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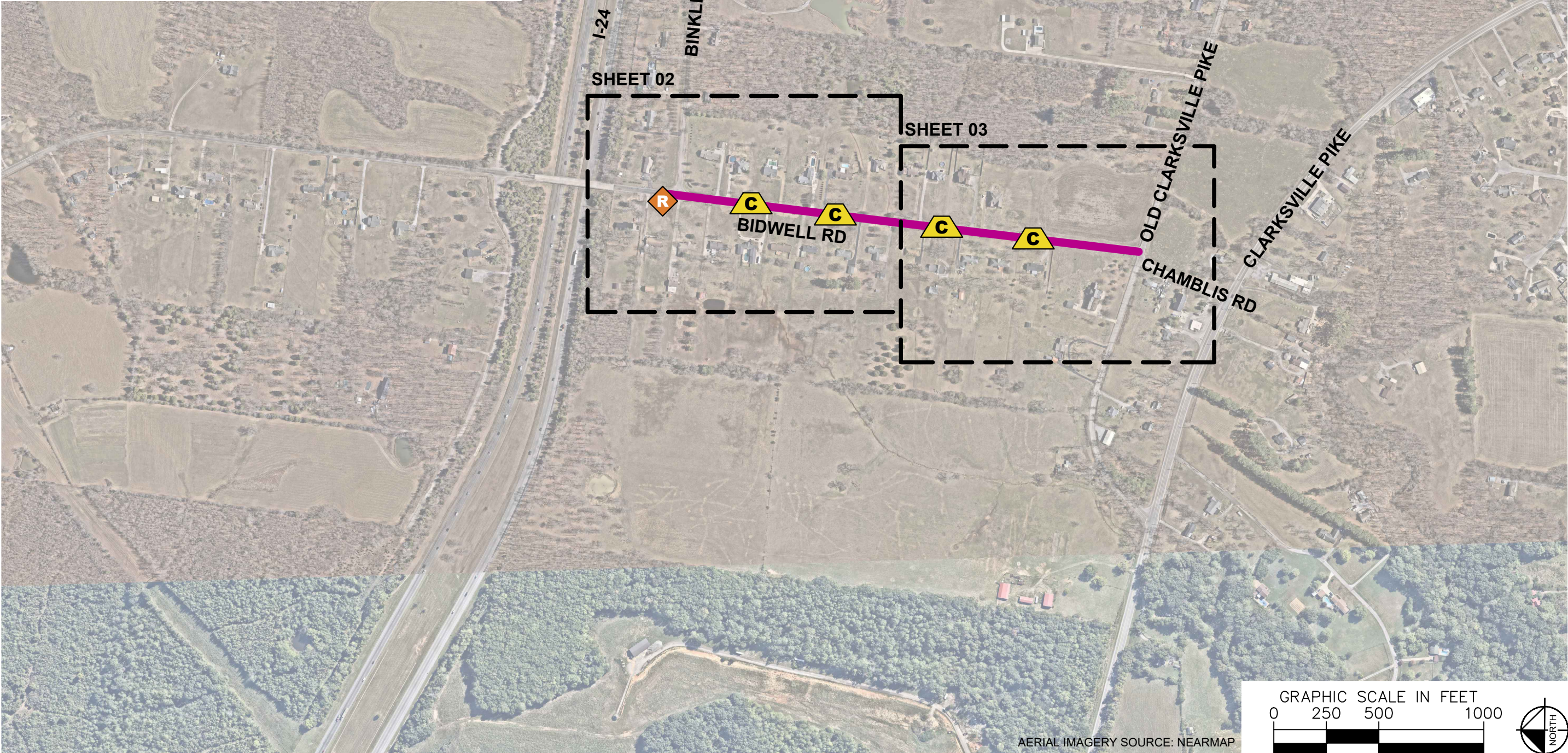
ESTIMATED QUANTITIES

SPEED CUSHIONS	
6' X 10.5' SPEED CUSHION WITH ONE ARROW	8
6' X 10.5' SPEED CUSHION WITH DSYL	4
SIGNING	
W17-1 (VAR.) "SPEED CUSHIONS AHEAD" SIGN (30" X 30")	2
W13-1P "20 M.P.H" SIGN (18" X 18")	2
RADAR FEEDBACK SIGN	1

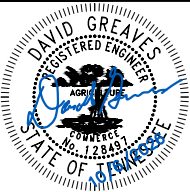
NOTE: ALL LOCATIONS ARE REFERENCED FROM CENTERLINE OF DRIVEWAYS OR OTHER LANDMARKS TO THE CENTER OF SPEED CUSHIONS OR SIGNS.

