TN TDOT Department of Transportation

Interstate Incident Management Plan
Region 2

TDOT smartway

TENNESSEE HIGHWAY DEPARTMENT OF TRANSPORTATION INCIDENT MANAGEMENT HELP

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OVERVIEW

In an effort to decrease incident response time during an Interstate roadway closure, TDOT Region 2 has created an Interstate Incident Management Plan (IIMP). The intent of the plan is to provide all Regional staff, especially Maintenance and Incident Management offices, with action plans and pre-established detours based on the location of an incident on our Region's Interstate system, with close coordination of each of the counties local and state response resource agencies.

The Interstate Incident Management Plan is an extension of an earlier plan initiated during the Smart-FIX 40 project in downtown Knoxville. As part of the landmark project, Incident Management Zones were created with color-coding in an effort to simplify the response time during an incident. Once Emergency 911 operators or TDOT's Traffic Management Center is notified of an incident, dispatchers/operators were able to send response operators to the incident, and if needed, re-route traffic onto a secondary corresponding color-coded detour route.

The goals of having an Interstate Incident Management Plan are as follows:

- **Decrease response time for Interstate closures**
- **Pre-planned traffic control for Intestate closures and work zone traffic control**
- **Have well planned detour and/or alternate routes with signing where feasible**
- **Keep motorists moving to their destinations and/or places of rest**

The plan divides the Interstate system in Region 2 into sections, where if an incident occurs, motorists may either be turned around or provided with a detour or alternate route. Also included are mapping of the sections, and contact information for TDOT, local emergency responders, local and THP law enforcement for the sections.

The intent of the Interstate Incident Management Plan is that each District within the Region will have several copies of the report and will know what measures to put in place without delay. Maintenance staff will keep a current copy of this plan in each vehicle that could be used for a response of this nature. The Interstate Incident Management Plan for all 4 Regions will also be available on line at http://www.tn.gov/search?keywords=Interstate+Incident+Management+plan **and can be accessed by any hand held device IT or phone device. In conjunction with the Plan, Region 2 is pursuing Work Zone Traffic Control training for maintenance employees to further understand the standards and specifications for placing traffic control on the Interstate system. In addition, where feasible, signing will be placed on detour and/or alternate routes marked so that motorists will have guidance information back onto the Interstate system. The Interstate Incident Management Plan will be a living document and will be updated as changes occur on the Interstate system.**

INCIDENT NOTIFICATION

Timely Incident notification is one of the most crucial components of any Incident Management Plan. Timely notification and communication between emergency response agencies is crucial, as is providing information to the motoring public.

The Transportation Management Center (TMC), located at 7500 Volkswagen Drive, Chattanooga, serves as the primary location for receiving and transmitting incident and traveler information for the Highland Rim, Cumberland Plateau, and Southeast Tennessee region.

When an agency has been contacted to respond to the scene of an incident, the TMC shall be notified. Once you arrive on the scene, contact the TMC again to give them updated information regarding the incident scene. The TMC shall be contacted every 15-30 minutes or as soon as conditions change at the incident scene.

TDOT Region 2

Transportation Management Center (TMC)

(423) 510-1168

THE INCIDENT SCENE

(From MUTCD Section 6I.01 General; see also Appendix 3 of Memorandum of Understanding)

A traffic incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic.

Traffic incidents can be divided into three general classes of duration, each of which has unique traffic control characteristics and needs. These classes are:

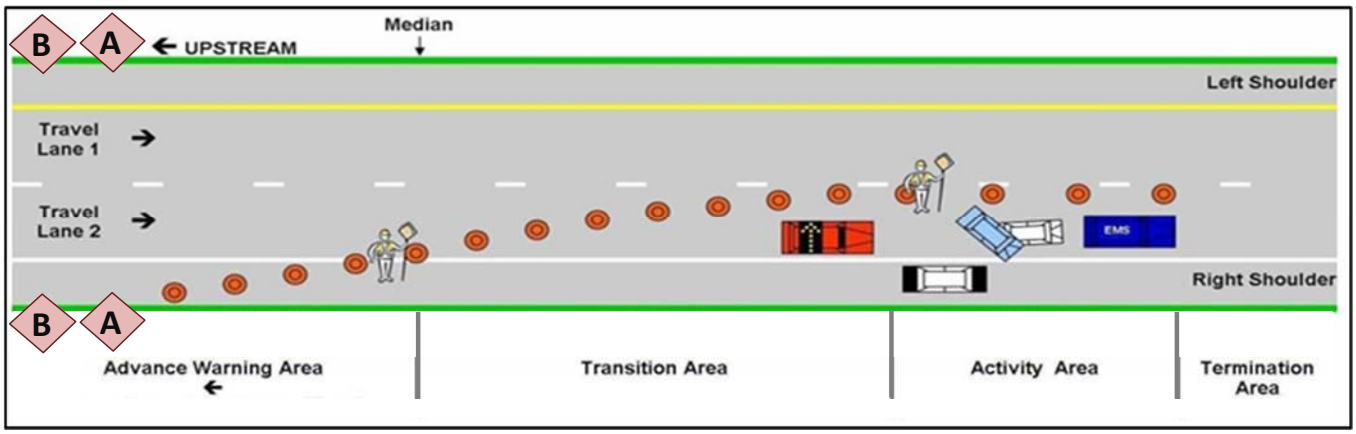
A. Major - Expected duration of more than 2 hours,

B. Intermediate - Expected duration of 30 minutes to 2 hours, and

C. Minor- Expected duration under 30 minutes.

EMERGENCY TEMPORARY TRAFFIC CONTROL (TTC) ZONE EXAMPLE

After Federal Highway Administration, *Field Operations Guide for Safety/Service Patrols*



TRAFFIC INCIDENT MANAGEMENT AREA			ADVANCE WARNING AREA		TRANSITION AREA	
INCIDENT MAGNITUDE	**DURATION**	**STEPS TO TAKE**	**SPEED**	SIGN DISTANCE	TAPER LENGTH	TYPICAL # CONES
MINOR	Time < 30 Minutes	Notify TMC Establish TTC Components Consider time and personnel	**40**	A 350	320 ft.	8
INTERMEDIATE	30 minutes < Time < 2 Hours	Notify TMC Establish TTC Components Consider time and personnel Consider DOT response	**55**	B 750	660 ft.	16
MAJOR	2 Hours < Time	Notify TMC Request DOT response early Establish Full Work Zone IAW MUTCD	**65**	A / B 1000/1500	780 ft.	18

1. Travel lanes are numbered left-to-right 2. Skip line is 10 ft. long with 30 ft. between skips. Taper cones at start of each skip line (40 ft.) 3. Length of Advance Warning Area = 8 x Roadway speed. Use 12 x Roadway speed for rural roads due to limited sight distance. Sign distance is from start.

INCIDENT SCENE TRAFFIC

The Region 2 ***Interstate Incident Management Plan*** lists pre-established detours to be used based upon the location of the incident. This plan focuses upon *major incidents* that will result in a total closure of the roadway for *two (2) or more hours.*

The top priority at an incident scene is caring for any injured parties involved while maintaining a safe environment for emergency responders at the scene.

Once all injured parties have been removed from the scene and public safety has been assured, the priority will shift to opening one lane of travel and restoring the roadway to full capacity as soon as possible.

Good judgment should be exercised regarding when the implementation of the detours should begin based upon the estimated closure time of the roadway.

COMMUNICATE WITH LAW ENFORCEMENT AND INCIDENT COMMAND ON THE SCENE BEFORE IMPLEMENTING ANY DETOUR.

ADVISE THE REGION 2 TMC OF ANY DETOUR IMPLEMENTATION OR CHANGE.

TRAFFIC TRAPPED BETWEEN CLOSURE POINTS

Once the detour(s) have been established and traffic is being directed off the interstate, attention should be focused on traffic that is trapped between the incident scene and the interstate closure point.

FOR INCIDENTS INVOLVING OVERTURNED TRUCKS AND/ OR SPILLED CARGO:
Once injured parties have been transported from the incident scene and public safety has been assured, a path should be cleared around the incident to allow trapped traffic between the incident and closure point to pass. THIS SHOULD BE DONE BEFORE ATTEMPTING TO UPRIGHT OR OFF-LOAD ANY VEHICLES.

** If insufficient space is available to allow traffic to pass by the incident scene, alternative methods should be considered to turn these vehicles around.*

IMMEDIATELY NOTIFY THE INCIDENT COMMANDER AND/OR EMERGENCY MANAGEMENT OFFICIAL WHEN YOU BECOME AWARE OF ANY HEALTH OR WELFARE CONCERNS OF MOTORISTS TRAPPED BETWEEN CLOSURE POINTS.

EMERGENCY PHONE LISTS BY COUNTY

Bradley County, TN

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Transportation Mgmt. Center	(TMC) Region 2	(423) 510-1168	(423) 510-1169
TDOT	Jessica Amos	District 29 Senior Technician	(423) 435-4825	(423) 338-5584
TDOT	Leslie Nicholson	District 29 Senior Technician	(423) 839-4691	(423) 338-5584
TDOT	Grady Patterson	D29 Operations District Assistant	(423) 650-8700	(423) 338-5584
TDOT	James Dunlap	D29 Operations District Manager	(423) 839-5023	(423) 338-5584
TDOT	Keith Pruett	D29 District Operations Manager	(423) 309-9460	(423) 338-5584
TDOT		D29 District Operations Engineer		
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423)593-6656
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 593-6656
THP	Tennessee Highway Patrol	District 3	(423) 634-5856	Cell Phone *THP *847
911	Bradley County Dispatch	Bradley County	(423) 728-7311	(423) 728-7280
Police	Mark Gibson	Cleveland Chief of Police	(423) 599-3311	(423) 476-1121
Sheriff	Steve Lawson	Bradley County Sheriff	(423)728-7301	423)728-7311
EMA	Troy Spence	Bradley EMA Director	(423) 593-7069	(423) 728-7289
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency # 800-262-3300

Coffee County, TN

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Traffic Management Center	TMC	(423) 510-1168	(423) 510-1169
TDOT	Steve Gowan	District 28 Senior Technician	(931) 581-0344	(423) 510-1168
TDOT	Cory Sells	D28 Operations Tech Supervisor	(931) 434-8054	(423) 510-1168
TDOT	Sam Penny	D28 Operations Tech Supervisor	(931) 434-1704	(423) 510-1168
TDOT	Aaron Hawkins	D28 Operations District Supervisor	(931) 250-6111	(423) 510-1168
TDOT	Jeremy Price	D28 Operations District Specialist	(931) 205-3671	(423) 510-1168
TDOT	Robert Harvell	D28 Operations District Manager	(615) 767-1089	(423) 510-1168
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423) 593-6656
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 593-6656
THP	Tennessee Highway Patrol	District 3	(423) 634-5856	Cell Phone *THP *847
911		Coffee County Dispatch	(931)455-3411	(931) 728-9555
Police	Mark Yother	Manchester Chief of Police	(931) 728-2099	
Sheriff	Chad Partin	Coffee County Sheriff	(931) 728-3591	
EMA	Allen Lendley	EMA Director	(931) 570-5850	(931) 409-7401
EMS	Matt Aussiker	EMA Assistant Director	(931) 409-0021	
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency # 800-262-3300

Cumberland County, TN

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Transportation Mgmt. Center	(TMC) Region 2	(423) 510-1168	(423) 510-1169
TDOT	Adam Music	D27 Senior Technician	(931)239-0352	(931) 484-5041
TDOT	Kevin Haley	D27 Senior Technician	(931)247-8656	(931)335-2232
TDOT	Rick McDonald	D27 Operations Tech Supervisor	(423) 664-3014	(931) 484-5041
TDOT	John Reagan	D27 Operations Tech Supervisor	(931) 510-0869	(931) 484-5041
TDOT	Justin Hayes	D27 Operations District Supervisor	(931)994-1083	(931) 484-5041
TDOT	Seth Clinard	D27 Operations District Manager	(931) 265-2512	(931)528-4312
TDOT	Bo Hoskins	D27 Operations District Engineer	(931) 261-2589	(931)528-4311
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423) 593-6656
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 593-6656
THP	Tennessee Highway Patrol	District 3	(423) 634-5856	Cell Phone *THP
911	Cumberland County Dispatch	Cumberland County	Dispatch	(931) 484-2230
Police	Jessie Brooks	Crossville Chief of Police	(931) 484-7231	(931) 484-7231
Sheriff	Casey Cox	Cumberland County Sheriff	(931) 484-6176	
EMA	Travis Cole	Cumberland EMA Director	(931) 484-7016	
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency # 800-262-3300

Dade County, GA

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Transportation Mgmt. Center	(TMC) Region 2	(423) 510-1168	(423) 510-1169
GDOT	Transportation Mgmt. Center	(TMC)GDOT - Atlanta	(404) 635-2800	
TDOT				
TDOT				
TDOT				
TDOT				
TDOT				
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423) 593-6656
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 593-6656
GSP	Georgia State Patrol	District 3	(423) 634-5856	Cell Phone *THP *847
911	Dade County Dispatch	Dade County Dispatch	(706) 657-4111	
Police				
Sheriff	Dade County		(706) 657-4111	
EMA	Alex Case	Director of Emergency Services and IT	(706) 657-4111	
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency # 800-262-3300

Grundy County, TN

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Transportation Mgmt. Center	(TMC) Region 2	(423) 510-1168	(423) 510-1169
TDOT	Traci Jones	D28 Operations Tech Supervisor	(423) 619-9402	(423) 510-1168
TDOT	Blake Easterly	D28 Operations Technician Senior	(423) 492-3255	(423) 200-3201
TDOT	Mike Miner	D28 Operations Technician	(423) 492-3255	(423) 949-8898
TDOT	Jeremy Price	D28 Operations Technician	(931) 205-3671	(931) 461-7185
TDOT	Robert Harvell	D28 Operations District Supervisor	(615) 767-1089	(423) 949-8898
TDOT		D28 Operations District Manager		(423) 510-1168
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423) 593-6656
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 593-6656
THP	Tennessee Highway Patrol	District 3	(423) 634-5856	Cell Phone *THP *847
911	Grundy County Dispatch	Grundy County Dispatch	931-592-2252	
Police	Jack Hill	Monteagle Police	931-924-2077	
Sheriff	Clint Shrum	Grundy County Sheriff	(931) 692-3466	
EMA	Don Hutchison	Grundy County EMS	(931) 592-2252	
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency #

Hamilton County, TN (I-24)

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Transportation Mgmt. Center	(TMC) Region 2	(423) 510-1168	(423) 510-1169
TDOT	Joseph Webb AM	D29 Operations Tech Sup (AM)	(423) 883-4414	(423) 634-7548
TDOT	Trevor Lottindill AM	D29 Operations Senior Technician	(423) 774-1140	(423) 510-1255
TDOT	Adam Burchard AM	D29 Operations Senior Technician	(423) 277-0555	(423) 510-1255
TDOT	Shane Barger PM	D29 Operations Tech Sup (PM)	(423) 900-3435	(423) 510-1255
TDOT	Dale King PM	D29 Operations Senior Technician	(423) 483-0463	(423) 510-1255
TDOT	William Curtis	D29 Operations District Supervisor	(423) 715-0397	(423) 510-1254
TDOT	Josh Rose	D29 District Operations Manager	(423) 510-1219	(423) 510-1219
TDOT	Adam Casteel	D29 District Operations Engineer	(423) 634-8680	(423) 510-1218
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423) 593-6656
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 593-6656
THP	Tennessee Highway Patrol	District 3	(423) 634-5856	Cell Phone *THP *847
911	Hamilton County Dispatch	Hamilton County Dispatch	(423) 698-2525	
Police	David Roddy	CPD	(423) 290-8500	(423) 290-8500
Sheriff	Jim Hammond	Hamilton County Sherriff	(423) 209-7000	(423) 622-0022
EMA	Chris Adams	Hamilton County EMA Director	(423) 209-6919	(423) 290-7459
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency # 800-262-3300

Hamilton County, TN (I-75)

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Transportation Mgmt. Center	(TMC) Region 2	(423) 510-1168	(423) 510-1169
TDOT	Joseph Webb AM	D29 Operations Tech Sup (AM)	(423) 883-4414	(423) 634-7548
TDOT	Trever Lottindill AM	D29 Operations Senior Technician	(423) 774-1140	(423) 510-1255
TDOT	Adam Burchard AM	D29 Operations Senior Technician	(423) 277-0555	(423) 510-1255
TDOT	Shane Barger PM	D29 Operations Tech Sup (PM)	(423) 900-3435	(423) 510-1255
TDOT	Dale King PM	D29 Operations Senior Technician	(423) 483-0463	(423) 510-1255
TDOT	William Curtis	D29 Operations District Supervisor	(423) 715-0397	(423) 510-1254
TDOT	Josh Rose	D29 District Operations Manager	(423) 510-1219	(423) 510-1219
TDOT	Adam Casteel	D29 District Operations Engineer	(423) 634-8680	(423) 510-1218
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423) 593-6656
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 593-6656
THP	Tennessee Highway Patrol	District 3	(423) 634-5856	Cell Phone *THP *847
911	Hamilton County Dispatch	Hamilton County Dispatch	(423) 698-2525	
Police	David Roddy	CPD	(423) 290-8500	(423) 290-8500
Sheriff	Jim Hammond	Hamilton County Sherriff	(423) 209-7000	(423) 622-0022
EMA	Chris Adams	Hamilton County EMA Director	(423) 209-6919	(423) 290-7459
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency # 800-262-3300

Marion County, TN

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Transportation Mgmt. Center	(TMC) Region 2	(423) 510-1168	(423) 510-1169
TDOT	Traci Jones	D28 Operations Tech Supervisor	(423) 619-9402	(423) 658-6015
TDOT	Matthew Weaver	D28 Operations Senior Technician	(423) 309-2702	(423) 658-6015
TDOT	Mike Miner	D28 Operations Senior Technician	(423) 280-8564	(423) 949-8898
TDOT	Jeremy Price	D28 Operations Technician	(931) 205-3671	(931) 461-7185
TDOT	Robert Harvell	D28 Operations District Supervisor	(615) 767-1089	(615-) 658-6015
TDOT		D28 Operations District Manager		
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423) 510-1168
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 510-1168
THP	Tennessee Highway Patrol	District 3	(423) 634-5856	Cell Phone *THP *847
911	Marion County	Marion County Dispatch	(423) 942-2525	(423)942-3004
Police	Jack Hill	Monteagle Police	(931) 924-2077	
Police	Billy Mason	Jasper Police	(423) 942-3805	
Sheriff	Billy R. Powell	Marion County Sheriff	(423) 421-0526	(423) 942-2525
EMA	Steve Lamb	EMA Director	(423) 605-1288	(423) 942-3494
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency # 800-262-3300

McMinn County, TN

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Transportation Mgmt. Center	(TMC) Region 2	(423) 510-1168	(423) 510-1169
TDOT	Donnie Brenneman	District 29 Senior Technician	(423) 368-7326	(423) 510-1168
TDOT	Chris Futrell	District 29 Senior Technician	(423) 202-5392	(423) 510-1168
TDOT	James Dunlap	D29 Operations District Assistant	(423) 839-5023	(423) 510-1168
TDOT	Grady Peterson	D29 Operations District Manager	(423) 650-8700	(423) 510-1168
TDOT		D29 District Operations Manager		
TDOT		D29 District Operations Engineer		
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423) 593-6656
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 593-6656
THP	Tennessee Highway Patrol	District 3	(423) 634-5856	Cell Phone *THP *847
911	McMinn County Dispatch	McMinn County	(423) 745-7698	
Police	Clifton Couch	McMinn Chief of Police	(423) 744-2730	
Sheriff	Joe Guy	McMinn County Sheriff	(423) 745-5622	
EMA	Tom Trotter	McMinn EMA Director	(423) 744-5256	
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency # 800-262-3300

Putnam County, TN

AGENCY	NAME	TITLE	CONTACT #	ALTERNATE #
TDOT	Transportation Mgmt. Center	(TMC) Region 2	(423) 510-1168	(423) 510-1169
TDOT	Tony Scantland	D27 Senior Technician	(931) 239-1604	(931) 526-4522
TDOT	Allen Sells	D27 Senior Technician	(931) 551-1906	(931) 526-4522
TDOT	James Scott	D27 Operations Tech Supervisor	(931) 319-4676	(931) 526-4522
TDOT	Josh Neal	D27 Operations Tech Supervisor	(931) 222-9006	(931) 526-4522
TDOT	Dale Laureigh	D27 District Supervisor	(931) 703-3135	(931) 526-4522
TDOT	Seth Clinard	D27 Operations District Manager	(931) 265-2512	(931) 526-4522
TDOT	Bo Hoskins	D27 Operations District Engineer	(931) 261-2589	(931) 526-4522
TDOT	Lacy Word	TMC Manager 2	(423) 593-7945	(423) 593-6656
TDOT	John Cooper	Hwy. Response Supervisor 2	(423) 326-7430	(423) 593-6656
THP	Tennessee Highway Patrol	District 3	(423) 634-5856	Cell Phone *THP
911	Putnam County Dispatch	Putnam County	Dispatch	
Police	Randy Evans	Cookeville Chief of Police	(931) 526-2125	
Sheriff	Eddie Farris	Putnam County Sheriff	(931) 528-8484	
EMA	Tyler Smith	Putnum County EMA Director	(931) 528-7575 (931) 646-4357 (24/7 Dispatch Line)	(931) 979-0017
TEMA	Operations Center	Tennessee Emergency Management Agency	Emergency # 800-262-3300	Non-Emergency #

INTERSTATE ROUTES IN REGION 2

INTERSTATE 24: MM-97 to MM-185

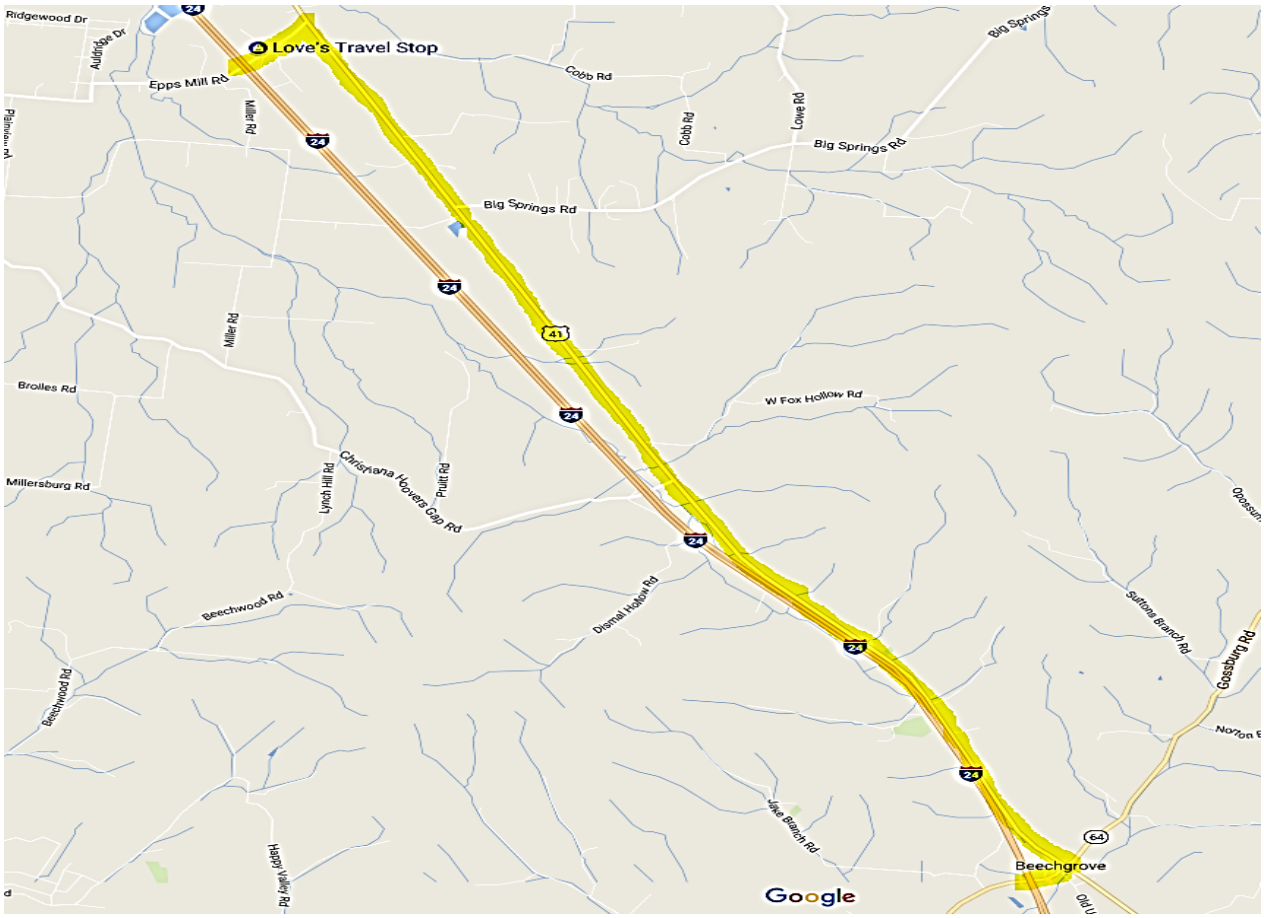
INTERSTATE 40: MM-267 to MM-340

INTERSTATE 75: MM-0.0 to MM-60

COFFEE COUNTY

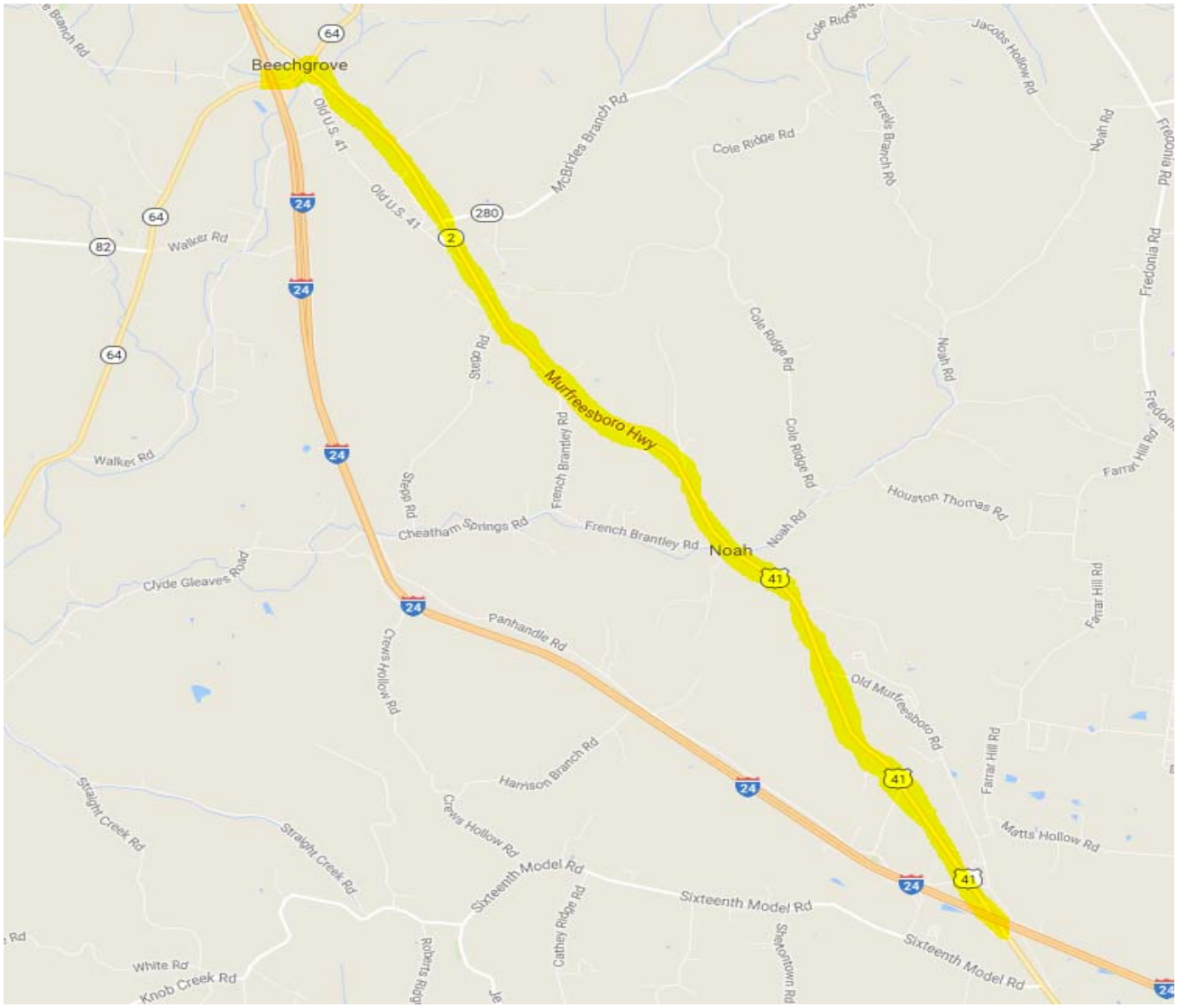
Exit 89 (Rutherford County) to Exit 97

INCIDENT DIRECTION	INCIDENT LOCATION	ACTION / DETOUR Detour = 8.8 Miles
INTERSTATE 24 EAST	EXIT 89 to EXIT 97	• I-24 EB will be closed at Exit 89 • Turn right onto SR-64 and drive 0.2 miles • Turn right onto US-41 and Drive 8.2 miles • Exit and turn left onto Epps Mill Road and drive 0.4 miles • Turn Left onto I-24 EB at Exit 97
INTERSTATE 24 WEST	EXIT 97 to EXIT 89	• I-24 West will be closed at Exit 89 • Exit onto the off ramp for 0.1 miles and turn right onto SR-64 • Drive 0.2 miles and turn left onto US-41 & Drive 8.2 miles • Turn Left onto Epps Mill Road & Drive 0.4 miles • Turn Right onto I-24 West



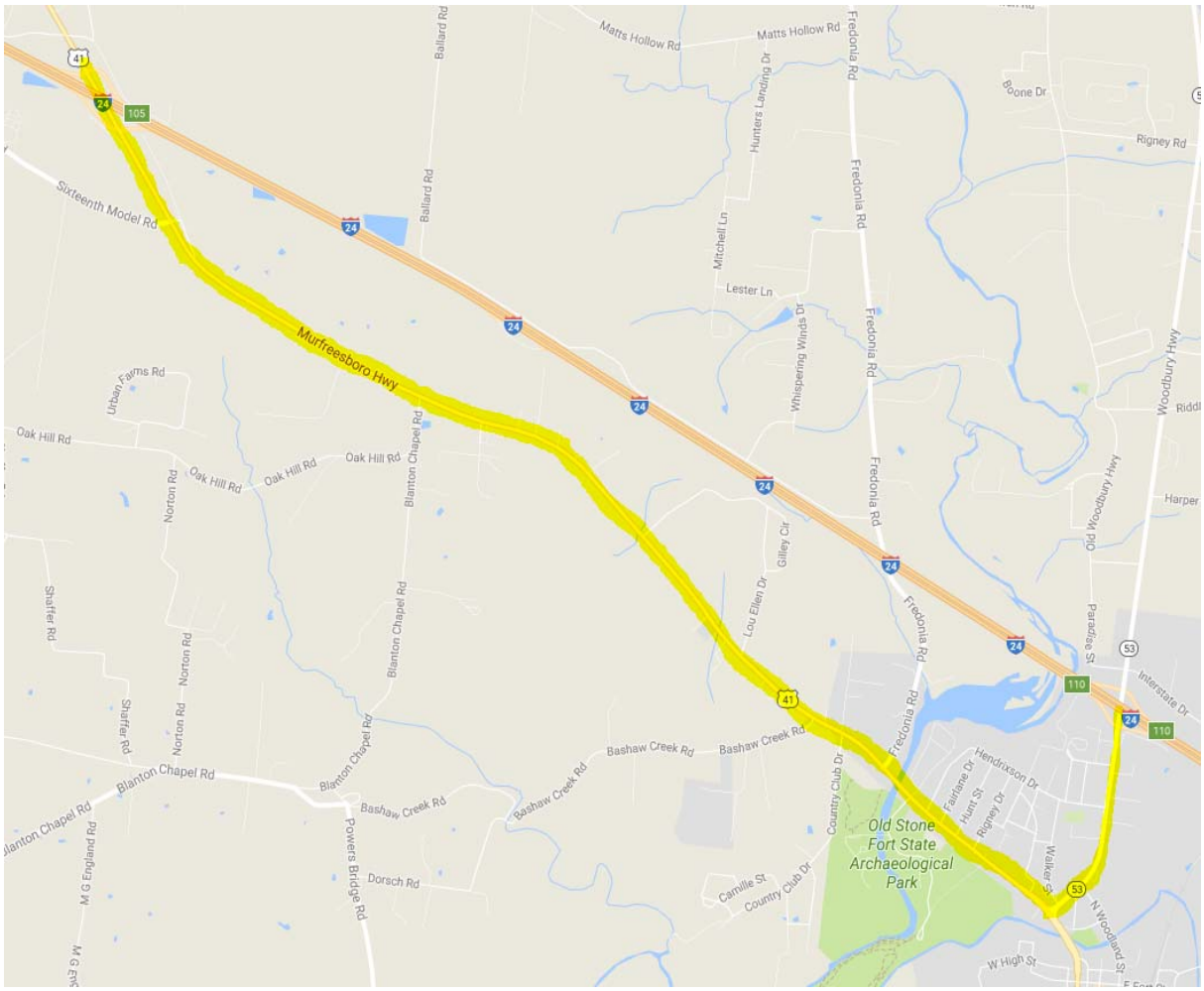
Exit 97 (SR64) to Exit 105 (US 41/SR2)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 8.2 Miles
INTERSTATE 24 EAST	EXIT 97 to EXIT 105	• I-24 East will be closed at Exit 97 • Exit onto the off ramp and turn left on SR 64 and drive 0.3 miles • Exit and turn right onto US 41 and drive 7.9 miles • Turn left onto I-24 East • Merge onto I-24 East
INTERSTATE 24 WEST	EXIT 105 to EXIT 97	• I-24 West will be closed at Exit 105 • Exit and turn right onto US 41 and drive 7.9 miles • Turn left onto SR 64 and drive 0.3 miles • Turn left onto I-24 West



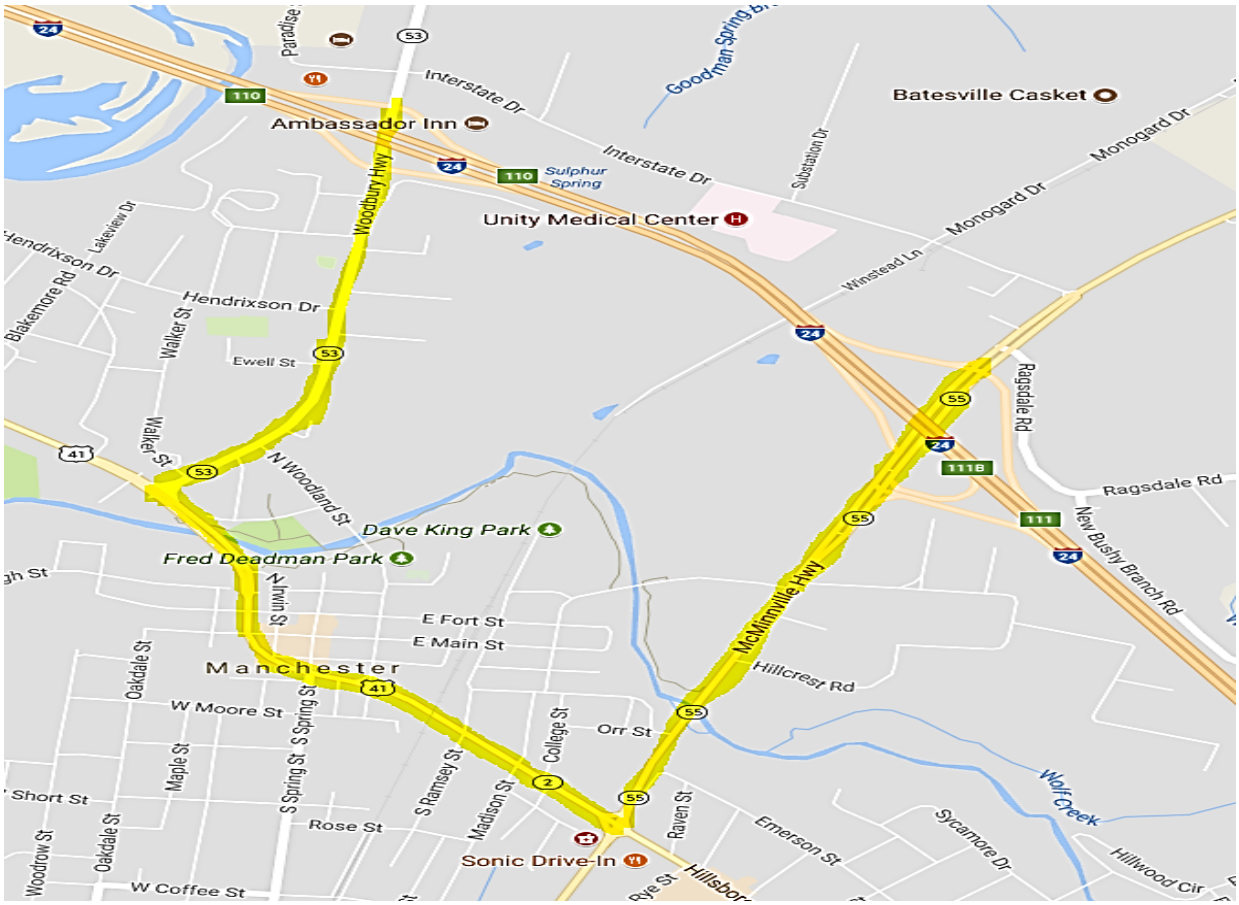
Exit105 (US41/SR) 2) to Exit110 (SR53/Woodbury Hwy)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 6.2 Miles
INTERSTATE 24 EAST	EXIT 105 to EXIT 110	• I-24 East will be closed at Exit 105 • Exit 105 eastbound off ramp for 0.2 miles • Turn right onto US 41 and drive 5.2 miles • Turn left onto SR 53 and drive 0.8 miles • Turn right onto I-24 East
INTERSTATE 24 WEST	EXIT 110 to EXIT 105	• I-24 West will be closed at Exit 110 • Exit 110 westbound off ramp • Turn left onto SR 53 and drive 1.0 miles to US 41 • Turn right onto US 41 and drive 5.5 miles • Turn left onto I-24 West



