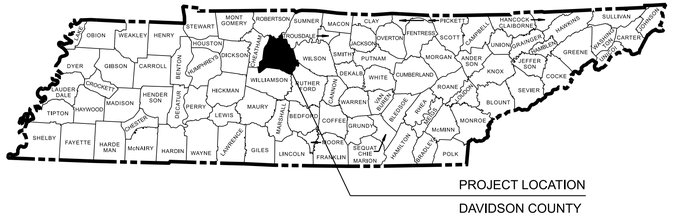
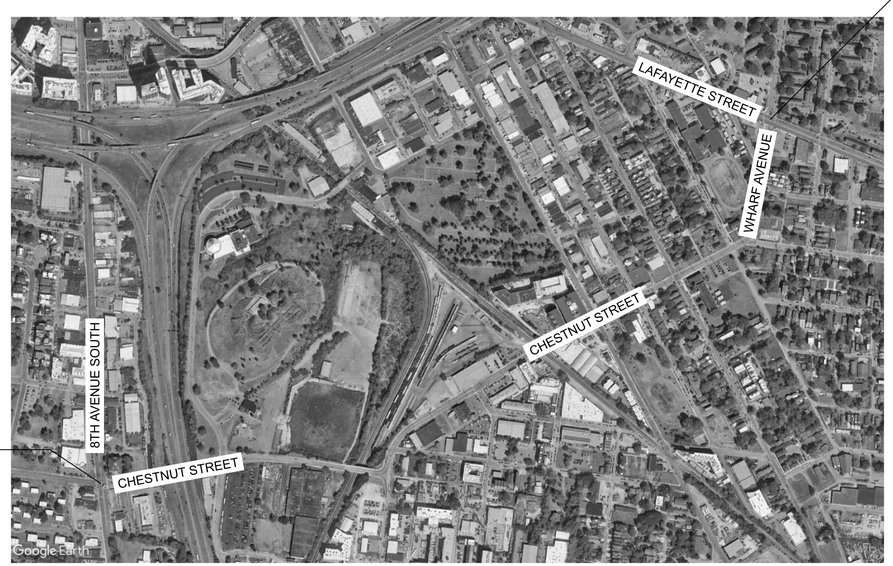
CHESTNUT STREET BIKEWAY DESIGN
CHESTNUT STREET & WHARF AVENUE
FROM 8TH AVENUE S TO LAFAYETTE STREET
NASHVILLE DEPARTMENT OF TRANSPORTATION (NDOT)



INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
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2E	TYPICAL SECTIONS
2F-2L	DETAILS
3A-3R	PRESENT LAYOUT
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5	STORMWATER DETAILS
5A-5R	STORM WATER LAYOUT
6A-6R	PROFILES
6S-6T	CROSS CULVERT PROFILES
7A-7R	EPSC
8A-8R	STRIPING LAYOUT
9A-9R	SIGNAGE LAYOUT
10	UTILITY NOTES AND DETAILS
10A-10R	UTILITY LAYOUT

N



COUNCIL PERSON & DISTRICT: TERRY VO - DISTRICT 17
TOTAL DISTURBED AREA: 1.20 AC PER CONSOR

FLOODPLAIN INFORMATION
MAP NUMBER:
47037C0244J
ZONE: X
MAP REVISED: JUNE 20, 2024

SPECIAL NOTES

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

SPECIAL NOTE:
THE BASE SURVEY AND DESIGN INFORMATION FOR ROADWAY AND UTILITES PRESENTED ON THIS PLAN WERE PROVIDED TO KCI TECHNOLOGIES, INC. BY CONSOR ENGINEERING. WHERE AVAILABLE, BASE INFORMATION HAS BEEN SUPPLEMENTED BY PLANS OBTAINED FROM NDOT AND FIELD OBSERVATION BY THE ENGINEER. KCI TECHNOLOGIES, INC. MAKES NO CLAIMS TO THE COMPLETENESS OR ACCURACY OF THE PROVIDED BASE INFORMATION.

DESIGNER : TRAVIS BONAR, PE CHECKED BY : _____

P.E. NO. 00117885

PIN NO. _____

TDOT STANDARD DRAWINGS

MM-PM-2	SIGNING AND PAVEMENT MARKING FOR BICYCLE LANES OR ROUTES
MM-PM-3	SIGNING AND PAVEMENT MARKING FOR BICYCLE LANES ON URBAN ROADWAYS
MM-PM-4	SIGNING AND PAVEMENT MARKING FOR BICYCLE LANES
MM-PM-5	SIGNING AND PAVEMENT MARKING FOR BICYCLE LANES AT INTERSECTIONS
MM-TS-1	BIKE ACCOMODATION DESIGN
RD-A-1	STANDARD ABBREVIATIONS
S-CZ-1	CLEAR ZONE CRITERIA
T-M-1	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-3	MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS, & PAVED SHOULDERS ON CONVENTIONAL ROADS
T-M-4	STANDARD INTERSTECTION PAVEMENT MARKINGS
T-S-6	STANDARD MOUNTING DETAILS - BOLTED EXTRUDED PANELS
T-S-9	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-16	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	STANDARD STEEL SIGN SUPPORTS
T-S-20	SIGN DETAILS
T-WZ-10	ADVANCE ROAD WORK SIGNING ON HIGHWAYS AND FREEWAYS
T-WZ-55	SIDEWALK TRAFFIC CONTROL
D-CB-DI	ALTERNATE CATCH BASIN DROP INLET DETAILS
D-CB-12P	STANDARD PRECAST RECTANGULAR CONCRETE NO. 12 CATCH BASIN
D-CB-14P	STANDARD PRECAST RECTANGULAR CONCRETE NO. 14 CATCH BASIN
D-CB-99	MISCELLANEOUS DETAILS FOR RECTANGULAR STRUCTURES
D-CBB-12A	TYPE 'B' CAST IRON FRAME, GRATE & VERTICAL INLET DETAILS FOR NOS. 10, 12, 14, 16 & 17 TYPE CATCH BASINS
D-MH-2	STANDARD PRECAST NO. 3 MANHOLE
D-MH-3	TYPICAL DESIGN OF LIDS FOR NO. 3 MANHOLE
D-MH-4	STANDARD NO. 3 MANHOLE CASTINGS AND STEPS
D-PEW-1	PROTECTED ENDWALLS FOR ROUND & OVAL PIPES (PIPE SIZES 18" TO 72", ALL SKEWS, 2:1 & 3:1 SLOPES)
D-PEW-2	PROTECTED ENDWALLS FOR ROUND PIPES DETAILS & QUANTITIES (PIPE SIZES 18" TO 72", ALL SKEWS, 2:1 & 3:1 SLOPES)
D-SLD-1	SLOTTED DRAINS
D-SLD-2	SLOTTED DRAINS
D-SLD-3	SLOTTED DRAINS
EC-STR-37	SEDIMENT TUBE
EC-STR-39A	CURB INLET PROTECTION TYPE 3 & 4

NDOT STANDARD DRAWINGS

ST-201	STANDARD CURB
ST-210	STANDARD CONCRETE SIDEWALK
ST-321	ALTERATION CONSTRUCTION CURB RAMP
ST-504	PAVEMENT MARKING AND SIGNS FOR BIKE LANES
ST-506	BIKE FRIENDLY GRATE
ST-506a	BIKE FRIENDLY GRATE
ST-506b	BIKE FRIENDLY GRATE
DR-105	SINGLE INLET (PRECAST)
DR-110	DOUBLE INLET (PRECAST)

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KCI TECHNOLOGIES

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TITLE SHEET

CHESTNUT STREET BIKEWAY DESIGN

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CHESTNUT BIKEWAY - TOTAL ESTIMATED QUANTITIES

	ITEM NO.	DESCRIPTION	UNIT	QUANTITY
	105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1
	202-03	REMOVAL OF RIGID PAVEMENT, SIDEWALK, ETC.	S.Y.	634
	701-02.03	CONCRETE CURB RAMP	S.F.	4450
	701-01.01	CONCRETE SIDEWALK	S.F.	11,700
	701-03	CONCRETE MEDIAN PAVEMENT	C.Y.	174
	701-03	BUS STOP/RAISED CYCLE TRACK	C.Y.	145
	702-01.02	CONCRETE CURB	L.F.	4,363
	702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	25
	712-01	TRAFFIC CONTROL	LS	1
	712-08.06	UNIFORMED POLICE OFFICER	HR	1000
(5)	716-10.30	TRUNCATED DOME DETECTABLE WARNING MAT	S.F.	310
	717-01	MOBILIZATION	LS	1
	801-01	SEEDING (WITH MULCH)	S.Y.	712
(1)	713-02.14	FLEXIBLE DELINEATOR (WHITE)	EACH	77
	713-11.02	PERFORATED/KNOCKOUT SQUARE TUBE POST	LB.	5005
	713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	S.F.	230
	713-15	REMOVAL OF SIGNS, POSTS AND FOOTINGS	LS	1
	716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	L.F.	420.00
	716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	7.00
	716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	L.F.	7,135.00
(2)	716-04.11	PLASTIC PAVEMENT MARKING (BICYCLE SYMBOL W/RIDER)	EACH	3
	716-04.12	PLASTIC PAVEMENT MARKING (YIELD LINE)	S.F.	22
	716-04.13	PLASTIC PAVEMENT MARKING (BIKE LANE SYMBOL & ARROW)	EACH	36
	716-05.10	PAINTED PAVEMENT MARKING (RXR)	EACH	2
	716-12.02	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN LINE)	L.M.	3.61
	716-12.05	ENHANCED FLATLINE THERMO PVMT MRKNG (6IN DOTTED LINE)	L.F.	4,900
(4)	716-12.06	ENHANCED FLAT LINE THERMO (8IN LINE)	L.F.	410
	PW-002	PLASTIC PAVEMENT MARKING (YIELD LINE - BIKE LANE)	S.F.	83
(3)	PW-003	GREEN TEXTURED BIKE LANE	S.Y.	1,100
	PW-004	PLASTIC PAVEMENT MARKING (SHARROW)	EACH	2
	PW-009	TUFF CURB XLP WITH TUBULAR MARKER	EACH	68
		ARMADILLOS	EACH	32

FOOTNOTES

(1) FLEXIBLE DELINEATORS TO BE WHITE POST AND INSTALLED WITHIN THE BIKE LANE BUFFER AREAS AS NOTED ON THE PLANS. SUGGESTED MANUFACTURER (PEXCO, DAVIDSON TRAFFIC CONTROL PRODUCTS) OR APPROVED NDOT ALTERNATIVE TO BE USED.

(2) ITEM INCLUDES 6' BICYCLE SYMBOL W/RIDER TO BE INSTALLED WITHIN THE BIKE BOX LOCATIONS AS NOTED ON THE PLANS.

(3) ITEM INCLUDES GREEN TEXTURED BIKE LANES (MMA MATERIAL) REQUIRED WITHIN BIKE BOXES AND INTERSECTION CONFLICT AREAS AS NOTED ON THE PLANS. SUGGESTED MANUFACTURER (ENNIS-FLINT) OR APPROVED METRO PUBLIC WORKS ALTERNATIVE TO BE USED.

(4) ITEM INCLUDES 8" SSWL REQUIRED FOR THE BUFFER HATCHING MARKINGS AS NOTED ON PLANS.

(5) ITEMS INCLUDED FOR INSTALLATION OF ADA COMPLIANT CURB RAMPS AT ALL PROPOSED CROSSWALK LOCATIONS SPECIFIED IN THE PLANS. CONTRACTOR TO VERIFY ALL EXISTING CURB RAMPS ALONG THE PROJECT LIMITS ARE ADA COMPLIANT.

ENGINEER'S CONSTRUCTION ESTIMATE

This project is to be constructed under the Standard Specification of the Tennessee Department of Transportation Dated: April 1, 2026 and additional specifications and special provisions contained in the construction documents.

ITEM NO.	COORD WITH NOTES	ITEM DESCRIPTION	UNIT	QTY.
202-01.50		REMOVAL OF STRUCTURES AND OBSTRUCTIONS (CATCH BASINS AND MANHOLES)	EACH	14
202-02.21		REMOVAL OF PIPE (15" DIA.)	LF	125
202-02.22		REMOVAL OF PIPE (18" DIA.)	LF	426
202-02.23		REMOVAL OF PIPE (24" DIA.)	LF	133
202-02.24		REMOVAL OF PIPE (48" DIA.)	LF	8
204-06.01	1	FLOWABLE FILL (GENERAL)	CY	10
303-10.01		MINERAL AGGREGATE (SIZE 57)	TON	3019
607-02.02	2	15" CONRETE PIPE CULVERT (CLASS III)	LF	121
607-03.02	2	18" CONCRETE PIPE CULVERT (CLASS III)	LF	988
607-05.02	2	24" CONCRETE PIPE CULVERT (CLASS III)	LF	1058
607-06.04	2	30" CONCRETE PIPE CULVERT (CLASS III)	LF	58
607-16.01	2	23"X14" HORIZONTAL OVEL CONCRETE PIPE CULVERT	LF	282
607-45	2	12" SLOTTED DRAIN PIPE	LF	305
611-01.20	2, 3	ADJUSTMENT OF EXISTING MANHOLE	EACH	2
611-07.01	2, 4	CLASS "A" CONCRETE (PIPE ENDWALLS)	CY	21
611-07.02	2, 5	STEEL BAR REINFORCING (PIPE ENDWALLS)	LB	0.73
611-09.01	2, 6	ADJUSTMENT OF EXISTING CATCHBASIN	EACH	4
611-09.04	7	CATCHBASIN RETROFIT	EACH	2
611-12.01	2	CATCH BASINS, TYPE 12, 0' - 4' DEPTH	EACH	5
611-12.02	2	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EACH	13
611-17.01	2	CATCH BASINS, TYPE 14, > 0' - 4' DEPTH	EACH	6
611-14.02	2	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EACH	17
611-14.03	2	CATCH BASINS, TYPE 14, > 8' - 12' DEPTH	EACH	1
611-62.10	2	MANHOLE STRUCTURE, 60IN ROUND,> 4'-8' DEPTH	EACH	2
611-62.21	2	MANHOLE STRUCTURE, 72IN ROUND,> 8'-12' DEPTH	EACH	1
611-62.31	2	MANHOLE STRUCTURE, 84IN ROUND,> 8'-12' DEPTH	EACH	1
709-05.10	8	MACHINE RIP-RAP (FLEXAMAT)	CY	20
740-10.03		GEOTEXTILE (TYPE III)(STABILIZATION)	SY	163
920-10.04	9	IN-LINE CHECK VALVE	EACH	3

SIGN SCHEDULE

SIGN #	SIGN	DESCRIPTION	NO.	SIZE	SIGN I.D.	QTY (0.08") (SF)	POST TYPE
	BIKE ROUTE	BIKE ROUTE	6	24"X18"	D11-1	18	P8
		DIRECTIONAL ARROW (DIAGONAL)	1	12"X9"	M6-2P	0.75	
		DIRECTIONAL ARROW (STRAIGHT)	3	12"X9"	M6-3P	2.25	
		DIRECTIONAL ARROW (LEFT AND RIGHT)	4	12"X9"	M6-4P	3	
	BIKE LANE	BIKE LANE	21	24"X18"	R3-17	63	P8
	AHEAD	BEGINS SUPPLEMENT	2	24"X9"	R3-17aP	3.0	
	ENDS	ENDS SUPPLEMENT	1	24"X9"	R3-17bP	1.5	
	STOP	STOP SIGN	3	36"X36"	R1-1	27	
	NO PARKING BUS STOP	NO PARKING (BUS STOP)	1	12"X24"	R7-107L	2.0	
	NO PARKING BUS STOP	NO PARKING (BUS STOP)	1	12"X24"	R7-107R	2.0	
	ALL WAY	ALL WAY PLAQUE	3	18"X6"	R1-3P	2.25	
	SPEED LIMIT 30	SPEED LIMIT SIGN	3	24"X30"	R2-1	15	
		PEDESTRIAN WARNING SIGN	8	30"X30"	W11-2	72	
	STATE LAW	YIELD - STATE LAW	4	21"X15"	W16-7P (MODIFIED)	8.75	
	AHEAD	AHEAD PLAQUE	4	24"X12"	W16-9P	8	

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KCI TECHNOLOGIES

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ESTIMATED QUANTITIES

CHESTNUT STREET BIKEWAY DESIGN

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GENERAL NOTES

GRADING

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

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

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

(4) ARCHAEOLOGICAL SITE NO. _____ MUST BE AVOIDED AS A SOURCE OF FILL OR HEAVY MACHINERY STAGING AREA. EARTH FILL WILL BE REQUIRED FROM AREAS OUTSIDE THE PROPOSED RIGHT-OF-WAY. CERTIFICATION MUST BE OBTAINED IN ACCORDANCE WITH SUBSECTION 107.06 OF THE STANDARD SPECIFICATIONS.

SEEDING AND SODDING

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

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

(3) ITEM NO. ____ SHALL BE USED ON SLOPES 3:1 OR STEEPER AND OTHER AREAS AS INDICATED IN THE PLANS THAT ARE INACCESSIBLE FOR MOWING.

(4) ITEM NO. 801-01, SEEDING (WITH MULCH), SHALL BE USED WHERE EROSION CONTROL BLANKET OR SOD ARE NOT APPLIED.

(5) ITEM NO. 801-02, SEEDING (WITHOUT MULCH) AND EROSION CONTROL BLANKET, SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS AS WELL AS LOCATIONS DIRECTED BY THE ENGINEER.

GUARDRAIL

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

(2) THE PROPOSED GUARDRAIL, INCLUDING ANY ANCHOR SYSTEM, SHALL BE INSTALLED QUICKLY TO MINIMIZE TRAFFIC EXPOSURE TO ANY HAZARD. NO PAYMENT WILL BE MADE FOR A SECTION OF PROPOSED GUARDRAIL, INCLUDING ANCHORS, UNTIL IT IS COMPLETE IN PLACE.

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

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

DRAINAGE

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

(2) EXCAVATION FOR _____ WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF PIPE (CHOOSE THE APPLICABLE ITEM(S) FROM THE FOLLOWING: PIPE CULVERTS, STORM SEWERS, CONDUITS, ALL OTHER CULVERTS AND MINOR STRUCTURES).

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

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

(5) WHERE A CULVERT (PIPE, SLAB OR BOX) IS MOVED TO A NEW LOCATION OTHER THAN THAT SHOWN ON THE PLANS, INCREASING OR DECREASING THE AMOUNT OF CULVERT EXCAVATION WILL NOT RESULT IN AN INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT THAT WILL BE MADE DUE TO SUCH CHANGE.

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

(7) ALL EXISTING PIPES AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER THAT ARE TO BE LEFT IN PLACE AND ABANDONED MUST BE BACKFILLED AND PLUGGED. ALL COST FOR THIS WORK SHALL BE INCLUDED IN ITEM NO. 204-08.01, BACKFILL MATERIAL (FLOWABLE FILL), C.Y.

FENCING

(1) LOCATION OF THE FENCE SHALL BE ONE FOOT INSIDE THE RIGHT-OF-WAY EXCEPT WHERE SHOWN OTHERWISE ON THE PLANS.

(2) FENCES SHALL BE TURNED IN AT DRAINAGE STRUCTURES, STOCK PASSES AND BRIDGES WHERE DIRECTED BY THE ENGINEER SO AS TO ABUT WINGWALLS AND/OR ABUTMENTS.

(3) THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS A TWO-WEEK NOTICE PRIOR TO CUTTING FENCES.

(4) THE CONTRACTOR SHALL BE REQUIRED TO INSTALL ACCESS CONTROL FENCES PRIOR TO CUTTING EXISTING STOCK FENCES IN AREAS UTILIZED BY DOMESTIC LIVESTOCK OR OTHER AREAS AS DIRECTED BY THE ENGINEER.

MISCELLANEOUS

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

(2) THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND POSTS WHERE AND AS DIRECTED BY THE ENGINEER. COST TO BE INCLUDED IN PRICE BID FOR OTHER CONSTRUCTION ITEMS.

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

ROAD CLOSURE

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

PAVEMENT MARKINGS

TEMPORARY PAVEMENT MARKINGS ON INTERMEDIATE LAYERS

(1) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4” LINE), L.M.

(2) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6” LINE), L.M.

(3) TEMPORARY PAVEMENT LINE MARKINGS ON INTERMEDIATE LAYERS OF PAVEMENT SHALL BE REFLECTIVE TAPE OR REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8” BARRIER LINE), L.F.

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

FINAL PAVEMENT MARKING

(5) THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. SHOULDERS SHALL BE BROOMED AND DE-GRASSED AND MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NUMBER NO, 208-01.05.

b. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(6) IN AREAS WITH OPEN-GRADED FRICTION COURSE PAVEMENT, THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE FOLLOWING WORK:

a. SHOULDERS SHALL BE BROOMED AND DE-GRASSED IN A MANNER WHICH PERMITS PROPER DRAINAGE OF PAVEMENT STRUCTURE. MATERIAL SHALL BE PICKED UP AND REMOVED. THIS WILL BE PAID FOR UNDER ITEM NO, 208-01.05.

b. REMOVE ALL GARBAGE AND CONSTRUCTION DEBRIS FROM PROJECT. THE COST FOR THIS WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(7) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4” ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.01, ENHANCED FLATLINE THERMO PVMT MRKNG (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY’S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

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

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(9) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" ENHANCED FLATLINE THERMOPLASTIC INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-12.03, ENHANCED FLATLINE THERMO PVMT MRKNG (8IN BARRIER LINE), L.F. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

(10) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 4" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.01, SPRAY THERMO PVMT MRKNG (60 mil) (4IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

(11) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 6" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.02, SPRAY THERMO PVMT MRKNG (60 mil) (6IN LINE), L.M. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

(12) PERMANENT PAVEMENT LINE MARKINGS SHALL BE 8" SPRAY THERMOPLASTIC (60 mil) INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT UNMARKED SECTIONS SHALL NOT BE ALLOWED. PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-13.03, SPRAY THERMO PVMT MRKNG (60 mil) (8IN BARRIER LINE), L.F. THE CONTRACTOR SHALL HAVE THE OPTION OF USING REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK AND THEN INSTALLING THE PERMANENT MARKINGS AFTER THE PAVING OPERATION IS COMPLETED. THE TEMPORARY MARKINGS FOR THE FINAL SURFACE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR THE PERMANENT MARKINGS.

(13) PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01, PAINTED PAVEMENT MARKING (4IN LINE), L.M.

(14) PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.20, PAINTED PAVEMENT MARKING (6IN LINE), L.M.

(15) PERMANENT PAVEMENT LINE MARKINGS SHALL BE REFLECTORIZED PAINT INSTALLED TO PERMANENT STANDARDS AT THE END OF EACH DAY'S WORK. SHORT, UNMARKED SECTIONS SHALL NOT BE ALLOWED. THESE MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.02, PAINTED PAVEMENT MARKING (8IN BARRIER LINE), L.F.

DETOURS, LANE SHIFTS AND MEDIAN CROSS-OVERS

(16) THE PAVEMENT MARKING ON THE __(C) __ FOR __ (D)__ WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. __(E)__ , L.M.

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

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

SNOWPLOWABLE REFLECTIVE PAVEMENT MARKERS

(19) REMOVE EXISTING SNOWPLOWABLE MARKERS PRIOR TO PAVING AND/OR COLD PLANING. REMOVE ALL ADHESIVES PRIOR TO PAVING. PATCH ANY HOLES OR DIVOTS RESULTING FROM THE REMOVAL OF A MARKER IN A MANNER WHICH ENSURES A UNIFORM PAVED SURFACE. PATCH WORK SHALL BE INCLUDED WITH COST OF OTHER ITEMS OF CONSTRUCTION.

PAVEMENT

PAVING

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

(2) THE CONTRACTOR SHALL BE REQUIRED TO COLD PLANE AND PAVE IN THE DIRECTION OF TRAFFIC.

(3) THE CONTRACTOR SHALL ATTACH A DEVICE TO THE SCREED OF THE PAVER SUCH THAT MATERIAL IS CONFINED AT THE END GATE AND EXTRUDES THE ASPHALT MATERIAL IN SUCH A WAY THAT RESULTS IN A CONSOLIDATED WEDGE-SHAPE PAVEMENT EDGE OF APPROXIMATELY 25 TO 30 DEGREES AS IT LEAVES THE PAVER (MEASURED FROM A LINE PARALLEL TO THE PAVEMENT SURFACE.) THE DEVICE SHALL MEET THE REQUIREMENTS THAT ARE CURRENTLY SET FORTH IN SPECIAL PROVISION 407SE.

RESURFACING

(4) WHERE DIRECTED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SHAPE PUBLIC SIDE ROADS, BUSINESS ENTRANCES, AND PRIVATE DRIVES, AS WELL AS CLEANING OF EXISTING DRAINS BEFORE PLACING MATERIALS. ALL COSTS ARE TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

(5) ALL PUBLIC SIDE ROADS SHALL BE PAVED ONE PAVER WIDTH THROUGH THE INTERSECTION AS A MINIMUM. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD OR BUSINESS ENTRANCE SHALL BE PROVIDED. SHOULD THE PAVEMENT OF THE INTERSECTING PUBLIC ROAD BE DISTRESSED, THE RESURFACING WIDTH MAY BE INCREASED TO THE NORMAL RIGHT OF WAY LINE.

(6) PRIVATE DRIVEWAYS, FIELD ENTRANCES, AND BUSINESS ENTRANCES WILL BE RESURFACED A PAVER WIDTH (LANE WIDTH) AS A MINIMUM. A PAVEMENT TAPER TO TRANSITION THE NEW PAVEMENT SHALL BE REQUIRED, IT SHALL BE BASED ON AN ADDITIONAL ONE FOOT OF WIDTH PER ONE INCH DEPTH OF PAVEMENT. IF THE SHOULDER IS NARROW ENOUGH THAT THE SUM OF THE SHOULDER AND THE TRANSITION ARE LESS THAN A PAVER WIDTH, THE TRANSITION SHALL OCCUR WITHIN THE PAVER WIDTH. IF THE SUM OF THE SHOULDER AND THE TRANSITION IS GREATER THAN A PAVER WIDTH (LANE WIDTH), THE TRANSITION SHALL OCCUR OUTSIDE OF THE PAVER WIDTH.

(7) ON CURB AND GUTTER SECTIONS, PUBLIC ROAD INTERSECTIONS SHALL BE RESURFACED TO THE END OF RADIUS. A SATISFACTORY TRANSITION FROM THE NEW PAVEMENT TO THE EXISTING GRADE OF THE INTERSECTING PUBLIC ROAD SHALL BE PROVIDED.

(8) ON URBAN TYPICAL SECTIONS, (CURB AND GUTTER), RESIDENTIAL DRIVEWAYS AND BUSINESS ENTRANCES SHALL HAVE A MINIMUM WIDTH OF MATERIAL NOT LESS THAN ONE FOOT USED IN THE TRANSITION TO FEATHER THE PAVEMENT EDGE.

(9) IN ALL CASES, THE LENGTH OF THE PAVEMENT TRANSITION, THE THICKNESS AND WIDTH OF THE RESURFACING AND ANY ADDITIONAL PAVEMENT MATERIALS SHALL BE AS DIRECTED BY _____.

GRADED SOLID ROCK

(1) THE ROCK FILL (GRADED SOLID ROCK) MATERIAL SHALL CONSIST OF SOUND, NON-DEGRADABLE LIMESTONE OR SANDSTONE WITH A MAXIMUM SIZE OF 3'-0". AT LEAST 50% (BY WEIGHT) OF THE ROCK SHALL BE UNIFORMLY DISTRIBUTED BETWEEN 1'-0" AND 3'-0" IN DIAMETER, AND NO GREATER THAN 10% (BY WEIGHT) SHALL BE LESS THAN 2" IN DIAMETER. THE MATERIAL SHALL BE ROUGHLY EQUIDIMENSIONAL; THIN, SLABBY MATERIALS WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL BE REQUIRED TO PROCESS THE MATERIAL WITH AN ACCEPTABLE MECHANICAL MEANS (A SCREENING PROCESS CAPABLE OF PRODUCING THE REQUIRED GRADATION). THE ROCK SHALL BE APPROVED BY THE ENGINEER BEFORE USE.

(2) THIS GRADED SOLID ROCK MATERIAL SHALL BE PLACED IN LAYERS NOT EXCEEDING FIVE FEET IN DEPTH.

RIPRAP

(1) MACHINED RIPRAP SHALL BE IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY THIS NOTE. MACHINED RIPRAP SHALL BE CLEAN SHOT ROCK CONTAINING NO SAND, DUST, OR ORGANIC MATERIALS AND SHALL VARY IN SIZE FROM ____" TO ____'- ____". THE STONE SIZES SHALL BE DISTRIBUTED UNIFORMLY THROUGHOUT THE SIZE RANGE WITH NO MORE THAN 20% OF THE MATERIAL (BY WEIGHT) LESS THAN ____". THE THICKNESS OF THE STONE LAYER SHALL BE ____'- ____" (+/-3") AND THE SIZE GRADATION SHALL BE UNIFORMLY DISTRIBUTED THROUGHOUT THE LAYER THICKNESS AND FROM TOP TO BOTTOM OF THE SLOPE.

UPON COMPLETION OF THE PROJECT, A VISUAL INSPECTION SHALL REVEAL THAT APPROXIMATELY 50% OF THE SURFACE AREA CONSISTS OF STONES ____" OR LARGER. PAYMENT WILL BE MADE UNDER ITEM 709-05.10 MACHINED RIPRAP (DESCRIPTION), C.Y., AND QUANTITIES WILL BE BASED ON THE AVERAGE THICKNESS OF ____'- ____".

(2) RIPRAP SHALL CONSIST OF FURNISHING AND PLACING EITHER RUBBLE STONES BY HAND OR MACHINED. RUBBLE STONE SHALL MEET THE REQUIREMENTS OF SECTION 709 OF THE STANDARD SPECIFICATIONS AND SHALL BE CLEAN (FREE FROM ORGANIC MATTER), DURABLE, ANGULAR WITH FRACTURED FACES, NEARLY RECTANGULAR IN SHAPE WITH A BREADTH OR THICKNESS AT LEAST ONE-THIRD ITS LENGTH.

IF THE CONTRACTOR ELECTS TO USE MACHINED RIPRAP, IT SHALL BE IN ACCORDANCE WITH SECTION 709 OF THE STANDARD SPECIFICATIONS EXCEPT AS MODIFIED BY THIS NOTE. MACHINED RIPRAP SHALL BE CLEAN SHOT ROCK CONTAINING NO SAND, DUST, OR ORGANIC MATERIALS, AND SHALL VARY IN SIZE FROM ____" TO ____'- ____". THE STONE SIZES SHALL BE DISTRIBUTED UNIFORMLY THROUGHOUT THE SIZE RANGE WITH NO MORE THAN 20% OF THE MATERIAL (BY WEIGHT) LESS THAN ____". THE THICKNESS OF THE STONE LAYER SHALL BE ____'- ____" (+/-3") AND THE SIZE GRADATION SHALL BE UNIFORMLY DISTRIBUTED THROUGHOUT THE LAYER THICKNESS AND FROM TOP TO BOTTOM OF THE SLOPE. UPON COMPLETION OF THE PROJECT, A VISUAL INSPECTION SHALL REVEAL THAT APPROXIMATELY 50% OF THE SURFACE AREA CONSISTS OF STONES ____" OR LARGER. PAYMENT WILL BE MADE UNDER ITEM ____(A)____ AND QUANTITIES WILL BE BASED ON A THICKNESS OF ____'- ____".

SIGNING

(1) THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL FLAT SHEET SIGNS SHALL BE APPLIED BY SILK SCREENING PROCESS, EXCEPT THAT CUT-OUT DIRECT APPLIED COPY SHALL BE USED ON ALL FLAT SHEET SIGNS WITH A GREEN BACKGROUND. THE LETTERS, DIGITS, ARROWS, BORDERS, AND ALPHABET ACCESSORIES ON ALL EXTRUDED PANEL SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE. ALL EXTRUDED PANEL SIGNS SHALL BE ATTACHED TO THE SIGN FACE, AS OUTLINED IN THE STANDARD SPECIFICATIONS. ALL SHIELDS ON GUIDE SIGNS SHALL BE DIRECT APPLIED OR DEMOUNTABLE AND ATTACHED TO THE SIGN FACE AS OUTLINED IN THE STANDARD SPECIFICATIONS.

(2) FOR ALL PERMANENT PANEL SIGNS WITH A SILVER-WHITE, YELLOW, RED, GREEN, BROWN, OR BLUE BACKGROUND, PROVIDE REFLECTIVE SHEETING THAT MEETS OR EXCEEDS AASHTO M268, TYPE D.

(3) THE LENGTHS OF ALL SIGN SUPPORTS SHOWN ON THE SIGN SCHEDULE ARE APPROXIMATE AND ARE FOR ESTIMATING PURPOSES ONLY. THE LENGTHS WERE COMPUTED FROM THE CROSS-SECTIONS CONTAINED IN THE CONSTRUCTION PLANS. IN THE EVENT THE SUPPORT LENGTHS ARE 2 FEET SHORTER OR LONGER THAN SHOWN ON THE PLANS, THE ENGINEER SHALL VERIFY THE SUPPORT TYPE WITH _____. THE CONTRACTOR SHALL VERIFY ALL SUPPORT LENGTHS AT THE SITE PRIOR TO ORDERING MATERIAL.

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

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

(6) THE CONTRACTOR SHALL BE REQUIRED TO FURNISH LAYOUT DRAWINGS

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OF ALL EXTRUDED PANEL SIGNS WITH SPACING OF ALL LETTERS, NUMERALS, SHIELDS, AND ARROWS. ONE PDF SET OF THE LAYOUT DRAWINGS SHALL BE SENT TO _____ FOR REVIEW

(1) ALL SIGNS MARKED "TO BE REMOVED" ARE TO BE REMOVED BY THE CONTRACTOR AND PAID FOR UNDER ITEM NO. 713-15 AND BECOME THE PROPERTY OF THE CONTRACTOR.

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

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

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

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

(6) RELOCATED OUTSIDE LIMITS OF CONSTRUCTION BY THE CONTRACTOR. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR WILL RESTORE THE SIGNS TO ORIGINAL LOCATION. THE CONTRACTOR SHALL CHECK WITH _____ PRIOR TO MOVING ANY PERMANENT SIGNS.

(7) AFTER THE PERMANENT SIGN LOCATIONS HAVE BEEN STAKED, THERE SHALL BE A FIELD INSPECTION AND APPROVAL BY _____. PAYMENT FOR LOCATION AND STAKING SHOULD BE INCLUDED IN THE BID PRICE FOR OTHER ITEMS OF CONSTRUCTION. ANY RELOCATION REQUIRED, DUE TO THE SIGN NOT BEING INSTALLED IN THE CORRECT LOCATION, WILL BE DONE AT THE CONTRACTOR'S EXPENSE.

TRAFFIC CONTROL DIRECTIONAL SIGNING

(1) ON ALL ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL UTILIZE ALL EXISTING DIRECTIONAL SIGNING FOR AS LONG AS POSSIBLE. THESE EXISTING SIGNS CAN BE MOVED USING TEMPORARY SUPPORTS AS NEEDED. AS SOON AS THESE EXISTING DIRECTIONAL SIGNS COME DOWN PERMANENTLY, THE CONTRACTOR SHALL HAVE UP AT LEAST ONE NEW TEMPORARY "ADVANCE GUIDE SIGN" AND ONE NEW TEMPORARY "EXIT DIRECTIONAL SIGN" AT ALL EXIT RAMPS. THESE SIGNS ARE TO BE MAINTAINED WITHIN CLEAR VIEW OF THE PUBLIC ON THE RIGHT SIDE OF THE HIGHWAY AND SHALL BE REPLACED IF DAMAGED, DURING ALL PHASES OF CONSTRUCTION, AS DIRECTED BY THE ENGINEER.

(2) THE SIZE OF THESE NEW TEMPORARY SIGNS WILL BE DETERMINED BY THE MESSAGE. THE MESSAGE SHALL BE THE SAME AS THE EXISTING SIGN THAT THESE NEW TEMPORARY SIGNS WILL BE REPLACING. THE LETTER SIZE SHALL BE A MINIMUM OF 8 INCH, "D" UPPER CASE LETTER. THE DIRECTIONAL ARROW WILL BE A "B" ARROW AT A 45 DEGREE ANGLE (SAME ANGLE AS THE EXISTING ARROW). THE MATERIAL SHALL BE 0.100 INCH SHEET ALUMINUM; THE COLOR SHALL BE A REFLECTIVE GREEN BACKGROUND WITH REFLECTIVE WHITE COPY.

(3) ALL WORK AND MATERIAL TO MAKE THESE NEW TEMPORARY DIRECTIONAL SIGNS ALONG WITH ADEQUATE SUPPORTS AND TO MOVE THEM AS NEEDED DURING EACH PHASE OF CONSTRUCTION WILL BE PAID FOR UNDER ITEM NO. __ (A)__ , AS DIRECTED BY THE ENGINEER.

(4) SOME OF THESE DIRECTIONAL SIGNS WILL NEED AN INTERSTATE, U.S., OR A STATE HIGHWAY SHIELD, A CARDINAL DIRECTION, AND A DIRECTION ARROW TO ACCOMPANY THE DIRECTIONAL SIGN. THESE SIGNS SHALL BE MOUNTED BELOW THE DIRECTIONAL SIGN.

(5) ALL EXISTING "EMERGENCY REFERENCE MARKERS" AND "HOSPITAL SIGNS" SHALL BE MAINTAINED WITHIN FULL VIEW OF THE MOTORING PUBLIC THROUGHOUT ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING AND TEMPORARY SUPPORTS SHALL BE PAID FOR UNDER ITEM NO. __(B)__ .

(6) WHEN "LOGO" SIGNS ARE ON ACCESS CONTROLLED AND INTERSTATE RECONSTRUCTION AND NEW CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. THE CONTRACTOR SHALL BE HELD RESPONSIBLE TO THE DEPARTMENT FOR THE REIMBURSEMENT OF THE SIGN FACE IF IT IS DAMAGED. ALL WORK IN MOVING THESE "LOGO" SIGNS AND THE TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. __ (C) __ , AS DIRECTED BY THE ENGINEER. THE SUPPORTS FOR THE FINAL LOCATION OF THESE SIGNS WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

(7) WHEN EXISTING "TOURIST ORIENTED DIRECTIONAL SIGNS" (TODS) ARE ON NON-ACCESS CONTROLLED CONSTRUCTION PROJECTS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THESE SIGNS IN FULL VIEW TO THE MOTORING PUBLIC DURING ALL PHASES OF CONSTRUCTION. ALL WORK IN MOVING THESE "TODS" AND TEMPORARY SUPPORTS ARE TO BE PAID FOR UNDER ITEM NO. __ (D)__ , AS DIRECTED BY THE ENGINEER. NEW SUPPORTS AND SIGN FACE FOR FINAL LOCATION WILL BE PAID FOR UNDER OTHER ITEMS OF CONSTRUCTION.

TRAFFIC SIGNAL NOTES

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

(2) EQUIPMENT AND INSTALLATION SHALL COMPLY WITH THE TDOT "SPECIAL PROVISIONS REGARDING SECTION 730N-TRAFFIC SIGNALS."

(3) SALVAGEABLE EQUIPMENT SHALL BECOME THE PROPERTY OF THE (CITY OR COUNTY) AND SHALL BE STOCKPILED AT A LOCATION DESIGNATED BY THE ENGINEER FOR PICKUP BY THE (CITY OR COUNTY).

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

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

(6) AN ADVANCE FLASH OPERATION PERIOD IS REQUIRED TO MAKE MOTORISTS AWARE OF THE PRESENCE OF NEW SIGNAL HEADS. NEW SIGNAL HEADS SHALL BE PUT IN FLASH OPERATION FOR MINIMUM OF SEVEN (7) CALENDAR DAYS UP TO FOURTEEN (14) CALENDAR DAYS PRIOR TO ACTIVATION OF NORMAL TRAFFIC SIGNAL OPERATION. OTHER FLASH OPERATION TIME PERIODS MAY BE CONSIDERED UPON WRITTEN APPROVAL FROM THE ENGINEER.

(7) THE CONTRACTOR SHALL CONTACT _____ A MINIMUM OF THIRTY (30) DAYS PRIOR TO ACTIVATION OF THE SIGNAL TO OBTAIN THE INITIAL SIGNAL TIMINGS.

(8) THE PROJECT ENGINEER SHALL NOTIFY THE LOCAL GOVERNMENTAL AGENCY RESPONSIBLE FOR TRAFFIC CONTROL MAINTENANCE AT LEAST ONE DAY IN ADVANCE OF THE COLD PLANING ACTIVITY AT SIGNALIZED INTERSECTIONS WHERE DETECTOR LOOPS ARE ON THE PAVEMENT. THE MAINTAINING AGENCY WILL THEN BE RESPONSIBLE FOR DISCONNECTING THE LOOP DETECTORS AND MAKING ANY NECESSARY TIMING ADJUSTMENTS IN THE SIGNAL CONTROLLER PRIOR TO THE CONSTRUCTION.

(9) THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR SUPPLYING THE CONTRACTOR WITH AS BUILT SIGNAL PLANS AT THE PRE-CONSTRUCTION CONFERENCE. THESE PLANS WILL PROVIDE THE CONTRACTOR WITH THE DESIRED LOCATION FOR DETECTOR LOOP REPLACEMENT.

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

(11) LOOP REPLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 730 OF THE STANDARD SPECIFICATIONS.

CONSTRUCTION WORK ZONE & TRAFFIC CONTROL

(1) ADVANCED WARNING SIGNS SHALL NOT BE DISPLAYED MORE THAN FORTY-EIGHT (48) HOURS BEFORE PHYSICAL CONSTRUCTION BEGINS. SIGNS MAY BE ERECTED UP TO ONE WEEK BEFORE NEEDED, IF THE SIGN FACE IS FULLY COVERED.

(2) IF THE CONTRACTOR MOVES OFF THE PROJECT, HE SHALL COVER OR REMOVE ALL UNNEEDED SIGNS AS DIRECTED BY THE ENGINEER. COSTS OF REMOVAL, COVERING, AND REINSTALLING SIGNS SHALL NOT BE MEASURED AND PAID FOR SEPARATELY, BUT ALL COSTS SHALL BE INCLUDED IN THE ORIGINAL UNIT PRICE BID FOR ITEM NO 712-06, SIGNS (CONSTRUCTION) PER SQUARE FOOT.

(3) A LONG TERM BUT SPORADIC USE WARNING SIGN, SUCH AS A FLAGGER SIGN, MAY REMAIN IN PLACE WHEN NOT REQUIRED PROVIDED THE SIGN FACE IS FULLY COVERED.

(4) TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS RELATED CONDITIONS ARE PRESENT NECESSITATING WARNING.

(5) USE OF BARRICADES, PORTABLE BARRIER RAILS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL INCREASE TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(6) THE CONTRACTOR SHALL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO PARK WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE FOR ROADWAYS WITH CURRENT ADT'S LESS THAN 1500 AND DESIGN SPEED OF LESS THAN 60 MPH. THIS DISTANCE SHALL BE INCREASED TO FORTY-FIVE (45) FEET FOR ROADWAYS WITH CURRENT ADT'S OF 1500 OR GREATER AND DESIGN SPEED OF 60 MPH OR GREATER OR ON THE OUTSIDE OF A HORIZONTAL CURVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS REQUIRED SETBACK, THE CONTRACTOR SHALL DETERMINE THE ALTERNATE LOCATIONS AND REQUEST THE ENGINEER'S APPROVAL TO USE THEM.

(7) ALL DETOUR AND CONSTRUCTION SIGNING SHALL BE IN STRICT ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

(9) THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING CONSTRUCTION SIGNS. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM NO. 712-06, SIGNS (CONSTRUCTION), S.F.

LIGHTING

(1) INSTALLATION AND MATERIALS SHALL COMPLY WITH SECTIONS 714 AND 917 OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JANUARY 1, 2021 AND WITH THE LATEST REVISIONS TO THE NATIONAL ELECTRIC CODE, NFPA 70.

(2) ALL WIRING SHALL BE CONCEALED UNDERGROUND IN 2-INCH SCHEDULE 40 PVC RIGID CONDUIT.

(3) THE GROUND WIRE SHALL BE RUN INSIDE CONDUIT WITHIN STRUCTURES, SHALL BE COLORED GREEN AND HAVE THW INSULATION.

(4) EXISTING FOUNDATIONS TO BE REMOVED A MINIMUM OF SIX INCHES BELOW GRADE.

(5) ALL INCIDENTAL EQUIPMENT AND MATERIAL REQUIRED FOR THE SUCCESSFUL EXECUTION OF THIS WORK SHALL BE FURNISHED IN 714 ITEMS WHETHER SPECIFICALLY NOTED OR NOT.

(6) LIGHT STANDARDS SHALL BE ROUND TAPERED POLES. LENGTH SHALL BE DETERMINED BY REQUIRED MOUNTING HEIGHT.

(7) STANDARDS SHALL BE DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS.

(8) STANDARDS SHALL BE DESIGNED FOR 80-MPH WIND PRESSURE AND SHALL SUPPORT A 62-POUND LUMINAIRE ON A 15-FOOT ARM.

(9) ALL NEW ROADWAY LIGHT STANDARDS SHALL BE MOUNTED ON BASES WITH ACCESS DOOR. TRANSFORMER BASES SHALL MEET AASHTO SPECIFICATIONS AND HAVE FHWA APPROVAL. STANDARDS SHALL BE ALUMINUM WITH TRANSFORMER BASES.

(10) BRACKET ARMS SHALL BE ROUND TAPERED TRUSS TYPE WITH STRAP MOUNTING AND LENGTHS AS SCHEDULED.

(11) BRACKET ARM UPSWEEP SHALL BE THE SAME FOR ALL LIGHT STANDARDS OF THE SAME TYPE.

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GENERAL NOTES

CHESTNUT STREET BIKEWAY DESIGN

SCALE: N.T.S.

SHEET 2C

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KCI TECHNOLOGIES

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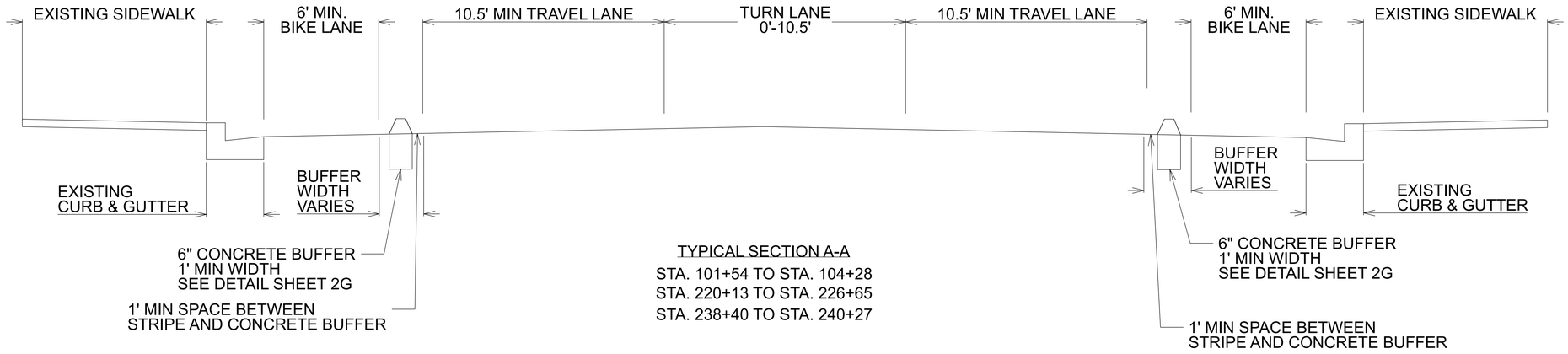
GENERAL NOTES

CHESTNUT STREET
BIKEWAY DESIGN

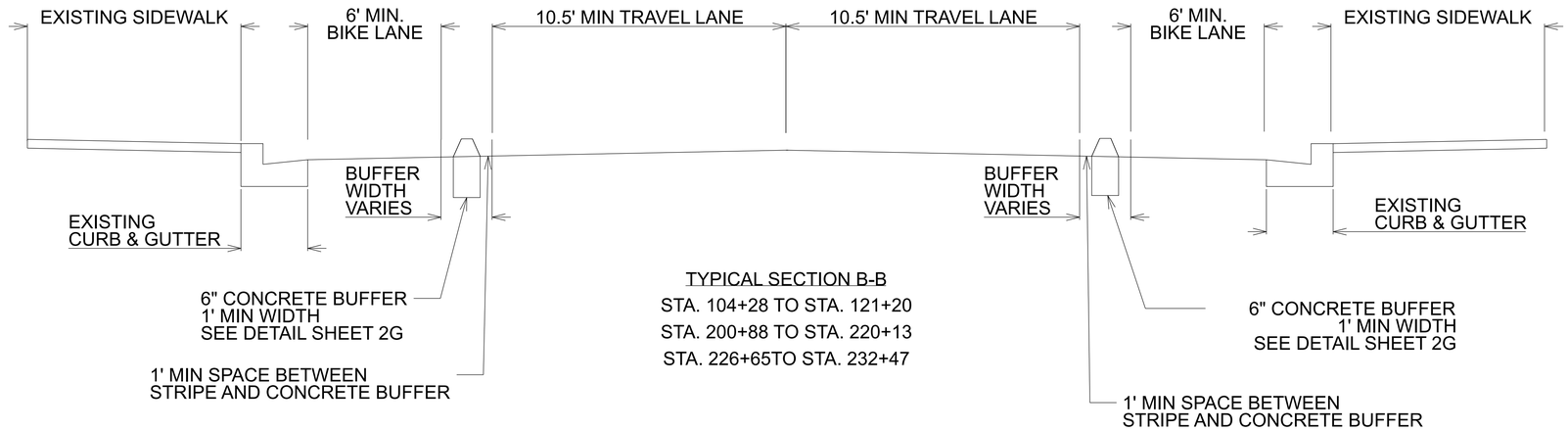
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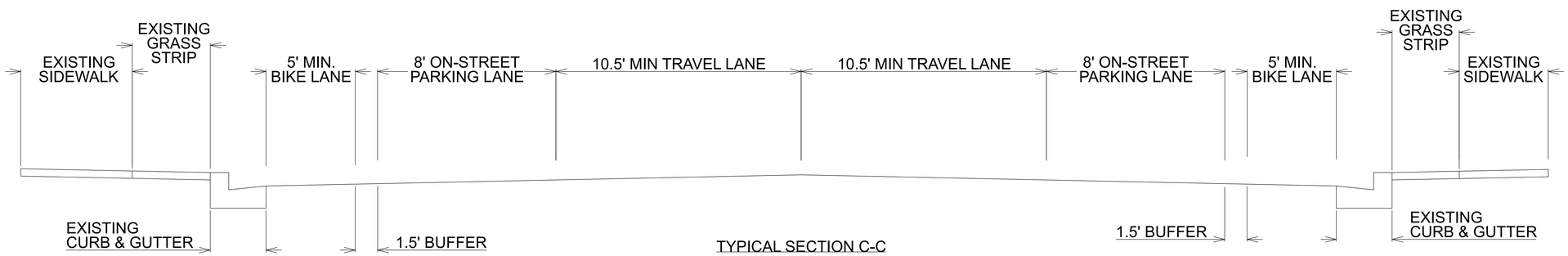
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TYPICAL SECTION A-A
STA. 101+54 TO STA. 104+28
STA. 220+13 TO STA. 226+65
STA. 238+40 TO STA. 240+27



TYPICAL SECTION B-B
STA. 104+28 TO STA. 121+20
STA. 200+88 TO STA. 220+13
STA. 226+65TO STA. 232+47



TYPICAL SECTION C-C
STA. 232+47 TO STA. 238+40

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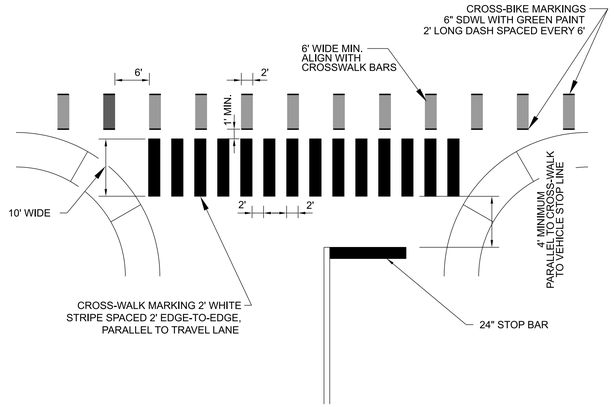
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CHESTNUT STREET BIKEWAY DESIGN

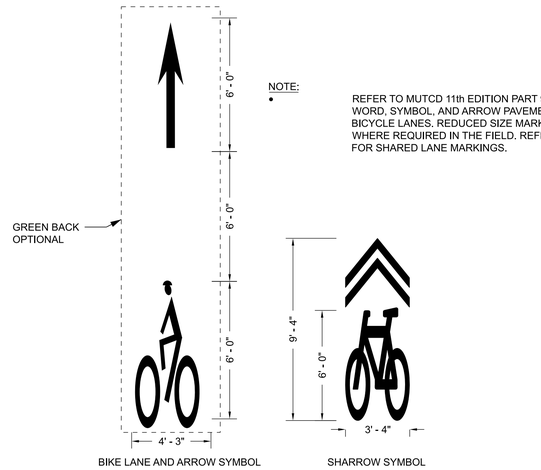
TYPICAL SECTIONS

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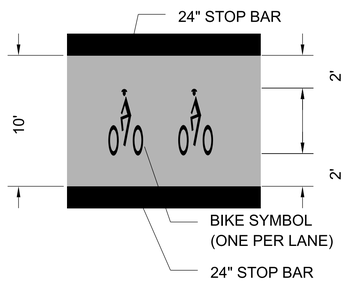
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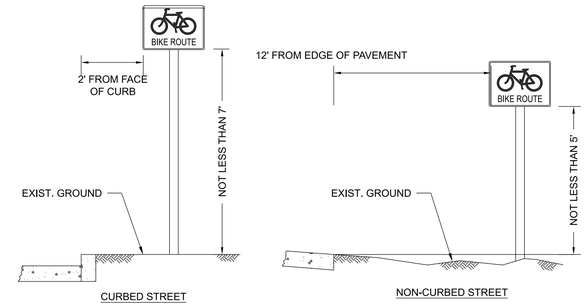
1 CROSSWALK AND CROSS-BIKE DETAIL
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2 BIKE LANE PAVEMENT AND SHARROW MARKING DETAIL
(NOT TO SCALE)



3 BIKE BOX DETAIL
(NOT TO SCALE)

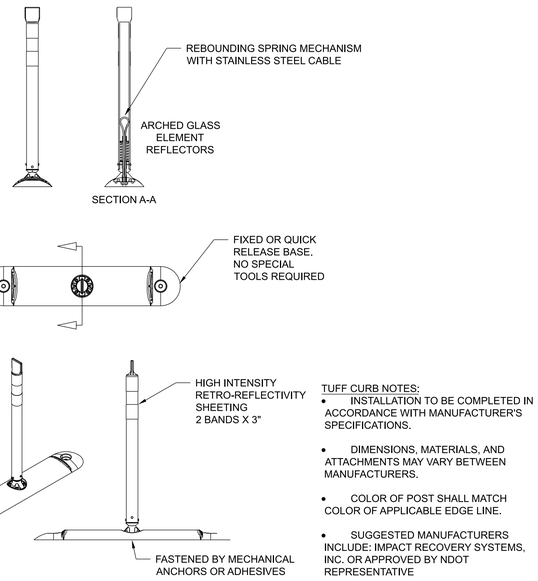


HEIGHT AND LATERAL LOCATION OF SIGNS - TYPICAL INSTALLATIONS

SIGN INSTALLATION NOTES:

1. ALL SIGNS SHALL BE INSTALLED IN THE APPROXIMATE LOCATIONS SHOWN ON PLAN SHEETS. ANY DEVIATION MUST BE APPROVED BY THE NDOT.
2. SIGNS SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM CONTROL DEVICES, AND SHALL HAVE THE HEIGHT AND CLEARANCE SPECIFICATIONS SHOWN ON THIS SHEET.
3. ALL SIGNING EQUIPMENT AND INSTALLATION PROCEDURES SHALL COMPLY WITH THE T.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION 713 - HIGHWAY SIGNING, AND WITH THE SPECIFICATIONS OF NDOTPOLITAN NASHVILLE AND DAVIDSON COUNTY.

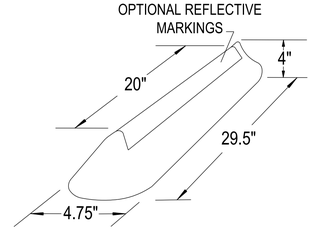
4 HEIGHT AND LATERAL LOCATION OF SIGNS - TYPICAL INSTALLATIONS
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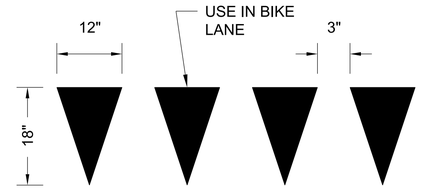
TUFF CURB NOTES:

- INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
- DIMENSIONS, MATERIALS, AND ATTACHMENTS MAY VARY BETWEEN MANUFACTURERS.
- COLOR OF POST SHALL MATCH COLOR OF APPLICABLE EDGE LINE.
- SUGGESTED MANUFACTURERS INCLUDE: IMPACT RECOVERY SYSTEMS, INC. OR APPROVED BY NDOT REPRESENTATIVE

5 TUFF CURB XLP WITH TUBULAR MARKER DETAIL
(NOT TO SCALE)



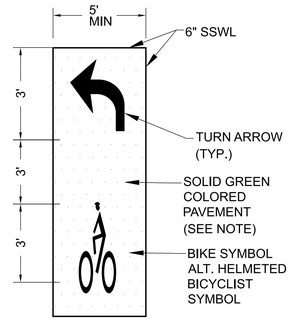
7 CYCLE LANE DETAIL
(NOT TO SCALE)



8 BICYCLE YIELD LINE DETAIL
(NOT TO SCALE)



9 YIELD LINE DETAIL
(NOT TO SCALE)



NOTE:
- SOLID GREEN COLORED PAVEMENT SHALL BE REQUIRED FOR BIKE TURN BOX INSTALLATIONS.

10 TWO-STAGE LEFT TURN BOX DETAIL
(NOT TO SCALE)

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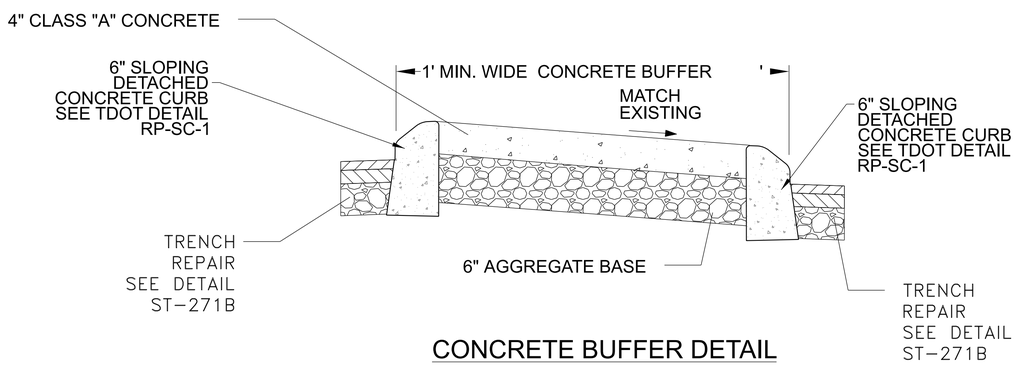
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CHESTNUT STREET
BIKEWAY DESIGN

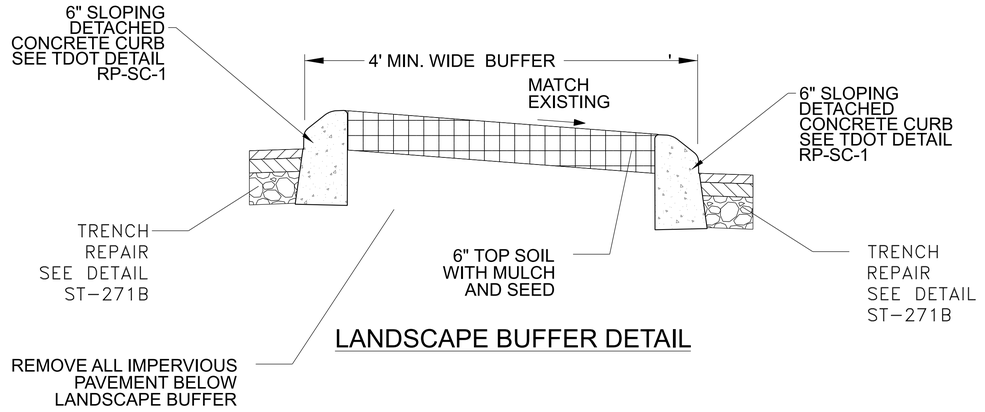
BIKEWAY DETAILS

SHEET 2F

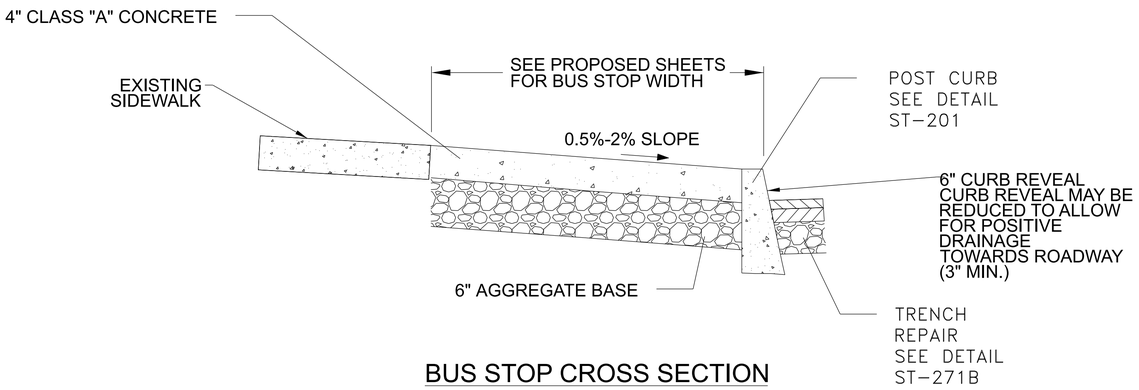
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CONCRETE BUFFER DETAIL

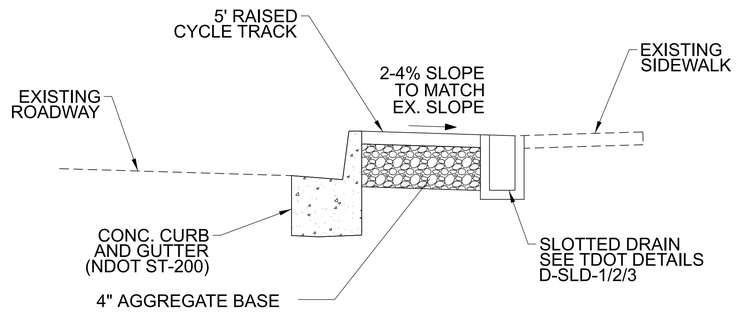


LANDSCAPE BUFFER DETAIL



BUS STOP CROSS SECTION

SEE SHEETS 2H-2L FOR
PLAN VIEW BUS STOP DETAILS



RAISED CYCLE TRACK
TYPICAL SECTION DETAIL
STA. 210+15.56 TO 214+26.16

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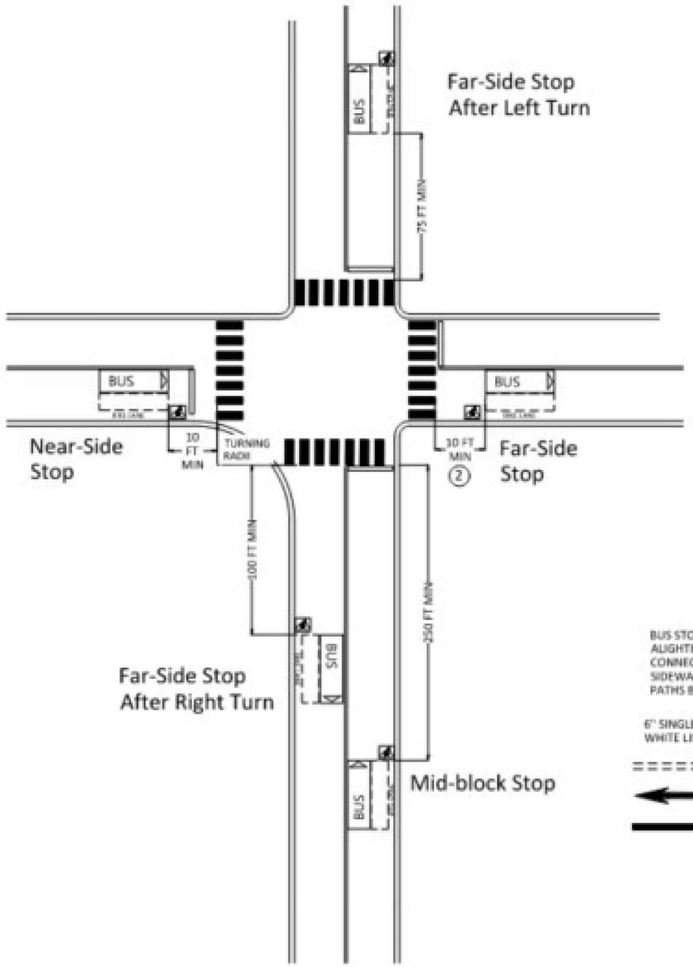
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CHESTNUT STREET
BIKEWAY DESIGN

BIKEWAY DETAILS

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GENERAL NOTES

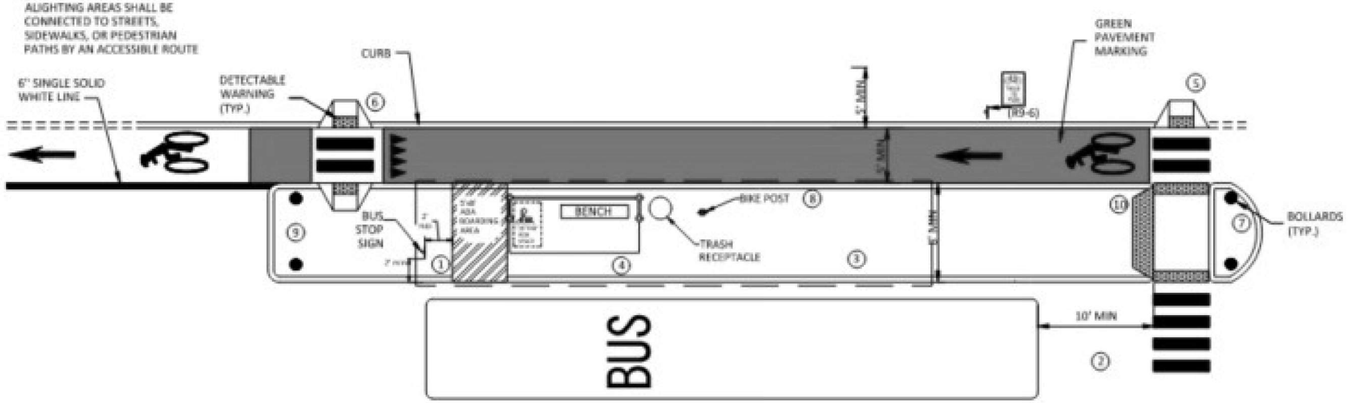
- (A) FOR SPECIFIC CONDITIONS NOT COVERED ON THIS SHEET, REFERENCE SHOULD BE MADE TO THE DESIGN GUIDELINES REPORT.
- (B) DESIGN STANDARDS SHOWN IN THIS LAYOUT ARE REFERENCED FROM STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION AND NASHVILLE METRO PUBLIC WORKS STANDARD DRAWINGS, AS WELL AS 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN. CURRENT STANDARDS SHOULD BE REVIEWED FOR COMPLIANCE BEFORE STOPS ARE INSTALLED OR MODIFIED.
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- (D) ALL SIGNS, SYMBOLS, MARKINGS AND THEIR SPACING SHOULD ADHERE TO MUTCD, STATE AND LOCAL GUIDANCE.
- (E) TO PREVENT THE BUS STOP SIGNS FROM BEING STRUCK BY MIRRORS, ALL SIGNS SHOULD BE A MINIMUM OF 24 INCHES (2 FEET) FROM THE FACE OF THE CURB.
- (F) THE BUS STOP SIGN SHOULD BE LOCATED AT THE FRONT OF EACH BUS ZONE, TO LOCATE THE APPROXIMATE STOPPING POINT FOR THE FRONT OF THE BUS.
- (G) THE 5'X8' ADA BOARDING AREA SHOULD ALIGN WITH THE WHEELCHAIR LOADING POSITION OF ANY BUS IN MTA'S FLEET THAT WOULD TYPICALLY BE ASSIGNED TO THAT ROUTE.

TABLE I : DESIRED MINIMUM PLATFORM LENGTH

STOP POSITION	40' BUS	60' BUS	2x40' BUS	2x60' BUS
NEAR-SIDE	35	55	80	115
FAR-SIDE	45	65	90	130
MID-BLOCK	35	55	80	115

FOOTNOTES

1. REFER TO SHEETS 1 AND 3 FOR SIGN AND SHELTER STANDARDS .
2. PROVIDE AT LEAST 10 FEET OF CLEAR DISTANCE FROM CROSSWALK OR CURB RETURN TO THE BUS. THE LENGTH MAY BE LONGER ON HIGH VOLUME AREAS TO ALLOW QUEUING ON FAR-SIDE STOPS.
3. SEE TABLE I FOR BUS PLATFORM LENGTH.
4. A MINIMUM CLEARANCE OF 60 INCHES (5 FEET) SHALL BE MAINTAINED FOR A CLEAR PATH AROUND BUS STOP ELEMENTS PER METRO PUBLIC WORKS AND WEGO STANDARDS
5. REFER TO ADA, STATE AND LOCAL GUIDELINES FOR CURB RAMPS.
6. DETECTABLE WARNING STRIPS MUST BE PLACED ON BOTH SIDES OF EVERY FLUSH CROSSING OVER THE BIKE LANE.
7. BOLLARDS SHALL BE PROVIDED AT EACH SIDE OF THE ISLAND STOP.
8. IF RAILING IS INSTALLED CONTINUOUSLY ALONG THE BACK OF THE PLATFORM THE ISLAND MUST BE 9 FEET TO PROVIDE 8 FEET OF BOARDING PLATFORM.
9. ADDITIONAL WIDTH BEYOND MINIMUM PLATFORM REQUIRED TO ACCOMMODATE BOLLARDS AND TAPER.
10. MAXIMUM OF 1:12 SLOPE FOR PLATFORM ACCESS RAMPS SHALL BE PROVIDED.



BUS STOP DETAIL 1

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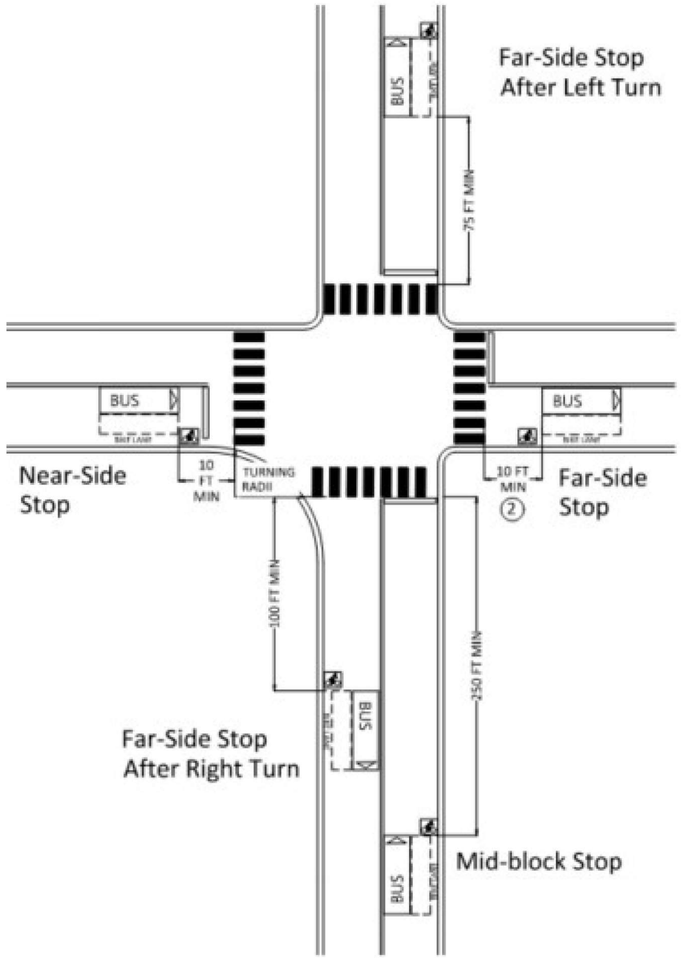
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CHESTNUT STREET BIKEWAY DESIGN

BIKEWAY DETAILS

SHEET 2H

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GENERAL NOTES

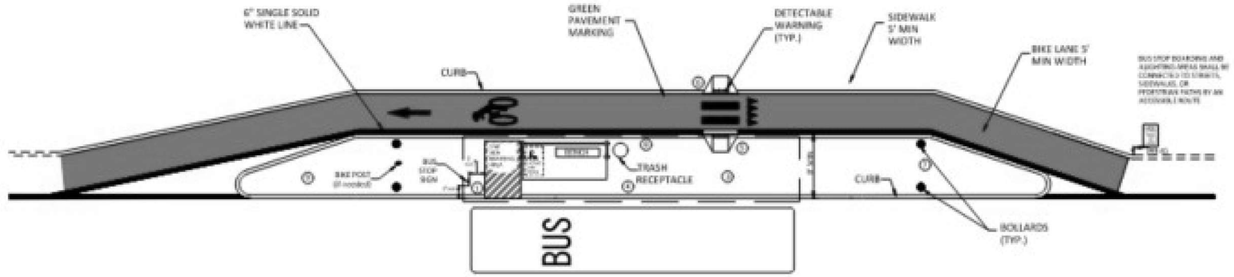
- Ⓐ FOR SPECIFIC CONDITIONS NOT COVERED ON THIS SHEET, REFERENCE SHOULD BE MADE TO THE DESIGN GUIDELINES REPORT.
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FOOTNOTES

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8. IF RAILING IS INSTALLED CONTINUOUSLY ALONG THE BACK OF THE PLATFORM THE ISLAND MUST BE 9 FEET TO ALLOW FOR 8 FEET BOARDING ACCESS.
9. ADDITIONAL WIDTH BEYOND MINIMUM PLATFORM REQUIRED TO ACCOMMODATE BOLLARDS AND TAPER.

TABLE I : DESIRED MINIMUM PLATFORM LENGTH

STOP POSITION	40' BUS	60' BUS	2x40' BUS	2x60' BUS
NEAR-SIDE	35	55	80	115
FAR-SIDE	45	65	90	130
MID-BLOCK	35	55	80	115



BUS STOP DETAIL 2

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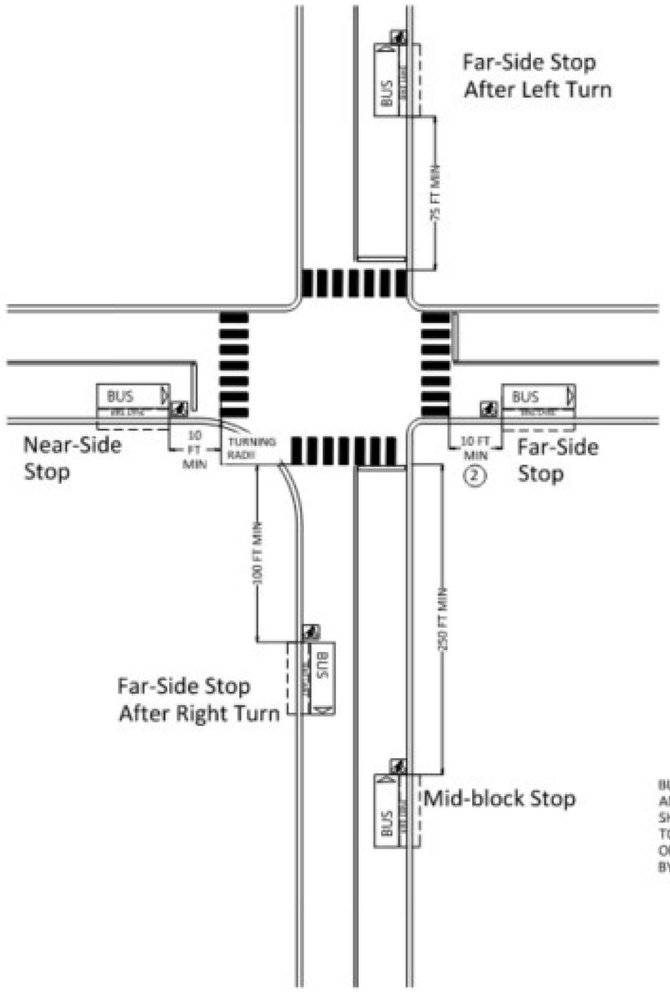
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CHESTNUT STREET BIKEWAY DESIGN

BIKEWAY DETAILS

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(B) DESIGN STANDARDS SHOWN IN THIS LAYOUT ARE REFERENCED FROM STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION AND NASHVILLE METRO PUBLIC WORKS STANDARD DRAWINGS, AS WELL AS 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN. CURRENT STANDARDS SHOULD BE REVIEWED FOR COMPLIANCE BEFORE STOPS ARE INSTALLED OR MODIFIED.

(C) DESIGN GUIDELINES SHOWN IN THIS LAYOUT ARE REFERENCED FROM NACTO'S 2016 TRANSIT STREET DESIGN GUIDE AND THE TRANSIT COOPERATIVE RESEARCH PROGRAM REPORT 19 - GUIDELINES FOR THE LOCATION AND DESIGN OF BUS STOPS. CURRENT DESIGN GUIDELINES SHOULD BE REVIEWED FOR COMPLIANCE BEFORE STOPS ARE INSTALLED OR MODIFIED.

(D) ALL SIGNS, SYMBOLS, MARKINGS AND THEIR SPACING SHOULD ADHERE TO MUTCD, STATE AND LOCAL GUIDANCE.

(E) TO PREVENT THE BUS STOP SIGNS FROM BEING STRUCK BY MIRRORS, ALL SIGNS SHOULD BE A MINIMUM OF 24 INCHES (2 FEET) FROM THE FACE OF THE CURB.

(F) THE BUS STOP SIGN SHOULD BE LOCATED AT THE FRONT OF EACH BUS ZONE, TO LOCATE THE APPROXIMATE STOPPING POINT FOR THE FRONT OF THE BUS.

(G) THE 5'X8' ADA BOARDING AREA SHOULD ALIGN WITH THE WHEELCHAIR LOADING POSITION OF ANY BUS IN MTA'S FLEET THAT WOULD TYPICALLY BE ASSIGNED TO THAT ROUTE.

TABLE I : DESIRED MINIMUM PLATFORM LENGTH

STOP POSITION	40' BUS	60' BUS	2x40' BUS	2x60' BUS
NEAR-SIDE	35	55	80	115
FAR-SIDE	45	65	90	130
MID-BLOCK	35	55	80	115

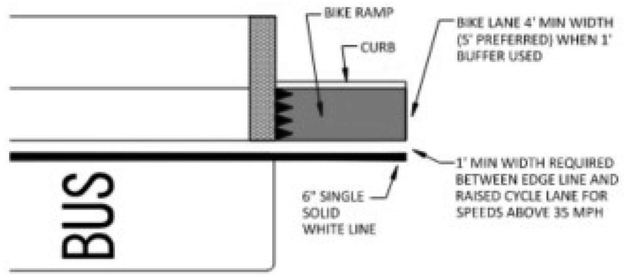
FOOTNOTES

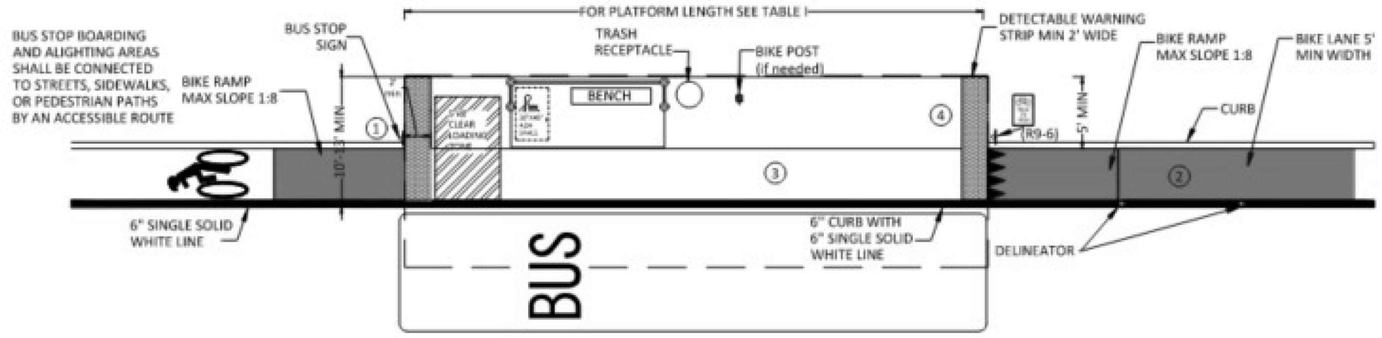
(1) REFER TO SHEETS 1 AND 3 FOR SIGN AND SHELTER STANDARDS .

(2) THE BIKE LANE SHOULD BE COLORED ONLY ON THE RAMPS AND IN SECTIONS LEADING UP TO THE RAMP, INDICATING THAT THE LOADING AREA IS NOT RESERVED FOR BICYCLES.

(3) CROSSWALKS SHOULD NOT BE USED ACROSS THE PATHWAY OF THE BICYCLE, BUT SIGNING AND PAVEMENT MARKINGS SHOULD BE USED TO INDICATE THAT BICYCLISTS ARE TO YIELD TO PEDESTRIANS WITHIN THE LOADING AREA.

(4) DETECTABLE WARNING STRIPS SHOULD EXTEND PERPENDICULAR TO THE SIDEWALK AT BOTH ENDS OF THE BICYCLE RAMP (FROM THE TOP OF THE BICYCLE RAMP INTO THE SIDEWALK) TO DEMARCATE THE SHARED SPACE FOR THE VISUALLY IMPAIRED AND WARN AGAINST TRAVELING DOWN THE RAMP.





