



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
REGION 3 PROJECT DEVELOPMENT  
6601 CENTENNIAL BOULEVARD  
NASHVILLE, TN 37243  
(615) 350-4300**

**JOHN C. SCHROER**  
COMMISSIONER

**BILL HASLAM**  
GOVERNOR

**TO:** Jennifer Lloyd PE, Director, Roadway Design Division

**FROM:** Shane Hester PE, Director, Region 3 Project Development

**DATE:** 12/27/2017

**SUBJECT: DESIGN EXCEPTION REQUEST AND JUSTIFICATION**

Project No. NH-I-440-4(84); 19014-1169-04  
 PIN No. 125325.00  
 Project Description: Davidson County, I-440, From I-40 to I-24  
 NHS YES NO  
 State Route YES NO

**DESIGN CONTROLLING CRITERIA FOR WHICH EXCEPTION IS REQUESTED:**

**APPLICABLE FOR ALL NHS ROADWAYS**

Design Speed  Design Loading Structural Capacity

**APPLICABLE FOR NHS ROADWAYS WITH DESIGN SPEED ≥ 50 MPH**

Lane Width	<input type="checkbox"/>	Cross Slopes	<input type="checkbox"/>
Horizontal Curve Radius	<input type="checkbox"/>	Vertical Clearance	<input type="checkbox"/>
Stopping Sight Distance	<input checked="" type="checkbox"/>	Superelevation Rate	<input checked="" type="checkbox"/>
<b>(L1 &amp; L2)</b>		<b>(L2)</b>	
Shoulder Width	<input type="checkbox"/>	Maximum Grade	<input type="checkbox"/>

**DESCRIBE THE REASONING OF THE DESIGN EXCEPTION REQUEST:**

The I-440 project proposes widening along the inside of the existing roadway. The widening adds one 12-foot thru lane in each direction, 11-foot inside shoulders and a 51-inch median barrier between the two inside shoulders:

**Location 1 (L1)**

The 51-inch median barrier creates a horizontal sight obstruction (HSO) for the eastbound inside travel lane along the curve located at STA 1112+05.26 to STA 1114+87.47. The HSO

causes a stopping sight distance (SSD) that is below standard. The required SSD is 537 feet (60 MPH - Grade Adjusted). Modifications to the alignment to achieve the standard SSD are not possible since the existing alignment is being retained. The existing SSD along this segment is approximately 468 feet (55 MPH - Grade Adjusted). The proposed inside shoulder width along this curve has been increased by 5-feet. This provides approximately 468 feet (55 MPH - Grade Adjusted) SSD which equals the current SSD.

**Location 2 (L2)**

The 51-inch median barrier creates a horizontal sight obstruction (HSO) for the eastbound inside travel lane along the curve located at STA 1161+85.29 to STA 1170+90.06. The HSO causes a stopping sight distance (SSD) that is below standard. The required SSD is 588 feet (60 MPH - Grade Adjusted). Modifications to the alignment to achieve the standard SSD are not possible since the existing alignment is being retained. The existing SSD along this segment is approximately 439 feet (50 MPH - Grade Adjusted). Due to a conflict with an existing overpass bent footing, the proposed eastbound inside shoulder is shifted 9 feet from the centerline and a 32-inch barrier is installed. This modification provides approximately 511 feet (55 MPH - Grade Adjusted) SSD which is a 72 foot improvement over the existing SSD. The proposed 9 foot shift causes the standard superelevation of 7.8% to compromise the standard 16 foot vertical clearance with the Belmont Blvd. overpass. To maintain the standard vertical clearance, the existing superelevation of 6% has been retained and utilized in the proposed design.

**PROJECT DESIGN DATA:**

Highway Functional Classification: (Green Book 2011 Section 1.3)	Principal Arterial <input checked="" type="checkbox"/>	Arterial <input type="checkbox"/>
Rural or Urban area:	Connector <input type="checkbox"/>	Local road <input type="checkbox"/>
Roadway Design Standard Drawing:	<u>Urban</u>	
Existing Design Speed:	<u>RD01-TS-5W</u>	
Existing Posted Speed:	<u>60 MPH</u>	
Proposed Design Speed:	<u>55 MPH</u>	
Proposed Posted Speed:	<u>60 MPH</u>	
Type of Terrain:	Level <input type="checkbox"/>	Rolling <input checked="" type="checkbox"/> Mountainous <input type="checkbox"/>
Traffic Data:	ADT (2021): <u>103000</u>	D: <u>55-45</u>
	ADT (2041): <u>123720</u>	T: <u>7%</u>
	DHV: <u>13610</u>	V: <u>60 MPH</u>

Figure 3-1 (Continued)  
Design Exception and Justification Form

**GEOMETRIC DESIGN DATA FOR LOCATIONS (L1 & L2) OF THE REQUESTED DESIGN EXCEPTION:**

	<b>Standard</b>	<b>Existing</b>	<b>Proposed</b>	<b>N/A</b>
Cross Slope (tangent section):	_____	_____	_____	<input checked="" type="checkbox"/>
Max. Superelevation Rate <b>L2</b> :	<u>8.0 %</u>	<u>6.0 %</u>	<u>6.0 %</u>	<input type="checkbox"/>
Minimum Radius of Curve:	_____	_____	_____	<input checked="" type="checkbox"/>
Minimum Stopping Sight Distance <b>L1</b> :	<u>537ft.</u>	<u>468ft.</u>	<u>468ft.</u>	<input type="checkbox"/>
	(Grade Adjusted)	(Grade Adjusted)	(Grade Adjusted)	
Minimum Stopping Sight Distance <b>L2</b> :	<u>588ft.</u>	<u>439ft.</u>	<u>511ft.</u>	<input type="checkbox"/>
	(Grade Adjusted)	(Grade Adjusted)	(Grade Adjusted)	
Passing Sight Distance:	_____	_____	_____	<input checked="" type="checkbox"/>
Crest Vertical Curve "K":	_____	_____	_____	<input checked="" type="checkbox"/>
Sag Vertical Curve K:	_____	_____	_____	<input checked="" type="checkbox"/>
Maximum Grade:	_____	_____	_____	<input checked="" type="checkbox"/>
Design Loading:	_____	_____	_____	<input checked="" type="checkbox"/>

**ROADWAY TYPICAL SECTION**

Lane Width:	_____	_____	_____	<input checked="" type="checkbox"/>
Outside Shoulder width:	_____	_____	_____	<input checked="" type="checkbox"/>
Inside Shoulder width:	_____	_____	_____	<input checked="" type="checkbox"/>
Clear Zone width:	_____	_____	_____	<input checked="" type="checkbox"/>

**BRIDGE DESIGN FEATURES**

	<b>Standard</b>	<b>Existing</b>	<b>Proposed</b>	<b>N/A</b>
Traffic Lane Widths:	_____	_____	_____	<input checked="" type="checkbox"/>
Outside Shoulder Widths:	_____	_____	_____	<input checked="" type="checkbox"/>
Inside Shoulder Widths:	_____	_____	_____	<input checked="" type="checkbox"/>
Sufficiency Rating:	_____	_____	_____	<input checked="" type="checkbox"/>
Vertical Clearance	_____	_____	_____	<input checked="" type="checkbox"/>
To Navigational Waterway:	_____	_____	_____	<input checked="" type="checkbox"/>
To Other Highway:	_____	_____	_____	<input checked="" type="checkbox"/>
To Railroad:	_____	_____	_____	<input checked="" type="checkbox"/>

Figure 3-1 (Continued)  
Design Exception and Justification Form

**OTHER FACTORS CONSIDERED FOR THE EXCEPTION REQUEST:**

	YES	NO	N/A
<b>SAFETY</b>			
Accident history data has been reviewed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All roadway and roadside safety mitigation measures have been considered and provided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed variance from the minimum roadway design standards does not adversely affect the safety of the facility.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>The Highway Safety Manual is used to justify the design exception.</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>OPERATIONS</b>			
The operation of the proposed typical cross-section is comparable with operation of the adjacent cross-sections.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design does not cause a reduction in capacity or adversely affect traffic flow of the facility.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design does not adversely effect long-term operations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>ROADWAY DESIGN</b>			
It is not feasible to meet the minimum roadway design standards due to right-of-way restrictions, environmental impacts, etc.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design maintains the same level of service compared to the design based on minimum roadway design standards.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design results in a significant cost savings compared to the design based on minimum roadway design standards.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed design can meet minimum roadway design standards in the future.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**JUSTIFICATION OF DESIGN EXCEPTION:**

**Please provide detailed justification for the each item checked NO above**

**Location 1**

Providing full SSD would require the modification/reconstruction of the 21st Avenue/Hillsboro Pike interchange/overpass structure. Established residential properties and utilities are located along all four quadrants of the interchange and modification/reconstruction would result in major right-of-way, utility and exposure impacts.

Cost estimates for providing the full SSD were not developed, however providing full SSD would require reconstruction of the 21st Avenue/Hillsboro Pike interchange resulting in a substantial cost increase in the project.

A review was conducted for this segment's accident history over the last three years. Collisions indicative of insufficient stopping sight distance (rear end collision and sideswipe in the same direction) were evaluated. 43 rear end collisions were reported during this period. 24 of the 43 rear end collisions were found to have occurred during peak volume periods and in stop and go conditions. These rear end collisions appeared to not be caused by insufficient SSD. The remaining 19 rear end collisions were attributed to various other reasons ranging from driver error, distracted driving, driver impairment, and improper lane changes. 7 sideswipes in the same direction were reported. All 7 collisions were attributed to improper lane changes.

Currently in the Highway Safety Manual, 1st Edition, designates increases in sight distance (Section 13A.12.3) as a treatment with unknown crash effects, therefore no HSM analysis was

performed.

Achieving the full SSD is unlikely in the foreseeable future. The 21st Avenue/Hillsboro Pike overpass currently provides four through lanes in each direction with dual left turn lanes for motorist accessing I-440 eastbound and one left turn lane for motorist accessing I-440 westbound. Modifications to this interchange/overpass aren't currently proposed in TDOT's short or long range plans.

Therefore, we respectfully request approval of the design exception for maintaining the existing SSD of 468' in the proposed design as stated above.

## **Location 2**

Providing full SSD and standard maximum superelevation rate would require the modification/reconstruction of the Belmont Blvd. overpass structure. Established residential and commercial properties and utilities are located along both sides of the overpass and modification/reconstruction would result in major right-of-way, utility and exposure impacts. Cost estimates for providing the full SSD and standard maximum superelevation rate were not developed, however providing full SSD and standard maximum superelevation rate would require reconstruction of the Belmont Blvd. overpass resulting in a substantial cost increase to the project.

A review was conducted for this segment's accident history over the last three years. Collisions indicative of insufficient stopping sight distance (rear end collision and sideswipe in the same direction) were evaluated. 39 rear end collisions were reported during this period. 14 of the 39 rear end collisions were found to have occurred during peak volume periods and in stop and go conditions. These rear end collisions appeared to not be caused by insufficient SSD, since speeds are reduced during heavy traffic periods. The remaining 25 rear end collisions were attributed to various other reasons ranging from driver error, distracted driving, driving too close, abrupt stops, and improper lane changes. 5 sideswipes in the same direction were reported. All 5 collisions were attributed to improper lane changes.

The existing superelevation rate of 6% was evaluated utilizing Table 3-9 - *Minimum Radii for Design Superelevation Rates, Design Speeds, and  $e_{max}=6\%$*  from A Policy on Geometric Design of Highway and Streets, 2011, 6th edition. The proposed roadway curve is 1422.50 feet. The minimum design radius for an  $e_{max}=6\%$  and  $V = 60$  MPH is 1330 feet. Based on Table 3-9, maintaining the existing superelevation rate of 6% was considered to be safe and appropriate for the proposed design speed of 60 MPH.

Currently in the Highway Safety Manual, 1st Edition, designates increases in sight distance (Section 13A.12.3) as a treatment with unknown crash effects, therefore no HSM analysis was performed.

Achieving the full SSD or the standard maximum superelevation rate is unlikely in the foreseeable future. The Belmont Blvd. overpass currently provides two through lanes in each direction with a two-way left turn lane for motorists traveling north and south on Belmont Blvd. Modifications to this overpass aren't currently proposed in TDOT's short or long range plans.

Therefore, we respectfully request approval of the design exception for the proposed SSD of 511' and superelevation maximum of 6% in the proposed design as stated above.

Attachments – Preliminary roadway plan sheets and Crash Summary Sheet

**DESIGN EXCEPTION IS REVIEWED AND RECOMMENDED FOR APPROVAL BY:**



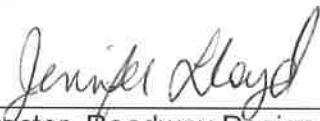
12/27/2017

\_\_\_\_\_  
Director, Region 3 Project  
Development

\_\_\_\_\_  
**Date**

Reviewer Comments Attached

**APPROVED BY:**



12/27/17

\_\_\_\_\_  
Director, Roadway Design Division

\_\_\_\_\_  
**Date**

# Index Of Sheets

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\*THE LETTERS "I", "O", AND "Q" WERE NOT USED IN THE NUMBERING OF THESE SHEETS.

