Appendix A: STIP, Project Background, and Line and Grade Plans

State Route (SR) 170
From SR-62 Interchange to SR-9 (US-25W)
Anderson County, Tennessee

Tennessee Department of Transportation

TDOT PIN 124121.00

August 2025

TDOT Environmental Division
James K. Polk Building, Suite 900
505 Deaderick Street
Nashville, Tennessee 37243
(615) 741-3655

U.S. Department of Transportation
Federal Highway Administration

Tennessee Division

404 BNA Drive, Suite 508
Nashville, Tennessee 37217
Phone (615) 781-5770

December 12, 2024

In Reply Refer To:
HPD-TN

Mr. Erick Hunt-Hawkins
NEPA Team Lead,
James K. Polk Building,
505 Deaderick Street
Nashville, TN 37243

Subject: Environmental Assessment Initiation – SR-170, from the SR-62 Interchange (L.M. 0.00) to SR-9 (US-25W, Clinton Highway (L.M. 6.18)), Anderson County, Tennessee, STIP: 2001010, PIN: 124121.00

Dear Mr. Hunt-Hawkins:

Thank you for your letter dated December 11th, 2024, requesting concurrence from the Federal Highway Administration (FHWA) on the proposed National Environmental Policy Act (NEPA) class of action for the project in the subject line.

The FHWA concurs with the Tennessee Department of Transportation's request that the project proceed as an Environmental Assessment (EA) in accordance with 23 CFR 771.

Initial analysis of this project has not yet established the significance of the environmental impact. Should significant impacts be determined throughout the NEPA decision-making process, FHWA reserves the right to require the preparation of an Environmental Impact Statement.

This EA shall be completed within one year of this letter, as required by 40 CFR 1501.10.

Sincerely,

CARUS FRANKLIN DUBOSE

Digitally signed by CARUS FRANKLIN DUBOSE
Date: 2024.12.12 10:51:37 -06'00'

Frank DuBose
Environmental Protection Specialist

cc: Mr. Sean Santalla, Program Development Team Leader, FHWA TN Division
Ms. Bailey Vernon, Environmental Protection Specialist, FHWA TN Division
Ms. Sharon Schutz, Environmental Division Director, TDOT
Ms. Tammy Sellers, Environmental Quality and NEPA Manager, TDOT
Ms. Rachel Head, Statewide Technical Specialist, TDOT

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3655

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE
GOVERNOR

December 11, 2024

Mr. Frank DuBose
Environmental Protection Specialist
Federal Highway Administration
TN Division Office
404 BNA Drive, Bldg. 200, Ste. 508
Nashville, TN 37217

SENT VIA EMAIL TO: Frank.Dubose@dot.gov

Re: State Route (SR)-170, from the SR-62 Interchange (L.M. 0.00) to SR-9 (US-25W, Clinton Highway (L.M. 6.18)), Anderson County, Tennessee, STIP: 2001010, PIN # 124121.00

Dear Mr. DuBose:

The Tennessee Department of Transportation (TDOT) hereby provides notice of our intent to initiate the National Environmental Policy Act (NEPA) process for the above referenced project. The proposed project would require the use of federal funds; therefore, the proposed project is subject to the requirements of NEPA. Though TDOT does not anticipate that the proposed improvements would have significant effects, the proposed project is currently anticipated to warrant multiple relocations (approximately 30 relocations), most of which would occur in areas primarily rural, with a few residential communities, an urban section at the end of the project in Claxton, TN, and at portions of Tennessee Valley Authority's (TVA's) properties including the Bull Run Fossil Plant. As this could constitute an "unusual circumstance" pursuant to 23 CFR 771.117 (a) and (b), TDOT plans to develop an Environmental Assessment (EA) to comply with NEPA.

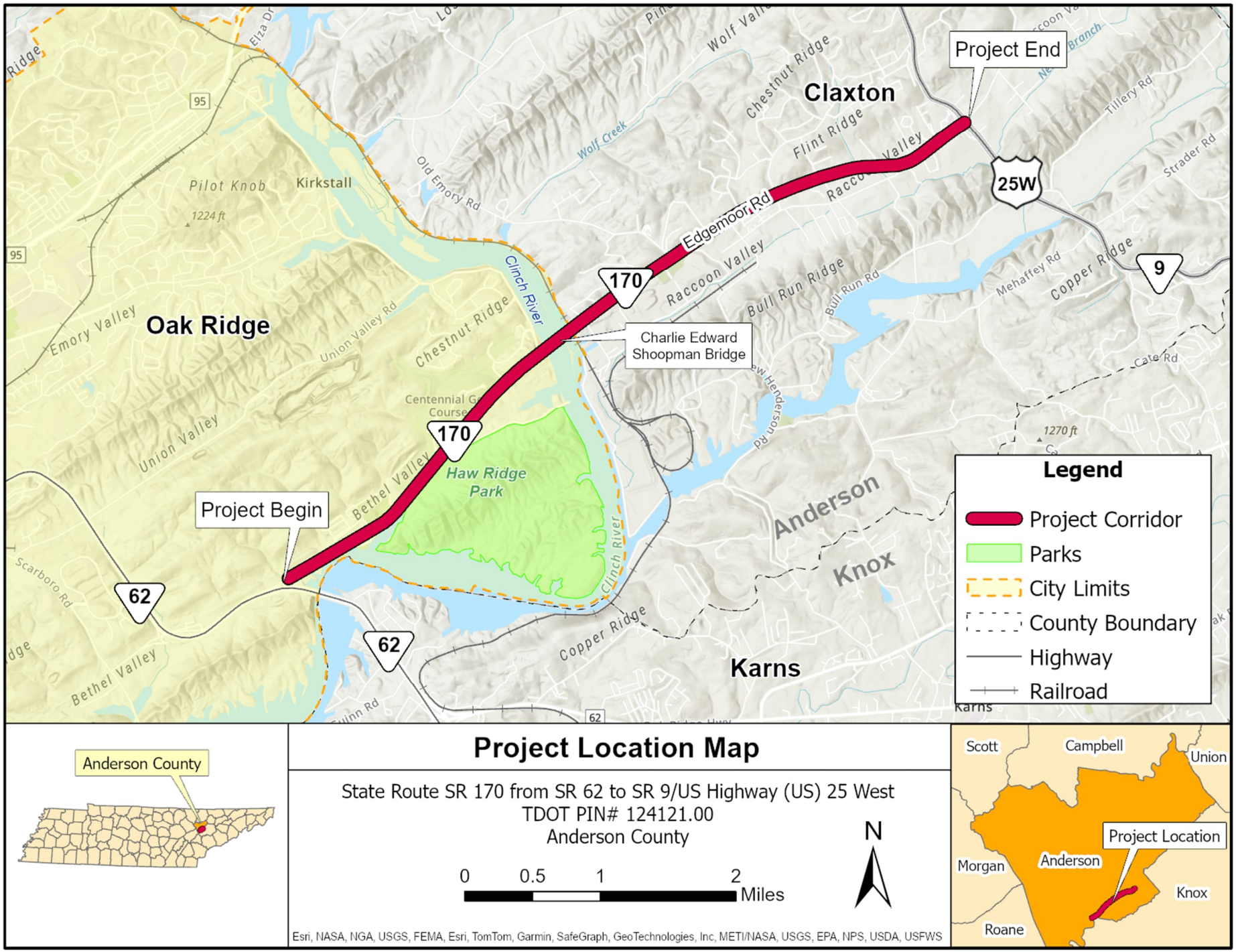
The proposed improvements include widening of the existing two-lane typical section into a four-lane section with two lanes in each direction with a variable median, including a sidewalk on one side and a shared use path on the other side of the road. Proposed improvements would also include replacing the existing 2-lane bridge over the Clinch River with a 4-lane bridge. TDOT anticipates a U. S. Army Corps of Engineers – Section 404 Permit will be required for this project (attached is a Project Location Map).

Sincerely,

Erick Hunt-Hawkins
NEPA Team Lead
Environmental Division, Environmental Quality and NEPA Section

cc:

Sharon Schutz, TDOT Environmental Division Director
Tammy Sellers, TDOT Environmental Quality and NEPA Section Manager
Bailey Vance, FHWA Environmental Protection Specialist
Sean Santalla, FHWA Program Development Team Leader


Project End
Claxton
Project Begin
Oak Ridge
Karns
Anderson
Knox
Charlie Edward
Shoopman Bridge
Haw Ridge
Park
Edgemoor Rd
Legend
Project Corridor
Parks
City Limits
County Boundary
Highway
Railroad
Anderson County
Project Location Map
State Route SR 170 from SR 62 to SR 9/US Highway (US) 25 West
TDOT PIN# 124121.00
Anderson County
0 0.5 1 2
Miles
N
Esri, NASA, NGA, USGS, FEMA, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS
Scott
Campbell
Union
Morgan
Anderson
Knox
Roane
Project Location

State Transportation Improvement Program(s) (STIP)

STIP Project Report
8/24/2023

AMENDED
NEW PAGE

STIP ID	PIN #	Length in Miles	Lead Agency
	124121.01	2.55	TDOT

State	County
TN	Anderson

State Route	Total Project Cost	TIP ID
SR-170	$98,203,200	

Project Name

Edgemoor Road (SR-170)

Termini

From near SR-62 to near Melton Lake Drive (IA)(TMA)

Project Description

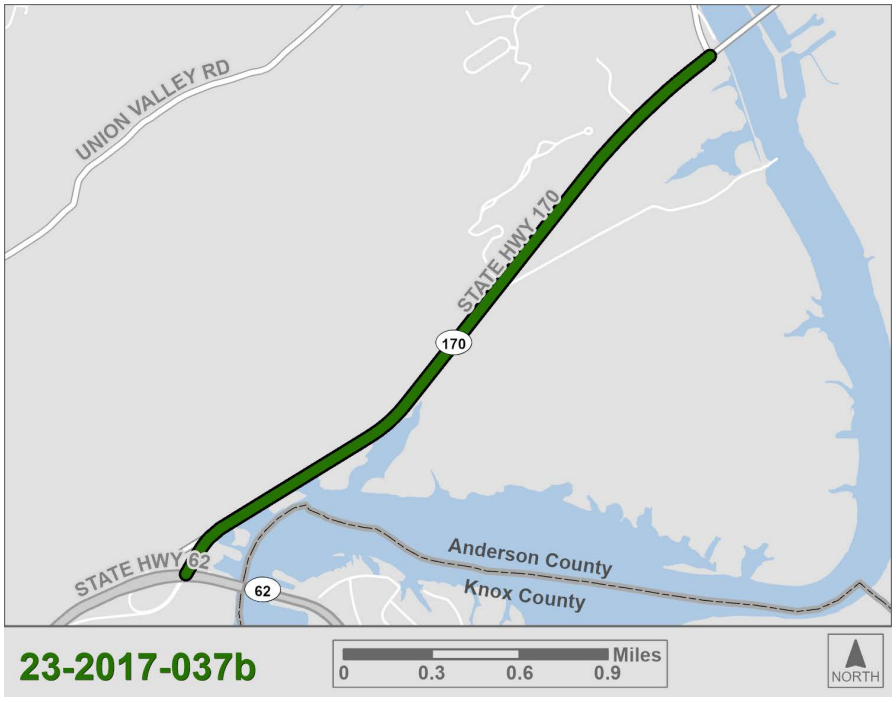
Widening SR-170 from 2 lanes to 4 lanes with median and/or center turn lane. Improvements also include bicycle and pedestrian facilities. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)

Long Range Plan #	Conformity Status
09-101a	Non-Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2024	PE-D	STBG	$1,285,200	$1,028,160	$257,040	$0
2025	ROW	STBG	$4,203,250	$3,362,600	$840,650	$0
Total			**$5,488,450**	**$4,390,760**	**$1,097,690**	**$0**

Comments:

Amendment 110: Amend the TIP to add this non-exempt project for design and ROW. PE-D is programmed in FY 2024 at a cost of $1,285,200 STBG ($1,028,160 federal/$257,040 state). ROW is programmed in FY 2025 at a cost of $4,203,250 STBG ($3,362,600 federal/ $840,650 state).This amendment adds $5,488,450 ($4,390,760 federal/ $1,097,690 state) to the TIP. The total project cost is $98,203,200.



eSTIP

eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO

ORIGINAL

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
STBG	2023	$33,332,343	$33,332,343	$26,665,874	$5,327,256	$1,339,213	$0	$0
STBG	2024	$15,469,245	$15,469,245	$12,375,396	$3,093,849	$0	$0	$0
STBG	2025	$27,434,990	$27,434,990	$17,988,580	$9,446,410	$0	$0	$0
STBG	2026	$1,267,035	$1,267,035	$1,013,628	$253,407	$0	$0	$0

eSTIP

eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO

AMENDED

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
STBG	2023	$33,332,343	$33,332,343	$26,665,874	$5,327,256	$1,339,213	$0	$0
STBG	2024	$16,754,445	$16,754,445	$13,403,556	$3,350,889	$0	$0	$0
STBG	2025	$31,638,240	$31,638,240	$21,351,180	$10,287,060	$0	$0	$0
STBG	2026	$1,267,035	$1,267,035	$1,013,628	$253,407	$0	$0	$0

Note: Fiscal constraint report draft update 3/1/24 and reflects:

FY 2024 STBG: +$1,285,200 (Federal: +$1,028,160 State: +$257,040)
FY 2025 STBG: +$4,203,250 (Federal: +$3,362,600 State: +$840,650)

KNOXVILLE REGIONAL

TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Conformity Summary Report

Project Amendments:

On July April 24, 2024, the Knoxville Regional TPO Executive Board voted to approve the following amendment to the Knoxville Regional FY 2020 – 2023 Transportation Improvement Program (TIP).

TIP #	LRTP #	Project Name	Conformity Status
23-2017-037(a)	09-101b	Edgemoor Road (SR-170)	Non-Exempt
23-2017-037(b)	09-101a	Edgemoor Road (SR-170)	Non-Exempt

Air Quality Conformity Status:

This amendment was subject to a conformity finding. An air quality conformity demonstration report was used to demonstrate conformity for the project.

Metropolitan Transportation Planning Process Certification:

The Knoxville TPO Planning Process certification is included and certifies that every four years the transportation planning process addresses the major issues in the metropolitan planning area and is conducted in accordance with all applicable requirements.

Resolution:

The adopting resolution for these projects and air quality conformity determination is included.

Public Participation:

Public participation processes were in accordance with the Knoxville TPO's federally approved Public Participation Plan. Two public hearings were held on April 9, 2024 at the TPO Technical Committee Meeting, followed by April 24, 2024 at the TPO Executive Board meeting. No public comments were received.

Interagency Consultation:

The Knoxville Air Quality Interagency Consultation (IAC) group was consulted on a 24-day IAC review from March 1, 2024 until March 24, 2024 regarding review of the draft conformity determination report.

U.S. Department of Transportation
Federal Highway Administration

Tennessee Division

404 BNA Drive, Suite 508
Nashville, Tennessee 37217
Phone (615) 781-5770

June 5, 2024

In Reply Refer To:
HPD-TN

Mr. Matt Meservy
Director, Long Range Planning Division
Tennessee Department of Transportation
James K. Polk Building, Suite 900
Nashville, TN 37243

Subject: Air Quality Conformity Determination for Knoxville, TN

Dear Mr. Meservy:

The Federal Highway Administration (FHWA) Tennessee Division and Federal Transit Administration (FTA) Region IV Office, in coordination with the Environmental Protection Agency (EPA) Region IV Office, have reviewed the Air Quality Conformity Determination adopted by the Knoxville Regional Transportation Planning Organization (KRTPO) Executive Board on April 24, 2024.

The Air Quality Conformity Determination covers the Knoxville, TN maintenance area for the 2008 8-hour ozone and the 2006 Daily $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) and addresses the planned transportation improvements from the amended Fiscal Year (FY) 2023–2026 Transportation Improvement Program (TIP).

Based on our review, we find the documents conform to the ozone and $PM_{2.5}$ NAAQS for Knoxville, Tennessee.

If you have any questions regarding this determination, please contact me at (615) 781-5777.

Sincerely,

ZACHARY TYLER COLEMAN
Digitally signed by ZACHARY TYLER COLEMAN
Date: 2024.06.05 09:44:51 -05'00'

Zachary Coleman
Transportation Planning Specialist

cc: Mayor Terry Frank, Executive Board Chair, Knoxville Regional TPO
Mr. Sean Santalla, Acting Deputy Division Administrator, FHWA TN Division
Mr. Andres Ramirez, Community Planner, FTA Region IV
Ms. Dianna Myers, Environmental Scientist, EPA Region IV
Ms. Simone Jarvis, Life Scientist, EPA Region IV
Mr. Stacy Morrison, OCT Planning Manager, TDOT

Mr. Troy Ebbert, OCT Region 1 Planning Supervisor, TDOT
Mr. Doug Burton, Coordinator, Knoxville Regional TPO
Mr. Craig Luebke, Senior Transportation Planner, Knoxville Regional TPO
Mr. Mike Conger, Senior Transportation Engineer, Knoxville Regional TPO
Mr. Marc Corrigan, Environmental Consultant, TDEC

A RESOLUTION BY THE EXECUTIVE BOARD OF THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION (TPO) AMENDING THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the FY 2023-2026 Knoxville Regional Transportation Improvement Program was adopted on October 26, 2022; and

WHEREAS, in accordance with requirements of the U.S. Department of Transportation, the elements of the transportation planning process are to receive final approval from the Executive Board of the local Metropolitan Planning Organization; and

WHEREAS, the Transportation Improvement Program must be updated as needed; and

WHEREAS, the proposed project amendments were reviewed with the Knoxville-Area Air Quality Interagency Consultation Group with respect to air quality conformity requirements and are either exempt from, or were demonstrated to conform with the federal transportation air quality conformity regulations from the Clean Air Act; and

WHEREAS, a short conformity determination report was prepared for the air quality non-exempt project amendments which concluded that air quality conformity was demonstrated by relying on a previous regional emissions analysis; and

WHEREAS, the Knoxville Regional Transportation Planning Organization Technical Committee recommends approval of the Resolution, and

NOW, THEREFORE, BE IT RESOLVED BY THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION EXECUTIVE BOARD;

That the FY 2023-2026 Transportation Improvement Program be amended to include the following changes and that the Tennessee Department of Transportation include these amendments into the State Transportation Improvement Program:

Attachment #3A: Draft Amendment 23-2017-037a (Edgemoor Road [SR-170]) - From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) - Amend project to increase ROW funding and increase the total project cost. Additional federal ROW funds are programmed in FY 2025 at a cost of $17,417,585 STBG ($13,934,068 federal /$3,483,517 state). Additional state funded ROW is also programmed in FY 2025 at a cost of $4,919,265. The project termini field is updated to reflect the project's status as a Transportation Modernization Act project. This amendment adds $22,366,850 ($13,934,068 federal/$8,432,782 state) to this project and the TIP. The total project cost is increased to $251,992,328.

Attachment #3B: Draft Amendment 23-2017-037b (Edgemoor Road [SR-170]) - From near SR-62 to near Melton Lake Drive - Amend the TIP to add this non-exempt project for design and ROW. PE-D is programmed in FY 2024 at a cost of $1,285,200 STBG ($1,028,160 federal/$257,040 state). ROW is programmed in FY 2025 at a cost of $4,203,250 STBG ($3,362,600 federal/$840,650 state). This amendment adds $5,488,450 ($4,390,760 federal/$1,097,690 state) to the TIP. The total project cost is $98,203,200.

April 24, 2024
Date

Mayor Terry Frank
Anderson County
TPO Executive Board Chair

Doug Burton
Coordinator
Knoxville Regional TPO

TIP Project Report
2/27/2024

ORIGINAL

TIP ID	PIN #	Length in Miles	Lead Agency
KNX 23-2017-037a	124121.02	3.63	TDOT

State	County
TN	Anderson

State Route	Total Project Cost
SR-170	$55,100,000

Project Name

Edgemoor Road (SR-170)

Termini

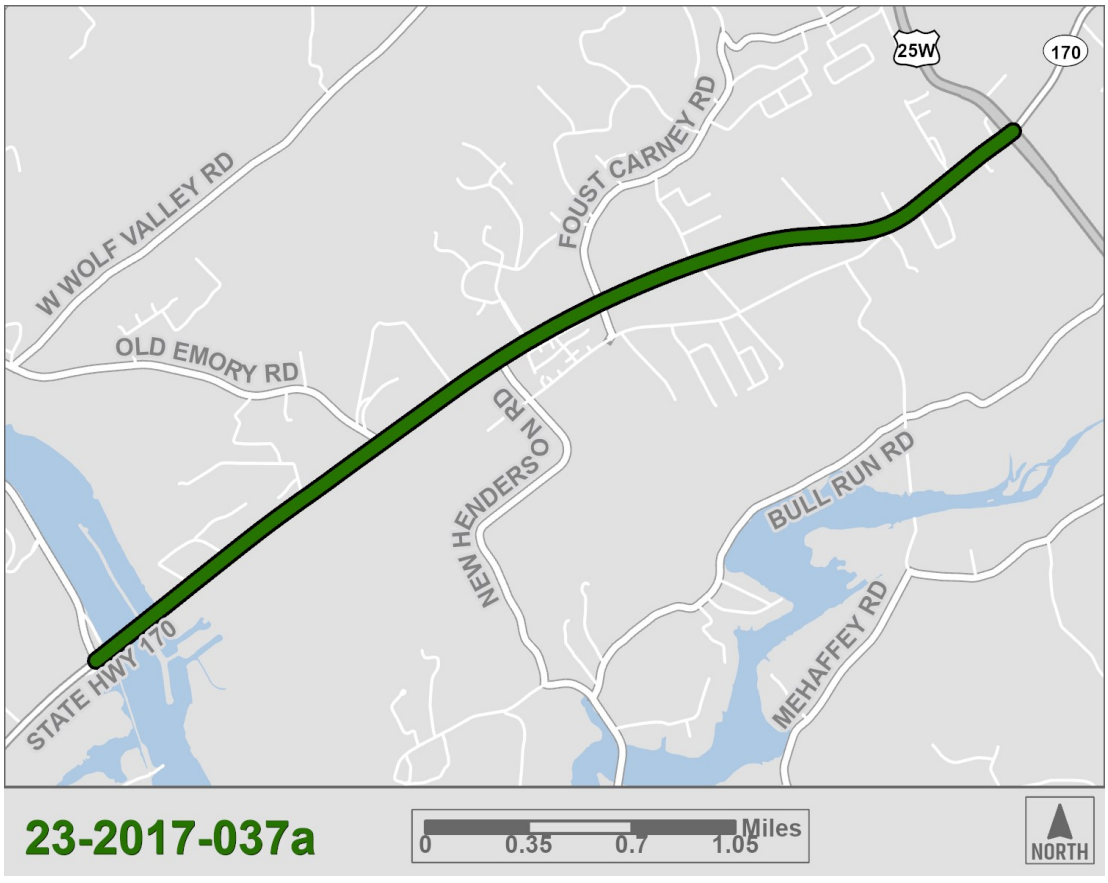
From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) (IA)

Project Description

Widening 2 lanes to 4 lanes with median and; or center turn lane. Also includes bicycle; pedestrian facilities and a new bridge over the Clinch River. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)

Long Range Plan #	Conformity Status
09-101b	Non-Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	STBG	$3,000,000	$2,400,000	$600,000	$0
2024	ROW	STBG	$6,600,000	$5,280,000	$1,320,000	$0
Total			**$9,600,000**	**$7,680,000**	**$1,920,000**	**$0**



TIP Project Report
2/27/2024

AMENDED

TIP ID	PIN #	Length in Miles	Lead Agency
KNX 23-2017-037a	124121.02	3.63	TDOT

State	County
TN	Anderson

State Route	Total Project Cost
SR-170	$251,992,328

Project Name

Edgemoor Road (SR-170)

Termini

From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) (IA)(TMA)

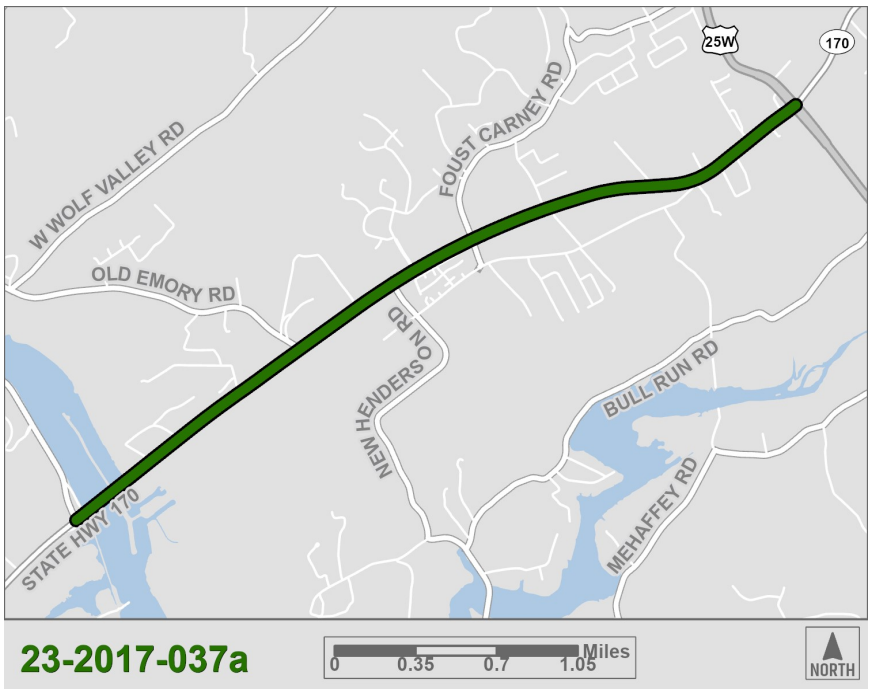
Project Description

Widening 2 lanes to 4 lanes with median and; or center turn lane. Also includes bicycle; pedestrian facilities and a new bridge over the Clinch River. (Split into two segments for PE,ROW, and Construction on PINs 124121.01 and.02)

Long Range Plan #	Conformity Status
09-101b	Non-Exempt

FY	Phase	Funding	Programmed Funds	Fed Funds	State Fund	Local Funds
2023	PE-D	STBG	$3,000,000	$2,400,000	$600,000	$0
2024	ROW	STBG	$6,600,000	$5,280,000	$1,320,000	$0
2025	ROW	STBG	$17,417,585	$13,934,068	$3,483,517	$0
2025	ROW	STATE			$4,919,265	**$0**
Total			**$27,017,585**	**$21,614,068**	**$10,322,782**	$0

Amendment 109: Amend project to increase ROW funding and increase the total project cost. Additional federal ROW funds are programmed in FY 2025 at a cost of $17,417,585 STBG ($13,934,068 federal /$3,483,517 state). Additional state funded ROW is also programmed in FY 2025 at a cost of $4,919,265. The project termini is updated to reflect the project's status as a Transportation Modernization Act project. This amendment adds $22,366,850 ($13,934,068 federal/$8,432,782 state) to this project and the TIP. The total project cost is increased to $251,992,328.



eSTIP

eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO

ORIGINAL

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
STBG	2023	$33,332,343	$33,332,343	$26,665,874	$5,327,256	$1,339,213	$0	$0
STBG	2024	$15,469,245	$15,469,245	$12,375,396	$3,093,849	$0	$0	$0
STBG	2025	$5,068,140	$5,068,140	$4,054,512	$1,013,628	$0	$0	$0
STBG	2026	$1,267,035	$1,267,035	$1,013,628	$253,407	$0	$0	$0

eSTIP

eSTIP Fiscal Constraints Report for STIP Period 2023
Knoxville MPO

AMENDED

Fund Code	Fiscal Year	Budget Total	Programmed Funds	Federal Funding	State Funding	Local Funding	Federal Carryover	Remaining Balance
STBG	2023	$33,332,343	$33,332,343	$26,665,874	$5,327,256	$1,339,213	$0	$0
STBG	2024	$15,469,245	$15,469,245	$12,375,396	$3,093,849	$0	$0	$0
STBG	2025	$27,434,990	$27,434,990	$17,988,580	$9,446,410	$0	$0	$0
STBG	2026	$1,267,035	$1,267,035	$1,013,628	$253,407	$0	$0	$0
STA	2025	$4,919,265	$4,919,265	$0	$4,919,265	$0	$0	$0

Note: Fiscal constraint report draft update 3/1/24 and reflects:

FY 2025 STBG: +$17,417,585 (Federal: +$13,934,068 State: +$3,483,517) FY 2025 STA: +$4,919,265 (State: +$4,919,265)

KNOXVILLE REGIONAL

TRANSPORTATION IMPROVEMENT PROGRAM
Transportation Conformity Summary Report

Project Amendments:

On July April 24, 2024, the Knoxville Regional TPO Executive Board voted to approve the following amendment to the Knoxville Regional FY 2020 – 2023 Transportation Improvement Program (TIP).

TIP #	LRTP #	Project Name	Conformity Status
23-2017-037(a)	09-101b	Edgemoor Road (SR-170)	Non-Exempt
23-2017-037(b)	09-101a	Edgemoor Road (SR-170)	Non-Exempt

Air Quality Conformity Status:

This amendment was subject to a conformity finding. An air quality conformity demonstration report was used to demonstrate conformity for the project.

Metropolitan Transportation Planning Process Certification:

The Knoxville TPO Planning Process certification is included and certifies that every four years the transportation planning process addresses the major issues in the metropolitan planning area and is conducted in accordance with all applicable requirements.

Resolution:

The adopting resolution for these projects and air quality conformity determination is included.

Public Participation:

Public participation processes were in accordance with the Knoxville TPO's federally approved Public Participation Plan. Two public hearings were held on April 9, 2024 at the TPO Technical Committee Meeting, followed by April 24, 2024 at the TPO Executive Board meeting. No public comments were received.

Interagency Consultation:

The Knoxville Air Quality Interagency Consultation (IAC) group was consulted on a 24-day IAC review from March 1, 2024 until March 24, 2024 regarding review of the draft conformity determination report.

U.S. Department of Transportation
Federal Highway Administration

Tennessee Division

404 BNA Drive, Suite 508
Nashville, Tennessee 37217
Phone (615) 781-5770

June 5, 2024

In Reply Refer To:
HPD-TN

Mr. Matt Meservy
Director, Long Range Planning Division
Tennessee Department of Transportation
James K. Polk Building, Suite 900
Nashville, TN 37243

Subject: Air Quality Conformity Determination for Knoxville, TN

Dear Mr. Meservy:

The Federal Highway Administration (FHWA) Tennessee Division and Federal Transit Administration (FTA) Region IV Office, in coordination with the Environmental Protection Agency (EPA) Region IV Office, have reviewed the Air Quality Conformity Determination adopted by the Knoxville Regional Transportation Planning Organization (KRTPO) Executive Board on April 24, 2024.

The Air Quality Conformity Determination covers the Knoxville, TN maintenance area for the 2008 8-hour ozone and the 2006 Daily $PM_{2.5}$ National Ambient Air Quality Standards (NAAQS) and addresses the planned transportation improvements from the amended Fiscal Year (FY) 2023–2026 Transportation Improvement Program (TIP).

Based on our review, we find the documents conform to the ozone and $PM_{2.5}$ NAAQS for Knoxville, Tennessee.

If you have any questions regarding this determination, please contact me at (615) 781-5777.

Sincerely,

ZACHARY TYLER COLEMAN
Digitally signed by ZACHARY TYLER COLEMAN
Date: 2024.06.05 09:44:51 -05'00'

Zachary Coleman
Transportation Planning Specialist

cc: Mayor Terry Frank, Executive Board Chair, Knoxville Regional TPO
Mr. Sean Santalla, Acting Deputy Division Administrator, FHWA TN Division
Mr. Andres Ramirez, Community Planner, FTA Region IV
Ms. Dianna Myers, Environmental Scientist, EPA Region IV
Ms. Simone Jarvis, Life Scientist, EPA Region IV
Mr. Stacy Morrison, OCT Planning Manager, TDOT

Mr. Troy Ebbert, OCT Region 1 Planning Supervisor, TDOT
Mr. Doug Burton, Coordinator, Knoxville Regional TPO
Mr. Craig Luebke, Senior Transportation Planner, Knoxville Regional TPO
Mr. Mike Conger, Senior Transportation Engineer, Knoxville Regional TPO
Mr. Marc Corrigan, Environmental Consultant, TDEC

A RESOLUTION BY THE EXECUTIVE BOARD OF THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION (TPO) AMENDING THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the FY 2023-2026 Knoxville Regional Transportation Improvement Program was adopted on October 26, 2022; and

WHEREAS, in accordance with requirements of the U.S. Department of Transportation, the elements of the transportation planning process are to receive final approval from the Executive Board of the local Metropolitan Planning Organization; and

WHEREAS, the Transportation Improvement Program must be updated as needed; and

WHEREAS, the proposed project amendments were reviewed with the Knoxville-Area Air Quality Interagency Consultation Group with respect to air quality conformity requirements and are either exempt from, or were demonstrated to conform with the federal transportation air quality conformity regulations from the Clean Air Act; and

WHEREAS, a short conformity determination report was prepared for the air quality non-exempt project amendments which concluded that air quality conformity was demonstrated by relying on a previous regional emissions analysis; and

WHEREAS, the Knoxville Regional Transportation Planning Organization Technical Committee recommends approval of the Resolution, and

NOW, THEREFORE, BE IT RESOLVED BY THE KNOXVILLE REGIONAL TRANSPORTATION PLANNING ORGANIZATION EXECUTIVE BOARD;

That the FY 2023-2026 Transportation Improvement Program be amended to include the following changes and that the Tennessee Department of Transportation include these amendments into the State Transportation Improvement Program:

Attachment #3A: Draft Amendment 23-2017-037a (Edgemoor Road [SR-170]) - From near Melton Lake Drive to SR-9 (US-25W, Clinton Highway) - Amend project to increase ROW funding and increase the total project cost. Additional federal ROW funds are programmed in FY 2025 at a cost of $17,417,585 STBG ($13,934,068 federal /$3,483,517 state). Additional state funded ROW is also programmed in FY 2025 at a cost of $4,919,265. The project termini field is updated to reflect the project's status as a Transportation Modernization Act project. This amendment adds $22,366,850 ($13,934,068 federal/$8,432,782 state) to this project and the TIP. The total project cost is increased to $251,992,328.

Attachment #3B: Draft Amendment 23-2017-037b (Edgemoor Road [SR-170]) - From near SR-62 to near Melton Lake Drive - Amend the TIP to add this non-exempt project for design and ROW. PE-D is programmed in FY 2024 at a cost of $1,285,200 STBG ($1,028,160 federal/$257,040 state). ROW is programmed in FY 2025 at a cost of $4,203,250 STBG ($3,362,600 federal/$840,650 state). This amendment adds $5,488,450 ($4,390,760 federal/$1,097,690 state) to the TIP. The total project cost is $98,203,200.

April 24, 2024
Date

Mayor Terry Frank
Anderson County
TPO Executive Board Chair

Doug Burton
Coordinator
Knoxville Regional TPO

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Knoxville Regional Transportation Planning Organization and the Tennessee Department of Transportation hereby certify that the metropolitan transportation planning process is addressing major issues facing the Knoxville, TN urbanized area, and is being carried out in accordance with the following requirements:

I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304 (Highways and Transit).

II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000 d-1) and 49 CFR part 21.

III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.

IV. 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT-funded projects.

V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

VI. Provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.

VII. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended, 42 U.S.C. 7504, 7506 (c) and (d), and 40 CFR part 93.

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance.

IX. Section 324 of Title 23 U.S.C. regarding the prohibition of discrimination based on gender.

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

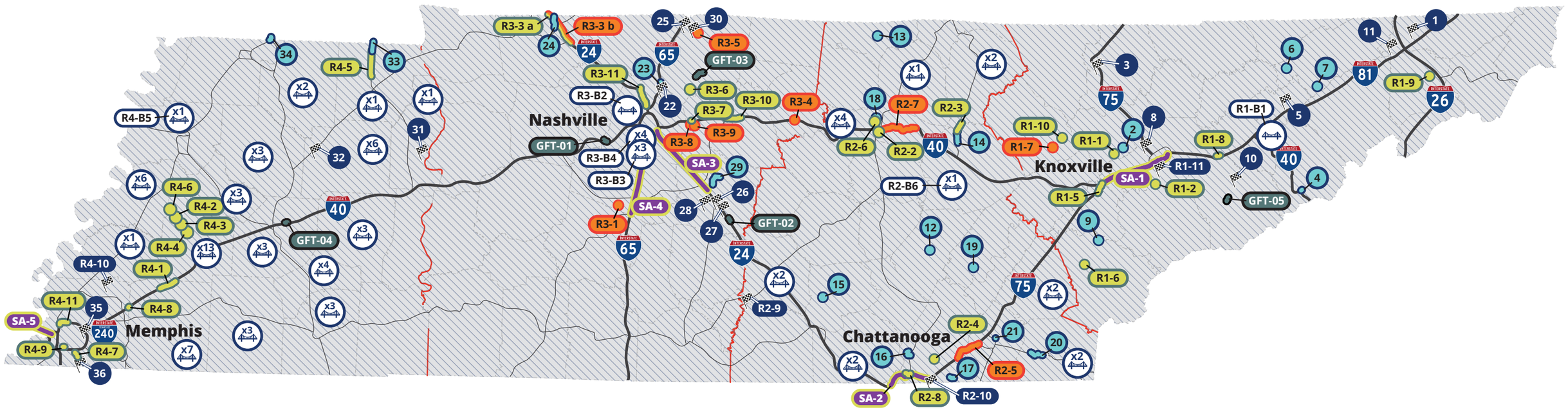
April 24, 2024
Date

_____
Mayor Terry Frank
Anderson County
Knoxville Regional TPO Executive Board Chair

_____
Doug Burton
Coordinator
Knoxville Regional TPO

10-Year Plan

10-Year Project Plan



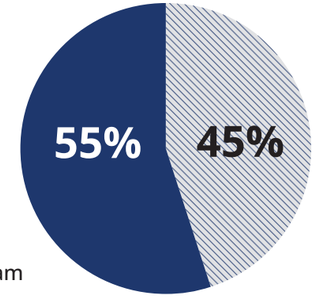
Legend

- FY26-28 3-Year Plan Projects
- Traditional State and Federal Funding Projects
- Projects with TMA Funding
- General Fund Transfer (GFT)
- Corridor Priority Investment Projects
- TMA Bridge Replacement Program (# of bridges per county)
- Statewide Program Investments
- Delivered to or Scheduled for Construction in FY24-25

Funding Breakdown

Highway Program Projects

- FY26-28 3-Year-Plan Projects
- Traditional State and Federal Funding Projects
- Projects with TMA Funding
- Corridor Priority Investment Projects
- TMA Bridge Replacement Program
- General Fund Transfer (GFT)



Statewide Programs and State of Good Repair

- Pavement Preservation
- Bridge Preservation
- ITS/Technology
- Safety
- Advanced Engineering and Environmental Mitigation

Last updated: 05/02/2025

10-YEAR PLAN PROJECTS

Project	PIN	Region	County	Map Label	Estimated Cost	PE Year	ROW Year	Estimated Construction Year
Delivered to or Scheduled for Construction in FY24-25								
Sullivan State Route 126 Widening	105467.03	Region 1	Sullivan	1	$98.5M			2025
Campbell State Route 63 Widening	101406.04	Region 1	Campbell	3	$14.8M			2024
Hamblen State Route 34 Widening	101419.03	Region 1	Hamblen	5	$65.7M			2024
Knox I-75 DDI	124451.01	Region 1	Knox	8	$32.7M			2025
Sevier SR-449 EXT New Construction	124788.00	Region 1	Sevier	10	$21.5M			2025
Sullivan State Route 93 Reconstruction	112834.03	Region 1	Sullivan	11	$25.2M			2024
Davidson Interstate 65 Widening	124263.01	Region 3	Davidson, Sumner	22	$174.1M			2025
Robertson I-65 Weigh Station	101558.00	Region 3	Robertson	25	$29.3M			2024
Rutherford I-24 Ramp Improvements (Exit 81)	124683.03	Region 3	Rutherford	26	$11.8M			2024
Rutherford I-24 Ramp Improvements (Exit 84)	124683.04	Region 3	Rutherford	27	$14.0M			2025
Rutherford State Route 99 Widening	106982.00	Region 3	Rutherford	28	$53.3M			2024
Sumner State Route 109 New Construction	106634.02	Region 3	Sumner	30	$117.3M			2025
Benton State Route 1 Reconstruction	105768.00	Region 4	Benton	31	$138.6M			2025
Carroll State Route 76 Reconstruction	100326.02	Region 4	Carroll	32	$82.6M			2024
Shelby State Route 1 Widening	101609.01	Region 4	Shelby	35	$67.7M			2025
Lamar Avenue State Route 4 Widening	100339.02	Region 4	Shelby	36	$183.2M			2024
Knox State Route 115 Widening	100241.03 (a)	Region 1	Knox	R1-11	$4.5M			2024
Coffee, First Avenue to SR-16 in Tullahoma	101589.01	Region 2	Coffee	R2-9	$9.0M			2024
Hamilton Interstate 75 Interchange at I-24	114174.01	Region 2	Hamilton	R2-10	$41.1M			2025
Shelby State Route 14 Widening	100341.01	Region 4	Shelby	R4-10	$84.1M			2024
FY 24 Bridge Funding	Bridge Backfill FY24 (nonTMA)	N/A	Statewide	N/A	$20.0M			2024
FY26-28 3-Year Plan Projects								
Anderson State Route 170 Reconstruction	124121.02	Region 1	Anderson	2	$257.2M	2024	2026	2029
Cocke I-40 Weigh Station	124301.00	Region 1	Cocke	4	$4.3M	2024	2026	2027
Hawkins State Route 31 Reconstruction	101394.00	Region 1	Hawkins	6	$10.8M			2026
Hawkins State Route 66 Reconstruction	107579.00	Region 1	Hawkins	7	$144.2M		2026	2030
Monroe State Route 322 Reconstruction	102380.02	Region 1	Monroe	9	$25.4M			2026
Bledsoe State Route 28 Widening	124104.05	Region 2	Bledsoe	12	$71.4M		2025	2028
Clay State Route 52 New Construction	127491.00	Region 2	Clay	13	$23.6M		2024	2026
Cumberland State Route 28 Widening - Section 1	100260.03	Region 2	Cumberland	14	$60.8M			2026
Grundy State Route 50 Widening	124782.00	Region 2	Grundy	15	$15.8M		2026	2027
Hamilton State Route 8 Improvements	124080.00	Region 2	Hamilton	16	$12.2M			2026
Hamilton State Route 320 Widening	124077.00	Region 2	Hamilton	17	$46.3M			2027

Last updated: 05/02/2025

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION
SUITE 1000, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-2208

BUTCH ELEY
COMMISSIONER

BILL LEE
GOVERNOR

MEMORANDUM

TO: Dexter Justis, Assistant Director
Region 2 Project Management

FROM: Mr. Steve Allen, Director
Strategic Transportation Investments Division

DATE: August 17, 2022

Signature: Steve Allen (Aug 17, 2022 11:26 CDT)

Email: Steve.Allen@tn.gov

SUBJECT: Technical Report Update (PIN 124121.00)
SR-170, From SR-62 to SR-9 (US-25W)
Anderson County

This memo is to provide direction for those involved with the development of the subject project. A Transportation Planning Report (TPR) was developed in 2011 recommending improvements from State Route (SR) 62 to SR-9 (US-25W) in Anderson County. This project was included within the Improving Manufacturing, Public Roads, and Opportunities for a Vibrant Economy (IMPROVE) Act. The proposed typical sections consist of a four lane with a raise median for the first half of the project and then a five lane with a center left turn lane for the last half of the project. Both typical sections include curb and gutter and a multiuse path for the entire project limits with sidewalk in certain sections. The typical sections and conceptual layouts are included within this packet.

This memo is being provided for your use in determining priorities, establishing future scheduling, and initiating further development of the project. Please coordinate with the Program Development and Scheduling Office to assure all required adjustments to PPRM's termini, scope of work, length, or project descriptions are made in conjunction with the recommended improvements within this memo. Below is the updated cost estimate for this project:

COST ESTIMATE SUMMARY (2022)						
PIN	Project Type of Work	Preliminary Engineering:	Right-of-Way:	Utilities:	Construction:	Total Project Cost (2021):
124121.00	Widen	$ 3,280,000	$ 8,180,000	$ 18,200,000	$ 109,000,000	$ 139,000,000

INFLATED COST ESTIMATE SUMMARY						Report Type: Technical Report
No. of Years	Year	Preliminary Engineering:	Right-of-Way:	Utilities:	Construction:	Total Inflated Project Cost
5	2027	$ 4,190,000	$ 10,400,000	$ 23,200,000	$ 139,000,000	$ 177,000,000
10	2032	$ 5,340,000	$ 13,300,000	$ 29,600,000	$ 178,000,000	$ 226,000,000

If you should have any questions, please do not hesitate to contact Jim Waters at (615) 532-3200 or by email at Jim.Waters@tn.gov.

SA/DMG

COST ESTIMATE SUMMARY

Route:	SR-170
Termini:	
Scope of Work:	
Project Type of Work:	Widen
County:	Anderson
Length:	6.12 Miles
Date:	July 20, 2022
Estimate Type:	Concept

DESCRIPTION		LOCAL 0%	STATE 0%	FEDERAL 0%	TOTAL
Construction Items					
Removal Items		$0	$0	$0	$1,280,000
Asphalt Paving		$0	$0	$0	$22,200,000
Concrete Pavement		$0	$0	$0	$309,000
Drainage		$0	$0	$0	$6,940,000
Appurtenances		$0	$0	$0	$3,130,000
Structures		$0	$0	$0	$32,600,000
Fencing		$0	$0	$0	$0
Signalization & Lighting		$0	$0	$0	$750,000
Railroad Crossing		$0	$0	$0	$0
Earthwork		$0	$0	$0	$3,890,000
Clearing and Grubbing		$0	$0	$0	$0
Seeding & Sodding		$0	$0	$0	$116,000
Rip-Rap or Slope Protection		$0	$0	$0	$31,900
Guardrail		$0	$0	$0	$498,000
Signing		$0	$0	$0	$174,000
Pavement Markings		$0	$0	$0	$131,000
Maintenance of Traffic		$0	$0	$0	$671,000
Mobilization	5%	$0	$0	$0	$3,640,000
Other Items and Annual Inflation	10%	$0	$0	$0	$7,640,000
Const. Contingency (Structures Not Included)	30%	$0	$0	$0	$15,400,000
Const. Eng. & Inspec.	10%	$0	$0	$0	$9,940,000
Construction Estimate		$0	$0	$0	$109,000,000
Interchanges & Unique Intersections					
Roundabouts		$0	$0	$0	$0
Interchanges		$0	$0	$0	$0
Right-of-Way & Utilties		**LOCAL 0%**	**STATE 0%**	**FEDERAL 0%**	**TOTAL**
Right-of-Way		$0	$0	$0	$8,180,000
Utilities		$0	$0	$0	$18,200,000
Preliminary Engineering		**LOCAL 0%**	**STATE 0%**	**FEDERAL 0%**	**TOTAL**
Prelim. Eng.	3.0%	$0	$0	$0	$3,280,000
Total Project Cost (2022)		$ -	$ -	$ -	$ 139,000,000

PAY ITEM SUMMARY

TDOT PAY ITEM	TDOT DESCRIPTION	UNIT	TOOL QUANTITIES	ADDITIONAL QUANTITIES	TOOL QUANTITIES + ADDITIONAL QUANTITIES	Statewide UNIT COST	TOTAL COST
							<-- Unit Cost Trends with Quantities
Pavment Removal							
202-03.01	REMOVAL OF ASPHALT PAVEMENT	SY	111653		111653	$ 11.50	$ 1,284,021.27
						PAVEMENT REMOVAL TOTAL (ROUNDED)	$ 1,284,100
Asphalt Roads							
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	346689		346689	$ 26.00	$ 9,014,464.38
307-(01, 02, 03).01	ASPHALT CONCRETE MIX (All Grades) (BPMB-HM) GRADING A	TON	39642		39642	$ 96.50	$ 3,825,315.99
307-01.(20 & 21 & 22)	AGGREGATE (BPMB-HM) GRADING A-S MIX	TON	26592		26592	$ 86.50	$ 2,300,205.75
307-(01 & 02 & 03).08	ASPHALT CONCRETE MIX (ALL GRADES) (BPMB-HM) GRADING B-M2	TON	37503		37503	$ 96.50	$ 3,618,948.87
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	460		460	$ 807.84	$ 371,413.48
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	1659		1659	$ 57.22	$ 94,951.65
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	220		220	$ 747.73	$ 164,466.75
411-01.07	ACS MIX (PG64-22) GRADING E SHOULDER	TON	10877		10877	$ 99.87	$ 1,086,262.46
411-(01 & 02 & 03).10	ACS MIX(ALL GRADES) GRADING D	TON	14158		14158	$ 124.93	$ 1,768,788.15
						PAVING TOTAL (ROUNDED)	$ 22,244,900
Concrete Roads							
604-01.01	CLASS A CONCRETE (ROADWAY)	CY	522.2222222		522	$ 591.74	$ 309,019.78
						CONCRETE RAMPS AND ROADWAYS TOTAL (ROUNDED)	$ 309,100
Drainage							
607-05.02	24" CONCRETE PIPE CULVERT (CLASS III)	LF	60681		60681	$ 86.55	$ 5,252,168.12
611-07.01	CLASS A CONCRETE (PIPE ENDWALLS)	CY	5		5	$ 1,425.66	$ 6,885.96
611-07.02	STEEL BAR REINFORCEMENT (PIPE ENDWALLS)	LB	459		459	$ 3.12	$ 1,431.42
611-12.02	CATCH BASINS, TYPE 12, > 4' - 8' DEPTH	EA	147		147	$ 4,727.84	$ 694,315.00
611-14.02	CATCH BASINS, TYPE 14, > 4' - 8' DEPTH	EA	47		47	$ 8,964.99	$ 416,875.02
611-42.02	CATCH BASINS, TYPE 42, > 4' - 8' DEPTH	EA	21		21	$ 5,541.90	$ 117,136.54
710-02	Aggregate Underdrains (with pipe)	LF	63835		63835	$ 7.10	$ 453,046.15
						DRAINAGE TOTAL (ROUNDED)	$ 6,941,900
Appurtenances							
701-01.01	CONCRETE SIDEWALK (4 ")	SF	115104		115104	$ 6.78	$ 780,236.24
702-03	CONCRETE COMBINED CURB & GUTTER	CY	5812		5812	$ 400.17	$ 2,325,810.48
711-05.71	51IN SINGLE SLOPE CONCRETE BARRIER WALL	LF	0	260	260	$ 107.60	$ 27,976.00
						ROADWAY AND PAVEMENT APPURTENANCES TOTAL (ROUNDED)	$ 3,134,100
Earthwork & Mineral							
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1		1	$ 500,000.00	$ 500,000.00
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	CY	1237249	-1045544	191705	$ 8.88	$ 1,702,853.95
203-02.01	BORROW EXCAVATION (GRADED SOLID ROCK)	TON	154656	-137946	16710	$ 32.33	$ 540,237.17
203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	231984	-101423	130561	$ 8.78	$ 1,146,146.23
						EARTHWORK & MINERAL TOTAL (ROUNDED)	$ 3,889,300
Structures							
N/A	Removal of Bridge	SF	49512		49512	$ 20.00	$ 990,238.40
N/A	New Bridge (Steel Girder):	SF	115159		115159	$ 250.00	$ 28,789,750.00
604-07.01	RETAINING WALL	SF	37723		37723	$ 75.00	$ 2,829,195.00
						STRUCTURES TOTAL (ROUNDED)	$ 32,609,200
Interchanges and Unique Intersections							
						INTERCHANGES AND UNIQUE INTERSECTIONS TOTAL (ROUNDED)	$ -
Lighting & Signalization							
N/A	Traffic Signal	EA	3		3	$ 250,000.00	$ 750,000.00
						LIGHTING & SIGNALIZATION TOTAL (ROUNDED)	$ 750,000
Guardrail							
705-01.01	GUARDRAIL AT BRIDGE ENDS	LF	100		100	$ 66.52	$ 6,651.84
705-06.01	W Beam GR (Type 2) Mash TL3	LF	15761	426	16186.8	$ 20.07	$ 324,869.08
705-04.03	GUARDRAIL TERMINAL (TYPE 13)	EA		1	1	$ 564.27	$ 564.27
705-04.05	GUARDRAIL TERMINAL (TYPE-IN-LINE)	EA		4	4	$ 590.37	$ 2,361.48
705-06.20	Tangent Energy Absorbing Term Mash TL-3	EA	109	-53	56	$ 2,626.00	$ 147,056.00
705-08.13	Permanent Impact Attenuator NCHRP350 TL-3	EA		1	1	$ 16,750.17	$ 16,750.17
						GUARDRAIL TOTAL (ROUNDED)	$ 498,300
Seeding and Sodding							
801-01	SEEDING (WITH MULCH)	UNIT	2030		2030	$ 27.26	$ 55,324.17
801-01.07	TEMPORARY SEEDING (WITH MULCH)	UNIT	1522		1522	$ 22.31	$ 33,958.61
801-02	SEEDING (WITHOUT MULCH)	UNIT	1522		1522	$ 17.70	$ 26,941.61
						SODDING TOTAL (ROUNDED)	$ 116,300
Maintenace of Traffic							
N/A	Traffic Control	LS	1		1		$ 621,989.22
712-02.02	INTERCONNECTED PORTABLE BARRIER RAIL	LF	1616		1616	$ 30.18	$ 48,761.22
						MAINTENANCE OF TRAFFIC TOTAL (ROUNDED)	$ 670,800
Signs							
713-09.21	Steel Overhead Sign Structure	EA		1	1	$ 101,750.00	$ 101,750.00
Not Listed	Signs (Construction)	LS	1		1	$ -	$ 71,700
						SIGNING TOTAL (ROUNDED)	$ 173,500
Pavement Markings							
716-13.06	Spray Thermo P.M. (40 mil 4")	LM	79.4		79.4	$ 1,654.23	$ 131,332.42
						PAVEMENT MARKINGS TOTAL (ROUNDED)	$ 131,400
Fencing							
						FENCE TOTAL (ROUNDED)	$ -
Rip-Rap							
709-05.05	Machined Rip-Rap (Class A-3)	TON	800		800	$ 39.85	$ 31,880.00
						RIP-RAP & SLOPE PROTECTION TOTAL (ROUNDED)	$ 31,900.00
Clearing and Grubing							
						CLEAR AND GRUBBING TOTAL (ROUNDED)	$ -
Railroad At-Grade Crossing							
						RAILROAD CROSSING OR SEPARATION TOTAL (ROUNDED)	$ -
Utilties							
N/A	Overhead Distribution	LM	6		6	$ 750,000	$ 4,500,000
N/A	Underground Communication	LM	6		6	$ 380,000	$ 2,280,000
N/A	Underground Gas	LM	6		6	$ 1,210,000	$ 7,260,000
N/A	Underground Water	LM	6		6	$ 700,000	$ 4,200,000
						UTILITIES TOTAL (ROUNDED)	$ 18,240,000.00
Right-of-Way							
N/A	Right-of-Way	LS	1		1	$ 8,178,545.45	$ 8,178,545.45
						RIGHT-OF-WAY TOTAL (ROUNDED)	$ 8,178,600.00

Index Of Sheets

TITLE SHEET 1
TYPICAL SECTIONS ..... 2 – 3
FUNCTIONAL LAYOUTS ..... 4 – 30
ENVIRONMENTAL TECH STUDY AREA LAYOUTS ..... 4A – 25A, 25B,
..... 26A – 30A

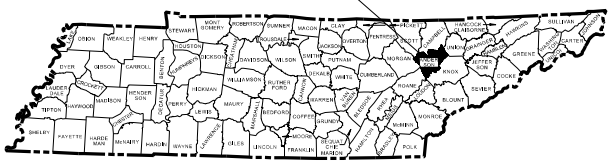
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

ANDERSON COUNTY

STATE ROUTE 170
FROM: STATE ROUTE 62
TO: STATE ROUTE 9

TENN.	YEAR	SHEET NO.
	2020	1
FED. AID PROJ. NO.		
STATE PROJ. NO.		

PROJECT LOCATION



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

SCALE: 1" = 1 MILE

SPECIAL NOTES

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

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

TDOT ROAD SP. SV. 2 : _____

DESIGNER : TODD KEMP, P.E. CHECKED BY : _____

P.E. NO. _____

PIN NO. _____

APPROVED: _____
PAUL D. DEGGES, CHIEF ENGINEER

DATE: _____

APPROVED: _____
CLAY BRIGHT, COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

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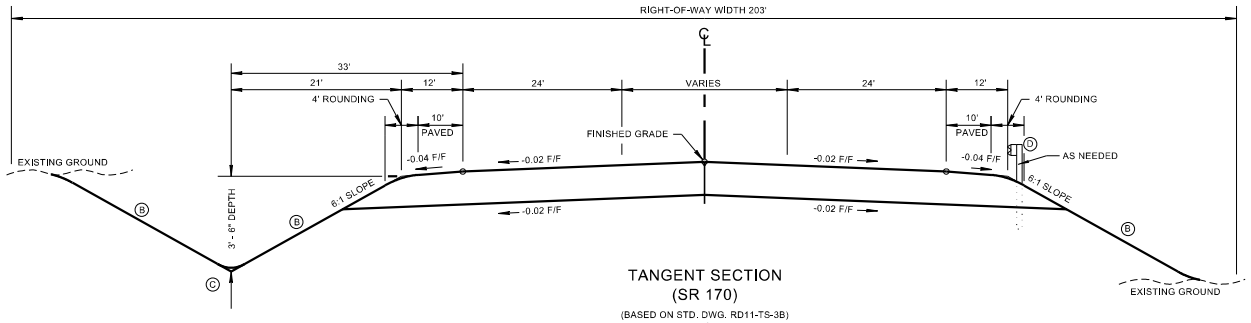
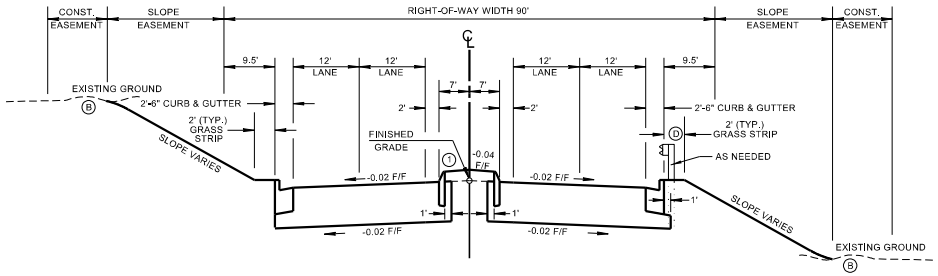
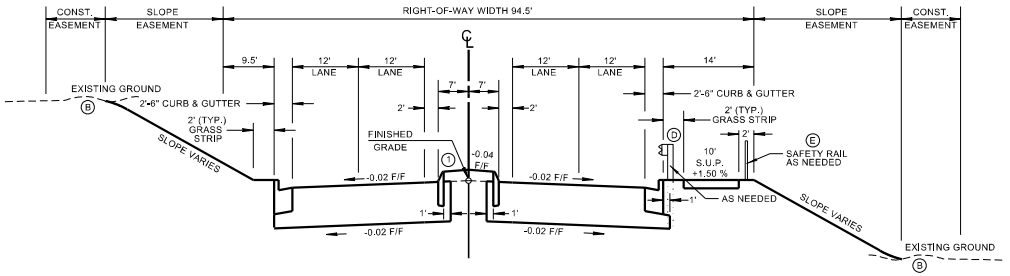
TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2020	ANDERSON	2



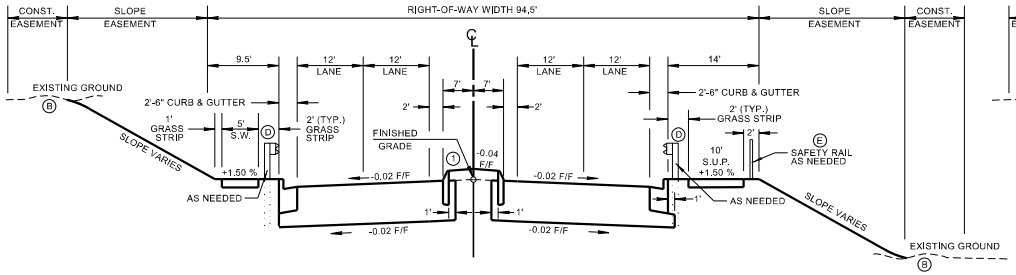
TANGENT SECTION
(SR 170)
(BASED ON STD. DWG. RD11-TS-3B)
L.M. 0.05 TO L.M. 0.20



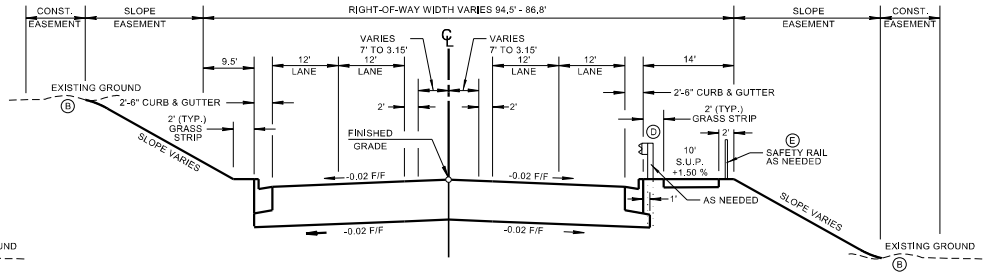
TANGENT SECTION
(SR 170)
(BASED ON STD. DWG. RD11-TS-6)
L.M. 0.20 TO L.M. 0.44



TANGENT SECTION
(SR 170)
(BASED ON STD. DWG. RD11-TS-6)
L.M. 0.44 TO L.M. 0.72
L.M. 1.49 TO L.M. 2.50



TANGENT SECTION
(SR 170)
(BASED ON STD. DWG. RD11-TS-6)
L.M. 0.72 TO L.M. 1.49
L.M. 2.97 TO L.M. 3.44



TANGENT SECTION
(SR 170)
(BASED ON STD. DWG. RD11-TS-6)
L.M. 2.50 TO L.M. 2.58

(1) CURBS WILL BE SLOPING CURBS. VERTICAL CURBS WILL NOT BE PERMITTED.

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING MM-BPR-1 FOR BIKE AND PEDESTRIAN SAFETY RAIL DETAILS.

S.U.P. = SHARED USE PATH
S.W. = SIDEWALK

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

TYPICAL SECTIONS
NOT TO SCALE

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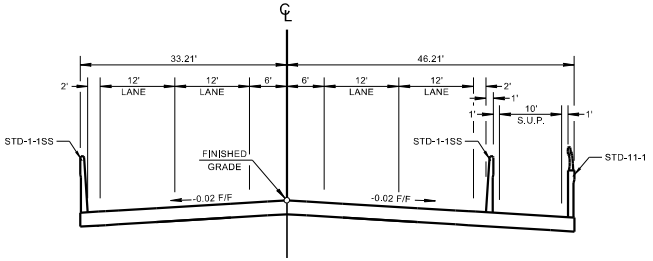
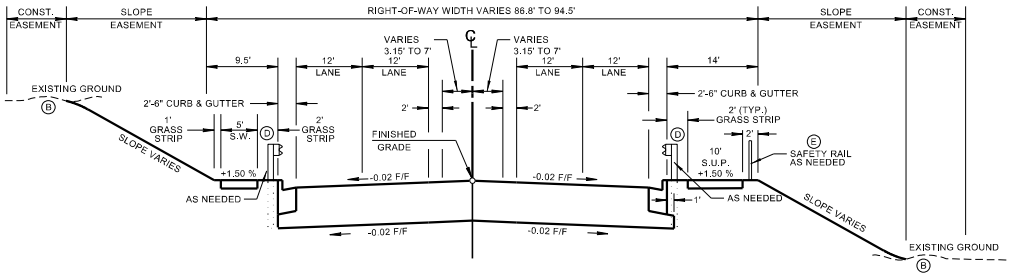
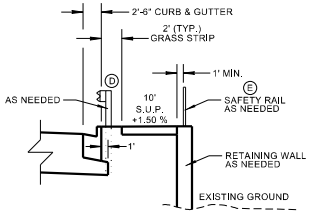
TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2020	ANDERSON	3



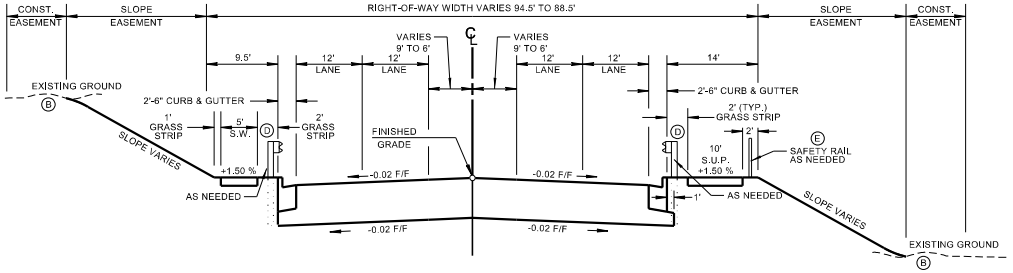
BRIDGE SECTION
(SR 170)
L.M. 2.58 TO L.M. 2.85



ALTERNATE TANGENT SECTION
(SR 170)
(BASED ON STD. DWG. RD11-TS-6)
L.M. 2.85 TO L.M. 2.97



SHARED USE PATH
W/ RETAINING WALL
(BASED ON STD. DWG. MM-BPR-1)
AS NEEDED



ALTERNATE TANGENT SECTION
(SR 170)
(BASED ON STD. DWG. RD11-TS-6)
L.M. 3.44 TO L.M. 6.17

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES. SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING MM-BPR-1 FOR BIKE AND PEDESTRIAN SAFETY RAIL DETAILS.

S.U.P. = SHARED USE PATH
S.W. = SIDEWALK

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

TYPICAL SECTIONS
NOT TO SCALE

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TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	4

0' 50' 100' 150'

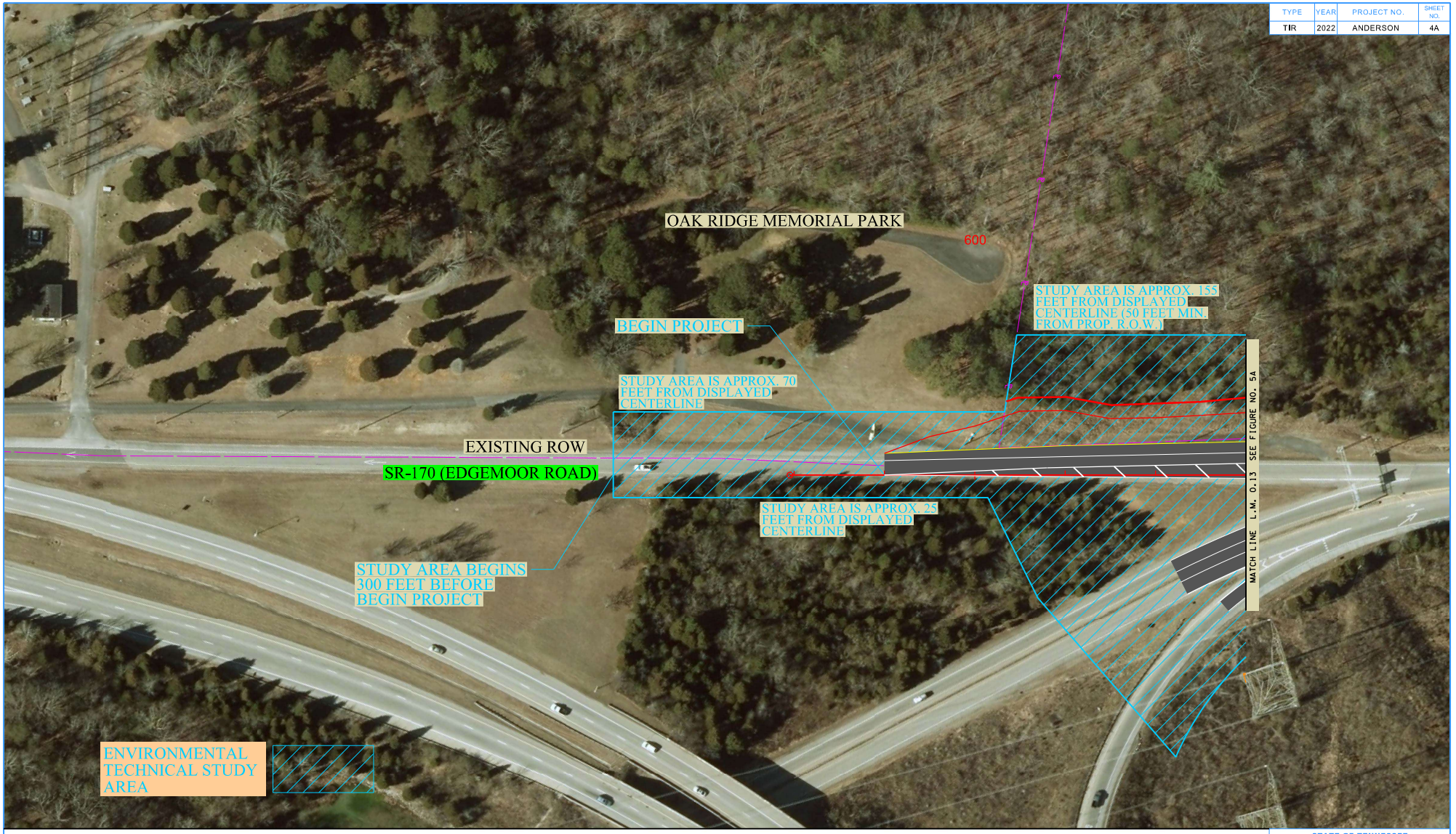
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 4
S.R. 170
L.M. 0.05 to
L.M. 0.13

4/20/2022 6:49:40 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-04.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	4A

0' 50' 100' 150'

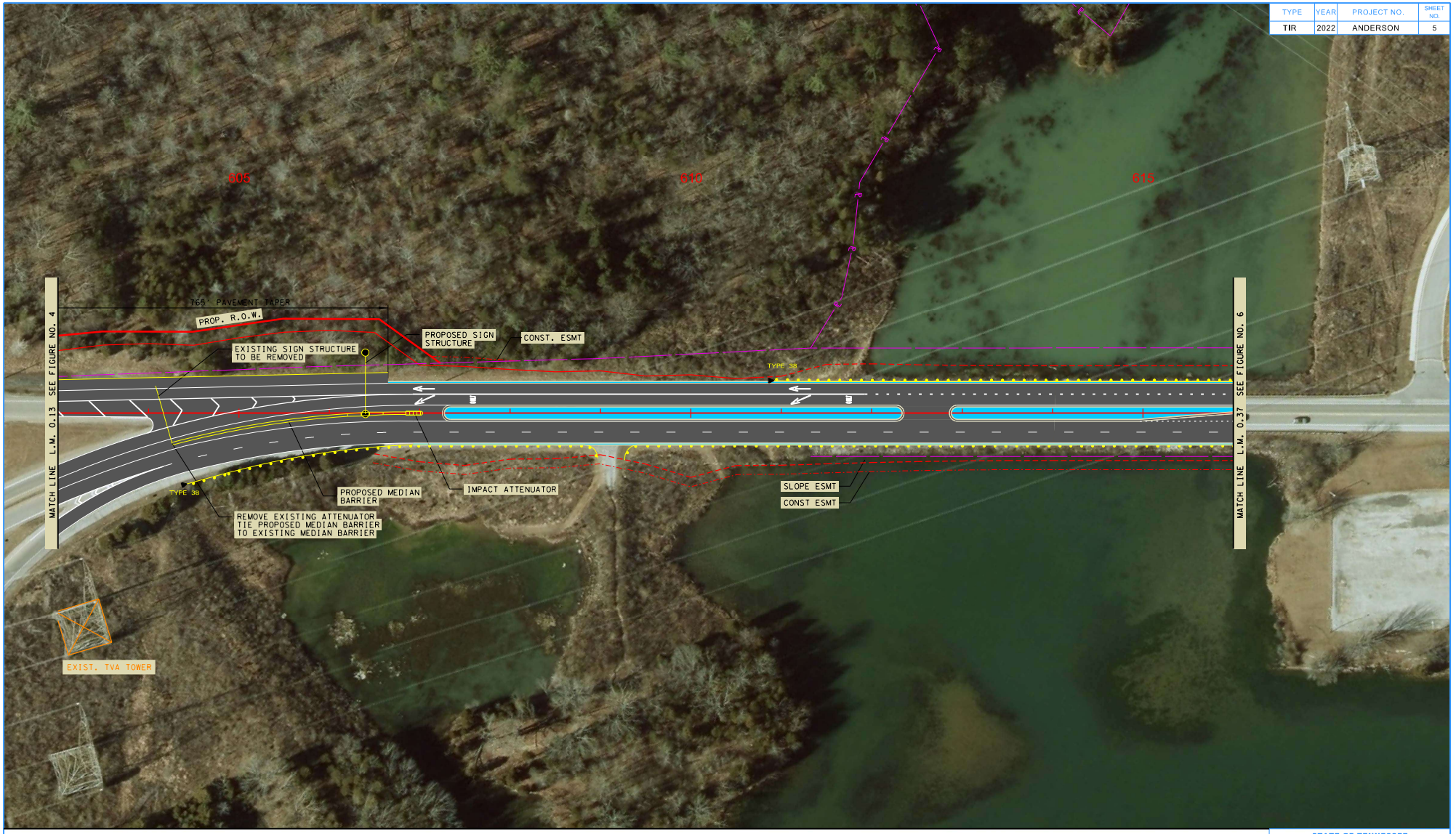
ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 4A
S.R. 170
L.M. 0.05 to
L.M. 0.13

4/20/2022 6:49:46 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-04A.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	5

0' 50' 100' 150'

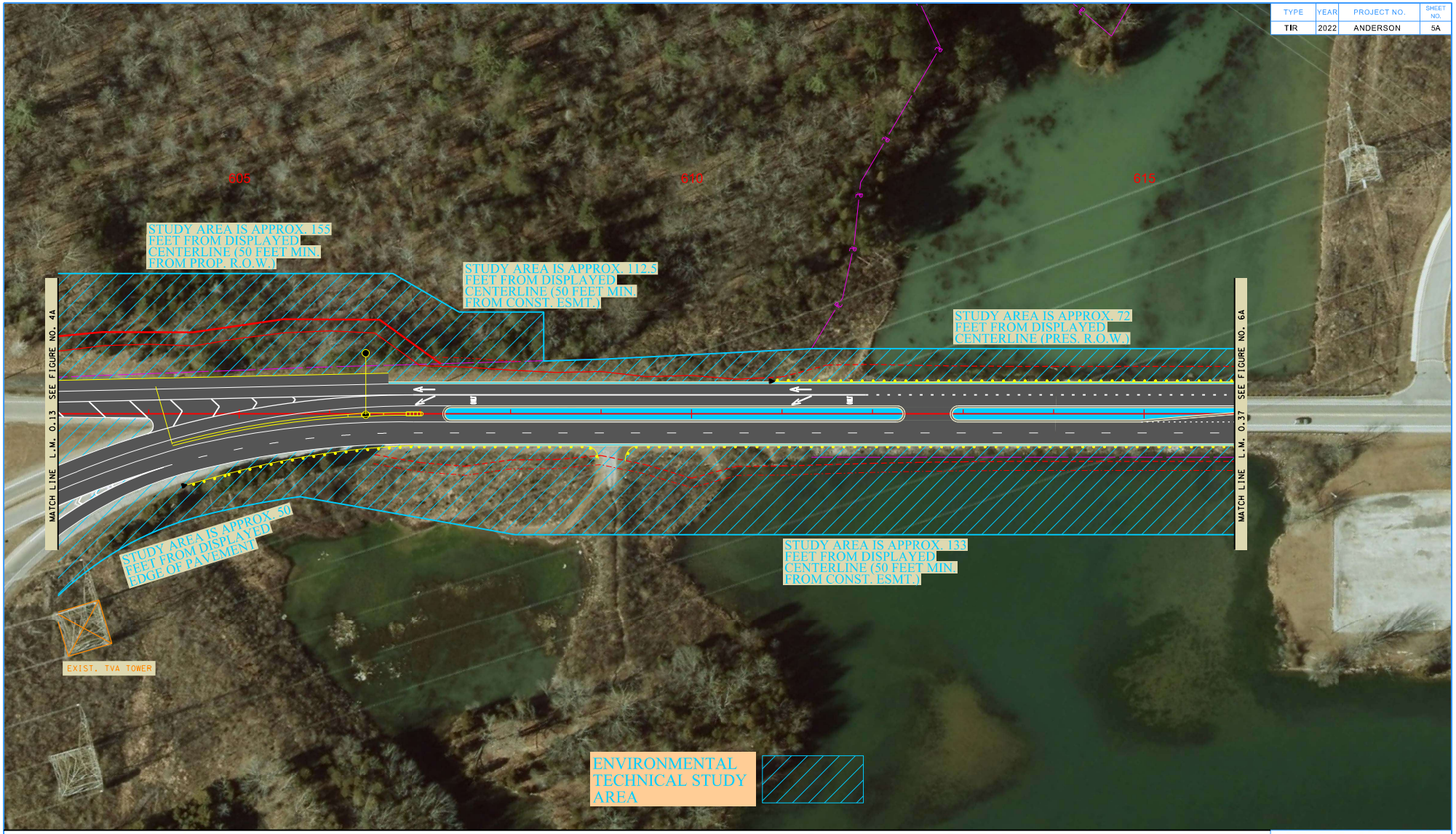
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 5
S.R. 170
L.M. 0.13 to L.M. 0.37

4/20/2022 6:49:52 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-05.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	5A

0' 50' 100' 150'

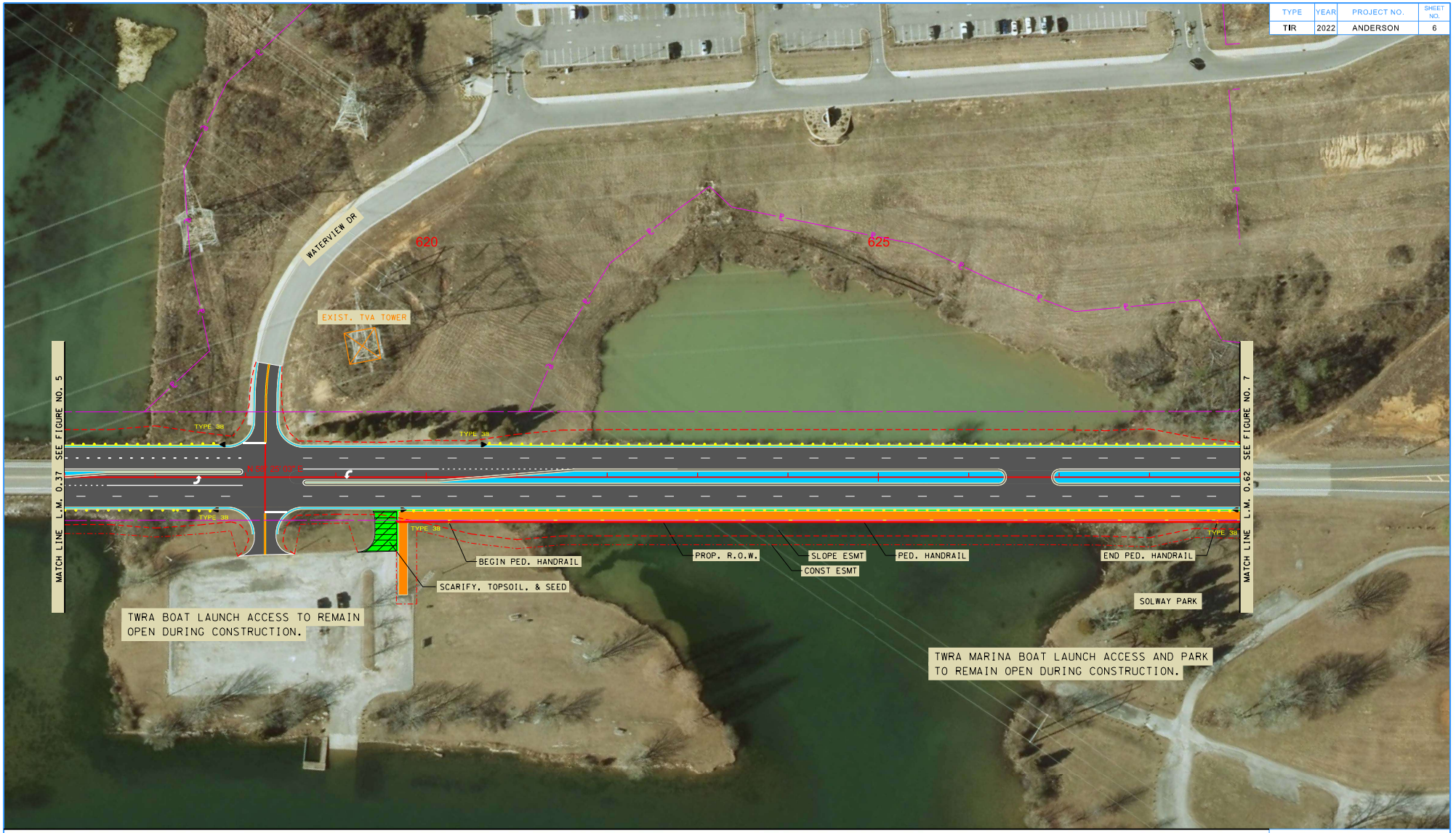
ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 5A
S.R. 170
L.M. 0.13 to L.M. 0.37

4/20/2022 6:49:57 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-05A.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	6

0' 50' 100' 150'

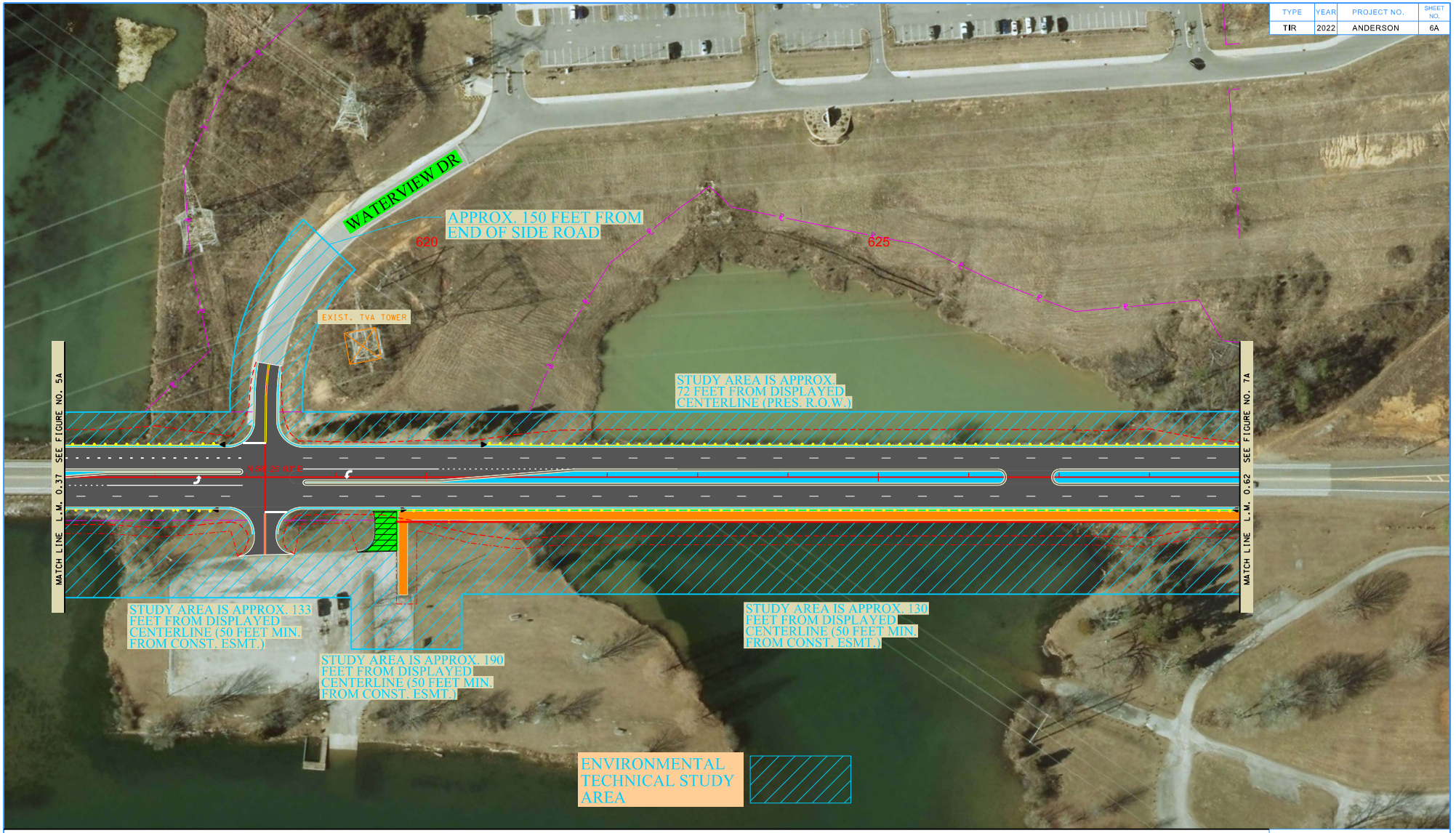
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 6
S.R. 170
L.M. 0.37 to
L.M. 0.62

4/20/2022 6:50:01 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-06.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	6A

0′ 50′ 100′ 150′

ENVIRONMENTAL TECHNICAL STUDY AREA

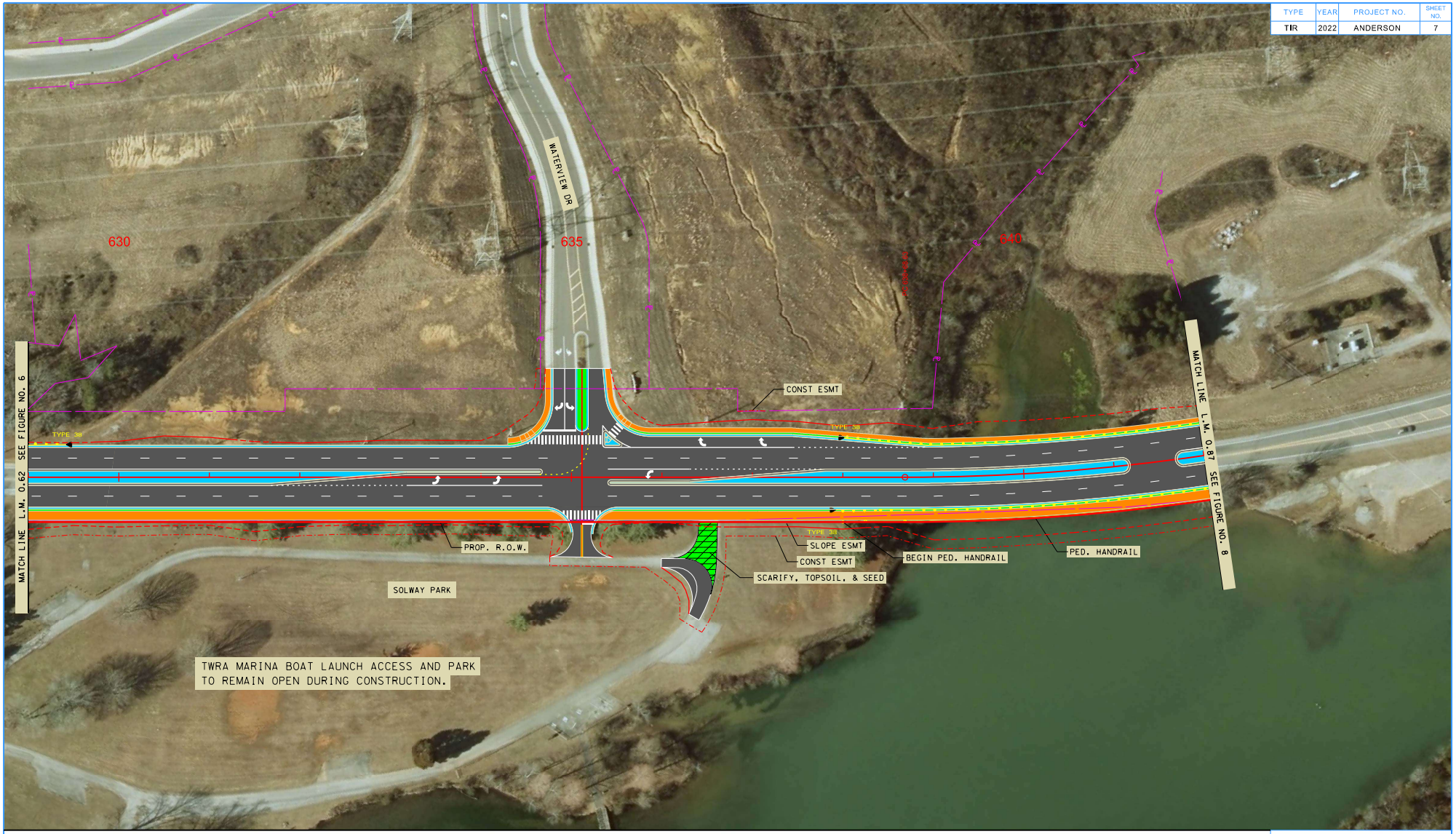
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 6A
S.R. 170
L.M. 0.37 to L.M. 0.62

4/20/2022 6:50:06 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-06A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	7



0' 50' 100' 150'

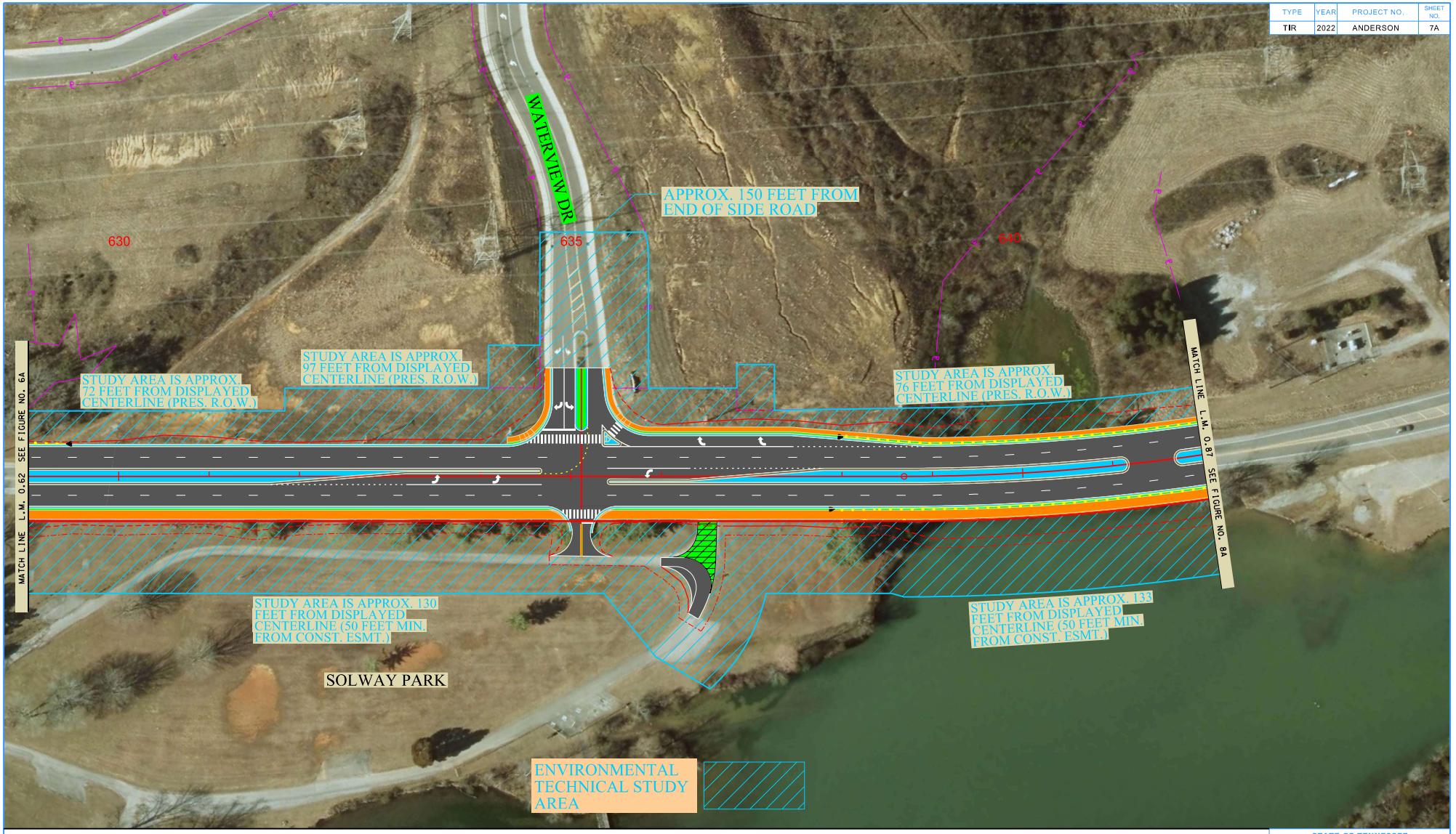
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 7
S.R. 170
L.M. 0.62 to
L.M. 0.87

4/20/2022 6:50:10 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-07.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	7A

0′ 50′ 100′ 150′

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 7A
S.R. 170
L.M. 0.62 to L.M. 0.87

4/20/2022 6:50:15 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-07A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	8

0' 50' 100' 150'

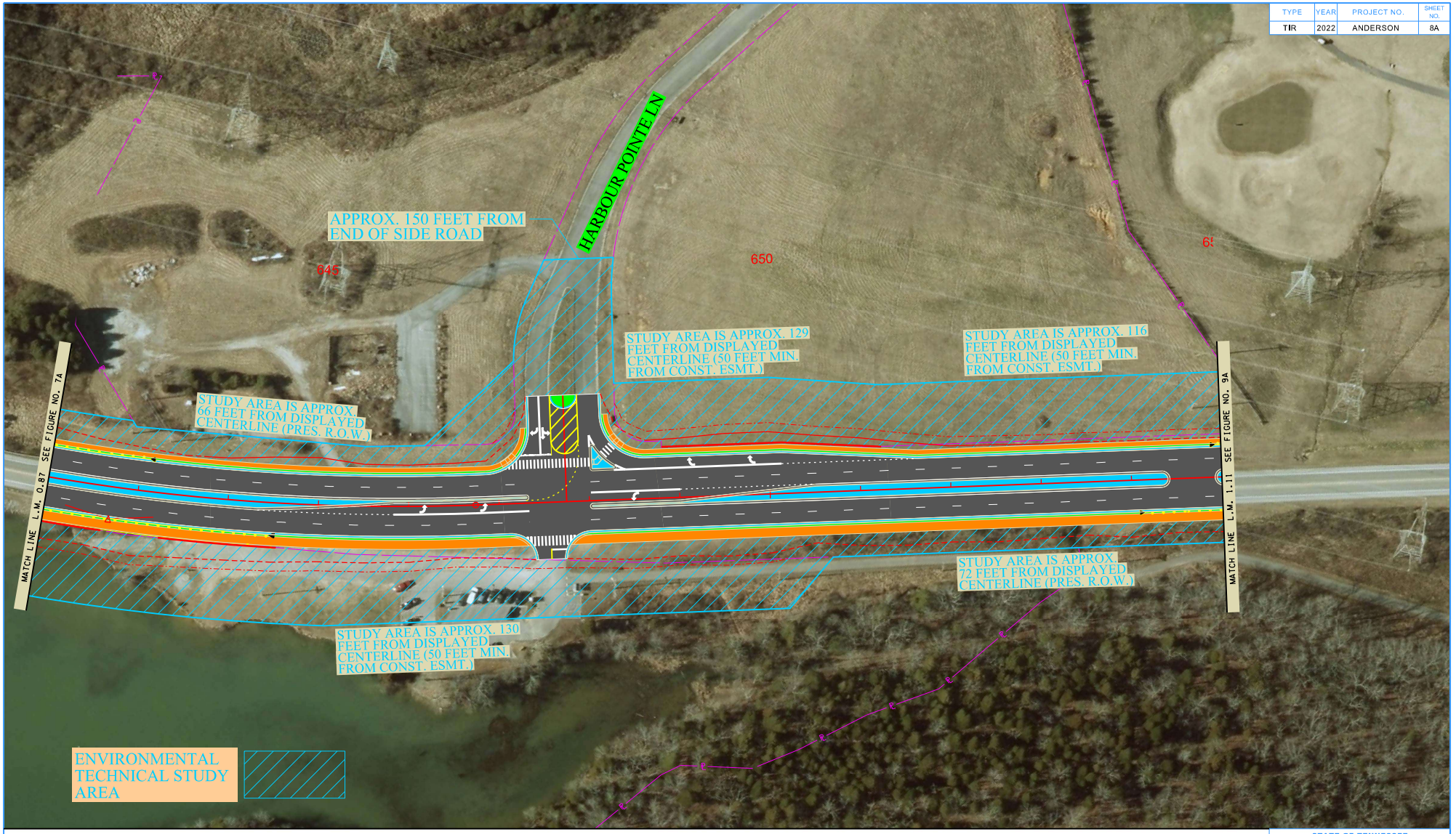
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 8
S.R. 170
L.M. 0.87 to
L.M. 1.11

4/20/2022 6:50:20 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-08.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	8A

0' 50' 100' 150'

N

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 8A
S.R. 170
L.M. 0.87 to L.M. 1.11

4/20/2022 6:50:24 AM
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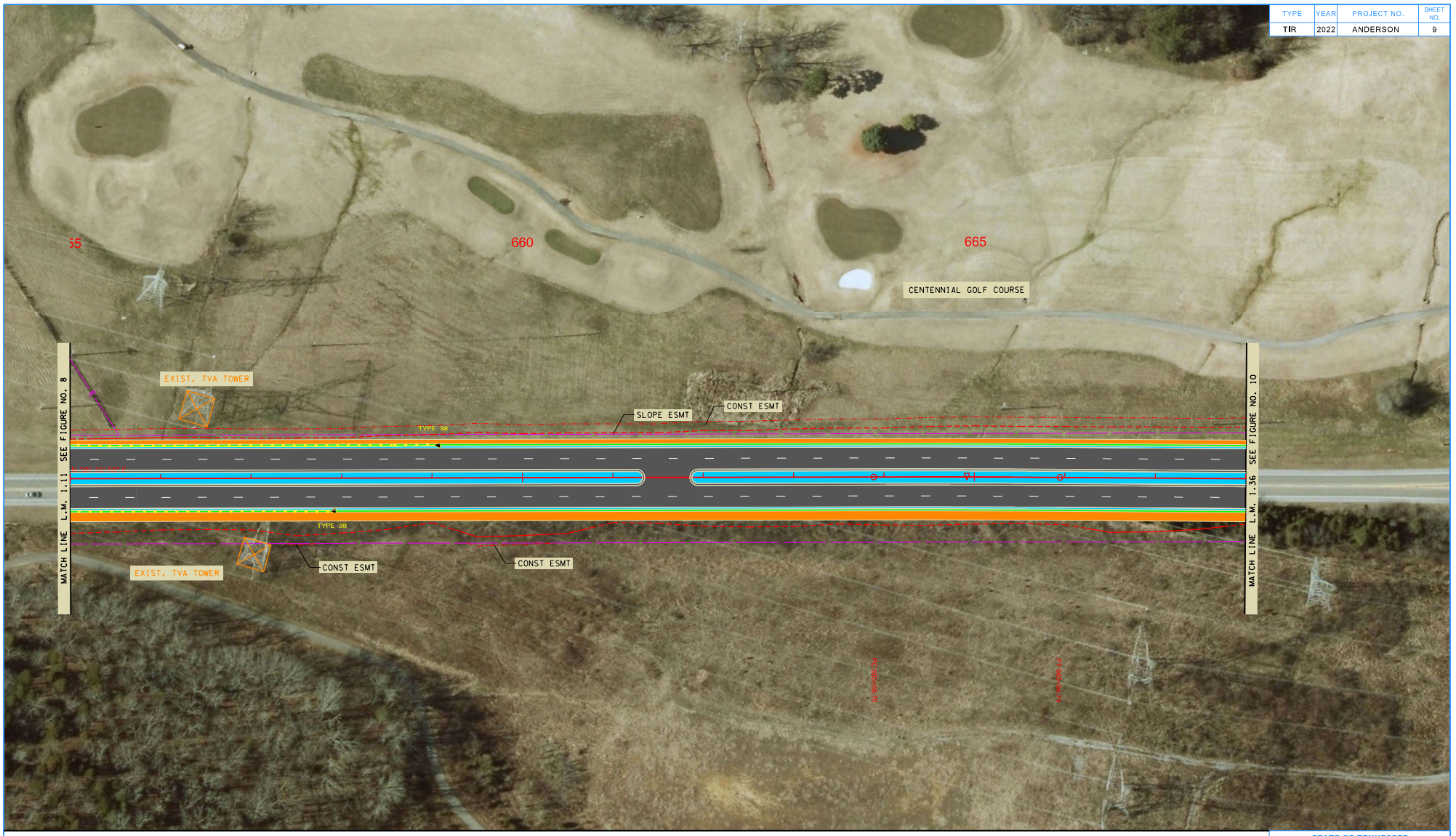
TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	9



