

AND DAVIDSON COUNTY, TENNESSEE

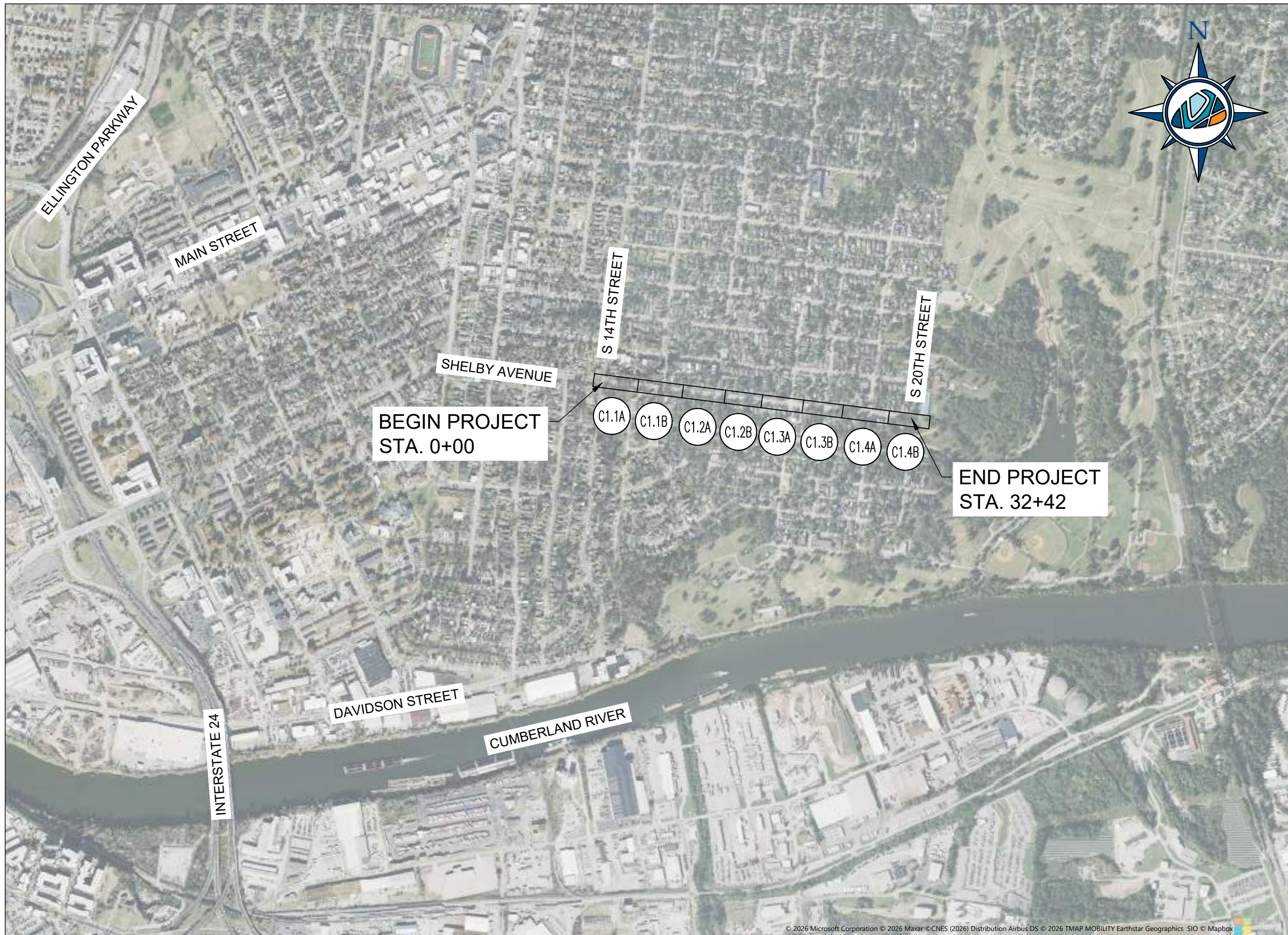
SHELBY AVENUE BIKEWAY IMPROVEMENTS

FROM S 14TH STREET TO S 20TH STREET

APPROXIMATELY 0.61 L.M.

AUGUST 2026

PROJECT DATA	
OWNER:	NASHVILLE DEPARTMENT OF TRANSPORTATION AND MULTIMODAL INFRASTRUCTURE 700 PRESIDENT RONALD REAGAN WAY, SUITE 215 NASHVILLE, TENNESSEE 37210
ENGINEER:	LDA ENGINEERING 402 BNA DRIVE, SUITE 403 NASHVILLE, TENNESSEE 37217 (865) 573-1352
COUNCIL DISTRICT:	6
COUNCIL MEMBER:	CLAY CAPP
FEMA FLOOD ZONE:	X
FEMA MAP PANEL NUMBER:	47037C0261J
FEMA MAP EFFECTIVE DATE:	06/24/2024
TOTAL DISTURBED AREA:	0 AC. (0 S.F.)



LOCATION MAP

SCALE: 1"=1000'

Sheet Number	Sheet Title	Sheet Description
C0.1	COVER SHEET	
C0.2	GENERAL NOTES	
C1.1(A&B)	PROPOSED LAYOUT	STA. 0+00 TO 8+40
C1.2(A&B)	PROPOSED LAYOUT	STA. 8+40 TO 17+20
C1.3(A&B)	PROPOSED LAYOUT	STA. 17+20 TO 26+00
C1.4(A&B)	PROPOSED LAYOUT	STA. 26+00 TO 32+42
C2.1	TYPICAL DETAILS	
C2.2	TYPICAL DETAILS	

NOTE:

PRIOR TO CONSTRUCTION, CONTRACTOR IS TO FIELD VERIFY WATER AND SEWER ADJUSTMENTS NEEDED TO MAINTAIN CONFORMANCE WITH METRO STANDARD DETAILS. AN MWS REPRESENTATIVE MUST BE PRESENT FOR EACH ADJUSTMENT.



LDA ENGINEERING

[illegible]

**METROPOLITAN GOVERNMENT OF NASHVILLE
AND DAVIDSON COUNTY, TENNESSEE**

SHELBY AVENUE BIKEWAY IMPROVEMENTS
FROM S 14TH STREET TO S 20TH STREET



PROJECT NUMBER: NDT 603

DATE: 08-2026

DRAWN BY:

DESIGNED BY:

SHEET TITLE:

COVER
SHEET

SHEET C0.1

GRADING:

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

PROOF-ROLLING OF ALL STREET SUB-GRADES ARE REQUIRED IN THE PRESENCE OF THE METRO INSPECTOR, REQUEST TO BE MADE 24 HOURS IN ADVANCE.

AS WORK PROGRESSES, 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.

DRAINAGE:

EXCAVATION FOR DRAINAGE STRUCTURES AND PIPE WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN THE COST OF OTHER ITEMS.

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, NO INCREASE OR DECREASE IN THE AMOUNT OF PAYMENT WILL BE MADE DUE TO SUCH CHANGE.

UTILITIES:

THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.

PRIOR TO BEGINNING WORK, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC. AT 811

FENCING:

THE CONTRACTOR SHALL GIVE THE AFFECTED PROPERTY OWNERS TWO (2) WEEKS NOTICE PRIOR TO CUTTING FENCES.