BUS STOP DETAIL 3

FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

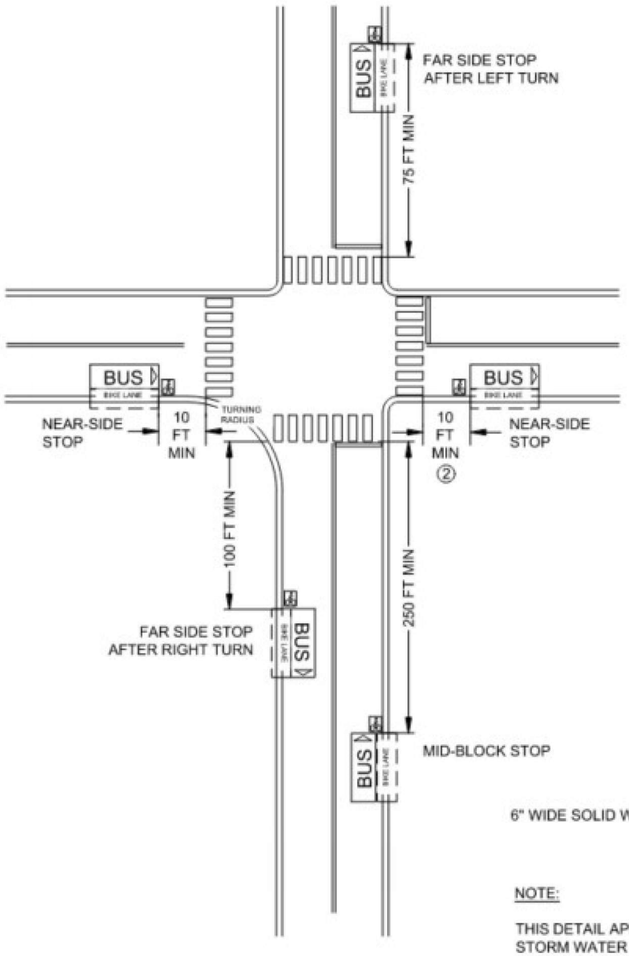
NDOT

CHESTNUT STREET
BIKEWAY DESIGN

BIKEWAY DETAILS

SHEET 2K

4/23/2026 1:36:07 PM
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GENERAL NOTES

Ⓐ FOR SPECIFIC CONDITIONS NOT COVERED ON THIS SHEET, REFERENCE SHOULD BE MADE TO THE WEGO DESIGN GUIDELINES REPORT.

Ⓑ DESIGN STANDARDS SHOWN IN THIS LAYOUT ARE REFERENCED FROM STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION AND NASHVILLE METRO PUBLIC WORKS STANDARDS DRAWINGS, AS WELL AS 2010 ADA STANDARDS FOR ACCESSIBLE DESIGN. CURRENT STANDARDS SHOULD BE REVIEWED FOR COMPLIANCE BEFORE STOPS ARE INSTALLED OR MODIFIED

Ⓒ DESIGN GUIDELINES SHOWN IN THIS LAYOUT ARE REFERENCED FROM NACTO'S TRANSIT STREET DESIGN GUIDE AND THE TRANSIT COOPERATIVE RESEARCH PROGRAM REPORT 19 - GUIDELINES FOR LOCATION AND DESIGN OF BUS STOPS. CURRENT DESIGN GUIDELINES SHOULD BE REVIEWED FOR COMPLIANCE BEFORE STOPS ARE INSTALLED OR MODIFIED.

Ⓓ ALL SIGNS, SYMBOLS, MARKINGS AND THEIR SPACES SHOULD ADHERE TO MUTCD, STATE AND LOCAL GUIDELINES.

GENERAL NOTES (continued)

Ⓔ TO PREVENT THE BUS STOP SIGNS FROM BEING STUCK BY MIRRORS, ALL SIGNS SHOULD BE A MINIMUM OF 24 INCHES (2 FEET) FROM THE FACE OF THE CURB

Ⓕ THE BUS STOP SIGN SHOULD BE LOCATED AT THE FRONT OF THE BUS ZONE, TO LOCATE THE APPROXIMATE STOPPING POINT FOR THE FRONT OF THE BUS.

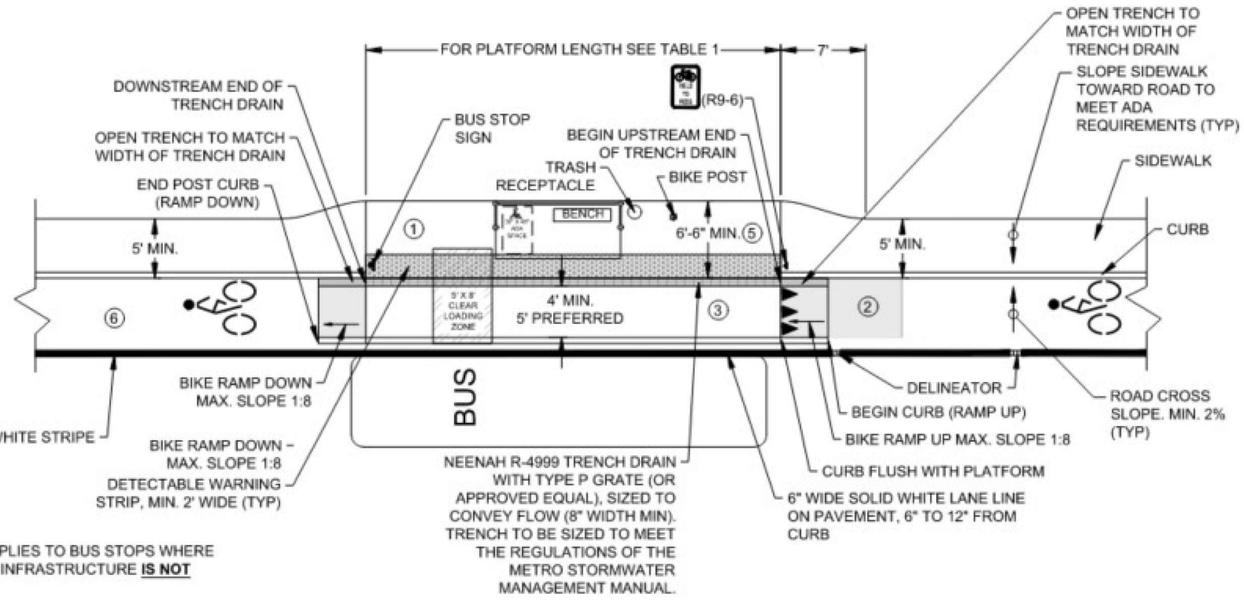
Ⓖ THE 5' X 8' ADA BOARDING AREA SHOULD ALIGN WITH THE WHEELCHAIR LOADING POSITION OF ANY BUS IN THE MTA'S FLEET THAT WOULD TYPICALLY BE ASSIGNED TO THAT ROUTE.

FOOTNOTES

1. REFER TO MTA STANDARDS FOR SIGN AND SHELTER STANDARDS
2. THE BIKE LANE SHOULD BE COLORED ONLY ON THE RAMPS AND IN SECTIONS LEADING UP TO THE RAMP, INDICATING THAT THE LOADING AREA IS NOT RESERVED FOR BICYCLES.
3. CROSSWALKS SHOULD NOT BE USED ACROSS THE PATHWAY OF THE BICYCLE, BUT SIGNING AND PAVEMENT MARKINGS SHOULD BE USED TO INDICATE THAT BICYCLISTS ARE TO YIELD TO PEDESTRIANS WITHIN THE LOADING AREA.
4. THIS OPTION "WITH NO STORM WATER SYSTEM" SHALL ONLY BE USED IF SURFACE DRAINAGE CANNOT BE CONVEYED TO AN EXISTING STORM SYSTEM, DUE TO SITE CONDITIONS OR DISTANCE TO THE NEAREST EXISTING STORM SYSTEM. PRIOR APPROVAL MUST BE GRANTED BY METRO WATER SERVICES BEFORE USING THIS OPTION.
5. IF BUS PLATFORM IS BETWEEN 5' AND 6'-6", CONTACT NDOT AND WEGO FOR AN EXCEPTION AND EXCLUSION OF TRUNCATED DOMES.
6. 5-FOOT MINIMUM BIKE LANE WIDTH, NOT INCLUDING GUTTER. ANY VARIANCE FROM THIS DIMENSION MUST BE APPROVED BY NDOT.

TABLE 1: DESIRED MINIMUM PLATFORM LENGTH

STOP POSITION	40' BUS	60' BUS	2x40' BUS	2x60' BUS
NEAR-SIDE	35	55	80	115
FAR-SIDE	45	65	90	130
MID-BLOCK	35	55	80	115



NOTE:

THIS DETAIL APPLIES TO BUS STOPS WHERE STORM WATER INFRASTRUCTURE **IS NOT** AVAILABLE.

WEGO SHARED CYCLE TRACK TRANSIT STOP WITH NO STORM WATER SYSTEM ④

BUS STOP DETAIL 4

FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

CHESTNUT STREET
BIKEWAY DESIGN

BIKEWAY DETAILS

SHEET 2L

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N

Parcel ID: 10506009700
Address: 1130 8TH AVE S
CHURCH OF SCIENTOLOGY CELEBRITY CENTRE NASHVILLE
INSTR.# 20090519 0046125

WATER VAULT (INACCESSIBLE)
DIRECTION 12" PVC
8TH AVE S (ASPHALT)
WATER M.H. TOP:565.84'
WATER M.H. TOP:563.92'
TRAFFIC
TRAFFIC
BRICK AND IRON FENCE
BRICK AND STONE RETAINING WALL
STONE RETAINING WALL
ABANDONED
CURB & GUTTER
CONCRETE ENTRANCE
SIDEWALK
CHESTNUT ST (ASPHALT)
SEE SHEET NO. 3B
MATCH LINE STA. 104+00
ALLEY (ASPHALT)
CROSSWALK
WATER VAULT
CATCH BASIN TOP: INV(NW):562.36' INV(N):559.66' INV(S):559.52'
SANITARY SEWER M.H. TOP: 565.50' INV(E): 556.86'
SANITARY SEWER M.H. TOP:563.74' INV(E):554.38' INV(W):555.53'
CATCH BASIN TOP: 561.88' INV(E)552.88' INV(W):553.44'
TRAV - S12
EL. 562.19'
SANITARY SEWER M.H. TOP:553.35' INV(E):545.21' INV(S):545.32' INV(W):545.33'
CATCH BASIN TOP: 550.88' INV(E):545.41' INV(W):546.06'
SANITARY SEWER M.H. TOP:552.90' INV:546.71'
CATCH BASIN 2 GRATES TOP:564.27' INV(NW):558.21'
SANITARY SEWER M.H. TOP: 564.98' INV(NE): 555.56' INV(S): 555.81'
SANITARY SEWER M.H. TOP: 565.06' INV(N): 555.90' INV(W): 556.00'

Parcel ID: 10506033700
Address: 1200 8TH AVE S
UNITED STATES POSTAL SERVICE
DEED BOOK 4997 PAGE 437

Parcel ID: 10506003900
Address: 1203 8TH AVE S
Owner: PARK AT HILLSIDE, LLC
INSTR.# 20191119 0119072

0 20 40 60

FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

STA. 100+00.00 TO STA. 104+00.00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3A

4/23/2026 1:36:52 PM
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N

STORM SEWER M.H.
TOP: 535.04'
INV(SW):531.05'
INV(NE):529.86'

AREA DRAIN
TOP: 536.08'
IN(SW): 532.21'
INV(S): 532.11'
INV(NE): 532.05'

SANITARY SEWER M.H.
TOP: 541.02'
INV(S): 534.69'

STORM SEWER M.H.
W/ CURB INLET
TOP: 542.73'
INV(E): 538.93'

STORM SEWER M.H.
W/ CURB INLET
TOP: 539.65'
IN(SW): 534.65'
INV(NE): 534.59'

STORM SEWER M.H.
TOP: 540.10'
INV(W): 535.98'
INV(NE): 535.79'

CATCH BASIN
TOP: 539.07'
2 GRATES
INV(N):532.93'
INV(SW):532.96'

INTERSTATE 65

SEE SHEET NO. 3A

MATCH LINE STA. 104+00

CHERRY AVE

EIP

EWALK

ST

G

W

24" RCP

P.H.

SIDEWALK

CURB & GUTTER

BRIDGE DECK

CHESTNUT ST (ASPHALT)

30"

SA

6"

18" RCP

15" RCP

LK

CONCRETE ENTRANCE

WATER VAULT

CURB & GUTTER

TRAV - S11

EL. 540.08'

15" RCP DIRECTION

FORT NEGLEY

CATCH BASIN
TOP: 539.42'
2 GRATES
INV(N):535.08'
INV(S):535.36'
INV(W):535.20'

SANITARY SEWER M.H.
TOP: 540.05'
INV(W): 530.60'
INV(SE): 529.30'

SANITARY SEWER M.H.
TOP: 541.17'
INV(N): 534.13'
INV(SW): 534.48'
INV(E): 533.60'

CATCH BASIN
TOP: 540.20'
2 GRATES
INV(E):535.64
INV(W):536.54'

INV:538.75'
DEBRIS FILLED

Parcel ID: 10506033800
Address: 707 CHESTNUT ST
UNITED STATES POSTAL SERVICE
DEED BOOK 4997 PAGE 437

SEE SHEET NO. 3C

MATCH LINE STA. 108+00

0 20 40 60

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DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

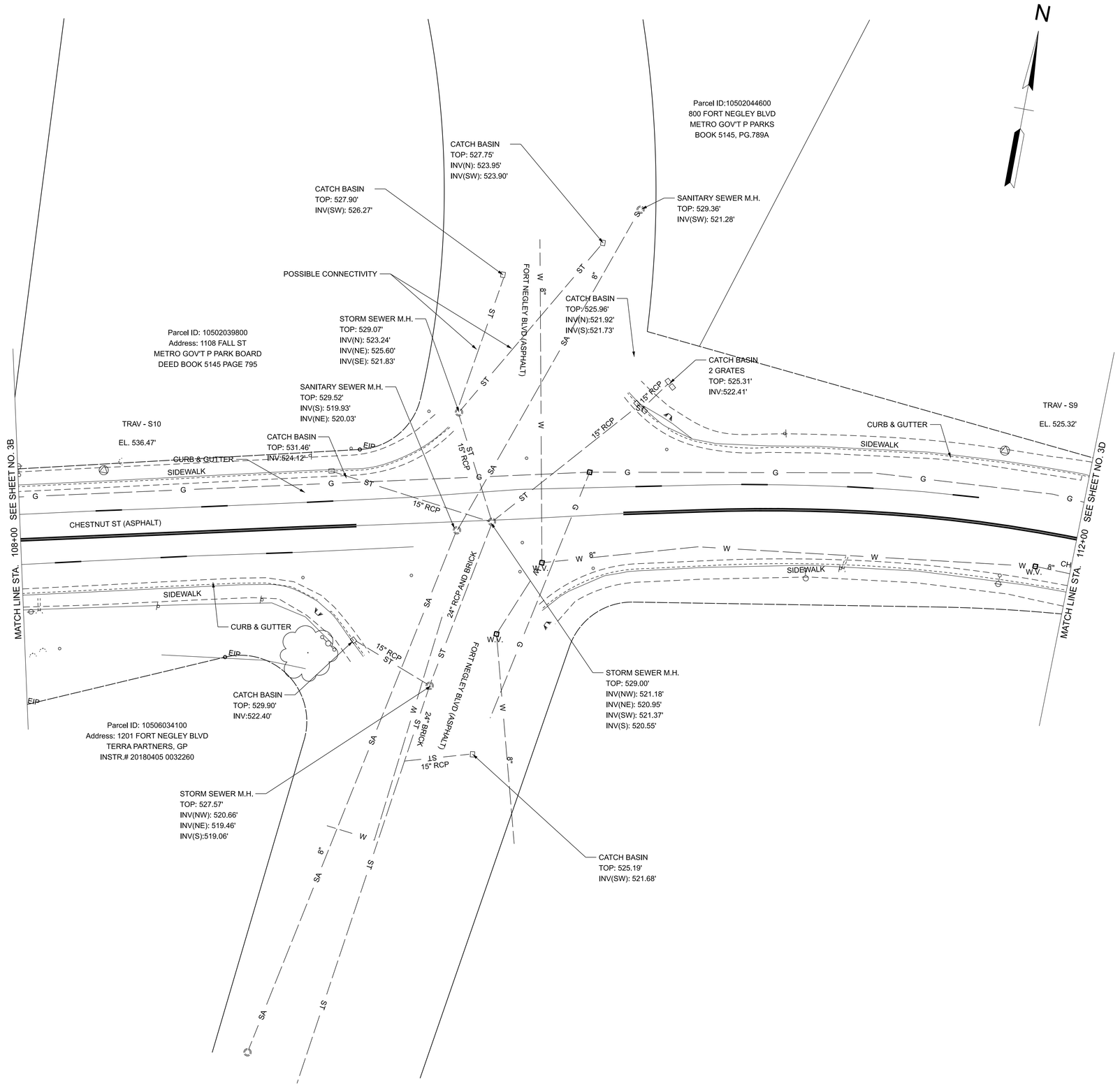
PRESENT LAYOUT

STA. 104+00.00 TO STA. 108+00.00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3B



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

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DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

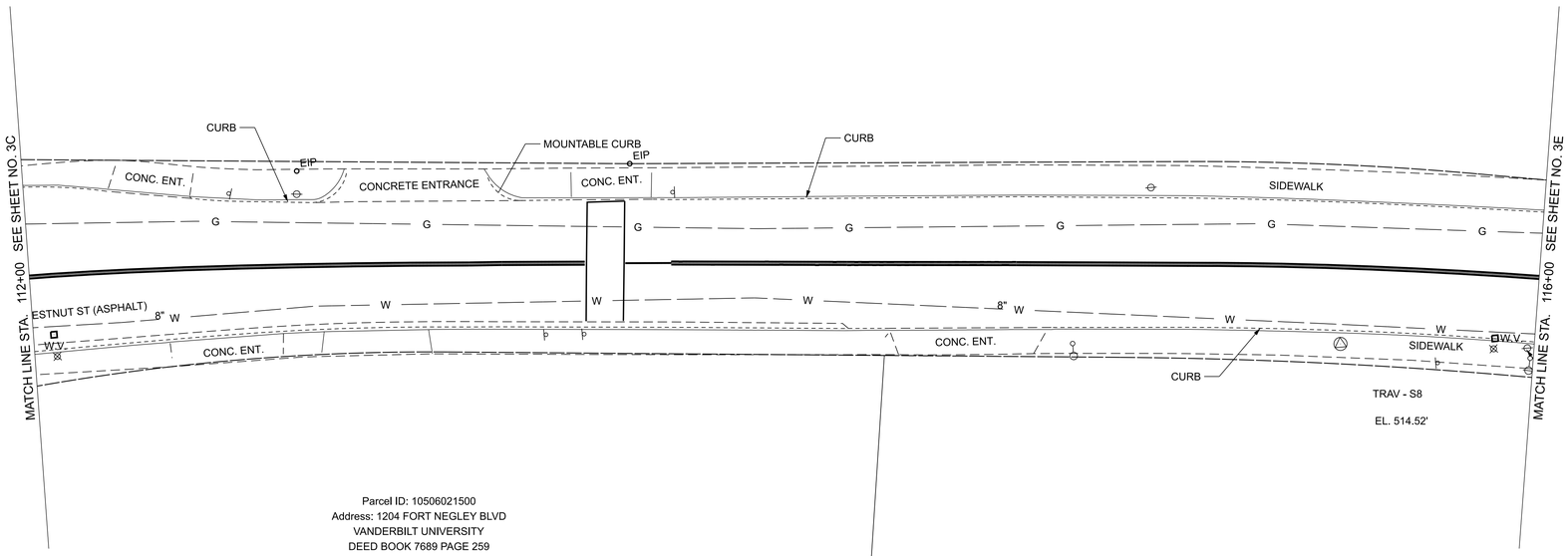
STA. 108+00.00 TO STA. 112+00.0

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3C

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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

STA. 112+00.00 TO STA. 116+00.00

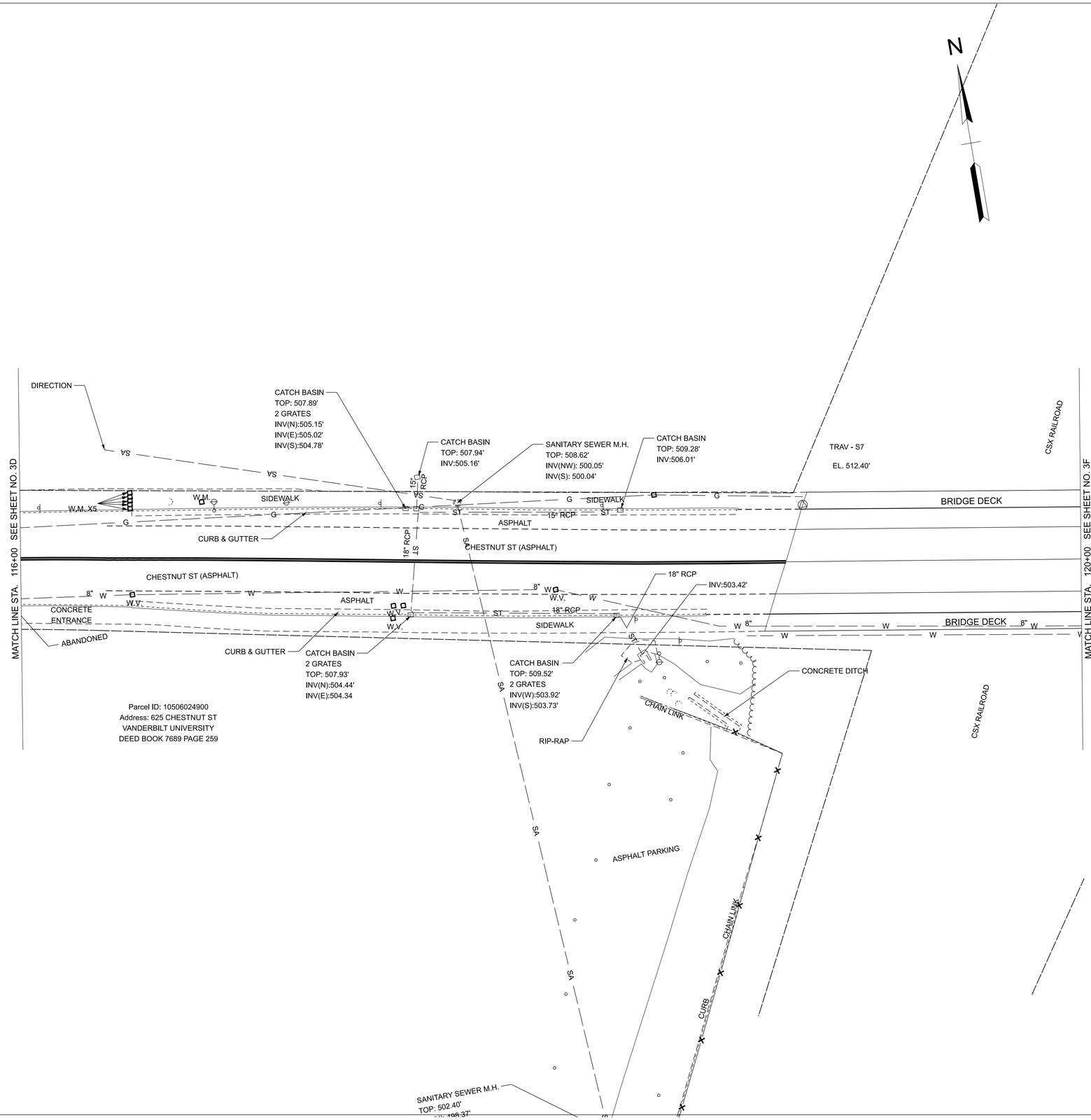
CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3D

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4/23/2026 1:36:58 PM
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Parcel ID: 10506024900
Address: 625 CHESTNUT ST
VANDERBILT UNIVERSITY
DEED BOOK 7689 PAGE 259

FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
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REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

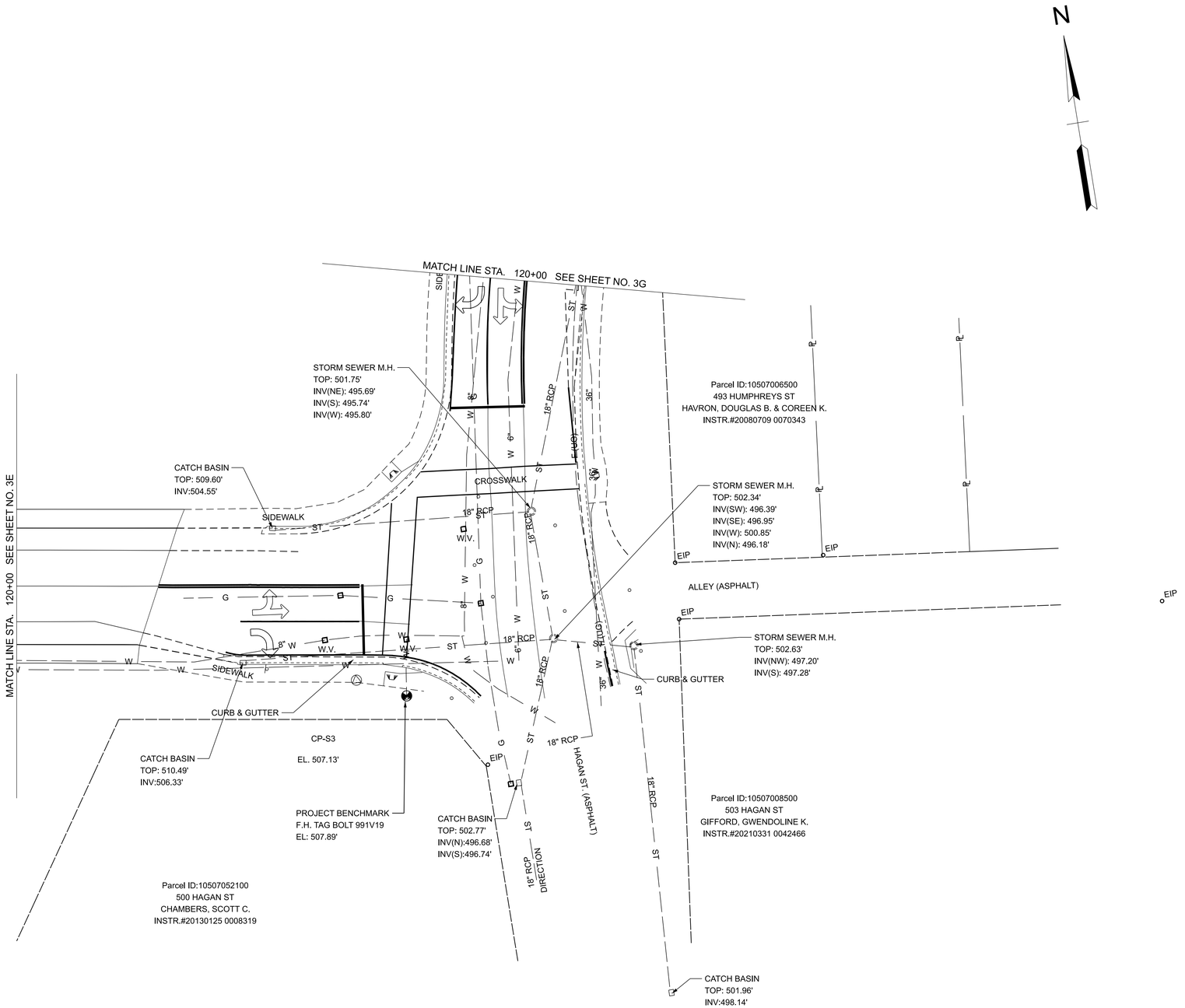
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CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3E

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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

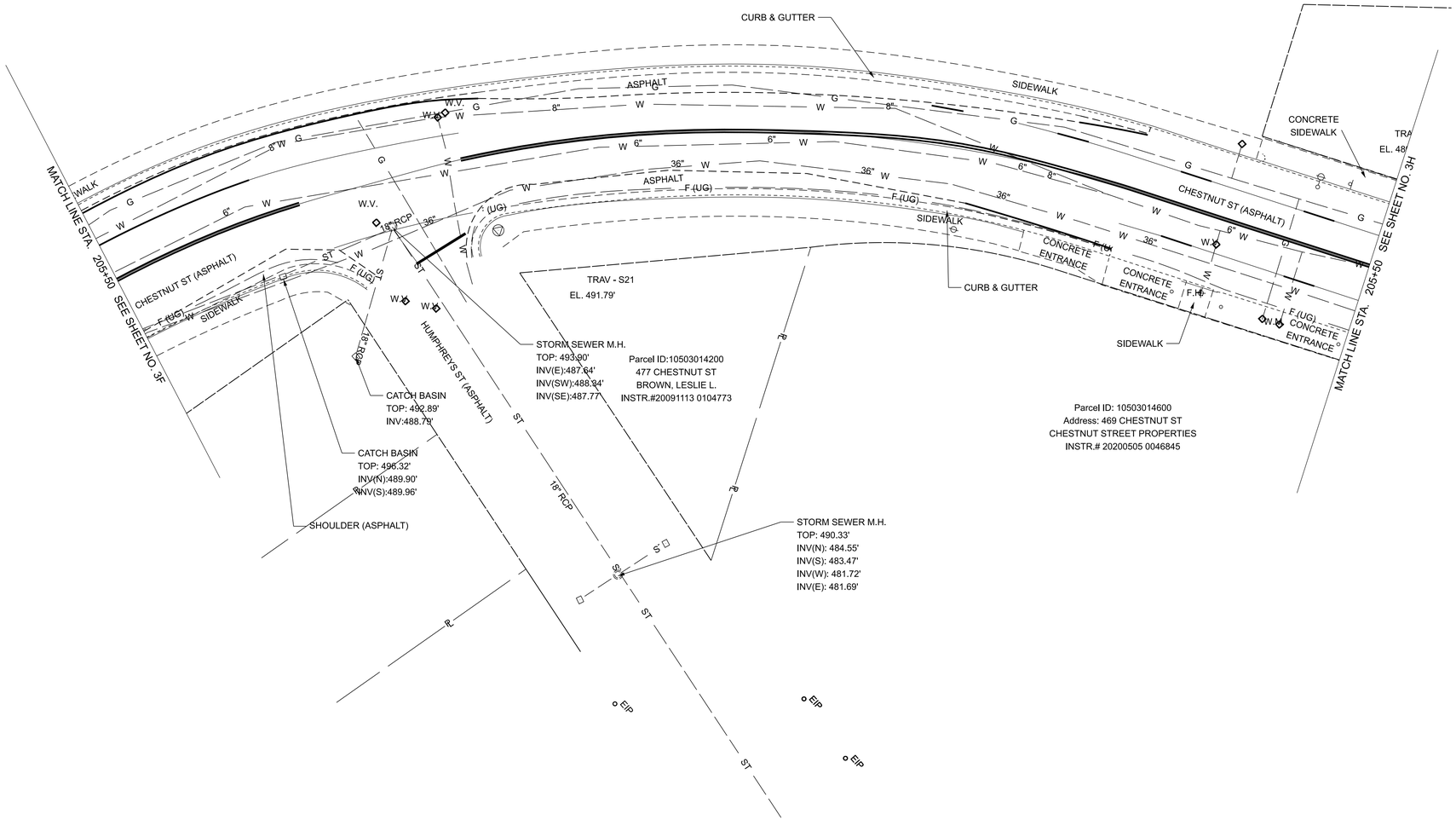
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CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3F

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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REV. ***DATE***

TEXT REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

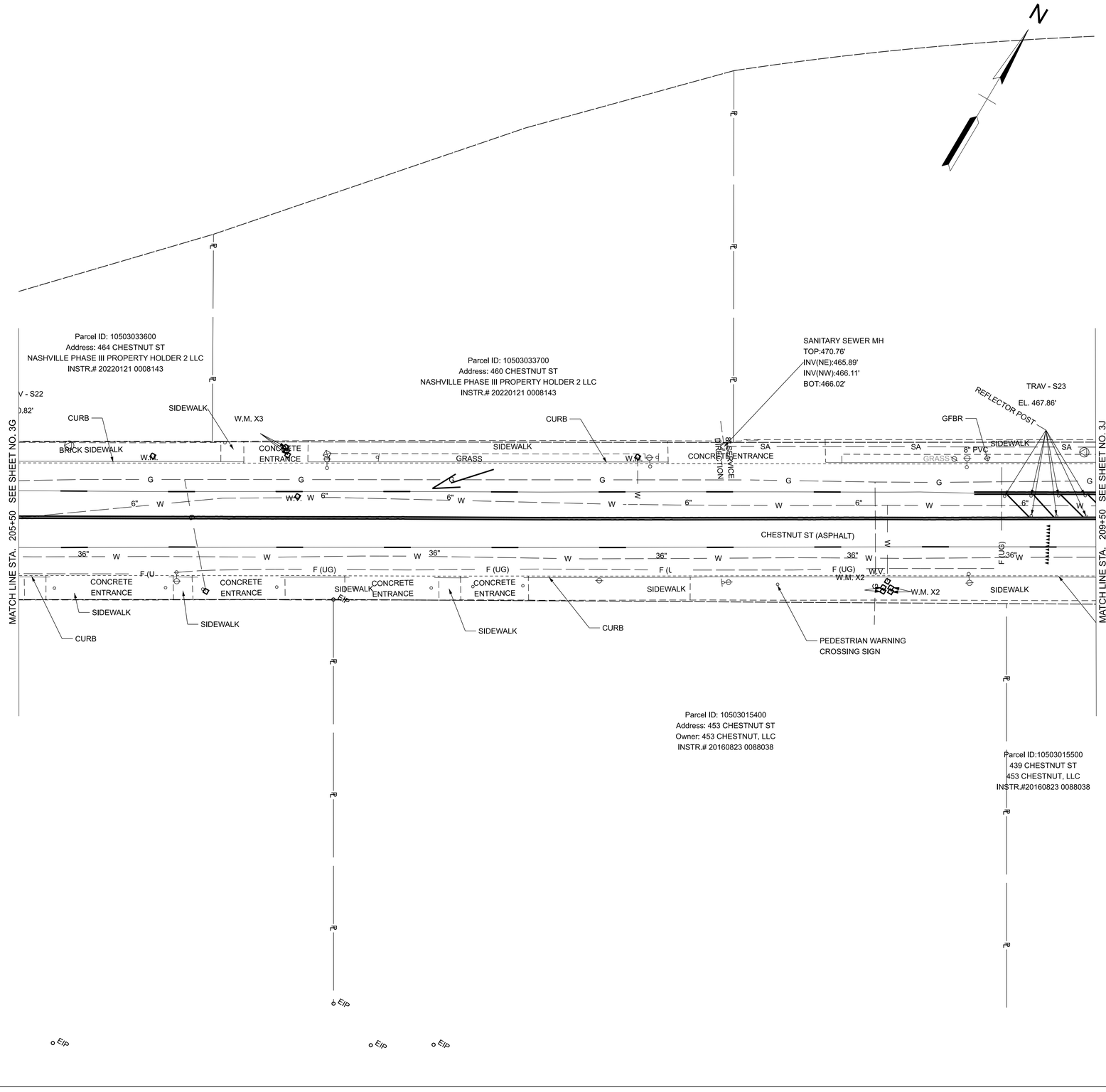
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CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3G

4/23/2026 1:37:04 PM
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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
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REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

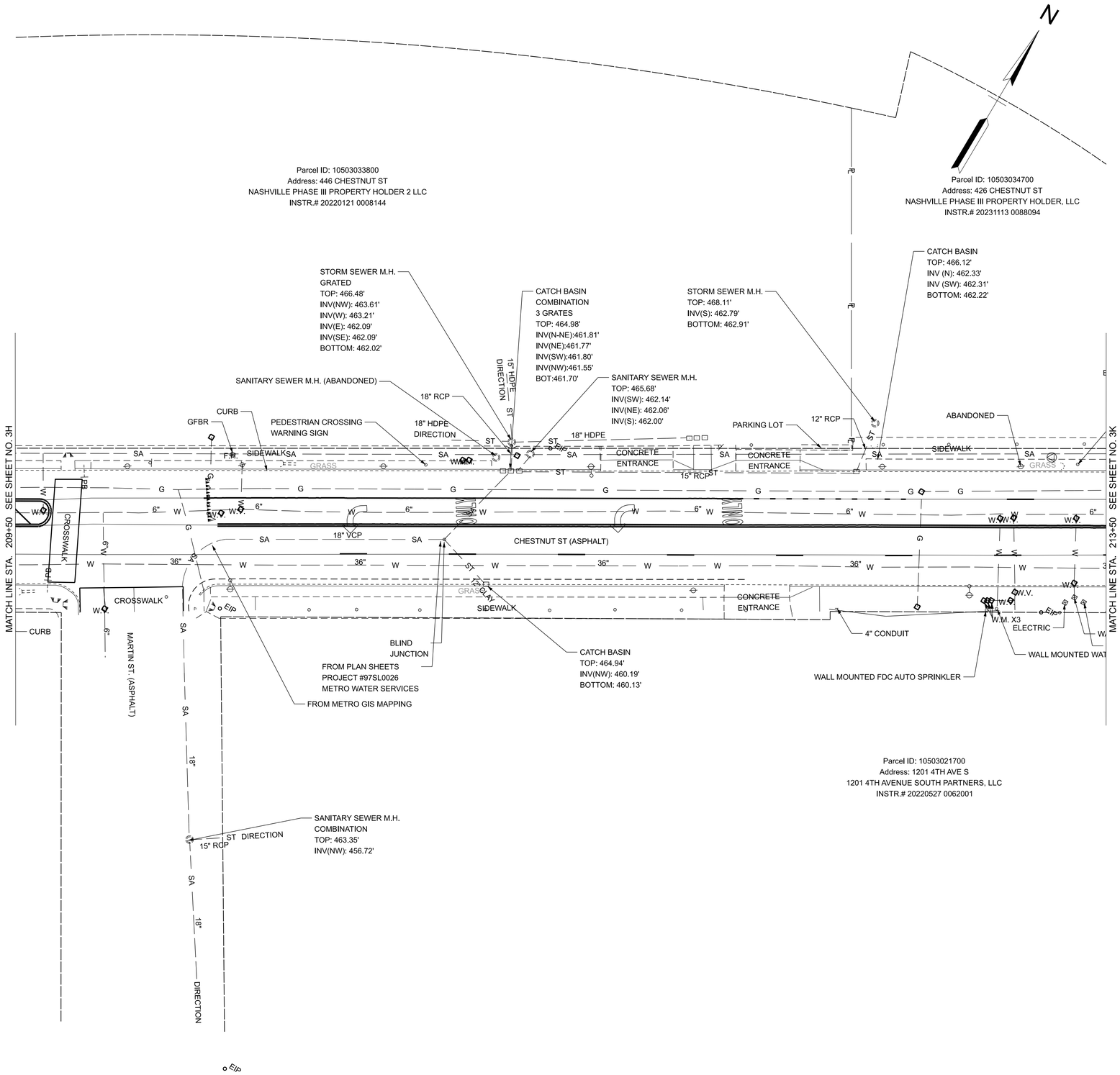
STA. 205+50.00 TO STA. 209+50.00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3H

4/23/2026 1:37:06 PM
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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

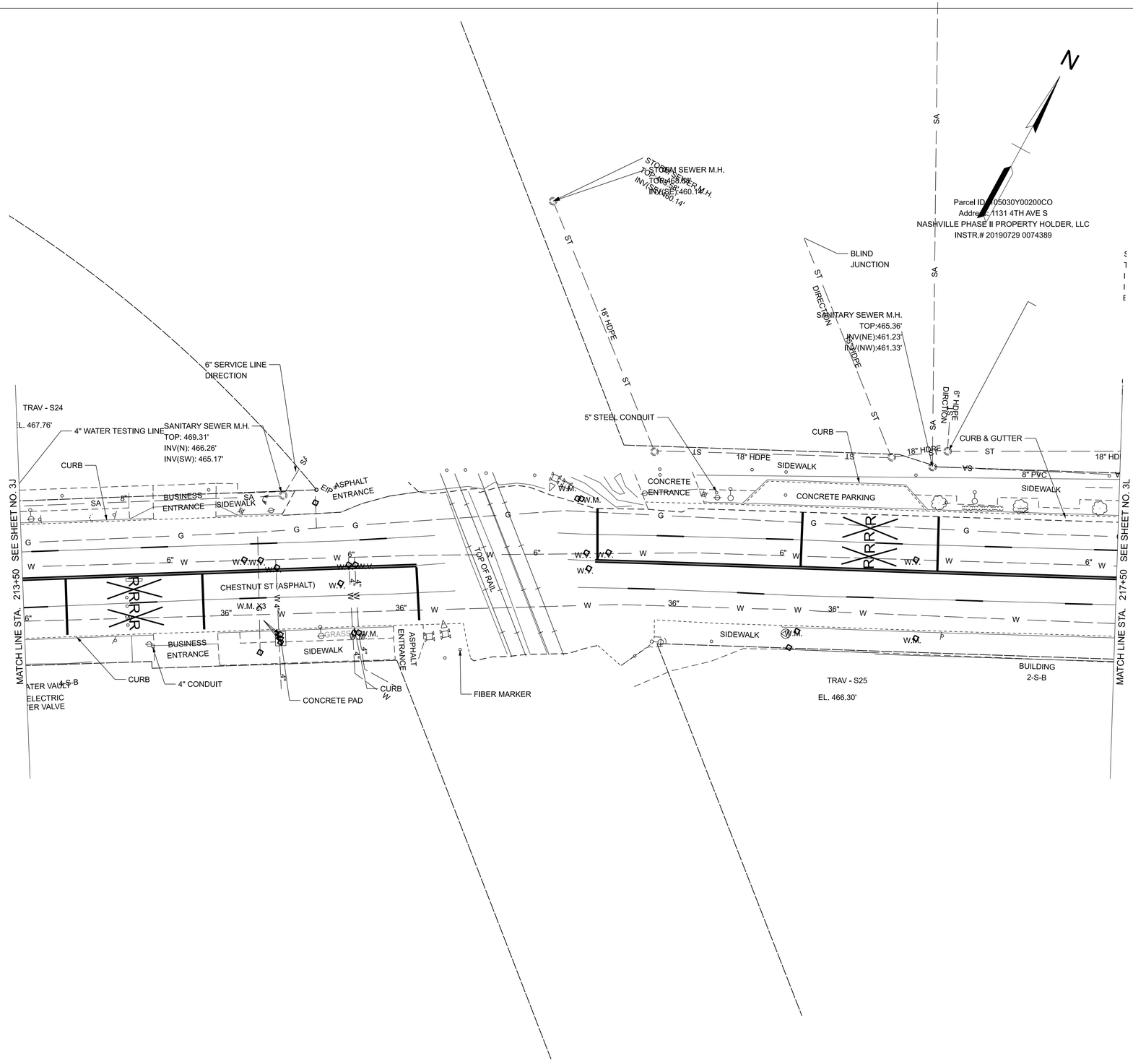
STA. 209+50.00 TO STA. 213+50.00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3J

4/23/2026 1:37:09 PM
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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

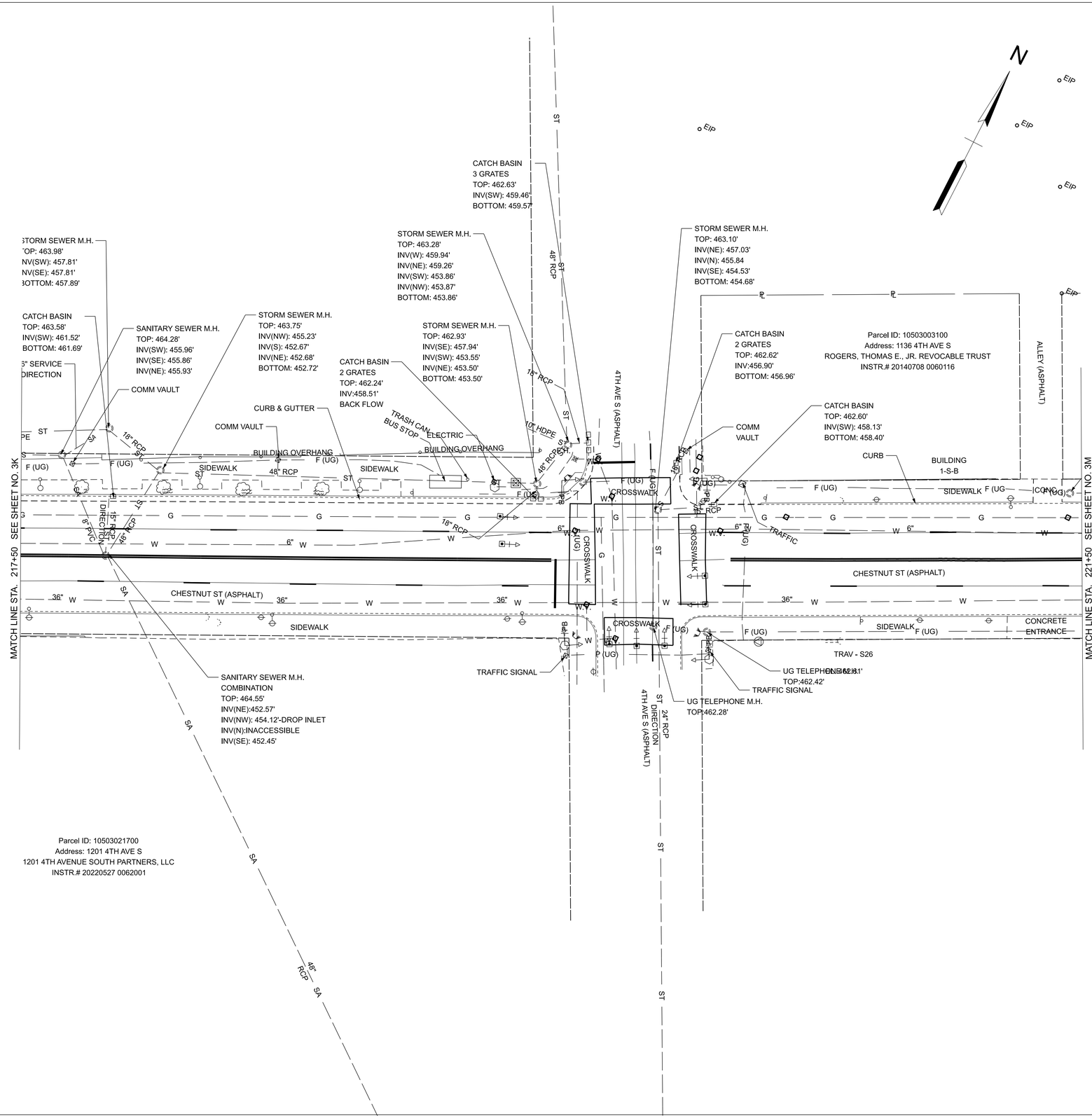
STA. 213+50.00 TO STA. 217+50.00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3K

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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

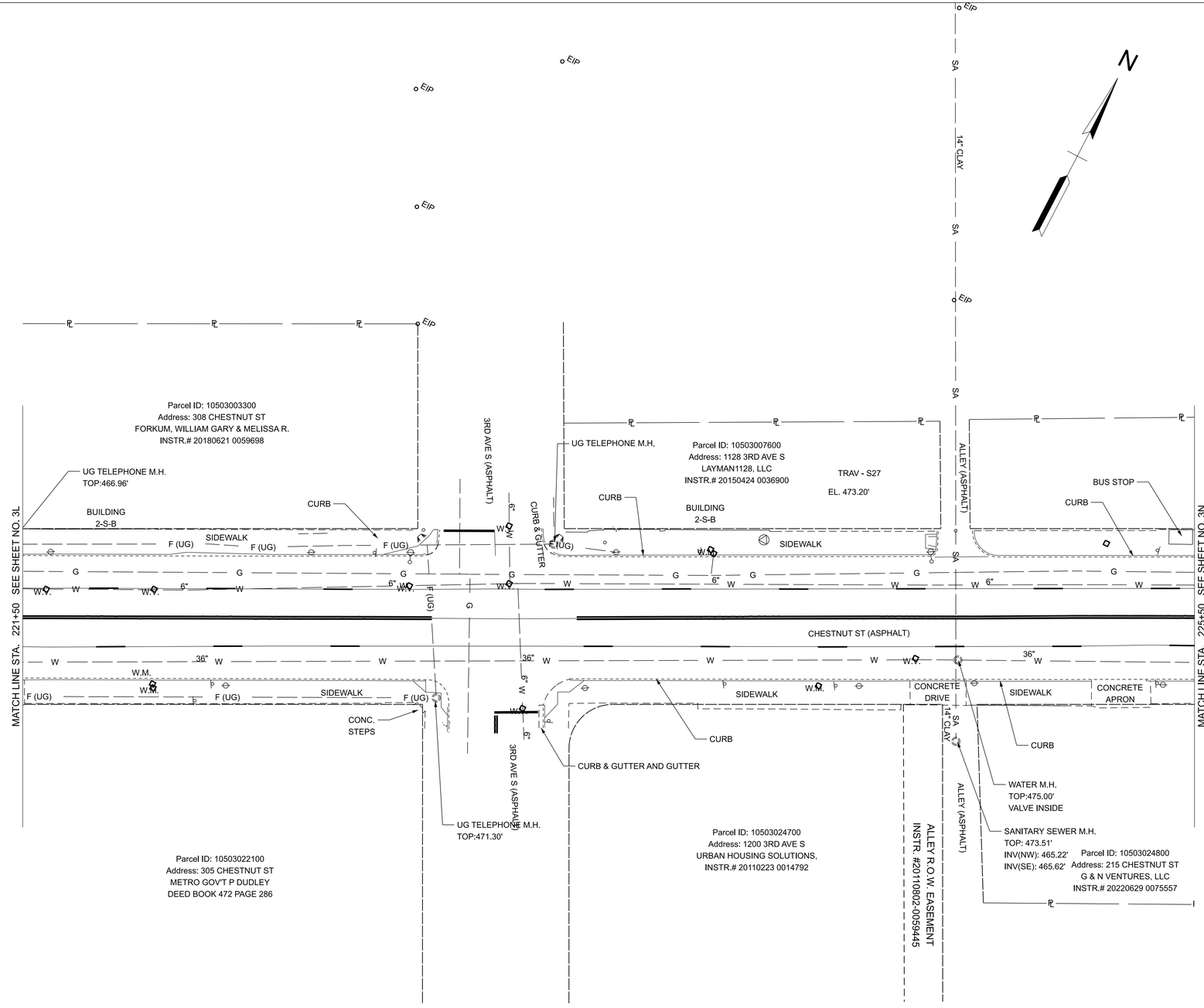
STA. 217+50.00 TO STA. 221+50.00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3L

4/23/2026 1:37:13 PM
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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

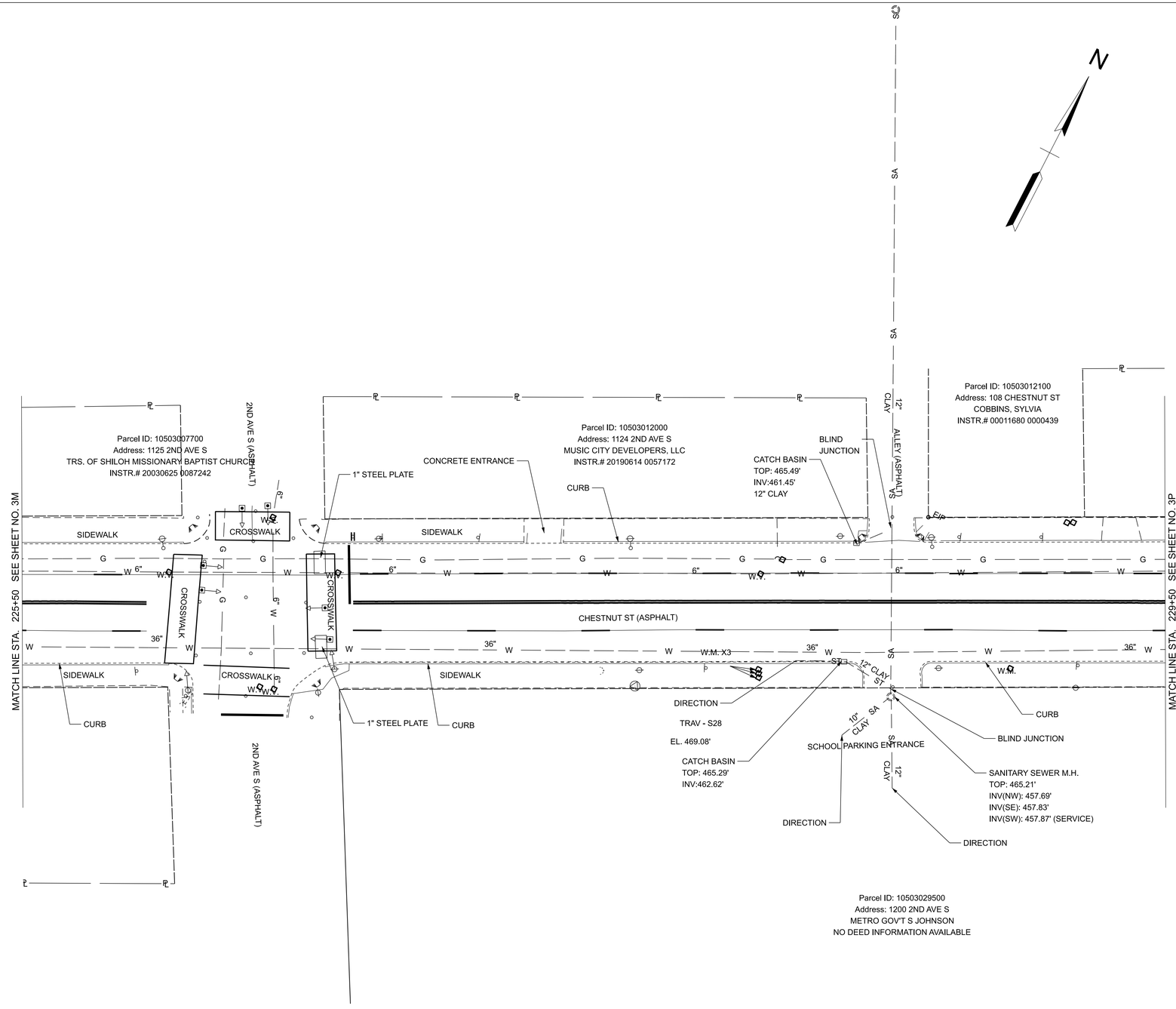
STA. 221+50.00 TO STA. 225+50.00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3M

4/23/2026 1:37:15 PM
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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

STA. 225+50.00 TO STA. 229+50.00

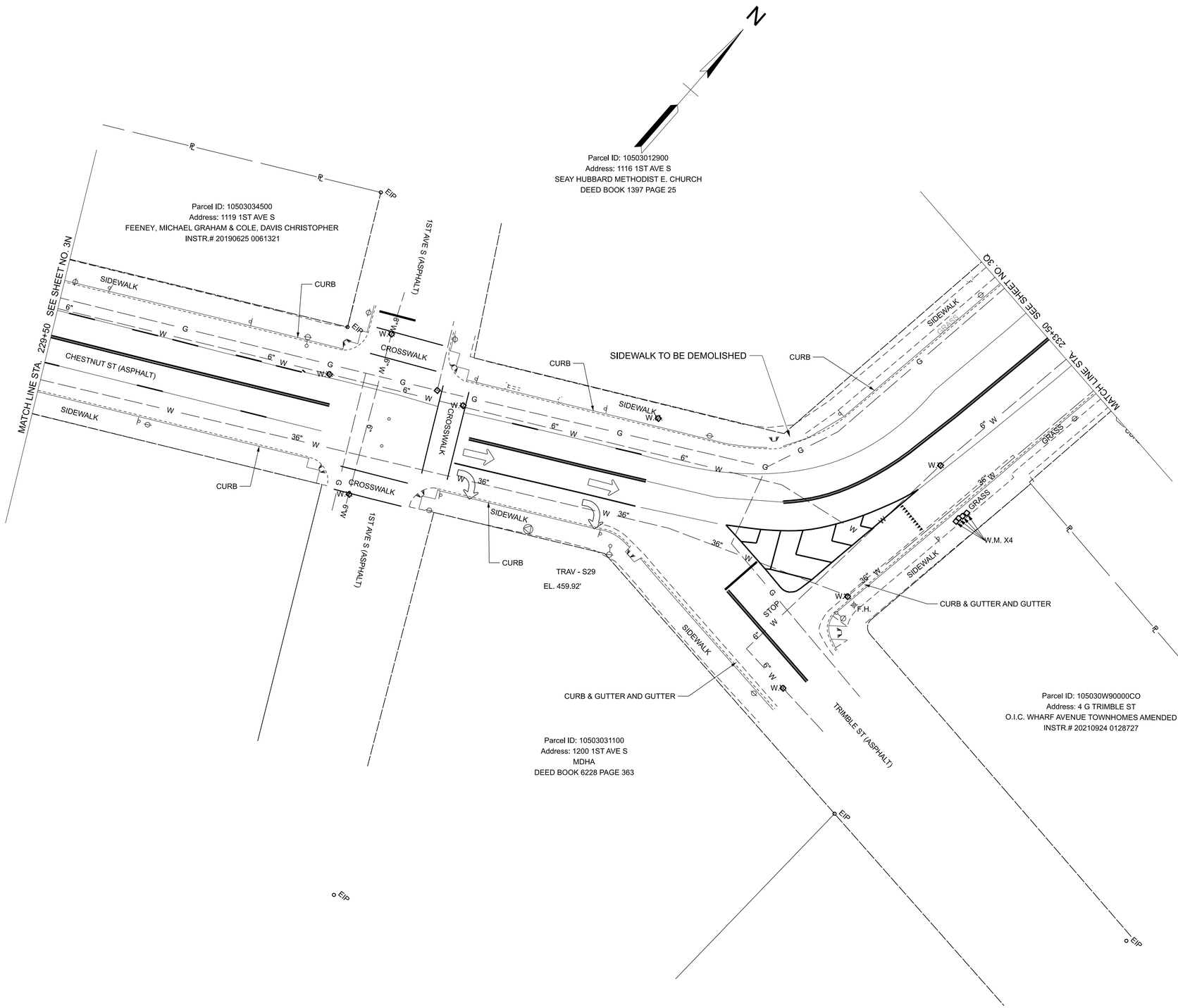
CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3N

0 20 40 60

4/23/2026 1:37:17 PM
C:\DMS\KCI-PROJECTS_02\TRANSPORTATION\MISC\892107772.24 CHESTNUT STREET BIKEWAY DESIGN\CAD\PRESENT LAYOUT.DGN



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

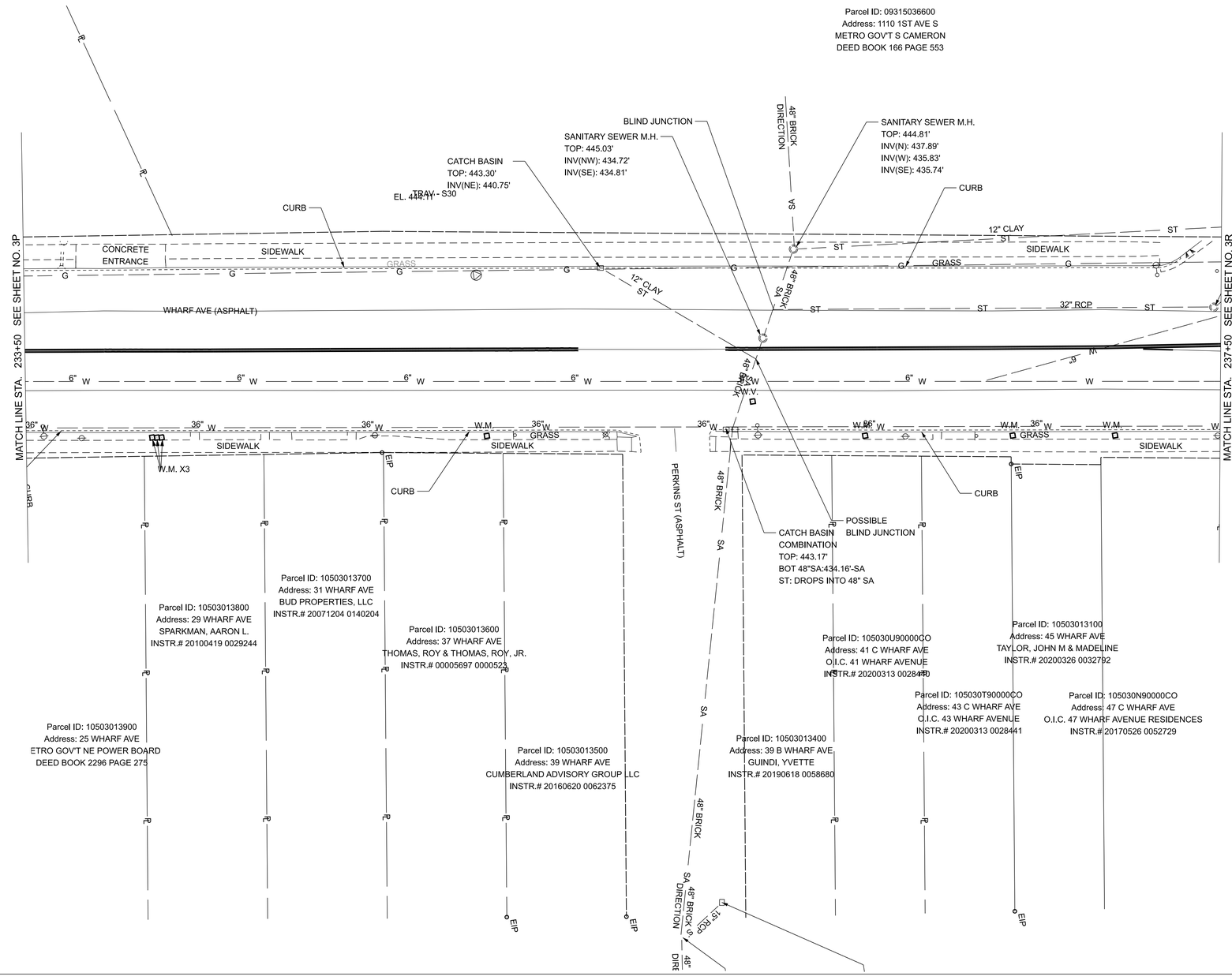
STA. 229+50.00 TO STA. 233+50.00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3P

4/23/2026 1:37:19 PM C:\DMS\KCI-PROJECTS_02\SAVANNAH\CHESTNUT\PRESENT-CHESTNUT.DGN



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

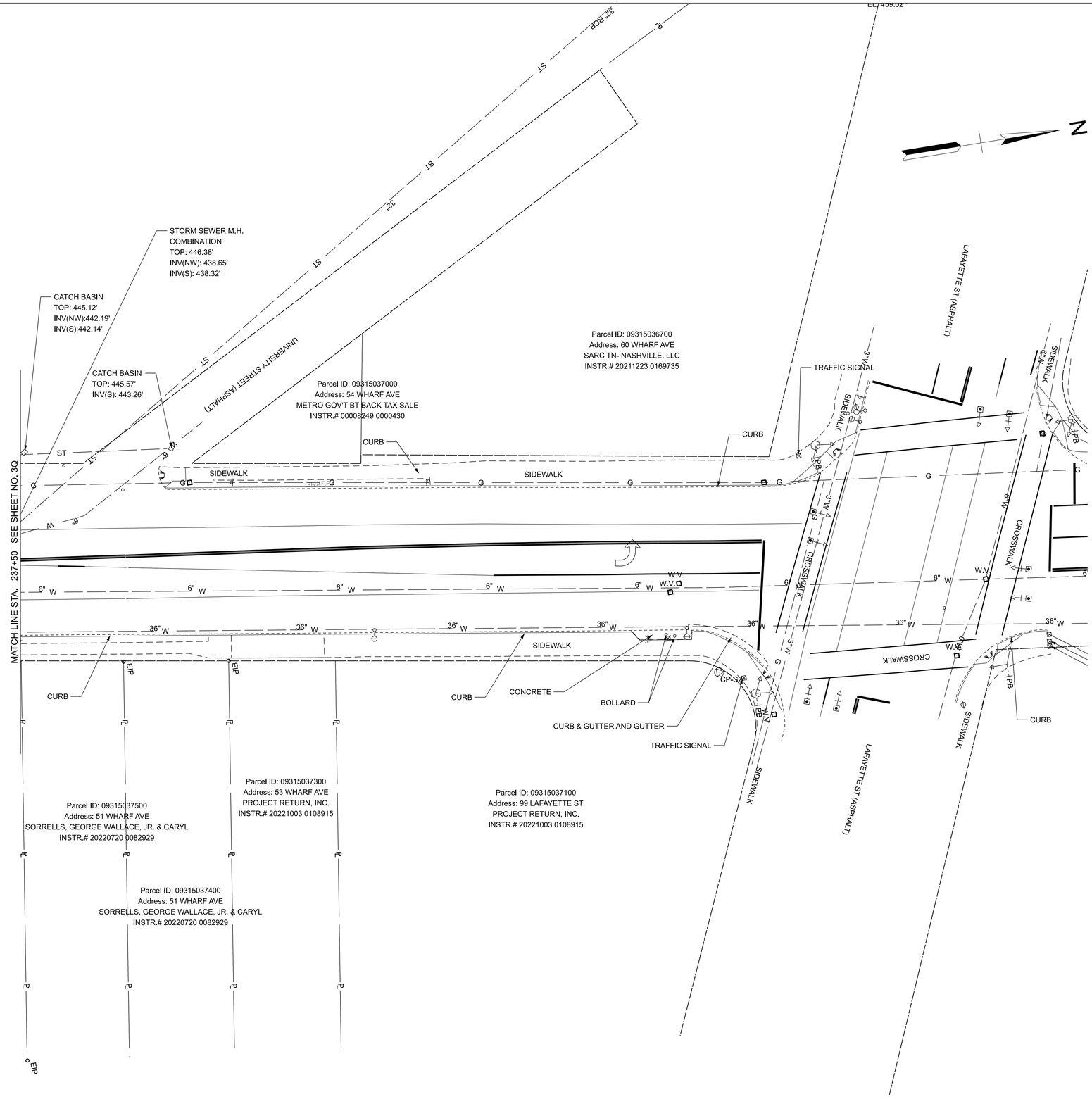
STA. 233+50.00 TO STA. 237+50.00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3Q

4/23/2026 1:37:21 PM
C:\DMSIKC\-PROJECTS_02\SRVMAIN\DOCS\KCI_DOMESTIC\39\892107772\DWG\892107772.DGN



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

PRESENT LAYOUT

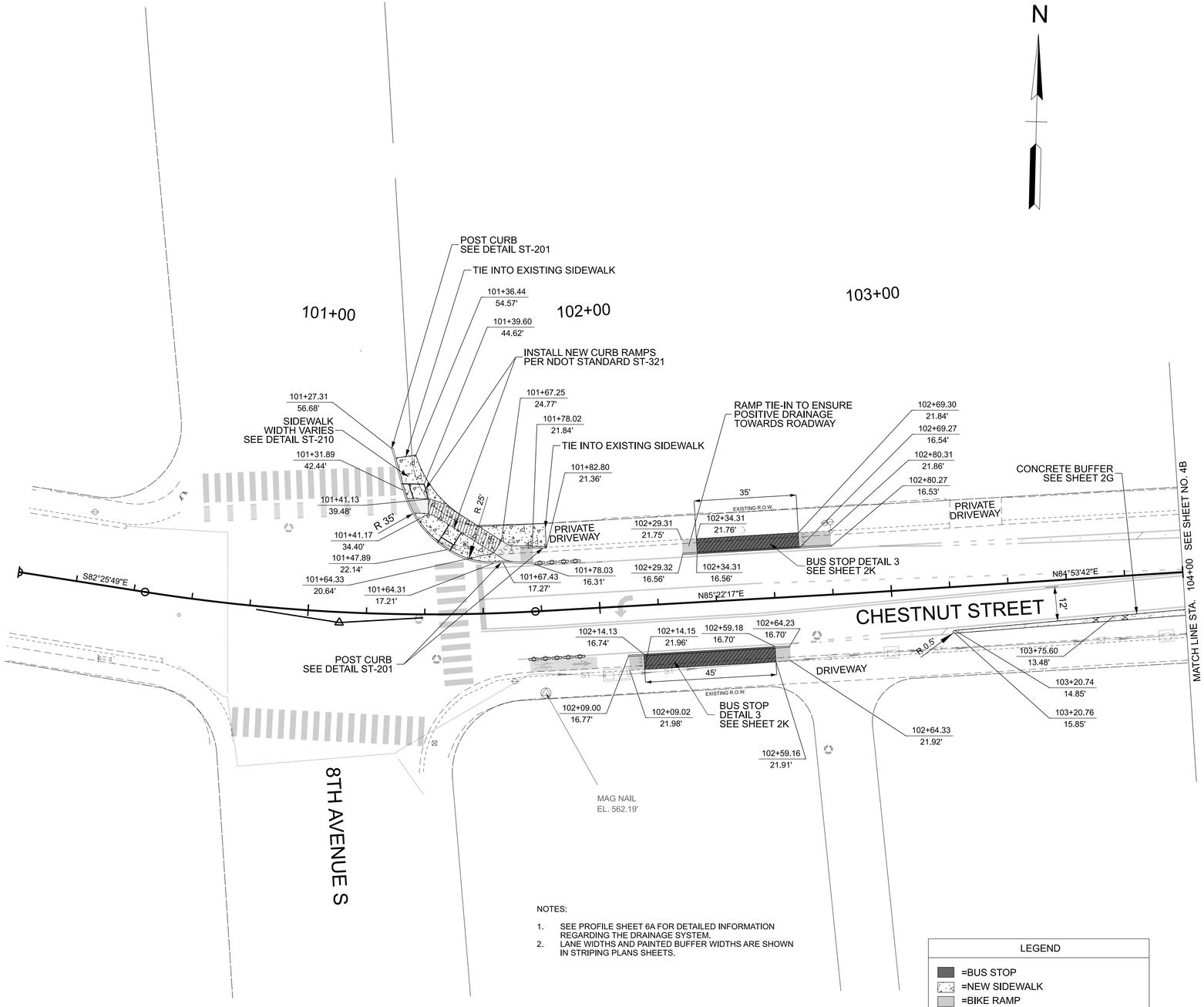
STA. 237+50.00 TO STA. 241+50.00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 3R

4/23/2026 1:37:23 PM
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NOTES:

1. SEE PROFILE SHEET 6A FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.

LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE
=CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

NO BOUNDARY SURVEY WAS PERFORMED BY CONSOR NORTH AMERICA, INC. FOR THE PURPOSE OF THIS DRAWING. THIS SURVEY WAS DONE UNDER THE AUTHORITY OF T.C.A. 62-18-126 AND IS NOT A GENERAL PROPERTY SURVEY AS DEFINED UNDER RULE 0820-3-07. ANY BEARINGS SHOWN ARE REFERENCED TO THE TENNESSEE STATE PLANE COORDINATE SYSTEM.

COORDINATE VALUES ARE NAD/83 (2011) WITH NO DATUM ADJUSTMENT, AND ARE TIED TO THE TENNESSEE GEODETIC REFERENCE NETOWRK. ALL ELEVATION ARE REFERENCED TO THE NAVD 1988.

4/24/2026 2:02:39 PM
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FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

STA. 100+00 TO 104+00

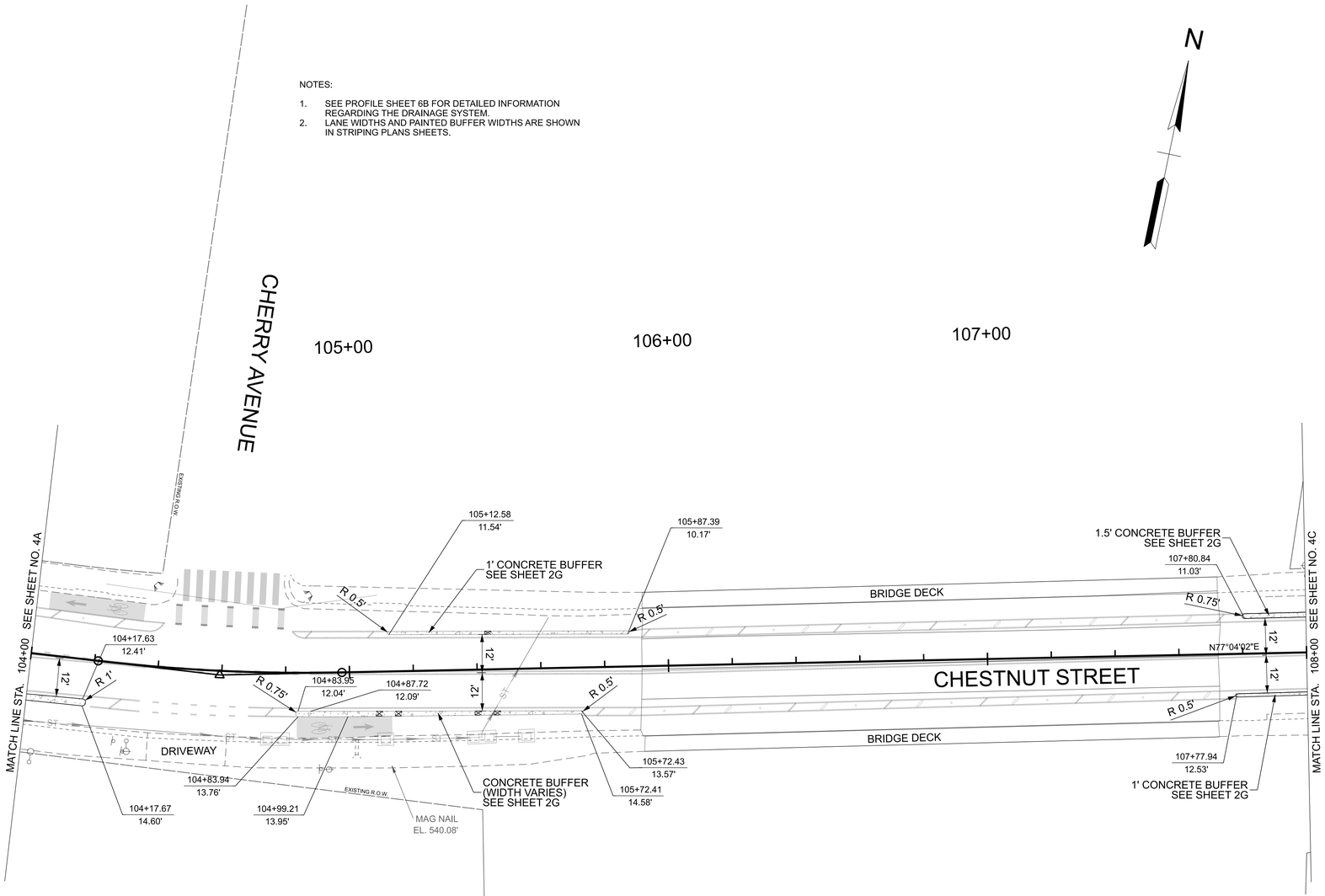
CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 4A

NOTES:

1. SEE PROFILE SHEET 6B FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE
=CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

STA. 104+00 TO STA. 108+00

CHESTNUT STREET BIKEWAY DESIGN

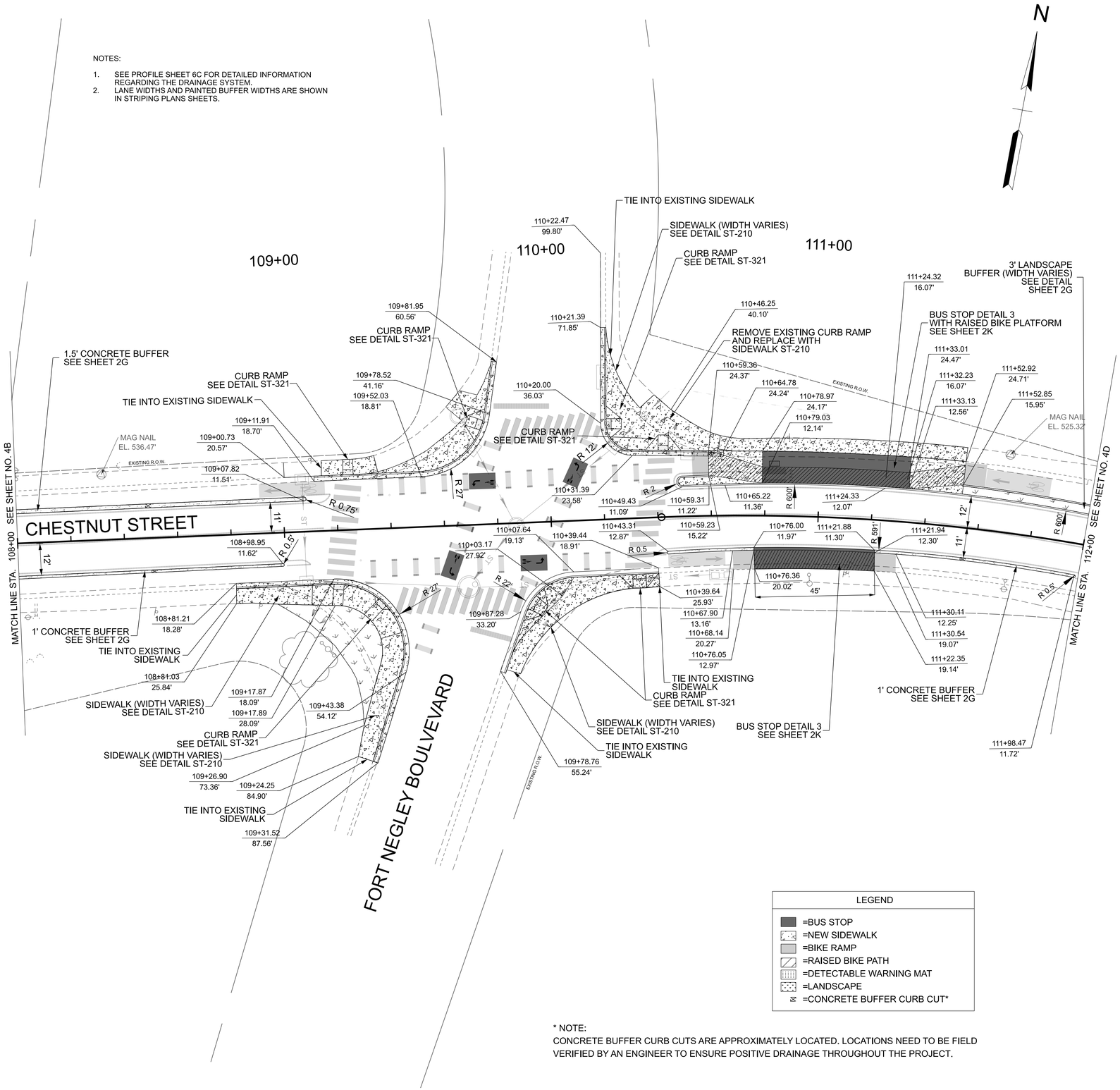
SCALE: 1" = 20'

SHEET 4B

4/24/2026 2:02:47 PM
C:\DMS\KCI-PROJECTS_02\[illegible]

NOTES:

1. SEE PROFILE SHEET 6C FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE
=CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

STA. 108+00 TO STA. 112+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 4C

4/24/2026 2:03:00 PM
C:\DMS\KCI-PROJECTS_02\BKMAIN\THEBOWEN@KCI.COM\DOCUMENTS\892107772.24 CHESTNUT BIKEWAY DESIGN\CAD\PLAN\PLAN.DWG

NOTES:

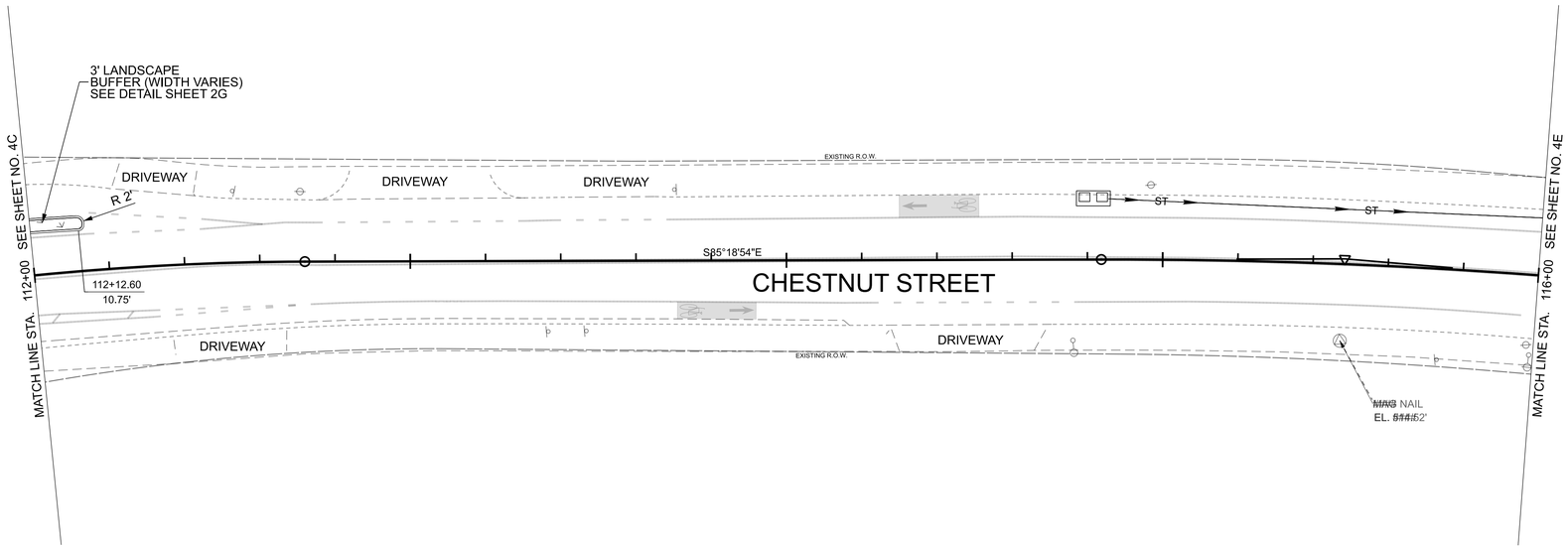
1. SEE PROFILE SHEET 6D FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.

