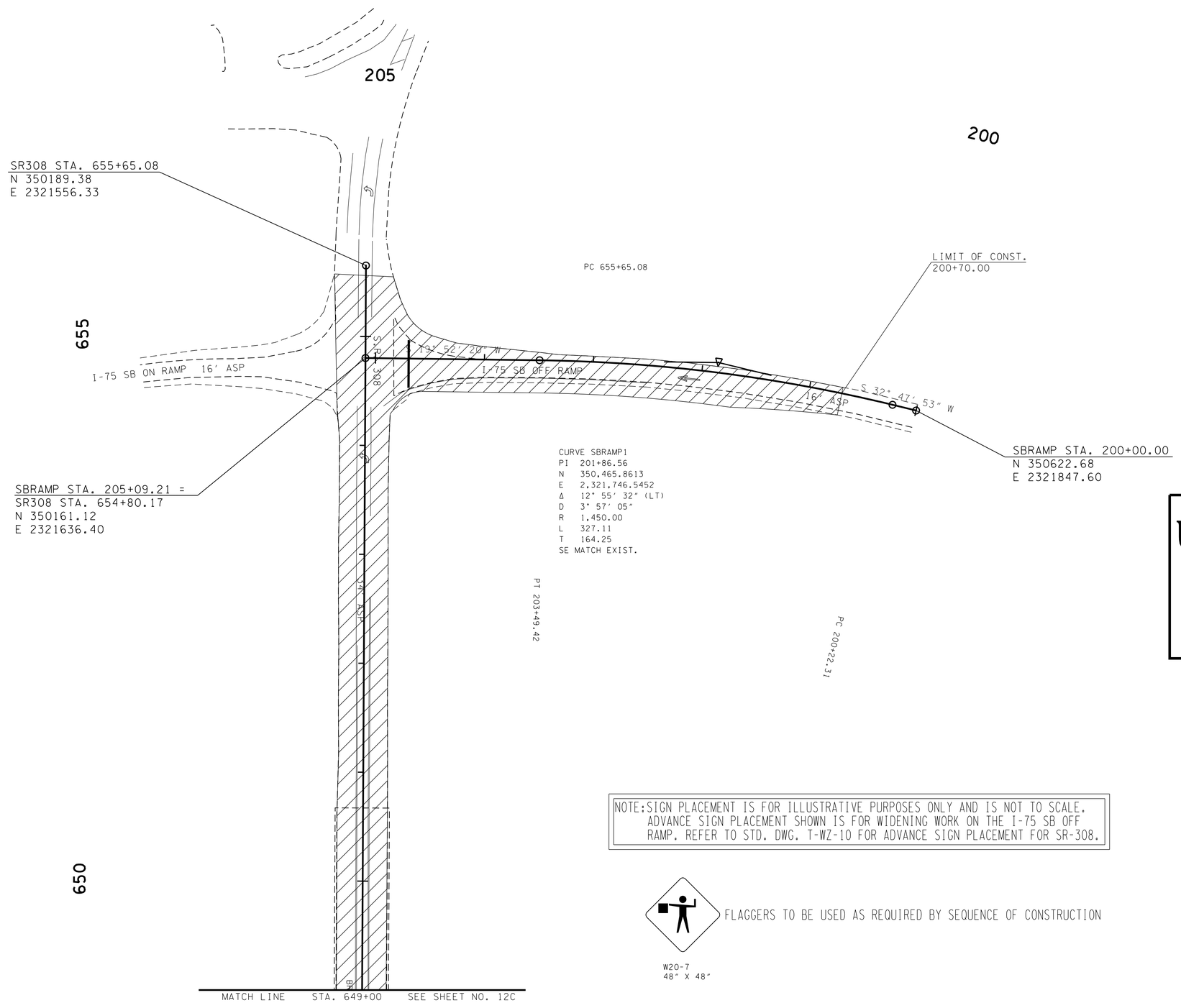
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	2014	HSIP-IE-75-1(135)	12E

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
▨	WORK ZONE
→	TRAFFIC FLOW

NOTE: SIGN PLACEMENT IS FOR ILLUSTRATIVE PURPOSES ONLY AND IS NOT TO SCALE. ADVANCE SIGN PLACEMENT SHOWN IS FOR WIDENING WORK ON THE I-75 SB OFF RAMP. REFER TO STD. DWG. T-WZ-10 FOR ADVANCE SIGN PLACEMENT FOR SR-308.

