INDEX OF SHEETS (CONST.)
SEE SHEET NO. 2

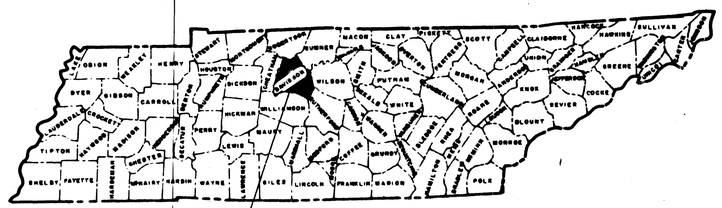
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

FED. ROAD DIST. NO.	STATE: TENN	YEAR	SHEET NO.
		1983	1
FED. AID PROJ. NO.		ID-440-4(53) 206 CONST.	
STATE PROJ. NO.		19014-3111-44	

REV 2-2-83: ADDED "D" TO PROJECT NOS.

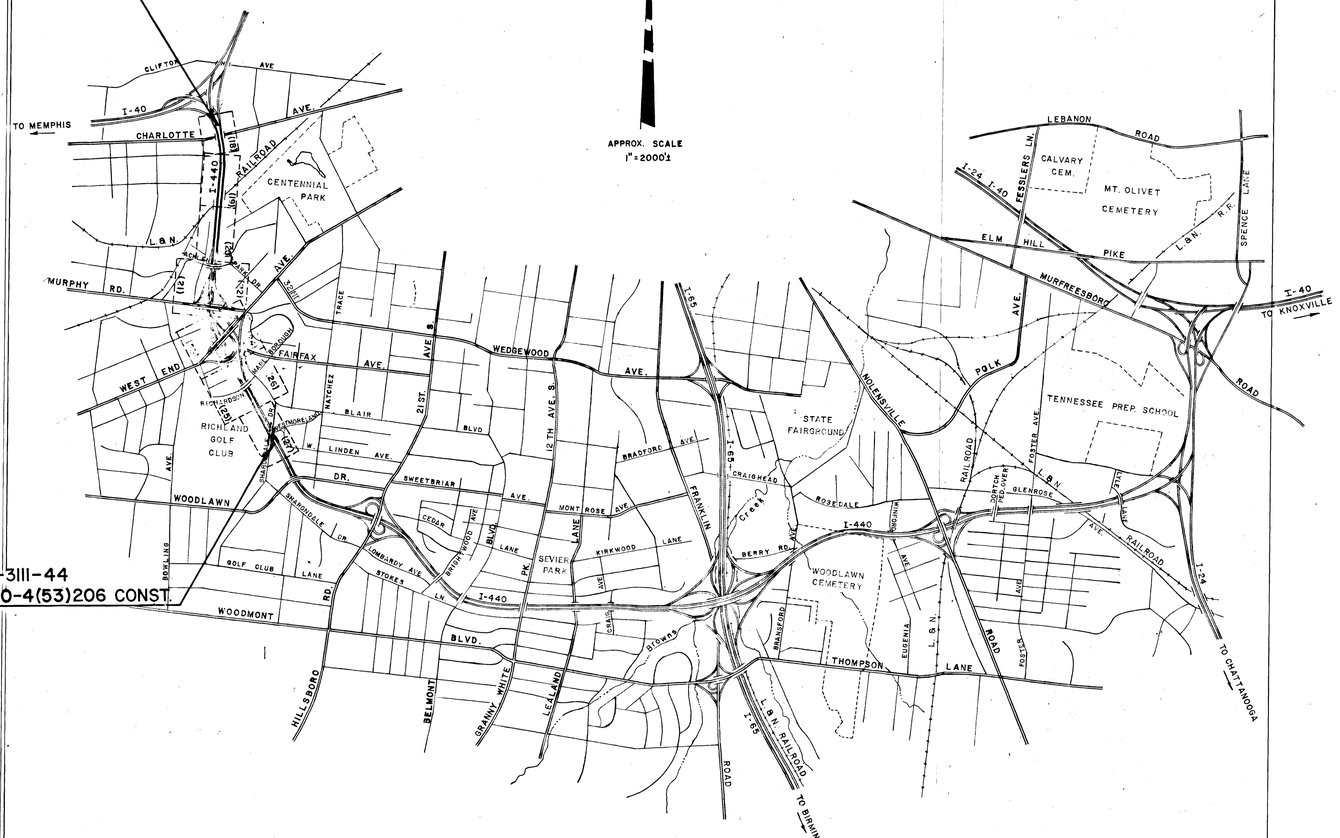
DAVIDSON COUNTY
I-440 PARKWAY
FROM I-40 TO SHARONDALE DRIVE
GRADE, DRAIN, STRUCTURES
AND PAVING CROSS-STREETS

STATE HIGHWAY NO. "I-440 PARKWAY" F.A.H.S. NO. I-440



19014-3111-44
BEGIN PROJECT ID-440-4(53)206 CONST.
STA. "N-E" 344+00
STA. "E-S" 361+00

TRAFFIC DATA
SEE SHEET NO. 2RR



APPROX. SCALE
1"=2000'±

EQUATIONS

STATIONS	+	−
I-40 "N-E" STA. 337+82.34 = PAPER LOC. I-40 "N-E" STA. 337+78.46 = I-440 STA. 113+16.30	—	—
I-40 "W-S" STA. 337+04.35 = PAPER LOC. I-40 "E-S" STA. 367+09.49 = I-440 STA. 113+46.30	—	—
EFFECT ON ENNUMERATION	NO EFFECT	

NO EXCLUSIONS

19014-3111-44
END PROJECT ID-440-4(53)206 CONST.
STA. [illegible]

SPECIAL NOTE

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 1981 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

DESIGNER BARGE [illegible], SUMNER, & CANNON CHECK BY

STATE OF TENNESSEE
DA BARGE JR
Registration No. 1345

(1) ROADWAY LENGTH ... 1.715 MILES
(2) BRIDGE LENGTH ... 0.083 MILES
PROJECT LENGTH ... [illegible] MILES

(1) BASED ON AVERAGE LENGTH AND DOES NOT INCLUDE CROSS STREETS OR ACCESS ROADS.
(2) DOES NOT INCLUDE 0.327 MILES FOR CROSS STREETS AND RAMPS.

APPROVED Louis Bevan
STATE TRANSPORTATION ENGINEER

DATE

APPROVED Joe E. Fox
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

No. 334
Dept. of Transp.
SCANNED

INDEX

SHEET NO.	SHEET NAME
1	TITLE SHEET
1A	INDEX AND STANDARD DRAWINGS
2-2A	ESTIMATED BRIDGE QUANTITIES AND NOTES
2A-1-2C	ESTIMATED ROADWAY QUANTITIES AND FOOTNOTES
2D-2L	TABULATED QUANTITIES
2M-2-O	GENERAL NOTES
2P	SCOPE OF WORK AND PRIORITY OF CONSTRUCTION
2Q-2Z	TYPICAL SECTIONS
2AA-2LL	MISCELLANEOUS DETAILS
2MM-2-OO	DETAILS, SANITARY SEWER
2PP-2QQ	DETAILS, WATER LINE
2RR	TRAFFIC DIAGRAM
2SS-2UU	LOCATION MAP OF HISTORIC AREAS
3-3A	LAYOUT OF DISPOSAL SITE
4-4B	TRAFFIC CONTROL PLAN
4C	PLAN & PROFILE, MURPHY ROAD DETOUR
4D	PLAN & PROFILE, WEST END AVE. DETOUR
5	REFERENCE POINTS
6-17	PRESENT LAYOUT SHEETS (INCLUDED FOR R.O.W. PURPOSES ONLY)
18-27	PROPOSED LAYOUT
18A-27A & 24B (21A, 23A & 25A OMITTED)	DRAINAGE LAYOUT
28-34	PROFILE I-440
35	PROPOSED LAYOUT OF INTERCHANGE I-440 @ MURPHY RD AND WEST END AVE.
36-43	PROFILE, RAMPS
44	CONTOUR LAYOUT, ACKLEN DRIVE TO MURPHY ROAD
45	CONTOUR LAYOUT, MURPHY ROAD TO WEST END AVE.
46	CONTOUR LAYOUT, WEST END AVE. TO RICHARDSON-MARLBOROUGH AVE.
47	PROPOSED LAYOUT, CHARLOTTE AVE.
48	PROPOSED LAYOUT, SEABOARD SYSTEM RAILROAD
49	PRESENT LAYOUT, ACKLEN PARK DRIVE & PARK CIRCLE
49A	PROPOSED LAYOUT, ACKLEN PARK DRIVE & PARK CIRCLE
50-51	PROPOSED LAYOUT MURPHY ROAD
51A-51E	PROPOSED STORM SEWER LAYOUT, MURPHY ROAD
52-53	PROPOSED LAYOUT, WEST END AVE.
54	PROPOSED LAYOUT, RICHARDSON-MARLBOROUGH AVE.
55	PROPOSED LAYOUT, SHARONDALE DRIVE
56	PROFILE, ACCESS ROADS
57-61	BUSINESS ENTRANCE, ALLEY ENTRANCE & PRIVATE DRIVE PROFILES
62	ACCESS ROAD, CROSS STREET & PROPOSED ALLEY PROFILES
63-66	SIGNALIZATION AND PAVEMENT MARKING PLAN
67	PAVEMENT MARKING PLAN
68	DETAIL OF CANTILEVER SIGNAL SUPPORT AND FOOTING
69-71	TEMPORARY POLLUTION CONTROL PLAN & DRAINAGE MAP
72-81	UTILITIES (GAS, TELEPHONE, ELECTRICAL, ETC.)
82-105	UTILITIES (WATER & SANITARY SEWER)
106-136 (INCLUDING 119A)	SOILS DATA
* 137-343	ROADWAY CROSS SECTIONS
RD-UD-2 REV. 7-21-82	DWG. NO. RD-UD-2 UNDERDRAIN DETAILS (PRINT WITH PLANS)
D-CBB-12 REV. 6-15-82	DWG. NO. D-CBB-12 TYPE "B" FRAME AND GRATE FOR NOS. 10, 12, 14 & 15 CATCH BASIN (PRINT WITH PLANS)
H-5-111 REV. 11-12-82	DWG. NO H-5-111 PILE DETAILS (PRINT WITH PLANS)
M-103-149 REV. 7-7-82	DWG. NO. M-103-149 PRECAST, PRESTRESSED BRIDGE DECK PANELS, DESIGN CRITERIA, 1982 (PRINT WITH PLANS)
M-103-150 REV. 7-7-82	DWG. NO. M-103-150 PRECAST, PRESTRESSED BRIDGE DECK PANELS, GENERAL DETAILS, 1982 (PRINT WITH PLANS)
S-MB-1	DWG NO S-MB-1 STANDARD CONCRETE MEDIAN BARRIER (PRINT WITH PLANS)

STANDARD ROADWAY DRAWINGS

DWG NO.	CURRENT REV. DATE	TITLE
ROADWAY DESIGN STANDARDS		
RD-A-1	9-18-79	STANDARD ABBREVIATIONS
RD-L-1	3-15-76	STANDARD LEGEND
RD-L-2	1-11-82	STANDARD LEGEND
RD-S-11	1-11-82	ROADSIDE SLOPE DEVELOPMENT
RD-S-11A	1-11-82	ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION
RD-S-13	1-11-82	DESIGN STANDARDS-4-LANE HIGHWAYS, URBAN AREAS
RD-S-15	1-11-82	DESIGN STANDARDS-4-6 LANE, DEPRESSED MEDIAN (ON F.A.I. AND F.A.P. SYSTEMS)
RD-S-15B	1-11-82	DESIGN STANDARDS-4 & 6 LANE INDEPENDENT ROADWAYS (ON F.A.I. AND F.A.P. SYSTEMS)
RD-S-15C	1-11-82	DESIGN STANDARDS-1 & 2 LANE RAMPS
RD-SA-1	1-11-82	SAFETY APPROACH TO UNDERPASSES, GRADING DESIGN & SLOPE PROTECTION
RD-SE-1	11-9-76	STANDARD SUPERELEVATION DETAILS
RD-UD-1	7-17-81	UNDERDRAIN DETAILS
DRAINAGE-CULVERTS AND ENDWALLS		
D-CE-1	1-1-76	REVISED CONSTRUCTION DETAIL
D-CE-3		SAFETY ADJUSTMENTS FOR ENDWALLS
D-PB-1	2-25-77	STANDARD DETAILS CLASS "B" BEDDING AND CULVERT EXCAVATION
D-PE-4		STRAIGHT, "U" & "L" TYPE CONCRETE ENDWALL
D-PG-3	1-11-82	FERROUS AND ALUMINUM CORRUGATED METAL PIPE

* CROSS SECTIONS FILED IN-335

STANDARD ROADWAY DRAWINGS (CON'T)

DWG NO.	CURRENT REV. DATE	TITLE
DRAINAGE-CATCH BASINS AND MANHOLES		
D-CB-3	7-17-81	NO. 36 AND NO. 37 CATCH BASINS AND GRATE
D-CB-9	1-11-82	STANDARD APRON SPILLWAY AT BRIDGE ENDS
D-CB-12	3-15-76	STANDARD NO. 12 CATCH BASIN
D-CB-12-32	3-15-76	STANDARD NO. 12-32 CATCH BASIN & CASTINGS
D-CB-14	3-15-76	STANDARD NO. 14 CATCH BASIN
D-CB-15	3-15-76	STANDARD NO. 15 CATCH BASIN
D-CBC-12	3-15-76	CASTINGS FOR NOS. 10, 12, 14 & 15 CATCH BASINS (WITH TYPE "C" GRATE)
D CB 19	1-1-76	STANDARD NO. 18 & 19 CATCH BASINS & CASTINGS
D-CB-24	7-17-81	STANDARD NOS. 24 & 48 CATCH BASIN w/ WELDED STEEL GRATE.
D-CB-32	3-15-76	STANDARD NO. 32 CATCH BASIN
D-MH-3	1-1-76	MASONRY & PRECAST NO. 3 MANHOLE
D-MH-4	7-17-81	NO. 3 MANHOLE CASTINGS
ROADWAY AND PAVEMENT APPURTENANCES		
RP-C-15	7-17-81	STANDARD CONCRETE CURBS AND CONCRETE CURBS AND GUTTERS
RP-C-16	3-15-76	CIRCULAR CONCRETE CURB AND CIRCULAR CURB & GUTTER
RP-D-14	1-1-76	DETAILS OF STANDARD CONCRETE DRIVEWAYS
RP-H-1	11-9-76	HANDICAP RAMP
RP-I-5	1-1-76	STREET & ALLEY INTERSECTIONS
RP-R-1	6-6-80	STANDARD RAMPS TO SIDE ROADS
RP-S-7	1-1-76	CONCRETE STEPS AND SIDEWALKS
SAFETY APPURTENANCES AND FENCE		
S-F-10	7-17-81	STANDARD RIGHT-OF-WAY STOCK FENCE
S-F-10b	7-17-81	STANDARD RIGHT-OF-WAY CHAIN-LINK FENCE
S-FG-20	1-1-76	EXAMPLES OF WATER GATES AND WATER CROSSINGS
S-RP-2	1-1-76	CONCRETE RIGHT-OF-WAY POST
S-GR-11	9-15-82	W-BEAM BARRIER RAIL AND RUB RAIL
S-GR-12	9-15-82	BARRIER RAIL MOUNTING POST BLOCK-OUTS, POST "BASE" DETAILS
S-GR-13	9-15-82	W-BEAM BARRIER POST DETAILS AND SPECIFICATIONS
S-GR-14	9-15-82	W-BEAM BARRIER FASTENING HARDWARE AND REFLECTORS
S-GR-15	9-15-82	W-BEAM BARRIER TERMINAL ELEMENT DETAILS
S-GR-18	9-15-82	GUARDRAIL TERMINAL ANCHOR TYPE II
S-GR-19	9-15-82	TERMINAL ANCHORS TYPE 12, TYPE 13
S-GR-20	9-15-82	PROTECTIVE GUARDRAIL FOR BRIDGE ENDS AND MEDIAN DIVIDER GUARDRAIL
S-GR-21	9-15-82	LENGTH OF NEED AND TERMINAL REQUIREMENTS IN FILLS
TRAFFIC CONTROL APPURTENANCES		
T-M-1		DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-6		MARKING DETAILS OF RAMP INTERSECTIONS
T-S-11	7-17-81	DELINEATOR, MILEPOST & PAVEMENT ARROW DETAILS
T-S-12	10-24-79	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS, ALUMINUM-STEEL DESIGN
T-S-13	4-12-77	STANDARD STEEL GROUND MOUNTED SIGNS, BREAKAWAY TYPE POST, FOOTING DETAILS I-BEAM AND SQUARE TUBES
T-S-18	1-11-82	END OF ROADWAY SIGNS, DEAD END SIGNS AND METAL BARRICADES TYPE III
T-S-19	7-1-78	STANDARD MEMBERS BENDAWAY SIGN SUPPORTS ALUMINUM-STEEL DESIGN
T-SG-1	5-7-79	WOODEN POLE, CONDUIT & SPAN WIRE CONNECTORS
T-SG-2	1-1-76	LOOP LEAD-INS AND PULL BOXES
T-SG-3	9-27-77	STANDARD NOTES AND DETAILS OF DETECTION LOOPS
T-SG-4	4-4-77	TYPICAL LAYOUT AND DETAILS OF DETECTION LOOPS
T-SG-5	1-1-76	CONTROLLER CABINET DETAILS
T-SG-6	1-1-76	CONTROLLER CABINET MOUNTING DETAILS
EROSION CONTROL AND LANDSCAPING		
EL-P-1	1-11-82	TYPICAL TEMPORARY POLLUTION CONTROL STRUCTURES
EL-P-2	1-11-82	TYPICAL TEMPORARY POLLUTION CONTROL STRUCTURES
EL-P-3	1-31-83	TYPICAL TEMPORARY POLLUTION CONTROL STRUCTURES
BRIDGE APPURTENANCES		
K-80-14	8-27-76	STANDARD REINFORCING BAR SUPPORT DETAIL FOR CONCRETE SLABS
K-85-150	1-9-75	MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS
K-86-144	7-17-81	REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS
M-28-1	7-17-81	BRIDGE RAILING CONCRETE PARAPET
M-42-148	7-17-81	STANDARD GUARDRAIL ATTACHMENT TO BRIDGES
M-42-149	7-17-81	STANDARD GUARDRAIL ATTACHMENT TO BRIDGES
STANDARD BRIDGE DRAWING		
K-15-37	11-24-69	STANDARD CONCRETE BOX CULVERTS (10'x6') 90° SKEW

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	1A

REV. 2-25-83: ADDED UTILITIES SHEET TO PLANS.

REV. 5-3-83: ADDED SHEET 24B TO INDEX, ADDED REVISION DATE TO STD. DWGS. D-CBC-12 AND EL-P-3. CORRECTED SHEET INDEX NOS. S-MB-1 AND M-103-150. REVISED S-GR-1 TO S-GR-11 AND REVISED TITLE. REVISED S-GR-2 TO S-GR-13; S-GR-3 TO S-GR-14; S-GR-4 TO S-GR-15; S-GR-5 TO S-GR-18, AND S-GR-9 TO S-GR-21. REVISED S-GR-7E TO S-GR-19 AND REVISED TITLE. ADDED STD. DWGS. S-GR-12 AND S-GR-20. ALL GUARDRAIL DWG. REVISION DATES REVISED TO 9-15-82.

REV. 1-31-84: ADDED STD. DWG D-CB-24

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

INDEX AND STANDARD DRAWING

TELEDYNE POST N1856

Div. No. 334

⚠ REVISED 2-29-83 HMB: QUANTITIES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2

⚠ REVISED 2-8-83 A.M.S. QUANTITIES

ITEM NO.'S	DESCRIPTION	BRIDGE NO. 1	BRIDGE NO. 2	BRIDGE NO. 3	BRIDGE NO. 4	BRIDGE NO. 5	BRIDGE NO. 6	BRIDGE NO. 7	BRIDGE NO. 8	BRIDGE NO. 9	TOTAL	UNIT
		STA. 341+35.88 (N.E. ROADWAY) PRESTRESS CONC. BOX BEAMS 48"x48" INTERSTATE-440 NE ROADWAY OVER CHARLOTTE AVE. SPAN 1 - 31'-0" SPAN 2 -100'-0" SPAN 3 - 44'-0" TOTAL LENGTH = 181'-0" ROADWAY VARIES 58'-10¼" TO 61'-10⅜" W/ PARAPET RAILING LAYOUT DWG. NO. M-110-87	STA. 363+82.10 (ES. ROADWAY) PRESTRESSED CONC BOX BEAM 48" x 48" ES ROADWAY OVER CHARLOTTE AVE. SPAN 1 - 50'-0" SPAN 2 -100'-0" SPAN 3 - 50'-0" TOTAL LENGTH = 200'-0" 54'-0" ROADWAY W/ PARAPET RAIL DEGREE OF CURVE = 1° 30' LAYOUT DWG. NO. M-110-100	STA. 128+78.31 PRESTRESSED CONC BOX BEAMS 69"x48" INTERSTATE-440 OVER L&N R.R. LEFT LANE SPAN 1 - 72'-0" SPAN 2 - 114'-6" SPAN 3 - 61'-6" RIGHT LANE SPAN 1 - 72'-0" SPAN 2 - 114'-6" SPAN 3 - 66'-1½" 2 @ 54'-0" ROADWAY W/ PARAPET RAIL Dc = 51° 30 LAYOUT DWG. NO. M-110-116 LEFT & RIGHT LANES	STA. 146+11.79 CAST-IN-PLACE HOLLOW BOX ACKLEN PARK DRIVE OVER INTERSTATE-440 SPAN 1- 134'-0" SPAN 2- 105'-0" TOTAL LENGTH = 239'-0" 40'-0 ROADWAY W/ (2) 5'-0" SIDEWALKS DEGREE OF CURVE 9° 00' LAYOUT DWG. NO. M-110-130	STA. 158+39.25 CAST-IN-PLACE HOLLOW BOX MURPHY ROAD OVER INTERSTATE-440 SPAN 1- 96'-0" SPAN 2- 106'-0" TOTAL LENGTH = 202'-0" 64'-0" ROADWAY W/ (2) 5'-0" SIDEWALKS 73° 28' 16" TO LOCAL TANGENT LAYOUT DWG. NO. M-110-148	STA. 169+01.23 CAST-IN-PLACE HOLLOW BOX WEST END AVENUE OVER INTERSTATE-440 & RAMP F-H" SPAN 1- 100'-0" SPAN 2- 80'-0" SPAN 3- 67'-8½" SPAN 4- 80'-3½" TOTAL LENGTH = 334'-0" ROADWAY VARIES 71'-0" TO 55'-0" W/ PAR. RAIL & (2) 5'-0" SIDEWALKS LAYOUT DWG. M-119-1	STA. 174+48.63 CAST-IN-PLACE HOLLOW BOX RAMP "F" OVER RAMP "D" & INTERSTATE 440 SPAN 1- 89'-0" SPAN 2- 79'-0" SPAN 3- 110'-0" SPAN 4- 42'-0" TOTAL LENGTH = 320'-0" 30'-0" ROADWAY W/ PARAPET RAILING DEGREE OF CURVE 18° 30' LAYOUT DWG. NO. M-119-25	STA. 183+10.15 CAST-IN-PLACE HOLLOW BOX RICHARDSON - MARLBOROUGH AVENUE OVER INTERSTATE-440 SPAN 1- 138'-0" SPAN 2- 116'-6" TOTAL LENGTH = 254'-6" 40'-0 ROADWAY W/ PARAPET RAIL & SIDEWALKS DEGREE OF CURVE 10° 00 LAYOUT DWG. NO. M-119-37	STA. 191+75.72 CAST-IN-PLACE HOLLOW BOX SHAFFORDALE DRIVE OVER INTERSTATE-440 SPAN 1- 183'-10" TOTAL LENGTH = 367'-8" 50'-0" ROADWAY W/ PARAPET RAILING & SIDEWALKS 33° 52' 37.5" LAYOUT DWG. NO. M-94-1		
⚠1	204-02.01	DRY EXCAVATION (BRIDGES)	606	1,020	1,517	1,080	340	214	86	393	659	5865	C.Y.
⚠1	204-04.01	ROCK EXCAVATION (BRIDGES)	235	318	27	769	1,259	1,222	469	1023	583	5905	C.Y.
	204-05	ROCK DRILLING (BRIDGES)	36	48	54	36	36	204	54	84	48	600	L.F.
⚠1	604-01.12	CLASS "A" CONCRETE (BRIDGE DECK)	300.4	293.8	736.2	367.7	424.2	746.6	261.7	399.8	?	3539.3	C.Y.
⚠1	604-02.03	EPOXY-COATED REINFORCING STEEL	139,991	149,156	218,567	233,293	247,587	568,478	162,229	272,715	211,334	2,203,849	LB.
⚠1	604-03.01	CLASS "A" CONCRETE (BRIDGES)	866.7	1,036.2	884.9	1,067	1,010.8	2,580.8	662.3	1231.2	2,033.5	11313.4	C.Y.
⚠1	604-05.02	STEEL BAR REINFORCEMENT (BRIDGES)	121,496	170,650	330,731	239,142	230,764	585,333	140,111	232,304	146,716	2,128,247	LB.
	604-03.03	LINSEED OIL TREATMENT	1,504	1,453	3,493	1,600	1,785	3,965	1049	1,956	2,361	19,166	GY.
⚠1	606-22.03	STEEL PILES (10 INCH) (DRIVING)	411	566	1,433		321	220	260	154		3365	L.F.
⚠1	606-32.03	STEEL PILES (10 INCH) (FURNISH DOMESTIC)	411	566	1,433		321	220	260	154		3365	L.F.
OPTIONAL ⚠	606-42.03	STEEL PILES (10 INCH) (FURNISH FOREIGN)	411	566	1,433		321	220	260	154		3365	L.F.
	615-02.14	PRESTRESSED CONCRETE BOX BEAM 48" x 48"	350	350								700	L.F.
	615-02.42	PRESTRESSED CONCRETE BOX BEAM 69" x 48"			2459							2459	L.F.
	615-05	POST TENSIONING									1	1	LS.
	620-03	CONCRETE PARAPET (M-28-1)	400	457	1,125				708			2,690	L.F.
⚠1	620-14	CONC. PARAPET W/ STRUCTURAL TUBING (K-38-162)				574	455	751		597	847	3224	L.F.
	709-05.04	MACHINED RIP-RAP (3 IN. TO 6 IN.)	84	113	⚠ 722			57	10	7		⚠ 993	C.Y.
⚠1	710-10	6" PERF. C.M. PIPE (18 GA.) W/ POROUS BACKFILL	147	80	364	140	186	231	87	182	251	1,668	L.F.
⚠1	710-11	6" C.M. PIPE UNDERDRAINS (18 GA.)	28	27	44	60	32	50	31	52	42	366	L.F.
	908-21.02	BEARINGS (M-110-141)				5						5	EA.
	908-21.03	BEARINGS (M-110-156)					8					8	EA.
	908-21.04	BEARINGS (M-119-18)						20				20	EA.
	908-21.05	BEARINGS (M-119-46 & M-119-50)								10		10	EA.
	908-21.06	BEARINGS (M-94-11)									6	6	EA.
⚠1	920-01.11	ROADWAY EXPANSION DEVICE				55	80	206		115	96	552	LF

FOOTNOTES:

BRIDGE NO. 1 ____ SEE DWG. NO. M-110-88.
BRIDGE NO. 2 ____ SEE DWG. NO. M-110-101.
BRIDGE NO. 3 ____ SEE DWG. NO. M-110-117.
BRIDGE NO. 4 ____ SEE DWG. NO. M-110-131.
BRIDGE NO. 5 ____ SEE DWG. NO. M-110-149.
BRIDGE NO. 6 ____ SEE DWG. NO. M-119-2.
BRIDGE NO. 7 ____ SEE DWG. NO. M-119-26.
BRIDGE NO. 8 ____ SEE DWG. NO. M-119-38.
BRIDGE NO. 9 ____ SEE DWG. NO. M-94-2.

LIST OF STANDARD DRAWINGS

	DWG. NO.	REV. DATE
STD. PILE DETAILS	H-5-111	11-12-82
STD. REINFORCING BAR SUPPORT	K-80-14	8-27-76
MISC. ABUTMENT & DRAINAGE DETAILS	K-85-150	1-9-75
REINF. CONCRETE PAVEMENT AT BRIDGE ENDS	K-86-144	7-17-81
BRIDGE RAILING - CONCRETE PARAPET	M-28-1	7-17-81
BRIDGE RAILING - CONCRETE PARAPET W/ STRUCTURAL TUBING	K-38-162	11-[illegible]-82
SLOPE PROTECTION	RD-SA-1	1-11-80

LIST OF SPECIAL PROVISIONS

	NO.	REV. DATE
REGARDING APPROVAL OF SHOP DWG'S	105A	9-8-81
REGARDING EPOXY-COATED REINF. STEEL	907A	9-8-81

LIST OF DRAWINGS

BRIDGE NO. 1
LAYOUT DWG. NO. M-110-87 THRU DWG. NO. M-110-99.

BRIDGE NO. 2
LAYOUT DWG. NO. M-110-100 THRU DWG. NO. M-110-115A.

BRIDGE NO. 3
LAYOUT DWG. NO. M-110-116 THRU DWG. NO. M-110-129.

BRIDGE NO. 4
LAYOUT DWG. NO. M-110-130 THRU DWG. NO. M-110-147.

BRIDGE NO. 5
LAYOUT DWG. NO. M-110-148 THRU DWG. NO. M-110-159.

BRIDGE NO. 6
LAYOUT DWG. NO. M-119-1 THRU DWG. NO. M-119-24

BRIDGE NO. 7
LAYOUT DWG. NO. M-119-25 THRU DWG. NO. M-119-36

BRIDGE NO. 8
LAYOUT DWG. NO. M-119-37 THRU DWG. NO. M-119-57

BRIDGE NO. 9
LAYOUT DWG. NO. M-94-1 THRU DWG. NO. M-94-17.

TENN. STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS - M-103-149 & M-103-150

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE INDEX AND QUANTITIES

TELETYPE FOCUS 24/100

TENN. STATE HIGHWAYS | File No. IN-334 | Plans | Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2A

REV. ⚠1 2-8-83 AMS QUANTITIES
⚠2 2-24-83 HMB QTS. FOR 710-13.04 AND QT. REVISION.

ITEM NO.	DESCRIPTION	RETAINING WALL #1 QUANTITY	RETAINING WALL #2 QUANTITY	RETAINING WALL #3 QUANTITY	RETAINING WALL #4 QUANTITY	RETAINING WALL #5 QUANTITY	RETAINING WALL #6 QUANTITY	RETAINING WALL #7 QUANTITY	RETAINING WALL #8 QUANTITY	RETAINING WALL #9 QUANTITY	RETAINING WALL #10 QUANTITY	RETAINING WALL #11 QUANTITY	RETAINING WALL #12 QUANTITY	TOTAL	UNIT
		STA. 362+73.92 "E-S" ROADWAY (LT) REINFORCED CAST-IN-PLACE CONC. LENGTH = 173'-11" DWG. NO. M-119-89	STA. 340+90.00 "E-S" ROADWAY (RT) REINFORCED CAST-IN-PLACE CONC. LENGTH = 440'-3" DWG. NO. M-119-90	STA. 367+93.19 "E-S" ROADWAY (LT) REINFORCED CAST-IN-PLACE CONC. LENGTH = 321'-0 1/4" DWG. NO. M-119-91	STA. 365+88.00 "E-S" ROADWAY (RT) REINFORCED CAST-IN-PLACE CONC. LENGTH = 155'-2" DWG. NO. M-119-92	STA. 2+96.00 RAMP "B" REINFORCED CAST-IN-PLACE CONC. LENGTH = 903'-0" DWG. NO M-119-93 & NO. M-119-94	STA. 13+79.00 RAMP "H" (LT) REINFORCED CAST-IN-PLACE CONC. LENGTH = 384'-0" DWG. NO. M-119-95	STA. 10+75.00 RAMP "H" (RT.) REINFORCED CAST-IN-PLACE CONC. LENGTH = 175'-0" DWG. NO. M-119-96	STA. 7+70.00 RAMP "H-F" REINFORCED CAST-IN-PLACE CONC. LENGTH = 447'-3 3/4" DWG. NO. M-119-97	STA. 183+29.46 I-440 (RT) REINFORCED CAST-IN-PLACE CONC. LENGTH = 495'-7" DWG. NO. M-119-98	STA. 3+70.00 RAMP "G" (RT.) REINFORCED CAST-IN-PLACE CONC. LENGTH = 374'-4 1/2" DWG. NO. M-119-99 LEFT & RIGHT WALLS	STA. 189+42.00 I-440 (LT) REINFORCED CAST-IN-PLACE CONC. LENGTH = 550'-0" DWG. NO. M-119-100 & NO. M-119-101	STA. 158+60.00 I-440 (RT) REINFORCED CAST-IN-PLACE CONC. LENGTH = 107'-6" DWG. NO. M-119-102		
⚠	203-40.01	ROCK ANCHORS					156					522		678	Ea.
	204-02.01	DRY EXCAVATION (BRIDGES)	6,091	1,094	300	163	350	10	12	54	1761	6891	252	352	17,270	C.Y.
	204-04.01	ROCK EXCAVATION (BRIDGES)	166	22	42	33	39	16	112	485	257	122	1008	174	2,476	C.Y.
	604-03.01	CLASS "A" CONCRETE (BRIDGES)	658.0	1,017.0	233.7	139.4	683.1 ⚠	180.3	116.3	338.9	409.2	1039.2	2359.1	239.2	7413.4	⚠ C.Y.
⚠	604-03.02	STEEL BAR REINFORCEMENT (BRIDGES)	58,294	93,037	13,100	8,056	42,886 ⚠ ⚠	8582	5,960	20,407	19,352	99,509	284,607	9260	663,040	⚠ LBS.
⚠	620-03	CONCRETE PARAPET					315								315	L.F.
	710-10	6" PERFORATED C.M. PIPE (18GA) W/ POROUS BACKFILL	174	426	321	138	600	390	172	446	485	341	541	108	4,163	L.F.
	710-11	6" C.M. PIPE UNDERDRAINS (18GA.)	16	10	18	18	15	12	12	12	17	24	15 ⚠	6	175	L.F.
	710-13.04	FILTER FABRIC					291 ⚠						1,076		1,367 ⚠	S.Y.

LIST OF DRAWINGS

DRAWING	DWG. NO.
RETAINING WALL NO. 1, STA. 362+73.92	M-119-89
RETAINING WALL NO. 2, STA. 340+90.00	M-119-90
RETAINING WALL NO. 3, STA. 367+93.19	M-119-91
RETAINING WALL NO. 4, STA. 365+88.00	M-119-92
RETAINING WALL NO. 5, STA. 3+00.00	M-119-93 & M-119-94
RETAINING WALL NO. 6, STA. 13+79.00	M-119-95
RETAINING WALL NO. 7, STA. 10+75.00	M-119-96
RETAINING WALL NO. 8, STA. 7+70.00	M-119-97
RETAINING WALL NO. 9, STA. 183+29.46	M-119-98 & M-119-98A
RETAINING WALL NO. 10, STA. 3+70.00	M-119-99
RETAINING WALL NO. 11, STA. 189+50.00	M-119-100
RETAINING WALL NO. 12, STA.	M-119-101

RETAINING WALL STANDARDS ——— DWG. NO'S.

RETAINING WALL STANDARD
CANTILEVER 6' TO 30'-GENERAL NOTES ___ M-103-132

THRU

RETAINING WALL STANDARD
ARCHITECTURAL TREATMENT ___ ___ ___ ___ M-103-142

LIST OF STANDARD DWG'S

	DWG. NO.	REV. DATE
STD. REINFORCING BAR SUPPORT DETAILS	M-80-14	8-27-76
MISC. ABUTMENT AND DRAINAGE DETAILS	M-80-150	1-9-75

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BRIDGE INDEX AND QUANTITIES

TRED'PAK 6051 M-2001

Plans File No. 334 Div.

ESTIMATED ROADWAY QUANTITIES

ITEM NO	DESCRIPTION		TOTAL	UNIT
109-10.01	TRAINEE		16,000	HOUR
201-01	CLEARING AND GRUBBING		1	LUMP SUM
202-04.01	REMOVAL OF STRUCTURE (CONCRETE ABUTMENT) (80'± LT. STA. 158+20±)		1	LUMP SUM
202-04.02	REMOVAL OF STRUCTURE (CONCRETE ABUTMENT) (18'± RT. STA. 159+55±)		1	LUMP SUM
202-06.01	REM. OF BLDGS. (BRICK & BLOCK OFFICE BLDG. PORTION OF FR. STOR. SHED IN THE PROP. R.O.W., CHAIN LINK FENCE & AND GATE) (TRACT NO. 1A)		1	LUMP SUM
203-01	ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED)		1,852,400	CU. YD.
203-01.11	PRESPLITTING OF ROCK EXCAVATION		25,850	SQ. YD.
(1) 203-04	PLACING AND SPREADING TOPSOIL		36,488	CU. YD.
(2) 203-06	WATER		5,710	M.G.
(26) 203-50.01	HAUL TO COCKRILL BEND AIRPORT		1,649,559	CU. YD.
204-07	BEDDING MATERIAL (PIPE) CLASS (B)	10,600 ~~10,740~~	~~10,760~~	CU. YD.
204-08	FOUNDATION FILL MATERIAL	427	~~438~~	CU. YD.
208-01	FINAL DRESSING		95	PER STA.
209-01	TEMPORARY BERM		9,055	LIN. FT.
209-02	TEMPORARY SLOPE DRAIN		750	LIN. FT.
209-03	CHECK DAMS		750	SQ. FT.
(3) 209-05	SEDIMENT REMOVAL		1,200	CU. YD.
209-06	BALED HAY OR STRAW EROSION CHECKS		560	BALE
209-07	DUMPED ROCK		670	CU. YD.
209-08	TEMPORARY SILT FENCES		1,300	LIN. FT.
(4) 303-01	MINERAL AGGREGATE TYPE A BASE GRADING "D"	71,580 ~~73,597~~	~~73,816~~	TON
(5) 303-08	CALCIUM CHLORIDE	4,295 ~~4,416~~	~~4,429~~	BAG
303-10.01	MINERAL AGGREGATE, SIZE NO. 4 OR 5	1,062	~~13,550~~	TON
(6) 307-01.03	AGGREGATE (BPMB-HM) GRADING "A-S" MIXTURE	8,305 ~~9,517~~	~~9,513~~	TON
307-01.04	ASPHALT CEMENT (BPMB-HM) GRADING "A-S" MIXTURE	279	~~320~~	TON
(7) 307-02.01	AGGREGATE (BPMB-HM) GRADING "B" MIXTURE	12,310 ~~14,266~~	~~14,382~~	TON
307-02.02	ASPHALT CEMENT (BPMB-HM) GRADING "B" MIXTURE	546 ~~633~~	~~638~~	TON
(8) 307-03.01	AGGREGATE (BPMB-HM) GRADING "C" MIXTURE	4,577	~~4,580~~	TON
307-03.02	ASPHALT CEMENT (BPMB-HM) GRADING "C" MIXTURE		241	TON
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	116	~~117~~	TON
402-02	AGGREGATE FOR COVER MATERIAL (PC)	458	~~462~~	TON
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)		16	TON
(9) 411-01.01	MINERAL AGGREGATE (ACS) GRADING "D" MIXTURE	3,829	~~3,867~~	TON
411-01.02	ASPHALT CEMENT (ACS) GRADING "D" MIXTURE	244	~~247~~	TON
(10) 411-02.01	MINERAL AGGREGATE (ACS) GRADING "E" MIXTURE		515	TON
411-02.02	ASPHALT CEMENT (ACS) GRADING "E" MIXTURE		33	TON
(11) 604-01.01	CLASS A CONCRETE (ROADWAY)	1,241	~~1,245~~	CU. YD.
(12) 604-01.02	STEEL BAR REINFORCEMENT (ROADWAY)	203,465	~~204,174~~	LB.
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)	10,118 ~~10,260~~	~~10,344~~	LIN. FT.
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	4,121 ~~4,268~~	~~4,250~~	LIN. FT.
607-06.02	30" CONCRETE PIPE CULVERT (CLASS III)	1,042 ~~1,260~~	~~1,274~~	LIN. FT.
607-07.02	36" CONCRETE PIPE CULVERT (CLASS III)	1,268	~~1,272~~	LIN. FT.
607-07.03	36" CONCRETE PIPE CULVERT (CLASS IV)		22	LIN. FT.
607-08.02	42" CONCRETE PIPE CULVERT (CLASS III)		594	LIN. FT.
607-09.02	48" CONCRETE PIPE CULVERT (CLASS III)		320	LIN. FT.
607-10.02	54" CONCRETE PIPE CULVERT (CLASS III)	652	~~692~~	LIN. FT.
607-11.03	60" CONCRETE PIPE CULVERT (CLASS III)		1,534	LIN. FT.
607-11.04	60" CONCRETE PIPE CULVERT (CLASS IV)		550	LIN. FT.
607-12.03	66" CONCRETE PIPE CULVERT (CLASS III)		400	LIN. FT.
607-14.03	78" CONCRETE PIPE CULVERT (CLASS III)		838	LIN. FT.
607-15.14	96" CONCRETE PIPE CULVERT (CLASS IV)		1,786	LIN. FT.
607-80.01	72" CONCRETE PIPE CULVERT (CLASS III) (TUNNELED)		1,336	LIN. FT.
(13) 607-37.02	18" CORRUGATED METAL PIPE CULVERT	224	~~280~~	LIN. FT.
607-37.03	24" CORRUGATED METAL PIPE CULVERT	120	~~118~~	LIN. FT.
607-37.04	30" CORRUGATED METAL PIPE CULVERT	30	~~28~~	LIN. FT.
SIDE DRAIN ALTERNATE				
607-03.02	18" CONCRETE PIPE CULVERT (CLASS III)		26	LIN. FT.
(13) 607-37.02	18" CORRUGATED METAL PIPE CULVERT		26	LIN. FT.
(15) 610-05.04	CORRUGATED METAL PIPE DRAINS (12")		208	LIN. FT.
611-01.01	CLASS A CONCRETE (MANHOLE)		274	CU. YD.
611-01.02	STEEL BAR REINFORCING (MANHOLE)		39,764	LB.
(16) 611-01.03	BRICK MASONRY (MANHOLE)		6	M. BRICK
611-01.04	GRAY IRON CASTINGS (MANHOLE)		1,672	LB.
611-02.01	MANHOLE TYPE 3, 5' DIAMETER, DEPTH 0'-4'		1	
611-02.04	MANHOLE TYPE 3, 5' DIAMETER, DEPTH 8'-12'		8	EACH
611-02.05	MANHOLE, TYPE 3, 5' DIAMETER, DEPTH 12'-16'		2	EACH
611-02.06	MANHOLE, TYPE 3, 5' DIAMETER, DEPTH 16'-20'		1	EACH
611-02.07	MANHOLE, TYPE 3, 5' DIAMETER, DEPTH 20'-24'		1	EACH
611-02.02	MANHOLE, TYPE 3, 5' DIAMETER, DEPTH 4'-8'		1	

ESTIMATED ROADWAY QUANTITIES (CONTINUED)

ITEM NO	DESCRIPTION		TOTAL	UNIT
611-03.01	CLASS A CONCRETE (CATCH BASIN)	259 ~~261~~	~~365~~	CU. YD.
611-03.02	STEEL BAR REINFORCING (CATCH BASIN)	9,755	~~23,620~~	LB.
(16) 611-03.03	BRICK MASONRY (CATCH BASIN)	141.602 ~~146.774~~	~~146~~ ~~87~~	M. BRICK
611-03.04	GRAY IRON CASTINGS (CATCH BASIN)	20,268	~~20,113~~	LB.
611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)		11	CU. YD.
611-07.04	STRUCTURAL STEEL (CATCH BASIN)	47,254 ~~46,769~~	~~24,110~~	LB.
612-01	UNIFORM-COURSE STONE MASONRY		80	CU. YD.
(24) 612-02	NONUNIFORM-COURSE STONE MASONRY	466	~~366~~	CU. YD.
x 701-01.01	CONCRETE SIDEWALK (4 INCHES)	48,895 ~~56,880~~	~~57,950~~	SQ. FT.
x 701-02	CONCRETE DRIVEWAY	12,308 ~~13,908~~	~~14,108~~	SQ. FT.
701-02.01	CONCRETE DRIVEWAY (HANDICAP RAMP)		1,176	SQ. FT.
701-03	CONCRETE MEDIAN PAVEMENT	207	~~209~~	CU. YD.
702-01	CONCRETE CURB	99	~~102~~	CU. YD.
x 702-03	CONCRETE COMBINED CURB AND GUTTER	1,258 ~~1,408~~	~~1,416~~	CU. YD.
(17) 703-01	CEMENT CONCRETE DITCH PAVING		366	CU. YD.
705-01.01	PROTECTIVE GUARDRAIL AT BRIDGE ENDS		552	LIN. FT.
705-02.02	METAL DEEP BEAM SINGLE GUARDRAIL (POST SPACING 6'-3")		5,335	LIN. FT.
705-04.01	GUARDRAIL TERMINAL ANCHOR (TYPE II)		28	EACH
(18) (19) 707-02.02	GATE (CHAIN-LINK FENCE-8 FOOT) (VINYL COATED- BLACK) (6'x24' WIDE) & THERMALLY BONDED 9 GAUGE BEFORE COATING.		1	EACH
(20) 707-03.01	STOCK FENCE		23,470	LIN. FT.
707-03.02	END BRACED LINE, CORNER POST ASSEMBLIES (STOCK FENCE)		258	EACH
(3) 707-04	WATER CROSSING		250	LIN. FT.
707-05	WATER GATE		40	SQ. FT.
708-02.01	MARKERS (R.O.W.)		162	EACH
710-04	FILTER CLOTH UNDERDRAIN (WITH PIPE)		16,490	LIN. FT.
710-10	6" PERFORATED C.M. PIPE (18 GAGE) WITH POROUS BACK FILL		4,334	LIN. FT.
710-10.03	4" PERFORATED PIPE UNDERDRAINS		13,028	LIN. FT.
710-13.03	FILTER CLOTH	5,790	~~23,161~~	SQ. YD.
711-01	CONCRETE MEDIAN BARRIER		250	LIN. FT.
712-01	TRAFFIC CONTROL		1	LUMP SUM
712-05.01	WARNING LIGHTS (TYPE A)		50	EACH
712-05.02	WARNING LIGHTS (TYPE B)		100	EACH
712-05.03	WARNING LIGHTS (TYPE C)		200	EACH
712-06	SIGNS (CONSTRUCTION)		1,470	SQ. FT.
712-07.02	TEMPORARY BARRICADES (TYPE II)		138	LIN. FT.
712-07.03	TEMPORARY BARRICADES (TYPE III)		170	LIN. FT.
(27) 713-15.07	SUSPENDED FLAT SHEET ALUMINUM SIGN (0.080" THICK)		3	EACH
730-22.03	GUYING DEVICE (VERTICAL ANCHOR)		1	EACH
(21) 713-16.06	DEAD END SIGN AND SUPPORT		12	EACH
713-16.07	END OF ROADWAY SIGN AND SUPPORT		12	EACH
716-02.01	PLASTIC PAVEMENT MARKING (LINE)		1.75	LIN. MI.
716-02.02	PLASTIC PAVEMENT MARKING (8 IN. BARRIER LINE)		750	LIN. FT.
716-02.03	PLASTIC PAVEMENT MARKING (CROSSWALK)		363	LIN. FT.
716-02.04	PLASTIC PAVEMENT MARKING (CHANNELIZATION STRIPING)		77	SQ. YD.
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)		245	LIN. FT.
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)		26	EACH
716-03.01	PLASTIC WORD PAVEMENT MARKING (ONLY)		~~8~~	EACH
716-04.03	PLASTIC PAVEMENT MARKING (DOTTED LINE)		180 ~~80~~	LIN. FT.
716-05.01	PAINTED PAVEMENT MARKING (LINE)		2	LIN. MI.
717-01	MOBILIZATION		1	LUMP SUM
730-01.02	REMOVAL AND RELOCATION OF EXISTING TRAFFIC CONTROL EQUIPMENT		1	LUMP SUM
730-02.04	SIGNAL HEAD ASSEMBLY (130)		~~2117~~ ~~22~~	EACH
~~730-02.05~~	~~SIGNAL HEAD ASSEMBLY (130 POLE MOUNTED)~~		~~1~~	~~EACH~~
730-02.07	SIGNAL HEAD ASSEMBLY (130A2)		6 ~~4~~	EACH
730-02.13	SIGNAL HEAD ASSEMBLY (150 A2H)		~~4~~ ~~3~~	EACH
730-03.01	INSTALL PULL BOX		22	EACH
730-05.01	ELECTRICAL SERVICE CONNECTION		3	EACH
730-08.02	SIGNAL CABLE-5 CONDUCTOR		655	LIN. FT.
730-08.04	SIGNAL CABLE-8 CONDUCTOR		4,170	LIN. FT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2A-1

REV. 1-19-83; ITEM NO. 202-06.01 ADDED

REV. 2-2-83: ITEM NOS. 203-04, 203-06 , 203-50.01 & 703-01 REVISED.

REV. 2-2-83: ITEM NO 707-02.02, CHANGED GREEN TO BLACK, ADDED THERMALLY BONDED 9 GAUGE BEFORE COATING, ITEM NO. 203-50.01, CHANGED 1,616,800 TO 1,649,559.

REV. 5-3-83: REVISED QUANTITIES FOR ITEM NOS. 204-08, 303-01, 303-06, 307-01.03, 307-02.01, 307-02.02, 307-03.01, 402-01, 402-02, 411-01.01, 411-01.02, 604-01.01, 604-01.02, 612-02 701-01.01, 701-02, 701-03, 702-01 & 702-03.

REV. 1-31-84: ADDED ITEM NOS. 303-10.01, 710-10.02 & 710-13.03. REVISED QUANTITIES FOR ITEM NOS. 204-07, 607-03.02, 607-05.02 607-06.02, 607-07.02, 607-10.02, 607-37.02, 607-37.03, 607-37.04, 611-03.01, 611-03.02, 611-03.03 & 611-07.04

REV. 2-27-85: REVISED QUANTITIES FOR ITEM NOS. 303-01, 303-06, 307-01.03, 307-01.04, 307-02.01, 307-02.02, 701-01.01, 701-02 & 702-03.

REV. 6-25-85: CHANGED DESCRIPTION AND QUANTITY FOR ITEM NO. 303-10.01. CHANGED QUANTITY FOR ITEM NO. 710-13.03. DELETED ITEM NO. 710-10.02. ADDED ITEM NO. 710-10.03.

REV. 8-2-85: CHANGED QUANTITY FOR ITEM NO. 611-03.03.

REV. 12-2-85: CHANGED QUANTITY FOR ITEM NO. 730-02.04. ADDED ITEM NO. 730-02.13.

REV. 6-11-86: CHANGED QUANTITIES FOR ITEM NOS. 607-03.02, 607-05.02, 607-06.02, 611-03.01, 611-03.03, 611-03.04, AND 611-07.04. ADDED ITEM NOS. 611-02.01 AND 611-02.02.

REV. 2-5-87: CHANGED QUANTITY FOR ITEM NOS. 716-04.03, 730-02.04, 730-02.07, 730-02.13. DELETED ITEM 730-02.05. ADDED ITEM 713-15.07 AND 730-22.03.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ESTIMATED ROADWAY QUANTITIES

TELEDYNE POST N1836

TENN. STATE HIGHWAYS
File No. IN-334
Plans Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	28

REV. 2-2-83: REVISED FOOTNOTE NO. 2 AND ITEM NOS. 801-01.02, 801-03 , 801- 07 & 803-01.

REV. 2-2-83: CHANGED ITEM NO. 730-40.20 TO 730-40. CHANGED UNIT MEASURE FROM LUMP SUM TO EACH.

REV. 2-2-83: FOOTNOTE NO.18, CHANGED GREEN TO BLACK, ADDED TO FOOTNOTE NO.25

REV. 4-29-83: ITEM NOS. 202-04.03, 202-04.04 & 202-04.05 ADDED.

REV. 2-5-87: ADD FOOTNOTE NO.(27). CHANGE ITEM NO. 730-23.20 FROM 40' MAST ARM TO 45' MAST ARM. CHANGE ITEM 730-23.22 FROM 45'MAST ARM & 40' MAST ARM TO 40' MAST ARM & 40' MAST ARM.

ESTIMATED ROADWAY QUANTITIES (CONTINUED)

ITEM NO	DESCRIPTION	TOTAL	UNIT
730-08.05	SIGNAL CABLE-12 CONDUCTOR	190	LIN. FT.
730-11.01	STEEL CONDUIT RISER ASSEMBLY	3	EACH
730-12.01	CONDUIT 1" DIAMETER	25	LIN. FT.
730-12.02	CONDUIT 2" DIAMETER	590	LIN. FT.
730-12.03	CONDUIT 3" DIAMETER	125	LIN. FT.
730-12.04	CONDUIT 3" DIAMETER (PVC)	3,670	LIN. FT.
(23) 730-12.05	CONDUIT 1 1/2" DIAMETER	1,205	LIN. FT.
730-13.01	VEHICLE LOOP DETECTOR	1	EACH
730-14.01	SHIELDED DETECTOR CABLE	110	LIN. FT.
730-14.02	FURNISHING, INSTALLING LOOP WIRING AND SEALING	110	LIN. FT.
730-17.01	PRETIMED CONTROLLER (MICROPROCESSOR BASED POLE MOUNTED)	3	EACH
730-23.12	PEDESTAL POLE (STEEL ROUND TAPERED)	1	EACH
730-23.17	CANTILEVER SIGNAL SUPPORT (15' MAST ARM)	1	EACH
730-23.18	CANTILEVER SIGNAL SUPPORT (30' MAST ARM)	2	EACH
730-23.19	CANTILEVER SIGNAL SUPPORT (35' MAST ARM)	2	EACH
730-23.20	CANTILEVER SIGNAL SUPPORT (45' MAST ARM)	1	EACH
730-23.21	CANTILEVER SIGNAL SUPPORT (15' MAST ARM & 30' MAST ARM)	1	EACH
730-23.22	CANTILEVER SIGNAL SUPPORT (40' MAST ARM & 40' MAST ARM)	1	EACH
730-25.01	SERVICE CABLE (#10 2UF, 2 CONDUCTOR)	1,280	LIN. FT.
730-26.01	PEDESTRIAN SIGNAL DISPLAY	6	EACH
730-40	TEMPORARY SIGNALIZATION	1	EACH
801-01	SEEDING (WITH MULCH)	997	UNIT
801-01.02	CROWN VETCH MIXTURE (WITH MULCH)	1,466	UNIT
801-03	WATER (SEEDING AND SODDING)	378	M.G.
(22) 801-07	SEED (SUPPLEMENTAL APPLICATION)	369	LB.
801-08	FERTILIZER (SUPPLEMENTAL APPLICATION)	3	TON
(3) 802-05.01	TEMPORARY TREE PROTECTION	200	EACH
803-01	SODDING (NEW SOD)	18,121	SQ. YD.
920-01.88	MULTI-PLATE STEEL STRUCTURE (27'-2"x19'-1") (MURPHY ROAD UNDERPASS)	120	LIN. FT.
(25) 920-01.89	MULTI-PLATE STEEL STRUCTURE (27'-2"x19'-1") (WEST END AVE. UNDERPASS)	145	LIN. FT.
202-04.03	REMOVAL OF STRUCTURE (4-4,000 GAL. & 3-500 GAL. UNDERGROUND TANKS) (TRACT 129)	1	LUMP SUM
202-04.04	REMOVAL OF STRUCTURE (1-1,000 GAL. & 1-2,000 GAL. UNDERGROUND TANKS) (TRACT 144)	1	LUMP SUM
202-04.05	REMOVAL OF STRUCTURE (5-4,000 GAL. & 1-500 GAL. UNDERGROUND TANKS) (TRACT 177)	1	LUMP SUM

FOOTNOTES

(1) INCLUDES QUANTITIES FOR AREAS ABOVE ROCK LINE TO RIGHT-OF-WAY LINE.

(2) INCLUDES 3,723 M-GAL. FOR EMBANKMENTS AND 1,987 M-GAL. FOR GRANULAR BACKFILL.

(3) QUANTITY MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER.

(4) INCLUDES 8,353 TONS FOR DETOUR ROADS, 1,070 TONS FOR PRIVATE DRIVES, 29,015 TONS FOR BACKFILLING RETAINING WALLS, 8,788 TONS FOR BRIDGES AND 2,030 TONS FOR MAINTAINING TRAFFIC.

(5) TO BE USED FOR TRAFFIC CONTROL AS DIRECTED BY THE ENGINEER. QUANTITY MAY BE INCREASED OR DECREASED.

(6) INCLUDES 1,720 TONS FOR DETOUR ROADS.

(7) INCLUDES 1,502 TONS FOR DETOUR ROADS.

(8) INCLUDES 733 TONS FOR DETOUR ROADS.

(9) INCLUDES 533 TONS FOR DETOUR ROADS AND 285 TONS FOR PRIVATE DRIVES.

(10) FOR MURPHY ROAD AND WEST END AVE. DETOURS.

(11) INCLUDES 22 CU.YDS. FOR RETAINING WALLS, 18 CU.YDS. FOR BRIDGE DRAINS AND 9 CU.YDS. FOR STEPS

(12) INCLUDES 279 LBS. FOR STEPS.

(13) THE CONTRACTOR HAS THE OPTION OF USING EITHER STEEL OR ALUMINUM CORRUGATED METAL CULVERTS IN ANY OF THE CORRUGATIONS AS INDICATED ON STANDARD DWG. D-PG-3.

(14) FOR RETAINING WALL DRAINAGE.

(15) FOR BRIDGE DRAINS.

(16) BRICK SHALL CONFORM TO A.A.S.H.T.O. DESIGNATION M 91 GRADE SM, SIZE NO. 1.

(17) INCLUDES 49 CU. YDS. FOR 2' SWALE AT RETAINING WALLS

(18) THE COLOR OF THE VINYL COATING IS TO BE BLACK.

(19) FOR ACCESS ROAD TO BOYLES GALVANIZING CO. (LOCK AND KEYS INCLUDED)

(20) TEMPORARY FENCE, SEE GENERAL NOTES.

(21) TO BE USED FOR STREET CLOSURES.

(22) TO BE USED WITH ITEM 801-01 & ITEM 801-01.02

(23) PLASTIC CONDUIT SHALL BE RIGID HEAVY WALL POLYVINYLCHLORIDE. MATERIALS SHALL HAVE A MINIMUM HEAT DISTORTION TEMPERATURE OF 165°F AT 264 PSI MINIMUM, TENSILE STRENGTH OF 6,000 P.S.I. MINIMUM AT 78°F, AND MINIMUM CRUSH STRENGTH OF 1500 LBS. PER LINEAR FT.
INSTALLATION- ALL BENDS SHALL BE IN STRICT COMPLIANCE WITH THE NATIONAL ELECTRIC CODE.

(24) QUANTITY MAY BE INCREASED, DECREASED OR ELIMINATED AS DIRECTED BY THE ENGINEER. COST OF EXCAVATION AND/OR BACKFILL WILL BE INCLUDED IN THE PRICE OF BID ITEM 612-02.

(25) BID ITEM FOR CORRUGATED STEEL MULTI-PLATE STRUCTURE IS TO INCLUDE ALL MATERIALS, FABRICATION DRAWINGS, INSTALLATION AND MAINTENANCE NECESSARY TO COMPLETE THE WORK. FABRICATION DRAWINGS SUBJECT TO APPROVAL OF THE DIVISION OF STRUCTURES (920-01.88 AND 920-01.89 ARE TO BE 7 GAGE WITH STRUCTURAL STIFFENERS). STRUCTURES ARE TO BE REMOVED AFTER COMPLETION OF WORK AND WILL BECOME THE PROPERTY OF THE STATE. (SEE SPECIAL PROVISION 621 REGARDING MULTI-PLATE STEEL STRUCTURES & DETAILS ON DRWGS. 2DD.)

(26) SEE SPECIAL PROVISION 203 B.

(27) TO INCLUDE 170 FT. OF OVERHEAD SIGN SUPPORT CABLE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ESTIMATED ROADWAY QUANTITIES & FOOTNOTES

TELEDYNE ROST N18256

DT-1390V

TENN. STATE HIGHWAYS
File No. 334
Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2C

SANITARY SEWER AND WATER MAIN ITEMS

ITEM NO.	DESCRIPTION	UNIT	QUANITY
755-45.07	12" SEWER	LIN. FT.	238
755-45.08	8" CLASS 53 D.I.P. SEWER	LIN. FT.	2658
755-45.09	8" SEWER	LIN. FT.	3060
① 755-45.11	12" CLASS 52 D.I.P. WATER MAIN	LIN. FT.	900
② 755-45.12	8" CLASS 52 D.I.P. WATER MAIN	LIN. FT.	580
③ 755-45.13	6" CLASS 52 D.I.P. WATER MAIN	LIN. FT.	550
755-45.15	3" CLASS 52 D.I.P. WATER MAIN	LIN. FT.	310
755-45.17	MANHOLE BASE - 4' DIAMETER	EACH	73
755-45.18	MANHOLE SIDEWALL - 4' INT. DIAMETER	VERT. FT.	796
755-45.19	STANDARD MANHOLE FRAME & COVER	EACH	68
755-45.20	AIR RELIEF MANHOLE	EACH	1
755-45.22	DUCTILE IRON PIPE & CAST IRON FITTINGS	LBS.	27,900
755-45.23	CONCRETE FOR BLOCKING, ENCASEMENT, ETC.	CU. YDS.	58.2
755-45.27	6"x 6" TAPPING SLEEVE & VALVE W/VALVE BOX	EACH	19
755-45.30	16" BUTTERFLY VALVE W/VALVE BOX	EACH	2
755-45.31	12" GATE VALVE W/ VALVE BOX	EACH	2
755-45.32	8" GATE VALVE W/ VALVE BOX	EACH	4
755-45.33	6" GATE VALVE W/ VALVE BOX	EACH	26
755-45.35	1" BLOW-OFF VALVE W/ VALVE BOX	EACH	1
755-45.36	CUTTING & CAPPING EXISTING 6" WATER MAIN	EACH	16
755-45.38	1" COPPER WATER SERVICE LINE	LIN. FT.	250
755-45.39	3/4" COPPER WATER SERVICE LINE	LIN. FT.	1000
755-45.40	RELOCATE EXISTING WATER METER	EACH	10
755-45.41	RELOCATE EXISTING FIRE HYDRANT	EACH	13
755-45.44	WATER FOR DUST CONTROL	M. GAL.	120
755-45.45	CALCIUM CHLORIDE FOR DUST CONTROL	BAGS	60
755-45.46	TYPE "A" PATCH PAVEMENT REPAIR	LIN. FT.	2800
755-45.47	CRUSHED STONE PAVEMENT REPAIR	LIN. FT.	100
755-45.49	TOPSOILING & SEEDING OF TRENCHES	LIN. FT.	6850
755-45.50	CRUSHED STONE BACKFILL # 67	CU. YDS.	10,600
755-45.57	ADJUSTMENT OF EXISTING MANHOLES	EACH	5
755-45.59	DROP MANHOLE CONNECTIONS	EACH	18
755-45.60	WATERTIGHT MANHOLE FRAMES & COVERS	EACH	5
755-45.61	10" SEWER	LIN. FT.	436
755-45.63	12" CLASS 53 D.I.P. SEWER	LIN. FT.	284
755-45.64	SANITARY SEWER HOUSE SERVICE CONNECTIONS (6")	LIN. FT.	1240
755-45.65	6" TEE CONNECTION FOR SANITARY SEWER HOUSE SERVICE CONNECTIONS	EACH	62
755-45.66	PLUG EXISTING SANITARY SEWER LINES	EACH	41
755-45.67	UNCLASSIFIED EXCAVATION	CU. YDS.	12,500
755-45.68	8"x 8" TAPPING SLEEVE & VALVE W/ VALVE BOX	EACH	2
755-45.70	CUTTING & CAPPING EXISTING 8" WATER MAIN	EACH	2
755-45.71	TEMPORARY PAVEMENT REPAIR	LIN. FT.	2520
755-45.72	3/4" & 1" WATER METERS W/ METER BOXES	EACH	1
755-45.74	16" CLASS 53 D.I.P. SEWER	LIN. FT.	434
755-45.75	3" GATE VALVE WITH VALVE BOX	EACH	1
755-45.76	18" CLASS 53 D.I.P. SEWER	LIN. FT.	1032
755-45.77	15" SEWER	LIN. FT.	474
755-45.78	12" CLASS V C-76 SEWER	LIN. FT.	992
755-45.79	16" CLASS 55 D.I.P. SEWER	LIN. FT.	288
755-45.80	12" CLASS 55 D.I.P. SEWER	LIN. FT.	434
755-45.81	8" CLASS 55 D.I.P. SEWER	LIN. FT.	312
④ 755-45.82	18" CLASS 52 D.I.P. WATER MAIN	LIN. FT.	710
⑤ 755-45.83	16" CLASS 52 D.I.P. WATER MAIN	LIN. FT.	1310
755-45.84	8" x 6" TAPPING SLEEVE & VALVE W/VALVE BOX	EACH	1
755-45.85	18" x 18" TAPPING SLEEVE & VALVE W/VALVE BOX	EACH	2
755-45.86	16" x 16" TAPPING SLEEVE & VALVE W/VALVE BOX	EACH	2
755-45.87	12" x 12" TAPPING SLEEVE & VALVE W/VALVE BOX	EACH	2
755-45.88	18" BUTTERFLY VALVE W/ VALVE BOX	EACH	2
755-45.89	CUTTING & CAPPING EXISTING 18" WATER MAIN	EACH	2
755-45.90	CUTTING & CAPPING EXISTING 16" WATER MAIN	EACH	2
755-45.91	CUTTING & CAPPING EXISTING 12" WATER MAIN	EACH	2
755-45.92	TEMPORARY 8" WATER MAIN	LIN. FT.	640
755-45.93	CLEAN-OUT W/6" LATERAL FOR EXISTING SANITARY SEWER SERVICE	LIN. FT.	60
755-45.94	2" GATE VALVE W/ VALVE BOX	EACH	2
755-45.95	28" STEEL ENCASEMENT	LIN. FT.	220
755-45.96	20" STEEL ENCASEMENT	LIN. FT.	230
755-45.97	14" STEEL ENCASEMENT	LIN. FT.	762
755-45.98	26" STEEL ENCASEMENT	LIN. FT.	360
755-45.99	CUT & CAP EXISTING 2 1/4" WATERLINE	EACH	1
612-01	UNIFORM COARSE STONE MASONARY (FOR UTILITIES CONSTRUCTION)	CU. YDS.	40.5

① INCLUDES 250 FT. MECHANICAL JOINT PIPE

② INCLUDES 340 FT. MECHANICAL JOINT PIPE AND 300 FT. OF 16" STEEL ENCASEMENT THROUGH MURPHY ROAD BRIDGE.

③ INCLUDES 449 FT. MECHANICAL JOINT PIPE

④ INCLUDES 230 FT. MECHANICAL JOINT PIPE

⑤ INCLUDES 402 FT. MECHANICAL JOINT PIPE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

QUANTITIES
SANITARY SEWER & WATER MAIN ITEMS

TENN. STATE HIGHWAYS | File No. 334 | Plans | Divn.

SCANNED

ESTIMATED STORM SEWER DRAINAGE QUANTITIES

CODE NO.	STATION	LOC.	TYPE	DRAWING NUMBER	DEPTH (FT.)	OUTLET FLOW ELEV.	CATCH BASINS 611-03.01 CLASS "A" CONC. (C.Y.)	CATCH BASINS 611-03.02 STL. BAR. REINF. (LB)	CATCH BASINS 611-03.03 B. MASONRY	CATCH BASINS 611-03.04 GRAY IRON CSTG (LB)	CATCH BASINS 611-07.04 STRUCTURAL STEEL (LB)	MANHOLES 611-01.01 CLASS "A" CONC. (C.Y.)	MANHOLES 611-01.02 STL. BAR REINF. (LB)	MANHOLES 611-01.03 B. MASONRY M. BRICK	MANHOLES 611-01.04 GRAY IRON CSTG (LB)	MANHOLES 611-02.04 8'-12' DEEP	MANHOLES 611-02.05 12'-16' DEEP	MANHOLES 611-02.06 16'-20' DEEP	MANHOLES 611-02.07 20'-24' DEEP	MANHOLES 611-02.01 0'- 4' DEEP	MANHOLES 611-02.02 4' - 6' DEEP	ENDWALLS 611-07.01 "A" CONC. (C.Y.)	ENDWALLS 611-07.02 STL BAR REINF. (LB)	ENDWALLS 611-07.03 STRUCTURAL STEEL (LB)	FOUNDATION FILL MATERIAL (C.Y.)	REMARKS	REV. DATE
1	23+17 CHARLOTTE AVE.	48'R	18CB	D-CB-19	5.00	596.76	.83		839	695																	
2	22+95 CHARLOTTE AVE.	38'R	14 CB	D-CB-14	4.11	596.43	1.60		1,636	310	970																
3	21+50 CHARLOTTE AVE.	65'R	19CB	D-CB-19	3.00	587.10	.98		471	322																	
4	21+82 CHARLOTTE AVE.	38'R	12CB	D-CB-12	8.17	586.63	.74		1,551	155	485																
5	21+50 CHARLOTTE AVE.	65'R	18CB	D-CB-19	3.00	592.00	.83		471	695																	
6	21+50 CHARLOTTE AVE.	38'R	14CB	D-CB-14	5.95	585.63	1.60		2,174	310	970																
7	340+00 NE I-440	48'R	24CB	D-CB-24	2.17	608.20	.32		542		311																
8	20+78 CHARLOTTE AVE.	38'L	12CB	D-CB-12	4.00	584.28	.74		675	155	485																
9	20+50 CHARLOTTE AVE.	38'R	12CB	D-CB-12	4.00	581.19	.74		615	155	485																
10	19+87 CHARLOTTE AVE.	55'L	12 CB	D-CB-12	4.00	577.58	.74		710	155																	
11	19+59 CHARLOTTE AVE.	48'L	12 CB	D-CB-12	4.00	577.21	.74		675	155	485																
12	19+10 CHARLOTTE AVE.	38'R	14CB	D-CB-14	4.00	574.08	1.60		1,552	310	970																1-31-84
13	19+10 CHARLOTTE AVE.	℄	3MH	D-MH-3	5.56	573.34																1					
14	17+50 CHARLOTTE AVE.	℄	3MH	D-MH-3	3.78	569.79															1						
16	16+33 CHARLOTTE AVE.	21'L	EX.																							TIE TO EXIST. STR.	
17	117+50 I-440	71'R	24CB	D-CB-24	3.75	609.22	.32		542		311																1-31-84
18	117+50 I-440	15'R	24CB	D-CB-24	4.96	607.24	.32		693		311																1-31-84
19	117+50 I-440	71'L	24CB	D-CB-24	3.46	607.34	.32		497		311																1-31-84
20	117+50 I-440	15'L	24CB	D-CB-24	6.55	605.36	.32		938		311																1-31-84
21	117+50 I-440	℄	3MH	D-MH-3	9.17	605.07										1										4.71	
22	120+50 I-440	110'R	19 CB	D-CB-19	10.31	600.69	.98		1,817	322																	1-31-84
23	120+50 I-440	71'R	24CB	D-CB-24	5.37	600.10	.32		308		311																1-31-84
24	120+50 I-440	15'R	24 CB	D-CB-24	5.16	599.54	.32		724		311																1-31-84
25	120+50 I-440	71'L	24 CB	D-CB-24	3.75	599.84	.32		543		311																1-31-84
26	120+50 I-440	15'L	24 CB	D-CB-24	6.84	597.86	.32		983		311																1-31-84
27	120+50 I-440	℄	6JB	2EE	4.25	597.57	5.46	727																			
28	123+25 I-440	89'R	36CB	2CC	2.65	593.76	1.63	94			72																1-31-84
29	123+25 I-440	15'R	24CB	D-CB-24	6.01	593.19	.32		855		311																1-31-84
30	123+25 I-440	71'L	24CB	D-CB-24	2.91	595.27	.32		413		311																1-31-84
31	123+25 I-440	15'L	24CB	D-CB-24	5.91	593.29	.32		840		311																1-31-84
32	123+25 I-440	℄	3MH	D-MH-3	8.63	592.90										1										4.71	
33	127+00 I-440	15'R	24CB	D-CB-24	2.17	592.55	.32		298		311																
34	126+75 I-440	15'L	24CB	D-CB-24	2.17	592.85	.32		298		311																1-31-84
35	126+75 I-440	℄	6JB	2EE	4.27	592.30	5.18	664																			1-31-84
36	124+97 I-440	240'R	EW	D-PE-4		604.50																	1.04				
37	126+00 I-440	89'R	36CB	2CC	3.17	588.92	1.01	111			72					1										4.71	
38	126+00 I-440	℄	3MH	D-MH-3	11.04	587.20																					
39	126+00 I-440	135'L	EW	D-PE-4		563.00																	1.52				
40	127+22 I-440	80'L	EW	D-PE-4		557.97																	1.04				
41	128+47 I-440	80'L	EW	D-PE-4		559.60																	1.04				
42	128+89 I-440	5'L	EW	D-PE-4		554.20																	1.04				
43	129+53 I-440	70'R	19CB	D-CB-19	3.5	553.50	.98		528	322													1.04				
44	130+00 I-440	107'R	EW	D-PE-4		553.20																	1.01				
45	135+00 I-440	120'L	19CB	D-CB-19	13.45	588.00	.98		2,394	322																	
46	135+00 I-440	75'L	24CB	D-CB-24	6.39	577.75	.32		914		311																1-31-84
47	135+00 I-440	15'L	24 CB	D-CB-24	4.98	577.25	.32		696		311																1-31-84
48	135+00 I-400	71'R	24 CB	D-CB-24	4.88	576.30	.32		716		311																1-31-84
49	135+00 I-440	15'R	24 CB	D-CB-24	7.98	574.32	.32		1,158		311																1-31-84
50	135+00 I-440	℄	3MH	D-MH-3	10.60	574.03										1										4.71	
51	138+50 I-440	110'L	19CB	D-CB-19	13.50	571.50	.98		2,403	322																	1-31-84
52	138+50 I-440	82'L	24CB	D-CB-24	7.49	566.80	.32		1,083		311																1-31-84
53	138+50 I-440	15'L	24 CB	D-CB-24	6.30	566.20	.32		900		311																1-31-84
54	138+00 I-440	71'R	24CB	D-CB-24	3.36	567.42	.32		482		311																1-31-84
55	138+50 I-440	15'R	24CB	D-CB-24	7.16	565.44	.32		1,032		311																1-31-84
56	138+50 I-440	℄	6JB	2EE	4.90	564.92	5.09																				
57	142+00 I-440	130'L	EW	D-PE-4		571.00																	2.50				
58	142+00 I-440	107'L	36CB	2CC	7.11	553.47	2.72	72			72																1-31-84
59	142+00 I-440	15'L	24CB	2EE	9.57	552.15	2.07	11	864		311																1-31-84
60	142+00 I-440	71'R	24CB	D-CB-24	2.17	557.16	.32		298		311																1-31-84
61	142+00 I-440	15'R	24CB	D-CB-24	6.54	555.18	.32		937		311																1-31-84
62	142+00 I-440	℄	3MH	D-MH-3	12.19	551.86											1									4.71	
63	31+08 ACKLEN PARK	18'R	12CB	D-CB-12	5.80	587.50	.74		1,105	155	485																
63A	30+68 ACKLEN PARK	24'L	18CB	D-CB-19	4.00	591.50	.83		655	695																	
64	31+23 ACKLEN PARK	25'L	19CB	D-CB-19	5.90	585.60	.98		935	322																	
65	31+43 ACKLEN PARK	27'L	3MH	D-MH-3	8.40	585.00										1										4.71	
66	146+70 I-440	136'L	18CB	D-CB-19	9.40	583.13	.83		1,614	695																	
67	146+72 I-440	116'L	36CB	2CC	5.87	540.00	2.01	104			72																1-31-84
68	147+00 I-440	15'L	24CB	2EE	9.50	536.88	1.48	6	937		311																1-31-84
69	147+00 I-440	75'R	24CB	D-CB-24	3.09	542.35	.32		441		311																1-31-84
70	147+00 I-440	15'R	24CB	2EE	10.05	536.33	2.99	23	855		311																1-31-84
71	10+15 RAMP "B"	68'R	19CB	D-CB-19	5.10	597.50	.98		857	322																	
72	10+30 RAMP "B"	30'R	37CB	2CC	6.32	535.50	2.87	140			133																1-31-84
73	149+50 I-440	15'L	24CB	2EE	7.93	533.04	1.48	6	696		311																1-31-84
74	3+25 RAMP "A"	8'R	24 CB	D-CB-24	3.75	536.37	.32		542		311																1-31-84
75	149+50 I-440	15'R	24CB	D-CB-24	7.40	533.57	.32		1,069		311																1-31-84
76	149+50 I-440	℄	3MH	D-MH-3	11.71	532.18										1										4.71	
77	5+50 RAMP "B"	8'R	24CB	D-CB-24	3.65	551.57	.32		527		311																1-31-84
78	153+62 I-440	94'L	37CB	2CC	2.91	530.99	.87	102			133																1-31-84
79	152+36 I-440	15'L	24CB	2EE	8.79	530.05	1.48	6	828		311																1-31-84
80	8+00 RAMP "A"	8'R	24CB	D-CB-24	3.81	547.97	.32		552		311																1-31-84
81	154+33 I-440	84'R	37CB	2CC	4.18	534.33	2.65	146			133																
82	152+36 I-440	15'R	24CB	D-CB-24	6.15	532.78	.32		877		311																1-31-84
83	152+36 I-440	℄	6JB	2EE	7.36	529.00	7.15	933																			
84	5+50 RAMP "B"	45'R	18CB	D-CB-19	3.00	591.30	.83		471	695																	
85	1+47 RAMP "B"	24'R	1CB	2DD	9.10±	TIE TO EXIST.	1.14	37	1,565	834																	
86	3+05 RAMP "B"	48'R	18CB	D-CB-19	8.73	573.27	.83		1,430	695																	
87	3+00 RAMP "B"	30'R	36CB	2CC	5.58	562.64	1.57	195			72																
88	25+09 MURPHY ROAD	38'L	15CB	D-CB-15	5.47	577.70	2.00		2,850	155																	8-2-85
89	25+40 MURPHY ROAD	26'R	12CB	D-CB-12	6.25	577.90	.86		1,182	155	485																8-2-85
90	25+09 MURPHY ROAD	6'R	3MH	D-MH-3	UNKNOWN	EXIST.										1										4.71	EXIST LINE EL. NOT KNOWN	
91	24+05 MURPHY ROAD	26'R	12CB	D-CB-12	9.27	570.30			1,816	155	485																8-2-85
92	23+89 MURPHY ROAD	6'R	EXIST. MH		UNKNOWN	UNKNOWN																					
93	22+75 MURPHY ROAD	6'R	EXIST. MH		6.80	567.72																					
							82.39	3,377	57,869	9,583	18,434					7	1			1	1	10.23			37.68		

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2D

REV. 1-31-84: GENERAL REVISIONS TO QUANTITIES.

REV. 8-2-85: CHANGED DEPTHS & BRICK QUANTITIES FOR C.B. NOS. 88,89,& 91.

REV. 6-11-86: REVISED CODE NOS. 1-16. ELIMINATED CODE NO. 15. CHANGED QUANTITIES FOR ITEM NOS. 611-03.01, 611-03.03, 611-03.04, AND 611-07.04. ADDED ITEM NOS. 611-02.01 AND 611-02.02.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TABULATED QUANTITIES

TELEDYNE ROST N18056

TENN. STATE HIGHWAYS — File No. 334 — Plans — Div.

ESTIMATED STORM SEWER DRAINAGE QUANTITIES

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2E

REV. 1-31-84 GENERAL REVISIONS TO QUANTITIES.

CODE NO.	STATION	LOC.	TYPE	DRAWING NUMBER	DEPTH (FT.)	OUTLET FLOW ELEV.	CATCH BASINS 611-03.01 CLASS "A" CONC. (C.Y.)	CATCH BASINS 611-03.02 STL. BAR. REINF. (LB)	CATCH BASINS 611-03.03 B. MASONRY (M. BRICK)	CATCH BASINS 611-03.04 GRAY IRON CSTG (LB)	CATCH BASINS 611-07.04 STRUCTURAL STEEL (LB)	MANHOLES 611-01.01 CLASS "A" CONC. (C.Y.)	MANHOLES 611-01.02 STL. BAR REINF. (LB)	MANHOLES 611-01.03 B. MASONRY M. BRICK	MANHOLES 611-01.04 GRAY IRON CSTG. (LB)	MANHOLES 611-02.04 8'-12' DEEP	MANHOLES 611-02.05 12'-16' DEEP	MANHOLES 611-02.06 16'-20' DEEP	MANHOLES 611-02.07 20'-24' DEEP	MANHOLES 611-02.08 24'-28' DEEP	ENDWALLS 611-07.01 CLASS "A" CONC. (C.Y.)	ENDWALLS 611-07.02 STL BAR REINF. (LB)	ENDWALLS 611-07.03 STRUCTURAL STEEL (LB)	FOUNDATION FILL MATERIAL (C.Y.)	REMARKS	REV. DATE
94	157+55 I-440	215'L	36CB	2CC	3.77	556.23	1.00	132			72															1-31-84
95	156+25 I-440	100'L	37CB	2EE	3.16	531.80	3.42	29			133															1-31-84
96	156+25 I-440	15'L	48CB	D-CB-24	10.51	530.42	.48		2,044		529															
97	156+25 I-440	15'R	24CB	D-CB-24	2.17	538.66	.32		299		311															
98	156+25 I-440	℄	6MH	2EE	17.35	525.88						20.94	2,375	25	517											
99	18+10 MURPHY RD.	26'R	12CB	D-CB-12	5.51	559.45	.74		1,028	215	485															
100	18+10 MURPHY RD.	38'L	12CB	D-CB-12	5.80	558.95	.74		1,054	215	485															1-31-84
101	156+38 I-440	97'R	SS	2LL	23.50	518.00						39.20	6,335													
102	160+00 I-440	℄	6MH	2EE	18.30	527.04						19.65	1,841	150	385											
103	160+00 I-440	15'L	24CB	2EE	8.94	534.24	1.48	6	850		311															1-31-84
104	160+00 I-440	89'L	37CB	2CC	5.27	535.39	2.55	206			133															1-31-84
105	160+00 I-440	108'L	18CB	D-CB-19	3.00	564.50	.98		471	322																
106	160+00 I-440	15'R	24CB	D-CB-24	3.24	539.77	.32		428		311															
107	3+00 RAMP "C"	30'R	36CB	D-CB-3	3.25	544.00	1.72	132			72															1-31-84
108	164+00 I-440	℄	6JB	2EE	8.67	531.24	14.33	1,711																		
109	164+18 I-440	15'L	24CB	D-CB-24	2.17	543.50	.32		299		311															
110	12+50 RAMP "F"	30'R	36CB	2EE	4.43	534.90	2.11	156			72															
111	11+50 RAMP "H"	30'R	36CB	2EE	6.48	542.90	2.85	227			72															
112	13+44 RAMP "H"	46'L	36CB	2CC	4.07	556.00	1.85	143																		
113	13+57 RAMP "H"	78'L	19CB	D-CB-19	5.23	563.27	.98		846	322																
114	13+38 RAMP "H"	125'L	12CB	D-CB-12	6.22	563.78	.74		1,141	155	485															
115	13+57 RAMP "H"	130'L	12CB	D-CB-12	4.50	564.10	.74		815	155	485															
116	15+10 RAMP "H"	46'L	36CB	2CC	2.61	567.25	1.31	92			72														4.71	
117	15+15 RAMP "H"	80'L	19CB	D-CB-19	2.17	573.33	.98		318	322								1							4.71	
118	22+80 WEST END	60'L	3MH	D-MH-3	21.00	548.30																				
118A	22+78 WEST END	32'L	12CB	D-CB-12	14.79	559.83	.74		2788	155	485						1									
119	22+80 WEST END	50'R	3MH	D-MH-3	9.15	564.95																				
119A	22+49 WEST END	39'R	12CB	D-CB-12	4.33	570.00	.74		779	155	485														4.71	
120	14+85 RAMP "G"	60'R	19CB	D-CB-19	7.46	570.04	.98		1,207	322															4.71	
121	18+80 RAMP "G"	53'R	14CB	D-CB-14	6.25	577.25	1.60		2,252	155																
122	12+94 RAMP "G"	86'R	15CB	D-CB-15	4.70	578.50	2.00		2,507	155	485															
123	13+08 RAMP "G"	94'R	18CB	D-CB-19	4.50	579.50	.83		747	695	485															
124	23+70 WEST END	49'R	15CB	D-CB-15	7.74	567.67	2.00		3,704	155																
125	24+10 WEST END	49'R	15CB	D-CB-15	6.21	569.89	2.00		3,104	155	485															1-31-84
126	24+50 WEST END	49'R	15CB	D-CB-15	5.54	571.41	2.00		2,897	155	485															1-31-84
127	24+75 WEST END	24'L	14CB	D-CB-14	7.53	570.37	1.60		2,735	155	485															1-31-84
128	164+00 I-440	15'R	24CB	D-CB-24	4.52	540.89	.32		626		311															1-31-84
129	6+00 RAMP "C"	40'R	37CB	D-CB-3	2.16	541.40	1.49				72															
130	167+00 I-440	15'R	24CB	2EE	13.88	533.39	3.55	53	1,111		311															
132	167+00 I-440	15'L	24CB	2EE	8.52	538.75	1.45	6	787		311															
133	9+20 RAMPS "H" & "F"	℄	2 SPEC	2DD	6.52	540.74	.86		1,925	1668																1-31-84
134	9+25 RAMPS "H" & "F"	57'R	37CB	D-CB-3	2.17	541.22	2.09	—			133															1-31-84
135	168+22 I-440	83'L	37CB	2CC	2.35	540.35	2.08				133															
136	7+57 RAMPS "H" & "F"	57'R	36CB	D-CB-3	2.15	544.09	1.49	—			72															
137	167+00 I-440	77'R	37CB	D-CB-3	2.17	541.71	1.77	—			133															
138	18+05 WEST END	30'L	12CB	D-CB-12	6.83	562.90	.74	—	1235	155	485															
138A	18+86 WEST END	34'L	12CB	D-CB-12	4.49	566.50	.74		813	155	485															1-31-84
139	16+30 WEST END	35'L	14CB	D-CB-14	3.46	564.21	1.50		1313	155	485															1-31-84
140	9+20 RAMP "C"	30'R	36CB	D-CB-3	2.17	557.70	1.49	—			72															1-31-84
141	171+00 I-440	15'R	24CB	2EE	13.78	535.85	3.80	53	1,095		311															
142	171+00 I-440	15'L	24CB	D-CB-24	6.28	543.39	.32	—	897		311															
143	171+00 I-440	77'L	36CB	D-CB-3	2.16	543.90	1.49	—			72															
144	171+00 I-440	77'R	36CB	2CC	2.87	543.19	2.10	100			72															
145	18+10 WEST END	46'R	12CB	D-CB-12	7.65	561.76	.74		1409	155	485															
145A	18+51 WEST END	50'L	12CB	D-CB-12	4.40	565.70	.74		759	155	485															
145B	18+57 WEST END	22'R	12-32CB	D-CB-12-32	4.20	566.50	.86		472	155	485															
146	16+30 WEST END	46'R	12CB	D-CB-12	5.20	562.86	.74		927	155	485															
147	4+00 RAMP "E"	50'R	36CB	D-CB-3	4.32	568.68	2.09	152			72															1-31-84
148	3+00 RAMP "D"	53'R	37CB	D-CB-3	2.17	551.45	2.09	—			133															
149	175+50 I-440	15'R	24CB	2EE	14.08	538.29	4.03	53	1,141		311						1								4.71	1-31-84
150	175+50 I-440	℄	3MH	D-MH-3	16.16	538.54																				
151	175+50 I-440	15'L	24CB	2EE	7.56	544.81	1.70	11	555		311															1-31-84
152	175+50 I-440	80'L	37CB	2CC	3.29	545.71	2.43	128			133															1-31-84
153	8+20 RAMP "G"	8'R	24CB	2EE	6.90	548.22	1.70	6	755		311															
154	8+20 RAMP "G"	30'R	36CB	D-CB-3	6.79	549.00	1.51	6	738		311															1-31-84
155	8+20 RAMP "G"	56'R	18CB	D-CB-19	3.00	580.00	.83	—	471	695	—															
156	5+80 RAMP "G"	8'R	48CB	D-CB-24	4.13	547.75	.48	—	874		529															
157	5+80 RAMP "G"	30'R	18CB	D-CB-19	4.36	548.19	.83	—	697	695	—															
158	175+50 I-440	74'R	36CB	2CC	6.50	542.26	2.64	228			72															
159	5+75 RAMP "D"	49'R	36CB	2CC	4.30	543.26	2.01	151			72															1-31-84
160	6+33 RAMP "D"	47'R	36CB	D-CB-3	3.75	544.04	1.93	132			72															1-31-84
161	178+75 I-440	15'R	24CB	2EE	10.88	543.44	2.61	17	733		311															1-31-84
162	178+75 I-440	15'L	24CB	D-CB-24	2.17	552.15	.32		299		311															
163	12+60 RAMP "E"	8'R	24CB	D-CB-24	3.73	549.77	.32	—	539		311															1-31-84
164	182+00 I-440	℄	6MH	2EE	13.37	545.43						44.50	6380	325	385											1-31-84
165	182+00 I-440	15'L	24CB	D-CB-24	7.95	548.32	.32	—	1,154		311															
166	182+00 I-440	103'L	36CB	2CC	6.40	549.60	2.16	174	—		72															
167	21+65 RICHARDSON MARLBOROUGH	20'L	12CB	D-CB-12	3.00	576.00	.74	—	535	155	485															1-31-84
168	21+65 RICHARDSON MARLBOROUGH	20'R	12CB	D-CB-12	4.50	574.52	.74		815	155	485															
169	182+00 I-440	15'R	24CB	2EE	7.97	548.38	1.83	14	856		311															
170	184+25 I-440	115'R	36CB	2CC	3.75	552.35	1.44	132			72															
171	184+25 I-440	130'R	19CB	D-CB-19	3.50	569.00	.98		529	322																1-31-84
172	18+45 RICHARDSON MARLBOROUGH	20'R	12CB	D-CB-12	6.42	573.80	.74		1148	155	485															
173	185+10 I-440	84'L	36CB	2EE	7.26	549.46	2.71	12			72															
174	185+10 I-440	159'L	EW	D-PE-4	—	565.00	1.84																			BLIND CONNECTION
174A	186+48 I-440	159'L	18CB	D-CB-19	3.00	567.00	.83		471	695																
174B	185+10 I-440	153'L	BLIND CON			564.71																				
175	17+00 RICHARDSON MARLBOROUGH	13'R	19CB	D-CB-19	3.00	578.00	.98	—	471	322															4.71	
176	18+20 RICHARDSON MARLBOROUGH	20'L	14CB	D-CB-14	5.56	574.24	1.60		2122	155	485						1									1-31-84
177	190+50 I-440	℄	3MH	D-MH-3	9.17	549.04																				1-31-84
178	190+50 I-440	15'L	24CB	D-CB-24	6.55	549.33	.32	—	938		311															1-31-84
179	190+50 I-440	71'L	24CB	D-CB-24	3.75	551.31	.32	—	542		311															1-31-84
180	190+50 I-440	15'R	24CB	D-CB-24	6.55	549.33	.32	—	938		311															
181	190+50 I-440	82'R	24CB	D-CB-24	3.75	551.11	.32	—	542		311														28.26	
							130.52	4,354.	63,545	10,065	20,797	124.29	16,931	500	1,287	1	1	1	1							

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TABULATED QUANTITIES

TELEPHONE #0-51 N18856

TENN. STATE HIGHWAYS — File No. I-440-334 — Plans Divn.

ESTIMATED STORM SEWER DRAINAGE QUANTITIES

CODE NO.	STATION	LOC.	TYPE	DRAWING NUMBER	DEPTH (FT.)	OUTLET FLOW ELEV.	CATCH BASINS 611-03.01 CLASS "A" CONC. (C.Y.)	CATCH BASINS 611-03.02 STL. BAR. REINF. (LB)	CATCH BASINS 611-03.03 BRICK	CATCH BASINS 611-03.04 GRAY IRON CSTG (LB)	CATCH BASINS 611-07.04 STRUCTURAL STEEL (LB)	MANHOLES 611-01.01 CLASS "A" CONC. (C.Y.)	MANHOLES 611-01.02 STL. BAR REINF (LB)	MANHOLES 611-01.03 B. MASONRY M. BRICK	MANHOLES 611-01.04 GRAY IRON CSTG. (LB)	MANHOLES 611-02.04 8'-12' DEEP	MANHOLES 611-02.05 12'-16' DEEP	MANHOLES 611-02.06 16'-20' DEEP	MANHOLES 611-02.07 20'-24' DEEP	MANHOLES 611-02.01 0'-4' DEEP	MANHOLES 611-02.02 4'-6' DEEP	ENDWALLS 611-07.01 CLASS "A" CONC. (C.Y.)	ENDWALLS 611-07.02 STL BAR REINF. (LB)	ENDWALLS 611-07.03 STRUCTURAL STEEL (LB)	FOUNDATION FILL MATERIAL (C.Y.)	REMARKS	REV. DATE
182	195+00 I-440	℄	6 JB	2 EE	5.47	544.95	7.34	980																				
183	195+00 I-440	15'L	24 CB	2 EE	7.73	545.35	1.51	6	664		311																	1-31-84
184	195+00 I-440	89'L	36 CB	2 CC	5.54	546.73	2.08	121			72																	1-31-84
185	195+00 I-440	115'L	18 CB	D-CB-24	3.00	578.00	1.32		426		311																	1-31-84
186	195+00 I-440	15'R	24 CB	2 CC	6.54	546.54	1.92	230			72																	1-31-84
187	195+00 I-440	71'R	24 CB	D-CB-24	3.75	547.10	1.32		542		311																	1-31-84
188	199+50 I-440	15'R	24 CB	2 EE	8.80	541.49	2.56	32	662		311																	1-31-84
189	199+50 I-440	15'L	24 CB	2 EE	8.37	541.92	1.70	11	679		311																	1-31-84
190	199+50 I-440	89'L	36 CB	2 EE	6.41	543.06	2.28	12			72																	1-31-84
191	199+50 I-440	110'L	36 CB	2 CC	7.00	575.19	2.47	244			72																	
192	27+25 SHARONDALE	20'L	15 CB	D-CB-15	6.01	576.82	2.00		3048	155	485																	
193	27+25 SHARONDALE	20'R	14 CB	D-CB-14	5.60	577.23	1.60		2136	155	485																	
194	199+50 I-440	170'L	EW	D-PE-4		580.75	1.04																					
195	199+50 I-440	71'R	24 CB	D-CB-24	3.75	545.72	1.32		542		311																	1-31-84
197	38+07 MURPHY RD.	27'L	6 MH	2 EE	8.31	454.19						9.23	1133	100	385													
198	38+07 MURPHY RD.	5'L	BLIND CON.																								BLIND CONNECTION	
199	44+26 MURPHY RD.	℄	SS MH	2 GG	12.75	455.55						28.50	5255															
200	44+26 MURPHY RD.	30'L	15 CB	D-CB-15	6.00	461.44	2.00		2946	155	485																	
201	54+72 MURPHY RD.	℄	SS MH	2 HH	13.50	473.30						31.20	4610															
202	62+12 MURPHY RD.	℄	SS MH	2 II	11.43	475.07						31.80	4255															
203	70+50 MURPHY RD.	℄	SS MH	2 JJ	14.70	480.60						26.10	3735														EXIST. ST. Q. BL. CONN.	
204	71+61 MURPHY RD.	℄	BLIND																								EXIST. ST. D. BL. CONN.	
205	71+77 MURPHY RD.	℄	BLIND																									
206	76+00 MURPHY RD.	℄	SS MH	2 KK		504.31						22.30	3845															
58A	142+00 I-440	89'L	24 CB	2 EE	7.49	553.09	1.70	11	544		311																	1-31-84
67A	146+72 I-440	985'L	24 CB	2 EE	6.81	539.06	1.51	6	524		311																	1-31-84
72A	10+30 RAMP 'B'	8'R	48 CB	D-CB-24	6.74	534.92	.48	199	1307		529																	1-31-84
87A	3+00 RAMP 'B'	8'R	24 CB	2 EE	7.72	560.00	1.46	6	664		311																	1-31-84
104A	160+00 I-440	71'L	48 CB	D-CB-24	5.94	534.72	.48		1138		529																	1-31-84
107A	3+00 RAMP 'C'	8'R	24 CB	D-CB-24	3.25	542.75	.32		430		311																	1-31-84
166A	182+00 I-440	81'L	24 CB	D-CB-24	6.15	549.18	.32		876		311																	
167A	21+65 RICHARDSON-MALBOROUGH	20'L	12 CB	D-CB-12	7.10'	573.92	0.74		1326	155	485																	
170A	184+25 I-440	945R	24 CB	2 EE	4.51'	551.59	1.51	6	169		311																	1-31-84
173A	185+10 I-440	71'L	24 CB	2 EE	7.59	549.13	3.85	46	310		311																	1-31-84
184A	195+00 I-440	71'L	24 CB	D-CB-24	5.98	546.29	.32		850		311																	1-31-84
190A	199+50 I-440	71'L	24 CB	2 EE	6.59	542.88	1.77	11	405		311																	1-31-84
45A	135+00 I-440	92'L	36 CB	2 CC	5.91	578.29	2.02	103			72																	1-31-84
	SUBTOTALS FROM SHEET NO. 2D						82.39	3,377	57,869	9,583	18,434	-0-	-0-	-0-	-0-	7	1			1	1	10.23			37.68		
	SUBTOTALS FROM SHEET NO. 2E						130.52	4,354	63,545	10,065	20,797	124.29	16,931	500	1,287	1	1	1	1						28.26		
	SUBTOTALS FROM SHEET NO. 2F						45.94	2,024	20,188	620	8,023	149.13	22,833	100	385													
	GRAND TOTALS						258.85	9,755	141,602	20,268	47,254	273.42	39,764	600	1,672	8	2	1	1	1	1	10.23	-0-	-0-	65.94		

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2F

REV. 1-31-84: GENERAL REVISIONS TO QUANTITIES.

REV. 8-2-85: CHANGED SHEET NO. 2D SUBTOTAL AND GRAND TOTAL FOR ITEM 611-03.03.

REV. 6-11-86: CHANGED SHEET 2D TOTALS AND GRAND TOTALS FOR ITEM NOS. 611-03.01, 611-03.03, 611-03.04, AND 611-07.04. ADDED ITEM NOS. 611-02.01 AND 611-02.02.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TABULATED QUANTITIES

TELEWYNE POST N1856

TENNESSEE STATE HIGHWAYS
Plans
Div.
File No.
APPROVED
STATE ENGINEER

PIPE CULVERTS

SHEET NO.	FROM CODE	FROM ELEV.	TO CODE	TO ELEV.	GRADE %	CONCRETE PIPE CULVERTS 18"	24"	30"	36"	42"	48"	54"	60"	66"	72"	78"	96"	10'x6'	C. M. PIPE CULVERTS 18"	24"	30"	ITEM 204-07 BED. MAT'L. (C.Y.)		REMARKS	REV. DATE
18A	1	596.76	2	596.63	0.62	21																4.45			
18A	2	596.43	6	587.78	6.18	140																29.68			
18A	3	587.10	4	586.83	1.29	21																4.45			
18A	4	586.63	6	585.83	1.00	80																16.96			
18A	5	592.00	6	586.26	23.88	24																5.09			
18A	6	585.63	9	581.39	4.24	100																21.20			
18A	7	608.20	8	584.48	27.58	86																18.23			
18A	8	584.28	9	581.39	3.91	74																15.69			
18A	9	581.19	12	574.28	4.94		140															37.24			
18A	10	577.41	11	577.41	0.74	23																4.88			
18A	11	577.21	13	573.54	5.03	73																15.48			
18A	12	574.08	13	573.54	1.54		36															9.58			
18A	13	573.34	14	570.82	1.42		170															45.22			
18A	14	570.72	16	569.90	1.50		95															25.27			
19A	17	609.22	18	607.44	3.18	56																11.88			1-31-84
19A	18	607.24	21	605.44	12.00	16																3.39			1-31-84
19A	19	607.34	20	605.56	3.18	56																11.88			1-31-84
19A	20	605.36	21	605.27	0.60	16																3.39			1-31-84
19A	21	605.07	27	597.77	2.43	300																63.60			
19A	22	600.69	23	600.30	1.00	40																8.48			1-31-84
19A	23	600.10	24	599.74	0.67	56																11.88			1-31-84
19A	24	599.54	27	599.45	0.60	16																3.39			1-31-84
19A	25	599.84	26	598.06	3.18	56																11.88			1-31-84
19A	26	597.86	27	597.77	0.60	16																3.39			1-31-84
19A	27	597.57	32	593.10	1.62		276															73.42			
19A	28	593.76	29	593.39	0.50	74																15.69			1-31-84
19A	29	593.19	32	593.10	0.60	16																3.39			1-31-84
19A	30	595.27	31	593.49	3.18	56																11.88			1-31-84
19A	31	593.29	32	593.20	0.60	16																3.39			1-31-84
19A	32	592.90	38	587.40	1.99		276															73.42			
19A	33	592.55	35	592.40	0.50	30																6.36			
19A	34	592.85	35	592.76	0.60	16																3.39			1-31-84
19A	35	592.30	38	591.92	0.50	76																16.11			
19A	36	604.50	37	589.42	8.11	186																39.43			
19A	37	588.92	38	588.47	0.50		90															23.94			
19A	38	587.20	39	563.00	17.79		136															36.18			
19A	41	559.60	40	557.97	0.79	206																			
19A	42	554.20	43	553.70	0.50	100																43.67			
19A	43	553.50	44	553.20	0.50	60																21.20			
																						12.72			
20A	45	588.00	45A	578.49	33.96	28																			1-31-84
20A	46	577.75	47	577.45	0.50	60																5.94			1-31-84
20A	47	577.25	50	577.16	0.60	16																12.72			1-31-84
20A	48	576.30	49	574.52	3.18	56																3.39			1-31-84
20A	49	574.32	50	574.23	0.60	16																11.88			1-31-84
20A	50	574.03	56	565.12	2.55	350																3.39			1-31-84
20A	51	571.50	52	567.00	16.07	28																74.20			
20A	52	566.80	53	566.40	0.60	68																5.94			1-31-84
20A	53	566.20	56	566.11	0.60	16																14.42			1-31-84
20A	54	567.42	55	565.64	3.18	56																3.39			1-31-84
20A	55	565.44	56	565.35	0.60	16																11.88			1-31-84
20A	56	564.92	62	552.50	3.55	350																3.39			1-31-84
20A	57	571.00	58	553.67	75.35																30***	74.20			
20A	58A	553.09	59	552.35	1.00			74														8.19			1-31-84
20A	59	552.15	62	552.06	0.60			16														23.75			1-31-84
20A	60	557.16	61	555.38	3.18	56																5.14			1-31-84
20A	61	555.18	62	555.09	0.60	16																11.88			1-31-84
20A	62	551.86	70	537.10	2.95		500															3.39			1-31-84
22A	63	587.50	64	585.80	3.54	48																133.00			
22A	63A	591.50	64	585.80	10.56	54																10.18			
22A	64	585.60	65	585.20	1.80	22																11.45			
22A	65	585.00	66	583.33	3.34	50																4.66			
22A	66	583.13	67	541.20	214.65																	10.60			
22A	67	540.00	67A	539.26	4.23	18													48***			8.78			1-31-84
22A	68	536.88	70	536.53	1.16		30															3.82			1-31-84
22A	69	542.35	70	539.00	5.58	60																7.98			1-31-84
22A	70	536.33	76	532.38	1.58				250													12.72			1-31-84
22A	71	597.50	72	535.70	162.63																	80.25			
22A	72A	534.92	73	533.24	1.75		94												74***			13.54			1-31-84
22A	73	533.04	76	532.95	0.60		16															25.00			1-31-84
22A	74	536.37	75	533.77	3.10	84																4.26			1-31-84
22A	75	533.57	76	533.48	0.60	16																17.81			1-31-84
22A	76	532.18	83	529.18	1.05				286													3.39			1-31-84
22A	77	551.57	78	531.19	11.71	174																91.81			
22A	78	530.99	79	530.25	0.50		150															36.89			1-31-84
22A	79	530.05	83	529.86	1.27		16															39.90			1-31-84
22A	80	547.97	81	534.53	16.80	80																4.26			1-31-84
22A	81	534.33	82	532.98	0.65	210																16.96			
22A	82	532.78	83	532.65	0.87	16																44.52			1-31-84
22A	83	529.00	98	526.08	0.75					390												3.39			1-31-84
22A	84	591.30	86	573.47	7.25	246																148.20			
22A	85	574.20±	86	573.47	0.50	148																52.15			
22A	86	573.27	87	562.84	37.25																	31.38			
22A	87A	560.00	94	556.43	2.83		126														38	8.63			
22A	88	577.70	90	576.93	1.75	44																38.52			
22A	89	577.90	90	577.19	1.78	40																9.33			
22A	90	NOT KNOWN	92	NOT KNOWN	—	—																8.48			
22A	91	570.30	92	570.17	0.50	26																-0-		EXISTING LINE ELEV. NOT KNOWN	
22A	92	NOT KNOWN	93	NOT KNOWN	—	—																5.51			
22A	93	567.72	94	556.43	6.80	166																-0-		EXISTING LINE ELEV. NOT KNOWN	
22A	94	556.23	95	532.00	13.93		174															35.19			
22A	95	531.80	96	530.62	1.40			84														46.28			
						4,740	2,325	174	536	390	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	122	38	30	26.96			
																						2,043.66			1-31-84

*** LENGTH SHOWN BASED ALONG SLOPE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	26

REV. 1-31-84: GENERAL REVISIONS TO QUANTITIES.

REV. 6-11-86: CHANGED ELEVATIONS, PIPE LENGTHS AND BEDDING MATERIAL QUANTITIES FOR CODE NOS. 1-16. ELIMINATED. CODE NO. 15. REVISED SHEET TOTALS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TABULATED QUANTITIES

TELEDYNE POST N1856

TENN. STATE HIGHWAYS | Plans | Vol. | No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2H

REV. 1-31-84 GENERAL REVISIONS TO QUANTITIES.

PIPE CULVERTS

SHEET NO.	FROM CODE	FROM ELEV.	TO CODE	TO ELEV.	GRADE %	CONCRETE PIPE CULVERTS 18"	24"	30"	36"	42"	48"	54"	60"	66"	72"	78"	96"	C.M. PIPE CULVERTS 18"	24"	30"	ITEM 204-07 BED. MAT'L. (C.Y.)	REMARKS	REV. DATE
22A	96	530.42	98	530.17	1.67			16													5.14		1-31-84
22A	97	538.66	98	538.57	0.60	16															3.39		1-31-84
22A	98	525.88	101	524.15	1.77					98											15.91		
22A	99	559.45	100	559.15	0.50	60															12.72		
22A	100	558.95	101	536.50	14.77	152															32.22		
22A	101		TUNNEL																				
22A	102	527.04	101	520.00	1.83								384								226.34		
24A	103	534.24	102	534.15	0.60		16														4.26		1-31-84
24A	104A	534.72	103	534.44	0.50		56														14.90		1-31-84
24A	105	564.50	104	535.59	160.61													34***			6.22		
24A	106	539.77	102	539.68	0.60	16															3.39		1-31-84
24A	107A	542.75	106	539.97	2.40	116															24.59		1-31-84
24A	108	531.24	102	527.24	1.00									400							286.40		
24A	109	543.50	108	536.20	30.42	24															5.09		1-31-84
24A	110	534.90	108	532.24	2.51					106											46.85		
24A	111	542.90	110	535.10	5.74				136												51.68		
24A	112	556.00	111	546.42	4.61		208														55.33		
24A	113	563.27	112	557.20	16.86	36															7.63		
24A	114	563.78	113	563.47	0.50	62															13.14		
24A	115	564.10	114	563.98	0.50	24															5.09		
24A	116	567.25	112	556.83	5.21	200															42.40		
24A	117	573.33	116	567.45	11.76	50															10.60		
24A	118	548.30	111	543.10	2.30				226												85.88		
24A	118A	559.83	118	558.15	6.00			28													8.99		
24A	119	564.95	118A	560.03	6.00			82													35.31		
24A	119A	570.00	119	566.04	11.00	36															7.63		
24A	120	570.04	119	565.54	4.50		100														26.60		
24A	121	577.25	120	570.24	3.40		206														54.80		
24A	122	578.50	121	577.45	2.92		36														9.58		
24A	123	579.50	122	578.70	2.86	28															5.94		
24A	124	567.67	119	565.15	2.80			90													28.89		
24A	125	569.89	124	567.87	5.05		40														10.64		
24A	126	571.41	125	570.09	3.30		40														10.64		
24A	127	570.37	118	565.30	2.59	196															41.55		
24A	128	540.89	108	536.20	31.27	16															3.39		1-31-84
24A	129	541.40	128	541.09	0.50	62															13.14		1-31-84
24A	130	533.39	108	531.44	0.65								300								192.90		
24A	132	538.75	130	538.39	1.20		30														7.98		1-31-84
24A	133	540.74	132	539.94	0.68	118															25.02		1-31-84
24A	134	541.22	133	540.93	0.50	58															12.30		
24A	135	540.35	132	538.95	1.00	140															29.68		1-31-84
24A	136	544.09	135	540.55	2.57	138															29.26		1-31-84
24A	137	541.71	130	541.25	0.74	62															13.14		1-31-84
24A	138	562.90	137	541.76	7.83	270															57.24		
24A	138A	566.50	138	563.31	4.20	76															16.11		
24A	139	564.21	138	563.30	0.52	176															37.31		
24A	140	557.70	137	541.96	12.30	128															27.14		
24A	141	535.89	130	533.49	0.60								400								257.20		
24A	142	543.39	141	543.21	0.60	30															6.36		1-31-84
24A	143	543.90	142	543.59	0.50	62															13.14		1-31-84
24A	144	543.19	141	542.77	0.68		62														16.49		1-31-84
24A	145	561.76	144	543.39	16.40	112															23.74		
24A	145A	565.70	145	561.96	8.90	42															8.90		
24A	145B	566.50	145A	565.90	2.00	30															6.36		
24A	146	562.86	145	561.96	0.50	180															38.16		
24B	147	568.68	146	563.06	1.82	308															65.30		
24A	148	551.45	144	543.39	3.15	256															54.27		
24A	149	538.29	141	536.04	0.50								450								289.35		
26A	150	538.54	149	538.39	1.00			16													5.14		1-31-84
26A	151	544.81	150	544.62	1.28			16													5.14		1-31-84
26A	152	545.71	151	545.01	0.80			66													21.19		1-31-84
26A	153	548.22	152	545.91	2.62		88														23.41		1-31-84
26A	154	549.00	153	548.42	2.62		22														4.66		1-31-84
26A	155	580.00	154	549.20	110.00														42***		9.53		1-31-84
26A	156	547.75	150	538.74	3.34		270														71.82		
26A	157	548.19	156	547.95	1.09	22															4.66		
26A	158	542.26	149	541.20	1.80	60															12.72		1-31-84
26A	159	543.26	158	542.46	1.00	80															16.96		
26A	160	544.04	159	543.46	1.00	58															12.30		
26A	161	543.44	149	541.65	0.55							326									186.80		
26A	163	549.77	161	548.49	1.00	128															27.14		1-31-84
26A	162	552.15	161	551.97	0.60	30															6.36		1-31-84
26A	164	545.43	161	543.64	0.55							326									186.80		
26A	165	548.32	164	548.17	1.00	16															3.39		1-31-84
26A	166A	549.18	165	548.52	1.00	66															13.99		1-31-84
26A	167A	573.92	166	549.80	24.12	58***															12.30		1-31-84
26A	168	574.52	167A	574.12	1.00	40															8.48		
26A	169	548.38	164	548.29	0.60		16														4.26		1-31-84
26A	170A	551.59	169	548.58	1.25		240														63.84		
26A	171	569.00	170	552.55	91.39													26***			4.76		
26A	172	573.80	171	569.20	10.00	46															9.75		
26A	173A	549.13	164	545.93	1.00						320										162.24		1-31-84
26A	174	565.00	173	549.66	20.45				76												28.88		1-31-84
26A	174A	567.00	174B	564.71	1.66	138															29.26		
26A	175	578.00	172	574.43	2.41	148															31.38		
26A	176	574.24	172	574.00	0.50	48															10.18		
27A	177	549.04	182	546.79	0.50	450															95.40		
27A	178	549.33	177	549.24	0.60	16															3.39		1-31-84
27A	179	551.31	178	549.53	3.18	56															11.88		1-31-84
27A	180	549.33	177	549.24	0.60	16															3.39		1-31-84
27A	181	551.11	180	549.53	2.36	68															14.42		1-31-84
27A	182	544.95	188	542.70	0.50			450													144.45		
27A	183	545.35	182	545.15	1.33		16														4.26		1-31-84
27A	184A	546.29	183	545.65	1.33	56															11.45		1-31-84
TOTALS						4880	1446	764	438	204	320	652	1534	400	0	0	0	0	60	42	0	3710.60		1-31-84

*** LENGTH SHOWN BASED ALONG SLOPE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TABULATED QUANTITIES

TELEPHONE POST NUMBER

STATE HIGHWAYS
Plans File No. 334
Divn.

PIPE CULVERTS

SHEET NO.	FROM CODE	FROM ELEV.	TO CODE	TO ELEV.	GRADE %	CONCRETE PIPE CULVERTS 18"	24"	30"	36"	42"	48"	54"	60"	66"	72"	78"	96"	10'X6'	C. M. PIPE CULVERTS 18"	24"	30"	ITEM 204-07 BED. MATL. (CY)		REMARKS	REV. DATE
27A	185	578.00	184	546.93	119.50														42***			7.69			1-31-84
27A	186	546.54	182	546.45	0.60	16																3.39			1-31-84
27A	187	548.47	186	546.74	3.09	56																11.88			1-31-84
27A	188	541.49		537.89	0.80				250													95.00			
27A	189	541.92	188	541.74	0.60			30														17.33			1-31-84
27A	190A	542.68	189	542.12	1.00			56														17.98			1-31-84
27A	191	575.19	190	543.26	152.05															40-***		9.08			1-31-84
27A	192	576.82	191	575.39	0.70		204															54.26			
27A	193	577.23	192	577.02	0.50	42																8.90			
27A	194	580.75	191	577.45	5.50	60																12.72			
27A	195	545.72	188	544.28	2.57	56																11.88			1-31-84
51A	197	454.19	198	553.75	2.00				22*													8.36			
51A	199	455.55	196	447.50	0.70													1150				338.00			
51A	200	461.44	199	460.96	1.60				30													9.63			
51B	201	468.80	199	455.75	1.25												*1046					1169.43			
51B	202	475.07	201	469.00	0.82												* 740					827.32			
51C	203	480.60	202	475.57	0.60											838						727.38			
51C	206	504.17	203	482.10	4.01								550*									353.65			
51D	101	518.00	206	504.37	1.00										1336**							1055.44			
20A	58	553.47	58A	553.29	1.00			18														5.78			1-31-84
22A	67A	539.06	68	537.08	2.37		84															22.34			1-31-84
22A	72	535.50	72A	535.12	1.75		22															5.85			1-31-84
22A	87	562.64	87A	560.20	11.09		22															5.85			
24A	104	535.39	104A	535.21	1.00	18																3.82			1-31-84
24A	107	544.00	107A	542.95	0.85	124																26.29			
26A	166	549.60	166A	549.38	1.00	22																4.66			1-31-84
26A	167	576.00	167A	575.77	0.50	46																9.75			
26A	170	552.35	170A	551.99	1.76	22																4.66			1-31-84
26A	173	549.46	173A	549.33	1.00				14													5.32			1-31-84
27A	184	546.73	184A	546.49	1.33	18																3.82			1-31-84
27A	190	543.06	190A	542.88	1.00		18															4.79			1-31-84
20A	45A	578.29	46	577.95	2.00	18																3.82			1-31-84
SUBTOTALS FROM SHEET 2G						4,740	2,325	174	536	390	-0-	-0-	-0-	-0-	-0-	-0-	-0-	-0-	122	38	30	2,043.66			1-31-84
SUBTOTALS FROM SHEET 2H						4,880	1,446	764	438	204	320	652	1,534	400	-0-	-0-	-0-	-0-	60	42	-0-	3,710.60			1-31-84
SUBTOTALS FROM SHEET 2I						498	350	104	316	-0-	-0-	-0-	550	-0-	1,336	838	1,786	1,150	42	40	-0-	4,846.07			1-31-84
GRAND TOTALS						10,118	4121	1042	1290	594	320	652	2,084	400	1,336	838	1,786	1,150	224	120	30	10,599.73			1-31-84

* CLASS IV
** TUNNELED
*** LENGTH SHOWN BASED ALONG SLOPE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2I

REV. 1-31-84: GENERAL REVISIONS TO QUANTITIES.
REV. 6-11-86: CHANGED SHEET 2G SUBTOTALS AND GRAND TOTALS FOR 18", 24" AND 30" PIPES, AND ITEM NO. 204-07.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TABULATED QUANTITIES

TELEPAK PCHT N1850A

TENN. STATE HIGHWAYS
File No. IN-334
Plans Bk.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2J

REV. 5-3-83: DELETED ALLEY STA. 160+00 I-440, 331' RT. (PARK CIRCLE & RICHLAND AVE.)

REV. 10-25-84: RAMP SHOWN AT LT. STA. 28 + 50 MOVED TO STA. 28 + 66± ON MURPHY RD.