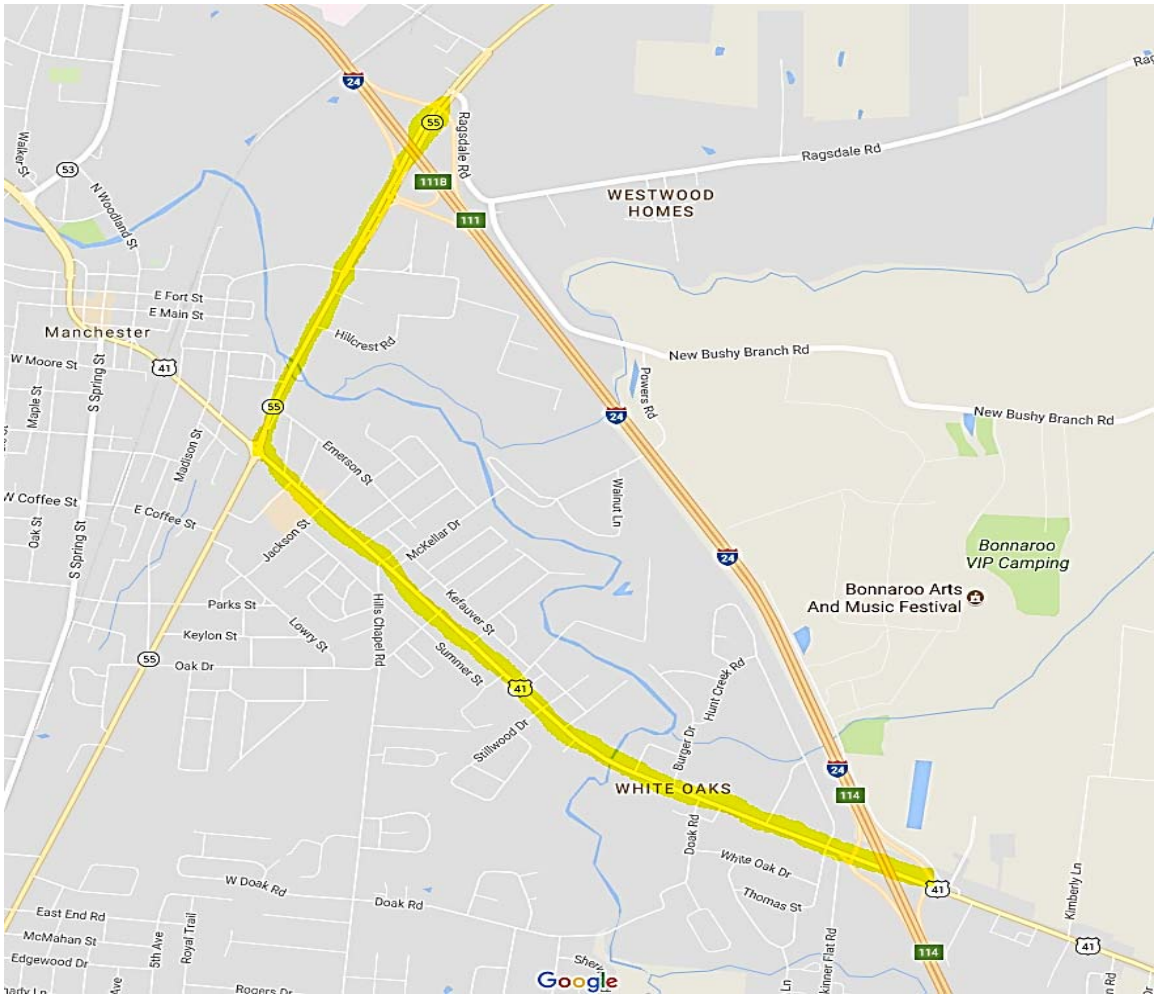
Exit 110 (SR53/Woodbury Hwy) to Exit 111 (SR55/McMinnville Hwy)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 2.7 Miles
INTERSTATE 24 EAST	EXIT 110 to EXIT 111	• I-24 EB will be closed at Exit 110 • Exit 110 eastbound off ramp to SR 53 • Turn right onto SR 53 and drive 0.8 miles • Turn left onto US 41 and drive 1.1 miles • Turn left onto SR 55 and drive 0.8 miles • Turn right on to I-24 EB
INTERSTATE 24 WEST	EXIT 111 to EXIT 110	• I-24 West will be closed at Exit 111 • Exit 111 westbound off ramp for 0.4 miles to SR 55 • Turn left onto SR 55 and drive 1.2 miles • Turn right onto US 41 and drive 1.1 to SR 53 • turn right onto SR 53 and drive 1.0 miles • Turn left onto to I-24 West



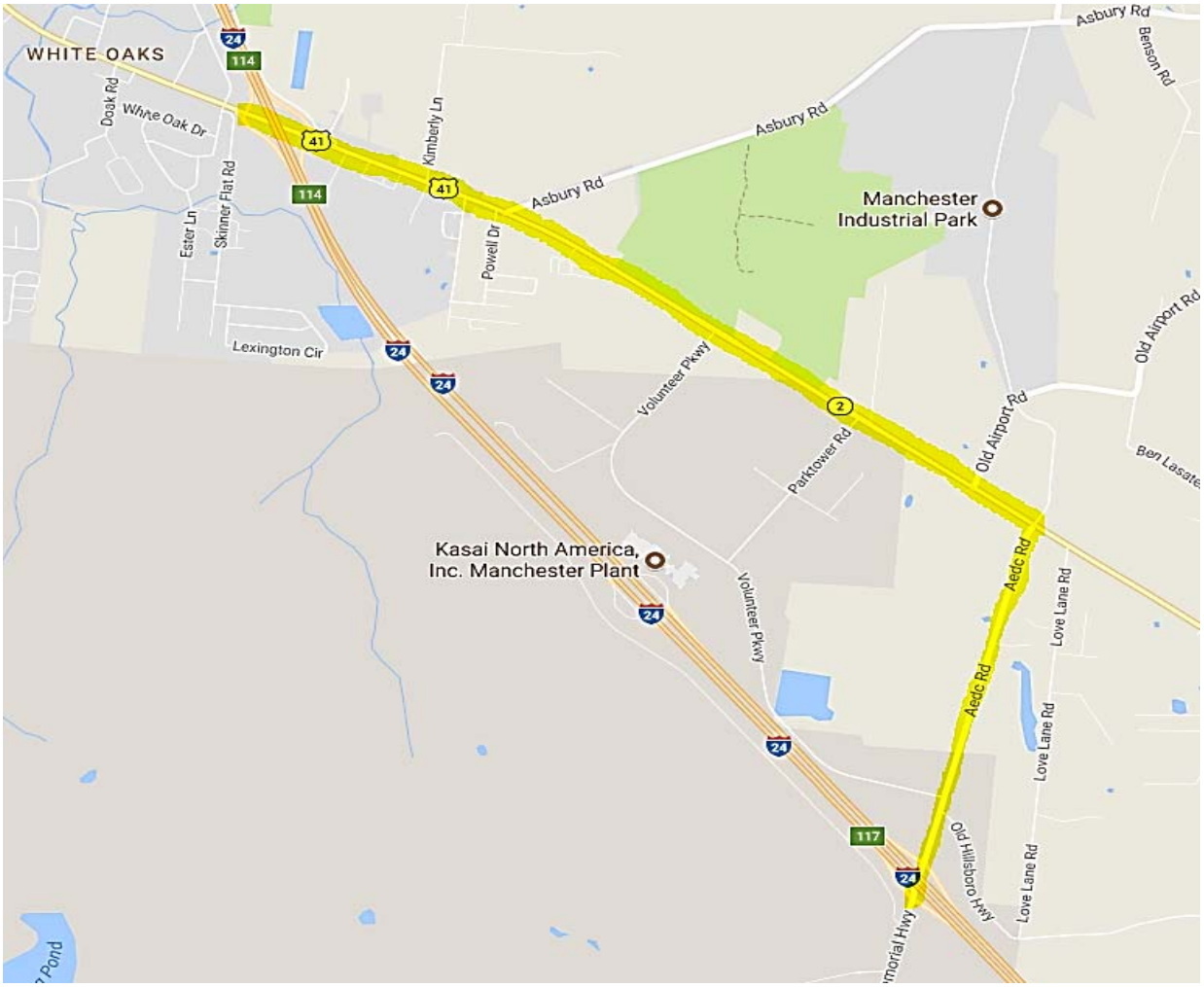
Exit 111A (SR55/McMinnville Hwy) to Exit 114 (US41/SR2)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 3.1 Miles
INTERSTATE 24 EAST	EXIT 111A to EXIT 114	• I-24 East will be closed at Exit 111 • Exit 111A and turn right for 0.2 miles to SR 55 • Turn left on to SR 55 and drive 0.9 miles • Turn left on to US 41 and drive 2.0 miles • Turn right onto I-24 East
INTERSTATE 24 WEST	EXIT 114 to EXIT 111	• I-24 West will be closed at Exit 114 • Exit 114 westbound off ramp for 0.2 miles • Turn left on to US 41 and drive 2.2 miles • Turn right on to SR 55 and drive 1.2 miles • Turn left on to I-24 West



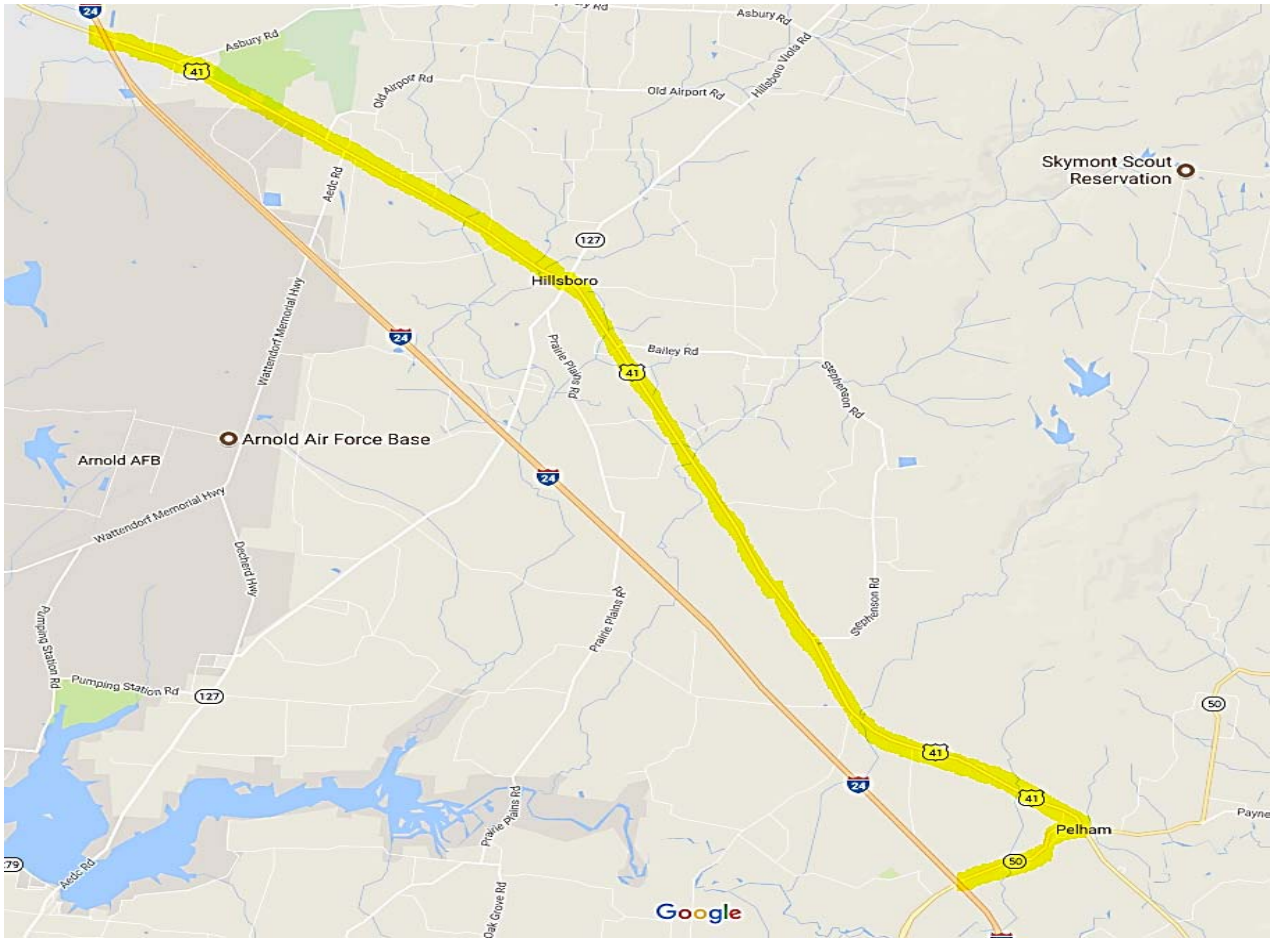
Exit 114(US41/SR2) to Exit 117 (AEDC Road)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 4.1 Miles
INTERSTATE 24 EAST	EXIT 114 to EXIT 117	• I-24 East will be closed at Exit 114 • Exit 114 eastbound off ramp for 0.2 miles • Turn left onto US 41 and drive 2.8 miles • Turn right onto AEDC Road and drive 1.1 miles • Turn left onto I-24 East
INTERSTATE 24 WEST	EXIT 117 to EXIT 114	• I-24 West will be closed at Exit 117 • Exit 117 West off ramp and drive 0.3 miles • Turn right onto AEDC Road and drive 1.1 miles • Turn left on US 41 and drive 2.8 miles • Turn right onto I-24 West



Exit 117 (AEDC Road) to Exit 127 (US64/SR50) Grundy County

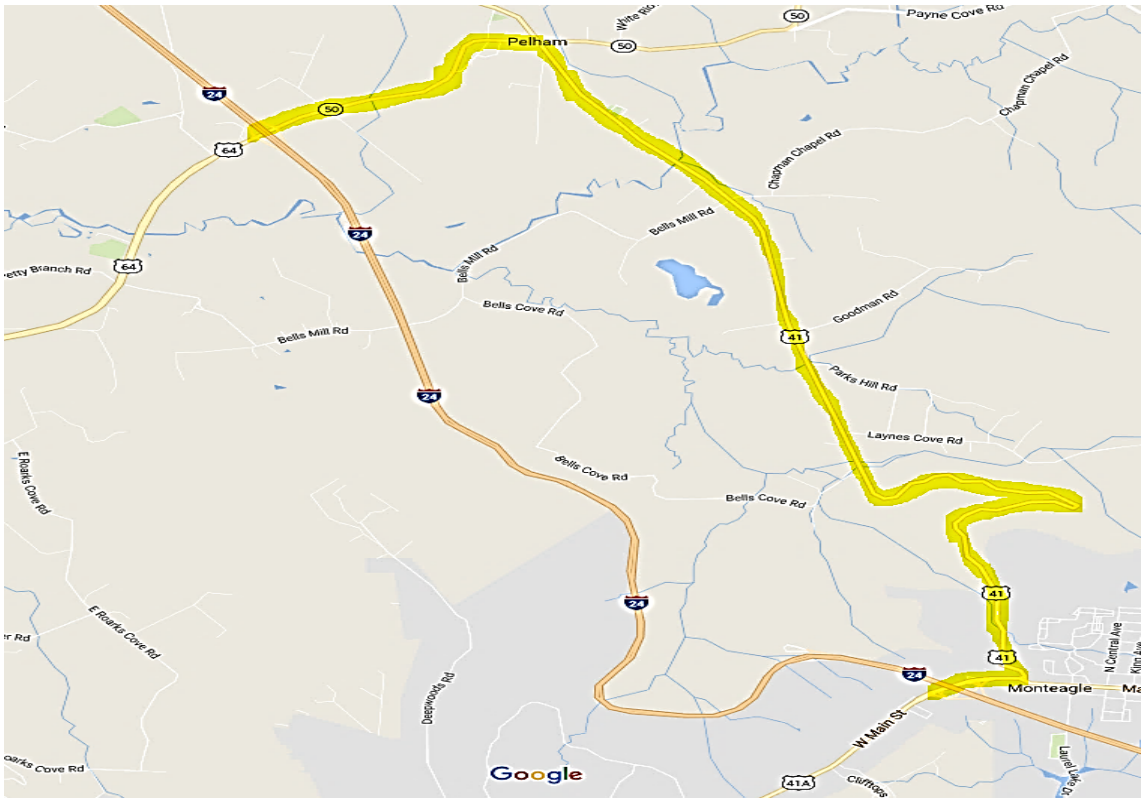
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 14.8 Miles
INTERSTATE 24 EAST	EXIT 117 to EXIT 127	• I-24 East will be closed at Exit 117 • Exit 117 eastbound off ramp for 0.2 miles • Turn left onto AEDC Road and drive 1.3 miles • Turn right onto US 41 and drive 11.7 miles • Turn right onto SR 50 and drive 1.6 miles • Turn left onto I-24 East
INTERSTATE 24 WEST	EXIT 127 to EXIT 117	• I-24 West will be closed at Exit 127 • Exit 127 Westbound off ramp for 0.2 miles • Turn right onto SR 50 and drive 1.4 miles • Turn left onto US 41 and drive 11.8 miles • Turn left onto AEDC Road and drive 1.2 miles • Turn right onto I-24 West



GRUNDY COUNTY

Exit 127 (US64/SR50) to Exit 134 (US41A), Marion County

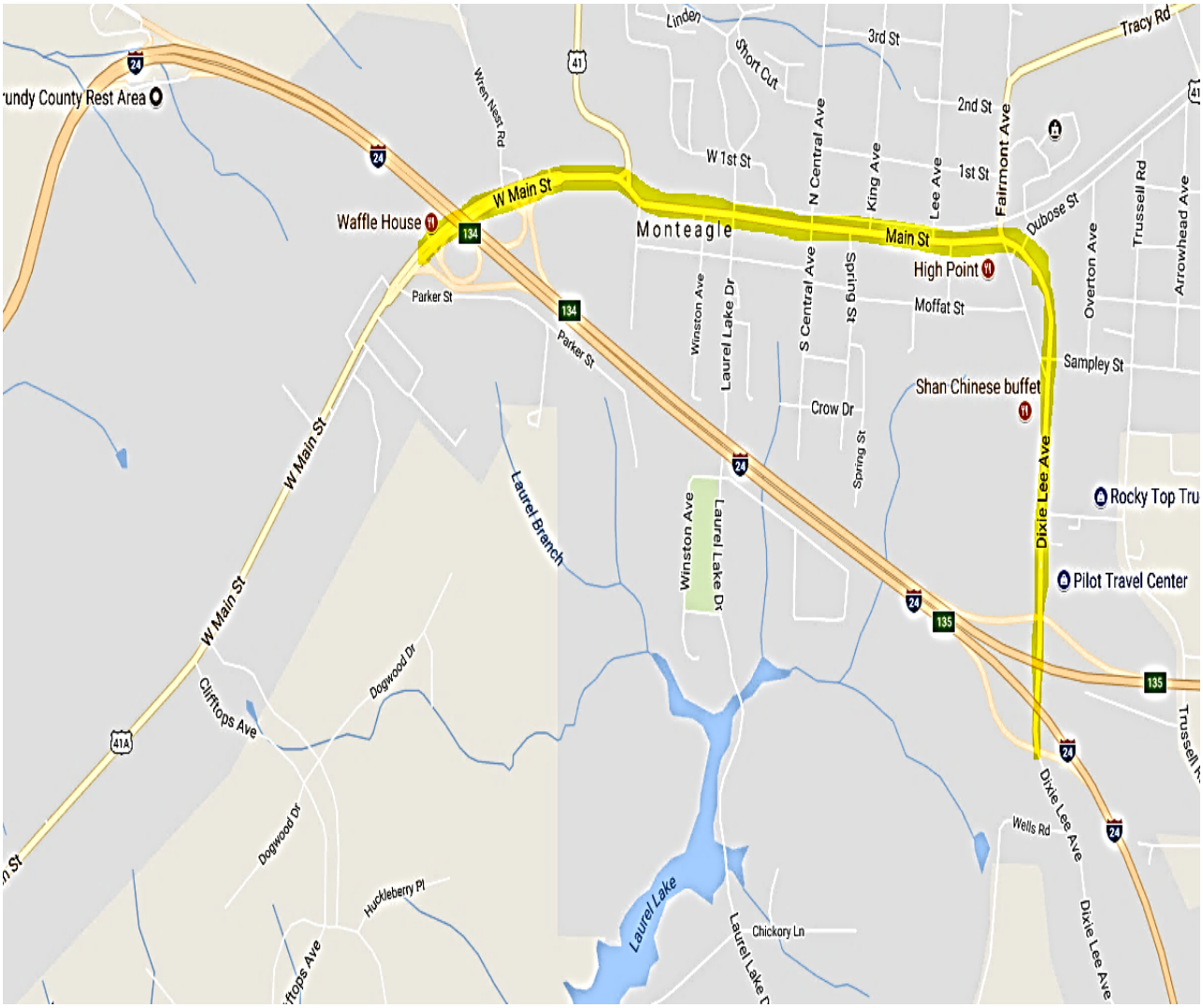
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 14.8 Miles
INTERSTATE 24 EAST	EXIT 127 to EXIT 134	• I-24 East will be closed at Exit 127 • Exit 127 eastbound off ramp for 0.1 miles • Turn left onto SR 50 and drive 1.6 miles • Turn right onto US 41 and drive 8.4 miles • Turn right onto US 41A and drive 0.5 miles • Turn left on to I-24 East
INTERSTATE 24 WEST	EXIT 134 to EXIT 127	• I-24 West will be closed at 134 • Exit onto 134 ramp to US 41A • Turn right onto US 41A and drive 0.5 miles • Turn left onto SR 41 and drive 8.4 miles • Turn left onto SR 50 and drive 1.6 miles • Turn right onto I-24 West
INTERSTATE 24 EAST & WEST		• I-24 both East & West closed • East will get alternate route • Sewanee detour • Additional instructions to follow at a later date



MARION COUNTY

Exit 134 (US41a) to Exit 135 (Dixie Lee Hwy)

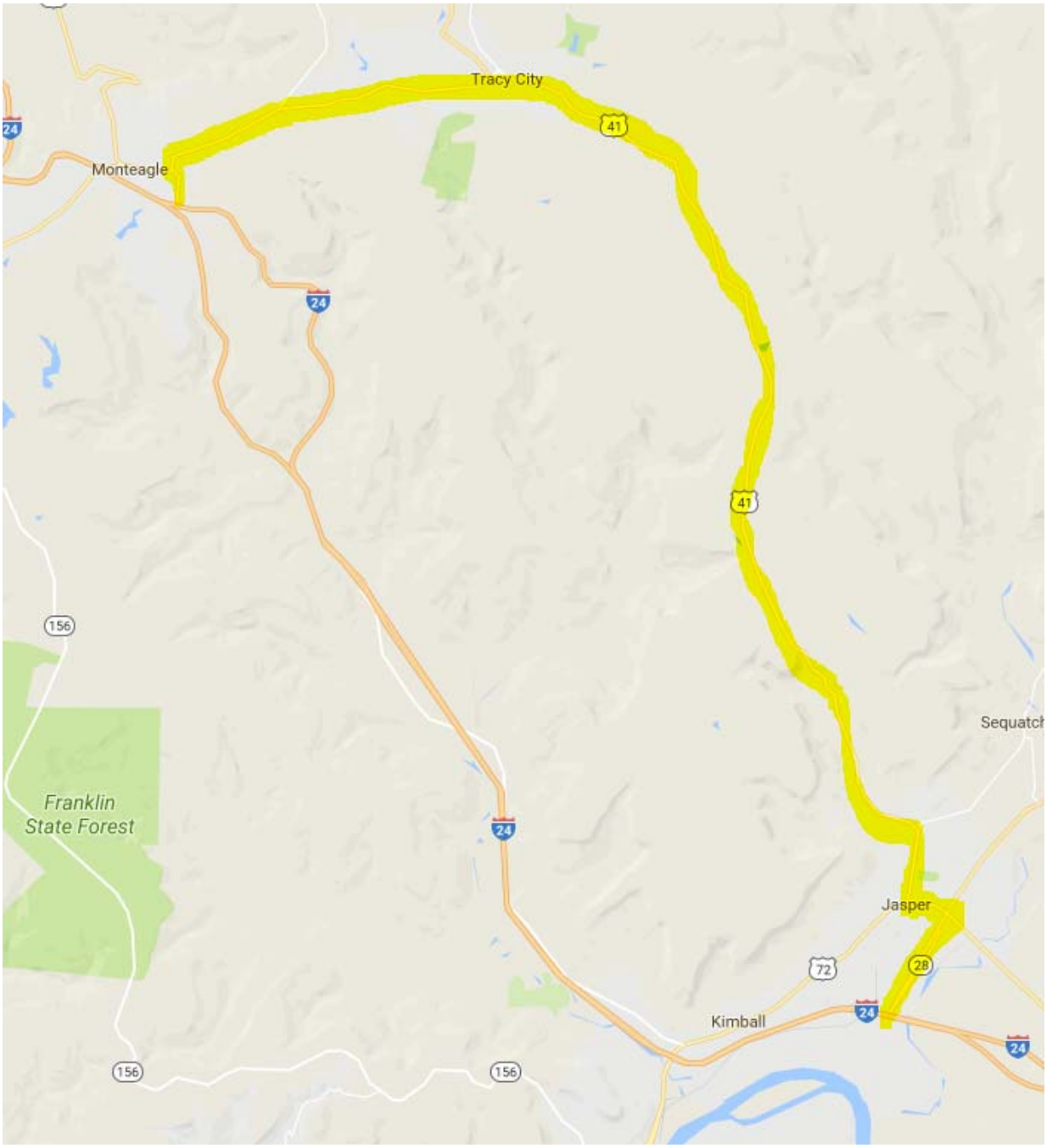
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 1.8 Miles
INTERSTATE 24 EAST	EXIT 134 to EXIT 135	• I-24 East will be closed at Exit 134 • Exit onto US 41-A /West Main St. • Turn right onto US 41-A & Drive 1.8 miles • Drive over I-24 turning left onto I-24 East
INTERSTATE 24 WEST	EXIT 135 to EXIT 134	• I-24 West will be closed at Exit 135 • Exit onto Dixie Lee Hwy and drive 1.5 miles • Turn onto W. Main St/US 41 and drive 1.5 miles • Drive 1.5 miles turning left to entrance ramp 1-24



Exit 135 (Dixie Lee Hwy) to Exit 155 (SR28)

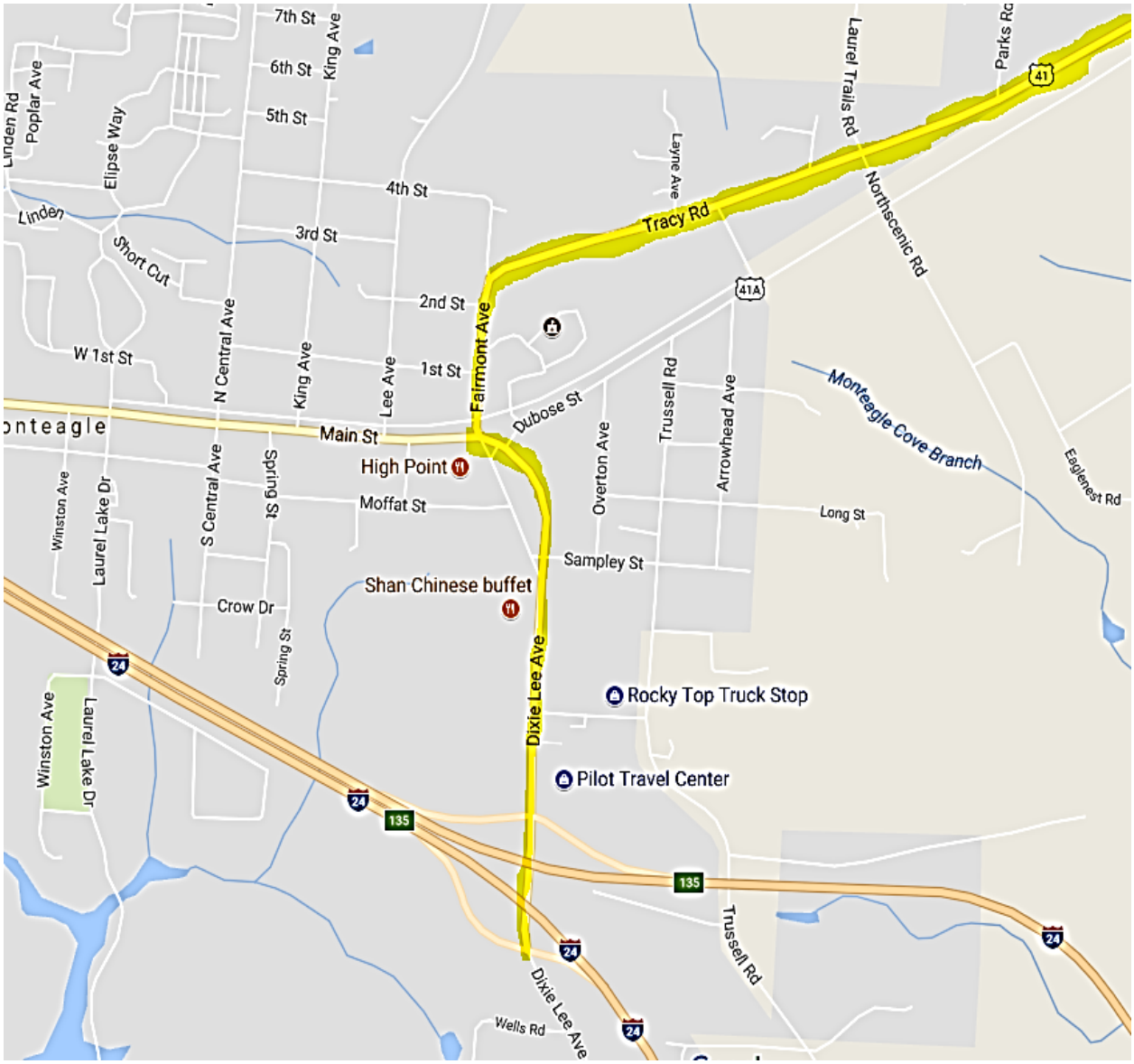
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 24.2 Miles
EAST	EXIT 135 to EXIT 155	• I-24 East will be closed at Exit 135 • Turn left at the end of the ramp onto Dixie Lee Hwy and drive 0.7 miles • Turn right onto US 41/SR-56 • Drive 5.6 miles on US 41/SR-56 to Tracy City. • Turn right at second traffic light in Tracy City onto US-41/SR-150 • Follow US 41 to the City of Jasper on US 41/SR 150 driving 16.3 miles • Turn left from Betsey Pack Dr. US 41/SR 150 onto Main St. • Turn right onto SR 28 and drive 1.7 miles • Turn right onto the I-24 East
WEST	EXIT 155 to EXIT 135	• I-24 West will be closed at Exit 155 • Turn right at the end of the exit ramp and drive 1.3 miles to Jasper exit • Turn left onto Dixie Lee Hwy/Main St. and drive 0.8 miles • Turn right onto Betsy Pack Dr./US 41 and drive 1.1 miles turning left • Drive 15.0 miles on US 41/SR 150 to Tracy City • Turn left at traffic light onto us 41/SR 56 and drive 5.7 miles • Turn left at the traffic light onto US 41/SR 56 • Follow US 41/SR 56 to the City of Monteagle • Turn left onto Dixie Lee Hwy and drive 0.5 miles • Turn right onto the I-24 West

THE NEXT THREE PAGES SHOW AN OVER VIEW OF THE MOUNTAIN & CITY SNAP SHOTS OF DETOUR ROUTES THROUGH MONTEAGLE, TRACY CITY AND JASPER.

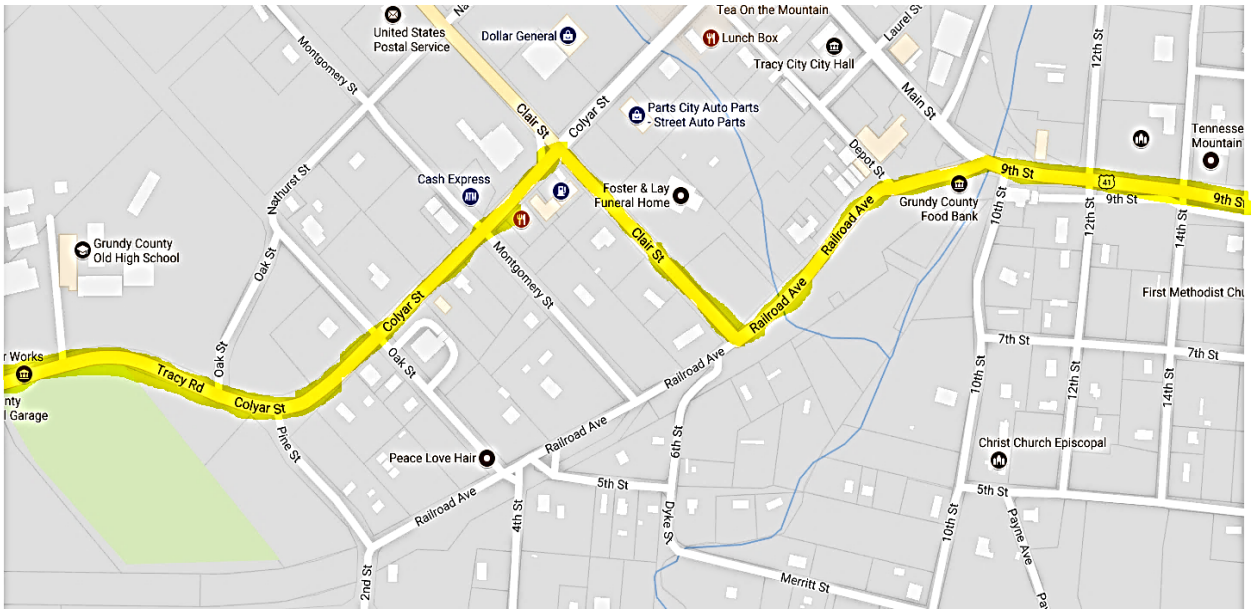


REFER TO THE CITY MAPS BELOW FOR DETOUR ROUTE DETAILS

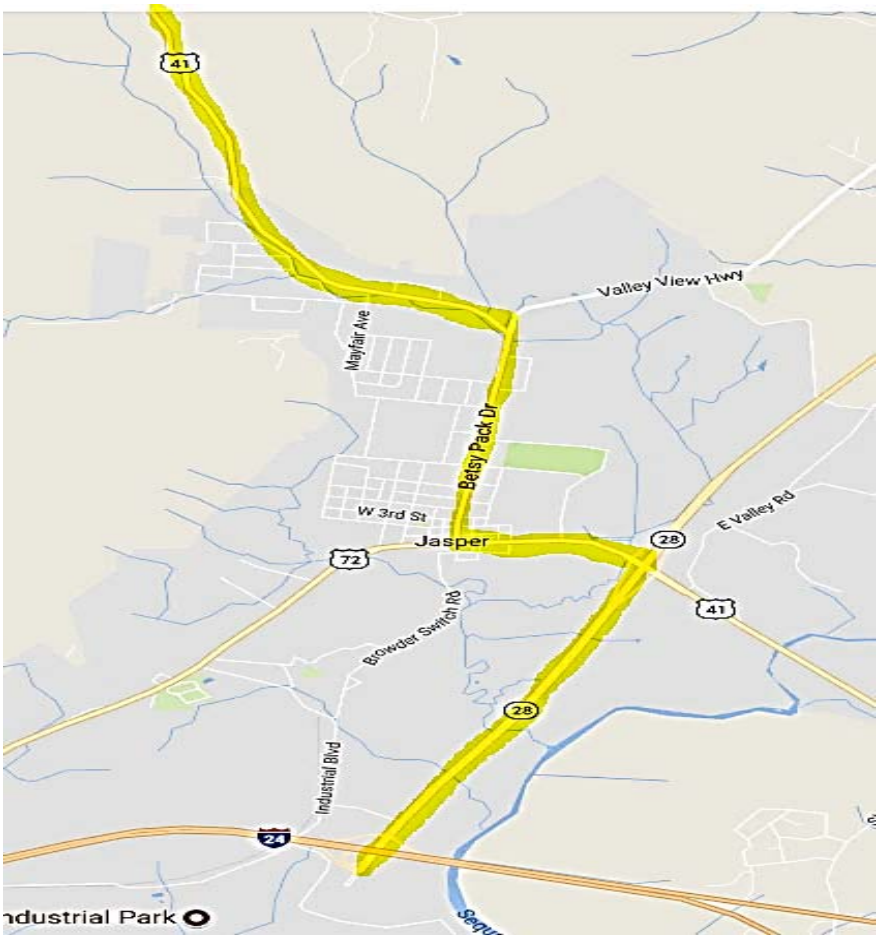
MONTEAGLE


7th St
6th St
5th St
4th St
3rd St
2nd St
1st St
King Ave
Poplar Ave
Elipse Way
Linden
Short Cut
W 1st St
N Central Ave
King Ave
Lee Ave
Fairmont Ave
Tracy Rd
Layne Ave
Laurel Trails Rd
Northscenic Rd
Parks Rd
41
41A
Monteagle Cove Branch
Eaglenest Rd
Dubose St
Trussell Rd
Arrowhead Ave
Overton Ave
Main St
High Point
Moffat St
Long St
Sampley St
Shan Chinese buffet
Crow Dr
Spring St
S Central Ave
Winston Ave
Laurel Lake Dr
Dixie Lee Ave
Rocky Top Truck Stop
Pilot Travel Center
24
135
Wells Rd

