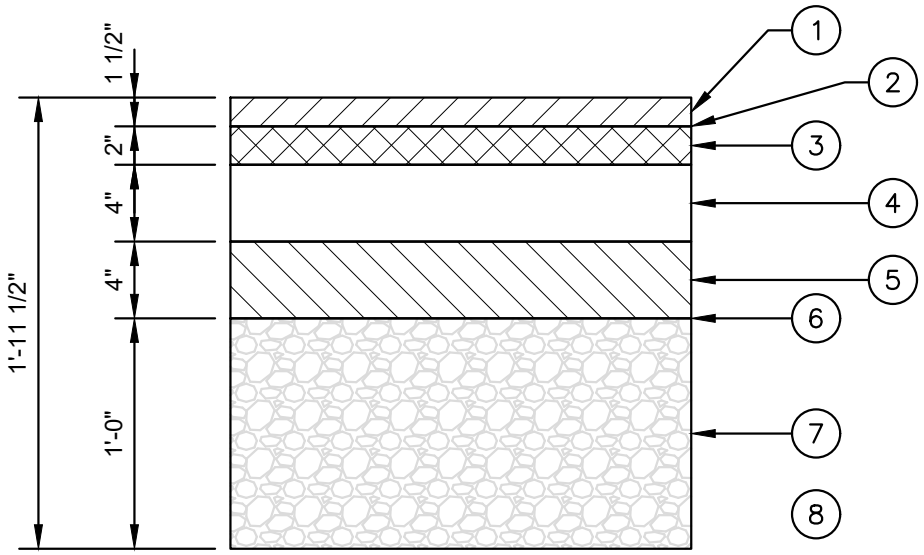


PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
   411-02.10 ACS MIX (PG 70-22) GRADING D RDWY
2. TACK COAT
   403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) □ 0.07 GAL/SY (□ 0.10 GAL/SY MILLED SURFACES)
3. 2" - ASPHALT BINDER (226 LB/SY)
   307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING B-M2
4. 4" - ASPHALTIC AGGREGATE BASE BINDER (460 LB/SY)
   307-02.01 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING A
5. 4" - ASPHALT AGGREGATE BASE (360 LB/SY)
   307-02.02 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING A-S
   307-02.03 AGGREGATE (BPMB-HM) GRADING A-S
6. PRIME COAT
   402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) □ 0.30-0.35 GAL/SY
   402-02 AGGREGATE FOR COVER MATERIAL (PC) □ 8-12 LB/SY
7. 12" - MINERAL AGGREGATE BASE
   303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
8. AGGREGATE UNDERDRAINS WITH PIPE (NOT SHOWN)
   (COORDINATE WITH TDOT STD. DRAWING RD-UD-3)

NOTES

1. THICKNESSES SHOWN ARE MINIMUMS. FINAL DESIGN THICKNESS TO BE DETERMINED BY A GEOTECHNICAL ENGINEER.
2. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION

HISTORIC FRANKLIN TENNESSEE

MAJOR AND MINOR ARTERIAL PAVEMENT SECTION

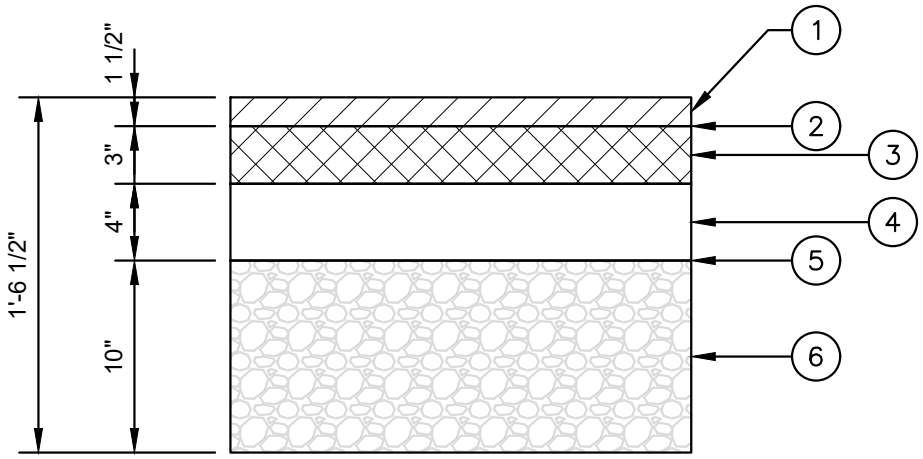
DWG. NO. **RD-1**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021



PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
   411-02.10 ACS MIX (PG 70-22) GRADING D RDWY
2. TACK COAT
   403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) □ 0.07 GAL/SY (□ 0.10 GAL/SY MILLED SURFACES)
3. 3" - BITUMINOUS AGGREGATE BASE
   307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING B-M2
4. 4" - BITUMINOUS AGGREGATE BASE (460 LB/SY)
   307-02.01 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING A
5. PRIME COAT
   402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) □ 0.30-0.35 GAL/SY
   402-02 AGGREGATE FOR COVER MATERIAL (PC) □ 8-12 LB/SY
6. 10" - MINERAL AGGREGATE BASE
   303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

NOTES

1. THICKNESSES SHOWN ARE MINIMUMS. FINAL DESIGN THICKNESS TO BE DETERMINED BY A GEOTECHNICAL ENGINEER.
2. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION

HISTORIC FRANKLIN TENNESSEE

MAJOR AND MINOR COLLECTOR PAVEMENT SECTION

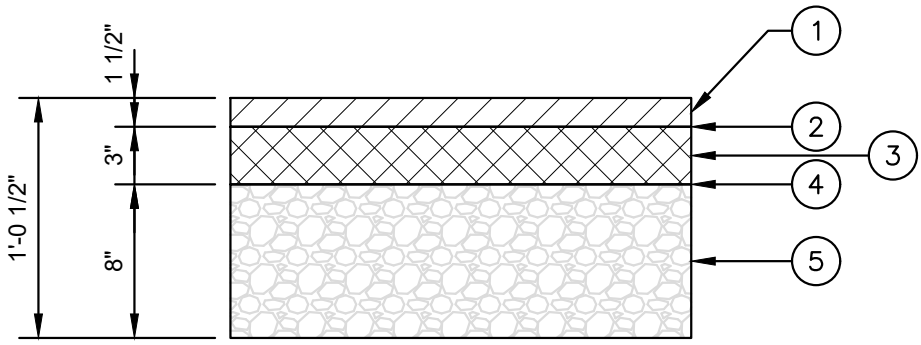
DWG. NO. **RD-2**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021



PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
   411-01.11 ACS MIX (PG 64-22) GRADING E RDWY
2. TACK COAT
   403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) □ 0.07 GAL/SY (□ 0.10 GAL/SY MILLED SURFACES)
3. 3" - BITUMINOUS AGGREGATE BASE
   307-01.08 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING B-M2
4. PRIME COAT
   402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) □ 0.30-0.35 GAL/SY
   402-02 AGGREGATE FOR COVER MATERIAL (PC) □ 8-12 LB/SY
5. 8" - MINERAL AGGREGATE BASE
   303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

NOTES

1. THICKNESSES SHOWN ARE MINIMUMS. FINAL DESIGN THICKNESS TO BE DETERMINED BY A GEOTECHNICAL ENGINEER.
2. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION

HISTORIC FRANKLIN TENNESSEE

LOCAL, ALLEY, AND MEWS PAVEMENT SECTION

CITY OF FRANKLIN

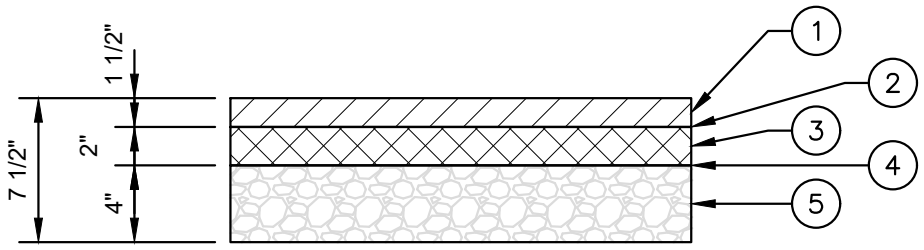
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

DWG. NO.

RD-3



PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
   411-01.05 ACS MIX (PG 64-22) GRADING E RDWY
2. TACK COAT
   403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) □ 0.07 GAL/SY (□ 0.10 GAL/SY MILLED SURFACES)
3. 2" - BITUMINOUS AGGREGATE BASE
   307-01.08 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING B-M2
4. PRIME COAT
   402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) □ 0.30-0.35 GAL/SY
   402-02 AGGREGATE FOR COVER MATERIAL (PC) □ 8-12 LB/SY
5. 4" - MINERAL AGGREGATE BASE
   303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

NOTES

1. THE ASPHALT PAVEMENT MULTI-USE PATH SHOWN HEREON SHALL ONLY BE USED WHERE SPECIFICALLY PERMITTED BY THE CITY ENGINEER. THE CONCRETE MULTI-USE PATH SECTION ON DWG. NO. RP-9 SHALL BE USED IN ALL OTHER LOCATIONS.
2. MULTI-USE PATH CROSS SLOPE: 1.5□ DESIRABLE, 2.0□ MAXIMUM
3. THICKNESSES SHOWN ARE MINIMUMS. FINAL DESIGN THICKNESS TO BE DETERMINED BY A GEOTECHNICAL ENGINEER.
4. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION

HISTORIC FRANKLIN TENNESSEE

MULTI-USE PATH PAVEMENT SECTION

DWG. NO. **RD-4**

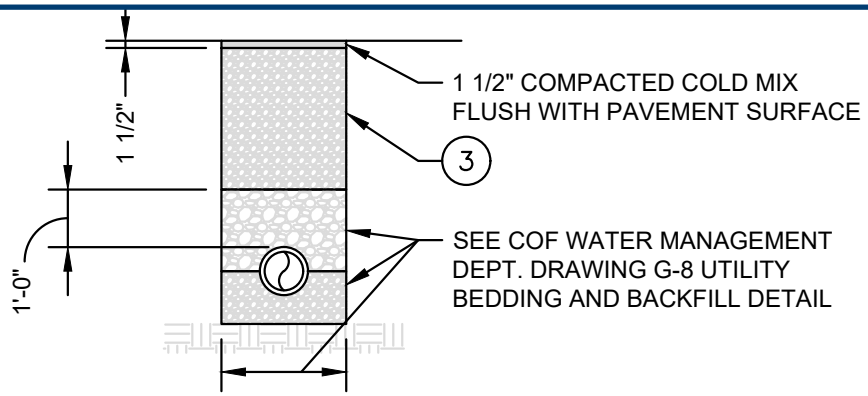
CITY OF FRANKLIN

NOT TO SCALE

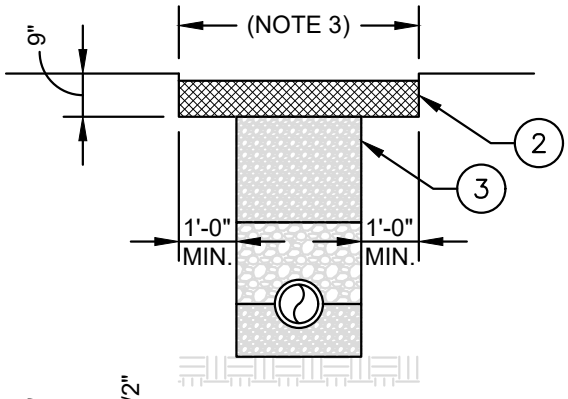
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

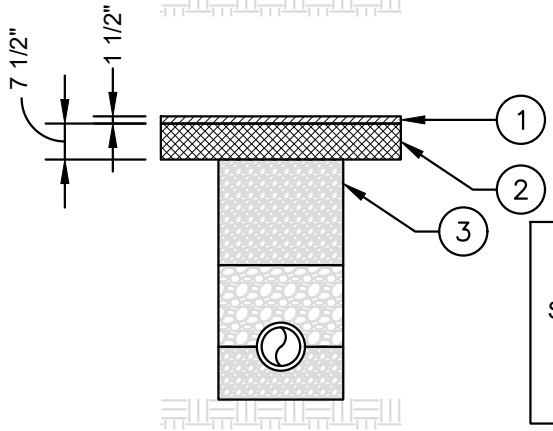
STEP 1
TEMPORARY PATCH



STEP 2
TRENCH REPAIR



STEP 3
FULL WIDTH OVERLAY



FLOWABLE FILL NOTE

DEPENDING ON FIELD CONDITIONS, SUBSTITUTE FLOWABLE FILL BACKFILL (200 PSI MAX.) FOR THAT SHOWN AS DIRECTED BY THE COF WATER MANAGEMENT OR STREET DEPTS.

PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
   411-01.11 ACS MIX (PG 64-22) GRADING E RDWY
2. BITUMINOUS AGGREGATE BASE
   307-01.08 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING B-M2
3. MINERAL AGGREGATE BASE (PLACED IN LIFTS NOT EXCEEDING 6")
   303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

TACK AND PRIME COATS NOT SHOWN FOR CLARITY. SEE DRAWING RD-3.

NOTES

1. CONTRACTOR SHALL COORD. TRENCH, BACKFILL, AND PAVEMENT INSPECTIONS WITH THE COF STREET DEPARTMENT.
2. ALL CUTS IN PUBLIC STREETS REQUIRE A STREET CROSSING PERMIT AND APPROVED TRAFFIC CONTROL PLAN.
3. SAWCUT EXISTING PAVEMENTS, BASES, CURB AND GUTTER, AND SIDEWALKS (CUT JOINT TO JOINT) IN NEAT LINES.
4. REPAIR OF ASPHALT PARKING LOTS AND DRIVE AISLES SHOWN. REPAIR OF CONCRETE SURFACES SHALL USE IN-KIND CONCRETE SURFACE COURSE (6" MIN. THICK, 3,000 PSI MIN.) INSTEAD OF BITUMINOUS MATERIALS SHOWN.

HISTORIC FRANKLIN TENNESSEE

ASPHALT PAVEMENT TRENCH REPAIR PARKING LOT AND DRIVE AISLE

CITY OF FRANKLIN

NOT TO SCALE

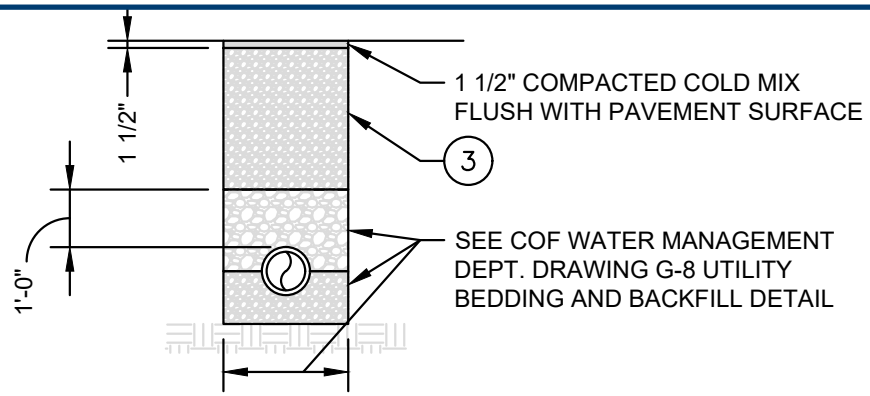
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023

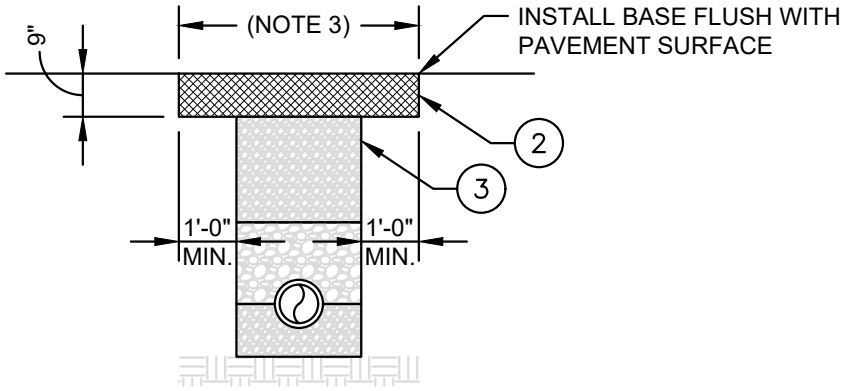
DWG. NO.

RD-5

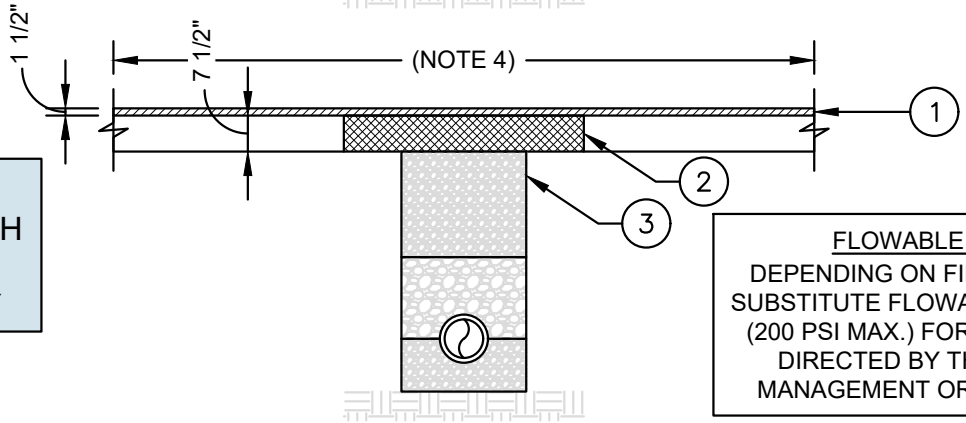
STEP 1
TEMPORARY PATCH



STEP 2
TRENCH REPAIR



STEP 3
FULL WIDTH MILL AND OVERLAY



FLOWABLE FILL NOTE

DEPENDING ON FIELD CONDITIONS, SUBSTITUTE FLOWABLE FILL BACKFILL (200 PSI MAX.) FOR THAT SHOWN AS DIRECTED BY THE COF WATER MANAGEMENT OR STREET DEPTS.

PAVEMENT SCHEDULE

(1) 1.5" - BITUMINOUS SURFACE COURSE
411-01.11 ACS MIX (PG 64-22) GRADING E RDWY

(2) BITUMINOUS AGGREGATE BASE
307-01.08 ASPHALT CONCRETE MIX (PG 64-22) (BPMB-HM) GRADING B-M2

(3) MINERAL AGGREGATE BASE (PLACED IN LIFTS NOT EXCEEDING 6")
303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

TACK AND PRIME COATS NOT SHOWN FOR CLARITY. SEE DRAWING RD-3.

NOTES

1. CONTRACTOR SHALL COORD. TRENCH, BACKFILL, AND PAVEMENT INSPECTIONS WITH THE COF STREET DEPARTMENT.
2. ALL CUTS IN PUBLIC STREETS REQUIRE A STREET CROSSING PERMIT AND APPROVED TRAFFIC CONTROL PLAN.
3. SAWCUT EXISTING PAVEMENTS, BASES, CURB AND GUTTER, AND SIDEWALKS (CUT JOINT TO JOINT) IN NEAT LINES.
4. AT PERPENDICULAR STREET CUTS, MILL AND OVERLAY SHALL EXTEND A MINIMUM OF 100 FEET CENTERED ON THE TRENCH. AT PARALLEL STREET CUTS, MILL AND OVERLAY SHALL EXTEND A MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE CENTERLINE OF STREET. FINAL LIMITS SHALL BE DETERMINED BY THE CITY ENGINEER.

HISTORIC FRANKLIN TENNESSEE

ASPHALT PAVEMENT TRENCH REPAIR LOCAL STREET

DWG. NO. **RD-6**

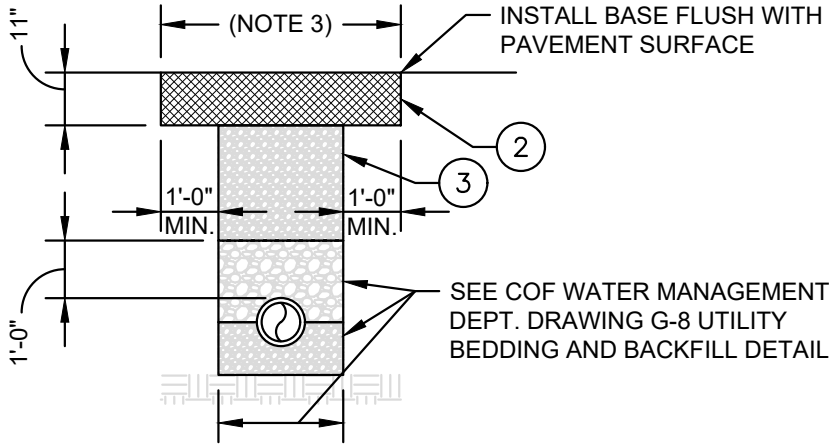
CITY OF FRANKLIN

NOT TO SCALE

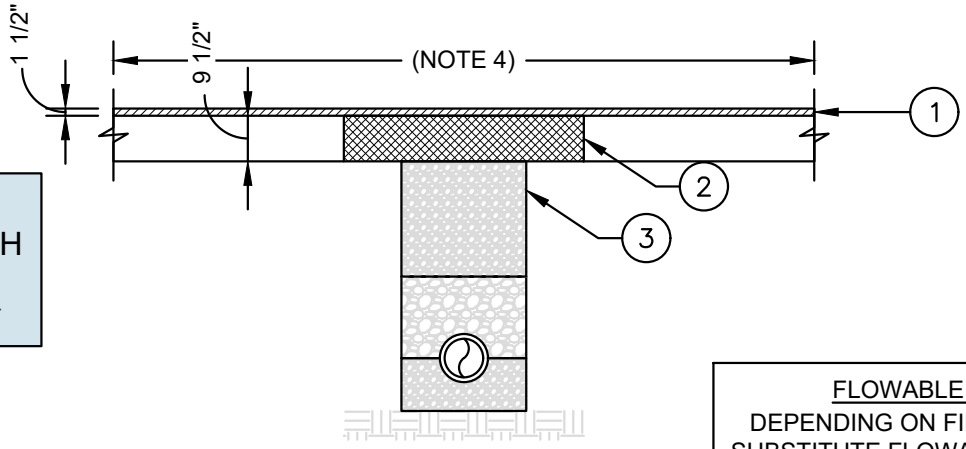
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023

STEP 1
TRENCH REPAIR



STEP 2
FULL WIDTH MILL AND OVERLAY



FLOWABLE FILL NOTE

DEPENDING ON FIELD CONDITIONS, SUBSTITUTE FLOWABLE FILL BACKFILL (200 PSI MAX.) FOR THAT SHOWN AS DIRECTED BY THE COF WATER MANAGEMENT OR STREET DEPTS.

PAVEMENT SCHEDULE

1. 1.5" - BITUMINOUS SURFACE COURSE
   411-02.10 ACS MIX (PG 70-22) GRADING D RDWY
2. BITUMINOUS AGGREGATE BASE
   307-02.08 ASPHALT CONCRETE MIX (PG 70-22) (BPMB-HM) GRADING B-M2
3. MINERAL AGGREGATE BASE (PLACED IN LIFTS NOT EXCEEDING 6")
   303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D

TACK AND PRIME COATS NOT SHOWN FOR CLARITY. SEE DRAWINGS RD-1 AND RD-2.

NOTES

1. CONTRACTOR SHALL COORD. TRENCH, BACKFILL, AND PAVEMENT INSPECTIONS WITH THE COF STREET DEPARTMENT.
2. ALL CUTS IN PUBLIC STREETS REQUIRE A STREET CROSSING PERMIT AND APPROVED TRAFFIC CONTROL PLAN.
3. SAWCUT EXISTING PAVEMENTS, BASES, CURB AND GUTTER, AND SIDEWALKS (CUT JOINT TO JOINT) IN NEAT LINES.
4. AT PERPENDICULAR STREET CUTS, MILL AND OVERLAY SHALL EXTEND A MINIMUM OF 100 FEET CENTERED ON THE TRENCH. AT PARALLEL STREET CUTS, MILL AND OVERLAY SHALL EXTEND A MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE CENTERLINE OF STREET. FINAL LIMITS SHALL BE DETERMINED BY THE CITY ENGINEER.

HISTORIC FRANKLIN TENNESSEE

ASPHALT PAVEMENT TRENCH REPAIR ARTERIAL AND COLLECTOR STREET

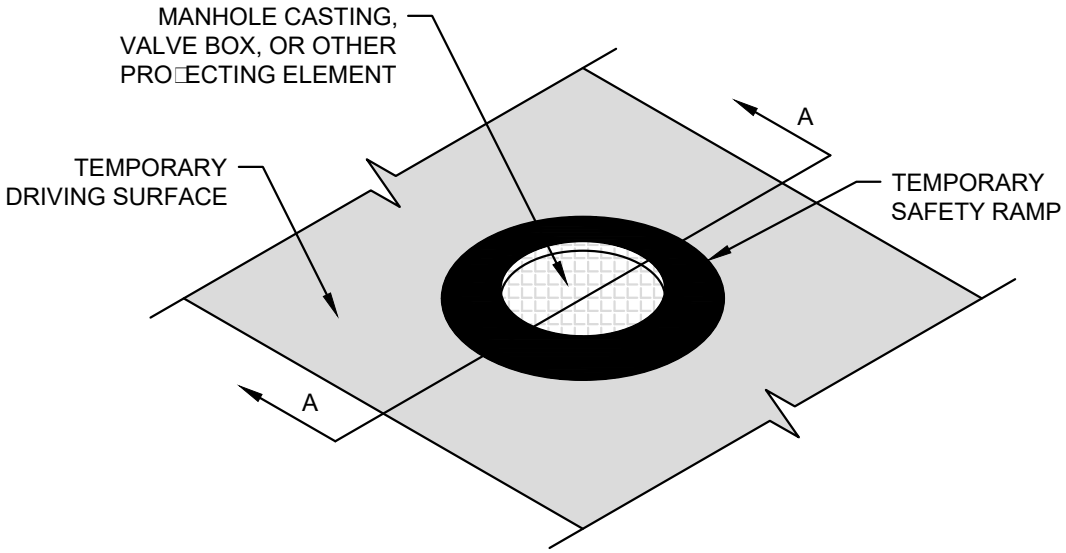
DWG. NO. **RD-7**

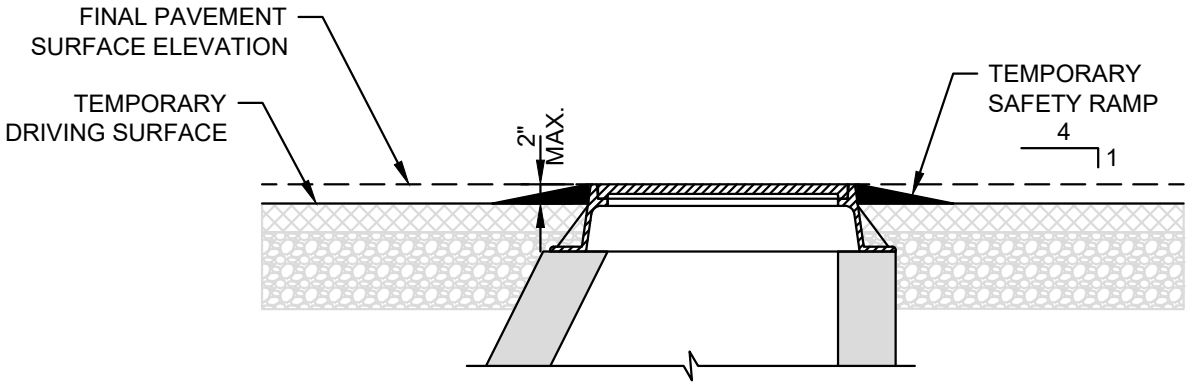
CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023





SECTION A-A

NOTES

1. PROVIDE AND MAINTAIN TEMPORARY SAFETY RAMPS AT ALL ROADWAY ELEMENTS PROJECTING GREATER THAN 3/4 INCH ABOVE TEMPORARY DRIVING SURFACES.
2. TEMPORARY SAFETY RAMP:
   A. RUBBER MANHOLE SAFETY RAMP BY AMERICAN HIGHWAY PRODUCTS OR EQUAL
   B. ASPHALT RING, ADEQUATELY COMPACTED TO PROVIDE A FIRM DRIVING SURFACE
3. TEMPORARY SAFETY RAMPS SHALL BE FULLY REMOVED PRIOR TO PLACEMENT OF SURFACE COURSE.

HISTORIC FRANKLIN TENNESSEE

TEMPORARY SAFETY RAMP AT ROADWAY PROJECTIONS

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

DWG. NO. **RD-8**

DRAINAGE STRUCTURES, MANHOLES, GRATES, PIPE CULVERTS, AND ENDWALLS

TYPE	TDOT STANDARD DRAWINGS
CATCH BASINS	TDOT CATCH BASINS 10, 12, 13, 14, 16, AND 17 TYPE (SEE NOTE 3)
CATCH BASIN GRATES	SEE CITY OF FRANKLIN DRAWINGS RP-1 THRU RP-4
AREA DRAINS - 1 GRATE	D-CB-42 SERIES
AREA DRAINS - 2 GRATES	D-CB-43 SERIES
AREA DRAIN GRATES	D-CBB-42
□UNCTION BOX	D-□BS-1 THRU D-□BS-5
MANHOLES	D-MH-2 THRU DRF-1
TRENCH DRAINS	D-TD-1
PROTECTED ENDWALLS	D-PE-1 THRU D-PE-9F
SAFETY CROSS DRAIN ENDWALLS	D-PE-15A THRU D-PE-48A, AND D-PE-99
SAFETY SIDE DRAIN ENDWALLS	D-SEW-1A
PIPE CULVERTS AND FLUMES	D-FLU-1, D-PB-1 THRU D-PB-3
PIPE CULVERT INSTALLATION	D-PB-1, D-PB-2

NOTES

1. STRUCTURES NOTED IN TABLE ABOVE TO BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE TENNESSEE DEPARTMENT OF TRANSPORTATION STANDARD DRAWINGS.
2. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION.
3. MODIFY TDOT STRUCTURES ABOVE AS NEEDED TO PROVIDE FULL BEARING FOR INLET CASTINGS NOTED ON CITY OF FRANKLIN DRAWINGS RP-1 THRU RP-4.

HISTORIC FRANKLIN TENNESSEE

DRAINAGE STRUCTURES, MANHOLES, GRATES, PIPE CULVERTS AND END WALLS

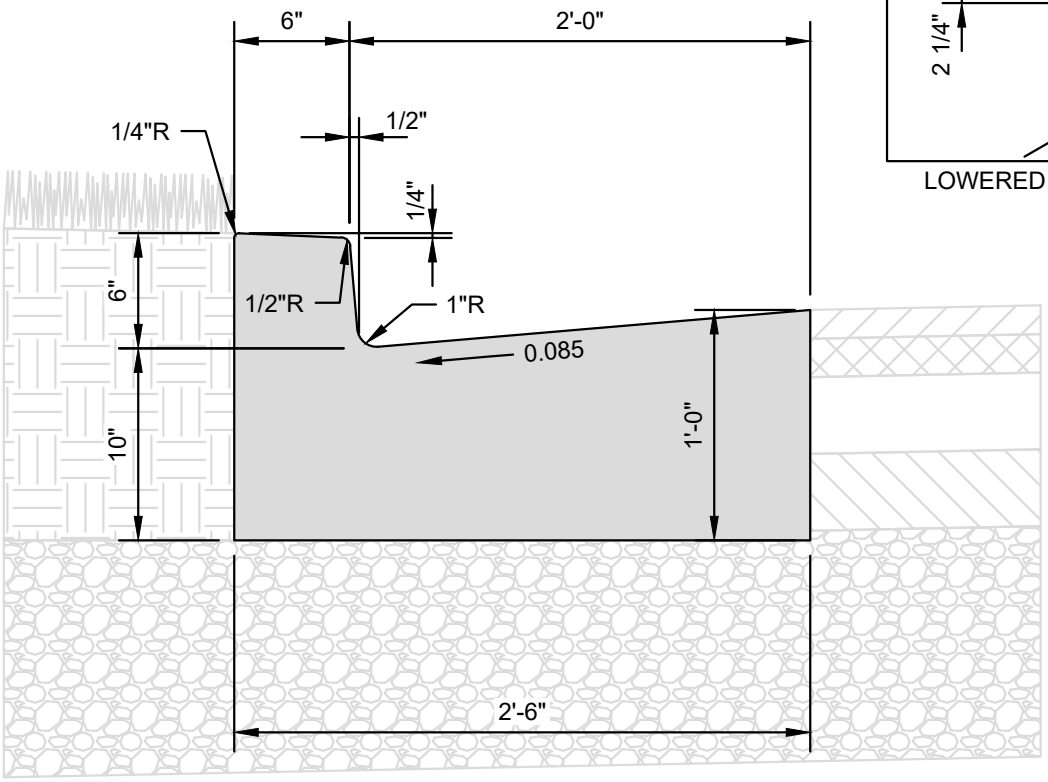
CITY OF FRANKLIN

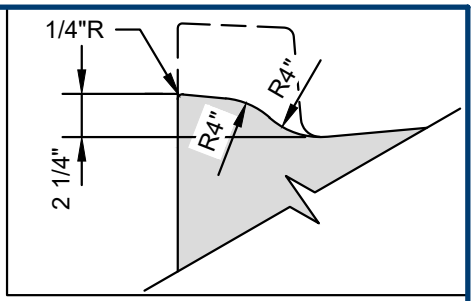
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

DWG. NO. **D-1**





LOWERED CURB AT DRIVEWAYS

NOTES

1. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION, SECTION 702 - CEMENT CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER
2. THE FRONT FACE OF THE CONCRETE CURBS FOR ALL DEGREES OF CURVATURE SHALL CONFORM TO THE CONTOUR OF THE CURVE. NO CHORD SECTIONS WILL BE PERMITTED.
3. CONCRETE: CLASS A (3,000 PSI, 6% AIR)
4. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
5. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. AT TANGENT POINTS OF CIRCULAR CURBS
   B. BETWEEN CURBS AND ABUTTING RIGID OBJECTS
   C. AT OTHER PLACES WHERE STRESSES MAY DEVELOP
   D. TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE.
   E. AT A MAXIMUM SPACING OF 100 FEET
6. CONTRACTION JOINTS: SPACED AT 10 FEET. SPACING MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.
7. COMBINED CURB AND GUTTER BASED ON TDOT STD. DRAWING RP-VC-10
8. INLET CASTING: JBS 3300-V OR APPROVED EQUAL WITH DIRECTIONAL VANE GRATES AND SURFACE MOUNT ENVIRONOTICE PLATES STATING "DUMP NO WASTE DRAINS TO RIVER". MODIFY TDOT STRUCTURES AS NEEDED TO PROVIDE FULL BEARING AT CASTING.

HISTORIC FRANKLIN TENNESSEE

ARTERIAL AND COLLECTOR CURB AND GUTTER

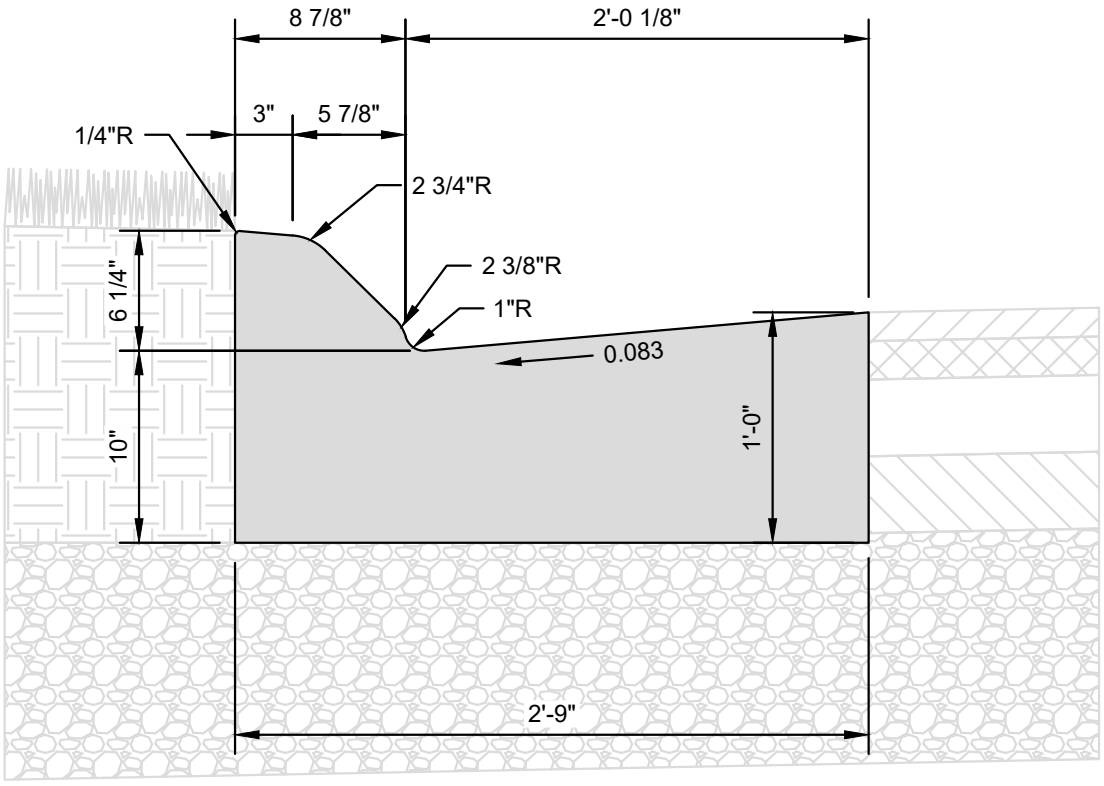
DWG. NO. **RP-1**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023



NOTES

1. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION, SECTION 702 - CEMENT CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER
2. THE FRONT FACE OF THE CONCRETE CURBS FOR ALL DEGREES OF CURVATURE SHALL CONFORM TO THE CONTOUR OF THE CURVE. NO CHORD SECTIONS WILL BE PERMITTED.
3. CONCRETE: CLASS A (3,000 PSI, 6% AIR)
4. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
5. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. AT TANGENT POINTS OF CIRCULAR CURBS
   B. BETWEEN CURBS AND ABUTTING RIGID OBJECTS
   C. AT OTHER PLACES WHERE STRESSES MAY DEVELOP
   D. TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE.
   E. AT A MAXIMUM SPACING OF 100 FEET
6. CONTRACTION JOINTS: SPACED AT 10 FEET. SPACING MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.
7. COMBINED CURB AND GUTTER BASED ON TDOT STD. DRAWING RP-SC-1

HISTORIC FRANKLIN TENNESSEE

ARTERIAL AND COLLECTOR CURB AND GUTTER (SLOPING CURB)

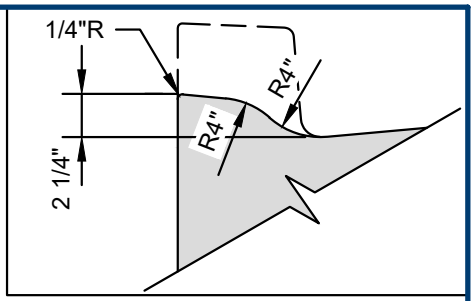
DWG. NO. **RP-2**

CITY OF FRANKLIN

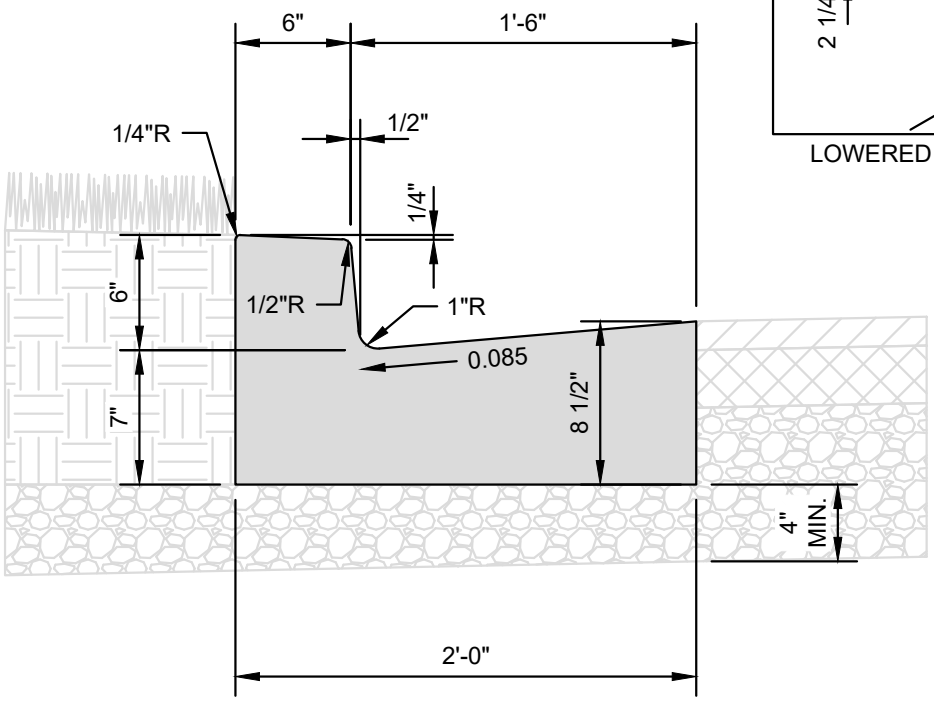
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023



LOWERED CURB AT DRIVEWAYS



NOTES

1. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION, SECTION 702 - CEMENT CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER
2. THE FRONT FACE OF THE CONCRETE CURBS FOR ALL DEGREES OF CURVATURE SHALL CONFORM TO THE CONTOUR OF THE CURVE. NO CHORD SECTIONS WILL BE PERMITTED.
3. CONCRETE: CLASS A (3,000 PSI, 6% AIR)
4. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
5. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. AT TANGENT POINTS OF CIRCULAR CURBS
   B. BETWEEN CURBS AND ABUTTING RIGID OBJECTS
   C. AT OTHER PLACES WHERE STRESSES MAY DEVELOP
   D. TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE.
   E. AT A MAXIMUM SPACING OF 100 FEET
6. CONTRACTION JOINTS: SPACED AT 10 FEET. SPACING MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.
7. INLET CASTING: JBS 3080-V OR APPROVED EQUAL WITH DIRECTIONAL VANE GRATES AND SURFACE MOUNT ENVIRONOTICE PLATES STATING "DUMP NO WASTE DRAINS TO RIVER". MODIFY TDOT STRUCTURES AS NEEDED TO PROVIDE FULL BEARING AT CASTING.