W20-7
48" X 48"

FLAGGERS TO BE USED AS REQUIRED BY SEQUENCE OF CONSTRUCTION

UNOFFICIAL SET

NOT FOR BIDDING

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00004 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLAN PHASE 2

SCALE: 1"=50'

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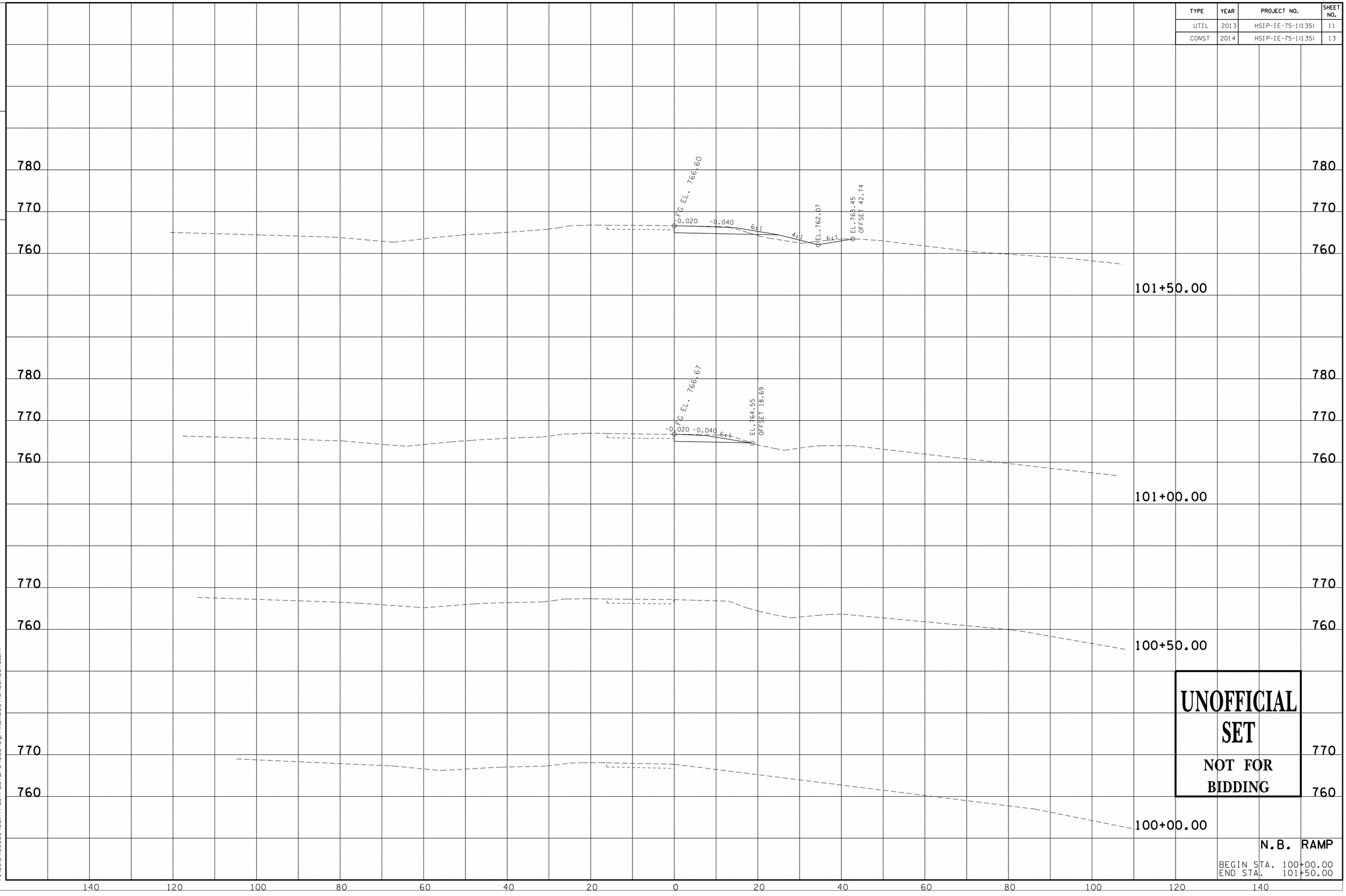
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	11
CONST	2014	HSIP-IE-75-1(135)	13