N

113+00

114+00

115+00



LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

STA. 112+00 TO STA. 116+00

CHESTNUT STREET BIKEWAY DESIGN

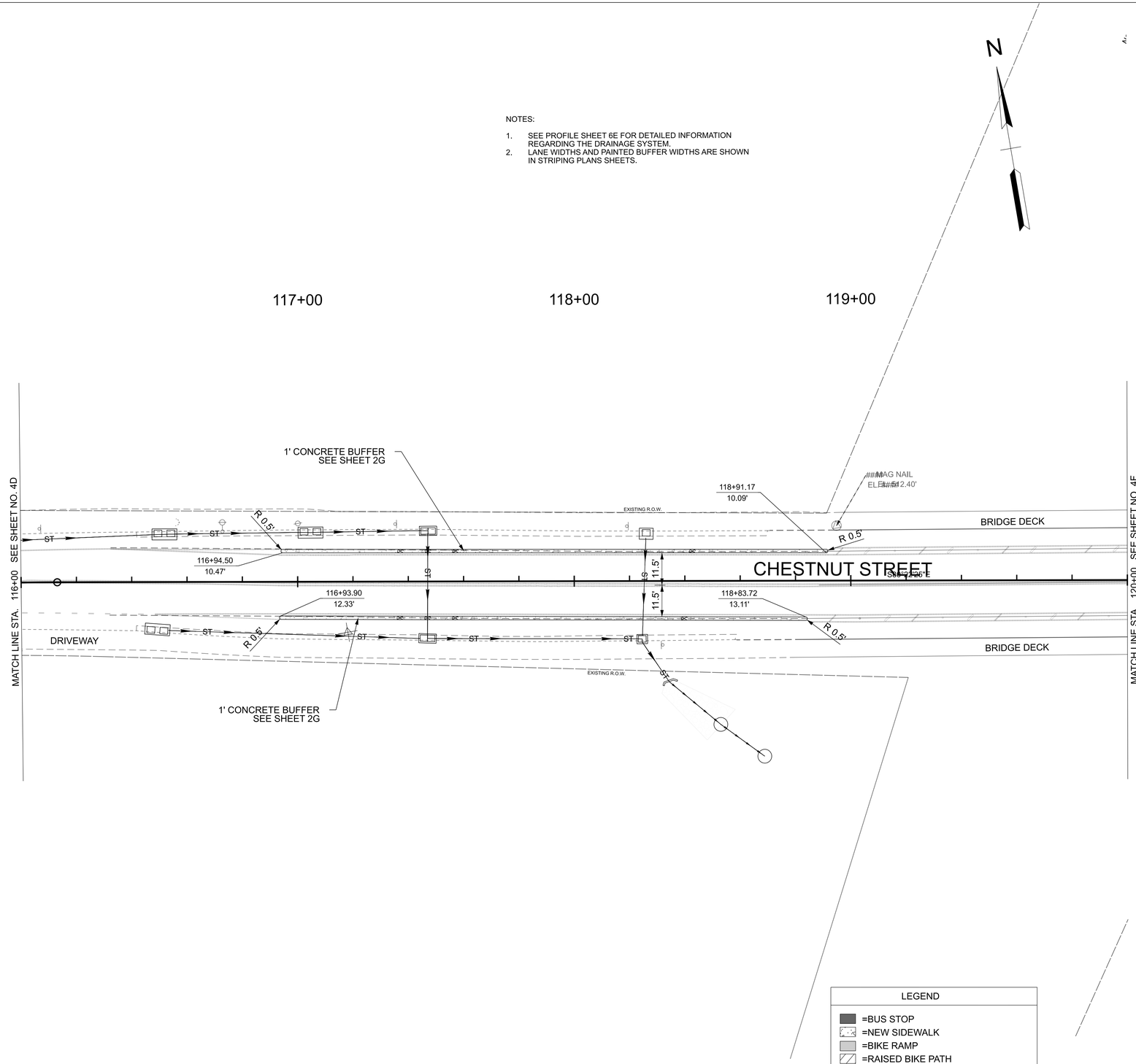
SCALE: 1" = 20'

SHEET 4D

4/24/2026 2:03:01 PM
C:\DMS\KCI-PROJECTS_02\[illegible]

NOTES:

1. SEE PROFILE SHEET 6E FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

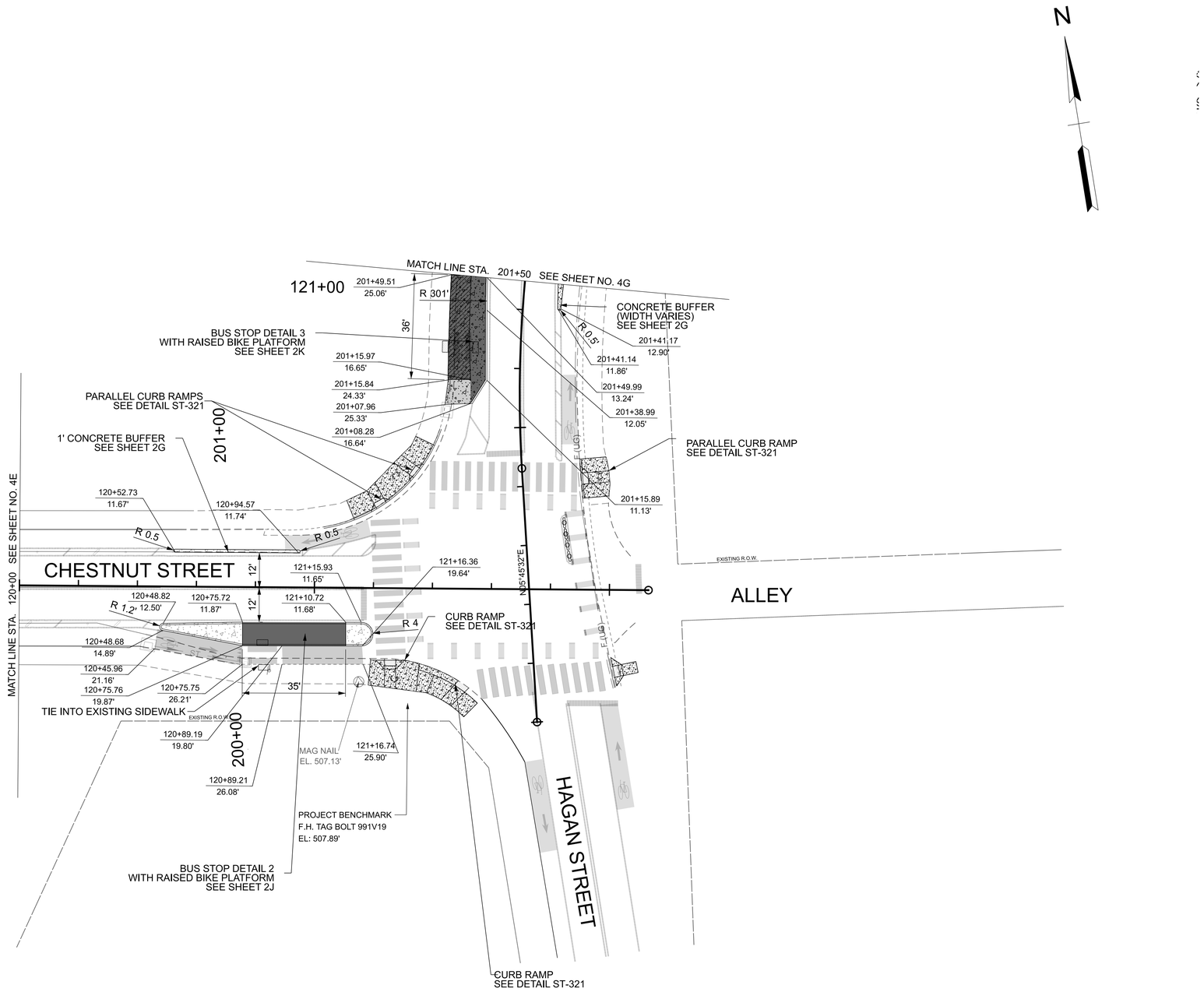
STA. 116+00 TO STA. 120+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 4E

4/24/2026 2:03:03 PM
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NOTES:

1. SEE PROFILE SHEET 6F FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.

LEGEND

- =BUS STOP
- =NEW SIDEWALK
- =BIKE RAMP
- =RAISED BIKE PATH
- =DETECTABLE WARNING MAT
- =LANDSCAPE

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

STA. 120+00 TO STA. 201 +50

CHESTNUT STREET
BIKEWAY DESIGN

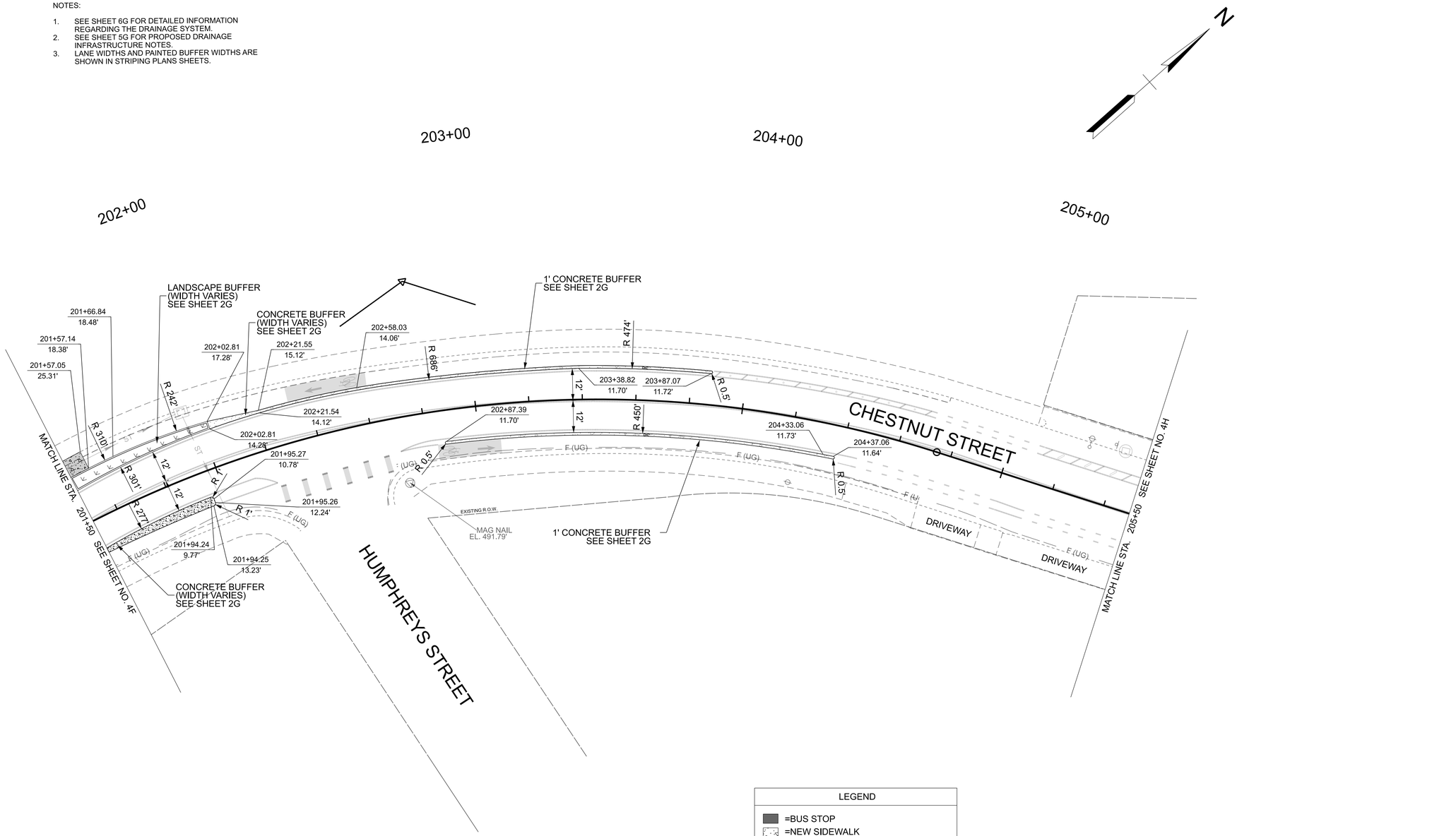
SCALE: 1" = 20'

SHEET 4F

4/24/2026 2:03:04 PM
C:\DMS\KCI-PROJECTS_02\BAMA\ATHENS@KCI.COM\DOCUMENTS\892107772.24 CHESTNUT BIKEWAY DESIGN\CAD\PLAN SHEETS\892107772.24 PLAN SHEETS.DWG

NOTES:

1. SEE SHEET 6G FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. SEE SHEET 5G FOR PROPOSED DRAINAGE INFRASTRUCTURE NOTES.
3. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE
=CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

STA. 201+50 TO STA. 205+50

CHESTNUT STREET BIKEWAY DESIGN

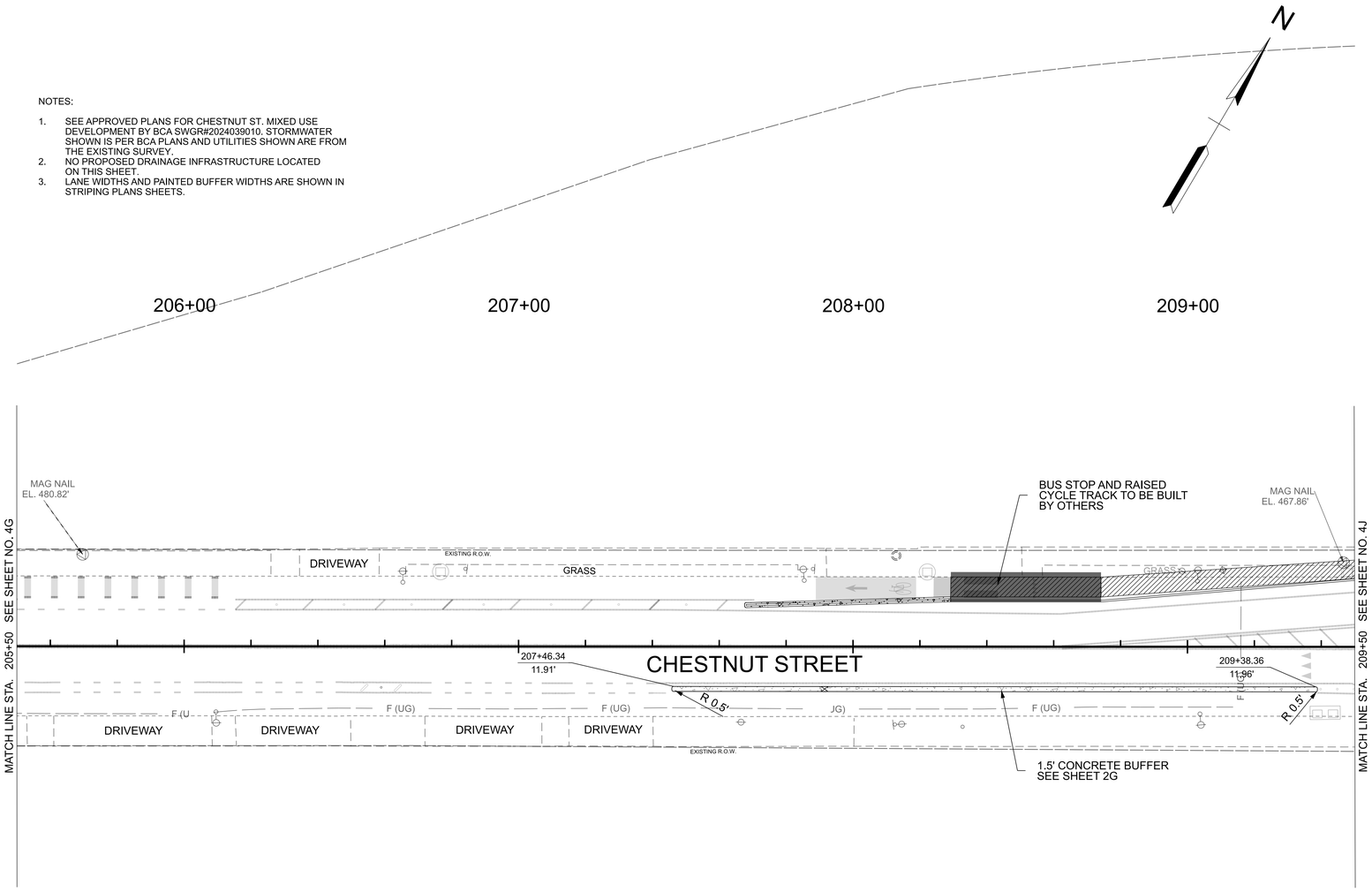
SCALE: 1" = 20'

SHEET 4G

4/24/2026 2:03:06 PM
C:\DMS\KCI-PROJECTS_02\BALTIMORE\DOCS\KCI_LOCAL\TASKS\892107772.24 CHESTNUT STREET BIKEWAY DESIGN\CAD\PLAN SHEETS\892107772.24 PROPOSED LAYOUT.DWG

NOTES:

1. SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA SWGR#2024039010. STORMWATER SHOWN IS PER BCA PLANS AND UTILITIES SHOWN ARE FROM THE EXISTING SURVEY.
2. NO PROPOSED DRAINAGE INFRASTRUCTURE LOCATED ON THIS SHEET.
3. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE
=CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT
STA. 205+50 TO STA. 209+50

CHESTNUT STREET BIKEWAY DESIGN

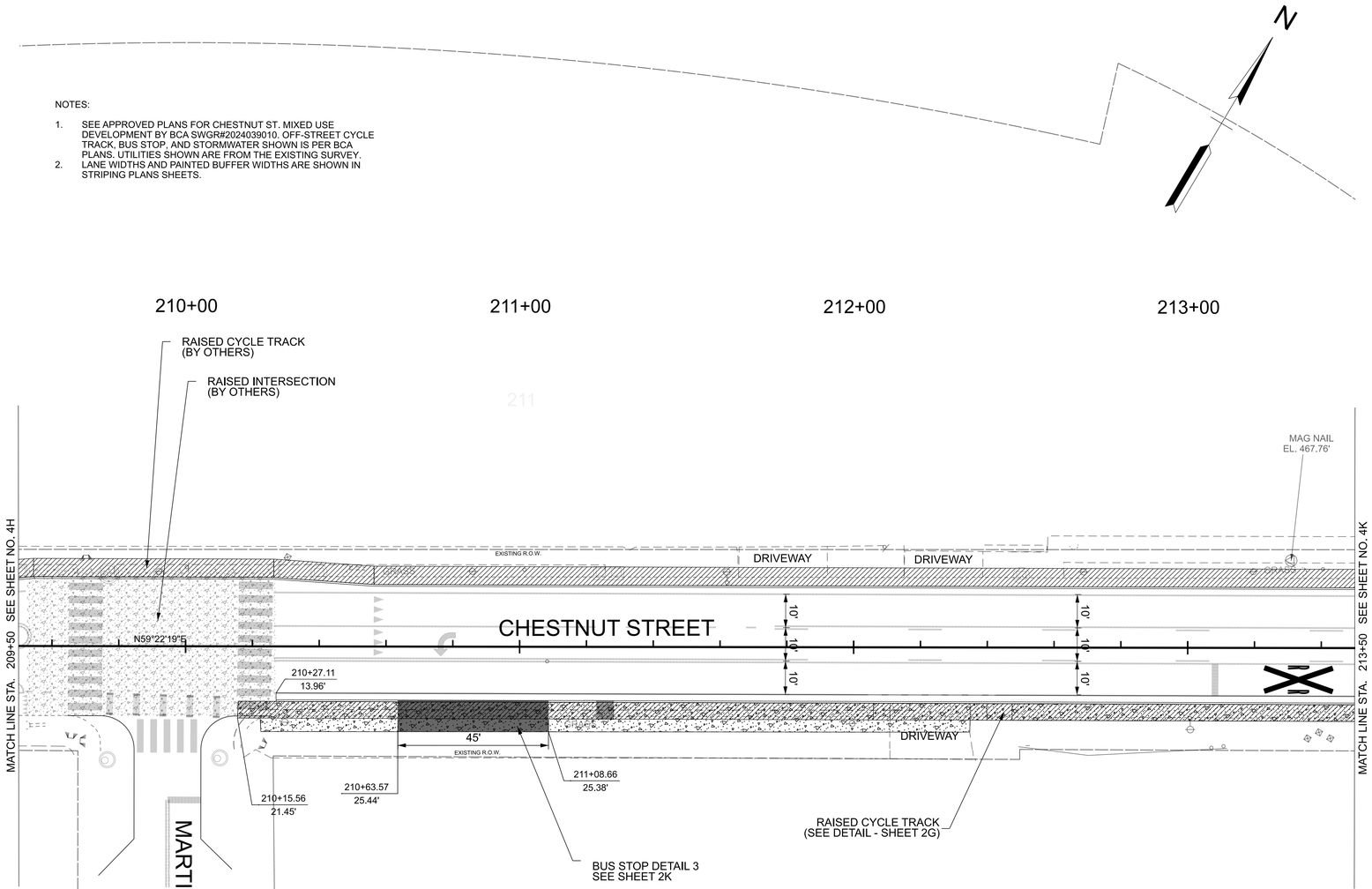
SCALE: 1" = 20'

SHEET 4H

4/24/2026 2:03:08 PM
C:\DMS\KCI-PROJECTS_02\[illegible]

NOTES:

1. SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA SWGR#2024039010. OFF-STREET CYCLE TRACK, BUS STOP, AND STORMWATER SHOWN IS PER BCA PLANS. UTILITIES SHOWN ARE FROM THE EXISTING SURVEY.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE
=CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

STA. 209+50 TO STA. 213+50

CHESTNUT STREET BIKEWAY DESIGN

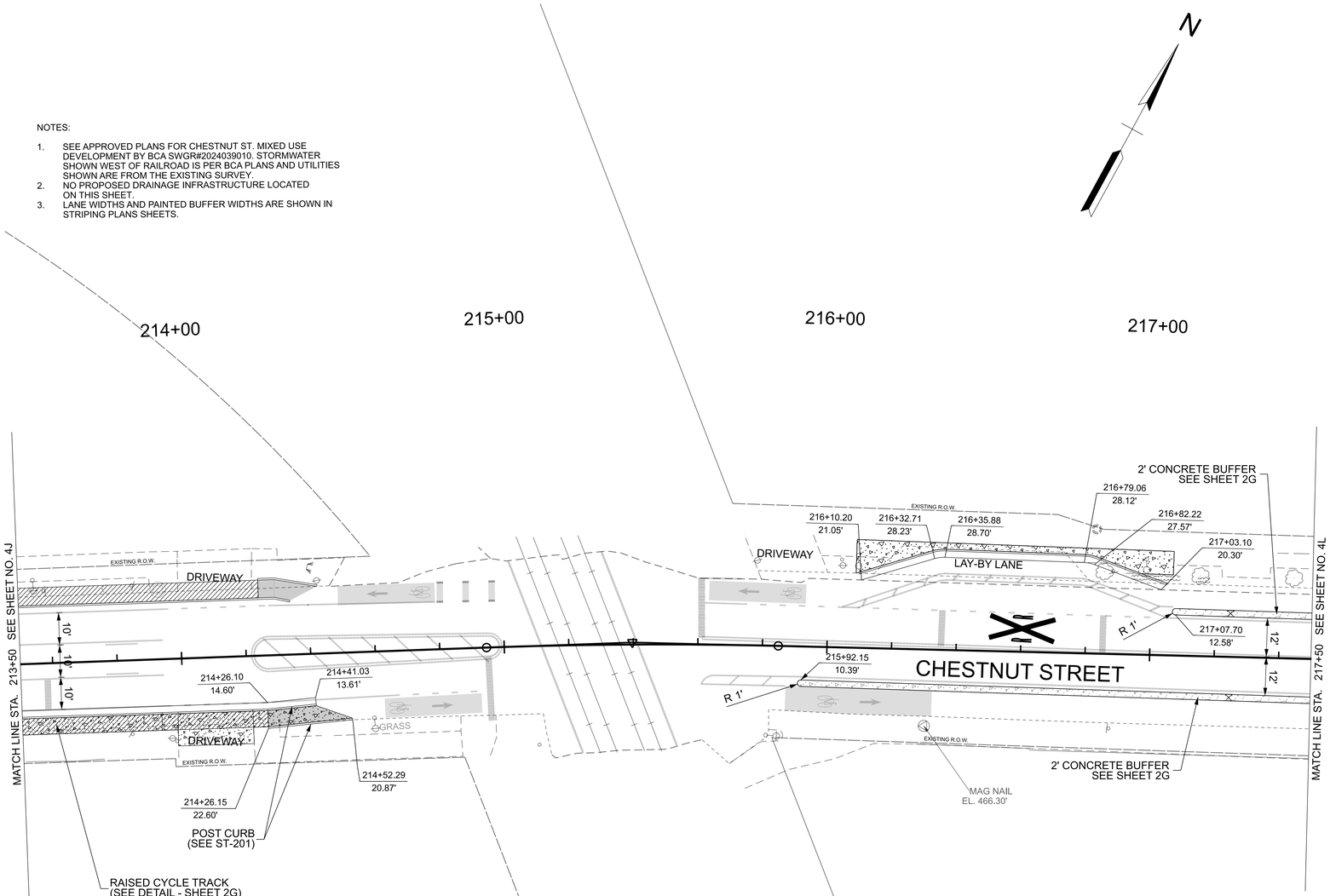
SCALE: 1" = 20'

SHEET 4J

4/24/2026 2:03:33 PM
C:\DMS\KCI-PROJECTS_02\[illegible]

NOTES:

1. SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA SWGR#2024039010. STORMWATER SHOWN WEST OF RAILROAD IS PER BCA PLANS AND UTILITIES SHOWN ARE FROM THE EXISTING SURVEY.
2. NO PROPOSED DRAINAGE INFRASTRUCTURE LOCATED ON THIS SHEET.
3. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE
=CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

STA. 213+50 TO STA. 217+50

CHESTNUT STREET BIKEWAY DESIGN

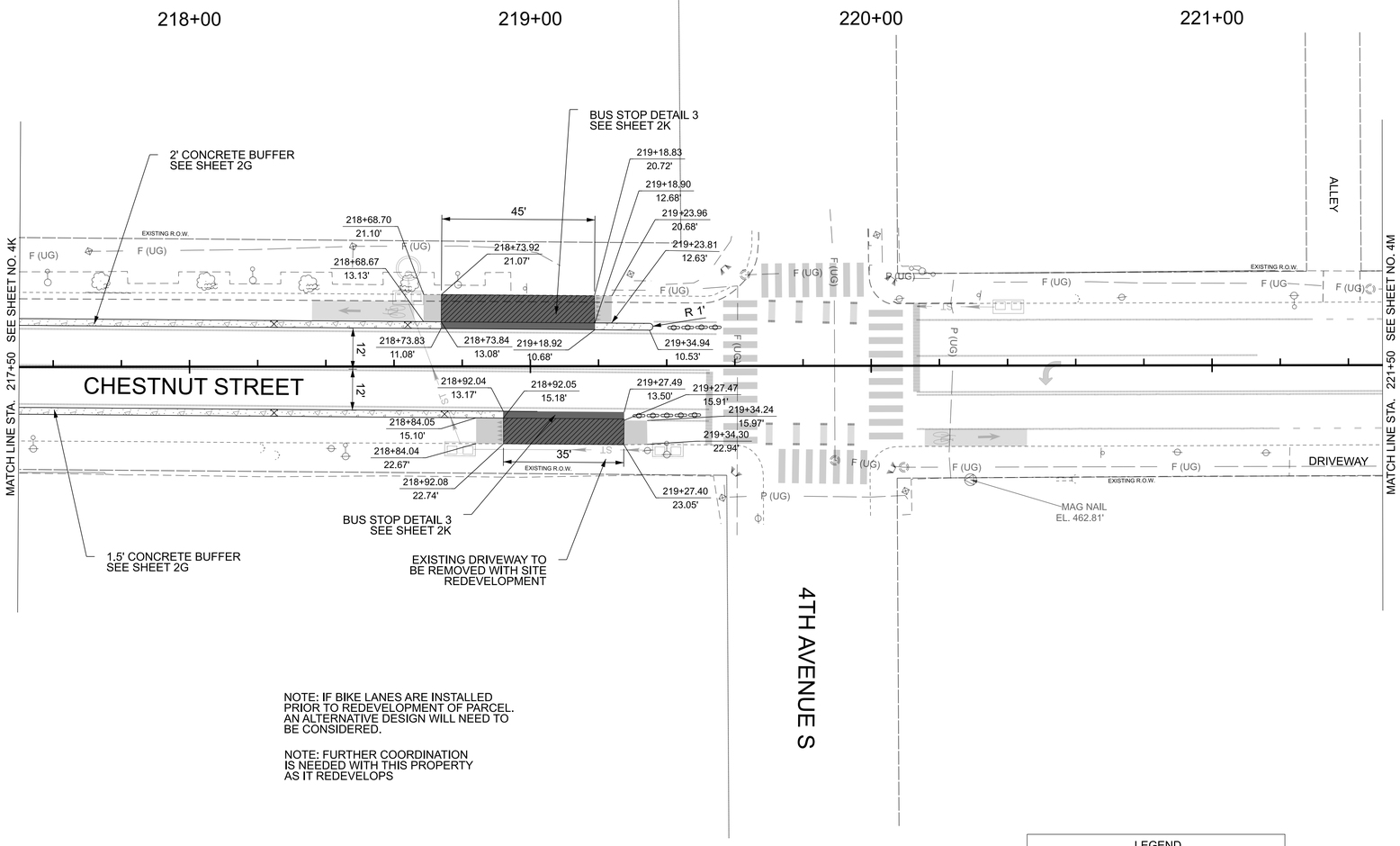
SCALE: 1" = 20'

SHEET 4K

4/24/2026 2:03:35 PM
C:\DMS\KCI-PROJECTS_02\[illegible]

NOTES:

1. SEE PROFILE SHEET 6L FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



NOTE: IF BIKE LANES ARE INSTALLED PRIOR TO REDEVELOPMENT OF PARCEL. AN ALTERNATIVE DESIGN WILL NEED TO BE CONSIDERED.

NOTE: FURTHER COORDINATION IS NEEDED WITH THIS PROPERTY AS IT REDEVELOPS

LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE
=CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

STA. 217+50 TO STA. 221+50

CHESTNUT STREET BIKEWAY DESIGN

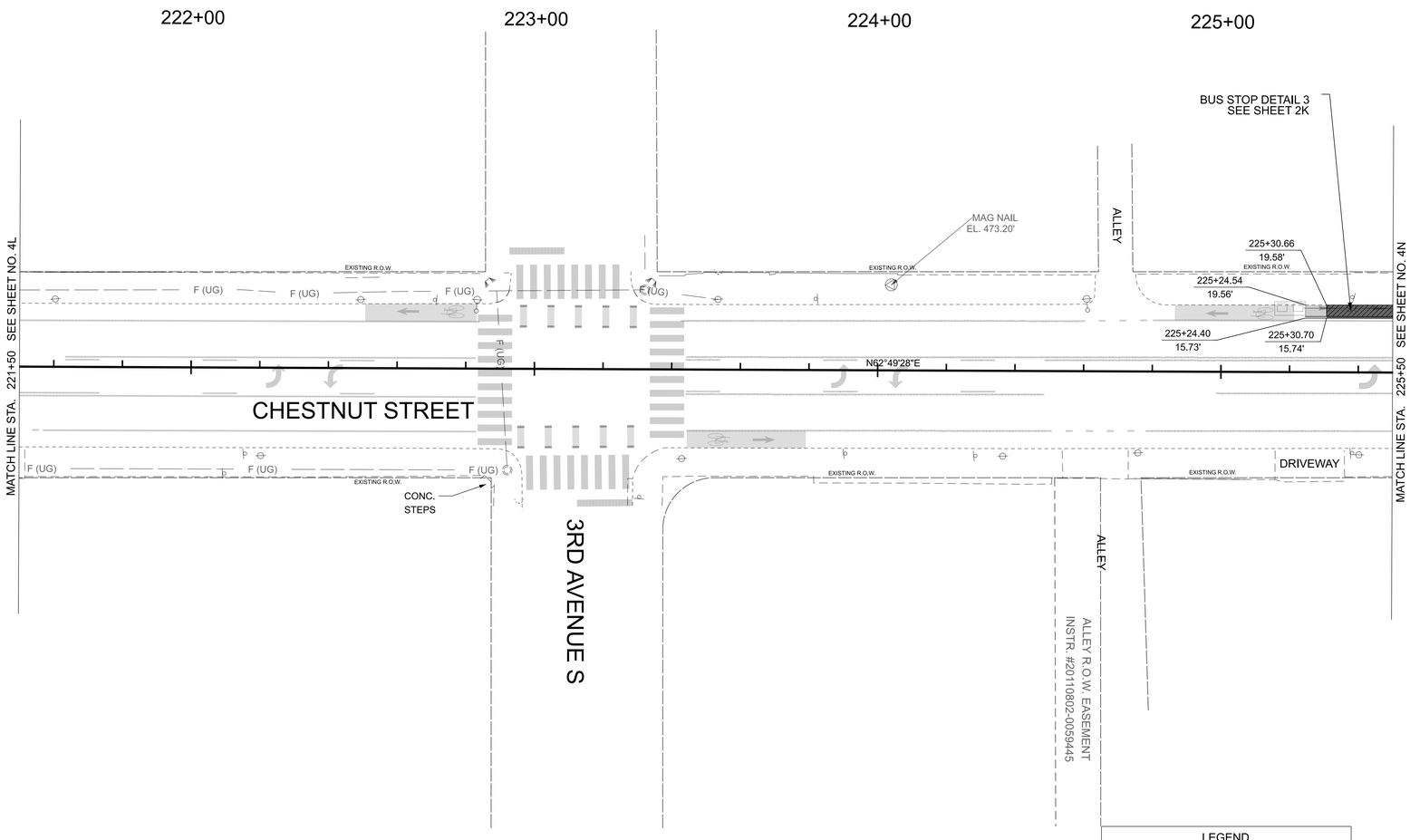
SCALE: 1" = 20'

SHEET 4L

4/24/2026 2:03:36 PM
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NOTES:

1. SEE PROFILE SHEET 6M FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT
STA. 221+50 TO STA. 225+50

CHESTNUT STREET BIKEWAY DESIGN

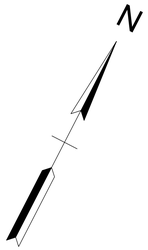
SCALE: 1" = 20'

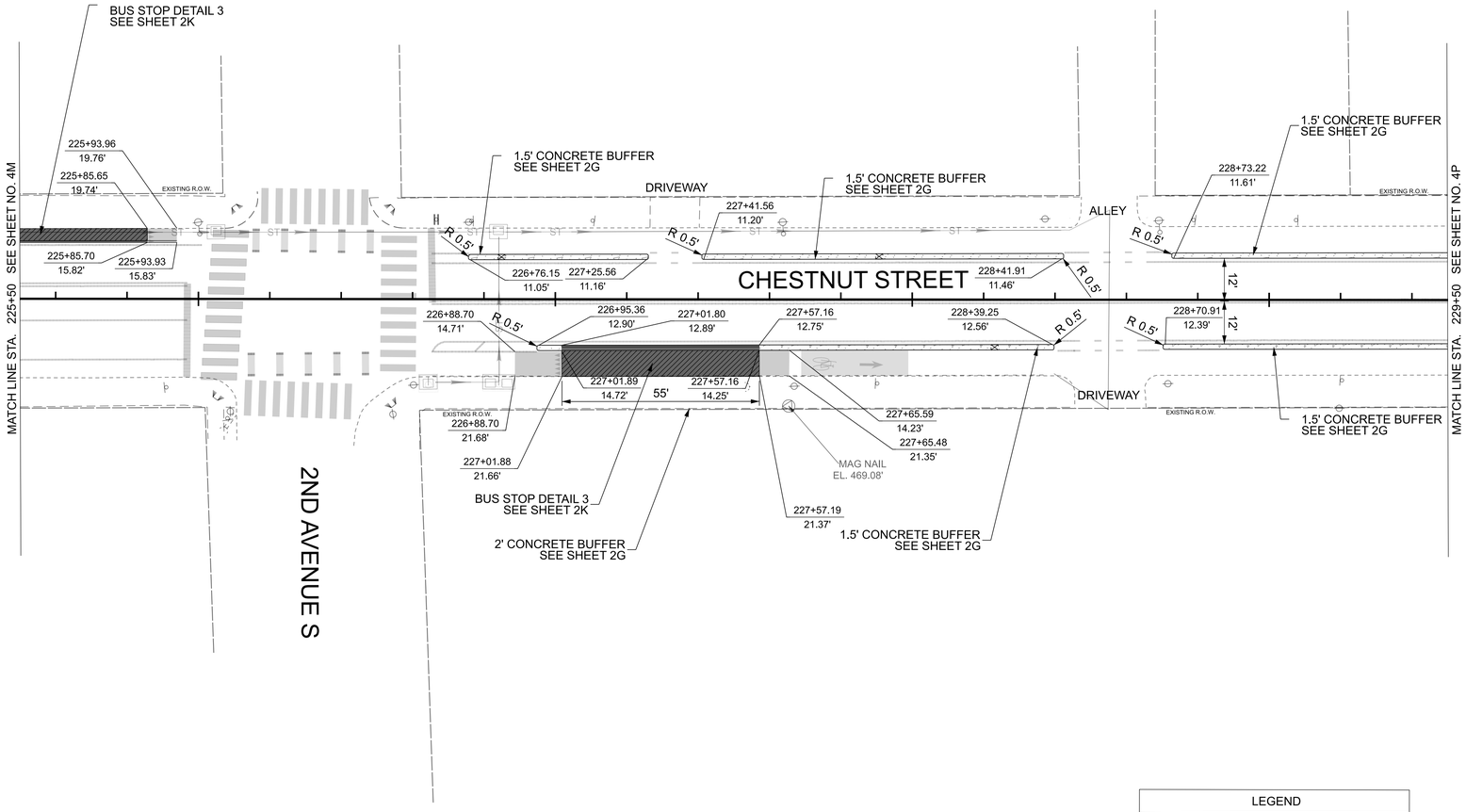
SHEET 4M

4/24/2026 2:03:38 PM
C:\DMS\KCI-PROJECTS_02\BAKAMATHEDO@KCITECHNOLOGIES.COM\LOCAL\TEMP\ACPUBLISH_16628\CHESTNUT BIKEWAY DESIGN.DGN

NOTES:

1. SEE PROFILE SHEET 6N FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.





LEGEND
=BUS STOP
=NEW SIDEWALK
=BIKE RAMP
=RAISED BIKE PATH
=DETECTABLE WARNING MAT
=LANDSCAPE
=CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT
STA. 225+50 TO STA. 229+50

CHESTNUT STREET BIKEWAY DESIGN

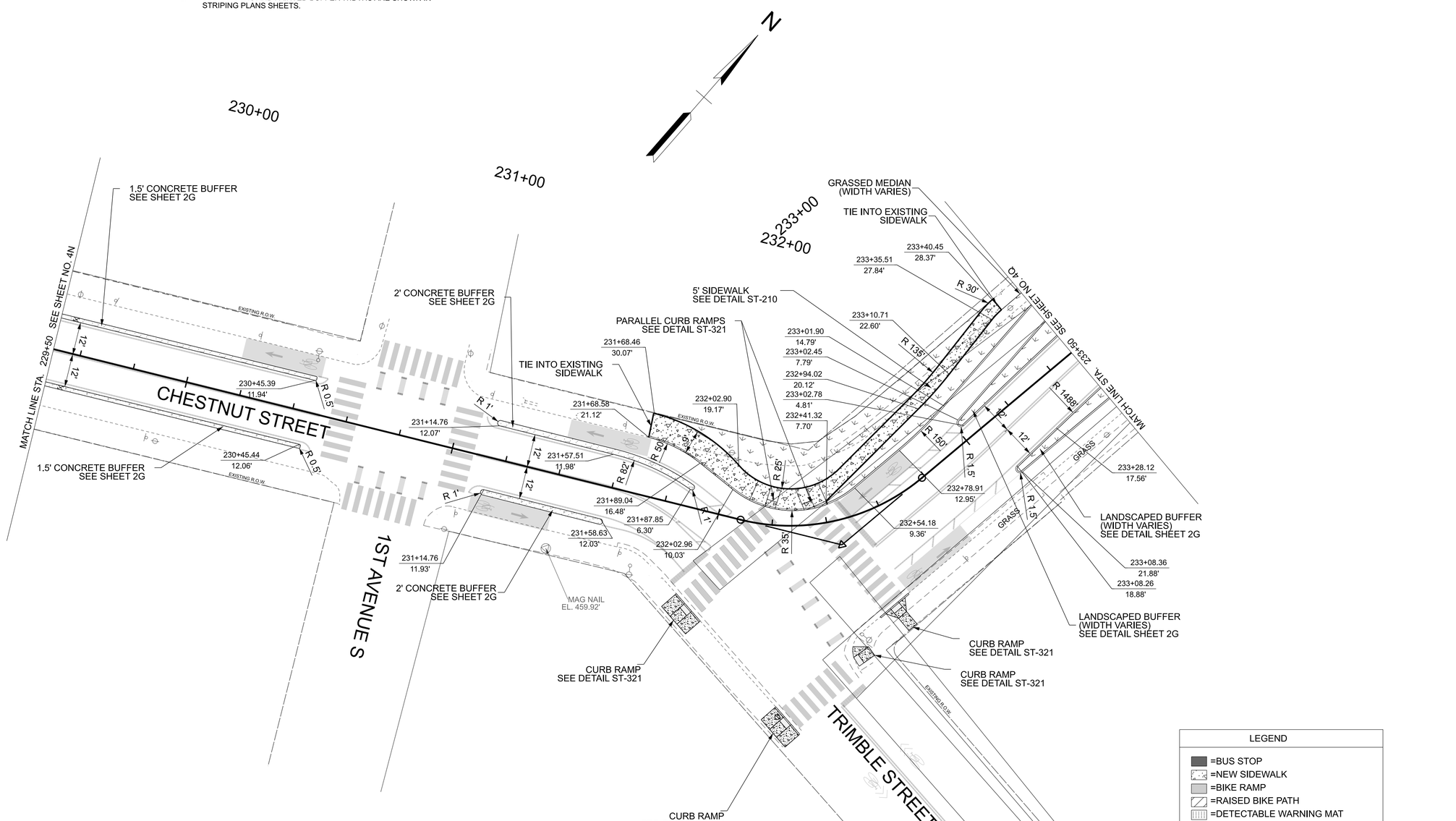
SCALE: 1" = 20'

SHEET 4N

4/24/2026 2:03:39 PM
C:\DMS\KCI-PROJECTS_02\KANSAS CITY\MO\892107772.24\CAD\LAYOUTS\892107772.24 LAYOUTS.DWG

NOTES:

1. NO PROPOSED DRAINAGE INFRASTRUCTURE LOCATED ON THIS SHEET.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.



FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

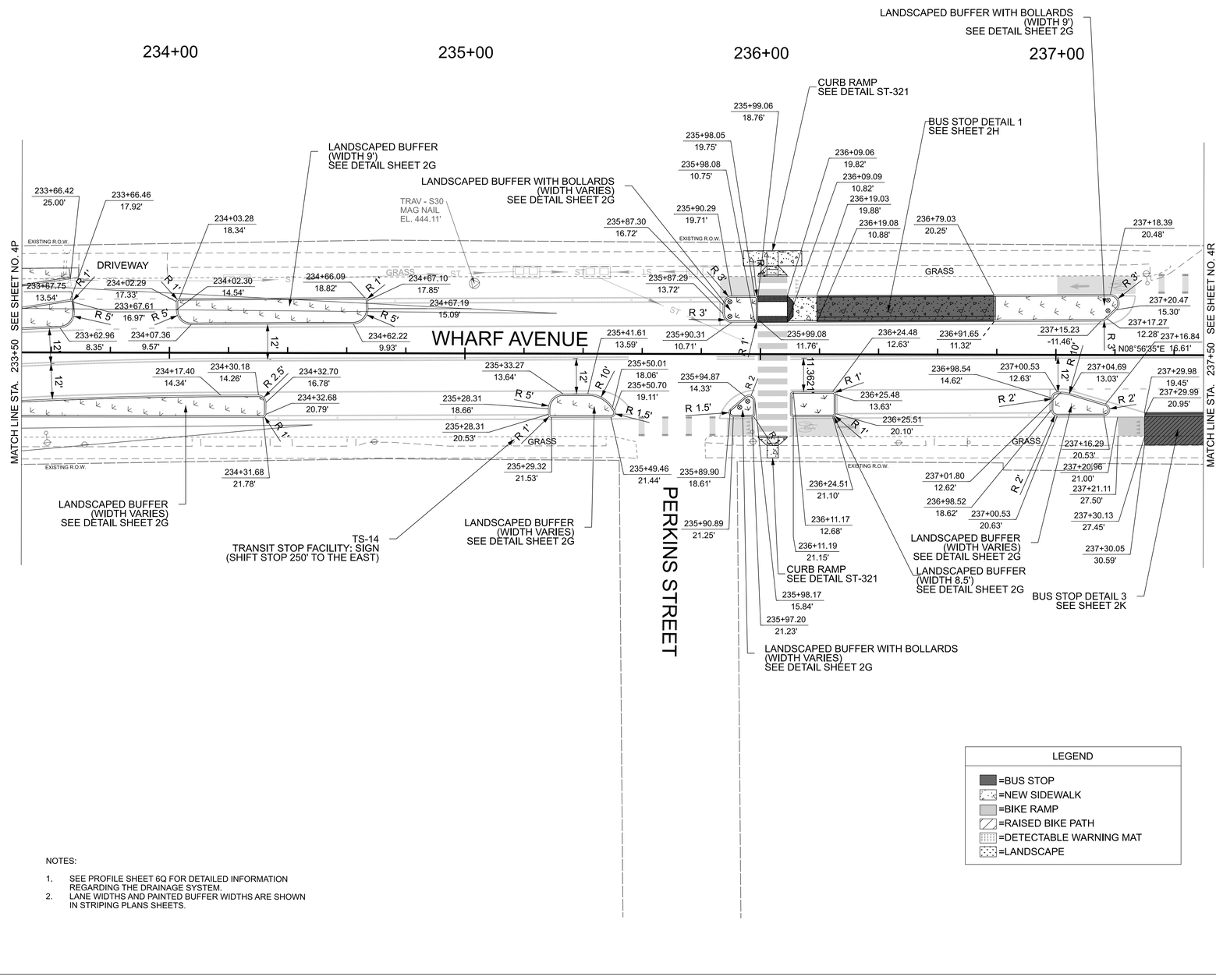
STA. 229+50 TO STA. 233+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 4P

4/24/2026 2:03:41 PM
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NOTES:

1. SEE PROFILE SHEET 6Q FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

PROPOSED LAYOUT

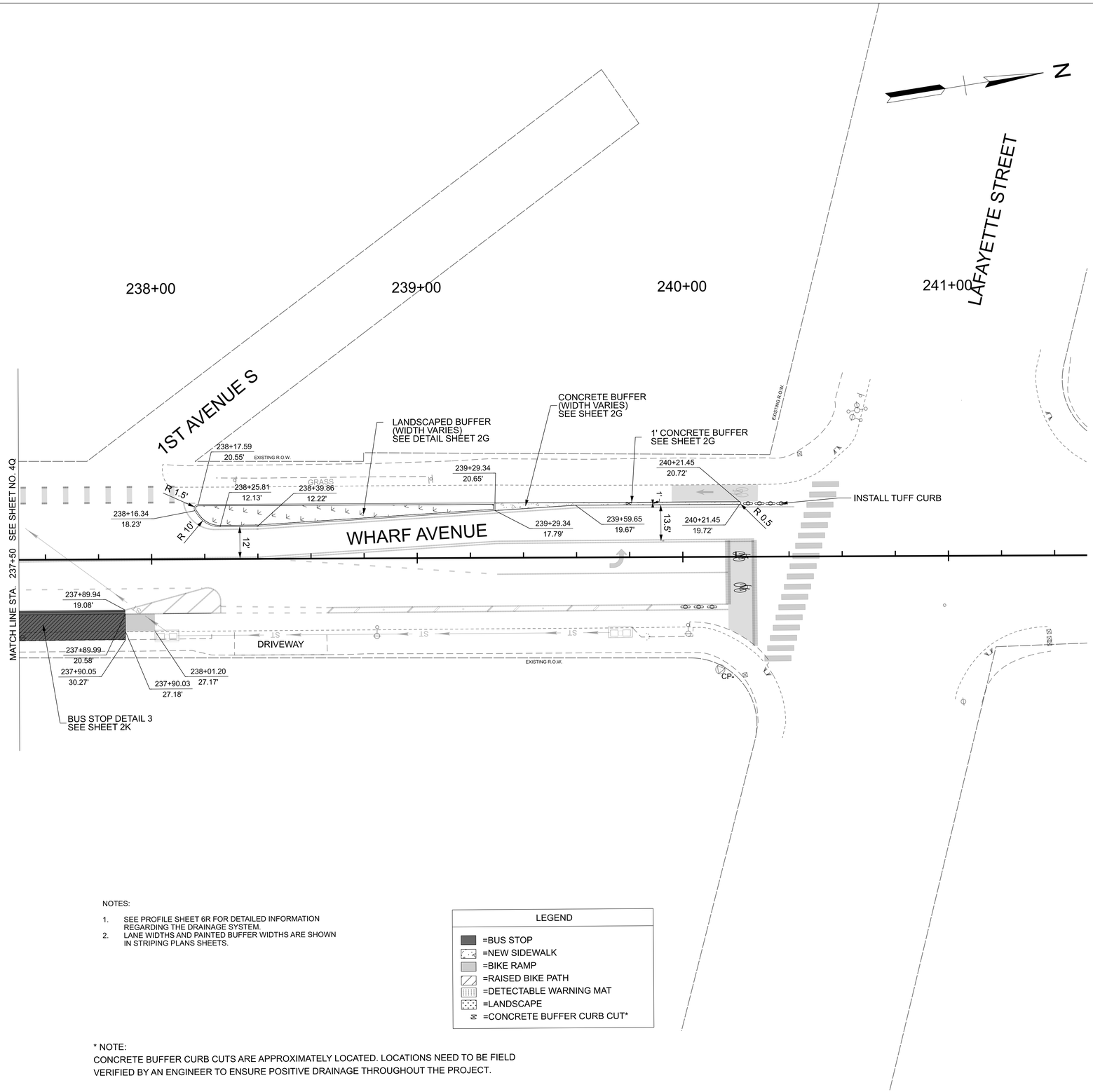
STA. 223+50 TO STA. 237+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 4Q

4/24/2026 2:03:43 PM
C:\DMS\KCI-PROJECTS_02\BAMA\ATHENS\MEDIA\KCI_DOCS\STUDIES\892107772.24\CHESTNUT_STREET_BIKEWAY_DESIGN



NOTES:

1. SEE PROFILE SHEET 6R FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. LANE WIDTHS AND PAINTED BUFFER WIDTHS ARE SHOWN IN STRIPING PLANS SHEETS.

LEGEND

- =BUS STOP
- =NEW SIDEWALK
- =BIKE RAMP
- =RAISED BIKE PATH
- =DETECTABLE WARNING MAT
- =LANDSCAPE
- =CONCRETE BUFFER CURB CUT*

* NOTE:
CONCRETE BUFFER CURB CUTS ARE APPROXIMATELY LOCATED. LOCATIONS NEED TO BE FIELD VERIFIED BY AN ENGINEER TO ENSURE POSITIVE DRAINAGE THROUGHOUT THE PROJECT.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

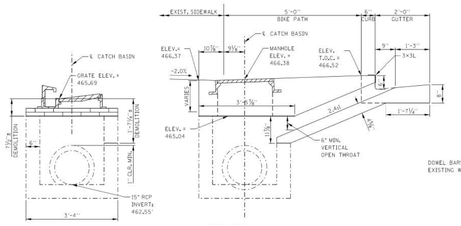
PROPOSED LAYOUT
STA. 237+50 TO STA. 241+50

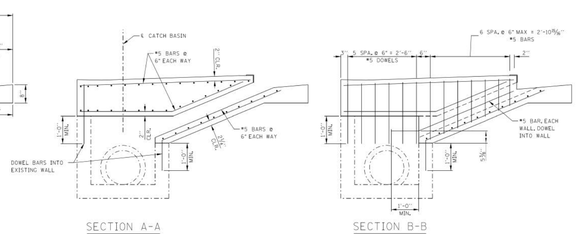
CHESTNUT STREET BIKEWAY DESIGN

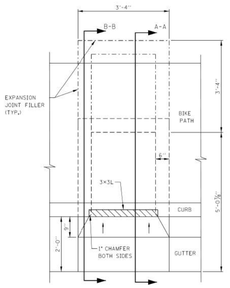
SCALE: 1" = 20'

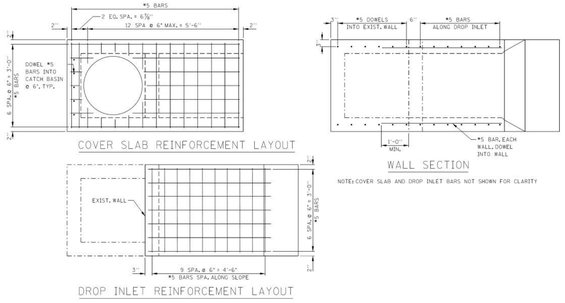
SHEET 4R

4/24/2026 2:03:44 PM
C:\DMS\KCI-PROJECTS_02\BAKMAN\THEED@KCI.COM\DOCUMENTS\892107772 CHESTNUT STREET BIKEWAY DESIGN\CAD\PLAN SHEETS\892107772 PLAN SHEETS.DWG









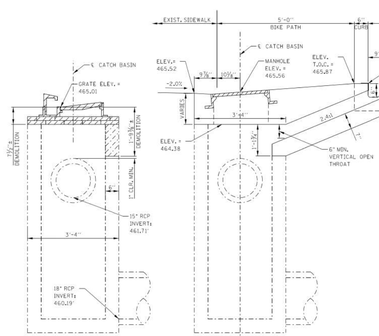
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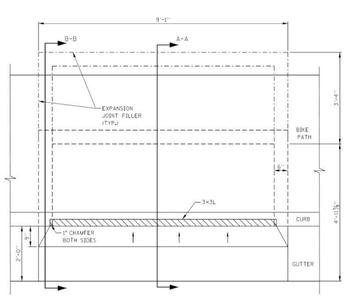
1. THIS STANDARD DRAWING IS A MODIFIED DESIGN FOR STANDARD DRAWINGS D-CB-01, D-CB-12S AND D-CB-14P, ALL CONSTRUCTION AND DIMENSIONS ARE THE SAME EXCEPT COVER SLAB AND THE INLET.
2. THE FOLLOWING MATERIAL PROPERTIES ARE REQUIRED FOR BOTH CAST-IN-PLACE AND PRECAST STRUCTURES. SEE STANDARD DRAWING D-CB-12S AND D-CB-14P FOR ADDITIONAL CONSTRUCTION NOTES & DETAILS.

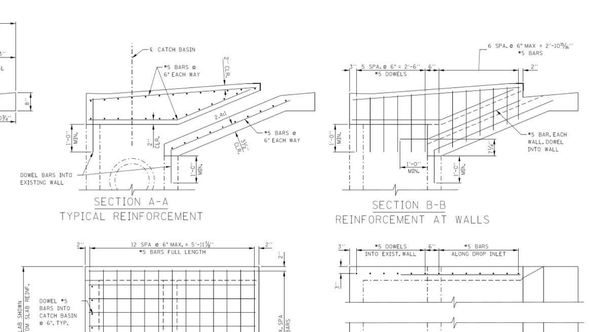
   CONCRETE: F'C = 4,000 POUNDS PER SQUARE INCH AT 28 DAYS.
   REINFORCING STEEL: ASTM A615, FY = 60,000 POUNDS PER SQUARE INCH.
3. ALL REINFORCEMENT IN MODIFIED TOP SLAB SHALL HAVE 2" MINIMUM COVER UNLESS OTHERWISE SHOWN. INLET AND COVER SLAB SHALL BE CAST-IN-PLACE CONCRETE.
4. PLACE 1 INCH PREMOLDED EXPANSION JOINT FILLER ADJACENT TO SIDEWALK.
5. THESE INLETS ARE DESIGNED FOR USE WITH NDOT STANDARD DRAWING ST-200 STANDARD CURB AND GUTTER.
6. MANHOLE COVER IS REQUIRED FOR CATCH BASIN ACCESS. SEE STANDARD DRAWING D-MH-4 FOR DETAILS REGARDING CAST IRON COVERS, FRAMES AND DETAILS FOR THE VARIOUS STEPS.
7. PAY DEPTH MEASUREMENT MADE FROM TOP OF GRATE TO OUTLET FLOW ELEVATION. ALL COST TO BUILD THE STRUCTURE AND FIELD MODIFICATIONS TO CURB AND GUTTER SHALL BE COMPENSATED UNDER ITEM NUMBERS:

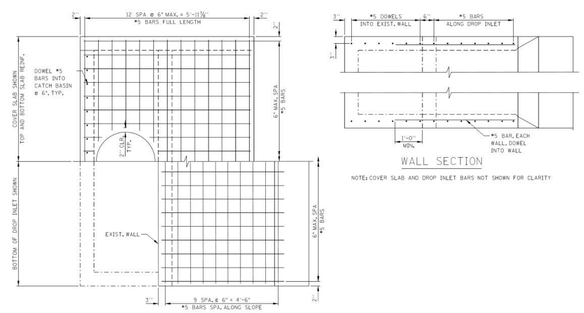
   611-12.01, CATCH BASINS, TYPE 12, 0'-4' DEPTH, EACH.
   611-14.01, CATCH BASINS, TYPE 14, 0'-4' DEPTH, EACH.

SINGLE INLET
MODIFIED DROP INLET









NOTES:

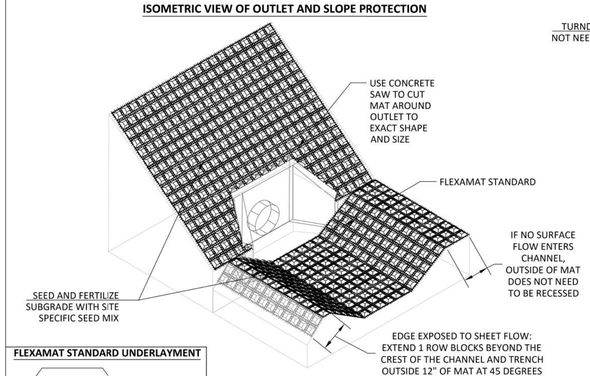
1. THIS STANDARD DRAWING IS A MODIFIED DESIGN FOR STANDARD DRAWINGS D-CB-01, D-CB-12S AND D-CB-14P, ALL CONSTRUCTION AND DIMENSIONS ARE THE SAME EXCEPT COVER SLAB AND THE INLET.
2. THE FOLLOWING MATERIAL PROPERTIES ARE REQUIRED FOR BOTH CAST-IN-PLACE AND PRECAST STRUCTURES. SEE STANDARD DRAWING D-CB-12S AND D-CB-14P FOR ADDITIONAL CONSTRUCTION NOTES & DETAILS.

   CONCRETE: F'C = 4,000 POUNDS PER SQUARE INCH AT 28 DAYS.
   REINFORCING STEEL: ASTM A615, FY = 60,000 POUNDS PER SQUARE INCH.
3. ALL REINFORCEMENT IN MODIFIED TOP SLAB SHALL HAVE 2" MINIMUM COVER UNLESS OTHERWISE SHOWN. INLET AND COVER SLAB SHALL BE CAST-IN-PLACE CONCRETE.
4. PLACE 1 INCH PREMOLDED EXPANSION JOINT FILLER ADJACENT TO SIDEWALK.
5. THESE INLETS ARE DESIGNED FOR USE WITH NDOT STANDARD DRAWING ST-200 STANDARD CURB AND GUTTER.
6. MANHOLE COVER IS REQUIRED FOR CATCH BASIN ACCESS. SEE STANDARD DRAWING D-MH-4 FOR DETAILS REGARDING CAST IRON COVERS, FRAMES AND DETAILS FOR THE VARIOUS STEPS.
7. PAY DEPTH MEASUREMENT MADE FROM TOP OF GRATE TO OUTLET FLOW ELEVATION. ALL COST TO BUILD THE STRUCTURE AND FIELD MODIFICATIONS TO CURB AND GUTTER SHALL BE COMPENSATED UNDER ITEM NUMBERS:

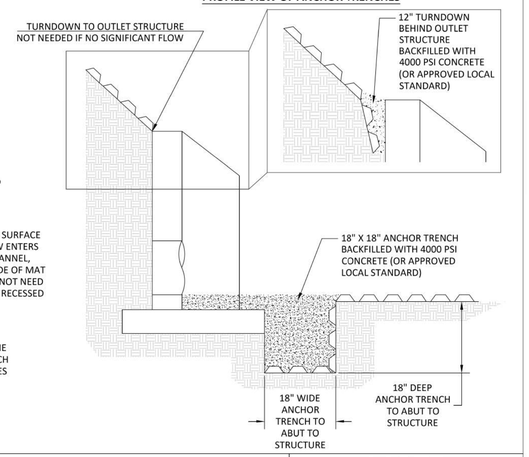
   611-12.01, CATCH BASINS, TYPE 12, 0'-4' DEPTH, EACH.
   611-14.01, CATCH BASINS, TYPE 14, 0'-4' DEPTH, EACH.

TRIPLE INLET
MODIFIED DROP INLET

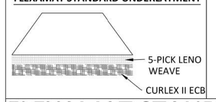
ISOMETRIC VIEW OF OUTLET AND SLOPE PROTECTION



PROFILE VIEW OF ANCHOR TRENCHES



FLEXAMAT STANDARD UNDERLAYMENT



FLEXAMAT STANDARD - OUTLET ARMORING

CONSTRUCTION NOTES:

1. GRADE CHANNEL SO THAT WATER WILL FLOW DOWN CENTER OF THE CHANNEL AND BE CONTAINED TO THE CHANNEL. ALL SUBGRADE SURFACES PREPARED FOR PLACEMENT OF MATS SHALL BE SMOOTH AND FREE OF ALL ROCKS, STICKS, ROOTS, OTHER PROTRUSIONS, OR DEBRIS OF ANY KIND. THE PREPARED SURFACE SHALL PROVIDE A FIRM UNYIELDING FOUNDATION FOR THE MATS.
2. PRIOR TO FLEXAMAT STANDARD INSTALLATION, SEED AND FERTILIZER SUBGRADE WITH SITE SPECIFIC SEED MIX IN ACCORDANCE WITH THE PROJECT PLANS AND SPECIFICATIONS.
3. INSTALL FLEXAMAT ROLLS. AVAILABLE WIDTHS ARE 4', 5.5', 8', 10', 12', AND 16' AVAILABLE IN CUSTOM LENGTHS. FOR WIDTHS WIDER THAN 16', INSTALL 15.5' WIDE MAT WITH 12" GEOGRID EXTENSION AND 6" UNDERLAYMENT EXTENSION.
   - 3.1. WHERE POSSIBLE AVOID LONGITUDINAL ABUTMENT SEAMS IN CHANNEL BOTTOM.
   - 3.2. FOR OUTLET PROTECTION WIDER THAN 16' SEE CHANNEL PARALLEL TO FLOW INSTALLATION DETAIL.
   - 3.3. FOR OUTLET PROTECTION THAT REQUIRES MORE THAN 1 MAT IN LENGTH TO COVER CHANNEL SEE CHANNEL PARALLEL TO FLOW INSTALLATION DETAIL.
4. AT THE BEGINNING OF CHANNEL, THE INITIAL LEADING EDGE OF FLEXAMAT EXPOSED TO CONCENTRATED FLOW SHALL BE EMBEDDED 18" VERTICALLY INTO ANCHOR TRENCH. THE TRENCH SHALL BE FILLED WITH 4,000 PSI CONCRETE.
5. AT THE END OF THE ARMORED CHANNEL, EMBED THE MAT 18" IN A TERMINATION TRENCH. FILL AND COMPACT TERMINATION TRENCH WITH A COHESIVE FILL.

GUIDANCE TABLE FOR STORMWATER OUTFALL PROTECTION

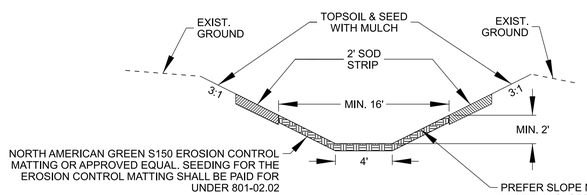
PIPE DIAMETER		FLEXAMAT WIDTH	FLEXAMAT LENGTH (*MIN)
12"	8 CFS	5.5'	5'
18"	20 CFS	8'	8'
24"	30 CFS	8'	10'
36"	75 CFS	12'	16'
48"	100 CFS	16'	20'
60"	150 CFS	20'	25'

*CONSULT MANUFACTURER FOR GUIDANCE IF DESIGN DISCHARGE VARIES SIGNIFICANTLY FROM VALUES LISTED IN TABLE.
*LENGTH OF PROTECTION WILL VARY ON THE LENGTH OF THE SLOPE, DEGREE OF SLOPE, OR IF IT IS DISCHARGING ONTO A FLAT AREA. OUTFALLS DISCHARGING ONTO SLOPES, IT IS RECOMMENDED TO EXTEND FLEXAMAT PLUS THE LENGTH OF THE SLOPE AND 3' PAST THE TOE.

MOTZ ENTERPRISES, INC.
Flexamat
(513)772-6689
Info@Flexamat.com
Flexamat.com

Flexamat® PERMANENT EROSION CONTROL

REV - 1



TYPICAL SECTION
PROPOSED TRAPEZOIDAL CHANNEL
LINED WITH EROSION CONTROL MATTING
(MIN SLOPE = 1%)

FILE NO.:	STORM DETAILS
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER DETAILS

SCALE: N.T.S.

SHEET 5

4/22/2026 3:25:59 PM
\\EGNYTEDRIVE\CONSOR FILES_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYSWORKSETS\CHESTNUT STREETDGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE PROFILE SHEET 6A FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10A FOR MORE DETAILED INFORMATION.

CURVE
PI 101+11.09
N 1738690.08', 659213.76'
E 1738690.08', 659213.76'
Δ 12°11'54" LT.
D 09°05'40"
R 630.00'
L 134.13'
T 67.32'
LC 133.87'
BC S88°31'45.8"E

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-A5	SINGLE CURB INLET	5.57	543.57	540.00 (W)	538.00	TDOT D-CB-12P, D-CB-99, D-CBB-12A	103+93.07	22.41' RT
CB-A6	SINGLE CURB INLET	6.58	550.88	546.30 (W)	544.30	TDOT D-CB-12P, D-CB-99, D-CBB-12A	102+98.69	22.01' RT
CB-A7	THROATED INLET	8.95	559.35	552.40 (W)	550.40	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	102+04.39	22.00' RT

PIPE SCHEDULE

LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-A1	EX-CB-A9	CB-A7	18" RCP	21.0	552.88	552.40	2.3%
CO-A2	CB-A7	CB-A6	24" RCP	89.0	550.40	546.30	4.6%
CO-A3	CB-A6	CB-A5	24" RCP	90.5	544.30	540.00	4.8%
CO-A4	CB-A5	CB-A4	24" RCP	80.0	538.00	535.76	2.8%

N

100 101 102 103 10(

DIRECTION 12" PVC
EX-MH-A1 STORMWATER VAULT (INACCESSIBLE)
EX-CB-A2 CATCH BASIN 2 GRATES TOP:565.28' INV(W):563.59' INV(S):563.35'
8TH AVE S (ASPHALT)
WATER M.H. TOP:565.84'
EX-CB-A3 CATCH BASIN TOP:565.22' INV(N):562.13 INV(S):561.22' INV(W):562.78'
EX-CB-A1 CATCH BASIN TOP: INv:563.86'
18" RCP
15" RCP
WATER M.H. TOP:563.92'
TRAFFIC
TRAFFIC
SEE PROPOSED SHEET 4A FOR BUS STOP AND BIKE RAMP INFORMATION. BIKE RAMP SHALL BE INSTALLED TO ENSURE POSITIVE DRAINAGE AROUND THE BUS STOP.
ABANDONED
REMOVE EX. 18" RCP
N84°53'42"E
CHESTNUT ST (ASPHALT)
MATCH LINE STA. 104+00 SEE SHEET NO. 5B
S82°25'49"E
N85°22'17"E
WATER VAULT
CONNECT PROP. 18" RCP TO EX-CB-A9
REMOVE EX. 18" RCP
12" RCP
24" RCP
CB-A7 #14
CB-A6 #12
CB-A5 #12
EX-CB-A10 CATCH BASIN TOP: 550.88' INV(E):545.41' INV(W):546.06'
REMOVE EX. CATCH BASIN
SANITARY SEWER M.H. TOP:553.35' INV(E):545.21' INV(S):545.32' INV(W):545.33'
SANITARY SEWER M.H. TOP:552.90' INV:546.71'
ALLEY (ASPHALT)
EX-CB-A5 CATCH BASIN 2 GRATES TOP:565.37' INV:563.03
PC STA. 100+43.78
PT STA. 101+77.90
EX-CB-A9 CATCH BASIN TOP: 561.88' INV(E)552.88' INV(W):553.44'
SANITARY SEWER M.H. TOP:563.74' INV(E):554.38' INV(W):555.53'
EX-CB-A4 CATCH BASIN TOP:565.37' INV(NW):562.36' INV(N):559.66' INV(S):559.52'
SANITARY SEWER M.H. TOP: 565.50' INV(E): 556.86'
EX-CB-A6 TOP:564.83' INV(N):558.46' INV(E):557.10' INV(S):558.51'
TRAFFIC
EX-MH-A2 STORM SEWER M.H. GRATED TOP:564.64' INV(NE):554.74' INV(SE):557.45 INV(W):554.72'
EX-CB-A8 CATCH BASIN 2 GRATES TOP:564.27' INV(NW):558.21'
SANITARY SEWER M.H. TOP: 564.98' INV(NE): 555.56' INV(S): 555.81'
SANITARY SEWER M.H. TOP: 565.06' INV(N): 555.90' INV(W): 556.00'

NO BOUNDARY SURVEY WAS PERFORMED BY CONSOR NORTH AMERICA, INC. FOR THE PURPOSE OF THIS DRAWING. THIS SURVEY WAS DONE UNDER THE AUTHORITY OF T.C.A. 62-18-126 AND IS NOT A GENERAL PROPERTY SURVEY AS DEFINED UNDER RULE 0820-3-07. ANY BEARINGS SHOWN ARE REFERENCED TO THE TENNESSEE STATE PLANE COORDINATE SYSTEM.

COORDINATE VALUES ARE NAD/83 (2011) WITH NO DATUM ADJUSTMENT, AND ARE TIED TO THE TENNESSEE GEODETIC REFERENCE NETOWRK. ALL ELEVATION ARE REFERENCED TO THE NAVD 1988.

20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	STORM1
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 100+00.00 TO STA. 104+00.00

SCALE: 1" = 20'

SHEET 5A

4/22/2026 3:20:58 PM
\\EGNYTEDRIVE\CONSOR FILES_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

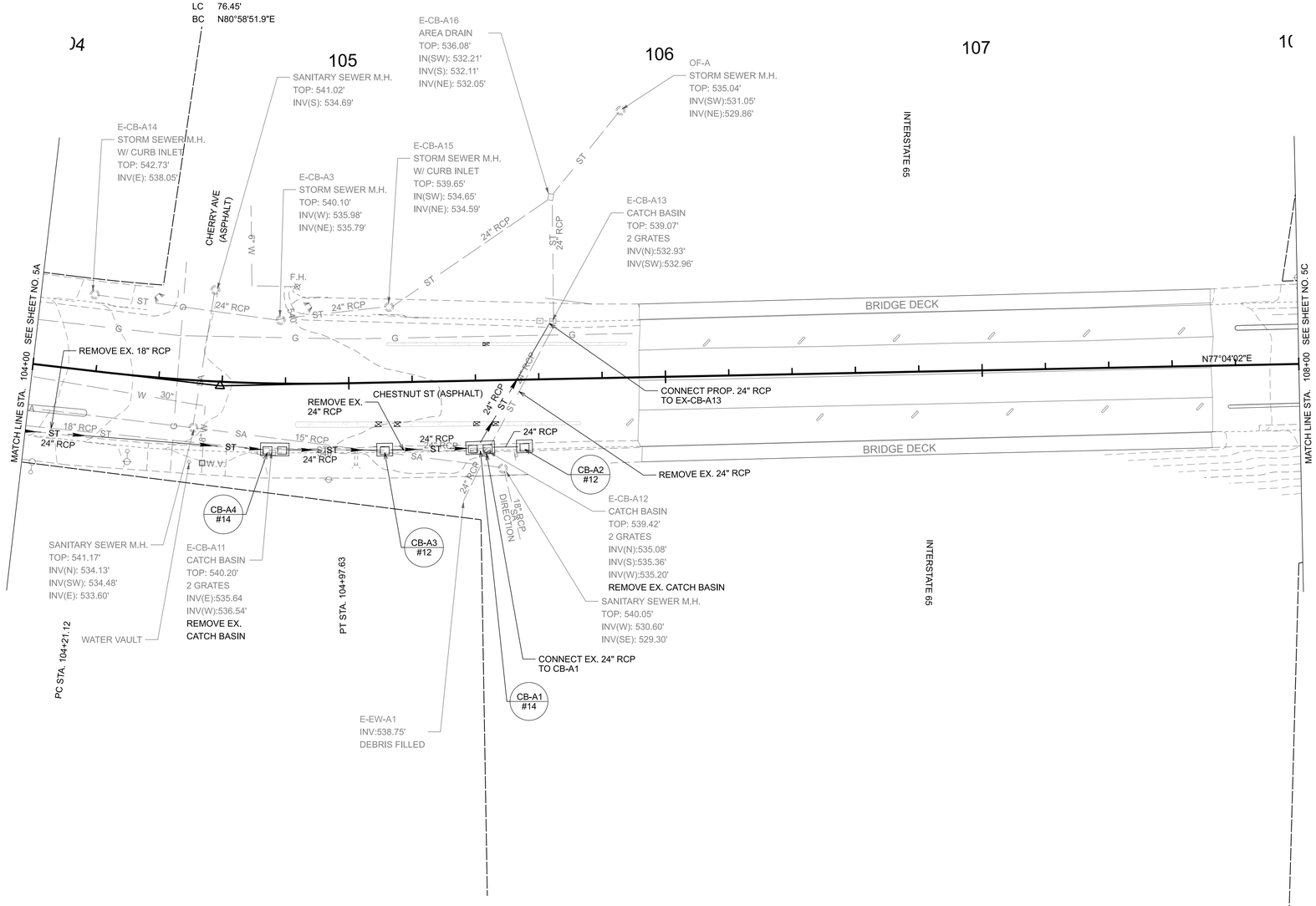
NOTES:

1. SEE PROFILE SHEET 6B AND 6S FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10B FOR MORE DETAILED INFORMATION.

DRAINAGE STRUCTURE SCHEDULE								
STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-A1	DOUBLE CURB INLET	5.87	539.42	534.45 (W) 533.75 (E) 535.36 (S)	533.55	TDOT D-CB-14P, D-CB-99, D-CBB-12A	105+41.10	22.19' RT
CB-A2	SINGLE CURB INLET	5.68	539.57	-	533.89	TDOT D-CB-12P, D-CB-99, D-CBB-12A	105+55.07	22.02' RT
CB-A3	SINGLE CURB INLET	4.68	539.42	534.98 (W)	534.74	TDOT D-CB-12P, D-CB-99, D-CBB-12A	105+10.91	22.18' RT
CB-A4	DOUBLE CURB INLET	4.84	540.20	535.76 (W)	535.36	TDOT D-CB-14P, D-CB-99, D-CBB-12A	104+76.98	21.81' RT

PIPE SCHEDULE							
LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-A4	CB-A5	CB-A4	24" RCP	80.0	538.00	535.76	2.8%
CO-A5	CB-A4	CB-A3	24" RCP	29.0	535.36	534.98	1.3%
CO-A6	CB-A3	CB-A1	24" RCP	24.5	534.74	534.45	1.2%
CO-A7	CB-A2	CB-A1	24" RCP	8.0	533.89	533.75	1.8%
CO-A8	CB-A1	EX-CB-A13	24" RCP	42.0	533.55	533.13	1.0%

CURVE
PI 104+59.43
N 1739037.67', 659243.32'
E 1739037.67', 659243.32'
Δ 07°49'40" LT.
D 10°13'53"
R 560.00'
L 76.51'
T 38.31'
LC 76.45'
BC N80°58'51.9"E



FILE NO.:	STORM2
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 104+00.00 TO STA. 108+00.00

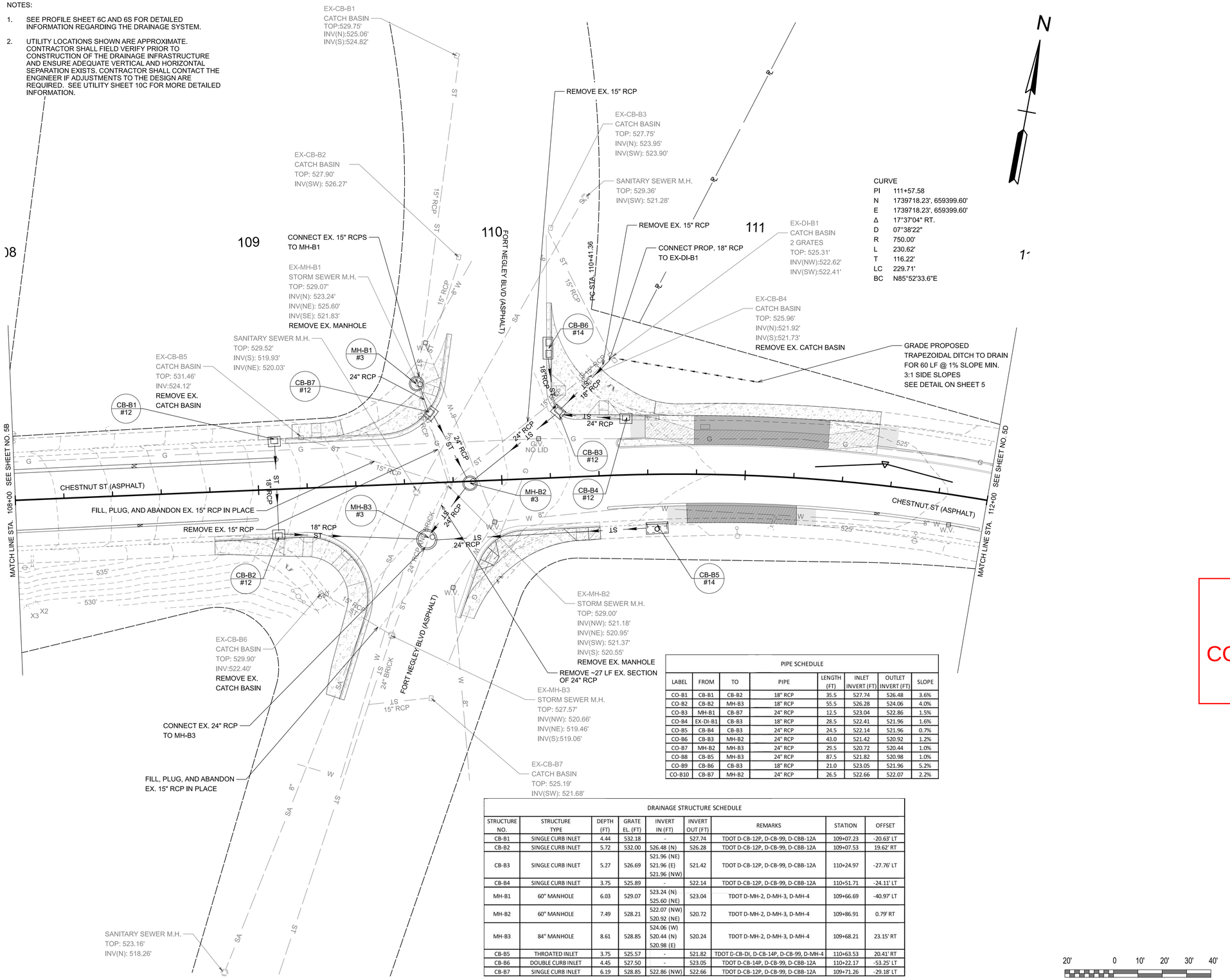
SCALE: 1" = 20'

SHEET 5B

4/22/2026 3:21:02 PM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE PROFILE SHEET 6C AND 6S FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10C FOR MORE DETAILED INFORMATION.



PIPE SCHEDULE							
LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-B1	CB-B1	CB-B2	18" RCP	35.5	527.74	526.48	3.6%
CO-B2	CB-B2	MH-B3	18" RCP	55.5	526.28	524.06	4.0%
CO-B3	MH-B1	CB-B7	24" RCP	12.5	523.04	522.86	1.5%
CO-B4	EX-DI-B1	CB-B3	18" RCP	28.5	522.41	521.96	1.6%
CO-B5	CB-B4	CB-B3	24" RCP	24.5	522.14	521.96	0.7%
CO-B6	CB-B3	MH-B2	24" RCP	43.0	521.42	520.92	1.2%
CO-B7	MH-B2	MH-B3	24" RCP	29.5	520.72	520.44	1.0%
CO-B8	CB-B5	MH-B3	24" RCP	87.5	521.82	520.98	1.0%
CO-B9	CB-B6	CB-B3	18" RCP	21.0	523.05	521.96	5.2%
CO-B10	CB-B7	MH-B2	24" RCP	26.5	522.66	522.07	2.2%

DRAINAGE STRUCTURE SCHEDULE								
STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-B1	SINGLE CURB INLET	4.44	532.18	-	527.74	TDOT D-CB-12P, D-CB-99, D-CBB-12A	109+07.23	-20.63' LT
CB-B2	SINGLE CURB INLET	5.72	532.00	526.48 (N)	526.28	TDOT D-CB-12P, D-CB-99, D-CBB-12A	109+07.53	19.62' RT
CB-B3	SINGLE CURB INLET	5.27	526.69	521.96 (NE) 521.96 (E) 521.96 (NW)	521.42	TDOT D-CB-12P, D-CB-99, D-CBB-12A	110+24.97	-27.76' LT
CB-B4	SINGLE CURB INLET	3.75	525.89	-	522.14	TDOT D-CB-12P, D-CB-99, D-CBB-12A	110+51.71	-24.11' LT
MH-B1	60" MANHOLE	6.03	529.07	523.24 (N) 525.60 (NE)	523.04	TDOT D-MH-2, D-MH-3, D-MH-4	109+66.69	-40.97' LT
MH-B2	60" MANHOLE	7.49	528.21	522.07 (NW) 520.92 (NE)	520.72	TDOT D-MH-2, D-MH-3, D-MH-4	109+86.91	0.79' RT
MH-B3	84" MANHOLE	8.61	528.85	524.06 (W) 520.44 (N) 520.98 (E)	520.24	TDOT D-MH-2, D-MH-3, D-MH-4	109+68.21	23.15' RT
CB-B5	THROATED INLET	3.75	525.57	-	521.82	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	110+63.53	20.41' RT
CB-B6	DOUBLE CURB INLET	4.45	527.50	-	523.05	TDOT D-CB-14P, D-CB-99, D-CBB-12A	110+22.17	-53.25' LT
CB-B7	SINGLE CURB INLET	6.19	528.85	522.86 (NW)	522.66	TDOT D-CB-12P, D-CB-99, D-CBB-12A	109+71.26	-29.18' LT

FILE NO.:	STORM3
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP
REVISION BLOCK	
DATE:	
DATE:	
DATE:	

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NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 108+00.00 TO
STA. 112+00.00

SCALE: 1" = 20'

SHEET 5C

4/22/2026 3:21:07 PM
\\EGNYTEDRIVE\CONSOR FILES_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CADINDOT BIKEWAYSWORKSETS\CHESTNUT STREETDGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE PROFILE SHEET 6D FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10D FOR MORE DETAILED INFORMATION.