0′ 50′ 100′ 150′

N

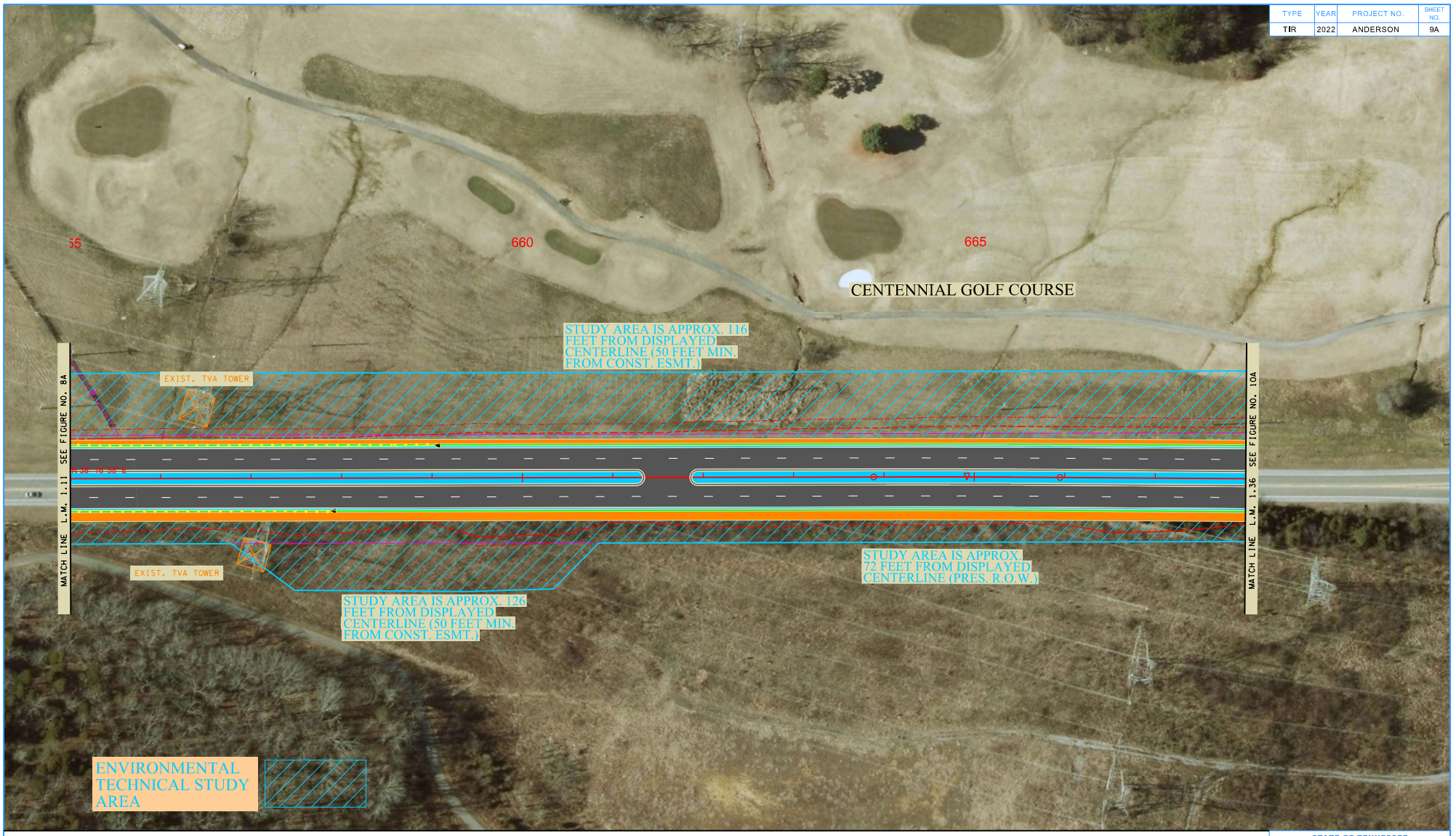
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 9
S.R. 170
L.M. 1.11 to
L.M. 1.36

4/20/2022 6:50:34 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-09.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	9A

0' 50' 100' 150'

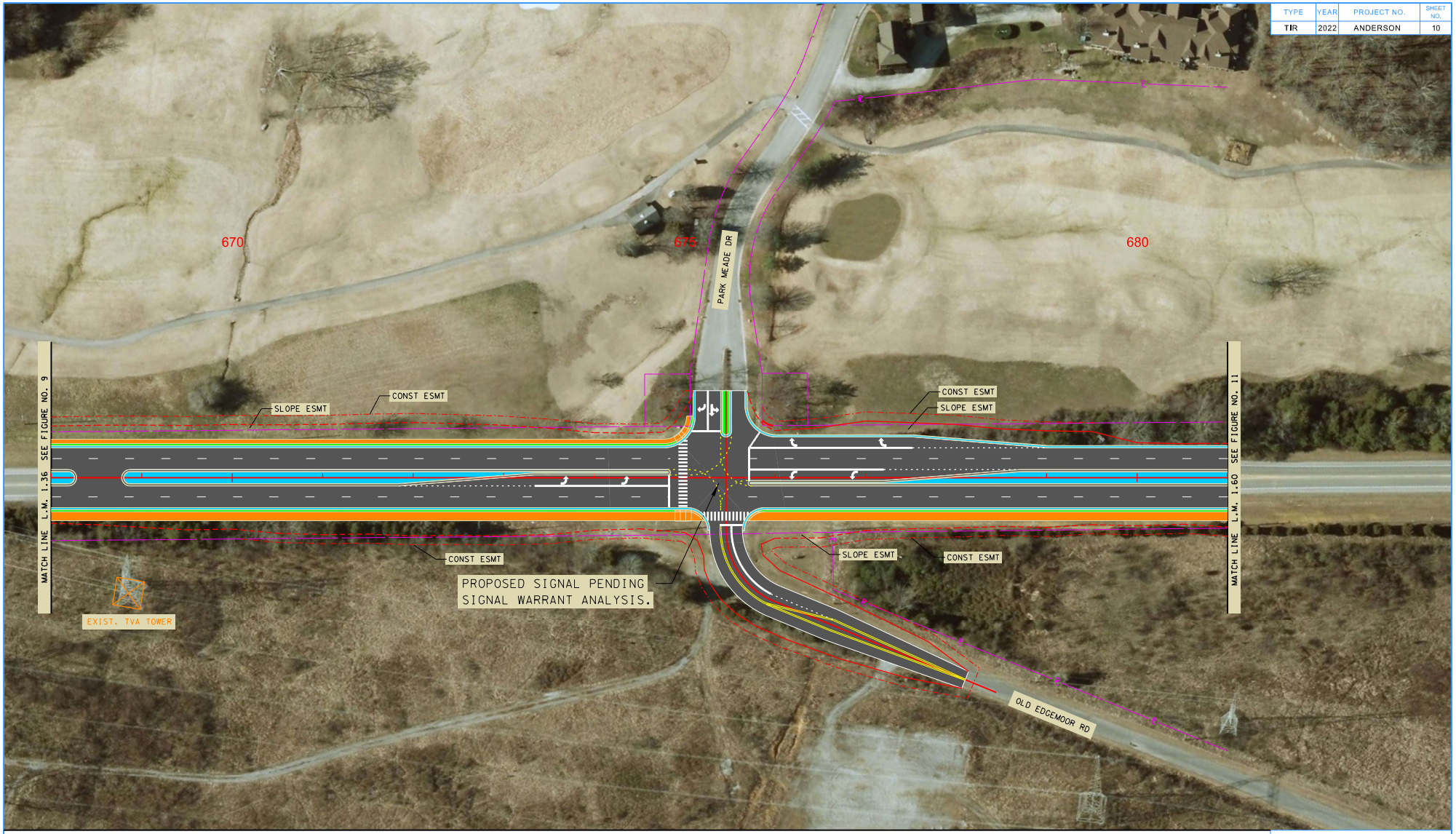
ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 9A
S.R. 170
L.M. 1.11 to L.M. 1.36

4/20/2022 6:50:40 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-09A.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	10

0' 50' 100' 150'

N

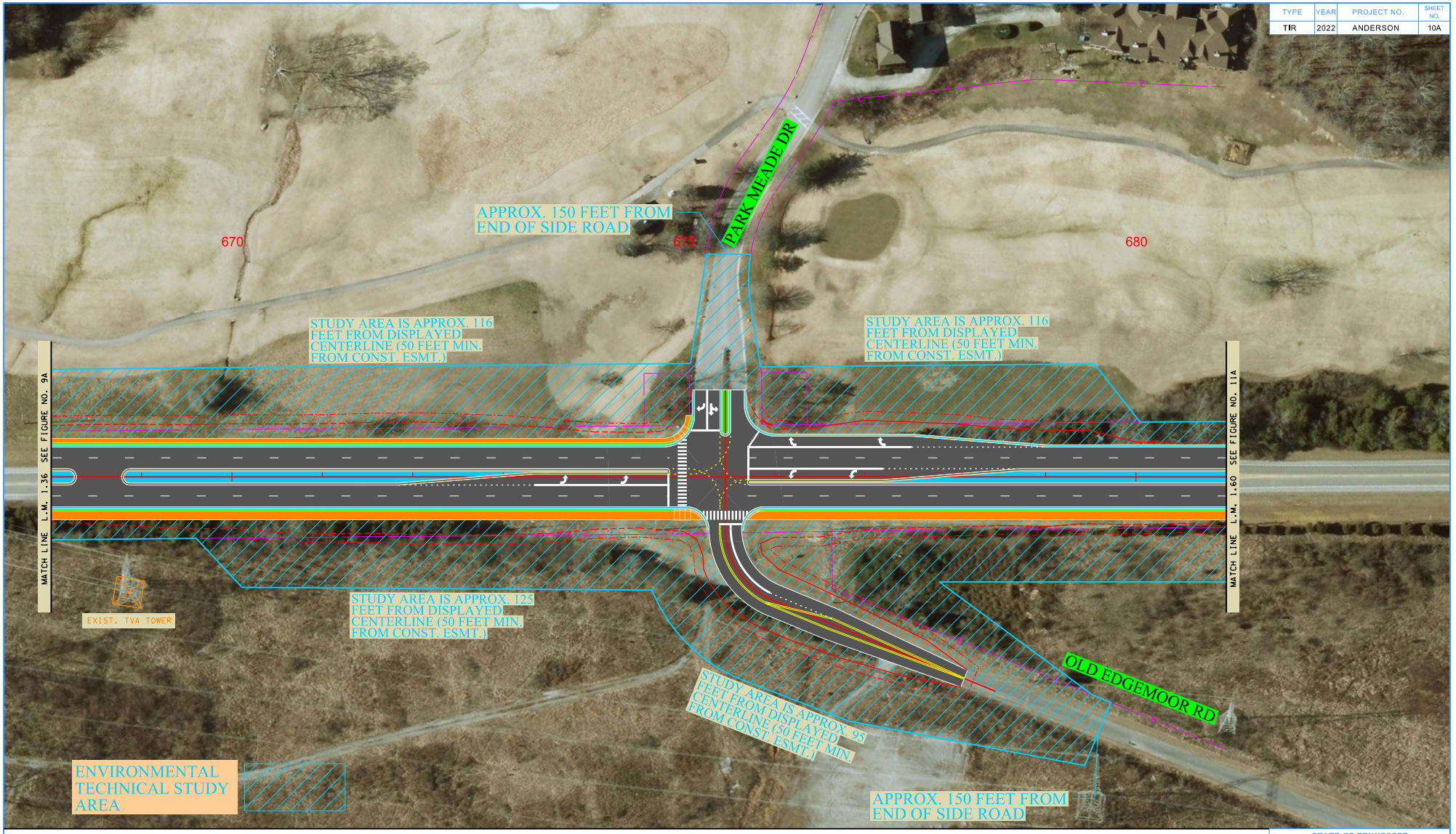
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 10
S.R. 170
L.M. 1.36 to
L.M. 1.60

4/20/2022 6:52:43 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-10.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	10A

0' 50' 100' 150'

N

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 10A
S.R. 170
L.M. 1.36 to L.M. 1.60

4/20/2022 6:52:48 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-10A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	11

0' 50' 100' 150'

N

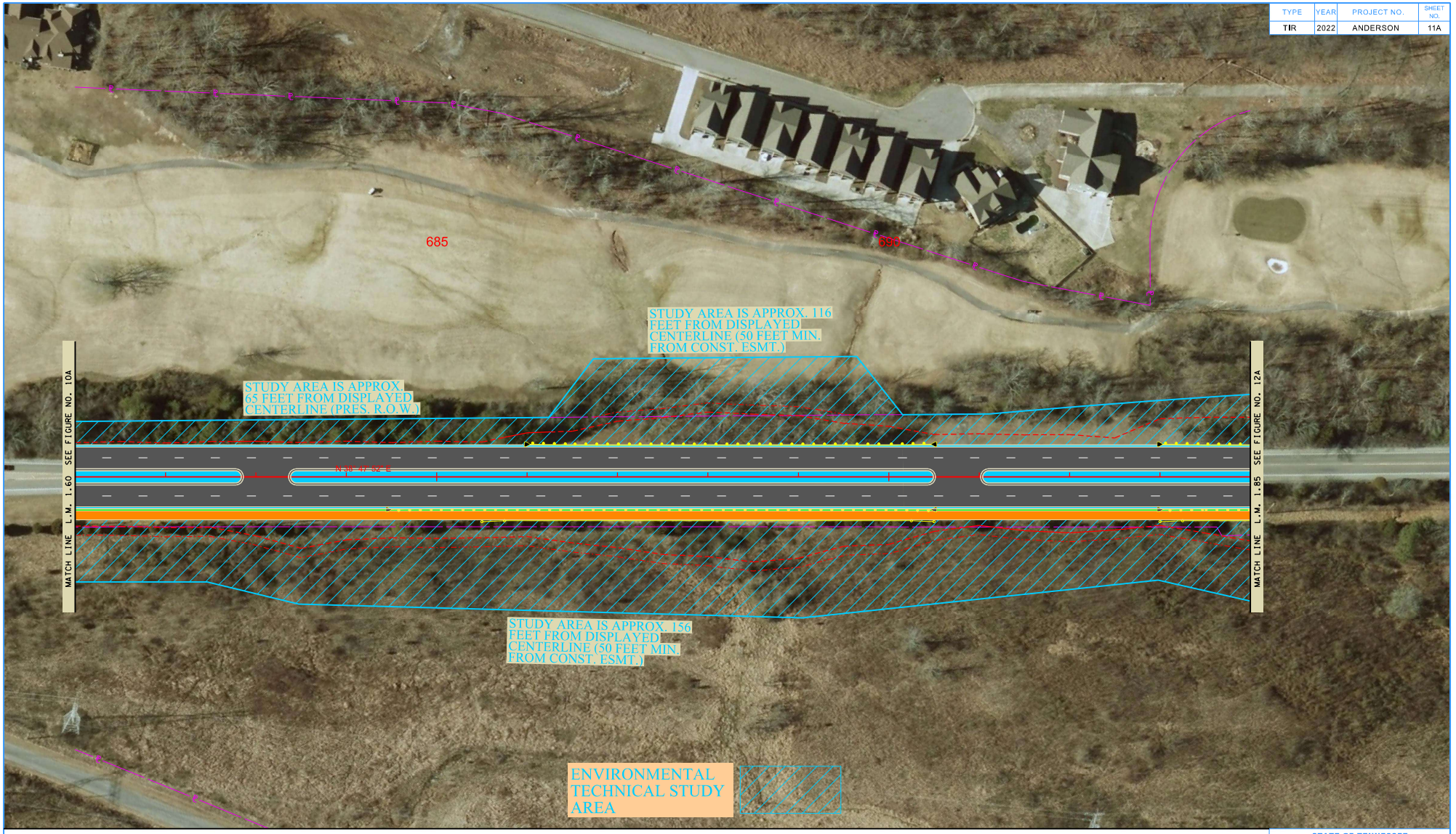
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 11
S.R. 170
L.M. 1.60 to
L.M. 1.85

4/20/2022 6:52:56 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-11.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	11A

0' 50' 100' 150'

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 11A
S.R. 170
L.M. 1.60 to L.M. 1.85

4/20/2022 6:53:01 AM
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TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	12

0' 50' 100' 150'

N

FUNCTIONAL LAYOUT

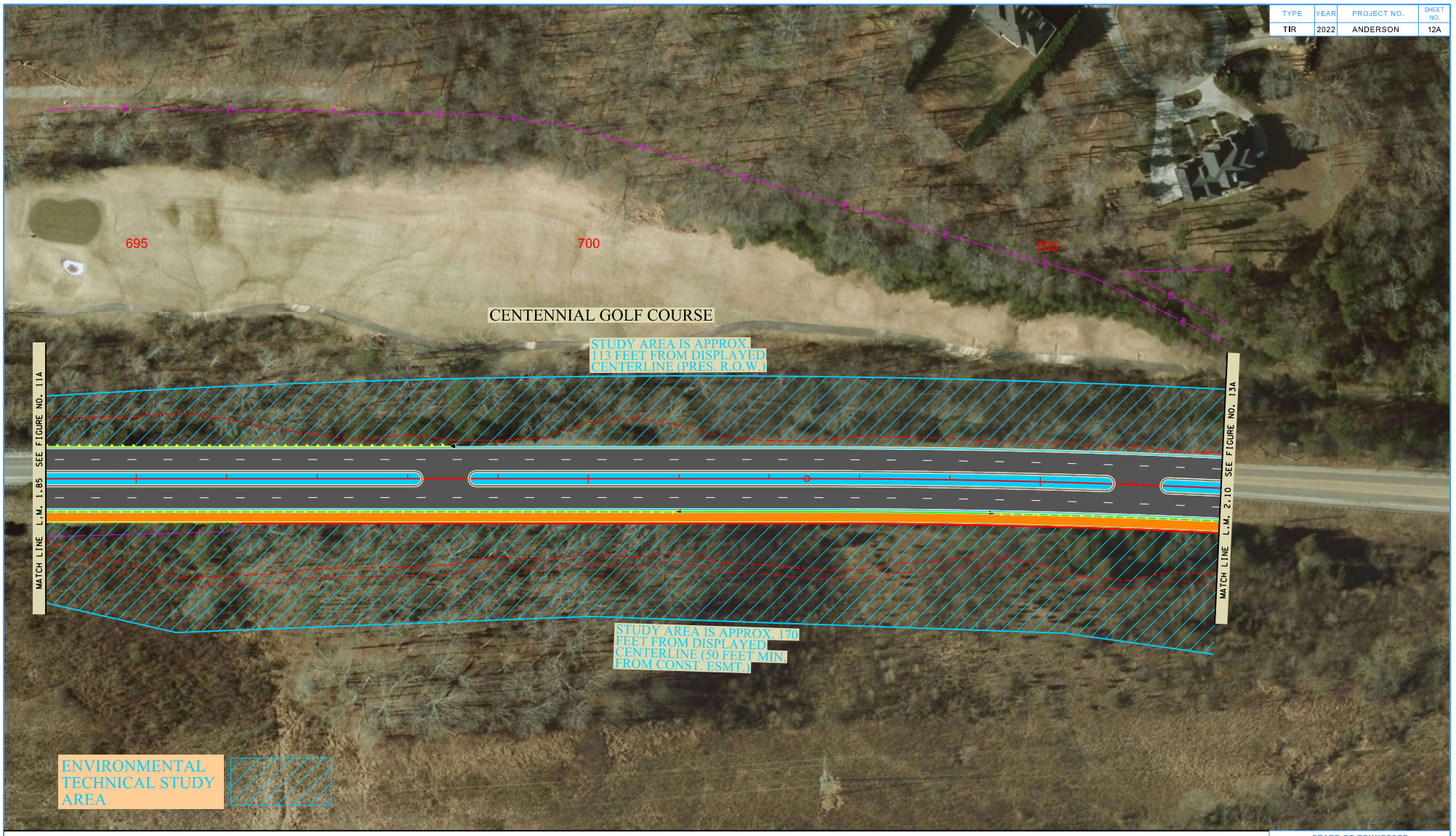
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 12
S.R. 170
L.M. 1.85 to
L.M. 2.10

4/20/2022 6:53:09 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-12.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	12A



0' 50' 100' 150'

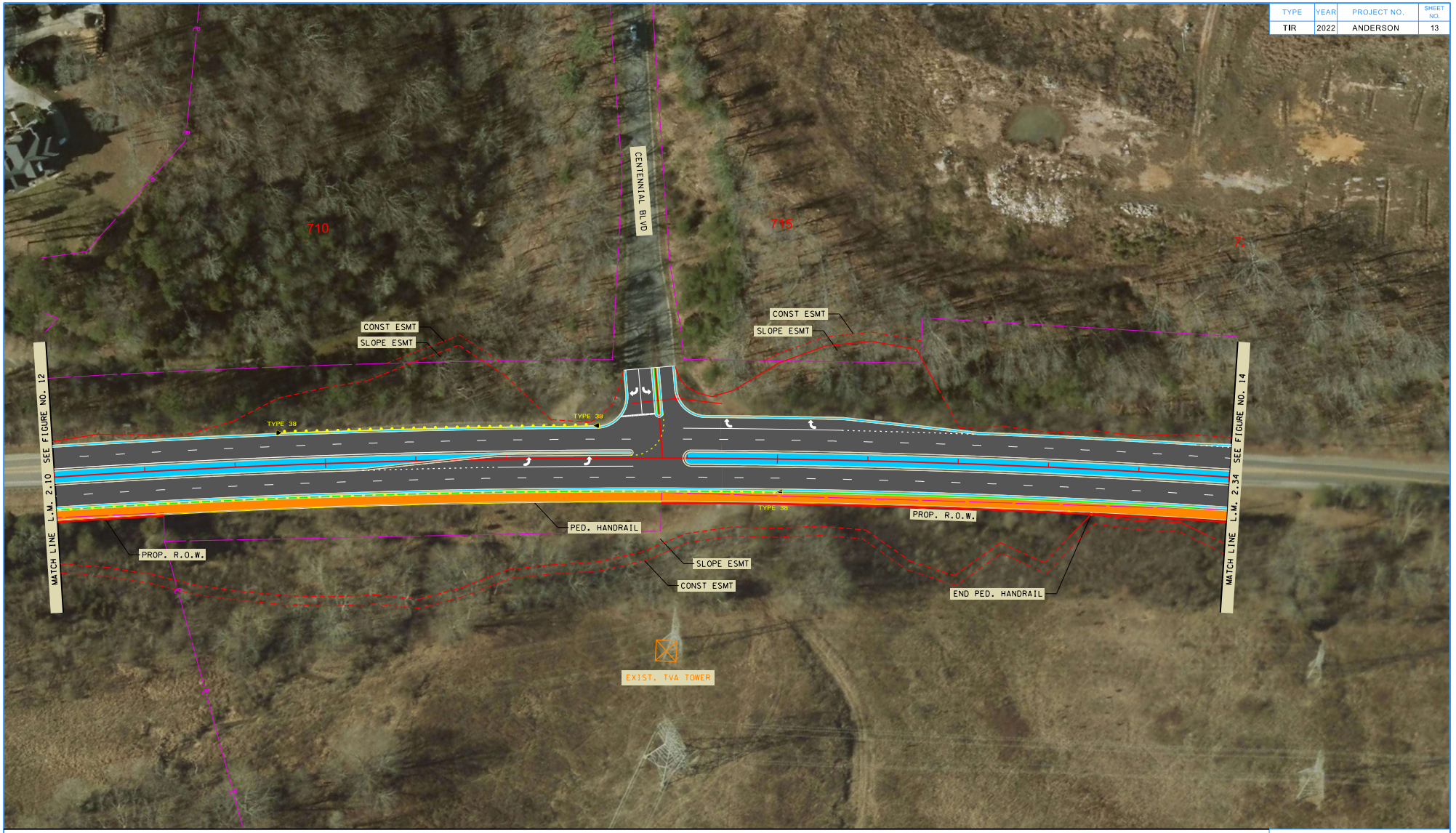
ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 12A
S.R. 170
L.M. 1.85 to L.M. 2.10

4/20/2022 6:53:14 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-12A.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	13

0' 50' 100' 150'

N

FUNCTIONAL LAYOUT

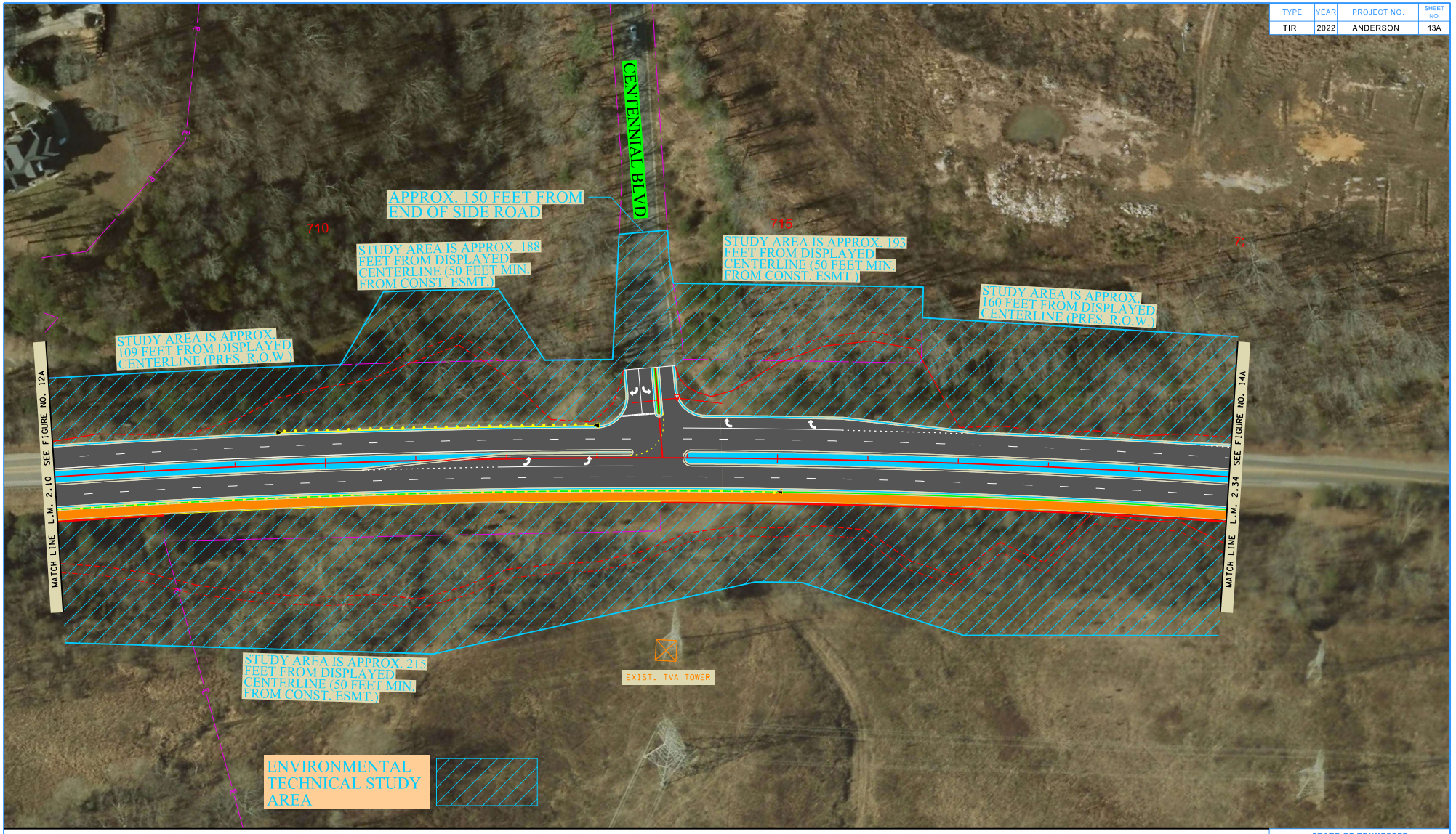
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 13
S.R. 170
L.M. 2.10 to
L.M. 2.34

4/20/2022 6:53:22 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-13.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	13A



0' 50' 100' 150'

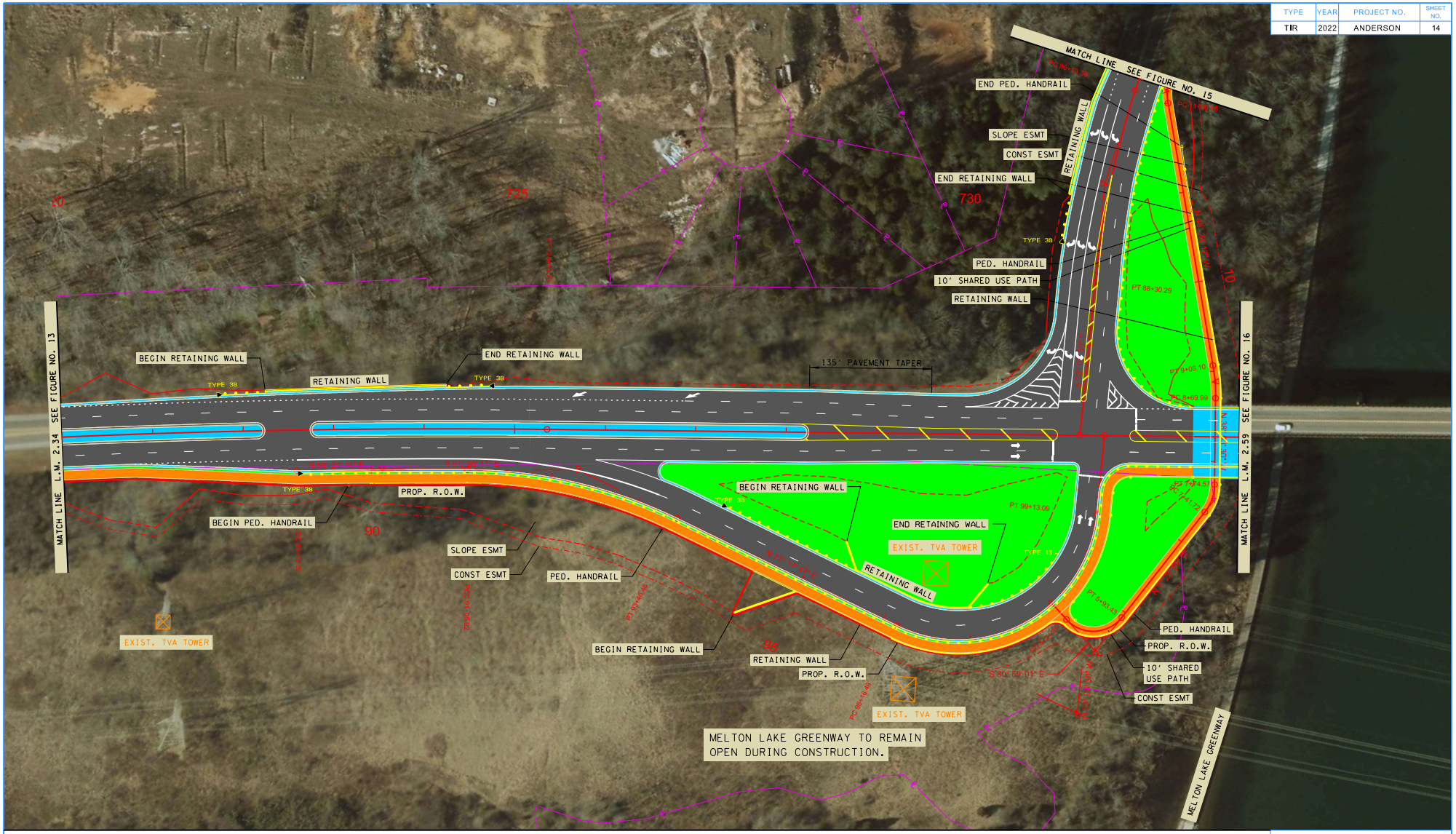
ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 13A
S.R. 170
L.M. 2.10 to L.M. 2.34

4/20/2022 6:53:27 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-13A.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	14

0' 50' 100' 150'

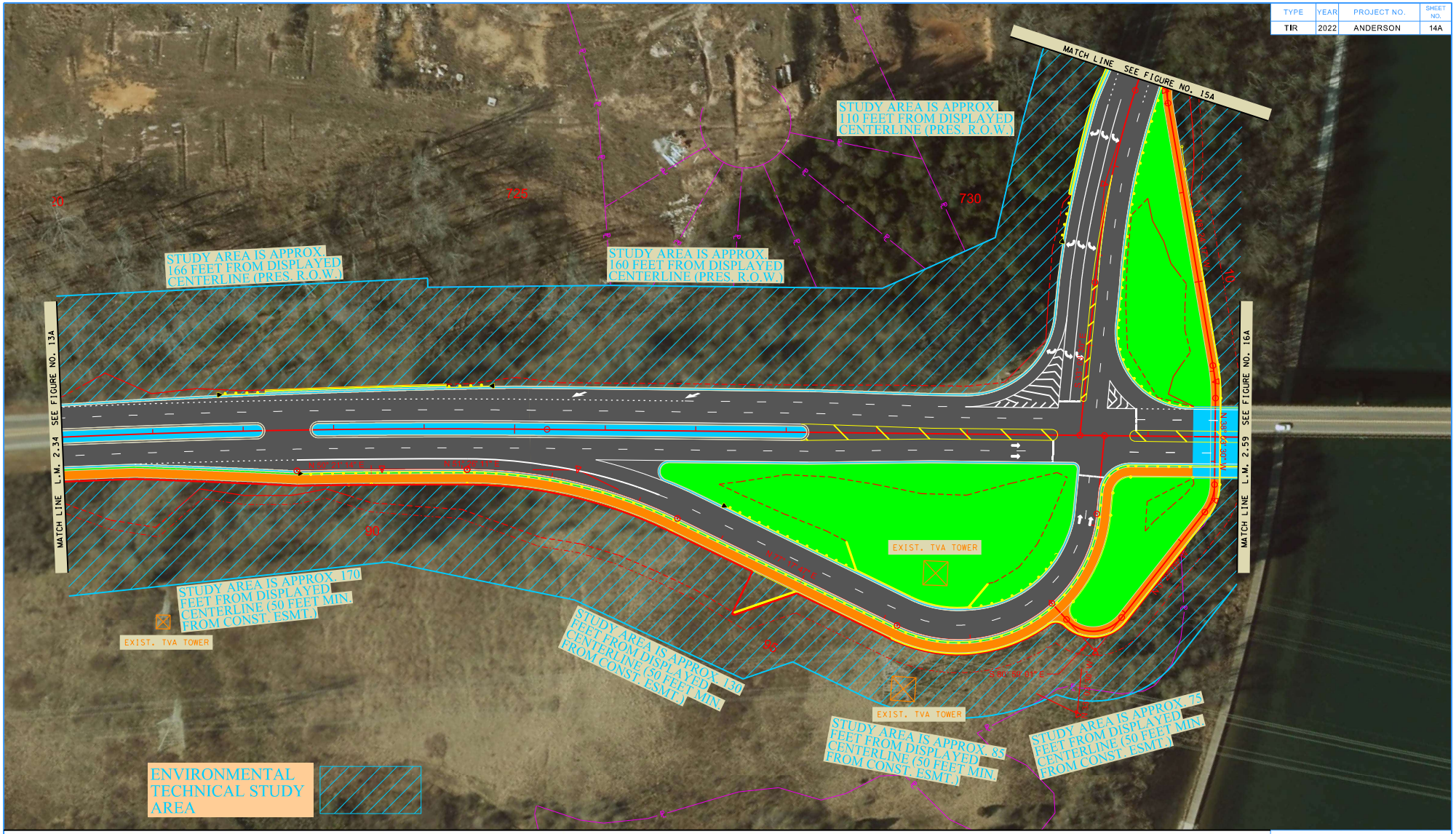
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 14
S.R. 170
L.M. 2.34 to
L.M. 2.59

4/20/2022 6:53:35 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-14.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	14A

0′ 50′ 100′ 150′

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 14A
S.R. 170
L.M. 2.34 to L.M. 2.59

4/20/2022 6:53:41 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-14A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	15

0' 50' 100' 150'

FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 15
MELTON LAKE DR

4/20/2022 6:53:51 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-15.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	15A

0′ 50′ 100′ 150′

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 15A
MELTON LAKE DR

4/20/2022 6:53:58 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-15A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	16

0' 50' 100' 150'

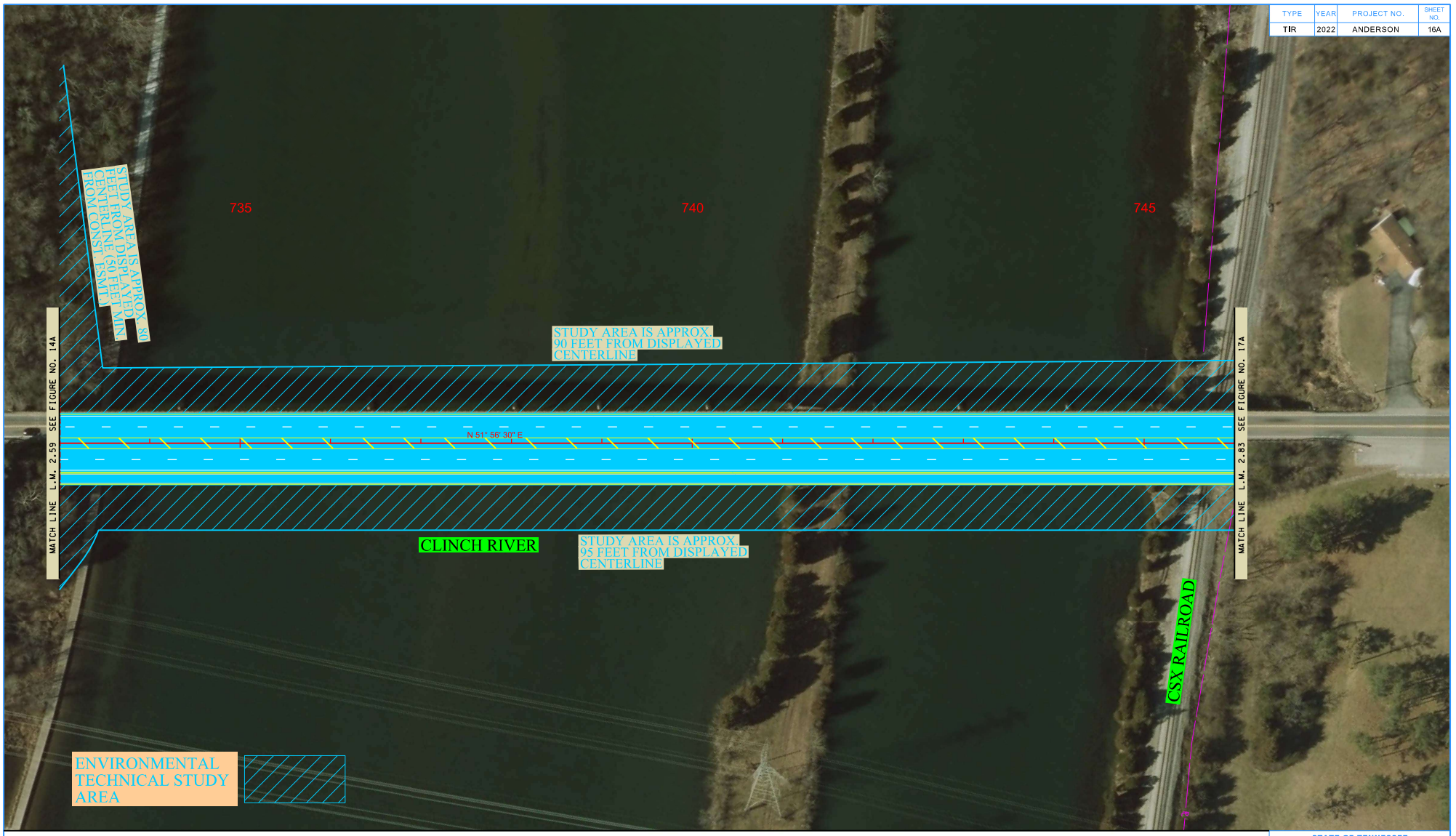
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 16
S.R. 170
L.M. 2.59 to
L.M. 2.83

4/20/2022 6:54:06 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-16.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	16A

0' 50' 100' 150'

N

ENVIRONMENTAL TECHNICAL STUDY AREA

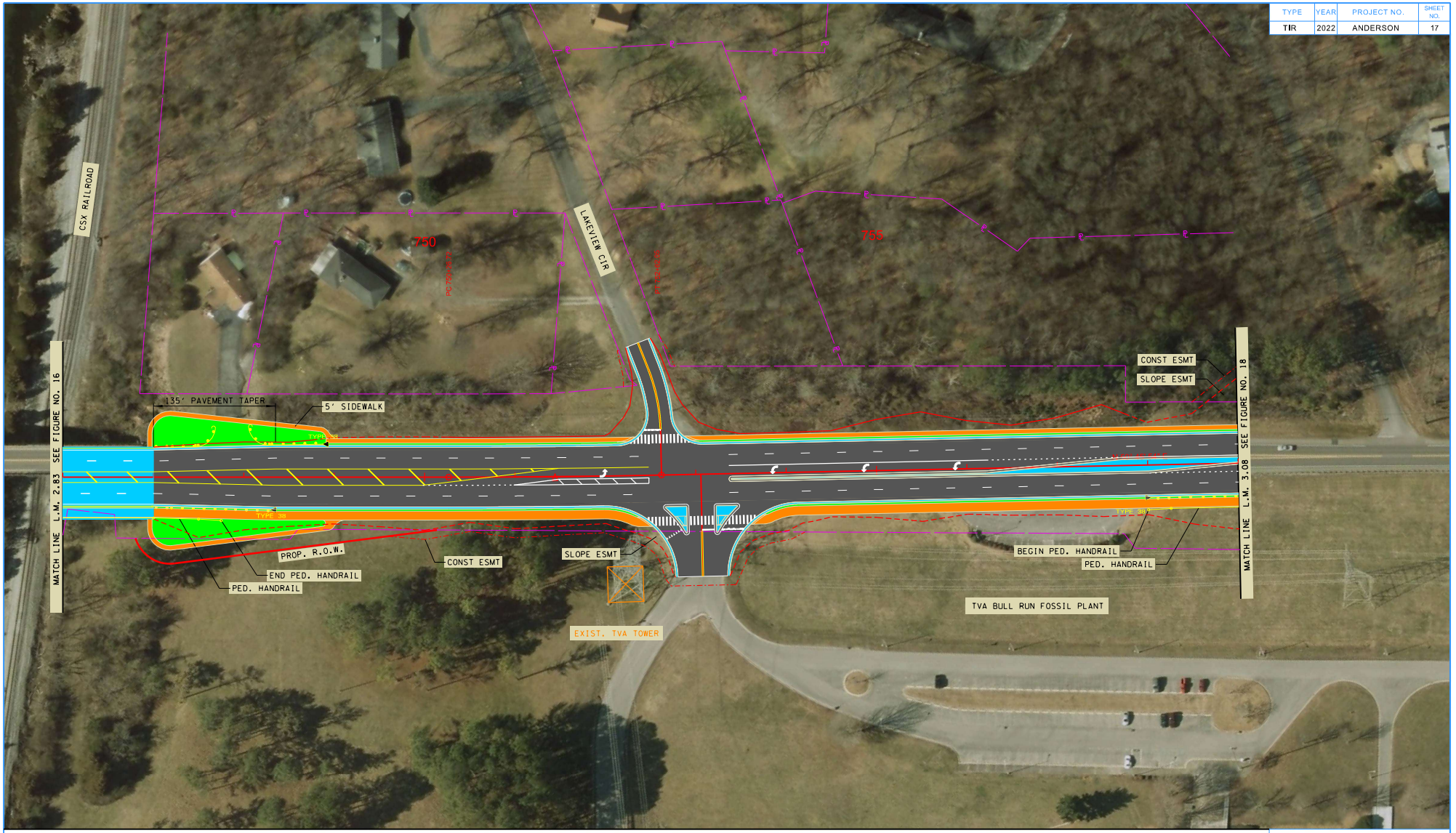
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 16A
S.R. 170
L.M. 2.59 to L.M. 2.83

4/20/2022 6:54:12 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-16A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	17



0' 50' 100' 150'

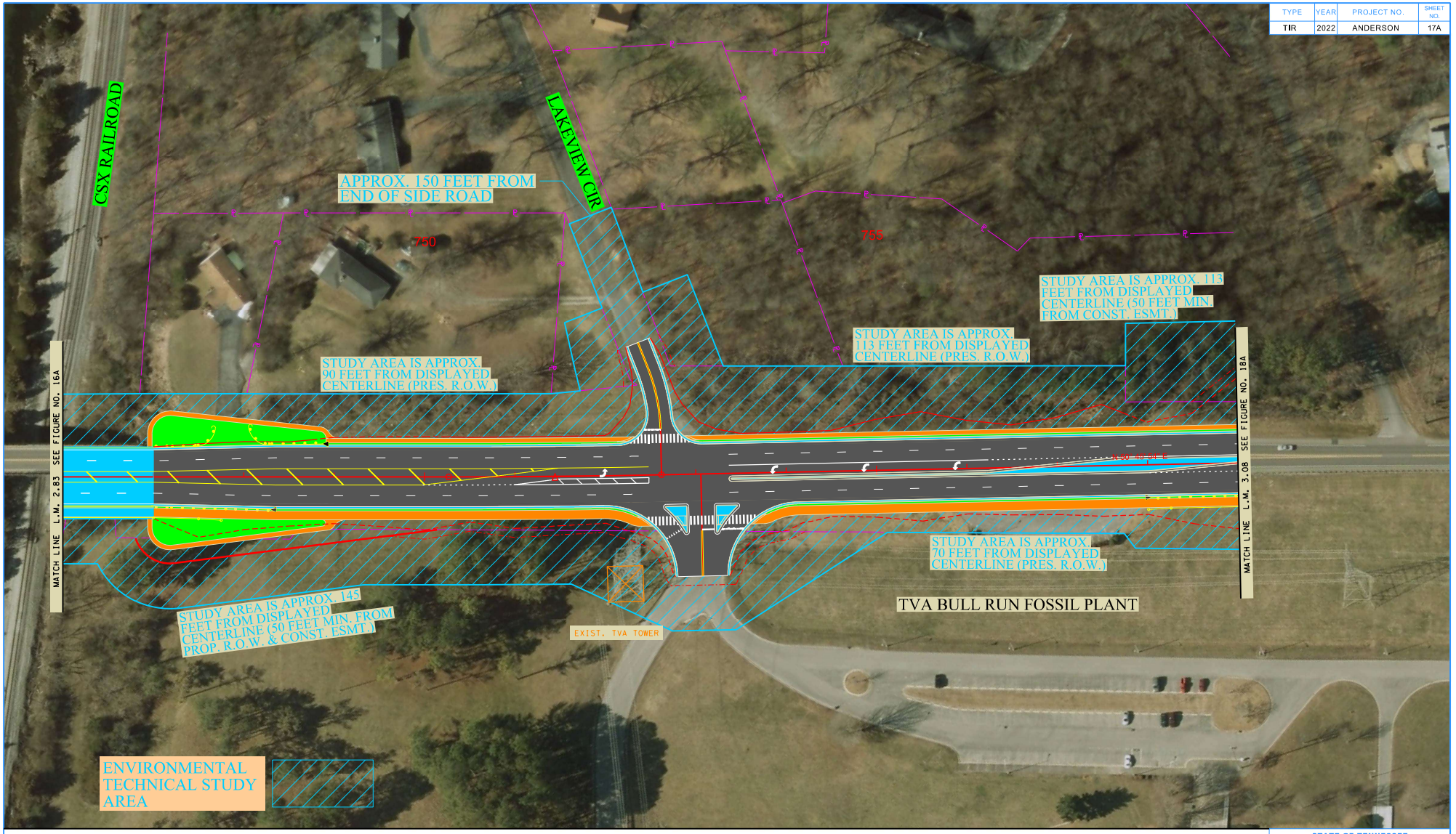
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 17
S.R. 170
L.M. 2.83 to
L.M. 3.08

4/20/2022 6:54:20 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-17.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	17A

0' 50' 100' 150'

ENVIRONMENTAL TECHNICAL STUDY AREA

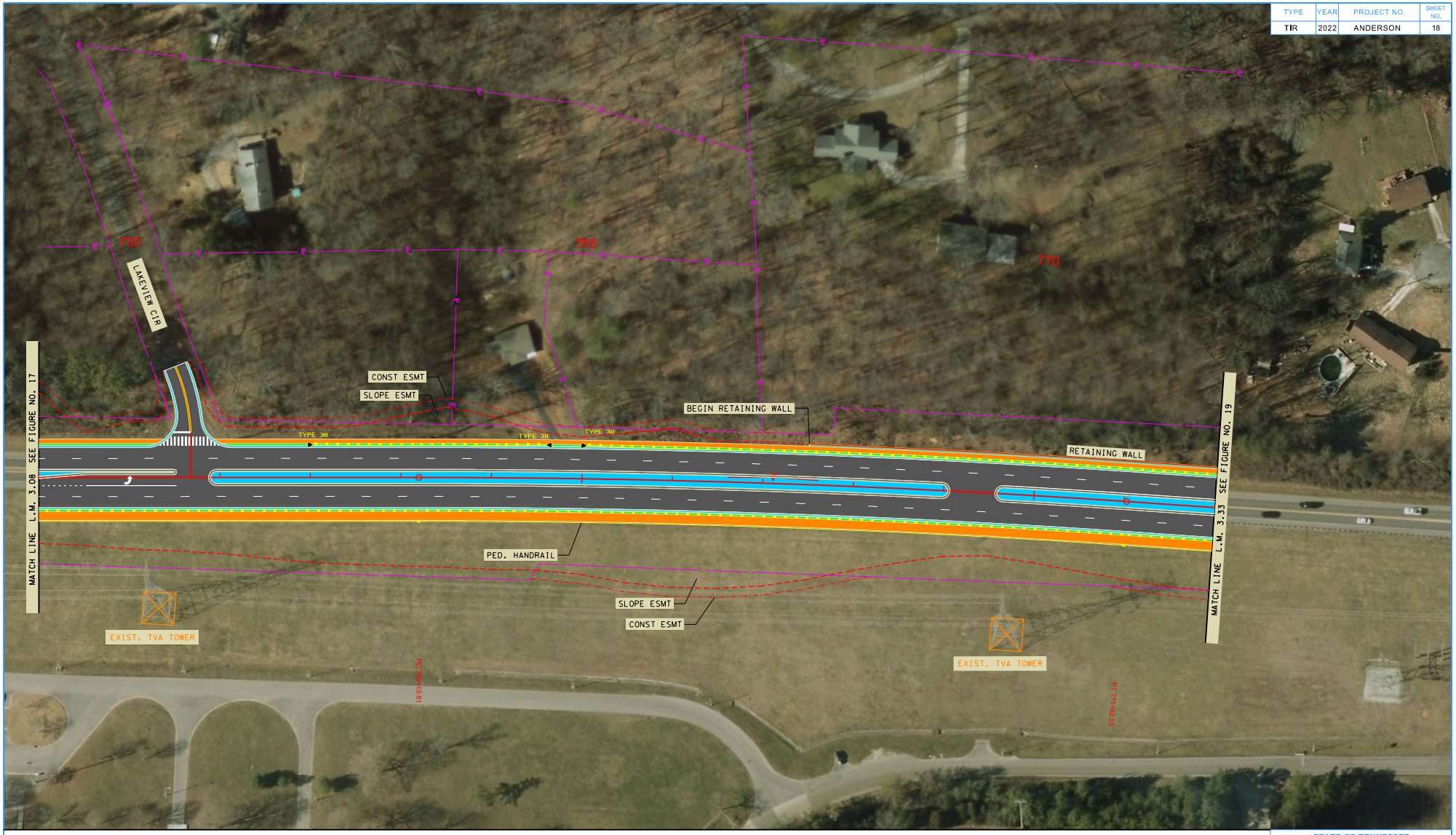
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 17A
S.R. 170
L.M. 2.83 to L.M. 3.08

4/20/2022 6:54:24 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-17A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	18



0' 50' 100' 150'

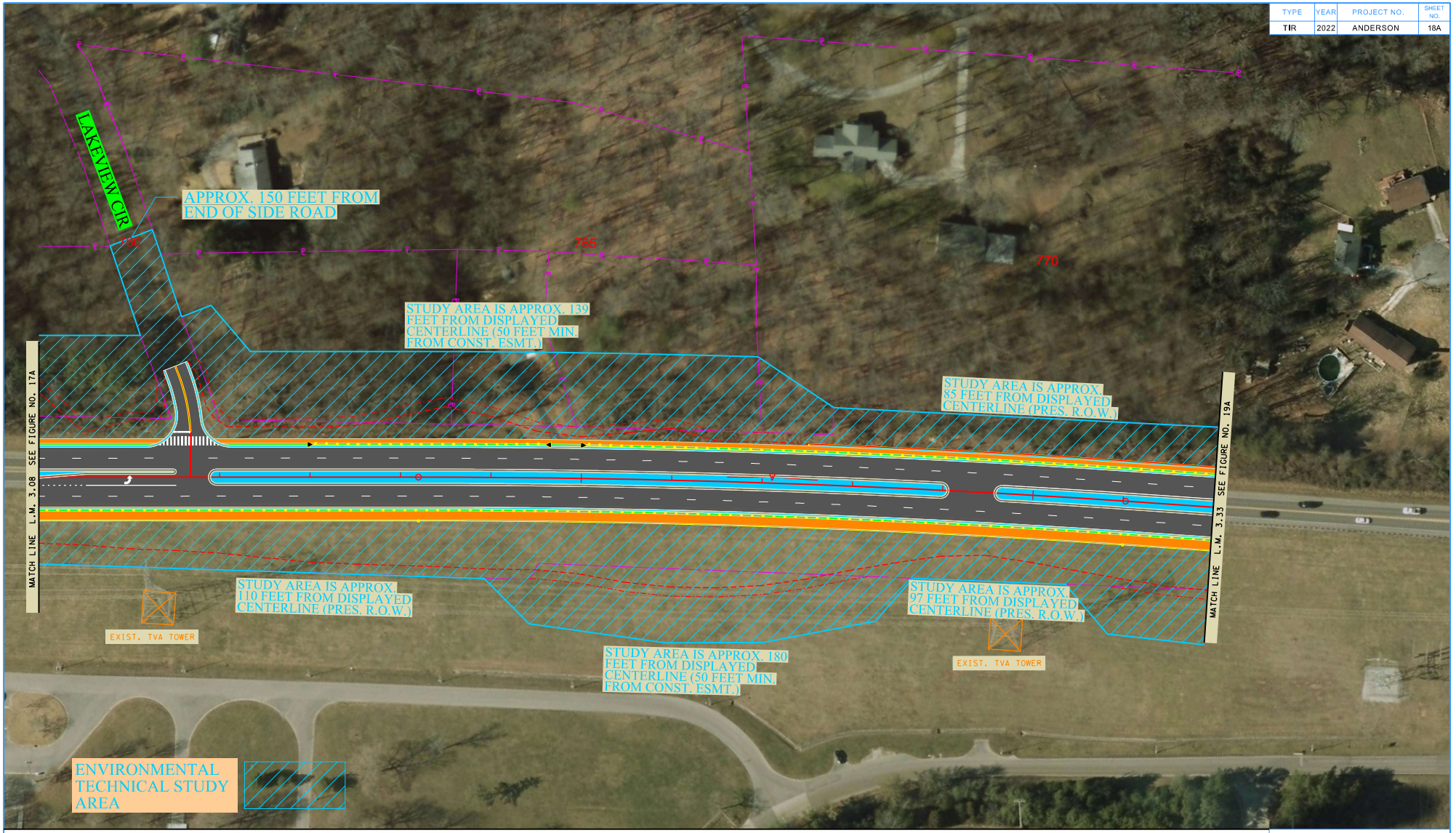
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 18
S.R. 170
L.M. 3.08 to
L.M. 3.33

4/20/2022 6:54:32 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-18.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	18A

0' 50' 100' 150'

N

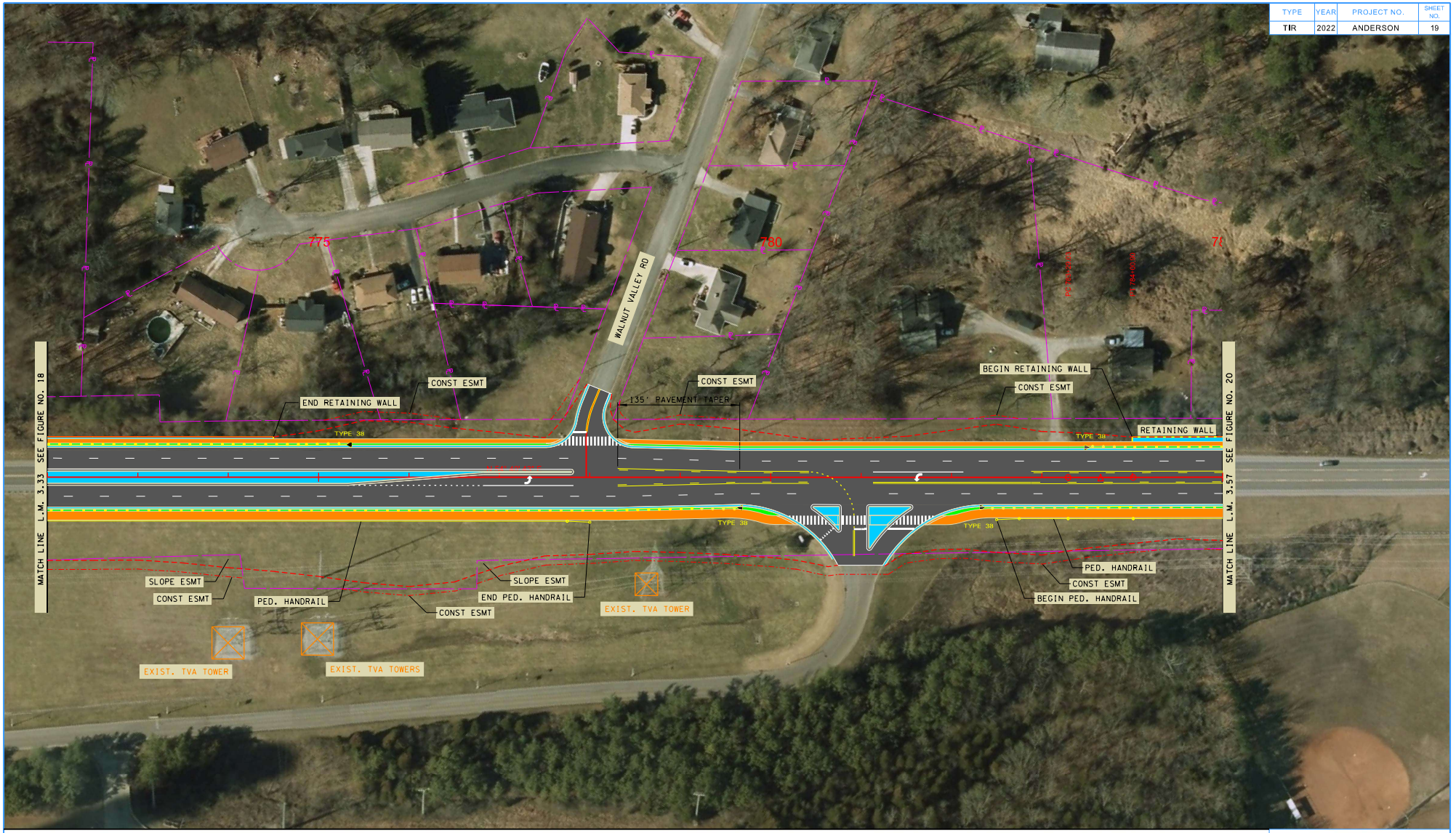
ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 18A
S.R. 170
L.M. 3.08 to L.M. 3.33

4/20/2022 6:54:37 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-18A.dgn



FUNCTIONAL LAYOUT

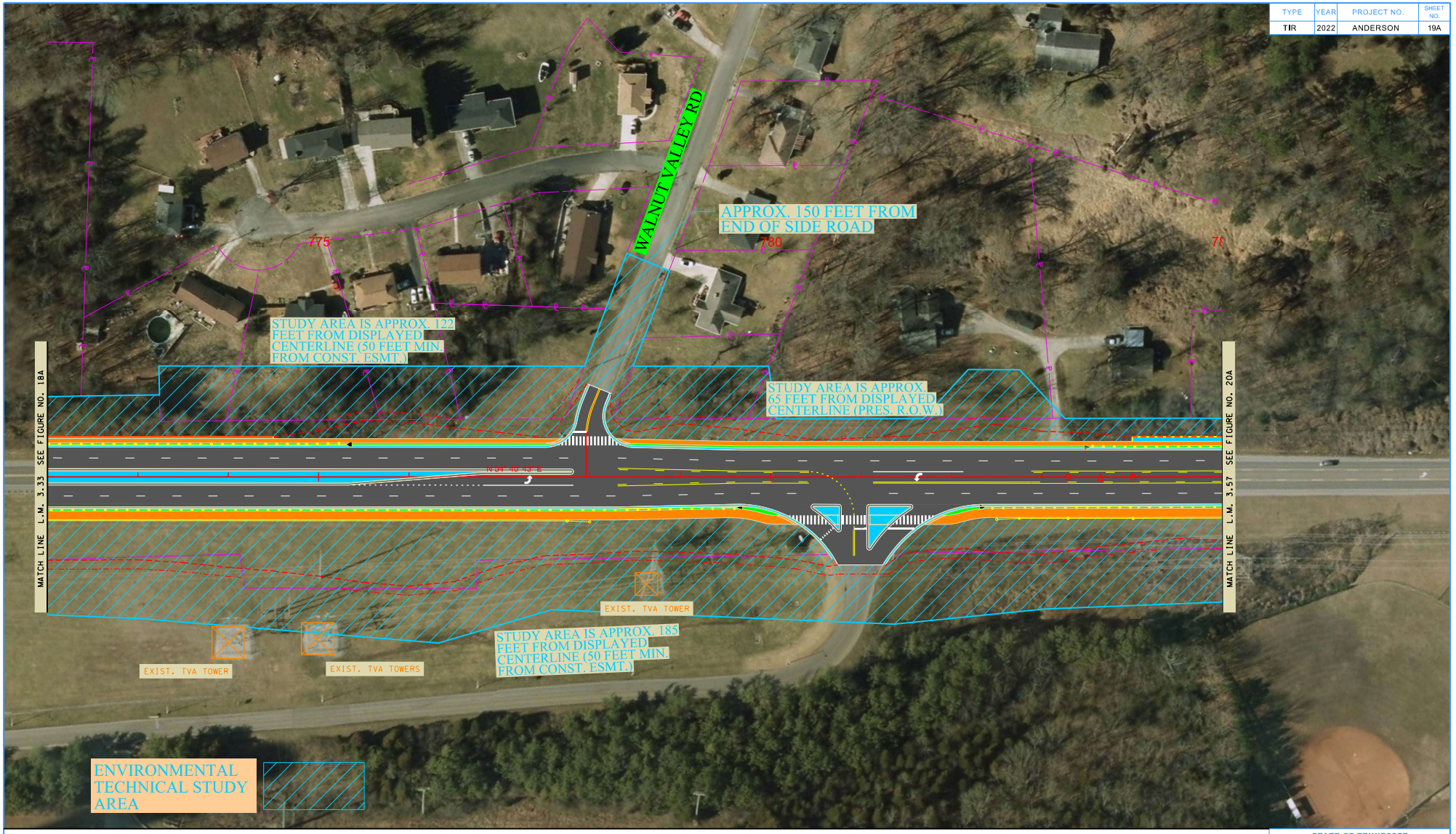
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 19
S.R. 170
L.M. 3.33 to
L.M. 3.57

4/20/2022 6:54:45 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-19.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	19A



0' 50' 100' 150'

ENVIRONMENTAL TECHNICAL STUDY AREA

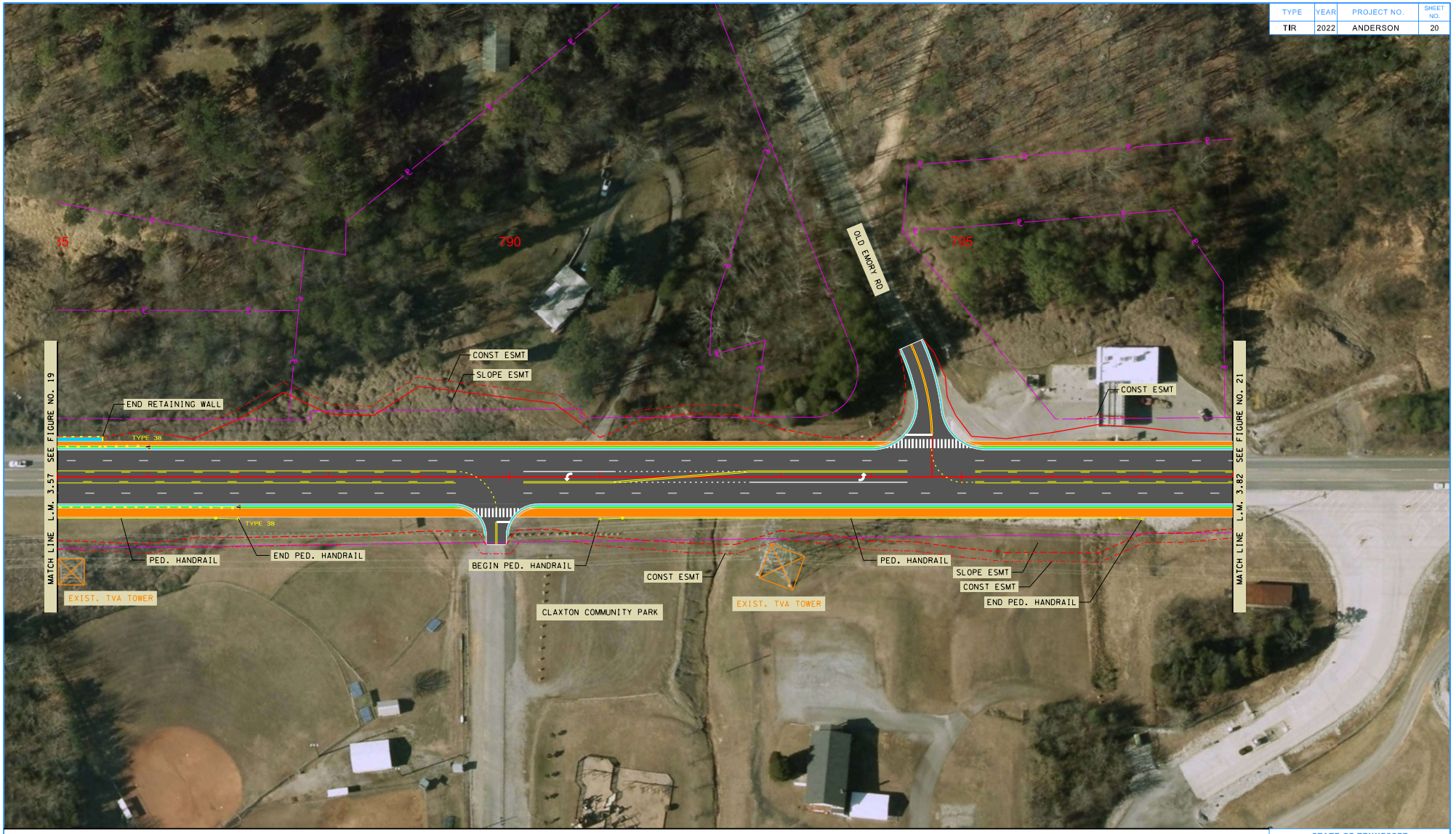
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 19A
S.R. 170
L.M. 3.33 to L.M. 3.57

4/20/2022 7:03:16 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-19A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	20



0′ 50′ 100′ 150′

N

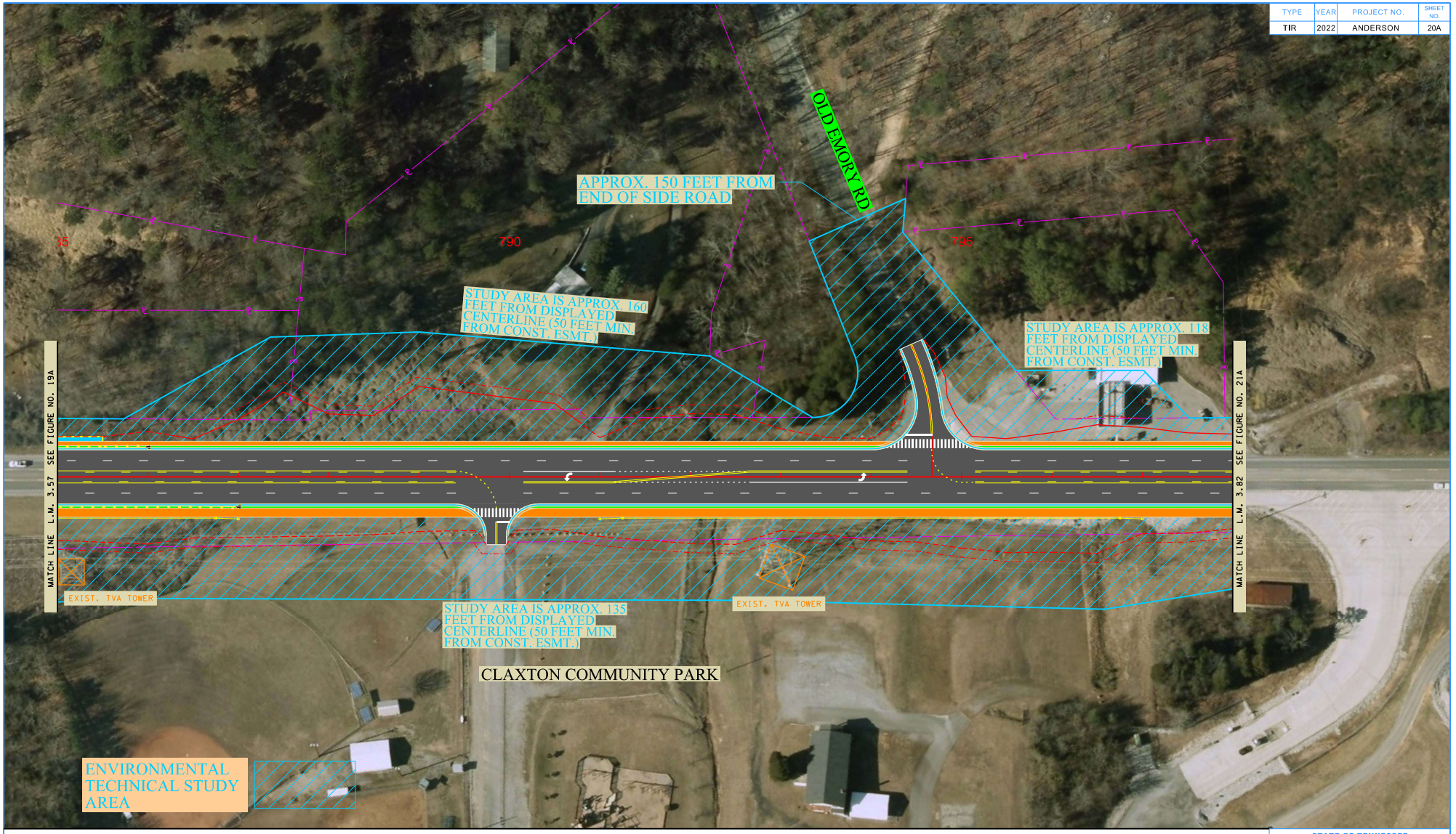
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 20
S.R. 170
L.M. 3.57 to
L.M. 3.82

4/20/2022 6:57:22 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-20.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	20A

0' 50' 100' 150'

ENVIRONMENTAL TECHNICAL STUDY AREA

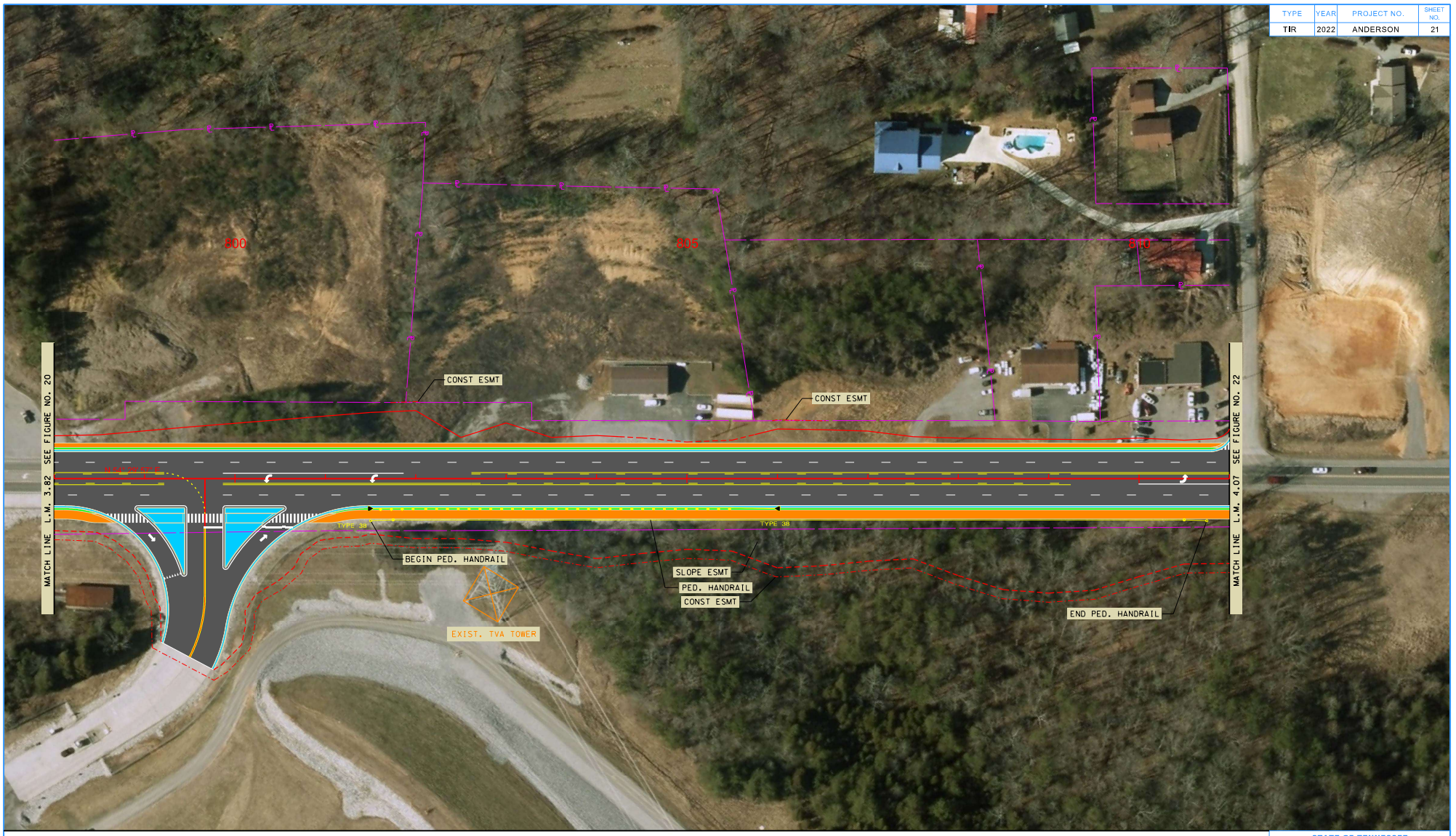
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 20A
S.R. 170
L.M. 3.57 to L.M. 3.82

4/20/2022 6:57:28 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-20A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	21



0' 50' 100' 150'

N

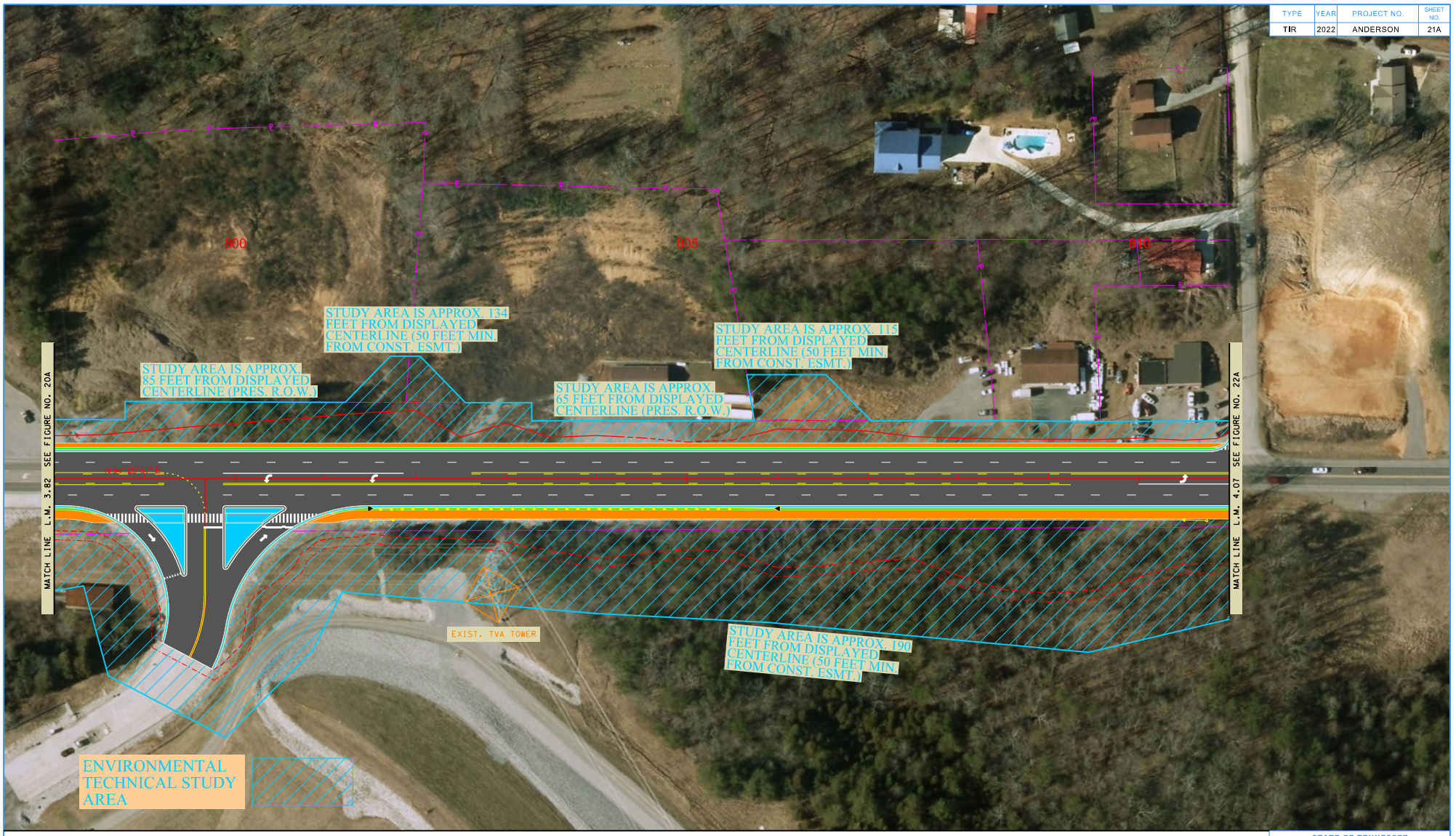
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 21
S.R. 170
L.M. 3.82 to
L.M. 4.07

4/20/2022 6:57:36 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-21.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	21A

0' 50' 100' 150'

ENVIRONMENTAL TECHNICAL STUDY AREA

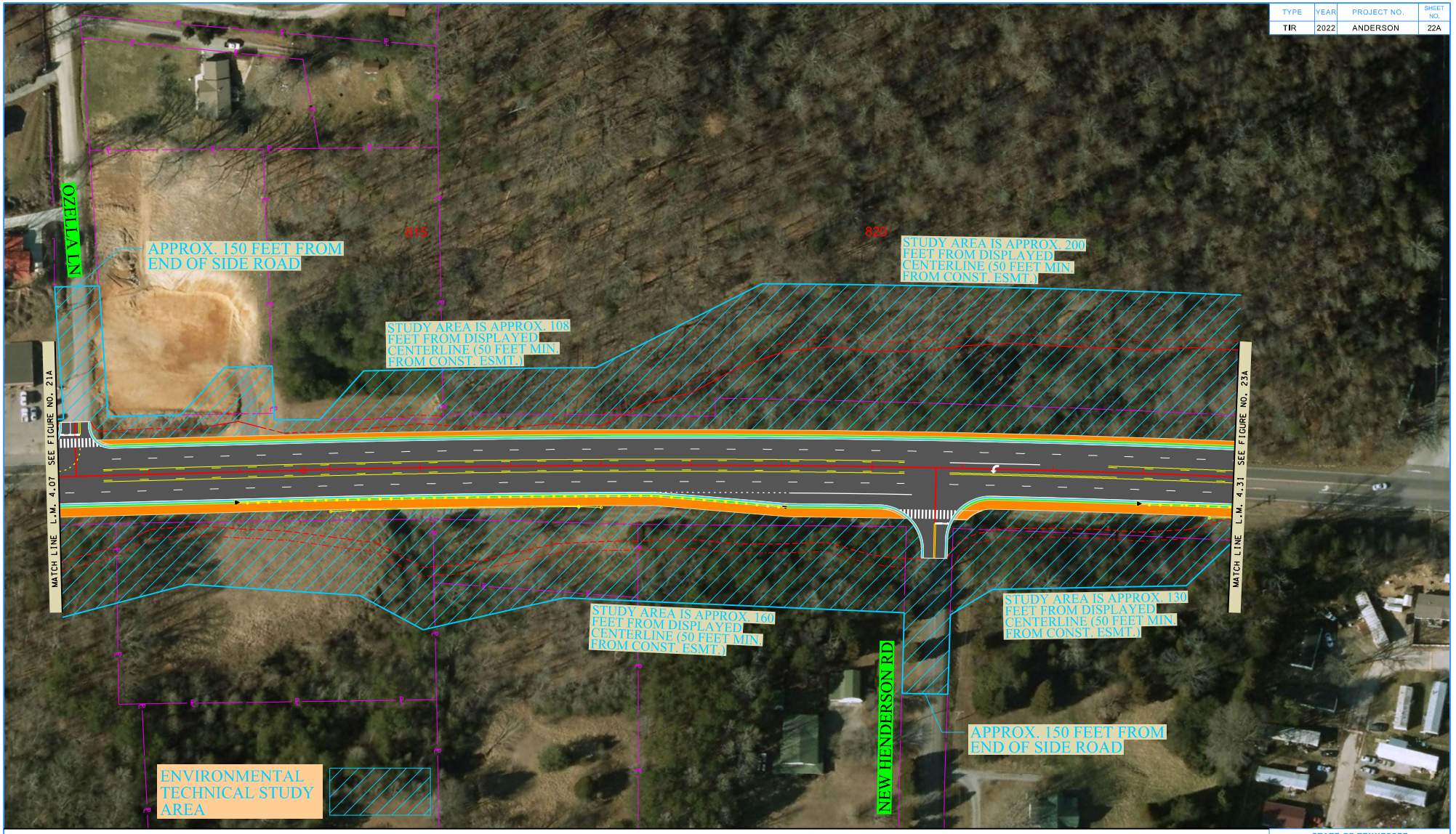
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 21A
S.R. 170
L.M. 3.82 to L.M. 4.07

4/20/2022 6:57:41 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-21A.dgn

TYPE
YEAR
PROJECT NO.
SHEET NO.
TIR
2022
ANDERSON
22
015
820
OZELLA LN
CONST ESMT
SLOPE ESMT
CONST ESMT
MATCH LINE L.M. 4.07 SEE FIGURE NO. 21
MATCH LINE L.M. 4.31 SEE FIGURE NO. 23
TYPE 3B
TYPE 3B
TYPE 3B
BEGIN PED. HANDRAIL
SLOPE ESMT
CONST ESMT
END PED. HANDRAIL
PED. HANDRAIL
BEGIN PED. HANDRAIL
PED. HANDRAIL
NEW HENDERSON RD
0' 50' 100' 150'
N
FUNCTIONAL LAYOUT
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION
FIGURE 22
S.R. 170
L.M. 4.07 to
L.M. 4.31
4/20/2022 6:57:49 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-22.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	22A

0' 50' 100' 150'

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 22A
S.R. 170
L.M. 4.07 to L.M. 4.31

4/20/2022 6:57:54 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-22A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	23

0′ 50′ 100′ 150′

N

FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 23
S.R. 170
L.M. 4.31 to
L.M. 4.56

4/20/2022 6:58:02 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-23.dgn

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 23A
S.R. 170
L.M. 4.31 to L.M. 4.56

4/20/2022 6:58:07 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-23A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	24

0′ 50′ 100′ 150′

N

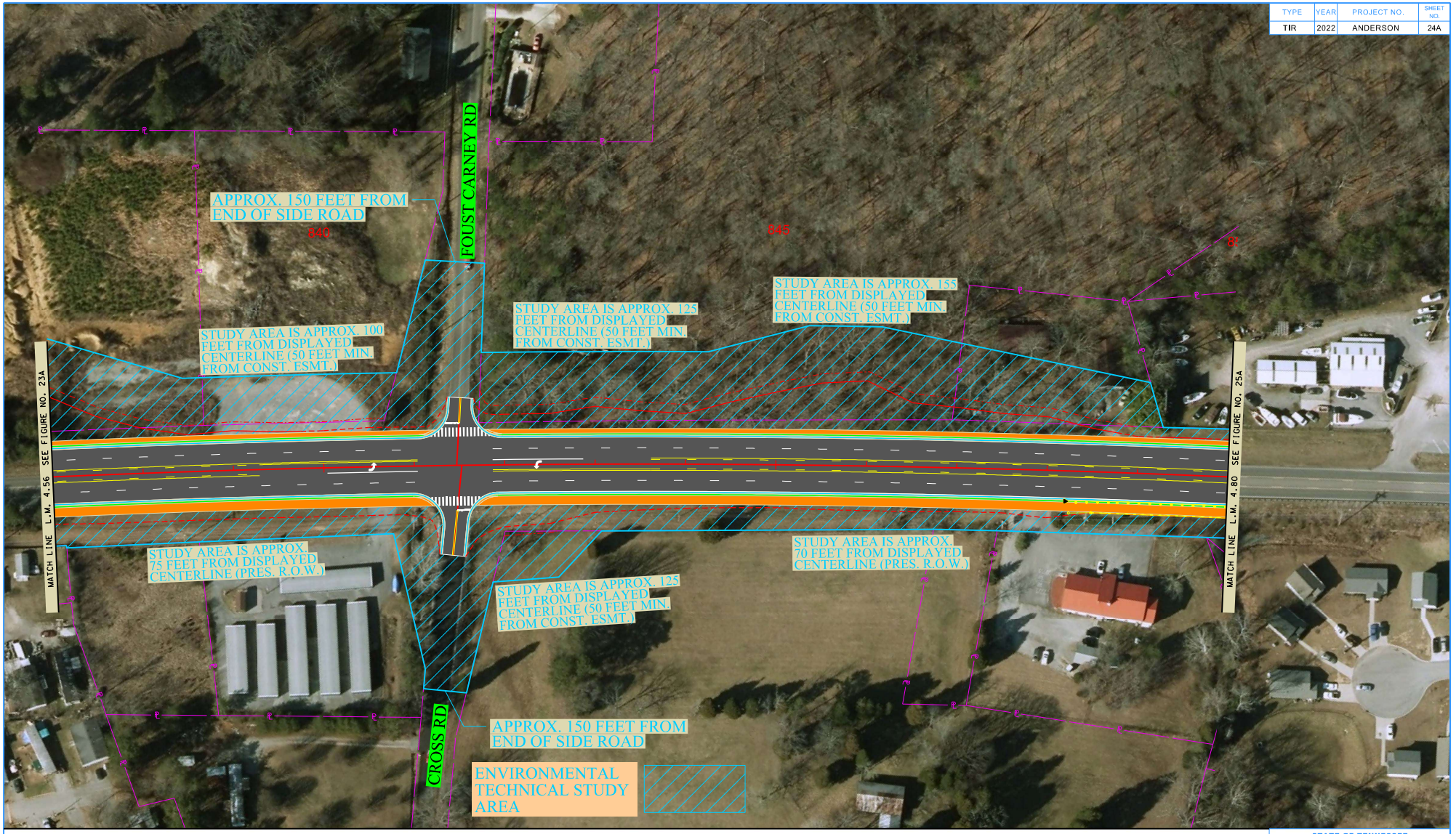
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 24
S.R. 170
L.M. 4.56 to
L.M. 4.80

4/20/2022 6:58:15 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-24.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	24A

0′ 50′ 100′ 150′

ENVIRONMENTAL TECHNICAL STUDY AREA

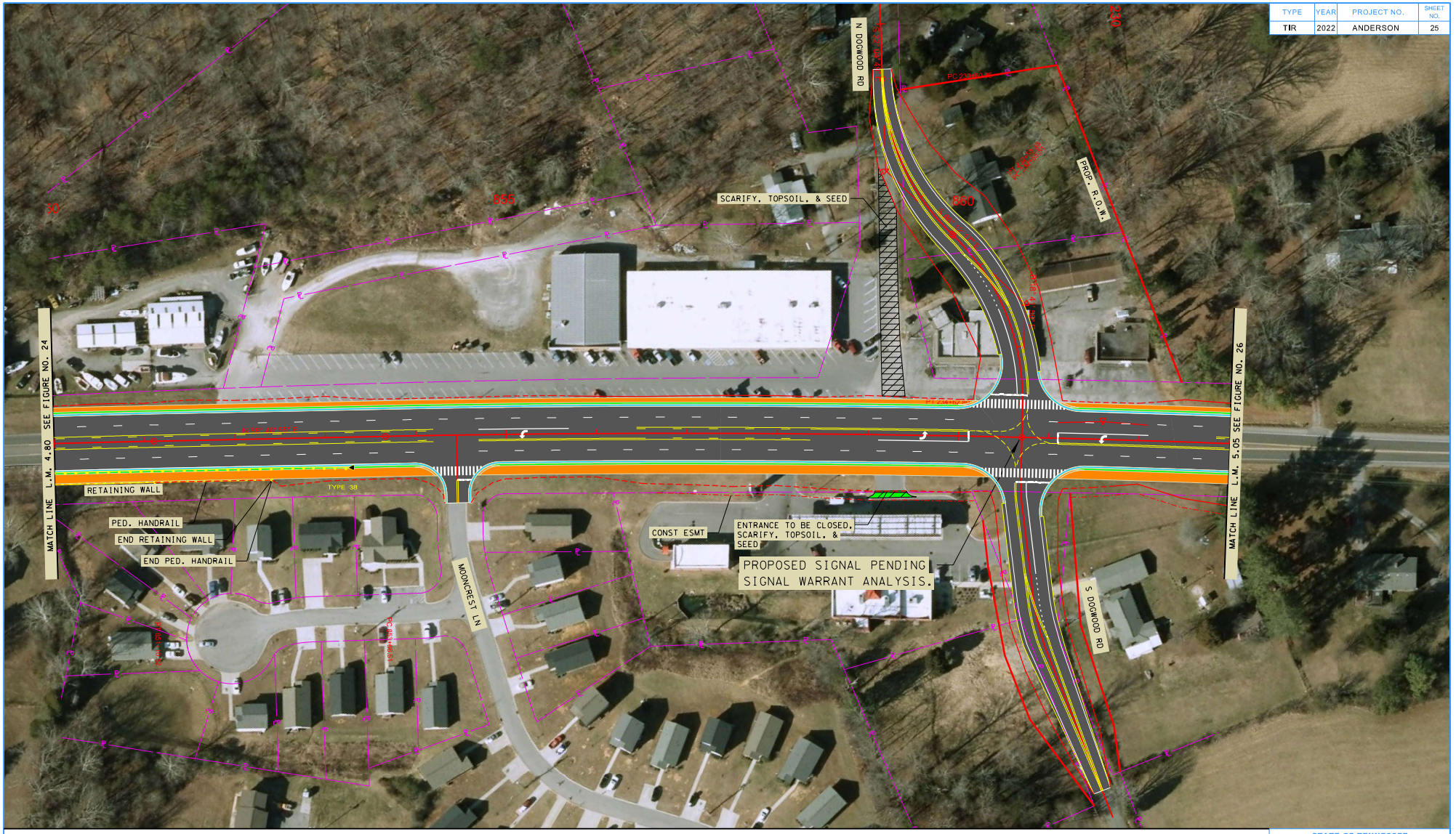
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 24A
S.R. 170
L.M. 4.56 to L.M. 4.80

4/20/2022 6:58:19 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-24A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	25



0' 50' 100' 150'

N

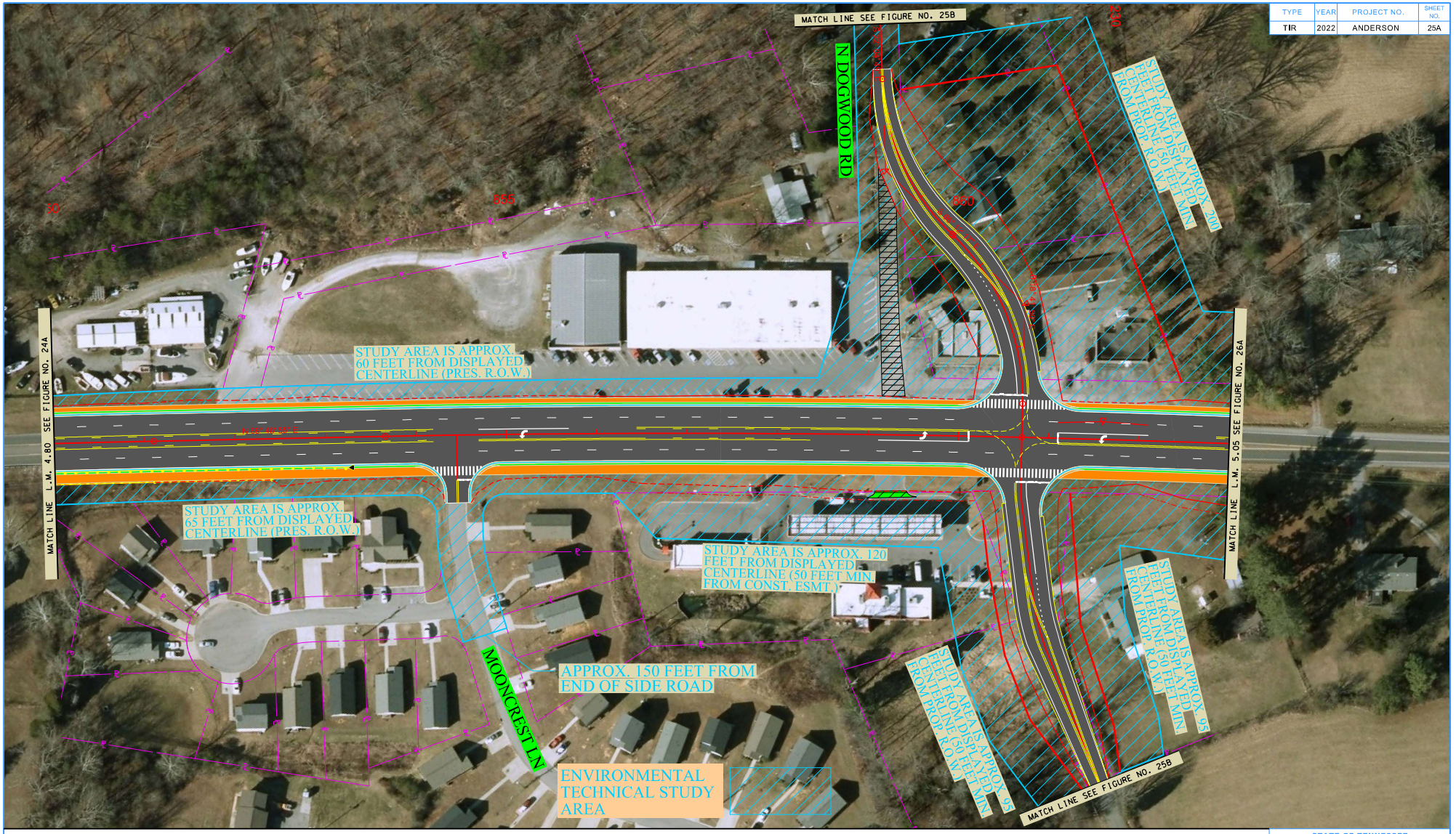
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 25
S.R. 170
L.M. 4.80 to L.M. 5.05

4/20/2022 6:58:27 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-25.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	25A

0′ 50′ 100′ 150′

N

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 25A
S.R. 170
L.M. 4.80 to L.M. 5.05

4/20/2022 6:58:32 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-25A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	25B

0' 50' 100' 150'

N

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 25B
S.R. 170
L.M. 4.80 to
L.M. 5.05

4/20/2022 7:06:43 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-25B.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	26

0' 50' 100' 150'

N

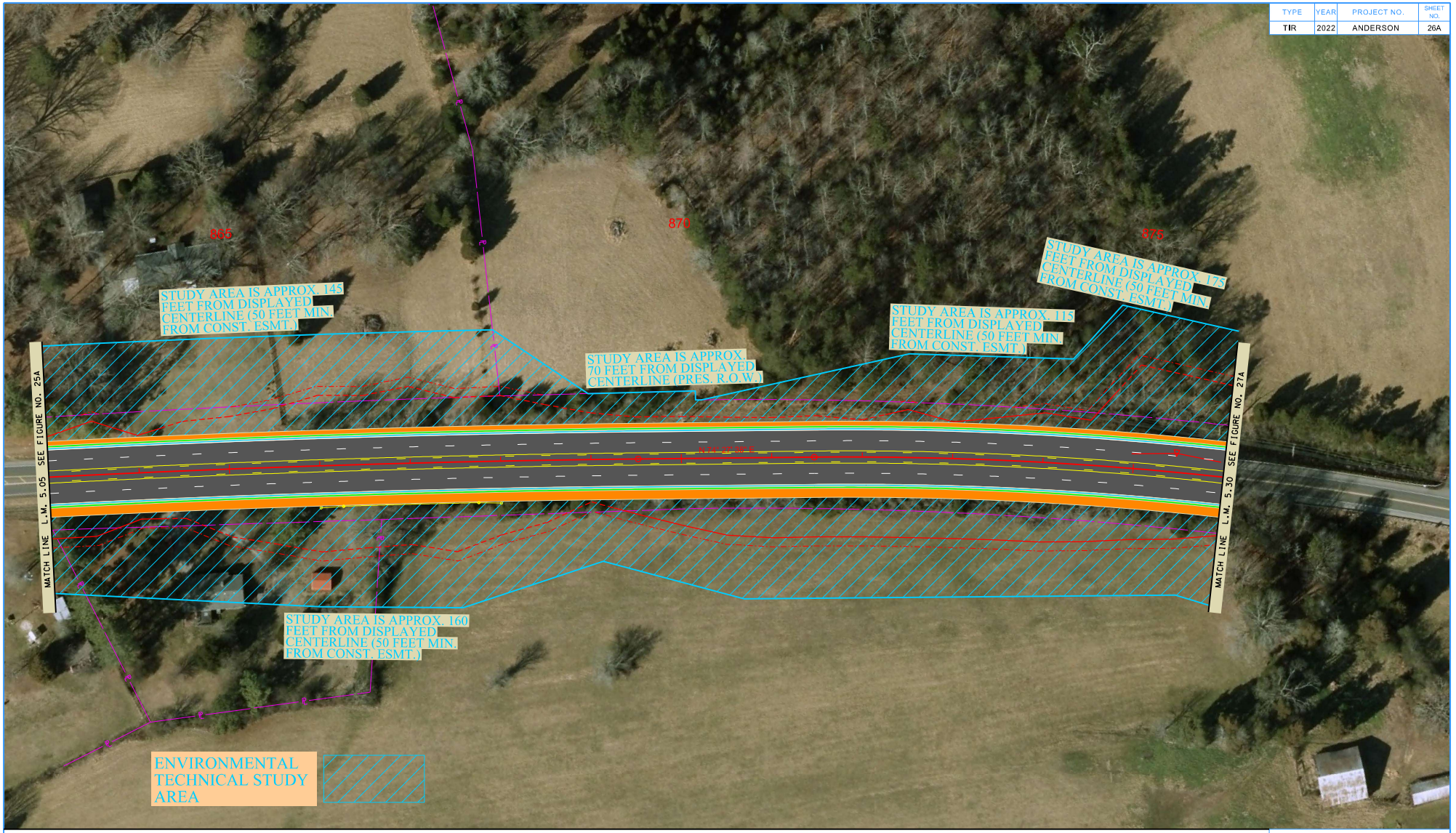
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 26
S.R. 170
L.M. 5.05 to
L.M. 5.30

4/20/2022 6:58:49 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-26.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	26A

0′ 50′ 100′ 150′

N

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 26A
S.R. 170
L.M. 5.05 to L.M. 5.30

4/20/2022 6:58:53 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-26A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	27

0' 50' 100' 150'