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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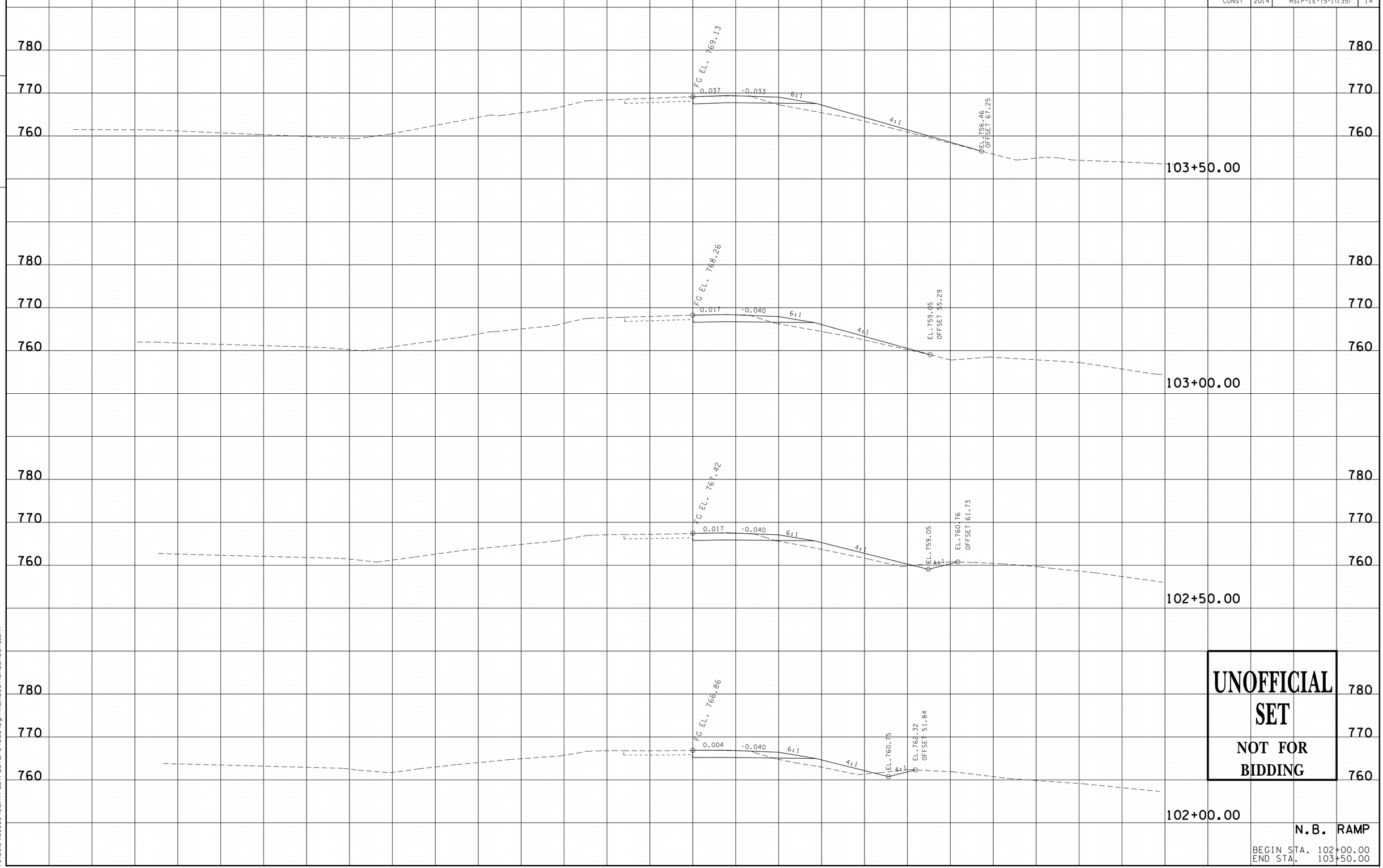
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	12
CONST	2014	HSIP-IE-75-1(135)	14