TRACY CITY

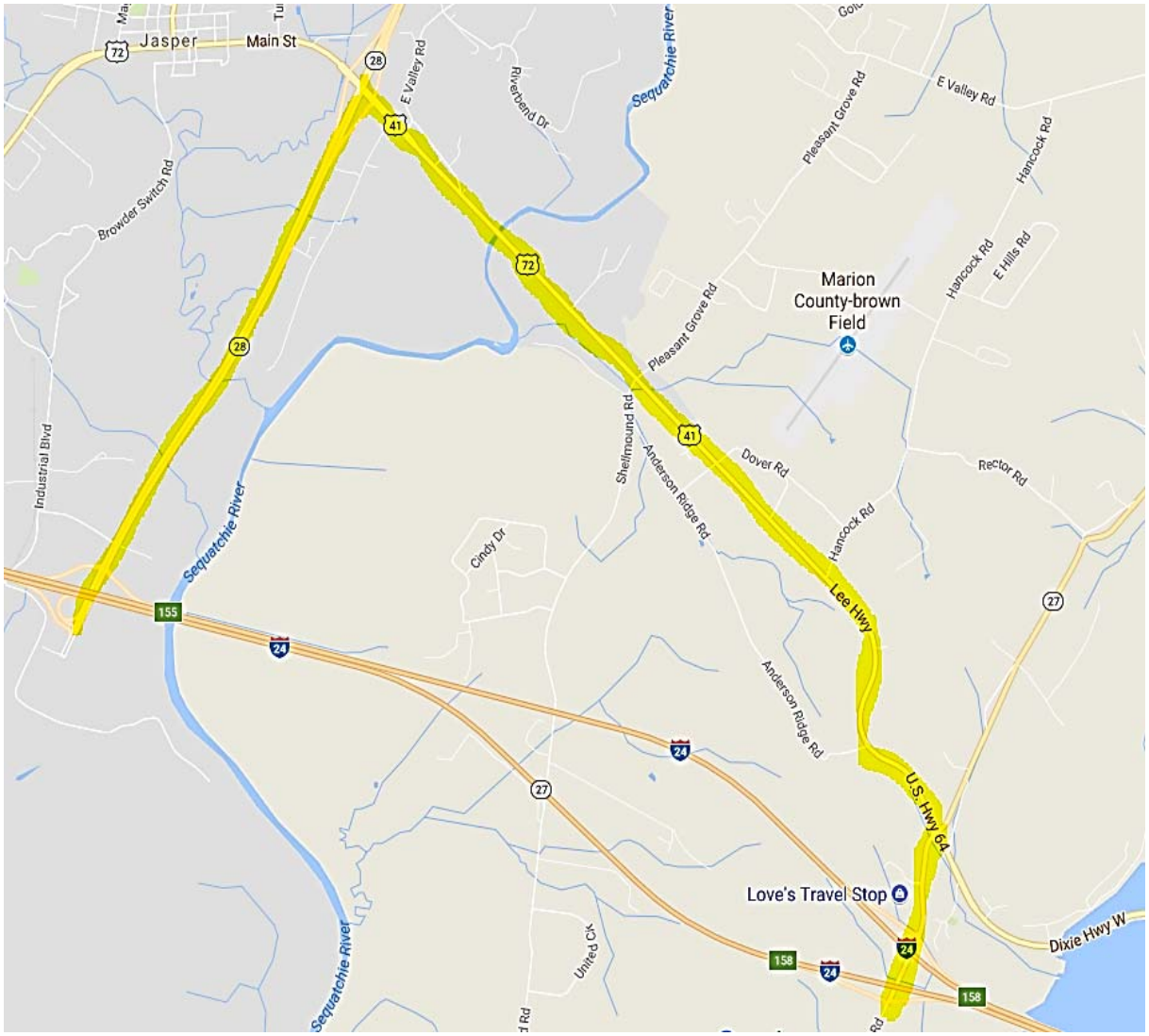


CITY of JASPER



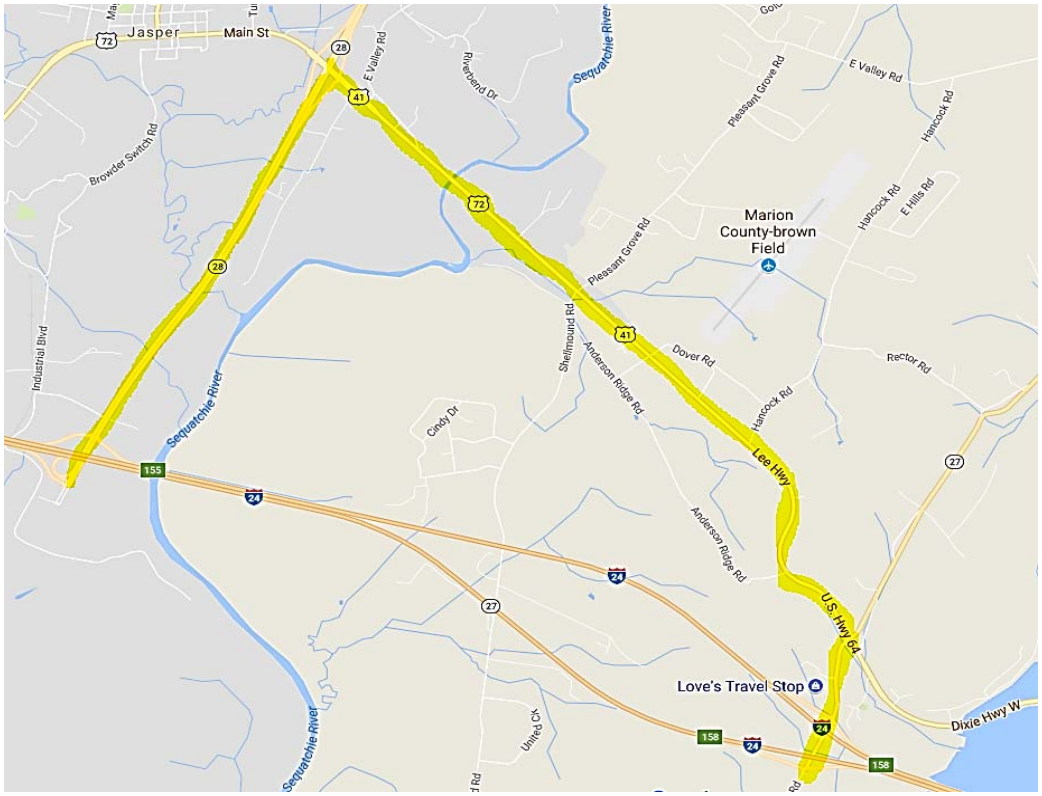
Exit 155 (SR-28) to Exit 158 (SR-27, Griffith Hwy)

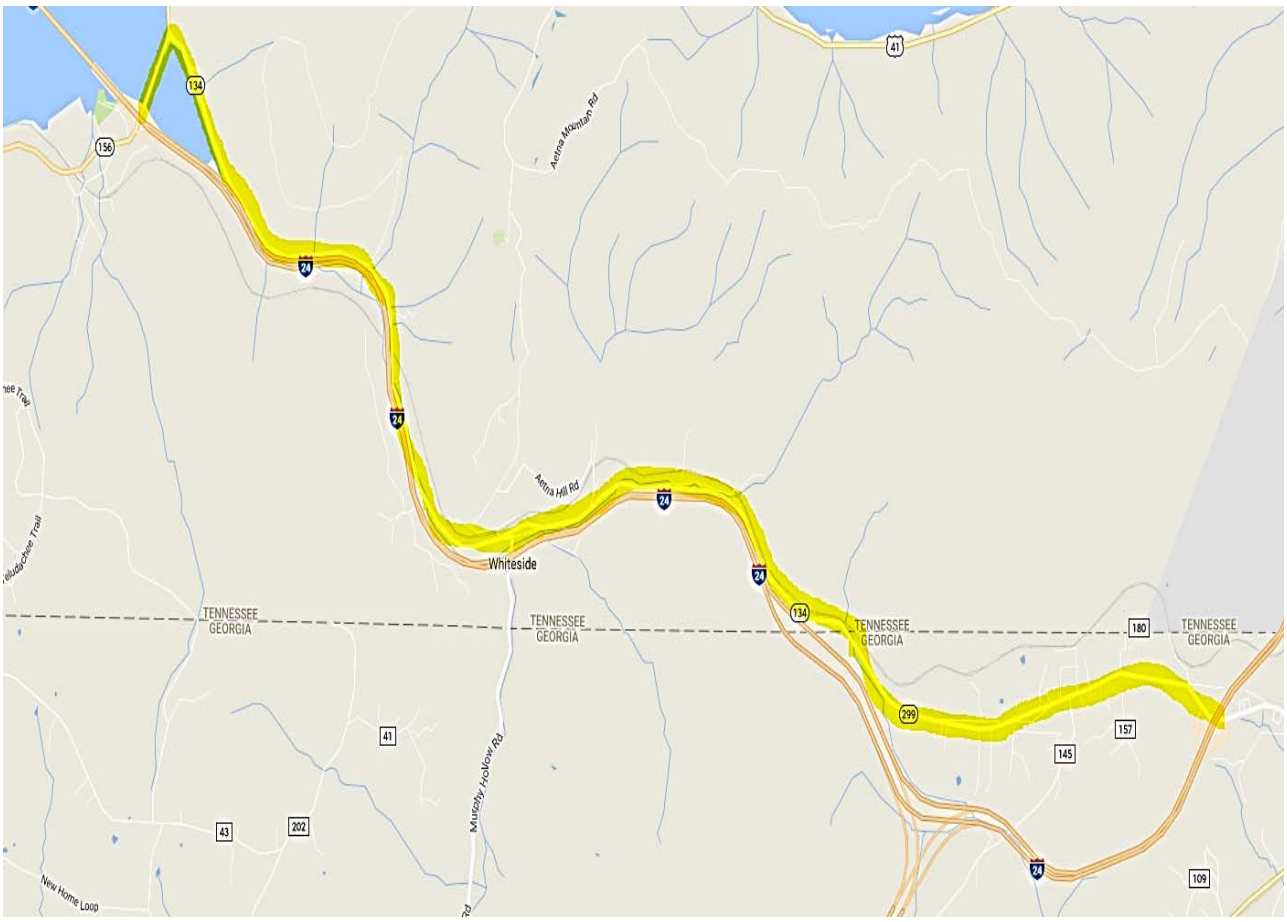
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 2.6 Miles
INTERSTATE 24 EAST	EXIT 155 to EXIT 158	• I-24 East will be closed at Exit 155 • Exit and turn left onto SR 28 and drive 1.9 miles • Exit right onto US 41 turn right onto ramp • Turn right onto SR 27 and drive 0.5 miles and under I-24 East • Turn left onto I-24 East
INTERSTATE 24 WEST	EXIT 158 to EXIT 155	• I-24 West will be closed at Exit 158 • Exit onto SR 27 turning right and drive 0.3 miles • Turn left onto US 41 and drive 3.2 miles • Turn left onto SR 28 and drive 1.7 miles • Turn right onto the I-24 West



Exit 161 (SR 156, Shellmound Rd.) to GA Exit 169 (GA, SR 299)

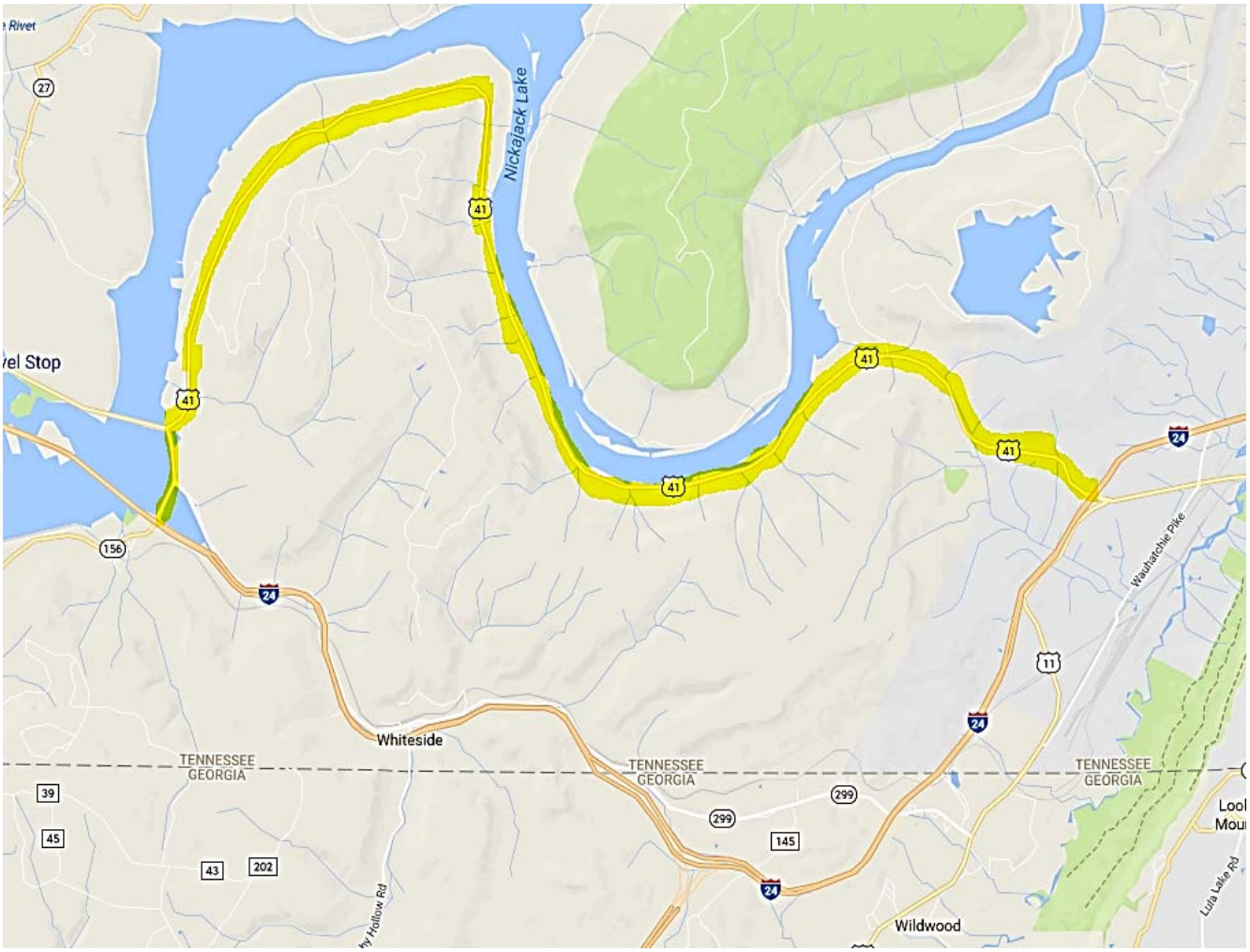
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 9.2 Miles
EAST	EXIT 161 to EXIT 169	• I-24 East will be closed at Exit 161 • Turn left at the end of the exit ramp onto SR 156 Ladd Mountain Rd. • Drive 0.4 miles and turn right onto SR 134 and drive 8.7 miles • Drive to I-24 East on-ramp at MM 169/Wildwood • Merge onto I-24 East
WEST	EXIT 169 to EXIT 161	• I-24 West will be closed at Exit 169 • Turn right at the end of the exit ramp onto SR 299/Old Hooker Rd. • Drive 8.6 miles and turn left onto SR 156 Ladd Mountain Rd. • Drive 0.3 miles and turn right onto the I-24 West on-ramp • Merge onto I-24 West




134
156
41
24
Aetna Mckinlan Rd
Aetna Hill Rd
Whiteside
TENNESSEE
GEORGIA
TENNESSEE
GEORGIA
TENNESSEE
GEORGIA
TENNESSEE
GEORGIA
180
299
157
145
109
41
43
202
Murphy Hollow Rd
New Home Loop

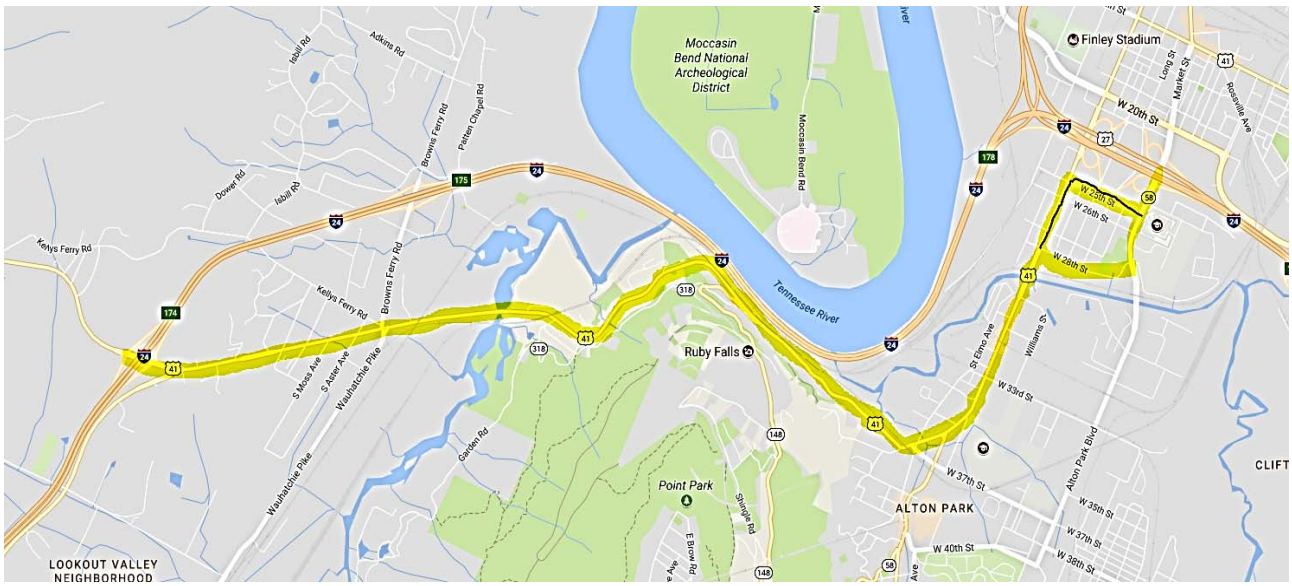
HAMILTON COUNTY

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 15.1 Miles
INTERSTATE 24 EAST	EXIT 169 to EXIT 174	• I-24 East will be closed at Exit 169 • Turn left at the end of the exit ramp onto SR-156 and drive 0.9 miles • Turn right onto Dixie Lee Hwy/US 41/64/72/2 • Drive 14.2 miles to I-24 East on-ramp at mm 174/ Cummings Hwy. • Turn left onto the entrance ramp to I-24 East
INTERSTATE 24 WEST	EXIT 174 to EXIT 161	• I-24 West will be closed at Exit 174 • Turn right at the end of the exit ramp onto Dixie Lee Hwy/US /64/72 and drive 14.2 miles • Turn left onto SR-156 and drive 0.9 miles • Turn right onto the I-24 West on-ramp



Exit 174 (Cummings Hwy, US 41/64/72/2) to Exit 175 (Browns Ferry Rd)
Exit 175 (Browns Ferry Rd) to Exit 178 (SR58, Market St)

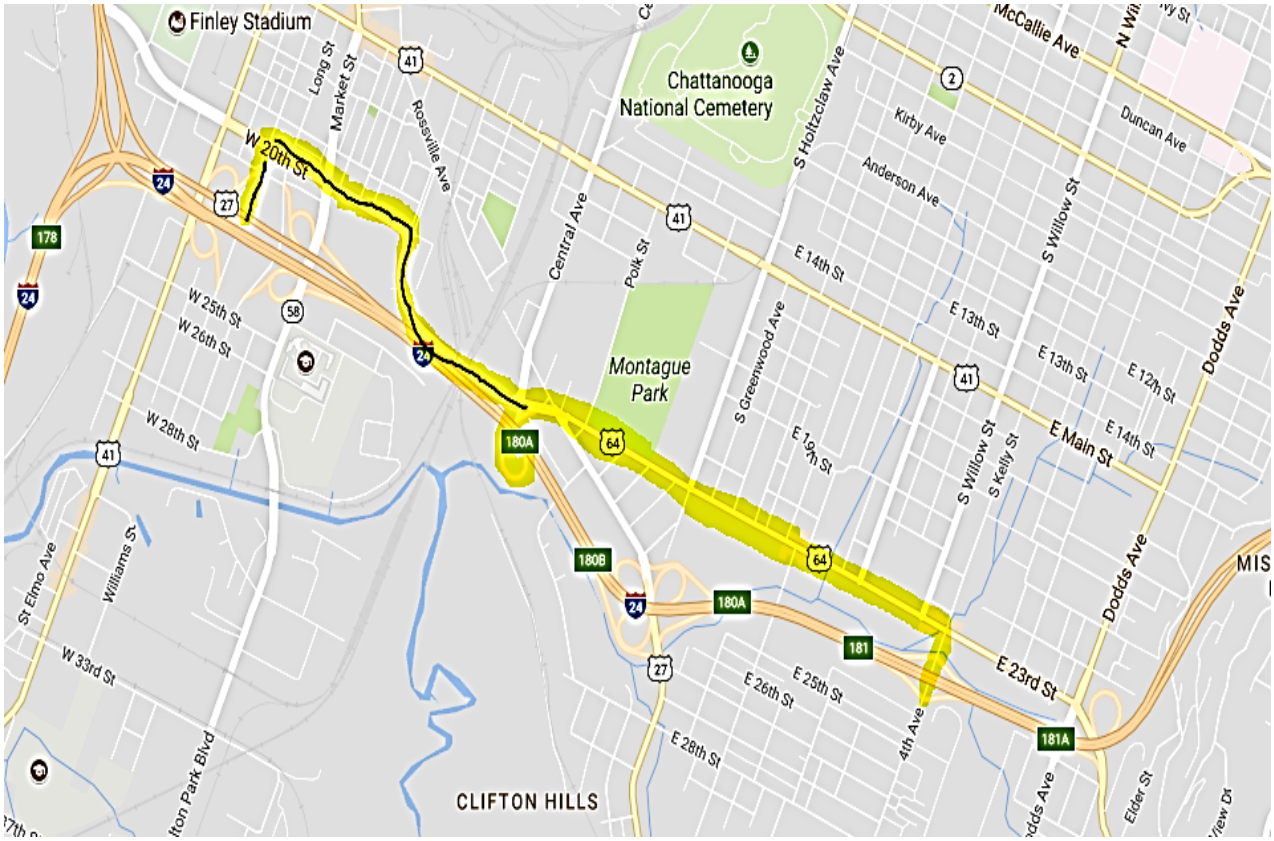
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 5.4 Miles
INTERSTATE 24 EAST	EXIT 174 to EXIT 178	• I-24 East will be closed at Exit 174 • Exit right onto Cummings Hwy/SR2/US11/Hwy 64 • Drive 3.5 miles to Broad St. *See Notes Below • Drive 0.9 miles to 28th St., turn right onto 28th St. • Drive 0.4 miles on Market St. and onto I-24 East in 0.3 miles
INTERSTATE 24 WEST	EXIT 178 to EXIT 174	• I-24 West will be closed at Exit 178 • Exit right onto South Market St. (SR 58) • Keep right and merge onto South Market St. (SR 58) and drive 0.4 miles • Turn right onto 25th St. and drive 0.4 miles • Turn left onto Broad Street (US11/41/64) and drive 0.9 miles • Keep right onto Cummings Highway



***Notes: LOW RAILROAD OVERPASS (13'1") <u>HEIGHT RESTRICTIONS</u>.**

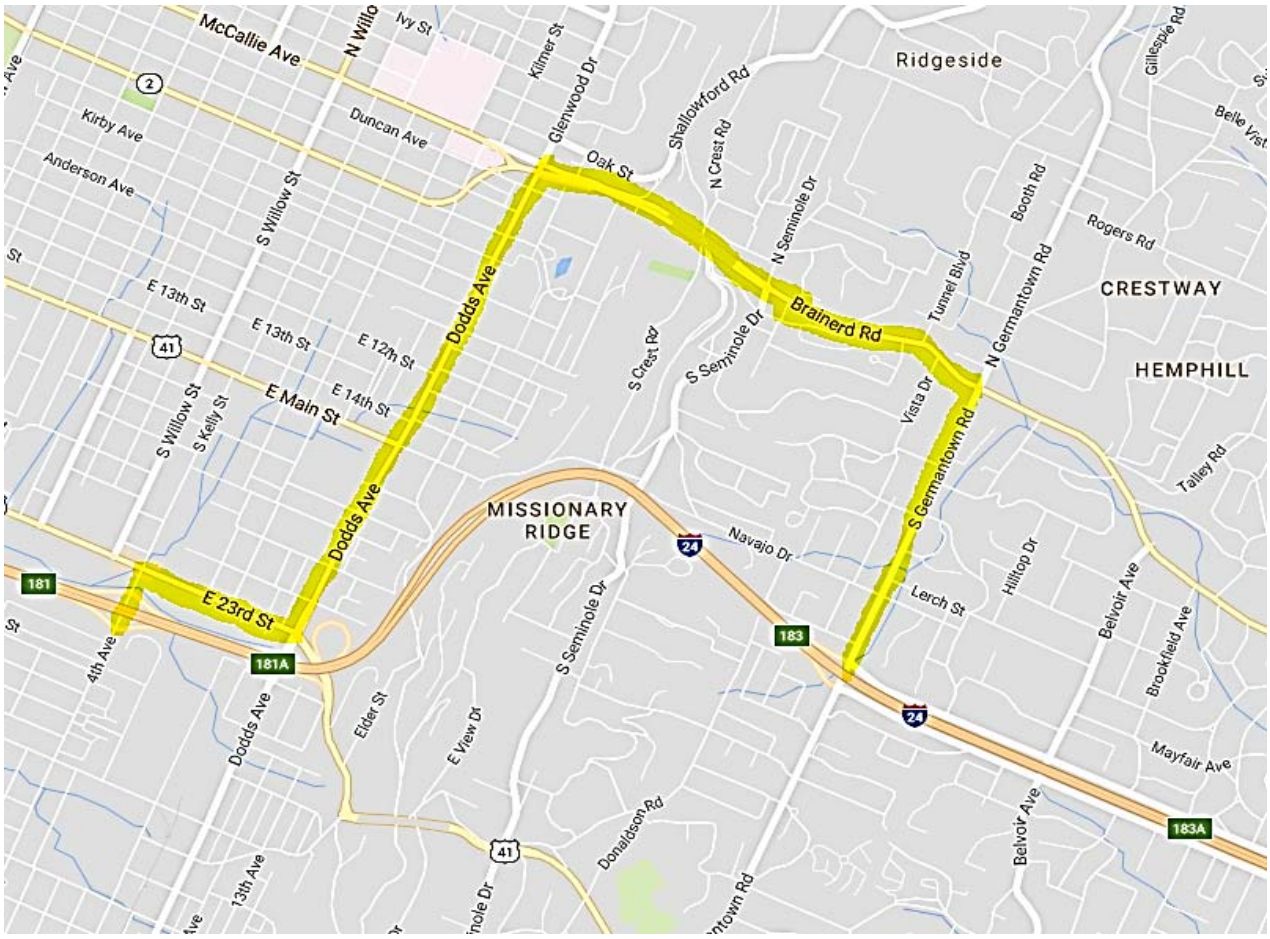
Exit 178 (SR58, Market St) to Exit 180
Exit 180 to Exit 181(4th Ave)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Eastbound Detour = 1.2 Miles Westbound Detour = 2.3 Miles
INTERSTATE 24 EAST	EXIT 180 to EXIT 181	• I-24 East will be closed at Exit 180 • Traffic must exit at 180A, keep right to East 23 Street • Drive 1.1 miles on E. 23 St. and turn right onto 4th Avenue • Drive 0.1 miles and pass under I-24 East • Turn left onto the I-24 East ramp at the traffic light
INTERSTATE 24 WEST	EXIT 180 to EXIT 181	• I-24 West will be closed at Exit 181 • Exit onto 4th Ave turning right, drive 200 feet to E. 23rd St. • Turn left onto E. 23rd Street at the traffic light • Drive 1.8 miles on 23rd St./Washington St. and turn left onto East 20th St. • Drive 0.4 miles and turn left onto Williams Street • Drive 0.1 miles and make a slight right turn onto the I-24 West ramp • Merge onto I-24 West



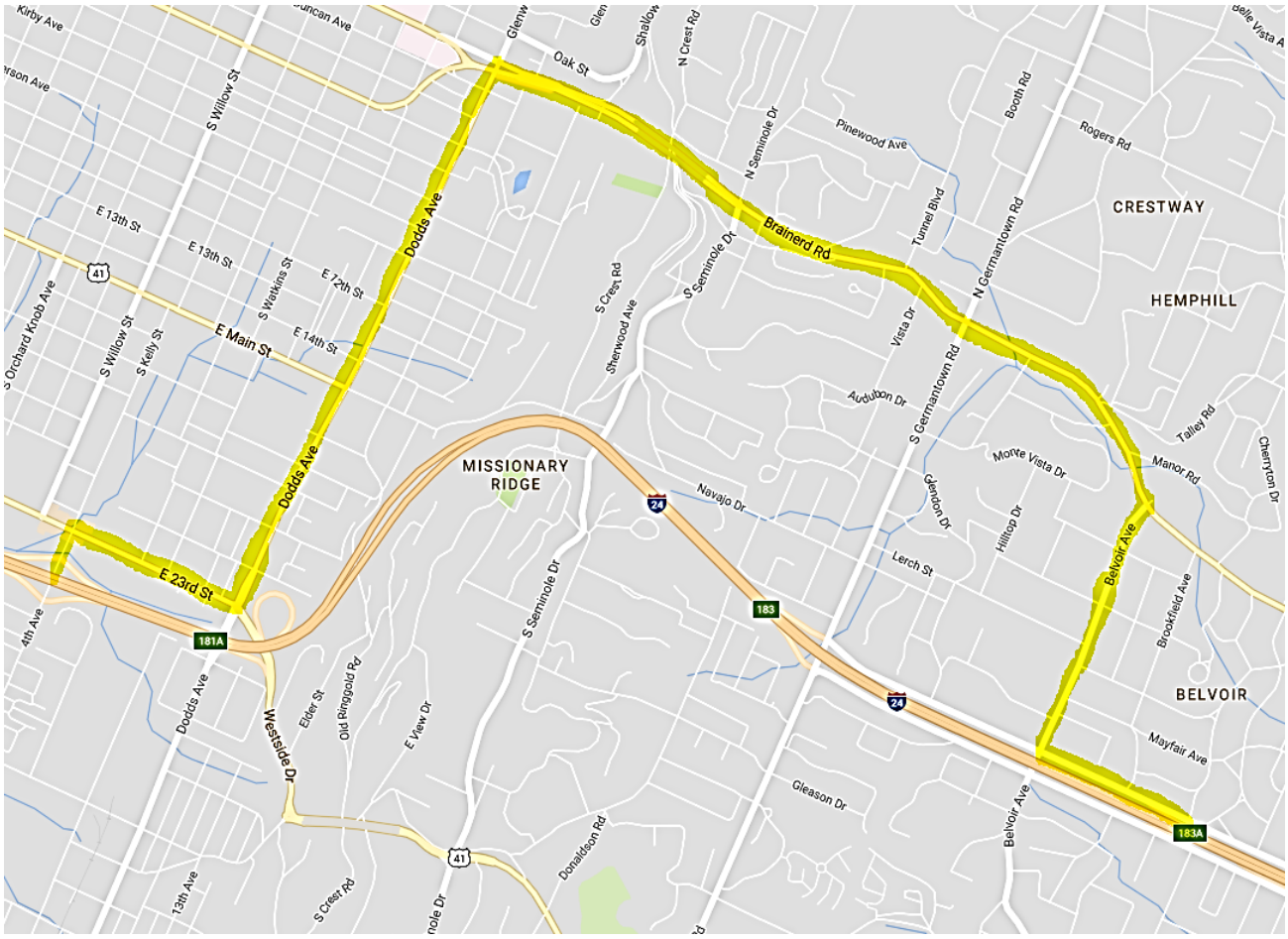
Exit 181 (4th Ave) to Exit 183 (Germantown Rd.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 4.0 Miles
EAST INTERSTATE 24	**EXIT 181 to EXIT 183**	• **I-24 East will be closed at Exit 181.** • **Turn left at the end of the exit ramp and rive 0.1 miles to 4th Avenue** • **Turn right on E. 23rd St. and drive 0.3 miles turning left onto Dodds Avenue** • **Drive 1.2 Miles on Dodds Avenue and turn right onto McCallie Avenue** • **Drive 1.0 miles on McCallie Avenue/Brainerd Road** • **Turn right onto Germantown Road and drive 0.7 miles** • **Drive under I-24 turning left onto S. Terrace and drive 0.7 miles** • **Merge onto I-24 East**



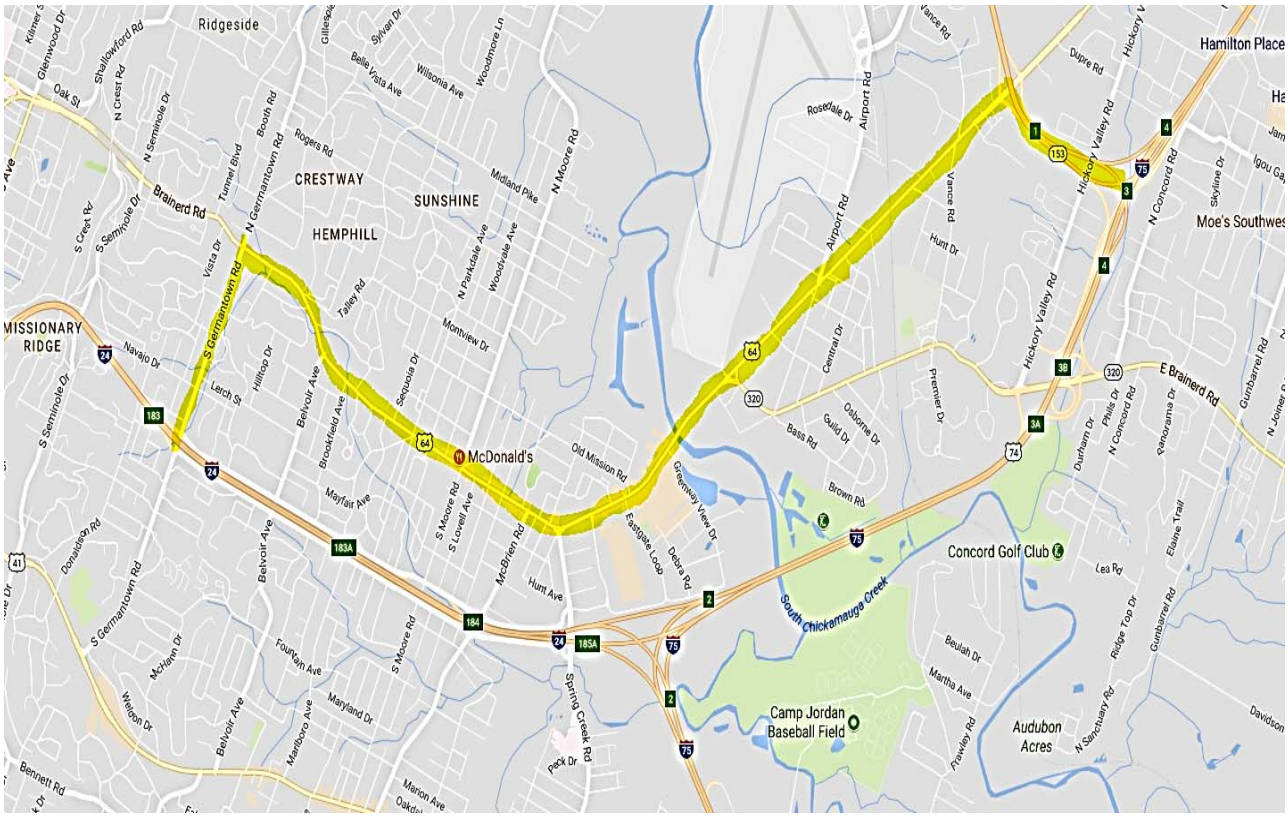
Exit 181 (4th Ave) to Exit 183 (Germantown Rd.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 3.0 Miles
WEST INTERSTATE 24	**EXIT 183 to EXIT 181**	• **I-24 West will be closed at Belvoir Avenue Exit 183A** • **Exit onto N. Terrace/Exit 183A and drive 0.3 miles to Belvoir Avenue** • **Turn right at the traffic light and drive 0.5 miles to Brainerd Rd.** • **Turn left at traffic light and drive 0.7 miles to Dodds Avenue** • **Turn left at traffic light and drive 1.2 miles** • **Turn right onto 23rd Street** • **Drive 0.3 miles and turn left at the traffic light onto 4th Avenue** • **Drive 200ft. turn right onto I-24 West**



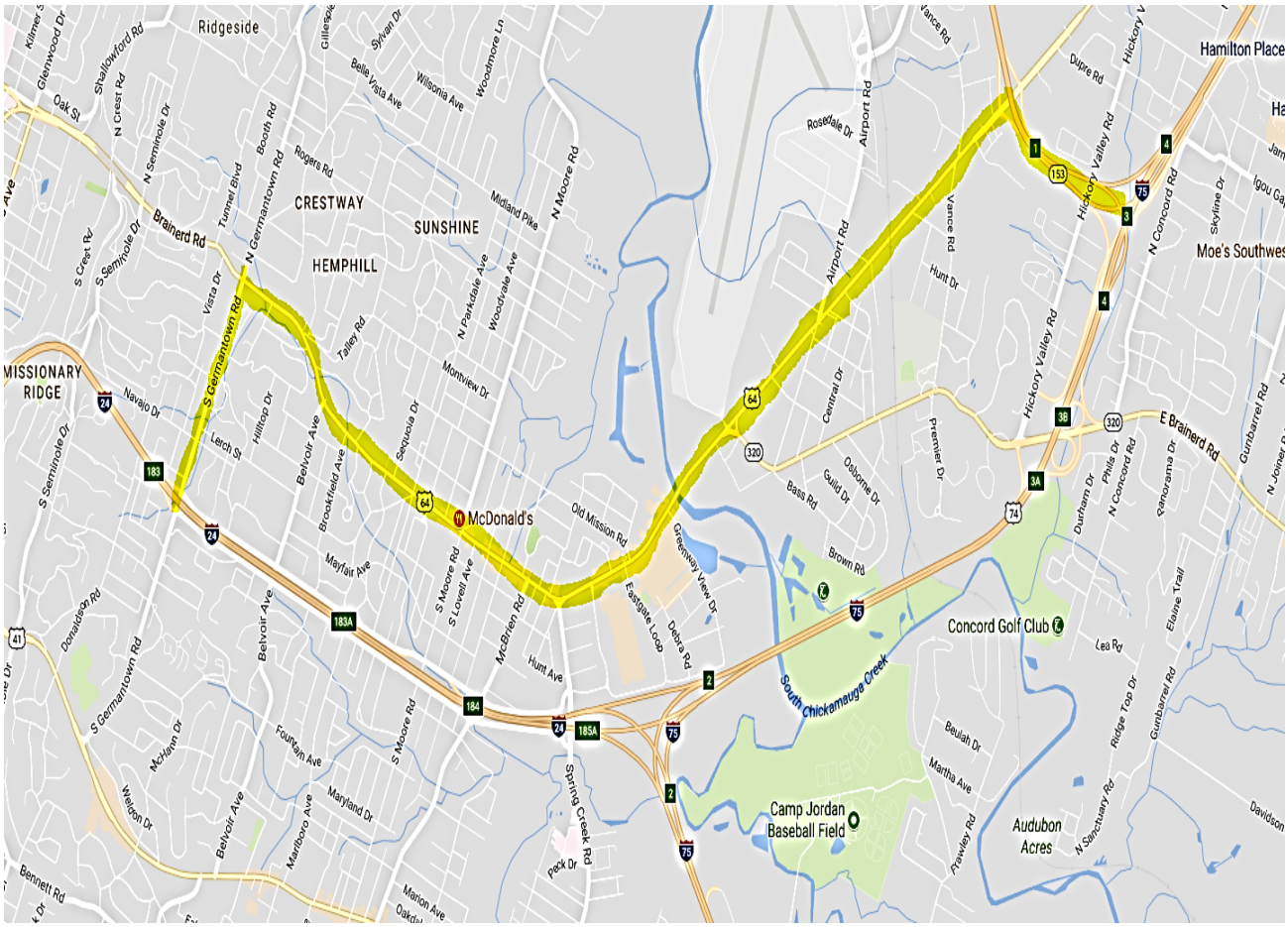
Exit 183 (Germantown Rd) to Interchange I-24/I-75