HISTORIC FRANKLIN TENNESSEE

LOCAL STREET CURB AND GUTTER

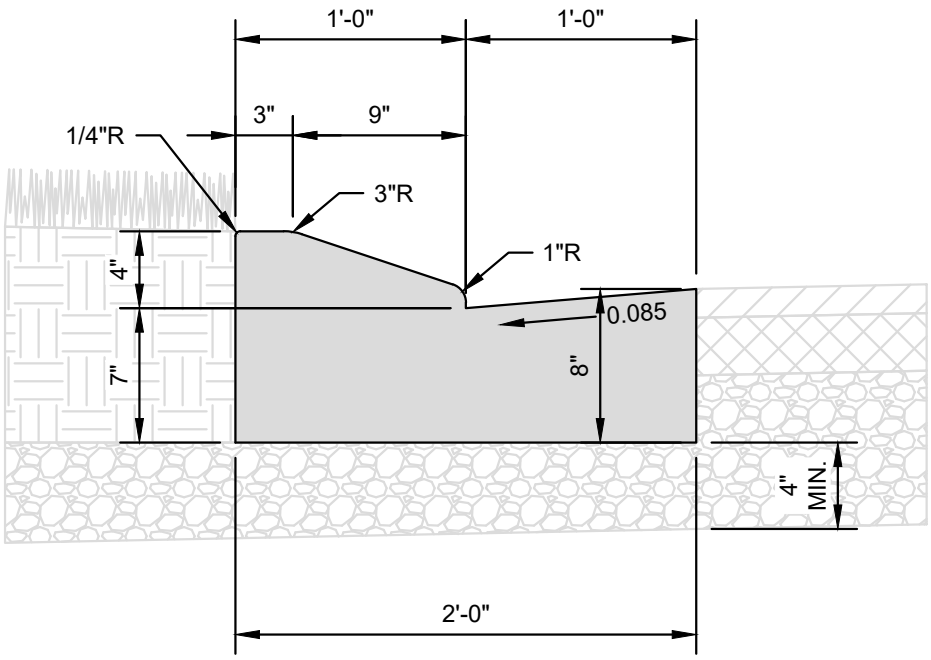
DWG. NO. **RP-3**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023



NOTES

1. REFERENCE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION, SECTION 702 - CEMENT CONCRETE CURB, GUTTER, AND COMBINED CURB AND GUTTER
2. THE FRONT FACE OF THE CONCRETE CURBS FOR ALL DEGREES OF CURVATURE SHALL CONFORM TO THE CONTOUR OF THE CURVE. NO CHORD SECTIONS WILL BE PERMITTED.
3. CONCRETE: CLASS A (3,000 PSI, 6% AIR)
4. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
5. EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. AT TANGENT POINTS OF CIRCULAR CURBS
   B. BETWEEN CURBS AND ABUTTING RIGID OBJECTS
   C. AT OTHER PLACES WHERE STRESSES MAY DEVELOP
   D. TO LINE UP WITH PAVEMENT JOINTS WHERE THE ADJACENT PAVEMENT IS CONCRETE.
   E. AT A MAXIMUM SPACING OF 100 FEET
6. CONTRACTION JOINTS: SPACED AT 10 FEET. SPACING MAY BE REDUCED FOR CLOSURES, BUT NOT LESS THAN 6 FEET.
7. INLET CASTING: NEENAH R-3501-TR / R-3501-TL OR APPROVED EQUAL WITH TYPE L GRATES. MODIFY TDOT STRUCTURES AS NEEDED TO PROVIDE FULL BEARING AT CASTING.

HISTORIC FRANKLIN TENNESSEE

LOCAL STREET ROLLOVER CURB AND GUTTER (RESIDENTIAL AREAS ONLY)

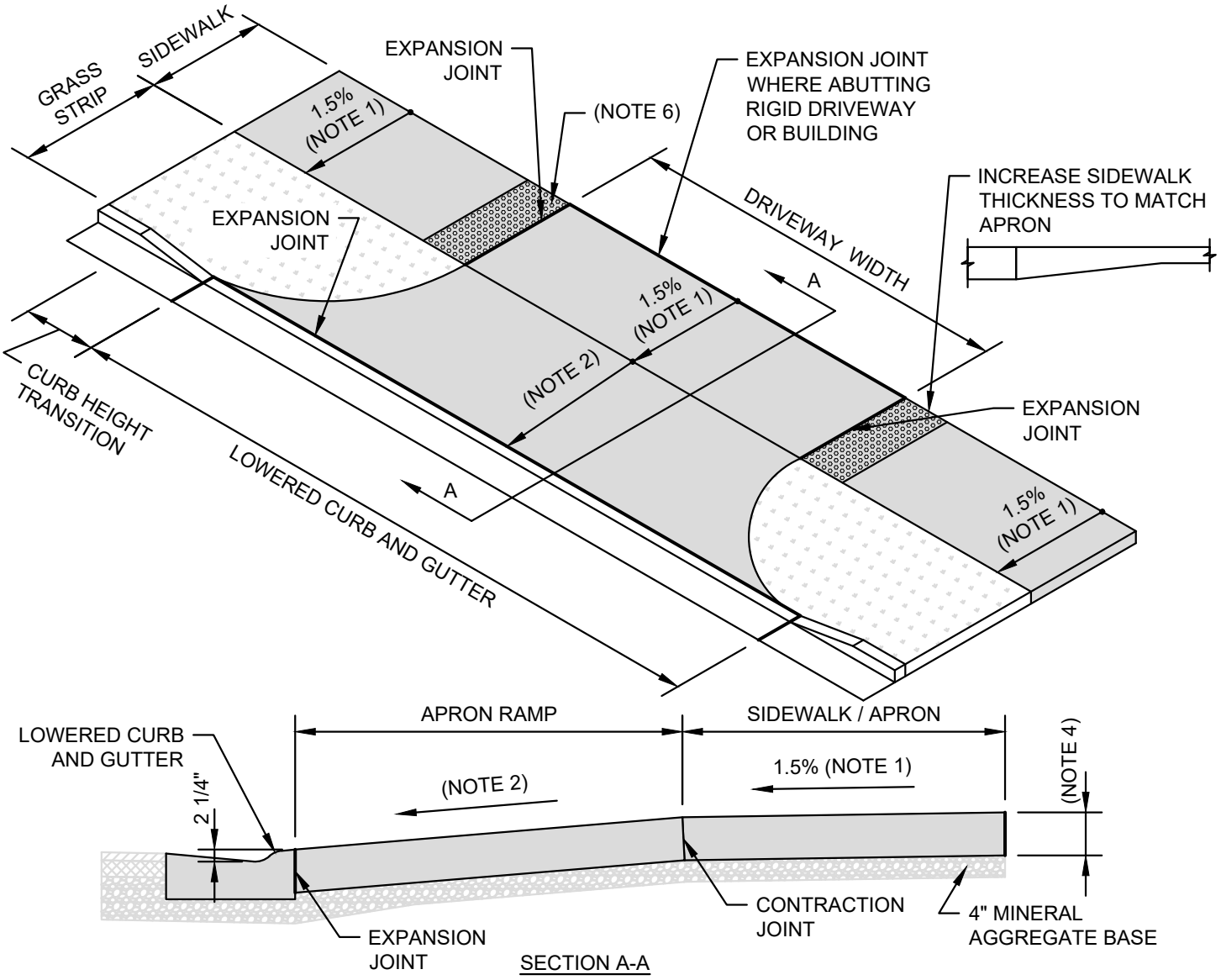
DWG. NO. **RP-4**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023



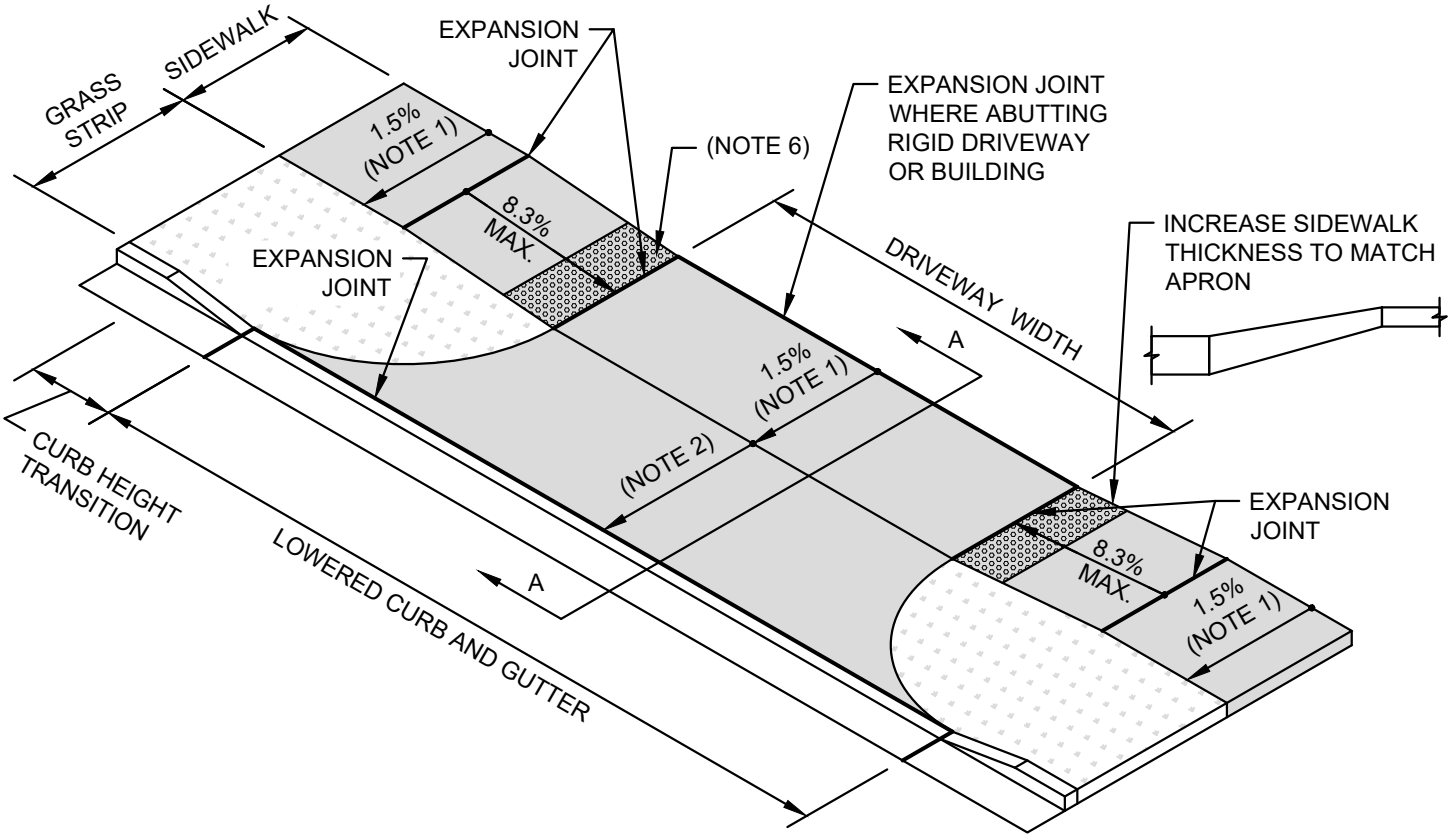
NOTES

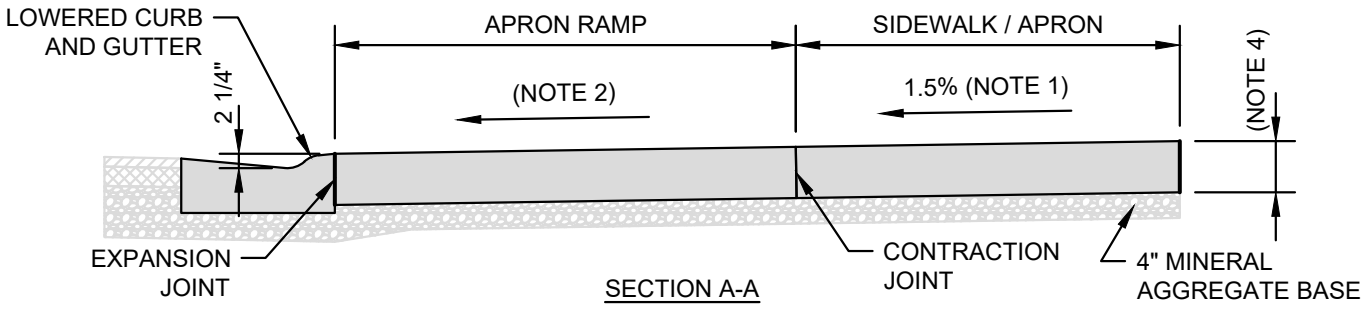
1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. APRON RAMP SLOPE:
   - A. 8% MAX., 1.5% MIN. AT RESIDENTIAL DRIVEWAYS, EXCEPT MULTI-FAMILY RESIDENTIAL
   - B. 6% MAX., 1.5% MIN. AT ALL OTHER DRIVEWAYS
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   - A. 6" MIN. THICK AT RESIDENTIAL DRIVEWAYS, EXCEPT MULTI-FAMILY
   - B. 8" MIN. THICK AT NONRESIDENTIAL, MIXED-USE, AND MULTI-FAMILY RESIDENTIAL DRIVEWAYS
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   - A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   - A. PROVIDE AT DRIVEWAYS WITH YIELD OR STOP CONTROL ONLY

HISTORIC FRANKLIN TENNESSEE

STANDARD CONCRETE DRIVEWAY APRON WITH GRASS STRIP

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2023	DWG. NO. RP-5
NOT TO SCALE			





SECTION A-A

NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. APRON RAMP SLOPE:
   - A. 8% MAX., 1.5% MIN. AT RESIDENTIAL DRIVEWAYS, EXCEPT MULTI-FAMILY RESIDENTIAL
   - B. 6% MAX., 1.5% MIN. AT ALL OTHER DRIVEWAYS
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   - A. 6" MIN. THICK AT RESIDENTIAL DRIVEWAYS, EXCEPT MULTI-FAMILY
   - B. 8" MIN. THICK AT NONRESIDENTIAL, MIXED-USE, AND MULTI-FAMILY RESIDENTIAL DRIVEWAYS
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   - A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   - A. PROVIDE AT DRIVEWAYS WITH YIELD OR STOP CONTROL ONLY

HISTORIC FRANKLIN TENNESSEE

LOWERED CONCRETE DRIVEWAY APRON WITH GRASS STRIP

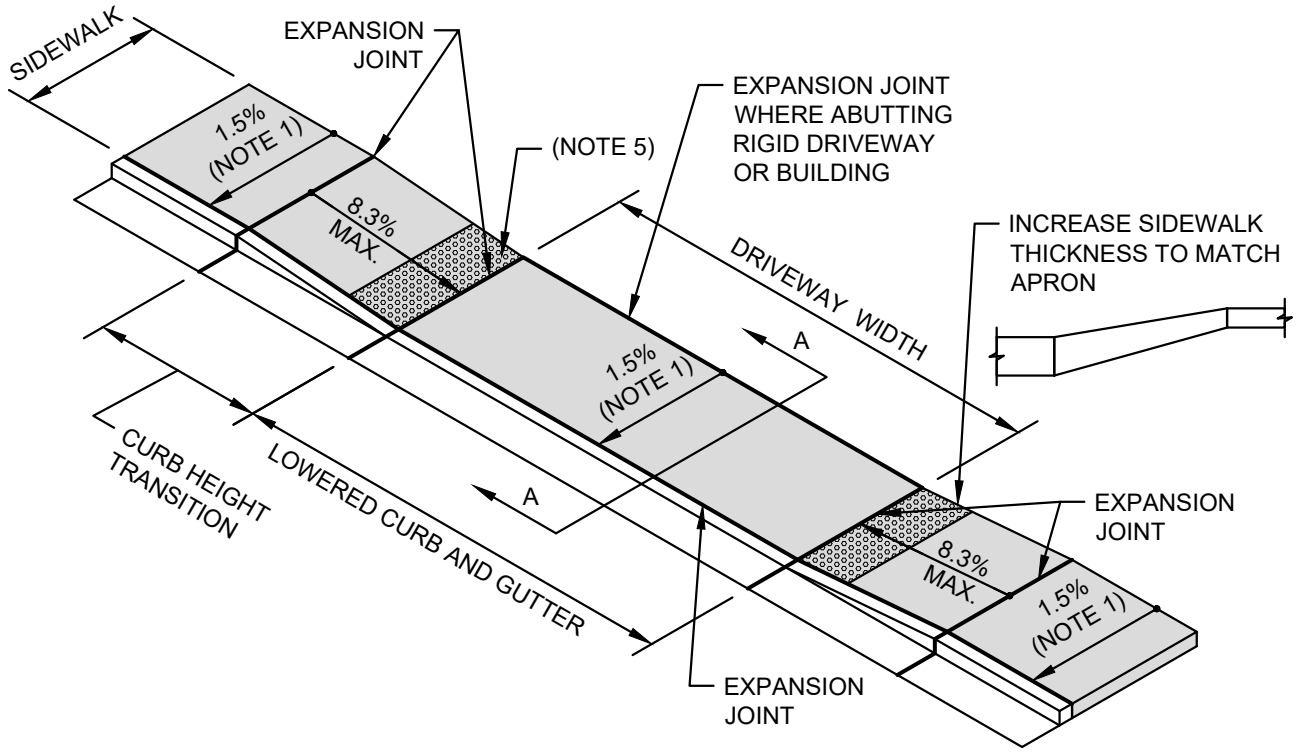
CITY OF FRANKLIN

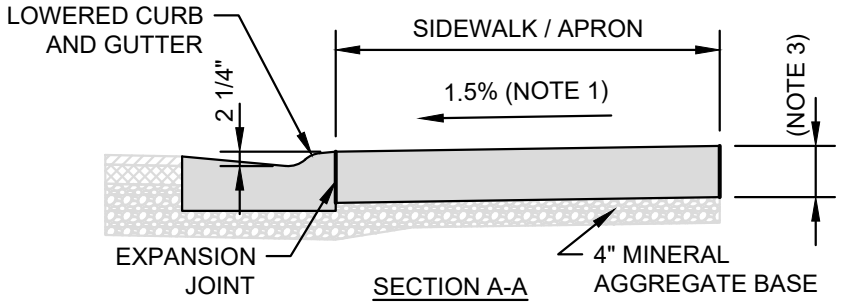
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023

DWG. NO. **RP-6**





NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
3. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   A. 6" MIN. THICK AT RESIDENTIAL DRIVEWAYS, EXCEPT MULTI-FAMILY
   B. 8" MIN. THICK AT NONRESIDENTIAL, MIXED-USE, AND MULTI-FAMILY RESIDENTIAL DRIVEWAYS
4. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
5. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. PROVIDE AT DRIVEWAYS WITH YIELD OR STOP CONTROL ONLY

HISTORIC FRANKLIN TENNESSEE

LOWERED CONCRETE DRIVEWAY APRON WITHOUT GRASS STRIP

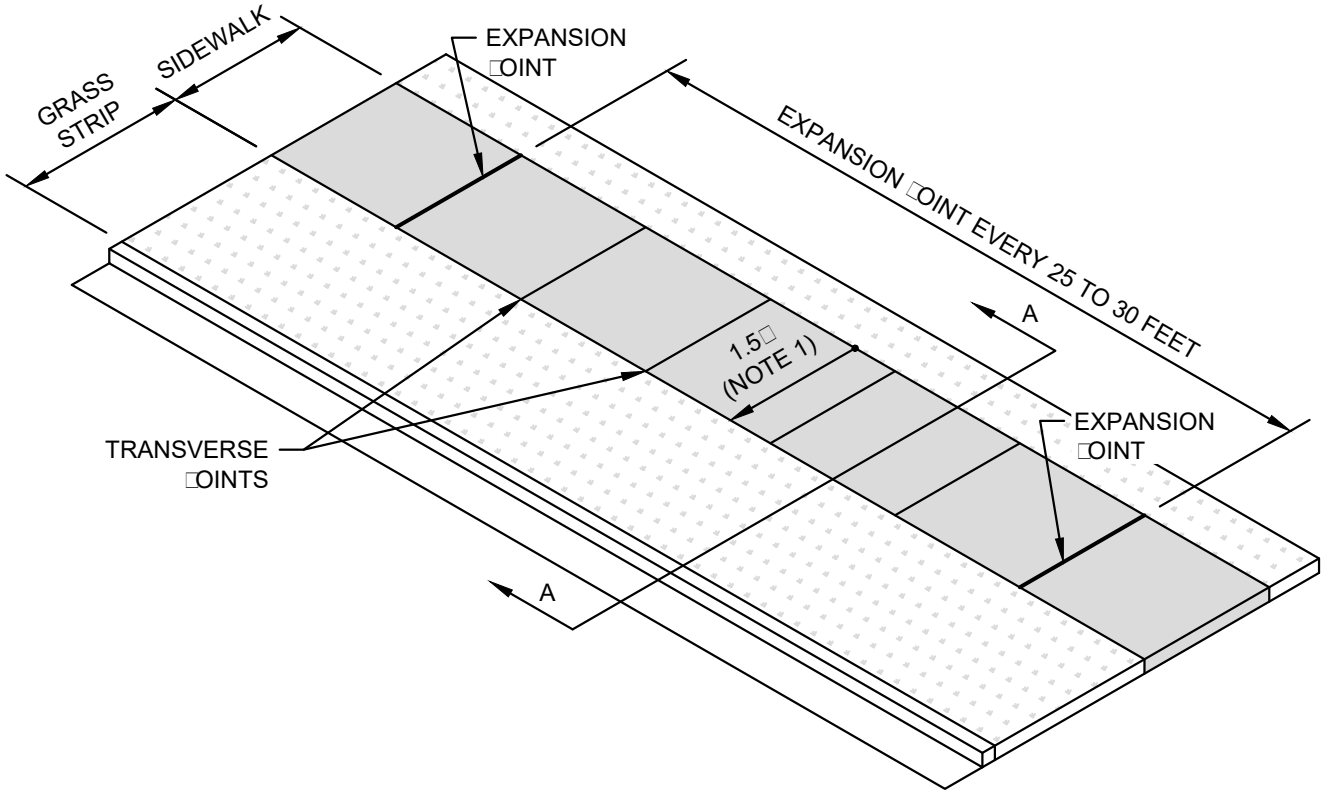
CITY OF FRANKLIN

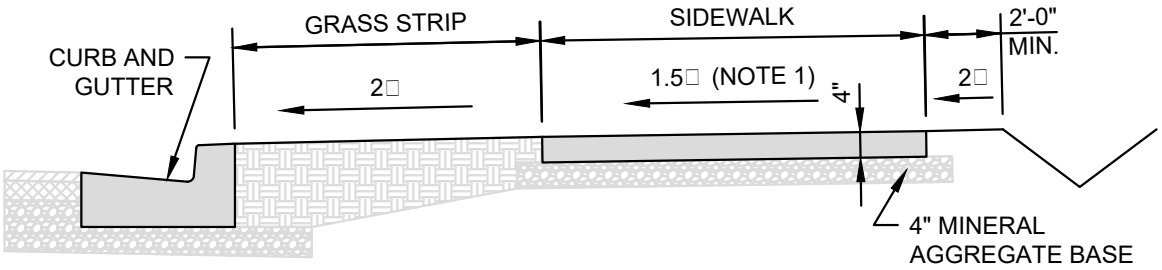
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023

DWG. NO. **RP-7**





SECTION A-A

NOTES

1. SIDEWALK CROSS SLOPE: 1.5□ DESIRABLE, 2.0□ MAX.
2. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
3. CONCRETE: 4" MIN. THICK CLASS A (3,000 PSI, 6□ AIR) WITH SYNTHETIC FIBER REINFORCEMENT, BROOM FINISH
4. EXPANSION □OINTS: SEE DRAWING RP-10
5. PROVIDE TRANSVERSE □OINTS FORMING BLOCKS AS NEARLY TO SQUARE AS PRACTICAL
6. PROVIDE A LONGITUDINAL □OINT CENTERED ON WALK WHERE SIDEWALK WIDTH IS 8'-0" OR GREATER

HISTORIC FRANKLIN TENNESSEE

CONCRETE SIDEWALK

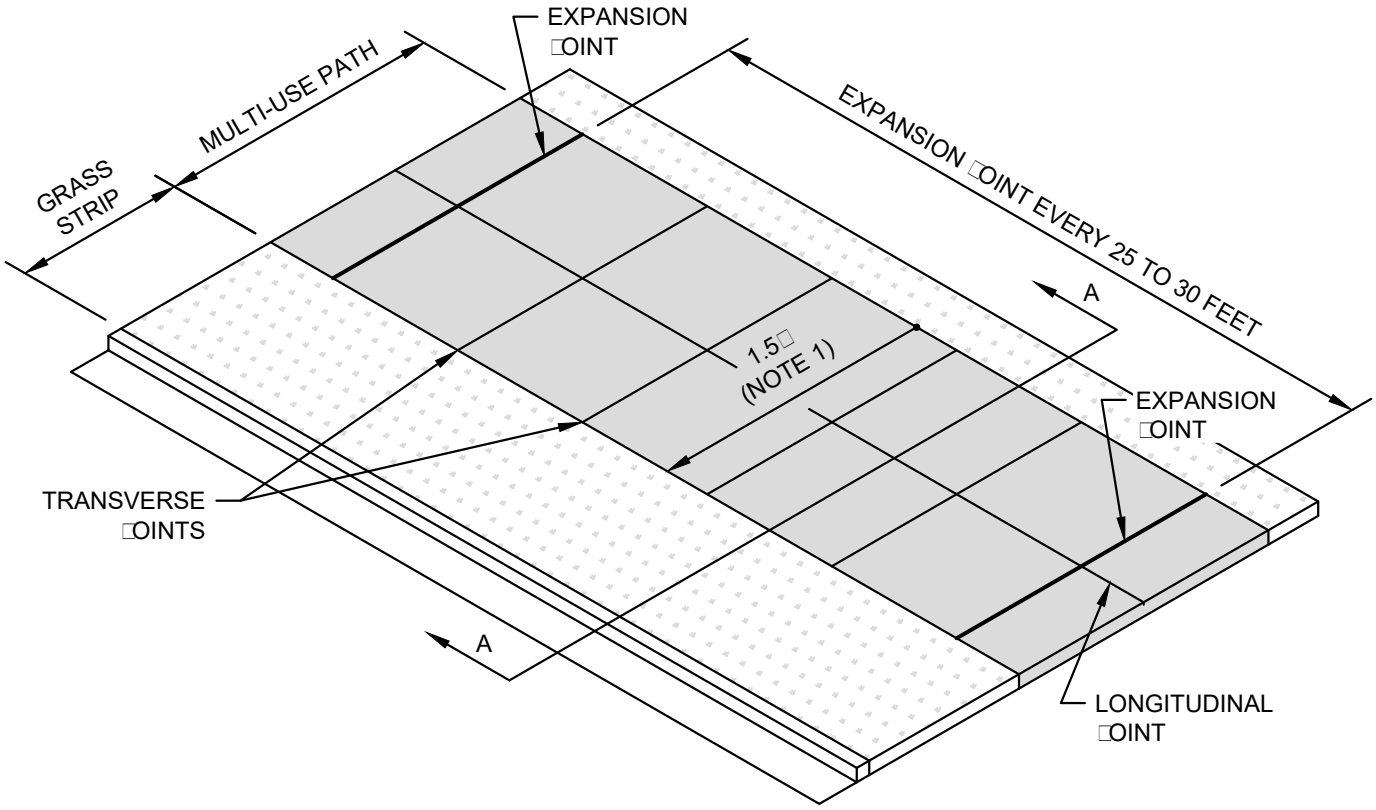
DWG. NO. **RP-8**

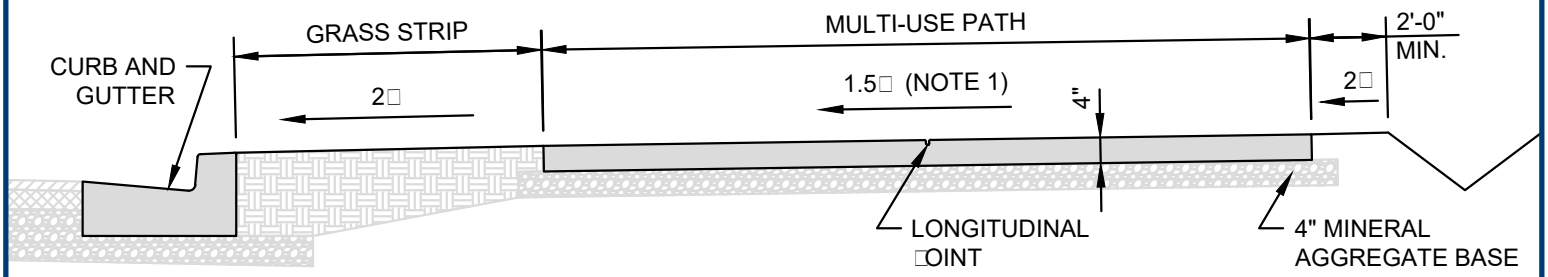
CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021





SECTION A-A

NOTES

1. SIDEWALK CROSS SLOPE: 1.5 DESIRABLE, 2.0 MAX.
2. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
3. CONCRETE: 4" MIN. THICK CLASS A (3,000 PSI, 6 AIR) WITH SYNTHETIC FIBER REINFORCEMENT, BROOM FINISH
4. EXPANSION OINTS: SEE DRAWING RP-10
5. PROVIDE TRANSVERSE OINTS FORMING BLOCKS AS NEARLY TO SQUARE AS PRACTICAL
6. PROVIDE A LONGITUDINAL OINT CENTERED ON WALK WHERE SIDEWALK WIDTH IS 8'-0" OR GREATER

HISTORIC FRANKLIN TENNESSEE

CONCRETE MULTI-USE PATH

DWG. NO.

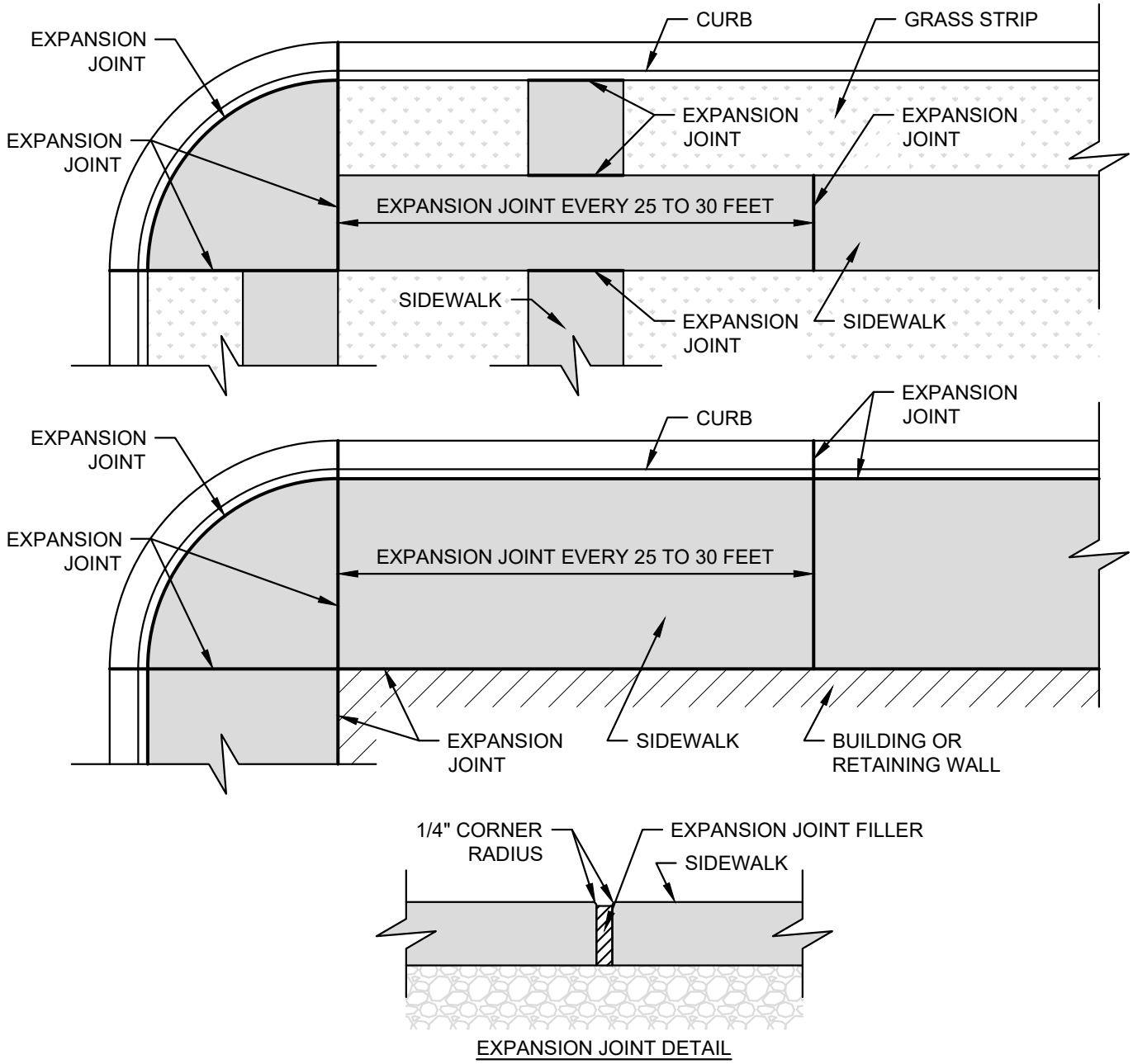
RP-9

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER:

DATE: 7/1/2021



EXPANSION JOINT DETAIL

NOTES

1. EXPANSION JOINTS:
   A. RUBBERIZED EXPANSION JOINT FILLER (AASHTO M153, TYPE 1)
2. 1/2" THICK EXPANSION JOINTS SHALL BE PLACED AS FOLLOWS:
   A. TRANSVERSE TO SIDEWALK AT 25 TO 30 FEET APART DEPENDING ON TRANSVERSE JOINT MARKINGS
   B. TRANSVERSE TO SIDEWALK AT CURB EXPANSION JOINTS WHERE SIDEWALK IS BUILT DIRECTLY AGAINST CURB
   C. BETWEEN CURB AND SIDEWALK WHERE SIDEWALK IS BUILT DIRECTLY AGAINST CURB
   D. AT ABUTTING RIGID DRIVEWAYS OR OTHER SIDEWALKS
   E. AT CHANGES IN SIDEWALK DIRECTION, INCLUDING AT STREET CORNERS AND AT CURVED SECTIONS
   F. AT OTHER PLACES WHERE STRESSES MAY DEVELOP
3. 1" THICK EXPANSION JOINTS SHALL BE PLACED WHERE SIDEWALK ABUTS CIRCULAR CURBS, BUILDINGS, AND WALLS.

HISTORIC FRANKLIN TENNESSEE

SIDEWALK EXPANSION JOINT

CITY OF FRANKLIN

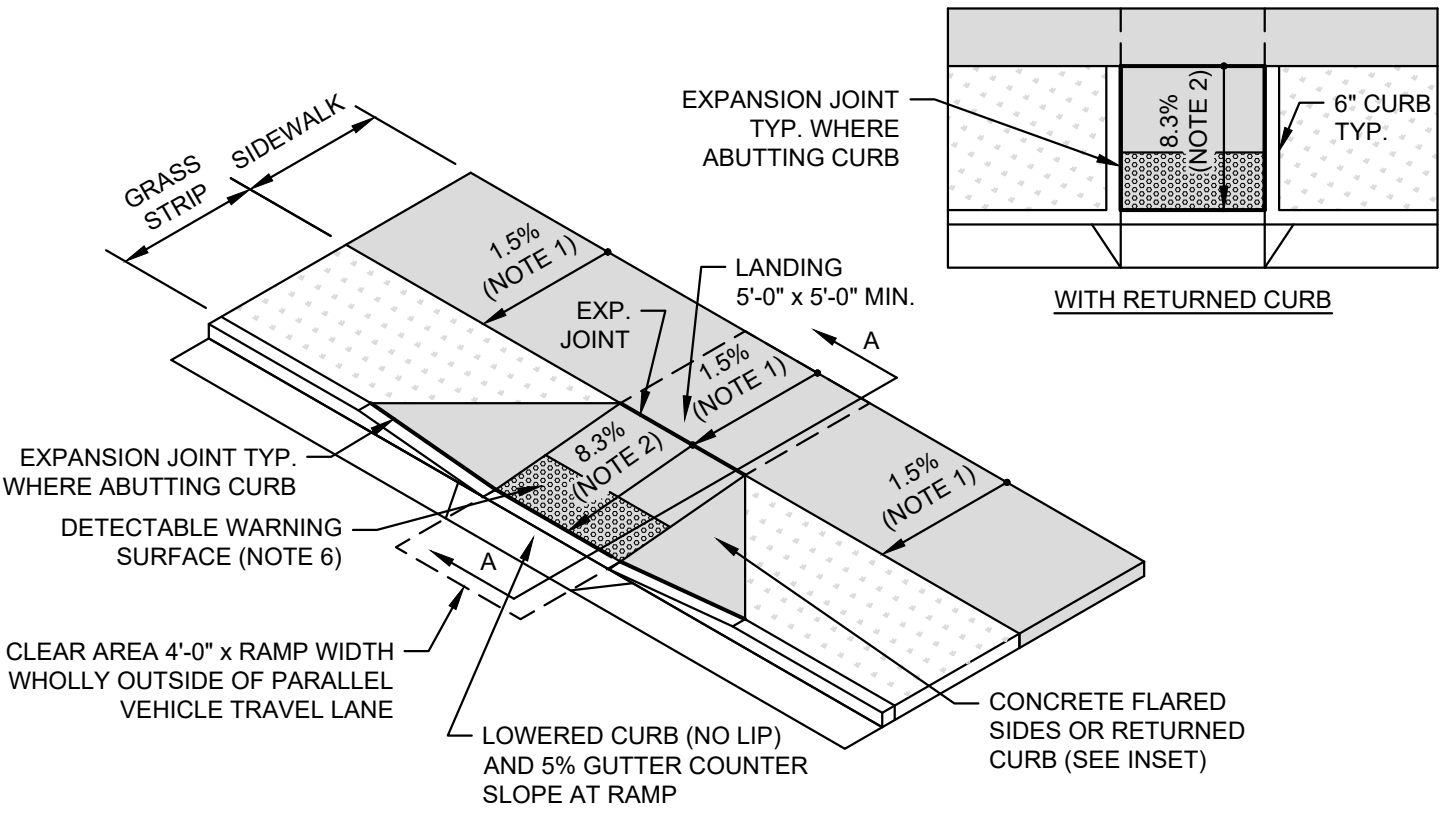
NOT TO SCALE

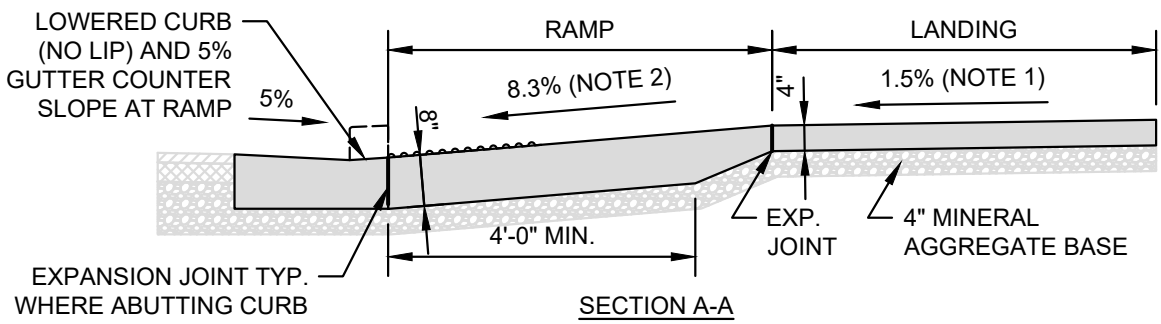
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023

DWG. NO.

RP-10





NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 8.3% MAX. SLOPE SHALL NOT REQUIRE RAMP LENGTH TO EXCEED 15 FEET.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   A. 8" MIN. THICK AT RAMP CONNECTION TO STREET.
   B. 4" MIN. THICK AWAY FROM RAMP CONNECTION TO STREET. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.