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

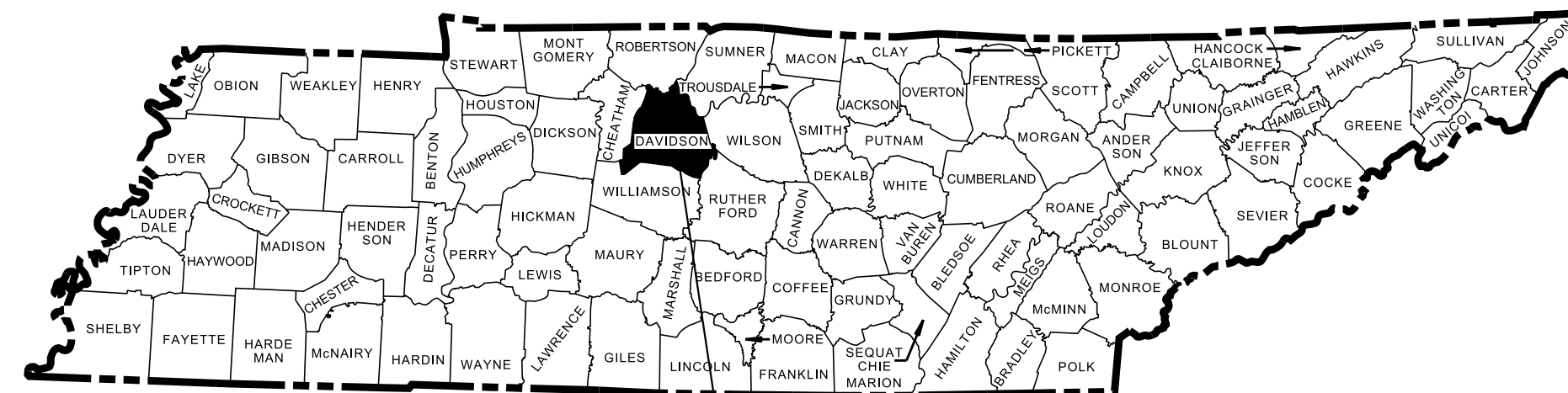
## DAVIDSON COUNTY

I-440 FROM I-40 TO I-24

PRELIMINARY

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

TENN.	YEAR	SHEET NO.
	2018	1
FED. AID PROJ. NO.		
STATE PROJ. NO.	19014-1169-04	



PROJECT LOCATION

BRIDGE ID. #

BEGIN PROJECT NO. 19014-1169-04 PRELIMINARY

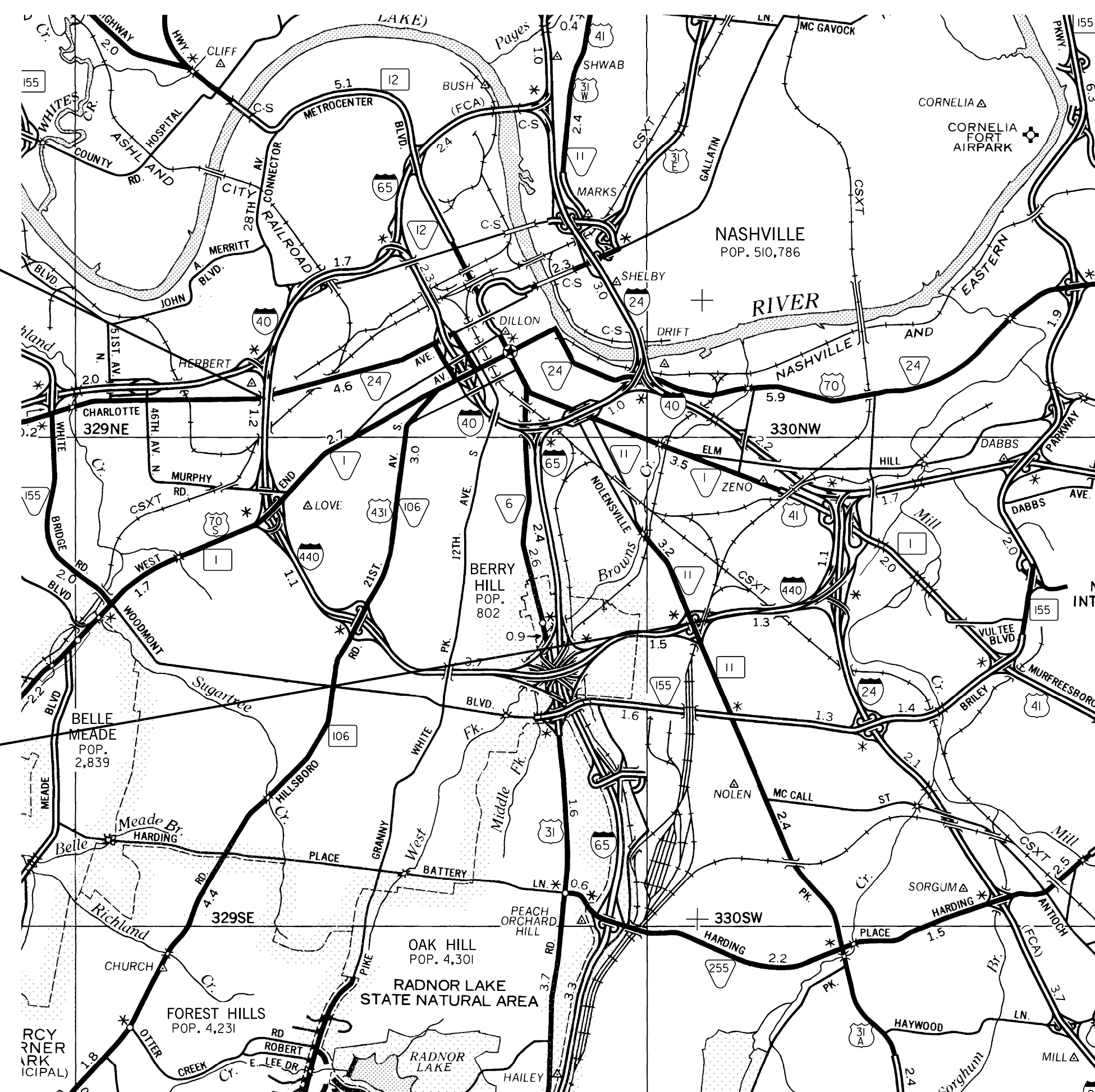
STA. 13003+89.38 RAMP EB ON I-40 EB

N 663853.9563 E 1725682.6990

END PROJECT NO. 19014-1169-04 PRELIMINARY

STA. 1376+41.72

N 653465.6068 E 1752808.2268



PRELIMINARY  
PLANS

SEALED BY

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

DATE: \_\_\_\_\_

APPROVED: *John Schroer*  
JOHN SCHROER, COMMISSIONER

### SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 1 OR  
TDOT TRANSPORTATION MANAGER 1: \_\_\_\_\_

DESIGNED BY: ARCADIS U.S., INC.

DESIGNER: JAMES FRITZ BROGDON, P.E. CHECKED BY \_\_\_\_\_

P.E. NO. \_\_\_\_\_ (NEPA)

PIN NO. 125325.00

SCALE: 1" = 1 MILE



R.O.W. LENGTH 0.000 MILES

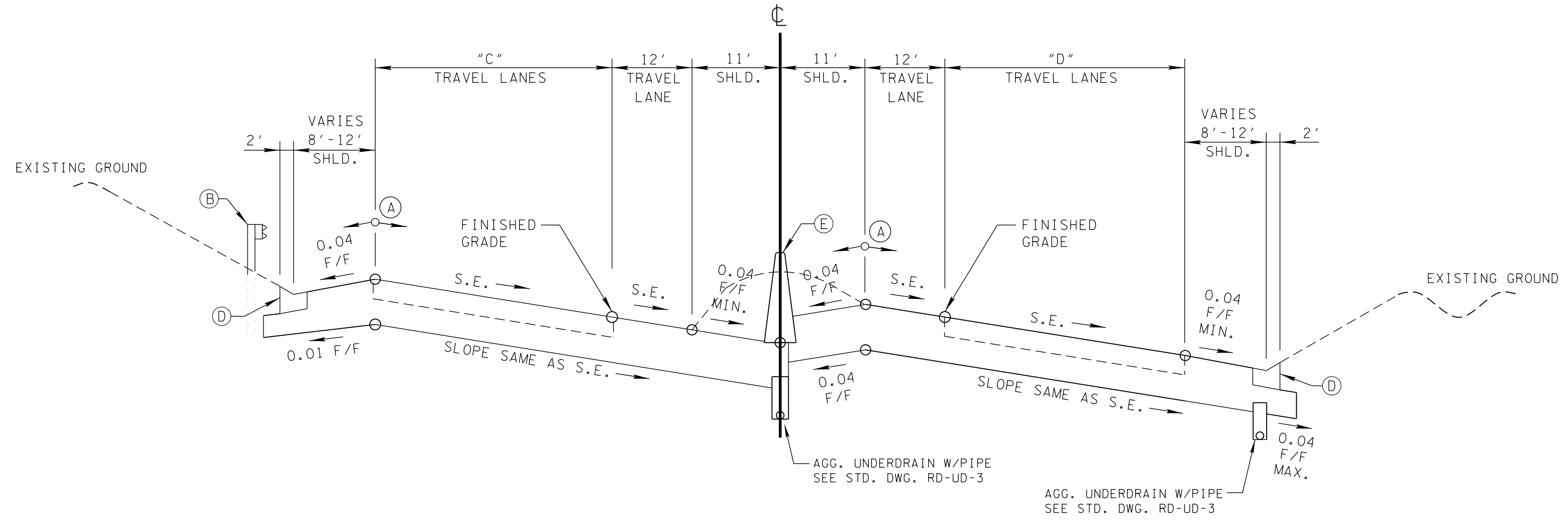
SURVEY 4-7-17		TRAFFIC DATA	
UPDATED: 9-13-17		ADT (2021)	103000
UPDATED: 10-27-17		ADT (2041)	123720
		DHV (2041)	13610
		D	55 - 45
		T (ADT)	7 %
		T (DHV)	5 %
		V	60 MPH

STATE PLANE COORDINATES ARE BASED ON GPS MEASUREMENTS OBTAINED - - USING GEOID 2013 MODEL AND DATUM ADJUSTMENT FACTOR OF 1.0006

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

12/22/2017 1:41:48 PM G:\tra\CTTDB440\TRA\IDGN\001.SHT

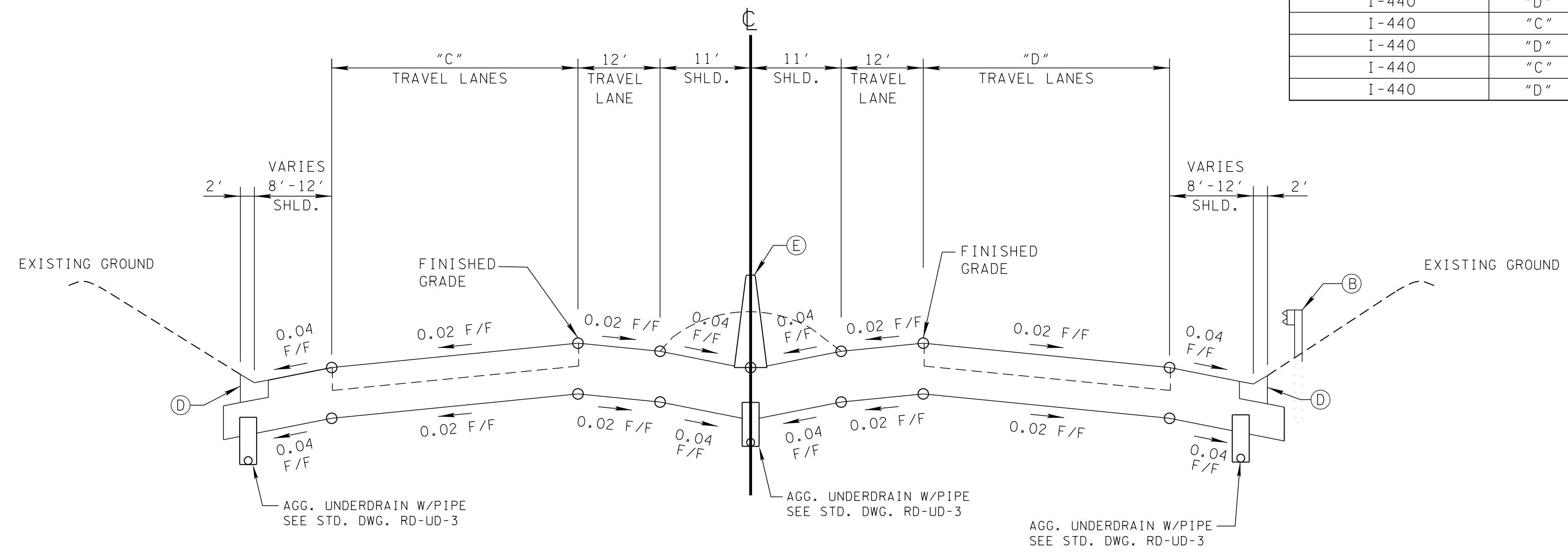


I-440 WESTBOUND **I-440 SUPERELEVATED SECTION** I-440 EASTBOUND

(BASED ON STD. DWG. RD01-TS-5W)

- STA. 1028+48.64 TO STA. 1032+21.79
- STA. 1040+00.72 TO STA. 1058+92.67
- STA. 1102+79.86 TO STA. 1120+17.47
- STA. 1125+92.25 TO STA. 1147+01.88
- STA. 1182+44.47 TO STA. 1191+63.03
- STA. 1280+58.27 TO STA. 1288+94.73

TABLE OF DIMENSIONS (THIS SHEET)						
LOCATION	DIMENSION	WIDTH (FT)	STATION	WIDTH (FT)	STATION	REMARKS
I-440	"C"	24	1028+48.64	24	1075+27.30	
I-440	"D"	24	1028+48.64	24	1088+53.49	
I-440	"C"	36	1075+27.30	36	1109+00.07	
I-440	"D"	36	1088+53.49	36	1109+67.41	
I-440	"C"	24	1109+00.07	24	1154+38.29	
I-440	"D"	24	1109+67.41	24	1155+56.38	
I-440	"C"	36	1154+38.29	36	1156+35.29	
I-440	"D"	36	1155+56.38	36	1156+35.29	
I-440	"C"	36	1176+40.06	36	1209+92.44	
I-440	"D"	36	1176+40.06	36	1212+32.51	
I-440	"C"	24	1209+92.44	24	1271+85.62	
I-440	"D"	24	1212+32.51	24	1271+57.47	
I-440	"C"	36	1271+85.62	36	1292+24.53	
I-440	"D"	36	1271+57.47	36	1292+24.53	
I-440	"C"	24	1301+46.59	24	1301+47.34	
I-440	"D"	24	1295+93.56	24	1299+44.53	



I-440 WESTBOUND **I-440 TANGENT SECTION** I-440 EASTBOUND

(BASED ON STD. DWG. RD01-TS-5W)

- STA. 1032+21.79 TO STA. 1040+00.72
- STA. 1058+92.67 TO STA. 1102+79.86
- STA. 1120+17.47 TO STA. 1125+92.25
- STA. 1147+01.88 TO STA. 1156+35.29
- STA. 1176+40.06 TO STA. 1182+44.47
- STA. 1191+63.03 TO STA. 1194+69.73
- STA. 1288+94.73 TO STA. 1292+24.53

- GENERAL NOTES
- (A) THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07 F/F.
  - (B) SEE STANDARD ROADWAY DRAWINGS FOR GUARDRAIL PLACEMENT AND FLARE DETAILS.
  - (C) SEE STANDARD ROADWAY DRAWINGS S-SSMB-1 AND S-SSMB-9 FOR CONCRETE MEDIAN BARRIERS WALL.
  - (D) PROPOSED CONCRETE VALLEY GUTTER. SEE DETAIL SHEET 2.
  - (E) SEE STANDARD ROADWAY DRAWINGS S-SSMB-2 AND S-SSMB-9 FOR CONCRETE MEDIAN BARRIERS WALL.

PRELIMINARY  
PLANS

SEALED BY

STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION

TYPICAL  
SECTIONS



# **Location 1**

County: DAVIDSON

Route: I0440

Spcl Cse: 0-NONE

Cnty Seq: 1

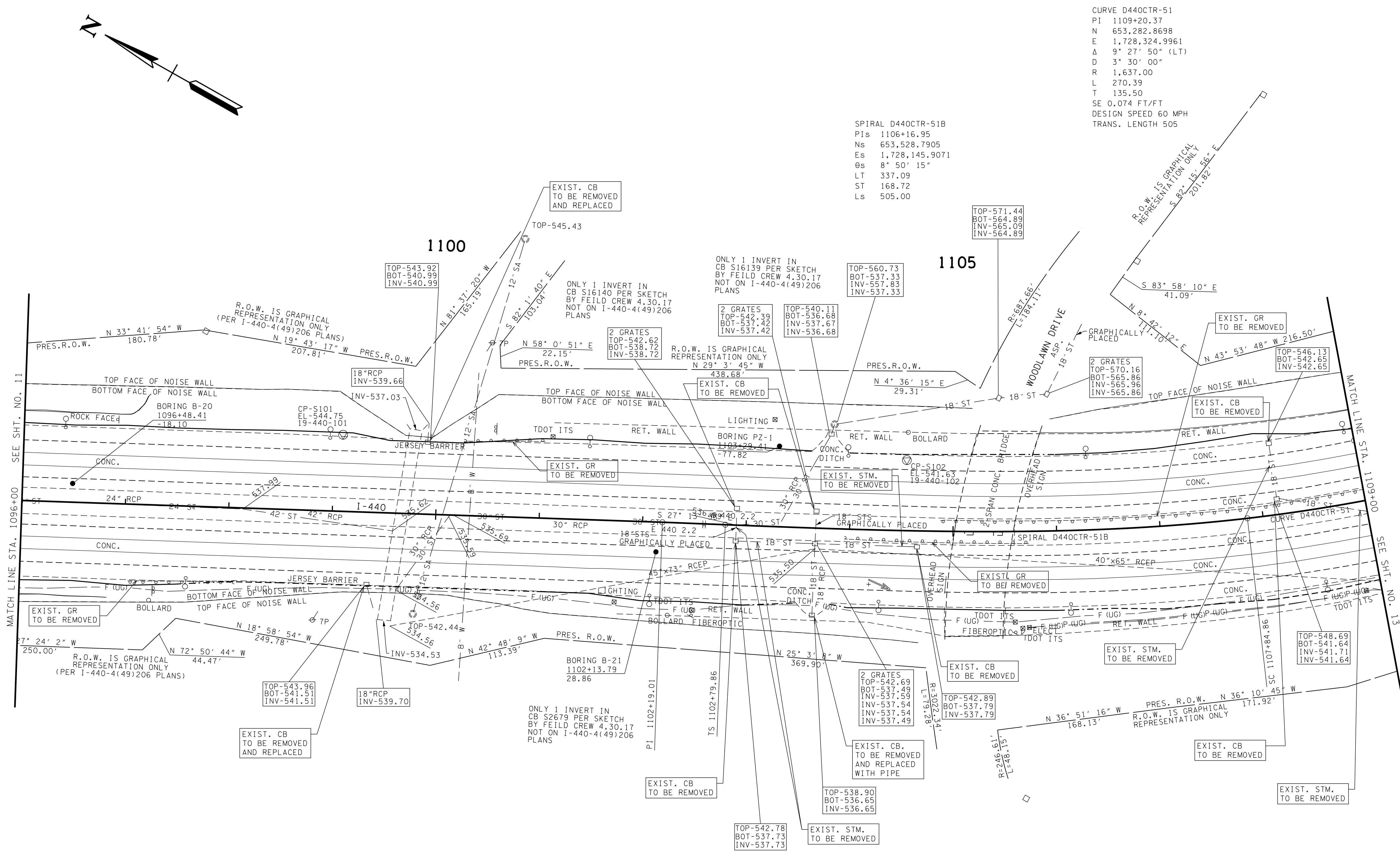
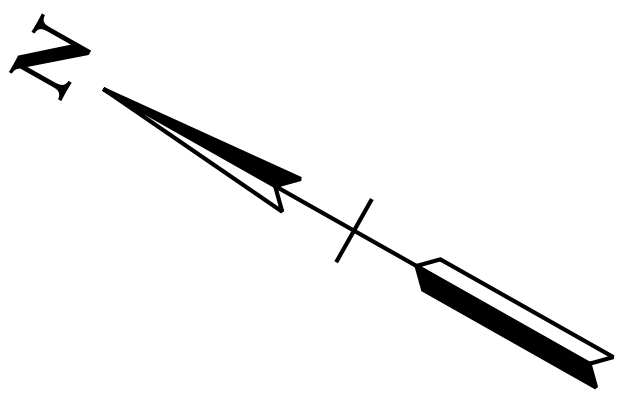
Log Miles: 2.200 to 2.800 - Crash Dates: 12/5/2014 to 12/5/2017