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 5.1 Miles
EAST INTERSTATE 24	EXIT 183 to I-24/I-75 Interchange	• I-24 East will be closed at Exit 183 • Exit and turn left at the traffic light • Drive 0.7 miles to Brainerd Road • Turn right and drive 4.4 miles on Brainerd Rd/Lee Hwy • Turn right onto SR 153 South • * Staying right for I-75 South Merge Point • * Staying left for I-75 North Merge Point



Exit 183 (Germantown Rd) to Interchange I-24/I-75

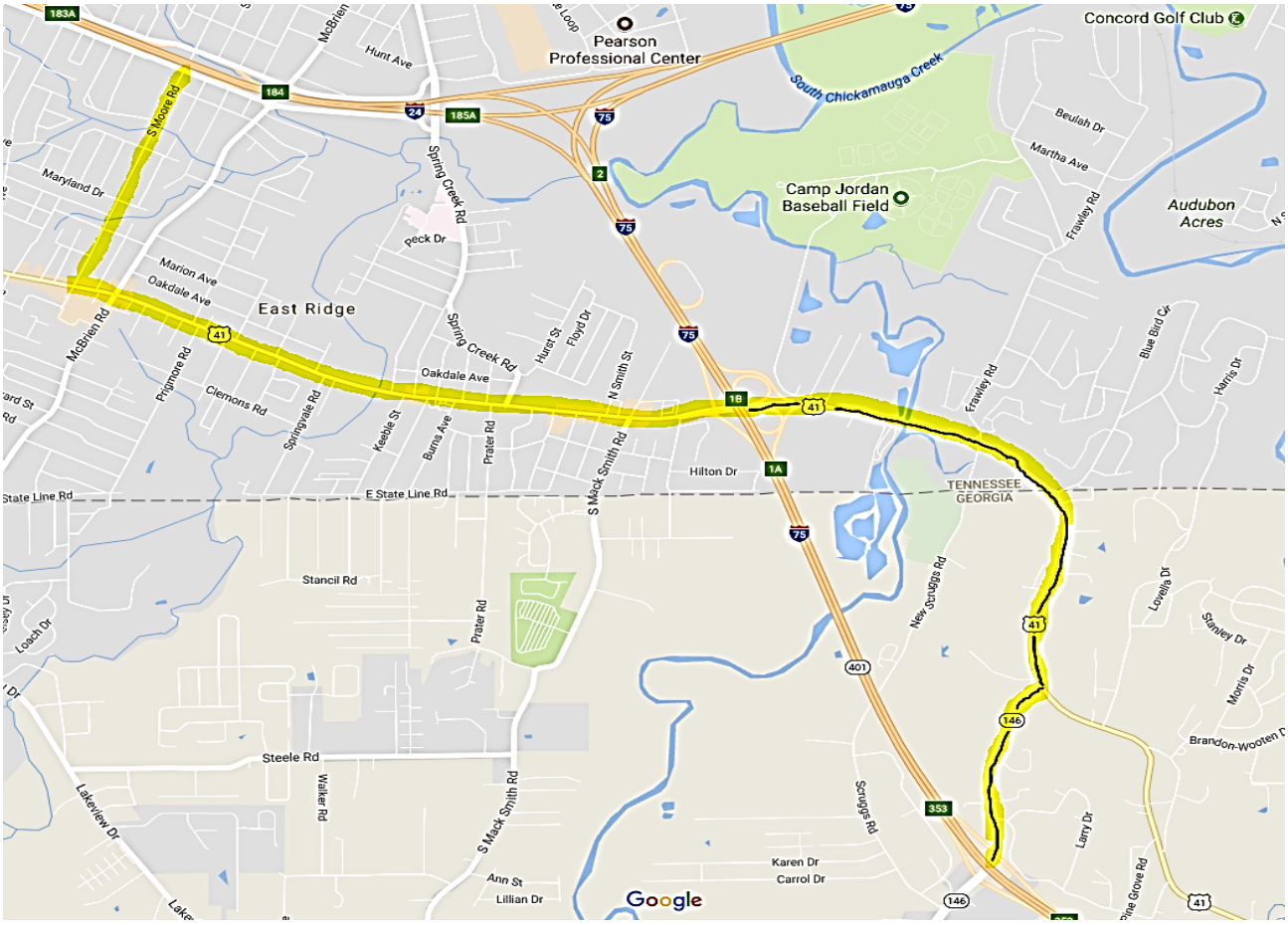
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 5.9 Miles
WEST INTERSTATE 24	**I-24/I-75 Interchange to EXIT 184**	• **I-24 West traffic will be directed to Exit 4 on I-75-N/SR-153 N** • **Exit and drive 0.8 miles on SR-153N to Lee Hwy, exiting right** • **Turn left at traffic light and drive 4.5 miles on Lee Hwy/ Brainerd Road** • **Turn left onto Germantown Road** • **Drive 0.6 miles and turn onto the I-24 West entrance ramp** • **Merge onto I-24 West**



HAMILTON COUNTY

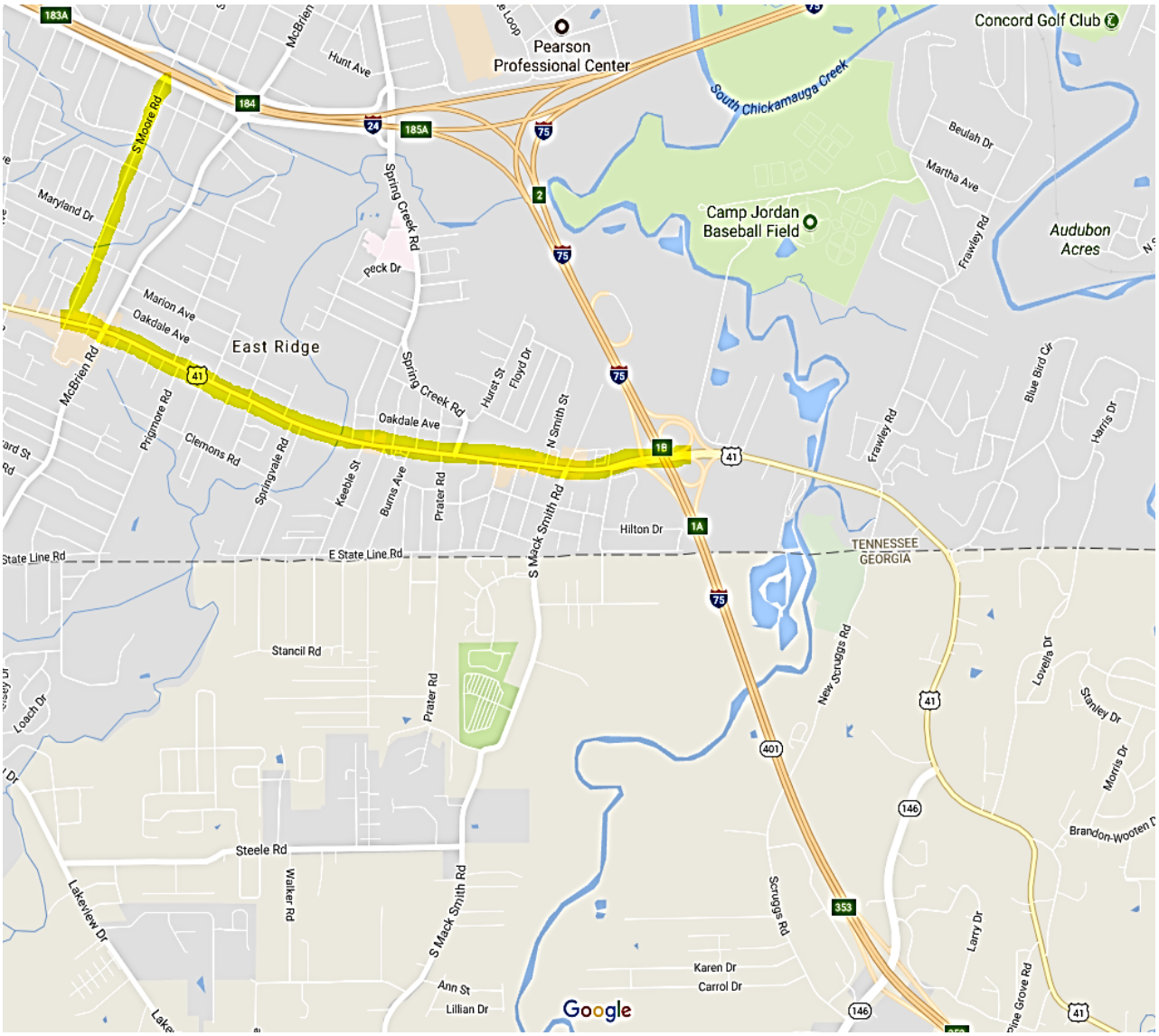
GDOT MM357 to Exit 1

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR NORTH BOUND Detour = 4.8 Miles SOUTH BOUND Detour = 1.2 Miles
INTERSTATE 75 NORTH	GDOT MM 357 to EXIT 1	• I-75 North will be closed at GDOT MM 357 • Exit right onto Cloud Springs Road • Turn left onto Old Dixie Hwy/SR 146 and drive 0.6 miles • Drive 3.5 miles on Ringgold Road/Old Dixie Hwy (US41) • Turn right on N. Moore Road and drive 1.0 miles • Turn right onto South Terrace and merge Left onto I-24 West • Merge onto I-75 North
INTERSTATE 75 SOUTH	EXIT 1 to GDOT MM 357	• I-75 South will be closed at Exit 1 Ringgold Road. • Exit onto Ringgold Road turning left at the traffic light • onto Dixie Highway • Drive 0.6 miles and turn right onto Cloud Springs Road and drive 0.6 miles • Drive under I-75 South turning left onto the I-75 South ramp. • Merge onto I-75 South



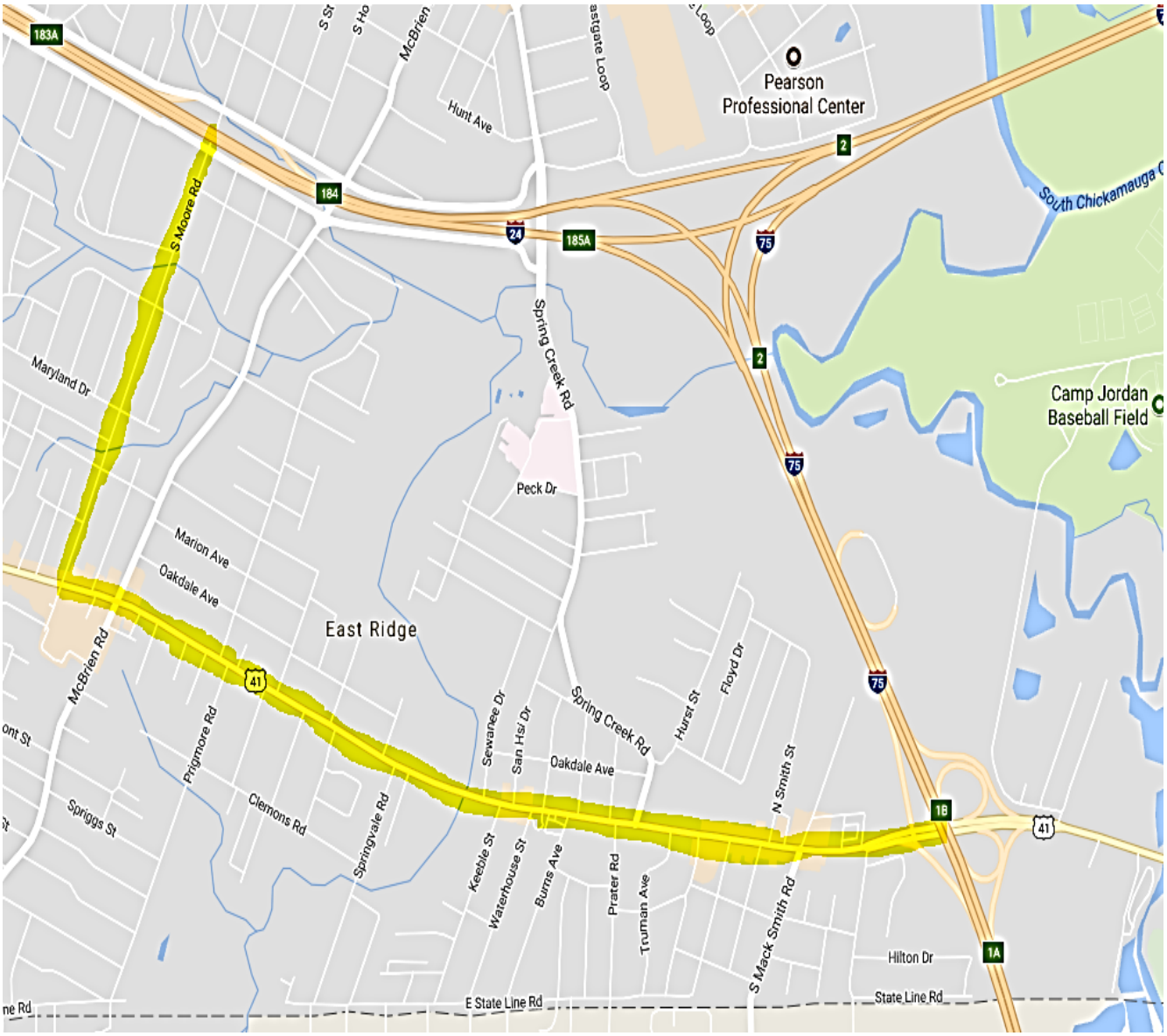
Exit 1 (Ringold Rd. / US41) an I-24/I-75 Interchange (MM 1.7)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 2.7 Miles
INTERSTATE 75 NORTH	EXIT 1 to MM 1.7	• I-75 North will be closed at Ringgold Road - Exit 1 • Exit left onto Ringgold Road (US 41) (Germantown Rd) • Turn right onto N. Moore and drive 0.7 miles • Turn right onto S. Terrace and merge onto I-24 East to I-75 North



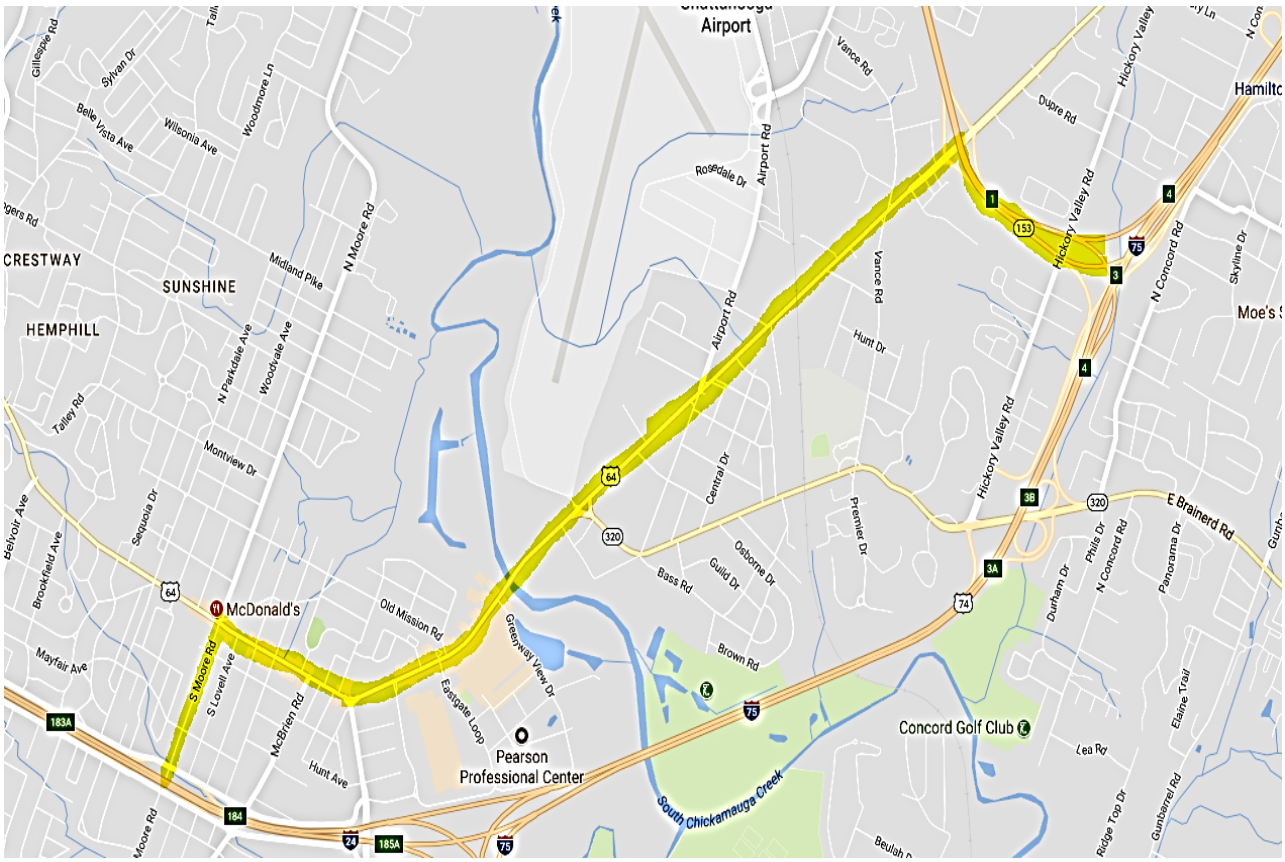
Exit 1 (Ringold Rd. / US41) an I-24/I-75 Interchange (MM 1.7

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 4.0 Miles
INTERSTATE 75 SOUTH	MM 1.7 to EXIT 1	• I-75 South will be closed at I-75-South to I-75-South Ramp • Continue onto I-24 West • Exit onto Exit 184 to N. Terrace • In 200 ft. exit to South Moore Road • Turn right onto I-75 South



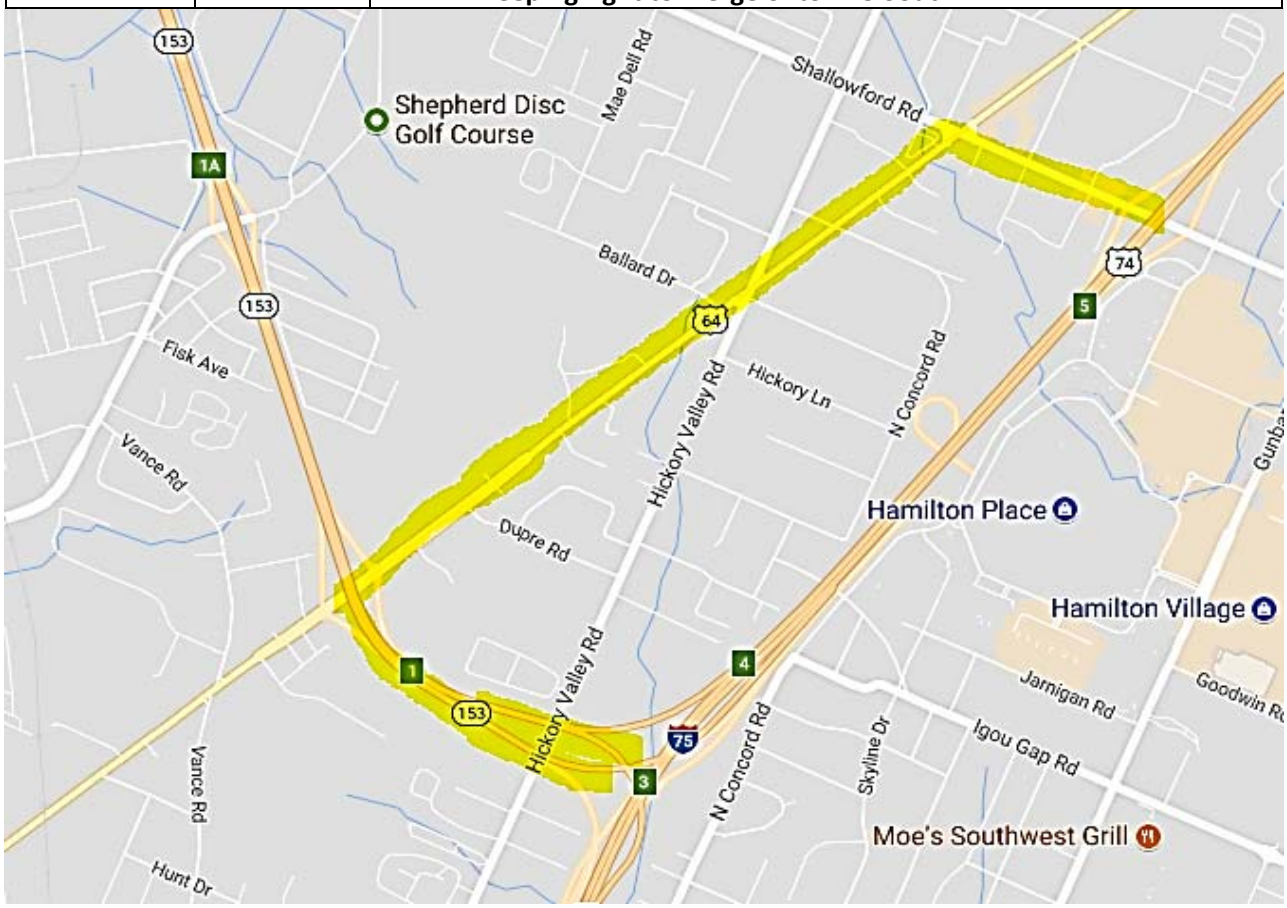
I-24/I-75 Interchange to Exit 4

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 4.0 Miles
NORTH	I-75/I-24 Interchange to EXIT 4	• I-75 North will be directed to take I-24 West • Drive 1.4 miles on I-24 West and exit onto Moore Rd. (Exit 184) • Turn right onto Moore Road • Turn right and drive 3.0 miles to SR 153 SB • Turn right onto SR 153 SB • Merge into the left two lanes and follow the I-75 North Ramp • Merge onto I-75 North
SOUTH	EXIT 4 to I-75/I-24 Interchange	• I-75 South will be closed at Exit 4 • Exit onto SR 153 North and drive 0.8 miles • Exit onto Lee Highway (SR2) • Turn left at the top of the ramp • Drive 3.1 miles to Moore Road and turn left • Drive 0.1 miles to North Terrace • Merge onto I-24 East and stay right to I-75 South/Atlanta • To I-24 West and turn right onto N. Terrace and immediately merge onto ramp



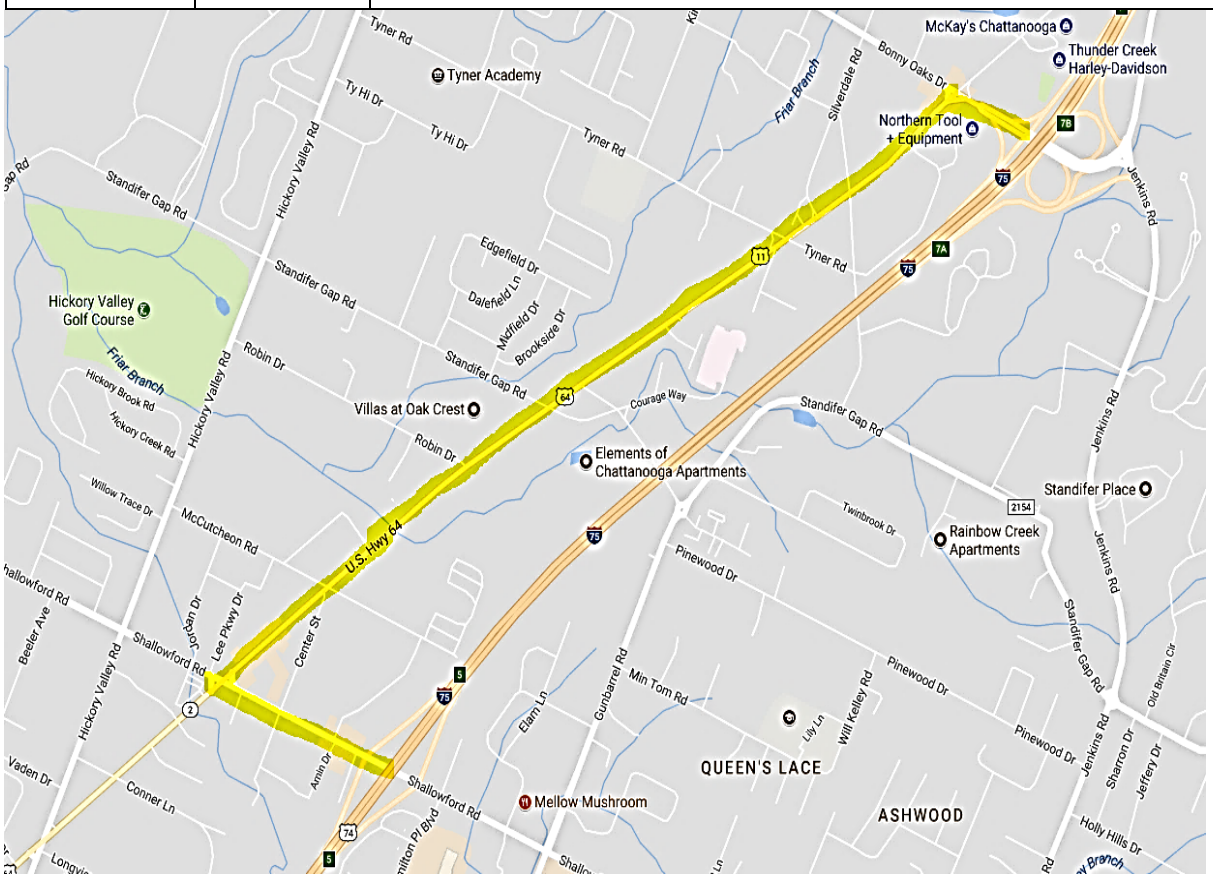
Exit 4 (SR 153) to Exit 5 (Shallowford Rd)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 2.5 Miles
NORTH INTERSTATE 75	EXIT 4 to EXIT 5	• I-75 North will be closed at Exit 4 • Exit right onto SR 153 North and drive 0.8 miles • Exit right onto Lee 2 SR/ US 64 turn right and drive 1.3 miles • Turn right onto Shallowford Road and drive 0.4 miles • Turn left onto the I-75 North entrance ramp/merging onto I-75 North
INTERSTATE 75 SOUTH	EXIT 5 to EXIT 4	• I-75 South will be closed at Exit 5 • Exit onto Shallowford Road • Turn right onto Shallowford Road and drive 0.4 miles • Turn left at traffic signal onto SR2 Lee Hwy/US 64 and drive 1.3 miles • Merge onto SR 153 South entrance ramp to I-75 South • Keeping right to merge onto I-75 South



Exit 5 (Shallowford Rd) to Exit 7 (SR 317/Bonnie Oaks Dr.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 2.5 Miles
NORTH INTERSTATE 75	EXIT 5 to EXIT 7	• I-75 North will be closed at Exit 5 • Exit right onto Shallowford Road • Turn right onto Shallowford Road and drive 0.4 miles • Turn right onto Lee Highway (SR2) and drive 1.9 miles • Turn right onto Bonny Oaks Drive (SR 317) and drive 0.2 miles • Drive Under I-75 and merge right onto I-75 North ramp • Merge onto I-75 North
INTERSTATE 75 SOUTH	EXIT 7 to EXIT 5	• I-75 South will be closed at Exit 7 • Exit onto Bonny Oaks Drive (SR 317) and drive 0.2 miles • Turn left at traffic light onto Lee Highway (SR2) and drive • 1.9 miles • Turn left at traffic light onto Shallowford Road and drive 0.4 miles • Turn right onto the I-75 South Ramp • Merge onto I-75 South

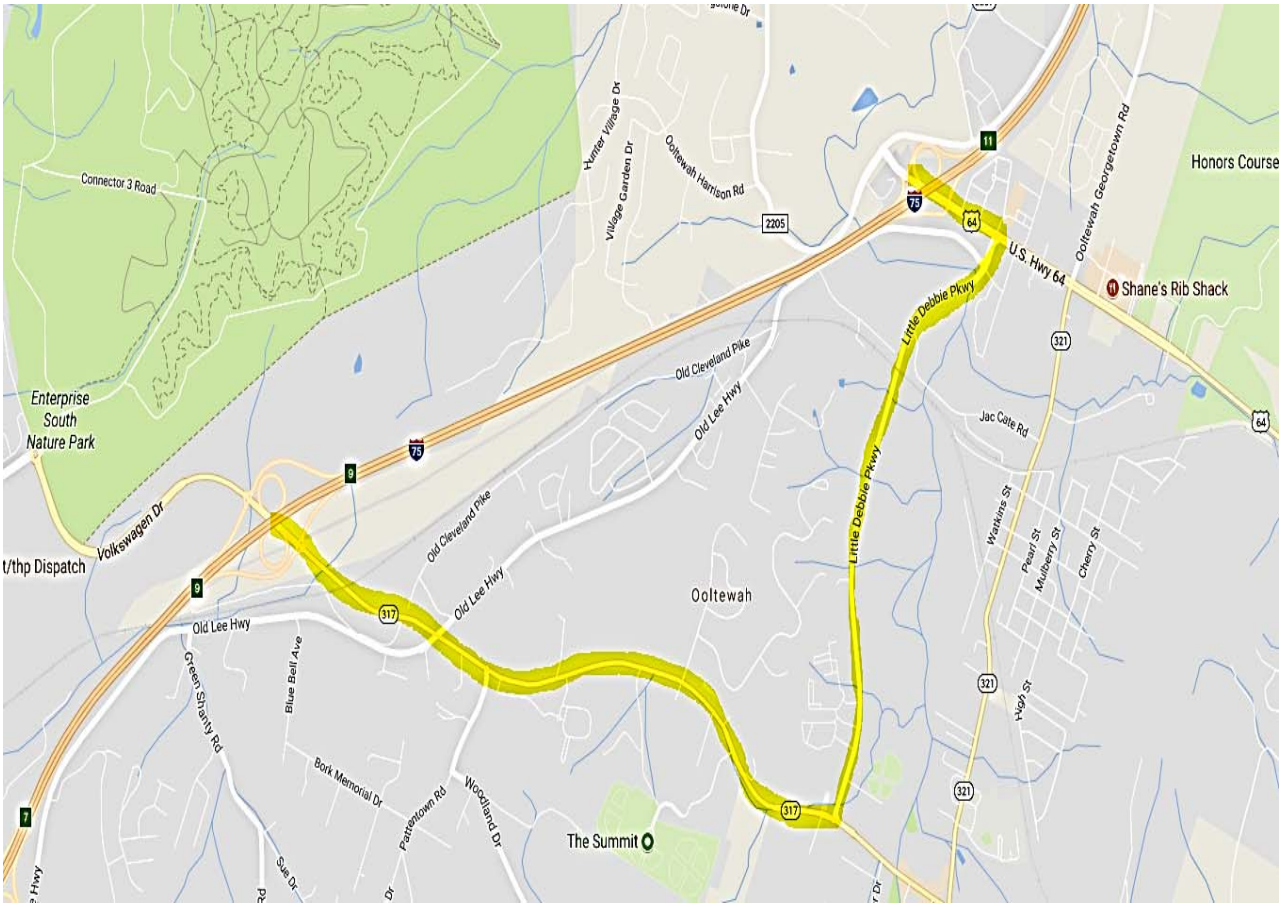


Exit 7 (SR 317/Bonnie Oaks Dr.) to Exit 9 (Volkswagen Rd.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 2.7 Miles
NORTH INTERSTATE 75	EXIT 7 to EXIT 9	• I-75 North will be closed at Exit 7A • Exit right onto Lee Hwy (SR2)/Bonny Oaks(SR 317) drive 2.1 miles • Turn left onto Apison Pike(SR317) and drive 0.5 miles • Turn right onto I-75 North at Exit 9/Volkswagen Drive
INTERSTATE 75 SOUTH	EXIT 9 to EXIT 7	• I-75 South will be closed at Exit 9 • Exit and turn left onto Apison Pike (SR317) • Turn right onto Lee Highway (SR2) and drive 2.1 miles • Drive under I-75 and turn left onto I-75 South

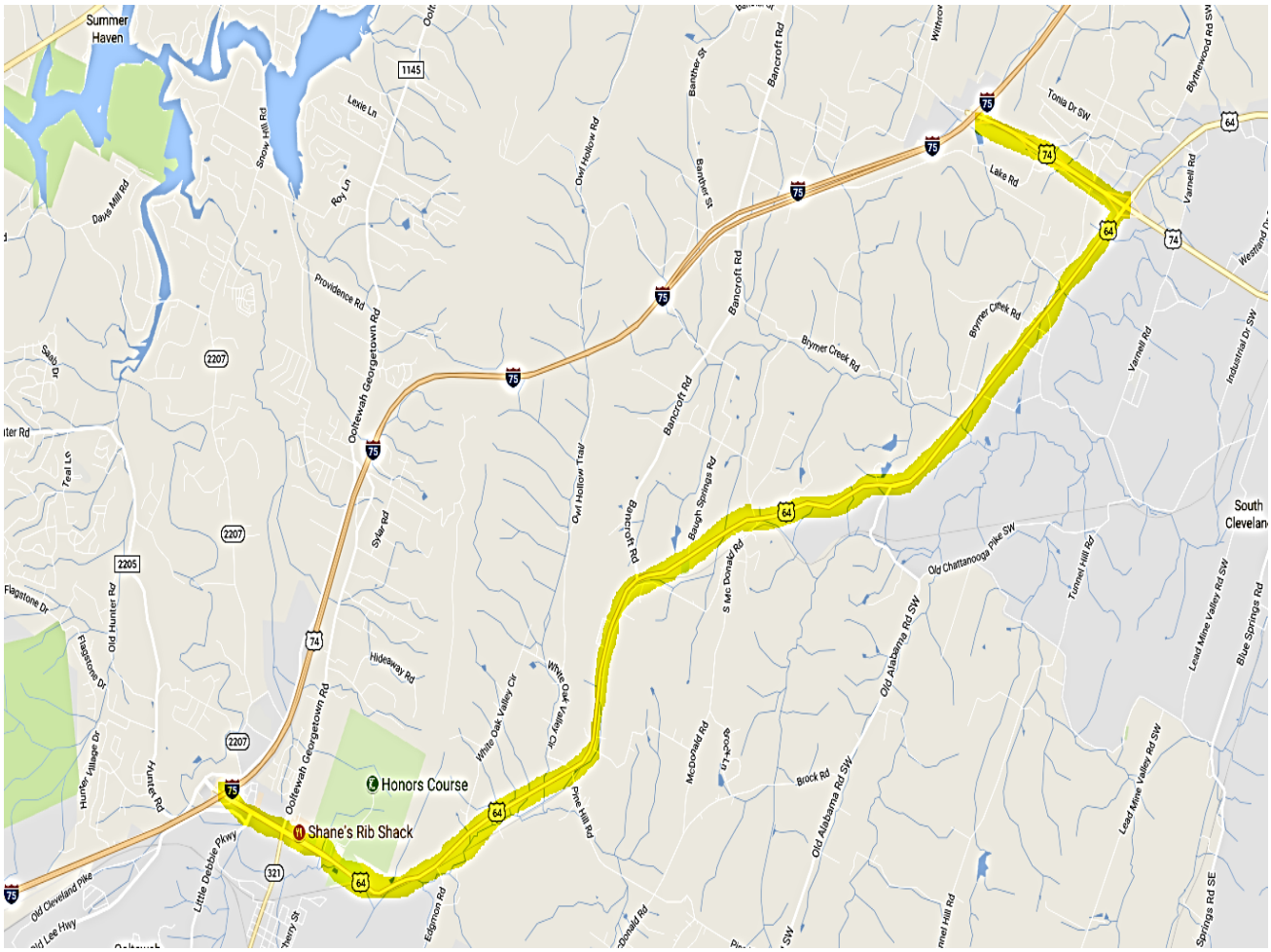
Exit 9 (Volkswagen Dr.) to Exit 11 (Lee Hwy/SR2/US-11)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 4.1 Miles
INTERSTATE 75 NORTH	EXIT 9 to EXIT 11	• I-75 North will be closed at Exit 9 • Exit right onto Volkswagen Drive/Apison Pike(SR317) • Turn right onto Apison Pike (SR317)and drive 2.2 miles • Turn left onto Little Debbie Parkway and drive 1.7 miles • Turn left onto Lee Highway (SR2/US11) at the traffic light and drive 0.2 miles • Turn right onto I-75 North
INTERSTATE 75 SOUTH	EXIT 11 to EXIT 9	• I-75 South will be closed at Exit 11 • Exit onto Lee Highway (SR2/US11) and drive 0,2 miles turning left at the traffic light • Turn right onto Little Debbie Parkway and drive 1.7 miles • Turn right onto Apison Pike (SR317) and drive 2.3 miles • Drive over I-75 and turn right onto I-75 South



Exit 11 (Lee Hwy/SR2/US-11) to Exit 20 (US 74/64 Bypass)

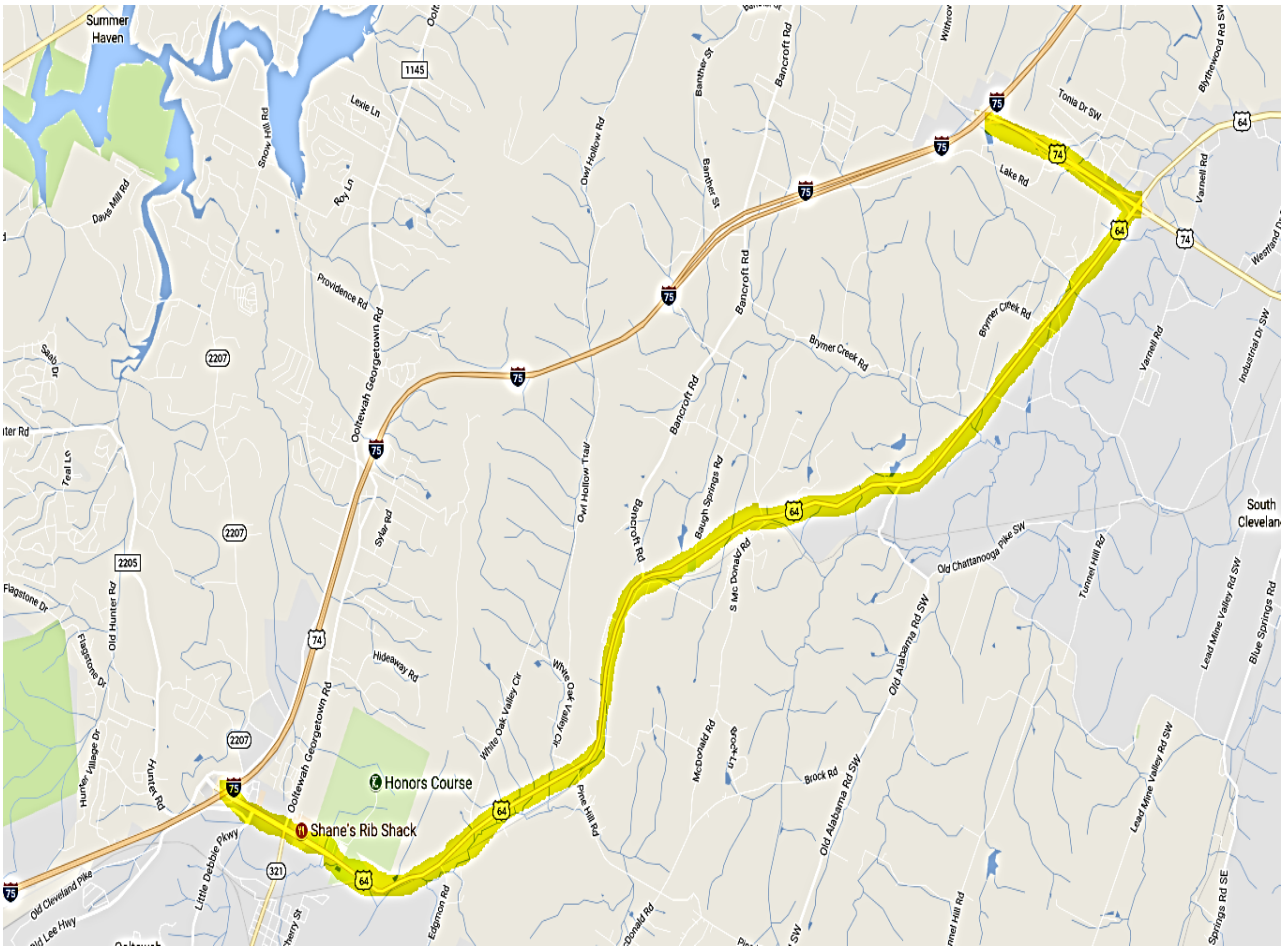
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour =11.3 Miles
I-75 NORTH	EXIT 11 to EXIT 20	• I-75 North will be closed at Exit 11 • Exit right onto Lee Highway (SR2) and drive 10.2 miles • Turn left onto 64 Bypass/US74 and drive 1.1 miles • Turn right onto the I-75 North entrance ramp • Merge onto I-75 North
I-75 SOUTH	EXIT 20 to EXIT 11	• I-75 South will be closed at Exit 20 • Exit onto 64 Bypass/US74 turning left at the traffic light. • Drive 1.1 miles and turn right onto South Lee Highway (SR2/US11) and drive 10.2 miles • At the end of the ramp (64 Bypass/US 74) exit right • Drive Under I-75 merging onto the I-75 South entrance ramp



