## Index of Sheets

SEE SHEET 1A FOR CONSTRUCTION INDEX

TENN. SEE D.O.T. DESIGN DIVISION
FILE NO. 29

July 92

# STATE OF TENNESSEE
# DEPARTMENT OF TRANSPORTATION
# BUREAU OF PLANNING AND DEVELOPMENT

# HAYWOOD COUNTY

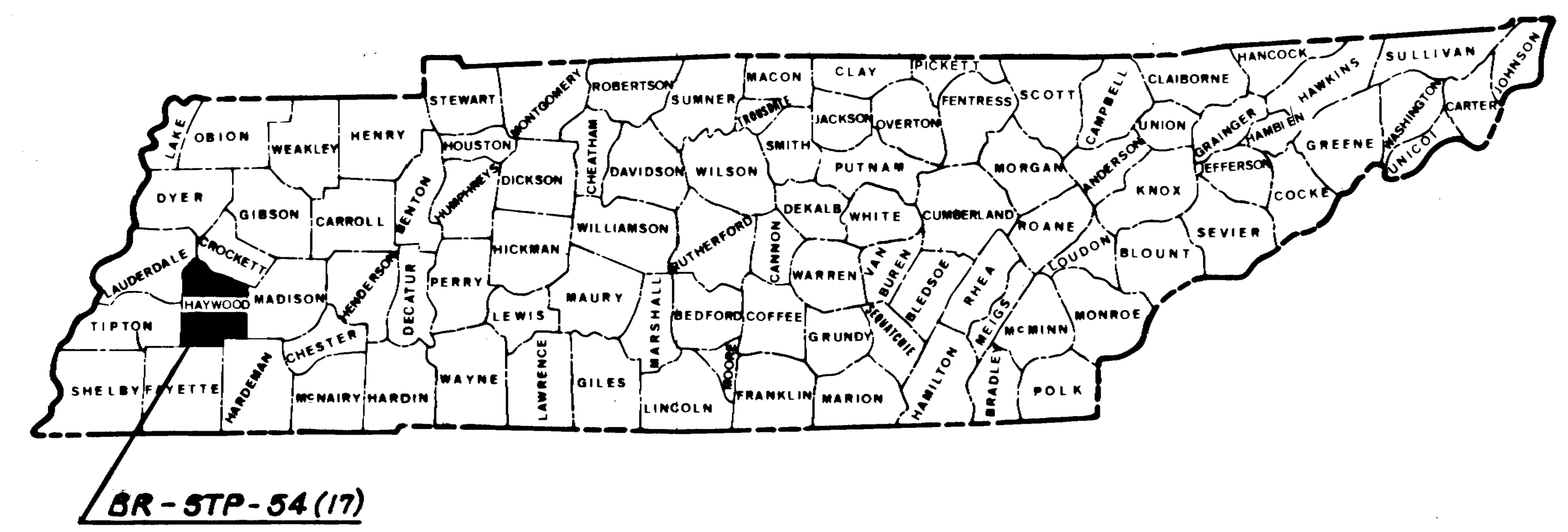
| TENN. | YEAR | SHEET NO. |
|---|---|---|
| | 1992 | 1 |
| FED. AID PROJ. NO. | BR-STP-54(17) | |
| STATE PROJ. NO. | 38006-3224-94 | |

S.R. 54 HAYWOOD CO.

S.R. 54
BRIDGE AND APPROACHES OVER
NIXON CREEK (L.M. 15.82)

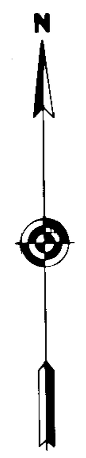
GRADE, DRAIN, BASE, GUARDRAIL & BRIDGE

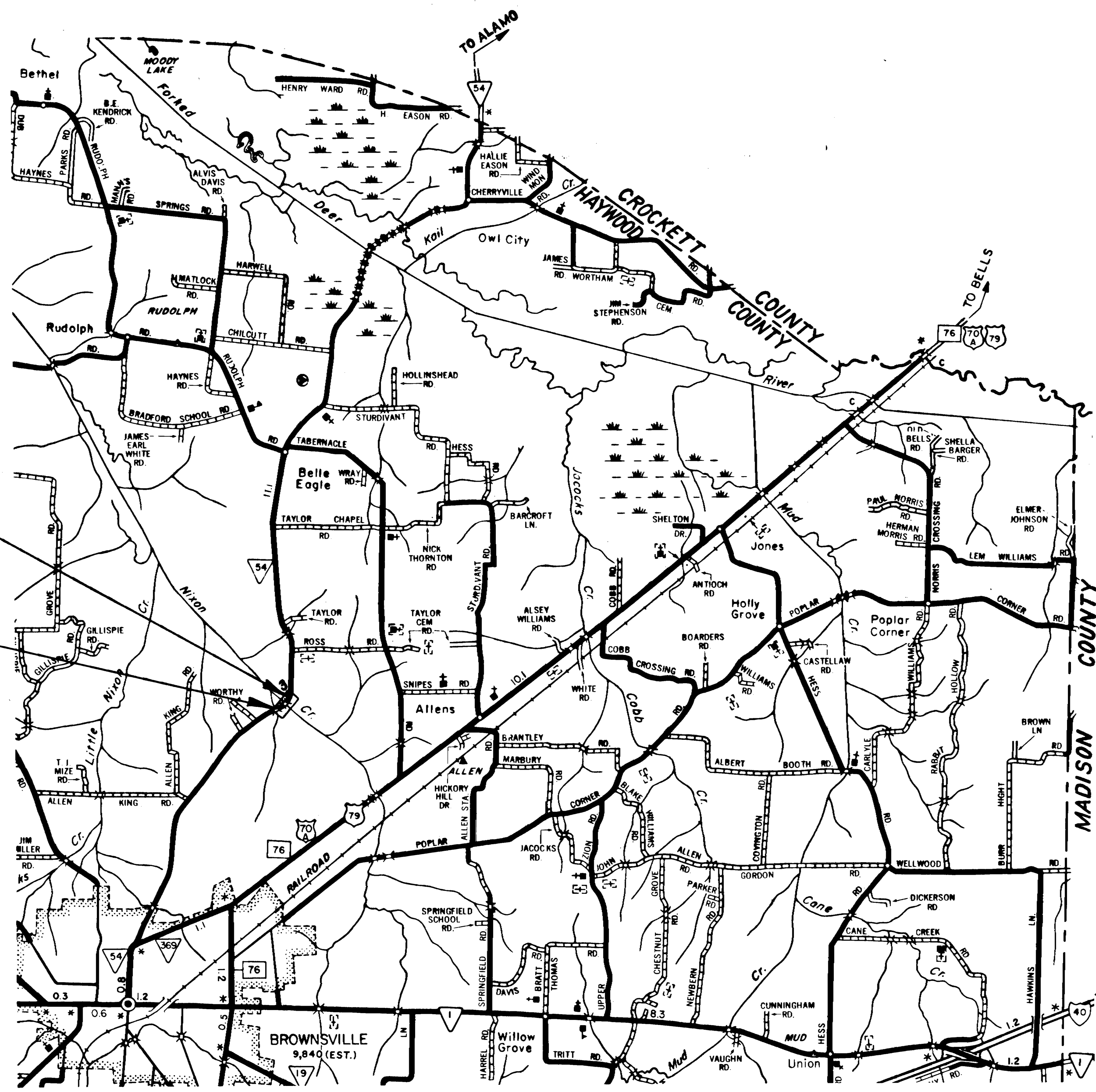
STATE HIGHWAY NO. 54 F.A.H.S. NO. F.A.S. 54




| EQUATION | |
|---|---|
| DESCRIPTION | NET EFFECT ON NUMERATION |
| STA. 61 + 92.35 BK. = STA. 61+97.11 AH. | -4.76 |

NO EXCLUSIONS




ROADWAY LENGTH 0.190 MILE
BRIDGE LENGTH 0.018 MILE
BOX BRIDGE LENGTH 0.000 MILE
PROJECT LENGTH 0.208 MILE

## SPECIAL NOTES

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

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 1981 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

DES. ENG. SV. 2 Harold H. Clemmons

DESIGNER W. S. Chapman CHECKED BY Harold H. Clemmons

P.E. NO. 38006-1218-94

| TRAFFIC DATA | |
|---|---|
| ADT (1992) | 1,240 |
| ADT (2012) | 1,980 |
| DHV (2012) | 257 |
| D | 60-40 |
| T (ADT) | 6% |
| T (DHV) | 4% |
| V | 60 M.P.H. |

APPROVED: Paul R Morrison
DIRECTOR, DESIGN DIVISION

DATE

APPROVED: [signature]
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| CONST. | 1992 | BR-STP-54(17) | 1A |
| | | | |
| | | | |
| | | | |

S.R. 54 HAYWOOD CO.
38006-3224-94 (CONST.)

# INDEX

| SHT. | DESCRIPTION |
|---|---|
| 1 | TITLE SHEET |
| 1A | INDEX & STANDARD DRAWINGS |
| 2 | BRIDGE INDEX AND QUANTITIES |
| 2A | ESTIMATED QUANTITIES AND TABULATED QUANTITIES |
| 2B | TYPICAL SECTIONS, PAVEMENT SCHEDULE, R.O.W. NOTES & R.O.W. ACQUISTION TABLE |
| 2C | GENERAL NOTES, SPECIAL NOTES, & SCOPE OF WORK |
| 3 | PRESENT LAYOUT & PROPOSED R.O.W. (STA. 54+00.00 TO STA. 63+50.00) |
| 3A | PROPOSED LAYOUT (STA. 53+00.00 TO STA. 64+02.34) |
| 4 | TRAFFIC CONTROL PLAN |
| 5 | EROSION CONTROL PLAN |
| 6 | UTILITY RELOCATION PLAN |
| 7 | DRAINAGE CROSS-SECTION |
| 8-13 | ROADWAY CROSS-SECTIONS |

# STANDARD ROADWAY DRAWINGS

| DWG NO. | REV. | DESCRIPTION |
|---|---|---|
| | | **ROADWAY DESIGN STANDARDS** |
| RD-A-1 | 6-20-91 | STANDARD ABBREVIATIONS |
| RD-L-1 | 1-19-91 | STANDARD LEGEND |
| RD-L-2 | 1-19-91 | STANDARD LEGEND |
| RD-S-11 | 9-10-90 | DESIGN & CONSTRUCTION DETAILS FOR ROADSIDE SLOPE DEVELOPMENT |
| RD-S-11A | 11-02-89 | ROADSIDE DITCH DETAILS FOR DESIGN AND CONSTRUCTION |
| RD-SE-3 | 8-30-91 | RURAL SUPERELEVATION DETAILS |
| RD-TS-2 | 9-10-90 | DESIGN STANDARDS FOR COLLECTOR ROADS AND STREETS |
| | | **DRAINAGE – CULVERTS AND ENDWALLS** |
| D-PG-3 | 4-01-86 | FERROUS AND ALUMINUM CORRUGATED METAL PIPE, H20 LOADING |
| | | **ROADWAY AND PAVEMENT APPURTENANCES** |
| RP-R-1 | 6-06-80 | RAMPS TO SIDE ROADS |
| | | **SAFETY APPURTENANCES AND FENCE** |
| S-GR-11 | 10-26-91 | W-BEAM & THRIE BEAM BARRIER RAIL AND RUB RAIL ALTERNATES |
| S-GR-12 | 11-04-87 | BARRIER RAIL MOUNTING, POST BLOCK-OUTS, POST BASE DETAILS |
| S-GR-13 | 11-04-87 | W-BEAM BARRIER POST DETAILS AND SPECIFICATIONS |
| S-GR-14 | 10-26-91 | W-BEAM BARRIER FASTENING HARDWARE AND BRIDGE APPROACH DELINEATORS |
| S-GR-15 | 10-26-91 | W-BEAM BARRIER TERMINAL ELEMENT DETAILS |
| S-GR-17A | 10-26-91 | TABLES OF OFFSETS FOR STAKING-OUT GUARDRAIL FLARE |
| S-GR-18 | 10-26-91 | DETAILS FOR BREAK-AWAY POST ANCHOR PLATE AND SWAG FITTING |
| S-GR-18A | 10-26-91 | GUARDRAIL TERMINAL ANCHOR (TYPE 11) GUARDRAIL ANCHOR (TYPE IN-LINE) |
| S-GR-20 | 3-09-90 | PROTECTIVE GUARDRAIL FOR BRIDGE ENDS AND MEDIAN DIVIDER GUARDRAIL |
| S-GR-21 | 7-01-84 | LENGTH OF NEED AND TERMINAL REQUIREMENTS IN FILLS |
| S-RP-2 | 4-18-90 | CONCRETE RIGHT-OF-WAY POST |
| | | **TRAFFIC CONTROL APPURTENANCES** |
| T-M-1 | 3-20-91 | DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS & MARKING ABBREVIATIONS |
| | | **EROSION CONTROL AND LANDSCAPING** |
| EL-P-1 | 1-19-91 | TYPICAL TEMPORARY POLLUTION CONTROL STRUCTURES |
| EL-P-2 | 1-19-91 | TYPICAL TEMPORARY POLLUTION CONTROL STRUCTURES |
| EL-P-3 | 1-19-91 | TYPICAL TEMPORARY POLLUTION CONTROL STRUCTURES |