Vehicle Filter: None - Other Factors Filter: None

Statistics	Crashes Involving	First Harmful Event
Fatal Crashes: 0	Pedestrians: 0	Pedestrian: 0
Total Killed: 0	Hazardous Cargo: 0	Pedalcycle: 0
Incap Injury Crashes: 1	Work / Constr Zones: 1	Railway Train: 0
Total Incap Injuries: 1	Fixed Objects: 18	Deer (Animal): 0
Other Injury Crashes: 28	Single Unit Trucks: 3	Other Animal: 0
Total Other Injuries: 33	Tractor - Trailer Trucks: 6	Motor Vehicle in Transport: 89
Prop Damage Crashes: 88	Bicycles: 0	Motor Vehicle in Transport in Other Roadway: 0
<b>Total Crashes: 117</b>	Motorcycles: 1	Parked Motor Vehicle: 0
	Lane Departures: 18	Other Type Non-Motorist: 0
	Distracted Drivers: 5	Fixed Object: 18
		Other Object (Not Fixed): 3
		Non Collision: 1
		Overturn: 2
		Jackknife: 0
		Cross Median: 0
		Ran Off Road: 0
Crash Location	Road Conditions	Weather Conditions
Along Roadway: 114	Ice: 2	No Adverse Conditions: 85
At Intersection: 0	Snow or Slush: 3	Rain: 24
Railroad Crossing: 0	Sand, Mud, Dirt or Oil: 0	Sleet and Hail: 1
Bridge: 0	Wet: 28	Snow: 3
Underpass: 0	Dry: 80	Foggy: 0
Ramp: 3		Smog, Smoke: 0
Private Property: 0		Crosswind: 0
Other: 0		
Manner of Collision	Light Conditions	Weather Conditions
Rear End: 70	Dawn: 0	No Adverse Conditions: 85
Head On: 0	Daylight: 80	Rain: 24
Rear-to-Side / Rear: 0	Dusk: 6	Sleet and Hail: 1
Angle: 6	Dark / Lighted: 25	Snow: 3
Sideswipe Same Dir: 13	Dark / Not Lighted: 2	Foggy: 0
Sideswipe Opp Dir: 0	Not Indicated: 0	Smog, Smoke: 0
Unknown: 0		Crosswind: 0
Fixed Objects		
Boulder: 0	Other Barrier: 4	Ditch: 0
Building: 0	Highway Traffic Sign Post: 0	Embankment: 1
Impact Attenuator: 0	Overhead Sign Support: 0	Fence: 0
Overhead Structure: 0	Luminaire/Light Support: 0	Wall: 2
Bridge Pier/Abutment/End: 0	Traffic Signal Support: 0	Mail Box: 0
Bridge Rail: 0	Utility Pole: 0	Shrubbery: 0
Guardrail: 10	Other Post, Pole Supports: 0	Tree: 0
Cable Barrier: 0	Culvert: 0	Fire Hydrant: 0
	Curb: 0	Other Fixed Object: 1

This report was generated by E-TRIMS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	12



# PRELIMINARY PLANS

SEALED BY

COORDINATES ARE NAD/83(1995).  
ARE DATUM ADJUSTED BY THE  
FACTOR OF 1.00006 AND TIED TO  
THE TGRN. ALL ELEVATIONS ARE  
REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

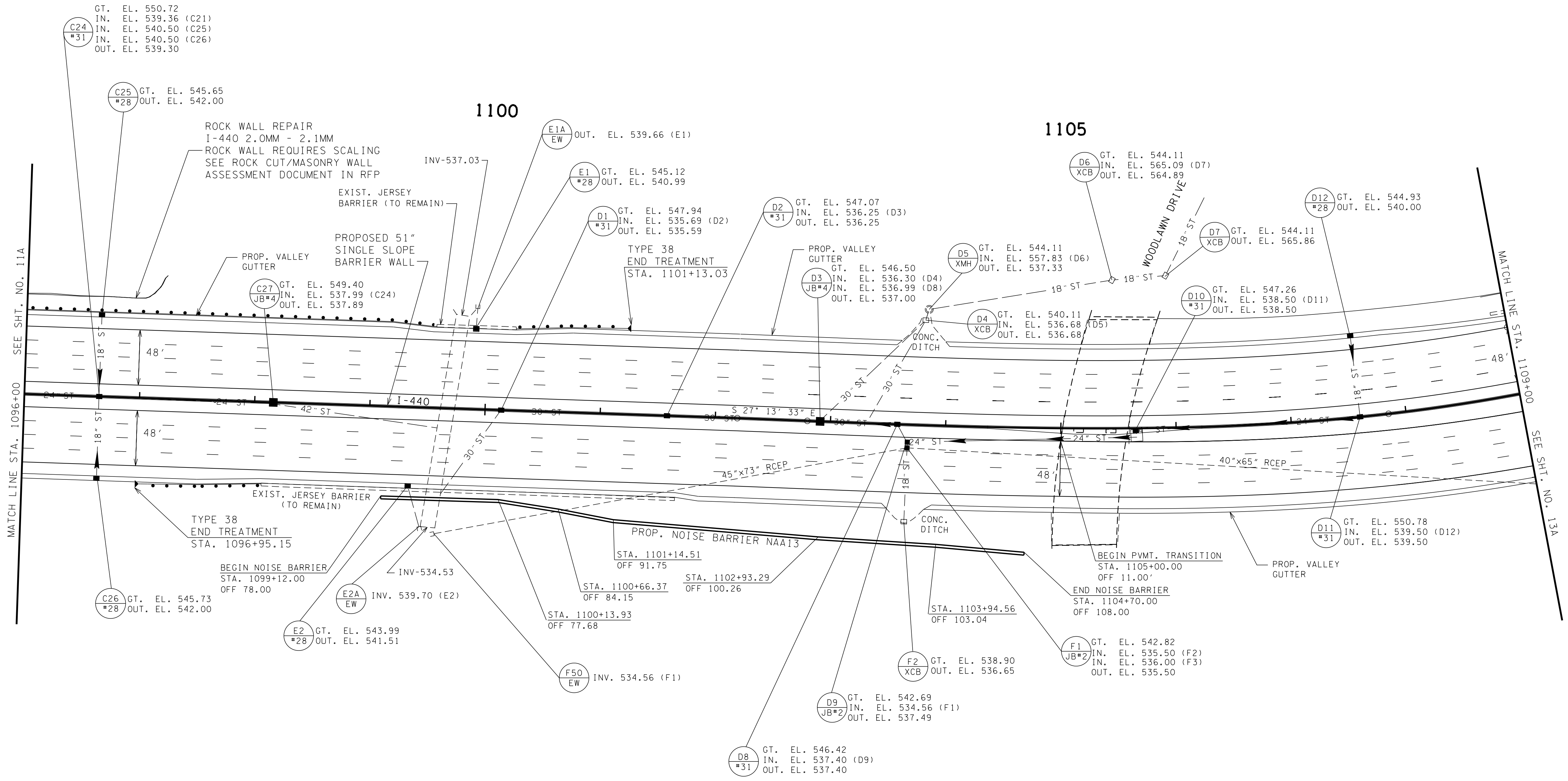
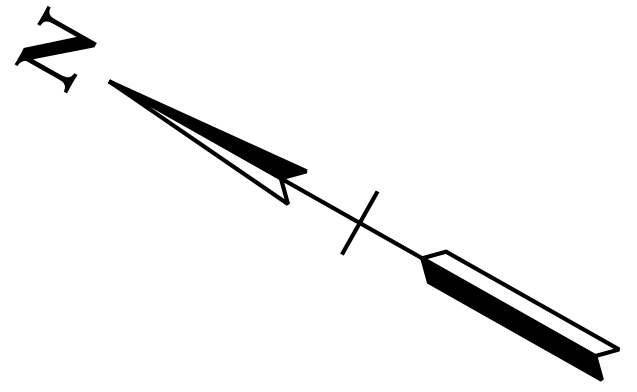
**PRESENT  
LAYOUT**

STA. 1096+00 TO STA. 1109+00  
SCALE: 1"=50'

INFORMATION REGARDING EXISTING AND PROPOSED OVERHEAD AND GROUND MOUNTED SIGNS IS LOCATED ON THE PROPOSED SIGNING AND MARKING ROLL PLOT INCLUDED IN THE RFP DOCUMENT.

PROPOSED NOISE BARRIER LOCATIONS ARE APPROXIMATE. FOR LAYOUT DETAILS AND BARRIER ELEVATIONS SEE NOISE BARRIER REPORT IN RFP.

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	12A



# PRELIMINARY PLANS

SEALED BY

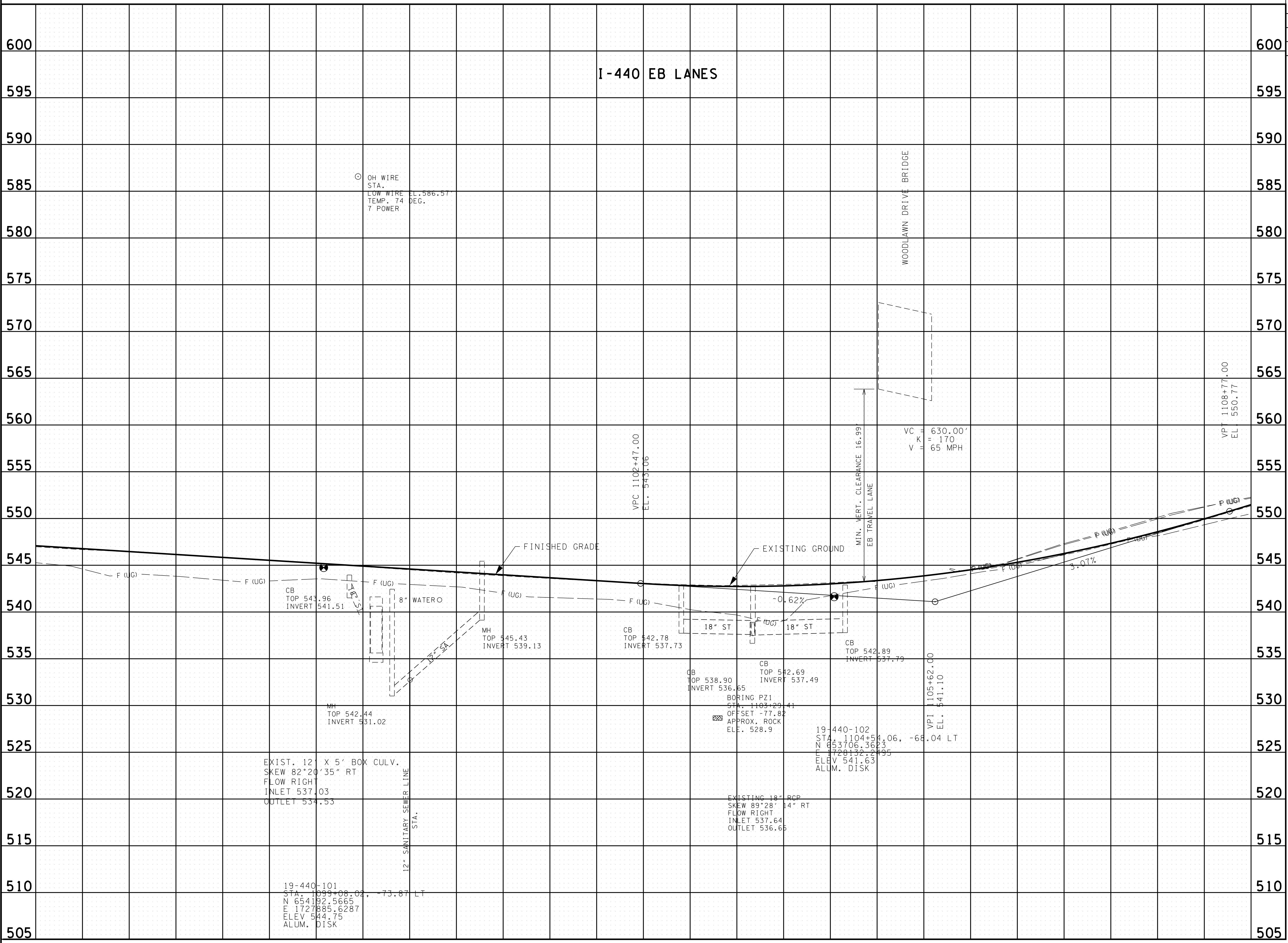
COORDINATES ARE NAD/83(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**PROPOSED LAYOUT**  
STA. 1096+00 TO STA. 1109+00  
SCALE: 1"=50'

- NOTES:
- SEE CHAPTER 2, SECTION 4 IN THE RFP CONTRACT BOOK 3 FOR MARKING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
  - SEE CHAPTER 2, SECTION 6 IN THE RFP FOR SIGNING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
  - SEE CHAPTER 4 IN THE RFP CONTRACT BOOK 3 FOR LIGHTING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE LIGHTING ROLL PLOTS.)
  - SEE CHAPTER 5 IN THE RFP CONTRACT BOOK 3 FOR ITS REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE ITS ROLL PLOTS.)

I-440 EB LANES



**PRELIMINARY  
PLANS**

SEALED BY

COORDINATES ARE NAD/83(1995).  
ARE DATUM ADJUSTED BY THE  
FACTOR OF 1.00006 AND TIED TO  
THE TGRN. ALL ELEVATIONS ARE  
REFERENCED TO THE NAVD 1988.