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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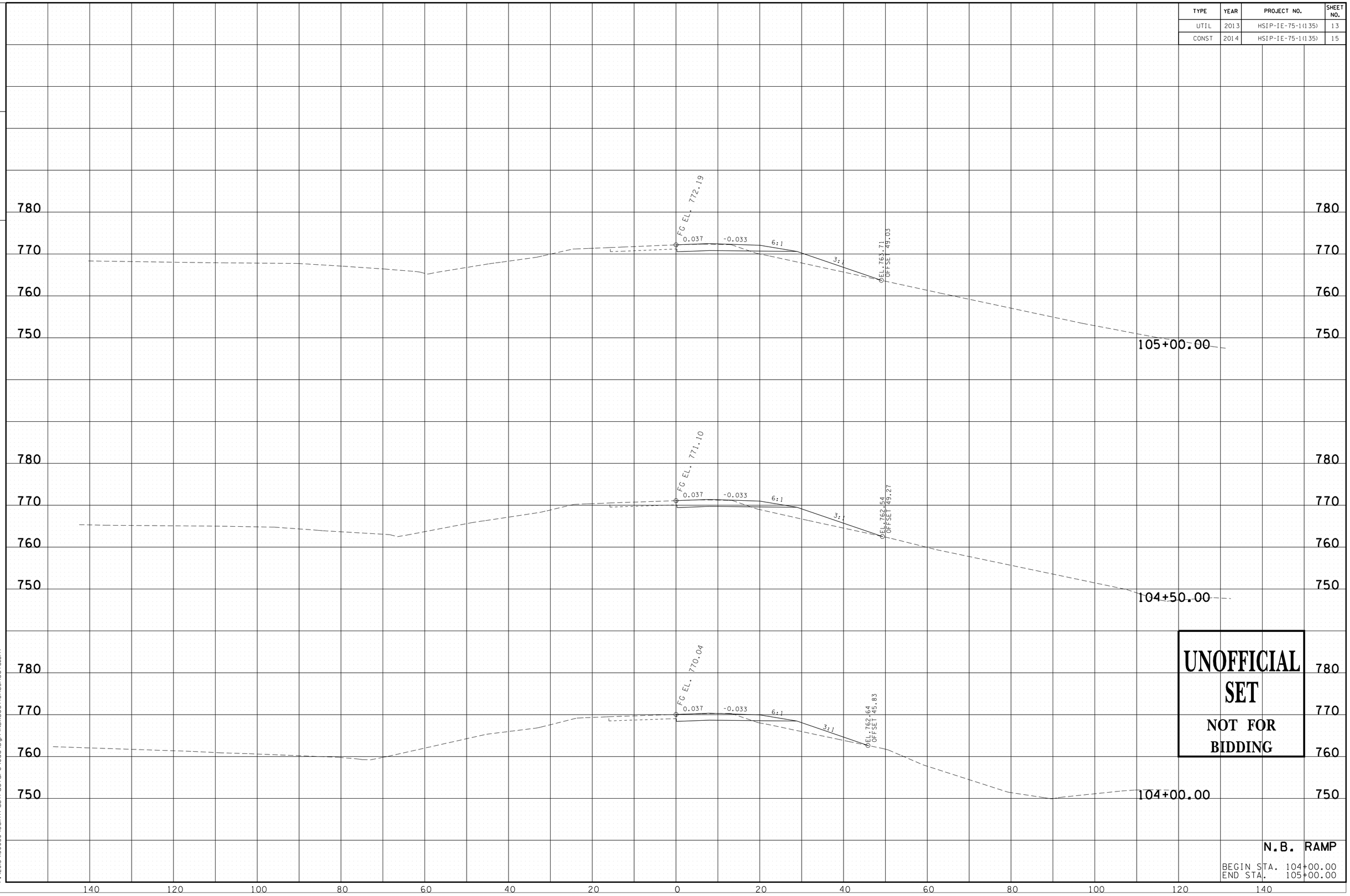
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	13
CONST	2014	HSIP-IE-75-1(135)	15

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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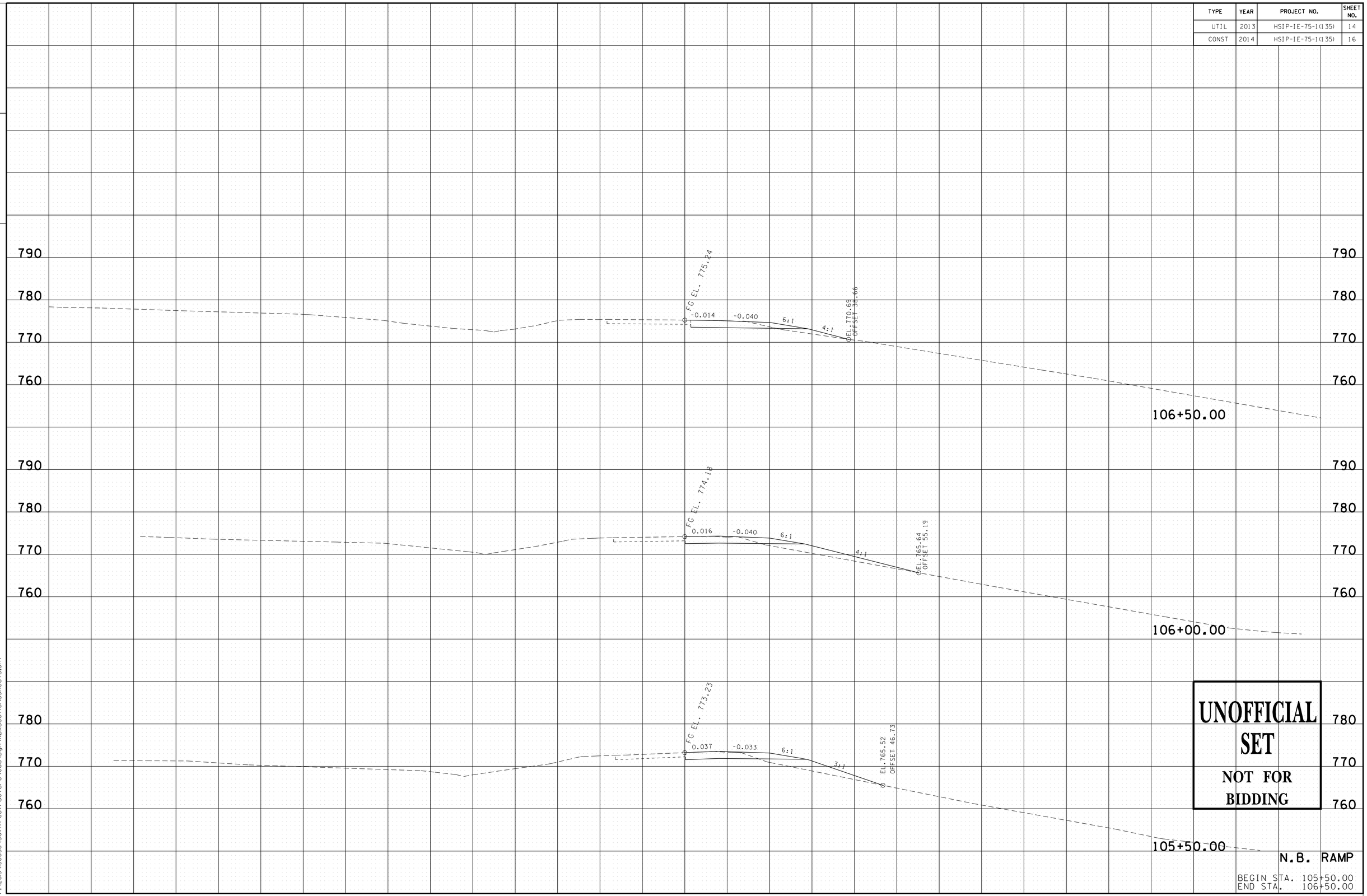
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	14
CONST	2014	HSIP-IE-75-1(135)	16