HISTORIC FRANKLIN TENNESSEE

PERPENDICULAR CURB RAMP

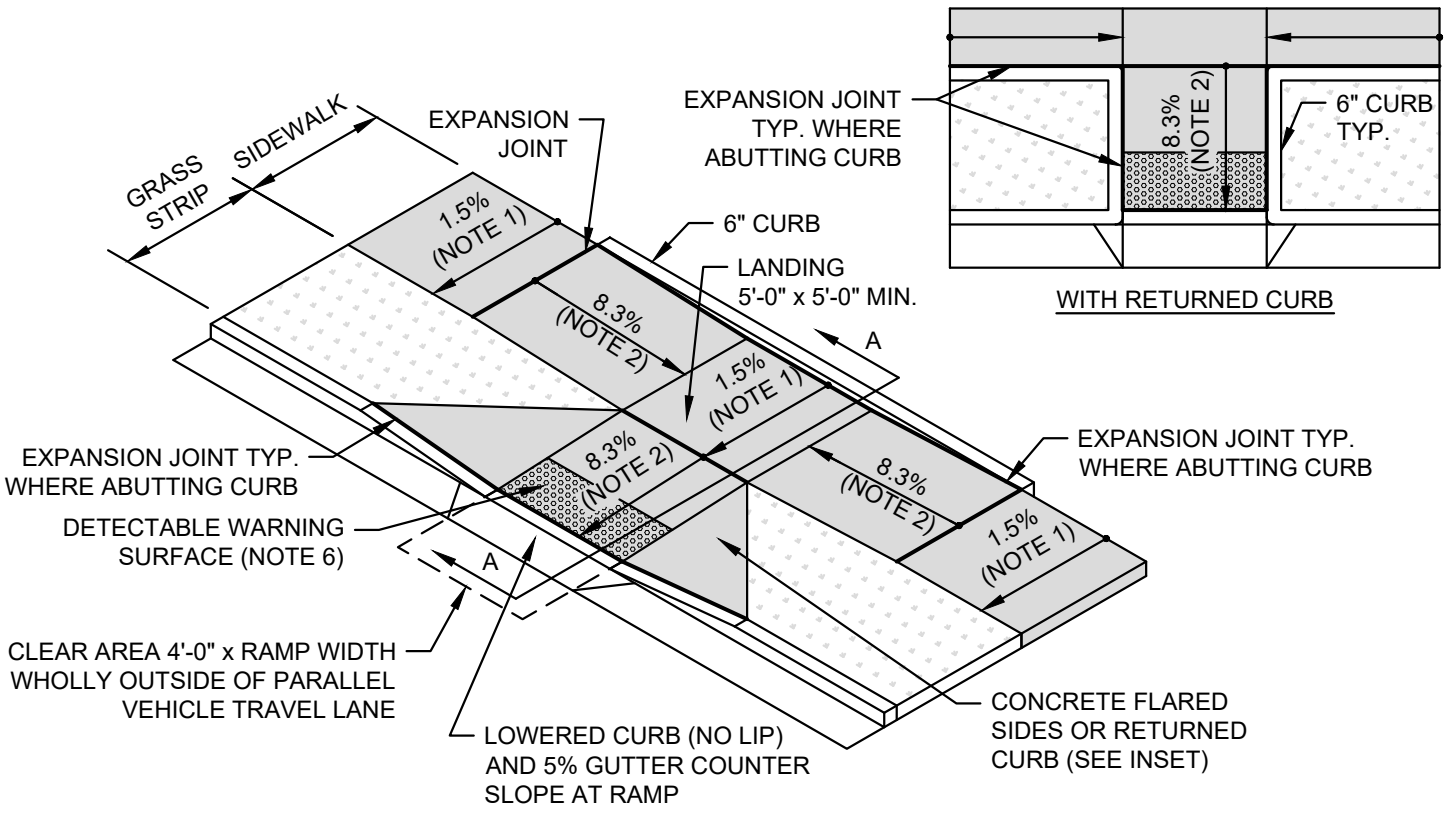
DWG. NO. **RP-11**

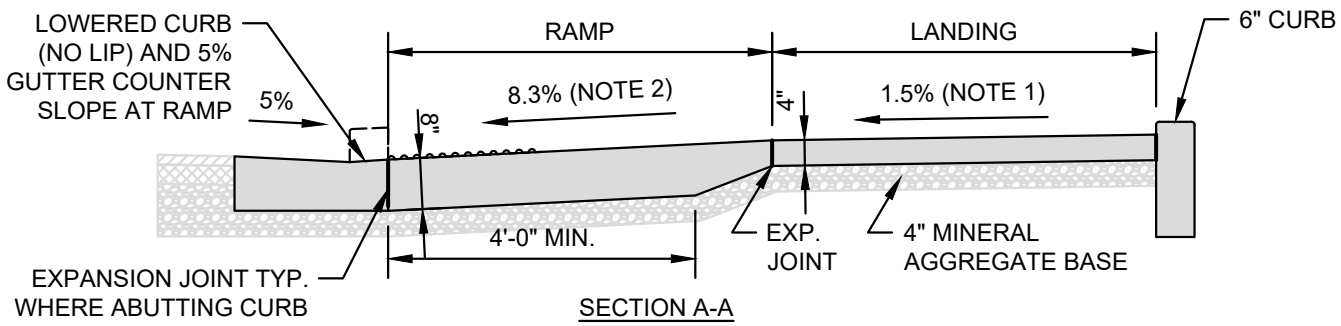
CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024





NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 8.3% MAX. SLOPE SHALL NOT REQUIRE RAMP LENGTH TO EXCEED 15 FEET.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   A. 8" MIN. THICK AT RAMP CONNECTION TO STREET.
   B. 4" MIN. THICK AWAY FROM RAMP CONNECTION TO STREET. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.

HISTORIC FRANKLIN TENNESSEE

COMBINATION CURB RAMP

DWG. NO. **RP-12**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024

HISTORIC
FRANKLIN
TENNESSEE

NOT USED

CITY OF FRANKLIN

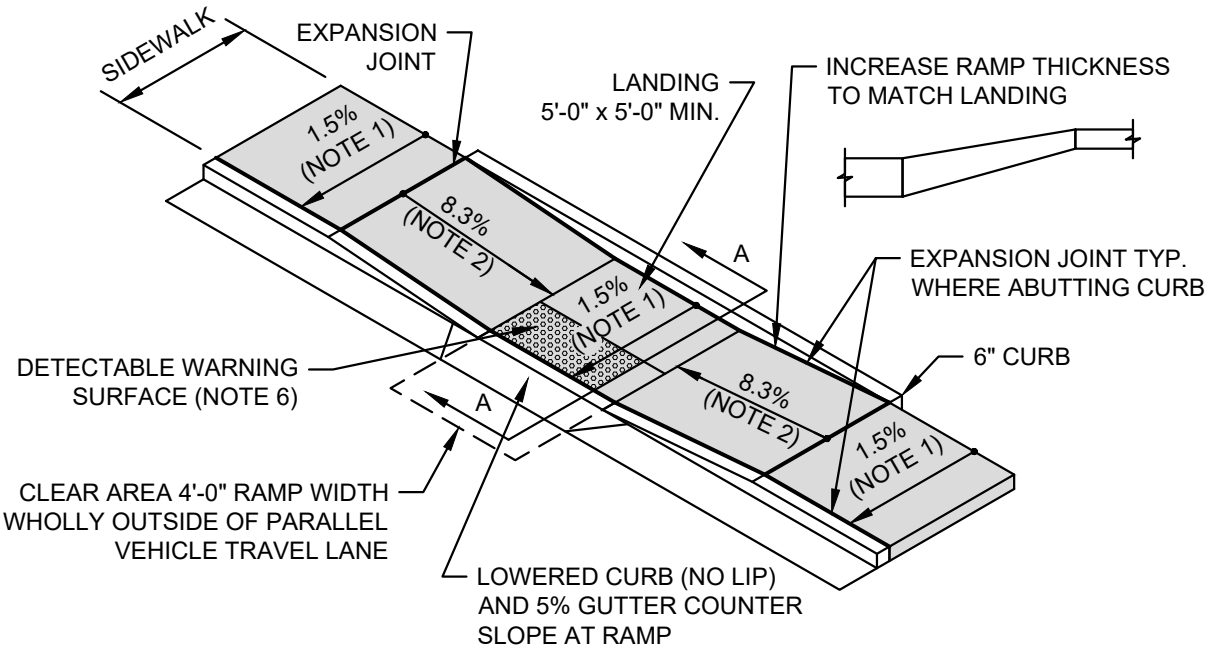
NOT TO SCALE

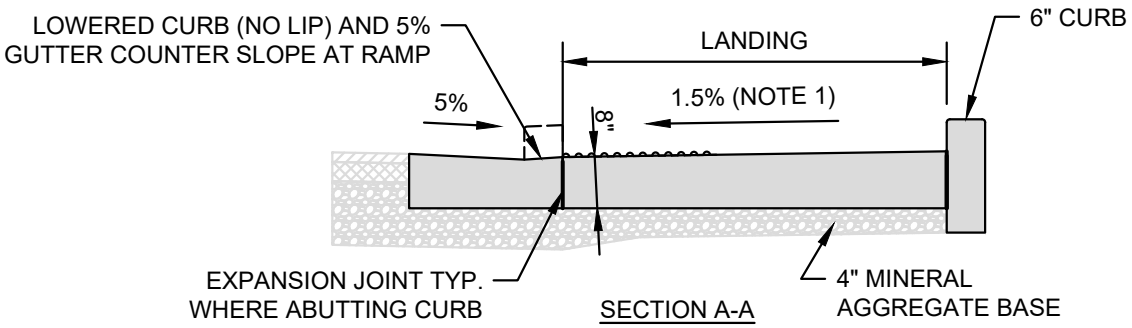
CITY
ENGINEER:

DATE:

DWG. NO.

RP-13





NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 8.3% MAX. SLOPE SHALL NOT REQUIRE RAMP LENGTH TO EXCEED 15 FEET.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   A. 8" MIN. THICK AT LANDING.
   B. 4" MIN. THICK AWAY FROM LANDING. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.

HISTORIC FRANKLIN TENNESSEE

PARALLEL CURB RAMP

DWG. NO. **RP-14**

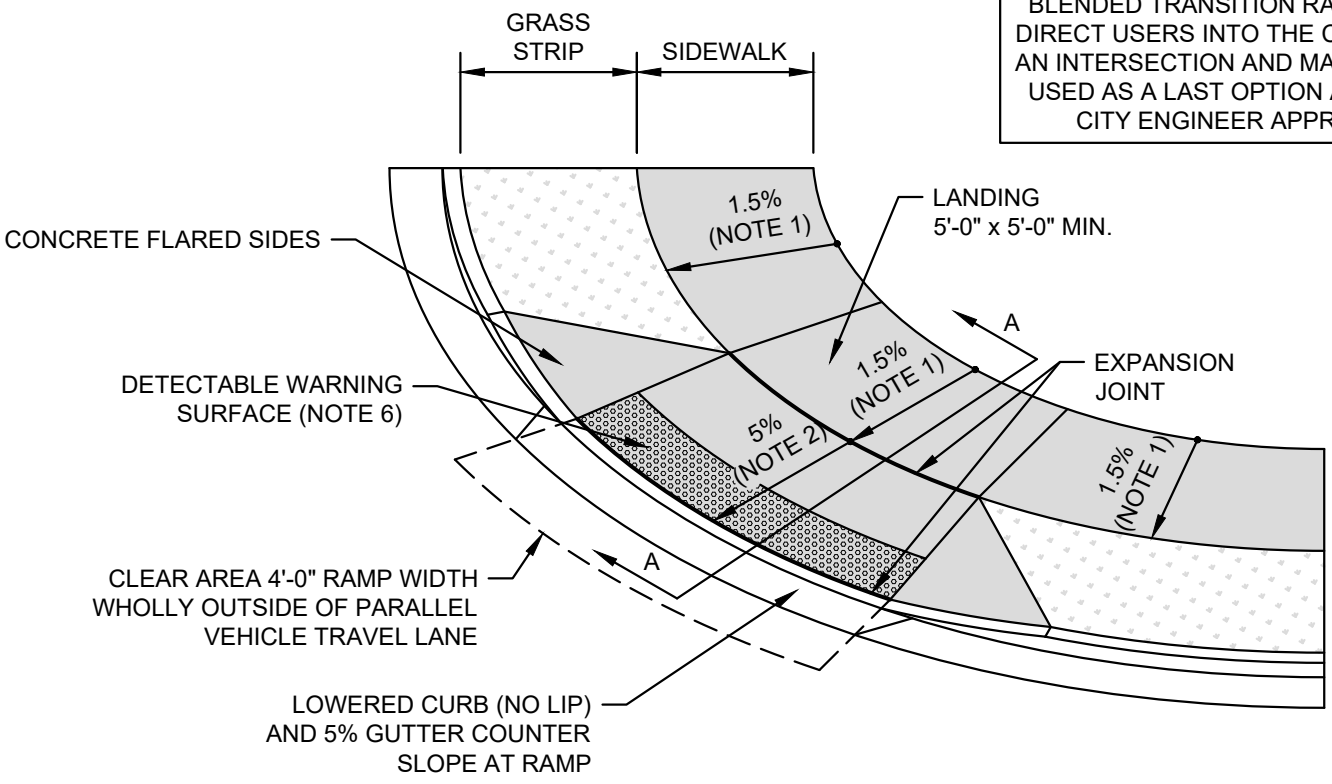
CITY OF FRANKLIN

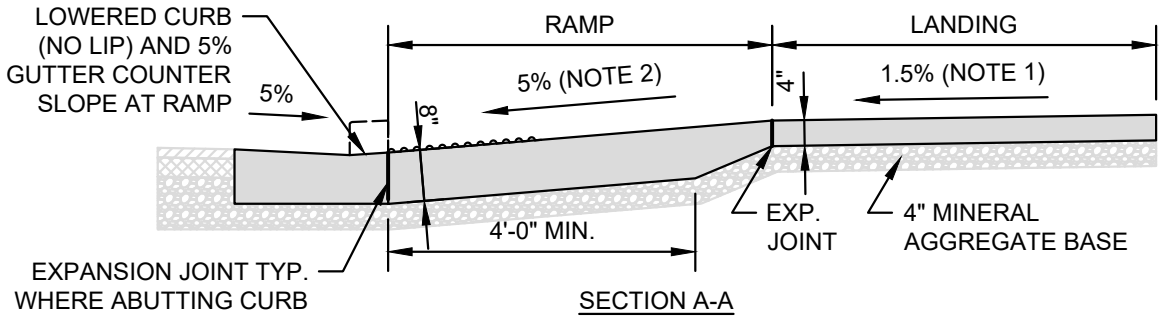
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024

BLENDED TRANSITION RAMPS MAY DIRECT USERS INTO THE CENTER OF AN INTERSECTION AND MAY ONLY BE USED AS A LAST OPTION AND WITH CITY ENGINEER APPROVAL





SECTION A-A

NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. RAMP SLOPE: 5% MAX.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR) WITH SYNTHETIC FIBER REINFORCEMENT
   A. 8" MIN. THICK AT RAMP CONNECTION TO STREET.
   B. 4" MIN. THICK AWAY FROM RAMP CONNECTION TO STREET. TAPER THICKNESS ACCORDINGLY.
5. EXPANSION JOINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
   A. EXTEND SURFACE FULL WIDTH OF RAMP (EXCLUDING FLARED SIDES) AND 2'-0" IN THE DIRECTION OF TRAVEL
7. RAMP FINISH: COARSE BROOM FINISH TRANSVERSE TO SLOPE
8. RAMPS SHALL BE PROVIDED AT ALL STREET INTERSECTIONS, WALK LOCATIONS, AND MID-BLOCK CROSSINGS AND COMPLY WITH THE PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY.
9. POSITIVE DRAINAGE SHALL BE PROVIDED ACROSS ALL ELEMENTS SUCH THAT WATER DOES NOT ACCUMULATE.

HISTORIC FRANKLIN TENNESSEE

BLENDED TRANSITION RAMP

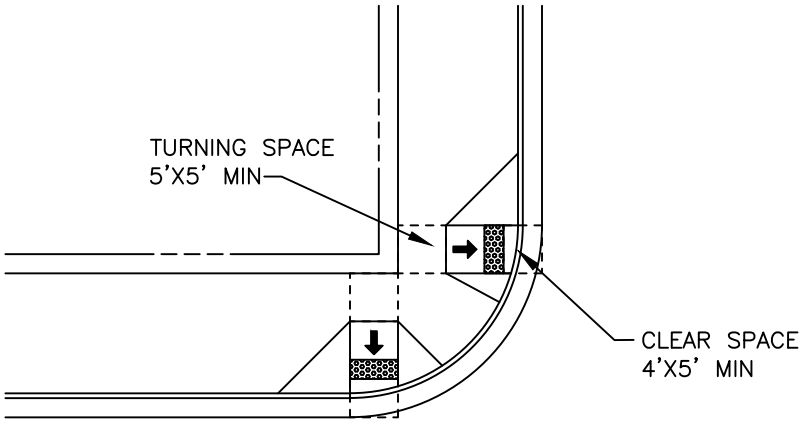
DWG. NO. **RP-15**

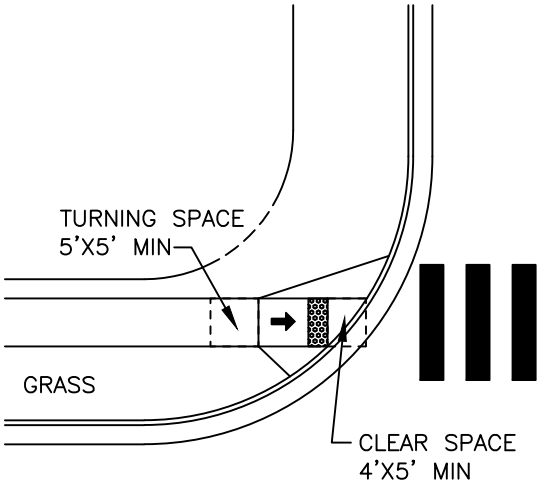
CITY OF FRANKLIN

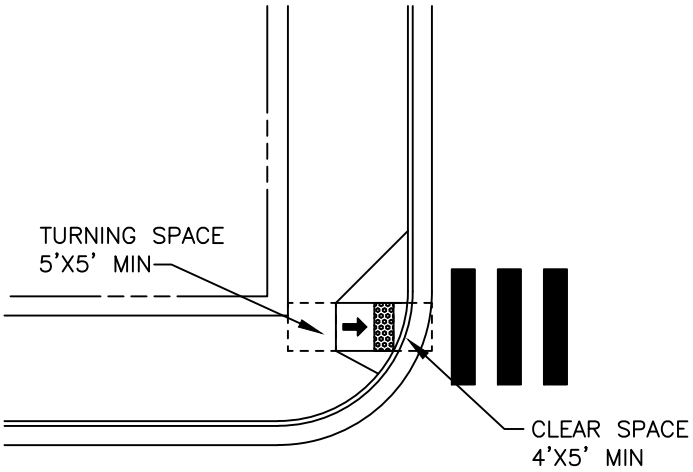
NOT TO SCALE

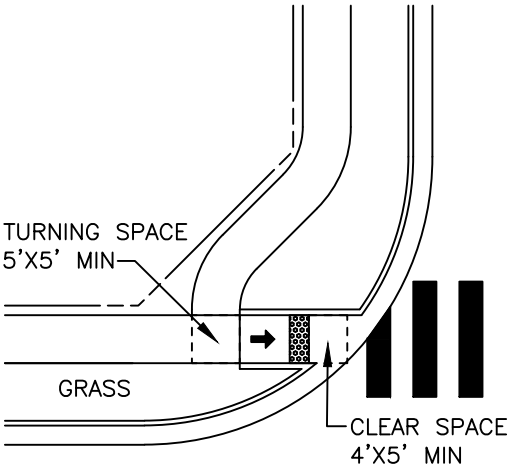
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024









← SLOPE 8.3% MAX (1.5% CROSS SLOPE)

TRUNCATED DOME DETECTABLE WARNING SURFACE

GENERAL NOTES

1. TURNING SPACE SHALL BE 5'X5'.
2. THE RUNNING SLOPE OF THE CURB RAMP SHALL CUT THROUGH OR SHALL BE BUILT UP TO THE CURB AT RIGHT ANGLES OR SHALL MEET THE GUTTER GRADE BREAK AT RIGHT ANGLES WHERE THE CURB IS CURVED. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 5% MIN AND 8.3% MAX BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15'. THE RUNNING SLOPE OF THE TURNING SPACE SHALL BE 1.5%.
3. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES SHALL BE SLOPED 10% MAX, MEASURED PARALLEL TO THE CURB LINE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. CLEAR SPACE BEYOND THE BOTTOM GRADE BREAK SHALL BE 4'X5' IN WIDTH AND AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
6. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS SHALL BE 5% MAX.

N.T.S

HISTORIC FRANKLIN TENNESSEE

PERPENDICULAR RAMP LAYOUT

CITY OF FRANKLIN

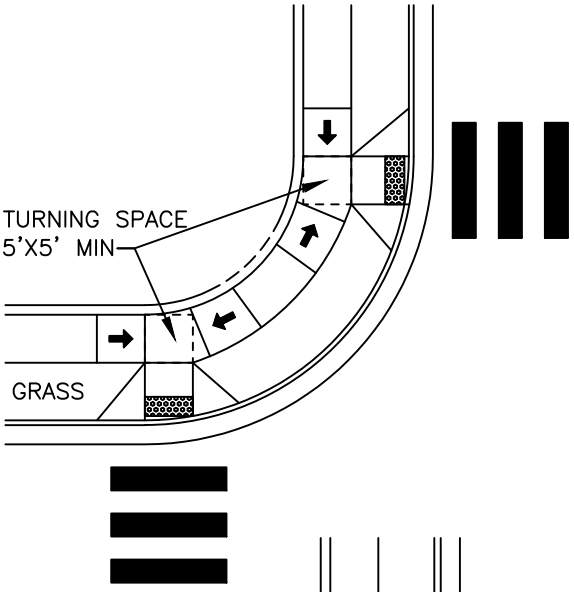
NOT TO SCALE

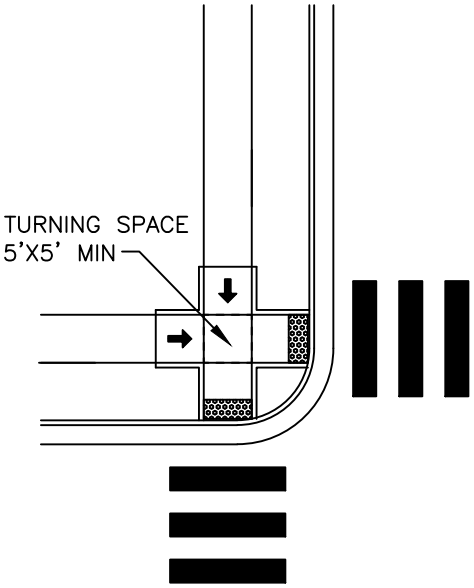
CITY ENGINEER: Paul P Holzen

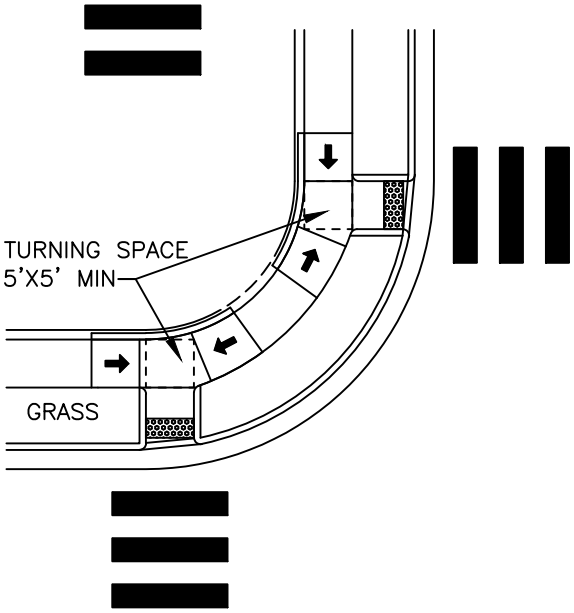
DATE: 7/1/2021

DWG. NO.

RP-16







SLOPE 8.3% MAX (1.5% CROSS SLOPE)

TRUNCATED DOME DETECTABLE WARNING SURFACE

GENERAL NOTES

1. TURNING SPACE SHALL BE 5'X5'.
2. THE RUNNING SLOPE OF THE CURB RAMP SHALL CUT THROUGH OR SHALL BE BUILT UP TO THE CURB AT RIGHT ANGLES OR SHALL MEET THE GUTTER GRADE BREAK AT RIGHT ANGLES WHERE THE CURB IS CURVED. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 5% MIN AND 8.3% MAX BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15'. THE RUNNING SLOPE OF THE TURNING SPACE SHALL BE 1.5%.
3. WHERE A PEDESTRIAN CIRCULATION PATH CROSSES THE CURB RAMP, FLARED SIDES SHALL BE SLOPED 10% MAX, MEASURED PARALLEL TO THE CURB LINE.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
5. CLEAR SPACE BEYOND THE BOTTOM GRADE BREAK SHALL BE 4'X5' IN WIDTH AND AND WHOLLY OUTSIDE THE PARALLEL VEHICLE TRAVEL LANE.
6. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMP RUNS SHALL BE 5% MAX.

N.T.S

HISTORIC FRANKLIN TENNESSEE

COMBINATION PERPENDICULAR SIDEWALK RAMP LAYOUT

CITY OF FRANKLIN

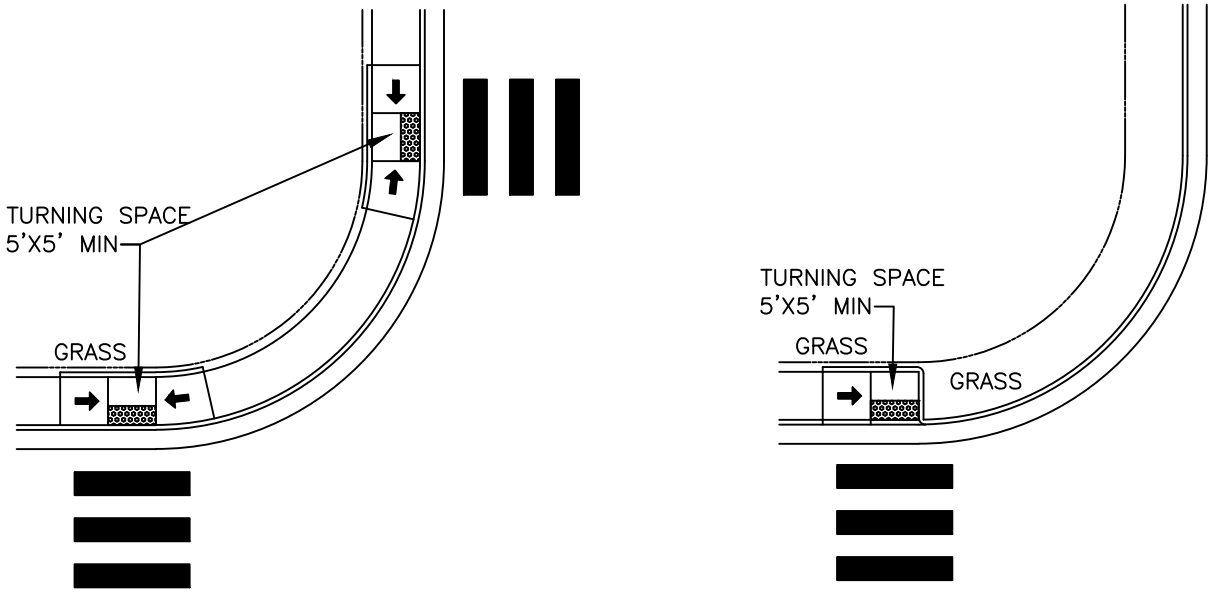
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

DWG. NO.

RP-17



SLOPE 8.3% MAX (1.5% CROSS SLOPE)

TRUNCATED DOME DETECTABLE WARNING SURFACE

GENERAL NOTES

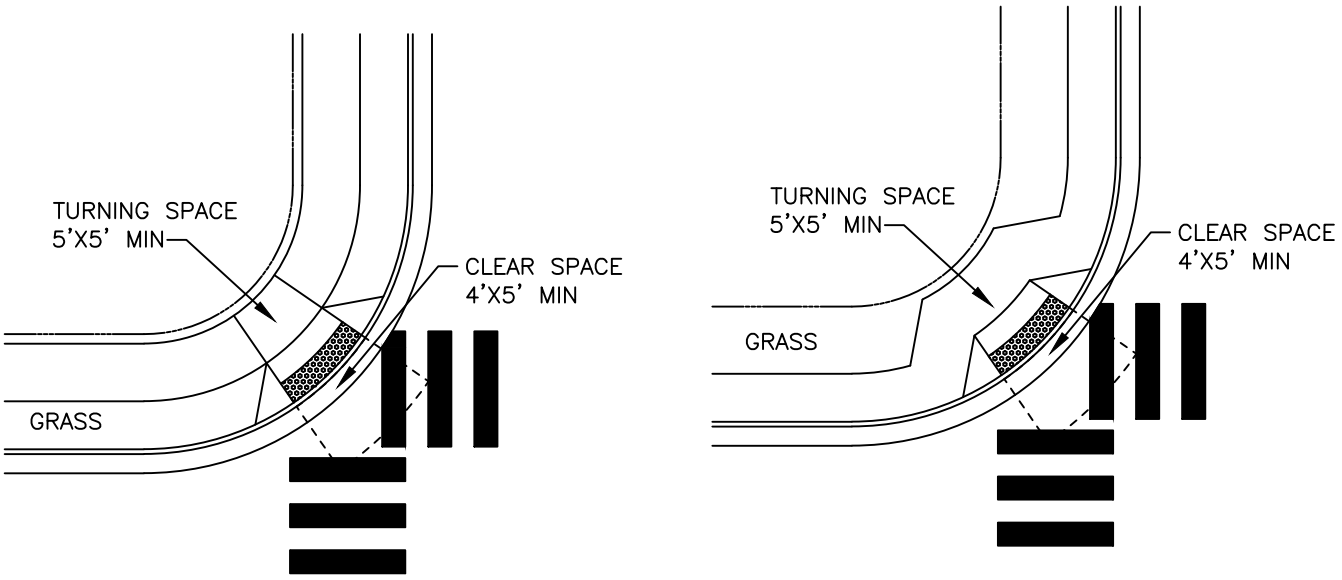
1. TURNING SPACE SHALL BE 5'X5'.
2. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE IN–LINE WITH THE DIRECTION OF SIDEWALK TRAVEL. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 5% MIN AND 8.3% MAX BUT SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15' MIN. THE RUNNING SLOPE OF THE TURNING SPACE SHALL BE 1.5%
3. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMPS RUNS SHALL BE 5% MAX.
4. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH

N.T.S

HISTORIC FRANKLIN TENNESSEE

PARALLEL CURB RAMP LAYOUT

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021	DWG. NO. RP-18
NOT TO SCALE			



NOTE:
BLENDED TRANSITION RAMP LAYOUT, LOCATED AT THE APEX OF THE CORNER, MAY DIRECT USERS INTO THE CENTER OF THE INTERSECTION, RATHER THAN THE CROSS WALK, AND SHOULD BE USED AS THE LAST OPTION IN CURB RAMP DESIGN. CITY ENGINEER APPROVAL SHALL BE REQUIRED FOR THIS TYPE OF LAYOUT.

← SLOPE 8.3% MAX (1.5% CROSS SLOPE)
TRUNCATED DOME DETECTABLE WARNING SURFACE

GENERAL NOTES
1. TURNING SPACE SHALL BE 5'X5' AND CLEAR SPACE SHALL BE 4'X5' MIN.
2. THE CROSS SLOPE OF CURB RAMPS, BLENDED TRANSITIONS AND TURNING SPACE SHALL BE 1.5%.
3. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE IN-LINE WITH THE DIRECTION OF SIDEWALK TRAVEL. THE RUNNING SLOPE OF THE CURB RAMP SHALL BE 5%. THE RUNNING SLOPE OF THE TURNING SPACE SHALL BE 1.5%
4. THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE FOOT OF CURB RAMPS RUNS SHALL BE 5% MAX.
5. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPES THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
6. DETECTABLE WARNING SHALL BE INSTALLED ALONG ENTIRE WIDTH OF RAMP BASE.

N.T.S

HISTORIC FRANKLIN TENNESSEE

BLENDED TRANSITION RAMP LAYOUT

CITY OF FRANKLIN

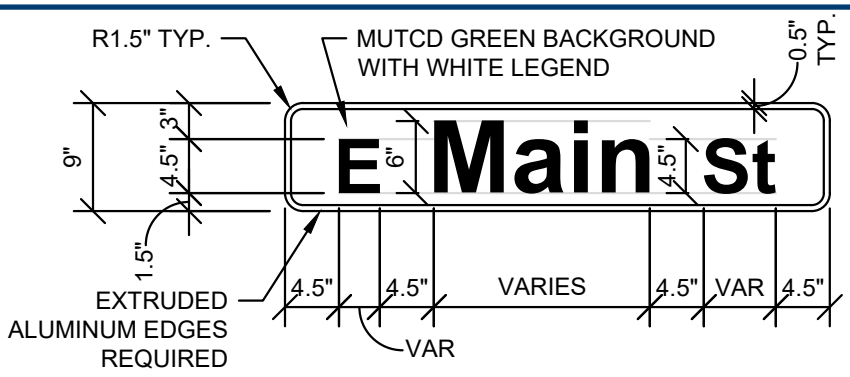
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

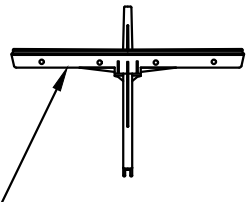
DATE: 7/1/2021

DWG. NO.

RP-19



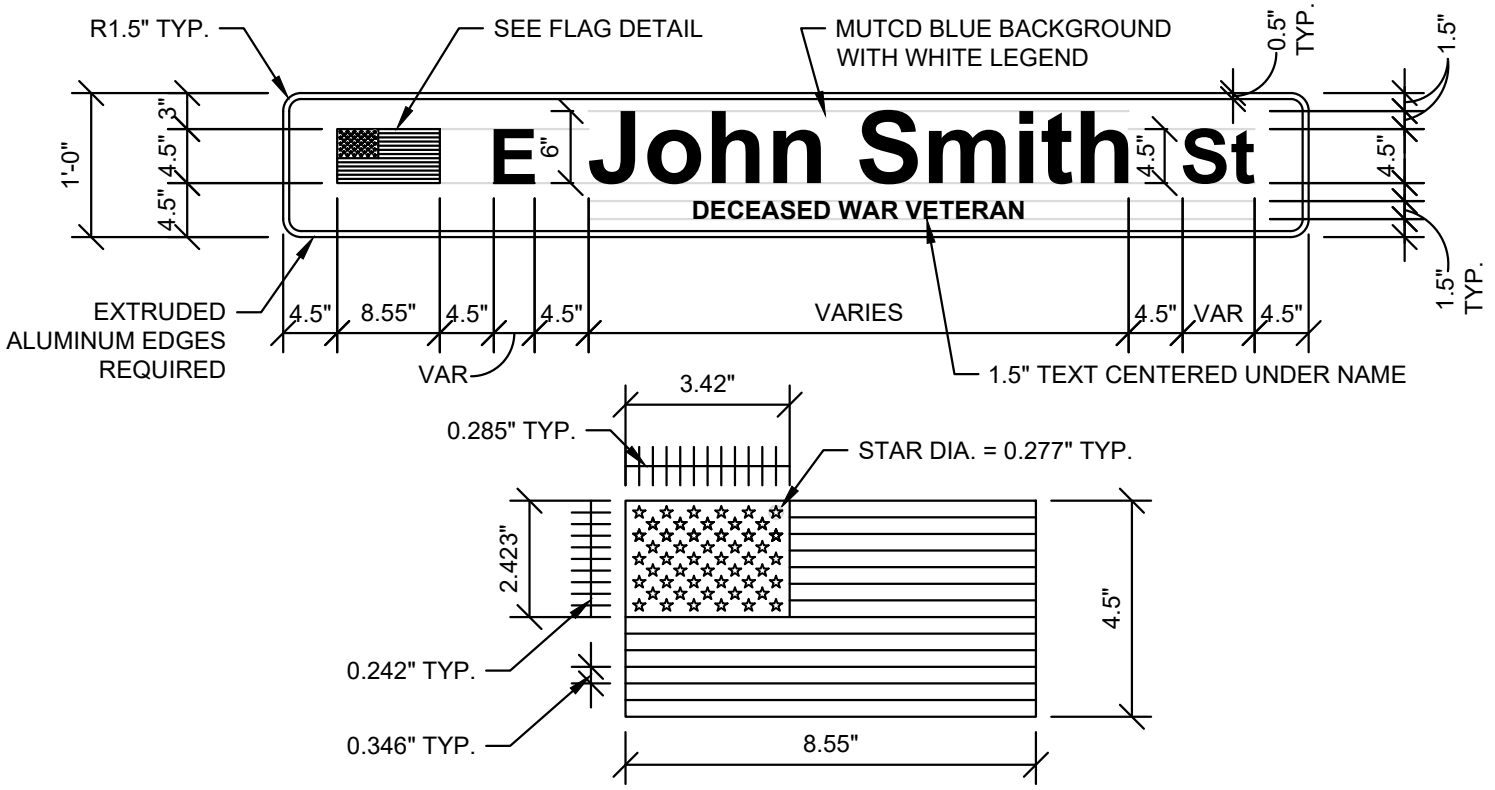
STANDARD STREET NAME SIGN



SIGN LENGTH	CROSS BRACKET LENGTH
< 30"	18"
30" ≥ 42"	24"

EXTRUDED CROSS BRACKET
(TAPCO OR APPROVED EQUAL).
SEE RP-21 FOR POST.

SIGN CROSS BRACKET



DECEASED WAR VETERAN STREET NAME SIGN

NOTES

1. SIGNS SHALL BE EXTRUDED ALUMINUM AND DOUBLE FACED.
2. SIGNS SHALL BE FABRICATED WITH HIGH INTENSITY PRISMATIC GRADE REFLECTIVE MATERIALS WITH A MINIMUM 7-YEAR WARRANTY.
3. ALUMINUM BLANKS SHALL HAVE A MINIMUM GAGE OF 0.80.
4. SIGN TEXT SHALL BE STANDARD US FEDERAL HIGHWAY ADMINISTRATION SERIES B FONT. FONT WIDTH SHALL BE ADJUSTED TO AVOID SIGNS LONGER THAN 42 INCHES IN LENGTH.
5. DECORATIVE POST AND ALTERNATE SIGN MOUNTING BRACKETS ARE ALLOWED ONLY WHEN MAINTAINED BY A HOMEOWNERS OR BUSINESS ASSOCIATION.
6. SHOP DRAWINGS FOR ALL SIGNS SHALL BE SUBMITTED TO THE CITY OF FRANKLIN STREET DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO ORDERING OR INSTALLING.

HISTORIC FRANKLIN TENNESSEE

LOCAL RESIDENTIAL STREET NAME SIGN (MUTCD D3-1)

CITY OF FRANKLIN

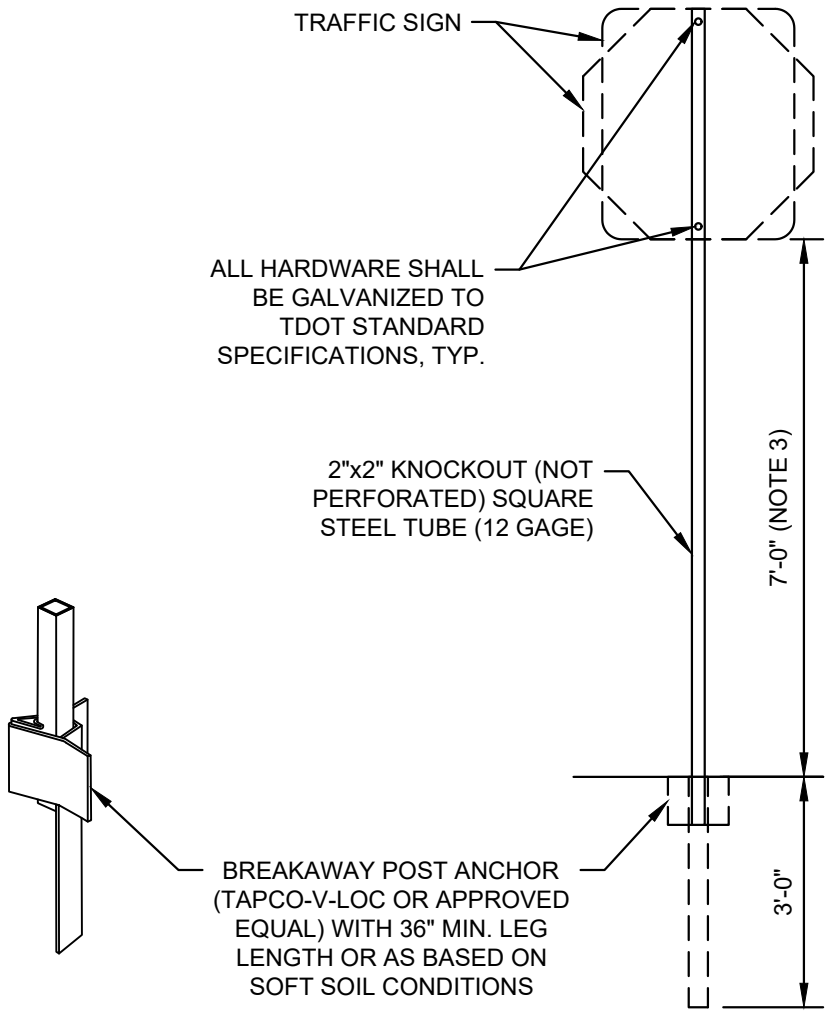
NOT TO SCALE

CITY ENGINEER:

DATE: 7/1/2022

DWG. NO.