BRADLEY COUNTY

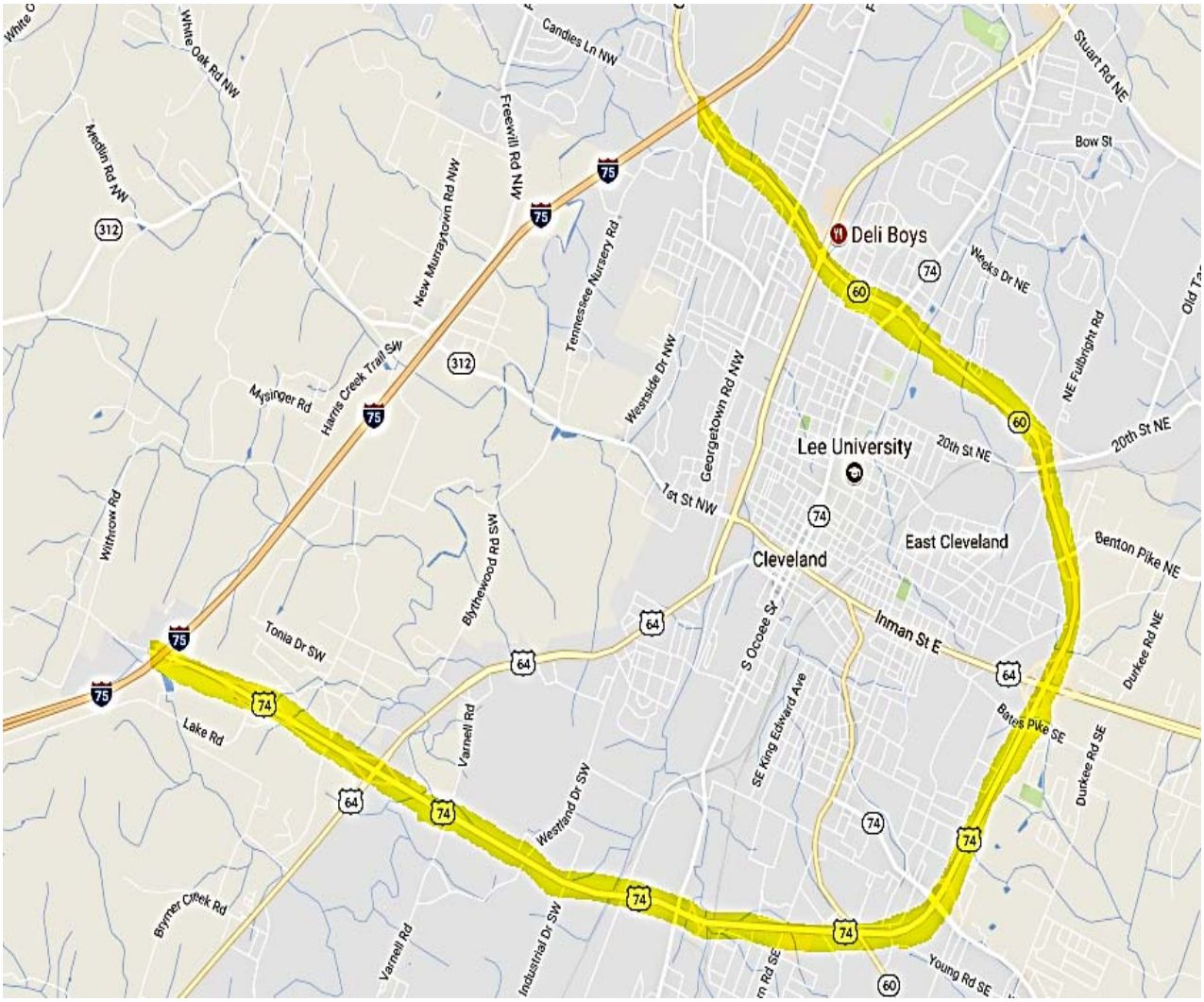
Exit 11 (Lee Hwy/SR2/US-11) to Exit 20 (US 74/64 Bypass)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 11.3 Miles
INTERSTATE 75 NORTH	EXIT 11 to EXIT 20	• I-75 North will be closed at Exit 11 • Exit right onto SR2/U.S 11 Lee Highway and drive 10.2 miles • Turn left onto SR-311/APD 40/US 74 and drive 1.1 miles • Turn right onto I-75 North • Merge onto I-75 North
INTERSTATE 75 SOUTH	EXIT 20 to EXIT 11	• I-75 South will be closed at Exit 20 • Exit onto APD 40 turning left at the traffic light. Drive 1.1 miles • Turn onto SR-2/U.S. 11/64 SB Lee Highway and drive 10.2 miles • Drive Under I-75, merging onto I-75 South



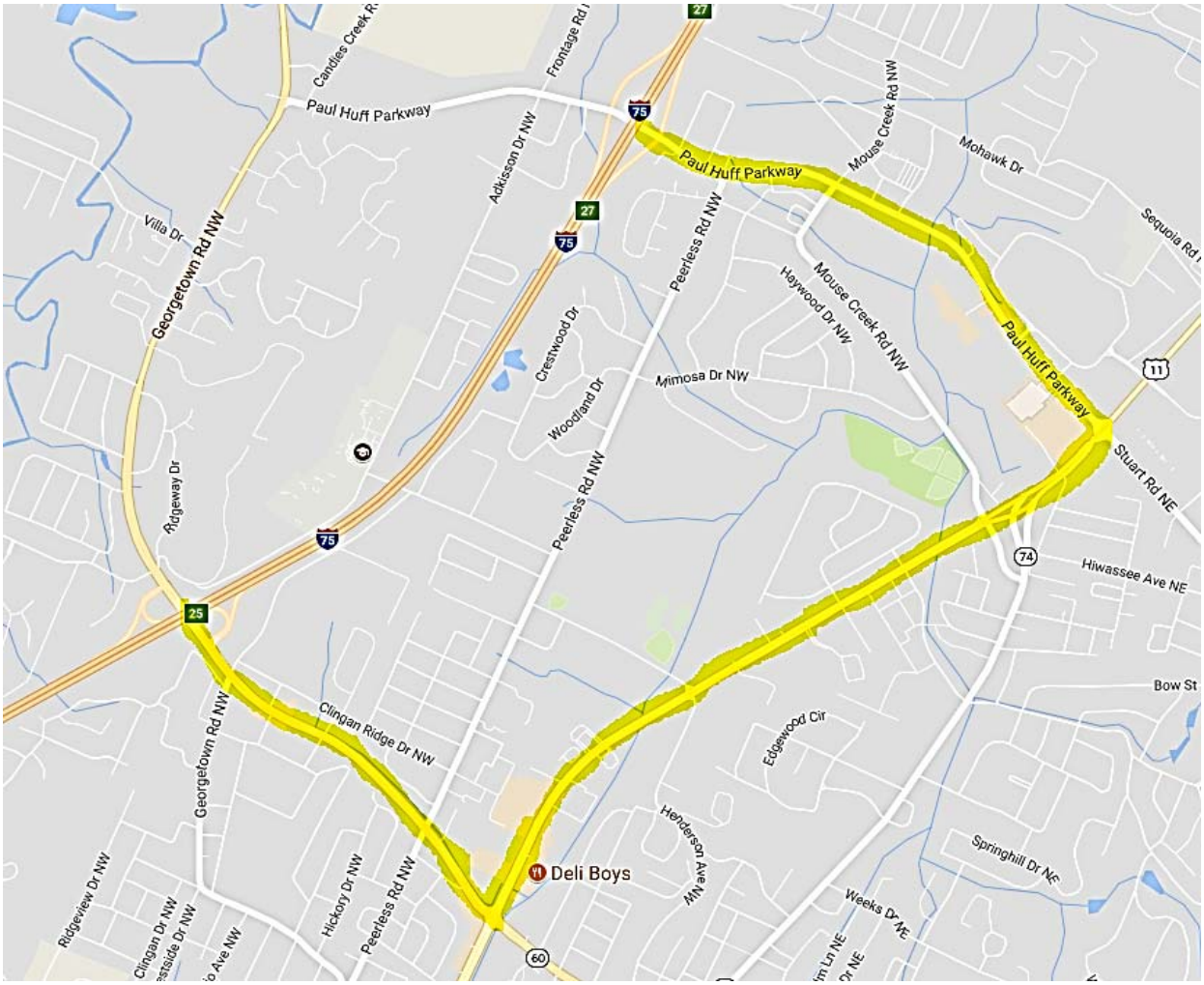
Exit 20 (US 74/64 Bypass) Bradley to Exit 25 (25th Street)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour= 10.7 Miles
INTERSTATE 75 NORTH	EXIT 20 to EXIT 25	• I-75 North will be closed at Exit 20 • Exit right onto US 64 Bypass • Note * US 64 Bypass changes to 25th St/SR-60 • Drive 10.7 miles on APD 40/25th street to I-75 • Turn right onto the I-75 North ramp at I-75/Hwy 60 • Merge onto I-75 North
INTERSTATE 75 SOUTH	EXIT 25 to EXIT 20	• I-75 South will be closed at Exit 25 • Exit onto 25th street turning right looping the ramp • Drive 10.7 miles on 25th street which changes to 64 Bypass • Turn left onto the I-75 South ramp at the traffic light • Merge onto I-75 South



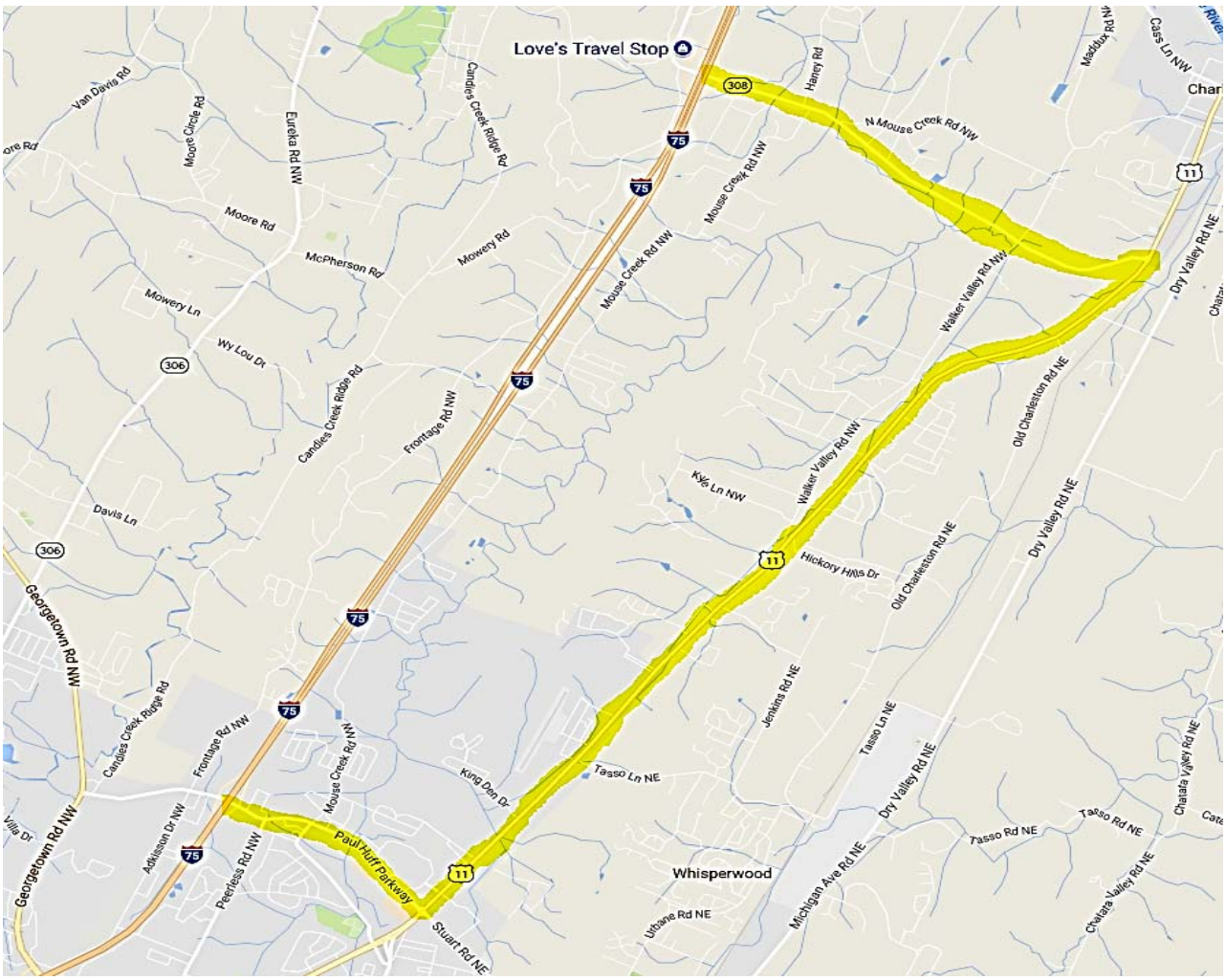
Exit 25 (25th Street) to Exit 27 (Paul Huff Pkwy)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 4.4 Miles
INTERSTATE 75 NORTH	EXIT 25 to EXIT 27	• I-75 North will be closed at EXIT 25 • Exit right onto SR-60/25th Street • Turn left at the traffic light onto 25th St./SR60 • Turn left onto Keith St NW/US 11 and drive 2.0 miles • Turn left on Paul Huff Parkway and drive 1.4 miles • Turn right onto I-75 North • Merge onto I-75 North
INTERSTATE 75 SOUTH	EXIT 27 to EXIT 25	• I-75 South will be closed at Exit 27 • Exit onto Paul Huff Parkway turning left at the traffic light • Drive 1.4 miles, turn right onto Lee Hwy (US11)/ Keith Street at the traffic light • Drive 2.0 miles and turn right onto 25th Street NW/Hwy 60 • Drive under I-75, turning left onto I-75 South



Exit 27 (Paul Huff Pkwy.) to Exit 33 (SR 308 / Lauderdale Memorial Hwy.)

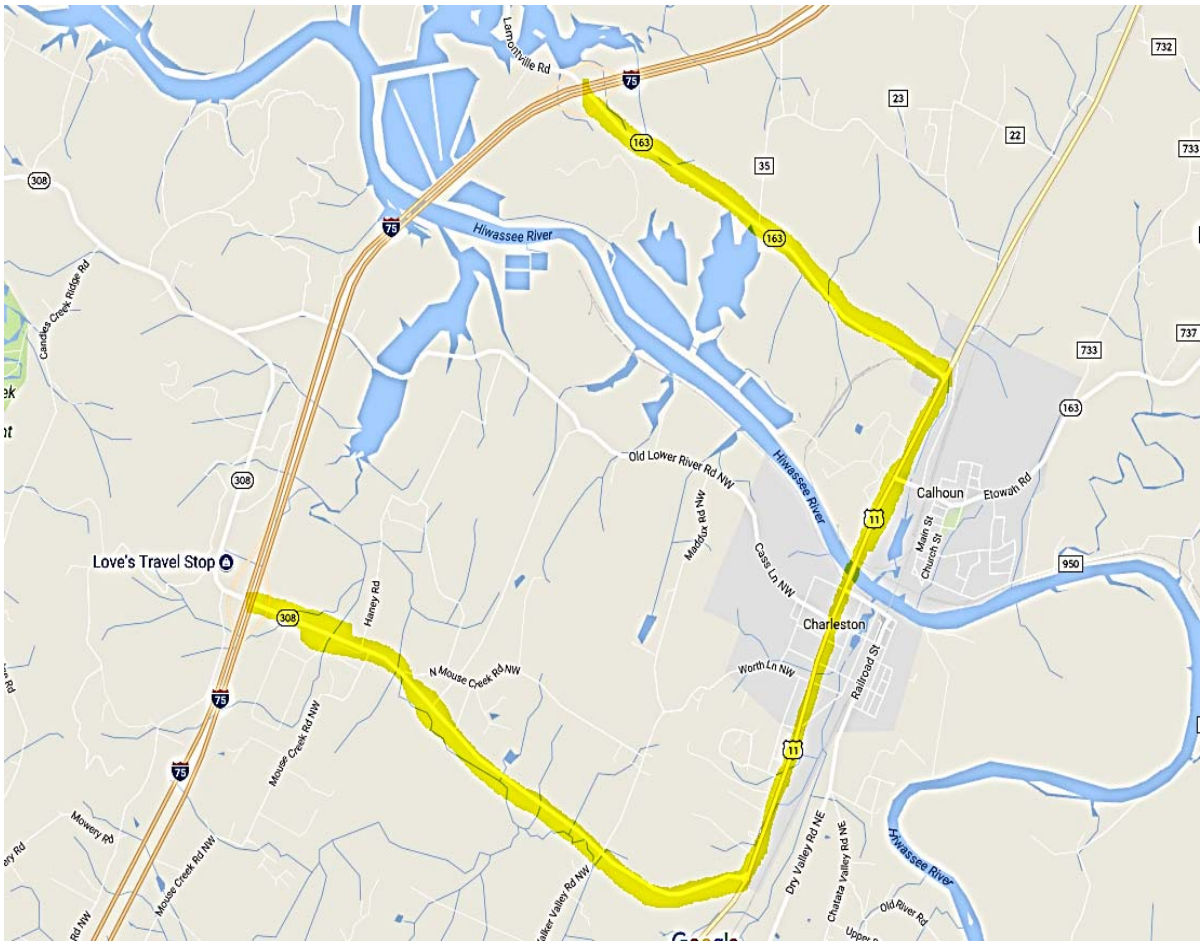
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 10.3 Miles
NORTH	EXIT 27 to EXIT 33	• I-75 North will be closed at Exit 27 • Exit and turn right onto Paul Huff Parkway • Drive 1.4 miles and turn left onto US11 • Turn Left at the traffic light and drive 6.6 miles • Turn left onto SR 308/Lauderdale Memorial Highway and drive 2.3 miles • Turn right onto I-75 North
SOUTH	EXIT 33 to EXIT 27	• I-75 South will be closed at Exit 33 • Exit onto SR 308 turning left and drive 2.3 miles • Turn right at the traffic light onto N Lee Highway (US11) and drive 6.6 miles • Turn right onto Paul Huff Parkway and drive 1.4 miles • Drive Under I-75 and turn left onto I-75 South



MCMINN COUNTY

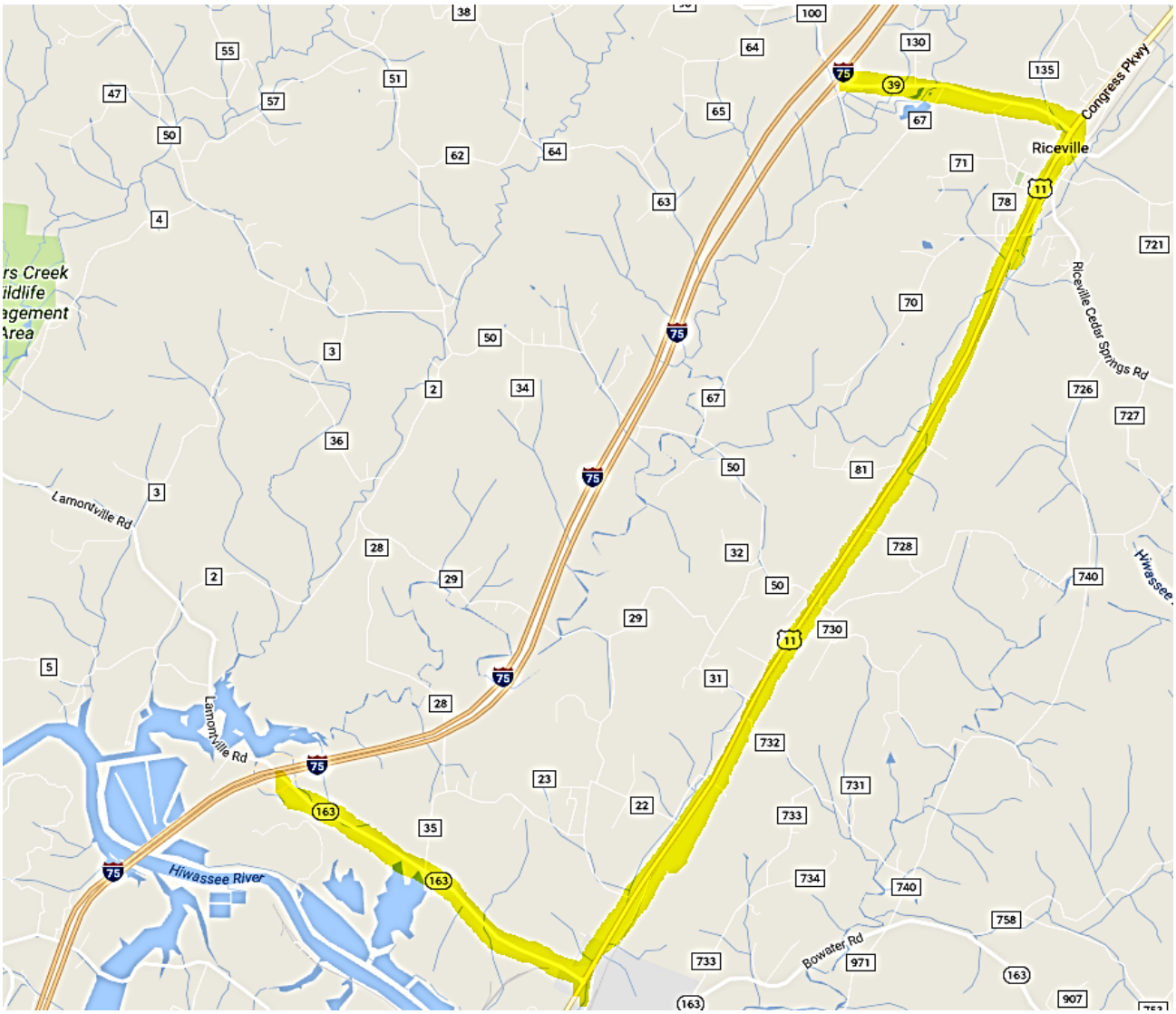
Exit 33 (SR 308/Lauderdale Memorial Hwy.) to Exit 36 (SR 163)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 8.2 Miles
NORTH	EXIT 33 to EXIT 36	• I-75 North will be closed at Exit 33 • Exit right onto SR 308/Lauderdale Memorial and drive 3.0 miles • Turn left onto Lee Hwy/US-11 and drive 2.6 miles • Turn left onto SR 163 and drive 2.3 miles • Turn right onto I-75 North • Merge onto I-75 North
SOUTH	EXIT 36 to EXIT 33	• I-75 South will be closed at Exit 36 • Exit onto SR 163 turning left • Drive 2.5 miles and turn right onto Lee Hwy/ US-11 and drive 2.6 Miles • Turn right onto Lauderdale Memorial Highway (SR 308) and drive 3.1 miles • Drive Over I-75, turn left onto I-75 South



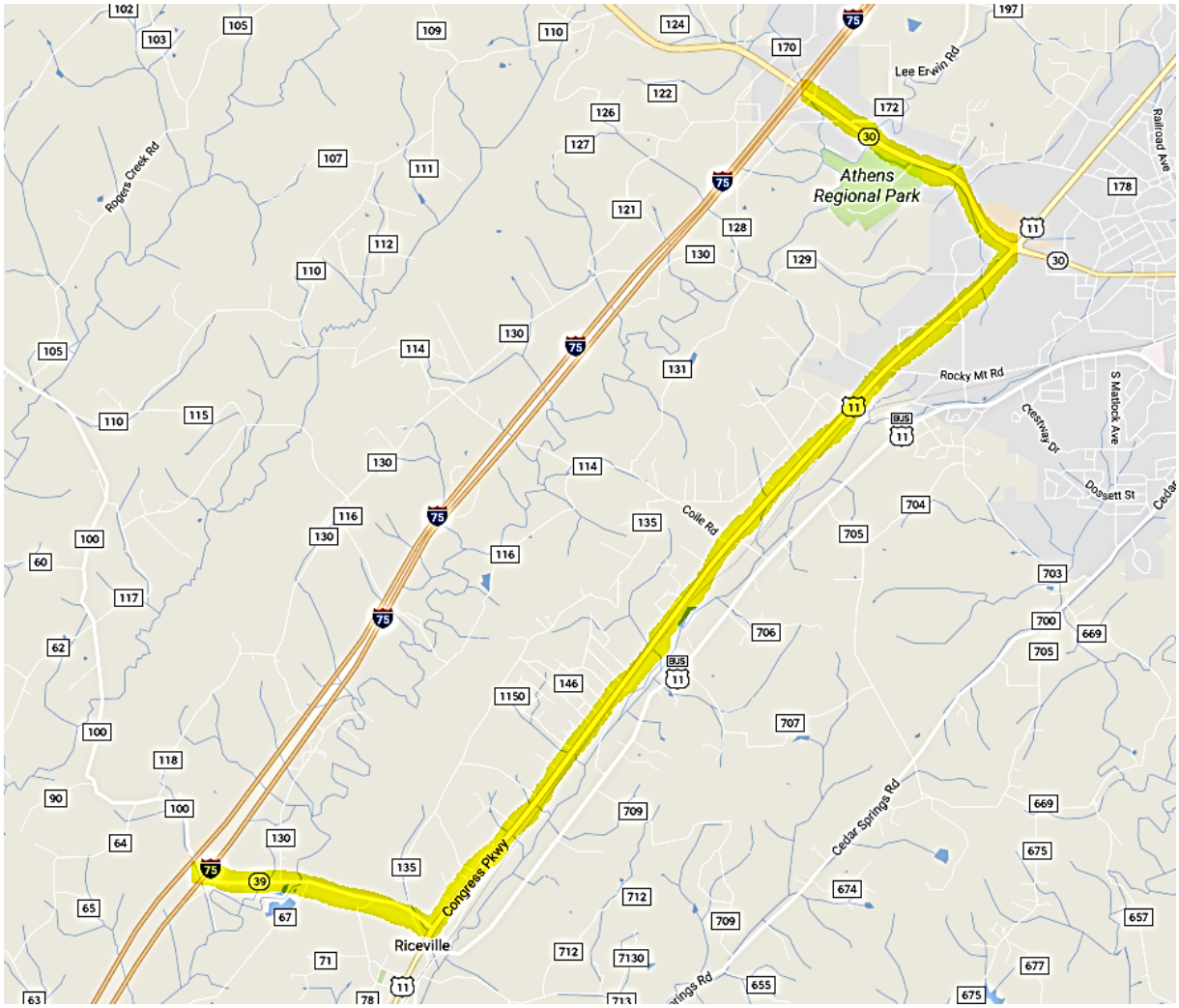
Exit 36 (SR 163) to Exit 42 (SR 39/Riceville Decatur Pike)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 10.3 Miles
NORTH	EXIT 36 to EXIT 42	• I-75 North will be closed at Exit 36 • Turn right onto SR-163 and drive 2.3 miles • Turn left onto Lee Hwy/US-11 and drive 6.4 miles • Turn left onto SR-39 and drive 1.5 miles • Turn right onto I-75 North
SOUTH	EXIT 42 to EXIT 36	• I-75 South will be closed at Exit 42 • Exit onto SR-39 and turn left, drive 1.5 miles • Turn right onto Lee Hwy/ US-11 and drive 6.4 miles • Turn right onto SR-163 and drive 2.4 miles • Drive Over I-75, turn left onto I-75 South



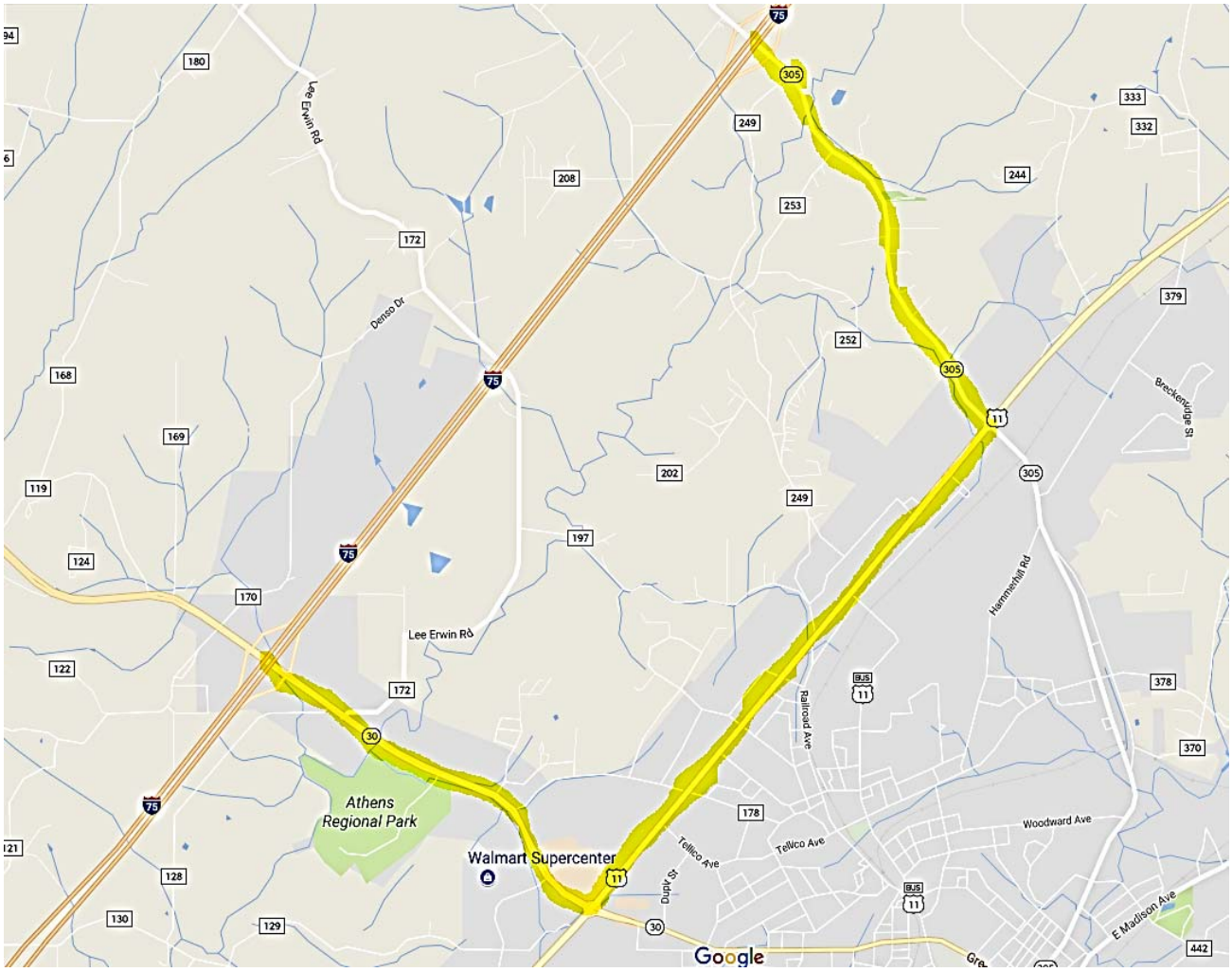
Exit 42 (SR 39/Riceville Decatur Pike) to Exit 52 (SR 305)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 9.2 Miles
INTERSTATE 75 NORTH	EXIT 42 to EXIT 49	• I-75 North will be closed Exit 42 • Exit to the right onto SR-39 and turn left • Drive 1.6 Miles and turn left onto SR-2/ US-11/Congress Pkwy • Turn right onto SR-30 • Turn left onto I-75 North
INTERSTATE 75 SOUTH	EXIT 49 to EXIT 42	• I-75 South will be closed at Exit 49 • Exit onto SR 30/Decatur Pk. and then turn left and drive 1.8 miles • Turn right at traffic light onto US-11/ Congress Parkway South. • Drive 5.8 miles • Turn right onto SR 39 and drive 1.6 miles • Turn left onto I-75 South



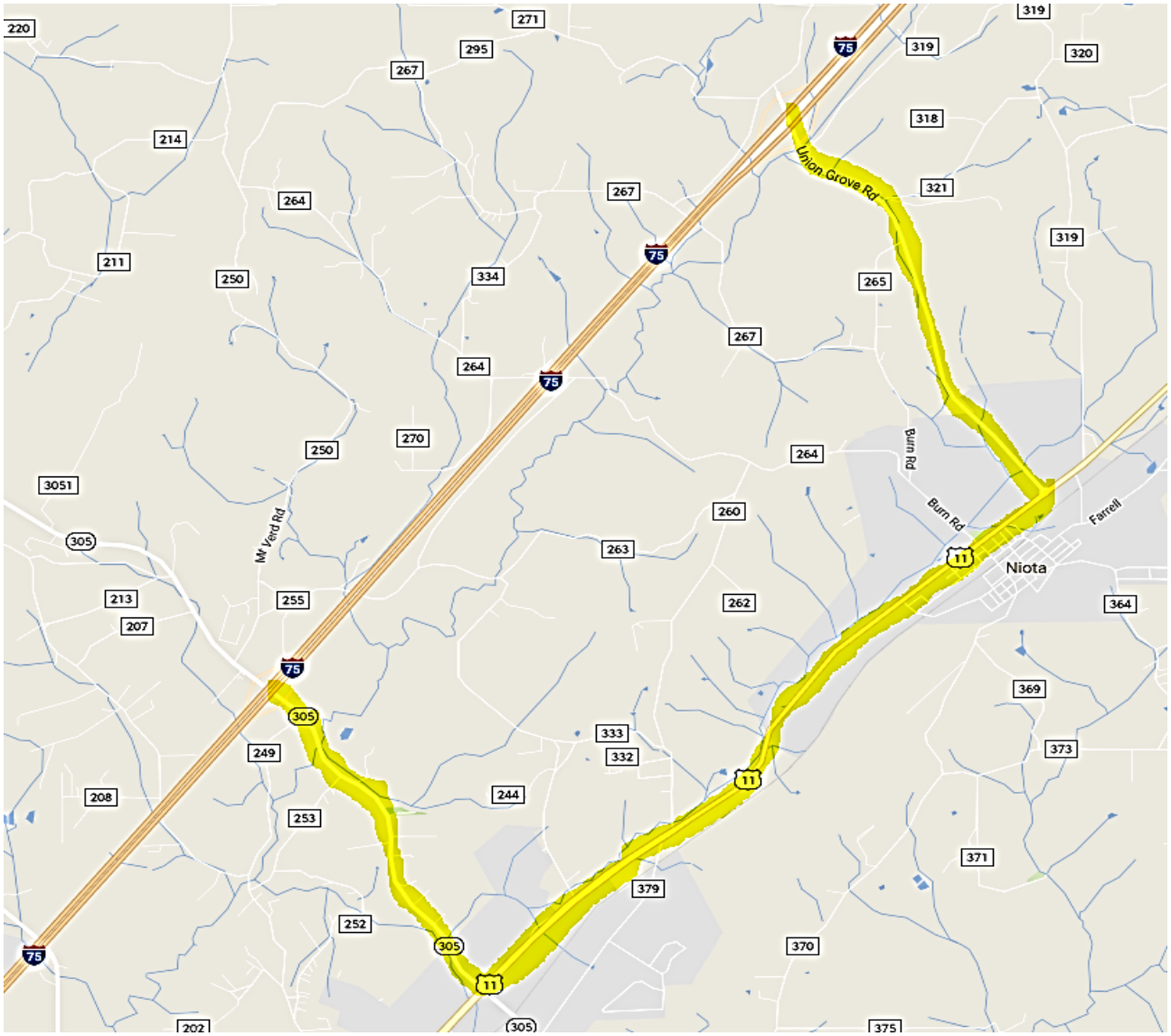
Exit 52 (SR 305) to Exit 56 (SR 309/Union Grove Rd)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 6.4 Miles
NORTH	EXIT 49 to EXIT 52	• I-75 North will be closed at Exit 49 • Exit and turn right onto SR 30/Decatur Pike and drive 1.8 miles • Turn left onto Congress Parkway at the traffic light and drive 2.6 miles • Turn left onto SR-305 and drive 2.0 miles • Turn right onto I-75 North
SOUTH	EXIT 52 to EXIT 49	• I-75 South Will be closed at Exit 52 • Exit and turn right onto SR-305, turn left and drive 2.0 miles • Turn right onto Congress Parkway at the traffic light and drive 2.6 miles • Turn right onto SR 30 & Drive 1.8 Miles • Drive under I-75 and turn left onto I-75 South



