

DESIGN WAIVER REQUEST FORM



TO: TDOT Region 4 Preconstruction Director

FROM: Design Manager, Preconstruction, TDOT

DATE: 8/26/2025

This form is to be used on projects requesting a Design Waiver to non-controlling elements of design on any roadway project.

Design Waiver:

For non-controlling element deviations, a Design Waiver Request must be completed. These requests do not require FHWA's approval; the Regional Preconstruction Director (PD) provides final approval. These requests include, but are not limited to, clear zone width, passing sight distance, vertical curves, and multimodal features.

DOCUMENTATION

Design Waivers to non-controlling criteria

A design **waiver** is a variance based on non-controlling criteria. All requests shall be documented on this form. Plan sheets, location map, and supplemental information (i.e. google maps) must be enclosed for a timely review by the Department. All design waivers must be justified based on the objective and context demonstrating compliance with accepted transportation engineering principles and reasons for the decisions. The proposed variation shall not diminish the existing operation and safety of the facility. Historical in-service performance or a traffic engineering study (on site or simulation) may be required.

Waivers to Non-Controlling Criteria typically require further evaluation of the design elements to support the request such as,

- Current design criteria that could not be met.
- Existing roadway characteristics.
- Alternatives considered.
- Comparison of the safety and operational performance of the roadway and other impacts such as right-of-way, community, environmental, cost, and usability by all modes of transportation.
- Proposed mitigation measures.
- Compatibility with adjacent sections of roadway.

Additional guidance can be found in the Highway Capacity Manual, Highway Safety Manual, Performance Based Practical Design, and Flexibility in Design. Design Waiver

Requests located within the city limits require a letter from the local agency approving the request.

PROJECT DATA	
Current Project Phase	Context/Scoping ☐ Footprint Established ☐ Plan-in-Hand ☐ PS&E ☐ (Base Technical Concept for Design-Build RFP)
County/ City	Lauderdale
PIN	136185.08
Federal Project No.	N/A
State Project No.	R4SVAR-S1-049 (DB 2506)
Project Limits	SR 87 Bridge over Drainage Ditch, L.M. 20.76
Local Program Project	Yes ☐ No ☒ If yes, then
State Let	Yes ☒ No ☐
Local Let	Yes ☐ No ☒
Project Type	New Alignment ☐ Reconstruction ☐ Resurfacing ☐ Road Diet/Road Reconfiguration ☐ (Note: Road Diet Evaluation form may be required) Maintenance ☐ Road Safety Audit ☐ Bridge Repair ☐ Bridge Rehabilitation ☒ Signilization ☐ Other ☐
US Route/NHS	Yes ☐ No ☒
State Route	Yes ☒ No ☐
Appalachian Development Highway System	Yes ☐ No ☒
FHWA RBI Project	Yes ☐ No ☒
Project Scope (Briefly describe the objective of project)	Replacement of existing Timber Bridge over drainage ditch
Project Commitments	N/A

--	--

ROADWAY GEOMETRIC DESIGN DATA	
Highway Functional Classification: (See Green Book 2011 Section 1.3)	Freeway ☐ Arterial ☐ Collector ☒ Local Road/Street ☐
Rural or Urban Context	Rural ☐ Rural Town (city limits) ☐ Suburban (initially designed as rural but currently in city limits) ☐ Urban (city limits) ☒ Urban Core (in the metropolitan government jurisdiction) ☐
Roadway Typical Section Standard Drawing:	RD11-TS-2
Existing Design Speed:	30
Existing Posted Speed:	30
Proposed Design Speed:	20 (vertical only)
Proposed Posted Speed:	30
Type of Terrain:	Level ☒ Rolling ☐ Mountainous ☐
Traffic Data:	ADT (2029): 480 ADT (2049): 720 DHV: 86 D: 65-35 T: 2%
Access Control	None ☒ Partial ☐ Full ☐
Multimodal Design Elements Included in the scope of the Project	Pedestrian ☒ Pedestrian Signals ☐ Curb Ramps ☐ Shared-Use Paths ☐ New sidewalks ☐ Non-motorized Enhancement ☐ Bicycle ☐ (including bike route/lane, tract addition to existing roadway facility)
Bus Route	Yes ☐ No ☒

GEOMETRIC DESIGN NON-CONTROLLING ELEMENT CRITERIA
All applicable non-controlling elements must be completed for
Design Waiver requests

	Existing	Proposed	Waiver
Passing Sight Distance:	20 MPH - 11 "K"	20 MPH - 11 "K"	30 MPH - 19 "K"
Crest/Sag Vertical Curve:	Value	Value	Value
Design vehicle:			
Clear Zone width:			
Other:			