# STANDARD BRIDGE DRAWINGS

| DWG NO. | REV. | DESCRIPTION |
|---|---|---|
| | | **BRIDGE APPURTENANCES (NEW STRUCTURES)** |
| STD-12-1 | 9-01-91 | GUARDRAIL ATTACHMENT AND TRANSITION DETAILS - 1987 |

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT

INDEX AND STANDARD DRAWINGS

SS082.DGN

TENNESSEE DEPARTMENT OF TRANSPORTATION
DESIGN DIVISION
FILE NO. 84 29
SCANNED

CONSTRUCTION NO. 38006-3224-94

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | 1992 | BR-STP-54(17) | 2 |
| | | | |
| | | | |
| | | | |

HAYWOOD COUNTY

**X081**

STATE ROUTE 54
OVER
NIXON CREEK

CONTINUOUS PRECAST, PRESTRESSED CONCRETE GIRDER WITH COMPOSITE CONCRETE DECK SLAB

3 SPAN BRIDGE
TOTAL LENGTH = 94'-0"
SPAN 1 = 31'-6"
SPAN 2 = 31'-0"
SPAN 3 = 31'-6"

34'-0" ROADWAY WITH STD-1-1 BRIDGERAIL.

4°45' CURVE
90°-0'-0" SKEW

LAYOUT DRAWING NO. M-270-68

## ESTIMATED BRIDGE QUANTITIES

| ITEM NO. | DESCRIPTION | QUANTITY | UNIT |
|---|---|---|---|
| 202-04.01 | REMOVAL OF STRUCTURES (EXIST.BR.NO. 38-54-15.82) | 1 | L.S. |
| 204-02.01 | DRY EXCAVATION (BRIDGES) | 122 | C.Y. |
| 303-01.02 | GRANULAR BACKFILL (BRIDGES) | 18 | TON |
| 604-02.03 | EPOXY COATED REINFORCING STEEL | 21,994 | LB. |
| 604-03.01 | CLASS 'A' CONCRETE (BRIDGES) | 65 | C.Y. |
| 604-03.02 | STEEL BAR REINFORCEMENT (BRIDGES) | 8,001 | LB. |
| 604-03.04 | PAVEMENT AT BRIDGE ENDS | 177 | S.Y. |
| 604-03.09 | CLASS 'D' CONCRETE (BRIDGE DECK) | 100 | C.Y. |
| 604-04.01 | APPLIED TEXTURE FINISH (NEW STRUCTURES) | 325 | S.Y. |
| 606-09.01 | TEST PILES (PRECAST CONCRETE, SIZE 1) | 260 | L.F. |
| 606-09.02 | LOADING TEST (PRECAST CONCRETE, SIZE 1) | 1 | EA. |
| 606-09.03 | PRECAST CONCRETE PILES (SIZE 1) | 1100 | L.F. |
| 606-12.01 | PILE ANCHORAGE SYSTEM (SEISMIC) | 24 | EA. |
| 615-02.02 | PRESTRESSED CONCRETE BOX BEAM (17" X 36") | 450 | L.F. |
| 620-03.10 | CONCRETE PARAPET (STD-1-1) | 229 | L.F. |
| 709-05.06 | MACHINED RIP-RAP (CLASS A-1) | 925 | TON |
| 710-09.01 | 6" PERF. PIPE WITH VERTICAL DRAIN SYSTEM | 102 | L.F. |
| 710-09.02 | 6" PIPE UNDERDRAIN | 34 | L.F. |

FOOTNOTE: SEE DRAWING M-270-69

### LIST OF DRAWINGS

| | DWG. NO. | LAST REV. DATE |
|---|---|---|
| LAYOUT | M-270-68 | |
| THRU | | |
| BILL OF STEEL | M-270-80 | |

### LIST OF STANDARD DRAWINGS

| | DWG. NO. | LAST REV. DATE |
|---|---|---|
| * BRIDGE RAILING CONCRETE PARAPET | STD-1-1 | 3-30-92 |
| REINFORCED CONCRETE PAVEMENT AT BRIDGE ENDS | STD-1-3 | 12-16-91 |
| BRIDGE END DRAIN DETAILS | STD-1-4 | 12-16-91 |
| BRIDGE END DRAIN DETAILS | STD-1-5 | 12-16-91 |
| BRIDGE END DRAIN DETAILS | STD-1-6 | 12-16-91 |
| STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS DESIGN CRITERIA | STD-4-1 | 9-01-91 |
| STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS GENERAL DETAILS | STD-4-2 | 9-01-91 |
| STD. PRECAST, PRESTRESSED BRIDGE DECK PANELS CONSTRUCTION DETAILS | STD-4-3 | 9-01-91 |
| STD. PILE DETAILS | STD-5-1 | 9-01-91 |
| STD. PILE DETAILS | STD-5-2 | 9-01-91 |
| * STANDARD SEISMIC DETAILS | STD-6-1 | 3-30-92 |
| REINFORCING BAR SUPPORT DETAILS FOR CONCRETE SLAB | STD-9-1 | 9-01-91 |
| * MISCELLANEOUS ABUTMENT AND DRAINAGE DETAILS | STD-10-1 | 5-11-92 |

* THESE STANDARDS ARE TO BE PRINTED WITH PLANS

### LIST OF SPECIAL PROVISIONS

| | PROV. NO. | LAST REV. DATE |
|---|---|---|
| REVISIONS AND ADDITIONS TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION MARCH 1, 1981 | 100 | 5-11-92 |
| APPROVAL OF SHOP DRAWINGS | 105A | 7-21-87 |
| CONCRETE STRUCTURES | 604 | 12-16-91 |
| CONTRACTOR - MIX DESIGN AND TESTING STRUCTURAL CONCRETE | 604C | 12-16-91 |
| PRECAST PRESTRESSED BRIDGE DECK PANELS | 604P | 5-11-92 |
| RIDEABILITY OF BRIDGE DECKS AND ROADWAY APPROACHES | 604R | 3-30-92 |
| PRECAST PRESTRESSED CONCRETE BRIDGE MEMBERS | 615 | 12-16-91 |
| MACHINED RIP-RAP | 709 | 5-04-87 |
| EPOXY COATED REINFORCING STEEL | 907A | 3-25-85 |

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

# ESTIMATED BRIDGE QUANTITIES

## ESTIMATED ROADWAY QUANTITIES

| | ITEM NO. | DESCRIPTION | QUANTITY | UNIT |
|---|---|---|---|---|
| | 201-01 | Clearing and Grubbing | 1 | Lump Sum |
| (9) | 203-01 | Road and Drainage Excavation (Unclassified) | 4,306 | Cu. Yd. |
| | 203-03 | Borrow Excavation (Unclassified) | 659 | Cu. Yd. |
| | 203-06 | Water | 17 | M-Gal. |
| | 203-08 | Channel Excavation (Unclassified) | 400 | Cu. Yd. |
| | 209-05 | Sediment Removal | 50 | Cu. Yd. |
| (1) | 209-06 | Baled Hay or Straw Erosion Checks | 275 | Bale |
| | 209-08 | Temporary Silt Fences | 1100 | Lin. Ft. |
| | 209-10.01 | Sediment Trap (Above ground) | 1 | Each |
| (2) | 303-01 | Mineral Aggregate Type A Base, Grading D | 4971 | Ton |
| | 307-01.01 | Aggregate for Bituminous Plant Mix Base (Hot Mix)(BPMB-HM) Grading "A" | 284 | Ton |
| | 307-01.02 | Asphalt Cement for Bituminous Plant Mix Base (Hot Mix)(BPMB-HM) Grading "A" | 10 | Ton |
| (3) | 307-03.15 | Bituminous Plant Mix Base (Hot Mix) Grading B (Modified) | 769 | Ton |
| | 402-01 | Bituminous Material for Prime Coat (PC) | 10 | Ton |
| | 402-02 | Aggregate for Cover Material (PC) | 40 | Ton |
| | 403-01 | Bituminous Material for Tack Coat (TC) | 1 | Ton |
| (4) | 411-01.01 | Mineral Aggregate for Asphaltic Concrete Surface (ACS) Grading "D" | 424 | Ton |
| | 411-01.02 | Asphalt Cement for Asphaltic Concrete Surface (ACS) Grading "D" | 28 | Ton |
| (5) | 610-07.03 | 18" Pipe Drain (Bridge Drain) | 30 | Lin. Ft. |
| | 621-01.01 | Temporary Structure (5 @ 96" Pipe Culv. Minimum) | 1 | Lump Sum |
| | 705-01.04 | Guardrail @ Bridge Ends | 108 | Lin. Ft. |
| (10) | 705-02.02 | Single Guardrail (Type 2) | 250 | Lin. Ft. |
| | 705-04.01 | Guardrail Terminal Anchor (Type 11) | 4 | Each |
| | 708-02.01 | Markers (Concrete R.O.W. Posts) | 10 | Each |
| (6) | 709-05.06 | Machined Rip-Rap (Class A-1) | 100 | Ton |
| | 712-01 | Traffic Control | 1 | Lump Sum |
| | 712-04.01 | Flexible Drums (Channelizing) | 30 | Each |
| | 712-05.01 | Warning Lights (Type A) | 14 | Each |
| | 712-05.03 | Warning Lights (Type C) | 10 | Each |
| (7) | 712-06 | Signs (Construction) | 157 | Sq. Ft. |
| | 712-06.01 | Vertical Panels | 96 | Sq. Ft. |
| | 712-07.03 | Temporary Barricades (Type III) | 48 | Lin. Ft. |
| | 716-05.01 | Painted Pavement Marking (Line) | 1 | Lin. Mi. |
| | 717-01 | Mobilization | 1 | Lump Sum |
| (8) | 801-01 | Seeding (with Mulch) | 39 | Unit |
| | 801-03 | Water (Seeding and Sodding) | 4 | M-Gal. |

(1) Quantities may be increased or decreased as directed by the Engineer.
(2) Includes 2,763 Tons for detour road and 62 Tons for resurfacing.
(3) Includes 395 Tons for detour road and 103 Tons for resurfacing.
(4) Includes 232 Tons for detour road and 61 Tons for resurfacing.
(5) Standard Drawing STD-1-4 is to be used for burial of the outlet pipe and for end treatment details only. (Bridge Drain)
No Rubble Stone rip-rap needed. Pipe outlet to be placed on Class A1 as shown on Sheet No. 3A.
(6) To be used for special ditches Sta. 59+11± to Sta. 59+50±, Left & Right. See Cross-sections.
(7) For construction sign locations and summary, See Sheet No. 4.
(8) Includes 7 Units for seeding borrow pit and 7 Units for seeding waste material.
(9) Road and Drainage excavation may be used for common roadway embankment but is not to be used for fill material for foundations.
(10) 126± Lin. Ft. of existing guardrail to be removed. Cost of removal to be included in cost of other items.