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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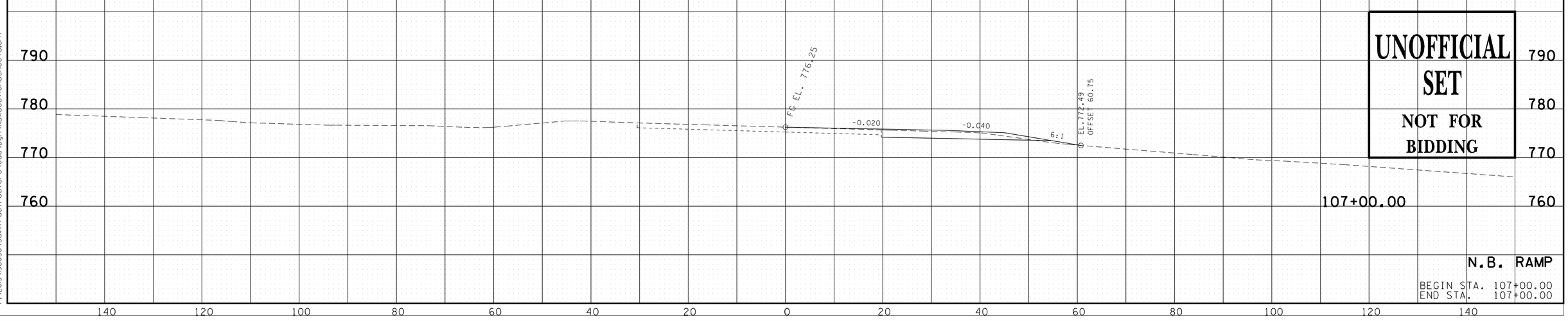
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	15
CONST	2014	HSIP-IE-75-1(135)	17