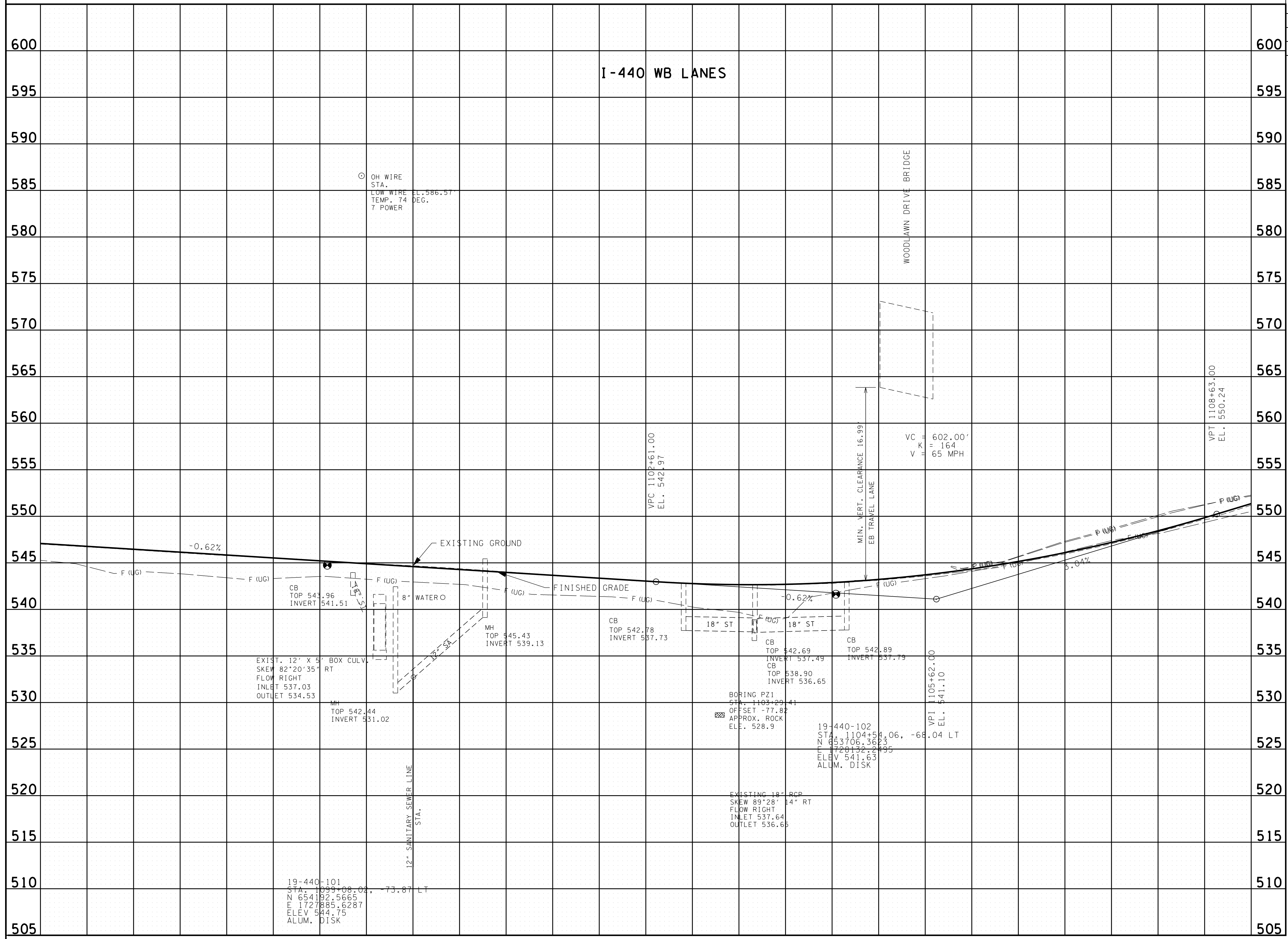
**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**PROFILE  
I-440 EB LANES**

STA. 1096+00 TO STA. 1109+00

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

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# PRELIMINARY PLANS

SEALED BY

COORDINATES ARE NAD/83(1995),  
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FACTOR OF 1.00006 AND TIED TO  
THE TGRN. ALL ELEVATIONS ARE  
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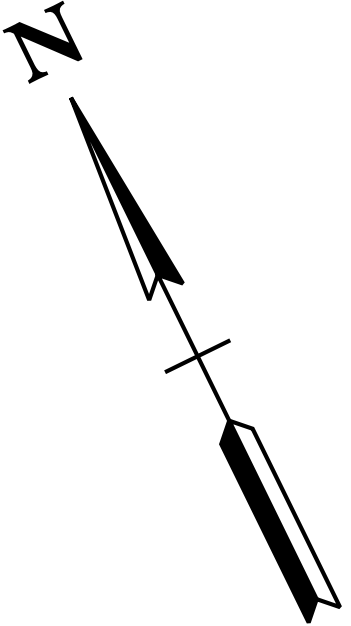
**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

## PROFILE I-440 WB LANES

STA. 1096+00 TO STA. 1109+00

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	13



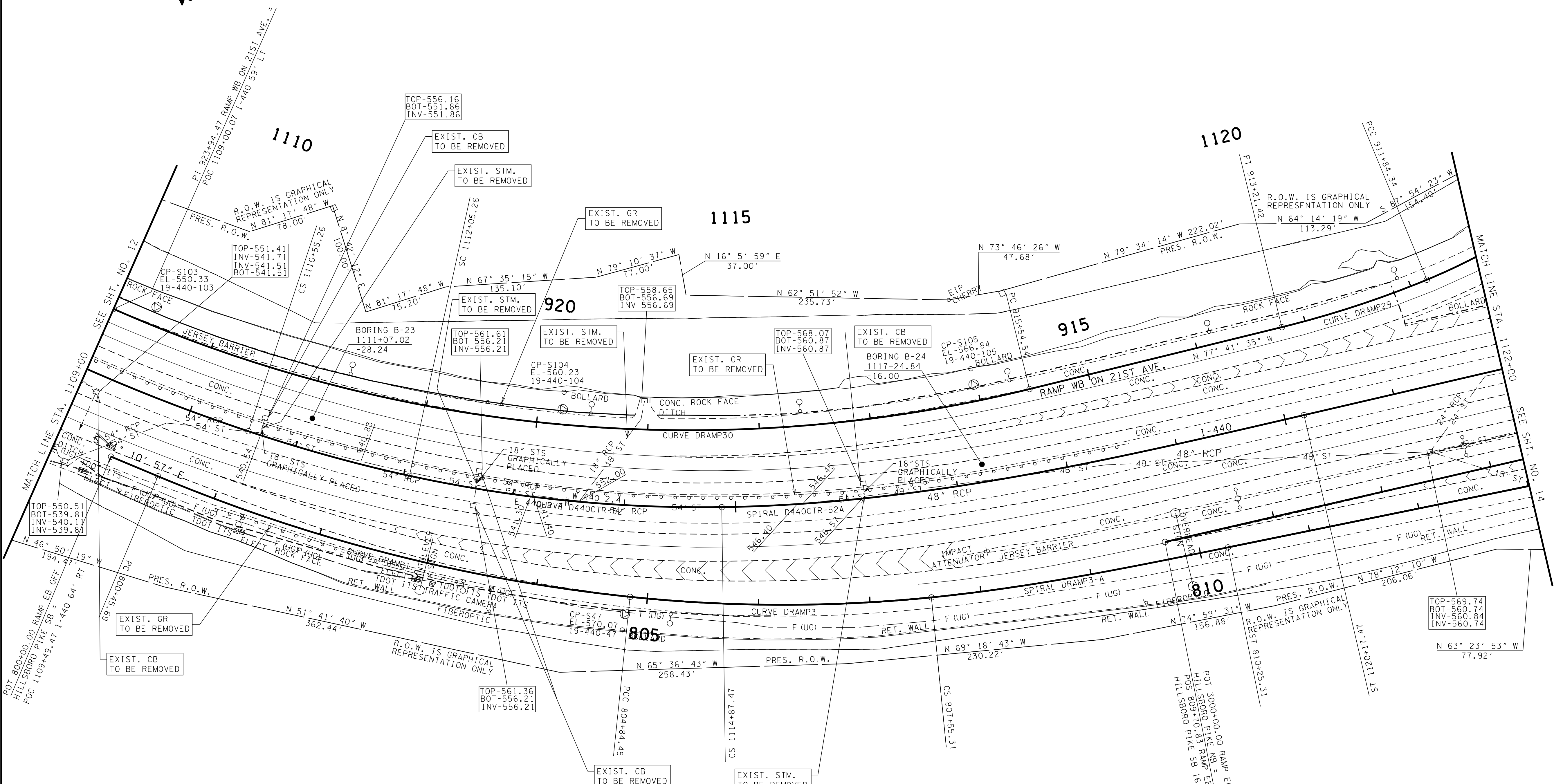
SPIRAL D440CTR-5  
 PIs 1111+33.81  
 Ns 653,132.9096  
 Es 1,728,477.7428  
 Os 6° 05' 56"  
 LT 78.55  
 ST 71.59  
 Ls 150.00

CURVE D440CTR-52  
 PI 1113+46.98  
 N 653,000.4856  
 E 1,728,644.9781  
 Δ 13° 04' 19" (LT)  
 D 4° 37' 55"  
 R 1,237.00  
 L 282.22  
 T 141.73  
 SE 0.079 FT/FT  
 DESIGN SPEED 60 MPH  
 TRANS. LENGTH 530

SPIRAL D440CTR-52A  
 PIs 1116+64.92  
 Ns 652,864.0781  
 Es 1,728,933.5279  
 Os 12° 16' 28"  
 LT 354.19  
 ST 177.44  
 Ls 530.00

CURVE DRAMP30  
 PI 919+90.25  
 N 653,006.4351  
 E 1,728,642.0269  
 Δ 37° 35' 50" (RT)  
 D 4° 28' 34"  
 R 1,280.00  
 L 839.93  
 T 435.71  
 SE 0.080 FT/FT  
 DESIGN SPEED 60 MPH  
 TRANS. LENGTH 406

CURVE DRAMP29  
 PI 912+53.01  
 N 652,849.2368  
 E 1,729,362.5782  
 Δ 8° 36' 14" (RT)  
 D 6° 16' 35"  
 R 912.88  
 L 137.08  
 T 68.67  
 SE 0.078 FT/FT  
 DESIGN SPEED 50 MPH  
 TRANS. LENGTH 353



CURVE DRAMP1  
 PI 802+66.65  
 N 653,021.0793  
 E 1,728,476.5344  
 Δ 16° 45' 34" (LT)  
 D 3° 49' 11"  
 R 1,500.00  
 L 438.76  
 T 220.96  
 SE 0.000 FT/FT  
 DESIGN SPEED 00 MPH  
 TRANS. LENGTH 000

CURVE DRAMP3  
 PI 806+20.35  
 N 652,831.6660  
 E 1,728,778.9787  
 Δ 11° 42' 01" (LT)  
 D 4° 19' 11"  
 R 1,326.38  
 L 270.86  
 T 135.90  
 SE 0.000 FT/FT  
 DESIGN SPEED 00 MPH  
 TRANS. LENGTH 000

SPIRAL DRAMP3A  
 PIs 808+45.40  
 Ns 652,752.9323  
 Es 1,728,990.8117  
 Os 5° 51' 35"  
 LT 180.10  
 ST 90.09  
 Ls 270.00

INFORMATION REGARDING EXISTING AND PROPOSED OVERHEAD AND GROUND MOUNTED SIGNS IS LOCATED ON THE PROPOSED SIGNING AND MARKING ROLL PLOT INCLUDED IN THE RFP DOCUMENT.

**PRELIMINARY  
 PLANS**

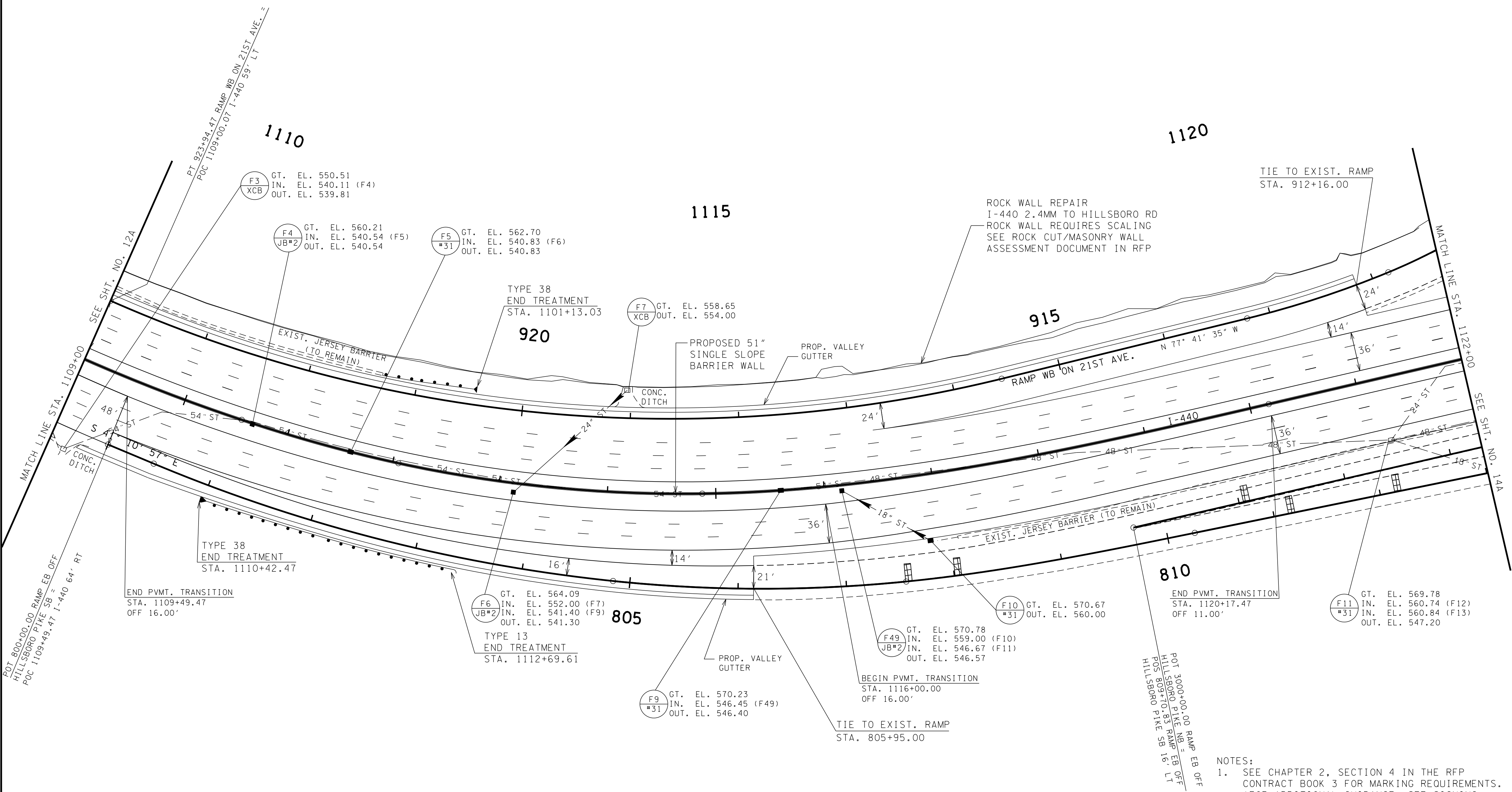
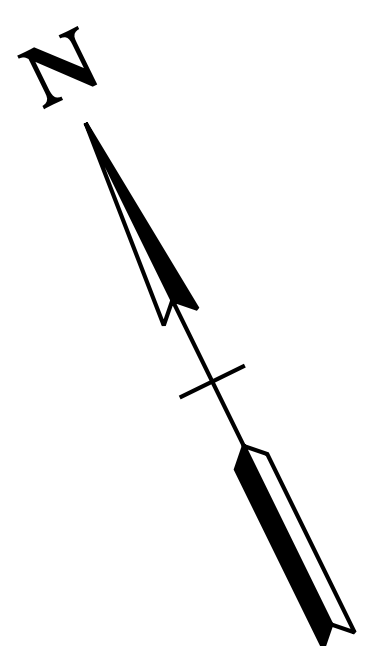
SEALED BY

COORDINATES ARE NAD(83)(1995). ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE  
 DEPARTMENT OF  
 TRANSPORTATION**

**PRESENT  
 LAYOUT**  
 STA. 1109+00 TO STA. 1122+00  
 SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	13A



# PRELIMINARY PLANS

SEALED BY

COORDINATES ARE NAD/83(1995).  
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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**PROPOSED  
LAYOUT**  
STA. 1109+00 TO STA. 1122+00  
SCALE: 1"=50'