RAMPS AND SIDE DRAINS

STATION	LOCATION	CL. "A" CONC 611-07.01 C.Y.	REINF. STL 611-07.02 LB.	STRUC. STL 602-01.01 (E.W.)	DWG. NO.	SIZE AND LENGTH 18"	18" C.M.	24"	24" C.M.	30"	30" C.M.	36"	36" C.M.	RAMP WIDTH-FT.	REMARKS
RT. 16+18	CHARLOTTE AVE.													35	BUS. ENT. - NO S.D. REQ'D.
LT. 17+35	CHARLOTTE AVE.													18	BUS. ENT. - NO S.D. REQ'D.
LT. 18+20	CHARLOTTE AVE.													12	BUS. ENT. - NO S.D. REQ'D.
RT. 18+75	CHARLOTTE AVE.													30	32ND. AVE. N. - NO S.D. REQ'D.
LT. 22+35	CHARLOTTE AVE.													30	BUS. ENT. - NO S.D. REQ'D.
LT. 22+85	CHARLOTTE AVE.													24	BUS. ENT. - NO S.D. REQ'D.
LT. 23+18	CHARLOTTE AVE.													32	33RD. AVE. N. - NO S.D. REQ'D.
RT. 23+23	CHARLOTTE AVE.													20	ALLEY ENT. - NO S.D. REQ'D.
RT. 25+10	CHARLOTTE AVE.													30	33RD. AVE. N. - NO S.D. REQ'D.
LT. 25+32	CHARLOTTE AVE.													35	BUS. ENT. - NO S.D. REQ'D.
RT. 30+00	ACKLEN PARK DR.													12	PVT. DR. - NO S.D. REQ'D.
LT. 30+85	ACKLEN PARK DR.													12	PVT. DR. - NO S.D. REQ'D.
RT. 30+90	ACKLEN PARK DR.													12	PVT. DR. - NO S.D. REQ'D.
LT. 31+30	ACKLEN PARK DR.													12	PVT. DR. - NO S.D. REQ'D.
LT. 35+95	ACKLEN PARK DR.													12	PVT. DR. - NO S.D. REQ'D.
LT. 36+45	ACKLEN PARK DR.													12	PVT. DR. - NO S.D. REQ'D.
RT. 36+75	ACKLEN PARK DR.													12	PVT. DR. - NO S.D. REQ'D.
LT. 36+90	ACKLEN PARK DR.													12	PVT. DR. - NO S.D. REQ'D.
RT. 36+95	ACKLEN PARK DR.													12	PVT. DR. - NO S.D. REQ'D.
RT. 12+91	MURPHY ROAD													23	GREENWAY AVE. - NO S.D. REQ'D.
RT. 14+03	MURPHY ROAD													12	PVT. DR. - NO S.D. REQ'D.
RT. 14+54	MURPHY ROAD													12	PVT. DR. - NO S.D. REQ'D.
RT. 15+31	MURPHY ROAD													35	PVT. DR. & ALLEY ENT. - NO S.D. REQ'D.
LT. 16+00	MURPHY ROAD													25	PARK CR. - NO S.D. REQ'D
LT. 0+80	PARK CIRCLE LT.													9	ACCESS RD. - NO S.D. REQ'D.
RT. 16+40	MURPHY ROAD													12	PVT. DR. - NO S.D. REQ'D.
RT. 1+60	PARK CIRCLE, RT.													12	PVT. DR. - NO S.D. REQ'D.
RT. 2+17	PARK CIRCLE RT.													22	PVT. DR. - NO S.D. REQ'D.
RT. 23+60	MURPHY ROAD													28	FAIRFAX AVE. - NO S.D. REQ'D.
RT. 0+65	FAIRFAX AVE.													20	BUS. ENT. - NO S.D. REQ'D.
RT. 100' 13+30	RAMP "H" (FAIRFAX AVE.)													24	BUS. ENT. - NO S.D. REQ'D.
RT. 2+05	FAIRMONT OR PARK DR. CONNECTOR													18	BUS. ENT. - NO S.D. REQ'D.
RT. 25+25	MURPHY ROAD													24	BUS. ENT. - NO S.D. REQ'D.
RT. 25+73	MURPHY ROAD													35	BUS. ENT. - NO S.D. REQ'D.
RT. 28+25	MURPHY ROAD													20	ALLEY ENT. - NO S.D. REQ'D.
LT. 28+66±	MURPHY ROAD													35	BUS. ENT. - NO S.D. REQ'D.
RT. 28+70	MURPHY ROAD													35	BUS. ENT. - NO S.D. REQ'D.
RT. 29+70	MURPHY ROAD													35	BUS. ENT. - NO S.D. REQ'D.
~~RT. 331' 160+10~~	~~I-440 (PARK CR. & RICHLAND AVE.)~~													~~20~~	~~PROP. ALLEY - NO S.D. REQ'D.~~
RT. 11+45	WEST END AVE.													36	ELMINGTON AVE. - NO S.D. REQ'D.
LT. 11+63	ELMINGTON AVE.													12	PVT. DR. - NO S.D. REQ'D.
LT. 11+45	WEST END AVE.													16	BUS. ENT. - NO S.D. REQ'D.
LT. 12+25	WEST END AVE.													12	PVT. DR. - NO S.D. REQ'D.
LT. 12+75	WEST END AVE.													12	PVT. DR. - NO S.D. REQ'D.
RT. 24+80	WEST END AVE.													30	BUS. ENT. - NO S.D. REQ'D.
LT. 26+20	WEST END AVE.													24	BUS. ENT. - NO S.D. REQ'D.
LT. 26+90	WEST END AVE.													30	BUS. ENT. - NO S.D. REQ'D.
RT. 26+90	WEST END AVE.													30	BUS. ENT. - NO S.D. REQ'D.
LT. 27+60	WEST END AVE.													35	BUS. ENT. - NO S.D. REQ'D.
LT. 28+20	WEST END AVE.													35	BUS. ENT. - NO S.D. REQ'D.
LT. 28+78	WEST END AVE.													35	BUS. ENT. - NO S.D. REQ'D.
LT. 29+75	WEST END AVE.													35	BUS. ENT. - NO S.D. REQ'D.
RT. 170' 11+33	RAMP "G" (FAIRFAX AVE.)													12	ALLEY ENT. NO. 1 - NO S.D. REQ'D.
RT. 165' 11+98	RAMP "G" (FAIRFAX AVE.)													12	PVT. DR. NO. 2 - NO S.D. REQ'D.
RT. 110' 12+47	RAMP "G" (FAIRFAX AVE.)													12	PVT. DR. NO. 3 - NO S.D. REQ'D.
RT. 82' 13+10	RAMP "G" (FAIRFAX AVE.)													15	PVT. DR. NO. 4 - NO S.D. REQ'D.
RT. 60' 7+05	RAMP "E" (GILLESPIE AVE.)													16	PVT. DR. - NO S.D. REQ'D.
RT. 21+92	MARLBOROUGH AVE.													12	PVT. DR. - NO S.D. REQ'D.
RT. 22+65	MARLBOROUGH AVE.													30	PVT. DR. - NO S.D. REQ'D.
LT. 22+92	MARLBOROUGH AVE.													24	PVT. DR. - NO S.D. REQ'D.
LT. 1+20	ACCESS RD. AT MARLBOROUGH AVE.					26'								12	PVT. DR. - S.D. REQ'D.
LT. 3+37	ACCESS RD. AT MARLBOROUGH AVE.													12	PVT. DR. - NO S.D. REQ'D.
LT. 4+05	ACCESS RD. AT MARLBOROUGH AVE.													12	PVT. DR. - NO S.D. REQ'D.
LT. 4+27	ACCESS RD. AT MARLBOROUGH AVE.													12	PVT. DR. - NO S.D. REQ'D.
LT. 4+89	ACCESS RD. AT MARLBOROUGH AVE.													12	PVT. DR. - NO S.D. REQ'D.
LT. 27+00	SHARONDALE DRIVE													22	PVT. DR - NO S.D. REQ'D.
	TOTALS					26'									

ESTIMATED GRADING QUANTITIES

STATION FROM	STATION TO	COMMON EXC. (UNCL.) CU. YD.	SOLID ROCK EXC. CU. YD.			
"N-E" 344+00 "E-S" 361+00	202 + 00	688,325	1,164,075			
TOTALS		688,325	1,164,075			

NOTE: SEE SHEET NO.31

R.O.W. MARKERS

SHEET NO.	"A"	"B"	"C"	TOTAL
6	10	4	10	24
7	12	3	3	18
8	4	5	2	11
9	17	1	5	23
10	1	0	0	1
11	1	1	2	4
12	9	1	3	13
13	5	2	4	11
14	5	2	4	11
15	4	2	5	11
16	11	2	2	15
17	10	3	7	20
TOTAL	89	26	47	162

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TABULATED QUANTITIES

TELEDYNE POST N1855A

TENN. STATE HIGHWAYS File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	1983	I-440-4(53) 206	2K

REV. 5-3-83: REVISED QUANTITIES FOR CONCRETE BOX CULVERTS.

CONCRETE BOX CULVERTS

STATION	LOCATION	DR. AREA AC.	SKEW	SIZE & LENGTH SPAN	HEIGHT	LENGTH	DWG. NO.	CL. "A" CONC. CU. YD.	REINF. STL. LB.	FDN. FILL MATL. CU. YD.	BACKFILL ITEM* 303-01 - TON	REMARKS
32+76 TO 44+26	MURPHY RD.	420 AC. R.	N/A	10'	6'	1150'	K - 15 - 37	~~1196~~	~~203,895~~	~~338~~	~~6,560~~	SEE SHEET 51A FOR LOCATION
								1192	203,186	336	6,537	
	TOTALS							~~1196~~	~~203,895~~	~~338~~	~~6,560~~	
								1192	203,186	336	6,537	

* SEE STD. DWG. K-85-150

PROPOSED GUARDRAIL

LOCATION	SHEET NO.	SIDE	STATION FROM	STATION TO	TERMINAL ANCHOR TYPE II 705-04.01			TYPE AND LENGTH 705-01.01 LIN. FT.	705-02.02 LIN. FT.	705-02.04 LIN. FT.	
BOYLES GALV. ACCESS RD.	19	LT.	-0+24	6+14	2				594		
BURNS AVE.	20								75		
ACKLEN PARK DRIVE	21	LT.	34+18	34+91	1			39.40'			
ACKLEN PARK DRIVE	21	RT.	34+26	34+78	1			39.40'			
MURPHY ROAD	21	LT.	18+06	18+06	1			39.40'	1		
MURPHY ROAD	21	RT.	18+29	18+93	1			39.40'			
MURPHY ROAD	22	LT.	21+04	21+81	1			39.40'	13		
MURPHY ROAD	22	RT.	21+26	22+03	1			39.40'	13		
WEST END AVE.	23	RT.	18+00	18+64	1			39.40'			
WEST END AVE.	23	LT.	18+40	19+04	1			39.40'			
GILLESPIE AVE.	23								150		
① FAIRFAX AVE.	24								50		
② FAIRFAX AVE.	24								50		
WEST END AVE.	24	RT.	22+25	23+02	1			39.40'	13		
WEST END AVE.	24	LT.	22+64	23+28	1			39.40'			
RICHARDSON AVE.	25	LT.	17+90	18+54	1			39.40'			
MARLBOROUGH AVE.	26	LT.	21+46	22+10	1			39.40'			
ACCESS ROAD	26	RT.	0+38	5+63	2				475		
SHARONDALE DRIVE	27	RT.	31+50	32+27	1			39.40'	13		
SHARONDALE DRIVE	27	LT.	32+27	32+91	1			39.40'			
MURPHY RD. DETOUR	4C	RT.	0+32	8+82	2				800		
MURPHY RD. DETOUR	4C	LT	1+18	10+62	2				900		
MURPHY RD. DETOUR	4C	RT	9+46	10+38	2				44		
WEST END AVE. DETOUR	4D	LT.	0+27	12+02	2				1,125		
WEST END AVE. DETOUR	4D	RT.	0+65	11+34	2				1,019		
TOTALS					28			551.60'	5,335		

① 245' LT. STA. 162+65

② 334' LT. STA. 170+82

APRON SPILLWAY AT BRIDGE ENDS

LOCATION	SIDE	APPROX. STATION	WIDTH OF SPILLWAY OPENING	12" C.M. PIPE LIN. FT.	CL. "A" CONC. CU. YD.*	REMARKS
I-440	LT.	342+50 "N-E"	15'	46'	4.4	
I-440	RT.	365+17 "N-W"	15'	72'	4.4	
I-440	LT.	129+42	15'	22'	4.4	
I-440	RT.	130+62	15'	68'	4.4	
TOTALS				208'	17.6	

* TO BE PAID FOR UNDER ITEM NO. 604-01.01

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TABULATED QUANTITIES

TELEDYNE POST K18856

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2-L

TENN. STATE HIGHWAYS Plans Div. File No. 334

SANITARY SEWER PIPES

FROM					TO					TYPE AND LINEAR FEET REQUIRED												
CODE	STATION	LOCATION L.T.	LOCATION R.T.	INVERT ELEVATION	CODE	STATION	LOCATION L.T.	LOCATION R.T.	INVERT ELEVATION	8"	10"	12"	15"	8" CLASS 53 D.I.P.	8" CLASS 55 D.I.P.	12" CLASS V C-76	12" CLASS 55 D.I.P.	16" CLASS 55 D.I.P.	16" CLASS 53 D.I.P.	18" CLASS 53 D.I.P.	12" CLASS 53 D.I.P.
401	20+40 ℄ CHARLOTTE AVE.	19'		576.89	402	21+78 ℄ CHARLOTTE AVE.	29'		583.93					176							
402	21+78 ℄ CHARLOTTE AVE.	29'		584.43	403	364+27 I-440 H-W ℄		86'	586.90					206							
403	364+27 I-440 N-W ℄		86'	587.40	404	363+33 I-440 H-W ℄		51'	594.90	100											
404	363+33 I-440 N-W ℄			595.88																	
405	142+21 ℄ I-440		346'	556.36	406	142+30 ℄ I-440		144'	558.46	200											
406	142+30 ℄ I-440		144'	558.96	407	140+27 ℄ I-440		162'	560.61	206											
407	140+27 ℄ I-440		162'	561.11	408	140+27 ℄ I-440	151'		563.41						312						
408	140+27 ℄ I-440	151'		570.15	409	142+09 ℄ I-440	164'		571.97	182											
409	142+09 ℄ I-440	164'		572.47	410	143+96 ℄ I-440	125'		574.41	194											
410	143+96 ℄ I-440	125'		575.16	411	145+43 ℄ I-440	127'		579.84	156											
411	145+43 ℄ I-440	127'		580.34	412	146+06 ℄ I-440	172'		583.76					76							
412	146+06 ℄ I-440	172'		584.26	413	146+57 ℄ I-440	129'		586.96					60							
413	146+57 ℄ I-440	129'		587.86																	
414	23+84 ℄ MURPHY RD.		38'	572.07	415	24+51 ℄ MURPHY RD.		35'	573.09	68											
415	24+51 ℄ MURPHY RD.		35'	573.34	416	24+52 ℄ MURPHY RD.	55'		574.69					90							
416	24+52 ℄ MURPHY RD.	55'		574.94	416A	25+24 ℄ MURPHY RD.	53'		579.50	76											
416	24+52 ℄ MURPHY RD.	55'		574.94	417	23+92 ℄ MURPHY RD.	108'		576.08	76											
417	23+92 ℄ MURPHY RD.	108'		576.33	418	23+71 ℄ MURPHY RD.	182'		577.50	76											
418	23+71 ℄ MURPHY RD.	182'		578.00																	
419	161+83 ℄ I-440		1000'	527.50	420	161+64 ℄ I-440		747'	528.69			238									
420	161+64 ℄ I-440		747'	529.19	421	163+33 ℄ I-440		730'	530.38							238					
421	163+33 ℄ I-440		730'	530.88	422	163+26 ℄ I-440		449'	532.29							282					
422	163+26 ℄ I-440		449'	532.54	423	163+22 ℄ I-440		274'	533.42							176					
423	163+22 ℄ I-440		274'	533.67	424	162+49 ℄ I-440	157'		537.16								434				
424	162+49 ℄ I-440	157'		536.80	424A	159+27 ℄ I-440	108'		559.62	216											
424A	159+27 ℄ I-440	108'		559.87	424B	158+79 ℄ I-440	113'		560.25	38											
424B	158+79 ℄ I-440	113'		560.25																	
424	162+49 ℄ I-440	157'		536.80	425	244+84 N ℄ WEST END AVE.	454'		560.14		84										
425	24+84 N. ℄ WEST END AVE.	454'		560.39	426	25+34 N. ℄ WEST END AVE.	446'		560.91		52										
426	25+34 N. ℄ WEST END AVE.	446'		561.16	427	26+52 N. ℄ WEST END AVE.	254'		563.42		226										
427	26+52 N. ℄ WEST END AVE.	254'		563.92	428	26+30 N. ℄ WEST END AVE.	184'		564.61		74										
428	26+30 N. ℄ WEST END AVE.	184'		564.86	429	26+08 N. ℄ WEST END AVE.	113'		568.27	72											
429	26+08 N. ℄ WEST END AVE.	113'		568.52	430	25+51 N. ℄ WEST END AVE.	36'		569.48					96							
430	25+51 N. ℄ WEST END AVE.	36'		569.98	431	25+51 N. ℄ WEST END AVE.		44'	570.78					80							
431	25+51 N. ℄ WEST END AVE.		44'	571.28	432	24+74 N. ℄ WEST END AVE.		41'	571.98					70							
432	24+74 N. ℄ WEST END AVE.		41'	572.48	433	22+51 N. ℄ WEST END AVE.		309'	577.03					350							
433	22+51 N. ℄ WEST END AVE.		309'	577.04																	
434	17+74 ℄ WEST END AVE.	181'		557.21	435	17+05 ℄ WEST END AVE.	112'		558.17	96											
435	17+05 ℄ WEST END AVE.	112'		558.67	436	16+74 ℄ WEST END AVE.		58'	562.07					170							
436	16+74 ℄ WEST END AVE.		58'	562.57	437	14+62 ℄ WEST END AVE.		50'	564.71					214							
437	14+62 ℄ WEST END AVE.		50'	565.21	438	13+45 ℄ WEST END AVE.		201'	567.21					200							
438	13+45 ℄ WEST END AVE.		201'	567.21																	
439	14+77 ℄ WEST END AVE.		655'	575.00																	
440	192+15 ℄ I-440		633'	545.33	441	190+44 ℄ I-440		427'	546.38				210								
441	190+44 ℄ I-440		427'	564.63	442	188+29 ℄ I-440		263'	547.95				264								
442	188+29 ℄ I-440		263'	548.45	443	188+29 ℄ I-440	202'		549.89									288				
443	188+29 ℄ I-440	202'		567.40	443A	189+44 ℄ I-440	222'		569.14	116											
443A	189+44 ℄ I-440	222'		569.64	443B	189+57 ℄ I-440	167'		569.94					20							
443	188+29 ℄ I-440	202'		560.24	444	185.38 ℄ I-440	144'		563.20							296					
444	185+38 ℄ I-440	144'		567.87	445	183+62 ℄ I-440	138'		569.59	172											
445	183+62 ℄ I-440	138'		569.84	446	182+24 ℄ I-440	155'		571.24					140							
446	182+24 ℄ I-440	155'		571.49	447	180+38 ℄ I-440	178'		573.37	188											
447	180+38 ℄ I-440	178'		573.62	448	177+53 ℄ I-440	173'		576.36	274											
448	177+53 ℄ I-440	173'		576.61	449	176+58 ℄ I-440	198'		577.61	100											
449	176+58 ℄ I-440	198'		578.21																	
450	31+91 ℄ PROP. 10'x6" BOX CULVERT			448.17	451	32+31 ℄ PROP 10'x6" CULVERT	29'		448.39											50	
451	32+31 ℄ PROP. 10'x6" BOX CULVERT	29'		448.44	452	33+16 " " "	17'		448.65											86	
452	33+16 " " "	17'		448.80	453	35+82 " " "	12'		449.55											280	
453	35+82 " " "	12'		449.70	454	37+06 " " "	12'		449.94											100	
454	37+06 " " "	12'		450.09	455	40+28 " " "	12'		451.05											336	
455	40+08 " " "	12'		451.20	456	42+15 " " "	12'		451.63											180	
456	42+15 " " "	12'		452.13	457	44+48 " " "	12'		462.07												284'
457	44+48 " " "	12'		462.30																	
456	42+15 " " "	12'		451.87	456A	42+15 " " "		12'	452.03										20		
456A	42+15 " " "		12'	452.70	456B	40+51 " " "		15'	454.00	162											
456B	40+51 " " "		15'	454.25	456C	37+61 " " "		17'	456.59	292											
456C	37+61 " " "		17'	456.59																	
458	60+11 ℄ PROP. 96" STORM SEWER		216'	471.19	459	60+34 ℄ PROP. 96" STORM SEWER		146'	471.34										70		
459	60+34 " " "		146'	471.44	460	60+21 " " "		13'	471.74										136		
460	60+21 " " "		13'	471.89	461	61+82 " " "		11'	472.25										162		
461	61+82 " " "		11'	472.35	462	62+13 " " "	23'		472.45										46		
462	62+13 " " "	23'		472.45																	
463	62+14 " " "		10'	475.00	464	65+26 " " "		10'	478.10					310							
464	65+26 " " "		10'	478.35	465	67+27 " " "		10'	480.35					200							
465	67+27 " " "		10'	480.60	466	69+28 " " "		10'	482.60					200							
466	69+28 " " "		10'	482.60																	
TOTALS										3060	436	238	474	2658	312	992	434	288	434	1032	284'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TABULATED QUANTITIES

SANITARY SEWER PIPES

TELEPHONE POST

2-L

Plans File No. IN-334
Divn. D

GENERAL NOTES

GRADING:

GRADES SHOWN ON PROFILES ARE SAME AS FINISHED GRADES SHOWN ON TYPICAL CROSS-SECTIONS AND SAME AS FINISHED GRADE ELEVATIONS SHOWN ON ROADWAY CROSS SECTIONS.

THE CONTRACTOR WILL BE REQUIRED TO ADJUST GRADES OF INTERSECTING STREETS, ALLEYS, AND DRIVEWAYS AS DIRECTED BY THE ENGINEER.

ALL EXISTING FOUNDATIONS, STEPS, STONE FENCES, ETC., SHALL BE REMOVED TO A DEPTH OF 18" BELOW THE SUBGRADE LINE. ALL OLD CONSTRUCTION FORMING CAVITIES MUST BE REMOVED. ALL BASEMENTS, CISTERNS, EXCAVATIONS, ETC., SHALL BE BACKFILLED IN LAYERS NOT TO EXCEED 6" IN DEPTH WITH EARTH MATERIAL AT THE OPTIMUM MOISTURE CONTENT AND THOROUGHLY COMPACTED BY HAND TAMPING IF NOT PRACTICABLE TO COMPACT WITH A SHEEPSFOOT ROLLER. COST OF THE REMOVAL IS TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION. FILL MATERIAL WORK WILL BE PAID FOR UNDER ITEM NO. 203-01.

NO SINKHOLES HAVE BEEN OBSERVED ON THIS PROJECT. THE POSSIBILITY DOES EXIST THAT THERE MAY BE SOME ENCOUNTERED DURING CONSTRUCTION. IF THIS SITUATION OCCURS, THE DIVISION OF SOILS AND GEOLOGY WILL BE NOTIFIED FOR INVESTIGATION AND REMEDIAL RECOMMENDATIONS IF NEEDED. IF ANY OTHER SOILS OR GEOLOGICAL PROBLEMS ARE ENCOUNTERED DURING CONSTRUCTION, THE DIVISION OF SOILS AND GEOLOGY WILL BE NOTIFIED.

DRAINAGE:

THE CONTRACTOR WILL BE REQUIRED TO SHAPE DITCHES TO THE SPECIFIED DESIGN, ALL COST IS TO BE INCLUDED IN THE PRICE BID FOR THE ITEM NO. 203-01.

THE COST OF CUTTING INLET AND OUTLET DITCHES WHERE SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 203-01, ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

THE COST OF EXCAVATION FOR PIPE CULVERTS, BOX CULVERTS, MANHOLES AND CATCH BASINS WILL BE INCLUDED IN THEIR RESPECTIVE PAY ITEMS AND WILL NOT BE PAID FOR DIRECTLY.

DITCH QUANTITIES, IN GENERAL, ARE BASED UPON THE PAVING OF ALL EARTHEN DITCHES HAVING GRADES OF 3% OR MORE, AND THE SODDING OF THOSE HAVING GRADES LESS THAN 3%.

THE ENGINEER IN CHARGE OF PROJECT CONSTRUCTION MAY DECIDE THAT SOME DITCHES WITH GRADES 3% OR STEEPER WOULD FUNCTION WITHOUT EROSION, IF SODDED, OR THAT SOME DITCHES WITH GRADES FLATTER THAN 3% SHOULD BE PAVED. PAYMENT WILL BE ADJUSTED FOR THE INCREASE AND/OR DECREASE IN QUANTITIES AT THE PRICE BID.

FORMED OR SAWED CONTRACTION JOINTS (1/4" WIDE AND 1"DEEP) WILL BE REQUIRED AT A MAXIMUM OF 20' INTERVALS AND ONE-HALF (1/2) INCH TRANSVERSE PREMOLDED FIBER EXPANSION JOINTS WILL BE REQUIRED AT 60'INTERVALS IN ALL CONCRETE PAVED DITCHES, COST IS TO BE INCLUDED IN THE PRICE BID FOR THE PAY ITEM FOR PAVED DITCHES.

ENDWALLS ARE SHOWN ON THE PLANS, HOWEVER, THE TYPE CAN BE CHANGED BY THE ENGINEER AS NECESSARY TO IMPROVE SAFETY FEATURES.

EXISTING MANHOLES, CATCH BASINS, INLET CONNECTIONS AND CULVERTS TO BE DISCONTINUED SHALL BE REMOVED, SEALED OR BULKHEADED AS DIRECTED BY THE ENGINEER. COST OF THIS WORK IS TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.

WHEN A CULVERT(PIPE, SLAB OR BOX)IS MOVED TO A NEW LOCATION OTHER THAN SHOWN ON THE PLANS, THEREBY INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION, NO INCREASE OR DEDUCTION IN PAYMENT WILL BE MADE DUE TO SUCH CHANGES.

ALL CONCRETE BOX AND SLAB CULVERTS AND BRIDGES ARE DESIGNED FOR HS 20 AND ALTERNATE MILITARY LOADING.

ALL NECESSARY CONSTRUCTION JOINTS IN CONCRETE BOX CULVERTS AND BRIDGES SHALL BE THE BUTT TYPE. LOCATION OF JOINTS IS TO BE DETERMINED BY THE ENGINEER. (SEE STD. DWG. NO. D-CE-1)

THE COST OF EXCAVATION FOR STONE MASONARY WALLS WILL BE INCLUDED IN THEIR RESPECTIVE PAY ITEMS AND WILL NOT BE PAID FOR DIRECTLY.

PAVING:

WHERE EXISTING PAVEMENT IN LOCAL STREETS IS DISTURBED DUE TO TRENCHING, THE PAVEMENT WILL BE REPLACED AS INDICATED ON THE PLANS, AND AS DIRECTED BY THE ENGINEER, COST IS TO BE INCLUDED IN RESPECTIVE PAVING ITEMS.

ALL PRIVATE DRIVES TO BUSINESS OR RESIDENTIAL BUILDINGS ARE TO BE REPLACED IN KIND TO THE RIGHT-OF-WAY AND/OR LIMIT OF CONSTRUCTION. SEE TYPICAL SECTIONS ON SHEET 2Z FOR PAVING DETAILS

GUARDRAIL:

AFTER THE GUARDRAIL LOCATIONS HAVE BEEN STAKED, BUT PRIOR TO ORDERING THE GUARDRAIL, AN INSPECTION WILL BE MADE BY QUALIFIED STATE PERSONNEL FOR THE PURPOSE OF VERIFYING OR AJUSTING THE LOCATIONS AND TYPE OF END TERMINALS TO BEST SUIT THE GRADING AND TERRAIN.

GENERAL NOTES (CONTINUED)

FENCING:

LOCATION OF FENCE WILL BE ONE FOOT INSIDE THE RIGHT-OF-WAY LINE EXCEPT WHERE OTHERWISE SHOWN ON THE PLANS. FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES AND BRIDGES WHERE DIRECTED BY THE ENGINEER SO AS TO ABUT WINGWALLS, ENDWALLS AND/OR ABUTMENTS. THE CONTRACTOR SHALL BE REQUIRED TO ERECT CERTAIN SECTIONS OF FENCING AT ANY TIME AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR WILL BE REQUIRED TO NOTIFY PROPERTY OWNERS AT LEAST 14 DAYS PRIOR TO CUTTING FENCES.

FENCING WILL BE TEMPORARY ON THIS PROJECT. PERMANENT FENCING, NOISE WALLS, LANDSCAPING, LIGHTING, SIGNING AND BIKEWAY ARE TO BE INCLUDED IN FUTURE PROJECTS.

ALL PERMANENT FENCE IS TO BE VINYL CLAD AND BLACK (INCLUDING POST), THERMALLY BONDED 9 GAUGE BEFORE COATING.

WHEN THE CONTRACTOR NEEDS TO CUT THE TEMPORARY FENCE FOR ACCESS, HE WILL BE REQUIRED TO RESTORE THE FENCE IN KIND. ALL COST ARE TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.

SEEDING & SODDING

SEED WILL BE PLACED AT LOCATIONS SHOWN ON THE PLANS, ON ALL NEWLY GRADED CUT AND FILL SIDE SLOPES AS WORK PROGRESSES, AS DIRECTED BY THE ENGINEER. SEED ALL EARTH SLOPES AND OTHER SLOPES WHERE SEEDING IS REQUIRED TO PREVENT DAMAGE TO ADJACENT FACILITIES AND PROPERTY DUE TO EROSION. (SEEDING IS TO BE CROWN VETCH MIXTURE.)

WHERE SEED IS TO BE PLACED ON ROCK CUTS THE ROCK SHALL BE REMOVED 1'-0" BELOW THE GRADING LINE AND BACKFILLED WITH 9" OF EARTHEN MATERIAL AND 3" OF TOPSOIL PRIOR TO PLACING THE SEED. PAYMENT FOR THIS WORK WILL BE MADE UNDER ITEM NOS. 203-01, 203-04 AND 801-01.02. (SEEDING IS TO BE CROWN VETCH MIXTURE.)

EXISTING ROADWAYS WITHIN THE RIGHT-OF-WAY WHICH ARE TO BE ABANDONED SHALL BE SCARIFIED, REGRADED AND SEEDED. THIS WORK IS TO BE AS DIRECTED BY THE ENGINEER, COST IS TO BE INCLUDED IN ITEM NO. 801-01.02.

UTILITIES:

LOCATION OF UTILITIES, PUBLIC AND/OR PRIVATE, ARE APPROXIMATE ONLY. THEIR EXACT LOCATION SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR.

RELOCATION OF AND ALTERATION TO EXISTING UTILITIES, EXCEPTING SEWERS AND WATER LINES, WILL BE DONE BY THE OWNING COMPANIES.

THE CONTRACTOR SHALL GIVE ADVANCE NOTICE TO THE VARIOUS UTILITY COMPANIES BEFORE DOING ANY WORK WHICH MAY INTERFERE WITH THE OPERATIONS OF THEIR FACILITIES.

UTILITY COMPANIES WILL BE DOING WORK ON THEIR FACILITIES WITHIN THE CONTRACT LIMITS AND BEYOND THE EXTENT INDICATED ON THE PLANS. THE CONTRACTOR SHALL COOPERATE WITH THE VARIOUS UTILITY COMPANIES, CARRYING OUT WORK WHICH IS RELATED TO THE WORK OF THIS CONTRACT.

THE CONTRACTOR WILL BE REQUIRED TO USE EXTREME CAUTION IN WORKING UNDER AND AROUND UTILITIES. IN THE EVENT SPECIAL EQUIPMENT IS REQUIRED TO EXCAVATE OR TUNNEL UNDER OR AROUND THESE EXISTING UTILITIES, IT WILL BE FURNISHED BY THE CONTRACTOR AT NO EXTRA COST.

GAS MAINS, METERS, POWER AND TELEPHONE POLES, CONDUITS AND OTHER PUBLIC UTILITIES, SERVICE CONNECTIONS, ETC., ARE TO BE REMOVED OR ADJUSTED TO THE PROPOSED IMPROVEMENTS BY THEIR RESPECTIVE OWNERS. THE CONTRACTOR SHALL COOPERATE WITH THE OWNERS IN MAKING THE NECESSARY ADJUSTMENTS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ANY DELAYS OR INCONVENIENCES CAUSED BY SAME.

ANY TRENCHING REQUIRED ACROSS EXISTING STREETS FOR RELOCATION OF UTILITIES WILL BE BACKFILLED 100% WITH CRUSHED STONE (SIZE NO. 67), COST OF TRENCHING TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION. BACKFILL MATERIAL IS TO BE INCLUDED IN ITEM NO. 755-45.50.

WHERE TRENCHING IS REQUIRED ACROSS EXISTING STREETS, THE TRENCHING LINES SHALL BE CUT TO NEAT LINES BY SAWING OR BY ANY OTHER METHOD APPROVED BY THE ENGINEER. HOWEVER, IN NO EVENT WILL THE CUTTING OF NEAT LINES FOR TRENCHING IN EXISTING PAVED STREETS BE WAIVED.

WHERE EXISTING PAVEMENT IN LOCAL STREETS IS DISTURBED DUE TO TRENCHING, THE PAVEMENT WILL BE REPLACED AS INDICATED ON THE PLANS, AND AS DIRECTED BY THE ENGINEER, COST IS TO BE INCLUDED IN RESPECTIVE PAVING ITEMS.

NASHVILLE ELECTRIC SERVICE WILL BE RELOCATING A HIGH VOLTAGE POWER LINE FROM MURPHY ROAD TO THE END OF THIS PROJECT WHICH WILL REQUIRE ADVANCED COORDINATION WITH THE CONTRACTOR. THIS LINE CANNOT BE MOVED TEMPORARILY EXCEPT IN ISOLATED LOCATIONS. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE HIS WORK ACCORDINGLY.

SPECIAL NOTES:

THE CONTRACTOR, THROUGH THE PROJECT ENGINEER, WILL BE REQUIRED TO GIVE 4 WEEKS' NOTICE TO THE REGION 3 TRAFFIC ENGINEERS OFFICE PRIOR TO THE CLOSURE OF ANY CROSS STREETS WITHIN THE PROJECT LIMITS. THIS ADVANCE NOTICE IS NECESSARY TO ALLOW THE TRANSPORTATION DIRECTOR OF THE METRO BOARD OF EDUCATION TO PROVIDE TRANSPORTATION FOR PUBLIC SCHOOL CHILDREN WHO MUST CROSS THIS PROJECT TO GET TO SCHOOL.

THE CONTRACTOR MUST EXERCISE CAUTION IN EXCAVATING IN THE AREA OF THE BRIDGES IN ORDER NOT TO DAMAGE THE FOUNDATIONS FOR THOSE BRIDGES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2M

REV. 2-2-83: ADDED PARA.12 TO DRAINAGE NOTES.
REV. 2-2-83: CHANGED GREEN TO BLACK, ADDED THERMALLY BONDED 9 GAUGE BEFORE COATING TO FENCING NOTES PARA. 4.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

GENERAL NOTES

TELEPHONE POST N18806

TENN. STATE HIGHWAYS
File No. 154
Plans Dvn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2N

REV. 2-2-83: DELETED "OPEN" IN MISC. PARA.7.
REV. 2-2-83: ADDED MISC. PARA. 20, 21, ADDED SEE SHT. 2-O, BLASTING, MISC. PARA. 12.

GENERAL NOTES (CONTINUED)

MISCELLANEOUS:

THE ENGINEER SHALL IDENTIFY CERTAIN TREES THAT FALL OUTSIDE THE SLOPE LIMITS OF THE I-440 PARKWAY AND THE CROSS-STREETS. OAK, MAPLE, AND HACKBERRY TREES THAT ARE LOCATED IN THESE AREAS ARE TO BE PROTECTED FROM DAMAGE DURING THE CONSTRUCTION OF THIS PROJECT.

THE FOLLOWING STIPULATIONS APPLY TO THE TREES MARKED FOR PROTECTION. CONSTRUCTION EQUIPMENT WILL NOT BE PERMITTED TO BE PARKED BENEATH THE TREES. PLACING CONSTRUCTION MATERIALS BENEATH THE TREES WILL NOT BE PERMITTED; STORING FUELS WILL NOT BE PERMITTED, TOPSOIL WILL NOT BE PERMITTED TO BE REMOVED BENEATH ANY OF THE TREES IDENTIFIED TO BE PRESERVED.

CERTAIN TREES WILL BE PROTECTED BY CONSTRUCTING BARRICADES AROUND THEM. (SEE DETAIL ON SHEET NO. 2AA) THE ENGINEER SHALL INDICATE WHICH TREES ARE TO BE PROTECTED WITH BARRICADES AFTER CONSULTATION WITH THE STATE LANDSCAPE ARCHITECT AT 741-2806.

THE CONTRACTOR AND/OR UTILITY COMPANIES ARE TO AVOID REMOVING TREES, WHERE POSSIBLE, IN EASEMENT AREAS ALONG THE EAST R.O.W. OF THE I-440 PARKWAY BETWEEN STA. 176+63 AND STA. 182+38 AND ALONG THE WEST R.O.W. ADJACENT TO THE RICHLAND GOLF CLUB. INC. TRIMMING SHOULD BE MINIMIZED TO PRESERVE EXISTING NEIGHBORHOOD CHARACTERISTICS. ALL OTHER EASEMENTS ARE TO BE CLEARED AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR, THROUGH THE PROJECT ENGINEER, WILL BE REQUIRED TO NOTIFIY OFFICIALS OF THE SEABOARD SYSTEM RAILROAD PRIOR TO DOING ANY BLASTING IN THE VICINITY OF THE SEABOARD SYSTEM RAILROAD TRACKS. THIS APPLIES TO BLASTING IN THE AREA OF THE FUTURE I-440 BRIDGES OVER THE SEABOARD SYSTEM RAILROAD.

THE FOLLOWING LISTING IS UTILITIES PRESENTLY INVOLVED IN THIS CONTRACT WITH NAMES AND ADDRESSES:

MR. C.H. BATES
SOUTH CENTRAL BELL
2002 RICHARD JONES RD.
NASHVILLE, TN. 37215

MR. PETE GRIMES
NASHVILLE GAS COMPANY
800 2nd AVENUE, NORTH
NASHVILLE, TN. 37201

MR. BOB GILBERT
VIACOM CABLEVISION
600 MAIN STREAM DRIVE
NASHVILLE, TN. 37208

MR. JOE MCKENZIE
NASHVILLE ELECTRIC SERVICE
1214 CHURCH STREET
NASHVILLE, TN. 37246

MR. LARRY TURNER
METRO DEPT. OF WATER AND SEWERAGE SERVICES
8th FLOOR, STAHLMAN BLDG.
UNION STREET AT THIRD AVE., N.
NASHVILLE, TN. 37201

RAILROAD ASSISTANT CHIEF ENGINEER
DESIGN AND CONSTRUCTION
MR. G.T. BONNER
SEABOARD SYSTEM RAILROAD
500 WATER STREET
JACKSONVILLE, FLA. 32202

RAILROAD DIVISION SUPERINTENDENT
MR. I.L. BELL
SEABOARD SYSTEM RAILROAD
NASHVILLE DIVISION
RADNOR YARDS
NASHVILLE, TN. 37211

RAILROAD DIVISION ENGINEER
MR. R.K. BECKHAM
SEABOARD SYSTEM RAILROAD
NASHVILLE DIVISION
RADNOR YARDS
NASHVILLE, TN. 37211

NO BURNING WILL BE ALLOWED ON THIS PROJECT.

ENTRANCE AND EXIT FROM LOCAL STREETS TO PRIVATE PROPERTY MUST BE PROVIDED AT ALL TIMES. ALL COST FOR MAINTENANCE AND PROTECTION OF TRAFFIC ARE TO BE INCLUDED IN OTHER ITEMS OF CONSTRUCTION.

ALL EXCESS DISPOSAL SITES SHALL BE APPROVED BY THE ENGINEER. THE ENGINEER WILL BE REQUIRED TO CONSULT WITH THE REGIONAL CONSTRUCTION ENGINEER AND THE ENVIRONMENTAL PLANNING DIVISION ADMINISTRATOR PRIOR TO APPROVING ANY EXCESS DISPOSAL SITES.

THE CONTRACTOR WILL BE REQUIRED TO DISPOSE OF ALL EXCESS MATERIAL AS SHOWN ON SHEETS 3-3A AT LOCATIONS SHOWN AT THE METROPOLITAN NASHVILLE AIRPORT AUTHORITY'S COCKRILL BEND SITE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR DELAYS DURING THIS PHASE OF CONSTRUCTION.

BEFORE THE DEPARTMENT WILL APPROVE A SITE FOR DISPOSAL OF THE EXCESS MATERIAL AT A PLACE OTHER THAN THE AIRPORT SITE, CONSIDERATION WILL BE GIVEN TO THE AESTHETICS OF THE AREA AFTER THE MATERIAL IS PLACED, THE LIKELIHOOD OF IMPAIRMENT OF DRAINAGE PATTERNS CAUSED BY PLACEMENT OF THE MATERIAL, AND THE WAY THE SITE WILL BE LEFT IN REGARD TO DEVELOPMENT POTENTIAL ETC. THE CONTRACTOR WILL BE REQUIRED TO GET AN APPROVED GRADING PERMIT FROM THE METROPOLITAN GOVERNMENT FOR ANY SITE IN DAVIDSON COUNTY AND THE APPROPRIATE PERMIT FROM APPROPRIATE LOCAL GOVERNMENT, IF ANY MATERIAL IS DISPOSED OF OUTSIDE DAVIDSON COUNTY.

THE ABATEMENT OF CONSTRUCTION NOISE IS A HIGH PRIORITY ON THIS PROJECT, MEANING THAT THE CONTRACTOR WILL BE REQUIRED TO PERFORM HIS NORMAL CONSTRUCTION OPERATIONS BETWEEN THE HOURS OF 8:00 a.m. AND 7:00 p.m. AS DIRECTED BY THE ENGINEER. THIS INCLUDES BLASTING, DRILLING, OPERATION OF HEAVY CONSTRUCTION EQUIPMENT, ETC. AS FAR AS BLASTING IS CONCERNED THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH THE 1975 BLASTING LAW WHICH IS ADMINISTERED BY THE TENNESSEE DEPARTMENT OF INSURANCE AND BANKING. THIS LAW REQUIRES CERTIFICATION OF THE PERSONNEL IN THE FIELD AND ESTABLISHES CRITERIA RELATING TO SIZE, TIMING, MAGNITUDE OF THE BLAST AND THE DISTANCE FROM ANY NEARBY BUILDINGS OR IMPROVEMENTS. SHOULD ANY DAMAGES OCCUR DUE TO BLASTING, THE CONTRACTOR WILL BE HELD RESPONSIBLE. (SEE SHT. 2-O, BLASTING.)

THE ENGINEER SHALL NOTIFIY THE APPROPRIATE METROPOLITAN OFFICIALS (PUBLIC WORKS DIRECTOR AND CITY TRAFFIC ENGINEER) AT LEAST ONE WEEK (7 DAYS) PRIOR TO DETOURING TRAFFIC ON CHARLOTTE AVENUE, ACKLEN PARK DRIVE, MURPHY ROAD, WEST END AVENUE, RICHARDSON-MARLBOROUGH AVENUES AND SHARONDALE DRIVE. (SEE SHT. 2-O, BLASTING.)

THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE FACT THAT HE WILL NOT HAVE EXCLUSIVE OCCUPANCY WITHIN AND ADJACENT TO THE LIMITS OF THIS CONTRACT. SUBSEQUENT CONTRACTS FOR LANDSCAPING, NOISE WALLS, LIGHTING AND PAVING ARE ANTICIPATED DURING THE WORK ON THIS CONTRACT. THIS CONTRACTOR SHALL NOT RESTRICT RIGHT OF ACCESS TO ANY SUBSEQUENT CONTRACTORS OR OTHERS TO WHOM THE STATE MAY GRANT THE RIGHT TO WORK WITHIN THE PROJECT AREA.

GENERAL NOTES (CONTINUED)

MISCELLANEOUS (CONTINUED):

SEE SPECIAL PROVISION REGARDING BLASTING ADJACENT TO HISTORIC AREAS AND STRUCTURES. SEE SHEETS 2SS-2UU FOR LOCATION OF HISTORIC AREAS.

THE CONTRACTOR ON THIS PROJECT WILL BE HAULING THRU THE ADJACENT PROJECTS, ONE OF WHICH IS PRESENTLY UNDER CONTRACT AND THE OTHER PROJECT WILL BE LET TO CONTRACT BEFORE COMPLETING THIS PROJECT. THE CONTRACTORS SHALL COORDINATE THEIR WORK SO AS NOT TO CAUSE DELAYS. NO EXTRA COMPENSATION WILL BE AWARDED FOR DELAYS.

THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN 4-LANES OF TRAFFIC DURING THE PEAK HOURS OF 7:00 a.m. TO 9:00 a.m. AND 4:00 p.m. TO 6:00 p.m. ALONG CHARLOTTE AVENUE. HE WILL BE REQUIRED TO MAINTAIN 2-LANES OF TRAFFIC AT ALL OTHER TIMES.

THE CONTRACTOR WILL NOT BE ALLOWED TO HAUL EXCAVATED MATERIAL ACROSS OR ON WEST END AVE. AND MURPHY ROAD AT GRADE EXCEPT THAT MATERIAL BEING TRANSPORTED AS EXCESS MATERIAL. IF WEST END AVE. AND/OR MURPHY ROAD ARE USED AS ROUTES FOR THE HAULING AWAY OF EXCESS MATERIAL, THE CONTRACTOR WILL NOT BE PERMITTED TO HAUL THIS MATERIAL THROUGH THE WEST END AVE. AND MURPHY ROAD INTERSECTION DURING THE PEAK HOURS OF 7:00 a.m. TO 9:00 a.m. AND 3:30 p.m. TO 5:30 p.m.

THE CONTRACTOR WILL NOT BE ALLOWED TO HAUL EXCAVATED MATERIAL ACROSS OR ON PARK CIRCLE OR BOWLING AVE.

PERMANENT FENCING SHALL BE ACCORDING TO STANDARD DRAWING S-F-10B EXCEPT AS FOLLOWS: FABRIC SHALL CONFORM TO AASHTO M181 FOR TYPE IV, THERMALLY BONDED PVC EXCEPT THAT THE WIRE PRIOR TO COATING SHALL BE 9 GAUGE. THE COLOR OF THE FABRIC SHALL BE BLACK AND A COLOR SAMPLE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL. ALL FRAME WORK FOR FENCES SHALL BE COATED WITH THERMALLY BONDED PVC. ALL FENCE ON THIS PROJECT WILL BE WITHOUT BARBED WIRE.

EXCESS MATERIAL TO BE REMOVED TO THE COCKRILL BEND SITE INCLUDES ALL EXCESS STRUCTURAL EXCAVATION.

SANITARY SEWERS & WATER MAINS:

ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE FACT THAT EXISTING SEWER LINES ARE OWNED AND MAINTAINED BY METROPOLITAN NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF WATER AND SEWERAGE SERVICES, AND THAT ALL WORK ON THE SANITARY SEWER SYSTEM MUST BE PERFORMED TO MEET STANDARD SPECIFICATIONS AND APPROVAL OF THE ENGINEER.

SANITARY SEWER LINES OF 8" TO 10" DIAMETER ARE TO BE CONCRETE SEWER PIPE, A.S.T.M. DESIGNATION C-14 EXTRA STRENGTH PIPE OR C-200 EXTRA STRENGTH CLAY PIPE, UNLESS OTHERWISE SPECIFIED ON PLANS. SEWER PIPES OF 12" DIAMETER AND LARGER ARE TO BE THE EQUIVALENT OF REINFORCED CONCRETE PIPE, A.S.T.M. DESIGNATION C-76, CLASS IV, UNLESS OTHERWISE SPECIFIED ON THE PLANS.

EXISTING SEWER LINES TO BE ABANDONED ARE TO REMAIN IN SERVICE UNTIL SUCH TIME AS A NEW LINE IS IN PLACE READY TO CONNECT TO THE SEWER SYSTEM UNLESS OTHERWISE ORDERED BY THE ENGINEER. THE CONTRACTOR SHALL RECONNECT ALL CONNECTIONS THAT ARE DISRUPTED BY SANITARY SEWER RELOCATIONS. PAYMENT FOR SUCH RECONNECTIONS WILL BE INCLUDED IN APPROPRIATE PAY ITEMS.

THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE FACT THAT EXISTING WATER LINES ARE OWNED AND MAINTAINED BY METROPOLITAN NASHVILLE, DAVIDSON COUNTY, DEPARTMENT OF WATER AND SEWERAGE SERVICES, AND THAT ALL WORK ON THE WATER SYSTEM MUST BE PERFORMED TO MEET THE STANDARD SPECIFICATIONS AND APPROVAL OF THE ENGINEER.

POINTS WHERE ABANDONED MAINS ORIGINATE AND TERMINATE ARE USUALLY AT A TEE OR FITTING IN EXISTING MAIN OF WATER WORKS SYSTEM. THE METROPOLITAN NASHVILLE AND DAVIDSON COUNTY, DEPARTMENT OF WATER AND SEWERAGE SERVICES, WILL SPECIFY EXACT POINTS TO "CUT" AND "CAP" PIPES.

EXISTING MAINS TO BE ABANDONED ARE TO REMAIN IN SERVICE UNTIL SUCH TIME AS A NEW PIPE IS IN PLACE READY TO CONNECT TO THE WATER SYSTEM PRIOR TO REMOVING OLD PIPE, UNLESS OTHERWISE ORDERED BY THE ENGINEER.

WHEN LAYING WATER PIPE TO CONFORM TO THE ROAD CURVATURE THE BREAKING OF JOINTS WILL BE PERMITTED. THE CONTRACTOR IS TO USE 12-FOOT LENGTHS IN PLACE OF 18-FOOT LENGTHS OF PIPE TO CONFORM TO THE MAXIMUM DEFLECTIONS.

WHENEVER POSSIBLE, GATE VALVES ON MAINS IN SIDEWALK AREAS ARE TO BE LOCATED AT RADIUS POINTS (END OF CURVES) AND WHEN MAINS ARE IN STREET, VALVES ARE TO BE LOCATED IN LINE WITH STREET PROPERTY LINE OR RIGHT-OF-WAY LINE.

ALL PROPOSED WATER LINES ARE TO BE DUCTILE IRON PIPE, UNLESS OTHERWISE SPECIFIED ON PLANS.

ALL ABANDONED FIRE HYDRANTS NOT USED IN THE NEW WORK ARE TO REMAIN THE PROPERTY OF METROPOLITAN DEPARTMENT OF WATER AND SEWERAGE SERVICES AND ARE TO BE STORED AT THE PROJECT SITE IN A SUITABLE PLACE DESIGNATED BY THE ENGINEER FOR PICK-UP BY THE METROPOLITAN DEPARTMENT OF WATER AND SEWERAGE SERVICES. THE COST FOR REMOVAL AND STORAGE WILL BE INCLUDED IN ITEM NO. 755-45.41

ALL ABANDONED VALVES, VALVE BOXES, FRAMES AND OTHER APPURTENANCES, EXCEPT AS NOTED ON THE PLANS, WILL BE SALVAGED BY THE METROPOLITAN DEPARTMENT OF WATER AND SEWERAGE SERVICES. THE ENGINEER IS TO INFORM THE METROPOLITAN DEPARTMENT OF WATER AND SEWERAGE SERVICES WHEN EXISTING MAINS ARE TO BE ABANDONED. THE METROPOLITAN DEPARTMENT OF WATER AND SEWERAGE SERVICES DOES NOT INTEND TO SALVAGE ABANDONED MAINS.

CAUTION SHALL BE TAKEN WHEN WORKING AROUND N.E.S. POWER POLES TO ASSURE NO DAMAGE OCCURS TO FOOTING.

DURING THE PROGRESS OF CONSTRUCTION, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN WATER SERVICE TO ALL CUSTOMERS AT ALL TIMES EXCEPTING APPROVED SHORT PERIODS OF SHUT DOWN. IF THE WORK REQUIRES IN EXCESS OF 4 HOURS OF SHUT DOWN, THEN THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY SERVICE AS AN INCIDENTAL PART OF THE WORK.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

GENERAL NOTES

TELEPHONE POST N18556

TENN. STATE HIGHWAYS
Plans File No. 334
Dwn.

GENERAL NOTES (CONTINUED)

SIGNALIZATION:

1. EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT, BUREAU OF HIGHWAYS "SPECIAL PROVISIONS REGARDING SECTION 730N-TRAFFIC SIGNALS."

2. WHEN THE INSTALLATION OF THE PROPOSED TRAFFIC SIGNAL EQUIPMENT REQUIRES THE REMOVAL OF EXISTING PAVEMENTS, CURB AND GUTTER AND SIDEWALKS OR WHERE SUCH EXISTING IMPROVEMENTS ARE DAMAGED IN THE COURSE OF INSTALLATION, THE CONTRACTOR SHALL MAKE REPLACEMENTS AND REPAIRS IN KIND OR OF EQUAL AS DIRECTED BY THE ENGINEER. ALL COST OF SUCH REPLACEMENTS AND REPAIR SHALL BE INCLUDED IN THE PRICE BID FOR RELATED ITEMS OF CONSTRUCTION.

3. ALL CONTROLLERS FURNISHED BY THE CONTRACTOR SHALL BE COMPLETE WITH ALL NECESSARY AUXILIARY EQUIPMENT, HARDWARE AND CABINET NECESSARY FOR INSTALLATION.

4. THE COST OF ALL SIGNAL HANGERS, CLAMPS AND MISCELLANEOUS HARDWARE TO BE INCLUDED IN THE PRICE BID FOR RELATED ITEMS

5. THE REGIONAL TRAFFIC ENGINEER SHALL BE CONTACTED REGARDING SIGNAL TIMING A MINIMUM OF 30 DAYS PRIOR TO THE INSTALLATION OF TRAFFIC SIGNALS.

6. SIGNAL LAMPS SHALL COMPLY TO SPECIAL PROVISION 730.202

7. ALL CONDUIT SHALL BE GALVANIZED STEEL (SHERARDIZED CONDUIT NOT ACCEPTABLE) UNLESS OTHERWISE NOTED AND SHALL BE LAID NO LESS THAN 24" BELOW THE PAVEMENT.

8. A LIGHTNING ARRESTOR SHALL BE PROVIDED ACROSS THE ELECTRICAL SERVICE INPUT TO THE CONTROLLER.

9. A LIGHTNING ARRESTOR SHALL BE PROVIDED ACROSS THE LEAD-IN EXTERAL TO EACH DETECTOR LOOP AMPLIFIER.

10. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION AND MAINTENANCE OF TEMPORARY SIGNALIZATION.

11. CONTROLLERS, SIGNAL HEADS AND OTHER EQUIPMENT INTENDED FOR PERMANENT INSTALLATIONS MAY BE USED AS PART OF THE TEMPORARY SIGNALIZATION ASSOCIATED WITH THE MURPHY ROAD STORM SEWER DETOUR. HOWEVER, WARRANTY PERIOD FOR SUCH EQUIPMENT SHALL NOT COMMENCE UNTIL PERMANENT INSTALLATION IS COMPLETE AND ACCEPTED. ALL WORK SHALL BE IN ACCORDANCE WITH SPECIAL PROVISION NO. 730A REGARDING TEMPORARY TRAFFIC CONTROL (SIGNALIZATION) EXCEPT THAT THE COST FOR ALL MATERIALS, LABOR, EQUIPMENT, ETC. ASSOCIATED WITH THE INSTALLATION AND MAINTENANCE OF TEMPORARY SIGNALIZATION SHALL BE IN THE PRICE BID FOR ITEM NO.
730-40 TEMPORARY SIGNALIZATION (LUMP SUM)

12. WOODEN POLES AND METAL SPAN CABLE SHALL BE USED FOR TEMPORARY SIGNALIZATION ASSOCIATED WITH THE MURPHY ROAD STORM SEWER DETOUR. EXISTING POLES SHALL BE USED WERE APPROPRIATE.

13. CONTRACTOR SHALL SUBMIT TO THE REGIONAL TRAFFIC ENGINEER FOR HIS APPROVAL PLANS FOR TEMPORARY SIGNALIZATION. SUBMITTAL SHALL BE MADE AT LEAST 30 DAYS PRIOR TO INSTALLATION

14. ALL SIGNAL HEADS SHALL BE FABRICATED OF A YELLOW POLYCARBONATE AND SHALL BE RIGIDLY ATTACHED TO THE MAST ARM BY SUCH A MEANS THAT A VERTICAL HEIGHT ADJUSTMENT OF AT LEAST 1' IS POSSIBLE.

15. ALL SIGNAL POLES, MAST ARMS, CONTROLLER CABINETS, AND MISCELLANEOUS HARDWARE SHALL BE FIELD PAINTED DARK BRONZE (U.S. 20059) AFTER PRIMED USING "SYSTEM B-INORGANIC ZINC/VINYL" CONFORMING TO SECTION 603 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

PAVEMENT MARKINGS:

1. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED MARKINGS AS SPECIFIED IN SECTION 712-05 OF THE STANDARD SPECIFICATIONS, COMPENSATION SHALL BE IN PRICE BID FOR RELATED PAVEMENT MARKING ITEMS.

2. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL PAVEMENT MARKINGS AND COORDINATE THE INSTALLATION WITH THE ENGINEER.

3. ALL STOP LINES SHALL BE 24" WHITE LINES.

4. ON ALL NEWLY PLACED PAVEMENT, CENTERLINE AND LANE LINE STRIPES SHALL BE IN PLACE AT THE CONCLUSION OF EACH WORKDAY WHERE TRAFFIC IS MAINTAINED OVERNIGHT. WHERE TEMPORARY MARKING IS USED, IT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT, AND SHALL BE INSTALLED TO PERMANENT STANDARDS.

5. ALL PAVEMENT MARKINGS ON WEST END AVENUE AND MURPHY ROAD SHALL BE A PREFORMED RETROFLECTIVE PLIANT POLYMER GRADE MATERIAL AND SHALL BE INSTALLED IN CONJUNCTION WITH THE FINAL SURFACING ON HOT ASPHALT PRIOR TO THE FINISHED ROLLING.

TELESCYNE POST N18556

GENERAL NOTES (CONTINUED)

SIGNING:

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

2. ALL DETOURS AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

MISCELLANEOUS:

1. MEDIAN AND SHOULDER BERMS SHALL BE BUILT FROM EARTHEN MATERIAL COMPOSED OF ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED) FREE OF ORGANIC MATTER, ROCK, AND OTHER OBJECTIONABLE MATTER AS DIRECTED BY THE ENGINEER. ALL COSTS ARE TO BE INCLUDED IN THE BID PRICE FOR ROAD AND DRAINAGE EXCAVATION (UNCLASSIFIED).

2. THERE WILL BE NO COMPENSATION FOR DELAY OF THE REMOVAL OF STOCKPILED TOPSOIL MATERIALS. CONTRACTOR ON THE ADJACENT PROJECT WILL HAVE STOCKPILED MATERIALS REMOVED PRIOR TO THE BEGINNING OF CONSTRUCTION IN THIS AREA.

BLASTING:

1. THE MAXIMUM SIZE OF HOLE TO BE USED IN BLASTING OPERATIONS SHALL BE THREE (3) INCHES.

2. PRIOR TO COMMENCING BLASTING OPERATIONS, THE CONTRACTOR WILL BE REQUIRED TO CONDUCT PREBLAST INSPECTIONS OF ALL PROPERTIES WITHIN A MINIMUM OF 500 FEET EITHER SIDE OF THE PROPOSED R-O-W LINES.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2-0

REV. 2-2-83: CHANGED ITEM NO. 730-40.20 TO 730-20, GENERAL NOTES NO. 11.
REV. 2-2-83: ADDED MISC. PARA. 1, 2, & BLASTING PARA. 1, 2.
REV. 5-3-83: REVISED NOTE 5 UNDER SIGNALIZATION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

GENERAL NOTES

TENN. STATE HIGHWAYS
Plans Div.
File No. 334

SCOPE-OF-WORK

THE GRADING OF I-440 FROM NORTH OF CHARLOTTE AVENUE TO SOUTH OF SHARONDALE DRIVE TO LINES AND GRADES AS INDICATED ON THE TYPICAL CROSS-SECTIONS AND PLAN PROFILE SHEETS OR AS DIRECTED BY THE ENGINEER.

THE GRADING OF AN INTERCHANGE (I-440 AT MURPHY ROAD AND WEST END AVENUE) TO LINES AND GRADES AS INDICATED ON THE TYPICAL CROSS-SECTIONS AND PLAN AND PROFILE SHEETS OR AS DIRECTED BY THE ENGINEER.

THE CONSTRUCTION OF EIGHT (8) ROADWAY BRIDGES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

1. I-440 OVER CHARLOTTE AVENUE (2 STRUCTURES).
2. I-440 OVER SEABOARD SYSTEM RAILROAD (2 STRUCTURES).
3. ACKLEN PARK DRIVE OVER I-440.
4. MURPHY ROAD OVER I-440.
5. WEST END AVENUE OVER I-440 AND RAMPS "F" & "H".
6. RAMP "F" OVER RAMP "D" AND I-440.
7. RICHARDSON-MARLBOROUGH AVENUE OVER I-440.
8. SHARONDALE DRIVE OVER I-440.

THE GRADING, DRAINAGE AND PAVING WITH BITUMINOUS MATERIAL OF ALL CROSS STREETS, ACCESS ROADS, CUL-DE-SACS AND PRIVATE DRIVES AS SHOWN ON TYPICAL SECTIONS AND PROPOSED LAYOUT SHEETS OR AS DIRECTED BY THE ENGINEER.

THE CONSTRUCTION OF A STORM SEWER SYSTEM AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. INCLUDED IN THIS WORK IS THE CONSTRUCTION OF A 72" TUNNEL, 60" TO 96" STORM SEWERS AND A 10'x6' BOX CULVERT IN MURPHY ROAD RUNNING WEST FROM I-440 TO FORTY-SIXTH (46th) AVENUE (McCABE PARK).

THE RELOCATION AND ADJUSTMENT OF SANITARY SEWER SYSTEMS AND WATER LINES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE CONSTRUCTION OF DETOUR ROADS FOR MURPHY ROAD AND WEST END AVENUE. THIS WORK INCLUDES THE FOLLOWING ITEMS:

1. GRADING, DRAINAGE AND PAVING.
2. INSTALLATION OF TWO (2) 27'-2"x19'-1" MULTIPLATE STEEL UNDERPASS STRUCTURES.
3. STRIPING AND PAVEMENT MARKING AS INDICATED ON THE PLANS.
4. TEMPORARY LIGHTING AS INDICATED ON THE PLANS. (NOTE: WHEN THE DETOUR IS NO LONGER IN USE, NASHVILLE ELECTRIC SERVICE WILL BE RESPONSIBLE FOR DISMANTLING THE LIGHTING AND THE MATERIALS WILL BECOME THEIR PROPERTY.)
5. PERMANENT SIGNING FOR THE DETOUR AS INDICATED ON THE PLANS.
6. TEMPORARY FENCING (STOCK FENCE) IS TO BE INSTALLED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
7. GUARDRAIL IS TO BE INSTALLED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
8. TEMPORARY SIDEWALK IS TO BE INSTALLED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

ALL OF THE ABOVE WORK IS TO BE CONSTRUCTED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR WILL BE RESPONSIBLE FOR REMOVAL OF THESE DETOURS WHEN THEY ARE NO LONGER IN USE.

THE CONSTRUCTION OF RETAINING WALLS AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE INSTALLATION OF FENCE AND GUARDRAIL AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE CONSTRUCTION OF BERMS AND INSTALLATION OF PERMANENT SIGNING FOR STREET CLOSURES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE IMPLEMENTATION OF A DETAILED TEMPORARY TRAFFIC CONTROL PLAN AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

THE CONSTRUCTION OF TEMPORARY POLLUTION CONTROL STRUCTURES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

ALL DITCH PAVING, SODDING, SEEDING AND ALL OTHER INCIDENTAL ITEMS NECESSARY FOR COMPLETION OF THE PROJECT.

PRIORITY OF CONSTRUCTION

THE FOLLOWING IS A SUGGESTED SEQUENCE OF CONSTRUCTION FOR THIS PROJECT. THE CONTRACTOR MAY ELECT TO SET A DIFFERENT PRIORITY OF CONSTRUCTION; IF SO, HE IS TO SUBMIT HIS PRIORITY TO THE ENGINEER FOR APPROVAL.

1. TEMPORARY FENCING SHALL BE INSTALLED THROUGHOUT THE LIMITS OF THE PROJECT (FROM I-40 TO SHARONDALE DRIVE).
2. TEMPORARY TRENCHING FOR POLLUTION CONTROL SHALL BE DONE THROUGHOUT THE LIMITS OF THE PROJECT (FROM I-40 TO SHARONDALE DRIVE).
3. CONSTRUCTION OF THE 72" TUNNEL IN MURPHY ROAD FROM I-440 TO BOWLING AVE.
4. THE STORM DRAIN IN MURPHY ROAD FROM 46th AVE. TO BOWLING AVE. IS TO BE CONSTRUCTED SIMULTANEOUSLY WITH THE TUNNEL (STEP 3).
5. CLEARING AND GRUBBING OF A SECTION FROM THE BEGINNING OF THE PROJECT TO SOUTH OF THE SEABOARD SYSTEM RAILROAD BRIDGE (APPROXIMATELY STA. 133+00).
6. CONSTRUCTION OF BRIDGES AND APPROACHES AT CHARLOTTE AVE. AND THE PROPOSED IMPROVEMENTS ON CHARLOTTE AVE.
7. CONSTRUCTION OF BRIDGES AND APPROACHES AT SEABOARD SYSTEM RAILROAD.
8. IN CONJUNCTION WITH STEPS 3 AND 4, THE GRADING AND DRAINAGE OF I-440 FROM THE BEGINNING OF THE PROJECT TO SOUTH OF THE SEABOARD SYSTEM RAILROAD (APPROXIMATELY STA. 133+00).
9. CLEARING AND GRUBBING OF A SECTION BEGINNING SOUTH OF RICHARDSON-MARLBOROUGH AVE. (APPROXIMATELY STA. 186+00) AND EXTENDING SOUTHWARD TO THE END OF THE PROJECT (STA. 202+00).
10. THE GRADING AND DRAINAGE OF I-440 FROM SOUTH OF RICHARDSON-MARLBOROUGH AVE. (APPROXIMATELY STA. 186+00) AND EXTENDING TO THE END OF THE PROJECT (STA. 202+00). STEPS 9, 10 AND 11 MAY BE DONE IN CONJUCTION WITH STEPS 3 AND 4.
11. CONSTRUCTION OF THE BRIDGE APPROACHES AND PROPOSED IMPROVEMENTS ON SHARONDALE DRIVE.
12. CONSTRUCTION OF BRIDGE APPROACHES AND PROPOSED IMPROVEMENTS ON RICHARDSON-MARLBOROUGH AVE.
13. CONSTRUCTION OF DETOUR ROADS FOR MURPHY ROAD AND WEST END AVE. (FAIRFAX AVE. IS TO BE CLOSED WHEN WEST END AVE. DETOUR IS IMPLEMENTED).
14. CLEARING AND GRUBBING OF THE REMAINING SECTION OF THE PROJECT FROM SOUTH OF THE SEABOARD SYSTEM RAILROAD (APPROXIMATELY STA. 133+00) TO SOUTH OF RICHARDSON-MARLBOROUGH AVE. (APPROXIMATELY STA. 186+00).
15. CONSTRUCTION OF BRIDGES, APPROACHES AND PROPOSED IMPROVEMENTS ON WEST END AVE. AND MURPHY ROAD.
16. CONSTRUCTION OF BRIDGE AND APPROACHES ON RAMP "F".
17. CONSTRUCTION OF BRIDGE, APPROACHES AND PROPOSED IMPROVEMENTS ON ACKLEN PARK DRIVE.
18. THE GRADING AND DRAINAGE OF THE REMAINDER OF THE PROJECT IS TO BE DONE IN CONJUNCTION WITH STEPS 15, 16 AND 17.

STEPS 5, 9 AND 14 MAY BE DONE CONCURRENTLY, HOWEVER, POLLUTION CONTROL MUST BE ADHERED TO IN ORDER TO MINIMIZE THE POLLUTION THAT MAY OCCUR FROM THE TIME THE AREA IS CLEARED UNTIL THE REMAINDER OF THE WORK IS COMPLETED.

THE PROPOSED IMPROVEMENTS AND PAVING OF CROSS STREETS, PRIVATE DRIVES AND ACCESS ROADS ARE TO BE DONE AS BRIDGES ARE COMPLETED AND READY FOR TRAFFIC TO BE RETURNED.

PRIVATE DRIVES AND ACCESS ROADS ARE TO BE DONE AS BRIDGES ARE COMPLETED AND READY FOR TRAFFIC TO BE RETURNED.

ALL UTILITY WORK IS TO BE COORDINATED BY THE ENGINEER AS WORK PROGRESSES TO ENSURE THAT THE UTILITY ADJUSTMENTS AND RELOCATIONS ARE COMPLETED AS WORK PROGRESSES FOR EACH SECTION OF THE PROJECT.

ALL RETAINING WALLS AND OTHER ITEMS OF CONSTRUCTION ARE TO BE CONSTRUCTED AS WORK PROGRESSES IN EACH SECTION OF THE PROJECT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2 P

REV. 5-3-83 REVISED NOTE 1 OF PRIORITY OF CONSTRUCTION.

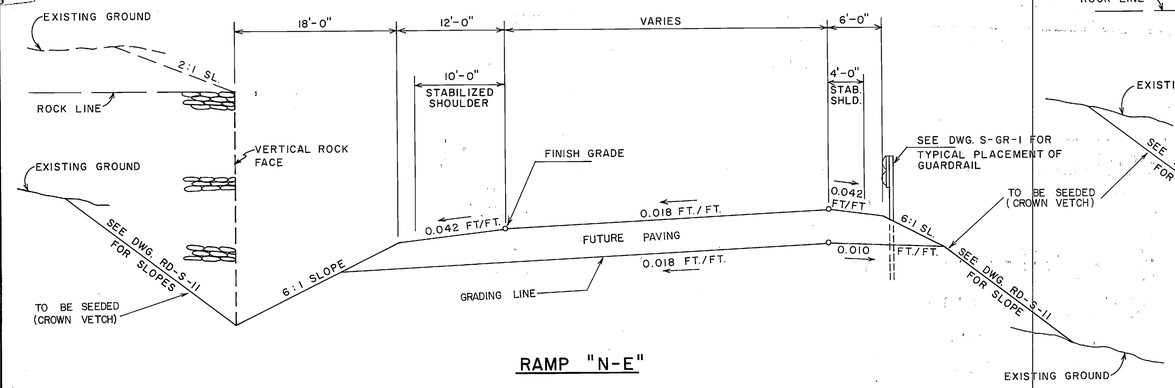
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SCOPE OF WORK AND PRIORITY OF CONSTRUCTION

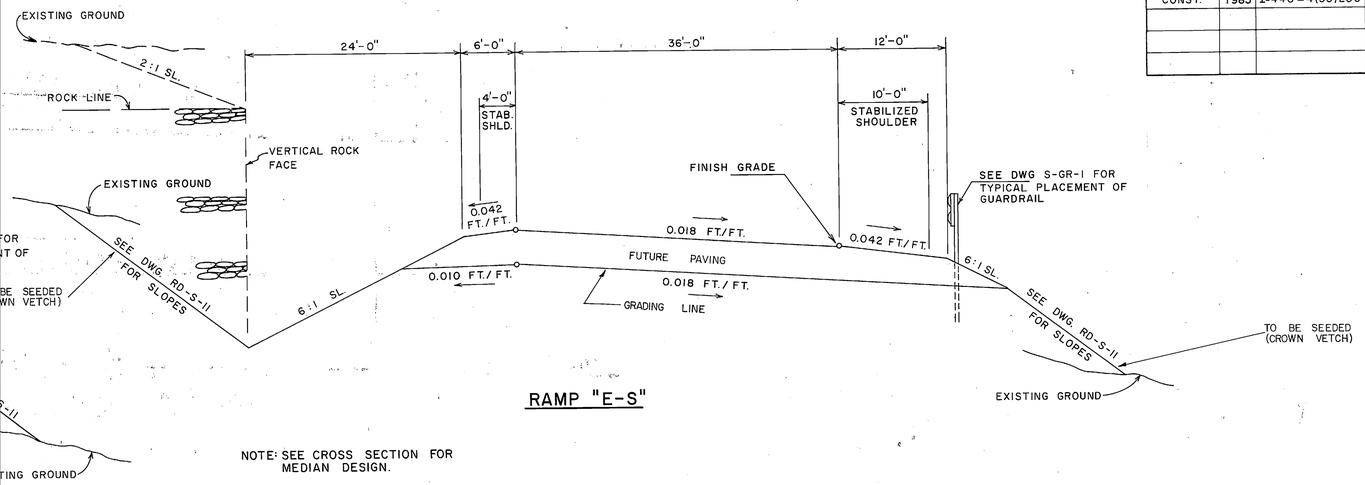
TELEDYNE POST N1856

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2Q

TENN. STATE HIGHWAYS
Plans File No. 334
Divn.
STAMPED



RAMP "N-E"

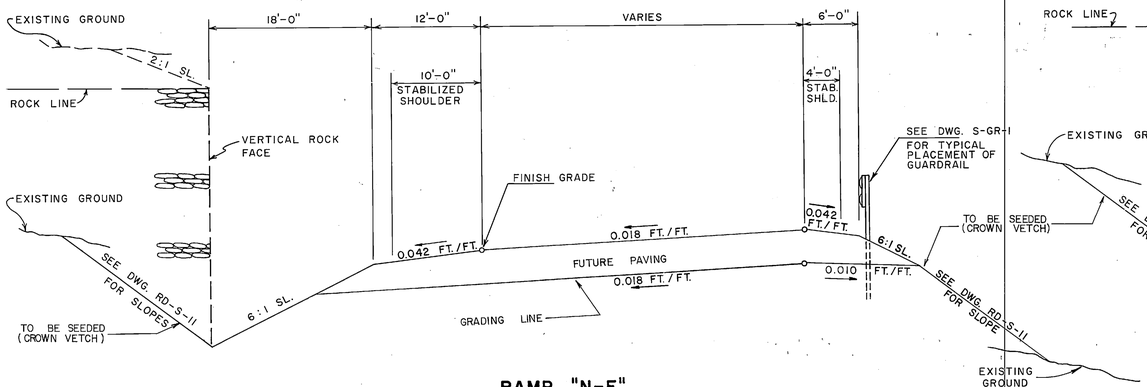


RAMP "E-S"

NOTE: SEE CROSS SECTION FOR MEDIAN DESIGN.

TANGENT SECTION

RAMP "N-E" STA. 344+00 TO STA. 337+78.46
RAMP "E-S" STA. 365+31.99 TO STA. 367+09.49



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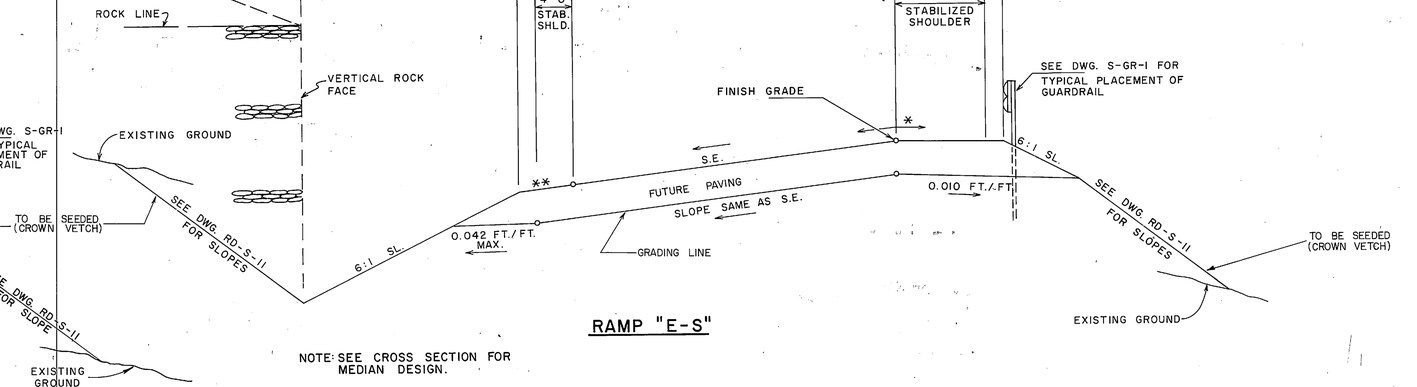


RAMP "E-S"

NOTE: SEE CROSS SECTION FOR MEDIAN DESIGN.

* ALGEBRAIC DIFFERENCE IN CROSS-SLOPE ROLLOVER NOT TO EXCEED 0.07 FT./FT.

** SHOULDER SLOPE SAME AS PAVEMENT SLOPE WHEN MORE THAN 0.042 FT./FT. SEE DETAIL SHEET 2 BB

SUPERELEVATED SECTION

RAMP "N-E" - NO SUPERELEVATION REQUIRED; STA. OF SECTION SAME AS TANGENT SECTION ABOVE.
RAMP E-S STA. 361+00 TO STA. 365+31.99

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

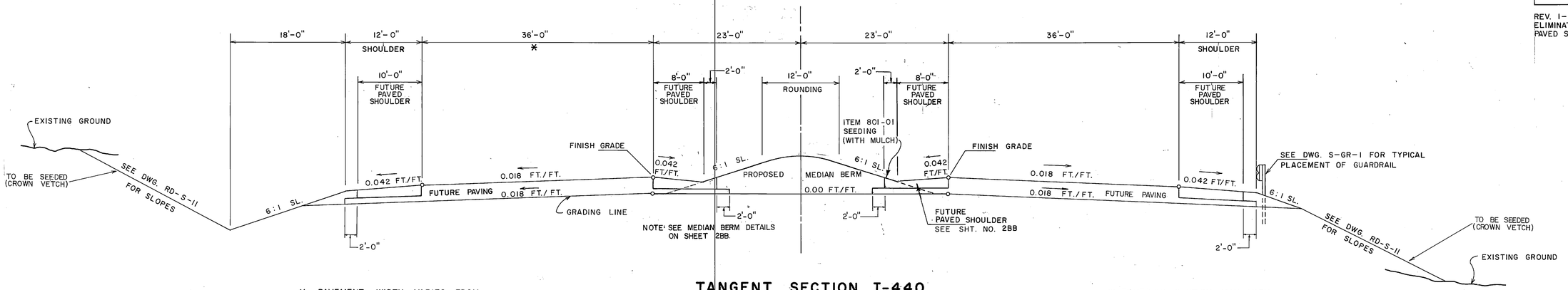
TYPICAL SECTIONS INDEPENDENT ROADWAYS

TELEDYNE POST N18556

TENN. STATE HIGHWAYS
Plans Div. Proj. No. 331

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2R

REV. 1-31-84: REVISED MEDIAN AND ELIMINATED FUTURE PAVED DITCH. FUTURE PAVED SHOULDERS ADDED.



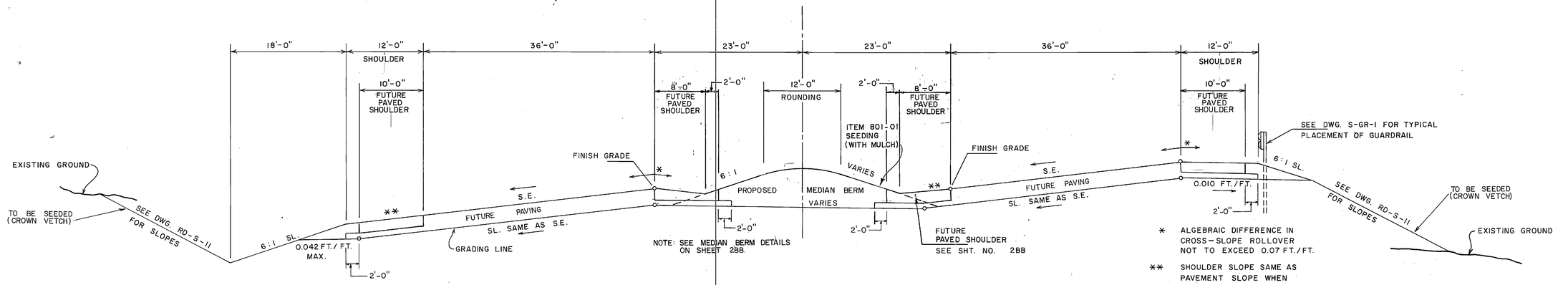
* PAVEMENT WIDTH VARIES FROM STA. 113+16.30 TO STA. 113+43.96

TANGENT SECTION I-440

STA. 113+16.30 TO STA. 114+95.84
STA. 124+86.95 TO STA. 130+26.72

NOTE: MEDIAN SECTION MAY VARY DUE TO FINISH GRADE DIFFERENTIAL BETWEEN THE LANES. SEE PROFILES AND CROSS SECTIONS.

MEDIAN BERM TO BE BACKFILLED WITH EARTHEN MATERIAL AND 3" OF TOPSOIL PRIOR TO SEEDING.



SUPERELEVATED SECTION I-440

TRANSITION STA. 114+95.84 TO STA. 117+45.84
STA. 117+45.84 TO STA. 122+36.95
TRANSITION STA. 122+36.95 TO STA. 124+86.95
TRANSITION STA. 130+26.72 TO STA. 133+26.72

* ALGEBRAIC DIFFERENCE IN CROSS-SLOPE ROLLOVER NOT TO EXCEED 0.07 FT./FT.

** SHOULDER SLOPE SAME AS PAVEMENT SLOPE WHEN MORE THAN 0.042 FT./FT. SEE DETAIL SHEET 2 BB

NOTE: MEDIAN SECTION MAY VARY DUE TO FINISH GRADE DIFFERENTIAL BETWEEN THE LANES. SEE PROFILES AND CROSS SECTIONS.

MEDIAN BERM TO BE BACKFILLED WITH EARTHEN MATERIAL AND 3" OF TOPSOIL PRIOR TO SEEDING.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TYPICAL SECTIONS

TELEDYNE POST N1855

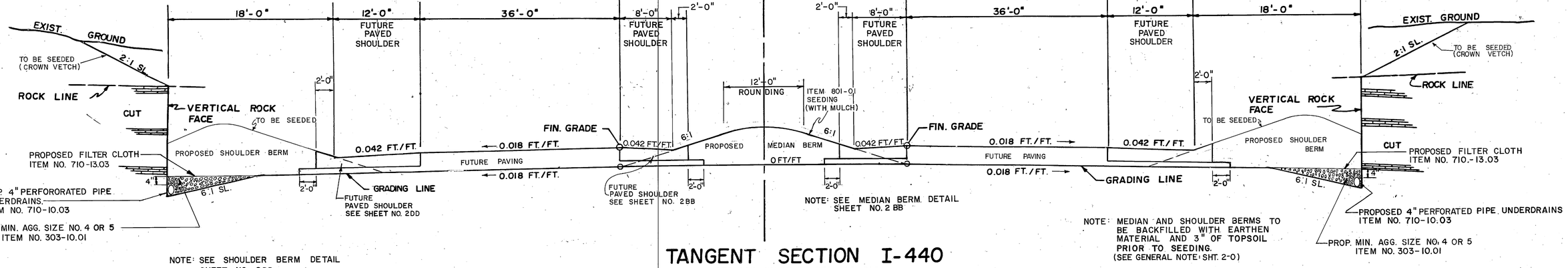
TENN. STATE HIGHWAYS
Plans File No. 334
Plans Div.
SCANNED
SCANNED FEB 22 2002 BY TPC

REV 6-25-85: CHANGED UNDERDRAINS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2S

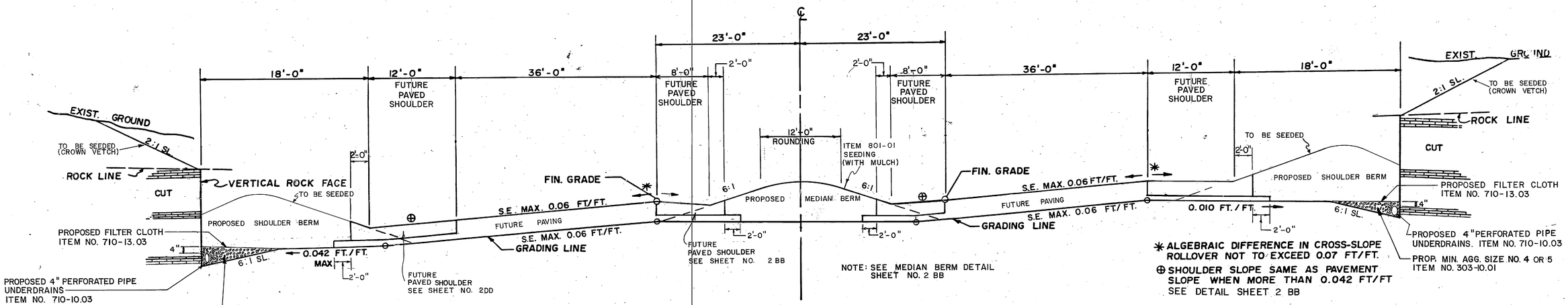
REV. 2-2-83: MEDIAN & SHOULDER BERMS NOTE ADDED.

REV. 1-31-84: REVISED MEDIAN AND ELIMINATED FUTURE PAVED DITCH. FUTURE PAVED SHOULDERS ADDED. FILTER CLOTH, MIN. AGG. & UNDERDRAINS ADDED.



TANGENT SECTION I-440

STA. 140+65.69 TO STA. 149+21.57
STA. 167+41.74 TO STA. 202+00



SUPERELEVATED SECTION I-440

	STA. 133+26.72 TO STA. 137+65.69
TRANSITION	STA. 137+65.69 TO STA. 140+65.69
TRANSITION	STA. 149+21.57 TO STA. 152+71.57
	STA. 152+71.57 TO STA. 163+91.74
TRANSITION	STA. 163+91.74 TO STA. 167+41.74

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TYPICAL SECTION I-440

(NOT TO SCALE)

TENN. STATE HIGHWAYS
File No. 84-334
Plans Divn.

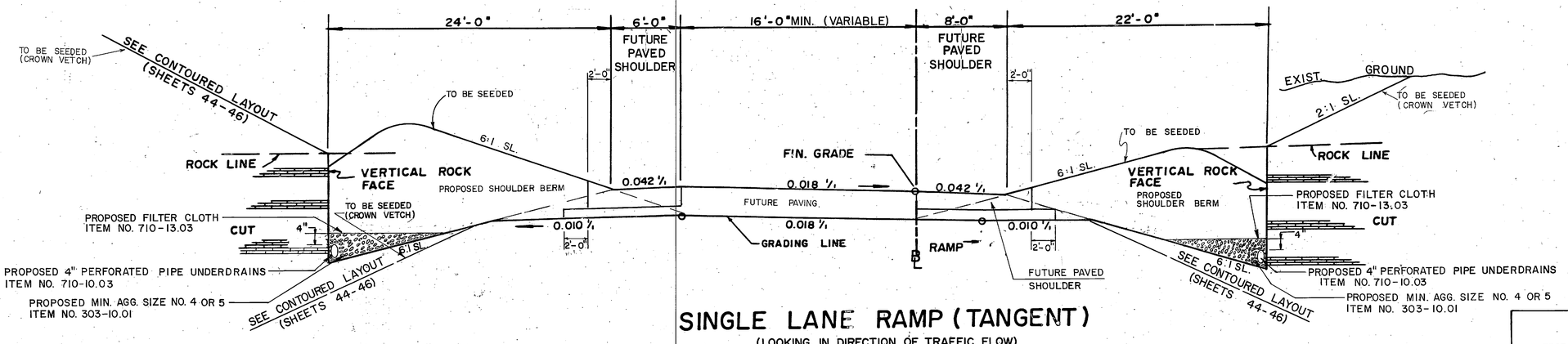
SCANNED

SCANNED
Feb 22 2002
BY TRC

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2T

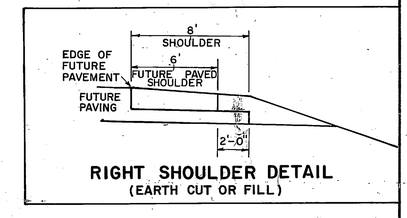
REV. 2-2-83: MEDIAN & SHOULDER BERMS NOTE ADDED.
REV. 1-31-84 ADDED FILTER CLOTH, MIN. AGG. AND UNDERDRAIN IN PROPOSED SHOULDER BERMS. ADDED DETAILS OF RIGHT & LEFT SHOULDERS FOR EARTH CUTS & FILLS. NOTE ADDED.

REV. 6-25-85: CHANGED UNDERDRAINS.

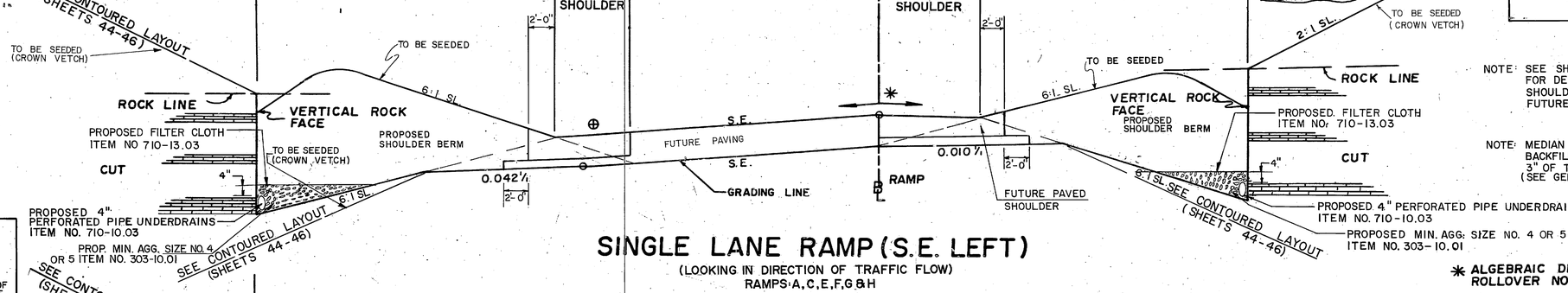


SINGLE LANE RAMP (TANGENT)

(LOOKING IN DIRECTION OF TRAFFIC FLOW)
RAMPS: A, D, F & G

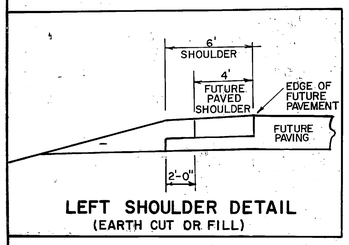


RIGHT SHOULDER DETAIL
(EARTH CUT OR FILL)

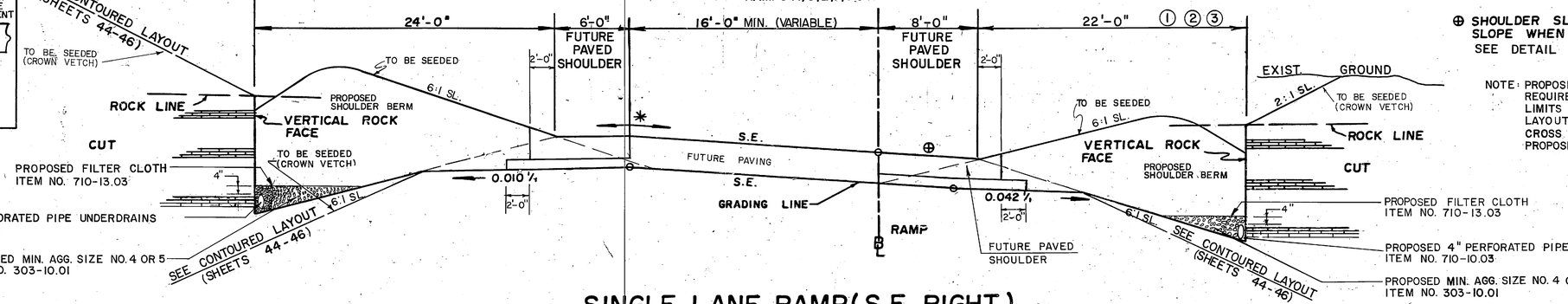


SINGLE LANE RAMP (S.E. LEFT)

(LOOKING IN DIRECTION OF TRAFFIC FLOW)
RAMPS: A, C, E, F, G & H



LEFT SHOULDER DETAIL
(EARTH CUT OR FILL)



SINGLE LANE RAMP (S.E. RIGHT)

(LOOKING IN DIRECTION OF TRAFFIC FLOW)
RAMPS: B, D, E, F, G & H

NOTE: SEE SHEET NO. 2DD FOR DETAIL OF PROPOSED SHOULDER BERM AND FUTURE PAVED SHOULDER.

NOTE: MEDIAN AND SHOULDER BERMS ARE TO BE BACKFILLED WITH EARTHEN MATERIAL AND 3" OF TOPSOIL PRIOR TO SEEDING. (SEE GENERAL NOTE SHT. 2-0)

✱ ALGEBRAIC DIFFERENCE IN CROSS-SLOPE ROLLOVER NOT TO EXCEED 0.07 FT./FT.

⊕ SHOULDER SLOPE SAME AS PAVEMENT SLOPE WHEN MORE THAN 0.042 FT/FT. SEE DETAIL SHEET 2 BB

NOTE: PROPOSED SHOULDER BERMS MAY OR MAY NOT BE REQUIRED AT CERTAIN LOCATIONS WITHIN THE LIMITS OF THE INTERCHANGE. SEE CONTOUR LAYOUTS (SHEETS 44-46) AND ROADWAY CROSS SECTIONS FOR LOCATION OF THE PROPOSED SHOULDER BERMS.

① VARIES ON RAMP "B" FROM STA. 0+00 TO STA. 2+04.05 (8.85 MIN. @ STA. 0+59.75)
② VARIES ON RAMP "E" FROM STA. 11+00 ± TO STA. 13+99.71 (8' MIN. @ STA. 12+52 ±)
③ VARIES ON RAMP "H" FROM STA. 13+90 ± TO STA. 16+62 ± (20' MIN. FROM STA. 14+00 ± TO STA. 16+55 ±)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TYPICAL SECTIONS I-440 RAMPS

(NOT TO SCALE)

2B

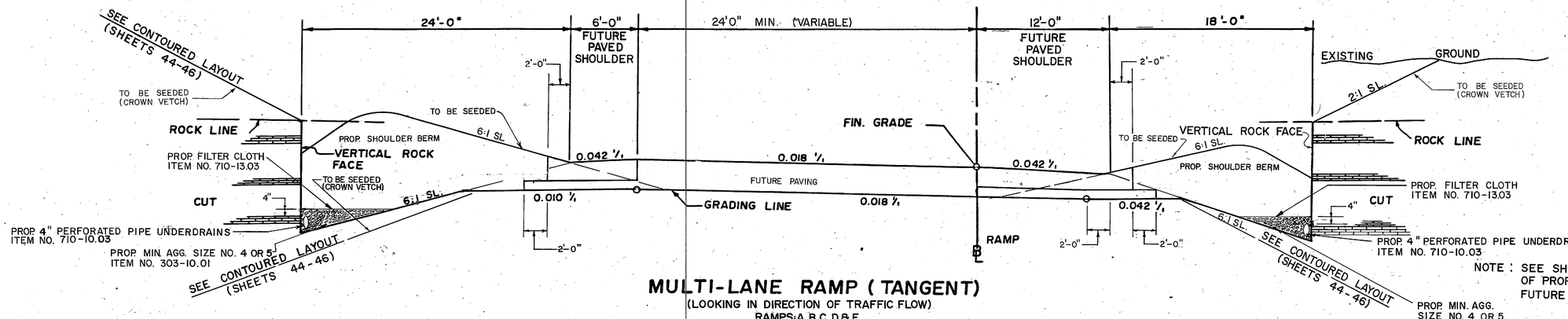
TENN. STATE HIGHWAYS
File No. 334
Plans
Divn.
SCANNED
SCANNED
SCANNED
BY TRC

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2U

REV. 2-2-83: MEDIAN & SHOULDER BERMS NOTE ADDED.

REV. 1-31-84: ADDED FILTER CLOTH, MIN. AGG. & UNDERDRAIN IN PROP. SHOULDER BERMS. NOTE ADDED.

REV. 6-25-85: CHANGED UNDERDRAINS.



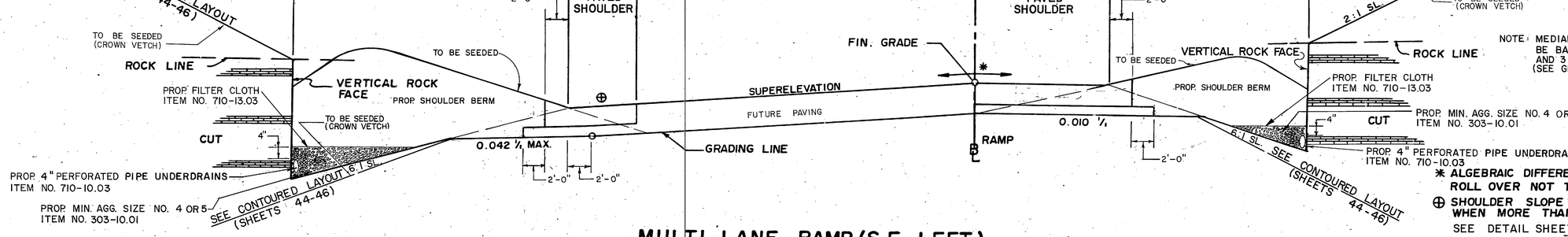
MULTI-LANE RAMP (TANGENT)

(LOOKING IN DIRECTION OF TRAFFIC FLOW)
RAMPS: A, B, C, D & E

NOTE : SEE SHEET NO. 2DD FOR DETAILS OF PROPOSED SHOULDER BERM & FUTURE PAVED SHOULDER.

NOTE: SEE SHEET NO. 2T FOR DETAILS OF RIGHT & LEFT SHOULDERS IN EARTH CUTS & FILLS.

NOTE: MEDIAN AND SHOULDER BERMS ARE TO BE BACKFILLED WITH EARTHEN MATERIAL AND 3" OF TOPSOIL PRIOR TO SEEDING. (SEE GENERAL NOTE: SHT. 2-0)

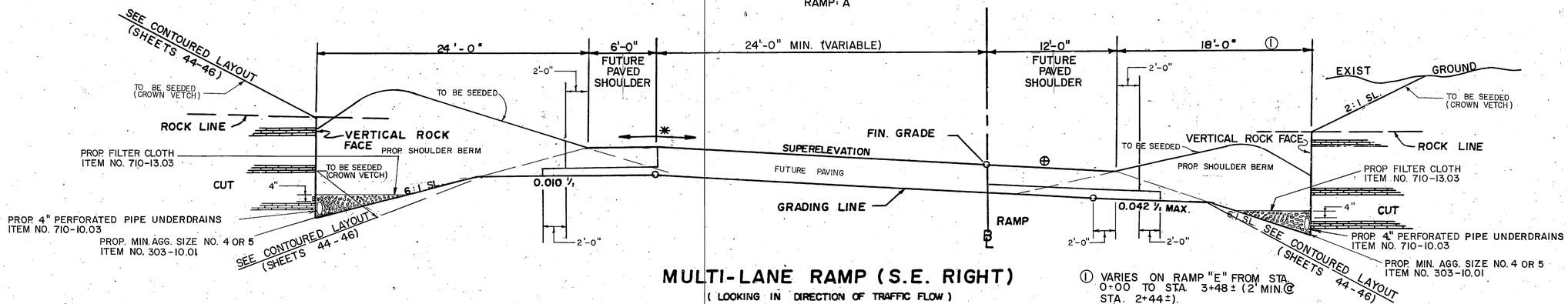


MULTI-LANE RAMP (S.E. LEFT)

(LOOKING IN DIRECTION OF TRAFFIC FLOW)
RAMP: A

✱ ALGEBRAIC DIFFERENCE IN CROSS-SLOPE ROLL OVER NOT TO EXCEED 0.07 ⅟.

⊕ SHOULDER SLOPE SAME AS PAVEMENT WHEN MORE THAN 0.042 ⅟.
SEE DETAIL SHEET 2 BB



MULTI-LANE RAMP (S.E. RIGHT)

(LOOKING IN DIRECTION OF TRAFFIC FLOW)
RAMPS: D, E & G

① VARIES ON RAMP "E" FROM STA. 0+00 TO STA. 3+48 ± (2' MIN. @ STA. 2+44 ±).

NOTE:
PROPOSED SHOULDER BERMS MAY OR MAY NOT BE REQUIRED AT CERTAIN LOCATIONS WITHIN THE LIMITS OF THE INTERCHANGE. SEE CONTOUR LAYOUTS (SHEETS 44-46) AND ROADWAY CROSS SECTIONS FOR LOCATION OF THE PROPOSED SHOULDER BERMS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

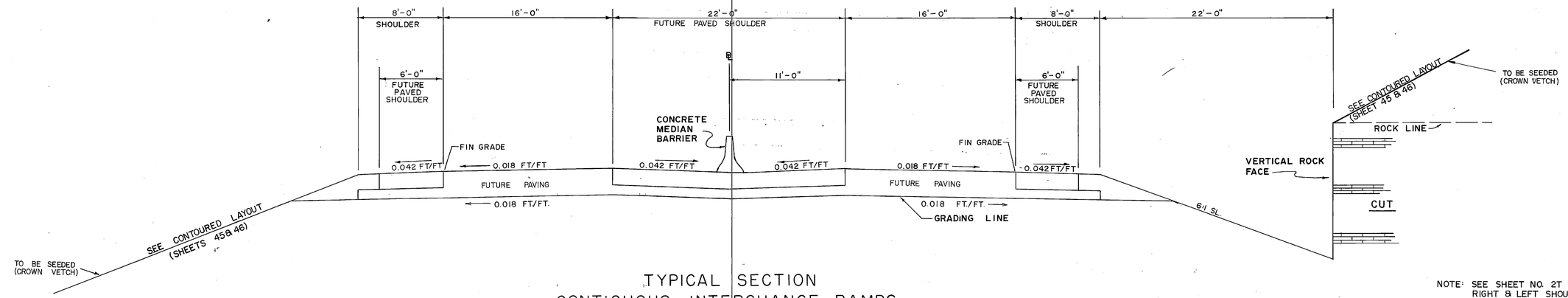
TYPICAL SECTIONS
I-440
RAMPS

(NOT TO SCALE)

TENN. STATE HIGHWAYS
Plans File No. 23-14
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2V

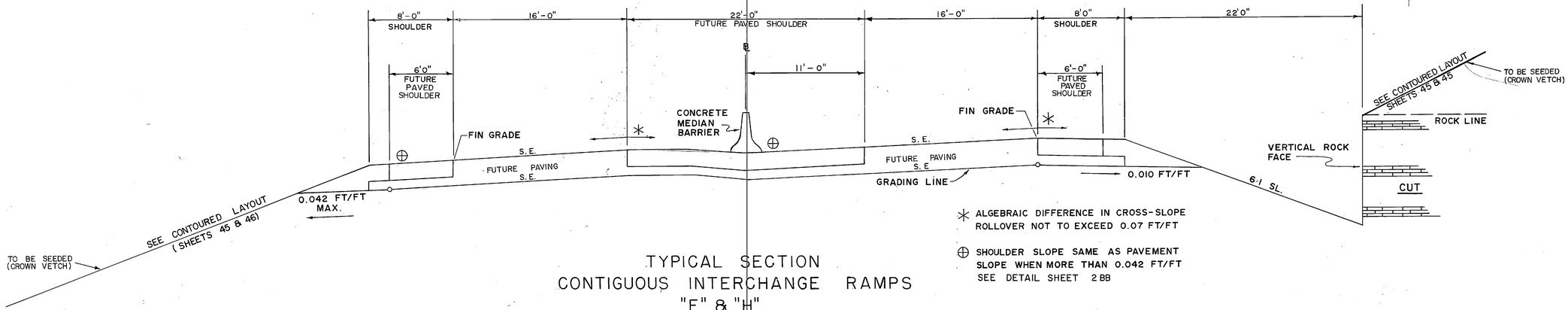
REV. 1-31-84: FUTURE PAVED SHOULDERS AND NOTES ADDED.



TYPICAL SECTION
CONTIGUOUS INTERCHANGE RAMPS
"F" & "H"
TANGENT
(LOOKING IN DIRECTION OF TRAFFIC FLOW)

NOTE: SEE SHEET NO. 2T FOR DETAILS OF RIGHT & LEFT SHOULDERS IN EARTH CUTS & FILLS.

NOTE: PROPOSED SHOULDER BERMS MAY OR MAY NOT BE REQUIRED AT CERTAIN LOCATIONS WITHIN THE LIMITS OF THE INTERCHANGE. SEE CONTOUR LAYOUTS (SHEETS 44-46) AND ROADWAY CROSS SECTIONS FOR LOCATION OF THE PROPOSED SHOULDER BERMS. SEE SHEET 2DD FOR DETAILS OF SHOULDER BERMS IF REQUIRED.



✳ ALGEBRAIC DIFFERENCE IN CROSS-SLOPE ROLLOVER NOT TO EXCEED 0.07 FT/FT

⊕ SHOULDER SLOPE SAME AS PAVEMENT SLOPE WHEN MORE THAN 0.042 FT/FT SEE DETAIL SHEET 2BB

TYPICAL SECTION
CONTIGUOUS INTERCHANGE RAMPS
"F" & "H"
SUPERELEVATED
(LOOKING IN DIRECTION OF TRAFFIC FLOW)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TYPICAL SECTIONS
I-440
RAMPS
(NOT TO SCALE)

TELEDYNE POST N1855

TENN. STATE HIGHWAYS
Plans File No. IN-334
Divn.

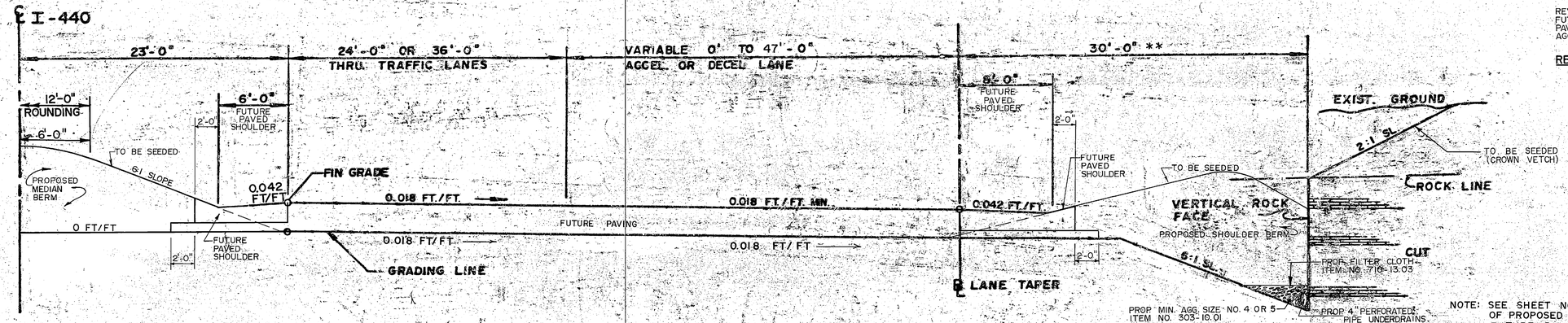
SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2W

REV. 2-2-83 MEDIAN & SHOULDER BERMS NOTE ADDED.

REV. 1-31-84 REV. MEDIAN AND DELETED FUTURE PAVED DITCH. ADDED FUTURE PAVED SHOULDERS AND PROPOSED MIN. AGG., FILTER CLOTH & UNDERDRAINS.

REV. 6-25-85 CHANGED UNDERDRAINS.

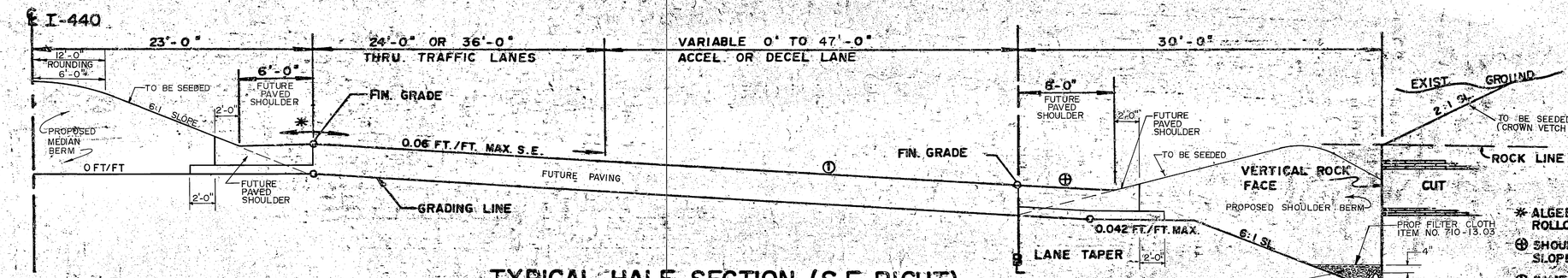


TYPICAL HALF SECTION (TANGENT)

** VARIES FROM STA. 181+00 TO STA. 183+00
(25' MIN. FROM STA. 181+00 TO STA. 182+00)

NOTE: SEE SHEET NO. 2DD FOR DETAILS OF PROPOSED SHOULDER BERM AND FUTURE PAVED SHOULDER.

SEE SHEET NO. 2BB FOR DETAIL OF PROPOSED MEDIAN BERM AND FUTURE PAVED SHOULDER.



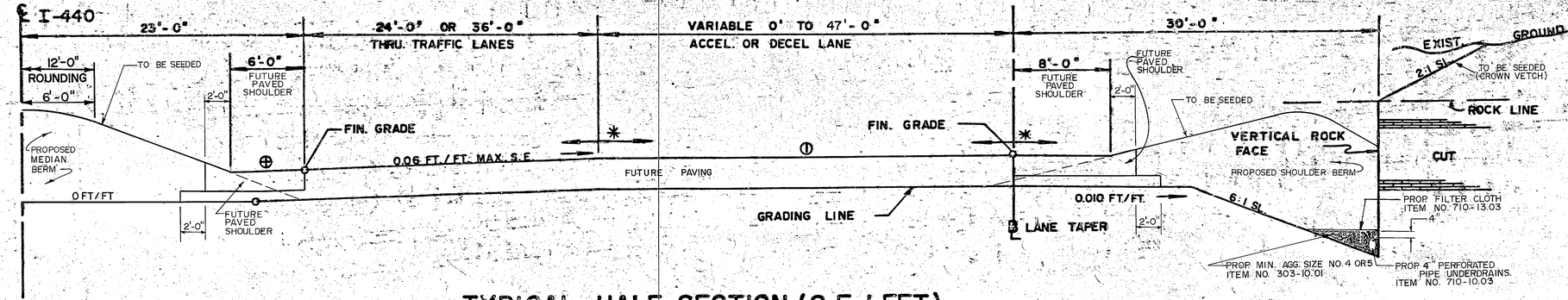
TYPICAL HALF SECTION (S.E. RIGHT)

NOTE: MEDIAN AND SHOULDER BERMS ARE TO BE BACKFILLED WITH EARTHEN MATERIAL AND 3" OF TOPSOIL PRIOR TO SEEDING. (SEE GENERAL NOTE SHT 2-0)

* ALGEBRAIC DIFFERENCE IN CROSS-SLOPE ROLLOVER NOT TO EXCEED 0.07 FT./FT.

⊕ SHOULDER SLOPE SAME AS PAVEMENT SLOPE WHEN MORE THAN 0.042 FT./FT.

① SAME SLOPE AS MAINLINE PAVEMENT EXCEPT WHERE INDEPENDENT SUPER-ELEVATION IS REQUIRED. SEE DETAIL SHEET 2 BB



TYPICAL HALF SECTION (S.E. LEFT)

(SECTIONS LOOKING IN DIRECTION OF TRAVEL)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

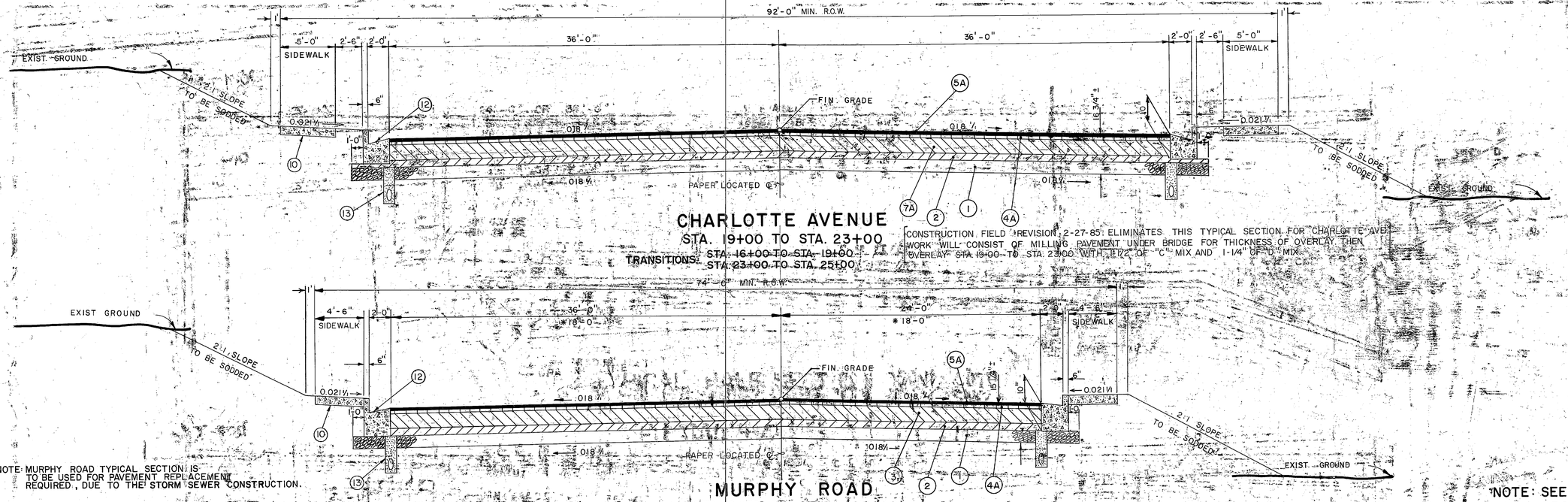
TYPICAL SECTIONS
I-440
ACCEL., DECEL LANES

(NOT TO SCALE)

TENN. STATE HIGHWAYS
File No. IN-334-L
Plans
Div.
SCANNED
SCANNED FEB 21 2002 BY TRC

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2X

REV. 2-27-85 ADDED NOTE TO CHARLOTTE AVE TYPICAL SECTION.



CHARLOTTE AVENUE

STA. 19+00 TO STA. 23+00

TRANSITIONS: STA. 16+00 TO STA. 19+00
STA. 23+00 TO STA. 25+00

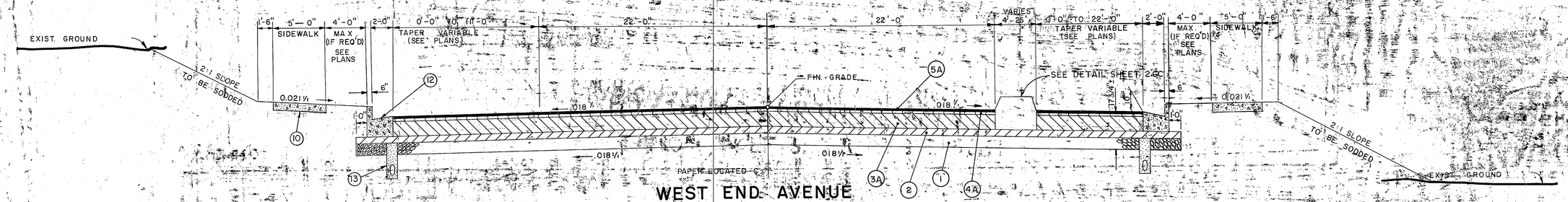
CONSTRUCTION FIELD REVISION 2-27-85 ELIMINATES THIS TYPICAL SECTION FOR CHARLOTTE AVE. WORK WILL CONSIST OF MILLING PAVEMENT UNDER BRIDGE FOR THICKNESS OF OVERLAY, THEN OVERLAY STA 19+00 TO STA 23+00 WITH 1 1/2" OF "C" MIX AND 1-1/4" OF "D" MIX.

NOTE: MURPHY ROAD TYPICAL SECTION IS TO BE USED FOR PAVEMENT REPLACEMENT REQUIRED, DUE TO THE STORM SEWER CONSTRUCTION.

MURPHY ROAD

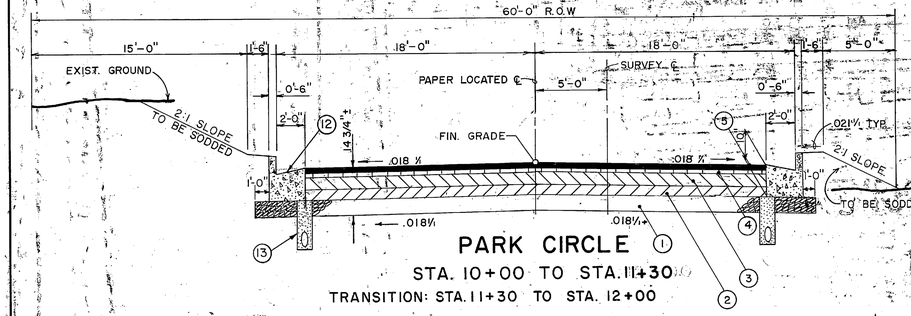
STA. 6+70 TO STA. 31+03.89
*STA. 12+55 TO STA. 13+50
TRANSITION STA. 13+50 TO 16+70

NOTE: SEE SHEETS 2Y & 2Z FOR PROPOSED PAVING SCHEDULE



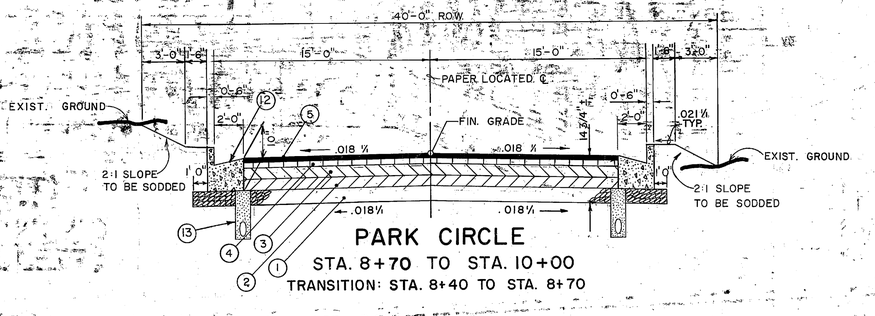
WEST END AVENUE

STA. 10+00 TO STA. 31+50



PARK CIRCLE

STA. 10+00 TO STA. 11+30
TRANSITION: STA. 11+30 TO STA. 12+00



PARK CIRCLE

STA. 8+70 TO STA. 10+00
TRANSITION: STA. 8+40 TO STA. 8+70

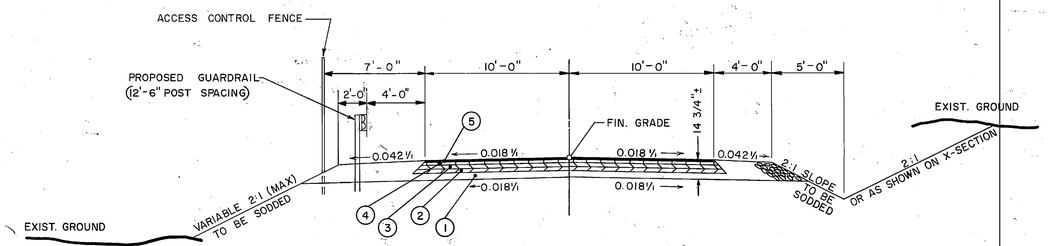
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TYPICAL SECTIONS

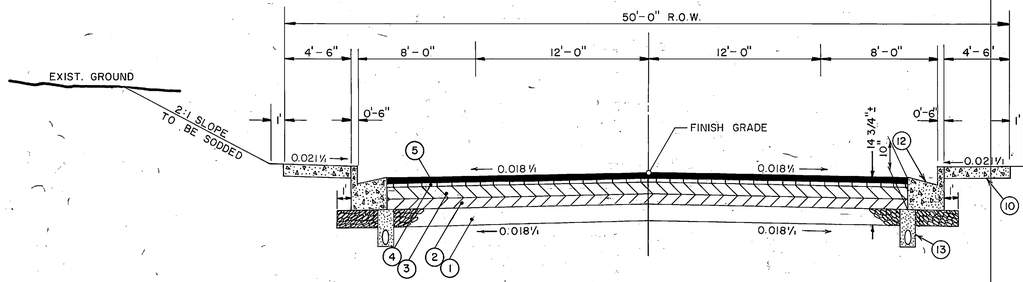
TENN. STATE HIGHWAYS
File No. IN-334
Plans Distr.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2Y



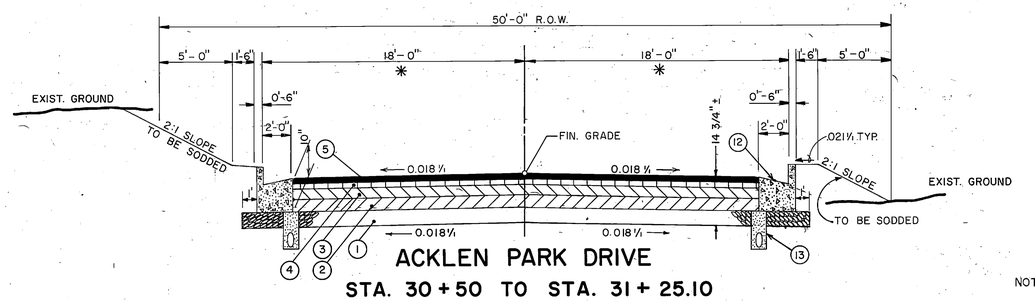
ACCESS TO BOYLES GALVANIZING CO.
STA. 0+00 TO STA. 8+00



RICHARDSON — MARLBOROUGH AVENUE
STA. 18+00 TO STA. 24+23
TRANSITION: STA. 17+00 TO STA. 18+00

ACKLEN PARK DRIVE
STA. 31+50.10 TO STA. 35+17.69

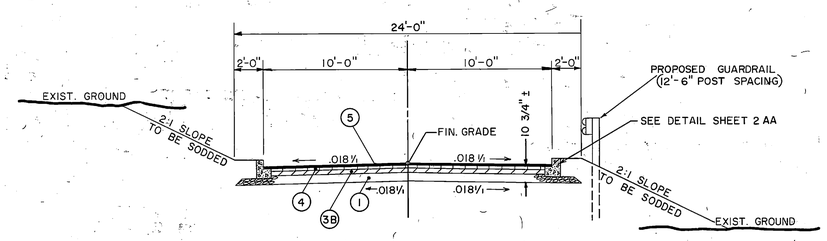
SHARONDALE DRIVE *
STA. 27+10 TO STA. 32+50
TRANSITIONS: STA. 26+10 TO STA. 27+10
STA. 32+50 TO STA. 33+50



ACKLEN PARK DRIVE
STA. 30+50 TO STA. 31+25.10
STA. 35+17.69 TO STA. 36+50
TRANSITIONS: STA. 30+00 TO STA. 30+50
* STA. 31+25.10 TO STA. 31+50.10
(VARIES FROM 18' TO 20')
STA. 36+50 TO STA. 37+00

NOTE: TYPICAL SECTION FOR FAIRMONT DRIVE-PARK DRIVE CONNECTOR IS ON SHEET NO. 2CC

* PAVEMENT WIDTH TO MATCH EXISTING WIDTH FROM STA. 33+50 TO STA. 34+00.



ACCESS ROAD RT. STA. 21+26.5 MARLBOROUGH AVENUE
STA. 0+00 TO STA. 5+60±

PROPOSED PAVEMENT SCHEDULE
(CONTINUED ON SHEET 2Z)

(1) MINERAL AGGREGATE BASE @ 5"± THICK
- ITEM NO. 303-01 MINERAL AGGREGATE TYPE A BASE GRADING "D"
- ITEM NO. 303 06 CALCIUM CHLORIDE

(2) BITUMINOUS COATED AGGREGATE BASE @ 3 1/2"± THICK (APPROX. 315± LBS./SQ. YD.)
- ITEM NO. 307-01.03 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "A-S" MIXTURE
- ITEM NO. 307-01.04 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM)GRADING "A-S" MIXTURE
- ITEM NO. 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (P.C.) @ 0.35 GALS./SQ.YD.
- ITEM NO. 402-02 AGGREGATE FOR COVER MATERIAL (P.C.) @ 12 LBS./SQ. YD.

(3) BITUMINOUS BINDER @ *4"± THICK (APPROX. 440± LBS./SQ. YD.)
- ITEM NO. 307-02.01 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING "B" MIXTURE
- ITEM NO. 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE(HOT MIX) (BPMB-HM) GRADING "B" MIXTURE
- ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.02 GALS./SQ. YD.
- * TO BE PLACED IN TWO EQUAL LAYERS

(3A) BITUMINOUS BINDER @ *6 1/2"± THICK (APPROX. 715± LBS./SQ. YD.)
- ITEM NO. 307-02.01 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "B" MIXTURE
- ITEM NO. 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING "B" MIXTURE
- ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.02 GALS./SQ. YD.
- * TO BE PLACED IN TWO EQUAL LAYERS

(3B) BITUMINOUS BINDER @ 3 1/2"± THICK (APPROX. 385± LBS./SQ. YD.)
- ITEM NO. 307-02.01 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "B" MIXTURE
- ITEM NO. 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING "B" MIXTURE
- ITEM NO. 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (P.C) @ 0.35 GALS./SQ.YD.
- ITEM NO. 402-02 AGGREGATE FOR COVER MATERIAL (P.C.) @ 12 LBS./SQ.YD.

(4) BITUMINOUS LEVELING @ 1 1/4"± THICK (APPROX. 137.5± LBS./SQ. YD.)
- ITEM NO. 307-03.01 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "C" MIXTURE
- ITEM NO. 307-03.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "C" MIXTURE
- ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.02 GALS./SQ. YD.