**NOTE:**
**FOR ESTIMATED BRIDGE QUANTITIES SEE SHEET NO. 2**

## TABULATED GUARDRAIL QUANTITIES

| STATION TO STATION | | LOCATION | ANCHOR BLOCK TYPE 11 ITEM NO. 705-04.01 | | GUARDRAIL @ BRIDGE ENDS ITEM NO. 705-01.04 | SINGLE GUARDRAIL TYPE 2 ITEM NO. 705-02.02 | REMARKS |
|---|---|---|---|---|---|---|---|
| 56+43± | 57+70± | RT. | 1 | | 26.9' | 75' | TIE TO PROP. BRIDGE |
| 58+84± | 60+85± | RT. | 1 | | 26.9' | 150' | TIE TO PROP. BRIDGE |
| 57+05± | 57+70± | LT. | 1 | | 26.9' | 12.5' | TIE TO PROP. BRIDGE |
| 58+84± | 59+48± | LT. | 1 | | 26.9' | 12.5' | TIE TO PROP. BRIDGE |
| TOTALS | | | 4 | | 107.6 | 250' | |

Guardrail lengths are approximate and may be adjusted by the Engineer prior to erection.

## GRADING QUANTITIES

| STATION TO STATION | | ROAD & DRAINAGE EXC. (UNCL.) EXC. COMMON MAINLINE (CU. YDS.) | EXC. COMMON DETOUR RD. (CU. YDS.) | EXC. COMMON DETOUR RD. REMOVAL (CU. YDS.) | BORROW EXC. UNCLASS. (CU. YDS.) | CHANNEL EXC. (CU. YDS.) | EMB. (CU. YDS.) |
|---|---|---|---|---|---|---|---|
| 53+00.00 | 64+02.34 | 1990 | 1398 | 918 | 659 | 400 | 3819 |
| TOTALS | | 1990 | 1398 | 918 | 659 | 400 | 3819 |

## R.O.W. MARKERS

| | |
|---|---|
| TOTAL TYPE "A" | 10 |
| TOTAL TYPE "B" | 0 |
| TOTAL TYPE "C" | 0 |
| GRAND TOTAL | 10 |

## BALANCE SUMMARY

| | | |
|---|---|---|
| EXC. CHANNEL | 400 CU. YD. | |
| EXC. COMMON | 1,398 CU. YD. | FROM DETOUR |
| EXC. COMMON | 1,990 CU. YD. | S.R. 54 |
| EXC. COMMON | 918 CU. YD. | DETOUR REMOVAL |
| EXC. BORROW (UNCLASS.) | 659 CU. YD. | |
| EMB. (UNCLASS.) | 946 CU. YD. | FOR DETOUR |
| EMB. (UNCLASS.) | 1,287 CU. YD. | S.R. 54 |
| EMB. (UNCLASS.) | 1,586 CU. YD. | INCLUDES 899 CU. YD. FOR DETOUR REMOVAL |
| SHRINKAGE | 30 % | AND 687 CU. YD. FOR PROPOSED BERM. |

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| CONST. | 1992 | BR-STP-54(17) | 2A |
| | | | |
| | | | |
| | | | |

S.R. 54 HAYWOOD CO.
38006-3224-94 (CONST.)

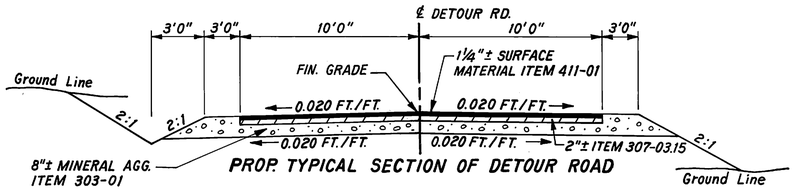
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT

**ESTIMATED ROADWAY & TABULATED QUANTITIES**

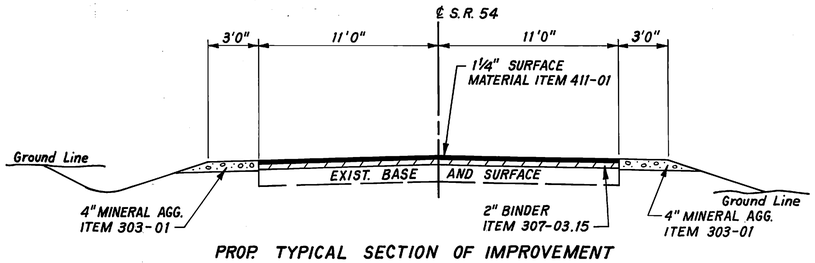
07234

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 1991 | BRS-54(15) | 2 |
| CONST. | 1992 | BR-STP-54(17) | 2B |
| | | | |
| | | | |

S.R. 54 HAYWOOD CO.
38006-2221-94 (R.O.W.)
38006-3224-94 (CONST.)




PROP. TYPICAL SECTION OF DETOUR ROAD




PROP. TYPICAL SECTION OF IMPROVEMENT

RESURFACING ONLY
STA. 53+00.00 TO STA. 55+00.00
STA. 62+29.76 TO STA. 64+02.34

## RIGHT-OF-WAY NOTES

It is intended that all buildings and/or portions of buildings that are within the proposed right-of-way and/or easement lines for the project, be removed therefrom in the process of right-of-way acquisition. If any such buildings or improvements are not removed in the course of right-of-way acquisition, the Civil Engineering Manager 2, Headquarters Survey and Design Office and Civil Engineering Manager 1, Regional Survey and Design Office, are to be notified in sufficient time to permit having such removals designated as a part of the construction contract.

All ramps must conform to the Department's "Policy on Financing Construction of Public Road Intersections and Driveways on Highway Resurfacing, Reconstruction and Construction Projects on New Locations", the manual on "Rules and Regulations for Constructing Driveways on State Highway Right-of-Way", Standard Drawing RP-R-1 and other accepted design and safety standards.

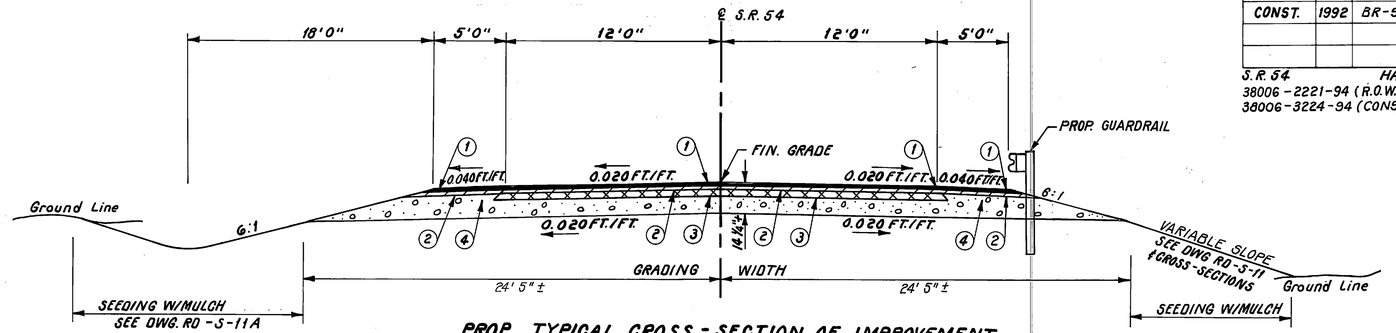
Existing paved driveways will be replaced in kind to a touchdown point. Any necessary paving will only be done during paving operations on the main roadway.

Existing unpaved driveways will be paved a shoulder width and replaced in kind from that point to the touchdown point.

Tract remainders with no existing driveway: It will be the responsibility of the owner to secure a permit and construct desired driveways.

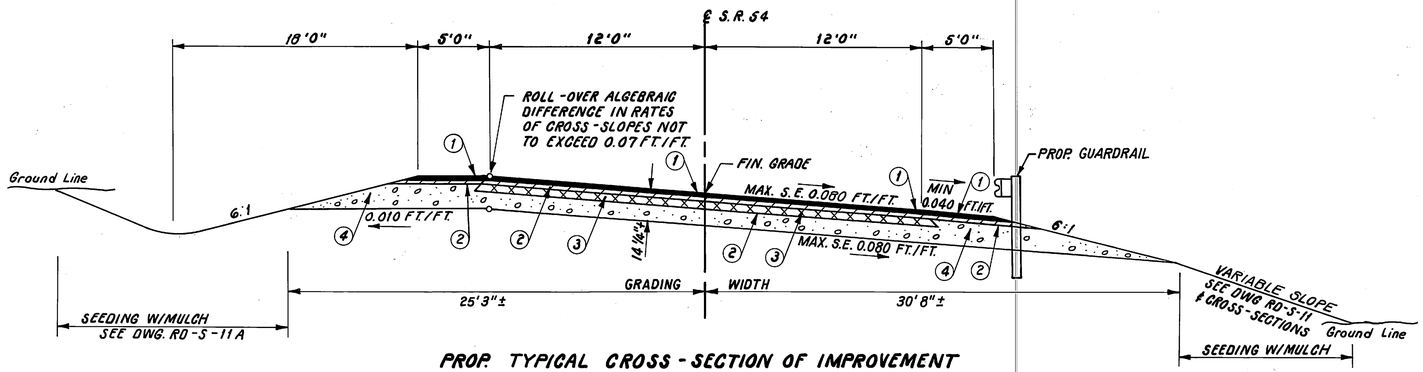
## UTILITY OWNERS

Telephone lines owned by South Central Bell Telephone Co. Inc.
111 Stonebridge Boulevard, Jackson, Tn. 38305 - 901-423-5035




PROP. TYPICAL CROSS-SECTION OF IMPROVEMENT

TANGENT SECTION
FOR REFERENCE ONLY




PROP. TYPICAL CROSS-SECTION OF IMPROVEMENT

SUPERELEVATED SECTION
STA. 55+00 TO STA. 62+30

## PROPOSED PAVEMENT SCHEDULE

(1) BITUMINOUS SURFACING (ROADWAY) @ 1-1/4"± THICK (APPROX. 132.5 LBS./SQ.YD.)

| | |
|---|---|
| 411-01.01 | MINERAL AGGREGATE FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "D" |
| 411-01.02 | ASPHALT CEMENT FOR ASPHALTIC CONCRETE SURFACE (ACS) GRADING "D" |
| 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) (RATE 0.02 GAL./SQ.YD.) |

(2) BITUMINOUS BINDER (ROADWAY) @ 2 "+ THICK (APPROX. 226 LBS./SQ.YD.)

| | |
|---|---|
| 307-03.15 | BITUMINOUS PLANT MIX BASE (HOT MIX) GRADING "B" MODIFIED |
| 403-01 | BITUMINOUS MATERIAL FOR TACK COAT (TC) (RATE 0.02 GAL./SQ.YD.) |

(3) BITUMINOUS AGGREGATE BASE (ROADWAY) @ 3"+ THICK (APPROX. 345 LBS./SQ.YD.)

| | |
|---|---|
| 307-01.01 | AGGREGATE FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "A" |
| 307-01.02 | ASPHALT CEMENT FOR BITUMINOUS PLANT MIX BASE (HOT MIX)(BPMB-HM) GRADING "A" |
| 402-01 | BITUMINOUS MATERIAL FOR PRIME COAT (PC) (RATE 0.35 GAL./SQ.YD.) |
| 402-02 | AGGREGATE FOR COVER MATERIAL (PC) (RATE 12 LBS./SQ.YD.) |

(4) MINERAL AGGREGATE BASE - 8"+ DEEP (ROADWAY) & FULL DEPTH (SHLD.)

| | |
|---|---|
| 303-01 | MINERAL AGGREGATE, TYPE A BASE, GRADING "D" |

## R.O.W. ACQUISITION TABLE

| TRACT NO. | PROPERTY OWNER | COUNTY RECORDS | | | | AREA TO BE ACQUIRED (AC.) | | | AREA REMAINING(AC.) | | EASEMENT (S.F.) | | | TOTAL AREA (AC.) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | TAX MAP NO. | PARCEL NO. | DEED BK. | PAGE | LEFT | RIGHT | TOTAL | LEFT | RIGHT | PERM. DRAIN. | SLOPE | CONST. | LEFT | RIGHT | TOTAL |
| 1 | SORRELLE MAHER, Heirs | 49 | 1 | 95 | 86&87 | 0.482 | 0.681 | 1.163 | 1174.518 | 161.319 | | | (1) 31,827 | 1175.0 | 162.0 | 1337.0 |
| | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

(1) For Construction of Detour

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT

TYPICAL SECTIONS, PAVEMENT SCHEDULE, R.O.W. ACQUISITION TABLE & R.O.W. NOTES

SUPERSEDED
ITEM SEED D.O.T.
PROJECT NO. BR-STP-54(17)

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO. N 29

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| CONST. | 1992 | BR-STP-54(17) | 2C |
| | | | |
| | | | |
| | | | |

S.R. 54 HAYWOOD CO.
38006-3224-94 (CONST.)