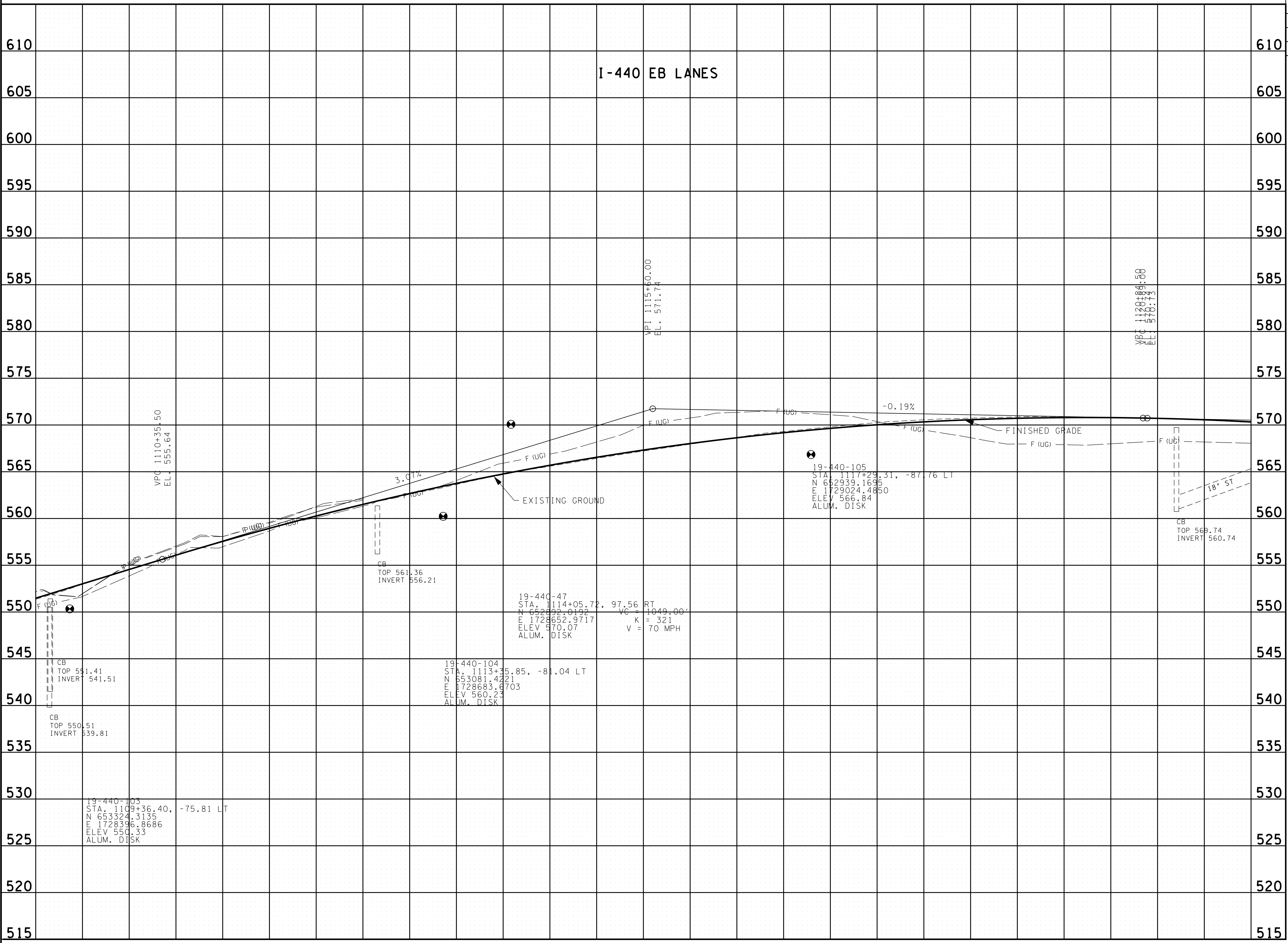
**LEGEND**

	6' X 16' FULL DEPTH CONCRETE PAVEMENT RAMP REPAIR
	FULL DEPTH CONCRETE PAVEMENT RAMP REPAIR

- NOTES:**
- SEE CHAPTER 2, SECTION 4 IN THE RFP CONTRACT BOOK 3 FOR MARKING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
  - SEE CHAPTER 2, SECTION 6 IN THE RFP FOR SIGNING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
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I-440 EB LANES



**PRELIMINARY  
PLANS**

SEALED BY

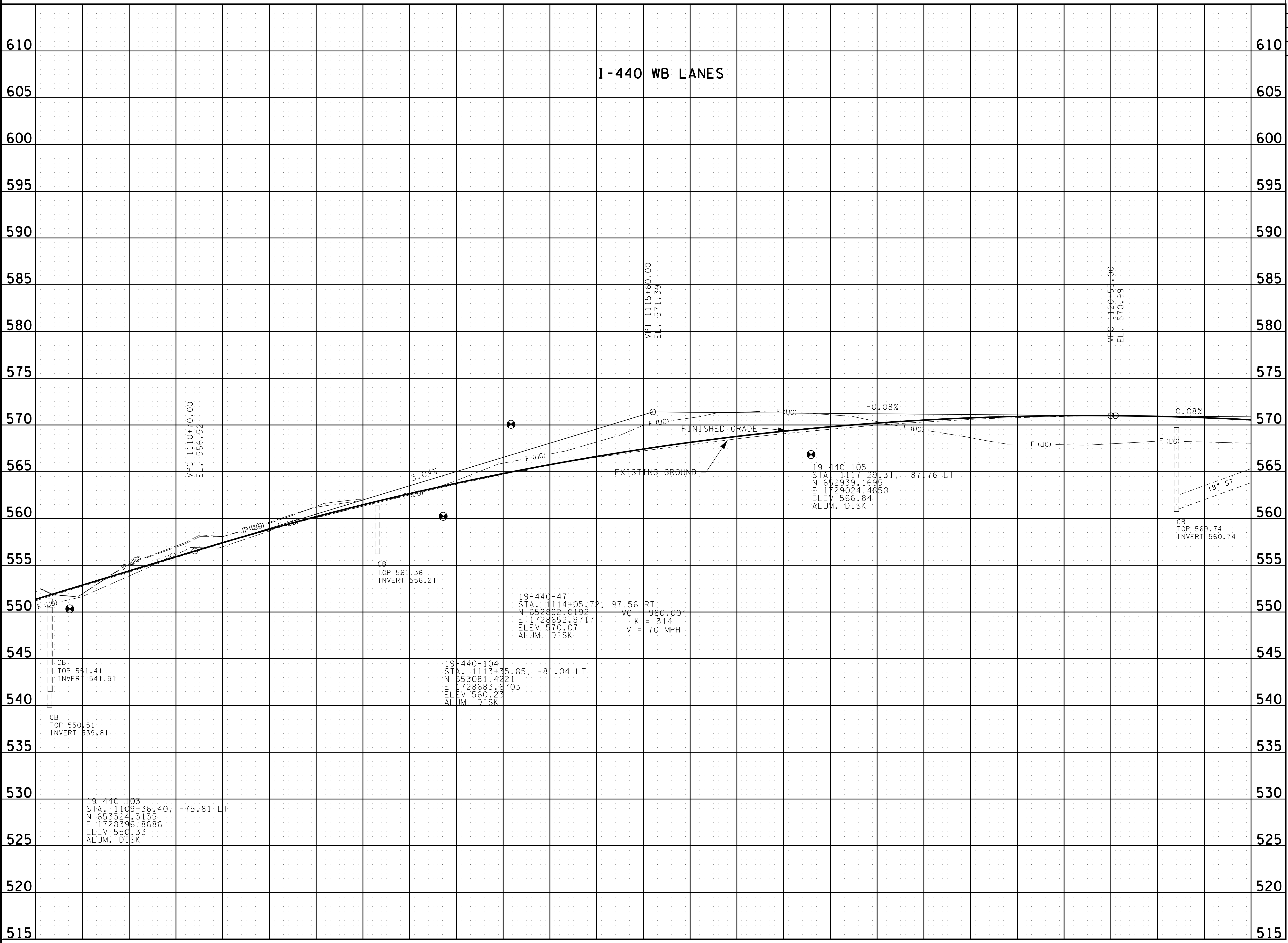
COORDINATES ARE NAD/83(1995).  
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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**PROFILE  
I-440 EB LANES**

STA. 1109+00 TO STA. 1122+00  
SCALE: 1"=50' HORIZ.  
1"=5' VERT.

I-440 WB LANES



**PRELIMINARY  
PLANS**

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**PROFILE  
I-440 WB LANES**

STA. 1109+00 TO STA. 1122+00  
SCALE: 1"=50' HORIZ.  
1"=5' VERT.

# **Location 2**

County: DAVIDSON

Route: I0440

Spcl Cse: 0-NONE

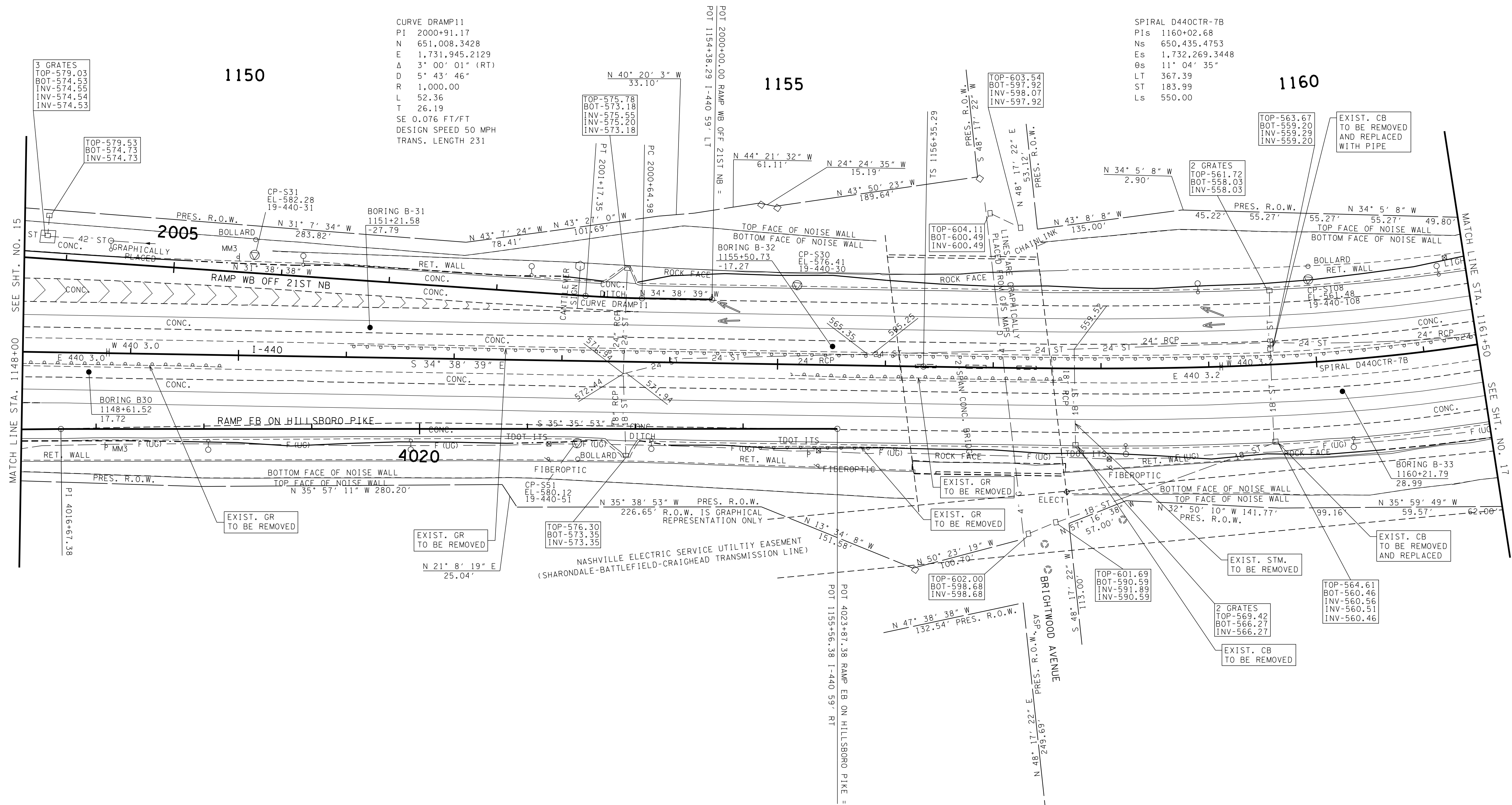
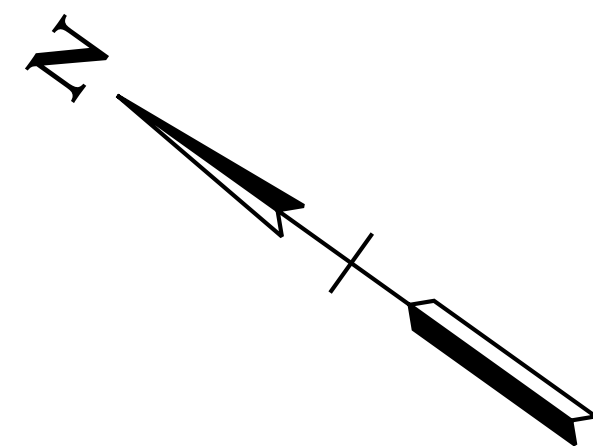
Cnty Seq: 1

Log Miles: 3.300 to 3.700 - Crash Dates: 12/5/2014 to 12/5/2017

Vehicle Filter: None - Other Factors Filter: None

Statistics	Crashes Involving	First Harmful Event
Fatal Crashes: 1	Pedestrians: 0	Pedestrian: 0
Total Killed: 1	Hazardous Cargo: 0	Pedalcycle: 0
Incap Injury Crashes: 1	Work / Constr Zones: 0	Railway Train: 0
Total Incap Injuries: 2	Fixed Objects: 8	Deer (Animal): 0
Other Injury Crashes: 16	Single Unit Trucks: 4	Other Animal: 0
Total Other Injuries: 23	Tractor - Trailer Trucks: 3	Motor Vehicle in Transport: 60
Prop Damage Crashes: 55	Bicycles: 0	Motor Vehicle in Transport in Other Roadway: 0
<b>Total Crashes: 73</b>	Motorcycles: 0	Parked Motor Vehicle: 0
	Lane Departures: 9	Other Type Non-Motorist: 0
	Distracted Drivers: 4	Fixed Object: 8
		Other Object (Not Fixed): 2
		Non Collision: 1
		Overturn: 0
		Jackknife: 0
		Cross Median: 0
		Ran Off Road: 0
Crash Location	Road Conditions	Weather Conditions
Along Roadway: 73	Ice: 0	No Adverse Conditions: 63
At Intersection: 0	Snow or Slush: 0	Rain: 8
Railroad Crossing: 0	Sand, Mud, Dirt or Oil: 0	Sleet and Hail: 0
Bridge: 0	Wet: 15	Snow: 0
Underpass: 0	Dry: 55	Foggy: 0
Ramp: 0		Smog, Smoke: 0
Private Property: 0		Crosswind: 0
Other: 0		
Manner of Collision	Light Conditions	Weather Conditions
Rear End: 48	Dawn: 0	No Adverse Conditions: 63
Head On: 1	Daylight: 59	Rain: 8
Rear-to-Side / Rear: 0	Dusk: 2	Sleet and Hail: 0
Angle: 1	Dark / Lighted: 8	Snow: 0
Sideswipe Same Dir: 9	Dark / Not Lighted: 2	Foggy: 0
Sideswipe Opp Dir: 0	Not Indicated: 0	Smog, Smoke: 0
Unknown: 1		Crosswind: 0
Fixed Objects		
Boulder: 0	Other Barrier: 0	Ditch: 0
Building: 0	Highway Traffic Sign Post: 0	Embankment: 1
Impact Attenuator: 0	Overhead Sign Support: 0	Fence: 0
Overhead Structure: 0	Luminaire/Light Support: 0	Wall: 0
Bridge Pier/Abutment/End: 0	Traffic Signal Support: 0	Mail Box: 0
Bridge Rail: 0	Utility Pole: 2	Shrubbery: 0
Guardrail: 5	Other Post, Pole Supports: 0	Tree: 0
Cable Barrier: 0	Culvert: 0	Fire Hydrant: 0
	Curb: 0	Other Fixed Object: 0
<i>This report was generated by E-TRIMS</i>		

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	16



CURVE DRAMP11  
 PI 2000+91.17  
 N 651,008.3428  
 E 1,731,945.2129  
 Δ 3° 00' 01" (RT)  
 D 5° 43' 46"  
 R 1,000.00  
 L 52.36  
 T 26.19  
 SE 0.076 FT/FT  
 DESIGN SPEED 50 MPH  
 TRANS. LENGTH 231

SPIRAL D440CTR-7B  
 PIs 1160+02.68  
 Ns 650,435.4753  
 Es 1,732,269.3448  
 θs 11° 04' 35"  
 LT 367.39  
 ST 183.99  
 Ls 550.00