N

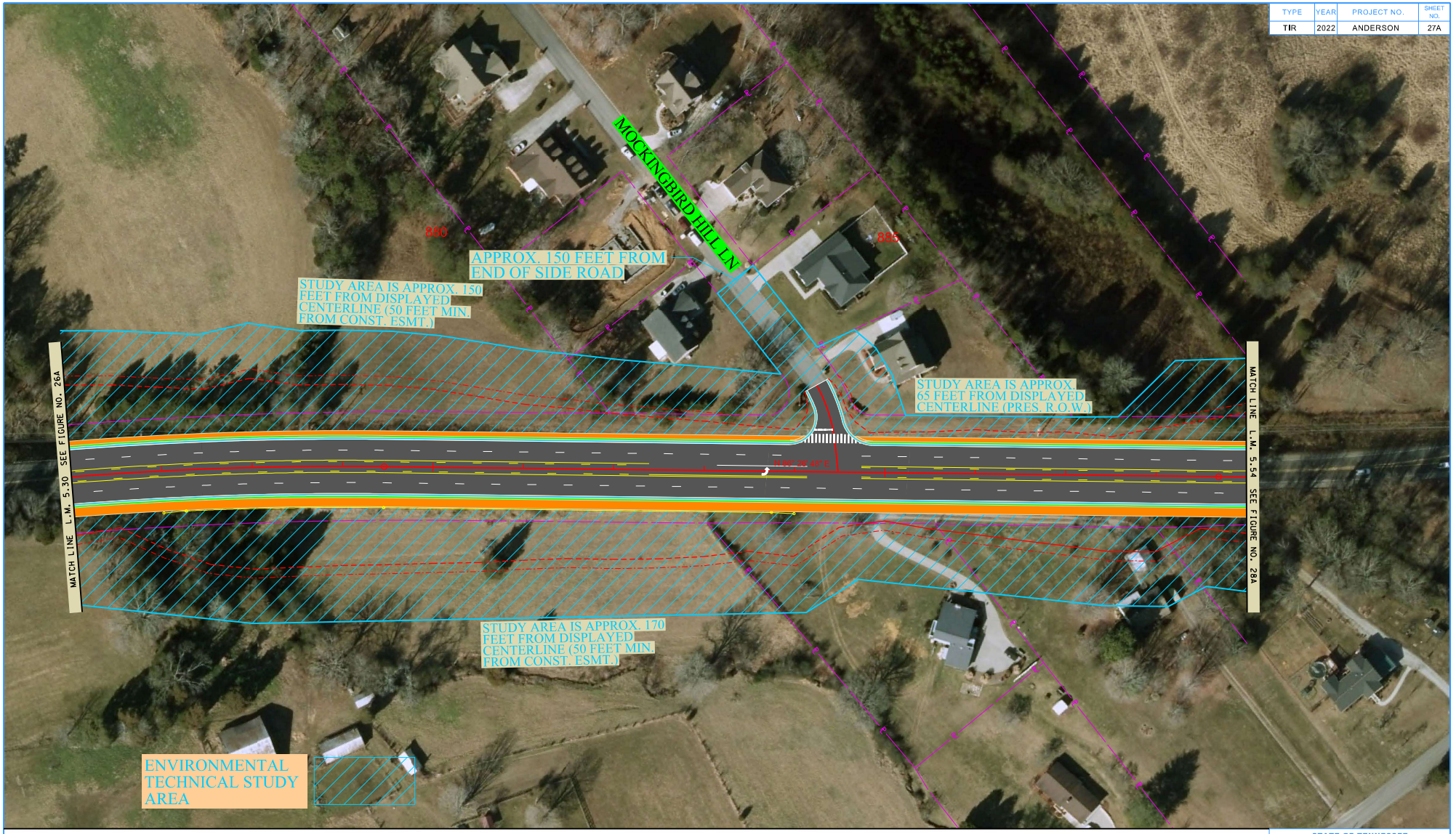
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 27
S.R. 170
L.M. 5.30 to
L.M. 5.54

4/20/2022 6:58:59 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-27.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	27A

0′ 50′ 100′ 150′

N

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 27A
S.R. 170
L.M. 5.30 to L.M. 5.54

4/20/2022 6:59:03 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-27A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	28

0′ 50′ 100′ 150′

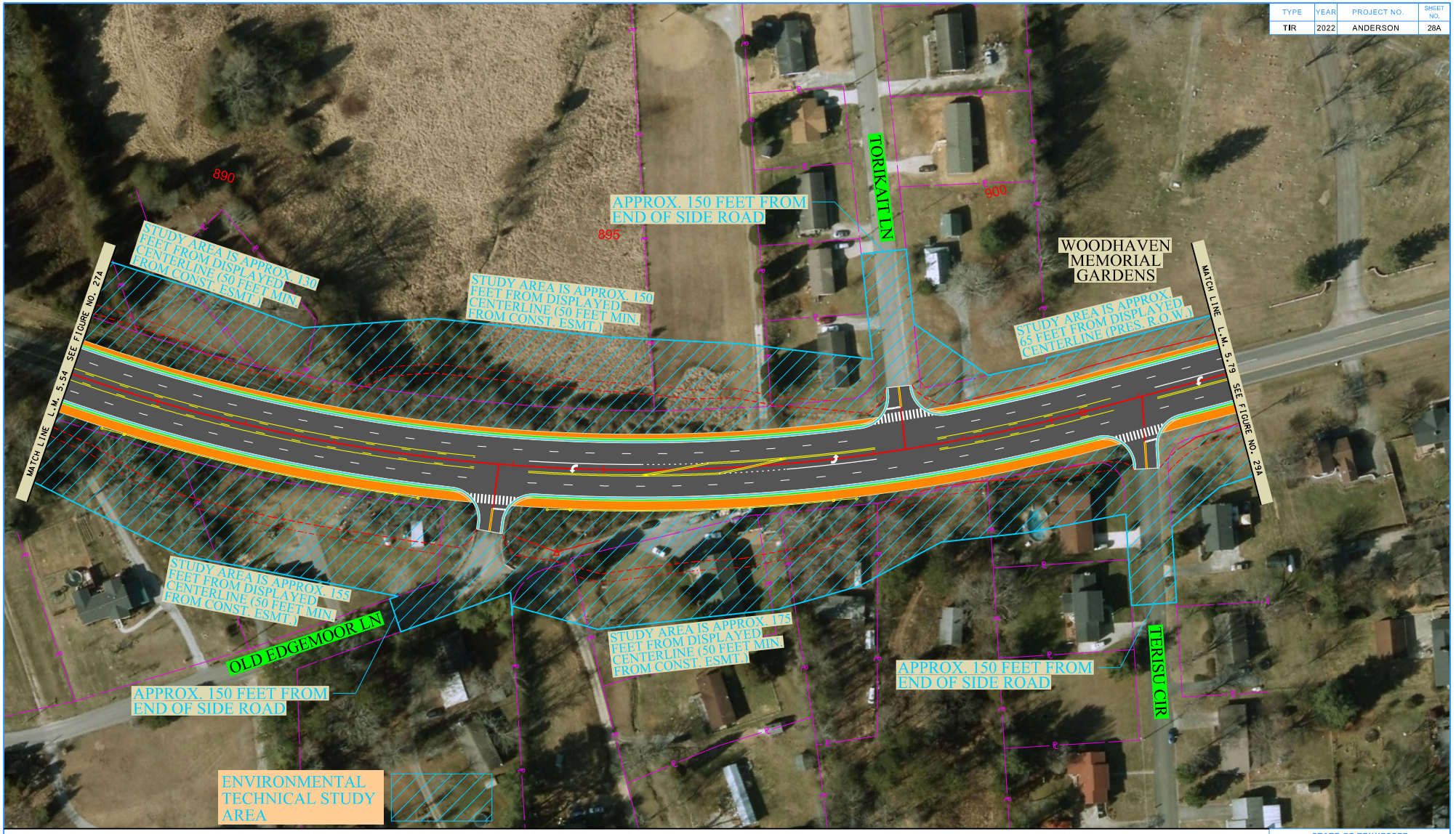
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 28
S.R. 170
L.M. 5.54 to
L.M. 5.79

4/20/2022 7:14:26 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-28.dgn



0′ 50′ 100′ 150′

N

ENVIRONMENTAL TECHNICAL STUDY AREA

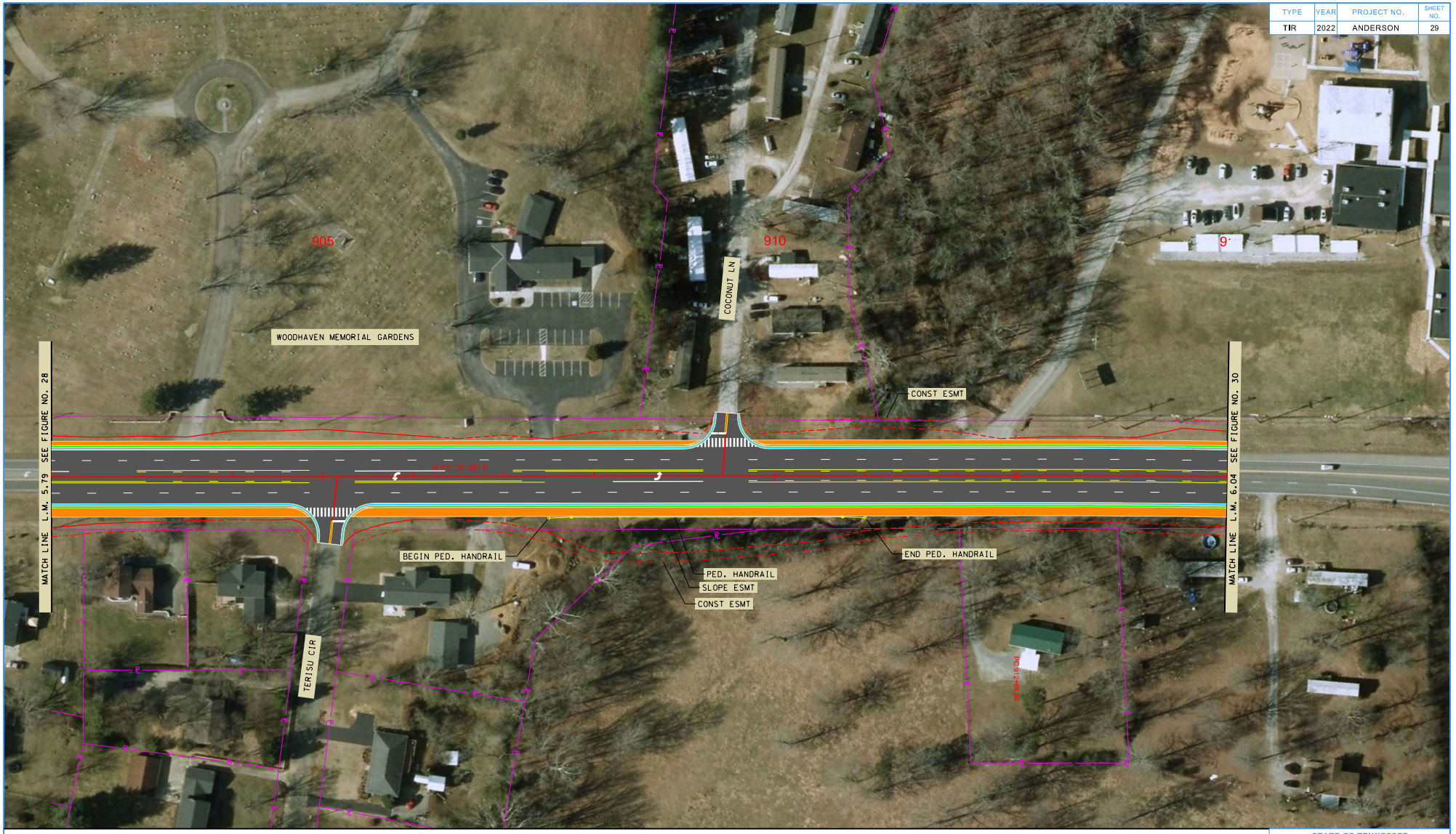
STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 28A
S.R. 170
L.M. 5.54 to L.M. 5.79

4/20/2022 7:14:31 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-28A.dgn

TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	29



0′ 50′ 100′ 150′

N

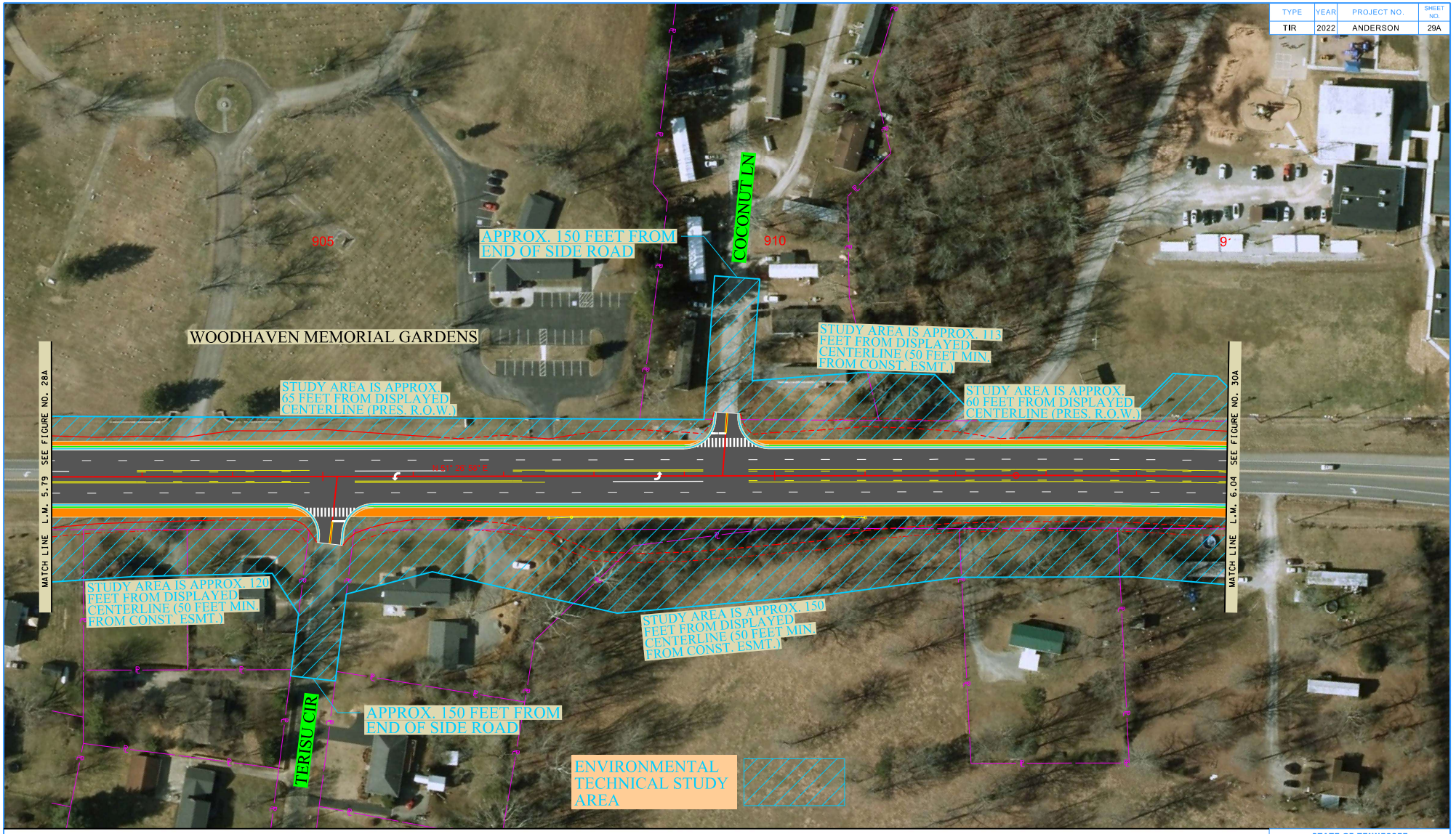
FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 29
S.R. 170
L.M. 5.79 to
L.M. 6.04

4/20/2022 6:59:23 AM
T:\TDOT\STID\2018 TIR's\Anderson SR-170\Figure-29.dgn



TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	29A

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N

ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 29A
S.R. 170
L.M. 5.79 to L.M. 6.04

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TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	30

FUNCTIONAL LAYOUT

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION
INVESTMENTS DIVISION

FIGURE 30
S.R. 170
L.M. 6.04 to
L.M. 6.17

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TYPE	YEAR	PROJECT NO.	SHEET NO.
TIR	2022	ANDERSON	30A

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ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 170
L.M. 0.05 TO L.M. 6.17
ANDERSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION

FIGURE 30A
S.R. 170
L.M. 6.04 to L.M. 6.17

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Executive Summary
Transportation Planning Report (TPR)
State Route 170
From SR 62 to SR 9 (US 25W)
Oak Ridge, Anderson County, Tennessee

Purpose of the Study

The East Tennessee South Rural Planning Organization (RPO) initiated this Transportation Planning Report (TPR) through an annual assessment of major routes in their area. The RPO determined that a priority corridor existed on State Route 170 from SR 62 in Oak Ridge to SR 9 (US25W), and submitted the corridor to the Tennessee Department of Transportation (TDOT's) Long Range Planning Division for further study.

In June 2010, TDOT selected the No-Build Option for the anticipated SR 475 (Knoxville Parkway) corridor that would connect I-40/75 southwest of Knoxville to I-75 north of Knoxville. As a result, TDOT continued to evaluate corridors that would impact regional transportation routes and recommend improvements to these corridors. The widening of SR 170 was included in these recommendations.

Purpose of and Need for Improvement

The purpose of this Transportation Planning Report is to analyze existing and projected data and develop the purpose and need of improving the existing roadway system along the SR 170 (Edgemoor Road) corridor. The preferred build option will provide a transportation facility that enhances mobility within the region, supports economic development, improves safety, provides alternate modes of travel, and relieves traffic congestion. The goals and objectives of an improved SR 170 facility include:

- Geometric deficiencies;
- Promote safer operations for commuters;
- Accommodations for the efficient movement of people and freight.

Improvement Options

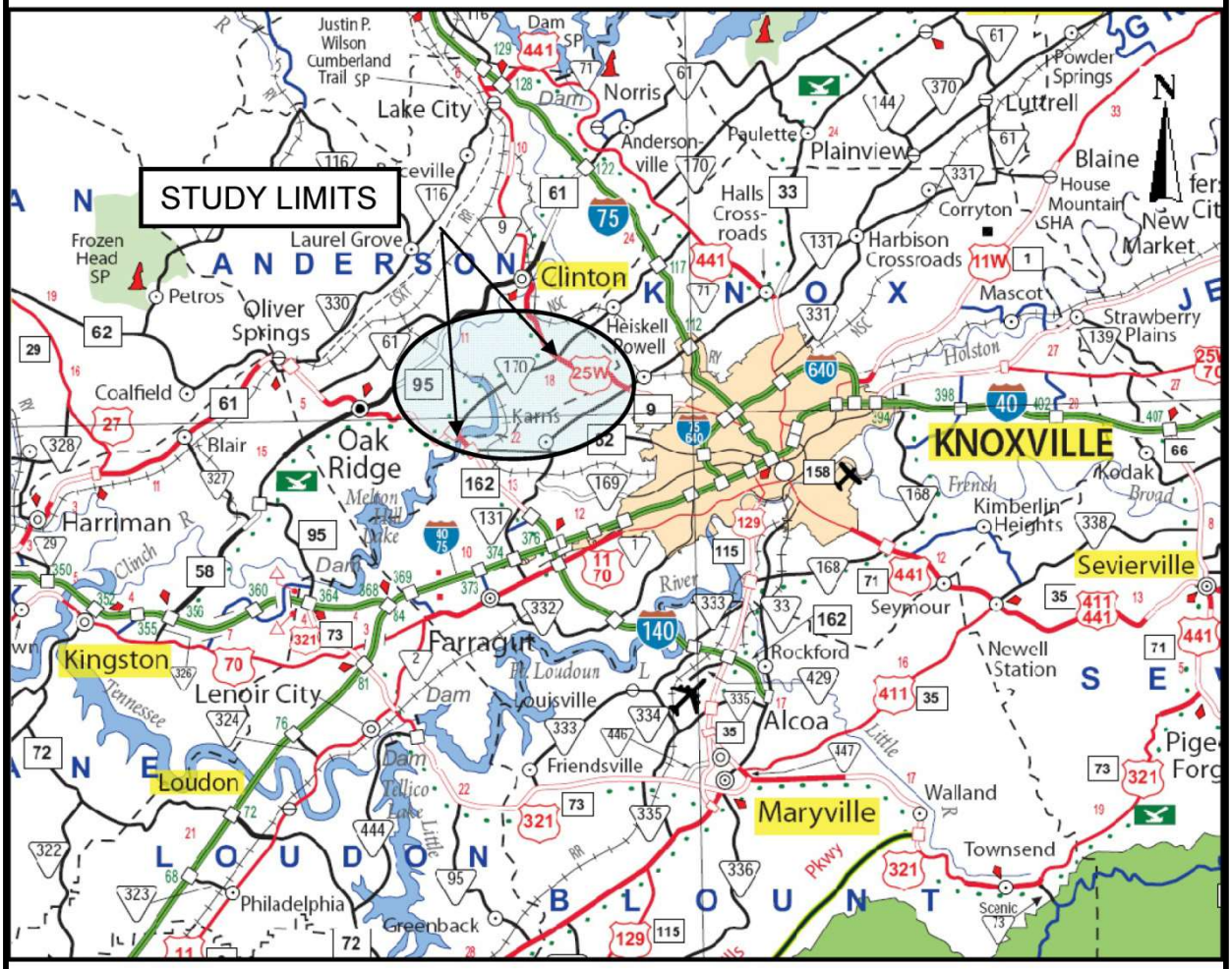
The options examined are summarized as:

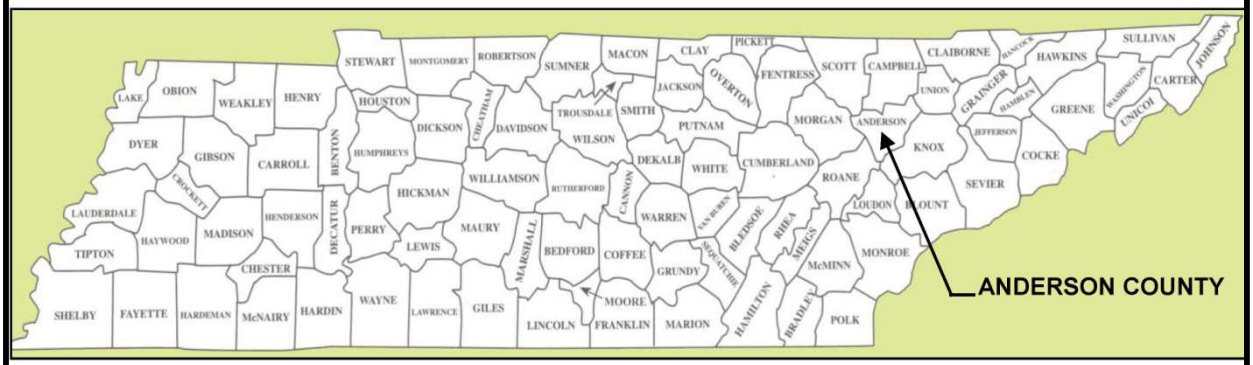
- **Option A: No Build**
  This option assumes no modifications or improvements are made over the planning horizon. There is no cost associated with this option.
- **Option B: Widening Along Existing Alignment**
  This improvement to a five (5) lane roadway section will provide continuity throughout the corridor and provide safer shoulder areas. This option also includes a new structure over the Clinch River Bridge. This build option estimate is $40.1 million. The cost includes the reconstruction of the bridge over the Clinch River which is estimated to cost $13,300,000.
- **Option C: Spot Improvements**
  Four (4) existing intersections were identified for spot improvements to improve safety and facilitate traffic flow on SR 170. The estimated construction costs for the four (4) spot improvements are listed as follows:

C1) SR-170 at Melton Lake Drive	$322,000
C2) SR-170 at Walnut Valley Road	$728,000
C3) SR-170 at Old Emory Road	$265,000
C4)SR-170 at New Henderson Road	$265,000
TOTAL	**$1,580,000**

At this time, Option B best fulfills the purpose and need for improvement.

STUDY VICINITY MAP





TRANSPORTATION PLANNING REPORT

STATE ROUTE 170
FROM SR 62 TO SR 9 (US25W)
ANDERSON COUNTY
TDOT PIN NO. 112889.00

Prepared By
WILBUR SMITH ASSOCIATES
for the
EAST TENNESSEE SOUTH RURAL PLANNING ORGANIZATION
in cooperation with the
TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION

Approved by:	Signature	DATE
CHIEF OF ENVIRONMENT AND PLANNING		1/11/11
TRANSPORTATION DIRECTOR PROJECT PLANNING DIVISION		1-10-11
TRANSPORTATION MANAGER 2 PROJECT PLANNING DIVISION		12/28/10

This document is covered by 23 USC § 409 and its production pursuant to fulfilling public planning requirements does not waive the provisions of § 409.

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Traffic Schematics
Capacity Analyses
Crash Data
Road Features and Intersection Geometry
Signal and turn lane warrant analyses

STUDY VICINITY MAP

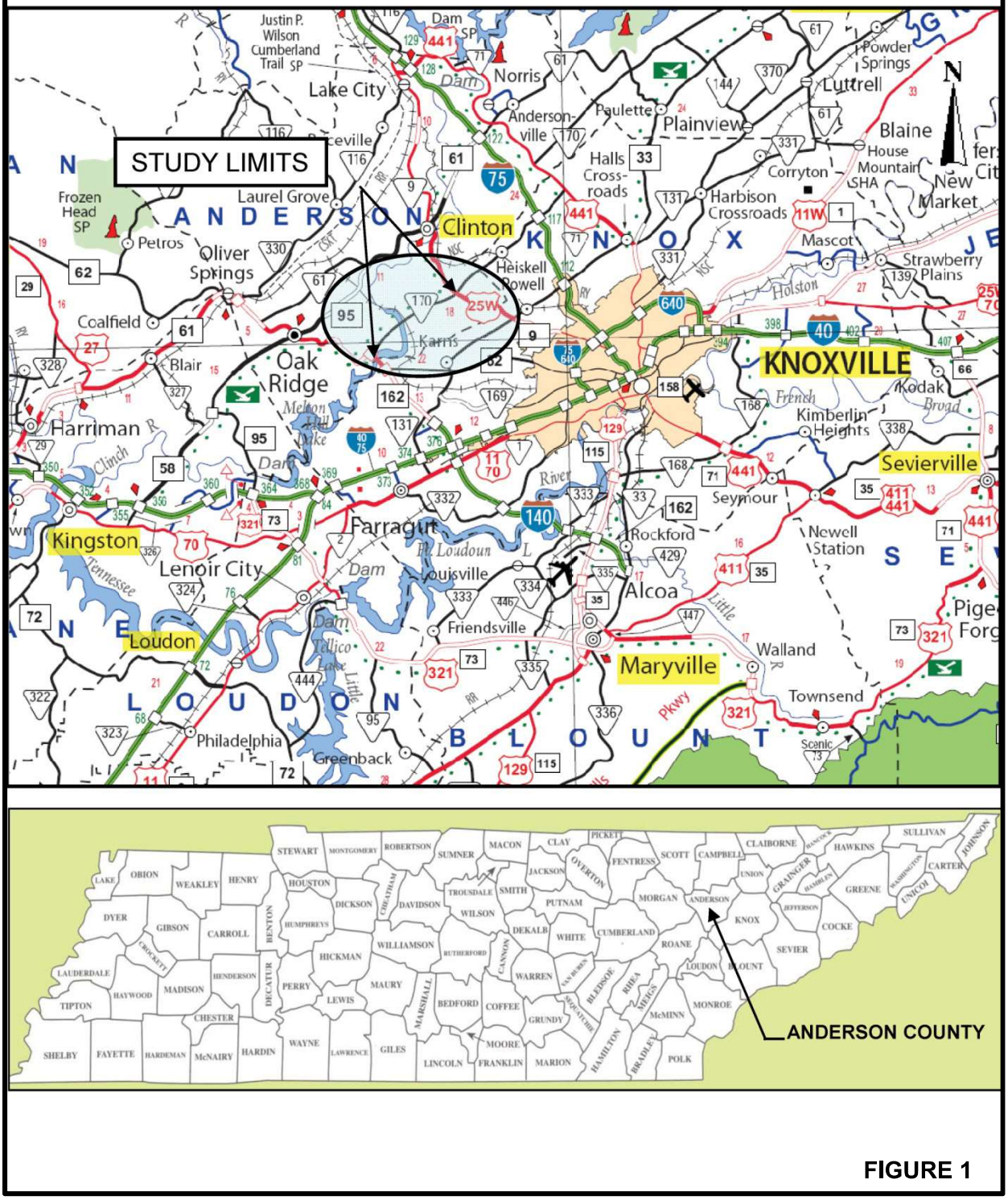
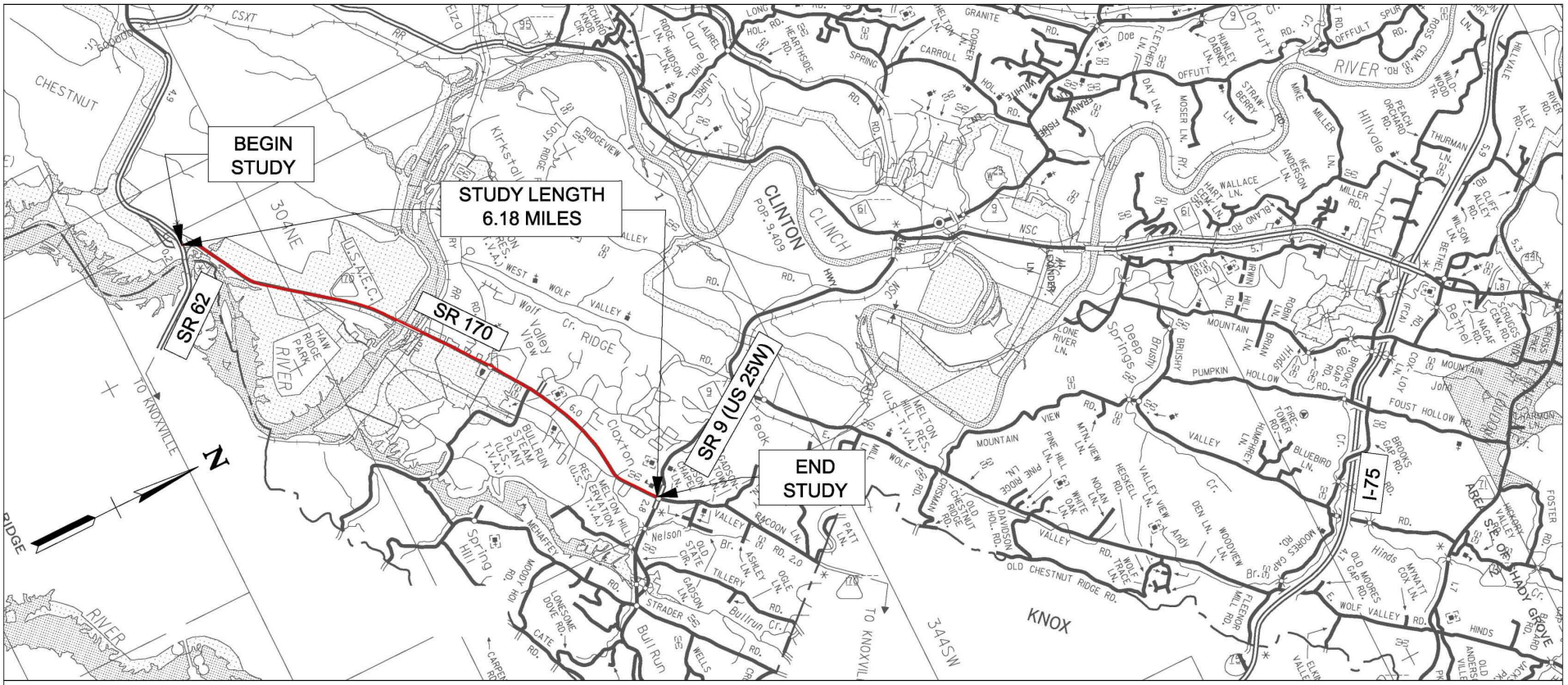


FIGURE 1



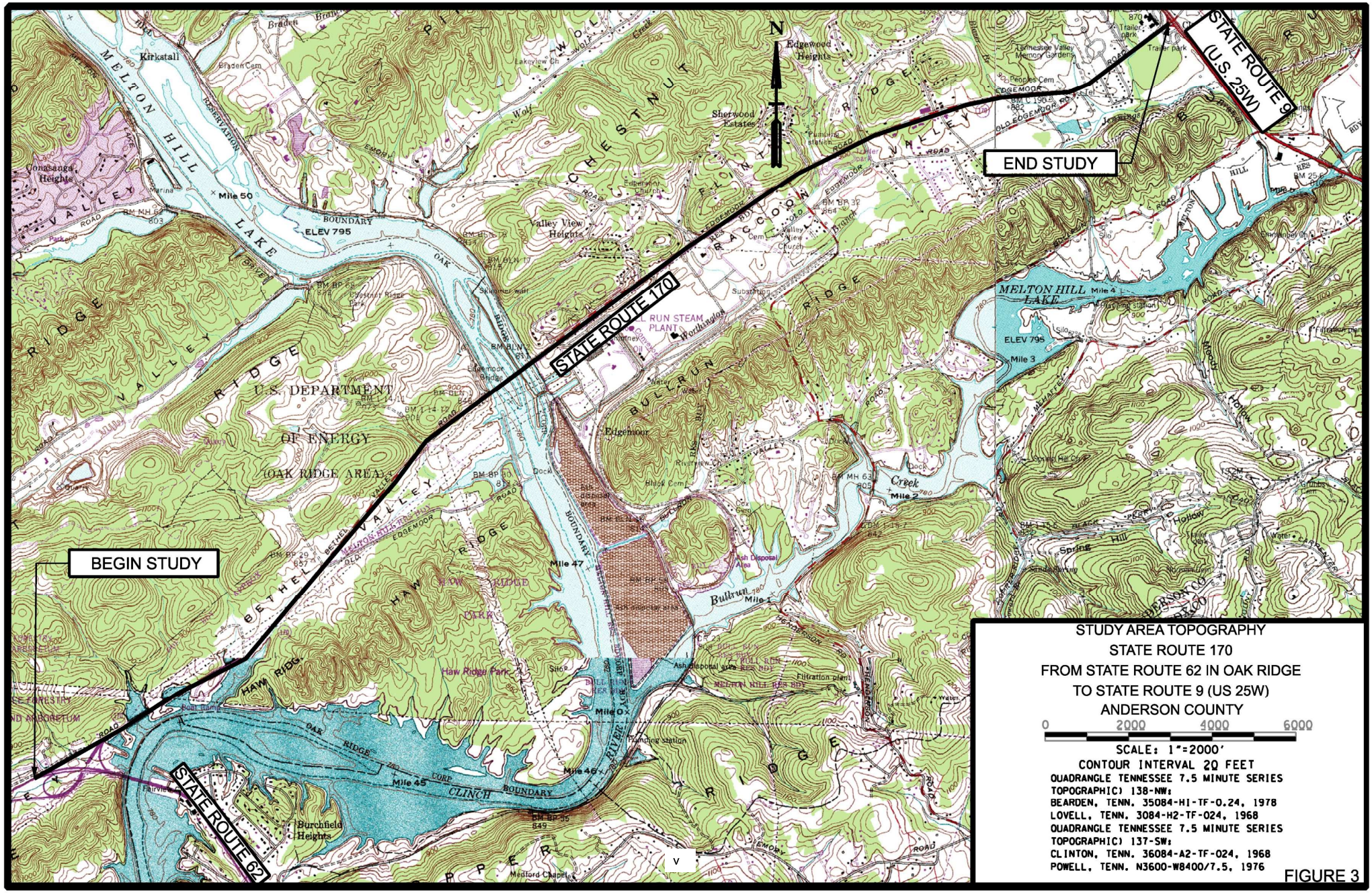
STUDY LOCATION MAP
STATE ROUTE 170
FROM STATE ROUTE 62 IN OAK RIDGE
TO STATE ROUTE 9 (US 25W)
ANDERSON COUNTY

DATE: 07/02/09 REVISED: __/__/__ SHEET 1 OF 1

SCALE: 1"=6000'
CONTOUR INTERVAL 20 FEET

3000 0 6000 12000 18000 FEET

FIGURE 2



STUDY AREA TOPOGRAPHY
STATE ROUTE 170
FROM STATE ROUTE 62 IN OAK RIDGE
TO STATE ROUTE 9 (US 25W)
ANDERSON COUNTY

0 2000 4000 6000

SCALE: 1"=2000'
CONTOUR INTERVAL 20 FEET
QUADRANGLE TENNESSEE 7.5 MINUTE SERIES
TOPOGRAPHIC) 138-NW:
BEARDEN, TENN. 35084-H1-TF-0.24, 1978
LOVELL, TENN. 3084-H2-TF-024, 1968
QUADRANGLE TENNESSEE 7.5 MINUTE SERIES
TOPOGRAPHIC) 137-SW:
CLINTON, TENN. 36084-A2-TF-024, 1968
POWELL, TENN. N3600-W8400/7.5, 1976

FIGURE 3

1.0 PURPOSE AND NEED FOR THE STUDY

This Transportation Planning Report (TPR) is being prepared to identify the purpose and need for improving the State Route 170 (Edgemoor Road) corridor from State Route 62 to State Route 9 (US 25W), a proposed study length of 6.18 miles. This report is being prepared in response to a request by the East Tennessee South Rural Planning Organization (RPO) in cooperation with the Tennessee Department of Transportation (TDOT).

The purpose of this TPR is to analyze existing and projected data and develop the purpose and need for the roadway system along SR 170. This report also evaluates the feasibility for the proposed options and documents how each option fills the purpose and need. SR 170 functions as an east-west facility that runs through the Oak Ridge Reservation and the Bull Run TVA Reservation and crosses the Clinch River connecting Oak Ridge to Clinton, Tennessee

TDOT performed a corridor study on the proposed SR 475 (Knoxville Parkway) that connected I-40/I-75 southwest of Knoxville, Tennessee to I-75 north of Knoxville, traversing the area near SR 170. In June 2010, TDOT selected the No-Build Option for the SR 475 route. As a result, TDOT continued to evaluate corridor plans to recommend other regional transportation improvements for I-40 and I-75 that were proposed to be served by the Knoxville Parkway. The widening of SR-170 was included in the recommendations. A map of the proposed I-40/I-75 improvements is in the Appendix.

Presently, the existing roadway is primarily two (2), twelve (12) foot lanes with intermittent twelve (12) foot paved turn lanes and shoulders. Traffic projections within the 20-year horizon will result in a LOS F on many segments of SR 170 unless capacity is added. To meet the existing and projected future traffic needs in the corridor, an additional through lane in each direction is needed along with appropriate turn lanes at principal intersections.

2.0 STUDY HISTORY AND BACKGROUND

Figure 1 displays the regional setting. A Study Location Map is shown in Figure 2. An Area Topography Map (consisting of USGS Quadrangle Maps Bearden, Lovell, Clinton and Powell, Tennessee) is shown in Figure 3.

The Tennessee Department of Transportation (TDOT) completed a feasibility study for the SR 170 corridor (Edgemoor Road) in August 2004 to determine the possibility of widening SR 170 from a two (2) lane to a four (4) lane facility. The feasibility study was requested by State Representative Jim Hackworth due to residents' concerns about increasing traffic volumes along Edgemoor Road. The 2004 study divided the corridor in four (4) sections extending from SR 62 to SR 9 (US 25W). Recommendations included a five (5) lane section with a center two (2) way, left turn lane (TWLTL) and shoulders, as well as replacement of the Clinch River Bridge. The TDOT feasibility study projected a design year of 2029.

This study lies within the jurisdiction of the East Tennessee South Rural Planning Organization (RPO). Based on the assessment of the feasibility study, the RPO Executive Board requested the SR 170 corridor be listed as a high priority corridor in efforts to move the planning process forward. This TPR is the product of that decision.

3.0 COMMUNITY PROFILE

Oak Ridge is located in Anderson and Roane counties in Tennessee. The portion of the city located in Anderson County is included in the Knoxville Metropolitan Area, while the portion located in Roane County is included in the Harriman, Tennessee Metropolitan Statistical Area as defined by the US Census Bureau.

According to the 2000 US Census, the City of Oak Ridge has approximately 27,400 people with a total area of 89.9 square miles (85.6 square miles of land; 4.3 square miles of water). The median income for a household was $41,950. The per capita income for the city was $24,800. About eight (8) percent of families and eleven (11) percent of the population were identified below the poverty line.

Oak Ridge was established in the early 1940s as a base for a US Government operation in the development and production of the atomic bomb as part of the now historic Manhattan Project. A community was created within the remote rural landscape with the wooded areas serving as a buffer between the government facilities and residential areas. Because of its function, the City of Oak Ridge was nicknamed the Secret City and was not visible on a map until it became open to the public in 1949.

Today, Oak Ridge's economy is experiencing a transition due to post Cold War restructuring of federal programs. The Oak Ridge National Laboratory (ORNL) remains as a major environmental research center. Additionally, the Y-12 National Security Complex, and the former K-25 site (a former uranium enrichment complex now being converted to private-sector use) remain part of the Department of Energy's (DOE) Oak Ridge Reservation.

Oak Ridge is home to several museums and art centers including the American Museum of Science and Energy, the East Tennessee Technology Park Overlook, the Children's Museum of Oak Ridge and the Oak Ridge Playhouse.

SR 170 is locally referred to as Edgemoor Road. During World War II, this roadway served as the checkpoint area for workers entering into Oak Ridge governmental facilities. Today, SR 170 is designated as a State Scenic Parkway showcasing natural resources and wildlife habitats along rolling terrain with scenic views of the Clinch River and Haw Ridge Park. SR 170 continues to serve as a major route for both workers of Oak Ridge and TVA facilities and for visitors to the neighboring recreational and wildlife areas.

Heading east from SR 62 to the end of the Clinch River Bridge, SR 170 is within the Oak Ridge City limits. From the bridge to SR 9 (US 25W), SR 170 passes through the Claxton community. Claxton is an unincorporated section of Anderson County south of the city of Clinton, northeast of Oak Ridge and bounded by Knox County.

The Bull Run Fossil Plant (Bull Run Steam Plant) is a coal-fired power station owned and operated by Tennessee Valley Authority (TVA). The facility sits on 750 acres

adjacent to the Clinch River (Melton Hill Lake) and across the ridge from Bull Run Creek. The power plant is the only single-generator coal-fired power plant in the TVA system and generates more than six (6) billion kilowatt-hours of electricity each year. The facility has 148 employees. Commuters to the Bull Run Steam plant and adjacent federal facilities in Oak Ridge utilize SR 170 on a daily basis. The TVA facility also has a Visitors Area and Overlook that lie adjacent to SR 170.

The completion of the Melton Hill Dam (along the Clinch River near Copper Ridge) in 1963 created Melton Hill Lake, which borders the city on the northeast and east. Lakefront areas are located along SR 170 at Solway Park and Haw Ridge Park to provide recreational areas for boating, bicycling, walking and picnic areas.

Tennessee Centennial Golf Course is a public golf course located on SR 170. The 6,600 yard course layout is designed among the natural forest and rolling hills of Oak Ridge.

Several new residential and commercial developments have been built, are undergoing construction or are being planned along SR 170. The city continues to support additional infrastructure improvements, including utilities to enhance job creation and economic vitality in the area.

4.0 PURPOSE AND NEED FOR IMPROVEMENT

4.1 Status

In August 2004, a feasibility study was performed to determine the need to widen the SR 170 corridor from SR 62 to SR 9 (US25W). Recommended improvements were proposed to provide for the efficient movement of people and freight through the area. Continued residential and recreational growth along SR 170 is dependent on transportation facilities to accommodate the needs of commuters. Improvements to this corridor are proposed to benefit the City of Oak Ridge and continue to spur economic growth. Without improvements, SR 170 is expected to operate at a Level of Service (LOS) E or F in both the 2015 base year and 2035 horizon year (See Table 2).

As a result of TDOT's No-Build selection for SR 475, SR 170 was listed for corridor improvements because of its close proximity to I-40 and I-75. Although the projected traffic volumes seemed low for the proposed SR 475 beltway project, over time the added traffic on SR 170 resulting from the No-Build decision of SR 475, will increase congestion and delays on SR 170 if it remains a two (2) lane roadway.

The purpose of this TPR is to analyze existing and projected data to determine the need to improve the existing SR 170 corridor to accommodate existing and future traffic demands, reduce travel delays and improve local and regional access for commuters.

4.2 Safety

In the latest three (3) years that crash data were available (2006, 2007, and 2008), there were one hundred eighty (180) crashes reported on SR 170 between Oak Ridge Highway (SR 62) and Clinton Highway (US 25 W). Of those one hundred eighty (180) crashes, one hundred twenty one (121) were property damage, fifty (50) were non-incapacitating, and nine (9) were incapacitating injuries.

Rear-end crashes are the most prevalent type of crash with seventy-six (76), or thirty-seven (37) percent, of the total crashes reported in the three (3) year period. The next most common crash is single vehicles hitting an object or losing control and crashing without involving another vehicle. This type of crash occurred in fifty-four (54) crashes, or thirty (30) percent, of the one hundred eighty (180) total crashes. Sideswipes, head-ons, and others make up the remainder of reported crashes on SR 170. The relatively small percent of serious crashes is consistent with the type of crashes reported. There were very few head-on crashes. The next most serious type of crash is angle, and this type accounts for a low number compared to the other types.

Almost eighty-four percent (84%) of the crashes on SR 170 in the three (3) year reporting period occurred under clear conditions. Twenty-three percent (23%) occurred in rain and four percent (4%) in fog. The others occurred in the dawn, dusk, or in dark but lighted conditions.

A crash rate, critical crash rate, and severity index calculation can be found in the appendix. Because the traffic volumes are similar at the two count stations, calculation for the entire 6.18 mile length of SR 170 was performed. Based on the 2006, 2007, and 2008 crash data, the crash rate on SR 170 is 1.662. This falls below the state-wide average crash rate of 2.389 for similar facilities.

Included in the appendix is a map of SR 170 with each crash in the three (3) year reporting period located by a log mile number. Twenty-three (23) crashes occurred at the intersection of SR 170 and Clinton Highway (US 25W). The next highest number of crashes occurred at the intersection of SR 170 and Melton Lake Drive where twenty-one (21) were reported. Intersections besides Clinton Highway and Melton Lake Drive) that have experienced six (6) or more crashes in the three (3) year reporting period include:

- Oak Ridge Highway- 7
- Centennial Boulevard- 6
- Old Emory Road- 6
- New Henderson Road- 6
- Foust Carney Road- 8
- N. Dogwood Road- 6

The jug handle intersection of SR 170 and Melton Lake Drive was created to alleviate congestion as a result of left turns at the intersection. However as indicated, it experienced twenty-one crashes in the three (3) year reporting period. Further improvements to extend the eastbound jug handle ramp will reduce traffic queues that backup beyond the designated storage area. This spot improvement (see Section 7.1.3 Option C- Spot Improvements) will mitigate occurrences of the eastbound rear end crashes. However, the data indicates that a majority of the rear end crashes occur in the westbound direction.

From crash information, it is evident that a primary cause of crashes on SR 170 is the roadway geometry. Narrow shoulders and tight horizontal alignment due to the environmental features (lakes and parks) characterize much of the geometry along SR 170 from SR 62 to SR 9. Improvements to SR 170, as identified in this study, will provide twelve (12) foot lanes and wide shoulders, as well as the opportunity to improve horizontal alignment and realign roads not intersecting SR 170 at a ninety (90) degree

angle. Secondly, rear-end crashes are common, likely resulting from shared through/left turn lanes. The build options will likely reduce the number of crashes along this portion of SR 170.

4.3 Description of Study Area (Geometrics)

SR 170 runs from SR 62 to SR 9 (US 25W) in the Claxton community in Anderson County, Tennessee. The roadway length is approximately 6.18 miles along rolling terrain. The study corridor is predominately a two (2) lane facility with some segments having two (2) way left turn lanes (TWLTL).

SR 170 from SR 62 to the Clinch River Bridge is within Oak Ridge City Limits and classified as an Urban/Minor Arterial. The roadway segment from the Clinch River Bridge to SR 9 (US 25W) is classified as a Rural/Major Collector. The speed limit along this route varies between 50 and 55 MPH (See Appendix Volume II for the 50 and 55 MPH speed limit locations and a illustration of the typical sections and intersection geometry). The existing Right-Of-Way (ROW) along this corridor is 120 feet. There are also residential and fringe commercial land uses along the corridor.

Within the Oak Ridge city limits, the typical section includes two (2), twelve (12) foot traffic lanes with six (6) foot outside shoulders and a ditch drainage system. The existing Right-of-Way (ROW) is 120 feet. Along this portion of the SR 170, Haw Ridge Park is located on the southeast side of the corridor. Also, Solway Park has two (2) boat ramp facilities on the southeast side between SR 62 and Haw Ridge Park.

At its intersection with Old Edgemoor Road and Park Meade Drive, SR 170 has a typical section that includes two (2), twelve (12) foot traffic lanes and a twelve (12) foot center turn lane with five (5) foot outside shoulders. Tennessee Centennial Golf Course is a public golf course with a residential subdivision located on the northwest side and accessed by Park Meade Drive. To alleviate traffic congestion at this intersection, a westbound right turn lane was installed for motorists entering Park Meade Drive from SR170. The roadway tapers back to a two (2) lane section before approaching Melton Lake Drive.

SR 170 and Melton Lake Drive is a signalized intersection (See Figure 4). A “jug handle” designed intersection was created to alleviate congestion experienced at this intersection. Recommendations from the 2004 Feasibility Study included a ramp that would exit to the right of SR 170 approximately 850 feet southwest of the intersection and tie back in to the intersection creating a fourth leg (northbound approach) opposite Melton Lake Drive. The typical section includes two (2) twelve (12) foot traffic lanes with outside shoulders six (6) to eight (8) feet wide. A twelve (12) foot acceleration lane is provided for motorists turning from the southbound approach to westbound SR 170. With the construction of the “jug handle” ramp (See Figure 5), eastbound through traffic is not impeded by left turning vehicles.

Figure 4-Section of SR 170 as a 3-lane typical section to provide area for left turns and avoid conflicts with through movements

Figure 5- The “jug handle” intersection at SR 170 and Melton Lake Drive.

Located northeast of the SR 170 and Melton Lake Road intersection, the Clinch River Bridge crosses the Clinch River and the CSX Railroad. The bridge length is 1,439 feet (approximately 0.3 miles) with a roadway width of twenty-eight (28) feet. The roadway typical section in this area consists of two (2) twelve (12) foot traffic lanes and two (2) foot shoulders (outside) with curb, gutter and sidewalk on both sides. The existing ROW for the bridge structure is sixty (60) feet. The TVA Bull Run Steam Plant is located southeast of the Clinch River Bridge. The roadway typical section widens to a three (3) lane facility to provide westbound motorists a left turn lane for access to the TVA facility.

Between the Bull Run Steam Plant (Log Mile 3.07) and the Claxton Community Center (Log Mile 3.76) the roadway typical section varies between a two (2) lane undivided

facility and a three (3) lane facility. The two (2) lane section includes two (2), twelve (12) foot traffic lanes with six (6) foot outside shoulders and a ditch drainage system. There is a three (3) lane typical section that consists of two (2), ten (10) foot traffic lanes, a ten (10) foot center turn lane, two (2) foot paved shoulders with side ditch drainage located between New Henderson Road (L.M. 4.25) and Dogwood Lane (L.M. 4.98). The three (3) lane section between Walnut Valley Road (L.M. 3.44) and the Claxton Community Center (L.M. 3.76) consists of two (2), twelve (12) foot traffic lanes, twelve (12) foot turn lane, and six (6) foot paved shoulders with side ditch drainage (See Figure 6).

Figure 6-The three (3) lane section between Walnut Valley Road (Log Mile 3.44) and the Claxton Community Center (Log Mile 3.76).

Approximately one-half (1/2) mile from Peoples Cemetery (L.M. 5.58) to the SR 170 and SR 9 (US 25W) intersection, the roadway varies between a two (2) lane undivided section and a three (3) lane typical section. The two (2) lane typical section consists of two (2), twelve (12) foot traffic lanes, six (6) foot outside shoulders and a ditch drainage system. The three (3) lane section consists of two (2), twelve (12) foot traffic lanes, a twelve (12) foot painted median and two (2) foot outside shoulders. SR 170 approaching the SR 9 intersection consists of two (2), twelve (12) foot traffic lanes, one (1), twelve (12) foot left turn lane, one (1), twelve (12) foot right turn lane, an eight (8) foot outside shoulder (westbound) and a four (4) foot outside shoulder (eastbound). The existing ROW width at this westbound approach is sixty (60) feet.

Recent improvements to the SR 170 and SR 9 (US 25W) intersection were performed during the resurfacing of SR 170 (See Figure 7). The improvements included extending the shoulder and edge of pavement in the eastbound direction, relocating the median nose at the southbound approach on SR 9, and modification of the existing traffic signal. Several portions of the corridor have guardrail installed along both sides of the roadway to shield motorists from obstacles including the lake.

Tennessee Valley Authority (TVA) has utility lines that originate from the Bull Run Steam Plant. The transmission lines begin on the northwest side of the roadway near SR 62 and cross SR 170 near Haw Ridge Park, continuing on the southeast side. Power distribution lines from Bull Run Steam Plant are located on the Clinch River Bridge. Telephone lines are also attached to the bridge to cross the Clinch River. From the bridge, utility poles continue to line SR 170 on the north side then cross at Old Emory Road. The utility poles cross back to the north at Dogwood Lane. At Old Edgemoor Road, the lines split and run along both sides of SR 170 to the intersection of SR 9 (US 25W).

Figure 7-Recent improvements to the SR 170 and SR 9 (US 25W) intersection were performed during the resurfacing of SR 170.

An increase in residential development and recreational uses has occurred along SR 170. Along with the mixture of TVA and Oak Ridge National Laboratory (ORNL) facilities in the area, an increase in traffic demand has occurred in the area due to the many traffic generators located along the SR 170 corridor.

There are a number of planning reports or transportation projects performed in Oak Ridge and Anderson County as a result of both residential growth and traffic growth in the area, particularly in the vicinity of SR 170. These studies or projects are listed below:

- 2009-2034 Knoxville Regional Mobility Plan
  The Regional Mobility Plan addresses all modes of transportation (streets, highways, public transportation, bicycle, pedestrians, air, water and freight). The plan also consists of a regional air quality conformity determination. Although, SR 170 is under guidance by the East Tennessee South RPO, the area is within the Knoxville TPO region with regards to regional air quality. The TPO has included SR 170 in the Knoxville Regional Travel Demand Model. Outputs from the model reveal that SR 170 will experience poor levels of operation and congestion by 2014.

- East Tennessee Development District (ETDD) Comprehensive Economic Development Strategy (2008-2009)
  The ETDD provides sixteen (16) counties and fifty-six (56) municipalities with planning and development services. ETTD coordinates with the Rural Planning Organization (RPO) to make sure local projects are part of the state's transportation planning process. Anderson County is within the East Tennessee South RPO.

  The 2007 study helped local governments plan for the future by coordinating and establishing project priorities within the fields of transportation planning and economic and community development. Table 1 lists the infrastructure needs identified by the ETTD.

TABLE 1
ETDD INFRASTRUCTURE NEEDS

Project Type	Project Name	Owner	Active Projects (Start/End)	Location	Project Code	Project Costs
Recreation	Pedestrian/Bicycle Facilities	Oak Ridge	2007/2010	Old Edgemoor Road	030405.01	$812,500
Oak Ridge	Greenway Implementation Phase IV	Oak Ridge	2007/2012	Melton Lake	ET012050	$965,000
Transportation	Bridge Replacement	TDOT	2019/2023	Clinch River and CSX RR	0002255	$4,390,000

Source: ETTD Comprehensive Economic Development Strategy (2007)

- Advance Planning Report (APR): SR 170 (Edgemoor Road) at Melton Lake Drive in Oak Ridge, Intersection Improvement, Anderson County (1999)
  In 1997, the intersection of SR 170 and Melton Lake Drive was identified as a High Hazard Location which warranted improvements. The recommended improvements were beyond the scope of state maintenance forces, therefore an Advance Planning Report (APR) was produced in 1999. The APR examined existing conditions at the intersection and determined the need and/or feasibility of improving the intersection. The report included a proposed plan for improvement, preliminary cost estimate, functional plans and identifies potential environmental concerns. The result of the APR was implementation of the existing jug handle intersection.

- Comprehensive Plan of Anderson County-Update
  The comprehensive plan has not been updated since 1981, but an update for Anderson County is underway, establishing a new framework to guide land-based decision making that recognizes and integrates short and long-term land use, transportation, environmental, and economic development considerations. The updated plan will outline the needs of the community, set policies that address planning issues, and recommend appropriate actions to achieve a desired result. The plan will give an assessment of the existing infrastructure, residential, commercial, retail, and industrial lands uses and adopt development regulations in effort to establish a blueprint that will lead growth management and preservation of the area's natural resources.

Ongoing or planned projects include:

- Clinch River Bridge over Clinch River and CSX Railroad (Bridge Rehabilitation)
  This project includes the repair and rehabilitation of the Clinch River Bridge on SR 170 which spans over the Clinch River and CSX RR. This project is included in TDOT Bridge Repair Funds (FY 2009-2010). This bridge project was 100 percent state funded. This project was completed in June 2010.
- Melton Lake Redevelopment Initiative (Oak Ridge Waterfront Master Plan)
  The goal of this redevelopment project is to help provide new economic development opportunities along Oak Ridge's main lakeside corridor. The area includes a 16.5 acre park, marina and greenway. The Melton Lake Rowing Course is a nationally renowned rowing site which hosts several regional and national rowing events. The

city plans to widen the rowing course in efforts to make the area more appropriate for bigger events. The expansion will spur additional redevelopment in the area and create more economic development opportunities for the region. The TPO lists the construction of the Melton Lake Greenway in its FY 2008-2011 TIP. This greenway project is listed as a SAFETEA-LU Congressional Earmark Project (Plan Number E1).

- Centennial Village Master Plan-Traffic Impact Study (2008)
  As an update to a 2003 Master Plan, the developers of Centennial Village developed additional retail space and residential units along Edgemoor Road. Construction is underway with phased development for build-out years of 2011 and 2015. By Year 2015, the total number of trips for the development is estimated to be over 25,600 vehicles a day. Impacts to the development include recommendations for a left turn lane on Edgemoor Road. By Year 2015, a traffic signal is recommended for the intersection of Edgemoor Road and the access point due to expected traffic generated by the proposed shopping center. Recommendations also include widening Edgemoor Road to include two (2) through lanes in each direction, an eastbound turn lane and a westbound right turn lane.

4.4 System Linkage

SR 170 runs east to west between SR 62 and US 441 (Norris Freeway) and continues to SR 33 (Maynardville Highway) where it terminates. Within the study area, SR 170, locally referred to as Edgemoor Road, is a heavily traveled roadway that traverses the southeastern edge of the City of Oak Ridge. SR 170 serves as a major east-west transportation link from Knox County and Interstate 75 to several government facilities in Oak Ridge including the Oak Ridge National Lab, BWXT Y-12 and the Bull Run Steam Plant. These government facilities in Oak Ridge are significant in terms of national security, so accessibility to them is essential. Two major interstates, Interstate 40 and Interstate 75 intersect just south of Oak Ridge providing easy access to both the north/south and east/west routes.

SR 170 also provides regional connectivity to an assortment of land uses including Methodist Medical Center of Oak Ridge and major medical centers in Knoxville; Roane State Community College, Pellissippi State Technical Community College, Oak Ridge Associated Universities and University of Tennessee, Knoxville, neighboring industries recreational facilities, and ORNL. Average annual daily traffic (AADT) on SR 170 between SR 62 and SR 9 is 14,500 vehicles per day (vpd).

SR 9 (US 25W) is more commonly known as Clinton Highway. This north-south US highway serves the eastern United States and spans from Ohio to Georgia. Within the study area, the more westerly US 25W route intersects at SR 170 and passes through Anderson and Knox counties. The 2009 TDOT traffic counts revealed the AADT on SR 9 (US 25W) ranges from 14,100 vpd, north of SR 170 to 16,200 vpd south of SR 170.

4.5 Level of Service Analyses

The existing (2009), base year (2015), and design year (2035) “Level of Service” (LOS) for the SR 170 corridor was analyzed for this report. A “Level of Service” (LOS) index was used to gauge the operational performance of each roadway segment. For two (2) lane highways, the LOS is a qualitative measure that describes traffic conditions related to speeds, ability to pass slower vehicles, and being delayed within a platoon of vehicles.

There are six (6) levels ranging from "A" to "F" with "F" being the worst. Each level represents a range of operating conditions. Table 2 shows the criteria related to each LOS as described in the **2000 Highway Capacity Manual (HCM), Special Report 209 published by the Transportation Research Board (TRB).**

TABLE 2
LOS CRITERIA

LOS	Traffic Flow Conditions
A	Free flow operations. Vehicles are almost completely unimpeded in their ability to maneuver with the traffic stream. The general level of physical and psychological comfort provided to the driver is high.
B	Reasonable free flow operations. The ability to maneuver within the traffic stream is only slightly restricted and the general level of physical and psychological comfort provided to the driver is still high.
C	Flow with speeds at or near free flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more vigilance on the part of the driver. The driver notices an increase in tension.
D	Speeds decline with increasing traffic. Freedom to maneuver within the traffic stream is more noticeably limited. The driver experiences reduced physical and psychological comfort levels.
E	At lower boundary, the facility is at capacity. Operations are volatile because there are virtually no gaps in the traffic stream. There is little room to maneuver. The driver experiences poor levels of physical and psychological comfort.
F	Breakdowns in traffic flow. The number of vehicles entering the highway section exceed the capacity or ability of the highway to accommodate that number of vehicles. There is little room to maneuver. The driver experiences poor levels of physical and psychological comfort.

Source: 2000 Highway Capacity Manual, Special 209, Transportation Research Board (TRB)

In 2009, all segments of SR 170 operated at a LOS E in both the AM and PM peak hours.

In order to evaluate future traffic conditions, level of service (LOS) analysis was performed on the following segments of SR 170:

- Oak Ridge Highway (SR 62) to Melton Lake Drive
- Melton Lake Drive to Old Emory Road
- Old Emory Road to New Henderson Road
- New Henderson Road to Old Edgemoor Lane
- Old Edgemoor Lane to Clinton Highway (SR 9/ US 25W)

The LOS analysis completed for SR 170 utilized the projected base year (2015) design hour volumes (DHV) and design year (2035) DHV with existing geometry (No-Build Option) as well as with the proposed build optional improvements. In year 2035 all segments of SR 170 will operate at LOS C or LOS D indicating that the proposed Option B will fully accommodate the projected design year traffic at an acceptable LOS (See Table 3).

TABLE 3
STATE ROUTE 170 LEVELS OF SERVICE (LOS) ANALYSES

SR 170 SEGMENT	AADT			AM PEAK				PM PEAK			
				NO BUILD			OPTION B	NO BUILD			OPTION B
				2009	2015	2035	2035	2009	2015	2035	2035
	2009	2015	2035	2- Lane	2- Lane	2- Lane	5- Lane (1)	2- Lane	2- Lane	2- Lane	5- Lane (1)
Oak Ridge Highway to Melton Lake Drive	13,000 (est)	18,860	22,630	E	E	F	C	E	E	F	C
Melton Lake Drive to Old Emory Road	14,622	21,250	25,750	E	E	F	D	E	E	F	D
Old Emory Road to New Henderson Road	14,300 (est)	20,830	25,230	E	F	F	D	E	E	F	D
New Henderson Road to Old Edgemoor Road	14,100 (est)	20,510	24,860	E	F	F	D	E	E	F	D
Old Edgemoor Road to Clinton Highway SR 9 (US 25W)	14,665	14,950	18,240	E	E	E	C	E	E	E	C

(1) LOS B 10,500 to18,000 vpd
LOS C 18,000 to 24,000 vpd
LOS D 24,000 to 30,000 vpd

4.6 Capacity (Defined by Level of Service)

SR 170 has one (1) traffic lane in each direction with two (2) way left turn lanes provided in the vicinity of Old Emory Road (approximately Log Mile 3.44 to beyond L.M. 3.76), Foust Carney Road (approximately L.M. 4.25 to L.M. 4.98), and Woodhaven Memorial Gardens (approximately L.M. 5.72 to beyond L.M. 5.85). The posted speed limit on SR 170 is 55 MPH for most of its 6.18 miles and 50 MPH in the Claxton Community from just east of N. Dogwood Road to SR 9 (US 25W).

The 2009 AADT at Station 53, near Claxton and Station 56, near the Clinch River on SR 170 is almost identical at 14,665 vehicles per day and 14,622 vehicles per day, respectively. At Station 53, the AM peak hour two (2) directional volumes in 2009 were reported to be 1,336 vehicles per day (vpd). Likewise, the PM peak hour two (2) directional volume was 1,568 vehicles per day. Based on these two volumes, SR 170 currently operates at LOS E in both the AM and PM peak hours.

At the signalized intersection of SR 170 and Melton Lake Drive significant delays are experienced during peak hours, making it a key bottleneck in the corridor. City of Oak Ridge officials indicate that the greatest traffic delays in the city are experienced at this intersection. No detailed intersection analyses were conducted for this TPR.

4.7 Transportation Demand

The East Tennessee South Rural Planning Organization (RPO) classifies this project as a high priority. The Knoxville Regional TPO also recognizes this project as a regional project within the TPO's non-attainment area. This project is identified in the adopted **Knoxville Regional Mobility Plan 2009-2034, Project Number 101** to expand the existing two (2) lane facility to a four (4) lane roadway with curb and gutter, bike lanes and sidewalks along each side.

4.8 Social Demands or Economic Development

According to the US 2000 Census, about 8,115 (26.4 percent) of employed Anderson County residents commute to Knox County for work each day. Also, more than 11,000 (25.2 percent) Knox County residents are employed in Anderson County. These large commuting patterns are visible during morning and afternoon peak hours resulting in long traffic queues and congestion on SR 170 in the vicinity of the Bull Run Steam Plant.

4.9 Modal Inter-relationships

Public transportation is available through the East Tennessee Human Resource Agency (ETHRA). Improvements to the SR 170 corridor will increase the possibility to expand and enhance the services currently available.

Bicycle and Pedestrian facilities are not present along SR 170, except for the sidewalks on the bridge. However, several locations along the corridor have shoulders wide enough for bicyclists to share the roadway. Haw Ridge Park, Melton Hill Lake and Solway Park are some of the recreational features that could be further enhanced with the addition of pedestrian and bicycle facilities. Achieving overall pedestrian and bicycle connectivity along this route by adding twelve (12) foot shoulders on both sides in Option B will increase safety and improve the transportation system along this route as well as improve the quality of life and community livability for residents.

The twelve (12) foot shoulders for bikes and pedestrians will improve mobility, specifically in the area of the parks and other recreational facilities. Finally, Option B's twelve (12) foot shoulders will provide bicycle facilities as an alternative mode for students traveling to and from Claxton Elementary School, as well as workers living in the study area who wish to commute to and from work.

5.0 EXISTING CONDITIONS

5.1 Major Structures

Information pertaining to the location of bridges and culverts within the study area were obtained using the TDOT TRIMS database. The Clinch River Bridge (10-Span Steel Plate Girder (SPG) and 5-Span Concrete Deck Girder (CPG), 01-SR170-2.58 (01S24740001) - Log Mile 2.58 was repaired this year (See Figure 8).

The bridge spans over the Clinch River and CSX Transportation (CSX) Railroad lines. The bridge length is 1,439 feet (approximately 0.3 miles) with a (curb to curb) bridge width of 28.5 feet and an out-to-out bridge width of 34.4 feet.

The structure was constructed in 1958. The structure's condition was recorded as fair with a sufficiency rating of 47.7 on a scale of 100. Therefore, long-term improvements will likely include replacing the structure rather than widening. The 2010 repairs included removing existing asphalt, performing deck repairs, installing new asphalt with a membrane seal, blast cleaning and repairing steel, repairing the expansion joints, replacing navigation lighting and constructing railroad crash walls. Additionally, a pedestrian fence was installed on the parapet walls for safety.

Four (4) culverts crossing blue line streams within the project study limits will have to be evaluated for reconstruction or modification as part of the proposed roadway improvements. These culverts are identified in Table 4.

Figure 8- Bridge over Clinch River (TVA Bull Run Steam Plant and TVA Transmission Lines in the background)

TABLE 4
STATE ROUTE 170 SMALL STRUCTURES (CULVERTS)

Structure Number	Structure Description	Log Mile	Overall Condition
01CULV080054	1 @ 8' X 4' Concrete Box	2.55	Fair
01CULV080074	1 @ 6' X 6' Concrete Box	3.70	Good
01CULV080114	1 @ 8' x 4' Concrete Box	4.60	Good
01CULV080154	1 @ 10' X 5' Concrete Box	5.98	Good

According to TDOT, small structures on state routes do not get inspected if the length is less than three (3) feet along the centerline of the road or the fill over the structure is more than sixteen (16) feet for one (1) barrel culvert or thirty-three feet (33) for multiple barrel culverts.

5.2 Multi-modal Facilities

5.2.1 Greenbelts/Greenways/Parks

Oak Ridge has over 1,275 acres of natural areas reserved as greenbelts. As part of the City of Oak Ridge Zoning Ordinance (Chapter 7, Section 6-700, Greenbelt Districts), certain parcels were designated greenbelts to preserve and enhance the natural surroundings of an area. Black Oak Ridge contains a federally designated National Recreation trail, the North Ridge Trail which extends 7.5 miles along the city's northern boundary. The University of Tennessee Arboretum in Oak Ridge consists of two hundred fifty (250) acres featuring eight hundred (800) species of trees, shrubs and flowering plants within four (4) nature trails. Two (2) city parks, Solway Park and Melton Lake Park have waterfront access to the Melton Hill Reservoir.

Oak Ridge has eleven (11) greenways accumulating to nearly thirty-five (35) miles of walking trails, paths and greenways. The city has several other greenways awaiting construction or being planned. Overall, the city has forty-eight (48) greenbelt districts

adding up to approximately 1,566 acres. The greenways in the vicinity of the SR 170 corridor are:

Haw Ridge Greenway- Natural wooded path (5.5 miles)
The 865-acre facility contains undeveloped land and wildlife with approximately twenty-eight (28) miles of waterfront access to the Clinch River. This greenway consists of a natural wooded path of varying difficulty but suitable for mountain biking and horses. Uses include accommodations for bicyclists, pedestrians and pets. However, the greenway does not meet ADA guidelines.

Melton Hill Greenway-Multiuse paved (8 foot wide) greenway
Phases 1, 2, and 3 of this greenway have been constructed and run along the western shore of the Melton Hill Lake from Oak Ridge Turnpike to Edgemoor Road. The pathway is an easy to moderate course and portions (except the southeastern mile) meet ADA guidelines.

The City has funding for Phase 4 of the Melton Lake Greenway to extend the greenway 2.3 miles south under the Clinch River Bridge to Old Edgemoor Road and Edgemoor Road to Solway Park connecting to the Haw Ridge Park kiosk/parking area. Construction is underway.

5.2.2 Railroads

Passenger rail service is not available in the region. However, CSX Railroad carries freight through Anderson, Blount, Campbell, Knox, Loudon, and Monroe counties. The SR 170 Bridge spans over a CSX railroad double track line that runs along the north side of the Clinch River. Approximately eighty-one (81) trains per day travel on this rail line. The double track begins just south of the bridge and continues north for approximately 2.8 miles heading toward several industries in the area that connect to the mainline tracks. These tracks are described as signaled tracks, meaning that electricity and underground utilities are provided. Bridge and utility reconstruction will likely have some impact on railroad operations during the construction of the bridge, therefore cooperation and coordination with TDOT, CSX railroad and utility representatives are necessary.

5.2.3 Public Transportation

The City of Oak Ridge provides public transportation for its residents through the East Tennessee Human Resources Agency (ETHRA). ETHRA Public Transit is a rural and public demand response transportation program. Within the City of Oak Ridge, ETHRA operates two (2) buses for daily demand-response operations (Monday through Friday from 8:00 AM- 5:00 PM and Saturdays from 8:00 AM-1:00 PM). In efforts to help citizens meet their mobility needs, ETHRA provides demand-response public transportation services over a sixteen (16) county area. These counties include Anderson, Blount, Campbell, Claiborne, Cocke, Grainger, Hamblen, Jefferson, Knox, Loudon, Monroe, Morgan, Roane, Scott, Sevier and Union.

5.2.4 Air Transportation

McGhee Tyson Airport is the regional commercial airport facility in East Tennessee. Located in Knoxville (thirty-two (32) miles away from Oak Ridge) the airport handles commercial airline, air cargo, military aviation and general aviation air traffic. McGhee Tyson Airport has eight (8) major airlines serving several non-stop destinations including

Atlanta, Dallas, Chicago, Denver, Orlando, New York and Washington, D.C. The airport handles more than one hundred twenty (120) arrivals and departures daily.

5.2.5 Pedestrian/Bicycle Facilities

SR 170 is not classified as a Tennessee State Bicycle Route, and no designated bike lanes or sidewalks existing along the study corridor. The recreational facilities in the area make this corridor attractive for cyclists. However, there are only short sections of the existing roadway that contain shoulder widths of six (6) feet to provide some accommodation for bicyclists and pedestrians to share the roadway. The western terminus of the project is partially access controlled. Additionally, the eastern terminus is located at an intersection with an elementary school, residences and businesses and should include crosswalks and sidewalks.

The City of Oak Ridge, the Bicycle Pedestrian Technical Advisory Committee and the Knoxville TPO have joined forces to prepare a Bicycle Pedestrian Master Plan for the City of Oak Ridge. The city plans to integrate more bicycle and pedestrian facilities in the area to provide residents and businesses safe, efficient and usable multi-modal facilities. The goal of the Bicycle and Pedestrian Plan will focus on bicycle and pedestrian connections in specific areas to provide residents that may have fewer transportation options (seniors, low-income, neighborhoods, etc) is to incorporate non-motorized modes of transportation along state facilities, including the development and installation of bicycle and pedestrian facilities to improve mobility and safety of non-motorized traffic. TDOT is committed to improving conditions for bicycles and pedestrians by integrating these facilities into new construction or reconstruction roadway projects.

Option B proposes to accommodate both bicycles and pedestrians on twelve (12) foot paved shoulders to offer an alternate mode of transportation and to enhance the economic investment for the area. Accommodating bikes and pedestrians on SR 170 will have a positive effect on nearby properties as homebuyers and business owners realize the value that such facilities bring to a community.

6 FIELD REVIEW INFORMATION

A preliminary field investigation of the study area was performed on Thursday, August 13, 2009. The meeting attendees included representatives from TDOT, City of Oak Ridge, Tennessee Valley Authority, East Tennessee South RPO, Anderson County, Knoxville TPO, Oak Ridge Electric, and residents. A listing of the meeting attendees is in the Appendix. The field review consisted of two (2) parts: A Pre-Site Visit and the Field Review.

6.1 Pre-Site Visit Meeting

Representatives were given an overview of the study scope for the TPR document. The Pre-Site Visit meeting helped representatives discuss the study with TDOT officials and to provide suggestions for build options. The meeting also assisted in establishing timelines to provide supporting information that will be helpful for the TPR document. The attendees gathered to offer suggestions and give comments regarding previous residential developments, environmental features and potential design constraints. Topics of discussion included the recommendations from the 2004 Feasibility Study and the future construction the Melton Lake Greenway (Phase Four) and the reconstruction of the Clinch River Bridge.

6.2 Field Review

Representatives stopped at several existing intersections on SR 170 to address concerns and give suggestions for improvement. Topics of discussions included the potential impacts to Haw Ridge Park, new residential development adjacent to Centennial Golf Course (public), Melton Hill Greenway and existing commercial developments. Utility representatives discussed services located within the study corridor. Based on the proposed build option, utility relocation costs will be determined.

Notes from the Pre-Site Meeting and the Field Review are in the Appendix.

7 OPTIONS FOR IMPROVEMENT (SPOT AND CORRIDOR)

7.1 Corridor Improvements

This TPR document examines operational and safety improvement options along SR 170. The study corridor is approximately 6.18 miles and bounded by commercial, industrial, residential and public uses.

During the field review, several environmental resources were identified in the study area as particular areas of constraint including existing residential and commercial properties, waterways, schools, recreation areas, cemeteries, geological and geotechnical constraints, services and public utilities (TVA) and topographical constraints.

Consensus among the field meeting attendees resulted in the recommendation to widen the roadway along its existing alignment. Therefore, the location of these resources dictated that no new location alternatives for horizontal alignment be considered. Besides the no-build option (Option A), one build option (Option B- Widening along existing alignment) will be evaluated. However, for a short-term option, Spot improvements (Option C) are also considered.

7.1.1 Option A: No-Build Option

As the name implies, this option denotes that only minor improvements including safety improvements and normal maintenance will be made to the existing road and its study intersections. Option A does not meet the purpose and need of the study, and it will not provide the needed capacity, safety and operational improvements to handle the full demands on SR 170, or provide the needed regional connectivity to Oak Ridge.

7.1.2 Option B: Widen Along Existing Alignment

Option B proposes that SR 170 be widened to a five (5) lane typical section. This includes twelve (12) foot travel lanes, a fourteen (14) foot center turn lane and two (2), twelve (12) foot outside paved shoulders (some areas including curb and gutter). Bicyclists and pedestrians will be expected to share the shoulders, as the City of Oak Ridge continues to evaluate the need to provide safe accommodations for users of non-transportation modes. The Right-of-Way (ROW) estimated for the proposed typical section is approximately one hundred sixty (160) feet. However, additional ROW may be required for slope and construction easements. Additional recommendations include replacing the existing bridge crossing the Clinch River and CSX railroad with a new structure. With the onset of new residential development near Melton Hill Lake, the opportunity to create multi-user paths adjacent to the shoulders near the lake and parks

will be beneficial for pedestrian traffic. The conceptual layout for Option B is shown in Figures 1A-5A.

7.1.3 Option C: Spot Improvements

- **C1-Intersection of SR 170 at Melton Lake Drive (Log Mile 2.55)**
  Lengthening the eastbound jug handle ramp at Melton Lake Drive is proposed because traffic queues exceed available storage during peak times. Figure 9 shows a conceptual design of this proposal. Several other more extensive spot improvements were considered at this critical intersection, however none were deemed viable for further development. One improvement considered was relocating Melton Lake Drive east of this existing alignment so that a westbound right lane could be constructed on SR 170. This is not prudent now because it will require structural modification of the Clinch River Bridge. Rock out-crops and recent development makes this option unfeasible. A second improvement considered was adding a loop ramp under the Clinch River Bridge to serve the high-volume southbound to eastbound movement. This option was eliminated because a steep grade will exist on the loop ramp and the merge onto SR 170 will operate at a poor LOS. Moreover, a traffic signal will still be required.

- **C2-SR 170 at Walnut Valley Road (Log Mile 3.44)**
  Rear end crashes occur on SR 170 between Lakeview Circle (east) and Lakeview Circle (west). Consequently, the two (2) way left turn lane that ends at Walnut Valley Road should be extended to the west as shown in Figure 10.

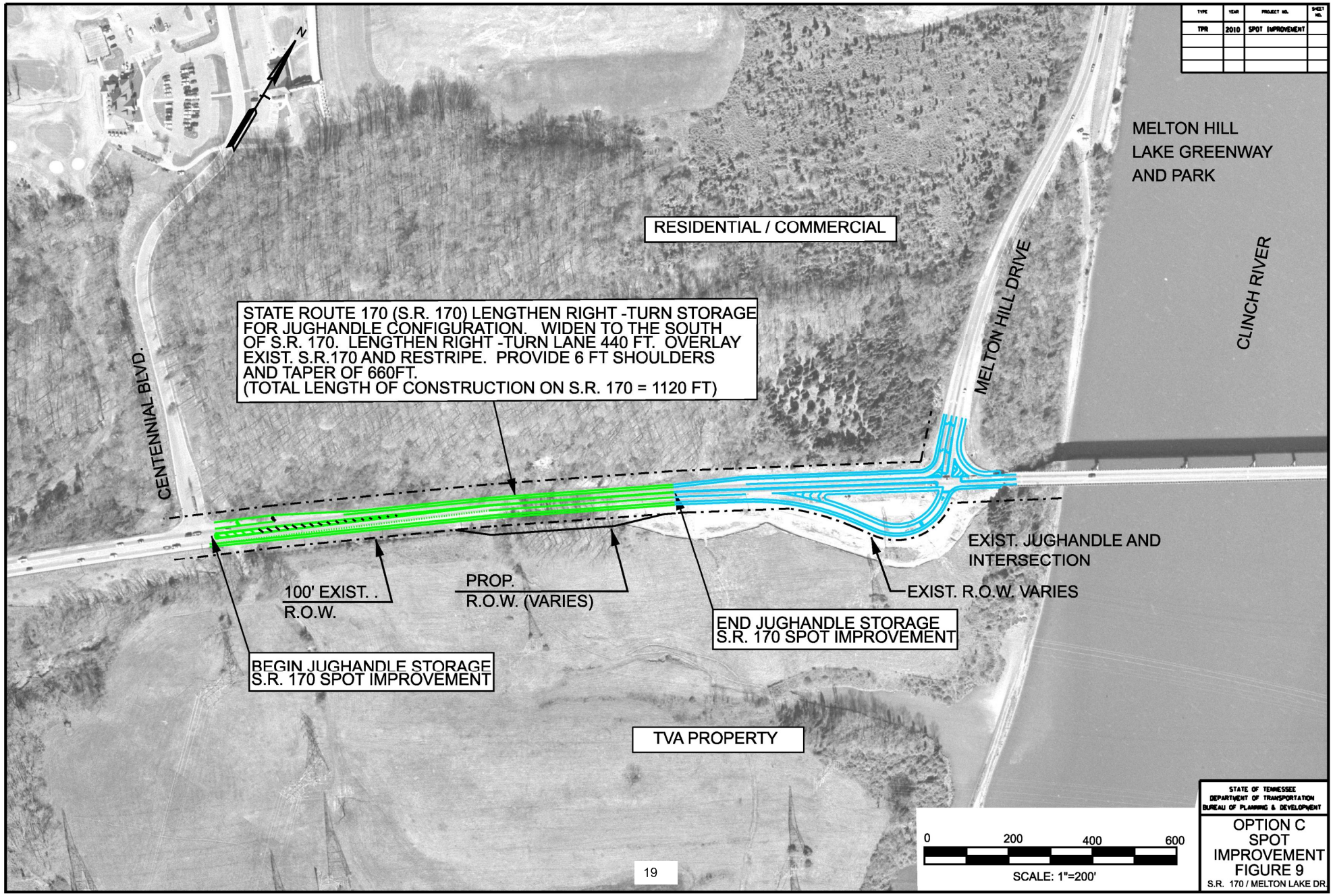
- **C3-Traffic Signalization (SR 170 and Old Emory Road)**
  Add a traffic signal at SR 170 and Old Emory Road Log Mile 3.76. This intersection qualifies for a signal now. The conceptual layout for the intersection improvement is shown in Figure 11.

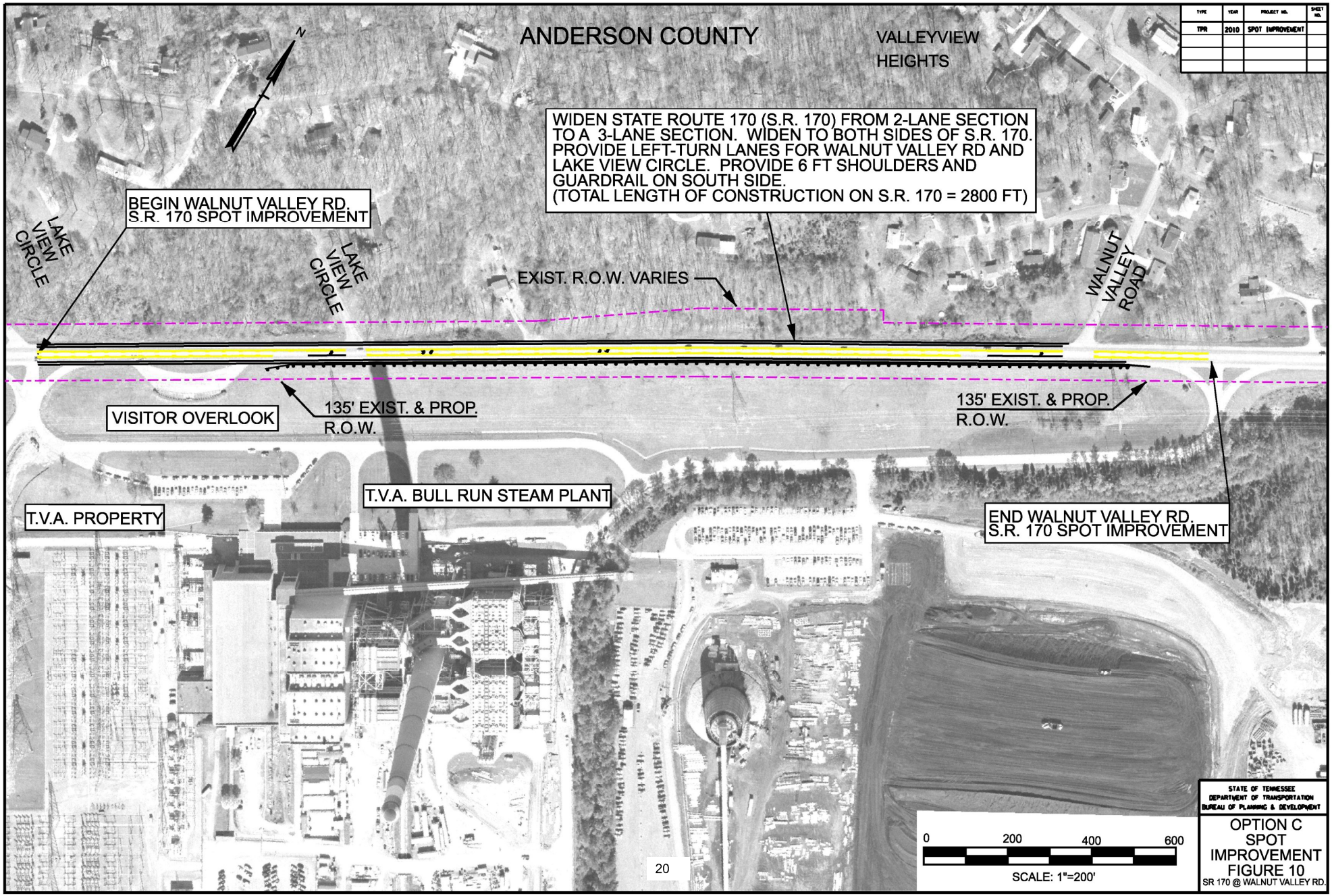
- **C4-Traffic Signalization (SR 170 and New Henderson Road)**
  Add a traffic signal at SR 170 and New Henderson Road Log Mile 4.25. This intersection qualifies for a signal in 2015. See Figure 12 for a conceptual layout of the improvement.

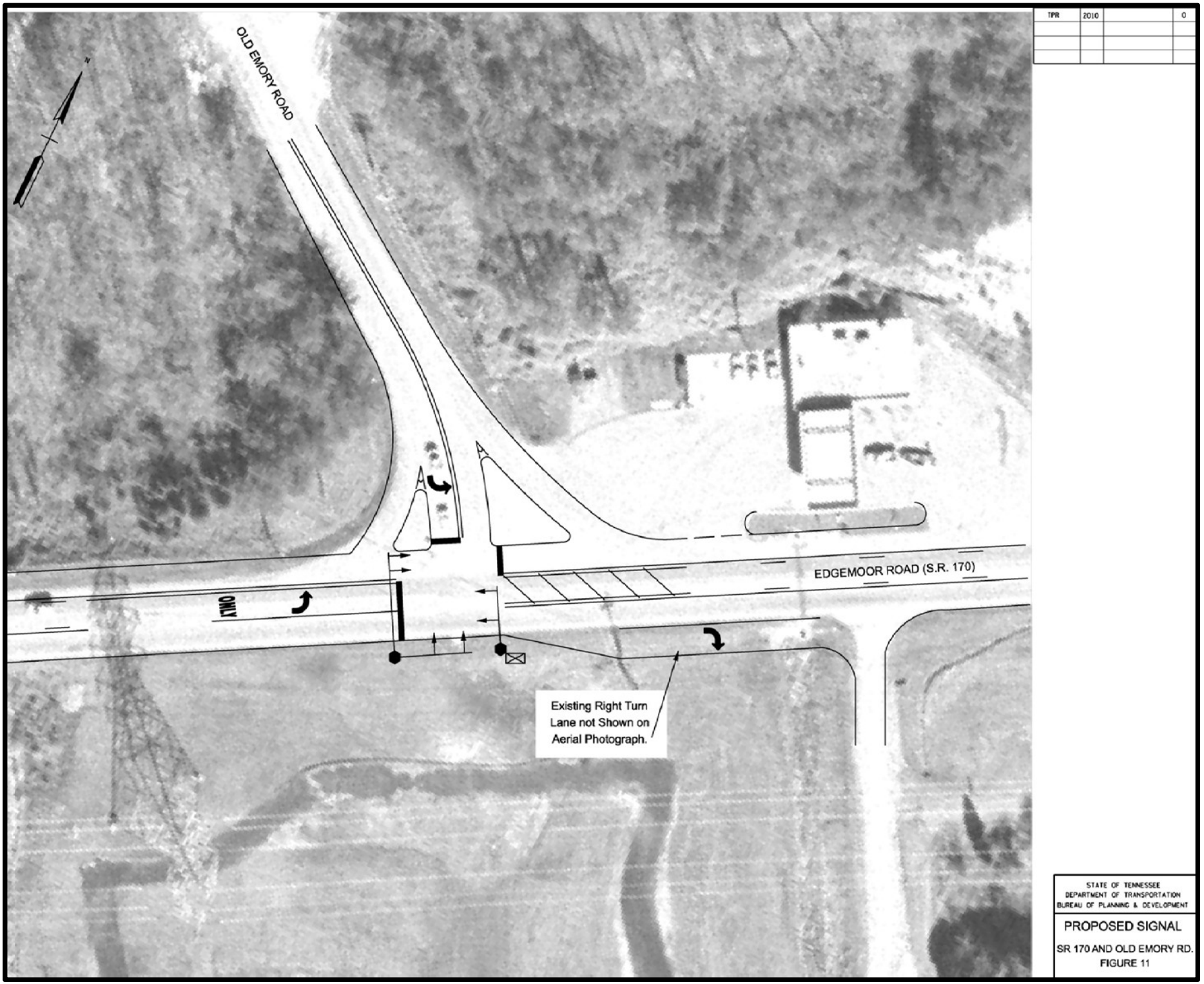
7.2 Traffic Signal Warrant Analyses

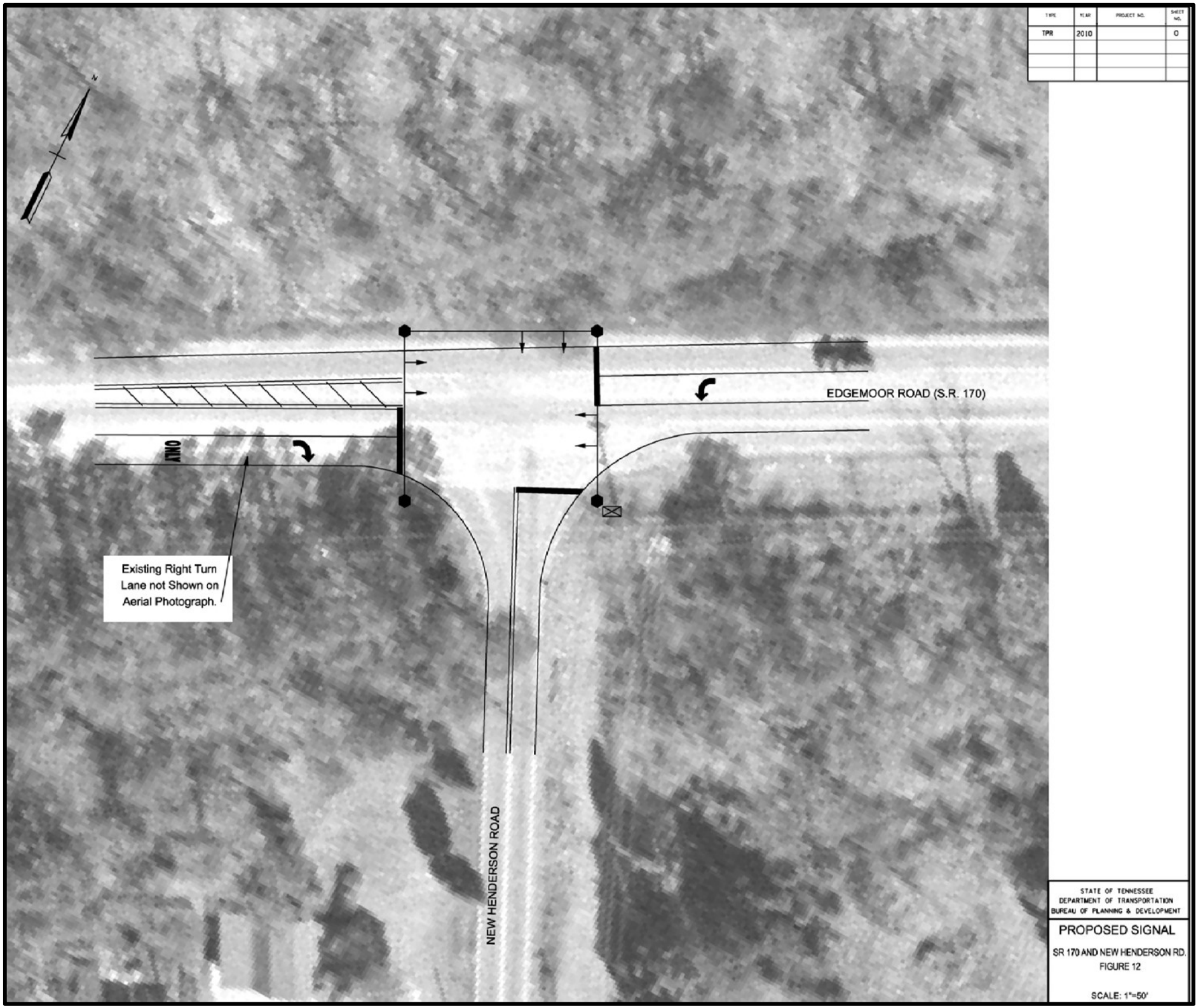
Eight (8) hour turning movement counts were conducted for the intersections of Old Emory Road and New Henderson Road for the purpose of conducting traffic signal warrant analyses.

There are nine (9) traffic signal warrants published in the Manual on Uniform Traffic Control Devices, 2009 Edition. Three (3) traffic volume warrants were examined: 1) the Eight (8) hour Traffic Volume Warrant consisting of the Minimum Volume (Warrant 1A), Interruption to Continuous Traffic Flow (Warrant 1B), Combination (Warrant 1C, combination of parts A & B); 2) Four-Hour (Warrant 2); and 3) the Peak-Hour Volume (Warrant 3B).


TYPE
YEAR
PROJECT NO.
SHEET NO.
TPR
2010
SPOT IMPROVEMENT
N
MELTON HILL
LAKE GREENWAY
AND PARK
RESIDENTIAL / COMMERCIAL
CLINCH RIVER
MELTON HILL DRIVE
CENTENNIAL BLVD.
STATE ROUTE 170 (S.R. 170) LENGTHEN RIGHT -TURN STORAGE FOR JUGHANDLE CONFIGURATION. WIDEN TO THE SOUTH OF S.R. 170. LENGTHEN RIGHT -TURN LANE 440 FT. OVERLAY EXIST. S.R.170 AND RESTRIPE. PROVIDE 6 FT SHOULDERS AND TAPER OF 660FT.
(TOTAL LENGTH OF CONSTRUCTION ON S.R. 170 = 1120 FT)
EXIST. JUGHANDLE AND INTERSECTION
EXIST. R.O.W. VARIES
100' EXIST. . R.O.W.
PROP. R.O.W. (VARIES)
END JUGHANDLE STORAGE S.R. 170 SPOT IMPROVEMENT
BEGIN JUGHANDLE STORAGE S.R. 170 SPOT IMPROVEMENT
TVA PROPERTY
0
200
400
600
SCALE: 1"=200'
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT
OPTION C
SPOT IMPROVEMENT
FIGURE 9
S.R. 170 / MELTON LAKE DR.


ANDERSON COUNTY
VALLEYVIEW HEIGHTS
TYPE | YEAR | PROJECT NO. | SHEET NO.
TPR | 2010 | SPOT IMPROVEMENT
WIDEN STATE ROUTE 170 (S.R. 170) FROM 2-LANE SECTION TO A 3-LANE SECTION. WIDEN TO BOTH SIDES OF S.R. 170. PROVIDE LEFT-TURN LANES FOR WALNUT VALLEY RD AND LAKE VIEW CIRCLE. PROVIDE 6 FT SHOULDERS AND GUARDRAIL ON SOUTH SIDE.
(TOTAL LENGTH OF CONSTRUCTION ON S.R. 170 = 2800 FT)
BEGIN WALNUT VALLEY RD. S.R. 170 SPOT IMPROVEMENT
LAKE VIEW CIRCLE
LAKE VIEW CIRCLE
EXIST. R.O.W. VARIES
WALNUT VALLEY ROAD
VISITOR OVERLOOK
135' EXIST. & PROP. R.O.W.
135' EXIST. & PROP. R.O.W.
T.V.A. BULL RUN STEAM PLANT
T.V.A. PROPERTY
END WALNUT VALLEY RD. S.R. 170 SPOT IMPROVEMENT
0 200 400 600
SCALE: 1"=200'
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT
OPTION C
SPOT IMPROVEMENT
FIGURE 10
SR 170 @ WALNUT VALLEY RD.
20


TPR
2010
0
OLD EMORY ROAD
EDGEMOOR ROAD (S.R. 170)
ONLY
Existing Right Turn Lane not Shown on Aerial Photograph.
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT
PROPOSED SIGNAL
SR 170 AND OLD EMORY RD.
FIGURE 11


TYPE
YEAR
PROJECT NO.
SHEET NO.
TPR
2010
0
EDGEMOOR ROAD (S.R. 170)
ONLY
Existing Right Turn Lane not Shown on Aerial Photograph.
NEW HENDERSON ROAD
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT
PROPOSED SIGNAL
SR 170 AND NEW HENDERSON RD.
FIGURE 12
SCALE: 1"=50'

Any part of Warrant 1 volumes must be met for a minimum of eight (8) hours. Warrant 2 must be met for four (4) hours, and one (1) hour must be met for the Peak-Hour Warrant (Warrant 3B). The volume thresholds required to satisfy the volume warrants are reduced when prevailing speeds are in excess of 40mph.

Signal warrant analyses also consider the number of lanes on the major and minor approaches. The analyses conducted for this evaluation used single-lane approaches. Because the posted speed limit is 50mph, volume thresholds used for the analyses conducted were reduced to 70-percent of the required volumes, 105 and 53 vehicles per hour for the minor approaches. Table 5 summaries the traffic signal warrant results.

TABLE 5
SIGNAL WARRANT SUMMARY
SR170 and Old Emory Road

Warrant			2010 Hours Satisfied	2015 Hours Satisfied	2035 Hours Satisfied
	A	Minimum Volume	1	1	3
1	B	Interruption	5	5	7
	C	Combination	3	3	3
2		Four-Hour Volume	3	3	**4**
3	B	Peak-Hour Volume	**1**	**2**	**3**

SR 170 and New Henderson Road

Warrant			2010 Hours Satisfied	2015 Hours Satisfied	2035 Hours Satisfied
	A	Minimum Volume	0	0	1
1	B	Interruption	3	3	5
	C	Combination	1	1	2
2		Four-Hour Volume	1	1	2
3	B	Peak-Hour Volume	0	0	**1**

The intersection of Old Emory Road currently (2010) satisfies the Peak-Hour warrant and traffic volumes are approaching the requirements of the Interruption to Continuous Traffic Flow and Four (4) Hour warrants. There were not any significant changes in the signal warrant analyses for 2015, but for 2035, the Four (4) Hour warrant is satisfied and the Interruption to Continuous Traffic Flow Warrant meets seven (7) out of eight (8) hours and is at ninety-four (94) percent for the eighth (8^{th}) hour.

The intersection of New Henderson Road does not currently (2010) satisfy any signal warrants. The Peak-Hour warrant is approaching threshold volumes in 2015. The signal warrant evaluation for 2035 found that the Peak-Hour warrant is satisfied and the Interruption to Continuous Traffic Flow warrant is approaching the threshold volumes.

7.3 Bicycle and Pedestrians

Although, SR 170 is not classified as a Tennessee State Bicycle Route, the proposed typical section will provide adequate shoulder width for bicyclists to share the road.

Proper signage indicating the shared use of the shoulder is recommended. TDOTs Bicycle Plan lists the American Museum of Science and Energy (AMSE) in Oak Ridge as a regional attractor and generator. The City of Oak Ridge is continuing efforts to plan and implement programs to accommodate bicyclists and pedestrians when accessing such popular facilities.

In addition to the spot improvements previously mentioned, consideration should be given to adding marked bike lanes along the existing shoulders on both sides of SR 170. This enhancement will provide a safe travel lane for bicyclists. Appropriate signing and marking will be required along the existing facility.

As part of the extension of the Melton Lake Greenway, Phase 4 includes encompassing a portion of SR 170 to extend the greenway under the Clinch River Bridge. The City of Oak Ridge has requested approval for this request in which TDOT will require certain legal restrictions to avoid environmental problems and easement disputes in the future. Coordination of this effort is ongoing with TDOTs Right-of-Way Office, Structures Division and the Excess Land Committee.