RP-20



NOTES

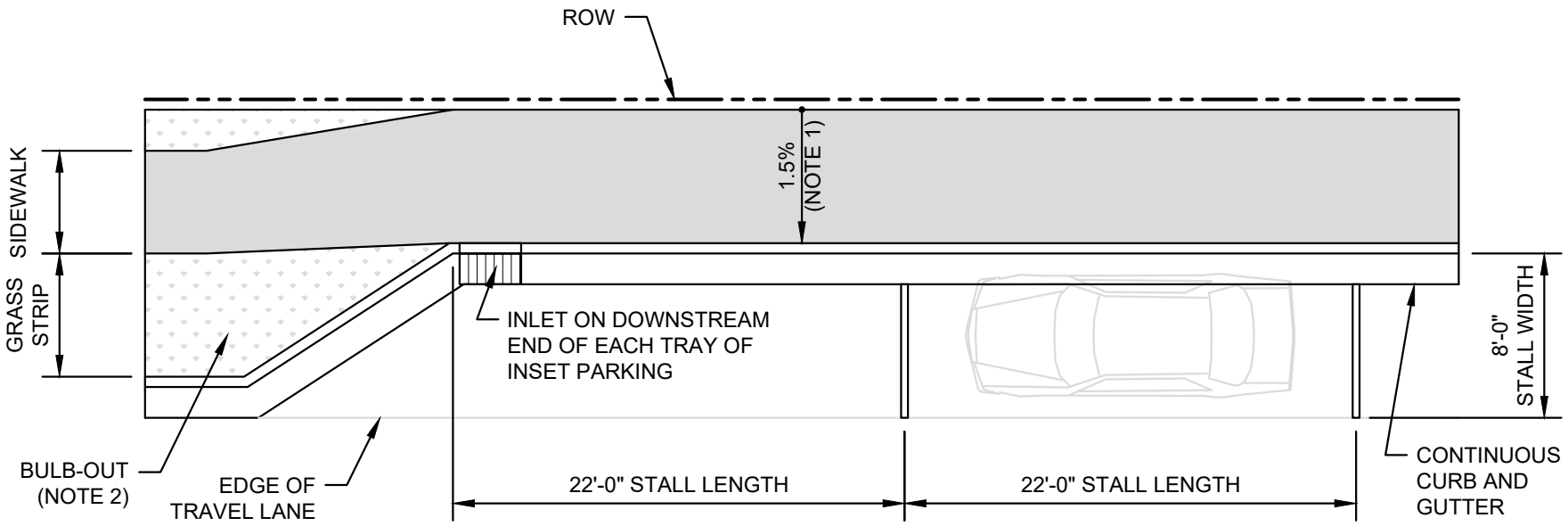
1. SIGNS SHALL BE FABRICATED WITH HIGH INTENSITY PRISMATIC GRADE REFLECTIVE MATERIALS WITH A MINIMUM 7-YEAR WARRANTY.
2. SIGNS SHALL BE MUTCD COMPLIANT.
3. MINIMUM HEIGHT, AS MEASURED VERTICALLY FROM THE BOTTOM OF SIGN TO THE TOP OF CURB, OR IN THE ABSENCE OF A CURB, TO THE ELEVATION OF THE NEAR EDGE OF TRAVELED WAY, SHALL BE 7 FEET. HEIGHT TO THE BOTTOM OF A SECONDARY SIGN MOUNTED BELOW PRIMARY SIGN MAY BE 1-FOOT LESS. SEE MUTCD FIG. 2A-2 AND SECTION 2A.18.
4. DECORATIVE AND POWDER COATED POSTS ARE ALLOWED ONLY WHEN MAINTAINED BY A HOMEOWNERS OR BUSINESS ASSOCIATION AND PROVIDED WITH BREAKAWAY POST ANCHORS.
5. SHOP DRAWINGS FOR ALL POSTS AND ANCHORS SHALL BE SUBMITTED TO THE CITY OF FRANKLIN STREET DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO ORDERING OR INSTALLING.

HISTORIC FRANKLIN TENNESSEE

LOCAL STREET SIGN

DWG. NO. **RP-21**

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2022
NOT TO SCALE		



NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. BULB-OUTS TO THE EDGE OF TRAVEL LANE ARE REQUIRED AT EACH END OF AN ON-STREET PARKING SPACE OR SERIES OF SPACES.
3. ON-STREET PARKING SPACES SHALL BE LOCATED OUTSIDE OF STREET INTERSECTION SIGHT DISTANCE TRIANGLES.

HISTORIC FRANKLIN TENNESSEE

ON-STREET PARKING

DWG. NO.

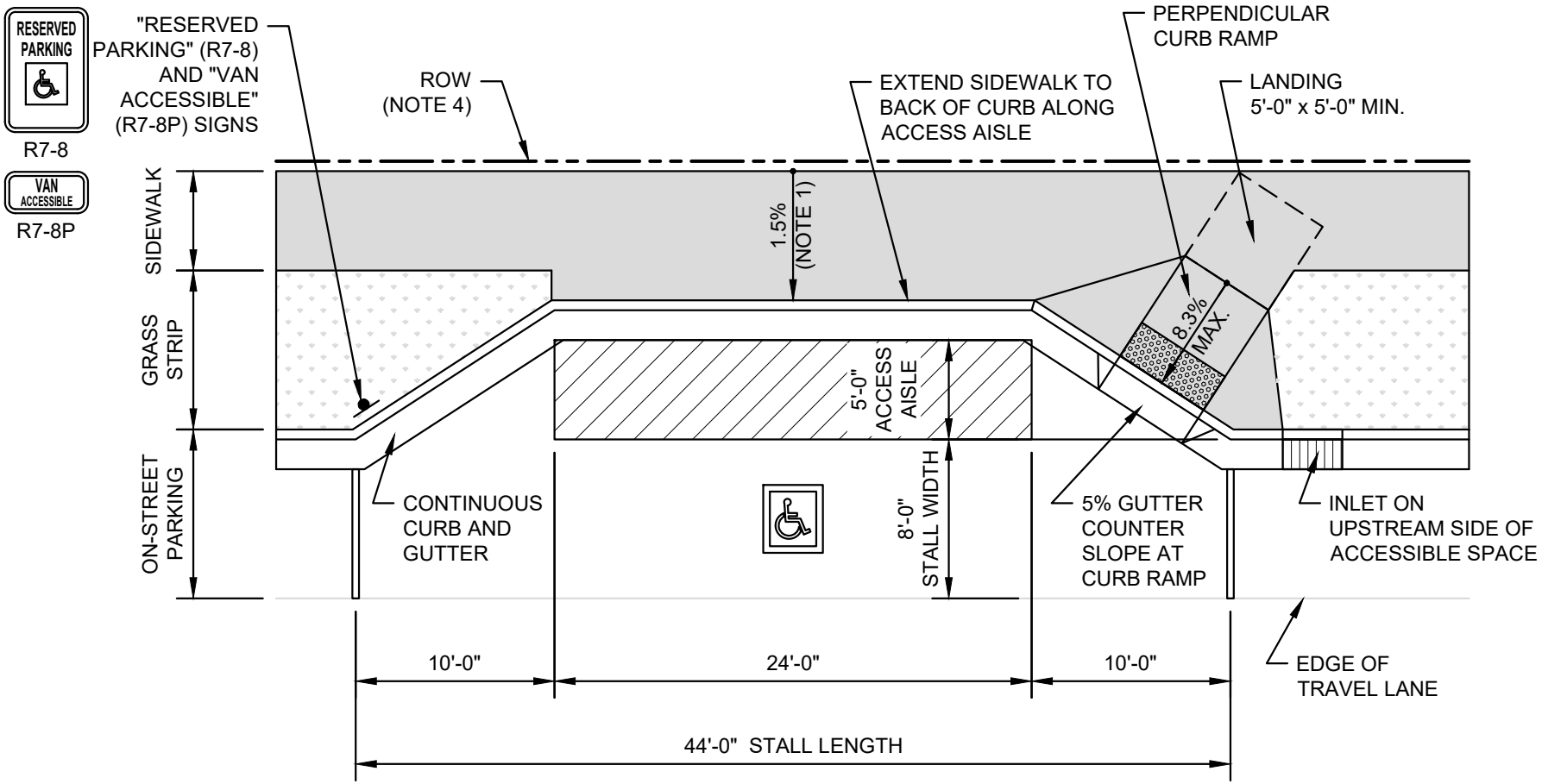
RP-22

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024



NOTES

1. SIDEWALK CROSS SLOPE: 1.5% DESIRABLE, 2.0% MAX.
2. ACCESSIBLE ON-STREET PARKING SPACES SHALL BE PROVIDED AT ALL NEW PUBLIC AND PRIVATE STREETS WITH MARKED OR METERED ON-STREET PARKING.
3. QUANTITY OF ACCESSIBLE ON-STREET PARKING SPACES SHALL MEET THAT REQUIRED IN TABLE R214 OF THE "PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY" BY THE UNITED STATES ACCESS BOARD.
4. ADDITIONAL ROW SHALL BE DEDICATED AS NECESSARY TO ACCOMMODATE THE ACCESSIBLE PARKING SPACE, ACCESS AISLE, AND SIDEWALK BEYOND.
5. THE 5'-0" ACCESS AISLE IS REQUIRED REGARDLESS OF THE PARKING SPACE LOCATION ALONG THE BLOCK FACE AND IS EXCLUSIVE OF THE GUTTER.
6. INTERNATIONAL SYMBOL OF ACCESSIBILITY MARKING: 36" X 41" BLUE BACKGROUND WITH WHITE BORDER, THERMOPLASTIC
7. A BULB-OUT TO THE EDGE OF TRAVEL LANE IS REQUIRED AT EACH END OF AN ON-STREET PARKING SPACE OR SERIES OF SPACES (NOT SHOWN).

HISTORIC FRANKLIN TENNESSEE

ACCESSIBLE ON-STREET PARKING

DWG. NO. **RP-23**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024

NOT USED

HISTORIC FRANKLIN TENNESSEE	CITY OF FRANKLIN	CITY ENGINEER:	DATE:
	NOT TO SCALE		

DWG. NO.

RP-24

DESCRIPTION

COLOR:	BLACK ON ORANGE
SIZE:	4" DIAMETER
CONSTRUCTION:	0.010" WHITE RIGID VINYL

W. FRICK & COMPANY PART# CFT-CM-4
OR APPROVED EQUAL

NOTES

1. MARKERS SHALL BE INSTALLED EVERY 200 FEET OR AT LOCATIONS WHERE FIBER OPTIC CABLE RUN CHANGES DIRECTION.
2. ONLY APPROVED MARKERS AND ADHESIVE SHALL BE USED.
3. ADHESIVE: METALBOND SB-12 HIGH STRENGTH SEALANT ADHESIVE OR APPROVED EQUAL
4. PLACE MARKER ON TOP OF CURB WITH ARROW POINTED IN THE DIRECTION THE FIBER OPTIC CABLE LINES IN REFERENCE TO THE MARKER LOCATION.
5. IF NO CURB IS PRESENT, PLACE MARKER AT EDGE OF PAVEMENT NEAREST THE CABLE RUN WITH ARROW POINTED IN THE DIRECTION THE FIBER OPTIC CABLE LIES IN REFERENCE TO THE MARKER LOCATION.

HISTORIC FRANKLIN TENNESSEE

CITY OF FRANKLIN FIBER OPTIC EMBLEM

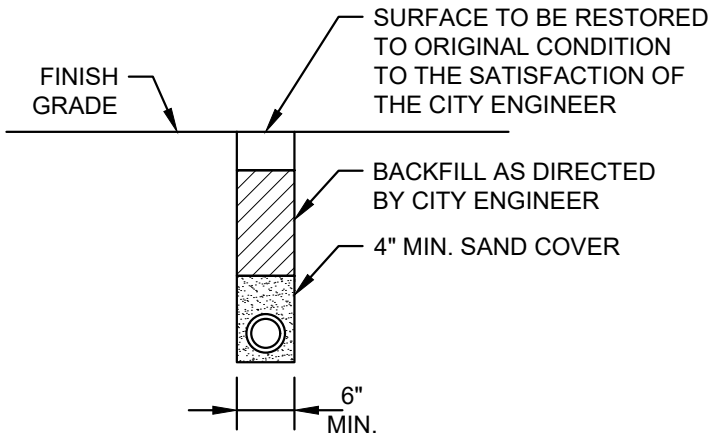
DWG. NO. **ITS-1**

CITY OF FRANKLIN

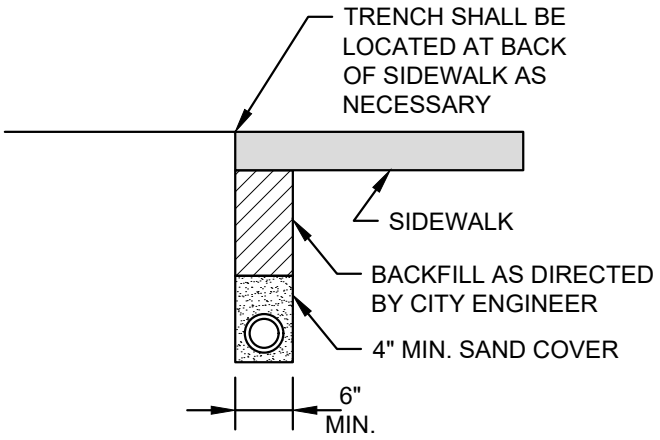
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

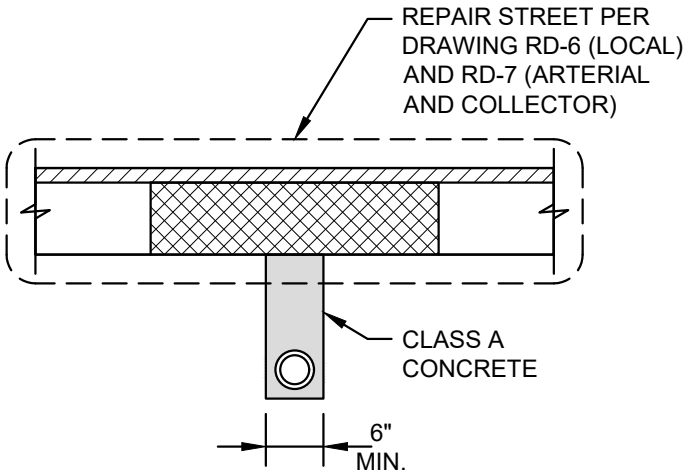
DATE: 7/1/2021



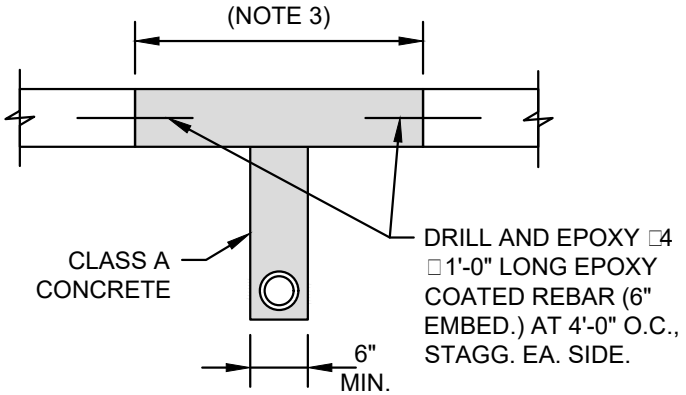
NON-PAVED AREA



SIDEWALK



ASPHALT



CONCRETE

NOTES

1. CONTRACTOR SHALL COORD. TRENCH, BACKFILL, AND PAVEMENT INSPECTIONS WITH THE COF STREET DEPARTMENT.
2. ALL CUTS IN PUBLIC STREETS REQUIRE A STREET CROSSING PERMIT AND APPROVED TRAFFIC CONTROL PLAN.
3. SAWCUT EXISTING PAVEMENTS, BASES, CURB AND GUTTER, AND SIDEWALKS (CUT □OINT TO □OINT) IN NEAT LINES.
4. TRENCH DEPTH SHALL BE 2'-0" MIN. SHOULD THE COF STREET DEPARTMENT ALLOW A LESSER DEPTH DUE TO FIELD CONDITIONS, THE CONDUIT SHALL BE CONCRETE-ENCASED IN ALL APPLICATIONS.
5. CONDUIT, PULL BOXES, AND POLES ARE TO BE INSTALLED AND LEVEL TO FINAL GRADE PRIOR TO POURING SIDEWALKS.
6. WARNING TAPE: TYPE 2 TAPE INSTALLED AT 12" BELOW FINISH GRADE (ALL TRENCHES)
7. TRACER WIRE: COPPER CLAD, 12 GA. MIN. WITH COLOR-CODED 30 MIL. HDPE INSULATED □ACKET (ALL TRENCHES)
8. CONCRETE: CLASS A (3,000 PSI, 6□ AIR)
9. CONDUIT:
   - A. SEE PLANS FOR NUMBER AND SI□E.
   - B. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
   - C. ALL CONDUIT SHALL USE LONG SWEEP RADII (MINIMUM 6" RADIUS).
   - D. PROVIDE □ET LINE OR EQUAL PULL STRING.

HISTORIC FRANKLIN TENNESSEE

CONDUIT TRENCH BACKFILL

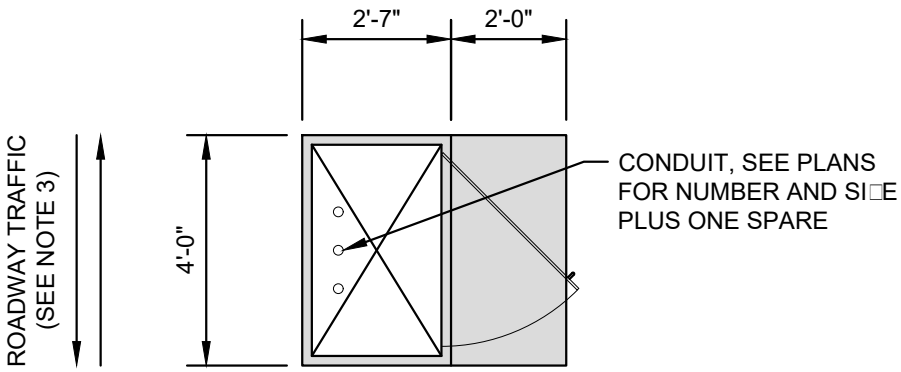
DWG. NO. **ITS-2**

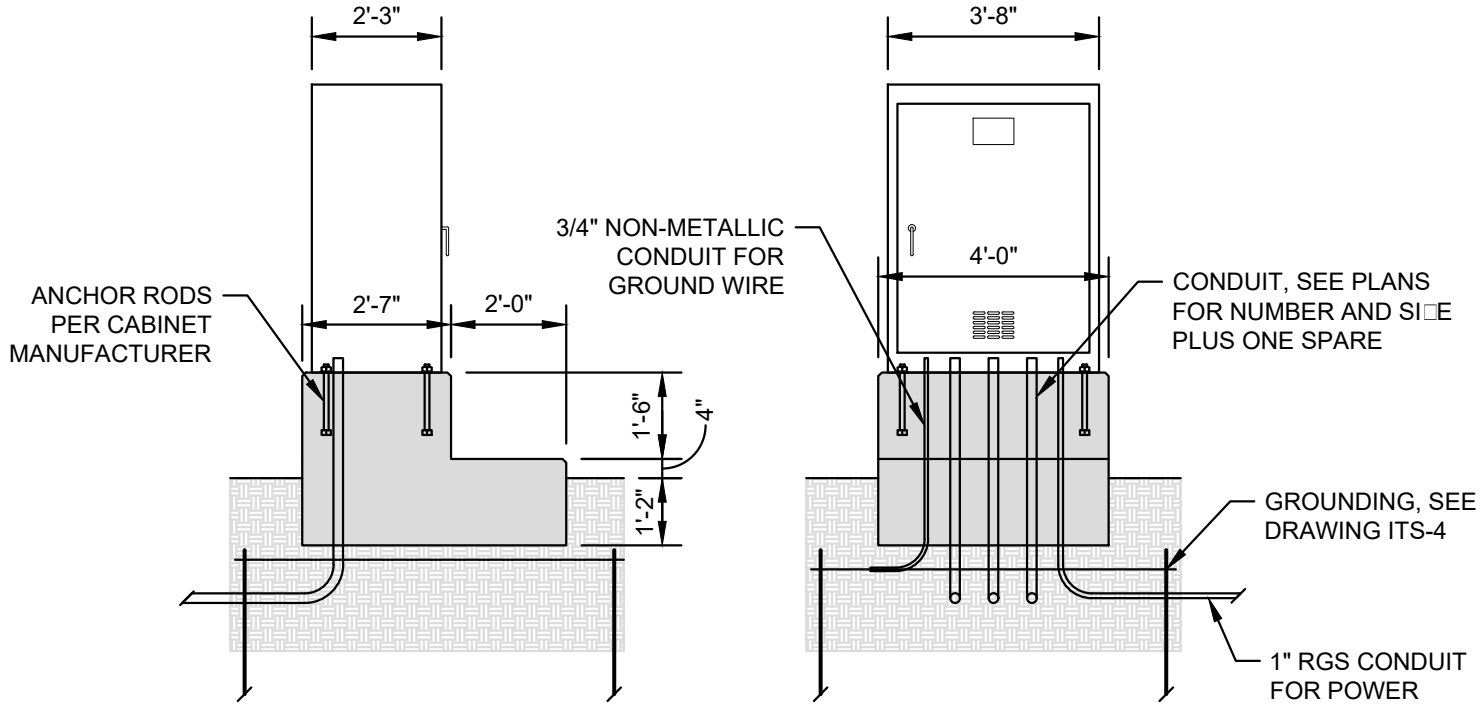
CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021





NOTES

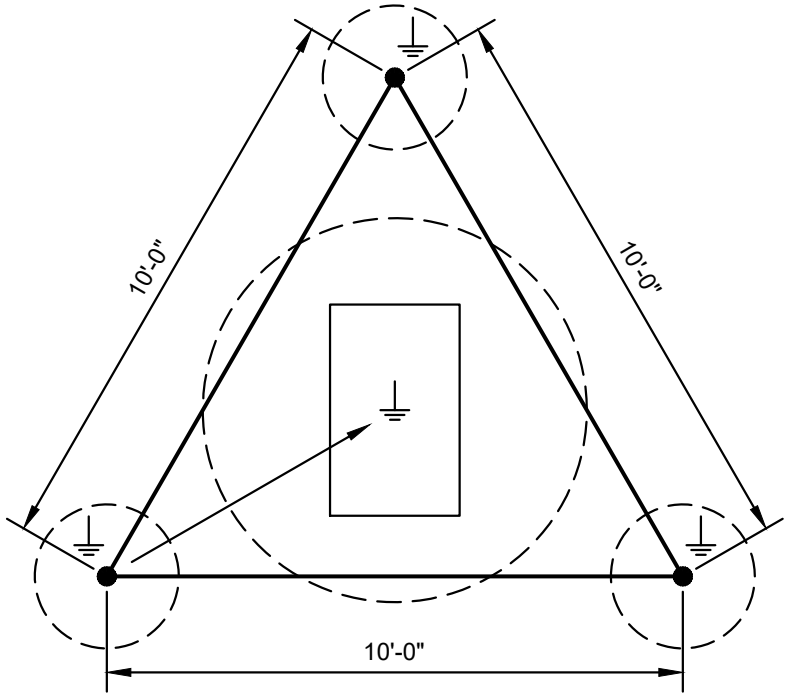
1. DETAIL TO BE USED WITH COF 730FR TS-2 TYPE 1 CABINET.
2. FINISH SHALL BE POWDER COATED TO MATCH SHERWIN-WILLIAMS □PGS4-1059-FC (FRANKLIN GREEN) WHEN LOCATED IN HISTORIC DOWNTOWN FRANKLIN AREA OR VINYL WRAP AS APPROVED BY THE COF ENGINEERING DEPARTMENT.
3. BASE MOUNTED CABINET SHALL BE SITUATED IN THE OPTIMUM POSITION FOR VIEWING THE CONTROLLER OPERATION AND THE ON-STREET SIGNAL DISPLAYS SIMULTANEOUSLY.
4. CONCRETE: CLASS A (3,000 PSI, 6□ AIR)
5. GROUNDING: SEE DRAWING ITS-4
6. CONDUIT:
   - A. SEE PLANS FOR NUMBER AND SI□E.
   - B. PROVIDE ADDITIONAL 2" SPARE CONDUIT.
   - C. PROVIDE 1" RGS CONDUIT FOR POWER.
   - D. PROVIDE 3/4" NON-METALLIC CONDUIT FOR GROUND WIRE.
   - E. ALL CONDUIT SHALL USE LONG SWEEP RADII (MINIMUM 6" RADIUS).

HISTORIC FRANKLIN TENNESSEE

TRAFFIC SIGNAL CABINET FOUNDATION

DWG. NO. **ITS-3**

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021
NOT TO SCALE		



NOTES

1. ALL GROUNDING POINTS SHALL BE TIED TOGETHER.
2. GROUND RODS: 5/8" □8'-0" COPPER CLAD STEEL WITH 25 OHM OR LESS RESISTANCE (3 MIN. REQUIRED)
3. GROUND WIRE: NO. 6 BARE SOLID COPPER WIRE
4. CONTRACTOR SHALL PROVIDE GROUNDING TEST RESULTS TO THE CITY.

HISTORIC FRANKLIN TENNESSEE

TRAFFIC SIGNAL CABINET GROUNDING

CITY OF FRANKLIN

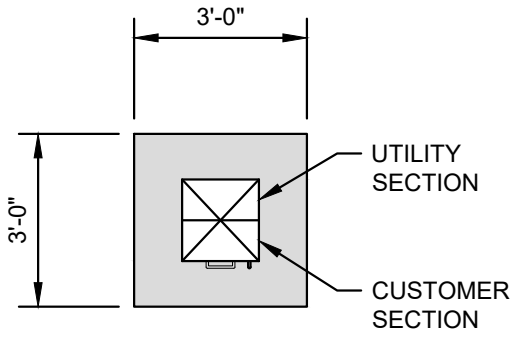
NOT TO SCALE

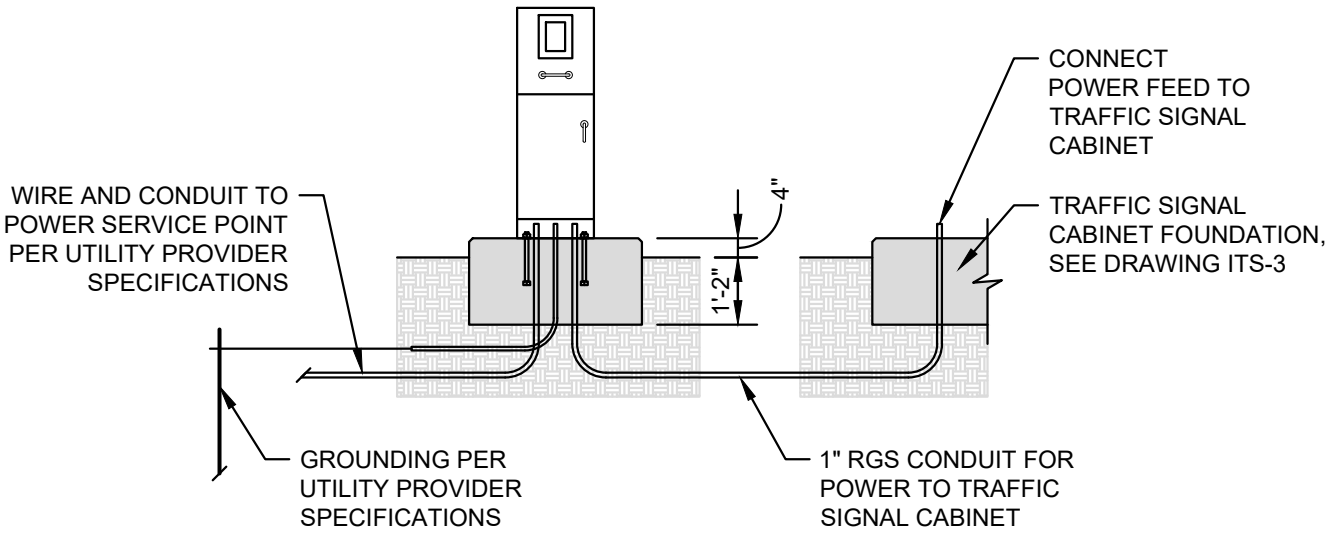
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

DWG. NO.

ITS-4





NOTES

1. DETAIL TO BE USED WITH MILBANK SERVICE PEDESTAL MODEL NUMBER CP3B71110A22SL1 OR APPROVED EQUAL.
2. FINISH SHALL BE POWDER COATED TO MATCH SHERWIN-WILLIAMS #PGS4-1059-FC (FRANKLIN GREEN) WHEN LOCATED IN HISTORIC DOWNTOWN FRANKLIN AREA.
3. AT THE DIRECTION OF THE OF ENGINEERING DEPARTMENT, THE PEDESTAL FOUNDATION MAY BE POURED INTEGRALLY WITH THE TRAFFIC SIGNAL CABINET FOUNDATION. LOCATION DEPENDENT ON CABINET PHOTOCELL PLACEMENT. PHOTOCELL TO BE POSITIONED FACING SOUTH TO SOUTHEAST.
4. CONCRETE: CLASS A (3,000 PSI, 6% AIR)
5. GROUNDING: PER UTILITY PROVIDER SPECIFICATIONS
6. CONDUIT:
   - A. PROVIDE 1" RGS CONDUIT FOR POWER TO TRAFFIC SIGNAL CABINET.
   - B. PROVIDE CONDUIT PER UTILITY PROVIDER SPECIFICATIONS FOR GROUNDING AND TO POWER SOURCE.
   - C. ALL CONDUIT SHALL USE LONG SWEEP RADII (MINIMUM 6" RADIUS).

HISTORIC FRANKLIN TENNESSEE

ELECTRICAL SERVICE DETAILS FOR TRAFFIC SIGNAL

DWG. NO. **ITS-5**

CITY OF FRANKLIN

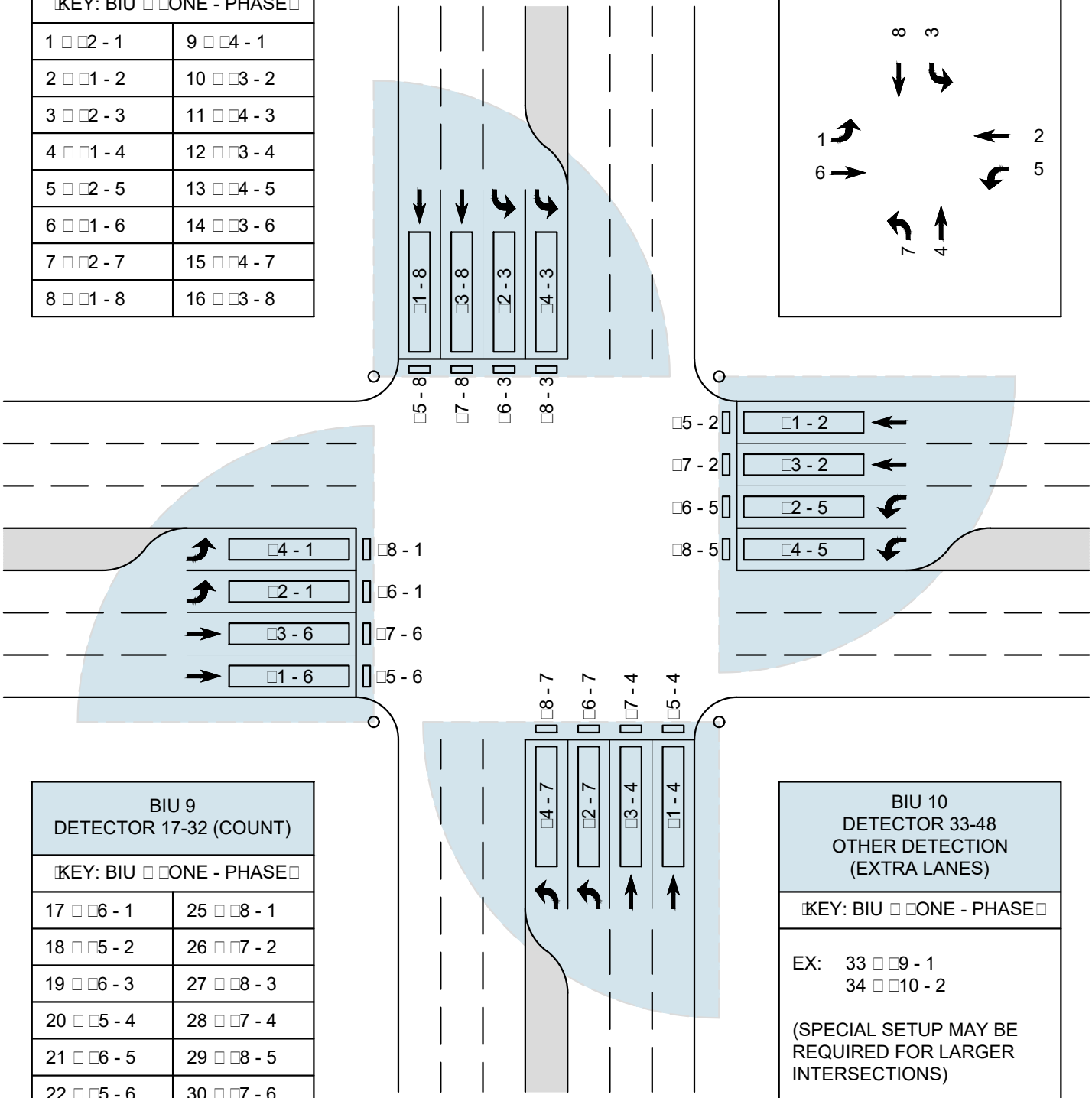
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2022

BIU 8 DETECTOR 1-16 (STOP BAR)	
□KEY: BIU □ □ONE - PHASE□	
1 □ □2 - 1	9 □ □4 - 1
2 □ □1 - 2	10 □ □3 - 2
3 □ □2 - 3	11 □ □4 - 3
4 □ □1 - 4	12 □ □3 - 4
5 □ □2 - 5	13 □ □4 - 5
6 □ □1 - 6	14 □ □3 - 6
7 □ □2 - 7	15 □ □4 - 7
8 □ □1 - 8	16 □ □3 - 8

PHASING CONVENTION



BIU 9 DETECTOR 17-32 (COUNT)	
□KEY: BIU □ □ONE - PHASE□	
17 □ □6 - 1	25 □ □8 - 1
18 □ □5 - 2	26 □ □7 - 2
19 □ □6 - 3	27 □ □8 - 3
20 □ □5 - 4	28 □ □7 - 4
21 □ □6 - 5	29 □ □8 - 5
22 □ □5 - 6	30 □ □7 - 6
23 □ □6 - 7	31 □ □8 - 7
24 □ □5 - 8	32 □ □7 - 8

BIU 10
DETECTOR 33-48
OTHER DETECTION
(EXTRA LANES)

□KEY: BIU □ □ONE - PHASE□

EX: 33 □ □9 - 1
34 □ □10 - 2

(SPECIAL SETUP MAY BE REQUIRED FOR LARGER INTERSECTIONS)

HISTORIC FRANKLIN TENNESSEE

TS2 DETECTOR LOCATIONS / ASSIGNMENTS

CITY OF FRANKLIN

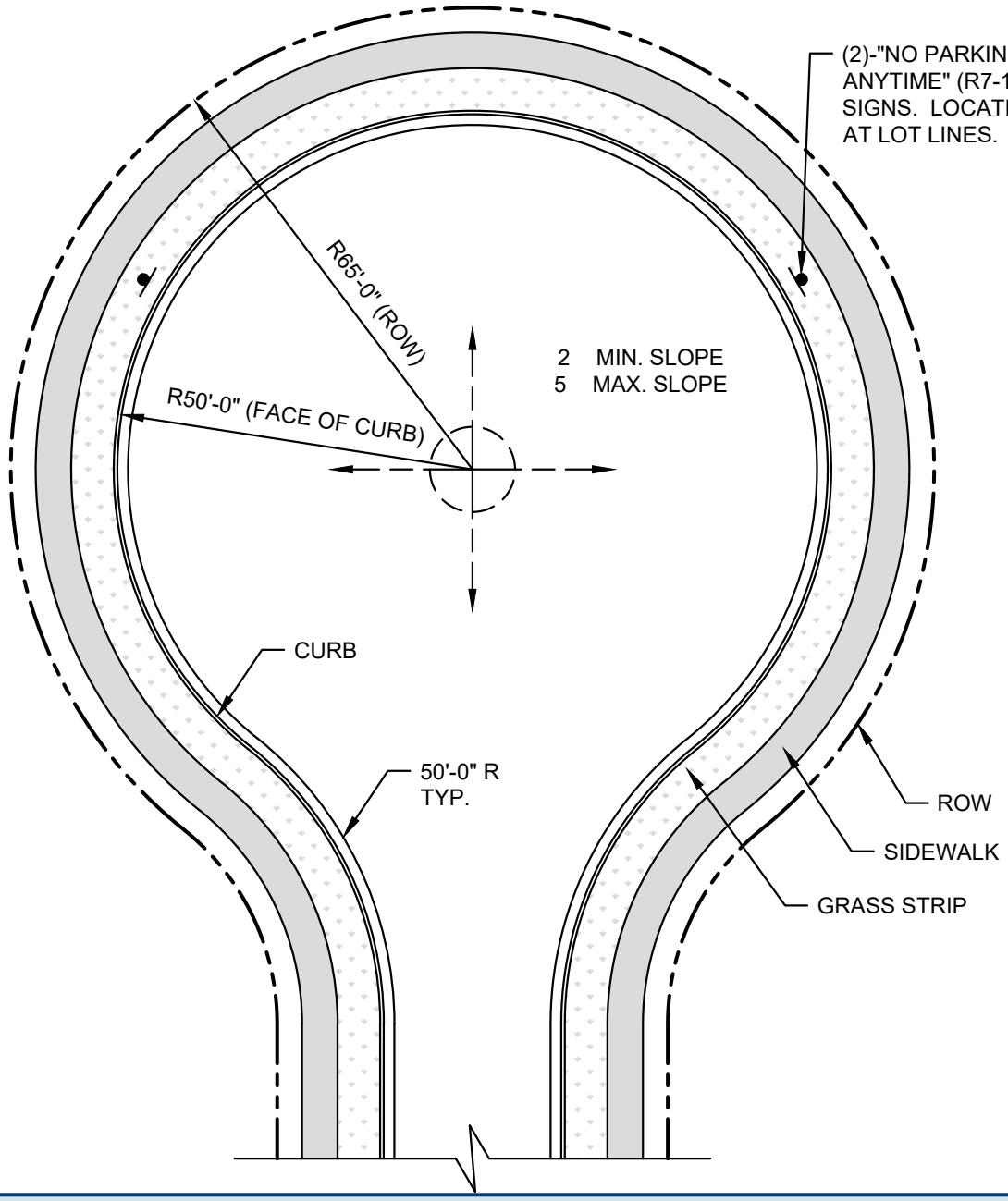
NOT TO SCALE

CITY ENGINEER: Paul P Hoffe

DATE: 7/1/2021

DWG. NO.

ITS-6



NOTES

1. (4) - "NO PARKING ANYTIME" SIGNS SHALL BE PLACED AROUND PERIMETER OF CUL-DE-SAC.
2. PAVEMENT SLOPE WITHIN CUL-DE-SAC SHALL NOT BE LESS THAN 2 OR GREATER THAN 5 .