(4A) BITUMINOUS LEVELING @ 1 1/2"± THICK (APPROX. 165± LBS./SQ. YD.)
- ITEM NO. 307-03.01 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX) (BPMB-HM) GRADING "C" MIXTURE
- ITEM NO. 307-03.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "C" MIXTURE
- ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.02 GALS./SQ. YD.

(5) BITUMINOUS SURFACING (ROADWAY) @ 1"± THICK (APPROX. 100± LBS./SQ. YD.)
- ITEM NO. 411-01.01 MINERAL AGGREGATE FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "D"
- ITEM NO. 411-01.02 ASPHALT CEMENT FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "D"
- ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.02 GALS./SQ. YD.

(5A) BITUMINOUS SURFACING (ROADWAY) @ 1 1/4"± THICK (APPROX. 125± LBS./SQ. YD.)
- ITEM NO. 411-01.01 MINERAL AGGREGATE FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "D"
- ITEM NO. 411-01.02 ASPHALT CEMENT FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "D"
- ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.02 GALS./SQ. YD.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

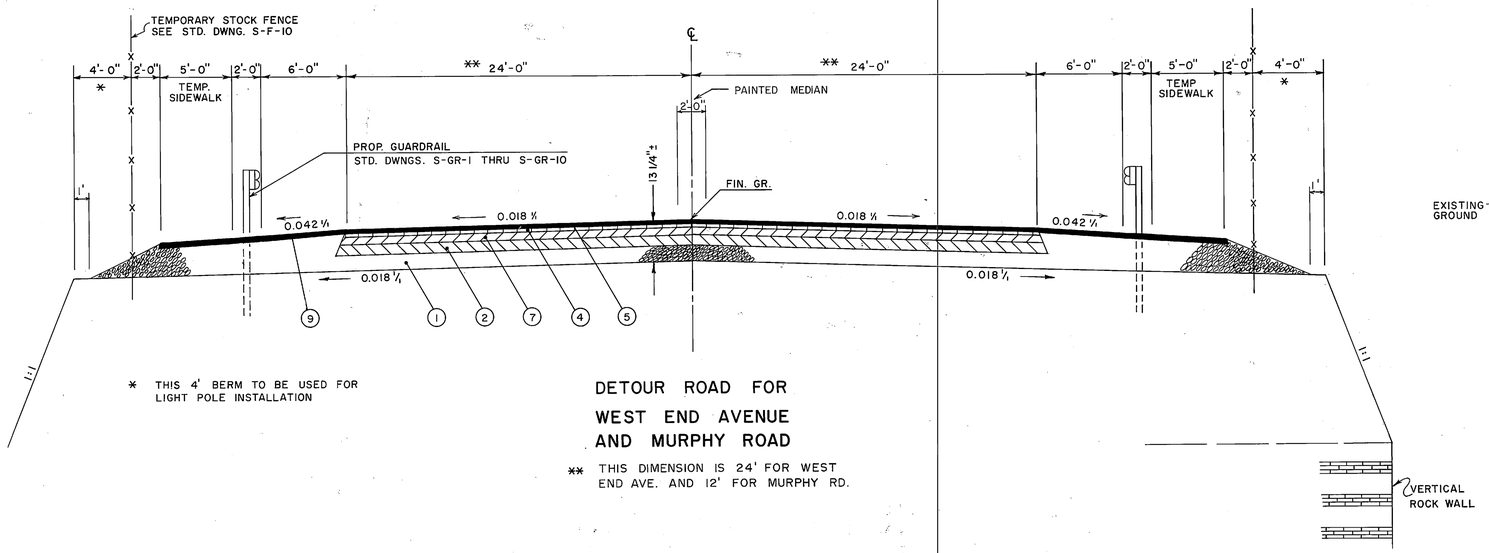
TYPICAL SECTIONS

TELEDYNE POST N1855

TENN. STATE HIGHWAYS
File No. 334
Plan
Dwg.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2Z

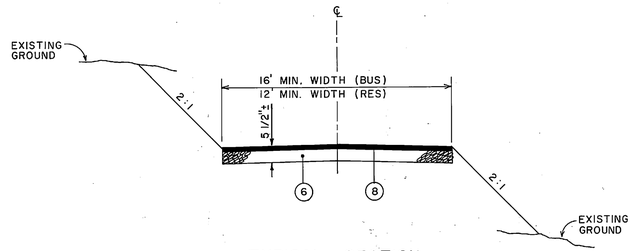
REV. 5-3-83: REMOVED TYPICAL SECTION OF ALLEY @ INTERSECTION OF RICHLAND AVE. & PARK CIRCLE.



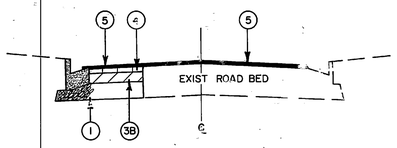
* THIS 4' BERM TO BE USED FOR LIGHT POLE INSTALLATION

DETOUR ROAD FOR WEST END AVENUE AND MURPHY ROAD

** THIS DIMENSION IS 24' FOR WEST END AVE. AND 12' FOR MURPHY RD.



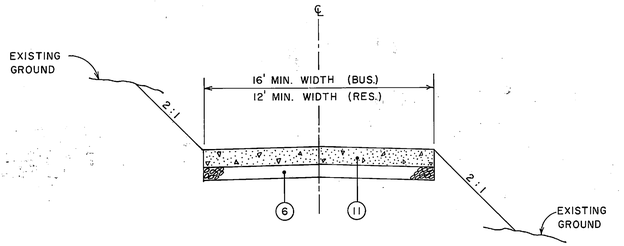
TYPICAL SECTION PRIVATE DRIVE TO BUSINESS OR RESIDENTIAL BUILDINGS



TYPICAL SECTION RESURFACING AND PAVEMENT REPAIR

* BURNS AVE.
* PARK CIRCLE
FAIRFAX AVE.
GILLESPIE AVE.
BYRON AVE.

* REPAIR ONLY



TYPICAL SECTION PRIVATE DRIVE TO BUSINESS OR RESIDENTIAL BUILDINGS

PROPOSED PAVEMENT SCHEDULE (CONTINUED)

(6) MINERAL AGGREGATE BASE @ 4"± THICK
ITEM NO. 303-01 MINERAL AGGREGATE TYPE A BASE GRADING "D"
ITEM NO. 303-06 CALCIUM CHLORIDE

(7) BITUMINOUS BINDER @ 2 1/2"± THICK (APPROX. 275± LBS./SQ. YD.)
ITEM NO. 307-02.01 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "B" MIXTURE
ITEM NO. 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE(HOT MIX)(BPMB-HM)GRADING"B"MIXTURE
ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.02 GALS./SQ. YD.

(7A) BITUMINOUS BINDER @ *5 1/2"± THICK (APPROX. 605± LBS./SQ. YD.)
ITEM NO. 307-02.01 AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "B" MIXTURE
ITEM NO. 307-02.02 ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE(HOT MIX)(BPMB-HM) GRADING "B" MIXTURE
ITEM NO. 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) @ 0.02 GALS./SQ. YD.
* TO BE PLACED IN TWO EQUAL LAYERS

(8) BITUMINOUS SURFACING (ROADWAY) @ 1 1/2"± THICK (APPROX. 150± LBS./SQ. YD.)
ITEM NO. 411-01.01 MINERAL AGGREGATE FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "D"
ITEM NO. 411-01.02 ASPHALT CEMENT FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "D"
ITEM NO. 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 0.35 GAL./SQ. YD.
ITEM NO. 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 12 LBS./SQ. YD.

(9) BITUMINOUS SURFACING (STAB. SHLD.) @ 1 1/2"± THICK (APPROX. 165± LBS./SQ. YD.)
ITEM NO. 411-02.01 MINERAL AGGREGATE FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "E"
ITEM NO. 411-02.02 ASPHALT CEMENT FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "E"
ITEM NO. 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) @ 0.35 GALS./SQ. YD.
ITEM NO. 402-02 AGGREGATE FOR COVER MATERIAL (PC) @ 12 LBS./SQ. YD.

(10) SIDEWALK
ITEM NO. 701-01.01 CONCRETE SIDEWALK (4")

(11) CONCRETE DRIVEWAY @ 6"± THICK
ITEM NO. 701-02 CONCRETE DRIVEWAY

(12) 6-30 CURB & GUTTER (8" DEPTH) (10" @ EDGE OF PAVEMENT)
ITEM NO. 702-03 CONCRETE COMBINED CURB & GUTTER
SEE STD. DWG. RP-C-15 (0.07734 CU. YD. PER. LIN. FT.)

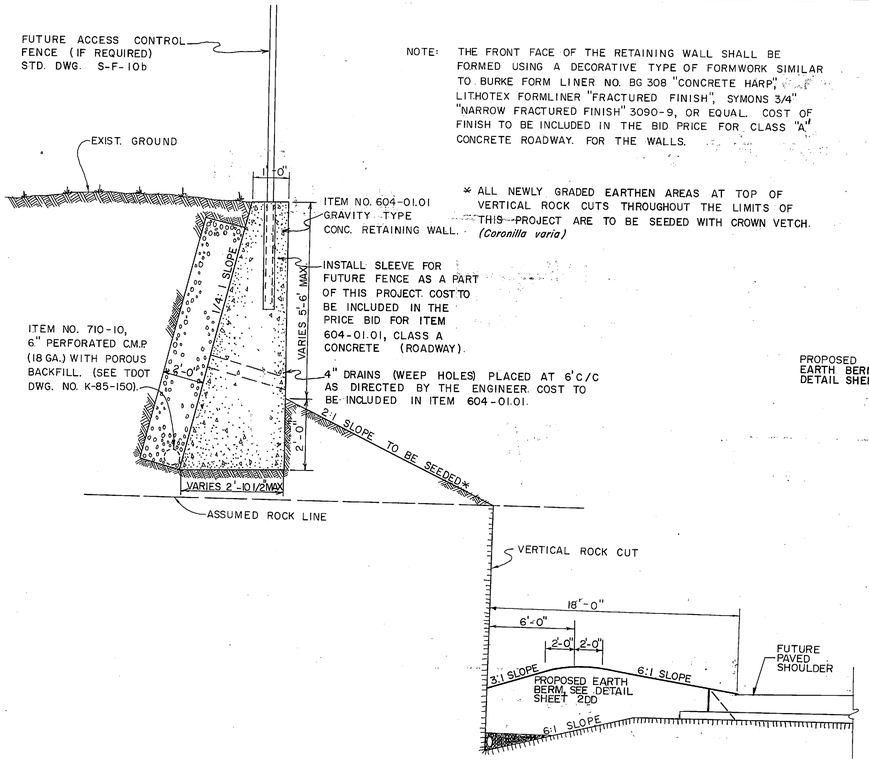
(13) UNDERDRAIN
ITEM NO. 710-04 FILTER CLOTH UNDERDRAIN (WITH PIPE)
SEE DETAILS A & B, DWG RD-UD-2

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TYPICAL SECTIONS

TELEDYNE POST N1856

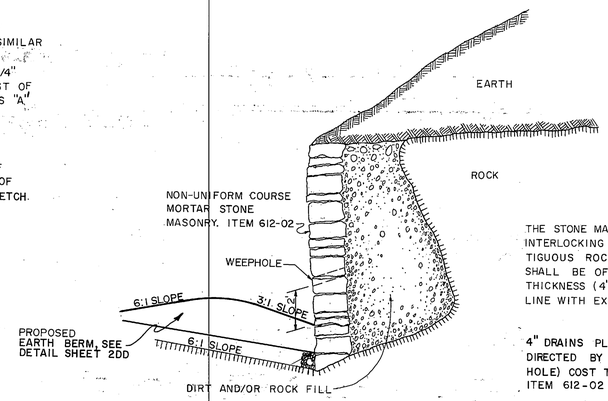
TENN. STATE HIGHWAY
No. 34
Plans
Div.



NOTE: THE FRONT FACE OF THE RETAINING WALL SHALL BE FORMED USING A DECORATIVE TYPE OF FORMWORK SIMILAR TO BURKE FORM LINER NO. BG 308 "CONCRETE HARP", LITHOTEX FORMLINER "FRACTURED FINISH", SYMONS 3/4" "NARROW FRACTURED FINISH" 3090-9, OR EQUAL. COST OF FINISH TO BE INCLUDED IN THE BID PRICE FOR CLASS "A" CONCRETE ROADWAY. FOR THE WALLS.

* ALL NEWLY GRADED EARTHEN AREAS AT TOP OF VERTICAL ROCK CUTS THROUGHOUT THE LIMITS OF THIS PROJECT ARE TO BE SEEDED WITH CROWN VETCH. *(Coronilla varia)*

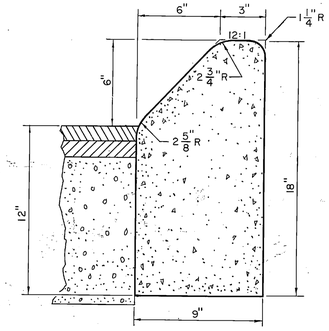
GRAVITY TYPE RETAINING WALL



THE STONE MASONRY SHALL MAKE INTERLOCKING BOND WITH CONTIGUOUS ROCK CUT. ITS COURSES SHALL BE OF RANDOM UNEQUAL THICKNESS (4" MIN.), AND SHALL LINE WITH EXIST. ROCK STRATA.

4" DRAINS PLACED AT 6'C/C OR AS DIRECTED BY THE ENGINEER. (WEEP HOLE) COST TO BE INCLUDED IN ITEM 612-02

NON-UNIFORM STONE MASONRY



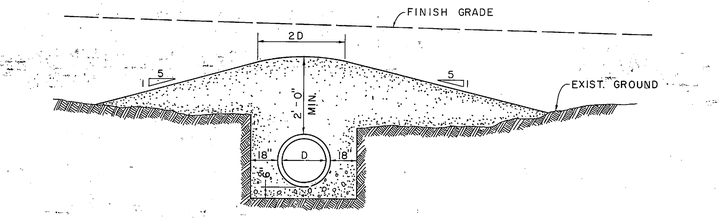
6" MOUNTABLE DETACHED CONCRETE CURB

FOR JOINT DETAILS SEE TDOT DWG. NO. RP-C-15
SEE TYPICAL SECTIONS AND PAVEMENT SCHEDULES FOR PAVEMENT DETAILS FOR THE VARIOUS STREETS.

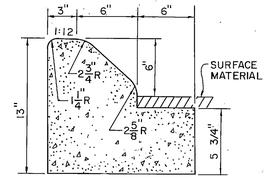
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2AA

REV. 1-31-84: REVISED GRAVITY TYPE RETAINING WALL & NON-UNIFORM STONE MASONRY TO SHOW UNDERDRAIN IN PROPOSED EARTH BERM.

REV. 6-25-85: CHANGED UNDERDRAIN ON GRAVITY TYPE RETAINING WALL DETAIL.

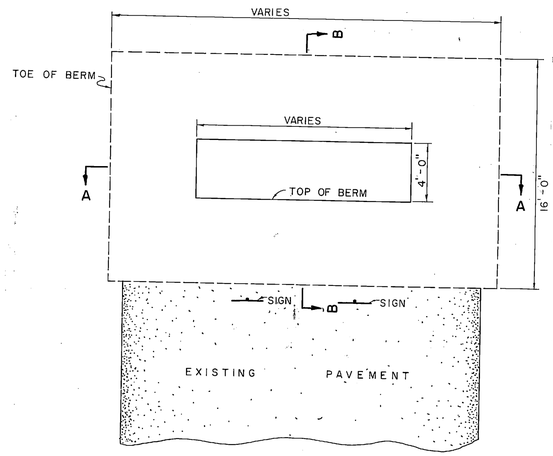


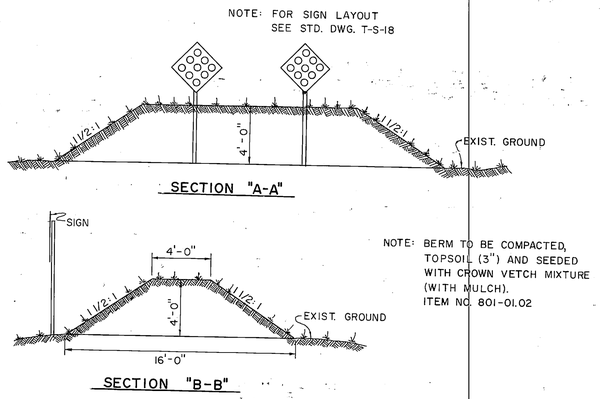
TEMPORARY RAMP OVER PIPE INSTALLATION



MOUNTABLE CURB

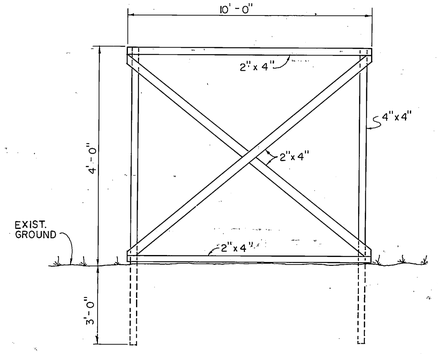
ACCESS ROAD RT. STA. 21+26.5
MARLBOROUGH AVE.

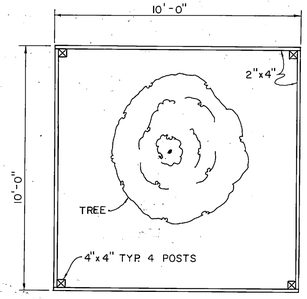




NOTE: BERM TO BE COMPACTED, TOPSOIL (3") AND SEEDED WITH CROWN VETCH MIXTURE (WITH MULCH). ITEM NO. 801-01.02

EARTH BERM STREET CLOSURE





TEMPORARY WOOD TREE PROTECTION BARRICADE

ITEM NO. 802-05.01

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

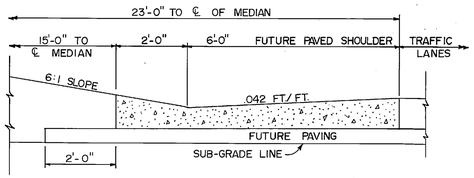
MISCELLANEOUS DETAILS

TRACING POST N1855

STATE HIGHWAYS
Plans File No. 34
Plans Div.

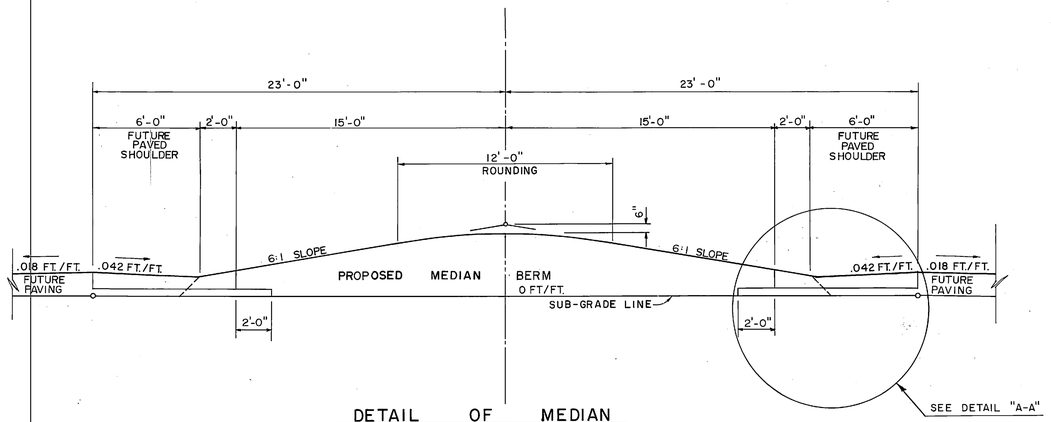
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	28B

REV. 1-31-84: REVISED DETAIL OF MEDIAN AND DETAIL "A-A".

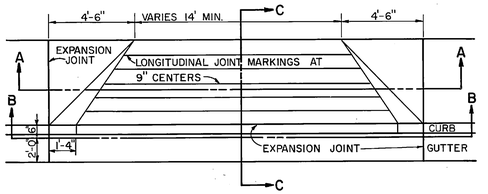


DETAIL "A-A"
FUTURE PAVED SHOULDER
SCALE: 1/2"=1'-0"

N.I.C.



DETAIL OF MEDIAN
SCALE: 1/4"= 1'-0"

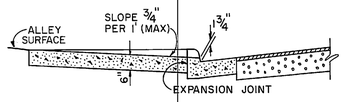


PLAN

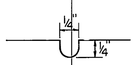
SECTION A-A

SECTION B-B

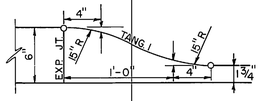
TYPICAL RAMP DETAIL
(ITEM NO. 701-02)



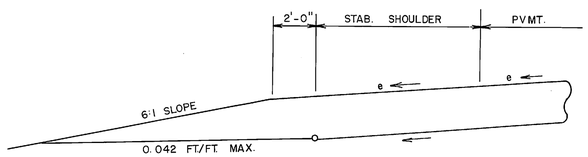
SECTION C-C



TYPICAL JOINT MARKING

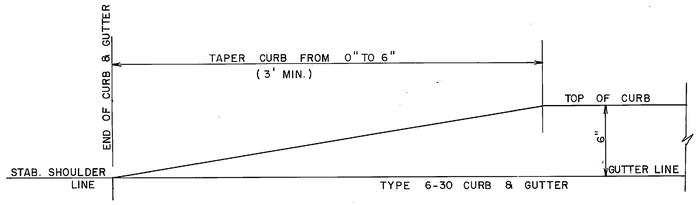


TYPICAL CURB DEPRESSION



NOTE: SUPERELEVATION RATE e WHERE GREATER THAN NORMAL SHOULDER SLOPE.

DETAIL OF LOW SHOULDER IN SUPERELEVATION



DETAIL OF TAPER
FOR CURB & GUTTER
SEE PLANS FOR LOCATIONS
SEE STD. DWG. RP-C-15

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

MISCELLANEOUS DETAILS

TELEPHONE POST N1855

STATE HIGHWAYS
Plans File
Bldg. No. IN-334

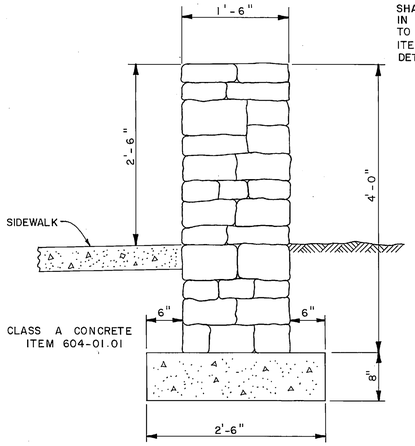
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	198-	I-440-4(53)206	2CC

REV. 2-2-83: DETAIL OF EARTH BERM NOISE BARRIER ADDED.

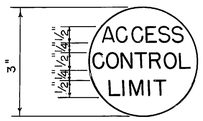
REV. 2-2-83: CHANGED GREEN TO BLACK, ADDED THERMALLY BONDED 9 GAUGE BEFORE COATING, GATE DETAIL NOTE.

REV. 5-3-83: REVISED 4' DIMENSION TO 2' AND ADDED 4' DIMENSION ON CONCRETE PAVED MEDIAN DETAILS.

NOTE: A BRASS CAP DENOTING THE LIMITS OF ACCESS CONTROL SHALL BE INSERTED IN THE WALL. COST TO BE INCLUDED IN ITEM 612-02. (SEE DETAIL THIS SHEET)

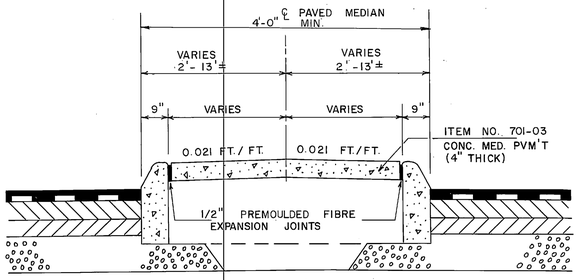


STONE MASONRY WALL
ITEM 612-02
LOCATED ON WEST END AVENUE
LT. STA. 12+78± TO STA. 16+50±



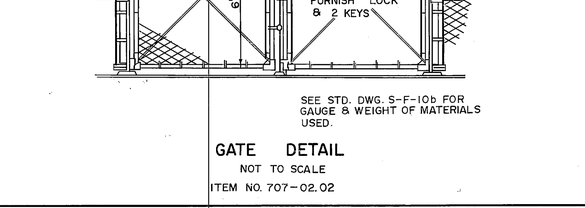
3" DIAMETER BRASS DISK, 1/2" THICK.

DETAIL OF BRASS CAP



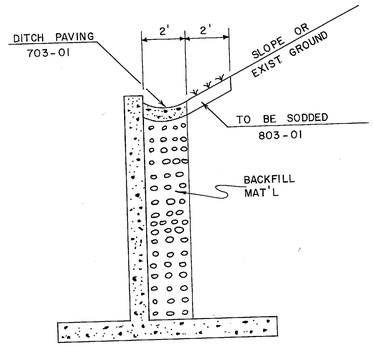
DETAIL OF CONCRETE PAVED MEDIAN (4" THICK)

NOTES: SEE SHEETS 2Y & 2Z FOR PAVEMENT SCHEDULE & SHEET 2X FOR TYPICAL SECTION OF VARIOUS STREETS.
SEE SHEET 2AA FOR DETAIL OF 6" MOUNTABLE CURB.
SEE PLANS FOR LOCATION OF 4" PAVED MEDIAN.

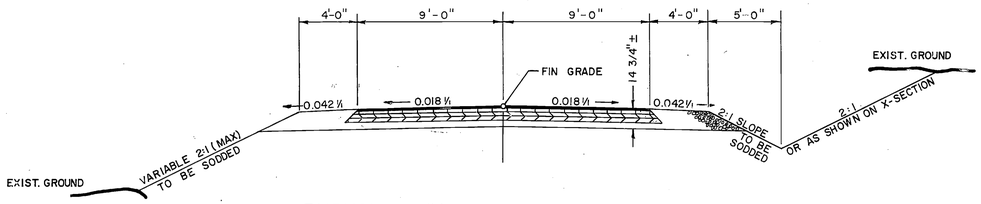


DETAIL OF CONCRETE PAVED MEDIAN (FULL DEPTH)

NOTES: SEE SHEET 2Y & 2Z FOR PAVEMENT SCHEDULE & SHEET 2X FOR TYPICAL SECTION OF WEST END AVENUE.
SEE SHEET 2AA FOR DETAIL OF 6" MOUNTABLE CURB.
SEE PLANS FOR LOCATION OF FULL DEPTH PAVED MEDIAN.

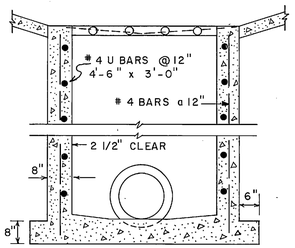


DETAIL OF PAVED DITCH AT TOP OF RETAINING WALL



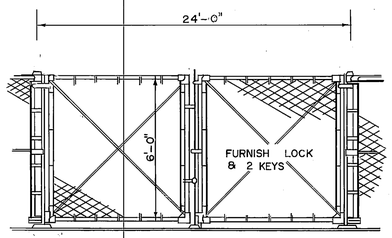
FAIRMONT DRIVE – PARK DRIVE CONNECTOR STA. 0+00 TO STA. 2+25

NOTES: SEE SHEET NO. 2Y FOR PAVEMENT SCHEDULE.
DITCH MAY BE VARRIED FOR DRAINAGE AS DETERMINED BY THE ENGINEER.



REFER TO STD. DWG. D-CB-3

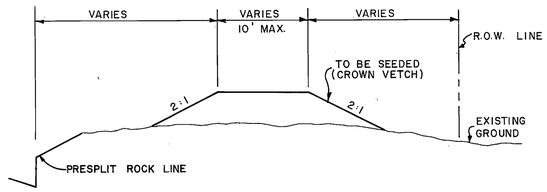
DETAIL OF EXTRA DEEP NO. 36 & NO. 37 CATCH BASIN



NOTE: GATE AND POSTS ARE TO BE VINYL COATED BLACK, THERMALLY BONDED 9 GAUGE BEFORE COATING, COST OF POSTS IS TO BE INCLUDED IN COST OF GATE. (ITEM 707-02.02)

SEE STD. DWG. S-F-10b FOR GAUGE & WEIGHT OF MATERIALS USED.

GATE DETAIL
NOT TO SCALE
ITEM NO. 707-02.02



EARTH BERM NOISE BARRIER

FROM RT. STA. 134+00 TO RT. STA. 140+00
FROM RT. STA. 146+50 TO RT. STA. 156+50
FROM LT. STA. 151+47 TO LT. STA. 156+18
FROM RT. STA. 160+00 TO RT. STA. 166+50

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

MISCELLANEOUS DETAILS

TELEPHONE POST N1856

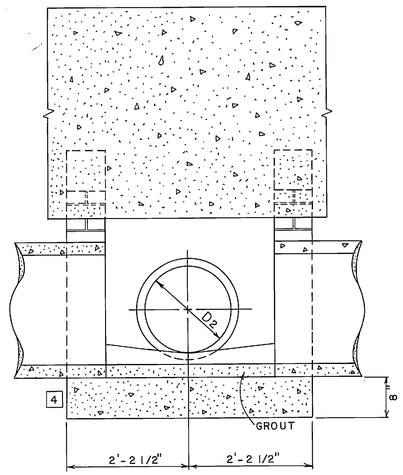
TENN. STATE HIGHWAYS
Plans File No. IN-334
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2DD

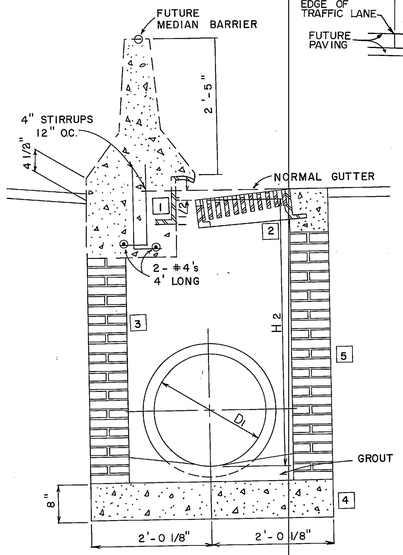
REV. 2-2-83: 3" OF TOPSOIL & SEEDED, TYPICAL SECTION DETAIL NOTE ADDED.

REV. 1-31-84: REVISED DETAIL OF SHOULDER BERM. DELETED DETAIL OF FUTURE CONC. PAVED DITCH AND ADDED DETAIL OF FUTURE PAVED SHOULDER.

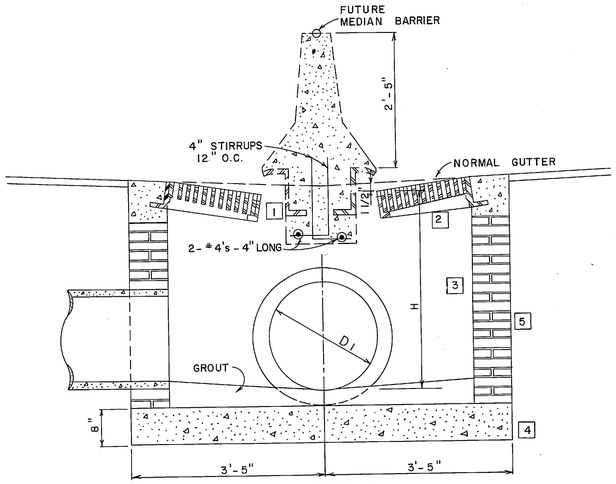
REV. 6-25-85: CHANGED UNDERDRAIN ON SHOULDER BERM DETAIL.



SECTION B-B
CATCH BASIN NO. 2

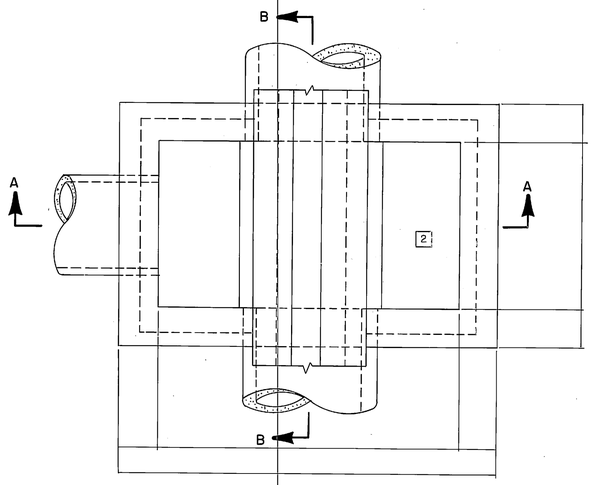


SECTION A-A
CATCH BASIN NO. 1



SECTION A-A
CATCH BASIN NO. 2

NOTE: ALL NO. 1 & NO. 2 CATCH BASINS ARE TO BE BUILT FOR TEMPORARY DRAINAGE. THE CONTRACTOR IS TO STOCKPILE ALL CURB INLET CASTINGS FOR NO. 1 & 2 CATCH BASINS AT A LOCATION TO BE DETERMINED BY THE ENGINEER FOR FUTURE INSTALLATION.



PLAN

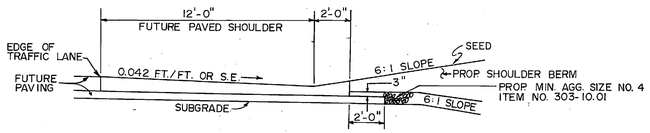
1 FOR CURB IRON DETAIL, SEE DWG. D-CB-32.

2 FOR GRATE AND FRAME DETAIL, SEE DWG. D-CB-12-32.

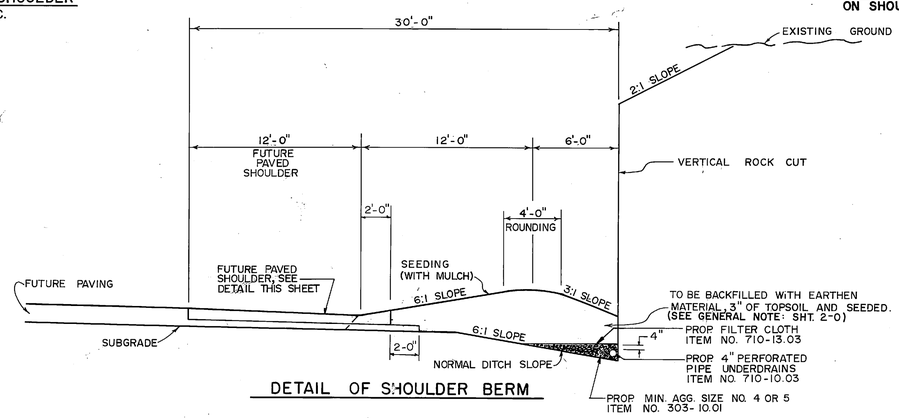
3 FOR STEP DETAIL, SEE DWG. D-CB-12-32 AND DWG. D-MH-4.

4 BASE SHALL BE CLASS "A" CONCRETE (CATCH BASIN).

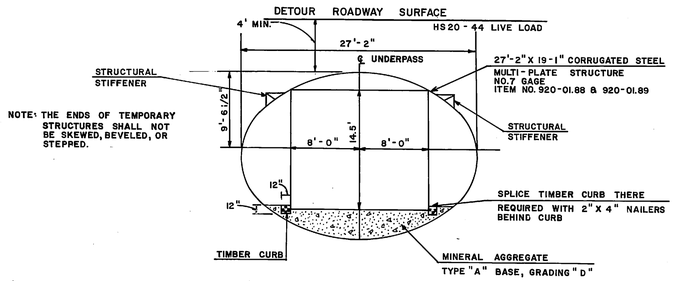
5 BRICK SHALL CONFORM TO AASHTO DESIGNATION M91, GRADE SM, SIZE NO. 1.



FUTURE PAVED SHOULDER
N.I.C.



DETAIL OF SHOULDER BERM



TYPICAL SECTION
TEMPORARY UNDERPASS STRUCTURE

THE TEMPORARY STRUCTURE SHOWN IS A FEASIBLE METHOD OF CONSTRUCTION, IF THE CONTRACTOR DESIRES TO USE ANOTHER STRUCTURES, HE SHALL SUBMIT PLANS TO T.D.O.T. BEFORE CONSTRUCTION BEGINS. REGARDLESS OF METHOD USED, ACCESS WILL BE MAINTAINED UNDER THE MURPHY ROAD AND WEST END AVENUE DETOUR ROADS. (SEE SPECIAL PROVISION NO. 621)
BACKFILL MATERIAL SHALL MEET THE REQUIREMENTS OF TENNESSEE HIGHWAY SPECIFICATIONS FOR STRUCTURAL PLATE PIPE-ARCH SECTIONS, AND IN NO CASE WILL INCLUDE STONE SIZE GREATER THAN 3" IN SIZE. BACKFILLING WILL BE PLACED IN UNIFORM HORIZONTAL LAYERS, NOT TO EXCEED 8" THICK, AND BROUGHT UP ALTERNATELY ON BOTH SIDES OF THE STRUCTURE TO AVOID UNBALANCE SIDE PRESSURES. THE CONTRACTOR WILL ESTABLISH A PROCEDURE FOR CHECKING AND CONTROLLING DISTORTION THROUGHOUT THE BACKFILL OPERATION. WHEN BACKFILLING HAS REACHED AN ELEVATION WITHIN 2 TO 3 FEET FROM THE TOP OF THE STRUCTURE. THE FINAL COVER SHALL BE COMPACTED BY HAND OR LIGHT CONSTRUCTION EQUIPMENT. TOP LOADING IS TO BE DONE AT RIGHT ANGLES TO THE STRUCTURE CENTERLINE.

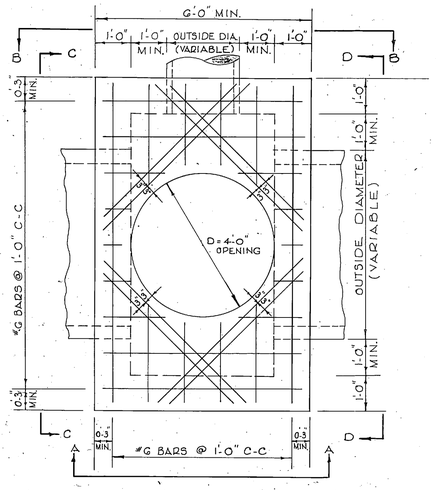
THE ENGINEER IS TO NOTIFY THE FABRICATOR'S REPRESENTATIVE PRIOR TO INSTALLATION DATES.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

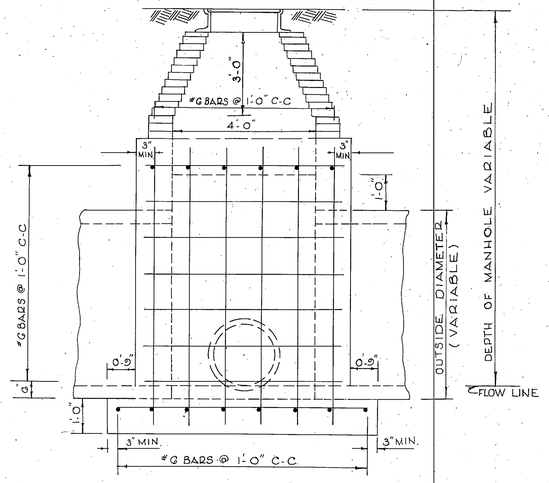
MISCELLANEOUS DETAILS

TELEDYNE POST N1855

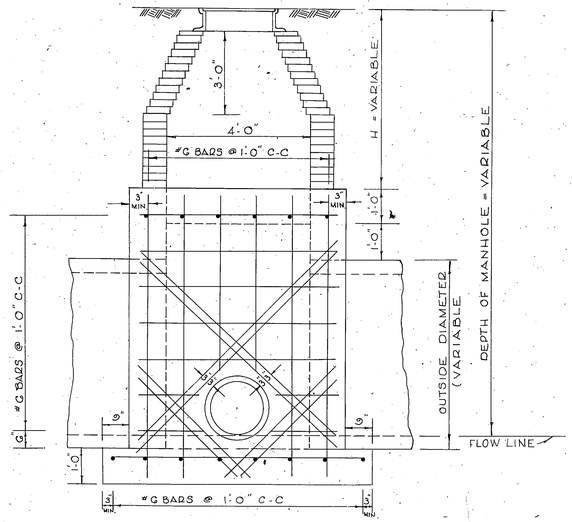
TENN. STATE HIGHWAYS
Plate
Divr
334



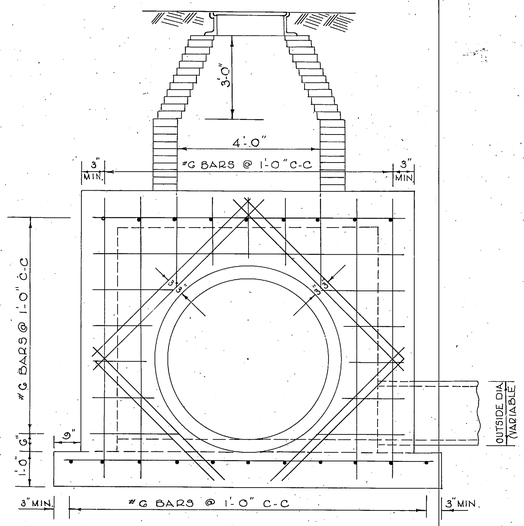
TOP SLAB



ELEVATION A-A



ELEVATION B-B



ELEVATION D-D

ELEVATION C-C SAME BUT OPPOSITE HAND.

NO. 6 MANHOLE

SEE NOTE NO. (1) REGARDING NO. G JUNCTION BOX

NOTES

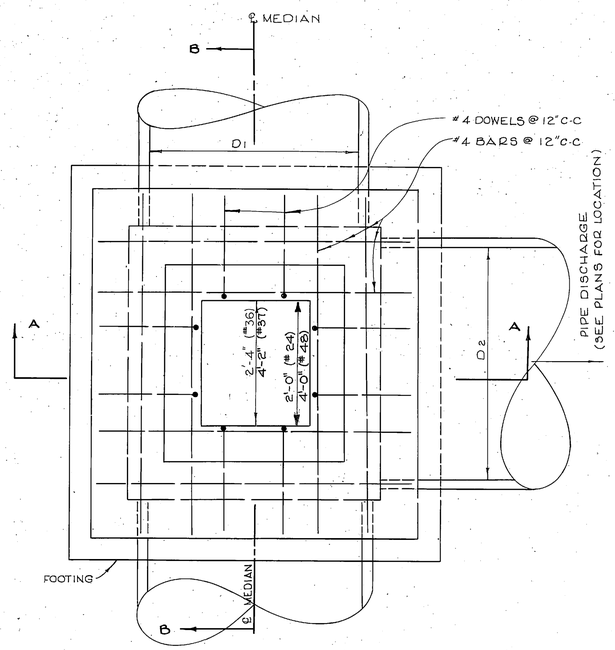
(1) NO. G JUNCTION BOX HAS THE SAME DIMENSIONS AS NO. G MANHOLE AS SHOWN ABOVE EXCEPT THERE WILL NOT BE A NO. 3 M.H. ON TOP OR A 4' OPENING IN TOP SLAB.

(2) WHEN THE TOP SLAB OF NO. G M.H. IS AT THE TOP OF THE GROUND, PLACE NO. 3 MANHOLE RIM AND GRATE IN SLAB AS DIRECTED BY THE ENGINEER. FOR DETAILS SEE DWG. NO. D-MH-3 & D-MH-4

(3) FOR DETAILS OF NO. 3 MANHOLE NOT SHOWN, SEE DWG. NO. D-MH-3 & D-MH-4

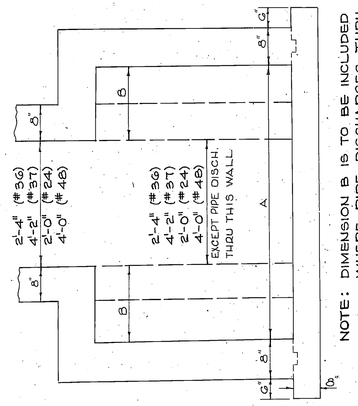
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2EE

REV. 1-31-84: REVISED NO. 36 & 37 MODIFIED CATCH BASIN TO INCLUDE NO. 24 & 48 MODIFIED CATCH BASIN.



PLAN

NOTE: SEE SEC. "A-A" FOR REINFORCING STEEL AND OTHER DETAILS OF CONSTRUCTION.



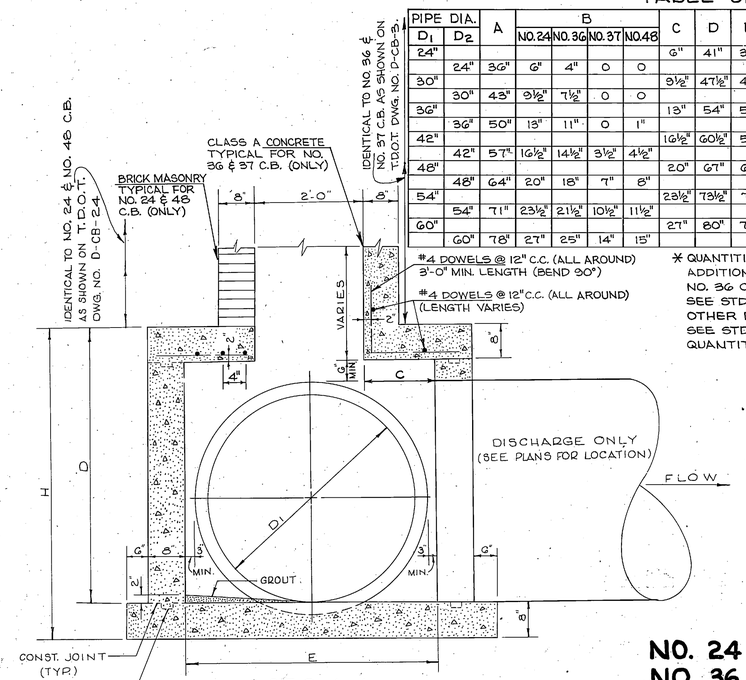
SEC. B-B

NOTE: DIMENSION B IS TO BE INCLUDED WHERE PIPE DISCHARGES THRU WALL.

TABLE OF DIMENSIONS

PIPE DIA. D1	PIPE DIA. D2	A	B NO.24	B NO.36	B NO.37	B NO.48	C	D	E	CLASS "A" CONC. C.Y. * NO.24	NO.36	NO.37	NO.48	STL. BAR REINF. NO.24	NO.36	NO.37	NO.48	C.Y. OF CONC. DEDUCTION FOR ONE PIPE
24"							6"	41"	36"	1.70	1.81	2.40	2.35	6	17	23	10	0.12
	24"	36"	6"	4"	0	0				1.70	1.68	1.97	1.92	6	12	0	0	
30"							9½"	47½"	43"	2.07	2.20	2.90	2.84	11	21	30	12	0.18
	30"	43"	9½"	7½"	0	0				2.07	2.06	2.17	2.12	11	12	0	0	
36"							13"	54"	50"	2.43	2.63	3.43	3.36	11	21	30	20	0.26
	36"	50"	13"	11"	0	1"				2.43	2.46	2.37	2.38	11	12	0	0	
42"							16½"	60½"	57"	2.92	3.09	3.99	3.91	16	21	30	28	0.35
	42"	57"	16½"	14½"	3½"	4½"				2.92	2.91	2.81	2.82	16	16	12	6	
48"							20"	67"	64"	3.29	3.43	4.58	4.49	16	22	32	30	0.45
	48"	64"	20"	18"	7"	8"				3.29	3.38	3.29	3.29	16	16	12	7	
54"							23½"	73½"	71"	3.88	3.95	5.21	5.11	17	27	40	31	0.57
	54"	71"	23½"	21½"	10½"	11½"				3.88	3.88	3.78	3.79	17	21	16	7	
60"							27"	80"	78"	4.43	4.65	5.86	5.80	22	29	41	39	0.70
	60"	78"	27"	25"	14"	15"				4.43	4.41	4.32	4.38	22	22	16	16	

* QUANTITIES FOR THE DEPTH "H" ONLY. ADD 0.28 C.Y. FOR EACH ADDITIONAL FOOT OF DEPTH ABOVE "H" TO GRATE ELEV. FOR NO. 36 CATCH BASIN AND 0.37 C.Y. FOR NO. 37 CATCH BASIN. SEE STD. DWG. D-CB-3 FOR CASTING QUANTITIES AND OTHER DETAILS. FOR NO. 24 AND NO. 48 CATCH BASINS, SEE STD. DWG. D-CB-24 FOR BRICK AND CASTING QUANTITIES AND OTHER DETAILS.



SEC. A-A

SCALE: NONE

CATCH BASINS #36 & #37 MODIFIED TO ACCOMMODATE CONCRETE PIPES 2'-6" DIAMETER OR LARGER.
CATCH BASINS #24 & #48 MODIFIED TO ACCOMMODATE CONCRETE PIPES 2'-0" DIAMETER OR LARGER.

NOTES

1. "A" IS OUTSIDE PIPE DIAMETER PLUS 6"±
2. "E" IS OUTSIDE PIPE DIAMETER PLUS 6"±

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

NO. 24 & 48
NO. 36 & 37
MODIFIED CATCH BASINS

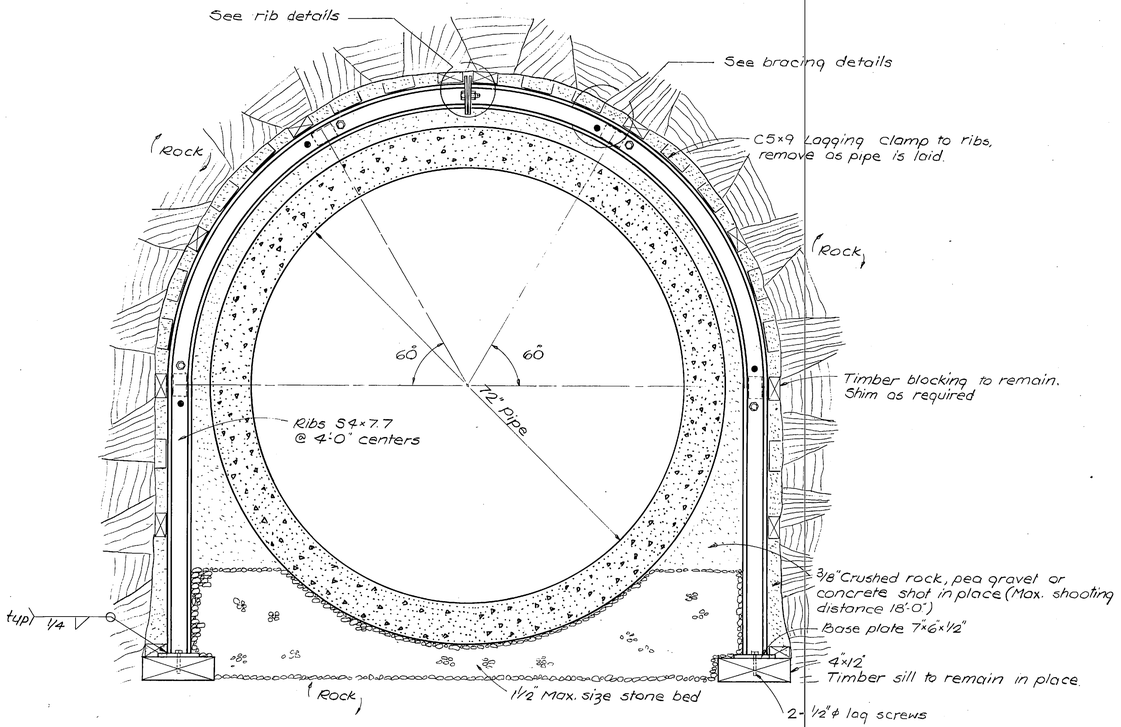
DETAILS
NO. 6 MANHOLE
NO. 6 JUNCTION BOX
NO. 24 & 48 MODIFIED
NO. 36 & 37 MODIFIED
CATCH BASINS

TENN. STATE HIGHWAYS
File No. IN-334
Plans Divn.

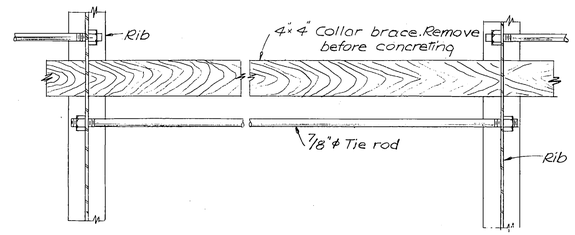
PROJECT NO.	YEAR	SHEET NO.
F-440-4(55)206	1982	2 FF

REVISIONS

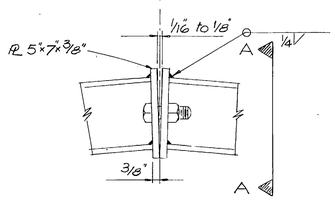
NO.	DATE	BY	BRIEF DESCRIPTION



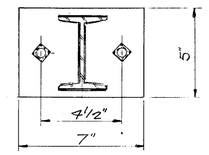
TYPICAL TUNNEL SECTION
1"=1'-0"



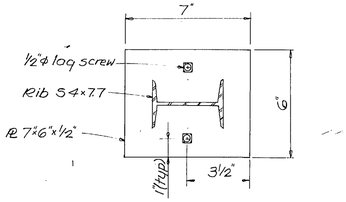
BRACING DETAILS
1½"=1'-0".



RIB DETAILS
3"=1'-0"



SECTION A-A
3"=1'-0"



BASE PLATE DETAILS
3"=1'-0"

GENERAL NOTES FOR SPECIAL MANHOLES

1. ALL CONCRETE FOR SPECIAL MANHOLES TO BE CLASS "A".
2. ALL REINFORCING STEEL TO HAVE A MINIMUM YEILD STRENGTH OF 60,000 PSI.
3. SPECIFICATIONS: STANDARD ROAD AND BRIDGE SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF HIGHWAYS.
4. FORM SHAPED INVERT TO A MINIMUM OF HALF THE INSIDE PIPE DIAMETER, UNLESS OTHERWISE SHOWN ON PLANS.
5. FOR DETAILS OF PRECAST STANDARD FLAT TOP MANHOLE AND ALUMINUM STEPS, SEE STANDARD DRAWINGS D-MH-3 AND D-MH-4.

DESIGNED BY	SSP	DATE	NOV.-82
DRAWN BY	MK	DATE	NOV.-82
SUPERVISED BY	SSP	DATE	NOV.-82
CHECKED BY	SSP	DATE	NOV.-82

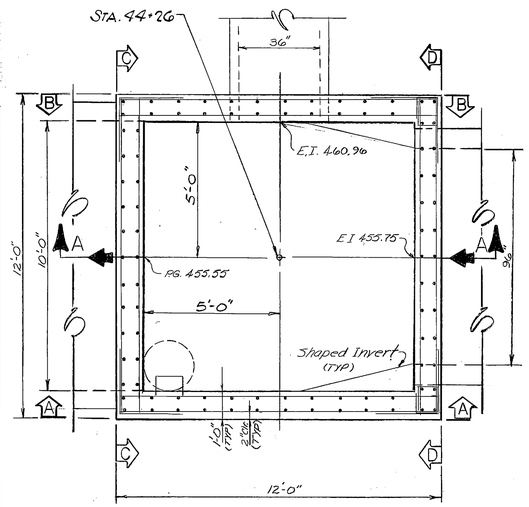
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DETAILS OF TUNNEL FROM STA. 76+04 TO STA. 89+28.60 MURPHY ROAD DAVIDSON COUNTY 1982

CORRECT _____
ENGINEER OF STRUCTURES

APPROVED _____
DIRECTOR OF HIGHWAYS

TENN. STATE HIGHWAYS
Plans File No. 334
Div.

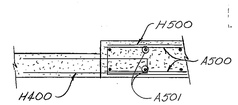


PLAN

SPECIAL MANHOLE

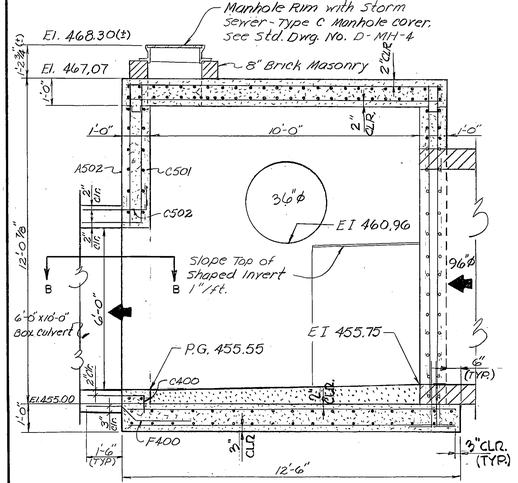
STA. 44+26

3/8" = 1'-0"



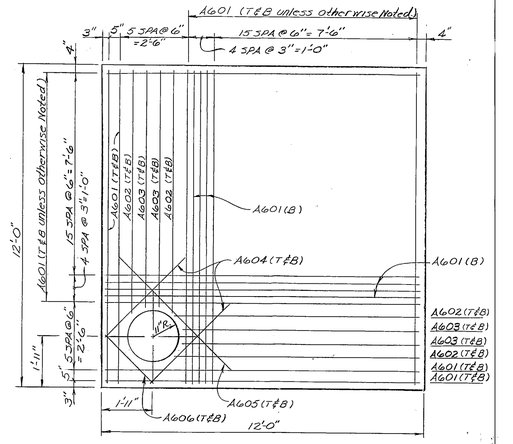
SECTION B-B

1/2" = 1'-0"

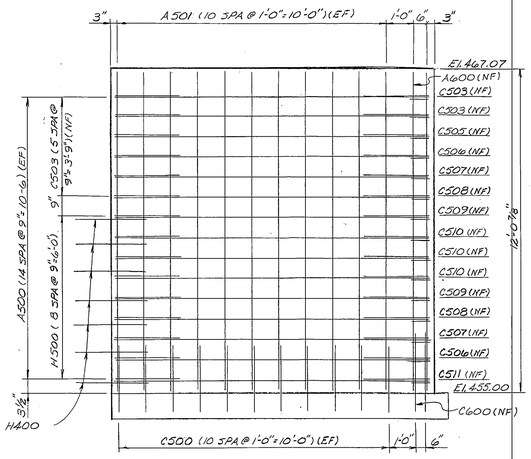


SECTION A-A

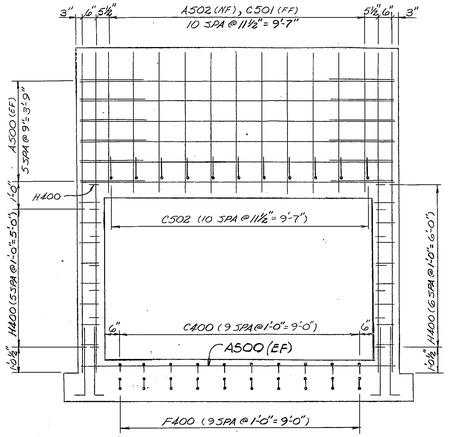
3/8" = 1'-0"



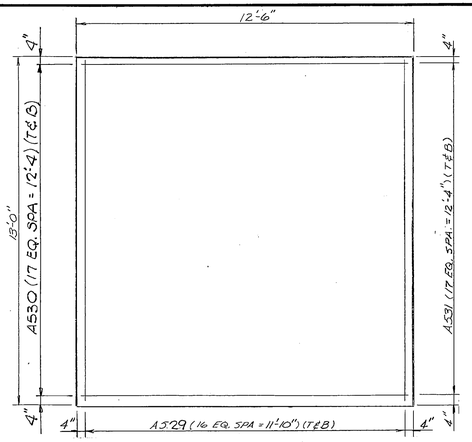
TOP SLAB PLAN



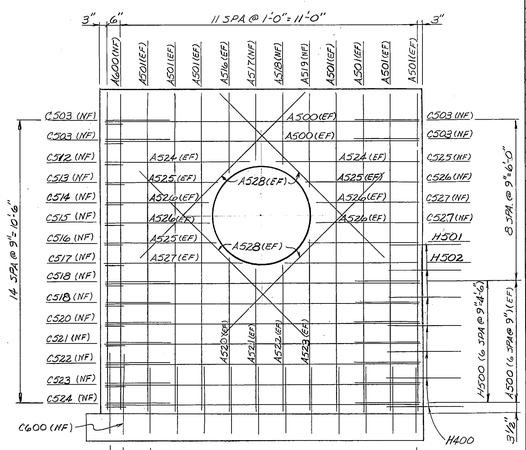
ELEVATION A-A



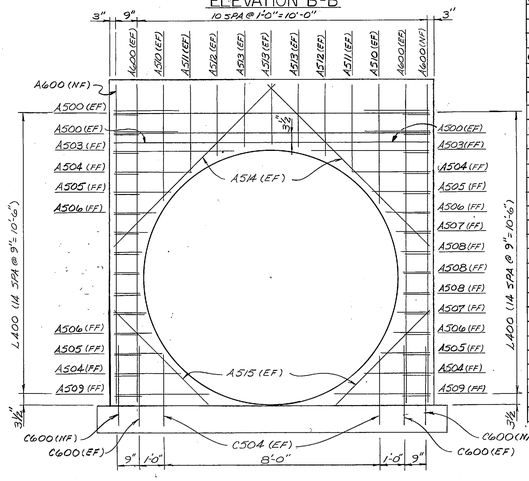
ELEVATION C-C



PLAN OF FOOTING



ELEVATION B-B



ELEVATION D-D

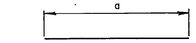
BILL OF STEEL

BAR	LOCATION	BAR SIZE	NO. REQ'D	BENDING DIMENSIONS a	b	c	d	LENGTH
A500	WALL	5	68					11'-8"
A501	↓	5	36					11'-11"
A502		5	11					5'-2"
A503		5	2					3'-1"
A504		5	4					2'-7"
A505		5	4					1'-11"
A506	WALL	5	4					1'-5"
A509	WALL	5	2					3'-9"
A510	↓	5	4					4'-4"
A511		5	4					3'-3"
A512		5	4					2'-8"
A513		5	6					2'-3"
A514		5	4					8'-6"
A515		5	4					5'-1"
A516		5	2					2'-10"
A517		5	2					2'-5"
A518		5	2					2'-7"
A519		5	2					3'-5"
A520		5	2					5'-11"
A521		5	2					5'-6"
A522		5	2					5'-8"
A523		5	2					6'-6"
A524		5	2					5'-0"
A525		5	3					4'-2"
A526		5	4					3'-10"
A527	↓	5	1					5'-3"
A528	WALL	5	8					8'-8"
A529	FOOTING	5	34					12'-6"
A530	FOOTING	5	36					12'-0"
A600	WALL	6	8					11'-1 1/8"
A601	TOP SLAB	6	84					11'-8"
A602	↓	6	8					9'-1"
A603		6	8					8'-11"
A604		6	4					4'-3"
A605		6	2					6'-0"
A606	TOP SLAB	6	2					2'-6"
C400	FOOTING	4	10	2'-4"	8"			3'-0"
C500	FOOTING	5	44	2'-6"	10"			3'-4"
C501	WALL	5	11	5'-2"	2'-9"			7'-11"
C502	WALL	5	11	2'-9"	10"			3'-7"
C503	WALL	5	12	2'-5"	2'-5"			4'-10"
C504	FOOTING	5	4	2'-8"	10"			3'-6"
C505	WALL	5	1	2'-5"	3'-11"			6'-4"
C506	↓	5	2	2'-5"	2'-7"			5'-0"
C507		5	2	2'-5"	1'-11"			4'-4"
C508		5	2	2'-5"	1'-5"			3'-10"
C509		5	2	2'-5"	1'-2"			3'-7"
C510		5	3	2'-5"	11"			3'-4"
C511		5	1	2'-5"	3'-9"			6'-2"
C512		5	1	5'-0"	3'-11"			8'-11"
C513		5	1	4'-2"	2'-7"			6'-9"
C514		5	1	3'-10"	1'-11"			5'-9"
C515		5	1	3'-10"	1'-5"			5'-3"
C516		5	1	4'-2"	1'-2"			5'-4"
C517		5	1	5'-3"	11"			6'-2"
C518		5	2	2'-5"	11"			3'-4"
C520		5	1	2'-5"	1'-2"			3'-7"
C521		5	1	2'-5"	1'-5"			3'-10"
C522		5	1	2'-5"	1'-11"			4'-4"
C523		5	1	2'-5"	2'-7"			5'-0"
C524		5	1	2'-5"	3'-9"			6'-2"
C525		5	1	2'-5"	5'-0"			7'-5"
C526		5	1	2'-5"	4'-2"			6'-7"
C527	WALL	5	2	2'-5"	3'-10"			6'-3"
C600	FOOTING	6	8	3'-0"	1'-0"			4'-0"
F400	FOOTING	4	10	1'-6"	8"	2'-0"	8"	4'-5"
H400	WALL	4	14	4"	3'-5"			7'-2"
H500	WALL	5	16	8"	2'-5"			5'-6"
H501	WALL	5	1	8"	4'-2"			9'-0"
H502	WALL	5	1	8"	5'-3"			11'-2"

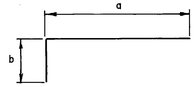
PROJECT NO.	YEAR	SHEET NO.
I-440-4(53)206	1982	2.GG

REVISIONS

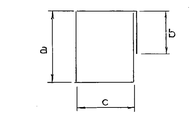
NO.	DATE	BY	BRIEF DESCRIPTION



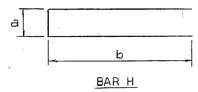
BAR A



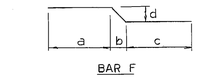
BAR C



BAR L



BAR H



BAR F

NOTE: NF - NEAR FACE
FF - FAR FACE
EF - EACH FACE
T - TOP
B - BOTTOM

ESTIMATED QUANTITIES

CLASS "A" CONCRETE C.Y.	REINFORCING STEEL Lbs.
28.5	5,255

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

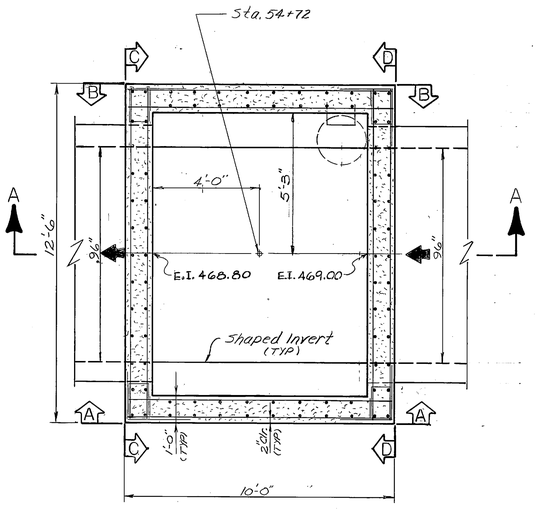
DETAILS OF SPECIAL MANHOLE STA. 44+26 MURPHY ROAD DAVIDSON COUNTY 1982

DESIGNED BY RDJ DATE NOV. - 82
DRAWN BY MT DATE NOV. - 82
SUPERVISED BY SSP DATE NOV. - 82
CHECKED BY RDJ DATE NOV. - 82

CORRECT _____ ENGINEER OF STRUCTURES

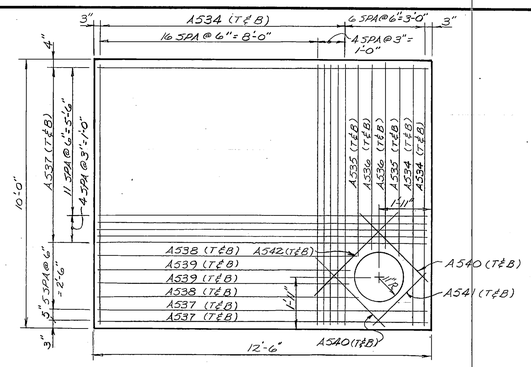
APPROVED _____ DIRECTOR OF HIGHWAYS

TENN. STATE HIGHWAYS | Plans Div. | File No. IN-334

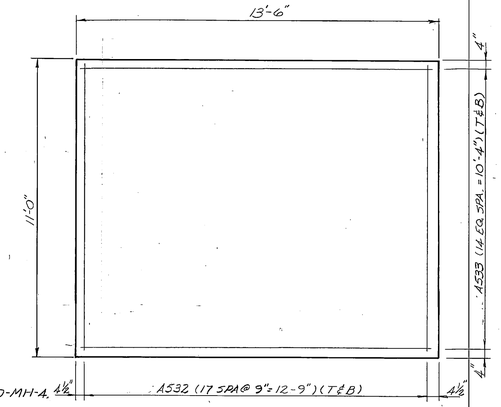


PLAN

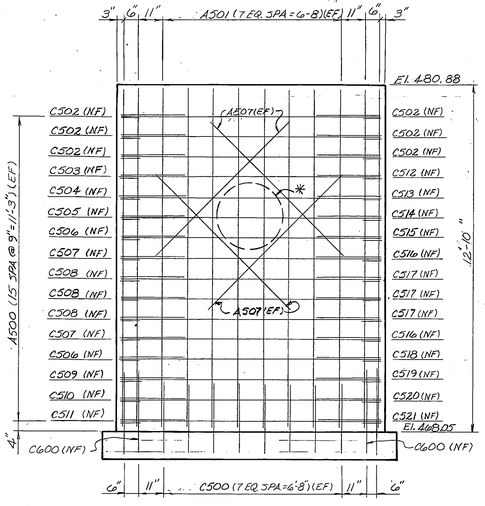
SPECIAL MANHOLE
STA. 54+72
"8" = 1'-0"



TOP SLAB PLAN

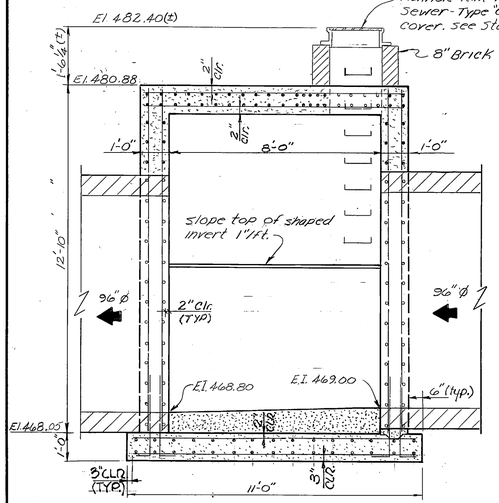


FOOTING PLAN

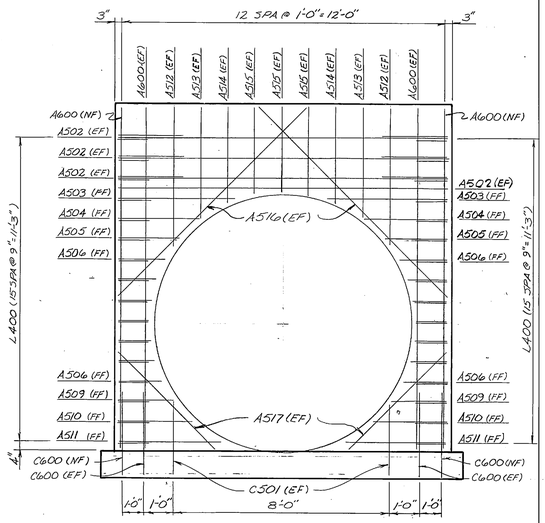


ELEVATION A-A

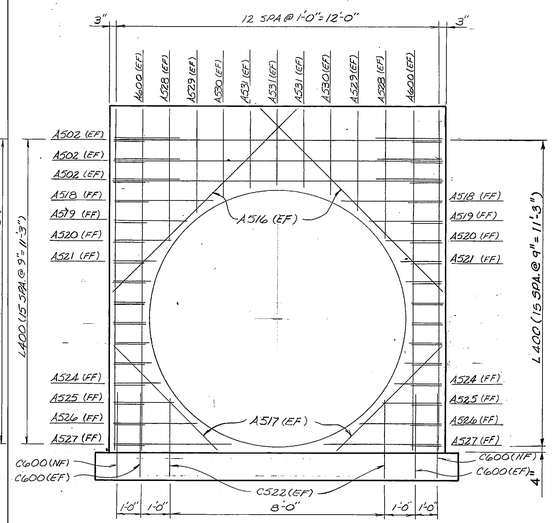
NOTE: ELEVATION B-B SIMILAR, BUT OPPOSITE HAND.



SECTION A-A
3/8" = 1'-0"



ELEVATION C-C



ELEVATION D-D

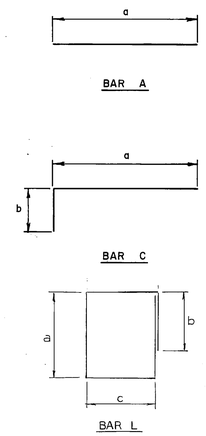
BILL OF STEEL

BAR	LOCATION	BAR SIZE	NO. REQ'D	BENDING DIMENSIONS a	b	c	d	LENGTH
A500	WALL	5	64					9'-8"
A501	↑	5	32					12'-8"
A502		5	14					12'-2"
A503		5	2					4'-4"
A504		5	2					3'-0"
A505		5	2					2'-3"
A506		5	4					1'-8"
A507		5	8					7'-9"
A509		5	2					2'-2"
A510		5	2					2'-10"
A511		5	2					3'-11"
A512		5	4					5'-1"
A513		5	4					4'-0"
A514		5	4					3'-5"
A515		5	6					3'-0"
A516		5	8					10'-3"
A517		5	8					5'-3"
A518		5	2					3'-10"
A519		5	2					2'-9"
A520		5	2					2'-1"
A521		5	2					1'-8"
A524		5	2					1'-9"
A525		5	2					2'-3"
A526		5	2					3'-1"
A527		5	2					4'-5"
A528		5	4					4'-11"
A529		5	4					3'-10"
A530		5	4					3'-3"
A531	WALL	5	6					2'-10"
A532	FOOTING	5	36					10'-6"
A533	FOOTING	5	30					13'-0"
A534	TOP SLAB	5	46					9'-8"
A535	↑	5	4					7'-1"
A536		5	4					6'-10"
A537		5	36					12'-2"
A538		5	4					9'-8"
A539		5	4					9'-4"
A540		5	4					3'-6"
A541		5	2					2'-10"
A542	TOP SLAB	5	2					4'-4"
A600	WALL	6	16					12'-8"
C500	FOOTING	5	32	2'-6"	10"			3'-4"
C501	FOOTING	5	4	10"	2'-7"			3'-5"
C502	WALL	5	12	2'-5"	2'-5"			4'-10"
C503	↑	5	2	2'-5"	4'-4"			6'-9"
C504		5	2	2'-5"	3'-0"			5'-5"
C505		5	2	2'-5"	2'-3"			4'-8"
C506		5	4	2'-5"	1'-8"			4'-1"
C507		5	4	2'-5"	1'-5"			3'-10"
C508		5	6	2'-5"	1'-2"			3'-7"
C509		5	2	2'-5"	2'-2"			4'-7"
C510		5	2	2'-5"	2'-10"			5'-3"
C511		5	2	2'-5"	3'-11"			6'-4"
C512		5	2	2'-5"	3'-10"			6'-3"
C513		5	2	2'-5"	2'-9"			5'-2"
C514		5	2	2'-5"	2'-1"			4'-6"
C515		5	2	2'-5"	1'-8"			4'-1"
C516		5	4	2'-5"	1'-4"			3'-9"
C517		5	6	2'-5"	1'-2"			3'-7"
C518		5	2	2'-5"	1'-9"			4'-2"
C519		5	2	2'-5"	2'-3"			4'-8"
C520		5	2	2'-5"	3'-1"			5'-6"
C521	WALL	5	2	2'-5"	4'-5"			6'-10"
C522	FOOTING	5	4	2'-10"	10"			3'-8"
C600	FOOTING	6	16	3'-0"	1'-0"			4'-0"
L400	WALL	4	64	1'-2"	1'-0"	8"		4'-8"

PROJECT NO.	YEAR	SHEET NO.
I-440-4(53)206	1982	2 HH

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NOTE : N F – NEAR FACE
F F – FAR FACE
E F – EACH FACE
T – TOP
B – BOTTOM

ESTIMATED QUANTITIES

CLASS "A" CONCRETE CY	REINFORCING STEEL lbs
31.2	4,610

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

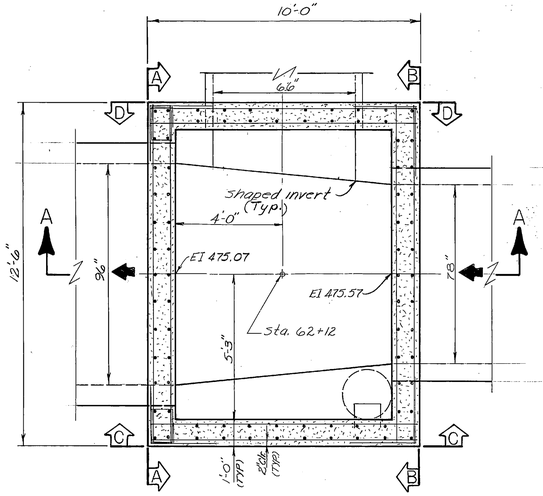
DETAILS OF SPECIAL MANHOLE STA. 54+72 MURPHY ROAD DAVIDSON COUNTY 1982

DESIGNED BY RDJ DATE NOV.-82
DRAWN BY MT DATE NOV.-82
SUPERVISED BY SSP DATE NOV.-82
CHECKED BY RDJ DATE NOV.-82

CORRECT _____ ENGINEER OF STRUCTURES

APPROVED _____ DIRECTOR OF HIGHWAYS

TENN. STATE HIGHWAYS
Plans Div.
File No. IN-334

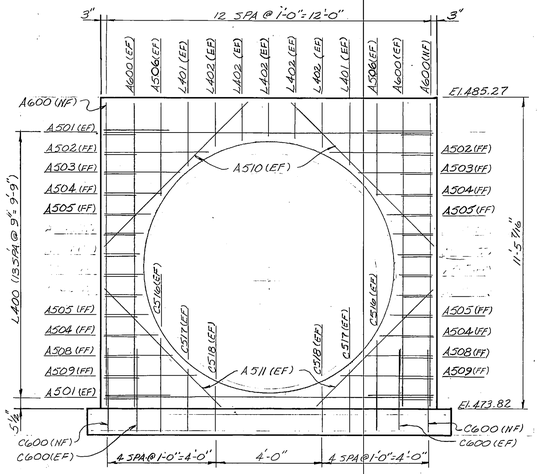


PLAN

SPECIAL MANHOLE

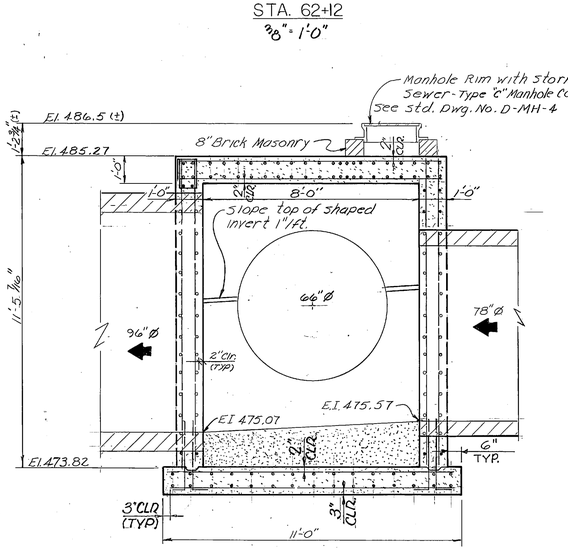
STA. 62+12

3/8" = 1'-0"



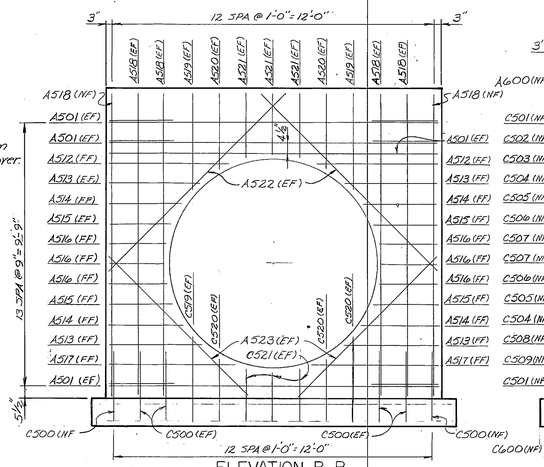
ELEVATION A A

* NOTE: Existing 66"Ø Storm Sewer in Elevation D-D Only, Bars to be cut in field.

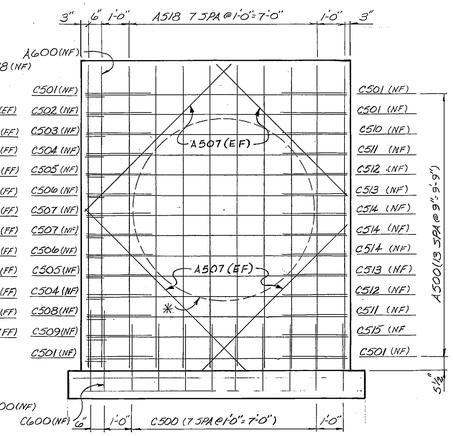


SECTION A-A

3/8" = 1'-0"

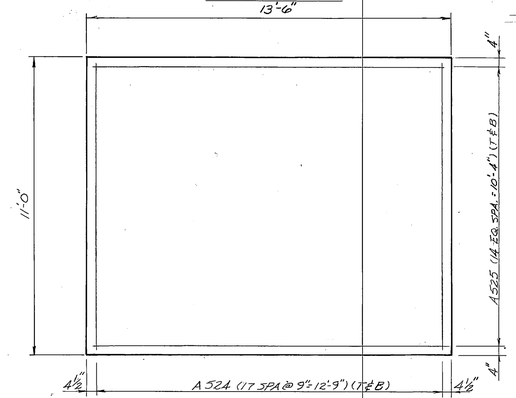


ELEVATION B B

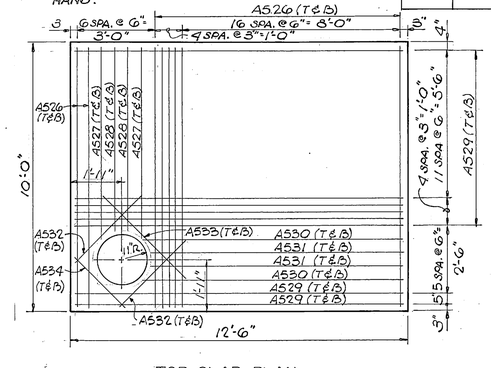


ELEVATION C-C

NOTE: ELEVATION D-D SIMILAR, BUT OPPOSITE HAND.



PLAN OF FOOTING



TOP SLAB PLAN

NOTE: L401 & L402 BARS NOT SHOWN FOR CLARITY.

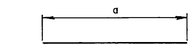
BILL OF STEEL

BAR	LOCATION	BAR SIZE	NO. REQ'D	BENDING DIMENSIONS a	b	c	d	LENGTH
A500	WALL	5	56					9'-8"
A501	↑	5	12					12'-2"
A502		5	2					3'-7"
A503		5	2					2'-7"
A504		5	4					1'-11"
A505		5	4					1'-6"
A506		5	4					3'-2"
A507		5	8					8'-6"
A508		5	2					2'-5"
A509		5	2					3'-3"
A510		5	4					7'-6"
A511		5	4					6'-2"
A512		5	2					4'-6"
A513		5	4					5'-5"
A514		5	4					2'-9"
A515		5	4					2'-4"
A516		5	6					2'-1"
A517		5	2					4'-9"
A518		5	42					11'-3"
A519		5	4					3'-7"
A520		5	4					2'-9"
A521		5	6					2'-3"
A522	↓	5	4					9'-4"
A523	WALL	5	4					7'-5"
A524	FOOTING	5	36					10'-6"
A525	FOOTING	5	30					13'-0"
A526	TOP SLAB	5	46					9'-8"
A527	↓	5	4					7'-1"
A528	↓	5	4					6'-10"
A529	↓	5	36					12'-2"
A530		5	4					9'-8"
A531		5	4					9'-5"
A532	↓	5	4					3'-6"
A533	↓	5	2					4'-4"
A534	TOP SLAB	5	2					2'-8"
A600	WALL	6	8					11'-3"
C500	FOOTING	5	42	2'-6"	10"			3'-4"
C501	WALL	5	10	2'-5"	2'-5"			4'-10"
C502	↑	5	2	2'-5"	3'-7"			6'-0"
C503		5	2	2'-5"	2'-7"			5'-0"
C504		5	4	2'-5"	1'-11"			4'-4"
C505		5	4	2'-5"	1'-6"			3'-11"
C506		5	4	2'-5"	1'-4"			3'-9"
C507		5	4	2'-5"	1'-2"			3'-7"
C508		5	2	2'-5"	2'-5"			4'-10"
C509		5	2	2'-5"	3'-3"			5'-8"
C510		5	2	2'-5"	4'-0"			6'-11"
C511		5	4	2'-5"	3'-5"			5'-10"
C512		5	4	2'-5"	2'-9"			5'-2"
C513		5	4	2'-5"	2'-4"			4'-9"
C514	↓	5	6	2'-5"	2'-1"			4'-6"
C515	WALL	5	2	2'-5"	4'-9"			7'-2"
C516	FOOTING	5	4	3'-2"	10"			4'-0"
C517	↑	5	4	2'-1"	10"			2'-11"
C518		5	4	1'-6"	10"			2'-4"
C519		5	4	3'-1"	10"			3'-11"
C520		5	4	2'-3"	10"			3'-1"
C521	FOOTING	5	6	1'-9"	10"			2'-7"
C600	FOOTING	6	8	3'-0"	1'-0"			4'-0"
L400	WALL	4	28	1'-2"	1'-0"	8		4'-8"
L401	WALL	4	2	2'-1"	1'-0"	8		6'-6"
L402	WALL	4	5	1'-1"	1'-0"	8		4'-6"

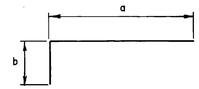
PROJECT NO.	YEAR	SHEET NO.
I-440-4(58)206	1982	2 II

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



BAR A



BAR C

BAR L

NOTE: NF - NEAR FACE
FF - FAR FACE
EF - EACH FACE
T - TOP
B - BOTTOM

ESTIMATED QUANTITIES

CLASS "A" CONCRETE C.Y.	REINFORCING STEEL Lbs.
31.8	4255

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

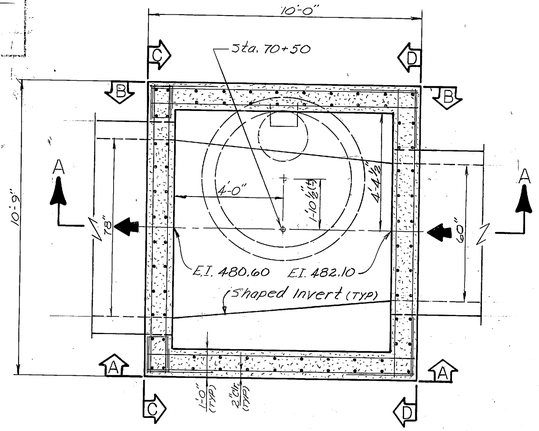
DETAILS OF SPECIAL MANHOLE STA. 62+12 MURPHY ROAD DAVIDSON COUNTY 1982

DESIGNED BY RDJ DATE NOV. 82
DRAWN BY MT DATE NOV. 82
SUPERVISED BY SAP DATE NOV. 82
CHECKED BY RDJ DATE NOV. 82

CORRECT _____ ENGINEER OF STRUCTURES

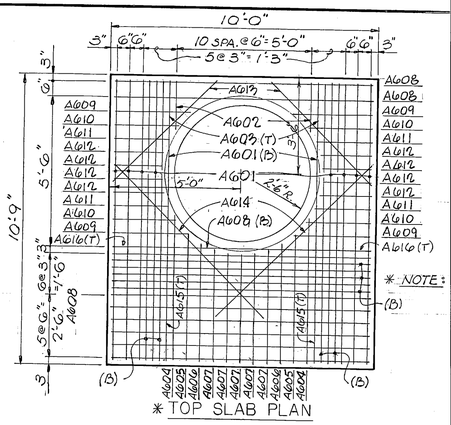
APPROVED _____ DIRECTOR OF HIGHWAYS

TENN. STATE HIGHWAYS | File No. 334 | Plans | Divn.



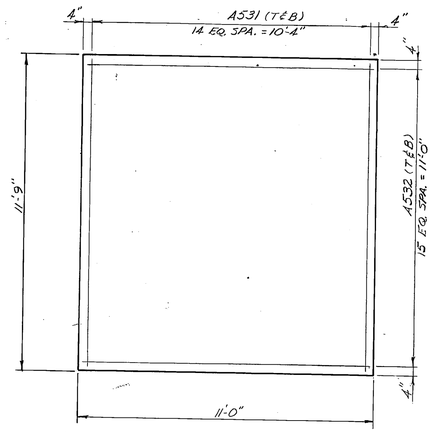
PLAN

SPECIAL MANHOLE
STA. 70+50
3/8" = 1'-0"

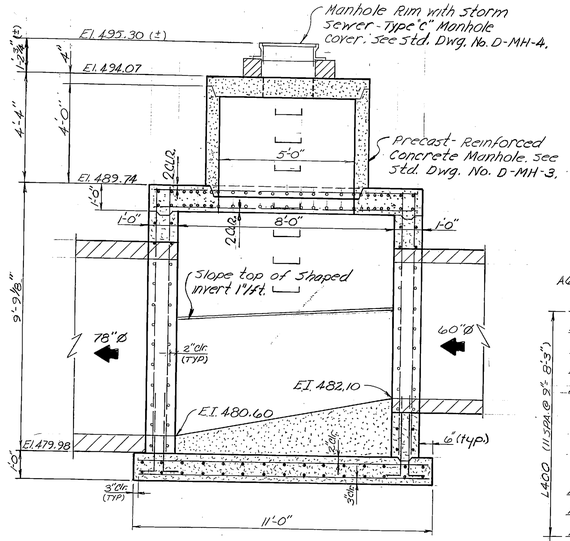


*TOP SLAB PLAN

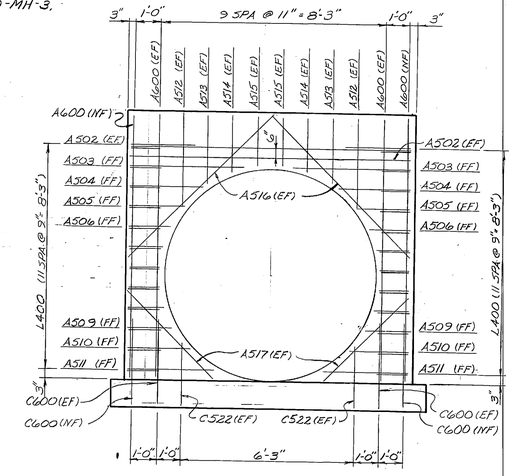
* NOTE: ALL BARS SHOWN ARE LOCATED IN TOP & BOTTOM OF SLAB UNLESS OTHERWISE NOTED.



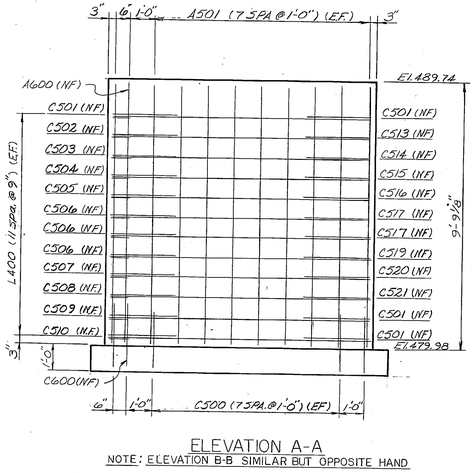
PLAN OF FOOTING



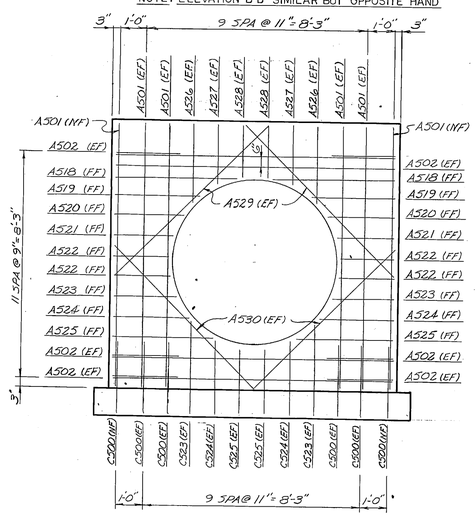
SECTION A-A
3/8" = 1'-0"



ELEVATION C-C



ELEVATION A-A
NOTE: ELEVATION B-B SIMILAR BUT OPPOSITE HAND



ELEVATION D-D

DESIGNED BY 2DJ DATE NOV. - 82
DRAWN BY MT DATE NOV. - 82
SUPERVISED BY SSP DATE NOV. - 82
CHECKED BY 2DJ DATE NOV. - 82

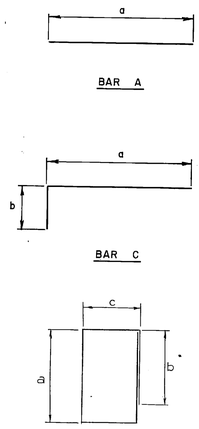
BILL OF STEEL

BAR	LOCATION	BAR SIZE	NO. REQ'D	BENDING DIMENSIONS a	b	c	d	LENGTH
A500	WALL	5	48					9'- 8"
A501		5	40					9'- 7"
A502		5	12					10'- 5"
A503		5	2					4'- 3"
A504		5	2					2'- 8"
A505		5	2					1'- 11"
A506		5	2					1'- 6"
A509		5	2					1'- 9"
A510		5	2					2'- 4"
A511		5	2					3'- 5"
A512		5	4					3'- 3"
A513		5	4					2'- 5"
A514		5	4					1'- 11"
A515		5	4					1'- 8"
A516		5	4					7'- 5"
A517		5	4					4'- 6"
A518		5	2					4'- 9"
A519		5	2					3'- 2"
A520		5	2					2'- 6"
A521		5	2					2'- 2"
A522		5	4					2'- 1"
A523		5	2					2'- 4"
A524		5	2					2'- 11"
A525		5	2					3'- 11"
A526		5	4					2'- 9"
A527		5	4					2'- 1"
A528		5	4					1'- 10"
A529		5	4					7'- 11"
A530	WALL	5	4					7'- 5"
A531	FOOTING	5	30					11'- 3"
A532	FOOTING	5	32					10'-6"
A600	WALL	6	8					9'- 7"
A601	TOP SLAB	6	22					10'- 5"
A602		6	4					1'- 9"
A603		6	2					2'- 3"
A604		6	4					5'- 4"
A605		6	4					4'- 9"
A606		6	4					4'- 4"
A607		6	10					4'- 2"
A608		6	26					9'- 8"
A609		6	8					2'- 9"
A610		6	8					2'- 5"
A611		6	8					2'- 0"
A612		6	16					11'- 9"
A613		6	4					5'- 4"
A614		6	4					8'- 0"
A615		6	2					5'- 9"
A616	TOP SLAB	6	2					3'- 9"
C500	FOOTING	5	26	2'-6"	10"			3'- 4"
C501	WALL	5	8	2'-5"	2'-5"			4'-10"
C502		5	2	2'-5"	4'-3"			6'-8"
C503		5	2	2'-5"	2'-8"			5'-1"
C504		5	2	2'-5"	1'-11"			4'-4"
C505		5	2	2'-5"	1'-6"			3'-11"
C506		5	6	2'-5"	1'-2"			3'-7"
C507		5	2	2'-5"	1'-5"			3'-10"
C508		5	2	2'-5"	1'-9"			4'-2"
C509		5	2	2'-5"	2'-4"			4'-9"
C510		5	2	2'-5"	3'-5"			5'-10"
C513		5	2	2'-5"	4'-9"			7'-2"
C514		5	2	2'-5"	3'-2"			5'-7"
C515		5	2	2'-5"	2'-6"			4'-11"
C516		5	2	2'-5"	2'-2"			4'-7"
C517		5	4	2'-5"	2'-1"			4'-6"
C519		5	2	2'-5"	2'-4"			4'-9"
C520		5	2	2'-5"	2'-11"			5'-4"
C521	WALL	5	2	2'-5"	3'-11"			6'-4"
C522	FOOTING	5	4	2'-2"	10"			3'-0"
C523	WALL	5	4	3'-3"	10"			4'-1"
C524	WALL	5	4	2'-7"	10"			3'-5"
C525	WALL	5	4	2'-4"	10"			3'-2"
C600	FOOTING	6	8	3'-0"	1'-0"			4'-0"
L400	WALL	4	24	1'-2"	1'-0"	8"		4'-8"

PROJECT NO.	YEAR	SHEET NO.
I-440-4(53)206	1982	2 JJ

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NOTE: NF - NEAR FACE
FF - FAR FACE
EF - EACH FACE
T - TOP
B - BOTTOM

ESTIMATED QUANTITIES

CLASS "A" CONCRETE C.Y.	REINFORCING STEEL Lbs.
26.1	3,735

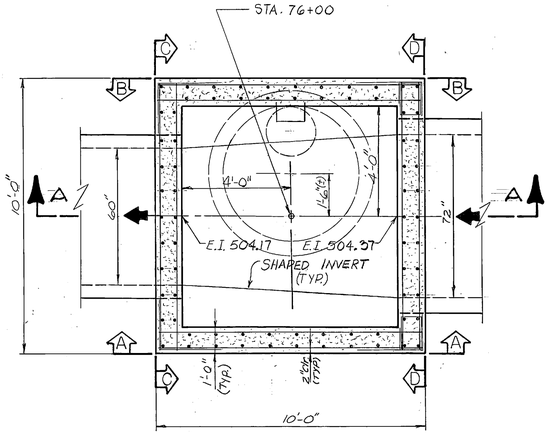
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DETAILS OF
SPECIAL MANHOLE
STA. 70+50
MURPHY ROAD
DAVIDSON COUNTY
1982

CORRECT _____ ENGINEER OF STRUCTURES

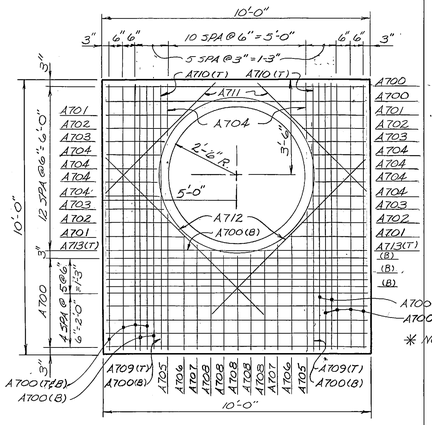
APPROVED _____ DIRECTOR OF HIGHWAYS

TENN. STATE HIGHWAYS | File No. 334 | Plans Divn.



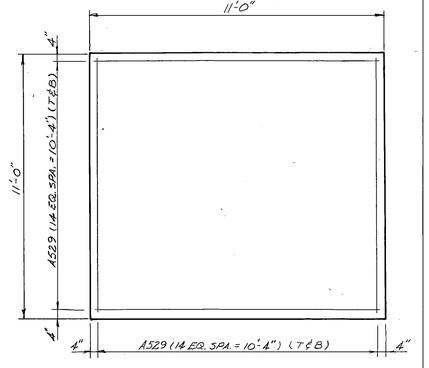
PLAN

SPECIAL MANHOLE
STA. 76+00
3/8"=1'-0"

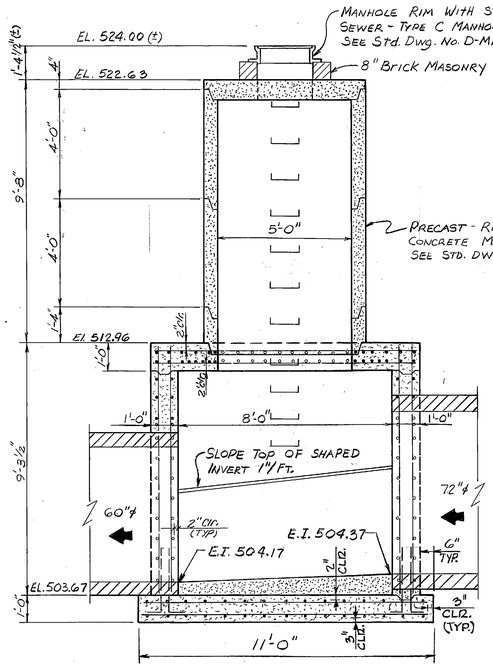


* NOTE: All Bars shown are Located in Top & Bottom of Slab unless otherwise Noted.

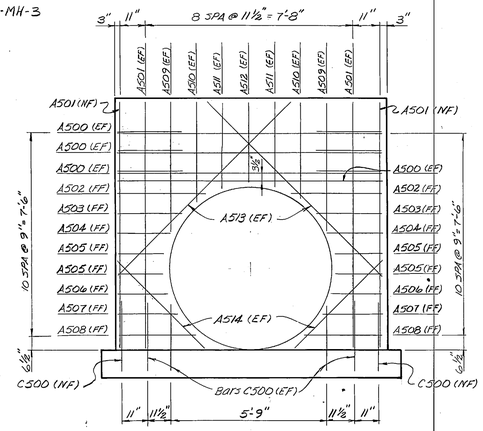
* TOP SLAB PLAN



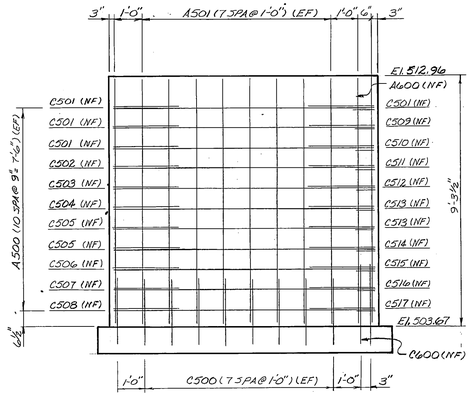
PLAN OF FOOTING



SECTION A-A
3/8" = 1'-0"

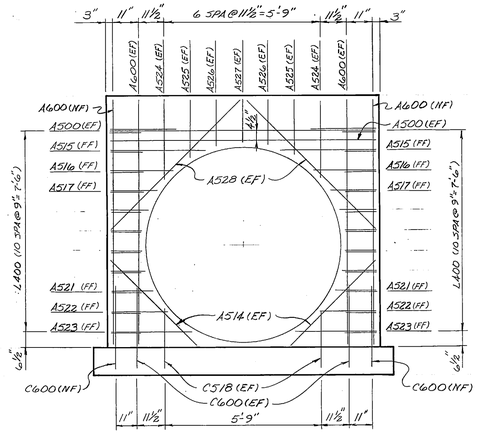


ELEVATION C-C



ELEVATION A-A

NOTE: ELEVATION B-B SIMILAR, BUT OPPOSITE HAND.



ELEVATION D-D

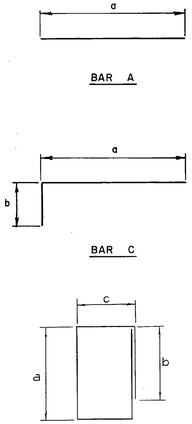
BILL OF STEEL

BAR	LOCATION	BAR SIZE	NO. REQ'D	BENDING DIMENSIONS a	b	c	d	LENGTH
A500	WALL	5	56					9'-8"
A501	↑	5	38					9'-1"
A502		5	2					3'-4"
A503		5	2					2'-5"
A504		5	2					1'-11"
A505		5	4					1'-9"
A506		5	2					1'-10"
A507		5	2					2'-2"
A508		5	2					2'-10"
A509		5	4					4'-10"
A510		5	4					3'-8"
A511		5	4					3'-2"
A512		5	2					3'-0"
A513		5	4					9'-0"
A514		5	8					4'-7"
A515		5	2					3'-9"
A516		5	2					2'-3"
A517		5	2					1'-9"
A521		5	2					1'-6"
A522		5	2					2'-0"
A523		5	2					2'-10"
A524		5	4					3'-0"
A525		5	4					2'-2"
A526		5	4					1'-9"
A527		5	2					1'-7"
A528	WALL	5	4					6'-9"
A529	FOOTING	5	60					10'-6"
A600	WALL	6	8					9'-1"
A700	TOP SLAB	7	44					9'-8"
A701	↑	7	8					2'-11"
A702		7	8					2'-5"
A703		7	8					2'-2"
A704		7	20					1'-11"
A705		7	4					4'-1"
A706		7	4					4'-3"
A707		7	4					3'-9"
A708		7	10					3'-5"
A709		7	2					5'-9"
A710		7	2					2'-6"
A711		7	4					5'-8"
A712		7	4					8'-9"
A713	TOP SLAB	7	2					3'-10"
C500	FOOTING	5	42	2'-6"	10"			3'-4"
C501	WALL	5	8	2'-5"	2'-5"			4'-10"
C502	↑	5	2	2'-5"	3'-4"			5'-9"
C503		5	2	2'-5"	2'-5"			4'-10"
C504		5	2	2'-5"	1'-11"			4'-4"
C505		5	4	2'-5"	1'-9"			4'-2"
C506		5	2	2'-5"	1'-10"			4'-3"
C507		5	2	2'-5"	2'-2"			4'-7"
C508		5	2	2'-5"	2'-10"			5'-3"
C509		5	2	2'-5"	3'-9"			6'-2"
C510		5	2	2'-5"	2'-3"			4'-8"
C511		5	2	2'-5"	1'-9"			4'-2"
C512		5	2	2'-5"	1'-4"			3'-9"
C513		5	4	2'-5"	1'-2"			3'-7"
C514		5	2	2'-5"	1'-3"			3'-8"
C515		5	2	2'-5"	1'-6"			3'-11"
C516		5	2	2'-5"	2'-0"			4'-5"
C517	WALL	5	2	2'-5"	10"			5'-3"
C518	FOOTING	5	4	2'-3"	10"			3'-1"
C600	FOOTING	6	8	3'-0"	1'-0"			4'-0"
L400	WALL	4	22	1'-1"	1'-0"	8"		4'-6"

PROJECT NO.	YEAR	SHEET NO.
I-440-4(53)206	1982	2 KK

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION



NOTE: NF - NEAR FACE
FF - FAR FACE
EF - EACH FACE
T - Top
B - Bottom

ESTIMATED QUANTITIES

CLASS "A" CONCRETE C.Y.	REINFORCING STEEL Lbs.
22.3	3,845

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DETAILS OF
SPECIAL MANHOLE
STA. 76+00
MURPHY ROAD
DAVIDSON COUNTY
1982

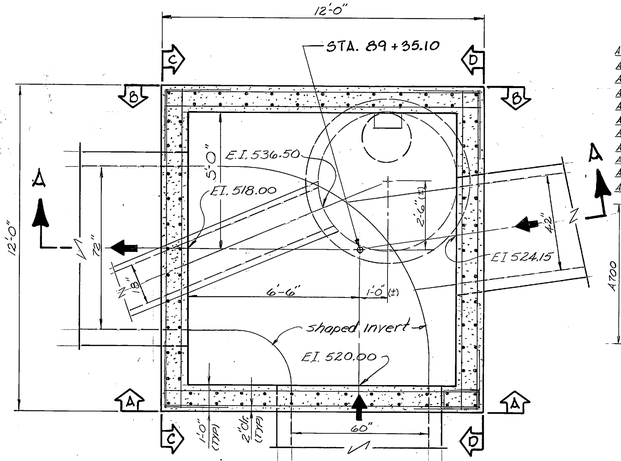
DESIGNED BY RDJ DATE NOV. 82
DRAWN BY MT DATE NOV. 82
SUPERVISED BY SSP DATE NOV. 82
CHECKED BY RDJ DATE NOV. 82

CORRECT _____ ENGINEER OF STRUCTURES

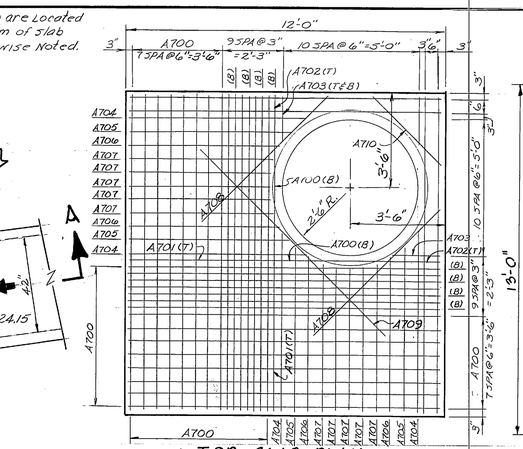
APPROVED _____ DIRECTOR OF HIGHWAYS

TENN. STATE HIGHWAYS
Plans File No. 334
Divn.

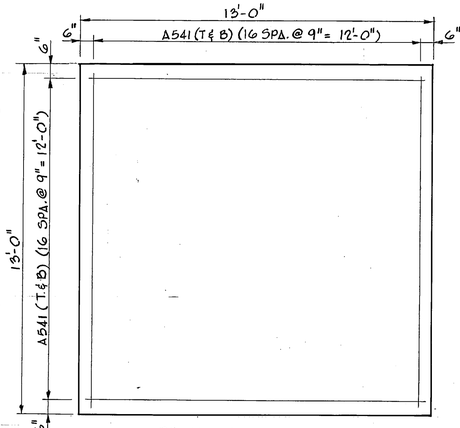
* NOTE: All Bars shown are Located in Top & Bottom of Slab Unless Otherwise Noted.



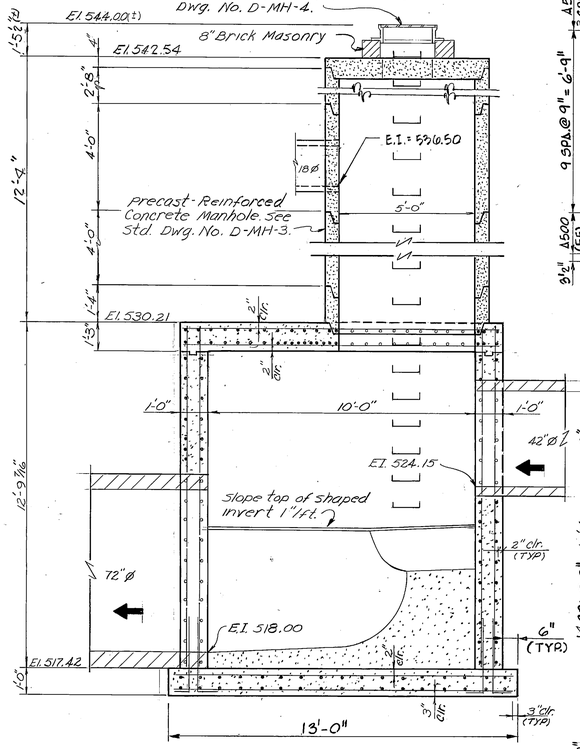
PLAN – SPECIAL MANHOLE
STA. 89+35.10 3/8" = 1'-0"



* TOP SLAB PLAN

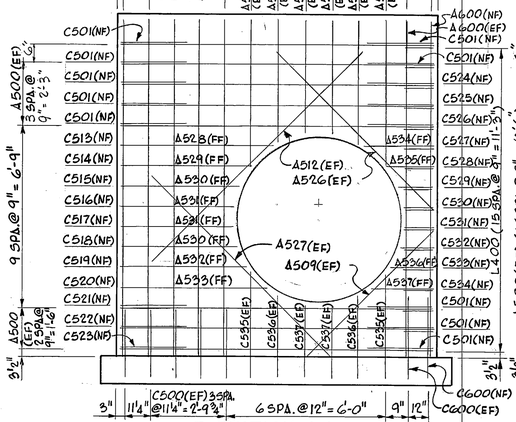


PLAN OF FOOTING

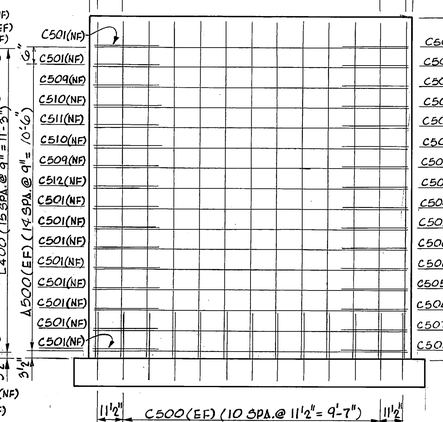


SECTION A-A
3/8" = 1'-0"

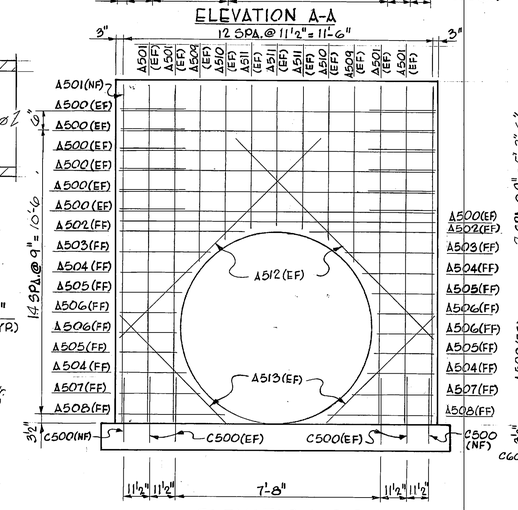
Manhole Rim with Storm Sewer - Type "C" Manhole Cover. See Std. Dwg. No. D-MH-4.



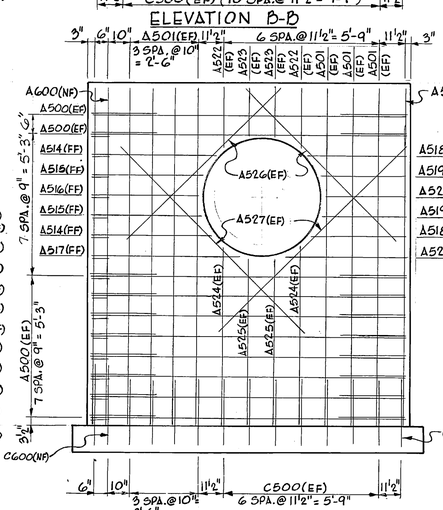
ELEVATION A-A



ELEVATION B-B



ELEVATION C-C



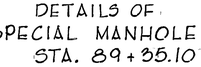
ELEVATION D-D

DESIGNED BY RDJ DATE NOV.-82
DRAWN BY MT DATE NOV.-82
SUPERVISED BY SSP DATE NOV.-82
CHECKED BY RDJ DATE NOV-82

BILL OF STEEL

BAR	LOCATION	BAR SIZE	NO. REQ'D	BENDING DIMENSIONS a	b	c	d	LENGTH
A500	WALL	5	82					11'-8"
A501	↑	5	55					12'-7"
A502		5	2					4'-5"
A503		5	2					3'-2"
A504		5	4					2'-7"
A505		5	4					2'-3"
A506		5	4					2'-1"
A507		5	2					3'-1"
A508		5	2					4'-0"
A509		5	6					6'-8"
A510		5	4					5'-10"
A511		5	6					5'-4"
A512		5	6					10'-6"
A513		5	4					5'-8"
A514		5	2					4'-8"
A515		5	2					4'-2"
A516		5	1					4'-1"
A517		5	1					5'-8"
A518		5	2					3'-7"
A519		5	2					3'-2"
A520		5	1					3'-1"
A521		5	1					4'-8"
A522		5	4					2'-4"
A523		5	4					1'-10"
A524		5	4					6'-8"
A525		5	4					6'-2"
A526		5	6					8'-0"
A527		5	6					9'-9"
A528		5	1					5'-8"
A529		5	1					4'-10"
A530		5	2					4'-4"
A531		5	2					4'-7"
A532		5	1					4'-9"
A533		5	1					5'-5"
A534		5	1					2'-8"
A535		5	1					1'-10"
A536		5	1					1'-9"
A537		5	1					2'-5"
A538		5	4					5'-2"
A539		5	4					4'-10"
A540	WALL	5	4					4'-5"
A541	FOOTING	5	68					12'-6"
A600	WALL	6	4					12'-7"
A700	TOP SLAB	7	70					11'-8"
A701	↑	7	2					6'-8"
A702		7	2					2'-2"
A703		7	4					1'-9"
A704		7	8					6'-9"
A705		7	8					6'-1"
A706		7	8					5'-9"
A707		7	20					5'-4"
A708		7	4					6'-6"
A709	↓	7	2					9'-9"
A710	TOP SLAB	7	2					3'-6"
C500	FOOTING	5	63	2'-6"	10"			3'-4"
C501	WALL	5	26	2'-5"	2'-5"			4'-10"
C502	↑	5	1	2'-5"	4'-5"			6'-10"
C503		5	1	2'-5"	3'-3"			5'-8"
C504		5	2	2'-5"	2'-7"			5'-0"
C505		5	2	2'-5"	2'-3"			4'-8"
C506		5	2	2'-5"	2'-1"			4'-6"
C507		5	1	2'-5"	3'-1"			5'-6"
C508		5	1	2'-5"	4'-0"			6'-5"
C509		5	2	2'-5"	3'-7"			6'-0"
C510		5	2	2'-5"	3'-2"			5'-7"
C511		5	1	2'-5"	3'-1"			5'-6"
C512		5	1	2'-5"	4'-8"			7'-1"
C513		5	1	5'-8"	2'-5"			8'-1"
C514		5	1	4'-10"	4'-5"			9'-3"
C515		5	1	4'-4"	3'-5"			7'-7"
C516		5	1	4'-2"	2'-7"			6'-9"
C517		5	1	4'-2"	2'-3"			6'-5"
C518		5	1	4'-4"	2'-1"			6'-5"
C519		5	1	4'-9"	2'-1"			6'-10"
C520		5	1	5'-5"	2'-3"			7'-8"
C521		5	1	2'-5"	2'-7"			5'-0"
C522		5	1	2'-5"	3'-1"			5'-6"
C523		5	1	2'-5"	4'-0"			6'-5"
C524		5	1	2'-5"	4'-8"			7'-1"
C525		5	1	2'-5"	4'-2"			6'-7"
C526		5	1	2'-5"	4'-1"			6'-6"
C527		5	1	2'-8"	4'-2"			6'-10"
C528		5	1	1'-10"	4'-8"			6'-6"
C529		5	1	1'-5"	5'-8"			7'-1"
C530		5	1	1'-3"	2'-5"			3'-8"
C531		5	1	1'-2"	2'-5"			3'-7"
C532		5	1	1'-4"	2'-5"			3'-9"
C533	↓	5	1	1'-9"	2'-5"			4'-2"
C534	WALL	5	1	2'-5"	2'-5"			4'-10"
C535	FOOTING	5	4	3'-1"	10"			4'-9"
C536	FOOTING	5	4	3'-1"	10"			3'-11"
C537	FOOTING	5	4	2'-8"	10"			3'-6"
C600	FOOTING	6	4	3'-0"	1'-0"			4'-0"
L600	FOOTING	4	16	1'-2"	1'-0"	8"		4'-8"

BAR A



BAR C

BAR L

PROJECT NO.	YEAR	SHEET NO.
I-440-4(53)206	1982	2LL

REVISIONS

NO.	DATE	BY	BRIEF DESCRIPTION

NOTE: NF - NEAR FACE
FF - FAR FACE
EF - EACH FACE
T - TOP
B - BOTTOM

ESTIMATED QUANTITIES

CLASS "A" CONCRETE C.Y.	REINFORCING STEEL Lbs.
39.2	6335

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DETAILS OF SPECIAL MANHOLE STA. 89+35.10 MURPHY ROAD DAVIDSON COUNTY 1982

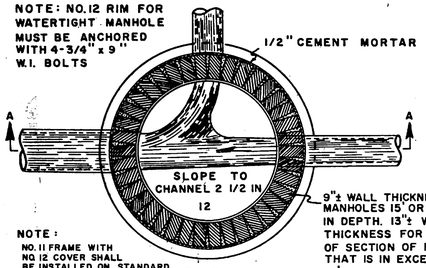
CORRECT _____ ENGINEER OF STRUCTURES

APPROVED _____ DIRECTOR OF HIGHWAYS

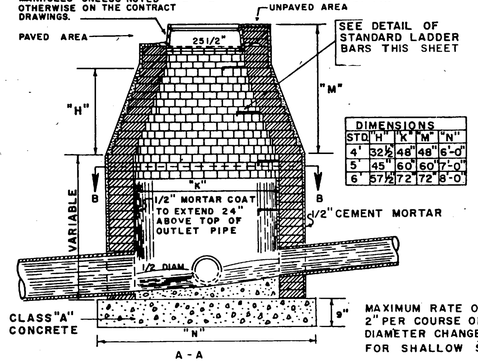
TENN. STATE HIGHWAYS
Plans No. IN-334
Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2-MM

NOTE: NO.12 RIM FOR WATERTIGHT MANHOLE MUST BE ANCHORED WITH 4-3/4" x 9" W.I. BOLTS



NOTE:
NO. 11 FRAME WITH NO. 12 COVER SHALL BE INSTALLED ON STANDARD MANHOLES UNLESS NOTED OTHERWISE ON THE CONTRACT DRAWINGS.

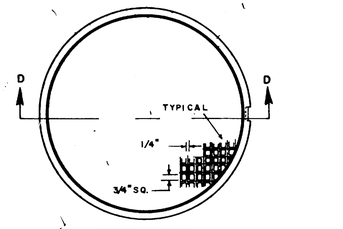


DIMENSIONS				
STD	"H"	"K"	"M"	"N"
4'	32½"	48"	48"	6'-0"
5'	45"	60"	60"	7'-0"
6'	57½"	72"	72"	8'-0"

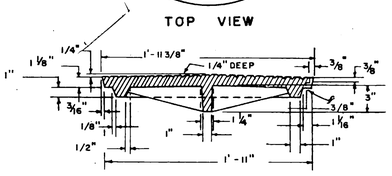
MAXIMUM RATE OF CORBEL TO BE 2" PER COURSE OF BRICK (2" TOTAL DIAMETER CHANGE PER COURSE) FOR SHALLOW STRUCTURES.

