PROJECT REFERENCE NO.	SHEET NO.
R-977A	U0-5

METRIC

0
SCALE

UTILITIES BY OTHERS

NOTE:
ALL PROPOSED UTILITY WORK SHOWN ON THIS SHEET WILL BE DONE BY OTHERS

-LREV-
PIs Sta 20+64.354
θs = 7°15' 09.5"
Ls = 100.000
LT = 66.723
ST = 33.384

-LREV-
PI Sta 21+69.856
Δ = 20° 43' 25.6" (LT)
L = 142.871
T = 72.225
R = 395.000
DS = 100 km/h

PIs Sta 22+73.886
θs = 7°15' 09.5"
Ls = 100.000
LT = 66.723
ST = 33.384

+60.000 -Y2-
3.962
(13.00 ft)
+8.963 -Y2-
.000 (39.36 ft)

WOODS

161 KV

69 KV DOUBLE CIRCUIT

TENNESSEE VALLEY AUTHORITY
TRACT FBR-256
(2)

21+00

+40.502 -LREV-
70.000 (229.60 ft)

+40.502 -LREV-
60.000 (196.85 ft)

+85.000 -LREV-
68.000 (223.04 ft)

22+00

23+00

24+00

-LREV- SC Sta.20+97.631

SLOPE STAKES LINE

-LCIB- POT Sta.22+23.716 LA =
-LCIBI- POT Sta.22+19.546 7.0m LT) LB=
-LCIB2- POT Sta.22+27.886 (7.0m RT) LB

-LCIBI- POT Sta.21+89.830
-LCIB- POT Sta.21+94.000
-LCIBI- ST Sta.21+82.596
-LCIB- ST Sta.21+90.383
-LCIB2- ST Sta.21+98.170

-LREV- CS Sta.22+40.502

BEGIN APPROACH SLAB
-LCIB- Sta.23+73.941
(7.0m RT)

NOTE: PROVIDE 150mm CIRCULAR DECK DRAINS
EBL- 23+90 TO 24+20, 24+62 TO 25+50, RT. SIDE, 3.66m O.C.
WBL- 23+71 TO 23+86, 24+00 TO 25+30, LT. SIDE, 3.66m O.C.

(FUT.) 1.2m PAVED DITCH
(FUT.) MODIFIED FLUME
(FUT.) SHLD. BERM GUTTER
FUTURE LANES
(FUTURE) GUARDRAIL

S 58° 59' 07.1" E

MATCH LINE -LCIB- STA 24+85.000

MARTIN CREEK

76 2-GI TYPE "A" EX. DEPTH
77 2-GI "B" EX. DEPTH
78 2-GI "B"
79 2-GI TYPE "A"
80 2-GI "B" EX. DEPTH
81 2-GI "B"
82

FALSE SUMP

-LREV-
-LCIBI-
-LCIB-
-LCIB2-

S 58° 59' 07.0" E

GRAU-350

TYPE III ANCHOR UNIT

MODIFIED FLUME

1.2m PAVED DITCH

2-GI "B" 40:1 UNIFORM PAINT TRANSITION (7.0 TO 7.6 MEDIAN)

WOODS

CITY LIMITS

MATCH LINE -LCIB- STA 20+50.000 SEE SHEET U0-4

+70.000 -LREV-
35.000 (114.80 ft)

NOTE: FOR ACCURATE APPROACH SLAB LOCATIONS. SEE STRUCTURE PLAN SHEETS S-1TO S-

BEGIN BRIDGE
-LCIB- Sta.23+81.042
(7.0m RT)

-LREV- ST Sta.23+40.502

NOTE: GRADE ULTIMATE SECTION FROM -LCIB- STA.14+60± TO 23+80±

(2) TENNESSEE VALLEY AUTHORITY
TRACT FBR-256

TVA R/W

-LCIB-
PI Sta 19+39.064
Δ = 46° 39' 38.8" (LT)
L = 321.682
T = 170.362
R = 395.000
DS = 100 km/h

-LCIB-
PIs Sta 21+23.767
θs = 7° 15' 09.5"
Ls = 100.000
LT = 66.723
ST = 33.384

-LCIB2- (MEOP RT.)
PI Sta 19+46.851
Δ = 46° 39' 38.7" (LT)
L = 321.682
T = 170.362
R = 395.000
DS = 100 km/h

-LCIB2- (MEOP RT.)
PIs Sta 21+31.554
θs = 7° 15' 09.5"
Ls = 100.000
LT = 66.723
ST = 33.384

-LCIBI- (MEOP LT.)
PI Sta 19+31.276
Δ = 46° 39' 38.8" (LT)
L = 321.682
T = 170.362
R = 395.000
DS = 100 km/h

-LCIBI- (MEOP LT.)
PIs Sta 21+15.980
θs = 7° 15' 09.5"
Ls = 100.000
LT = 66.723
ST = 33.384

+40.502 -LREV-
89.062 (292.19 ft)

N57°29'50"W
113.320

N57°29'50"W
45.864

+69.263 -LCIB-
88.325 (289.50 ft)

REM.
REM.

C SLOPE STAKES LINE

S74°07'49"E
116.860

+40.000 -LCIB-
95.000 (311.60 ft)

+90.383 -LCIB-
100.000 (328.00 ft)

(38) DAVID HILTON
HELEN W. HILTON
DB 286 PG 153

N65°38'05"W
14.381

(38) DAVID HILTON
HELEN W. HILTON
DB 286 PG 153

(7) RALPH WARNER
DB 268 PG 114

(38) JAMES C. HILTON
HELEN HILTON
DB 286 PG 153

+20.000 -LCIB-
105.000 (344.40 ft)

SEE PROFILES FOR DITCH GRADES
SEE SHEET 34 FOR -LCIB- PROFILE
SEE SHEET 33B FOR -LCIBI- PROFILE
SEE SHEET 33B FOR -LCIB2- PROFILE

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