The City of Oak Ridge, the Bicycle Pedestrian Technical Advisory Committee, and the Knoxville Transportation Planning Organization have joined forces to prepare a Bicycle Pedestrian Master Plan for the City of Oak Ridge.

A presentation of the Oak Ridge Bicycle and Pedestrian Plan was given at a public forum on January 5, 2010. The presentation is available via the City of Oak Ridge's website (www.cortn.org)

7.4 Discussion of Structural Impacts (Bridges, Railroad Crossings, Major Rock Cuts)

It is proposed that the Clinch River Bridge, be replaced with a new structure. The existing structure is over fifty (50) years old. Cost estimates include demolishing the existing bridge and rebuilding a new bridge (88 feet out-to-out width) over the Clinch River and the CSX railroad. The bridge cost will include the relocation of any utility lines attached to the bridge.

For Option B, the new bridge structure is proposed to include four (4) twelve (12) foot travel lanes, a fourteen (14) foot raised median and twelve (12) foot outside shoulders. Bicyclists and pedestrians will be accommodated by sharing the shoulders. The existing bridge will remain open during the staged construction of the new bridge to maintain traffic.

Additionally, the Bull Run Steam Plant has water intakes, slurry pools, mixing pools and other outlets to produce coolant water near the bridge. These areas need to be avoided if possible.

7.5 Disposition of Existing Route

Recommended improvements along SR 170 will generally follow the existing alignment. No portions of the roadway or side streets are proposed to be closed or abandoned.

8 EARLY ENVIRONMENTAL SCREENING

In preparation of Transportation Planning Reports (TPR), the Tennessee Department of Transportation (TDOT) has introduced an early environmental screening (EES) process for the study area. By screening the latest available Geographic Information Systems (GIS) environmental data during the early stages of study planning, TDOT and the public will be better prepared to anticipate potential environmental issues and mitigation requirements. This screening process involves using GIS to assess environmental data as it spatially relates to the project's Area of Potential Effect (APE). In broad terms, the GIS environmental data reviewed in this TPR include the following layers:

8.1 1,000 ft ESS Corridor

- Cemetery Sites and Cemetery Properties
  Peoples Cemetery, Haven Chapel Cemetery and Memorial Gardens are located on the north side of SR 170 approaching SR 9 (US 25W). Oak Ridge Memorial Park, Woodhaven Memorial Gardens and Zion Cemetery are also located within the study area. It is possible to avoid direct impact to these sites. An environmental impact may still result and necessitate an archaeological review as part of the National Environmental Policy Act (NEPA) process. A moderate level of environmental documentation and time will be required to proceed with development of the project, including steps to reach "no adverse effect" and /or *de minimus* impact determination to the cemeteries.

- Institutions (Schools and Churches)
  Claxton Elementary School is located at the east end of the project terminus at SR 170 and SR 9 (US 25W/Clinton Highway). The school educates approximately 450 students (Grades Kindergarten through 5), and has been part of the Claxton Community since 1915. Buses enter from SR 9 and exit onto SR 170. Buses drop off in the mornings from 6:30 AM to 7:30 AM and in the afternoons from 2:00 PM to 2:30 PM. Population growth in the area has been such that Claxton School is the largest elementary school in the county. Haven Chapel Church is also located within the project study area. Impacts to the school and church properties are likely. Additional design will be needed to locate and design the proposed transportation improvements in such a way that avoids or minimizes the adverse effects to the church and/or potential [Section 4(f)] takes of the school property. A Section 4(f) refers to a policy of the US Department of Transportation Act of 1966 which established the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in project development. Use of a Section 4 (f) property occurs: (1) when land is permanently taken for a transportation facility;(2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservation purpose; (3) when there is a constructive use (a project's proximity impacts are so severe that the protected activities, features, or attributes of a property are substantially impaired).

- Sensitive Community Populations-Residential Neighborhoods
  Impacts to sensitive community populations cannot be avoided. Preliminary Early Environmental Screening (EES) maps reveal that the study area contains a minority population of twenty-four (24) percent. Residents within the study area were also identified as linguistically isolated. The maps also revealed that there

are some residents within the study area living below the average state poverty level of 14.5 percent.

- Bats
  A substantial impact on the project is probable as there is a known occurrence of Indiana or gray bats (*Myotis grisescens*) within four (4) miles of the proposed study area. It is anticipated that avoidance or minimization of potential impacts to the species may be required; surveys for the species may be required; coordination with the US Fish and Wildlife Service (USFWS) and a biological conclusion (Section 7) will be needed. Additionally, seasonal construction limitations will likely be necessary.

  Section 7 of the Endangered Species Act (ESA) Act, called "Interagency Cooperation", is the mechanism by which Federal agencies must consult with US Fish and Wildlife Service when any action the agency carries out, funds or authorizes (such as through a permit) may affect a listed endangered or threatened species.

- Railroads
  CSX railroad lines are located within the project study area and run along the north side of the Clinch River. The bridge along SR 170 spans across the Clinch River and two CSX rail lines. Impacts to the railroad can be avoided or minimized. Although the proposed project will be greater than two hundred (200) feet from the railroad, there is the remote possibility of minor involvement on railroad property to accommodate drainage. However no at-grade crossing is proposed.

- TVA Bull Run Fossil Plant
  Bull Run Fossil Plant is located on Bull Run Creek within the Claxton Community. The facility generates more than six (6) billion kilowatt-hours of electricity a year. The plant uses approximately 7,300 tons of coal daily. Because of adjacent land uses, TVA has actively implemented methods to reduce harmful sulfur dioxide (SO_2), Nitrogen Oxide (NO_X) and other emissions associated with the plant to ensure that the power supply is generated as clean as possible.

8.2 2,000 ft EES Corridor

- National Register Sites
  No impact is anticipated as there are no National Register listed properties abutting or within the study corridor.

- Superfund Sites
  No impact is anticipated as there are no known contaminated land tracts abutting or within the study corridor.

- Pyritic Rock
  No impact is anticipated. Pyritic rock is not known to occur in the study corridor. However, during construction there may be some excavation of a rock bluff near the south end of the Clinch River Bridge. Limestone (symbolized as dark green) and dolomite (symbolized as light green) are present. Dolomite class includes: Mascot, Longview, Chepultepec, Kingsport, and Newala Formations.

- TWRA Lakes and Other Public Lands
  There are no TWRA Lakes located within the study corridor. However, there are several public parks located within the study area including Haw Ridge Park, Solway Park, Centennial Golf Course and Claxton Community Park. Minimal impacts to one resource, Haw Ridge Park, are anticipated as the park abuts the study corridor.

8.3 4,000 ft EES Corridor

- Terrestrial Species
  A substantial impact is probable as there are ten (10) federally- and state-protected terrestrial species located within the corridor. Additional alternatives and design will likely not eliminate impacts to the species; additional design will be needed to minimize any impacts. A survey will be required. Extensive consultation with the USFWS and the Tennessee Department of Environment and Conservation (TDEC) will be required and special construction considerations will likely be required.

- TDEC Conservation Sites and TDEC Scenic Waterways
  Medium impact is anticipated as a scenic waterway, the Clinch River and two (2) TDEC Conservation Sites (ORR Solway Bend Bluffs and Clinch State Scenic River) are within the study corridor. The Clinch River is classified as a Class III (Developed River Area) from the Melton Hill Dam upstream to Pellissippi Parkway (Interstate 140). Impacts to the scenic waterway or TDEC Conservation Site cannot be avoided but will likely be minor. Examples include replacing a bridge structure in its existing location. Determination of study impacts will include analysis, coordination, and negotiation to resolve Section 4(f) issues associated with the crossing of a scenic waterway.

- Large Wetland Impacts
  Twenty-one (21) large wetlands totaling 4,188.39 acres are listed within the study area. A substantial impact is probable as there is greater than two (2) acres of wetlands within the study area. Compensatory mitigation may be required. Design efforts will be needed to avoid and minimize impacts to wetlands to the maximum extent practical. If a floodplain is crossed by the project, floodplain culverts may be necessary.

- Tennessee Natural Area Program
  No impact is anticipated as the study area does not include a Natural Area.

- Wildlife Management Areas (WMA)
  The Oak Ridge Wildlife Management Area (WMA) is located within the study area. Minimal impact is anticipated to this resource. However, there is the potential to avoid any takings or impacts to the wildlife management area through more detailed location and design of the proposed roadway improvements. With additional effort to locate and design the project, there should be no impacts to the wildlife management area.

8.4 10,000 ft EES Corridor

- Aquatic Species
  A substantial impact is likely as there are eleven (11) federally-protected aquatic species listed within the project study area. The species are listed in Table 6 below.

TABLE 6
AQUTIC SPECIES LISTING

Aquatic Species	USESA	State Protected
Lampsilis abrupta	LE	E
Cumberlandia monodonta	C	
Dromus dromas	LE	E
Cumberlandia monodonta	C	
Fusconaia cuneolus	LE	E
Plethobasus cicatricosus	LE	E
Io fluvialis		
Plethobasus cooperianus	LE	E
Fusconaia cor	LE	E
Dromus dromas	LE	E
Hemistena lata	LE	E

LE=Endangered Species Listing
E=Endangered Species C=Candidate Species

The potential of locating a population of the species during field surveys in the study corridor exists. Impacts to the species will be difficult to avoid even with additional alternatives. Extensive consultation with the USFWS and TDEC will be necessary. Additional design that minimizes or eliminates impacts to the streams will likely be required based on field surveys and consultation with USFWS and TDEC. Special construction considerations may be required.

- Caves
  No impacts are anticipated as there are no known caves in the study corridor.

As of the publication of this document, the GIS data within each layer was up to date relevant to date of its publication. This data will be updated as part of the ongoing project development process.

9 ASSESSMENT OF CORRIDOR OPTIONS

9.1 TDOTs Seven Guiding Principles

The Tennessee Department of Transportation has adopted seven (7) guiding principles against which all transportation projects are to be evaluated. These guiding principles address concerns for system management, mobility, economic growth, safety, community, environmental stewardship, and fiscal responsibility. These guiding principles are discussed in the following paragraphs as they relate to Option B for improving the corridor within the study area.

9.2 Guiding Principle 1: Preserve and Manage the Transportation System

The existing 6.18 mile section of SR 170 between SR 62 and SR 9 (US 25W) currently has congestion issues during the morning and afternoon peak hours and is experiencing

near and long term capacity deficiencies within its 25-year planning horizon. The option of widening SR 170 to provide a five (5) lane typical section is consistent with TDOT's goal of preserving the existing transportation system. Widening will provide the needed additional capacity to service existing and future traffic volumes.

Addressing the safety and operational needs of SR 170 will improve the overall transportation system in the region by providing the infrastructure to adequately address movement of people and goods. The No Build decision for SR 475 prioritized the improvement to SR 170 to preserve this existing corridor while considering improvements that benefit both the safety and operations of SR 170.

9.3 Guiding Principle 2: Move a Growing, Diverse, and Active Population

The No-Build Option (Option A) does not address the need for improved connectivity for passenger or commercial vehicles throughout the region. Option B provides for this connectivity and will improve access along the SR 170 corridor. An improved SR 170 will help facilitate the movement of goods – such as materials to and from the TVA Bull Run Steam Plant.

The SR 170 corridor is important to the surrounding communities and provides regional mobility and economic opportunities for both residents and industry. Presently, the characteristics of the corridor have limited facilities for bicycles and pedestrians. Option B offers an additional level of safety above the existing conditions for alternative uses.

9.4 Guiding Principle 3: Support the State's Economy

The US Department of Energy's (DOE) primary presence in Oak Ridge continues to provide economic benefits to the area. The spillover of economic benefits into the region and state can be attributed to the numerous programs offered by DOE to companies located within the state. Knox and Anderson counties have very strong ties in terms of employment. According to the US Census, approximately twenty-six (26) percent of Anderson County residents commute to Knox County. Also more than 11,000 Knox County residents work in Anderson County accounting for approximately twenty-five (25) percent of the Anderson County employment base. These commuting patterns are evident along SR 170 especially during morning and afternoon peak hour periods when motorists experience congestion along the corridor. Investment in a safe and efficient state highway system will provide more efficient routes for passenger and freight movement in the area's transportation network.

9.5 Guiding Principle 4: Maximize Safety and Security

Recommended widening improvements along SR 170 are expected to improve roadway safety and congestion. Structural improvements to the Clinch River Bridge will primarily increase the safety of the bridge and expand the capacity and viability of the roadway network. During the three (3) year period from 2006 through 2008, one hundred eighty (180) crashes were reported along the project corridor. Of the total number of crashes, fifty-nine (59), thirty-three (33) percent involved injuries, and one hundred twenty one (121), sixty-seven (67) percent reported property damage. Analyses calculated the crash rate to be 1.662. This can be compared to the statewide average rate of 2.389 for this type of facility. Previous improvements to some intersections have alleviated congestion and reduced the possibility of crashes. As traffic volumes increase along the corridor, it is expected that without additional improvements the crash rate will also

increase. Recommendations of the Option B would anticipate a lower crash rate and facilitate safer travel for motorists.

Rear-end crashes are common on SR 170 most likely resulting from shared through/ left turn lanes. Option B proposes to reduce the number of crashes along the two-lane sections of the route. Additionally, shoulders on each side of SR 170 will serve as a buffer for pedestrians and bicyclists traveling to and from nearby land uses, and provides additional opportunity to increase the distance between pedestrian and vehicles.

9.6 Guiding Principle 5: Build Partnerships for Livable Communities

TDOT's planning process encourages public involvement in all transportation projects. This process provides insight as a study moves forward into project development based on factors that reflect the priorities of the affected public.

This study, originated by the RPO was identified as a need for the region when TDOT announced the No Build decision for SR 475. This decision is also supported by local public officials to identify objectives for improving the region's transportation system to I-40 and I-75. Option B will incorporate an improved regional transportation facility that will increase safety for motorists, pedestrians and bicyclists as well as enhance the quality of life for the community by integrating growth with the conservation of resources. Following this study, the public involvement process will continue to develop partnerships as each option is further evaluated and a build option is chosen.

9.7 Guiding Principle 6: Promote Stewardship of the Environment

Several areas within the study area should be avoided, if possible. These areas include cemeteries, a public golf course, a public elementary school, public recreational areas (parks and ball fields) which are considered Section 4(f) resources. An appropriate environmental document will be prepared to fully address the impact of the considered build option. A more comprehensive analysis of the impacts will be completed at a later date to comply with the National Environmental Policy Act (NEPA). This analysis will require the consideration of environmental values in the decision-making processes by taking into account the environmental impacts of the proposed actions and reasonable alternatives to those actions. Additional environmental issues including social, economic, displacements, and land use impacts will be evaluated as part of the NEPA document.

9.8 Guiding Principle 7: Promote Financial Responsibility

It is TDOT's goal to follow a comprehensive transportation planning process, promote coordination among public and private operators of transportation systems, and support efforts to provide stable funding for the public component of the transportation system. The preparation of this TPR, and the cost estimates contained herein, initiate the promotion of financial responsibility in the scheduling and development of roadway projects and minimizing costs to taxpayers.

10 COST ESTIMATE

10.1 Option A: No Build

No cost is associated with this option.

10.2 Option B: Widening Along Existing Alignment

The cost estimate for Option B was developed by using an estimated minimum right-of-way width of approximately 160 feet for the five (5) lane typical section from SR 62 to SR 9. This was based on the overall pavement width and drainage areas and an average of ten (10) feet on both sides to match the slope lines. Since several Section 4(f) resources exist along the corridor, the ROW was determined by avoiding impacts to the Section 4(f) resources which included the Centennial Golf Course, Solway Park boat ramp areas, Haw Ridge Park, Claxton Community Center (and ball fields) and the cemeteries.

The construction costs are based on the existing topography, road alignment and proposed typical sections. Construction costs include mobilization, pavement removal, earthwork, drainage, paving, utility relocation, traffic signals, guardrail and other construction items. The estimated total construction costs for this build option is $40.1 million which includes $13.3 million to construct a new bridge over the Clinch River.

10.3 Option C: Spot Improvements

The cost estimates for the spot improvements provides for the reconstructing and mitigation of four (4) existing intersections on SR-170. Construction costs include mobilization, pavement removal, earthwork, drainage, paving, traffic signals, guardrail, utility relocation and other construction items. A comparison of the estimated construction costs to build the four (4) preferred spot improvements are provided in the Table 7.

A Project Cost Sheet provides a breakdown for the particular construction costs for both build options and is shown on the Data Tables in this report.

TABLE 7
OPTION C: SPOT IMPROVEMENTS

	LOCATION	TYPE OF IMPROVEMENT	CONSTRUCTION COSTS*
C1	SR-170 at Melton Lake Drive	Storage length improvement	$322,000
C2	SR-170 at Walnut Valley Road	Storage length improvement	$728,000
C3	SR-170 at Old Emory Road	Intersection modification/signalization Qualifies for signal now	$265,000
C4	SR-170 at New Henderson Road	Intersection modification/signalization Qualifies for signal in 2015	$265,000
TOTAL			**$1,580,000**

* A compounded inflation rate of 10% per year should be applied.

11 SUMMARY

11.1 Option A: No Build Option

Option A, the No-Build Option does not meet the purpose, needs and goals of the study. Future improvements to the existing SR 170 corridor are necessary to accommodate for the continuing growth in the Oak Ridge and Claxton communities.

Option A assumes no modifications or improvements are made over the planning horizon. Normal maintenance will continue without disruption to the area. Option A will not increase mobility between the SR 62 and SR 9 (US 25W) in the Oak Ridge and Claxton communities. No cost is associated with this option.

11.2 Option B: Widening Along Existing Alignment

The proposed improvements include a five (5) lane typical section, adding two (2) additional travel lanes, a center two (2) way left turn lane and shoulders. Bicyclists and pedestrians will be expected to share the road. For estimating purposes, the proposed right-of-way (ROW) for this typical section is approximately one hundred sixty (160) feet. Due to the topography of the area retaining walls may be needed. There are several environmental resources in the area.

It is proposed that the existing structure crossing the Clinch River and the CSX railroad be replaced with a new bridge structure. The proposed bridge structure will have eighty-six (86) feet of roadway (four (4), twelve (12) foot travel lanes, a fourteen (14) foot raised median, and twelve (12) foot shoulders) with an out to out width of eighty-eight (88) feet.

The proposed roadway improvements to SR 170 will:

- Provide economic growth potential for the City of Oak Ridge and the Claxton Community by improving a major arterial to attract residential, commercial, industrial and retail development opportunities;
- Increase capacity on the existing SR 170 corridor to meet future traffic demands;
- Provide an improved Level of Service (LOS) for motorists and truck traffic; and,
- Alleviate traffic congestion during peak hours, particularly for commuters.

11.3 Option C: Spot Improvements

Funding to support Option B may be limited, but traffic operations and safety on SR 170 can be improved with spot intersection improvements (Option C). A portion of the problems identified are due to isolated conditions at individual intersections, rather than stemming from consistently heavy traffic volumes being found throughout the length of the roadway. Through appropriate intersection design, the types of congestion, delay and motorist inconvenience experienced along SR 170 will be alleviated. These are described in **Section 7.1.3** of this report but include adding a two (2) way left turn lane near Lakeview Circle, adding traffic signals at Old Emory Road (warranted in 2010) and New Henderson Road (warranted in 2015), and enhancing the Melton Lake Drive intersection.

At this time, Option B best fulfills the purpose and need for roadway improvements to the SR 170 area. If chosen in the NEPA process as the preferred option, Option B will be further evaluated under future studies for horizontal and vertical alignment, right-of-way, utility relocations, environmental concerns and structures.

Line and Grade Plans

Index Of Sheets

LINE AND GRADE INDEX OF SHEETS

TITLE SHEET	1
TYPICAL SECTIONS	2B, 2B1, 2B2
RIGHT-OF-WAY ACQUISITION TABLE and PROPERTY MAPS	3A – 3D
PRESENT LAYOUTS	4 - 14
RIGHT-OF-WAY DETAILS	4A - 14A
PROPOSED LAYOUTS	4B - 14B
PROPOSED PROFILES	4C -14C
SIDE ROADS PROFILES	15-16
DRAINAGE MAPS	17 - 19
ROADWAY CROSS SECTIONS	20 - 109
SIDE ROAD CROSS SECTIONS	110 - 128

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	(YES)	NO
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	(NO)

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	STP-170(13)	
STATE PROJ. NO.	01024-0221-14	

S.R. 170
ANDERSON COUNTY

ANDERSON COUNTY

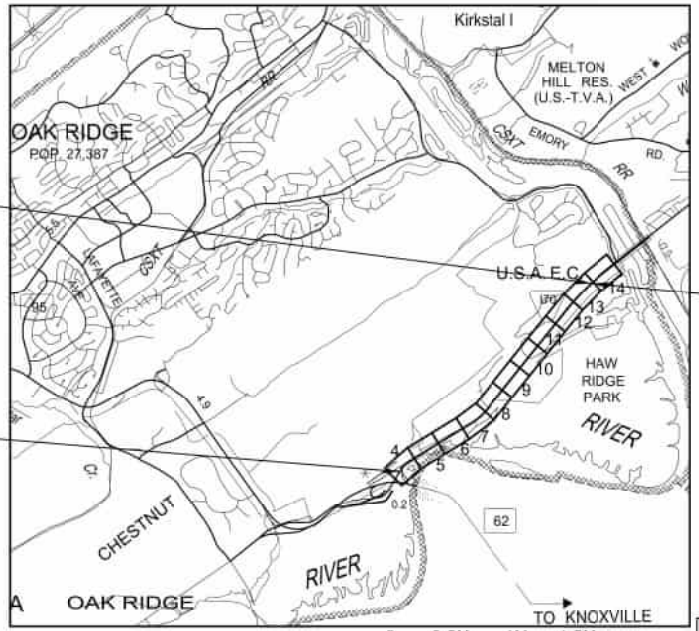
S.R. 170
FROM S.R. 62 (OAK RIDGE HIGHWAY)
TO NEAR MELTON LAKE DRIVE (IA)(TMA)

LINE AND GRADE

GRADE, DRAIN, BASE, PAVE, AND PAVEMENT MARKING

STATE HIGHWAY NO. 170 F.A.H.S. NO. N.A.

NO EXCLUSIONS



SCALE: 1"= 2640

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01024-0221-14
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STA. 213+84.70
N 517312.0506
E 2509919.6790

01024-0221-14
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STA. 100+32.00
N 609479.6188
E 2501880.7106

ADJACENT PROJECT
01024-0221-14
BEGIN PROJ. NO. STP-170 (16) PRELIM.
STA. 213+85.00
N 517312.0506
E 2509919.6790

ROADWAY LENGTH 2.159 MILES

LINE AND GRADE PLANS

SCALE: 1"

APPROVED:
WILL REID, DEPUTY COMMISSIONER/ CHIEF ENGINEER
DATE:

APPROVED:
HOWARD H. ELEY, DEPUTY GOVERNOR & COMMISSIONER

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER :	JOHN SHERK
DESIGNED BY :	ROBERT G. CAMPBELL AND ASSOC., LLC.
DESIGNER :	GREGORY GREEN, P.E.
CHECKED BY :	JASON SIVERLING, P.E.
P.E. NO.	01024-0221-14 (NEPA)
PIN NO.	124121.01

SURVEY 10-29-22	TRAFFIC DATA	
REV. 1-23-23	ADT (2029)	19,320
REV. 2-14-24	ADT (2049)	25,100
	DHV (2049)	2,639
	D	55 - 45
	T (ADT)	5 %
	T (DHV)	3 %
	V	55 MPH

COORDINATES ARE NAD/83(1995) ADJUSTED BY THE FACTOR OF 1.00009 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 USING GEOID 12B

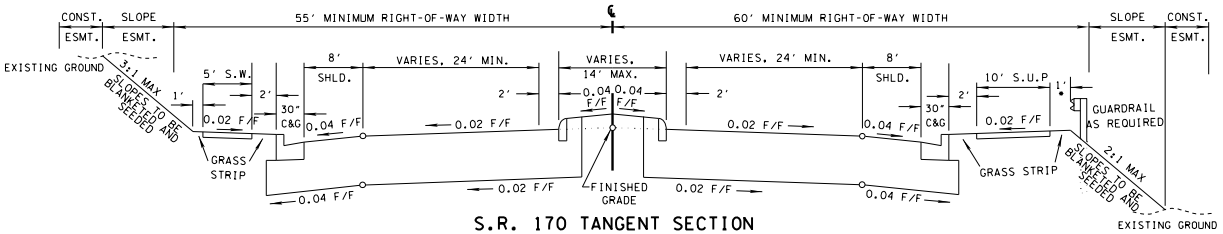
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:
DIVISION ADMINISTRATOR DATE

3/5/2025 2:03:56 PM
L:\TDOT\2090\1\AN170-03 LINE AND GRADE TITLE SHEET.sht

Design Segment 1: 124121.01 Line & Grade Plans (March 5, 2025)

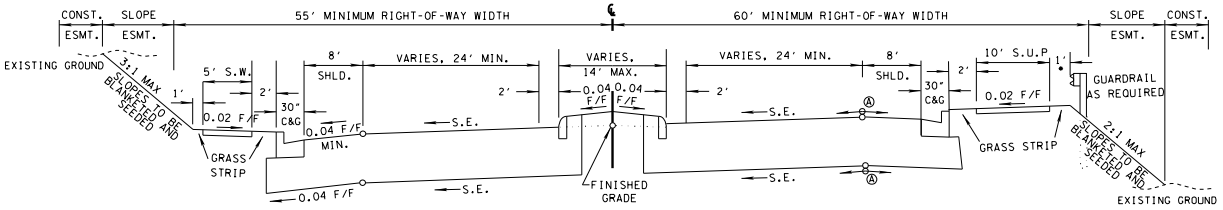
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170(13)	2B



S.R. 170 TANGENT SECTION

(BASED ON STD. DWG. RD11-TS-6)

• BERM WIDTH VARIES IN SOME LOCATIONS TO MEET CLEAR ZONE CRITERIA AND AVOID GUARDRAIL

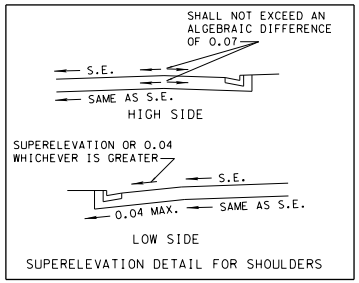


S.R. 170 SUPERELEVATION SECTION

(BASED ON STD. DWG. RD11-TS-6)

• BERM WIDTH VARIES IN SOME LOCATIONS TO MEET CLEAR ZONE CRITERIA AND AVOID GUARDRAIL

Ⓐ THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%



SUPERELEVATION DETAIL FOR SHOULDERS

Ⓐ THE SLOPES OF THE SHOULDER AND ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 0.07.

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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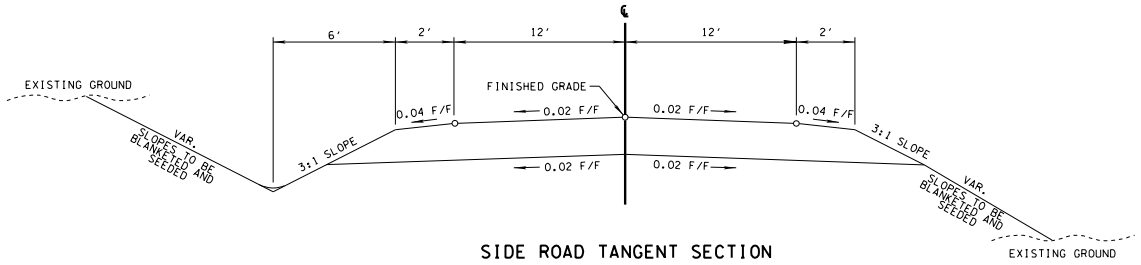
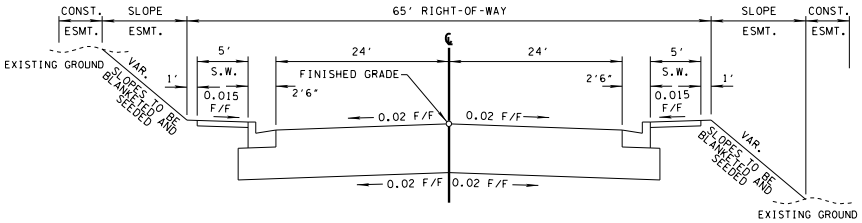
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	2B1



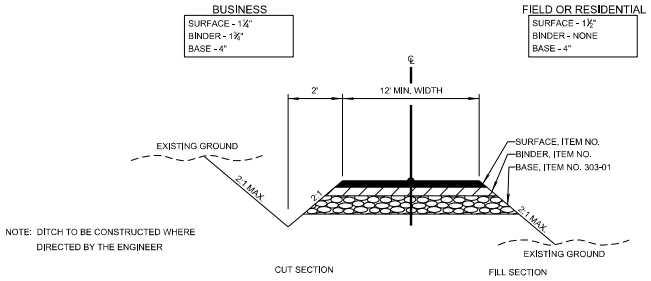
SIDE ROAD TANGENT SECTION
(BASED ON STD. DWG. RD11-TS-1)

OLD EDGEMOOR ROAD



TANGENT SECTION
(BASED ON STD. DWG. RD11-TS-6A)

WATER VIEW DRIVE (WEST)
DRIVEWAYS TO TRACT 8



TYPICAL SECTION
PRIVATE DRIVE TO BUSINESS,
FIELD, OR RESIDENTIAL PROPERTY

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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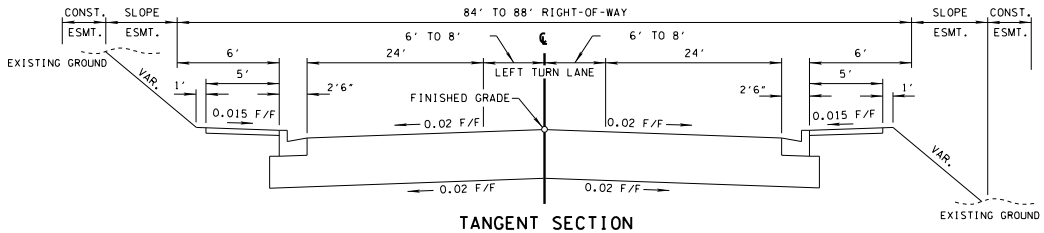
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	2B2



TANGENT SECTION

(BASED ON STD. DWG. RD11-TS-6A)

WATERVIEW DRIVE (EAST)
HARBOUR POINT LANE
PARK MEADE LANE
CENTENNAL BOULAVARD

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170(13)	3A

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE BOOK	DEED DOCUMENT REFERENCE PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERMANENT	SLOPE	CONSTRUCTION	AIR RIGHTS
1	OAK RIDGE MEMORIAL PARK	106	003.00			134.697		134.697				134.697					
2	UT FARM LAND	101	012.00	B-8	367	1120.249		1120.249	0.933		0.933	1119.316					
3	TVA					7.639		7.639				7.639		0.432 (5)			
3A	TVA													2.300 (5)			
4	MACK (CENTENNIAL) LLC	107H A	001.00	1802	1680	28.878		28.878	0.556		0.556	28.322					
5	TVA					2.936		2.936				2.936		0.568 (5)			
6	H.E. BITTLE III	107H A	002.00	1695	1054	5.056		5.056	0.137 (1)		0.137 (1)	4.919					
7	H.E. BITTLE III	107B A	065.00	1695	1037				0.500 (2)		0.500 (2)						
8	CITY OF OAK RIDGE, HAW RIDGE PARK	101	011.00				863.896	863.896		2.654 (3)	2.654 (3)		861.242				
9	H.E. BITTLE III	107B A	063.02	1695	1037	5.956		5.956	0.651		0.651	5.305					
10	CITY OF OAK RIDGE	101G A	001.00			36.884		36.884	1.714		1.714	35.170					
11	PARK MEADE COMMUNITY ASSOCIATION INC	101G A	002.00	1558	1192	2892 S.F.		2892 S.F.	1667 S.F.		1667 S.F.	1225 S.F.					
12	PARK MEADE COMMUNITY ASSOCIATION INC	101G A	003.00	1559	1192	2897 S.F.		2897 S.F.	1215 S.F.		1215 S.F.	1682 S.F.					
13	TVA	101	017.00				110.959	110.959					110.959	5.853 (5)			
14	CITY OF OAK RIDGE	101G A	001.00			126.148		126.148	1.871 (4)		1.871 (4)	124.277					
15	BIR INVESTMENTS, LLC	101F A	002.00	1795	1650	21.487		21.487	1.559		1.559	19.928					
214	TVA					1.709		1.709				1.709		0.119 (5)			
	ACQUISITION TOTALS (ACRES)									10.642				9.271			

(1) INCLUDES 4,450 S.F. IN PARCEL 1 AND 1,517 S.F. IN PARCEL 2

(2) INCLUDES 10,216 S.F. IN PARCEL 1 AND 11,560 S.F. IN PARCEL 2

(3) INCLUDES 1,135 S.F. IN PARCEL 1, 31,074 S.F. IN PARCEL 2, AND 72,417 S.F. IN PARCEL 3,

(4) INCLUDES 875 S.F. IN PARCEL 1, 69,329 S.F. IN PARCEL 2, 363 S.F. IN PARCEL 3, 185 S.F. IN PARCEL 4 AND 10,747 S.F. IN PARCEL 5

(5) PROPOSED PERMANENT EASEMENT IS TO BE ACQUIRED ON TVA PROPERTY.

DISTURBED AREA

IN BETWEEN SLOPE LINES	52.371	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	8.676	(AC)
TOTAL DISTURBED AREA	61.047	(AC)
TOTAL PROJECT AREA	122.094	(AC)

LINE AND GRADE PLANS

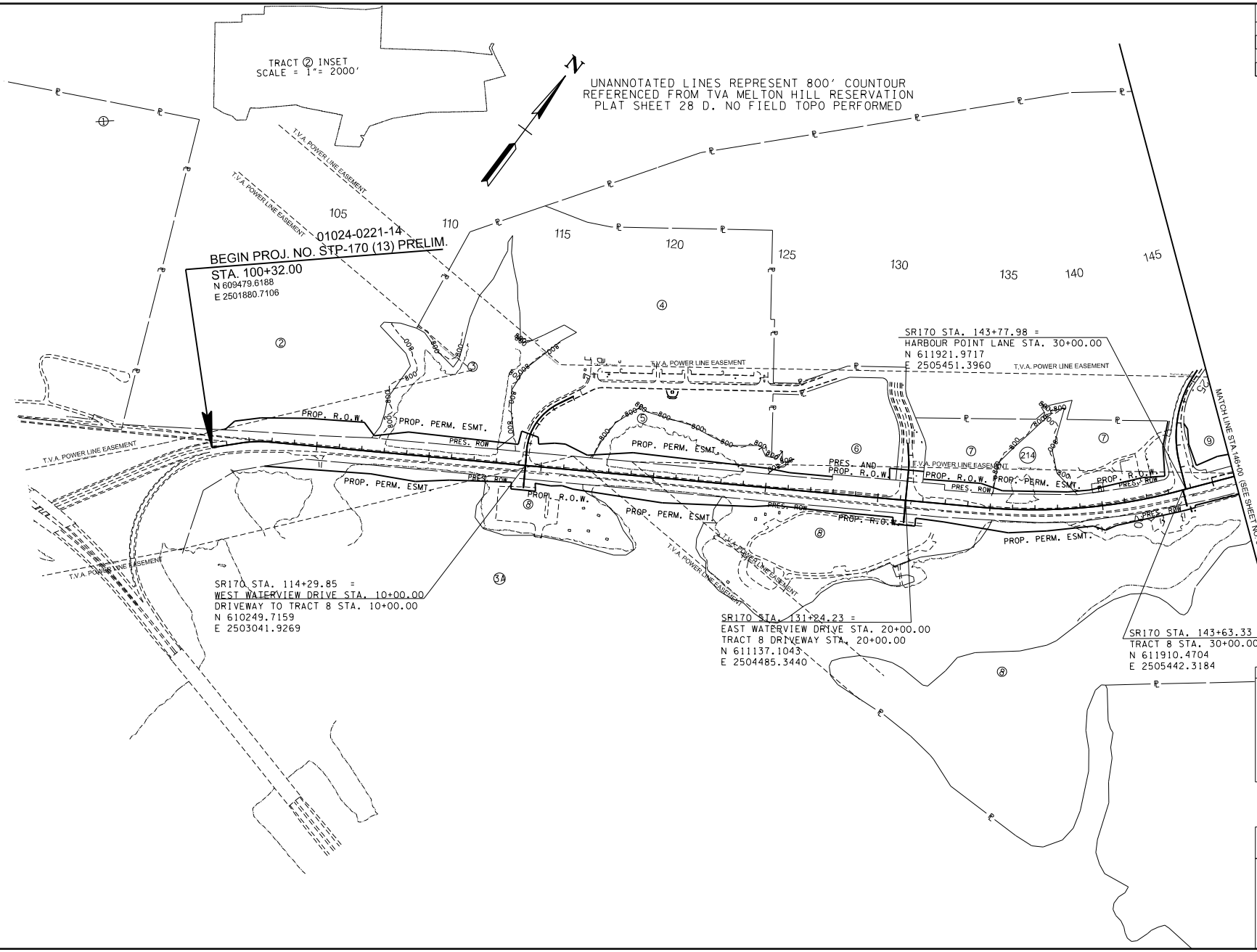
SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

3/5/2025 1:59:56 PM
L:\TDOT\20901\AN170-03 ACQUISITION TABLE.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170(13)	3B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 100+32 TO STA. 146+00
SCALE: 1"=200'

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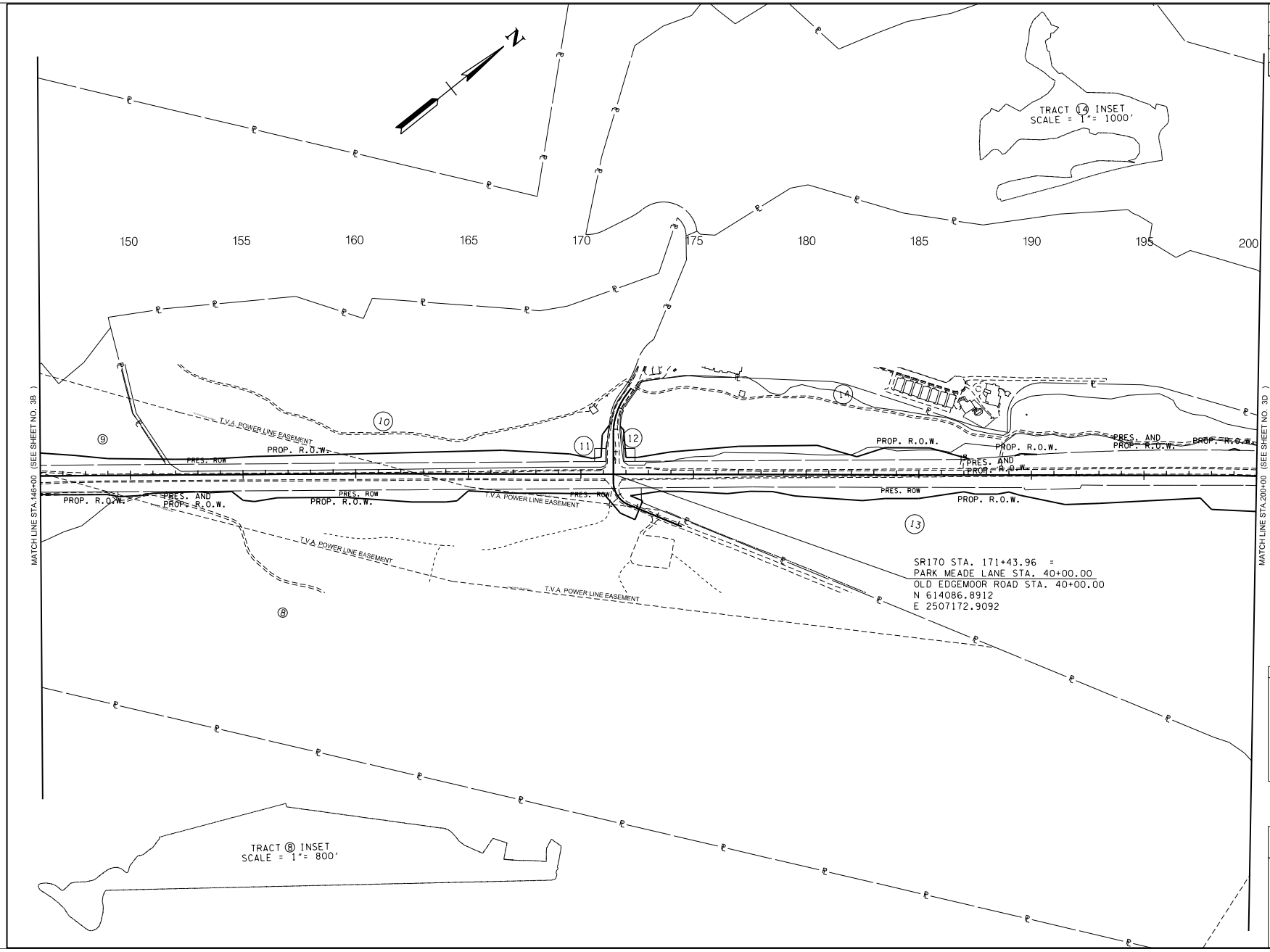


TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170(13)	3C

LINE AND GRADE PLANS

SEALED BY

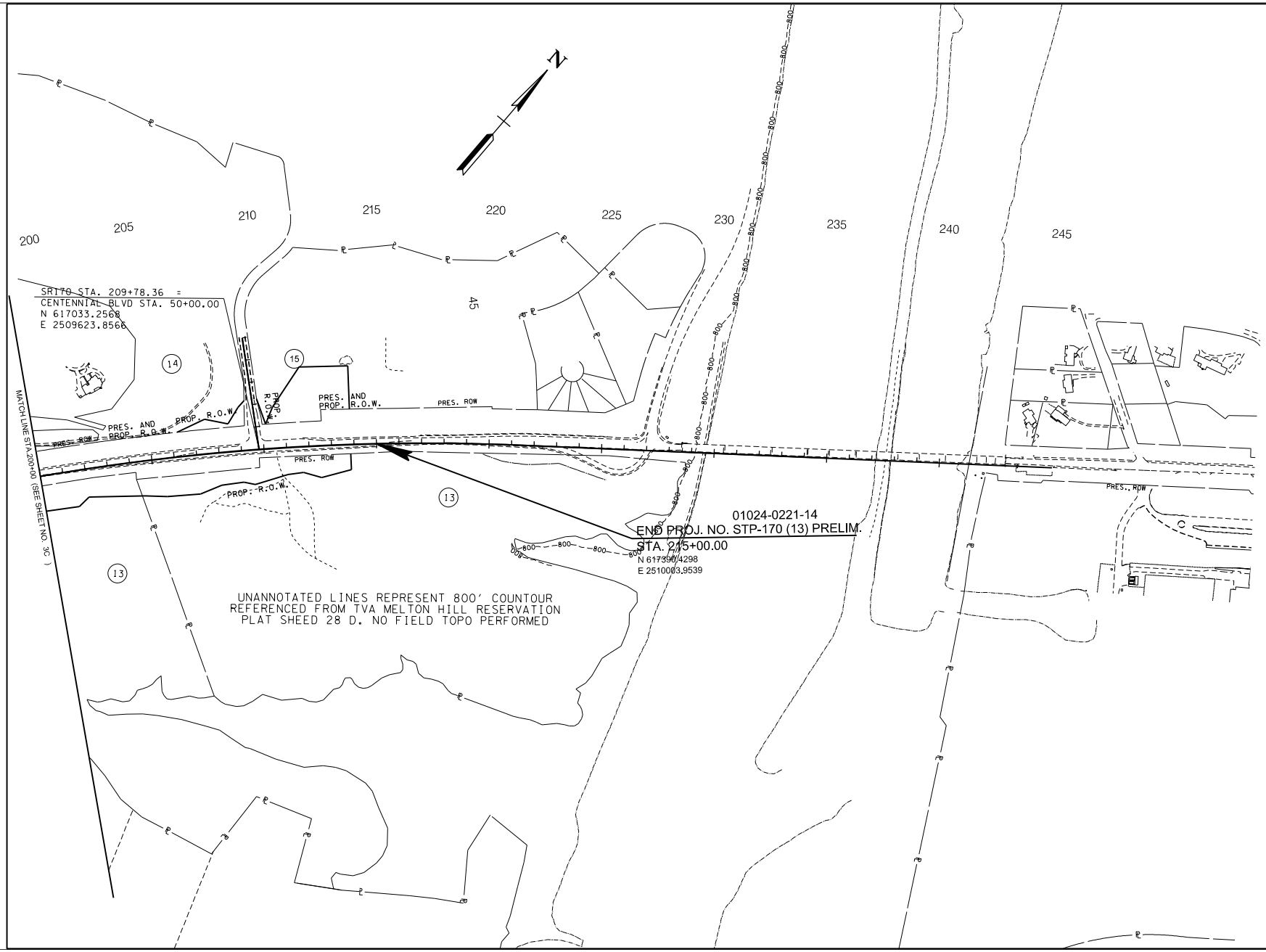
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 146+00 TO STA. 200+00
SCALE: 1"=200'

3/5/2025 2:00:11 PM
L:\TDOT\20901\AN170-03 PROPERTY MAP.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170(13)	3D

LINE AND GRADE PLANS

SEALED BY

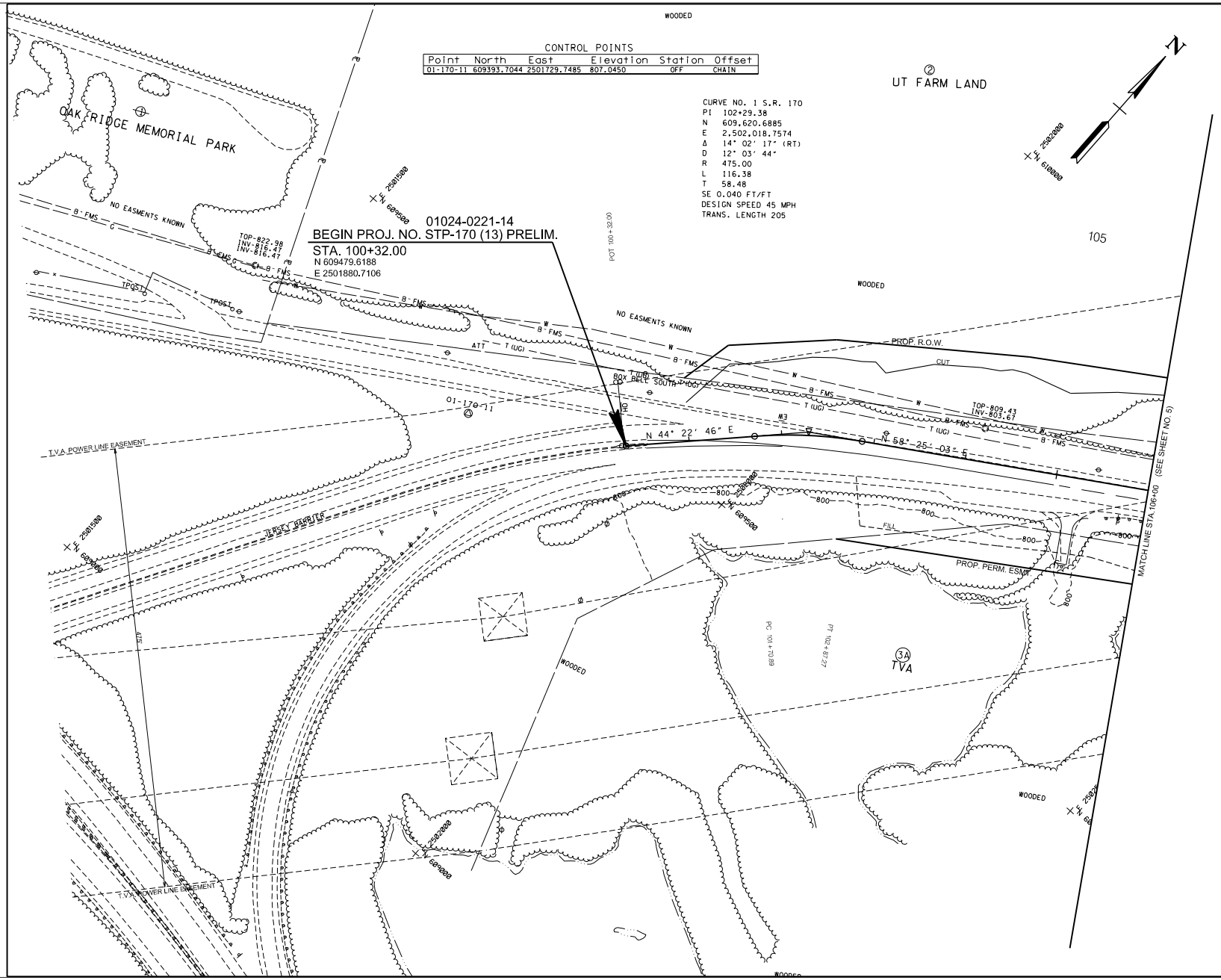
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 200+00 TO STA. 215+00
SCALE: 1"=200'

3/5/2025 2:00:12 PM
L:\TDOT\20901\AN170-03 PROPERTY MAP.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	4

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 100+32 TO STA. 106+00
SCALE: 1"= 50'

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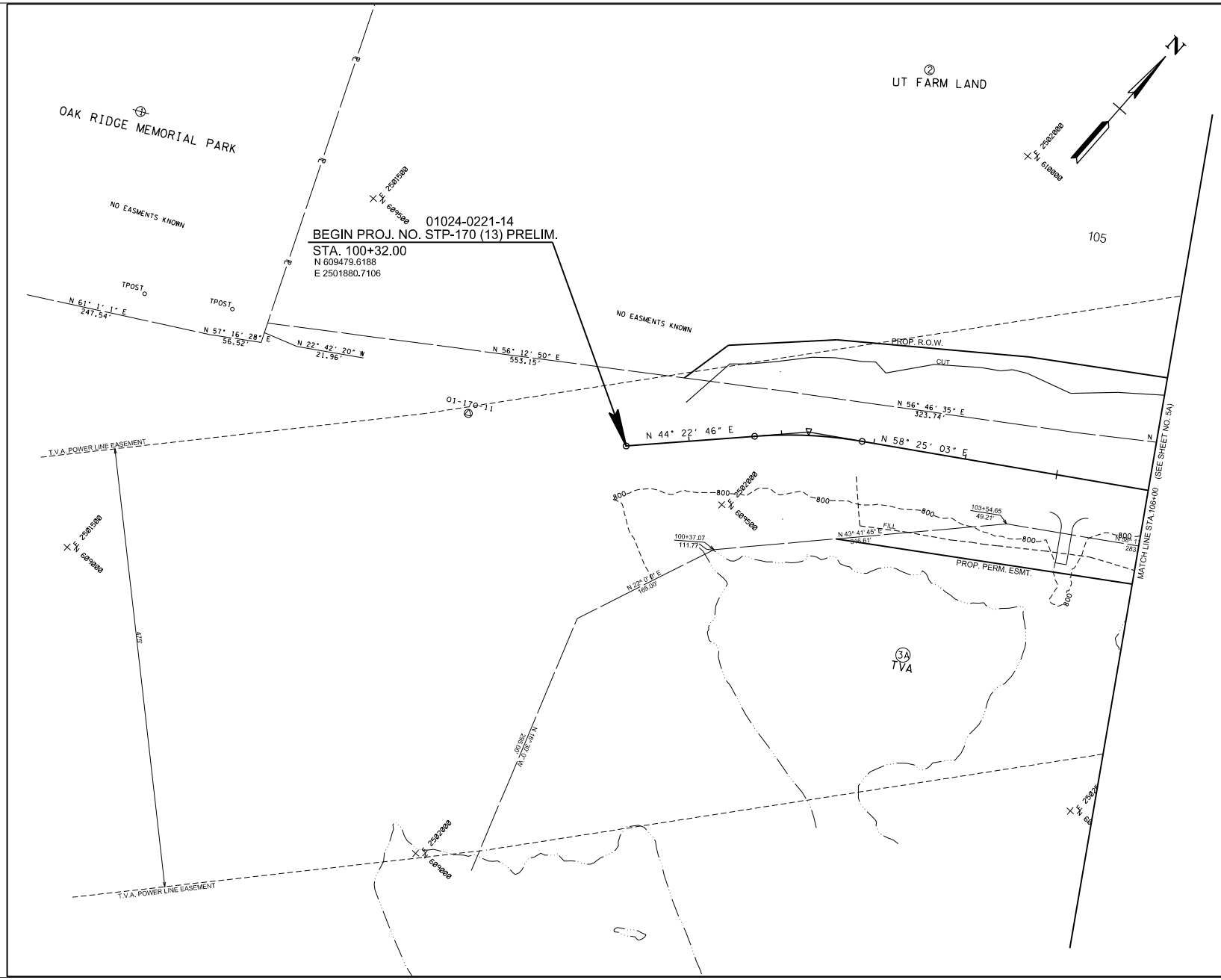


TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	4A

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

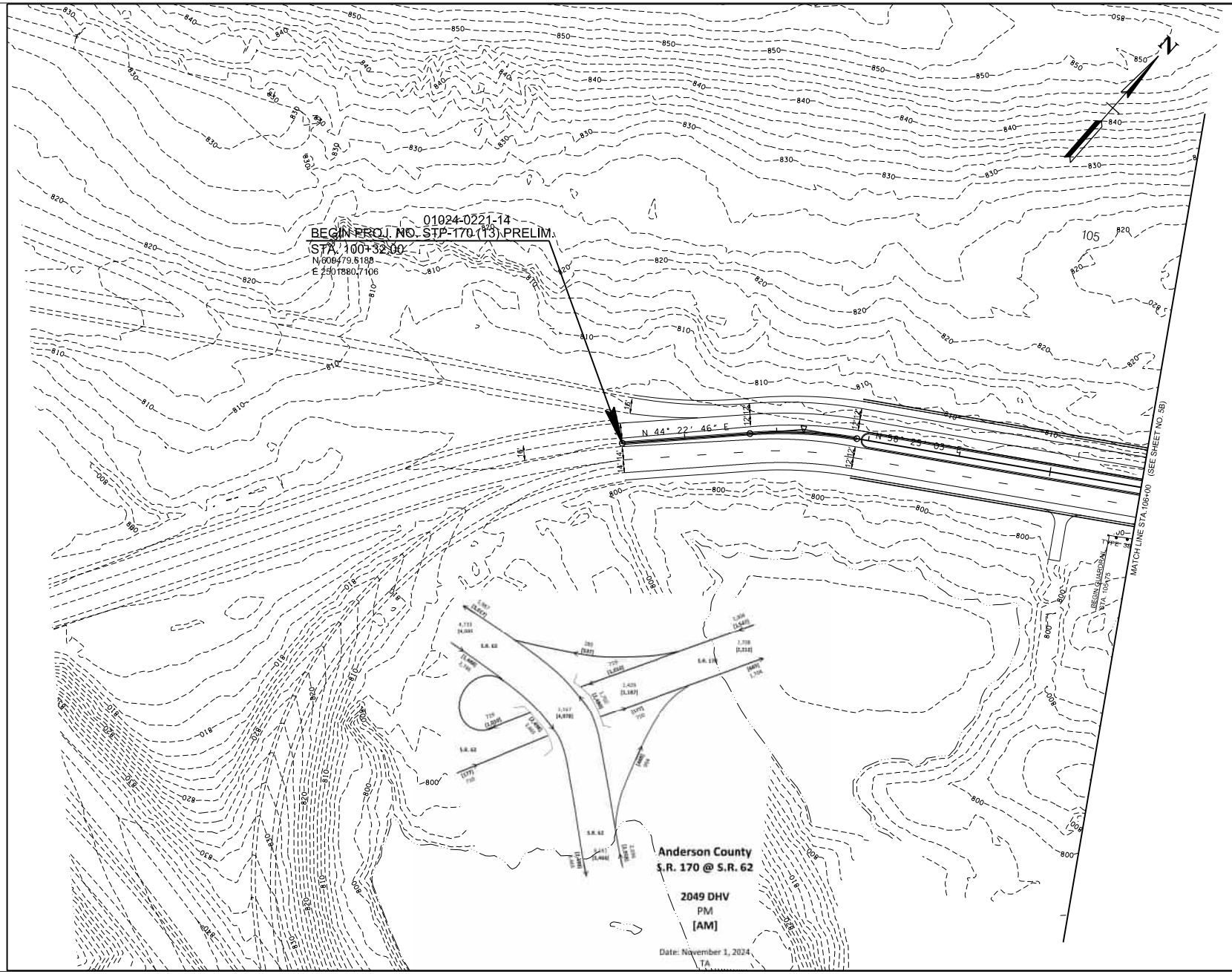
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 100+32 TO STA. 106+00
SCALE: 1"= 50'

3/5/2025 2:00:14 PM
L:\TDOT\20901\AN170-03 ROW DETAILS LAYOUT.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	4B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 100+32 TO STA. 106+00
SCALE: 1"= 50'

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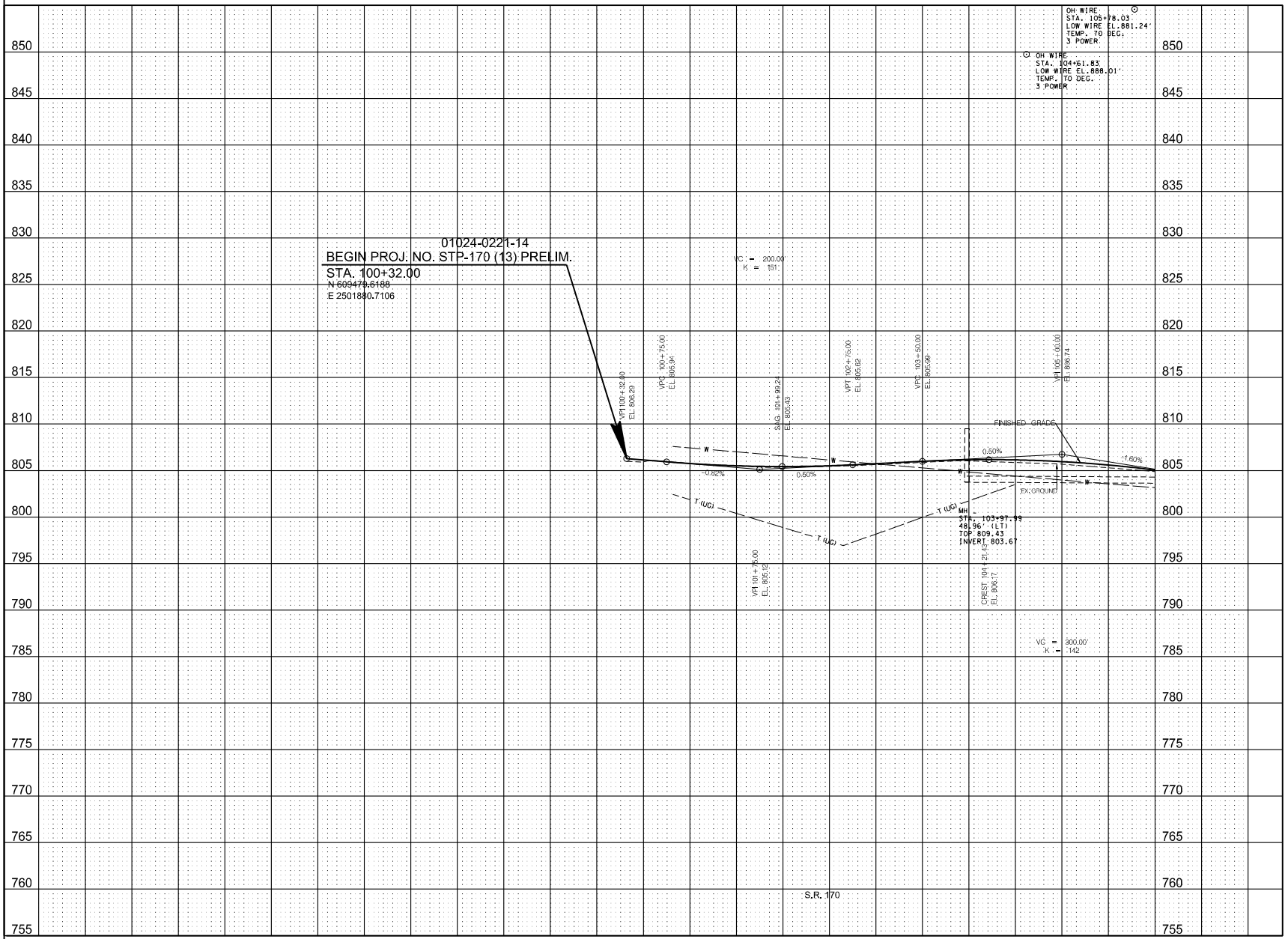
L:\TDOT\20901\AN170-03 PROPOSED LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	4C

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 100+32 TO STA. 106+00

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

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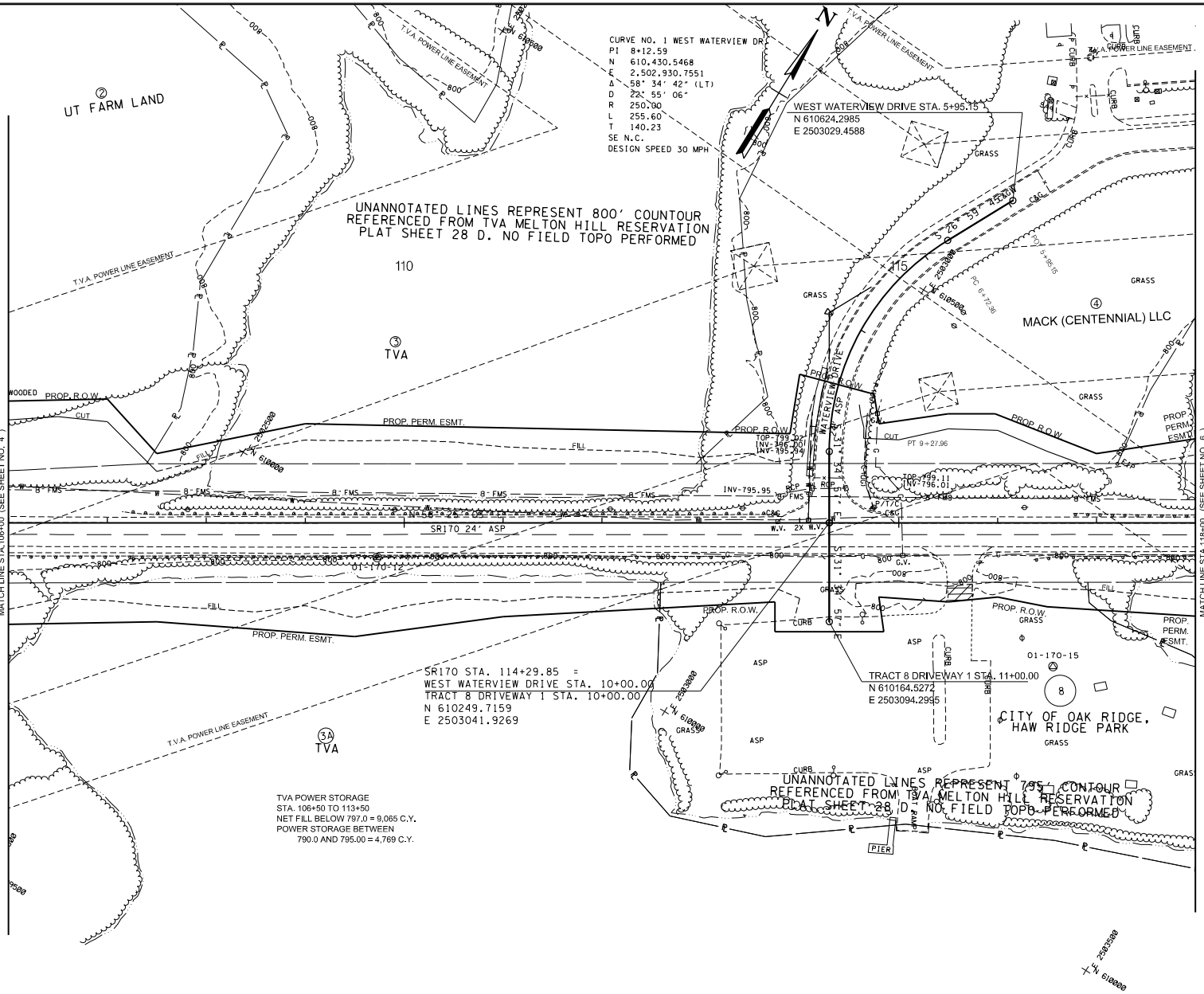

CONTROL POINTS

Point	North	East	Elevation	Station	Offset
01-170-12	609980.3466	2502670.9569	800.0980	109+72.75	35.19

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	5

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 106+00 TO STA. 118+00
SCALE: 1"= 50'

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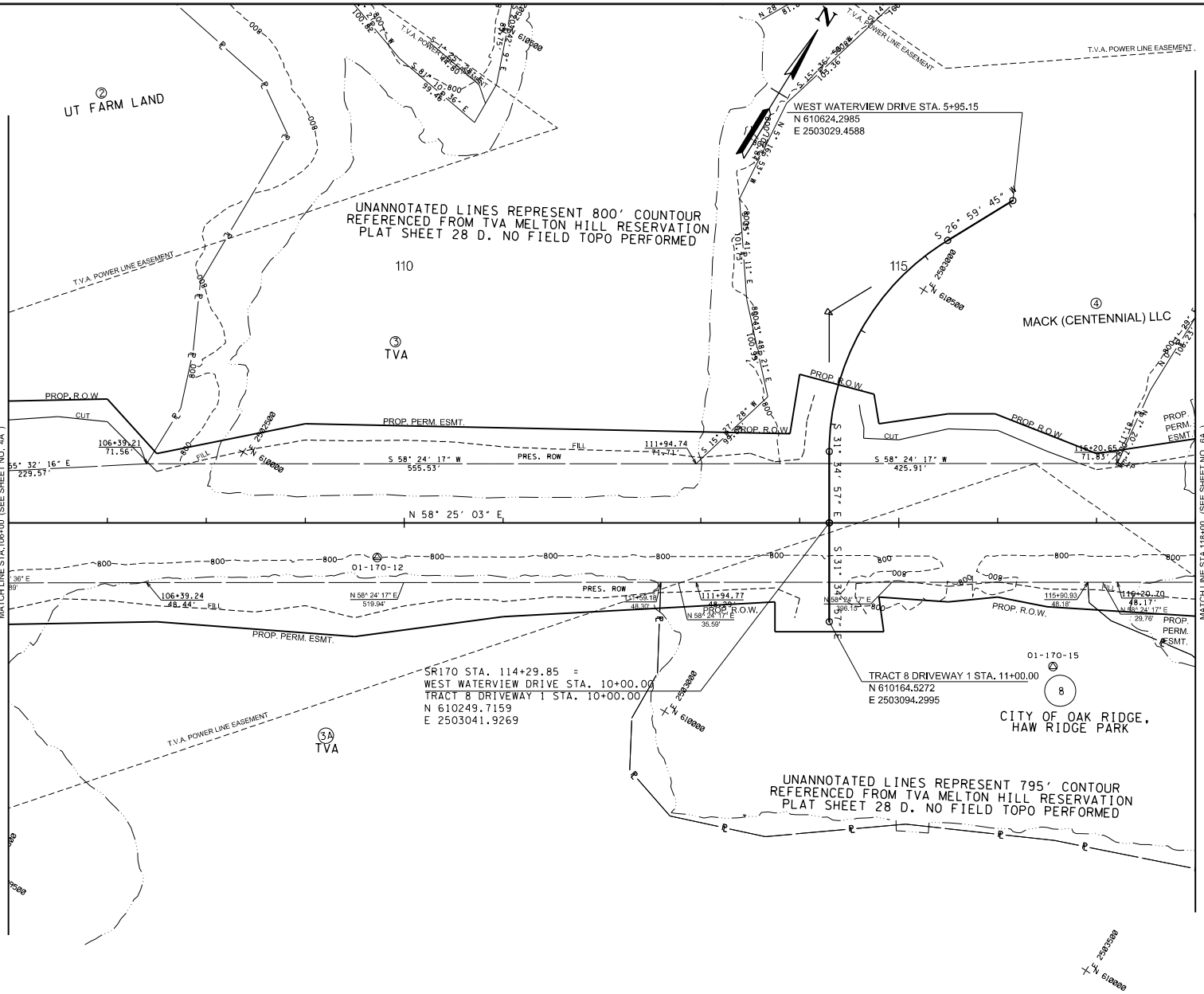

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	5A

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 106+00 TO STA. 118+00
SCALE: 1"= 50'

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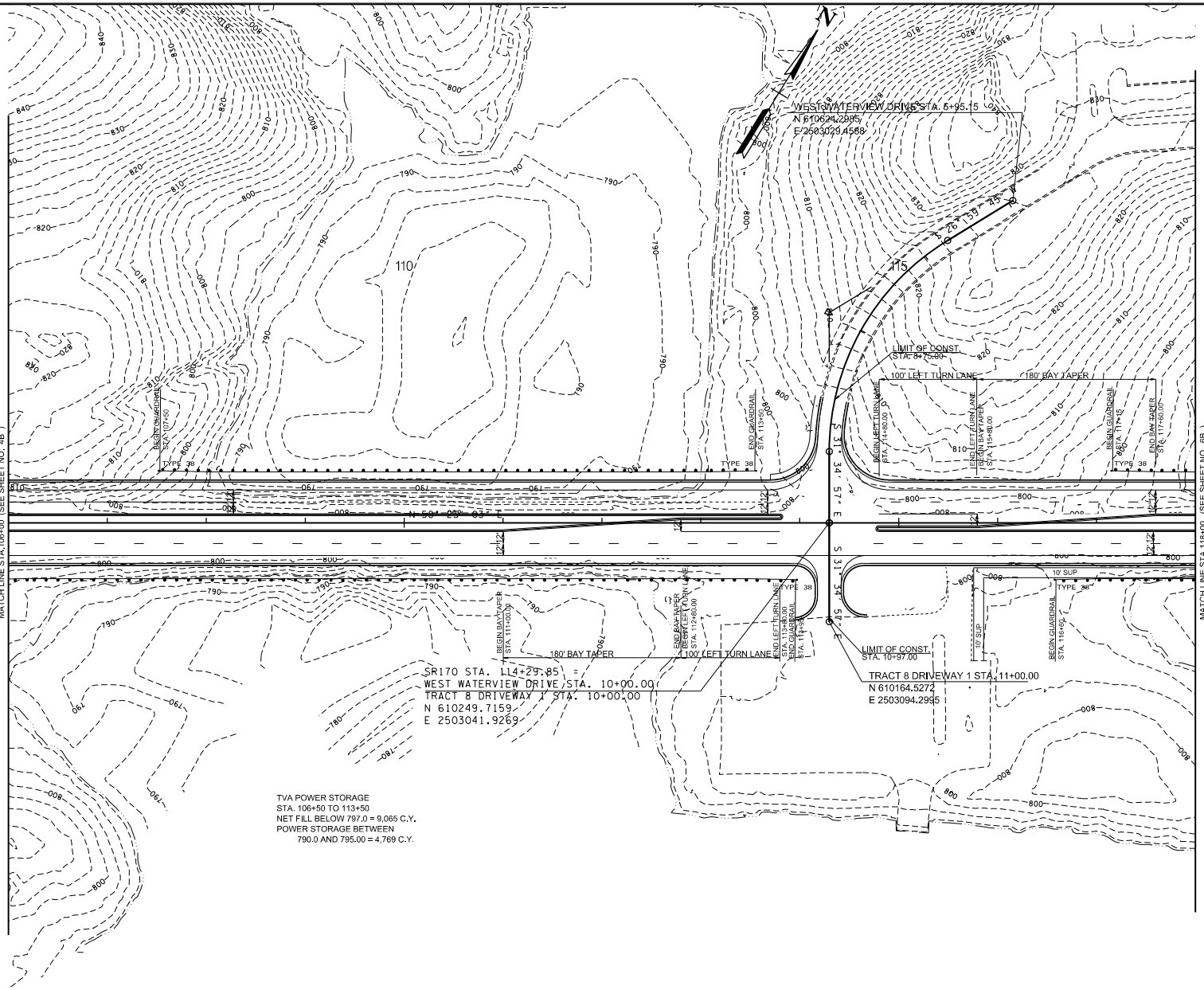

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	5B

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 106+00 TO STA. 118+00
SCALE: 1"= 50'

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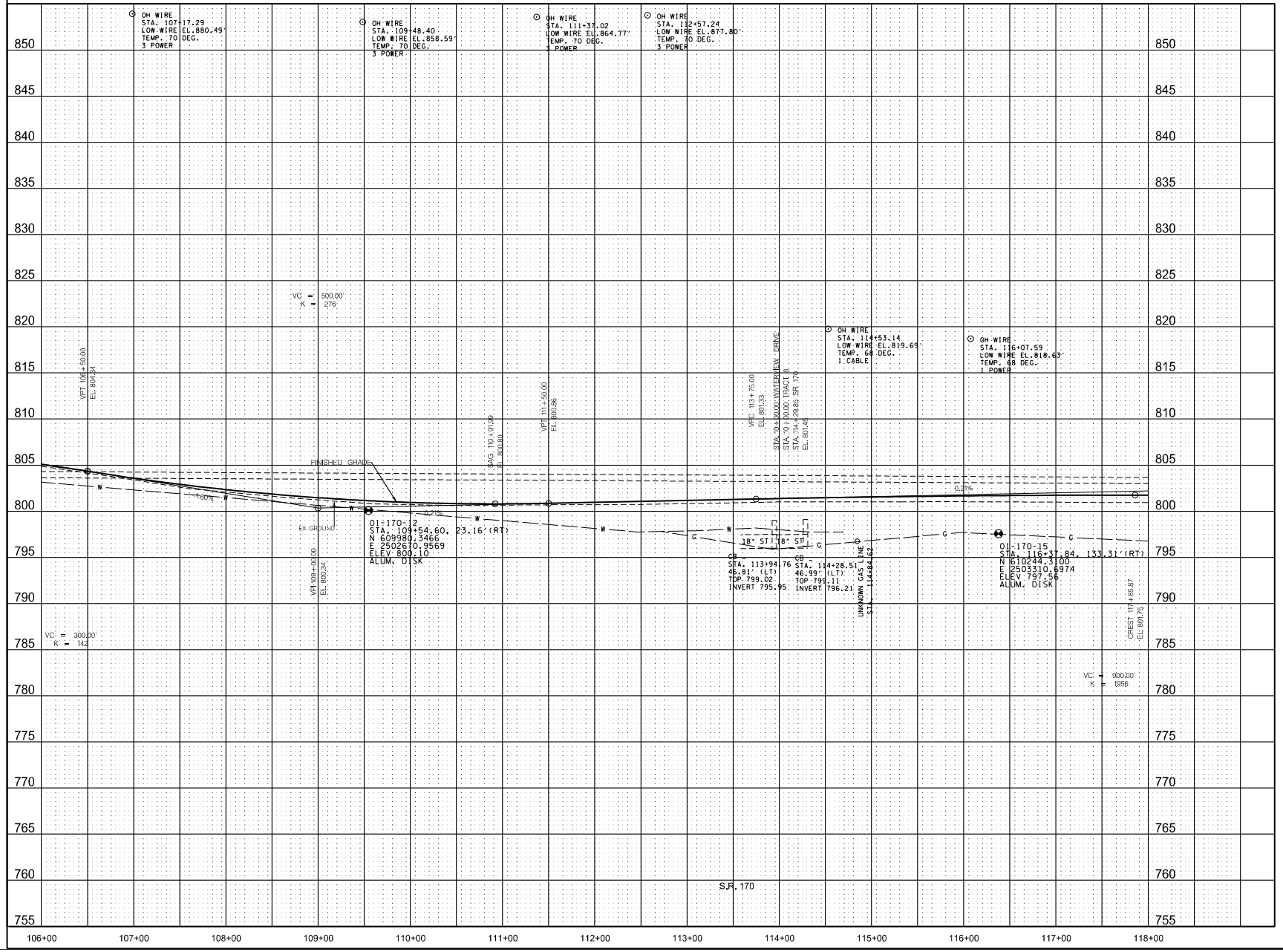

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	5C

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 106+00 TO STA. 118+00

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

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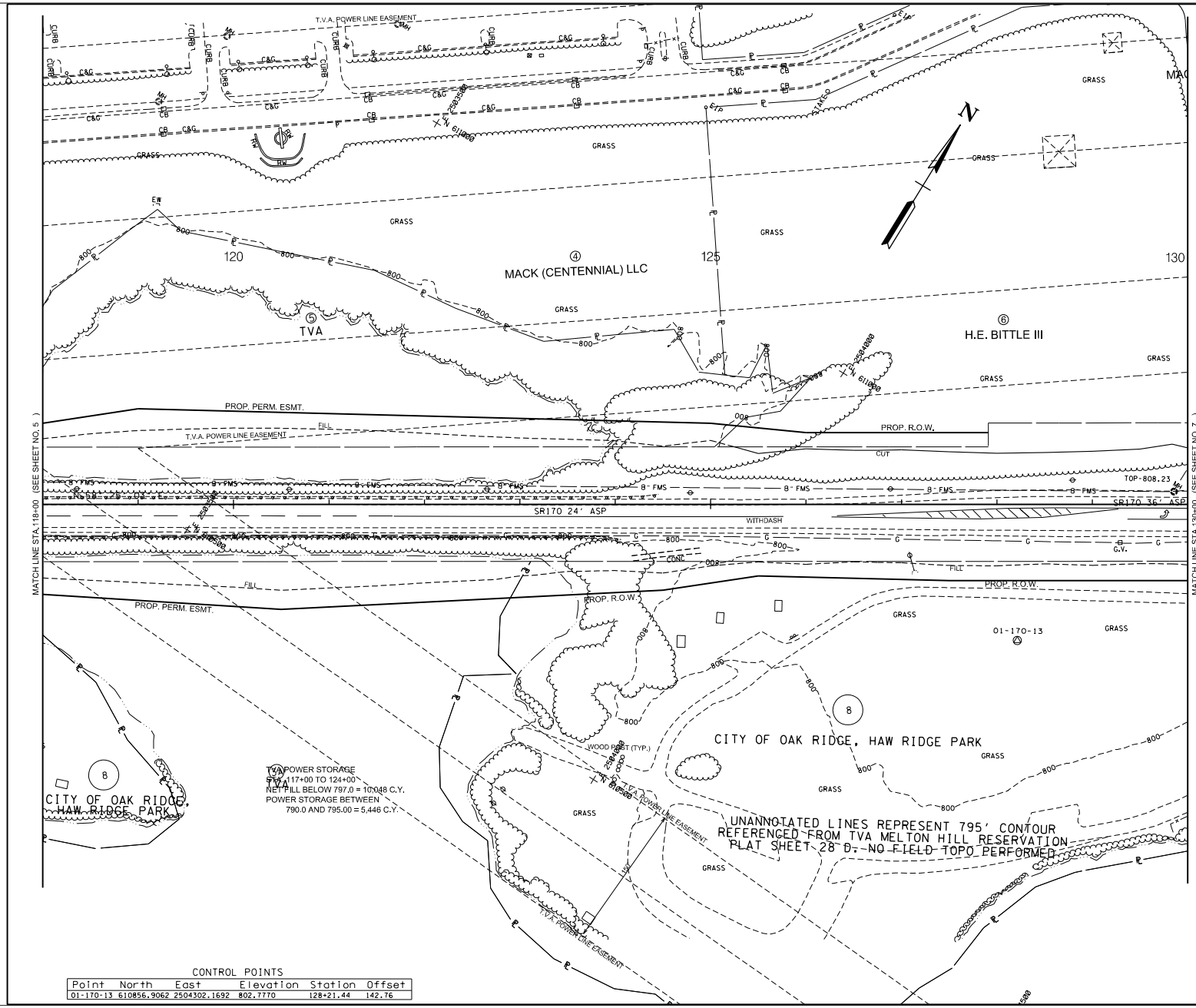

CONTROL POINTS

Point	North	East	Elevation	Station	Offset
01-170-13	610856.9062	2504302.1692	802.7770	128+21.44	142.76

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	6

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 118+00 TO STA. 130+00
SCALE: 1"= 50'

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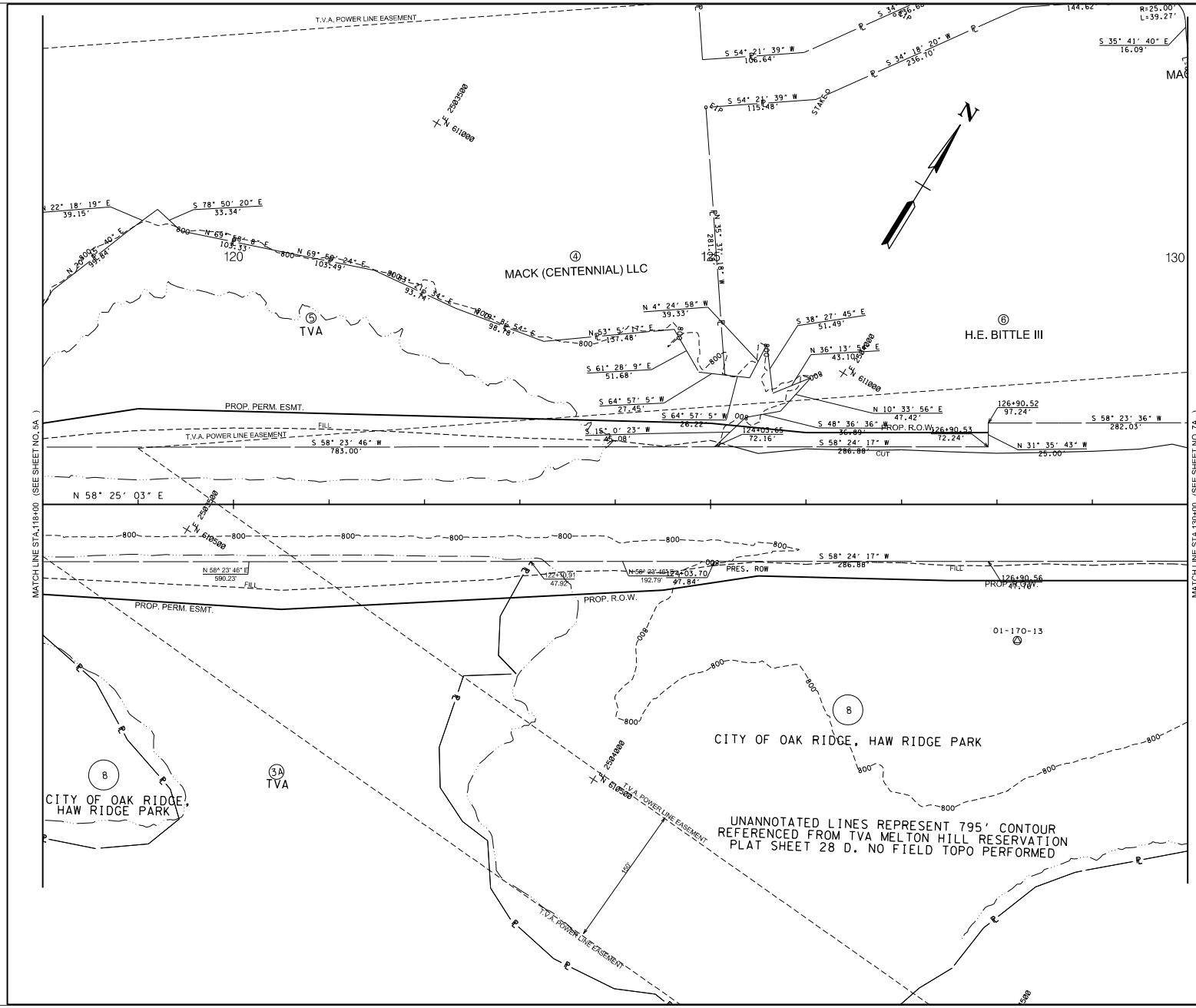

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	6A

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 118+00 TO STA. 130+
SCALE: 1"= 50'

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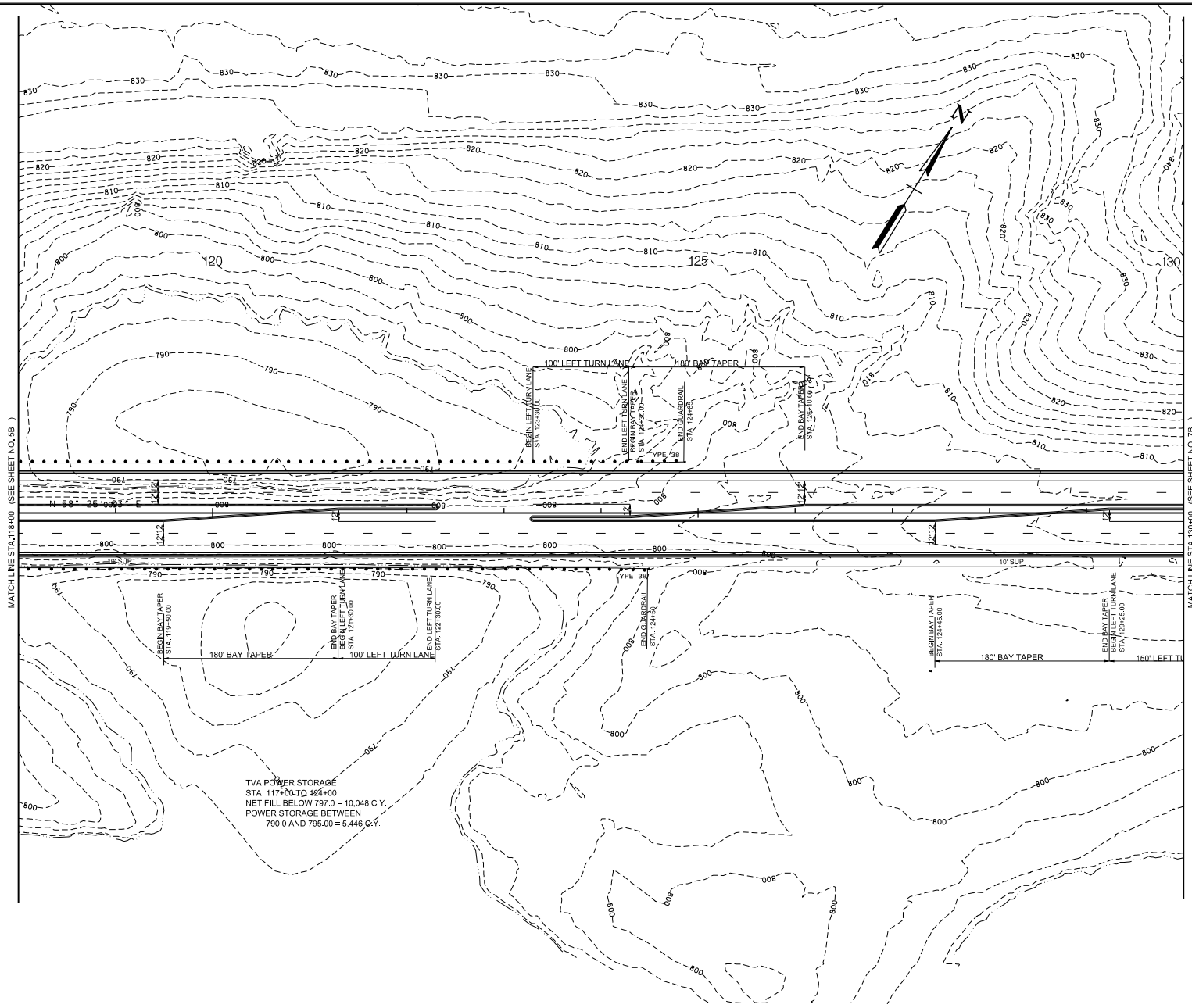
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	6B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 118+00 TO STA. 130+
SCALE: 1"= 50'

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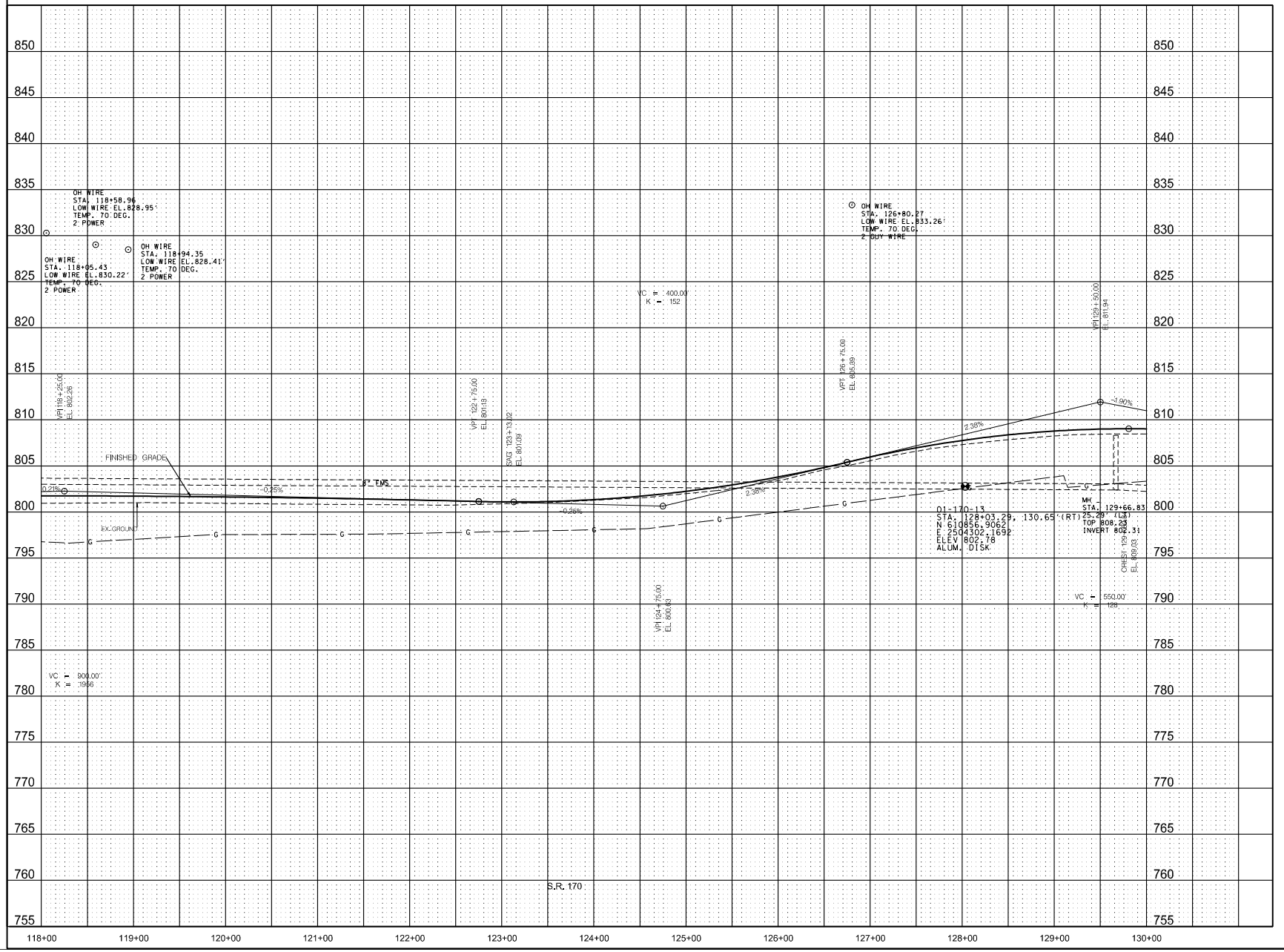

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	6C

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 118+00 TO STA. 130+00

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

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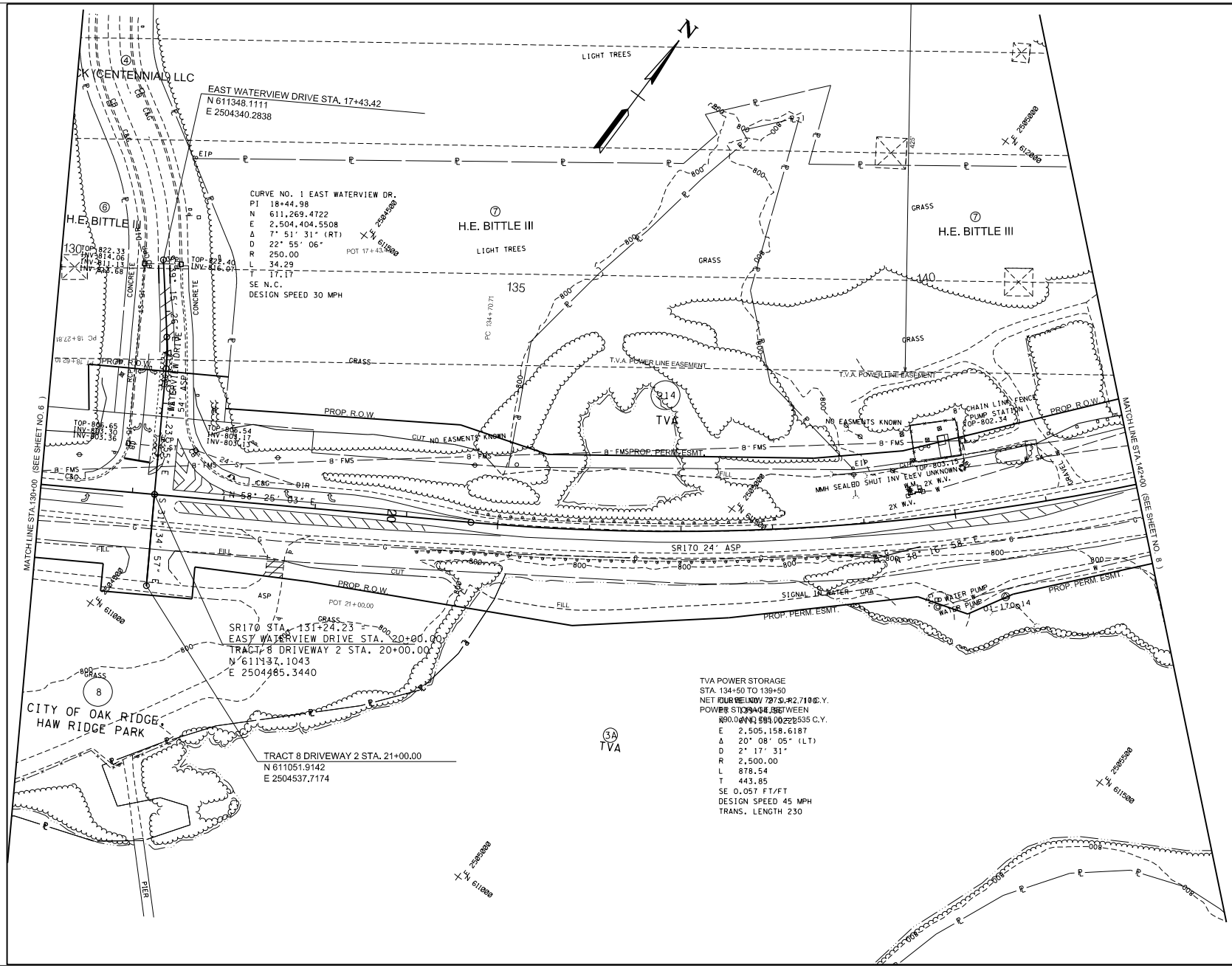


TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	7

LINE AND GRADE PLANS

SEALED BY

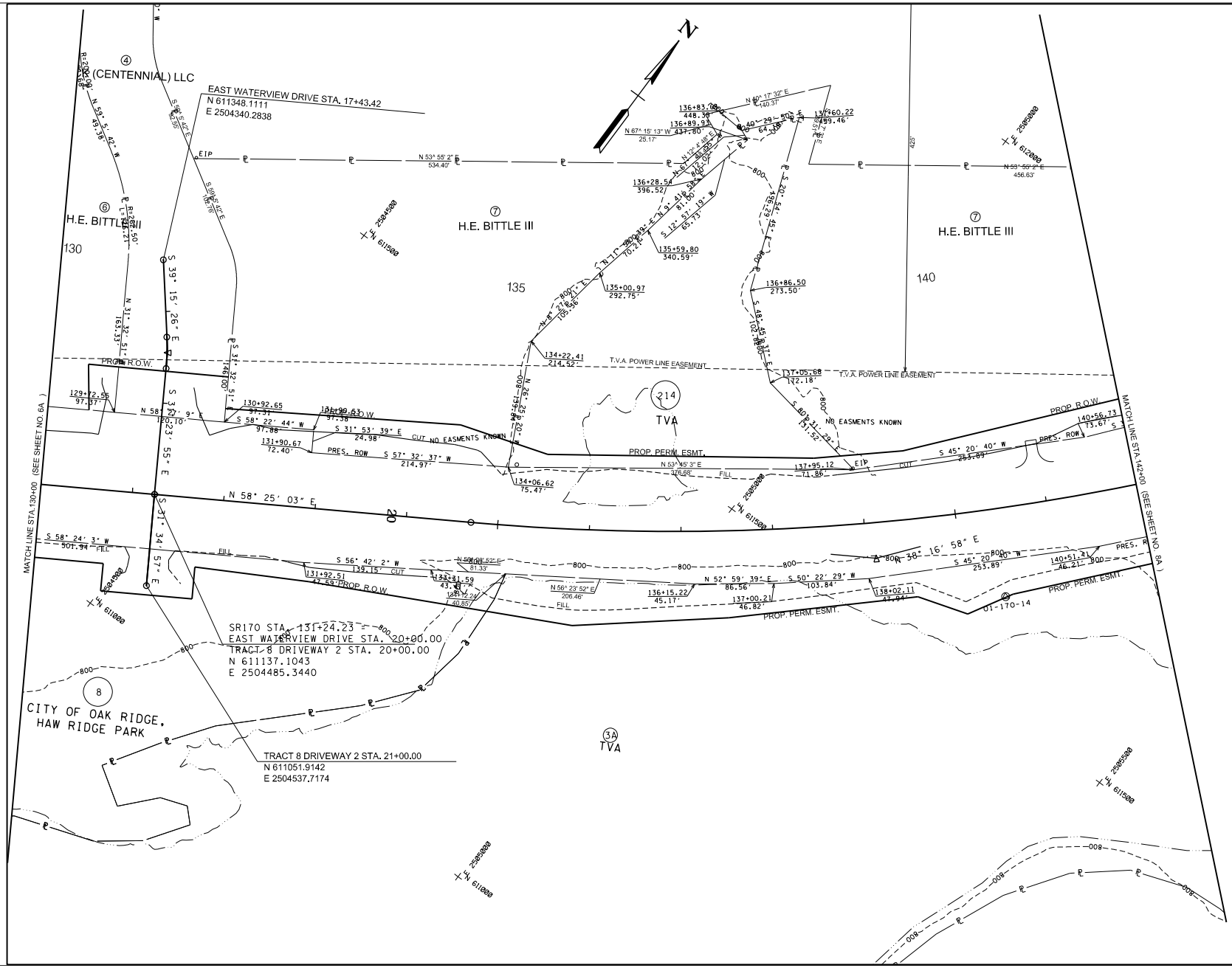
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 130+00 TO STA. 142+00
SCALE: 1"= 50'

3/5/2025 2:00:41 PM
L:\TDOT\20901\AN170-03 PRESENT LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	7A

LINE AND GRADE PLANS

SEALED BY

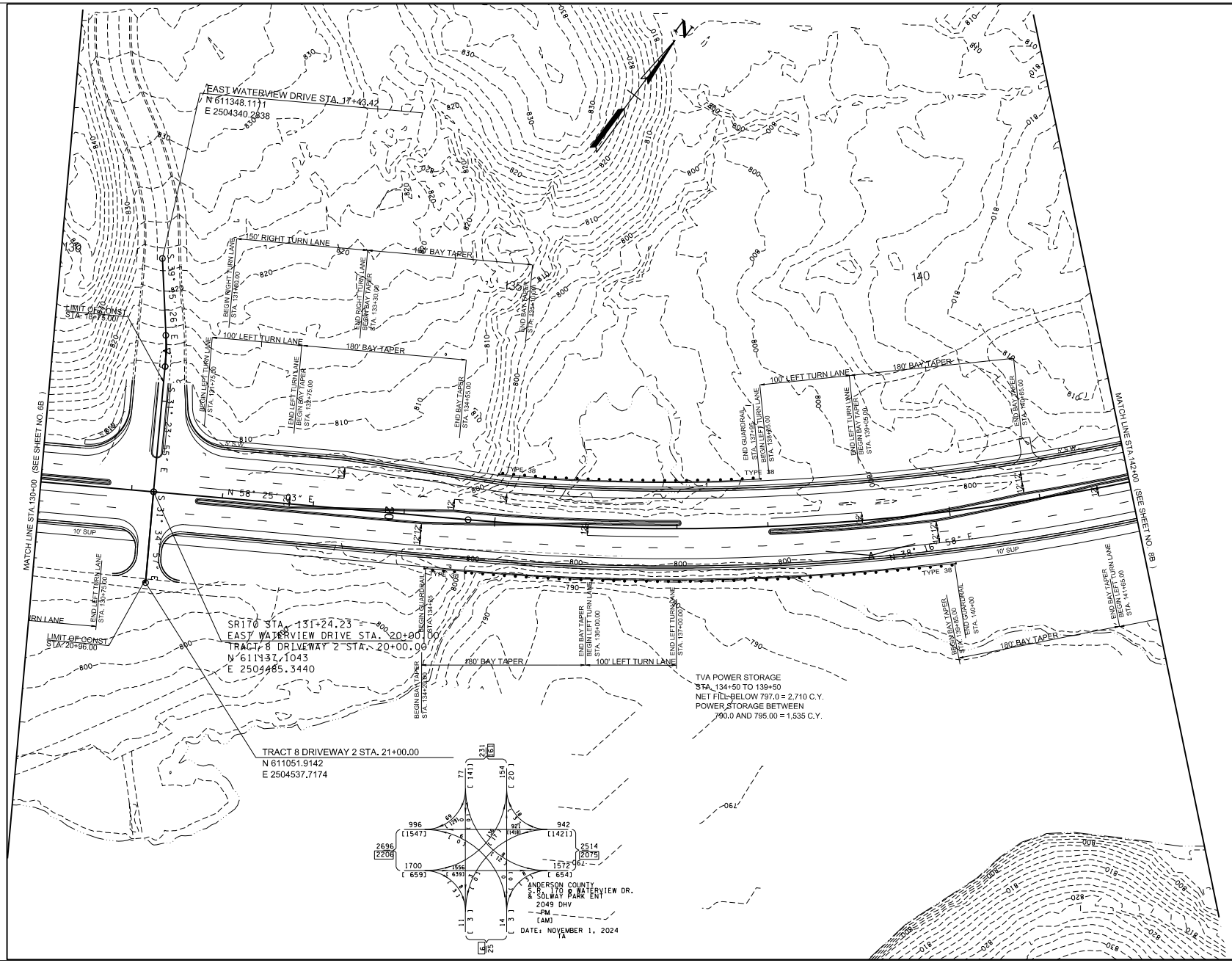
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 130+00 TO STA. 142+00
SCALE: 1"= 50'