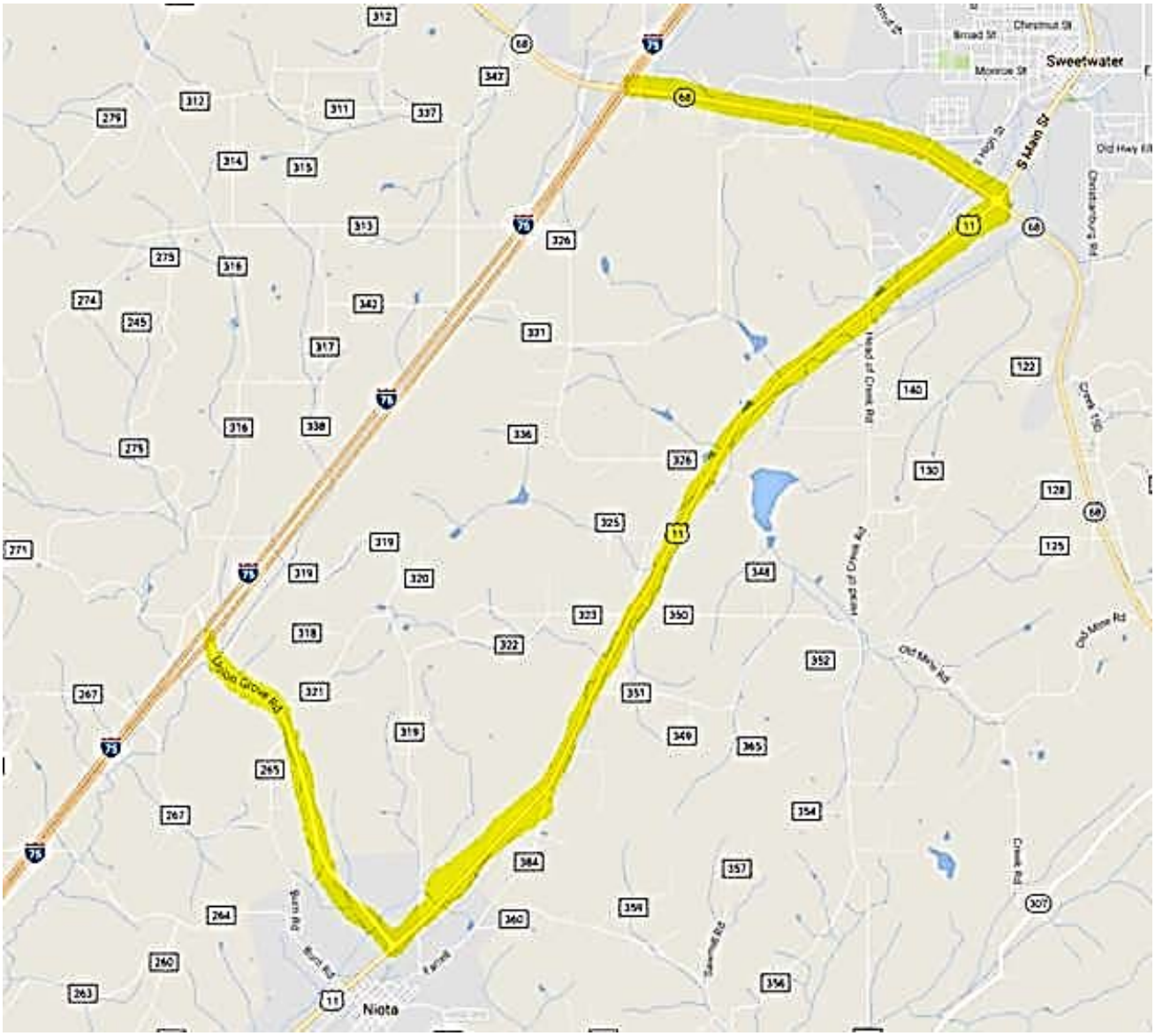
Exit 52 (SR 305) to Exit 56 (SR 309/Union Grove Rd)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 8.2 Miles
INTERSTATE 75 NORTH	EXIT 52 to EXIT 56	• I-75 North will be closed at Exit 52 • Exit and turn right onto SR-305 and drive 2.0 miles • Turn left onto U.S. 11/Congress Parkway • Drive 3.8 miles and turn left onto SR-309/Union Grove Road • Drive 2.4 miles and turn right onto I-75 North
INTERSTATE 75 SOUTH	EXIT 56 to EXIT 52	• I-75 South will be closed at Exit 56 • Exit and turn onto Union Grove Road/SR-309 and drive 2.4 miles • Turn right onto Congress Parkway/US 11 and drive 3.8 miles • Turn right onto SR-305 and drive 2.0 miles • Drive Over I-75, turn left onto I-75 South



Exit 56 (SR 309/Union Grove Rd) to Exit 60 (SR 68) in Monroe County

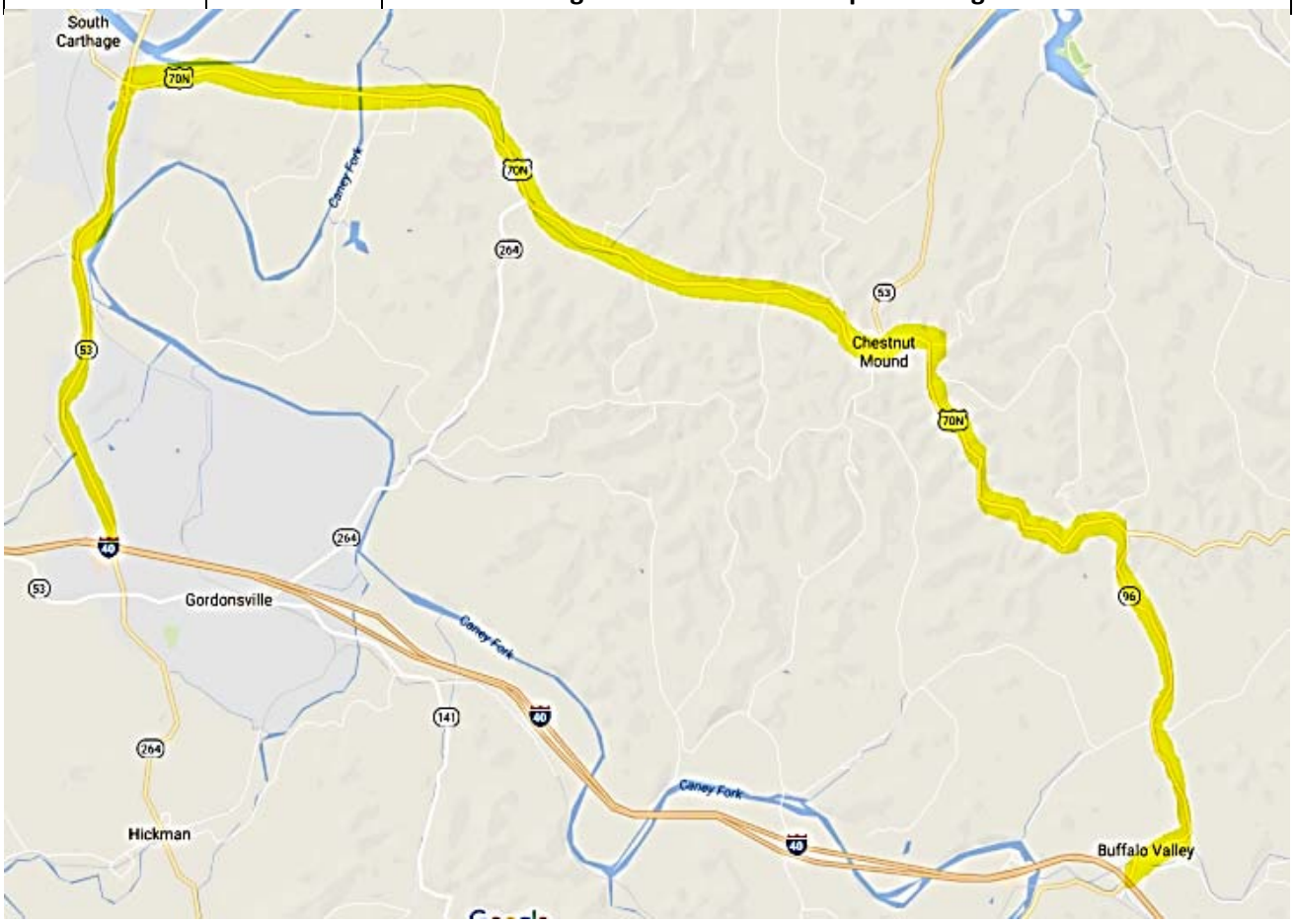
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 11.3 Miles
INTERSTATE 75 NORTH	EXIT 56 to EXIT 60	• I-75 North will be closed Exit 56 • Exit right onto SR-309/Union Grove Road and turn right • Drive 2.4 miles and turn left onto US11/Lee Highway • Drive 6.3 miles and turn left onto SR-68 • Drive 2.6 miles and turn right onto I-75 North
INTERSTATE 75 SOUTH	EXIT 60 to EXIT 56	• I-75 South will be closed at Exit 60 • Exit and turn left onto Highway 68 at the top of the ramp • Drive 2.6 miles and turn right onto US11 and drive 6.3 miles • Turn right onto SR-309/Union Grove Road, drive 2.4 miles • Drive over I-75 South and turn eft onto I-75 South



PUTNAM COUNTY

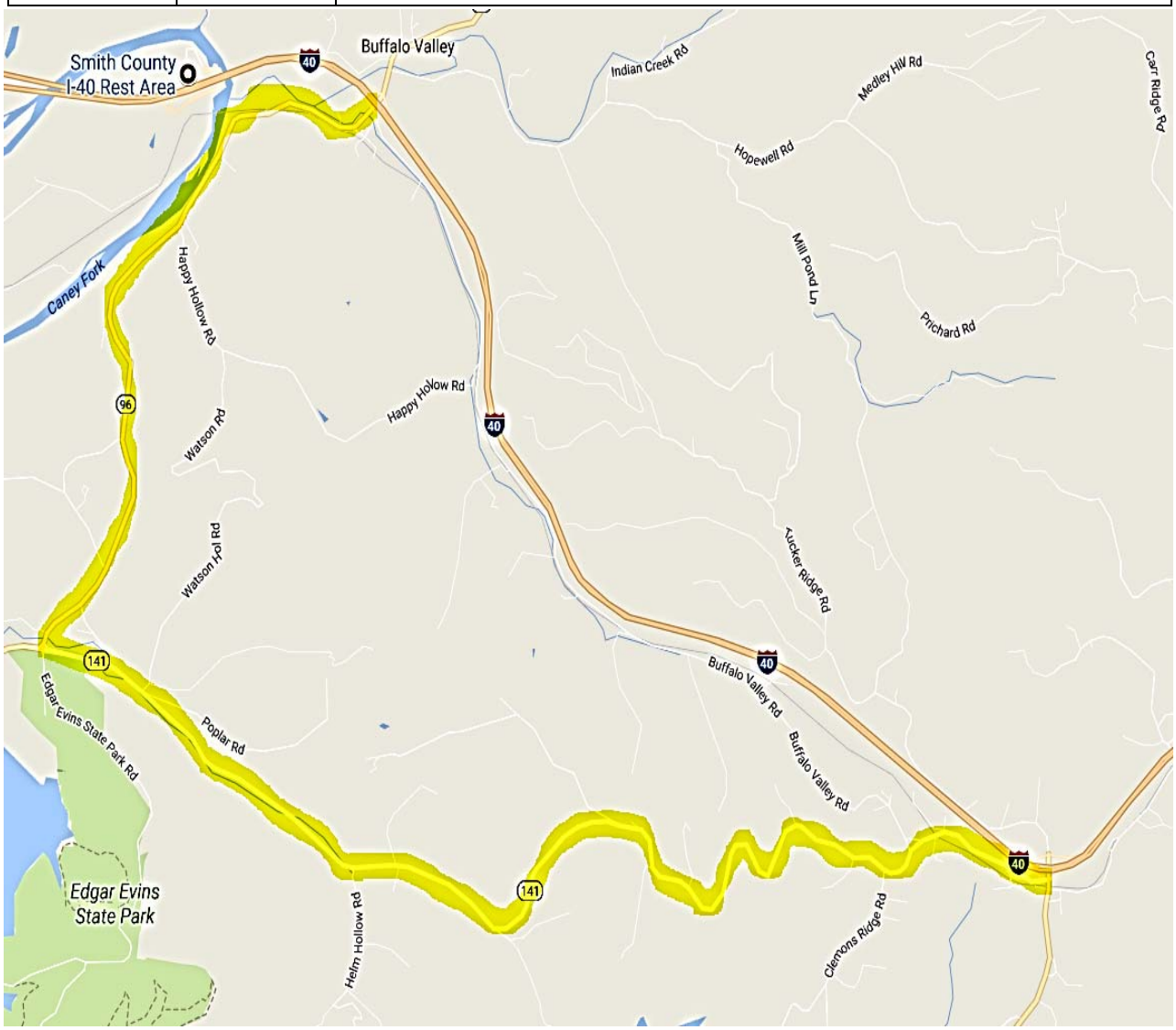
Exit 258 (SR 53) to Exit 268 (SR 96/Buffalo Valley Rd/US-70N)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 18.99 Miles
40 EAST	EXIT 258 to EXIT 268	• I-40 East will be closed at Exit 258 • Exit and turn left at the bottom of the ramp, turning left onto SR-53 • Drive 4.1 miles and exit right onto SR-24/US70N Cookeville Highway • Drive 11.24 miles and turn right onto SR-96/Buffalo Valley Road • Drive 3.66 miles and drive under I-40, turn left onto I-40 East
40 WEST	EXIT 268 to EXIT 258	• I-40 West will be closed at Exit 268 • Exit right on SR-96/Buffalo Valley Road/US70N • Drive 3.66 miles turn left onto Nashville Highway and drive 11.24 miles • Turn left onto SR-53 and drive 4.0 miles • Turn right onto I-40 West ramp and merge onto I-40 West



Exit 268 (SR 96/Buffalo Valley Rd/US-70N) to Exit 273 (SR 56/Cookeville Hwy)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 10.56 Miles
40 EAST	EXIT 268 to EXIT 273	• I-40 East will be closed at Exit 268 • Exit right to the bottom of the ramp, turning right onto SR-96 • Drive 3.59 miles and turn left • Drive 6.97 miles and turn left onto SR-56 • Turn right onto I-40 East and merge onto I-40 East
40 WEST	EXIT 273 to EXIT 268	• I-40 West will be closed at Exit 273 • Exit right and turn left onto SR-56 at the top of the ramp • Drive 0.1 miles and turn right onto SR-141/Wolf Creek Road. • Drive 6.59 miles and turn right onto Buffalo Road/SR-96 • Drive under I-40 and turn left onto I-40W • Merge onto I-40 West

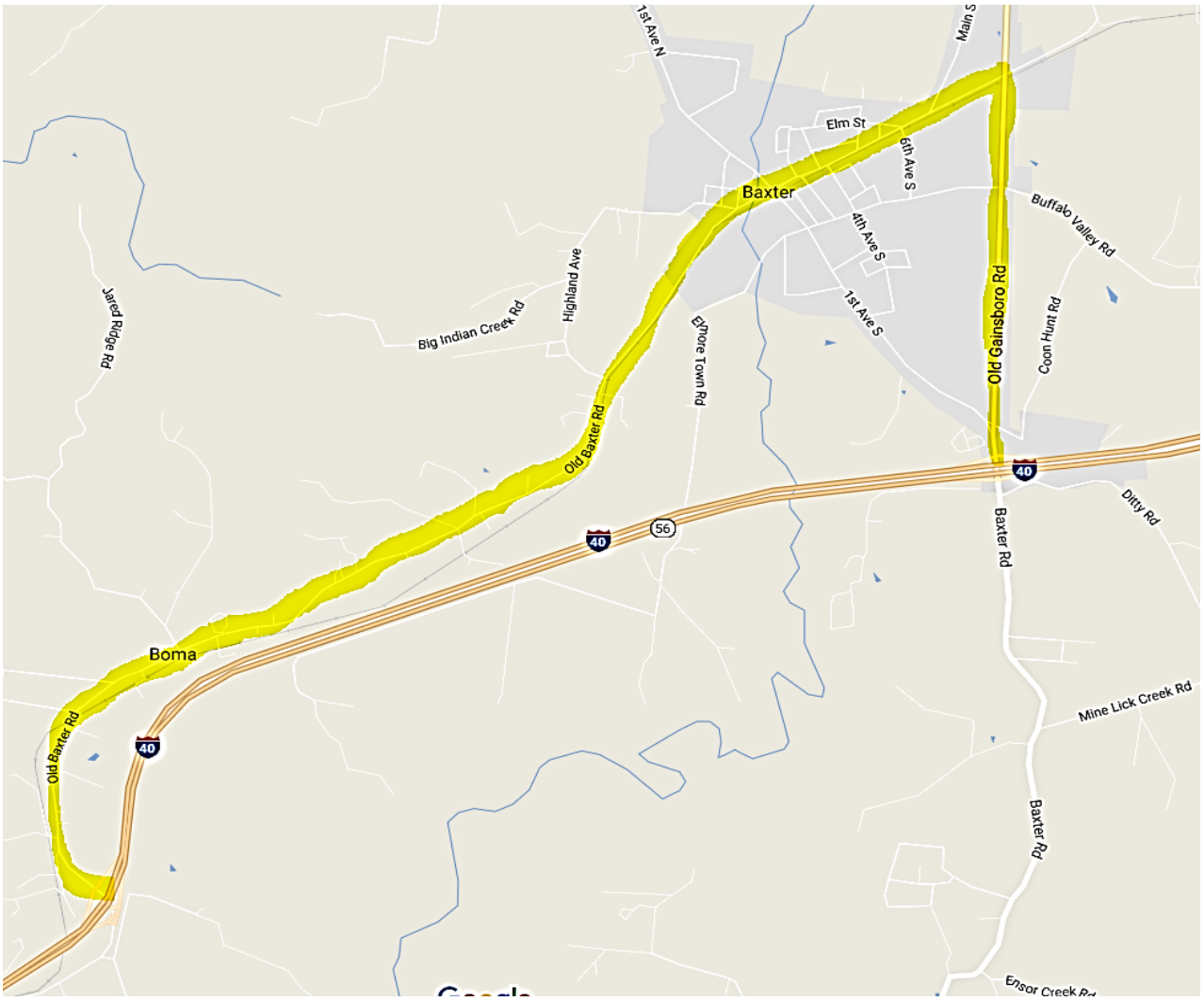


Exit 273 (SR 56/Cookeville Hwy) to Exit 276 (Old Baxter Rd)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 3.0 Miles
40 EAST	EXIT 276 to EXIT 273	• I-40 East will be closed at Exit 273 • Exit right onto SR-56 for 250 Feet • Turn left onto Old Baxter Road and drive 2.8 miles • Turn right onto SR 56/I-40 on ramp to I-40 East • Merge on I-40 East
40 WEST	EXIT 276 to EXIT 273	• I-40 West will be closed at Exit 276 • Exit left onto Old Baxter Road. • Drive 2.9 miles and turn right on SR-56 • Drive 0.10 miles and drive Over I-40 • Turn left onto I-40 West • Merge onto I-40 West

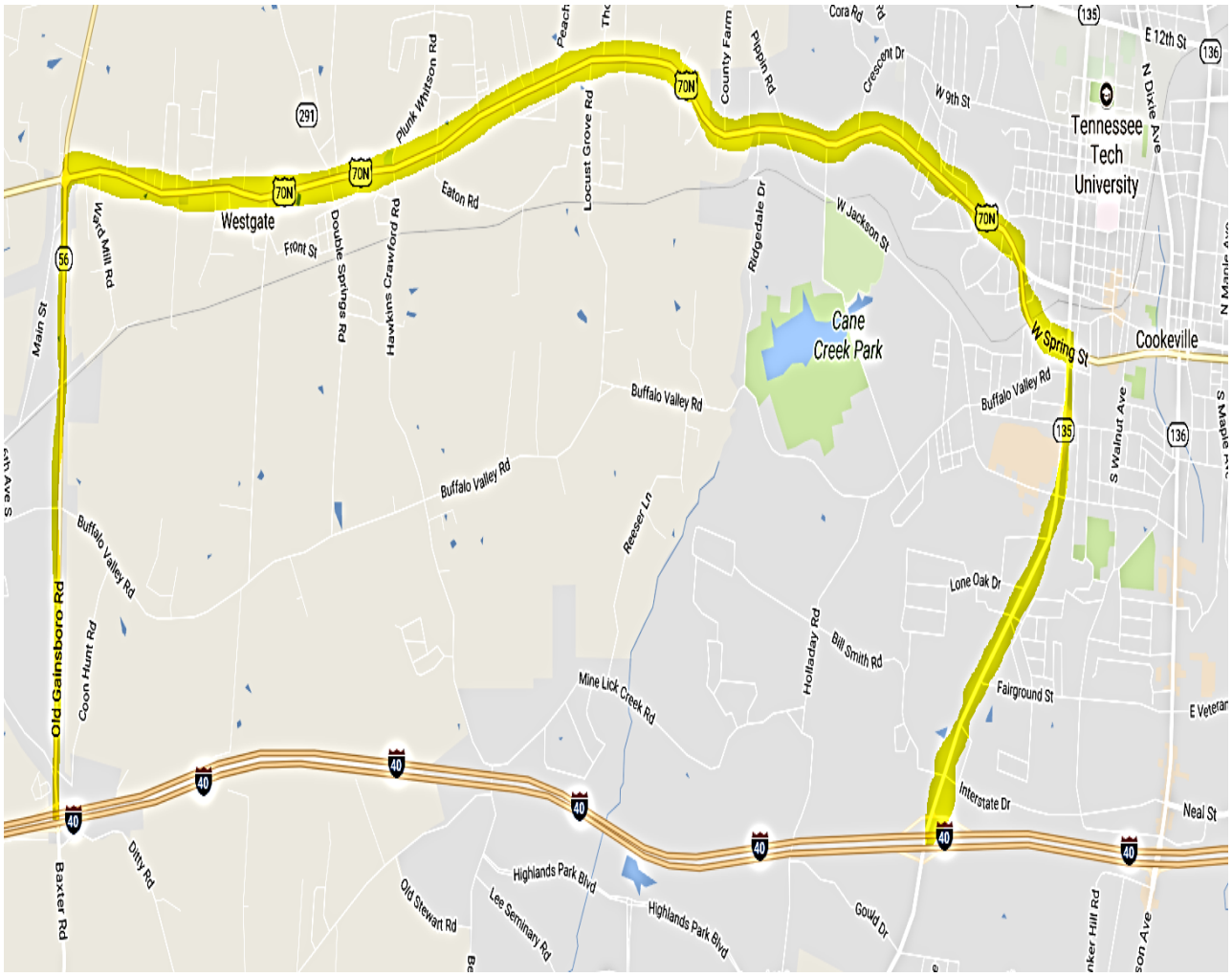
Exit 276 (Old Baxter Rd) to Exit 280 (SR 56/Baxter Rd.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 8.47 Miles
40 EAST	EXIT 276 to EXIT 280	• I-40 East will be closed at Exit 276 • Exit Left onto Old Baxter Road • Drive 5.85 miles and turn right onto SR-56 • Drive 2.19 miles • Drive Under I-40, turn left onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 280 to EXIT 276	• I-40 West will be closed at Exit 280 • Exit right onto SR-56 • Drive 2.19 miles, turn left onto Main Street • In 5.85 miles turn right onto I-40 West • Merge on I-40 West



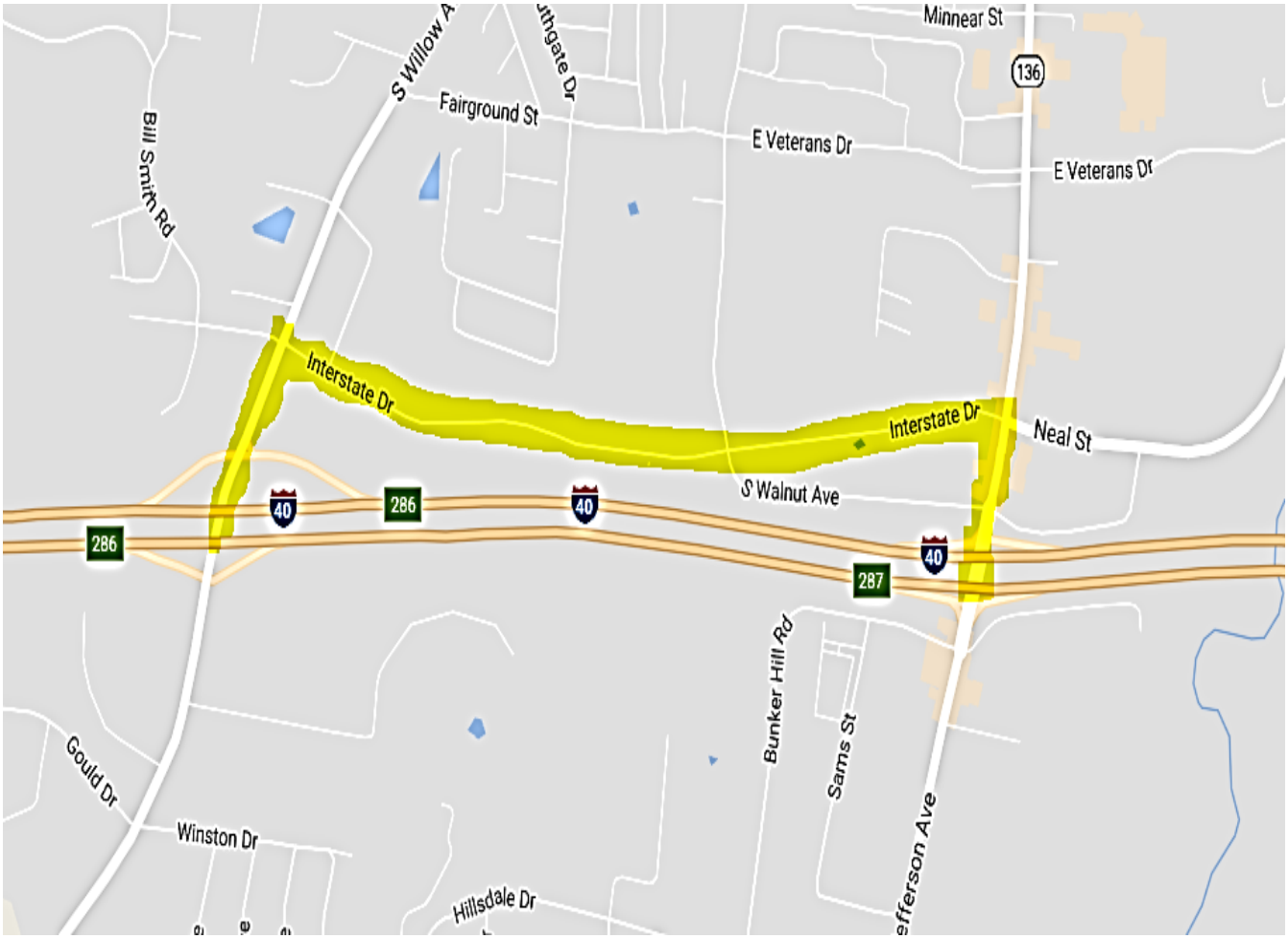
Exit 280 (SR 56/Baxter Rd.) to Exit 286 (SR 135/South Willow Ave.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 9.31 Miles
40 EAST	EXIT 280 to EXIT 286	• I-40 East will be closed at Exit 280 • Exit left onto SR-56/Gainesboro Highway and drive 2.34 miles • Turn right onto US-70N • Drive 6.97 miles and turn right onto SR-135 • Drive Over I-40, turn left onto I-40 East
40 WEST	EXIT 286 to EXIT 280	• I-40 West will be closed at Exit 286 • Exit and turn right onto SR-135 • Drive 2.34 miles and turn left onto US-70N/Interstate Drive • Drive 6.96 miles and turn left on SR-56 • Drive 2.3 miles to the I-40 West ramp • Turn right onto the I-40 West ramp and merge onto I-40 West



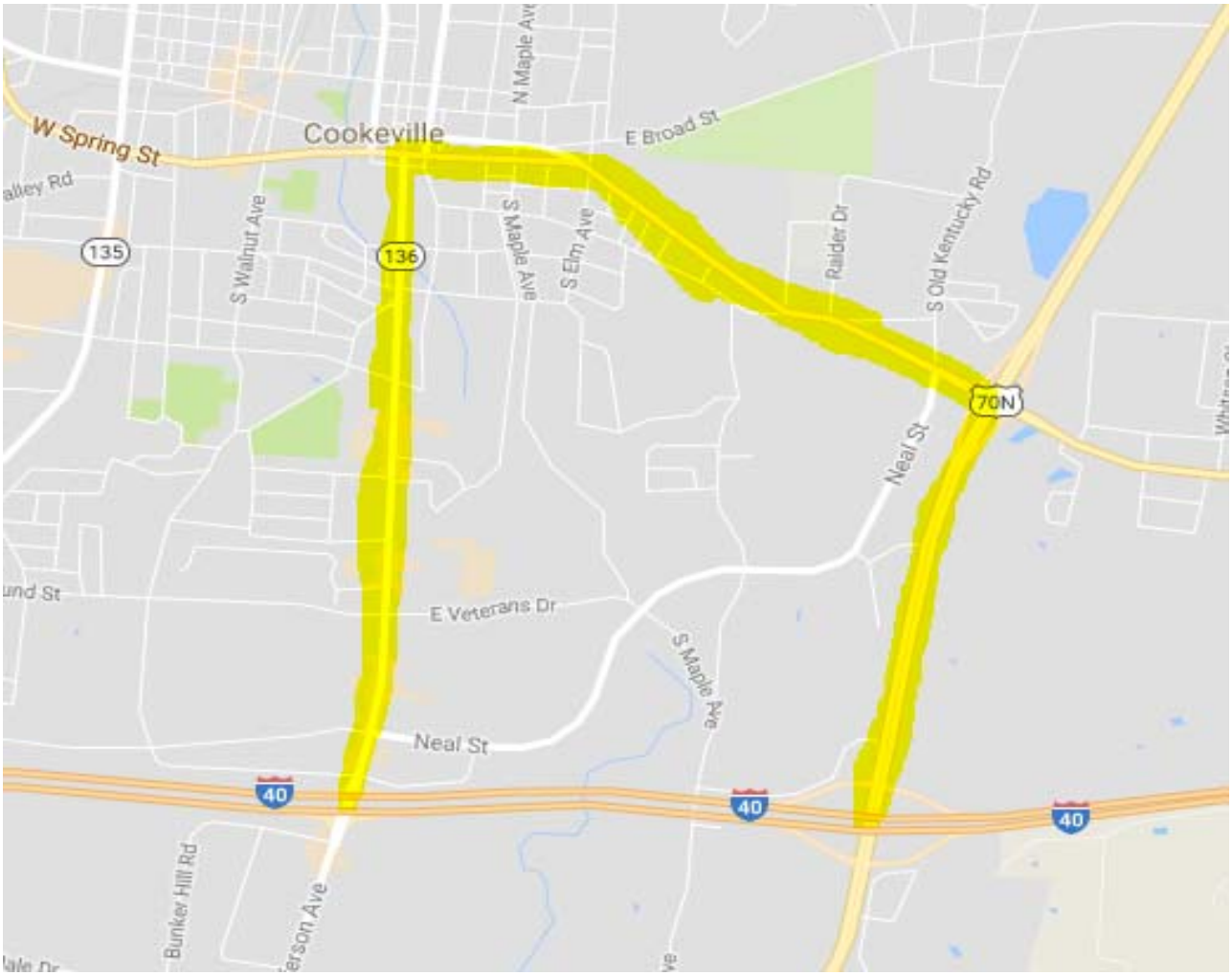
Exit 286 (SR 135/South Willow Ave.) to Exit 287 (SR 136/South Jefferson Ave.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 2.1 Miles
40 EAST	EXIT 286 to EXIT 287	• I-40 East will be closed at Exit 286 • Exit right and turn left onto SR-135/S. Willow Avenue • Drive 0.35 miles and turn right onto Interstate Drive • Drive 1.4 miles and turn right SR-136/S. Jefferson Ave. • Drive Under I-40, turning left onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 287 to EXIT 286	• I-40 West will be closed at Exit 287 • Exit right and turn onto SR-136/S. Jefferson Avenue • Drive 0.2 miles and turn left onto Interstate Drive • Drive 1.4 miles and turn left onto SR-135/S. Willow Street • Drive 0.2 miles and turn right onto I-40 West • Merge onto I-40 West



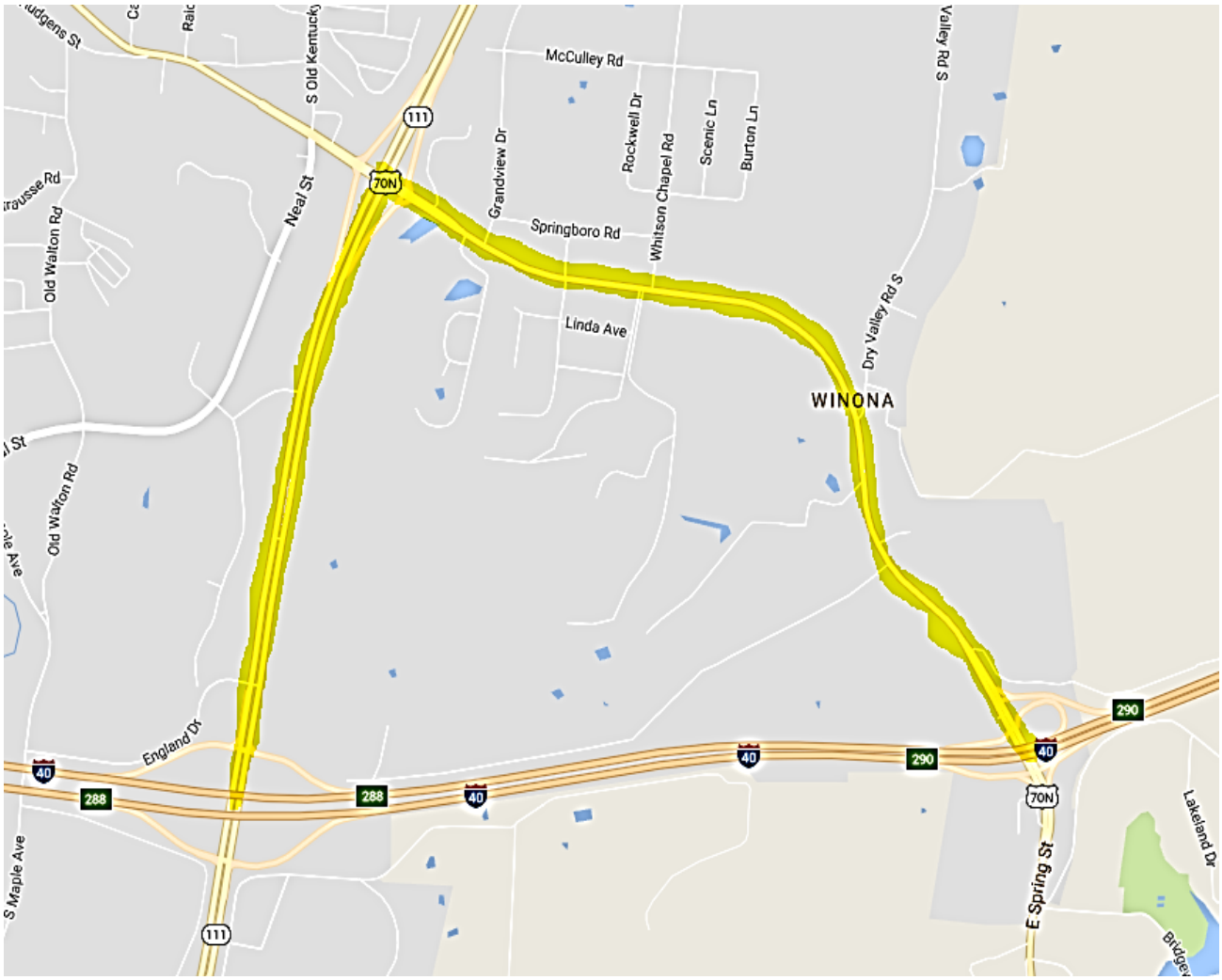
Exit 287 (SR 136/South Jefferson Ave.) to Exit 288 (SR 111)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 4.75 Miles
40 EAST	EXIT 287 to EXIT 288	• I-40 East will be closed at Exit 287 • Exit and turn left onto SR 136/S. Jefferson Avenue • Drive 2.25 miles and turn right onto US70N • Drive 2.50 miles and turn left onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 288 to EXIT 287	• I-40 West will be closed at Exit 288 • Exit and turn right onto SR-111 • Drive 2.7 miles and exit right onto US70N • Drive 2.3 miles and turn left onto I-40 West • Merge onto I-40 West



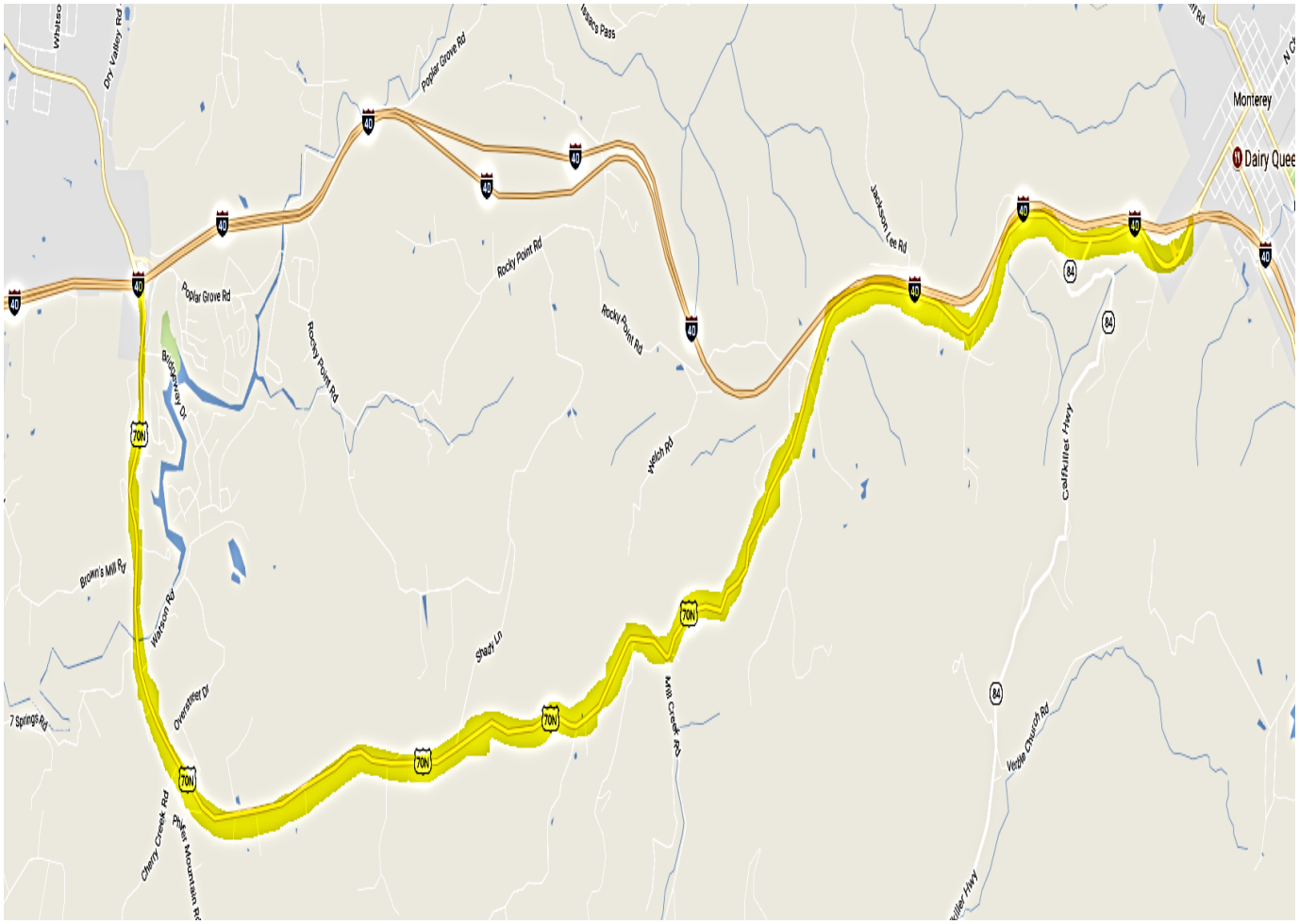
Exit 288 (SR 111) to Exit 290 (US 70N/East Spring St.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 3.0 Miles
40 EAST	EXIT 288 to EXIT 290	• I-40 East will be closed at Exit 288 • Exit and turn left onto SR-111 • Drive 1.1 miles and exit right onto 70N • Drive 1.9 miles • Turn left onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 290 to EXIT 288	• I-40 West will be closed at Exit 290 • Exit and turn right onto US70N • Drive 1.8 miles and turn left onto SR-111 • Drive 1.1 miles and turn right onto I-40 West