MISCELLANEOUS:

THE CONTRACTOR SHALL BE REQUIRED TO REMOVE AND RESET MAILBOXES AND ROADWAY SIGNS WHERE AND AS DIRECTED BY THE ENGINEER.

ROAD CLOSURE:

EXCAVATION AND LANE CLOSURE PERMITS ARE REQUIRED FOR ALL WORK DONE WITHIN THE PUBLIC RIGHT-OF-WAY.

EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.

ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.

NO BOUNDARY SURVEYS WERE PERFORMED. PROPERTY LINES AND
RIGHT-OF-WAY LINES SHOWN ARE APPROXIMATE BASED ON READILY
AVAILABLE INFORMATION OBTAINED IN THE FIELD.

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

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

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

IF THE PEDESTRIAN TRAVEL PATHS (SIDEWALKS OR FOOTPATHS) ARE CLOSED OR DISRUPTED BY A CONSTRUCTION, MAINTENANCE, OR UTILITY OPERATION, THEN THE CONTRACTOR SHALL PROVIDE AN ALTERNATE PEDESTRIAN ROUTE AND PEDESTRIAN TRAFFIC CONTROL WILL BE REQUIRED. THIS INCLUDES THE USE OF SIGNS, CHANNELIZATION DEVICES, FLAGS, ETC., TO DIRECT PEDESTRIAN MOVEMENT THROUGH OR AROUND THE WORK SITE. COST OF REQUIRED PEDESTRIAN TRAFFIC CONTROL ITEMS SHALL BE INCLUDED IN THE COST OF OTHER ITEMS. NO SEPARATE PAYMENT WILL BE MADE.

ALL DISTURBED AREAS SHALL BE PROPERLY STABILIZED AS SOON AS PRACTICABLE

TO REDUCE SEDIMENT IN RUNOFF, EROSION CONTROL STRUCTURES SHALL BE INSTALLED PROMPTLY DURING ALL CONSTRUCTION PHASES.

SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES IS TO BE PLACED AT A SITE APPROVED BY THE ENGINEER. IT SHALL BE TREATED IN A MANNER SO THAT THE AREA AROUND THE DISPOSAL SITE WILL NOT BE CONTAMINATED OR DAMAGED BY THE SEDIMENT IN RUN OFF. COST FOR THIS TREATMENT IS TO BE INCLUDED IN UNIT PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL PER CUBIC YARD.

STOCKPILED TOPSOIL OR FILL MATERIAL IS TO BE TREATED SO THE SEDIMENT RUN-OFF WILL NOT CONTAMINATE SURROUNDING AREAS OR ENTER NEARBY STREAMS.

BORROW AND DISPOSAL AREAS SHALL BE LOCATED IN NON-WETLAND AREAS

PERMANENT EROSION CONTROL MEASURES SHALL BE INITIATED WITHIN 15 CALENDAR DAYS AFTER FINAL GRADING.

THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN AN ACTIVE METHOD TO PREVENT LITTER, CONSTRUCTION DEBRIS, AND CONSTRUCTION CHEMICALS FROM ENTERING WATERS OF THE STATE/U.S.

THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING THE WATERS OF THE STATE. ALL EXISTING REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH LOCAL, STATE AND FEDERAL REGULATIONS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA). APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE UTILIZED. ALL SPILLS MUST BE REPORTED TO THE PROTECTIVE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/S, INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.

1. ALL MATERIALS EXCAVATED ON THE PROJECT AND DEEMED BY THE ENGINEER TO BE UNSUITABLE FOR CONSTRUCTION OF THE ROADWAY/SIDEWALK FILLS (TREE ROOTS, STUMPS, ETC.) SHALL BE DISPOSED OF BY THE CONTRACTOR.

- MWS STANDARD PUBLIC UTILITY PLAN NOTES:

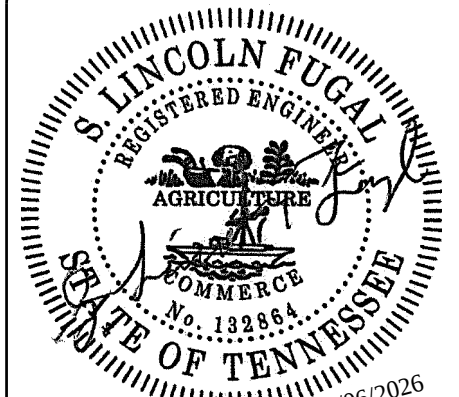
1. ALL WATER AND SEWER CONSTRUCTION SHALL CONFORM TO THE CURRENT STANDARD SPECIFICATIONS AND DETAILS OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY DEPARTMENT OF WATER AND SEWERAGE SERVICES (MWS).
2. THE CONTRACTOR SHALL OBTAIN AND COMPLY WITH ALL NECESSARY STANDARDS AND PERMITS FROM 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 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](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).

<

[illegible]

**METROPOLITAN GOVERNMENT OF NASHVILLE
AND DAVIDSON COUNTY, TENNESSEE**

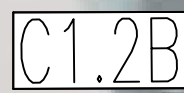
**SHELBY AVENUE BIKEWAY IMPROVEMENTS
FROM S 14TH STREET TO S 20TH STREET**



PROJECT NUMBER: NDT 603	
DATE: 08-2026	
DRAWN BY: JEP	DESIGNED BY: DRO

GENERAL NOTES

SHEET C0.2



MATCHLINE STA 17+20 (SEE SHEET C1.3A)

MATCHLINE STA 12+80 (SEE SHEET BELOW)

KEYNOTES

- 1 WHITE FLEXIBLE DELINEATOR (TYP.) (SEE DETAIL NO.6 ON SHEET C2.2)
- 2 SPEED CUSHIONS- PLACED MINIMUM 10' FROM DRIVEWAY OPENINGS (SEE DETAIL NO.5 ON SHEET C2.2)
- 3 6" DWL
- 4 4" DSYL
- 5 6" SSWL
- 6 4" SSWL
- 7 15' RADIUS
- 8 EXISTING STOP SIGN (SEE DETAIL NO.3 ON SHEET C2.1)
- 9 PROPOSED CROSSWALK (SEE DETAIL NO.1 ON SHEET C2.1)
- 10 PROPOSED 24" STOP LINE (SEE DETAIL NO.1 ON SHEET C2.1)
- 11 BUS STOP
- 12 BIKE PARKING (25')(SEE DETAIL NO. 7 ON SHEET C2.2)
- 13 SHARROW MARKING (TYP.) (SEE DETAIL NO.4 ON SHEET C2.1)
- 14 EXISTING EDGE OF PAVEMENT
- 15 6" HWL AT 45 DEGREE ANGLE AND 10' SPACING
- 16 10' TRAVEL LANE
- 17 7' PARKING LANE
- 18 RELOCATE EXISTING (GRAY SYMBOL) NO PARKING SIGNS TO NEW LOCATIONS (BLACK SYMBOL) (SEE DETAIL NO. 3 ON SHEET C2.1)



PROJECT NUMBER: NDT 603	
DATE: 08-2026	
DRAWN BY: JEP	DESIGNED BY: DRO

PROPOSED
LAYOUT

STA. 8+40 TO 17+20

SHEET C1.2(A&B)