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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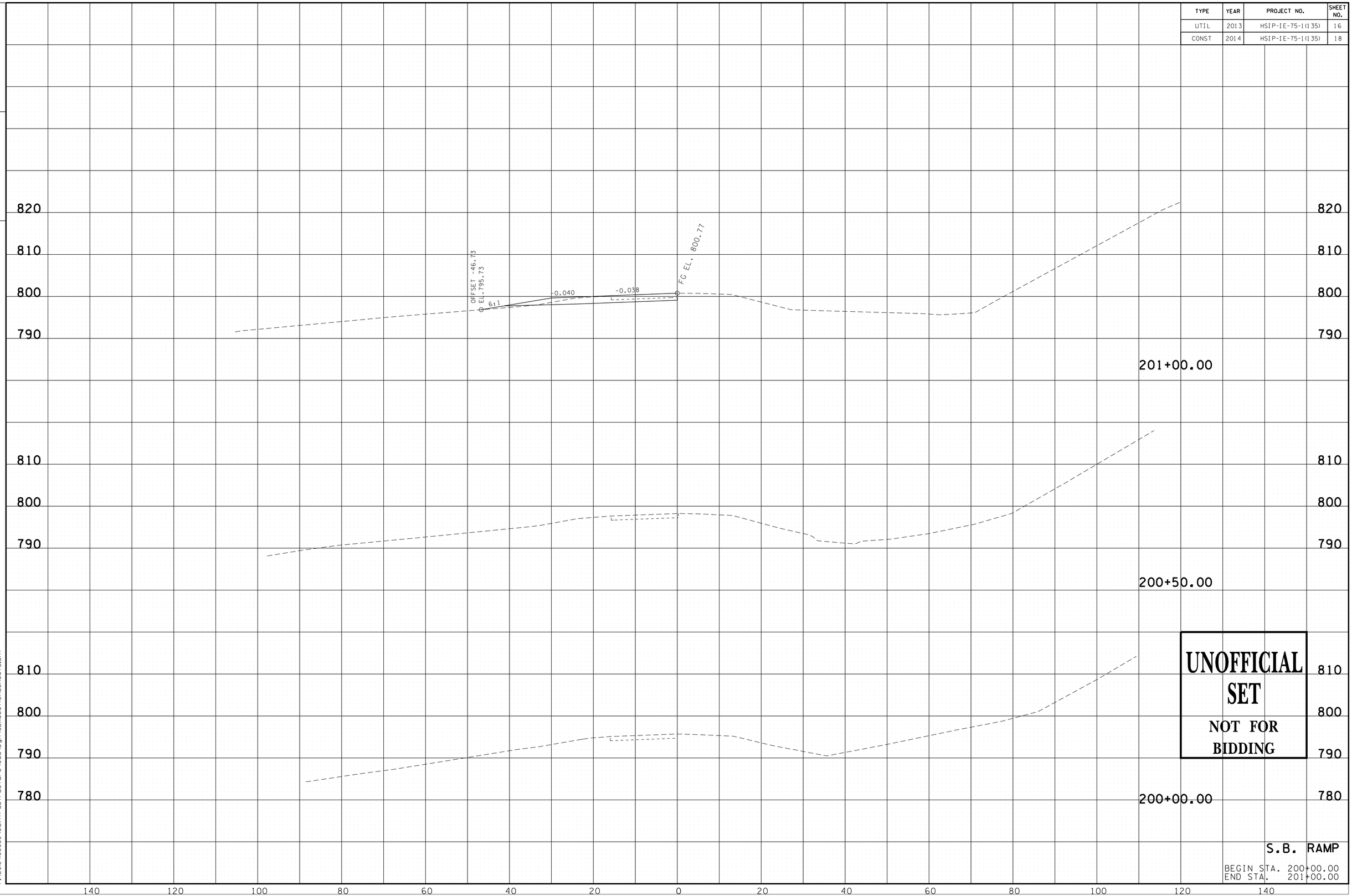
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	16
CONST	2014	HSIP-IE-75-1(135)	18

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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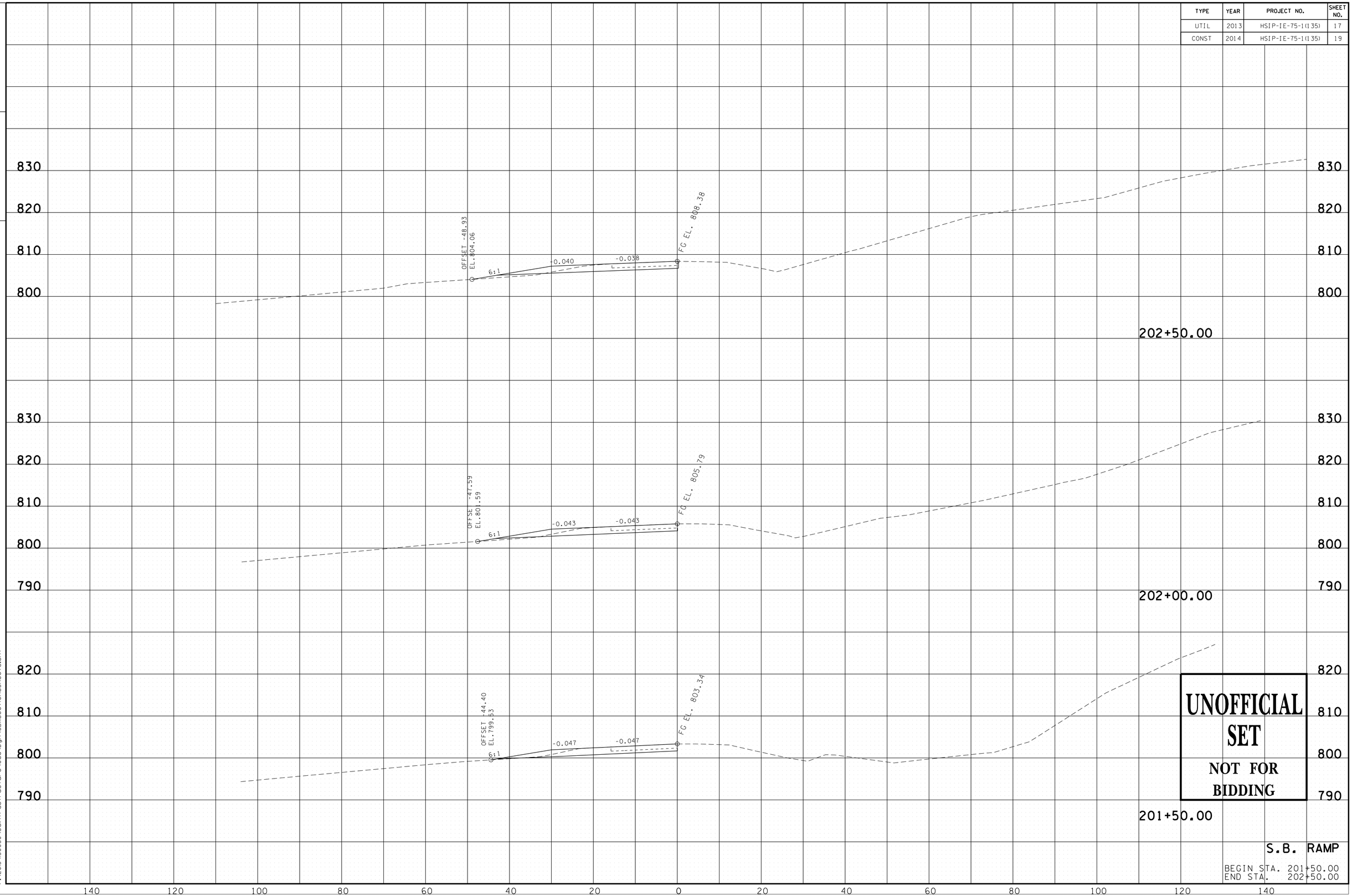
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	17
CONST	2014	HSIP-IE-75-1(135)	19