HISTORIC FRANKLIN TENNESSEE

CUL-DE-SAC

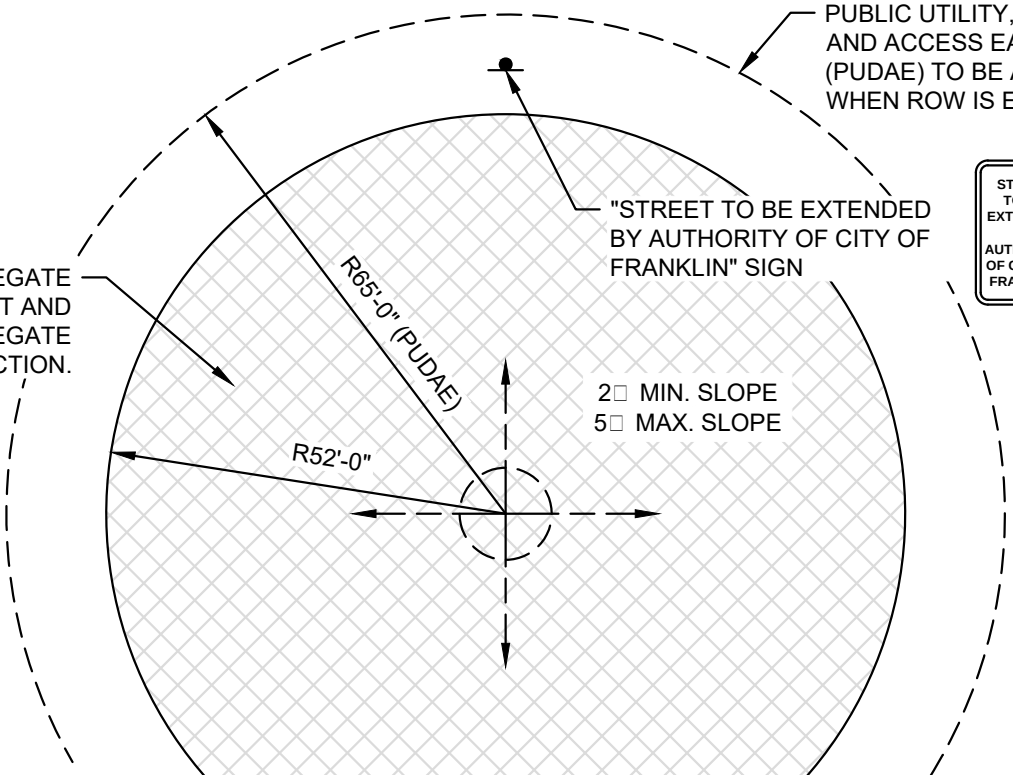
CITY OF FRANKLIN

NOT TO SCALE

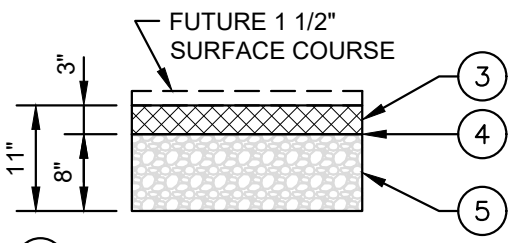
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024

DWG. NO. **SD-1**



CROSS SECTION

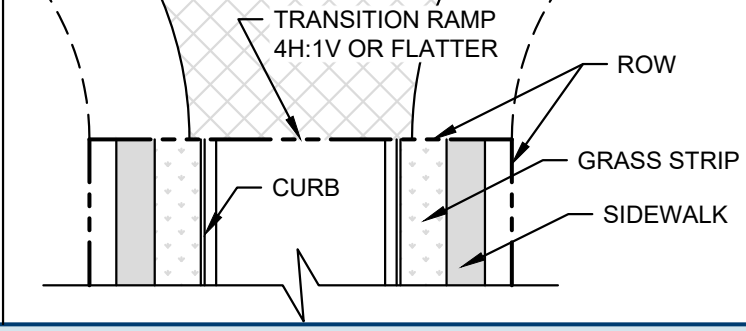


3 3" - BITUMINOUS AGGREGATE BASE

4 PRIME COAT

5 8" - MINERAL AGGREGATE BASE

(SEE DRAWING RD-3 FOR MATERIAL REQUIREMENTS)



NOTES

1. TEMPORARY CUL-DE-SACS SHALL ONLY BE USED INTERNAL TO DEVELOPMENTS FOR CONSTRUCTION PHASING PURPOSES WHERE THE FINAL BUILD-OUT OF THE OVERALL DEVELOPMENT ALLOWS THE TEMPORARY CUL-DE-SAC TO BE ELIMINATED.
2. TEMPORARY CUL-DE-SACS SHALL NOT BE USED AT THE PERIMETER OF DEVELOPMENTS WHERE ELIMINATION OF THE TEMPORARY CUL-DE-SAC REQUIRES IMPROVEMENTS IN AD□ACENT DEVELOPMENTS.
3. TEMPORARY CUL-DE-SACS SHALL BE REMOVED WITHIN 3 YEARS FROM THE DATE CONSTRUCTION STARTS, UNLESS OTHERWISE APPROVED BY THE FIRE MARSHAL.
4. PAVEMENT SLOPE WITHIN CUL-DE-SAC SHALL NOT BE LESS THAN 2□ OR GREATER THAN 5□.
5. TEMPORARY CUL-DE-SAC MATERIALS SHALL MATCH THOSE REQUIRED FOR A LOCAL STREET MINUS THE SURFACE COURSE. SEE DRAWING RD-3.

HISTORIC FRANKLIN TENNESSEE

TEMPORARY CUL-DE-SAC

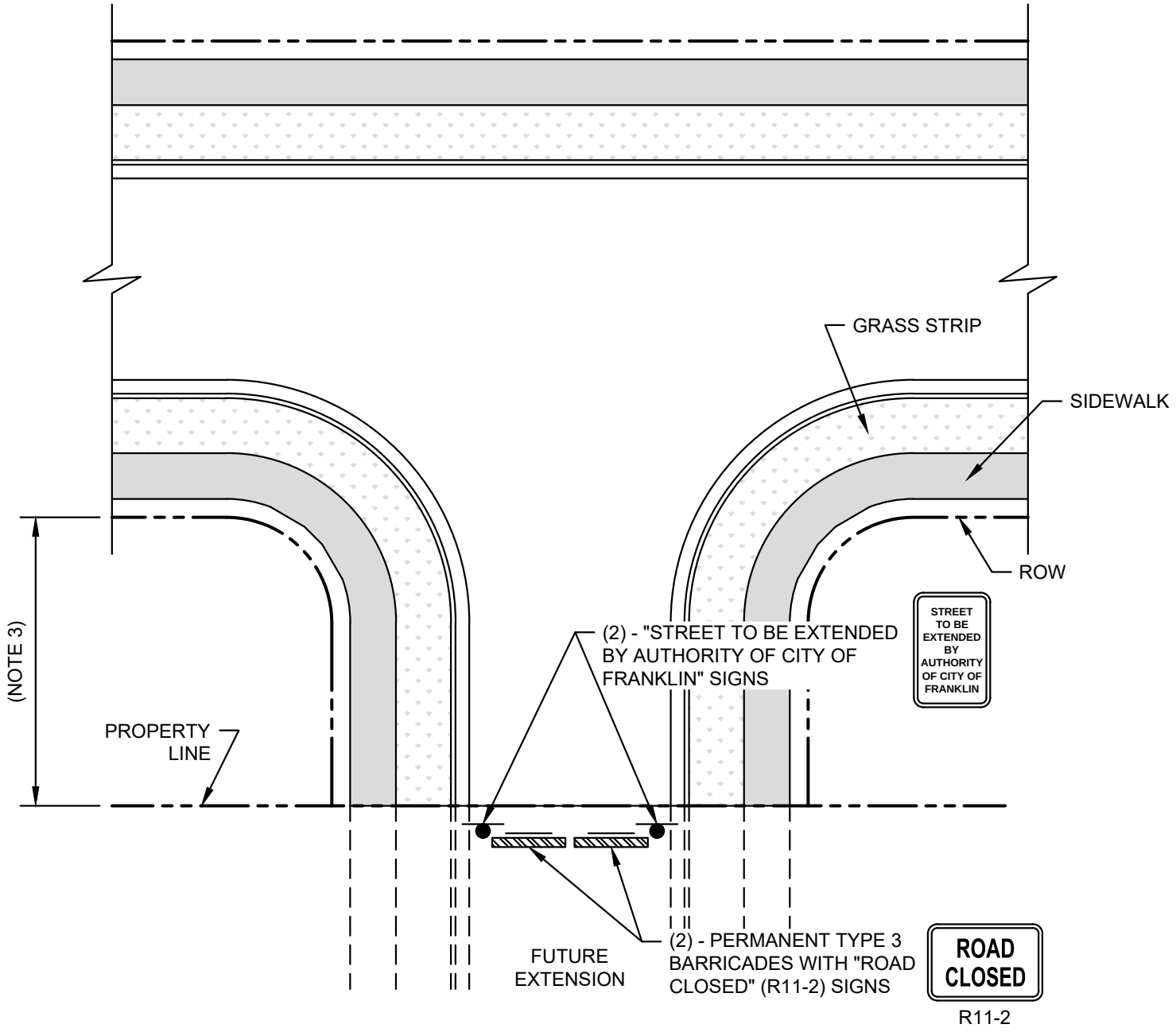
DWG. NO. **SD-2**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021



NOTES

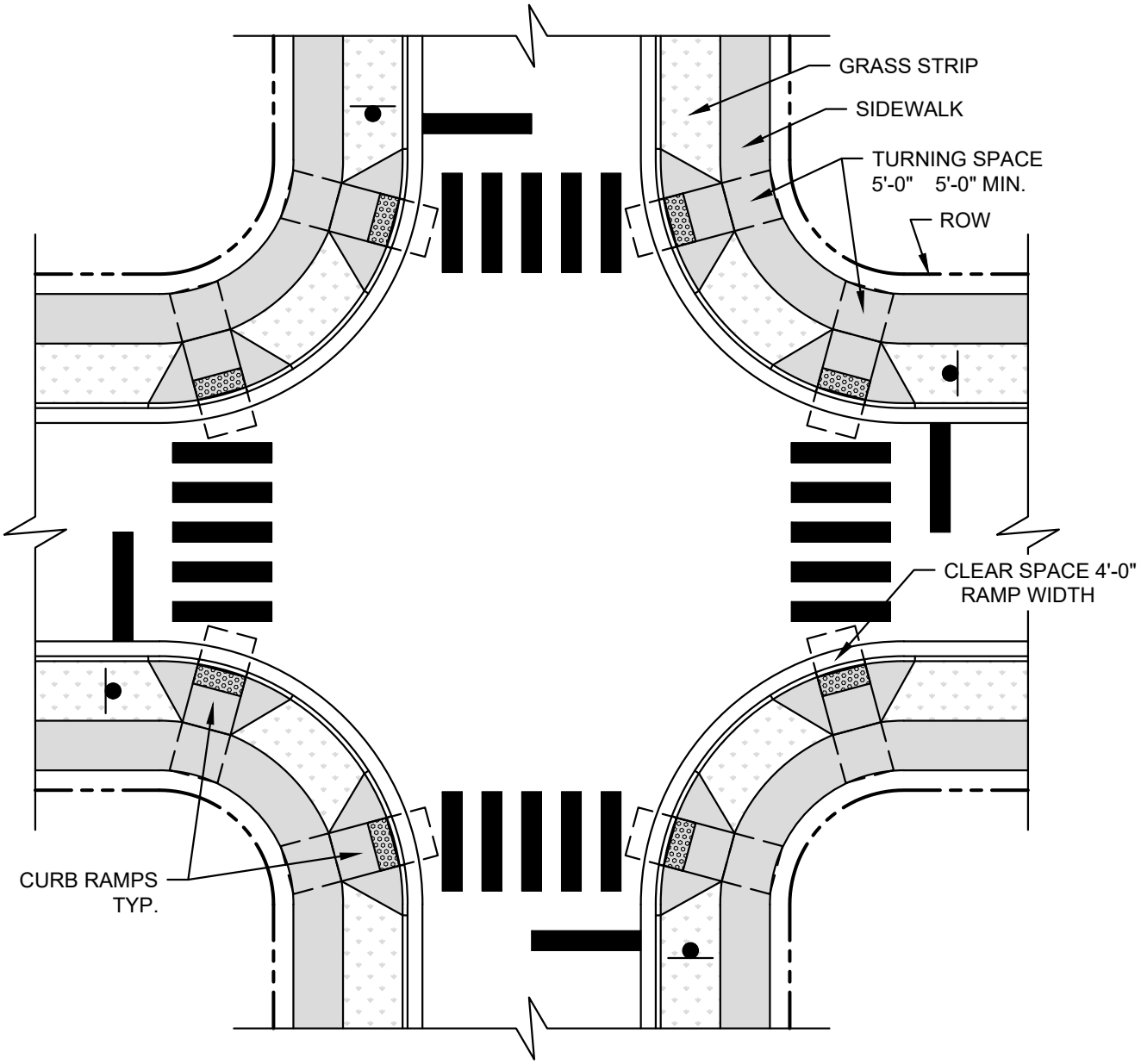
1. TEMPORARY DEAD END STREET STUBS ARE ALLOWED FOR LOCAL STREETS ONLY.
2. TEMPORARY DEAD END STREET STUBS ARE NOT ALLOWED FOR ALLEYS OR MEWS.
3. TEMPORARY DEAD END STREET STUBS SHALL EXTEND A MAXIMUM OF ONE SINGLE-FAMILY RESIDENTIAL LOT.
4. TYPE 3 BARRICADES SHALL BE ANCHORED USING PERMANENT INSTALLATION METHODS.

HISTORIC FRANKLIN TENNESSEE

TEMPORARY DEAD END STREET STUB

DWG. NO. **SD-3**

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021
NOT TO SCALE		



NOTES

1. SEE CURB RAMP STANDARD DRAWINGS FOR CONSTRUCTION DETAILS.
2. CROSSWALKS TO BE MARKED WHEN REQUIRED BY THE CITY ENGINEER.
3. CLEAR SPACE AT BASE OF CURB RAMPS SHALL BE WHOLLY OUTSIDE OF THE PARALLEL VEHICLE TRAVEL LANE.
4. STOP LINE TO BE MARKED AT ALL LOCATIONS WHERE STOP SIGNS ARE APPROVED.
5. ALL PAVEMENT MARKINGS SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC.

HISTORIC FRANKLIN TENNESSEE

GEOMETRIC LAYOUT OF INTERSECTIONS WITH CURB RETURN RADII OF 30' OR LESS

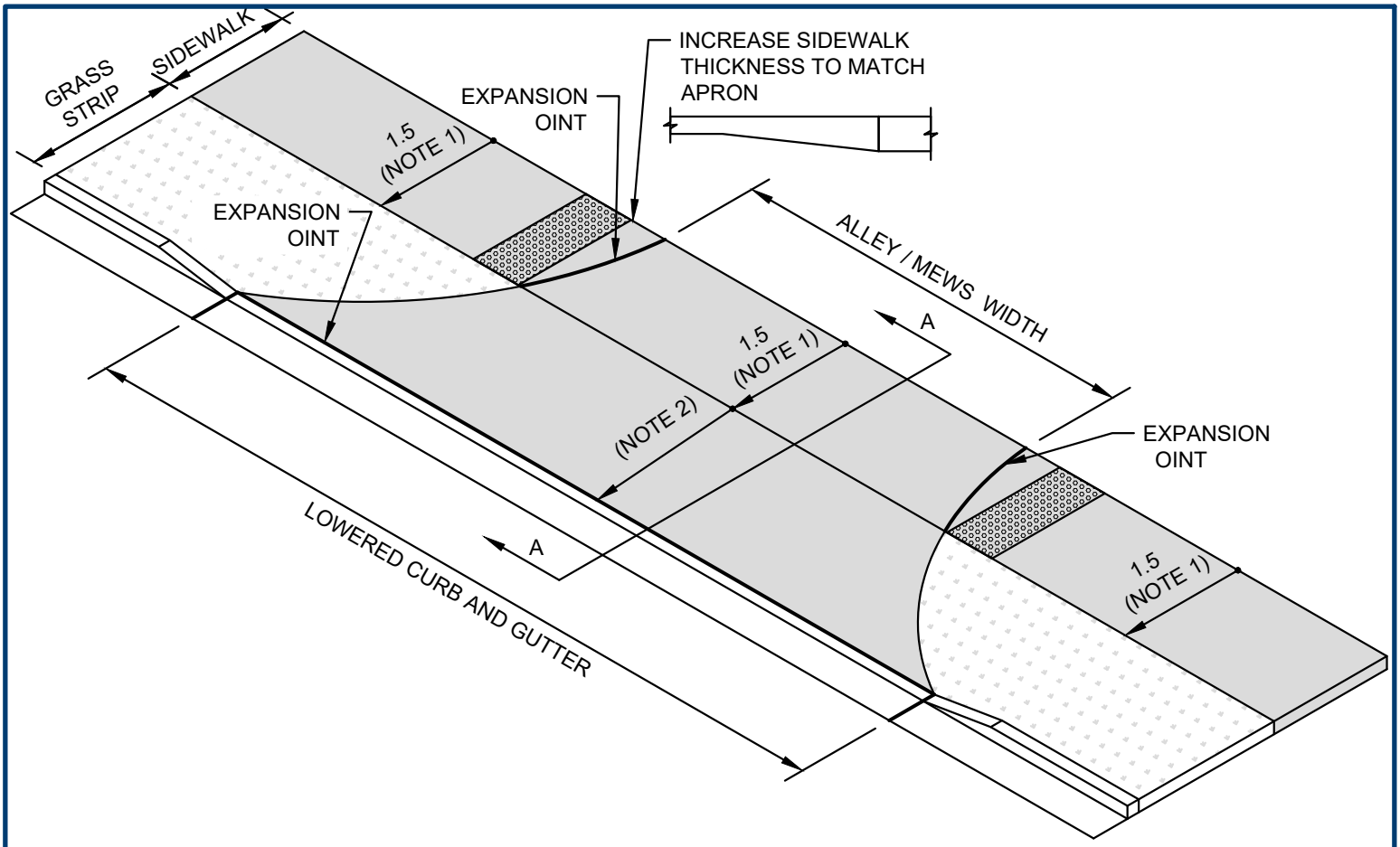
DWG. NO. **SD-4**

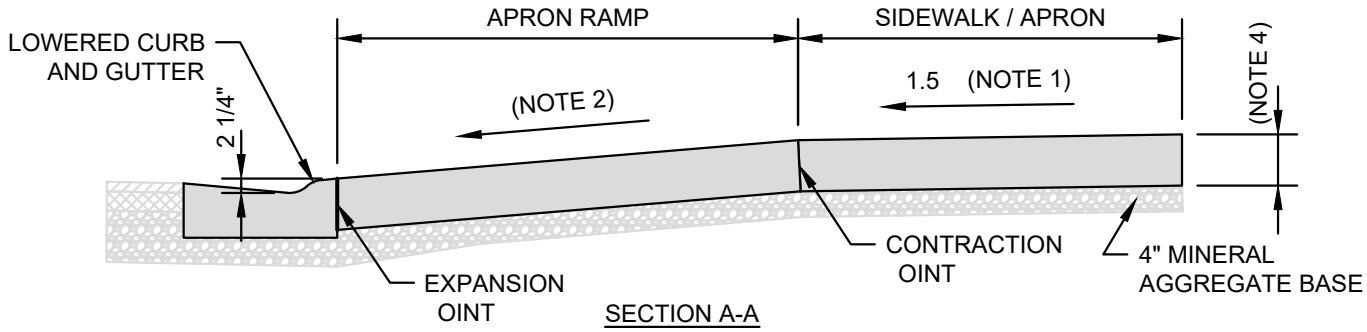
CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2022





SECTION A-A

NOTES

1. SIDEWALK CROSS SLOPE: 1.5 DESIRABLE, 2.0 MAX.
2. APRON RAMP SLOPE: 8 MAX., 1.5 MIN.
3. MINERAL AGGREGATE BASE: 4" MIN. THICK 303-01 MINERAL AGGREGATE, TYPE A BASE, GRADING D
4. CONCRETE: 8" MIN. THICK CLASS A (3,000 PSI, 6 AIR) WITH SYNTHETIC FIBER REINFORCEMENT
5. EXPANSION OINTS: 1/2" THICK U.N.O. (SEE ALSO DRAWING RP-10)
   A. RUBBERI ED EXPANSION OINT FILLER (AASHTO M153, TYPE 1)
6. DETECTABLE WARNING: YELLOW (EXCEPT PER SECTION 2.4.8), CAST-IN-PLACE (ADA SOLUTIONS OR APPROVED EQUAL)
7. APRON RADIUS:
   A. 15'-0" MIN. AT ALLEYS
   B. 25'-0" MIN. AT MEWS

HISTORIC FRANKLIN TENNESSEE

ALLEY / MEWS APPROACH APRON

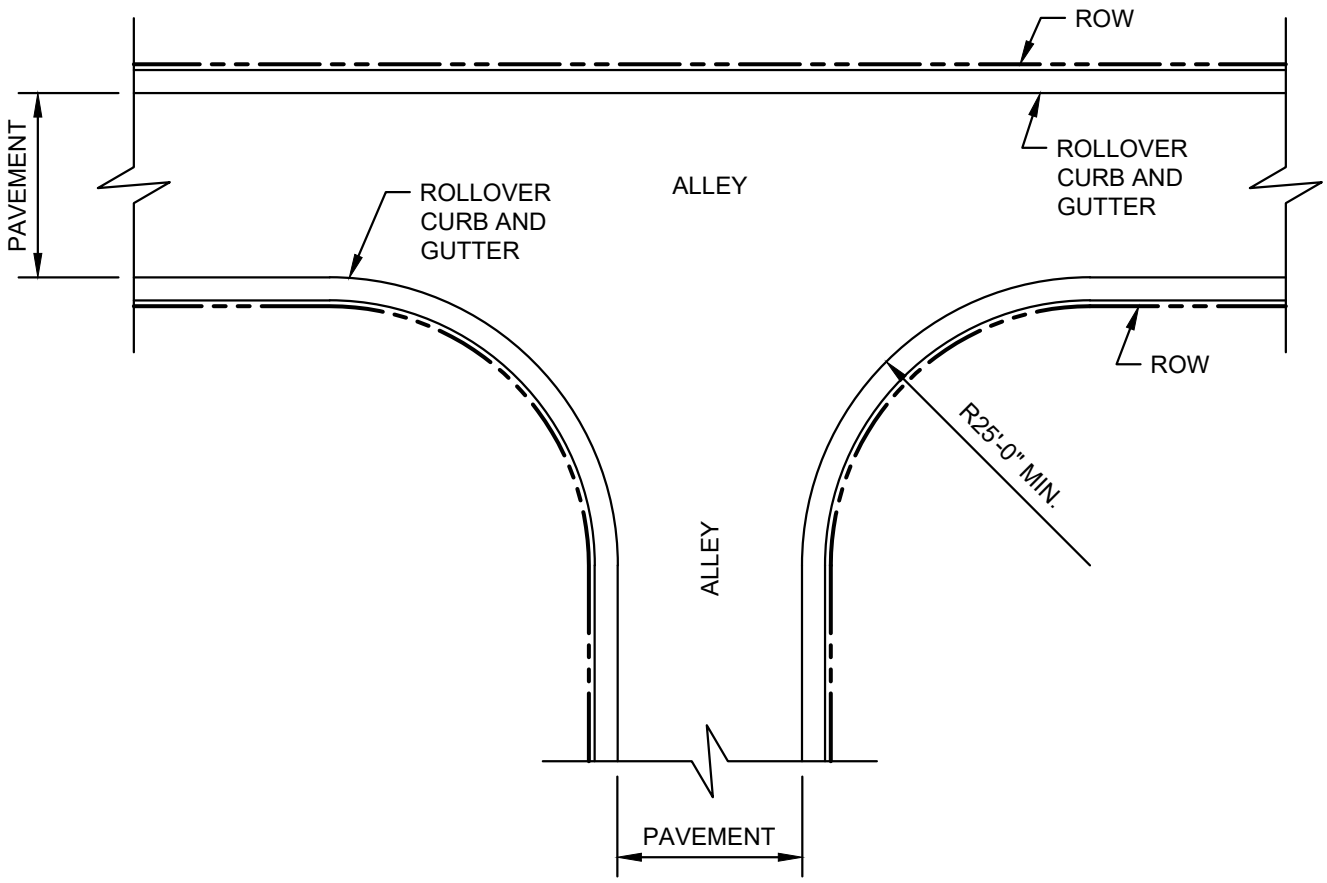
DWG. NO. **SD-5**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2023



NOTES

1. AN ALLEY INTERSECTION WITH ANOTHER ALLEY SHALL HAVE THE GEOMETRIC LAYOUT SHOWN ABOVE.
2. A MEWS INTERSECTION WITH ANOTHER MEWS OR ALLEY IS NOT PERMITTED.

HISTORIC FRANKLIN TENNESSEE

T-ALLEY INTERSECTIONS

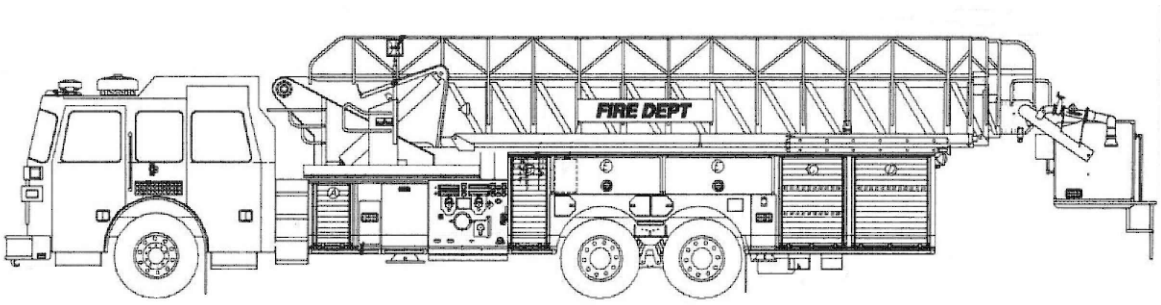
DWG. NO. **SD-6**

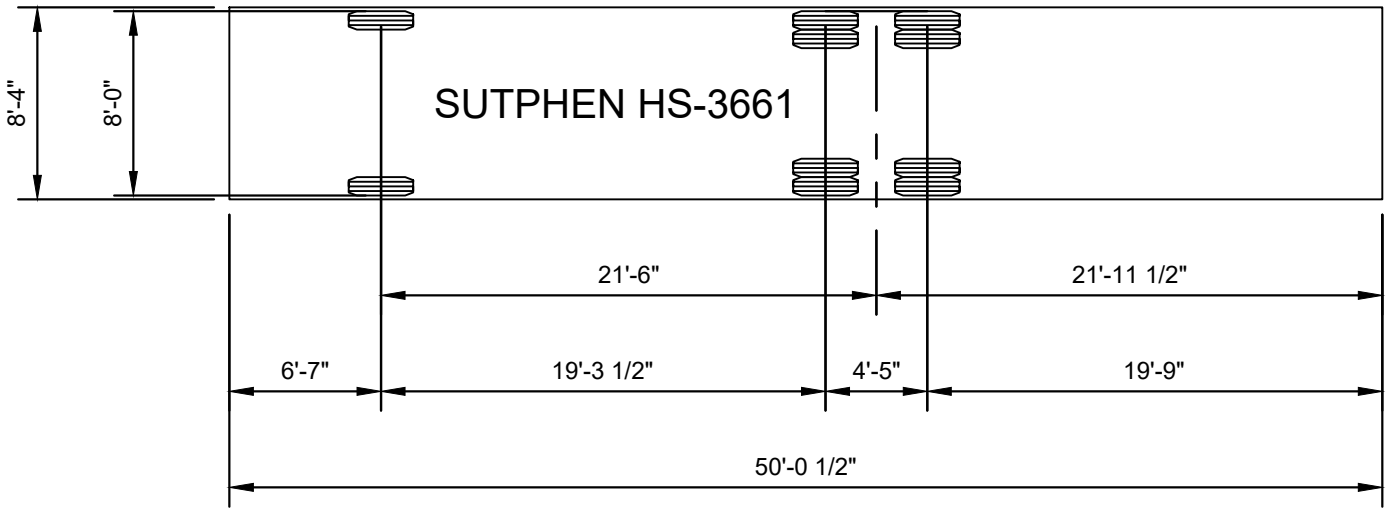
CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

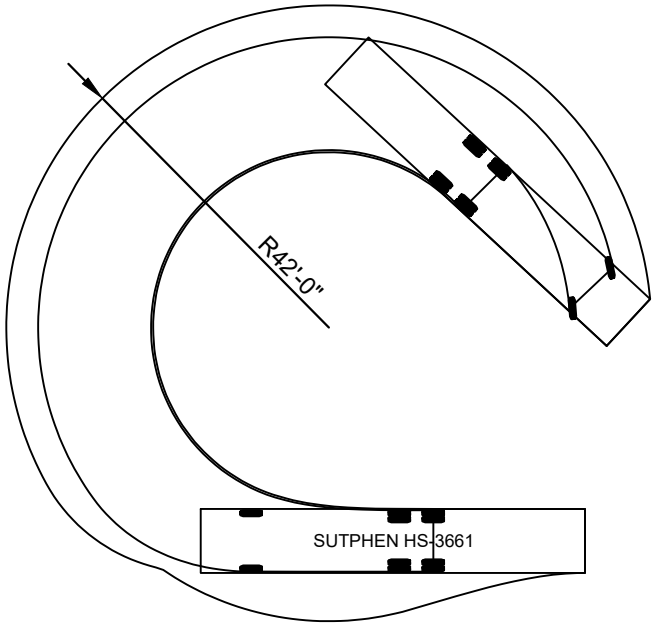
DATE: 7/1/2021





APPARATUS AND TURNING INFORMATION

1. NUMBER OF FRONT AXLES □ 1
2. FRONT TRACK WIDTH □ 8.000 FT
3. WHEELS ON EACH FRONT AXLE □ 2
4. NUMBER OF REAR AXLES □ 2
5. REAR TRACK WITH □ 8.000 FT
6. WHEELS ON EACH REAR AXLE □ 4
7. WHEELBASE □ 19.292 FT
8. REAR AXLE SPACING □ 4.417 FT
9. LOCK-TO-LOCK TIME □ 6 SEC
10. TURNING RADIUS WALL TO WALL □ 42 FT
11. BODY LENGTH □ 50.042 FT
12. BODY WIDTH □ 8.333 FT
13. REAR OVERHANG □ 24.167 FT
14. MINIMUM DESIGN SPEED □ 5 MPH



HISTORIC FRANKLIN TENNESSEE

FIRE APPARATUS TURNING TEMPLATE

CITY OF FRANKLIN

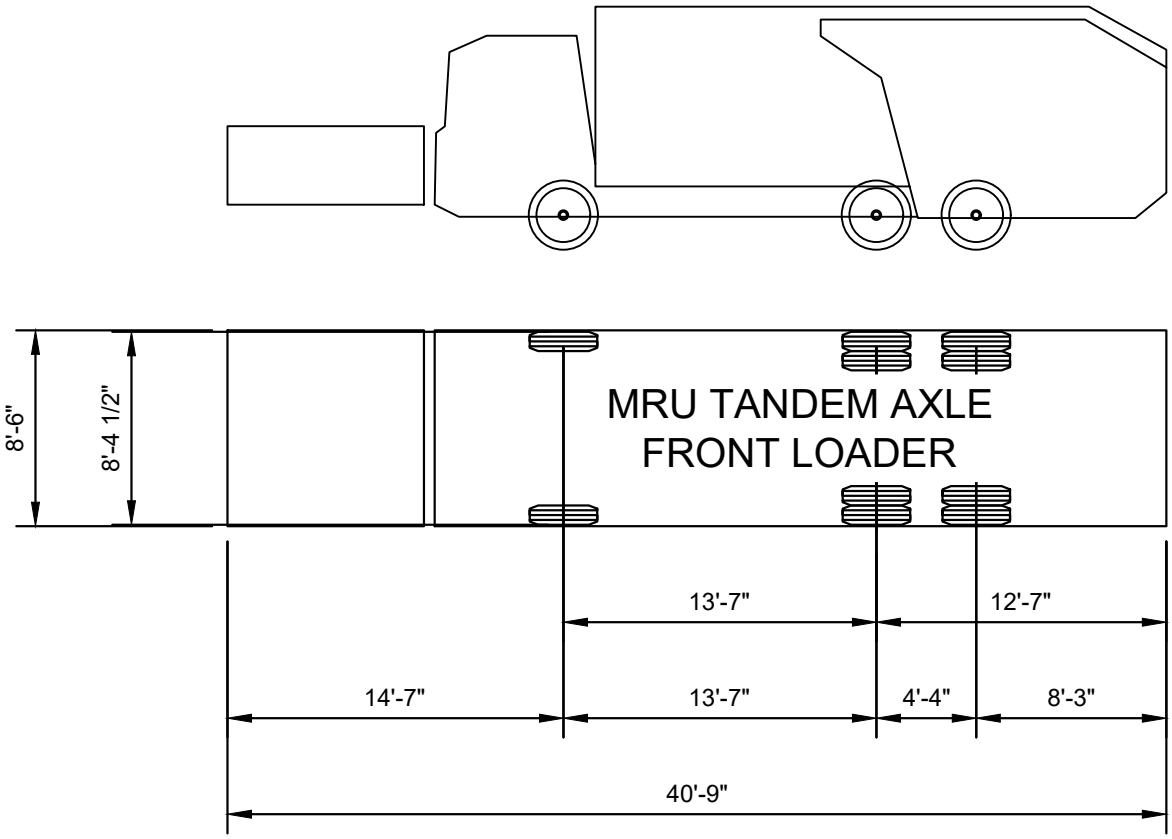
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

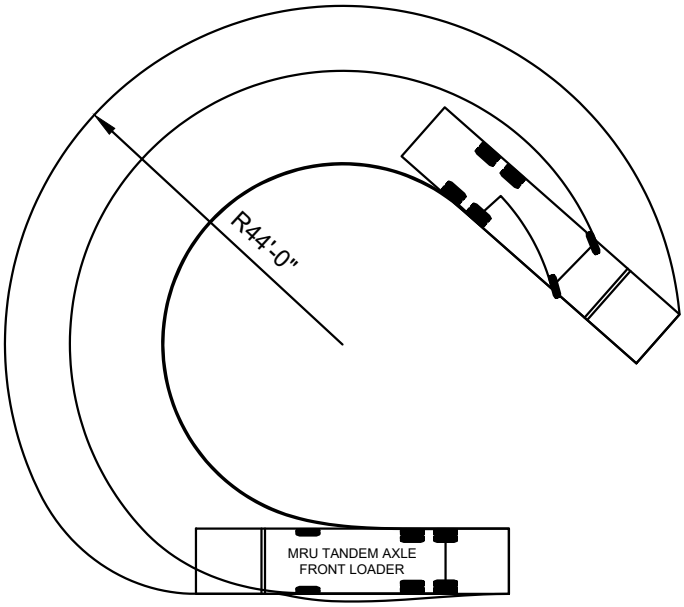
DWG. NO.

SD-7



APPARATUS AND TURNING INFORMATION

1. NUMBER OF FRONT AXLES 1
2. FRONT TRACK WIDTH 8.375 FT
3. WHEELS ON EACH FRONT AXLE 2
4. NUMBER OF REAR AXLES 2
5. REAR TRACK WITH 8.375 FT
6. WHEELS ON EACH REAR AXLE 4
7. WHEELBASE 13.583 FT
8. REAR AXLE SPACING 4.333 FT
9. LOCK-TO-LOCK TIME 6 SEC
10. TURNING RADIUS WALL TO WALL 44 FT
11. BODY LENGTH 40.750 FT
12. BODY WIDTH 8.500 FT
13. REAR OVERHANG 12.583 FT
14. MINIMUM BODY GROUND CLEARANCE 1.375 FT
15. MINIMUM DESIGN SPEED 5 MPH



HISTORIC FRANKLIN TENNESSEE

SOLID WASTE APPARATUS TURNING TEMPLATE

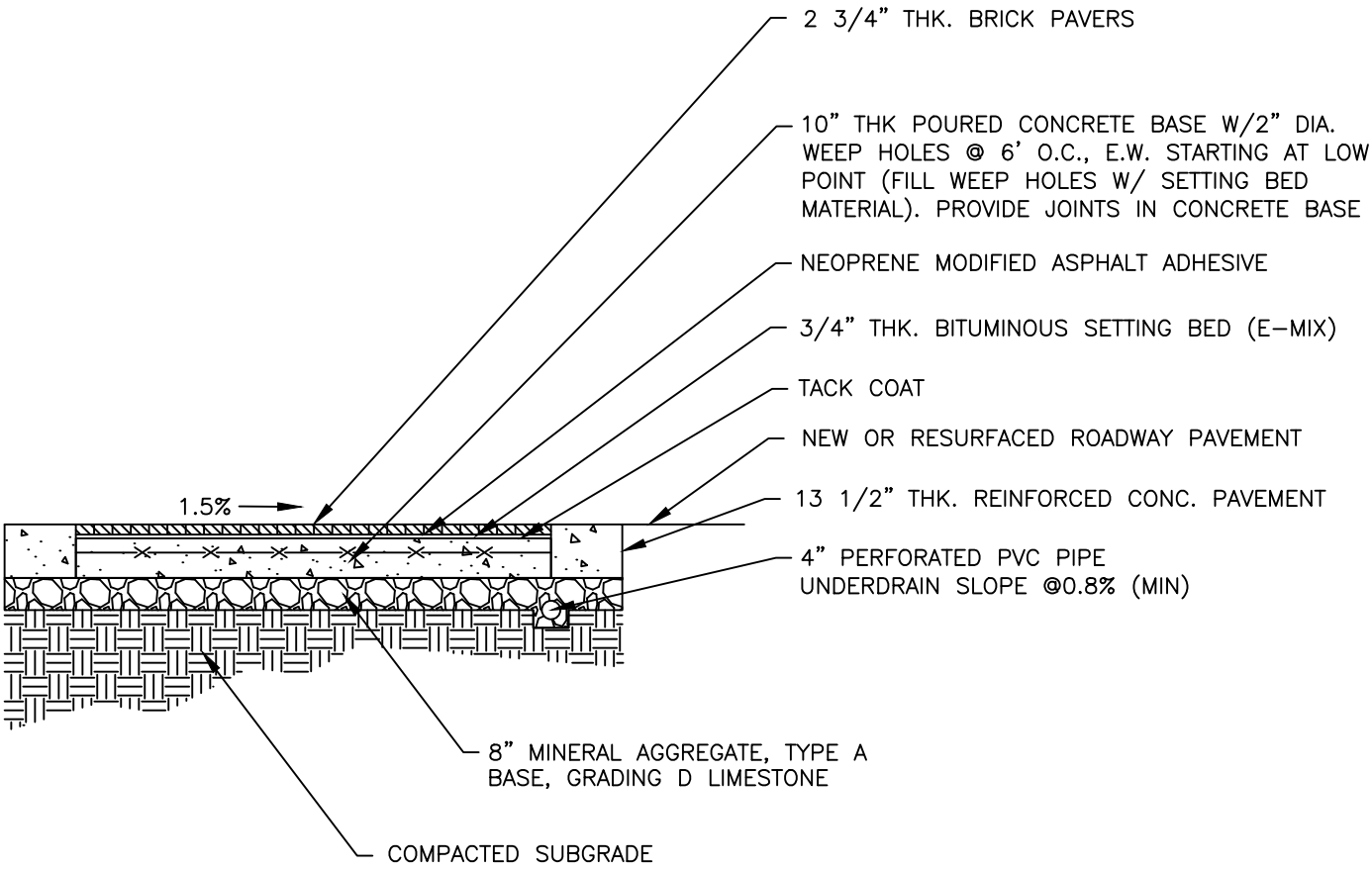
CITY OF FRANKLIN

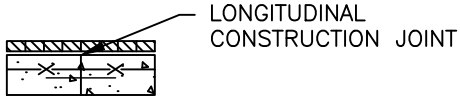
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 9/21/2023

DWG. NO. **SD-8**





SECTION A–A

GENERAL NOTES

1. PLACE PAVERS IN PATTERNS PER CITY OF FRANKLIN STREETSCAPE PLANS. PLACE PAVERS WITH HAND TIGHT JOINTS (MAX 1/16". USE 4" X 8" PAVERS AS SHOWN. SAW CUT PERIMETER PAVERS ABUTTING CONCRETE PAVEMENT ONLY AS NEEDED TO FILL VOIDS. SEE CITY OF FRANKLIN PAVER SPECIFICATIONS FOR INSTALLATION.
2. DO NOT USE FILLERS TO FILL JOINT VOIDS OF EXCESSIVE WIDTH BETWEEN THE BRICK PAVERS AND THE ABUTTING CONCRETE PAVEMENT. CUT PAVERS TO FIT.
3. INSTALL CONCRETE PAVEMENT JOINTS AND REINFORCMENT BARS IN ACCORDANCE WITH LANS AND DETAILS AND SECTION A–A
4. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

N.T.S

HISTORIC FRANKLIN TENNESSEE

CROSSWALK 2 3/4" THICK BRICK PAVERS ON CONCRETE BASE

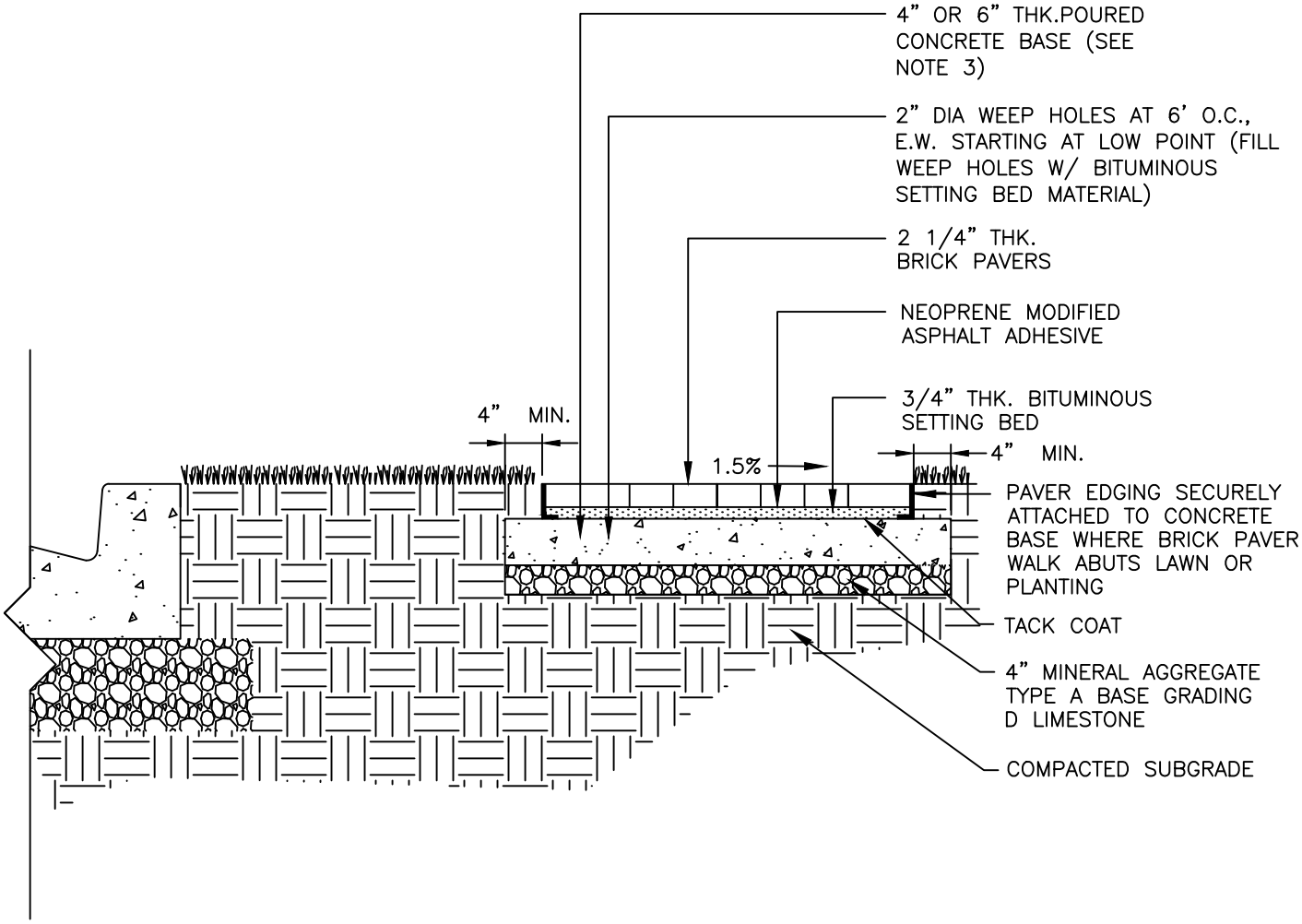
DWG. NO. **SS-1**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021