(METRO STND. DRWG. NO. SS-1)

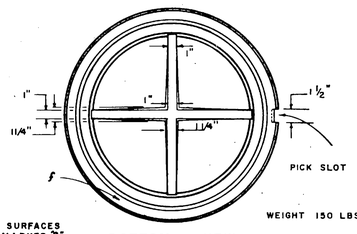
STANDARD MANHOLE DETAILS



TOP VIEW



SECTION D-D



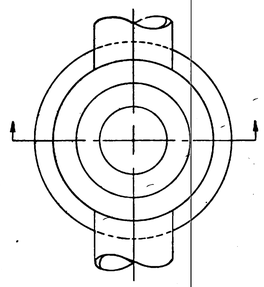
NOTE
CONTACT SURFACES OF COVER MARKED f ARE TO BE MACHINED

WEIGHT 150 LBS.

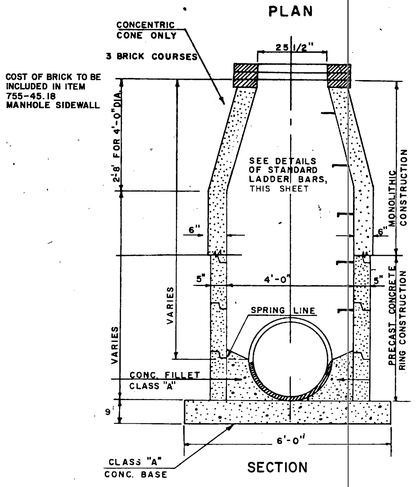
BOTTOM VIEW

(METRO STND. DRWG. NO. SS-8)

MANHOLE COVER NO. 12



PLAN

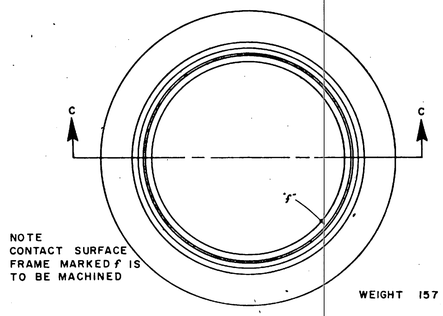


SECTION

NOTE:
NO. 11 FRAME WITH NO. 12 COVER SHALL BE INSTALLED ON STANDARD MANHOLES UNLESS NOTED OTHERWISE ON THE CONTRACT DRAWINGS.

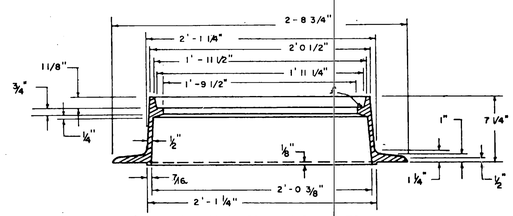
(METRO STND. DRWG. NO. SS-2)

STANDARD PRECAST CONCRETE MANHOLE DETAIL



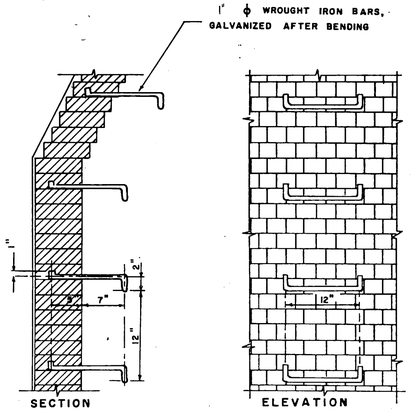
NOTE
CONTACT SURFACE FRAME MARKED f IS TO BE MACHINED

WEIGHT 157 LBS.



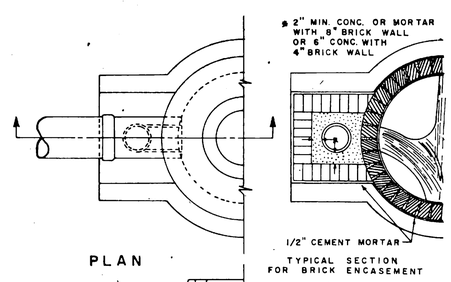
(METRO STND. DRWG. NO. SS-7)

MANHOLE FRAME NO. 11



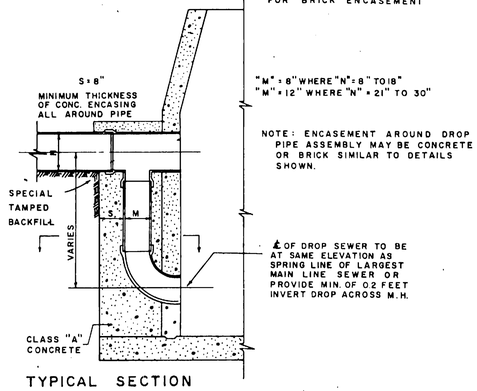
(METRO STND. DRWG. NO. SS-5)

DETAIL OF STANDARD LADDER BARS



PLAN

TYPICAL SECTION FOR BRICK ENCASEMENT

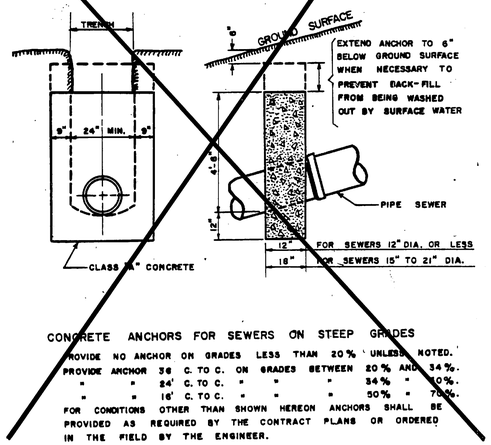


TYPICAL SECTION FOR CONC. ENCASE.

(METRO STND. DRWG NO. SS-6)

DROP PIPE ASSEMBLY FOR STANDARD MANHOLES

N.I.C.



CONCRETE ANCHORS FOR SEWERS ON STEEP GRADES

PROVIDE NO ANCHOR ON GRADES LESS THAN 20% UNLESS NOTED.
PROVIDE ANCHOR 36' C. TO C. ON GRADES BETWEEN 20% AND 34%.
" " 24' C. TO C. " " " 34% " 70%.
" " 16' C. TO C. " " " 50% " 70%.
FOR CONDITIONS OTHER THAN SHOWN HEREON ANCHORS SHALL BE PROVIDED AS REQUIRED BY THE CONTRACT PLANS OR ORDERED IN THE FIELD BY THE ENGINEER.

STANDARD CONCRETE SEWER ANCHORS

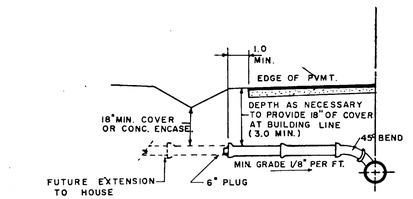
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DETAILS

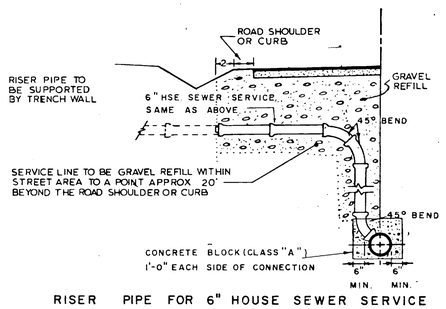
SANITARY SEWER

TENN. STATE HIGHWAYS
Plans
Dwn.
Chkd.
No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST	1983	I-440-4(53) 206	2 - NN)



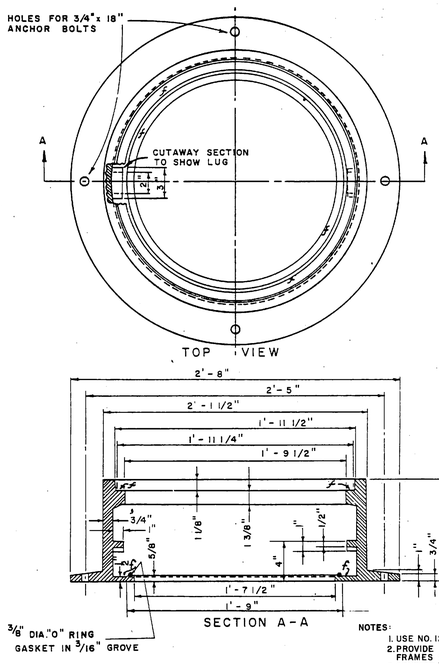
6" HOUSE SEWER SERVICE



RISER PIPE FOR 6" HOUSE SEWER SERVICE

(METRO STND. DRWG. NO. SS-15)

6" HOUSE SEWER SERVICE

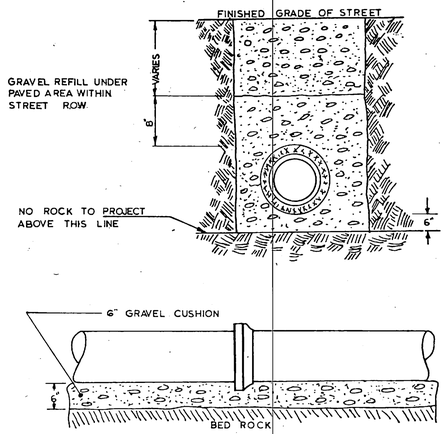


NOTES:
1. USE NO. 12 OUTSIDE COVER.
2. PROVIDE ANCHOR RING FOR FRAMES SET IN CONCRETE.
3. CONTACT SURFACES OF FRAME AND COVER MARKED "F" ARE TO BE MACHINED.

(METRO STND. DRWG. NO. SS-9)

WATER TIGHT MANHOLE FRAME NO. 12

APPROX. WEIGHT= 375 LBS.

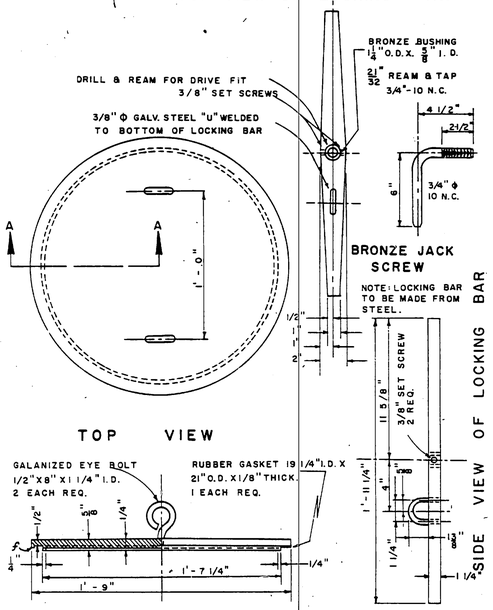


NOTE WHERE TRENCH HAS ROCK BOTTOM DEPTH OF TRENCH MUST BE ENOUGH TO ALLOW FOR 6" CRUSHED STONE BELOW BOTTOM OF PIPE

(METRO STND. DRWG. NO. SS-16)

METHOD OF SUPPORTING PIPE AND BACKFILLING TRENCH

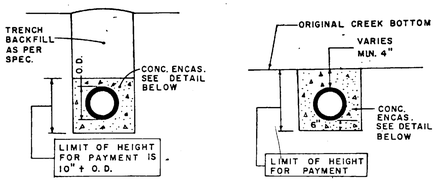
TOP VIEW OF LOCKING BAR



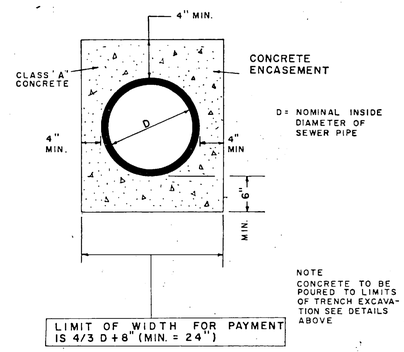
NOTE: CONTACT SURFACE OF COVER MARKED "F" ARE TO BE MACHINED.

(METRO STND. DRWG. NO. SS-10)

WATER SEALING COVER & LOCKING BAR FOR NO. 12



STANDARD CONCRETE ENCASEMENT CREEK BOTTOM CONC. ENCASEMENT



D= NOMINAL INSIDE DIAMETER OF SEWER PIPE

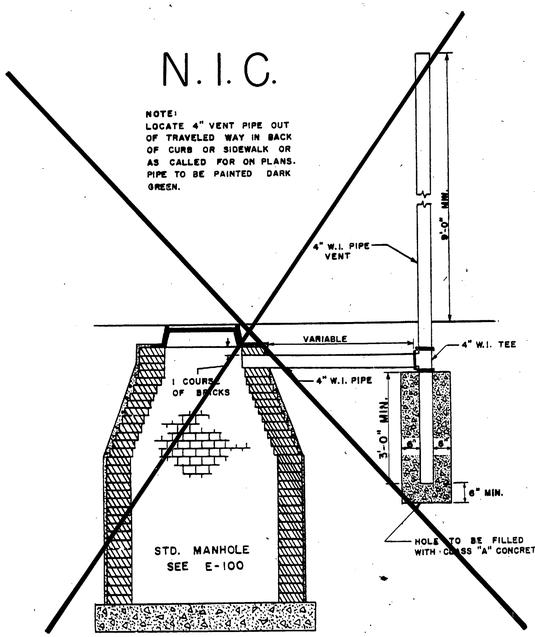
NOTE
CONCRETE TO BE POURED TO LIMITS OF TRENCH EXCAVATION SEE DETAILS ABOVE

(METRO STND. DRWG. NO. SS-14)

CONCRETE ENCASEMENT

N.I.C.

NOTE:
LOCATE 4" VENT PIPE OUT OF TRAVELED WAY IN BACK OF CURB OR SIDEWALK OR AS CALLED FOR ON PLANS. PIPE TO BE PAINTED DARK GREEN.



STANDARD MANHOLE VENT

ITEM NO. 755.45.58

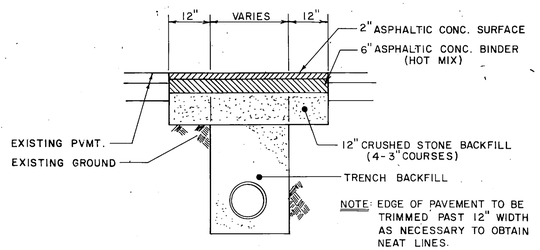
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DETAILS

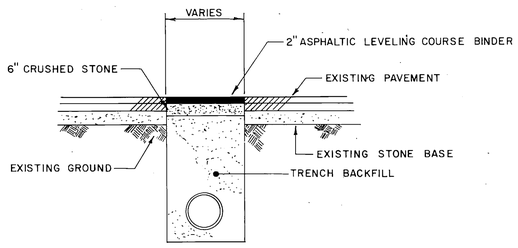
SANITARY SEWER

TENN. STATE HIGHWAYS
File No. 34
Plans Div.
SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2-00

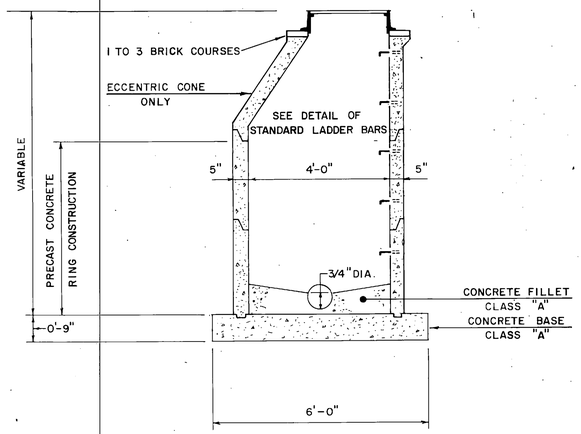


TYPE 'A' PAVEMENT REPLACEMENT DETAIL



TEMPORARY PAVEMENT REPLACEMENT DETAIL

NOTE: NO. II FRAME WITH NO. 12 COVER TO BE INSTALLED UNLESS OTHERWISE NOTED.

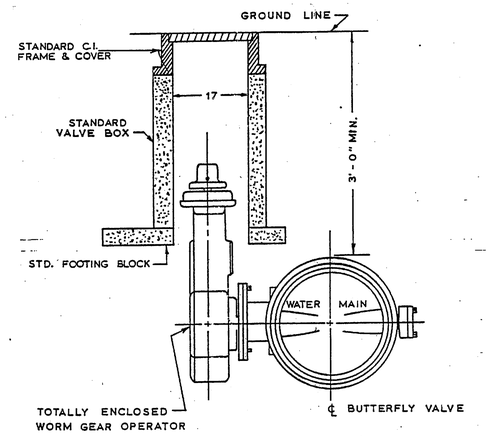


SECTION

PRECAST CONCRETE MANHOLE DETAIL

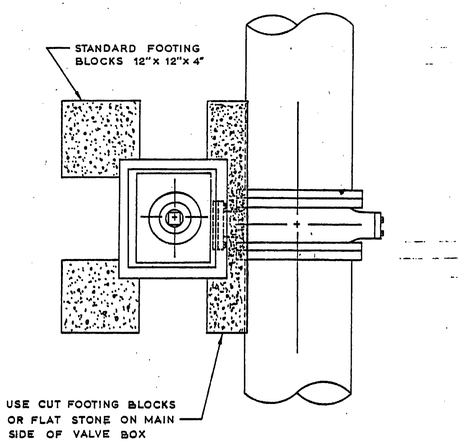
(WITH ECCENTRIC CONE)

USE ONLY AS DIRECTED BY THE ENGINEER



(METRO STND. DRWG. NO. W-18)

DETAIL FOR 16" AND LARGER BUTTERFLY VALVE (SECTION VIEW)



(METRO STND. DRWG. NO. W-19)

DETAIL FOR 16" AND LARGER BUTTERFLY VALVE (PLAN VIEW)

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

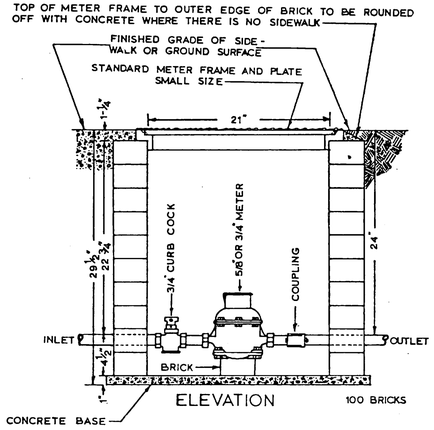
DETAILS

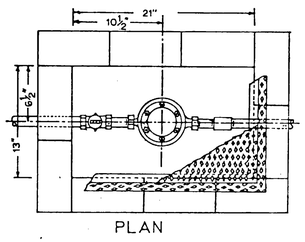
SANITARY SEWER, WATER LINE & PAVEMENT REPAIR

TELEDYNE POST 11/2001

TENN. STATE HIGHWAYS
Plans | Pg. No. 334
Divn.

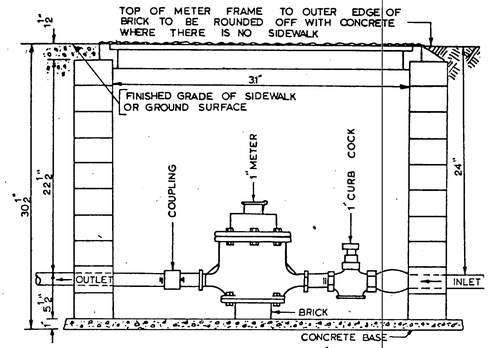
TYPE	YEAR	PROJECT NO	SHEET NO.
CONST	1983	I-440-4(53) 206	2-PP

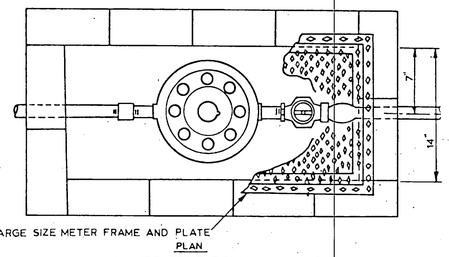




(METRO STND. DRWG. NO. W-14)

5/8" OR 3/4" METER DETAIL



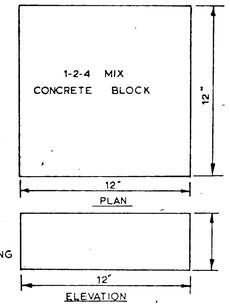


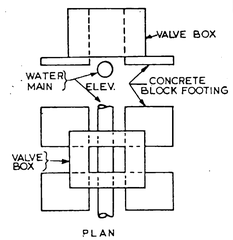
(METRO STND. DRWG. NO. W-15)

1" METER DETAIL

NOTE BEFORE INSTALLATION OF VALVE BOXES AND FOOTINGS, THE EARTH ON WHICH THE FOOTINGS AND THE VALVE BOXES ARE TO BE SET SHALL BE BACK-FILLED AND THOROUGHLY TAMPED AND COMPACTED.

FOUR (4) CONCRETE BLOCKS OF THE SIZE AND SHAPE SHOWN ARE TO BE PLACED UNDER EACH VALVE BOX, ONE UNDER EACH CORNER OF BOX.

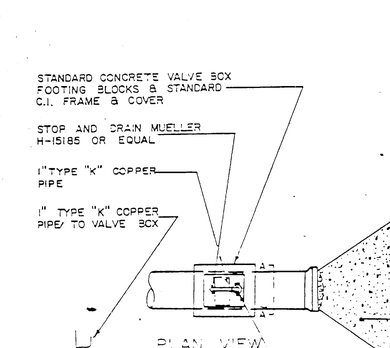


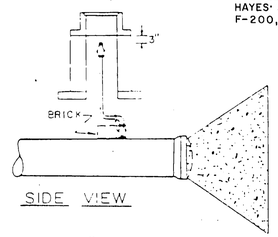


NO REINFORCING STEEL IN FOOTING
CONCRETE MIX TO BE 1 PART CEMENT 2 PARTS SAND AND 4 PARTS NO 2 CRUSHED STONE OR GRAVEL, VOLUME FOR ONE BLOCK= 0.333 CU.FT. FOR ALL BLOCKS, VOLUME= 1.332 CU.FT. WEIGHT OF ONE BLOCK= APPROX. 50 LBS. FOR ALL FOUR BLOCKS, WEIGHT= 200 LBS. BEARING AREA ON SOIL= 576 SQ.IN.

(METRO STND. DRWG. NO. W-9)

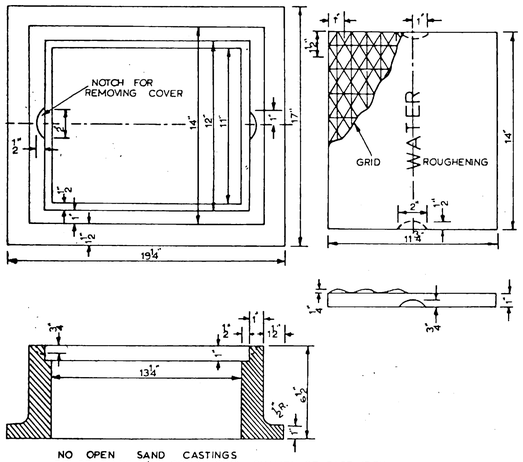
DETAIL OF STANDARD CONCRETE VALVE BOX FOOTINGS





STANDARD 1" BLOW-OFF DETAIL

(METRO STND. DRWG. NO. W-7)

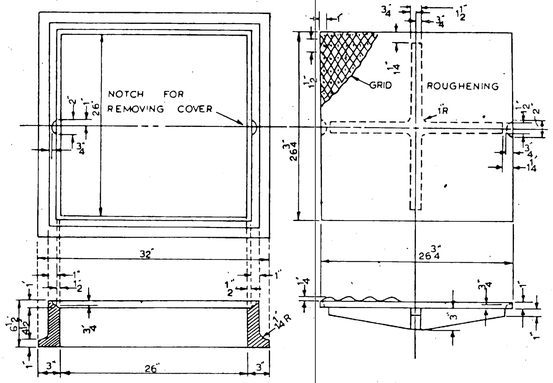


NO OPEN SAND CASTINGS
TO BE MADE OF GOOD TOUGH QUALITY OF CAST IRON
COVER MUST FIT EVENLY ON RABBIT OF FRAME IN ORDER TO EQUALLY DISTRIBUTE WEIGHT OF COVER OVER FRAME
MINIMUM WEIGHT OF FRAME 150 LBS
MINIMUM WEIGHT OF COVER 45 LBS

(METRO STND. DRWG. NO. W-11)

DETAIL OF CAST IRON VALVE BOX FRAME AND COVER

(SMALL SIZE)



NO OPEN SAND CASTINGS
TO BE MADE OF GOOD TOUGH QUALITY OF CAST IRON
COVER MUST FIT EVENLY ON RABBIT OF FRAME IN ORDER TO EQUALLY DISTRIBUTE WEIGHT OF COVER OVER FRAME.

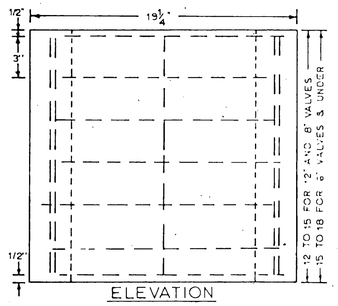
MINIMUM WEIGHT OF FRAME 296 LBS

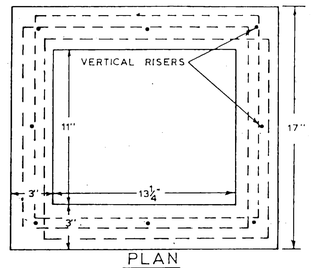
MINIMUM WEIGHT OF COVER 234 LBS

(METRO STND. DRWG. NO. W-12)

DETAIL OF CAST IRON VALVE BOX FRAME AND COVER

(LARGE SIZE)





NOTE: REINFORCING TO BE 1/4" STEEL REINFORCING RODS PLACED HORIZONTALLY IN SQUARES 16¼" X 14" AND TO BE STAGGERED APPROXIMATELY AS SHOWN ON PLAN VIEW, ONE FOR EVERY 3" OF HEIGHTH OF BOX. VERTICAL RISERS ARE TO BE SHORTER THAN THE HEIGHTH OF THE BOX AND SHALL BE PLACED IN EACH CORNER OF THE BOX AND AT THE HALF WAY POINT OF EACH SIDE OF THE BOX USING 8 RISERS TO THE BOX.

TOTAL LENGTH OF REINFORCING RODS FOR BOX APPROX. 47 FEET.

CONCRETE MIXTURE TO BE 1 PART CEMENT PARTS SAND & 4 PARTS NO 2 CRUSHED STONE OR GRAVEL
TOTAL VOLUME OF MIXTURE FOR BOX - APPROX. 2 CU. FT.

(METRO STND. DRWG. NO. W-10)

DETAIL OF STANDARD CONCRETE VALVE BOX

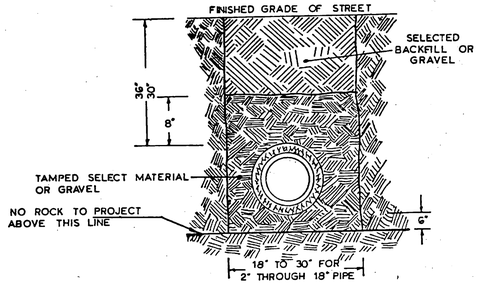
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

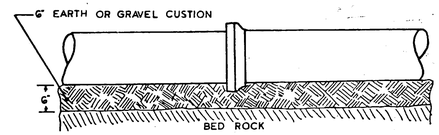
DETAILS

WATER LINE

TENN. STATE HIGHWAYS
Plans Div. | File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	2-Q.Q

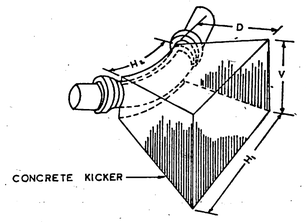


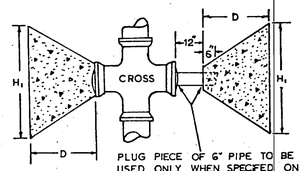


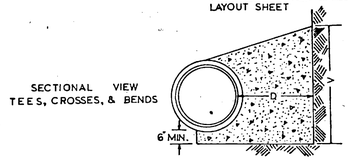
NOTE: WHERE TRENCH HAS ROCK BOTTOM, DEPTH OF TRENCH MUST BE ENOUGH TO ALLOW FOR 6" EARTH CUSHION BELOW BOTTOM OF PIPE

(METRO STND. DRWG. NO. W-6)

DETAIL FOR METHOD OF SUPPORTING PIPE AND BACKFILLING TRENCH



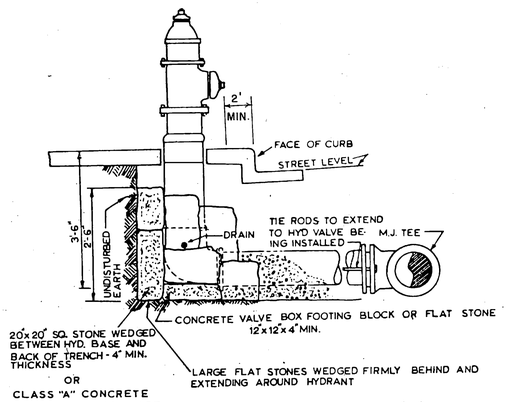




NOTE: SEE THIS SHEET FOR TABLE OF DIMENSIONS FOR CONCRETE KICKER

BLOCKING DETAIL

NOTE: SEE THIS SHEET FOR TABLE OF DIMENSIONS FOR CONCRETE KICKERS

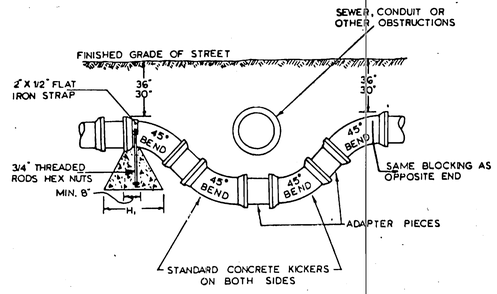


HYDRANT SHALL BE SET ON FLAT STONE OR CONC. VALVE BOX FOOTING BLOCK. LARGE FLAT STONES SHALL BE WEDGED FIRMLY BEHIND AND EXTENDING AROUND HYDRANT TO UNDISTURBED EARTH.

CARE SHALL BE USED TO SET HYDRANT PLUMB. THE FIRE HYDRANT SHALL BE LOCATED NOT LESS THAN 2 FEET FROM FACE OF CURB TO FRONT OF HYDRANT PROTECTION CASE.

A MINIMUM OF 2 CU.FT. OF CRUSHED STONE SHALL BE PLACED AROUND LEAD ADJOINING BLOCKING FOR DRAINAGE FROM WASTE OPENING.

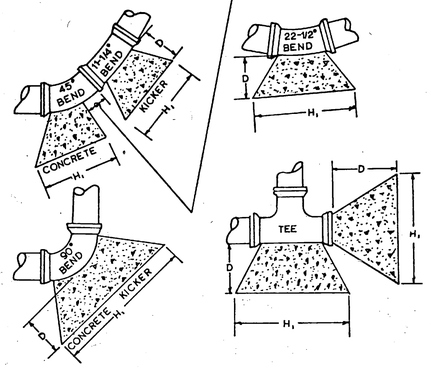
FIRE HYDRANT INSTALLATION



NOTE: SIZE OF KICKER, CLAMP, & RODS SHALL BE INCREASED IF SPECIFIED ON LAYOUT SHEETS OR BY THE ENGINEER.

DETAIL FOR METHOD OF CROSSING UNDER OBSTRUCTIONS

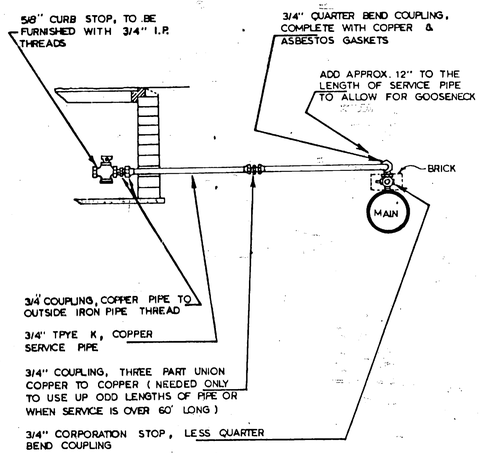
NOTE: LEAVE APPROX. 12" CLEARANCE FROM KICKER TO BELL JOINT WHERE B & S FITTINGS ARE USED



NOTE: SEE THIS SHEET FOR TABLE OF DIMENSIONS FOR CONCRETE KICKER

(METRO STND. DRWG. NO. 4)

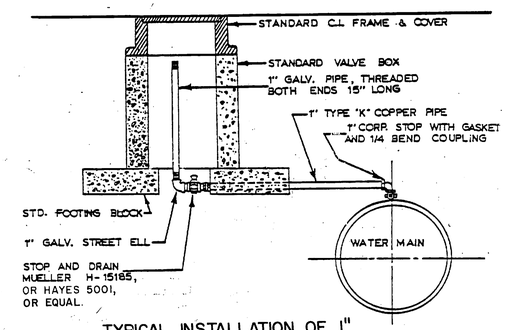
BLOCKING DETAIL



NOTE: 3/4" COUPLING, THREE PART UNION, COPPER TO COPPER SHALL BE INSTALLED OUTSIDE STREET PAVING ONLY.

(METRO STND. DRWG. NO. W-13)

SERVICE LINE DETAIL



TYPICAL INSTALLATION OF 1" CONNECTION FOR AIR RELIEF

TABLE OF DIMENSIONS FOR CONCRETE KICKER

SIZE OF PIPE	TAPPING SLEEVES TEES & PLUGS					90° BENDS					45° BENDS					22½° BENDS					11¼° BENDS.				
	H1	H2	V	D	CU. FT.	H1	H2	V	D	CU. FT.	H1	H2	V	D	CU. FT.	H1	H2	V	D	CU. FT.	H1	H2	V	D	CU. FT.
2" & 2¼"	18"	10"	12"	18"	1.90	18"	10"	12"	18"	1.50	18"	6"	12"	18"	1.50	18"	6"	12"	18"	1.50	18"	6"	12"	18"	1.50
3" & 4"	24"	12"	12"	18"	2.25	24"	12"	12"	18"	2.25	18"	8"	12"	18"	1.60	18"	8"	12"	18"	1.60	18"	8"	12"	18"	1.60
6"	24"	16"	18"	18"	3.50	30"	16"	18"	18"	4.05	24"	10"	16"	18"	3.20	24"	10"	16"	18"	3.20	24"	10"	16"	18"	3.20
8"	36"	18"	18"	18"	5.05	39"	18"	24"	18"	7.30	30"	11"	18"	18"	3.95	24"	11"	16"	18"	3.40	24"	11"	16"	18"	3.40
10"	48"	24"	18"	24"	7.15	54"	32"	24"	18"	10.25	24"	18"	21"	18"	4.60	24"	18"	21"	18"	4.60	24"	18"	21"	18"	4.60
12"	54"	30"	24"	24"	13.4	54"	32"	36"	24"	18.15	42"	18"	24"	24"	9.60	24"	18"	24"	24"	8.60	24"	18"	21"	24"	6.10
16"	66"	34"	36"	24"	22.5	69"	48"	48"	24"	29.0	48"	30"	36"	24"	17.0	36"	30"	27"	24"	11.8	27"	24"	27"	24"	9.10
18"		36"		24"			48"		24"			30"		24"			30"		24"			30"			
20"		38"		24"			48"		24"			40"		24"			36"		24"			40"			
24"		42"		24"			60"		24"			48"		24"			42"		24"			42"			
30"		52"		24"			72"		24"			48"		24"			48"		24"			48"			
36"		58"		24"			96"		24"			72"		24"			72"		24"			48"			

TABLE IS BASED ON 225 P.S.I OR 150 P.S.I. WORKING PRESSURE PLUS 50% WATER HAMMER

NOTE: CONCRETE USED FOR BLOCKING SHALL BE CLASS 'A'

EARTH PRESSURES ARE FIGURED AT 4000# PER SQ. FT. BEARING AREA OF KICKERS SHALL BE INCREASED WHEN POURED AGAINST SAND, LOOSE FILL, WET EARTH, CINDERS, ECT.

TABLE OF DIMENSIONS

(METRO STND. DRWG. NO. W-2)

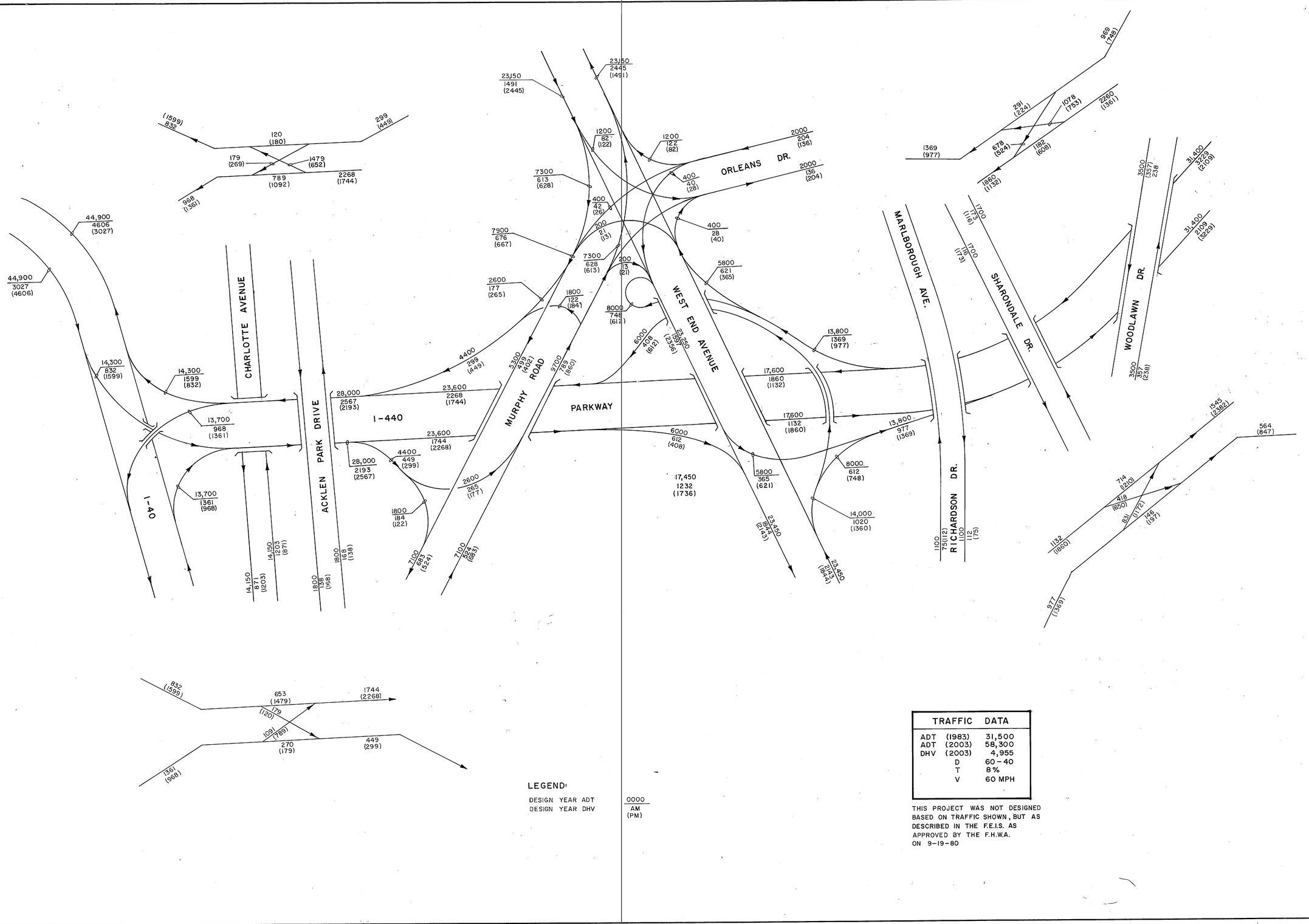
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DETAILS

WATER LINE

TENN. STATE HIGHWAYS
Plans File No. IN-334
Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I440-4(53) 206	2RR



LEGEND:

DESIGN YEAR ADT
DESIGN YEAR DHV

0000
AM
(PM)

TRAFFIC DATA		
ADT	(1983)	31,500
ADT	(2003)	58,300
DHV	(2003)	4,955
	D	60 - 40
	T	8%
	V	60 MPH

THIS PROJECT WAS NOT DESIGNED BASED ON TRAFFIC SHOWN, BUT AS DESCRIBED IN THE F.E.I.S. AS APPROVED BY THE F.H.W.A. ON 9-19-80

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TRAFFIC DIAGRAM

BRUNING 23411

TENN. STATE HIGHWAYS
Plans Div.
File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2SS

REV. 5-3-83 REMOVED ALLEY FROM RICHLAND AVE. TO JEWISH COMMUNITY CENTER. (EXIST. PARK CIRCLE TO REMAIN OPEN TO C.A. & FENCE.)

19014-3111-44
BEGIN PROJECT I-440-4(53)206
STA. "N" E" 344+00
STA. "E" S" 361+00

WEST END HEIGHTS DISTRICT

RICHLAND - WEST END DISTRICT

SEE SPECIAL PROVISIONS FOR BLASTING ADJACENT TO HISTORIC AREAS AND STRUCTURES.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LOCATION MAP
OF
HISTORIC AREAS

SCALE 1" = 200'

TENN. STATE HIGHWAYS | File No. IN-334 | Plans Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2TT

REV. 5-3-83: REMOVED ALLEY FROM RICHLAND AVE. TO JEWISH COMMUNITY CENTER. (EXIST. PARK CIRCLE TO REMAIN OPEN TO C.A. & FENCE.)

RICHLAND - WEST END DISTRICT

WEST END HEIGHTS DISTRICT

JOHN BROWN CRAIGHEAD HOUSE

SEE SPECAIL PROVISIONS FOR BLASTING ADJACENT TO HISTORIC AREAS AND STRUCTURES.

19014-3111-44
END PROJECT I-440-4(53)206 CONST.
STA. 202+00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LOCATION MAP OF HISTORIC AREAS

SCALE 1" = 200'

TENN. STATE HIGHWAYS
Plans Div. | File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	2UU

REV. 5-3-83: REMOVED ALLEY FROM RICHLAND AVE. TO JEWISH COMMUNITY CENTER. (EXIST. PARK CIRCLE TO REMAIN OPEN TO C.A. & FENCE).

IDAHO AVE. N.
WYOMING AVE. N.
UTAH AVE. N.
NEBRASKA AVE. N.
COLORADO AVE. N.
MURPHY RD.
LOOKOUT DR.
SENTINEL DR.
DAKOTA AVE. N.
NORMANDY PL. S.
NORMANDY C.
THERESA AVE.
ST. FRANCIS AVE.
SEABOARD SYSTEM RAILROAD
CHAMBERLAND AVE.
37TH
38TH
39TH
40TH
41ST
42ND
43RD
44TH
45TH
46TH
PILCHER AVE.
DRIVE
PARK CIRCLE
WRENWOOD DR.
HILLDALE AVE.
ACKLEN AVE.
PARK AVE.
GREENWAY
I-440
END
LIMIT OF CONST. STA. 32+76
WESTLAWN DR.
WESTLAWN CT.
SLOAN RD.
CAMBRIDGE AVE
ABERDEEN AVE
LAUDERDALE RD
WILSON BLVD
HARVARD AVE
PRINCETON AVE
CHRISTOPHER
CENTRAL AVE
CRAIGHEAD AVE
BOWLING AVE
RICHLAND AVE
WEST END
WESTBROOK
MEADOWBROOK AVE
JOHN BROWN CRAIGHEAD HOUSE

RICHLAND - WEST END DISTRICT

SEE SPECIAL PROVISIONS FOR BLASTING ADJACENT TO HISTORIC AREAS AND STRUCTURES.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

LOCATION MAP OF HISTORIC AREAS

SCALE 1" = 200'

TENN. STATE HIGHWAY'S
File No. 34
Plans Div.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	3

SPECIAL NOTE REGARDING HAUL

THE MURPHY ROAD & WEST END AVE. DETOURS SHALL BE CONSTRUCTED FIRST DURING THE CONSTRUCTION OF THIS PROJECT SO EXCESSIVE MATERIAL CAN BE HAULED UNDER THESE BRIDGES TO PREVENT HAULING ACROSS MURPHY ROAD AND WEST END AVE. TRAFFIC.

THE CONTRACTOR SHALL DO MINIMUM GRADING TO USE THE HAUL ROAD ON I-440 AS SHOWN ON THIS SHEET. ALL COSTS TO BE INCLUDED IN UNIT PRICE BID FOR ROAD AND DRAINAGE EXCAVATION(UNCLASS).

BEGIN HAUL ROUTE

LEGEND

PROPOSE HAUL ROUTE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

EXCESS DISPOSAL SITE AT COCKRILL BEND AIRPORT

SCALE 1" = 1000'

29411

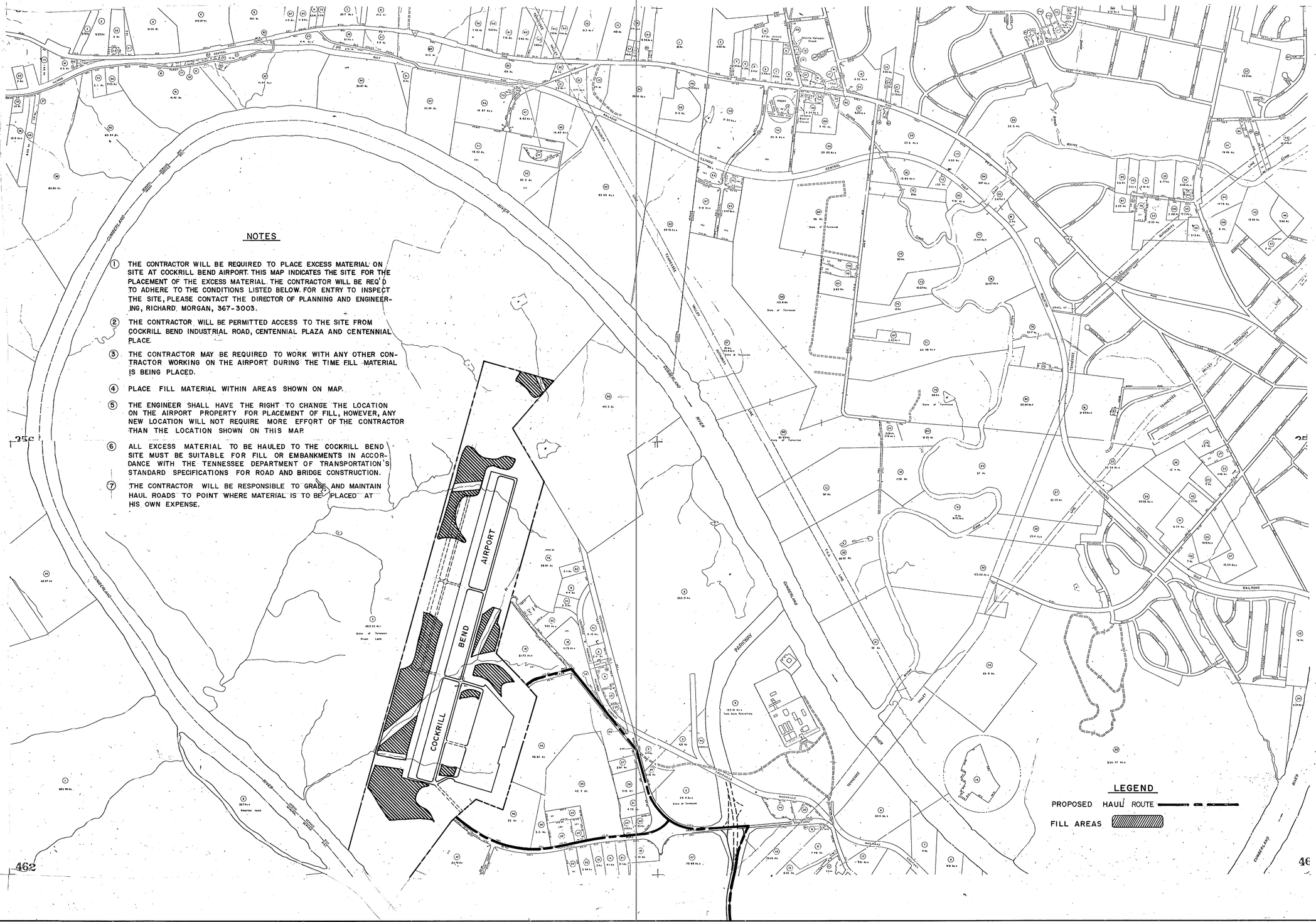
BRUNING

TENN. STATE HIGHWAYS
Plans Div.
File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	3A

NOTES

1. THE CONTRACTOR WILL BE REQUIRED TO PLACE EXCESS MATERIAL ON SITE AT COCKRILL BEND AIRPORT. THIS MAP INDICATES THE SITE FOR THE PLACEMENT OF THE EXCESS MATERIAL. THE CONTRACTOR WILL BE REQ'D TO ADHERE TO THE CONDITIONS LISTED BELOW. FOR ENTRY TO INSPECT THE SITE, PLEASE CONTACT THE DIRECTOR OF PLANNING AND ENGINEERING, RICHARD MORGAN, 367-3003.
2. THE CONTRACTOR WILL BE PERMITTED ACCESS TO THE SITE FROM COCKRILL BEND INDUSTRIAL ROAD, CENTENNIAL PLAZA AND CENTENNIAL PLACE.
3. THE CONTRACTOR MAY BE REQUIRED TO WORK WITH ANY OTHER CONTRACTOR WORKING ON THE AIRPORT DURING THE TIME FILL MATERIAL IS BEING PLACED.
4. PLACE FILL MATERIAL WITHIN AREAS SHOWN ON MAP.
5. THE ENGINEER SHALL HAVE THE RIGHT TO CHANGE THE LOCATION ON THE AIRPORT PROPERTY FOR PLACEMENT OF FILL, HOWEVER, ANY NEW LOCATION WILL NOT REQUIRE MORE EFFORT OF THE CONTRACTOR THAN THE LOCATION SHOWN ON THIS MAP.
6. ALL EXCESS MATERIAL TO BE HAULED TO THE COCKRILL BEND SITE MUST BE SUITABLE FOR FILL OR EMBANKMENTS IN ACCORDANCE WITH THE TENNESSEE DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
7. THE CONTRACTOR WILL BE RESPONSIBLE TO GRADE AND MAINTAIN HAUL ROADS TO POINT WHERE MATERIAL IS TO BE PLACED AT HIS OWN EXPENSE.



LEGEND

PROPOSED HAUL ROUTE

FILL AREAS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

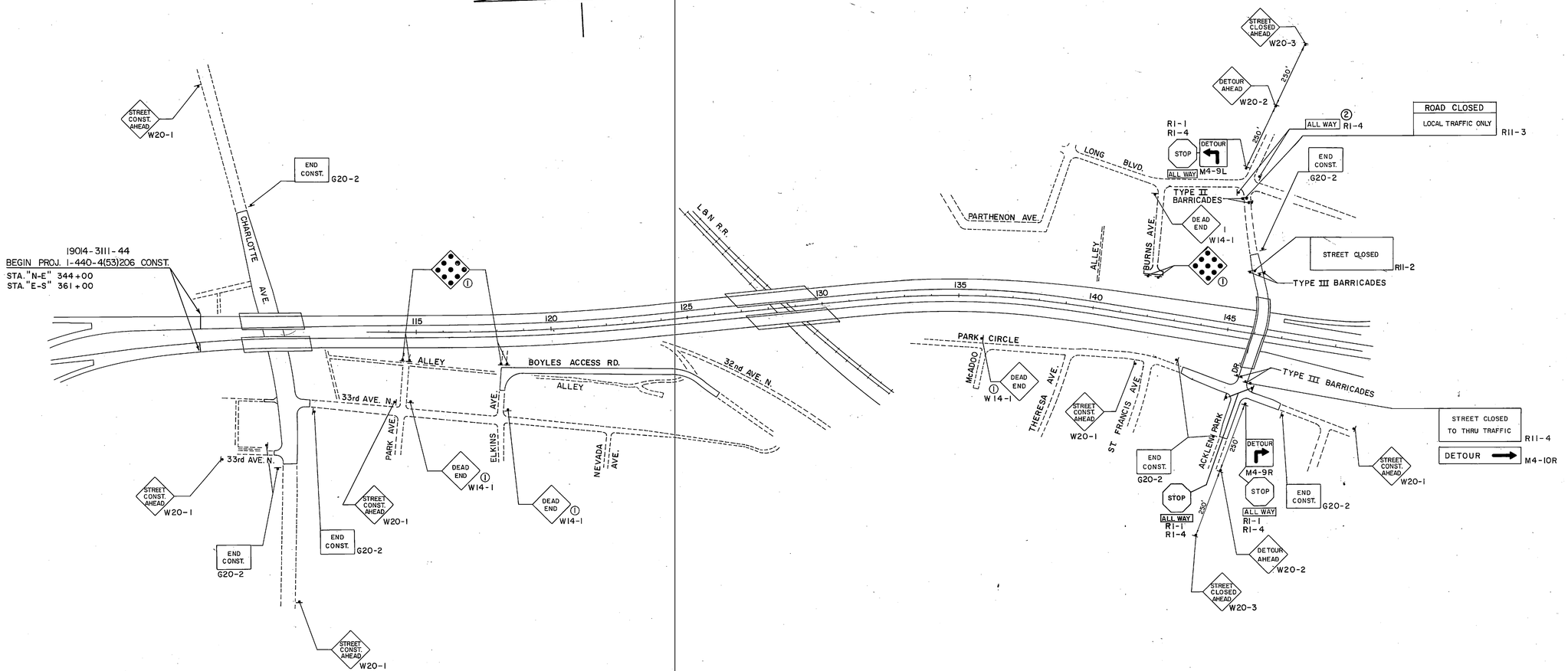
EXCESS DISPOSAL SITE AT COCKRILL BEND AIRPORT

SCALE 1" = 800'

TELEDYNE POST N1850s

TENN. STATE HIGHWAYS
Plans Div.
File No. 334
SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	4



NOTE:

① INDICATES PERMANENT SIGNING FOR STREET CLOSURES. TO BE INSTALLED UNDER THIS CONTRACT. SEE STD. DWG. T-S-18 FOR DETAILS.

② INSTALL R1-4 AUX. PLATES ON EXIST. STOP SIGNS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TRAFFIC CONTROL PLAN

BEGIN PROJECT
TO
STATION 150+00

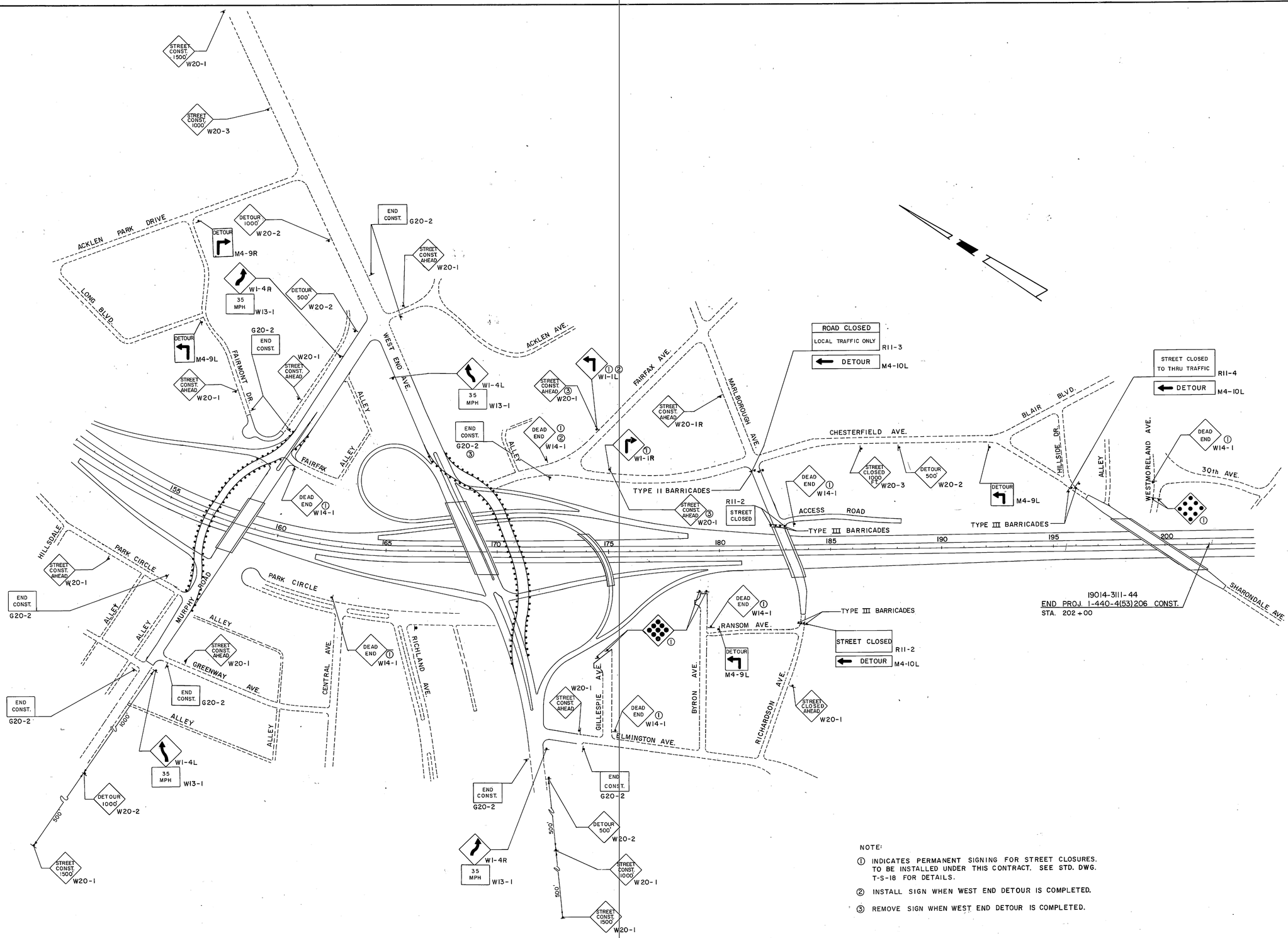
SCALE 1"=200'

TELETYPE POST N1805A

TENN. STATE HIGHWAYS | Plans | File | No. IN-334 | Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	4A

REV. 5-3-83: CLOSED FAIRFAX AVE. AT WEST END AVE. AND OPENED FAIRFAX AVE. AT MURPHY RD. TO AGREE WITH DETOUR PLANS FOR MURPHY RD., (SHEET 4C) AND WEST END AVE (SHEET 4D). REMOVED ALLEY FROM RICHLAND AVE. TO JEWISH COMMUNITY CENTER. (EXIST. PARK CIRCLE TO REMAIN OPEN TO C.A. & FENCE).



NOTE:

① INDICATES PERMANENT SIGNING FOR STREET CLOSURES. TO BE INSTALLED UNDER THIS CONTRACT. SEE STD. DWG. T-S-18 FOR DETAILS.

② INSTALL SIGN WHEN WEST END DETOUR IS COMPLETED.

③ REMOVE SIGN WHEN WEST END DETOUR IS COMPLETED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TRAFFIC CONTROL PLAN

STATION 150+00
TO
END OF PROJECT
SCALE 1"=200'

TELEDYNE POST N1855

TENN. STATE HIGHWAYS
Plans Div. File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	4B

REV. 5-3-83: REMOVED ALLEY FROM RICHLAND AVE. TO JEWISH COMMUNITY CENTER. (EXIST. PARK CIRCLE TO REMAIN OPEN TO C.A. & FENCE.)

NOTE:

① TYPE II BARRICADE WITH R11-3:

ROAD CLOSED
LOCAL TRAFFIC ONLY

② TEMPORARY SIGNALIZATION. SEE GENERAL NOTES FOR DETAILS.

③ TO BE REMOVED ONCE STORM SEWER IS COMPLETE TO JUST EAST OF 44th AVENUE.

④ TO BE PLACED ONCE STORM SEWER IS COMPLETE EAST OF 44th AVENUE.

⑤ INITIAL DETOUR WILL BE 46th AVENUE TO NEBRASKA TO 42th AVENUE TO MURPHY RD. ONCE CONSTRUCTION ON MURPHY ROAD HAS PROGRESSED TO THE INTERSECTION OF 42nd AVENUE THE DETOUR WILL BE EXTENDED ON NEBRASKA TO 37th AVENUE MURPHY ROAD SHALL BE RE-OPENED BY SEGMENT AS CONSTRUCTION EASTWARD WILL ALLOW. SIGNING & TEMPORARY SIGNALIZATION SHALL BE ADJUSTED ACCORDINGLY.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TRAFFIC CONTROL PLAN

MURPHY ROAD
STORM SEWER

SCALE 1"=200'

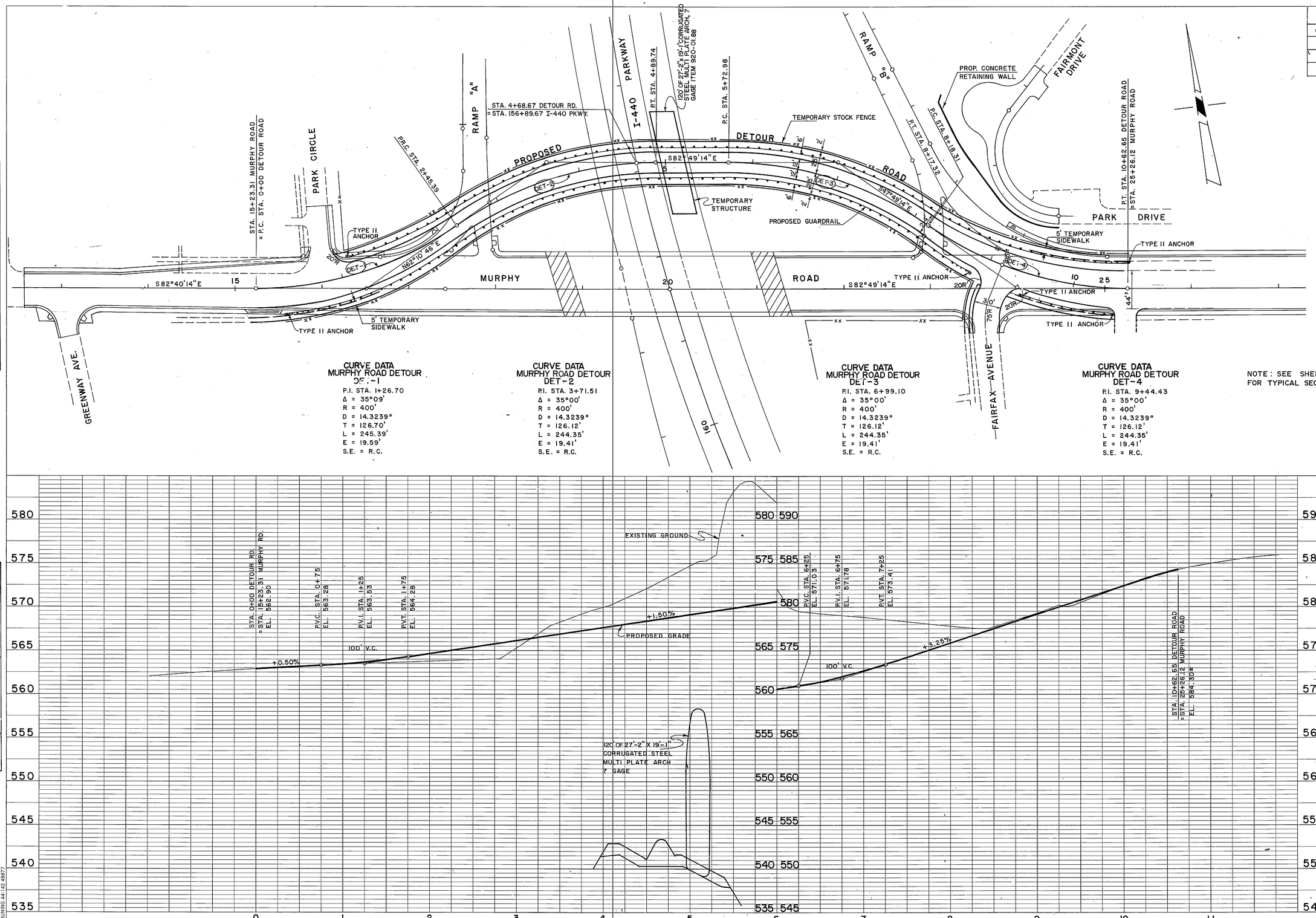
TELEPHONE POST N1886

TENN. STATE HIGHWAYS
File IN-334
No.
Plans
Dwn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	4C

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



CURVE DATA
MURPHY ROAD DETOUR
DET-1
P.I. STA. 1+26.70
Δ = 35°09'
R = 400'
D = 14.3239°
T = 126.70'
L = 245.39'
E = 19.59'
S.E. = R.C.

CURVE DATA
MURPHY ROAD DETOUR
DET-2
P.I. STA. 3+71.51
Δ = 35°00'
R = 400'
D = 14.3239°
T = 126.12'
L = 244.35'
E = 19.41'
S.E. = R.C.

CURVE DATA
MURPHY ROAD DETOUR
DET-3
P.I. STA. 6+99.10
Δ = 35°00'
R = 400'
D = 14.3239°
T = 126.12'
L = 244.35'
E = 19.41'
S.E. = R.C.

CURVE DATA
MURPHY ROAD DETOUR
DET-4
P.I. STA. 9+44.43
Δ = 35°00'
R = 400'
D = 14.3239°
T = 126.12'
L = 244.35'
E = 19.41'
S.E. = R.C.

NOTE: SEE SHEET NO. 2Z FOR TYPICAL SECTION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PLAN AND PROFILE
MURPHY ROAD DETOUR

VERTICAL SCALE: 1"=5'
HORIZONTAL SCALE: 1"=50'

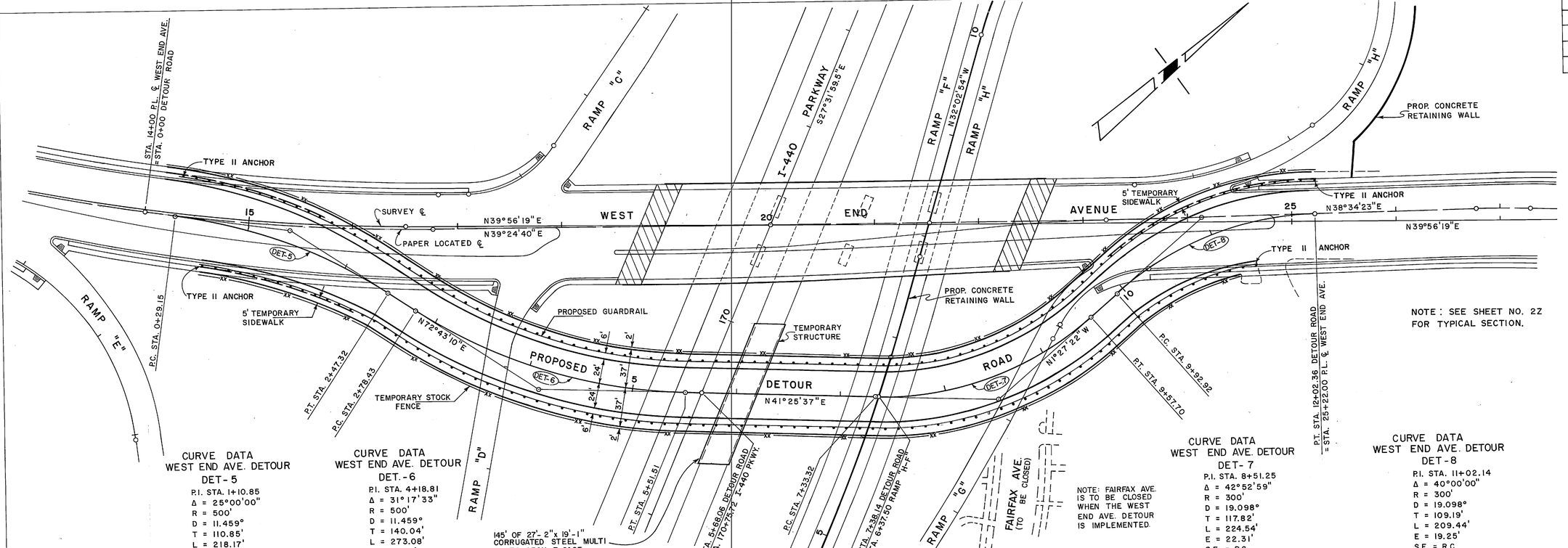
PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.
BRUNING 44-142.48877

TENN. STATE HIGHWAYS
Plans File No. IN-334
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	4D

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
R.O.W. CHECKED
NOTE BOOK
NO.

BY DATE



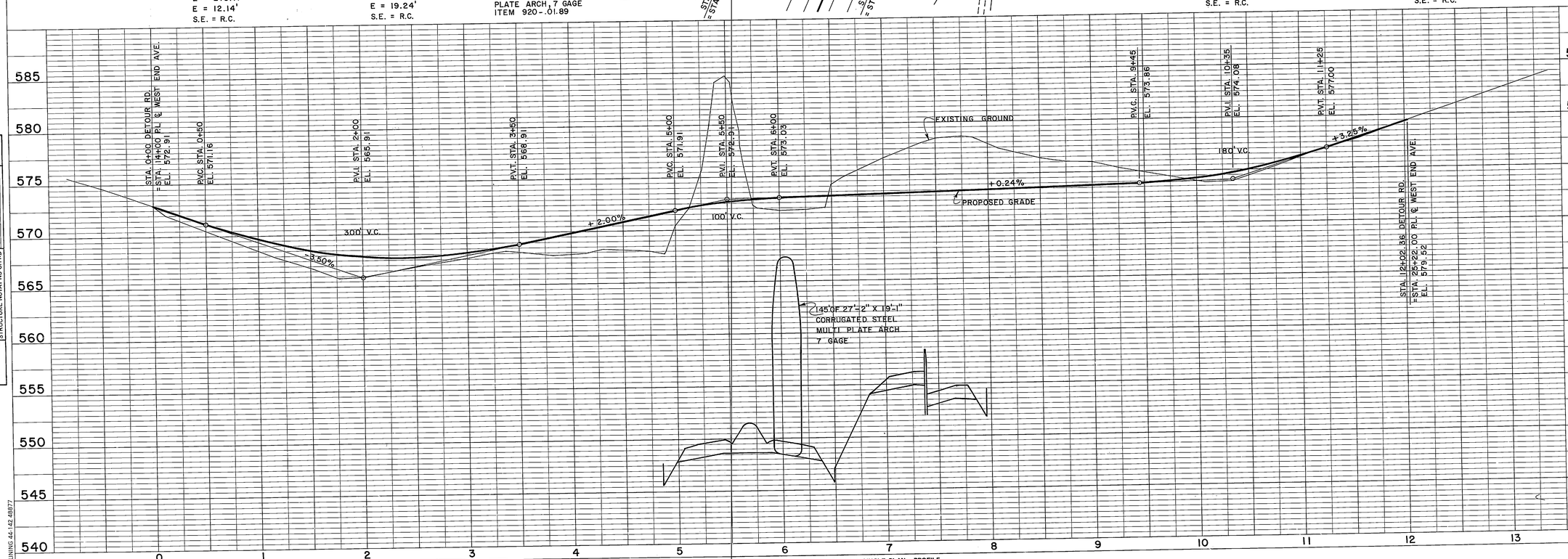
CURVE DATA
WEST END AVE. DETOUR
DET-5
P.I. STA. 1+10.85
Δ = 25°00'00"
R = 500'
D = 11.459°
T = 110.85'
L = 218.17'
E = 12.14'
S.E. = R.C.

CURVE DATA
WEST END AVE. DETOUR
DET.-6
P.I. STA. 4+18.81
Δ = 31°17'33"
R = 500'
D = 11.459°
T = 140.04'
L = 273.08'
E = 19.24'
S.E. = R.C.

CURVE DATA
WEST END AVE. DETOUR
DET-7
P.I. STA. 8+51.25
Δ = 42°52'59"
R = 300'
D = 19.098°
T = 117.82'
L = 224.54'
E = 22.31'
S.E. = R.C.

CURVE DATA
WEST END AVE. DETOUR
DET-8
P.I. STA. 11+02.14
Δ = 40°00'00"
R = 300'
D = 19.098°
T = 109.19'
L = 209.44'
E = 19.25'
S.E. = R.C.

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PLAN AND PROFILE
WEST END AVENUE DETOUR

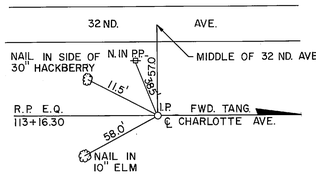
VERTICAL SCALE: 1"=5'
HORIZONTAL SCALE: 1"=50'

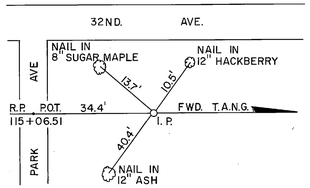
PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

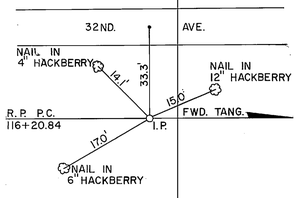
BRUNING 46-142-48877

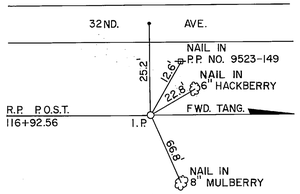
TENN. STATE HIGHWAYS
Plans Div. File No. IN-334

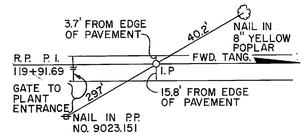
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	5

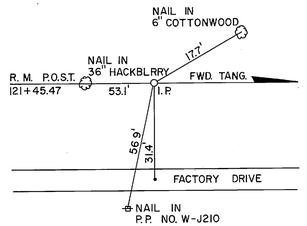


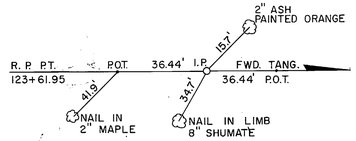


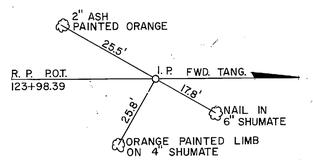


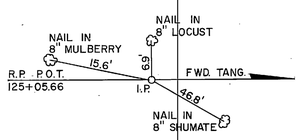


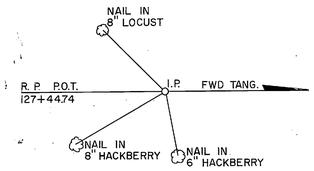


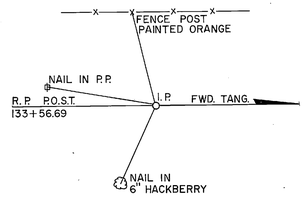


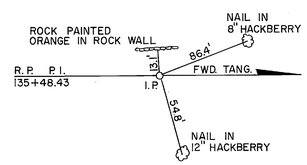


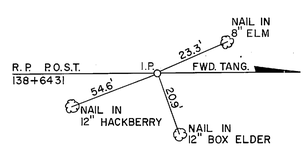


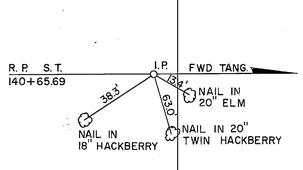


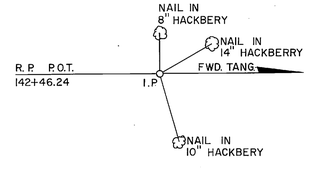


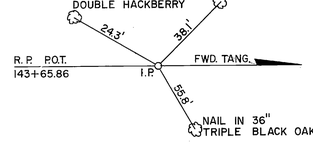


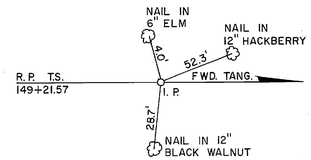


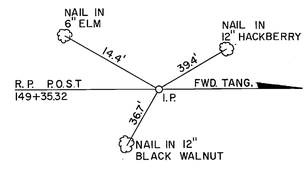


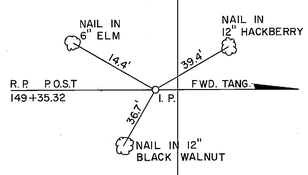


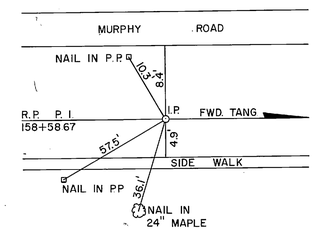


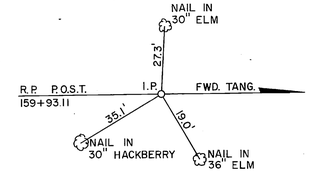


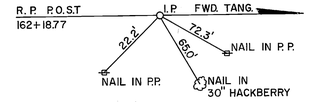


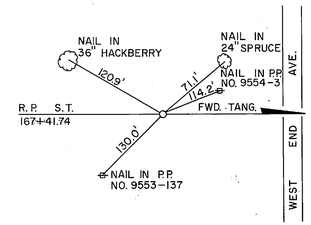


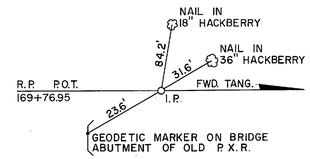


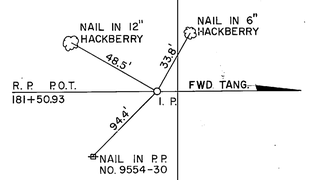


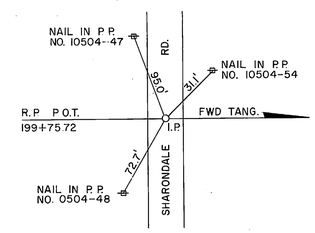


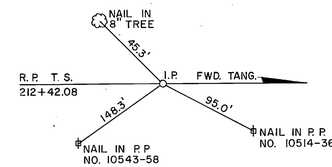


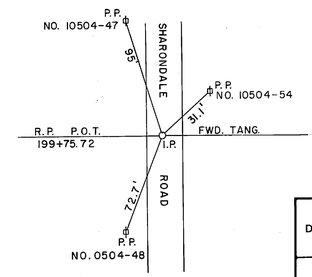












STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

REFERENCE POINTS

TELEDYNE POST A13001

TENN. STATE HIGHWAYS | Plans Div. | File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	6

REV. 2-2-83: ACCESS DETAILS TO TRACTS NOTE ADDED.

R.O.W. NOTES

UNLESS OTHERWISE NOTED IT IS INTENDED THAT ALL BUILDINGS AND/OR PORTIONS OF BUILDINGS THAT ARE WITHIN THE PROPOSED RIGHT-OF-WAY AND/OR EASEMENT LINES FOR THE PROJECT BE REMOVED THEREFROM IN THE PROCESS OF RIGHT-OF-WAY ACQUISITION. IF ANY SUCH BUILDINGS OR IMPROVEMENTS ARE NOT YET REMOVED IN THE COURSE OF RIGHT-OF-WAY ACQUISITION, THE PLANS DIVISION IS TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.

IN GENERAL, ALL PRIVATE DRIVEWAY REQUIRING REPLACEMENT ARE TO BE REBUILT IN KIND AND/OR AS SHOWN ON PLANS AS A PART OF THE CONSTRUCTION CONTRACT, EXCEPT THOSE THAT ARE TO BE CLOSED BECAUSE OF ACCESS CONTROL OR FOR OTHER REASONS DESIGNATED ON THE PLANS.

ON THIS PROJECT FULL ACCESS CONTROL HAS BEEN CONTINUED ACROSS ALL INTERSECTING SEPARATED STREET AND INSOFAR AS ACCESS TO THE INTERSTATE HIGHWAY IS CONCERNED. THE CONTROL OF ACCESS RIGHT OF WAY LINE SHOWN ACROSS SUCH STREETS AND ROADWAYS IS NOT INTENDED TO PREVENT THEM FROM BEING USED AS A PUBLIC THOROUGHFARE

R.O.W. MARKERS THAT HAVE TO BE PLACED IN PROPERTY OWNERS YARDS ARE TO BE PLACED FLUSH WITH THE GROUND

R/W LEGEND

- SEVERED PARCEL
- PERMANENT EASEMENT
- TEMPORARY EASEMENT
- (I-440) PARCEL PREVIOUSLY PURCHASED.
- DENOTES PROPERTY PREVIOUSLY ACQUIRED FROM T.C.R.R.
- N.E.S. ESM'T REQUIRED WITHIN INTERSTATE AND STREET RIGHT-OF-WAYS.

NOTE: "FOR ACCESS DETAILS TO TRACTS 1&1A, SEE SPECIAL PROVISION NO. 107C."

SPECIAL NOTE

THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

PROPOSED R/W IG S14°38'W - END PROP R.O.W

END PROP R.O.W.

Direction of Survey

℄ Survey Ramp "M-E"

℄ Survey I-440

Direction of Survey

℄ Survey Ramp "W-S"

TENNESSEE CENTRAL RAILWAY CO. NO. 30'

N 14° 05' E 491.3'

"NE" POT STA 3+77.00 N 661,675.39 E 1,738,160.66

60' R/W

N75°59'E

32ND AVENUE NORTH N75°59'W 60' R/W

CHARLOTTE AVENUE (A.C.) LINE

BEGIN PROJ QI-440-4(31)205 (R.O.W) STA. 341+86.40 "NE" ROADWAY

BEGIN PROJECT I-440-4(9)205 R.O.W STA. 341+86.40 N.E. ROADWAY I-440

EQUATION

NASHVILLE REALTY COMPANY

001

001A

001B

001C

001D

001E

001F

001G

001H

001J

001K

001L

001M

001N

001P

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001S

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001U

001V

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001X

001Y

001Z

001AA

001AB

001AC

001AD

001AE

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001AR

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001BR

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001BT

001BU

001BV

001BW

001BX

001BY

001BZ

001CA

001CB

001CC

001CD

001CE

001CF

001CG

001CH

001CJ

001CK

001CL

001CM

001CN

001CP

001CQ

001CR

001CS

001CT

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001CV

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001ZT

001ZU

001ZV

001ZW

001ZX

001ZY

001ZZ

PROP. R/W (A.C.)

S 0°41'W 288.8'

409'

END REF. WALL BEGIN FENCE

BEGIN RETAINING WALL

340 32ND AVENUE NORTH 50' R/W

S 0°36'E 112.5'

PROPOSED R/W (A.C.) & FENCE

S 89°39'E

WILLIAM V. WALKER, ETUX

ARCHIE GUY, ETUX

I-440 POT STA 113+16.30 N 661,675.39 E 1,737,129.66

STA. 115+00

MATCH LINE

"W-S" POT STA 337+04.35 N 661,675.39 E 1,737,104.66

PARK AVENUE

33RD AVENUE NORTH 50' R/W

CHRISTEEN LEE TEAL

J. R. & M. COMPANY

END PROP R.O.W.

33RD AVENUE NORTH 50' R/W

END PROP R.O.W

32ND COURT 48' R/W

N 0° 42' 31" E 51.95'

19014-3111-44

BEGIN PROJECT I-440-4(53)206 CONST. STA. "N-E" 344+00 STA. "E-S" 361+00

345

360

R/W (A.C.) & FENCE

S 01° 08' W 168'

PROP R/W (A.C.) LINE

TEMP. CONST. EASE. (PROPOSED)

PROPOSED R/W

PROP A.C. FENCE

PEERLESS UTILITY EASE.

F.W. SMITH

R.K. KIMMONS & H.K. SMITHSON

H.K. SMITHSON, ETUX

H.K. SMITHSON ETUX

W.H. SHERRILL ETUX

MRS. HAZEL SPRINGFELLOW EXECUTRIX

NANCY C. COTTON & GLADYS C. BOND

ARTHUR L. FIELDS

ALBERT M. LITTLETON

EWING BASS

E.J. BASS

JAMES C. PICKETT, ETUX

SL & CHRISTINE SARTAIN

JAMES M. WORK, ETUX

JAMES G. GARMON

ROBERTS JONES, ETUX

WILLIE B. McMURRAY

JNO. B. HAY, ETUX

MORTON McMURRAY

TEMP. CONST. EASE. (PROPOSED)

GO TO 80' R/W TRANSITIONS

PROP R/W 60' (A.C.) LINE

PROP R/W 103' (A.C.) LINE

PROP R/W 107' (A.C.)

FILL SLOPE

CUT SLOPE

EL 756.750

EL 756.500

EL 756.250

N 642,500

E 1,645,300

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. I 440

PROPOSED R/W
BEGIN PROJECT TO STA. 115+00

BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE

SCALE: 1"=50'
DATE:
DRAWING NO. 5

TENN. STATE HIGHWAYS
Plans Div. | File No. IN-54

SCANNED

SPECIAL NOTE

THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

TYPE	YEAR	PROJECT NO	SHEET NO.
CONST.	1983	I-440-4(53) 206	7

N641,300
E1,757,500
N640,000
E1,757,560
N641,500
E1,756,750
N640,250
E1,756,750

NO4° 30'E
TENNESSEE CENTRAL RAILWAY CO.
L&N RAILROAD CO.
I.L.L. CENTRAL R.R. CO.
STIRTON OMAN
PROP. 12IN (A.C.) & FENCE
PROPOSED R/W (A.C.) AND FENCE
PROPOSED R/W
PROPOSED FENCE
ESMT. LINE
END FENCE
32ND AVE. NORTH
50' R/W
33RD AVE. NORTH
50' R/W
ELKINS AVE.
MATCH LINE
MATCH LINE
F.E.I-440
PROP. (A.C.) FENCE
PROP. R/W
CUT SLOPE
FILL SLOPE
2:1 SLOPE
SPEC. DITCH
STA. 115+00
STA. 130+00
L&N RAILROAD CO. PROPERTY ACQUIRED FROM L&N R.R. UNDER PROJECT I-440-4(53)206 TRACT NO. 1 PARCEL NO. 11
FRANK W. ASHBURN, ETUX
J. E. JOHNSON
B. F. H. GASSER JR., ETUX
RESIDENTIAL INVESTMENT CORP
CORNELIUS E. BAILEY, ETUX.
JAMES E. REESE, ETUX.
HATTIE F. & AQUILA Z. EDWARDS
GURDIE CATE'S McCLANAHAN
SUN-X GLASS TINTING CO., INC.
HARRY HEDRICK & R.R. SNEED
ET. HARRIS, ETUX
JOSEPH L. HORN, ETUX
NATHANIEL FERGUSON ET al
JOE KORNMAN TR.
CLYDE C. SMITHSON, ETUX
JOHNNY P. MALONE, ETUX
LOUISE EVANS & E.F. JOHNSON
BERTHA KIRSHNER GORDON
O.R. & JANSBERRY, ETUX
HARRY HEDRICK & R.R. SNEED
ADELE FRIERSON
CARL M. TODD, ETUX
HEENAN EARL MOSLEY, ETUX
W.O. FAULK, ETUX
JNO. F. BRINKLEY
NARCISCO H. SAAVEDRA, ETUX
HILLARD T. ARTHUR SR.
HENRY S. WHITE, ETUX
EMMA P. FARLEY
ROYAL H. DEERE, ETUX
C.L. LINDSAY, ETUX
ESTILL W. DAYE, ETUX
BERTHA KIRSHNER GORDON
F.Y. BROWN, ETUX
BOYLES GALVANIZING CO. OF TENNESSEE
METRO-GOVT. NASH. (ELECTRIC POWER BOARD)
CASEMENTS GRANTED TO ELECTRIC POWER BOARD BY DEED OF RECORD IN BOOK 2844 PAGE 343 R.O.D.C.
REMOVE UTILITY ESMT. RELOC. W.E.S. POWER LINES
CONC.
STEEL

NOTE: THE EASEMENT FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITY ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD. EASEMENT LINES RT. & LT. ARE LOCATED 15' FROM THE PROPOSED BRIDGE.

NOTE: BOYLES ACCESS ROAD TO BE CONSTRUCTED TO STA. 8+00 BY CONTRACTOR. A RIGHT OF ENTRY FOR THIS PURPOSE HAS BEEN GRANTED BY THE OWNER.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. 440

PROPOSED R/W
STA. 115+00 TO STA. 130+00

BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE

SCALE 1:50
DATE:
DRAWING NO.

TENN.-STATE HIGHWAYS
Plans File No. IN-334
Divn.

SPECIAL NOTE

THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	8

PARTHENON AVENUE
N01°30'E
N58°46'E
STA. 130+00
STA. 145+00
MATCH LINE
MATCH LINE
N640,000
E1,757,500
N638,500
E1,757,500
N640,000
E1,756,750
N638,750
E1,756,750
STIRTON OMAN (060A)
STIRTON OMAN (036)
STIRTON OMAN PARK CIRCLE (36-A)
PROPOSED R/W (A.C.) AND FENCE
255.6'
S26°05'E
S3°01'W
S04°28'W
40'
NOTE: THE EXISTING T.C.R.R. R/W HAS BEEN PURCHASED TO END OF PROJECT
ILLINOIS CENTRAL RAILROAD CO.
TENNESSEE CENTRAL RAILWAY CO.
100' R/W
N04°28'E
135
140
50' TAPER
40' R/W
I-440
BEGIN FENCE
PROPOSED FENCE
PROPOSED R/W (A.C.)
(A.C.) AND FENCE
PERM. UTILITY EASMT. N.E.S. POWER LINES
L&N RAILROAD CO.
W.C. DILLION JR., ETUX
JAMES D. WILSON, ETUX
LEON RUSSELL, ETUX
JOHN THOMAS BENTON JR., 1/2 & FIRST AMERICAN NATIONAL BANK TRUSTEE, 1/2
WILLIAM T. MERRITT
ANTON WEISS, ETUX
CHRISTAIN C. CROSSMAN
EDNA E. TAYLOR
WILLIAM R. GENTRY, ETUX
MAXIE C. RUNION, ETUX
JOHN GRANHAM JR., ETUX
JOHN A. PRATT
GEORGE A. WHITUS, ETUX
BURNS AVE.
50' R/W
S09°43'E
S12°14'W
PROP. R/W (A.C.) & FENCE
S20°58'W
PROPOSED R/W (A.C.) AND FENCE
336.2'
PARK CIRCLE
S07°28'W
734.6'
MARY HICKS DOCTOR
E.N. HUTCHISON JR., ETUX
HILARY E. HIGGASON
ADA WEST
C.F. KOST, ETUX
JOHN R. RAWLINGS, ETUX
E.N.R. LYNCH, ETUX
O'NEAL DEVEL. ETUX
ALVIN W. TERRELL & SONS, INC.
WILLIAM E. PARKER, ETUX
CLARENCE NELSON ALEXANDER, ETUX
W.L. MILLS, ETUX
W.E. MILLS, ETUX
F.F. CURTAN, ETUX
W.C. JENNETTE, ETUX
PORTER FLOWERS, ETUX
ELIZABETH ARNOLD
MAE MULLINGS BAKER
R.J. WATTS, ETUX
MRS. EVELYN E. GRIMSLEY
THEODORE WILLIAM LAUER JR., ETUX
E.L. GURBIN, ETUX
ROY PHILLIPS
H.P. FREEMON, TR.
L&N RAILROAD CO.
McADOO AVE.
50' R/W
THERESA AVE.
50' R/W
ST. FRANCIS AVE.
50' R/W
60' R/W
W. MOORE SMITH, ETUX
ORVIN H. HANSARD
ELMER C. ALLEN, ETUX
C.R. HORTON ETUX
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. I-440
PROPOSED R/W
STA. 130+00 TO STA. 145+00
BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE
SCALE: 1:50
DATE:
DRAWING NO.

TENN. STATE HIGHWAYS
Plans File No. 334
Divn.

R.O.W. NOTE

TRACT NO. 114 INCLUDES ACKLEN CIRCLE ALONG WITH LAWN AND DRIVE AREAS SOUTH OF TRACTS 108 - 113. THE LAWN AREA (18,575 S.F.) IS TO BE APPRAISED AS OF MAY 5, 1977. THE CIRCLE AND DRIVE AREA (17,005 S.F.) IS TO BE APPRAISED AS OF APRIL 29, 1977. A TOTAL TAKE OF 35,580 S.F.

—SPECIAL NOTE—

THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	9

MATCH LINE

LONG BOULEVARD 50' R/W

STA. 145+00

ACKLEN PARK

50' R/W

RUBIN RUSKIN, ETAL

V.C. KING, ETUX

DR. O.A. COUCH JR. & MRS. JOHN CUNN

W.C. GILLIAM, ETUX

GEORGE W. WHITUS, ETUX

IROQUOIS APARTMENTS INC.

D.H. MCDONALD

E.W. ZIBART, ETUX

PROPOSED R/W (A.C.) AND FENCE

PROPOSED R/W (A.C.) & FENCE

PERMANENT UTILITY EASEMENT (RELOCATE SANITARY SEWER)

RAMP "A"

100' R/W

TENNESSEE CENTRAL RAILWAY CO. (abandoned)

W.L. BAINBRIDGE

R. PAUL LEEPER, ETUX

CORA R. MOSS

PROTESTANT ORPHANAGE FOUNDATION INC.

FAIRVIEW AVENUE 50' R/W

PROPOSED R/W (A.C.) & FENCE

PROPOSED EXISTING FENCE

MURPHY ROAD 24' PAVEMENT 80' R/W

Permanent Utility Easement Kelco Water Line & M.E.S. Power Lines

ACKLEN CIRCLE 30'± R/W

THIRD NATIONAL BANK (TR.)

PARK CIRCLE 40' R/W

HILLSDALE AVENUE 50' R/W

WOODSON AVENUE

PARK CIRCLE 50' R/W

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. -440-

PROPOSED R/W
STA. 145+00 TO STA. 159+50

BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE

SCALE: 1"=50'
DATE:
DRAWING NO.

TENN. STATE HIGHWAYS
File IN-
Plans No. 334
Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	10

PROPOSED FENCE
PROPOSED (AC) FENCE
RAMP A-1 - B
MATCH LINE
PROPOSED 380.70' R/W (AC) AND FENCE
PROPOSED R/W AND FENCE
PROPOSED PARK CIRCLE 70' R/W
PROPOSED R/W 263'
PERM. UTILITY EASE. WATER LINE & U.E.
50' R/W PARK CIRCLE
75' R/W MURPHY ROAD
60' R/W GREENWAY AVE.
RICHLAND AVE
CENTRAL AVE.
GREENWAY-ELMINGTON RELOCATION
PROPOSED R/W
TEMP. CONST. ESM'T. SLOPE
VARIABLE SLOPE
2:1 SLOPE
FILL SLOPE
THIRD NATIONAL BANK TR.
Temporary Construction Easement
CHURCH COUNCIL OF CONCORDIA LUTHERAN CHURCH
THOMAS PITT
O. L. ANDERSON, ETAL.
WW McMAHON, ETUX
J.E. HOLLOWAY
ELLIE B. JONES
L.L. RICKETTS ETUX
MARGARET S. WOOTEN TYLER
LEM CROW, ETUX
MRS. MILDRED BRYAN WILL BY WILL 2/18/66
SUSIE A. BLACKMAN
CHARLES THIGPEN, ETUX
W.S. NORWOOD, ETUX
SHERMAN O. ZEITLIN
W.D. WILLIAMS, ETUX
F.C. FREEMAN, ETUX
T.L. REESE, ETUX
W.R. COLEMAN, ETUX
PAUL U. HORRIS, ETUX
HARRY E. KEENE, ETUX
FANNIE BYRON TEAGUE, ETAL
RUSSELL PRUNER, ETUX
O.T. FRITH, ETUX
H.E. CRESON, ETUX
JAMES A. CROSSMAN
SAM LANDAU ETUX
JOHN PAINE JONES, ETUX
GEORGE B. SPENCER
MARVIN LIPSCHITZ ETUX
H. SILVERSTEIN
WILLIAM SCHLANGER, ETUX.
MINNIE H. ALLEN
IRVING ROTHSCHILD, ETUX
J.H. SANDERS, ETUX
EARL C. GILMORE, ETUX
CHARLES T. COX, ETUX.
C.O. GOODE, ETUX
VELMA Y. BOTHWELL
O.O. GLAUS
H.S. WALKER, ETUX
MARY LILLIAN EBBETS
JACK SEIDNER, ETUX
LEONARD WUGHAN, ETUX
JOHN W. GWINNING, ETUX
RICHARD D. TAYLOR, ETUX
ROBERT E. PICIRILLI, ETUX
LONNIE J. DAVIS, ETUX
MATCH LINE

30"± DIA. SYCAMORE TREE
THIS TREE IS NOT TO BE DISTURBED BY THE CONTRACTOR DURING THE CONSTRUCTION OF THIS PROJECT.

NOTE: HOUSE IS NOT TO BE DISTURBED BY EASEMENT - PARCEL NO. 152-C

NOTE: TREES AND LANDSCAPING WITHIN TEMPORARY CONSTRUCTION EASEMENT ALONG EXISTING GREENWAY AVE. TO REMAIN UNDISTURBED WHERE POSSIBLE.

* NOTE: BUILDINGS ON TRACT NO 152-C ARE NOT TO BE RAISED FOR FUTURE DEVELOPMENT.

SPECIAL NOTE
THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. 440

PROPOSED R/W
MURPHY RD. & GREENWAY AVE.

BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE

SCALE: 1" = 50'
DATE
DRAWING NO. 10

R.O.W. NOTE

TRACT NO. 094 INCLUDES THE LAWN AREA BETWEEN PARK DRIVE AND MURPHY ROAD AND THE PORTION OF PARK DRIVE BOUNDED BY THE PROPOSED RETAINING WALL, FAIRMONT DRIVE AND MURPHY ROAD. THE LAWN AREA (16,195 S.F.) IS TO BE APPRAISED AS OF MAY 5, 1971 AND THE PORTION OF PARK DRIVE (2,129 S.F.) TO BE APPRAISED AS OF APRIL 29, 1977. A TOTAL TAKE OF 18,324 S.F.

SPECIAL NOTE

THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

TYPE	YEAR	PROJECT NO.	SHEET NO
CONST.	1983	I-440-4(53)206	11

TENN. STATE HIGHWAYS — Plans File 11-E — Div. No. 34

SCANNED

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. 440

PROPOSED R/W
MURPHY RD. RAMP 'A' & RAMP 'G-1'

BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE

SCALE: 1"=50'
DATE:
DRAWING NO. 9

TENN. STATE HIGHWAYS Plans Divn. File No. IN-334
REV. 4-29-83 : ADDED NOTES CONCERNING THE POSSIBILITY OF UNDERGROUND GAS TANKS ON TRACTS 129, 144 & 177.
TYPE | YEAR | PROJECT NO. | SHEET NO.
CONST. | 1983 | I-440-4(53) 206 | 12
PERMANENT UTILITY EASEMENT (RELOCATE N.E.S. POWER LINES & SANITARY SEWERS)
MURPHY ROAD
75' R/W S82°49'E
PROPOSED R/W (A.C) AND FENCE
John L. Henry 3rd and Robert L. Merritt
JOHN U. WILSON
DUE NORTH
PERMANENT UTILITY EASEMENT RELOCATE SANITARY SEWERS
FAIRFAX AVE.
03° 00' CURVE
50' R/W
04°00' CURVE
RAMP "G-1"
EMANUEL SHATTEN, ETAL
MRS JOHN USSERY
CAUTION! POSSIBLE UNDERGROUND GAS TANKS ON THIS TRACT.
GULF OIL CORP.
BESSIE BURCHIEL
PROPOSED R/W
PROP. FENCE & C.A.
N48°22'W
IDA J. WEINSTEIN
MISS WILLIE HOOD
HYMAN LEVINE
KAREN M. WEST
JOSEPH B RUSSELL ETUX
JOSEPH H. FUQUA, ETUX
PAUL H. HILDEBRAND ETUX
A. STEINBERG, ETUX
GEORGE ENGEL ETUX
MINNIE C. SMITH
NASHVILLE BANK & TRUST CO.
RAMP "H"
METRO-GOV. NASH. (FIRE HALL # 17)
WEST END AVE. 100' R/W
RAMP "G"
J.B. CARDEN, ETUX
J. DAYTON CARDEN
MARY W. DAVIDSON
HARRIET O. WILLIAMS
R.P. HILL, ETUX
R.V. BLAIR ETUX
CHESTERFIELD AVE. 55' R/W
N20°32'W
05°00' CURVE
60' R/W
RESERVED FOR N.E.S. SUB-STATION
TENNESSEE CENTRAL RAILWAY CO. 100' R/W
I-440
03°00' CURVE
LANCASTER AVE. N27°32'W 50' R/W
N27°32'W
J. McAlister
B.N LOVE, ETUX
ALICE H. NESSON
A.E. WHALLEY
WARNER H. WILLIAMS SR., ETUX
J.A. GOSSETT, ETUX
RAMP "A-1"
EARLY M. LOCKS & RUBY E. KIRBY
MRS MAYNE DAHLINGER
A.P. JOHNSON, ETUX
J.A. GOSSETT, ETUX
DEDICATED STREET
ULYSSES C WHITE, ETUX
PHILIPP KLOTT
ROSA PRISCILLA SMITH
RAMP "B"
PARK CIRCLE SOUTH N27°32'W 50' R/W
MADELINE L. MAGID & DOROTHY L. MINITZ
LOTTIE F. LIGHTMAN, ETAL
RAMP "B-1"
R=2,194.86
70' R/W
PROPOSED R/W (A.C) AND FENCE
PARK CIRCLE
S22°45'E
S21°01'E
PERMANENT UTILITY EASEMENT RELOCATE WATER LINES & NES POWER LINES
MARGARET S. HOSTETTLER
CLARA H. AARON
L.L. PICKETTS ETUX
OLLIE & J.D. BYRN
HORACE U. HENLEY & JAMES WHITE
JOHN H. STANFILL, ETUX
CENTRAL S67°00'W AVE. 60' R/W
CHURCH COUNCIL OF CONCORDIA LUTHERAN CHURCH
MATCH
RICHLAND AVE. 70' R/W S48°20'W
FLOYD HINDS, ETUX
VIRGINIA ROGERS BOWEN
NASHVILLE JEWISH COMMUNITY CENTER, TRS.
PERMANENT UTILITY EASEMENT (RELOCATE N.E.S. POWER LINES)
TEMP. CONST. ESMT. SLOPE
NATHAN ZAGER, ETUX
O.E. CAMERON, JR. ETUX
JOHN U. WILSON
CHARLES BERSS
J.W. WOOD, ETUX
MARILYNE STERN
JOE WURTHEN
RAMP "F-1"
RAMP "F"
RAMP "E"
WEST END AVE.
23°00' CURVE
90' R/W
PROPOSED R/W
—SPECIAL NOTE—
THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. 440
PROPOSED R/W
STA. 159+50 TO STA. 175+00
BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE
SCALE:
DATE:
DRAWING NO. 11

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	13

NOTE: CROSS-HATCHED AREA OWNED BY STATE (NICHOLS & CROUCH PROPERTY)
(SMALLER CROSS-HATCHED AREA IS STATE OWNED TEMPORARY CONSTRUCTION EASEMENT, WHICH IS NOW TO BE PURCHASED AS PROPOSED R.O.W.)

—SPECIAL NOTE—

THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. 440

PROPOSED R/W
GREENWAY ELMINGTON AVE. RAMP "B"
RAMP "F" WEST END AVE.

BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE

SCALE:
DATE:
DRAWING NO.

TENN. STATE HIGHWAYS | Plans Div. | File No. 337-N

SCANNED

—SPECIAL NOTE—

THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

REV. 4-29-83: ADDED NOTES CONCERNING THE POSSIBILITY OF UNDERGROUND GAS TANKS ON TRACTS 129, 144 & 177.

REV. 5-3-83: ADDED PROPOSED NES. EASEMENT ON TRACT NOS. 177 & 180.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	14

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. 440

PROPOSED R/W
MURPHY RD. WEST END AVE.
RAMP "G" & RAMP "G-1"

BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE

SCALE:
DATE:
DRAWING NO. 12

TENN. STATE HIGHWAYS
Plans Div.
File No. IN-334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I 440 4(53) 206	15

SCANNED

MATCH LINE

PARK CIRCLE SOUTH N27°32'W 50'R/W

RAMP "F"

RAMP "E"

RAMP "D"

O.E. CAMERON, ETUX (196)

CHARLES BERSS (197)

U.B. REGEN, ETUX (198)

MARILYNE STERN (199)

W.H. YARBOROUGH, ETUX (200)

JOHN A. COPE, ETUX N27°15'W

CLARK-POWELL INC. (201)

RUTH McLAUGHLIN MOORE

NAIOMA OSBORNE (204)

HARRY EDWARD ANDERSON, ETUX (213)

M.F. AMMONS (205)

W.E. HARRIS, ETUX (206)

MRS. SUE ANDERSON SEXTON (214-A)

DIMPLE D. BARBEE (202)

JAMES CASPER NORRIS, ETUX (202-A)

ROBERT E. HARWELL, TR.

JACOB SEIDNER, ETUX

MORRIS LEVINSON, ETUX

JOHN BOLLING, ETUX

ALICE N. KOUSSER

F.M. DOWELL JR., ETUX

S.F. YOUNG, ETUX

EVA L. WYNNE

JOSEPH KOTY, ETUX

L.G. ANDERSON, ETUX

A.J. SUTHERLAND JR. ETUX

FRANCES R. HARWELL

FRANCES B. HARWELL

SAM LAPIDUS, ETUX

PROP. R/W (A.C.) AND FENCE

PROP. R/W

CUT SLOPE

FILL SLOPE

PERMANENT UTILITY EASEMENT (RELOCATE N.E.S. POWER LINES)

PERMANENT UTILITY ESMT. (RELOCATE N.E.S. POWER LINES)

PERMANENT UTILITY EASEMENT RELOCATE N.E.S. POWER LINES

METRO-GOV.-NASH, (RANSOM SCHOOL) (219)

END PROJECT 440-4(31)205 (R.O.W.)
STA. 183 + 10.15

RANSOM AVE. N28°00'W 50'R/W

M.D. LAVENDER (194-H)

JOHN F. GAFFNE, JR. (194-G)

HAROLD GREENBAUM (194-F)

RUBY CAINEY WOODALL (194-E)

LIMOR COMPANY (194-D)

S.H. ZEIGLER, ETUX (194-C)

W.F. MARSHALL, ETUX (194-B)

JULIUS W. HARWELL, ETUX

TOM D. GRAVES, ETUX

RALPH M. COHEN, ETUX

RICHARD W. WHITE (194-A)

BYRON AVE. S63°00'W 50'R/W

GERTRUDE B. WHITWORTH (22)

FILL SLOPE

2:1 SLOPE

PERMANENT UTILITY EASEMENT (RELOCATED N.E.S. POWER LINES)

PERMANENT EASEMENT RELOCATE SANITARY SEWER (RELOCATE N.E.S. POWER LINES)

TEMP. CONST. ESMT. SLOPE

BEG. PROJ. QI-440-4(34)207 (R.O.W.)
STA. 83 + 10.5

RICHLAND GOLF CLUB INC. (220)

PAR 3

PARKING

RICHARDSON AVE. S82°30'W 60'R/W

EXISTING & PROP. R/W

MILLER KIMBROUGH JR. (19)

ELMINGTON AVE. N19°50'W 60'R/W

METRO-GOV-NASH (ELMINGTON PARK) (166)

TEMP. CONST. ESMT.

ELMINGTON AVE. 100' R/W

MATCH LINE

—SPECIAL NOTE—
THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. 440

PROPOSED R/W
STA. 175+00 TO STA. 189+00
WEST

BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE

SCALE:
DATE:
DRAWING NO.

TENN. STATE HIGHWAYS
Plans Divn. File No. IN-34
SCANNED

TENN. STATE HIGHWAYS | N. | File No. 334 | Plans Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	17

CHESTERFIELD AVE.

HENRY SHARPE, ETUX

W.J. CALLOUETTE

JULIUS W. DOOCHIN (229)

SOUTHERN BELL TELEPHONE

PERMANENT UTILITY EASEMENT REQUIRED - SANITARY SEWER

PROPOSED R/W

A.D. BOURNE, ETUX (230)

WILLOUGHBY E. GREEN (234)

PROP. R/W

H. B. CALDWELL, ETUX (232)

E.J. MURDOCK (231)

THOMAS H. WATTS, ETUX (233)

PROPOSED A.C. FENCE

R.L. FREEMAN, TR.

PROPOSED R/W

LANCASTER AVE. 50' R/W

FENCE IS ALONG TOP OF RETAINING WALL

PROP. R/W (A.C.)

FENCE

WESTMORELAND DRIVE 50' R/W

30TH AVE. 09°00' CURVE SOUTH

PRELIMINARY LOCATION UTILITY POLE

STEPHEN D. ALLEN (235)

HARRIS L. BONNETTE (236)

WALTER W. HECKMAN (237)

MILDRED R. BODD (238)

E.E. RANDOLPH

C.C. GLOVER, ET UX

J.E. PICKLE, ET UX

JAMES A. EATON, ETUX

THOMAS G. FOSTER, ETUX

S.T. MCGEE, ET UX

E.L. PARRISH, ET UX

MATCH LINE

100' R/W

TENNESSEE CENTRAL RAILWAY CO.

N27°32'W

I-440

RICHLAND GOLF CLUB INC.

GERTRUDE B. WHITWORTH (221)

N.E.S. EASM'T

PROPOSED R/W (A.C.) AND FENCE

4:1 SLOPE

2:1 SLOPE

CUT SLOPE

FILL SLOPE

ADONDALE DRIVE 50' R/W

PROP. FENCE LINE

PROP CUL-DE-SAC

SIDNEY A. ROGERS, ETUX

STATE OF TENNESSEE

O.D. GIVAN, ETUX

IRA ADAMS

PROPOSED R/W

N.E.S. UTILITY ESMT. REQUIRED WITHIN N.E.S. POWER LINES

PAR 3

PAR 4

PAR 5

R/W LEGEND

PERMANENT EASEMENT

TEMPORARY EASEMENT

N.E.S. ESM'T. REQUIRED WITHIN INTERSTATE AND STREET RIGHT-OF-WAYS

19014-3111-44
END PROJECT I-440-4(53)206 CONST.
STA. 202+00

SPECIAL NOTE

THIS SHEET ADDED TO PLANS TO SHOW PROPOSED R.O.W. AND EASEMENTS ONLY. SEE LAYOUT SHEETS FOR SLOPE LINES AND DETAILS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
INTERSTATE ROUTE NO. 440

PROPOSED R/W
STA 189+00 TO STA. 205+00

BRIGHTON ENGINEERING COMPANY
NASHVILLE, TENNESSEE

SCALE: 1" = 60'
DATE:
DRAWING NO. 16

TENN. STATE HIGHWAYS | File No. IN-334 | Plans | Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	18

REV. 2-2-83: ACCESS DETAILS TO TRACTS NOTE ADDED.

REV. 5-27-83: REVISED R.O.W. LT. STA. 117+16± — 115+00.

REV. 1-31-84; ADDED RAMP LT. STA. 19+68, CHARLOTTE AVE.

REV. 6-11-86: CHANGED LIMIT OF CONSTRUCTION FOR CHARLOTTE AVE.

NOTE: SEE SHEET NO. 47 FOR PLAN & PROFILE OF CHARLOTTE AVE.

NOTE: COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

NOTE: " FOR ACCESS DETAILS TO TRACTS 1, & 1A, SEE SPECIAL PROVISION NO. 107C.

19014 -3111-44

BEGIN PROJECT I-440-4(53)206 CONST.
STA. "N-E" 344+00
STA. "E-S" 361+00

LIMIT OF CONST. STA. 18+70

TIE TO EXISTING C & G AND SIDEWALK STA. 18+70

P.L. "N-E" STA. 341+35.83 =STA. 19+96.91 CHARLOTTE AVE. N642,032.77 E 1,757,183.66

P.L. "N-E" P.O.T. STA. 344+70.80 =P.L. "N-W" S.T. STA. 363+79.56

EQUATION: I-440 P.O.T. STA. 113+16.30 = "N-E" 337+78.46
"N-E" P.O.T. STA. 337+82.34 = P.L. "N-E" 337+78.46
"W-S" P.O.T. STA. 337+04.35 = P.L. "E-S" 367+09.49

(SEE SHEET NO. 19)

PROP. R.O.W. (C.A.) & FENCE

STA. 115+00

MATCH LINE

EXIST. R.O.W. (C.A.) & FENCE

32nd AVE. N

CUT SL.

FILL SL.

END FENCE STA. 342+36 "N-E"
FUTURE GUARDRAIL
TYPE 13

BEGIN RETAINING WALL STA. 340+84 "N-E"

BEGIN FENCE STA. 340+28± "N-E"

PROPOSED CONC. RETAINING WALL NO. 2 W/ FENCE ON TOP

END BRIDGE STA. 340+41.83 "N-E"
PROP. R.O.W. (C.A.) & FENCE

END RETAINING WALL STA. 117+16±

TYPE 12

BEGIN PRESPLIT

PRESPLIT ROCK LINE

RAMP "N-E"

DUE NORTH

ORIGINAL BASELINE

BEGIN BRIDGE STA. 342+22.93 "N-E"

PAPER LOC. BASE LINE

N.C. E 1,757,183.66

(N.B.L.)

FUTURE GUARDRAIL

END TAPER STA. 113+43.96

DUE SOUTH

BEGIN RETAINING WALL TYPE 11

PROP CONC. RETAINING WALL NO. 3

END RETAINING WALL

P.L. "N-W" C.S. STA. 360+29.56

RAMP "N-W"

BEGIN TAPER STA 344+70.80 "N-E"

BEGIN RETAINING WALL STA. 361+00 "E-S"

N0°57'12"W 60.1' TAPER TO I-40 W.B.

P.C. STA. 20+84.67 N642,011.02 E 1,757,098.64

P.L. "E-S" P.O.S. STA. 353+82.10 =STA. 21+19.38 CHARLOTTE AVE.

P.C. STA. 339+59.13

END BRIDGE STA. 364+82.10 "E-S"

PAPER LOC. ℄

(S.B.L.) N 641,675.39 E 1,757,065.66

N641,675.39 E 1,757,124.66

BEGIN PRESPLIT PRESPLIT ROCK LINE

FUTURE CONCRETE RETAINING WALL

N 6°13'30" W

RAMP "W-S"

PROPOSED CONCRETE RETAINING WALL NO. 1

END FENCE STA. 362+48 "E-S"

END RETAINING WALL

TYPE II

CURVE (1)

FUTURE GUARDRAIL

BEGIN BRIDGE STA. 362+82.10 "E-S"

P.L. "E-S" P.O.C. STA. 360+16.99 =P.L. "W-S" P.O.C. STA. 343+93.13

P.L. "E-S" S.C. STA. 359+31.99

FILL SL.

EXIST. R.O.W. (C.A.) & FENCE

RAMP "E-S"

P.L. "E-S" C.S. STA. 356+02.57

P.L. "E-S" C.S. STA. 363+31.99

CURVE (2)

P.L. "E-S" S.T. STA. 365+31.99 N 641,852.89 E 1,757,065.66

BEGIN FENCE STA. 365+07 "E-S"

PROPOSED CONCRETE RETAINING WALL NO. 4 WITH FENCE ON TOP

EXIST. R.O.W. & PROP. (C.A.) & FENCE

END RETAINING WALL & CHAIN-LINK FENCE

BEGIN RETAINING WALL REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS (TYPICAL) SEE STD. DWG. K-86-144

EXIST. R.O.W.

CHARLOTTE

CUT SL.

120' R

ALLEY

33rd AVE. N.

TIE TO EXISTING C&G AND SIDEWALK STA. 23+30

N641,960.39 E1,756,731.00

LIMIT OF CONST. STA. 23+30

P.T. STA. 24+56.57

33rd AVE. N.

S 88°40'01" W

25

ORIGINAL BASELINE CURVE DATA
RAMP "W-S"
P.I. STA. 342+66.83
N = 642,237.87
E = 1,757,104.66
Δ_C = 7°40'52"
D_C = 1°15'
T = 307.70'
L = 614.49'
R = 4583.66'
E = 10.31'

PAPER LOCATED CURVE DATA
I-440 RAMP "E-S"

CURVE (1)
P.I. = P.L. STA. 361+32.17
N = 642,052.87
E = 1,757,063.53
Δ = 6°00'00"
D = 1°30'
T = 200.18'
L = 400.00'
R = 3819.72'
E = 5.24'
S.E. = 0.044 FT./FT.

CURVE (2)
P.I. = P.L. STA. 363+98.66
N = 641,986.23
E = 1,757,065.66
θ_S = 1°30'00"
L.S. = 200.00'
L.T. = 133.34'
S.T. = 66.67'
X_C = 199.99'
Y_C = 1.75'
S.E. = 0.044 FT./FT.

NOTE: EXISTING WESTBOUND ON RAMP TO I-40 IS TO BE CLOSED WHEN BRIDGE CONSTRUCTION AT CHARLOTTE AVE. IS BEGUN.

CHARLOTTE AVE.
P.I. STA. 22+71.42
N 641,964.73
E. 1,756,917.71
Δ = 13°01'00"
D = 3°30'00"
L = 371.90'
T = 186.76'
R = 1,637.02'
E = 10.62'
S.E. = REVERSE CROWN
TRANS. LENGTH = 100'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT
STATION "N-E" 344+00
&
STATION "E-S" 361+00
TO
STATION 115+00

SCALE: 1"=50'

BRUNING 29411

TENN. STATE HIGHWAYS
Plans Div.
File No. IN-334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	18A

REV. 5-27-83: REVISED R.O.W. LT. STA. 117+16± — 115+00.

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE LAYOUT. ADDED RAMP STATION 19+68 LT. CHARLOTTE AVE.

REV. 6-11-86: CHANGED LIMIT OF WORK AND DRAINAGE ON CHARLOTTE AVE.

BEGIN PROJECT I-440-4(53)206
STA. "N-E" 344+00
STA. "E-S" 361+00

EXTG. 30"

16 EX

TOP EL. 574.50
E.I. EL. 570.72
14 / 3

TOP EL. 578.90
E.I. EL. 573.34
13 / 3

GR. EL. 578.08
E.I. EL. 574.08
12 / 14

"N-E" STA. 341+35.83
=STA. 19+96.91 CHARLOTTE AVE.

24"

32nd AVE. N.

18"

11 / 12 GR. EL. 581.21
E.I. EL. 577.21

EXISTING R.O.W. (C.A.) & FENCE

FILL SL.

CUT SL.

BRIDGE DRAIN
STD. DWG. D-CB-9

12"

38'

BEGIN RETAINING WALL
STA. 340+84± "N-E"

BEGIN FENCE
STA 340+28± "N-E"

PROPOSED CONC. RETAINING WALL WITH FENCE ON TOP

PROP. R.O.W. (C.A.) & FENCE

END RETAINING WALL
STA. 117+16±

STA. 115+00

PROP. R.O.W. (C.A.) & FENCE

BEGIN PRESPLIT ROCK LINE

RAMP "N-E"

345

340

PAPER LOC. BASE LINE

ORIGINAL BASELINE

GR. EL. 585.19
E.I. EL. 581.19
9 / 12

10 / 12 GR. EL. 581.58
E.I. EL. 577.58

7 / 24 GR. EL. 610.37
E.I. EL. 608.20

36'

23'

23'

36'

FUTURE PAVED DITCH

18"

8 / 12 GR. EL. 588.28
E.I. EL. 584.28

PROPOSED CONCRETE RETAINING WALL

BEGIN CONCRETE RETAINING WALL
STA. 361+00 "E-S"

ORIGINAL BASELINE

P.C. STA. 20+84.67

TO I-40 WESTBOUND

FUTURE CONCRETE RETAINING WALL

345

RAMP "W-S"

RAMP "E-S"

BEGIN PRESPLIT ROCK LINE

3 / 19 GR. EL. 590.10
E.I. EL. 587.10

BRIDGE DRAIN
STD. DWG. D-CB-9

PROPOSED CONCRETE RETAINING WALL

CUT SL.

EXISTING R.O.W. & PROPOSED (C.A.) & FENCE

GR. EL. 595.00
E.I. EL. 592.00
5 / 18

18"

PAVED DITCH

FILL SL.

EXISTING R.O.W. (C.A.) & FENCE

EXISTING R.O.W.

4 / 12 GR. EL. 594.88
E.I. EL. 586.63

MATCH LINE (SEE SHEET NO. 19A)

GR. EL. 591.58
E.I. EL. 585.63
6 / 14

GR. EL. 600.54
E.I. EL. 596.45
2 / 14

81' CHARLOTTE

ALLEY

33rd AVE. N.

GR. EL. 601.76
E.I. EL. 596.76
1 / 18

33rd AVE. N.

25

NOTE:

ALL CATCH BASINS WITHIN THE PROPOSED MEDIAN AND SHOULDER BERMS ARE TO HAVE A 12"x 6" OPENING TO ALLOW FOR TEMPORARY DRAINAGE. THIS OPENING IS TO BE PLUGGED AS THE FUTURE CONC. PAVED DITCH IS CONSTRUCTED UNDER THE FUTURE PAVING PROJECT. THE APRONS ON THE NO. 36 AND NO. 37 CATCH BASINS IN THE MEDIAN AND ALONG THE SHOULDERS ARE ALSO TO BE OMITTED FROM THIS PROJECT BUT INCLUDED IN THE PAVING PROJECT IF REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DRAINAGE LAYOUT

STATION "N-E" 344+00
&
STATION "E-S" 361+00
TO
STATION 115+00

SCALE: 1"=50'

BRUNING 29411

TENN. STATE HIGHWAYS
Plans File No. IN-334
Bridge File No.
SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	19

REV. 5-27-83: REVISED R.O.W. LT. STA. 115+00 – 115+15 ±.

I-440
P.I. = STA. 119+91.69
N 641,000.00
E 1,757,124.66
Δc = 5° 33' 30" LT.
Dc = 0° 45'
T = 370.85'
Lc = 741.11'
R = 7,639.44'
E = 9.00'
SE = 0.026 FT./FT.
TRANS. LENGTH = 250'

NOTE: COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

SEABOARD SYSTEM RAILROAD

EXISTING R.O.W. & PROPOSED (C.A.) & FENCE

P.T. STA. 123+61.95

REINFORCED CONCRETE PAVEMENT AT BRIDGE END (TYP.) SEE STD. DWG. K-86-144

BEGIN BRIDGE (LT. LANE) STA. 127+06.00

END BRIDGE (LT. LANE) STA. 129+54.00

EXISTING R.O.W. (C.A.)