3/5/2025 2:00:42 PM
L:\TDOT\20901\AN170-03 ROW DETAILS LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	7B

LINE AND GRADE PLANS

SEALED BY

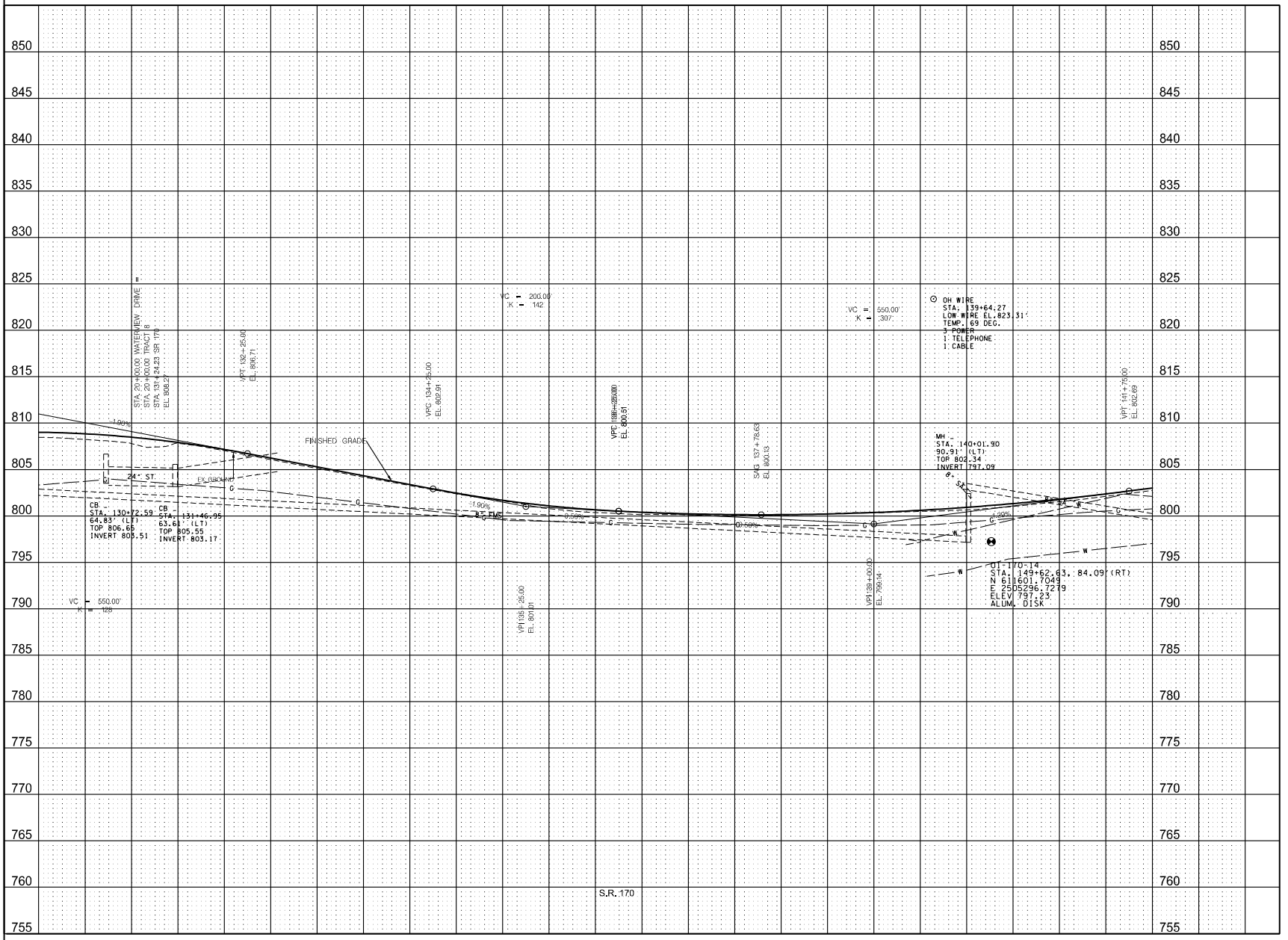
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 130+00 TO STA. 142+00
SCALE: 1"= 50'

3/5/2025 2:00:43 PM
L:\TDOT\20901\AN170-03 PROPOSED LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	7C

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 130+00 TO STA. 142+00

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

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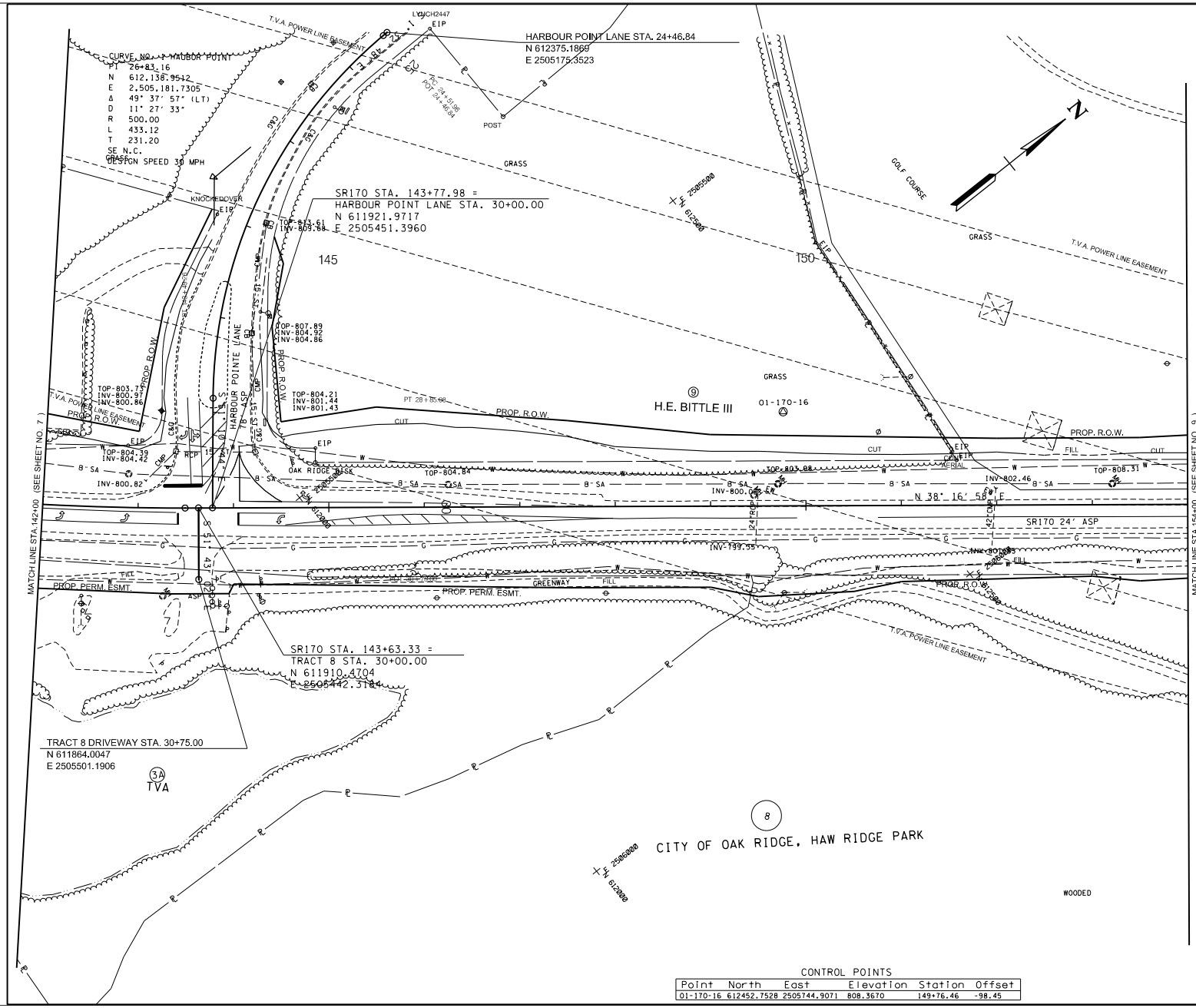

CONTROL POINTS

Point	North	East	Elevation	Station	Offset
01-170-16	612452.7528	2505744.9071	808.3670	149+76.46	-98.45

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	8

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 142+00 TO STA. 154+00
SCALE: 1"= 50'

3/5/2025 2:00:47 PM
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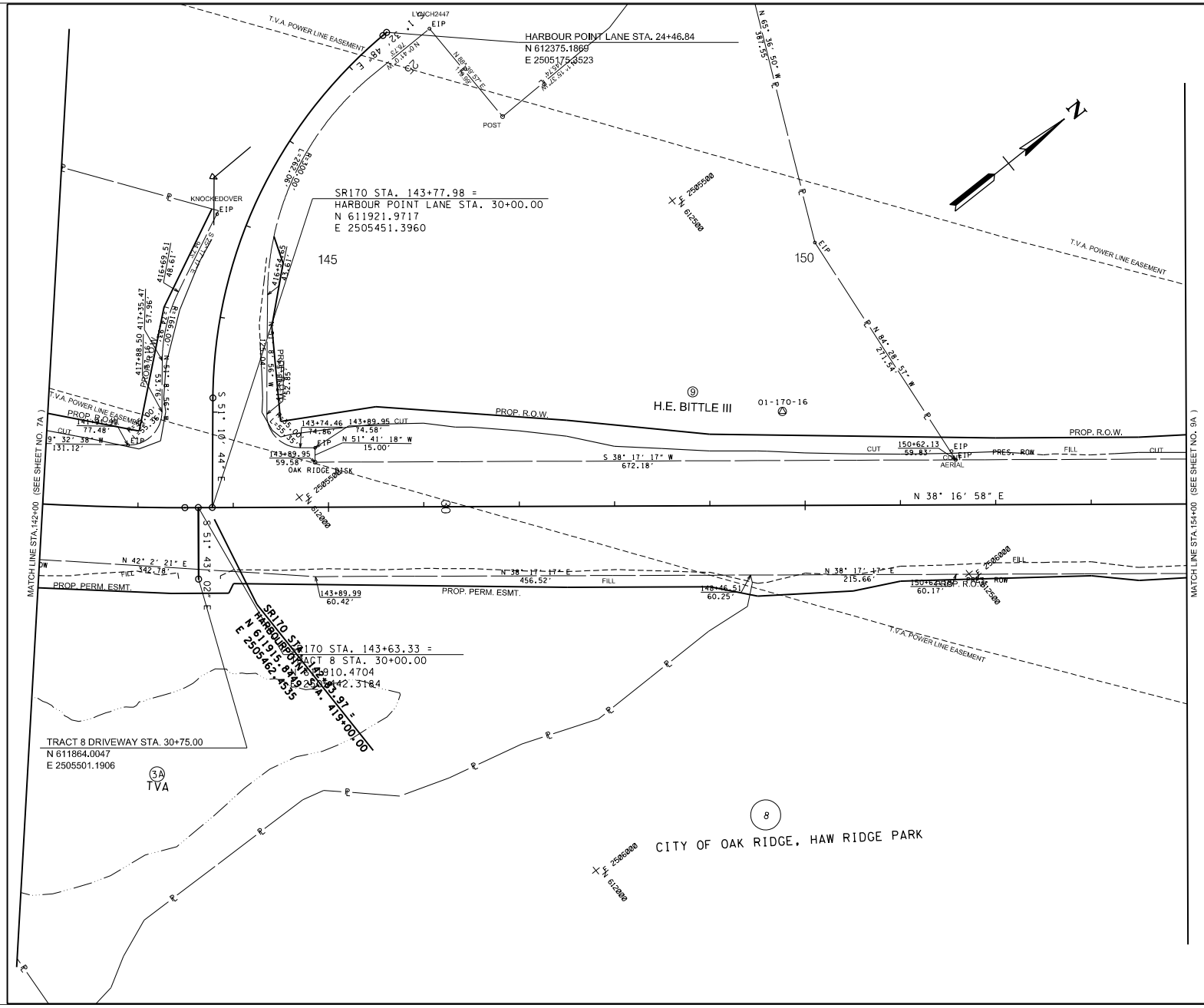


TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	8A

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

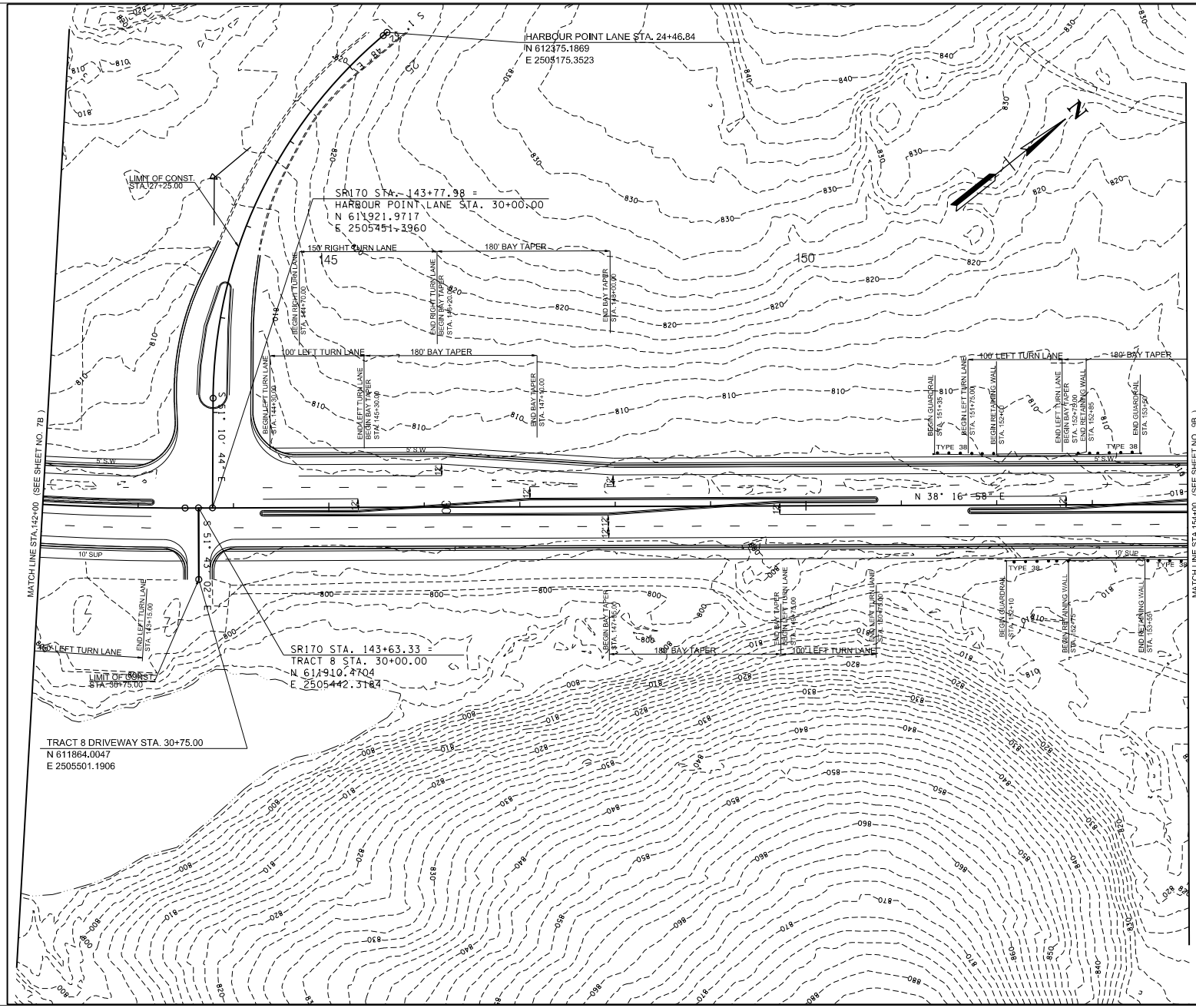
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 142+00 TO STA. 154+00
SCALE: 1"= 50'

3/5/2025 2:00:48 PM
L:\TDOT\20901\AN170-03 ROW DETAILS LAYOUT.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	8B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 142+00 TO STA. 154+00
SCALE: 1"= 50'

3/5/2025 2:00:49 PM
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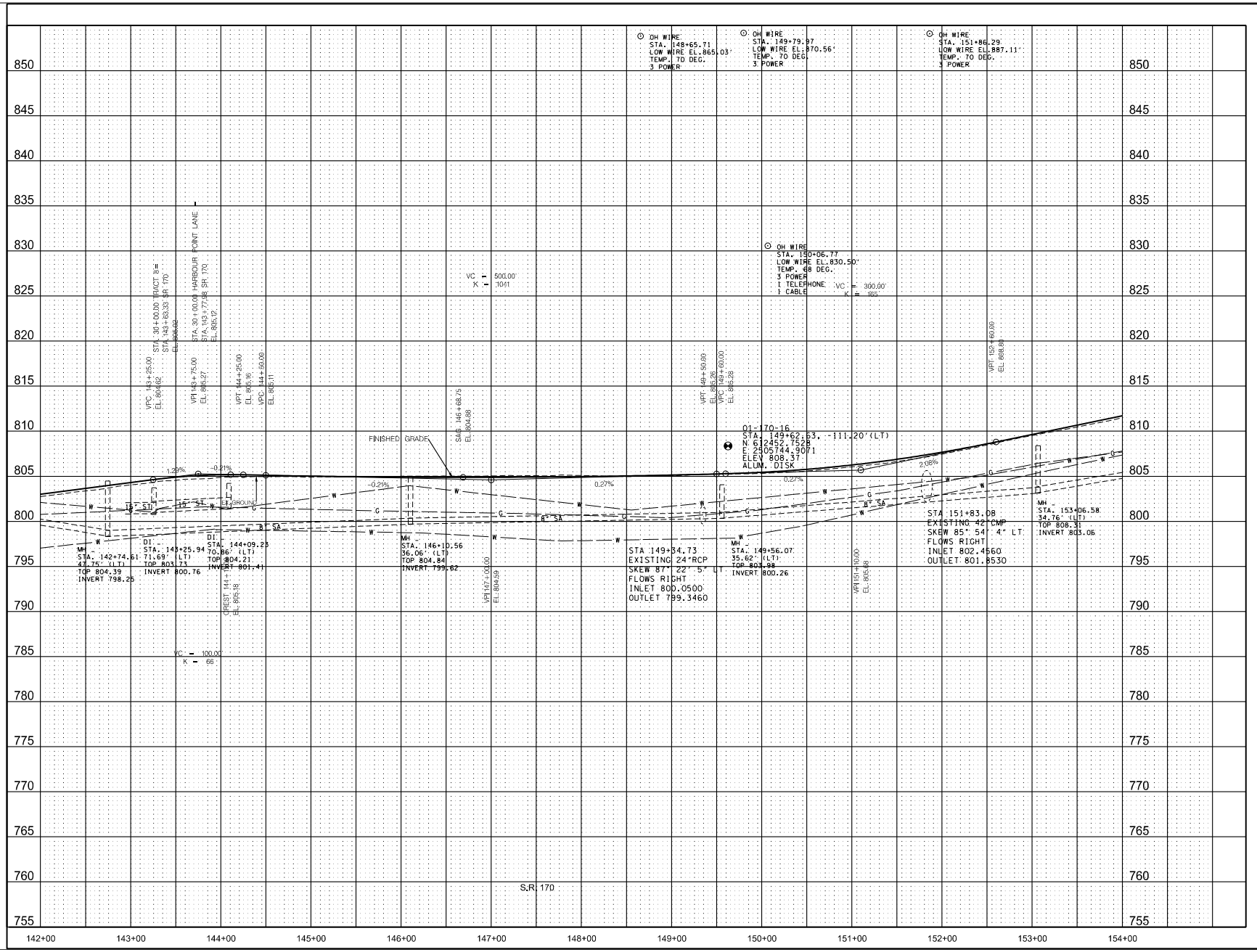

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	8C

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 142+00 TO STA. 154+00

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

3/5/2025 2:00:50 PM
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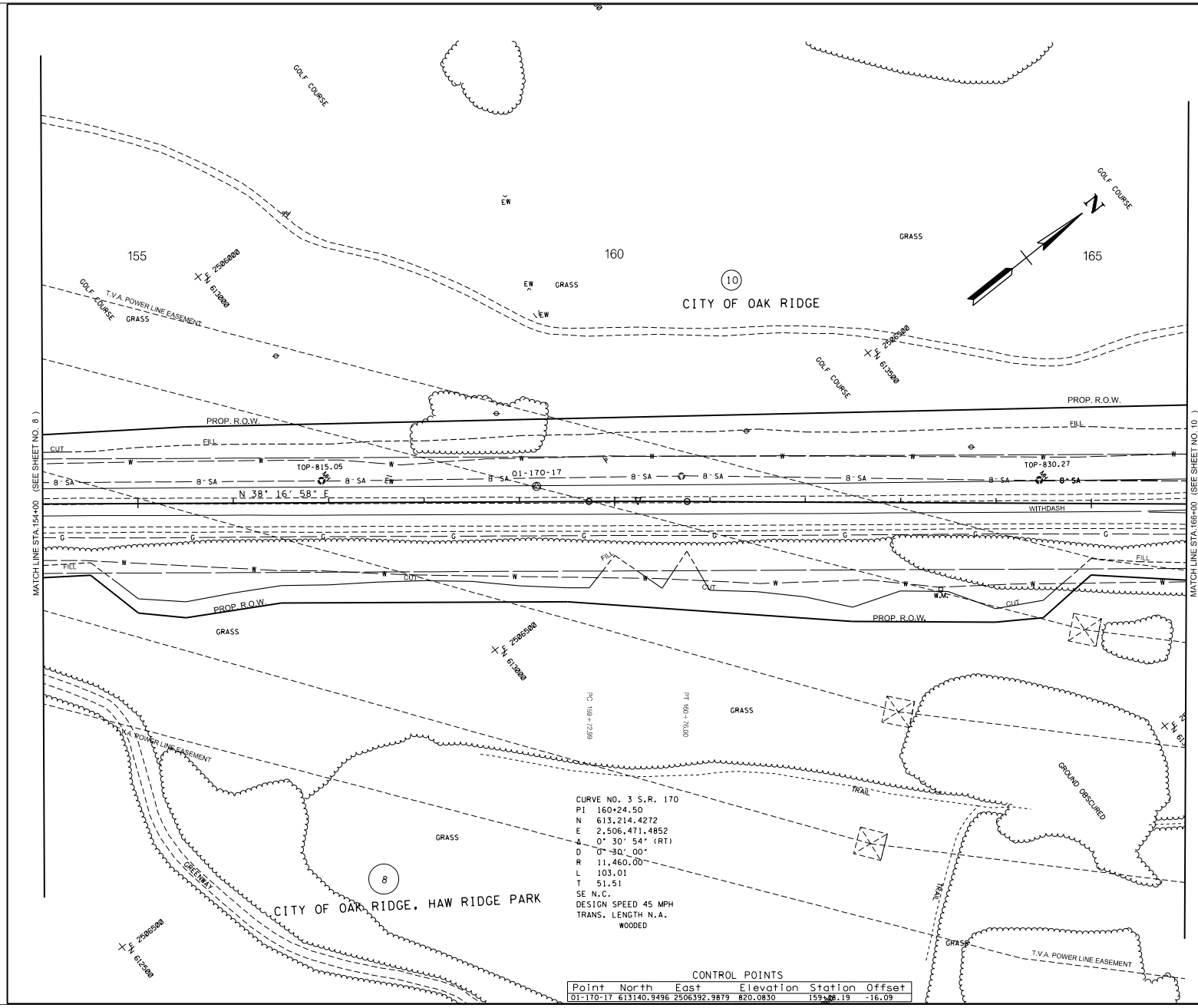
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	9



CONTROL POINTS

Point	North	East	Elevation	Station	Offset
01-170-17	613140.9496	2506392.9879	820.0830	159+08.19	-16.09

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

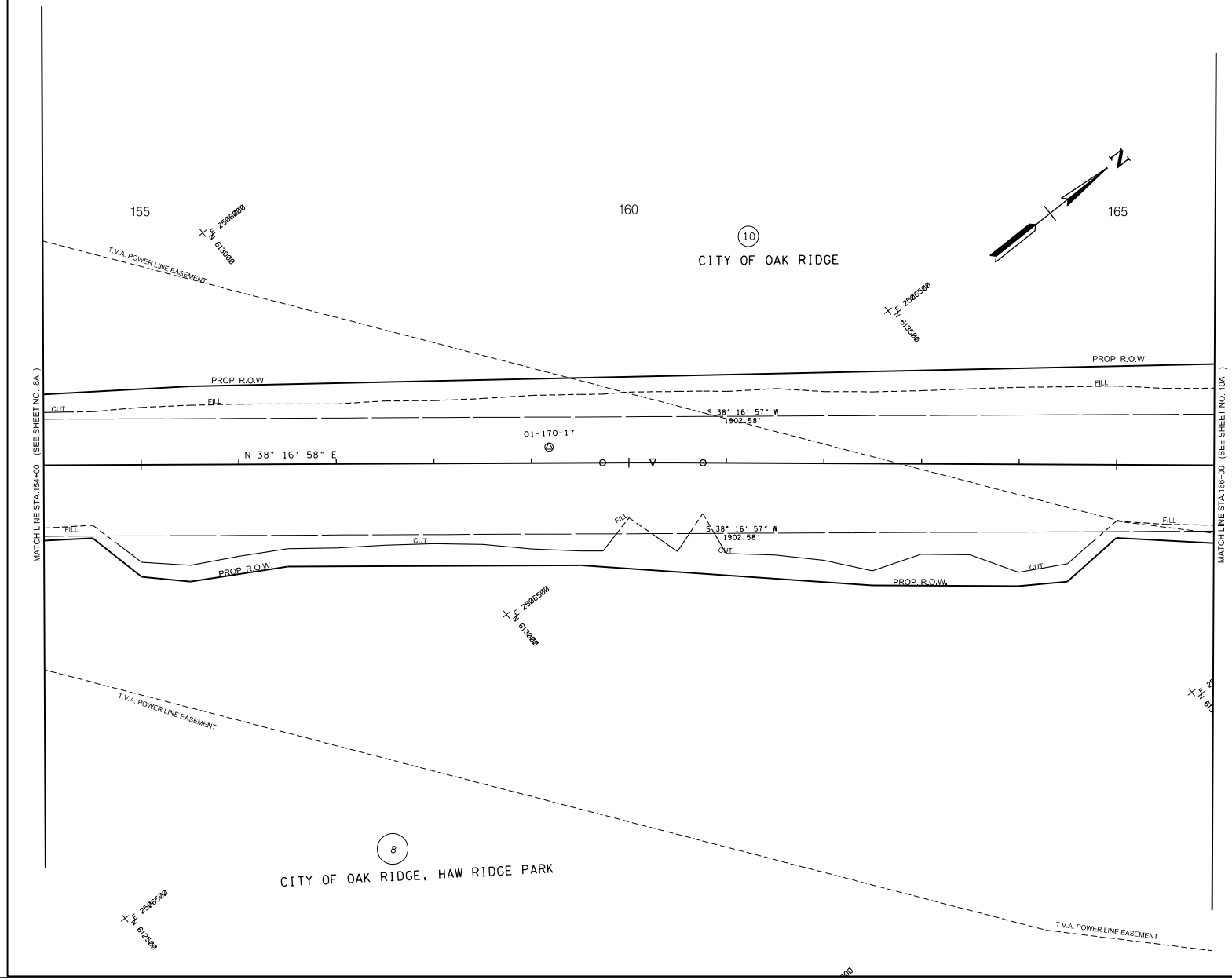
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 154+00 TO STA. 166+00
SCALE: 1"= 50'

3/5/2025 2:00:53 PM
L:\TDOT\20901\AN170-03 PRESENT LAYOUT.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	9A



LINE AND GRADE PLANS

SEALED BY

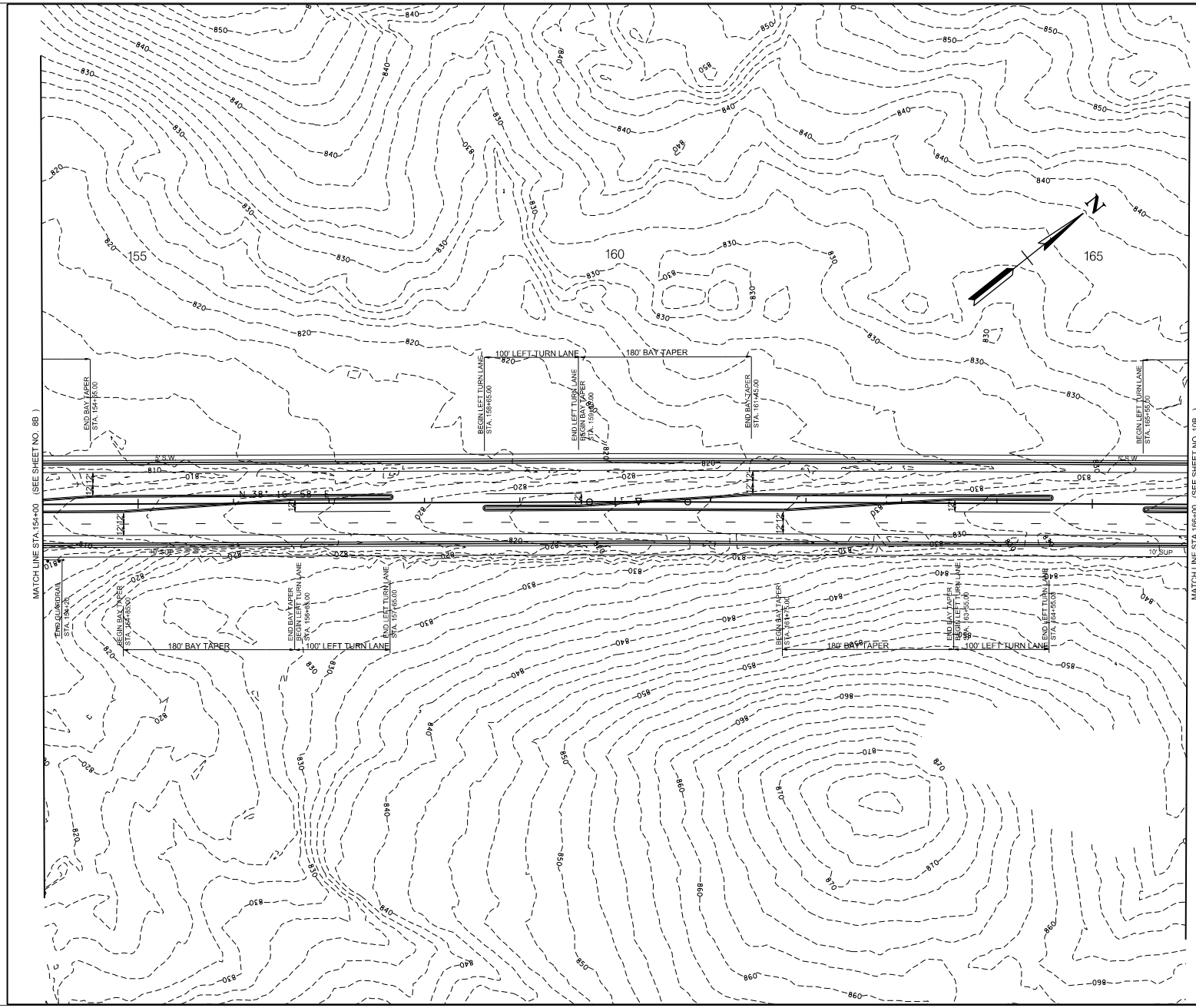
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 154+00 TO STA. 166+00
SCALE: 1"= 50'

3/5/2025 2:00:54 PM
L:\TDOT\20901\AN170-03 ROW DETAILS LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	9B

LINE AND GRADE PLANS

SEALED BY

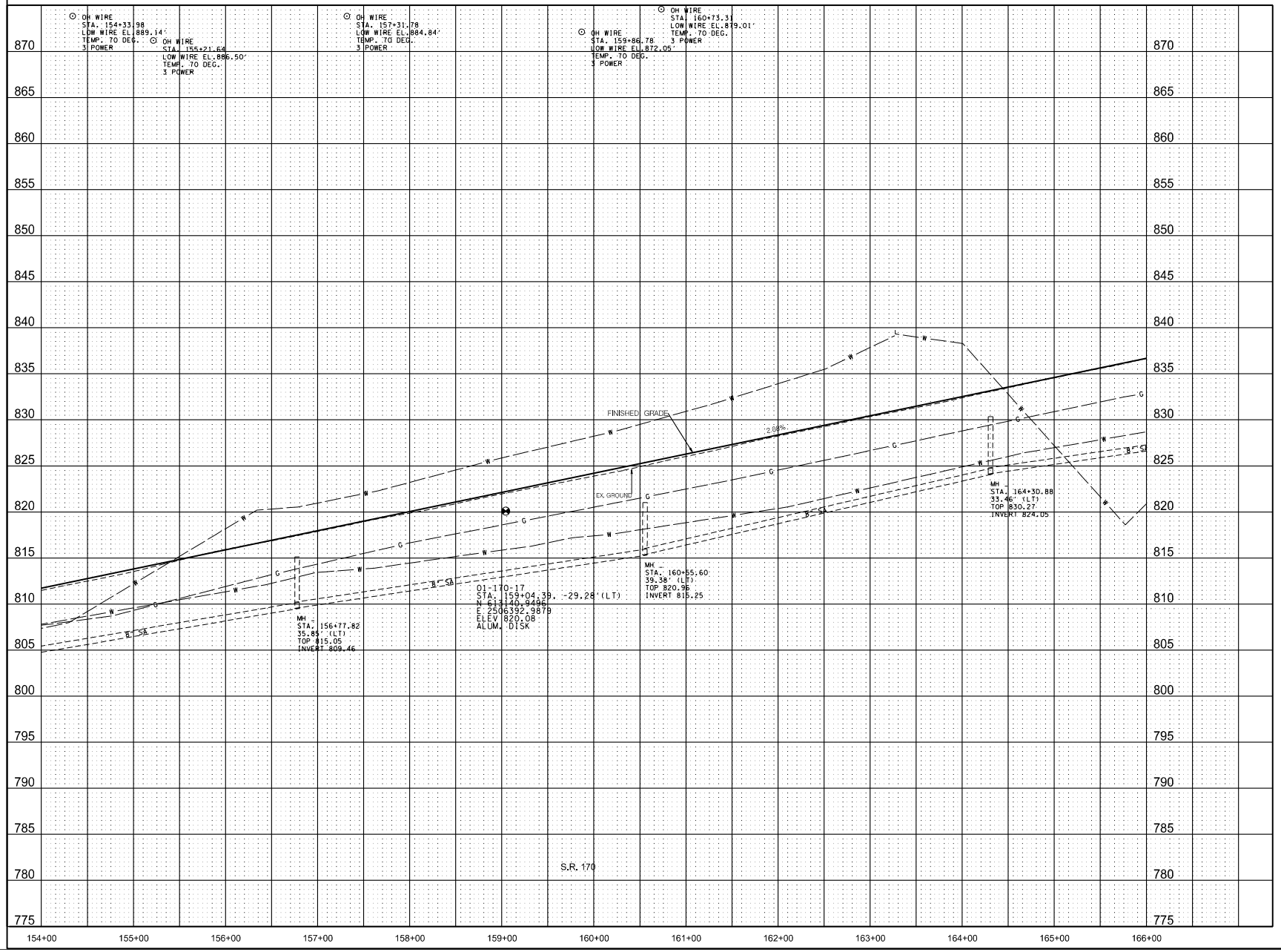
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 154+00 TO STA. 166+00
SCALE: 1"= 50'

3/5/2025 2:00:55 PM
L:\TDOT\20901\AN170-03 PROPOSED LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	9C

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 154+00 TO STA. 166+00

SCALE: 1"= 50' HORIZ.
1"= 0' VERT.

3/5/2025 2:00:56 PM
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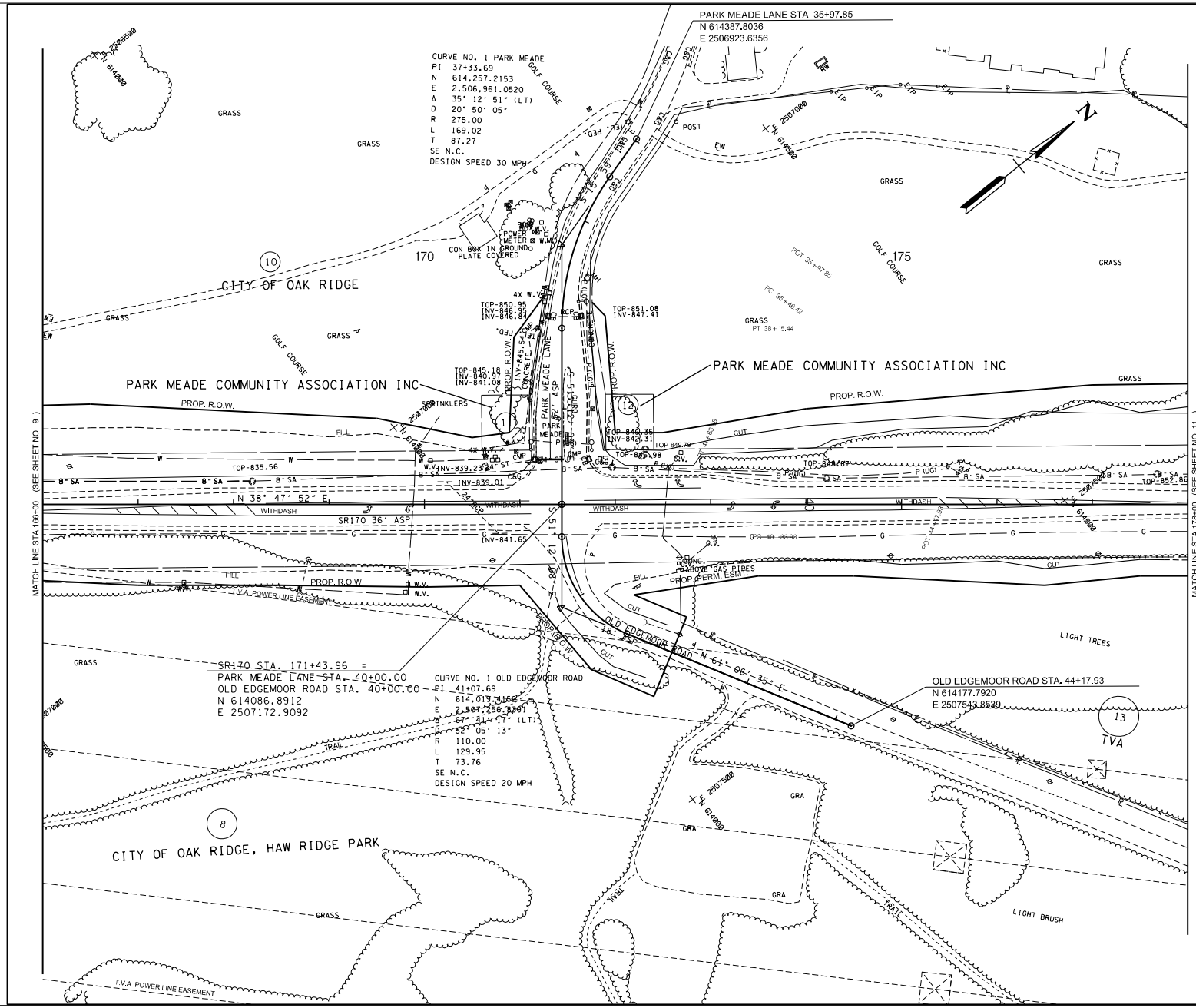

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	10

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 166+00 TO STA. 178+00
SCALE: 1"= 50'

3/5/2025 2:00:58 PM
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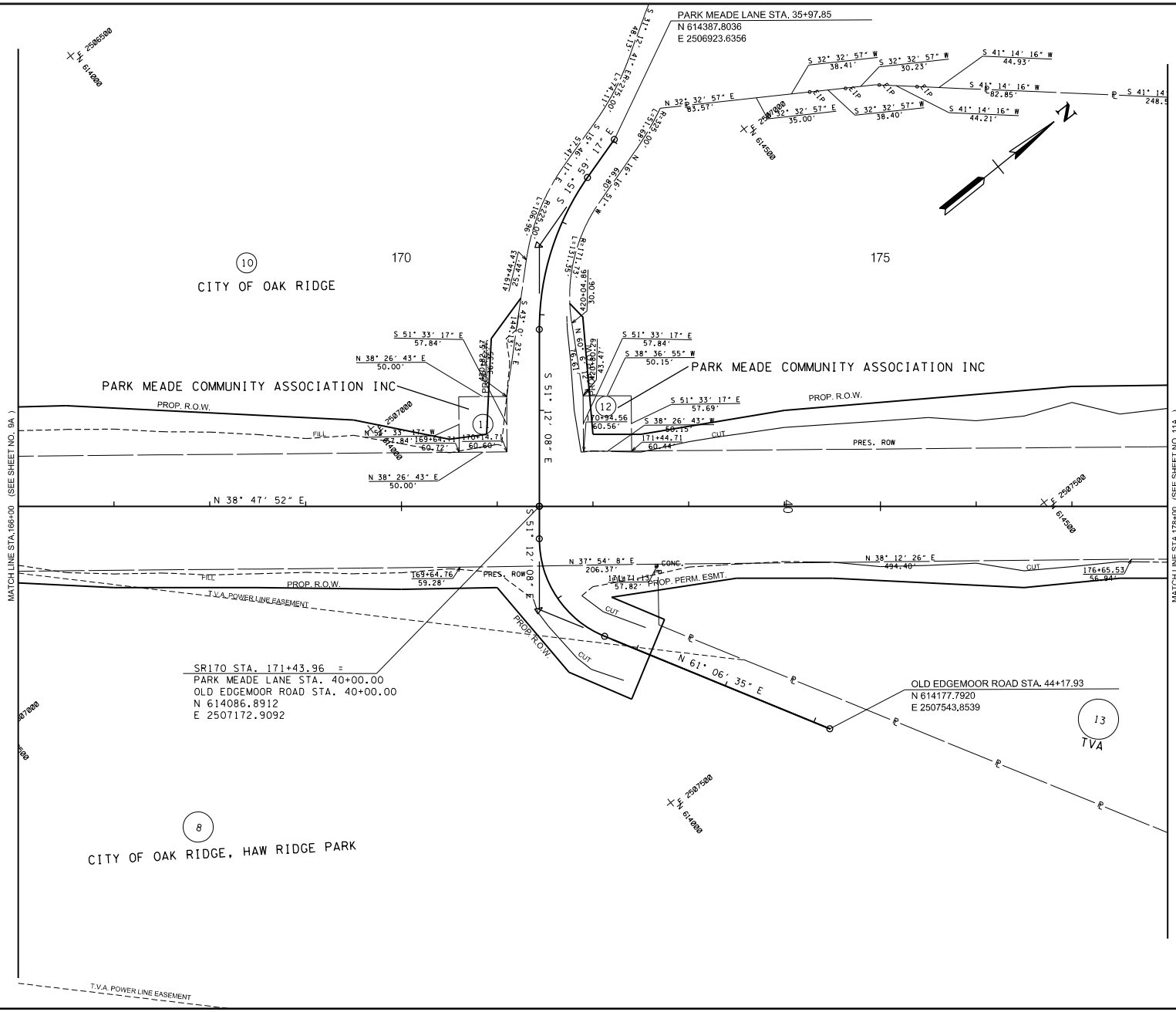
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	10A



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

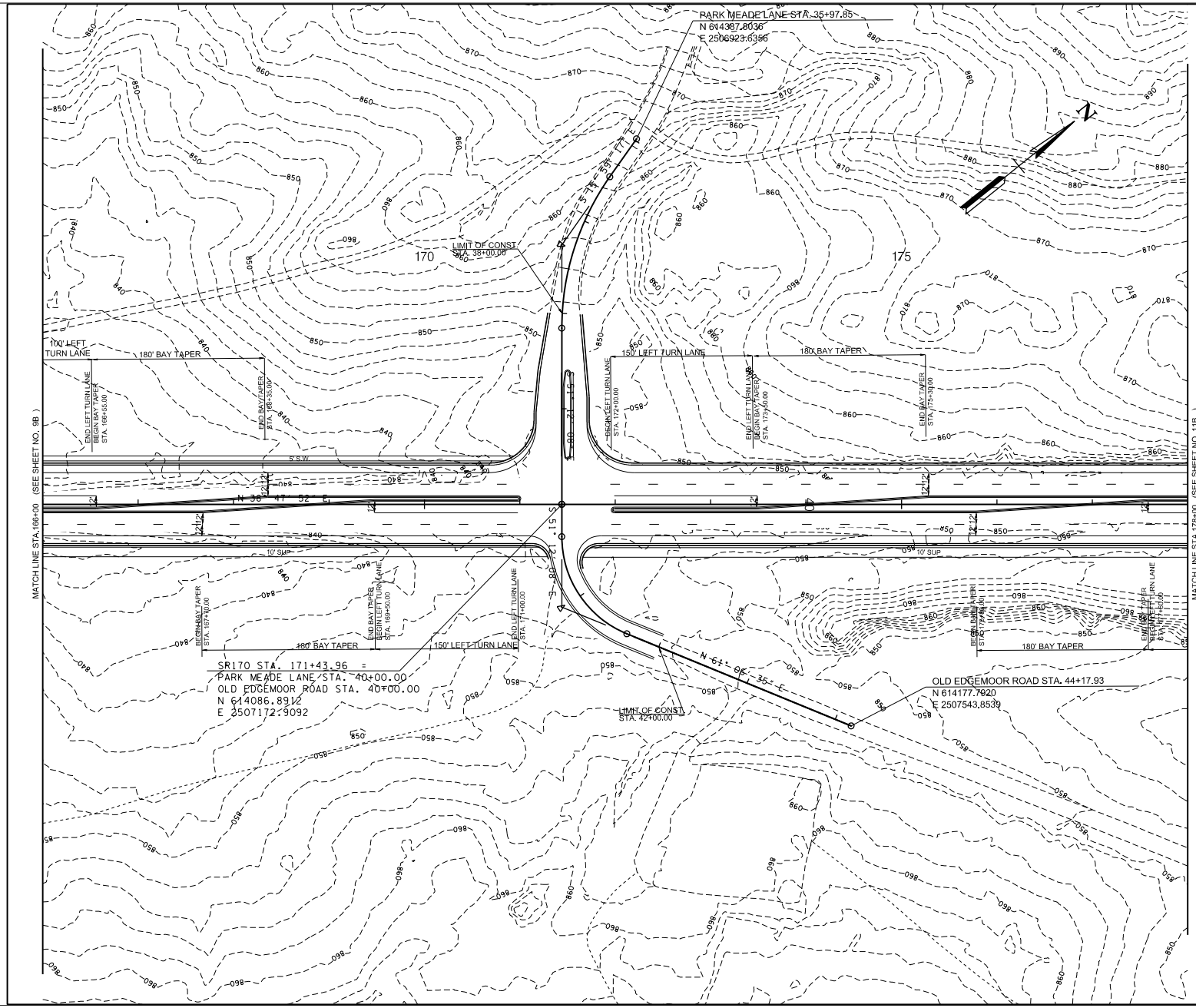
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 166+00 TO STA. 178+00
SCALE: 1"= 50'

3/5/2025 2:01:00 PM
L:\TDOT\20901\AN170-03 ROW DETAILS LAYOUT.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	10B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 166+00 TO STA. 178+00
SCALE: 1"= 50'

3/5/2025 2:01:01 PM
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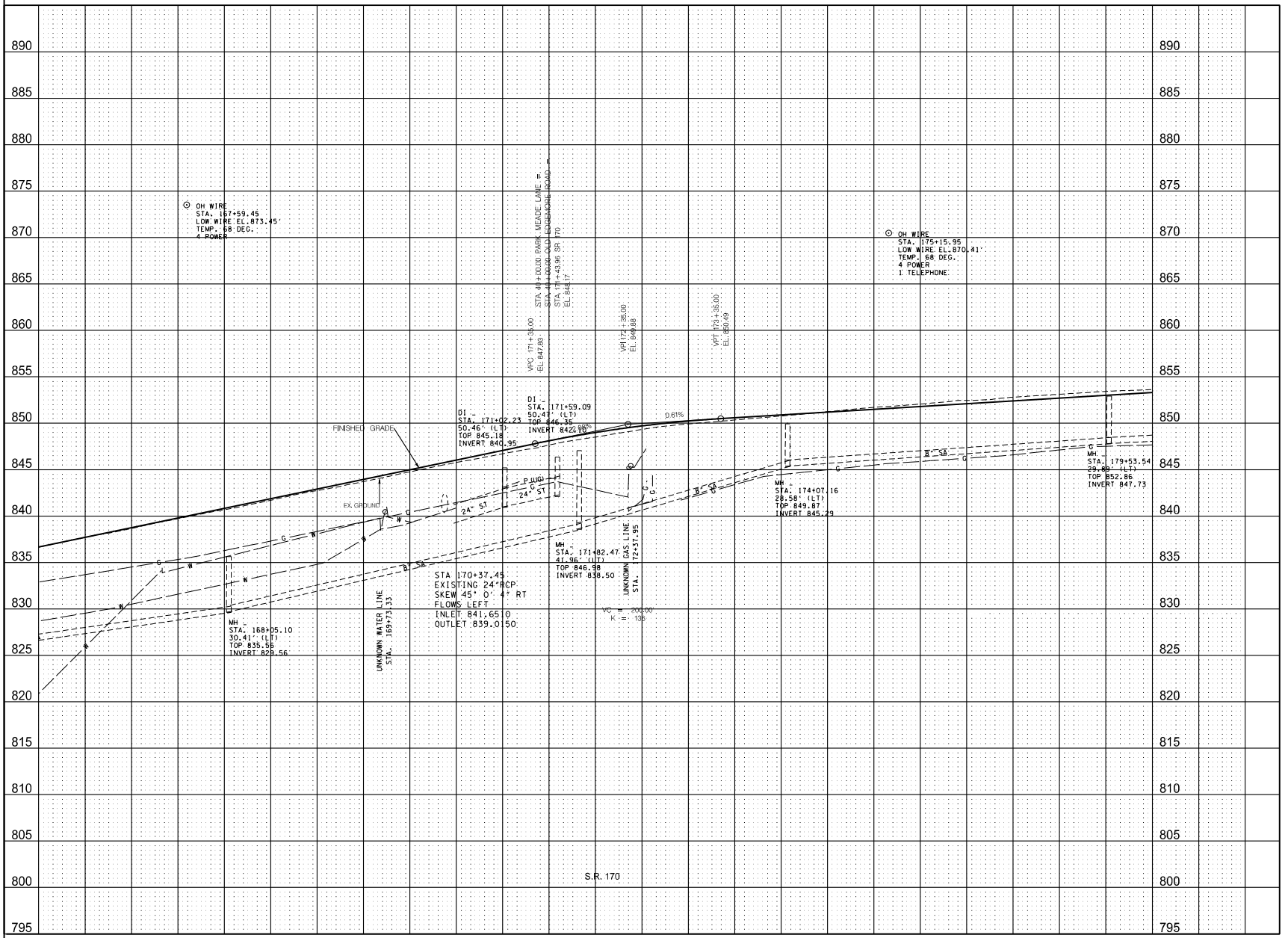
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	10C



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 166+00 TO STA. 178+00

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

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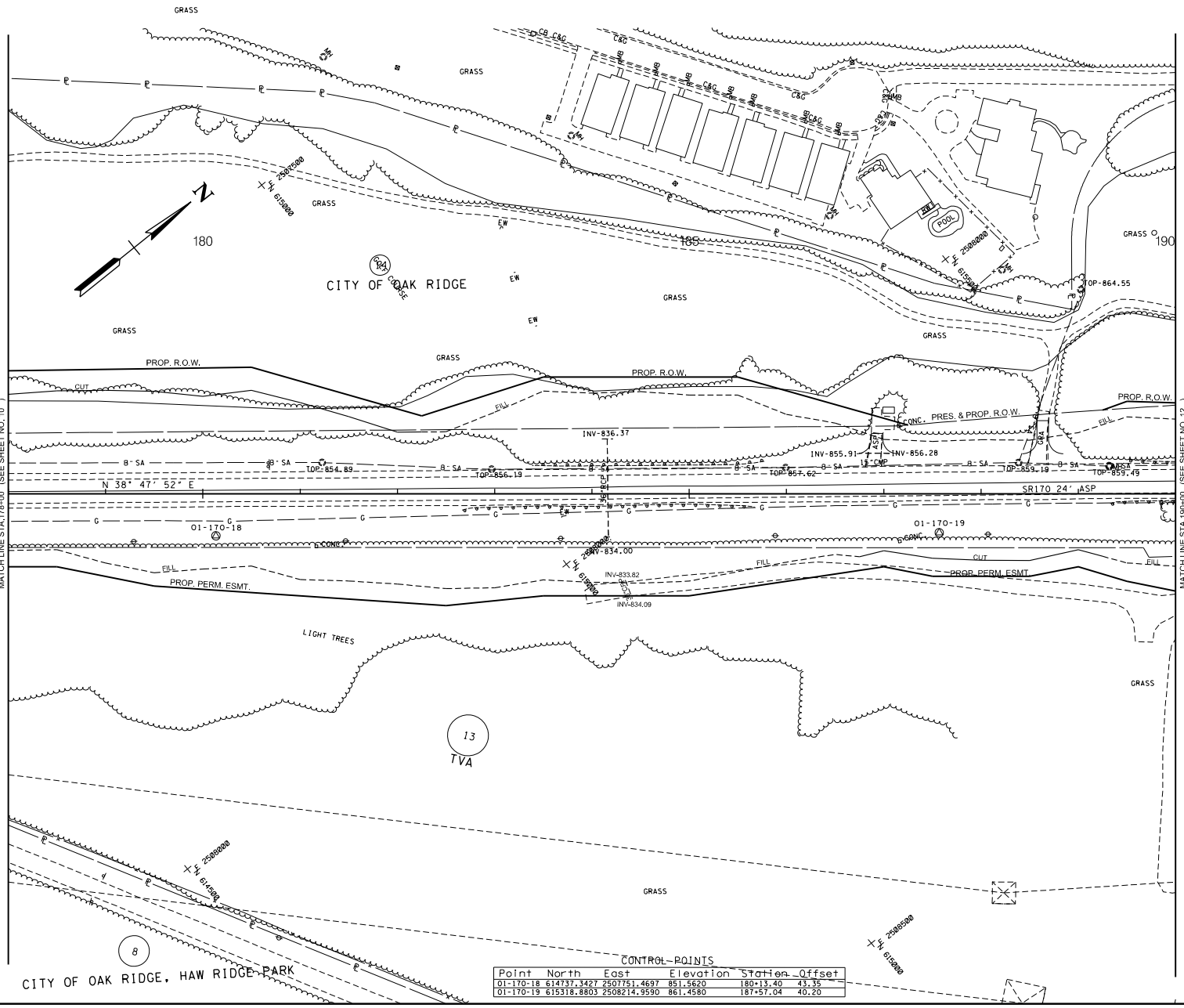
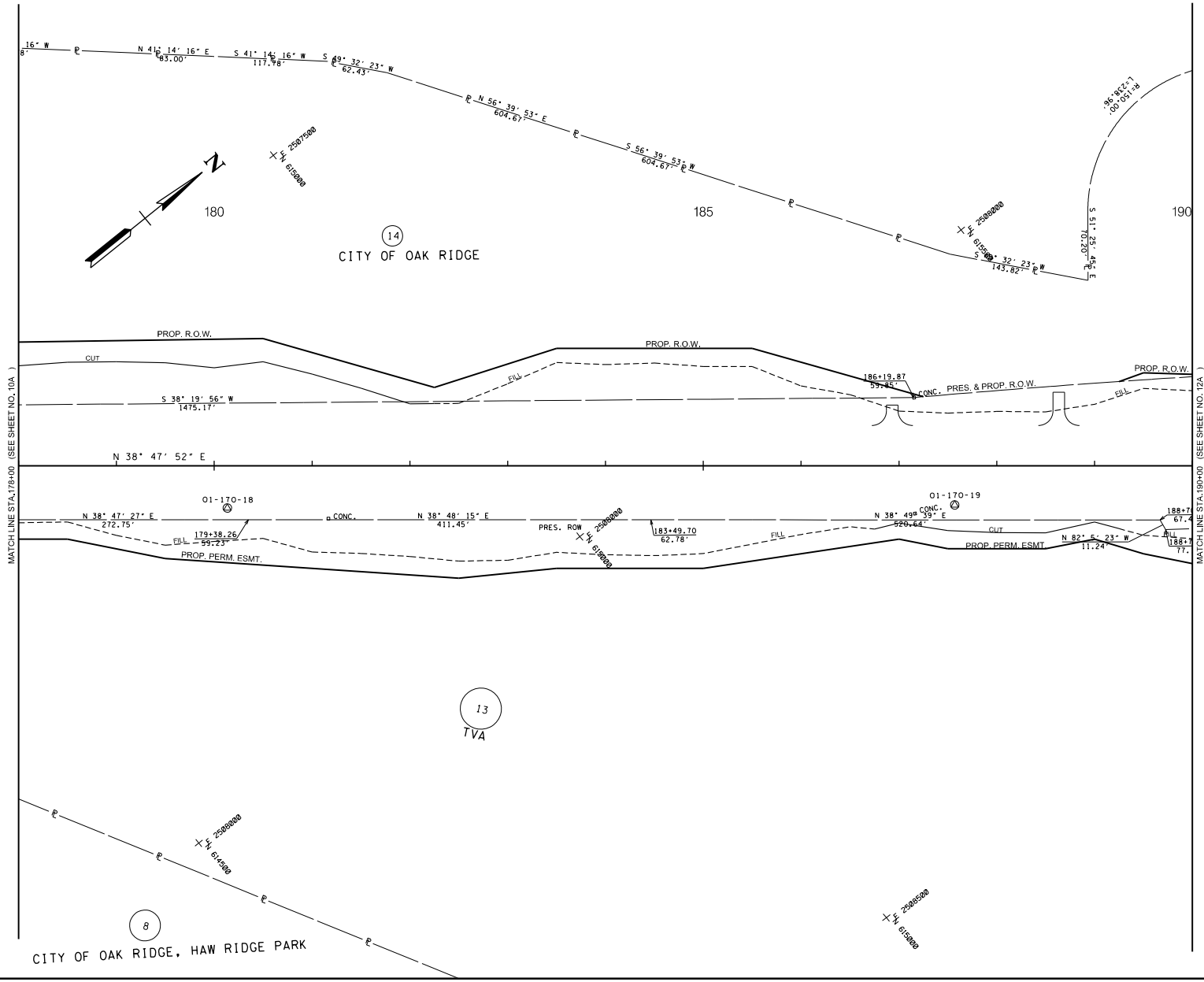
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	11


GRASS
CB C&G
C&G
MH
GRASS
E
E
E

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	11A



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LINE AND GRADE PLANS

SEALED BY

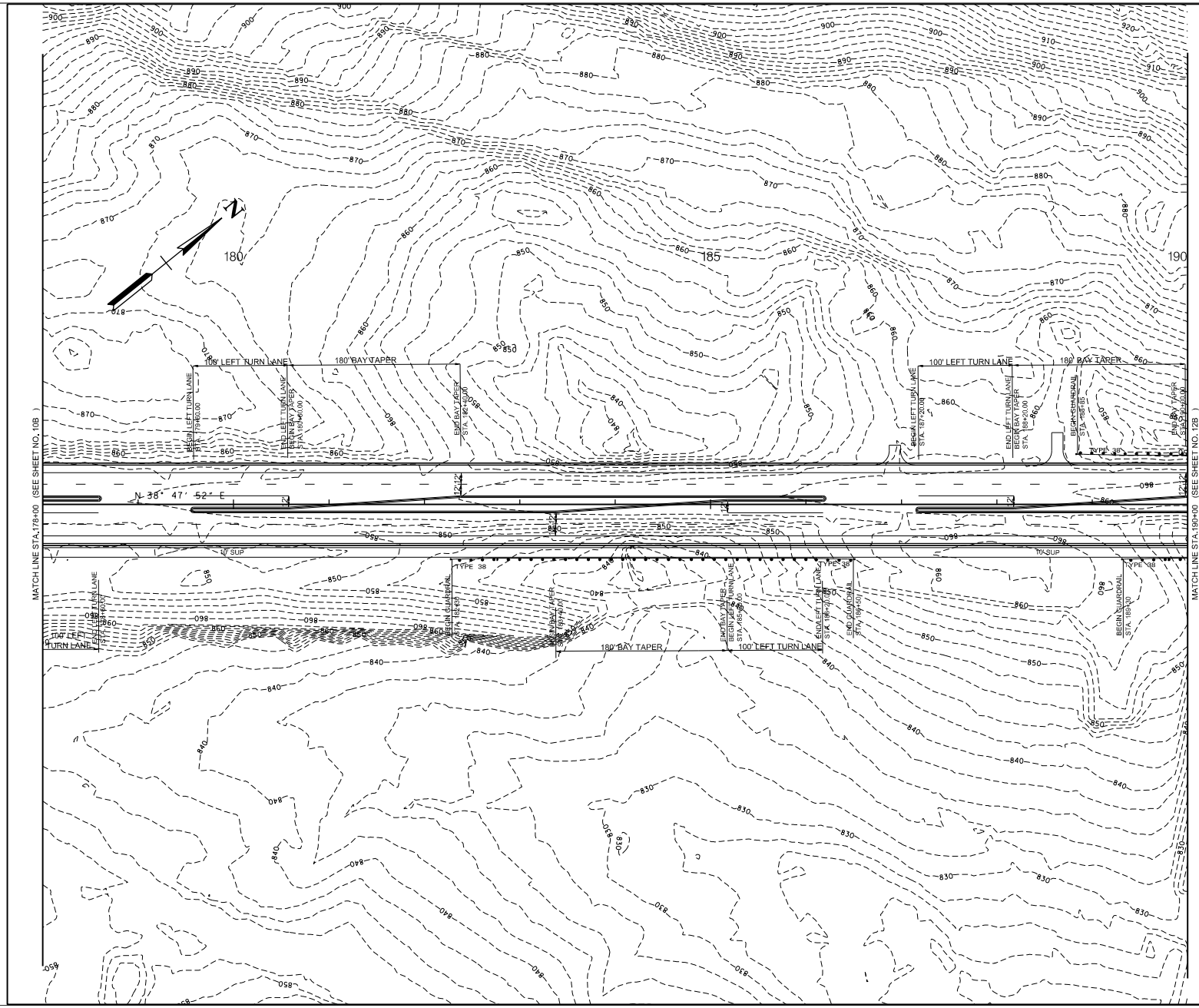
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 178+00 TO STA. 190+00
SCALE: 1"= 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	11B



LINE AND GRADE PLANS

SEALED BY

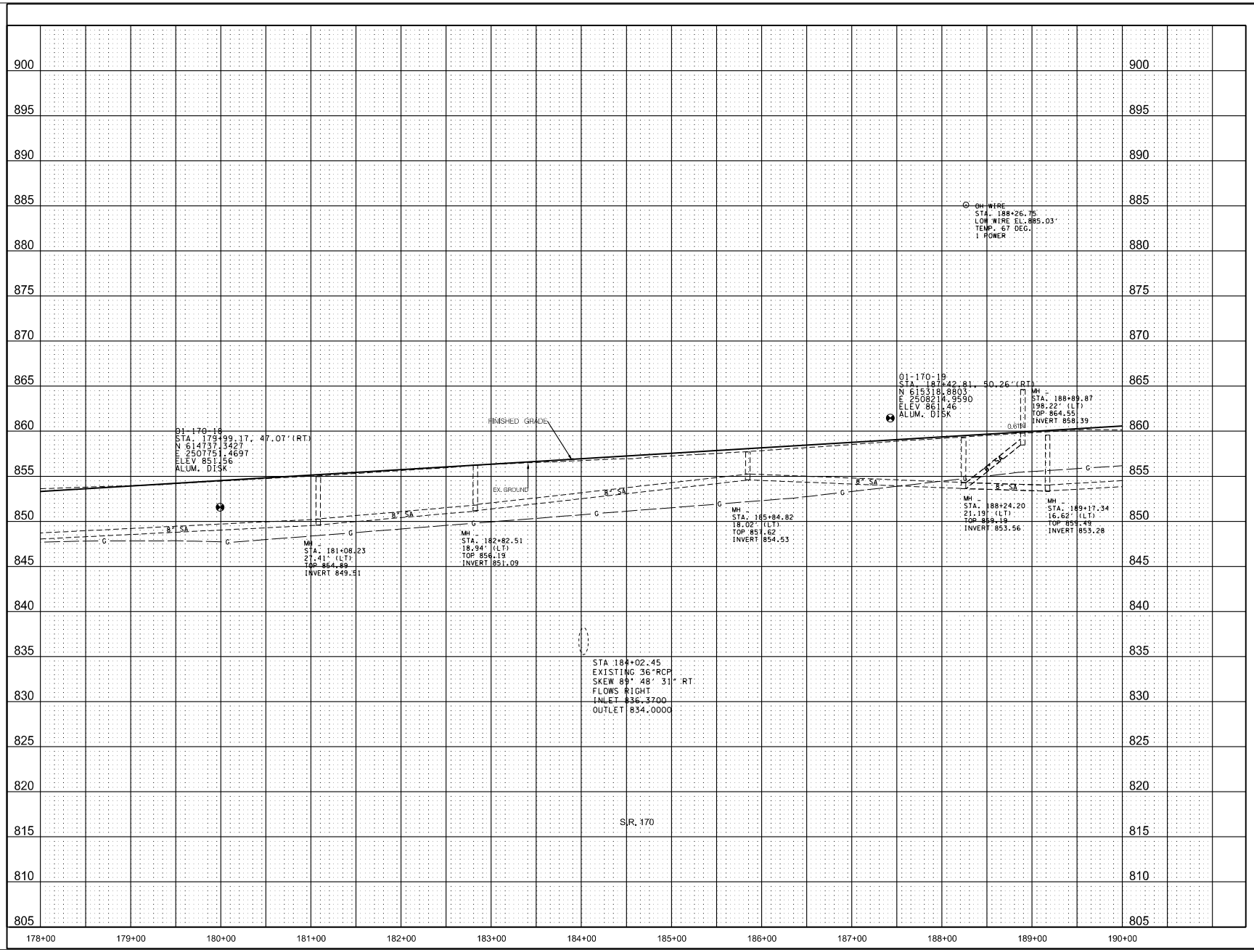
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 178+00 TO STA. 190+00
SCALE: 1"= 50'

3/5/2025 2:01:06 PM
L:\TDOT\20901\AN170-03 PROPOSED LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	11C

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 178+00 TO STA. 190+00

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

3/5/2025 2:01:08 PM
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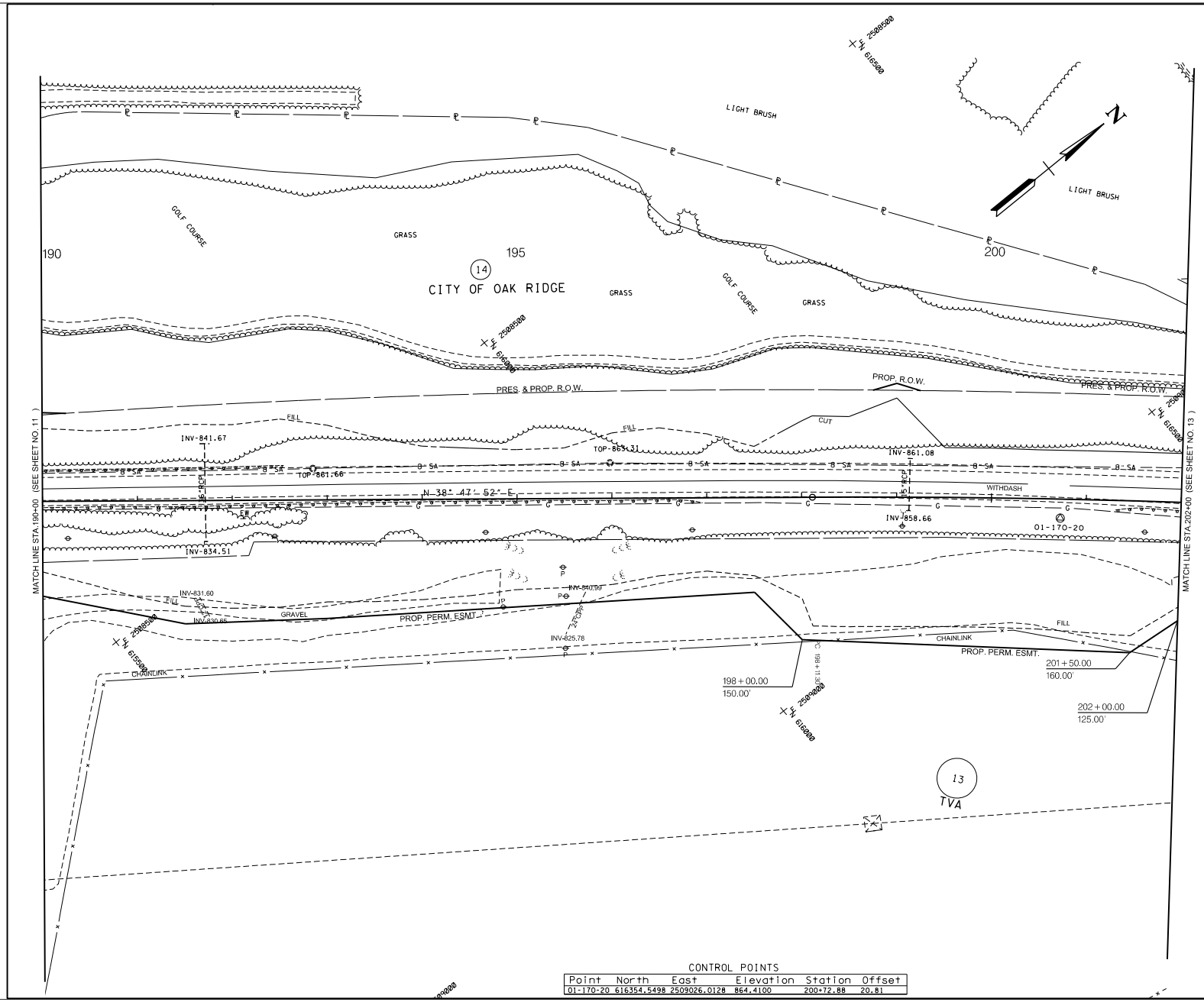
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	12



CONTROL POINTS

Point	North	East	Elevation	Station	Offset
01-170-20	616354.5498	2509026.0128	864.4100	200+72.88	20.81

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

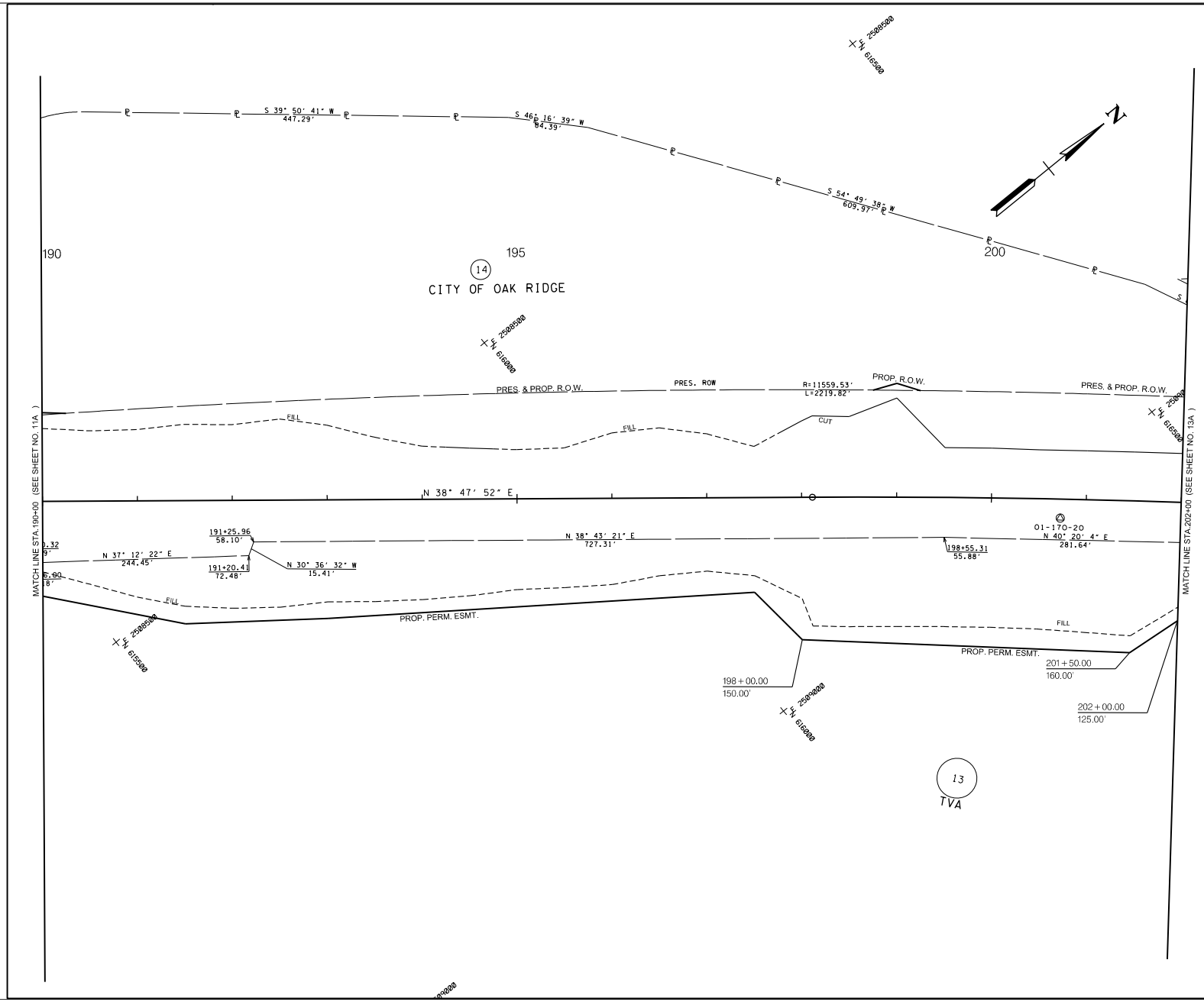
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 190+00 TO STA. 202+00
SCALE: 1"= 50'

3/5/2025 2:01:10 PM
L:\TDOT\20901\AN170-03 PRESENT LAYOUT.SHT

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	12A



LINE AND GRADE PLANS

SEALED BY

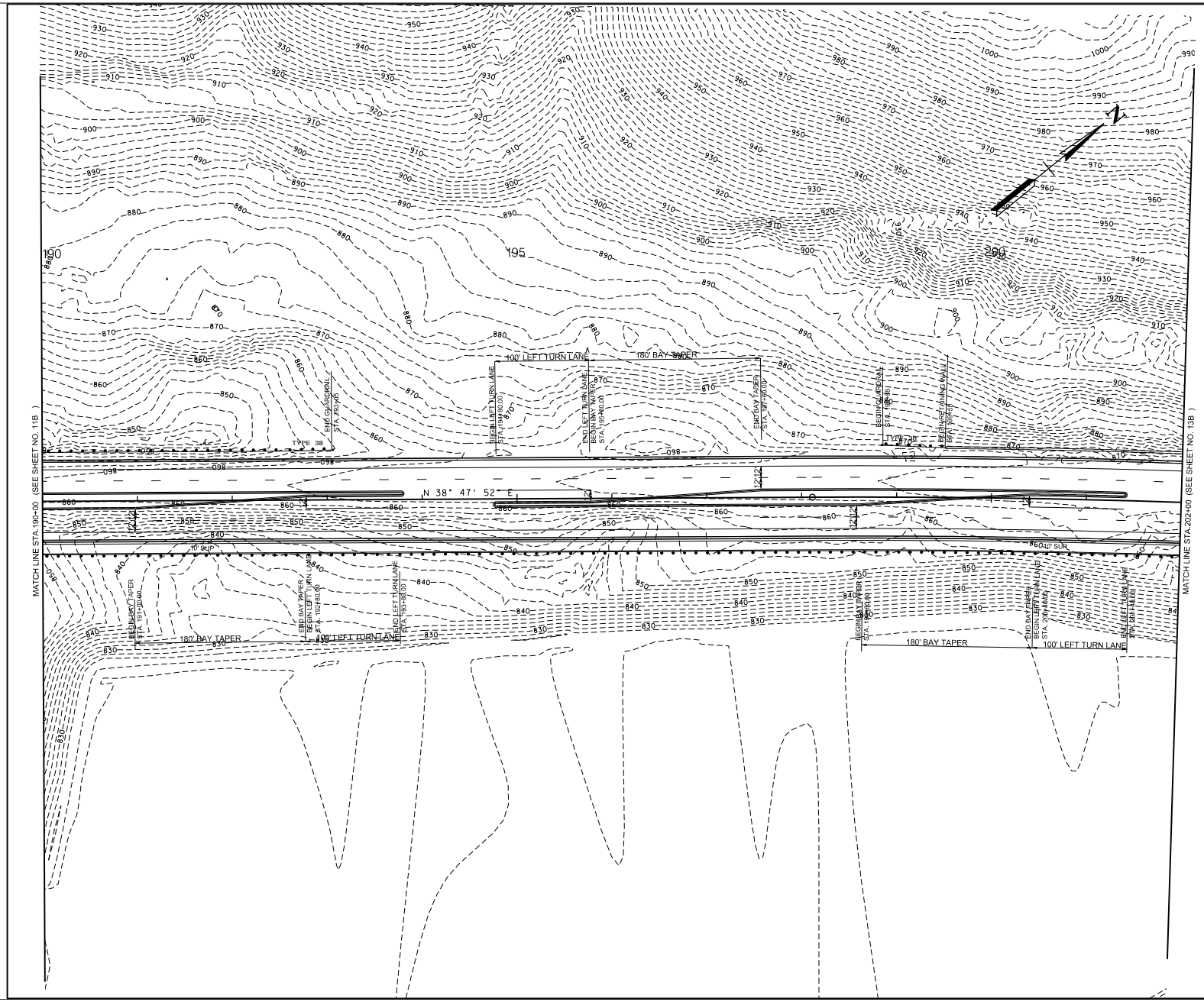
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 190+00 TO STA. 202+00
SCALE: 1"= 50'

3/5/2025 2:01:11 PM
L:\TDOT\20901\AN170-03 ROW DETAILS LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	12B

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 190+00 TO STA. 202+00
SCALE: 1"= 50'

3/5/2025 2:01:12 PM
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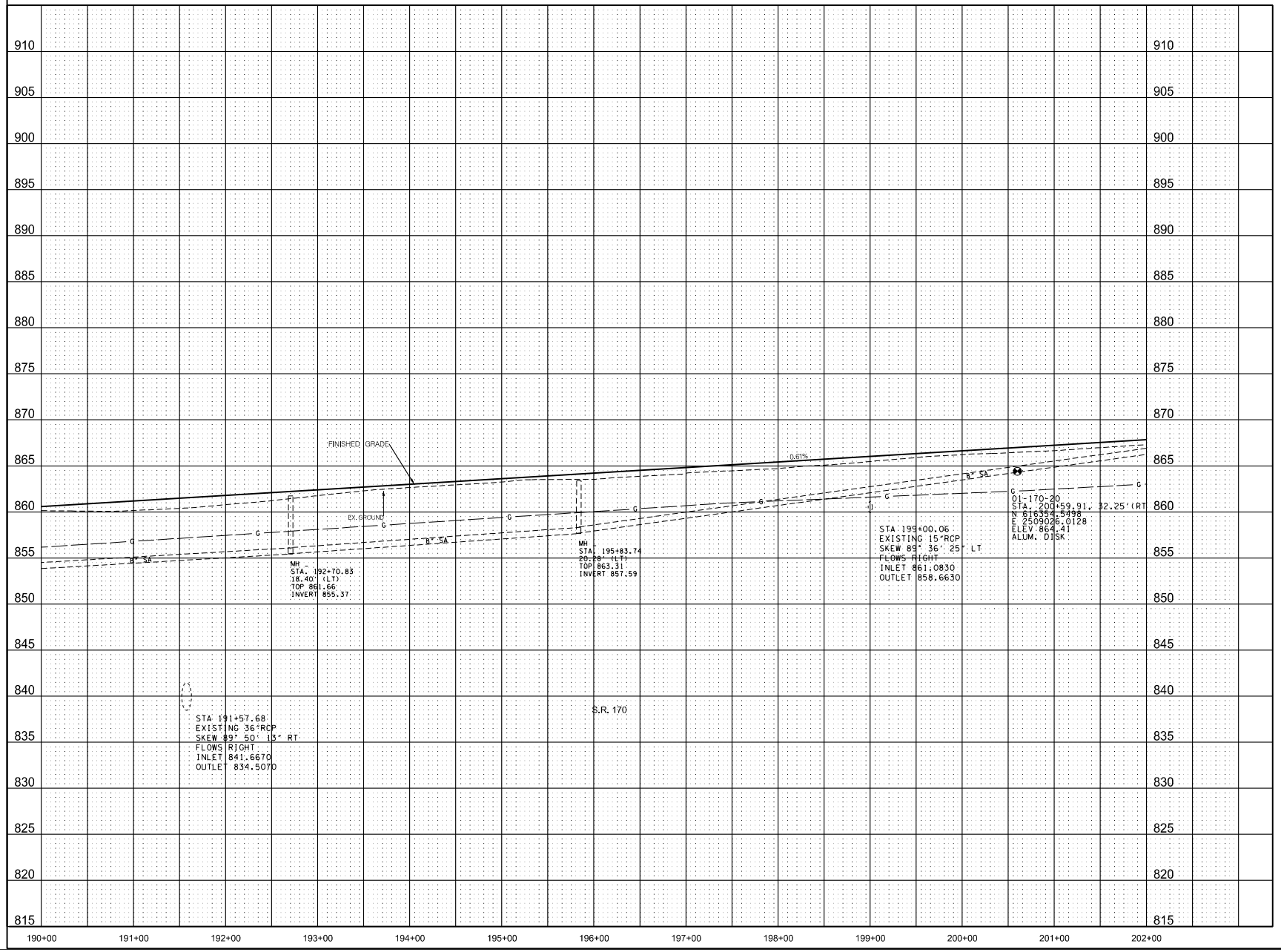

TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	12C

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 190+00 TO STA. 202+00

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

3/5/2025 2:01:13 PM
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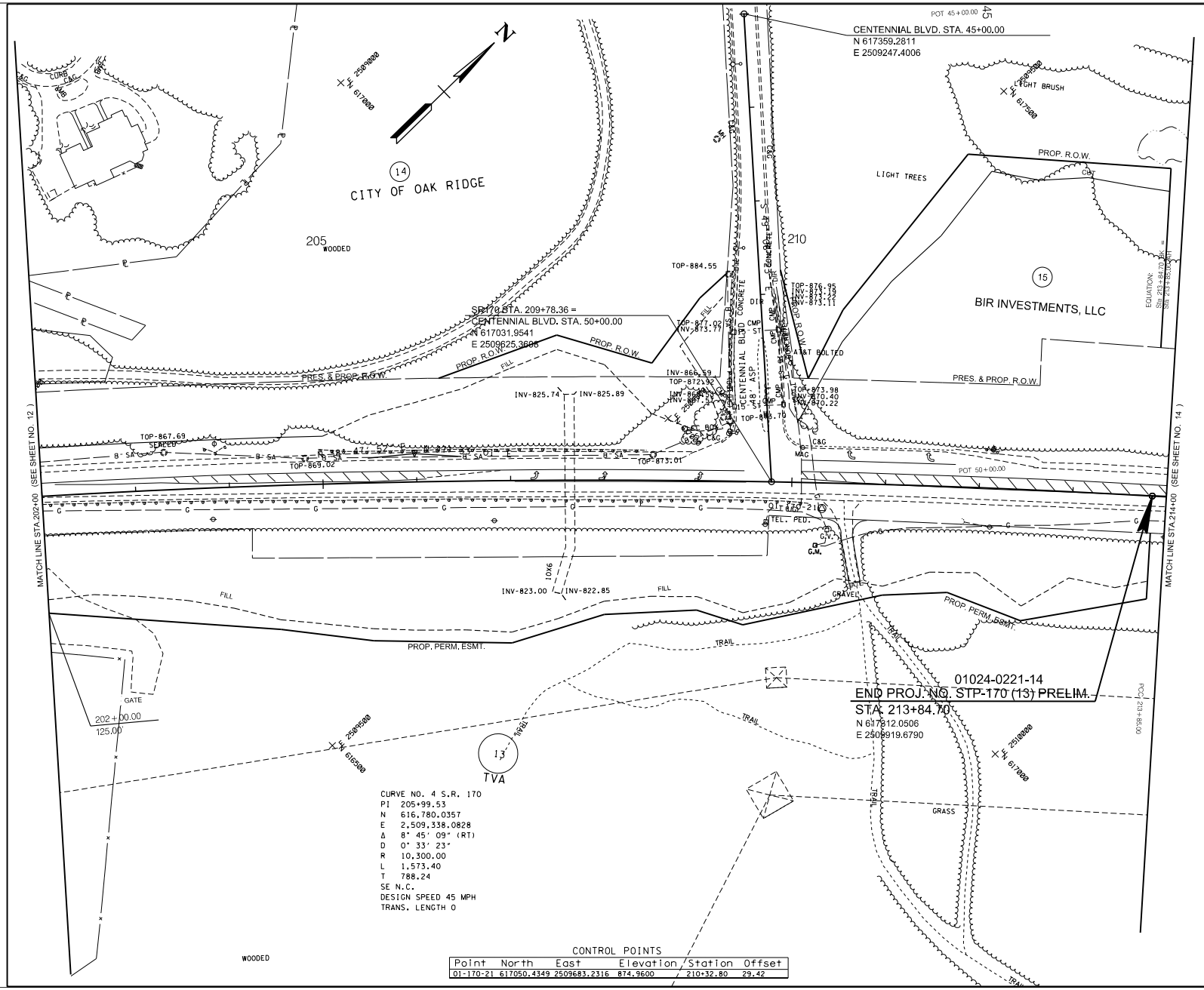


TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	13

LINE AND GRADE PLANS

SEALED BY

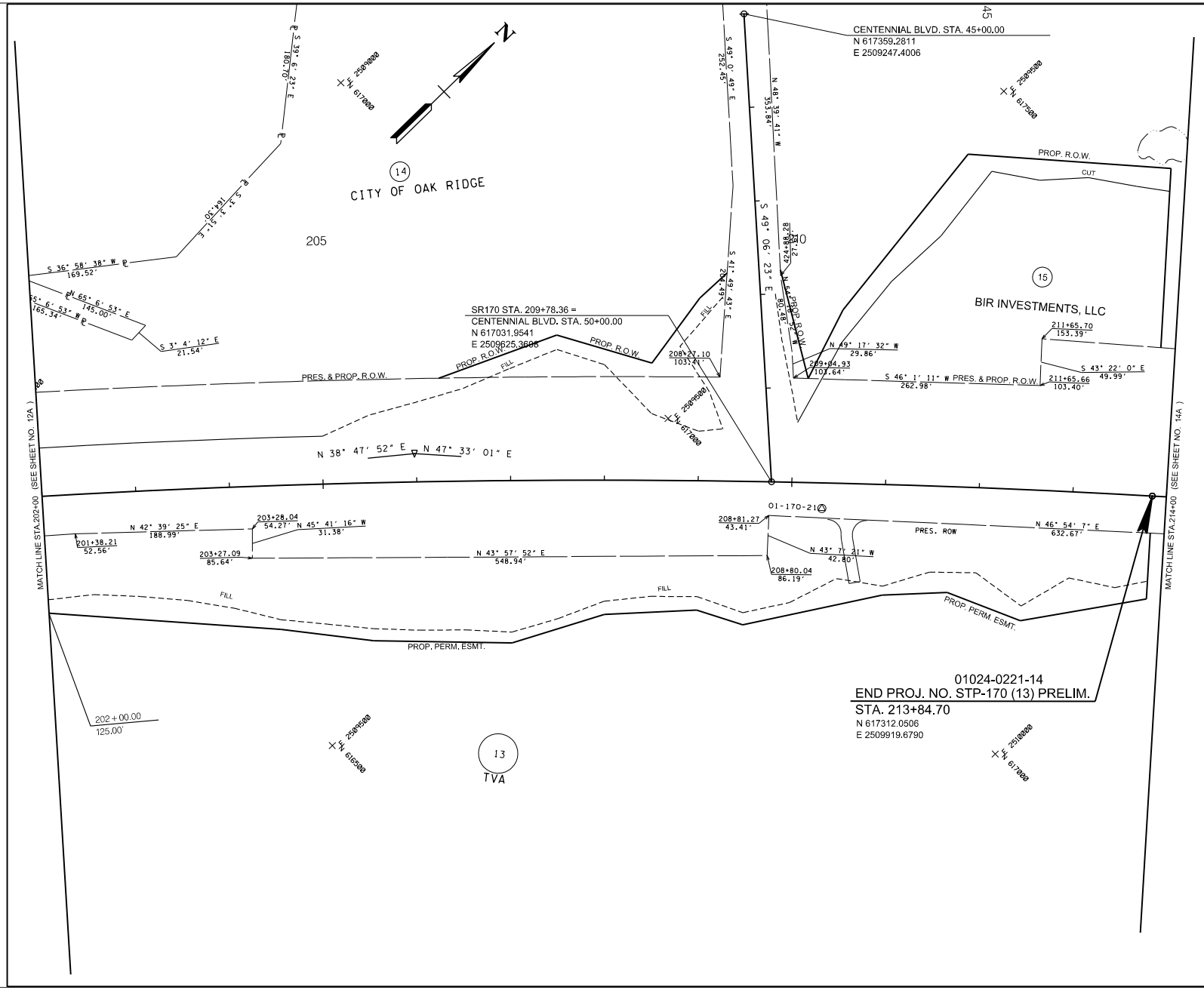
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 202+00 TO STA. 214+00
SCALE: 1"= 50'

3/5/2025 2:01:16 PM
L:\TDOT\20901\AN170-03 PRESENT LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	13A

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 202+00 TO STA. 214+00
SCALE: 1"= 50'

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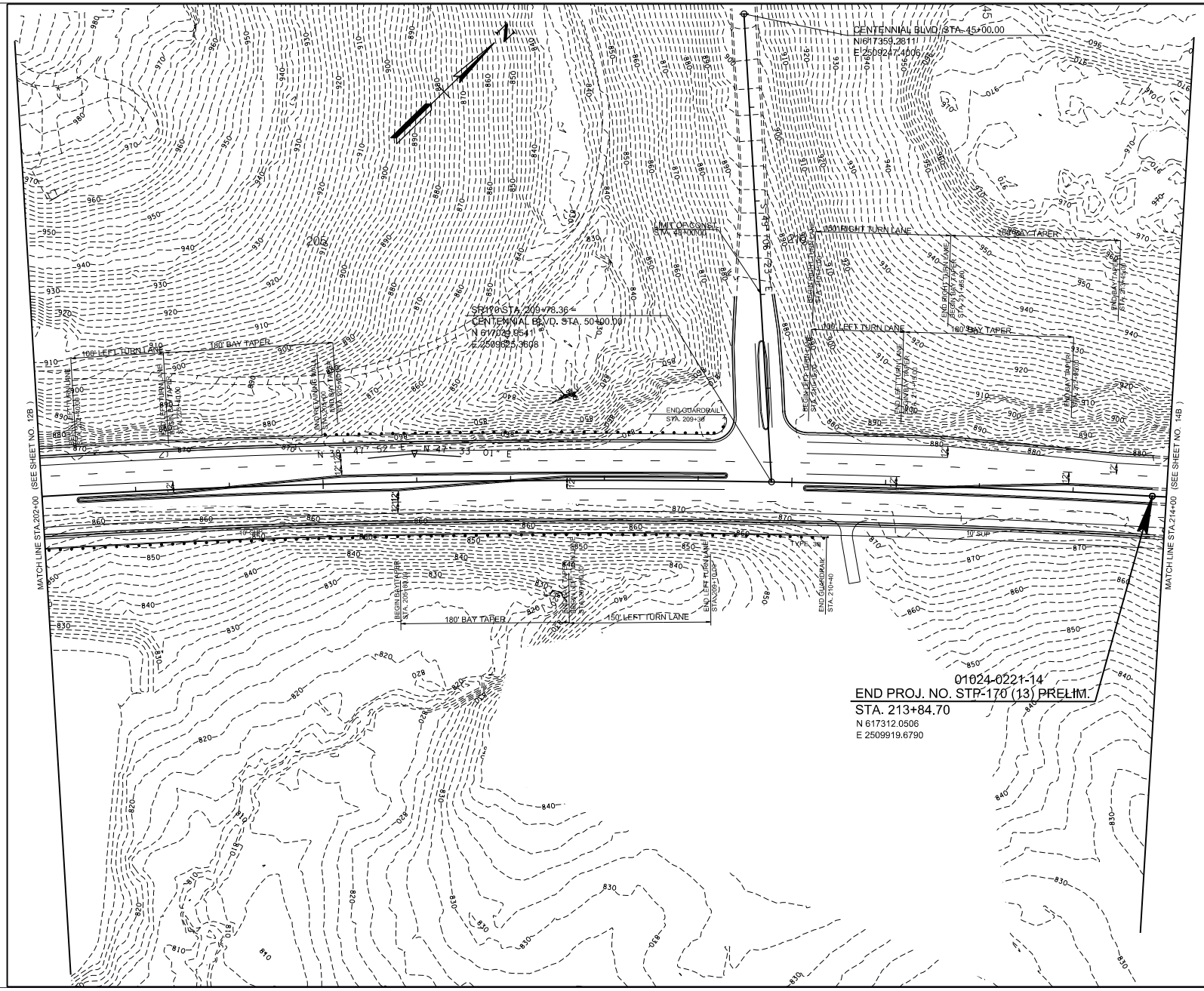
L:\TDOT\20901\AN170-03 ROW DETAILS LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	13B

LINE AND GRADE PLANS

SEALED BY

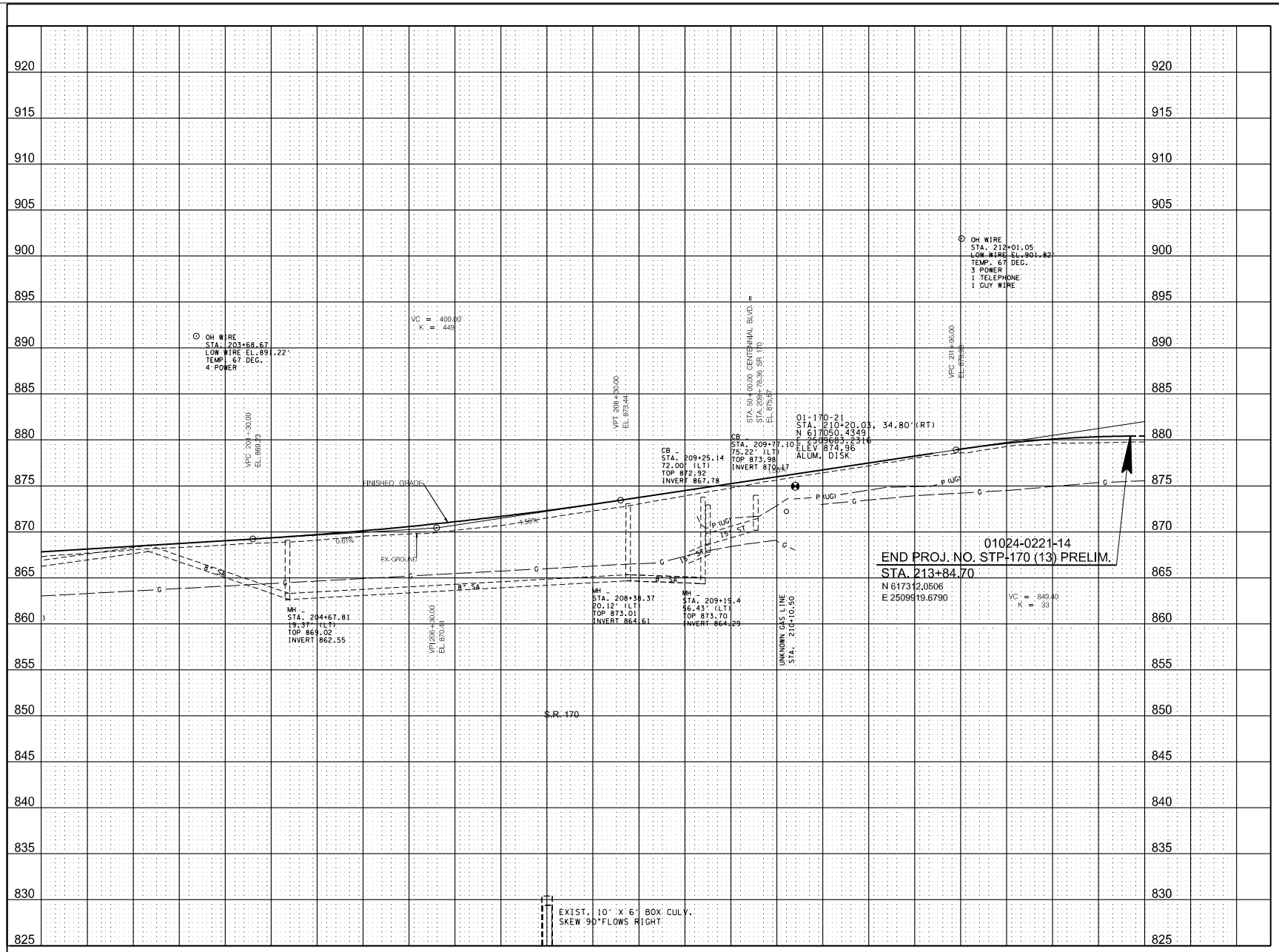
COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 202+00 TO STA. 214+00
SCALE: 1"= 50'

3/5/2025 2:01:18 PM
L:\TDOT\20901\AN170-03 PROPOSED LAYOUT.SHT



TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	13C

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

STA. 202+00 TO STA. 214+00

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

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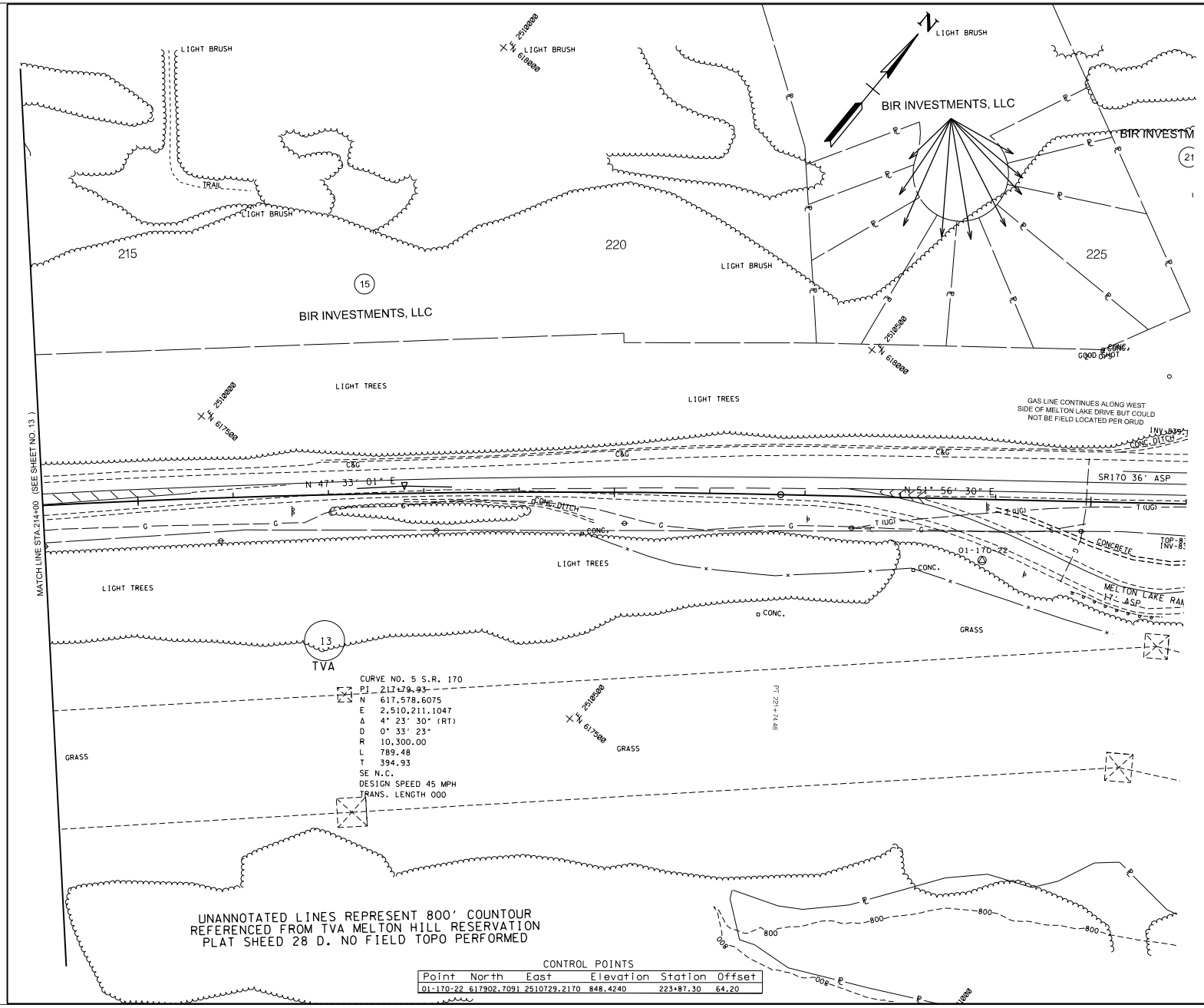
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	14



CONTROL POINTS

Point	North	East	Elevation	Station	Offset
01-170-22	617902.7091	2510729.2170	848.4240	223+87.30	64.20

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 214+00 TO STA. 215+00
SCALE: 1"= 50'

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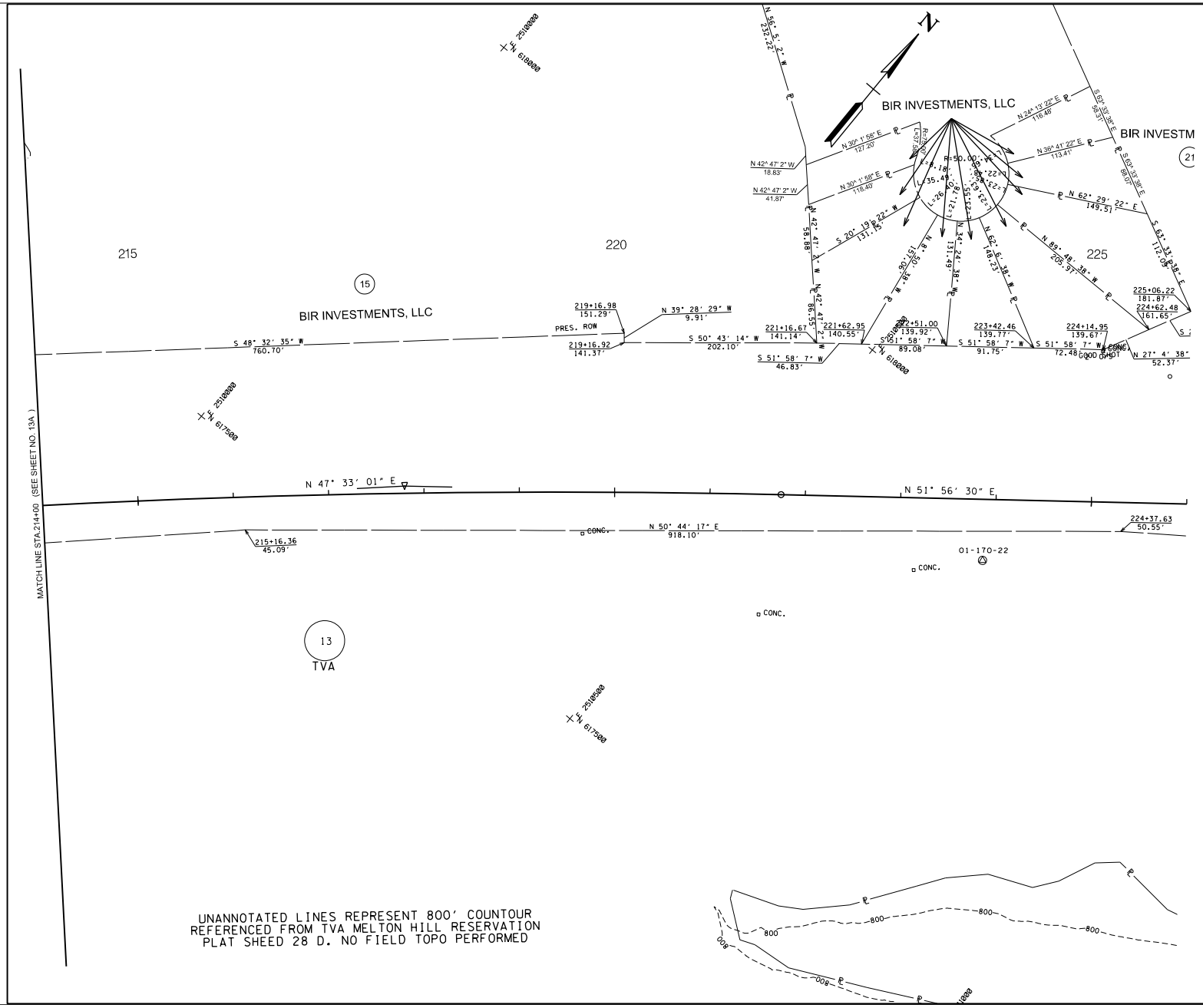
TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	14A



UNANNOTATED LINES REPRESENT 800' COUNTOUR
REFERENCED FROM TVA MELTON HILL RESERVATION
PLAT SHEED 28 D. NO FIELD TOPO PERFORMED

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 214+00 TO STA. 215+00
SCALE: 1"= 50'

3/5/2025 2:01:23 PM
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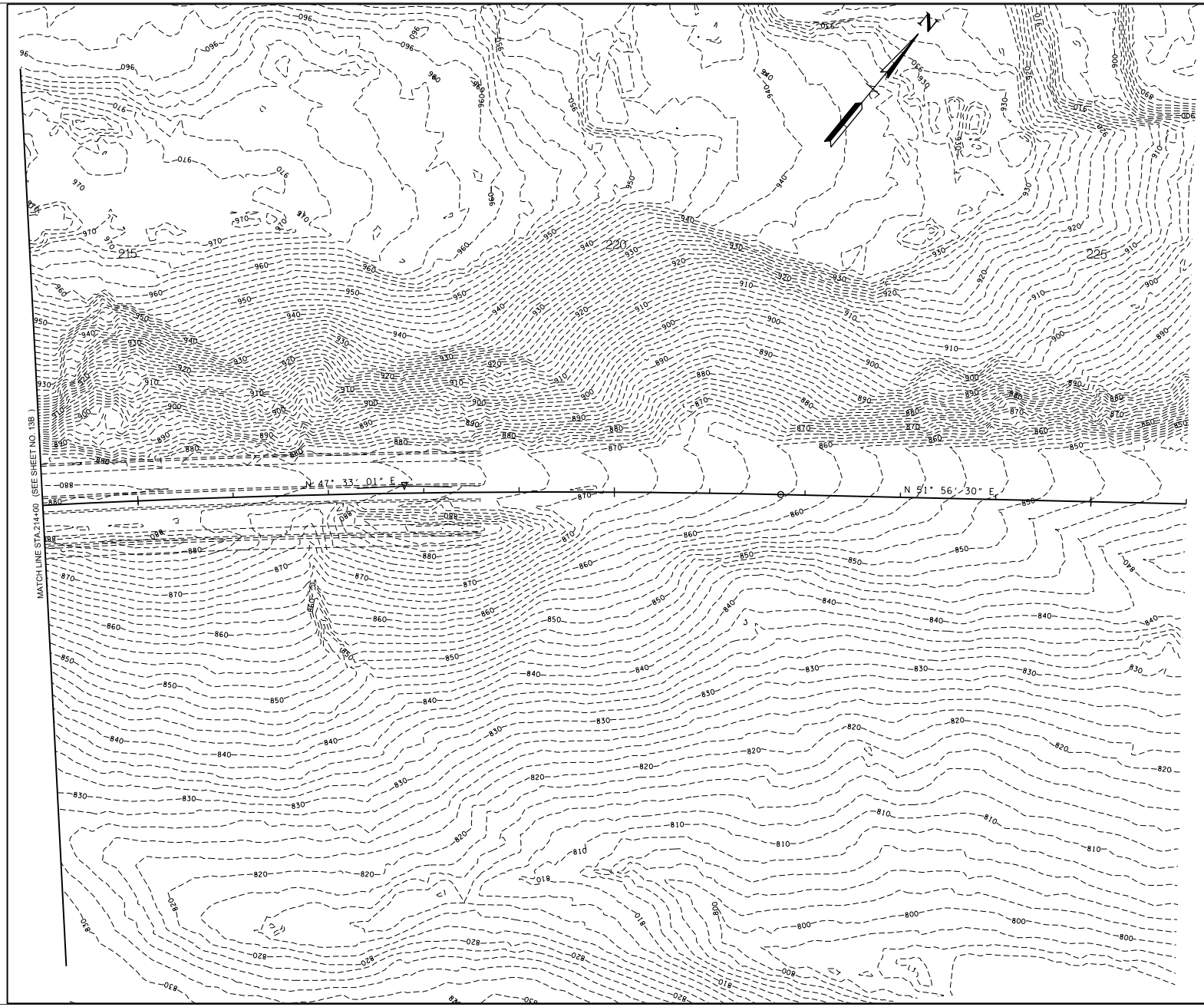


TYPE	YEAR	PROJECT NO.	SHEET NO.
L & G	2025	STP-170 (13)	14B

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 214+00 TO STA. 215+00
SCALE: 1"= 50'

3/5/2025 2:01:24 PM
L:\TDOT\20901\AN170-03 PROPOSED LAYOUT.SHT

Index Of Sheets

SHEET NAME	SHEET NO.
TITLE SHEET	1
TYPICAL SECTIONS	2B, 2B1, 2B2, 2B3, 2B4
RIGHT-OF-WAY ACQUISITION TABLES	3A – 3E
PROPERTY MAP(S)	3F – 3R
PRESENT LAYOUT(S)	4 – 21
RIGHT-OF-WAY DETAILS	4A – 21A
PROPOSED LAYOUT(S)	4B – 21B
PROPOSED PROFILE(S)	4C – 20C
SIDE ROAD PROFILES	22 – 32
SHARED USE PATH PROFILE	33
PRIVATE DRIVE, BUSINESS, AND FIELD ENTRANCE PROFILES	34 – 52
DRAINAGE MAP(S)	53 – 62
ROADWAY CROSS SECTIONS	63 – 325
SIDE ROAD CROSS SECTIONS	326 – 446

NOTE: THE ALPHABETICAL LETTERS "I", "O" & "Q" ARE NOT USED IN THE NUMBERING OF SHEETS.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

ANDERSON COUNTY

SR-170: FROM NEAR MELTON LAKE DRIVE
TO SR-9 (US-25W, CLINTON HIGHWAY)

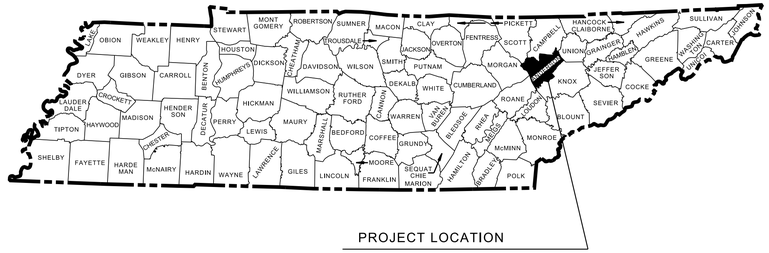
LINE AND GRADE

GRADE, DRAIN, BASE, PAVE, GUARDRAIL, & BRIDGE

Design Segment 2: 124121.02
Line & Grade Plans (February 9, 2025)

DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86	YES X	NO
WORK ZONE SIGNIFICANCE DETERMINATION		
SIGNIFICANT	YES	NO X

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.	STP-170(16)	
STATE PROJ. NO.	01024-0224-14	

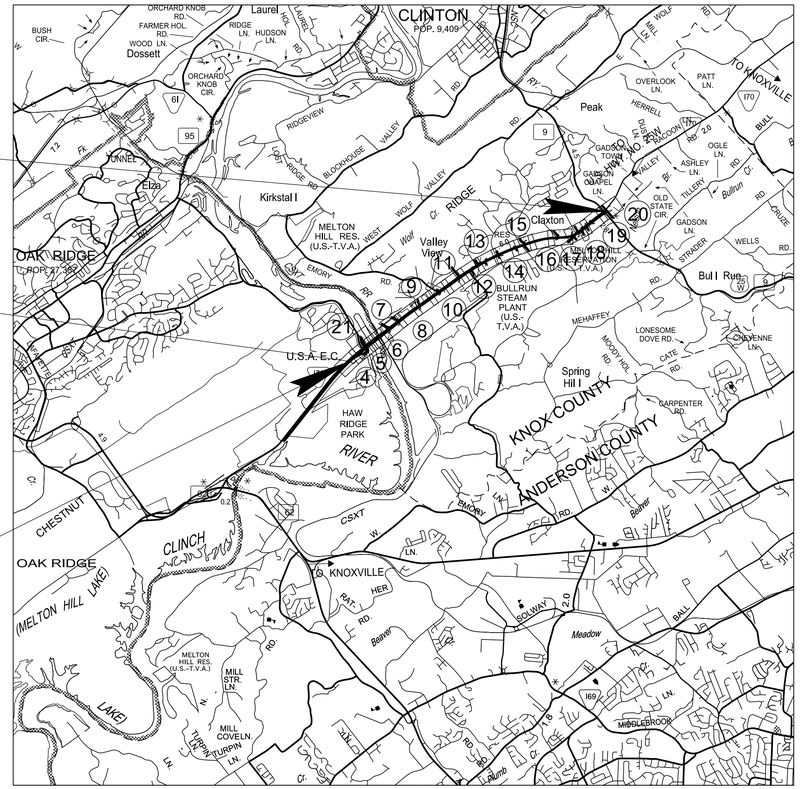


NO EXCLUSIONS

01024-0224-14
END PROJECT NO. STP-170(16) PRELIM
STA. 418+16.03
N 627453.0582 E 2527275.0700

ADJACENT PROJECT
PIN 124121.01

01024-0224-14
BEGIN PROJECT NO. STP-170(16) PRELIM
STA. 213+85.00
N 617312.0539 E 2509919.7005



ROADWAY LENGTH	3.593 MILES
BRIDGE LENGTH	0.277 MILES

LINE AND GRADE PLANS

SEALED BY

APPROVED: _____
WILL REID, CHIEF ENGINEER

DATE: _____

APPROVED: _____
HOWARD H. ELEY, COMMISSIONER

SPECIAL NOTES

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

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

TDOT PROJECT MANAGER : JOHN SHERK

DESIGNED BY: VOLKERT, INC.