# GENERAL NOTES

## GRADING

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

CERTIFICATION FOR ALL BORROW PITS MUST BE OBTAINED FROM THE DIVISION OF ARCHAEOLOGY IN ACCORDANCE WITH SECTION 107.06 (SPECIAL PROVISION NO. 100) FEDERAL AID PROVISIONS.

## SEEDING AND SODDING

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

## DRAINAGE

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

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

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

## UTILITIES

THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD BY CONTACTING THE UTILITY COMPANIES INVOLVED.

UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO CO-OPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT.

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

THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING ALL AFFECTED UTILITIES PRIOR TO SUBMITTING HIS BID, IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF THE WORK FOR THE PROJECT. SOME UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS, WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE. IT IS UNDERSTOOD AND AGREED THAT THE CONTRACTOR WILL RECEIVE NO ADDITIONAL COMPENSATION FOR ANY DELAYS OR INCONVENIENCE CAUSED BY THE UTILITY ADJUSTMENTS.

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES, PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY.

SOME UTILITIES CAN BE LOCATED BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC. AT 1-800-351-1111.

## FENCING

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

## MISCELLANEOUS

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

## PAVEMENT MARKINGS

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

THE PAVEMENT MARKING ON THE DETOUR FOR CENTERLINE & EDGELINES WILL BE INSTALLED AND MAINTAINED TO THE SAME STANDARDS AS FOR PERMANENT MARKINGS ON THE MAIN ROADWAY. THESE MARKINGS SHALL BE IN PLACE PRIOR TO ALLOWING TRAFFIC ONTO THE PAVEMENT. THESE PAVEMENT MARKINGS WILL BE MEASURED AND PAID FOR UNDER ITEM NO. 716-05.01 PAINTED PAVEMENT MARKING (LINE), LIN.MI.

## CONST. WORK ZONE TRAFFIC CONTROL

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

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

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

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

USE OF BARRICADES, PORTABLE BARRIER RAILS, VERTICAL PANELS, AND DRUMS SHALL BE LIMITED TO THE IMMEDIATE AREAS OF CONSTRUCTION WHERE A HAZARD IS PRESENT. THESE DEVICES SHALL NOT BE STORED ALONG THE ROADWAY WITHIN THIRTY (30) FEET OF THE EDGE OF THE TRAVELED WAY BEFORE OR AFTER USE UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES. THESE DEVICES SHALL BE REMOVED FROM THE CONSTRUCTION WORK ZONE WHEN THE ENGINEER DETERMINES THEY ARE NO LONGER NEEDED. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK, THE ENGINEER SHALL APPROVE ALTERNATE LOCATIONS.

THE CONTRACTOR WILL NOT BE PERMITTED TO PARK ANY VEHICLES OR CONSTRUCTION EQUIPMENT DURING PERIODS OF INACTIVITY, WITHIN THIRTY (30) FEET OF THE EDGE OF PAVEMENT WHEN THE LANE IS OPEN TO TRAFFIC, UNLESS PROTECTED BY GUARDRAIL, BRIDGE RAIL, AND/OR BARRIERS INSTALLED FOR OTHER PURPOSES. PRIVATELY OWNED VEHICLES SHALL NOT BE ALLOWED TO BE PARKED WITHIN THIRTY (30) FEET OF AN OPEN TRAFFIC LANE AT ANY TIME UNLESS PROTECTED AS DESCRIBED ABOVE. WHERE THERE IS INSUFFICIENT RIGHT-OF-WAY TO PROVIDE FOR THIS THIRTY (30) FEET SETBACK, THE ENGINEER SHALL APPROVE ALTERNATE LOCATIONS.

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

# SPECIAL NOTES

FINISHED GRADE SHOWN ON PROFILE SAME AS FINISHED GRADE SHOWN ON TYPICAL CROSS-SECTIONS AND SAME AS FINISHED GRADE ELEVATIONS SHOWN ON ROADWAY CROSS-SECTIONS.

SEE PLAN AND PROFILE SHEETS AND STANDARD DRAWING NO. RD-SE-3 FOR SUPER-ELEVATION DETAILS.

ALL NEWLY GRADED EARTHEN AREAS THAT ARE NOT TO BE PAVED, STABILIZED OR SODDED SHALL BE SEEDED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS SECTION 801.

THE CONTRACTOR WILL BE REQUIRED TO LOCATE AND FURNISH SUITABLE BORROW MATERIAL FROM A SITE APPROVED BY THE ENGINEER. ALL COST TO BE INCLUDED IN THE UNIT PRICE BID FOR ITEM NO. 203-03. THE BORROW MATERIAL SHALL BE TAKEN IN A MANNER SO THAT IT MAY BE READILY MEASURED. IF BORROW EXCAVATION IS IN EXCESS OF QUANTITY SHOWN ON THE PLANS AND/OR IN BALANCES, IT SHALL BE FURNISHED BY THE CONTRACTOR AT THE UNIT PRICE FOR ITEM NO. 203-03.

BEFORE OPENING THE DETOUR TO TRAFFIC, THE TRANSITIONAL MARKINGS ON THE EXISTING ROADWAY MUST BE IN PLACE. ALL EXISTING MARKINGS IN THE AREA OF THESE TRANSITIONAL MARKINGS SHALL BE OBLITERATED TO ELIMINATE CONFLICTING MARKINGS. REMOVAL OF THE EXISTING CONFLICTING MARKINGS WILL NOT BE MEASURED AND PAID FOR DIRECTLY, BUT THE COST WILL BE INCLUDED IN ITEM 712-01 TRAFFIC CONTROL, LUMP SUM.

GUARDRAIL AND MAINLINE ROADWAY STRIPING IS TO BE COMPLETE IN PLACE BEFORE MAINLINE ROADWAY IS OPENED TO TRAFFIC.

DETOUR WILL BE PAVED, STRIPED, SIGNED AND VERTICAL PANELS ARE TO BE IN PLACE BEFORE IT IS OPENED TO TRAFFIC.

126'± OF EXISTING GUARDRAIL TO BE REMOVED. COST TO BE INCLUDED IN OTHER ITEMS.

THE TOP THREE INCHES OF SOIL PLACED ON ALL AREAS OF THIS PROJECT THAT WILL BE SEEDED SHALL BE OF A TYPE THAT WILL PROMOTE AND SUSTAIN GROWTH OF VEGETATION. COST OF THIS WORK IS TO BE INCLUDED IN THE COST OF ITEM 203-01.

# SCOPE OF WORK

GRADE, BASE AND PAVING FOR BRIDGE AND APPROACHES OVER NIXON CREEK ON S.R. 54 (L.M. 15.82) LINES AND GRADES AS INDICATED ON TYPICAL CROSS-SECTIONS AND PLAN AND PROFILE SHEETS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION OF BRIDGE OVER NIXON CREEK AS SHOWN ON THE PLANS.

CONSTRUCTION OF EARTH BERM AS SHOWN ON CROSS-SECTIONS OR AS DIRECTED BY THE ENGINEER.

CONSTRUCTION OF COMPLETE DRAINAGE SYSTEM. INSTALLATION OF GUARDRAIL. CONSTRUCTION OF ALL DITCHES. SLOPES AND OTHER FEATURES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALLATION OF TRAFFIC CONTROL DEVICES AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT

GENERAL NOTES, SPECIAL NOTES, & SCOPE OF WORK

338136

TENN. SEED O.T.
DIV. EXPANSION
FILE NO. 11 23

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 1991 | BRS-54 (15) | 3 |
| CONST. | 1992 | BR-STP-54(17) | 3 |
| | | | |
| | | | |

S.R. 54 HAYWOOD CO.
38006-2221-94 (R.O.W.)
38006-3224-94 (CONST.)

N & C IN 15" Oak
I.P.
I.P.
R.P.P.I. 57+44.15
B. Tan. F. Tan.
I.P.
I.P.
N & C IN 18" Sycamore

N & C IN 5" Willow
I.P.
I.P.
R.P.P.I. 59+25.34
B. Tan. F. Tan.
78.99' I.P. 48.71' I.P. 41.45'
N & C IN 25" Twin Elm

SORRELLE MAHER, Heirs
TRACT NO. 1

DETOUR
P.I. 6+18.31
Δ = 23°20'00" LT.
D = 10°00'
T = 118.31'
L = 233.33'
R = 572.96'
E = 12.09'
S.E. 0.080 FT./FT.
DESIGN SPEED 45 M.P.H.

S.R. 54
P.L. P.I. 58+11.07
Δ = 37°38'12" LT.
D = 4°45'
T = 411.06'
L = 792.35'
R = 1,206.23'
E = 68.12'
S.E. 0.080 FT./FT.
TRANS. LGTH. 265 FT.
DESIGN SPEED 60 M.P.H.

SORRELLE MAHER, Heirs
TRACT NO. 1

DETOUR
P.I. 14+96.47
Δ = 15°45'52" LT.
D = 10°00'
T = 79.32'
L = 157.64'
R = 572.96'
E = 5.46'
S.E. 0.080 FT./FT.
DESIGN SPEED 45 M.P.H.

S.R. 54
TO BROWNSVILLE
EXIST. 36'x20' BRIDGE
EXIST. R.O.W. 125'
125' EXIST. R.O.W.
P.I. 52+75.00 Δ=5°15'37" LT.
P.C.T. 53+00.00 ℄ S.R. 54
P.C. 5+00.00 ℄ DETOUR
(ORIG) P.O.T. 54+00.00
P.C. 54+00.00
P.T. 7+33.34 DETOUR
55
10
NIXON CREEK
60
PROP. CONST. EASEMENT
EQUATION: (ORIG) 61+97.11 AH. P.L. P.I. 61+32.39 BK.
P.C. 14+17.14 DETOUR
15
(ORIG) P.O.T. 64+02.34 ℄ S.R. 54
P.T. 15+74.79 ℄ DETOUR
EXIST. R.O.W. (100')
TO ALAMO
904.19' N35°40'E
N53°04'54"E
164.81'
095.95')
N53°34'E
℄ DETOUR
PROP. R.O.W. 536.99'
N34°10'E
N35°44'54"E
N27°32'E
164.05'
181.93'
N19°55'02"E
209.60'
N26°57'E
194.45'
N45°51'E
95.89'
N35°36'E
℄ PAP LOC.
℄ (ORIG.)
EXIST. 60'x 22' STEEL STRINGER BRIDGE
S.R. 54
N27°08'E
219.72'
N30°13'E
191.27'
N20°02'E
188.11'
N4°04'E
176.10'
100' EXIST. R.O.W.
PROP. R.O.W.
BEGIN OF BRS-54 (15)
STA. 54+00.00 (R.O.W.)
END OF BRS-54 (15)
STA. 63+50.00 (R.O.W.)
P.I. 54+00 Δ=4°13'46" LT.
N53°38'E 203.86'
N53°10'E 157.94'
N45°40'E 211.05'
N53°34'E 105.42'
N48°04'E 230.90'
N19°59'02"E
N18°08'E 94.17'
P.I. 55+25 Δ=3°20'53" LT.
P.I. 56+50 Δ=2°20'47" LT.
P.I. 57+44.15 Δ=13°33'52" LT.
P.I. 59+25.34
P.I. 61+14.98 Δ=5°55'10" LT.