**METROPOLITAN GOVERNMENT OF NASHVILLE
AND DAVIDSON COUNTY, TENNESSEE**

**SHELBY AVENUE BIKEWAY IMPROVEMENTS
FROM S 14TH STREET TO S 20TH STREET**



MATCHLINE STA 17+20 (SEE SHEET C1.2B)

MATCHLINE STA 21+60 (SEE SHEET ABOVE)

C1.3A

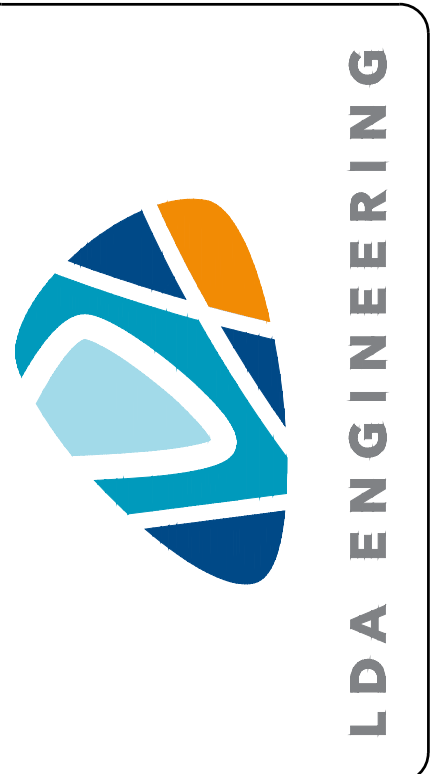
C1.3B

MATCHLINE STA 21+60 (SEE SHEET BELOW)

MATCHLINE STA 26+00 (SEE SHEET C1.4A)

KEYNOTES

- 1 WHITE FLEXIBLE DELINEATOR (TYP.) (SEE DETAIL NO.6 ON SHEET C2.2)
- 2 SPEED CUSHIONS- PLACED MINIMUM 10' FROM DRIVEWAY OPENINGS (SEE DETAIL NO.5 ON SHEET C2.2)
- 3 6" DWL
- 4 4" DSYL
- 5 6" SSWL
- 6 4" SSWL
- 7 15' RADIUS
- 8 EXISTING STOP SIGN (SEE DETAIL NO.3 ON SHEET C2.1)
- 9 PROPOSED CROSSWALK (SEE DETAIL NO.1 ON SHEET C2.1)
- 10 PROPOSED 24" STOP LINE (SEE DETAIL NO. 1 ON SHEET C2.1)
- 11 BUS STOP
- 12 BIKE PARKING (25')(SEE DETAIL NO. 7 ON SHEET C2.2)
- 13 SHARROW MARKING (TYP.) (SEE DETAIL NO.4 ON SHEET C2.1)
- 14 EXISTING EDGE OF PAVEMENT
- 15 6" HWL AT 45 DEGREE ANGLE AND 10' SPACING
- 16 10' TRAVEL LANE
- 17 7' PARKING LANE
- 18 RELOCATE EXISTING (GRAY SYMBOL) NO PARKING SIGNS TO NEW LOCATIONS (BLACK SYMBOL) (SEE DETAIL NO. 3 ON SHEET C2.1)

[illegible]

**METROPOLITAN GOVERNMENT OF NASHVILLE
AND DAVIDSON COUNTY, TENNESSEE**

**SHELBY AVENUE BIKEWAY IMPROVEMENTS
FROM S 14TH STREET TO S 20TH STREET**



PROJECT NUMBER: NDT 603

DATE: 08-2026

DRAWN BY:

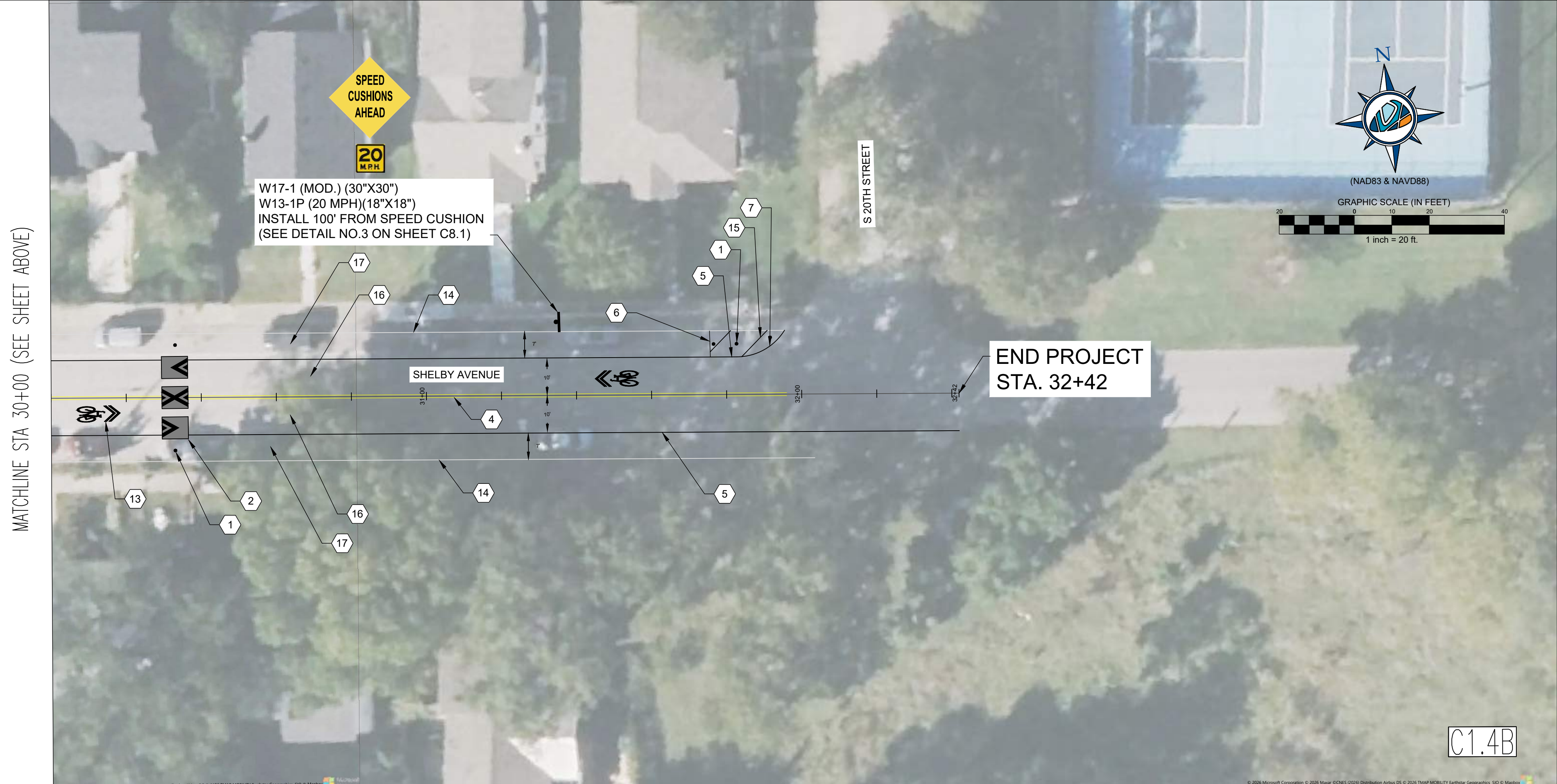
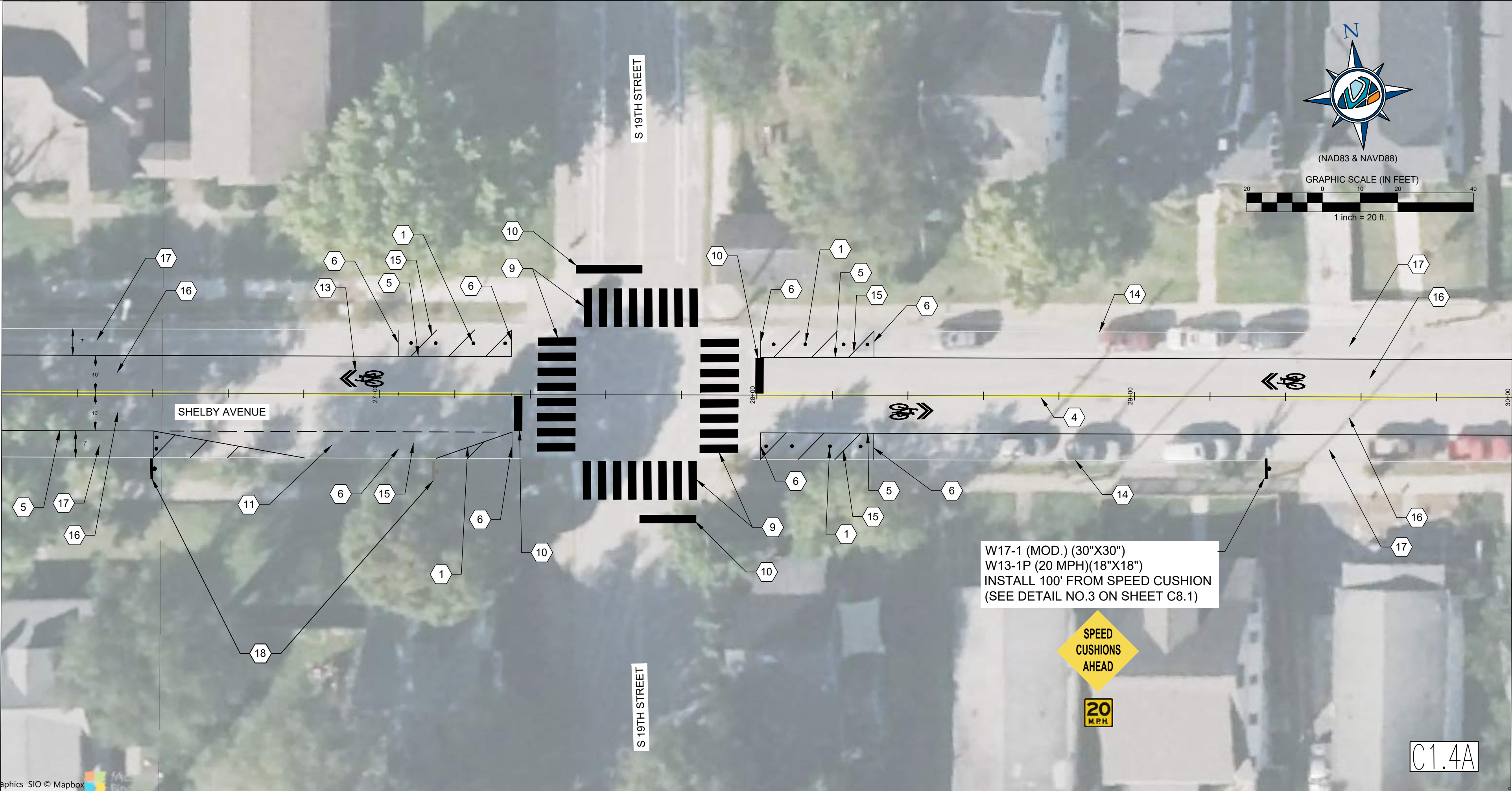
AWN BY:
JEP

SHEET TITLE:

PROPOSED LAYOUT

STA. 17+20 TO 26+00

SHEET C1.3(A&B)

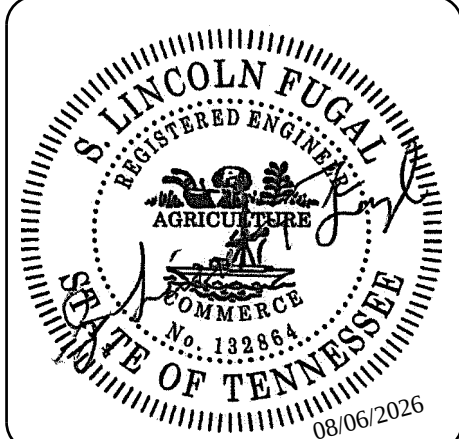


- 1 WHITE FLEXIBLE DELINEATOR (TYP.) (SEE DETAIL NO.6 ON SHEET C2.2)
- 2 SPEED CUSHIONS- PLACED MINIMUM 10' FROM DRIVEWAY OPENINGS (SEE DETAIL NO.5 ON SHEET C2.2)
- 3 6" DWL
- 4 4" DSYL
- 5 6" SSWL
- 6 4" SSWL
- 7 15' RADIUS
- 8 EXISTING STOP SIGN (SEE DETAIL NO.3 ON SHEET C2.1)
- 9 PROPOSED CROSSWALK (SEE DETAIL NO.1 ON SHEET C2.1)
- 10 PROPOSED 24" STOP LINE (SEE DETAIL NO.1 ON SHEET C2.1)
- 11 BUS STOP
- 12 BIKE PARKING (25')(SEE DETAIL NO. 7 ON SHEET C2.2)
- 13 SHARROW MARKING (TYP.) (SEE DETAIL NO.4 ON SHEET C2.1)
- 14 EXISTING EDGE OF PAVEMENT
- 15 6" HWL AT 45 DEGREE ANGLE AND 10' SPACING
- 16 10' TRAVEL LANE
- 17 7' PARKING LANE
- 18 RELOCATE EXISTING (GRAY SYMBOL) NO PARKING SIGNS TO NEW LOCATIONS (BLACK SYMBOL) (SEE DETAIL NO. 3 ON SHEET C2.1)

[illegible]