GENERAL NOTES

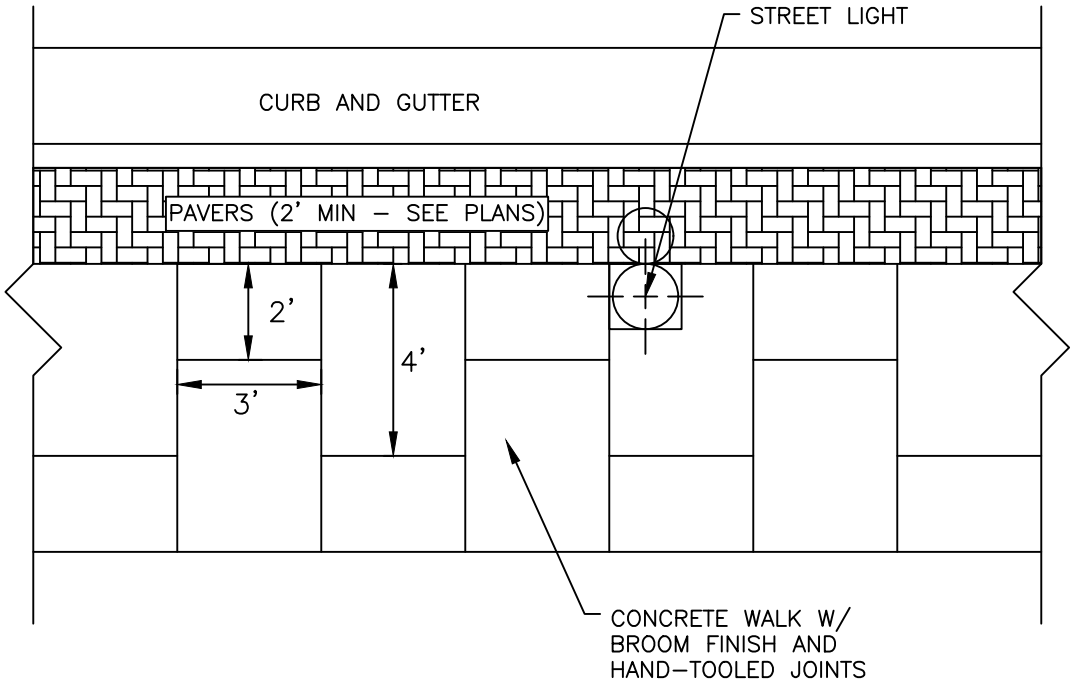
1. PLACE PAVERS IN PATTERNS PER CITY OF FRANKLIN STREETSCAPE PLANS. PLACE PAVERS WITH HAND TIGHT JOINTS NOT TO EXCEED 1/8" (MIN 1/16"). SAW CUT PAVERS AS NEEDED TO MAINTAIN ABOVE JOINT TOLERANCES.
2. DO NOT USE FILLERS TO FILL JOINT VOIDS OF EXCESSIVE WIDTH. RESET AND SAW CUT PAVERS AS REQUIRED TO ELIMINATE EXCESSIVE JOINT WIDTHS.
3. 4" THK POURED CONCRETE BASE ON ALL SIDEWALKS AND 6" THK PURED CONCRETE BASE ON ALL DRIVEWAYS.
4. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

N.T.S

HISTORIC FRANKLIN TENNESSEE

2 1/4" THICK BRICK PAVERS ON CONCRETE BASE

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021	DWG. NO. SS-2
NOT TO SCALE			



GENERAL NOTES

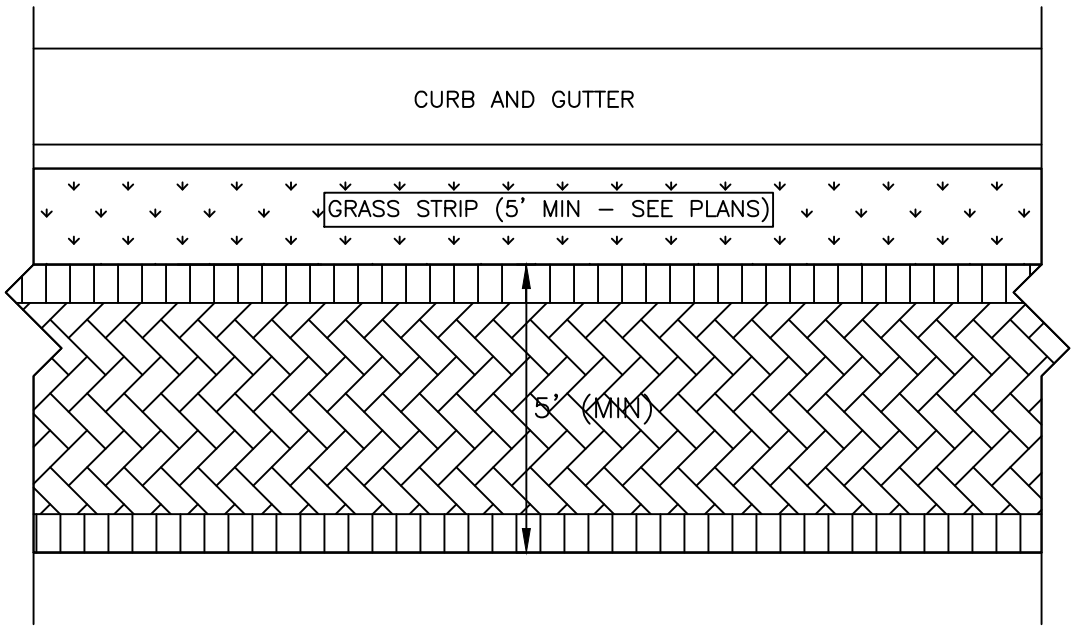
1. AFTER INSTALLATION OF HAND TOOLED JOINTS (AND CONCRETE SETUP):
   - A. SAW CUT (2/3 CONCRETE DEPTH) ALL HAND TOOLED JOINTS RUNNING PERPENDICULAR TO STREET CURB
   - B. SAW CUT (FULL DEPTH) ALL HAND TOOLED JOINTS AT THE INTERSECTION POINT OF THE STAGGERED JOINT
   - C. INSTEAD OF A AND B ABOVE, CONTRACTOR HAS THE OPTION TO INSTALL COLD JOINTS AT THESE LOCATIONS
   - D. THE PUPOSE OF A THROUGH C ABOVE IS TO PREVENT REFLECTIVE CRACKING AT THE INTERSECTION POINTS OF THE STAGGERED JOINTS. CONTRACTOR SHALL ENSURE NO REFLECTIVE CRACKING OCCURS AT THESE INTERSECTION POINTS.
   - E. COSTS OF JOINTS SPECIFIED ABOVE ARE INCIDENTAL TO CONCRETE WALK AND DRIVE ITEMS
2. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

N.T.S

HISTORIC FRANKLIN TENNESSEE

CONCRETE PAVEMENT WITH STAGGERED JOINT PATTERN

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021	DWG. NO. SS-3
NOT TO SCALE			



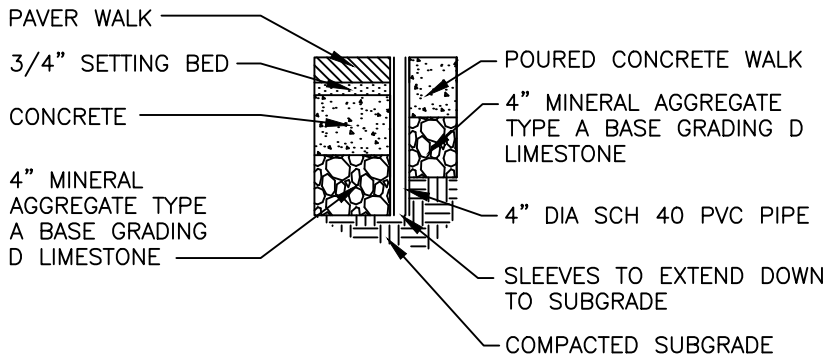
NOTE: THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

N.T.S

HISTORIC FRANKLIN TENNESSEE

TYPICAL 2 1/4" THICK BRICK PAVERS PATTERN

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021	DWG. NO. SS-4
NOT TO SCALE			



NOTE: THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

N.T.S

HISTORIC FRANKLIN TENNESSEE

SIGN SLEEVES

CITY OF FRANKLIN

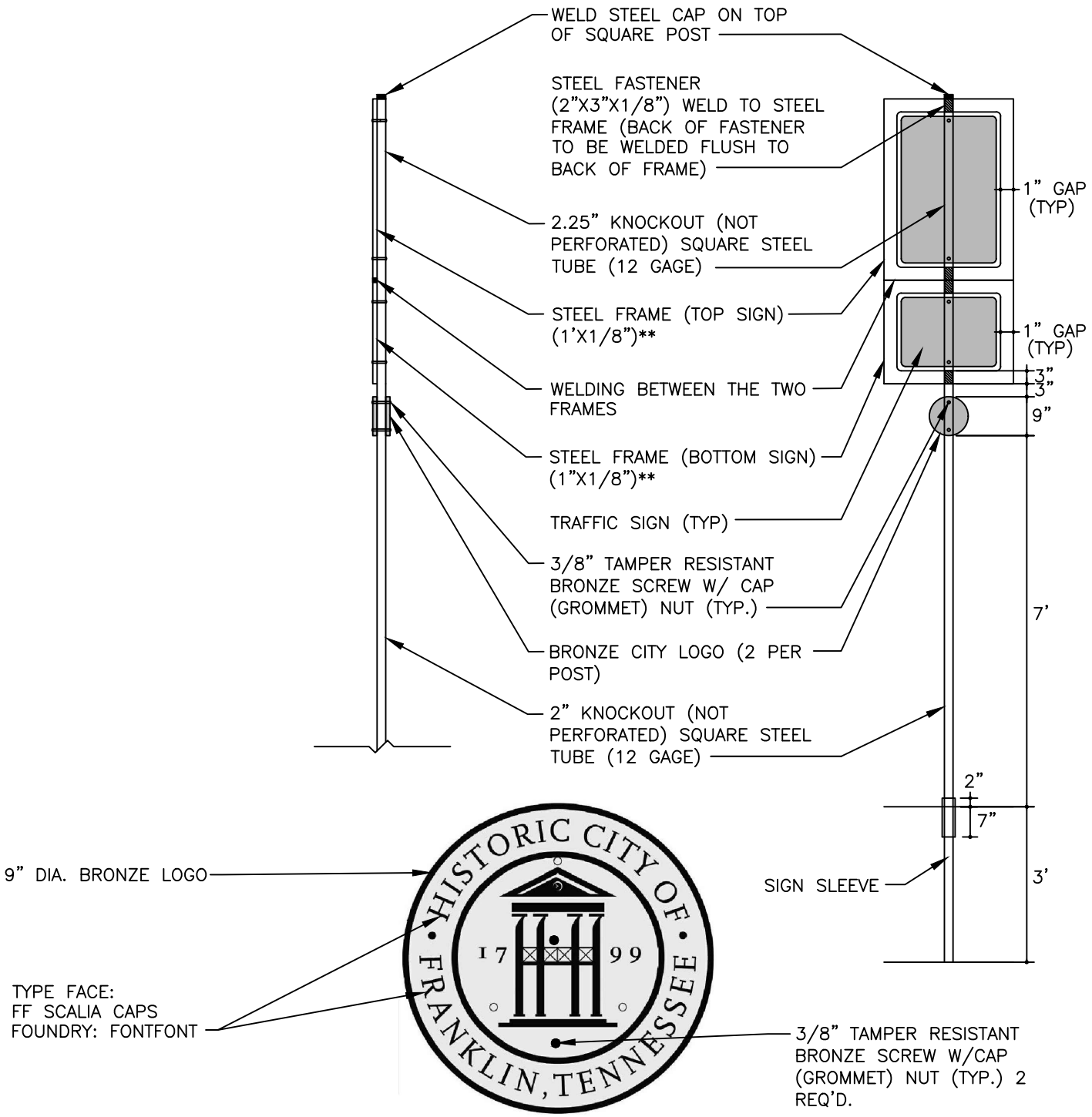
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

DWG. NO.

SS-5



GENERAL NOTES

1. ALL BLACK ART SHALL BE RAISED FROM THE BACKGROUND TO CREATE A SUBSTANTIAL EMBOSSED APPEARANCE AND SHALL BE NATURAL BRONZE COLOR/FINISH
2. SUBMIT SHOP DRAWINGS TO CITY FOR APPROVAL PRIOR TO FABRICATION
3. FINISH FRAME AND POST PER SPECS. FINISH COLOR OF STEEL FRAME, 2" AND 2.25" KNOCKOUT SQ. STEEL TUBE TO MATCH SHERWIN WILLIAMS #PGS8-90245 (80% GLOSS) (FRANKLIN GREEN)
4. GRIND ALL WELDS SMOOTH
5. FINISH BACKS OF ALL TRAFFIC SIGNS PER CITY STREET SPECS. FINISH COLOR TO MATCH SHERWIN WILLIAMS #PGS8-90245 (80% GLOSS) (FRANKLIN GREEN).
6. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

N.T.S

HISTORIC FRANKLIN TENNESSEE

TYPICAL STREET SIGN

CITY OF FRANKLIN

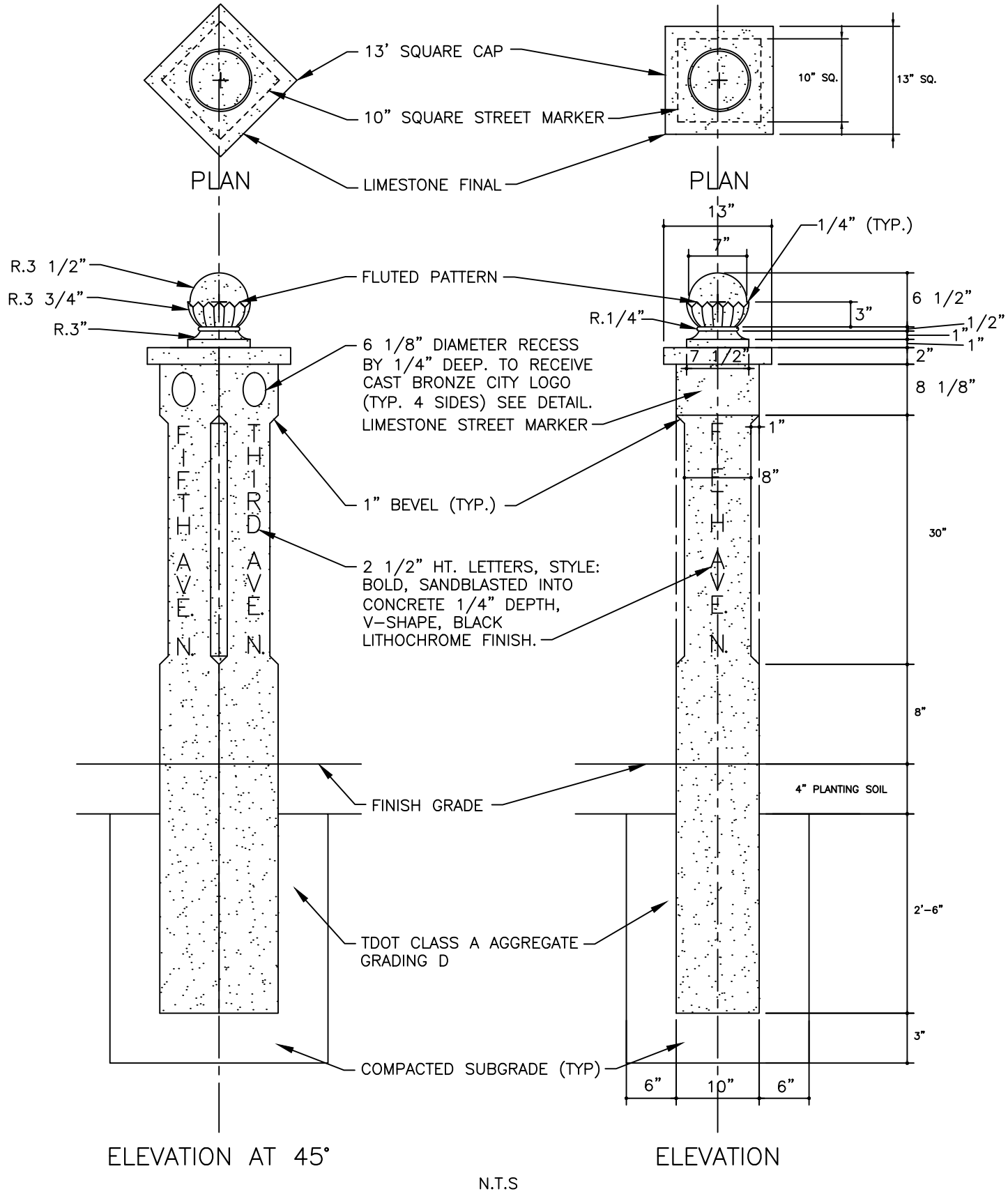
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

DWG. NO.

SS-6



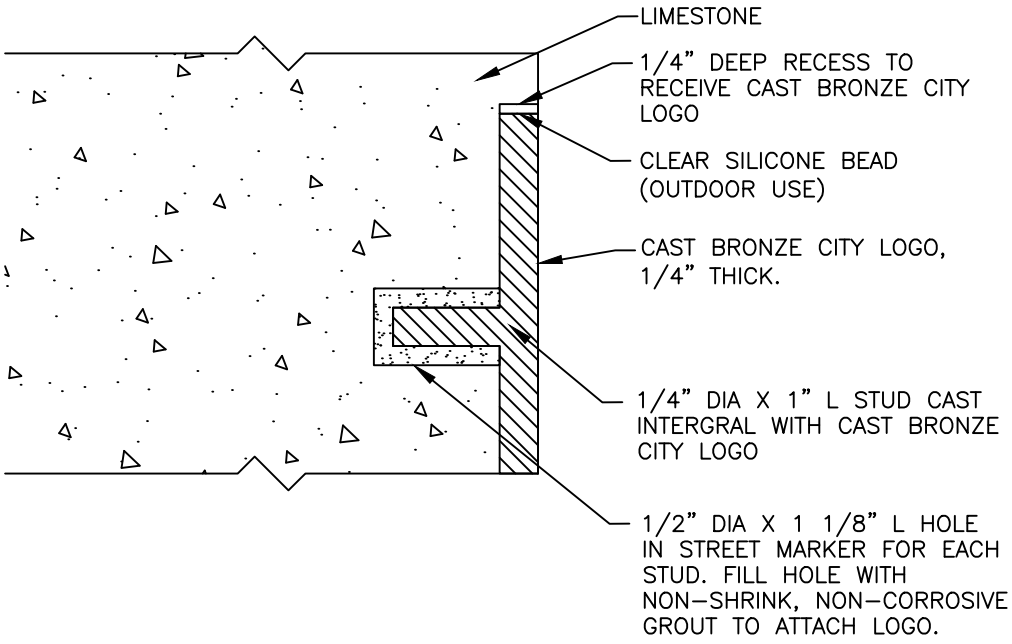
N.T.S

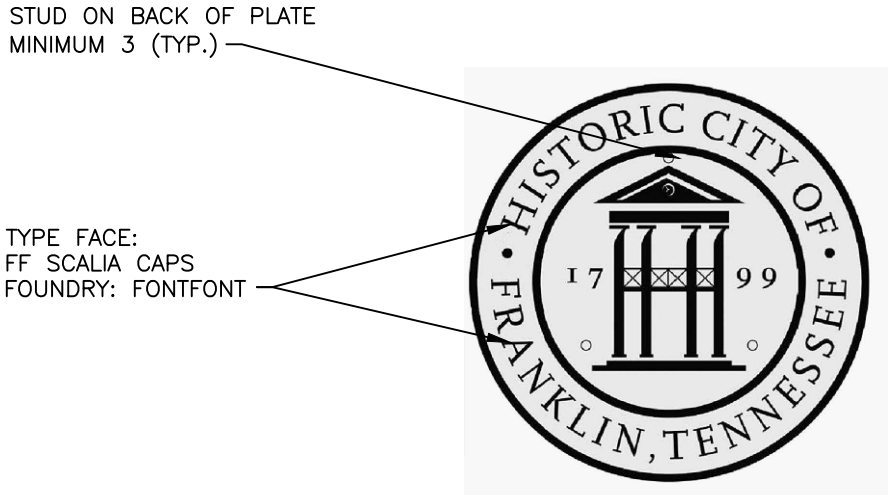
HISTORIC FRANKLIN TENNESSEE

LIMESTONE STREET MARKER PG 1 OF 2

DWG. NO. **SS-7**

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021
NOT TO SCALE		





GENERAL NOTES

1. ALL BLACK ART SHALL BE RAISED FROM THE BACKGROUND TO CREATE A SUBSTANTIAL EMBOSSED APPEARANCE AND SHALL BE NATURAL BRONZE COLOR/FINISH
2. ALL RECESSED AREAS TO BE FINISH PAINTED TO MATCH SHERWIN WILLIAMS #PG58-90245 SHEEN "FRANKLIN GREEN" GLOSS POWDER COAT.
3. SUBMIT SHOP DRAWINGS, AND STONE SAMPLES TO CITY FOR APPROVAL PRIOR TO FABRICATION
4. BRONZE CITY LOGO SHALL MATCH THOSE INSTALLED ALONG 3RD AVE N. AND 5TH AVE. N.
5. LIMESTONE SHALL BE INDIANA LIMESTONE, GREY COLOR / SMOOTH FINISH
6. SEAL STREET MARKERS PER CITY SPECS.
7. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

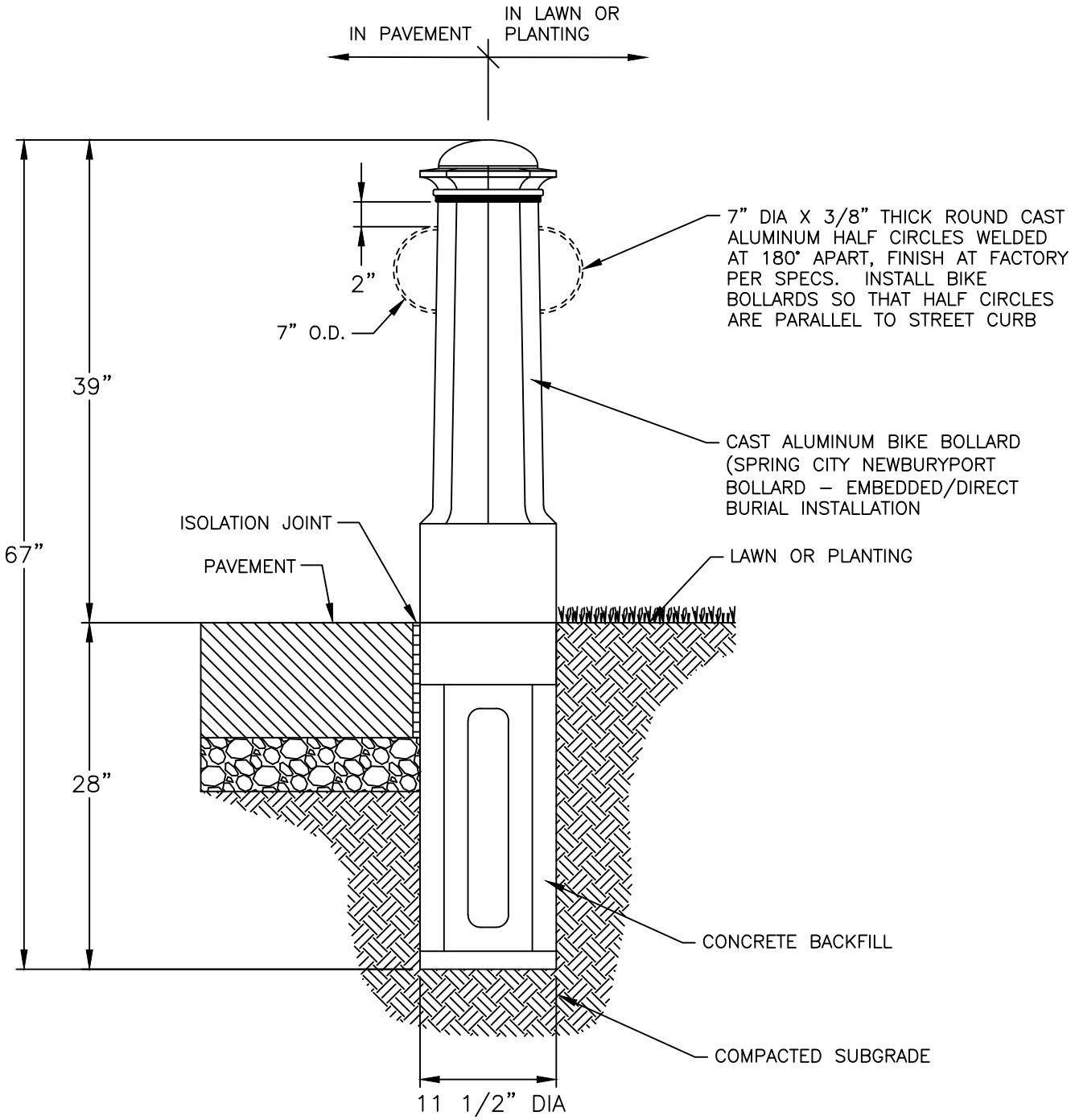
N.T.S

HISTORIC FRANKLIN TENNESSEE

LIMESTONE STREET MARKER PG 2 OF 2

DWG. NO. **SS-7**

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021
NOT TO SCALE		



GENERAL NOTES

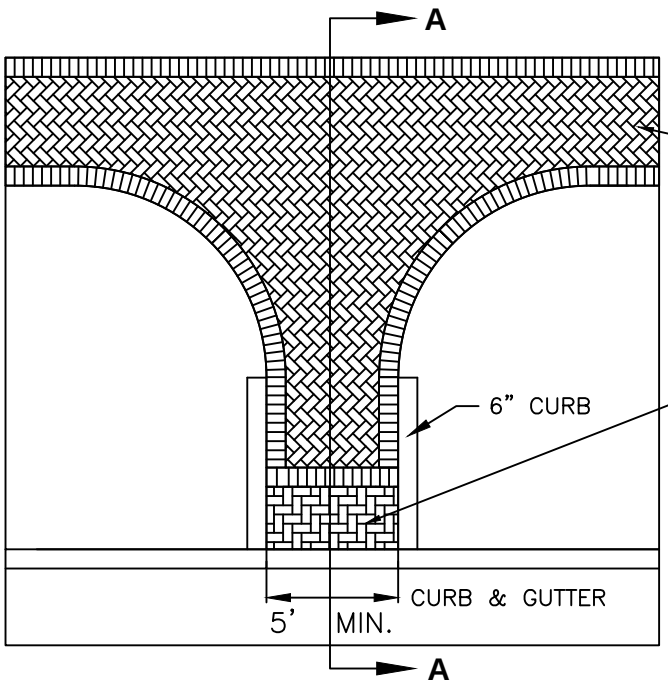
1. BIKE BOLLARD PART NO.: ABDNPBP–13–3.3–DD–XX–CW
   XX = TWO ALUMINUM 7" DIAMETER (OUTSIDE DIAMETER) HALF CIRCLES WELDED @ 180° ON EACH SIDE OF THE BOLLARD
   CW = RAL Y0331 HEAVY DUTY ACROLON SYSTEM BY SHERWIN WILLIAMS
2. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

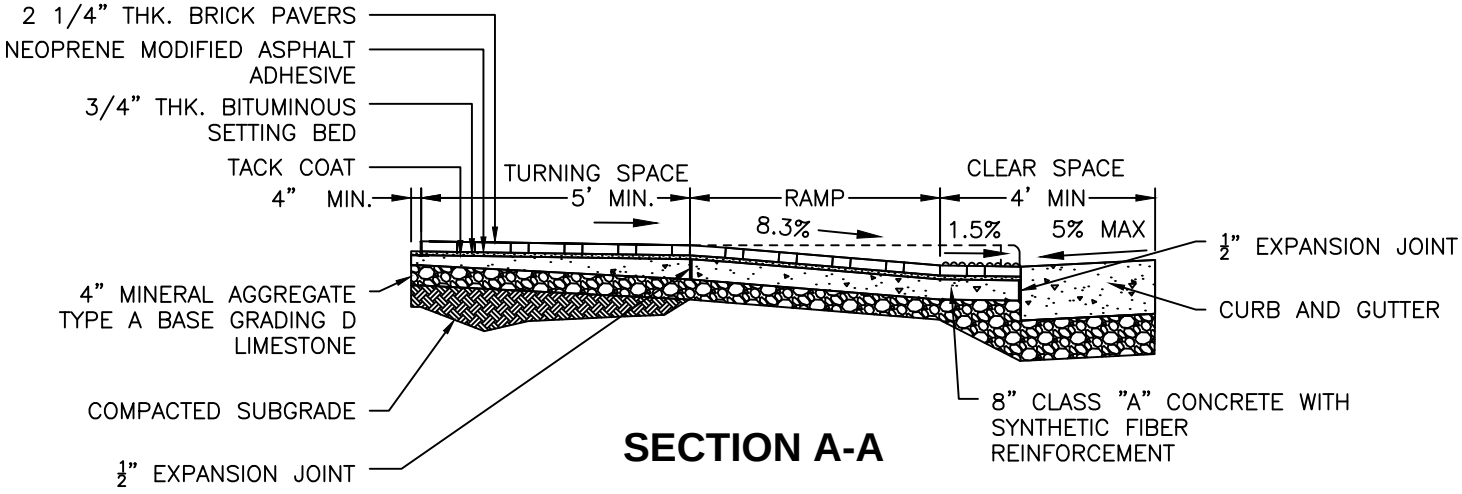
N.T.S

HISTORIC FRANKLIN TENNESSEE

CAST ALUMINUM BIKE BOLLARD

CITY OF FRANKLIN	CITY ENGINEER:	DATE: 7/1/2021	DWG. NO. SS-8
NOT TO SCALE			





SECTION A-A

GENERAL NOTES

1. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.
2. PLACE PAVERS IN PATTERNS PER CITY OF FRANKLIN STREETSCAPE PLANS. PLACE PAVERS WITH HAND TIGHT JOINTS NOT TO EXCEED $\frac{1}{8}$" (MIN $\frac{1}{16}$"). SAW CUT PAVERS AS NEEDED TO MAINTAIN ABOVE JOINT TOLERANCES.
3. DO NOT USE FILLERS TO FILL JOINT VOIDS OF EXCESSIVE WIDTH. RESET AND SAW CUT PAVERS AS REQUIRED TO ELIMINATE EXCESSIVE JOINT WIDTHS.
4. CONCRETE UNDER BRICK PAVERS SHALL BE A MIN THICKNESS OF: 4" UNDER ALL SIDEWALKS, 6" UNDER ALL DRIVEWAYS AND 8" UNDER ALL RAMPS.
5. A VARIATION OF THE RAMP MAY BE USED IN CERTAIN CIRCUMSTANCES BUT MUST COMPLY WITH PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY
6. DESIRABLE SLOPE TO BE USED UNLESS OTHERWISE DIRECTED BY THE CITY OF FRANKLIN.
7. MINIMUM TURNING SPACE IS 5'X5' AND MIN CLEAR SPACE 4'X5' OUTSIDE TRAVEL WAY.
8. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
9. 4" MIN BASE STONE (303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" REQUIRED UNDER ALL SIDEWALKS AND CURB.

N.T.S

HISTORIC FRANKLIN TENNESSEE

BRICK CURB RAMP AND DETECTABLE WARNING

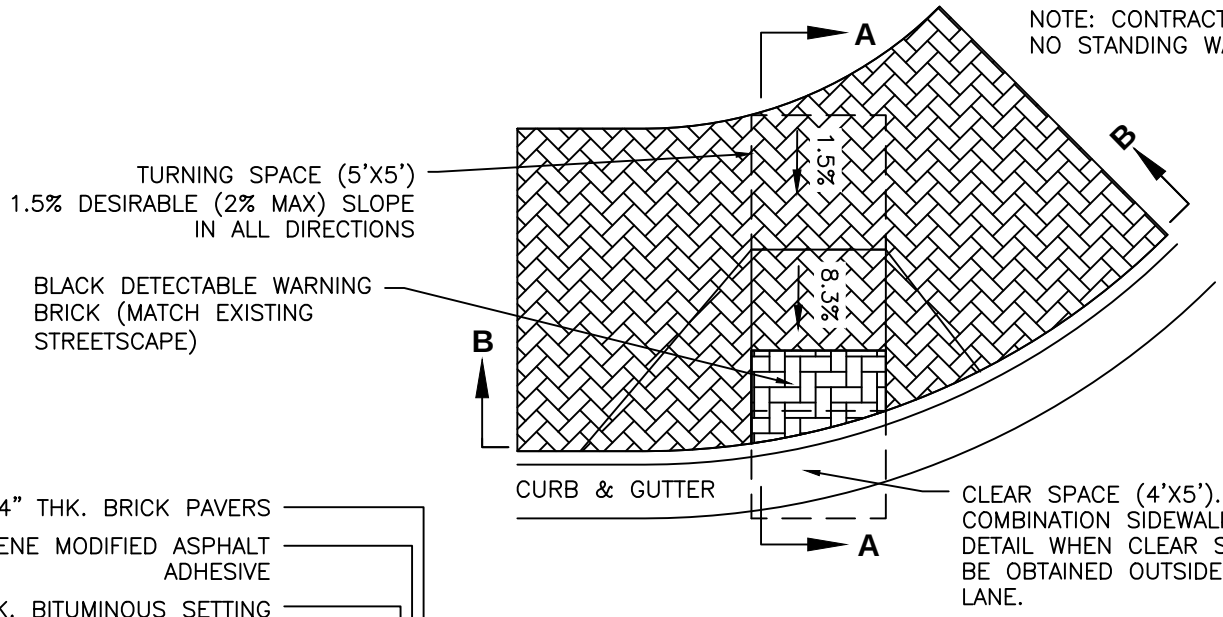
CITY OF FRANKLIN

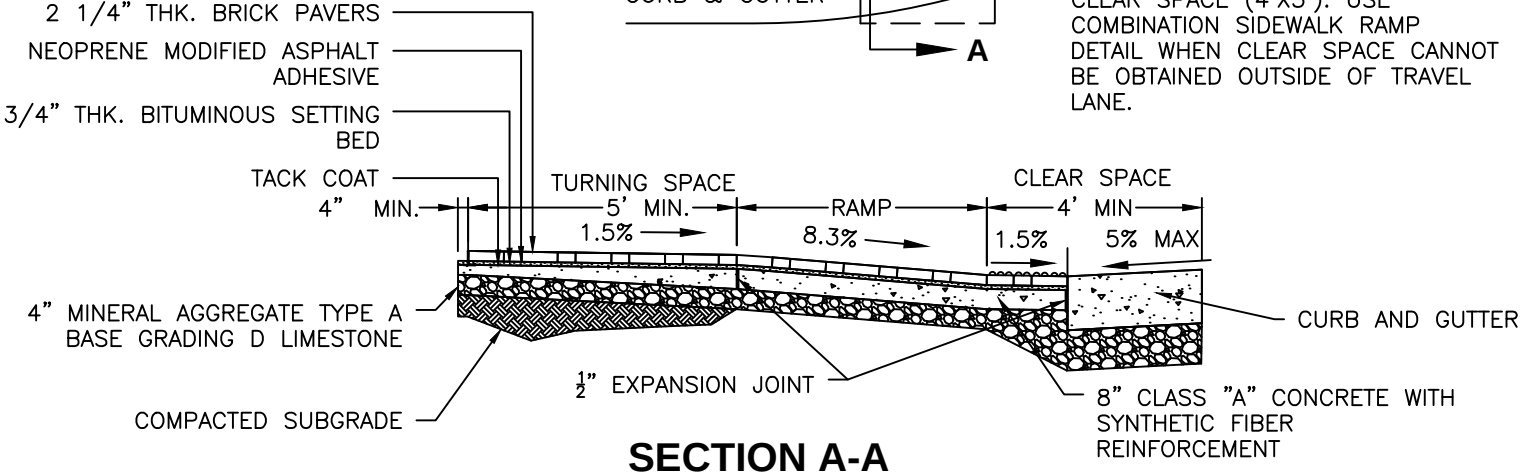
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

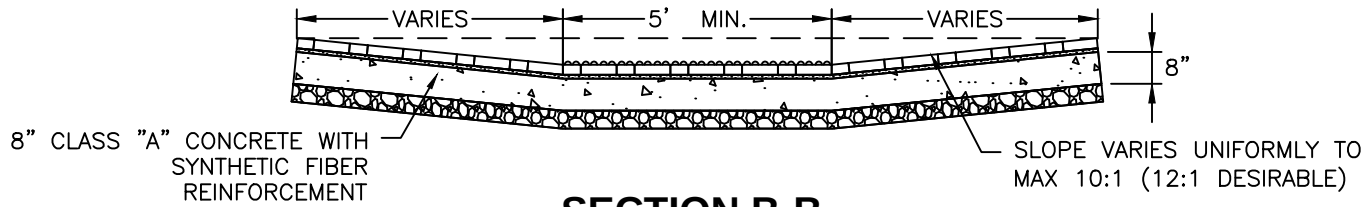
DATE: 7/1/2021

DWG. NO. **SS-9**





SECTION A-A



SECTION B-B

GENERAL NOTES

1. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.
2. PLACE PAVERS IN PATTERNS PER CITY OF FRANKLIN STREETSCAPE PLANS. PLACE PAVERS WITH HAND TIGHT JOINTS NOT TO EXCEED $\frac{1}{8}$" (MIN $\frac{1}{16}$"). SAW CUT PAVERS AS NEEDED TO MAINTAIN ABOVE JOINT TOLERANCES.
3. DO NOT USE FILLERS TO FILL JOINT VOIDS OF EXCESSIVE WIDTH. RESET AND SAW CUT PAVERS AS REQUIRED TO ELIMINATE EXCESSIVE JOINT WIDTHS.
4. CONCRETE UNDER BRICK PAVERS SHALL BE A MIN THICKNESS OF: 4" UNDER ALL SIDEWALKS, 6" UNDER ALL DRIVEWAYS AND 8" UNDER ALL RAMPS.
5. A VARIATION OF THE RAMP MAY BE USED IN CERTAIN CIRCUMSTANCES BUT MUST COMPLY WITH PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY
6. DESIRABLE SLOPE TO BE USED UNLESS OTHERWISE DIRECTED BY THE CITY OF FRANKLIN.
7. MINIMUM TURNING SPACE IS 5'X5' AND MIN CLEAR SPACE 4'X5' OUTSIDE TRAVEL WAY.
8. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
9. 4" MIN BASE STONE (303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" REQUIRED UNDER ALL SIDEWALKS AND CURB.

N.T.S

HISTORIC FRANKLIN TENNESSEE

BRICK PERPENDICULAR CURB RAMP

DWG. NO.