SORRELLE MAHER, Heirs
TRACT NO. 1

SORRELLE MAHER, Heirs
TRACT NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT

**PRESENT LAYOUT & PROPOSED R.O.W.**

STA. 54+00.00 TO STA. 63+50.00

SCALE 1" = 50'

| TYPE | YEAR | PROJECT NO. | SHEET NO |
|---|---|---|---|
| R.O.W. | 1991 | BRS-54(15) | 3A |
| CONST. | 1992 | BR-STP-54(17) | 3A |
| | | | |
| | | | |

S.R. 54 HAYWOOD CO.
38006-2221-94 (R.O.W.)
38006-3224-94 (CONST.)

PROP. RIP-RAP ITEM 709-05.06 (CLASS A-1)

BRIDGE DRAIN PIPE

BRIDGE DRAIN PIPE PLACEMENT

DETOUR
P.I. 6+18.31
Δ = 23°20'00" LT.
D = 10°00'
T = 118.31'
L = 233.33'
R = 572.96'
E = 12.09'
S.E. 0.080 FT./FT.
DESIGN SPEED 45 M.P.H.

S.R. 54
P.I. P.I. 58+11.07
Δ = 37°38'12" LT.
D = 4°45'
T = 411.06'
L = 792.35'
R = 1206.23'
E = 68.12'
S.E. 0.080 FT./FT.
TRANS. LGTH. 265 FT.
DESIGN SPEED 60 M.P.H.

DETAIL PROPOSED EARTH BERM
STA. 59+00± TO STA. 62+25± LEFT

DETOUR
P.I. 14+96.47
Δ = 15°45'52" LT.
D = 10°00'
T = 79.32'
L = 157.64'
R = 572.96'
E = 5.46'
S.E. 0.080 FT./FT.
DESIGN SPEED 45 M.P.H.

EQUATION:
(ORIG.) P.O.T. 61+97.11 AH.
P.I. P.I. 61+92.35 BK.

(ORIG.) P.O.T. 64+02.34 ℄ S.R. 54
P.T. 15+74.79 ℄ DETOUR

TO BROWNSVILLE

TO ALAMO

NIXON CREEK

TOP OF BANK

P.I. 52+75
Δ = 5°15'37" LT.

P.O.T. 53+00.00 ℄ S.R. 54
P.C. 54+00.00 ℄ DETOUR

(ORIG.) P.O.T. 54+00.00
P.I. P.C. 54+00.00

P.T. 7+33.34
DETOUR

P.I. 54+00
Δ = 4°13'46" LT.

P.I. 55+35
Δ = 3°20'53" LT.

P.I. 56+50
Δ = 2°20'47" LT.

P.I. 57+44.15
Δ = 13°33'32" LT.

P.I. 59+25.34
Δ = 9°41'24" LT.

P.I. 61+14.98
Δ = 5°55'10" LT.

N59°04'54"E
N35°44'54"E
N51°30'15"E
N57°37'14"E
N39°05'28"E
N35°35'36"E
N25°54'12"E
N19°59'02"E

℄ DETOUR
℄ PAP. LOC.
℄ (ORIG.)

PROP. BERM
"V" SEED
RIP-RAP
BRIDGE DRAIN ℄ PIPE
TYPE II STA. 59+82
TYPE II STA. 56+43
TYPE II STA. 60+83
RIP-RAP TO TOP OF BANK
BEGIN RIP-RAP STA. 57+43
END RIP-RAP STA. 59+11 LT. & RT.
PROP. RIP-RAP ITEM 709-05.06 (CLASS A1)
AREA TO BE EXCAVATED TO EL. 302.0
TOP OF BANK

60' PAVEMENT TRANSITION

NOTE: TRANSITION SHOULDER WIDTH STA. 55+00 TO 55+60 FROM EXIST. TO 5' LT. & RT.

NOTE: TRANSITION SHOULDER WIDTH STA. 61+65 TO 62+29.76 FROM 5' LT. & RT. TO EXIST.

BEGIN OF BR-STP-54(17)
STA. 53+00.00 (CONST.)

END OF BR-STP-54(17)
STA. 64+02.34 (CONST.)

NOTE:
After all construction is completed on S.R. 54, the Detour Road shall be removed and the area reshaped and seeded in a manner that will blend with the adjacent terrain. All cost of removal and shaping to be paid for under Item No. 203-01, Road and Drainage Excavation (Unclassified) per Cu. Yd. All cost for seeding to be paid for under Item No. 801-01 Seeding (with Mulch) per unit.

After detour road is removed, an earth berm is to be constructed left of 59+00± to 62+25±. See cross-sections. Material from detour road removal is to be used to build proposed berm. Costs of constructing berm to be included in costs of Item 203-01.

PROFILE DETOUR

PROFILE S.R. 54

B.M. EL. 389.91
CGS MON. DISK STAMPED BROWNSVILLE 1934 EAST ENT. COURTHOUSE EAST SIDE OF CONFEDERATE MON. BEHIND CANNON

T.B.M. EL. 313.29
NAIL IN 24" OAK
35' LT. STA. 50+82

STA. 58+27
CONCRETE DECK GIRDER BRIDGE
3-SPAN
31'6", 31'0", 31'6"
TOTAL LENGTH 94'0"
34'0" ROADWAY
SKEW 90° D.A. 12.2 SQ. MI.
Q6 = 2,250 cfs W.S. EL. 312.05
Q100 = 4,110 cfs W.S. EL. 312.86

STA. 18+27
TEMP. DRAINAGE STRUCTURE
5@ 96"-38" (MINIMUM) PIPE CULV. REQ'D.
SKEW 75° LT. D.A. 12.2 SQ. MI.
DWG. NO. D-PG-3
DRAINS LT.

BEGIN DETOUR STA. 5+00.00 EL. 313.11

STA. 53+00.00
STA. 55+00 EL. 313.39
STA. 64+02.34
END DETOUR STA. 15+74.79 EL. 318.00

RESURFACING ONLY GRAPHIC GRADE

BEG. BRIDGE STA. 57+66.66 EL. 314.33
END BRIDGE STA. 57+94.66 EL. 314.15
PVI 58+25 EL. 315.21
PC 55+75 EL. 313.81
PT 7+00 EL. 311.68
PT 9+00 EL. 310.76
PVI 8+00 EL. 310.95
PC 12+00 EL. 310.15
PT 13+50 EL. 310.48
PVI 12+75 EL. 310.00
PRC 60+75 EL. 312.88
PVI 61+50 EL. 312.18
PT 62+29.76 EL. 312.02
PVI 61+92.35 BK. EQUATION STA. 61+97.11 AH.

-0.560%
-0.932%
-0.213%
-0.720%
-0.200%
+0.667%

S.E.=0.080 ft./ft.
S.E.=0.068 ft./ft.
S.E.=0.053 ft./ft.
S.E.=0.038 ft./ft.
S.E.=MATCH EXIST.

2-Lines
1-Line
End 2-Lines Beg. 1-Line
F.L. Spec. DITCH LT.
F.L. Spec. DITCH RT.
PROP. RIP-RAP ITEM 709-05.06 (CLASS A1)
CHANNEL EXCAVATION
FIN. GRADE
H.W. EL. 313.46
W.S. EL. 299.4

200' V.C. (K=385) 70 M.P.H.
500' V.C. (K=335) 70 M.P.H.
150' V.C. (K=209) 70 M.P.H.
150' V.C. (K=173) 70 M.P.H.

EXC. EMB.
51 52 53 54 55 56 57 58 59 60 61 62 63 64
5 6 7 8 9 10 11 12 13 14 15
315 310 305 300 295

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

PROPOSED LAYOUT
STA. 53+00.00 TO STA. 64+02.34
HORIZ. SCALE 1" = 50'
VERT. SCALE 1" = 5'

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, NOTE BOOK, PLOTTED, CHECKED, R. W. MONUMENTS CHECKED, R. W. NOTED, No., STRUCTURE NOTATIONS CHECKED, BY, DATE

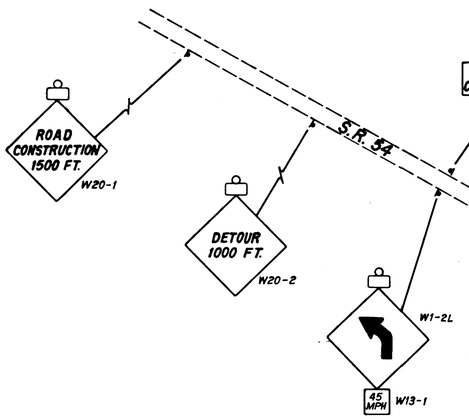
PROFILE: SURVEYED, PLOTTED, CHECKED, NOTE BOOK, R. W. NOTED, No., STRUCTURE NOTATIONS CHECKED, BY, DATE

BRUNING 44-142 61177

TENNESSEE D. O. T.
DESIGN DIVISION
FILE NO. H 29

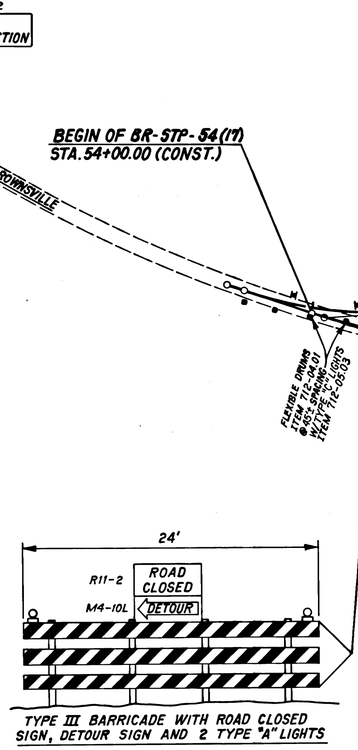
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| CONST. | 1992 | BR-STP-54(17) | 4 |
| | | | |
| | | | |
| | | | |

S.R. 54 HAYWOOD CO.
38006-3224-94 (CONST.)