**METROPOLITAN GOVERNMENT OF NASHVILLE
AND DAVIDSON COUNTY, TENNESSEE**

**SHELBY AVENUE BIKEWAY IMPROVEMENTS
FROM S 14TH STREET TO S 20TH STREET**



PROJECT NUMBER: NDT 603	
DATE: 08-2026	
DRAWN BY: JEP	DESIGNED BY: DRO

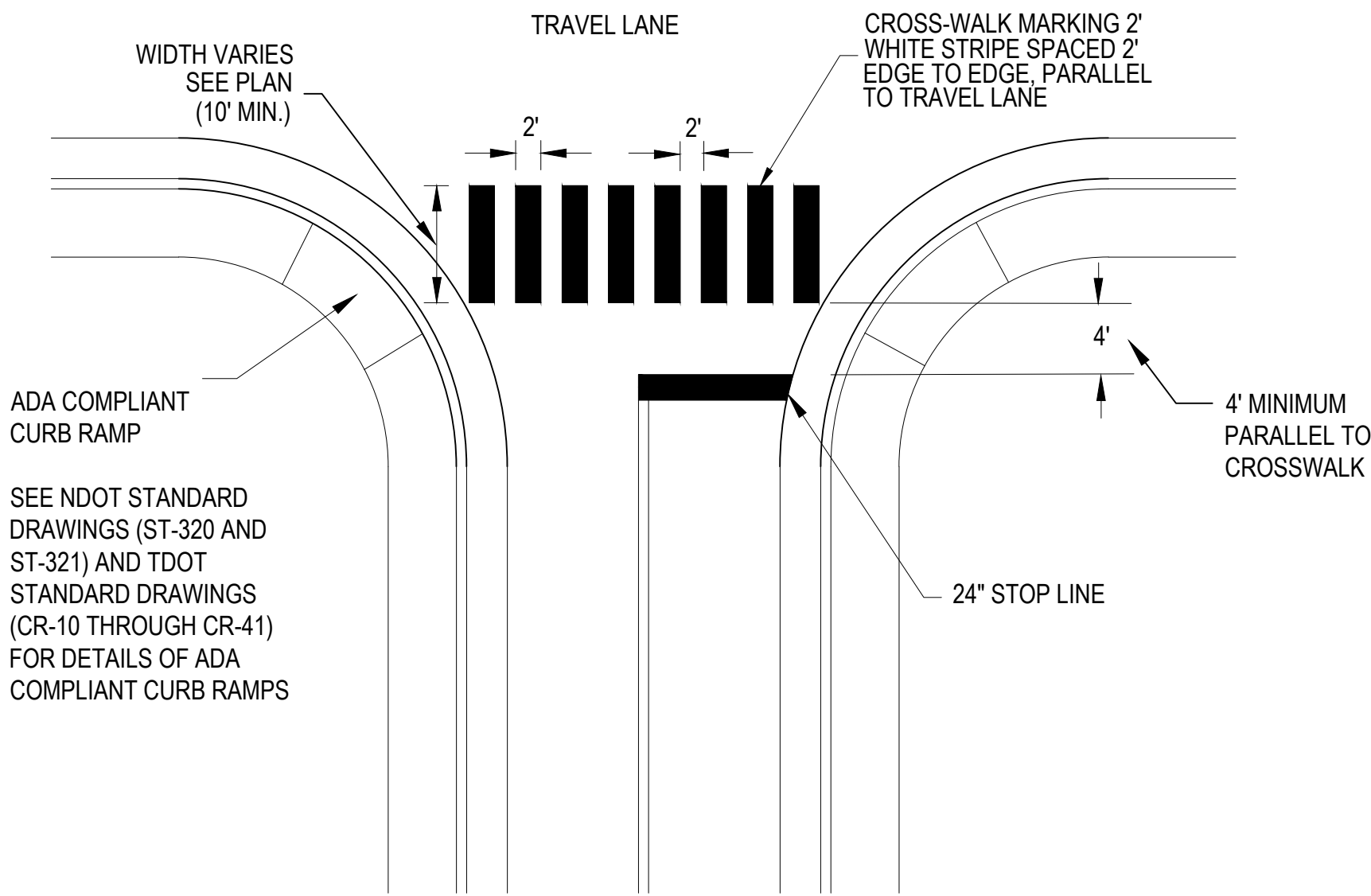
SHEET TITLE:

PROPOSED LAYOUT

STA. 26+00 TO 32+42

SHEET C1.4(A&B)

C:\SHELBY\DWG_P\02_00_2024-05\DESIGN\LDA\01 SHEET FILES\SHELDMP2_03.DWG, 9/6/2025 1:51 PM.



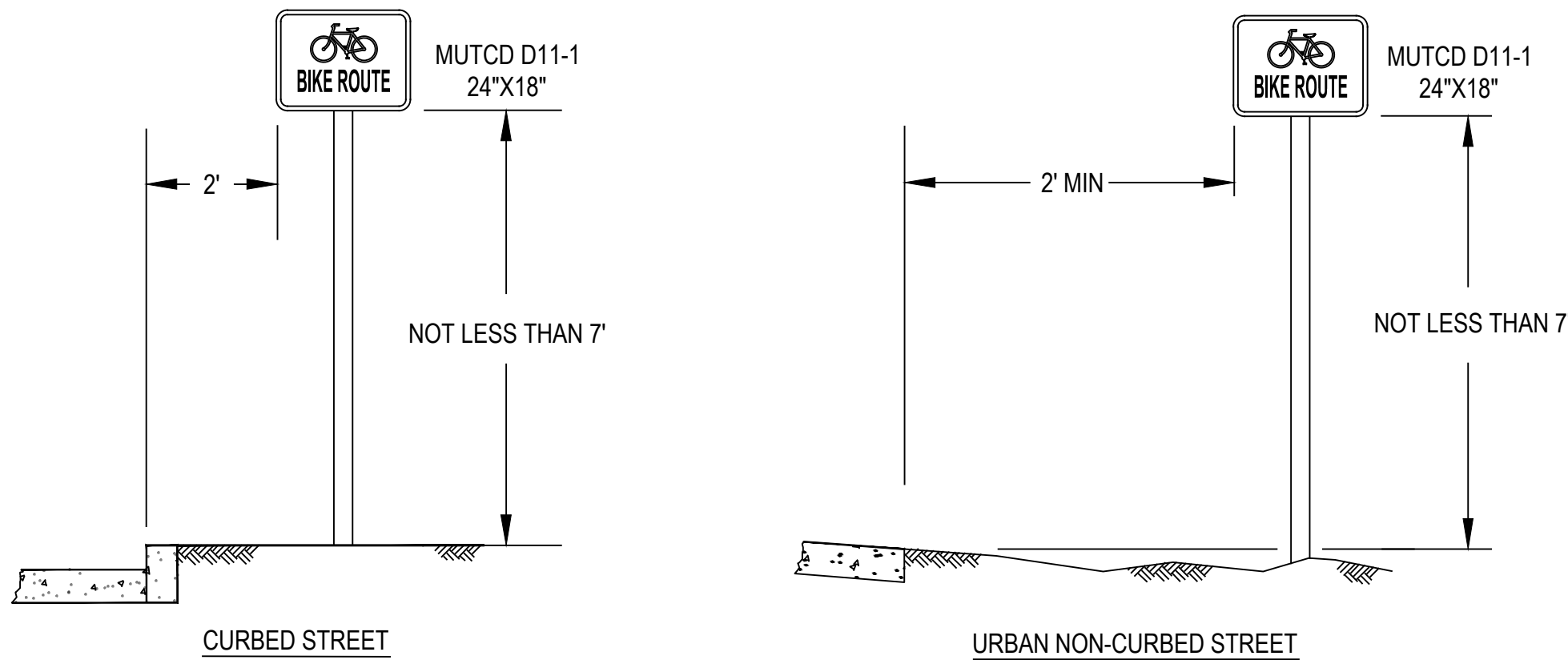
TYPICAL STOP LINE PLACEMENT AND CROSSWALK MARKINGS
NOT TO SCALE

DETAIL NO. 1

DETAIL NO. 2

****SPECIAL NOTES:**

- ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (2023 MUTCD)
- CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ROADWAY MARKINGS AND SIGNS.
- BIKEWAY SIGNAGE SHALL BE PLACED PER DIRECTION OF THE FIELD ENGINEER.
- SHARROW AND BIKE LANE PAVEMENT MARKING SHALL BE PLACED PER DIRECTION OF METRO REPRESENTATIVE.
- SHARROW AND BIKE LANE PAVEMENT MARKING SHALL NOT BE PLACED IN FRONT OF DRIVEWAYS.
- BIKEWAY PROJECTS SHALL COORDINATE WITH METRO TRAFFIC DEPARTMENT.