SS-10

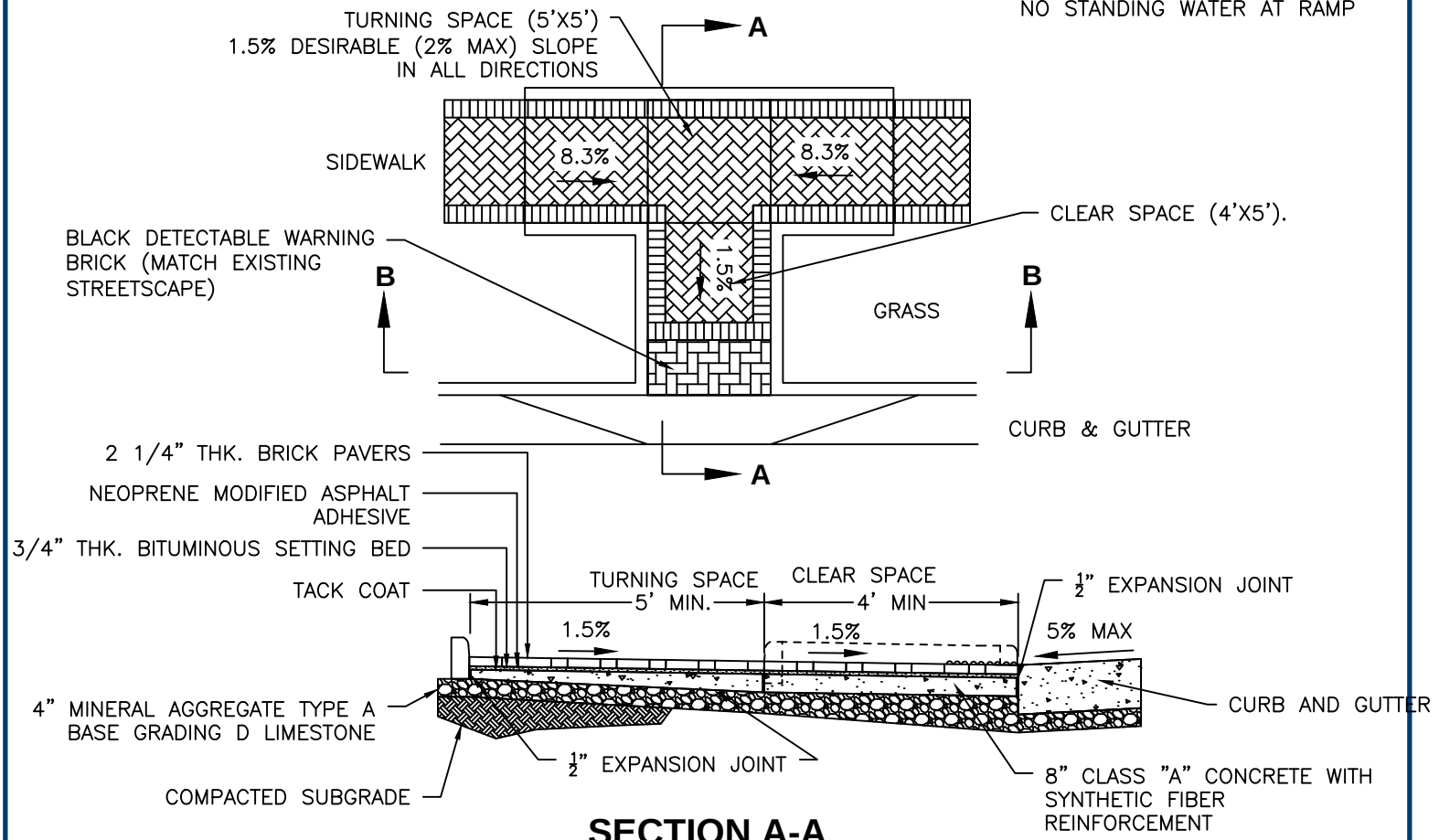
CITY OF FRANKLIN

NOT TO SCALE

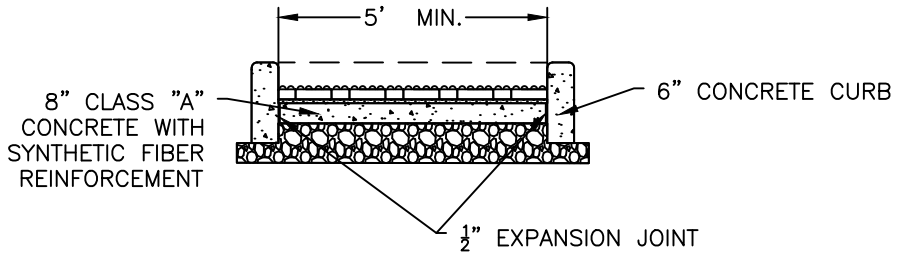
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

NOTE: CONTRACTOR TO ENSURE NO STANDING WATER AT RAMP



SECTION A-A



SECTION B-B

GENERAL NOTES

1. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.
2. PLACE PAVERS IN PATTERNS PER CITY OF FRANKLIN STREETSCAPE PLANS. PLACE PAVERS WITH HAND TIGHT JOINTS NOT TO EXCEED $\frac{1}{8}$" (MIN $\frac{1}{16}$"). SAW CUT PAVERS AS NEEDED TO MAINTAIN ABOVE JOINT TOLERANCES.
3. DO NOT USE FILLERS TO FILL JOINT VOIDS OF EXCESSIVE WIDTH. RESET AND SAW CUT PAVERS AS REQUIRED TO ELIMINATE EXCESSIVE JOINT WIDTHS.
4. CONCRETE UNDER BRICK PAVERS SHALL BE A MIN THICKNESS OF: 4" UNDER ALL SIDEWALKS, 6" UNDER ALL DRIVEWAYS AND 8" UNDER ALL RAMPS.
5. A VARIATION OF THE RAMP MAY BE USED IN CERTAIN CIRCUMSTANCES BUT MUST COMPLY WITH PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY
6. DESIRABLE SLOPE TO BE USED UNLESS OTHERWISE DIRECTED BY THE CITY OF FRANKLIN.
7. MINIMUM TURNING SPACE IS 5'X5' AND MIN CLEAR SPACE 4'X5' OUTSIDE TRAVEL WAY.
8. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
9. 4" MIN BASE STONE (303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" REQUIRED UNDER ALL SIDEWALKS AND CURB.

N.T.S

HISTORIC FRANKLIN TENNESSEE

BRICK COMBINATION CURB RAMP

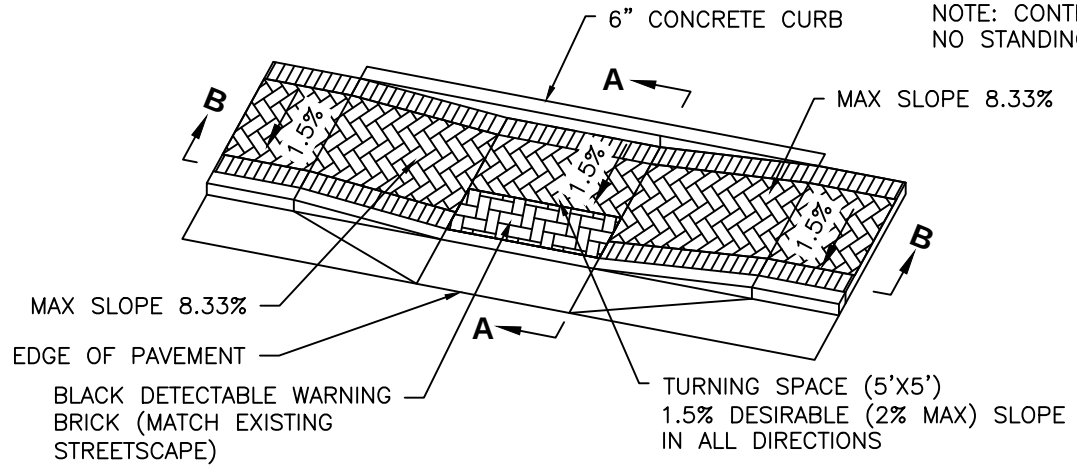
DWG. NO. **SS-11**

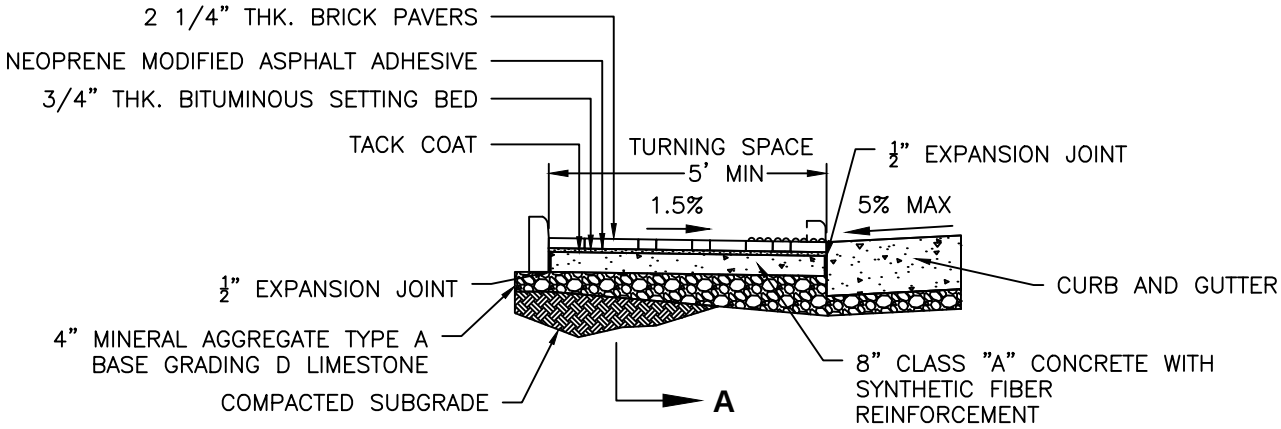
CITY OF FRANKLIN

NOT TO SCALE

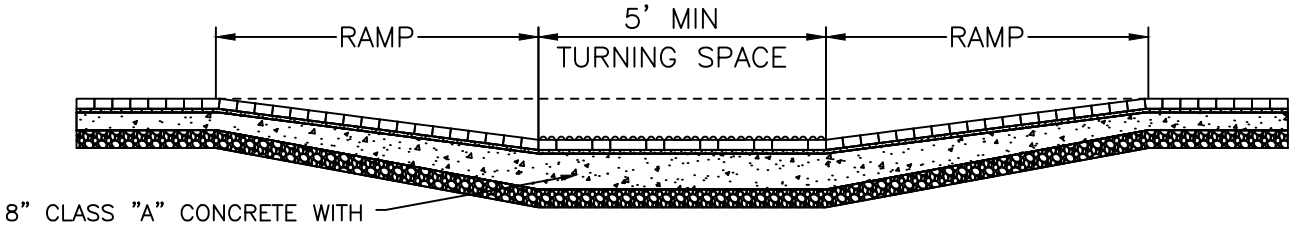
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021





SECTION A-A



SECTION B-B

GENERAL NOTES

1. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.
2. PLACE PAVERS IN PATTERNS PER CITY OF FRANKLIN STREETSCAPE PLANS. PLACE PAVERS WITH HAND TIGHT JOINTS NOT TO EXCEED $\frac{1}{8}$" (MIN $\frac{1}{16}$"). SAW CUT PAVERS AS NEEDED TO MAINTAIN ABOVE JOINT TOLERANCES.
3. DO NOT USE FILLERS TO FILL JOINT VOIDS OF EXCESSIVE WIDTH. RESET AND SAW CUT PAVERS AS REQUIRED TO ELIMINATE EXCESSIVE JOINT WIDTHS.
4. CONCRETE UNDER BRICK PAVERS SHALL BE A MIN THICKNESS OF: 4" UNDER ALL SIDEWALKS, 6" UNDER ALL DRIVEWAYS AND 8" UNDER ALL RAMPS.
5. A VARIATION OF THE RAMP MAY BE USED IN CERTAIN CIRCUMSTANCES BUT MUST COMPLY WITH PROPOSED ACCESSIBILITY GUIDELINES FOR PEDESTRIAN FACILITIES IN THE PUBLIC RIGHT-OF-WAY
6. DESIRABLE SLOPE TO BE USED UNLESS OTHERWISE DIRECTED BY THE CITY OF FRANKLIN.
7. MINIMUM TURNING SPACE IS 5'X5' AND MIN CLEAR SPACE 4'X5' OUTSIDE TRAVEL WAY.
8. GRADE BREAKS AT THE TOP AND BOTTOM OF CURB RAMP RUNS SHALL BE PERPENDICULAR TO THE DIRECTION OF THE RAMP RUN. GRADE BREAKS SHALL NOT BE PERMITTED ON THE SURFACE OF RAMP RUNS AND TURNING SPACES. SURFACE SLOPE THAT MEET AT GRADE BREAKS SHALL BE FLUSH.
9. 4" MIN BASE STONE (303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D" REQUIRED UNDER ALL SIDEWALKS AND CURB.

N.T.S

HISTORIC FRANKLIN TENNESSEE

BRICK PARALLEL CURB RAMP

DWG. NO.

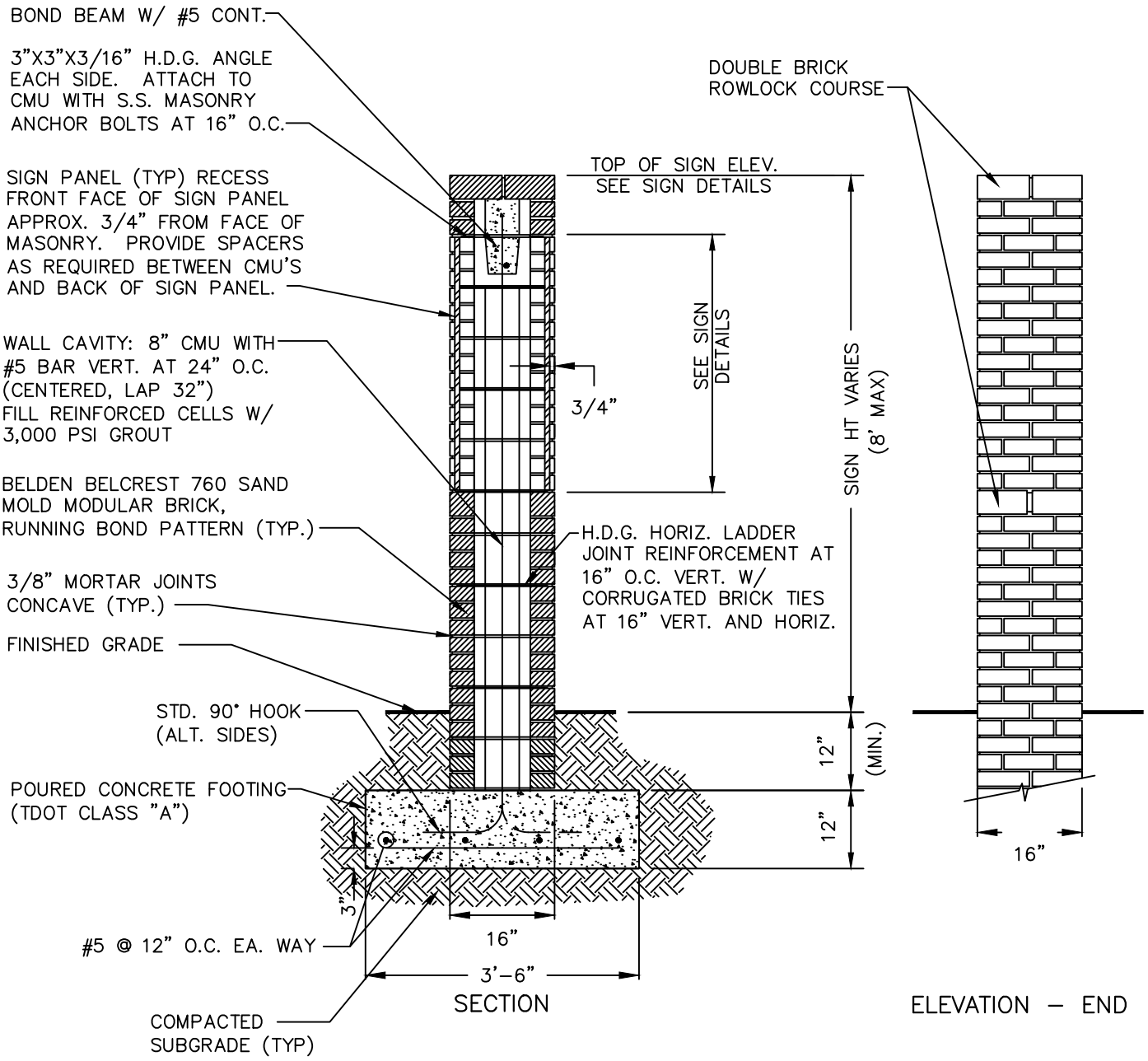
SS-12

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021



GENERAL NOTES

1. CONTRACTOR IS REQUIRED TO UTILIZE A SPECIALTY SIGNAGE DESIGN/FABRICATION SUBCONTRACTOR. SIGNS SHALL BE APPROVED BY THE PROPERTY OWNER AND CITY OF FRANKLIN. SIGNS ARE DOUBLE SIDED; 2 PANELS ARE REQUIRED FOR EACH SIGN. THE SIGN PANELS ARE REQUIRED TO FIT ONTO THE DESIGNATED MASONRY BASES. CONTRACTOR IS RESPONSIBLE FOR PROPER FIT OF SIGN PANELS ONTO MASONRY BASES.
2. SIGN PANELS SHALL BE EXTERNALLY ILLUMINATED. REFER TO ELECTRICAL DRAWINGS FOR SIGN PANEL LIGHTING.
3. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

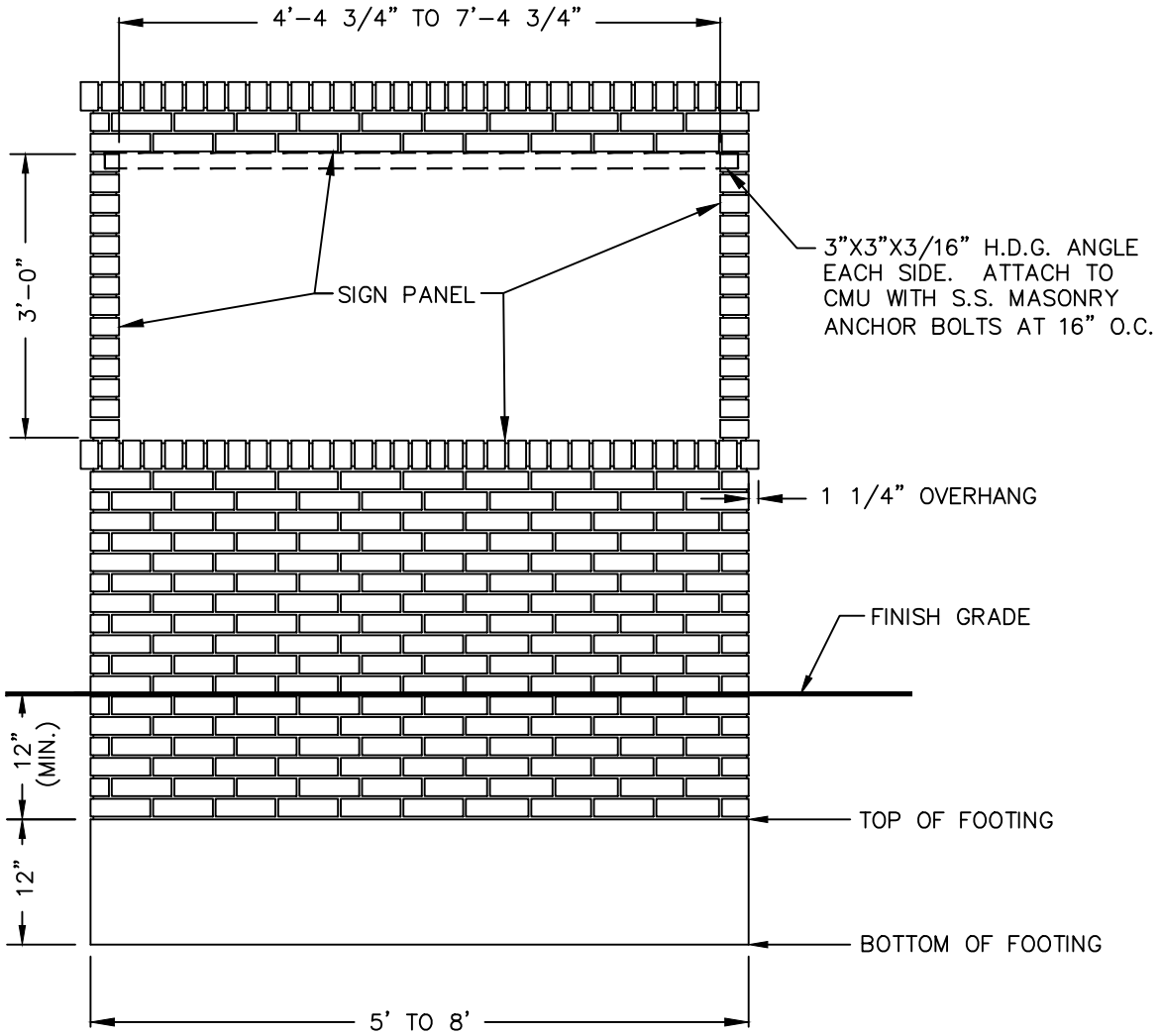
N.T.S

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE SIGN PG 1 OF 2

DWG. NO. **SS-13A**

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021
NOT TO SCALE		



NOTE: THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

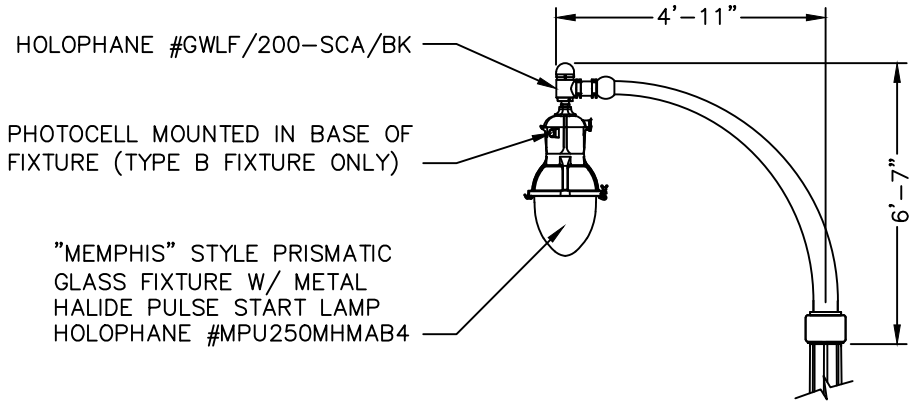
N.T.S

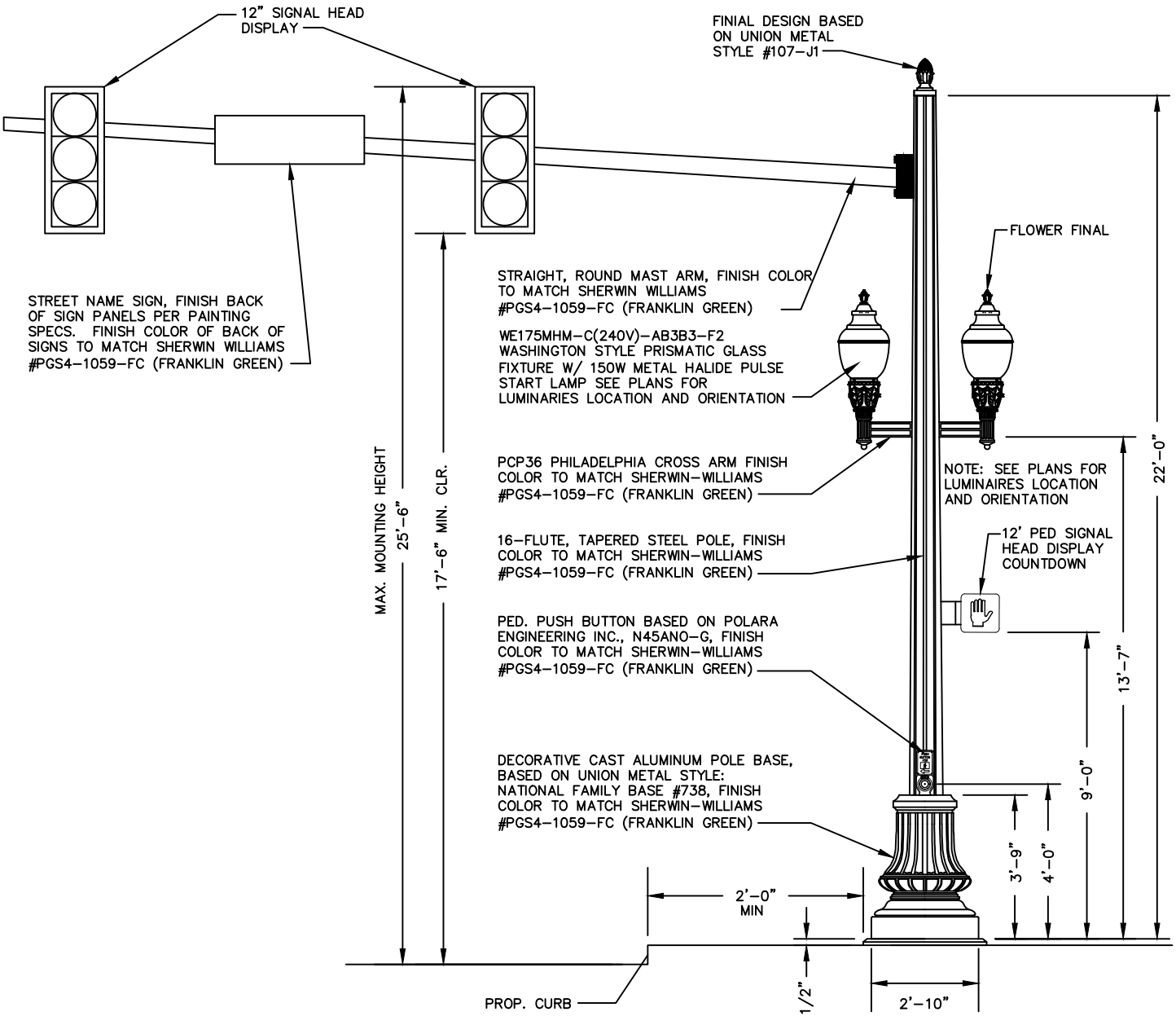
HISTORIC FRANKLIN TENNESSEE

STREETSCAPE SIGN PG 2 OF 2

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021	DWG. NO. SS-13B
NOT TO SCALE			

NOTE: LUMINAIRE ON TOP OF TRAFFIC POLE. SEE PLANS FOR LUMINAIRES LOCATION AND ORIENTATION.





NOTE: THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS. N.T.S

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE TRAFFIC SIGNAL MAST ARM POLE

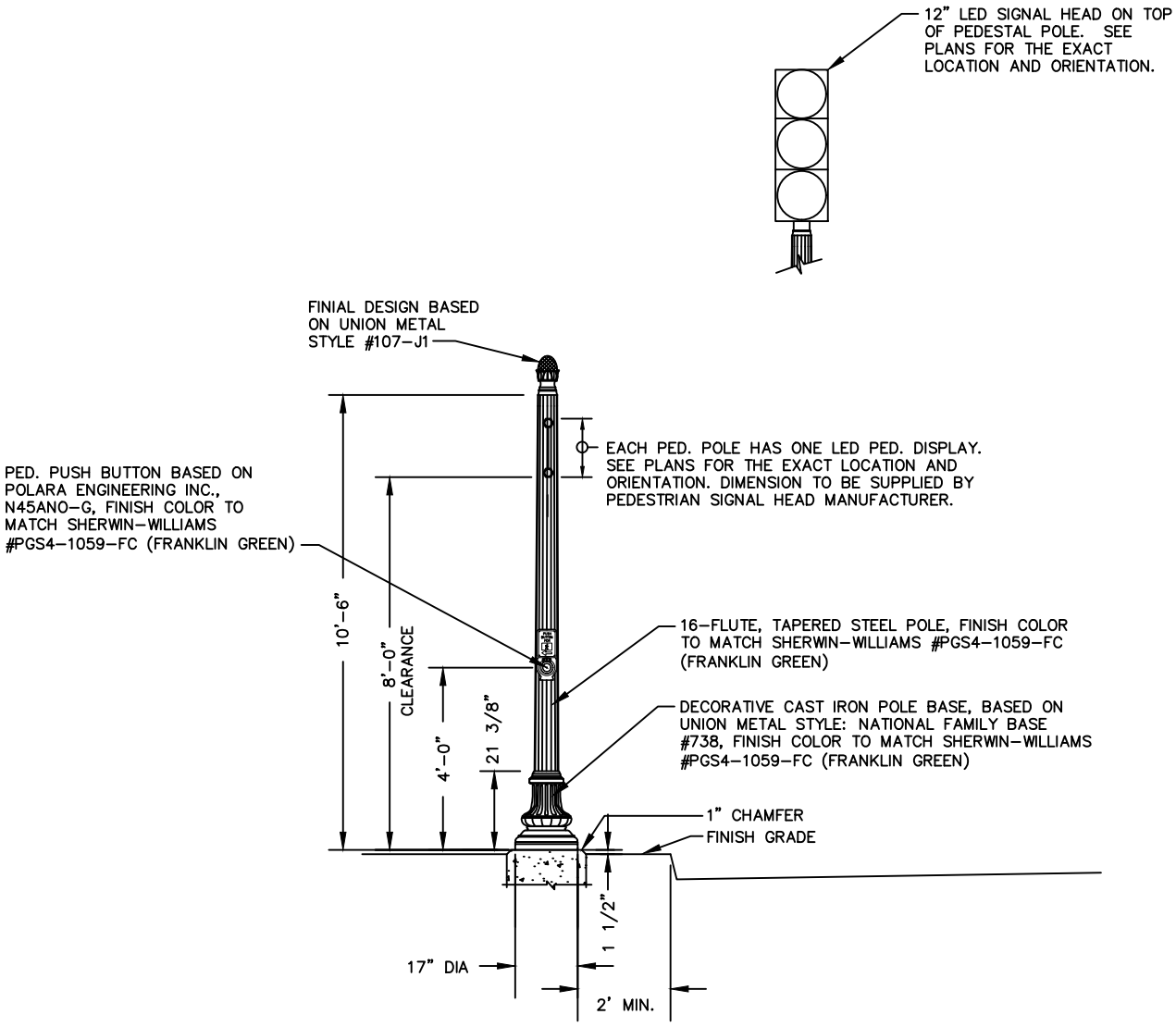
DWG. NO. **SS-14**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021



NOTE: THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

N.T.S

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE PEDESTAL POLE

CITY OF FRANKLIN

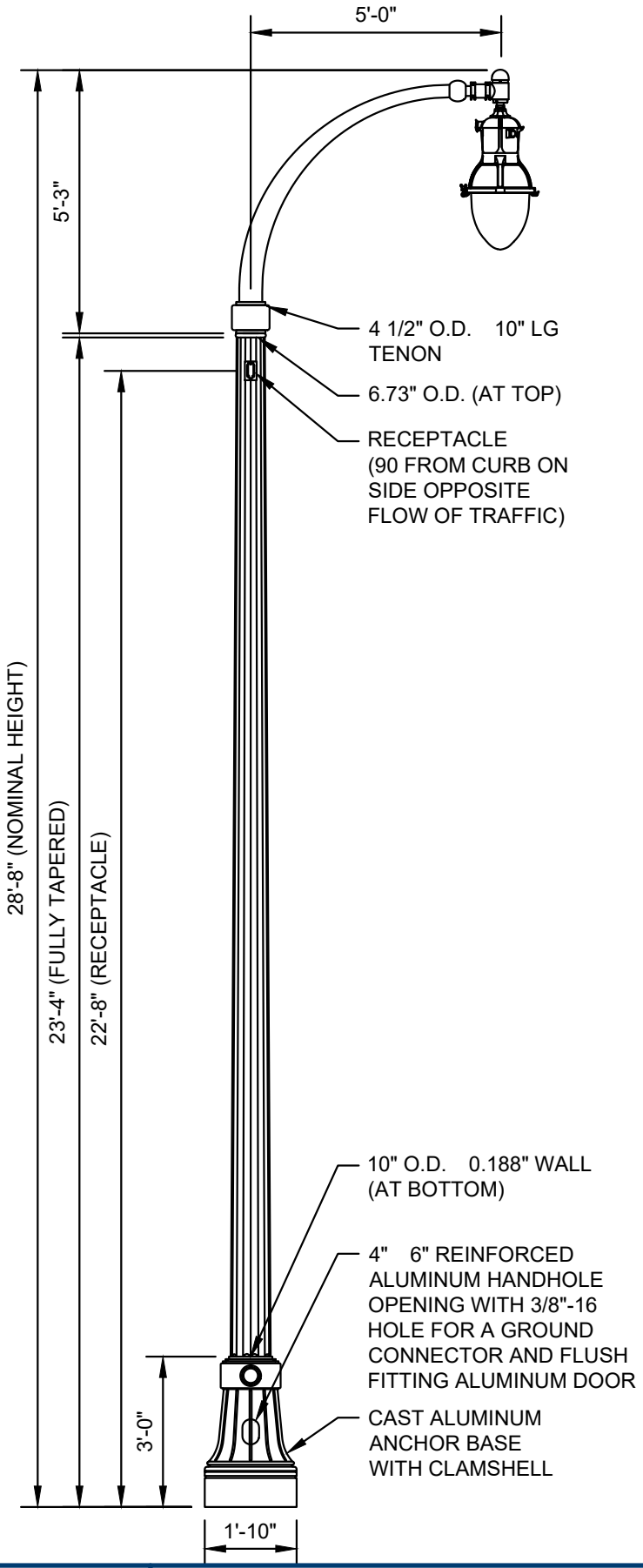
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

DWG. NO.

SS-15



APPLICABILITY

1. DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS, EXCEPT ALONG MAIN STREET

POLE AND APPURTENANCES

1. ALUMINUM 6064-T4 ROUND FLUTED TAPERED POLE (16 SHARP)
2. TENON: 4.5" 10"
3. (1) GFI RECEPTACLE, / IN-USE WEATHERPROOF COVER
4. ATLANTA SERIES CAST ALUMINUM CLAMSHELL BASE, 22" DIAMETER
5. REYNOLDSBURG STYLE ROADWAY ARM, 51" LONG FOR MOUNTING A SINGLE FIXTURE
6. GLASWERKS DECORATIVE ARM FITTER, PENDANT 1.50 NPT SWIVEL, CMC
7. FINISH: RP99P024 FRANKLIN GREEN 80 GLOSS
8. (1) SET 1" 36" ANCHOR BOLTS (HOT-DIP GALV.)

FIXTURE

1. MEMPHIS TEARDROP LARGE ROADWAY LED PENDANT
2. P30S LED PERFORMANCE PACKAGE (STD HOUSING 92W)
3. 3000K CCT
4. AUTO-SENSING 120-277V 50/60 H
5. TEARDROP GLASS DOOR, TYPE III OPTIC
6. QUICK LOCK STEM MOUNT
7. CUSTOM MATCH COLOR FINISH HOUSING
8. FIELD AD USTABLE OUTPUT
9. NEMA TWISTLOCK DIMMING PHOTOCONTROL RECEPTACLE - 7 PIN
10. SHORTING CAP

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE LIGHT POLE (TYPE A/B)

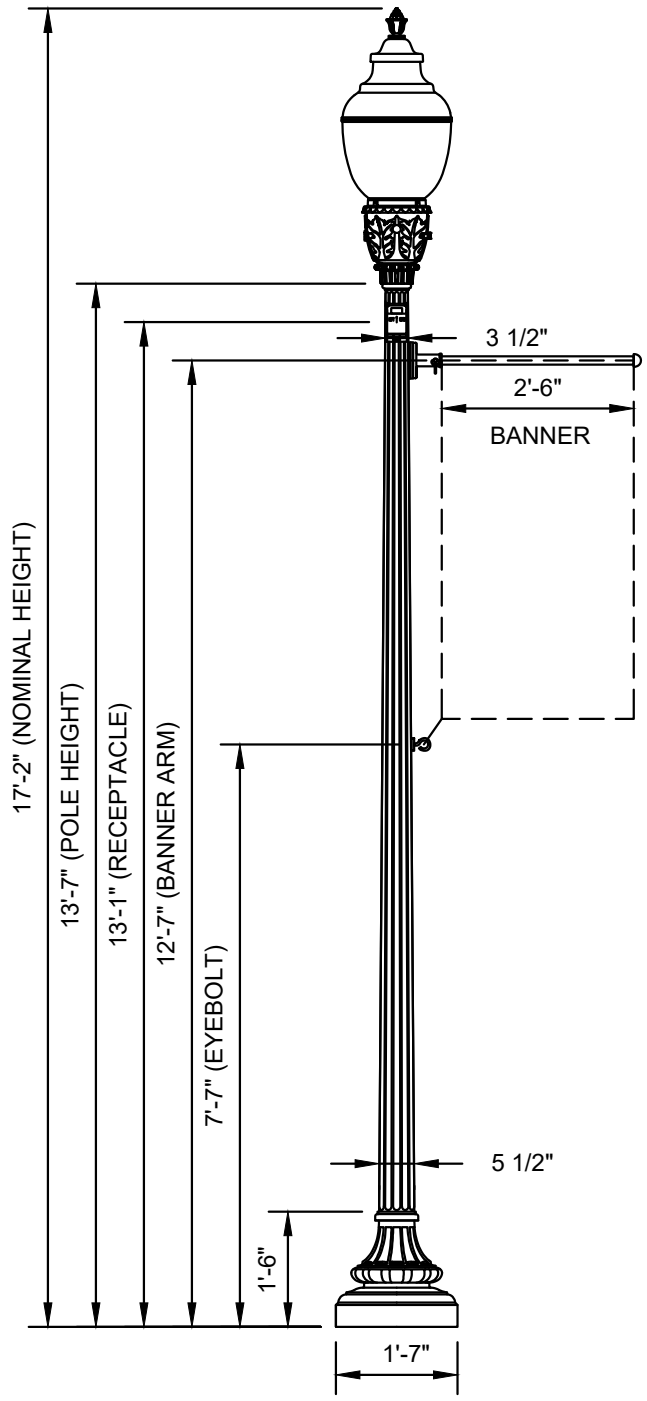
DWG. NO. **L-1**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024



APPLICABILITY

1. DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS, EXCEPT ALONG MAIN STREET

POLE AND APPURTENANCES

1. WADSWORTH CAST ALUMINUM POLE
2. ALUMINUM, FLUTED TAPERED FT SHAFT
3. TENON: 3" 3"
4. (1) GFI RECEPTACLE, / SMALL IN-USE WEATHERPROOF COVER
5. (1) BOLT-ON 30" BANNER ARM, 1" PIPE, HALF SPHERE FINIAL
6. (1) BOLT-ON EYEBOLT
7. FINISH: RP99P024 FRANKLIN GREEN 80 GLOSS
8. (1) SET 3/4" 18" ANCHOR BOLTS (HOT-DIP GALV.)

	ORIENTATION	HEIGHT
RECEPTACLE	90°	13'-1"
BANNER ARM	180°	12'-7"
EYEBOLT	180°	7'-7"

FIXTURE

1. GLASS WASHINGTON POSTLITE LED3
2. P30 LED PERFORMANCE PACKAGE (8,100 LUMENS)
3. 3000K CCT
4. AUTO-SENSING 120-277V 56/60 H
5. ENHANCED STYLE, HINGED DOOR HOUSING
6. GLASS, TYPE III LUNAR OPTIC
7. CUSTOM MATCH COLOR FINISH HOUSING
8. BUD FINIAL, CUSTOM MATCH COLOR FINISH
9. FIELD AD USTABLE OUTPUT
10. NEMA TWISTLOCK DIMMING PHOTOCONTROL RECEPTACLE - 7 PIN (UNDER GLASS)
11. SHORTING CAP

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE LIGHT POLE (TYPE C/D)

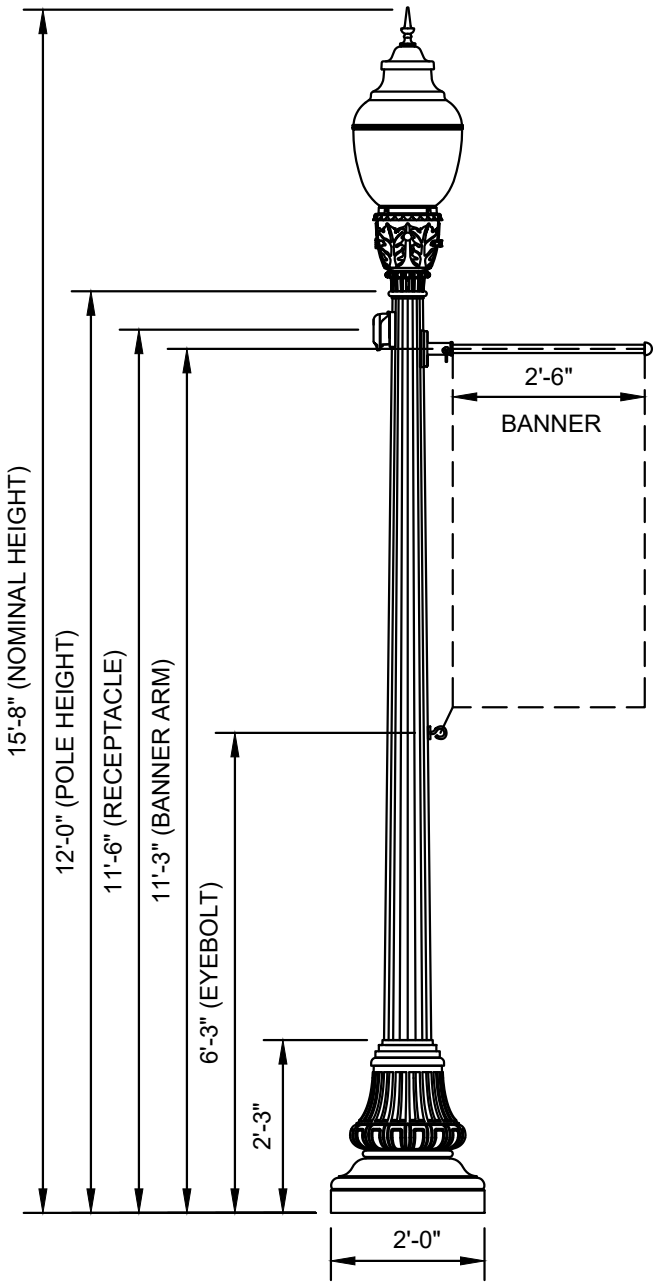
DWG. NO. **L-2**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024



APPLICABILITY

1. DETAIL TO BE USED IN DOWNTOWN FRANKLIN IN MAIN STREET CORRIDOR

POLE AND APPURTENANCES

1. ROUND TAPERED POLE
2. STEEL, 16-SHARP FLUTED SHAFT
3. TENON: 3" 3"
4. (1) COLUMBIA SERIES 24" CAST IRON CLAMSHELL BASE, 2 HAND HOLES 180° FROM EACH OTHER
5. (1) GFI RECEPTACLE, / SMALL IN-USE WEATHERPROOF COVER
6. (1) 50A/240V RECEPTACLE / WEATHERPROOF COVER
7. (1) BOLT-ON 30" BANNER ARM, 1" PIPE, HALF SPHERE FINIAL
8. (1) BOLT-ON EYEBOLT
9. (1) 4" 6" HANDHOLE, LESS ANCHOR BOLTS
10. FINISH: RP99P024 FRANKLIN GREEN 80 GLOSS
11. (1) SET 3/4" 18" ANCHOR BOLTS (HOT-DIP GALV.)