LEGEND

- LIMITS OF TRAFFIC CALMING PROJECT
- SPEED CUSHIONS
- RADAR FEEDBACK SIGN



BIDWELL RD
TRAFFIC CALMING
NASHVILLE, TN



DESIGNED BY:	DJG
DRAWN BY:	KMZ
CHECKED BY:	NDOT
DATE:	10/6/2026
KIMLEY-HORN PROJECT NO. 118900318	

KEY

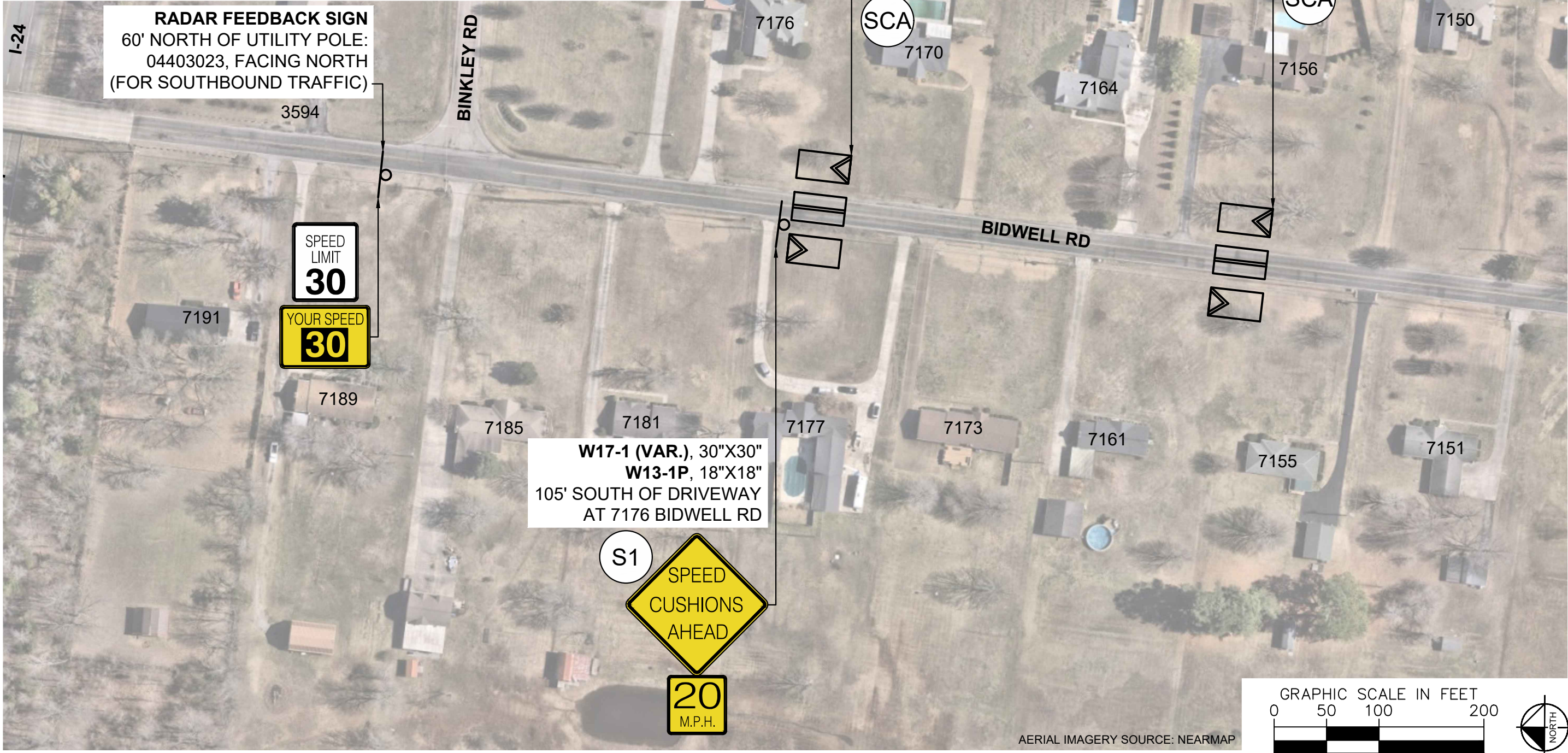
SHEET NUMBER
01

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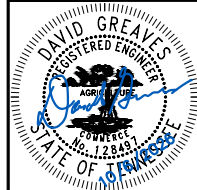
SPEED CUSHIONS



RADAR FEEDBACK SIGN



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NASHVILLE, TN



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CONCEPT

SHEET NUMBER
02

SPEED CUSHIONS

A photograph of a residential street with two speed cushions installed on the road surface. The cushions are black with white chevron markings. The road has double yellow lines and is flanked by grass and trees. A diamond-shaped road sign is visible on the left side of the road.