DRAINAGE STRUCTURE SCHEDULE

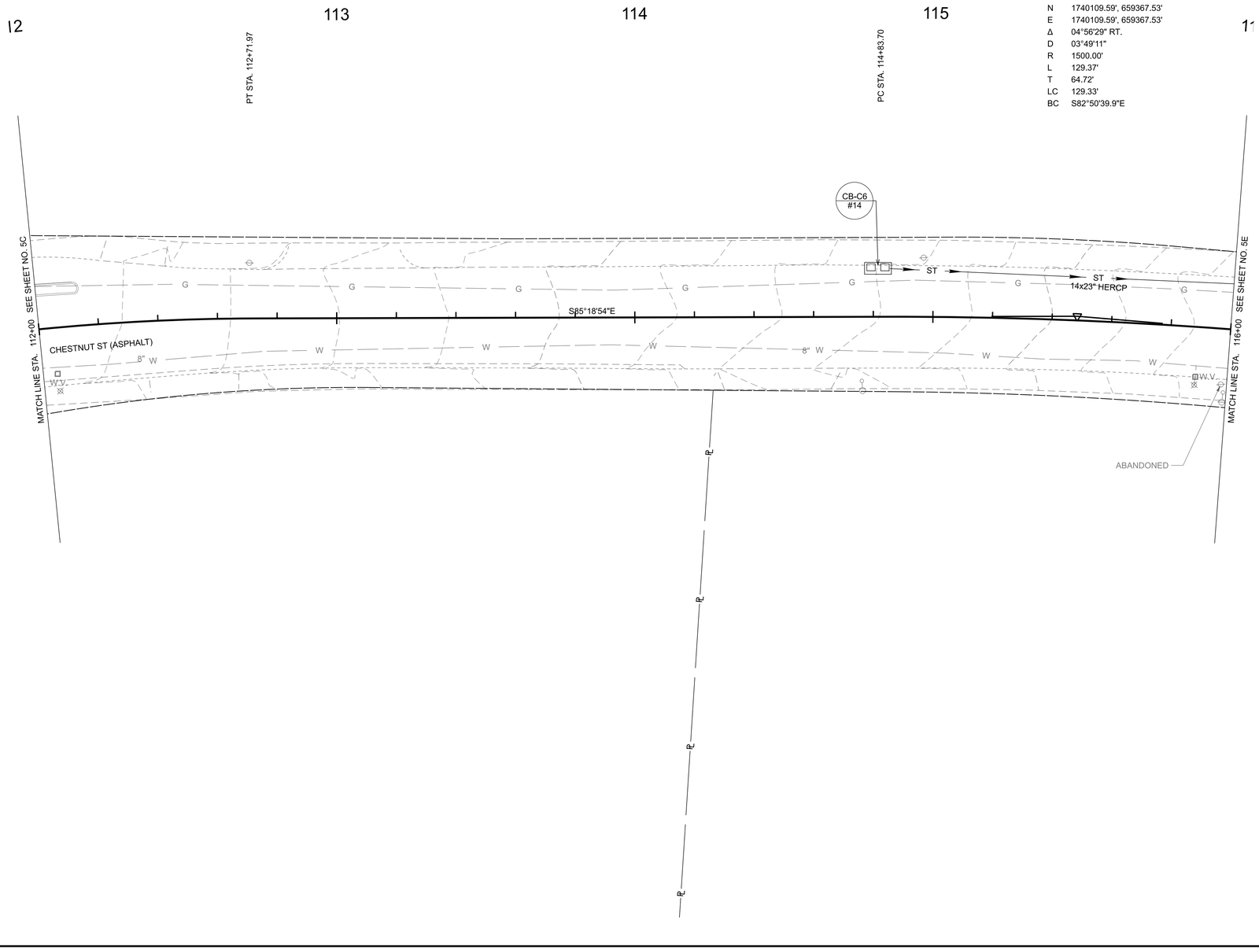
STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-C6	DOUBLE CURB INLET	4.06	516.84	-	512.78	TDOT D-CB-14P, D-CB-99, D-CBB-12A	114+81.63	-17.26' LT

PIPE SCHEDULE

LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-C1	CB-C6	CB-C5	14"X23" HERCP	164.0	512.78	507.10	3.5%

N

CURVE
PI 115+48.42
N 1740109.59', 659367.53'
E 1740109.59', 659367.53'
Δ 04°56'29" RT.
D 03°49'11"
R 1500.00'
L 129.37'
T 64.72'
LC 129.33'
BC S82°50'39.9"E



20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	STORM4
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

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CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 112+00.00 TO STA. 116+00.00

SCALE: 1" = 20'

SHEET 5D

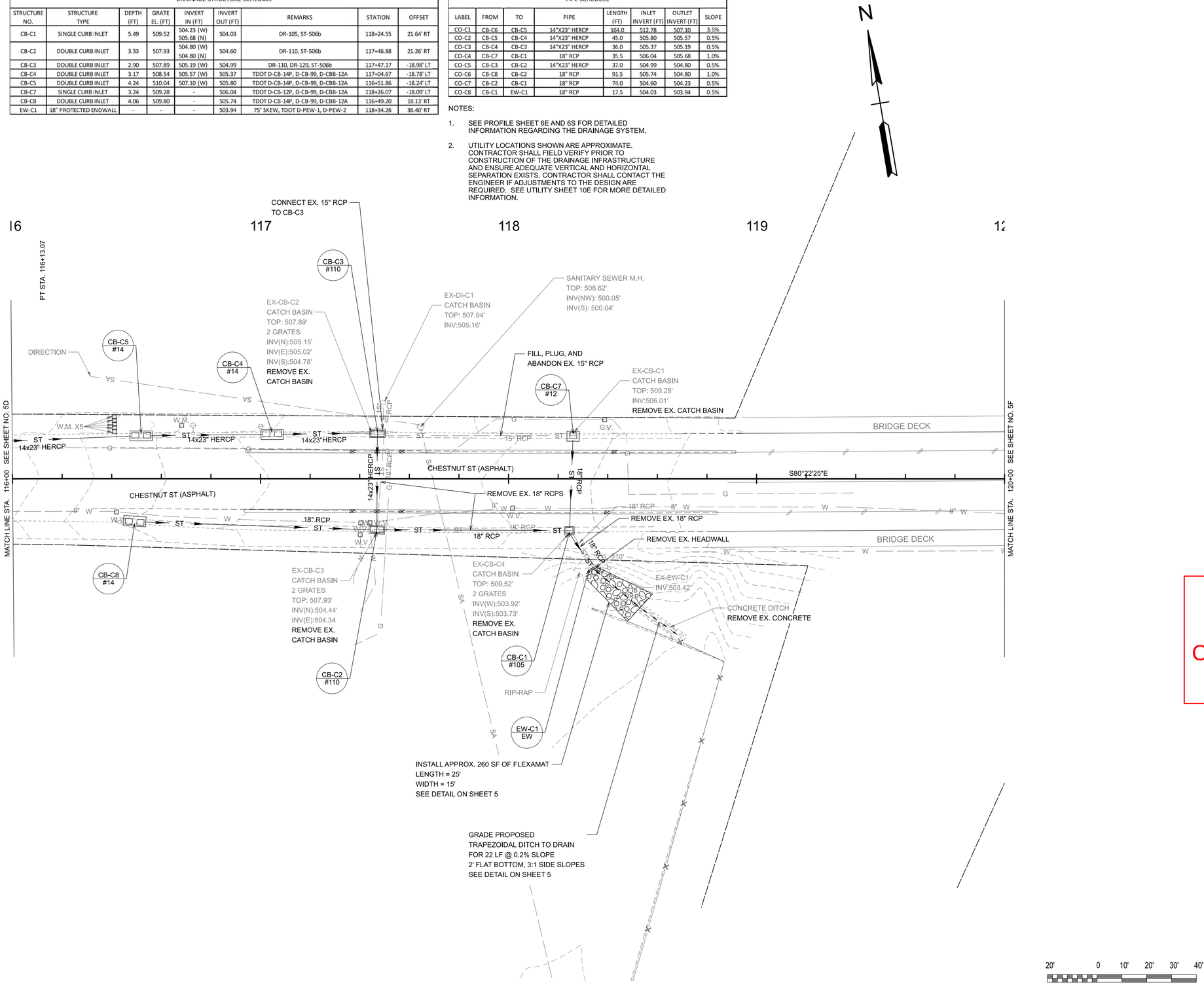
4/22/2026 3:21:13 PM
\\EGNYTEDRIVE\CONSOR FILES_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

DRAINAGE STRUCTURE SCHEDULE								
STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-C1	SINGLE CURB INLET	5.49	509.52	504.23 (W) 505.68 (N)	504.03	DR-105, ST-506b	118+24.55	21.64' RT
CB-C2	DOUBLE CURB INLET	3.33	507.93	504.80 (W) 504.80 (N)	504.60	DR-110, ST-506b	117+46.88	21.26' RT
CB-C3	DOUBLE CURB INLET	2.90	507.89	505.19 (W)	504.99	DR-110, DR-129, ST-506b	117+47.17	-18.98' LT
CB-C4	DOUBLE CURB INLET	3.17	508.54	505.57 (W)	505.37	TDOT D-CB-14P, D-CB-99, D-CBB-12A	117+04.67	-18.78' LT
CB-C5	DOUBLE CURB INLET	4.24	510.04	507.10 (W)	505.80	TDOT D-CB-14P, D-CB-99, D-CBB-12A	116+51.86	-18.24' LT
CB-C7	SINGLE CURB INLET	3.24	509.28	-	506.04	TDOT D-CB-12P, D-CB-99, D-CBB-12A	118+26.07	-18.09' LT
CB-C8	DOUBLE CURB INLET	4.06	509.80	-	505.74	TDOT D-CB-14P, D-CB-99, D-CBB-12A	116+49.20	18.13' RT
EW-C1	18" PROTECTED ENDWALL	-	-	-	503.94	75° SKEW, TDOT D-PEW-1, D-PEW-2	118+34.26	36.40' RT

PIPE SCHEDULE							
LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-C1	CB-C6	CB-C5	14"X23" HERCP	164.0	512.78	507.10	3.5%
CO-C2	CB-C5	CB-C4	14"X23" HERCP	45.0	505.80	505.57	0.5%
CO-C3	CB-C4	CB-C3	14"X23" HERCP	36.0	505.37	505.19	0.5%
CO-C4	CB-C7	CB-C1	18" RCP	35.5	506.04	505.68	1.0%
CO-C5	CB-C3	CB-C2	14"X23" HERCP	37.0	504.99	504.80	0.5%
CO-C6	CB-C8	CB-C2	18" RCP	91.5	505.74	504.80	1.0%
CO-C7	CB-C2	CB-C1	18" RCP	74.0	504.60	504.23	0.5%
CO-C8	CB-C1	EW-C1	18" RCP	17.5	504.03	503.94	0.5%

NOTES:

1. SEE PROFILE SHEET 6E AND 6S FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10E FOR MORE DETAILED INFORMATION.



FILE NO.:	STORM5
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP
REVISION BLOCK	
DATE:	
DATE:	
DATE:	

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BRENTWOOD, TN 37027
(888) 451-6822

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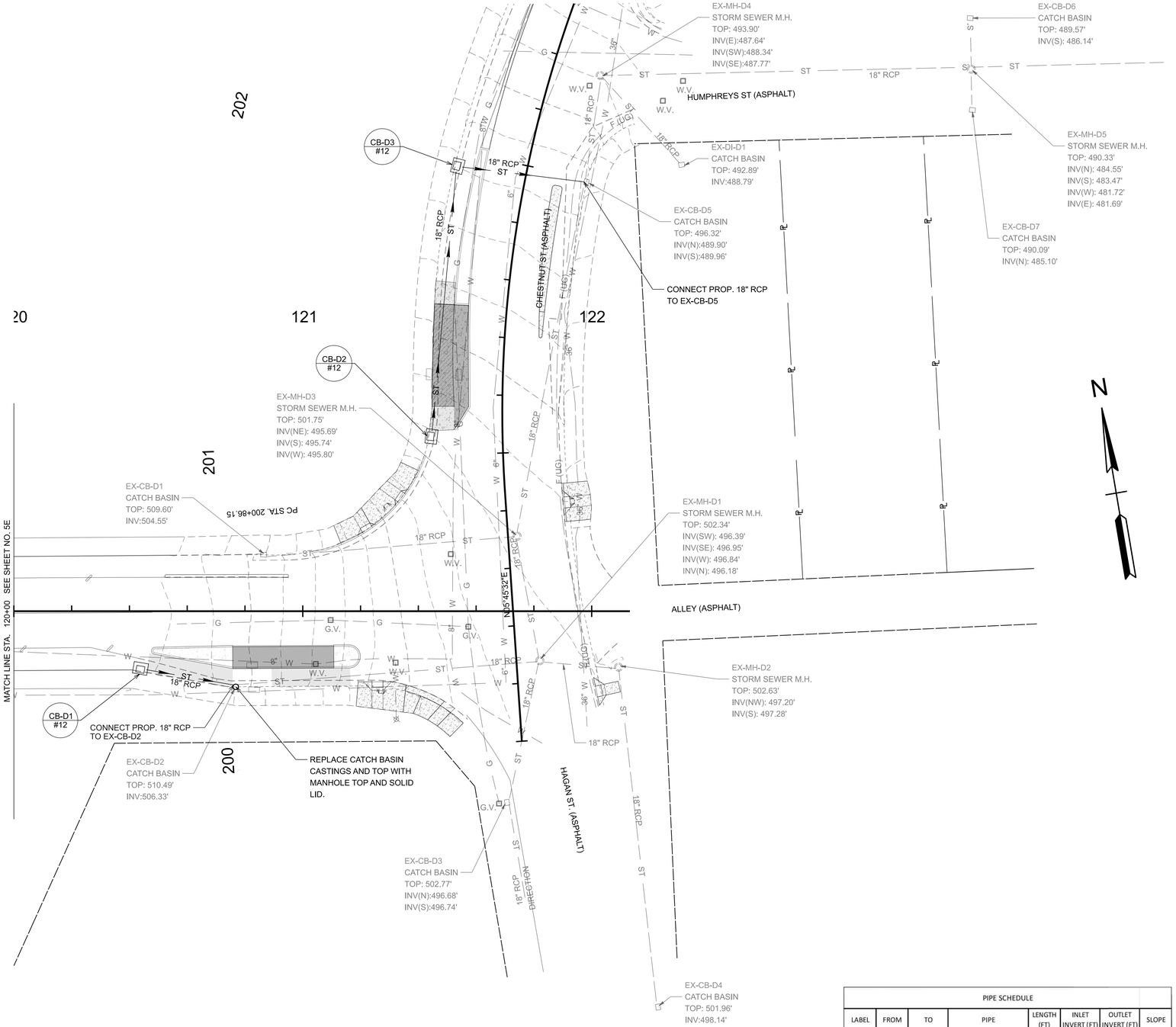
CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 116+00.00 TO STA. 120+00.00

SCALE: 1" = 20'

SHEET 5E

4/23/2026 4:48:24 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN



NOTES:

1. SEE PROFILE SHEET 6F AND 6T FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10F FOR MORE DETAILED INFORMATION.

PIPE SCHEDULE

LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-D1	CB-D1	EX-CB-D2	18" RCP	30.5	508.00	506.53	4.9%
CO-D2	CB-D2	CB-D3	18" RCP	90.5	498.00	492.20	6.4%
CO-D3	CB-D3	EX-CB-D5	18" RCP	42.0	492.00	490.10	4.6%

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-D1	SINGLE CURB INLET	4.25	512.25	-	508.00	TDOT D-CB-12P, D-CB-99, D-CBB-12A	120+43.67	20.77' RT
CB-D2	SINGLE CURB INLET	3.78	501.78	-	498.00	TDOT D-CB-12P, D-CB-99, D-CBB-12A	201+06.33	-25.57' LT
CB-D3	SINGLE CURB INLET	4.80	496.80	492.20 (S)	492.00	TDOT D-CB-12P, D-CB-99, D-CBB-12A	201+95.30	-24.73' LT

FILE NO.:	STORM6
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

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DATE:	
DATE:	
DATE:	

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NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 120+00.00 TO STA. 123+99.79

SCALE: 1" = 20'

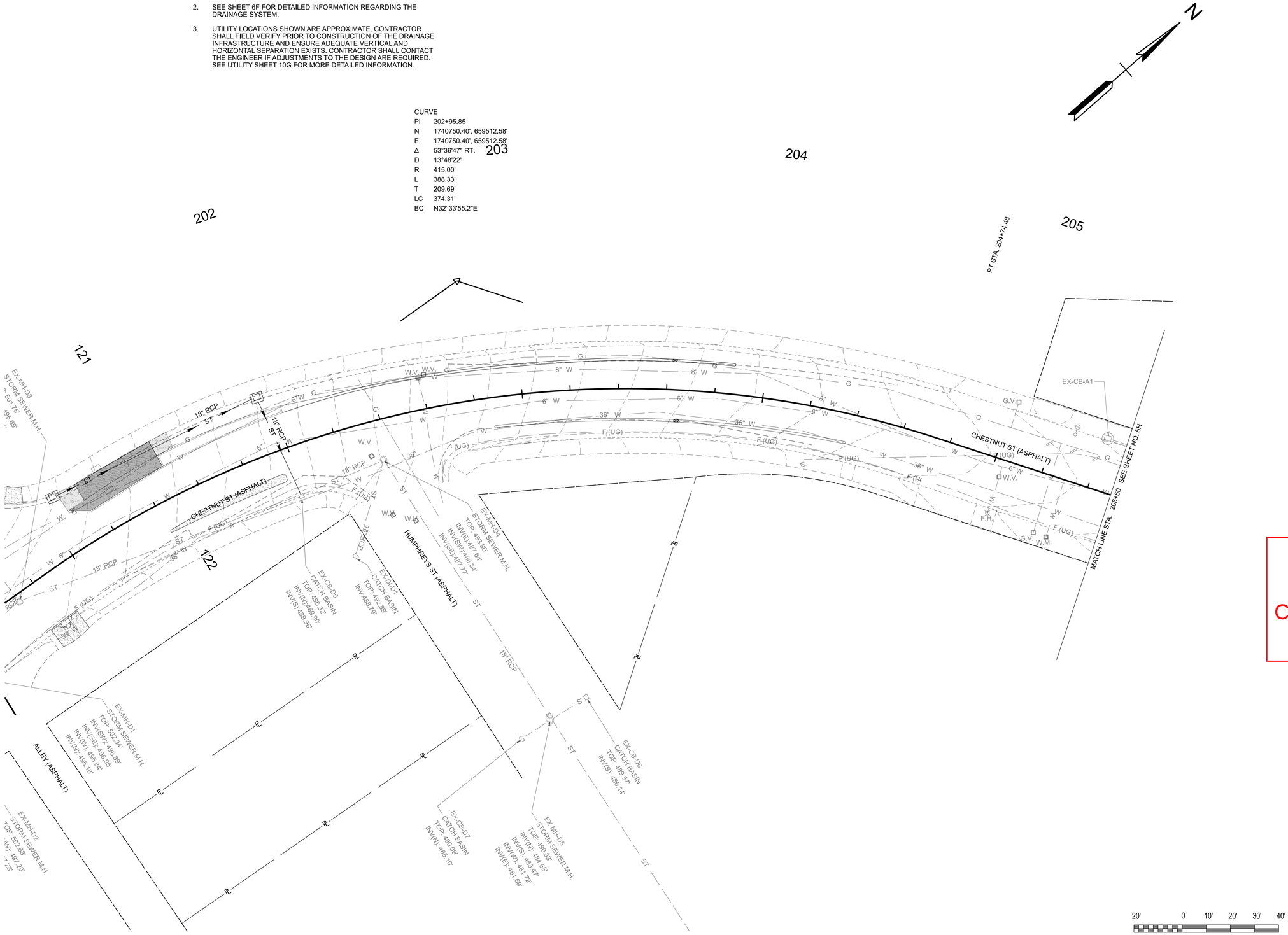
SHEET 5F

4/22/2026 3:21:21 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE SHEET 5G FOR PROPOSED DRAINAGE INFRASTRUCTURE NOTES.
2. SEE SHEET 6F FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10G FOR MORE DETAILED INFORMATION.

CURVE
PI 202+95.85
N 1740750.40', 659512.58'
E 1740750.40', 659512.58'
Δ 53°36'47" RT.
D 13°48'22"
R 415.00'
L 388.33'
T 209.69'
LC 374.31'
BC N32°33'55.2"E



20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	STORM7
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

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NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 201+50.00 TO STA. 205+50.00

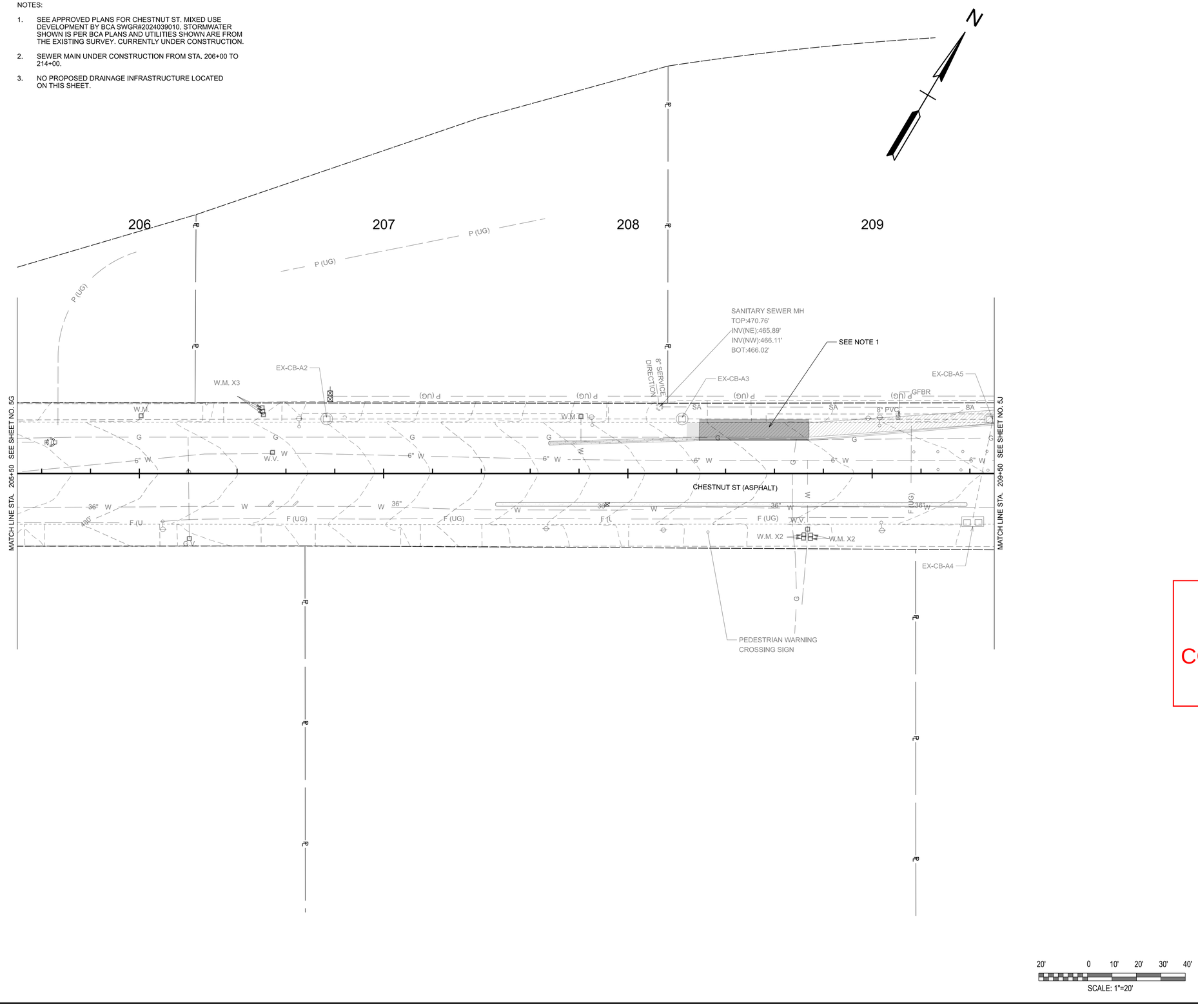
SCALE: 1" = 20'

SHEET 5G

4/22/2026 3:21:27 PM
\\EGNYTEDRIVE\CONSOR FILES_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA SWGR#2024039010. STORMWATER SHOWN IS PER BCA PLANS AND UTILITIES SHOWN ARE FROM THE EXISTING SURVEY. CURRENTLY UNDER CONSTRUCTION.
2. SEWER MAIN UNDER CONSTRUCTION FROM STA. 206+00 TO 214+00.
3. NO PROPOSED DRAINAGE INFRASTRUCTURE LOCATED ON THIS SHEET.



20' 0 10' 20' 30' 40'

SCALE: 1"=20'

FILE NO.:	STORM8
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

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DATE:	
DATE:	
DATE:	

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CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 205+50.00 TO STA. 209+50.00

SCALE: 1" = 20'

SHEET 5H

4/22/2026 3:21:28 PM
A:_V-TPD\PROJECTS\TN\2023\D2300026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA SWGR#2024039010. STORMWATER SHOWN IS PER BCA PLANS AND UTILITIES SHOWN ARE FROM THE EXISTING SURVEY. CURRENTLY UNDER CONSTRUCTION.
2. SEWER MAIN UNDER CONSTRUCTION FROM STA. 206+00 TO 214+00.
3. SEE PROFILE SHEET 6J FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
4. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10J FOR MORE DETAILED INFORMATION.
5. SEE SHEET 5 FOR CUSTOM DETAILS ON RETROFITTING EXISTING CURB INLETS INTO OFFSET INLETS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ANY THERE ARE ANY QUESTIONS OR CONCERNS.

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-E1	THROATED INLET	3.90	466.25	463.75 (E)	462.35	TDOT D-CB-DI, D-CB-12P, D-CB-99, D-MH-4	212+50.10	16.27' RT
EX-CB-B3	SINGLE INLET MOD. DROP INLET	3.47	466.02	463.19 (W)*	462.55	SEE DETAIL ON SHEET 5	210+62.81	16.01' RT
EX-CB-B4	TRIPLE INLET MOD. DROP INLET	8.07	465.37	461.71 (E) 461.71 (SW) 460.37 (S)*	457.30	SEE DETAIL ON SHEET 5	211+23.74	16.10' RT
CP-E2	CLEANOUT PLUG AT TEE	1.58	466.85	465.27 (E)*	465.27*	TDOT SLD-2	212+56.08	21.78' RT
CP-E3	CLEANOUT PLUG AT END	1.58	466.13	-	464.55*	TDOT SLD-2	211+93.44	21.69' RT
CP-E4	CLEANOUT PLUG AT TEE	1.58	465.69	464.11 (E)*	464.11*	TDOT SLD-2	211+34.96	21.61' RT
CP-E5	CLEANOUT PLUG AT END	1.58	466.71	-	465.13*	TDOT SLD-2	210+33.52	21.47' RT
CP-E6	CLEANOUT PLUG AT TEE	1.58	466.43	464.85 (W)*	464.85*	TDOT SLD-2	210+57.19	21.50' RT
CP-E7	CLEANOUT PLUG AT END	1.58	466.27	-	464.69*	TDOT SLD-2	210+68.40	21.52' RT
CP-E8	CLEANOUT PLUG AT TEE	1.58	465.60	464.02 (W)*	464.02*	TDOT SLD-2	211+12.10	21.26' RT
CP-E9	LATERAL TEE	*	*	*	*	TDOT SLD-2	211+23.75*	23.44' RT*

SPECIAL NOTE:
*ELEVATIONS, STATIONS, AND OFFSETS PROVIDED ARE APPROXIMATE. LOCATIONS FOR SLOTTED DRAIN CLEANOUTS AND LATERALS WILL BE DETERMINED BY MANUFACTURING AVAILABILITY.

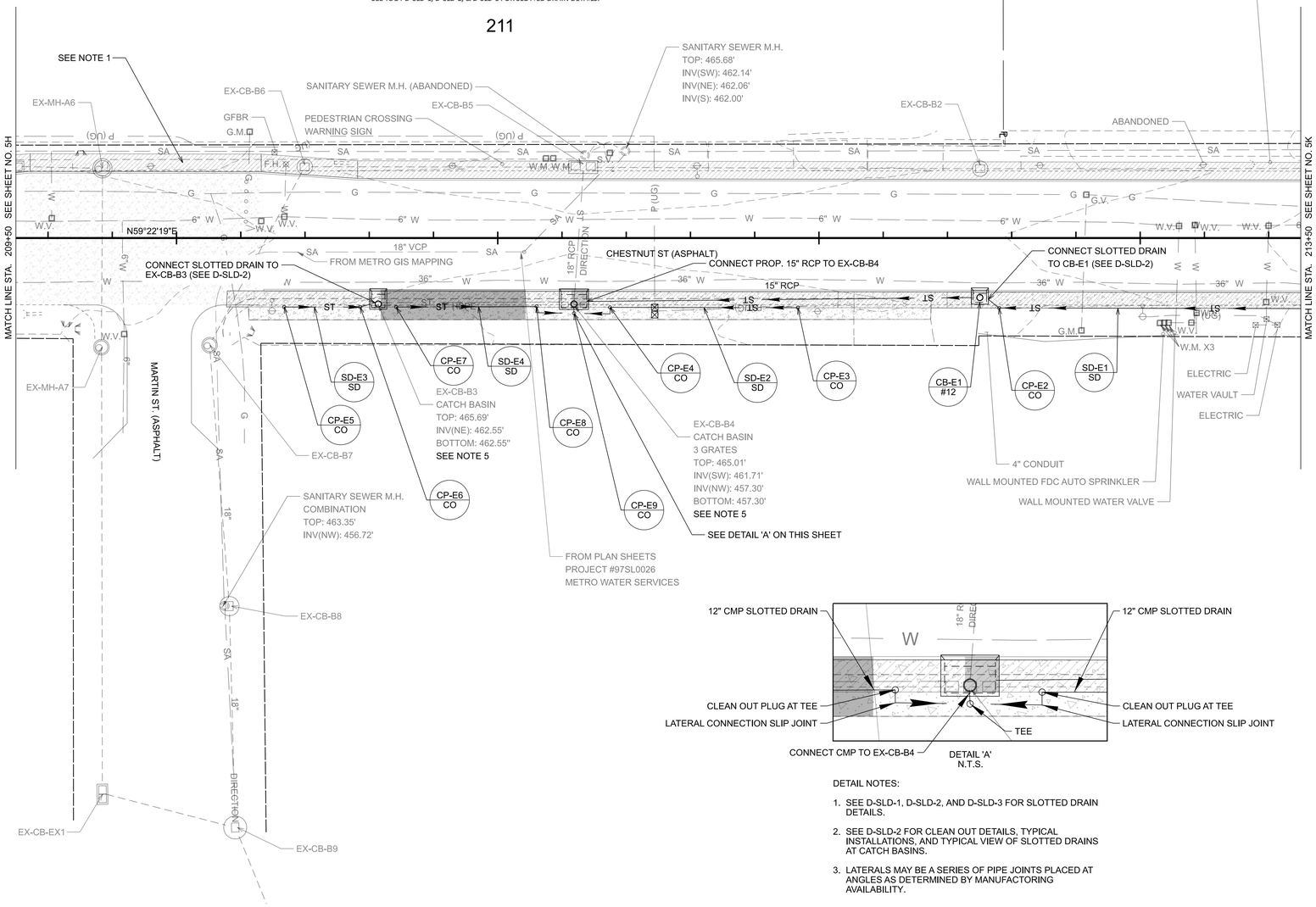
PIPE SCHEDULE

LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-E1	CB-E1	EX-CB-B4	15" RCP	120.5	462.35	461.71	0.5%
SD-E1	CP-E1	CP-E2	12" CMP SLOTTED DRAIN	137.5	467.04*	465.27*	1.3%
SD-E2	CP-E3	CP-E4	12" CMP SLOTTED DRAIN	58.5	464.55*	464.11*	0.8%
SD-E3	CP-E5	CP-E6	12" CMP SLOTTED DRAIN	24	465.13*	464.85*	1.2%
SD-E4	CP-E7	CP-E8	12" CMP SLOTTED DRAIN	44.0	464.69*	464.02*	1.5%

SPECIAL NOTE:
SEE TDOT D-SLD-1, D-SLD-2, & D-SLD-3 FOR SLOTTED DRAIN DETAILS.

210 212 213

211



DETAIL NOTES:

1. SEE D-SLD-1, D-SLD-2, AND D-SLD-3 FOR SLOTTED DRAIN DETAILS.
2. SEE D-SLD-2 FOR CLEAN OUT DETAILS, TYPICAL INSTALLATIONS, AND TYPICAL VIEW OF SLOTTED DRAINS AT CATCH BASINS.
3. LATERALS MAY BE A SERIES OF PIPE JOINTS PLACED AT ANGLES AS DETERMINED BY MANUFACTORING AVAILABILITY.

20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	STORM9
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP
REVISION BLOCK	
DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 209+50.00 TO STA. 213+50.00

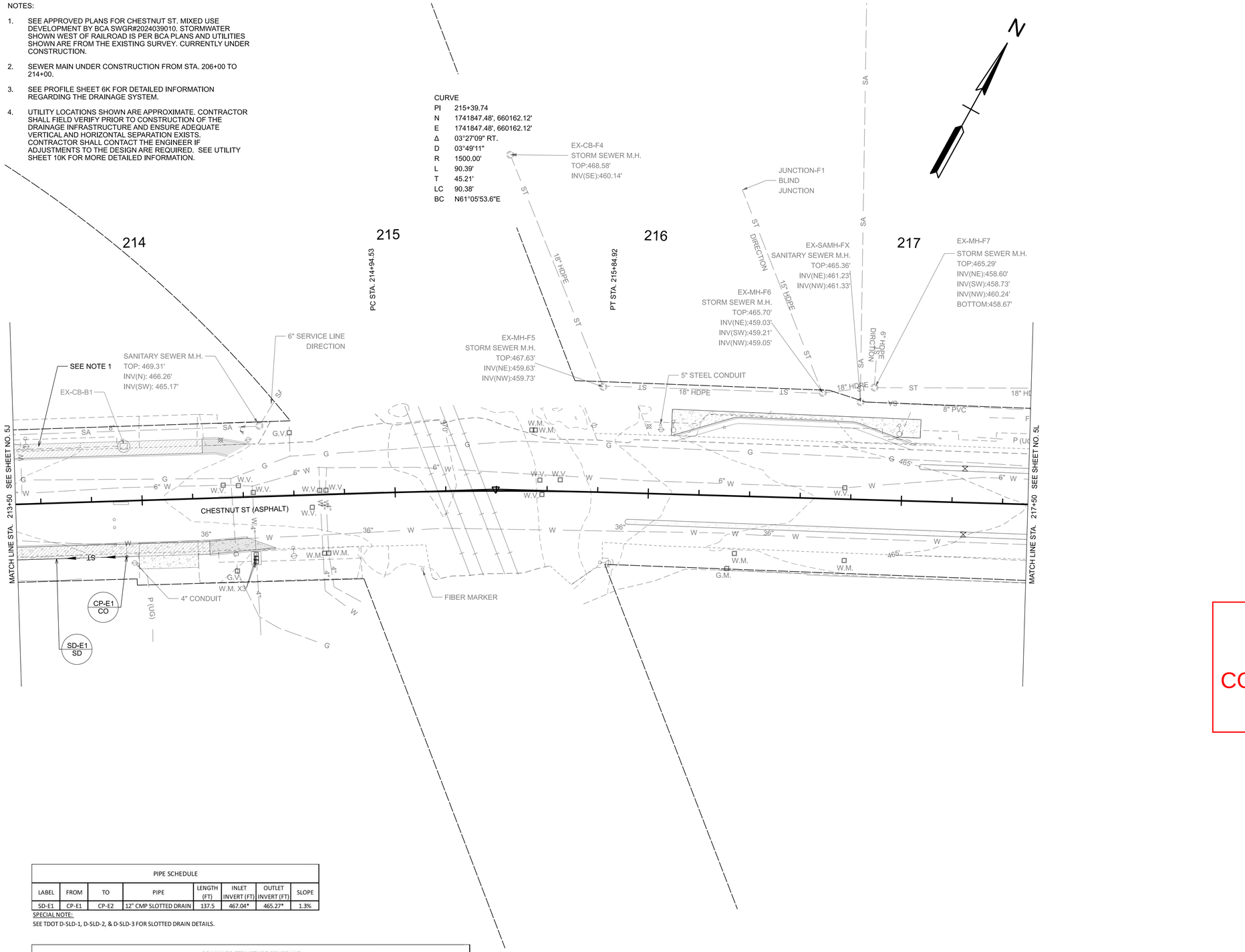
SCALE: 1" = 20'

SHEET 5J

4/23/2026 8:34:01 AM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA SWGR#2024039010. STORMWATER SHOWN WEST OF RAILROAD IS PER BCA PLANS AND UTILITIES SHOWN ARE FROM THE EXISTING SURVEY. CURRENTLY UNDER CONSTRUCTION.
2. SEWER MAIN UNDER CONSTRUCTION FROM STA. 206+00 TO 214+00.
3. SEE PROFILE SHEET 6K FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
4. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10K FOR MORE DETAILED INFORMATION.



PIPE SCHEDULE							
LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
SD-E1	CP-E1	CP-E2	12" CMP SLOTTED DRAIN	137.5	467.04*	465.27*	1.3%

SPECIAL NOTE:
SEE TDOT D-SLD-1, D-SLD-2, & D-SLD-3 FOR SLOTTED DRAIN DETAILS.

DRAINAGE STRUCTURE SCHEDULE								
STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CP-E1	CLEANOUT PLUG AT END	1.58	468.62	-	467.04*	TDOT SLD-2	213+93.20	22.04' RT

SPECIAL NOTE:
*ELEVATIONS, STATIONS, AND OFFSETS PROVIDED ARE APPROXIMATE. LOCATIONS FOR SLOTTED DRAIN CLEANOUTS AND LATERALS WILL BE DETERMINED BY MANUFACTURING AVAILABILITY.

20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	STORM10
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

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NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 213+50.00 TO STA. 217+50.00

SCALE: 1" = 20'

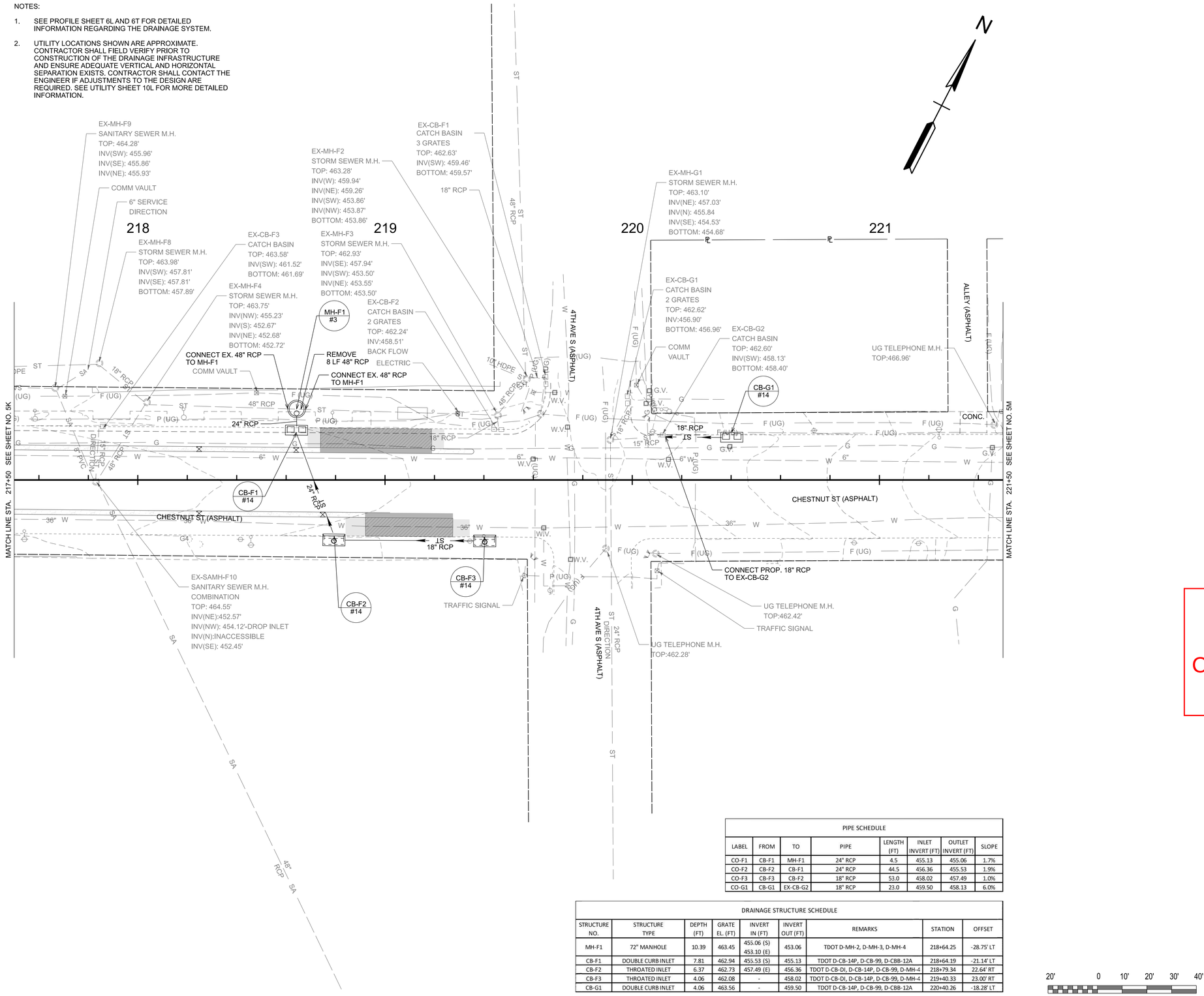
SHEET 5K

4/23/2026 8:21:56 AM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE PROFILE SHEET 6L AND 6T FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10L FOR MORE DETAILED INFORMATION.



PIPE SCHEDULE

LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-F1	CB-F1	MH-F1	24" RCP	4.5	455.13	455.06	1.7%
CO-F2	CB-F2	CB-F1	24" RCP	44.5	456.36	455.53	1.9%
CO-F3	CB-F3	CB-F2	18" RCP	53.0	458.02	457.49	1.0%
CO-G1	CB-G1	EX-CB-G2	18" RCP	23.0	459.50	458.13	6.0%

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
MH-F1	72" MANHOLE	10.39	463.45	453.06 (S) 453.10 (E)	453.06	TDOT D-MH-2, D-MH-3, D-MH-4	218+64.25	-28.75' LT
CB-F1	DOUBLE CURB INLET	7.81	462.94	453.53 (S)	455.13	TDOT D-CB-14P, D-CB-99, D-CBB-12A	218+64.19	-21.14' LT
CB-F2	THROATED INLET	6.37	462.73	457.49 (E)	456.36	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	218+79.34	22.64' RT
CB-F3	THROATED INLET	4.06	462.08	-	458.02	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	219+40.33	23.00' RT
CB-G1	DOUBLE CURB INLET	4.06	463.56	-	459.50	TDOT D-CB-14P, D-CB-99, D-CBB-12A	220+40.26	-18.28' LT

20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	STORM11
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

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CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 217+50.00 TO
STA. 221+50.00

SCALE: 1" = 20'

SHEET 5L

4/23/2026 4:50:15 PM
A:_V-TPD\PROJECTS\TN\2023\D2300026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSET\SICHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE PROFILE SHEET 6M FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

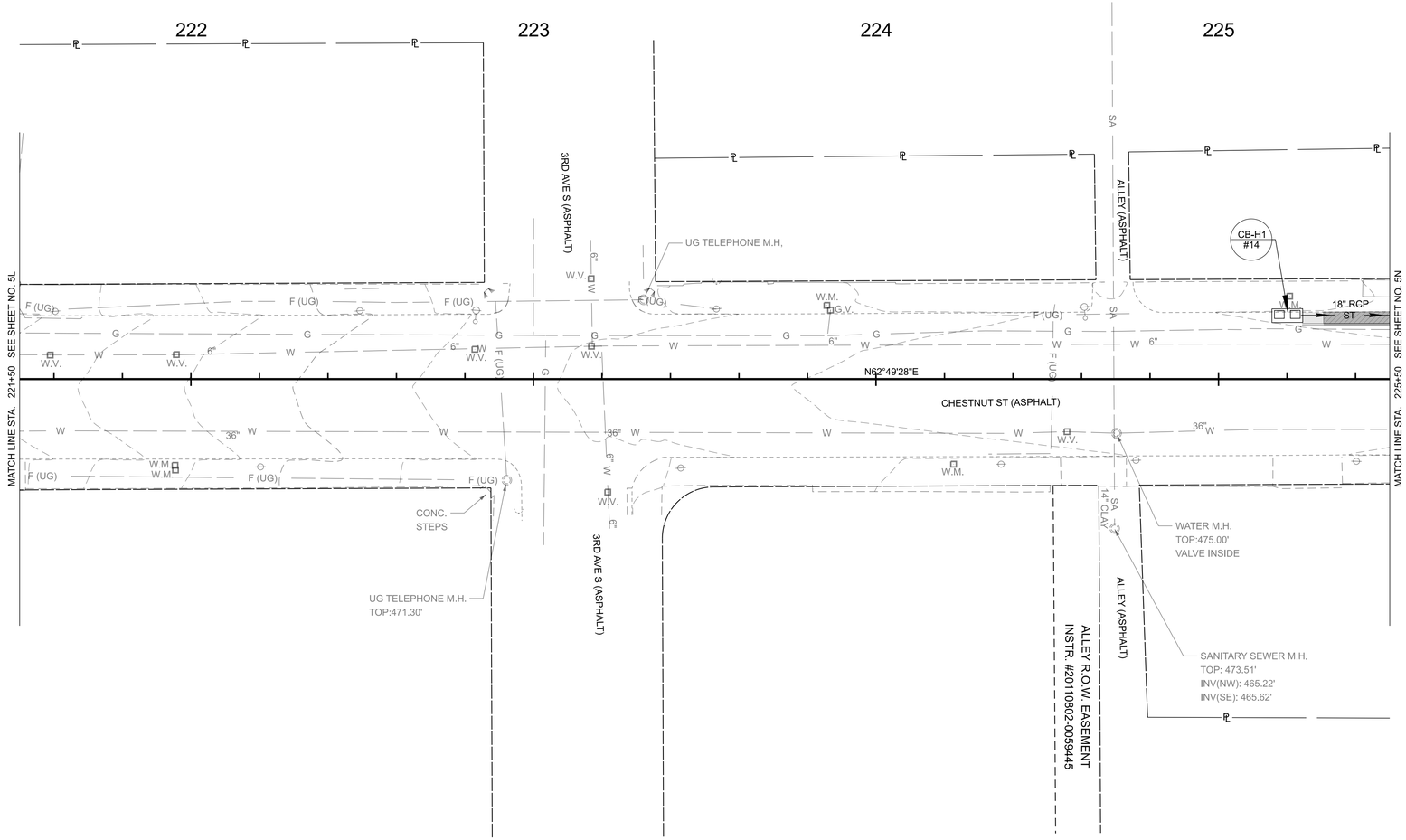
2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10M FOR MORE DETAILED INFORMATION.

DRAINAGE STRUCTURE SCHEDULE

STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-H1	DOUBLE CURB INLET	3.20	472.68	-	469.48	TDOT D-CB-14P, D-CB-99, D-CBB-12A	225+20.08	-19.53' LT

PIPE SCHEDULE

LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-H1	CB-H1	CB-H2	18" RCP	75.0	469.48	468.10	1.7%



20' 0 10' 20' 30' 40'

SCALE: 1"=20'

FILE NO.:	STORM12
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

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CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 221+50.00 TO STA. 225+50.00

SCALE: 1" = 20'

SHEET 5M

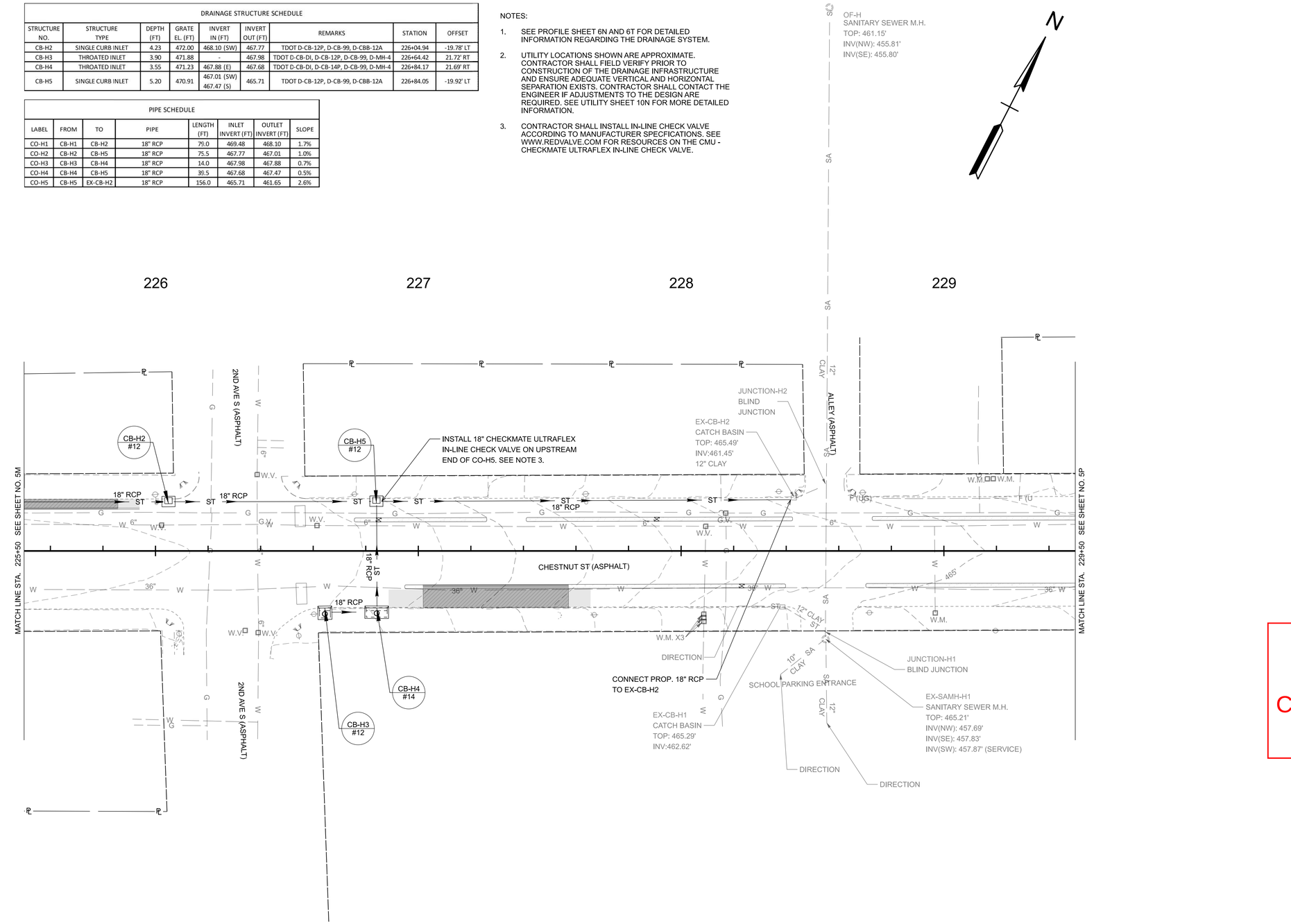
4/22/2026 3:21:47 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

DRAINAGE STRUCTURE SCHEDULE								
STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-H2	SINGLE CURB INLET	4.23	472.00	468.10 (SW)	467.77	TDOT D-CB-12P, D-CB-99, D-CBB-12A	226+04.94	-19.78' LT
CB-H3	THROATED INLET	3.90	471.88	-	467.98	TDOT D-CB-DI, D-CB-12P, D-CB-99, D-MH-4	226+64.42	21.72' RT
CB-H4	THROATED INLET	3.55	471.23	467.88 (E)	467.68	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	226+84.17	21.69' RT
CB-H5	SINGLE CURB INLET	5.20	470.91	467.01 (SW) 467.47 (S)	465.71	TDOT D-CB-12P, D-CB-99, D-CBB-12A	226+84.05	-19.92' LT

PIPE SCHEDULE							
LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-H1	CB-H1	CB-H2	18" RCP	79.0	469.48	468.10	1.7%
CO-H2	CB-H2	CB-H5	18" RCP	75.5	467.77	467.01	1.0%
CO-H3	CB-H3	CB-H4	18" RCP	14.0	467.98	467.88	0.7%
CO-H4	CB-H4	CB-H5	18" RCP	39.5	467.68	467.47	0.5%
CO-H5	CB-H5	EX-CB-H2	18" RCP	156.0	465.71	461.65	2.6%

NOTES:

1. SEE PROFILE SHEET 6N AND 6T FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10N FOR MORE DETAILED INFORMATION.
3. CONTRACTOR SHALL INSTALL IN-LINE CHECK VALVE ACCORDING TO MANUFACTURER SPECFICATIONS. SEE WWW.REDVALVE.COM FOR RESOURCES ON THE CMU - CHECKMATE ULTRAFLEX IN-LINE CHECK VALVE.



NOT FOR CONSTRUCTION

FILE NO.:	STORM13
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP
REVISION BLOCK	
DATE:	
DATE:	
DATE:	

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101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 225+50.00 TO STA. 229+50.00

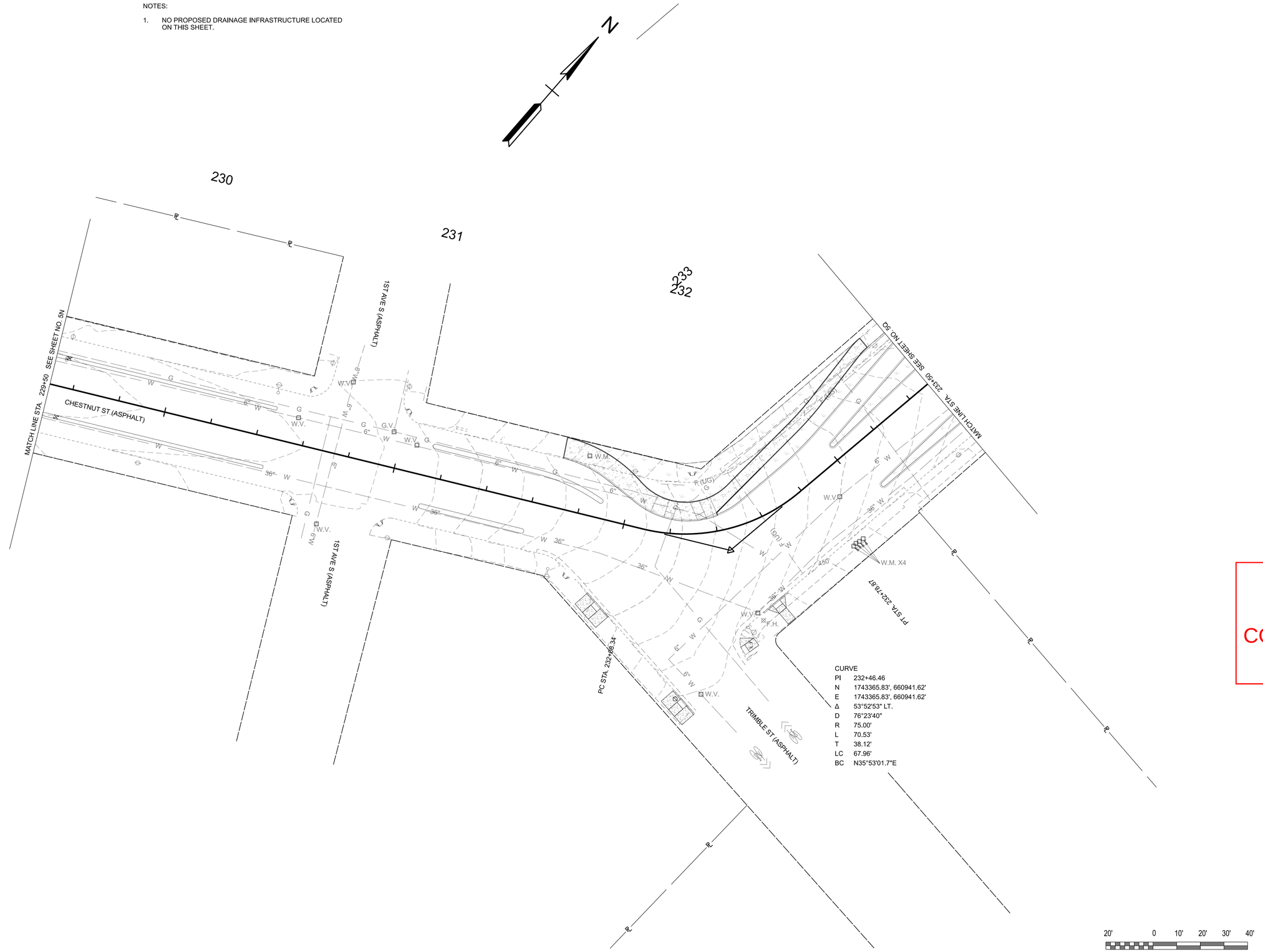
SCALE: 1" = 20'

SHEET 5N

4/22/2026 7:29:02 PM
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NOTES:

1. NO PROPOSED DRAINAGE INFRASTRUCTURE LOCATED ON THIS SHEET.



FILE NO.:	STORM14
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

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(888) 451-6822

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NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 229+50.00 TO STA. 233+50.00

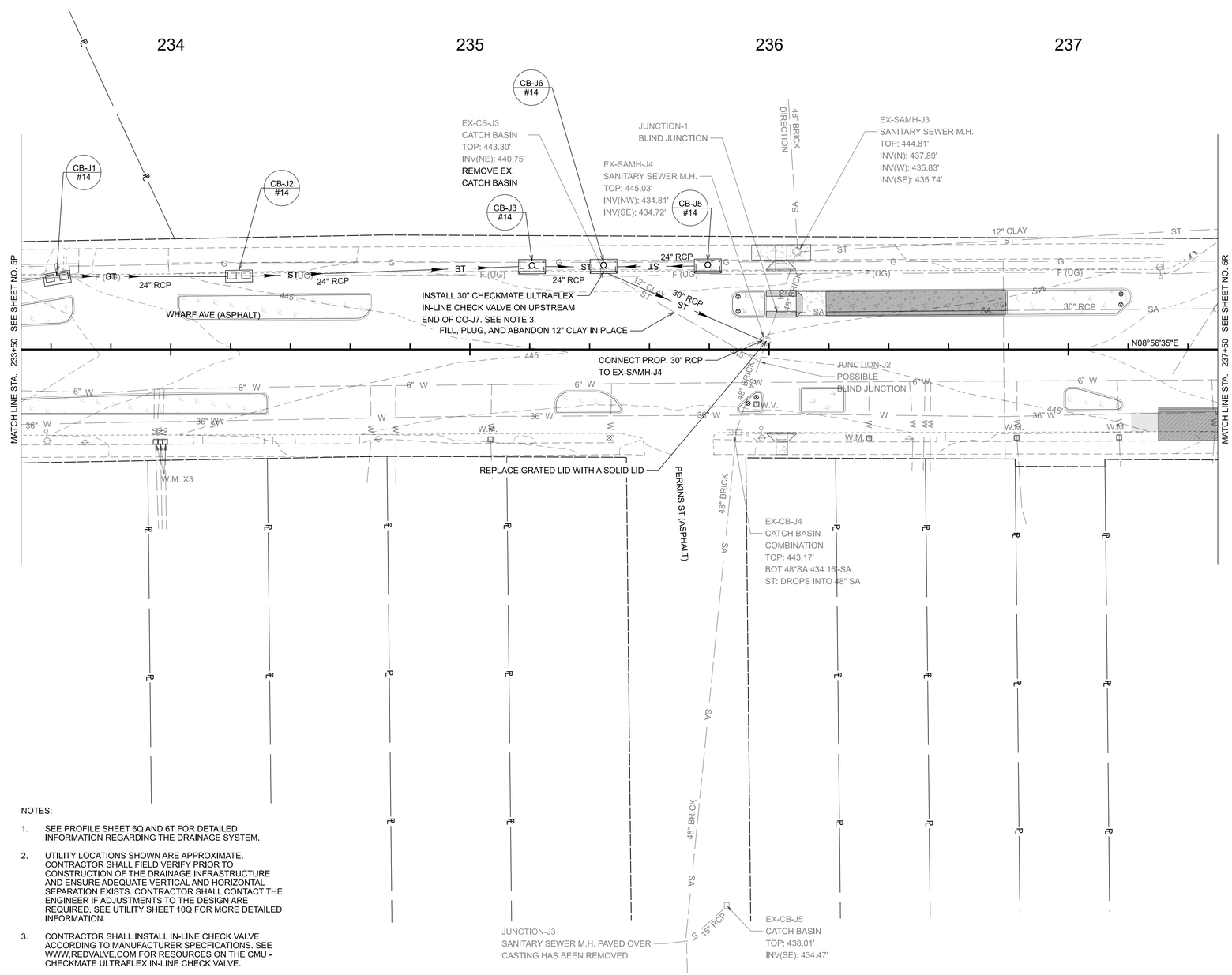
SCALE: 1" = 20'

SHEET 5P

4/22/2026 3:21:58 PM
\\EGNYTEDRIVE\CONSOR FILES_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

DRAINAGE STRUCTURE SCHEDULE								
STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-J1	DOUBLE CURB INLET	4.61	446.05	-	441.44	TDOT D-CB-14P, D-CB-99, D-CBB-12A	233+61.86	-24.78' LT
CB-J2	DOUBLE CURB INLET	4.61	444.47	440.72 (S)	439.86	TDOT D-CB-14P, D-CB-99, D-CBB-12A	234+22.80	-25.52' LT
CB-J3	THROATED INLET	4.91	443.43	438.72 (S)	438.52	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	235+20.78	-26.07' LT
CB-J5	THROATED INLET	4.91	443.46	-	438.55	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	235+79.53	-26.26' LT
CB-J6	THROATED INLET	6.57	443.39	438.30 (S) 438.32 (N)	436.82	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	235+44.68	-26.17' LT

PIPE SCHEDULE							
LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-J1	CB-J1	CB-J2	24" RCP	53.0	441.44	440.72	1.4%
CO-J2	CB-J2	CB-J3	24" RCP	90.5	439.86	438.72	1.3%
CO-J3	CB-J3	CB-J6	24" RCP	16.0	438.52	438.30	1.4%
CO-J4	CB-J5	CB-J6	24" RCP	27.0	438.55	438.32	0.9%
CO-J7	CB-J6	EX-SAMH-J4	30" RCP	57.5	436.82	436.22	1.0%



NOTES:

1. SEE PROFILE SHEET 6Q AND 6T FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10Q FOR MORE DETAILED INFORMATION.
3. CONTRACTOR SHALL INSTALL IN-LINE CHECK VALVE ACCORDING TO MANUFACTURER SPECFICATIONS. SEE WWW.REDVALVE.COM FOR RESOURCES ON THE CMU - CHECKMATE ULTRAFLEX IN-LINE CHECK VALVE.

20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	STORM15
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

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101 WESTPARK DRIVE, SUITE 300
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(888) 451-6822

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NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 233+50.00 TO STA. 237+50.00

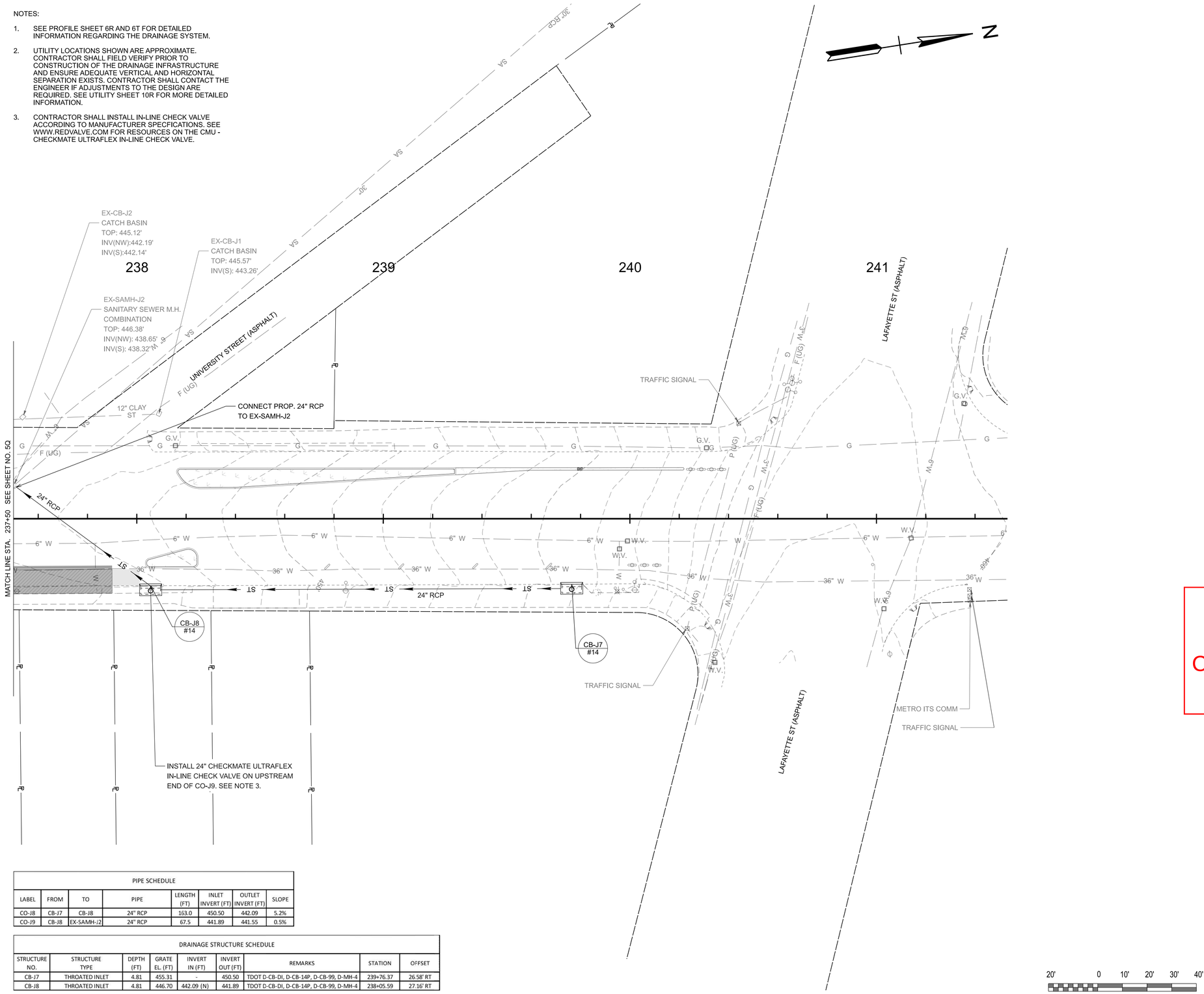
SCALE: 1" = 20'

SHEET 5Q

4/22/2026 3:22:02 PM
\\EGNYTEDRIVE\CONSOR FILES_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN

NOTES:

1. SEE PROFILE SHEET 6R AND 6T FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED. SEE UTILITY SHEET 10R FOR MORE DETAILED INFORMATION.
3. CONTRACTOR SHALL INSTALL IN-LINE CHECK VALVE ACCORDING TO MANUFACTURER SPECFICATIONS. SEE WWW.REDVALVE.COM FOR RESOURCES ON THE CMU - CHECKMATE ULTRAFLEX IN-LINE CHECK VALVE.



PIPE SCHEDULE							
LABEL	FROM	TO	PIPE	LENGTH (FT)	INLET INVERT (FT)	OUTLET INVERT (FT)	SLOPE
CO-J8	CB-J7	CB-J8	24" RCP	163.0	450.50	442.09	5.2%
CO-J9	CB-J8	EX-SAMH-J2	24" RCP	67.5	441.89	441.55	0.5%

DRAINAGE STRUCTURE SCHEDULE								
STRUCTURE NO.	STRUCTURE TYPE	DEPTH (FT)	GRATE EL. (FT)	INVERT IN (FT)	INVERT OUT (FT)	REMARKS	STATION	OFFSET
CB-J7	THROATED INLET	4.81	455.31	-	450.50	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	239+76.37	26.58' RT
CB-J8	THROATED INLET	4.81	446.70	442.09 (N)	441.89	TDOT D-CB-DI, D-CB-14P, D-CB-99, D-MH-4	238+05.59	27.16' RT

FILE NO.:	STORM16
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

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BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

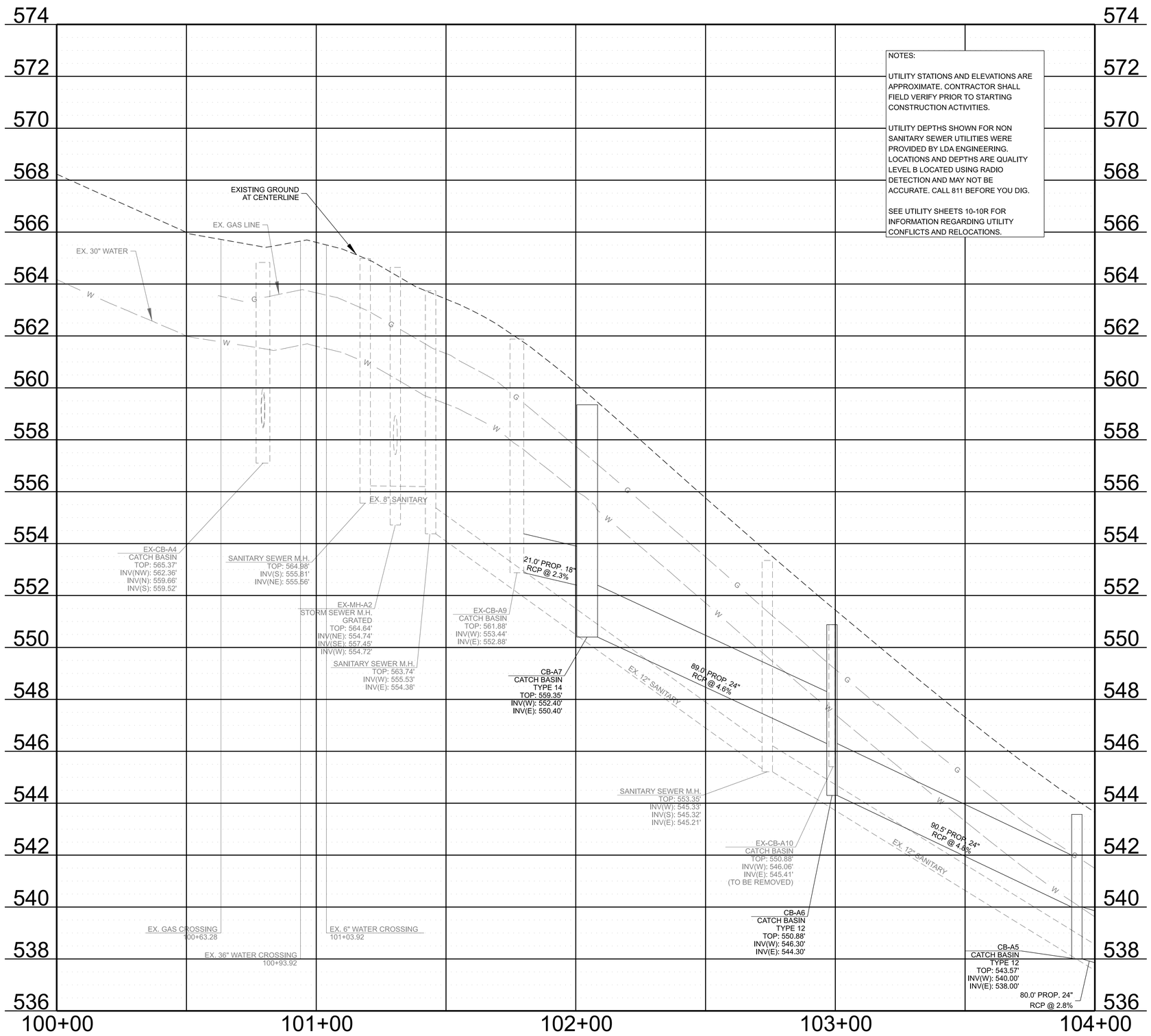
CHESTNUT STREET BIKEWAY DESIGN

STORMWATER LAYOUT
STA. 237+50.00 TO
STA. 241+52.24

SCALE: 1" = 20'

SHEET 5R

4/22/2026 3:22:08 PM
\\EGNYTEDRIVE\CONSOR FILES_V-TPDI\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CADD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-STORMWATER LAYOUT.DGN



NOTES:

UTILITY STATIONS AND ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

UTILITY DEPTHS SHOWN FOR NON SANITARY SEWER UTILITIES WERE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.

SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

FILE NO.:	PROFILE1
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

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BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

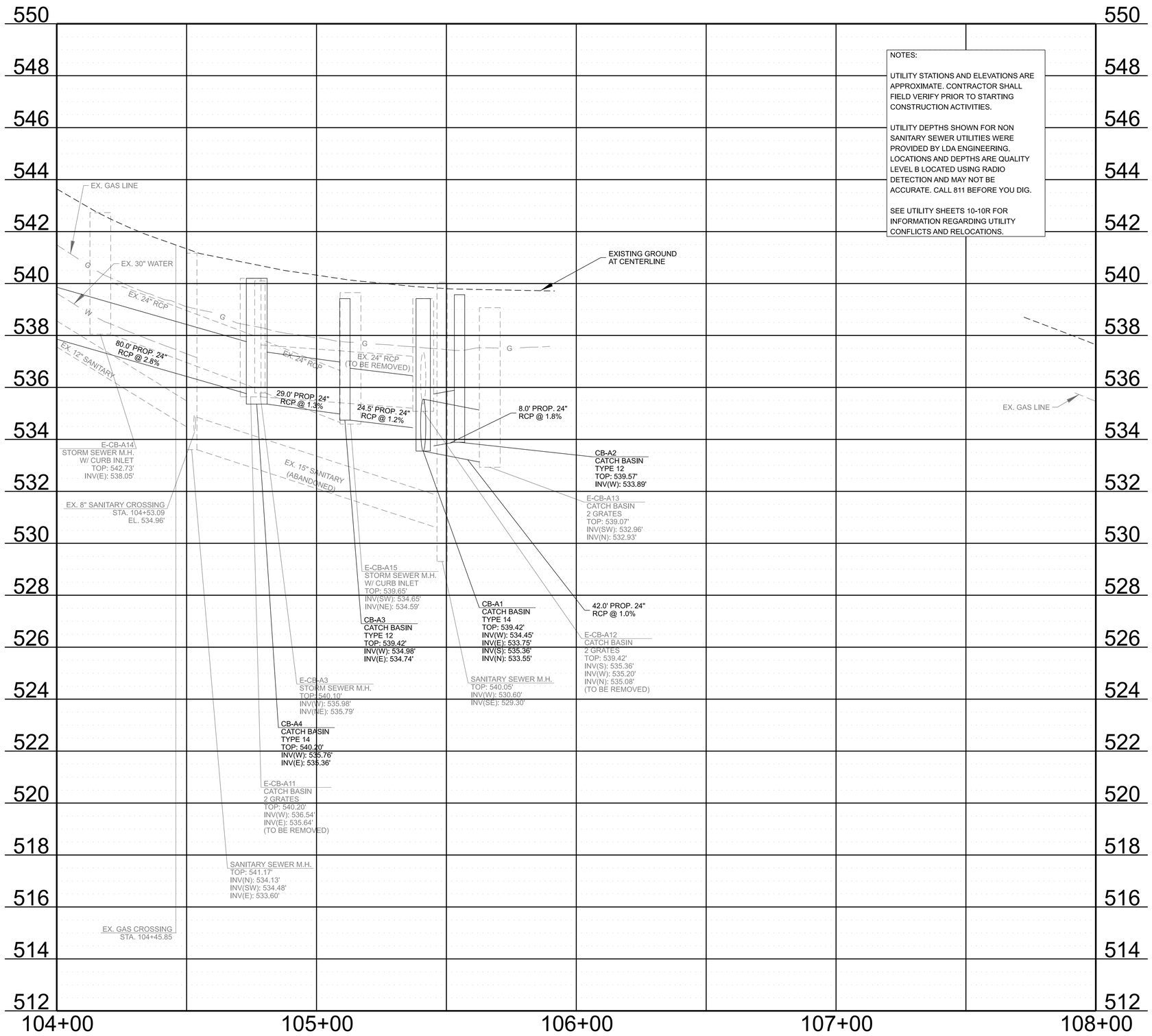
PROFILE SHEET

BEGIN STA. 100+00.00
END STA. 104+00.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6A

4/23/2026 3:27:38 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



NOTES:

UTILITY STATIONS AND ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

UTILITY DEPTHS SHOWN FOR NON SANITARY SEWER UTILITIES WERE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.

SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

FILE NO.:	PROFILE2
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

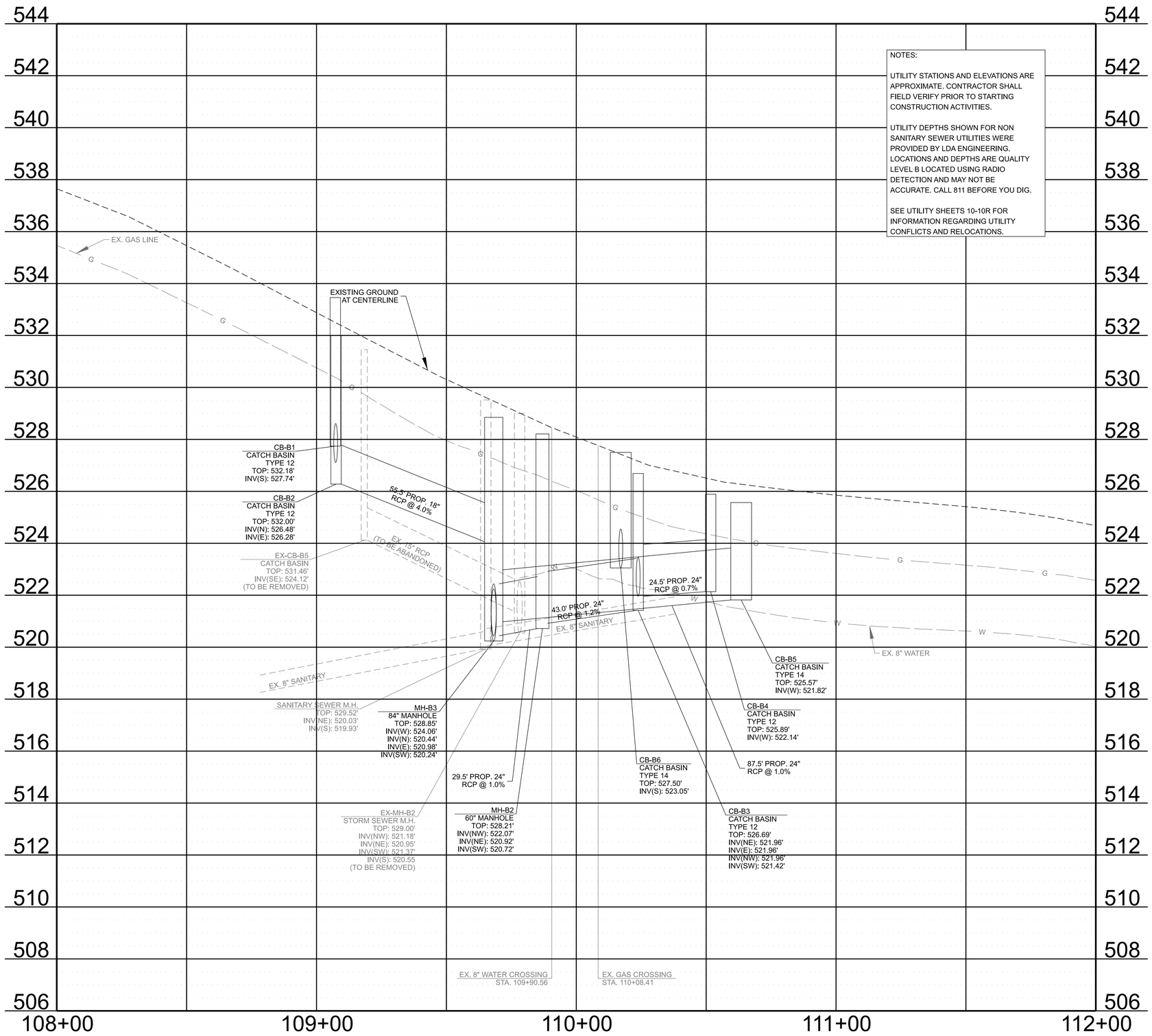
PROFILE SHEET

BEGIN STA. 104+00.00
END STA. 108+00.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6B

4/23/2026 3:28:36 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSET\SCHESTNUT ST-SHT-PROPOSED PROFILES.DGN



FILE NO.:	PROFILE3
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

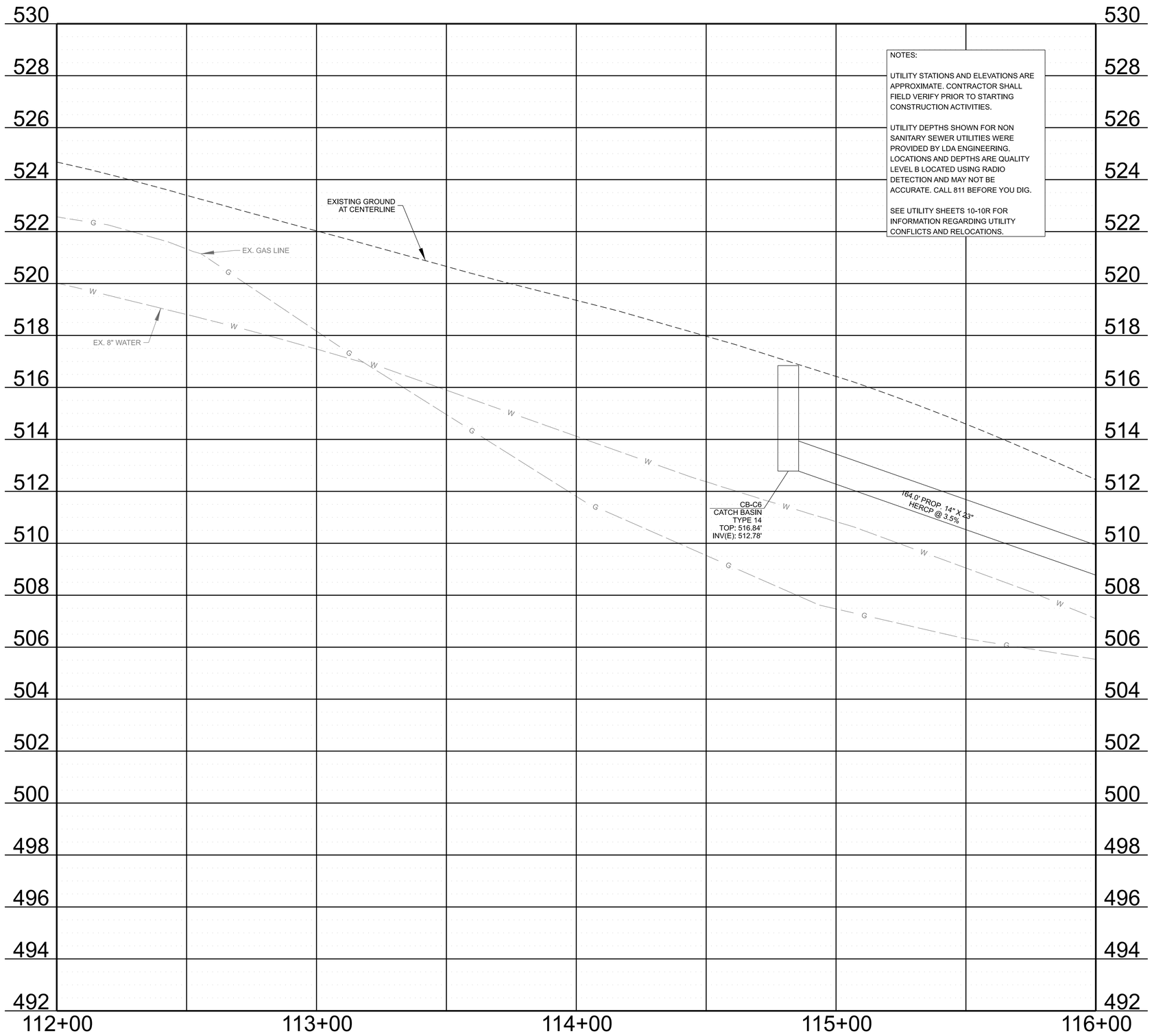
PROFILE SHEET

BEGIN STA. 108+00.00
END STA. 112+00.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6C

4/23/2026 4:08:50 PM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



FILE NO.:	PROFILE4
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

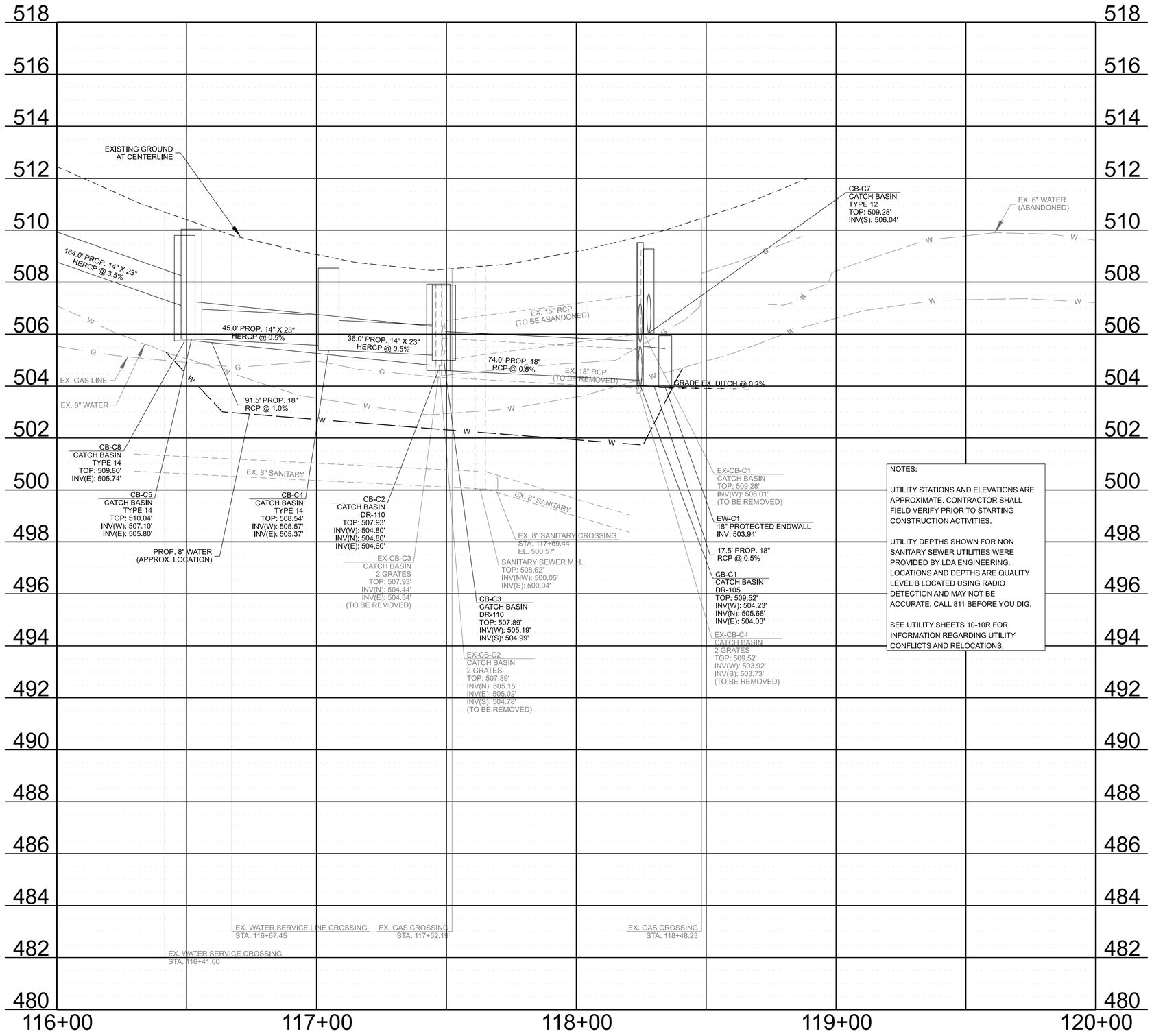
PROFILE SHEET

BEGIN STA. 112+00.00
END STA. 116+00.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6D

4/23/2026 3:30:17 PM
A:_V-TPD\PROJECTS\TN\2023\D2300026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



NOTES:

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SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

FILE NO.:	PROFILE5
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

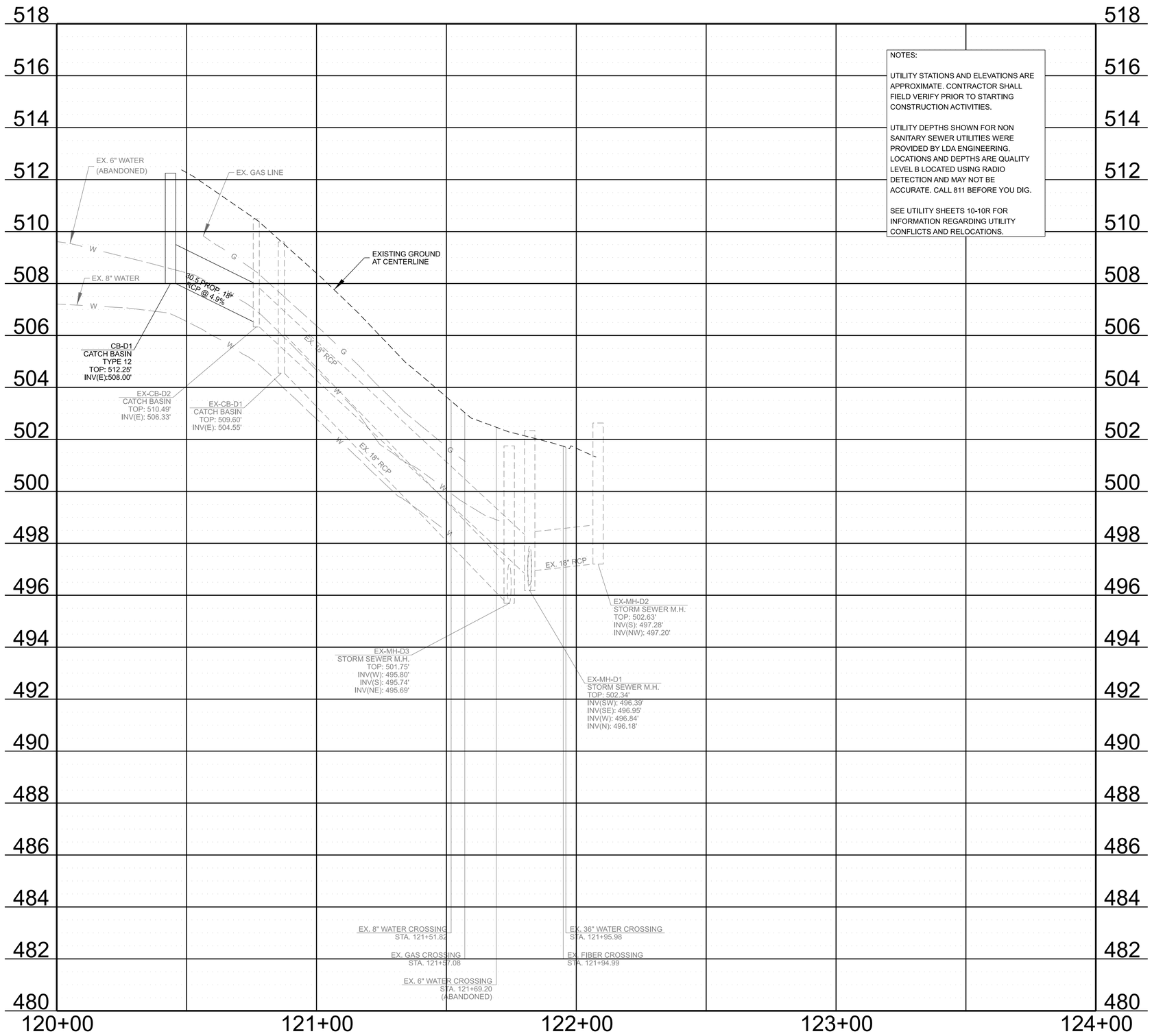
PROFILE SHEET

BEGIN STA. 116+00.00
END STA. 120+00.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6E

4/23/2026 4:10:43 PM
A:_V-TPD\PROJECTS\TN\2023\D2300026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



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SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

FILE NO.:	PROFILE6
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

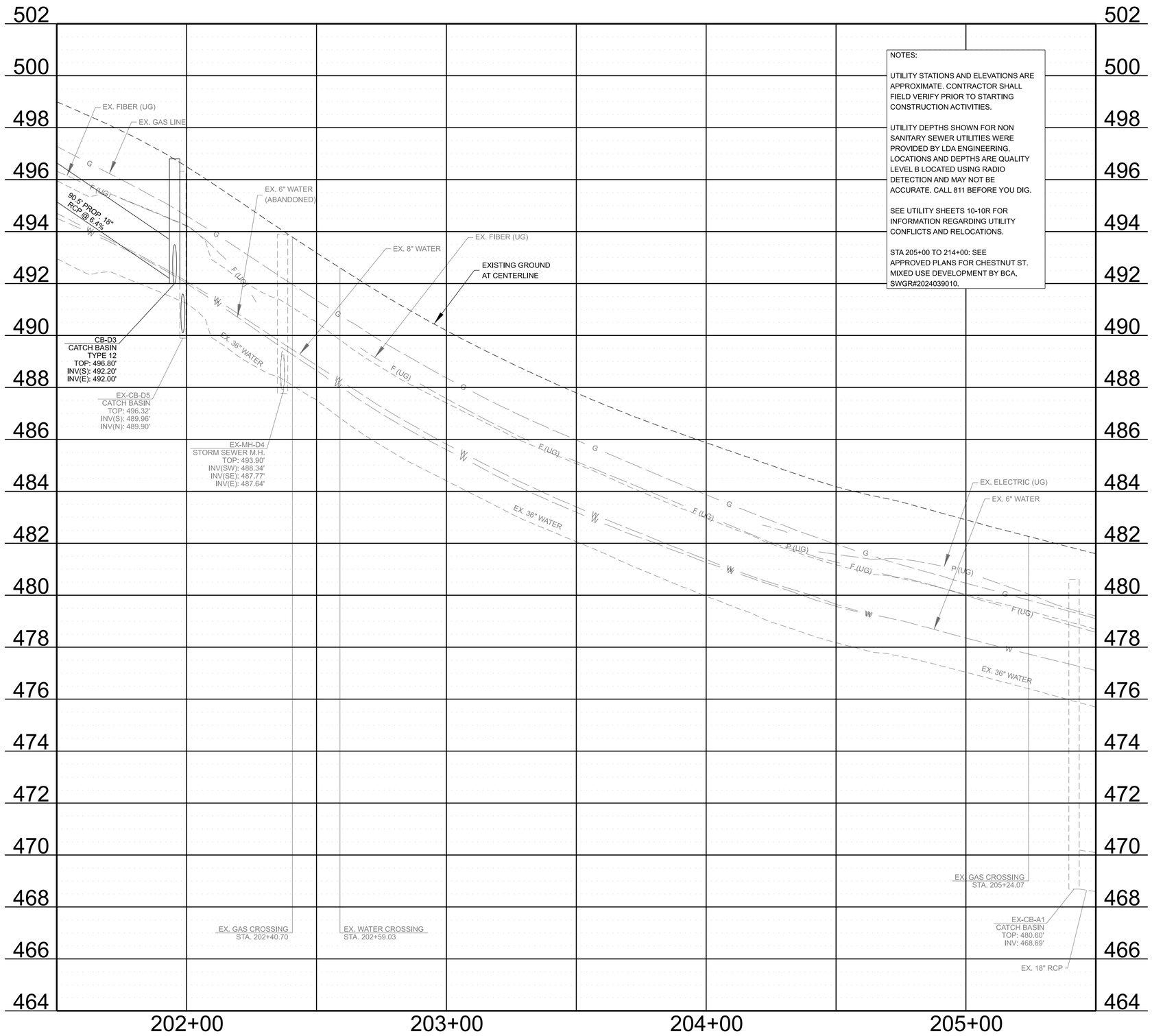
PROFILE SHEET

BEGIN STA. 120+00.00
END STA. 124+00.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6F

4/23/2026 3:30:51 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



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SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

STA 205+00 TO 214+00: SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA, SWGR#2024039010.

FILE NO.:	PROFILE7
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

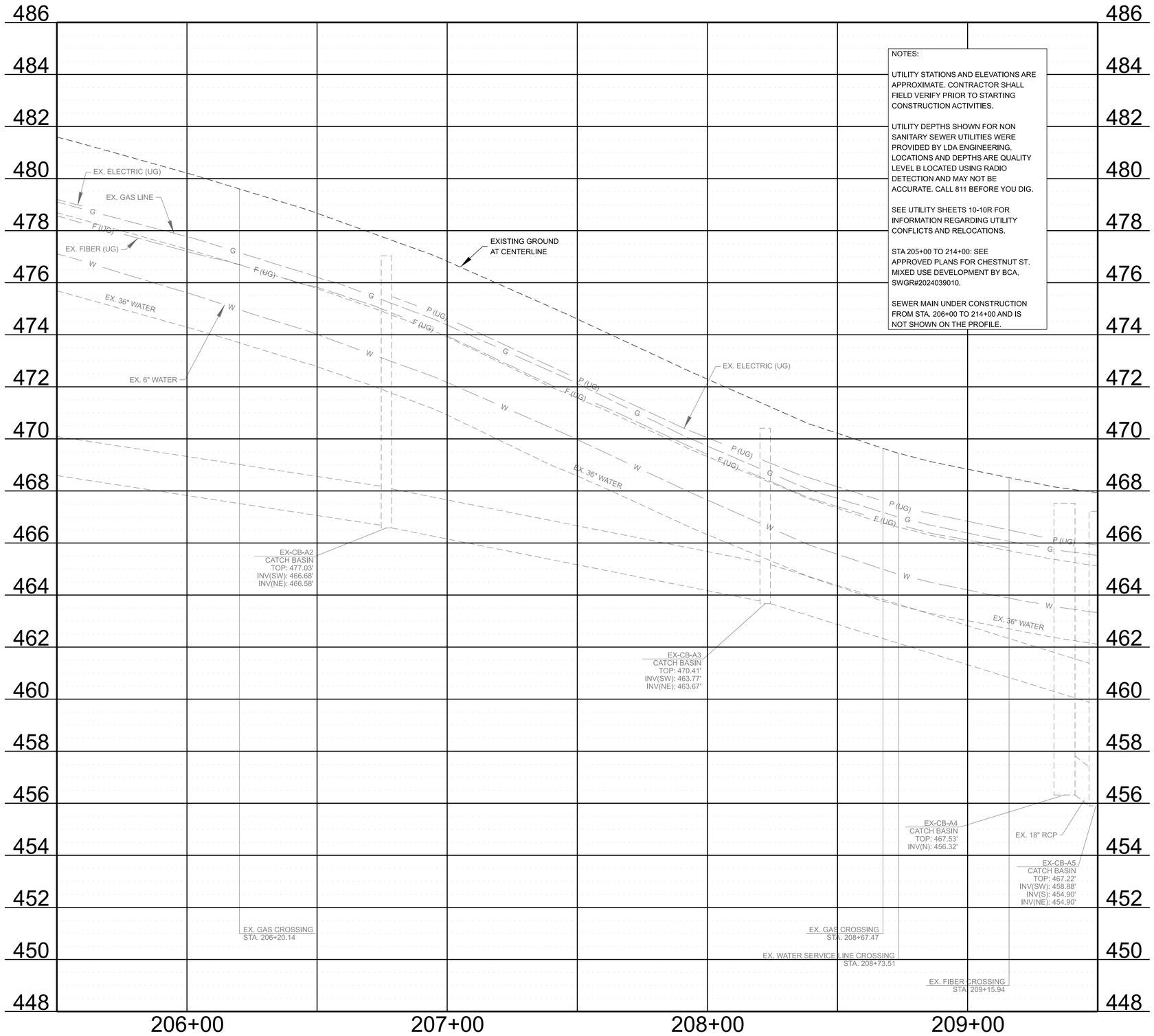
PROFILE SHEET

BEGIN STA. 201+50.00
END STA. 205+50.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6G

4/23/2026 4:52:08 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST\SHT-PROPOSED PROFILES.DGN



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SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

STA 205+00 TO 214+00: SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA, SWGR#2024039010.

SEWER MAIN UNDER CONSTRUCTION FROM STA. 206+00 TO 214+00 AND IS NOT SHOWN ON THE PROFILE.

FILE NO.:	PROFILE8
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

PROFILE SHEET

BEGIN STA. 205+50.00
END STA. 209+50.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6H

4/23/2026 3:31:26 PM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN

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STA 205+00 TO 214+00: SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA, SWGR#2024039010.

SEWER MAIN UNDER CONSTRUCTION FROM STA. 206+00 TO 214+00 AND IS NOT SHOWN ON THE PROFILE.

476 474 472 470 468 466 464 462 460 458 456 454 452 450 448 446 444 442 440 438

EX. ELECTRIC (UG)
EX. GAS LINE
EX. 6" WATER
P (UG)
G
W
30.5' PROP. 12" CMP SLOTTED DRAIN @ 0.9%
EXISTING GROUND AT CENTERLINE
44.0' PROP. 12" CMP SLOTTED DRAIN @ 1.5%
58.5' PROP. 12" CMP SLOTTED DRAIN @ 0.8%
120.5' PROP. 15" RCP @ 0.5%
137.5' PROP. 12" CMP SLOTTED DRAIN @ 1.3%
EX. 15" RCP
EX. 36" WATER
EX. 24" RCP
EX. 18" RCP

CP-E5
CLEANOUT PLUG
TOP: 466.71'
INV(E): 465.13'

CP-E6
CLEANOUT PLUG
TOP: 466.43'
INV(W): 464.85'
INV(E): 464.85'

CP-E7
CLEANOUT PLUG
TOP: 466.27'
INV(E): 464.69'

EX-CB-B3
CATCH BASIN
TOP: 465.69'
INV(E): 462.55'

CP-E8
CLEANOUT PLUG
TOP: 465.60'
INV(W): 464.02'
INV(S): 464.02'

CP-E4
CLEANOUT PLUG
TOP: 465.69'
INV(E): 464.11'
INV(S): 464.11'

LATERAL TEE
EL. 460.45'

CB-E1
CATCH BASIN
TYPE 12
TOP: 466.25'
INV(E): 463.75'
INV(W): 462.35'

CP-E3
CLEANOUT PLUG
TOP: 466.13'
INV(W): 464.55'

CP-E2
CLEANOUT PLUG
TOP: 466.85'
INV(E): 465.27'
INV(W): 465.27'

EX-CB-B2
CATCH BASIN
TOP: 466.07'
INV(NE): 458.80'
INV(SW): 458.70'

EX-MH-A6
STORM SEWER M.H.
TOP: 467.72'
INV(SW): 455.60'
INV(SE): 455.50'

EX-CB-B6
CATCH BASIN
TOP: 466.14'
INV(N): 455.86'
INV(SE): 455.86'

EX-CB-B4
CATCH BASIN
3 GRATES
TOP: 465.01'
INV(SW): 461.71'
INV(NW): 457.30'

EX-CB-B5
CATCH BASIN
TOP: 465.04'
INV(NE): 457.03'
INV(SE): 456.63'
INV(SW): 456.53'

EX. GAS CROSSING
STA. 212+82.32

EX. WATER SERVICE LINE CROSSING
STA. 213+11.97

EX. WATER SERVICE LINE CROSSING
STA. 213+17.10

EX. WATER SERVICE LINE CROSSING
STA. 213+39.86

EX. GAS CROSSING
STA. 210+14.81

EX. 6" WATER LINE CROSSING
STA. 209+83.16

EX. ELECTRIC CROSSING
STA. 211+48.78

210+00 211+00 212+00 213+00

FILE NO.:	PROFILE9
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

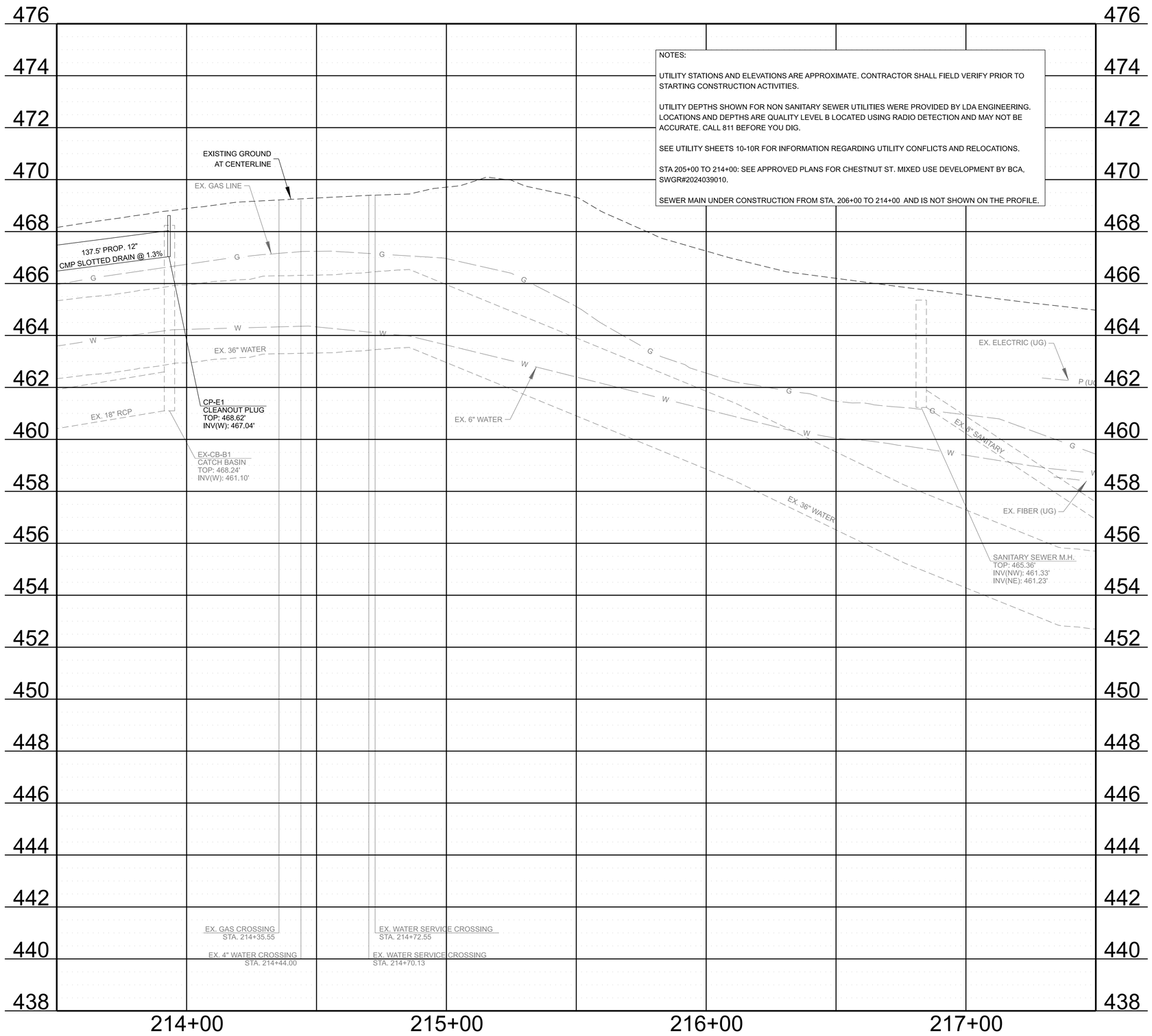
PROFILE SHEET

BEGIN STA. 209+50.00
END STA. 213+50.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6J

4/23/2026 3:31:41 PM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



NOTES:

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SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

STA 205+00 TO 214+00: SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA, SWGR#2024039010.

SEWER MAIN UNDER CONSTRUCTION FROM STA. 206+00 TO 214+00 AND IS NOT SHOWN ON THE PROFILE.

FILE NO.:	PROFILE10
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

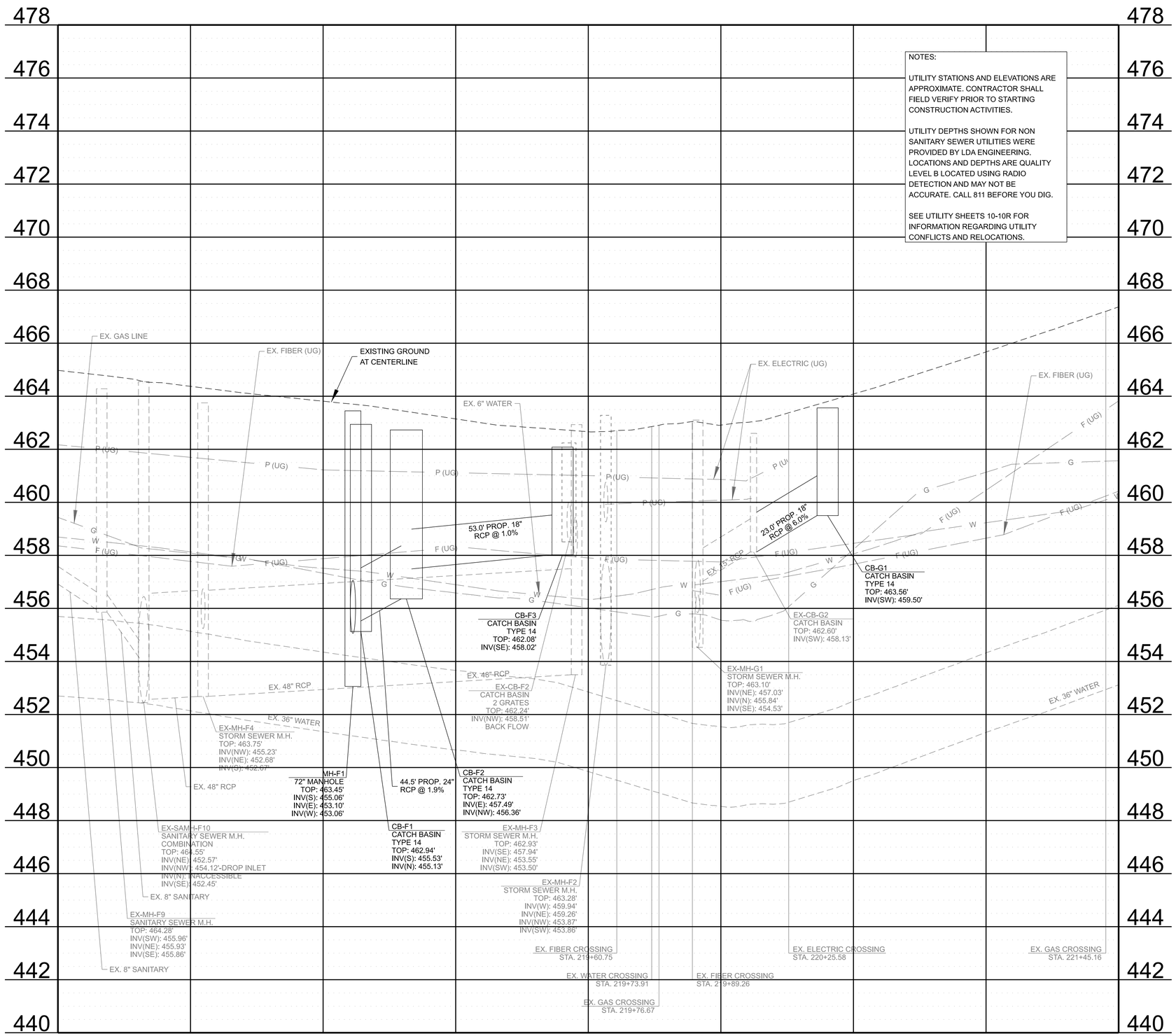
PROFILE SHEET

BEGIN STA. 213+50.00
END STA. 217+50.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6K

4/23/2026 3:31:59 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



FILE NO.:	PROFILE11
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

PROFILE SHEET

BEGIN STA. 217+50.00
END STA. 221+50.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6L

4/23/2026 3:48:17 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN

NOTES:

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SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

484
482
480
478
476
474
472
470
468
466
464
462
460
458
456
454
452
450
448
446

EXISTING GROUND AT CENTERLINE

EX. FIBER (UG)

F (UG)

CB-H1
CATCH BASIN
TYPE 14
TOP: 472.68'
INV(E): 469.48'

79.0' PROP. 18" RCP @ 1.7%

EX. 6" WATER

EX. GAS LINE

W

G

EX. 36" WATER

EX. 14" SANITARY CROSSING
STA. 224+69.46
EL. 463.51'

EX. FIBER CROSSING
STA. 222+90.35

EX. 6" WATER CROSSING
STA. 223+20.31

EX. GAS CROSSING
STA. 223+03.45

EX. FIBER CROSSING
STA. 224+51.60

EX. GAS CROSSING
STA. 225+07.15

222+00
223+00
224+00
225+00

FILE NO.:	PROFILE12
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

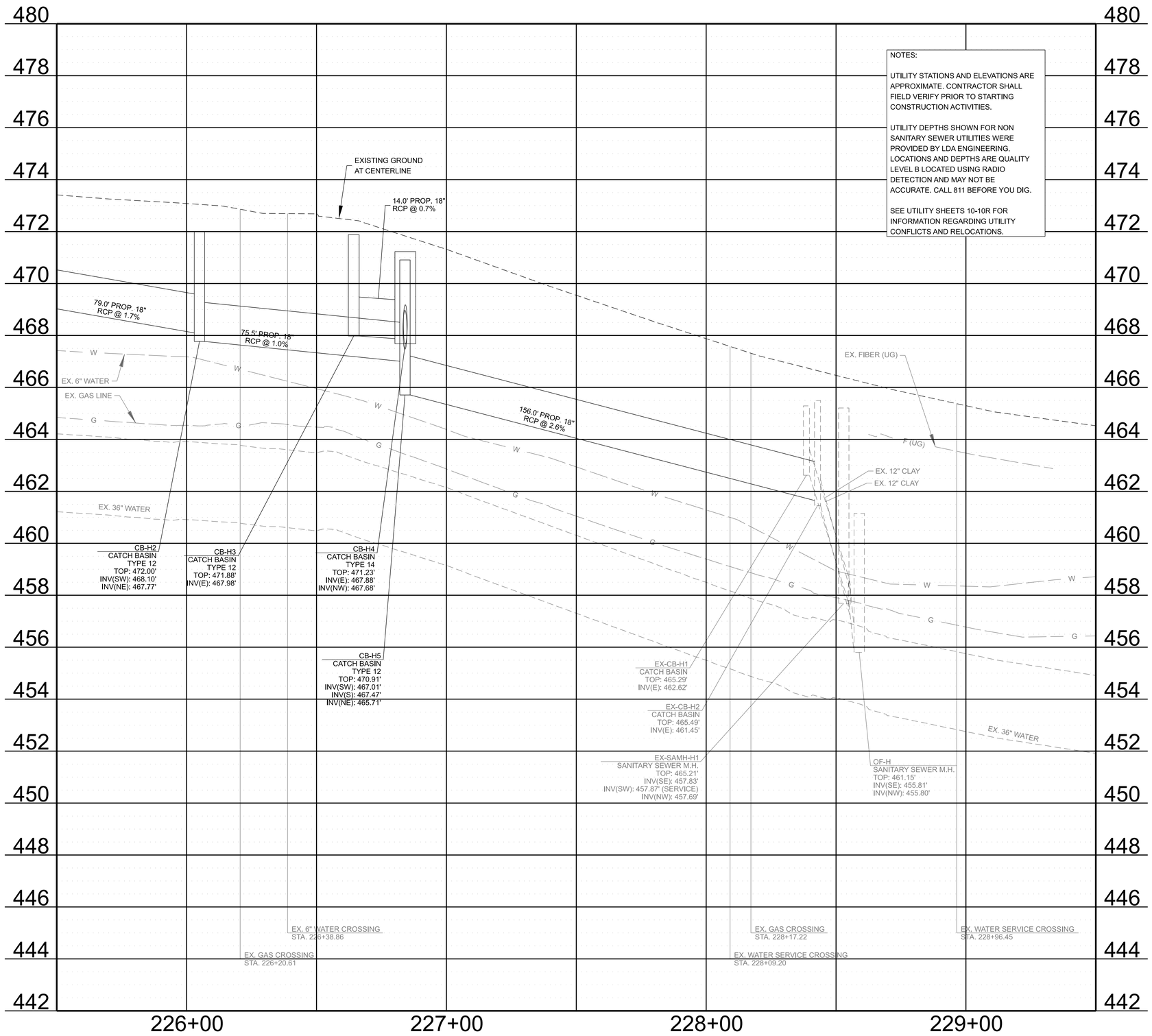
PROFILE SHEET

BEGIN STA. 221+50.00
END STA. 225+50.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6M

4/23/2026 3:32:30 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



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SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

FILE NO.:	PROFILE13
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

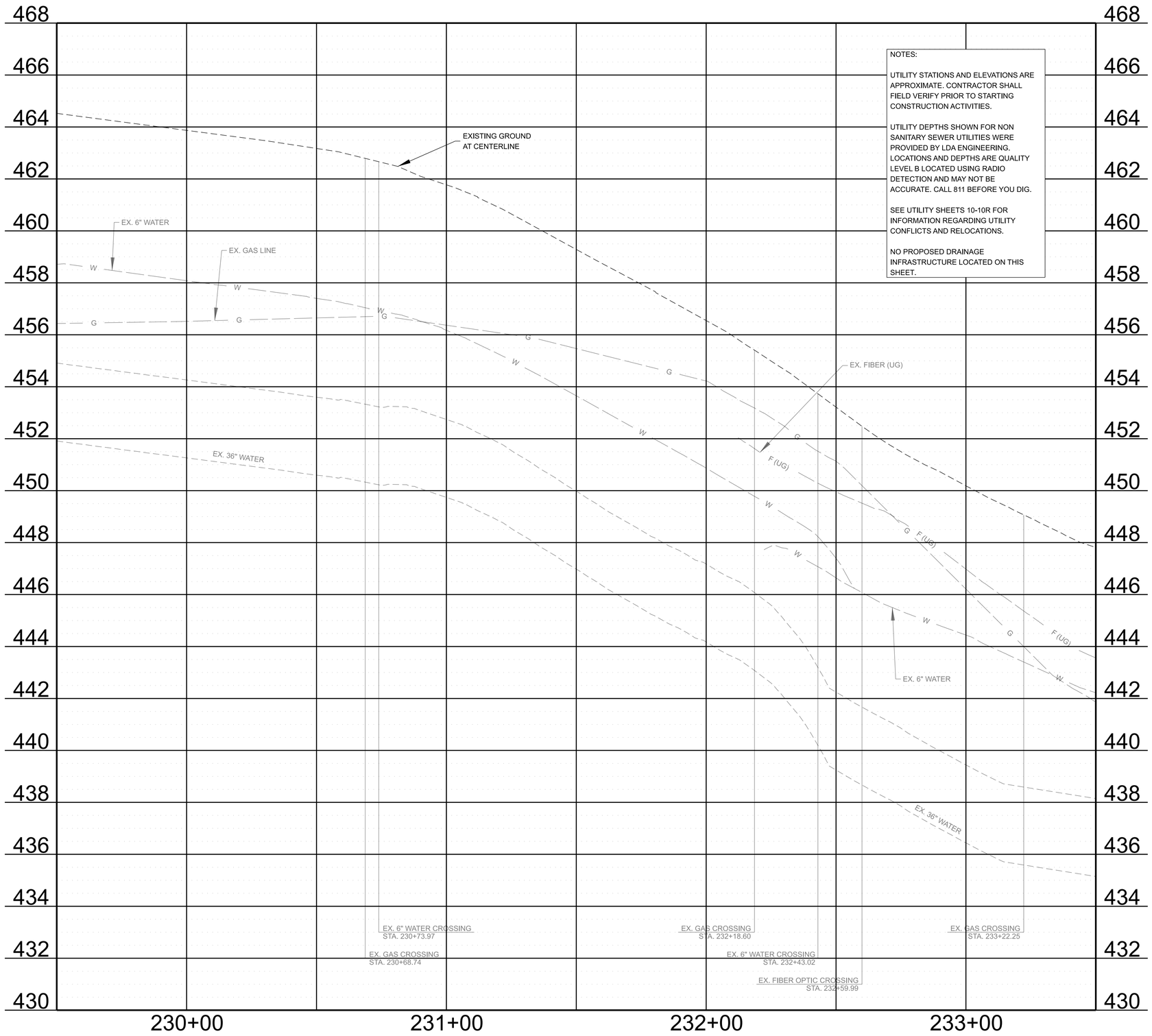
PROFILE SHEET

BEGIN STA. 225+50.00
END STA. 229+50.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6N

4/23/2026 3:37:09 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



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SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

NO PROPOSED DRAINAGE INFRASTRUCTURE LOCATED ON THIS SHEET.

FILE NO.:	PROFILE14
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

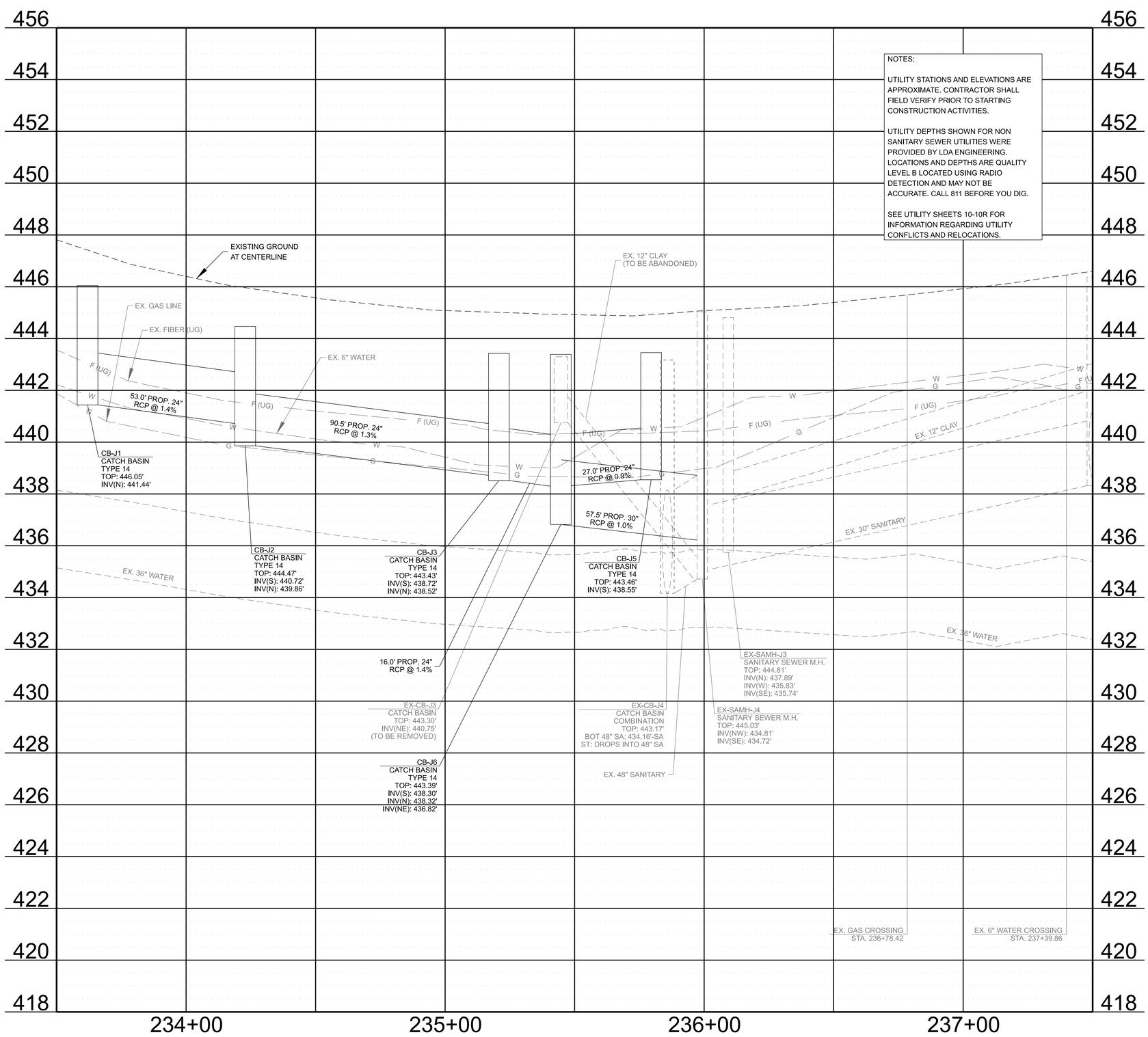
PROFILE SHEET

BEGIN STA. 229+50.00
END STA. 233+50.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6P

4/23/2026 3:32:59 PM
A:_V-TPD\PROJECTS\TN\2023\D2300268TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN



NOTES:

UTILITY STATIONS AND ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

UTILITY DEPTHS SHOWN FOR NON SANITARY SEWER UTILITIES WERE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.

SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

FILE NO.:	PROFILE15
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

PROFILE SHEET

BEGIN STA. 233+50.00
END STA. 237+50.00

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6Q

4/23/2026 3:33:13 PM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-PROPOSED PROFILES.DGN

NOTES:

UTILITY STATIONS AND ELEVATIONS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

UTILITY DEPTHS SHOWN FOR NON SANITARY SEWER UTILITIES WERE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.

SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

464
462
460
458
456
454
452
450
448
446
444
442
440
438
436
434
432
430
428
426

EXISTING GROUND AT CENTERLINE

CB-J7
CATCH BASIN
TYPE 14
TOP: 455.31'
INV(S): 450.50'

163.0' PROP. 24" RCP @ 5.2%

EX. FIBER (UG)

EX. 12" CLAY

G F (UG)

W

67.5' PROP. 24" RCP @ 0.5%

EX. GAS LINE

EX. 6" WATER

EX-CB-J1
CATCH BASIN
TOP: 445.57'
INV(S): 443.26'

EX-CB-J2
CATCH BASIN
TOP: 445.12'
INV(NW): 442.19'
INV(S): 442.14'

CB-J8
CATCH BASIN
TYPE 14
TOP: 446.70'
INV(N): 442.09'
INV(SW): 441.89'

EX. 36" WATER

EX. 36" WATER

EX. ELECTRIC CROSSING
STA. 240+34.80

EX. FIBER OPTIC CROSSING
STA. 240+51.00

EX. 3" WATER CROSSING
STA. 240+49.01

EX. GAS CROSSING
STA. 240+46.07

EX. 6" WATER CROSSING
STA. 241+16.01

238+00 239+00 240+00 241+00 242+00

FILE NO.:	PROFILE16
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

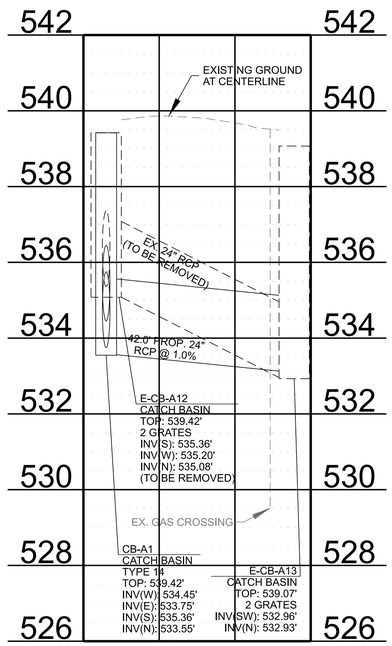
PROFILE SHEET

BEGIN STA. 237+50.00
END STA. 242+00.00

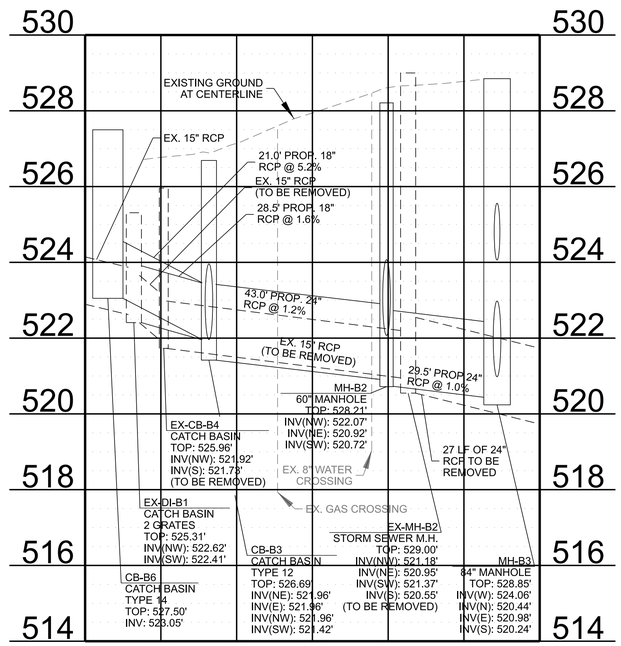
SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6R

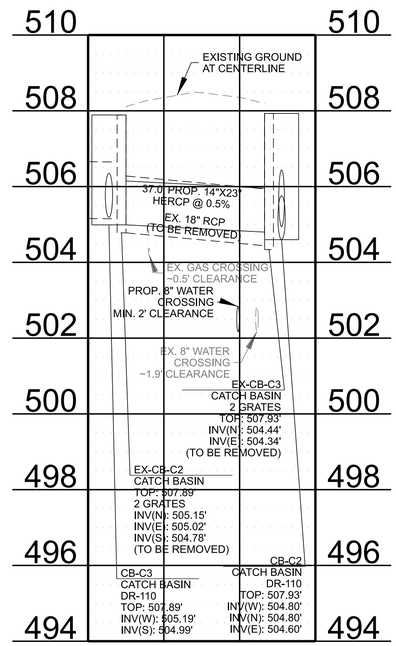
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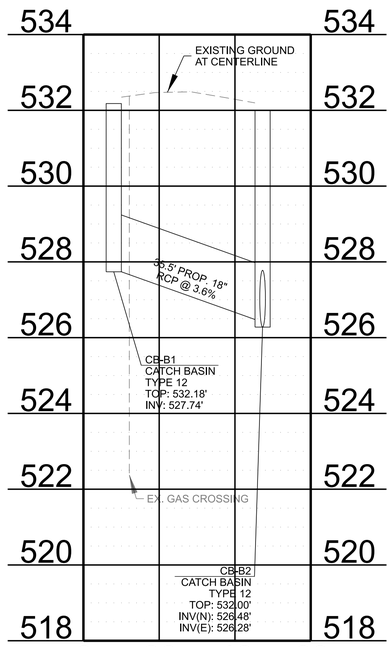
CB-A1 TO E-CB-A13



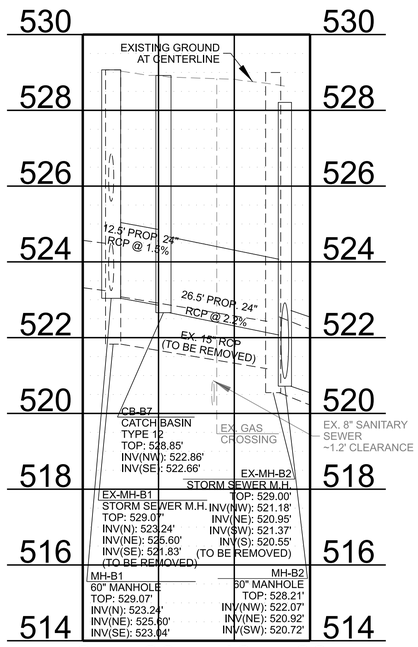
CB-B6 TO MH-B3



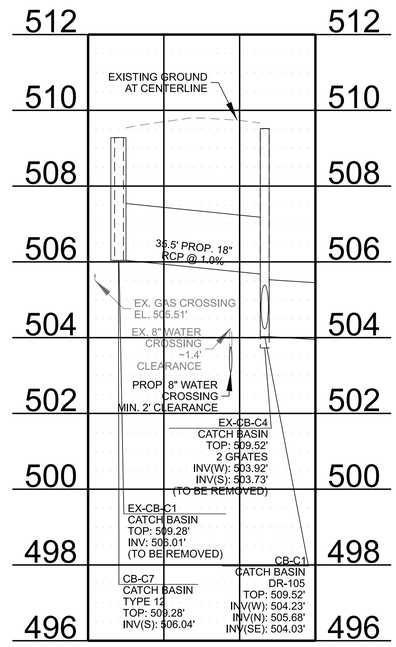
CB-C3 TO CB-C2



CB-B1 TO CB-B2



MH-B1 TO MH-B2



CB-C7 TO CB-C1

NOTES:

UTILITY STATIONS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

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SEE UTILITY SHEETS 10-10R FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

FILE NO.:	CROSS CULVERTS1
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

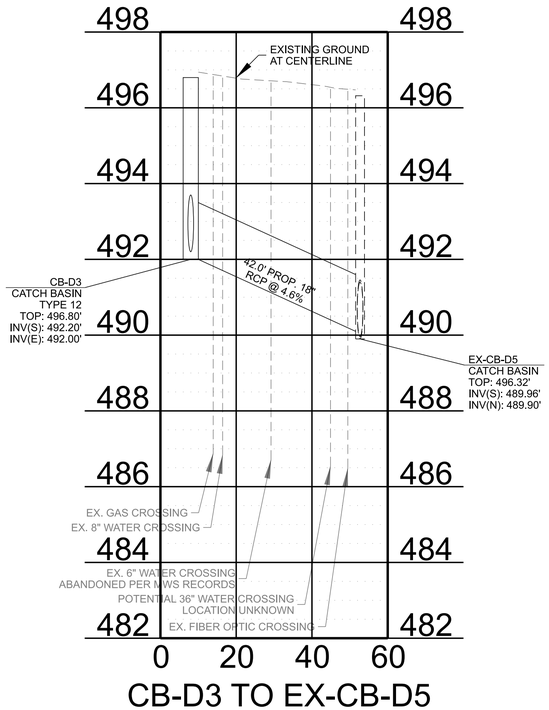
CHESTNUT STREET BIKEWAY DESIGN

CROSS CULVERT PROFILE(S)

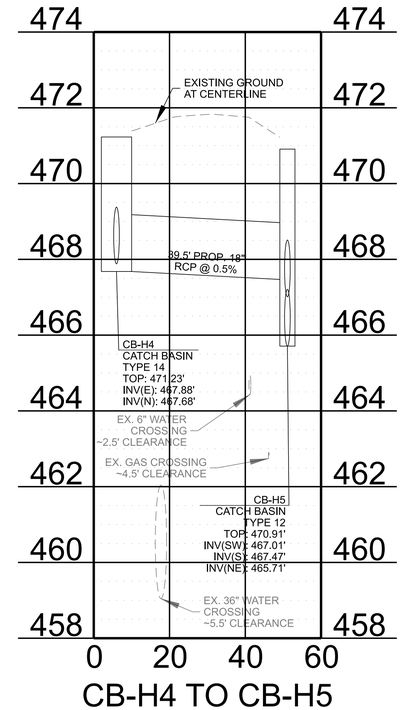
SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6S

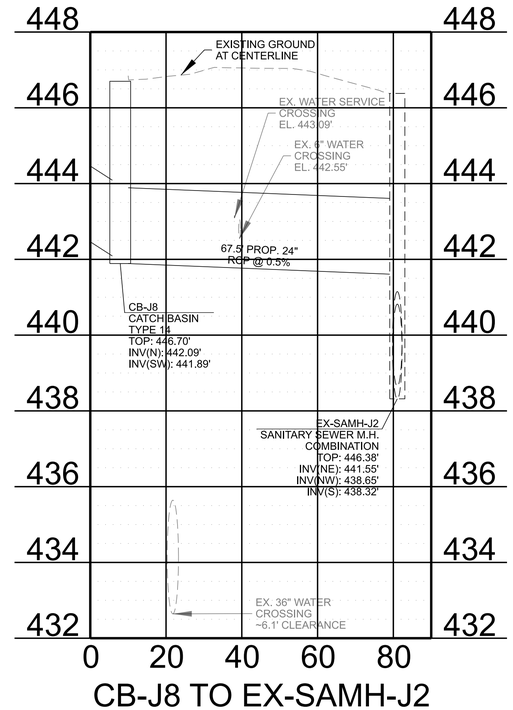
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A:_V-TPD\PROJECTS\TN\20231D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-CULVERT SECTIONS.DGN



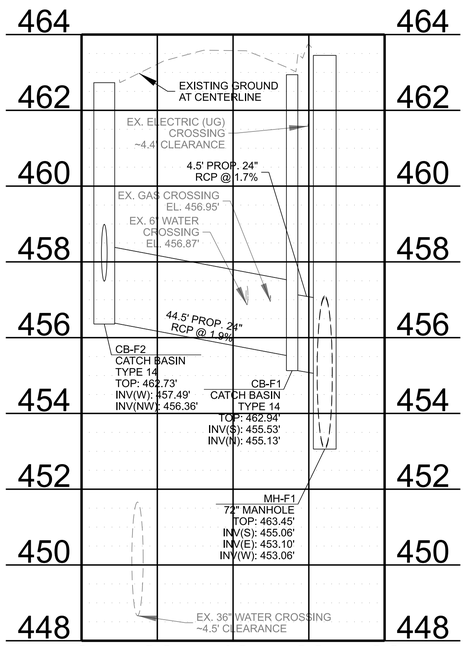
CB-D3 TO EX-CB-D5



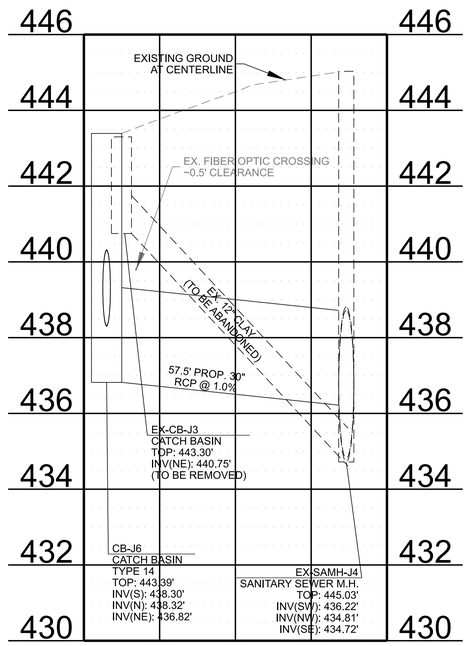
CB-H4 TO CB-H5



CB-J8 TO EX-SAMH-J2



CB-F2 TO MH-F1



CB-J6 TO EX-SAMH-J4

NOTES:

UTILITY STATIONS ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO STARTING CONSTRUCTION ACTIVITIES.

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SEE UTILITY SHEETS 10- FOR INFORMATION REGARDING UTILITY CONFLICTS AND RELOCATIONS.

NOT FOR CONSTRUCTION

FILE NO.:	CROSS CULVERTS2
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

CROSS CULVERT PROFILE(S)

SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

SHEET 6T

4/23/2026 5:18:27 PM
A:_V-TPD\PROJECTS\TN\2023\D2300267TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-CULVERT SECTIONS.DGN

NOC NOTE:

THE PROJECT ASSOCIATED WITH THESE SUBMITTED PLANS IS COVERED UNDER TENNESSEE CONSRUCTION GENERAL PERMIT TNRXXXXXX.
THE TOTAL DISTURBED AREA IS 1.2 ACRES.

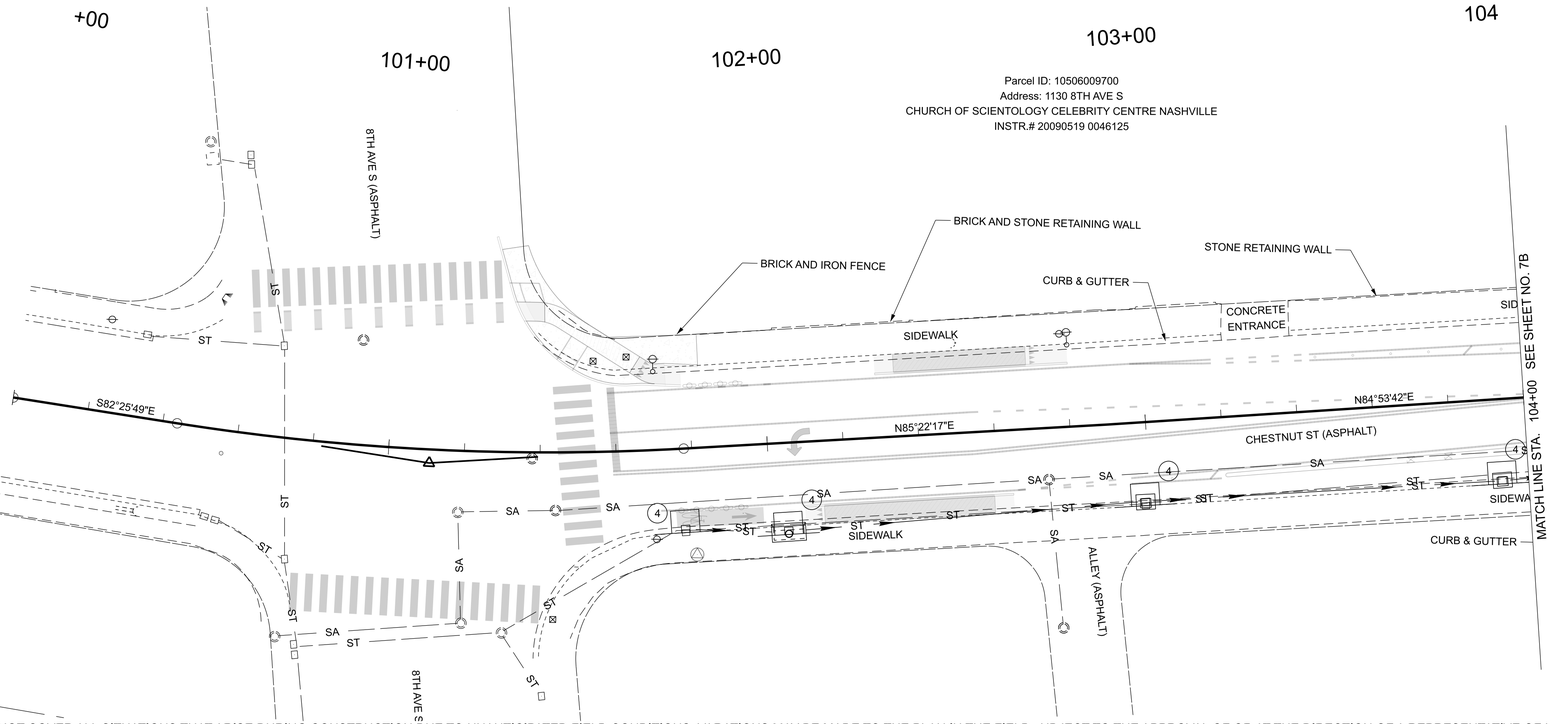
THE SITE DISCHARGES INTO WATERS IDENTIFIED BY TDEC AS IMPAIRED.

PROJECT ENGINEER: TRAVIS BONAR

SIGNATURE: _____ DATE: _____

LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A

N



NOTES:

1. THIS PLAN MAY NOT COVER ALL SITUATIONS THAT ARISE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. VARATIONS MAY BE MADE TO THE PLAN IN THE FIELD sUBJECT TO THE APPROVAL OF OR AT THE DIRECTION OF A REPRESENTATIVE OF NDOT.
2. CONTRACTOR MUST ENSURE THAT THE CONSTRUCTION SITE IS PREPARED PRIOR TO THE ONSET OF ANY STORM AND AT THE END OF EACH WORK DAY. ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED BEFORE AND AFTER ALL RAIN EVENTS TO ENSURE MEASURES ARE WORKING PROPERLY.
3. EROSION PREVENTION AND CONTROL MEASURES SHALL BE INSTALLED PRIOR TO EARTH MOVING ACTIVITIES.
4. ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED UNTIL DISTURBED AREAS ARE STABILIZED.
5. TEMPORARY SOIL STOCKPILES SHALL BE COVERED WITH ADEQUATELY ANCHORED POLYETHYLENE SHEETING AND COMPLETELY SURROUNDED WITH SILT FENCE.
6. CLEARING AND GRUBBING SHALL BE HELD TO THE MINIMUM AREA NECESSARY TO COMPLETE THE PROJECT.
7. ANY FINES, COST FOR CLEANUP EFFORTS, OR OTHER PENALTIES AS THE RESULT OF A SEDIMENT RELEASE FROM THE PROJECT OR IMPROPER EROSION PREVENTION MEASURES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
8. EROSION PREVENTION MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE PLANS, METRO WATER SERVICES BEST MANAGEMENT PRACTICES, AND ANY ENVIRONMENTAL PERMITS FOR THIS PROJECT.
9. EROSION CONTROL MATTING SHALL BE INSTALLED IN THE CHANNEL AS GRADING PROGRESSES. OTHER BARE EARTH AREAS SHALL BE SEEDED AND MULCHED. ALL BARE EARTH AREAS SHALL BE STABILIZED AT THE END OF EACH WORK DAY AND PRIOR TO ANY RAIN EVENT.
10. EROSION CONTROL MATTING TO BE USED ON PROPOSED SLOPES 3:1 AND STEEPER.
11. 3:1 AND STEEPER SLOPES ARE TO BE STABILIZED WITHIN 7 DAYS OF FINAL GRADING.
12. CONTRACTOR TO PROVIDE AN AREA FOR CONCRETE WAS DOWN AND EQUIPMENT FUELING IN ACCORDANCE WITH THE METRO CP-10 & CP-13, RESPECTIVELY. CONTRACTOR TO COORDINATE EXACT LOCATION WITH NPDES DEPARTMENT DURING PRECONSTRUCTION MEETING. CONTROL OF OTHER SITE WASTES SUCH AS DISCARDED BUILDING MATERIALS, CHEMICALS, LITTER, AND SANITARY WASTES THAT MAY CAUSE ADVERSE IMPACTS TO WATER QUALITY IS ALSO REQUIRED BY THE PERMITTEE.

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

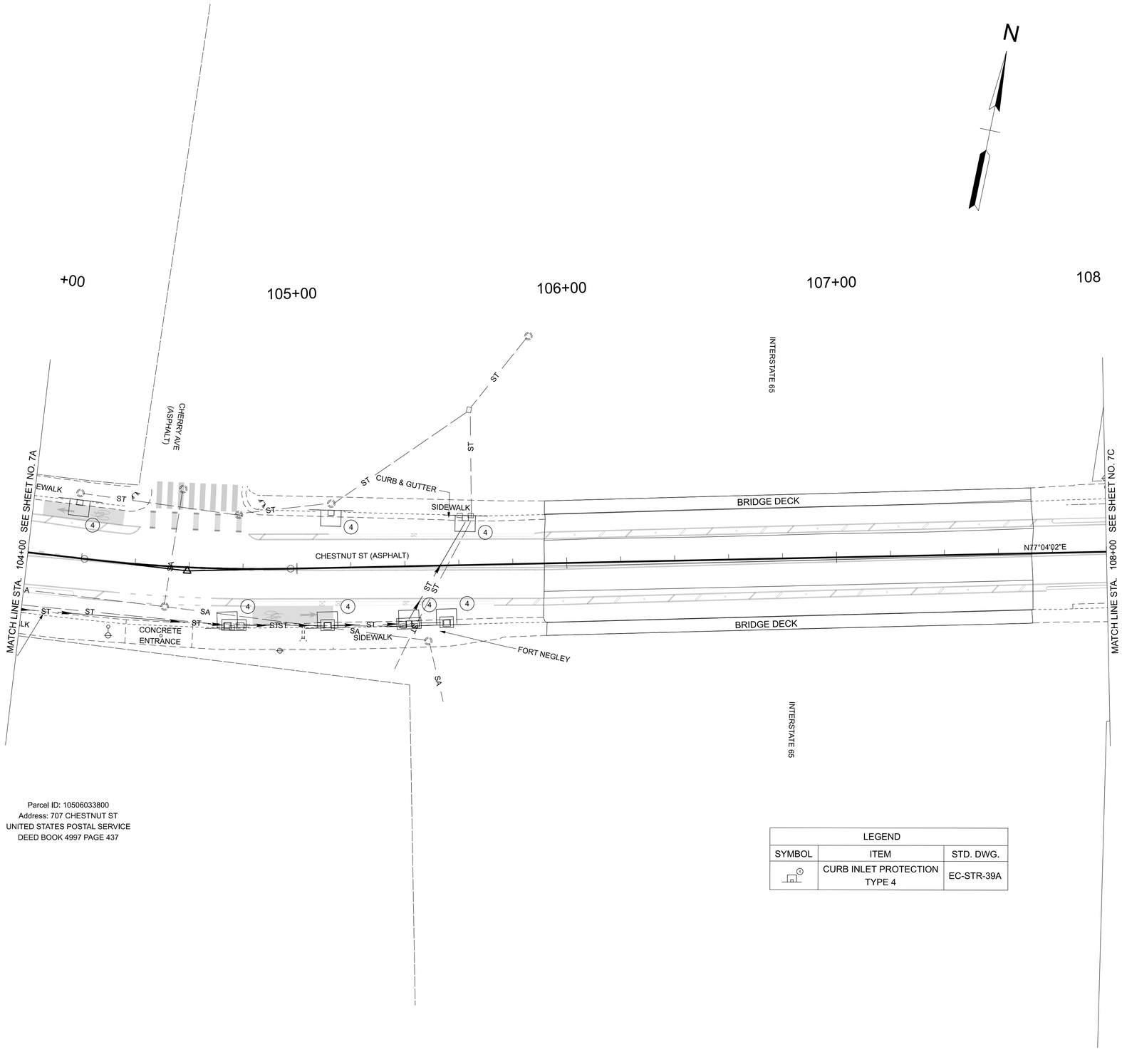
STA. 100+00 TO 104+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7A

4/24/2026 10:48:06 AM
C:\DMSKCI-PROJECTS_02\SRAVIS\DRAWINGS\[892107772.24 KCI DMS 1-29-26 SEPSC.DWG]LAYOUT7A.DGN



Parcel ID: 10506033800
Address: 707 CHESTNUT ST
UNITED STATES POSTAL SERVICE
DEED BOOK 4997 PAGE 437

LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

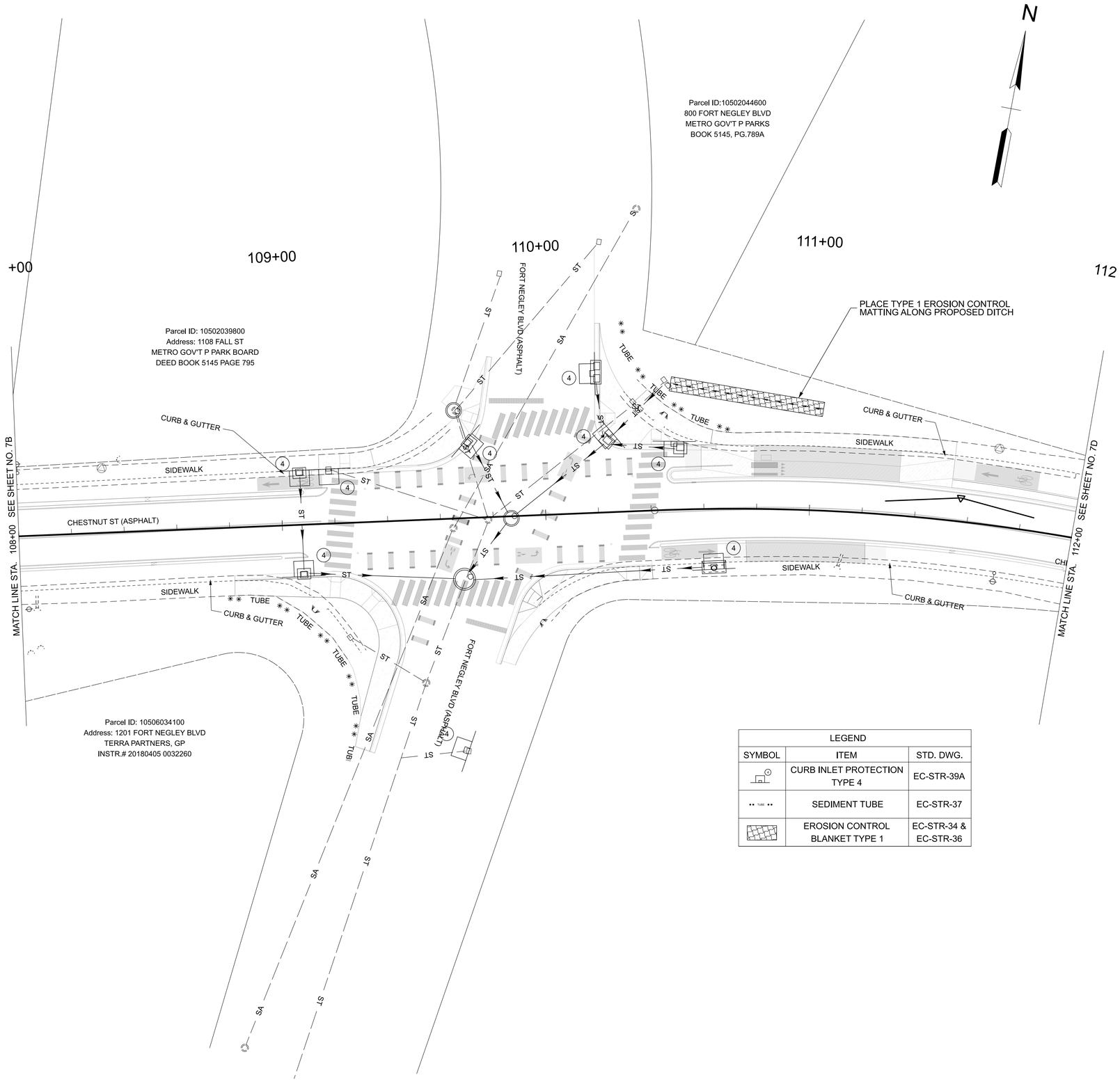
STA. 104+00 TO STA. 108+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7B

4/24/2026 10:48:15 AM
C:\DMS\KCI-PROJECTS_02\892107772.24\CHESTNUT BIKEWAY DESIGN\EPSC\EPSC_LAYOUT.DGN



LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A
	SEDIMENT TUBE	EC-STR-37
	EROSION CONTROL BLANKET TYPE 1	EC-STR-34 & EC-STR-36

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

STA. 108+00 TO STA. 112+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

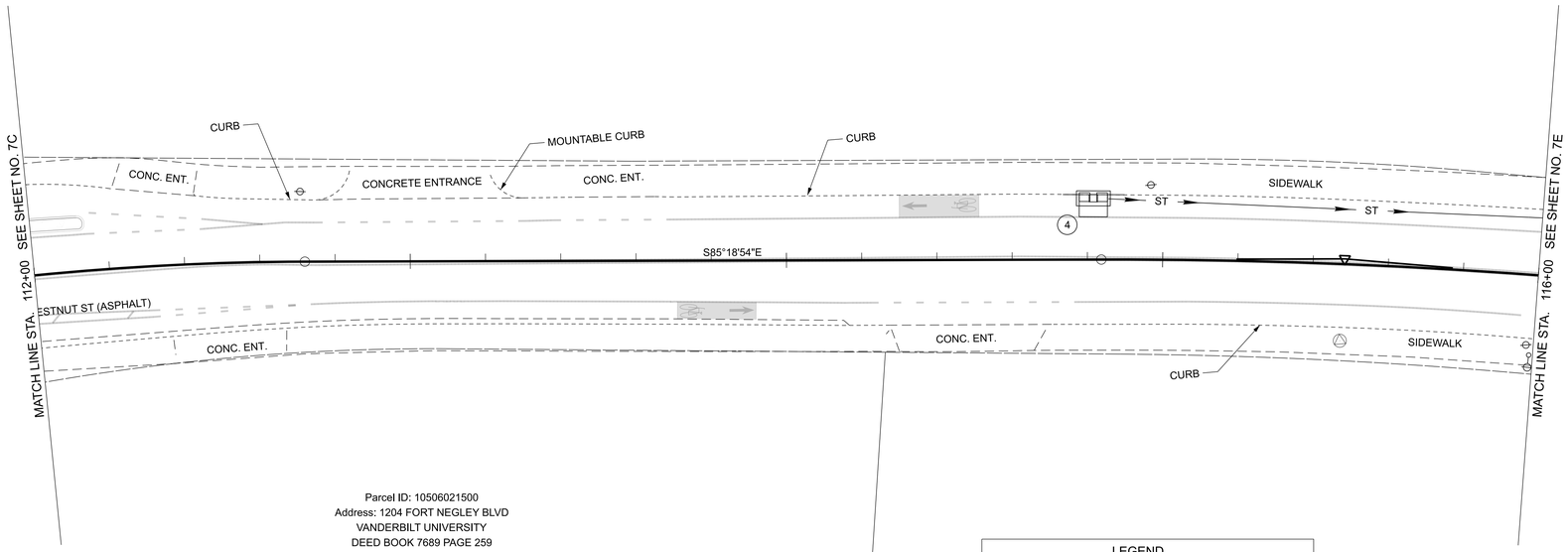
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4/24/2026 10:48:28 AM
C:\DMS\KCI-PROJECTS_02\[illegible]@KCI.COM\DMS 7[illegible]

N

+00 113+00 114+00 115+00 116

Parcel ID: 10502043400
Address: 534 CHESTNUT ST
METRO GOV'T P FORT NEGLEY
DEED BOOK 1554 PAGE 283C



Parcel ID: 10506021500
Address: 1204 FORT NEGLEY BLVD
VANDERBILT UNIVERSITY
DEED BOOK 7689 PAGE 259

LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

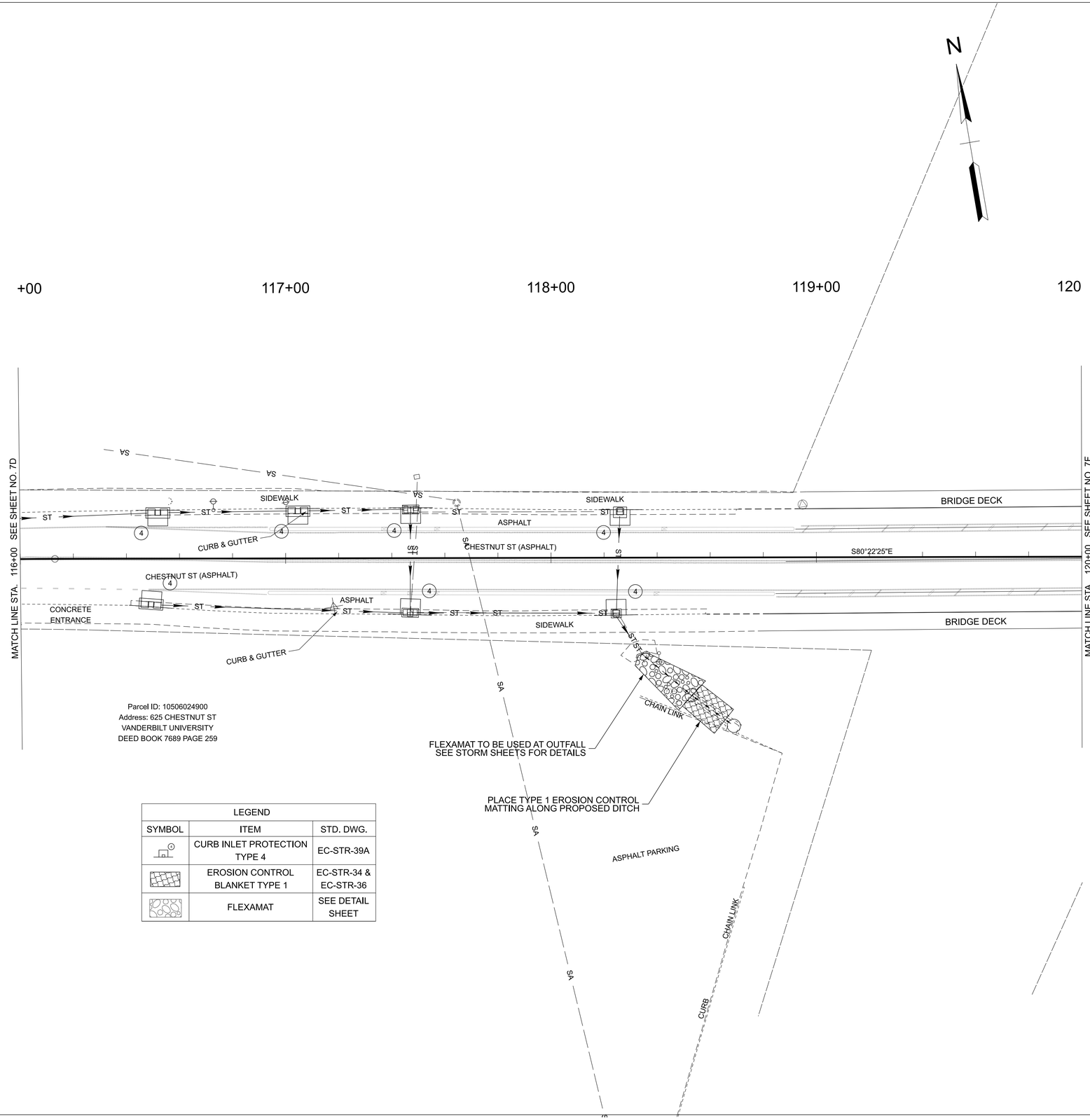
STA. 112+00 TO STA. 116+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7D

4/24/2026 10:48:30 AM
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LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A
	EROSION CONTROL BLANKET TYPE 1	EC-STR-34 & EC-STR-36
	FLEXAMAT	SEE DETAIL SHEET

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

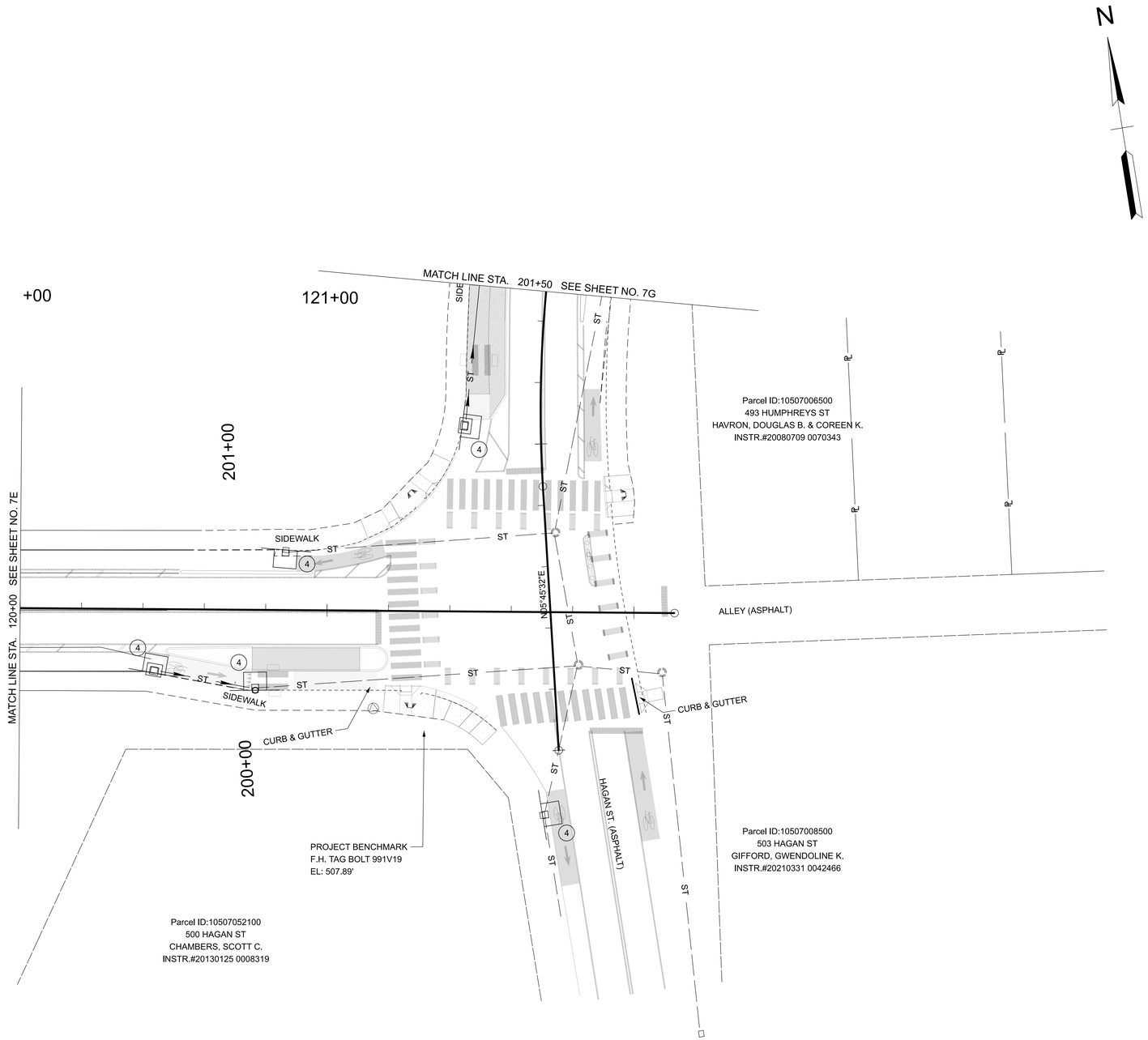
STA. 116+00 TO STA. 120+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7E

4/24/2026 10:48:32 AM
C:\DMS\KCI-PROJECTS_02\SHARED\892107772.24\CAD\PLANS\892107772.24_EPSC_PLANS.DGN



LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

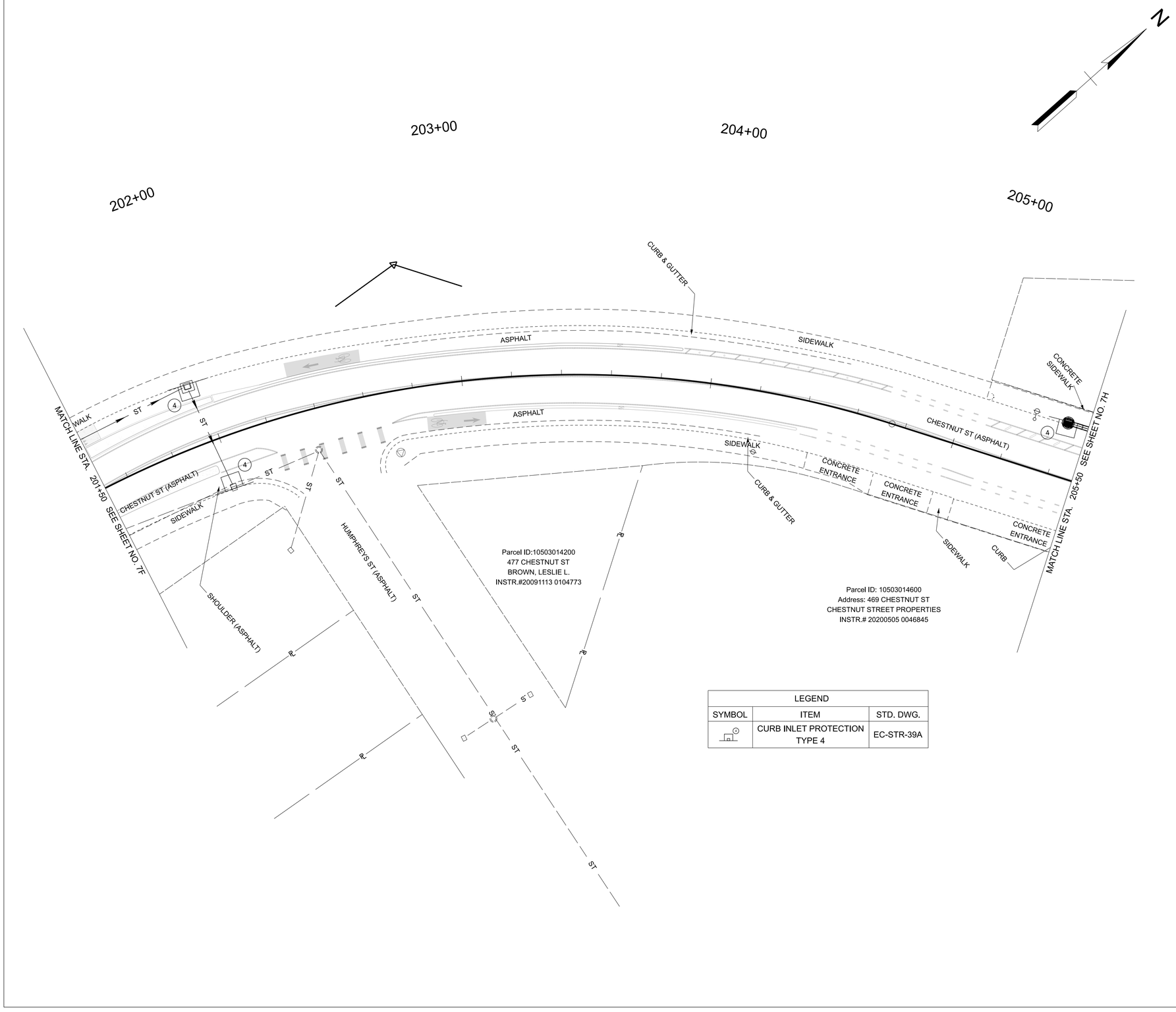
STA. 120+00 TO STA. 201 +50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7F

