| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2015 | HSIP-106(33) | 4B |
| CONST. | 2017 | HSIP-106(33) | 4B |

REV. 9-22-16: ADJUSTED EARTHWORK TABLE TO SHOW EARTHWORK CHANGE FROM CHANGE OF SLOPES AND V-DT CRITZ LANE RT. STA. 18+00 TO 19+50.

REV. 12-08-16: ADJUSTED RT. DITCH PROFILE FROM STA. 106+00 TO STA. 117+00.

REV. 02-20-17: ADJUSTED EARTHWORK TABLE TO SHOW EARTHWORK CHANGE FROM CHANGE OF SLOPES AND DITCHES CRITZ LANE LT. STA. 15+50 TO 17+15.

EXC. (UNCLASSIFIED)
3,096 C.Y.

COMMON 3,096 C.Y. INCL. 1,327 C.Y. MAINLINE COMMON (SHR. 20%)
688 C.Y. SIDEROAD COMMON (SHR. 20%)
961 C.Y. TOPSOIL FROM EXC. AREAS
120 C.Y. TOPSOIL FROM EMB. AREAS

ROCK 0 C.Y. (SWELL 15%)

EXC.
EMB.

EMB. 5,237 C.Y. INCL. 4,665 C.Y. FROM MAINLINE
452 C.Y. FROM SIDE ROAD
120 C.Y. TOPSOIL FROM EMB. AREAS

3,096 C.Y. EXC. (COM.)
- 961 C.Y. TOPSOIL FROM EXC. AREAS
- 120 C.Y. TOPSOIL FROM EMB. AREAS
2,015 C.Y. EXC. (COM.) AVAILABLE FOR BALANCE

$\frac{\text{EXC. (COM.)}}{1.20}$ + [EXC. (ROCK) x 1.15] VS. EMB.

$\frac{2,015}{1.20}$ + [0 C.Y. x 1.15] VS. 5,237 C.Y.

1,679 VS. 5,237 C.Y.

3,558 C.Y. BORROW

* 579 C.Y. UNDERCUT WASTE DISPOSAL
* 579 C.Y. OF GSR BORROW REQ'D

94014-3235-94
BEGIN PROJ. NO. HSIP-106(33) CONST.
STA. 104+43.00

94014-2235-94
BEGIN PROJ. NO. HSIP-106(33) R.O.W.
STA. 105+51.03

XCP-S23
STA. 105+53.85, 19.23'(RT)
N 537246.9220
E 1716423.9998
ELEV 749.55
ALUM. DISK

LIMIT OF PAVING
105+87.50

PROPOSED GRADE
TO MATCH EXISTING

TDOT GPS PT# 94-106-23

V-DITCH RT.
-2.30%

6'F.B. DITCH RT.

-0.18% -0.18% -0.18% -0.18% -0.18% -0.18% -0.16% -0.18% -0.16%

3" W
6" W

XCP-S22
STA. 99+39.81, 29.12'(LT) (N.T.S.)
N 536735.4716
E 1716765.2596
ELEV 749.44
ALUM. DISK
TDOT GPS PT# 94-106-22

STA 106+43.53
EXISTING 24" RCP
SKEW 87° 25' 45" RT
FLOWS LEFT
INLET 745.05
OUTLET 744.72

STA. 106+43.53
17' OF 24" RCP EXT.
SKEW 87°25'45" RT. (TAN. CURVE)
ENDWALLS REQD. : TYPE "ST" (LT.) & TYPE "U" (RT.)
STD. DWG. NOS. D-PB-1, D-PE-4,& D-PE-24(A&B)
D.A. = 5.97 AC.
Q50 = 11.79 CFS
Q100 = 13.23 CFS
W.S. ELEV. (50) = 746.87
W.S. ELEV. (100) = 747.00

OH WIRE
STA. 111+13.56
LOW WIRE EL.789.93'
TEMP. 43 DEG.
4 POWER
1 CABLE

OH WIRE
STA. 112+45.49
LOW WIRE EL.789.04'
TEMP. 43 DEG.
4 POWER
1 CABLE

CRITZ LANE STA. 20+00.00 = S.R. 106 (U.S. 231) STA. 111+38.58

XCP-S24
STA. 111+30.50, -32.43'(LT)
N 537738.8590
E 1716118.1040
ELEV 749.89
ALUM. DISK
TDOT GPS PT# 94-106-24

STA 111+75.86
EXISTING 24" RCP
SKEW 88° 46' 33" LT
FLOWS LEFT
INLET 745.12
OUTLET 744.70

-0.18% -0.16% -0.10% -0.16% -0.18% -0.18% -0.18% -0.18% -0.18% -0.18%

STA. 111+75.86
#1 .B. @ 26.39' LT.
43' OF 24" RCP EXT.
SKEW 88°46'33" LT. (TAN. CURVE)
ENDWALLS REQD. : TYPE "ST"(LT.) & TYPE "U"(RT.)
STD. DWG. NOS. D-PB-1, D-PE-4, D-JBS-1,
& D-PE-24(A&B)
D.A. = N/A (RELIEF PIPE)

STA. 116+02.59
24' OF 24" RCP EXT.
SKEW 85°25'55" RT. (TAN. CURVE)
ENDWALLS REQD. : TYPE "ST"(LT.) & TYPE "U"(RT.)
STD. DWG. NOS. D-PB-1, D-PE-4, & D-PE-24(A&B)
D.A. = N/A (RELIEF PIPE)

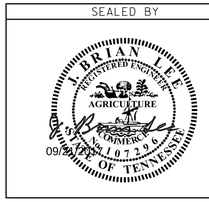
XCP-S25
STA. 115+01.93, -16.76'(LT)
N 538100.9277
E 1716021.6921
ELEV 750.85
ALUM. DISK
TDOT GPS PT# 94-106-25

STA 116+02.59
EXISTING 24" RCP
SKEW 85° 25' 56" RT
FLOWS RIGHT
INLET 745.70
OUTLET 745.34

| | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| EL. | 750.81 | 750.79 | 750.89 | 750.86 | 751.01 | 750.98 | 750.99 | 751.04 | 750.88 | 750.88 | 750.77 | 750.67 | 750.60 | 750.52 | 750.53 | 750.62 | 750.64 | 750.66 | 750.74 | 750.84 | 751.00 | 751.08 |

104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00 113+00 114+00 115+00 116+00 117+00

SEALED BY




STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

# PROFILE

STA.104+43 TO STA.117+00

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

09/18/2017 5:04:00 PM
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