**PRELIMINARY  
 PLANS**

SEALED BY

COORDINATES ARE NAD/83(1995).  
 ARE DATUM ADJUSTED BY THE  
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**STATE OF TENNESSEE  
 DEPARTMENT OF  
 TRANSPORTATION**

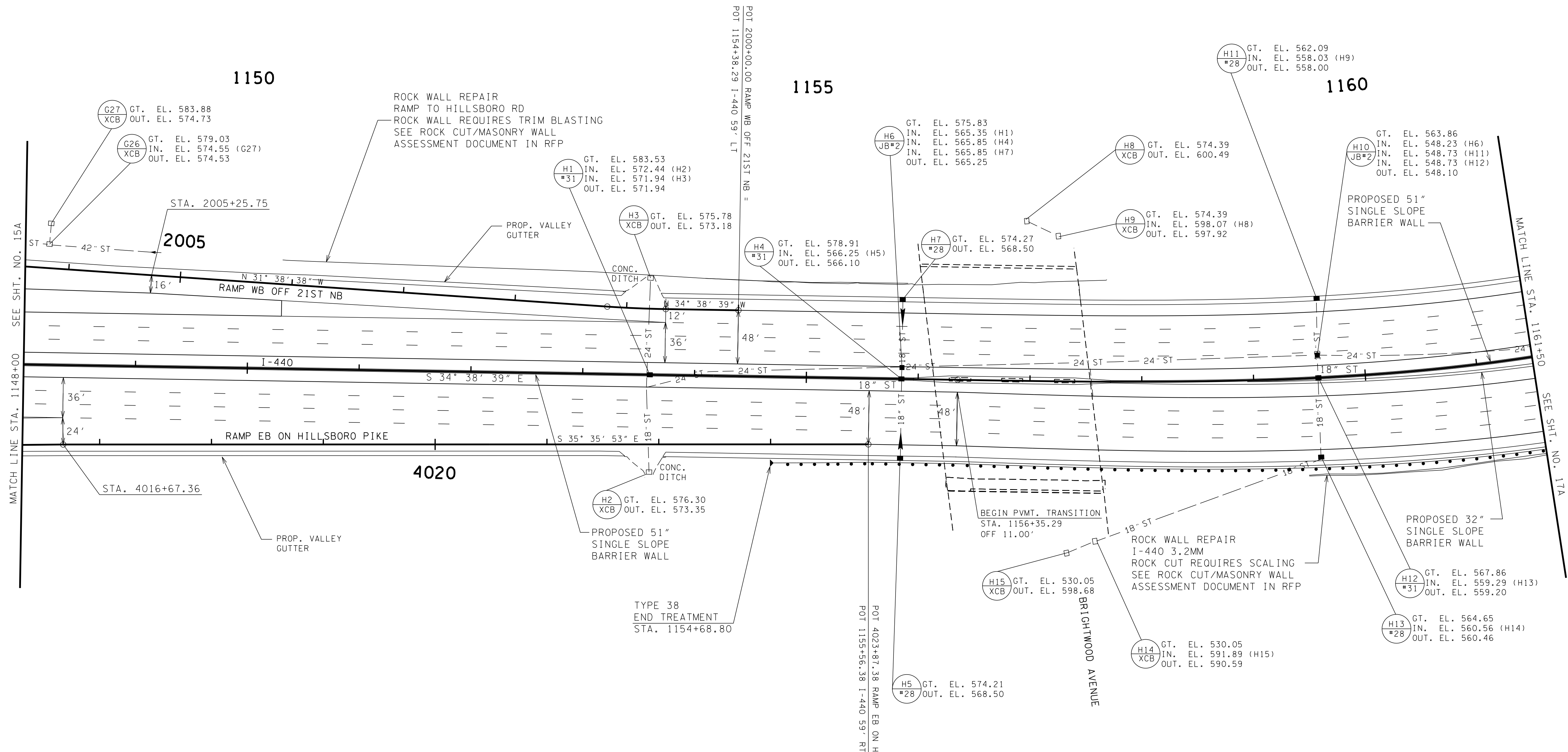
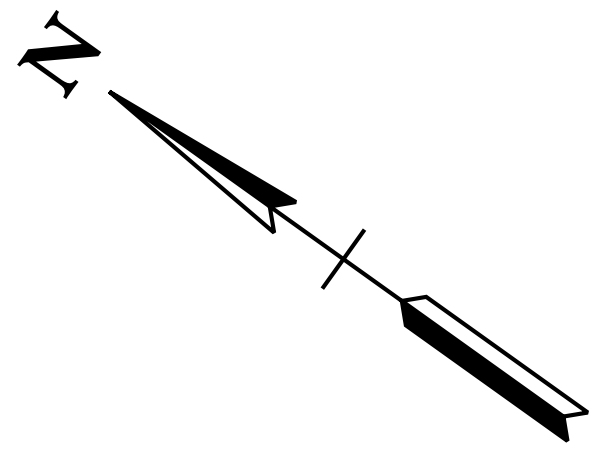
**PRESENT  
 LAYOUT**

STA. 1148+00 TO STA. 1161+50  
 SCALE: 1"=50'

INFORMATION REGARDING EXISTING AND PROPOSED OVERHEAD  
 AND GROUND MOUNTED SIGNS IS LOCATED ON THE PROPOSED SIGNING  
 AND MARKING ROLL PLOT INCLUDED IN THE RFP DOCUMENT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	16A



# PRELIMINARY PLANS

SEALED BY

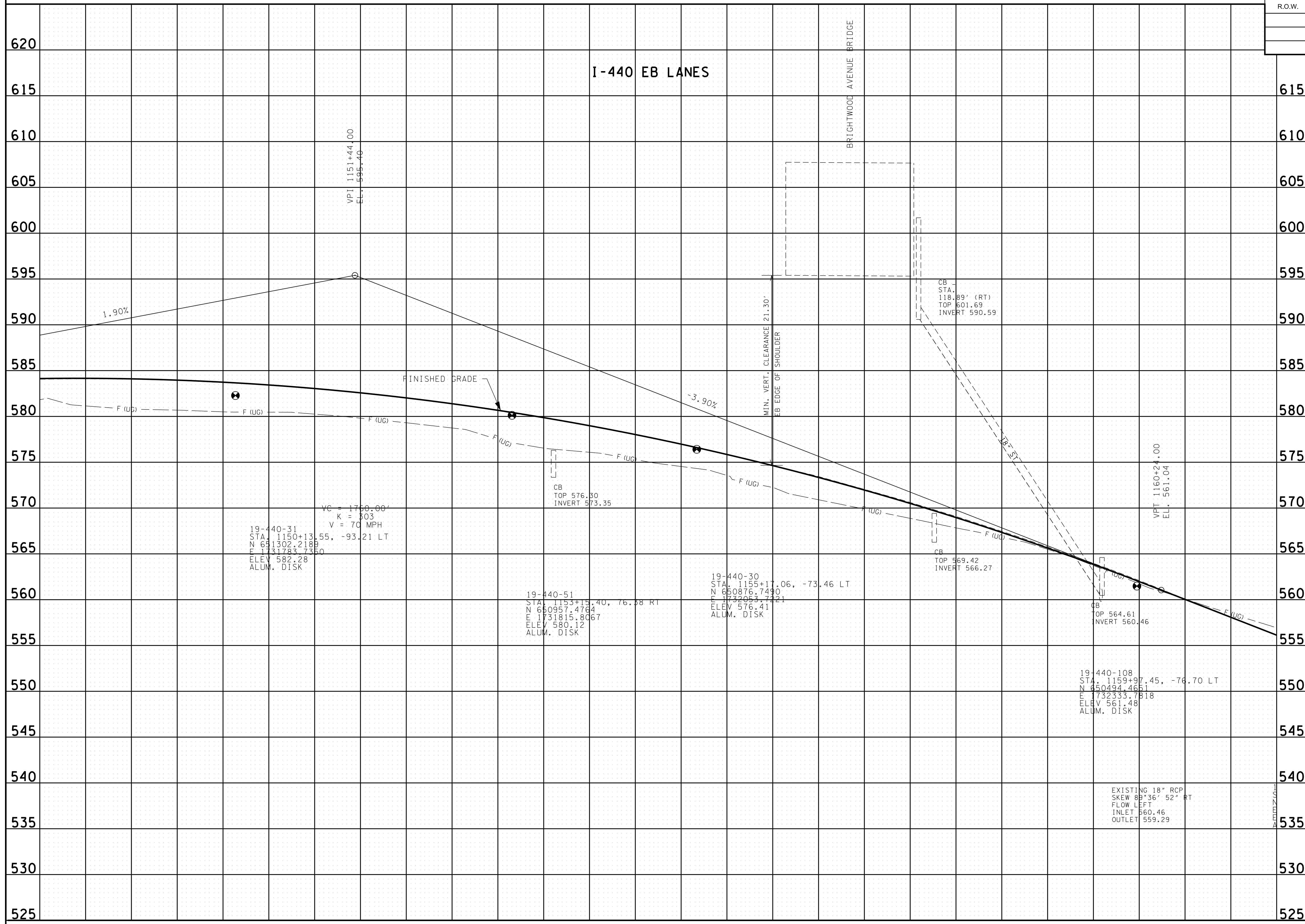
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STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION

PROPOSED LAYOUT  
STA. 1148+00 TO STA. 1161+50  
SCALE: 1"=50'

- NOTES:
- SEE CHAPTER 2, SECTION 4 IN THE RFP CONTRACT BOOK 3 FOR MARKING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
  - SEE CHAPTER 2, SECTION 6 IN THE RFP FOR SIGNING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	16B



**PRELIMINARY PLANS**

SEALED BY

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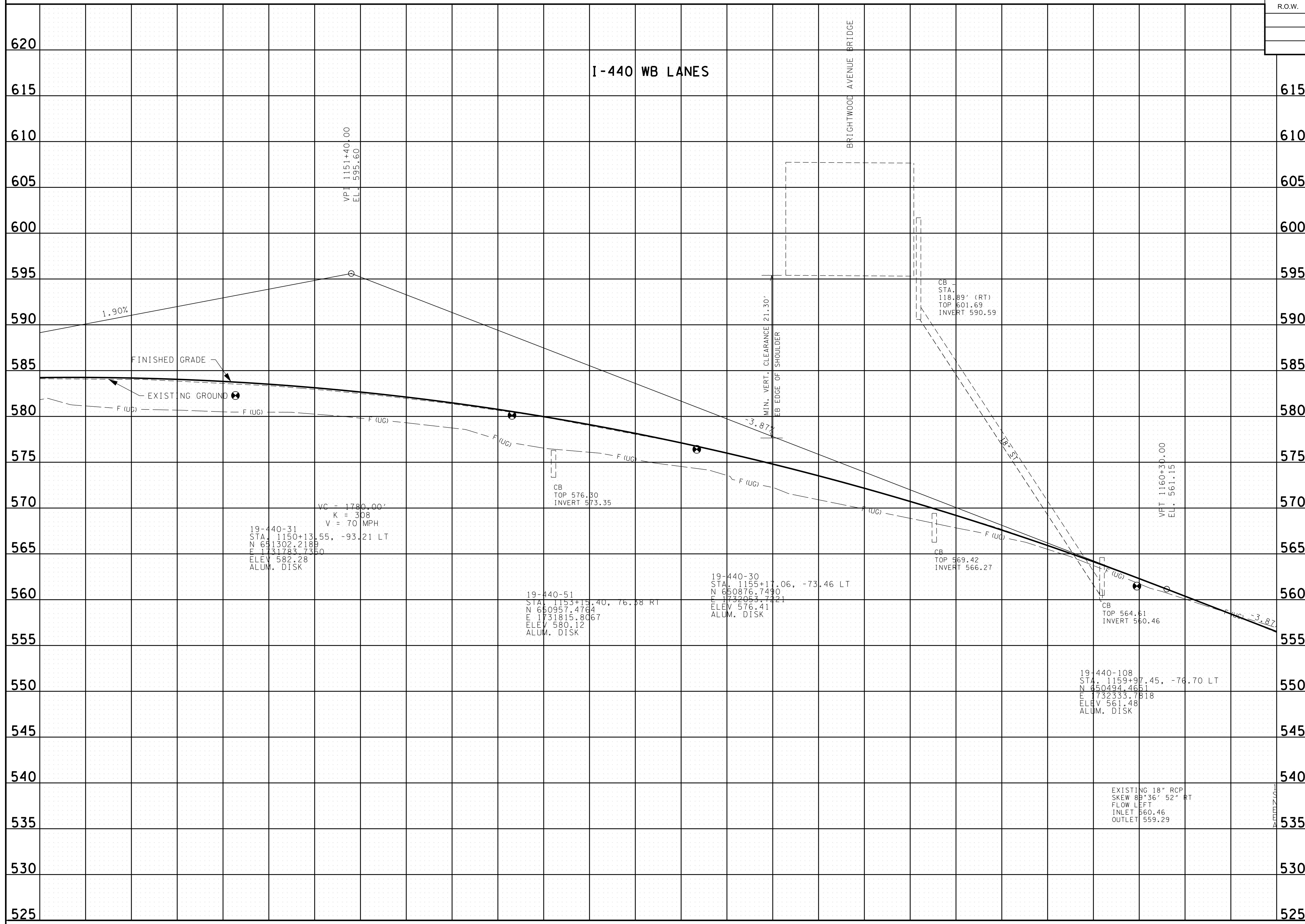
**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**PROFILE  
I-440 EB LANES**

STA. 1148+00 TO STA. 1161+50

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

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**PRELIMINARY  
PLANS**

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

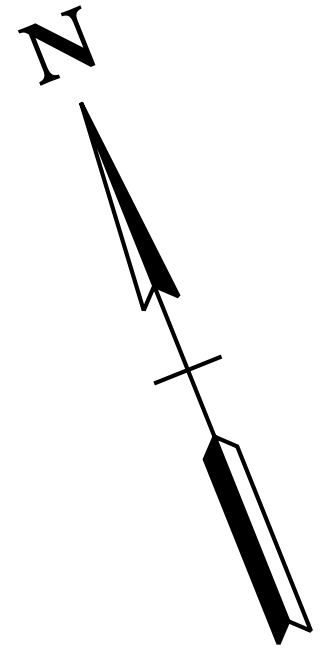
**PROFILE  
I-440 WB LANES**

STA. 1148+00 TO STA. 1161+50

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

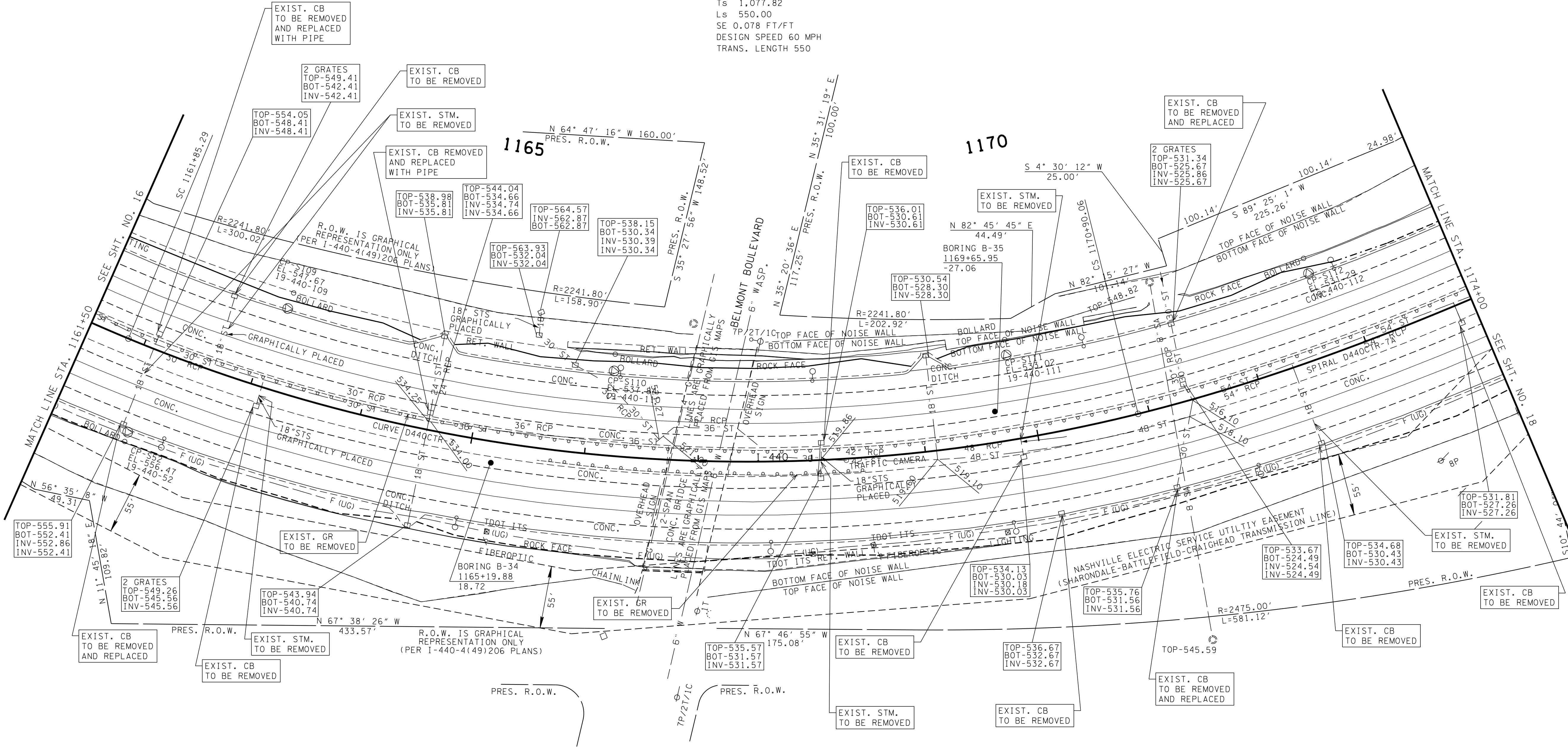


TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	17



CURVE D440CTR-7  
 PI 1167+13.11  
 N 649,851.0017  
 E 1,732,673.2117  
 Δs 58° 35' 44" (LT)  
 Θs 11° 04' 35"  
 Δc 36° 26' 33" (LT)  
 Dc 4° 01' 40"  
 Rc 1,422.50  
 Lc 904.77  
 Ts 1,077.82  
 Ls 550.00  
 SE 0.078 FT/FT  
 DESIGN SPEED 60 MPH  
 TRANS. LENGTH 550