4/24/2026 10:48:34 AM
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LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A

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4/24/2026 10:48:36 AM
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FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

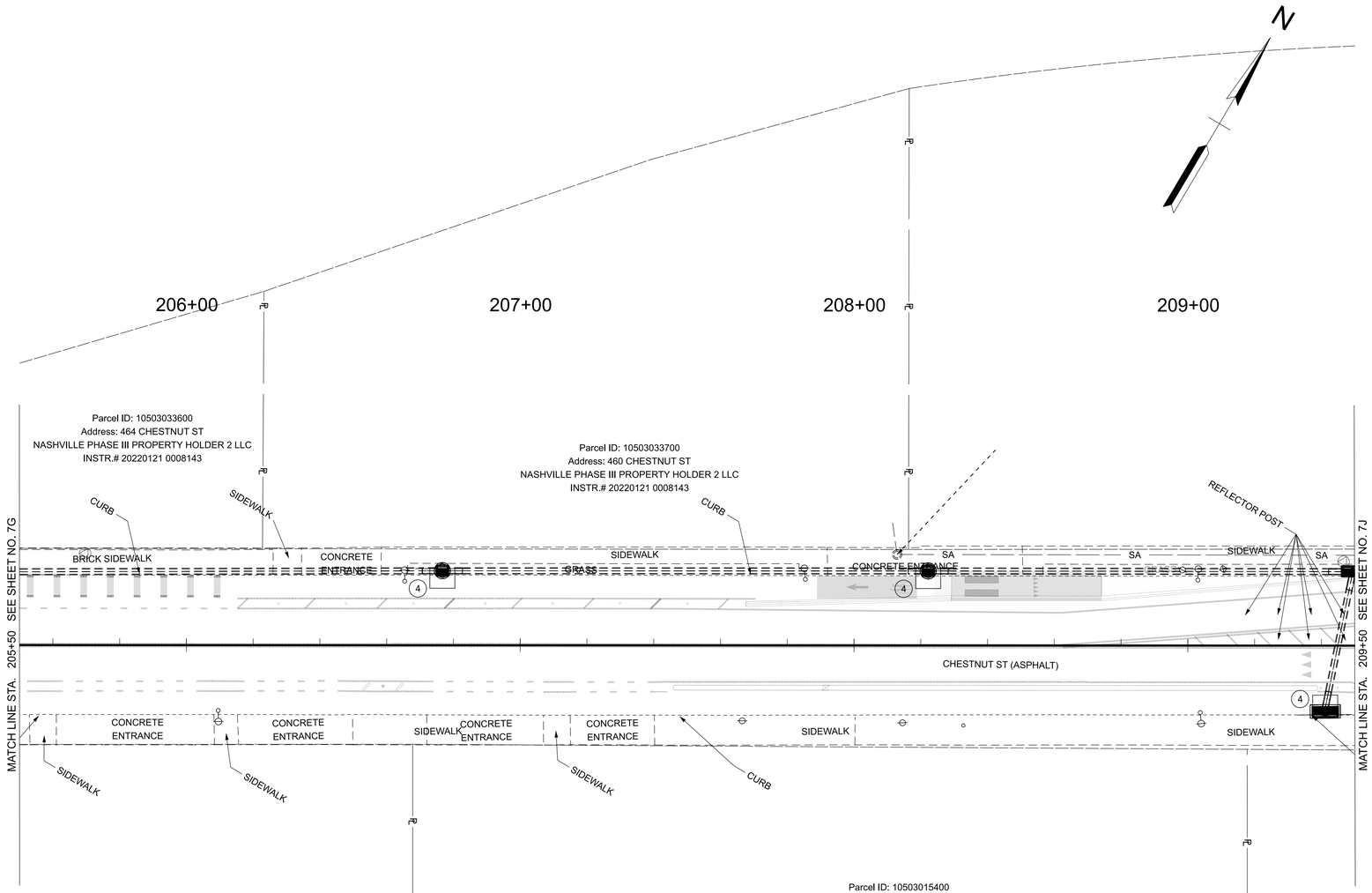
EPSC LAYOUT

STA. 201+50 TO STA. 205+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7G



LEGEND		
SYMBOL	ITEM	STD. DWG.
4	CURB INLET PROTECTION TYPE 4	EC-STR-39A

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

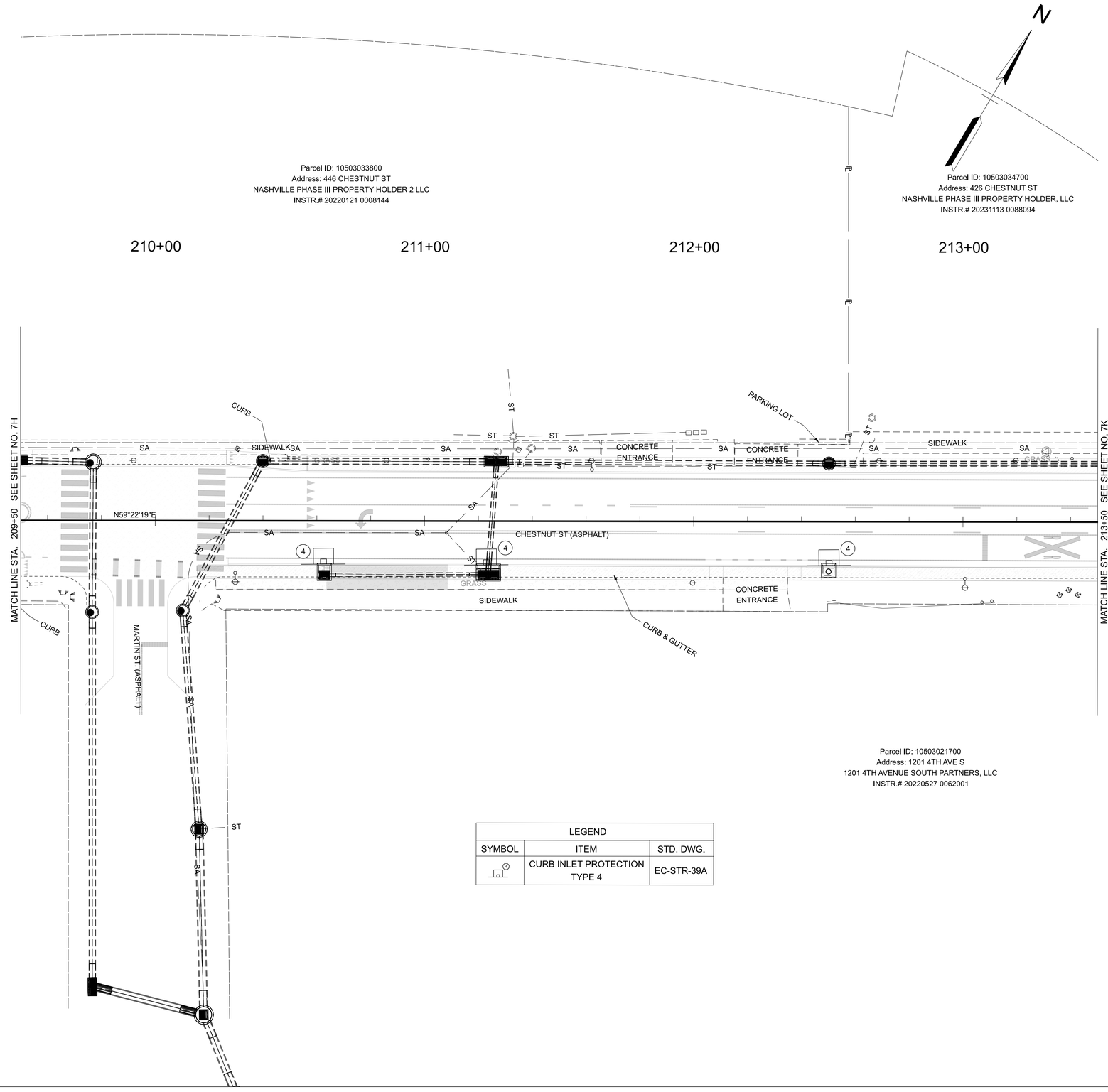
STA. 205+50 TO STA. 209+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7H

4/24/2026 10:48:38 AM
C:\DMS\KCI-PROJECTS_02\892107772.24\ENGINEERING\CONSTRUCTION\PLANS\892107772.24_EPSC_LAYOUT.DGN



LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

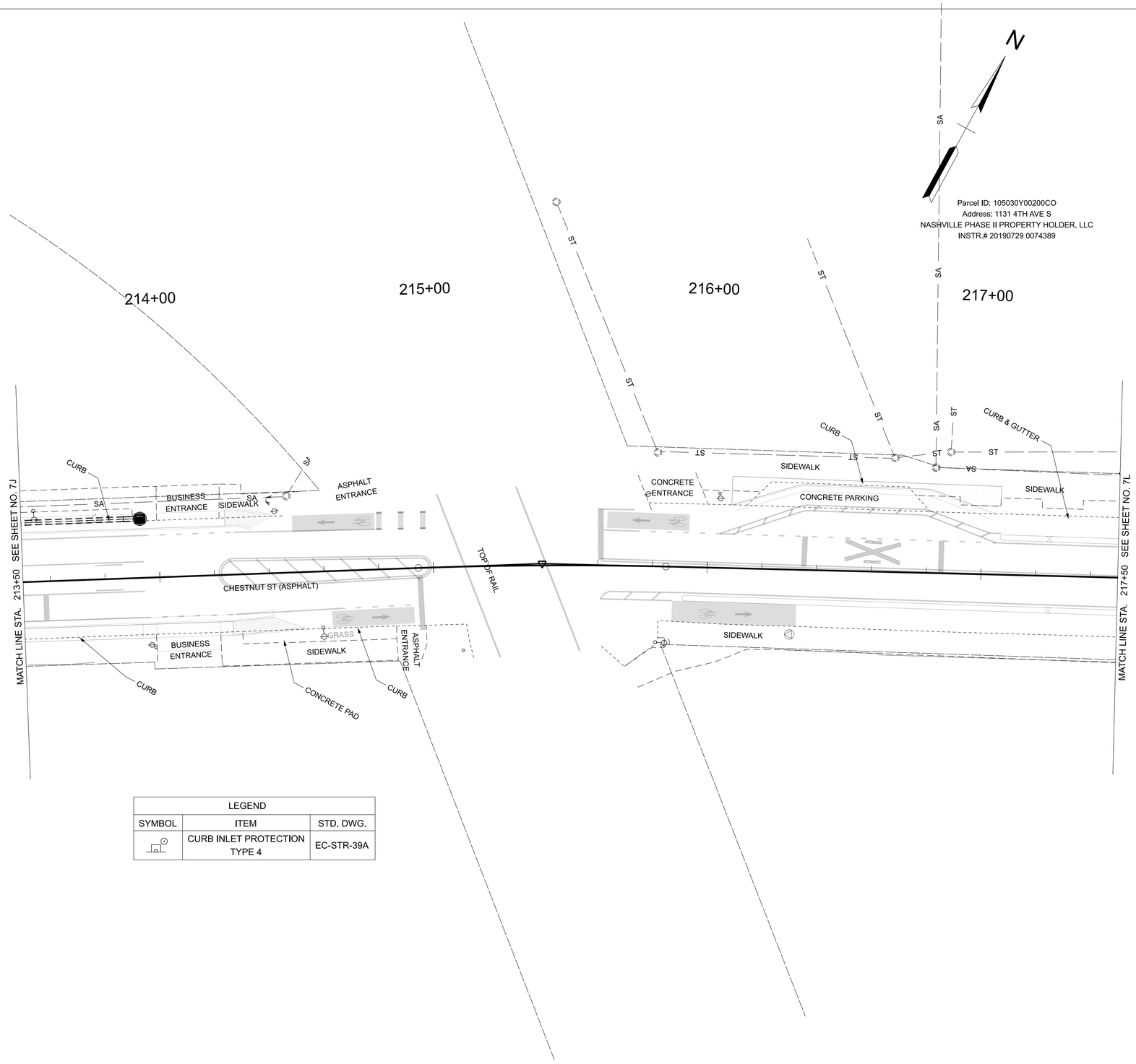
STA. 209+50 TO STA. 213+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7J

4/24/2026 10:48:40 AM
C:\DMSIKCI-PROJECTS_02\SHARED\[illegible]



LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

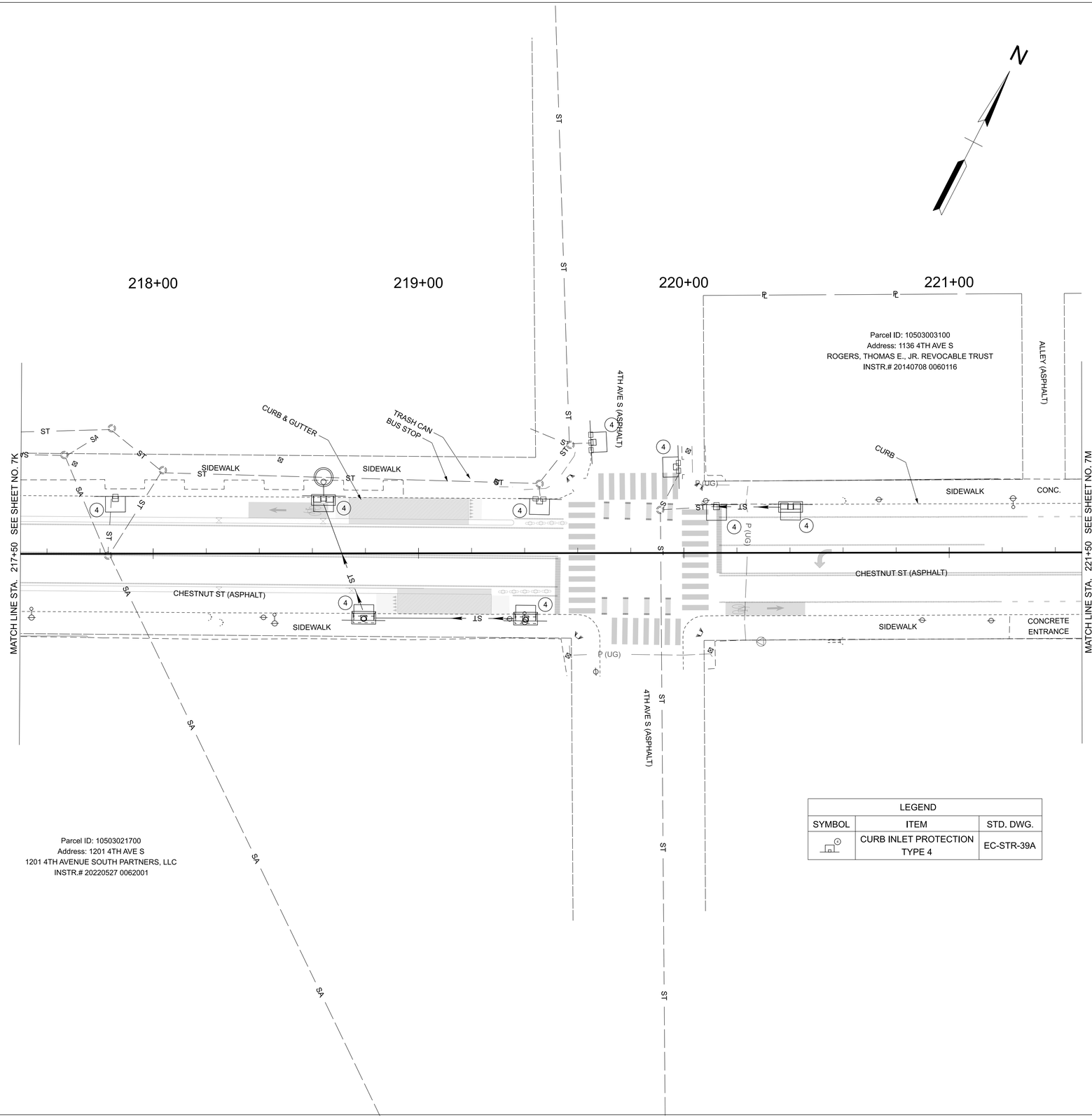
STA. 213+50 TO STA. 217+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7K

4/24/2026 10:48:43 AM
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LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

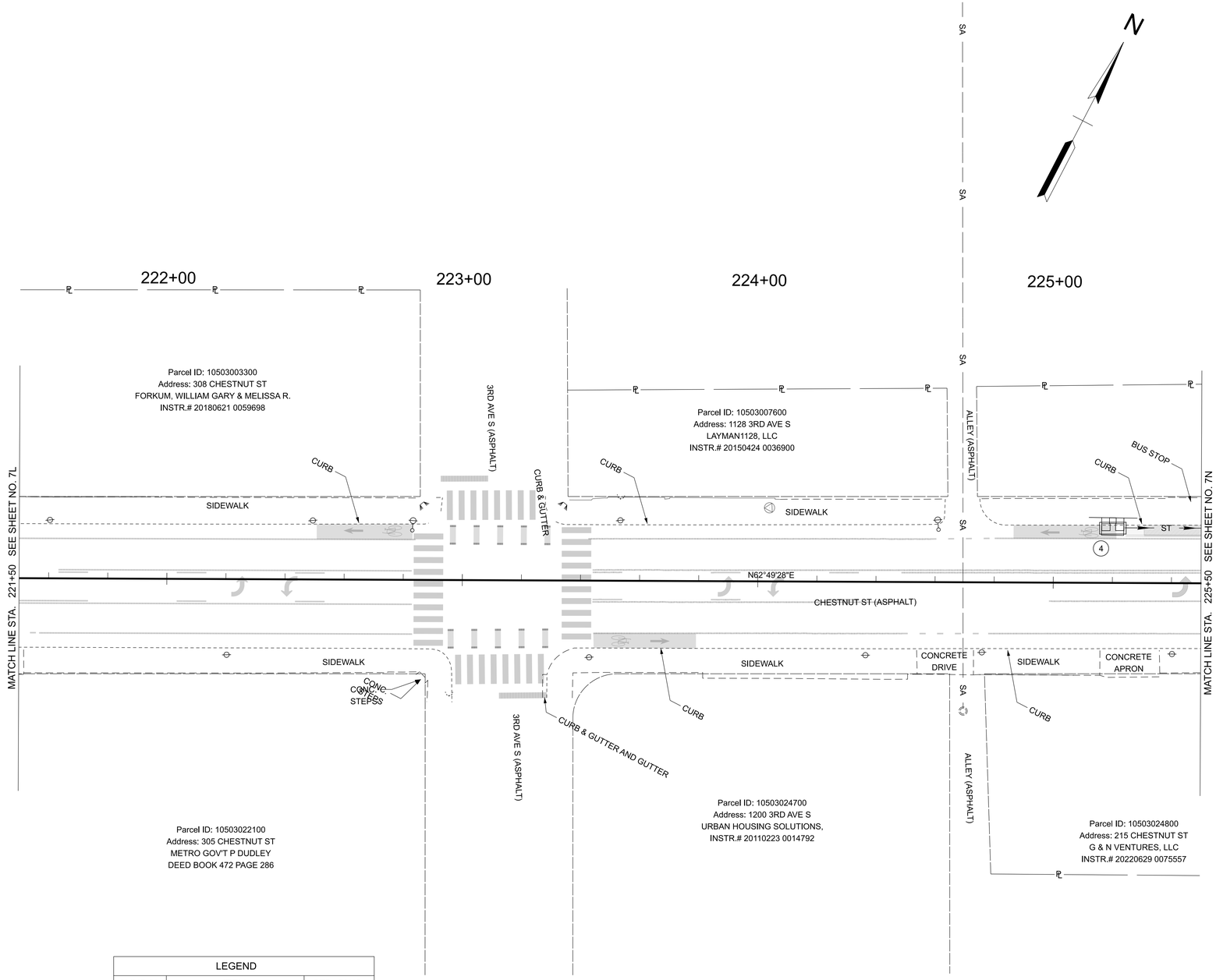
STA. 217+50 TO STA. 221+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7L

4/24/2026 10:48:44 AM
C:\DMS\KCI-PROJECTS_02\



LEGEND		
SYMBOL	ITEM	STD. DWG.
④	CURB INLET PROTECTION TYPE 4	EC-STR-39A

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

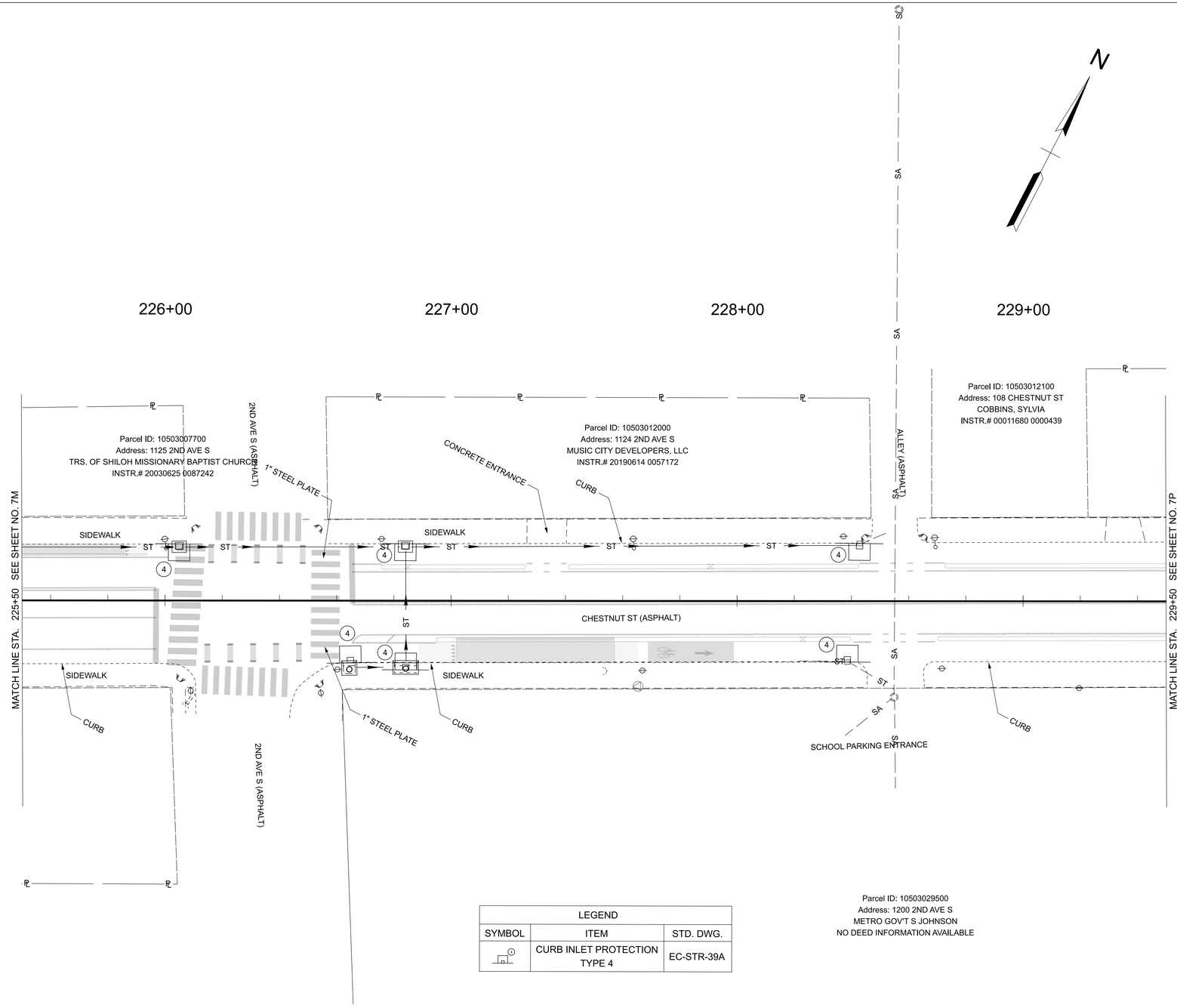
STA. 221+50 TO STA. 225+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7M

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C:\DMS\KCI-PROJECTS_02\[illegible]



LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A

0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

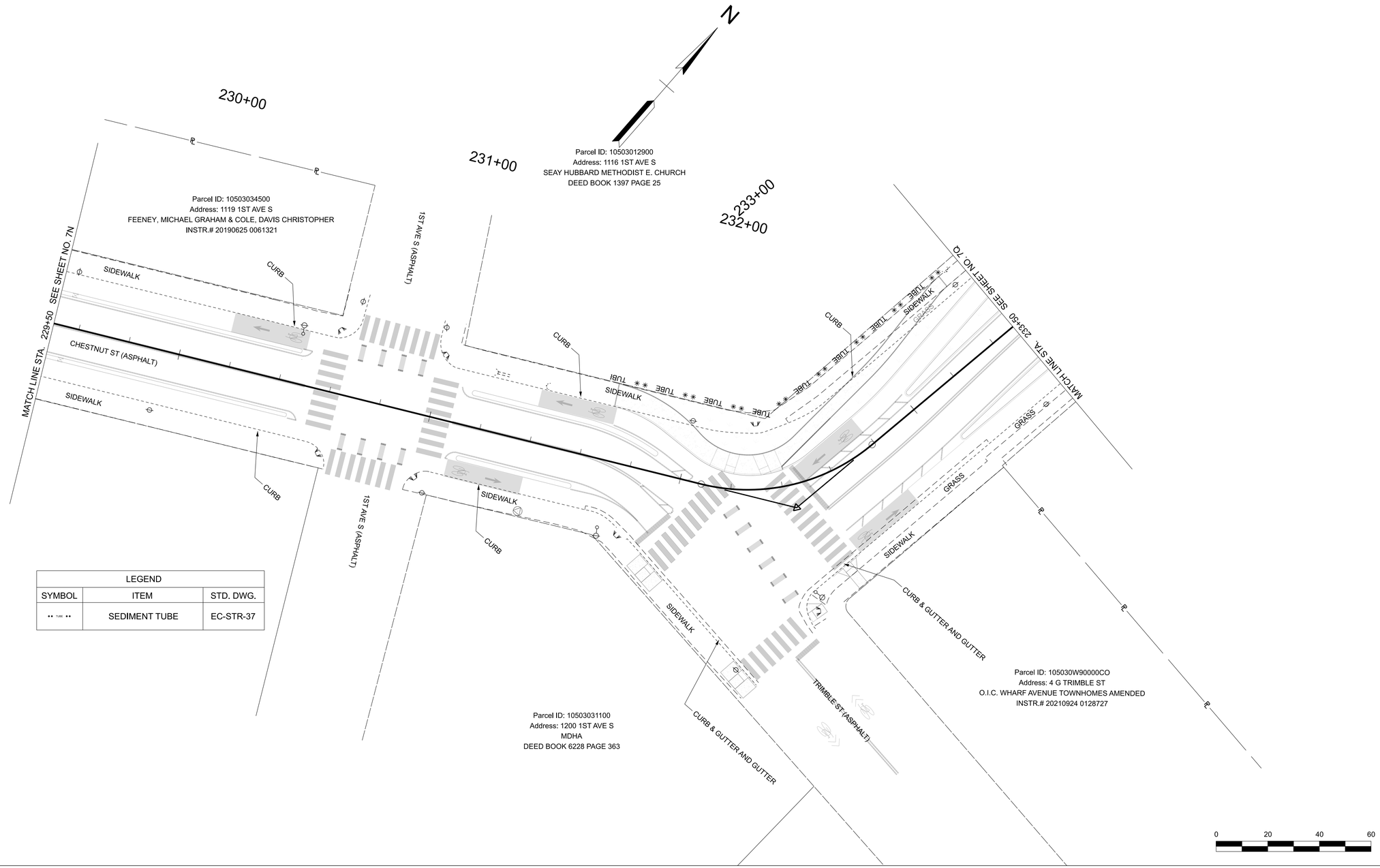
STA. 225+50 TO STA. 229+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7N

4/24/2026 10:48:48 AM
C:\DMS\KCI-PROJECTS_02\



LEGEND		
SYMBOL	ITEM	STD. DWG.
•• TUBE ••	SEDIMENT TUBE	EC-STR-37

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

STA. 229+50 TO STA. 233+50

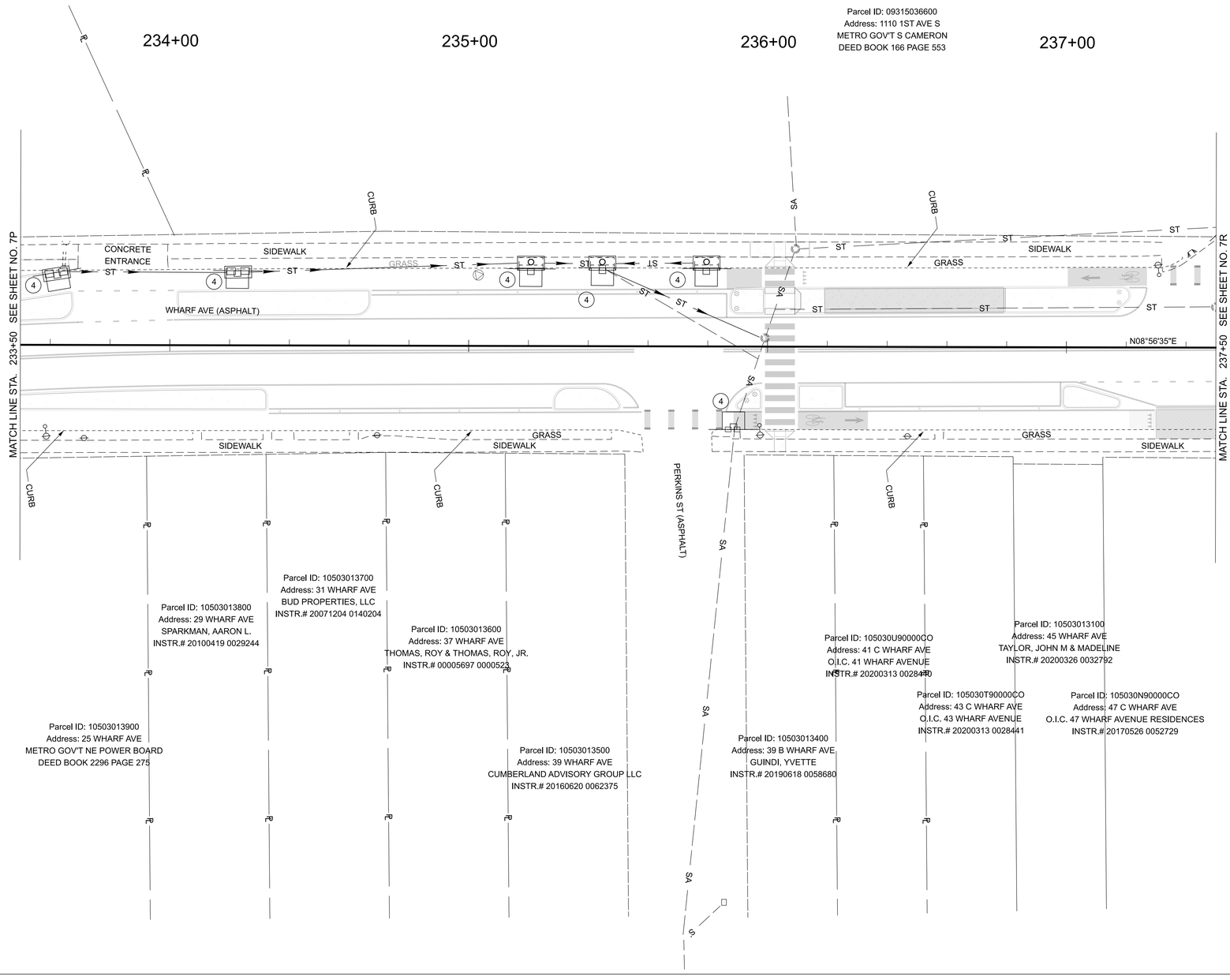
CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7P

4/24/2026 10:48:50 AM
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LEGEND		
SYMBOL	ITEM	STD. DWG.
	CURB INLET PROTECTION TYPE 4	EC-STR-39A



0 20 40 60

FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

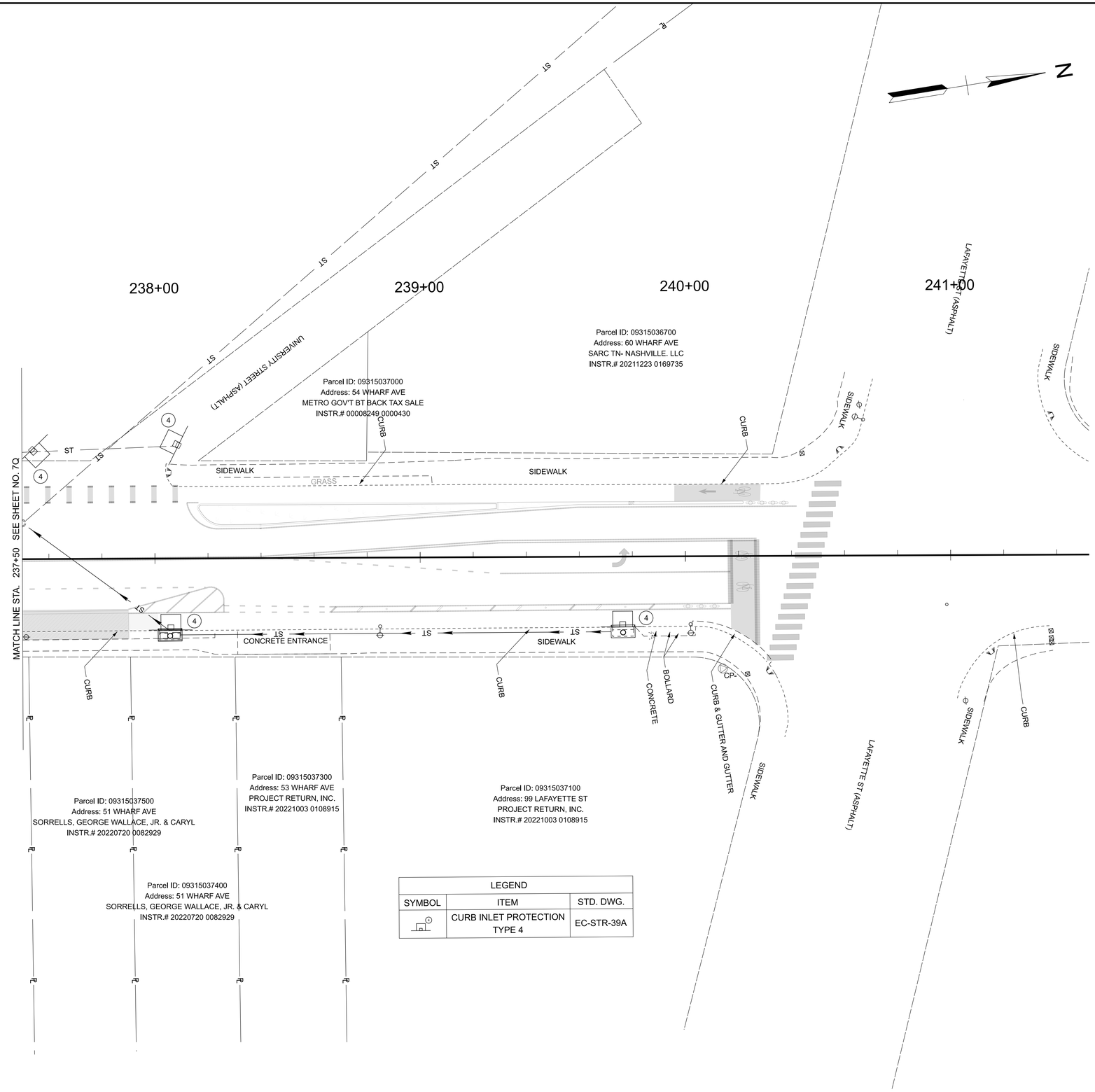
STA. 223+50 TO STA. 237+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7Q

4/24/2026 10:48:52 AM
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FILE NO.	892107772.24
DATE:	4/24/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

NDOT

EPSC LAYOUT

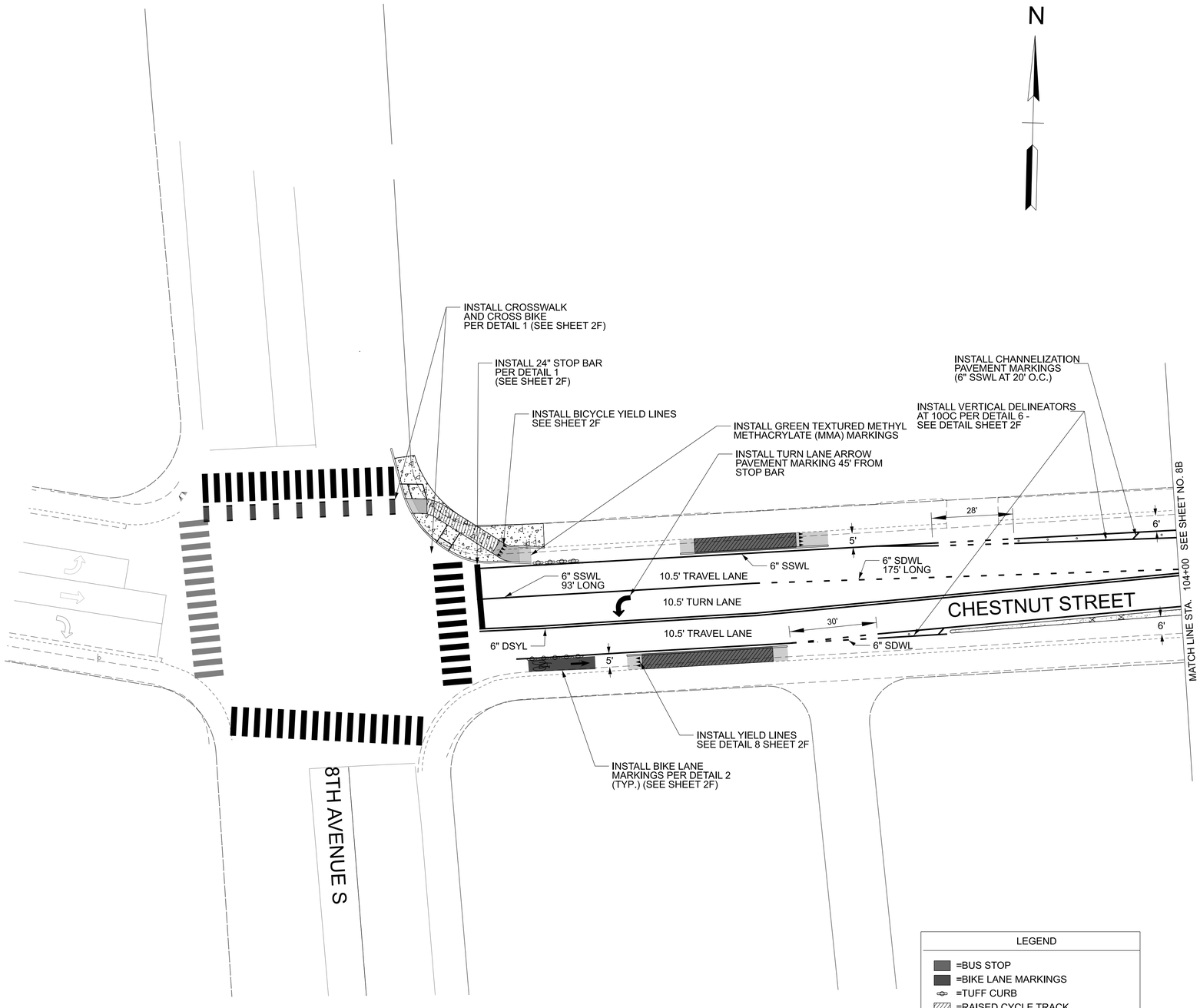
STA. 237+50 TO STA. 241+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 7R

4/24/2026 10:48:54 AM
C:\DMS\KCI-PROJECTS_02\SHEETS\892107772.24_EPSC_7R.DGN



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

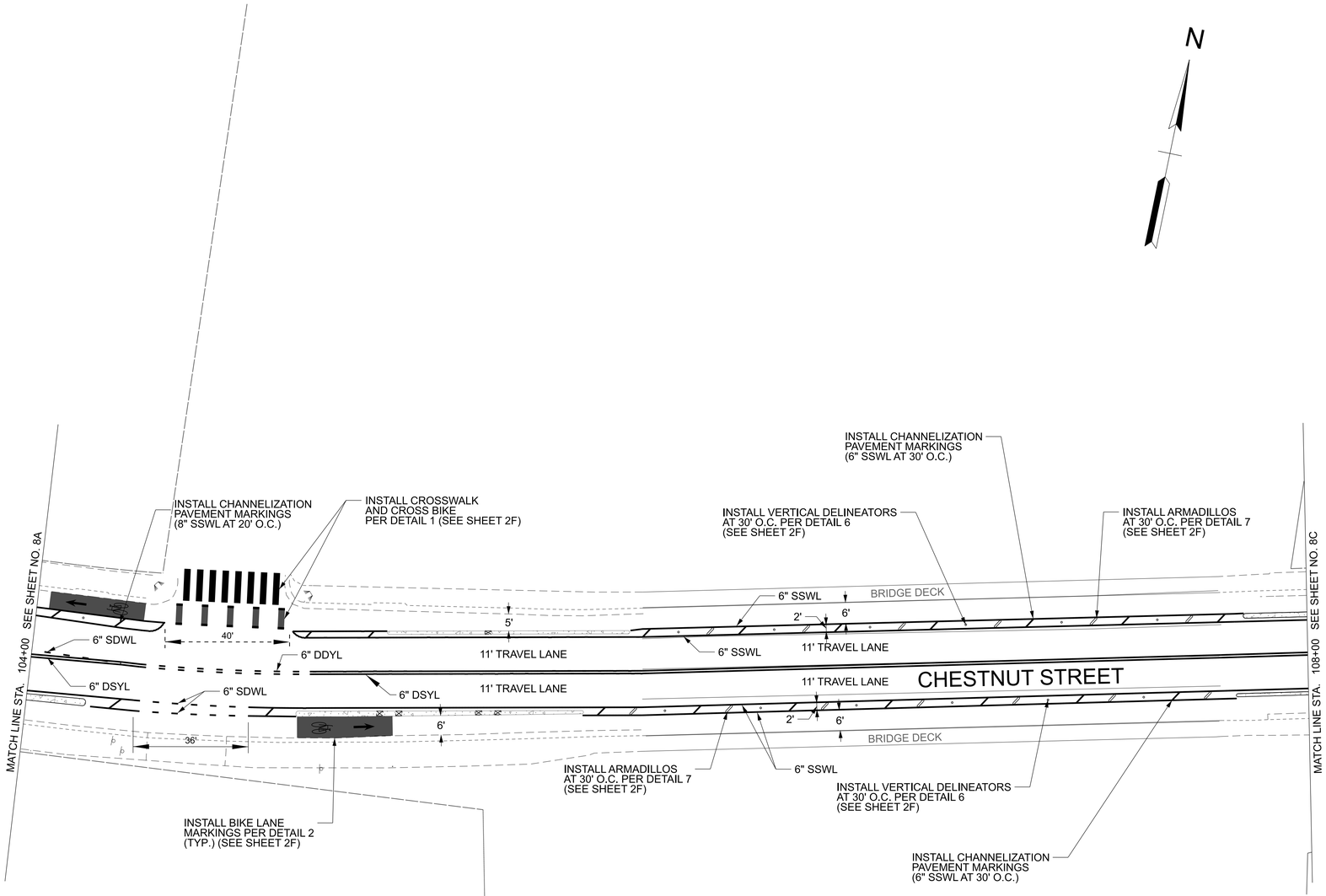
STA. 100+00 TO 104+00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8A

4/23/2026 7:04:54 PM
C:\DMS\KCI-PROJECTS_02\DOCUMENTS\892107772.24\DESIGN\PLANS\CHESTNUT.DGN



LEGEND
=BUS STOP
=BIKE LANE MARKINGS
=TUFF CURB
=RAISED CYCLE TRACK
=CONCRETE BUFFER
=FLEXIBLE WHITE DELINEATORS
=ARMADILLOS

0 20 40 60

FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

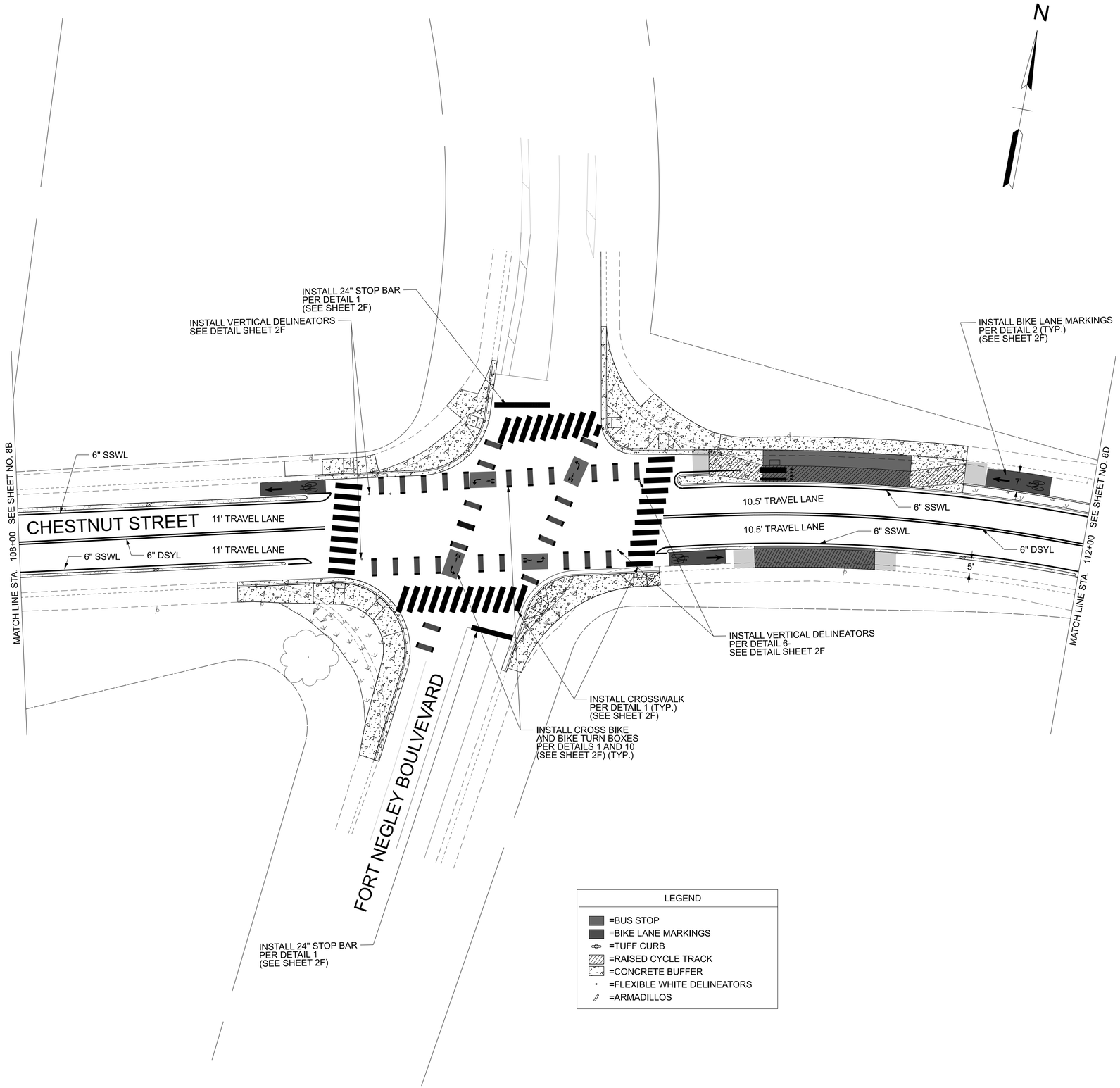
STA. 104+00 TO STA. 108+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8B

4/23/2026 7:04:58 PM
C:\DMS\KCI-PROJECTS_02\SHEETS\892107772.24 CHESTNUT.DGN



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

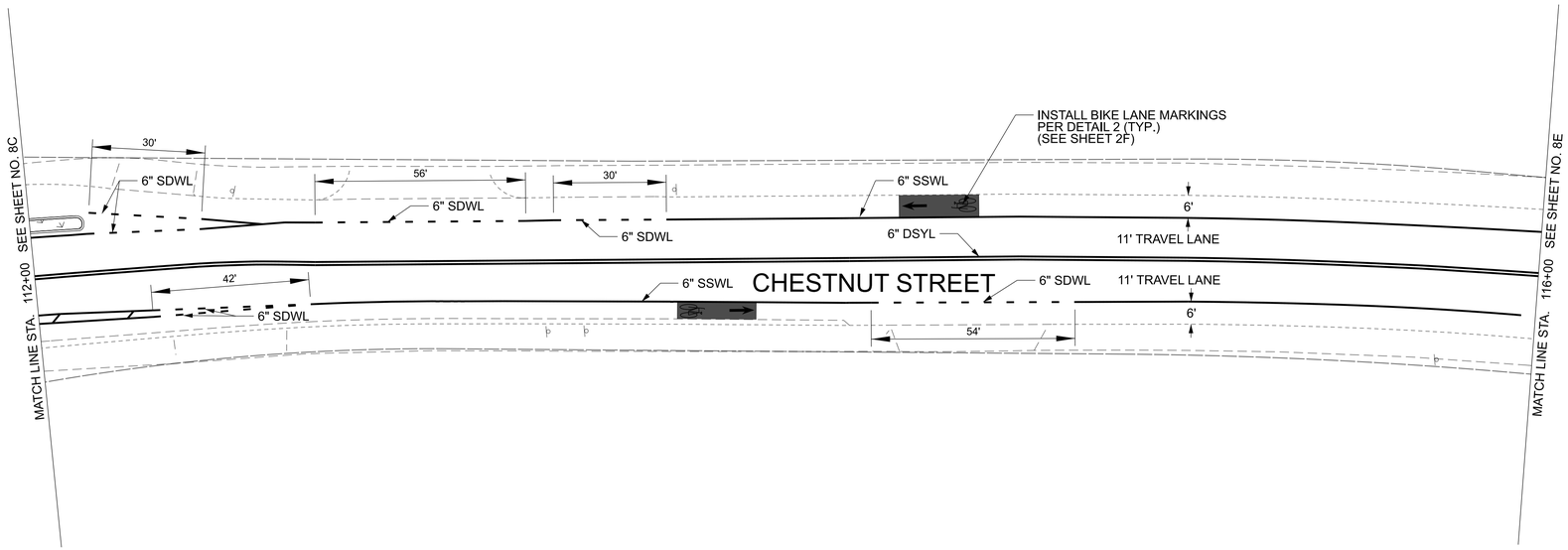
STA. 108+00 TO STA. 112+00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8C

4/23/2026 7:05:03 PM
C:\DMS\KCI-PROJECTS_02\[illegible]



LEGEND
=BUS STOP
=BIKE LANE MARKINGS
=TUFF CURB
=RAISED CYCLE TRACK
=CONCRETE BUFFER
=FLEXIBLE WHITE DELINEATORS
=ARMADILLOS

0 20 40 60

FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

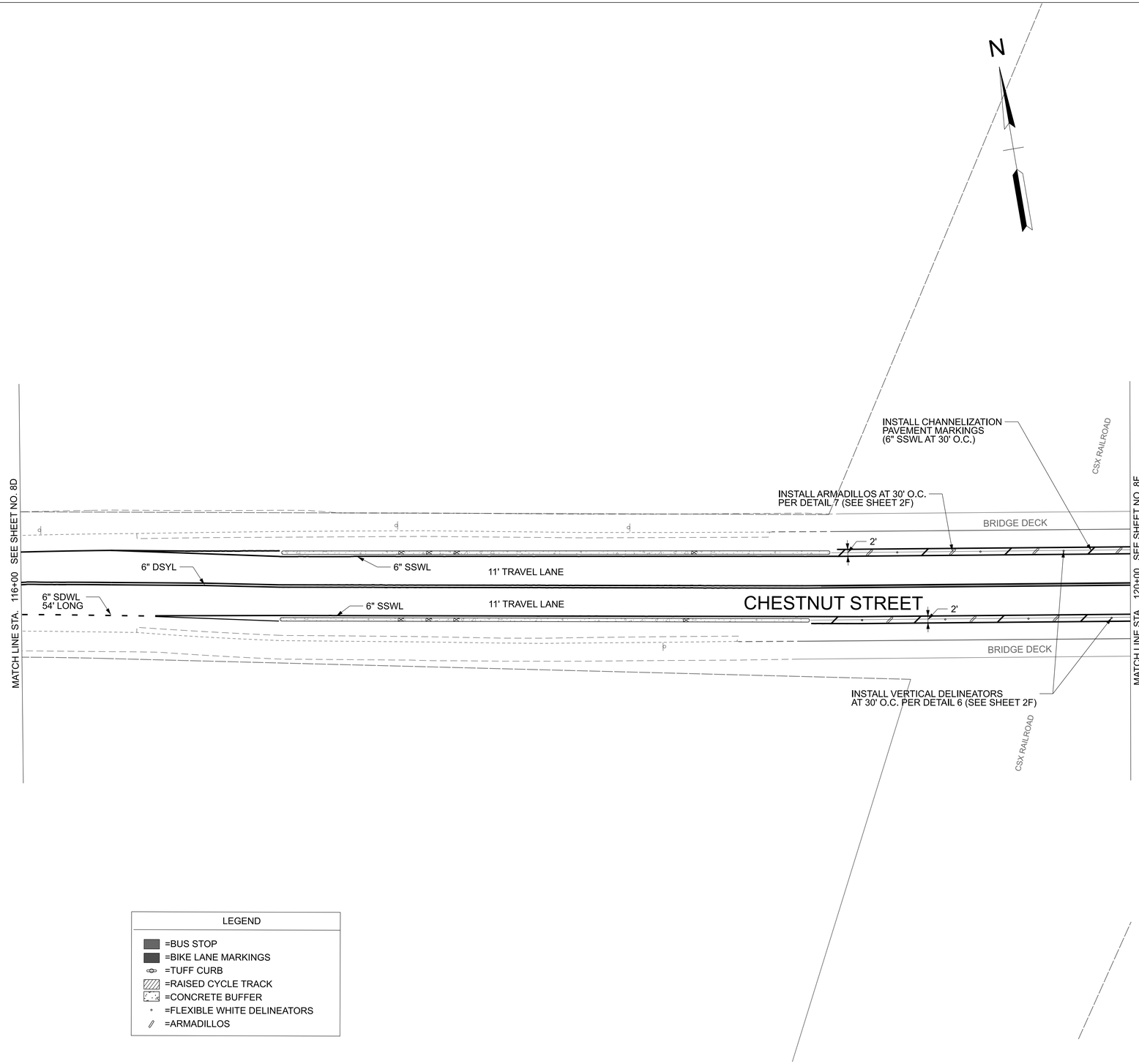
STA. 112+00 TO STA. 116+00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8D

4/23/2026 7:05:16 PM
C:\DMS\KCI-PROJECTS_02\DOCUMENTS\892107772.24\DWG\STRIPING\892107772.24_CHESTNUT.DGN



LEGEND

- =BUS STOP
- =BIKE LANE MARKINGS
- =TUFF CURB
- =RAISED CYCLE TRACK
- =CONCRETE BUFFER
- =FLEXIBLE WHITE DELINEATORS
- =ARMADILLOS

0 20 40 60

FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

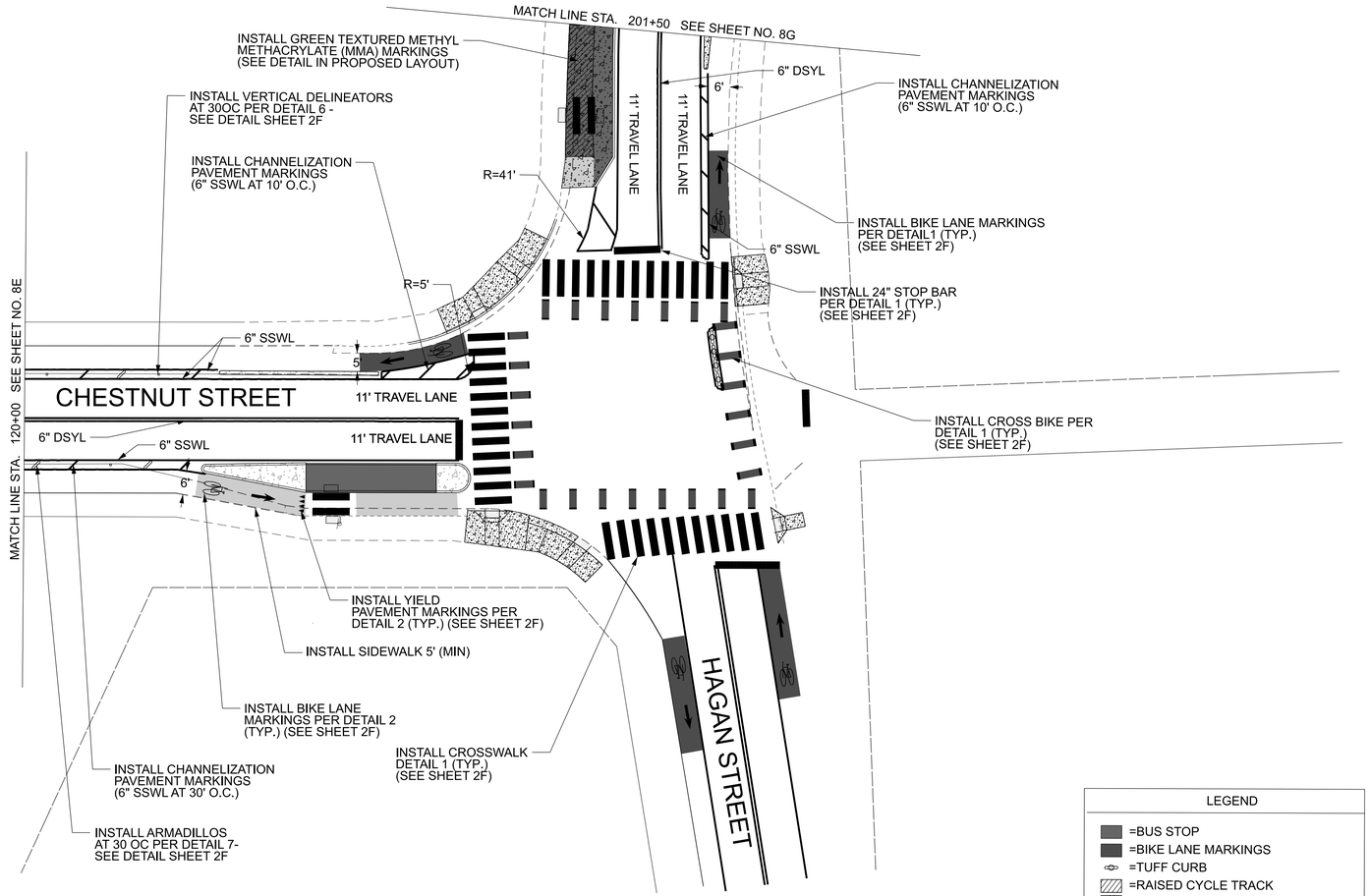
STA. 116+00 TO STA. 120+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8E

4/23/2026 7:05:17 PM
C:\DMS\KCI-PROJECTS_02\[illegible]\CHESTNUT.DGN



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

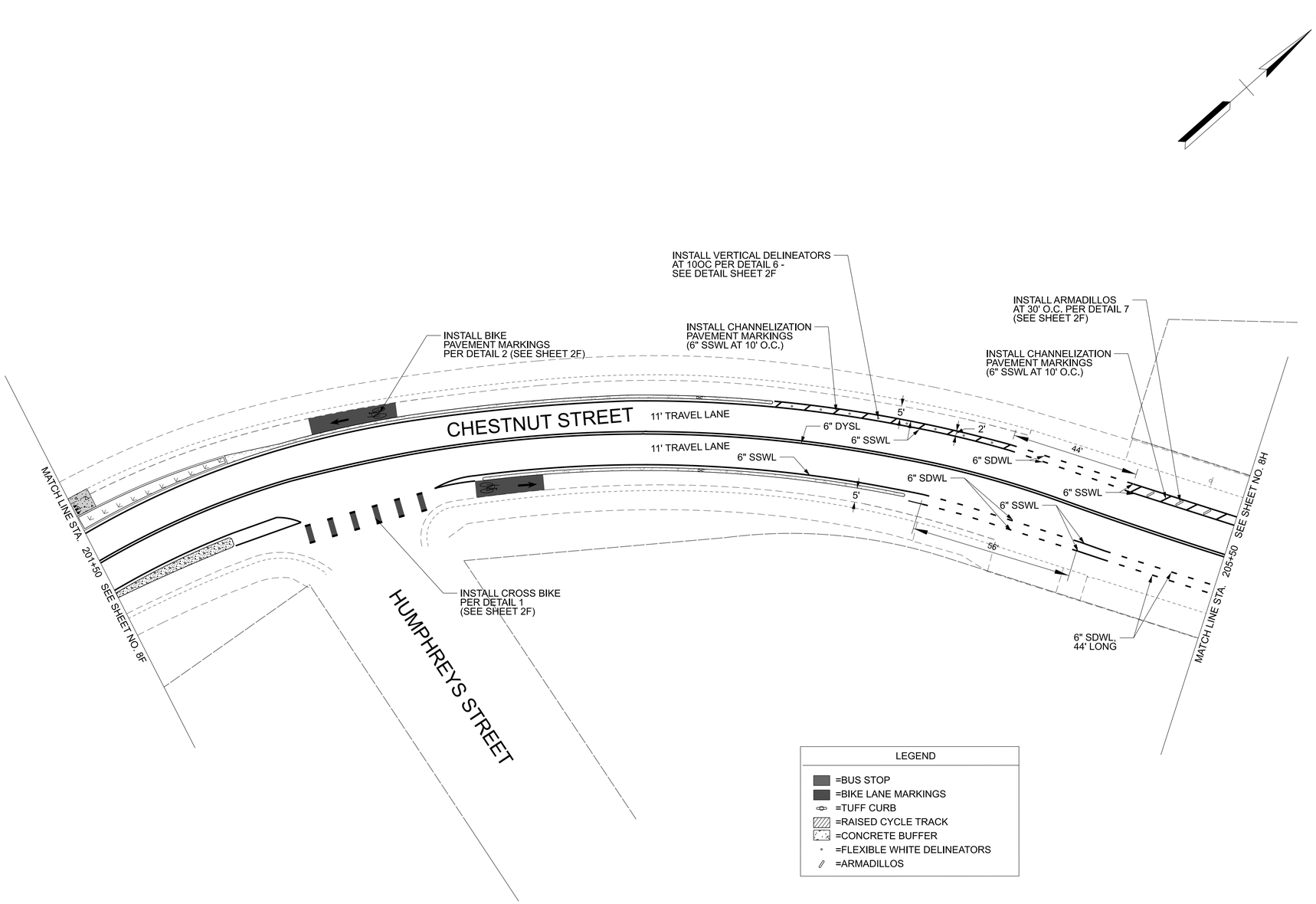
STA. 120+00 TO STA. 201 +50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8F

4/23/2026 7:05:19 PM
C:\DMS\KCI-PROJECTS_02\DMS\TJB@KCITECH.COM\DMS-WORKING\892107772.24_CHESTNUT.DGN



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

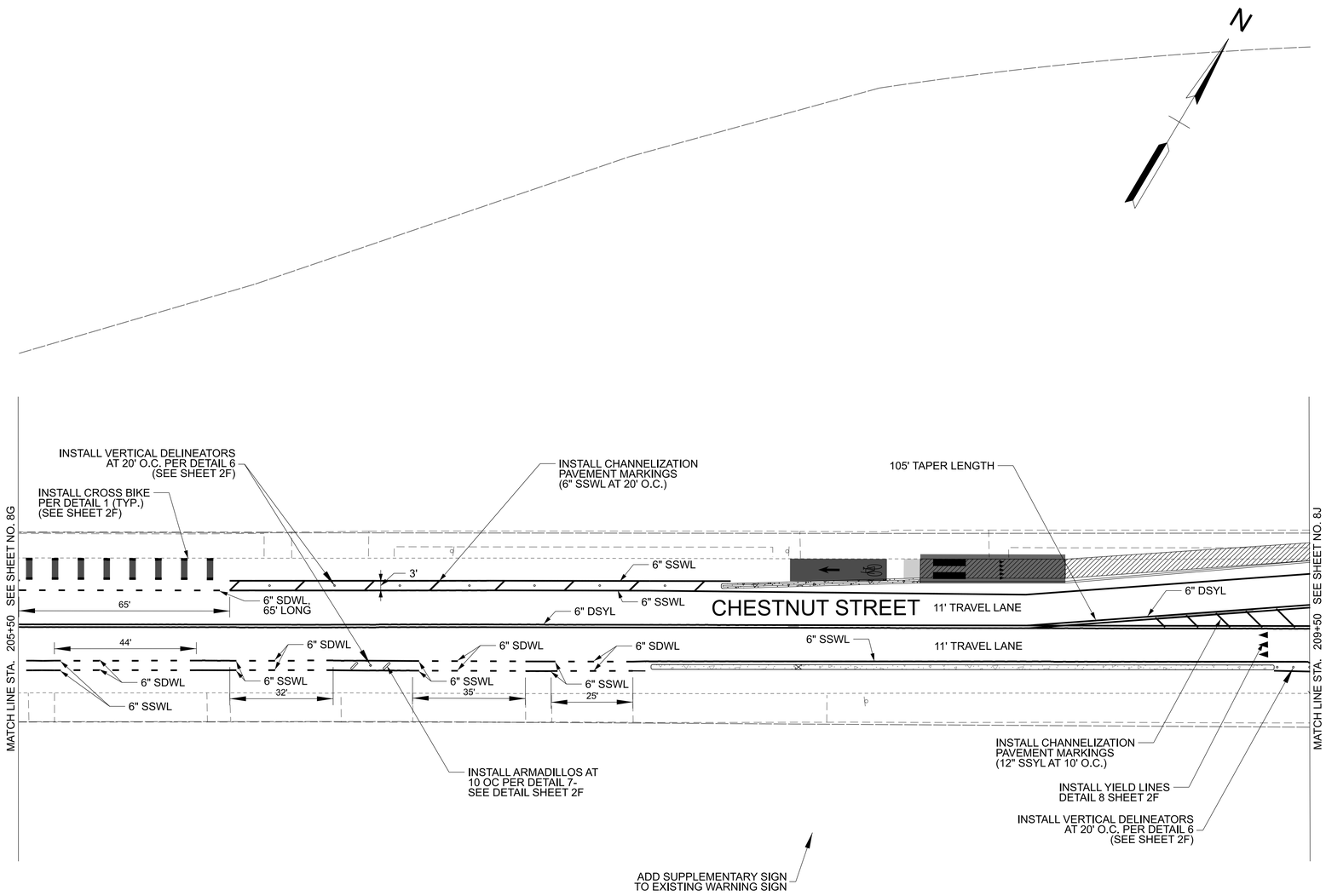
STA. 201+50 TO STA. 205+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8G

4/23/2026 7:05:44 PM
C:\DMS\KCI-PROJECTS_02\SIGNS\TANS PROJECTS\892107772.24 CHESTNUT\DRAWINGS\892107772.24 CHESTNUT.DGN



LEGEND

- =BUS STOP
- =BIKE LANE MARKINGS
- =TUFF CURB
- =RAISED CYCLE TRACK
- =CONCRETE BUFFER
- =FLEXIBLE WHITE DELINEATORS
- =ARMADILLOS

0 20 40 60

FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

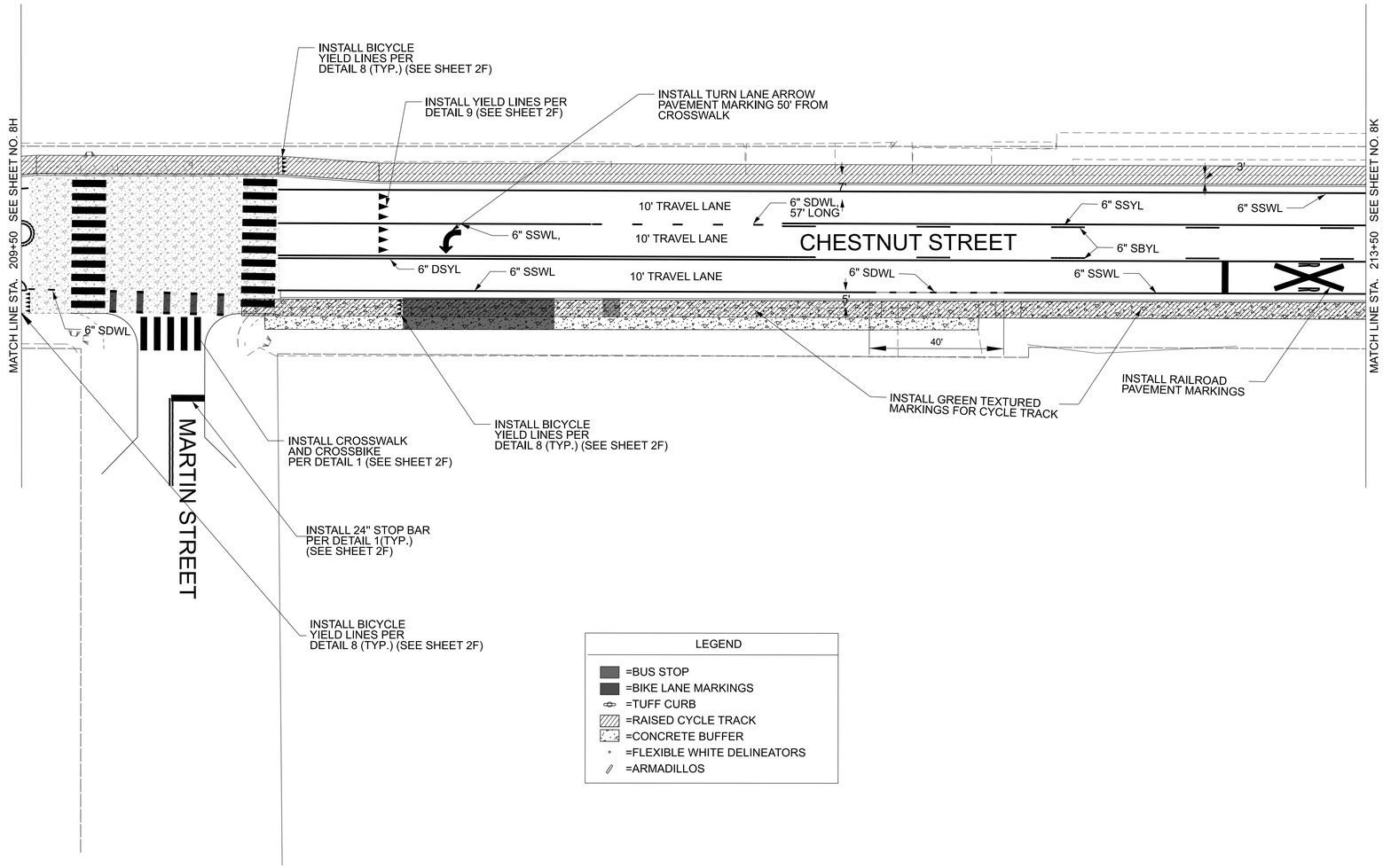
STA. 205+50 TO STA. 209+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8H

4/23/2026 7:05:45 PM
C:\DMS\KCI-PROJECTS_02\[illegible]



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

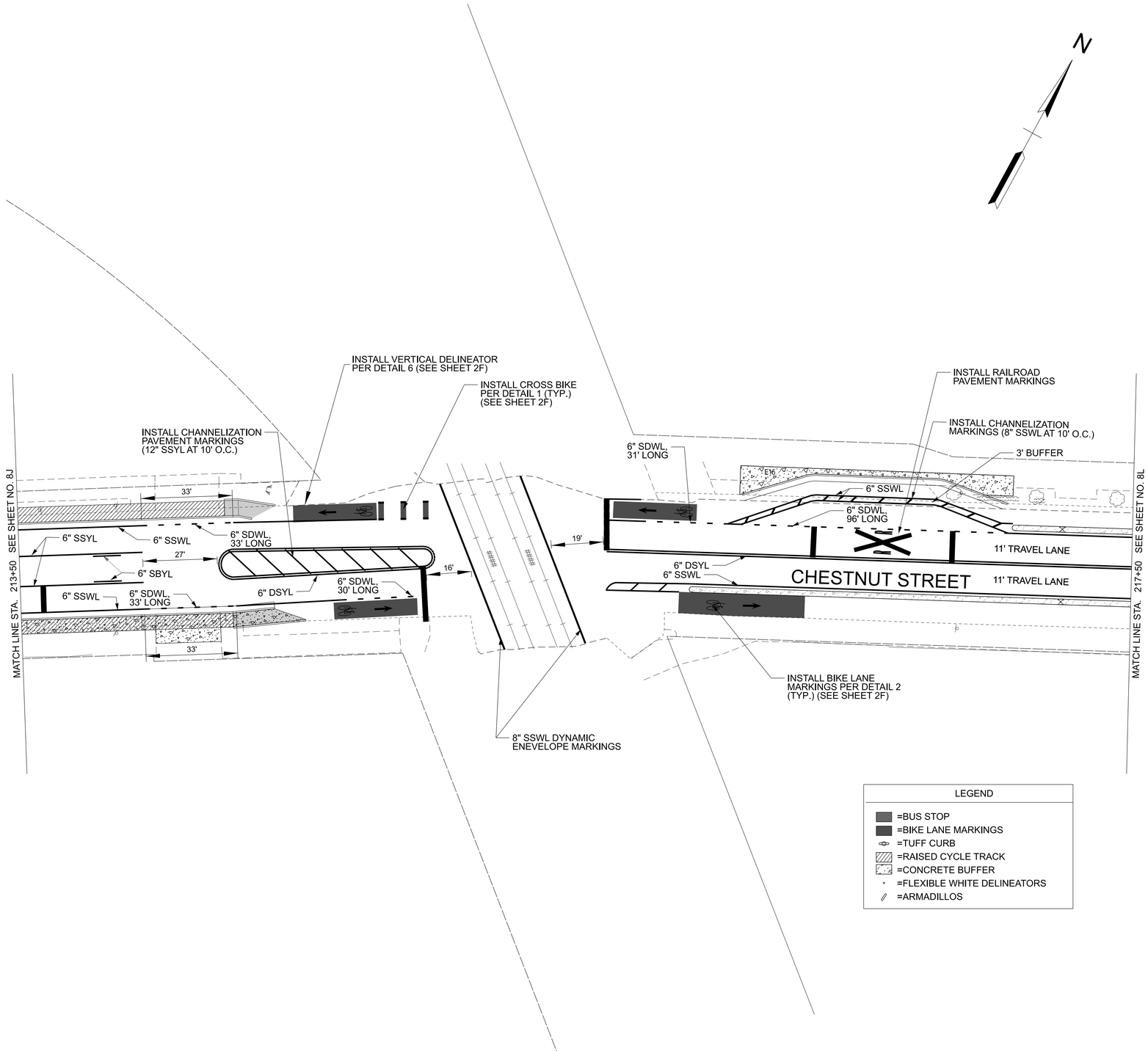
STA. 209+50 TO STA. 213+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8J

4/23/2026 7:05:47 PM
C:\DMS\KCI-PROJECTS_02\[illegible]



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

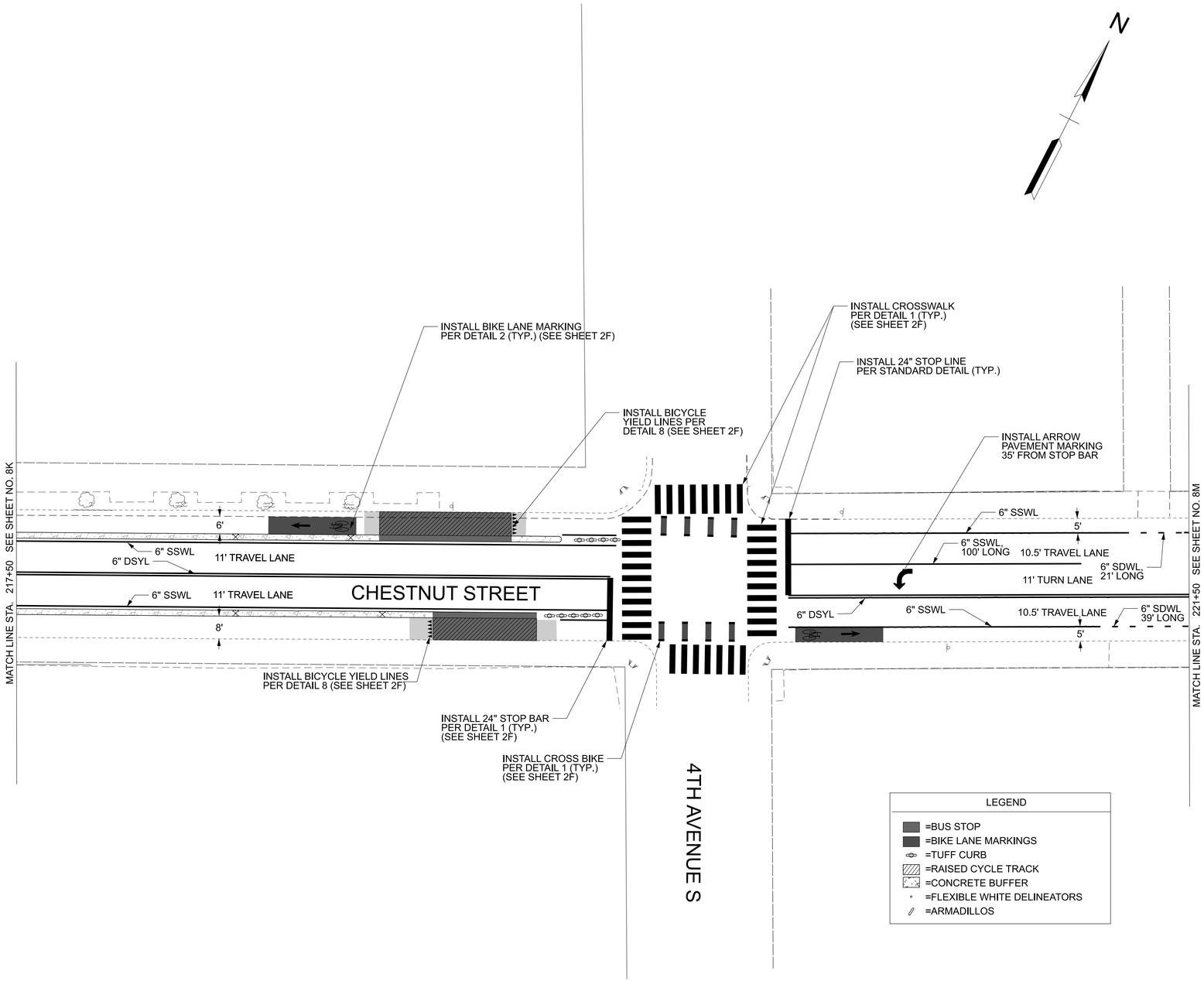
STA. 213+50 TO STA. 217+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8K

4/23/2026 7:05:48 PM
C:\DMS\KCI-PROJECTS_02\[illegible]



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

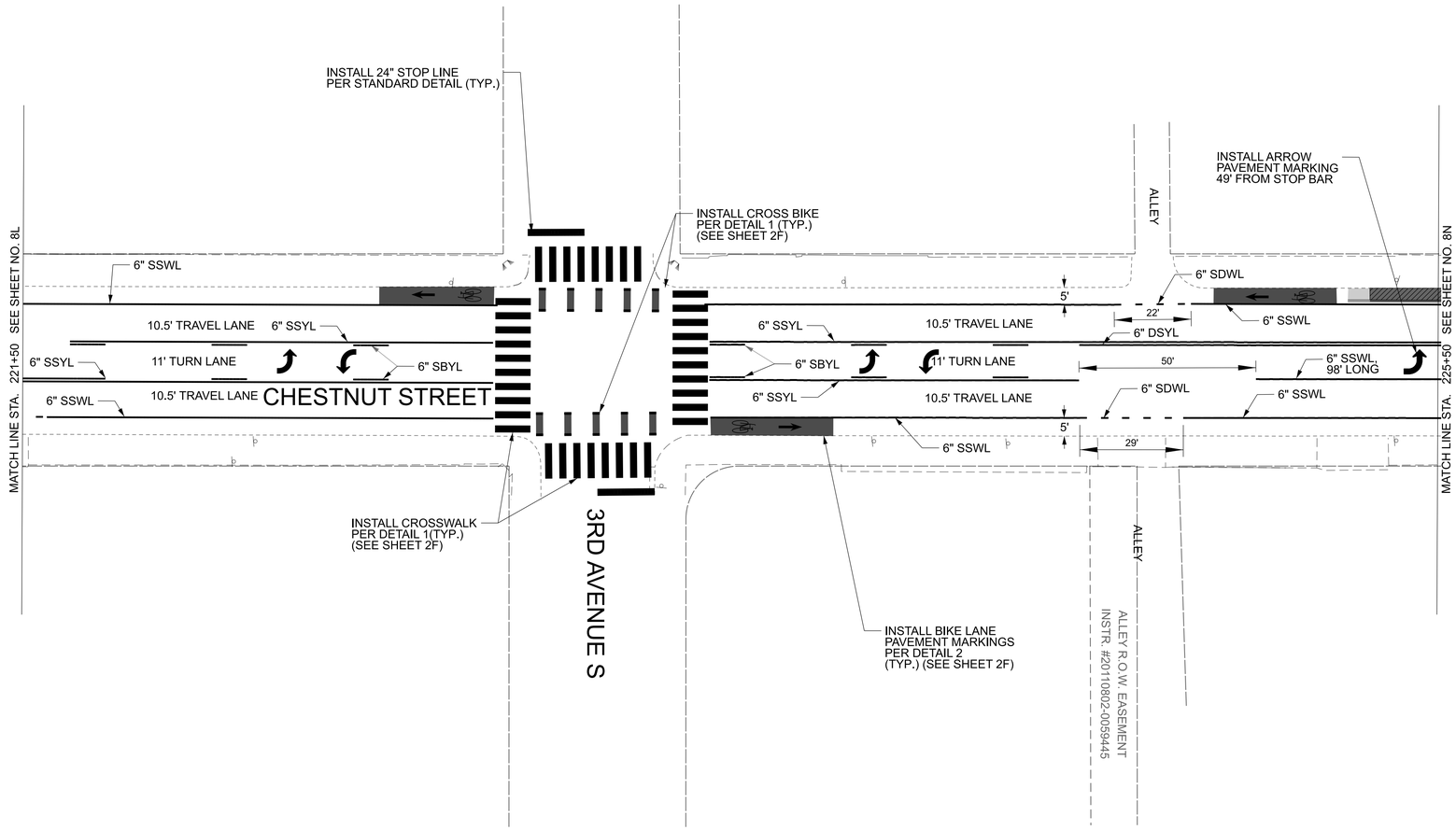
STA. 217+50 TO STA. 221+50

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8L

4/23/2026 7:05:50 PM
C:\DMS\KCI-PROJECTS_02\[illegible]@KCI.COM\DMS 7[illegible]\CHESTNUT.DGN