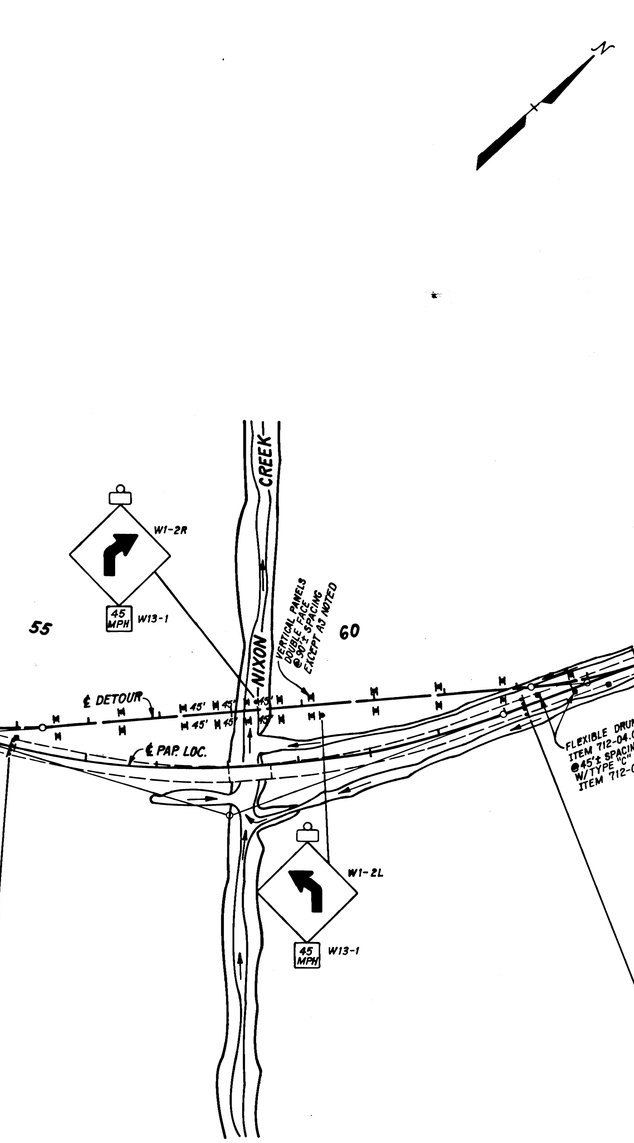


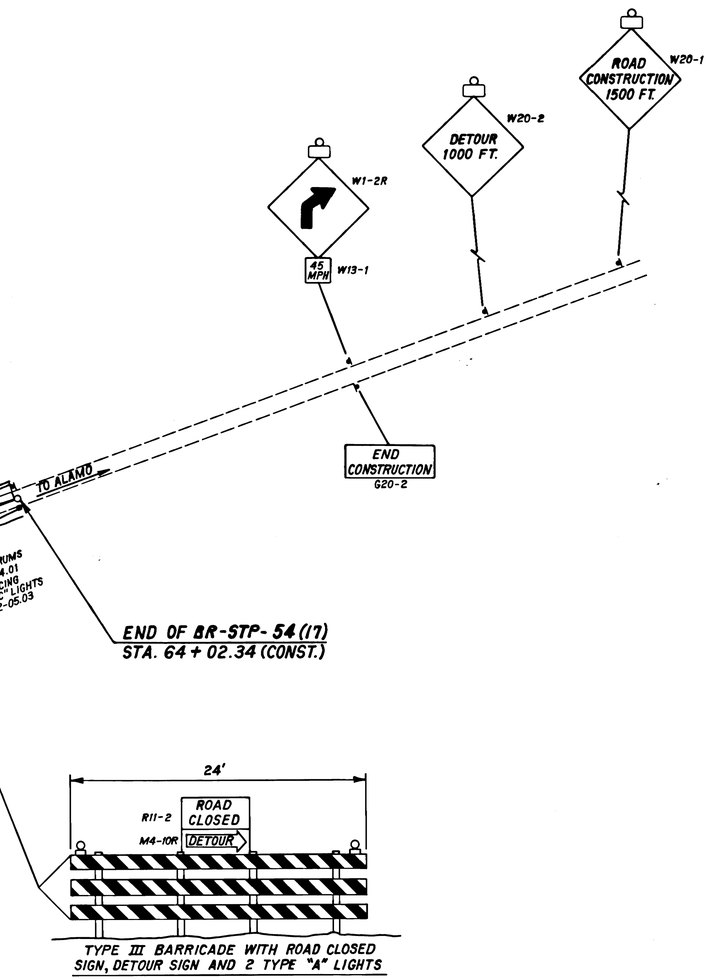







TYPE III BARRICADE WITH ROAD CLOSED SIGN, DETOUR SIGN AND 2 TYPE "A" LIGHTS







TYPE III BARRICADE WITH ROAD CLOSED SIGN, DETOUR SIGN AND 2 TYPE "A" LIGHTS

| NO. | TYPE | SIZE | QUANTITY |
|---|---|---|---|
| 2 | G20-2 | 10.0 S.F. | 20.0 S.F. |
| 1 | M4-10L | 6.0 S.F. | 6.0 S.F. |
| 1 | M4-10R | 6.0 S.F. | 6.0 S.F. |
| 2 | R11-2 | 10.0 S.F. | 20.0 S.F. |
| 2 | W1-2L | 6.25 S.F. | 12.5 S.F. |
| 2 | W1-2R | 6.25 S.F. | 12.5 S.F. |
| 4 | W13-1 | 4.0 S.F. | 16.0 S.F. |
| 2 | W20-1 | 16.0 S.F. | 32.0 S.F. |
| 2 | W20-2 | 16.0 S.F. | 32.0 S.F. |
| | | | 157.0 S.F. |

## TRAFFIC CONTROL NOTES

THE CONSTRUCTION SIGNING PLANS ARE TO SERVE AS A GUIDE ONLY, OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.

THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."

THE CONTRACTOR IS TO MAINTAIN ACCESS TO ALL LOCAL PROPERTY OWNERS.

THE CONTRACTOR SHALL MAINTAIN 2 LANES OF TRAFFIC AT ALL TIMES.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT

# TRAFFIC CONTROL PLAN

STA. 54+00.00 TO STA. 64+02.34

SCALE 1" = 100'

316136

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| CONST. | 1992 | BR-STP-54(17) | 5 |
| | | | |
| | | | |
| | | | |

S.R. 54 HAYWOOD CO.
38006-3224-94 (CONST.)

TENNESSEE DEPARTMENT OF TRANSPORTATION
DIVISION
FILE NO. 23

## EROSION CONTROL NOTES

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

SEDIMENT TRAPS SHALL BE LOCATED WITHIN THE RIGHT-OF-WAY AND/OR CONSTRUCTION LIMITS BUT OUTSIDE OF THE SLOPE STAKES.

TO INSURE EROSION CONTROL STRUCTURES WORK PROPERLY, IT IS IMPERATIVE THE SEDIMENT BE REMOVED; THEREFORE, "INSPECTION" AND "MAINTENANCE" OF STRUCTURES IS TO BE PERFORMED ON A REGULAR BASIS.

DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE CARE TO INSURE THAT STRUCTURAL COMPONENTS OF EROSION CONTROL STRUCTURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE STRUCTURES AT THE CONTRACTORS OWN EXPENSE.

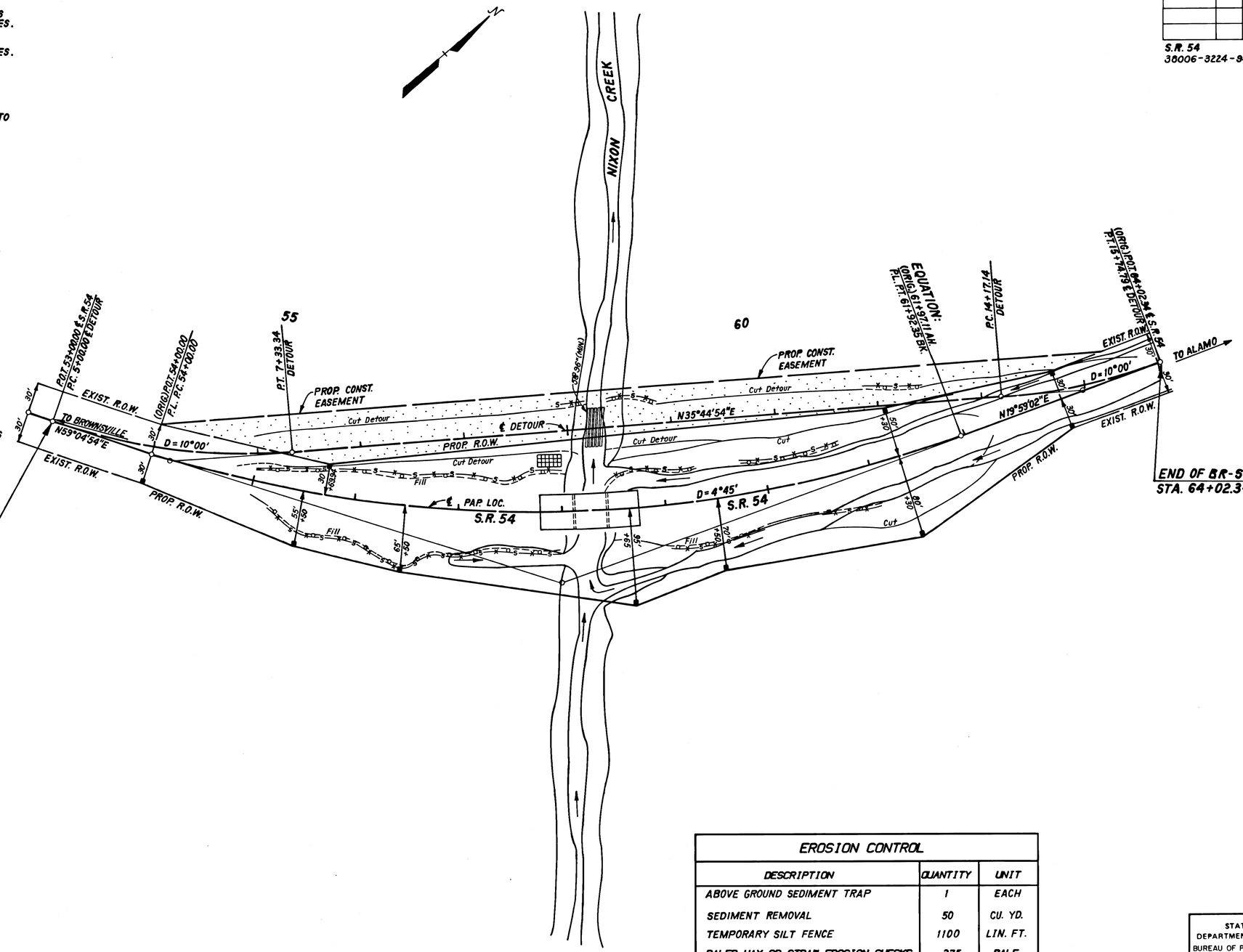
SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES IS TO BE PLACED AT A SITE APPROVED BY THE ENGINEER. IT SHALL BE TREATED IN A MANNER SO THAT THE AREA AROUND THE DISPOSAL SITE WILL NOT BE CONTAMINATED OR DAMAGED BY THE SEDIMENT IN RUN-OFF. COST FOR THIS TREATMENT IS TO BE INCLUDED IN PRICE BID FOR ITEM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

UPON COMPLETE REMOVAL OF SEDIMENT TRAPS, SPECIAL DITCHES, ETC., THE AREA WHERE THEY WERE CONSTRUCTED IS TO BE SEEDED AND MULCHED.

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

CLEARING AND GRUBBING IS TO BE HELD TO THE MINIMUM WIDTH NECESSARY TO ACCOMMODATE SLOPES. UNNECESSARY CANOPY REMOVAL (TREES, SHRUBS, ETC.) IS PROHIBITED.

BORROW AREAS SHALL BE LOCATED IN NON-WETLAND AREAS. WHEN BORROW AREAS ARE IDENTIFIED, THE ENVIRONMENTAL PLANNING OFFICE SHALL BE NOTIFIED TO INSURE THAT THERE IS NO WETLAND INVOLVEMENT IN THOSE AREAS.




BEGIN OF BR-STP-54(17)
STA. 53+00.00 (CONST.)