DESIGNER : NATHAN RUSSELL CHECKED BY : MOLLY KING, P.E.

P.E. NO. 01024-0224-14 (NEPA)

PIN NO. 124121.02

SURVEY 05-19-22	TRAFFIC DATA	
UPDATE 01-22-24	ADT (2029)	19530
UPDATE 01-08-25	ADT (2049)	25390
	DHV (2049)	2616
	D	55 - 45
	T (ADT)	5 %
	T (DHV)	3 %
	V	55 MPH

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

2/9/2025
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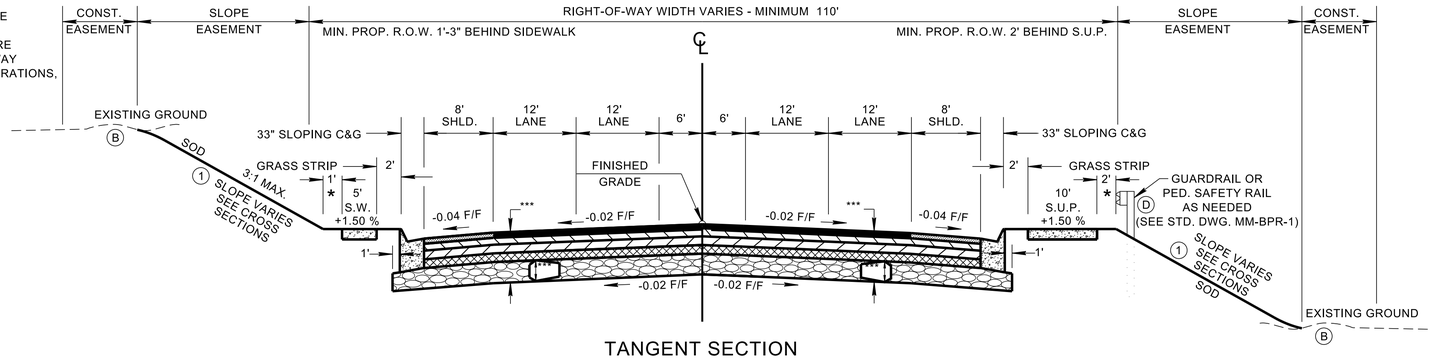
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	2B

(1) 3:1 MAXIMUM CUT SLOPES OR FLATTER DUE TO SOIL CONDITIONS UNLESS OTHERWISE SHOWN ON THE PLANS. 2:1 FILL SLOPES ARE APPLICABLE IN AREAS WHERE RIGHT-OF-WAY RESTRICTIONS, ENVIRONMENTAL CONSIDERATIONS, OR COST WARRANTS A STEEPER THAN 3:1 SLOPE.



TANGENT SECTION
S.R. 170

(BASED ON STD. DWG. RD11-TS-6)
FROM STA. 213+85.00 TO STA. 218+80.00
FROM STA. 224+15.00 TO STA. 228+45.00
FROM STA. 243+05.00 TO STA. 249+45.00
FROM STA. 273+80.00 TO STA. 366+26.15
FROM STA. 376+75.03 TO STA. 383+04.19
FROM STA. 398+05.83 TO STA. 418+16.03

* BERM WIDTH VARIES IN SOME LOCATIONS TO MEET CLEAR ZONE CRITERIA AND AVOID GUARDRAIL.

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

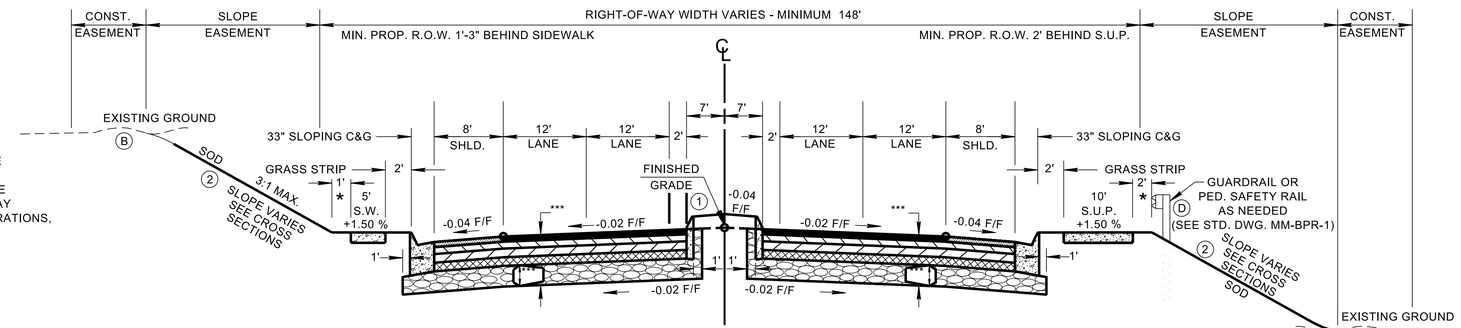
(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(1) MEDIAN CURBS WILL BE SLOPING CURBS. VERTICAL CURBS WILL NOT BE PERMITTED.

(2) 3:1 MAXIMUM CUT SLOPES OR FLATTER DUE TO SOIL CONDITIONS UNLESS OTHERWISE SHOWN ON THE PLANS. 2:1 FILL SLOPES ARE APPLICABLE IN AREAS WHERE RIGHT-OF-WAY RESTRICTIONS, ENVIRONMENTAL CONSIDERATIONS, OR COST WARRANTS A STEEPER THAN 3:1 SLOPE.



TANGENT SECTION
S.R. 170

(BASED ON STD. DWG. RD11-TS-6)
FROM STA. 218+80.00 TO STA. 224+15.00
FROM STA. 249+45.00 TO STA. 273+80.00

* BERM WIDTH VARIES IN SOME LOCATIONS TO MEET CLEAR ZONE CRITERIA AND AVOID GUARDRAIL.

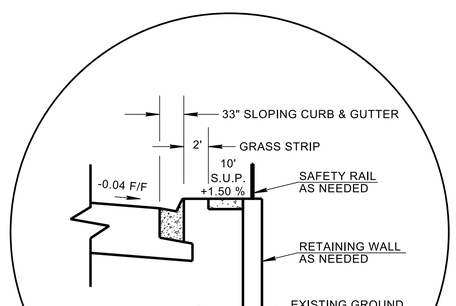
(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.
SEE STANDARD DRAWING MM-PBR-1 FOR TYPICAL PEDESTRIAN SAFETY RAIL PLACEMENT.

S.R. 170						
STATION LIMITS		LT.	RT.	OFFSET (FT)		WIDTH (FT)
BEGIN TRANS.	END TRANS.			BEGIN	END	
214+40.00	221+00.00	X		33.00	45.00	12.00
216+40.00	218+60.00		X	33.00	45.00	12.00
224+15.00	225+80.00	X	X	45.00	42.00	3.00
243+05.00	244+70.00	X	X	30.00	33.00	3.00
274+65.00	376+30.00	X	X	33.00	30.00	3.00
313+30.00	315+10.00		X	30.00	42.00	12.00
410+60.00	412+80.00		X	30.00	42.00	12.00



SHARED USE PATH
W/ RETAINING WALL
(BASED ON STD. DWG. MM-BPR-1 AS NEEDED)

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

2/9/2025
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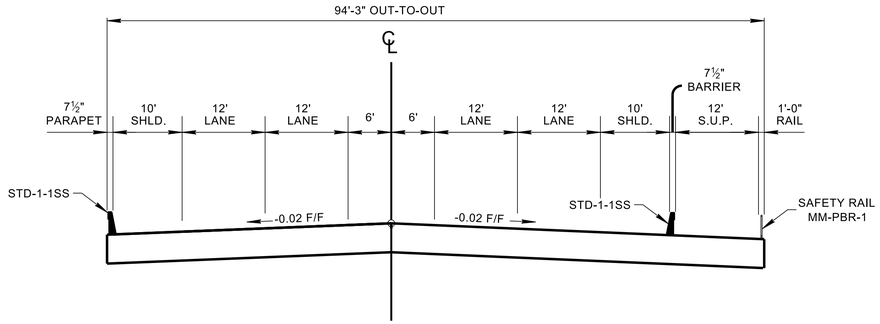
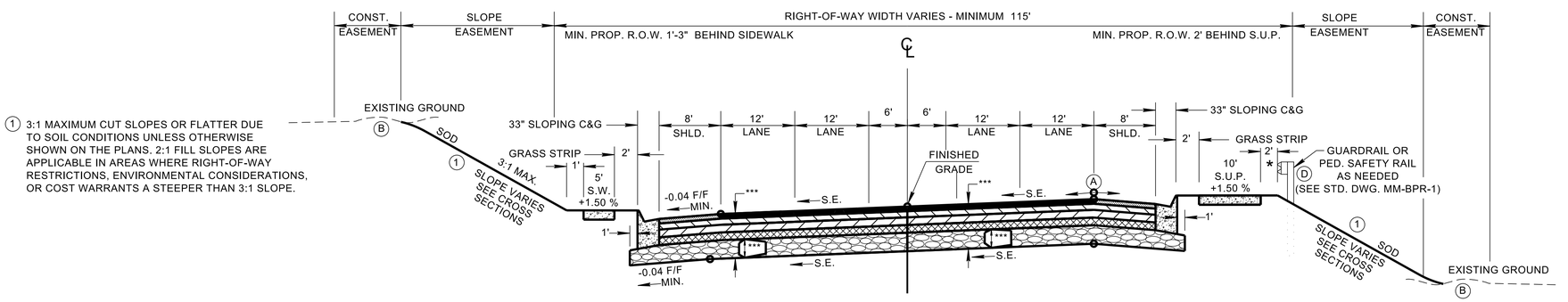
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	2B1



BRIDGE TYPICAL SECTION
S.R. 170
FROM STA. 228+45.00 TO STA. 243+05.00



1. 3:1 MAXIMUM CUT SLOPES OR FLATTER DUE TO SOIL CONDITIONS UNLESS OTHERWISE SHOWN ON THE PLANS. 2:1 FILL SLOPES ARE APPLICABLE IN AREAS WHERE RIGHT-OF-WAY RESTRICTIONS, ENVIRONMENTAL CONSIDERATIONS, OR COST WARRANTS A STEEPER THAN 3:1 SLOPE.

A. THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

B. SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

C. SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

D. SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

SUPERELEVATED SECTION
S.R. 170
(BASED ON STD. DWG. RD11-TS-6)
FROM STA. 366+26.15 TO STA. 376+75.03
FROM STA. 383+04.19 TO STA. 398+05.83

* BERM WIDTH VARIES IN SOME LOCATIONS TO MEET CLEAR ZONE CRITERIA AND AVOID GUARDRAIL.

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

2/9/2025
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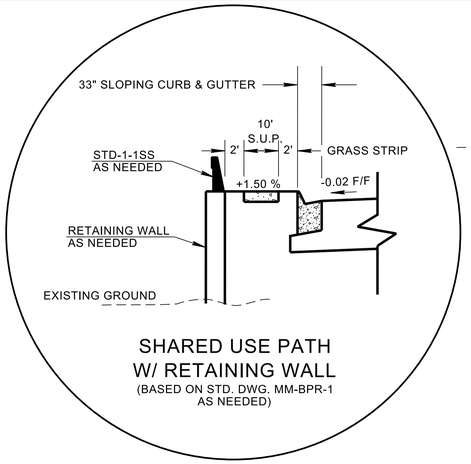
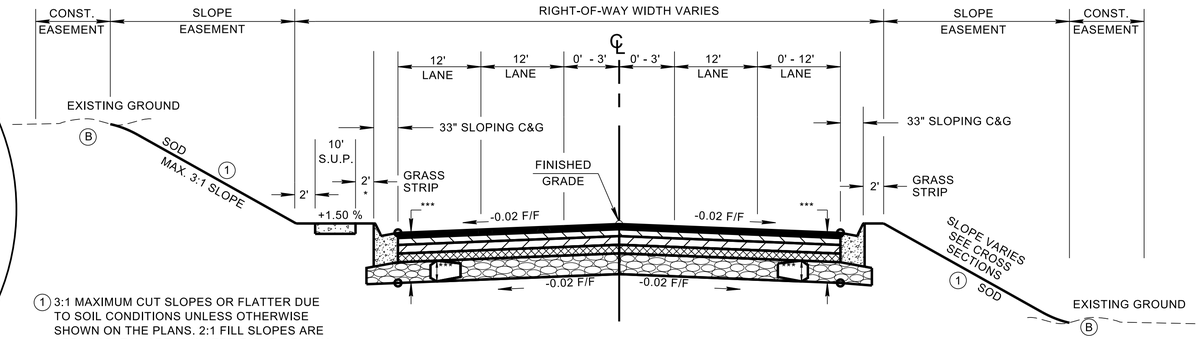
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	2B2



SHARED USE PATH
W/ RETAINING WALL
(BASED ON STD. DWG. MM-BPR-1 AS NEEDED)



1 3:1 MAXIMUM CUT SLOPES OR FLATTER DUE TO SOIL CONDITIONS UNLESS OTHERWISE SHOWN ON THE PLANS. 2:1 FILL SLOPES ARE APPLICABLE IN AREAS WHERE RIGHT-OF-WAY RESTRICTIONS, ENVIRONMENTAL CONSIDERATIONS, OR COST WARRANTS A STEEPER THAN 3:1 SLOPE.

TANGENT SECTION
MELTON LAKE DR.
(BASED ON STD. DWG. RD11-TS-6C)

FROM STA. 511+32.00 TO STA. 519+64.14

* WIDTH VARIES IN SOME LOCATIONS.

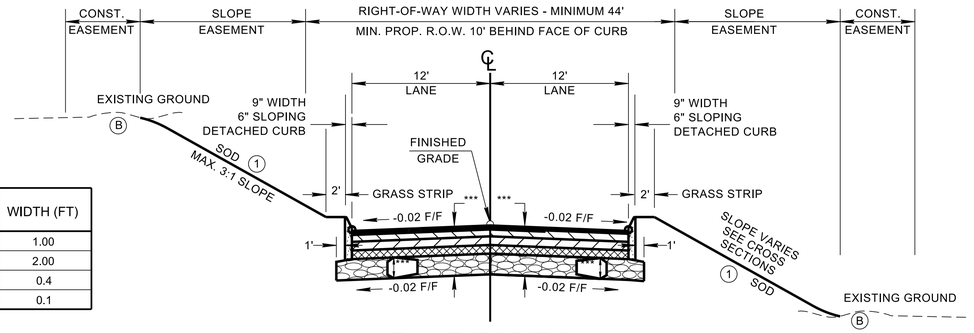
MELTON LAKE DR.						
STATION LIMITS		LT.	RT.	OFFSET (FT)		WIDTH (FT)
BEGIN TRANS.	END TRANS.			BEGIN	END	
515+20.00	516+40.00		X	24.00	36.00	12.00
516+95.00	518+30.00		X	39.00	36.00	3.00
516+95.00	518+30.00	X		24.00	27.00	3.00

A THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

B SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

C SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

D SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.



TANGENT SECTION
SIDE ROADS
(BASED ON STD. DWG. RD11-TS-6C)

ROAD NAME	STATION LIMITS		LT.	RT.	OFFSET (FT)		WIDTH (FT)
	BEGIN TRANS.	END TRANS.			BEGIN	END	
MOONCREST LN.	621+24.00	621+54.00		X	12.00	11.00	1.00
MOONCREST LN.	621+24.00	621+54.00	X		12.00	10.00	2.00
MOCKINGBIRD HILL LN.	636+00.00	636+50.00		X	12.4	12.00	0.4
MOCKINGBIRD HILL LN.	636+00.00	636+50.00	X		12.1	12.00	0.1

1 3:1 SLOPES OR FLATTER ARE DESIRABLE AND ARE THE MAXIMUM IN REGION IV. 2:1 SLOPES ARE APPLICABLE IN AREAS WHERE RIGHT-OF-WAY RESTRICTIONS, ENVIRONMENTAL CONSIDERATIONS, OR COST WARRANTS A STEEPER THAN 3:1 SLOPE.

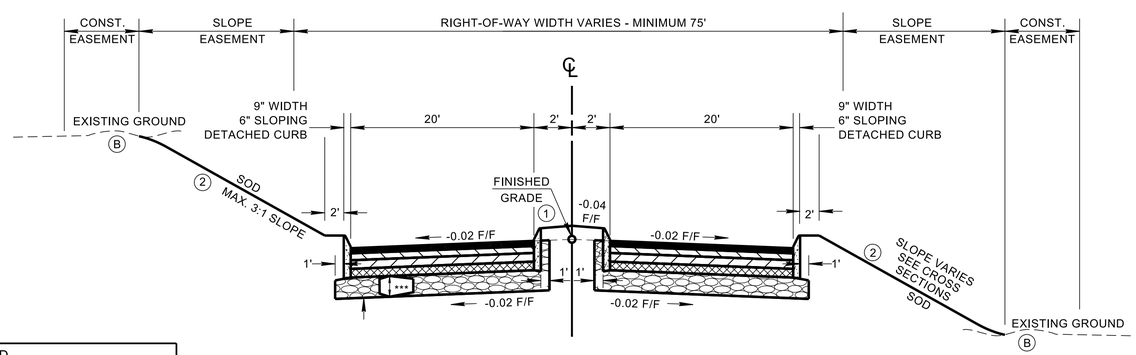
LAKEVIEW CIRCLE (WEST)	FROM STA. 522+97.00 TO STA. 529+66.68
WALNUT VALLEY RD.	FROM STA. 546+75.00 TO STA. 549+67.00
ROYAL ST.	FROM STA. 600+30.00 TO STA. 601+07.00
MOONCREST LN.	FROM STA. 620+30.00 TO STA. 621+54.00
MOCKINGBIRD HILL LN.	FROM STA. 636+00.00 TO STA. 639+70.00
TORIKAIT LN.	FROM STA. 667+05.00 TO STA. 669+70.00
TERISU CIRCLE (WEST)	FROM STA. 680+30.00 TO STA. 682+79.00
TERISU CIRCLE (EAST)	FROM STA. 690+30.00 TO STA. 691+78.00

A THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

B SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

C SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

D SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.



1 MEDIAN CURBS WILL BE SLOPING CURBS. VERTICAL CURBS WILL NOT BE PERMITTED.

2 3:1 MAXIMUM CUT SLOPES OR FLATTER DUE TO SOIL CONDITIONS UNLESS OTHERWISE SHOWN ON THE PLANS. 2:1 FILL SLOPES ARE APPLICABLE IN AREAS WHERE RIGHT-OF-WAY RESTRICTIONS, ENVIRONMENTAL CONSIDERATIONS, OR COST WARRANTS A STEEPER THAN 3:1 SLOPE.

TANGENT SECTION
CHESTERFIELD ROAD
(BASED ON STD. DWG. RD11-TS-6C)

FROM STA. 585+74.00 TO STA. 589+70.00

CHESTERFIELD ROAD						
STATION LIMITS		LT.	RT.	OFFSET (FT)		WIDTH (FT)
BEGIN TRANS.	END TRANS.			BEGIN	END	
585+74.00	586+24.00		X	18.9	20.00	1.1
585+74.00	586+24.00	X		18.7	20.00	1.3

A THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

B SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

C SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

D SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

2/9/2025
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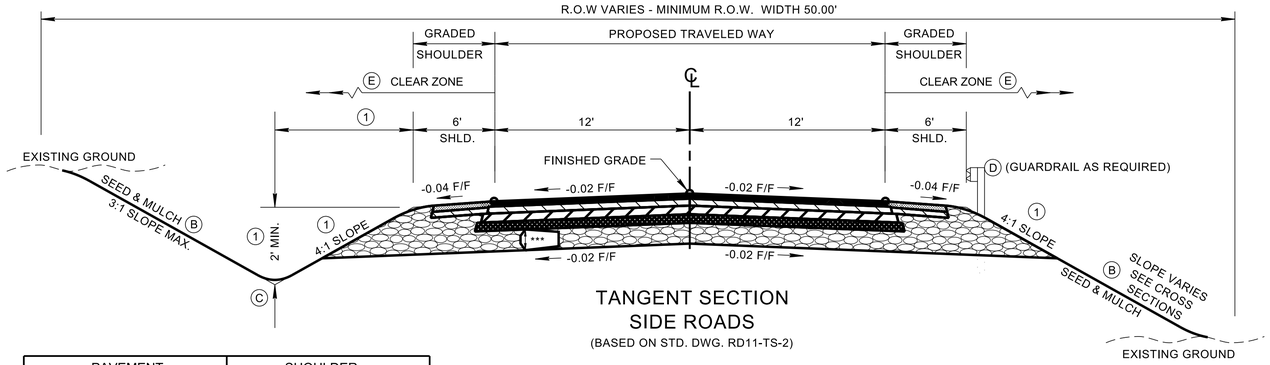
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	2B3

(1) ADTS OVER 400 AND DESIGN SPEEDS OF 50 MILES PER HOUR AND GREATER SHALL REQUIRE 6:1 SLOPES.
6:1 Slope Require A 21' Ditch Width And A Depth of 3'-6".
4:1 Slope Require A 12' Ditch Width And A Depth of 3'-0".
SEE CROSS SECTIONS



TANGENT SECTION
SIDE ROADS
(BASED ON STD. DWG. RD11-TS-2)

ROAD NAME	STATION LIMITS		LT.	RT.	PAVEMENT OFFSET (FT)		PAVEMENT WIDTH (FT)	SHOULDER OFFSET (FT)		SHOULDER WIDTH (FT)
	BEGIN TRANS.	END TRANS.			BEGIN	END		BEGIN	END	
OLD EMORY RD.	557+45.00	558+00.00	X	X	11.3	18.00	3.00	0.00	6.00	6.00
NEW HENDERSON RD.	581+84.50	582+84.50		X	12.00	9.5	12.00	6.00	0.00	6.00
NEW HENDERSON RD.	581+84.50	582+84.50	X		12.00	9.8	3.00	6.00	0.00	6.00

OLD EMORY RD. FROM STA. 575+45.00 TO STA. 579+70.00
NEW HENDERSON RD. FROM STA. 580+36.29 TO STA. 582+84.50

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

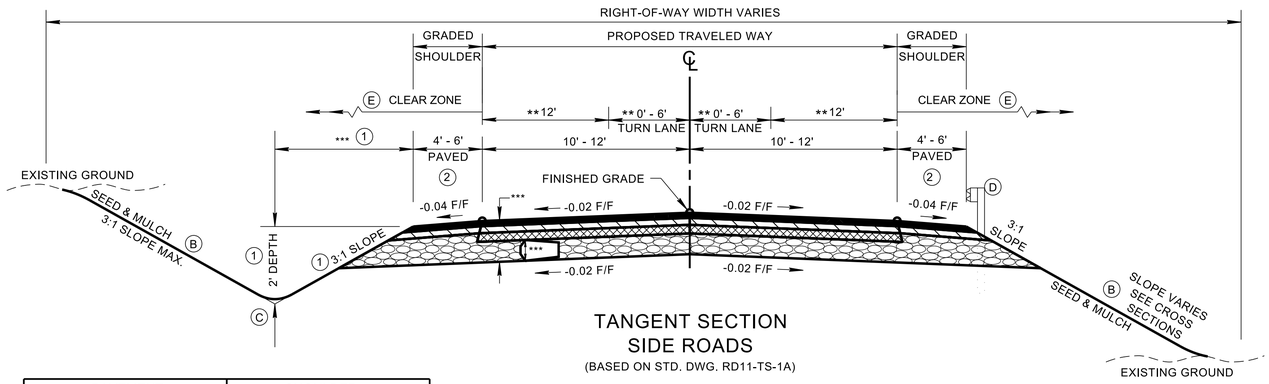
(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

(1) ADTS OVER 1000 AND DESIGN SPEEDS OF 40 MILES PER HOUR AND GREATER SHALL REQUIRE 4:1 SLOPES.
3:1 Slope Require A 6' Ditch Width And A Min. Depth of 2'-0".
4:1 Slope Require A 8' Ditch Width And A Min. Depth of 2'-0".

(2) WHEN THE PROPOSED SHOULDER WIDTH IS 2' OR 4' THE SHOULDER SLOPE CAN MATCH THE ROADWAY PAVEMENT CROSS SLOPE.



TANGENT SECTION
SIDE ROADS
(BASED ON STD. DWG. RD11-TS-1A)

ROAD NAME	STATION LIMITS		LT.	RT.	PAVEMENT OFFSET (FT)		PAVEMENT WIDTH (FT)	SHOULDER OFFSET (FT)		SHOULDER WIDTH (FT)
	BEGIN TRANS.	END TRANS.			BEGIN	END		BEGIN	END	
FOUST CARNEY RD.	608+65.00	609+15.00		X	9.9	11.00	1.1	0.00	4.00	4.00
FOUST CARNEY RD.	608+65.00	609+15.00	X		9.5	11.00	1.5	0.00	4.00	4.00
FOUST CARNEY RD.	611+00.00	611+52.00	X	X	12.00	12.7	0.7	4.00	0.00	4.00
NORTH DOGWOOD RD.	625+50.00	626+50.00	X	X	9.8	18.00	8.2	0.00	4.00	4.00
SOUTH DOGWOOD RD.	632+61.00	634+10.00	X	X	18.00	8.7	9.3	4.00	0.00	4.00
OLD EDGEMOOR LN.	653+80.00	654+80.00	X	X	12.00	10.9	1.1	6.00	0.00	6.00
COCONUT LN.	698+65.00	699+10.00	X	X				0.00	4.00	4.00

	TRAFFIC LANE WIDTH	SHLD. WIDTH	
FOUST CARNEY RD.	2 @ 11'	4'	FROM STA. 608+65.00 TO STA. 609+69.92
FOUST CARNEY RD.	2 @ 12'	4'	FROM STA. 610+30.07 TO STA. 611+52.00
** NORTH DOGWOOD RD.	3 @ 12'	4'	FROM STA. 625+50.00 TO STA. 629+70.00
** SOUTH DOGWOOD RD.	3 @ 12'	4'	FROM STA. 630+30.00 TO STA. 634+10.00
OLD EDGEMOOR LN.	2 @ 12'	6'	FROM STA. 652+78.12 TO STA. 654+80.00
COCONUT LN.	2 @ 12'	4'	FROM STA. 698+60.00 TO STA. 699+70.00

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

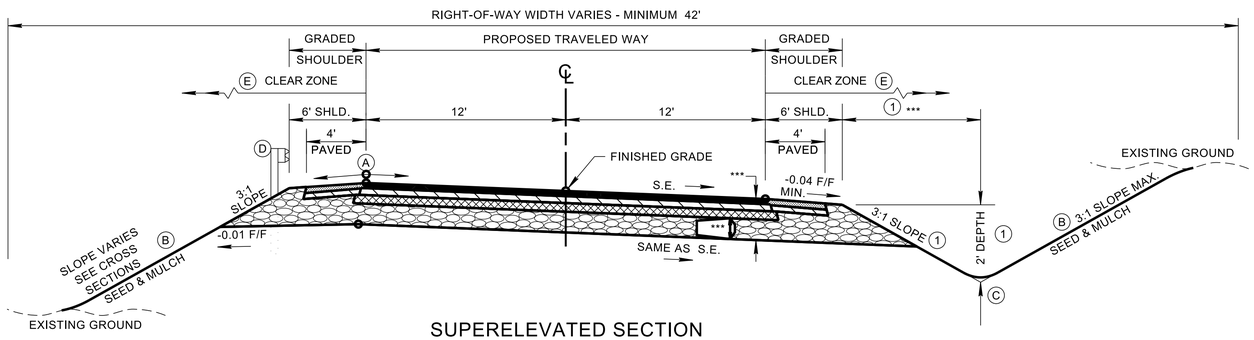
(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

(1) ADTS OVER 1000 AND DESIGN SPEEDS OF 40 MILES PER HOUR AND GREATER SHALL REQUIRE 4:1 SLOPES.
3:1 Slope Require A 7.5' Ditch Width And A Min. Depth of 2'-6".
4:1 Slope Require A 10' Ditch Width And A Min. Depth of 2'-6".



SUPERELEVATED SECTION
OLD EDGEMOOR LANE
(BASED ON STD. DWG. RD11-TS-1A)
FROM STA. 650+30.00 TO STA. 652+78.12

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

2/9/2025
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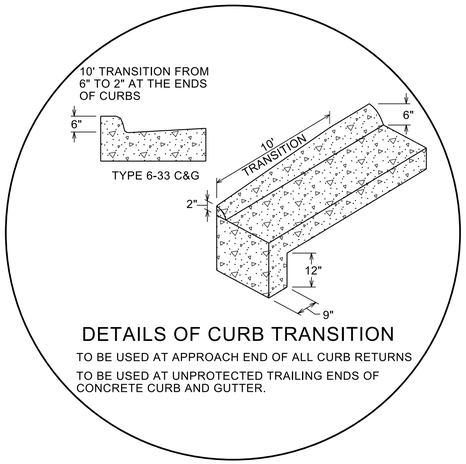
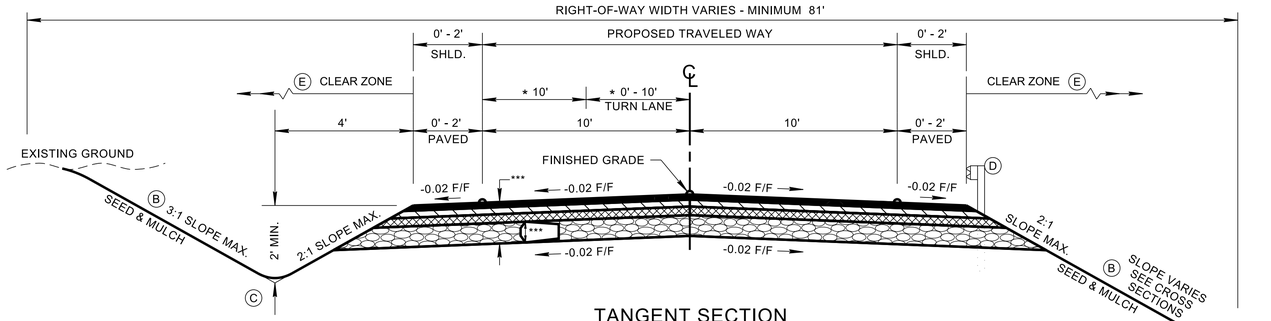
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	2B4



DETAILS OF CURB TRANSITION

TO BE USED AT APPROACH END OF ALL CURB RETURNS

TO BE USED AT UNPROTECTED TRAILING ENDS OF CONCRETE CURB AND GUTTER.

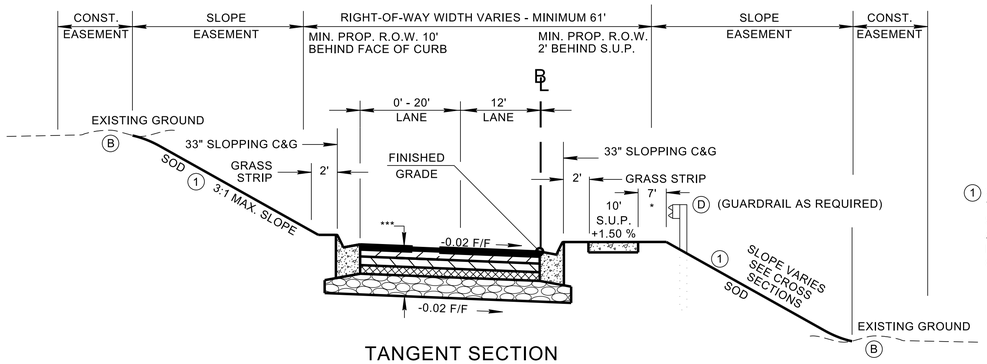


TANGENT SECTION
SIDE ROADS

(BASED ON STD. DWG. RD11-TS-1)

	TRAFFIC LANE WIDTH	SHLD. WIDTH	
LAKEVIEW CIRCLE (EAST)	10'	2'	FROM STA. 533+64.00 TO STA. 539+67.00
* OZELLA LN.	3 @ 10'	2'	FROM STA. 563+53.00 TO STA. 569+70.00
FRAKER LN.	10'	0'	FROM STA. 660+12.00 TO STA. 663+27.00

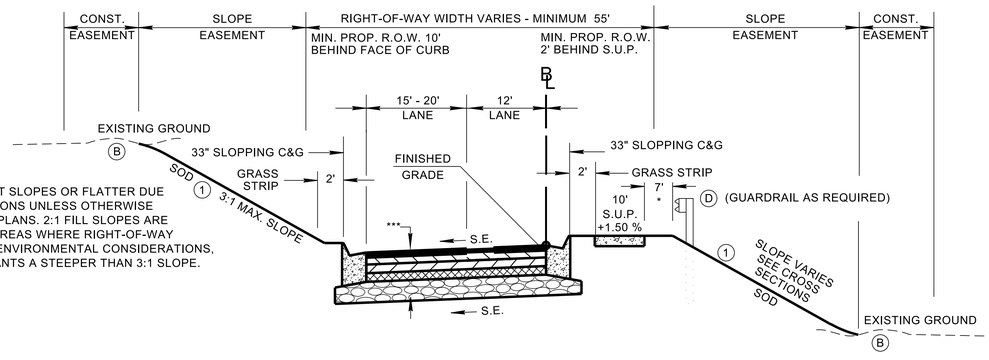
ROAD NAME	STATION LIMITS		LT.	RT.	PAVEMENT			SHOULDER		
					OFFSET (FT)		WIDTH (FT)	OFFSET (FT)		WIDTH (FT)
	BEGIN TRANS.	END TRANS.			BEGIN	END		BEGIN	END	
OZELLA LN.	562+68.00	562+90.00	X	X	8.0	10.00	2.0			
OZELLA LN.	562+90.00	563+12.00	X	X				0.00	2.00	2.00



TANGENT SECTION
JUG HANDLE

(BASED ON STD. DWG. RD11-TS-4 & RD11-TS-6A)
FROM STA. 710+00.00 TO STA. 716+03.34

* BERM WIDTH VARIES IN SOME LOCATIONS TO MEET CLEAR ZONE CRITERIA AND AVOID GUARDRAIL.



1 3:1 MAXIMUM CUT SLOPES OR FLATTER DUE TO SOIL CONDITIONS UNLESS OTHERWISE SHOWN ON THE PLANS. 2:1 FILL SLOPES ARE APPLICABLE IN AREAS WHERE RIGHT-OF-WAY RESTRICTIONS, ENVIRONMENTAL CONSIDERATIONS, OR COST WARRANTS A STEEPER THAN 3:1 SLOPE.

SUPERELEVATED SECTION
JUG HANDLE

(BASED ON STD. DWG. RD11-TS-4 & RD11-TS-6A)
FROM STA. 716+03.34 TO STA. 720+49.93

* BERM WIDTH VARIES IN SOME LOCATIONS TO MEET CLEAR ZONE CRITERIA AND AVOID GUARDRAIL.

A THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

B SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

C SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

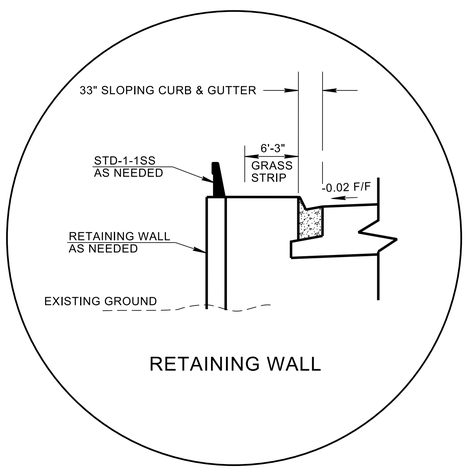
D SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

B MAXIMUM 2(H):1(V) OR AS RECOMMENDED BY THE GEOTECHNICAL OFFICE. WHEN A 2(H):1(V) SLOPE IS USED, AND THE FILL HEIGHT EXCEEDS SIX FEET, GUARDRAIL SHOULD BE CONSIDERED. WHERE RIGHT-OF-WAY IS NOT AN ISSUE, STANDARD DRAWING RD11-S-11 (CASE II) SLOPES MAY BE USED.

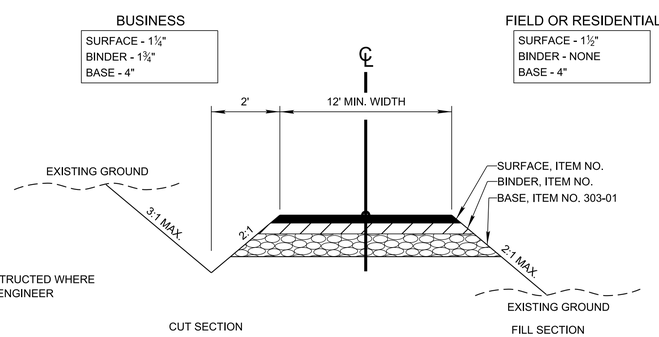
C SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

D SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

E SITE-SPECIFIC CONDITIONS AND ENGINEERING JUDGMENT OF THE DESIGNER SHOULD BE THE TWO PRIMARY DETERMINANTS OF THE APPROPRIATE CLEAR ZONE WIDTH FOR LOW-VOLUME LOCAL ROADS. AT LOCATIONS WHERE A CLEAR ZONE OF 6 FEET OR MORE IN WIDTH CAN BE PROVIDED AT LOW COST AND WITH MINIMUM SOCIAL/ENVIRONMENTAL IMPACT, SUCH CLEAR ZONE SHOULD BE CONSIDERED. WHERE PROVISION OF A CLEAR ZONE IS NOT PRACTICAL, NONE IS REQUIRED.

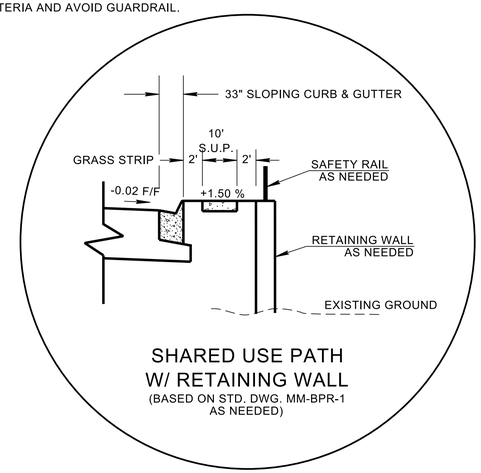


RETAINING WALL



NOTE: DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER

TYPICAL SECTION
PRIVATE DRIVE TO BUSINESS, FIELD, OR RESIDENTIAL PROPERTY



SHARED USE PATH
W/ RETAINING WALL

(BASED ON STD. DWG. MM-BPR-1 AS NEEDED)

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3A

R.O.W. ACQUISITION TABLE

	TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
			TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	CONST.	AIR RIGHTS	PERM.
					BOOK	PAGE												
(3)	13	TVA	101	017.00				154.195	154.195		4.352	4.352		149.843				4.352
	~~14~~	~~CITY OF OAK RIDGE~~	~~101G A~~	~~001.00~~			~~126.148~~		~~126.148~~				~~126.148~~					
	15	BIR INVESTMENTS, LLC	101F A	002.00	1795	1650	21.487		21.487	3.859		3.859	17.628					
	16	BIR INVESTMENTS, LLC	101F A	017.00	1795	1650	0.244		0.244	0.244		0.244						
	17	BIR INVESTMENTS, LLC	101F A	016.00	1795	1650	0.172		0.172	0.172		0.172						
	18	BIR INVESTMENTS, LLC	101F A	015.00	1795	1650	0.176		0.176	0.176		0.176						
	19	BIR INVESTMENTS, LLC	101F A	014.00	1795	1650	0.273		0.273	0.273		0.273						
	20	BIR INVESTMENTS, LLC	101F A	013.00	1795	1650	0.319		0.319	0.319		0.319						
	21	BIR INVESTMENTS, LLC	101F A	025.00	1795	1650	2.660		2.660	1.197		1.197	1.463					
(1) (3)	22	TVA	101	009.00				308.890	308.890					308.890		0.378		7.002
(2) (4)	23	J.O. MILFORD ELLISON, SR AND WIFE JONNIE CATLETT ELLISION	101D C	001.00	P-6	137	0.600		0.600	0.320		0.320	0.280			3947 S.F.		
(1) (2)	24	PAULA J ISENBERG AND HUSBAND MICHAEL D ISENBERG	101D C	001.01	N-19	757	1.690		1.690	0.981		0.981	0.709			0.127		
(3)	24.1	TVA	101	007.00			0.205		0.205				0.205					0.205
(1) (2)	25	DOUGLAS W. GALIGHER AND WIFE LINDA S. GALIGHER	101D C	010.01	1541	365	0.835		0.835	0.129		0.129	0.706			0.202		
(4)	26	WILLIAM O ARNOLD AND WIFE GLINDA F ARNOLD	101D C	010.00	1626	812	0.768		0.768	0.528		0.528	0.240					
(3)	27	TVA	101	007.00			0.781		0.781				0.781					0.781
	28	DAVID A JORDAN AND WIFE MARTHA B JORDAN	101D C	011.00	1157	494	3.821		3.821	0.463		0.463	3.358					
(3)	29	TVA	101D C	012.00			2.314		2.314				2.314					1.632
(1) (2)	30	CHASTADEE N WARD	101	006.00	1777	1033	3.556		3.556	0.714		0.714	2.842			0.302		
(3)	31	TVA	101D C	012.00			1.263		1.263				1.263					0.537
(1)	32	STEVE GREGORY SMITH AND WIFE MARY CATHRINE SMITH	101	005.00	1643	484	0.493		0.493	0.133		0.133	0.360			841 S.F.		
(3)	33	TVA	101D C	012.00			0.975		0.975				0.975					0.734
(2)	34	DILLIS D FREEMAN AND WIFE JOHNNY FREEMAN	101	004.00	1154	408	5.303		5.303	3.556		3.556	1.747			2258 S.F.		
(2) (4)	35	WILLIAM R JOHNSON	095M B	027.00	1612	2125	0.586		0.586	0.506		0.506	3483 S.F.			1200 S.F.		
(2) (4)	36	DAVID SCHNEIDER	095M B	028.00	1780	2006	0.520		0.520	0.337		0.337	0.183			2037 S.F.		
	37	LAWERENCE ALAN DEVIVO AND WIFE, DONNA KATHLEEN DEVIVO	095M B	029.00	1709	2448	0.451		0.451	2425 S.F.		2425 S.F.	0.395					
	~~38~~	~~MICHAEL THOMAS LONGMIRE~~	~~095M B~~	~~030.01~~	~~1646~~	~~1189~~	~~0.238~~		~~0.238~~				~~0.238~~					
(3)	39	TVA	095M B	031.00			0.439		0.439				0.439					0.151
(2)	40	NATASHA B. DAVIS	095M B	030.00	1748	984	0.363		0.363	3184 S.F.		3184 S.F.	0.290			0.105		
	~~41~~	~~JOSHUA A CHANDLER~~	~~095M B~~	~~021.00~~	~~1821~~	~~2463~~	~~0.374~~		~~0.374~~				~~0.374~~					
(3)	42	TVA UNITED STATES OF AMERICA	095M B	001.00			0.316		0.316				0.316					0.121
(1) (2)	43	STEVE D GANN AND WIFE TAMMY A GANN	095M B	002.00	1661	1212	0.327		0.327	1088 S.F.		1088 S.F.	0.302			0.154		
	~~44~~	~~JAMES D CHAFFIN~~	~~095M B~~	~~003.00~~	~~1667~~	~~1352~~	~~0.322~~		~~0.322~~				~~0.322~~					
	~~45~~	~~JOE CIRAULO AND DIANE L. CIRAULO~~	~~095M B~~	~~004.00~~	~~1750~~	~~662~~	~~0.322~~		~~0.322~~				~~0.322~~					
(1) (2)	46	THE PRINCE REVOCABLE LIVING TRUST	096	132.00	1666	1	1.975		1.975	0.361		0.361	1.614			0.403		
(1) (2)	47	THE PRINCE REVOCABLE LIVING TRUST	096	132.01	1616	1756	1.743		1.743	0.842		0.842	0.901			3873 S.F.		
	48	TVA	096	133.00			0.814		0.814				0.814					0.805
(1) (2)	49	JAMES BRUCE KENNEDY AND WIFE DORIS E KENNEDY	096	135.00	F-14	321	3.500		3.500	1.576		1.576	1.924		1225 S.F.	0.148		
(3)	50	TVA	096	136.00			0.619		0.619				0.619					0.602
(1) (2)	51	RBS INC.	096	112.03	1694	61	1.345		1.345	0.356		0.356	0.989			0.153		
	52	GARY MINIARD	096	112.01	R-18	828	3.522		3.522	0.530		0.530	2.992					
(1) (2)	53	THOMAS A SAWYER AND WIFE DWAYNIA S SAWYER	096	112.02	1280	911	2.052		2.052	0.380		0.380	1.672			3640 S.F.		
(1)	54	DOUGLAS C ANDERSON	096	111.00	1358	4040	1.254		1.254	0.213		0.213	1.041			740 S.F.		
(1) (2)	55	DOUGLAS C ANDERSON	096	109.00	1007	933	0.619		0.619	3742 S.F.		3742 S.F.	0.533			0.138		
(1) (2)	56	EMILIAN POPOV	096	110.00	1626	482	0.516		0.516	0.277		0.277	0.239			4325 S.F.		
(5)	57	JAMES W. COFFMAN AND WIFE, ANGEL COFFMAN	096	109.01	1695	745	0.117		0.117	0.117		0.117	6 S.F.					
(4)	58	DONALD RAY HOWELL	096	109.03	1553	619	0.516		0.516	0.442		0.442	3243 S.F.			2167 S.F.		
(1) (2)	59	EDGEMOOR OUTDOORS, LLC	096	094.00	1764	639	1.264		1.264	0.461		0.461	0.803			0.180		
(1)	60	BRIAN HAZEL	096	095.00	1240	452	0.634		0.634	0.130		0.130	0.504			1455 S.F.		
(1)	61	BRIAN HAZEL	096	095.01	1240	450	0.532		0.532	946 S.F.		946 S.F.	0.510			2334 S.F.		
	ACQUISITION TOTALS (ACRES)									**24.207**					**1225 S.F.**	**2.949**		**16.922**

(1) CONSTRUCTION EASEMENT FOR DRIVEWAY CONSTRUCTION.
(2) CONSTRUCTION EASEMENT FOR BUILDING REMOVAL.
(3) PROPOSED PERMANENT EASEMENT IS TO BE ACQUIRED ON TVA PROPERTY.
(4) AREA REMAINING ON PARCEL IS A LOSS OF ACCESS.
(5) AREA REMAINING ON PARCEL IS AN UNECONOMIC REMNANT.

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3B

R.O.W. ACQUISITION TABLE

	TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
			TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	CONST.	AIR RIGHTS	PERM.
					BOOK	PAGE												
(1) (3)	62	USA TENNESSEE VALLEY AUTHORITY	096	140.00	1548	1649		1.611	1.611					1.611		1462 S.F.		0.397
	~~63~~	~~HARRY BUMGARDNER AND ELIZABETH BUMGARDNER~~	~~096~~	~~141.00~~	~~1582~~	~~1810~~		~~4.439~~	~~4.439~~					~~4.439~~				
	64	DOYLE CARDWELL AND WIFE, KATHLEEN CARDWELL	096	094.01	J-11	383	1.311		1.311	0.210		0.210	1.101					
	65	GLEN I GAULT AND WIFE MAYDEAN F GAUL T	096	093.00	1076	30	13.030		13.030	7.335		7.335	5.695					
(3)	66	USA TENNESSEE VALLEY AUTHORITY	096	144.00	1555	183		0.393	0.393					0.393				0.393
(1) (3)	67	USA TENNESSEE VALLEY AUTHORITY	096	145.00	1557	183		1.957	1.957					1.957		0.426		2780 S.F.
	~~68~~	~~KENNETH L. TARWATER~~	~~096~~	~~146.00~~	~~1746~~	~~1335~~		~~1.088~~	~~1.088~~					~~1.088~~				
	69	MARGIE INGRAM GAULT OWNBY AND HUSBAND, CARL STEVEN OWNBY	096	093.01	G-16	91		3.017	3.017		0.636	0.636		2.381				
	70	GLEN I GAULT AND WIFE MAYDEAN F GAUL T	096	093.00	1076	30		5.221	5.221		0.549	0.549		4.672				
	~~71~~	~~QUINT BOURGEOIS AND KAREN BOURGEOIS~~	~~96J E~~	~~008.00~~	~~1711~~	~~1173~~		~~0.176~~	~~0.176~~					~~0.176~~				
	~~72~~	~~TJM PROPERTY LLC~~	~~96J E~~	~~007.00~~	~~1786~~	~~95~~		~~0.154~~	~~0.154~~					~~0.154~~				
	~~73~~	~~SERGIO ROLANDO ZUNIGA~~	~~96J E~~	~~006.00~~	~~1831~~	~~203~~		~~0.208~~	~~0.208~~					~~0.208~~				
(1)	74	B & D EQUIPMENT COMPANY	096	147.00	L-17	823	14.775		14.775	3.024		3.024	11.751			3190 S.F.		
	~~75~~	~~ROBERT E. SEAY~~	~~096J E~~	~~005.00~~	~~1735~~	~~900~~		~~0.126~~	~~0.126~~					~~0.126~~				
	~~76~~	~~OPAL JEANETTE BOLDIN~~	~~096J E~~	~~004.00~~	~~U-14~~	~~299~~		~~0.123~~	~~0.123~~					~~0.123~~				
	~~77~~	~~SHANE EUGENE HILL~~	~~096J E~~	~~003.00~~	~~1586~~	~~429~~		~~0.146~~	~~0.146~~					~~0.146~~				
	~~78~~	~~DOMINICK MICHAEL GANDEE~~	~~096J E~~	~~002.00~~	~~1809~~	~~1577~~		~~0.170~~	~~0.170~~					~~0.170~~				
(1)	79	ALISA OWENS	096J E	001.00	1631	2338		0.178	0.178					0.178		514 S.F.		
	~~80~~	~~LARRY W COWARD ROY SEDDON~~	~~096J B~~	~~028.00~~	~~1521~~	~~1365~~		~~3487 S.F.~~	~~3487 S.F.~~					~~3487 S.F.~~				
	~~81~~	~~JAMES S. LOY~~	~~096J B~~	~~027.00~~	~~1697~~	~~817~~		~~3621 S.F.~~	~~3621 S.F.~~					~~3621 S.F.~~				
	~~82~~	~~CHRISTY D MONAHAN~~	~~096J B~~	~~026.00~~	~~1582~~	~~1875~~		~~0.117~~	~~0.117~~					~~0.117~~				
(1)	83	BEN GRAVES AND WIFE SANDRA GRAVES	096J C	030.00	B-18	69		0.170	0.170		1450 S.F.	1450 S.F.		0.137		469 S.F.		
	~~84~~	~~RFP PROPERTIES, LLC~~	~~096J C~~	~~013.00~~	~~1829~~	~~1879~~		~~3565 S.F.~~	~~3565 S.F.~~					~~3565 S.F.~~				
	~~85~~	~~PORTFOLIO TRUST #7220515~~	~~096J C~~	~~012.00~~	~~1621~~	~~1354~~		~~4157 S.F.~~	~~4157 S.F.~~					~~4157 S.F.~~				
	86	GARY GENE WEAVER, JR.	096J C	029.00	1819	951		0.169	0.169		803 S.F.	803 S.F.		0.151				
	87	MARIA MARBELLA MARTINEZ	096J C	028.00	1786	1408		0.160	0.160		1060 S.F.	1060 S.F.		0.136				
	88A	TJM PROPERTY, LLC	096J C	026.01	1797	1600		0.153	0.153		1239 S.F.	1239 S.F.		0.125				
	88B	BEVERLY D. BALLARD	096J C	026.00	1724	400		0.280	0.280		2436 S.F.	2436 S.F.		0.224				
	89	JAMES WOOFTER AND WIFE, MARY WOOFTER	096J D	001.01	1675	2081		0.615	0.615		1375 S.F.	1375 S.F.		0.583				
	~~90~~	~~TAMMY FAIRCHILD AND JASON FAIRCHILD~~	~~096J D~~	~~001.02~~	~~1635~~	~~523~~		~~1.349~~	~~1.349~~					~~1.349~~				
	91	BRIAN T GRANT AND KAYCIE M GRANT	096J D	001.00	1612	891		1.027	1.027		2310 S.F.	2310 S.F.		0.974				
(1)	92	LKM PROPERTIES, L.P.	096	147.01	1484	385	1.806		1.806	0.190		0.190	1.616			729 S.F.		
	~~93~~	~~REBECCA S. COX~~	~~096~~	~~157.01~~	~~1671~~	~~1016~~	~~1.033~~		~~1.033~~				~~1.033~~					
(1) (2)	94	PHYLLIS A HARRINGTON	096	157.00	1027	190	13.825		13.825	1.025		1.025	12.800			0.321		
	95	PHYLLIS A HARRINGTON	096	157.00	1027	190		9.553	9.553		0.281	0.281		9.272				
	96	WILHOIT HOLDINGS, LLC	096	157.03	1699	1918		0.313	0.313		1535 S.F.	1535 S.F.		0.278				
(2) (4)	97	JEFFREY D. YOUNG AND HEIDI N. YOUNG	096J A	010.00	1696	525	0.673		0.673	0.384		0.384	0.289			4122 S.F.		
(1)	98	WILHOIT HOLDINGS, LLC	096	157.02	1699	1918		1.327	1.327		2922 S.F.	2922 S.F.		1.260		762 S.F.		
(1)	99	HOBERT B. FREEMAN REVOCABLE LIVING TRUST	096J A	009.00	1353	3910	1.132		1.132	0.213		0.213	0.919			1369 S.F.		
	~~100~~	~~HOBERT B. FREEMAN REVOCABLE LIVING TRUST~~	~~096J A~~	~~008.00~~	~~1353~~	~~3910~~	~~3.714~~		~~3.714~~				~~3.714~~					
	~~101~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.177~~	~~0.177~~					~~0.177~~				
	~~102~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.200~~	~~0.200~~					~~0.200~~				
	~~103~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.173~~	~~0.173~~					~~0.173~~				
	~~104~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.313~~	~~0.313~~					~~0.313~~				
	~~105~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.173~~	~~0.173~~					~~0.173~~				
	~~106~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.174~~	~~0.174~~					~~0.174~~				
	~~107~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.175~~	~~0.175~~					~~0.175~~				
(2)	108	H B FREEMAN REVOCABLE TRUST	096J A	007.00	1353	3910	2.080		2.080	0.375		0.375	1.705			0.822		
	~~109~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.173~~	~~0.173~~					~~0.173~~				
	110	GREENVIEW VILLAGE LLC	096J G	001.00	1468	2197		0.173	0.173		714 S.F.	714 S.F.		0.157				
ACQUISITION TOTALS (ACRES)											**14.585**					**1.829**		**0.853**

(1) CONSTRUCTION EASEMENT FOR DRIVEWAY CONSTRUCTION.

(2) CONSTRUCTION EASEMENT FOR BUILDING REMOVAL.

(3) PROPOSED PERMANENT EASEMENT IS TO BE ACQUIRED ON TVA PROPERTY.

(4) AREA REMAINING ON PARCEL IS A LOSS OF ACCESS.

LINE AND GRADE PLANS

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RIGHT-OF-WAY ACQUISITION TABLE

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3C

R.O.W. ACQUISITION TABLE

	TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
			TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	CONST.	AIR RIGHTS	PERM.
					BOOK	PAGE												
	~~111~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.172~~	~~0.172~~					~~0.172~~				
	~~112~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.170~~	~~0.170~~					~~0.170~~				
	113	GREENVIEW VILLAGE LLC	096J G	001.00	1468	2197		0.224	0.224		1980 S.F.	1980 S.F.		0.179				
	~~114~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.169~~	~~0.169~~					~~0.169~~				
(1)	115	GREENVIEW VILLAGE LLC	096J G	001.00	1468	2197		0.222	0.222		3101 S.F.	3101 S.F.		0.151		926 S.F.		
	~~116~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.171~~	~~0.171~~					~~0.171~~				
	~~117~~	~~GREENVIEW VILLAGE LLC~~	~~096J G~~	~~001.00~~	~~1468~~	~~2197~~		~~0.172~~	~~0.172~~					~~0.172~~				
	~~118~~	~~GREENVIEW VILLAGE LLC~~	~~096J C~~	~~001.00~~	~~1468~~	~~2197~~		~~0.178~~	~~0.178~~					~~0.178~~				
	~~119~~	~~KENNETH L. WILLIAMS AND WIFE, IMA JO G. WILLIAMS~~	~~096J A~~	~~001.01~~	~~1768~~	~~1601~~	~~2.883~~		~~2.883~~				~~2.883~~					
(1)	120	DILLIS FREEMAN	096J A	006.00	1605	2438	0.916		0.916				0.916			3114 S.F.		
(1)	121	PLEASANT BAINE PROPERTIES LLC	096J A	011.01	1583	2466		1.574	1.574		0.363	0.363		1.211		0.113		
	122	MOODY'S CONSTRUCTION, INC.	096J A	011.00	1705	430		1.065	1.065		0.136	0.136		0.929				
(2)	123	MICHAEL C. ANDERSON	096G A	001.00	1805	1356	0.890		0.890	0.581		0.581	0.309			3343 S.F.		
(1)(2)	124	2GS PROPERTIES, LLC	96G A	002.00	1725	2190	0.912		0.912	0.365		0.365	0.547			1823 S.F.		
	125	JEFFREY M. BEALER	96G A	003.00	1717	1453	0.530		0.530	613 S.F.		613 S.F.	0.516					
(1)(2)	126	BRASS PROPERTIES	96J A	016.00	1641	2075		1.401	1.401		0.324	0.324		1.077		0.211		
(1)	127	RICKY D. VAN WINKLE	096	071.00	1706	827		1.428	1.428		0.353	0.353		1.075		1599 S.F.		
(1)	128	MARY RUTH COOK	096	070.00	1589	2149	7.898		7.898	0.422		0.422	7.476			460 S.F.		
	129	MARY RUTH COOK	096	070.00	1589	2149		34.991	34.991		2.416	2.416		32.575				
(1)	130	MARY RUTH COOK	096	070.00	1589	2149	39.143		39.143	1.469		1.469	37.674			0.101		
(1)	131	MARY MILLER	96F A	018.00	1611	392	0.509		0.509	713 S.F.		713 S.F.	0.493			658 S.F.		
(1)(2)	132	GREGORY F SCHANK AND WIFE JOAN C SCHANK	96F A	019.00	1440	2036	0.573		0.573	0.210		0.210	0.363			0.149		
	133	KIMBERLY ANN MCCALL AND KELLY GORDON DISNEY	096	068.02	1650	1756		1.192	1.192		0.298	0.298		0.894		535 S.F.		
(1)	134	JOE B. CURTIS AND PATRICIA K. CURTIS	96F A	003.00	1739	119	0.591		0.591	1323 S.F.		1323 S.F.	0.561			1077 S.F.		
(1)(2)	135	DAVID R MESSER AND WIFE MARCIA C MESSER	96F A	002.00	1633	299	0.534		0.534	2222 S.F.		2222 S.F.	0.483			0.187		
(1)	136	MOSES F GONCALVES AND WIFE CARMEN D GONCALVES	096F A	001.00	1501	682	0.584		0.584	0.137		0.137	0.447			2144 S.F.		
(1)(2)	137	ISRAEL BEN-ELIEZER AND WIFE MARY G BEN-ELIEZER	096	068.00	K-15	438		1.843	1.843		0.342	0.342		1.501		3849 S.F.		
(1)	138	JANE A GAULT AND MARGIE G OWNBY	096	025.00	1525	1904	7.463		7.463	0.226		0.226	7.237			3219 S.F.		
(1)	139	JESSE GARCIA JR AND CAROL A GAMACHE	096	067.00	1531	2348		1.335	1.335		0.349	0.349		0.986		3351 S.F.		
	140	ZACHARY E. VAUGHN AND ANDREA K. VAUGHN	096	026.02	1785	376	8.510		8.510	3850 S.F.		3850 S.F.	8.422					
	141	PEOPLES CEMETERY	096	027.00			0.341		0.341	831 S.F.		831 S.F.	0.322			0.101		
(1)	142	ANDREA K. VAUGHN AND HUSBAND, ZACHARY E. VAUGHN	096	026.00	1673	1836	25.596		25.596	0.510		0.510	25.086					
(1)	143	RANDALL P. MOORE	096	028.00	1600	341	2.019		2.019	0.165		0.165	1.854					
(2)(4)	144	TERRY W GREENE AND JANET K KELLY	096	026.01	X-17	24		0.823	0.823		0.598	0.598		0.225		3132 S.F.		
(1)	145	MATTHEW E. JOHNSON AND WIFE, CAITLYN R. JOHNSON	096	060.00	1778	737		8.785	8.785		0.240	0.240		8.545		3877 S.F.		
	146	PHILLIP D SNYDER AND WIFE JOANNA L SNYDER	096	059.02	1485	2324		0.865	0.865		0.297	0.297		0.568				
(1)	147	VADA L OBERLIN	096	057.01	1622	1691		0.597	0.597		4210 S.F.	4210 S.F.		0.500		1161 S.F.		
	~~148~~	~~WAYNE GARY HOOKS~~	~~096~~	~~057.00~~	~~1795~~	~~1966~~		~~0.814~~	~~0.814~~					~~0.814~~				
	~~149~~	~~LEONARD E. WHEELER, SR.~~	~~096~~	~~058.00~~	~~1509~~	~~1697~~		~~0.801~~	~~0.801~~					~~0.801~~				
	~~150~~	~~STEVEN C. LENTZ AND WIFE, MELINDA N. LENTZ~~	~~096~~	~~029.04~~	~~1687~~	~~1829~~	~~0.208~~		~~0.208~~				~~0.208~~					
(1)	151	STEVEN C LENTZ AND WIFE MILINDA N LENTZ	096	029.03	1391	2396	0.211		0.211	31 S.F.		31 S.F.	0.210			569 S.F.		
(1)	152	CHRIS MARTIN AND TONY MARTIN	096	029.02	1598	2171	0.214		0.214	750 S.F.		750 S.F.	0.197			688 S.F.		
(1)(2)	153	SHELLY MARQUEITA THORNSBURG	096	029.01	1600	1056	0.244		0.244	0.133		0.133	0.111			2460 S.F.		
(1)(2)	154	ROBERT SCROGGINS	096	057.02	1280	413		0.660	0.660		0.363	0.363		0.297		0.177		
(1)(2)	155	LEONARD EUGENE WHEELER SR.	096	058.01	1167	315		0.520	0.520		0.150	0.150		0.370		0.106		
	~~156~~	~~AMY JANINE PACE~~	~~096~~	~~029.36~~	~~1606~~	~~1082~~	~~0.361~~		~~0.361~~				~~0.361~~					
	157	LEONARD E WHEELER SR	096	058.00	1509	1697		7.668	7.668		0.122	0.122		7.546		316 S.F.		
	158	JOHN SPEAGLE JR. AND WIFE, KELSEY CAMPBELL	096	029.37	1783	421	0.349		0.349	14 S.F.		14 S.F.	0.349					
(1)(2)	159A	BRITTANY DEMBITSKY	096	029.38	1717	248	0.326		0.326	1440 S.F.		1440 S.F.	0.293			0.128		
(1)(2)	159B	EUGENE WEBB	096	029.00	1755	2102	0.385		0.385	0.183		0.183	0.202			0.109		
		ACQUISITION TOTALS (ACRES)									**11.237**					**2.262**		

(1) CONSTRUCTION EASEMENT FOR DRIVEWAY CONSTRUCTION.
(2) CONSTRUCTION EASEMENT FOR BUILDING REMOVAL.
(3) PROPOSED PERMANENT EASEMENT IS TO BE ACQUIRED ON TVA PROPERTY.
(4) AREA REMAINING ON PARCEL IS A LOSS OF ACCESS.
(5) AREA REMAINING ON PARCEL IS AN UNECONOMIC REMNANT.

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RIGHT-OF-WAY ACQUISITION TABLE

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3D

R.O.W. ACQUISITION TABLE

	TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
			TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	CONST.	AIR RIGHTS	PERM.
					BOOK	PAGE												
(1) (2)	160	EGER FAMILY TRUST	096E A	001.00	1548	98		0.358	0.358		0.187	0.187		0.171		4037 S.F.		
(1) (2)	161	RALPH F GRAHAM JR AND WIFE SONYA L GRAHAM	096E A	001.02	F-16	893		0.344	0.344		413 S.F.	413 S.F.		0.335		0.141		
	~~162~~	~~DANA V. EVANS AND JASON D. EVANS~~	~~096E A~~	~~002.00~~	~~1688~~	~~1930~~		~~0.693~~	~~0.693~~					~~0.693~~				
(1)	163	LAKEWOOD/HAMILTON CEMETERY LLC	096	030.00	1661	1587	31.805		31.805	0.356		0.356	31.449			0.326		
(1)	164	CLARENCE W WYRICK AND WIFE MARCIA S WYRICK	096E A	024.00	E-13	487		0.603	0.603		0.169	0.169		0.434		1406 S.F.		
	165	ALBERT J PRESLEY AND WIFE MARGARET L PRESLEY	096E A	024.01	1409	591		0.372	0.372		90 S.F.	90 S.F.		0.370				
(1)	166	DWIGHT JACKSON	096E A	016.00	1670	930		0.410	0.410		0.102	0.102		0.308		247 S.F.		
	~~167~~	~~ANTHONY SIMPSON AND WIFE KRISTI SIMPSON~~	~~096E A~~	~~017.00~~	~~1157~~	~~273~~		~~0.490~~	~~0.490~~					~~0.490~~				
	~~168~~	~~DONALD G PAYNE AND WIFE TRACY R PAYNE~~	~~096E A~~	~~018.00~~	~~1360~~	~~4291~~		~~0.508~~	~~0.508~~					~~0.508~~				
(1)	169	MICHAEL R GRIFFIN AND WIFE KIMBERLY K GRIFFIN	096E A	015.00	T-16	552		0.445	0.445		0.121	0.121		0.324		841 S.F.		
(1)	170	HENRY E MCLANE AND WIFE VICKI L MCLANE	096E A	014.00	1588	1105		1.040	1.040		0.311	0.311		0.729		1602 S.F.		
	~~171~~	~~KAREN HELTON AND JAMES HELTON, WIFE AND HUSBAND AND HYLIA J. DAVIS~~	096E A	013.00	1523	1487		0.729	0.729					0.729				
	~~172~~	~~COLLIN HUBBARD~~	~~096E A~~	~~012.00~~	~~1547~~	~~1686~~		~~0.443~~	~~0.443~~					~~0.443~~				
(1)	173	DALE E PATT AND WIFE WANDA S PATT	096	055.00	492	497		67.171	67.171		0.706	0.706		66.465		618 S.F.		
(1)	174	ROBERT L GILLIAM	096	033.00	1082	856	12.132		12.132	0.243	0.105	0.348	11.889			714 S.F.		
(1)	175	MICHAEL EDWARD PATT AND WIFE LISA PATT	096	055.01	A-17	426		1.044	1.044		0.165	0.165		0.879		1328 S.F.		
(1)	176A	ON DUTY INTERNATIONAL, LLC	096	054.04	1827	1676		2.730	2.730		0.165	0.165		2.565		0.407		
(1)	176B	TITAN DEVELOPMENT, LLC	096	054.05	1443	2227		1.110	1.110		0.336	0.336		0.774		4273 S.F.		
	~~177~~	~~GUNTER AUTOMOTIVE, LLC.~~	~~096~~	~~054.01~~	~~1780~~	~~1703~~		~~1.635~~	~~1.635~~					~~1.635~~				
	~~178~~	~~LKM PROPERTIES L.P.~~	~~096~~	~~055.02~~	~~1607~~	~~1160~~		~~1.597~~	~~1.597~~					~~1.597~~				
(1)	179	ANDERSON COUNTY BOARD OF EDUCATION	096	036.00			15.400		15.400	0.764		0.764	14.636			0.141		
	~~180~~	~~CLAXTON VOLUNTEER FIRE DEPARTMENT~~	~~096~~	~~036.01~~	~~1761~~	~~1020~~	~~1.161~~		~~1.161~~				~~1.161~~					
	~~181~~	~~JERRY B. JOHNSON, TRUSTEE OF THE JERRY B. JOHNSON REVOCABLE LIVING TRUST, AND BARBAR J. JOHNSON,~~	~~096~~	~~037.01~~	~~1233~~	~~899~~	~~2.610~~		~~2.610~~				~~2.610~~					
	~~182~~	~~STEVEN EARLY BROCK, D.D.S.~~	~~096~~	~~037.03~~	~~C-16~~	~~591~~	~~0.856~~		~~0.856~~				~~0.856~~					
	~~183~~	~~STEVEN E. BROCK AND WIFE, JANETTE J. BROCK~~	~~096~~	~~037.02~~	~~T-18~~	~~11~~	~~0.704~~		~~0.704~~				~~0.704~~					
	~~184~~	~~SHERYL L LONG~~	~~096~~	~~045.01~~	~~1539~~	~~2349~~	~~0.794~~		~~0.794~~				~~0.794~~					
	~~185~~	~~MICHELE MEADOWS AND ANDREA MEADOWS ANDREWS~~	~~096~~	~~045.00~~	~~1544~~	~~2328~~	~~1.037~~		~~1.037~~				~~1.037~~					
	~~186~~	~~JUSTIN MEREDITH~~	~~096~~	~~047.00~~	~~1596~~	~~2387~~	~~0.852~~		~~0.852~~				~~0.852~~					
	~~187~~	~~SHARON B. TODD, MARY ELLEN BECKNER, AND SHARON B. TODD, TRUSTEE OF THE SPECIAL NEEDS TRUST UNDER THE WILL OF HELEN G. BECKNER~~	~~096~~	~~048.00~~	~~1829~~	~~1926~~		~~2.305~~	~~2.305~~					~~2.305~~				
	~~188~~	~~JENNIFER PARKER~~	~~096~~	~~048.02~~	~~1562~~	~~1206~~		~~1.276~~	~~1.276~~					~~1.276~~				
	~~189~~	~~EDDIE COWARD AND WIFE ANITA COWARD~~	~~096~~	~~049.00~~	~~1138~~	~~108~~		~~2.960~~	~~2.960~~					~~2.960~~				
	~~190~~	~~EDDIE COWARD AND WIFE, ANITA COWARD~~	~~096~~	~~050.00~~	~~1138~~	~~108~~		~~0.273~~	~~0.273~~					~~0.273~~				
	~~191~~	~~ZION BAPTIST CHURCH~~	~~096~~	~~034.00~~			~~3.362~~		~~3.362~~				~~3.362~~					
	192	COMMERCIAL BANK, INC.	101F A	002.03	1568	953	2.629		2.629	0.191		0.191	2.438					
(1)	193	PATRICIA HOWARD AND DANIEL HOWARD AND BRANDI OWENS	101D C	002.00	1793	2078	1.358		1.358	0.124		0.124	1.234					
(1)	194	CHRISTOPHER T. MINTON	101D C	003.00	1773	2396	2.055		2.055	2783 S.F.		2783 S.F.	1.991					
					1773	2394												
	195	ELIZABETH DILL	101D C	013.00	1799	458	1.329		1.329	0.181		0.181	1.148					
(2)	196	DORIS LAWLESS AND DEAN HOWARD LAWLESS	096	107.00	1575	2143	2.093		2.093	0.303		0.303	1.790			0.159		
(1)	197	BERTIE LAWLESS	096	096.00	U9	151	1.134		1.134	3301 S.F.		3301 S.F.	1.058			0.110		
	198	BIR INVESTMENTS, LLC	101F A	019.00	1795	1650	0.115		0.115	1777 S.F.		1777 S.F.	3218 S.F.					
	199	BIR INVESTMENTS, LLC	101F A	018.00	1795	1650	0.124		0.124	0.123		0.123	45 S.F.					
	200	BIR INVESTMENTS, LLC	101F A	012.00	1795	1650	0.150		0.150	0.150		0.150	0 S.F.					
	201	BIR INVESTMENTS, LLC	101F A	011.00	1795	1650	0.118		0.118	2828 S.F.		2828 S.F.	2326 S.F.					
	202	TAMMY MALENA MOORE	095M B	026.00	1722	2043	0.405		0.405	0.112		0.112	0.293					
	~~203~~	~~HERBERT TONEY STAFFORD~~	~~096~~	~~131.00~~	~~1812~~	~~849~~	~~3.698~~		~~3.698~~				~~3.698~~					
	204	BRENT RICHARD BORDER AND KELLY BORDER	096	130.00	1748	1867	3.652		3.652	1.170		1.170	2.482					
	205	D'ANNA BRIGGS KUNSELMAN	096	130.01	1582	662	0.827		0.827	0.143		0.143	0.684					
	206	GEORGE CHARLES ET UX REBECCA CHARLES	096	129.00	N15	436	1.913		1.913	1980 S.F.		1980 S.F.	1.868					
(1)	207	HOWARD DEAN LAWLESS, JR.	096	107.03	1664	179	2.118		2.118	2400 S.F.		2400 S.F.	2.063			4156 S.F.		
	ACQUISITION TOTALS (ACRES)									**6.419**						**1.726**		

(1) CONSTRUCTION EASEMENT FOR DRIVEWAY CONSTRUCTION.

(2) CONSTRUCTION EASEMENT FOR BUILDING REMOVAL.

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3E

R.O.W. ACQUISITION TABLE

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (ACRES)			
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	CONST.	AIR RIGHTS	PERM.
				BOOK	PAGE												
~~208~~	~~PAUL L. DUNCAN~~	~~096~~	~~107.02~~	~~1631~~	~~1178~~	~~2.091~~		~~2.091~~				~~2.091~~					
~~209~~	~~GAIL L. DUNCAN~~	~~096~~	~~097.00~~	~~1126~~	~~695~~	~~1.206~~		~~1.206~~				~~1.206~~					
(1) 210	MICHAEL ANDERSON	096	096.00	1713	2135	1.167		1.167	46 S.F.		46 S.F.	1.166			547 S.F.		
(1) 211	GARY L JONES AND WIFE, DEBORAH JONES	096	065.00	1394	162		4.102	4.102		3201 S.F.	3201 S.F.		4.029		1352 S.F.		
(1)(2) 215	DIANA HIGUERA MALDONADO	096	109.04	1795	2112	1.166		1.166				1.166			0.681		
(3) 216	TVA					10.288		10.288				10.288					0.635
ACQUISITION TOTALS (ACRES)									**3247 S.F.**						**0.724**		**0.635**

(1) CONSTRUCTION EASEMENT FOR DRIVEWAY CONSTRUCTION.
(2) CONSTRUCTION EASEMENT FOR BUILDING REMOVAL.
(3) PROPOSED PERMANENT EASEMENT IS TO BE ACQUIRED ON TVA PROPERTY.

DISTURBED AREA

IN BETWEEN SLOPE LINES	123.117	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	27.138	(AC)
TOTAL DISTURBED AREA	150.255	(AC)
TOTAL PROJECT AREA	225.000	(AC)

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE

2/9/2025
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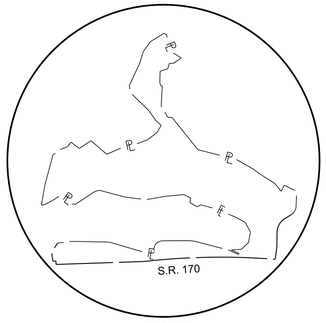
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3F



INSET
TRACT NO. 14
N.T.S.

190 195 200 205 210

14

15

13

CENTENNIAL BLVD.

PRES. R.O.W.

PRES. R.O.W.

S.R. 170

PRES. R.O.W.

PRES. R.O.W.

PROP. R.O.W.

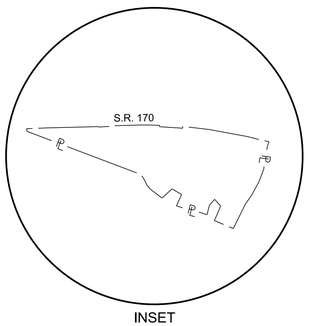
PRES. & PROP. R.O.W.

PERM. ESMT.

STA. 215+00

SEE SHEET NO. 3G

MATCH LINE



INSET
TRACT NO. 13
N.T.S.

01024-0224-14
BEGIN PROJ. NO. STP-170(16) PRELIMINARY
STA. 213+85.00
N 617312.0539
E 2509919.7005

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 213+85 TO STA. 215+00
SCALE: 1"=100'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3G

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

N

PRES. R.O.W.

PROP. R.O.W.

PRES. R.O.W.

PROP. R.O.W.

PRES. R.O.W.

220

225

515

230

235

192

15

198

201

200

199

21

16

17

18

19

20

216

MELTON LAKE DR.

S 20° 32' 04" E

MELTON LAKE GREENWAY CONNECTION

PRES. & PROP. R.O.W.

PERM. ESMT.

PERM. ESMT.

CLINCH RIVER

STA. 227+56.00 S.R. 170 =
STA. 720+73.05 JUG HANDLE
N 618180.5581
E 2510979.9550

PRES. & PROP. R.O.W.

STA. 227+28.90 S.R. 170 =
STA. 520+00.00 MELTON LAKE DR.
N 618163.8501
E 2510958.6144

S 33° 03' 30" E

S.R. 170

N 51° 56' 30" E

N 37° 43' 30" W

SEE SHEET NO. 3F

STA. 215+00

MATCH LINE

PRES. & PROP. R.O.W.

N 50° 11' 33" E

PERM. ESMT.

JUG HANDLE

N 77° 23' 24" E

PRES. & PROP. R.O.W.

PERM. ESMT.

STA. 718+25.00, OFFSET 14.75' JUGHANDLE=
STA. 30+00.00 MELTON LAKE GREENWAY CONNECTION
N 617943.9573
E 2511036.1765

13

CLINCH RIVER

SEE SHEET NO. 3H

STA. 240+00

MATCH LINE

INSET
TRACT NO. 216
N.T.S.

MELTON LAKE DRIVE

S.R. 170

INSET
TRACT NO. 13
N.T.S.

S.R. 170

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 215+00 TO STA. 240+00
SCALE: 1"=100'

2/9/2025
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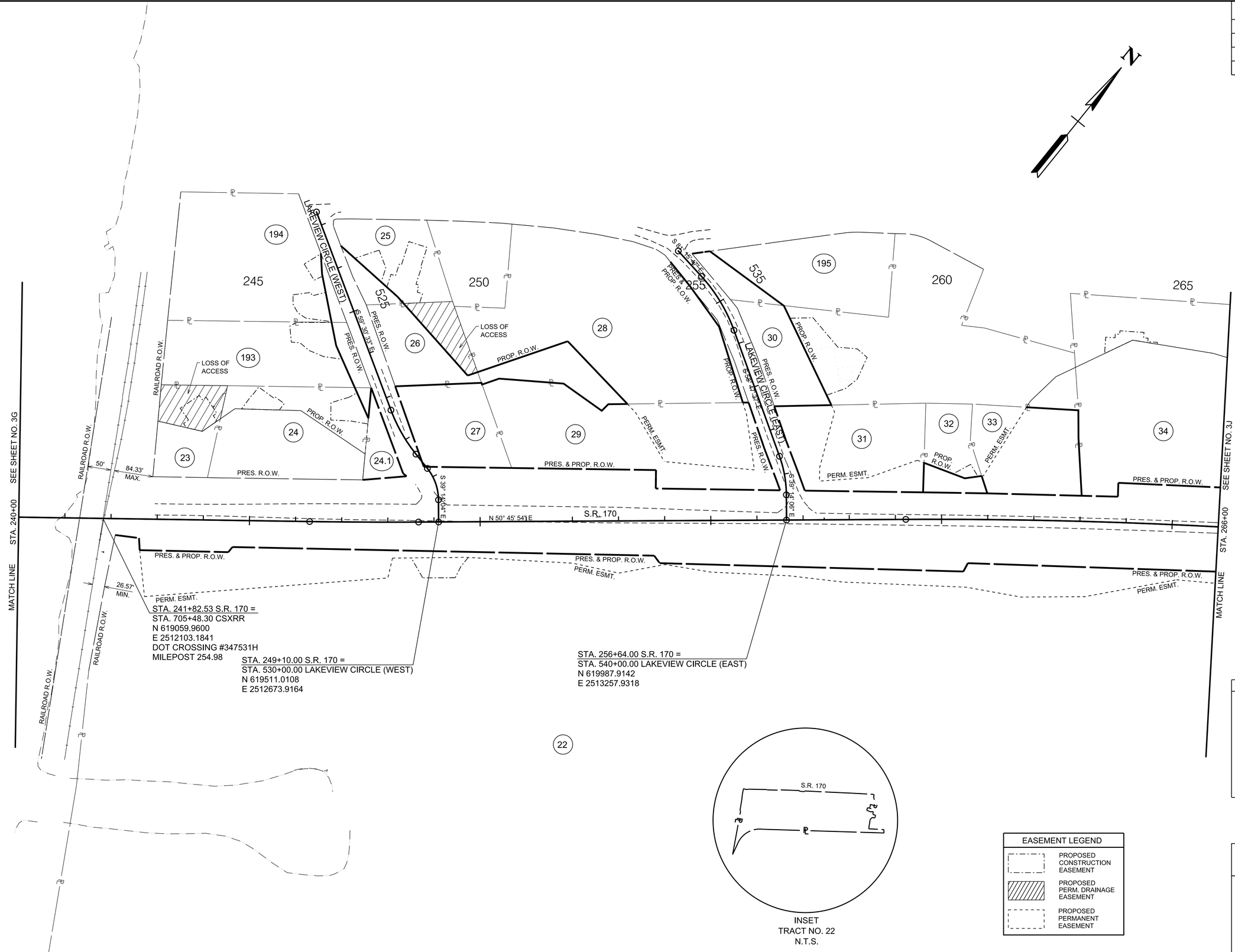
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3H



EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 240+00 TO STA. 266+00
SCALE: 1"=100'

2/9/2025
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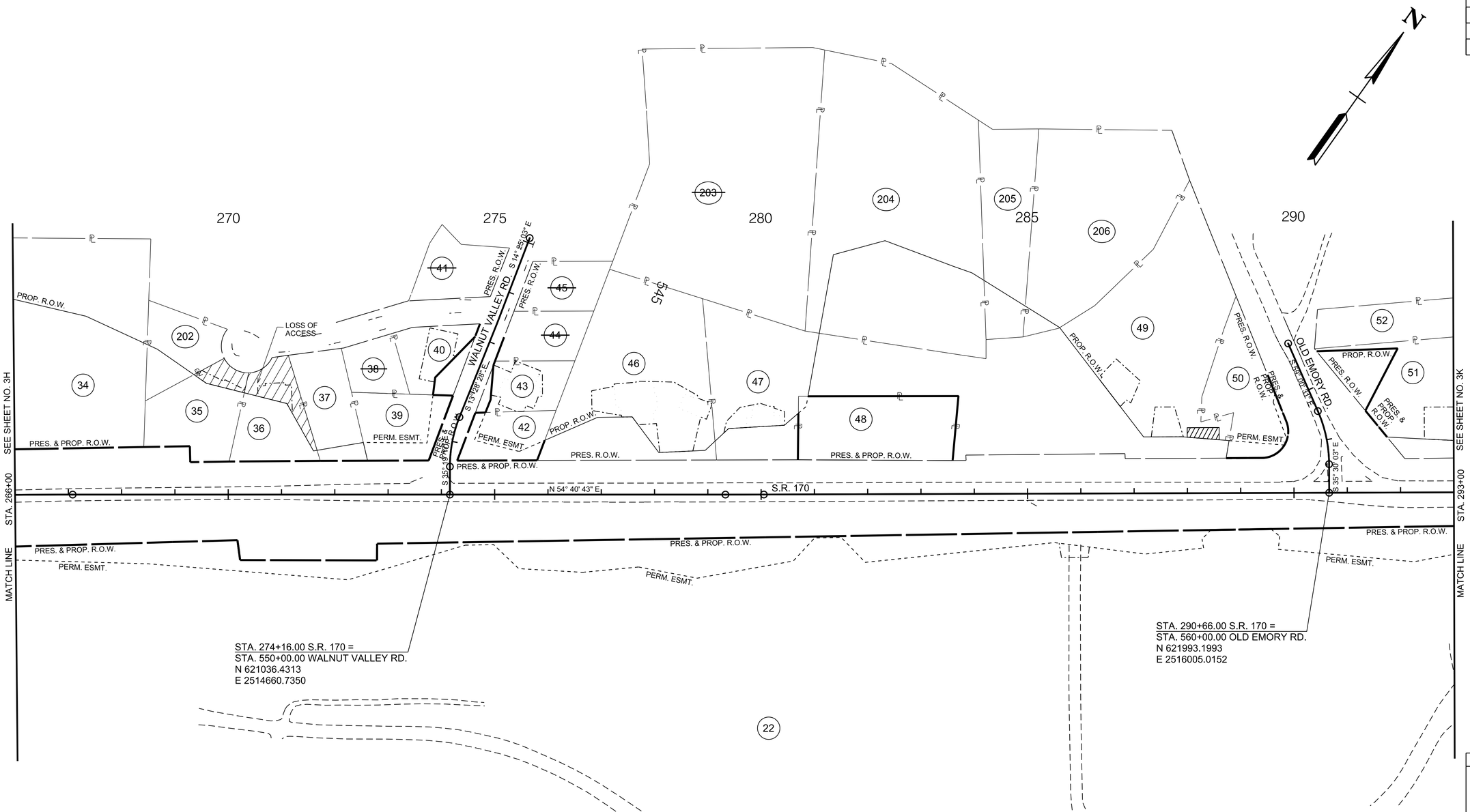
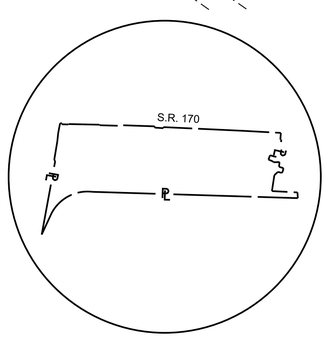
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3J



STA. 274+16.00 S.R. 170 =
STA. 550+00.00 WALNUT VALLEY RD.
N 621036.4313
E 2514660.7350

STA. 290+66.00 S.R. 170 =
STA. 560+00.00 OLD EMORY RD.
N 621993.1993
E 2516005.0152



INSET
TRACT NO. 22
N.T.S.

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 266+00 TO STA. 293+00
SCALE: 1"=100'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3K

N

295 300 305 310 315

208 209 207 210 197 196 215 58 60 61 65 52 51 53 54 55 57 56 59 64 62 66 67 69 70 63 68 22

OZELLA LN

PROP. R.O.W.

PRES. R.O.W.