BEGIN FENCE STA. 129+34

PROP. FENCE

PROPOSED FENCE

END FENCE STA. 126+47

STA. 130+00

MATCH LINE (SEE SHEET NO. 20)

CUT SLOPE

PRESPLIT ROCK LINE

END PRESPLIT

FUTURE GUARDRAIL

TYPE 13

TYPE 11

P.C. STA. 116+20.84

STA. 115+00

MATCH LINE (SEE SHEET NO. 19)

30' 36' 23' 23' 36' 30'

DUE SOUTH

N 641,370.85
E 1,757,124.66

N 641,164.21
E 1,757,127.46

120

I-440

N 640,630.90
E 1,757,160.58

125

S 5° 33' 30" E.

N 640,220.87
E 1,757,171.29

FUTURE GUARDRAIL

TYPE 11

END FENCE STA. 127+60

BEGIN BRIDGE (RT. LANE) STA. 127+42.59

200.50' S 84° 26' 30" W

EXISTING R.O.W.

END BRIDGE (RT LANE) STA. 129+95.22

I-440 STA. 124+72.50 = ACCESS ROAD TO BOYLES GALVANIZING CO. STA. 6+58.88 (200.50' RT. OF I-440 ℄.

LIMIT OF CONSTRUCTION STA. 8+00

S 32° 18' 22" W

N 640,382.37
E 1,756,890.48

NOTE: SEE SHEET NO. 48 FOR PLAN AND PROFILE OF SEABOARD SYSTEM RAILROAD.

TYPE 11

FUTURE (6'x 12') ACCESS GATE (FOR MAINTENANCE)

146.50' S 88° 27' W

91° 21' 22"

R=60'

PROPOSED (C.A.) & FENCE

10' 20'

S 0° 48' 25" W

SEE SHEET NO. 56 FOR PROFILE OF BOYLES GALVANIZING CO. ACCESS ROAD

EXISTING R.O.W. & PROPOSED (C.A.) & FENCE

N 641,160.24
E 1,756,981.01

I-440 STA. 118+27.51 = ACCESS ROAD TO BOYLES GALVANIZING CO. STA. 0+00 (146.50' RT. OF I-440 ℄)

CONC. DR.

ELKINS AVE.

CHAIN LINK FENCE GATE (6'x 24') SEE DETAIL SHEET 2 CC

LIMIT OF CONSTRUCTION TIE TO EXIST. PAVEMENT

CUT SLOPE

EXISTING R.O.W.

N 640,554.11
E 1,756,972.47

P.C. 6+06.19

P.T. 7+08.51

N 640,457.94
E 1,756,942.05

NOTE: ACCESS GATE TO BOYLES GALVANIZING CO. IS TO BE INCLUDED IN THIS PROJECT.

ACCESS RD. TO BOYLES GALVANIZING CO.
P.I. = STA. 6+58.88
N 640,501.45
E 1,756,971.73
Δ = 33° 30' RT.
D = 32° 44' 26"
T = 52.67'
L = 102.32'
R = 175.00'
E = 7.75'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

STA. 115+00 TO STA. 130+00

SCALE 1"=50'

29411

BRUNING

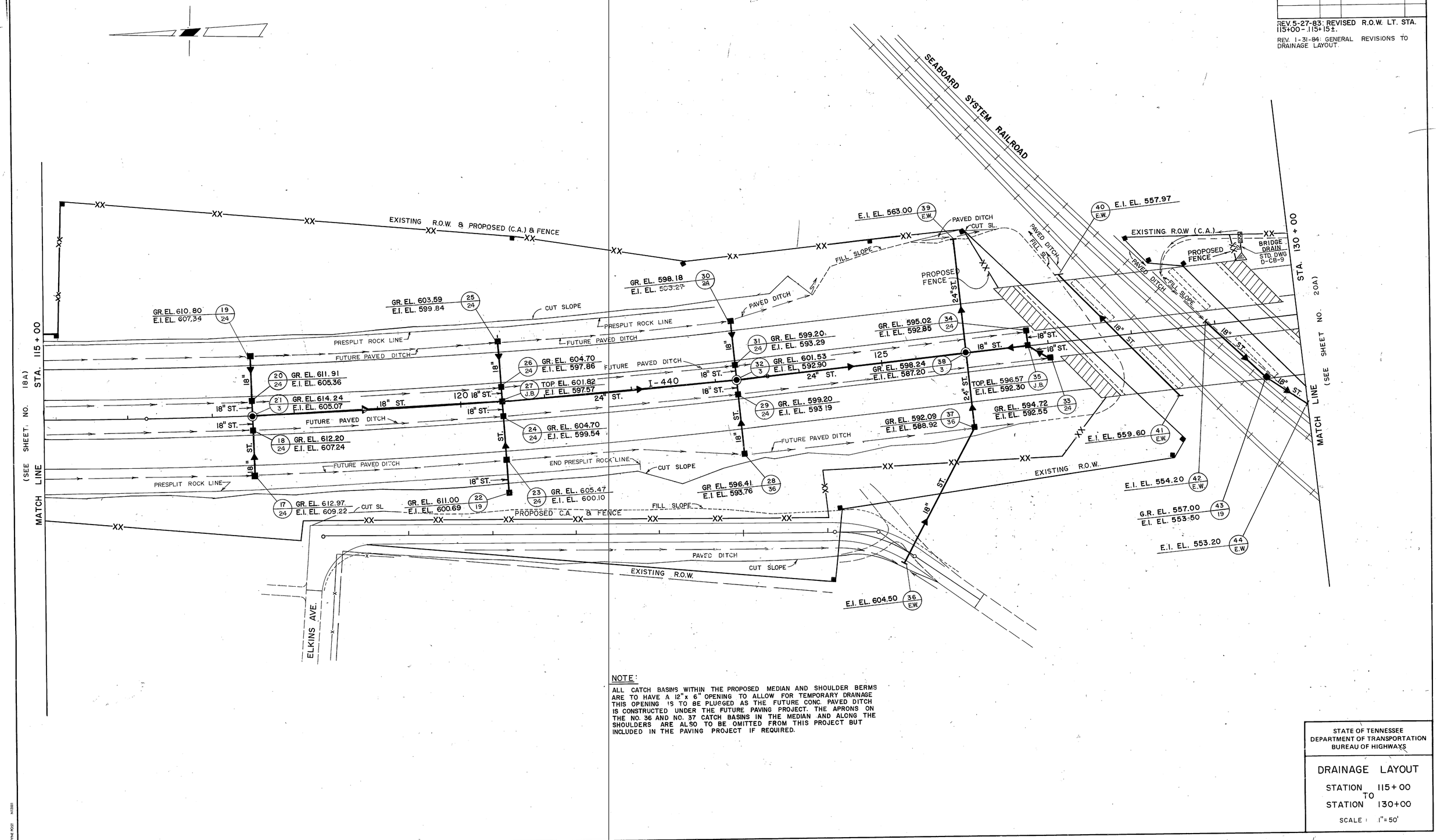
TENN. STATE HIGHWAYS
File No. IN-334
Plans Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	19A

REV. 5-27-83: REVISED R.O.W. LT. STA. 115+00 - 115+15±.

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE LAYOUT.



NOTE:

ALL CATCH BASINS WITHIN THE PROPOSED MEDIAN AND SHOULDER BERMS ARE TO HAVE A 12" x 6" OPENING TO ALLOW FOR TEMPORARY DRAINAGE THIS OPENING IS TO BE PLUGGED AS THE FUTURE CONC. PAVED DITCH IS CONSTRUCTED UNDER THE FUTURE PAVING PROJECT. THE APRONS ON THE NO. 36 AND NO. 37 CATCH BASINS IN THE MEDIAN AND ALONG THE SHOULDERS ARE ALSO TO BE OMITTED FROM THIS PROJECT BUT INCLUDED IN THE PAVING PROJECT IF REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DRAINAGE LAYOUT

STATION 115+00
TO
STATION 130+00

SCALE : 1"=50'

TELEDYNE POST N72001

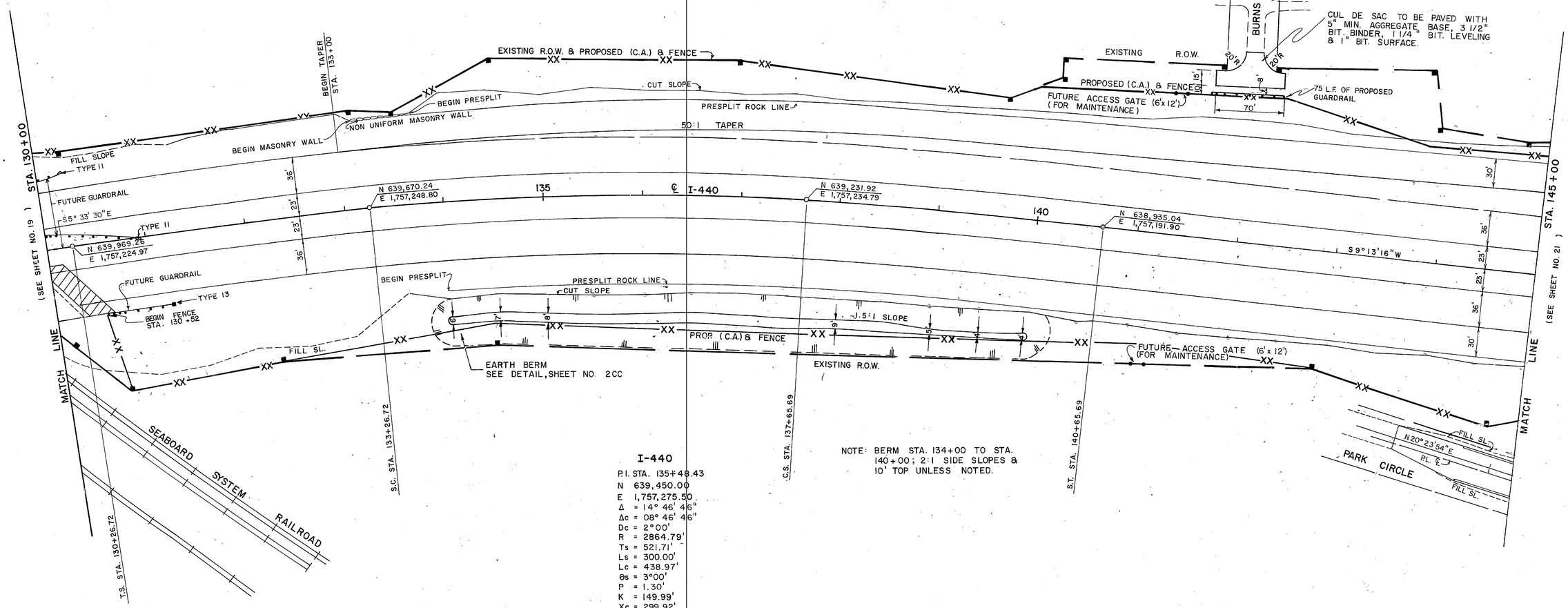
TENN. STATE HIGHWAYS
Plans File No. 34
Bkm.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	20

REV. 2-2-83: BERM ADDED RT. OF STA. 134+00 TO 140+00

REV. 5-3-83: REVISED LOCATION OF PROP. (C.A.) AND FENCE RT. OF STA. 132+20± TO 142+90±.

NOTE:
COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.



I-440

P.I. STA. 135+48.43
N 639,450.00
E 1,757,275.50
Δ = 14° 46' 46"
Δc = 08° 46' 46"
Dc = 2° 00'
R = 2864.79'
Ts = 521.71'
Ls = 300.00'
Lc = 438.97'
θs = 3° 00'
P = 1.30'
K = 149.99'
Xc = 299.92'
Yc = 5.24'
Es = 25.29'
SE = 0.052 FT./FT.

NOTE: BERM STA. 134+00 TO STA. 140+00; 2:1 SIDE SLOPES & 10' TOP UNLESS NOTED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

STA. 130+00 TO STA. 145+00

SCALE 1"=50'

BRUNING 29411

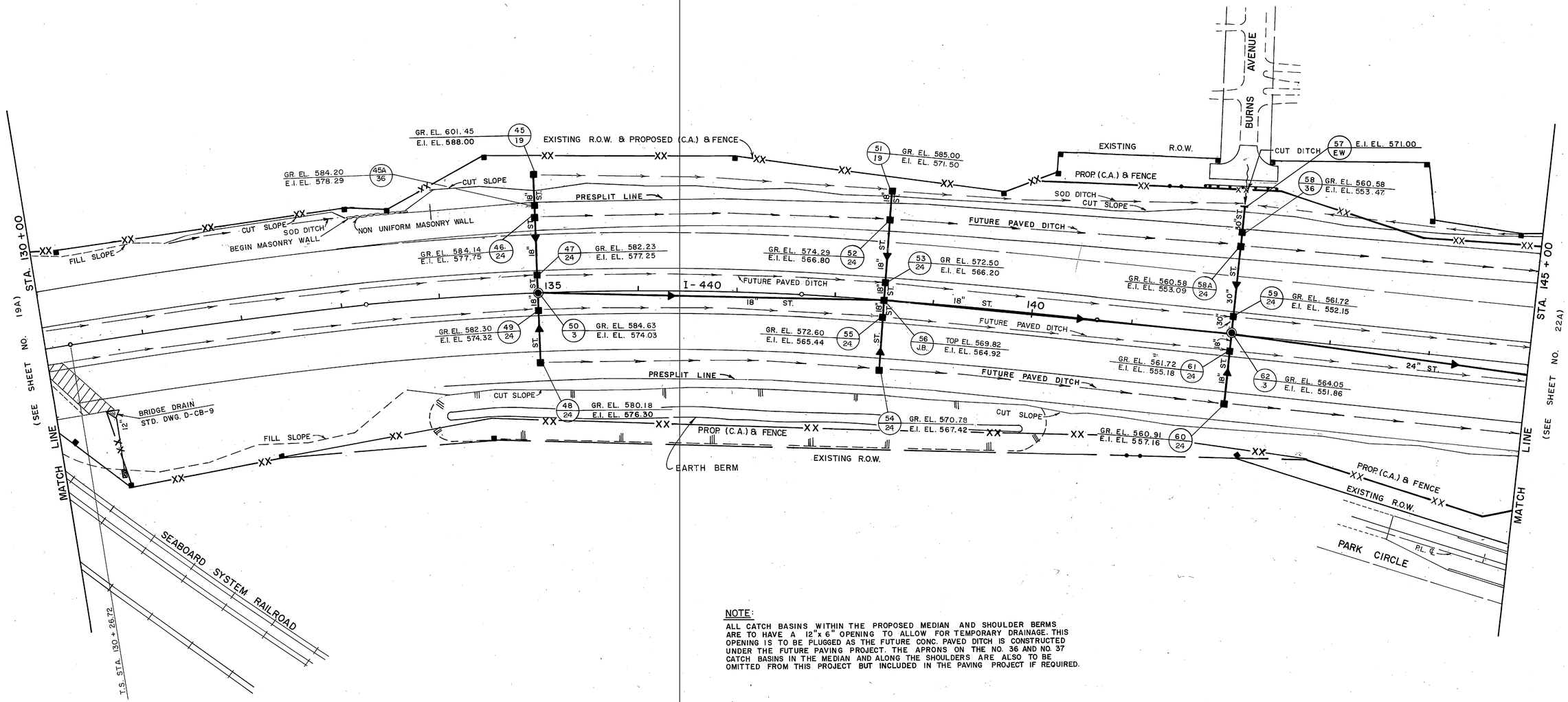
TENN. STATE HIGHWAYS
Plans File No. IN-334
Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	20A

REV. 2-2-83: BERM ADDED RT. OF STA. 134+00 TO 140+00

REV. 5-3-83: REVISED LOCATION OF PROPOSED (C.A.) & FENCE RT. OF STA. 132+20± TO 142+90±.

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE LAYOUT.



NOTE:
ALL CATCH BASINS WITHIN THE PROPOSED MEDIAN AND SHOULDER BERMS ARE TO HAVE A 12"x6" OPENING TO ALLOW FOR TEMPORARY DRAINAGE. THIS OPENING IS TO BE PLUGGED AS THE FUTURE CONC. PAVED DITCH IS CONSTRUCTED UNDER THE FUTURE PAVING PROJECT. THE APRONS ON THE NO. 36 AND NO. 37 CATCH BASINS IN THE MEDIAN AND ALONG THE SHOULDERS ARE ALSO TO BE OMITTED FROM THIS PROJECT BUT INCLUDED IN THE PAVING PROJECT IF REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DRAINAGE LAYOUT

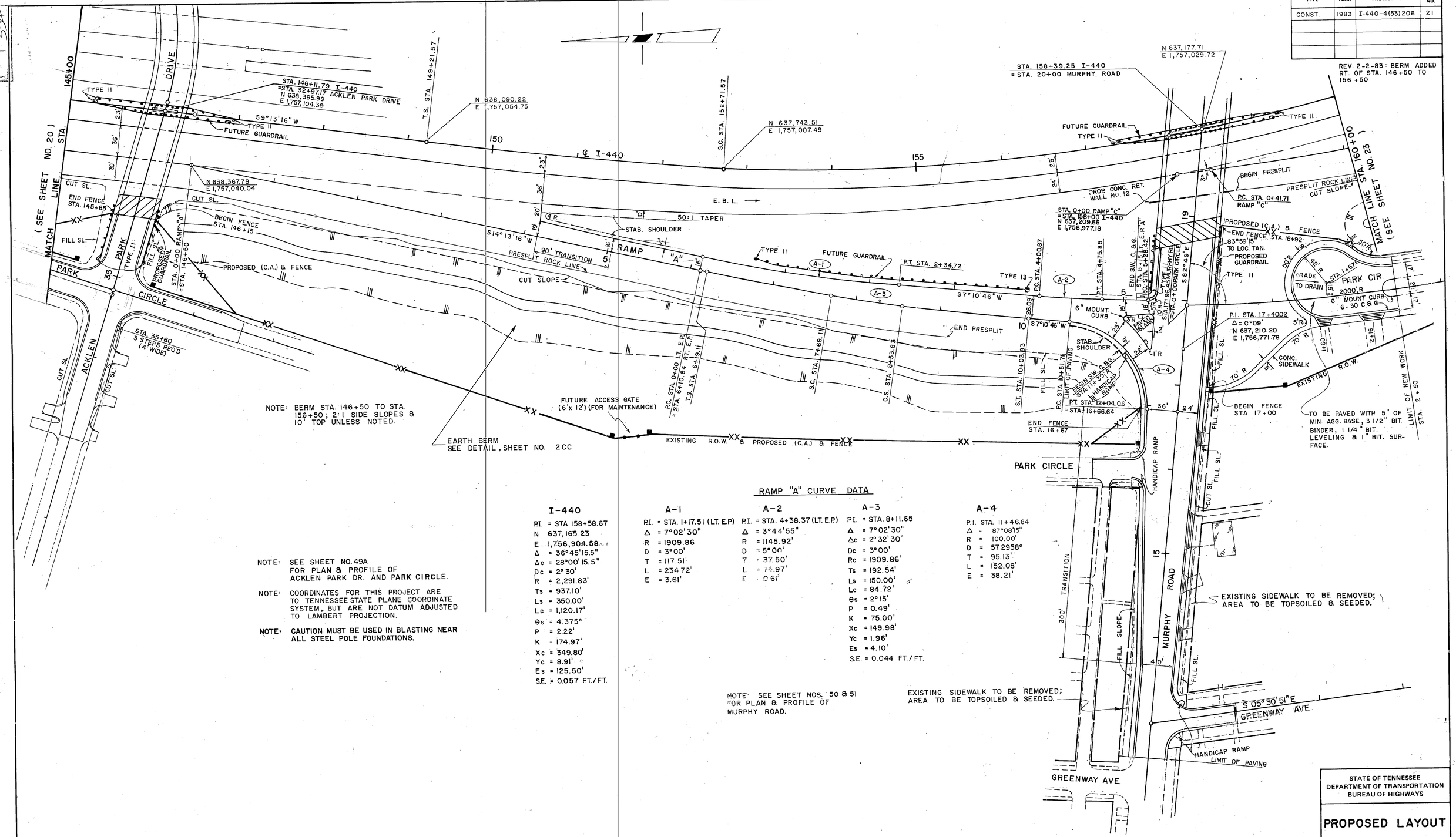
STATION 130+00
TO
STATION 145+00

SCALE : 1"=50'

STATE HIGHWAYS
Plans File No. 334
Dist. Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	21

REV. 2-2-83: BERM ADDED RT. OF STA. 146+50 TO 156+50



NOTE: SEE SHEET NO. 49A FOR PLAN & PROFILE OF ACKLEN PARK DR. AND PARK CIRCLE.

NOTE: COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

NOTE: CAUTION MUST BE USED IN BLASTING NEAR ALL STEEL POLE FOUNDATIONS.

I-440

P.I. = STA 158+58.67
N 637,165 23
E 1,756,904.58
Δ = 36°45'15.5"
Δc = 28°00' 15.5"
Dc = 2° 30'
R = 2,291.83'
Ts = 937.10'
Ls = 350.00'
Lc = 1,120.17'
θs = 4.375°
P = 2.22'
K = 174.97'
Xc = 349.80'
Yc = 8.91'
Es = 125.50'
SE. = 0.057 FT./ FT.

RAMP "A" CURVE DATA

A-1

P.I. = STA. 1+17.51 (LT. E.P)
Δ = 7°02'30"
R = 1909.86
D = 3°00'
T = 117.51'
L = 234.72'
E = 3.61'

A-2

P.I. = STA. 4+38.37 (LT. E.P.)
Δ = 3°44'55"
R = 1145.92'
D = 5°00'
T = 37.50'
L = 74.97'
E = 0.61'

A-3

P.I. = STA. 8+11.65
Δ = 7°02'30"
Δc = 2°32'30"
Dc = 3°00'
Rc = 1909.86'
Ts = 192.54'
Ls = 150.00'
Lc = 84.72'
θs = 2°15'
P = 0.49'
K = 75.00'
Xc = 149.98'
Yc = 1.96'
Es = 4.10'
S.E. = 0.044 FT./FT.

A-4

P.I. STA. 11+46.84
Δ = 87°08'15"
R = 100.00'
D = 57.2958°
T = 95.13'
L = 152.08'
E = 38.21'

NOTE: SEE SHEET NOS. 50 & 51 FOR PLAN & PROFILE OF MURPHY ROAD.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

STA. 145+00 TO STA. 160+00

SCALE 1"=50'

BRUNING 29411

TENN. STATE HIGHWAY DEPT. Div. Plans No. 33

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	22

REV. 2-2-83: BERM ADDED LT OF STA. 151+47 TO 156+18
REV. 5-3-83: REVISED SLOPE LINE AND ADDED NON-UNIFORM COURSE STONE MASONRY LT. STA. 159+15± TO 160+00.

NOTE:
COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

NOTE: SEE SHEET NOS. 50 & 51 FOR PLAN & PROFILE OF MURPHY RD.

NOTE: SEE SHEET NO. 49A FOR PLAN & PROFILE OF ACKLEN PARK DRIVE

NOTE: BERM STA. 151+47 TO STA. 156+18; 2:1 SIDE SLOPES & 10' TOP UNLESS NOTED.

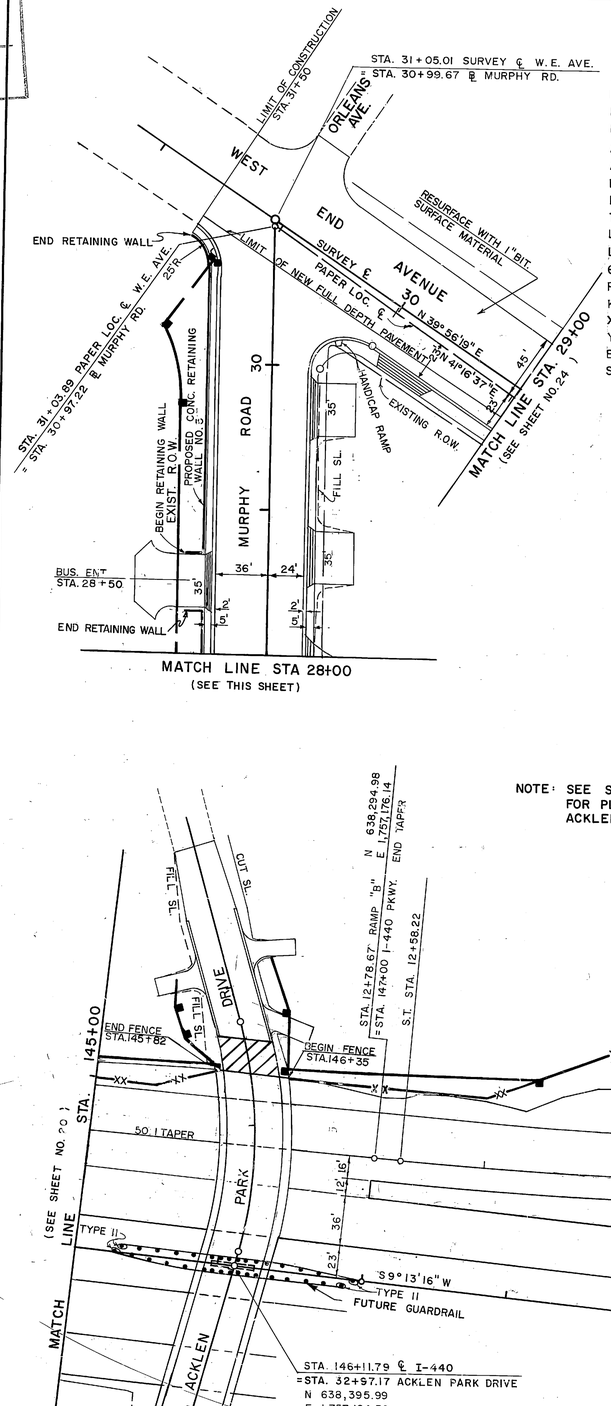
I-440

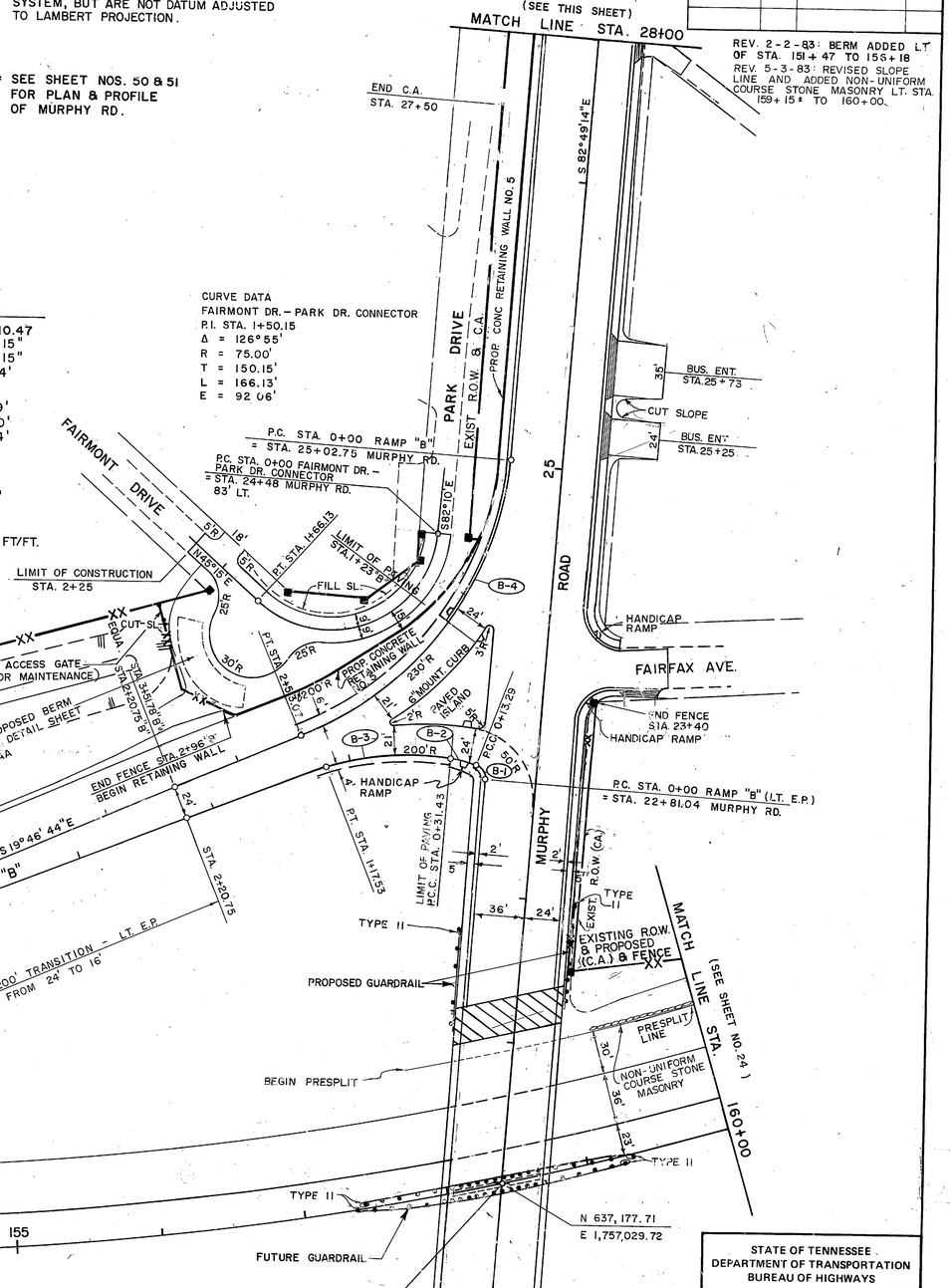
P.I. = STA. 158+58.67
N 637,165.21
E 1,756,904.58
Δ = 36°45'15.5"
Δc = 28°00'15.5"
Dc = 2°30'
R = 2,291.83'
Ts = 937.10'
Ls = 350.00'
Lc = 1,120.17'
θs = 4.375°
P = 2.22'
K = 174.97'
Xc = 349.80
Yc = 8.91'
Es = 125.50'
S.E. = 0.057 FT./FT.

RAMP "B" CURVE DATA

B-1	B-2	B-3	B-4	B-5
P.I. STA. 0+07.83 (LT. E.P)	P.I. STA. 0+22.40 (LT. E.P)	P.I. STA. 0+75.16 (LT. E.P.)	P.I. STA. 1+41.06	P.I. STA. 9+10.47
Δ = 76°08'40"	Δ = 13°51'20"	Δ = 24°40'04"	Δ = 62°02'30"	Δ = 27°51'15"
R = 10.00'	R = 75.00'	R = 200.00'	R = 230.00'	Δc = 16°51'15"
D = 572.958°	D = 76.3944°	D = 28.6479°	D = 24.9112°	Rc = 1,041.74'
T = 7.83'	T = 9.11'	T = 43.73'	T = 141.06'	Dc = 5°30'
L = 13.29'	L = 18.14'	L = 86.11'	L = 253.07'	Ts = 358.69'
E = 2.70'	E = 0.55'	E = 4.73'	F = 38.38'	Ls = 200.00'
				Lc = 306.44'
				θs = 5°30'
				P = 1.60'
				K = 99.97'
				Xc = 199.82'
				Yc = 6.40'
				Es = 33.20'
				SE = 0.057 FT/FT.

CURVE DATA
FAIRMONT DR. – PARK DR. CONNECTOR
P.I. STA. 1+50.15
Δ = 126°55'
R = 75.00'
T = 150.15'
L = 166.13'
E = 92.06'





BRUNING 29411

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

STA. 145+00 TO STA. 160+00

SCALE 1"=50'

TENN. STATE HIGHWAYS
File No. 47-N-(1)-34
Plans Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	22 A

REV 2-2-83: BERM AND PAVED DITCH ADDED LT. OF STA. 151+47 TO 156+18. BERM ADDED RT OF STA. 146+50 TO 156+50.

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE LAYOUT.

REV. 8-2-85: CHANGED GRATE ELEVATIONS FOR DRAINAGE STRUCTURE NOS. 88,89,90 AND 91.

NOTE:
ALL CATCH BASINS WITHIN THE PROPOSED MEDIAN AND SHOULDER BERMS ARE TO HAVE A 12"x 6" OPENING TO ALLOW FOR TEMPORARY DRAINAGE. THIS OPENING IS TO BE PLUGGED AS THE FUTURE CONC. PAVED DITCH IS CONSTRUCTED UNDER THE FUTURE PAVING PROJECT. THE APRONS ON THE NO. 36 AND NO. 37 CATCH BASINS IN THE MEDIAN AND ALONG THE SHOULDERS ARE ALSO TO BE OMITTED FROM THIS PROJECT BUT INCLUDED IN THE PAVING PROJECT IF REQUIRED.

(SEE SHEET NO. 24 B)

MATCH LINE STA. 26+00

GR. EL. 584.15 (89/12) E.I. EL. 577.90

GR. EL. 583.17 (88/15) E.I. EL. 577.70

GR. EL. 583.88 (90/3) E.I. EL. EXIST

GR. EL. 583.30 (85/1) E.I. EL. 574.20± TIE TO EXIST.

DRIVE

PARK

FAIRMONT DRIVE

CUT SL.

18" ST.

25

18" ST.

91 (12) GR. EL. 579.57 E.I. EL. 570.30

FAIRFAX AVE.

92 (EX) GR. EL. 578.80 E.I. EL. EXIST.

93 (EX.) GR. EL. 574.53 E.I. EL. 567.72

87A (24) GR. EL. 567.72 E.I. EL 560.00

GR. EL. 560.00 (94/36) E.I. EL. 556.23

ROAD

EXISTING R.O.W. & PROPOSED (C.A.) & FENCE

PRESPLIT ROCK LINE

18" ST.

STA. 160+00

(SEE SHEET NO. 24 A)

EARTH BERM

EXISTING R.O.W. & PROPOSED (C.A.) & FENCE

PAVED DITCH

GR. EL. 582.00 (86/18) E.I. EL. 573.27

GR. EL. 568.22 (87/36) E.I. EL. 562.64

PROP. CONCRETE RETAINING WALL

24" ST.

GR. EL. 594.30 (84/18) E.I. EL. 591.30

GR. EL. 555.22 (77/24) E.I. EL. 551.57

CUT SLOPE

PAVED DITCH

FUTURE PAVED DITCH

RAMP "B"

GR. EL. 541.66 (72A/48) E.I. EL. 534.92

GR. EL. 602.60 (71/19) E.I. EL. 597.50

GR. EL. 541.82 (72/37) E.I. EL. 535.50

PRESPLIT LINE

18" ST.

24" ST.

10

PROP GRAVITY TYPE RETAINING WALL

GR. EL. 545.87 (67/36) E.I. EL. 540.00

GR. EL. 545.87 (67A/24) E.I. EL. 539.06

GR. EL. 546.38 (68/24) E.I. EL. 536.88

SOD DITCH

GR. EL. 540.97 (73/24) E.I. EL. 533.04

GR. EL. 538.84 (79/24) E.I. EL. 530.05

GR. EL. 533.90 (78/37) E.I. EL. 530.99

GR. EL. 535.00 (95/37) E.I. EL. 531.80

GR. EL. 543.23 (98/6) E.I. EL. 525.88

GR. EL. 540.93 (96/48) E.I. EL. 530.42

(SEE SHEET NO. 20 A)

MATCH LINE STA. 145+00

24" ST.

36" ST.

℄ I-440

150

155

42" ST.

30" ST.

60" ST.

GR. EL. 546.38 (70/24) E.I. EL. 536.33

GR. EL. 543.89 (76/3) E.I. EL. 532.18

GR. EL. 540.97 (75/24) E.I. EL. 533.57

TOP EL. 536.36 (83/J.B) E.I. EL. 529.00

FUTURE PAVED DITCH

GR. EL. 538.93 (82/24) E.I. EL. 532.78

GR. EL. 540.83 (97/24) E.I. EL. 538.66

PRESPLIT ROCKLINE

GR. EL. 545.48 (102/6) E.I. EL. 527.04

RET. WALL

PROPOSED C.A. & FENCE

GR. EL. 538.51 (81/37) E.I. EL. 534.33

SOD DITCH

GR. EL. 544.00 (101/SS) E.I. EL. 518.00

STA. 158+39.25 I-440
STA. 20+00 MURPHY ROAD

GR. EL. 545.44 (69/24) E.I. EL. 542.35

STA. 146+11.79 ℄ I-440 = STA. 32+97.17 ACKLEN PARK DRIVE

GR. EL. 540.12 (74/24) E.I. EL. 536.37

FUTURE PAVED DITCH

PRESPLIT ROCK LINE

CUT SLOPE

RAMP "A"

PAVED DITCH

GR. EL. 551.78 (80/24) E.I. EL. 547.97

EARTH BERM

REVERSE GUTTER

PARK DRIVE

VALLEY GUTTER

ACKLEN

PARK CIRCLE

EXISTING R.O.W. & PROPOSED (C.A.) & FENCE

STA. 35+17.69 ACKLEN PARK DR.
STA. 10+00 PARK CIRCLE

GR. EL. 564.96 (99/12) E.I. EL. 559.45

GR. EL. 564.75 (100/12) E.I. EL. 558.95

EXISTING R.O.W.

MURPHY ROAD STORM SEWER SEE SHEET NO. 51E

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DRAINAGE LAYOUT

STATION 145+00
TO
STATION 160+00

SCALE : 1"= 50'

TELEPHONE POST N12801

TENN. STATE HIGHWAYS
File No. 334
Plans Div.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	23

REV. 2-2-83: BERM ADDED RT. OF STA. 160+00 TO STA. 166+50.
REV. 5-3-83: REVISED MEDIAN IN WEST END AVE. AND GORE TO RAMP "E". REMOVED ALLEY LT. OF STA. 0+00 RICHLAND AVE. AND REVISED TO SHOW EXISTING PARK CIRCLE TO REMAIN.

MATCH LINE (SEE SHEET NO.21) STA. 160+00

MATCH LINE STA. 175+00 (SEE SHEET NO.25)

N 636,184.10
E 1,757,192.62

N 636,473.08
E 1,757,112.02

℄ I-440

STA. 20+00 SURVEY ℄ WEST END AVE.
=STA. 169+01.01 I-440 PKWY.

STA. 20+00 PAPER LOC. ℄ WEST END AVE.
=STA. 169+01.23 I-440 PARKWAY.
N 636,192.84
E 1,757,411.49

P.O.C. STA. 5+13.14 RAMP "E"
=P.O.T. STA. 174+48.63 I-440
N 635,707.45
E 1,757,664.53

S 27°31'59.5"E

N 635,621.135
E 1,757,596.401

P.O.C. STA. 4+02.60 RAMP "F"
=P.O.T. STA. 4+75.49 RAMP "D"

P.C. STA. 8+88.38 RT. E.P. =
STA. 18+79.64 P.L. ℄ WEST END AVE 48' RT.

P.O.C. STA. 11+92.00 RAMP "C"
= STA. 17+93.87 WEST END AVE. 33' LT. PL. ℄ W. E. AVE.

P.O.C. STA. 0+00 RAMP "D"
= STA. 17+89.12 PL. ℄ WEST END AVE 48' RT.
N 635,999.44
E 1,757,314.69

N 39°24'40"E

S 40°00'E

S 15°35'02"E

PRESPLIT ROCK LINE

END PRESPLIT

90' TRANS.

STAB. SHOULDER

TYPE II

RAMP "C"

300' TRANSITION 16' TO 30'

FUTURE GUARDRAIL

PROPOSED GUARDRAIL

TYPE 13

P.C. STA. 11+57.22 LT. E.P. RAMP "C"

P.T. STA. 7+22.99

CUT SLOPE

PROPOSED (C.A.) & FENCE

FUTURE ACCESS GATE 6' x 12' (FOR MAINTENANCE)

EXIST. R.O.W. & PROP. (C.A.) & FENCE

STABILIZED SHOULDER

EARTH BERM
SEE DETAIL, SHEET NO. 2CC

PARK CIRCLE

CENTRAL AVE.

RICHLAND AVE.

I-440

P.I. = STA. 158+58.67
N 637,165.21
E 1,756,904.58
Δ = 36°45' 15.5"
Δc = 28°00' 15.5"
Dc = 2°30'
R = 2,291.83'
Ts = 937.08'
Ls = 350.00'
Lc = 1,120.18'
θs = 4.375°
P = 2.22'
K = 174.97'
Xc = 349.80'
Yc = 8.91'
Es = 125.50'
S.E. = 0.057 FT./FT.

NOTE: BERM STA. 160+00 TO STA. 166+50; 2:1 SIDE SLOPES & 10' TOP UNLESS NOTED.

RAMP "C" CURVE DATA

C-1	C-2	C-3
P.I. = STA. 3+83.28	P.I. = STA. 12+09.38	P.I. = STA. 11+74.66
Δ = 10°13'09"	Δ = 54°59'40"	Δ = 15°16' 48"
D = 1°30'	D = 57.2958°	D = 44.0737°
R = 3,819.72'	R = 100.00'	R = 130.00'
T = 341.55'	T = 52.05'	T = 17.44'
L = 681.26'	L = 95.98'	L = 34.67'
E = 15.24'	E = 12.74'	E = 1.16'
S.E. = 0.028 FT./FT.		
TRANS. LENGTH = 150 FT.		

NOTE: COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

NOTE: CAUTION MUST BE USED IN BLASTING NEAR ALL STEEL POLE FOUNDATION.

NOTE: SEE SHEET NO's. 52 & 53 FOR PLAN & PROFILE OF WEST END AVE.

P.T. STA. 12+53.32 RAMP "C"
=STA. 17+10.81 P.L. ℄ W.E. AVE. 33' LT.
N 635,990.36
E 1,757,602.39

P.T. STA. 6+14.20 L.T. E.P.

P.T. STA. 16+82.37 P.L. ℄ W.E. AVE. 33' LT.

P.T. STA. 16+76.95 P.L. ℄ W.E. AVE.

P.T. STA. 16+51 SURVEY ℄ W.E. AVE.

SURVEY ℄
WEST END AVE.
P.I. = STA. 12+97.73
Δ = 21° 27'00"
Dc = 3°00'
R = 1,909.86'
Lc = 715.00'
T = 361.73'
E = 33.95'
S.E. = R.C.
TRANS LENGTH = 100 FT.
S.E. TRANS = 100 FT.

MASONRY WALL, SEE DETAIL SHEET 2CC

BEGIN MASONRY WALL STA. 12+78

BRASS CAP DESIGNATING THE LIMIT OF ACCESS CONTROL IS TO BE INSTALLED IN MASONRY WALL.

SURVEY CENTERLINE
STA. 11+45.23 WEST END AVE.
=STA. 17+93.14 ELMINGTON AVE.
N 635,584.89
E 1,756,815.41

P.C. STA. 0+00 LT. E.P. =
STA. 10+57.37 P.L. ℄
WEST END AVE 33.02' LT.
BEGIN CURB & GUTTER & SIDEWALK LT.

P.C. STA. 11+33.33

LIMIT OF PAVING STA. 11+70

END FENCE STA. 16+50

P.T. STA. 7+40.03 RT. E.P.

P.T. STA. 17+31.29 P.L. ℄ W.E. AVE. 48' RT.

LIMIT OF PAVING STA. 0+40 D

TYPE II

HANDICAP RAMP

P.T. STA. 0+64.83

RAMP "F" CURVE DATA
F-1
P.I. STA. 7+57.71
Δ = 148° 28' 31"
R = 30.971'
D = 18° 30'
T = 1097.23'
L = 802.57'
E = 830.40'
S.E. 0.06 FT./FT.
TRANS. LENGTH = 140'

RAMP "D" CURVE DATA
D-2
P.I. STA. 4+64.18
Δ = 11° 19' 17"
D = 2° 00'
R = 2864.79'
T = 283.94'
L = 566.06'
E = 14.04'
S.E. 0.035 FT./FT.
TRANS. LENGTH = 150'

RAMP "D" CURVE DATA
D-1
P.I. STA. 0+33.60
Δ = 37° 08' 33"
D = 57.2958°
R = 100'
T = 33.60'
L = 64.83'
E = 5.49'

REINFORCED CONCRETE PAVEMENT AT BRIDGE END, DWG. K-86-144

400' TAPER FROM 24' TO 16'

P.C. STA. 2+74.08

FUTURE GUARDRAIL

RAMP "D"

S 40°00'E

STABILIZED SHOULDER

HANDICAP RAMP

LIMIT OF PAVING STA. 0+40 D

P.C. STA. 0+00 RAMP "F"
= P.O.T. STA. 5+45.27 RAMP "E"

P.C. STA. 6+75.29

STA. 7+05 RAMP "E"

75' TRANSITION

RAMP "F"

RAMP "E"

STABILIZED SHOULDER

EXISTING R.O.W.

150 LF PROPOSED GUARDRAIL

PROPOSED CA. & FENCE

RAMP "E" CURVE DATA
E-1
P.T. STA. 3+95.00
Δ = 61°00'
D = 24.9112°
R = 230'
T = 135.48'
L = 244.87'
E = 36.94'

HANDICAP RAMP

LIMIT OF PAVING STA. 3+25 E

CUL-DE-SAC TO BE PAVED WITH 5" MIN. AGG. BASE, 3 1/2" BIT. BINDER, 1 1/4" B.I. LEVELING & 1" BIT. SURFACE.

TO DRAIN

56-30 C&G.

LIMIT OF CONSTRUCTION

RESURFACE W/1" BIT. SURFACE.

GILLESPIE AVE.

P.C. STA. 2+59.52

STA. 1+73.97 RAMP "E"
=STA. 11+75 P.L. ℄ W. E. AVE. 44.33' RT.
N 635,560.45
E 1,756,866.46

N 61°59'23"E

FILL SLOPE

BEGIN FENCE STA. 1+50

STA. 1+00 STEPS REQ'D

PVT DR STA. 1+63

S 19°50'00"E

ELMINGTON AVE.

HANDICAP RAMP

LIMIT OF CONST. STA. 1+75

NOTE SEE SHEET NO 25 FOR CURVE DATA FOR CURVE E-2

P.C. STA. 0+00 RAMP "E"
N 635,483.74
E 1,756,712.86
=P.C. STA. 10+04.90 P.L. ℄ W.E. AVE. 29.25' RT.
BEGIN C&G & SIDEWALK RT.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

STA. 160+00 TO STA. 175+00

SCALE 1"=50'

BRUNING 29411

STATE HIGHWAYS
Plans File No. 334
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	24

REV. 5-3-83: REVISED SLOPE LINE AND ADDED NON-UNIFORM COURSE STONE MASONRY WALL LT. STA. 160+00 TO STA. 161+50.

NOTE: SEE SHEET NO'S 52 & 53 FOR PLAN & PROFILE OF WEST END AVENUE.

NOTE: SEE SHEET NO. 23 FOR F-1 CURVE DATA & SHEET NO. 26 FOR G-1 CURVE DATA.

NOTE: COORDINATES FOR THIS PROJECT ARE TO TENN. STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

NOTE: GASOLINE TANKS MAY STILL BE BURIED AT THE FORMER SERVICE STATION LOCATIONS AT THE INTERSECTION WEST END AVE. & FAIRFAX AVE. (3 LOCATIONS). THE CONTRACTOR SHOULD USE CAUTION IN WORKING IN THESE AREAS.

CURVE DATA RAMP "H"

H-1
P.I. = STA. 4+42.18
Δ = 17°32' 54"
Δc = 14°32'54"
Dc = 3° 00'
Rc = 1909.86'
Ts = 344.81'
Ls = 100.00'
Lc = 484.94'
θs = 1° 30'
P = 0.22'
K = 50.00'
Xc = 99.99'
Yc = 0.87'
Es = 22.84'
L.T. = 66.67'
S.T. = 33.34'
S.E. = 0.044 FT./FT.

H-2
P.I. = STA. 11+04.66
Δ = 38°58' 26"
R = 300.00'
D = 19.0986°
L = 204.07'
T = 106.16
E = 18.23'
S.E. = 0.06 FT./FT.
TRANS. LENGTH = 110 FT.

H-3
Δ = 180° 00' 00"
R = 150.00'
D = 38.1972°
L = 471.24'
S.E. = 0.06 FT./FT.

H-4
P.I. = STA. 17+66.77
Δ = 34° 29' 08"
R = 300.00'
D = 19.0986°
L = 180.57'
T = 93.11
E = 14.12'
S.E. = 0.06 FT./FT.
TRANS. LENGTH = 110 FT.

I-440

P.I. = STA. 158+58.67
N 637, 165.21
E 1,756,904.58
Δ = 36° 45' 15.5"
Δc = 28°00'15.5"
Dc = 2°30'
R = 2,291.83'
Ts = 937.10'
Ls = 350.00'
Lc = 1,120.17'
θs = 4.375°
P = 2.22'
K = 174.97'
Xc = 349.80'
Es = 125.50'
S.E. = 0.057 FT./FT.

CURVE DATA RAMP "G"

G-2
P.I. = STA. 12+62.05
Δ = 10° 30'
Δc = 7° 30'
Dc = 3° 00'
Rc = 1,909.86'
Ts = 225.51'
Ls = 100.00'
Lc = 250.00'
θs = 1° 30'
P = 0.22'
K = 50.00'
Xc = 99.99'
Yc = 0.87'
Es = 8.26'
L.T. = 66.67'
S.T. = 33.34'
S.E. = 0.044 FT./FT.

G-3
P.I. = STA. 15+61.03
Δ = 60° 35' 27"
R = 100.00'
D = 57.2958°
T = 58.42'
L = 105.75'
E = 15.82'

MATCH LINE (SEE SHEET NO.22) STA. 29+00
BUS. ENT. STA. 28+76 RT.
BUS. ENT. STA. 28+20
BUS. ENT. STA. 27+60
PT. STA. 0+73.67 LT. E.P. = STA. 27+49.56 PL. ℄ W.E. AVE.
PT. STA. 27+28.86 PL. ℄ W.E. AVE.
PC. STA. 0+21.76 LT. E.P.
STA. 0+00 LT. E.P. = PC. STA. 26+76.94 PL. ℄ W.E. AVE. 22 LT.
BUS. ENT. STA. 26+20
BUS. ENT. STA. 25+90
N 47°16'37" E
WIDEN W/ RESURFACED SURFACE
POT STA. 17+42.82 RT. E.P. = POT STA. 27+35.58 PL. ℄ W.E. AVE. 45' RT.
P.T. STA. 7+91.36 RT. E.P.
LIMIT OF CONST. STA. 0+76
BUS. ENT. STA. 26+90
PC. STA. 7+07.95 RT. E.P.
N 39°56'15" E
WEST END AVE.
N 38°34'23" E
LIMIT OF CONST. STA. 0+77
BUS. ENT. STA. 24+80
EXISTING R.O.W.
PROPOSED 6' SIDEWALK
PT. STA. 16+09.36 RAMP "G" = POT STA. 13+71.16 RT. E.P. = P.C. STA. 23+62.01 PL. ℄ W.E. AVE. 46.86' RT.
LIMIT OF PAVING
GRADE AREA TO DRAIN
BEGIN FENCE STA. 24+14
150' R
PVT. DR. STA. 13+10 150' R RAMP "G"
FUTURE BIKEWAY
PROPOSED C.A. & FENCE
50 L.F. PROPOSED GUARDRAIL
PRESPLIT
STABILIZED SHOULDER
CUT SLOPE
ROCK LINE
G-2
G-3
P.C. STA. 15+02.61
S.T. STA. 14+86.54
TYPE 13
RAMP "G"
N22°30'00" W
TYPE 11
S.T. STA. 7+80.95
C.S. STA. 6+80.95
BEGIN RETAINING WALL STA. 7+70 "F-H"
C.S. STA. 13+86.54
F-H-1
PROPOSED CONCRETE RETAINING WALL NO 8
RAMP "H"
RAMP "F"
P.T. STA. 8+02.57 RAMP "F" = P.O.C. STA. 4+46.88 RAMP "H"
TYPE 13
P.T. STA. 10+70.41 RT. E.P.
FUTURE GUARDRAIL
TYPE 11
REINFORCED CONCRETE PAVEMENT AT BRIDGE END DWG K 86-144
F-1
STA. 172+60 BEGIN TAPER
END BRIDGE STA. 6+59.19
50:1 TAPER
S.C. STA. 1+97.37
90° TRANSITION
FUTURE GUARDRAIL END RETAINING WALL STA. 6+72.69 "F"
60° TRANSITION
TRANSITION
N 12°00'00" W
R=3'
RESURFACE WITH 1" OF ASPHALTIC CONCRETE SURFACE, ITEM 411-01
REMOVE EXISTING CURB (INCLUDED IN ITEM 203-01)
EXISTING SIDEWALK TO BE REBUILT.
PVT. DR. STA. 11+33 RAMP "G"
PVT. DR. STA. 11+98 RAMP "G"
PVT. DR. STA. 12+47 RAMP "G"
TO BE PAVED WITH 5" MIN. AGG. BASE, 3 1/2" BIT. BINDER, 1 1/4" BIT. LEVELING & 1" BIT. SURFACE.
FAIRFAX AVENUE
25' R
16'-30 C&G
MAINTAIN EXISTING GRADE
LIMIT OF NEW WORK
REMOVE EXISTING ISLAND (INCLUDE IN ITEM 203-01)
REMOVE EXISTING CURB (INCLUDE IN ITEM 203-01)
EXISTING R.O.W. & PROPOSED (C.A.) & FENCE
EXISTING CURB & GUTTER TO BE REBUILT WITH TYPE 6-30 CURB & GUTTER (RT. & LT.)
EXISTING SIDEWALK TO BE REBUILT
S.C. STA. 11+36.54
STA. 10+36.54
STA. 10+17.15
75' TRANSITION
MATCH LINE STA. 175+00 (SEE SHEET NO. 26)
TO BE PAVED WITH 5" MIN. AGG. BASE, 3 1/2" BIT. BINDER, 1 1/4" BIT. LEVELING & 1" BIT. SURFACE.
FAIRFAX AVE.
50 LF OF PROPOSED GUARDRAIL
59' LT
6-30 C&G
EXISTING R.O.W.
PRVT DR STA 13+30 RAMP "H"
40'
P.O.C. STA. 15+35.32 RAMP "F" = P.O.C. STA. 161+08.17 I-440
MATCH LINE STA. 160+00 (SEE SHEET NO.22)
END FENCE STA. 16+55 "H"
RETAINING WALL NO. 6
PROPOSED CONCRETE RETAINING WALL ON TOP OF FENCE
RAMP "H"
STABILIZED SHOULDER
END RETAINING WALL
BEGIN RETAINING WALL
LIMIT OF PAVING
HANDICAP RAMPS
P.C.C. STA. 16+73.86
P.T. STA. 23+78.35 RAMP "H" = STA. 23+50.42 PL. ℄ W.E. AVE. 33' LT.
P.C. STA. 23+22.48 PL. ℄ W.E. AVE.
PROPOSED GUARDRAIL
P.C.C. STA. 12+02.41
BEGIN RETAINING WALL STA. 10+75 "H"
P.C. STA. 9+98.5C RAMP "H"
END RETAINING WALL STA. 9+00 "F-H"
PROP MEDIAN BARRIER
N 31°02' 54" W
T.S. STA. 10+88.24
END PRESPLIT
S.C. STA. 12+63.24
CUT SL.
PRESPLIT ROCK LINE
PROPOSED CONCRETE RETAINING WALL NO.7
NON-UNIFORM COURSE STONE MASONRY
P.O.T. STA. 9+98.50 ℄ = P.O.T. STA. 9+98.50 RAMP "F" = P.C. STA. 9+98.50 RAMP "H"
TYPE 13
TYPE 11
℄ I-440
165
170
N 636,648.59
E 1,757,183.97
C.S. STA. 163+91.74
N 636,334.28
E 1,757,337.77
S.T. STA. 167+41.74
STA. 21+53.71 P.L. ℄ W.E. AVE. = STA. 8+11.96 RAMP "F-H"
STA. 20+00 SURVEY ℄ WEST END AVE. = STA. 169+01.01 I-440 PKWY.
STA. 20+00 PAPER LOC. ℄ WEST END AVE. = STA 169+01.23 I-440 PKWY
N 636,192.84
E 1,757,411.49
N 635,311.60
E 1,757,509.07
P.O.C. STA. 5+13.14 RAMP "F" = P.O.T. STA. 174+48.63 I-440
N 635,707.45
E 1,757,664.53
S27°32'E

RAMP "F" CURVE DATA F-2

Δ = 17° 58' 46"
Δ = 13° 36' 16"
Dc = 5°
R = 1,145.92'
Ls = 175.00'
Lc = 272.09'
θs = 4° 22' 30"
P = 1.11'
K = 87.48
Xc = 174.90'
Yc = 4.45'
Es = 15.38'

CURVE DATA RAMP "F" "H" F-H-1

Δ = 8° 33' 46"
Δc = 7° 03' 46"
Dc = 3° 01' 03"
Rc = 1,898.86'
Ls = 100.00'
Lc = 234.07'
θs = 1° 30'
P = 0.21'
K = 49.99'
Xc = 99.99'
Yc = 0.87'
S.E. = 0.044 FT/FT

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

STA. 160+00 TO STA. 175+00

SCALE 1"=50'

BRUNING 23411

CONN. STATE HIGHWAYS | File No. 334 | Plans Div.

NOTE:

ALL CATCH BASINS WITHIN THE PROPOSED MEDIAN AND SHOULDER BERMS ARE TO HAVE A 12"x 6" OPENING TO ALLOW FOR TEMPORARY DRAINAGE. THIS OPENING IS TO BE PLUGGED AS THE FUTURE CONC. PAVED DITCH IS CONSTRUCTED UNDER THE FUTURE PAVING PROJECT. THE APRONS ON THE NO. 36 AND NO. 37 CATCH BASINS IN THE MEDIAN AND ALONG THE SHOULDERS ARE ALSO TO BE OMITTED FROM THIS PROJECT BUT INCLUDED IN THE PAVING PROJECT IF REQUIRED.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	24A

REV. 2-2-83: BERM ADDED RT. STA. 160+00 TO STA. 166+50. PAVED DITCH ADDED RT. STA. 163+50 TO STA. 164+50

REV. 5-3-83: REMOVED ALLEY FROM RICHLAND AVE. TO JEWISH COMMUNITY CENTER AND REVISED TO SHOW EXISTING PARK CIRCLE TO REMAIN.

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE LAYOUT.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DRAINAGE LAYOUT

STATION 160+00
TO
STATION 175+00

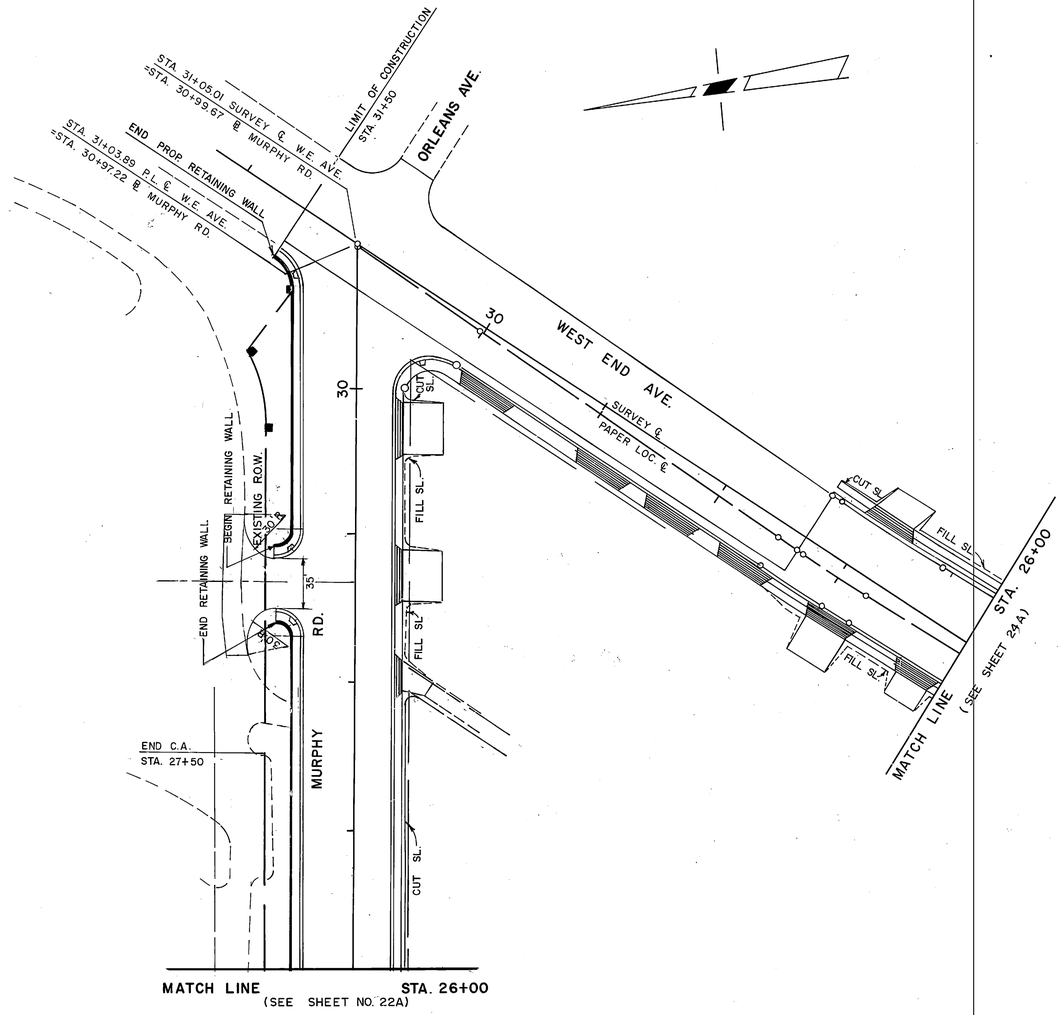
SCALE : 1"= 50'

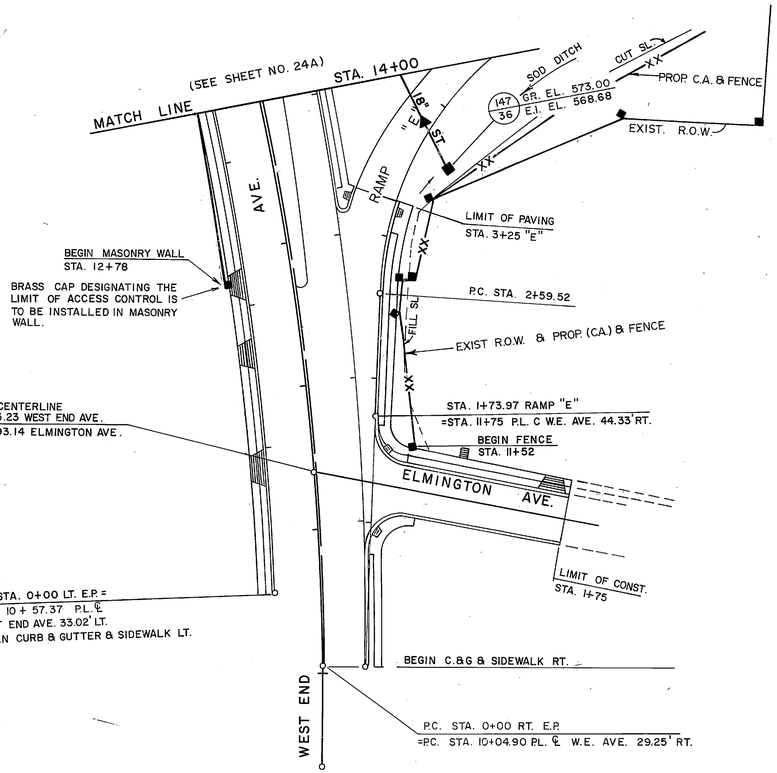
TENN. STATE HIGHWAYS
Plans Div. File No. IN-334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	24 B

REV. 5-3-83: REVISED GORE TO RAMP "E" AND MEDIAN IN WEST END AVE.

REV. 10-25-84: DRIVEWAY RAMP SHOWN LT. STA. 28 + 50 MOVED TO STA. 28 + 66± WITH PUBLIC ROAD TURNOUT SHOWN IN LIEU OF CONCRETE DRIVEWAY.





NOTE:

ALL CATCH BASINS WITHIN THE PROPOSED MEDIAN AND SHOULDER BERMS ARE TO HAVE A 12"x 6" OPENING TO ALLOW FOR TEMPORARY DRAINAGE. THIS OPENING IS TO BE PLUGGED AS THE FUTURE CONC. PAVED DITCH IS CONSTRUCTED UNDER THE FUTURE PAVING PROJECT. THE APRONS ON THE NO. 36 AND NO. 37 CATCH BASINS IN THE MEDIAN AND ALONG THE SHOULDERS ARE ALSO TO BE OMITTED FROM THIS PROJECT BUT INCLUDED IN THE PAVING PROJECT IF REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DRAINAGE LAYOUT
WEST END AVENUE & MURPHY ROAD (CONTINUED)

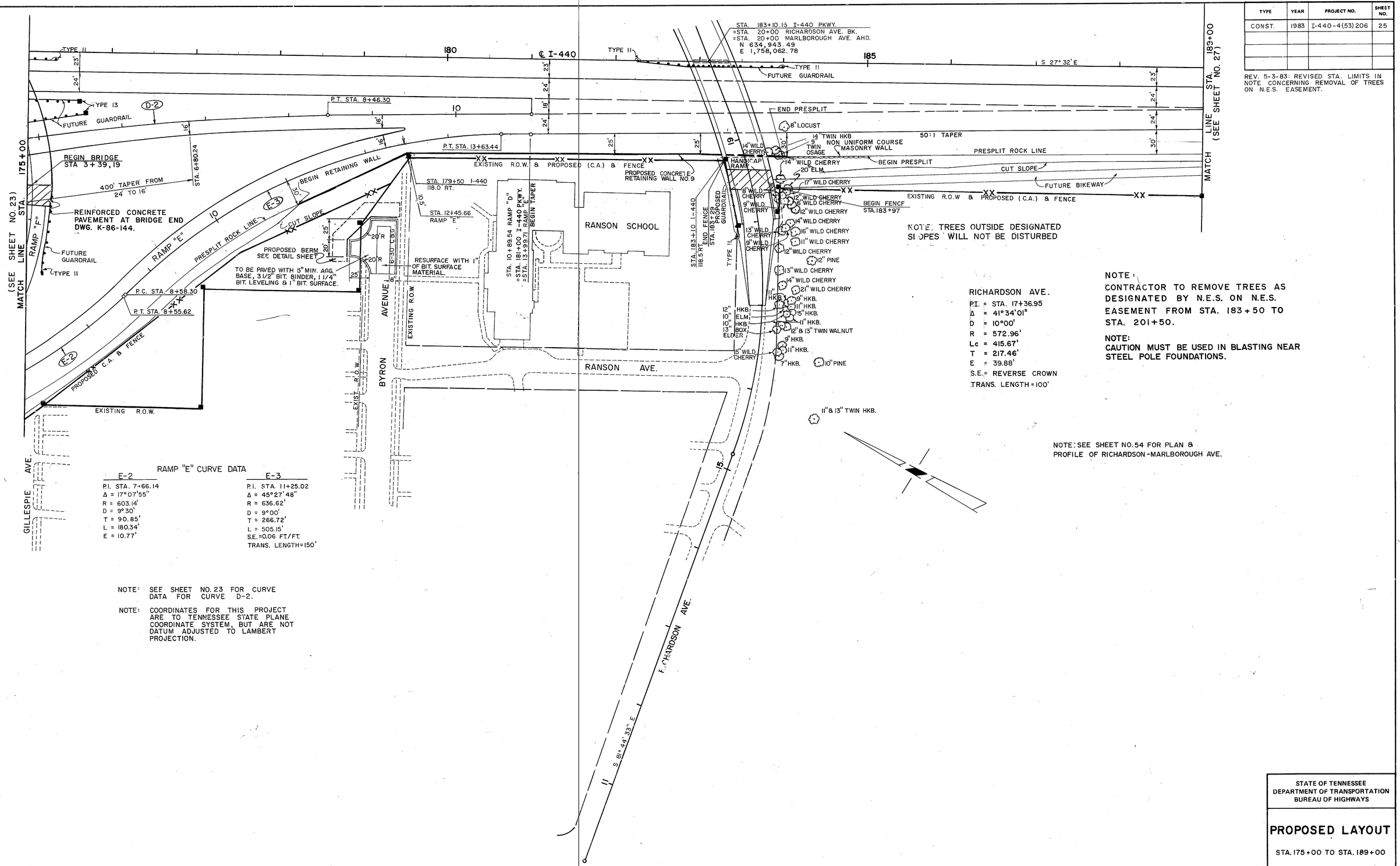
SCALE : 1"=50'

TRUEPRINT PORT NASSAU

STATE HIGHWAY AT
File No. 334
Plans Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	25

REV. 5-3-83: REVISED STA. LIMITS IN NOTE CONCERNING REMOVAL OF TREES ON N.E.S. EASEMENT.



NOTE. TREES OUTSIDE DESIGNATED SLOPES WILL NOT BE DISTURBED

RICHARDSON AVE.
P.I. = STA. 17+36.95
Δ = 41°34'01"
D = 10°00'
R = 572.96'
Lc = 415.67'
T = 217.46'
E = 39.88'
S.E.= REVERSE CROWN
TRANS. LENGTH = 100'

NOTE:
CONTRACTOR TO REMOVE TREES AS DESIGNATED BY N.E.S. ON N.E.S. EASEMENT FROM STA. 183+50 TO STA. 201+50.

NOTE:
CAUTION MUST BE USED IN BLASTING NEAR STEEL POLE FOUNDATIONS.

NOTE: SEE SHEET NO. 54 FOR PLAN & PROFILE OF RICHARDSON-MARLBOROUGH AVE.

RAMP "E" CURVE DATA

E-2	E-3
P.I. STA. 7+66.14	P.I. STA. 11+25.02
Δ = 17°07'55"	Δ = 45°27'48"
R = 603.14'	R = 636.62'
D = 9°30'	D = 9°00'
T = 90.85'	T = 266.72'
L = 180.34'	L = 505.15'
E = 10.77'	S.E.=0.06 FT./FT.
	TRANS. LENGTH=150'

NOTE: SEE SHEET NO. 23 FOR CURVE DATA FOR CURVE D-2.

NOTE: COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

STA. 175+00 TO STA. 189+00

SCALE 1"=50'

BRUNING 29411

TENN. STATE HIGHWAYS
Plans File No. 334
Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	26

NOTE: COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

NOTE: SEE SHEET NO. 54 FOR PLAN & PROFILE OF RICHARDSON-MARLBOROUGH AVE.

NOTE: SEE SHEET NO. 56 FOR ACCESS ROAD PROFILE.

CURVE DATA RAMP "G"
G-1
P.I. = STA. 6+92.25
Δ = 10° 32'
Δc = 1° 32'
Dc = 3° 00'
Rc = 1,909.86'
Ts = 326.20'
Ls = 300.00'
Lc = 51.11'
θs = 4° 30'
P = 1.96'
K = 149.97'
Xc = 299.81'
Yc = 7.85'
Es = 10.07'
L.T. = 200.06'
S.T. = 100.06'

CURVE DATA ACCESS RD.
P.I. STA. 0+69.30
Δ = 14° 00'
D = 20.4628°
R = 280'
T = 34.38'
L = 68.42'
E = 2.10

CURVE DATA ACCESS RD.
P.I. STA. 2+68.52
Δ = 9° 30'
D = 8° 00'
R = 716.20'
T = 59.51'
L = 118.75'
E = 2.47

CURVE DATA ACCESS RD.
P.I. STA. 4+72.14
Δ = 5° 30'
D = 3° 30'
R = 1,637.02
T = 78.63'
L = 157.14'
E = 2.00

STA. 21+26.50 MARLBOROUGH AVE. = STA. 0+00 ACCESS RD.

STA. 0+00 RAMP "G" = STA. 183+65 I-440 PKWY. 59' LT.

LIMIT OF CONSTRUCTION STA. 24+23±

MARLBOROUGH AVE.

CHESTERFIELD AVE

HANDICAP RAMP

CONC. SLAB

I-S-ST RES.

TYPE II

PROPOSED GUARDRAIL

EXISTING R.O.W. & PROPOSED (C.A.)& FENCE

CUT SLOPE

FILL SLOPE

PRESPLIT ROCK LINE

90' TRANSITION

G-1

END PRESPLIT

NON-UNIFORM MASONRY

END MASONRY WALL. BEGIN RETAINING WALL

END FENCE STA. 182+23

BEGIN FENCE STA. 183+03

PROP CONCRETE RETAINING WALL R.O. 10

END RETAINING WALL BEGIN PRESPLIT

RAMP "G"

C.S. STA. 7+17.15 RAMP "G" = P.O.T. STA. 0+00 RAMP "H"

END TAPER STA. 178+60

50:1 TAPER

T.S. STA. 0+97.37

C.S. STA. 7+17.15

S.C. STA. 6+66.05

T.S. STA. 3+66.05 RAMP "G"

N 16° 30' 00" W

S 22° 31' 59.5" E

S 27° 32' E

N 40° 10' 32" E

STA. 183+10.15 I-440 PKWY. =STA. 20+00 RICHARDSON AVE. BK. =STA. 20+00 MARLBOROUGH AVE. AHD.

112° 17' 28"

FUTURE GUARDRAIL

TYPE II

℄ I-440

180

185

PVT. DR. STA. 1+20

LIMIT OF CONST. STA. 0+35

LIMIT OF CONST. STA. 0+75

PVT. DR. STA. 3+37

LIMIT OF CONST. STA. 0+50

PVT. DR. STA. 4+05

PVT. DR. STA. 4+27

LIMIT OF CONST. STA. 0+60

PVT. DR. STA. 4+89

LIMIT OF CONST. STA. 0+50

T-TURNAROUND

LIMIT OF CONST STA. 5+60 ±

P.C. 0+34.92

P.T. 1+03.34

P.C. 2+09.01

P.T. 3+27.76

P.C. 3+93.51

P.T. 5+50.66

S 30° 19' 29" E

S 21° 19' 29" E

S 26° 49' 29" E

ACCESS RD.

STA. 175+00 (SEE SHEET NO. 24)

STA. 189+00 (SEE SHEET NO. 27)

MATCH LINE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

STA. 175+00 TO STA. 189+00

SCALE 1"=50'

BRUNING 29411

Tenn. STATE HIGHWAYS
Plans Div. | File No. 4-

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	26-A

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE LAYOUT.

CHESTERFIELD AVE.

MARLBOROUGH AVE. N 40° 10' 32" E

STA. 21+26.50 MARLBOROUGH AVE
STA. 0+00 ACCESS RD.

STA. 175+00

(SEE SHEET NO. 24A) MATCH LINE

STA. 189+00

(SEE SHEET NO. 27A) MATCH LINE

155/18 GR. EL. 583.00 E.I. EL. 580.00
154/36 GR. EL. 555.79 E.I. EL. 549.00
153/24 GR. EL. 555.12 E.I. EL. 548.22
152/37 GR. EL. 549.00 E.I. EL. 545.71
151/24 GR. EL. 552.37 E.I. EL. 544.81
150/3 GR. EL. 554.70 E.I. EL. 538.54
149/24 GR. EL. 552.37 E.I. EL. 538.29
158/36 GR. EL. 548.76 E.I. EL. 542.26
159/36 GR. EL. 547.56 E.I. EL. 543.26
160/36 GR. EL. 547.79 E.I. EL. 544.04
156/48 GR. EL. 551.88 E.I. EL. 547.75
157/37 GR. EL. 552.55 E.I. EL. 548.19
162/24 GR. EL. 554.32 E.I. EL. 552.15
161/24 GR. EL. 554.32 E.I. EL. 543.44
163/24 GR. EL. 553.50 E.I. EL. 549.77
166A/24 GR. EL. 555.33 E.I. EL. 549.18
GR. EL. 556.27 E.I. EL. 548.32 165/24
GR. EL. 558.80 E.I. EL. 545.43 164/6
GR. EL. 556.27 E.I. EL. 548.38 169/24
GR. EL. 581.02 E.I. EL. 573.92 167A/12
GR. EL. 579.00 E.I. EL. 576.00 167/19
GR. EL. 556.00 E.I. EL. 549.60 166/36
GR. EL. 579.79 E.I. EL. 574.24 176/14
168/12 GR. EL. 581.02 E.I. EL. 574.52
E.I. EL. 565.00 174/EW
174B/B.C. E.I. EL. 564.71
174A/18 GR. EL. 570.00 E.I. EL. 567.00
173/36 GR. EL. 556.72 E.I. EL. 549.46
173A/24 GR. EL. 556.72 E.I. EL. 549.13
GR. EL. 556.10 E.I. EL. 551.59 170A/24
170/36 GR. EL. 556.10 E.I. EL. 552.35
171/19 GR. EL. 572.50 E.I. EL. 569.00
172/12 GR. EL. 580.22 E.I. EL. 573.80
175/19 GR. EL. 581.00 E.I. EL. 578.00

RAMP "G" N 16° 30' 00" W
RAMP "D"
RAMP "E"
RAMP "F"
I-440
PRESPLIT LINE
EXISTING R.O.W. & PROPOSED (C.A.) & FENCE
CUT SLOPE
PAVED DITCH
END PRESPLIT
NON-UNIFORM WALL
FUTURE PAVED DITCH
SOD DITCH
S 22° 31' 59.5" E
S 27° 31' 59.5" E
ACCESS ROAD
FILL SLOPE
PROPOSED CONCRETE RETAINING WALL
PROPOSED (C.A.) & FENCE
PRESPLIT LINE
FUTURE PAVED DITCH
48" ST.
54" ST.
60" ST.
30" ST.
24" ST.
18" ST.
STA. 183+10.15 I-440 =
STA. 20+00 RICHARDSON AVE. BK.
STA. 20+00 MARLBOROUGH AVE. AHD.
NON UNIFORM COURSE MASONRY WALL
PRESPLIT ROCK LINE
FUTURE BIKEWAY
BEGIN RETAINING WALL
PRESPLIT ROCK LINE & CONCRETE RETAINING WALL
EXISTING R.O.W. & PROPOSED (C.A.) & FENCE
PROPOSED C.A. & FENCE
EXISTING R.O.W.
RANSON SCHOOL
RANSON AVE.
BYRON AVENUE

NOTE:
ALL CATCH BASINS WITHIN THE PROPOSED MEDIAN AND SHOULDER BERMS ARE TO HAVE A 12"x6" OPENING TO ALLOW FOR TEMPORARY DRAINAGE. THIS OPENING IS TO BE PLUGGED AS THE FUTURE CONC. PAVED MEDIAN IS CONSTRUCTED UNDER THE FUTURE PAVING PROJECT. THE APRONS ON THE NO. 36 AND NO. 37 CATCH BASINS IN THE MEDIAN AND ALONG THE SHOULDERS ARE ALSO TO BE OMITTED FROM THIS PROJECT BUT INCLUDED IN THE PAVING PROJECT IF REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DRAINAGE LAYOUT

STATION 175+00
TO
STATION 189+00

SCALE : 1"=50'

TENN. STATE HIGHWAYS
Plans Div. | File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	27

REV. 5-3-83. REVISED STA. LIMITS ON NOTE CONCERNING REMOVAL OF TREES ON N.E.S. EASEMENT.

19014-3111-44
END PROJECT I-440-4(53)206 CONST.
STA. 202+00

SEE SHEET NO. 26

MATCH LINE STA. 189+00

30'
36'
23'
23'
24'

190 N27°32'W 195 ℄ I-440 200

EXISTING R.O.W. (C.A.)
CONC. RETAINING WALL NO. II
FENCE ALONG TOP OF WALL
PRESPLIT ROCK LINE
CUT SLOPE
FUTURE BIKEWAY
EXISTING R.O.W. & PROPOSED (C.A.) & FENCE
LIMIT OF CONSTRUCTION STA. 26+10 ±
EXISTING R.O.W. & PROPOSED (C.A.) & FENCE
TYPE II
CUT SL.
FILL SL.
END FENCE STA. 197+72
NON-UNIFORM COURSE MASONRY WALL
BEGIN FENCE STA 198+67
END TAPER STA. 196+00
S06°21'38"W
FUTURE GUARDRAIL
TYPE H
33°53'38"
TEMPORARY FENCE TO BE REMOVED
STA. 199+75.72 ℄ I-440
=STA. 30+00 ℄ SHARONDALE DR.
N 633,467.039
E 1,758,832.480
SHARONDALE
EXIST. R.O.W.
25
EXISTING R.O.W.
WESTMORELAND AVE.
50'
PERMANENT BARRICADES AND ROAD CLOSURE SIGNS
END FENCE THIS PROJECT
EXISTING R.O.W.
C.A. & FENCE
CUT SLOPE
PRESPLIT ROCK LINE
UNDER CONSTRUCTION
PROJECT I-440-4(49)206 CONST.
BEGIN FENCE STA. 201+82
END FENCE STA. 200+88
HANDICAP RAMP
DRIVE
C.A. & FENCE
EXISTING R.O.W.
50' R.O.W.
LIMIT OF CONSTRUCTION STA. 34+00

NOTE:
CONTRACTOR TO REMOVE TREES AS DESIGNATED BY N.E.S. ON N.E.S. EASEMENT FROM STA. 183+50 TO STA. 201+50.

NOTE:
CAUTION MUST BE USED IN BLASTING NEAR STEEL POLE FOUNDATIONS.

NOTE: COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

NOTE: SEE SHEET NO. 25 FOR PLAN & PROFILE OF SHARONDALE DR.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

STA. 189+00 TO STA. 202+00

SCALE 1" = 50'

TENN. STATE HIGHWAYS
Plans Div. | File No. IN-334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	27A

REV. 2-2-83: ADDED NOTE "REGARDING STOCKPILED TOPSOIL."
REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE LAYOUT.

19014-3111-44
END PROJECT I-440-4(53)206 CONST.
STA. 202+00

STA. 189 + 00

(SEE SHEET NO. 26A)

MATCH LINE

LIMIT OF CONSTRUCTION
STA. 26+10 ±

EXISTING R.O.W. (C.A.)

EXISTING R.O.W. & PROPOSED (C.A.) & FENCE

CONCRETE RETAINING WALL

FENCE ALONG TOP OF WALL

FUTURE PAVED DITCH

179 GR. EL. 555.06 / 24 E.I. EL. 551.31

185 GR. EL. 561.00 / 18 E.I. EL. 578.00

SOD DITCH

GR. EL. 582.83 193/14 E.I. EL. 577.23

CUT SLOPE

PRESPLIT LINE

END FENCE

NON-UNIFORM COURSE MASONRY WALL

184 GR. EL. 562.27 / 36 E.I. EL. 546.73

GR. EL. 552.27 184A/24 E.I. EL. 546.29

183 GR. EL. 553.08 / 24 E.I. EL. 545.35

182 TOP. EL. 550.42 J.B. E.I. EL. 544.95

186 GR. EL. 553.08 / 24 E.I. EL. 546.54

190 GR. EL. 558.2 177/3 E.I. EL. 549.04

178 GR. EL. 555.88 / 24 E.I. EL. 549.33

180 GR. EL. 555.88 / 24 E.I. EL. 549.33

181 GR. EL. 554.86 / 24 E.I. EL. 551.11

GR. EL. 552.22 187/24 E.I. EL. 548.47

18" ST.

18" x 24" ST.

24" ST.

30" ST.

36" ST.

I-440

SHARONDALE

WESTMORELAND AVE.

EXIST. R.O.W.

LIMIT OF CONST. STA. 0+75

EXISTING R.O.W.

192 GR. EL. 582.83 / 15 E.I. EL. 576.82

E.I. EL. 580.75 194 E.W.

BEGIN FENCE

191 GR. EL. 580.19 / 36 E.I. EL. 575.19

190 GR. EL. 549.47 / 36 E.I. EL. 543.06

GR. EL. 549.47 190A/24 E.I. EL. 542.88

189 GR. EL. 550.29 / 24 E.I. EL. 541.92

GR. EL. 550.29 188/24 E.I. EL. 541.49

GR. EL. 549.47 195/24 E.I. EL. 545.72

200

STA. 202+00

END FENCE THIS PROJECT

C.A. FENCE

UNDER CONSTRUCTION
PROJECT I-440-4(49)206 CONST.

FUTURE BIKEWAY

DRIVE

STA. 199 + 75.72 ℄ I 440
= STA. 30+00 ℄ SHARONDALE

LIMIT OF CONSTRUCTION
STA. 34+00

NOTE:

ALL CATCH BASINS WITHIN THE PROPOSED MEDIAN AND SHOULDER BERMS ARE TO HAVE A 12"x 6" OPENING TO ALLOW FOR TEMPORARY DRAINAGE. THIS OPENING IS TO BE PLUGGED AS THE FUTURE CONC. PAVED DITCH IS CONSTRUCTED UNDER THE FUTURE PAVING PROJECT. THE APRONS ON THE NO. 36 AND NO. 37 CATCH BASINS IN THE MEDIAN AND ALONG THE SHOULDERS ARE TO BE OMITTED FROM THIS PROJECT BUT INCLUDED IN THE PAVING PROJECT IF REQUIRED.

NOTE: "SEE GENERAL NOTES, SHT. 2-0, REGARDING STOCKPILED TOPSOIL"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DRAINAGE LAYOUT

STATION 189+00
TO
STATION 202+00

SCALE : 1"= 50'

TENN. STATE HIGHWAYS
Plans File No. 334
Divn. IN

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	28
PAVING	1984	I-440-4(59)206	26

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TRIANGULATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — SURVEYED — PLOTTED — TRIANGULATE — AREAS — NOTE BOOK — NO. — AREAS CHECKED — BY — DATE

650 645 640 635 630 625 620 615 610 605 600 595 590 585 580

P.V.I. "E-S" P.L. STA. 359+50
EL. 641.71

+5.01/13%

"E-S" EXISTING GROUND LINE

1200' V.C.

"E-S" RAMP PROPOSED FINISHED GRADE

-2.50%

BEGIN BRIDGE
"E-S" STA. 362+82.10

"E-S" P.L. STA. 363+82.10
CHARLOTTE AVE. STA. 21+19.38

END BRIDGE
E-S STA 364+82.10

P.V.T. "E-S" P.L. STA. 365+50
EL. 626.71

"N-E" P.L. STA. 337+78.46 (EL. 613.65)
"E-S" P.L. STA. 367+09.49 (EL. 622.72) EQUATION
I-440 STA. 113+16.30 AHEAD

P.V.I. STA. 1131+44.76 (IN B.L.)
EL. 622.86

-2.50%

1000' V.C.

BEGIN PROJECT I-440-4(53)206 CONSTRUCTION
"N-E" P.L. STA. 344+00
"E-S" P.L. STA. 361+00

"N-E" EXISTING GROUND LINE

+2.00%

350' V.C.

+0.60%

P.V.C. "N-E" P.L. STA. 347+00
EL. 589.96

P.V.I. "N-E" P.L. STA. 345+25
EL. 591.01

P.V.T. "N-E" P.L. STA. 343+50
EL. 598.01

P.V.C. "N-E" P.L. STA. 342+50
EL. 602.01

BEGIN BRIDGE
"N-E" STA. 342+22.83

"N-E" P.L. STA. 341+35.83
CHARLOTTE AVE. STA. 9+66.91

END BRIDGE
N-E STA 340+41.83

"N-E" RAMP PROPOSED FINISHED GRADE

E.I. 608.20

18" @ 29.65%

E.I. 586.78

E.I. 585.59

18" @ 4.08%

E.I. 582.50

18" @ 5.72%

24" @ 6.61%

E.I. 574.63

E.I. 572.00

350 "N-E" 355 "E-S" | 349 "N-E" 356 "E-S" | 348 "N-E" 357 "E-S" | 347 "N-E" 358 "E-S" | 346 "N-E" 359 "E-S" | 345 "N-E" 360 "E-S" | 344 "N-E" 361 "E-S" | 343 "N-E" 362 "E-S" | 342 "N-E" 363 "E-S" | 341 "N-E" 364 "E-S" | 340 "N-E" 365 "E-S" | 339 "N-E" 366 "E-S" | 338 "N-E" 367 "E-S"

114+00 115+00

PLATE 3-FULL CROSS SECTION-FULL LINE

HIGHWAY PROGRAM BUREAU
PRINTED IN U.S.A.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROFILE

I-440 PARKWAY
"N-E" P.L. STA 344+00 &
"E-S" P.L. STA 361+00
TO STA 115+00
HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

STATE HIGHWAYS
Item No. 334
Plans File
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	29
PAVING	1984	I-440-4(59)206	27

REV. 1-31-84 GENERAL REVISIONS TO DRAINAGE

P.V.T. STA. 118+44.76
EL. 610.16 (NBL)

S.B.L. (RIGHT LANE)

NBL (LEFT LANE)

PROPOSED FINISHED GRADE

P.V.C. STA. 121+20.55
EL. 603.27

P.V.I. STA. 122+20.55
EL. 600.77

P.V.T. STA. 123+20.55
EL. 599.58

END BRIDGE LT LANE STA. 129+54.00
END BRIDGE RT. LANE STA. 129+95.22

BEGIN BRIDGE LT LANE STA. 127+06.00
BEGIN BRIDGE RT. LANE STA. 127+42.59

P.V.C. STA. 130+00
EL. 591.47

STA. 128+19.10 ℄ NORTH BOUND TRACK

STA. 128+58.18 ℄ MID. TRACK

STA. 128+78.31 ℄ SOUTH BOUND TRACK

E.I. 609.22
E.I. 607.34
E.I. 607.24
E.I. 605.36
E.I. 605.07

~2.50%

18" @ 2.43%

E.I. 600.69
E.I. 600.10
E.I. 599.84
E.I. 599.54
E.I. 597.86
E.I. 597.57

200' V.C.

-1.9254 %

24" @ 1.62%

E.I. 595.27
E.I. 593.76
E.I. 593.29
E.I. 593.19
E.I. 592.90

E.I. 604.50

18" @ 3.11%

E.I. 592.85
18" @ 0.50%
E.I. 592.65
E.I. 592.30
E.I. 588.92
18" @ 0.50%
E.I. 587.20

24" @ 17.79%

EXISTING GROUND LINE

23'-0" MIN. CL.

E.I. 563.00

E.I. 559.60

18" @ 0.79%

E.I. 557.97

E.I. 554.20

18" @ 0.50%

E.I. 553.50

18" @ 0.50%

E.I. 553.20

B.M.
MON. NO. 40
CONC. MON. WITH BRASS CAP
1074.86' LT. STA. 117 00.96
ELEV. 552.24

FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
NO.	AREAS CHECKED	

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK		
NO.	AREAS CHECKED	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROFILE
I-440 PARKWAY

STA. 115+00 TO STA. 130+00

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

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

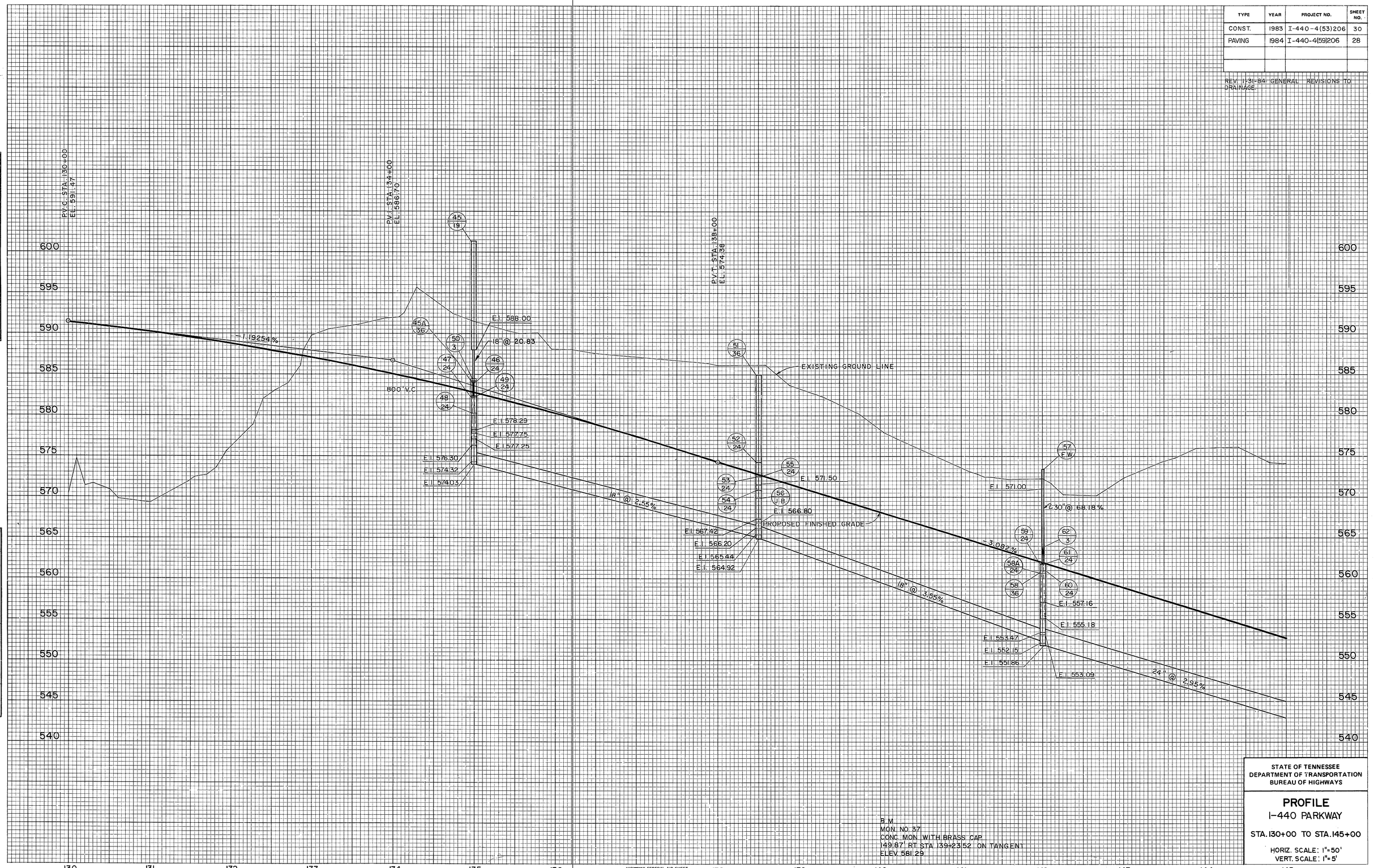
TENN. STATE HIGHWAYS
Plans Div. | File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	30
PAVING	1984	I-440-4(59)206	28

REV. 1-31-84 GENERAL REVISIONS TO DRAINAGE

FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TYPED — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TYPED — AREAS — AREAS CHECKED — BY — DATE



B.M.
MON. NO. 37
CONC. MON. WITH BRASS CAP
149.87' RT. STA. 139+23.52 ON TANGENT
ELEV. 581.29

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROFILE
I-440 PARKWAY

STA. 130+00 TO STA. 145+00

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

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
W. TELEDYNE
PRINTED IN U.S.A.

TENN. 53 — HIGHWAY
Plans — File
Dsgn. — No. 334

FINAL SURVEY
SURVEYED
PLOTTED
TRANSMITTED
NOTE BOOK
NO.
AREAS CHECKED
DATE
BY

ORIGINAL SURVEY
SURVEYED
PLOTTED
TRANSMITTED
NOTE BOOK
NO.
AREAS CHECKED
DATE
BY

EXCAVATION (UNCL.) 1,852,400 CU. YDS.

EMBANKMENT 245,740 CU. YDS.

COMMON 688,325 CU. YDS. (INCLUDES 49,603 CU. YDS. FOR INTERSECTING STREETS, 4,669 CU. YDS. TOPSOIL FROM EMBANKMENT AREAS AND 31,819 CU. YDS. TOPSOIL FROM EXCAVATION AREAS.)

ROCK 1,164,075 CU. YDS. (INCLUDES 15,548 CU. YDS. UNDERCUT IN INTERCHANGE)

(INCLUDES 4,669 CU. YDS. TO REPLACE TOPSOIL STRIPPING FROM EMBANKMENT AREAS, 26,148 CU. YDS. FOR MEDIAN BACKFILL, 24,515 CU. YDS. FOR ROADWAY DITCH BACKFILL AND 42,134 CU. YDS. FOR EARTH BERM NOISE BARRIERS.)

SHRINKAGE = 15%
SWELL = 10%

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	31
PAVING	1984	I-440-4(59)206	29

REV. 2-2-83: GRADING QUANTITIES REVISED TO REFLECT ADDITION OF EARTH BERM NOISE BARRIER.

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE.

STA. 146+41.79 I-440+
STA. 32+97.17 ACKLEN PARK AVE
EL. 549.36

STA. 158+39.28 I-440 +
STA. 20+00 MURPHY RD
EL. 542.47

EXISTING GROUND LINE

P.V.C. STA. 146+50
ELEV. = 548.18

P.V.I. STA. 150+00
ELEV. = 537.40

P.V.T. STA. 153+50
ELEV. = 539.50

15'-6" MIN. CLEARANCE

16'-6" MIN. CLEARANCE

3.082%

24" @ 2.37%

24" @ 0.95%

36" @ 1.58%

36" @ 1.05%

24" @ 3.10%

24" @ 0.50%

18" @ 0.65%

42" @ 0.75%

24" @ 0.75%

18" @ 14.77%

60" @ 1.83%

52" @ 1.77%

72" TUNNEL @ 100%

+0.60%

7.00 V.C.

PROP. FINISHED GRADE

E.I. 540.00
E.I. 542.35
E.I. 540.26
E.I. 539.06
E.I. 536.88
E.I. 536.33
E.I. 535.50
E.I. 534.92
E.I. 533.57
E.I. 536.37
E.I. 533.04
E.I. 532.18
E.I. 532.78
E.I. 530.05
E.I. 529.00
E.I. 530.99
E.I. 534.33
E.I. 538.66
E.I. 531.80
E.I. 530.42
E.I. 525.68
E.I. 556.23
E.I. 527.04
E.I. 518.00

67 36 · 67A 24 · 68 24 · 69 24 · 70 24 · 72 37 · 72A 48 · 73 24 · 74 24 · 75 24 · 76 3 · 78 37 · 79 24 · 81 37 · 82 24 · 83 J.B. · 94 36 · 95 37 · 96 48 · 97 24 · 98 6 · 101 55 · 102 6

B.M.
MON. NO. 36
CONC. MON. WITH BRASS DISK
S.E. CORNER ACKLEN PARK DR. AT PARK CIR.
24.5' LT. OF STA. 34+97.55 ACKLEN PARK DR.
ELEV. 561.97

B.M.
MON. NO. 34
CONC. MON. WITH BRASS CAP
32.45' LT. STA. 16+15.46 MURPHY RD.
ELEV. 562.75

B.M.
MON. NO. 33
CONC. MON. WITH BRASS CAP
30.15' RT. STA. 18+16.61 MURPHY RD.
ELEV. 568.70

600 595 590 585 580 575 570 565 560 555 550 545 540 535 530 525 520 515

145 146 147 148 149 150 151 153 154 155 156 157 158 159

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
TRUEDINE
PRINTED IN U.S.A.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROFILE
I-440 PARKWAY
STA. 145+00 TO STA. 160+00

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

TENN. STATE HIGHWAYS
Plans File No. 1-334
Div. Dist.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	32
PAVING	1984	I-440-4(59)206	30

REV: 1-31-84 GENERAL REVISIONS TO DRAINAGE

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TYPED
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TYPED
AREAS
AREAS CHECKED
BY
DATE

STA. 169+01.23 I-440 =
STA. 20+00 WEST END AVE.
EL. 548.81

STA. 174+49.63 I-440 =
STA. 5+13.4 RAMP "F"

EXISTING GROUND LINE

RAMP "F"

MIN. CLEARANCE 16'-6"

PROPOSED FINISHED GRADE

105 18 — E.I. 564.50
18" @ 60.61%
103 24
102 6
106 24
107A 24
104A 48
104 37
E.I. 539.77
18" @ 2.40%
E.I. 542.75
107 36
18" @ 0.85%
E.I. 544.00
E.I. 535.39
E.I. 534.24
E.I. 534.72
66" @ 1.00%
E.I. 527.04
128 24
129 37
E.I. 541.40
18" @ 0.50%
18" @ 31.27%
108 18
109 24
E.I. 543.50
18" @ 30.42%
E.I. 540.89
110 36
E.I. 534.90
60" @ 0.65%
E.I. 531.24
32 24
130 24
+0.60%
137 37
E.I. 541.71
136 37
18" @ 1.00%
E.I. 540.35
E.I. 538.75
60" @ 0.60%
E.I. 533.39
142 24
141 24
148 37
E.I. 551.45
143 36
144 36
18" @ 3.15%
E.I. 543.19
E.I. 543.90
E.I. 543.39
60" @ 0.50%
E.I. 535.89

B.M.
MON. NO. 130
BRASS CAP IN CURB
S.E. CORNER LANCASTER AVE. AT WEST END AVE
73.9' LT. STA. 169+16.48
ELEV. 568.26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROFILE
I-440 PARKWAY

STA. 160+00 TO STA. 175+00

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

590 585 580 575 570 565 560 555 550 545 540 535 530 525

160 161 162 163 164 165 166 168 169 170 171 172 173 174 175

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LIN
TELEDYNE

TENN. DEPT. OF HIGHWAYS
File No. 334
Plans File
Date

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	33
PAVING	1984	I-440-4(59)206	31

REV.: 1-31-84 GENERAL REVISIONS TO DRAINAGE

FINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TOPOGRAPHY
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TOPOGRAPHY
AREAS
AREAS CHECKED
BY
DATE

P.V.C. STA. 182+50
EL. 556.90
STA. 183+01.5 I-440+
STA. 204+00 RICHARDSON-MARLBOROUGH AVE.
P.V.I. STA. 186+00
EL. 559.00
P.V.T. STA. 189+50
EL. 556.85

585
580
575
570
565
560
555
550
545
540
535

167A 12
167 9
168 12
EXISTING GROUND LINE
E.I. 576.00
18" @ 0.50%
E.I. 571.54
E.I. 573.92
18" @ 24.12%
MIN. CLEARANCE 16'-6"
174 EW
174A 15
174B B.C.
18" @ 1.66%
E.I. 567.00
E.I. 565.00
36" @ 20.45%
PROPOSED FINISHED GRADE
164 6
166A 24
165 24
169 24
166 36
170A 24
170 36
173A 24
173 36
700' V.C.
E.I. 552.35
48" @ 1.00%
E.I. 549.46
E.I. 549.60
E.I. 549.18
E.I. 548.32
24" @ 1.25%
E.I. 551.59
E.I. 549.13
E.I. 548.38
E.I. 545.43
150 3
149 24
151 24
152 37
158 36
159 36
160 36
161 24
162 24
156 48
163 24
E.I. 552.15
E.I. 547.75
18" @ 1.00%
E.I. 549.77
54" @ 0.55%
E.I. 545.71
E.I. 545.07
18" @ 1.00%
8" @ 1.00%
18" @ 3.34%
54" @ 0.55%
60" @ 0.50%
E.I. 544.04
E.I. 543.44
E.I. 543.26
E.I. 538.54
E.I. 538.29

175 176 177 178 179 180 181 182 183 184 185 186 187 188 189

B.M.
MON. NO. 27
SW. CORNER MARLBOROUGH AVE.
AT CHESTERFIELD AVE.
428.29' LT. STA. 181+43.2
ELEV. 592.82

PLATE 3-FULL CROSS SECTION-FULL LINE

PURSUANT TO FEDERAL AID SHEET
TELEDYNE
PRINTED IN U.S.A.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROFILE
I-440 PARKWAY

STA. 175+00 TO STA. 189+00

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

TENN. STATE HIGHWAYS
File No. 334
Public Roads Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	34

REV. 1-31-84 GENERAL REVISIONS TO DRAINAGE

FINAL SURVEY — BY / DATE
SURVEYED
PLOTTED
TEMPLATE
AREAS
NOTE BOOK
NO.
AREAS CHECKED

ORIGINAL SURVEY — BY / DATE
SURVEYED
PLOTTED
TEMPLATE
AREAS
NOTE BOOK
NO.
AREAS CHECKED

P.V.T. STA. 189+50
E.L. 556.83

P.O.T. STA. 194+00
E.L. 554.03

STA. 199+75.72 I-440 ℄
STA. 30+00 SHARONDALE DR.

E.I. 580.75

EXISTING GROUND LINE

E.I. 578.00

E.I. 576.19

19014-3111-44
END PROJECT I-440-4(53)206
STA. 202+00

18" @ 119.50%

24" @ 133.82%

16'-6" MINIMUM CLEARANCE

-0.6208 %

PROP. FINISHED GRADE

E.I. 551.31

E.I. 551.11

E.I. 549.33

E.I. 549.04

18" @ 0.50%

E.I. 546.73

E.I. 546.54

E.I. 548.47

E.I. 546.29

E.I. 545.35

E.I. 544.95

30" @ 0.50%

E.I. 545.72

E.I. 542.88

E.I. 541.92

E.I. 541.49

E.I. 543.06

N.I.C.
UNDER CONSTRUCTION
PROJECT I-TD-TR-440-4(49)206

580 575 570 565 560 555 550 545

189 190+00 191 192 193 194 195+00 196 197 198 199 200+00 201 202 203

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROFILE
I-440 PARKWAY

STA. 189+00 TO STA. 202+00

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

B.M.
MON. NO. 24
CONC. MON. WITH BRASS CAP
188.04 RT. STA. 202+22.54
ELEV. 564.45

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

TENN. STATE HIGHWAYS
File No. 334
Plans Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	35

PARK DR.
ACKLEN
PARK CIRCLE
STA. 12+76.09 RAMP "B"
=STA. 147+00 I-440 PKWY.
S.T. STA. 12+58.22
C.S. STA. 10+58.22
S.C. STA. 7+51.78
T.S. STA. 5+51.78
P.T. STA. 2+53.07
P.C. STA. 0+00 RAMP "B"
=STA. 25+02.79 MURPHY RD.
S 39° 13' 16" W
STA. 32+97.17 ACKLEN PARK DR.
=STA. 146+11.79 I-440
STA. 0+00 RAMP "A"
=STA. 146+50 I-440
T.S. STA. 149+21.57
S.C. STA. 152+71.57
I-440
PARKWAY
RAMP "B"
RAMP "A"
P.C. STA. 0+00 LT. E.P.
=STA. 6+10.84 RT. E.P.
T.S. STA. 6+19.11
S.C. STA. 7+69.11
P.T. STA. 2+34.72
STA. 158+00 I-440 PKWY.
=STA. 0+00 RAMP "C"
P.C. STA. 4+00.97
P.T. STA. 4+75.85
P.C. STA. 5+28.42
C.S. STA. 8+53.85
PARK CIR.
S.T. STA. 10+03.83
T.S. STA. 10+51.75
P.C. STA. 12+03.83
P.T. STA. 12+03.83
=STA. 16+70 MURPHY RD.
MURPHY
P.C. STA. 0+58.42
GREENWAY AVE.
GREENWAY AVE.
P.T. STA. 1+17.53
P.C.C. STA. 0+31.43
P.C.C. STA. 0+13.29
P.C. STA. 0+00 RAMP "B"
=STA. 22+81.04 MURPHY RD.
STA. 20+00 MURPHY RD.
= STA. 158+39.25 I-440
FAIRFAX AVE
ROAD
S 82° 49' E
STA. 31+03.89 P.L. ℄ W.E. AVE.
=STA. 30+97.22 ℄ MURPHY RD.
WEST END AVENUE
P.T. STA. 27+28.85 P.L. ℄ W.E. AVE.
P.C. STA. 26+76.94 P.L. ℄ W.E. AVE.
P.C.C. STA. 12+02.47
P.C.C. STA. 16+73.72
P.T. STA. 23+78.35 P.L. ℄ W.E.
P.T. STA. 18+54.38 RAMP "H"
=STA. 23+50.42 P.L. ℄ W.E. AVE.
33' LT.
=P.T. STA. 16+08.36 RAMP "G"
=STA. 23+62.01 P.L. ℄ W.E. AVE. 46.86 RT.
P.C. STA. 23+22.48 P.L. ℄ W.E. AVE.
P.C. STA. 15+02.61
C.S. STA. 13+86.54
S.C. STA. 11+36.54
T.S. STA. 10+36.54
S.T. STA. 10+17.15
S.C. STA. 1+97.37
T.S. STA. 0+97.37
S.T. STA. 7+80.95
C.S. STA. 6+80.95
RAMP "G"
RAMP "H"
PC. STA. 9+98.50
RAMP "H"
PC.C. STA. 15+35.39 RAMP "F"
=PO.C. STA. 161+08.17 I-440, 59' LT.
T.S. STA. 10+88.30
S.C. STA. 12+63.30
RAMP "F"
P.T. STA. 8+02.57 RAMP "F"
=P.O.C. STA. 4+46.88 RAMP "H"
STA. 21+53.71 P.L. ℄ W.E. AVE.
=STA. 8+11.96 RAMP "F-H"
P.O.C. STA. 5+13.14 RAMP "F"
=P.O.T. STA. 174+48.63 I-440
STA. 176+00
℄ I-440
S 27° 31' 59.5" E
C.S. STA. 163+91.74
S.T. STA. 167+41.74
P.O.C. STA. 9+98.50 ℄
=P.O.T. STA. 9+98.50 RAMP "F"
=P.C. STA. 9+98.50 RAMP "H"
RAMP "C"
P.C. STA. 11+57.22
LT. E.P. RAMP "C"
P.O.C. STA. 4+02.60 RAMP "F"
=P.O.C. STA. 4+75.49 RAMP "D"
P.O.C. STA. 0+00 RAMP "D"
=STA. 17+88.07 W.E. AVE.
44' RT.
RAMP "D"
P.C. STA. 2+74.08
P.T. STA. 0+64.83
P.C. STA. 0+00 RAMP "F"
=P.O.T. STA. 3+45.27 RAMP "E"
P.C. STA. 11+57.22
P.T. STA. 7+39.72
STA. 169+01.23 I-440
=STA. 20+00 P.L. ℄ W.E. AVE.
P.T. STA. 12+53.20 RAMP "C"
=STA. 17+10.81 W.E. AVE. 33' LT.
N 39° 24' 40" E
P.O.C. STA. 11+91.89 "C"
=STA. 17+93.87 W.E. AVE.
33' LT. ℄
P.T. STA. 16+76.95 P.L. ℄ W.E. AVE.
MARLBOROUGH AVE.
ACCESS RD.
STA. 20+00 RICHARDSON AVE.
STA. 20+00 MARLBOROUGH AVE.
=STA. 183+10.15 I-440
STA. 0+00 RAMP "G"
=STA. 183+65 I-440 59' LT.
C.S. STA. 7+17.15
S.C. STA. 6+66.05
T.S. STA. 3+66.05
RAMP "G"
C.S. STA. 7+17.15 "G"
=P.O.T. STA. 0+00 "H"
I-440 PARKWAY
P.T. STA. 8+46.30
RAMP "D"
RAMP "E"
STA. 10+89.54 RAMP "D"
=STA. 181+00 I-440 PKWY.
=STA. 13+99.71 RAMP "E"
P.T. STA. 13+63.44
MATCH LINE
MATCH LINE
P.C. STA. 6+75.29
P.T. STA. 5+04.39
RAMP "E"
P.C. STA. 2+59.52
STA. 1+73.97 RAMP "E"
=STA. 11+75 P.L. ℄ W.E. AVE.
ELMINGTON AVE.
P.C. STA. 10+04.90 P.L. ℄ W.E. AVE.
=P.C. STA. 0+00 RAMP "E"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT OF INTERCHANGE

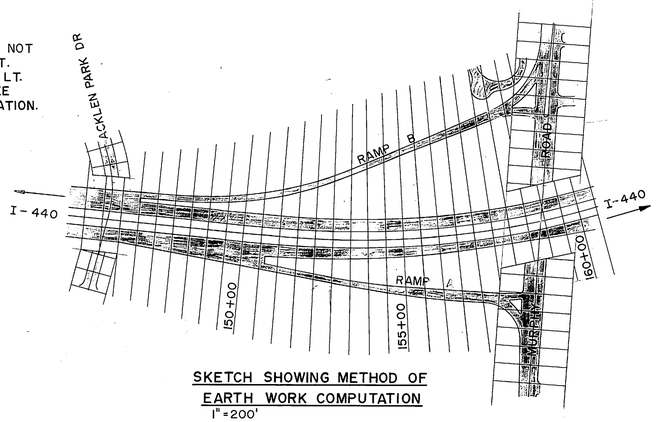
I-440 @ MURPHY RD. AND WEST END AVE.

SCALE 1"=100'

TENN. STATE HIGHWAYS | File No. 1A1-334 | Plans Div.

SCANNED

NOTE: EARTH BERM NOISE BARRIERS NOT SHOWN ON GRADING PLAN (RT. STA. 146+50 TO 156+50 & LT. STA. 151+47 TO 156+18). SEE PROPOSED LAYOUT FOR LOCATION.



SKETCH SHOWING METHOD OF EARTH WORK COMPUTATION
1"=200'

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	44

REV. 2-2-83: NOTE ADDED REGARDING BERMS AND ISLAND IN MURPHY RD. REMOVED.

ACKLEN PARK DR.
RETAINING WALL
RAMP "B"
RAMP "A"
MURPHY ROAD
ACKLEN PARK DR.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

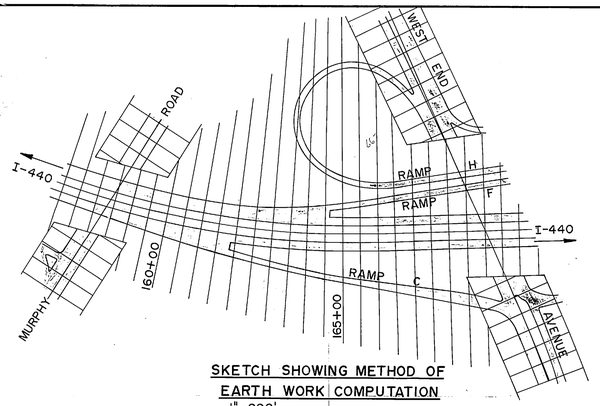
CONTOUR LAYOUT
ACKLEN PARK DRIVE
TO
MURPHY ROAD
SCALE 1"=50'

TELEPHOTO POST N-19201

TENN. STATE HIGHWAY DEPT. Plans File No. 334 Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	45

REV. 2-2-83: NOTE ADDED REGARDING BERMS.



SKETCH SHOWING METHOD OF EARTH WORK COMPUTATION
1"=200'

NOTE: EARTH BERM NOISE BARRIERS NOT SHOWN ON GRADING PLAN (RT. STA. 160+00 TO 166+50) SEE PROPOSED LAYOUT FOR LOCATION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

CONTOUR LAYOUT
MURPHY ROAD
TO
WEST END AVENUE
SCALE 1"=50'

TELEPHONE POST NUMBER 1

TENN. STATE HIGHWAY DEPT.
Plans File No. 34
Divn. 1

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	46

RAMP "G"
RAMP "H"
RAMP "F"
RAMP "D"
RAMP "C"
RAMP "E"
VERTICAL ROCK-WALL
CONC. RET. WALL
CONC. RET. WALL
MARLBOROUGH AVE.
WEST END AVENUE
RICHARDSON AVE.
℄ I-440
I-440
I-440
15 WEST END AVENUE
16 RICHARDSON AVE.
583.0
586.2
587.2
579.0

SKETCH SHOWING METHOD OF EARTH WORK COMPUTATION
1" = 200'

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

CONTOUR LAYOUT

WEST END AVE
TO
RICHARDSON – MARLBOROUGH AVENUE
SCALE 1" = 50'

TENN. STATE HIGHWAY DEPT. — File No. 334 — Const. Proj. No. — Drwn. — Chkd.

PLAN	DATE	BY
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED.		
RT. OF WAY CHECKED.		
NOTE BOOK		
NO.		

PROFILE	DATE	BY
SURVEYED		
PLOTTED		
GRADES CHECKED.		
B.M.= NOTED.		
STRUCTURE NOTA'NS CHK'D		
NOTE BOOK		
NO.		

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	47

NOTE: COORDINATES FOR THIS PROJECT ARE TO TENNESSEE STATE PLANE COORDINATE SYSTEM, BUT ARE NOT DATUM ADJUSTED TO LAMBERT PROJECTION.

NOTE: " FOR ACCESS DETAILS TO TRACTS 1 & 1A, SEE SPECIAL PROVISION NO. 107C."

REV. 2-2-83: ACCESS DETAILS TO TRACTS NOTE ADDED.
REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE.
REV. 2-27-85: CHANGED PROFILE GRADE UNDER CHARLOTTE AVE. BRIDGE.
REV. 6-11-86: CHANGED LIMITS OF CONSTRUCTION ON CHARLOTTE AVE. RELOCATED AND RENUMBERED DRAINAGE STRUCTURES. ELIMINATED DRAINAGE CODE NO. 15.
REV. 7-29-86: ADDED FUTURE GRADE AND FUTURE BUSINESS ENTRANCE PROFILES.

BUS. ENT. STA. 19+65
LIMIT OF CONST. 0+60

TIE TO EXISTING C & G AND SIDEWALK STA. 18+70

LIMIT OF CONST. STA. 18+70

EXIST. R.O.W.

EXIST. (TO REMAIN)

22" CHARLOTTE 24"

S75° 39' 01" W

75' TAPER

"N-E" STA. 341+35.83 I-440
STA. 19+96.91 CHARLOTTE AVE.
N 642,032.77
E 1,757,183.66

BEGIN RETAINING WALL STA. 340+84.1 "N-E"

PROPOSED CONC. RETAINING WALL NO. 2 W/FENCE ON TOP

BEGIN FENCE STA. 340+28.1 "N-E"

PROP. ROW (CA) & FENCE

FUTURE GUARDRAIL

END BRIDGE PAPER LOC. BASE LINE STA. 340+41.83 "N-E"

FUTURE GUARDRAIL

BEGIN RETAINING WALL

PROP. CONC. RETAINING WALL

P.C. STA. 339+59.13

PAPER LOCATED @

N 641,852.89
E 1,757,085.66
STA. 365+31.99
"E-S"

END BRIDGE STA. 364+82.10 "E-S"

FUTURE GUARDRAIL

BEGIN RETAINING WALL

EXIST. R.O.W. & SIDEWALK STA. 22+38

LIMIT OF CONST. O+80
"E-S" STA. 363+82.10 I-440
=STA. 21+19.38 CHARLOTTE AVE.

BUS. ENT. STA. 22+85
LIMIT OF CONST. STA. 0+70

33RD AVE. N.

LIMIT OF CONST. STA. 23+30

EXIST. R.O.W.

EXIST. (TO REMAIN)

AVE.

EXIST. (TO REMAIN)

S88° 40' 01" W

38' RT STA. 21+50

80' TAPER

CUT SL.

PL. "E-S" C.S. STA. 363+31.99

EXIST. R.O.W.

TIE TO EXISTING C & G AND SIDEWALK STA. 23+30

P.C. STA. 20+84.67
N 642,011.02
E 1,757,098.64

32ND AVE. N.

CHARLOTTE AVE.
P.I. STA. 22+71.42
N 641,694.73
E 1,756,917.71
Δ = 13° 01' 00"
D = 3° 30' 00"
L = 371.90'
T = 186.76'
R = 1637.02'
E = 10.62'
S.E. = REVERSE CROWN
TRANS. LENGTH = 100'

EXISTING FENCE

CUT SL.

FILL SL.

BEGIN BRIDGE STA. 342+22.83 "N-E"

FUTURE GUARDRAIL

TYPE 13

DUE NORTH

ORIGINAL BASELINE

END FENCE STA. 342+22.83 "N-E"

60:1 TAPER

N 0° 57' 17" W

PROP. CONC. RETAINING WALL

END RETAINING WALL

TO I-40 WESTBOUND

ORIGINAL BASELINE

TYPE 11

FUTURE GUARDRAIL

END FENCE STA. 362+48 "E-S"

BEGIN BRIDGE STA. 362+82.10 "E-S"

FILL SL.

EXIST. R.O.W. (C.A.) & FENCE

P.T. STA. 24+56.57
N 641,960.39
E 1,756,731.00

33RD AVE. N.

STA. 19+96.91 CHARLOTTE AVE.
="N-E" STA. 341+35.83 I-440

STA. 21+19.38 CHARLOTTE AVE.
="E-S" STA. 363+82.10 I-440

V.P.C. STA. 16+00
EL. 572.16

V.P.I. STA. 16+50
EL. 572.80
V.C. =100'

V.P.T. STA. 17+00
EL. 574.67

V.P.C. STA. 17+25
EL. 575.60

V.P.I. STA. 18+00
EL. 578.40
V.C. =150

V.P.R.C. STA. 18+75
EL. 579.45

V.P.I. STA. 19+50
EL. 580.50
V.C. =150

V.P.T. STA. 20+25
EL. 584.97

E.L. 608.20

END OF CONSTRUCTION STA. 16+00

+1.3%

+3.7333%

+1.4%

P.V.C. STA. 17+00
EL. = 573.66

P.V.I. STA. 18+50
ELEV. = 576.55

FUTURE GRADE

+5.96%

LIMIT OF WORK STA. 0+66 EL. 576.67
E.P. STA. 0+36 EL. 575.32

+1.32%

L CHARLOTTE AVE.

FUTURE BUS. ENT. STA. 17+35 LT.

BLDG. STA. 0+53.5
EL. 779.16
E.P. STA. 0+36
EL. 777.85

+3.49%

FUTURE BUS. ENT. STA. 18+20 LT.

B.M.
MON. NO. 40
CONC. MON. WITH BRASS CAP
1074.36' LT. STA. 117+00.96
ELEV. = 552.24

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUINING CO.
MADE IN U.S.A.

BRUNING 44-142-46877

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

CHARLOTTE AVE.