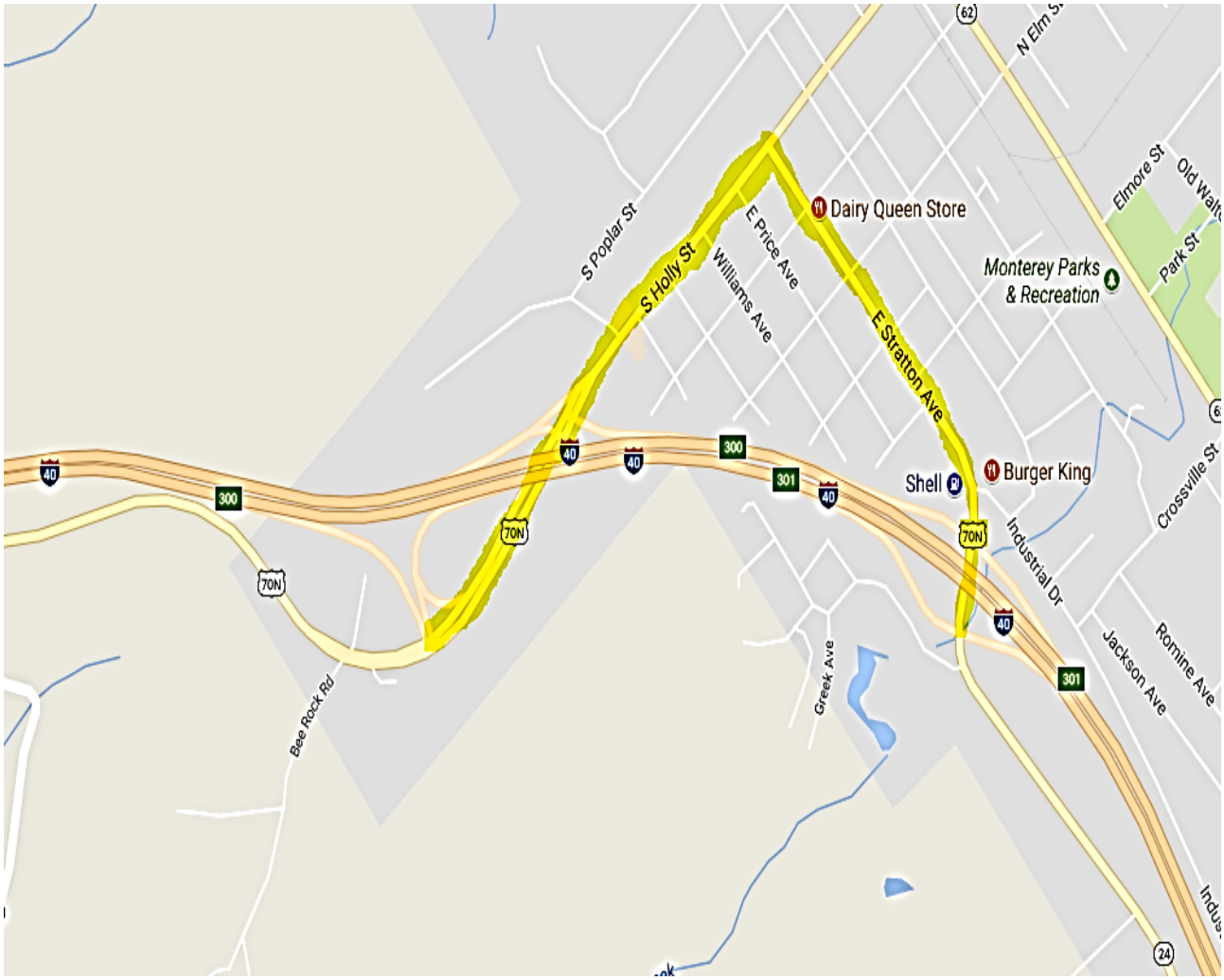
Exit 290 (US 70N/East Spring St.) to Exit 300 (US 70N/SR84/Monterey Hwy)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 13.1 Miles
40 EAST	EXIT 290 to EXIT 300	• I-40 East will be closed at Exit 290 • Exit and turn right onto US-70N • Drive 12.7 miles and turn left onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 300 to EXIT 290	• I-40 West will be closed at Exit 300 • Exit right and turn left onto US-70N • Drive 13.1 miles and turn left onto I-40 West • Merge onto I-40 West (loop ramp continuing right)



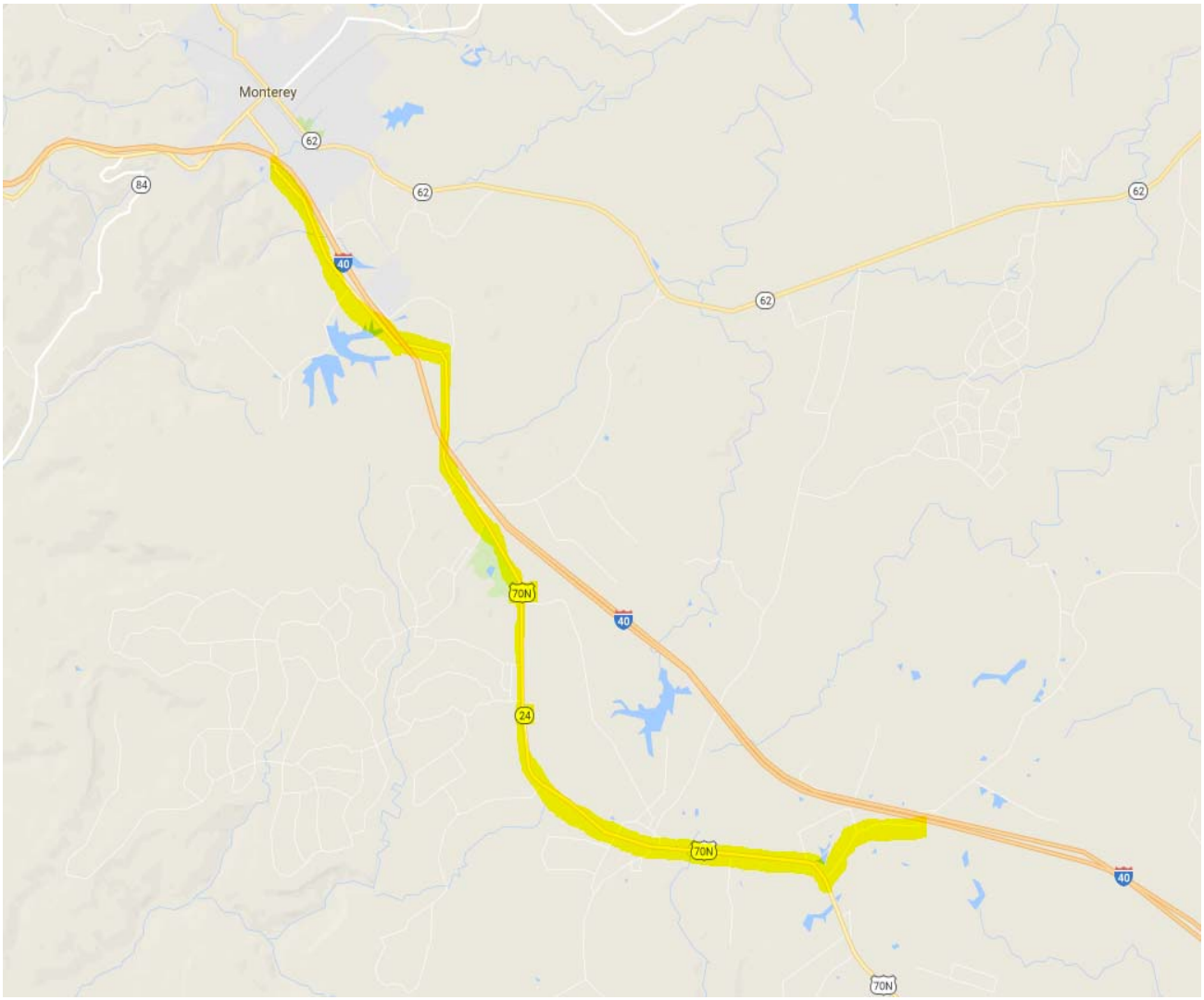
Exit 300 (US 70N/SR84/Monterey Hwy to Exit 301 (US 70N/East Stratton Ave.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 1.8 Miles
40 EAST	EXIT 300 to EXIT 301	• I-40 East will be closed at Exit 300 • Exit and turn left onto US-70N • Drive 0.5 miles and turn right at the traffic light • Drive 1.3 miles and turn left onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 301 to EXIT 300	• I-40 West will be closed at Exit 301 • Exit and turn right onto US-70N • Drive 1.3 miles and turn left at the traffic light • Drive 0.5 miles and turn right onto I-40 West • Merge onto I-40 West



Exit 301 (US 70N/East Stratton Ave.) to Exit 311 (US 70N/Plateau Rd.)

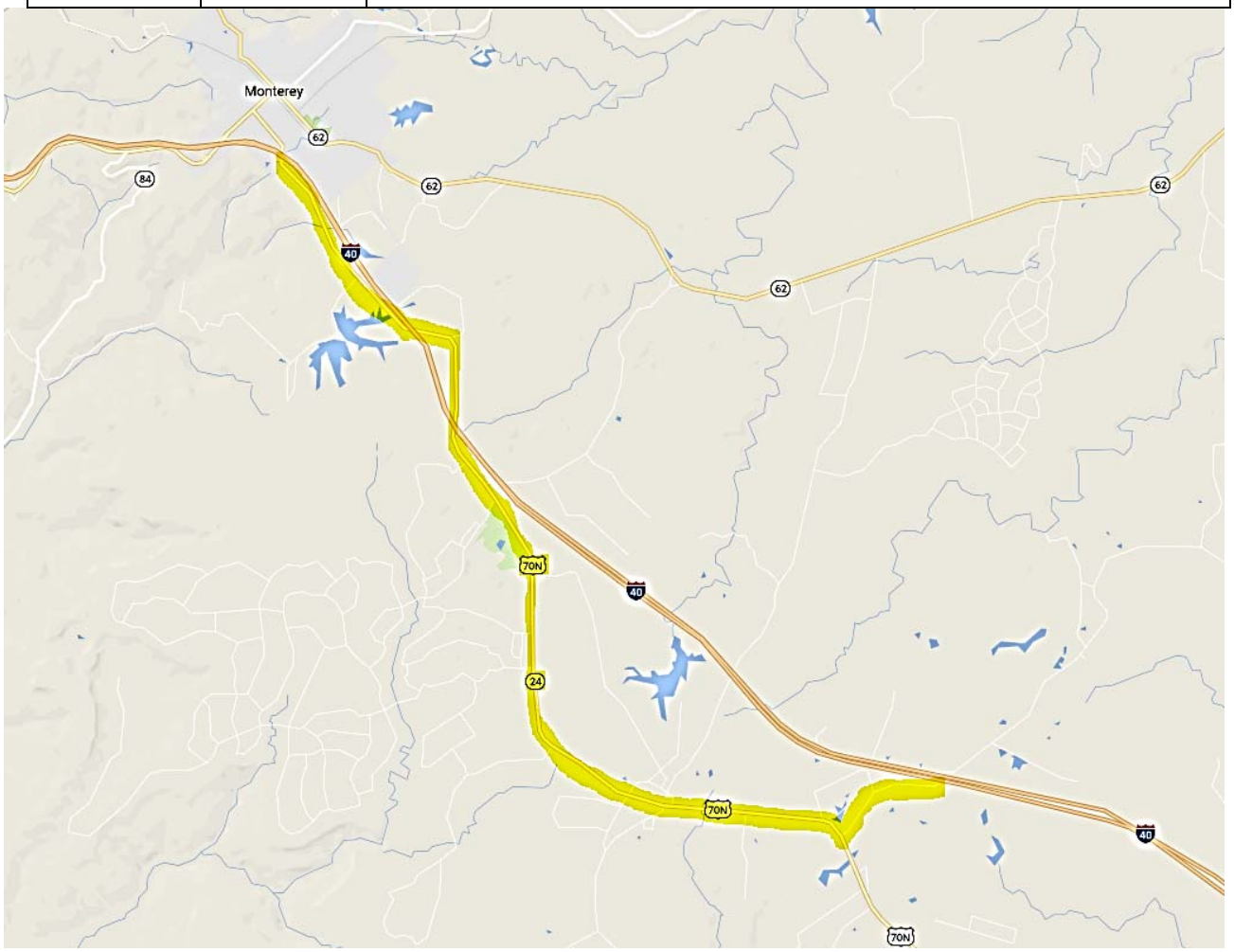
INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 11.30 Miles
40 EAST	EXIT 301 to EXIT 311	• I-40 East will be closed at Exit 301 • Exit right onto US-70N • Drive 10.02 miles and turn left onto Plateau Road. • Drive 1.21 miles and turn right onto the I-40 East • Merge onto I-40 East
40 WEST	EXIT 311 to EXIT 301	• I-40 West will be closed at Exit 311 • Exit and turn left onto Plateau Road. • Drive 1.38 miles and turn right onto US-70N • Drive 10.11 Miles under I-40 and turn left onto I-40 West • Merge onto I-40 West



CUMBERLAND COUNTY

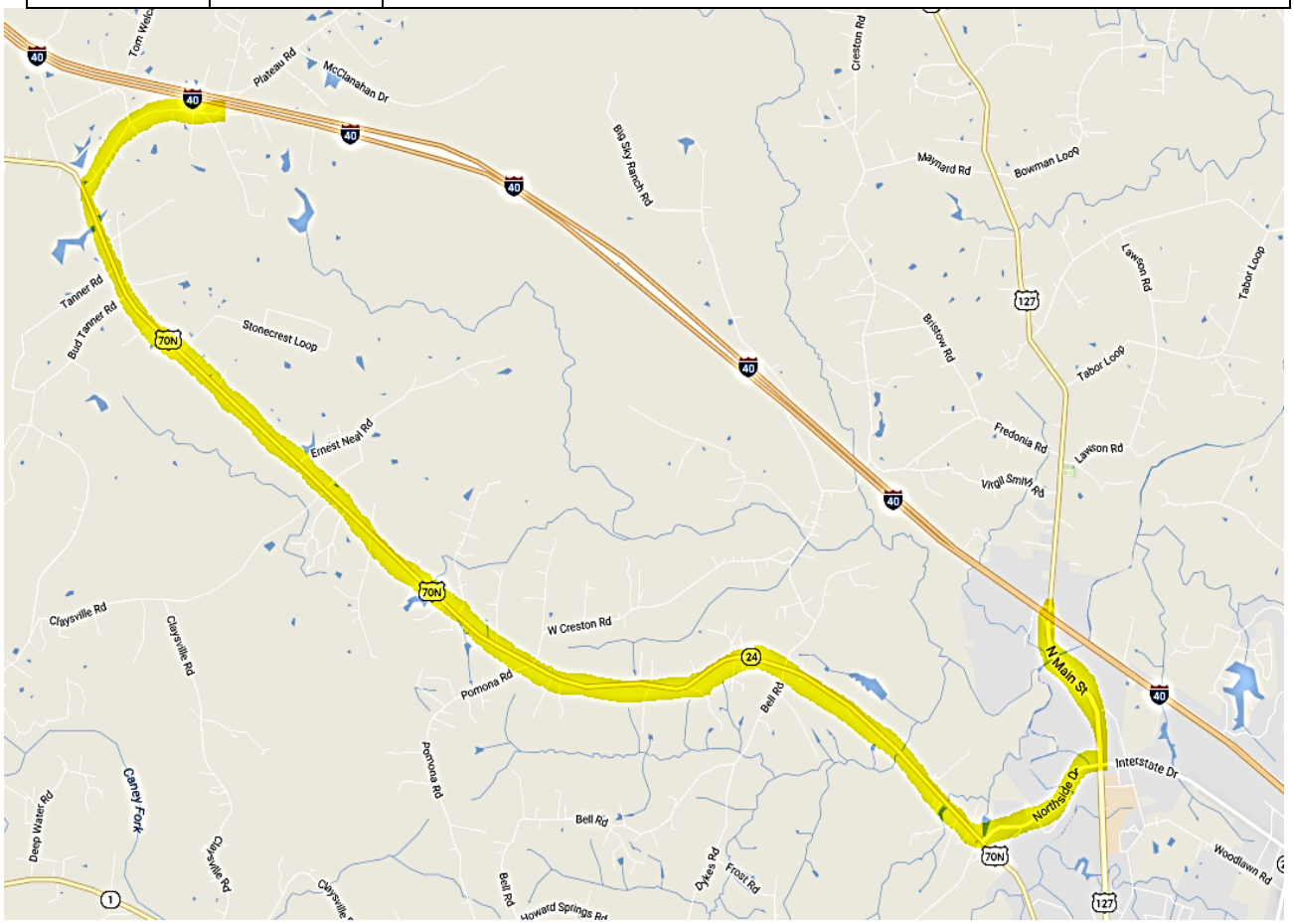
Exit 301 to Exit 311 (US 70N/Plateau Rd.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 11.30 Miles
40 EAST	EXIT 301 to EXIT 311	• I-40 East will be closed at Exit 301 • Exit right onto US-70N • Drive 10.02 miles and turn left onto Plateau Road • Drive 1.21 miles and turn right onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 311 to EXIT 301	• I-40 West will be closed at Exit 311 • Exit and turn left onto Plateau Road • Drive 1.38 miles and turn right onto US-70N • Drive 10.11 miles and drive under I-40 • Turn left onto I-40 West



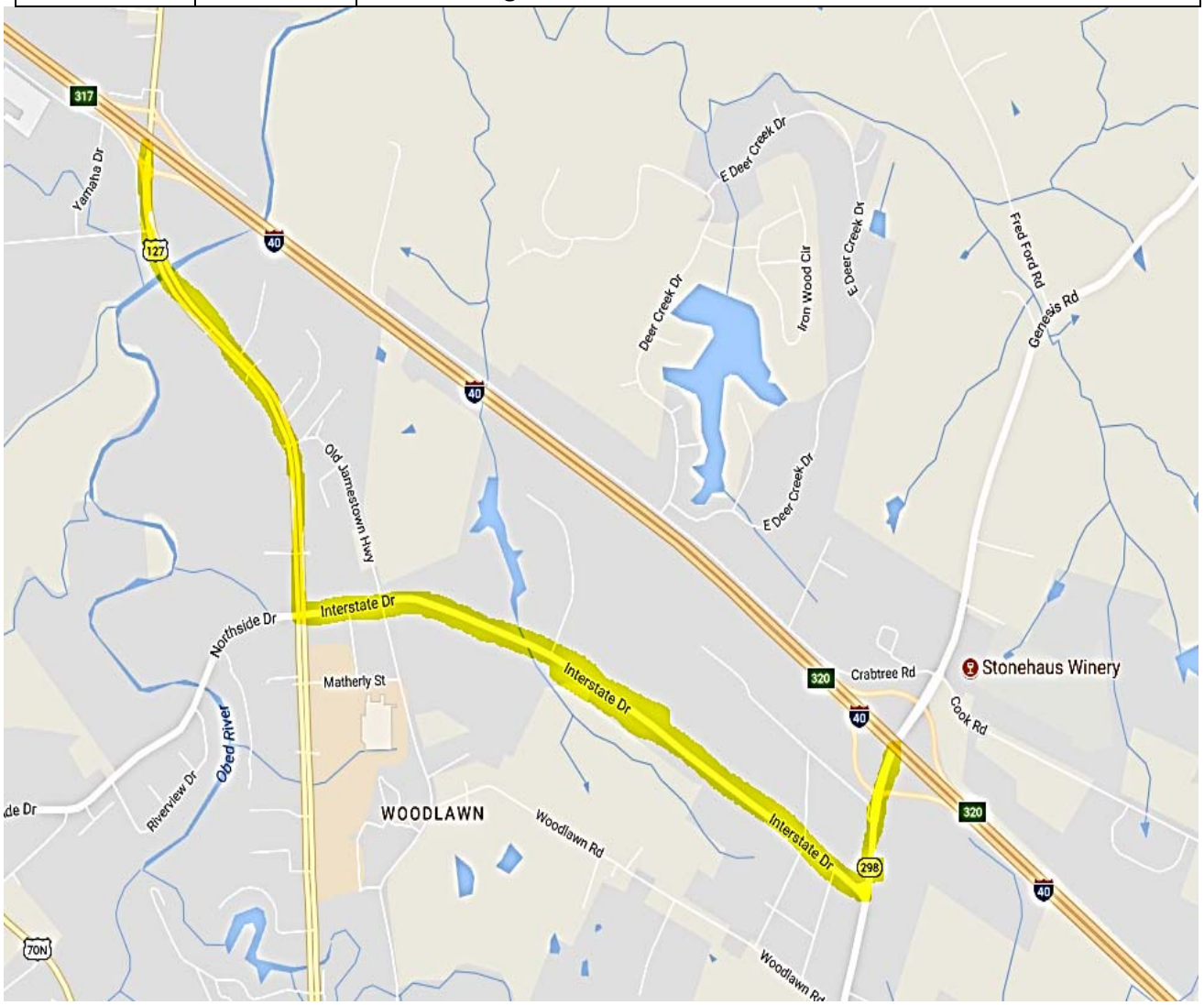
Exit 311 (US 70N/Plateau Rd.) to Exit 317 (US 127/N. Main St.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 11.71 Miles
40 EAST	EXIT 311 to EXIT 317	• I-40 East will be closed at Exit 311 • Exit Right onto Plateau Rd. • Drive 1.38 miles & Turn Left onto US-70N • Drive 8.35 Miles & Turn Left onto Northside Dr. • Drive 0.98 Miles & Turn Left onto N. Main St./US-127/SR-28 • Drive 1.0 Miles & Turn Right onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 317 to EXIT 311	• I-40 West will be closed at Exit 317 • Exit Right and turn left onto US127/N. Main St. • Drive 1.0 Miles and turn right onto Northside Dr. • Drive 0.98 Miles and turn right onto US-70N/SR-24 • Drive 8.35 Miles and turn right onto Plateau Rd. • Drive 1.38 Miles and drive Over I-40 and turn left onto I-40 W • Merge onto I-40 West



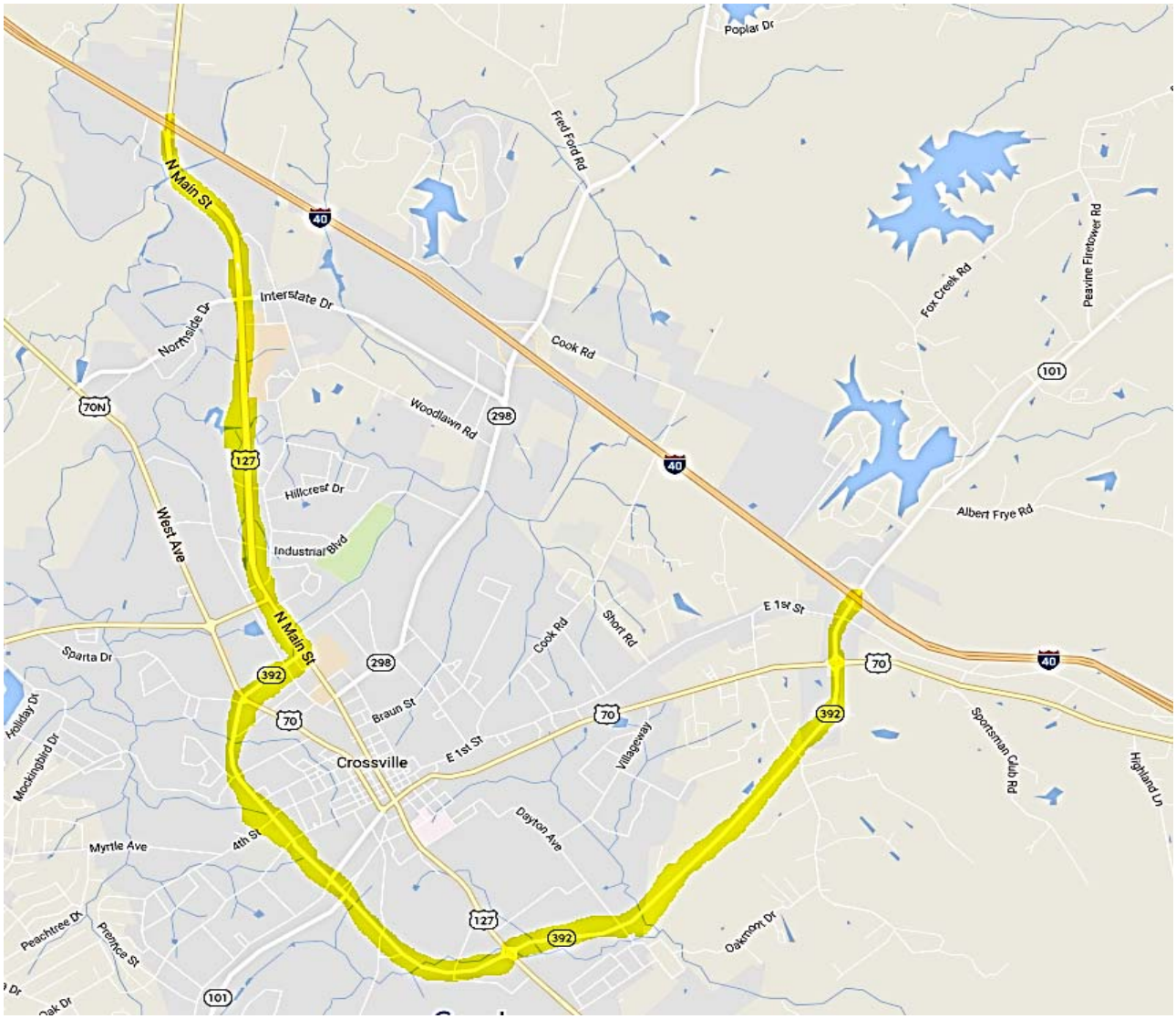
Exit 317 (US 127/N. Main St.) to Exit 320 (SR 298/Genesis Rd.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 2.69 Miles
40 EAST	EXIT 317 to EXIT 320	• I-40 East will be closed at Exit 317 • Turn right onto N. Main St./US-127 • Drive 1.0 miles and turn left onto Interstate Drive • Drive 1.5 miles and turn left onto SR-298 • Drive 0.2 miles and turn right onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 320 to EXIT 317	• I-40 West will be closed at Exit 322 • Exit and turn left onto SR-298 • Drive 0.4 miles and turn right onto Interstate Drive • Drive 1.5 miles and turn right onto US-127 • Drive 1.0 miles drive Over I-40, turning left onto I-40 West • Merge onto I-40 West



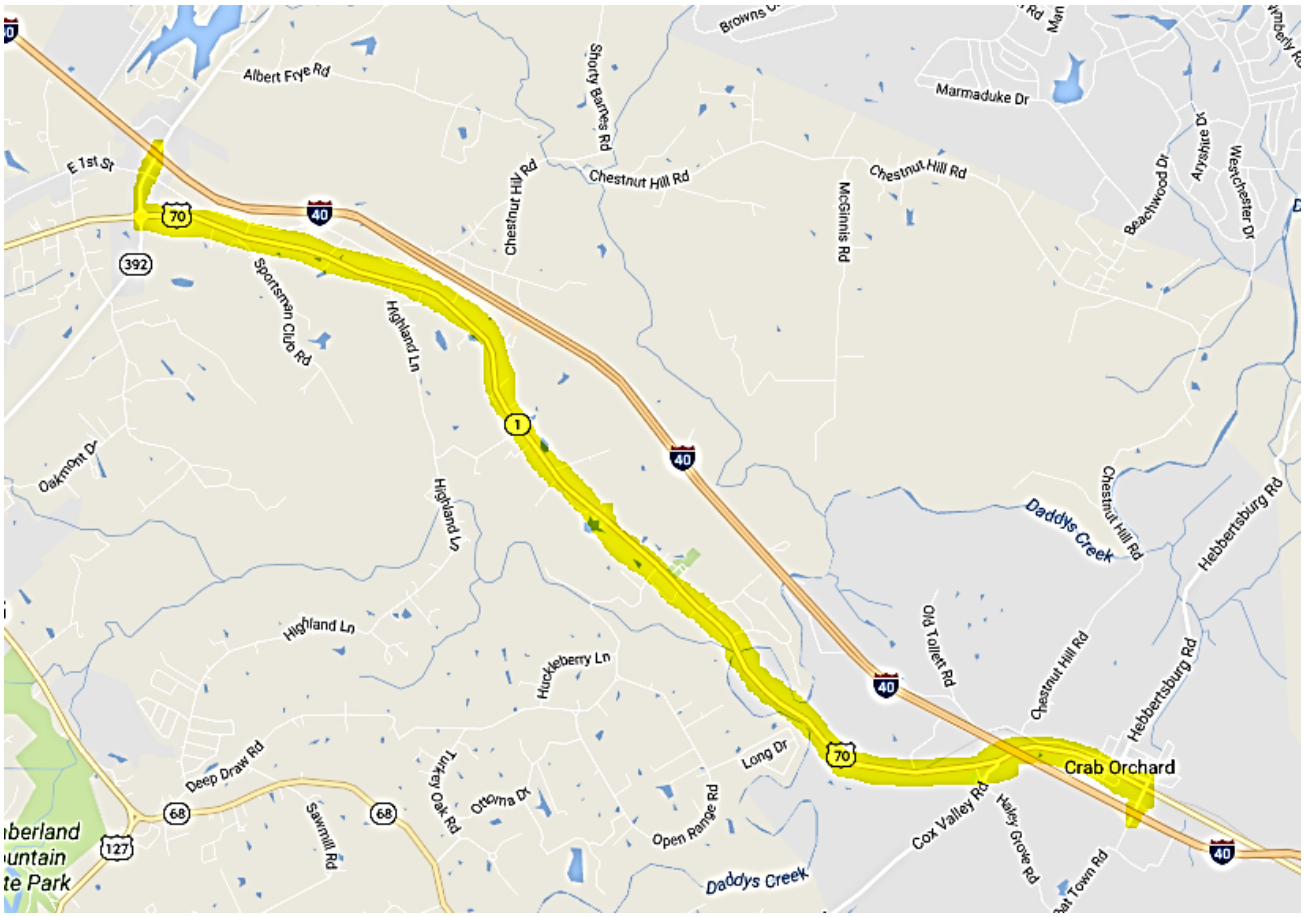
Exit 320 (SR 298/Genesis Rd.) to Exit 322 (SR 392/SR1/Miller Ave.

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 8.38 Miles
40 EAST	EXIT 317 to EXIT 322	• I-40 East will be closed at Exit 317 • Exit and turn right onto US-127/SR-28/N. Main Street • Drive 3.1 miles and turn right onto Miller Avenue/SR-392 • Drive 5.3 miles and turn right onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 322 to EXIT 320	• I-40 West will be closed at Exit 322 • Exit right and turn left onto Miller Avenue/SR-392 or SR-1 • Drive 5.3 miles and turn left onto N. Main Street/US-127 • Drive 3.1 miles and drive over I-40 • Turn left onto I-40 West • Merge onto I-40 West



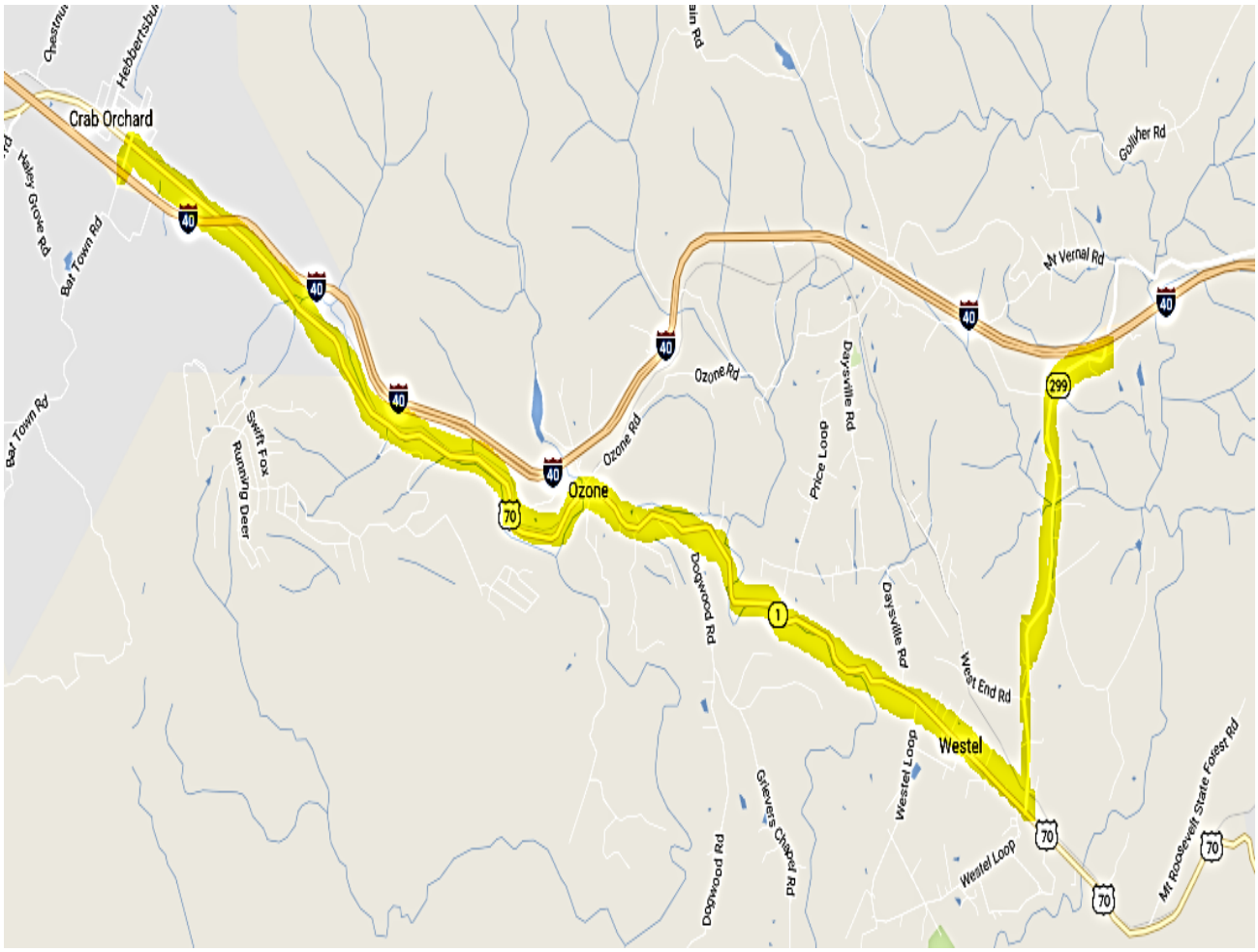
Exit 322 (SR 392/SR1/Miller Ave.) to Exit 329 (Market St.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 8.17 Miles
40 EAST	EXIT 322 to EXIT 329	• I-40 East will be closed at Exit 322 • Exit and turn right onto SR-101/Peavine Road • Drive 0.3 miles and turn left onto US-70/SR 1 • Drive 7.6 miles and turn right onto Market Street • Drive 0.4 miles and drive over I-40 • Turn left onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 329 to EXIT 322	• I-40 West will be closed at Exit 329 • Exit and turn right onto Market Street • Drive 0.10 miles, turn left onto US-70/US-1 • Drive 7.6 miles, turn right onto Miller Avenue/SR-392 • Drive 0.5 miles , drive over I-40 • Turn left onto I-40 West • Merge onto I-40 West



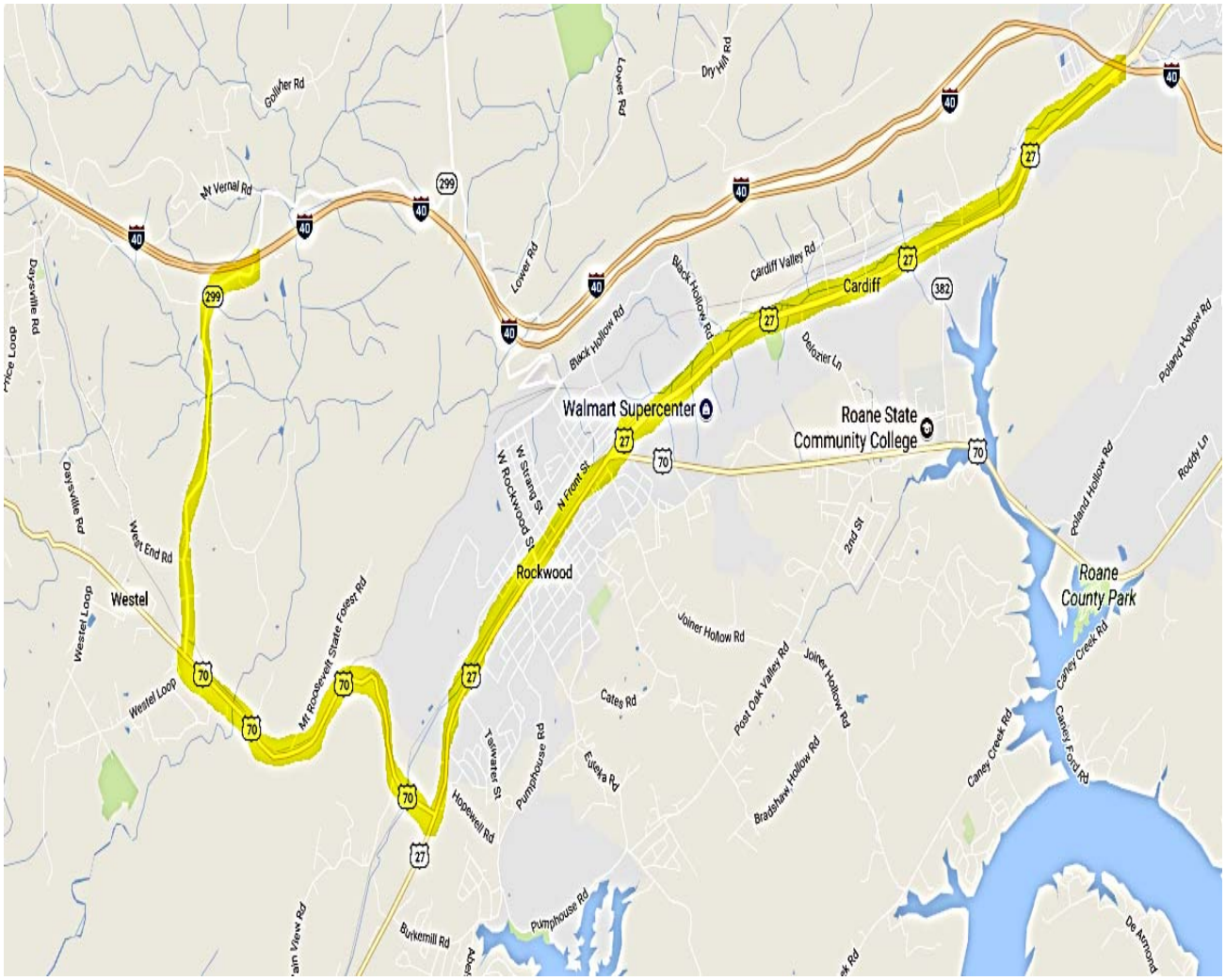
Exit 329 (Market St.) to Exit 338 (SR 299/Westel Rd.)