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

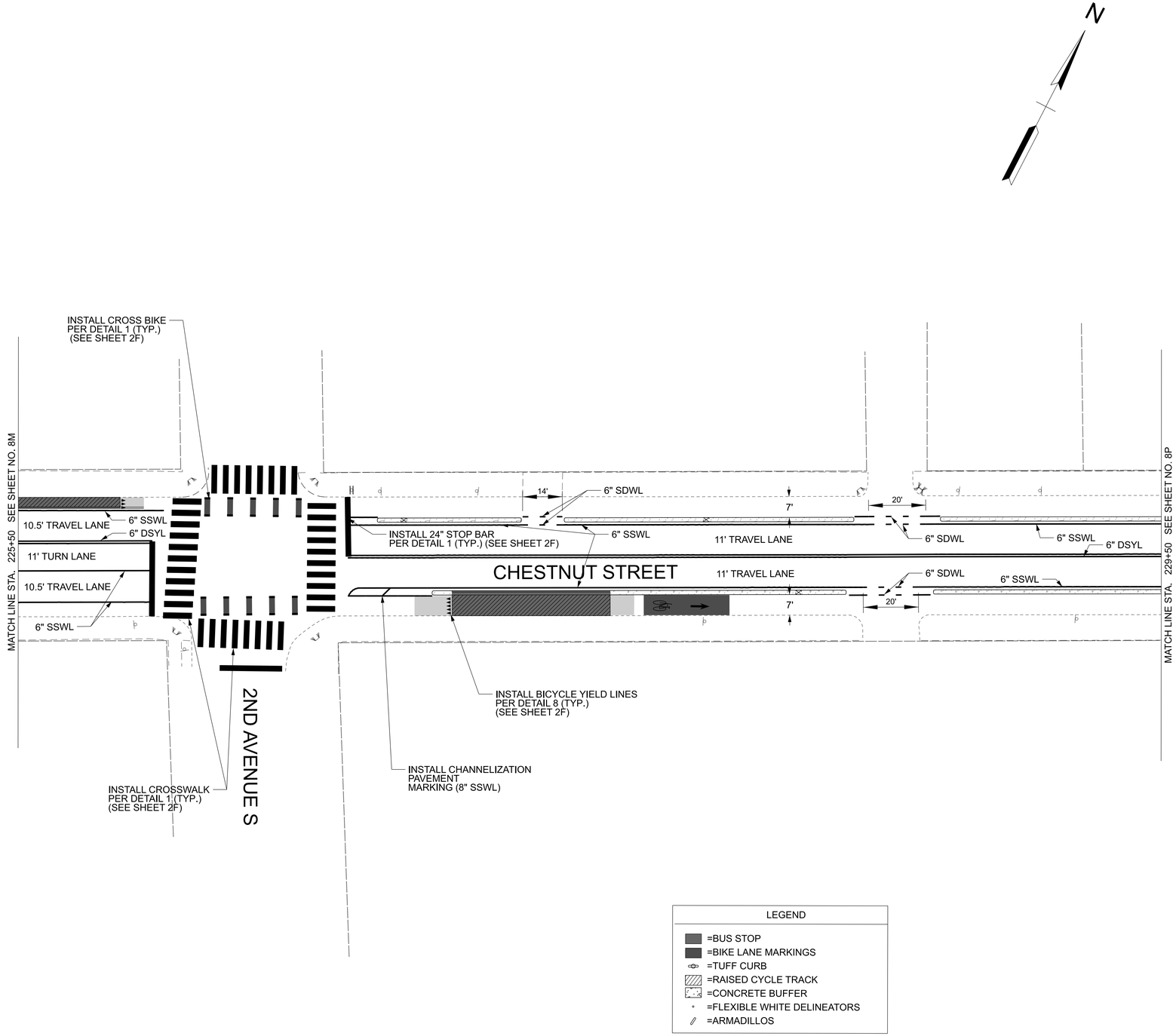
STA. 221+50 TO STA. 225+50

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8M

4/23/2026 7:05:51 PM
C:\DMS\KCI-PROJECTS_02\SIGNAGE AND STRIPING\DRAWINGS\892107772.24 CHESTNUT.DGN



FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

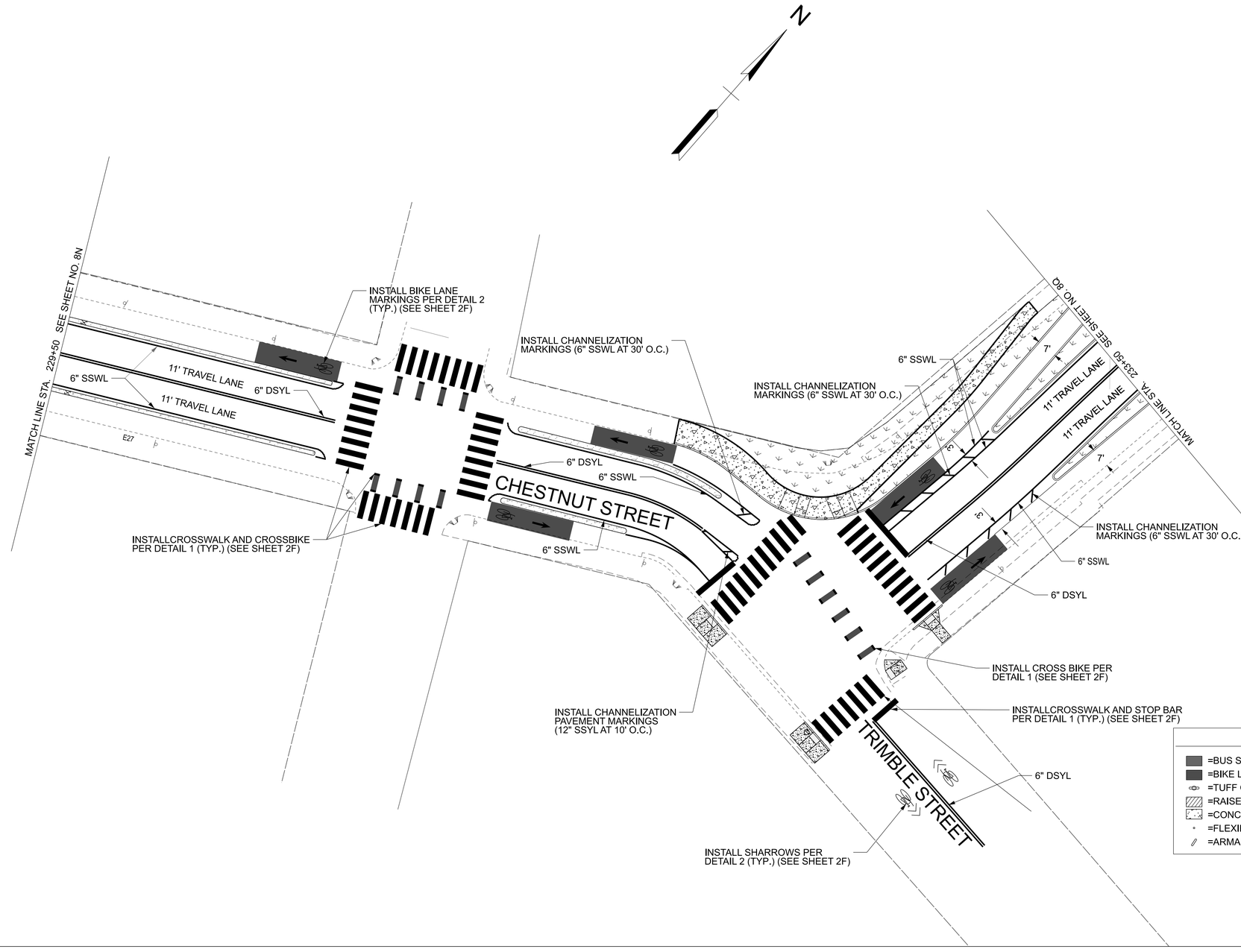
STA. 225+50 TO STA. 229+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8N

4/23/2026 7:05:53 PM
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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

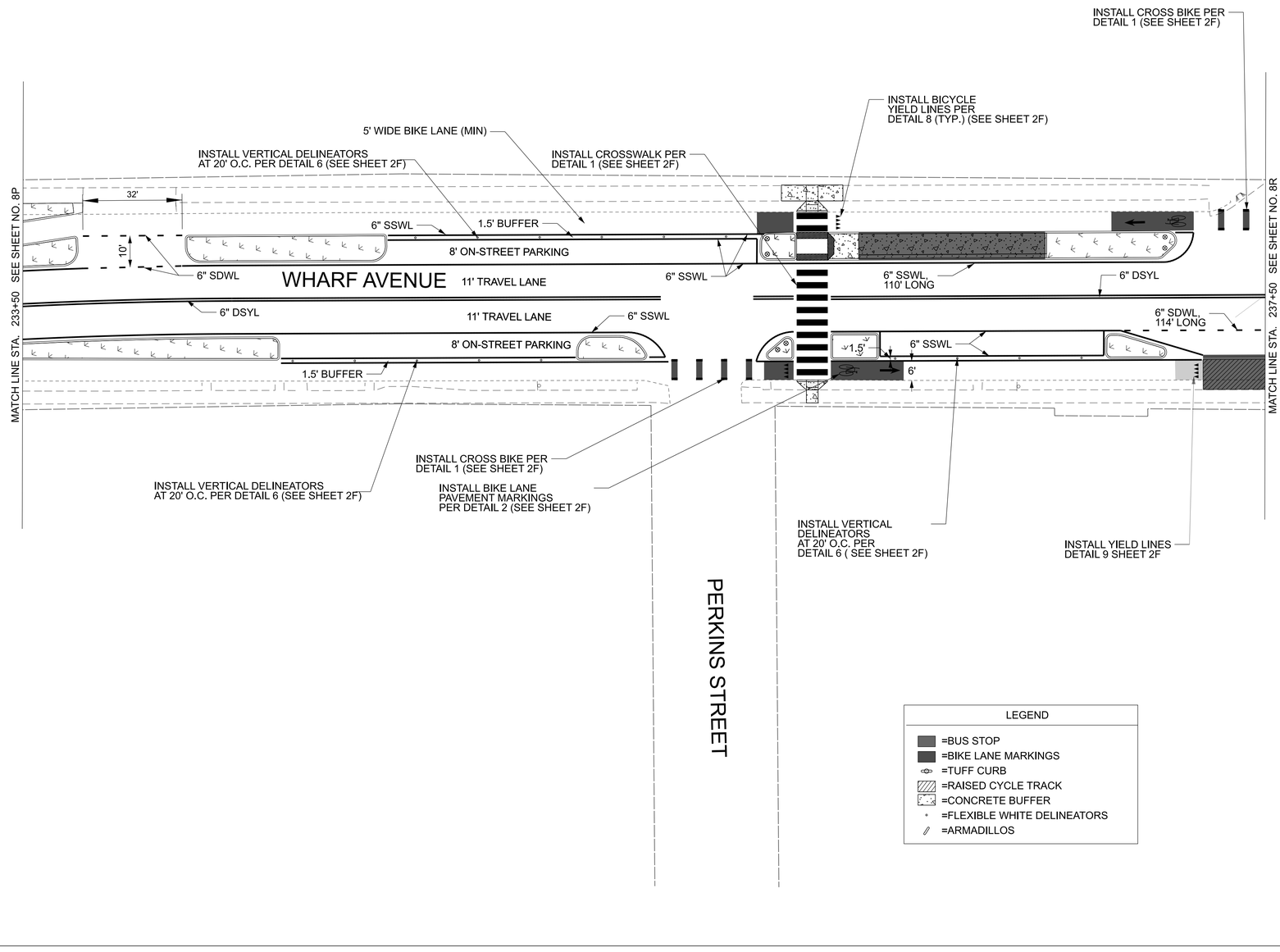
STA. 229+50 TO STA. 233+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 8P

4/23/2026 7:05:54 PM
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FILE NO.	892107772.24
DATE:	4/23/2026
DESIGNED BY:	TJB
DRAWN BY:	JMG
CHECKED BY:	BJT

REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

STRIPING PLANS

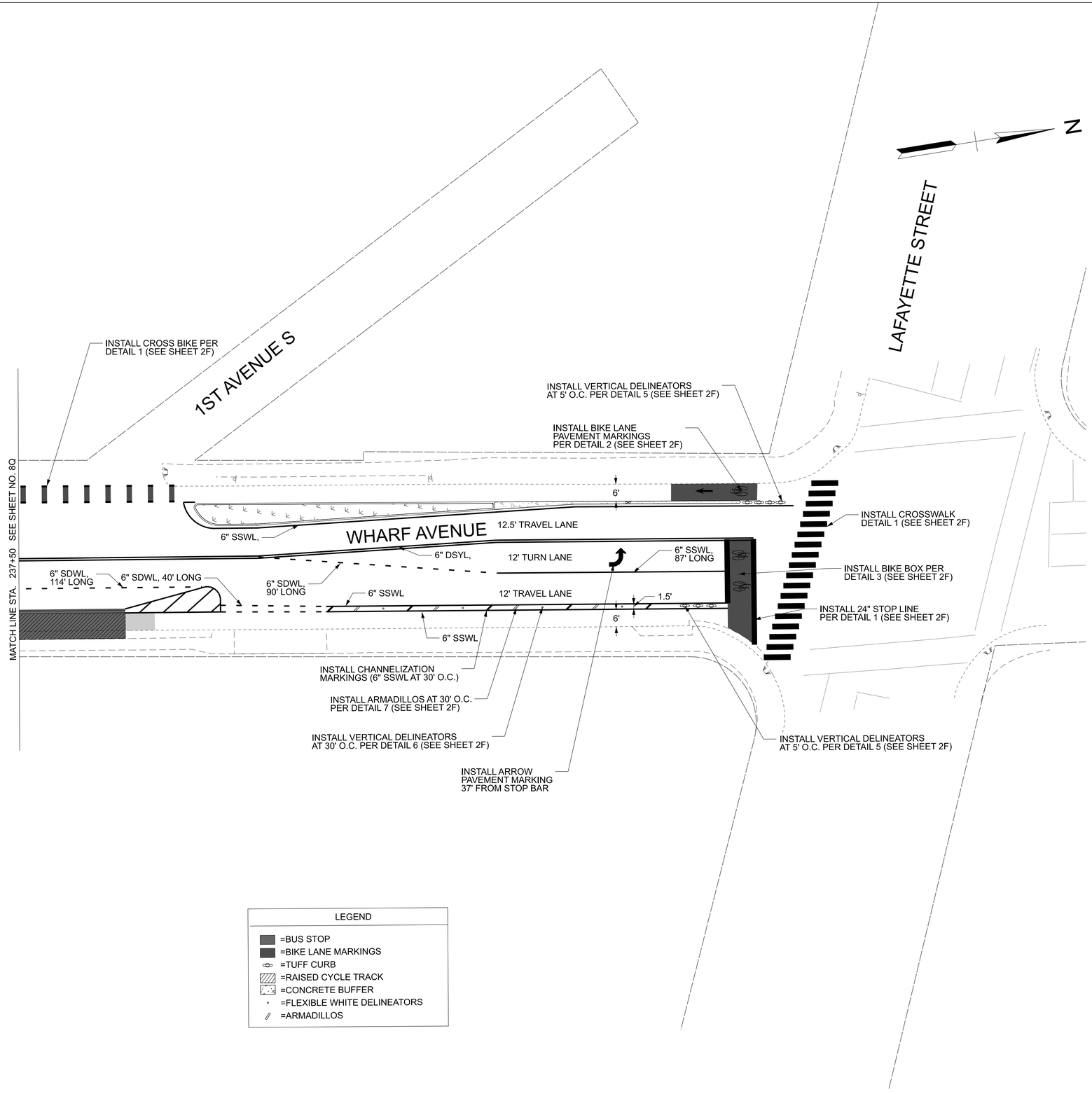
STA. 223+50 TO STA. 237+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

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FILE NO.	892107772.24
DATE:	4/23/2026
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KCI TECHNOLOGIES

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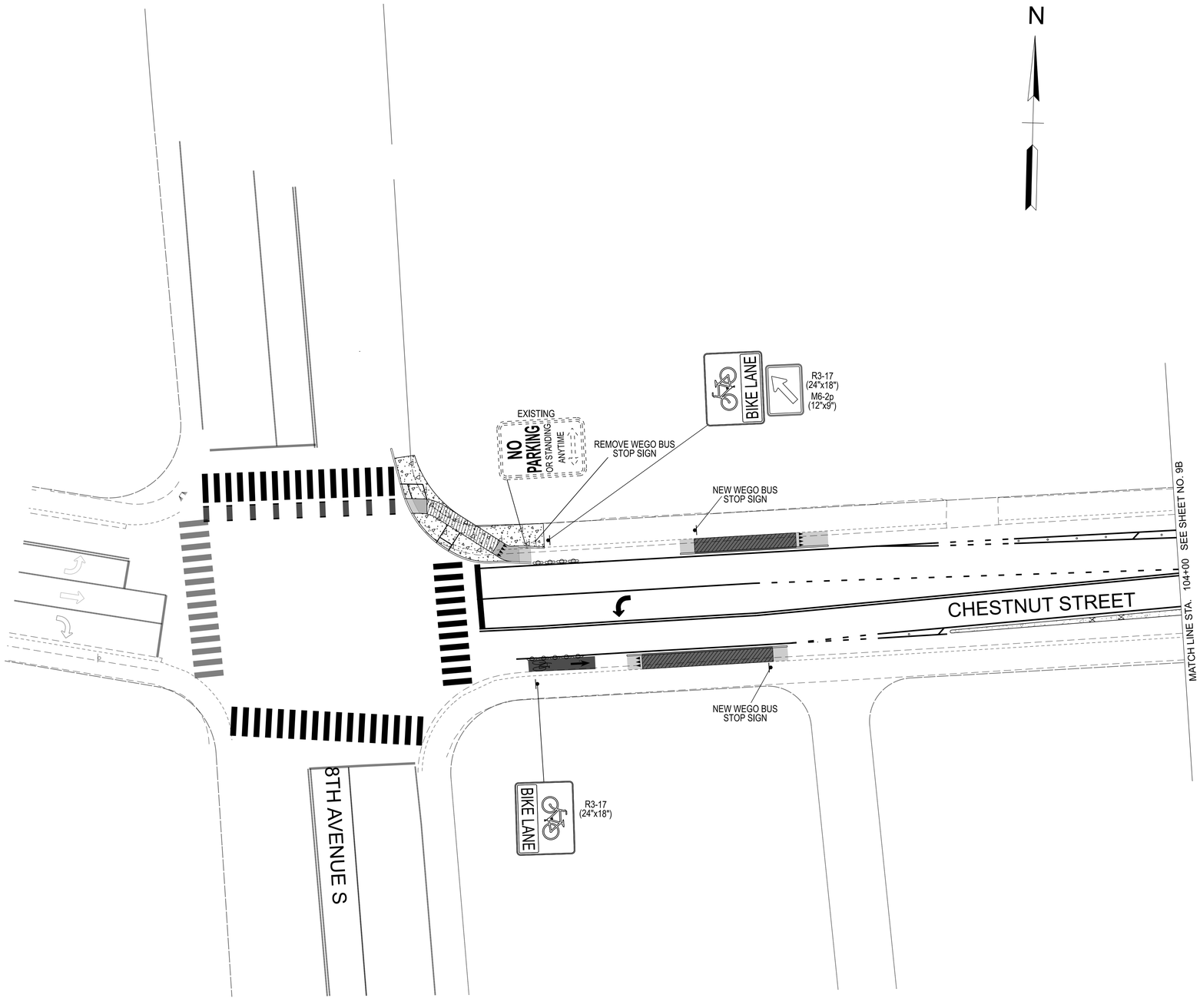
STA. 237+50 TO STA. 241+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

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FILE NO.	892107772.24
DATE:	4/24/2026
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KCI TECHNOLOGIES

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SIGNAGE PLANS

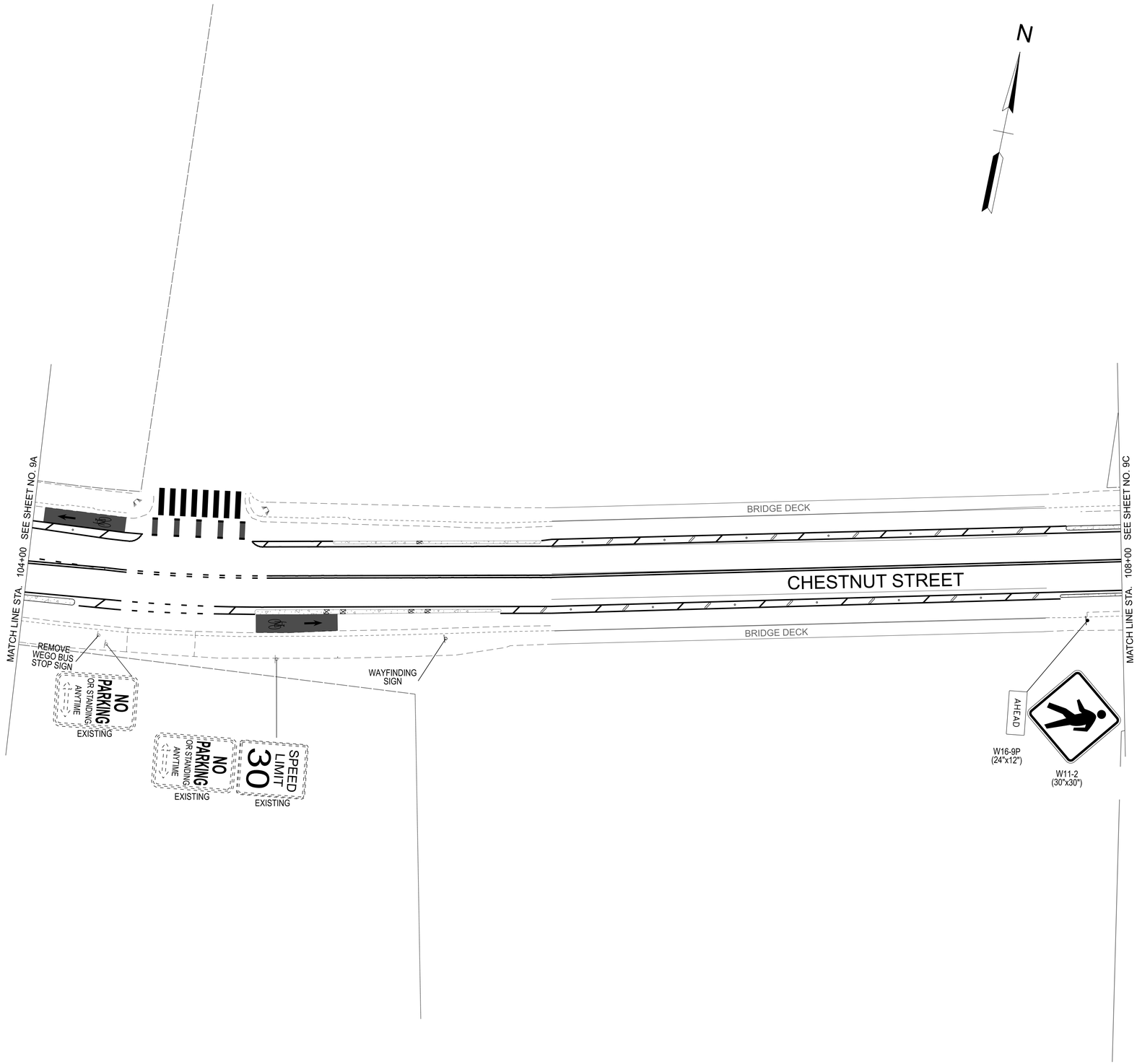
STA. 100+00 TO 104+00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

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KCI TECHNOLOGIES

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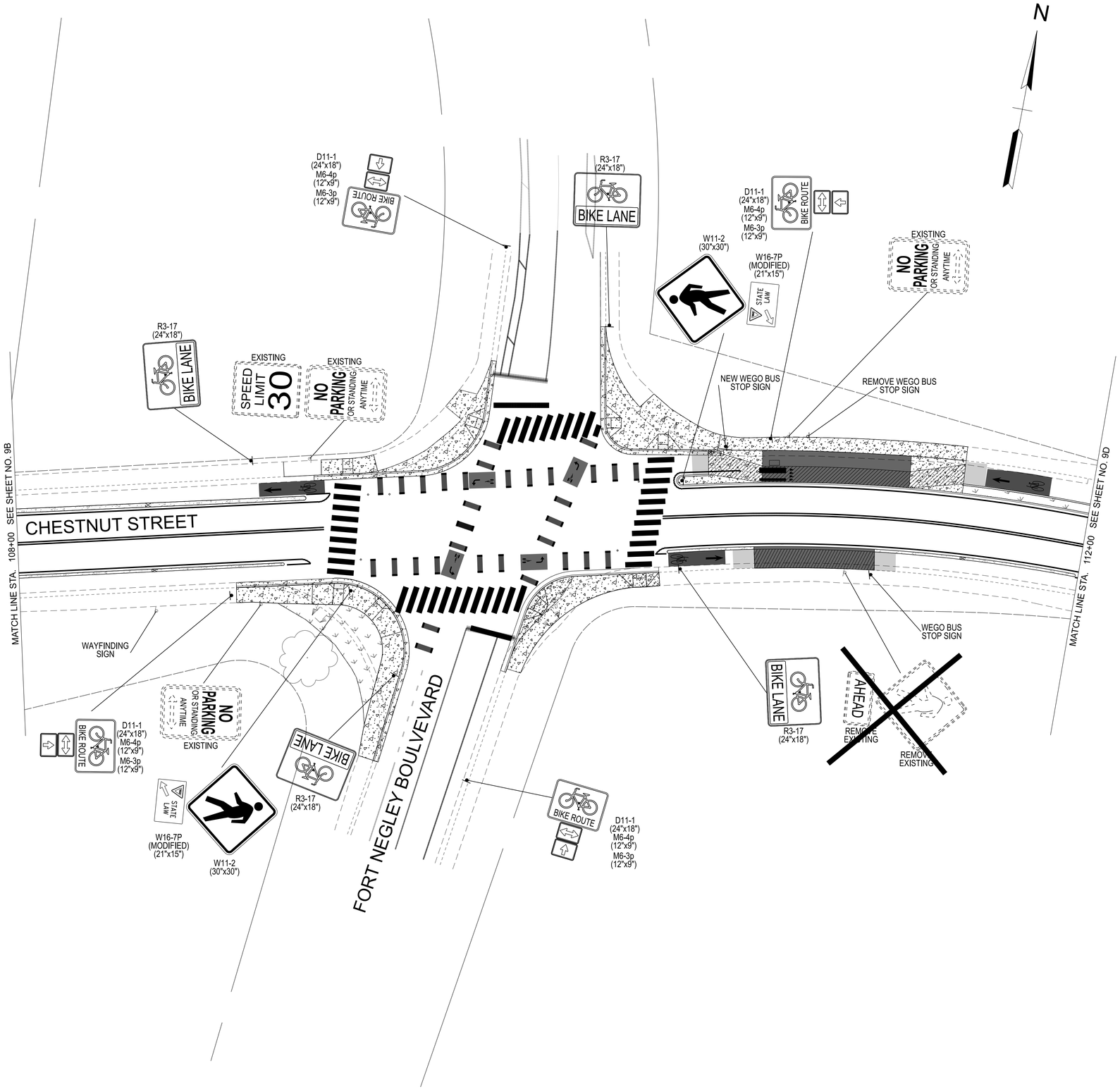
STA. 104+00 TO STA. 108+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

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KCI TECHNOLOGIES

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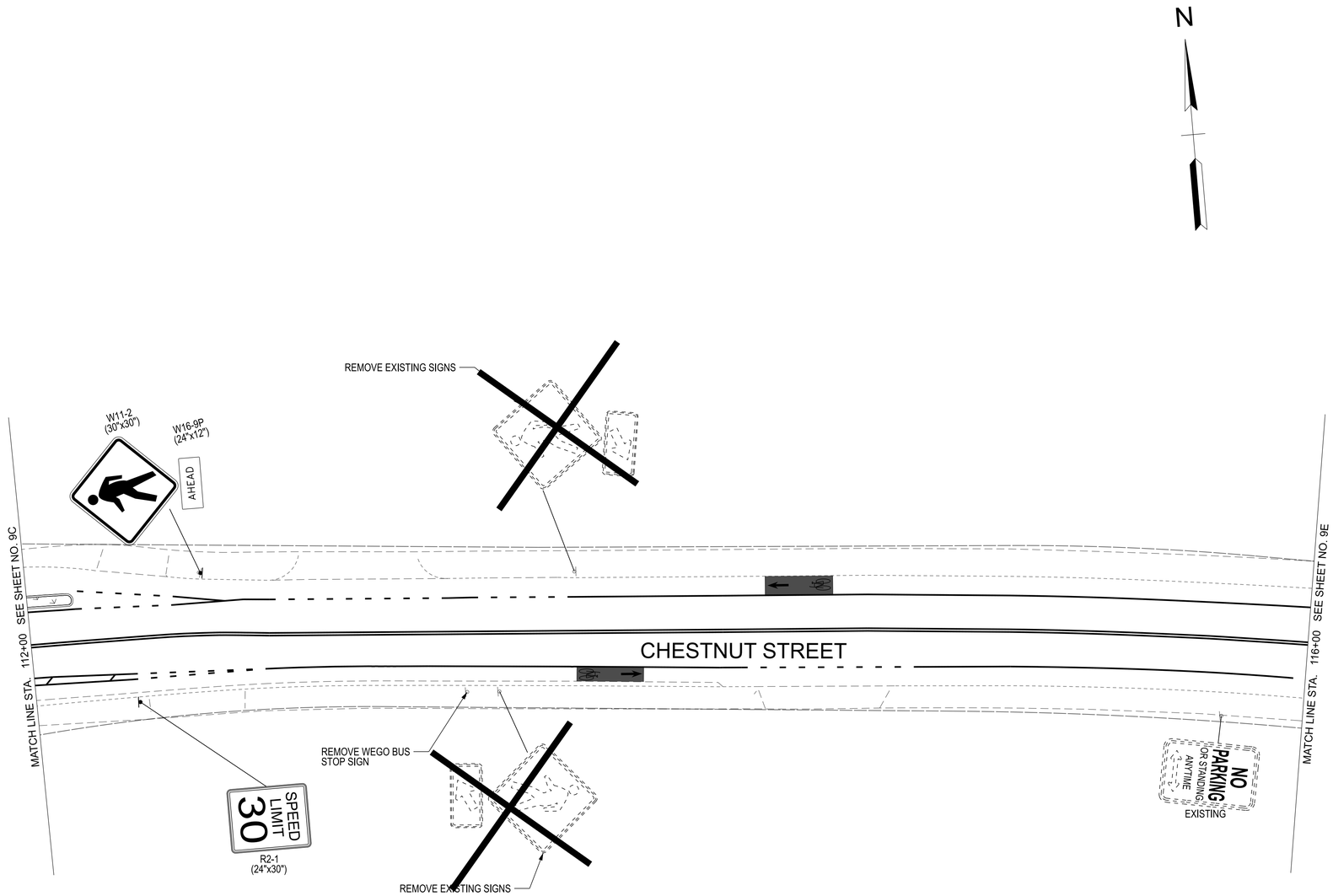
STA. 108+00 TO STA. 112+00

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

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KCI TECHNOLOGIES

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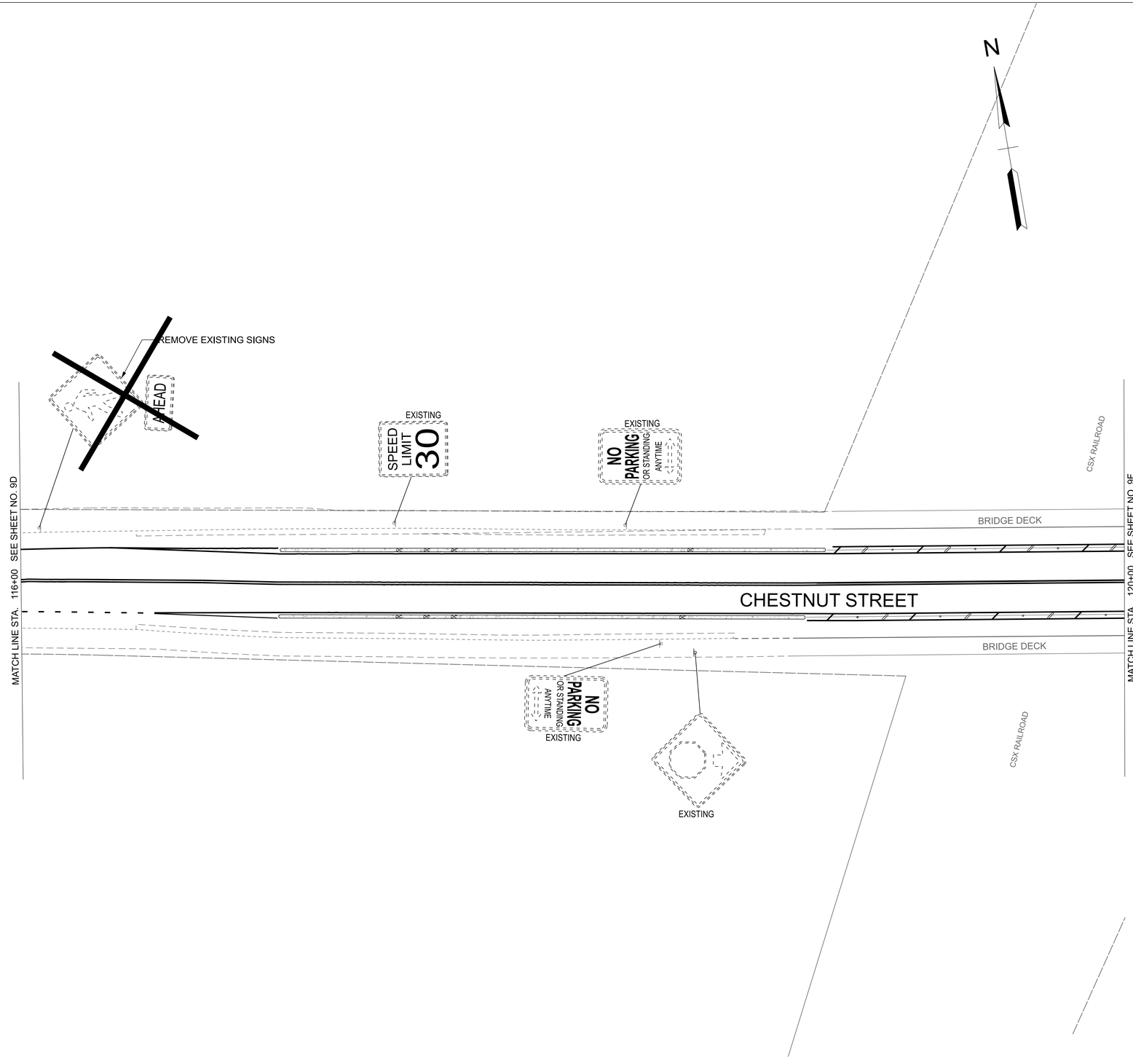
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CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

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KCI TECHNOLOGIES

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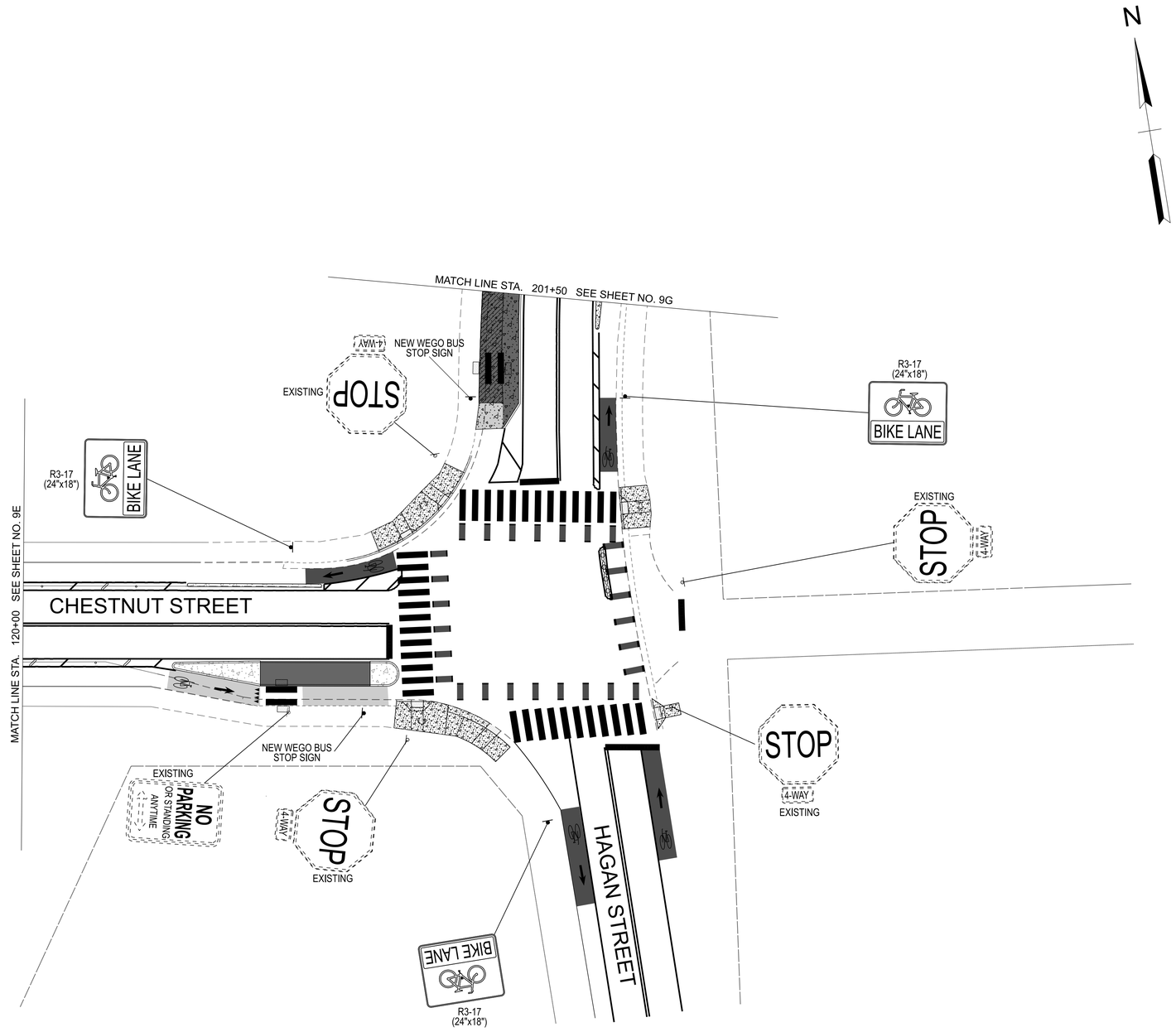
STA. 116+00 TO STA. 120+00

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 9E

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FILE NO.	892107772.24
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REVISION BLOCK

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KCI TECHNOLOGIES

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SIGNAGE PLANS

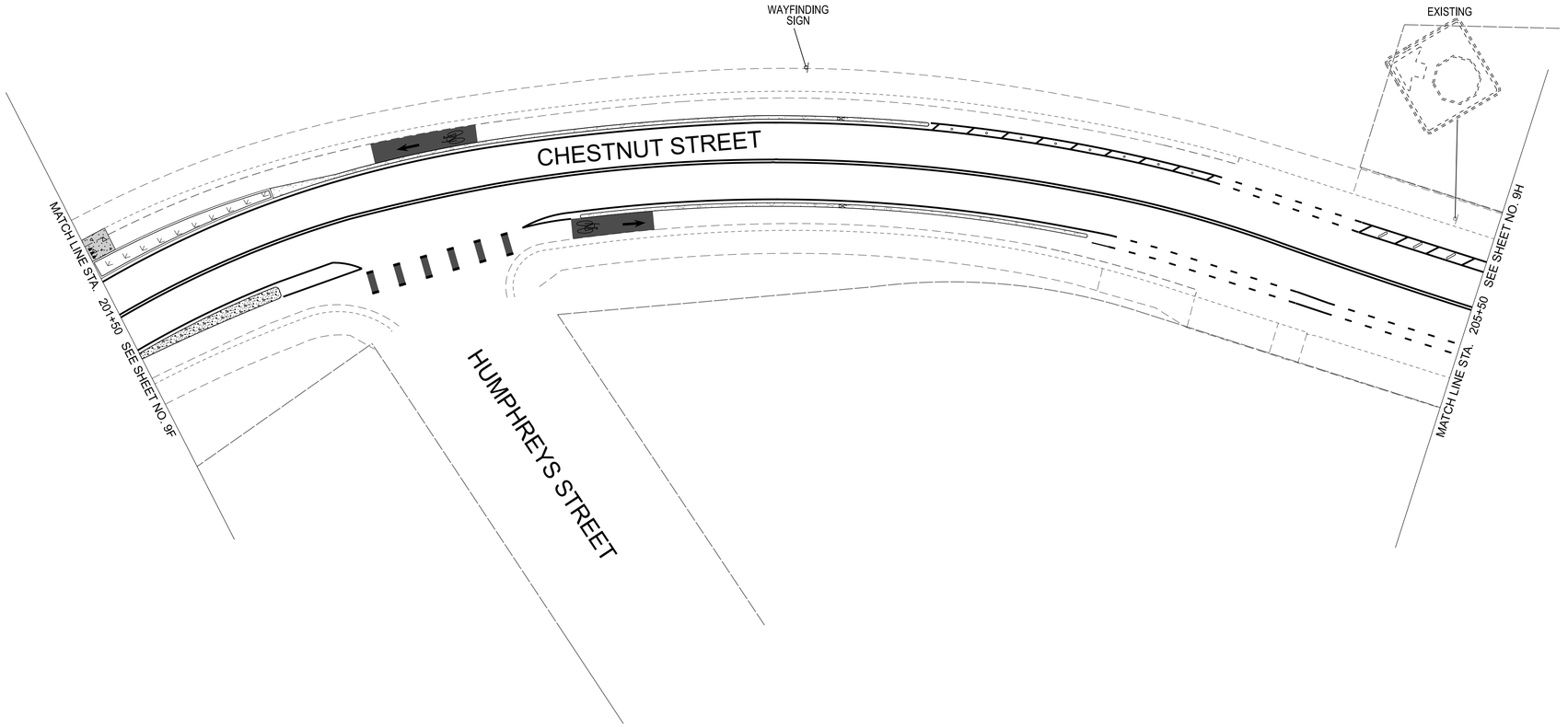
STA. 120+00 TO STA. 201 +50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

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REVISION BLOCK

DATE:		

KCI TECHNOLOGIES

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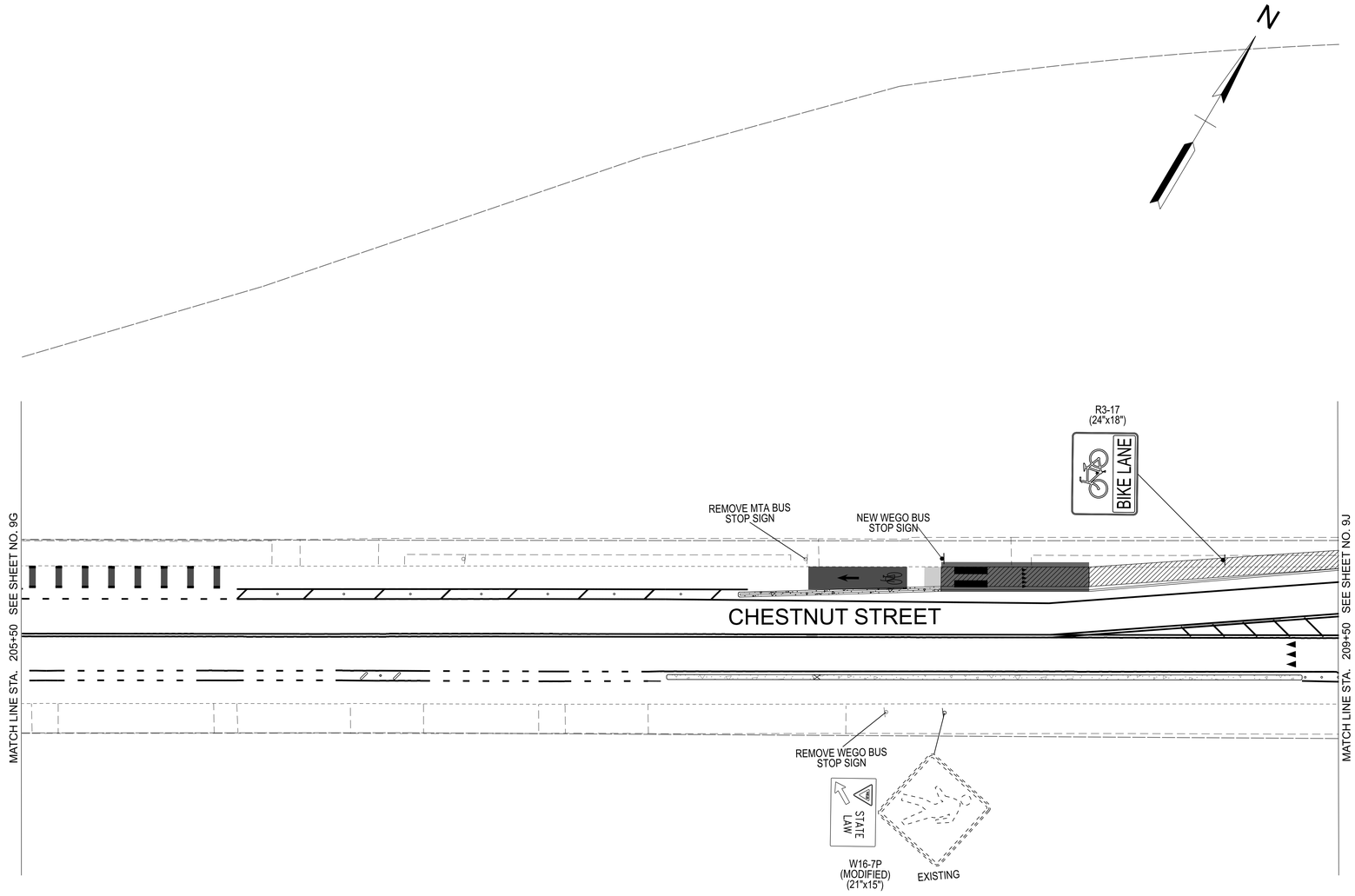
STA. 201+50 TO STA. 205+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

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FILE NO.	892107772.24
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REVISION BLOCK

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KCI TECHNOLOGIES

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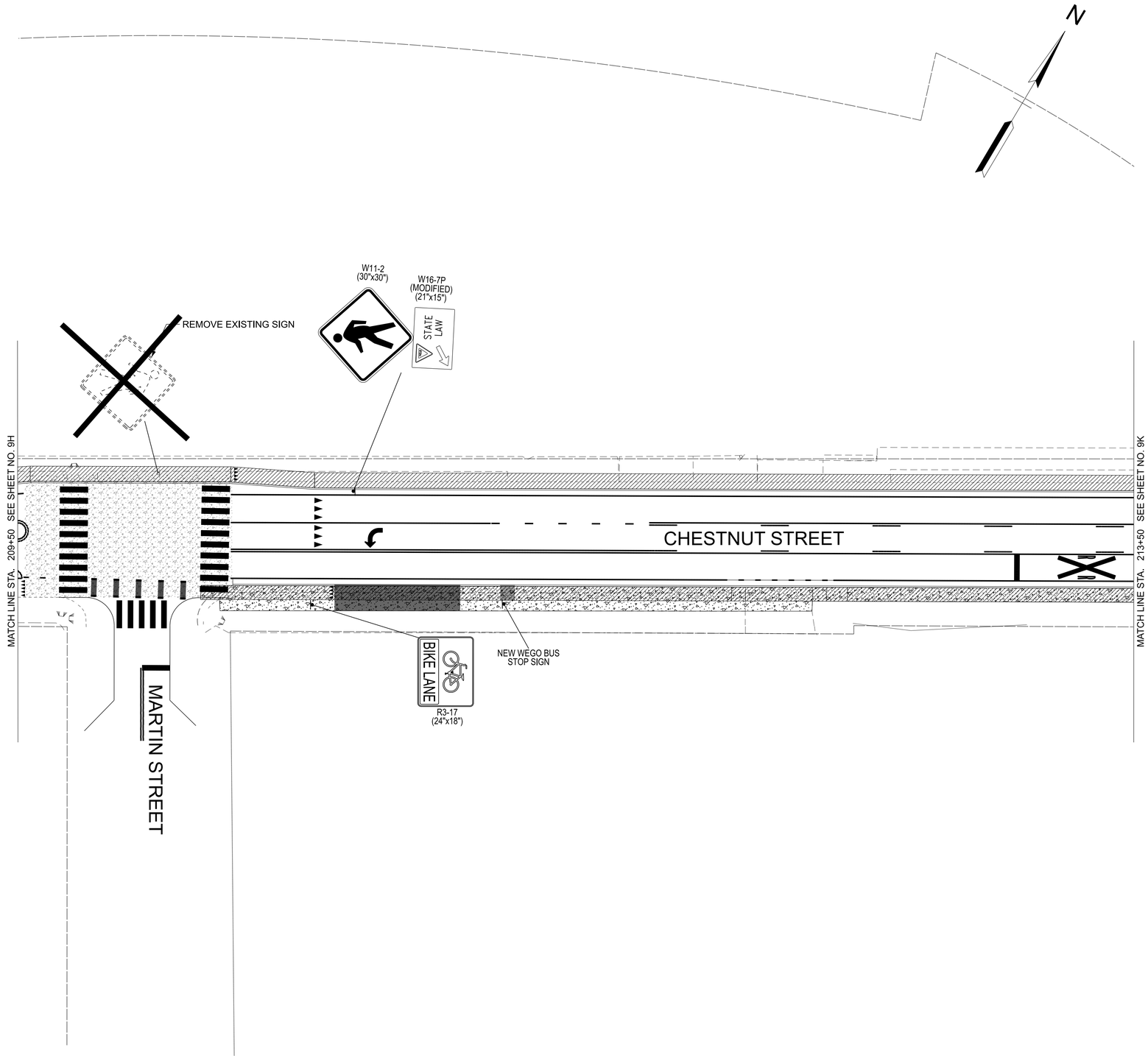
STA. 205+50 TO STA. 209+50

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

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REVISION BLOCK

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KCI TECHNOLOGIES

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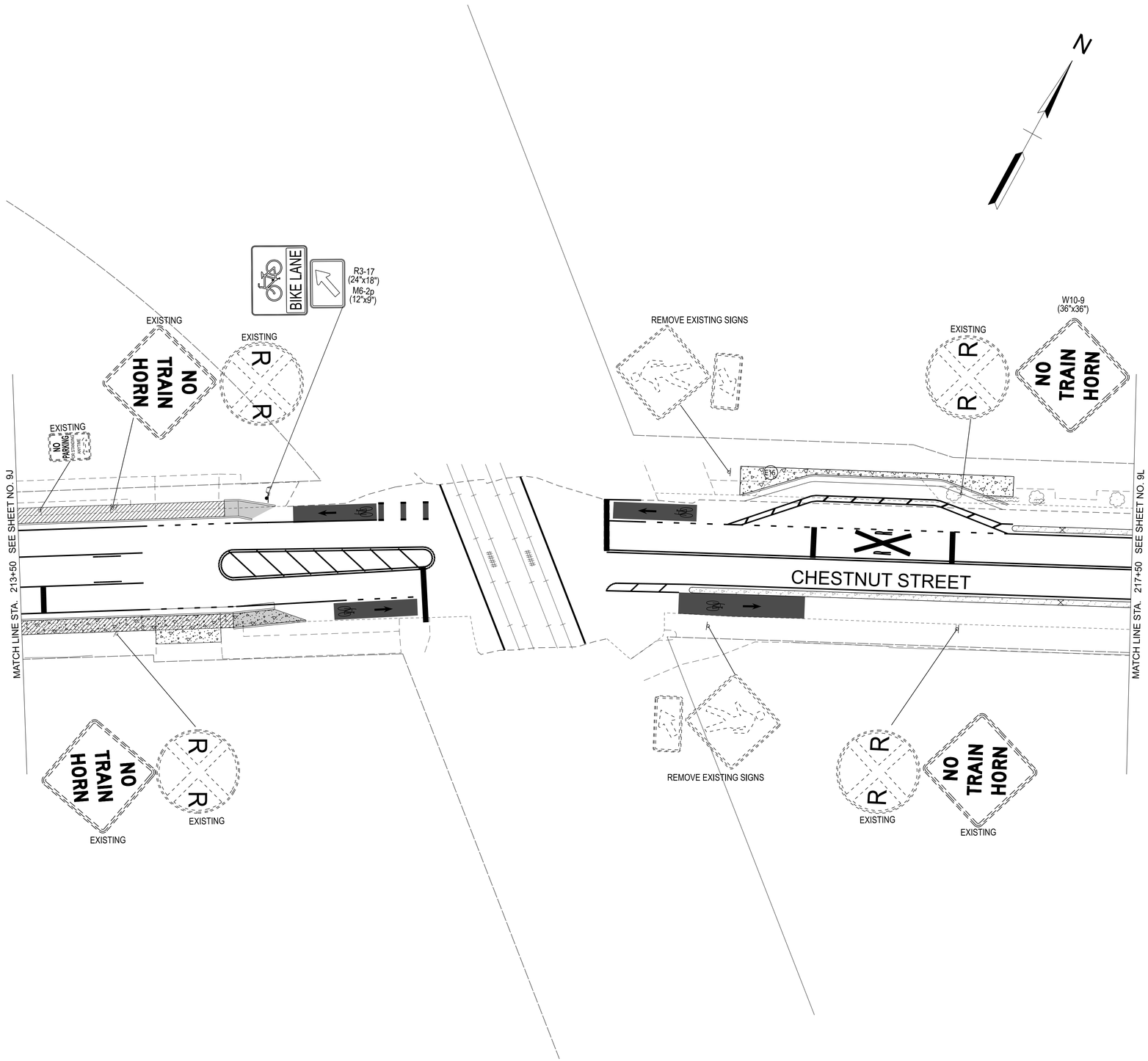
STA. 209+50 TO STA. 213+50

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

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KCI TECHNOLOGIES

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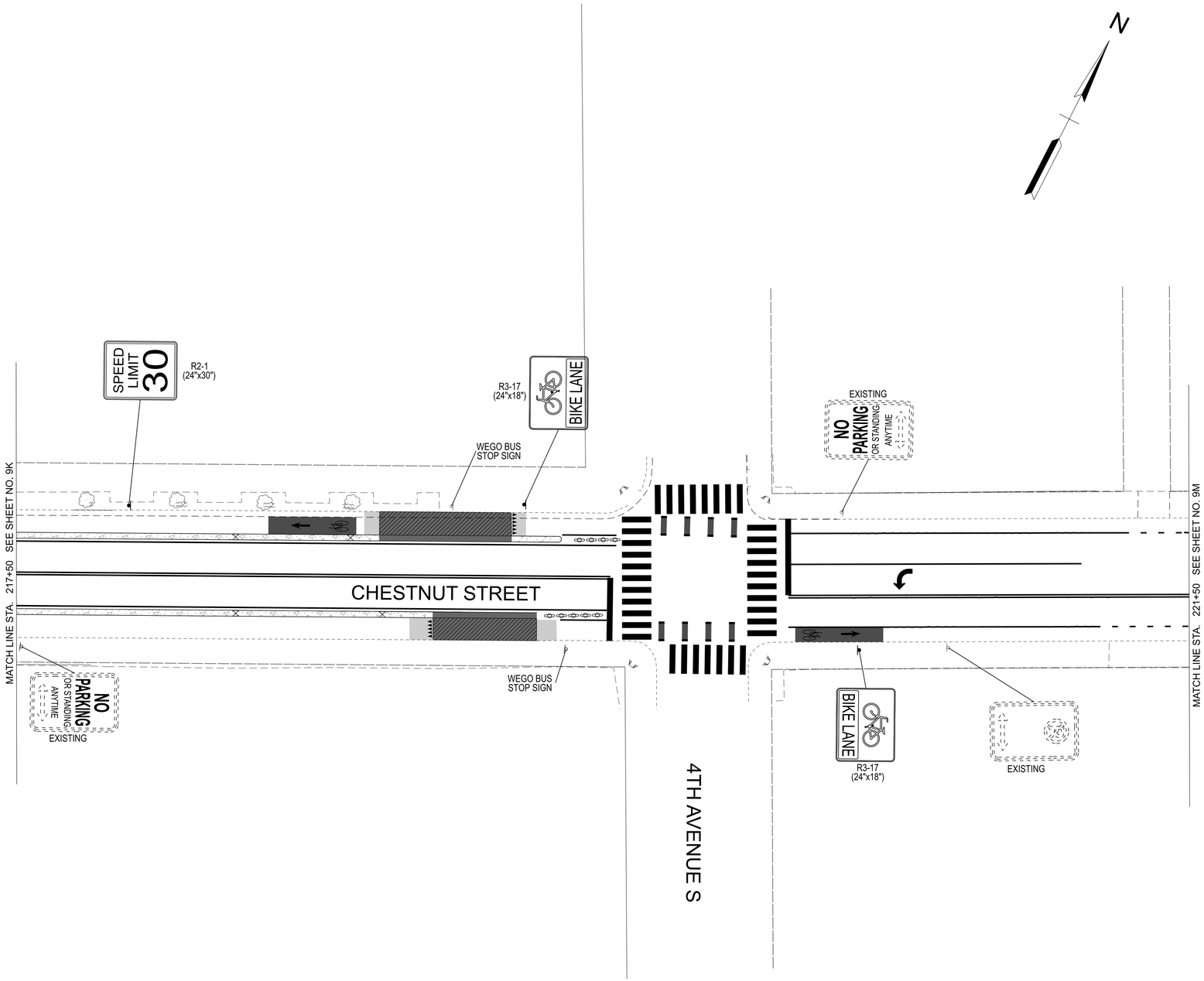
STA. 213+50 TO STA. 217+50

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

SHEET 9K

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C:\DMS\KCI-PROJECTS_02\DMS\TANG.BOYER@KCITECHNOLOGIES.COM\DMS-WSTANG.BOYER@KCITECHNOLOGIES.COM-V2023.DGN



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KCI TECHNOLOGIES

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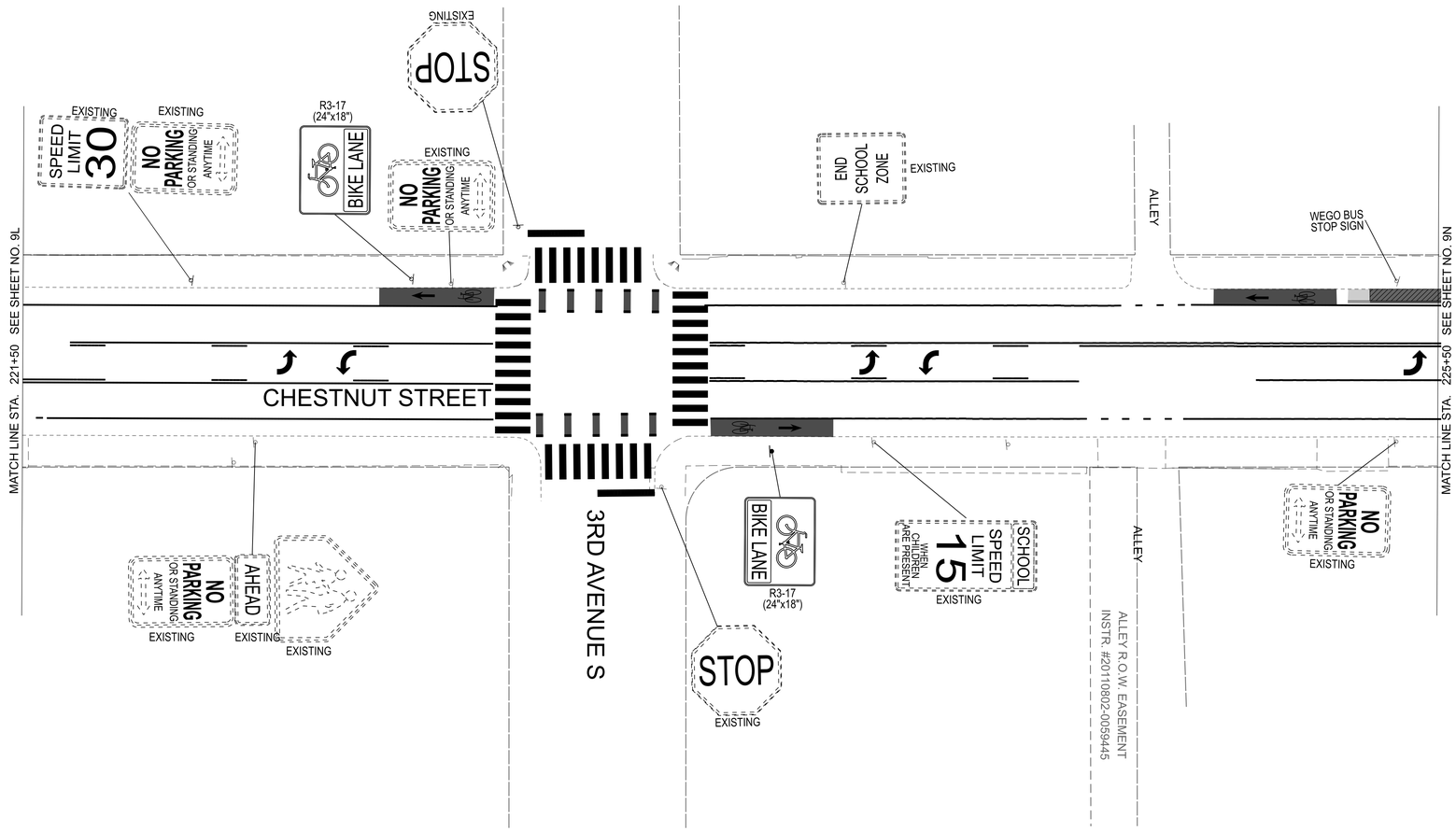
STA. 217+50 TO STA. 221+50

CHESTNUT STREET BIKEWAY DESIGN

SCALE: 1" = 20'

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KCI TECHNOLOGIES

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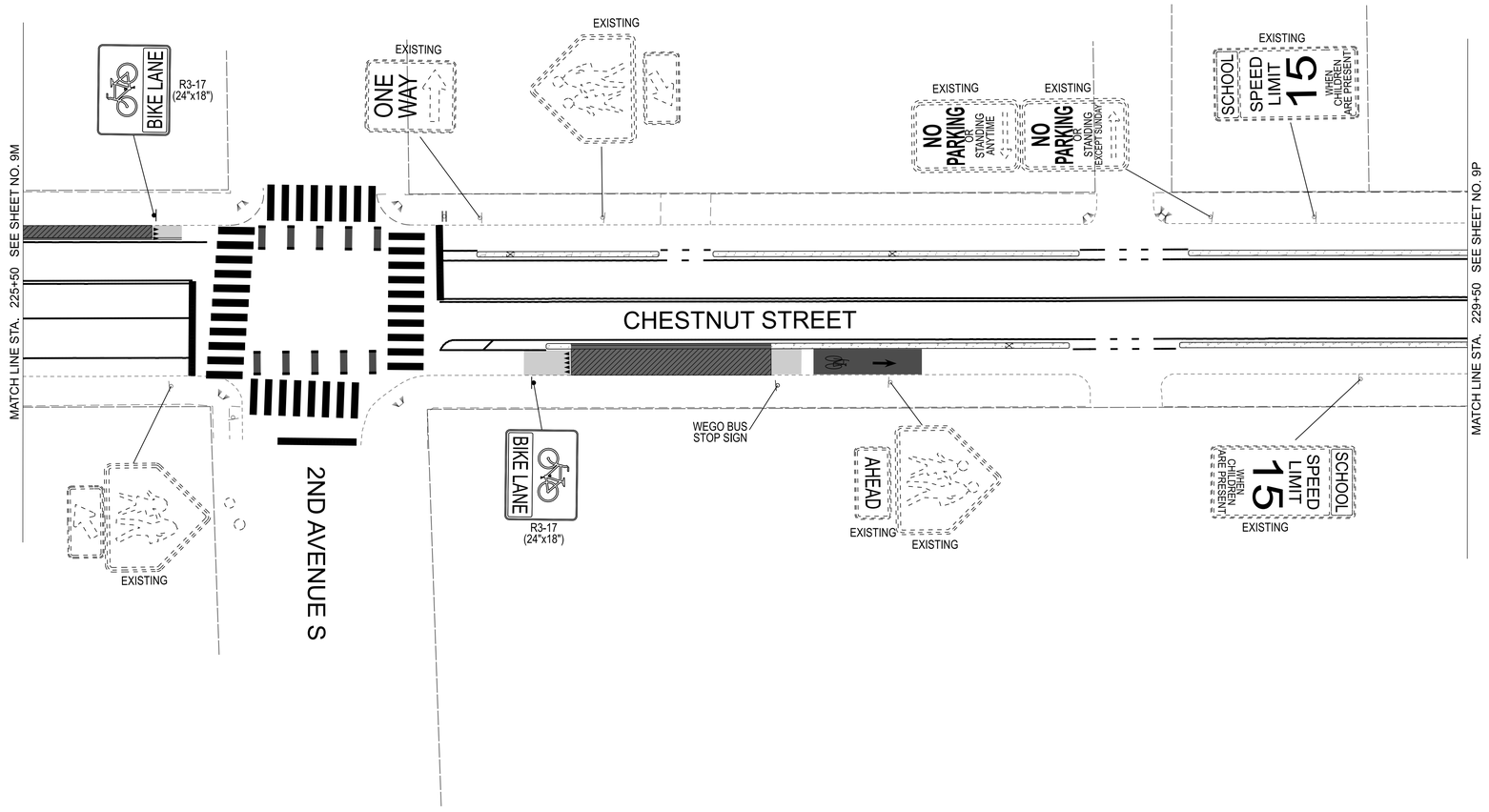
STA. 221+50 TO STA. 225+50

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

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REVISION BLOCK

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KCI TECHNOLOGIES

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SIGNAGE PLANS

STA. 225+50 TO STA. 229+50

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

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FILE NO.	892107772.24
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KCI TECHNOLOGIES

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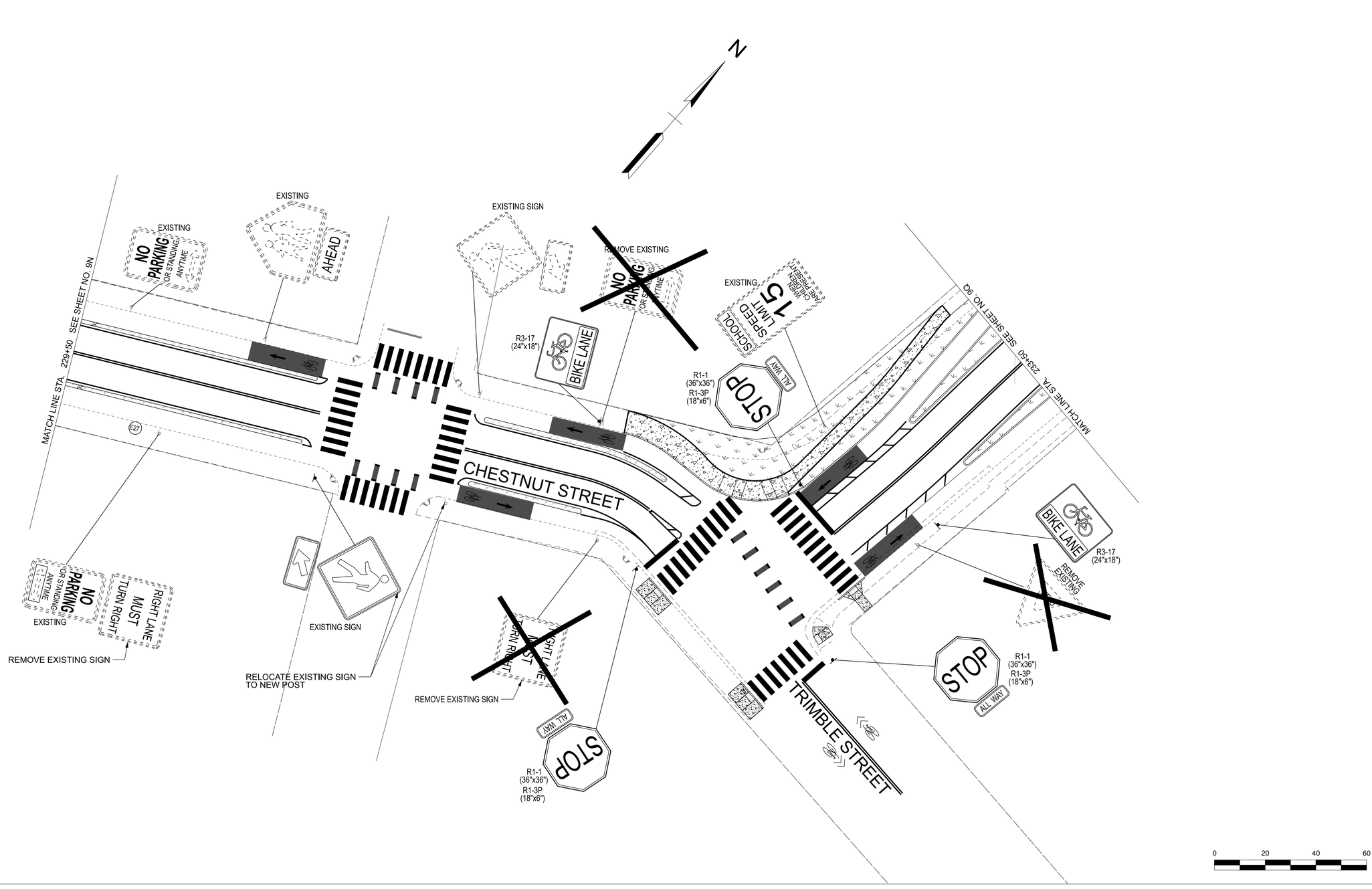
SIGNAGE PLANS

STA. 229+50 TO STA. 233+50

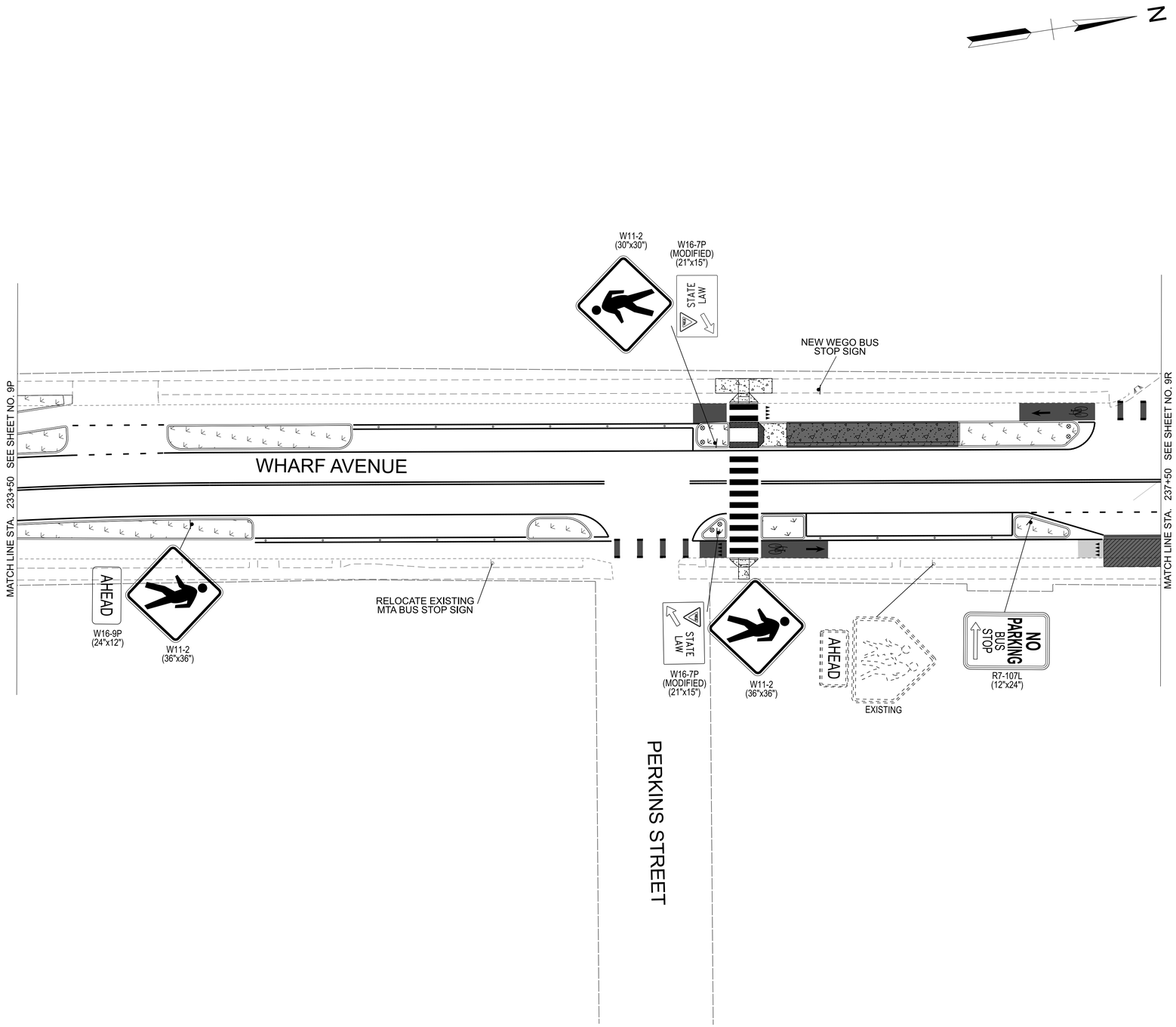
CHESTNUT STREET
BIKEWAY DESIGN

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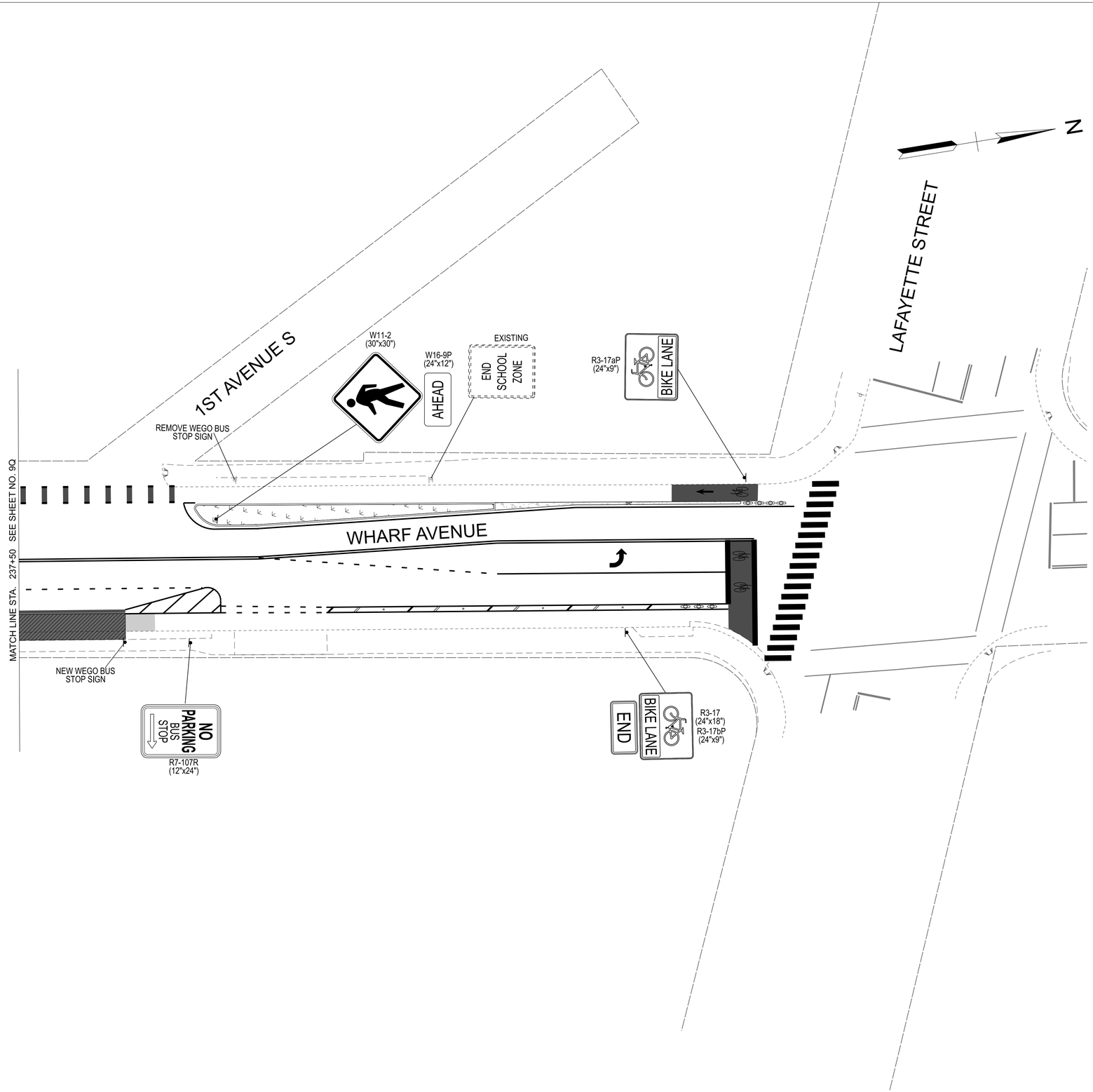
STA. 223+50 TO STA. 237+50

CHESTNUT STREET
BIKEWAY DESIGN

SCALE: 1" = 20'

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KCI TECHNOLOGIES

NOT FOR CONSTRUCTION

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SIGNAGE PLANS

STA. 237+50 TO STA. 241+50

CHESTNUT STREET
BIKEWAY DESIGN

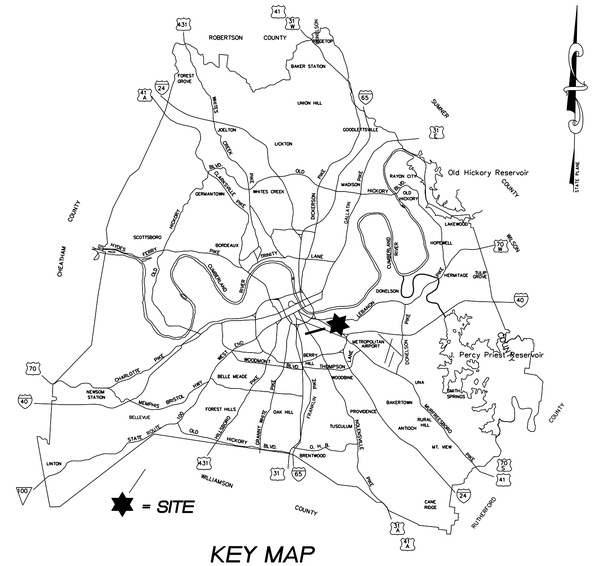
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GENERAL NOTES:

1. ALL WATER AND SEWER CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARD SPECIFICATIONS AND DETAILS OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF WATER AND SEWERAGE SERVICES (MWS).
2. THE CONTRACTOR SHALL OBTAIN AND COMPLY WITH ALL NECESSARY STANDARDS AND PERMITS FROM ANY FEDERAL, STATE, AND/OR LOCAL AUTHORITY HAVING JURISDICTION OVER ANY PHASE OF CONSTRUCTION ASSOCIATED WITH THE PROJECT.
3. THE TYPES AND LOCATIONS OF EXISTING UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE AND SHALL BE INDEPENDENTLY VERIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND PRESERVING EXISTING UTILITIES PRIOR TO AND DURING CONSTRUCTION. REPAIRS OR REPLACEMENTS TO ANY MWS UTILITY DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR WITH NO ADDITIONAL PAYMENT ALLOWED.
4. THE CONTRACTOR SHALL BRING TO THE ATTENTION OF MWS AND DOCUMENT ANY PRE-EXISTING DAMAGE OR CONDITIONS PRIOR TO BEGINNING WORK. REPAIRS OR REPLACEMENTS TO ANY ITEMS DAMAGED BY WATER AND SEWER CONSTRUCTION ACTIVITIES SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR WITH NO ADDITIONAL PAYMENT ALLOWED.
5. MAINTAIN PROPER VERTICAL AND HORIZONTAL SEPARATION BETWEEN WATER AND SANITARY SEWER MAINS. FOR MORE INFORMATION, SEE TDEC DESIGN CRITERIA FOR SEWAGE WORKS SECTION 2.4.1.2 RELATION TO WATER MAINS & COMMUNITY PUBLIC WATER SYSTEMS DESIGN CRITERIA SECTION 9.2 SEPARATION OF WATER MAINS AND SEWERS. WHEN A CONFLICT EXISTS AND PROPER SEPARATION IS NOT ATTAINABLE, THE CONTRACTOR SHALL COORDINATE WITH MWS FOR THE NECESSARY MEASURES TO ENSURE SYSTEM INTEGRITY.
6. THE CONTRACTOR SHALL VERIFY THE SIZE AND MATERIAL FOR EACH WATER SERVICE LINE AND RECONNECT ALL LIVE WATER SERVICES, WHETHER INDICATED ON THE DRAWING OR NOT, PER MWS.
7. WATER SERVICE LINES 2-1/2 INCHES IN DIAMETER AND SMALLER SHALL BE REPLACED FROM THE WATER MAIN TO THE METER WITH COPPER.
8. WATER SERVICE LINES GREATER THAN 2-1/2 INCHES IN DIAMETER SHALL BE REPLACED FROM THE WATER MAIN TO THE PROPERTY LINE VALVE OR METER WITH DUCTILE IRON PIPE.
9. CONTACT MWS IF LEAD SERVICES ARE DISCOVERED. THE CONTRACTOR SHALL FOLLOW THE CURRENT MWS LEAD SERVICE REPLACEMENT PROCEDURE. THIS MAY CAUSE SOME DELAYS AND ADDITIONAL COORDINATION. REPLACEMENT OF LEAD SERVICE LINES REQUIRES AN ADDITIONAL SAMPLING PROTOCOL THAT WILL DELAY THE REPLACEMENT OF THE SERVICE LINE UNTIL THE PROTOCOL CAN BE COORDINATED WITH THE CUSTOMER.
10. WHEN EXISTING METER BOXES REQUIRE ADJUSTING AND/OR RELOCATING, WATER METERS AND SHUTOFFS SHALL BE A MINIMUM OF 24" NOT TO EXCEED A MAXIMUM OF 32" BELOW FINISHED GRADE.
11. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING MWS INSPECTION PERSONNEL PRIOR TO ANY WORK OR CONNECTIONS BEING CONDUCTED ON THE MWS SYSTEM.
12. THE CONTRACTOR SHALL NOT OPERATE ANY VALVES ON THE EXISTING WATER SYSTEM AND/OR WATER MAINS PLACED IN SERVICE WITHOUT PRIOR APPROVAL AND ONLY UNDER THE SUPERVISION OF MWS. OPERATING VALVES SHALL BE SCHEDULED IN WRITING BY THE CONTRACTOR AND MUST BE APPROVED IN ADVANCE BY MWS.
13. METRO WATER SERVICES WILL MAKE EVERY REASONABLE EFFORT TO ISOLATE AND SHUT DOWN THE FLOW OF WATER WHEN REQUIRED FOR THE WORK; HOWEVER, THERE MAY BE CIRCUMSTANCES THAT PREVENT TIMELY WATER SHUT DOWNS SUCH AS: FAULTY VALVES, WATER MAIN BREAKS, LACK OF FORCES DUE TO HIGHER PRIORITY SITUATIONS, ETC. THE COST FOR CONTRACTOR STANDBY TIME DUE TO THESE TYPES OF DELAYS IS CONSIDERED INCIDENTAL AND SHOULD BE INCORPORATED INTO THE PRICE OF OTHER BID ITEMS WITH NO ADDITIONAL PAYMENT ALLOWED.
14. THE CONTRACTOR SHALL NOT MAKE CONNECTIONS TO THE EXISTING WATER SYSTEM UNTIL APPLICABLE TESTS, INCLUDING: DISINFECTION, HYDROSTATIC, ETC., HAVE BEEN PERFORMED AND REPORTED TO MWS AND FOUND TO BE IN COMPLIANCE. REDUCED PRESSURE BACKFLOW PREVENTION DEVICES (RPBP) OR DUAL CHECK VALVES WILL BE REQUIRED ON ALL TEST AND FILL LINES NEEDED FOR WATER MAIN CONSTRUCTION AND MUST BE APPROVED BY MWS.
15. ALL PIPE, PIPE FITTINGS, PLUMBING FITTINGS, AND FIXTURES INCLUDING, BUT NOT LIMITED TO, COATED OR UNCOATED BRASS OR BRONZE MATERIALS THAT COULD COME IN CONTACT WITH DRINKING WATER SHALL BE IN ACCORDANCE WITH THE 2011 REDUCTION OF LEAD IN DRINKING WATER ACT THAT AMENDS THE SAFE DRINKING WATER ACT, SECTION 1417 EFFECTIVE JANUARY 4, 2014. THE FOLLOWING INTERNET LINK PROVIDES FURTHER CLARIFICATION AND DIRECTION ON THE REQUIREMENT: http://nepis.epa.gov/adobe/pdf/p100grdz.pdf.
16. IF A WATER MAIN, OR OTHER MWS SYSTEM COMPONENT, REQUIRES RELOCATION OR ADDITION AND IS NOT INDICATED ON THE APPROVED DRAWINGS, THE CONTRACTOR SHALL NOTIFY MWS IMMEDIATELY. PRIOR TO RELOCATION, THE DRAWINGS SHALL REQUIRE: MODIFICATION DEPICTING THE RELOCATION, APPROVAL FROM A REGISTERED PROFESSIONAL ENGINEER AND THE APPROPRIATE REGULATORY AGENCIES, AND A MWS BASED PROJECT NUMBER ASSIGNED.
17. IF A WATER SERVICE LINE IS DISCONNECTED, THE PROPER MWS DISINFECTION PROTOCOL SHALL BE IMPLEMENTED PRIOR TO THE SERVICE LINE BEING RECONNECTED TO THE EXISTING WATER SYSTEM.
18. NO DISCHARGE OF WASTEWATER OR DEBRIS SHALL BE RELEASED TO THE ENVIRONMENT. SHOULD THE CONTRACTOR'S ACTIONS CAUSE AN OVERFLOW OR BYPASS OF WASTEWATER TO THE ENVIRONMENT, SITE CLEANUP WILL BE THE RESPONSIBILITY OF THE CONTRACTOR CONSISTENT WITH MWS' SPILL AND OVERFLOW RESPONSE PLAN.
19. PRIOR TO IMPLEMENTING THE PLUGGING OF ANY LINE, BYPASS PUMPING, OR SIMILAR ACTIONS, THE CONTRACTOR SHALL PROVIDE A DETAILED PLAN OF APPROACH TO MWS FOR REVIEW AND COMMENT. MWS APPROVAL OF ANY SUCH PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY FOR THE ADEQUACY OF THE PLAN OR PROPER EXECUTION.
20. THE CONTRACTOR SHALL COMPLETE ALL WORK IN FULL COMPLIANCE WITH THE METRO STORMWATER MANAGEMENT REGULATIONS, SO AS TO CREATE NO STORMWATER QUALITY OR QUANTITY COMPLIANCE ISSUES. ILLICIT DISCHARGES OF POLLUTANTS, EITHER DIRECT OR INDIRECT, TO A STORM SEWER, STORMWATER CONVEYANCE, OR STREAM WITHIN METRO NASHVILLE DAVIDSON COUNTY ARE PROHIBITED, PER METRO ORDINANCE 15.64.205 (NON-STORMWATER DISCHARGES).