### TEMPORARY EROSION CONTROL LEGEND

- TEMPORARY SLOPE DRAIN
- S—S—S TEMPORARY SILT FENCE
- TEMPORARY BERM
- BALED HAY OR STRAW EROSION CHECKS
- BELOW GROUND SEDIMENT TRAP
- ABOVE GROUND SEDIMENT TRAP
- SEDIMENT POND
- STONE CHECK DAM
- DUMPED ROCK

NOTE: HAY BALES WILL BE PLACED ADJACENT TO INSIDE OF ALL SILT FENCES.

| EROSION CONTROL | | |
|---|---|---|
| DESCRIPTION | QUANTITY | UNIT |
| ABOVE GROUND SEDIMENT TRAP | 1 | EACH |
| SEDIMENT REMOVAL | 50 | CU. YD. |
| TEMPORARY SILT FENCE | 1100 | LIN. FT. |
| BALED HAY OR STRAW EROSION CHECKS | 275 | BALE |

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT

**EROSION CONTROL PLAN**

STA. 53+00.00 TO STA. 64+02.34
SCALE 1" = 50'

3181SM

| TYPE | YEAR | PROJECT NO | SHEET NO |
|---|---|---|---|
| | | | |
| CONST. | 1992 | BR-STP-54(17) | 6 |
| | | | |
| | | | |

S.R. 54 HAYWOOD CO.
38006 - 2221 - 94 (R.O.W.)

N & C IN 15" Oak
I.P.
I.P.
R.P.P.I. 57+44.15
F. Tan.
B. Tan.
I.P.
I.P.
N & C IN 18" Sycamore

N & C IN 5" Willow
I.P.
I.P.
R.P.P.I. 59+25.34
F. Tan.
B. Tan.
N & C IN 25" Twin Elm

SORRELLE MAHER, Heirs
TRACT NO. 1

DETOUR
P.I. 6+18.31
Δ = 23°20'00" LT.
D = 10°00'
T = 118.31'
L = 233.33'
R = 572.96'
E = 12.09'
S.E. 0.080 FT./FT.
DESIGN SPEED 45 M.P.H.

S.R. 54
P.L. P.I. 58+11.07
Δ = 37°38'12" LT.
D = 4°45'
T = 411.06'
L = 792.35'
R = 1,206.23'
E = 69.12'
S.E. 0.080 FT./FT.
TRANS. LGTH. 265 FT.
DESIGN SPEED 60 M.P.H.

SORRELLE MAHER, Heirs
TRACT NO. 1

DETOUR
P.I. 13+96.47
Δ = 15°45'52" LT.
D = 10°00'
T = 79.32'
L = 157.64'
R = 572.96'
E = 5.46'
S.E. 0.080 FT./FT.
DESIGN SPEED 45 M.P.H.

S.R. 54
TO BROWNSVILLE
EXIST. 36' BRIDGE
EXIST. R.O.W. 125'
125' EXIST. R.O.W.
P.I. 52+25.00
Δ = 5°15'37" LT.
P.O.T. 53+00.00 ℄ S.R. 54
P.C. 5+00.00 ℄ DETOUR
P.I. 7+33.34
DETOUR
P.O.T. 54+00.00
P.L. P.C. 54+00.00
BEGIN OF BRS-54 (15)
STA. 54+00.00
P.I. 54+00
Δ = 4°13'46" LT.
P.I. 55+25
Δ = 3°20'53" LT.
P.I. 55+50
Δ = 2°6'20" LT.
P.I. 57+44.15
Δ = 13°33'52" LT.
P.I. 59+41.24
Δ = 5°25'34" LT.
P.I. 61+14.98
Δ = 5°55'10" LT.
NIXON CREEK
PROP. CONST. EASEMENT
℄ DETOUR
℄ PAP. LOC.
℄ (ORIG.)
REMOVE
EXIST 60' x 22' STEEL STRINGER BRIDGE
PROPOSED
TP
EQUATION:
(ORIGIN) P.L. P.I. 61+92.35 BK.
= (ORIGIN) P.L. P.I. 61+97.11 AH
P.C. 14+17.14
DETOUR
(ORIGIN) P.O.T. 64+02.34 ℄ S.R. 54
P.I. 13+74.73 ℄ DETOUR
EXIST. R.O.W. (100')
100' EXIST. R.O.W.
TO ALAMO
PROP. R.O.W.
END OF BRS-54 (15)
STA. 63+50.00
Cut Detour
Fill Detour
Cut
Fill
UG
T
TP
"A"
50'
60'
904.19' N35°40'E
164.81' (195.95') N53°34'E
536.99' N34°10'E
194.45' N45°51'E
211.05' N53°34'E
105.42' N53°34'E
157.94' N53°38'E
203.28' N53°10'E
230.90' N48°04'E
95.89' N35°36'E
95.89' N19°59'02"E
94.17' N18°08'E
275.72' N27°08'E
191.27' N30°13'E
176.10' N4°14'E
108.11' N20°02'E
181.93' N13°58'E
209.60' N26°57'E
164.05' N27°32'E
N35°44'54"E
N19°59'02"E

SORRELLE MAHER, Heirs
TRACT NO. 1

SORRELLE MAHER, Heirs
TRACT NO. 1

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING & DEVELOPMENT

# UTILITIES

STA. 54+00.00 TO STA. 63+50.00
SCALE 1" = 50'

TENNESSEE D. O. T.
DESIGN DIVISION
FILE NO. H 29

SCANNED

FINAL SURVEY: SURVEYED ___ PLOTTED ___ TEMPLATE ___ NOTE BOOK ___ AREAS ___ NO. ___ AREAS CHECKED ___ BY ___ DATE ___

ORIGINAL SURVEY: SURVEYED ___ PLOTTED ___ TEMPLATE ___ NOTE BOOK ___ AREAS ___ NO. ___ AREAS CHECKED ___ BY ___ DATE ___

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BR-STP-54 (17) | 1992 | 7 |

S.R. 54 HAYWOOD CO.

10±27

310

300

290

INV. EL. 294.3

TEMPORARY DRAINAGE STRUCTURE
5'@ 96"-36" (W.N.) PIPE CULV. REQ'D.
STA. 13+27
DRAINS 1.1 SQ. MI.
DWG. NO. D-26-3

10±27

310

300

290

INV. EL. 294.3

HIGHWAY FEDERAL AID SHEET
PLATE 3-FULL CROSS SECTION-FULL LINE

PRINTED IN U.S.A.

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BR-STP-54 (17) | 1992 | 8 |
| S.R. 54 | HAYWOOD CO. | |

TENNESSEE D.O.T.
DESIGN DIVISION
CURVE NO. E 29

SIGNED

FINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., DATE, BY

ORIGINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO., DATE, BY

DETOUR ℄ STA. 6+50.50 — 16.00' — PAP. LOC. ℄ 54+50.02 — 1.38'

320 / 54+50 310 — F-9 — C-2 — 310 / 54+50 — 320

(DETOUR) C-5 F-6

DETOUR ℄ STA. 6+00.51 — 6.79'

320 — 320

54+00 310 — F-4 — C-3 — 310 / 54+00

(DETOUR) C-5 F-4

DETOUR ℄ STA. 5+80.06 — 2.19'

320 — 320

53+50 310 — C-2 — 310 / 53+50

(DETOUR) C-2 F-0

BEGIN DETOUR ℄ STA. 5+00.00

320 — 320

53+00 310 — 310 / 53+00

BEGIN RESURFACING STA. 53+00.00

(DETOUR) C-12 F-10 — (S.R.54) C-0 F-0

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100

HIGHWAY FEDERAL AID SHEET
LATE 3-FU... CROSS SECTION-FULL LI...
PRINTED IN U.S.A.

TENNESSEE D. O. T.
DESIGN DIVISION
FILE NO. M 23

SCANNED

FINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, NOTE BOOK, NO., BY, DATE, AREAS CHECKED

ORIGINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, BY, DATE

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BR-STP-54(17) | 1992 | 9 |
| S.R. 54 | HAYWOOD CO. | |

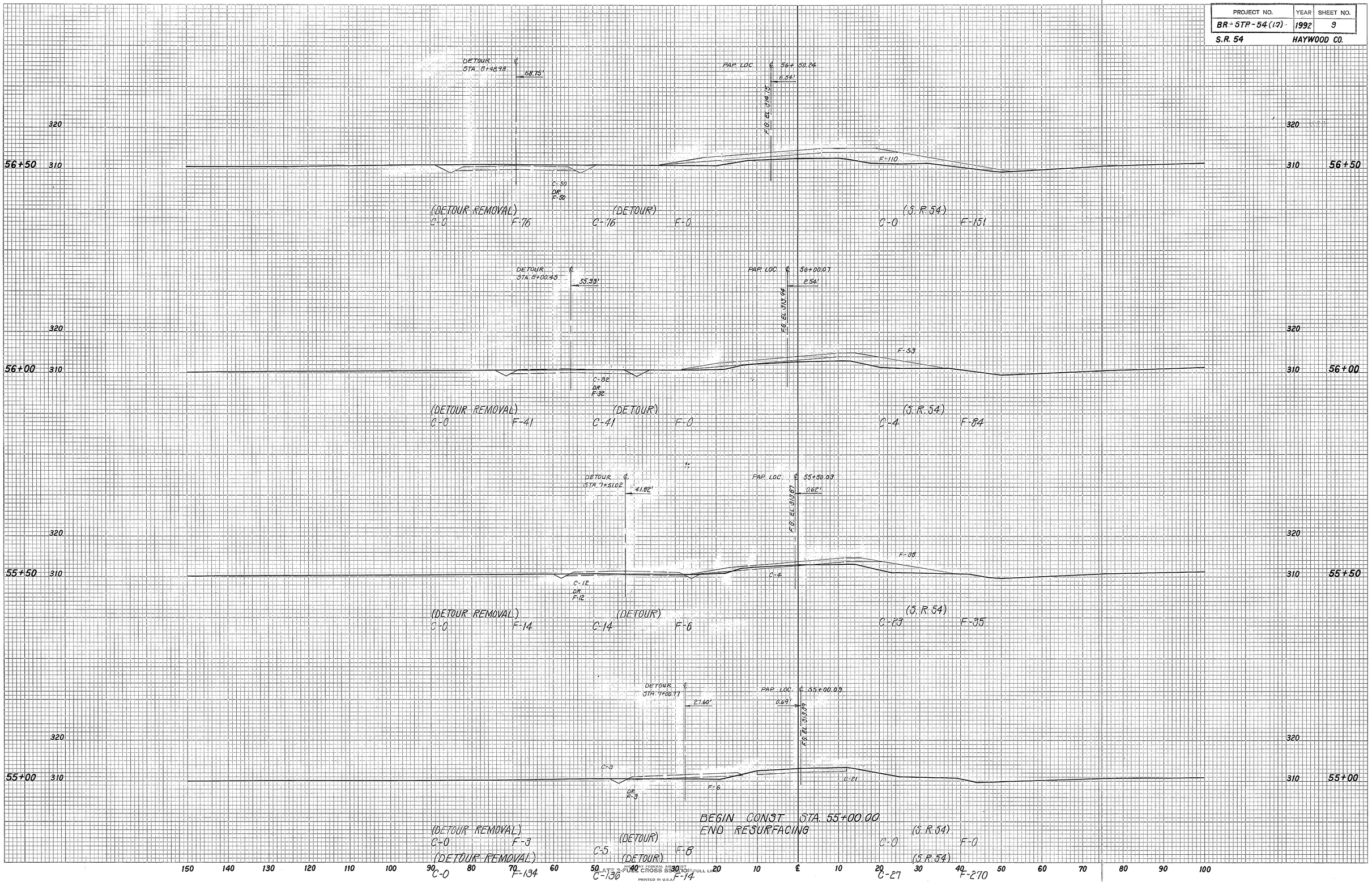



PLATE 2-FULL CROSS SECTION-FULL LI...
HIGHWAY FEDERAL AID SHEET
PRINTED IN U.S.A.

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO. 29

EXAMINED

FINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — NOTE BOOK NO. — DATE

ORIGINAL SURVEY — SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED — NOTE BOOK NO. — DATE — BY

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BR-STP-54(17) | 1992 | 10 |

S.R. 54 HAYWOOD CO.