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

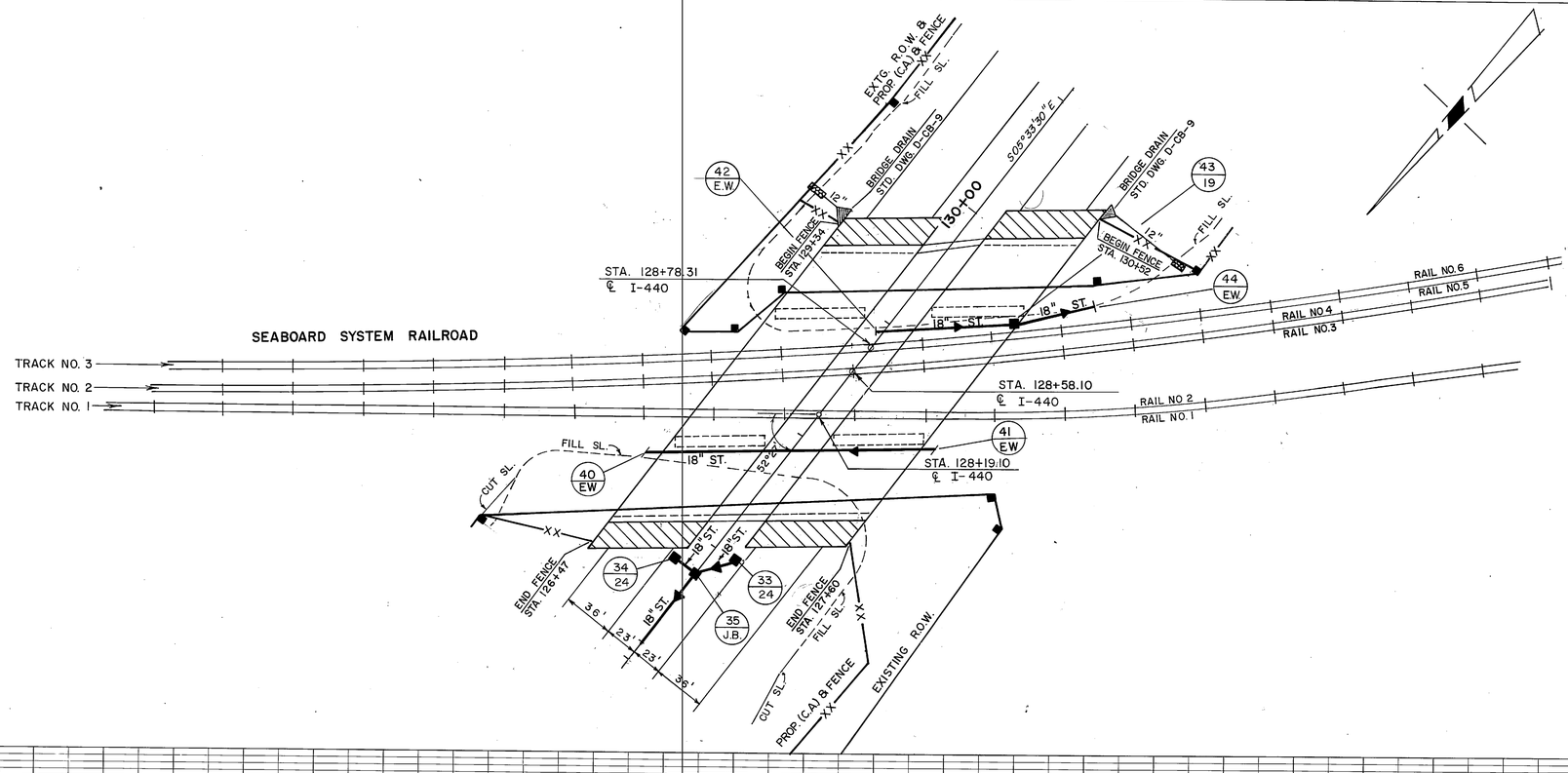
TENN. STATE HIGHWAYS
File No. 1N-334
Plans Divn.

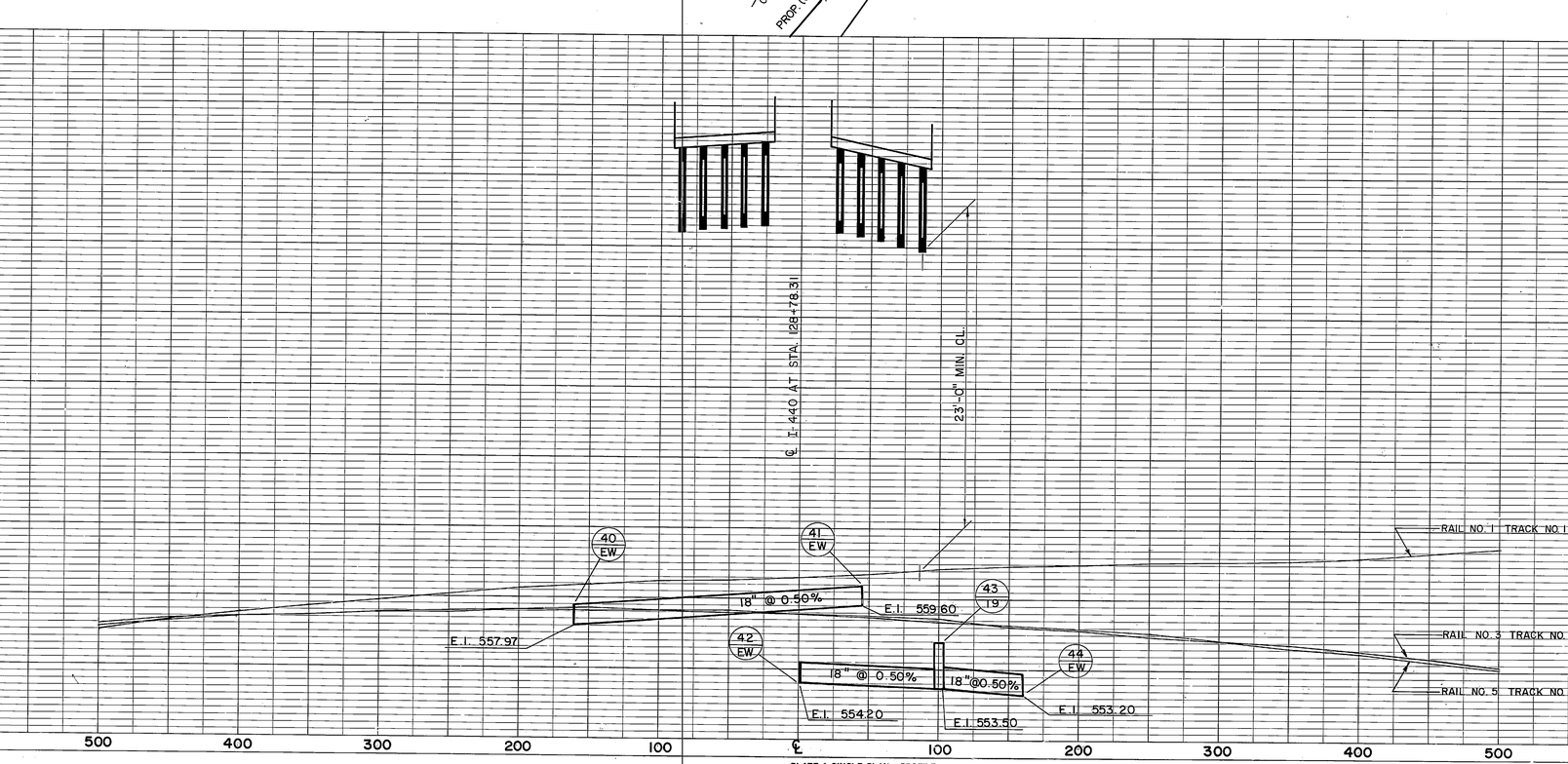
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	48

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK NO.
DATE / BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ALIGNMENT CHECKED
STRUCTURE NOTATNS CHKD
NOTE BOOK NO.
DATE / BY





STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

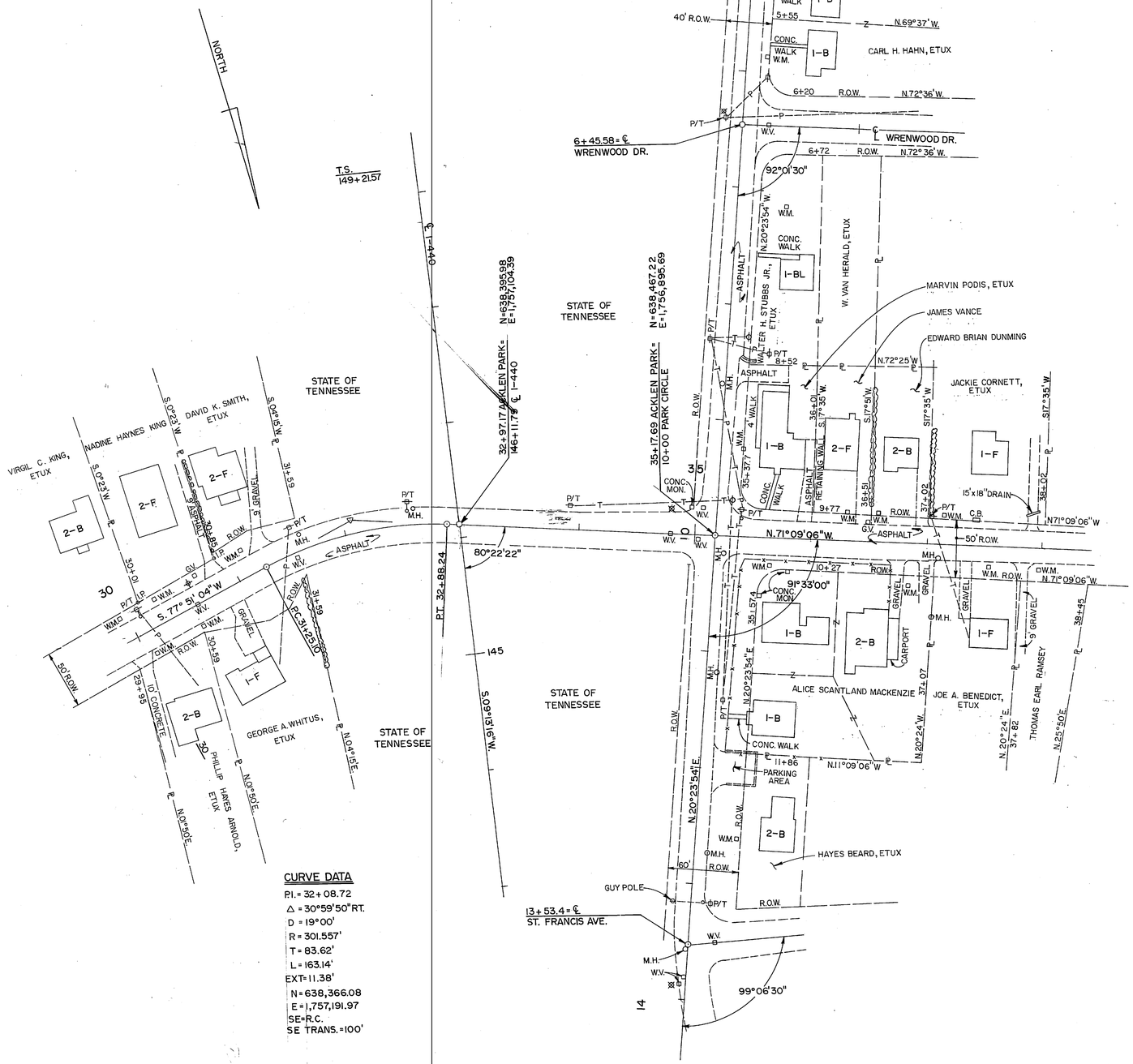
SEABOARD SYSTEM RAILROAD
AT STA. 128+78.31
HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

BRUNING 44-142 48977

TENN. STATE HIGHWAYS
Plans Div. | File No. EN-334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	49



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PRESENT LAYOUT
ACKLEN PARK DRIVE & PARK CIRCLE

SCALE: 1"=50'

TELEPHONE POST NV1201

TENN. STATE HIGHWAYS
File No. 34
Plans
Divn.

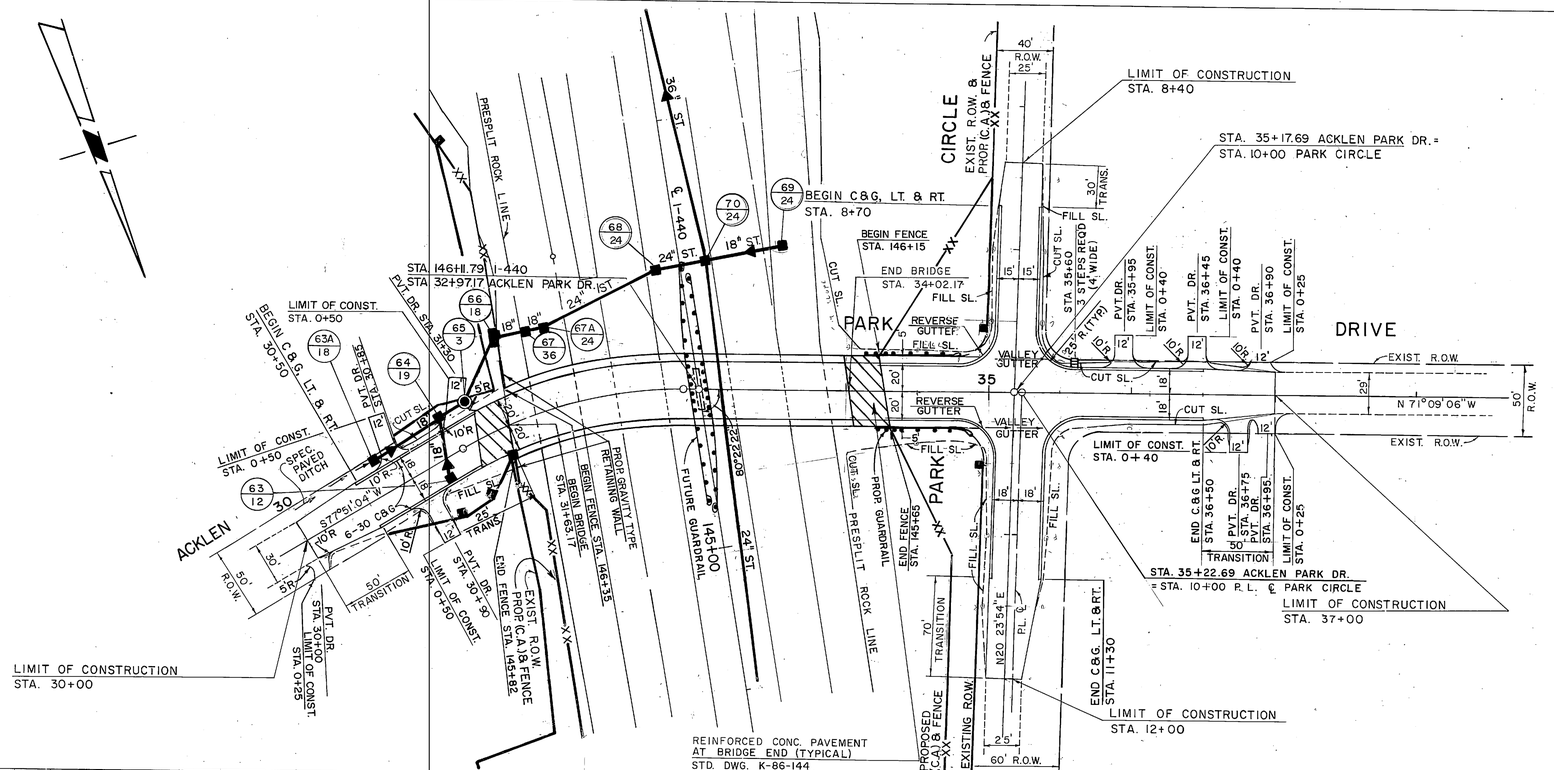
SCANNED

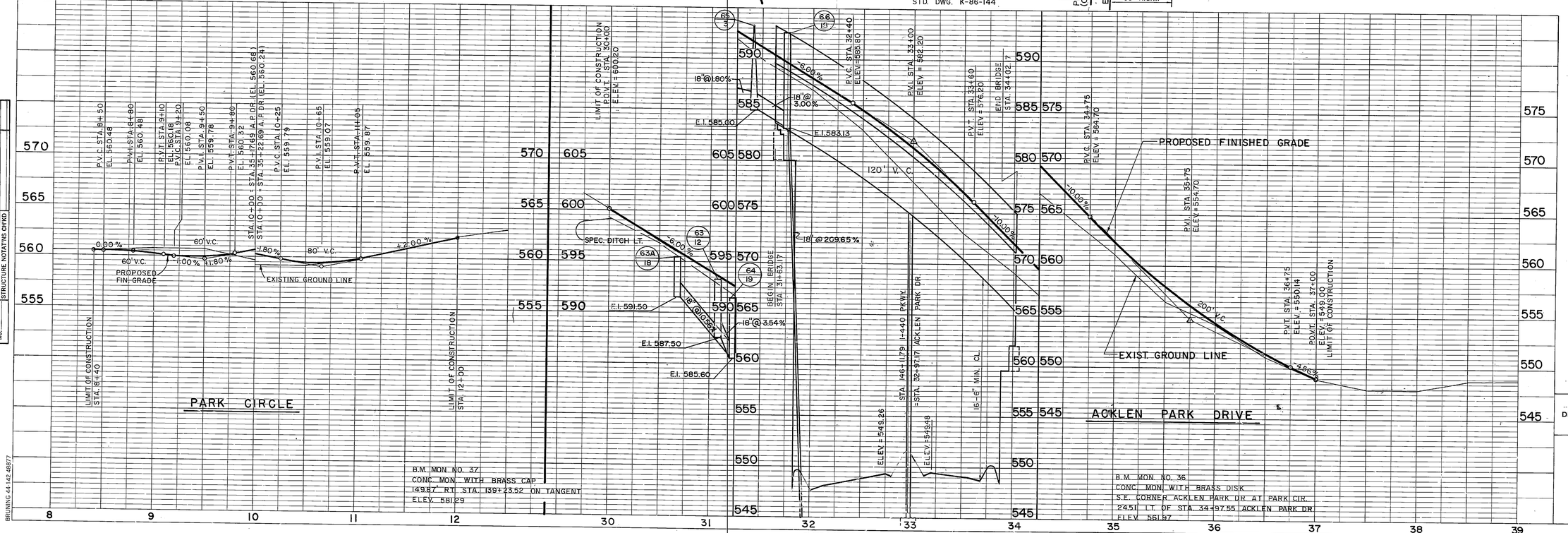
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	49A

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
B. M.'s NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B. M.'s NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK NO.
BY
DATE





REINFORCED CONC. PAVEMENT AT BRIDGE END (TYPICAL)
STD. DWG. K-86-144

B.M. MON NO. 37
CONC. MON. WITH BRASS CAP
149.87' RT. STA. 139+23.52 ON TANGENT
ELEV. 581.29

B.M. MON NO. 36
CONC. MON. WITH BRASS DISK
S.E. CORNER ACKLEN PARK DR. AT PARK CIR.
24.51' LT. OF STA. 34+97.55 ACKLEN PARK DR.
ELEV. 561.97

8 9 10 11 12 30 31 32 33 34 35 36 37 38 39

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT
ACKLEN PARK DRIVE
AND
PARK CIRCLE
HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

PLATE 1-SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

BRUNING 44-142-28877

TENN. STATE HIGHWAYS
File No. 334
Plats Dwgs.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	50

REV. 1-31-84 GENERAL REVISIONS TO DRAINAGE.

CURVE (A-4)
RAMP "A"
P.I. STA. 11+46.88
Δ = 87°08'15"
R = 100.00'
T = 95.13'
L = 152.08'
E = 38.21'

CURVE (A-2)
RAMP "A"
P.I. STA. 4+38.37 (LT. E.P.)
Δ = 3°44'55"
R = 1145.92'
T = 37.50'
L = 74.97'
E = 0.61'

PROPOSED 72" TUNNEL & OUTFALL
SEE SHEETS 51A THRU 51E

LIMIT OF CONSTRUCTION
STA. 12+55

GREENWAY AVE.
STA. 12+91.51 S 5°30'51" E

LIMIT OF CONST. STA. 1+00

HANDICAP RAMP
STA. 1+57
3 STEPS REQ'D (6' WIDE)

STA 0+89
2 STEPS REQ'D (6' WIDE)

LIMIT OF CONST. STA. 0+40

PVT. DR. STA. 14+03

STA 0+40 LIMIT OF CONST.

PVT. DR. STA. 15+31

PVT. DR. & ALLEY ENT. STA. 15+31

STA 15+75
5 STEPS REQ'D (4' WIDE)

LIMIT OF CONST. STA. 0+40

PVT. DR. STA 16+40

LIMIT OF CONST. STA. 0+40

320' TRANSITION

LIMIT OF CONST. STA. 0+25

ACCESS RD. STA. 0+80

STA 14+38
5' C & G 4' WIDE CONC. WALK REQ'D

HANDICAP RAMP

FILL SLOPE

GREENWAY AVE.

PARK CIRCLE
STA. 16+00

LIMIT OF CONST. STA. 1+00

END FENCE STA. 16+67

MURPHY ROAD

5' C & G CONC. WALK REQ'D

FILL SL.

CUT SL.

ST. STA. 10+03.83

RAMP "A"

FILL SL.

P.C. STA. 10+51.75
LIMIT OF PAVING

P.T. STA. 12+04.06 RAMP "A"
= STA. 16+66.64 MURPHY RD.

FILL SL.

BEGIN 5'-0" C & G STA. 11+30.00

STAB. SHOULDER

FUTURE GUARDRAIL

TYPE 13

PC. STA. 4+00.87

CURVE (A-4)

P.T. STA. 4+75.85

END S.W., C & G STA. 5+15 LT. E.P. "A"

HANDICAP RAMP P.C. 6+28.42 "A"

TYPE 11

PROP GUARDRAIL

S 82° 49'14" E

STA 17+96.45 MURPHY RD.
STA 0+00 PARK CIRC. "C"

P.I. STA. 17+40.02
Δ = 0° 0' 05"

TYPE 11

BEGIN FENCE STA. 17+00

FILL SL.

BEGIN BRIDGE STA. 18+94.00

END FENCE STA. 18+92

P.C. STA. 0+58.47
RAMP "C"

CUT SL.

RAMP "C"

FUTURE GUARDRAIL

PARKWAY

CONC. SIDEWALK 7.0' R

5' R

GRADE TO MEDIAN

PARK CIRCLE
2000 L.R.

6" MOUNT. CURB

6-35° C & G

42' R

PROP. C.A. & FENCE

EXISTING R.O.W.

1+60

2+17

50' R

LIMIT OF NEW WORK
STA. 2+50

TO BE PAVED WITH 5" OF MIN. AGG. BASE, 3 1/2" BIT. BINDER, 1 1/4" BIT. LEVELING & 1" BIT. SURFACE.

98 6 — 18" ST.
96 48 — 30" ST.
95 37 — I-440
97 24 — 18" ST.
101 S.S. — 42" ST.
30" ST.
73° 28' 16" TO LOCAL TANGENT
24" ST.
STA. 158+39.25 I-440 PKWY. = STA. 20+00 MURPHY RD.
94 36 — 24" ST.
18" ST.
END BRIDGE STA. 21+06.00
PROP GUARDRAIL
99 12
100 12
106 24 — 24" ST.
102 6 — 24" ST.
103 24 — 18" ST.
104 37 — 18" ST.
105 18 — 18" ST.
60°
REINFORCED CONCRETE PAVEMENT AT BRIDGE END (TYPICAL)
STD. DWG. K-86-144

MATCH LINE STA. 22+00
(SEE SHEET NO. 51)

PLAN
SURVEYED
PLOTTED
GRADES CHECKED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
DATE | BY | REVISIONS

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
ALIGNMENT CHECKED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
DATE | BY | REVISIONS

580 575 570 565 560 555 550 545 540

LIMIT OF CONSTRUCTION
STA 12+55

P.O.V.T. STA. 12+55
EL. 561.06

P.V.I. STA. 14+50
EL. 562.48

+0.73%

+0.54%

P.V.C. STA. 16+50
EL. 563.56

P.V.T. STA. 17+00
EL. 563.83

P.V.T. STA. 17+50
EL. 564.61

100' V.C.

PROP. FINISHED GRADE

EXIST. GROUND LINE

+1.56%

P.V.C. STA. 21+00
ELEV. 570.07

END BRIDGE STA. 21+06.00

P.V.I. STA. 22+00
EL. 571.63

200' V.C.

E.I. 559.45

E.I. 558.95

2-18" @ 14.77%

16'-6" MIN. Cl.

94 36 — 18" @ 5.80%

E.I. 556.23

101 S.S.

B.M. MON. NO. 34
CONC. MON. WITH BRASS CAP
32.45' LT. STA. 16+15.46 MURPHY RD.
ELEV. 562.75

B.M. MON. NO. 33
CONC. MON. WITH BRASS CAP
130.15' RT. STA. 18+16.61 MURPHY RD.
EL. 568.70

12 13 14 15 16 17 18 19 20 21 22

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

MURPHY RD.
STA. 12+55 TO STA. 22+00

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

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

BRUNING 44-142 48877

TENN. STATE HIGHWAYS
Plans File 11-N
Div. No. 334

NOTES

SIDEWALK, CURB & GUTTER AND PAVEMENT REPAIR DUE TO PROPOSED UTILITY ADJUSTMENTS & STORM SEWER CONSTRUCTION TO CONFORM TO MURPHY ROAD TYPICAL SECTION (SHEET NO. 2X). EXTENT OF REPLACEMENT AS DIRECTED BY ENGINEER.

SEE SHEET NO. 103 FOR DETAILS OF SANITARY SEWER & WATERLINE RELOCATION.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	51A

REV. 5-3-83: ADDED PROPOSED 8" GAS LINE TO MURPHY RD. (BY OTHERS) REVISED OUTLET OF 10'x 6' BOX CULVERT.

REV. 6-7-85: REVISED TO SHOW LOCATION OF PROPERTY ADDED TO PLANS AS TRACT NO. 9000.

PLAN — SURVEYED, PLOTTED, GRADES CHECKED, R.O.W. SHOWN, STRUCTURE NOTATIONS CHECKED, ALIGNMENT CHECKED, RT. OF WAY CHECKED. NOTE BOOK No.

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, R.O.W. SHOWN, STRUCTURE NOTATIONS CHECKED. NOTE BOOK No.

196 OUTLET EL. 447.53
12'x 7' (BY OTHERS)
EXISTING 10'x 6' BOX CULVERT
PROPOSED 18" SEWER LINE 7
PROPOSED 6" WATER LINE
REPLACE EXIST. MANHOLE & 36" BRICK STORM SEWER (SEE DETAIL THIS SHEET)
197 6 GRATE EL. 462.5 E.I. EL. 454.19
198 BC E.I. EL. 453.75
45th AVE. N.
MURPHY RD.
(U.S. HWY. 70-N.)
44th AVE. N.
43rd AVE. N.
PROPOSED 12" SEWER LINE 7
REPLACE EXIST. CATCH BASIN & REPLACE 2-EXIST. 32" STORM SEWERS W/ 1-36" STORM
200 15 GRATE EL. 467.44 E.I. EL. 461.44
199 SS GRATE EL 468.3 E.I. EL. 455.55
PLUG 2-EXIST 32" STORMS
STA. 47+00
MATCH LINE
P.I. STA. 36+00 Δ = 25° 50' LT.
P.I. STA. 37+00 Δ = 25° 50' LT.
REPLACE EXIST SEWER
PLUG EXIST. 36" STORM SEWER
9000
PROPOSED 8" SEWER LINE 7A
* FOR INVERSE CONDEMNATION ONLY - SEE SHT. 4A Q-I-440-4(31) 205

EXISTING GRADE
EXISTING CREEK BED
PROPOSED CREEK BED
E.I. 447.53
1146 L.F. 10'x6' BOX CULVERT @ 0.70%
PROPOSED 36" STORM
STATION 32+80 BEGIN PROP STORM SEWER
MATCH LINE STATION 38+50 (THIS SHEET)
STATION 38+50 MATCH LINE

EXIST 32" STORM E.I. 456.00
EXIST 18" STORM E.I. 456.34
E.I. 454.19
22 L.F. - 36"Ø CLASS IV @ 2.00%
E.I. 451.27
E.I. 453.75
M.H. 0+22 INSTALL NO. 6 MANHOLE
STA. 0+00 TIE TO PROP. 10'x 6' CULVERT STA. 38+15
NOTE: REMOVE EXISTING 36" BRICK STORM SEWER DURING CONST.

PROPOSED 36" STORM SEWER STATION 38+15
SCALE 1" = 5'

PROPOSED 36" STORM E.I. 460.96
1046 L.F. - 36"Ø @ 1.25%
1146 L.F. 10'x6' BOX CULVERT @ 0.70%
P.G. 455.55
E.I. 455.75
SPL. STRUCTURE STA. 44+26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED STORM SEWER LAYOUT
MURPHY ROAD
STA. 32+76 TO STA. 47+00
HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

TELEDYNE POST N-1857

SCANNED

STATE OF TENNESSEE
DEPARTMENT OF HIGHWAYS
PLANS DIVISION
No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(55)206	5(B)

REV. 5-3-83: ADDED PROPOSED 8" GAS LINE TO MURPHY RD. (BY OTHERS)

NOTES

SIDEWALK, CURB & GUTTER AND PAVEMENT REPAIR DUE TO PROPOSED ADJUSTMENTS & STORM SEWER CONSTRUCTION TO CONFORM TO MURPHY ROAD TYPICAL SECTION (SHEET NO. 2X). EXTENT OF REPLACEMENT AS DIRECTED BY ENGINEER.

SEE SHEET NO. 104 FOR DETAILS OF SANITARY SEWER RELOCATION.

CURVE DATA : 96" STORM
P.I. STA. 53+55.52
Δ=5°35' RT.
R=2000'
L=195.05'
T=97.52'

P.C. STATION 52+58.00

P.T. STATION 54+53.05

201 SS GRATE EL. 482.3
E.I. ELEV. 468.80

PLUG EXIST. 27" STORM

PROPOSED 16" SEWER LINE 8

MATCH LINE STATION 47+00

MATCH LINE STATION 60+75

MURPHY ROAD

41st AVE. N.

40th AVE. N.

(U.S. HWY 70-N)

WESTLAWN DR.

PLAN
SURVEYED
PLOTTED
NOTE BOOK
NO.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
DATE
BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
DATE
BY

EXISTING GRADE

201 SS

1046 L.F. - 96" Ø CLASS IV ; C-76 W/CLASS "B" BEDDING @ 1.25%

740 L.F. - 96" Ø CLASS IV ; C-76 W/CLASS "B" BEDDING @ 0.82%

E.I. 468.80

E.I. 469.00

SPECIAL - STRUCTURE STATION 54+72

490
485
480
475
470
465
460
455

47 48 49 50 51 52 53 54 55 56 57 58 59 60

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED STORM SEWER LAYOUT
MURPHY ROAD
STA. 47+00 to 60+75
HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

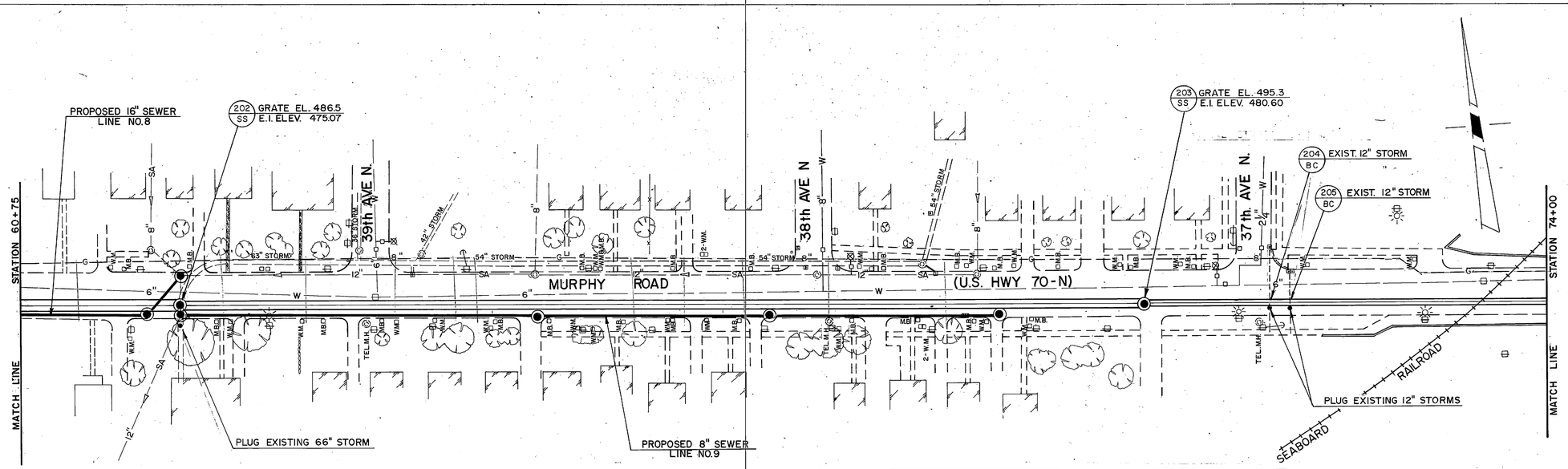
BRUNING 44-142-48877

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.

TENN. STATE HIGHWAYS
Plans File No. 334
Dwn.
SCANNED
PLAN SURVEYED / PLOTTED / NOTE BOOK / ALIGNMENT CHECKED / No. / RT. OF WAY CHECKED
DATE / BY

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	51-C

REV. 5-3-83: ADDED PROPOSED 8" GAS LINE TO MURPHY RD. (BY OTHERS)

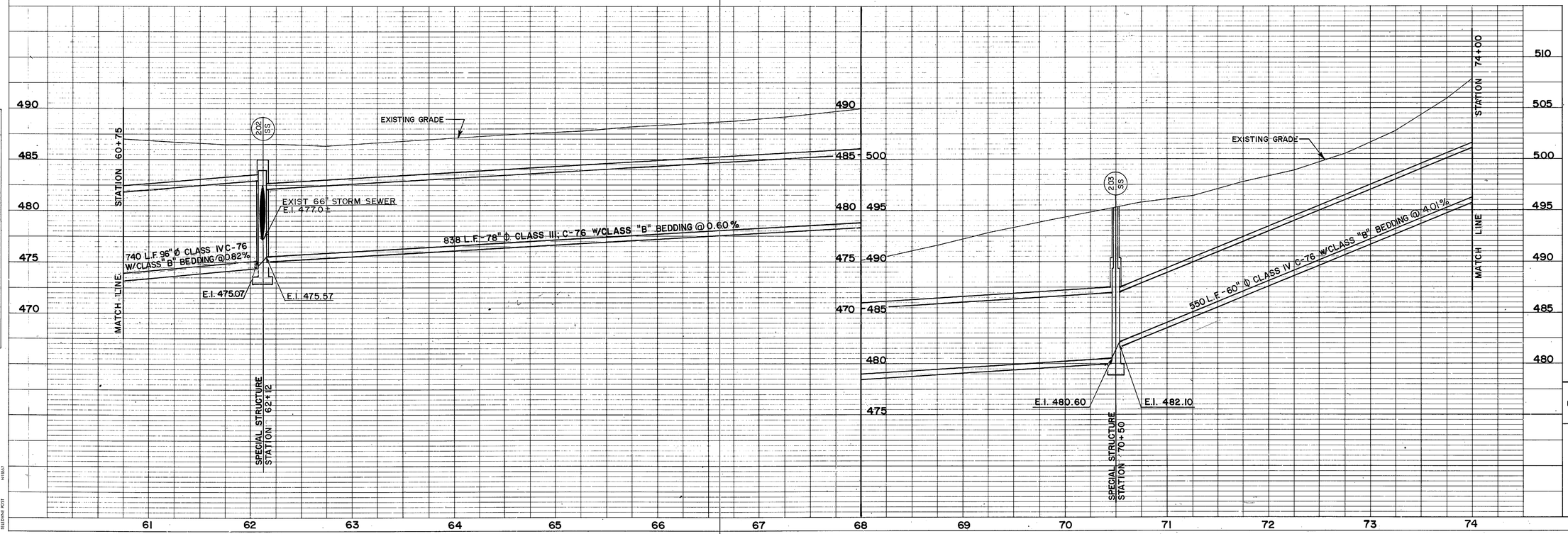


NOTES

SIDEWALK, CURB & GUTTER AND PAVEMENT REPAIR DUE TO PROPOSED UTILITY ADJUSTMENTS & STORM SEWER CONSTRUCTION TO CONFORM TO MURPHY ROAD TYPICAL SECTION (SHEET NO. 2X). EXTENT OF REPLACEMENT AS DIRECTED BY ENGINEER.

EXISTING 6" WATERLINE IN MURPHY ROAD IS TO REMAIN IN SERVICE DURING CONSTRUCTION.

SEE SHEET NO. 104 & 105 FOR DETAILS OF SANITARY SEWER & WATERLINE RELOCATION.



PROFILE SURVEYED / PLOTTED / NOTE BOOK / GRADES CHECKED / No. / B. M.'s NOTED / STRUCTURE NOTATIONS CHECKED
DATE / BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED STORM SEWER LAYOUT
MURPHY ROAD
STA. 60+75 to STA. 74+00

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

N 11837
ELTON PAGETTE

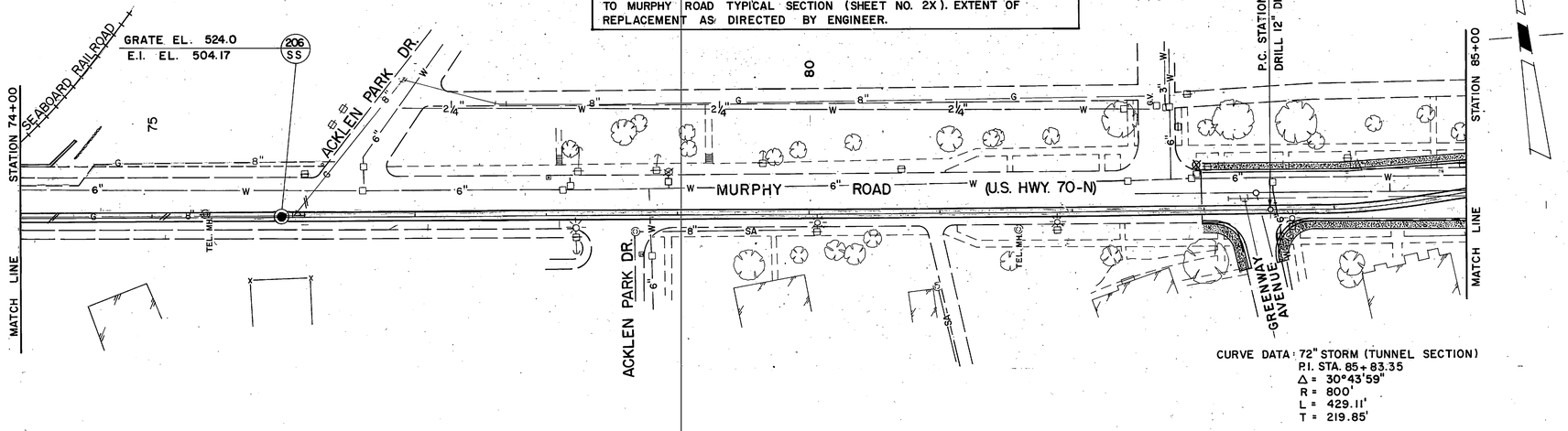
TENN. STATE HIGHWAYS
Plans File No.
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	51-D

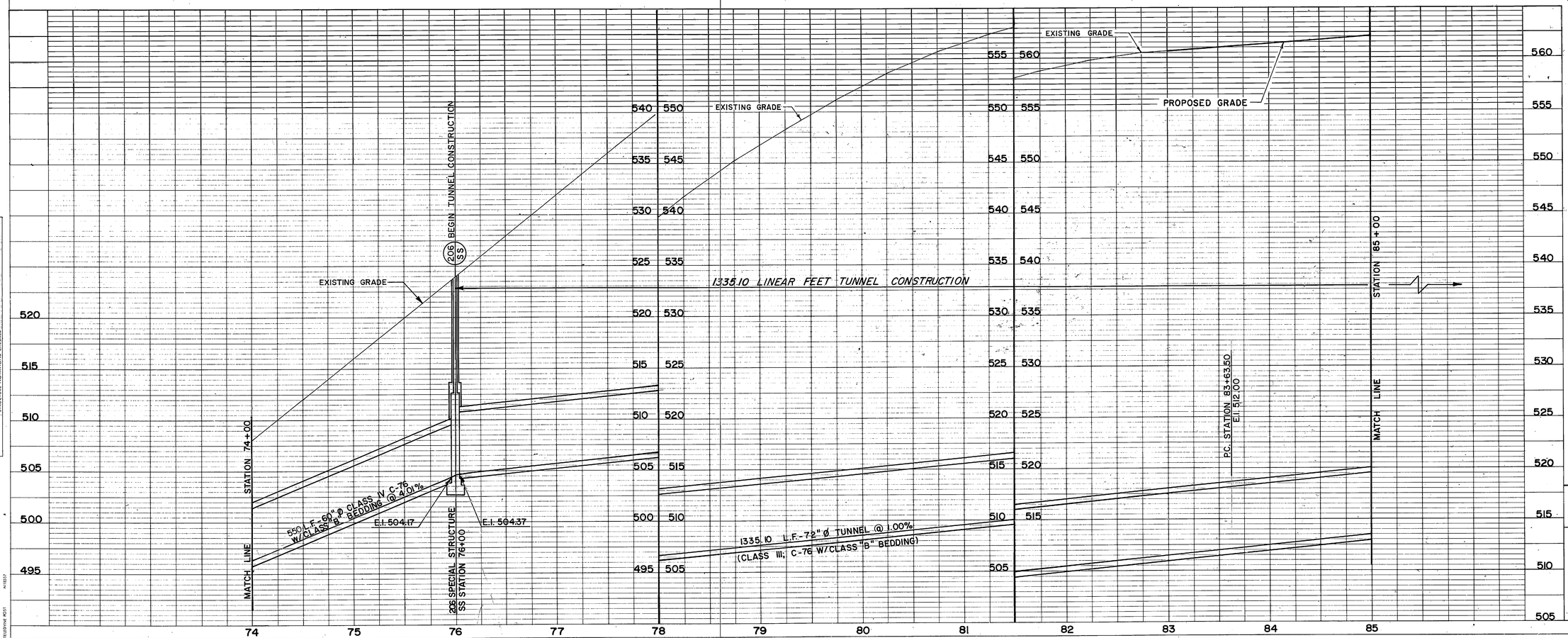
REV. 5-3-83: ADDED PROPOSED 8" GAS LINE TO MURPHY RD. (BY OTHERS)

NOTES

SIDEWALK, CURB & GUTTER AND PAVEMENT REPAIR DUE TO PROPOSED SANITARY SEWER, WATERLINE & STORM SEWER CONSTRUCTION TO CONFORM TO MURPHY ROAD TYPICAL SECTION (SHEET NO. 2X). EXTENT OF REPLACEMENT AS DIRECTED BY ENGINEER.



CURVE DATA: 72" STORM (TUNNEL SECTION)
P.I. STA. 85+83.35
Δ = 30°43'59"
R = 800'
L = 429.11'
T = 219.85'



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED STORM SEWER LAYOUT

MURPHY ROAD
STA. 74+00 to STA. 85+00

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

PLAN
SURVEYED
PLOTTED
NOTE BOOK ALIGNMENT CHECKED
No. RT. OF WAY CHECKED

PROFILE
SURVEYED
PLOTTED
NOTE BOOK GRADES CHECKED
No. B. M.'s NOTED
STRUCTURE NOTATIONS CHECKED

DATE BY

TELEPHONE POST

TENN. STATE HIGHWAYS
File No. 134
Plans Dwn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	5IE

PLAN
SURVEYED
PLOTTED
NOTE BOOK
No.
ALIGNMENT CHECKED
RT. OF WAY CHECKED
DATE
BY

CURVE DATA: 72" STORM (TUNNEL SECTION)
P.I. STA. 85+83.35
Δ = 30°43'59"
R = 800'
L = 429.11'
T = 219.85'

P.T. - STATION 87+98.61

GRATE EL. 541.5
E.I. EL. 518.00
101 SS

R.O.W. (C.A. FENCE)

CIRCLE

PARK

PROPOSED 18" STORM

PROPOSED 60" STORM

PROPOSED DETOUR ROAD

STA. 85+00

MATCH LINE

℄ MURPHY ROAD

15

20

R.O.W.

C.A. FENCE

℄ I-440

PROP. 24" STORM

PROPOSED GRADE

1335.10 LINEAR FEET - TUNNEL CONSTRUCTION

SPECIAL STRUCTURE STATION 89+35.10
101 SS
END TUNNEL CONSTRUCTION

P.T. - STATION 87+92.61
E.I. 516.58

PROPOSED 18" STORM
E.I. 536.50

PROPOSED 42" STORM
E.I. 524.15

PROPOSED 60"Ø STORM

E.I. 520.00

1335.10 L.F. - 72" Ø TUNNEL @ 1.00%
(CLASS III, C-76 W/ CLASS "B" BEDDING)

E.I. 518.00

560
555
550
545
540
535
530
525
520
515
510

85 86 87 88 89

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
No.
GRADES CHECKED
B. M.'s NOTED
STRUCTURE NOTATIONS CHECKED
DATE
BY

TELEPHONE POST NI8527

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED STORM SEWER LAYOUT
MURPHY ROAD
STA. 85+00 to STA. 89+35.10

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

TENN. STATE HIGHWAYS
File
Plans
Div.
No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	51

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE.

REV. 10-25-84: DRIVEWAY RAMP SHOWN LT. STA. 28 + 50 MOVED TO STA. 28 + 66± WITH PUBLIC ROAD TURNOUT SHOWN IN LIEU OF CONCRETE DRIVEWAY. ADDED 8' OF 18" CONC PIPE FOR STUB OUT THRU RETAINING WALL LT. STA. 25 + 10±

REV. 8-2-85: CHANGED GRADE ON MURPHY ROAD. CHANGED GRATE ELEVATIONS OF CATCH BASINS IN PROFILE.

CURVE B-1
RAMP "B"
P.I. STA. 0+07.83 (LT., E.P.)
Δ = 76°08'40"
R = 10.00'
T = 7.83'
L = 13.29'
E = 2.70'

CURVE B-2
RAMP "B"
P.I. STA. 0+22.40 (LT., E.P.)
Δ = 13°51'20"
R = 75.00'
T = 9.11'
L = 18.14'
E = 0.55'

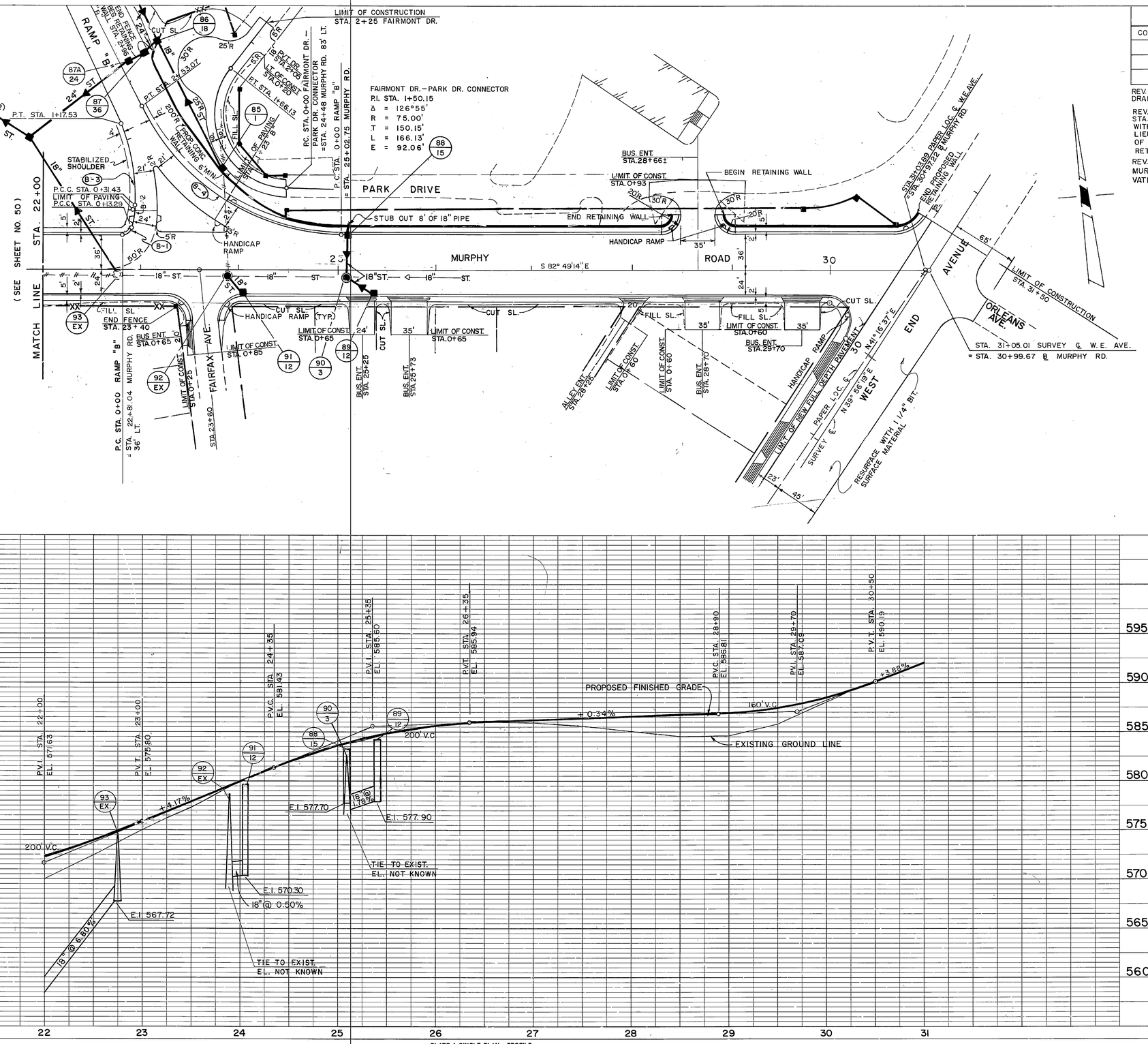
CURVE B-3
RAMP "B"
P.I. STA. 0+75.14 (LT., E.P.)
Δ = 24°40'04"
R = 200.00'
T = 43.71'
L = 86.11'
E = 4.73'

CURVE B-4
RAMP "B"
P.I. STA. 1+41.06
Δ = 63°02'30"
R = 230.00'
T = 141.06'
L = 253.07'
E = 41.45'

PLAN
SURVEYED BY
PLOTTED BY
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK NO.

PROFILE
SURVEYED BY
PLOTTED BY
GRADES CHECKED
B.M.'s NOTED
STRUCTURE NOTATNS CHKD

DATE | BY



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

MURPHY RD.
STA. 22+00 TO STA. 31+00

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

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

BRUNING 44-142 48877

TENN. STATE HIGHWAYS

Plans Bk. No. 334

SCANNED

PLAN	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK NO.	ALIGNMENT CHECKED		
	R/W, LIMITS & R/W MONUMENTS		
	STRUCTURE NOTATNS CHK'D		

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	52

REV. 5-3-83: ADDED CURVE DATA (CURVE 1A) AND LAYOUT DATA FOR MEDIAN BARRIER. REVISED GORE TO RAMP "E".

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE.

CURVE (1)
PAPER LOC. ℄ W.E. AVE.
P.I. STA. 13+44.44
Δ= 20°09'41"
D = 3°00'
R = 1909.86'
T = 339.54'
L = 672.04'
E = 29.95'
S.E.=R.C.
TRANS. LENGTH = 100'

CURVE (3)
SURVEY ℄ W.E. AVE.
P.I. STA. 12+97.73
Δ=21°27'00"
D= 3°00'
R= 1909.86'
T= 361.73
L= 715.00
E= 33.95'

CURVE (2)
LT. E.P. W.E. AVE.
P.I. STA. 3+09.78
Δ = 16°25'34"
D= 3°00'
R= 1909.86'
T= 309.78'
L= 614.20'
E = 24.96'

CURVE (4)
RT. E.P. W.E. AVE.
P.I. STA. 3+74.44
Δ =21°33'19"
D = 2°54'46"
R = 1967.05'
T = 374.44'
L = 740.03'
E = 35.32' BEGIN MASONRY WALL STA. 12+78

RAMP "C"
C-2
P.I. STA. 12+09.25
Δ =54°59'42"
R = 100.00'
T = 52.05'
L = 95.98'
E = 12.74'

CURVE (A)
RT. EDGE MEDIAN
P.I. STA. 1+22.76
Δ = 10°05'17"
D = 4°07'10"
R = 1390.87'
T = 122.76'
L = 244.89'
E = 5.41'

RAMP "D"
D-1
P.I. STA. 0+33.60
Δ = 37°08'33"
R = 100.00'
T = 33.60'
L = 64.83'

RAMP "E"
E-1
P.I. STA. 3+95.00
Δ = 61°00'
R = 230'
T = 135.48'
L = 244.87'
E = 36.94'

TO BE PAVED WITH 5" MIN. AGG. BASE, 3 1/2" BIT. BINDER 1 1/4" BIT. LEVELING AND 1" BIT. SURFACE.

WEST END AVE.

ELMINGTON AVE.

I-440 PKWY.

MASONRY WALL SEE DETAIL SHEET NO. 2.CC

END FENCE END MASONRY WALL STA. 16+50

BEGIN BRIDGE STA. 19+00.00

STA. 20+00 SURVEY ℄ W.E. AVE. =STA. 169+01.01 I-440 PKWY.

STA. 20+00 PAPER LOC. ℄ WEST END AVE. =STA. 169+01.23 I-440 PKWY.

REINFORCED CONC. PAVEMENT AT BRIDGE END DWG. K-86-144

PAPER LOCATED ℄ N39°24'00"E

SURVEY ℄ N39°56'19"E

N69° 21'53"E

PROP. (C.A.) & FENCE

EXISTING R.O.W.

STABILIZED SHOULDER

P.O.C. STA. 0+00 RAMP "D" =STA. 17+89.12 P.L. ℄ W.E. AVE. 48' RT.

P.C. STA. 8+68.38 RT. E.P. =STA. 18+73.64 P.L. ℄ W.E. AVE. 48' RT.

P.O.C. STA. 11+91.89 =STA. 17+93.87 P.L. ℄ WEST END AVE. 33' LT.

P.C. STA. 11+57.22 RAMP "C" =STA. 17+57.20 P.L. ℄ WEST END AVE. 33' LT.

P.T. STA. 17+10.81 P.L. ℄ WEST END AVE. 33' LT.

P.T. STA. 16+82.37 P.L. ℄ WEST END AVE. 33' LT.

P.T. STA. 16+14.20 LT. E.P.

P.T. STA. 16+76.95 P.L. ℄ W.E. AVE.

P.T. STA. 16+51 SURVEY ℄ WE. AVE.

P.C. STA. 0+00 LT. E.P. =STA. 10+57.37 P.L. ℄ WEST END AVE. 33.02' LT. BEGIN C. & G. LT.

P.C. STA. 0+00 RT. E.P. =PC. STA. 0+00 RAMP "E" =PC. STA. 10+04.90 P.L. ℄ WEST END AVE. 29.25' RT. BEGIN C. & G. RT.

P.T. STA 5+04.39

P.C. STA 2+59.52

P.T. STA 7+40.03 RT. E.P. =STA. 17+31.29 PL. ℄ WEST END AVE. 48' RT.

P.C. STA. 0+00 RT. E.P. =STA. 3+20.00 RT. EDGE MEDIAN

P.T. STA. 0+47.21 RT. EDGE MEDIAN =STA. 3+20.00 RT. E.P.

STA. 5+20.00 RT. E.P. =STA. 2+44.89 RT. EDGE MEDIAN =STA. 19+15.74 P.L. ℄

P.T. STA. 0+72.99 RAMP "D"

P.C. STA. 0+00 RAMP "D" =STA. 17+89.12 P.L. ℄ W.E. AVE. 48' RT.

STA. 12+73.45 P.L. ℄ =STA. 0+00 RT. EDGE MEDIAN =STA. 2+72.19 RT. E.P.

STA. 1+73.97 RAMP "E" =STA. 11+75 P.L. ℄ WEST END AVE.

PVT. DR STA. 1+63

LIMIT OF CONSTRUCTION STA. 10+00

LIMIT OF CONST STA 0 + 70

LIMIT OF CONST STA. 1+75

LIMIT OF PAVING STA. 3+25 E

LIMIT OF PAVING STA. 0+40 RT.

LIMIT OF CONST STA. 0+80

LIMIT OF CONST STA. 0+00

EXIST. R.O.W. & FENCE (C.A.)& PROP. (C.A.)

STAB. SHOULDER STA. 10+00 RAMP "C"

HANDICAP RAMP

FILL SL.

BUS ENT STA. 11+45

4 L.F. CONC. WALK & 2 STEPS REQ'D (4' WIDE) STA 12+00

2 L.F. CONC. WALK & 3 STEPS REQ'D (5' WIDE) STA 12+53

5 STEPS REQ'D STA. 11+52

3 STEPS REQ'D STA. 0+00

6" MOUNTABLE CURB

TYPE II

TYPE III

FUTURE GUARDRAIL

60" ST.

24" ST.

18" ST.

STA. 169+01.23 I-440 PKWY. WEST END AVE.

STA. 20+00 P.L. ℄ WEST END AVE. I-440 PKWY.

MIN. CLEAR 15'-6"

PROFILE

LIMIT OF CONSTRUCTION STA. 10+00

P.O.V.T. STA. 10+00 ELEV. 575.80

P.V.C. STA. 10+85 ELEV. 577.38

P.V.I. STA. 12+10 ELEV. 579.71

P.V.T. STA. 13+35 ELEV. 575.18

P.V.C. STA. 4+25 ELEV. 571.93

P.V.I. STA. 15+75 ELEV. 566.50

P.V.T. STA. 17+25 ELEV. 569.05

P.V.C. STA. 19+50 ELEV. 572.88

P.V.I. STA. 20+00 ELEV. 573.73

+1.86%

250' V.C.

-3.62%

300' V.C.

+1.70%

100' V.C.

E.I. 568.68

18" @ 1.82%

E.I. 562.86

E.I. 564.18

E.I. 561.76

18" @ 0.50%

18" @ 0.50%

E.I. 562.90

18" @ 4.20%

E.I. 566.50

E.I. 566.50

E.I. 565.70

18" @ 16.40%

18" @ 7.83%

E.I. 543.19

PROPOSED GRADE

BEGIN BRIDGE STA. 19+00.00

585 580 575 570 565 560 555 550

10 11 12 13 14 15 16 17 18 19 20

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

WEST END AVE.
STA. 10+00 TO STA. 20+00

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

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

BRUNING 44-142-48877

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	53

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE.

20+00 SURVEY ℄ = 169+01.01 I-440

0.22'

SURVEY ℄ N39°56'19"E

PAPER LOC. ℄ N39°24'40"E

66°56'39.5"

20+00 PL ℄ = 169+01.23 I-440

S27°31'59.5"E

STA. 20+00 SURVEY ℄ W.E. AVE. = STA. 169+01.01 I-440 PKWY.

STA. 20+00 PAPER LOC. ℄ W.E. AVE. = STA. 169+01.23 I-440 PKWY.

60' ST. I-440 PKWY.

P.C. STA. 8+88.38 RT. E.P. = STA. 18+79.64 PL. ℄ WEST END AVE. 48' RT.

CURVE (10) RT. E.P. W.E. AVE.
P.I. STA. 9+79.40
Δ = 1°49'13"
D = 1°00'
R = 5729.58
T = 91.02'
L = 182.03

P.O.T. STA. 9+98.50 ℄ = RAMP "H" P.O.T. STA. 9+98.50 RAMP "H"

P.C. STA. 9+98.50 RAMP "H"

P.C. STA. 23+22.48 PL. ℄ W.E. AVE.

P.T. STA. 18+54.38 RAMP "H" = STA. 23+50.42 PL. ℄ W.E. AVE. 33' LT.

P.T. STA. 23+78.35 PL. ℄ W.E. AVE.

LIMIT OF PAVING STA. 17+42 "H"

P.C.C. STA. 16+73.86

PROP. CONC. RETAINING WALL ON TOP EXTG. R.O.W.

END FENCE STA. 16+55 "H"

STA. 21+53.71 PL. ℄ W.E. AVE. = STA. 8+11.96 RAMP "F-H"

END BRIDGE STA. 22+34.00

STABILIZED SHOULDER

HANDICAP RAMP

RAMP "H"

CURVE (9) PAPER LOC. ℄ W.E. AVE.
P.I. STA. 23+50.42
Δ = 0°50'17"
D = 1°30'
R = 3819.72
T = 27.94'
L = 55.87'
E = 0.10'

CURVE (7) PAPER LOC. ℄ W.E. AVE.
P.I. STA. 27+02.90
Δ = 2°42'14"
R = 1100'
T = 25.96'
L = 51.91'
E = 0.31'

CURVE (5) LT. E.P. W.E. AVE.
P.I. STA. 0+47.72
Δ = 2°42'14"
R = 1100'
T = 25.96'
L = 51.91'
E = 0.31'

H-4 RAMP "H"
P.I. STA. 17+66.77
Δ = 34°29'08"
R = 300'
T = 93.11'
L = 180.57'
E = 14.12'

P.O.T. STA. 0+73.67 LT. E.P. = STA. 27+49.56 PL. ℄ W.E. AVE.

P.T. STA. 27+28.85 PL. ℄ W.E. AVE.

BUS. ENT. STA. 27+60

BUS. ENT. STA. 28+20

BUS. ENT. STA. 28+78

BUS. ENT. STA. 29+75

MURPHY RD. N 82°49'14" W

STA. 31+03.89 PAPER LOC. ℄ W.E. AVE. = STA. 30+97.22 ℄ MURPHY RD.

STA. 31+05.01 SURVEY ℄ W.E. AVE. = STA. 30+99.67 ℄ MURPHY RD.

LIMIT OF NEW FULL DEPTH PAVEMENT

WEST END AVE.

N41°16'37"E

N39°56'19"E

N38°34'23"E

N39°05'27"E

N37°35'27"E

N39°24'40"E

CURVE (10) PAPER LOC. ℄ W.E. AVE.
P.I. STA. 9+79.64
Δ = 1°49'13"
D = 1°00'
R = 5729.58
T = 91.02'
L = 182.03

F-H-I RAMP "F-H"
Δ = 8°33'46"
Δc = 7°03'46"
Dc = 3°01'03"
R = 1898.86'
Ls = 100'
Lc = 234.07'
θs = 1°30'
P = 0.218'
K = 49.99'
Xc = 99.99'
Yc = 0.87'

G-3 RAMP "G"
P.I. STA. 15+61.03
Δ = 60°35'27"
R = 100'
T = 58.42'
L = 105.75'
E = 15.82'

NOTE "A"
REINFORCED CONCRETE PAVEMENT AT BRIDGE END. DWG. K-86-144

CURVE (8) RT. E.P. W.E. AVE.
P.I. STA. 16+92.49
Δ = 3°11'10"
R = 1500'
T = 41.72'
L = 83.41'
E = 0.57'

P.O.T. STA. 17+42.82 RT. E.P. = P.O.T. STA. 27+35.58 PL. ℄ W.E. AVE. 45' RT. END NEW SIDEWALK, CURB & GUTTER

STA. 30+00.28 PL. ℄ W.E. AVE. 4.48' RT. = STA. 30+00 SURVEY ℄ W.E. AVE.

TO BE RESURFACED WITH 1-1/4" BIT. SURFACE

ORLEANS AVE.

LIMIT OF CONSTRUCTION STA. 31+50

EXTG. R.O.W.

PROP. CONCRETE RETAINING WALL

PROPOSED GUARDRAIL

FUTURE GUARDRAIL

C.S. STA. 6+80.95

P.T. STA. 10+70.41 RT. E.P.

P.C. STA. 15+02.61

P.C. STA. 16+50.77 RT. E.P.

P.T. STA. 17+34.18 RT. E.P.

BUS. ENT. STA. 26+90

BUS. ENT. STA. 24+80

END FENCE STA. 24+14

LIMIT OF CONST. STA. 0+77

LIMIT OF CONST. STA. 0+60

LIMIT OF CONST. STA. 0+76

FILL SL.

CUT SL.

SURVEY

6" MOUNT. CURB

6.44 R STA. 24+75

PROPOSED GRADE +0.60 %

EXISTING GROUND

100' V.C.

170' V.C.

+3.01 %

P.V.I. STA. 20+00 ELEV. 573.73

P.V.T. STA. 20+50 ELEV. 574.03

P.V.C. 23+12 ELEV. 575.61

P.V.I. STA. 23+97 ELEV. 576.12

P.V.T. 24+82 ELEV. 578.67

P.V.O.T. STA. 27+00 ELEV. 585.23

LIMIT OF CONSTRUCTION STA. 31+50

STA. 20+00 P.L. ℄ WEST END AVE. = STA. 169+01.23 I-440 PKWY.

END BRIDGE STA. 24+34.00

E.I. 570.00

E.I. 564.95

E.I. 559.83

E.I. 548.30

E.I. 544.07

E.I. 540.35

E.I. 538.75

E.I. 570.37

E.I. 571.41

E.I. 569.89

E.I. 567.67

18" @ 1.00 %

18" @ 2.57 %

30" @ 2.80 %

18" @ 2.59 %

24" @ 3.30 %

24" @ 5.05 %

B.M.
MON. NO. 30
BRASS CAP IN CURB, S.E. CORNER LANCASTER AVE. AT WEST END AVE.
73.91' LT. STA. 169+16.48
EL. 568.26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

WEST END AVE.
STA. 20+00 TO STA. 31+00

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

PLAN: SURVEYED. PLOTTED. GRADES CHECKED. B. M.s NOTED. STRUCTURE NOTATNS CHKD. ALIGNMENT CHECKED. RT. OF WAY CHECKED. NOTE BOOK NO. DATE BY

PROFILE: SURVEYED. PLOTTED. GRADES CHECKED. B. M.s NOTED. STRUCTURE NOTATNS CHKD. NOTE BOOK NO. DATE BY

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

BRUNING 44-142 48877

TENN. STATE HIGHWAYS
File No. 334
Plans Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	54

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE.

STAMPED

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / NOTE BOOK NO. / BY / DATE

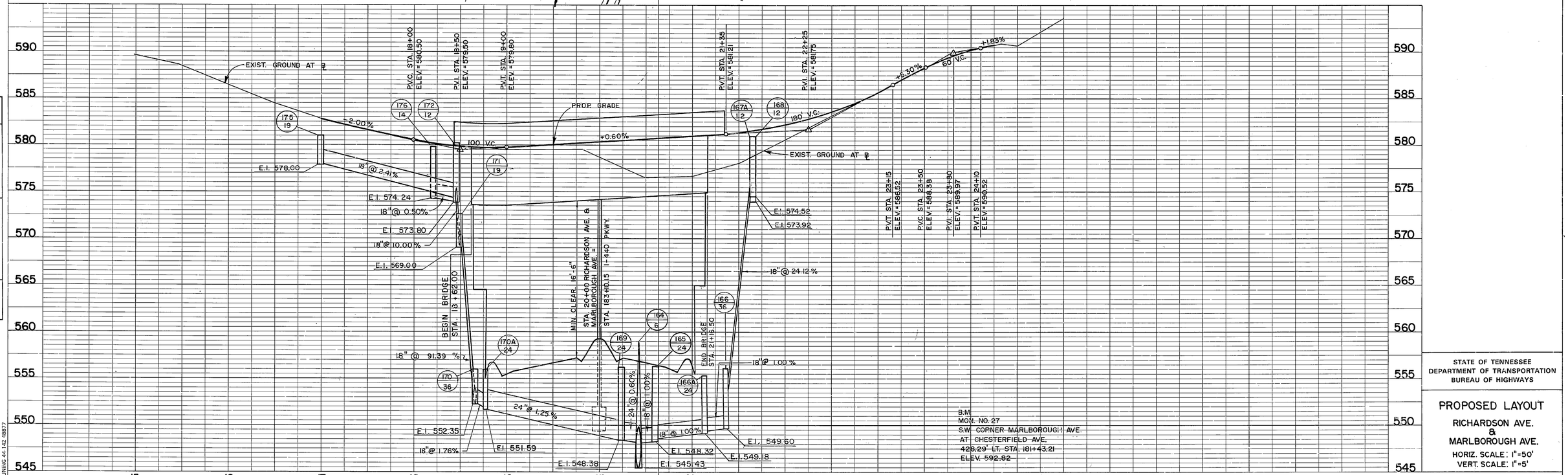
PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / B.M.-NOTED / STRUCTURE NOTATNS CHKD / NOTE BOOK NO. / BY / DATE

RICHARDSON AVE.
P.I. STA. 17+36.95
Δ = 41°34'01"
D = 10°00'
R = 572.96'
L = 415.67'
T = 217.46'
E = 39.88'

P.C. STA. 15+19.49
P.T. STA. 19+35.16
P.T. STA. 10+57.20
S.T. STA. 12+36.99
STA. 181+00 = STA. 10+55.67 I-440 PKWY. RAMP "D" (65' RT.) = STA. 12+44.22 RAMP "E" (89' RT.)
N81°44'33"E
S28°40'44"E
S22°31'59.5"E
S32°31'59.5"E
N40°10'32"E
67°42'32"
54° 43' 29"
T.S. STA. 3+66.05 RAMP "G"

RANSON AVE.
RICHARDSON AVE.
MARLBOROUGH AVE.
CHESTERFIELD AVE.
I-440 PKWY.
RAMP "G"

REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS DWG. K-86-144 (TYPICAL)
BEGIN BRIDGE STA. 18+62.00
END BRIDGE STA. 21+16.50
100' TRANSITION
CUT SL.
FILL SL.
END FENCE STA. 183+29
BEGIN FENCE STA. 183+39
BEGIN SIDEWALK, CURB & GUTTER STA. 181+00
EXTG. R.O.W. & PROP. (C.A.) & FENCE
FUTURE BIKEWAY
BEGIN PRESPLIT
PRESPLIT ROCK LINE
NON UNIFORM COURSE MASONRY WALL
HANDICAP RAMP
SOIL TAPER
END PRESPLIT
LIMIT OF CONSTRUCTION STA. 17+00
EXISTING R.O.W. & PROPOSE (C.A.) & FENCE
PRESPLIT ROCK LINE & CONCRETE RETAINING WALL
TYPE II
FUTURE GUARDRAIL
48" ST
54" ST.
24" ST.
18" ST.
BEGIN PRESPLIT PROPOSED CONCRETE RETAINING WALL
FILL SL.
ACCESS RD.
LIMIT OF CONST. STA. 0+35
STA. 0+00 RAMP "G" = STA. 183+65 I-440 PKWY. SB LT.
PVT. DR STA. 1+20
PVT. DR STA. 21+92
BEGIN FENCE STA. 183+02
END MASONRY WALL
BEGIN MASONRY RETAINING WALL
END PRESPLIT CUT SLOPE
EXISTING R.O.W. & PROPOSED (C.A.) & FENCE
STA. 183+10.15 I-440 PKWY. = STA. 20+00 RICHARDSON AVE. BK. = STA. 20+00 MARLBOROUGH AVE. AHD.
END BRIDGE STA. 21+16.50
END FENCE STA. 182+23
PVT. DR STA. 22+92
STA. 21+26.50 MARLBOROUGH AVE. = STA. 0+00 ACCESS RD.
LIMIT OF CONST. STA. 0+35
HANDICAP RAMP
R=20'
R=25'
PVT. DR STA. 22+65
I-S-ST RES.
LIMIT OF CONST. STA. 0+30
LIMIT OF CONSTRUCTION STA. 24+23
85°
20'
30'
12'
5'
10'
18'
FILL SL.



B.M.
MON. NO. 27
S.W. CORNER MARLBOROUGH AVE. AT CHESTERFIELD AVE.
428.29' LT. STA. 181+43.21
ELEV. 592.82

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT
RICHARDSON AVE. & MARLBOROUGH AVE.

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

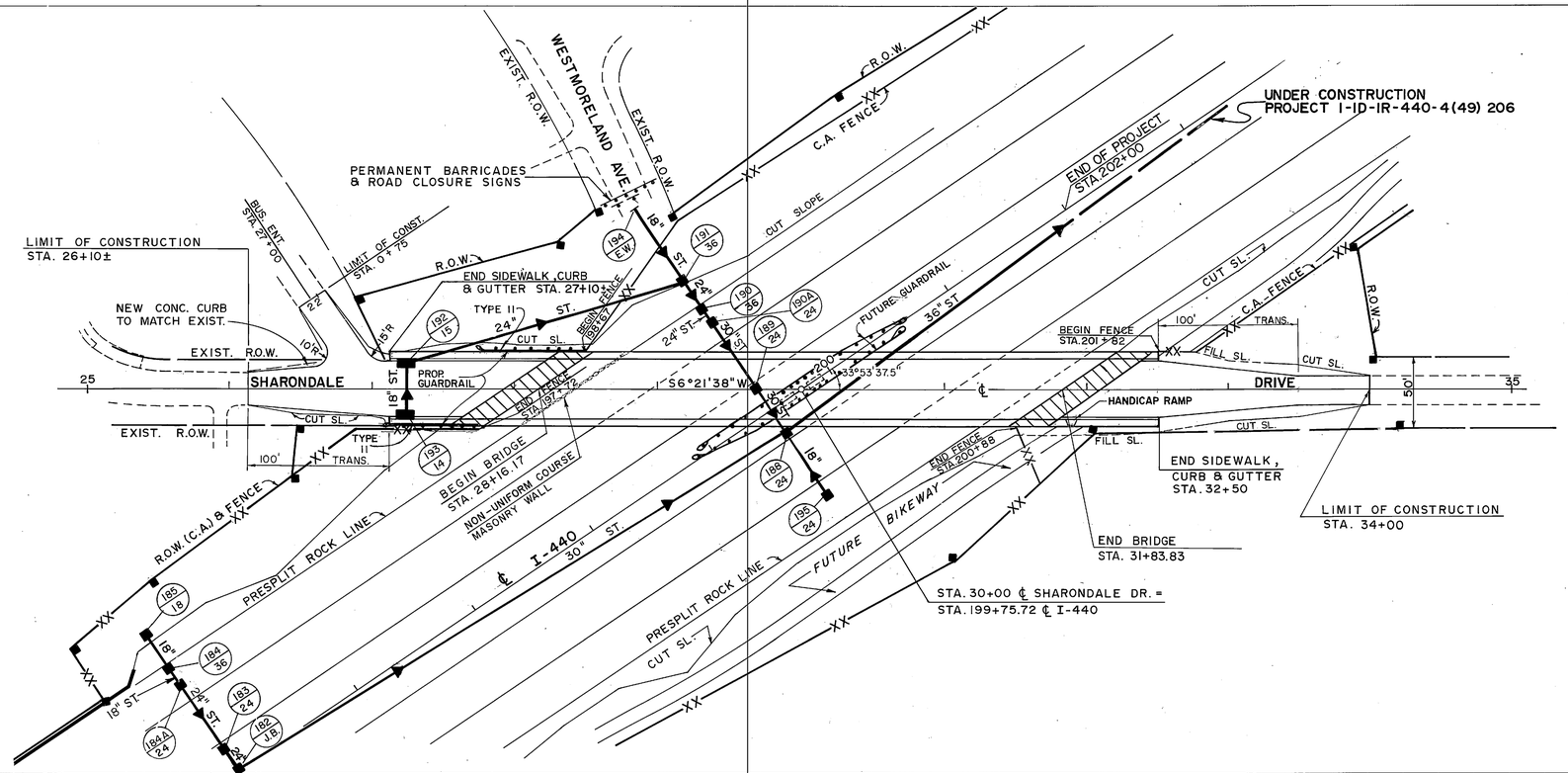
PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

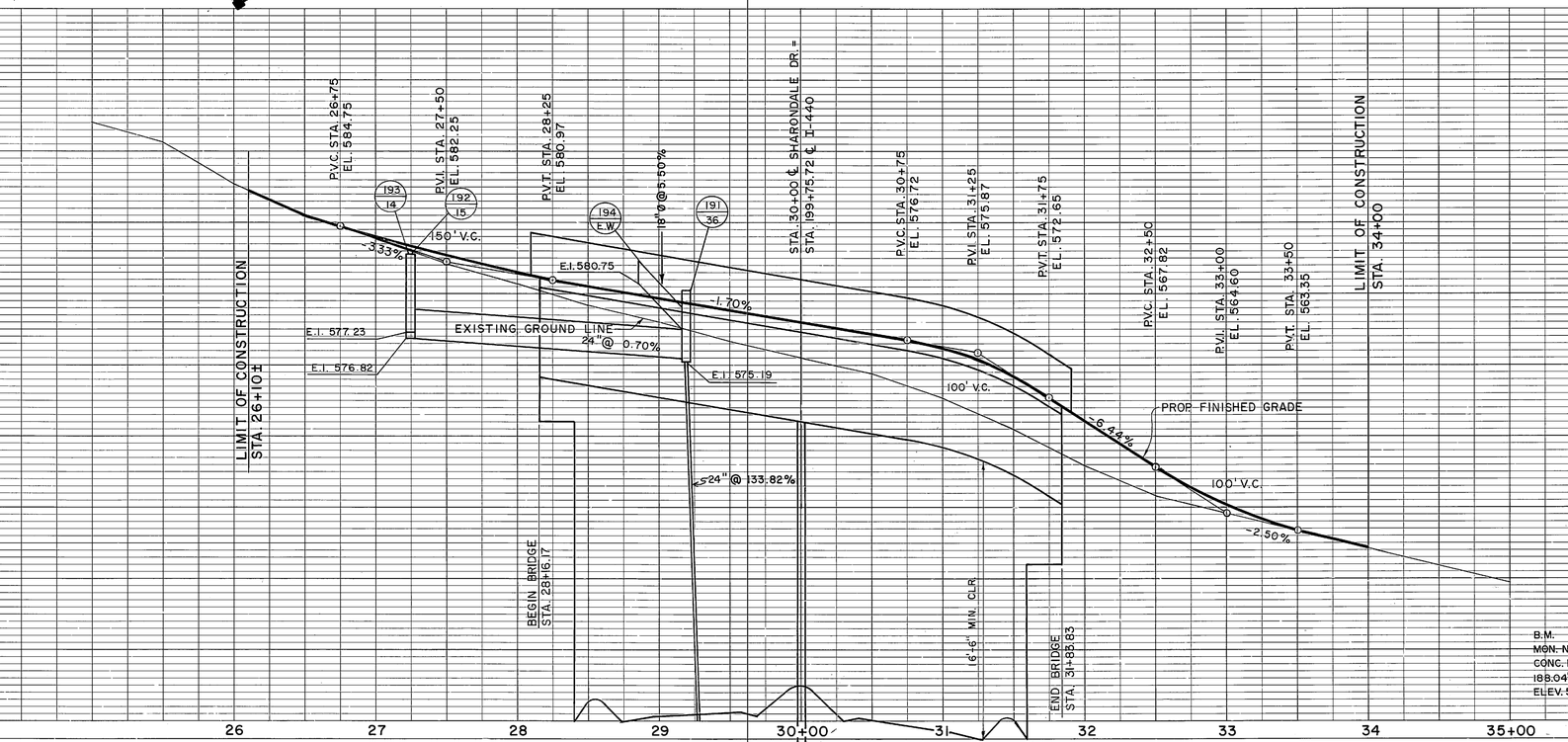
BRUNING 44-142 48877

STATE HIGHWAY DEPT. File No. 54
Hums Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)20	55

REV. 1-31-84: GENERAL REVISIONS TO DRAINAGE.





B.M.
MON. NO. 24
CONC. MON. WITH BRASS CAP
188.04' RT. STA. 202+22.34
ELEV. 564.45

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT

SHARONDALE DR.
STA. 26+10 TO STA. 33+50

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

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, RT. OF WAY CHECKED, NOTE BOOK NO., DATE, BY

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B. M.'s NOTED, STRUCTURE NOTATNS CHKD, DATE, BY

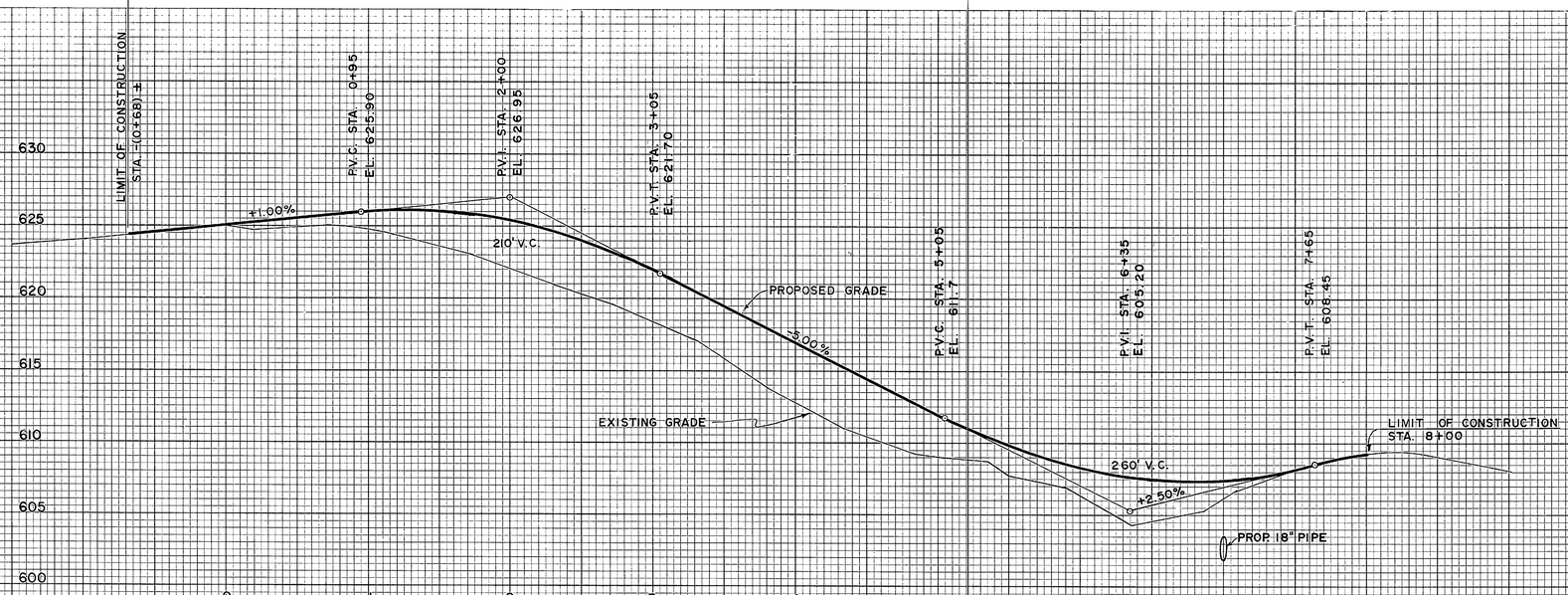
BRUNING 44-142 48877

TENN. STATE HIGHWAYS
Plans File No. 334
Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	56

FINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TRACED
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
SURVEYED
PLOTTED
TRACED
AREAS
NOTE BOOK NO.
AREAS CHECKED
BY
DATE



ACCESS ROAD TO BOYLES GALVANIZING CO.
RT STA 118+00± TO RT STA 126+00± I-440 PKWY.

ACCESS ROAD RT STA.
21+26.50 MARLBOROUGH AVE.

FAIRMONT DRIVE – PARK DRIVE
CONNECTOR

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROFILE

ACCESS ROADS

VERTICAL SCALE: 1"=5'
HORIZONTAL SCALE: 1"=50'

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

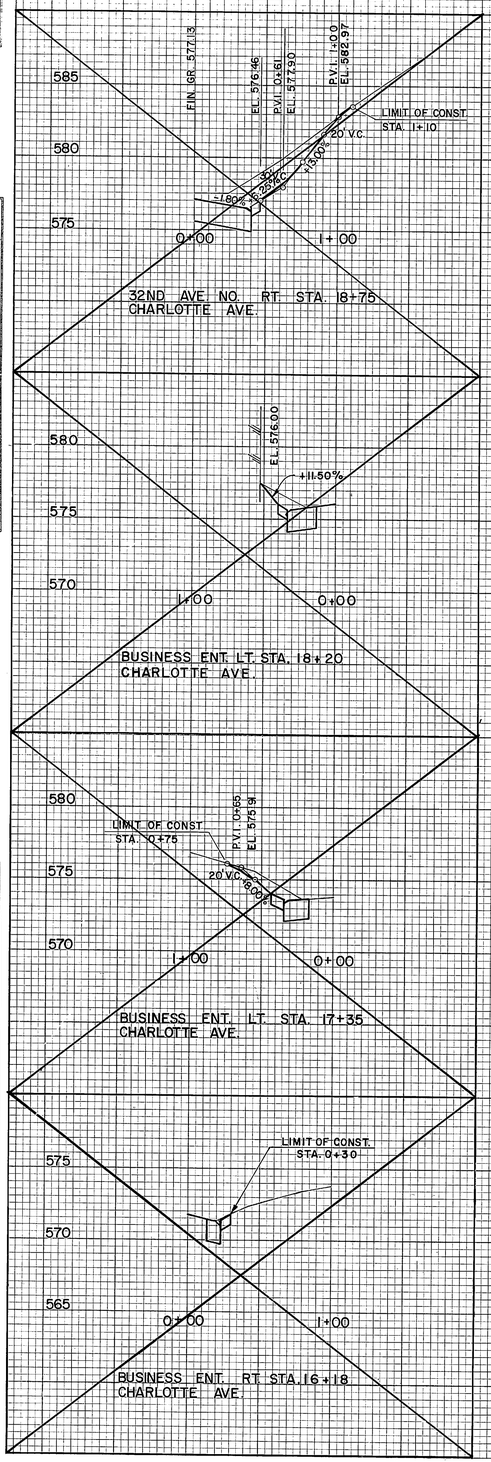
TENN. STATE HIGH... Plans File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	57

REV. 6-11-86: DELETED BUSINESS ENTRANCES AT STA. 16+18, 17+35, 18+20, 18+75, 23+23, & 25+32. ADDED BUSINESS ENTRANCE AT STA. 19+65

FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

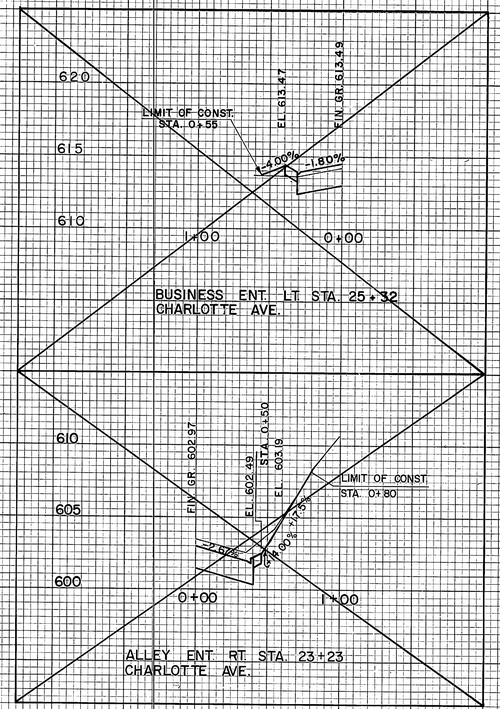


32ND AVE. NO. RT. STA. 18+75
CHARLOTTE AVE.

BUSINESS ENT. LT. STA. 18+20
CHARLOTTE AVE.

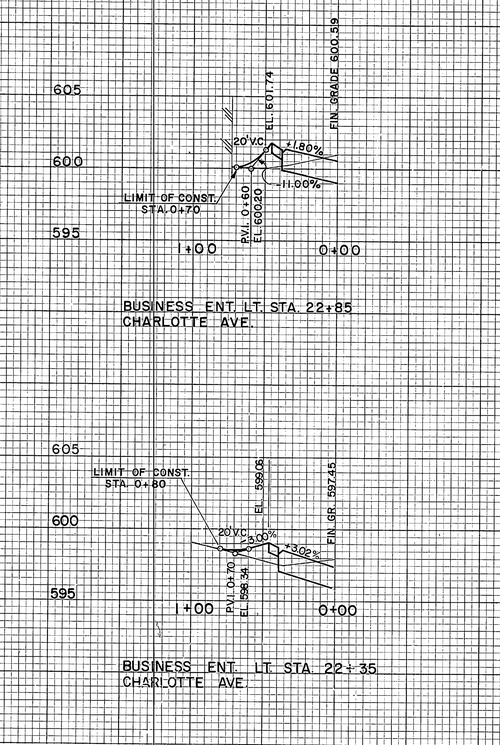
BUSINESS ENT. LT. STA. 17+35
CHARLOTTE AVE.

BUSINESS ENT. RT. STA. 16+18
CHARLOTTE AVE.



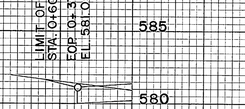
BUSINESS ENT. LT. STA. 25+32
CHARLOTTE AVE.

ALLEY ENT. RT. STA. 23+23
CHARLOTTE AVE.

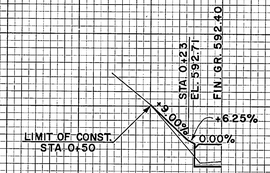


BUSINESS ENT. LT. STA. 22+85
CHARLOTTE AVE.

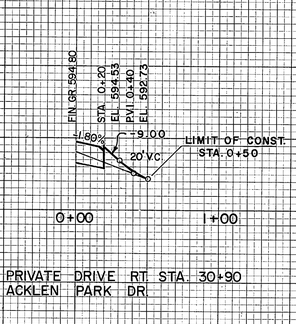
BUSINESS ENT. LT. STA. 22+35
CHARLOTTE AVE.



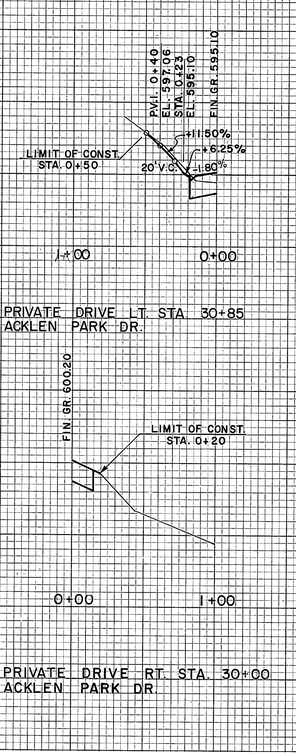
1+00 0+00
BUSINESS ENT. LT. 19+65
CHARLOTTE AVE.



PRIVATE DRIVE LT. STA 31+30
ACKLEN PARK DR.



PRIVATE DRIVE RT. STA. 30+90
ACKLEN PARK DR.



PRIVATE DRIVE LT. STA 30+85
ACKLEN PARK DR.

PRIVATE DRIVE RT. STA. 30+00
ACKLEN PARK DR.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BUSINESS ENTRANCE ALLEY ENTRANCE & PRIVATE DRIVE PROFILES

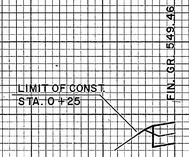
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

STATE OF TENNESSEE DEPARTMENT OF HIGHWAYS
Plans Div. File No. 334

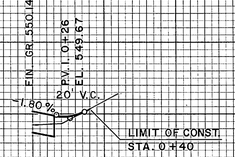
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	58

FINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., BY, DATE

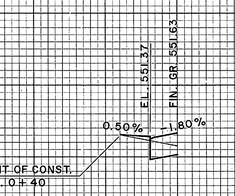
ORIGINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., BY, DATE



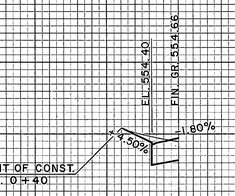
PRIVATE DRIVE LT. STA. 36+90
ACKLEN PARK DRIVE



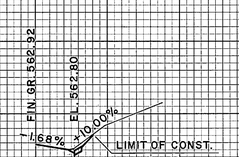
PRIVATE DRIVE RT. STA. 36+75
ACKLEN PARK DRIVE



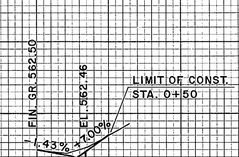
PRIVATE DRIVE LT. STA. 36+45
ACKLEN PARK DRIVE



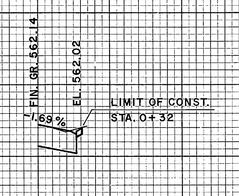
PRIVATE DRIVE LT. STA. 35+95
ACKLEN PARK DRIVE



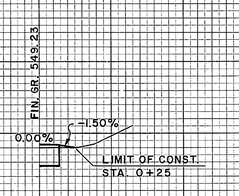
ALLEY ENT.
2" P.V.T. DR. RT. STA. 15+31
MURPHY ROAD



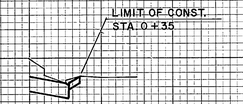
PRIVATE DRIVE RT. STA. 14+54
MURPHY ROAD



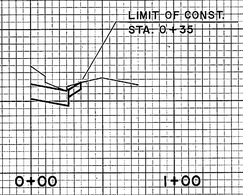
PRIVATE DRIVE RT. STA. 14+03
MURPHY ROAD



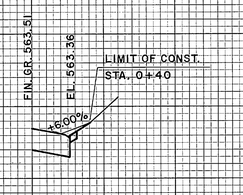
PRIVATE DRIVE RT. STA. 36+95
ACKLEN PARK DRIVE



PRIVATE DRIVE RT. STA. 2+17
PARK CR. RT. STA. 17+96.45
MURPHY ROAD



PRIVATE DRIVE RT. STA. 1+60
PARK CR. RT. STA. 17+96.45
MURPHY ROAD



PRIVATE DRIVE RT. STA. 16+40
MURPHY ROAD

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BUSINESS ENTRANCE ALLEY ENTRANCE & PRIVATE DRIVE PROFILES

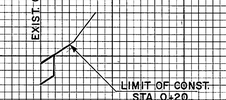
HORIZ. SCALE: 1" = 50'
VERT. SCALE: 1" = 5'

TENN. STATE LIBRARY
Plans
Divn.
File
No. 394

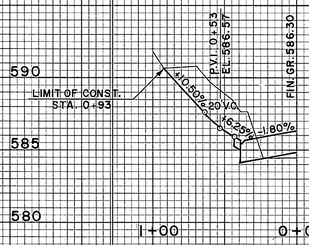
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	59

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TRACED
AREAS
AREAS CHECKED
BY
DATE

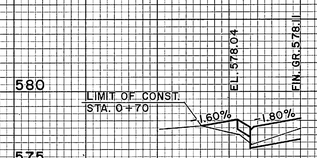
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TRACED
AREAS
AREAS CHECKED
BY
DATE



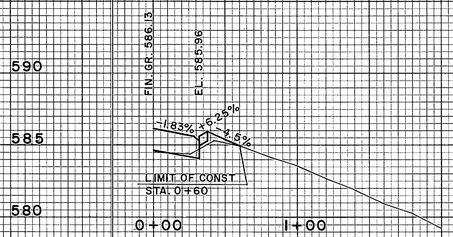
BUSINESS ENT. RT. STA. 2+05
FAIRMONT DR. - PARK DR. CONNECTOR



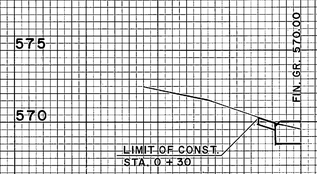
BUSINESS ENT. LT. STA. 28+50
MURPHY ROAD



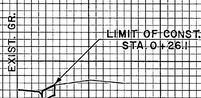
BUSINESS ENT. LT. STA. 11+45
WEST END AVE.



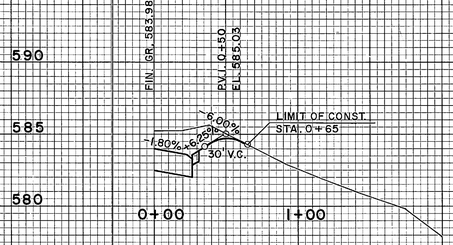
ALLEY ENT. RT. STA. 28+25
MURPHY ROAD



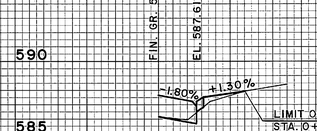
PRIVATE DR. LT. STA. 1+63
ELMINGTON AVE.



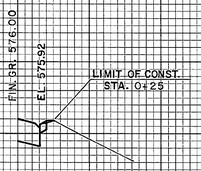
BUSINESS ENT. RT. FAIRFAX AVE.
STA. 13+30, RAMP "H"
100' LT



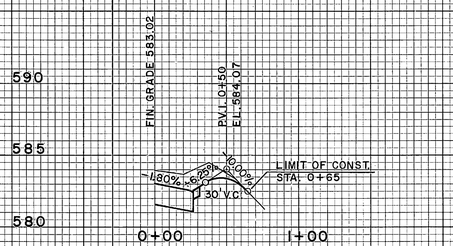
BUSINESS ENT. RT. STA. 25+73
MURPHY ROAD



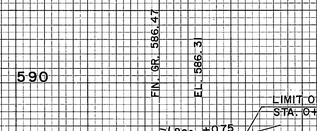
BUSINESS ENT. RT. STA. 29+70
MURPHY ROAD



BUSINESS ENT. RT. STA. 0+65
FAIRFAX AVE.



BUSINESS ENT. RT. STA. 25+25
MURPHY ROAD



BUSINESS ENT. RT. STA. 28+70
MURPHY ROAD

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BUSINESS ENTRANCE ALLEY ENTRANCE & PRIVATE DRIVE PROFILES

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

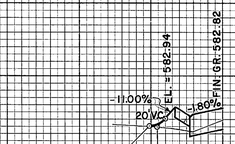
HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
*RITTLEDYNE
PRINTED IN U.S.A.

TENN. STATE HIGHWAYS — File No. 334 — Plans — Dwn.

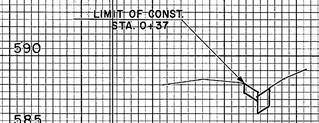
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	60

FINAL SURVEY — SURVEYED — PLOTTED — TRACED — AREAS — NOTE BOOK — NO. — AREAS CHECKED — BY — DATE

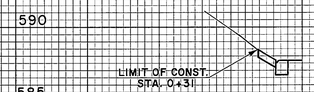
ORIGINAL SURVEY — SURVEYED — PLOTTED — TRACED — AREAS — NOTE BOOK — NO. — AREAS CHECKED — BY — DATE



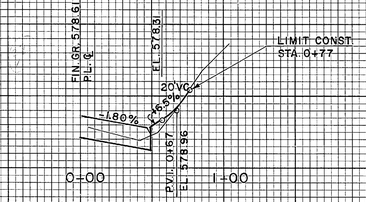
BUSINESS ENT. LT STA. 26+20
WEST END AVE.



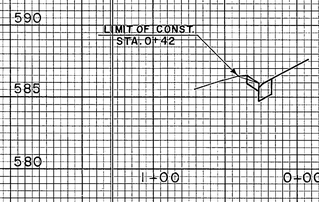
BUSINESS ENT. LT STA. 28+78
WEST END AVE.



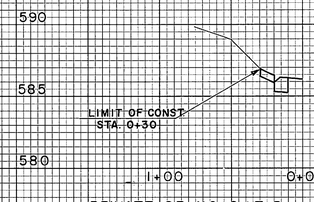
PRIVATE DR. NO. 3 LT. ℄
FAIRFAX AVE.
RT. 165' STA. 111+98 RAMP "G"



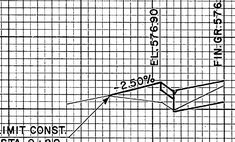
BUSINESS ENT. RT. STA. 24+80
WEST END AVE.



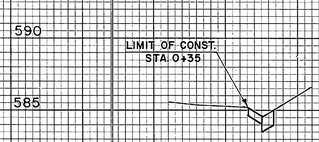
BUSINESS ENT. LT. STA. 28+20
WEST END AVE.



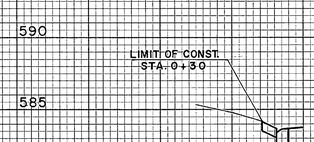
PRIVATE DR. NO. 2 LT. ℄
FAIRFAX AVE.
RT. 110' STA. 12+47 RAMP "G"



PRIVATE DR. LT STA. 12+75
WEST END AVE.

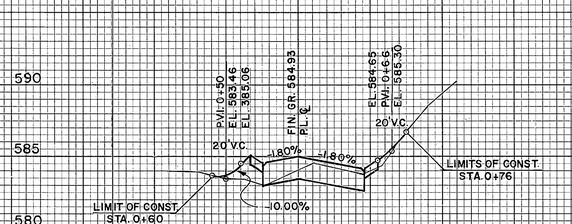


BUSINESS ENT. LT STA. 27+60
WEST END AVE.

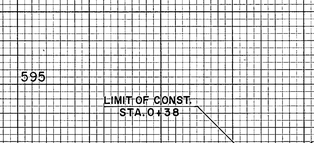


ALLEY ENT. NO. 1 LT. ℄
FAIRFAX AVE.
RT. 82' STA. 13+10 RAMP "G"

PRIVATE DR. LT STA. 12+25
WEST END AVE.



BUSINESS ENT. RT. & LT. STA. 26+90
WEST END AVE.



BUSINESS ENT. LT. STA. 29+75
WEST END AVE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BUSINESS ENTRANCE, ALLEY ENTRANCE & PRIVATE DRIVE PROFILES

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

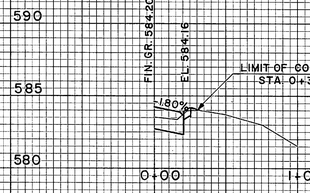
HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

TENN. STATE HIGHWAYS
Plans File No. 334
Div.

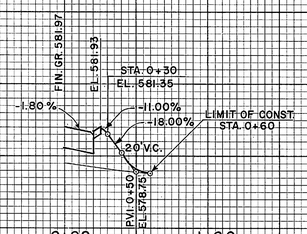
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	61

FINAL SURVEY
SURVEYED BY
PLOTTED
TRIPLATE
AREAS
AREAS CHECKED
NOTE BOOK NO.
DATE

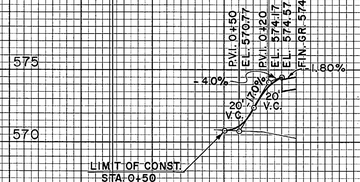
ORIGINAL SURVEY
SURVEYED BY
PLOTTED
TRIPLATE
AREAS
AREAS CHECKED
NOTE BOOK NO.
DATE



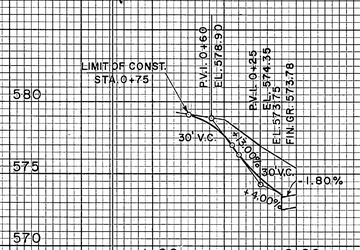
PRIVATE DR. RT. STA. 22+65
MARLBOROUGH AVE.



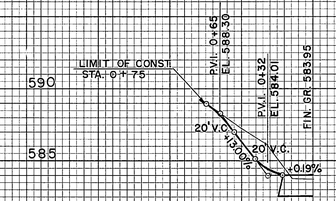
PRIVATE DR. RT. STA. 21+92
MARLBOROUGH AVE.



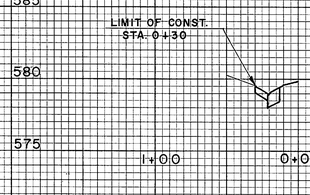
PRIVATE DR. LT. STA. 4+05
ACCESS RD. RT. STA. 21+26.50 MARLBOROUGH AVE.



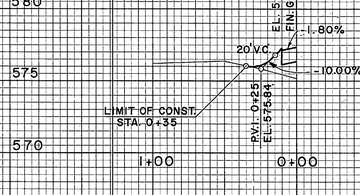
PRIVATE DR. LT. STA. 3+37
ACCESS RD. RT. STA. 21+26.50 MARLBOROUGH AVE.



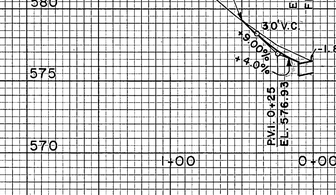
BUSINESS ENT. LT. STA. 27+00
SHARONDALE DRIVE



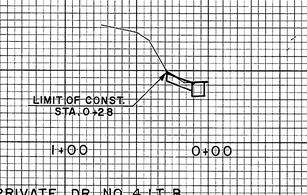
PRIVATE DR. LT. @ GILLESPIE AVE.
RT. 60' STA. 7+05 RAMP "E"



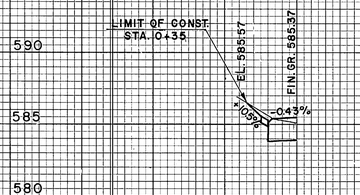
PRIVATE DR. LT. STA. 1+20
ACCESS RD. RT. STA. 21+26.50 MARLBOROUGH AVE.



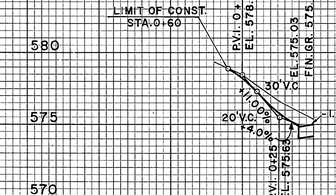
PRIVATE DR. LT. STA. 4+89
ACCESS RD. RT. STA. 21+26.50 MARLBOROUGH AVE.



PRIVATE DR. NO. 4 LT. @
FAIRFAX AVE.
RT. 170' STA. 11+33 RAMP "G"



PRIVATE DR. LT. STA. 22+92
MARLBOROUGH AVE.



PRIVATE DR. LT. STA. 4+27
ACCESS RD. RT. STA. 21+26.50 MARLBOROUGH AVE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

BUSINESS ENTRANCE, ALLEY ENTRANCE & PRIVATE DRIVE PROFILES.

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

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE

TENN. STATE HIGHWAYS File No. 334
Plans
Divn.

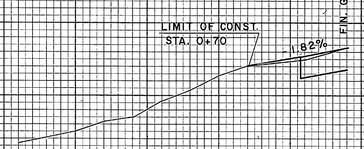
FINAL SURVEY — SURVEYED, PLOTTED, TRACED, AREAS, AREAS CHECKED, NOTE BOOK, NO., BY, DATE

ORIGINAL SURVEY — SURVEYED, PLOTTED, TRACED, AREAS, NOTE BOOK, NO., BY, DATE

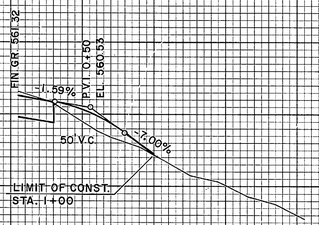
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	62

REV. 5-3-83 REMOVED PROFILE OF PROPOSED ALLEY AT PARK CIRC. E AND RICHLAND AVE., 331' RT. STA. 160+10 I-440

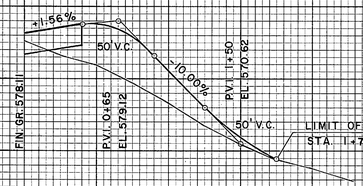
REV. 8-2-85 CHANGED PROFILE OF FAIRFAX AVE.



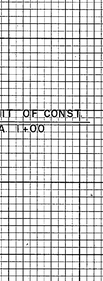
PARK CIRCLE LT. STA. 16+00
MURPHY RD.



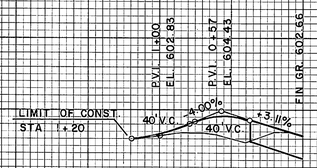
GREENWAY AVE. RT. STA. 12+91
MURPHY RD.



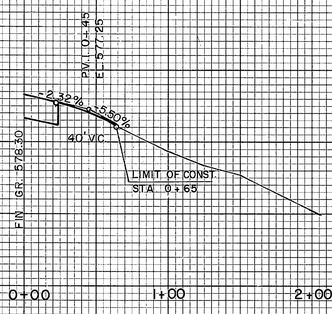
ELMINGTON AVE. RT. STA. 11+45
WEST END AVE.



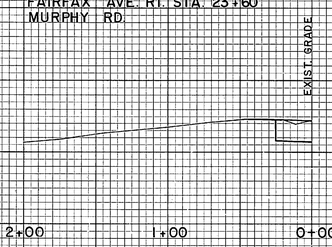
33RD AVE. NO. RT. STA. 25+10
CHARLOTTE AVE.



33RD AVE. NO. LT. STA. 23+18
CHARLOTTE AVE.



FAIRFAX AVE. RT. STA. 23+60
MURPHY RD.



ACCESS RD. LT. STA. 0+80
PARK CIRCLE

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
TELEDYNE

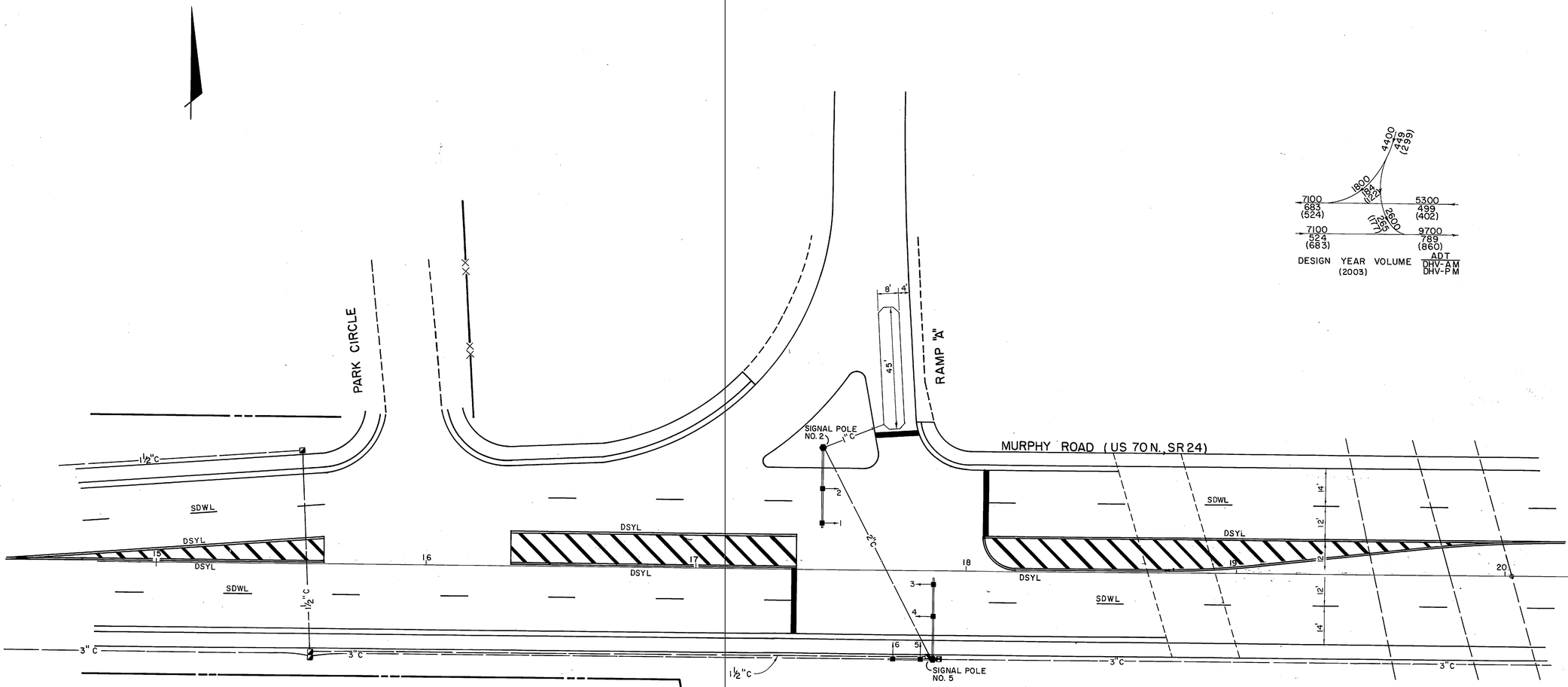
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ACCESS ROAD, CROSS STREET & PROPOSED ALLEY PROFILES

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

TENN. STATE HIGHWAYS
Plans File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	63



4400 (299)
1800 (122)
2600 (177)
7100 683 (524)
5300 499 (402)
7100 524 (683)
9700 789 (860)

DESIGN YEAR VOLUME (2003) ADT / DHV-AM / DHV-PM

NOTE

1. 3" PVC CONDUIT RUNS EASTWARD TO THE CONTROLLER AT MURPHY ROAD AND RAMP "B", AND RUNS WESTWARD TO STA. 12+55 TERMINATING IN A PULLBOX. INTERCONNECT SHALL BE INSTALLED IN THE CONDUIT WHICH RUNS EASTWARD FROM THE CONTROLLER ONLY.
2. CONTROLLER SHALL BE A MICROPROCESSOR BASED PRETIMED CONTROLLER WITH ACTUATION CAPABILITY. CONTROLLER SHALL OPERATE IN THE SEMI-ACTUATED MODE.
3. THE DETECTOR LOOP ON RAMP "A" SHALL MEASURE 8' x 45'.
4. SEE SHEET 68 FOR SIGNAL SUPPORT FOOTING DETAILS.
5. 1/" CONDUIT RUNS WESTWARD ALONG MURPHY ROAD TO THE NEAREST POWER POLE, TERMINATING IN A PULLBOX. INSTALL CONDUIT AND WEATHER HEAD ON POLE AS NECESSARY.

SIGNAL HEAD NUMBER:

PHASE	INT.	1	2	3	4	5	6
Ø1	R.O.W.	G	G	G	G	R	R
	CLR.	Y	Y	Y	Y	R	R
Ø2	R.O.W.	R	R	R	R	G	G
	CLR.	R	R	R	R	Y	Y
FLASH		Y	Y	Y	Y	R	R

R Y G — 12" — ALL HEADS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SIGNALIZATION AND PAVEMENT MARKING PLAN

MURPHY ROAD
AND
RAMP "A"

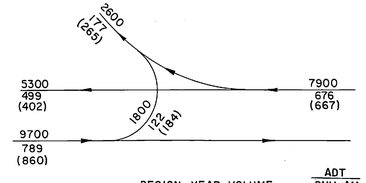
SCALE 1"=20'

SCANNED

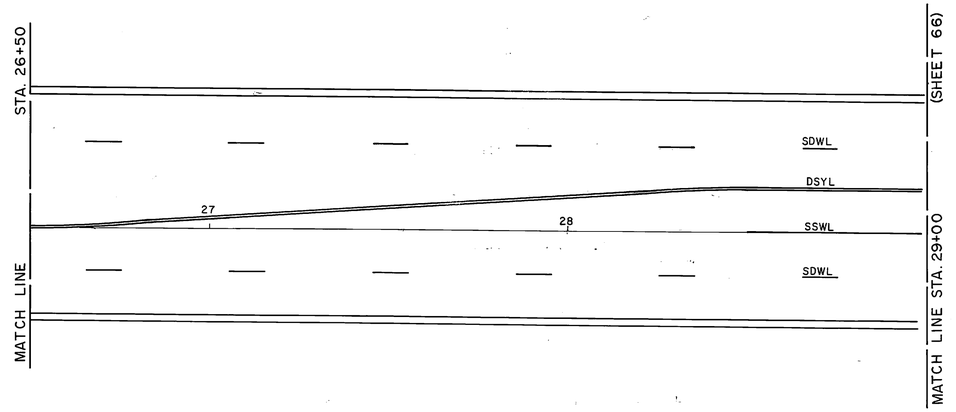
TELEDYNE ROST 948556

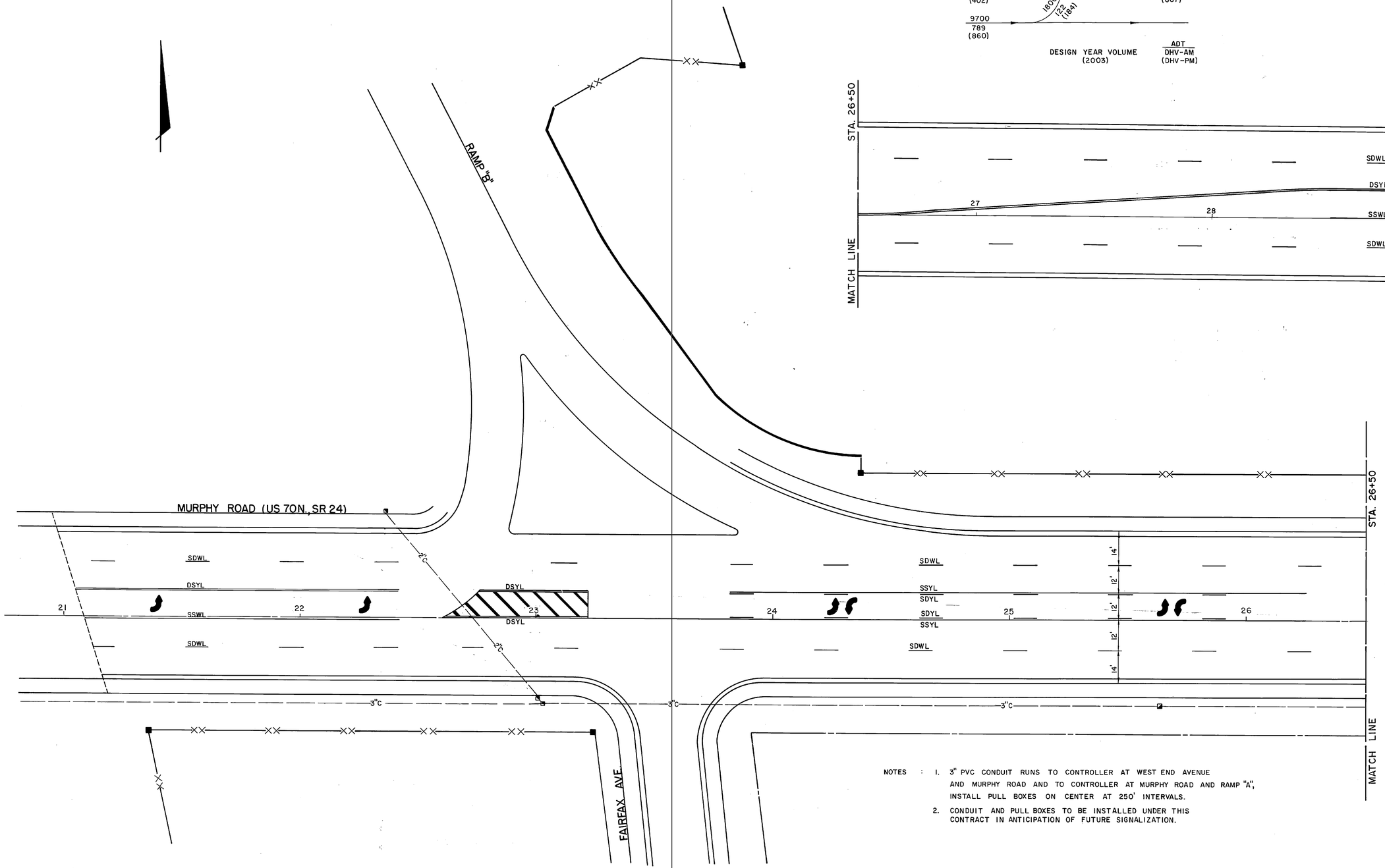
TENN. STATE HIGHWAYS
File No. 334
Plans Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	64



DESIGN YEAR VOLUME (2003) — ADT / DHV-AM (DHV-PM)





NOTES :
1. 3" PVC CONDUIT RUNS TO CONTROLLER AT WEST END AVENUE AND MURPHY ROAD AND TO CONTROLLER AT MURPHY ROAD AND RAMP "A", INSTALL PULL BOXES ON CENTER AT 250' INTERVALS.
2. CONDUIT AND PULL BOXES TO BE INSTALLED UNDER THIS CONTRACT IN ANTICIPATION OF FUTURE SIGNALIZATION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SIGNALIZATION AND PAVEMENT MARKING PLAN

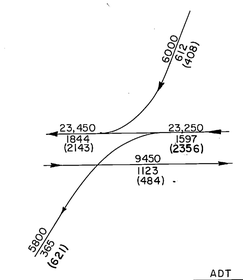
MURPHY ROAD
AND
RAMP "B"

SCALE 1"= 20'

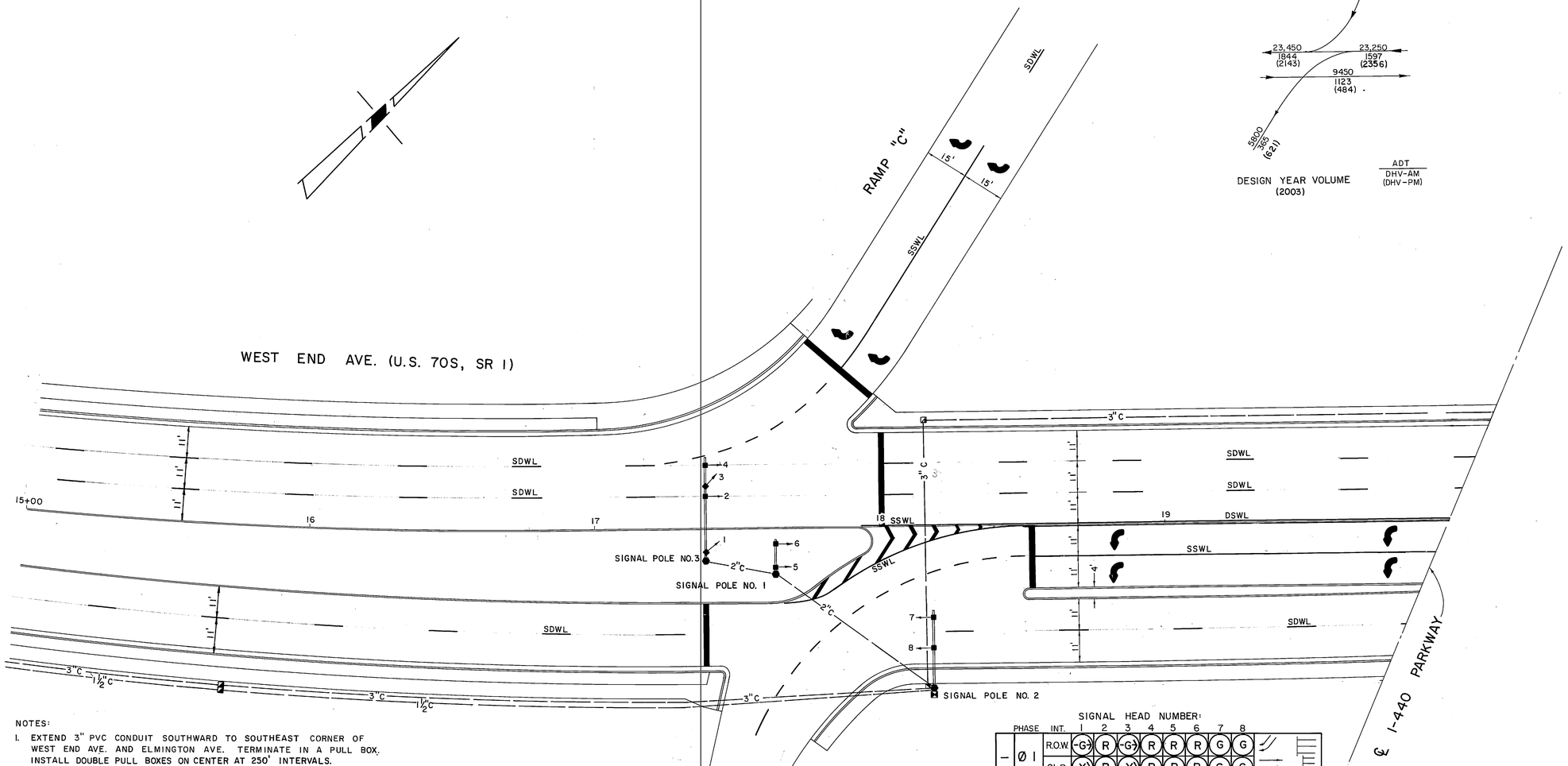
TRAFFIC POST N18836

TENN. STATE HIGHWAYS
File No. 334
Plans
Elvn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	65



DESIGN YEAR VOLUME (2003) — ADT / DHV-AM (DHV-PM)



NOTES:

1. EXTEND 3" PVC CONDUIT SOUTHWARD TO SOUTHEAST CORNER OF WEST END AVE. AND ELMINGTON AVE. TERMINATE IN A PULL BOX. INSTALL DOUBLE PULL BOXES ON CENTER AT 250' INTERVALS.
2. CONTROLLER SHALL BE A PRETIMED MICROPROCESSOR BASED TYPE CAPABLE OF AT LEAST THREE PHASE OPERATION AND A MINIMUM OF TWO SEPARATE SIGNAL PLANS CALLED BY TIME CLOCK OR ACTUATION.
3. CONTROLLER SHALL BE INTERCONNECTED WITH MASTER AT WEST END AVE. AND MURPHY RD.
4. ALL SIGNAL HEADS SHALL BE 12" POLYCARBONATE.
5. EXTEND 1 ½" GALVANIZED CONDUIT SOUTHWARD TO THE NEAREST POWER POLE SOUTH OF ELMINGTON AVE. FOR ELECTRICAL SERVICE. INSTALL PULL BOX AT BASE OF POLE. INSTALL CONDUIT AND WEATHER HEAD ON POLE AS NECESSARY.
6. SIGNAL PLAN ONE SHALL RUN IN THE A.M. PEAK. SIGNAL PLAN TWO SHALL RUN IN THE P.M. PEAK.
7. ADDITIONAL SIGNAL PLANS, IF ANY, SHALL BE PROVIDED TO THE CONTRACTOR BY THE METROPOLITAN TRAFFIC & PARKING COMMISSION THROUGH THE TDOT REGIONAL TRAFFIC ENGINEER.
8. 3" INTERCONNECT CONDUIT CROSSING WEST END AVE. SHALL BE GALVANIZED METAL.
9. SEE SHEET NO. 68 FOR SIGNAL POLE FOOTINGS.