S 38° 49' 12" E

LOSS OF ACCESS

UNECONOMIC REMNANT

S 32° 30' 02" E

S 32° 56' 08" E

NEW HENDERSON RD

PRES. & PROP. R.O.W.

PERM. ESMT.

S.R. 170

N 54° 29' 57" E

SEE SHEET NO. 3J

SEE SHEET NO. 3L

STA. 293+00

STA. 319+00

MATCH LINE

STA. 316+73.00 S.R. 170 =
STA. 580+00.00 NEW HENDERSON RD.
N 623493.7656
E 2518136.6059

STA. 307+23.00 S.R. 170 =
STA. 570+00.00 OZELLA LN.
N 622955.4458
E 2517353.9891

INSET
TRACT NO. 22
N.T.S.

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 293+00 TO STA. 319+00
SCALE: 1"=100'

2/9/2025
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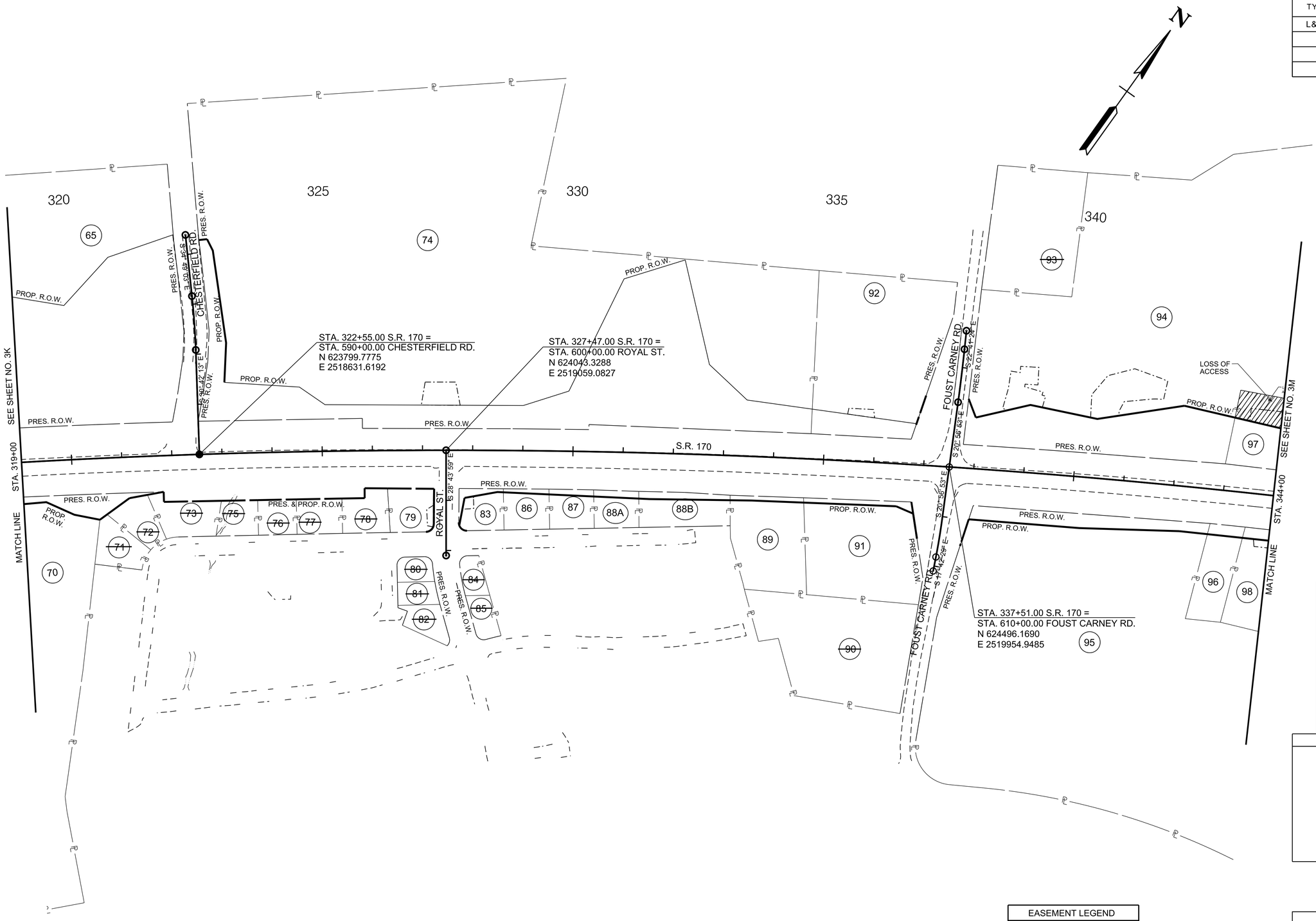
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3L



EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN, ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 319+00 TO STA. 344+00

SCALE: 1"=100'

2/9/2025
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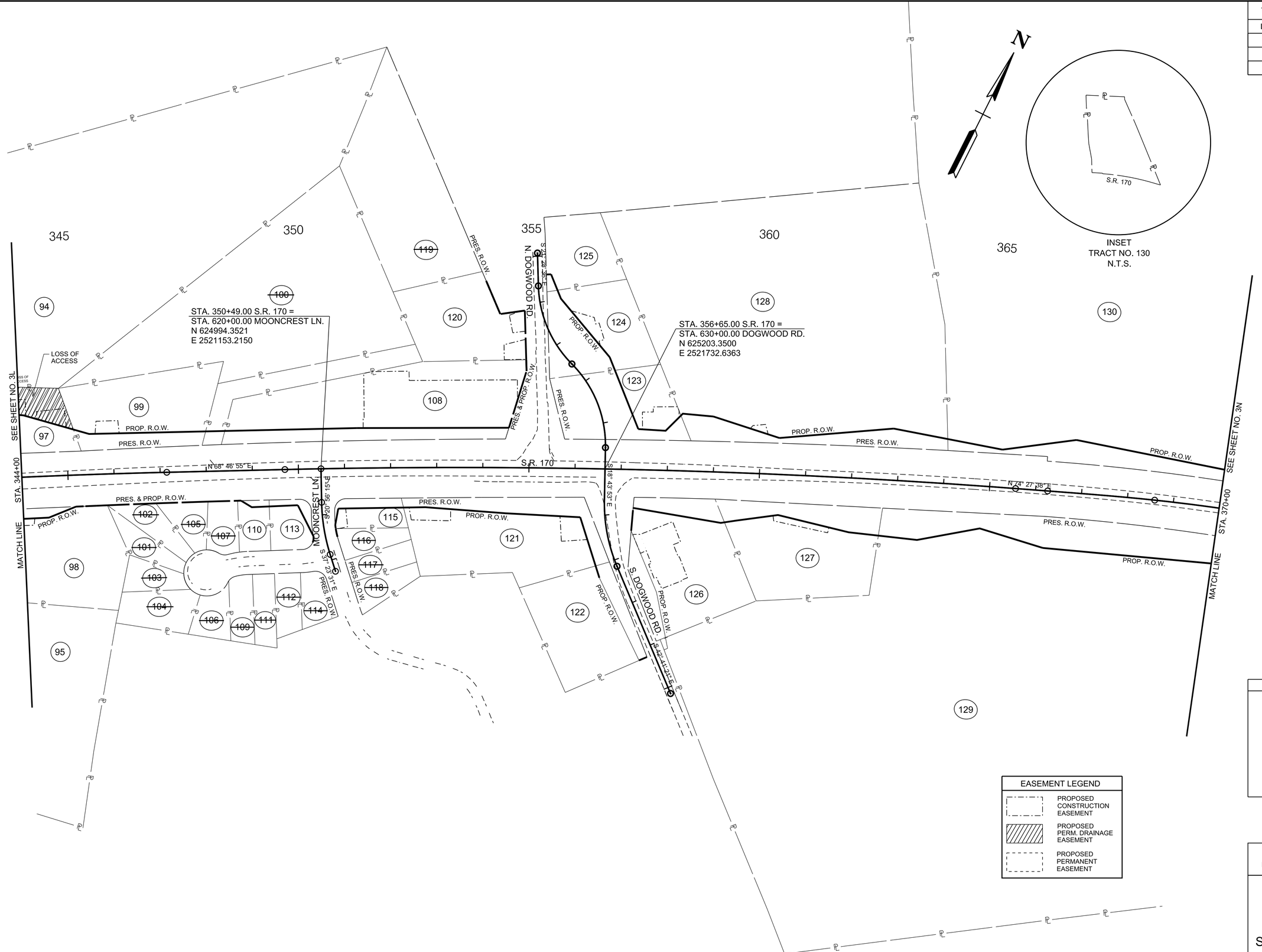
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3M



EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 344+00 TO STA. 370+00
SCALE: 1"=100'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3N

N

INSET
TRACT NO. 130
N.T.S.

INSET
TRACT NO. 138
N.T.S.

INSET
TRACT NO. 140
N.T.S.

INSET
TRACT NO. 142
N.T.S.

INSET
TRACT NO. 145
N.T.S.

S.R. 170

375 380 385 390

MOCKINGBIRD HILL LN.
S 42° 12' 21" E

SEE SHEET NO. 3M

STA. 370+00

MATCH LINE

PROP. R.O.W.

PRES. R.O.W.

N 86° 26' 48" E

S 3° 33' 12" E

S 42° 39' 00" E

PROP. R.O.W.

PRES. R.O.W.

129 130 131 132 133 134 135 136 137 138 139 140 141 142 144 145 146 147 154 211

STA. 380+09.00 S.R. 170 =
STA. 640+00.00 MOCKINGBIRD HILL LN.
N 625678.8492
E 2524016.6355

STA. 389+55.00 S.R. 170 =
STA. 650+00.00 OLD EDGEMOOR LN.
N 625803.5161
E 2524951.1432

STA. 31+08.00 OLD EDGEMOOR LN. =
STA. 660+00.00 FRAKER LN.
N 625698.9524
E 2524975.2048

LOSS OF ACCESS

S 88° 09' 19" E

S 18° 17' 17" E

S 44° 38' 42" W

OLD EDGEMOOR LN.

FRAKER LN.

PROP. R.O.W.

PRES. R.O.W.

SEE SHEET NO. 3P

STA. 391+00

MATCH LINE

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 369+00 TO STA. 391+00
SCALE: 1"=100'

2/9/2025
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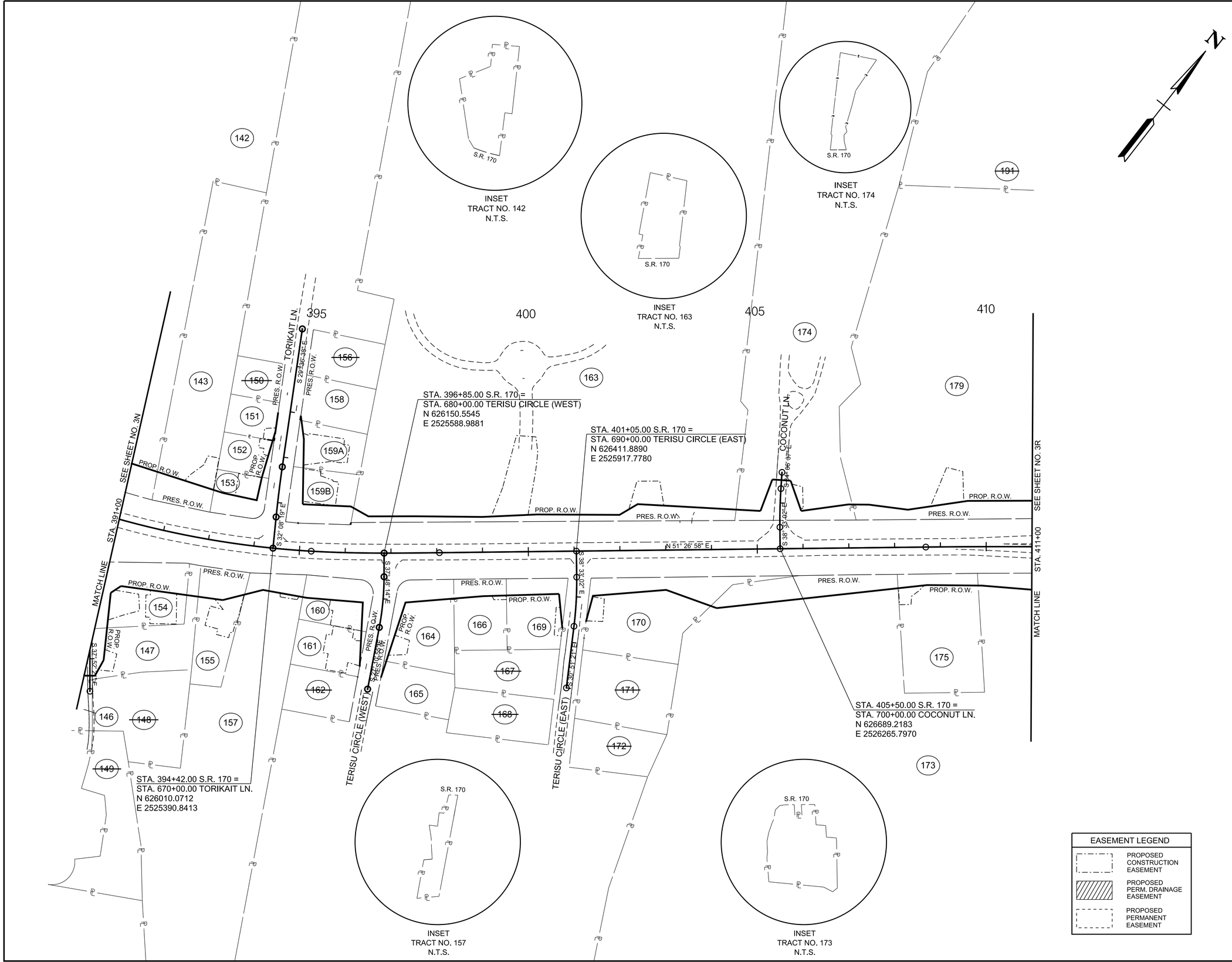
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3P



EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 391+00 TO STA. 411+00
SCALE: 1"=100'

2/9/2025
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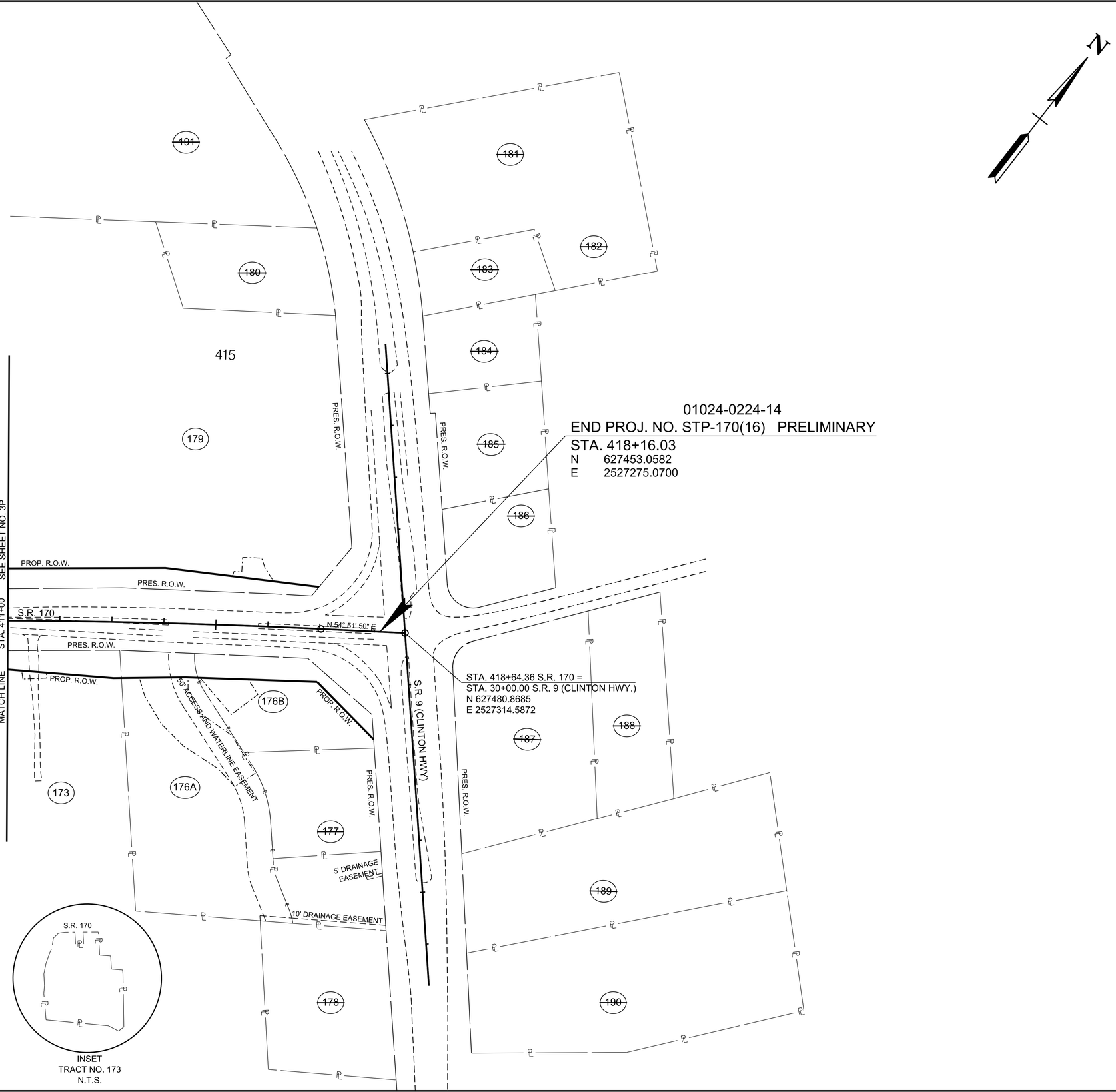
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	3R



01024-0224-14
END PROJ. NO. STP-170(16) PRELIMINARY
STA. 418+16.03
N 627453.0582
E 2527275.0700

STA. 418+64.36 S.R. 170 =
STA. 30+00.00 S.R. 9 (CLINTON HWY.)
N 627480.8685
E 2527314.5872

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPERTY MAP

STA. 411+00 TO STA. END PROJ.

SCALE: 1"=100'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	4

CENTENNIAL BLVD. CURVE
PI 507+98.87
N 617,162.1671
E 2,509,470.9880
Δ 3° 39' 22" (RT)
D 3° 34' 52"
R 1,600.00
L 102.10
T 51.07
SE N.C.
DESIGN SPEED 25 MPH

POT 505+80.00
PC 507+47.81
PT 508+49.91
PRC 205+53.01
PRC 206+38.91
PC 593+00.00
E 2509000
N 617000
E 2509500
N 617500
E 2510000
N 617500
E 2509500
N 616500
E 2510000
N 617000

14
CITY OF OAK RIDGE
WOODED
210
215
15
BIR INVESTMENTS, LLC
13
TVA

PRES. R.O.W.
PROP. R.O.W.
CUT
FILL
TRAIL
LIGHT BRUSH
LIGHT TREES
GRASS
GATE
GRAVEL
PERM. ESMT.
PRES. & PROP. R.O.W.

CENTENNIAL BLVD.
S.R. 170 (EDGEMOOR RD.)
TOP-884.55
TOP-876.95
TOP-877.02
TOP-873.01
TOP-873.21
TOP-875.70
INV-825.74
INV-825.89
INV-823.00
INV-822.85
CONCRETE
DIR
CMP
AT&T BOLTED
TEL. PED.
G.V.
G.M.
MAG
C&G
6'SEC BDY
10X6

SEE SHEET NO. 5
STA. 218+00
MATCH LINE

01024-0224-14
BEGIN PROJ. NO. STP-170(16) PRELIMINARY
STA. 213+85.00
N 617312.0539
E 2509919.7005

S.R. 170 CURVE C3
PI 214+08.12
N 617,347.8815
E 2,509,916.4064
Δ 8° 32' 31" (RT)
D 0° 33' 23"
R 10,300.00
L 1,535.56
T 769.21
SE N.C.
DESIGN SPEED 55 MPH

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-21	617050.4349	2509683.2316	874.9600	209+37.76	34.8010

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 213+85 TO STA. 218+00
SCALE: 1"=50'

2/9/2025
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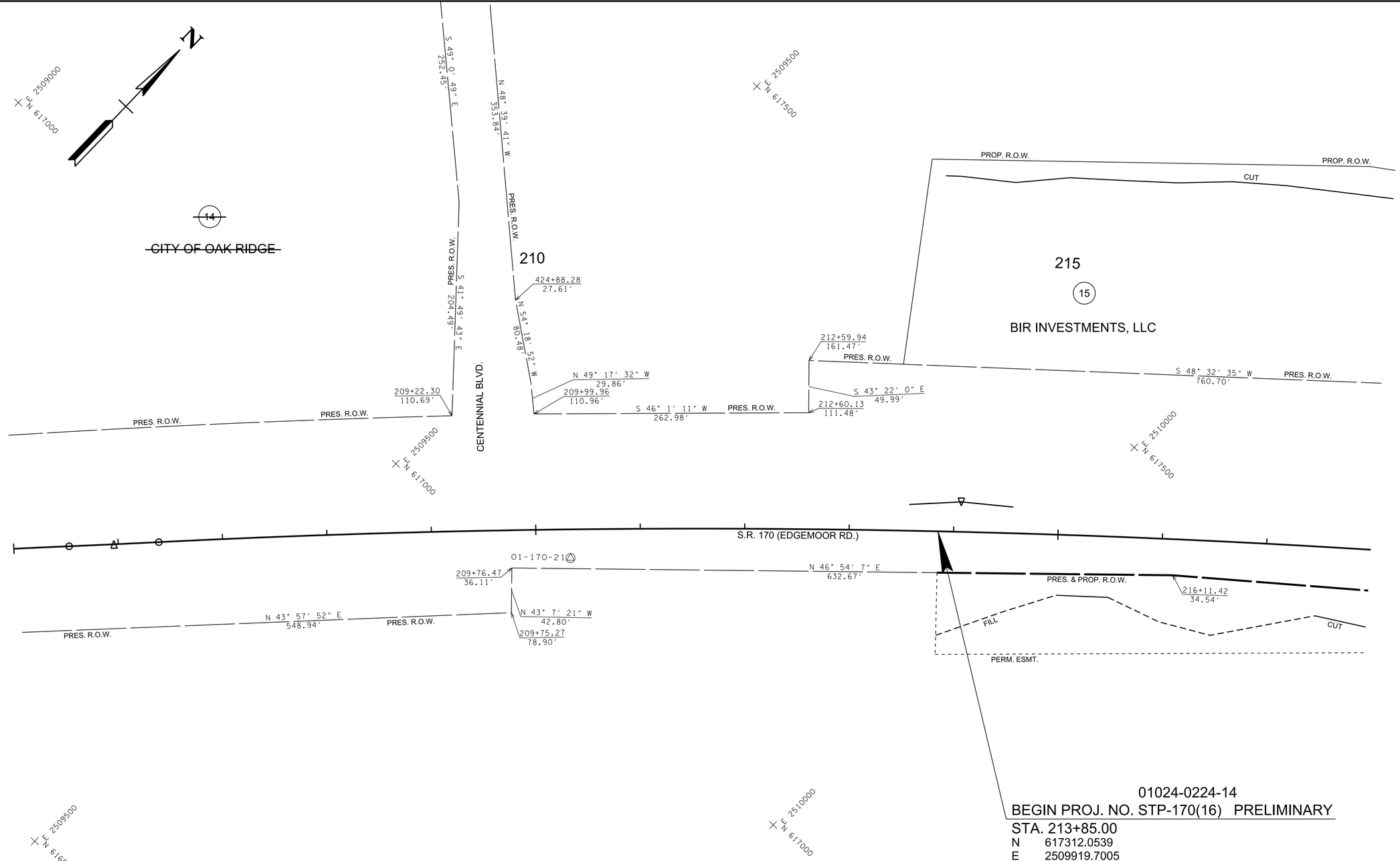
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	4A



01024-0224-14
BEGIN PROJ. NO. STP-170(16) PRELIMINARY
STA. 213+85.00
N 617312.0539
E 2509919.7005

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-21	617050.4349	2509683.2316	874.9600	209+37.76	34.8010

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 213+85 TO STA. 218+00
SCALE: 1"= 50'

2/9/2025
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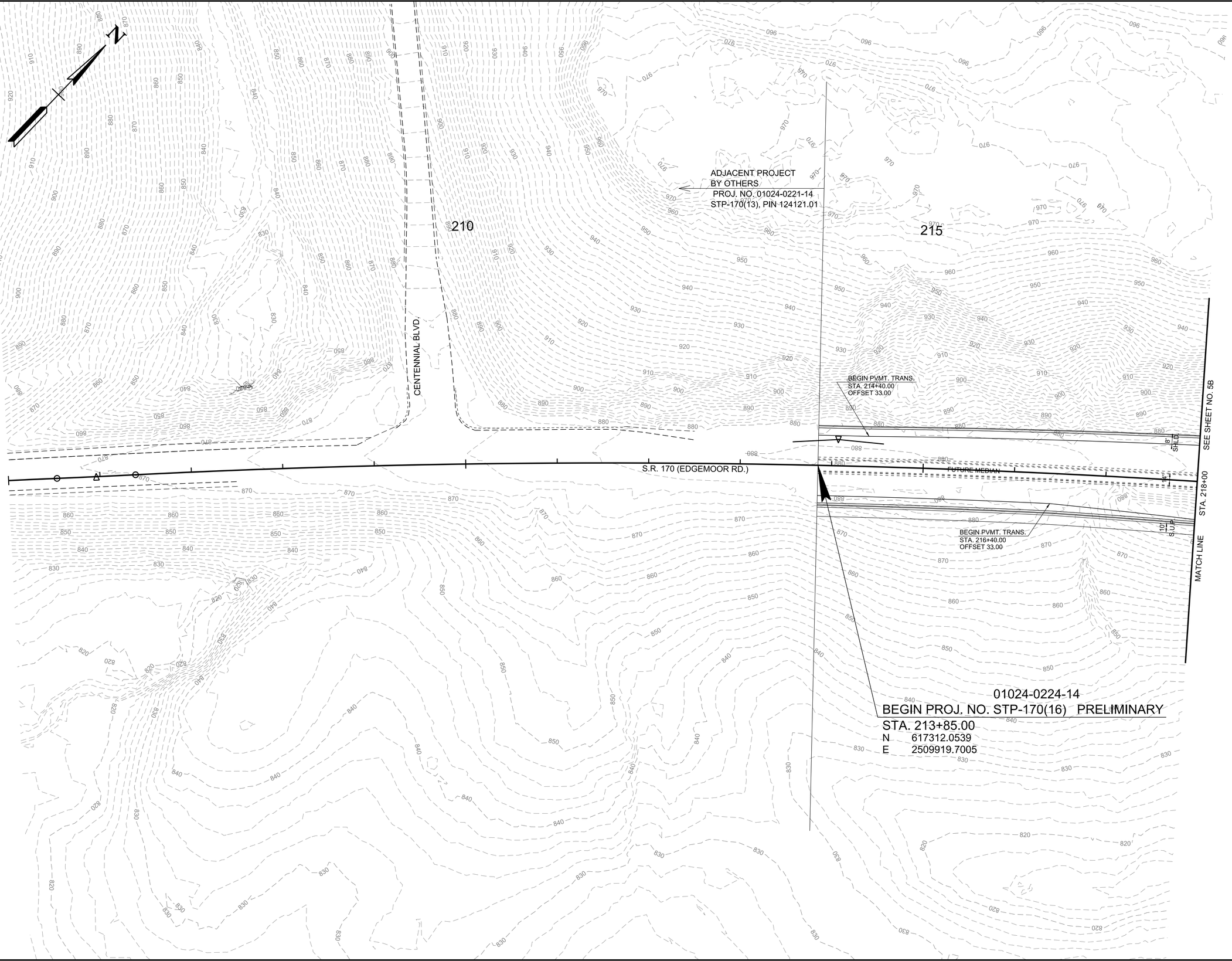
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	4B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 213+85 TO STA. 218+00
SCALE: 1"=50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	4C

VC = 850.00'
K = 132

STA. 212+14.53
OW WIRE ELEV. 901.82
TEMP. 67°
3 POWER
1 TELEPHONE
1 GUY WIRE

VPC 211+95.00
EL. 877.92

VPI 216+20.00
EL. 885.31

1.50%

-4.91%

01-170-21
STA. 210+25.30
GAS LINE

EXISTING GROUND

FINISHED GRADE

ADJACENT PROJ. NO. 01024-0221-14
STP-170(13), PIN 124121.01
STA. 213+85.00
EL. 880.42

01024-0224-14
BEGIN PROJ. NO. STP-170(16) PRELIMINARY
STA. 213+85.00
N 617312.0539
E 2509919.7005

C.P. 01-170-21
STA. 210+32.93, 27.44' RT
N 617050.4349
E 2509683.2316
ELEV. 874.9600

EXIST. 10' X 6' BOX CULV.
SKEW 90° FLOWS RT

920 915 910 905 900 895 890 885 880 875 870 865 860 855 850 845 840 835 830 825

205+00 206+00 207+00 208+00 209+00 210+00 211+00 212+00 213+00 214+00 215+00 216+00 217+00 218+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 213+85 TO STA. 218+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	5

MELTON LAKE DR. CURVE 2
PI 517+22.21
N 618,397.5266
E 2,510,806.5254
Δ 12° 25' 56" (LT)
D 4° 46' 29"
R 1,200.00
L 260.38
T 130.70
SE N.C.
DESIGN SPEED 45 MPH

AREA TO BE SCARIFIED AND OBLITERATED

THIS PARCEL IS PART OF A LARGER 406.5 ACRE PARCEL CONVEYED TO TVA IN EXECUTIVE ORDER 10530 RECORDED IN THE FEDERAL REGISTER JANUARY 23, 1959

STA. 227+28.90 S.R. 170 =
STA. 520+00.00 MELTON LAKE DR.
N 618163.8501
E 2510958.6144

GAS LINE CONTINUES ALONG WEST SIDE OF MELTON LAKE DRIVE BUT COULD NOT BE FIELD LOCATED PER ORUD

STA. 227+56.00 S.R. 170 =
STA. 720+73.05 JUG HANDLE
N 618180.3581
E 2510979.9550

BRIDGE ID. # 01S24740001

STA. 718+25.00, OFFSET 14.75' JUGHANDLE=
STA. 30+00.00 MELTON LAKE GREENWAY CONNECTION
N 617943.9573
E 2511036.1765

JUG HANDLE CURVE 1
PI 710+76.02
N 617,638.5615
E 2,510,364.6670
Δ 0° 50' 58" (RT)
D 0° 33' 31"
R 10,255.00
L 152.05
T 76.02
SE N.C.
DESIGN SPEED 28 MPH

JUG HANDLE CURVE 2
PI 712+76.81
N 617,764.8044
E 2,510,520.7978
Δ 26° 20' 53" (RT)
D 10° 44' 59"
R 533.00
L 245.10
T 124.76
SE N.C.
DESIGN SPEED 28 MPH

JUG HANDLE CURVE 3
PI 719+25.14
N 617,907.3087
E 2,511,157.8002
Δ 110° 26' 53" (LT)
D 30° 38' 22"
R 187.00
L 360.48
T 269.30
SE 0.040 FT/FT
DESIGN SPEED 25 MPH
TRANS. LENGTH 85

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LINE AND GRADE PLANS

SEALED BY

PRESENT LAYOUT

STA. 218+00 TO STA. 231+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	5A

BIR INVESTMENTS, LLC

BIR INVESTMENTS, LLC

BIR INVESTMENTS, LLC

THIS PARCEL IS PART OF A LARGER 406.5 ACRE PARCEL CONVEYED TO TVA IN EXECUTIVE ORDER 10530 RECORDED IN THE FEDERAL REGISTER JANUARY 23, 1959

TVA

TVA

STA. 227+28.90 S.R. 170 =
STA. 520+00.00 MELTON LAKE DR.
N 618163.8501
E 2510958.6144

STA. 227+56.00 S.R. 170 =
STA. 720+73.05 JUG HANDLE
N 618180.3381
E 2510979.9550

STA. 718+25.00, OFFSET 14.75' JUGHANDLE=
STA. 30+00.00 MELTON LAKE GREENWAY CONNECTION
N 617943.9573
E 2511036.1765

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-22	617902.7091	2510729.2170	848.4240	222+93.41	84.0360

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

LINE AND GRADE PLANS

SEALED BY

RIGHT-OF-WAY DETAILS

STA. 218+00 TO STA. 231+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	5B

N

MATCH LINE STA. 515+00

SEE SHEET NO. 21B

BEGIN PVMT. TRANS.
STA. 515+20.00
OFFSET 24.00

24'

24'

10'
S.U.P.

MELTON LAKE DR.
S 20° 37' 34" E

N 30° 03' 35" W

END PVMT. TRANS.
STA. 516+40.00
OFFSET 36.00

BEGIN PVMT. TRANS.
STA. 516+95.00
OFFSET 36.00

BEGIN PVMT. TRANS.
STA. 516+95.00
OFFSET 24.00

N 27° 58' 00" W R = 1000'

220

225

230

END PVMT. TRANS.
STA. 518+30.00
OFFSET 39.00

END PVMT. TRANS.
STA. 518+30.00
OFFSET 27.00

END RETAINING WALL
STA. 23+85.00
OFFSET 3.00

CLINCH RIVER

R= 300'

MELTON LAKE GREENWAY

STA. 227+28.90 S.R. 170 =
STA. 520+00.00 MELTON LAKE DR.
N 618163.8501
E 2510958.6144

BEGIN RETAINING WALL
STA. 24+25.00
OFFSET 13.00

N 46° 28' 58" W
R = 300'

END PVMT. TRANS.
STA. 221+00.00
OFFSET 45.00

BEGIN PVMT. TRANS.
STA. 224+15.00
OFFSET 45.00

END PVMT. TRANS.
STA. 225+80.00
OFFSET 42.00

R 100'

S 33° 03' 30" E

R 85'

25

STA. 227+56.00 S.R. 170 =
STA. 720+73.05 JUG HANDLE
N 618180.5581
E 2510979.9550

S.U.P TO CROSS
BELOW THE BRIDGE

SEE SHEET NO. 4B

8' SHLD.

FUTURE MEDIAN

SEE SHEET NO. 6B

STA. 218+00

S.R. 170 (EDGEMOOR RD.)

STA. 231+00

MATCH LINE

S.U.P. 10'

N 50° 11' 33" E

END PVMT. TRANS.
STA. 218+60.00
OFFSET 45.00

BEGIN PVMT. TRANS.
STA. 224+15.00
OFFSET 33.00

END PVMT. TRANS.
STA. 225+80.00
OFFSET 30.00

R 10'

720

715

BEGIN RETAINING WALL
STA. 716+50.00
OFFSET 61.93

END RETAINING WALL
STA. 718+50.00
OFFSET 51.50

N 33° 03' 30" W

R 33'

S.U.P. 10'

S.U.P. 12'

S.U.P.

R = 70'

N 77° 23' 24" E

JUG HANDLE

BEGIN RETAINING WALL
STA. 715+50.00
OFFSET 67.41

S 64° 26' 21" E

R = 70'

℄ MELTON LAKE GREENWAY CONNECTION

N 3° 41' 36" W

STA. 718+25.00, OFFSET 14.75' JUGHANDLE=
STA. 30+00.00 MELTON LAKE GREENWAY CONNECTION
N 617943.9573
E 2511036.1765

1635
[1416]

MELTON LAKE DR.

948 [794]

687 [622]

442 [479]

382 [359]

916 [1394]

614 [835]

1057 [1264]

2284 [2032]

S.R. 170

S.R. 170

2827 [1944]

1368 [638]

1124 [445]

1770 [680]

444 [445]

2049 DHV
PM
[AM]

MELTON LAKE GREENWAY

CLINCH RIVER

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 218+00 TO STA. 231+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	5C

VC = 850.00'
K = 132

VPT 220+45.00
EL. 864.46

-4.91%

EXISTING GROUND

VPC 222+85.00
EL. 856.61

VC = 640.00'
K = 116

FINISHED GRADE

STA. 227+28.90 S.R. 170 =
STA. 520+00.00 MELTON LAKE DR.
N 618163.8501
E 2510938.6144

STA. 227+56.00 S.R. 170 =
STA. 720+73.05 JUG HANDLE
N 618180.5581
E 2510979.9550

VPT 228+45.00 BEGIN BRIDGE STA. 228+45.00
EL. 842.76

01-170-22

-4.91%

0.58%

STA. 226+73.94
EXISTING 24" RCP
SKEW 131°37' 8"
FLOWS RT
INLET 839.87 FT
OUTLET 834.73 FT

VPI 225+25.00
EL. 840.91

EXISTING BRIDGE
BRIDGE ID: 01S24740001
D.A. = 3089 SQUARE MILES
LOW BEAM ELEV. = 836.37'
HIGH WATER ELEV. = 799.3'

C.P. 01-170-22
STA. 223+87.29, 64.20' RT
N 617902.7091
E 2510729.2170
ELEV. 848.4240

885 880 875 870 865 860 855 850 845 840 835 830 825 820 815 810 805 800 795 790

218+00 219+00 220+00 221+00 222+00 223+00 224+00 225+00 226+00 227+00 228+00 229+00 230+00 231+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 218+00 TO STA. 231+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	6

N

235

240

CLINCH RIVER

TRAIL

E 2511500
N 619000

CHRISTOPHER T. MINTON

194

CSX RAILROAD ROW PER
TVA MELTON HILL PLAT "D" AND
RAILROAD VALUATION MAP V90-25

EIP

E 2512
N 615

193

LOSS OF ACCESS

INSULATION JOINT (TYP)

TRAIL ROAD

J.O. MILFORD ELLSISON SR AND WIFE JOHNNIE CATLETT ELLISON

PATRICIA HOWARD AND DANIEL HOWARD AND BRANDI OWENS

23

RAILROAD R.O.W.

50'

84.33' MAX.

ELECTRIC DISCONNECT
E IP

DOWNED IP NO FLAGGING

BRIDGE ID. # 01S24740001

SEE SHEET NO. 5

SEE SHEET NO. 7

STA. 231+00

STA. 244+00

MATCH LINE

MATCH LINE

N 51° 56' 30" E

S.R. 170 (EDGEMOOR RD.)

E 2511500
N 618500

E 2512000
N 619000

STA. 241+82.53 S.R. 170 =
STA. 705+48.30 CSXRR
N 619059.9600
E 2512103.1841
DOT CROSSING #347531H
MILEPOST 254.98

ANTENNA CONTROL SHED

MP255

TOP-838.74

CONCRETE

INV-838

PRES. & PROP. R.O.W.

26.57' MIN.

CUT

PERM ESMT.

22

TIGHT TREES TVA

GRASS

E 2512000
N 618500

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 231+00 TO STA. 244+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	6A

N

S 29° 43' 48" E
590.77'

235

E 2511500
N 619000

240

CHRISTOPHER T. MINTON

194

CSX RAILROAD ROW PER
TVA MELTON HILL PLAT 11D AND
RAILROAD VALUATION MAP V90-25

EIP

E 2512
N 619

441.37'
S 29° 53' 52" E

N 33° 18' 20" W
140.45'

193

LOSS OF ACCESS

EIP
S 51° 49' 24" W
143.74'

MELTON OVERPASS

PATRICIA HOWARD AND DANIEL
HOWARD AND BRANDI OWENS

J.O.
MILFORD
ELLSISON SR
AND WIFE
JOHNNIE
CATLETT
ELLISON

23

200.00'
S 38° 40' 0" E

RAILROAD R.O.W.

50'

242+89.22
91.99'
84.33'
MAX.

244+07.62
91.90'

S 51° 58' 55" W
118.41'

EIP
DOWNED IP NO FLAGGING

CONC.
BRIDGE DISK

SEE SHEET NO. 5A

STA. 231+00

MATCH LINE

N 51° 56' 30" E

S.R. 170 (EDGEMOOR RD.)

E 2511500
N 618500

E 2512000
N 619000

N 58° 23' 25" E
51.95'

N 42° 3' 51" W
26.25'

242+09.63
35.53'

242+61.26
41.36'

N 52° 22' 9" E
192.1 PRES. & PROP. R.O.W.

242+63.09
67.55'

N 27° 14' 36" W
114.33'

26.57'
MIN.

CUT

PERM ESMT.

22

TVA

STA. 241+82.53 S.R. 170 =
STA. 705+48.30 CSXRR
N 619059.9600
E 2512103.1841
DOT CROSSING #347531H
MILEPOST 254.98

528.45'
S 29° 53' 52" E

N 28° 16' 27" W
1585.42'

RAILROAD R.O.W.

RAILROAD R.O.W.

N 32° 49' 25" W
249.90'

SEE SHEET NO. 7A

STA. 244+00

MATCH LINE

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 231+00 TO STA. 244+00
SCALE: 1"= 50'

2/9/2025
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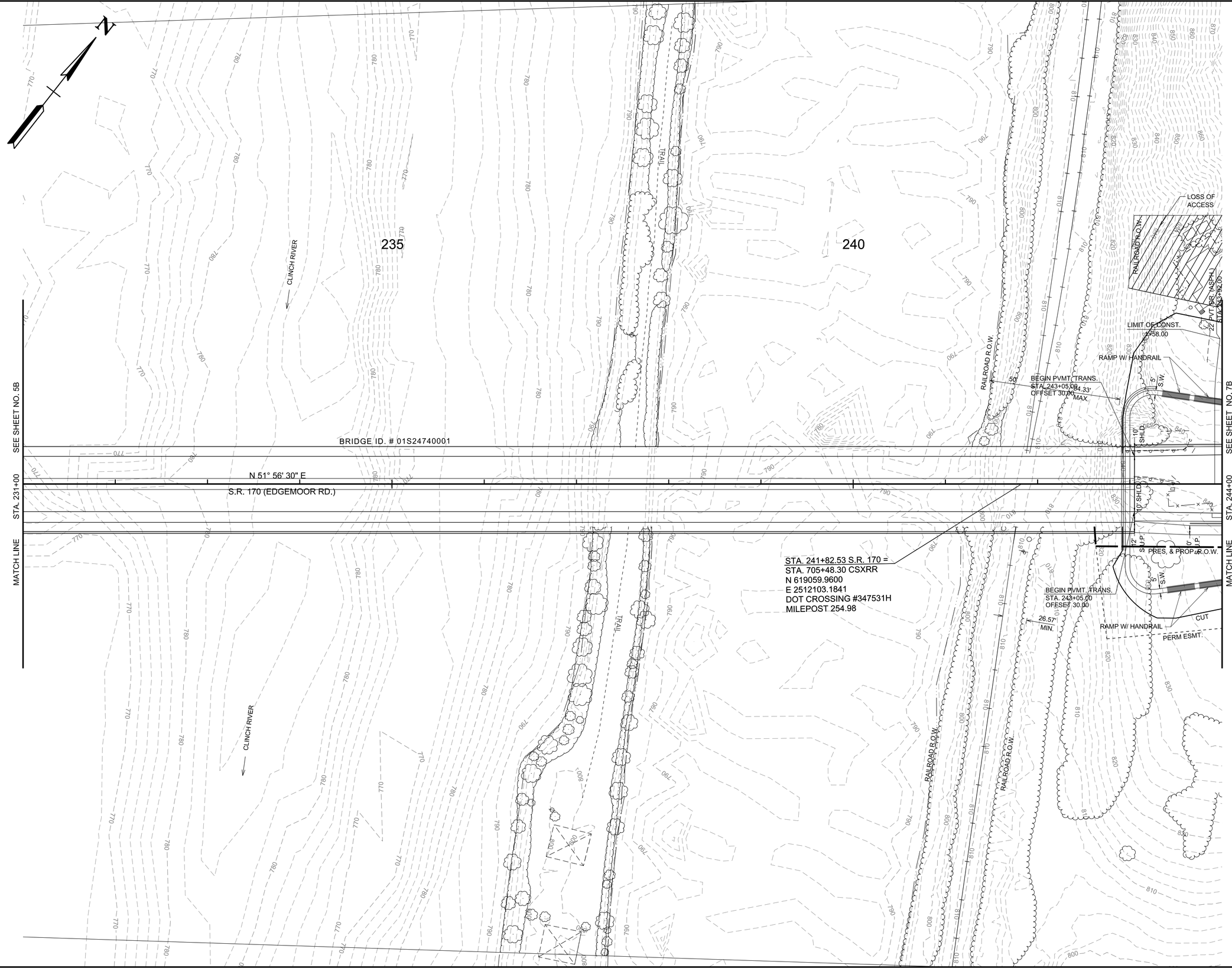
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	6B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 231+00 TO STA. 244+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	6C

VC = 200.00'
K = 185

VC = 590.00'
K = 115

VPC 234+75.63
EL. 846.42

VPI 235+75.63
EL. 847.00

VPT 236+75.63
EL. 846.50

0.58%

0.58%

−0.50%

−0.50%

FINISHED GRADE

EXISTING GROUND

STA 241+82.53 S.R. 170 =
STA 705+48.30 CSXRR
N 619059.96
E 2512103.18

VPC 243+05.00
EL. 843.35 END BRIDGE STA. 243+05.00

EXISTING BRIDGE
BRIDGE ID: 01S24740001
D.A. = 3089 SQUARE MILES
LOW BEAM ELEV. = 836.37'
HIGH WATER ELEV. = 799.3'

860 855 850 845 840 835 830 825 820 815 810 805 800 795 790 785 780 775 770 765

231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00 244+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 231+00 TO STA. 244+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	7

LAKEVIEW CIR. (WEST) CURVE 1
PI 527+84.20
N 619,606.5130
E 2,512,489.1237
Δ 18° 01' 59" (LT)
D 16° 22' 13"
R 350.00
L 110.16
T 55.54
SE N.C.
DESIGN SPEED 25 MPH

LAKEVIEW CIR. (WEST) CURVE 2
PI 529+16.74
N 619,577.7236
E 2,512,619.4402
Δ 38° 18' 29" (RT)
D 52° 05' 13"
R 110.00
L 73.55
T 38.21
SE N.C.
DESIGN SPEED 25 MPH

LAKEVIEW CIR. (EAST) CURVE 1
PI 535+01.97
N 620,272.3775
E 2,512,651.4930
Δ 22° 33' 09" (RT)
D 45° 22' 13"
R 350.00
L 137.26
T 69.52
SE N.C.
DESIGN SPEED 25 MPH

LAKEVIEW CIR. (EAST) CURVE 2
PI 539+03.11
N 620,063.6141
E 2,513,196.1157
Δ 19° 33' 32" (RT)
D 22° 55' 06"
R 250.00
L 85.34
T 43.09
SE N.C.
DESIGN SPEED 25 MPH

194 CHRISTOPHER T. MINTON

193 PATRICIA HOWARD AND DANIEL HOWARD AND BRANDI OWENS

25 DOUGLAS W. GALIGHER AND WIFE LINDA S. GALIGHER

26 WILLIAM O ARNOLD AND WIFE GLINDA F ARNOLD

J.O. MILFORD ELLSISON SR AND WIFE JOHNNIE CATLETT ELLISON

245

250

255

195 ELIZABETH DILL

535

30 CHASTADEE N WARD

28 DAVID A JORDAN AND WIFE MARTHA B JORDAN

23

24

24.1 TVA

PAULA J ISENBERG AND HUSBAND MICHAEL D ISENBERG

27 TVA

29 TVA

31 TVA

22 TVA

S 58° 30' 33" E LAKEVIEW CIRCLE (WEST)

S 58° 15' 47" E

S 58° 37' 37" E LAKEVIEW CIRCLE (EAST)

S 39° 14' 04" E

S 39° 14' 06" E

N 50° 45' 54" E SR170 36' ASP

S.R. 170 (EDGEMOOR RD.)

STA. 249+10.00 S.R. 170 =
STA. 530+00.00 LAKEVIEW CIRCLE (WEST)
N 619511.0108
E 2512673.9164

STA. 256+64.00 S.R. 170 =
STA. 540+00.00 LAKEVIEW CIRCLE (EAST)
N 619987.9142
E 2513257.9318

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-23	619145.8664	2512374.8499	839.6520	243+55.48	121.4727
01-170-24	619807.8618	2513089.9374	876.3310	253+26.70	41.9042

SEE SHEET NO. 6

SEE SHEET NO. 8

MATCH LINE STA. 244+00

MATCH LINE STA. 257+00

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 244+00 TO STA. 257+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	7A

194
CHRISTOPHER T. MINTON

25
DOUGLAS W. GALIGHER AND WIFE LINDA S. GALIGHER

26
WILLIAM O ARNOLD AND WIFE GLINDA F ARNOLD

193
PATRICIA HOWARD AND DANIEL HOWARD AND BRANDI OWENS

LOSS OF ACCESS
J.O. MILFORD ELLSISON SR AND WIFE JOHNNIE CATLETT ELLISON

23
245

24
PAULA J ISENBERG AND HUSBAND MICHAEL D ISENBERG

24.1
TVA

27
TVA

250

29
TVA

28
DAVID A JORDAN AND WIFE MARTHA B JORDAN

255

195
ELIZABETH DILL

535

30
CHASTADEE N WARD

31
TVA

22
TVA

525

PRES. R.O.W.
PROP. R.O.W.
PRES. & PROP. R.O.W.
PERM ESMT.
CUT
FILL
LOSS OF ACCESS
CONC.
EIP
TVA

S 59° 30' 33" E LAKEVIEW CIRCLE (WEST)
S 58° 28' 27" W
S 39° 14' 04" E
S 58° 28' 27" E
S 84° 15' 41" E
S 58° 47' 37" E LAKEVIEW CIRCLE (EAST)
S 39° 14' 06" E
N 50° 45' 54" E
S.R. 170 (EDGEMOOR RD.)

SEE SHEET NO. 6A
SEE SHEET NO. 8A
STA. 244+00
STA. 257+00
MATCH LINE

S 37° 28' 27" 12.90'
S 50° 18' 35" W 31.55'
N 52° 1' 4" E PRES. R.O.W. 165.62'
N 24° 3' 49" E 5.11'
N 59° 33' 2" W 48.98'
N 64° 34' 5" W 61.05'
N 56° 37' 32" W 185.08'
S 34° 5' 37" E 182.83'
N 56° 20' 36" E 90.47'
N 59° 31' 46" E 95.24'
N 62° 24' 44" E 79.01'
N 69° 23' 38" E 53.17'
S 84° 13' 8" W 22.74'
S 58° 28' 27" E 11.18'
S 53° 9' 2" W 109.78'
S 48° 46' 33" W 87.10'
N 51° 46' 55" E 388.27'
N 58° 28' 27" W 187.13'
S 58° 28' 27" E 175.92'
S 58° 28' 27" E 3.84'
N 48° 46' 33" E 187.10'
N 55° 29' 53" E 140.01'
S 32° 4' 9" W 39.24'
N 86° 30' 58" E 101.51'
S 51° 56' 8" W 311.29'
N 50° 22' 43" E 304.05'
N 8° 7' 24" E 20.05'
S 57° 51' 52" E 106.21'
N 43° 17' 3" E 254.54'
S 78° 51' 23" W 120.00'
S 71° 47' 4" E 181.21'
N 61° 25' 4" W 106.52'
S 57° 25' 5" W 174.95'
N 77° 40' 17" W 23.83'
S 52° 23' 5" W 24.12'
S 51° 49' 54" W 312.48'
N 59° 26' 22" W 151.12'
N 59° 26' 22" W 23.08'
N 59° 26' 22" W 29.90'
N 0° 0' 0" W 14.21'
N 90° 0' 0" E 91.00'
S 58° 28' 27" E 191.96'
S 51° 54' 0" W 190.61'
S 51° 54' 0" W 312.80'
S 51° 54' 0" W 269.54'
S 38° 6' 0" E 40.00'
S 58° 56' 40" E 23.23'
N 59° 46' 49" W 72.73'
N 52° 15' 0" E 914.28'
S 75° 12' 43" E 20.15'

244+64.02 57.79'
244+55.26 68.98'
244+31.74 91.72'
247+45.03 91.41'
248+40.96 99.40'
248+78.50 119.83'
250+69.07 116.06'
253+81.81 09.86'
253+81.02 69.87'
253+76.85 75.63'
253+88.69 91.94'
256+50.51 64.53'
535+08.23 21.24'

STA. 249+10.00 S.R. 170 =
STA. 530+00.00 LAKEVIEW CIRCLE (WEST)
N 619511.0108
E 2512673.9164

STA. 256+64.00 S.R. 170 =
STA. 540+00.00 LAKEVIEW CIRCLE (EAST)
N 619987.9142
E 2513257.9318

01-170-23
01-170-24

E 2512500 N 620000
E 2513000 N 620000
E 2513500 N 619500
E 2512500 N 619000

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-23	619145.8664	2512374.8499	839.6520	243+55.48	121.4727
01-170-24	619807.8618	2513089.9374	876.3310	253+26.70	41.9042

EASEMENT LEGEND
- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 244+00 TO STA. 257+00
SCALE: 1"= 50'

2/9/2025
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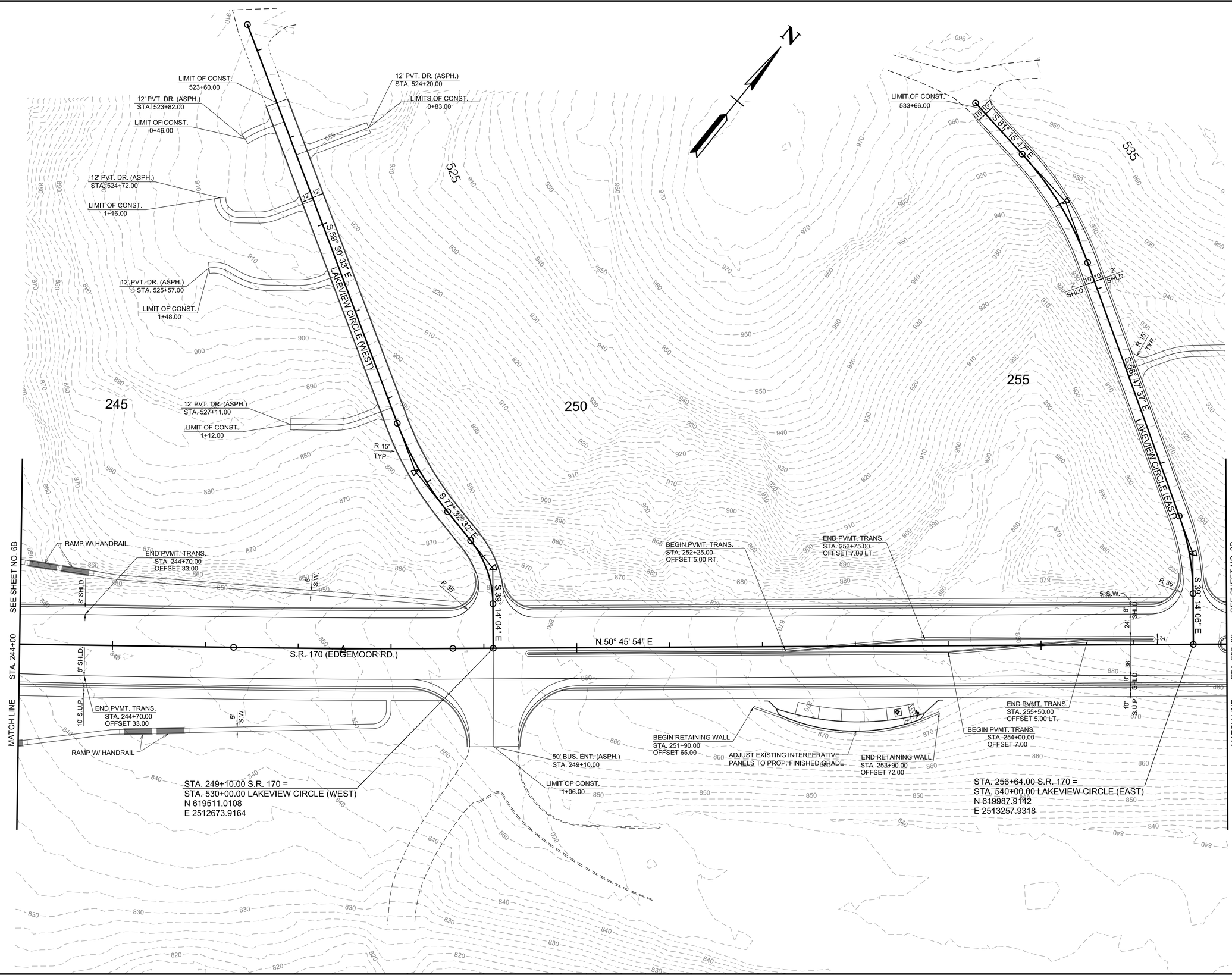
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	7B



LINE AND GRADE PLANS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 244+00 TO STA. 257+00
SCALE: 1"= 50'

2/9/2025
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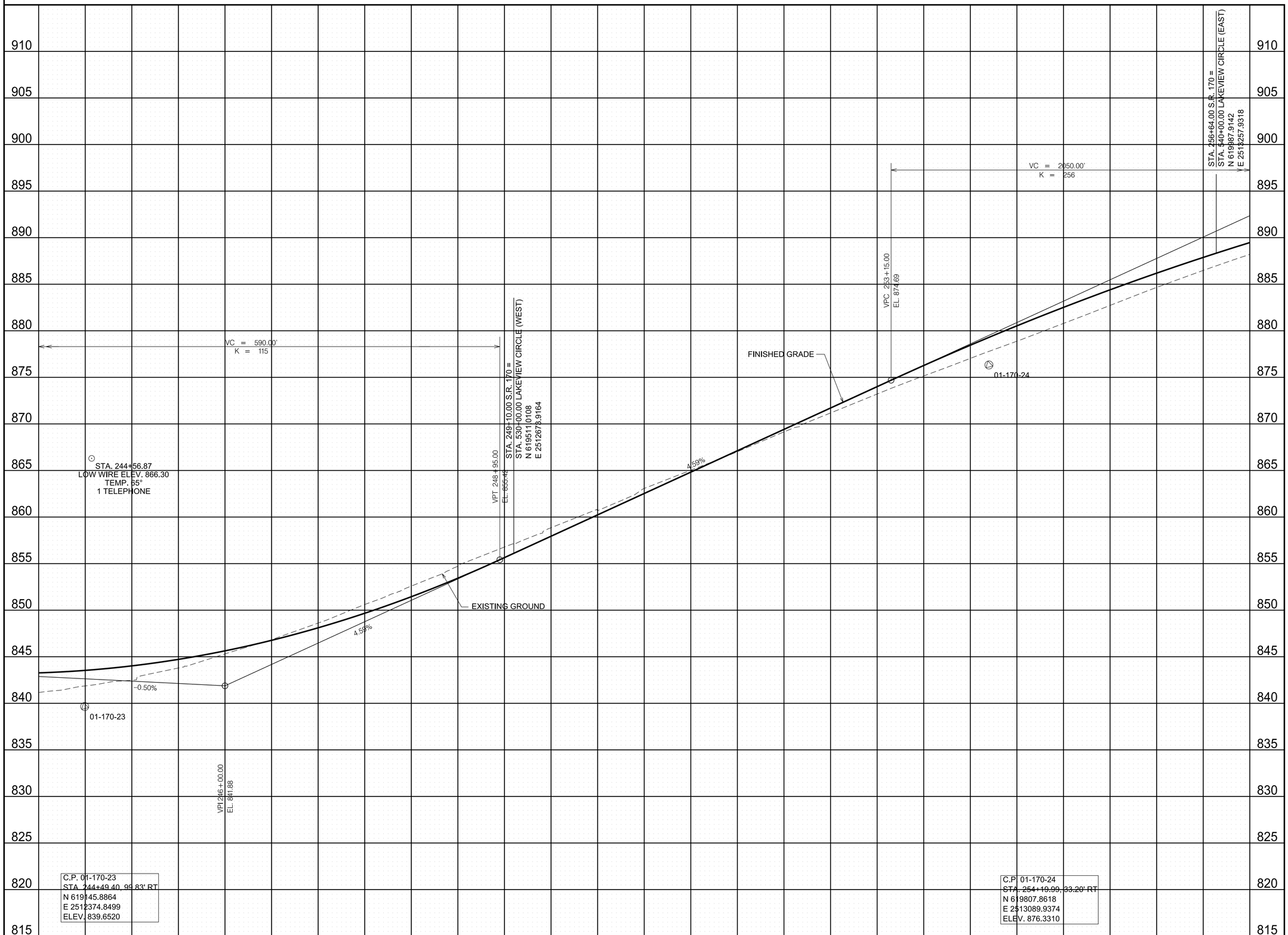
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	7C



LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 244+00 TO STA. 257+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	8

195
ELIZABETH DILL
CHASTADEEN N WARD
30
WOODED
STEVE GREGORY SMITH AND WIFE MARY CATHRINE SMITH
260
31
TVA
32
33
TVA
265
WOODED
WOODED
WOODED
WOODED
202
TAMMY MALENA MOORE
LOSS OF ACCESS
DECK
POOL
DECK
35
34
DILLIS D FREEMAN AND WIFE JOHNNY FREEMAN
WILLIAM R JOHNSON
PROP. R.O.W.
CUT
PERM ESMT.
FILL
PRES. & PROP. R.O.W.
PRES. R.O.W.
TVA POST
E 2513500
N 620500
E 2514000
N 620000
CONC. TVA 4-20
INV-873.29
INV-893.93 15" CMP
INV-892.10
INV-896.34
S.R. 170 (EDGEMOOR RD.)
SR170 24" ASP
O1-170-25
SEE SHEET NO. 7
SEE SHEET NO. 9
STA. 257+00
STA. 270+00
MATCH LINE
T (UG)
24"CMP
24"RCP
GRASS
22
TVA
PC 259+22.56
PT 267+08.07
INV-833.60
CONC. DITCH
ASP
CURB
GRASS
LIGHT TREES

S.R. 170 CURVE C5
PI 263+15.46
N 620,399.9687
E 2,513,762.5334
Δ 3° 54' 49" (RT)
D 0° 29' 54"
R 11,500.00
L 785.51
T 392.91
SE N.C.
DESIGN SPEED 55 MPH

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-25	620497.1255	2513976.4986	898.8740	264+50.67	40.5466

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 257+00 TO STA. 270+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	8A

195
ELIZABETH DILL
S 57° 23' 55" W
170.04'
CHASTADEE
N WARD
30
STEVE GREGORY SMITH
AND WIFE MARY
CATHRINE SMITH
260
101.12'
S 52° 10' 10" W
S 49° 54' 15" W
326.57'
CUT
31
TVA
32
33
TVA
S 57° 51' 52" E
79.56'
PERM ESMT.
N 59° 46' 49" W
72.26'
S 58° 56' 40" E
42.64'
257+04.00
63.47'
S 51° 54' 0" W
256.32'
FILL
PERM ESMT.
PROP. R.O.W.
PRES. & PROP. R.O.W.
259+60.08
58.46'
259+97.01
57.90'
TVA POST
S 37° 7' 44" W
193.34'
S 52° 1' 38" W
PRES. R.O.W.102.13'
S 51° 54' 0" W
37.18'
N 38° 26' 50" W
80.00'
PERM ESMT.
N 56° 56' 50" W
79.76'
260+98.69
56.77'
S 52° 31' 59" W
204.56'
PRES. & PROP. R.O.W.
EIP
S 42° 51' 16" E
123.73'
S 57° 40' 30" W
49.60'
S 66° 37' 25" W
202.83'
EIP
S 42° 51' 16" E
121.97'
N 38° 10' 50" W
2.36'
S 54° 26' 15" W
229.83'
EIP CONC.
TVA 4-20
N 39° 10' 50" W
60.41'
N 42° 6' 11" W
125.02'
263+02.25
55.40'
263+80.31
85.84'
PRES. R.O.W.
S 52° 31' 42" W
78.53'
263+80.41
55.84'
N 37° 8' 29" W
30.00'
265
34
DILLIS D FREEMAN AND WIFE JOHNNY FREEMAN
S 55° 5' 13" W
606.35'
PROP. R.O.W.
CUT
N 33° 22' 43" W
115.38'
N 33° 22' 43" W
89.02'
N 33° 22' 43" W
86.69'
268+41.47
89.32'
S 53° 40' 0" W
463.63'
S 53° 40' 0" W
86.55'
N 36° 42' 53" W
30.00'
269+28.01
90.85'
269+28.74
60.86'
S 53° 42' 40" W
72.94'
PRES. R.O.W.
WILLIAM R JOHNSON
N 52° 17' E
157.40'
202
TAMMY
MALENA
MOORE
R=50.00'
L=58.16'
LOSS OF
ACCESS
N 26° 18' 17" E
168.08'
FPOST
35
FPOST
N
E 2514000
N 621000

SEE SHEET NO. 7A
SEE SHEET NO. 9A
STA. 257+00
STA. 270+00
MATCH LINE
MATCH LINE

S.R. 170 (EDGEMOOR RD.)

01-170-25
E 2514000
N 620500

260+57.67
94.83'
S 10° 37' 34" E
20.54'
260+47.95
112.98'
N 52° 39' 19" F
658.39'
PRES. & PROP. R.O.W.
FILL
PERM ESMT.
E 2513500
N 620000
FILL
PERM ESMT.
N 53° 1' 48" E
954.28'
PRES. & PROP. R.O.W.
270+17.2
85.61'
FILL
PERM ESMT.

22
TVA

E 2514000
N 620000

E 2514
N 62

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-25	620497.1255	2513976.4986	898.8740	264+50.67	40.5466

EASEMENT LEGEND	
	PROPOSED CONSTRUCTION EASEMENT
	PROPOSED PERM. DRAINAGE EASEMENT
	PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 257+00 TO STA. 270+00
SCALE: 1"= 50'

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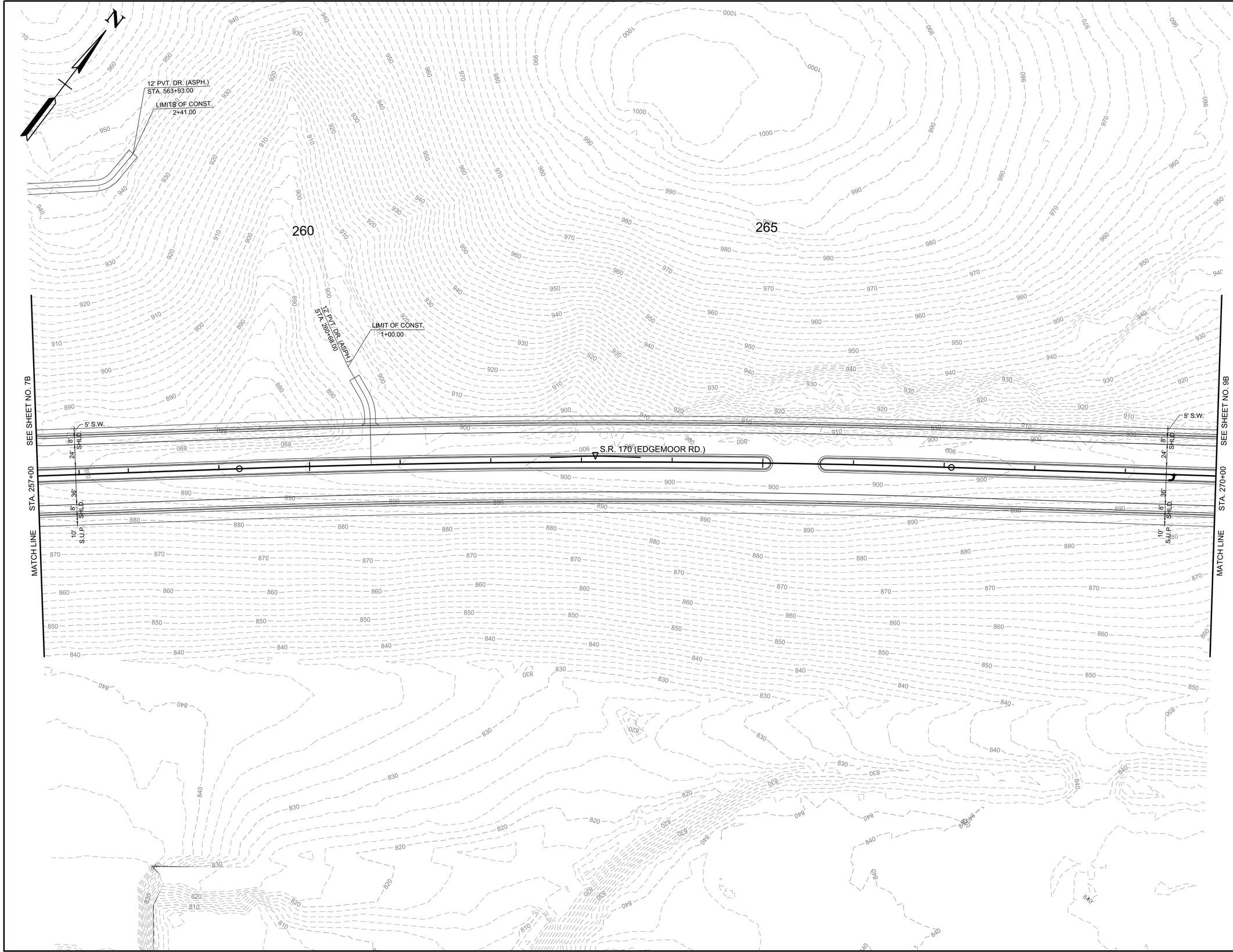
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	8B



LINE AND GRADE PLANS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 257+00 TO STA. 270+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	8C

VC = 2050.00'
K = 256

VPI 263+40.00
EL 921.73

FINISHED GRADE

4.59%

-3.40%

EXISTING GROUND

01-170-25

STA. 262+87.89
EXISTING 24" RCP
SKEW 103°22'51"
FLOWS RT
INLET 892.10 FT
OUTLET 817.98 FT

STA. 259+46.83
EXISTING 24" CMP
SKEW 90°08'05"
FLOWS RT
INLET 873.29 FT
OUTLET 833.60 FT

C.P. 01-170-25
STA. 265+45.29, 43.29' RT
N 620497.1255
E 2513976.4374
ELEV. 898.8740

945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860 855 850

257+00 258+00 259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00 267+00 268+00 269+00 270+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 257+00 TO STA. 270+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	9

WALNUT VALLEY RD. CURVE
PI 549+00.42
N 621,118.6392
E 2,514,602.4827
Δ 21° 50' 49" (LT)
D 22° 55' 06"
R 250.00
L 95.32
T 48.25
SE N.C.
DESIGN SPEED 25 MPH

S.R. 170 CURVE C6
PI 279+69.11
N 621,356.2155
E 2,515,112.0274
Δ 0° 10' 47" (LT)
D 0° 14' 57"
R 23,000.00
L 72.12
T 36.06
SE N.C.
DESIGN SPEED 55 MPH

LAWERENCE ALAN DEVIVO AND WIFE, DONNA KATHLEEN DEVIVO
JOSHUA A CHANDLER
JOE CIRAULO AND DIANE L. CIRAULO
HERBERT TONEY STAFFORD
JAMES D CHAFFIN
THE PRINCE REVOCABLE LIVING TRUST
BRENT RICHARD BORDER AND KELLY BORDER
WILLIAM R JOHNSON
MICHAEL THOMAS LONGMIRE
NATASHA B. DAVIS
STEVE D GANN AND WIFE TAMMY A GANN
DAVID SCHNEIDER
TVA
TVA UNITED STATES OF AMERICA
TVA
TVA

S 14° 25' 03" E
S 13° 28' 28" E
S 35° 30' 17" E
N 54° 40' 43" E
S.R. 170 (EDGEMOOR RD.)
WALNUT VALLEY RD.
POT 544+91.00
PI 546+62.85
PT 549+47.49
PT 549+52.17
PC 279+33.04
PT 280+05.17
N 621000
E 2515000
E 2514500
STA. 270+00
STA. 283+00
SEE SHEET NO. 8
SEE SHEET NO. 10
MATCH LINE
STA. 274+16.00 S.R. 170 =
STA. 550+00.00 WALNUT VALLEY RD.
N 621036.4313
E 2514660.7350

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-26	621189.0270	2514939.4179	877.6180	276+37.34	41.2740

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 270+00 TO STA. 283+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	9A

LAWERENCE ALAN DEVIVO
AND WIFE, DONNA
KATHLEEN DEVIVO

~~JOSHUA A CHANDLER~~

~~JOE CIRAULO AND DIANE L. CIRAULO~~

~~JAMES D CHAFFIN~~

~~HERBERT TONEY STAFFORD~~

THE PRINCE REVOCABLE LIVING TRUST

THE PRINCE REVOCABLE LIVING TRUST

BRENT RICHARD BORDER AND KELLY BORDER

~~MICHAEL THOMAS LONGMIRE~~

WILLIAM R JOHNSON

NATASHA B. DAVIS

STEVE D GANN AND WIFE TAMMY A GANN

TVA

TVA

TVA

DAVID SCHNEIDER

UNITED STATES OF AMERICA

WALNUT VALLEY RD.

PRES. R.O.W.

PROP. R.O.W.

PRES. & PROP. R.O.W.

PERM ESMT.

PERM. ESMT.

EASEMENTS 63.98' KNOWN

FILL

CUT

ANGLE IRON

PIPE & CAP

LOSS OF ACCESS

S 1° 53' 16" E 42.06'

S 79° 0' 3" E 51.88'

S 58° 51' 29" W 90.93'

S 14° 25' 03" E

S 54° 29' 25" W 150.00'

S 14° 31' 35" E 16.22'

S 72° 13' 30" W 182.73'

S 72° 14' 4" W 201.81'

N 63° 24' 45" E 296.52'

S 54° 36' 4" W 300.08'

S 54° 32' 0" W 152.50'

S 54° 57' 31" W 290.41'

S 54° 33' 27" W 336.85'

S 54° 16' 10" W 171.10'

S 54° 29' 28" W 88.74'

S 54° 29' 28" W 114.70'

S 54° 29' 25" W 150.00'

S 54° 29' 25" W 64.25'

S 54° 29' 25" W 151.64'

S 54° 29' 25" W 150.00'

S 35° 19' 17" E

S 13° 28' 28" E

N 54° 40' 43" E

S.R. 170 (EDGEMOOR RD.)

01-170-26

N 2515000 E 621000

N 2514500 E 621000

N 2515500 E 621500

N 2515000 E 621000

N 2515000 E 621000

SEE SHEET NO. 8A

SEE SHEET NO. 10A

STA. 270+00

STA. 283+00

MATCH LINE

MATCH LINE

S 42° 59' 40" E 37.70'

270+22.30

122.97'

N 54° 48' 21" E 256.94'

272+79.24

123.54'

272+79.45

92.22'

S 34° 56' 7" E 31.32'

STA. 274+16.00 S.R. 170 =
STA. 550+00.00 WALNUT VALLEY RD.
N 621036.4313
E 2514660.7350

22

TVA

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-26	621189.0270	2514939.4179	877.6180	276+37.34	41.2740

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 270+00 TO STA. 283+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	9B

N

S 14° 25' 03" E

S 13° 26' 28" E

S 35° 19' 17" E

N 54° 40' 43" E

S45

275

280

WALNUT VALLEY RD.

S.R. 170 (EDGEMOOR RD.)

LIMIT OF CONST.
546+75.00

LIMIT OF CONST.
3+02.00

LIMIT OF CONST.
1+89.00

12' PVT. DR. (ASPH.)
STA. 547+65.00

12' PVT. DR. (ASPH.)
STA. 278+40.00 (A)

12' PVT. DR. (ASPH.)
STA. 279+68.00

LIMITS OF CONST.
1+12.00

12'

12'

R 15'
TYP.

R 35'

BEGIN PVMT. TRANS.
STA. 274+65.00
OFFSET 33.00

END PVMT. TRANS.
STA. 276+30.00
OFFSET 30.00

SEE SHEET NO. 8B

SEE SHEET NO. 10B

STA. 270+00

STA. 283+00

MATCH LINE

MATCH LINE

5' S.W.

24'

8" SHLD.

10' S.U.P.

8' SHLD.

BEGIN PVMT. TRANS.
STA. 271+36.14
OFFSET 9.00

END PVMT. TRANS.
STA. 272+86.14
OFFSET 3.00

BEGIN PVMT. TRANS.
STA. 274+65.00
OFFSET 33.00

END PVMT. TRANS.
STA. 276+30.00
OFFSET 30.00

R 60'

R 60'

39' BUS. ENT. (ASPH.)
STA. 277+00.00

LIMIT OF CONST.
1+10.00

STA. 274+16.00 S.R. 170 =
STA. 550+00.00 WALNUT VALLEY RD.
N 621036.4313
E 2514660.7350

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 270+00 TO STA. 283+00
SCALE: 1"= 50'

2/9/2025
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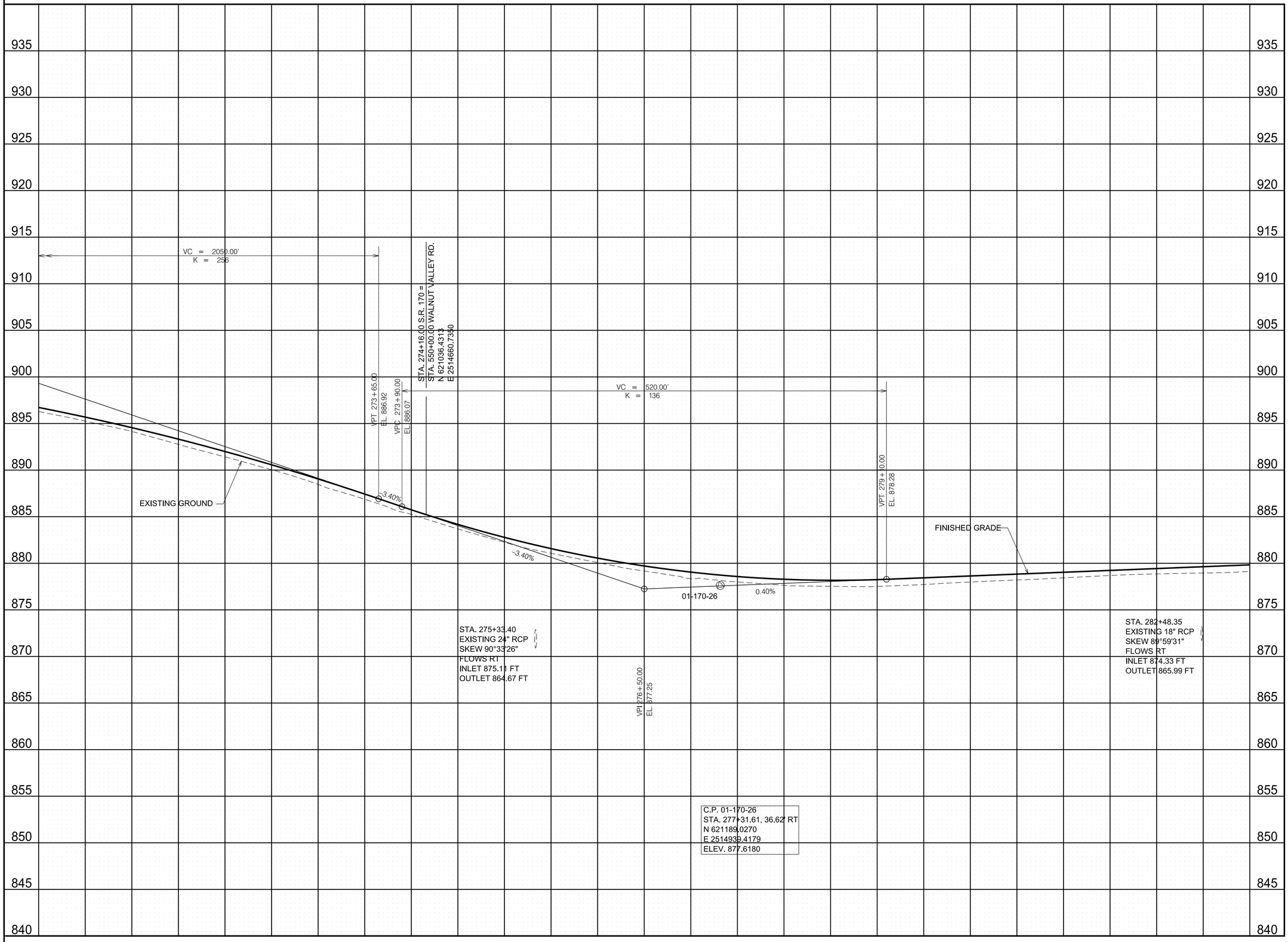
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	9C



LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 270+00 TO STA. 283+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	10

OLD EMORY RD. CURVE
PI 588+95.71
N 622,079.2905
E 2,515,943.6048
Δ 23° 30' 28" (RT)
D 22° 55' 06"
R 250.00
L 102.57
T 52.02
SE N.C.
DESIGN SPEED 35 MPH

204 BRENT RICHARD BORDER AND KELLY BORDER
205 D'ANNA BRIGGS KUNSELMAN
206 GEORGE CHARLES ET UX REBECCA CHARLES
THE PRINCE REVOCABLE LIVING TRUST
285
JAMES BRUCE KENNEDY AND WIFE, DORIS E. KENNEDY
49
47
48 TVA
50 TVA
290
295
51 RBS INC.
52 GARY MINIARD
22 TVA

CUT, WOODED, EIP, TEE POST, METAL PIPE, PROP R.O.W., PRES R.O.W., PRES & PROP R.O.W., PERM ESMT., PC 558+43.86, PT 559+46.26, POT 557+05.00, GRASS, ANGLE IRON, CONC., INV-878.82 12" CMP, INV-878.12, INV-869.34, INV-869.68, INV-867.58, INV-867.76, 6X6, ASP, LOASP, W.M., DIR, W.V., METER BASE, CURB, WALL, PRES. DIR. R.O.W., F POST METAL, CONC. DITCH, CMP 4" W 15" ST, CPP, WITHDASH, T (UG), FILL, PERM. ESMT., PLAYGROUND, ATHLETIC FIELD, PC 31+28.11, PT 32+69.65, 01-170-27, 01-170-28

S 35° 30' 03" E
N 54° 29' 57" E
S 59° 00' 31" E OLD EMORY RD.
S.R. 170 (EDGEMOOR RD.)
E 2515600 N 621500
E 2516000 N 621500
E 2516500 N 622000
E 2515900 N 622000
E 2516000 N 622000

STA. 290+66.00 S.R. 170 =
STA. 560+00.00 OLD EMORY RD.
N 621993.1993
E 2516005.0152

SEE SHEET NO. 9
SEE SHEET NO. 11
STA. 283+00
STA. 296+00
MATCH LINE

CONTROL POINTS

POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-27	621615.6839	2515600.5813	876.7010	284+23.38	77.4238
01-170-28	622176.3426	2516360.2018	886.1750	293+67.37	61.5663

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 283+00 TO STA. 296+00
SCALE: 1"= 50'

2/9/2025
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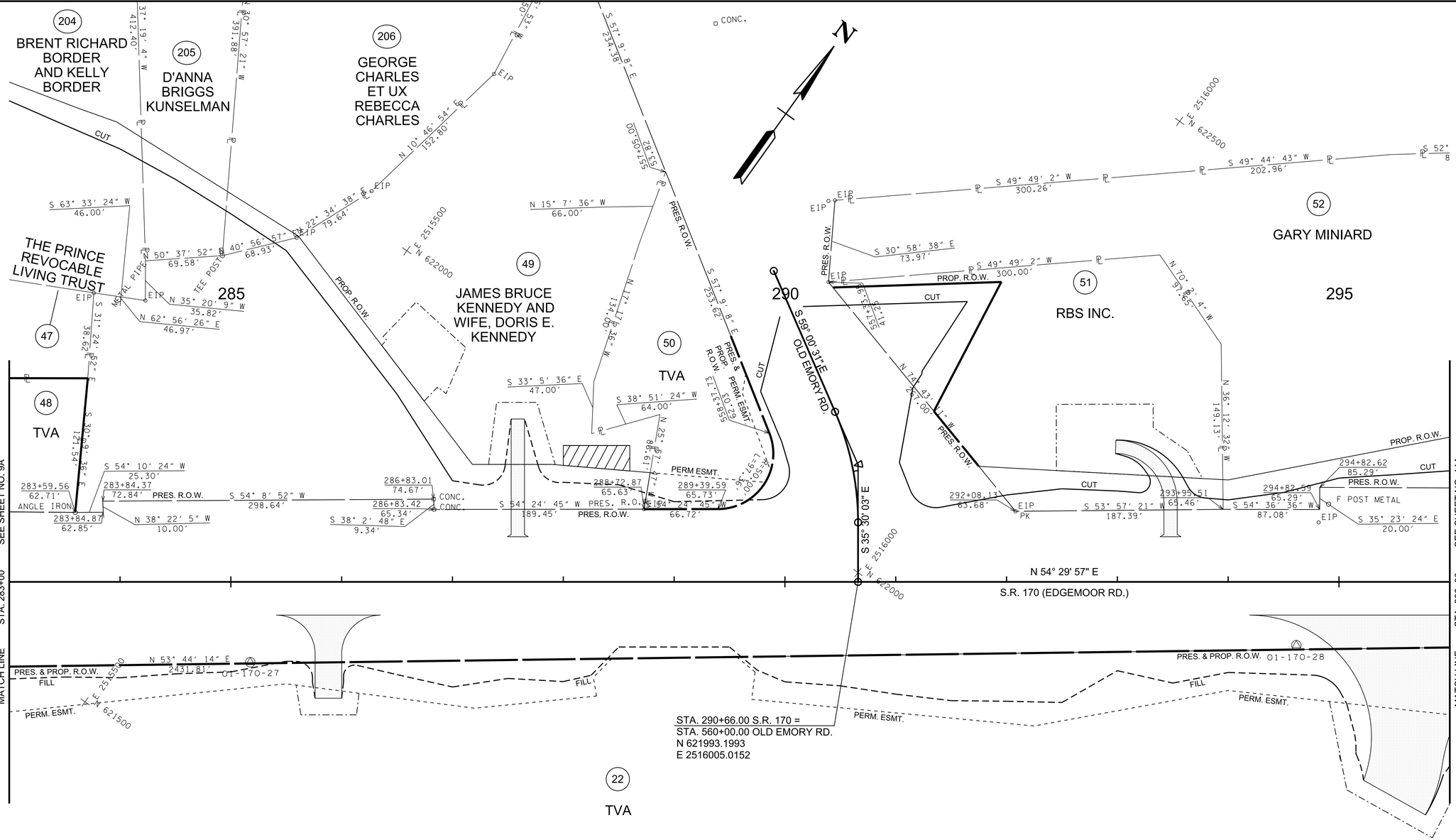
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	10A



CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-27	621615.6839	2515600.5813	876.7010	284+23.38	77.4238
01-170-28	622176.3426	2516360.2018	886.1750	293+67.37	61.5663

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 283+00 TO STA. 296+00
SCALE: 1"= 50'

2/9/2025
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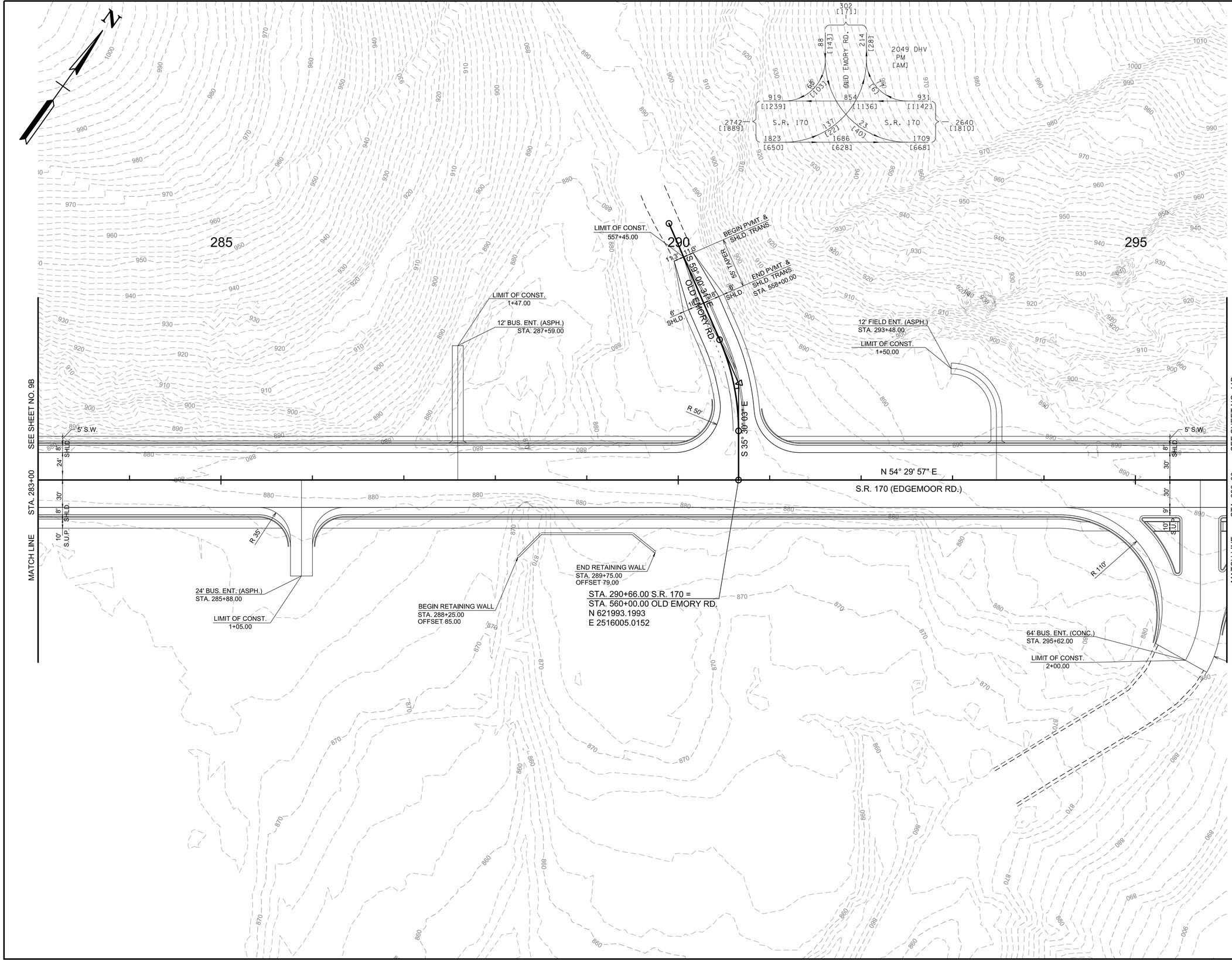
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	10B



LINE AND GRADE PLANS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 283+00 TO STA. 296+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	10C

STA. 285+61.34
LOW WIRE ELEV. 908.14
TEMP. 64°
1 POWER

STA. 287+68.53
LOW WIRE ELEV. 903.11
TEMP. 64°
4 POWER
1 TELEPHONE

VC = 400.00'
K = 287

STA. 290+69.57
LOW WIRE ELEV. 902.16
TEMP. 64°
4 POWER
2 TELEPHONE
3 CABLE

STA. 291+42.76
LOW WIRE ELEV. 905.17
TEMP. 64°
4 POWER
1 TELEPHONE
1 CABLE

STA. 291+79.57
LOW WIRE ELEV. 902.33
TEMP. 64°
2 POWER
1 CABLE

VPC 289+00.00
EL. 882.21

STA. 290+66.00 S.R. 170 =
STA. 560+00.00 OLD EMORY RD.
N 621993.1993
E 2516005.0152

VPT 293+00.00
EL. 886.60

FINISHED GRADE

0.40%

0.40%

1.79%

EXISTING GROUND

01-170-27

STA. 292+57.22
EXISTING 24" RCP
SKEW 92°00'13"
FLOWS RT
INLET 881.81 FT
OUTLET 878.18 FT

01-170-28
STA. 294+09.70
EXISTING 18" CMP
SKEW 46°00'18"
FLOWS RT
~~INLET 886.21 FT~~
OUTLET 884.22 FT

EXIST. 6' X 6' BOX CULV.
SKEW 90° FLOWS RT

VPI 291+00.00
EL. 883.01

C.P. 01-170-27
STA. 285+17.52, 72.48' RT
N 621615.6839
E 2515600.5813
ELEV. 876.7010

C.P. 01-170-28
STA. 294+61.51, 57.15' RT
N 622175.3426
E 2516360.2018
ELEV. 886.1750

925 920 915 910 905 900 895 890 885 880 875 870 865 860 855 850 845 840 835 830

283+00 284+00 285+00 286+00 287+00 288+00 289+00 290+00 291+00 292+00 293+00 294+00 295+00 296+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 283+00 TO STA. 296+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-29	622718.5997	2516946.0573	905.5370	301+59.15	-40.1306

OZELLA LN. CURVE 1
PI 562+99.04
N 623,514.8126
E 2,516,931.9201
Δ 3° 01' 58" (LT)
D 2° 20' 19"
R 2,450.00
L 129.69
T 64.86
SE N.C.
DESIGN SPEED 25 MPH

OZELLA LN. CURVE 2
PI 566+33.22
N 623,254.0654
E 2,517,140.9785
Δ 3° 13' 14" (RT)
D 3° 10' 59"
R 1,800.00
L 101.18
T 50.60
SE N.C.
DESIGN SPEED 25 MPH

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	11

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 296+00 TO STA. 309+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	11A

N

207
HOWARD DEAN LAWLESS, JR.

210
MICHAEL ANDERSON

196
DORIS LAWLESS AND
DEAN HOWARD LAWLESS

197
BERTIE
LAWLESS

BRIAN
HAZEL

61

BRIAN HAZEL

60

215
DIANA HIGUERA MALDONADO

58
DONALD RAY
HOWELL

52
GARY MINIARD

JAMES W. COFFMAN AND
WIFE, ANGEL COFFMAN

300
53
THOMAS A SAWYER AND
WIFE DWAYNIA S SAWYER

54
DOUGLAS C ANDERSON

305
55
DOUGLAS C
ANDERSON

57

56
EMILIAN
POPOV

59
EDGEMOOR
OUTDOORS, LLC

22
TVA

62
USA
TENNESSEE
VALLEY
AUTHORITY

63

HARRY
BUMGARDNER
AND
ELIZABETH
BUMGARDNER

S 38° 43' 17" E

S 35° 30' 03" E

OZELLA LN.

CUT

PROP. R.O.W.

LOSS OF ACCESS

UNECONOMIC REMNANT

SOLID PIPE

CONC MARKER/MOUND

HOLE IN CONC IN LINE

TVA FLAGGED POST

F COR

SEE SHEET NO. 10A

SEE SHEET NO. 12A

STA. 296+00

STA. 309+00

MATCH LINE

S.R. 170 (EDGEMOOR RD.)

O1-170-29

PERM. ESMT.

FILL

STA. 307+23.00 S.R. 170 =
STA. 570+00.00 OZELLA LN.
N 622955.4458
E 2517353.9891

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-29	622718.5997	2516946.0573	905.5370	301+59.15	-40.1306

EASEMENT LEGEND
PROPOSED CONSTRUCTION EASEMENT
PROPOSED PERM. DRAINAGE EASEMENT
PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 296+00 TO STA. 309+00
SCALE: 1"= 50'

2/9/2025
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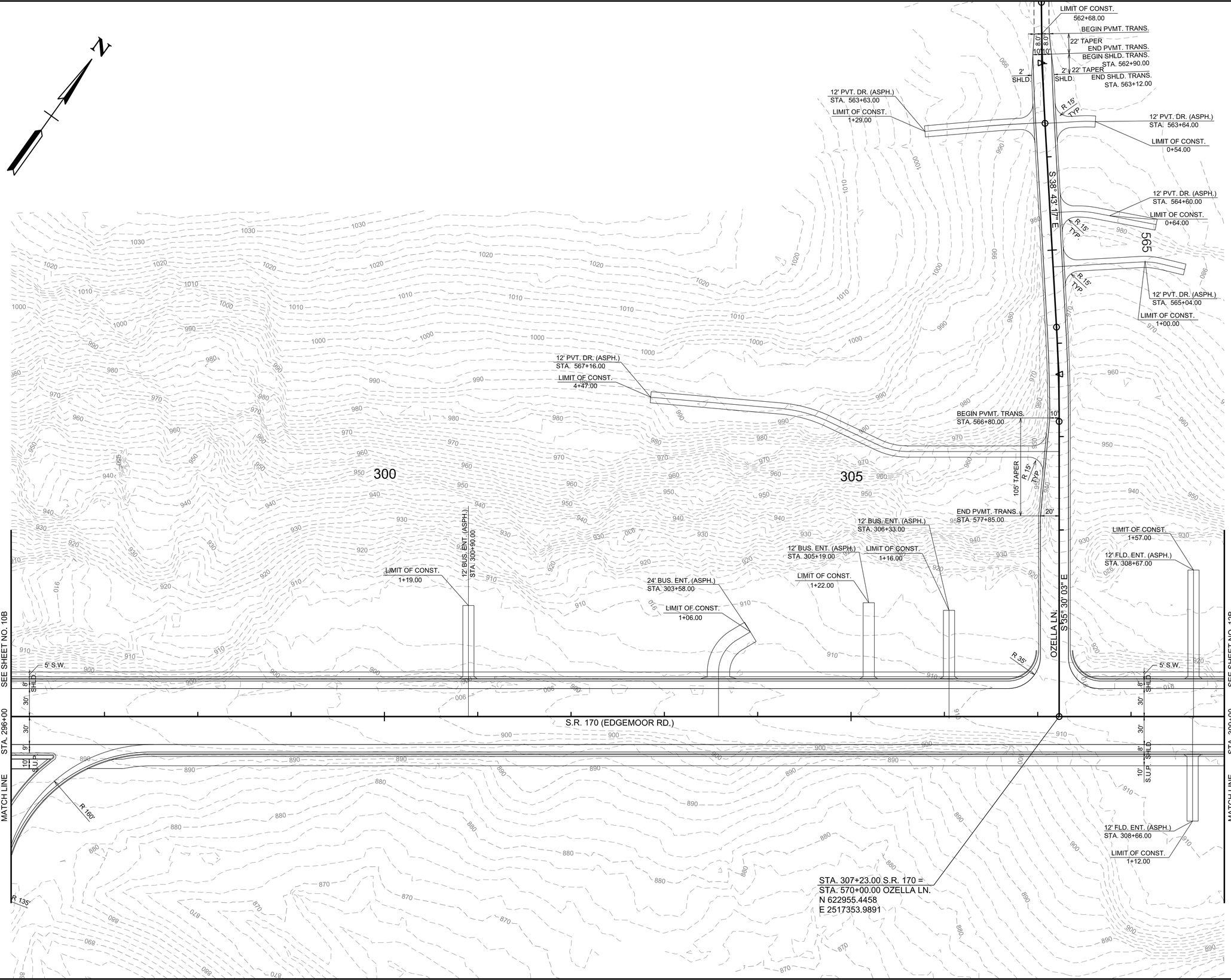
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	11B



LINE AND GRADE PLANS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 296+00 TO STA. 309+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	11C

950 945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860 855

STA. 307+48.27
LOW WIRE ELEV. 933.53
TEMP. 63°
2 POWER
1 TELEPHONE
1 CABLE

VC = 1200.00'
K = 315

STA. 303+81.52
LOW WIRE ELEV. 924.34
TEMP. 63°
4 GUY WIRE

STA. 305+57.54
LOW WIRE ELEV. 924.44
TEMP. 63°
1 POWER
2 TELEPHONE

VPC 307+00.00
EL. 911.71

STA. 307+23.00 S.R. 170 =
STA. 570+00.00 OZELLA LN.
N 622955.4458
E 2617363.9891

STA. 301+37.45
LOW WIRE ELEV. 918.36
TEMP. 63°
1 POWER
2 TELEPHONE

1.79%

FINISHED GRADE

01-170-29

1.79%

EXISTING GROUND

STA. 306+72.47
EXISTING 24" RCP
SKEW 91°28'41"
FLOWS RT
INLET 899.33 FT
OUTLET 897.91 FT

STA. 300+57.33
EXISTING 18" CMP
SKEW 90°29'07"
FLOWS RT
INLET 892.86 FT
OUTLET 885.11 FT

C.P. 01-170-29
STA. 302+53.36, 44.07' LT
N 622718.5997
E 2516946.0573
ELEV. 905.5370

296+00 297+00 298+00 299+00 300+00 301+00 302+00 303+00 304+00 305+00 306+00 307+00 308+00 309+00

2/9/2025
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LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 296+00 TO STA. 309+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	12

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-30	623058.7585	2517534.3261	913.6340	308+35.96	22.4615
01-170-31	623504.6040	2518213.6680	911.5280	316+49.69	22.8563

197 BERTIE LAWLESS

60 BRIAN HAZEL

61 BRIAN HAZEL

64 DOYLE CARDWELL AND WIFE, KATHLEEN CARDWELL

59 310 EDGEMOOR OUTDOORS, LLC

65 GLEN I GAULT AND WIFE MAYDEAN F GAULT

315

320

N

E 2517500 N 623500

E 2518000 N 623500

N 624000

STA. 316+73.00 S.R. 170 =
STA. 580+00.00 NEW HENDERSON RD.
N 623493.7656
E 2518136.6059

SEE SHEET. NO. 11

SEE SHEET. NO. 13

MATCH LINE

STA. 309+00

STA. 322+00

SR170 24' ASP

S.R. 170 (EDGEMOOR RD.)

NEW HENDERSON RD.