	ORIENTATION	HEIGHT
RECEPTACLE	270°	11'-6"
RECEPTACLE	180°	1'-6"
BANNER ARM	90°	11'-3"
EYEBOLT	90°	6'-3"

FIXTURE

1. GLASS WASHINGTON POSTLITE LED3
2. P30 LED PERFORMANCE PACKAGE (8,100 LUMENS)
3. 3000K CCT
4. AUTO-SENSING 120-277V 56/60 H
5. ENHANCED STYLE, HINGED DOOR HOUSING
6. GLASS, TYPE III LUNAR OPTIC
7. CUSTOM MATCH COLOR FINISH HOUSING
8. SPIKE FINIAL, CUSTOM MATCH COLOR FINISH
9. FIELD AD USTABLE OUTPUT
10. NEMA TWISTLOCK DIMMING PHOTOCONTROL RECEPTACLE - 7 PIN (UNDER GLASS)
11. SHORTING CAP

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE LIGHT POLE (TYPE MS-1)

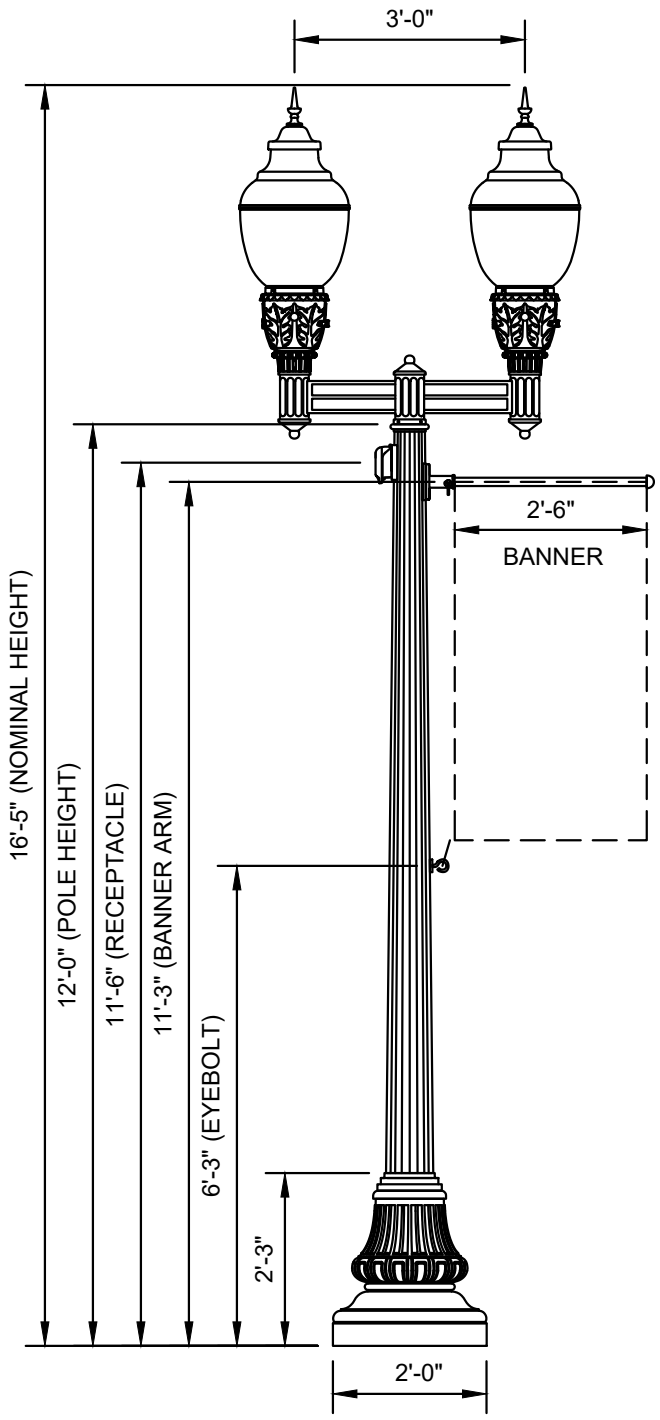
DWG. NO. **L-3**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024



APPLICABILITY

1. DETAIL TO BE USED IN DOWNTOWN FRANKLIN IN MAIN STREET CORRIDOR

POLE AND APPURTENANCES

1. ROUND TAPERED POLE
2. STEEL, 16-SHARP FLUTED SHAFT
3. TENON: 3" 3"
4. (1) COLUMBIA SERIES 24" CAST IRON CLAMSHELL BASE, 2 HAND HOLES 180° FROM EACH OTHER
5. (1) GFI RECEPTACLE, / SMALL IN-USE WEATHERPROOF COVER
6. (1) 50A/240V RECEPTACLE / WEATHERPROOF COVER
7. (1) BOLT-ON 30" BANNER ARM, 1" PIPE, HALF SPHERE FINIAL
8. (1) BOLT-ON EYEBOLT
9. (1) 4" 6" HANDHOLE, LESS ANCHOR BOLTS
10. PHILADELPHIA SERIES CROSSARM, 36" LONG FOR MOUNTING 2 FIXTURES 180°
11. FINISH: RP99P024 FRANKLIN GREEN 80 GLOSS
12. (1) SET 3/4" 18" ANCHOR BOLTS (HOT-DIP GALV.)

	ORIENTATION	HEIGHT
RECEPTACLE	270°	11'-6"
RECEPTACLE	180°	1'-6"
BANNER ARM	90°	11'-3"
EYEBOLT	90°	6'-3"

FIXTURE

1. GLASS WASHINGTON POSTLITE LED3
2. P30 LED PERFORMANCE PACKAGE (8,100 LUMENS)
3. 3000K CCT
4. AUTO-SENSING 120-277V 56/60 H
5. ENHANCED STYLE, HINGED DOOR HOUSING
6. GLASS, TYPE III LUNAR OPTIC
7. CUSTOM MATCH COLOR FINISH HOUSING
8. SPIKE FINIAL, CUSTOM MATCH COLOR FINISH
9. FIELD AD USTABLE OUTPUT
10. NEMA TWISTLOCK DIMMING PHOTOCONTROL RECEPTACLE - 7 PIN (UNDER GLASS)
11. SHORTING CAP

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE LIGHT POLE (TYPE MS-2)

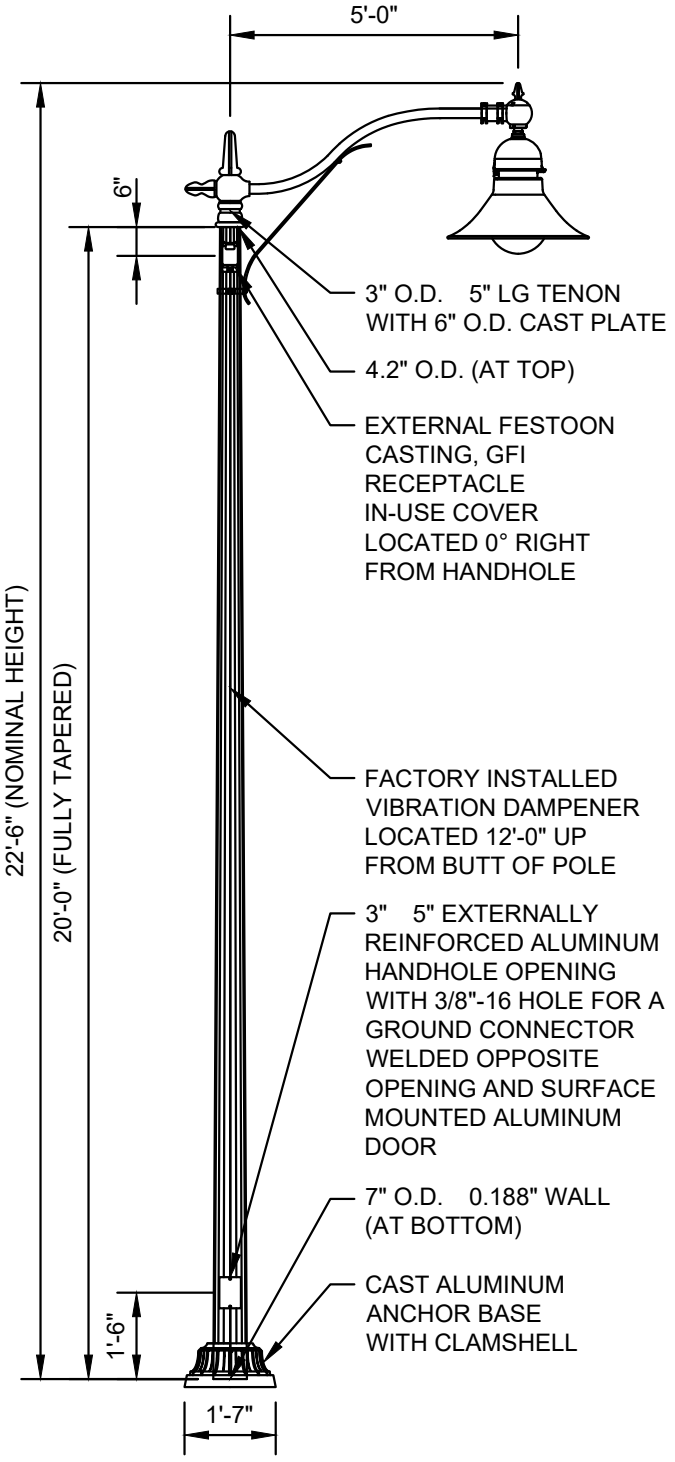
DWG. NO. **L-4**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024



APPLICABILITY

1. DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS, EXCEPT ALONG MAIN STREET

POLE AND APPURTENANCES

1. ALUMINUM 6063-T4 ROUND FLUTED TAPERED POLE (16 SHARP)
2. TENON: 3" 5"
3. (1) GFI RECEPTACLE, / IN-USE WEATHERPROOF COVER
4. 3" 5" EXTERNALLY REINFORCED HANDHOLE OPENING
5. SANTA ROSA CAST ALUMINUM CLAMSHELL BASE, 19" DIAMETER
6. BOSTON HARBOR ROADWAY ARM, 60" LONG FOR MOUNTING A SINGLE FIXTURE
7. BOSTON HARBOR DECORATIVE ARM FITTER, QUICK STEM MOUNT, CMC
8. FINISH: RP99P024 FRANKLIN GREEN 80 GLOSS
9. (1) SET 1" 36" ANCHOR BOLTS (HOT-DIP GALV.)

FIXTURE

1. GLASWERKS PRISMATIC LED PRAGUE
2. P50 LED PERFORMANCE PACKAGE
3. 3000K CCT
4. AUTO-SENSING 120-277V
5. BOWL GLASS, TYPE III OPTIC
6. QUICK STEM MOUNT
7. CUSTOM MATCHED COLOR
8. 7-PIN NEMA TWISTLOCK PHOTOCONTROL RECEPTACLE
9. FIELD AD USTABLE LUMEN OUTPUT
10. SHORTING CAP

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE LIGHT POLE (TYPE RURAL)

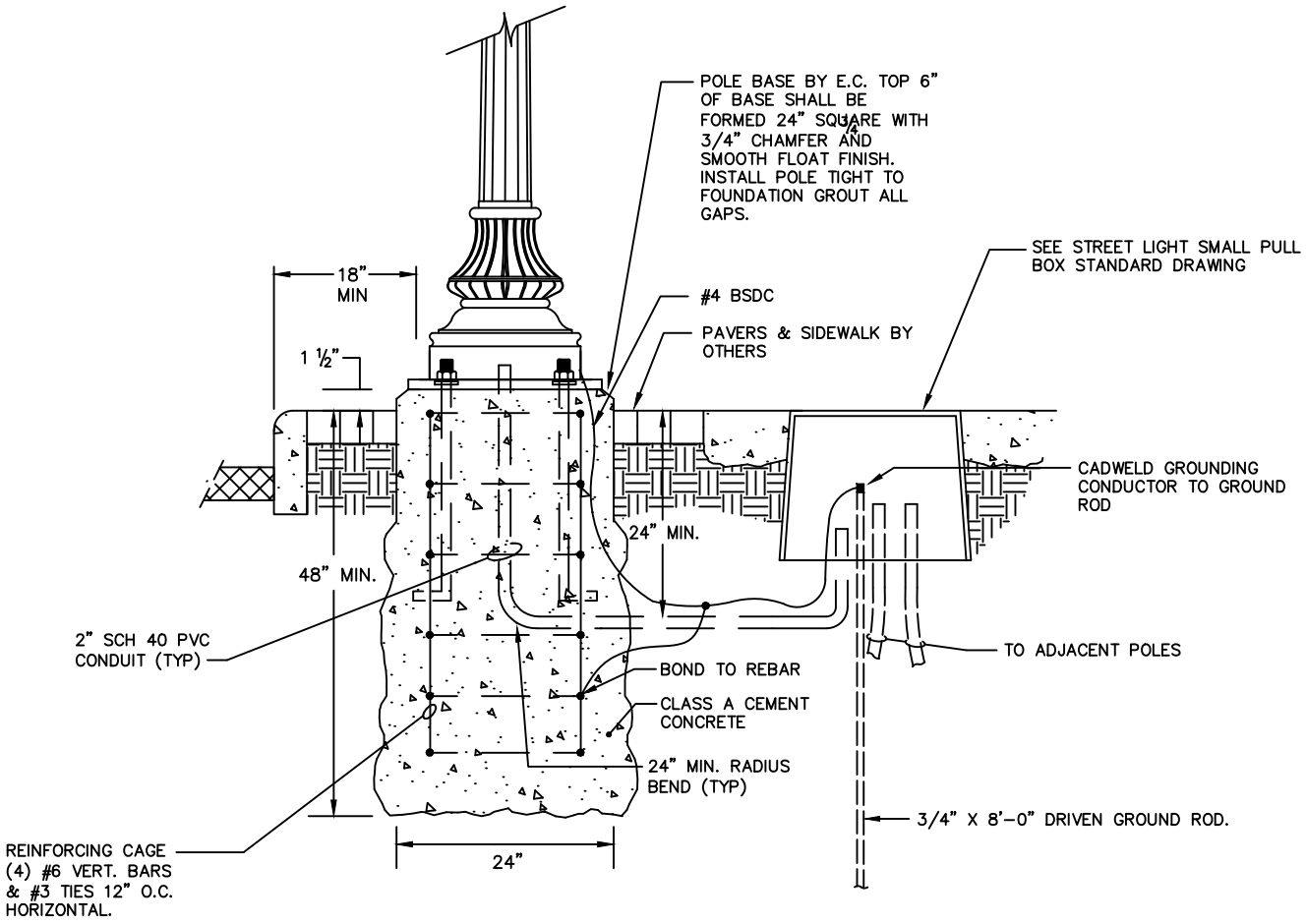
DWG. NO. **L-5**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2024



NOTES:

1. THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREET.
2. PROVIDE POLE LENGTH REQUIRED BY SOIL CONDITIONS AND POLE / LUMINAIRE (INCLUDING WIND LOADING.)
3. WHERE REQUIRED BY SITE CONDITIONS, PROVIDE SPREAD–TYPE FOOTING.
4. FOUNDITIONS SHALL BE DESIGNED BY LICENSED ENGINEER

N.T.S

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE LIGHT POLE BASE DETAIL

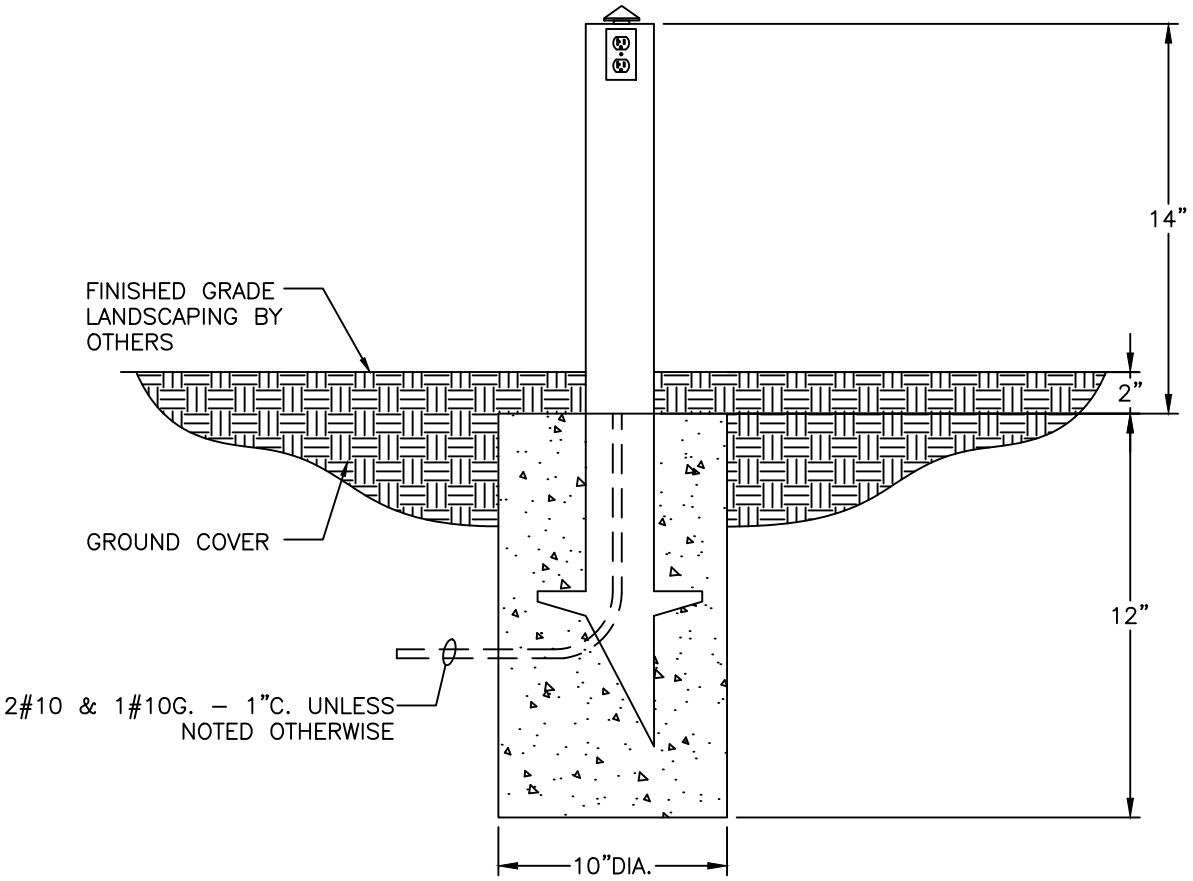
DWG. NO. **L-6**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021



NOTES:

1. PROVIDE A ”FRANKLIN GREEN 80% GLOSS” RECEPTACLE POST (ARLINGTON INDUSTRIES #GP26B OR APPROVED EQUAL) WITH BLACK GROUND FAULT INTERUPTING RECEPTACLE (HUBBELL GF5362 OR APPROVED EQUAL) AND IN–USE WEATHER PROOF COVER (ARLINGTON INDUSTRIES #60VC OR APPROVED EQUAL)

NOTE:

THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS.

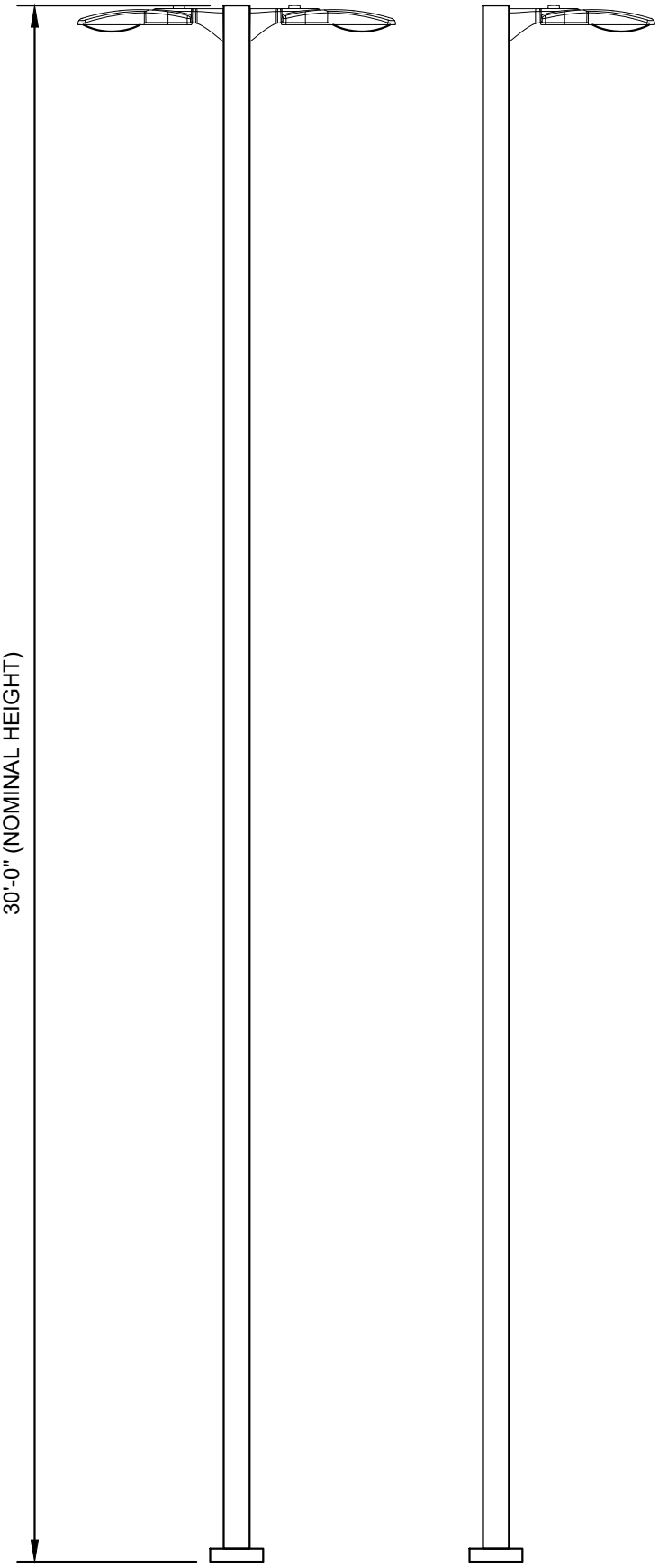
N.T.S

HISTORIC FRANKLIN TENNESSEE

PLANTER RECEPTACLE DETAIL

DWG. NO. **L-7**

CITY OF FRANKLIN	CITY ENGINEER: Paul P Holzen	DATE: 7/1/2021
NOT TO SCALE		



APPLICABILITY

1. DETAIL TO BE USED OUTSIDE OF DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREETS

POLE AND APPURTENANCES

1. SQUARE STRAIGHT ALUMINUM POLE, 30 FEET, 6" SQUARE WITH 0.25" WALL
2. D1, DRILLING FOR 1 UNIT (TYPE R)
   D2, DRILLING FOR 2 UNITS AT 180° (TYPE R2)
3. FOR MGLED AND MGLEDM
4. BLACK
5. (1) SET ANCHOR BOLTS (HOT-DIP GALV.)

FIXTURE

1. MONGOOSE LED MEDIUM
2. P1 LED PERFORMANCE PACKAGE
3. 3000K CCT
4. 120-277V
5. MEDIUM ROADWAY
6. UNIVERSAL (ROUND AND SQUARE)
7. BLACK SUPER DURABLE
8. 7-PIN NEMA PHOTOCONTROL RECEPTACLE
9. DLL PHOTOCONTROL

HISTORIC FRANKLIN TENNESSEE

STREETSCAPE LIGHT POLE (TYPE R AND R2)

DWG. NO.

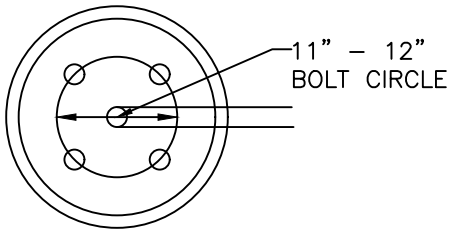
L-8

CITY OF FRANKLIN

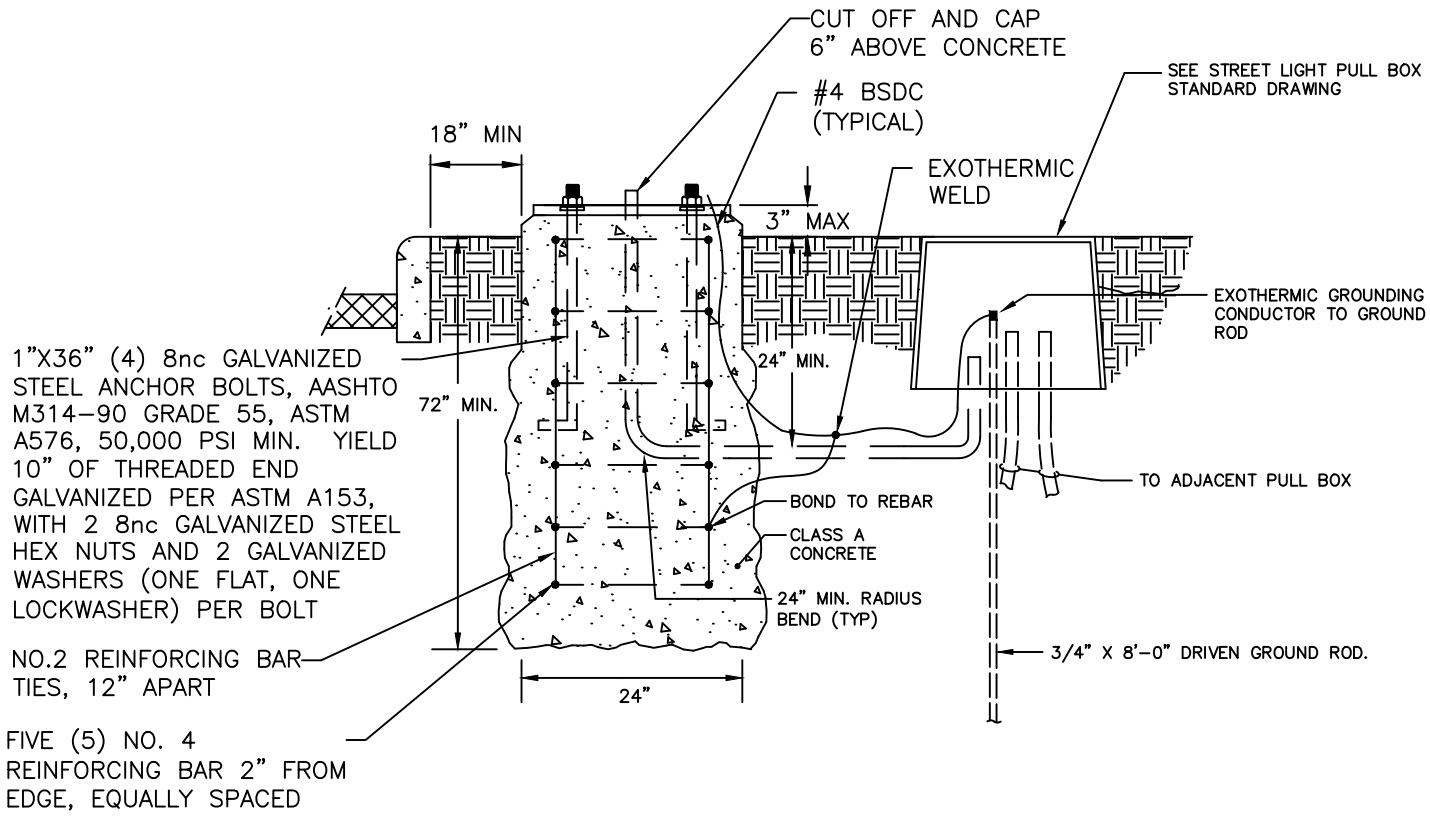
NOT TO SCALE

CITY ENGINEER:

DATE: 7/1/2024



ANCHOR BOLT PATTERN MUST BE SQUARED TO ROADWAY AND SHALL COMPLY WITH POLE MANUFACTURES ANCHOR BOLT PATTERN AND REQUIREMENTS. CENTER OF BOLT CIRCLE SHALL BE ON CENTERLINE OF FOOTING.



NOTES:

1) ANCHOR BOLT PATTERN MUST BE SQUARED TO ROADWAY AND SHALL COMPLY WITH POLE MANUFACTURES ANCHOR BOLT PATTERN AND REQUIREMENTS. CENTER OF BOLT CIRCLE SHALL BE ON CENTERLINE OF FOOTING.
2) ALL MATERIALS AND LABOR TO BE FURNISHED BY CONTRACTOR
3) ALGIN ANCHOR BOLTS TO BE PARALLEL TO STREET
4) COF STREET DEPARTMENT INSPECTION MUST BE APPROVED BEFORE CONCRETE POUR AND AT COMPLETION.
5) FINISH SHALL BE SMOOTH & FREE OF VOIDS.
6) THIS DETAIL TO BE USED IN DOWNTOWN FRANKLIN GATEWAY CORRIDORS AND CONNECTOR STREET.
7) PROVIDE POLE LENGTH REQUIRED BY SOIL CONDITIONS AND POLE / LUMINAIRE (INCLUDING WIND LOADING.)
8) WHERE REQUIRED BY SITE CONDITIONS, PROVIDE SPREAD–TYPE FOOTING.
9) FOUNDITIONS SHALL BE DESIGNED BY LICENSED ENGINEER

N.T.S

HISTORIC FRANKLIN TENNESSEE

30' LIGHT POLE - BASE DETAIL

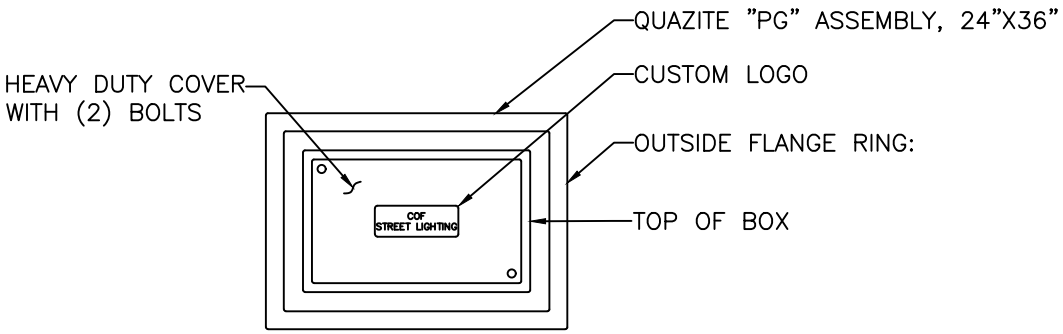
CITY OF FRANKLIN

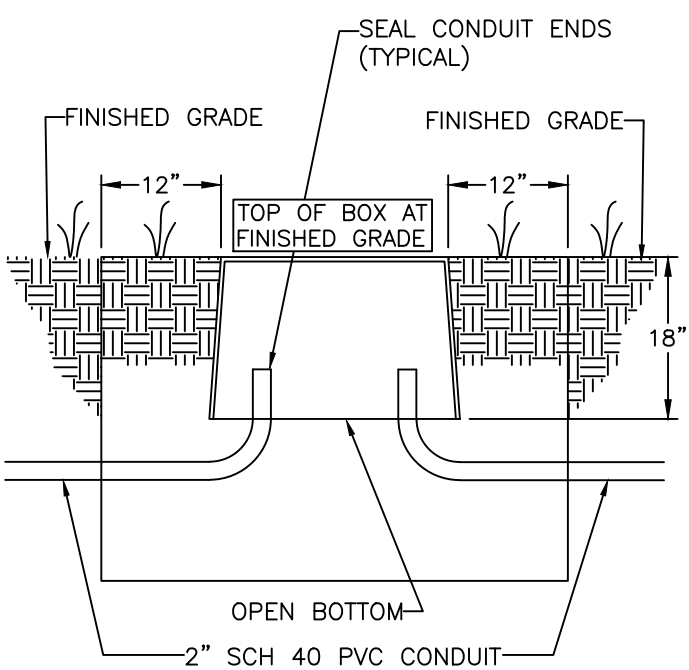
NOT TO SCALE

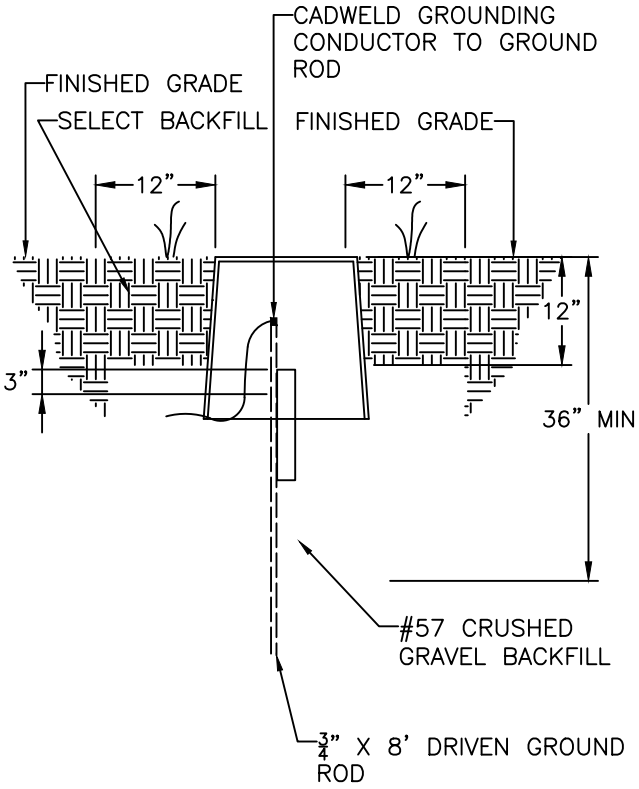
CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021

DWG. NO. L-9







APPROVED MANUFACTURERS:

1. QUAZITE
2. MARTIN ENTERPRISES
3. ARMORCAST

NOTES:

1) EXCAVATE AND BACKFILL WITH MINIMUM EIGHTEEN INCH (18") THICK LAYER OF #57 CRUSHED GRAVEL.
2) INSTALL BOX AND BACKFILL TO WITHIN TWELVE INCHES (12") OF FINISHED GRADE WITH #57 CRUSHED GRAVEL.
3) BACKFILL INSIDE BOX WITHIN THREE INCHES (3") OF THE TOP OF THE CONDUIT WITH #57 CRUSHED GRAVEL.
4) THE TOP OF THE PULL–BOX MUST BE FLUSH WITH FINISHED GRADE.
5) PULL–BOX TO BE FURNISHED AND INSTALLED BY CUSTOMER.
6) SCHEDULE INSPECTION OF PULL–BOX INSTALLATION WITH CITY OF FRANKLIN STREET DEPARTMENT A MINIMUM OF THREE BUSINESS DAYS PRIOR TO INSPECTION.
7) CITY OF FRANKLIN RESERVES THE RIGHT TO REQUIRE A LARGER PULL–BOX. IF LARGER PULL–BOX IS REQUIRED, THE CITY WILL ISSUE SPECIFICATIONS AND INSTALLATION REQURIEMENTS FOR THE LARGER PULL–BOX.
8) PULL–BOXES ARE REQUIRED TO BE INSTALLED AT THE MIDPOINT OF ANY CIRCUIT RUN THAT EXCEED 300 FEET
9) PULL–BOXES ARE NOT TO BE INSTALLED IN THE PATH OF VEHICLAR TRAVEL.
10) PULL–BOXES SHALL BE UL LISTED.

N.T.S

HISTORIC FRANKLIN TENNESSEE

STREET LIGHT LARGE PULL BOX INSTALLATION DETAIL

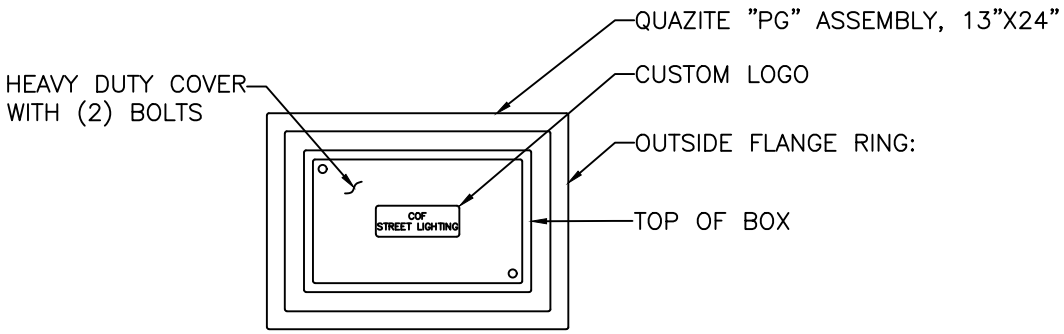
DWG. NO. **L-10**

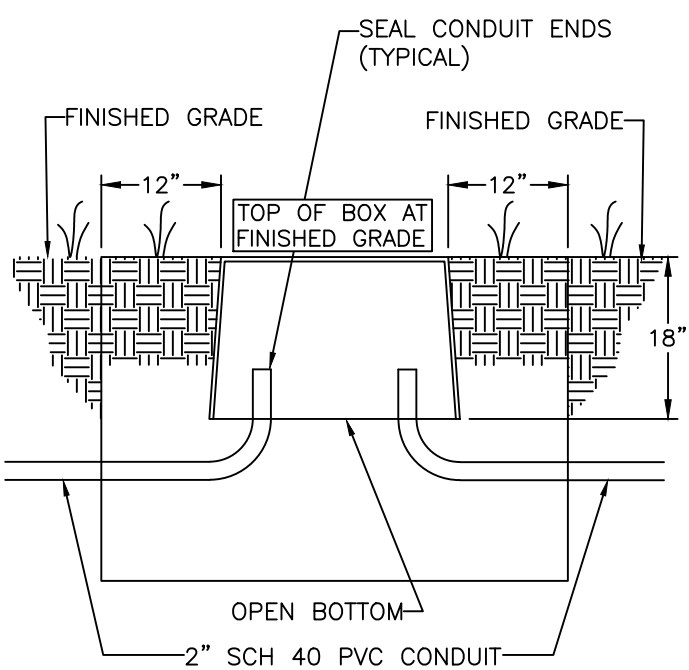
CITY OF FRANKLIN

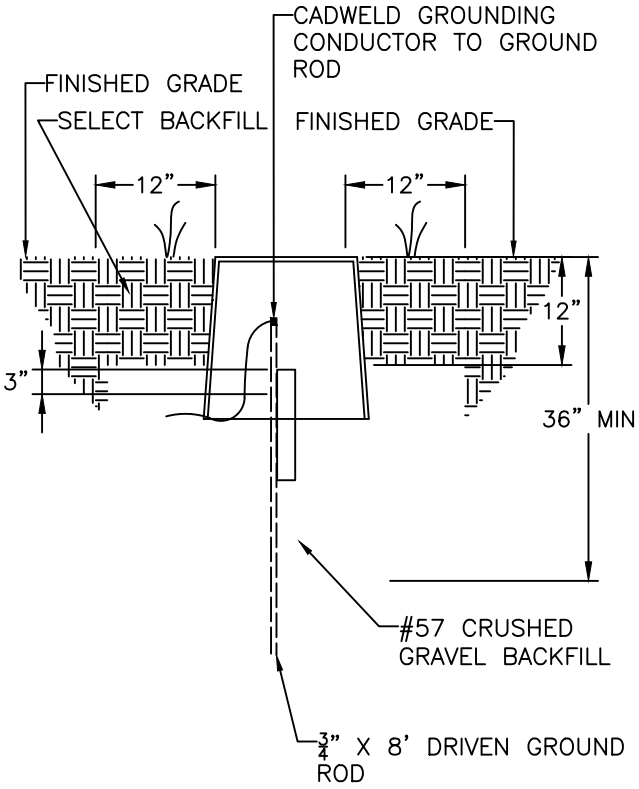
NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021







APPROVED MANUFACTURERS:

1. QUAZITE
2. MARTIN ENTERPRISES
3. ARMORCAST

NOTES:

1) EXCAVATE AND BACKFILL WITH MINIMUM EIGHTEEN INCH (18") THICK LAYER OF #57 CRUSHED GRAVEL.
2) INSTALL BOX AND BACKFILL TO WITHIN TWELVE INCHES (12") OF FINISHED GRADE WITH #57 CRUSHED GRAVEL.
3) BACKFILL INSIDE BOX WITHIN THREE INCHES (3") OF THE TOP OF THE CONDUIT WITH #57 CRUSHED GRAVEL.
4) THE TOP OF THE PULL–BOX MUST BE FLUSH WITH FINISHED GRADE.
5) PULL–BOX TO BE FURNISHED AND INSTALLED BY CUSTOMER.
6) SCHEDULE INSPECTION OF PULL–BOX INSTALLATION WITH CITY OF FRANKLIN STREET DEPARTMENT A MINIMUM OF THREE BUSINESS DAYS PRIOR TO INSPECTION.
7) CITY OF FRANKLIN RESERVES THE RIGHT TO REQUIRE A LARGER PULL–BOX. IF LARGER PULL–BOX IS REQUIRED, THE CITY WILL ISSUE SPECIFICATIONS AND INSTALLATION REQURIEMENTS FOR THE LARGER PULL–BOX.
8) PULL–BOXES ARE REQUIRED TO BE INSTALLED AT THE MIDPOINT OF ANY CIRCUIT RUN THAT EXCEED 300 FEET
9) PULL–BOXES ARE NOT TO BE INSTALLED IN THE PATH OF VEHICLAR TRAVEL
10) PULL–BOXES SHALL BE UL LISTED.

N.T.S

HISTORIC FRANKLIN TENNESSEE

STREET LIGHT SMALL PULL BOX INSTALLATION DETAIL

DWG. NO. **L-11**

CITY OF FRANKLIN

NOT TO SCALE

CITY ENGINEER: Paul P Holzen

DATE: 7/1/2021