KEY MAP

COUNCIL DISTRICT 17

CONSTRUCTION DETAILS:

CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE AND CURRENT MWS DETAILS LOCATED ON THE WEBPAGE. SEE APPROVED CONSTRUCTION SPECIFICATIONS AND DETAILS: https://www.nashville.gov/water-services/developers/water-and-sewer.aspx

APPLICABLE DETAILS OF NOTE FOR THIS PROJECT INCLUDE:

WATER DETAILS
- WDET001 (Valve Box Frame and Cover)
- WDET002 (Standard Meter Box)
- WDET005 (Fire Hydrant Installation)
- WDET010 (Crossing under Obstructions)
- WDET010C (Thurst Collar (Reverse Kicker))
- WDET011 (Service Line Detail)
- WDET012 (Standard Concrete Box)
- WDET013 (Concrete Footing Blocks)
- WDET014 (2" Blow - Off)

SEWER DETAILS
- SDET001 (Standard Manhole Frame and Cover)
- SDET003 (Std. Precast Conc. Manhole Detail)
- SDET008 (Resilient Connector)
- SDET011 (Drop Pipe Assembly)
- SDET016 (6" PVC House Sewer Service)
- SDET017 (Sewer Service Line Standard Clea
- SDET017A (Sewer Service Line Standard Cle
- SDET020 (Sewer Cast Iron Valve Box)

UTILITY OWNERS

WATER & SANITARY SEWER:	INSPECTION:	STORM WATER:	STREETS:	NASHVILLE DEPT. OF TRANSPORTATION:	ADA:
METRO WATER & SEWER 1600 2nd AVENUE NORTH NASHVILLE, TN 37208 CONTACT PERSON: PAISLEY MAROTTA (615) 862-4142 paisley.marotta@nashville.gov	METRO WATER & SEWER 1600 2ND AVENUE NORTH NASHVILLE, TN 37208 CONTACT PERSON: JUSTIN PENDLEY, PE (615) 862-4555 justin.pendley@nashville.gov	METRO WATER & SEWER 1600 2nd AVENUE NORTH NASHVILLE, TN 37208 CONTACT PERSON: RICKY SWIFT (615) 862-4784 ricky.swift@nashville.gov	NASHVILLE DEPT. OF TRANSPORTATION 740 SOUTH 5TH STREET NASHVILLE, TN 37206 CONTACT PERSON: MIKE DAVIS (615) 862-8760 mike.davis@nashville.gov	750 SOUTH 5TH STREET NASHVILLE, TN 37206 CONTACT PERSON: RORY ROWAN (615) 862-8782 rory.rowan@nashville.gov	ADA COMPLIANCE DIVISION 730 2ND AVE S NASHVILLE, TN 37210 CONTACT PERSON: JERRY HALL (615) 862-8744 jerry.hall@nashville.gov

TELEPHONE:	ELECTRIC:	GAS:	CABLE:	FIBER:	TELECOMMUNICATIONS:
AT&T 333 COMMERCE ST., 23RD FLOOR NASHVILLE, TN 37201 CONTACT PERSON: WILL DAVENPORT (615) 801-6960 wd5635@att.com	NASHVILLE ELECTRIC SERVICE 1214 CHURCH STREET NASHVILLE, TN 37203 CONTACT PERSON: JON SIPES (615) 747-2530 jsipes@nespower.com	DUKE ENERGY / PIEDMONT GAS 83 CENTURY BLVD NASHVILLE, TN 37214 CONTACT PERSON: SCOTTY HAZZARD (615) 335-7929 Scotty.Hazzard@duke-energy.com	COMCAST 660 MAINSTREAM DRIVE NASHVILLE, TN 37228 CONTACT PERSON: GARY MCKINNEY (615) 244-7462 EXT. 1115332 NAS-NashvilleConstructionBetterments@comcast.com	GOOGLE FIBER 1101 MCGAVOCK STREET, STE 200 NASHVILLE, TN 37203 CONTACT PERSON: RICK BOLTON (629) 888-2258 gfiber-bna-relocations@google.com	VERIZON 101 MOLLOY STREET NASHVILLE, TN 37201 CONTACT PERSON: DEREK DEE (615) 919-5470 derek.r.dee@verizon.com

Metro Water Services Nashville, TN

*** Approved for Construction ***

Under authority delegated by the Tennessee Department of Environment and Conservation Division of Water Resources, this document has been reviewed by the Department of Water and Sewerage Services or contracted professional and is hereby approved for construction.

This approval shall not be construed as an assurance that the improvements depicted in the document bearing this stamp will function as intended.

Public Sewer _____

Public Water _____

Date _____ MWS Engineer _____

This approval expires one year from date shown below

NOT FOR CONSTRUCTION

FILE NO.:	UTILITY NOTES AND DETAILS
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP
REVISION BLOCK	
DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY NOTES AND DETAILS

SCALE: N.T.S.

SHEET 10

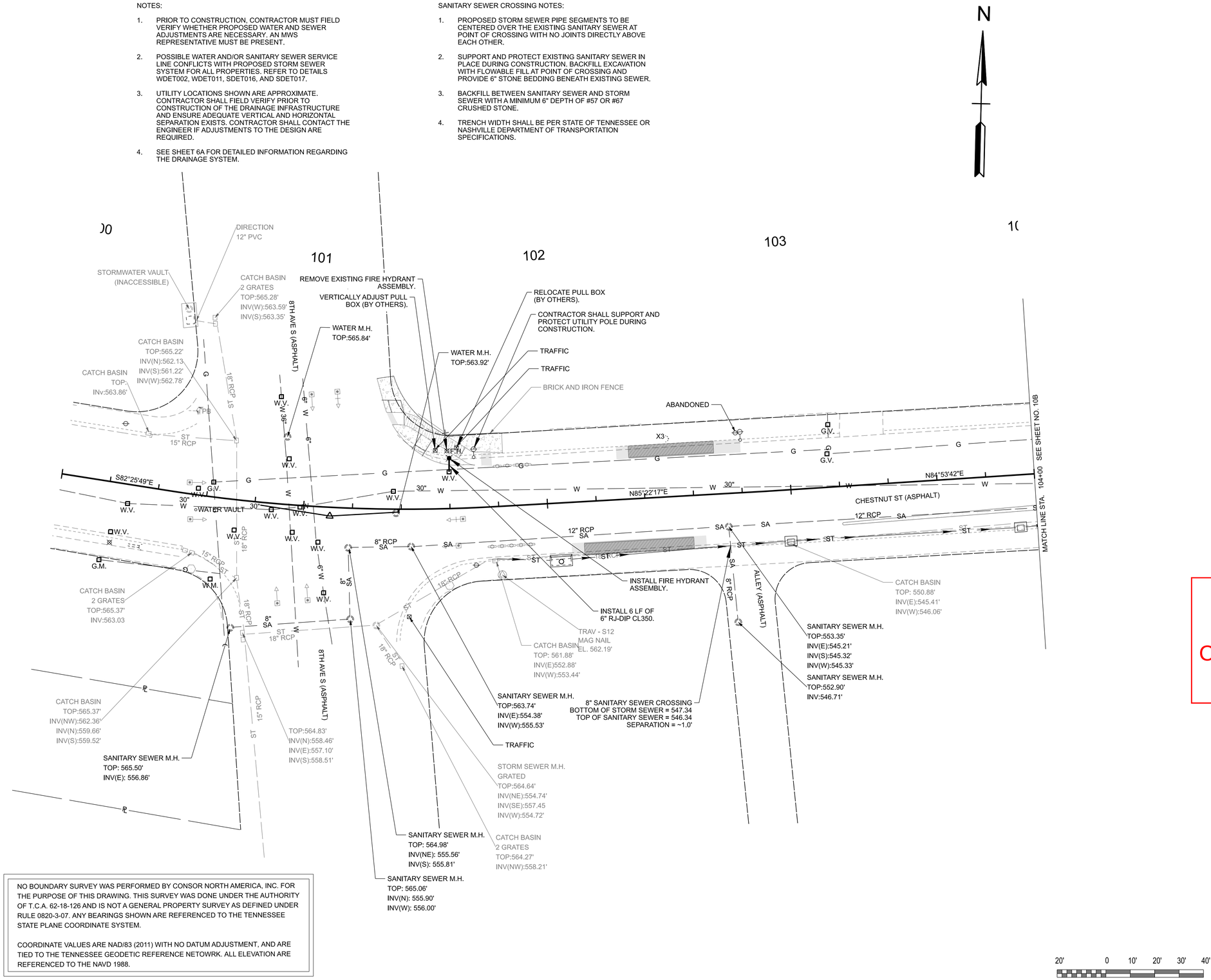
4/20/2026 12:49:35 PM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE SHEET 6A FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

SANITARY SEWER CROSSING NOTES:

1. PROPOSED STORM SEWER PIPE SEGMENTS TO BE CENTERED OVER THE EXISTING SANITARY SEWER AT POINT OF CROSSING WITH NO JOINTS DIRECTLY ABOVE EACH OTHER.
2. SUPPORT AND PROTECT EXISTING SANITARY SEWER IN PLACE DURING CONSTRUCTION. BACKFILL EXCAVATION WITH FLOWABLE FILL AT POINT OF CROSSING AND PROVIDE 6" STONE BEDDING BENEATH EXISTING SEWER.
3. BACKFILL BETWEEN SANITARY SEWER AND STORM SEWER WITH A MINIMUM 6" DEPTH OF #57 OR #67 CRUSHED STONE.
4. TRENCH WIDTH SHALL BE PER STATE OF TENNESSEE OR NASHVILLE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.



NO BOUNDARY SURVEY WAS PERFORMED BY CONSOR NORTH AMERICA, INC. FOR THE PURPOSE OF THIS DRAWING. THIS SURVEY WAS DONE UNDER THE AUTHORITY OF T.C.A. 62-18-126 AND IS NOT A GENERAL PROPERTY SURVEY AS DEFINED UNDER RULE 0820-3-07. ANY BEARINGS SHOWN ARE REFERENCED TO THE TENNESSEE STATE PLANE COORDINATE SYSTEM.

COORDINATE VALUES ARE NAD/83 (2011) WITH NO DATUM ADJUSTMENT, AND ARE TIED TO THE TENNESSEE GEODETIC REFERENCE NETOWRK. ALL ELEVATION ARE REFERENCED TO THE NAVD 1988.

20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	UTILITY1
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP
REVISION BLOCK	
DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 100+00.00 TO STA. 104+00.00

SCALE: 1" = 20'

SHEET 10A

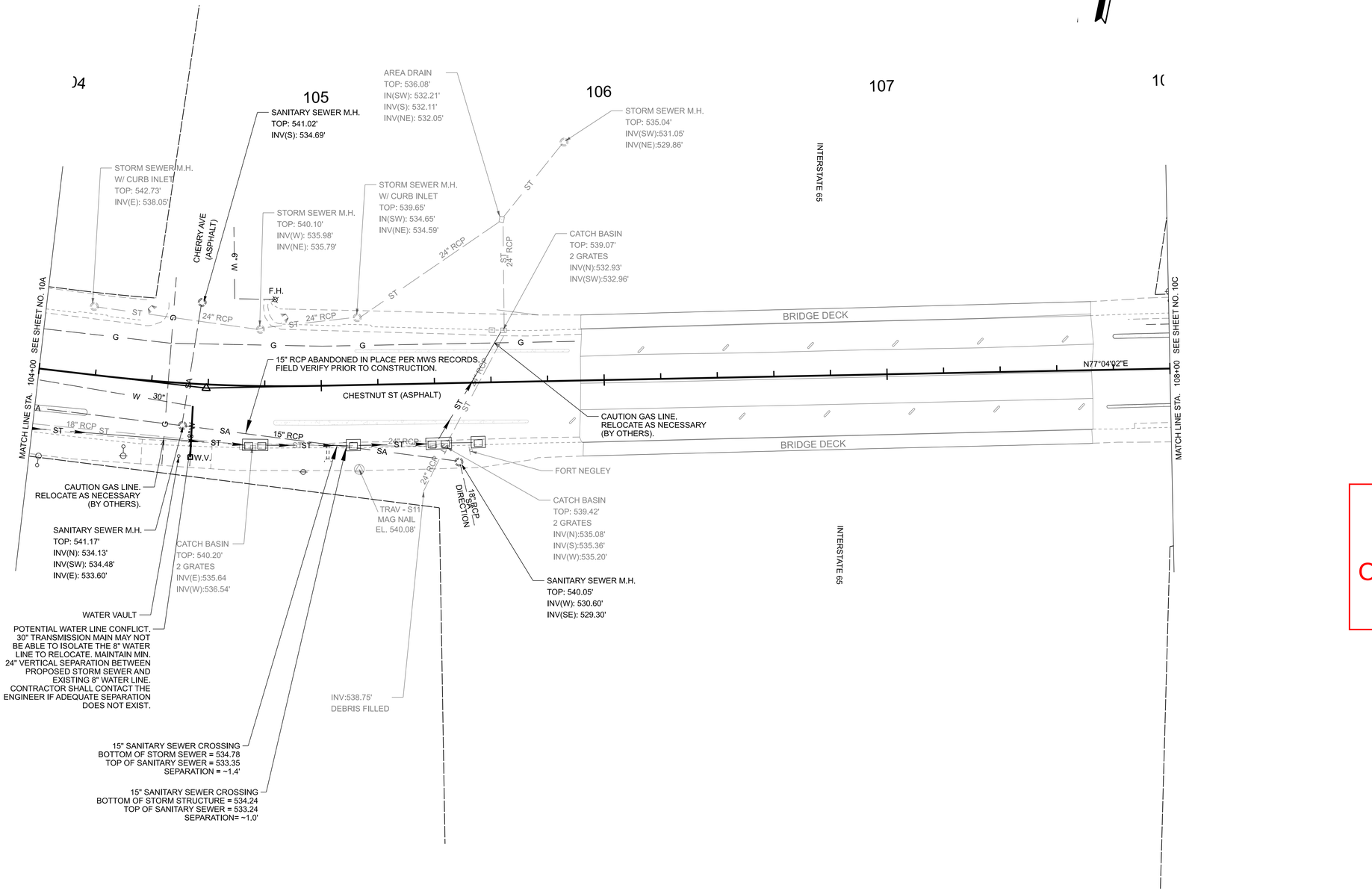
4/22/2026 10:28:46 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE SHEET 6B FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

SANITARY SEWER CROSSING NOTES:

1. PROPOSED STORM SEWER PIPE SEGMENTS TO BE CENTERED OVER THE EXISTING SANITARY SEWER AT POINT OF CROSSING WITH NO JOINTS DIRECTLY ABOVE EACH OTHER.
2. SUPPORT AND PROTECT EXISTING SANITARY SEWER IN PLACE DURING CONSTRUCTION. BACKFILL EXCAVATION WITH FLOWABLE FILL AT POINT OF CROSSING AND PROVIDE 6" STONE BEDDING BENEATH EXISTING SEWER.
3. BACKFILL BETWEEN SANITARY SEWER AND STORM SEWER WITH A MINIMUM 6" DEPTH OF #57 OR #67 CRUSHED STONE.
4. TRENCH WIDTH SHALL BE PER STATE OF TENNESSEE OF NASHVILLE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.



FILE NO.:	UTILITY2
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 104+00.00 TO
STA. 108+00.00

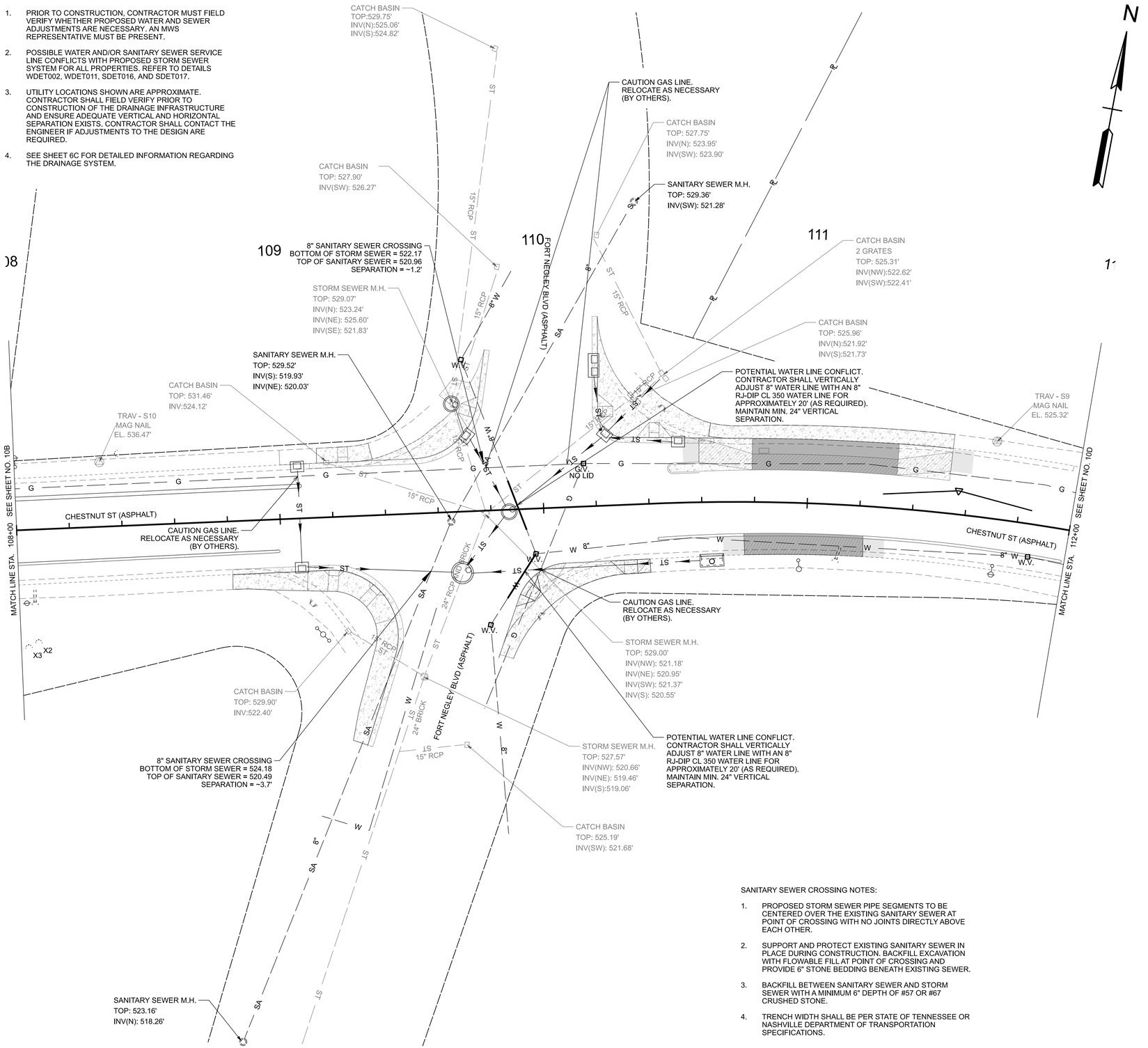
SCALE: 1" = 20'

SHEET 10B

4/24/2026 7:42:25 AM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSET(S\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
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4. SEE SHEET 6C FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.



SANITARY SEWER CROSSING NOTES:

1. PROPOSED STORM SEWER PIPE SEGMENTS TO BE CENTERED OVER THE EXISTING SANITARY SEWER AT POINT OF CROSSING WITH NO JOINTS DIRECTLY ABOVE EACH OTHER.
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3. BACKFILL BETWEEN SANITARY SEWER AND STORM SEWER WITH A MINIMUM 6" DEPTH OF #57 OR #67 CRUSHED STONE.
4. TRENCH WIDTH SHALL BE PER STATE OF TENNESSEE OR NASHVILLE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	UTILITY3
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 108+00.00 TO STA. 112+00.00

SCALE: 1" = 20'

SHEET 10C

4/22/2026 10:29:32 AM
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NOTES:

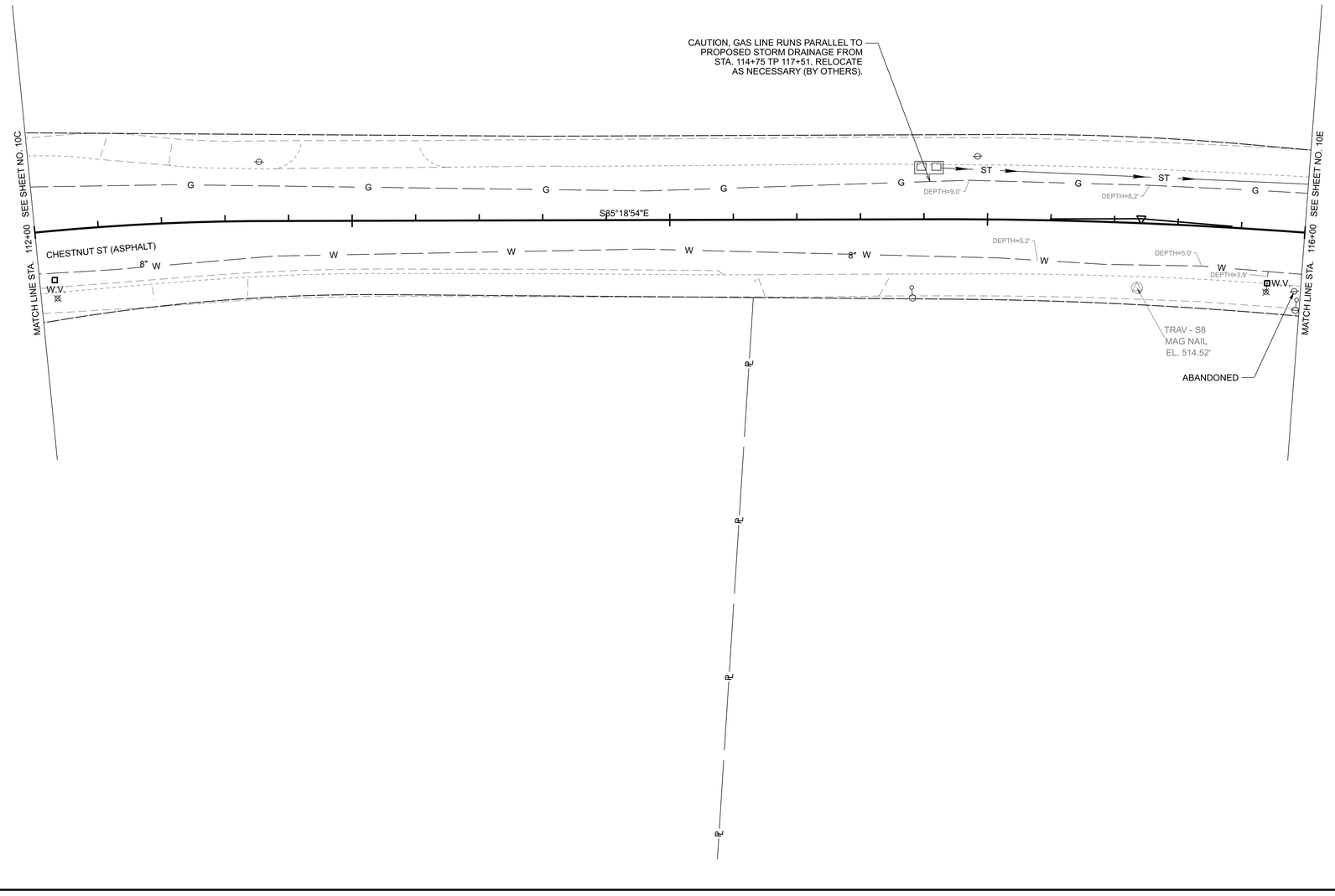
1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE SHEET 6D FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.

N

12 113 114 115 11



20' 0 10' 20' 30' 40'

SCALE: 1"=20'

FILE NO.:	UTILITY4
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 112+00.00 TO STA. 116+00.00

SCALE: 1" = 20'

SHEET 10D

4/22/2026 10:30:22 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN
I:\PROJECTS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

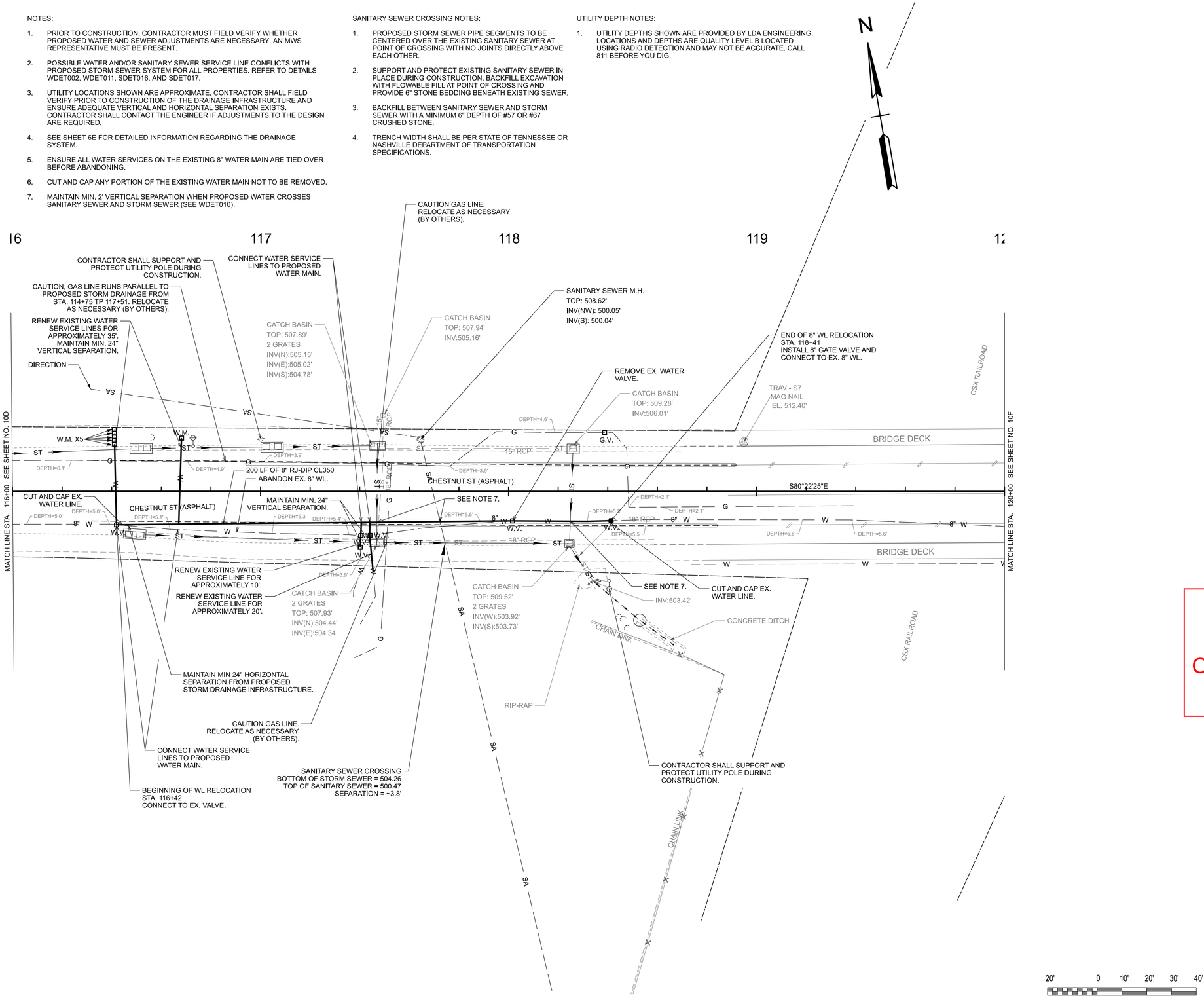
1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE SHEET 6E FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
5. ENSURE ALL WATER SERVICES ON THE EXISTING 8" WATER MAIN ARE TIED OVER BEFORE ABANDONING.
6. CUT AND CAP ANY PORTION OF THE EXISTING WATER MAIN NOT TO BE REMOVED.
7. MAINTAIN MIN. 2' VERTICAL SEPARATION WHEN PROPOSED WATER CROSSES SANITARY SEWER AND STORM SEWER (SEE WDET010).

SANITARY SEWER CROSSING NOTES:

1. PROPOSED STORM SEWER PIPE SEGMENTS TO BE CENTERED OVER THE EXISTING SANITARY SEWER AT POINT OF CROSSING WITH NO JOINTS DIRECTLY ABOVE EACH OTHER.
2. SUPPORT AND PROTECT EXISTING SANITARY SEWER IN PLACE DURING CONSTRUCTION. BACKFILL EXCAVATION WITH FLOWABLE FILL AT POINT OF CROSSING AND PROVIDE 6" STONE BEDDING BENEATH EXISTING SEWER.
3. BACKFILL BETWEEN SANITARY SEWER AND STORM SEWER WITH A MINIMUM 6" DEPTH OF #57 OR #67 CRUSHED STONE.
4. TRENCH WIDTH SHALL BE PER STATE OF TENNESSEE OR NASHVILLE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.



FILE NO.:	UTILITY5
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

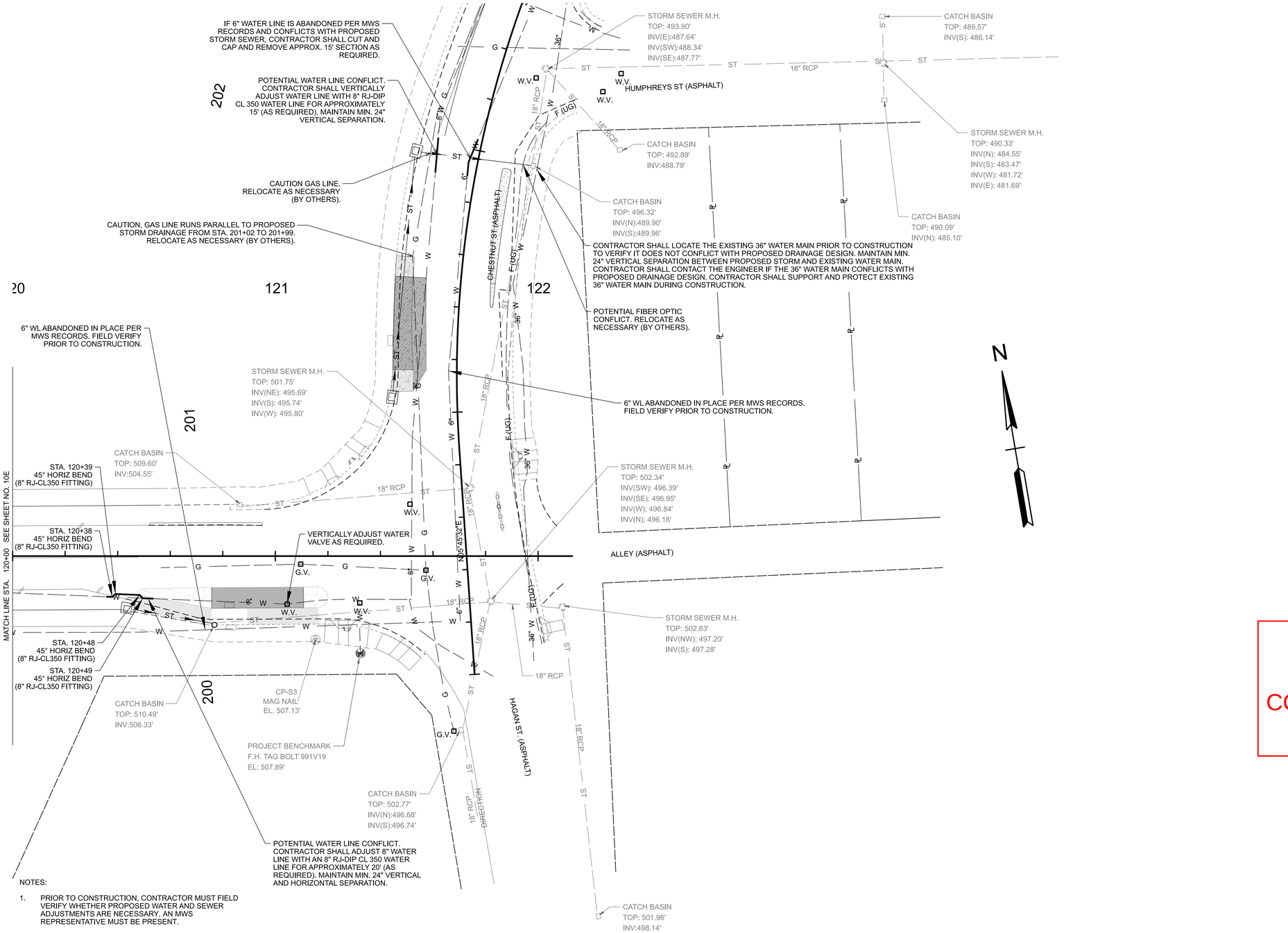
CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 116+00.00 TO STA. 120+00.00

SCALE: 1" = 20'

SHEET 10E

4/22/2026 10:30:47 AM
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NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
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4. SEE SHEET 6F FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

FILE NO.:	UTILITY6
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP
REVISION BLOCK	
DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 120+00.00 TO STA. 123+99.79

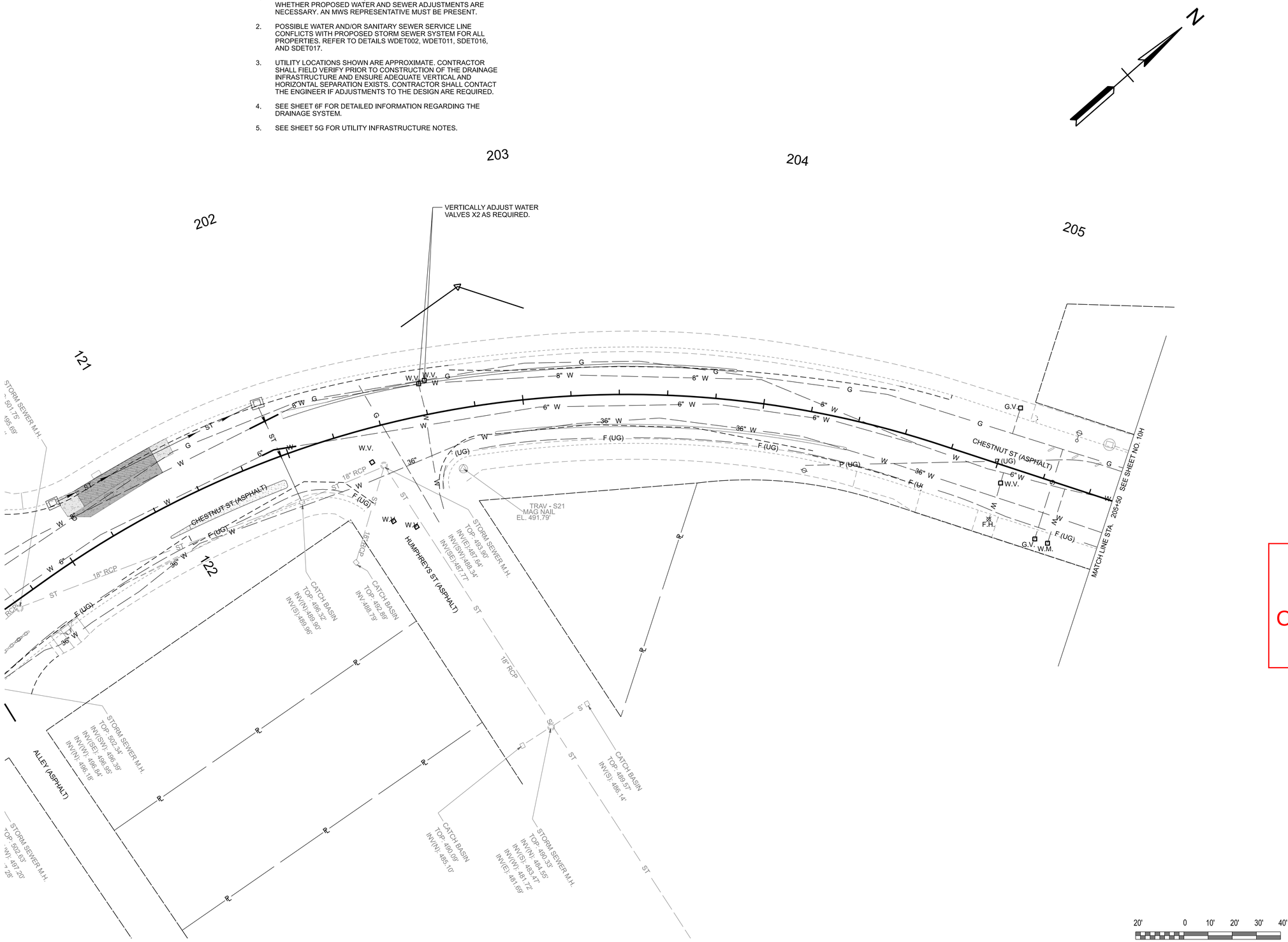
SCALE: 1" = 20'

SHEET 10F

4/22/2026 10:31:14 AM
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NOTES:

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4. SEE SHEET 6F FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.
5. SEE SHEET 5G FOR UTILITY INFRASTRUCTURE NOTES.



FILE NO.:	UTILITY7
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 201+50.00 TO STA. 205+50.00

SCALE: 1" = 20'

SHEET 10G

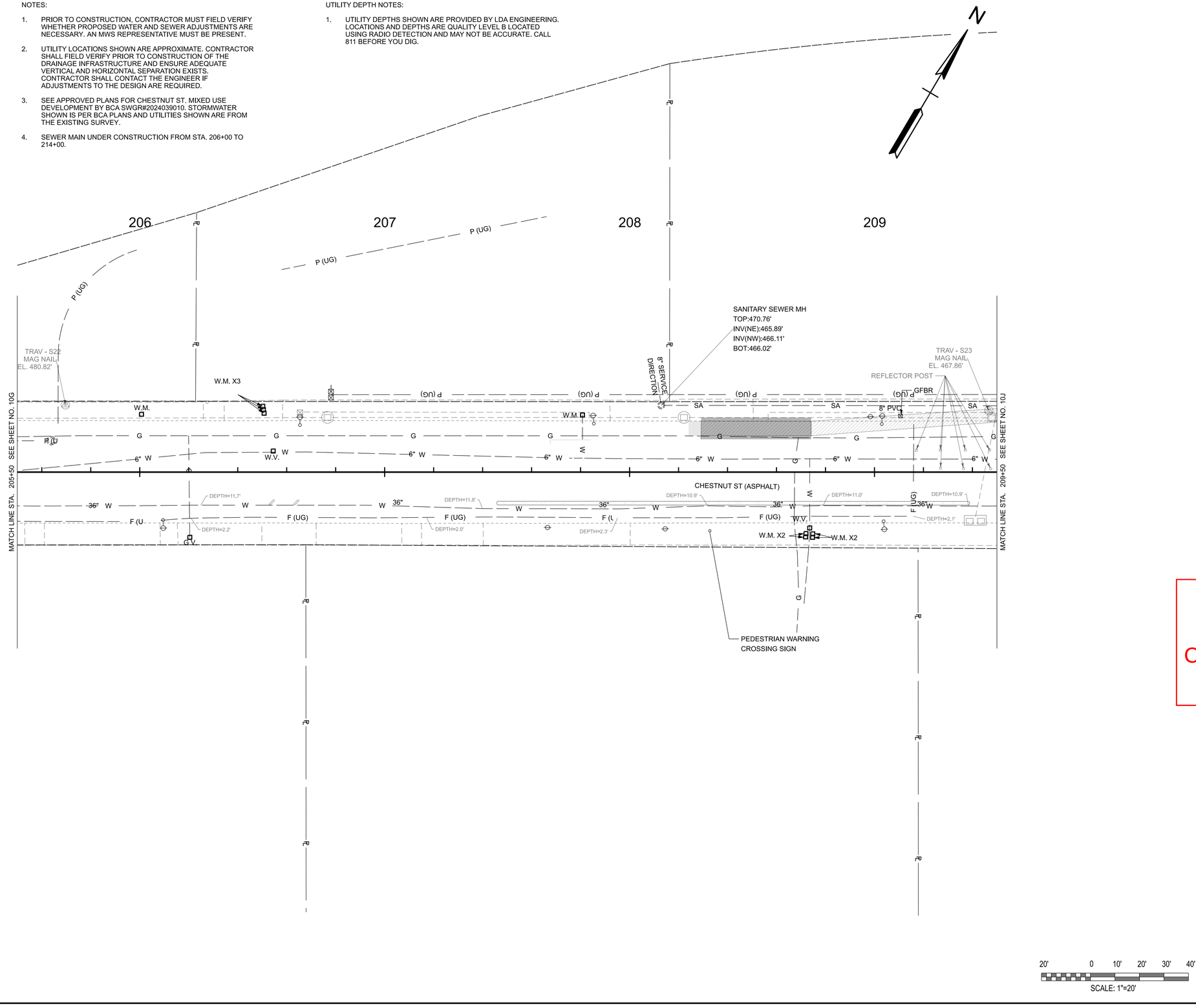
4/22/2026 10:36:01 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYS\WORKSETS\CHESTNUT ST\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

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3. SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA SWGR#2024039010. STORMWATER SHOWN IS PER BCA PLANS AND UTILITIES SHOWN ARE FROM THE EXISTING SURVEY.
4. SEWER MAIN UNDER CONSTRUCTION FROM STA. 206+00 TO 214+00.

UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.



20' 0 10' 20' 30' 40'

SCALE: 1"=20'

FILE NO.:	UTILITY8
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

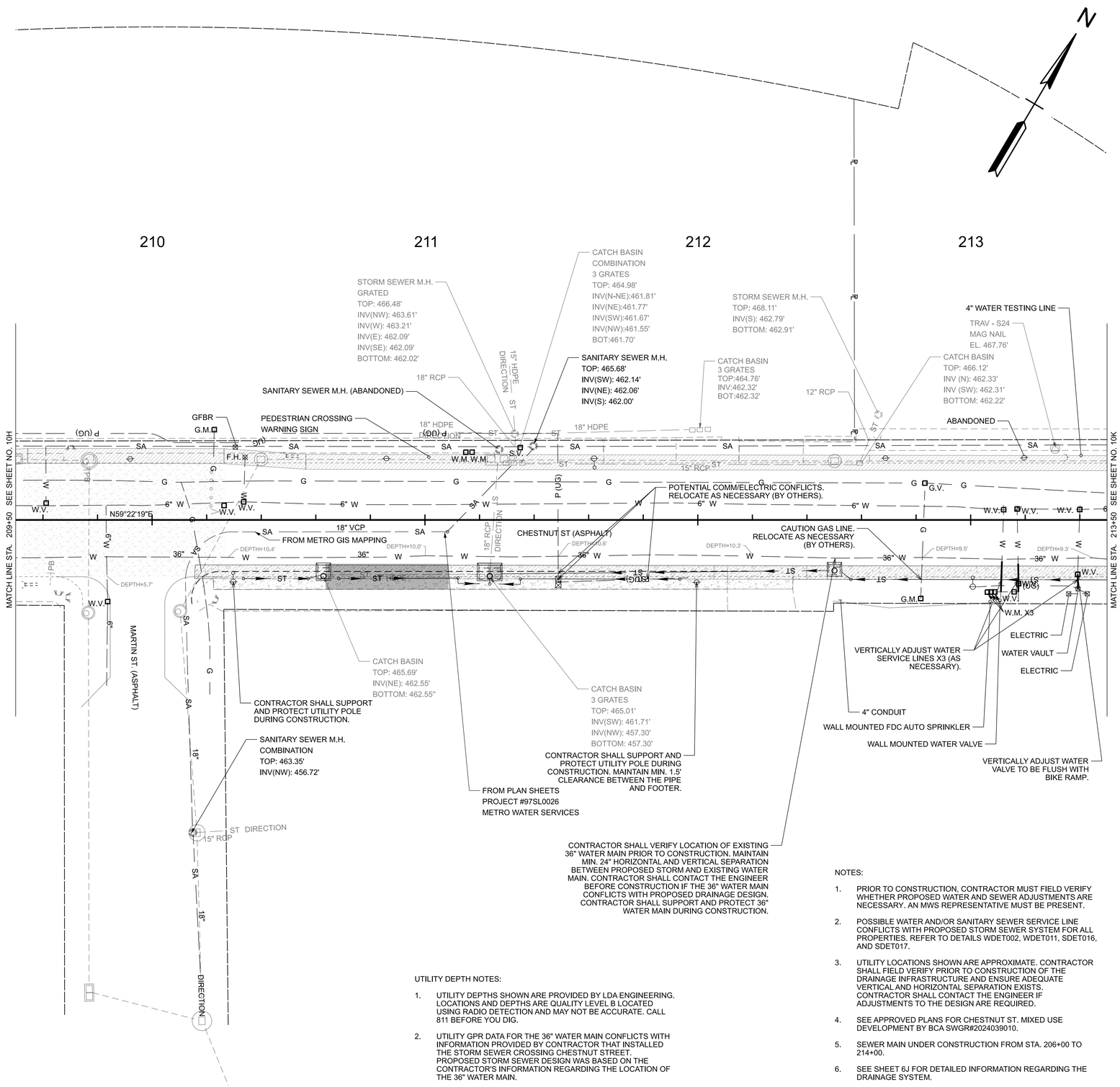
CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 205+50.00 TO STA. 209+50.00

SCALE: 1" = 20'

SHEET 10H

4/22/2026 10:36:43 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN



UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.
2. UTILITY GPR DATA FOR THE 36" WATER MAIN CONFLICTS WITH INFORMATION PROVIDED BY CONTRACTOR THAT INSTALLED THE STORM SEWER CROSSING CHESTNUT STREET. PROPOSED STORM SEWER DESIGN WAS BASED ON THE CONTRACTOR'S INFORMATION REGARDING THE LOCATION OF THE 36" WATER MAIN.

NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA SWGR#2024039010.
5. SEWER MAIN UNDER CONSTRUCTION FROM STA. 206+00 TO 214+00.
6. SEE SHEET 6J FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	UTILITY9
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 209+50.00 TO STA. 213+50.00

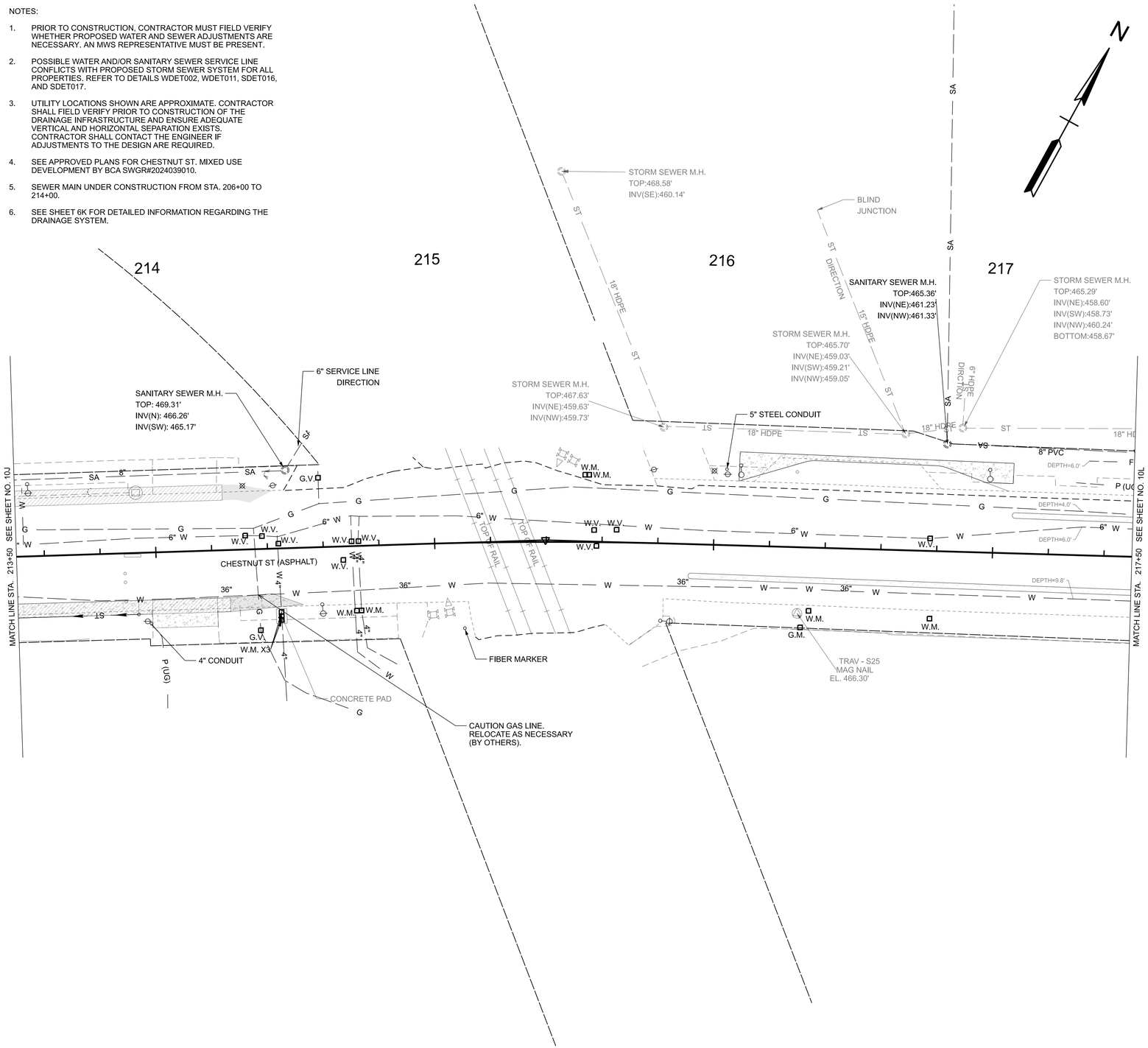
SCALE: 1" = 20'

SHEET 10J

4/22/2026 10:37:19 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE APPROVED PLANS FOR CHESTNUT ST. MIXED USE DEVELOPMENT BY BCA SWGR#2024039010.
5. SEWER MAIN UNDER CONSTRUCTION FROM STA. 206+00 TO 214+00.
6. SEE SHEET 6K FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.



20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	UTILITY10
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

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NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

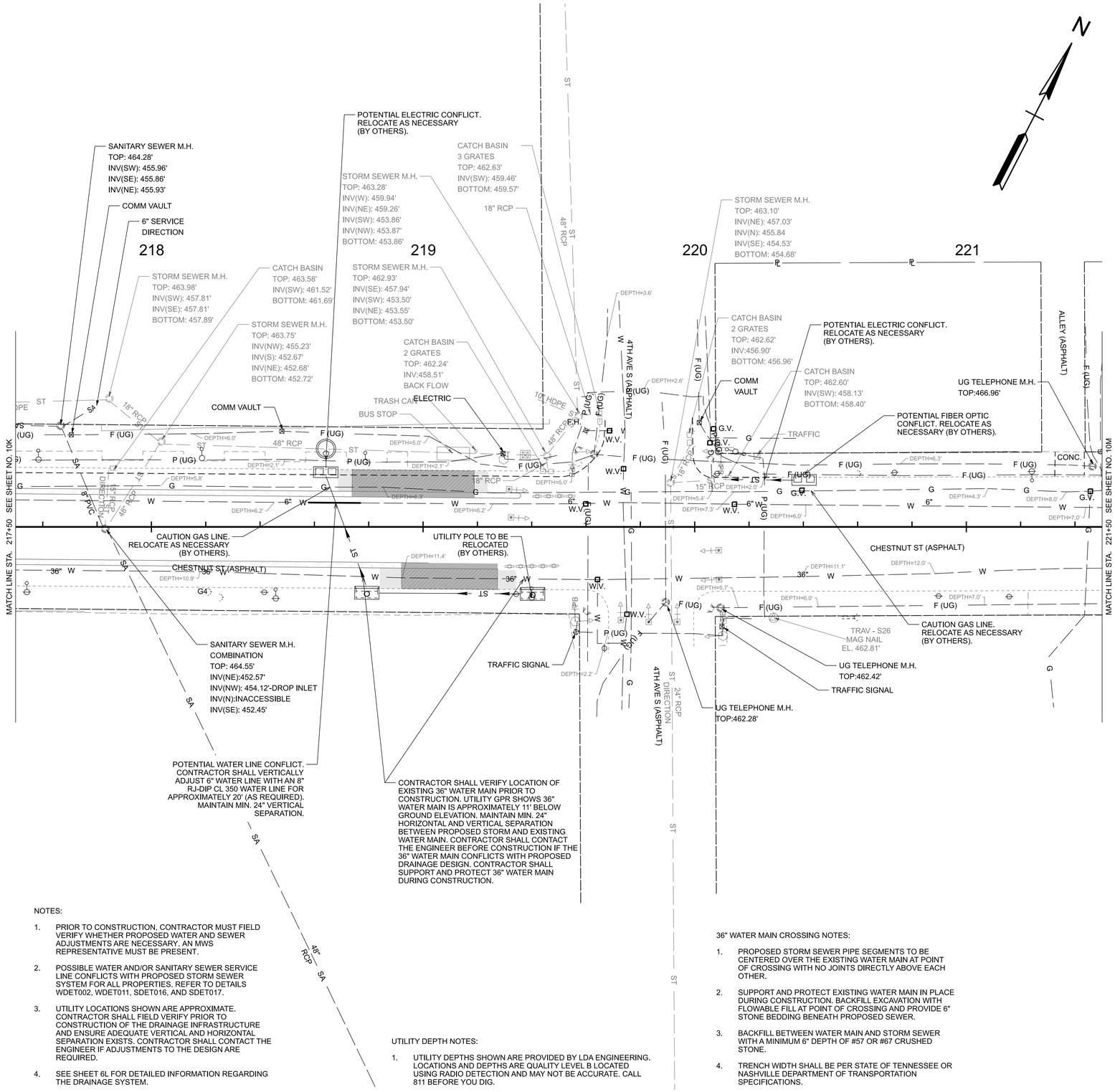
CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 213+50.00 TO STA. 217+50.00

SCALE: 1" = 20'

SHEET 10K

4/22/2026 10:37:45 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN



NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE SHEET 6L FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.

36" WATER MAIN CROSSING NOTES:

1. PROPOSED STORM SEWER PIPE SEGMENTS TO BE CENTERED OVER THE EXISTING WATER MAIN AT POINT OF CROSSING WITH NO JOINTS DIRECTLY ABOVE EACH OTHER.
2. SUPPORT AND PROTECT EXISTING WATER MAIN IN PLACE DURING CONSTRUCTION. BACKFILL EXCAVATION WITH FLOWABLE FILL AT POINT OF CROSSING AND PROVIDE 6" STONE BEDDING BENEATH PROPOSED SEWER.
3. BACKFILL BETWEEN WATER MAIN AND STORM SEWER WITH A MINIMUM 6" DEPTH OF #57 OR #67 CRUSHED STONE.
4. TRENCH WIDTH SHALL BE PER STATE OF TENNESSEE OR NASHVILLE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

FILE NO.:	UTILITY11
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

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NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 217+50.00 TO STA. 221+50.00

SCALE: 1" = 20'

SHEET 10L

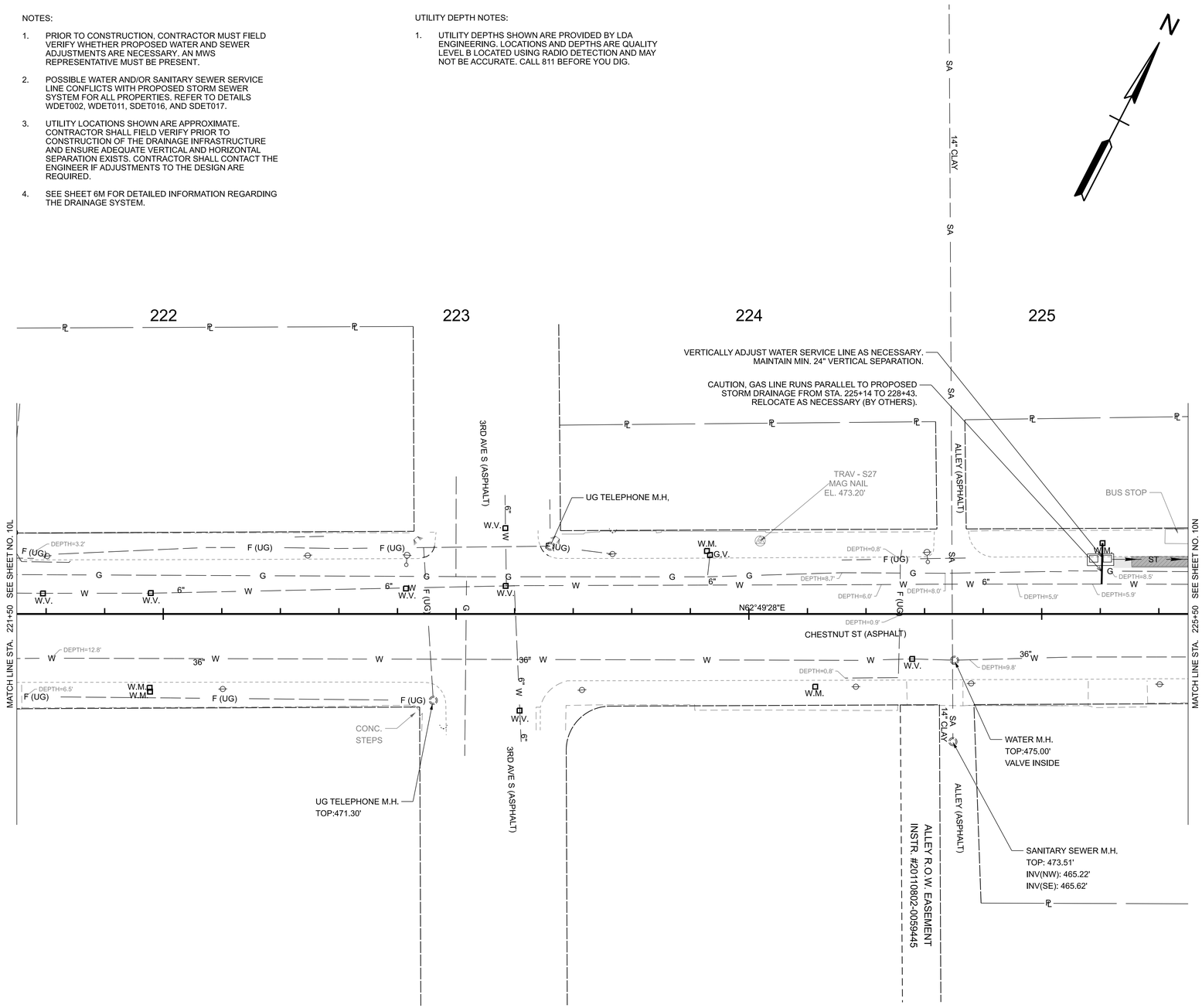
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C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYSWORKSET\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE SHEET 6M FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.



20' 0 10' 20' 30' 40'

SCALE: 1"=20'

FILE NO.:	UTILITY12
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

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CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 221+50.00 TO STA. 225+50.00

SCALE: 1" = 20'

SHEET 10M

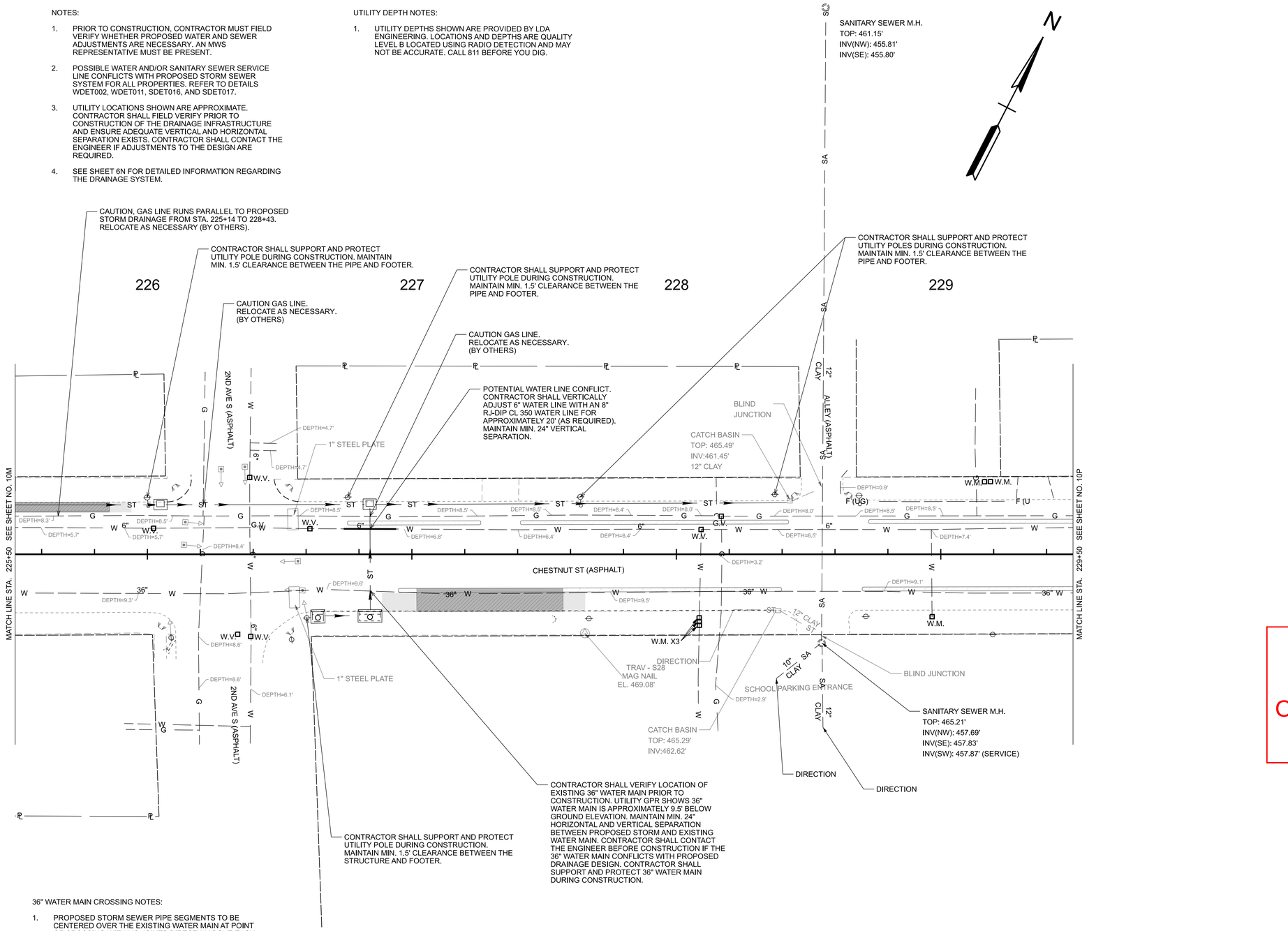
4/22/2026 10:39:28 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE SHEET 6N FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.



36" WATER MAIN CROSSING NOTES:

1. PROPOSED STORM SEWER PIPE SEGMENTS TO BE CENTERED OVER THE EXISTING WATER MAIN AT POINT OF CROSSING WITH NO JOINTS DIRECTLY ABOVE EACH OTHER.
2. SUPPORT AND PROTECT EXISTING WATER MAIN IN PLACE DURING CONSTRUCTION. BACKFILL EXCAVATION WITH FLOWABLE FILL AT POINT OF CROSSING AND PROVIDE 6" STONE BEDDING BENEATH PROPOSED SEWER.
3. BACKFILL BETWEEN WATER MAIN AND STORM SEWER WITH A MINIMUM 6" DEPTH OF #57 OR #67 CRUSHED STONE.
4. TRENCH WIDTH SHALL BE PER STATE OF TENNESSEE OR NASHVILLE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

20' 0 10' 20' 30' 40'
SCALE: 1"=20'

FILE NO.:	UTILITY13
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

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NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 225+50.00 TO STA. 229+50.00

SCALE: 1" = 20'

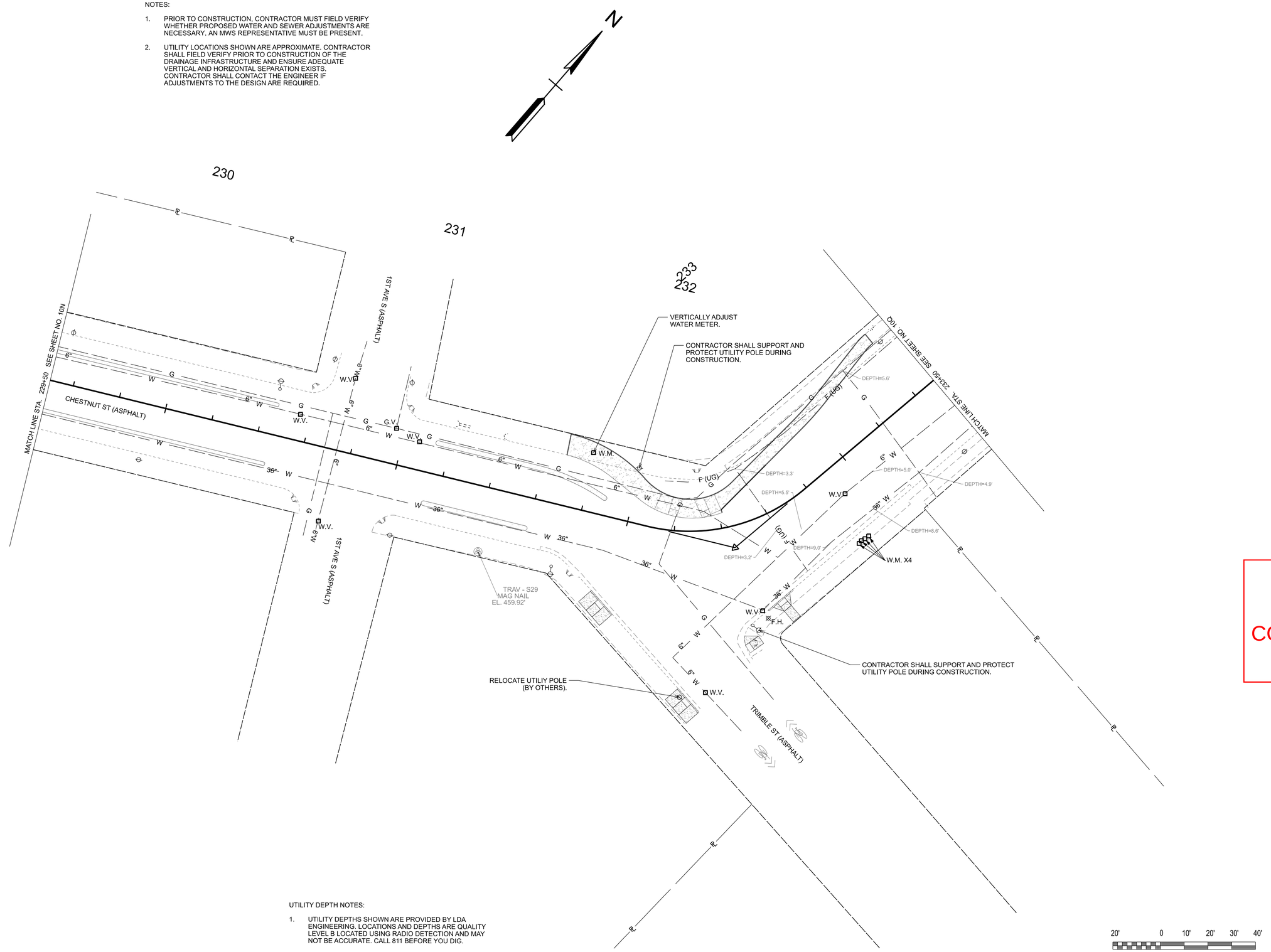
SHEET 10N

4/24/2026 7:43:14 AM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.

2. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.



UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.

FILE NO.:	UTILITY14
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

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NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 229+50.00 TO STA. 233+50.00

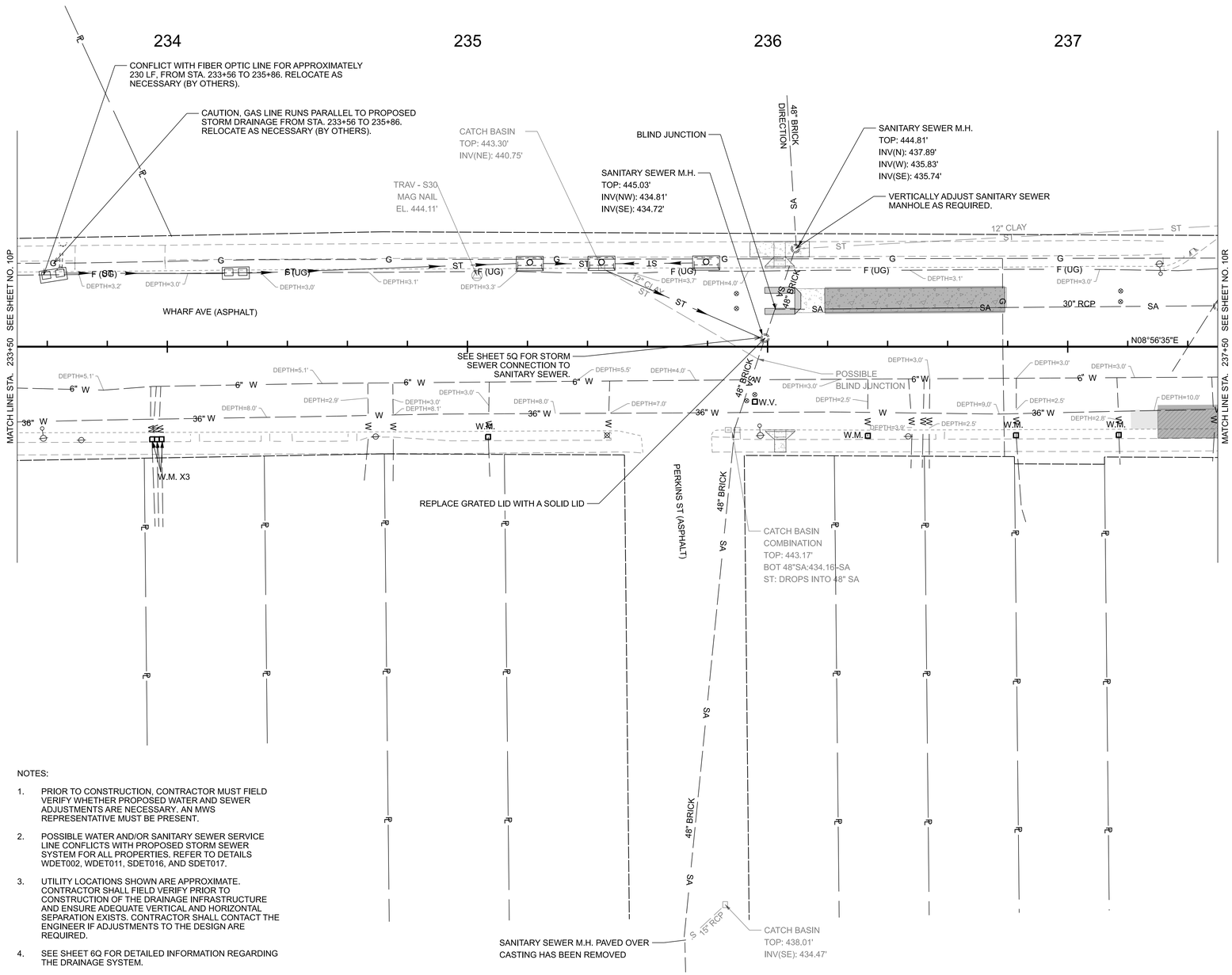
SCALE: 1" = 20'

SHEET 10P

4/22/2026 10:41:14 AM
C:\PROGRAMDATA\BENTLEY\OPENROADS DESIGNER 2023.00\CONFIGURATION\WORKSPACES\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.



NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
3. UTILITY LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY PRIOR TO CONSTRUCTION OF THE DRAINAGE INFRASTRUCTURE AND ENSURE ADEQUATE VERTICAL AND HORIZONTAL SEPARATION EXISTS. CONTRACTOR SHALL CONTACT THE ENGINEER IF ADJUSTMENTS TO THE DESIGN ARE REQUIRED.
4. SEE SHEET 6Q FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

FILE NO.:	UTILITY15
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP

REVISION BLOCK

DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

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NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 233+50.00 TO STA. 237+50.00

SCALE: 1" = 20'

SHEET 10Q

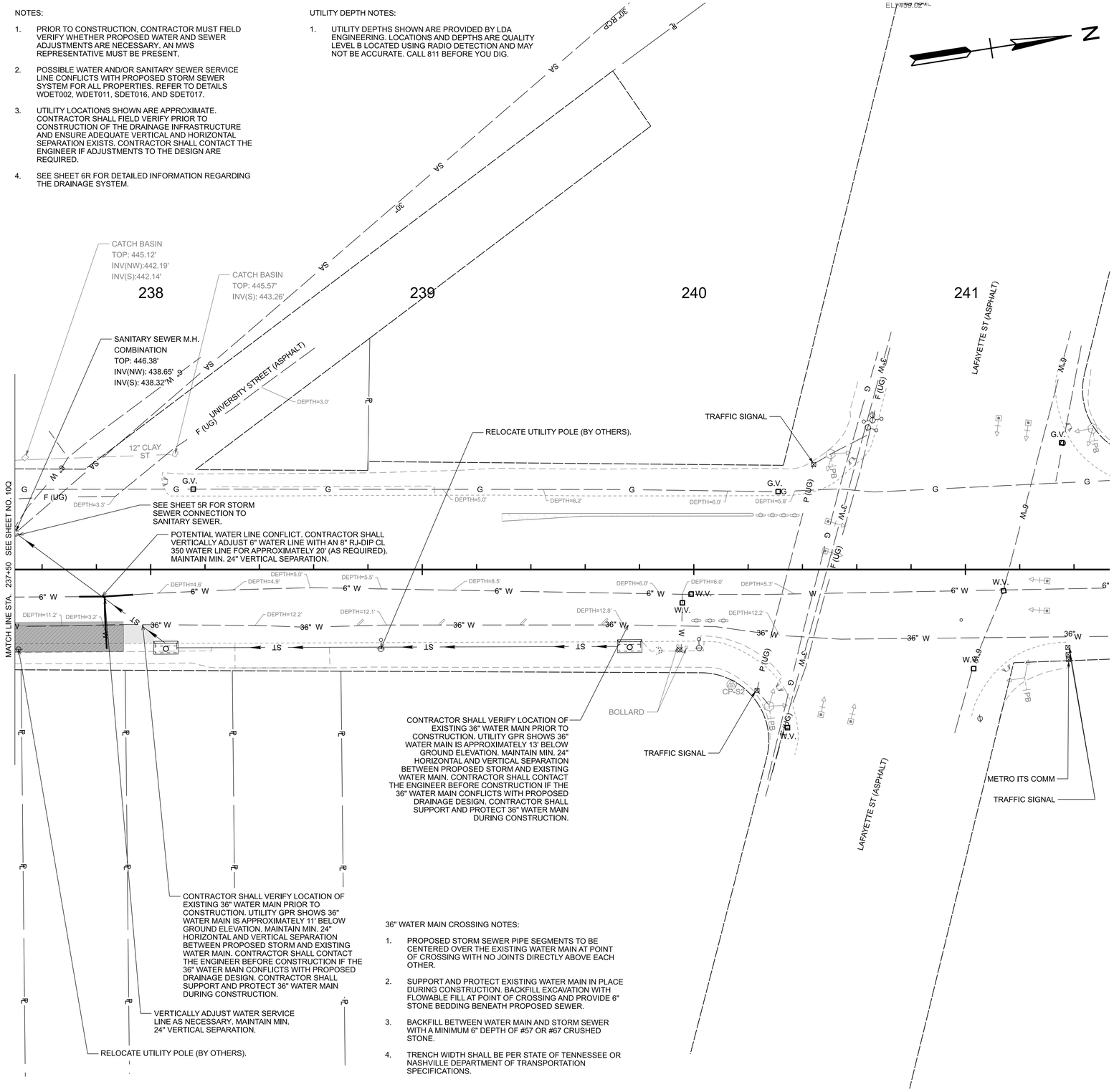
4/24/2026 7:45:27 AM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN

NOTES:

1. PRIOR TO CONSTRUCTION, CONTRACTOR MUST FIELD VERIFY WHETHER PROPOSED WATER AND SEWER ADJUSTMENTS ARE NECESSARY. AN MWS REPRESENTATIVE MUST BE PRESENT.
2. POSSIBLE WATER AND/OR SANITARY SEWER SERVICE LINE CONFLICTS WITH PROPOSED STORM SEWER SYSTEM FOR ALL PROPERTIES. REFER TO DETAILS WDET002, WDET011, SDET016, AND SDET017.
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4. SEE SHEET 6R FOR DETAILED INFORMATION REGARDING THE DRAINAGE SYSTEM.

UTILITY DEPTH NOTES:

1. UTILITY DEPTHS SHOWN ARE PROVIDED BY LDA ENGINEERING. LOCATIONS AND DEPTHS ARE QUALITY LEVEL B LOCATED USING RADIO DETECTION AND MAY NOT BE ACCURATE. CALL 811 BEFORE YOU DIG.



36" WATER MAIN CROSSING NOTES:

1. PROPOSED STORM SEWER PIPE SEGMENTS TO BE CENTERED OVER THE EXISTING WATER MAIN AT POINT OF CROSSING WITH NO JOINTS DIRECTLY ABOVE EACH OTHER.
2. SUPPORT AND PROTECT EXISTING WATER MAIN IN PLACE DURING CONSTRUCTION. BACKFILL EXCAVATION WITH FLOWABLE FILL AT POINT OF CROSSING AND PROVIDE 6" STONE BEDDING BENEATH PROPOSED SEWER.
3. BACKFILL BETWEEN WATER MAIN AND STORM SEWER WITH A MINIMUM 6" DEPTH OF #57 OR #67 CRUSHED STONE.
4. TRENCH WIDTH SHALL BE PER STATE OF TENNESSEE OR NASHVILLE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

FILE NO.:	UTILITY16
DATE:	04-22-2026
DESIGNED BY:	BGS
DRAWN BY:	BGS
CHECKED BY:	JPP
REVISION BLOCK	
DATE:	
DATE:	
DATE:	

consor
101 WESTPARK DRIVE, SUITE 300
BRENTWOOD, TN 37027
(888) 451-6822

NOT FOR CONSTRUCTION

NDOT
NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE

CHESTNUT STREET BIKEWAY DESIGN

UTILITY LAYOUT
STA. 237+50.00 TO STA. 241+52.24

SCALE: 1" = 20'

SHEET 10R

4/24/2026 7:45:45 AM
A:_V-TPD\PROJECTS\TN\2023\D230026TN.00 - CHESTNUT STREET BIKEWAY\DESIGN\01_CAD\NDOT BIKEWAYS\WORKSETS\CHESTNUT STREET\DGN\CHESTNUT ST-SHT-UTILITY LAYOUT.DGN