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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S.B. RAMP

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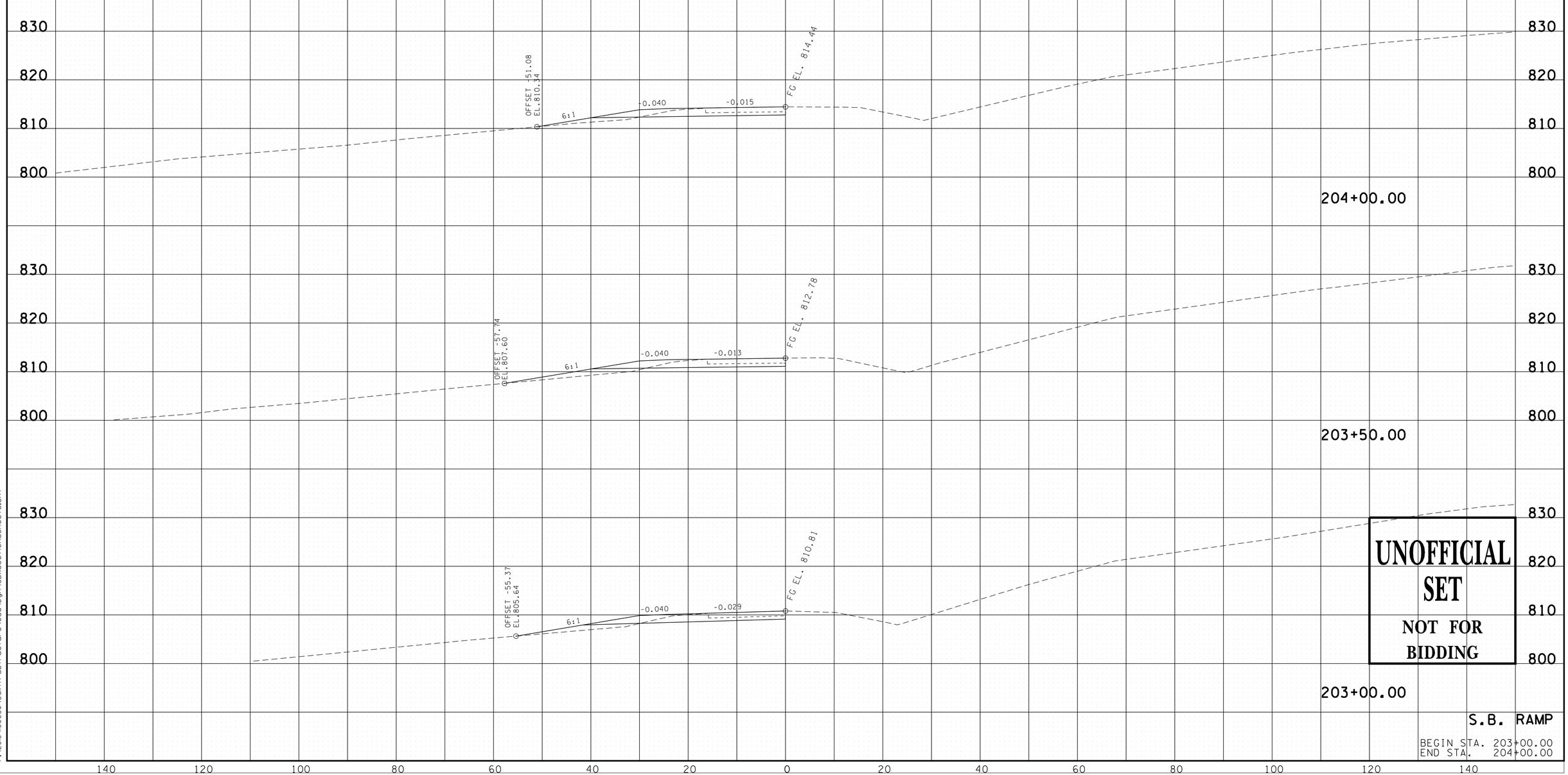
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	18
CONST	2014	HSIP-IE-75-1(135)	20