SIGN INSTALLATION NOTES:

1. ALL SIGNS SHALL BE INSTALLED IN THE APPROXIMATE LOCATIONS SHOWN ON PLAN SHEETS. ANY DEVIATION MUST BE APPROVED BY THE METROPOLITAN DEPARTMENT OF PUBLIC WORKS.
2. SIGNS SHALL BE INSTALLED IN STRICT ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (2023 MUTCD), 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 METROPOLITAN NASHVILLE AND DAVIDSON COUNTY.
4. IF A SECOND SIGN IS MOUNTED BELOW AN EXISTING SIGN, IT SHALL BE 7' ABOVE TOP OF CURB

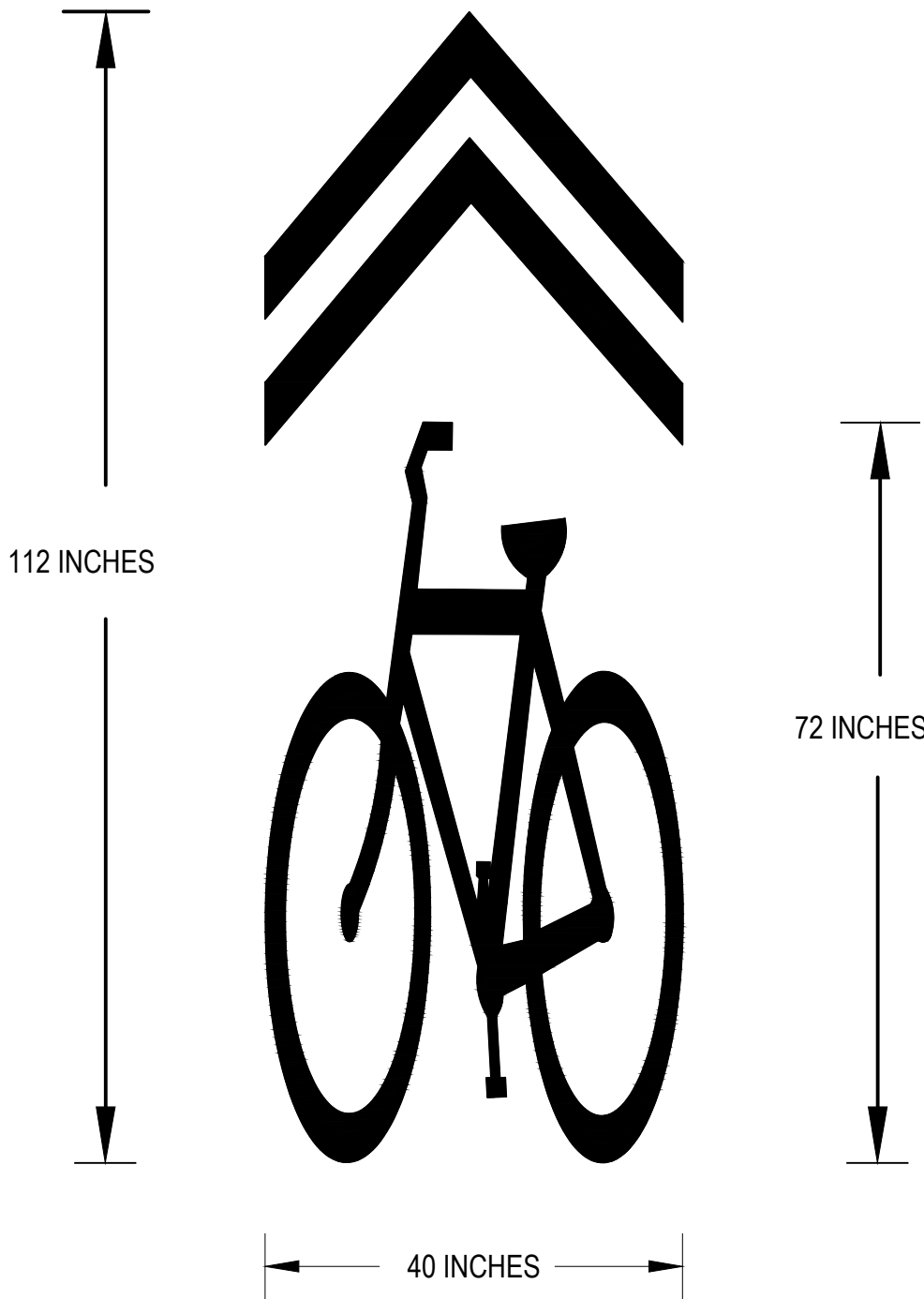
HEIGHT AND LATERAL LOCATION OF SIGNS - TYPICAL INSTALLATIONS
NOT TO SCALE

DETAIL NO. 3

DETAIL NO. 4

NOTES:

- REFER TO MUTCD 2023 EDITION PART 9 FIGURE 9E-1 WORD, SYMBOL, AND ARROW PAVEMENT MARKINGS FOR BICYCLE LANES. REDUCED SIZE MARKINGS TO BE USED WHERE REQUIRED IN THE FIELD. REFER TO FIGURE 9E-9 FOR SHARED LANE MARKINGS.
- IF USED IN A SHARED LANE WITH ON-STREET PARALLEL PARKING, SHARED LANE MARKINGS SHOULD BE PLACED SO THAT THE CENTERS OF THE MARKINGS ARE AT LEAST 12 FEET FROM THE FACE OF THE CURB, OR FROM THE EDGE OF THE PAVEMENT WHERE THERE IS NO CURB. (2023 MUTCD, SECTION 9E.09)
- IF USED ON A STREET WITHOUT ON-STREET PARKING THAT HAS AN OUTSIDE TRAVEL LANE THAT IS LESS THAN 14 FEET WIDE, THE CENTERS OF THE SHARED LANE MARKINGS SHOULD BE AT LEAST 4 FEET FROM THE FACE OF THE CURB, OR FROM THE EDGE OF THE PAVEMENT WHERE THERE IS NO CURB. (2023 MUTCD, SECTION 9E.09)



SHARROW SYMBOL

SHARROW MARKING DETAIL

NOT TO SCALE



LDA ENGINEERING



REV	DATE	REVISION DESCRIPTION

METROPOLITAN GOVERNMENT OF NASHVILLE
AND DAVIDSON COUNTY, TENNESSEE
SHELBY AVENUE BIKEWAY IMPROVEMENTS
FROM S 14TH STREET TO S 20TH STREET