S 32° 50' 08" E 20' ASP

01-170-30

01-170-31

PC 309+75.18

POT 583+80.00

66 USA TENNESSEE VALLEY AUTHORITY

USA TENNESSEE VALLEY AUTHORITY

62

63 ~~HARRY BUMGARDNER AND ELIZABETH BUMGARDNER~~

67 UNITED STATES OF AMERICA, TENNESSEE VALLEY AUTHORITY

~~KENNETH L. TARWATER~~ 68

69 MARGIE INGRAM GAULT OWNBY AND HUSBAND, CARL STEVEN OWNBY

70 GLEN I GAULT AND WIFE MAYDEAN F GAULT

~~TJM PROPERTY LLC~~ 73

~~SERGIO ROLANDO ZUNIGA~~ 72

~~QUINT BOURGEOIS AND KAREN BOURGEOIS~~ 71

PROP. R.O.W.

PRES. R.O.W.

CUT

FILL

WOODED

GRASS

PERM. ESMT.

FLAGGED FENCE POST

48 OAK

LIGHT TREES

DECK

CURB

SIDEWALK

WITHDASH

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 309+00 TO STA. 322+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	12A

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-30	623058.7585	2517534.3261	913.6340	308+35.96	22.4615
01-170-31	623504.6040	2518213.6680	911.5280	316+49.69	22.8563

197 BERTIE LAWLESS

60 BRIAN HAZEL

61 BRIAN HAZEL

64 DOYLE CARDWELL AND WIFE, KATHLEEN CARDWELL

59 310 EDGEMOOR OUTDOORS, LLC

65 GLEN I GAULT AND WIFE MAYDEAN F GAULT

315

320

66 USA TENNESSEE VALLEY AUTHORITY

USA TENNESSEE VALLEY AUTHORITY

62

63 ~~HARRY BUMGARDNER AND ELIZABETH BUMGARDNER~~

67 UNITED STATES OF AMERICA, TENNESSEE VALLEY AUTHORITY

~~KENNETH L. TARWATER~~ 68

69 MARGIE INGRAM GAULT OWNBY AND HUSBAND, CARL STEVEN OWNBY

70 GLEN I GAULT AND WIFE MAYDEAN F GAULT

~~TJM PROPERTY LLC~~ 72

~~QUINT BOURGEOIS AND KAREN BOURGEOIS~~ 71

~~SERGIO ROLANDO ZUNIGA~~ 73

STA. 316+73.00 S.R. 170 =
STA. 580+00.00 NEW HENDERSON RD.
N 623493.7656
E 2518136.6059

S.R. 170 (EDGEMOOR RD.)

NEW HENDERSON RD. S 32° 50' 08" E

SEE SHEET NO. 11A

SEE SHEET NO. 13A

STA. 309+00

STA. 322+00

MATCH LINE

MATCH LINE

01-170-30

01-170-31

PROP. R.O.W.

CUT

FILL

PRES. R.O.W.

PRES. & PROP. R.O.W.

PERM. ESMT.

EIP

FCOR

HOLE IN GROUND

FLAGGED FENCE POST

48 OAK

N 55° 14' 25" E 350.59'

N 57° 36' 41" E 226.68'

N 56° 29' 4" E 296.94'

S 60° 11' 32" W 226.28'

S 59° 15' 54" W 297.17'

N 48° 36' 39" E 219.74'

S 55° 51' 25" W 186.97'

N 55° 31' 17" E 131.42'

S 44° 15' 24" E 99.82'

S 35° 1' 35" E 111.89'

S 35° 1' 35" E 295.29'

S 36° 17' 35" E 292.84'

S 35° 13' 11" E 129.36'

S 35° 1' 45" E 277.57'

S 34° 44' 27" E 70.61'

N 33° 59' 49" W 362.06'

N 33° 59' 49" W 80.77'

S 32° 22' 47" E 277.74'

S 32° 2' 11" E 277.26'

N 22° 18' 28" W 214.50'

N 22° 10' 13" E 17.20'

N 25° 10' 13" E 55.30'

N 50° 48' 13" E 32.90'

N 50° 48' 13" E 36.40'

S 19° 12' 16" E 112.16'

N 68° 16' 36" E 94.64'

S 35° 31' 45" E 38.32'

S 35° 24' 19" E 40.74'

S 34° 53' 13" 53.98'

S 34° 56' 47" 49.38'

S 26° 23' 38" 27.15'

S 26° 23' 38" 27.69'

S 20° 16' 47" 35.76'

S 20° 16' 47" 36.65'

S 18° 14' 28" E 55.27'

S 33° 0' 34" E 20.00'

N 35° 1' 35" W 5.52'

311+17.65 57.20'

311+30.65 58.45'

311+30.66 52.93'

313+45.10 65.64'

314+30.69 74.11'

314+30.43 54.11'

316+43.35 65.66'

316+95.23 66.87'

321+80.81 92.26'

321+8 72.

322+03.74 66.47'

309+44.20 63.56'

309+44.29 56.56'

588+08. 26.35

588+43. 32.82

588+79.56 39.45

R=17250.52' L=300.93'

R=17270.52' L=776.69'

R=17130.52' L=776.69'

R=1175.92' L=176.55'

R=76. =38.

R=73.3' =44.42'

32FT S/W

PRES. R.O.W.

PROP. R.O.W.

FCOR

E 2517500 N 623500

E 2518000 N 623500

E 2518500 N 623500

E 2518000 N 624000

N

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 309+00 TO STA. 322+00
SCALE: 1"= 50'

2/9/2025
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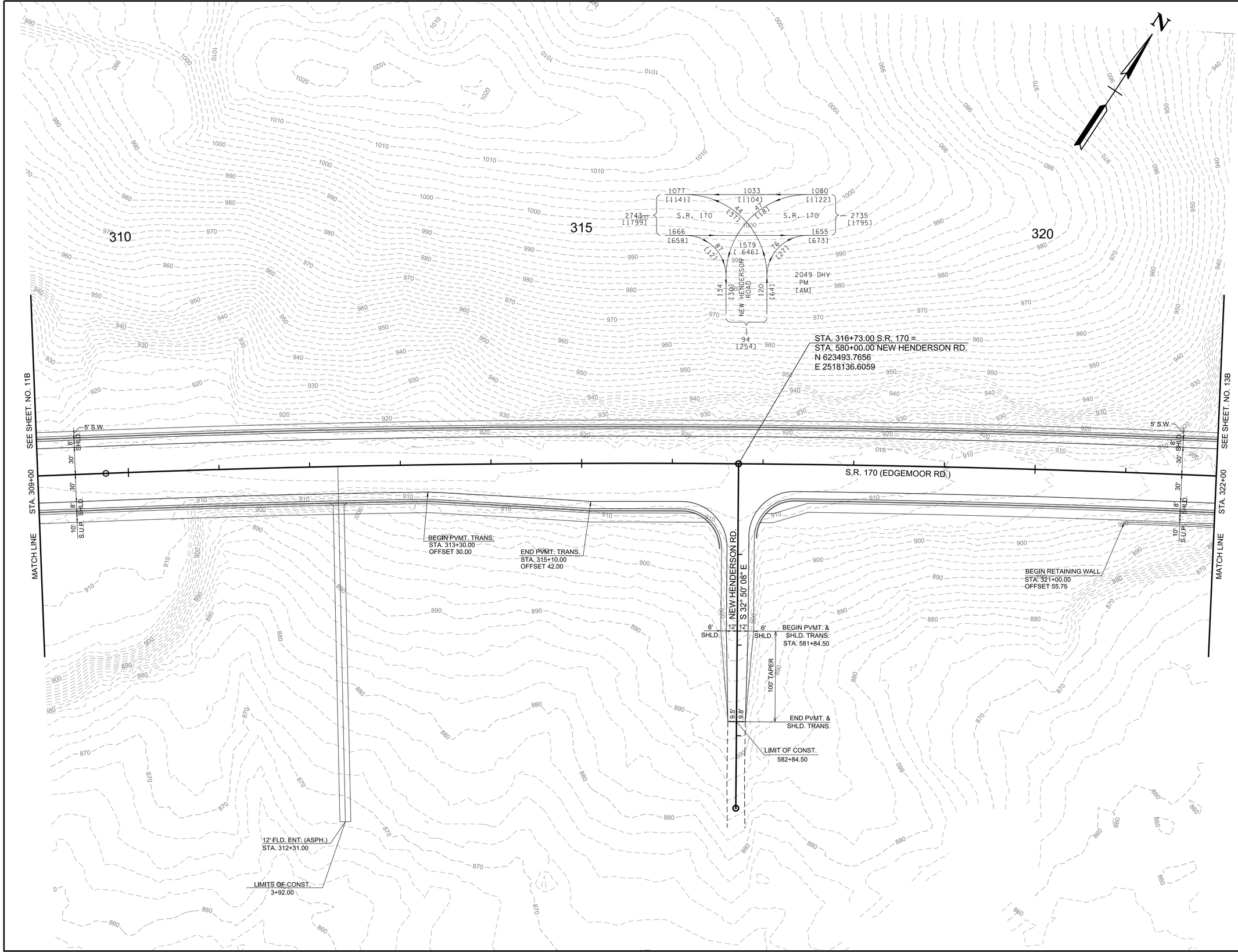
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	12B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 309+00 TO STA. 322+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	12C

VC = 1200.00'
K = 315

VPI 313+00.00
EL. 922.48

1.79%

FINISHED GRADE

-2.01%

EXISTING GROUND

01-170-30

STA. 313+09.79
4" WATER LINE

STA. 313+16.30
EXISTING 24" RCP
SKEW 89°11'22"
FLOWS RT
INLET 910.78 FT
OUTLET 904.88 FT

STA. 316+43.25
WATER LINE

STA. 316+73.00 S.R. 170 =
STA. 580+00.00 NEW HENDERSON RD.
N 623493.7656
E 2518136.6089

STA. 317+22.05
LOW WIRE ELEV. 938.33
⊙ 2 POWER
2 GUY WIRE

01-170-31

VPT 319+00.00
EL. 910.40

STA. 319+81.45
LOW WIRE ELEV. 934.19
⊙ TEMP. 62°
1 GUY WIRE

-2.01%

C.P. 01-170-30
STA. 309+29.81, 20.62' RT
N 623058.7585
E 2517534.3261
ELEV. 913.6340

C.P. 01-170-31
STA. 317+43.78, 32.51' RT
N 623504.6040
E 2518213.5680
ELEV. 911.5280

955 950 945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860

309+00 310+00 311+00 312+00 313+00 314+00 315+00 316+00 317+00 318+00 319+00 320+00 321+00 322+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 309+00 TO STA. 322+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	13

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-32	624089.4421	2519070.1535	898.0920	326+83.45	-51.3175

CHESTERFIELD RD. CURVE
PI 587+37.61
N 624,025.4242
E 2,518,497.6211
Δ 4° 06' 50" (RT)
D 3° 49' 11"
R 1,500.00
L 107.70
T 53.87
SE N.C.
DESIGN SPEED 30 MPH

S.R. 170 CURVE C7
PI 328+54.56
N 624,193.2766
E 2,519,889.3046
Δ 14° 16' 59" (RT)
D 0° 22' 55"
R 15,000.00
L 3,739.28
T 1,879.38
SE N.C.
DESIGN SPEED 55 MPH

GLEN I GAULT AND WIFE MAYDEAN F GAULT

B & D EQUIPMENT COMPANY

LKM PROPERTIES, L.P.

ALISA A OWENS

~~SHANE EUGENE HILL~~

~~DOMINICK MICHAEL GANDEE~~

~~SERGIO ROLANDO ZUNICA~~

~~ROBERT E. SEAY~~

~~OPAL JEANETTE BOLDIN~~

~~LARRY W COWARD~~

~~JAMES S. LOY~~

~~CHRISTY D MONAHAN~~

GARY GENE WEAVER, JR.

MARIA MARBELLA MARTINEZ

~~TJM PROPERTY LLC~~

BEVERLY D. BALLARD

JAMES WOOFTER AND WIFE, MARY WOOFTER

BEN GRAVES AND WIFE SANDRA GRAVES

~~RFP PROPERTIES, LLC~~

~~PORTFOLIO TRUST #7220515~~

BRIAN T GRANT
KAYCIE M GRANT

~~TAMMY FAIRCHILD AND JASON FAIRCHILD~~

S.R. 170 (EDGEMOOR RD.)

CHESTERFIELD RD.

ROYAL ST.

STA. 322+55.00 S.R. 170 = STA. 590+00.00 CHESTERFIELD RD.
N 623799.7775
E 2518631.6192

STA. 327+47.00 S.R. 170 = STA. 600+00.00 ROYAL ST.
N 624043.3288
E 2519059.0827

SEE SHEET NO. 12
SEE SHEET NO. 14
MATCH LINE
MATCH LINE

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 322+00 TO STA. 335+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	13A

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-32	624089.4421	2519070.1535	898.0920	326+83.45	-51.3175

N

E 2519000
N 624500

E 2518500
N 624000

E 2519500
N 624500

E 2519000
N 624000

E 2519500
N 624000

E 2519000
N 623500

PRES. R.O.W.

PROP. R.O.W.

CUT

FILL

PRES. & PROP. R.O.W.

PROP. R.O.W. CUT

S 34° 49' 03" E

S 30° 42' 13" E

CHESTERFIELD RD.

S 35° 31' 45" E 37.51'

S 35° 24' 19" E 41.03'

S 34° 53' 13" E 54.18'

S 34° 56' 47" E 53.10'

S 26° 23' 38" E 30.89'

S 20° 23' 38" E 30.36'

S 20° 16' 47" E 38.43'

S 20° 16' 47" E 37.54'

S 18° 14' 28" E 45.44'

S 60° 16' 49" W 327.52'

N 29° 10' 35" W 20.00'

S 61° 46' 9" W 45.60'

N 28° 43' 51" W 19.80'

N 60° 20' 46" E 45.47'

N 61° 46' 9" E 92.90'

S 32° 21' 7" E 88.16'

S 60° 15' 54" W 71.01'

S 30° 24' 47" E 20.10'

N 60° 11' 13" E 93.99'

N 60° 11' 13" E 72.20'

N 60° 11' 13" E 77.00'

N 60° 11' 13" E 91.00'

S 29° 59' 46" E 94.75'

S 29° 59' 46" E 69.57'

S 51° 58' 47" E 96.20'

N 19° 58' 47" W 71.30'

N 30° 13' 20" W 70.05'

S 60° 1' 58" W 75.01'

S 60° 3' 7" W 84.88'

S 60° 0' 39" W 76.83'

S 60° 2' 0" W 90.89'

S 60° 14' 14" W 94.98'

R=76.44'
L=24.21'

R=16.00'
L=24.71'

R=16.00'
L=25.14'

N 60° 1' 58" E 38.88'

R=16.00'
L=24.06'

N 60° 0' 1" E 74.50'

N 59° 57' 54" E 83.83'

N 23° 59' 47" W 34.00'

N 29° 59' 47" W 46.00'

N 29° 59' 47" W 4.80'

N 29° 20' 10" E 20.10'

N 8° 1' 13" E 100.00'

N 8° 59' 47" W 69.97'

N 85° 59' 47" W 98.10'

R=16.00'
L=16.62'

R=443.39'
L=35.24'

R=443.31'
L=46.89'

N 44° 24' 47" W 69.97'

R=393.33'
L=63.25'

S 60° 12' 12" W 22.54'

S 44° 14' 51" E 82.27'

N 60° 48' 80" E

R=16.00'
L=26.45'

S 44° 14' 51" E 83.60'

R=16.00'
L=24.89'

S 44° 14' 51" E

S 47° 45' 18" W 15.00'

S 46° 37' 35" W 16.51'

S 66° 10' 54" W 576.68'

N 25° 52' 6" W 325.62'

N 27° 40' 36" W 10.00'

S 61° 53' 31" W 155.92'

S 63° 38' 20" W 443.17'

N 61° 42' 9" E 88.20'

N 61° 42' 9" E 91.00'

N 62° 16' 41" E 89.07'

N 63° 12' 8" E 90.10'

N 62° 31' 29" E 91.25'

N 64° 53' 11" E 91.04'

N 63° 15' 6" E 146.69'

S 29° 48' 10" E 88.30'

S 29° 47' 12" E 82.31'

S 29° 46' 16" E 79.92'

S 29° 46' 16" E 71.64'

S 29° 46' 16" E 60.86'

S 28° 43' 59" E

N 60° 12' 12" E 91.00' F COR

N 60° 12' 12" E 88.97'

N 60° 14' 37" E 91.00' F COR

N 59° 56' 18" E 89.15' F COR

N 60° 1' 52" E 97.04'

N 60° 38' 11" E 84.85'

S 29° 47' 51" E 25.00'

S 44° 14' 51" E 25.82'

S 44° 14' 51" E 67.40'

N 30° 30' 0" W 193.37'

N 66° 17' 22" E 124.69'

S 43° 55' 52" E 186.00'

S 43° 55' 52" E 18.35'

S 52° 33' 23" W 40.00'

N 60° 1' 58" E 45.60'

N 60° 1' 58" E 74.78'

N 60° 1' 58" E 76.86'

N 60° 1' 58" E 94.58'

N 60° 1' 58" E 94.62'

N 60° 1' 58" E 94.91'

N 60° 1' 58" E 94.98'

S 60° 1' 58" W 75.01'

S 60° 1' 58" W 76.76'

S 60° 1' 58" W 97.04'

S 60° 1' 58" W 94.98'

S 60° 1' 58" W 94.98'

S 60° 1' 58" W 94.98

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	13B

LIMIT OF CONST.
585+74.00

BEGIN PVMT. TRANS.

18.9'

18.7'

60' TAPER

S 34° 39' 08" E

END PVMT. TRANS.
STA. 586+24.00

20'

20'

20'

20'

S 30° 42' 13" E

CHESTERFIELD RD.

R 35'

5' S.W.

18' SHLD.

30'

30' S.U.P.

8' SHLD.

325

330

STA. 322+55.00 S.R. 170 =
STA. 590+00.00 CHESTERFIELD RD.
N 623799.7775
E 2518631.6192

36" BUS. ENT. (ASPH.)
STA. 327+36.00

LIMIT OF CONST.
1+21.00

STA. 327+47.00 S.R. 170 =
STA. 600+00.00 ROYAL ST.
N 624043.3288
E 2519059.0827

SEE SHEET NO. 12B

SEE SHEET NO. 14B

STA. 322+00

STA. 335+00

MATCH LINE

MATCH LINE

S.R. 170 (EDGEMOOR RD.)

12' PVT. DR. (ASPH.)
STA. 601+32.00

LIMIT OF CONST.
0+23.00

END RETAINING WALL
STA. 31+15.00
OFFSET 19.75

S 28° 43' 59" E

ROYAL ST.

12'

R 25'

R 35'

12' PVT. DR. (ASPH.)
STA. 601+05.00

LIMIT OF CONST.
0+48.00

LIMIT OF CONST.
601+70.00

N

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 322+00 TO STA. 335+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	13C

STA. 322+18.94
LOW WIRE ELEV. 925.05
TEMP. 62°
6 POWER
1 TELEPHONE
1 CABLE

STA. 322+65.00 S.R. 170 =
STA. 590+00.00 CHESTERFIELD RD
N 623799.7775
E 2518631.8192

VPC 323+75.00
EL. 900.85

VC = 400.00
K = 141

STA. 326+13.08
LOW WIRE ELEV. 914.98
TEMP. 62°
1 TELEPHONE

STA. 327+47.00 S.R. 170 =
STA. 500+00.00 ROYAL ST.
N 624043.3288
E 2519059.0827

VPT 327+75.00
EL. 898.45

FINISHED GRADE

STA. 334+86.78
WATER LINE

EXISTING GROUND

-2.01%

0.81%

STA. 326+74.88
4" WATER LINE

01-170-32

VPI 325+75.00
EL. 896.82

EXIST. 10' X 6' BOX CULV.
SKEW 60° LT FLOWS RT

C.P. 01-170-32
STA. 327+78.80, 35.15' LT
N 624089.4421
E 2519070.1535
EL EV. 898.0920

945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860 855 850

322+00 323+00 324+00 325+00 326+00 327+00 328+00 329+00 330+00 331+00 332+00 333+00 334+00 335+00

2/9/2025
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LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 322+00 TO STA. 335+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-33	624921.2502	2520885.2204	913.6620	346+76.26	-31.5886

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	14

FOUST CARNEY RD. CURVE
PI 608+16.35
N 624,667.6809
E 2,519,889.2895
Δ 1° 44' 31" (RT)
D 1° 38' 13"
R 3,500.00
L 106.40
T 53.21
SE N.C.
DESIGN SPEED 35 MPH

CROSS RD. CURVE
PI 611+36.61
N 624,360.8840
E 2,520,006.7389
Δ 3° 14' 24" (RT)
D 4° 24' 27"
R 1,300.00
L 73.51
T 36.77
SE N.C.
DESIGN SPEED 30 MPH

STA. 337+51.00 S.R. 170 =
STA. 610+00.00 FOUST CARNEY RD.
N 624496.1690
E 2519954.9485

92 LKM PROPERTIES, L.P.
93 ~~REBECCA S. COX~~
94 PHYLLIS A HARRINGTON
95 PHYLLIS A HARRINGTON
96 WILHOIT HOLDINGS, LLC
97 JEFFREY D. YOUNG AND HEIDI N. YOUNG
98 WILHOIT HOLDINGS, LLC
99 HOBERT B FREEMAN REVOCABLE LIVING TRUST
100 ~~HOBERT B. FREEMAN REVOCABLE LIVING TRUST~~
101 LOTS 101-106: GREENVIEW VILLAGE LLC
90 ~~TAMMY FAIRCHILD AND JASON FAIRCHILD~~
91 BRIAN T GRANT KAYCIE M GRANT

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 335+00 TO STA. 348+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	14A

N

N 71° 46' 50" E
777.21'

100
~~HOBERT B. FREEMAN REVOCABLE LIVING TRUST~~

93
~~REBECCA S. COX~~

S 21° 13' 59" W
250.04'

N 20° 50' 50" E
249.78'

E 2520000
N 625000

S 65° 57' 19" W
180.44'

PRES. R.O.W.
607+26.00
92.12

92
LKM PROPERTIES, L.P.

S 66° 10' 54" W
276.87'

EIP

S 22° 14' 6" E
65.27'

607+26.00
28.35

PRES. R.O.W.

S 6° 48' 9" W
262.27'

PRES. & PROP. R.O.W.

FILL

94
PHYLLIS A HARRINGTON

340

345

E 2520500
N 625000

LOSS OF ACCESS
VAR. WID.

EIP

N 71° 46' 30" E
178.05'

EIP

S 60° 50' 40" W
362.96'

JEFFREY D. YOUNG AND HEIDI N. YOUNG

97

HOBERT B FREEMAN REVOCABLE LIVING TRUST

99

FOUST CARNEY RD.

S 22° 41' 24" E
311.38'

N 22° 0' 42" W
311.38'

PROP. R.O.W.

CUT

N 15° 52' 48" W
150.20'

S 39° 50' 51" E
124.81'

PROP. R.O.W.

CUT

336+71.87
50.40'

S 64° 27' 9" W
199.98'

PRES. R.O.W.

337+75.90

46.69'

CONC.

PRES. R.O.W.

R=17250.52'
L=303.17'

340+78.09
49.15'

S 65° 48' 43" W
220.75'

PRES. R.O.W.

FCOR

EIP

342+98.06
52.85'

S 67° 57' 34" W
233.46'

FCOR

345+30.71
51.53'

F COR WITH FLAGGING

ON LINE W FLAGGING AND F COR UNABLE TO LOCATE

F COR

347+92.34
CUT 56.69'

R=17260.52' PRES. R.O.W.
L=262.34'

01-170-33

SEE SHEET NO. 13A

SEE SHEET NO. 15A

S. 20° 56' 53" E

S.R. 170 (EDGEMOOR RD.)

E 2520000
N 624500

STA. 335+00

STA. 348+00

MATCH LINE

MATCH LINE

CUT

PRES. R.O.W.

N 63° 30' 7" E
336+79.94
74.52

F COR

PROP. R.O.W.

CONC.

338+04.06
73.63'

S 65° 36' 34" W
473.82'

PRES. R.O.W.

CUT

342+80.13
68.63'

343+50.73
68.45'

SIGNAL

S 67° 6' 48" W
70.28'

CONC.

N 67° 41' 59" E
231.62'

PROP. R.O.W.

COR

345+83.41
67.90'

S 67° 50' 25" W
105.22'

113.17'

S 68° 12' 20" W

PRES. & PROP. R.O.W.

346+89.10
66.72'

348+02.37
65.60'

102

105

104.71'

L=26.20'

101

S 73° 52' 44" E
211.26'

S 44° 2' 14" E
114.73'

S 57° 31' 7" E
137.21'

L=27.85'

R

L=25.29'

N 89° 27' 36" E
124.50'

S 8° 35' 58" E
82.56'

103

L=37.70'

N 67° 46' 47" E
148.64'

S 8° 33' 59" E
40.37'

104

L=24.15'

N 3° 58' 15" W
135.49'

106

N 78° 57' 22" E
158.77'

N 78° 5
93.

R=50.00'

S 10° 4' 20" E
281.03'

E 2521000
N 624500

91
BRIAN T GRANT
KAYCIE M GRANT

S 17° 42' 29" E

FOUST CARNEY RD.

STA. 337+51.00 S.R. 170 =
STA. 610+00.00 FOUST CARNEY RD.
N 624496.1690
E 2519954.9485

PRES. R.O.W.

S 10° 36' 20" E
234.91

PRES. & PROP. R.O.W.

FILL

WILHOIT HOLDINGS, LLC

96

98

WILHOIT HOLDINGS, LLC

E 2520500
N 624500

S 14° 5' 22" E
196.25'

N 14° 5' 22" W
196.25'

S 67° 6' 48" W
70.28'

EIP

N 74° 52' 56" E
276.27'

F COR

N 8° 8' 40" W
27.83'

N 67° 46' 47" E
148.64'

95
PHYLLIS A HARRINGTON

90
~~TAMMY FAIRCHILD AND JASON FAIRCHILD~~

N 66° 25' 48" E
223.82'

FCOR

N 19° 7' 52" W
54.12'

N 19° 7' 52" W
220.18'

N 19° 7' 52" W
248.85'

PRES. R.O.W.

PRES. R.O.W.

N 70° 52' 3" E
214.52'

E 2520000
N 624000

LOTS 101-106:
GREENVIEW VILLAGE LLC

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

CONTROL POINTS

POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-33	624921.2502	2520885.2204	913.6620	346+76.26	-31.5886

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 335+00 TO STA. 348+00
SCALE: 1"= 50'

2/9/2025
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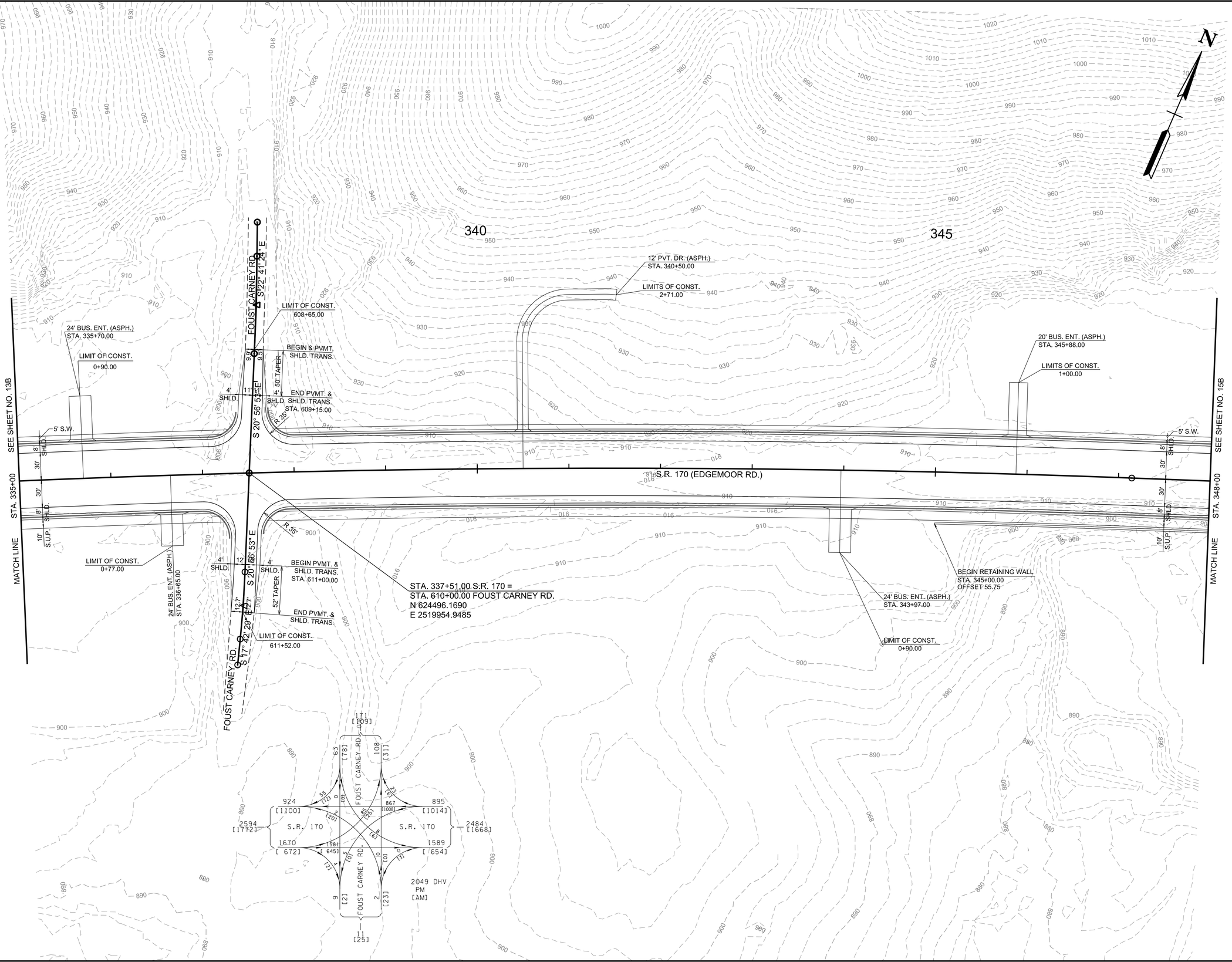
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	14B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 335+00 TO STA. 348+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	14C

STA. 336+11.63
LOW WIRE ELEV. 926.42
TEMP. 61°
7 POWER
1 TELEPHONE
1 CABLE

STA. 337+51.00 S.R. 170 =
STA. 610+00.00 FOUST CARNEY RD.
N 624496.1690
E 2519954.9485

STA. 342+92.76
LOW WIRE ELEV. 935.49
TEMP. 61°
2 CABLE

STA. 344+00.55
LOW WIRE ELEV. 937.41
TEMP. 61°
1 POWER

STA. 344+80.54
LOW WIRE ELEV. 933.40
TEMP. 61°
1 POWER

STA. 347+48.65
LOW WIRE ELEV. 930.90
TEMP. 60°
3 POWER

FINISHED GRADE

0.81%

STA. 343+94.52
4" WATER LINE

STA. 344+32.15
4" WATER LINE

STA. 345+46.69
SA, ELEV. UNKNOWN

01-170-33

STA. 337+89.59
10" GAS LINE

EXISTING GROUND

EXIST. 8' X 4' BOX CULV.
SKEW 90° FLOWS RT

C.P. 01-170-33
STA. 347+72.71, 28.65' LT
N 624921.2502
E 2520885.2204
ELEV. 913.6620

955 950 945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860

335+00 336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00 344+00 345+00 346+00 347+00 348+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 335+00 TO STA. 348+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	15

CONTROL POINTS				
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-34	625164.5932	2521799.3219	919.6050	356+18.83	57.3033

N. DOGWOOD RD. CURVE 1
PI 626+63.41
N 625,435.2812
E 2,521,498.1126
Δ 43° 15' 08" (LT)
D 22° 55' 06"
R 250.00
L 188.72
T 99.11
SE N.C.
DESIGN SPEED 25 MPH

N. DOGWOOD RD. CURVE 2
PI 628+59.13
N 625,347.6700
E 2,521,683.6983
Δ 45° 59' 51" (RT)
D 22° 55' 06"
R 250.00
L 200.70
T 106.11
SE N.C.
DESIGN SPEED 25 MPH

N

99 HOBERT B FREEMAN REVOCABLE LIVING TRUST 350

100 ~~HOBERT B. FREEMAN REVOCABLE LIVING TRUST~~

119 ~~KENNETH L. WILLIAMS AND WIFE, IMA JO G. WILLIAMS~~

120 DILLIS FREEMAN

125 JEFFREY M. BEALER

124 2GS PROPERTIES, LLC

128 MARY RUTH COOK

108 HOBERT B. FREEMAN REVOCABLE LIVING TRUST

123 MICHAEL C. ANDERSON

355

360

STA. 350+49.00 S.R. 170 =
STA. 620+00.00 MOONCREST LN.
N 624994.3521
E 2521153.2150

STA. 356+65.00 S.R. 170 =
STA. 630+00.00 DOGWOOD RD.
N 625203.3500
E 2521732.6363

SEE SHEET NO. 14

SEE SHEET NO. 16

STA. 348+00

STA. 361+00

MATCH LINE

MATCH LINE

N 68° 46' 55" E

S.R. 170 (EDGEMOOR RD.)

S 18° 43' 53" E

MOONCREST LN.

S. DOGWOOD RD.

NORTH DOGWOOD ROAD

N 20° 56' 15" E

S 35° 23' 31" E

S 42° 41' 21" E

107 110 113 115 116 117 118 121 122 126 127 129

106 109 111 112 114

LOTS 106, 107 & 109-118: GREENVIEW VILLAGE LLC

PLEASANT BAINE PROPERTIES LLC

MOODY'S CONSTRUCTION, INC.

BRASS PROPERTIES

RICKY D. VAN WINKLE

~~MARY RUTH COOK~~

MOONCREST LN. CURVE
PI 621+30.61
N 624,872.3664
E 2,521,199.8881
Δ 16° 27' 16" (LT)
D 14° 19' 26"
R 400.00
L 114.87
T 57.83
SE N.C.
DESIGN SPEED 30 MPH

S.R. 170 CURVE C8
PI 357+64.16
N 625,253.3610
E 2,521,819.8305
Δ 5° 40' 42" (RT)
D 0° 21' 29"
R 16,000.00
L 1,585.73
T 793.51
SE N.C.
DESIGN SPEED 55 MPH

S. DOGWOOD RD. CURVE
PI 631+42.64
N 625,068.2590
E 2,521,778.4449
Δ 23° 57' 28" (LT)
D 16° 22' 13"
R 350.00
L 146.35
T 74.26
SE N.C.
DESIGN SPEED 30 MPH

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 348+00 TO STA. 361+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	15A

N

~~KENNETH L. WILLIAMS AND WIFE, IMA JO G. WILLIAMS~~ (119)

JEFFREY M. BEALER (125)

DILLIS FREEMAN (120)

2GS PROPERTIES, LLC (124)

MARY RUTH COOK (128)

~~HOBERT B. FREEMAN REVOCABLE LIVING TRUST~~ (100)

HOBERT B FREEMAN REVOCABLE LIVING TRUST 350

HOBERT B. FREEMAN REVOCABLE LIVING TRUST (108)

MICHAEL C. ANDERSON (123)

RICKY D. VAN WINKLE (127)

PLEASANT BAINE PROPERTIES LLC (121)

BRASS PROPERTIES (126)

MOODY'S CONSTRUCTION, INC. (122)

~~MARY RUTH COOK~~ (129)

LOTS 106, 107 & 109-118: GREENVIEW VILLAGE LLC

S. DOGWOOD RD.

MOONCREST LN.

S.R. 170 (EDGEMOOR RD.)

STA. 350+49.00 S.R. 170 = STA. 620+00.00 MOONCREST LN. N 624994.3521 E 2521153.2150

STA. 356+65.00 S.R. 170 = STA. 630+00.00 DOGWOOD RD. N 625203.3500 E 2521732.6363

SEE SHEET NO. 14A

SEE SHEET NO. 16A

STA. 348+00

STA. 361+00

MATCH LINE

MATCH LINE

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-34	625164.5932	2521799.3219	919.6050	356+18.83	57.3033

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 348+00 TO STA. 361+00
SCALE: 1"= 50'

2/9/2025
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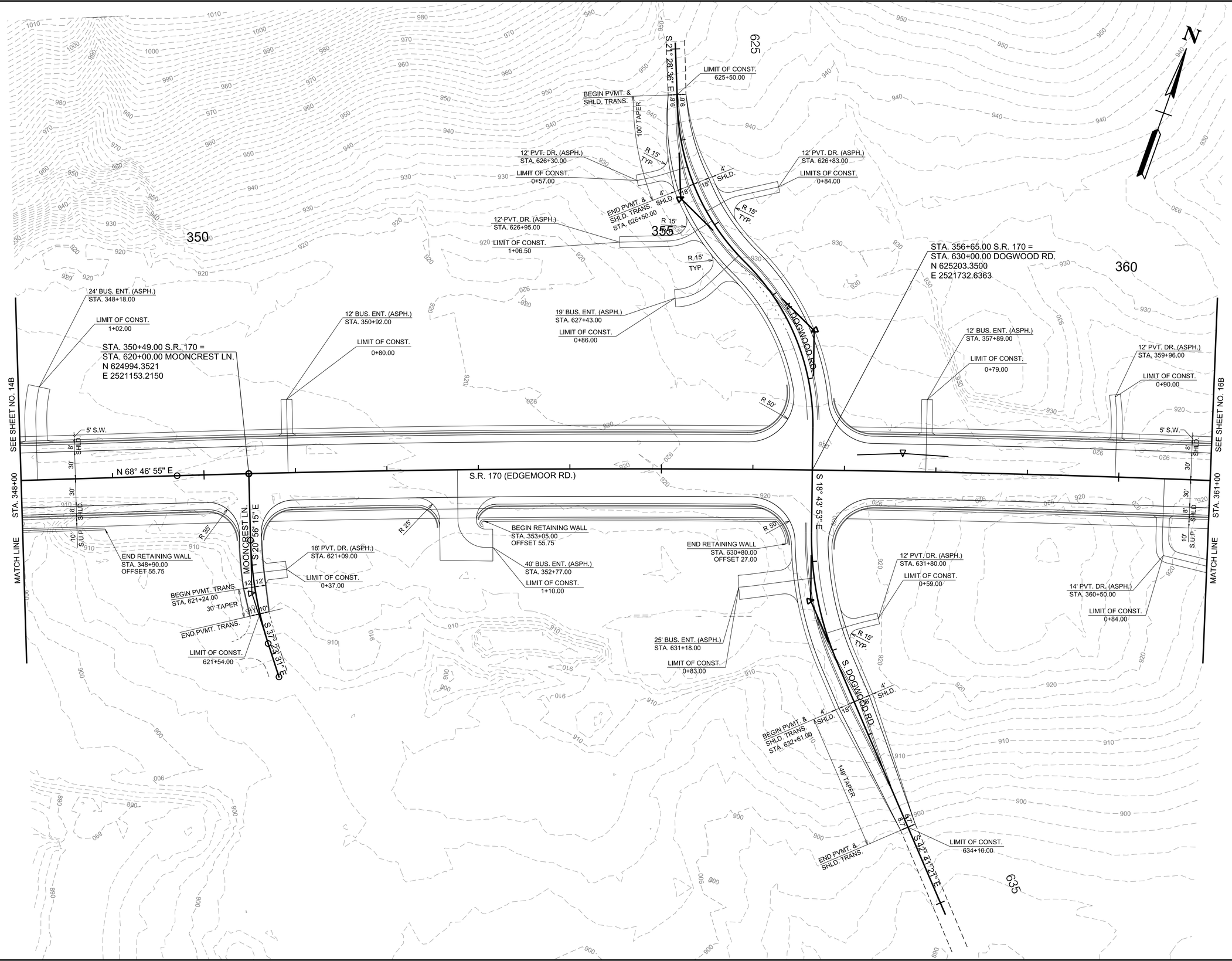
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	15B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 348+00 TO STA. 361+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	15C

STA. 349+58.34
LOW WIRE ELEV. 939.93
TEMP. 60°
4 GUY WIRE

STA. 350+61.24
LOW WIRE ELEV. 937.86
TEMP. 60°
3 GUY WIRE

STA. 350+49.00 S.R. 170 =
STA. 620+00.00 MOONCREST LN.
N 624984.3521
E 2521153.2150

STA. 355+91.56
LOW WIRE ELEV. 944.64
TEMP. 59°
4 POWER
1 TELEPHONE

STA. 356+26.40
LOW WIRE ELEV. 943.19
TEMP. 59°
1 CABLE

VC = 1100.00'
K = 388

VPC 355+50.00
EL. 921.05

STA. 356+65.00 S.R. 170 =
STA. 630+00.00 DOGWOOD RD.
N 625203.8500
E 2521732.6363

STA. 359+84.00
LOW WIRE ELEV. 943.70
TEMP. 59°
2 POWER

VPI 361+00.00
EL. 925.53

FINISHED GRADE

0.81%

STA. 354+71.07
2" GAS LINE

STA. 357+15.16
01-170-34 4" WATER LINE

STA. 360+35.03
4" WATER LINE

STA. 350+20.21
WATER LINE

EXISTING GROUND

C.P. 01-170-34
STA. 357+15.89, 58.04' RT
N 625164.5932
E 2521799.3219
ELEV. 919.6050

965 960 955 950 945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870

348+00 349+00 350+00 351+00 352+00 353+00 354+00 355+00 356+00 357+00 358+00 359+00 360+00 361+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 348+00 TO STA. 361+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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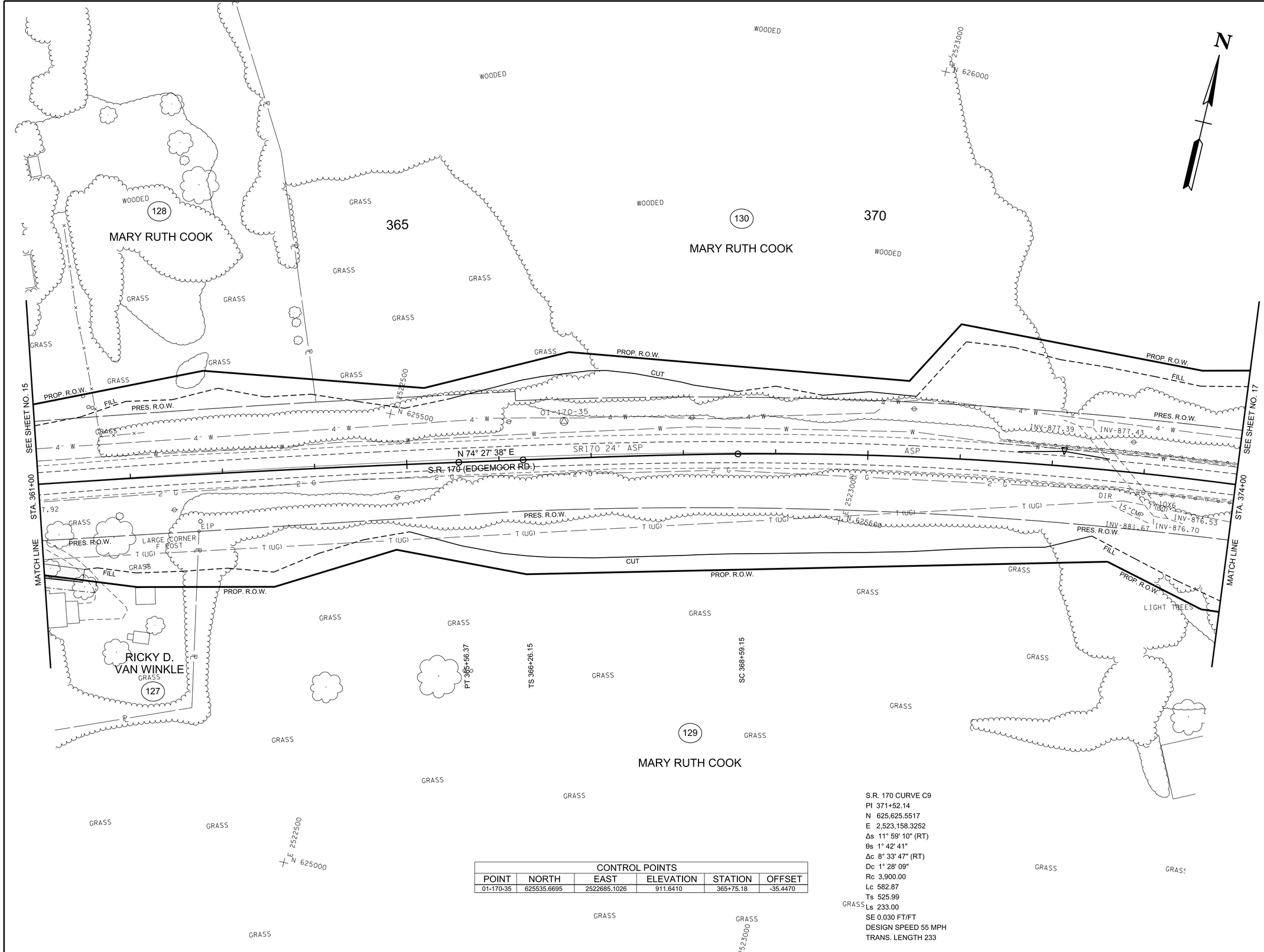
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	16



CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-35	625535.6695	2522685.1026	911.6410	365+75.18	-35.4470

S.R. 170 CURVE C9
PI 371+52.14
N 625,625.5517
E 2,523,158.3252
Δs 11° 59' 10" (RT)
θs 1° 42' 41"
Δc 8° 33' 47" (RT)
Dc 1° 28' 09"
Rc 3,900.00
Lc 582.87
Ts 525.99
Ls 233.00
SE 0.030 FT/FT
DESIGN SPEED 55 MPH
TRANS. LENGTH 233

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 361+00 TO STA. 374+00
SCALE: 1"= 50'

2/9/2025
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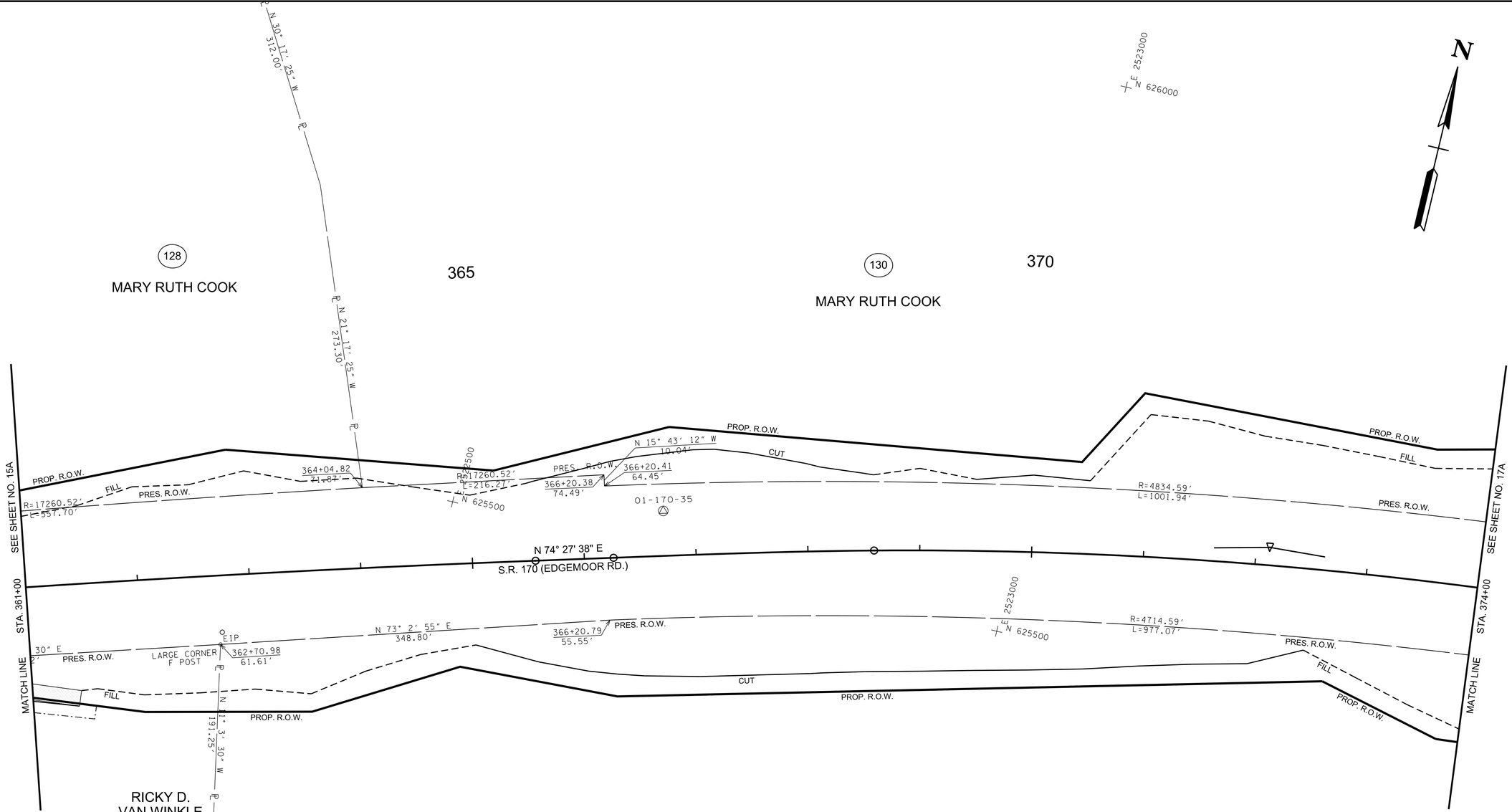
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	16A



CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-35	625535.6695	2522685.1026	911.6410	365+75.18	-35.4470

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 361+00 TO STA. 374+00
SCALE: 1"= 50'

2/9/2025
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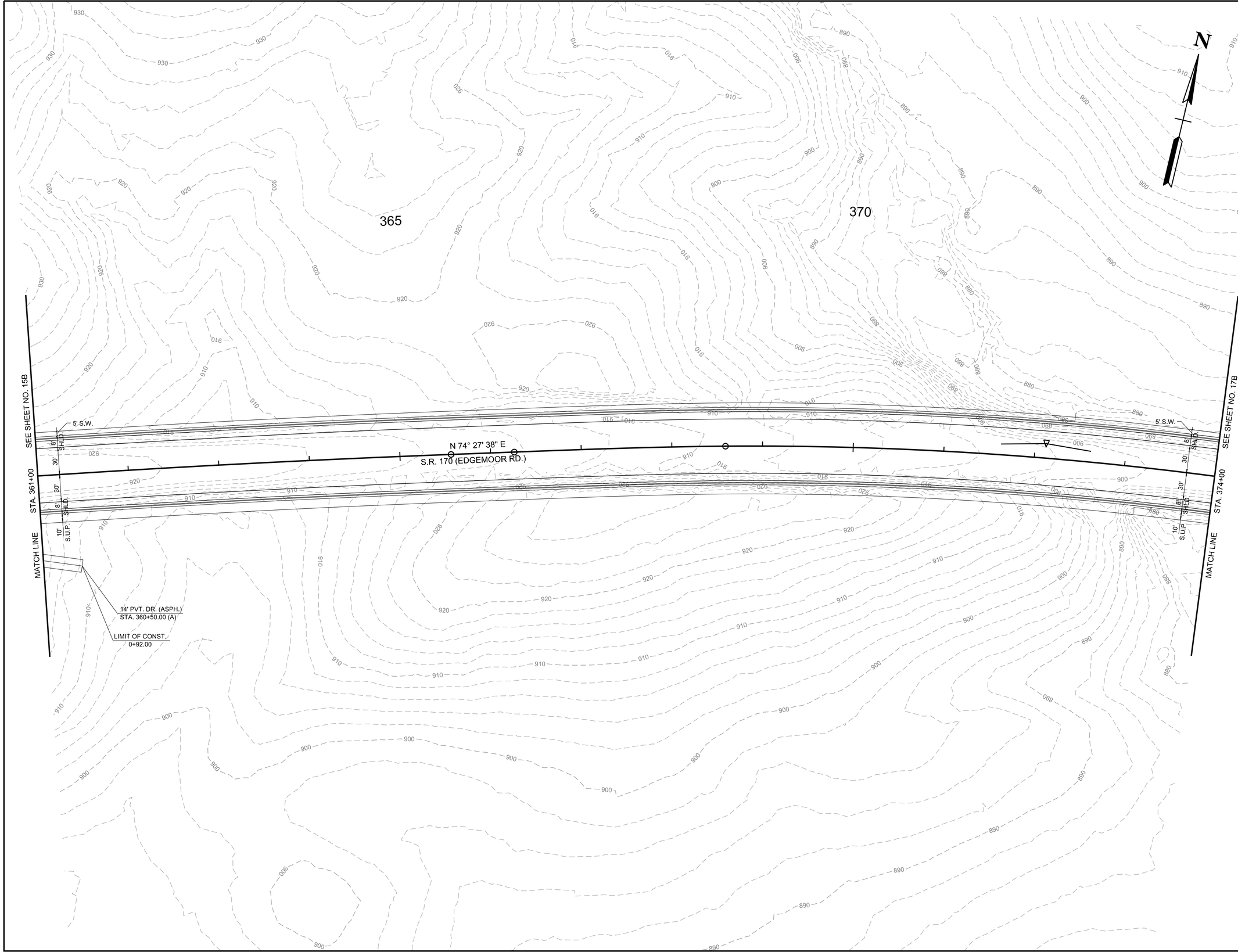
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	16B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 361+00 TO STA. 374+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	16C

STA. 365+43.16
LOW WIRE ELEV. 937.03
TEMP. 59°
9 POWER
2 TELEPHONE
1 CABLE

VC = 1100.00'
K = 388

VPI 361+00.00
EL. 925.53

VPT 366+50.00
EL. 914.41

-2.02%

EXISTING GROUND

FINISHED GRADE

-2.02%

01-170-35

EXIST. 10' X 6' BOX CU.V.
SKEW 45° RT FLOWS RT

C.P. 01-170-35
STA. 366+72.05, 40.25' LT
N 625535.6695
E 2522685.1026
ELEV. 911.6410

955 950 945 940 935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860

361+00 362+00 363+00 364+00 365+00 366+00 367+00 368+00 369+00 370+00 371+00 372+00 373+00 374+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 361+00 TO STA. 374+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	17

MOCKINGBIRD HILL LN. CURVE
PI 638+84.33
N 625,799.8462
E 2,524,009.1221
Δ 39° 05' 48" (RT)
D 28° 38' 52"
R 200.00
L 136.47
T 71.01
SE N.C.
DESIGN SPEED 25 MPH

MATCH LINE STA. 374+00 SEE SHEET NO. 16

MATCH LINE STA. 387+00 SEE SHEET NO. 18

STA. 380+09.00 S.R. 170 =
STA. 640+00.00 MOCKINGBIRD HILL LN.
N 625678.8492
E 2524016.6355

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-36	625664.3806	2523476.5068	896.3800	373+73.01	-20.3282
01-170-37	625739.0235	2524299.3727	878.7400	381+98.41	-39.8338

LINE AND GRADE PLANS

SEALED BY

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 374+00 TO STA. 387+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	17A

N

635

S 42° 12' 21" E

S 42° 39' 00" E MOCKINGBIRD HILL LN

S 3° 33' 12" E

N 86° 26' 48" E

S.R. 170 (EDGEMOOR RD.)

STA. 374+00

STA. 387+00

MATCH LINE

SEE SHEET NO. 16A

SEE SHEET NO. 18A

130 MARY RUTH COOK

375

131 MARY MILLER

132

134 JOE B. CURTIS AND PATRICIA K. CURTIS

380

135 DAVID R MESSER AND WIFE MARCIA C MESSER

136 GREGORY F SCHANK AND WIFE JOAN C SCHANK

138 MOSES F GONCALVES AND WIFE CARMEN D GONCALVES

JANE A GAULT AND MARGIE G OWNBY

142 ANDREA K. VAUGHN AND HUSBAND, ZACHARY E. VAUGHN

ZACHARY E. VAUGHN AND ANDREA K. VAUGHN

PEOPLES CEMETERY

385

140

141

144 TERRY W GREENE AND JANET K KELLY

139 JESSE GARCIA JR AND CAROL A GAMACHE

655

137 ISRAEL BEN-ELIEZER AND WIFE MARY G. BEN-ELIEZER

211 GARY L JONES AND WIFE, DEBORAH JONES

129 MARY RUTH COOK

133 KIMBERLY ANN MCCALL AND KELLY GORDON DISNEY

STA. 380+09.00 S.R. 170 =
STA. 640+00.00 MOCKINGBIRD HILL LN.
N 625678.8492
E 2524016.6355

01-170-36

01-170-37

PROP. R.O.W.

PRES. R.O.W.

FILL

CUT

EIP

CONC.

ELECTRIC PED

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-36	625664.3806	2523476.5068	896.3800	373+73.01	-20.3282
01-170-37	625739.0235	2524299.3727	878.7400	381+98.41	-39.8338

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 374+00 TO STA. 387+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	17B

635

S 42° 12' 21" E

BEGIN PVMT. TRANS.

50' TAPER

END PVMT. TRANS. STA. 636+50.00

12.1'

12.4'

12'

12'

LIMIT OF CONST. 636+00.00

22' PVT. DR. (ASPH.) STA. 636+87.00

LIMIT OF CONST. 0+45.00

18' PVT. DR. (ASPH.) STA. 636+21.00

LIMIT OF CONST. 0+26.00

375

380

385

12' FIELD ENT. (ASPH.) STA. 374+59.00

LIMIT OF CONST. 1+90.00

S 42° 39' 00" E

MOCKINGBIRD HILL LN.

13' PVT. DR. (ASPH.) STA. 637+75.00

LIMIT OF CONST. 0+76.00

14' PVT. DR. (ASPH.) STA. 638+28.00

LIMIT OF CONST. 0+76.00

12' PVT. DR. (ASPH.) STA. 638+88.00

LIMIT OF CONST. 0+98.00

LIMIT OF CONST. 1+58.00

12' PVT. DR. (ASPH.) STA. 384+00.00

SEE SHEET NO. 16B

SEE SHEET NO. 18B

5' S.W.

8' SHLD.

30'

30'

18' SHLD.

10' S.U.P.

STA. 374+00

STA. 387+00

MATCH LINE

MATCH LINE

R 39'

S 3° 33' 12" E

N 86° 26' 48" E

S.R. 170 (EDGEMOOR RD.)

STA. 380+09.00 S.R. 170 =
STA. 640+00.00 MOCKINGBIRD HILL LN.
N 625678.8492
E 2524016.6355

12' PVT. DR. (ASPH.) STA. 380+97.00

LIMIT OF CONST. 1+13.00

12' PVT. DR. (ASPH.) STA. 383+55.00

LIMIT OF CONST. 1+62.00

12' PVT. DR. (ASPH.) STA. 385+35.00

LIMIT OF CONST. 1+17.00

12' PVT. DR. (ASPH.) STA. 654+25.00

655

R 15' TYP.

S 47° 38'

LIMIT OF CONST. 0+75.00

10.9'

10.9'

LIMIT OF CONST. 654+80.00

100' TAPER

END PVMT. & SHLD. TRANS.

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 374+00 TO STA. 387+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	17C

935 930 925 920 915 910 905 900 895 890 885 880 875 870 865 860 855 850 845 840

374+00 375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00 386+00 387+00

STA. 380+09.00 S.R. 170 ℄
STA. 640+00.00 MOCKINGBIRD HILL LIN.
N 625678.8432
E 2524016.6355

STA. 382+27.06
LOW WIRE ELEV. 904.56
TEMP. 58°
2 POWER
1 TELEPHONE

01-170-36

-2.02%

EXISTING GROUND

FINISHED GRADE

STA. 380+00.00
2" GAS LINE

01-170-37

VPC. 387+00.00
EL. 872.97

-2.02%

STA. 386+22.31
EXISTING 30" RCP
SKEW 58°58'34"
FLOWS RT
INLET 864.03 FT
OUTLET 859.51 FT

C.P. 01-170-36
STA. 374+69.48, 20.63' LT
N 625664.3806
E 2523476.5068
ELEV. 896.3800

C.P. 01-170-37
STA. 382+94.92, 42.54' LT
N 625739.0235
E 2524299.3727
ELEV. 878.7400

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 374+00 TO STA. 387+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	18

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-38	626070.2718	2525404.5765	868.2250	393+88.30	-37.8285

SEE SHEET NO. 17

SEE SHEET NO. 19

MATCH LINE

MATCH LINE

STA. 387+00

STA. 400+00

S.R. 170 (EDGEMOOR RD.) ASP

OLD EDGEMOOR LN.

FRAKER LN.

TORI KAIT LN.

TERISU CIRCLE (WEST)

PROP. R.O.W.

PRES. R.O.W.

FILL

CUT

GRASS

LIGHT BRUSH

WOODED

DECK

CURB

GRAVEL

GATE

FROST BURIAL GROUNDS

PEOPLES CEMETERY

141

ANDREA K. VAUGHN AND HUSBAND, ZACHARY E. VAUGHN

142

390

STA. 389+55.00 S.R. 170 =
STA. 650+00.00 OLD EDGEMOOR LN.
N 625803.5161
E 2524951.1432

RANDALL P. MOORE

143

STEVEN C. LENTZ AND WIFE, MELINDA N. LENTZ

150

STEVEN C LENTZ AND WIFE MELINDA N LENTZ

151

CHRIS MARTIN AND TONY MARTIN

152

SHELLY MARQUEITA THORNSBURG

153

ROBERT SCROGGINS

154

VADA L OBERLIN

147

LEONARD EUGENE WHEELER SR.

155

LEONARD E WHEELER, SR

157

WAYNE GARY HOOKS

148

MATTHEW E. JOHNSON AND WIFE, CAITLYN R. JOHNSON

OLD EDGEMOOR LN. CURVE
PI 651+55.35
N 625,655.9266
E 2,524,999.6304
Δ 65° 49' 54" (RT)
D 35° 48' 36"
R 160.00
L 183.84
T 103.57
SE 0.030 FT/FT
DESIGN SPEED 30 MPH
TRANS. LENGTH 85

S.R. 170 CURVE C10
PI 390+75.23
N. 625,744.9303
E. 2,525,080.8148
Δs 34° 59' 50" (LT)
θs 4° 00' 39"
Δc 26° 58' 33" (LT)
Dc 2° 51' 53"
Rc 2,000.00
Lc 941.64
Ts 471.04
Ls 280.00
SE 0.040 FT/FT
DESIGN SPEED 55 MPH
TRANS. LENGTH 280

FRAKER LN. CURVE 1
PI 661+41.49
N. 625,693.6774
E 2,525,130.4583
Δ 50° 10' 53" (RT)
D 49° 49' 21"
R 115.00
L 100.72
T 53.85
SE N.C.
DESIGN SPEED 20 MPH

STA. 394+42.00 S.R. 170 =
STA. 670+00.00 TORI KAIT LN.
N 626010.0712
E 2525390.8413

GARY L JONES AND WIFE, DEBORAH JONES

211

145

TERRY W GREENE AND JANET K KELLY

144

STA. 31+08.00 OLD EDGEMOOR LN. =
STA. 660+00.00 FRAKER LN.
N 625698.9524
E 2524975.2048

LOSS OF ACCESS

PHILLIP D SNYDER AND WIFE JOANNA L SNYDER

146

AMY JANINE PACE

156

JOHN SPEAGLE JR. AND WIFE, KELSEY CAMPBELL

158

BRITTANY DEMBITSKY

159A

159B

EUGENE WEBB

EGER FAMILY TRUST

160

DANA V. EVANS AND JASON D. EVANS

162

RALPH F GRAHAM JR AND WIFE SONYA L GRAHAM

161

TORIKAIT LN. CURVE
PI 668+76.46
N 626,114.6882
E 2,525,325.1167
Δ 2° 31' 41" (LT)
D 2° 17' 31"
R 2,500.00
L 110.31
T 55.16
SE N.C.
DESIGN SPEED 30 MPH

LAKEWOOD/HAMILTON CEMETERY LLC

163

STA. 396+85.00 S.R. 170 =
STA. 680+00.00 TERISU CIRCLE (WEST)
N 626150.5545
E 2525588.9881

CLARENCE W WYRICK AND WIFE MARCIA S WYRICK

164

DWIGHT JACKSON

166

MICHAEL R GRIFFIN AND WIFE KIMBERLY K GRIFFIN

169

ANTHONY SIMPSON AND WIFE KRISTI SIMPSON

167

DONALD G PAYNE AND WIFE TRACY R PAYNE

168

ALBERT J PRESLEY AND WIFE MARGARET L PRESLEY

165

TERISU CIRCLE (WEST) CURVE
PI 681+07.39
N 626,065.7078
E 2,525,654.8114
Δ 10° 37' 18" (RT)
D 9° 32' 57"
R 600.00
L 111.23
T 55.78
SE N.C.
DESIGN SPEED 30 MPH

GRAVE MARKER (TYP.)

PROP. R.O.W. GRAVE MARKER (TYP.)

S 29° 36' 38" E

S 32° 08' 19" E

S 18° 19' 29" E

S 89° 03' 13" E

S 37° 52' 21" E

S 33° 48' 14" E

S 27° 10' 55" E

PC 650+51.78

PT 662+02.22

PT 669+31.61

PC 680+51.61

PT 681+62.84

POT 663+71.00

POT 683+00.00

POT 665+17.00

PT 668+31.30

ST 398+05.83

CS 385-925.83

INV-860.80

INV-862.07

INV-862.42

INV-861.60

INV-861.91

INV-863.77

INV-864.11

INV-849.58

12" RCP

15" CMP

4" W

4" SA

6" FM

6" FMS

2" G

T (UG)

E 2525000

N 626000

E 2525500

N 626500

4 FOOT PVC PIPE

5 FOOT S/E

20' ASP

24' ASP

42" W

30" RCP

BOLTED LID

CONC

PATIO

SHED

CHAINLINK GATE

WOOD

1ST/FRA/RES

P/C

W.M.

MH

DRIVE

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 387+00 TO STA. 400+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	18A

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-38	626070.2718	2525404.5765	868.2250	393+88.30	-37.8285

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

143 RANDALL P. MOORE

~~STEVEN C. LENTZ AND WIFE, MELINDA N. LENTZ~~

150

151 STEVEN C LENTZ AND WIFE MELINDA N LENTZ

152 CHRIS MARTIN AND TONY MARTIN

153 SHELLY MARQUEITA THORNSBURG

142 390 ANDREA K. VAUGHN AND HUSBAND, ZACHARY E. VAUGHN

STA. 389+55.00 S.R. 170 =
STA. 650+00.00 OLD EDGEMOOR LN.
N 625803.5161
E 2524951.1432

141 PEOPLES CEMETERY

154 ROBERT SCROGGINS

155 LEONARD EUGENE WHEELER SR.

157 LEONARD E WHEELER, SR

147 VADA L OBERLIN

146 PHILLIP D SNYDER AND WIFE JOANNA L SNYDER

145 MATTHEW E. JOHNSON AND WIFE, CAITLYN R. JOHNSON

211 GARY L JONES AND WIFE, DEBORAH JONES

144 TERRY W GREENE AND JANET K KELLY

STA. 31+08.00 OLD EDGEMOOR LN. =
STA. 660+00.00 FRAKER LN.
N 625698.9524
E 2524975.2048
LOSS OF ACCESS

148 ~~WAYNE GARY HOOKS~~

158 JOHN SPEAGLE JR. AND WIFE, KELSEY CAMPBELL

~~AMY JANINE PACE~~ 156

159A BRITTANY DEMBITSKY

159B EUGENE WEBB

160 EGER FAMILY TRUST

161 RALPH F GRAHAM JR AND WIFE SONYA L GRAHAM

~~162 DANA V. EVANS AND JASON D. EVANS~~

163 LAKEWOOD/HAMILTON CEMETERY LLC

STA. 396+85.00 S.R. 170 =
STA. 680+00.00 TERISU CIRCLE (WEST)
N 626150.5545
E 2525588.9881

164 CLARENCE W WYRICK AND WIFE MARCIA S WYRICK

165 ALBERT J PRESLEY AND WIFE MARGARET L PRESLEY

166 DWIGHT JACKSON

169 MICHAEL R GRIFFIN AND WIFE KIMBERLY K GRIFFIN

~~167 ANTHONY SIMPSON AND WIFE KRISTI SIMPSON~~

~~168 DONALD G PAYNE AND WIFE TRACY R PAYNE~~

STA. 394+42.00 S.R. 170 =
STA. 670+00.00 TORI KAIT LN.
N 626010.0712
E 2525390.8413

S.R. 170 (EDGEMOOR RD.)

OLD EDGEMOOR LN.

FRAKER LN.

TORI KAIT LN.

TERISU CIRCLE (WEST)

01-170-38

SEE SHEET NO. 17A

SEE SHEET NO. 19A

STA. 387+00

STA. 400+00

MATCH LINE

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 387+00 TO STA. 400+00
SCALE: 1"= 50'

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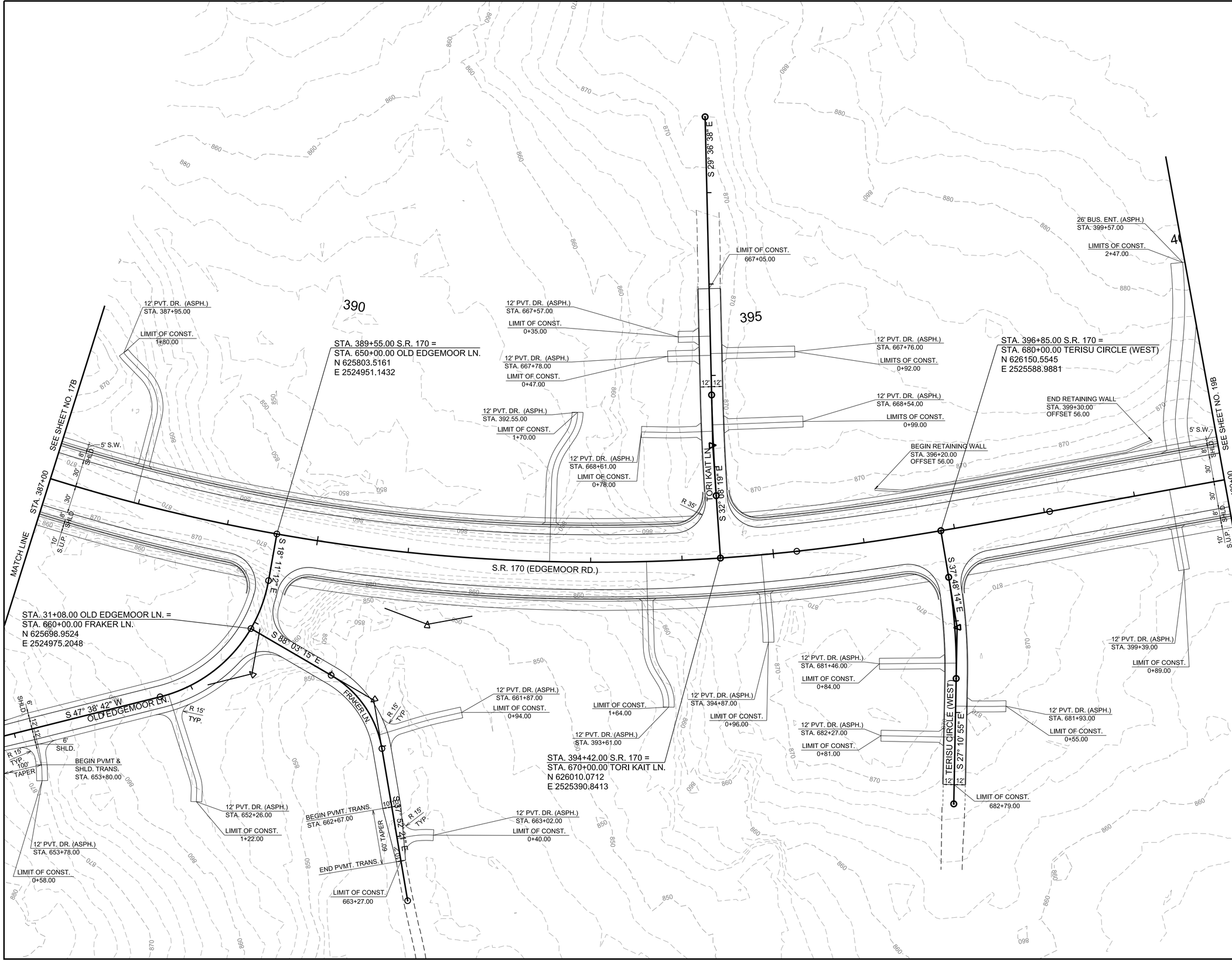
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	18B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 387+00 TO STA. 400+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	18C

VC = 500.00'
K = 306

VPC 387+00.00
EL. 872.97

STA. 387+71.19
LOW WIRE ELEV. 889.50
TEMP. 58°
1 GUY WIRE

STA. 388+98.99
LOW WIRE ELEV. 887.45
TEMP. 58°
7 POWER
2 TELEPHONE
1 CABLE

STA. 389+55.00 S.R. 170 =
STA. 650+00.00 OLD EDGEMOOR LN.
N 625803.5151
E 2524951.1432

FINISHED GRADE

-2.02%

STA. 389+28.31
6" FMS
ELEV. UNKNOWN

VPI 389+50.00
EL. 867.92

STA. 390+28.29
LOW WIRE ELEV. 887.34
TEMP. 58°
2 POWER
1 TELEPHONE

STA. 390+17.99
4" WATER LINE

-0.39%

VPT 392+00.00
EL. 866.94

STA. 392+08.50
LOW WIRE ELEV. 892.94
TEMP. 58°
1 GUY WIRE

EXISTING GROUND

STA. 393+91.75
LOW WIRE ELEV. 890.62
TEMP. 57°
2 POWER
1 TELEPHONE

STA. 394+19.07
LOW WIRE ELEV. 888.82
TEMP. 57°
1 TELEPHONE
1 CABLE

STA. 394+42.00 S.R. 170 =
STA. 670+00.00 TORLKAT LN.
N 626010.0712
E 2525390.8413

01-170-38

STA. 394+15.86
2" GAS LINE

STA. 394+90.17
LOW WIRE ELEV. 888.61
TEMP. 57°
1 GUY WIRE

C.P. 01-170-38
STA. 394+86.62, 43.18' LT
N 626070.2718
E 2525404.5765
ELEV. 868.2250

STA. 396+85.00 S.R. 170 =
STA. 680+00.00 TERISU CIRCLE (WEST)
N 626130.5545
E 2525588.9881

-0.39%

STA. 397+11.92
4" WATER LINE

STA. 397+93.95
LOW WIRE ELEV. 892.77
TEMP. 56°
1 GUY WIRE

915 910 905 900 895 890 885 880 875 870 865 860 855 850 845 840 835 830 825 820

387+00 388+00 389+00 390+00 391+00 392+00 393+00 394+00 395+00 396+00 397+00 398+00 399+00 400+00

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 387+00 TO STA. 400+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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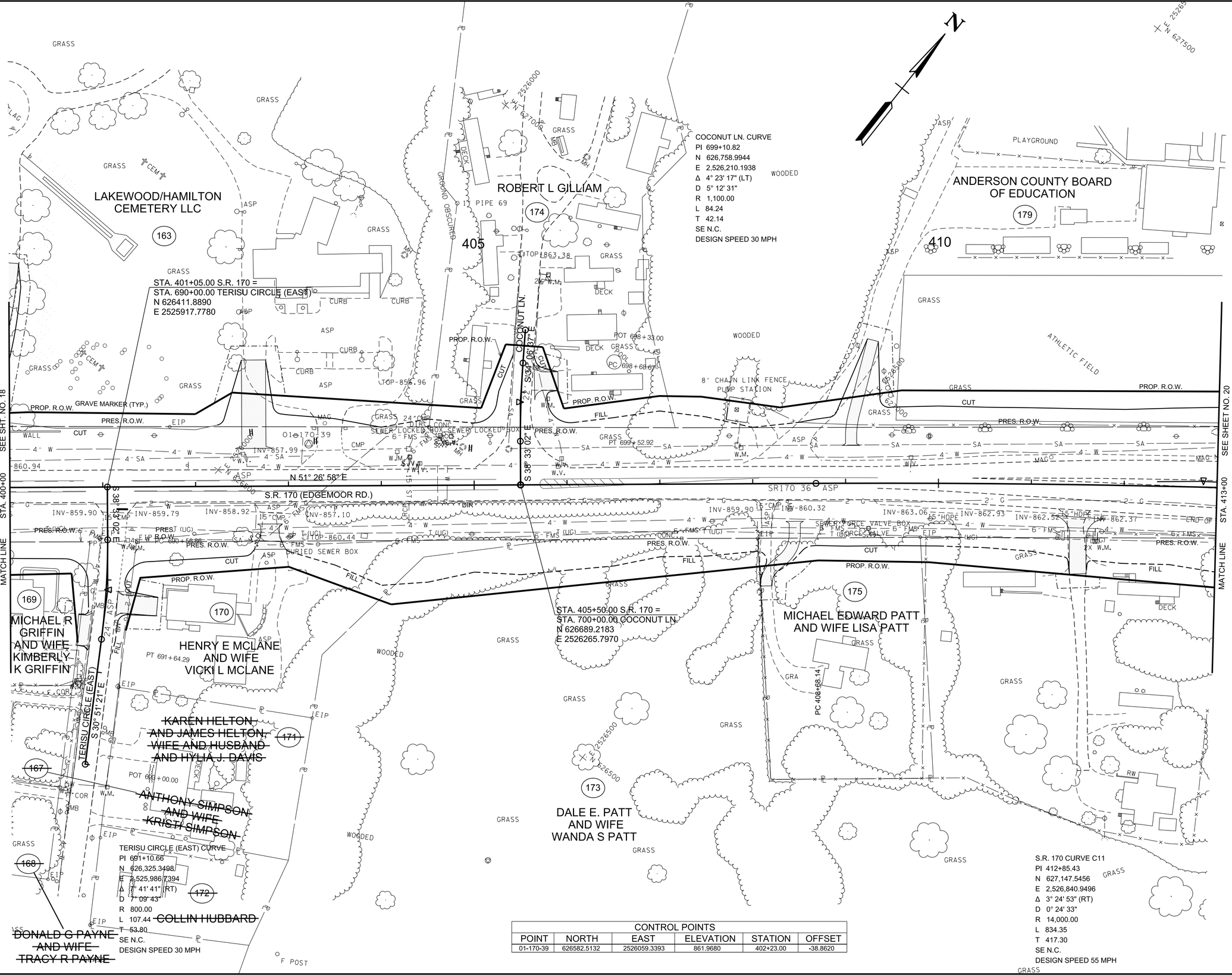
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	19



CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-39	626582.5132	2526059.3393	861.9680	402+23.00	-38.8620

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 400+00 TO STA. 413+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	19A

N

LAKEWOOD/HAMILTON CEMETERY LLC
163

ROBERT L GILLIAM
174

ANDERSON COUNTY BOARD OF EDUCATION
179

00

405

410

STA. 401+05.00 S.R. 170 =
STA. 690+00.00 TERISU CIRCLE (EAST)
N 626411.8890
E 2525917.7780

N 31° 5' 58" W 242.88'

S 77° 39' 9" E 24.96'

1" PIPE 69

S 52° 15' 17" E 83.73'

S 6° 22' 46" W 67.50'

S 39° 17' 31" E 141.08'

S 51° 58' 44" E 140.87'

N 627500 E 2526500

N 627000 E 2526500

N 626500 E 2526000

PROP. R.O.W.

CUT

FILL

COCONUT LN.

S 34° 06' 37" E

404+51.71

62.92'

CONC.

407+16.68

60.77'

413+18

65.92'

PRES. R.O.W.

EIP

01-170-39

S 51° 54' 55" W 263.83'

S 51° 39' 4" W 603.85'

SEE SHEET NO. 18A

SEE SHEET NO. 20A

STA. 400+00

STA. 413+00

MATCH LINE

MAG N

N 51° 26' 58" E

S.R. 170 (EDGEMOOR RD.)

S 38° 33' 02" E

N 51° 38' 57" E 135.11'

400+86.26

58.99'

401+36.10

59.41'

N 51° 24' 45" E 455.96'

S 44° 25' 46" W 147.76'

S 51° 13' 32" W 131.10'

405+92.07

59.11'

S 51° 38' 21" W 81.85'

408+05.01

58.87'

S 51° 22' 23" W 175.18'

409+80.66

58.19'

S 51° 54' 1" W 334.18'

S 7° 55' 21" W 151.91'

TERISU CIRCLE (EAST)
S 30° 51' 21" E

169

MICHAEL R GRIFFIN AND WIFE KIMBERLY K GRIFFIN

170

HENRY E MCLANE AND WIFE VICKI L MCLANE

171

~~KAREN HELTON AND JAMES HELTON, WIFE AND HUSBAND AND HYLIA J. DAVIS~~

~~167~~

~~ANTHONY SIMPSON AND WIFE KRISTI SIMPSON~~

~~168~~

~~DONALD G PAYNE AND WIFE TRACY R PAYNE~~

~~172~~

~~COLLIN HUBBARD~~

173

DALE E. PATT AND WIFE WANDA S PATT

175

MICHAEL EDWARD PATT AND WIFE LISA PATT

1" PIPE 115.01' F COR

692+17.80
24.62

692+13.17
25.21

693+00.00
25.90

3+00.00
.04

F COR

F POST

S 31° 9' 21" E 101.00'

S 31° 7' 10" E 150.39'

S 28° 46' 17" E 155.48'

S 13° 2' 10" E 101.00'

S 31° 33' 25" E 101.51'

N 30° 59' 41" E 100.00'

S 60° 44' 42" W 210.86'

S 29° 25' 0" E 68.63'

S 62° 11' 22" W 204.72'

S 59° 2' 36" W 172.74'

S 41° 23' 5" E 260.01'

N 41° 20' 43" W 260.00'

N 51° 22' 23" E 175.00'

CONTROL POINTS					
POINT	NORTH	EAST	ELEVATION	STATION	OFFSET
01-170-39	626582.5132	2526059.3393	861.9680	402+23.00	-38.8620

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 400+00 TO STA. 413+00
SCALE: 1"= 50'

2/9/2025
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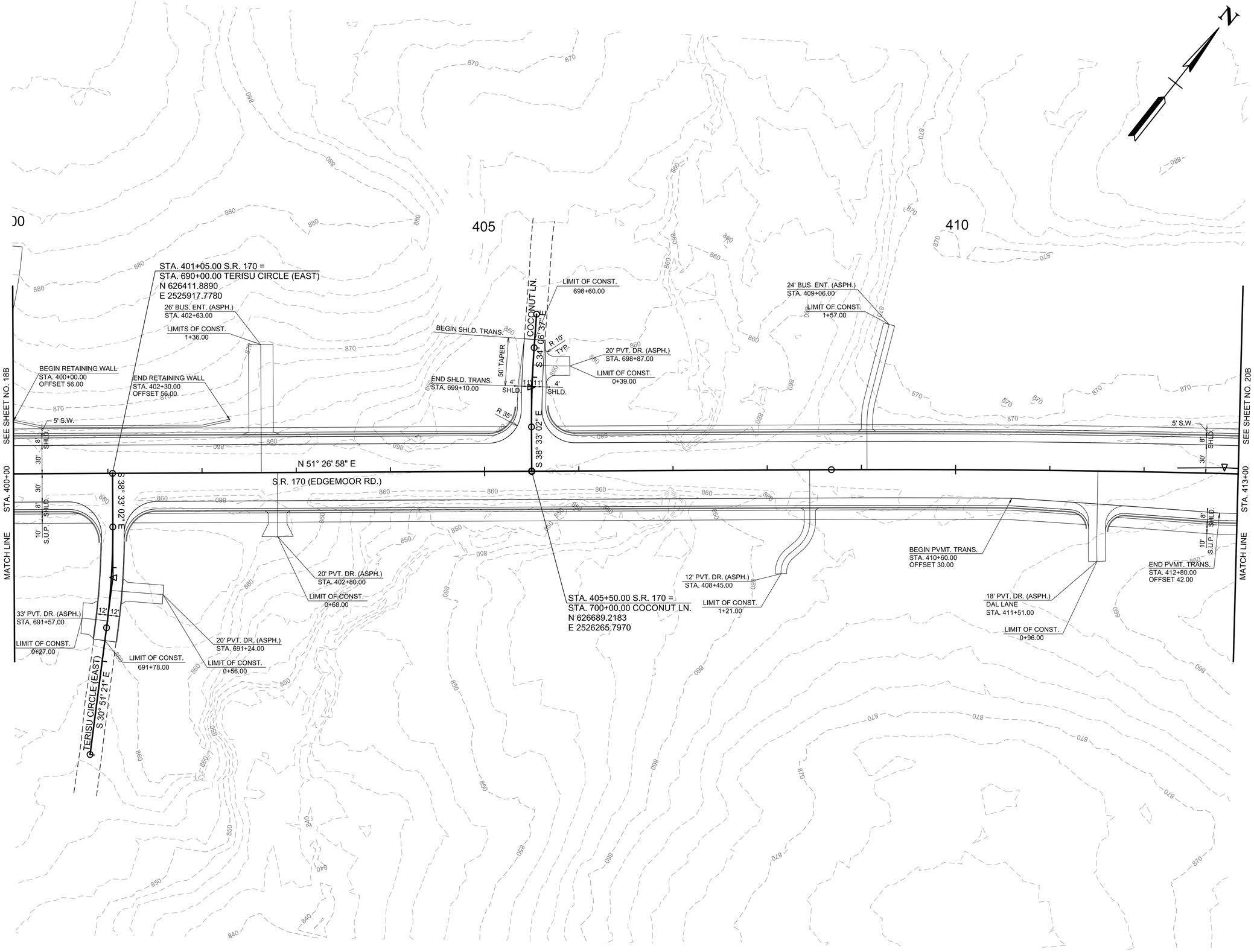
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	19B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 400+00 TO STA. 413+00
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	19C

STA. 401+24.82
LOW WIRE ELEV. 885.18
TEMP. 56°
1 TELEPHONE
1 GUY WIRE

STA. 401+05.00 S.R. 170 =
STA. 690+00.00 TERISU CIRCLE (EAST)
N 626411.8890
E 2525917.7780

VC = 350.00'
K = 224

STA. 405+05.12
LOW WIRE ELEV. 885.53
TEMP. 56°
2 POWER
1 TELEPHONE
1 CABLE

VPC 404+25.00
EL. 862.13

STA. 405+50.00 S.R. 170 =
STA. 700+00.00 COCONUT LN.
N 626689.2183
E 2526265.7970

STA. 407+66.53
LOW WIRE ELEV. 884.50
TEMP. 55°
1 POWER

VPT 407+75.00
EL. 863.49

VPC 408+60.00
EL. 864.48

VC = 620.00'
K = 162

VPI 411+70.00
EL. 868.10

FINISHED GRADE

01-170-39

STA. 403+42.63
6" FMS
ELEV. UNKNOWN

-0.39%

1.17%

1.17%

-2.65%

EXISTING GROUND

STA. 404+29.76
EXISTING 15" RCP
SKEW 89°43'42"
FLOWS RT
INLET 851.07 FT
OUTLET 847.91 FT

VPI 403+00.00
EL. 861.44

C.P. 01-170-39
STA. 403+22.04, 45.22' LT
N 626582.5132
E 2526059.3393
ELEV. 861.9680

400+00 401+00 402+00 403+00 404+00 405+00 406+00 407+00 408+00 409+00 410+00 411+00 412+00 413+00

910 905 900 895 890 885 880 875 870 865 860 855 850 845 840 835 830 825 820 815

LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 400+00 TO STA. 413+00
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	20

ANDERSON COUNTY BOARD OF EDUCATION

179

415

184 ~~SHERYL L. LONG~~

185 ~~MICHELE MEADOWS AND ANDREA MEADOWS ANDREWS~~

186 ~~JUSTIN MEREDITH~~

01024-0224-14

END PROJ. NO. STP-170(16) PRELIMINARY

STA. 418+16.03
N 627453.0582
E 2527275.0700

S.R. 9 (CLINTON HWY.)

SEE SHEET NO. 19

STA. 413+00

MATCH LINE

N 54° 51' 50" E

S.R. 170 (EDGEMOOR RD.)

MARK NO. INV. 858.40

PROP. R.O.W.

CUT

PRES. R.O.W.

PLAYGROUND

TOP-865.07

TOP-861.16

FILL

CURB

W.M.

W.V.

SUBSTATION

E 2527500
N 628000

E 2527000
N 627500

E 2527500
N 627000

MAG NAIL

4 LINE

T (UG)

3X W.M.

TELE GROUND BOX

35

188 JENNIFER PARKER

STA. 418+64.36 S.R. 170 =
STA. 30+00.00 S.R. 9 (CLINTON HWY.)
N 627480.8685
E 2527314.5872

187 ~~SHARON B. TODD, MARY ELLEN BECKNER AND SHARON B. TODD, TRUSTEE OF THE SPECIAL NEEDS TRUST UNDER THE WILL OF HELEN C. BECKNER~~

E 2528000
N 627500

173

DALE E. PATT
AND WIFE
WANDA S PATT

176A

ON DUTY
INTERNATIONAL,
LLC

176B

TITAN DEVELOPMENT, LLC

177 ~~GUNTER AUTOMOTIVE, LLC.~~

189 ~~EDDIE COWARD AND WIFE ANITA COWARD~~

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 413+00 TO 418+16.03
SCALE: 1"= 50'

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	20A

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

ANDERSON COUNTY BOARD OF EDUCATION

179

415

E 2527000
N 627500

PROP. R.O.W.
CUT
PRES. R.O.W.
48
S 54° 23' 59" W
291.13'
416+81.36
62.36
416+08.27
63.30
CUT
S 55° 21' 59" W
73.42'
S 1° 58' 44" W
121.21'
PRES. R.O.W.

AIL
MAG

SEE SHEET NO. 19A

STA. 413+00

N 54° 51' 50" E

S.R. 170 (EDGEMOOR RD.)

S.R. 9 (CLINTON HWY.)

MATCH LINE

EIP
N 54° 23' 27" E
144.05'
413+16.17
54.13
FILL
N 54° 23' 27" E
146.07'
PRES. R.O.W.
N 55° 20' 54" E
72.39'
416+80.12
57.64
FILL
414+60.78
56.17
R=825.00'
L=178.13'
416+07.44
56.72
PROP. R.O.W.
S 86° 38' 1" E
163.71'
PROP. R.O.W.
S 41° 50' 28" E
64.77'

176B

TITAN DEVELOPMENT, LLC

173

E 2527000
N 627000

50' ACCESS AND WATERLINE EASEMENT

N 70° 43' 32" W
137.93'
EIP
S 50° 10' 55" W
251.35'
N 70° 43' 15" W
29.62'
R=225.00'
L=114.23'
PRES. R.O.W.
S 41° 36' 49" E
199.88'

DALE E. PATT
AND WIFE
WANDA S PATT

176A

ON DUTY
INTERNATIONAL,
LLC

N 41° 21' 48" W
502.90'

177

~~GUNTER AUTOMOTIVE, LLC.~~

N 41° 38' 8" W
85.90'
N 59° 50' 37" W
66.24'

E 2527500
N 627000

5' DRAINAGE EASEMENT
S 41° 31' 15" E
152.34'

184

~~SHERYL L. LONG~~

N 32° 47' W
17.91'
N 45° 42' 57" E
218.24'
WOOD POST

EASEMENT NAIL IN CONC.

185

~~MICHELE MEADOWS AND ANDREA MEADOWS ANDREWS~~

S 49° 51' 37" W
10.00'
S 41° 48' 54" E
185.50'
N 41° 41' 59" W
207.63'

EIP
N 41° 9' 51" E
208.67'

186

~~JUSTIN MEREDITH~~

S 41° 56' 3" E
171.50'
N 41° 51' 45" W
143.34'

01024-0224-14
END PROJ. NO. STP-170(16) PRELIMINARY
STA. 418+16.03
N 627453.0582
E 2527275.0700

N 45° 31' 10" E
31.05'
R=50.00'
L=50.59'
N 26° 19' 58" E
50.99'
N 37° 38' 34" E
100.00'

E 2527500
N 628000

30

N 36° 43' 23" E
57.94'
N 34° 46' 50" E
100.12'
N 36° 29' 49" E
100.32'
N 36° 29' 49" E
143.00'
N 7° 28' 47" W
26.03'

E 2527500
N 627500

188

~~JENNIFER PARKER~~

S 40° 19' 29" E
384.45'
S 41° 45' 41" E
384.95'

STA. 418+64.36 S.R. 170 =
STA. 30+00.00 S.R. 9 (CLINTON HWY.)
N 627480.8685
E 2527314.5872

187

~~SHARON B. TODD, MARY ELLEN BECKNER, AND SHARON B. TODD, TRUSTEE OF THE SPECIAL NEEDS TRUST UNDER THE WILL OF HELEN G. BECKNER~~

N 40° 39' 41" W
351.89'
S 36° 53' 46" W
191.28'
S 37° 27' 51" W
152.33'
S 37° 27' 51" W
269.00'
N 46° 0' 51" W
230.00'

E 2528000
N 627500

35

189

~~EDDIE COWARD AND WIFE ANITA COWARD~~

N 40° 39' 41" W
191.2

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 413+00 TO 418+16.03
SCALE: 1"= 50'

2/9/2025
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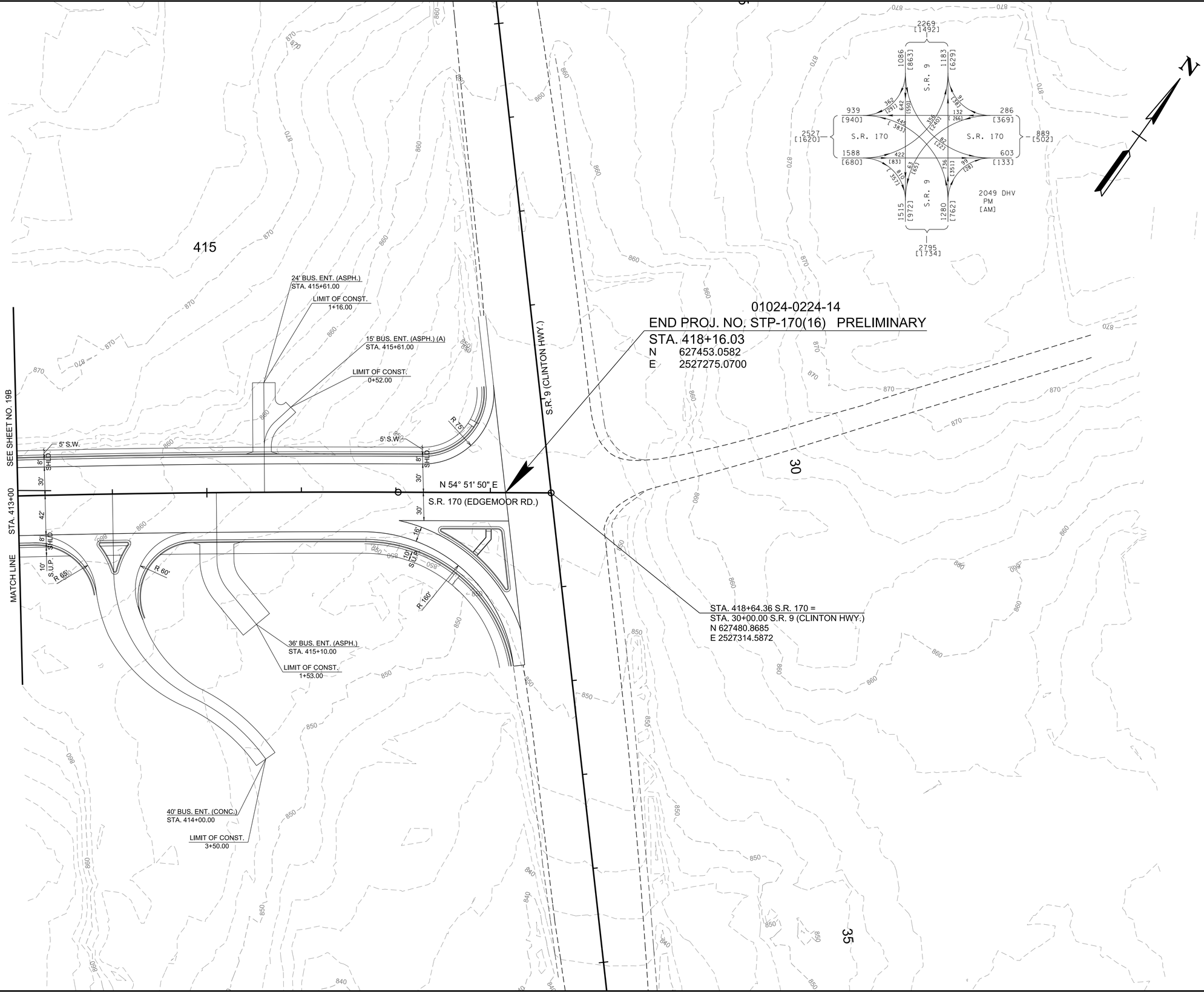
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	20B



LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 413+00 TO 418+16.03
SCALE: 1"= 50'

2/9/2025
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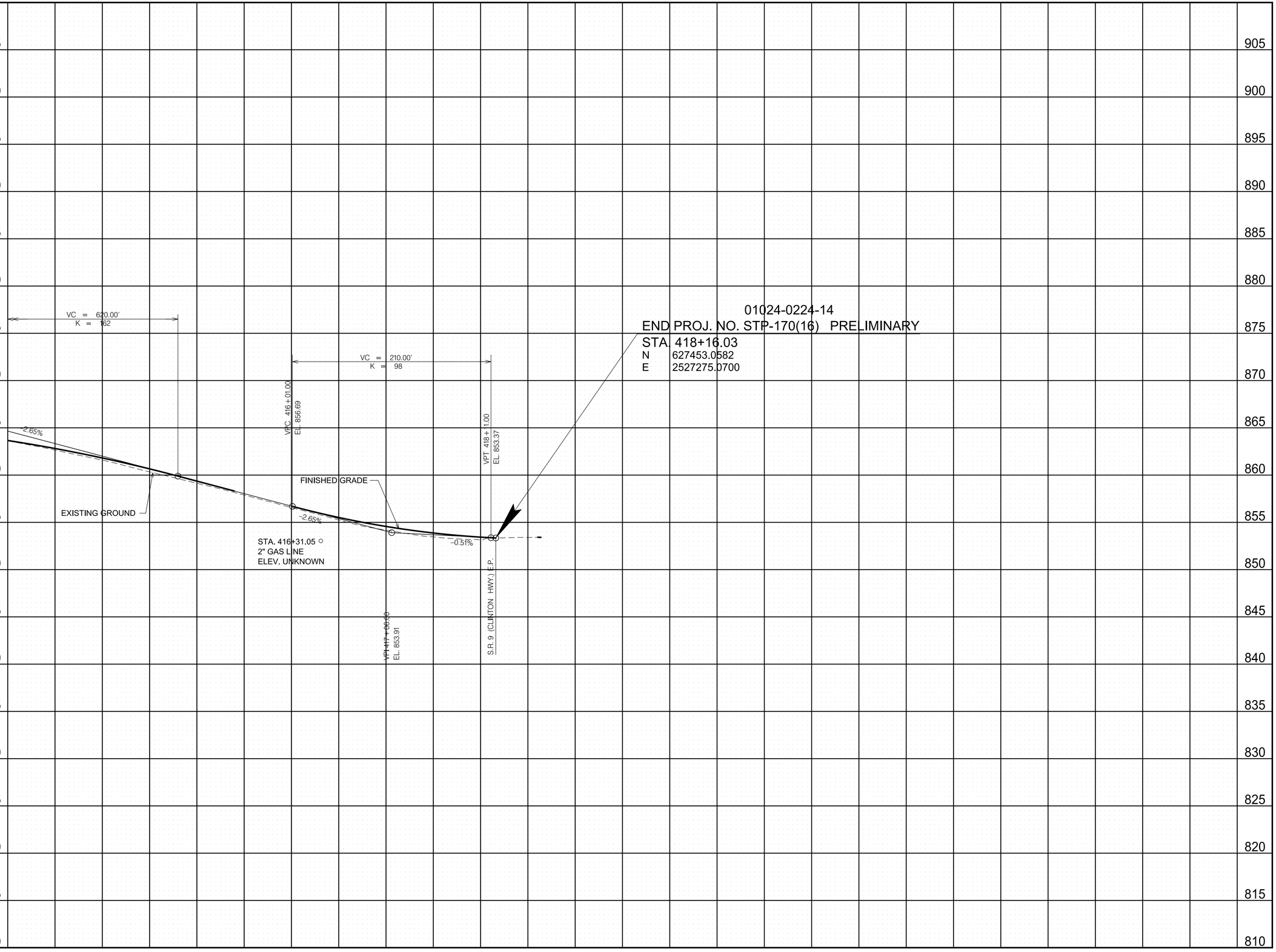
TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	20C



LINE AND GRADE PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED PROFILE

S.R. 170
STA. 413+00 TO 418+16.03
SCALE: 1"= 50' HORIZ.
1"= 5' VERT.

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	21

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 511+32 TO 515+00
SCALE: 1"= 50'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	21A

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 511+32 TO 515+00
SCALE: 1"= 50'

EASEMENT LEGEND

- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED PERM. DRAINAGE EASEMENT
- PROPOSED PERMANENT EASEMENT

2/9/2025
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TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025	STP-170(16)	21B

LINE AND GRADE PLANS

SEALED BY

COORDINATES ARE NAD 83(1995), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00008 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 12B.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 511+32 TO 515+00
SCALE: 1"= 50'

2/9/2025
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