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION



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S.B. RAMP

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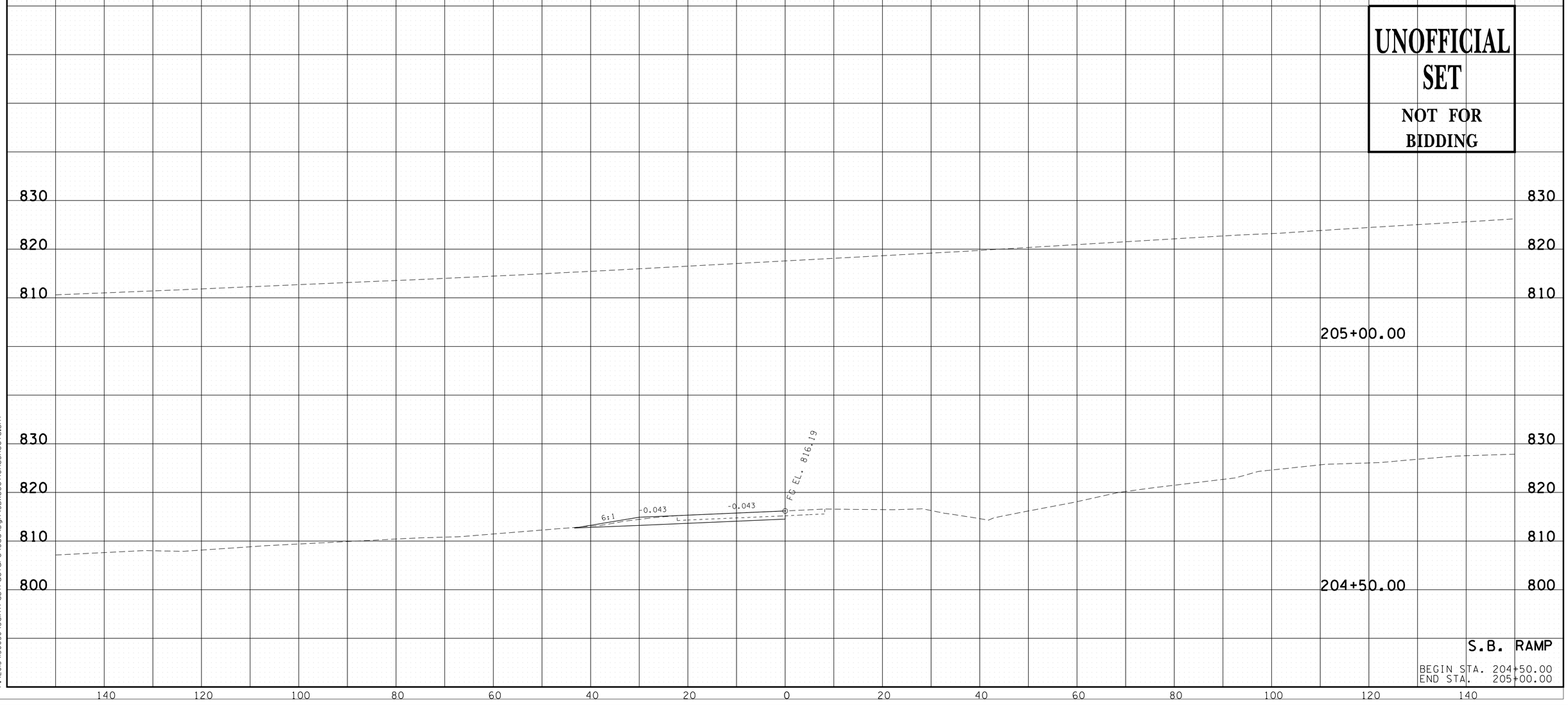
TYPE	YEAR	PROJECT NO.	SHEET NO.
UTIL	2013	HSIP-IE-75-1(135)	19
CONST	2014	HSIP-IE-75-1(135)	21

FILE NO.

TENNESSEE D.O.T.
DESIGN DIVISION

UNOFFICIAL SET

NOT FOR BIDDING



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