SPIRAL D440CTR-7A  
 PIs 1172+74.05  
 Ns 649,891.1525  
 Es 1,733,382.5111  
 Θs 11° 04' 35"  
 LT 367.39  
 ST 183.99  
 Ls 550.00



**PRELIMINARY  
PLANS**

SEALED BY \_\_\_\_\_

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

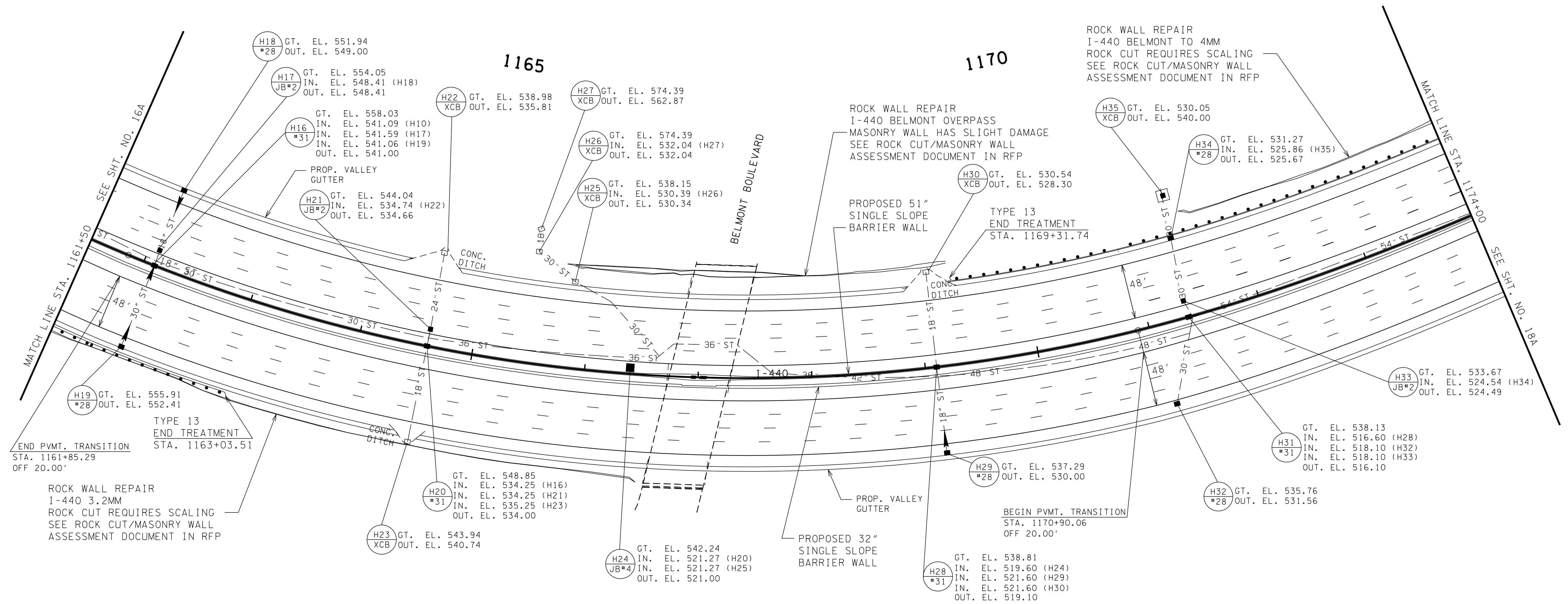
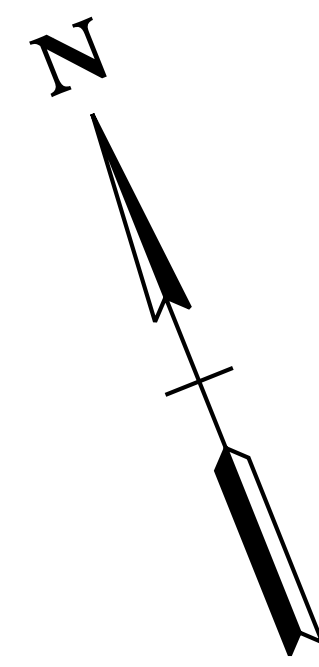
**PRESENT  
LAYOUT**

STA. 1161+00 TO STA. 1174+00  
SCALE: 1"=50'

INFORMATION REGARDING EXISTING AND PROPOSED OVERHEAD  
 AND GROUND MOUNTED SIGNS IS LOCATED ON THE PROPOSED SIGNING  
 AND MARKING ROLL PLOT INCLUDED IN THE RFP DOCUMENT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	17A



**PRELIMINARY  
PLANS**

SEALED BY

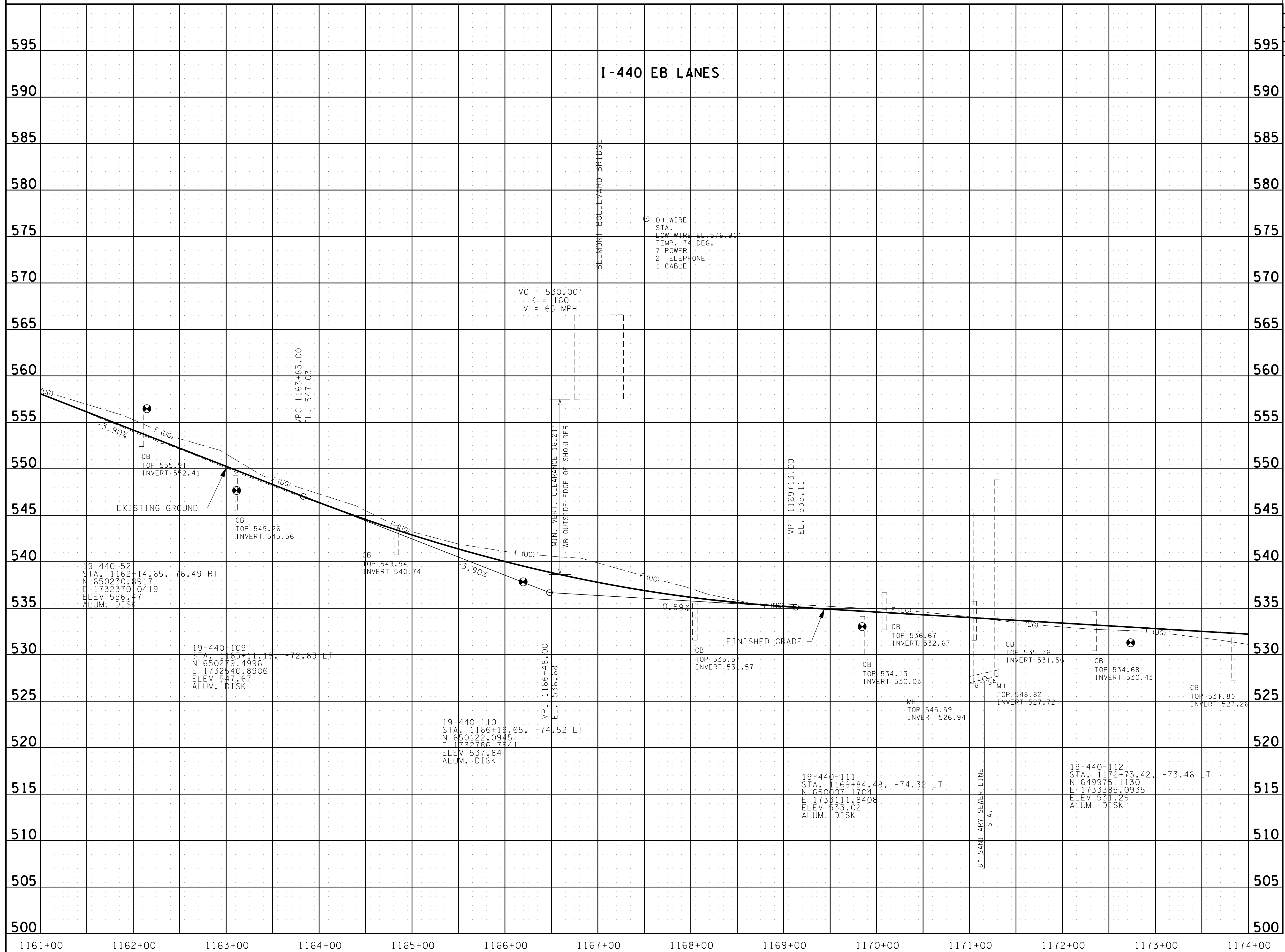
COORDINATES ARE NAD/83(1995).  
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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**PROPOSED  
LAYOUT**  
STA. 1161+00 TO STA. 1174+00  
SCALE: 1"=50'

- NOTES:
- SEE CHAPTER 2, SECTION 4 IN THE RFP CONTRACT BOOK 3 FOR MARKING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
  - SEE CHAPTER 2, SECTION 6 IN THE RFP FOR SIGNING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
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  - SEE CHAPTER 5 IN THE RFP CONTRACT BOOK 3 FOR ITS REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE ITS ROLL PLOTS.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	17B



**PRELIMINARY  
PLANS**

SEALED BY

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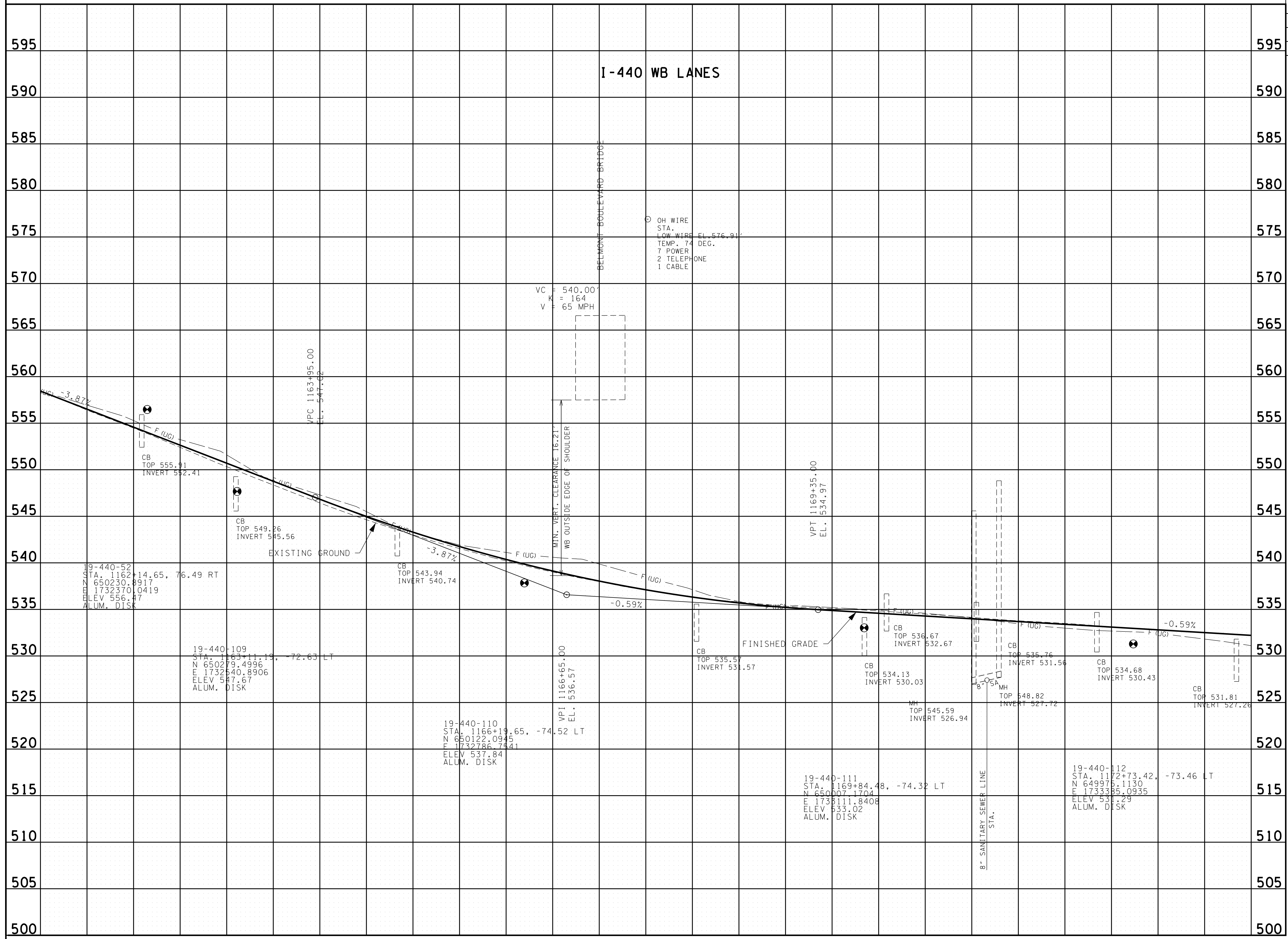
**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**PROFILE  
I-440 EB LANES**

STA. 1161+00 TO STA. 1174+00  
 SCALE: 1"=50' HORIZ.  
 1"=5' VERT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	17C



**PRELIMINARY  
PLANS**

SEALED BY

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**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