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 13.84 Miles
40 EAST	EXIT 329 to EXIT 338	• I-40 East will be closed at Exit 329 • Exit right and turn left onto Market Street • Drive 0.4 miles and turn Right onto US-70/SR-1 • Drive 10.8 miles and turn left onto Westel Road/SR-299 • Drive 2.8 miles and turn right onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 338 to EXIT 329	• I-40 West will be closed at Exit 338 • Exit right and turn left onto Westel Road/SR-299 • Drive 2.8 miles and turn right onto US-70/SR-1 • Drive 10.8 miles and turn left onto Market Street • Drive 0.10 miles and turn right onto I-40 West • Merge onto I-40 West



Exit 338 (SR 299/Westel Rd.) to Exit 347 (US 27) in Roane County

INCIDENT DIRECTION	INCIDENT LOCATION BETWEEN	ACTION / DETOUR Detour = 14.2 Miles
40 EAST	EXIT 338 to EXIT 347	• I-40 East will be closed at Exit 338 • Exit right onto Westel Road/SR-299 • Drive 2.8 miles and turn left onto US-70 • Drive 3.3 miles and turn left onto US 27 • Drive 8.1 miles and turn right onto I-40 East • Merge onto I-40 East
40 WEST	EXIT 347 to EXIT 338	• I-40 West will be closed at Exit 347 • Exit and turn left onto US 27 • Drive 8.4 miles and turn right onto US-70 • Drive 3.3 miles and turn right on Westel Road/ SR-299 • Drive 3.0 miles and turn left onto I-40 West • Merge onto I-40 West



MEMORANDUM OF UNDERSTANDING

Urgent Clearance of Highway Incidents and Safety at Incident Scenes

INTERAGENCY MEMORANDUM OF UNDERSTANDING
BETWEEN
TENNESSEE DEPARTMENT OF SAFETY AND HOMELAND SECURITY
AND
TENNESSEE DEPARTMENT OF TRANSPORTATION

Relative to

URGENT CLEARANCE OF HIGHWAY INCIDENTS AND SAFETY AT INCIDENT SCENES

This memorandum of understanding by and between the parties named above is to provide guidance for personnel representing TDOSHS and TDOT relative to incidents on Tennessee highways, including crashes and spilled cargo, to ensure public safety, promote safe and orderly flow of traffic, protect the safety of emergency responders, and restore the roadway to full capacity as soon as possible following an incident.

WHEREAS, traffic congestion is a growing problem in Tennessee, especially on the controlled-access highways which carry the highest traffic volumes, and

WHEREAS, when congestion increases, so do the costs—in wasted time, fuel and money, missed schedules and late deliveries, increased air pollution and road rage, and

WHEREAS, national studies have shown that approximately 60% of all congestion is related to incidents (e.g., crashes, stalled vehicles, debris, special events, road work) rather than inadequate roadway capacity, and

WHEREAS, national studies have shown that up to 20% of all collisions on controlled-access highways are "secondary," attributable to an earlier incident that has not been fully cleared, and

WHEREAS, emergency responders are especially at risk at the scene of incidents on high-speed, controlled-access roadways, and

WHEREAS, TDOSHS and TDOT have responsibilities and resources to address the problems caused by highway incidents.

NOW, THEREFORE, BE IT RESOLVED THAT:

The purpose of this memorandum is to facilitate joint efforts to alleviate the growing problems associated with incidents on Tennessee's roadways, especially the controlled-access roadways, by emphasizing URGENT AND SAFE CLEARANCE of highway incidents.

Goals	Objectives
Early determination of magnitude of Incident	Assess incident scene to classify incident in terms of estimated length of road closure. For clarification and consistency, the following category definitions will be used: • **Major** – duration of 2 hours and more • **Intermediate** – duration of 30 min to 2 hours • **Minor** – duration of less than 30 minutes
Early communication among agencies	In the event of a major or intermediate incident, inter-agency communication will be initiated within 30 minutes of the assessment of the incident scene. TDOSHS Dispatchers will notify TDOT by phone contact with incident information and requests. Incident Command will be established in accordance with provisions and training of the National Incident Command System (NIMS)
Reduce Impact of Incident	Early detection and verification of occurrences
Reduce Secondary Events	Reduce Average time to clear Highway
Reduce Traffic Queue/Back-up	• Increase use of alternate routes • Use Advanced Information
Reduce Erratic Behavior due to Motorists Frustration	• Improve Motorists Information • Decrease roadway and lane closure times
Improve Safety for Responders and Motorists	Improve Recovery and Clearance
Quick Clearance of Lane Closing Incidents	• Open one lane as soon as possible • Clearance of major incidents within 90 minutes, when possible. • Reassessment of clearance activities every 30 minutes and open lanes as soon as • possible
Improve Motorist Information	Provide timely updates to Tennessee's 511 Traveler Information System every 30 minutes

Department of Safety& Homeland Security Responsibilities

When notified of an emergency incident, the TDOSHS will respond and take charge of the scene. The first arriving Trooper(s) will be responsible for certain functions to expedite the safe removal of all vehicles and to ensure the safety of all parties. Communication with TDOSHS Dispatch Center will be made within 30 minutes of the assessment of the incident scene, with information concerning severity of incident and request for any TDOT assistance for resources necessary for providing safe and expedient recovery of the incident scene.

If the scene involves a hazmat spill or incident, TEMA will be immediately notified and respond. Upon arrival TEMA will take charge of the Hazardous area of the event.

1. TDOSHS will conduct investigations in as expedient a manner as possible considering the severity of the incident. No removal shall occur until the investigating law enforcement officer determines that adequate information has been obtained for preparation of an accident report (TCA 54-16-113 (b) (1). *See Appendix 4*

2. Law Enforcement Investigators will work diligently to minimize traffic delays and make clearing the roadway a high priority. When possible, non-critical aspects of an investigation will be conducted away from the immediate scene or at another time when the impact on traffic would be less.

3. At the scene of non-injury collisions, TDOSHS troopers will quickly relocate vehicle(s), spilled cargo, and debris from the travel lanes and conduct investigations as far from the roadway as practical.

4. TDOSHS troopers will encourage and assist other emergency responders in clearing incident scenes as soon as possible after their respective duties have been performed so as to reduce distractions for motorists and restore the roadway to more normal conditions.

5. When one or more lanes of a controlled–access highway are blocked or a traffic queue is developing, TDOSHS will call for a wrecker capable of removing the vehicle or cargo as quickly as possible in accordance with established TDOSHS policies and procedures. TDOSHS will ensure all authorized tow truck operators have met the established competency levels and equipment used to clear the scene is of appropriate size, capacity, and design to clear the travel portions of the roadway within 90 minutes, unless extenuating circumstances such as the presence of hazardous materials, serious bodily injury or a fatality exists.

6. If the owner of a vehicle requests that a specific towing company be contacted to remove the vehicle or cargo that is blocking the roadway, TDOSHS will only approve the request if there is reason to believe that the requested company can respond as quickly as other available towing companies with comparable equipment.

7. TDOSHS will not allow a tow company to cause delay in re-opening all or parts of a highway to dispatch its own equipment to off load cargo or recover a vehicle that is impacting traffic.

8. TDOSHS will not allow a lane to be blocked for the sole purpose of transferring non-hazardous cargo from one vehicle to another unless no other reasonable alternative is available.

9. In the enforcement of state laws and regulations, TDOSHS will try to minimize the impacts on traffic, especially during peak commuting periods, and will not block or restrict lanes except as necessary for safety or critical investigations.

10. TDOSHS will seek assistance from the trucking industry to continue encouraging proper loading of cargo and proper operating procedures to minimize incidents caused by truck rollovers.

11. TDOSHS will include information about safe and efficient traffic incident management and urgent clearance of roadways in the training provided by the TDOSHS Training Academy.

Department of Transportation Responsibilities

12. Within the areas served by the HELP program, TDOT will dispatch HELP trucks to incident scenes when requested by TDOSHS. Whenever possible TDOT will also dispatch HELP trucks outside of the normal service areas when requested by TDOSHS.

13. TDOT will install reference markers, signs and other FHWA-approved markings as requested by TDOSHS to allow quicker location of incidents and to facilitate investigation and reporting of incidents.

14. Whenever requested, and if possible, TDOT will provide equipment and personnel to facilitate quick removal of vehicles, cargo and debris from the roadway.

15. When requested, TDOT will assist in establishing temporary detours and associated traffic control. All traffic control will be in accordance with Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD). *See Appendix 3*

16. When requested, TDOT may provide space, if available, for emergency storage of vehicles, cargo or debris to facilitate prompt reopening of the roadway.

17. TDOT will designate a primary contact person(s) and alternates for each of TDOT's Regions and Districts to work with the TDOSHS on the use of TDOT equipment and personnel, and other matters to promote "quick clearance." The list of contacts will be updated as changes occur.

18. TDOT will strive to minimize the traffic impacts of highway construction and maintenance and will consult with TDOSHS about ways to accomplish that objective.

19. TDOT will advise TDOSHS as far in advance as possible of all construction and maintenance activities that may have a significant impact on traffic flow and safety along state highways.

20. TDOT will include information about the needs and priorities of law enforcement officers, fire and emergency medical services, towing and recovery operators, and other incident responders in the training provided to HELP operators, traffic management center operators, and maintenance personnel with incident management responsibilities.

Shared Responsibilities

21. TDOSHS and TDOT will work together at incident scenes to promote urgent clearance, safety for motorists and emergency responders, and thorough investigations as required by the circumstances.

22. TDOT and TDOSHS will carry out the processes and procedures for removal of vehicles, spilled cargo, or other personal property as outlined in TCA 54- 16-113. *See Appendix 4*

23. TDOT and TDOSHS will position emergency equipment at incident scenes to minimize the impacts on traffic flow and to avoid blocking or restricting lanes unnecessarily. Further, the parties will coordinate the use of emergency lights at incident scenes, as practical and consistent with on-scene safety, to minimize distractions to motorists. The parties will also encourage other emergency responders to position their equipment and use emergency lights in the same manner.

24. For incidents involving hazardous materials, TDOSHS and TDOT will work together with the Tennessee Emergency Management Agency (TEMA), fire services, and other responsible agencies. Once public safety has been assured, the priority will shift to opening one lane of travel and restoring the roadway to full capacity as soon as possible.

25. TDOT and TDOSHS will actively promote the idea of "quick clearance" and will seek the cooperation of the Tennessee Chiefs of Police, Sheriff's Association, other emergency response agencies, trucking companies, towing operators, and the news media throughout Tennessee.

26. TDOT and TDOSHS will determine and deploy necessary heavy equipment and manpower to re-open the roadway if there is a delay in clearing the travel lanes, or if the task is beyond the capabilities of the tow company / wrecker service on the scene.

27. TDOSHS and TDOT understand that additional damage to vehicles or cargo may occur as the result of clearing the roadway on an urgent basis. The priority is treatment and recovery of injured parties, public and responder safety, and restoring the roadway to normal conditions as soon as possible.

28. TDOT, TDOSHS, local responders, and other agencies as needed, will conduct an after-action review within ten (10) working days, unless unusual circumstances require more than ten days, following any incident that requires complete closure of an Interstate highway (in one or both directions of travel) for more than two (2) hours and following any incident that requires closure of one or more lanes for more than five (5) hours.

    The purpose of the meeting will not be to find fault or to assign blame but to identify opportunities for improvements in agency procedures, training, or allocation of resources. The after-action review will not substitute for critical incident stress debriefings (CISD) and will not address issues that are more appropriate for CISD.

    A one-page report will be prepared jointly by the representatives of TDOSHS and TDOT and forwarded through the chain-of-command to the Commissioners of TDOSHS and TDOT within one month of the date of the incident, unless unusual circumstances require more than one month.

    Regardless of the duration, extent, or location of closure, either agency may request an after-action meeting following any highway incident, and that meeting will be held and a report prepared as described above.

29. TDOSHS and TDOT will meet periodically to discuss experiences with incident management and to work toward improvements. In addition to the after-action reviews described above, periodic working sessions will be held in each of TDOT Region Offices with TDOSHS, TDOT, and other state and local agencies to discuss overall incident management and related issues.

30. TDOSHS will notify THP Dispatch, who will then notify TDOT of any situation that calls for closing any lane(s) of a controlled-access highway for more than thirty (30) minutes and advise TDOT of any traffic control devices or other resources needed for safe and efficient movement of vehicles through the incident scene. *See Appendix 2*

31. TDOSHS and TDOT will assess and communicate the magnitude of the incident with appropriate incident command staff in order to determine alternatives to minimize the impact of traffic. That notification will be made as far in advance as possible, recognizing that not all closures can be planned in advance and that immediate action without notification will sometimes be necessary to ensure safety and/or to minimize overall traffic disruptions.

32. It is the goal of all parties that all incidents be cleared from the roadway within ninety (90) minutes of the arrival of the first responding officer. This goal is being made with the understanding that more complex crash environments may require additional time for complete clearance. If the ninety (90) minute goal is unattainable, a report on the current conditions and expected clearance time shall be made every 30 minutes to the on duty TDOSHS Supervisor and / or the Incident Commander. This information shall be provided to the THP Dispatch Centers (see Appendix 2) to be included in the TDOT Smartway Information System (TSIS).

33. TDOT and TDOSHS will work together to develop plans and procedures for diverting traffic from controlled-access highways, including pre-designated alternate routes, to facilitate the management of traffic incidents and other emergencies.

34. TDOSHS and TDOT will be vigilant in determining the well-being of motorists in the event of a lengthy traffic queue and / or road closure of two (2) or more hours, and provide assistance to travelers within the stopped traffic queue wherever possible.

35. TDOSHS and TDOT will work together to include highway incident management topics in their public education and outreach programs, including but not limited, to driver education, highway safety programs, public information campaigns, publications such as the *Official State Highway Map* and the *Tennessee Driver's Handbook*, and web pages.

36. TDOT and TDOSHS will work together to ensure that safe and efficient traffic incident management and urgent clearance of roadways is part of the training provided for all law enforcement, fire and emergency medical services, rescue squads, towing and recovery operators, and other incident responders in Tennessee.

37. TDOT and TDOSHS will develop and maintain official contact lists and work together to improve the management of information related to traffic incidents in Tennessee, including but not necessarily limited to, improved reporting of major incidents and related traffic problems to the public, implementation of a statewide "511" system, and development of a framework for a comprehensive information system to support all aspects of traffic incident management.

38. TDOT and TDOSHS will work together to implement components of the Tennessee Strategic Highway Safety Plan and this MOU will be an attachment in support of the ongoing planning process, including annual reviews, updates, and approvals of the plan.

39. In carrying out their respective and shared responsibilities, TDOSHS and TDOT will adopt and implement the doctrine, concepts, principles, terminology, and organizational processes set forth in the National Incident Management System (NIMS) to enable effective, efficient, and collaborative incident management.

40. TDOT and TDOSHS will advise their personnel of this Agreement and promote implementation at every level of their organizations through established channels and protocol. TDOT will distribute advisory memorandums to personnel in Headquarters, Regions, Districts and County Offices.

Nothing in this MOU shall restrict or prohibit any Local Law Enforcement Agency from entering into a separate MOU similar or the same in nature as this.

This Memorandum of Understanding is not an enforceable agreement among the parties but is a statement of cooperative intent. In no matter, whether directly or indirectly, does this MOU establish a standard of care or in any way create third party beneficiary rights.

AGREED AND EXECUTED BY:

Date: 2/16/12
Commissioner of Safety and Homeland Security

Date: 2-16-12
Commissioner of Transportation

Colonel TG Trott Date: 2/16/12
Colonel, Tennessee Highway Patrol

Paul Degges Date: 2/16/12
Chief Engineer, TDOT

Appendix 1

GLOSSARY OF ACRONYMS AND TERMS

EMA	Local Emergency Management Agency
NIMS	National Incident Management System
TSIS	TDOT SmartWay Information System
TDOT	Tennessee Department of Transportation
TDOSHS	Tennessee Department of Safety and Homeland Security
Tennessee 511	Motorist information system to provide traveler info on via cell number 511
MUTCD	Manual on Uniform Traffic Control Devices of the Federal Highway Administration providing standard roadway marking, signing and work zone guidelines

Appendix 2

INCIDENT CONTACT LIST FOR MAJOR HIGHWAY INCIDENTS

TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT)

TDOT Region 1 - Knoxville	Knoxville TMC	(865) 594-3981
TDOT Region 2 - Chattanooga	Chattanooga TMC	(423) 892-7494
TDOT Region 3 - Nashville	Nashville TMC	(615) 350-3424
TDOT Region 4 – Jackson/Memphis	Memphis TMC	(731) 234-4692

TENNESSEE DEPARTMENT OF SAFETY AND HOMELAND SECURITY

Dispatch Centers		
THP - District 1 -Knoxville	865-594-5800	Toll-Free 1-800-490-3490
THP - District 2 –Chattanooga	423-634-6890	Toll-Free 1-800-305-2201
THP - District 3 – Nashville	615-741-2060	Toll-Free 1-800-736-0212
THP - District 4 – Memphis	901-543-6256	901-543-6274
THP - District 5 – Fall Branch	423-348-6144	Toll-Free 1-800-737-2682
THP - District 6 – Cookeville	931-526-6143	Toll-Free 1-800-434-6393
THP - District 7 – Lawrenceburg	931-766-1425	Toll-Free 1-800-736-1759
THP - District 8 – Jackson	731-423-6635	Toll-free 1-800-736-3993

TENNESSEE EMERGENCY MANAGEMENT AGENCY

TEMA	(615) 741-0001

Appendix 3

CHAPTER 6-I. CONTROL OF TRAFFIC THROUGH TRAFFIC INCIDENT MANAGEMENT AREAS

Section 6I.01 General

Support:
The National Incident Management System (NIMS) requires the use of the Incident Command System (ICS) at traffic incident management scenes.

A traffic incident is an emergency road user occurrence, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic.
A traffic incident management area is an area of a highway where temporary traffic controls are installed, as authorized by a public authority or the official having jurisdiction of the roadway, in response to a road user incident, natural disaster, hazardous material spill, or other unplanned incident. It is a type of TTC zone and extends from the first warning device (such as a sign, light, or cone) to the last TTC device or to a point where vehicles return to the original lane alignment and are clear of the incident.
Traffic incidents can be divided into three general classes of duration, each of which has unique traffic control characteristics and needs. These classes are:

A. Major—expected duration of more than 2 hours,
B. Intermediate—expected duration of 30 minutes to 2 hours, and
C. Minor—expected duration under 30 minutes.

The primary functions of TTC at a traffic incident management area are to inform road users of the incident and to provide guidance information on the path to follow through the incident area. Alerting road users and establishing a well-defined path to guide road users through the incident area will serve to protect the incident responders and those involved in working at the incident scene and will aid in moving road users expeditiously past or around the traffic incident, will reduce the likelihood of secondary traffic crashes, and will preclude unnecessary use of the surrounding local road system. Examples include a stalled vehicle blocking a lane, a traffic crash blocking the traveled way, a hazardous material spill along a highway, and natural disasters such as floods and severe storm damage.

Guidance:
In order to reduce response time for traffic incidents, highway agencies, appropriate public safety agencies (law enforcement, fire and rescue, emergency communications, emergency medical, and other emergency management), and private sector responders (towing and recovery and hazardous materials contractors) should mutually plan for occurrences of traffic incidents along the major and heavily traveled highway and street system. On-scene responder organizations should train their personnel in TTC practices for accomplishing their tasks in and near traffic and in the requirements for traffic incident management contained in this Manual. On-scene responders should take measures to move the incident off the traveled roadway or to provide for appropriate warning.

A-3 cont.

*All on-scene responders and news media personnel should constantly be aware of their visibility to oncoming traffic and wear high-visibility apparel.*08 *Emergency vehicles should be safe-positioned (see definition in Section 1A.13) such that traffic flow through the incident scene is optimized. All emergency vehicles that subsequently arrive should be positioned in a manner that does not interfere with the established temporary traffic flow. Responders arriving at a traffic incident should estimate the magnitude of the traffic incident, the expected time duration of the traffic incident, and the expected vehicle queue length, and then should set up the appropriate temporary traffic controls for these estimates.*

Option:

Warning and guide signs used for TTC traffic incident management situations may have a black legend and border on a fluorescent pink background (see Figure 6I-1).

Support:

While some traffic incidents might be anticipated and planned for, emergencies and disasters might pose more severe and unpredictable problems. The ability to quickly install proper temporary traffic controls might greatly reduce the effects of an incident, such as secondary crashes or excessive traffic delays. An essential part of fire, rescue, spill clean-up, highway agency, and enforcement activities is the proper control of road users through the traffic incident management area in order to protect responders, victims, and other personnel at the site. These operations might need corroborating legislative authority for the implementation and enforcement of appropriate road user regulations, parking controls, and speed zoning. It is desirable for these statutes to provide sufficient flexibility in the authority for, and implementation of, TTC to respond to the needs of changing conditions found in traffic incident management areas.

Option:

For traffic incidents, particularly those of an emergency nature, TTC devices on hand may be used for the initial response as long as they do not themselves create unnecessary additional hazards.

Section 6I.02 Major Traffic Incidents

Support:

Major traffic incidents are typically traffic incidents involving hazardous materials, fatal traffic crashes involving numerous vehicles, and other natural or man-made disasters. These traffic incidents typically involve closing all or part of a roadway facility for a period exceeding 2 hours.

Guidance:

If the traffic incident is anticipated to last more than 24 hours, applicable procedures and devices set forth in other Chapters of Part 6 should be used.

A-3 cont

Support:

A road closure can be caused by a traffic incident such as a road user crash that blocks the traveled way. Road users are usually diverted through lane shifts or detoured around the traffic incident and back to the original roadway. A combination of traffic engineering and enforcement preparations are needed to determine the detour route, and to install, maintain or operate, and then to remove the necessary traffic control devices when the detour is terminated. Large trucks are a significant concern in such a detour, especially when detouring them from a controlled-access roadway onto local or arterial streets.

During traffic incidents, large trucks might need to follow a route separate from that of automobiles because of bridge, weight, clearance, or geometric restrictions. Also, vehicles carrying hazardous material might need to follow a different route from other vehicles.

Some traffic incidents such as hazardous material spills might require closure of an entire highway. Through road users must have adequate guidance around the traffic incident. Maintaining good public relations is desirable. The cooperation of the news media in publicizing the existence of, and reasons for, traffic incident management areas and their TTC can be of great assistance in keeping road users and the general public well informed.

The establishment, maintenance, and prompt removal of lane diversions can be effectively managed by interagency planning that includes representatives of highway and public safety agencies.

Guidance:

All traffic control devices needed to set up the TTC at a traffic incident should be available so that they can be readily deployed for all major traffic incidents. The TTC should include the proper traffic divisions, tapered lane closures, and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative route. Attention should be paid to the upstream end of the traffic queue such that warning is given to road users approaching the back of the queue.

If manual traffic control is needed, it should be provided by qualified flaggers or uniformed law enforcement officers.

Figure 6I-1. Examples of Traffic Incident Management Area Signs

Option:

If flaggers are used to provide traffic control for an incident management situation, the flaggers may use appropriate traffic control devices that are readily available or that can be brought to the traffic incident scene on short notice.

Guidance:

When light sticks or flares are used to establish the initial traffic control at incident scenes, channelizing devices (see Section 6F.63) should be installed as soon thereafter as practical.

Option:

The light sticks or flares may remain in place if they are being used to supplement the channelizing devices.

Guidance:

The light sticks, flares, and channelizing devices should be removed after the incident is terminated.

A-3 cont.

Section 6I.03 Intermediate Traffic Incidents

Support:

Intermediate traffic incidents typically affect travel lanes for a time period of 30 minutes to 2 hours, and usually require traffic control on the scene to divert road users past the blockage. Full roadway closures might be needed for short periods during traffic incident clearance to allow traffic incident responders to accomplish their tasks.

The establishment, maintenance, and prompt removal of lane diversions can be effectively managed by interagency planning that includes representatives of highway and public safety agencies.

Guidance:

All traffic control devices needed to set up the TTC at a traffic incident should be available so that they can be readily deployed for intermediate traffic incidents. The TTC should include the proper traffic diversions, tapered lane closures, and upstream warning devices to alert traffic approaching the queue and to encourage early diversion to an appropriate alternative route.

04 *Attention should be paid to the upstream end of the traffic queue such that warning is given to road users approaching the back of the queue. If manual traffic control is needed, it should be provided by qualified flaggers or uniformed law enforcement officers.*

Option:

If flaggers are used to provide traffic control for an incident management situation, the flaggers may use appropriate traffic control devices that are readily available or that can be brought to the traffic incident scene on short notice.

Guidance:

When light sticks or flares are used to establish the initial traffic control at incident scenes, channelizing devices (see Section 6F.63) should be installed as soon thereafter as practical.

Option:

The light sticks or flares may remain in place if they are being used to supplement the channelizing devices.

Guidance:

The light sticks, flares, and channelizing devices should be removed after the incident is terminated

A-3 cont.

Section 6I.04 Minor Traffic Incidents

Support:

Minor traffic incidents are typically disabled vehicles and minor crashes that result in lane closures of less than 30 minutes. On-scene responders are typically law enforcement and towing companies, and occasionally highway agency service patrol vehicles.

Diversion of traffic into other lanes is often not needed or is needed only briefly. It is not generally possible or practical to set up a lane closure with traffic control devices for a minor traffic incident. Traffic control is the responsibility of on-scene responders.

Guidance:

When a minor traffic incident blocks a travel lane, it should be removed from that lane to the shoulder as quickly as possible.

Section 6I.05 Use of Emergency-Vehicle Lighting

Support:

The use of emergency-vehicle lighting (such as high-intensity rotating, flashing, oscillating, or strobe lights) is essential, especially in the initial stages of a traffic incident, for the safety of emergency responders and persons involved in the traffic incident, as well as road users approaching the traffic incident. Emergency-vehicle lighting, however, provides warning only and provides no effective traffic control. The use of too many lights at an incident scene can be distracting and can create confusion for approaching road users, especially at night. Road users approaching the traffic incident from the opposite direction on a divided facility are often distracted by emergency-vehicle lighting and slow their vehicles to look at the traffic incident posing a hazard to themselves and others traveling in their direction.

The use of emergency-vehicle lighting can be reduced if good traffic control has been established at a traffic incident scene. This is especially true for major traffic incidents that might involve a number of emergency vehicles. If good traffic control is established through placement of advanced warning signs and traffic control devices to divert or detour traffic, then public safety agencies can perform their tasks on scene with minimal emergency-vehicle lighting.

Guidance:

Public safety agencies should examine their policies on the use of emergency-vehicle lighting, especially after a traffic incident scene is secured, with the intent of reducing the use of this lighting as much as possible while not endangering those at the scene. Special consideration should be given to reducing or extinguishing forward facing emergency-vehicle lighting, especially on divided roadways, to reduce distractions to oncoming road users.

Because the glare from floodlights or vehicle headlights can impair the nighttime vision of approaching road users, any floodlights or vehicle headlights that are not needed for illumination, or to provide notice to other road users of an incident response vehicle being in an unexpected location, should be turned off at night.

Appendix 4

T.C.A 54-16-113. Removal of vehicles, spilled cargo or other personal property.

(a) The department of safety, department of transportation, or local law enforcement agency may immediately remove or cause to be removed any wrecked, abandoned, unattended, burned or partially dismantled vehicle, spilled cargo or other personal property from the roadway of a controlled-access highway if the vehicle, cargo or personal property is creating an obstruction or hazard to traffic because of its position in relation to the highway, as determined by authorized officers or employees of such department or agency.

(b) (1) Vehicles, cargo or personal property may be removed to any place within the immediate vicinity without any further action or obligation by the department of transportation, department of safety, local law enforcement agency or others acting at the direction of such department or agency; provided, however, that in the event of a motor vehicle accident which results in apparent serious personal injury or death, no removal shall occur until a law enforcement officer determines that adequate information has been obtained for preparation of an accident report.

(2) When the property creating an obstruction or hazard to traffic is a motor carrier, as defined in § 65-15-102(4), the agency causing its removal shall make a reasonable effort to allow the owner of the vehicle to arrange for its removal and shall give due consideration to having the vehicle towed by a licensed towing service capable of safely moving the vehicle in question. The final decision on removal shall rest with the agency causing the removal.

(c) The removal of vehicles away from the immediate vicinity by law enforcement agencies pursuant to this section shall be subject to the same procedures as set forth in § 55-16-101 et seq. If the department of transportation removes or orders the removal of a vehicle away from the immediate vicinity, the department shall notify the department of safety or the local law enforcement agency, and the department of transportation shall follow the same procedures as in § 55-16-101 et seq., provided that the department of transportation may make arrangements with the department of safety or local law enforcement agency to act on behalf of the department of transportation in complying with § 55-16-101 et seq.

(d) If the department of safety, department of transportation, or local law enforcement agency removes or orders the removal of spilled cargo or personal property away from the immediate vicinity, the department or agency shall make reasonable efforts to notify the owner, if known, and shall allow the owner at least 48 hours to claim the cargo or personal property. However, the department or agency may immediately dispose or arrange for the disposal of any cargo, personal property or other debris that is damaged beyond use or repair.

(e) (1) Any liability of the department of safety or the department of transportation for damage to vehicles or cargo resulting from removal pursuant to the provisions of this section shall be determined in accordance with the provisions of § 9-8-301, et seq.
(2) Any liability of local law enforcement agencies for damage to vehicles or cargo resulting from removal pursuant to the provisions of this section shall be determined in accordance with the provisions of § 29-20-101, et seq.
(f) The department of safety, department of transportation, or local law enforcement agency may require the owner and carrier, if any, of the vehicle, spilled cargo or other personal property removed or disposed of under the authority of this section to pay for any costs incurred in the removal and subsequent disposition of such vehicle, spilled cargo or other personal property.

“OPEN ROADS POLICY”

Quick Clearance for Safety and Mobility

State of Tennessee

"OPEN ROADS POLICY"

Quick Clearance for Safety and Mobility

Between the Tennessee Department of Transportation,

Tennessee Department of Safety and Homeland Security, and

Tennessee Counties and Cities

This Memorandum of Understanding (MOU) by and between the Tennessee Department of Transportation (TDOT), the Tennessee Department of Safety and Homeland Security (TDOSHS), County/City Law Enforcement and Fire and Rescue Agencies (City/County Agencies), establishes a policy for the Tennessee Highway Patrol (THP), TDOT, City/County Agencies to expedite the removal of vehicles, cargo, and debris from roadways on the State Highway System (roadways) to restore, in an URGENT MANNER the safe and orderly flow of traffic following a motor vehicle crash or incident on Tennessee's roadways. This MOU is intend to complement the existing Memorandum of Understanding between TDOT and TDOSHS entered into on February 16, 2012, and does not supersede or circumvent any of the components of that document between the two State departments.

Whereas: Public safety is the highest priority and must be maintained especially when injuries or hazardous materials are involved. The quality of life in the State of Tennessee is heavily dependent upon the free movement of people, vehicles, and commerce. THP, TDOT, and City/County Agencies share the responsibility for achieving and maintaining the degree of order necessary to make this free movement possible. THP, TDOT, and City/County Agencies have the responsibility to do whatever is reasonable to reduce the risk to responders, secondary crashes, and delays associated with incidents, crashes, roadway maintenance, construction, and enforcement activities.

The following operating standards are based on the philosophy that the State Highway System will not be closed or restricted any longer than is absolutely necessary.

Be it resolved: Roadways will be cleared of damaged vehicles, spilled cargo, and debris as soon as it is safe to do so. It is understood that damage to vehicles or cargo may occur as a result of clearing the roadway on an urgent basis. While reasonable attempts to avoid such damage shall be taken, the highest priority is restoring traffic to normal conditions. Incident caused congestion has an enormous cost to society. This cost is significantly greater than the salvage value of an already damaged vehicle and its cargo.

Tennessee Highway Patrol Responsibilities

Members of the THP who respond to the scene of traffic incidents will make clearing the travel portion of the roadway a high priority. When an investigation is required, it will be conducted in as expedient a manner as possible considering the severity of the collision. Non-critical portions of the investigation may be delayed until lighter traffic conditions allow completion of those tasks. The THP will only close those lanes absolutely necessary to conduct the investigation safely. THP will coordinate with TDOT representatives to set up appropriate traffic control, establish alternate routes, expedite the safe movement of traffic trapped at the scene, and restore the roadway to normal as soon as possible.

Whenever practical, crashes on access controlled roadways will be removed to off ramps, accident investigation sites or other safe areas for completion of investigations to reduce the delays associated with motorists slowing to "gawk". Tow trucks will be requested a soon as it is evident that they will be needed to clear the roadway. THP will assure that all authorized tow operators have met established competency levels and that the equipment is of appropriate size, capacity and design meeting the standards for the State of Tennessee.

The THP will not unnecessarily cause the delay in reopening all or part of a roadway to allow a company to dispatch their own equipment to off-load cargo or recover a vehicle or load that is impacting traffic during peak traffic hours or creating a hazard to the public. The THP and TDOT will cooperate in planning and implementing clearance operations in the most safe and expeditious manner.

Tennessee Department of Transportation Responsibilities

When requested by the THP or City/County Agencies, TDOT will respond and deploy resources to major traffic incidents 24 hours a day, 7 days per week. Each TDOT District will develop and implement response procedures to meet the goal of providing initial traffic control within **30 minutes** of notification during normal working hours and **60 minutes** after hours and on weekends.

TDOT, in cooperation with the THP, will determine and deploy the necessary heavy equipment and manpower to reopen the roadway if clearance of the travel lanes are being delayed or is determined that the task is beyond the capabilities of the wrecker service on scene. If cargo or non-hazardous spilled loads are involved, TDOT will make every effort to assist in the relocation of the materials in the shortest possible time, using whatever equipment necessary. All such materials or any vehicles relocated by TDOT will be moved as short a distance as possible to eliminate the traffic hazard.

TDOT personnel will document all hours and equipment used for traffic control, roadway clearance, and debris clean up. TDOT will place traffic control devices at the scene should any damaged vehicles or cargo remain adjacent to the travel lanes on the shoulder for removal at a later time.

The THP and TDOT will continually work together to ensure that the needs of motorists on our roadways are being met in the most professional, safe, and efficient manner.

Local Law Enforcement, Fire and Rescue Department Responsibilities

Members of City/County Agencies who respond to the scene of traffic incidents will make clearing the travel portion of the roadway a high priority. When investigating an incident, the investigation will be conducted in as expedient a manner as possible considering the severity of the collision (serious injuries, fatality, or hazardous materials). City/County Agencies will close only those lanes absolutely necessary to safely conduct the fire/rescue operations. City/County Agencies will coordinate with TDOT representatives to set up appropriate traffic control, establish alternate routes, expedite the safe movement of traffic trapped at the scene, and restore the roadway to normal conditions as soon as possible. As soon as TDOT has set up appropriate traffic control for the safety of the responders and travelers, City/County Agencies will move any fire/rescue apparatus or vehicles initially used to shield responders to appropriate areas.

Therefore, it is agreed as follows:

The THP, TDOT, and City/County Agencies, will evaluate and continually update and modify their operating policies, procedures, rules, and standards to assure they are consistent with this **"OPEN ROADS POLICY"** MOU.

The THP, TDOT, and City/County Agencies, will research, evaluate and conduct training in the most advanced technologies, equipment, and approved methods for the documentation and investigation of crash or incident scenes. THP and City/County Agencies will prioritize the investigative tasks and reopen travel lanes upon completion of tasks that must be conducted, without the impediment of traffic flowing.

Roadways will be cleared as soon as possible. It is the goal of THP, TDOT, and City/County Agencies that **all incidents be cleared from the roadway within 90 minutes of the arrival of the first responding officer.** This goal is being made with the understanding that a more complex scenario may require additional time for complete clearance. Incidents that extend beyond the 90 minute goal will be assessed every 30 minutes to determine an expected clearance time and reported to the appropriate communications center.

City/County Agencies will determine the well-being of motorists in the event of a lengthy traffic queue and /or roadway closure and provide assistance to motorists within the stopped traffic queue whenever possible.

City/County Agencies will establish a local Highway Incident Management Committee that will include Local Law Enforcement, Fire and Rescue Departments and all other City/County agencies that respond to roadway incidents for the purpose of optimizing communication, coordination and collaboration at roadway incident scenes. The Committee will meet at least bi-monthly

It is further agreed that:

The THP, TDOT, and City/County Agencies, will actively solicit and enlist other state, county, and local agencies, political subdivisions, industry groups, and professional associations to endorse and become party to this **"OPEN ROADS POLICY"** for the State of Tennessee.

MOU Execution: ***Use of Counterpart Signature Pages***

This MOU, and any amendments hereto may be simultaneously executed in multiple counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument. Notwithstanding any other provision herein to the contrary, this MOU shall constitute an agreement amongst the parties that have executed a counterpart and parties listed but not executing shall not be deemed to be parties to the MOU.

In witness whereof, each party hereto has caused this document to be executed in its name and on its behalf by it's duly authorized Chief Executive.

TENNESSEE DEPARTMENT OF TRANSPORTATION

By: _____
Commissioner

Date: 10/12/2012

TENNESSEE DEPARTMENT OF SAFETY AND HOMELAND SECURITY

By: _____
Commissioner

Date: 9/19/12

APPENDIX