SIGNAL HEAD NUMBER:

PHASE	INT.	1	2	3	4	5	6	7	8
SIGNAL PLAN 1 Ø1	R.O.W.	-G-	R	-G-	R	R	R	G	G
	CLR.	-Y-	R	-Y-	R	R	R	G	G
SIGNAL PLAN 1 Ø2	R.O.W.	R	G	R	G	R	R	G	G
	CLR.	R	G	R	G	R	R	Y	Y
SIGNAL PLAN 1 Ø3	R.O.W.	R	G	R	G	-G-	-G-	R	R
	CLR.	R	Y	R	Y	-Y-	-Y-	R	R

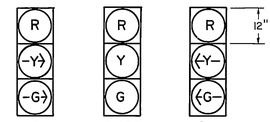
SIGNAL HEAD NUMBER:

PHASE	INT.	1	2	3	4	5	6	7	8
SIGNAL PLAN 2 Ø1	R.O.W.	-G-	R	-G-	R	R	R	G	G
	CLR.	-Y-	R	-Y-	R	R	R	Y	Y
SIGNAL PLAN 2 Ø2	R.O.W.	R	G	R	G	-G-	-G-	R	R
	CLR.	R	Y	R	Y	-G-	-G-	R	R

SIGNAL HEAD NUMBER:

	1	2	3	4	5	6	7	8
FLASH	R	Y	R	Y	R	R	Y	Y

SEQUENCE CHART AND PHASING DIAGRAM



SIGNAL HEADS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

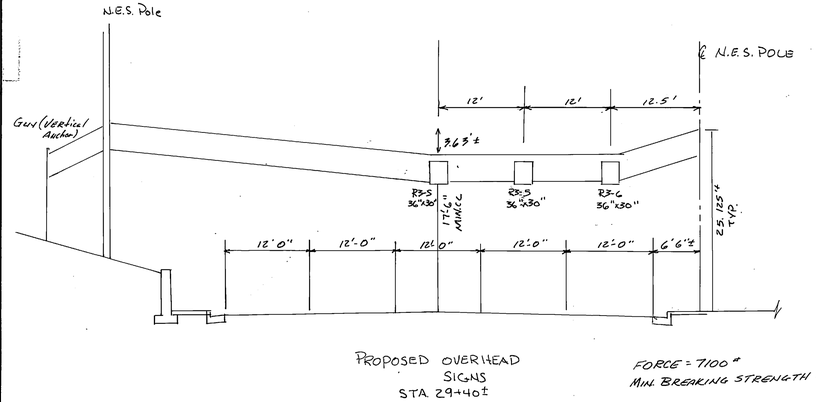
SIGNALIZATION AND PAVEMENT MARKING PLAN

WEST END AVENUE
AND
RAMPS "C"&"D"

SCALE: 1"=20'

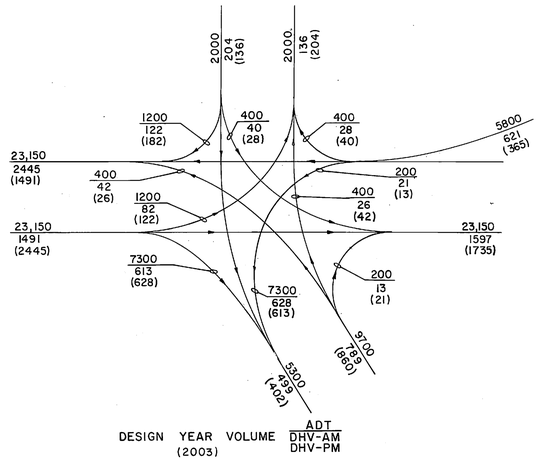
TELEPHONE POST NY6556

TENNESSEE DEPARTMENT OF TRANSPORTATION
STATE HIGHWAYS
Plans Div.
FILE: HIGHWAY NO. I-24-3(3)
SCANNED

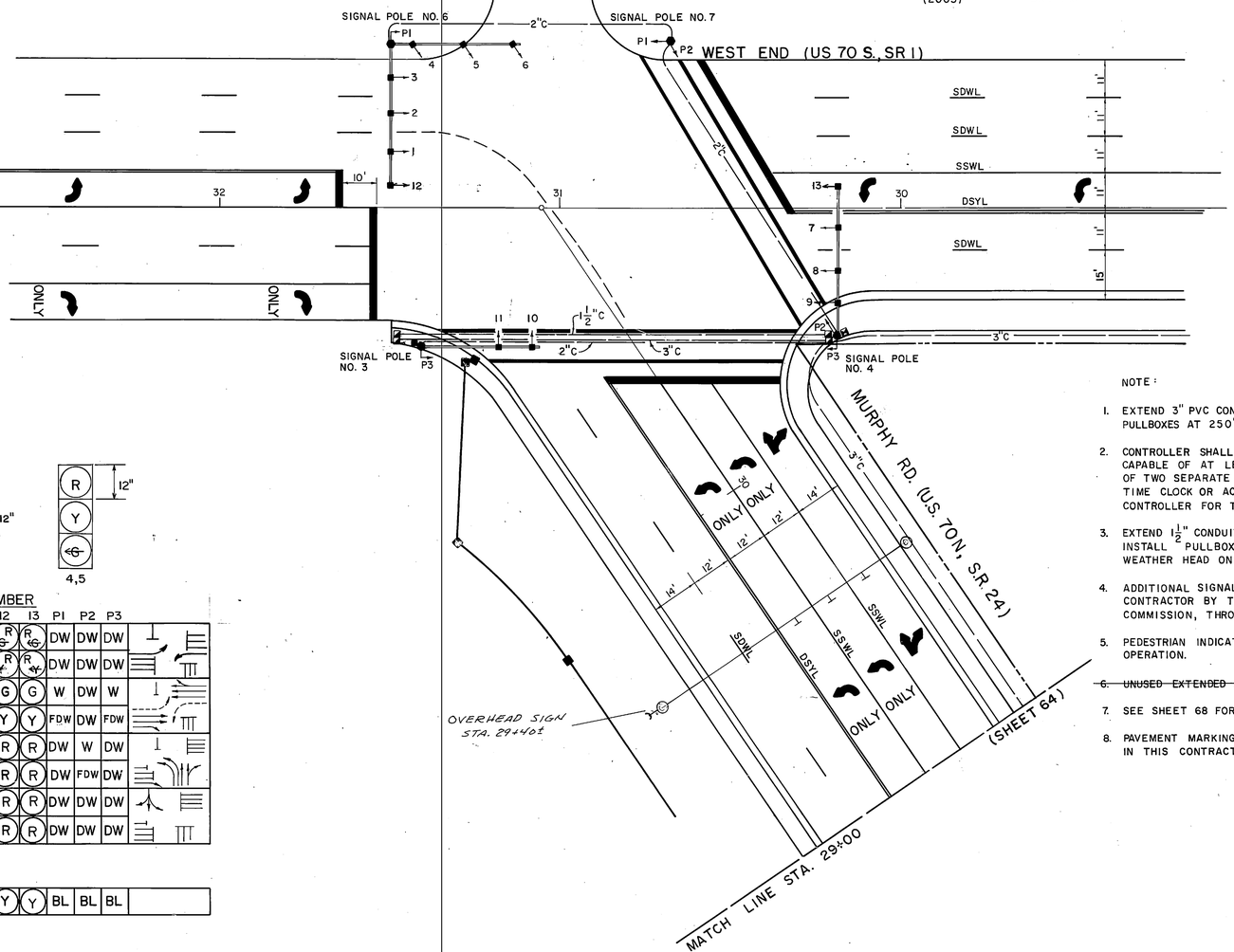


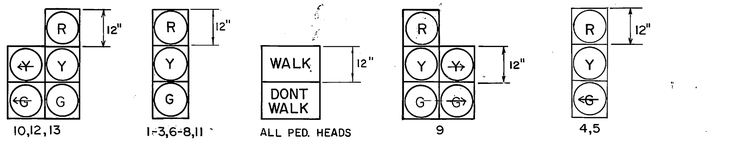
PROPOSED OVERHEAD SIGNS
STA 29+40±

FORCE = 7100#
MIN. BREAKING STRENGTH = 2(7100#) = 14200#



DESIGN YEAR VOLUME (2003) ADT / DHV-AM / DHV-PM





SIGNAL HEAD NUMBER

PHASE	INT.	1	2	3	4	5	6	7	8	9	10	11	12	13	P1	P2	P3
Ø1	R.O.W.	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW	DW
	C.L.R.	R	R	R	R	R	R	R	R	R	R	R	R	R	DW	DW	DW
Ø2	R.O.W.	G	G	G	R	R	R	G	G	G	R	R	G	G	W	DW	W
	C.L.R.	Y	Y	Y	R	R	R	Y	Y	Y	R	R	Y	Y	FDW	DW	FDW
Ø3	R.O.W.	R	R	R	G	G	G	R	R	R	R	R	R	R	DW	W	DW
	C.L.R.	R	R	R	Y	Y	Y	R	R	R	R	R	R	R	DW	FDW	DW
Ø4	R.O.W.	R	R	R	R	R	R	R	R	R	G	G	R	R	DW	DW	DW
	C.L.R.	R	R	R	R	R	R	R	R	R	Y	Y	R	R	DW	DW	DW
FLASH		Y	Y	Y	R	R	R	Y	Y	Y	R	R	Y	Y	BL	BL	BL

NOTE:

1. EXTEND 3" PVC CONDUIT SOUTHWARD TO RAMP "C." INSTALL PULLBOXES AT 250' INTERVALS.
2. CONTROLLER SHALL BE A PRETIMED MICROPROCESSOR BASED TYPE CAPABLE OF AT LEAST THREE PHASE OPERATION AND A MINIMUM OF TWO SEPARATE SIGNAL PLANS CAPABLE OF BEING CALLED BY TIME CLOCK OR ACTUATION. CONTROLLER SHALL BE THE MASTER CONTROLLER FOR THE SYSTEM.
3. EXTEND 1½" CONDUIT NORTHEASTWARD TO NEAREST POWER POLE. INSTALL PULLBOX AT BASE OF POLE. INSTALL CONDUIT AND WEATHER HEAD ON POLE AS REQUIRED.
4. ADDITIONAL SIGNAL PLANS, IF ANY, SHALL BE PROVIDED TO THE CONTRACTOR BY THE METROPOLITAN TRAFFIC AND PARKING COMMISSION, THROUGH THE T.D.O.T. REGIONAL TRAFFIC ENGINEER.
5. PEDESTRIAN INDICATION SHALL BE BLANKED OUT DURING FLASH OPERATION.
6. ~~UNUSED EXTENDED MAST ARM TO ACCOMMODATE FUTURE SIGNAL.~~
7. SEE SHEET 68 FOR SIGNAL SUPPORT FOOTING DETAILS.
8. PAVEMENT MARKING EAST OF STATION 31+50 IS NOT INCLUDED IN THIS CONTRACT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	66

REV. 12-2-85: ADDED SIGNAL HEADS 12 & 13 PROVIDED CONCURRENT LEFT TURN PHASE FOR WEST END. CHANGED SIGNAL HEAD 9 TO PROVIDE RIGHT TURN OVERLAP. DELETED NOTE 6. REMOVED POLE MOUNTED SUPPLEMENTAL SIGNAL HEAD NO. 12.

REV. 2-5-87 : CHANGED SIGNAL HEAD NOS. 4,5 & 10. ADDED DOTTED WHITE LINE PAVEMENT MARKING FOR DOUBLE LEFT TURN. ADDED OVERHEAD SIGN DETAIL.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

SIGNALIZATION AND PAVEMENT MARKING PLAN

MURPHY ROAD
AND
WEST END

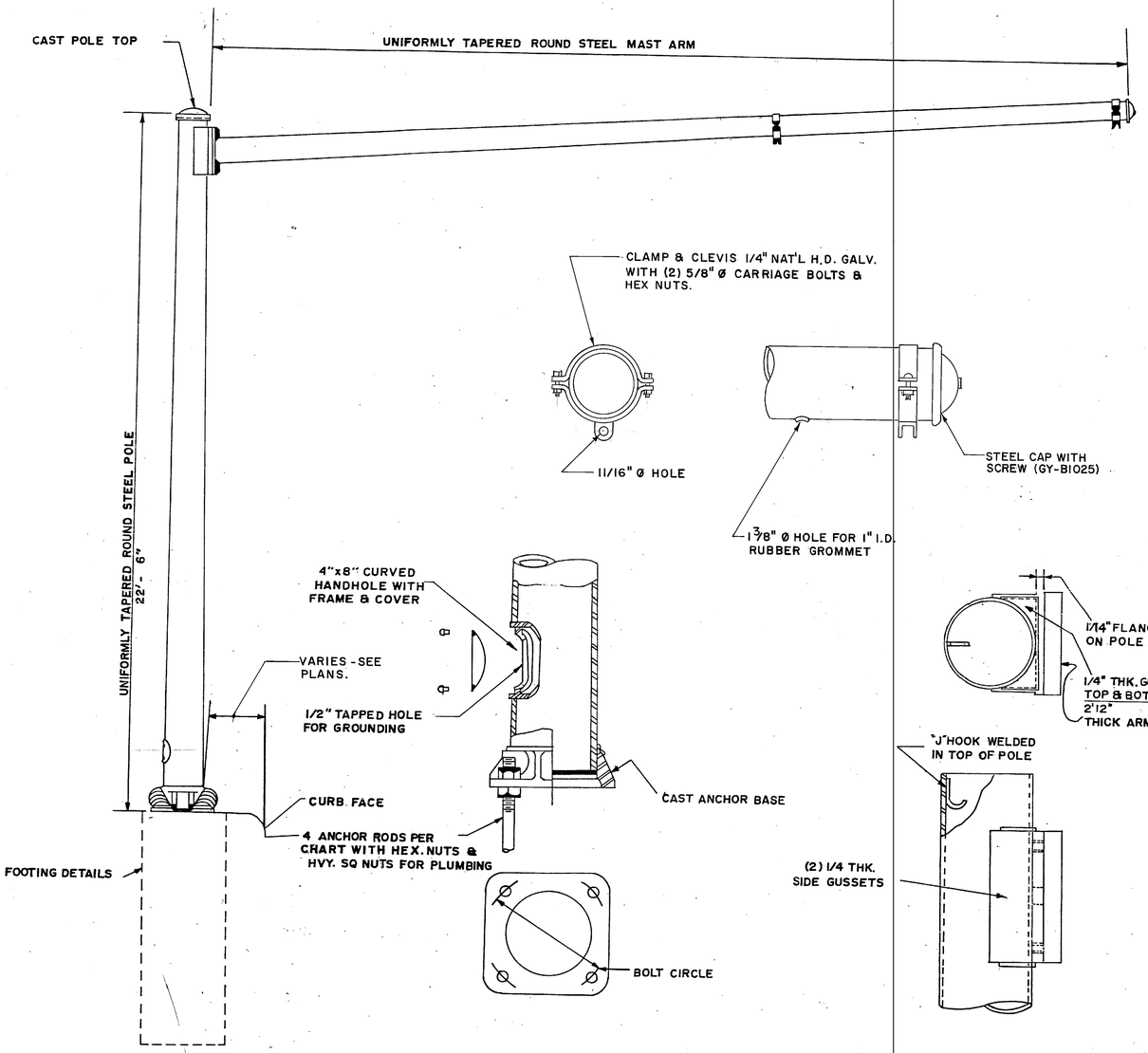
SCALE 1"=20'

TELEPHONE POST N1656

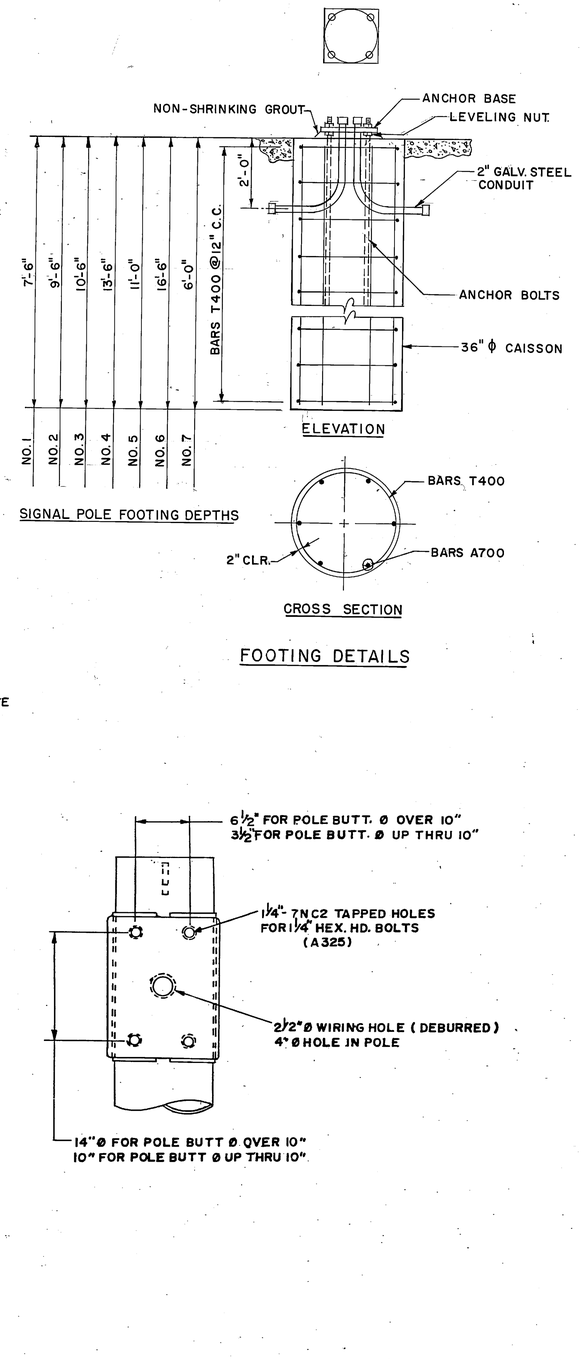
TENN. STATE HIGHWAYS | File No. 324 | Plans Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	68

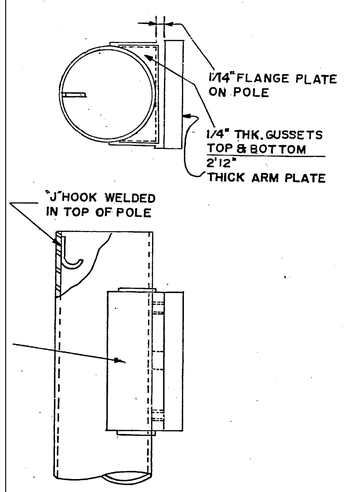
SEE PLANS FOR LOCATIONS OF DOUBLE MAST ARMS.



NOTE: ALL SIGNAL POLES, MAST ARMS, CONTROLLER CABINETS, AND MISCELLANEOUS HARDWARE SHALL BE FIELD PAINTED DARK BRONZE (



FOOTING DETAILS

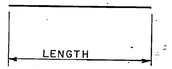


BILL OF STEEL

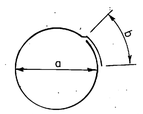
BAR	LOCATION	BAR SIZE	NO. REQ'D	BENDING DIMENSIONS a	BENDING DIMENSIONS b	LENGTH
	SIGNAL POLE NO. 1 FOOTING					
T400	CAISSON	4	8	2'-5"	1'-0"	7'-7 3/4"
A700	CAISSON	7	6			7'-1"
	SIGNAL POLE NO. 2 FOOTING					
T400	CAISSON	4	10	2'-5"	1'-0"	7'-7 3/4"
A400	CAISSON	7	6			9'-1"
	SIGNAL POLE NO. 3 FOOTING					
T400	CAISSON	4	11	2'-5"	1'-0"	7'-7 3/4"
A700	CAISSON	7	6			10'-1"
	SIGNAL POLE NO. 4 FOOTING					
T400	CAISSON	4	14	2'-5"	1'-0"	7'-7 3/4"
A700	CAISSON	7	6			13'-1"
	SIGNAL POLE NO. 5 FOOTING					
T400	CAISSON	4	11	2'-5"	1'-0"	7'-7 3/4"
A700	CAISSON	7	6			10'-7"
	SIGNAL POLE NO. 6 FOOTING					
T400	CAISSON	4	17	2'-5"	1'-0"	7'-7 3/4"
A700	CAISSON	7	6			16'-1"
	SIGNAL POLE NO. 7 FOOTING					
T400	CAISSON	4	6	2'-5"	1'-0"	7'-7 3/4"
A700	CAISSON	7	6			5'-7"

ESTIMATED QUANTITIES PER SIGNAL POLE FOOTING

SIGNAL POLE FOOTING NO.	NUMBER OF FOOTINGS	CONCRETE CLASS "A" C.Y.	REINFORCING STEEL LBS.
1	1	2.0	128
2	2	2.5	163
3	2	2.7	180
4	1	3.5	232
5	1	2.9	186
6	1	4.3	284
7	1	1.6	99



BARS "A"



BARS "T"

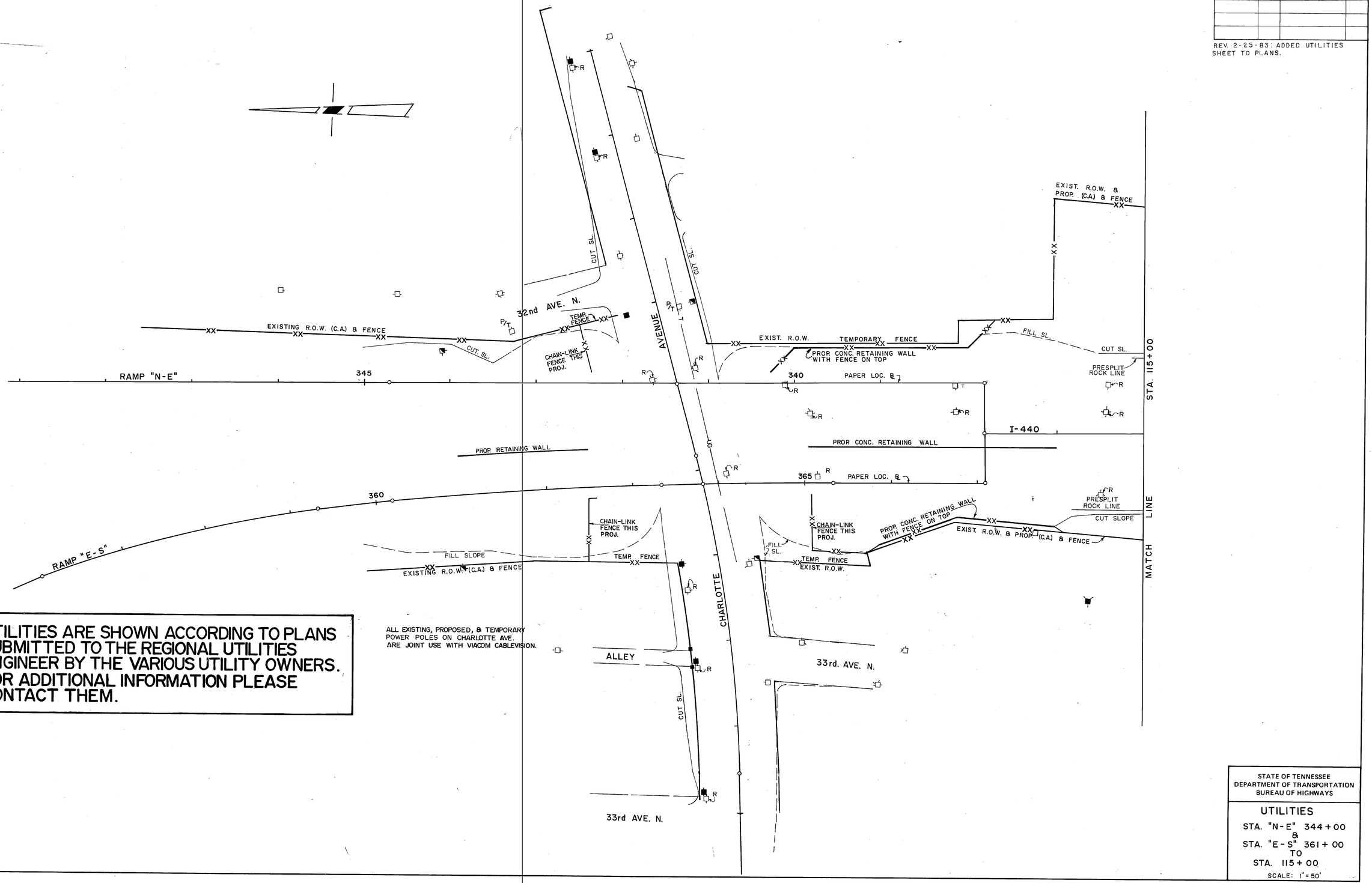
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DETAILS OF CANTILEVER SIGNAL SUPPORT AND FOOTINGS

TENN. STATE HIGHWAYS
File No. IN-
Plans Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	72

REV. 2-25-83: ADDED UTILITIES SHEET TO PLANS.



UTILITIES ARE SHOWN ACCORDING TO PLANS SUBMITTED TO THE REGIONAL UTILITIES ENGINEER BY THE VARIOUS UTILITY OWNERS. FOR ADDITIONAL INFORMATION PLEASE CONTACT THEM.

ALL EXISTING, PROPOSED, & TEMPORARY POWER POLES ON CHARLOTTE AVE. ARE JOINT USE WITH VIACOM CABLEVISION.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

UTILITIES
STA. "N-E" 344+00
&
STA. "E-S" 361+00
TO
STA. 115+00
SCALE: 1"=50'

I-440 CHARLOTTE TO CHURCH STREET

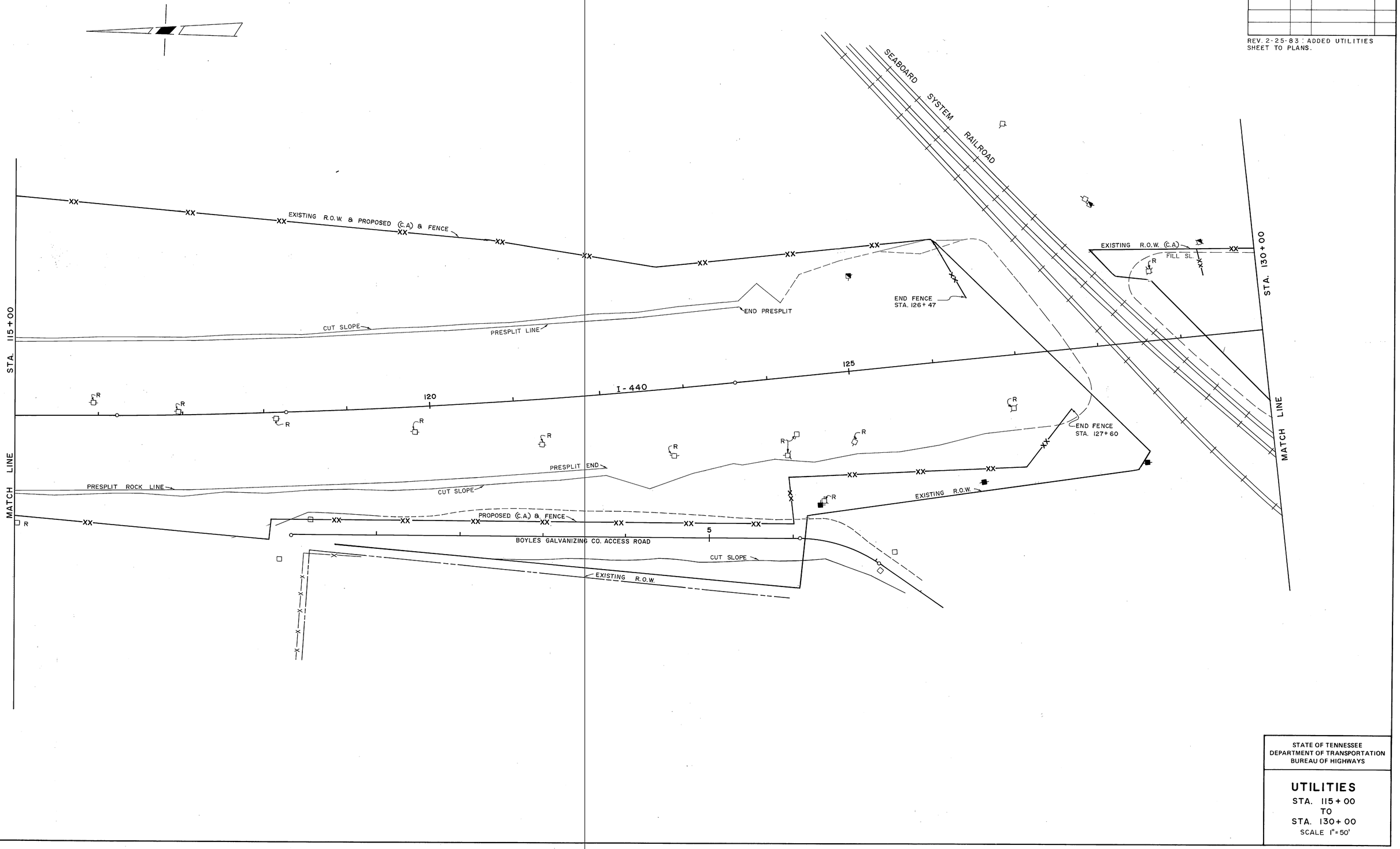
TELEDYNE POST N1856

TENN. STATE HIGHWAYS
Plans Div. File No. 334

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	13

REV. 2-25-83 : ADDED UTILITIES SHEET TO PLANS.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

UTILITIES

STA. 115+00
TO
STA. 130+00
SCALE 1"=50'

I 440 CHARLOTTE TO SHARONDALE 87

TENN. STATE HIGHWAYS
Plans Div. | Files No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	75

REV. 2-25-83: ADDED UTILITIES SHEET TO PLANS.

STA. 145+00

DRIVE

MATCH LINE

PARK 35

PARK CIRCLE

ACKLEN

EXIST. R.O.W.

EXIST. R.O.W.

I-440

150

155

5

RAMP "A"

10

19

15

CUT SL.

FILL SL.

CUT & CAP

PRESPLIT ROCK LINE

CUT SLOPE

EXIST. R.O.W. & PROP. (C.A.) & FENCE

PROP. (C.A.) & FENCE

CUT & CAP

CUT & CAP

STA. 160+00

MATCH LINE

PRESPLIT ROCK LINE

CUT SLOPE

EXIST. R.O.W.

MURPHY ROAD

EXIST. R.O.W.

FILL SLOPE

M.H.

M.H.

M.H.

GREENWAY AVE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

UTILITIES

STA. 145+00 TO STA. 160+00

RIGHT OF ℄ - I - 440

SCALE 1"=50'

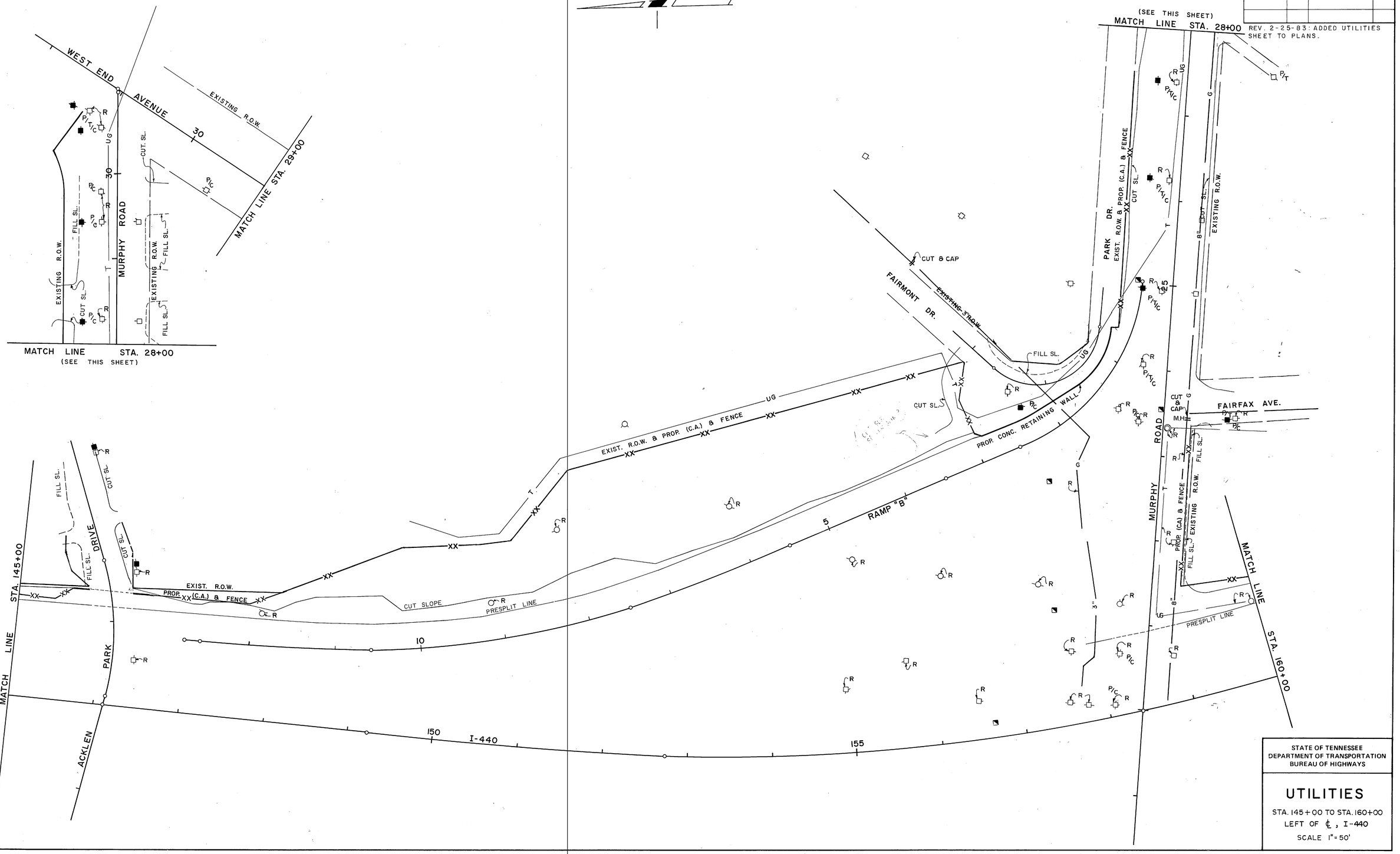
TELEPHONE POST N1886

I 440 CHARLOTTE TO SHARONDALE 870

TENN. STATE HIGHWAYS
Plans Divn.
File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	176

REV. 2-25-83: ADDED UTILITIES SHEET TO PLANS.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

UTILITIES

STA. 145+00 TO STA. 160+00
LEFT OF ℄, I-440
SCALE 1"=50'

I 440 CHARLOTTE TO SHARONDALE

TENN. STATE HIGHWAYS
Plans File No. I-N-34
Plans Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	77

REV. 2-25-83: ADDED UTILITIES TO PLANS.

STA. 160+00
MATCH LINE
PRESPLIT ROCK LINE
CUT SLOPE
RAMP "C"
165
I-440
170
RAMP "D"
STA. 175+00
MATCH LINE
RAMP "F"
PARK CIRCLE
CENTRAL AVE
EXIST. R.O.W.
P
EXIST. R.O.W. & PROP. (C.A.) & FENCE
T
UG
M.H.
RICHLAND AVE.
FILL SL.
WEST END AVE
RAMP "E"
CUT SLOPE
PROP. (C.A.) & FENCE
EXIST. R.O.W.
GILLESPIE AVE.
ELMINGTON AVE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

UTILITIES
STA. 160+00 TO STA. 175+00
RIGHT, ℄ I-440
SCALE: 1"=50'

TELEPHONE POST N-1858

I-440 CHARLOTTE TO SHARONDALE 87C

TENN. STATE HIGHWAYS
Plans File No. 334
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1982	I-440 - 4(53) 206	78

REV. 2-25-83 : ADDED UTILITIES SHEET TO PLANS.

78

MATCH LINE STA. 29+00

6"

EXISTING R.O.W.

EXISTING CUT SL.

EXISTING FILL SL.

WEST 25 END

PIPER RD.

AVENUE 12

EXISTING R.O.W.

EXISTING 8"

FILL SL.

CUT SL.

EXIST. R.O.W.

AIRFAX AVE.

PROP. C.A. & FENCE

EXIST. R.O.W. & PROP. (C.A.) & FENCE

CUT SLOPE

RAMP "G"

PROP. CONC. RETAINING WALL WITH FENCE ON TOP

EXISTING R.O.W.

EXIST. R.O.W.

4" FAIRFAX AVE.

CUT & CAP

M.H.

4"

UG

8" 8"

6"

RAMP "H"

PROP. CONC. RETAINING WALL

℄ RAMP "F-H"

RAMP "F"

CUT SLOPE

PRESPLIT ROCK LINE

RAMP "E"

MATCH LINE STA. 160+00

MATCH LINE STA. 175+00

165

I-440

170

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

UTILITIES

STA. 160+00 TO STA 175+00

LEFT , ℄ I-440

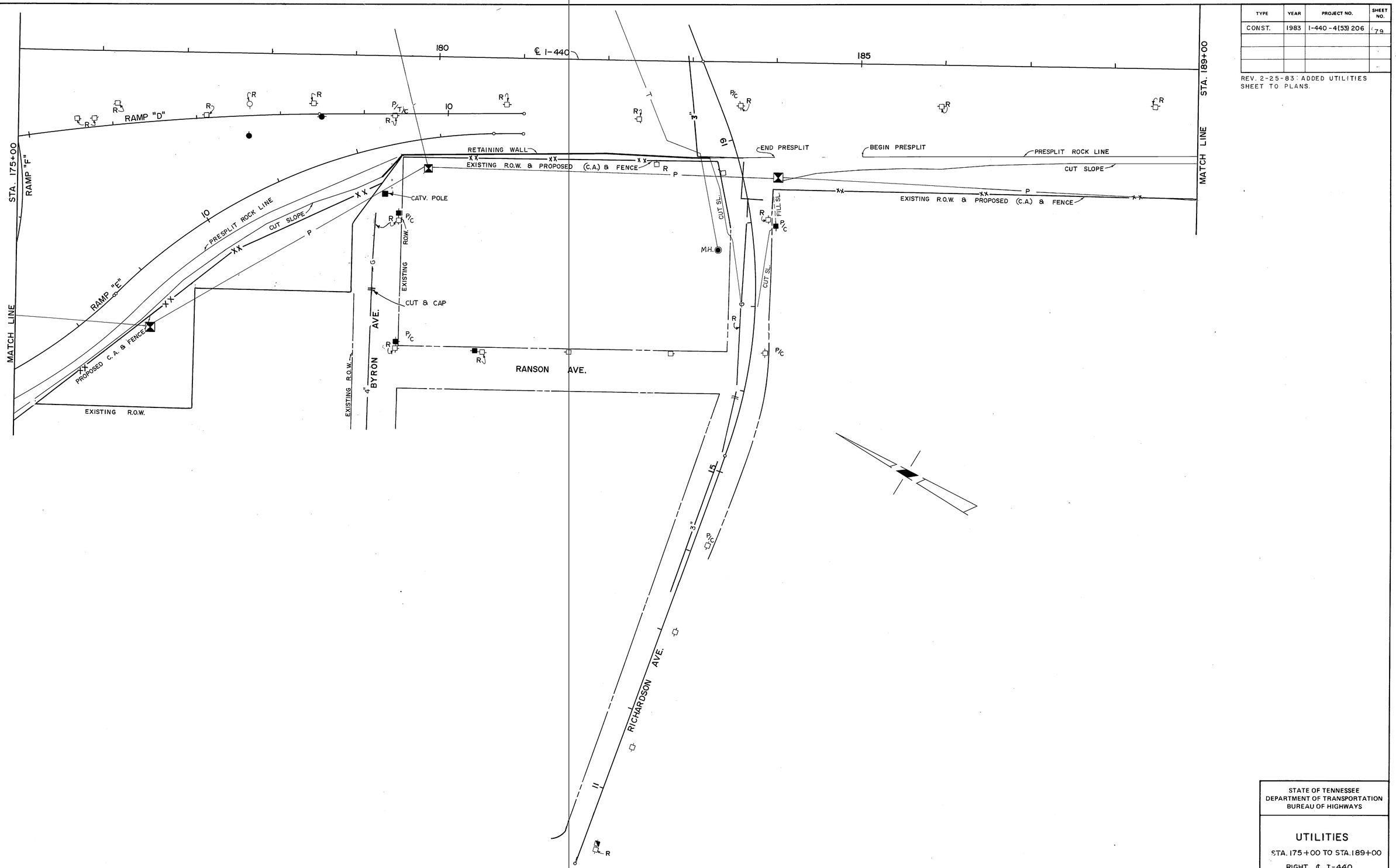
SCALE 1"= 50'

TELEDYNE POST N1856

TENN. STATE LIBRARY
File No. 34
Plans Unit
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	79

REV. 2-25-83: ADDED UTILITIES SHEET TO PLANS.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

UTILITIES

STA. 175+00 TO STA. 189+00

RIGHT, ℄ I-440

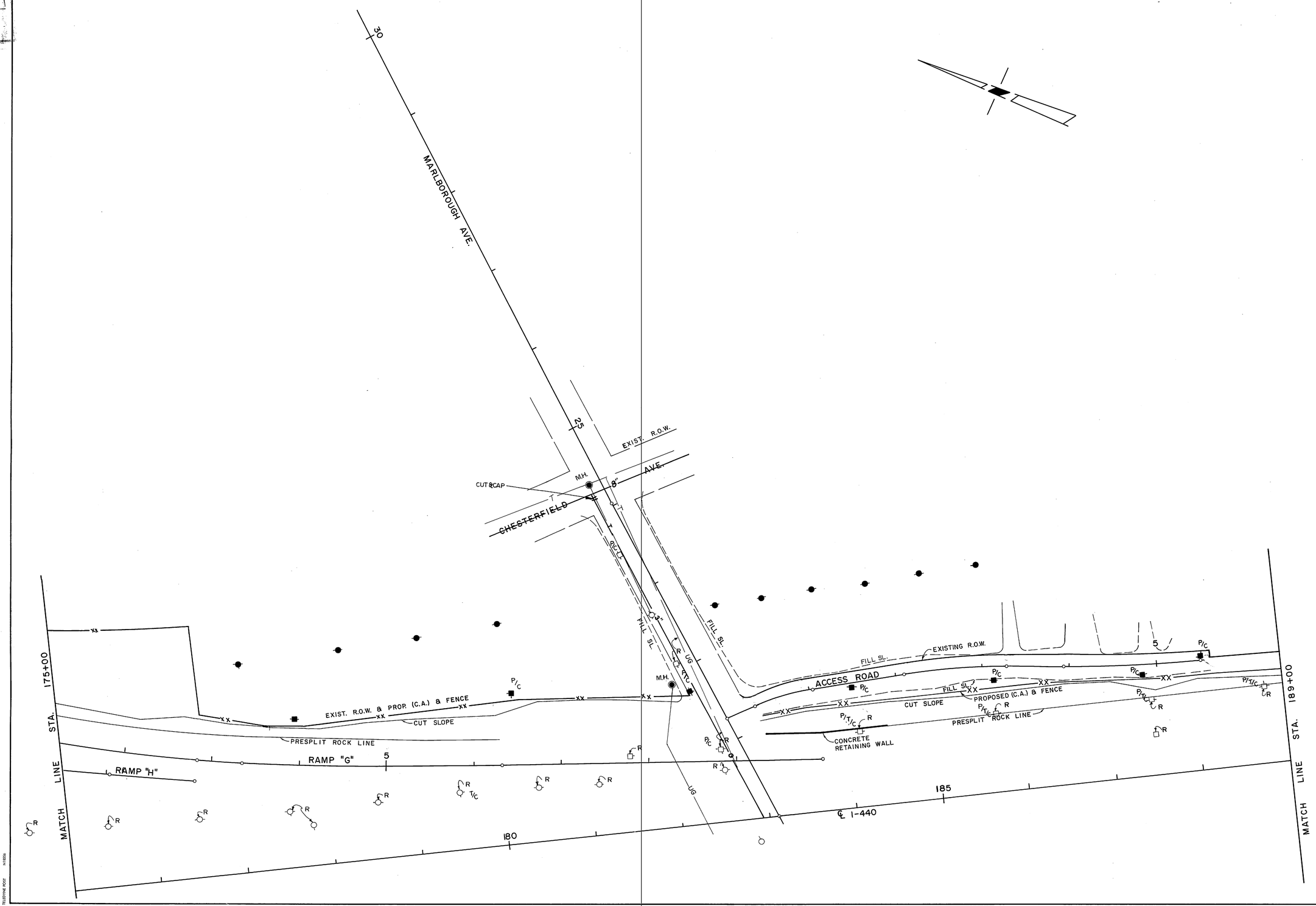
SCALE 1"=50'

144 CHARLOTTE TO SUPPLYDALE

TENN. STATE HIGHWAYS
File No. 334
Plans Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	80

REV. 2-25-83: ADDED UTILITIES SHEET TO PLANS.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

UTILITIES

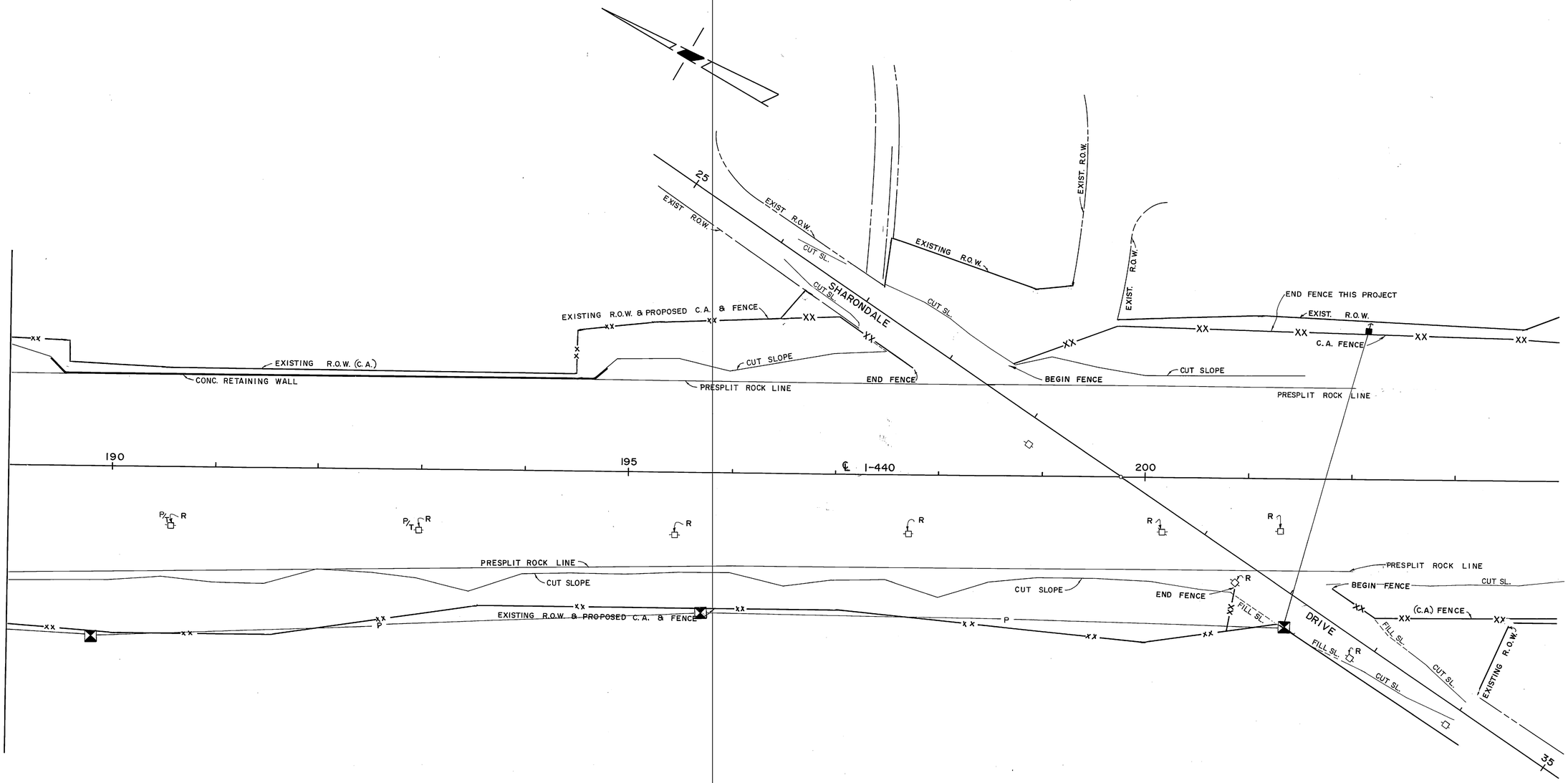
STA. 175+00 TO STA. 189+00
LEFT, ℄ I-440
SCALE 1"=50'

144: CHARLOTTE TO SHARONDALE

TENNESSEE STATE HIGHWAYS
File No. 334
Dist. Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	81

REV. 2-25-83: ADDED UTILITIES SHEET TO PLANS.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

UTILITIES

STA. 189+00 TO STA. 202+00

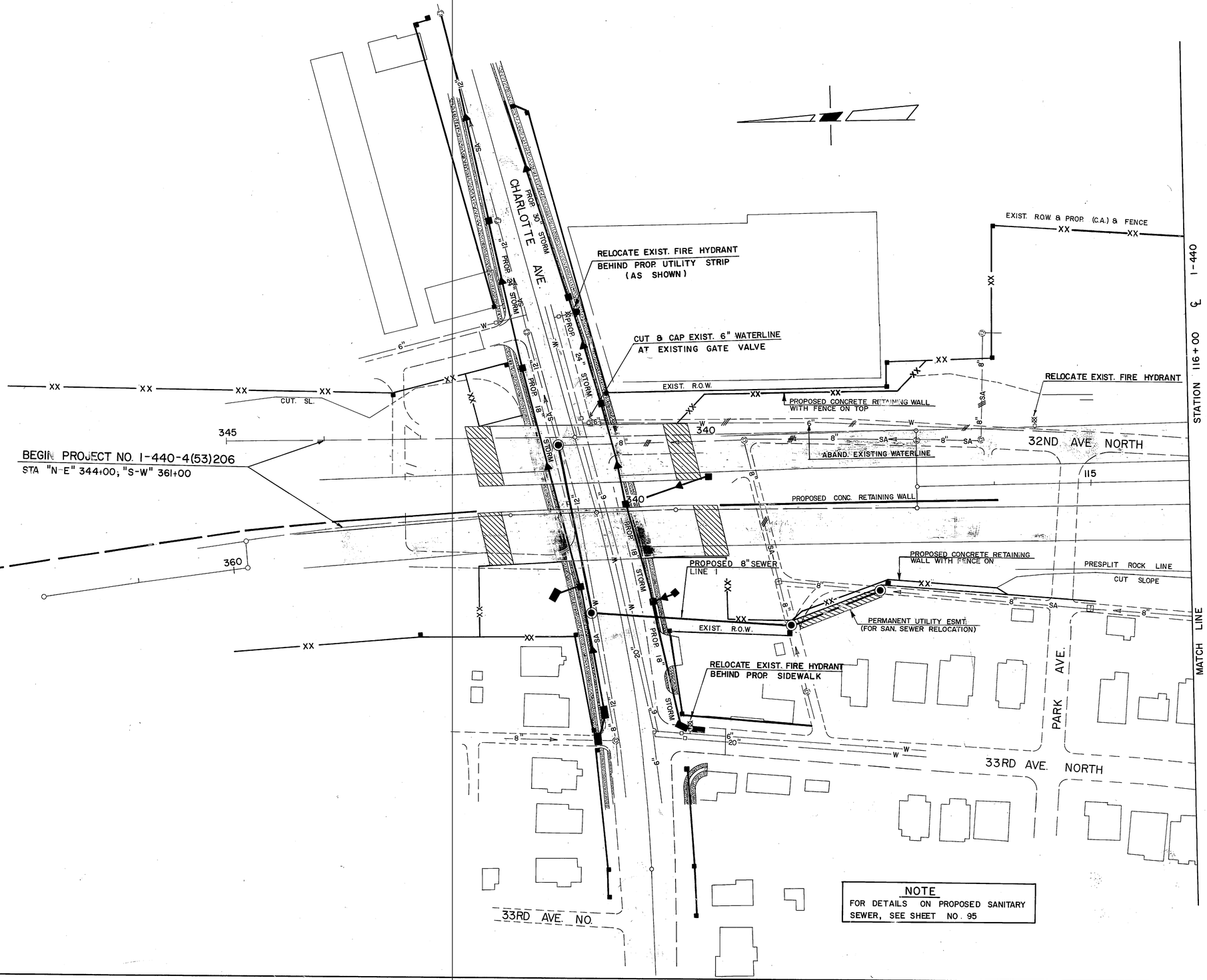
SCALE 1"= 50'

I440 CHARLOTTE TO SHARONDALE

TENN. STATE HIGHWAYS
Plans Div. | File No. IN-334

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	82



NOTE
FOR DETAILS ON PROPOSED SANITARY SEWER, SEE SHEET NO. 95

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PRESENT LAYOUT
UTILITIES ADJUSTMENTS

STA "N-E" 344+00; "S-W" 361+00
TO STA. 116+00

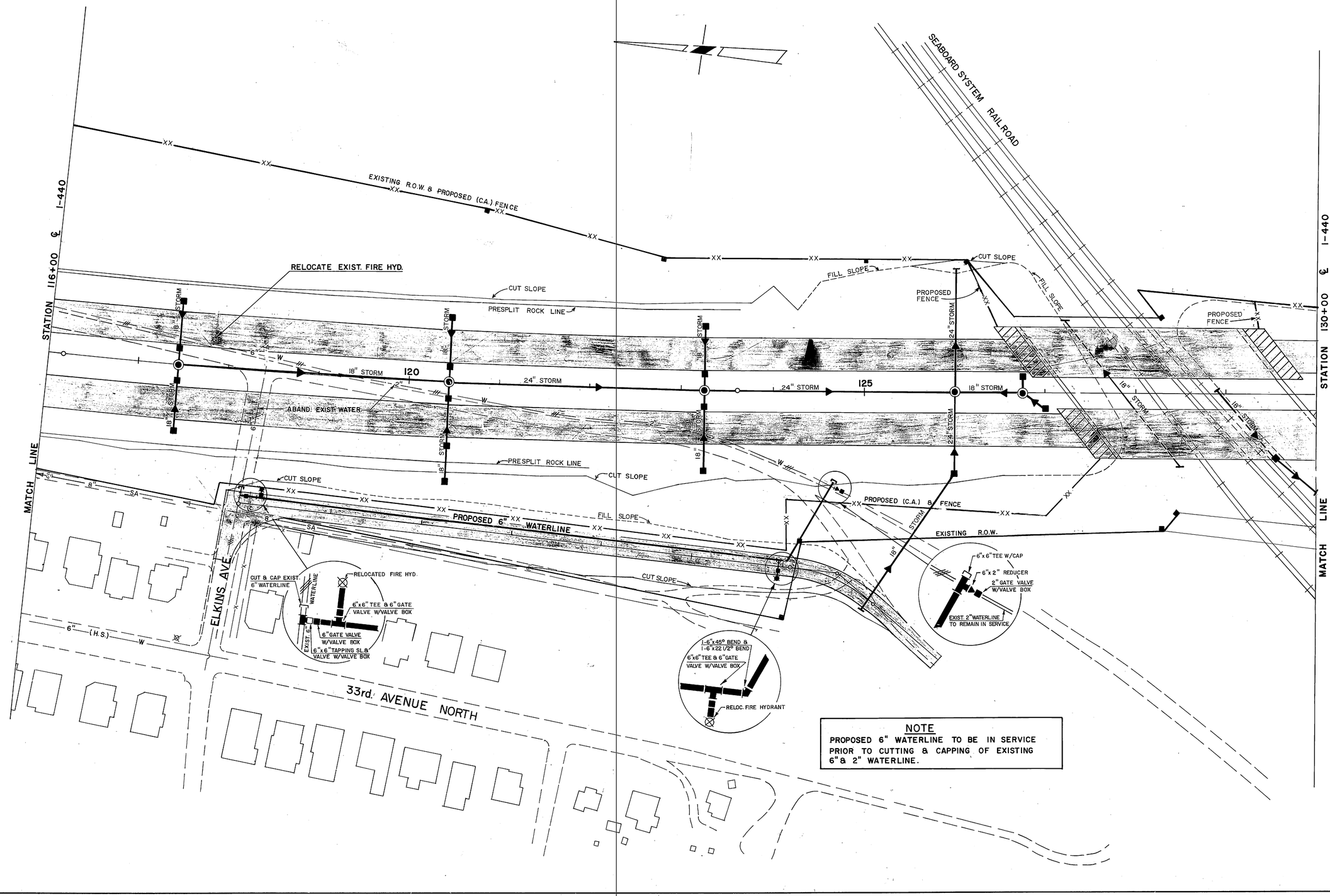
SCALE: 1"=50'

TELEDYNE POST N1855

TENN. STATE HIGHWAYS
File No. IN-334
Plans Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440 – 4(53) 206	83



NOTE

PROPOSED 6" WATERLINE TO BE IN SERVICE PRIOR TO CUTTING & CAPPING OF EXISTING 6" & 2" WATERLINE.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PRESENT LAYOUT UTILITIES ADJUSTMENT

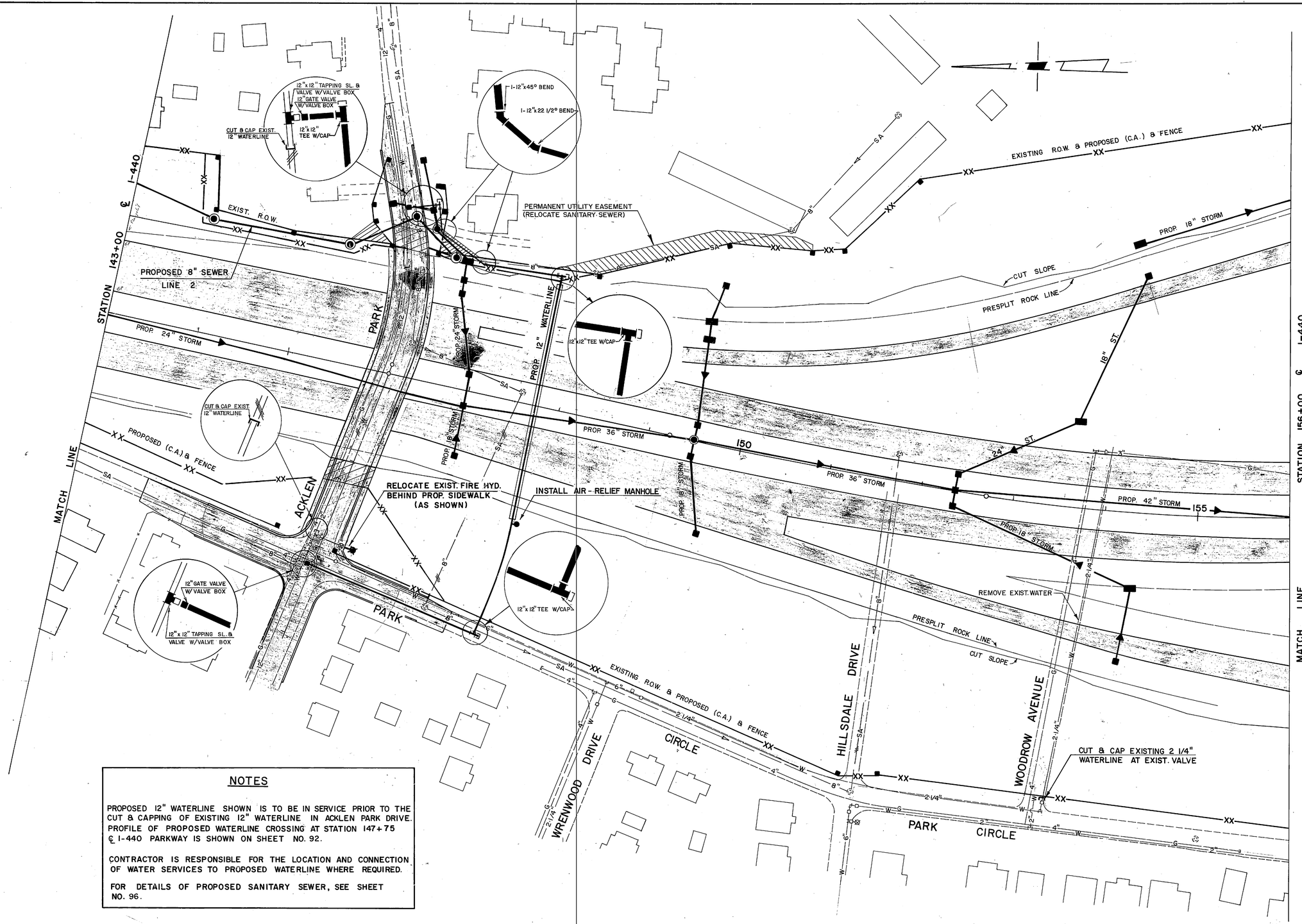
STA. 116+00 TO STA. 130+00
SEABOARD RAILROAD

SCALE: 1" = 50'

BRUNING 29411

TENN. STATE HIGHWAYS
File No. 11-
Plans
Divn.
334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	85



NOTES

PROPOSED 12" WATERLINE SHOWN IS TO BE IN SERVICE PRIOR TO THE CUT & CAPPING OF EXISTING 12" WATERLINE IN ACKLEN PARK DRIVE. PROFILE OF PROPOSED WATERLINE CROSSING AT STATION 147+75 ℄ I-440 PARKWAY IS SHOWN ON SHEET NO. 92.

CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND CONNECTION OF WATER SERVICES TO PROPOSED WATERLINE WHERE REQUIRED.

FOR DETAILS OF PROPOSED SANITARY SEWER, SEE SHEET NO. 96.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PRESENT LAYOUT UTILITIES ADJUSTMENTS

STA. 143+00 TO STA. 156+00
ACKLEN PARK DRIVE

SCALE: 1" = 50'

BRUNING 29411

(2)

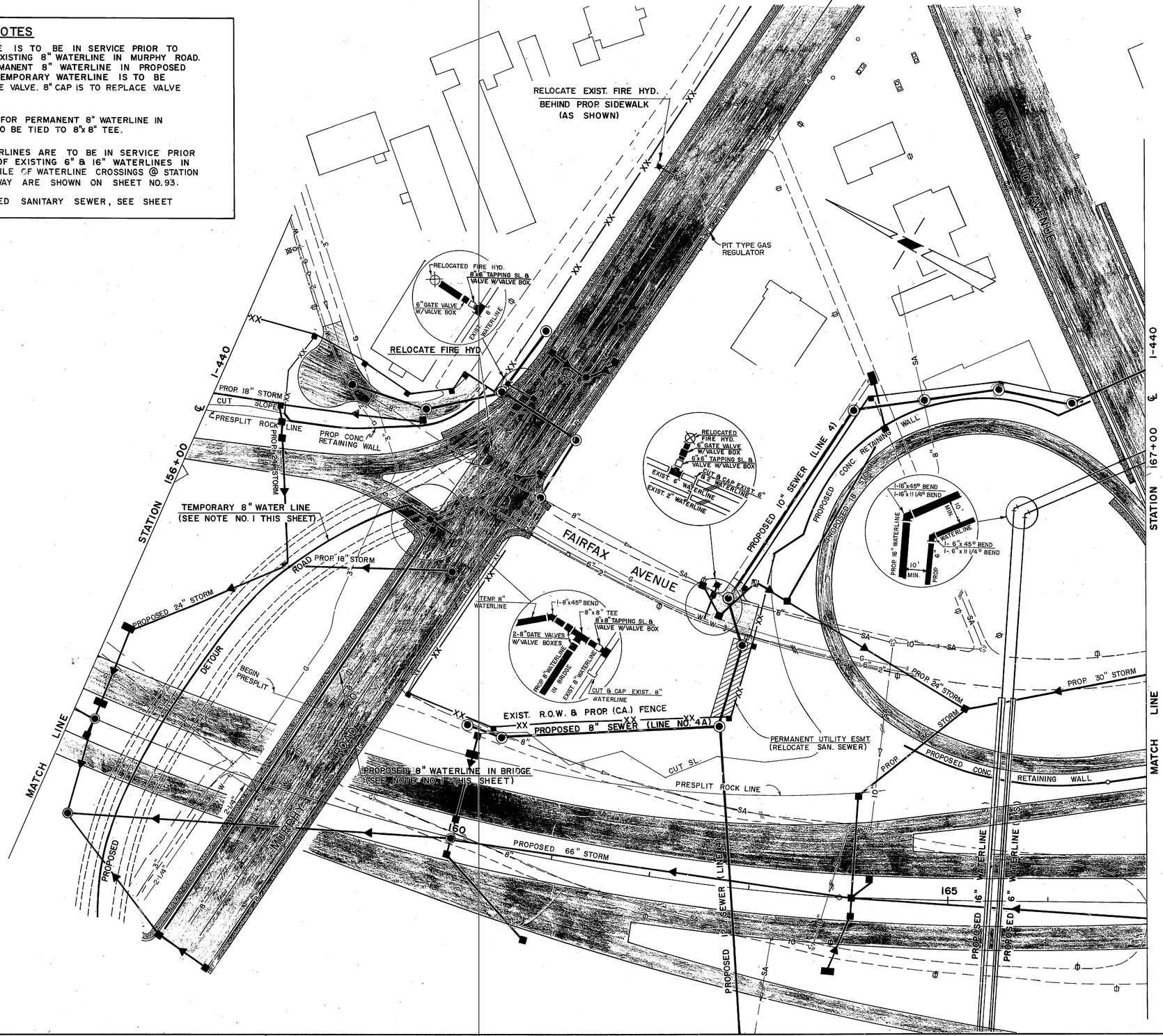
TENN. STATE HIGHWAYS
Plans | File | No. 37
Div.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	86

NOTES

1. TEMPORARY 8" WATERLINE IS TO BE IN SERVICE PRIOR TO CUTTING & CAPPING OF EXISTING 8" WATERLINE IN MURPHY ROAD. UPON COMPLETION OF PERMANENT 8" WATERLINE IN PROPOSED MURPHY ROAD BRIDGE, TEMPORARY WATERLINE IS TO BE REMOVED INCLUDING 8" GATE VALVE. 8" CAP IS TO REPLACE VALVE ON 8"x8" TEE.
2. PROPOSED 8" GATE VALVE FOR PERMANENT 8" WATERLINE IN MURPHY ROAD BRIDGE IS TO BE TIED TO 8"x8" TEE.
3. PROPOSED 6" & 16" WATERLINES ARE TO BE IN SERVICE PRIOR TO CUTTING & CAPPING OF EXISTING 6" & 16" WATERLINES IN WEST END AVENUE. PROFILE OF WATERLINE CROSSINGS @ STATION 165+50 ℄ I-440 PARKWAY ARE SHOWN ON SHEET NO. 93.
4. FOR DETAILS ON PROPOSED SANITARY SEWER, SEE SHEET NOS. 97, 98, & 99.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PRESENT LAYOUT UTILITIES ADJUSTMENTS

STA. 156+00 TO STA. 167+00

MURPHY RD.

SCALE : 1" = 50'

BRUNING 29411

TENN. STATE HIGHWAYS | File No. IN-54 | Plans | Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	88

PLANNED

NOTES

1. PROPOSED 16" & 2-6" WATERLINES ARE TO BE IN SERVICE PRIOR TO THE CUTTING & CAPPING OF EXISTING 16" & 6" WATERLINES IN WEST END AVENUE.
2. CONTRACTOR IS RESPONSIBLE FOR THE LOCATION OF & CONNECTION OF EXISTING WATER SERVICES TO PROPOSED WATERLINE S WHERE REQUIRED.
3. SEE SHEET NOS. 99 & 102 FOR DETAILS ON PROPOSED SANITARY SEWER.

16"x16" TAPPING SL. & VALVE W/VALVE BOX
16" BUTTERFLY VALVE W/VALVE BOX
EXIST. 8" WATER
6"x6" TAPPING SL. & VALVE W/VALVE BOX
10" MAIN
16" WATER
16" GATE VALVE W/VALVE BOX
PERMANENT UTILITY EASEMENT (RELOCATE SANITARY SEWER & N.E.S. POWER LINES)
6"x6" TAPPING SL. & VALVE W/VALVE BOX
EXIST. 6" WATERLINE
1-6"x45° BEND
½" GATE VALVE W/VALVE BOX
PROPOSED 8" SEWER LINE NO.4
STATION 167+00 ℄ I-440
CUT & CAP EXIST. 16" & 6" WATERLINES
FUTURE BICYCLE PATH
PROPOSED 6" WATERLINE
24" STORM
18" STORM
30" STORM
RELOCATE EXIST. FIRE HYD.
REMOVE EXIST. FIRE HYD.
1-6"x 45° BEND
6" GATE VALVE W/VALVE BOX
6"x6" TAPPING SL & VALVE W/VALVE BOX
CUT & CAP EXIST. 6" WATERLINE
PERMANENT UTILITY EASEMENT (RELOCATE SAN. SEWER & N.E.S. POWER LINES)
PROPOSED CONCRETE RETAINING WALL
DETOUR ROAD
PROPOSED 18" STORM
WEST END AVENUE
FAIRFAX AVENUE
CHESTERFIELD AVENUE
PROPOSED FENCE
CUT SLOPE
PERMANENT UTILITY EASEMENT (RELOCATE SANITARY SEWER & N.E.S. POWER LINES)
PROPOSED 8" SEWER (LINE NO. 6)
PRESPLIT ROCK LINE
END PRESPLIT
MATCH LINE
STATION 181+00 ℄ I-440
℄ I-440 PARKWAY
170
175
180

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PRESENT LAYOUT UTILITIES ADJUSTMENT

STA. 167+00 TO STA. 181+00
WEST END AVENUE
(EAST PORTION)
SCALE: 1"=50'

BRUNING 29411

TENN. STATE HIGHWAYS
File IN-
Plans
Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	90

NOTES

PROPOSED 6" & 2" WATERLINES SHOWN ARE TO BE IN SERVICE PRIOR TO BE CUTTING & CAPPING OF EXISTING 6" WATERLINE IN MALBOROUGH-RICHARDSON AVENUE PROFILE OF PROPOSED WATERLINE CROSSING AT STATION 185+00 ℄ I-440 PARKWAY IS SHOWN ON SHEET NO. 94

CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND CONNECTION OF WATER SERVICES TO PROPOSED WATERLINE(S) WHERE REQUIRED.

SEE SHEET NOS. 101 & 102 FOR DETAILS OF SANITARY SEWER CONSTRUCTION

CHESTERFIELD AVENUE

PROP. 6" SEWER (LINE 6)
6"x6" TAPPING SLEEVE & VALVE W/VALVE BOX
RELOCATED FIRE HYD.
6" GATE VALVE W/VALVE BOX
6"x6" TEE & 6" GATE VALVE W/VALVE BOX
CUT & CAP EXIST. 6" WATERLINE

PROP. 6" WATERLINE
6"x6" TEE W/ 6"x3" REDUCER
PROP 3" WATERLINE
3" GATE VALVE W/VALVE BOX
6" GATE VALVE W/VALVE BOX

PERMANENT UTILITY EASEMENT (RELOC. SAN. SEW. & N.E.S. POWER LINES)
PERMANENT UTILITY EASEMENT (RELOCATE SANITARY SEWER)
PROPOSED 8" SEWER LINE NO. 6
PROPOSED 10" SEWER LINE NO. 6
PERMANENT UTILITY ESMT. (RELOCATE SANITARY SEWER)
PROPOSED 8" SEWER LINE NO. 6A
PROP. 6" WATERLINE
PROP. 3" WATERLINE
PROPOSED (C.A.) & FENCE
CUT SLOPE
RETAINING WALL
PRESPLIT ROCK LINE
RELOCATE EXIST. FIRE HYD.
℄ I-440 STATION 181+00
℄ I-440 STATION 195+00
RICHARDSON AVENUE
185
190
PROPOSED 6" WATERLINE
3" CAP & BLOW-OFF VALVE W/VALVE BOX
18" ST.
30" ST.
MATCH LINE
EXISTING R.O.W. & PROPOSED (C.A.) & FENCE
FUTURE BICYCLE PATH
PERMANENT UTILITY EASEMENT (RELOCATE N.E.S. POWER LINES)
PERMANENT UTILITY EASEMENT RELOC. SAN.SEW. & N.E.S. POWER LINES
PROPOSED 12" SEWER LINE NO. 6
CUT & CAP EXIST. 6" WATERLINE
1-6"x 11-1/4° BEND
6" GATE VALVE W/ VALVE BOX
6"x6" TAPPING SLEEVE & VALVE W/VALVE BOX
6"x6" TEE W/6" CAP
PROP. 6" WATERLINE
MALBOROUGH
6" GATE VALVE W/VALVE BOX
6"x6" TAPPING SLEEVE & VALVE W/VALVE BOX

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PRESENT LAYOUT
UTILITIES ADJUSTMENT

STA. 181+00 TO STA. 195+00
MALBOROUGH - RICHARDSON AVENUE
SCALE: 1" = 50'

29411
BRUNING

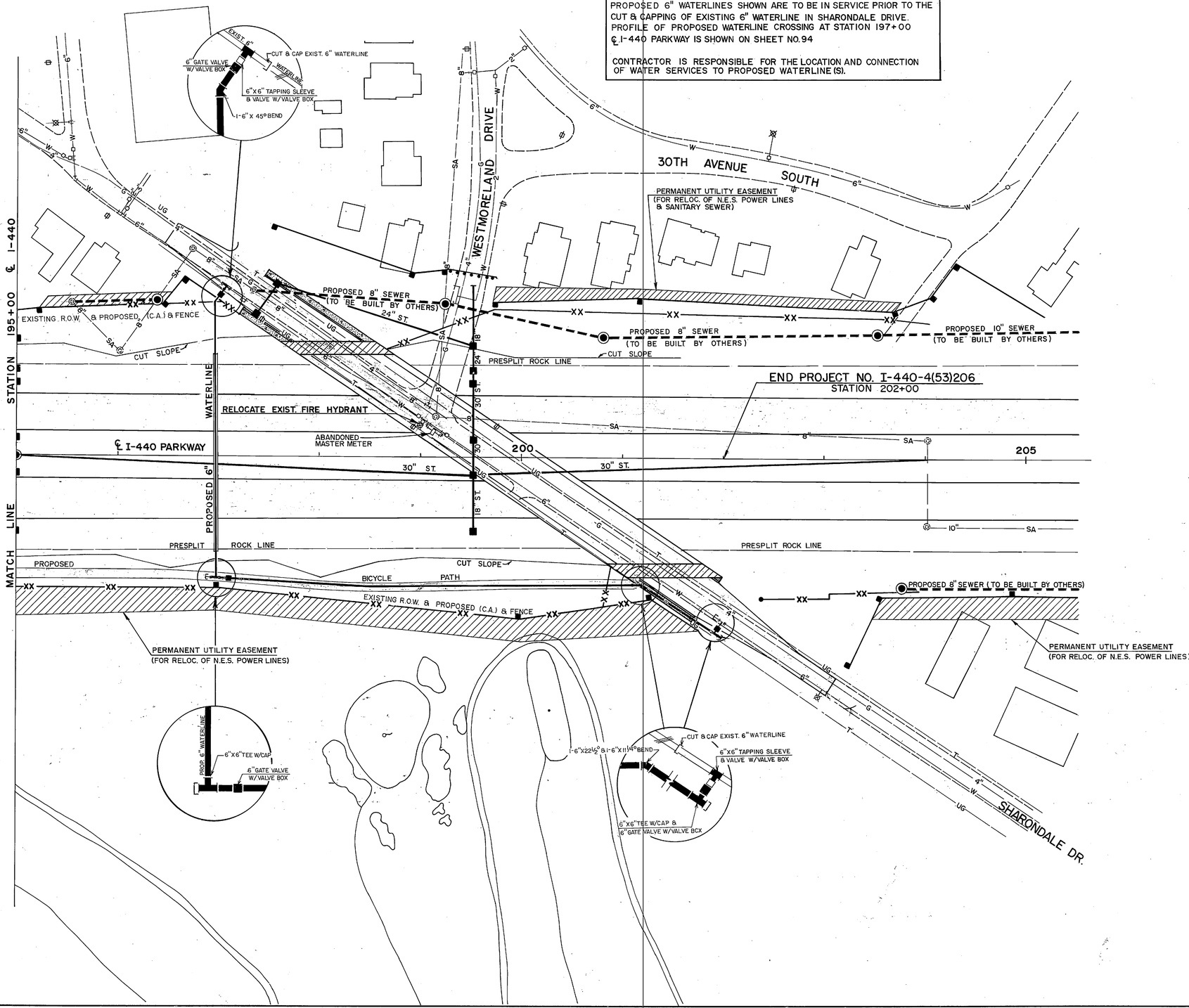
TENN. STATE HIGHWAYS
File No. IN-534
Plans Divn.
File No.
Plan No.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	83	I-440 (53) 206	91

NOTES

PROPOSED 6" WATERLINES SHOWN ARE TO BE IN SERVICE PRIOR TO THE CUT & CAPPING OF EXISTING 6" WATERLINE IN SHARONDALE DRIVE.
PROFILE OF PROPOSED WATERLINE CROSSING AT STATION 197+00 ℄ I-440 PARKWAY IS SHOWN ON SHEET NO. 94

CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND CONNECTION OF WATER SERVICES TO PROPOSED WATERLINE (S).



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PRESENT LAYOUT UTILITIES ADJUSTMENT

STA. 195+00 TO STA. 202+00
SHARONDALE DRIVE

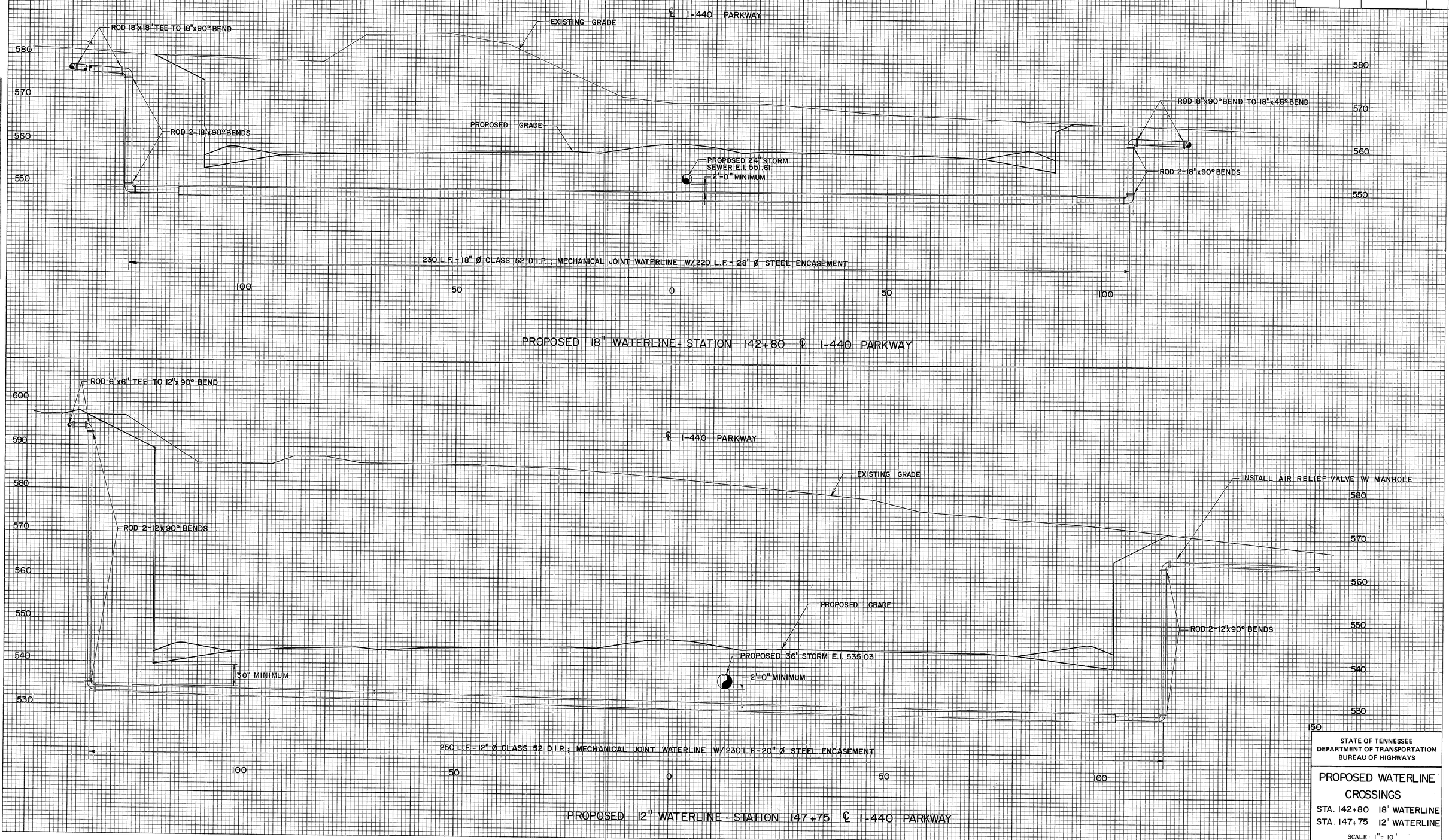
SCALE: 1" = 50'

BRUNING 29411

TENN. STATE PLANE COORDINATES
Plate No. 334
Plans Dwn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	92

FINAL SURVEY
NOTE BOOK NO.
SURVEYED BY
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE



PROPOSED 18" WATERLINE - STATION 142+80 ℄ I-440 PARKWAY

ORIGINAL SURVEY
NOTE BOOK NO.
SURVEYED BY
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
DATE

PROPOSED 12" WATERLINE - STATION 147+75 ℄ I-440 PARKWAY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED WATERLINE CROSSINGS

STA. 142+80 18" WATERLINE
STA. 147+75 12" WATERLINE

SCALE: 1"= 10'

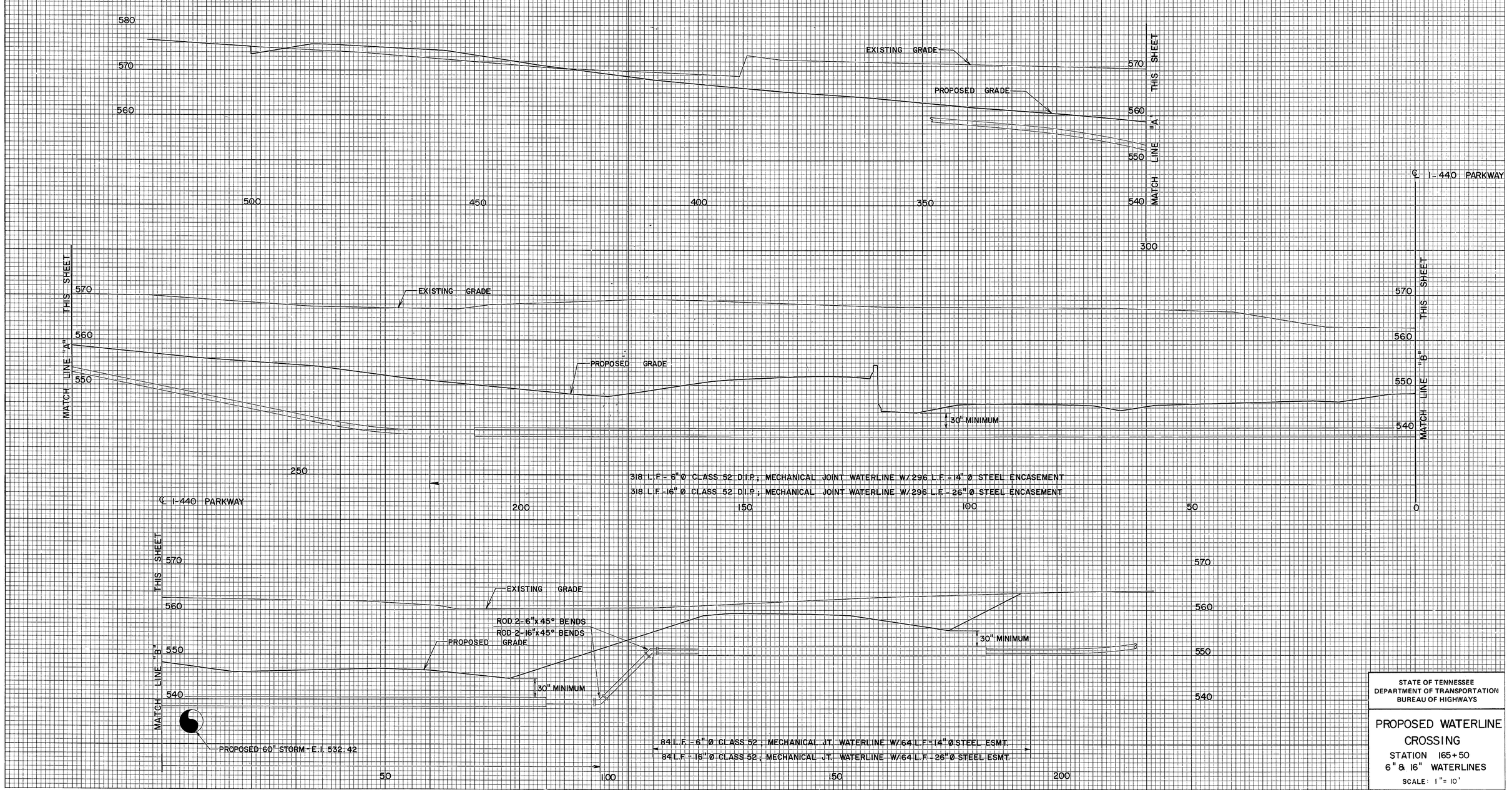
HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

TENN. STATE HIGHWAYS
Plans Div. File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	93

FINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TYPED
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TYPED
AREAS
AREAS CHECKED
BY
DATE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED WATERLINE CROSSING

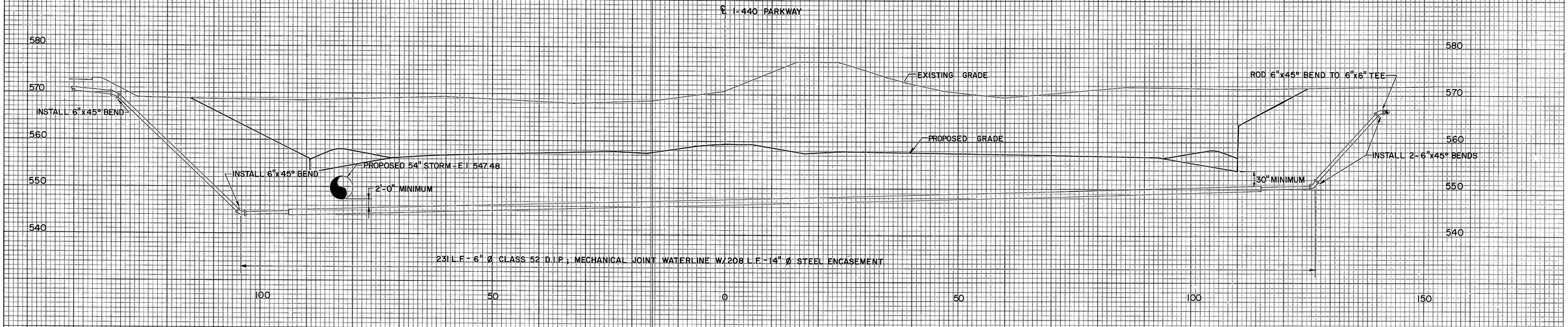
STATION 165+50
6" & 16" WATERLINES
SCALE: 1" = 10'

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
W TELEDYNE

TENN. STATE HIGHWAYS
Plans File No. 534
Div.

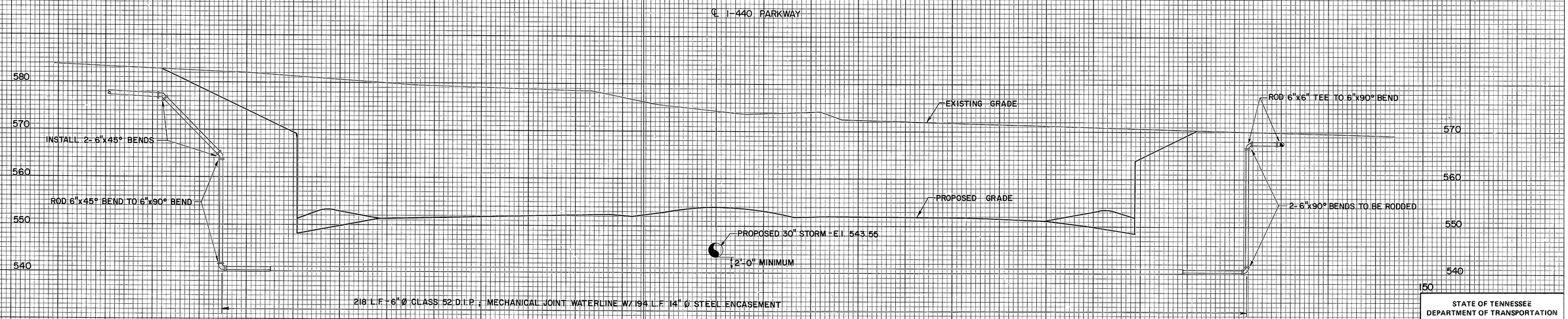
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	94

FINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TRIANGULATION
AREAS
AREAS CHECKED
BY
DATE



PROPOSED 6" WATERLINE - STATION 185+00 ℄ I-440 PARKWAY

ORIGINAL SURVEY
NOTE BOOK NO.
SURVEYED
PLOTTED
TRIANGULATION
AREAS
AREAS CHECKED
BY
DATE



PROPOSED 6" WATERLINE - STATION 197+00 ℄ I-440 PARKWAY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

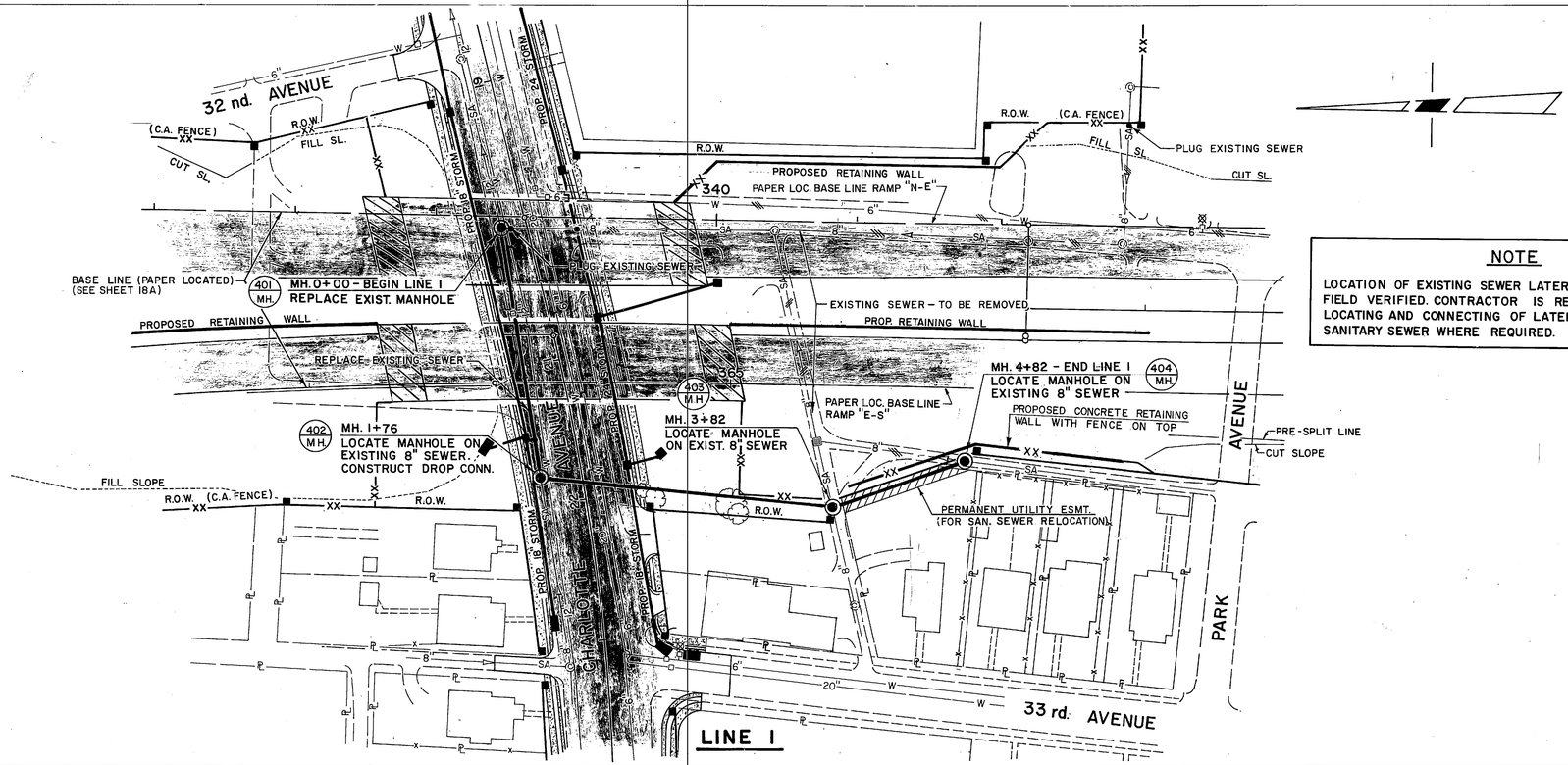
PROPOSED WATERLINE CROSSINGS

STATION 185+00 - 6" WATERLINE
STATION 197+00 - 6" WATERLINE

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE
TELEDYNE
PRINTED IN U.S.A.

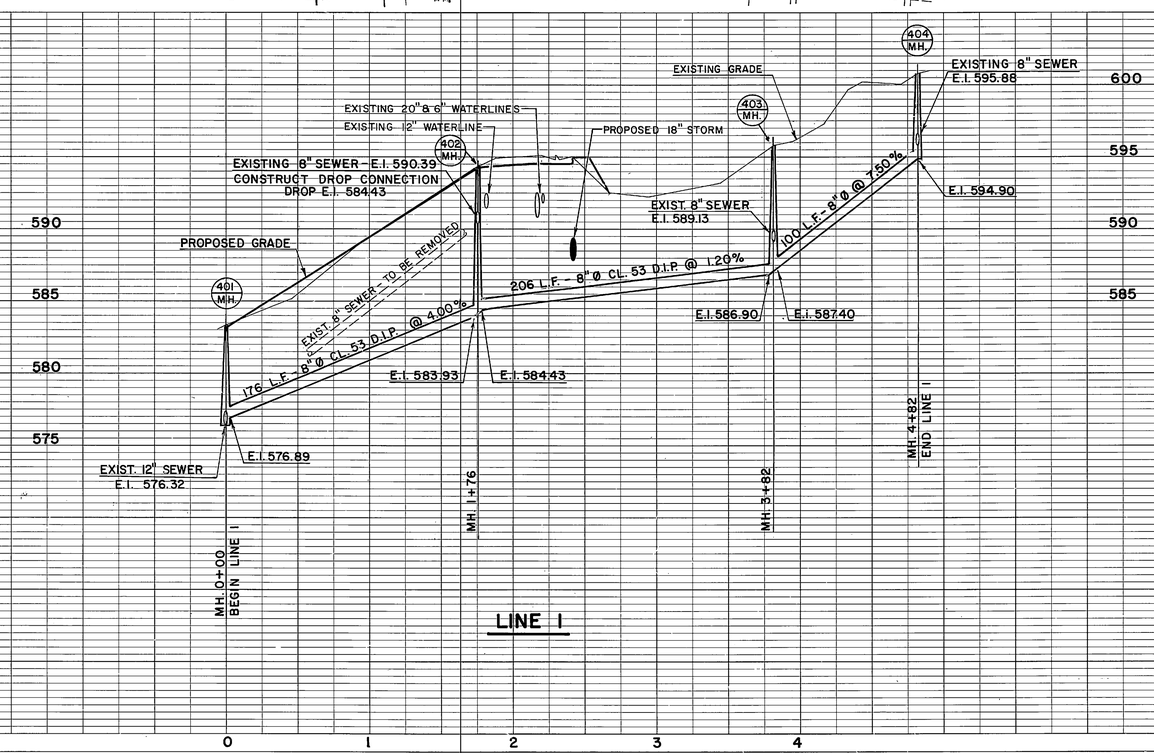
TENN. STATE HIGHWAYS
File No. 1N-334
Plans Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	95



NOTE

LOCATION OF EXISTING SEWER LATERALS HAVE NOT BEEN FIELD VERIFIED. CONTRACTOR IS RESPONSIBLE FOR THE LOCATING AND CONNECTING OF LATERALS TO PROPOSED SANITARY SEWER WHERE REQUIRED.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED SANITARY SEWER LAYOUT

LINE I

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

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
R.O.W. OF WAY CHECKED
NOTE BOOK NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
AS-NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK NO.
DATE
BY

BRUNING 44-142.48877

TENN. STATE HIGHWAYS
Plans File No. S-34
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	96

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
MATERIAL
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

TEMPORARY CONST. ESMT. (FOR WATERLINE RELOC.)
PERM. UTIL. ESMT. (RELOC. WATERLINE)
R.O.W.
PROPOSED 18" WATERLINE
C.A. FENCE
CUT SLOPE
PRE-SPLIT LINE
MH. 7+18 CONSTRUCT DROP CONNECTION. (408 MH.)
MH. 9+00 LOCATE MANHOLE ON EXISTING 8" SEWER (409 MH.)
MH. 10+94 (410 MH.)
MH. 12+50 (411 MH.)
MH. 13+26 LOCATE ON EXIST. 8" SEWER (412 MH.)
MH. 13+86 - END LINE 2 LOCATE ON EXIST. 8" SEWER (413 MH.)
PROP. 30" STORM
REMOVE EXISTING SEWER
℄ I-440 PARKWAY
PROPOSED 18" STORM
PROPOSED 24" STORM
PROP. 18" STORM
PROP. 24" STORM
WATERLINE
DRIVE
PARK
PROPOSED 36" STORM
REMOVE EXIST. SEWER
PROP. 12"
PLUG EXIST. SEWER
EXIST. SEWER-TO BE ABANDONED
EXIST. SEWER-TO BE ABAND.
MH. 4+06 LOCATE MANHOLE ON EXISTING 8" SEWER. CONSTRUCT DROP CONNECTION. (407 MH.)
MH. 2+00 REPLACE EXIST. MANHOLE (406 MH.)
REPLACE EXISTING SEWER
REPLACE EXIST. SEWER
6" SEWER LATERAL (TYP.)
MH. 0+00 - BEGIN LINE 2 REPLACE EXIST. MH. (405 MH.)
ACKLEN
CIRCLE
R.O.W. (C.A. FENCE)

NOTE

LOCATION OF EXISTING SEWER LATERALS HAVE NOT BEEN FIELD VERIFIED. CONTRACTOR IS RESPONSIBLE FOR THE LOCATING AND CONNECTING OF LATERALS TO PROPOSED SANITARY SEWER WHERE REQUIRED.

LINE 2

℄ I-440 PARKWAY - STATION 140+20

EXISTING GROUND
PROPOSED GROUND
EXIST. 6" WATERLINE
EXISTING 8" SEWER - E.I. 569.52 CONSTRUCT DROP CONNECTION DROP E.I. 561.11
REMOVE EXIST. 8" SEWER
200 L.F. - 8" Ø @ 0.80%
206 L.F. - 8" Ø @ 0.80%
312 L.F. - 8" Ø CLASS 55 D.I.P. @ 0.80%
182 L.F. - 8" Ø @ 1.00%
194 L.F. - 8" Ø @ 1.00%
156 L.F. - 8" Ø @ 3.00%
60 L.F. - 8" Ø CL. 53 D.I.P. @ 4.50%
76 L.F. - 8" Ø CL. 53 D.I.P. @ 4.50%
EXIST. 8" SEWER - E.I. 573.47
EXIST. 8" SEWER - E.I. 588.36 CONSTRUCT DROP CONN. DROP E.I. 584.26
EXIST. 8" SEWER E.I. 587.86
E.I. 556.86
E.I. 556.36 EXIST. 8" SEWER
E.I. 558.46
E.I. 558.96
E.I. 560.61
E.I. 561.11
PROPOSED 18" STORM E.I. 558.89
E.I. 563.41
E.I. 570.15
E.I. 571.97
E.I. 572.47
E.I. 574.41
E.I. 575.16
E.I. 579.84
E.I. 580.34
E.I. 583.76
E.I. 584.26
E.I. 586.96
MH. 0+00 BEGIN LINE 2
MH. 2+00
MH. 4+06
MH. 7+18
MH. 9+00
MH. 10+94
MH. 12+50
MH. 13+26
MH. 13+86 END LINE 2
MATCH LINE STA. 12+00 (THIS SHEET)
MATCH LINE STA. 12+00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED SANITARY SEWER LAYOUT
LINE 2

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

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUINING CO.
MADE IN U.S.A.

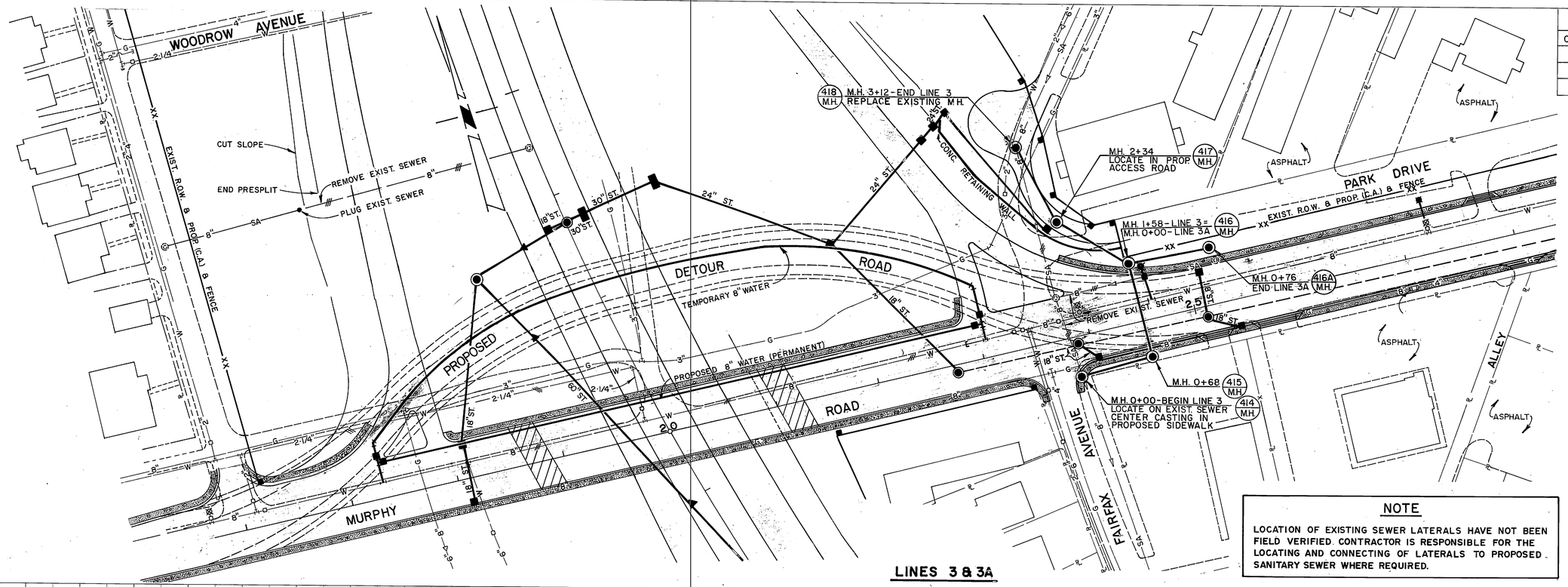
BRUINING 44-142 48877

TENN. STATE HIGHWAYS
Plans File No. N-334

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	97

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
BY
DATE

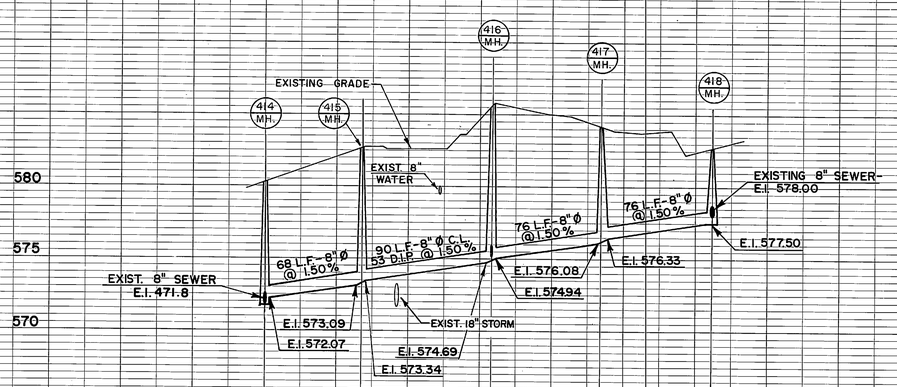


LINES 3 & 3A

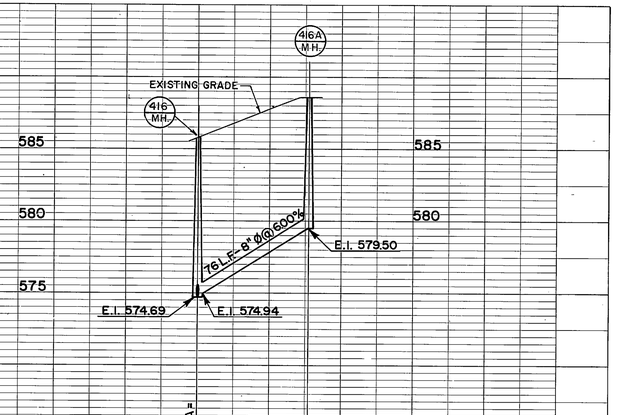
NOTE

LOCATION OF EXISTING SEWER LATERALS HAVE NOT BEEN FIELD VERIFIED. CONTRACTOR IS RESPONSIBLE FOR THE LOCATING AND CONNECTING OF LATERALS TO PROPOSED SANITARY SEWER WHERE REQUIRED.

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
R.R. & HWY. CROSS.
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE



LINE 3



LINE 3A

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED SANITARY SEWER LAYOUT
LINES 3&3A

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

BRUNING 44-142-49877

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.

TENN. STATE HIGHWAYS
File No. 334
Plans
Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	98

PLAN
NOTE BOOK
NO.
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
DATE
BY

M.H. 0+00 - BEGIN LINE 4
TIE TO EXIST. MANHOLE
419 M.H.
M.H. 2+38
LOCATE ON EXIST. SEWER
CONSTRUCT DROP CONN.
420 M.H.
PERM. UTILITY EASEMENT
RELOC. WATER LINE &
N.E.S. POWER LINES
REMOVE EXIST. SEWER
GREENWAY AVE.
CENTRAL AVE
PROPOSED 12" SEWER
LINE 4
M.H. 7+58
422 M.H.
421 M.H.
M.H. 4+76
PARK CIRCLE SOUTH
EXIST. R.O.W.
PROPOSED (C.A.) & FENCE
M.H. 9+34
LOCATE ON EXIST. 8" SEWER
CONSTRUCT DROP CONNECTION
423 M.H.
PLUG EXIST. SEWER
PLUG EXIST. SEWER
REMOVE EXIST SEWER
424B M.H.
M.H. 2+54 - END LINE 4A
REPLACE EXIST. MANHOLE
6" LATERAL W/TEE (TYP.)
424A M.H.
M.H. 2+16
CUT SLOPE
PRESPLIT ROCK LINE
PROPOSED 8" SEWER
LINE 4A
(SEE PROFILE ON SHEET NO.__)
EXIST. R.O.W. & PROP. (C.A.) & FENCE
424 M.H.
M.H. 13+70 - LINE 4
M.H. 0+00 LINE 4A
CONSTRUCT 2-DROP CONN.
MATCH LINE STA. 13+88 LINE 4
℄ I-440 PKWY.

NOTE
LOCATION OF EXISTING SEWER LATERALS HAVE NOT BEEN FIELD VERIFIED. CONTRACTOR IS RESPONSIBLE FOR THE LOCATING AND CONNECTING OF LATERALS TO PROPOSED SANITARY SEWER WHERE REQUIRED.

LINES 4 & 4A

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
R.R. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
DATE
BY

NOTE
SPECIAL CARE SHALL BE TAKEN TO ASSURE A CLASS "B" BEDDING FOR PROPOSED SANITARY SEWER INSTALLATION.

419 M.H. M.H. 0+00 BEGIN LINE 4
420 M.H. M.H. 2+38
421 M.H. M.H. 4+76
422 M.H.
423 M.H.
424 M.H. STA. 13+88
EXISTING GROUND LINE
PROPOSED GROUND LINE
℄ I-440 STA. 162+82±
MATCH LINE
EXIST. 6" WATERLINE
EXIST. 10" SEWER TO BE REMOVED
EXISTING 10" SEWER-E.I. 535.23 CONSTRUCT DROP CONN. DROP E.I. 529.36
EXIST. 8" SEWER E.I. 545.28 CONSTRUCT DROP CONN. DROP E.I. 584.00
E.I. 559.30
E.I. 537.16
DROP E.I. 537.66
E.I. 527.00 EXIST 10" SEWER
238 L.F.-12" Ø @ 0.50% CLASS IV; C-76
238 L.F.-12" Ø CLASS V; C-76 @ 0.50%
282 L.F.-12" Ø CLASS V; C-76 @ 0.50%
176 L.F.-12" Ø CLASS V; C-76 @ 0.50%
434 L.F.-12" Ø CLASS 55 D.I.P. @ 0.80%
E.I. 527.50
E.I. 528.69
E.I. 529.19
E.I. 530.38
E.I. 530.88
E.I. 532.29
E.I. 532.54
E.I. 533.42
E.I. 533.67
M.H. 7+58
M.H. 9+34
M.H. 13+70 - LINE 4
M.H. 0+00 - LINE 4A

LINE 4

565 560 555 550 545 540 535 530 525
0 1 2 3 4 5 6 7 8 9 10 11 12 13

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED SANITARY SEWER LAYOUT
LINE 4
HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

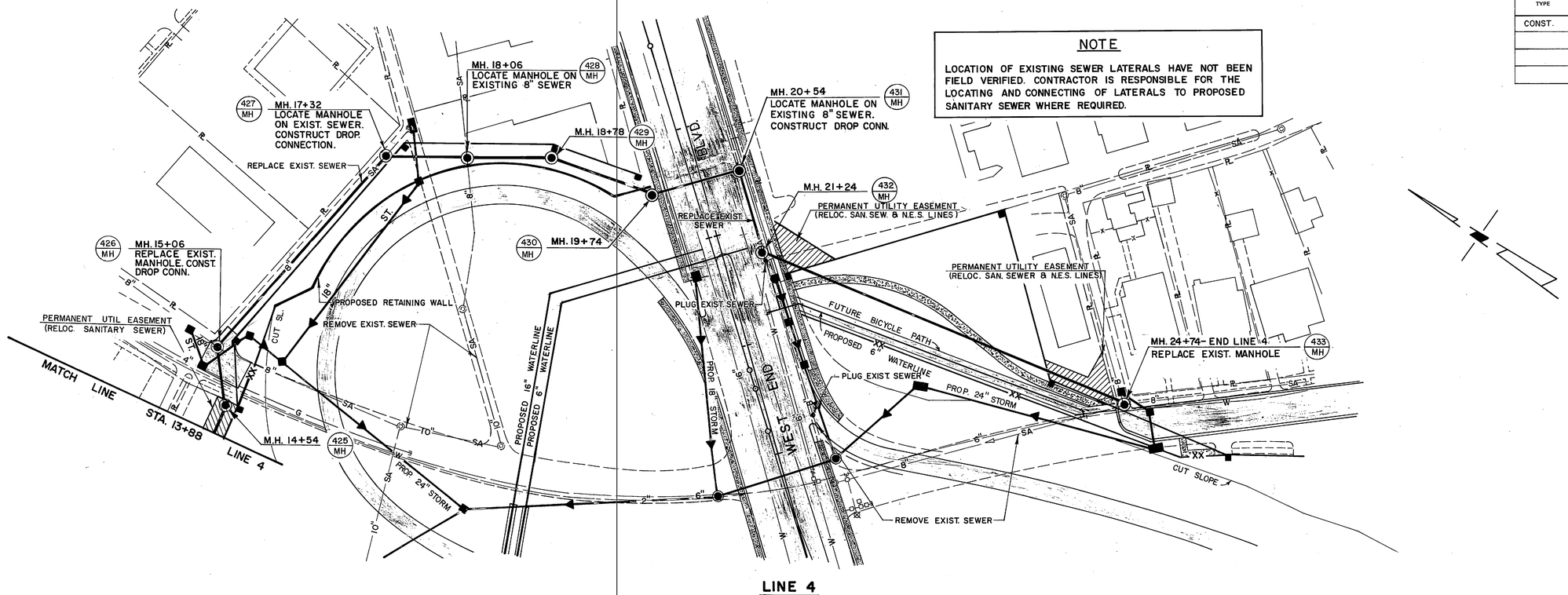
PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.
BRUNING 44.142.48877

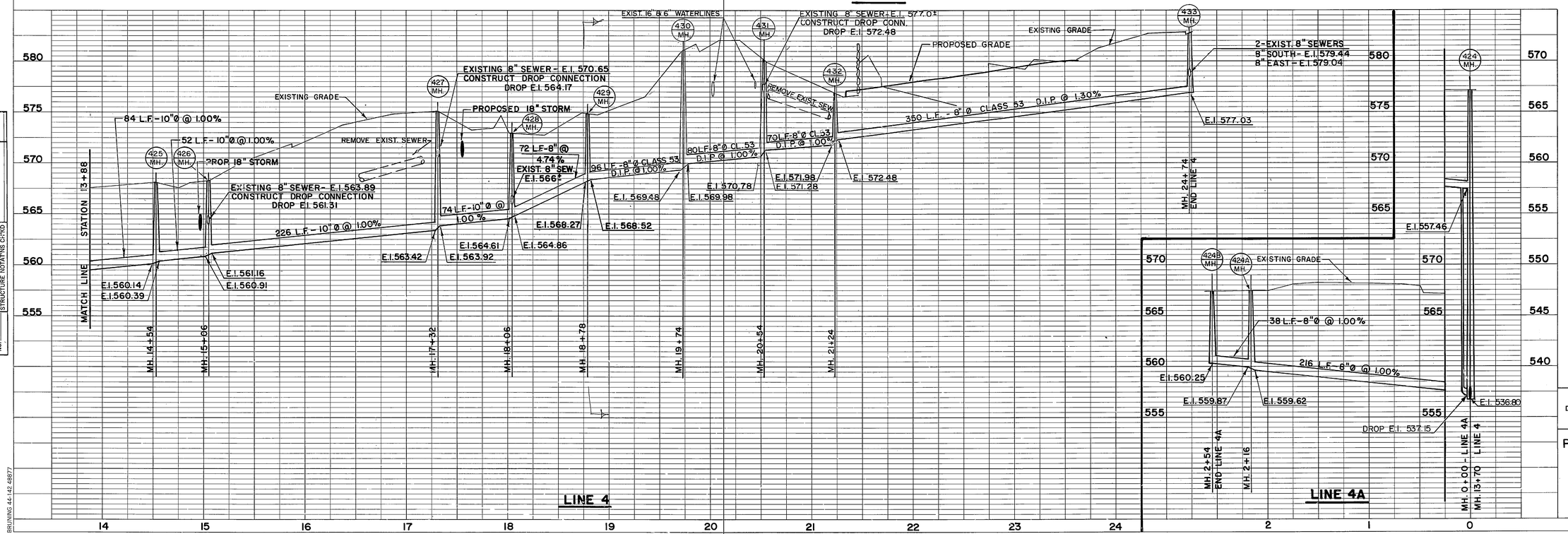
TENN. STATE HIGHWAYS | File No. IN-334 | Plans Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	99

NOTE

LOCATION OF EXISTING SEWER LATERALS HAVE NOT BEEN FIELD VERIFIED. CONTRACTOR IS RESPONSIBLE FOR THE LOCATING AND CONNECTING OF LATERALS TO PROPOSED SANITARY SEWER WHERE REQUIRED.





PLAN: SURVEYED | PLOTTED | GRADES CHECKED | B.M.'s NOTED | STRUCTURE NOTATNS CHKD | ALIGNMENT CHECKED | RT. OF WAY CHECKED | NOTE BOOK | NO. | DATE | BY

PROFILE: SURVEYED | PLOTTED | GRADES CHECKED | B.M.'s NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | DATE | BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED SANITARY SEWER LAYOUT
LINE 4 & 4A

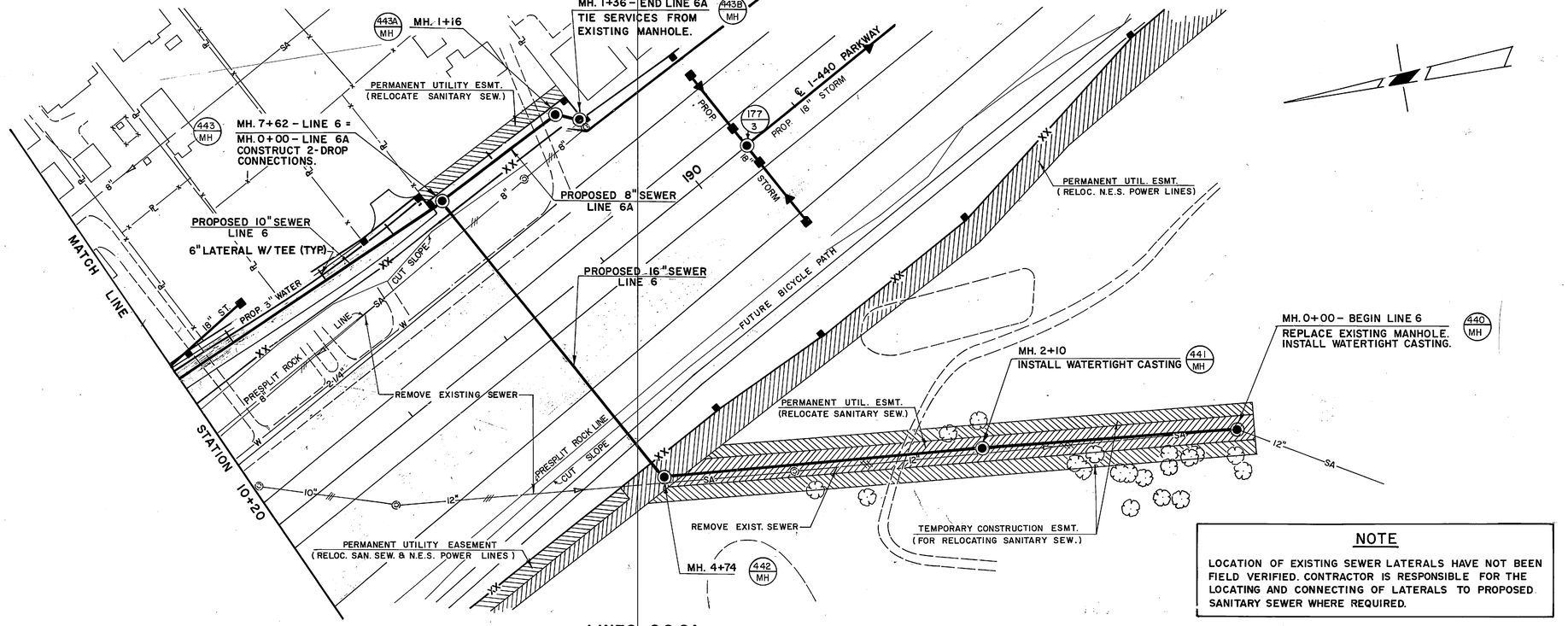
HORIZ. SCALE: 1"=50'
VERT. SCALE: 1"=5'

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.
MADE IN U.S.A.