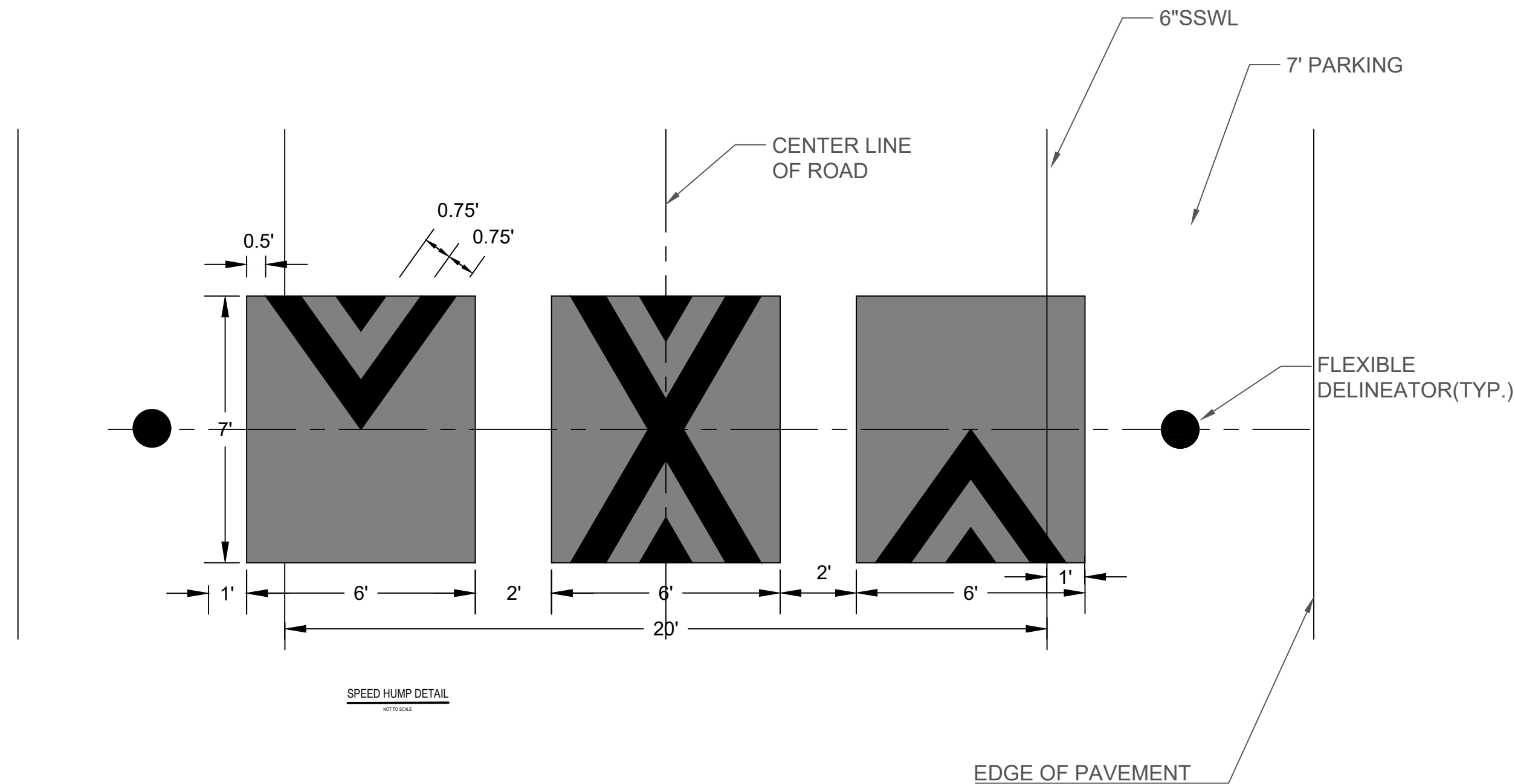
PROJECT NUMBER:	NDT 603
DATE:	08-2026
DRAWN BY:	JEP
DESIGNED BY:	DRO

SHEET TITLE:

TYPICAL
DETAILS

SHEET C2.1

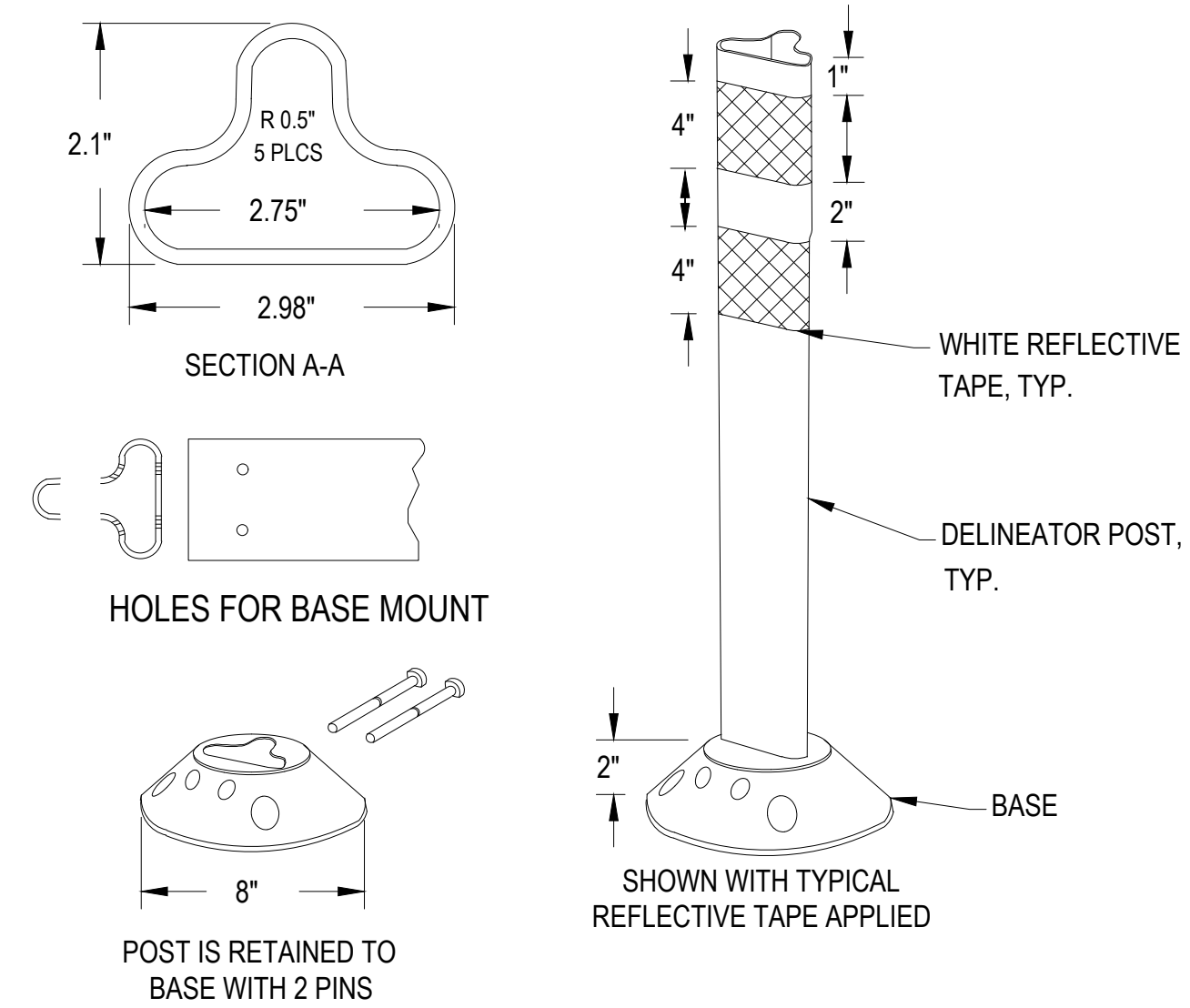
DETAIL NO. 5



SPEED CUSHION DETAIL

NOT TO SCALE

DETAIL NO. 6



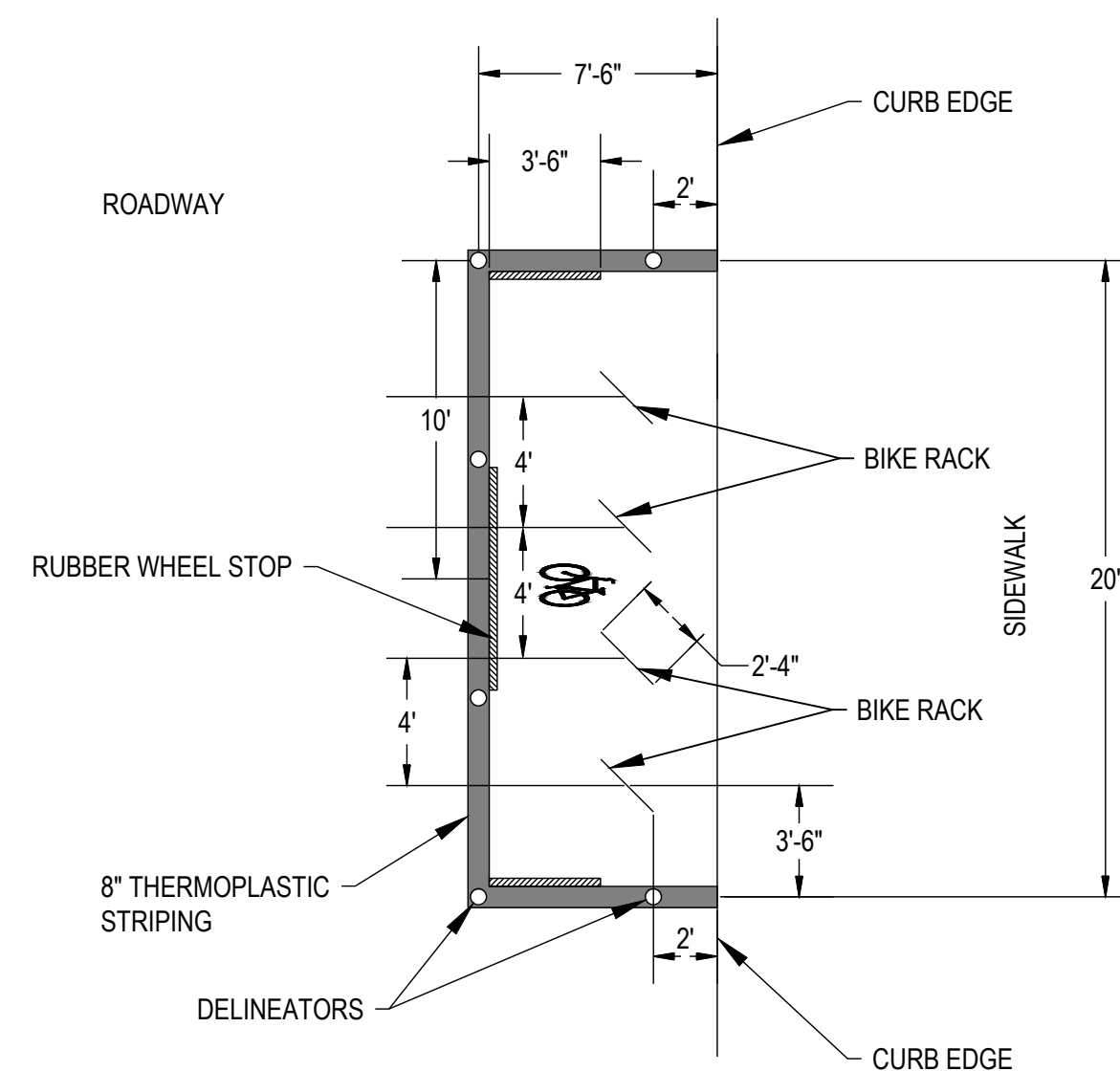
NOTES:

- 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 AS NOTED IN PLANS.
- SUGGESTED MANUFACTURERS INCLUDE: PEXCO DAVIDSON TRAFFIC CONTROL, SUPERIOR TRAFFIC CONTROL OR APPROVED BY METRO REPRESENTATIVE
- DELINEATORS SHALL BE SPACED AS SHOWN IN THE PLANS
- CONTRACTOR TO COORDINATE WITH MPW PRIOR TO INSTALLATION.

36" FLEXIBLE DELINEATOR POST DETAIL

NOT TO SCALE

DETAIL NO. 7



NOTES:

- LOCATION IS ON RIGHT CURB OF TWO-WAY STREET. DIRECTION OF TRAVEL IS SHOWN ON PLANS.
- MINIMUM DIMENSIONS ARE 20'X7'-6", MEASURED FROM CENTER OF THERMOPLASTIC STRIPE.
- WHEN SPACING ALLOWS FOR LENGTH >20', INCREASE SCOOTER AREA OR ADD BIKE RACKS AT 48" SPACING.

QUANTITIES:

- SIX (6) 36" WHITE FLEXIBLE DELINEATORS WITH REFLECTIVE STRIPS.
- FOUR (4) 42"x3"x4" WHEEL STOPS.
- 40' OF 8" WHITE THERMOPLASTIC STRIPING.
- FIVE (5) BIKE RACKS ANGLED 45° TO CURB EDGE, 28" LONG.
- ONE (1) BICYCLE SYMBOL.

BIKE CORRAL DETAIL

NOT TO SCALE

MARKING ABBREVIATIONS

SSWL- SINGLE SOLID WHITE LINE
SSYL- SINGLE SOLID YELLOW LINE
SBWL- SINGLE BROKEN WHITE LINE
SBYL- SINGLE BROKEN YELLOW LINE
DSYL- DOUBLE SOLID YELLOW LINE

DBYL- DOUBLE BROKEN YELLOW LINE
DWL- DOTTED WHITE LINE
DYL- DOTTED YELLOW LINE
HWL- HASHED WHITE LINE
HYL- HASHED YELLOW LINE

[illegible]

**METROPOLITAN GOVERNMENT OF NASHVILLE
AND DAVIDSON COUNTY, TENNESSEE**

**SHELBY AVENUE BIKEWAY IMPROVEMENTS
FROM S 14TH STREET TO S 20TH STREET**



PROJECT NUMBER: NDT 603

DATE: 08-2026

DRAWN BY: JEP	DESIGNED BY: DRO
-------------------------	----------------------------

SHEET TITLE:

TYPICAL DETAILS

SHEET	C2.2
-------	------