SCA

7126

BIDWELL RD

7143

7137

7131

7125

7119

7101

W17-1 (VAR.), 30"X30"
W13-1P, 18"X18"
 85' SOUTH OF DRIVEWAY
 AT 7125 BIDWELL RD

SCA

**SPEED CUSHION
CONFIGURATION A**
50' SOUTH OF DRIVEWAY
AT 7137 BIDWELL RD

S1



SPEED
CUSHIONS
AHEAD

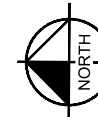
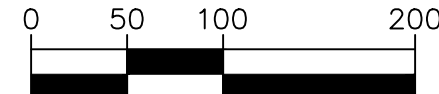
20
M.P.H.

OLD CLARKSVILLE PIKE

CHAMBLIS RD

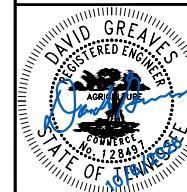
AERIAL IMAGERY SOURCE: NEARMAP

GRAPHIC SCALE IN FEET



TODON

BIDWELL RD
TRAFFIC CALMING
NASHVILLE, TN



Kimley»Horn

DESIGNED BY: _____

DRAWN BY: K

CHECKED BY: _____

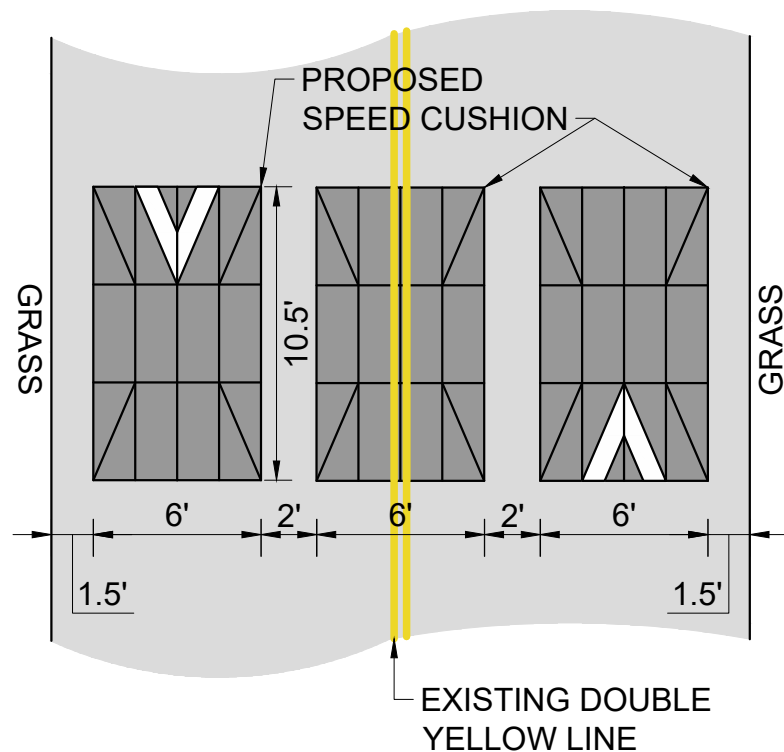
DATE:	10/6/20
KIMLEY-HORN PROJECT NO. 118900318	