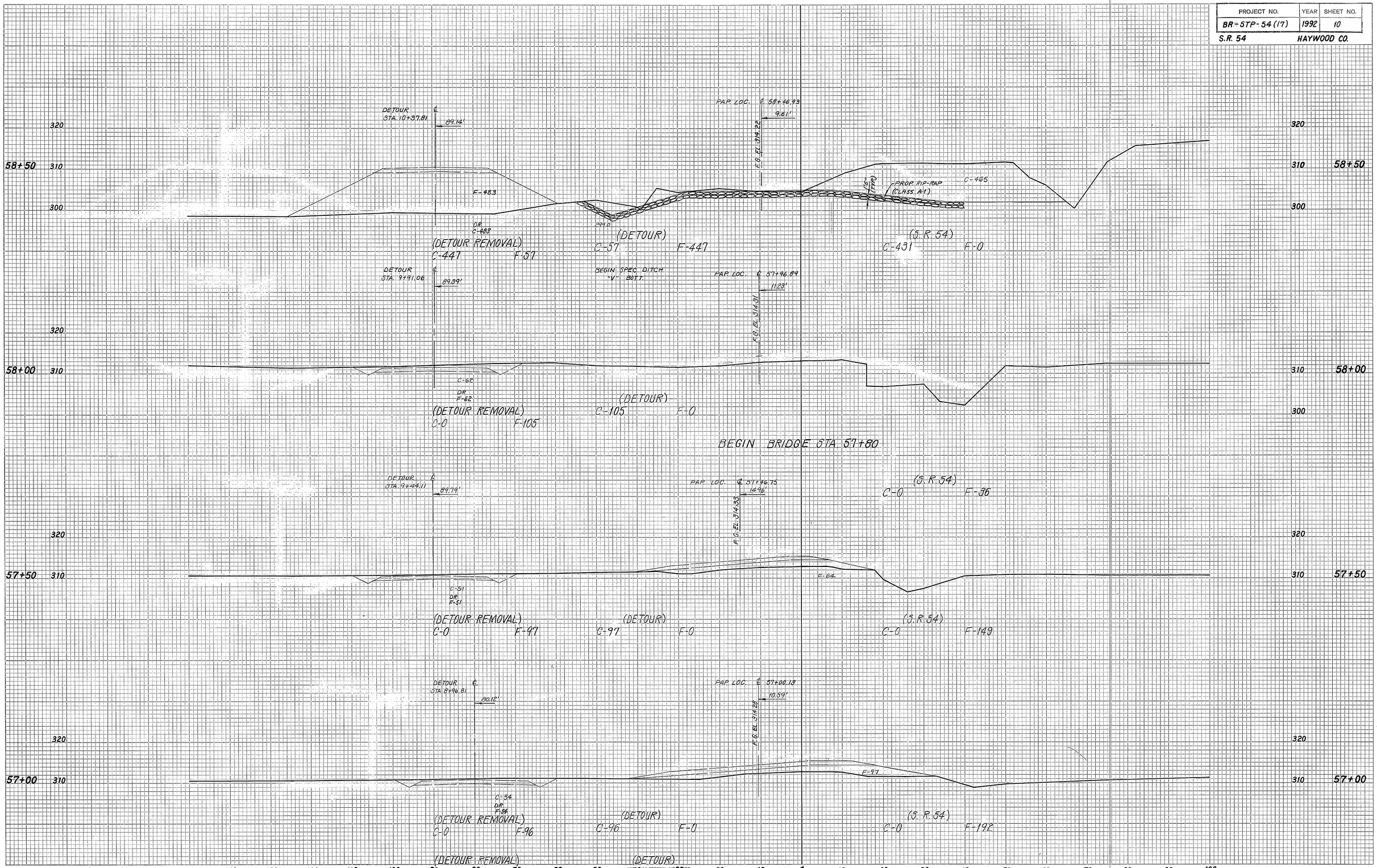



PLATE 2 — HIGHWAY FEDERAL AID SYSTEM
ROAD CROSS SECTION AND U LINE

PRINTED IN U.S.A.

TENNESSEE D. O. T.
DESIGN DIVISION
FILE NO. 29

ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
FINAL SURVEY:
NOTE BOOK
NO

DATE
BY

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BR-STP-54(17) | 1992 | 11 |
| S.R. 54 | HAYWOOD CO. | |

DETOUR ℄ STA. 12+26.08
67.69'
END SPEC. DITCH "V" BOTT.
PAP. LOC. ℄ 60+45.46
2.17'
F.G. EL. 318.10
PROF. BERM
BF-36
C-44
C-61
C-24
F-4
DR. F-39
308.2
F-45
320
310
60+50
300

(DETOUR REMOVAL) C-0 F-90
(BERM) BF-103
(DETOUR) C-112 F-7
(S.R.54) C-121 F-98

DETOUR ℄ STA. 11+78.49
75.95'
PAP. LOC. ℄ 59+95.42
3.95'
F.G. EL. 313.80
PROF. BERM
BF-55
C-70
C-30
C-21
F-4
DR. F-38
308.1
F-61
320
310
60+00
300

(DETOUR REMOVAL) C-0 F-58
(BERM) BF-90
(DETOUR) C-80 F-4
(S.R.54) C-138 F-138

DETOUR ℄ STA. 11+31.36
84.29'
PAP. LOC. ℄ 59+45.25
7.06'
F.G. EL. 313.61
PROF. BERM
BF-42
C-79
C-35
DR. F-25
308.0
F-88
320
310
59+50
300

(DETOUR REMOVAL) C-0 F-55
(BERM) BF-100
(DETOUR) C-76 F-0
(S.R.54) C-211 F-145

DETOUR ℄ STA. 10+64.52
89.05'
PAP. LOC. ℄ 58+96.93
10.08'
F.G. EL. 314.05
END SPEC. DITCH "V" BOTT.
PROF. BERM
BF-66
C-66
C-47
DR. F-34
306.0
F-69
C-63
1.5% min.
320
310
59+00
300

(DETOUR REMOVAL) C-447 F-71
(BERM) BF-61
(DETOUR) C-44 F-447
(S.R.54) C-569 F-33

END BRIDGE STA. 58+74

(DETOUR REMOVAL) C-447 F-234
(BERM) BF-354
(DETOUR) C-312 F-458
(S.R.54) C-1039 F-414

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100

PLATE 3-FULL CROSS SECTION (FULL LI...

HIGHWAY FEDERAL AID SHEET
PRINTED IN U.S.A.

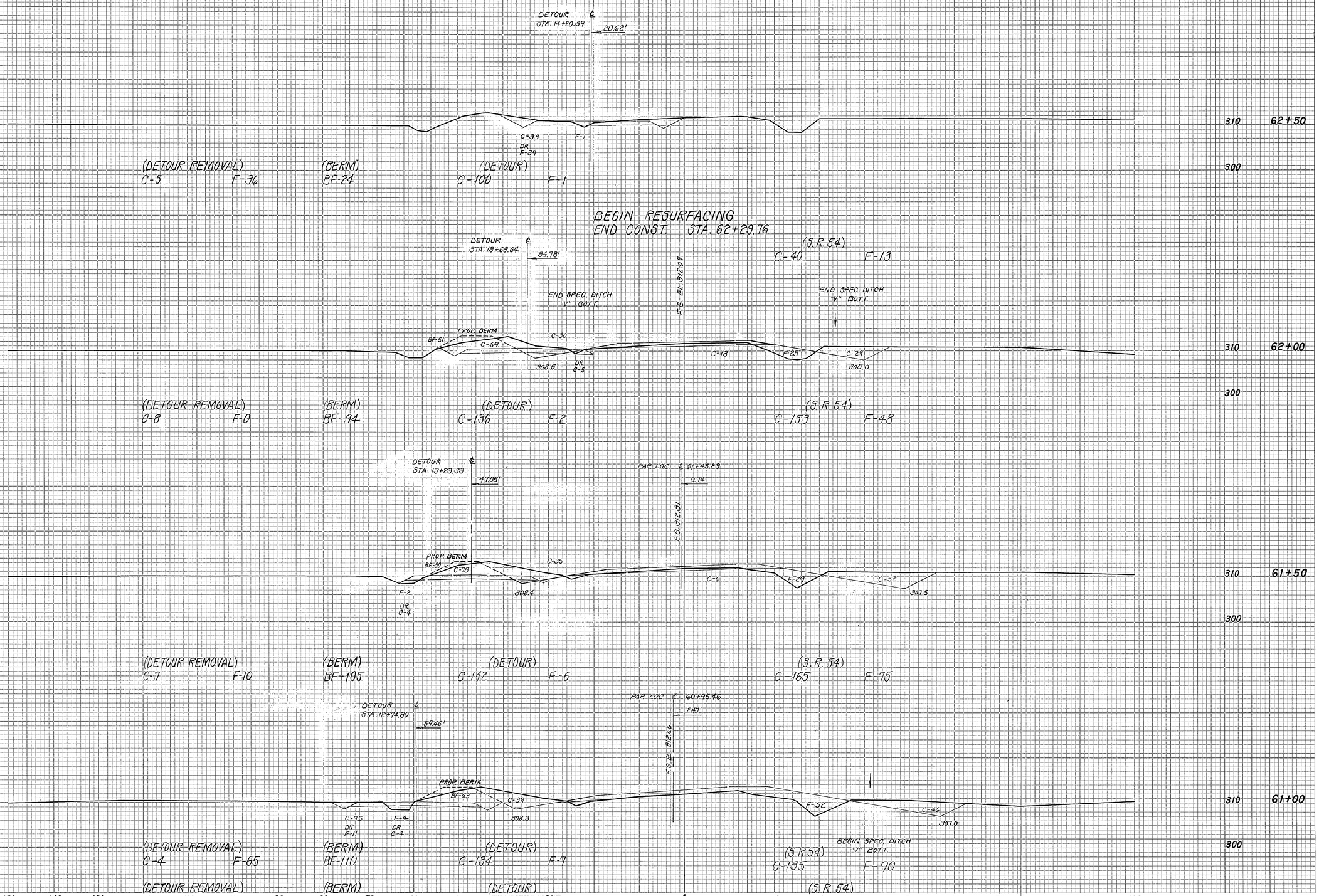
TENNESSEE D.O.T. — DESIGN DIVISION — FILE NO. H 29

SCANNED

FINAL SURVEY: SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO.

ORIGINAL SURVEY: DATE, BY, SURVEYED, PLOTTED, TEMPLATE, AREAS, AREAS CHECKED, NOTE BOOK, NO.

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BR-STP-54(17) | 1992 | 12 |
| S.R. 54 | HAYWOOD CO. | |




LATE 3-FOLD CROSS SECTION-FULL LI

HIGHWAY FEDERAL AID SHEET

PRINTED IN U.S.A.

| PROJECT NO. | YEAR | SHEET NO. |
|---|---|---|
| BR-STP-54(17) | 1992 | 13 |
| S.R. 54 | HAYWOOD CO. | |

TENNESSEE D. O. T.
DESIGN DIVISION
FILE NO. 11 29

DRAWING

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

END RESURFACING STA. 64+04.76

END DETOUR
STA. 15+74.79

DETOUR ℄
STA. 15+72.45

320
64+00 310
320
310 64+00

(DETOUR)
C-6 F-0

DETOUR ℄
STA. 15+22.38
24.0'

320
63+50 310
320
310 63+50

C-7
DR
F-7

(DETOUR REMOVAL)
C-0 F-18

(DETOUR)
C-18 F-0

DETOUR ℄
STA. 14+71.90
9.21'

320
63+00 310
320
310 63+00

C-12
DR
F-12

(DETOUR REMOVAL)
C-0 F-47

(DETOUR)
C-47 F-1

(DETOUR REMOVAL)
C-0 F-65

(DETOUR)
C-71 F-1

(S.R. 54)
C-0 F-0

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 ℄ 10 20 30 40 50 60 70 80 90 100

PLATE 3-FULL CROSS SECTION-FULL LE...

PRINTED IN U.S.A.