BRUNING 44-142 48877

TENN. STATE HIGHWAYS
Plans File No. IN-334
Plans Divn.

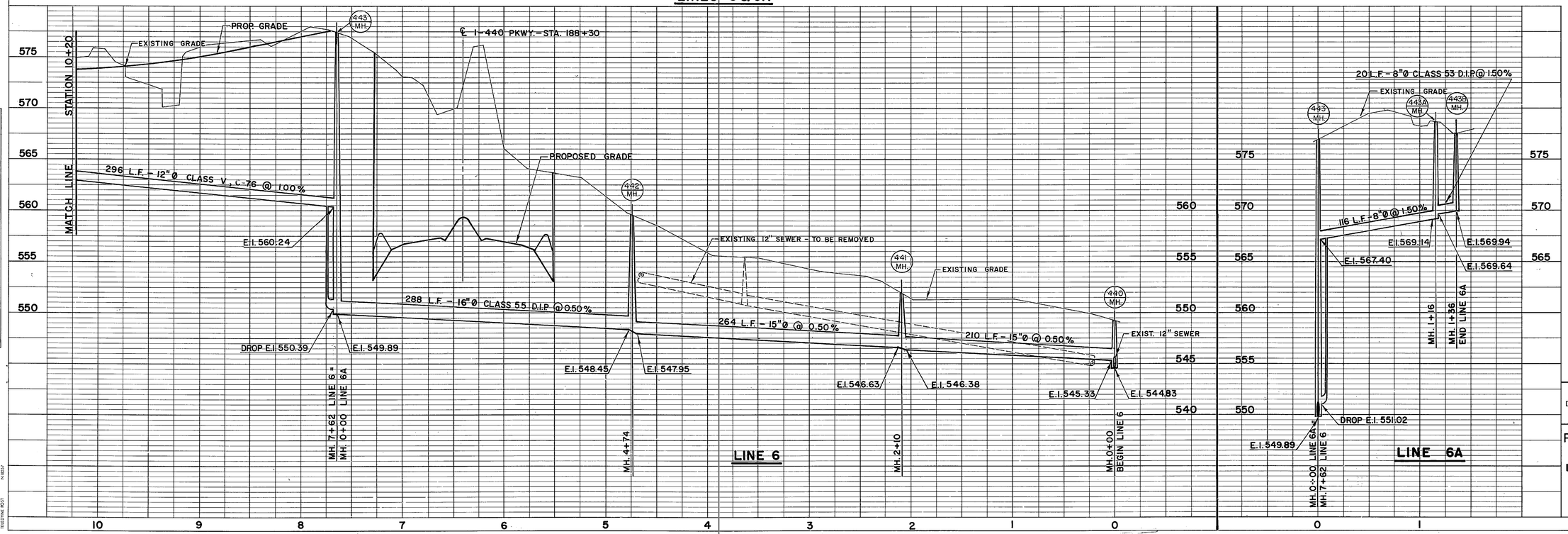
TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	101



NOTE

LOCATION OF EXISTING SEWER LATERALS HAVE NOT BEEN FIELD VERIFIED. CONTRACTOR IS RESPONSIBLE FOR THE LOCATING AND CONNECTING OF LATERALS TO PROPOSED SANITARY SEWER WHERE REQUIRED.

LINES 6 & 6A



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED SANITARY SEWER LAYOUT
LINE 6 (STA. 0+00 to 10+20)
LINE 6A

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

PLAN / PROFILE
SURVEYED BY
DRAWN BY
NOTE BOOK
No.
ALIGNMENT CHECKED
R/W CHECKED
GRADES CHECKED
B. M.'S NOTED
STRUCTURE NOTATIONS CHECKED
DATE

TELEPHONE POST N18527

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	102

TENN. STATE HIGHWAYS
File No. 234
Plans
Dwn.

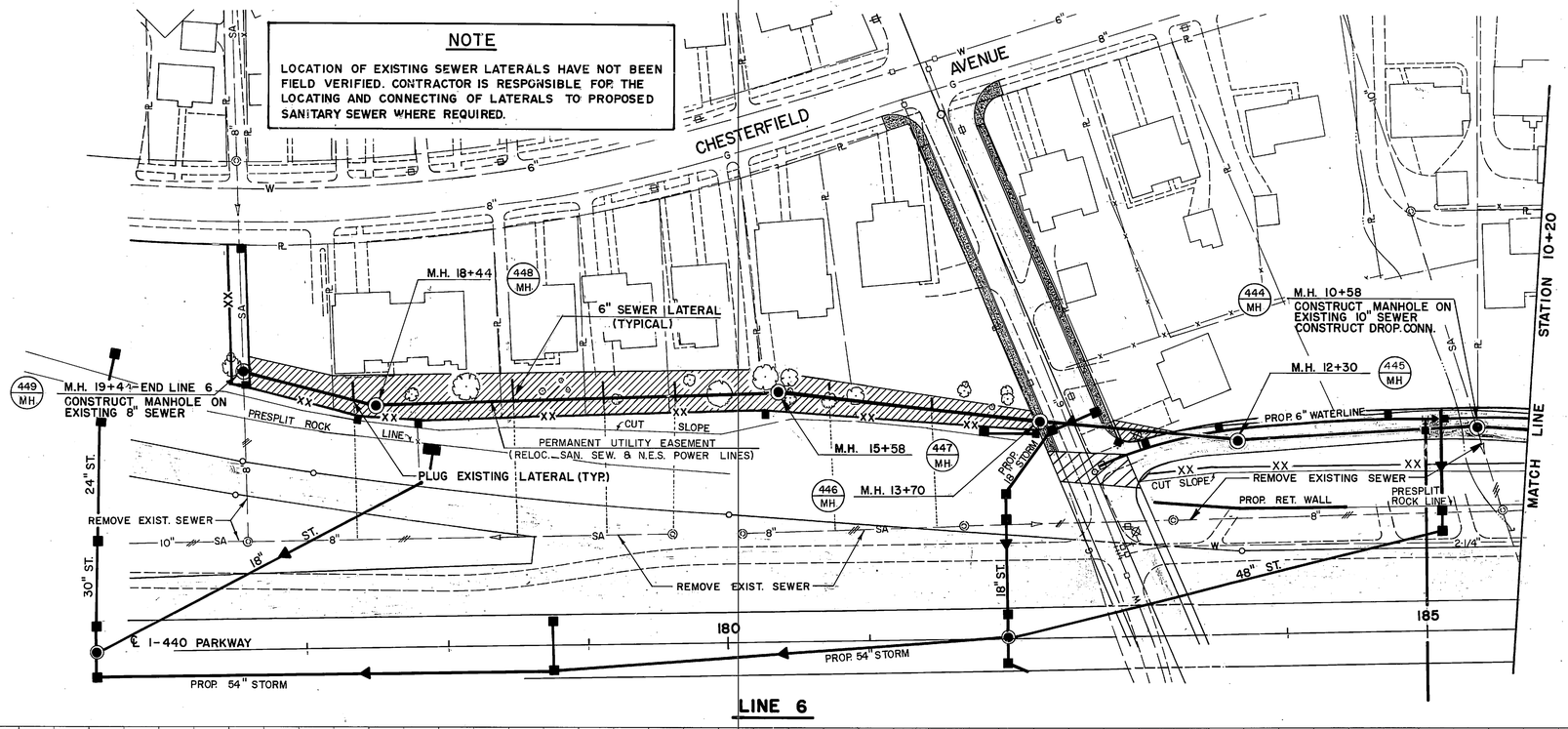
PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
DATE
BY

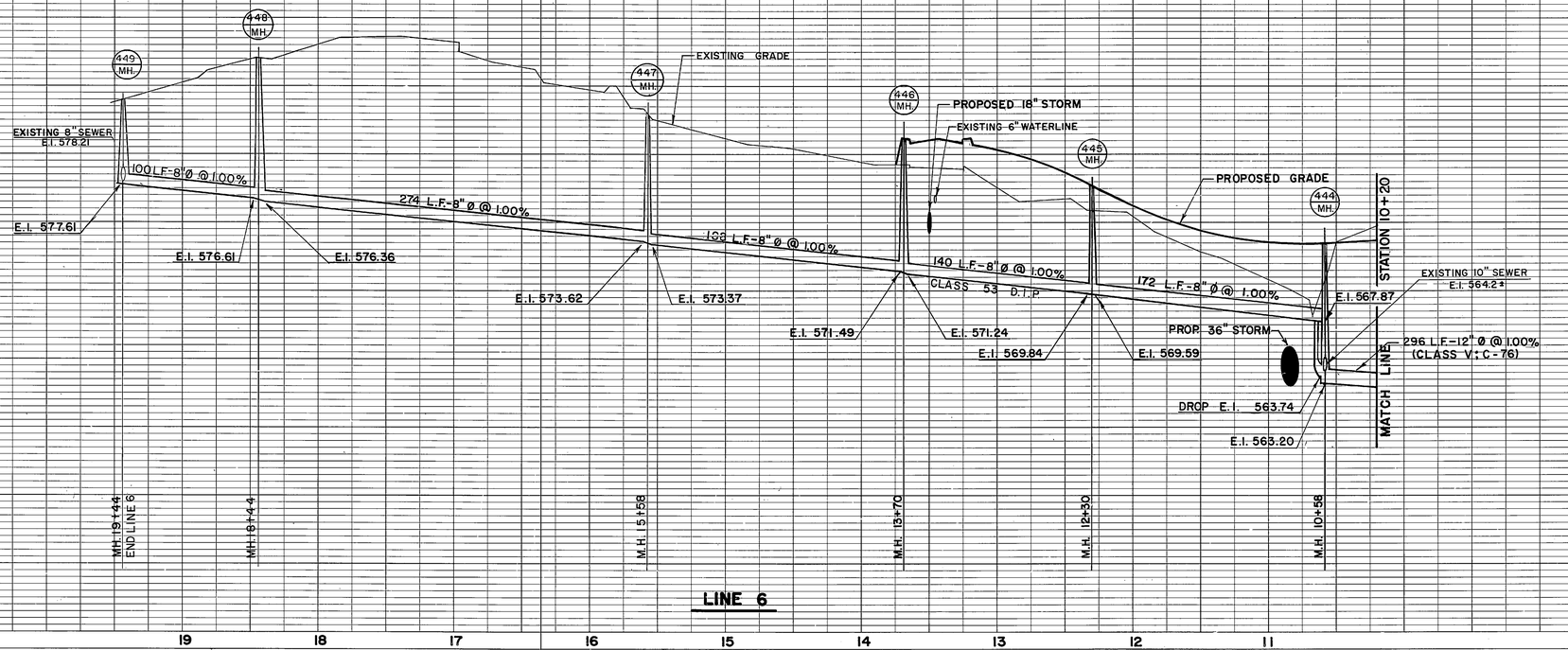
BRUNING 44-142 48877

NOTE

LOCATION OF EXISTING SEWER LATERALS HAVE NOT BEEN FIELD VERIFIED. CONTRACTOR IS RESPONSIBLE FOR THE LOCATING AND CONNECTING OF LATERALS TO PROPOSED SANITARY SEWER WHERE REQUIRED.



LINE 6



LINE 6

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED SANITARY SEWER LAYOUT
LINE 6

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

PLATE 1 SINGLE PLAN - PROFILE
CHARLES BRUNING CO.

TENN. STATE HIGHWAYS
File No. IN-334
Plans
Diwn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1982	I-440-4(53)206	107

N

BEGIN PROJ. QI -440-4(31)205 (R.O.W.)
STA. 341+86.40 "NE" ROADWAY

BEGIN PROJECT I-440-4(9)205 R.O.W.
STA. 341+86.40 N.E. ROADWAY I-40

CHARLOTTE AVENUE

EQ.

"N-E" P.O.T. STA. 337+82.34

I-440 P.O.T. STA. 113+16.30

"W-S" P.O.T. STA. 337+04.35

℄ I-440

MATCH LINE

345

340

360

21

25

HOLE NO.	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
1	1A	0-5	95	26
2	AS 13	0-2	101	22
3	AS 2	0-1	124.5	10
4	AS 1A	0-3	95	26
5	CORE	0-16	----	----
6	AS 1A	0-2	95	26
7	AS 3	0-2	101	22
8	3	0-6	101	22

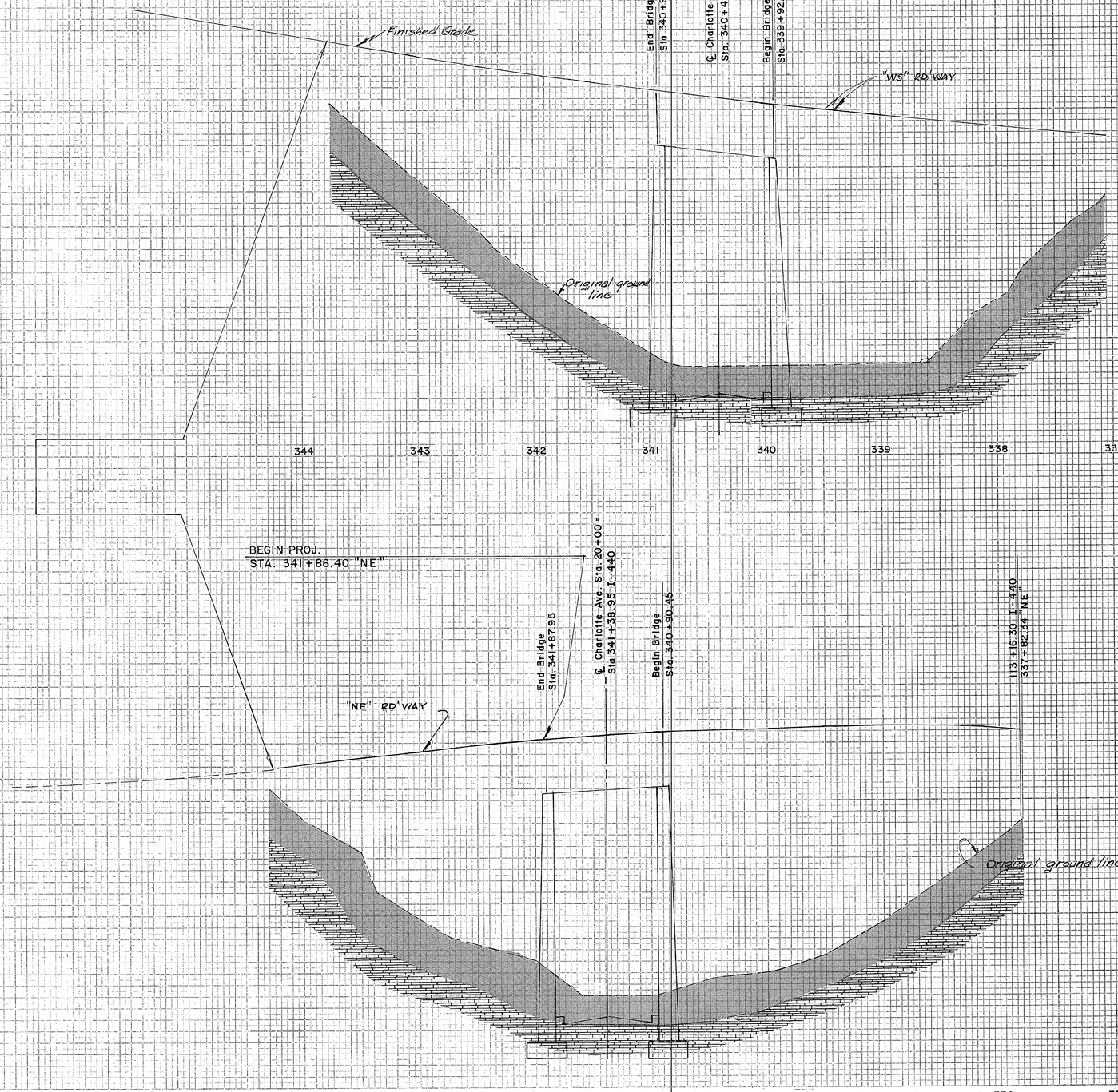
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DAVIDSON COUNTY
I-440 FROM
CHARLOTTE AVENUE
TO I-24

SCANNED

TENN. STATE HIGHWAYS
Plans Divn. File No. I-N-334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1982	I-440-4(53)206	108



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

FINAL SURVEY REVISED
SURVEYED BY
PLOTTED BY
TRACED BY
AREAS CHECKED
DATE

ORIGINAL SURVEY
SURVEYED BY
PLOTTED BY
TRACED BY
AREAS CHECKED
DATE

TENN. STATE HIGHWAYS
Plans File No. 334
Dkgn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	109

N

115

125

130

120

I-440

MATCH LINE

MATCH LINE

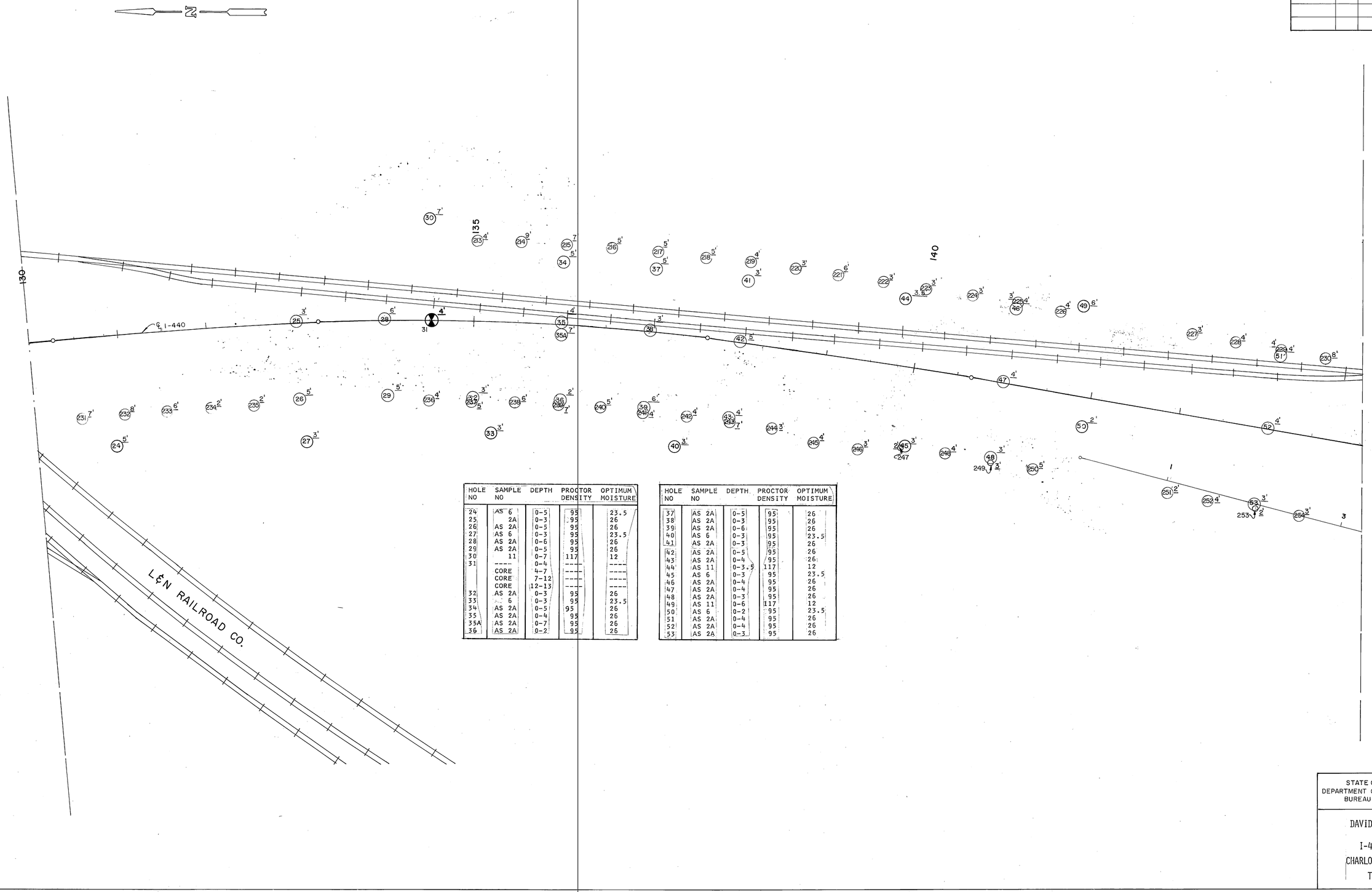
HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
9	----	0-3	----	----
10	AS 1A	0-1	95	26
11	AS 1A	0-2	95	26
12	CORE	0-8	----	----
	----	8-27	----	----
13	AS 3	0-1	101	22
14	AS 1A	0-1	95	26
15	AS 3	0-5	101	22
16	AS 3	0-6	101	22
17	----	0-1	----	----
	CORE	1-13	----	----
18	4	0-7	97	20
19	AS 3	0-2	101	22
20	AS 3	0-2	101	22
21	AS 3	0-8	101	22
22	AS 5	0-3	95	20.5
23	5	0-17	95	20.5

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DAVIDSON COUNTY
I-440 FROM
CHARLOTTE AVENUE
TO I-24

TENN. STATE HIGHWAYS
Files, Plans Divn.
No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	110



HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
24	AS 6	0-5	95	23.5
25	2A	0-3	95	26
26	AS 2A	0-5	95	26
27	AS 6	0-3	95	23.5
28	AS 2A	0-6	95	26
29	AS 2A	0-5	95	26
30	11	0-7	117	12
31	----	0-4	----	----
	CORE	4-7	----	----
	CORE	7-12	----	----
	CORE	12-13	----	----
32	AS 2A	0-3	95	26
33	6	0-3	95	23.5
34	AS 2A	0-5	95	26
35	AS 2A	0-4	95	26
35A	AS 2A	0-7	95	26
36	AS 2A	0-2	95	26

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
37	AS 2A	0-5	95	26
38	AS 2A	0-3	95	26
39	AS 2A	0-6	95	26
40	AS 6	0-3	95	23.5
41	AS 2A	0-3	95	26
42	AS 2A	0-5	95	26
43	AS 2A	0-4	95	26
44	AS 11	0-3.5	117	12
45	AS 6	0-3	95	23.5
46	AS 2A	0-4	95	26
47	AS 2A	0-4	95	26
48	AS 2A	0-3	95	26
49	AS 11	0-6	117	12
50	AS 6	0-2	95	23.5
51	AS 2A	0-4	95	26
52	AS 2A	0-4	95	26
53	AS 2A	0-3	95	26

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DAVIDSON COUNTY

I-440 FROM
CHARLOTTE AVENUE
TO I-24

TENN. STATE HIGHWAYS
Plans File No. N-334
Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	111

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
54	7	0-9	95	23.5
55	AS 7	0-7	95	23.5
56	AS 7	0-5	95	23.5
57	AS 2A	0-4	95	26
58	AS 2A	0-4	95	26
59	AS 2A	0-5	95	26
60	AS 7	0-3	95	23.5
61	AS 11	0-2	117	12
62	AS 2A	0-4	95	26
63	AS 7	0-1	95	23.5
64	AS 2A	0-5	95	26
65	AS 2A	0-1	95	26
66	AS 8	0-7	93	24.5
67	8	0-16	93	24.5
68	AS 11	0-2	117	12
69	AS 2A	0-3	95	26
70	AS 2A	0-3	95	26
71	AS 8	0-4	93	24.5
72	AS 2A	0-8	95	26
73	AS 8	0-3	93	24.5
74	AS 2A	0-3	95	26
75	AS 2A	0-11	95	26
76	AS 2A	0-9	95	26
77	AS 11	0-4	117	12
78	AS 11	0-3	117	12
78A	AS 11	0-7	117	12
79	AS 2A	0-5	95	26
80	AS 8	0-23	93	24.5
81	AS 2A	0-3	95	26
82	AS 2A	0-4	95	26
83	AS 8	0-4	93	24.5
84	9	0-5	93.5	25.5
85	12	0-14	101	22
86	AS 8	0-7	93	24.5
87	AS 8	0-4	93	24.5
88	AS 12	0-29	101	22
89	3A	0-8	91	28.5
90	AS 3A	0-8	91	28.5
91	AS 9	0-15	93.5	25.5
92	AS 3A	0-3	91	28.5

P.C. STA. 0+00 RAMP "B" = STA. 25+02.75 MURPHY RD.

RAMP "A"

RAMP "B"

RAMP "A-1"

MURPHY ROAD

STA. 0+00 RAMP "A" = STA. 146+50

STA. 6+18.31 RAMP "A-1" STA. 20+00 RAMP "A-1" & "B"

℄ RAMP "A-1" & "B"

℄ I-440

REVISED RAMP ALIGNMENT

RAMP ALIGNMENT AT TIME PROJECT DRILLED

RAMP - NEW RAMP DESIGNATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

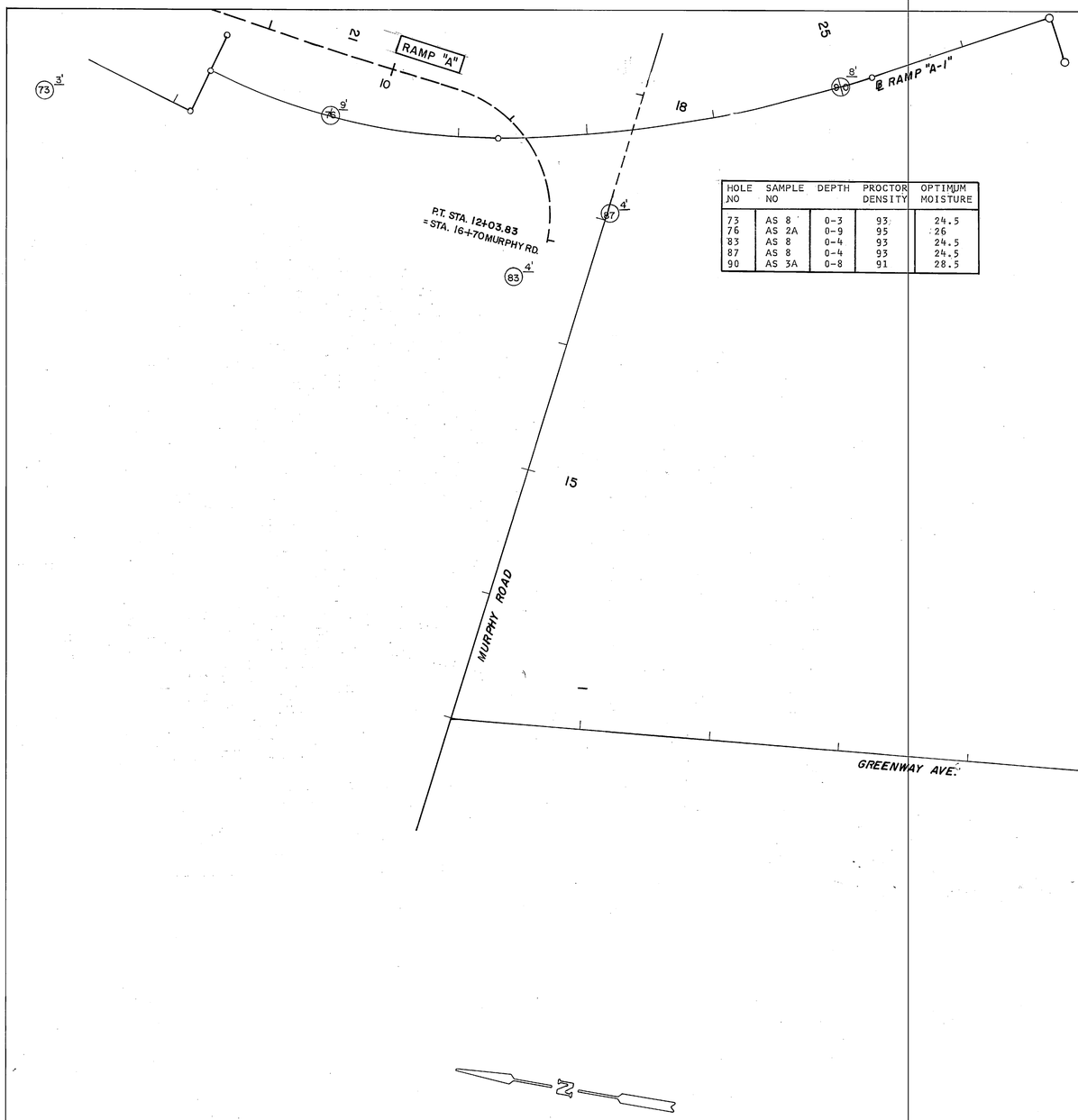
DAVIDSON COUNTY

I-440 FROM CHARLOTTE AVENUE TO I-24

TENN. STATE HIGHWAYS
Bridge No. 334
Plans
Inv.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	112



HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
73	AS 8	0-3	93	24.5
76	AS 2A	0-9	95	26
83	AS 8	0-4	93	24.5
87	AS 8	0-4	93	24.5
90	AS 3A	0-8	91	28.5

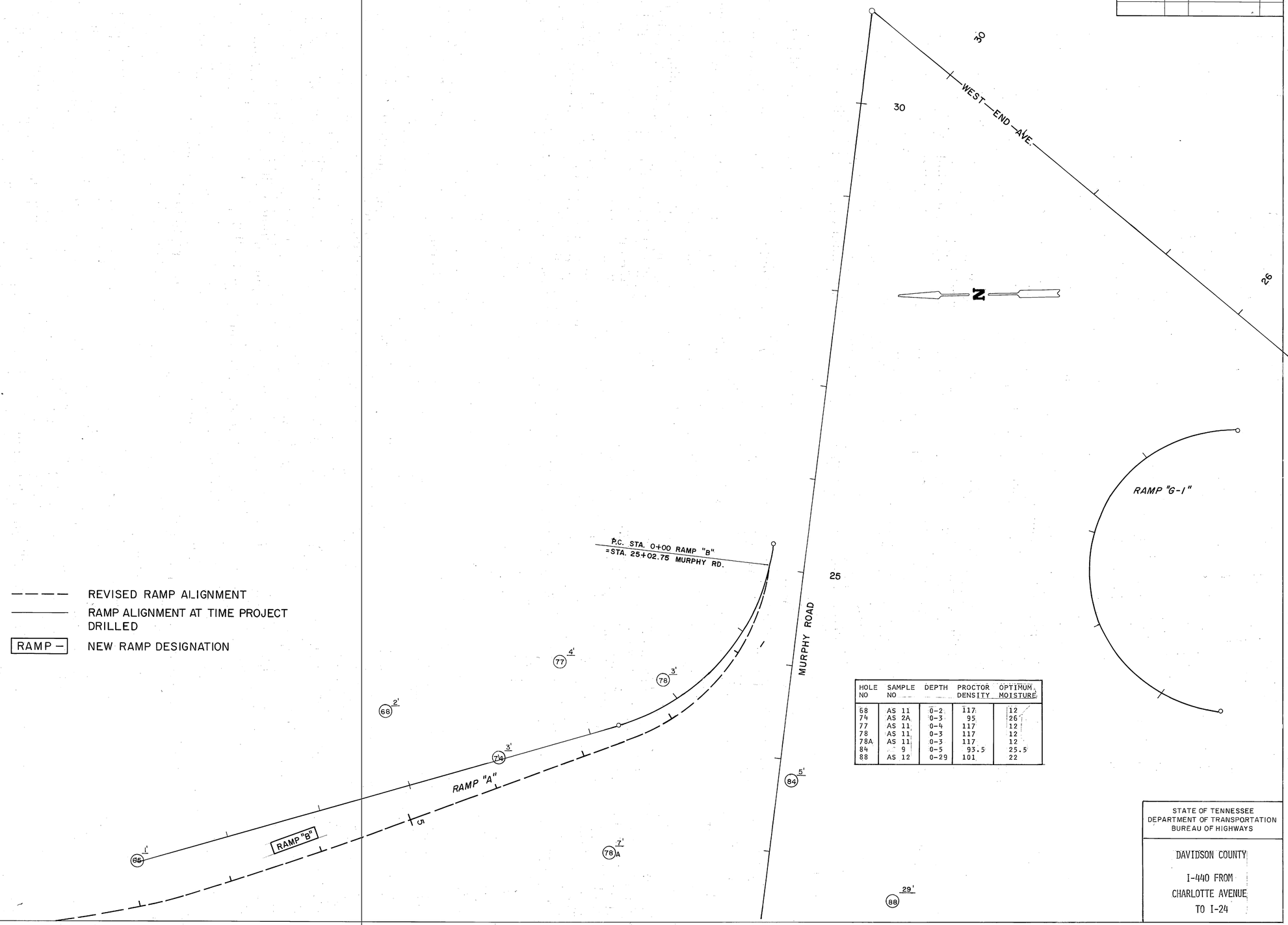
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DAVIDSON COUNTY

I-440 FROM
CHARLOTTE AVENUE
TO I-24

TENN. STATE HIGHWAYS
File No. 334
Plans Dsgn.
SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	113



REVISED RAMP ALIGNMENT

RAMP ALIGNMENT AT TIME PROJECT DRILLED

RAMP – NEW RAMP DESIGNATION

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
68	AS 11	0-2	117	12
74	AS 2A	0-3	95	26
77	AS 11	0-4	117	12
78	AS 11	0-3	117	12
78A	AS 11	0-3	117	12
84	9	0-5	93.5	25.5
88	AS 12	0-29	101	22

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DAVIDSON COUNTY

I-440 FROM
CHARLOTTE AVENUE
TO I-24

TENN. STATE HIGHWAYS
Plans File No. IN-
Divn. Instr. No. 34

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	114

MURPHY ROAD

RAMP "G-1"

P.T. STA. 17+54.38 RAMP "H"

RAMP "H"

WEST END AVE.

P.T. STA. 16+08.36 RAMP "G"

RAMP "G"

RAMP "H"

STA. 8+02.57 RAMP "F"
STA. 4+46.88 RAMP "H"

RAMP "F"

STA. 8+98.74 RAMP "F"
STA. 3+25.19 RAMP "G-1"

P.O.T. STA. 9+98.50 ℄
=P.O.T. STA. 9+98.50 RAMP "F"
=P.C. STA. 9+98.50 RAMP "H"

I-440

℄ I-440

P.O.C. STA. 5+13.14 RAMP "F"
=P.O.T. STA. 174+48.63 I-440

RAMP "F"

RAMP "F-1"

RAMP "F-1"

RAMP "C"

RAMP "B"

RAMP "B"

RAMP "D"

P.O.C. STA. 0+00 RAMP "D"

P.T. STA. 12+53.20 RAMP "C"

WEST END AVE.

P.C. STA. 0+00 RAMP "F"
=P.O.T. STA. 5+45.72 RAMP "E"

RAMP "E"

RAMP "F"

690' RT ℄

603' RT ℄

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
84	9	0-5	93.5	25.5
85	12	0-14	101	22
86	AS 8	0-7	93	24.5
88	AS 12	0-29	101	22
89	3A	0-4	91	28.5
90	AS 3A	0-8	92	28.5
91	AS 9	0-15	93.5	25.5
92	AS 3A	0-3	91	28.5
93	AS 9	0-12	93.5	25.5
94	AS 9	0-5	93.5	25.5
95	AS 3A	0-8	91	28.5
96	AS 14	0-10	101	22
97	10	0-18	101	22
98	AS 14	0-9	101	22
99	AS 14	0-8	101	22
100	AS 14	0-19	101	22
101	AS 12	0-5	101	22
102	AS 3A	0-15	91	28.5
103	AS 14	0-4	101	22
104	AS 3A	0-13	91	28.5
105	AS 3A	0-13	91	28.5
106	AS 10	0-18	101	22
107	AS 3A	0-9	91	28.5
108	AS 12	0-6	101	22
109	AS 3A	0-13	91	28.5
110	AS 3A	0-13	91	28.5
111	AS 14	0-8	101	22
112	AS 3A	0-3	91	28.5
113	AS 10	0-24	101	22
114	AS 3A	0-8	91	28.5
115	14	0-4	101	22

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
116	AS 3A	0-13	91	28.5
117	AS 14	0-5	101	22
118	AS 14	0-17	101	22
119	AS 3A	0-13	91	28.5
120	AS 10	0-9	101	22
121	AS 15	0-6	95	23.5
122	15	0-14	95	23.5
123	AS 3A	0-8	91	28.5
124	AS 15	0-7	95	23.5
125	AS 15	0-13	95	23.5
126	AS 3A	0-7	91	28.5
127	AS 3A	0-8	91	28.5
128	AS 15	0-4	95	23.5
129	AS 15	0-9	95	23.5
130	AS 3A	0-8	91	28.5
131	AS 3A	0-8	91	28.5
132	AS 15	0-4	95	23.5
133	AS 15	0-9	95	23.5
134	AS 3A	0-2	91	28.5
135	AS 3A	0-5	91	28.5
136	AS 15	0-6	95	23.5
137	AS 3A	0-8	91	28.5
138	AS 15	0-12	95	23.5
139	AS 3A	0-8	91	18.5
140	AS 16	0-8	97.5	23.5
141	AS 16	0-6	97.5	23.5
	AS 17	6-10	93	24.5
141A	AS 3A	0-8	91	28.5
142	AS 16	0-6	97.5	23.5
143	AS 15	0-2	95	23.5
144	AS 3A	0-8	91	28.5

REVISED RAMP ALIGNMENT

RAMP ALIGNMENT AT TIME PROJECT DRILLED

RAMP – NEW RAMP DESIGNATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DAVIDSON COUNTY
I-440 FROM
CHARLOTTE AVENUE
TO I-24

TENN. STATE HIGHWAYS
File No. IN-534
Plans Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	115

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
96	AS 14	0-10	101	22
103	AS 14	0-4	101	22
114	AS 3A	0-8	91	28.5
115	14	0-14	101	11
119	AS 3A	0-13	91	28.5
120	AS 10	0-9	101	22
125	AS 15	0-13	95	23.5
131	AS 3A	0-8	91	28.5
131A	AS 3A	0-4	91	28.5
132	AS 15	0-4	95	23.5
138	AS 15	0-12	95	23.5
139	AS 3A	0-8	19	28.5
139A	AS 3A	0-8	91	28.5
140	AS 16	0-8	97.5	23.5
141	AS 16	0-10	97.5	23.5
147A	AS 3A	0-5	91	28.5

RAMP "C"
RAMP "B-1"
RAMP "B"
RAMP "F-1"
RAMP "F"
RAMP "E"
P.T. STA. 12+53.20 RAMP "C"
P.C. STA. 0+00 RAMP "F"
=P.O.T. STA. 5+45.72 RAMP "E"
Equation:
P.T. Sta. 2+09.20 BK =
Sta. 2+07.91 Ah.
WEST END AVE.
STA. 1+73.97 RAMP "E"
GREENWAY - ELMINGTON RELOCATION
10
5
45
15
41

— — — — REVISED RAMP ALIGNMENT
——— RAMP ALIGNMENT AT TIME PROJECT DRILLED
RAMP — NEW RAMP DESIGNATION

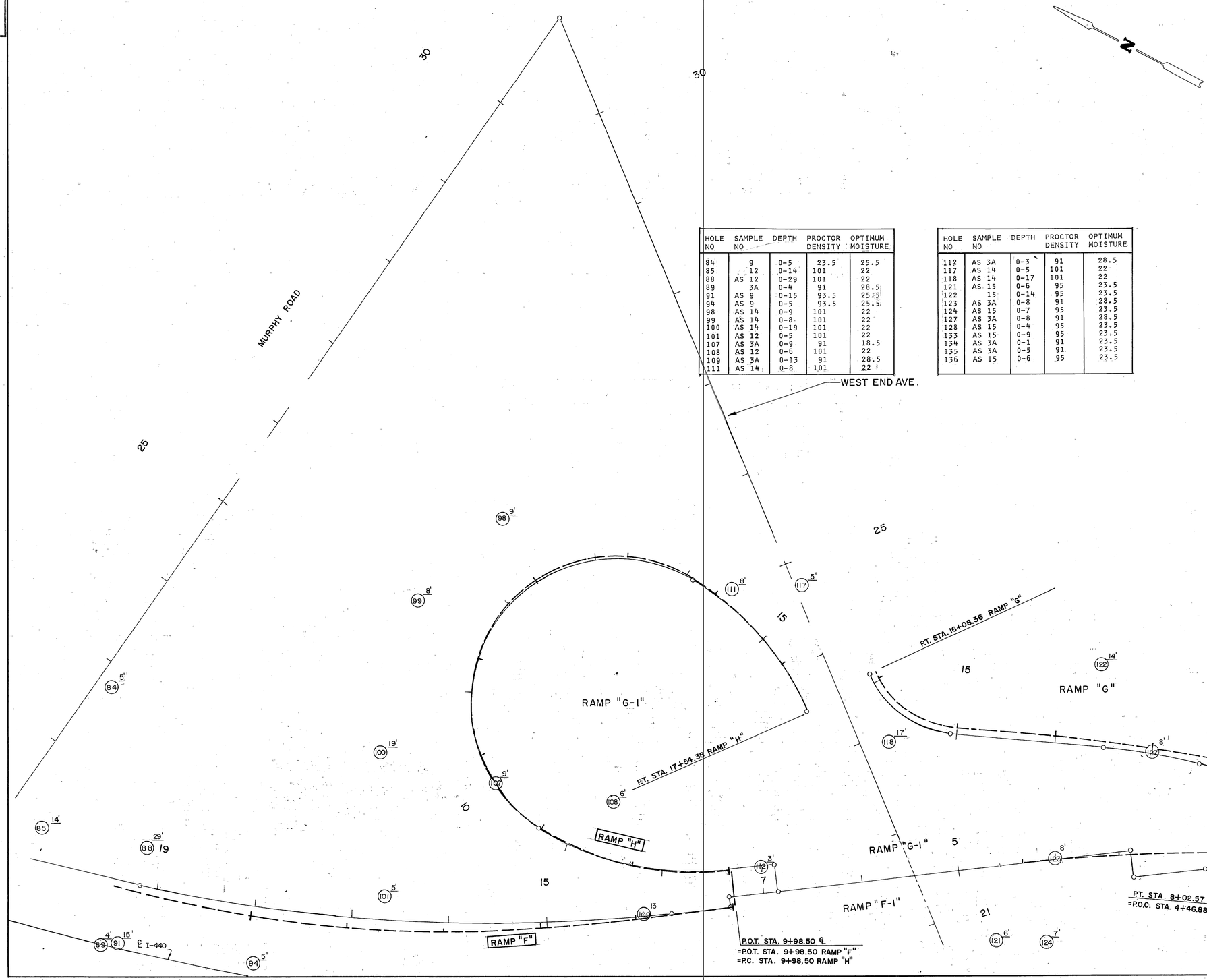
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DAVIDSON COUNTY
I-440 FROM
CHARLOTTE AVENUE
TO I-24

TENN. STATE HIGHWAYS
Plans Divn.
File No. IN-334

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	116



HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
84	9	0-5	23.5	25.5
85	12	0-14	101	22
88	AS 12	0-29	101	22
89	3A	0-4	91	28.5
91	AS 9	0-15	93.5	25.5
94	AS 9	0-5	93.5	25.5
98	AS 14	0-9	101	22
99	AS 14	0-8	101	22
100	AS 14	0-19	101	22
101	AS 12	0-5	101	22
107	AS 3A	0-9	91	18.5
108	AS 12	0-6	101	22
109	AS 3A	0-13	91	28.5
111	AS 14	0-8	101	22

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
112	AS 3A	0-3	91	28.5
117	AS 14	0-5	101	22
118	AS 14	0-17	101	22
121	AS 15	0-6	95	23.5
122	15	0-14	95	23.5
123	AS 3A	0-8	91	28.5
124	AS 15	0-7	95	23.5
127	AS 3A	0-8	91	28.5
128	AS 15	0-4	95	23.5
133	AS 15	0-9	95	23.5
134	AS 3A	0-1	91	23.5
135	AS 3A	0-5	91	23.5
136	AS 15	0-6	95	23.5

- – – – – REVISED RAMP ALIGNMENT
- ——— RAMP ALIGNMENT AT TIME PROJECT DRILLED
- RAMP — NEW RAMP DESIGNATION

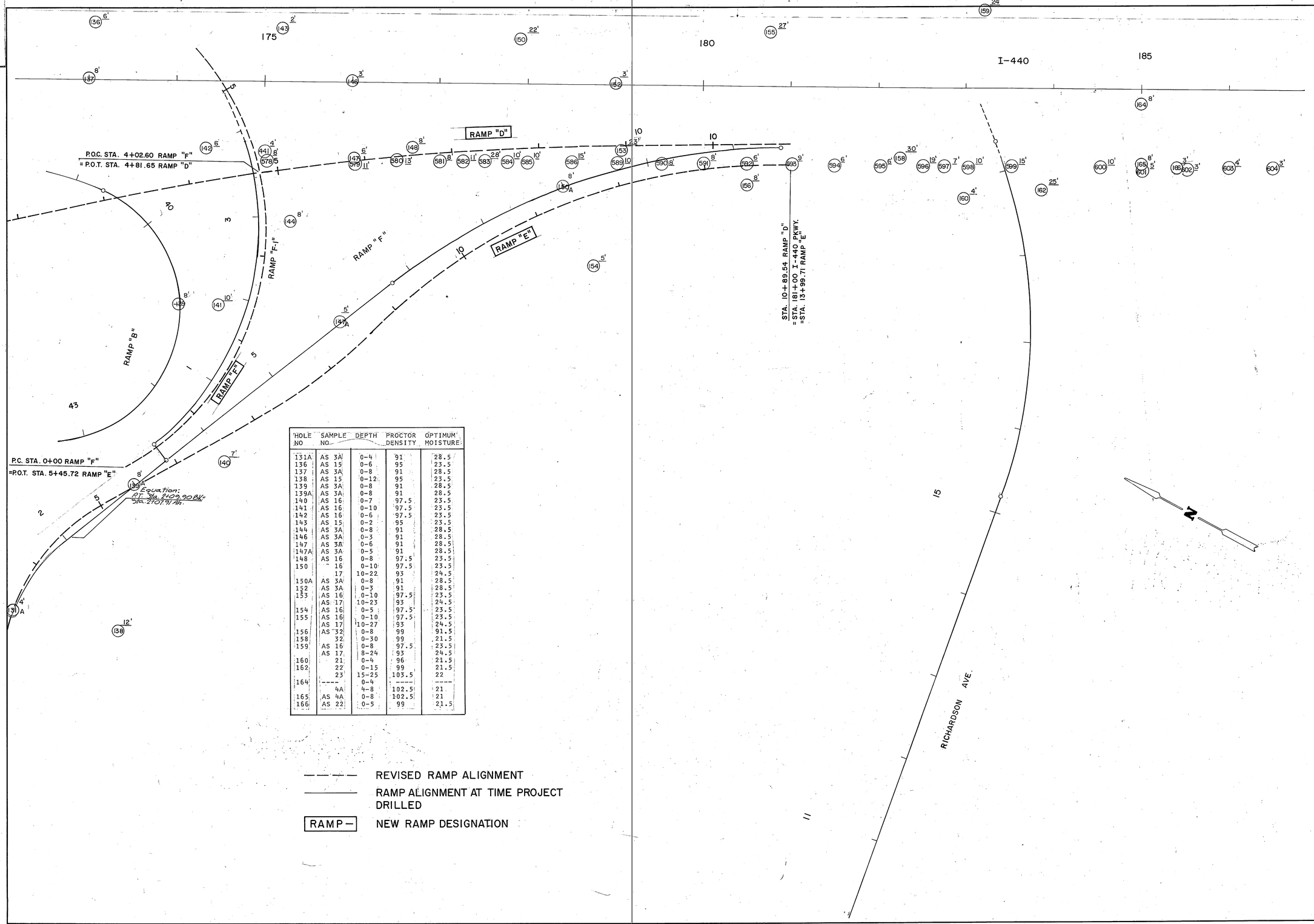
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DAVIDSON COUNTY
I-440 FROM
CHARLOTTE AVENUE
TO I-24

SCANNED

TENN. STATE HIGHWAYS | Plans File No. | Divn.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	117



HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
131A	AS 3A	0-4	91	28.5
136	AS 15	0-6	95	23.5
137	AS 3A	0-8	91	28.5
138	AS 15	0-12	95	23.5
139	AS 3A	0-8	91	28.5
139A	AS 3A	0-8	91	28.5
140	AS 16	0-7	97.5	23.5
141	AS 16	0-10	97.5	23.5
142	AS 16	0-6	97.5	23.5
143	AS 15	0-2	95	23.5
144	AS 3A	0-8	91	28.5
146	AS 3A	0-3	91	28.5
147	AS 3A	0-6	91	28.5
147A	AS 3A	0-5	91	28.5
148	AS 16	0-8	97.5	23.5
150	16	0-10	97.5	23.5
	17	10-22	93	24.5
150A	AS 3A	0-8	91	28.5
152	AS 3A	0-3	91	28.5
153	AS 16	0-10	97.5	23.5
	AS 17	10-23	93	24.5
154	AS 16	0-5	97.5	23.5
155	AS 16	0-10	97.5	23.5
	AS 17	10-27	93	24.5
156	AS 32	0-8	99	91.5
158	32	0-30	99	21.5
159	AS 16	0-8	97.5	23.5
	AS 17	8-24	93	24.5
160	21	0-4	96	21.5
162	22	0-15	99	21.5
	23	15-25	103.5	22
164	----	0-4	----	----
	4A	4-8	102.5	21
165	AS 4A	0-8	102.5	21
166	AS 22	0-5	99	21.5

REVISED RAMP ALIGNMENT

RAMP ALIGNMENT AT TIME PROJECT DRILLED

RAMP— NEW RAMP DESIGNATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

DAVIDSON COUNTY

I-440 FROM
CHARLOTTE AVENUE
TO I-24

TENN. STATE HIGHWAYS
Plans Div. File No. IN-334

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	118

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
142	AS 15	0-6	95	23.5
143	AS 16	0-2	97.5	23.5
144	AS 3A	0-8	91	28.5
145	AS 3A	0-8	91	28.5
146	AS 3A	0-3	91	28.5
147	AS 3A	0-6	91	28.5
148	AS 16	0-8	97.5	23.5
149	AS 16	0-8	97.5	23.5
150	16	0-10	97.5	23.5
	17	10-22	93	24.5
151	AS 3A	0-8	91	28.5
152	AS 3A	0-3	91	28.5
153	AS 16	0-10	97.5	23.5
	AS 17	10-23	93	24.5
154	AS 15	0-5	97.5	23.5
155	AS 16	0-10	97.5	23.5
	AS 17	10-27	93	24.5
158	32	0-30	99	21.5
159	AS 16	0-8	97.5	23.5
	AS 17	8-24	93	24.5
160	21	0-4	96	21.5
161	AS 16	0-7	97.5	23.5
	AS 17	7-16	93	24.5

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
162	22	0-15	99	21.5
	23	15-25	103.5	22
163	AS 16	0-16	97.5	23.5
164	----	0-4	----	----
	4A	4-8	102.5	21
165	AS 4A	0-8	102.5	21
166	AS 22	0-6	99	21.5
167	AS 16	0-12	97.5	23.5
168	AS 22	0-4	99	21.5
169	AS 4A	0-8	102.5	21
170	----	0-5	----	----
	AS 4A	5-8	102.5	21
171	AS 16	0-2	97.5	23.5
172	AS 24	0-4	97.5	23.5
173	18	0-3	99	20.5
174	AS 18	0-5	99	20.5
175	AS 18	0-2	99	20.5
176	AS 18	0-7	99	20.5
177	AS 18	0-10	99	20.5
178	AS 18	0-4	99	20.5
179	AS 18	0-5	99	20.5
180	AS 18	0-3	99	20.5
181	AS 24	0-5	97.5	23.5
182	AS 4A	0-8	102.5	21

MATCH LINE "A"

MARLBOROUGH AVE.

STA. 21+26.50 MARLBOROUGH AVE.
=STA. 0+00 ACCESS RD.

BEG. PROJ. 01-440-4(34)207 (R.O.W.)
END PROJ. 01-440-4(31)205 (R.O.W.)
STA. 183+10.15

STA. 0+00 RAMP "G"

RAMP "G"

RAMP "D"

RAMP "E"

RAMP "F"

I-440

MATCH LINE "A"

MARLBOROUGH AVE.

REVISED RAMP ALIGNMENT

RAMP ALIGNMENT AT TIME PROJECT DRILLED

RAMP – NEW RAMP DESIGNATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

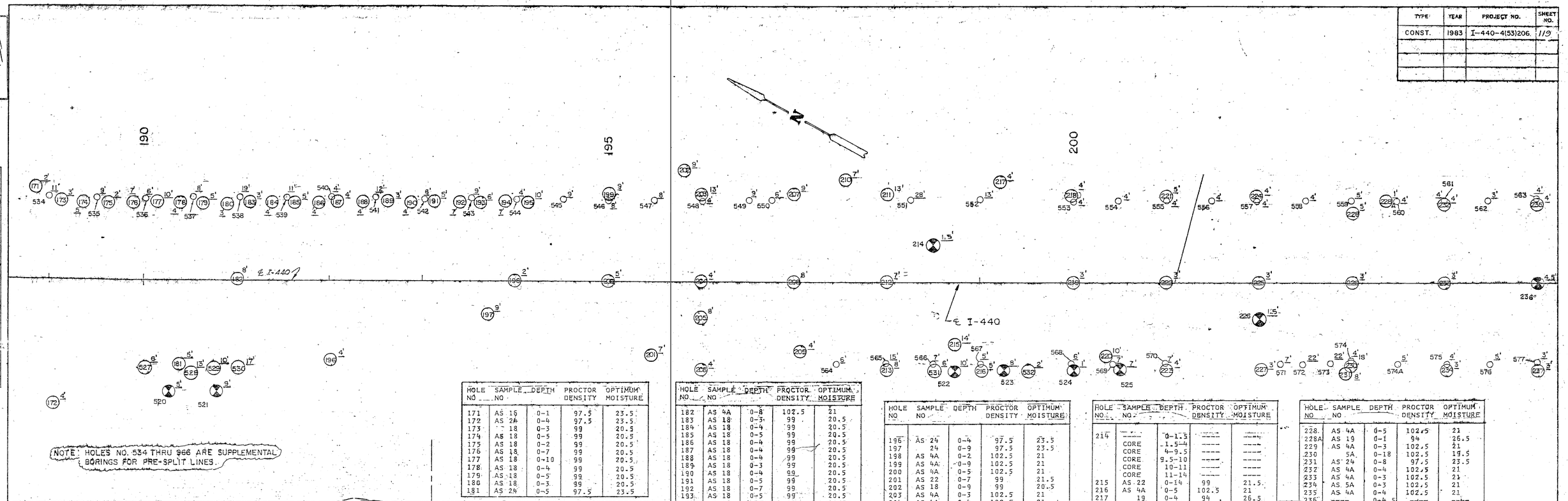
DAVIDSON COUNTY

I-440 FROM CHARLOTTE AVENUE TO I-24

TENN. STATE HIGHWAYS
Plans File No. IN-334
Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206.	119



NOTE: HOLES NO. 534 THRU 966 ARE SUPPLEMENTAL BORINGS FOR PRE-SPLIT LINES.

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
171	AS 16	0-1	97.5	23.5
172	AS 24	0-4	97.5	23.5
173	" 18	0-3	99	20.5
174	AS 18	0-5	99	20.5
175	AS 18	0-2	99	20.5
176	AS 18	0-7	99	20.5
177	AS 18	0-10	99	20.5
178	AS 18	0-4	99	20.5
179	AS 18	0-5	99	20.5
180	AS 18	0-3	99	20.5
181	AS 24	0-5	97.5	23.5

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
182	AS 4A	0-8	102.5	21
183	AS 18	0-3	99	20.5
184	AS 18	0-4	99	20.5
185	AS 18	0-5	99	20.5
186	AS 18	0-4	99	20.5
187	AS 18	0-4	99	20.5
188	AS 18	0-4	99	20.5
189	AS 18	0-3	99	20.5
190	AS 18	0-4	99	20.5
191	AS 18	0-5	99	20.5
192	AS 18	0-7	99	20.5
193	AS 18	0-5	99	20.5
194	AS 18	0-7	99	20.5
195	AS 18	0-10	99	20.5

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
196	AS 24	0-4	97.5	23.5
197	" 24	0-9	97.5	23.5
198	AS 4A	0-2	102.5	21
199	AS 4A	0-9	102.5	21
200	AS 4A	0-5	102.5	21
201	AS 22	0-7	99	21.5
202	AS 18	0-9	99	20.5
203	AS 4A	0-3	102.5	21
204	AS 4A	0-4	102.5	21
205	-----	0-8	-----	-----
206	AS 4A	0-4	102.5	21
207	AS 4A	0-9	102.5	21
208	AS 4A	0-8	102.5	21
209	AS 22	0-4	99	21.5
210	AS 18	0-7	99	20.5
211	AS 4A	0-13	102.5	21
212	AS 4A	0-7	102.5	21
213	AS 4A	0-8	102.5	21

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
214	-----	0-1.5	-----	-----
	CORE	1.5-4	-----	-----
	CORE	4-9.5	-----	-----
	CORE	9.5-10	-----	-----
	CORE	10-11	-----	-----
	CORE	11-14	-----	-----
215	AS 22	0-14	99	21.5
216	AS 4A	0-5	102.5	21
217	" 19	0-4	94	26.5
218	AS 4A	0-4	102.5	21
219	AS 4A	0-3	102.5	21
220	AS 22	0-10	99	21.5
221	AS 4A	0-5	102.5	21
222	AS 4A	0-3	102.5	21
223	AS 4A	0-4	102.5	21
224	AS 4A	0-4	102.5	21
225	AS 4A	0-3	102.5	21
226	-----	0-1.5	-----	-----
	CORE	1.5-3.5	-----	-----
	CAVITY	3.5-4	-----	-----
	CORE	4-5	-----	-----
	CORE	5-12	-----	-----
227	AS 4A	0-3	102.5	21

HOLE NO	SAMPLE NO	DEPTH	PROCTOR DENSITY	OPTIMUM MOISTURE
228	AS 4A	0-5	102.5	21
228A	AS 19	0-1	94	26.5
229	AS 4A	0-3	102.5	21
230	5A	0-18	102.5	19.5
231	AS 24	0-8	97.5	23.5
232	AS 4A	0-4	102.5	21
233	AS 4A	0-3	102.5	21
234	AS 5A	0-3	102.5	21
235	AS 4A	0-4	102.5	21
236	-----	0-4.5	-----	-----
	CORE	4.5-7	-----	-----
237	AS 5A	0-3	-----	-----
520	-----	0-5	-----	-----
	CORE	5-7	-----	-----
	CAVITY	7-8	-----	-----
	CORE	8-17	-----	-----
521	-----	0-9	-----	-----
	CORE	9-18	-----	-----
	CORE	18-19	-----	-----
522	-----	0-10	-----	-----
	CORE	10-21	-----	-----
523	-----	0-8	-----	-----
	CORE	8-9.5	-----	-----
	CORE	9.5-19	-----	-----
524	-----	0-1	-----	-----
	CORE	1-3	-----	-----
	CORE	3-4.5	-----	-----
	CORE	4.5-13	-----	-----
525	-----	0-7	-----	-----
	CORE	7-13	-----	-----
	CORE	13-17	-----	-----

PLAN: SURVEYED, PLOTTED, QUANTITIES CHECKED, R/W AGREEMENT CHECKED, R/T OF WAY CHECKED, MDH BOOK NO.

PROFILE: SURVEYED, PLOTTED, DRAWING CHECKED, B.M.'s NOTED, STRUCTURE, NOTATIONS CHKD.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

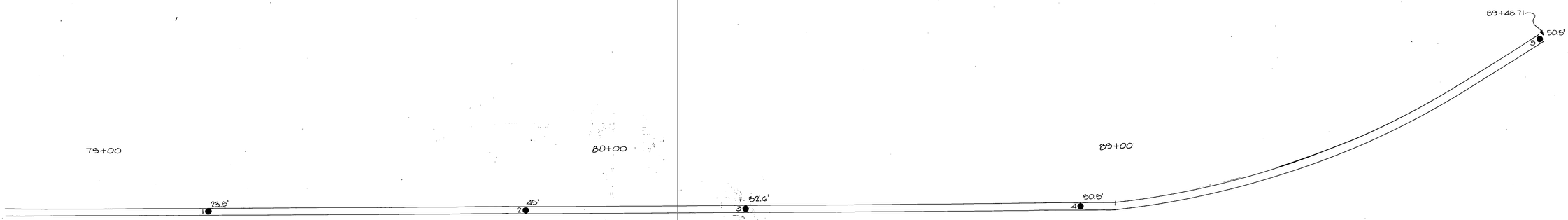
DAVIDSON COUNTY

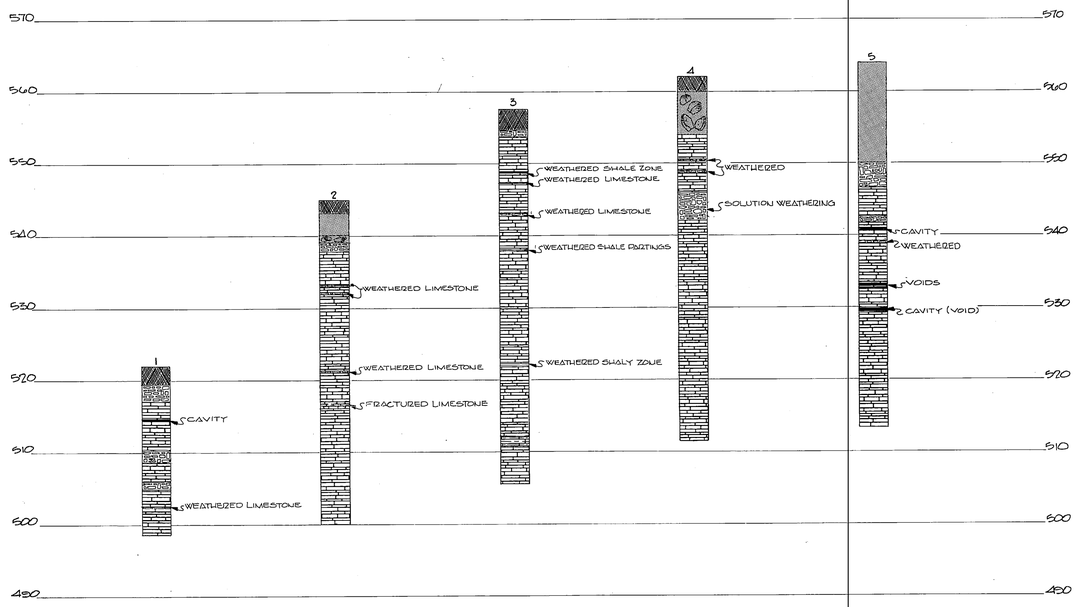
I-440 FROM
CHARLOTTE AVENUE
TO I-24

TENN. STATE HIGHWAYS
Plans Div. | File No. 47-334

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	1194





CORE NO. 2 ● 45' DEPTH CORE TERMINATED

- ROADWAY MATERIAL
- CLAY
- CLAY AND BOULDERS
- WEATHERED LIMESTONE
- SHALY LIMESTONE

GROUND AND ROCK ELEVATION

1	G 522.0± R 519.5
2	G 545.0± R 539.0
3	G 557.5± R 554.5
4	G 562.0± R 554.0
5	G 564.0± R 550.0

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

I-440
MURPHY ROAD STORM DRAINS
DAVIDSON COUNTY

TELEDYNE POST N18266

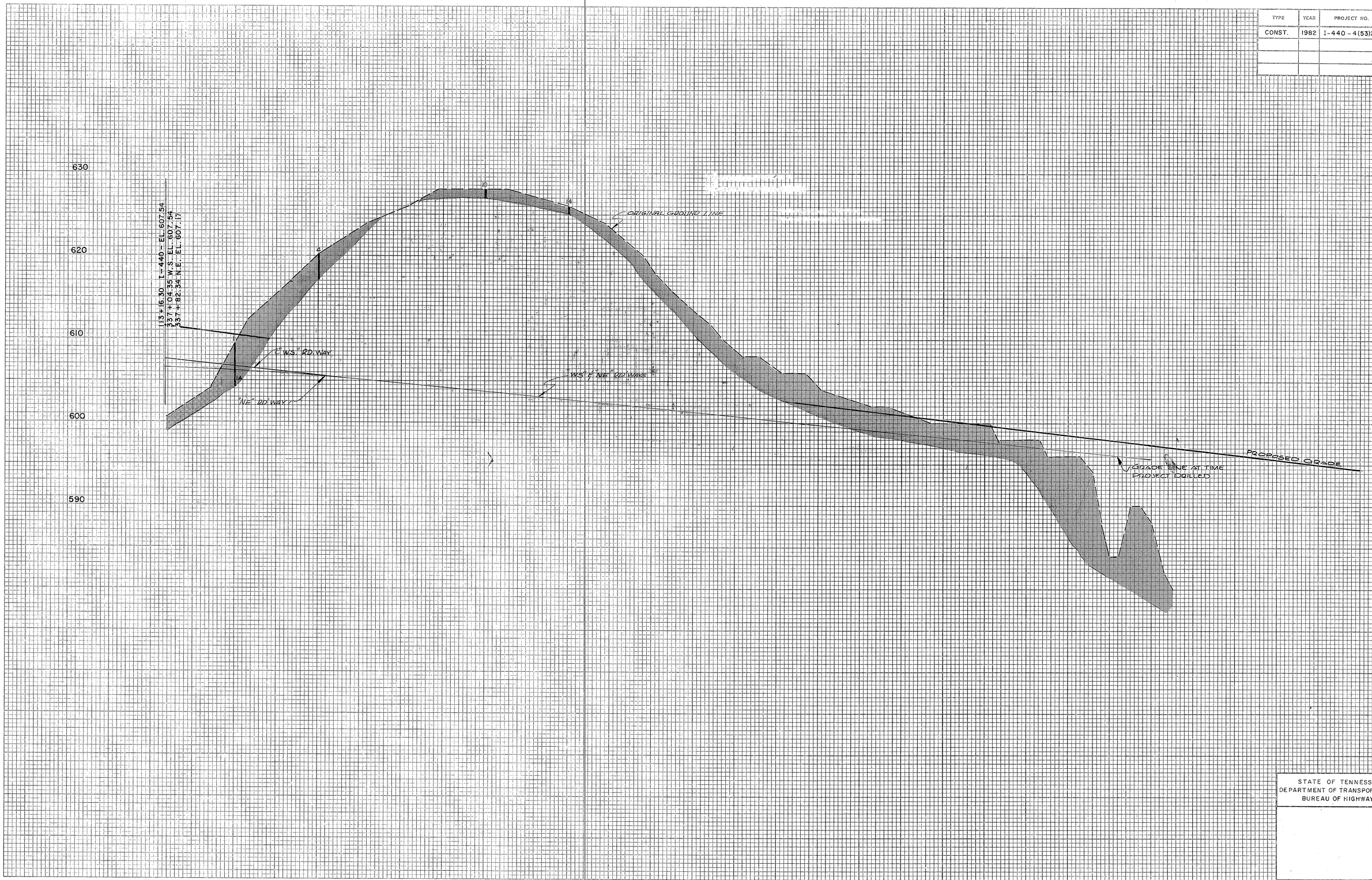
TENN. STATE HIGHWAYS
Plans File No. 334
Div.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1982	I-440-4(53)206	120

FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

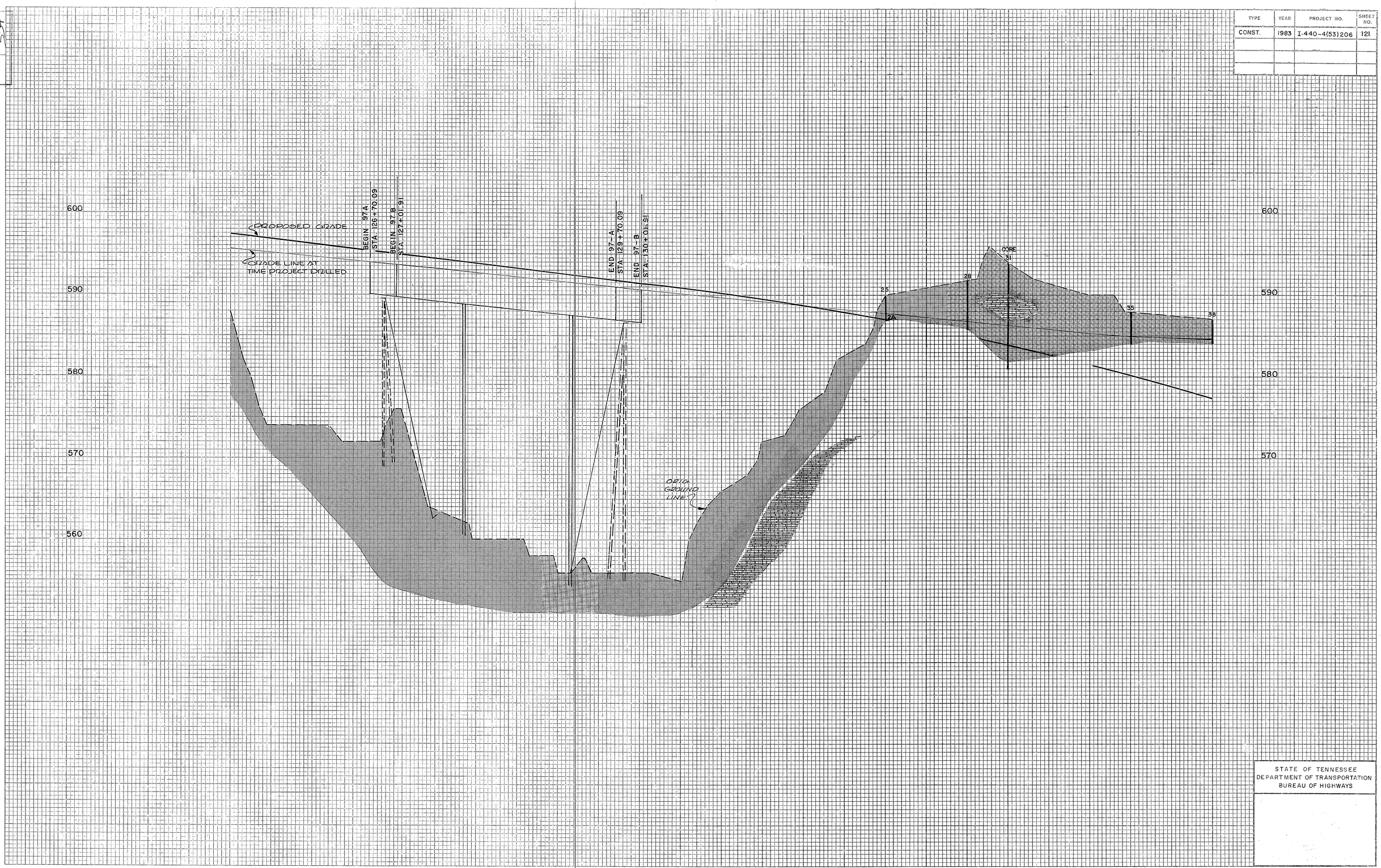
TENN. STATE HIGHWAYS
Plans File No. 54
Div.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	121

SCANNED

FINAL SURVEY (NOTE BOOK NO. ____)
SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED
BY / DATE

ORIGINAL SURVEY (STATE BOOK NO. ____)
SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED
BY / DATE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TENN. STATE HIGHWAYS
Plans File No. 334
Divn. 1

SCANNED

ORIGINAL SURVEY	SURVEYED	DATE
	PLOTTED	
NOTE BOOK	TEMPLATE	
NO.	AREAS	
	AREAS CHECKED	

FINAL SURVEY	SURVEYED	DATE
	PLOTTED	
NOTE BOOK	TEMPLATE	
NO.	AREAS	
	AREAS CHECKED	

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	122

600

590
580
570
560
550
540

137 138 139 140 141 142 143 144 145 146 147 148 149

GRADE LINE AT TIME PROJECT DRILLED

38 42 47 52 58

PROPOSED GRADE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TENN. STATE HIGHWAYS
Plans File No. N-334
Divn.

SCANNED

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
	PLOTTED	
	TEMPLATE	
NOTE BOOK	AREAS	
NO.	AREAS CHECKED	

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206'	123

595
590
585
580
575
570
565
560
555
550
545
540
535

Begin 98A Sta 152+74.88
Begin 98B Sta 152+26.36
℄ Ramp "A-1" Sta 153+03.36 L=1410
End 98A Sta 153+69.19
End 98B Sta 153+03.52
I-440 W.B.L. ℄
I-440 E.B.L. ℄
℄ RAMP "A-1"
75
81
Begin 100B Sta 157+45.46
Begin 100A Sta 157+53.76
℄ MURPHY RD.
℄ Murphy Rd. Sta 158+20.00 L=1410
End 100B Sta 159+06.39
End 100A Sta 159+16.93
89
Grade Line at Time Project Drilled
℄ Proposed Grade

149 150 151 152 153 154 155 156 157 158 159 160 161

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TENN. STATE HIGHWAYS
Plans File No. 54
Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	124

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

℄ West End Ave Sta 20+00 =
Sta. 169+01.02 I-440

Grade Line At Time Project Drilled

Ground Line

Proposed Grade

102
110
126
137

580
575
570
565
560
555
550
545
540

161 162 163 165 165 166 167 168 169 170 171 172 173

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

580

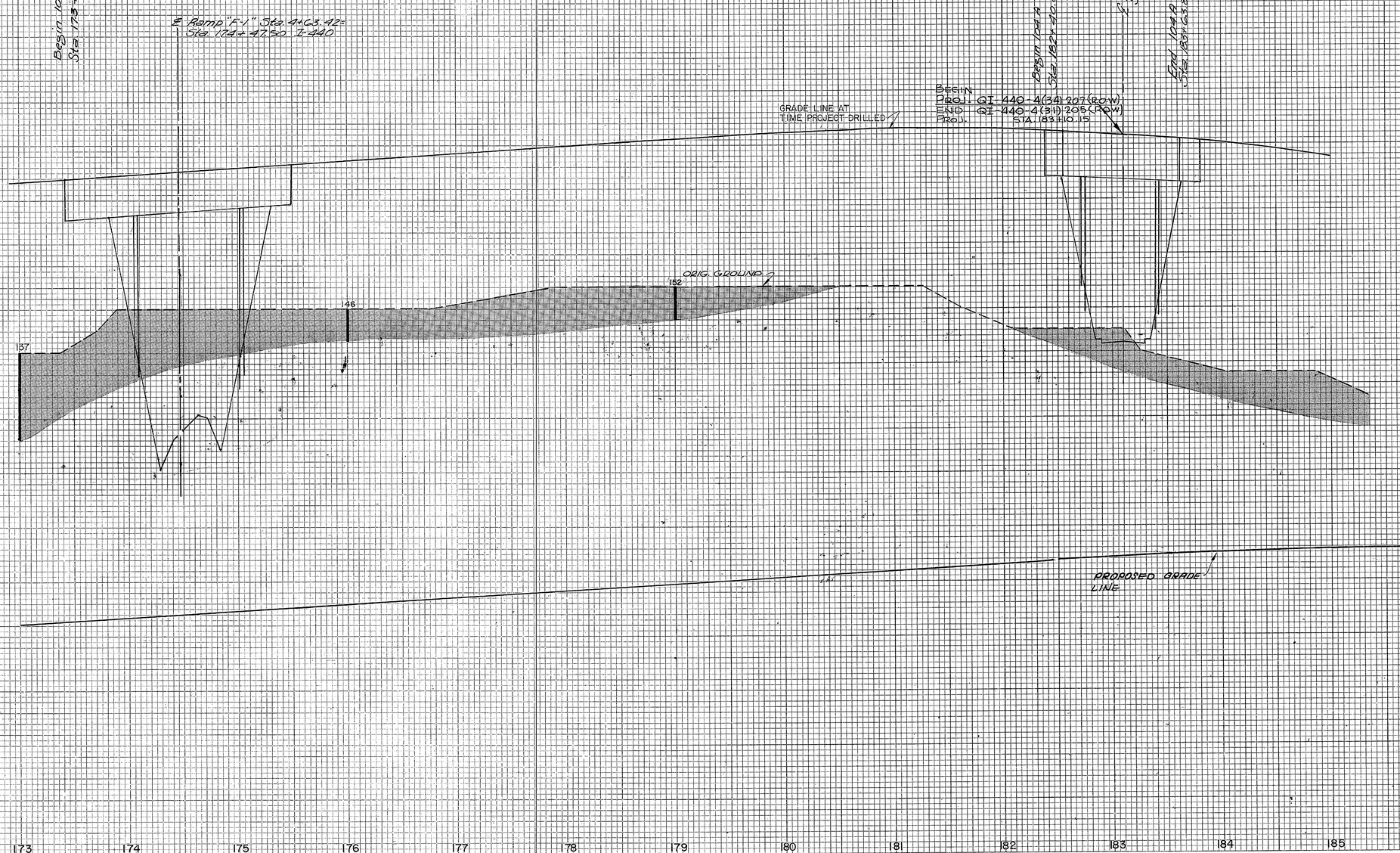
TENN. STATE HIGHWAYS	
Plans Divn.	File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4 (53)206	125

SCANNED

FINAL SURVEY	SURVEYED	DATE
	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS	
	AREAS CHECKED	



ORIGINAL SURVEY	SURVEYED	DATE
	PLOTTED	BY
NOTE BOOK	TEMPLATE	
NO.	AREAS	
	AREAS CHECKED	

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

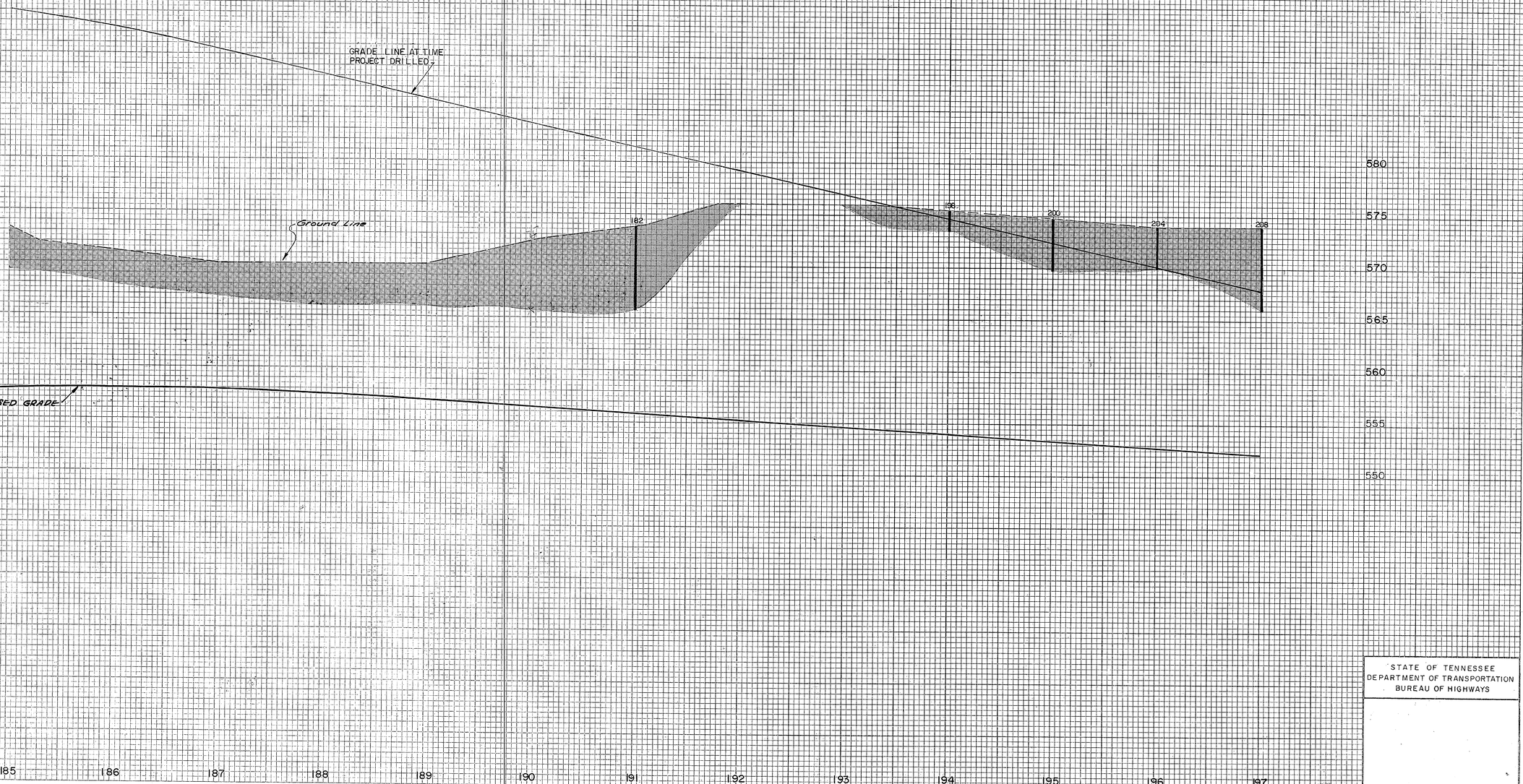
TENN. STATE HIGHWAYS
Plans Div. | File No. 1-34

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53) 206	126

FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
NOTE BOOK
NO.
BY
DATE



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

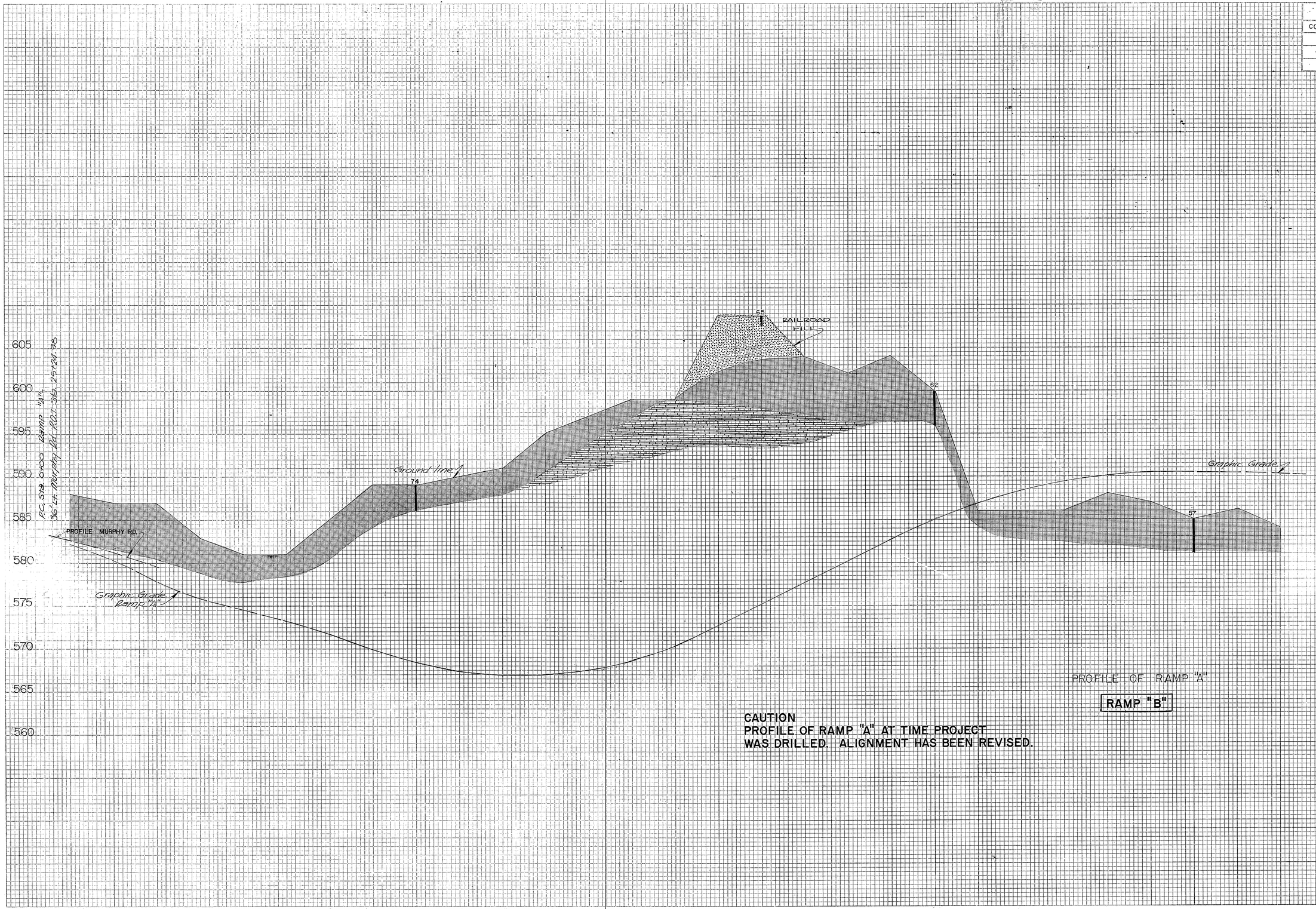
TENN. STATE HIGHWAYS
Plans Div. | File No. N-334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	127

SCANNED

FINAL SURVEY PLOTTED | DATE | BY
STRIPPED
PLOTTED
TEMPLATE
AREAS
LAYOUT CHECKED
TOTAL FOOR
NO.

ORIGINAL SURVEY PLOTTED | DATE | BY
SURVEYED
PLOTTED
TEMPLATE
AREAS
LAYOUT CHECKED
TAPE BOOK
NO.



CAUTION
PROFILE OF RAMP "A" AT TIME PROJECT WAS DRILLED. ALIGNMENT HAS BEEN REVISED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TENN. STATE HIGHWAYS
Plans File
Div. No. 334

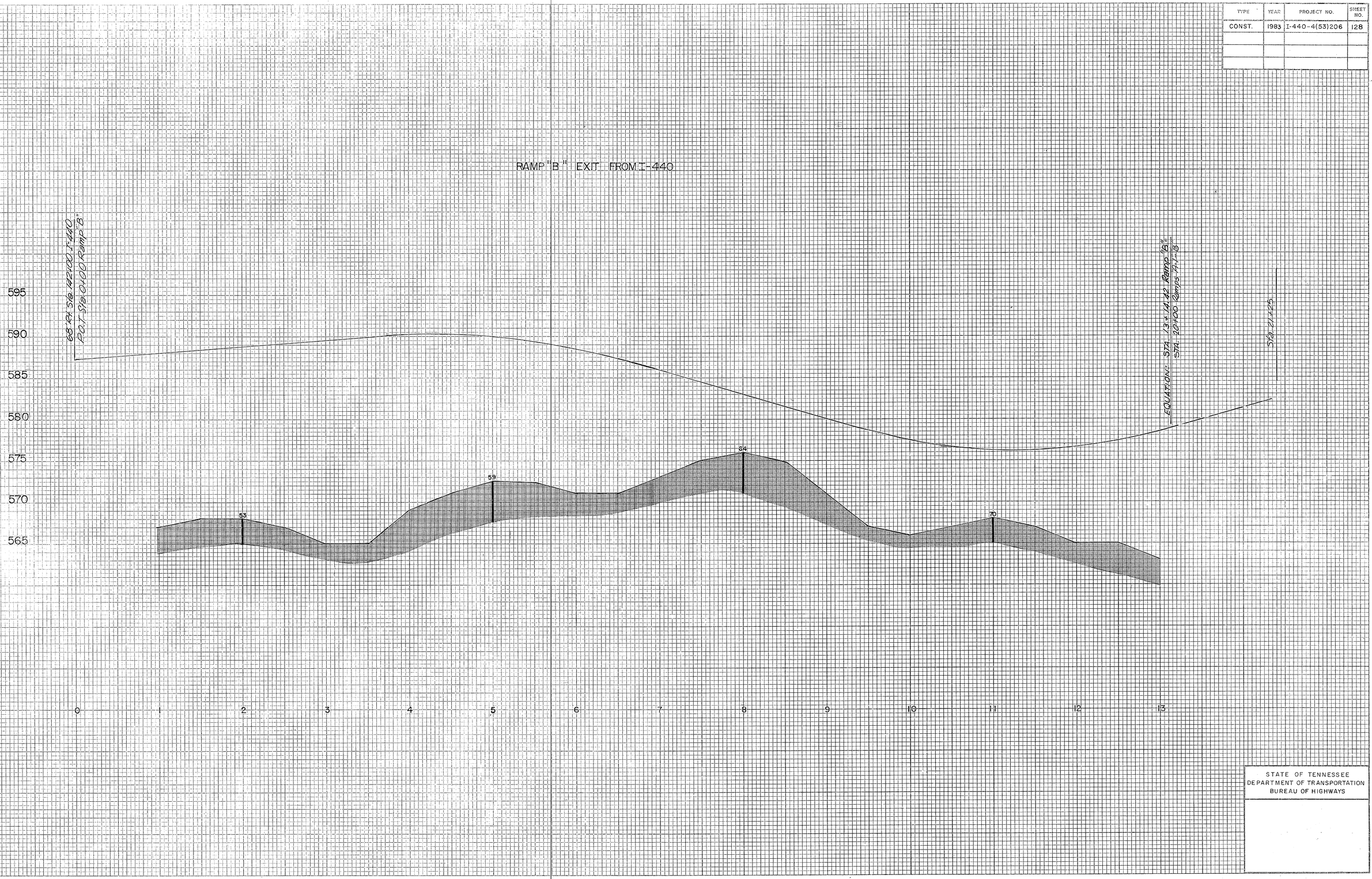
SCANNED

FINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
NO.
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
SURVEYED
PLOTTED
NOTE BOOK
NO.
TEMPLATE
AREAS
AREAS CHECKED
BY

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	128

RAMP "B" EXIT FROM I-440



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

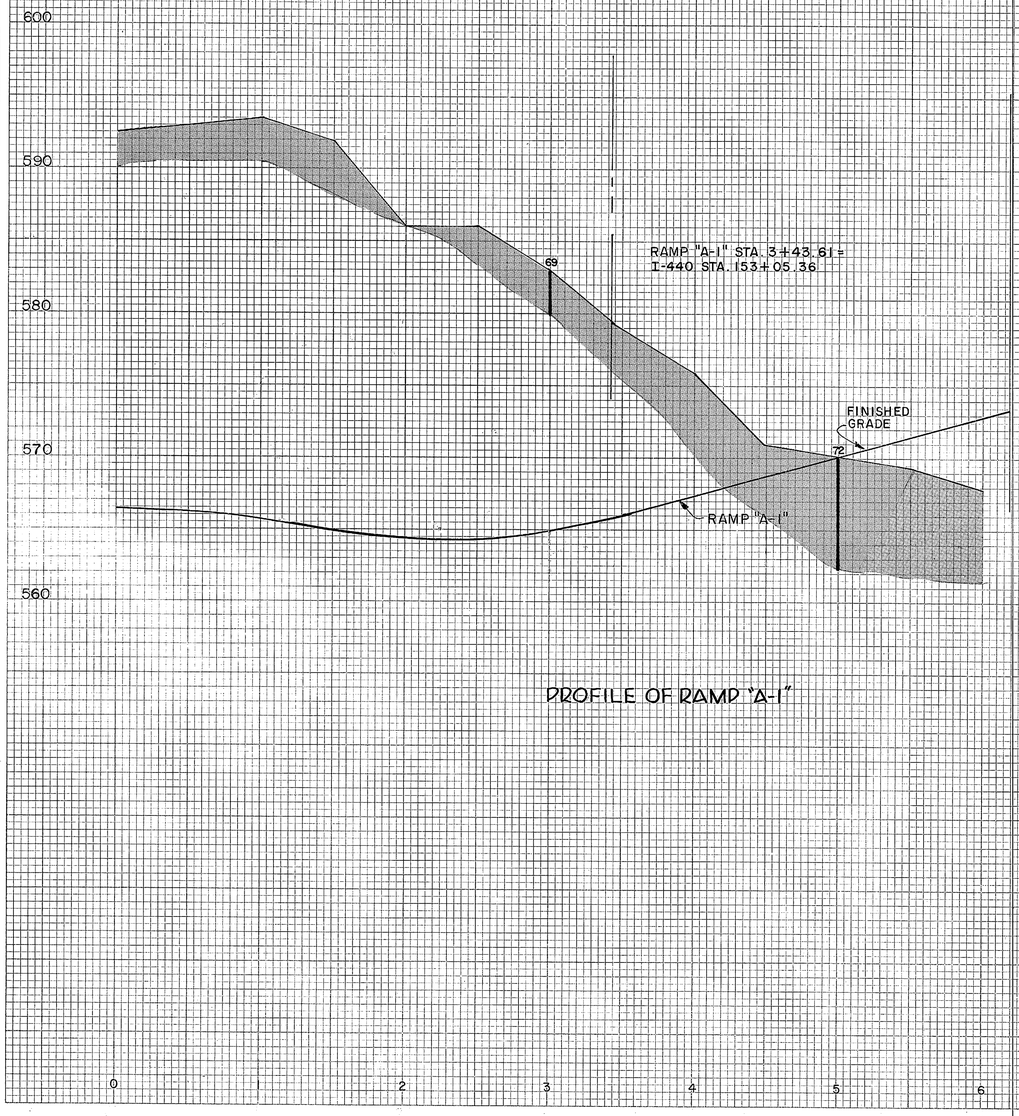
TENN. STATE HIGHWAYS
Plans File No. 324
Divn.

SCANNED

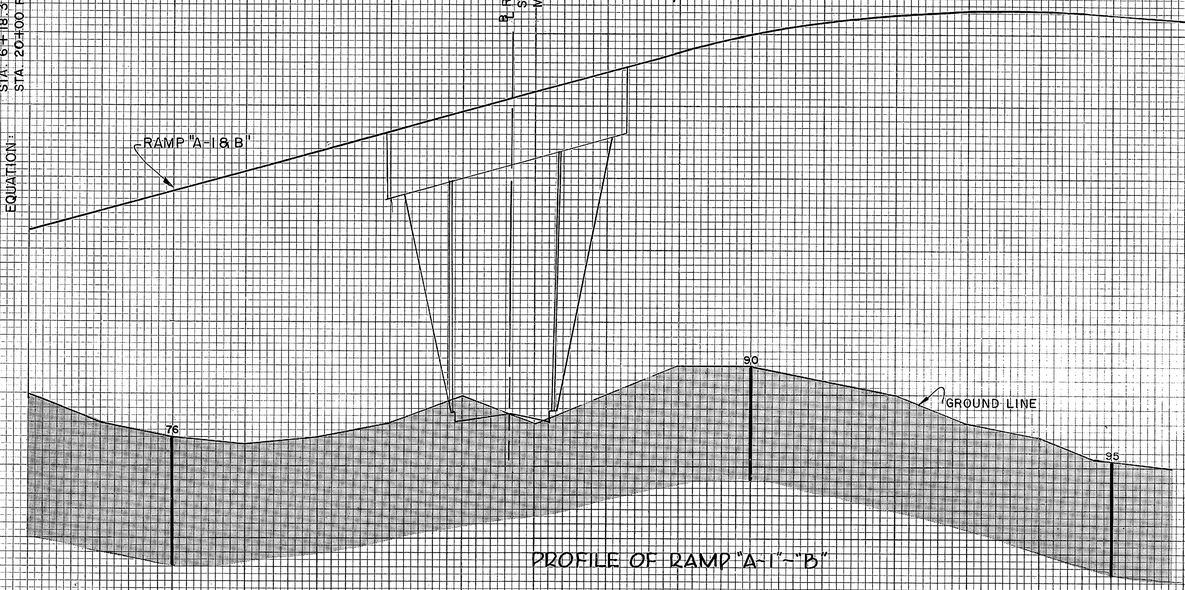
FINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK AREAS		
NO. AREAS CHECKED		

ORIGINAL SURVEY	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
NOTE BOOK AREAS		
NO. AREAS CHECKED		

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	129



PROFILE OF RAMP "A-1"



PROFILE OF RAMP "A-1" - "B"

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

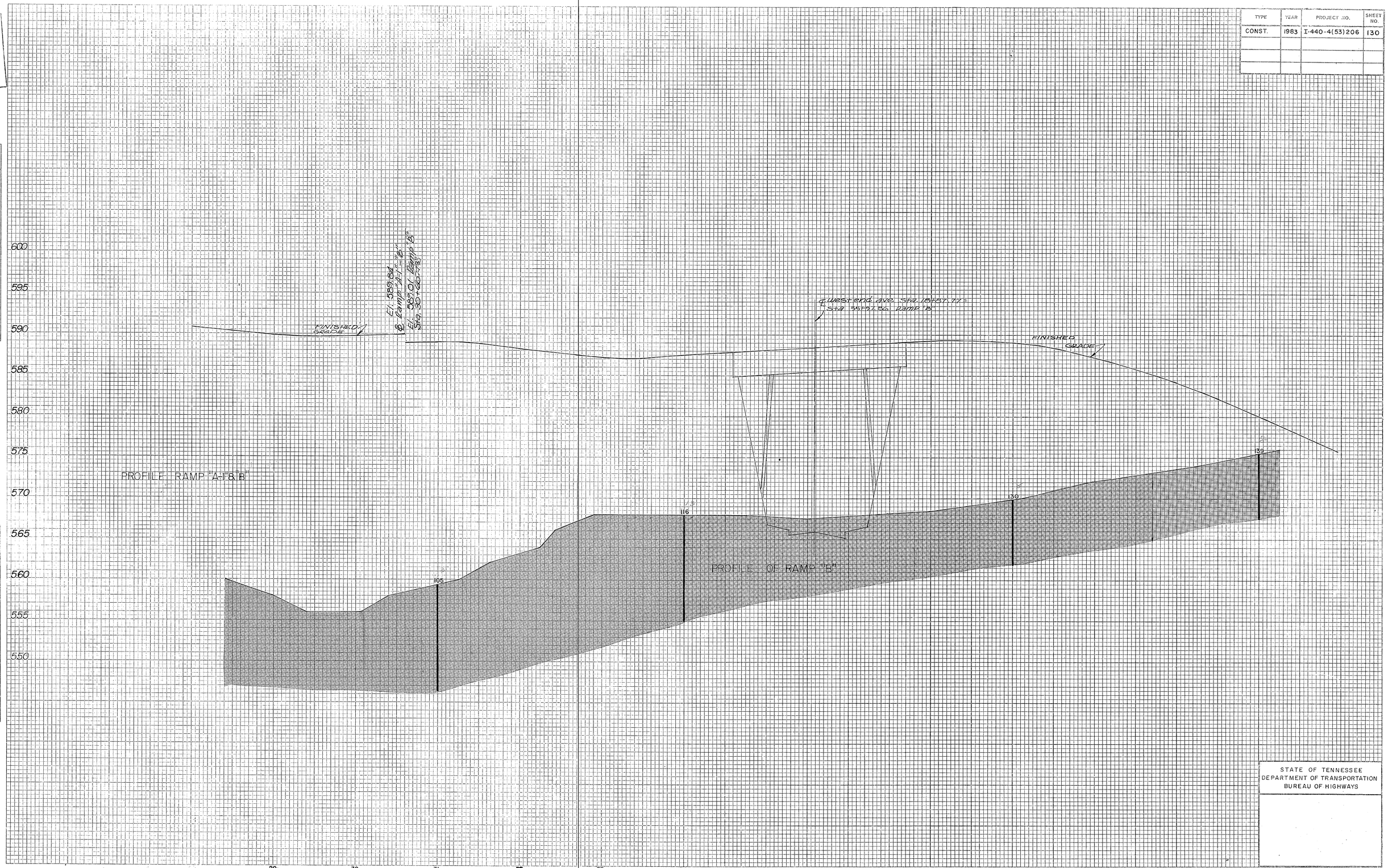
TENN. STATE HIGHWAYS
Plans File No. 334
Drwn.

SCANNED

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
NO.
AREAS CHECKED
DATE
BY

FINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
NOTE BOOK
NO.
AREAS CHECKED
DATE
BY

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	130



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

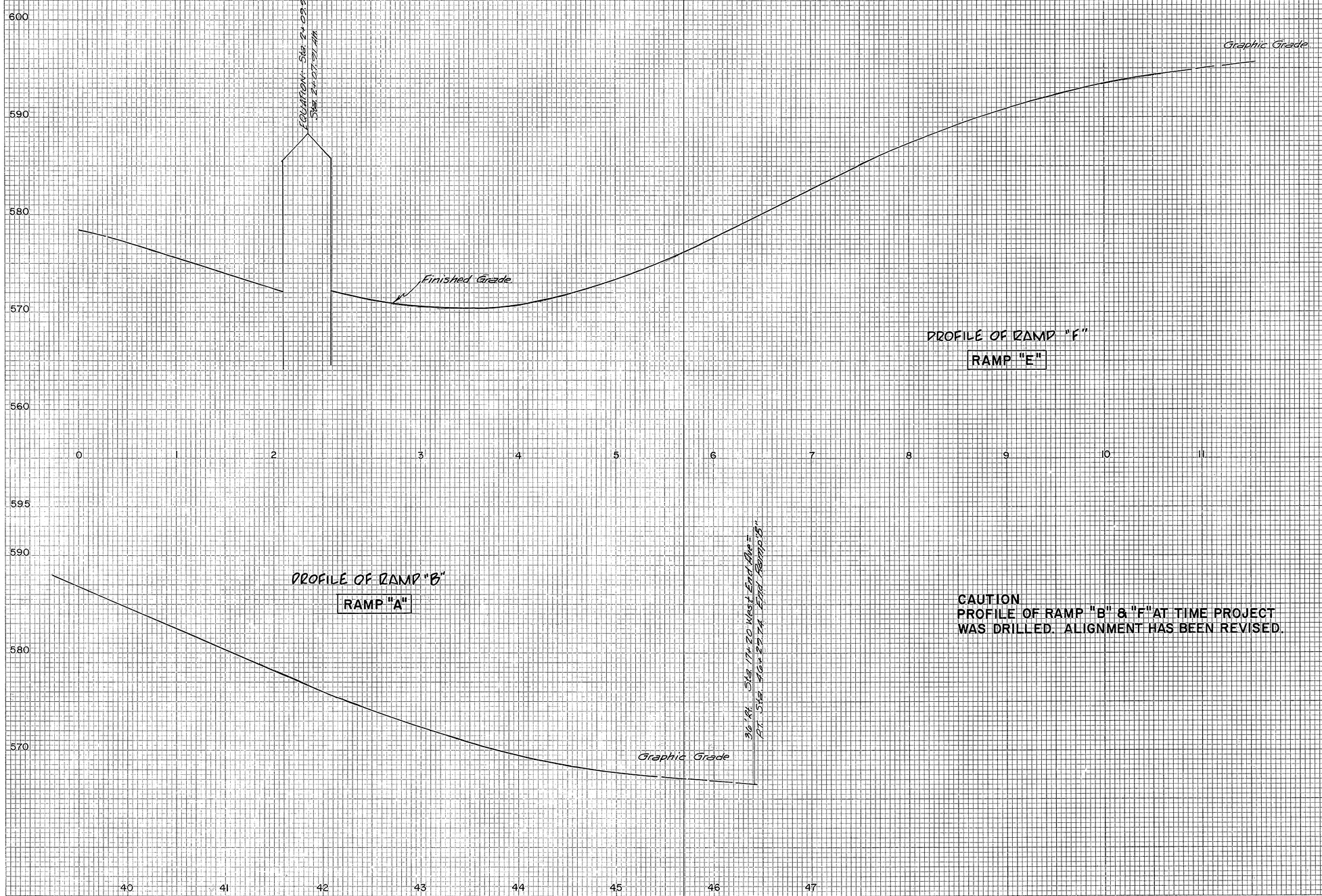
TENN. STATE HIGHWAYS
Plans Div. | File No. 334

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	131

RECORD

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE



PROFILE OF RAMP "F"

RAMP "E"

PROFILE OF RAMP "B"

RAMP "A"

CAUTION
PROFILE OF RAMP "B" & "F" AT TIME PROJECT WAS DRILLED. ALIGNMENT HAS BEEN REVISED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

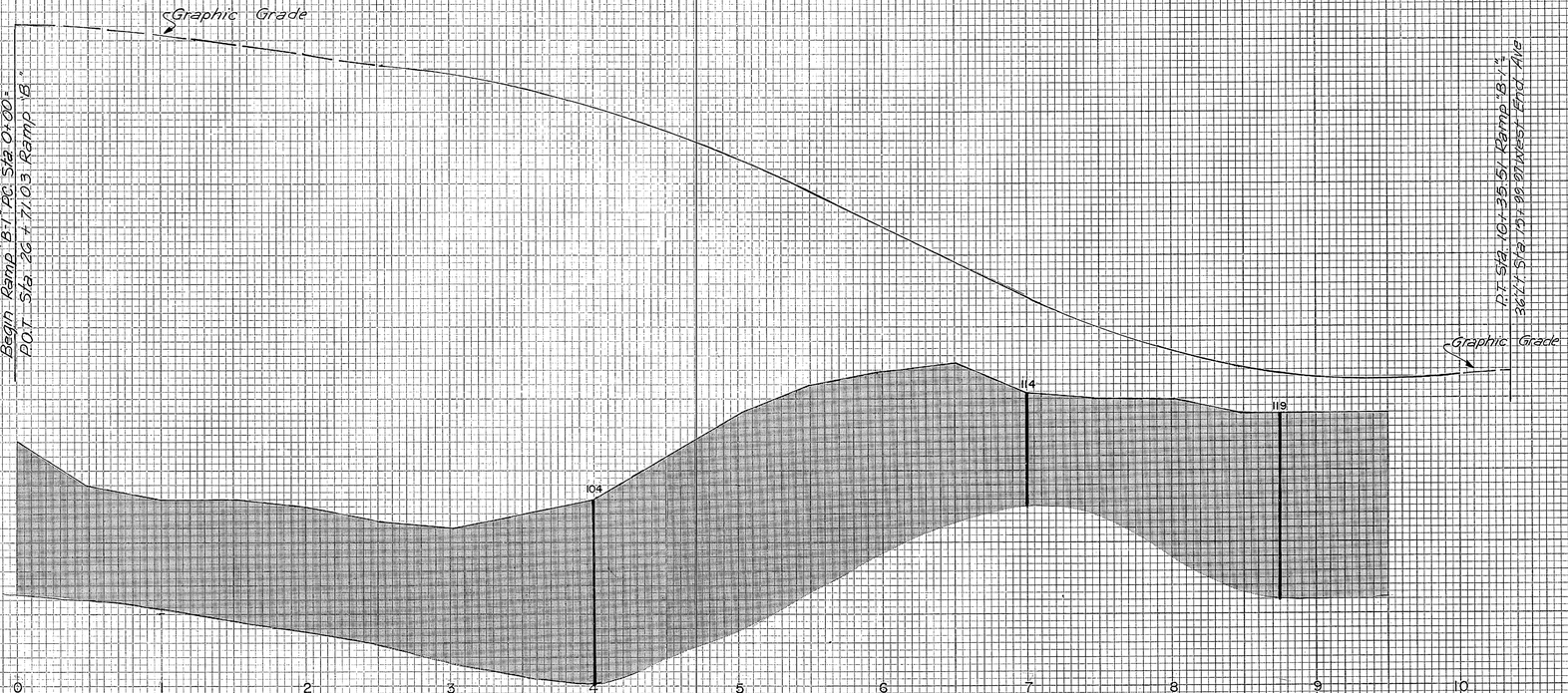
TENN. STATE HIGHWAYS
File No. 334
Plans Divn.

SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	132

PROFILE OF RAMP "B-1"

RAMP "C"



CAUTION
PROFILE OF RAMP "B-1" AT TIME PROJECT WAS DRILLED. ALIGNMENT HAS BEEN REVISED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ORIGINAL SURVEY	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED	DATE
NOTE BOOK		
NO.		

B7		

SCANNED

TENN. STATE HIGHWAYS
Plans File No. 1-N-1334
Div.

FINAL SURVEY
SURVEYED
PLOTTED
FIELD BOOK
NOTE BOOK
AREAS
NO. ____ AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
SURVEYED
PLOTTED
FIELD BOOK
NOTE BOOK
AREAS
NO. ____ AREAS CHECKED
DATE

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	133

590
585
580
575
570
565
560

Begin Ramp "F-1" P.C. Sta. 0+00
24' 12% ROT. Sta. 3+46.25 Ramp "F-1"

Original ground line

135

Graphic Grade

FINISHED GRADE

Sta. 8+98.74 "F-1" Elev. 582.45
Sta. 9+25.19 "F-1" P.T. Elev. 582.76

P.C. Sta. 7+36.81 Ramp "F-1"
P.O.T. Sta. 7+36.81 Ramp "F-1"
36'-0" R.O.T. Sta. 13+10.32 Ramp "F-1"

Finished GRADE

Graphic Grade

109

Original ground line

0 1 2 3 4 5 6 7 8 13 14 15 16 17 18

PROFILE OF RAMP "F-1"

RAMP "F"

CAUTION
PROFILE OF RAMP "F-1" AT TIME PROJECT WAS DRILLED. ALIGNMENT HAS BEEN REVISED.

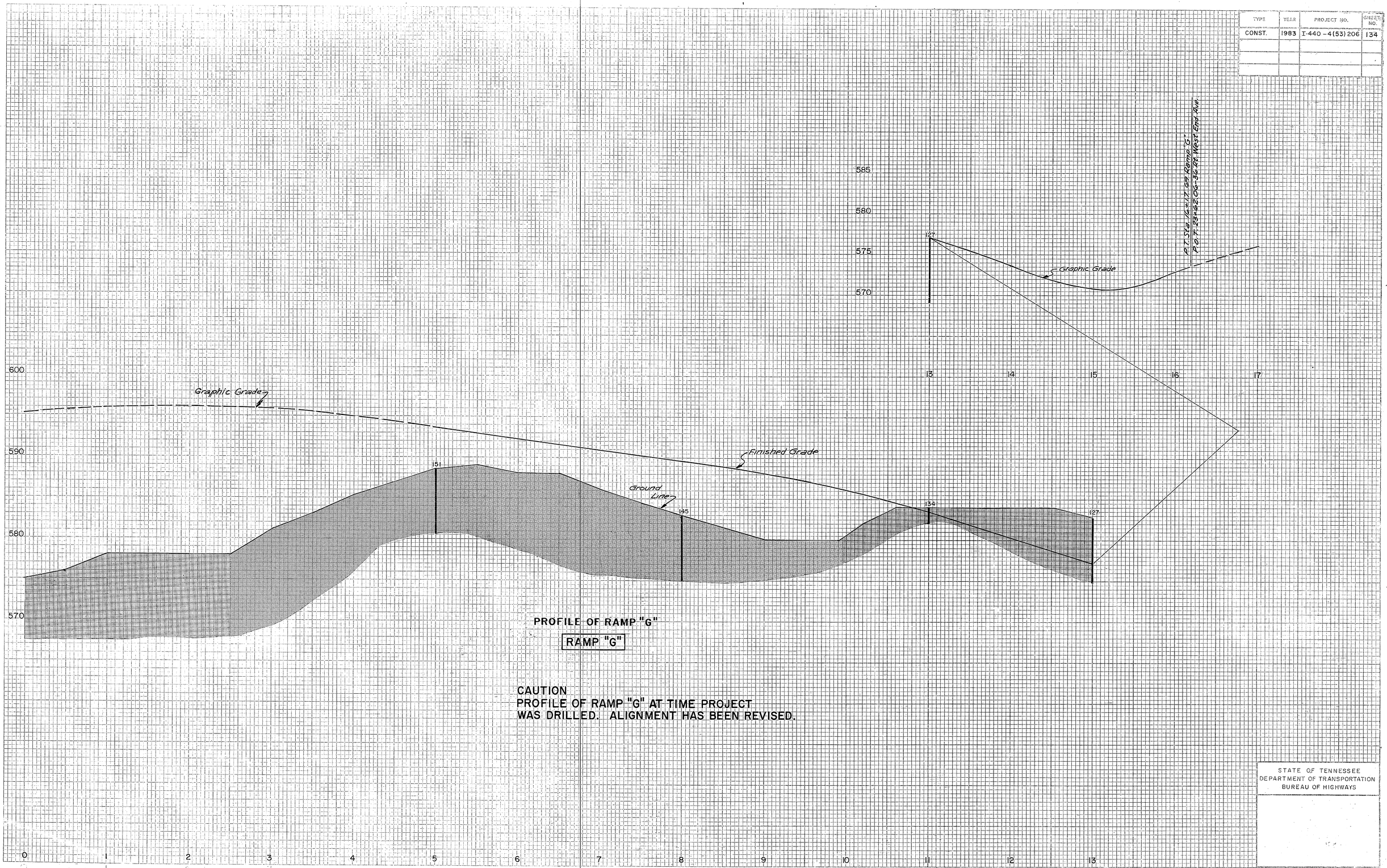
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

TENN. STATE HIGHWAYS
Plans Div.
File No. 134

SCANNED

FINAL SURVEY
SURVEYED
PLOTTED
FIELD BOOK
AREAS CHECKED
DATE
BY
NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I-440-4(53)206	134



PROFILE OF RAMP "G"

RAMP "G"

CAUTION
PROFILE OF RAMP "G" AT TIME PROJECT WAS DRILLED. ALIGNMENT HAS BEEN REVISED.

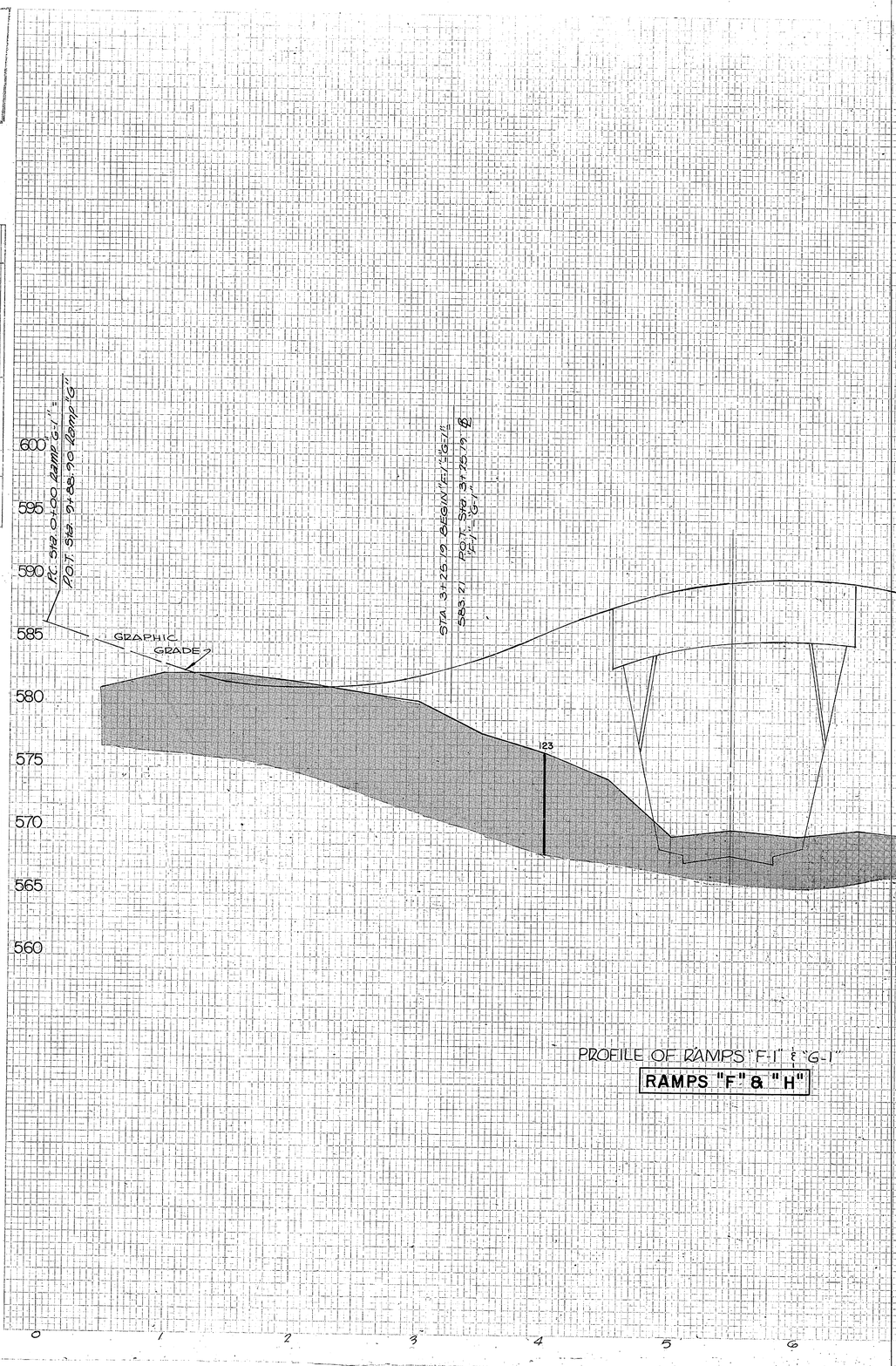
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

ORIGINAL SURVEY
SURVEYED
PLOTTED
FIELD BOOK
AREAS CHECKED
DATE
BY
NO.

TENN. STATE HIGHWAYS
Plans File
Div. No. 334

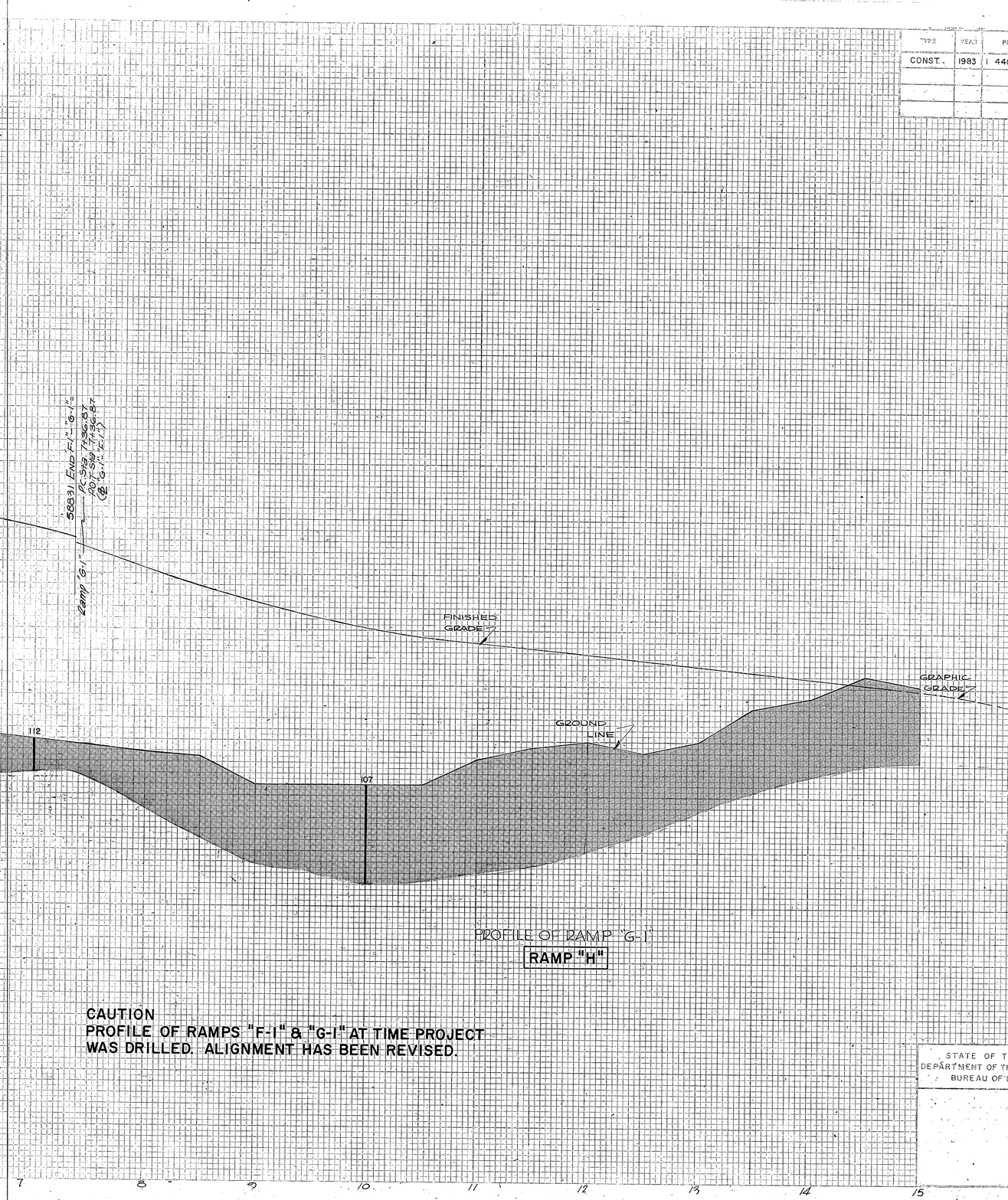
SCANNED

TYPE	YEAR	PROJECT NO.	SHEET NO.
CONST.	1983	I 440 4(53) 206	135



PROFILE OF RAMPS "F-1" & "G-1"

RAMPS "F" & "H"



PROFILE OF RAMP "G-1"

RAMP "H"

CAUTION
PROFILE OF RAMPS "F-1" & "G-1" AT TIME PROJECT WAS DRILLED. ALIGNMENT HAS BEEN REVISED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

FINAL SURVEY NOTE BOOK NO. ___ SURVEYED ___ PLOTTED ___ TEMPLATE ___ AREAS ___ AREAS CHECKED ___ BY ___ DATE ___

ORIGINAL SURVEY NOTE BOOK NO. ___ SURVEYED ___ PLOTTED ___ TEMPLATE ___ AREAS ___ AREAS CHECKED ___ BY ___ DATE ___