CONCEPT

SHEET NUMBER

03

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SCA **CONFIGURATION A**
PAVEMENT WIDTH: 25'

SCA	SPEED CUSHION CONFIGURATION A	
S1		

2 **FIELD MARKING LEGEND**

PRIOR TO CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR:

1. THE CONTRACTOR SHALL NOTIFY ONE-CALL PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED AND EXISTING CONDITIONS INCLUDING UTILITIES (INVERTS, CONNECTIONS, MATERIALS, ETC.) AND DIMENSIONS WITHIN THE LIMITS OF WORK PRIOR TO THE START OF CONSTRUCTION.

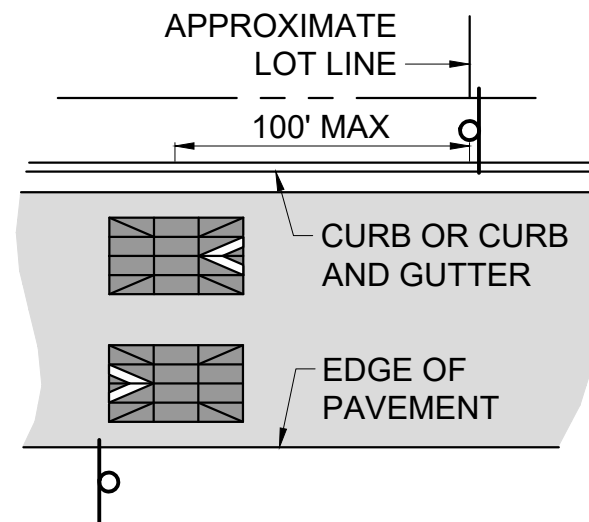
AERIAL IMAGERY DISCLOSURE:

3. THESE PLANS HAVE BEEN PREPARED USING AERIAL IMAGERY IN LIEU OF A FIELD SURVEY. AS SUCH, THE PLANS MAY NOT REFLECT PRECISE MEASUREMENTS, BOUNDARIES, OR SITE CONDITIONS. CONTRACTORS AND STAKEHOLDERS ARE RESPONSIBLE FOR VERIFYING ALL CRITICAL DIMENSIONS, ELEVATIONS, AND LOCATIONS IN THE FIELD PRIOR TO COMMENCING CONSTRUCTION ACTIVITIES. THE DESIGNER ASSUMES NO LIABILITY FOR DISCREPANCIES ARISING FROM DATA LIMITATIONS OR THE ABSENCE OF SURVEY-BASED VERIFICATION.



**Know what's below.
Call before you dig.**

1 **GENERAL NOTES**



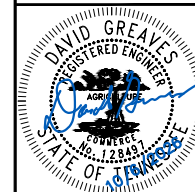
NOTES:

1. WHEN CURB AND GUTTER ARE PRESENT, PLACE SIGNS AT THE NEAREST PROPERTY LINE IN ADVANCE OF THE CUSIONS.
2. WHEN CURB AND GUTTER ISN'T PRESENT, PLACE SIGNS EVEN WITH CUSHIONS, TYPICALLY ALIGNED WITH THE LEADING EDGE OF THE FIRST CUSHION MODULE.
3. REFER TO PLANS FOR RECOMMENDED SIGN LOCATIONS.
4. REFER TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR COMPLETE SIGN PLACEMENT REGULATIONS.

3 **SPEED CUSHION SIGN PLACEMENT NOTES**



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DETAIL

SHEET NUMBER
04