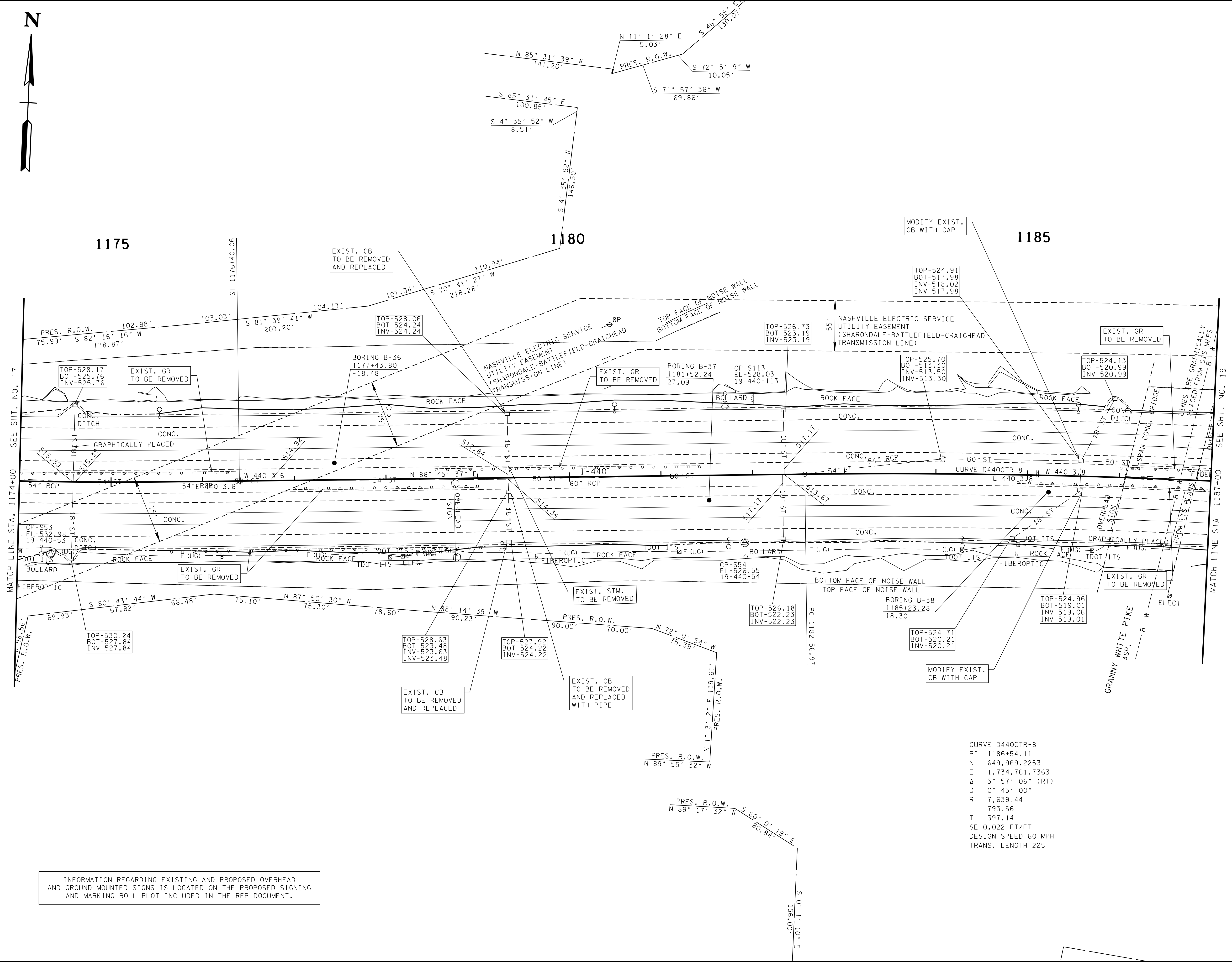
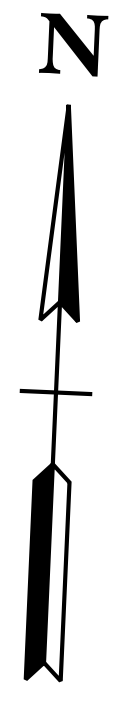
**PROFILE  
I-440 WB LANES**

STA. 1161+00 TO STA. 1174+00

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	18



INFORMATION REGARDING EXISTING AND PROPOSED OVERHEAD AND GROUND MOUNTED SIGNS IS LOCATED ON THE PROPOSED SIGNING AND MARKING ROLL PLOT INCLUDED IN THE RFP DOCUMENT.

# PRELIMINARY PLANS

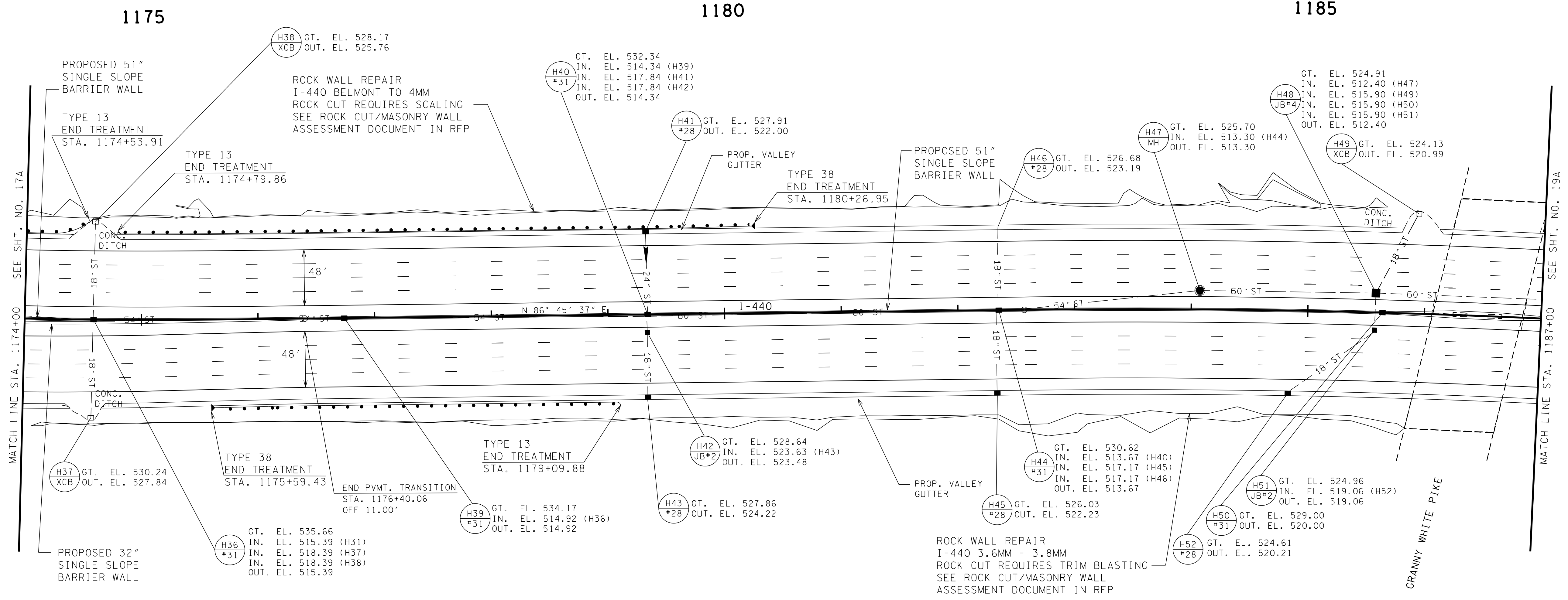
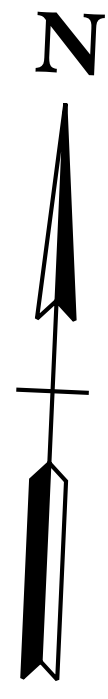
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STATE OF TENNESSEE  
 DEPARTMENT OF  
 TRANSPORTATION

PRESENT LAYOUT  
 STA. 1174+00 TO STA. 1187+00  
 SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	18A



PRELIMINARY  
PLANS

SEALED BY

COORDINATES ARE NAD/83(1995).  
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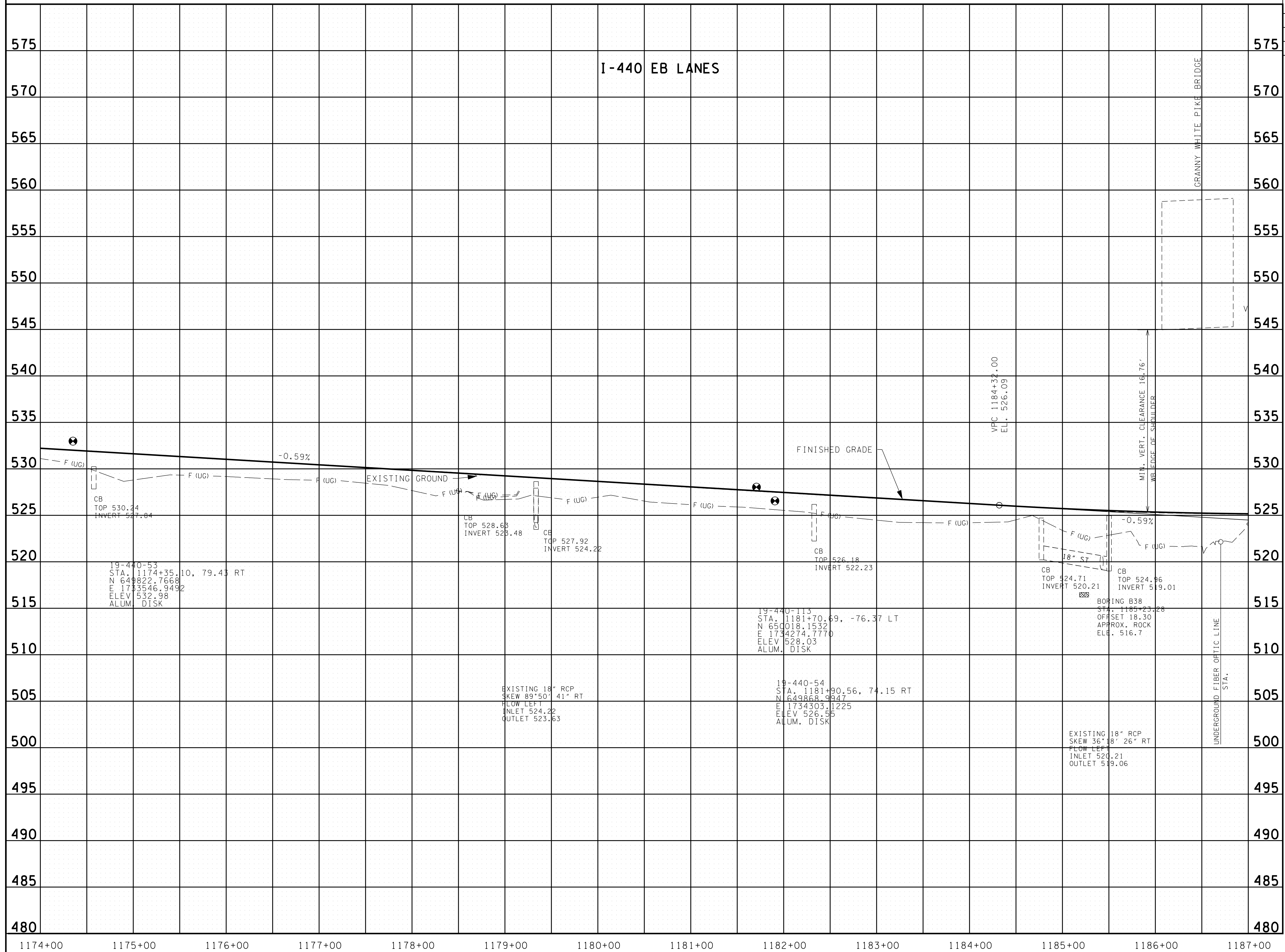
STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION

PROPOSED  
LAYOUT

STA. 1174+00 TO STA. 1187+00  
SCALE: 1"=50'

- NOTES:
1. SEE CHAPTER 2, SECTION 4 IN THE RFP CONTRACT BOOK 3 FOR MARKING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
  2. SEE CHAPTER 2, SECTION 6 IN THE RFP FOR SIGNING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE SIGNING AND MARKING ROLL PLOTS.)
  3. SEE CHAPTER 4 IN THE RFP CONTRACT BOOK 3 FOR LIGHTING REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE LIGHTING ROLL PLOTS.)
  4. SEE CHAPTER 5 IN THE RFP CONTRACT BOOK 3 FOR ITS REQUIREMENTS. (FOR ADDITIONAL GUIDANCE, SEE ITS ROLL PLOTS.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	18B



GRANNY WHITE PIKE BRIDGE

MIN. VERT. CLEARANCE 16.76'  
WB EDGE OF SHOULDER

**PRELIMINARY  
PLANS**

SEALED BY

COORDINATES ARE NAD/83(1995).  
ARE DATUM ADJUSTED BY THE  
FACTOR OF 1.00006 AND TIED TO  
THE TGRN. ALL ELEVATIONS ARE  
REFERENCED TO THE NAVD 1988.

STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION

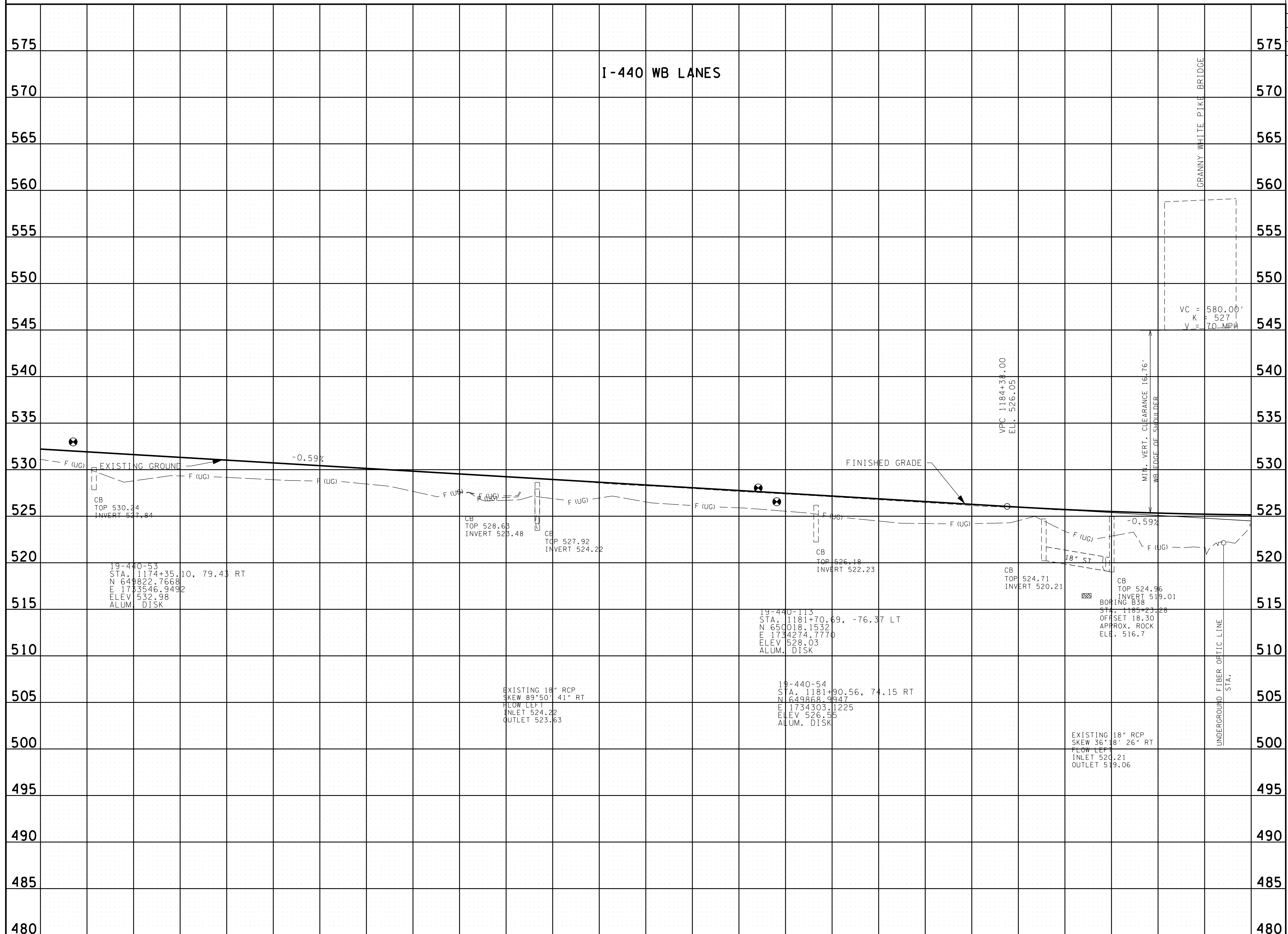
PROFILE  
I-440 EB LANES

STA. 1174+00 TO STA. 1187+00

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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2018	19014-1169-04	18C



**PRELIMINARY  
PLANS**

SEALED BY

COORDINATES ARE NAD/83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988.

**STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION**

**PROFILE  
I-440 WB LANES**

STA. 1174+00 TO STA. 1187+00

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

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