MULTIMODAL FEATURES

Facility Type:	Roadway ☐	Pedestrian ☐	Bicycle ☐	Shared-Use ☐
	Existing	Proposed	Waiver	
Curb Shape:				
Curb Ramp:				
Sidewalk:				
Shared-use Path:				
Mid-block Crossing:				
RRFB or HAWK:				
Bike Lane:				
Bike Lane Buffer:				
Bike Route:				
Bike Lane at Intersection:				
Cycle Track:				
Transit Facility/Stop				
Other:				

CRASH HISTORY

Years Reviewed	Total Crashes	Fatal Crashes	Injury Crashes

TDOT DIRECTIVES TO BE CONSIDERED FOR THE WAIVER REQUEST

	YES	NO	N/A
SAFETY			
Crash history data has been reviewed and is enclosed.	☐	☐	☒
All roadway and roadside safety mitigation measures have been considered and provided.	☐	☐	☒
The proposed variance from the minimum roadway design standards does not adversely affect the safety of the facility.	☒	☐	☐
The Highway Safety Manual was used to justify the Design Waiver.	☐	☒	☐
OPERATIONS			
The operation of the proposed typical cross-section is comparable with operation of the adjacent cross-sections.	☒	☐	☐

The proposed design does not cause a reduction in capacity or adversely affect traffic flow of the facility.	☒	☐	☐
The proposed design does not adversely affect long-term operations.	☒	☐	☐
The proposed design does not impact the existing access control.	☒	☐	☐
Travel demand management solutions have been evaluated.	☐	☐	☒
ROADWAY DESIGN			
It is not feasible to meet the minimum roadway design standards due to right-of-way restrictions, environmental impacts, etc.	☐	☒	☐
The proposed design maintains the same level of service compared to the design based on minimum roadway design standards.	☒	☐	☐
The proposed design results in a significant cost savings compared to the design based on minimum roadway design standards.	☒	☐	☐
ENVIRONMENTAL (Consult TDOT Environmental Division, if needed)			
Does the request affect environmental permit requirements? (TDEC/TVA/CORPs/TWRA, etc.)	☐	☒	☐
Does the request affect NEPA environmental boundary?	☐	☒	☐
Does the request affect Historical Section 106 area?	☐	☒	☐
WORK ZONE			
Will the proposed variation affect the TMP?	☐	☐	☒

DESIGN WAIVER REQUEST – JUSTIFIED BASED ON GUIDANCE FROM THE FOLLOWING:					
Design Guidance Source	Design Guidance Met				
	YES	NO	N/A	Do Not Know	Source Reference if answered “Yes” (page, section, drawing, etc.)
AASHTO Publication	☐	☒	☐	☐	
Highway Safety Manual	☐	☒	☐	☐	
Highway Capacity Manual	☐	☒	☐	☐	
FHWA Publication	☐	☒	☐	☐	
NCHRP Publication	☐	☒	☐	☐	
TRB Publication	☐	☒	☐	☐	
TDOT Design Guidelines	☐	☒	☐	☐	
TDOT Standard Drawings	☐	☒	☐	☐	
Guidance from other states	☐	☒	☐	☐	
Other					

DESCRIBE THE REASONING AND JUSTIFICATION OF THE DESIGN WAIVER REQUEST:

The purpose of this project is to replace an existing timber bridge. The existing bridge is located less than 100' from an existing tunnel under the Illinois Central Railroad. The existing tunnel is a single lane with an 8'-0" maximum clearance. Therefore large vehicles including trucks are unable to use this route. There are no side roads located between the bridge and the tunnel. Per direction from TDOT hydraulics the new bridge must maintain the existing low chord elevation. Therefore a grade raise is required to meet this requirement. A proposed vertical

curve with a 30 MPH 19 K Value cannot be achieved without creating an impact to the existing railroad tunnel. Therefore a 20 MPH – 11 K Value vertical curve is required. Impact to the railroad would cause significant delays and added construction cost to the project.

DESCRIBE THE ALTERNATIVES CONSIDERED

Multiple beam types were considered; however it was determined that a min. 24" box beam will be required to span the ditch channel. The depth of the proposed beam dictates the need to raise the roadway grade in order to maintain the existing low chord elevation.

DESIGN WAIVER APPROVED BY:

Gary Scruggs

Regional Preconstruction Director

Sep 17, 2025

Date

- ☐ Reviewer Comments Attached
- ☐ Additional Design Waiver Information Attached

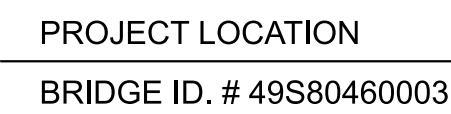
LINE AND GRADE INDEX OF SHEETS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

STATE ROUTE 87
BRIDGE OVER
DRAINAGE DITCH L.M. 20.76

STATE HIGHWAY NO. 87 F.A.H.S. NO.

TENN.	YEAR	SHEET NO.
	2025	1
FED. AID PROJ. NO.		
STATE PROJ. NO.		



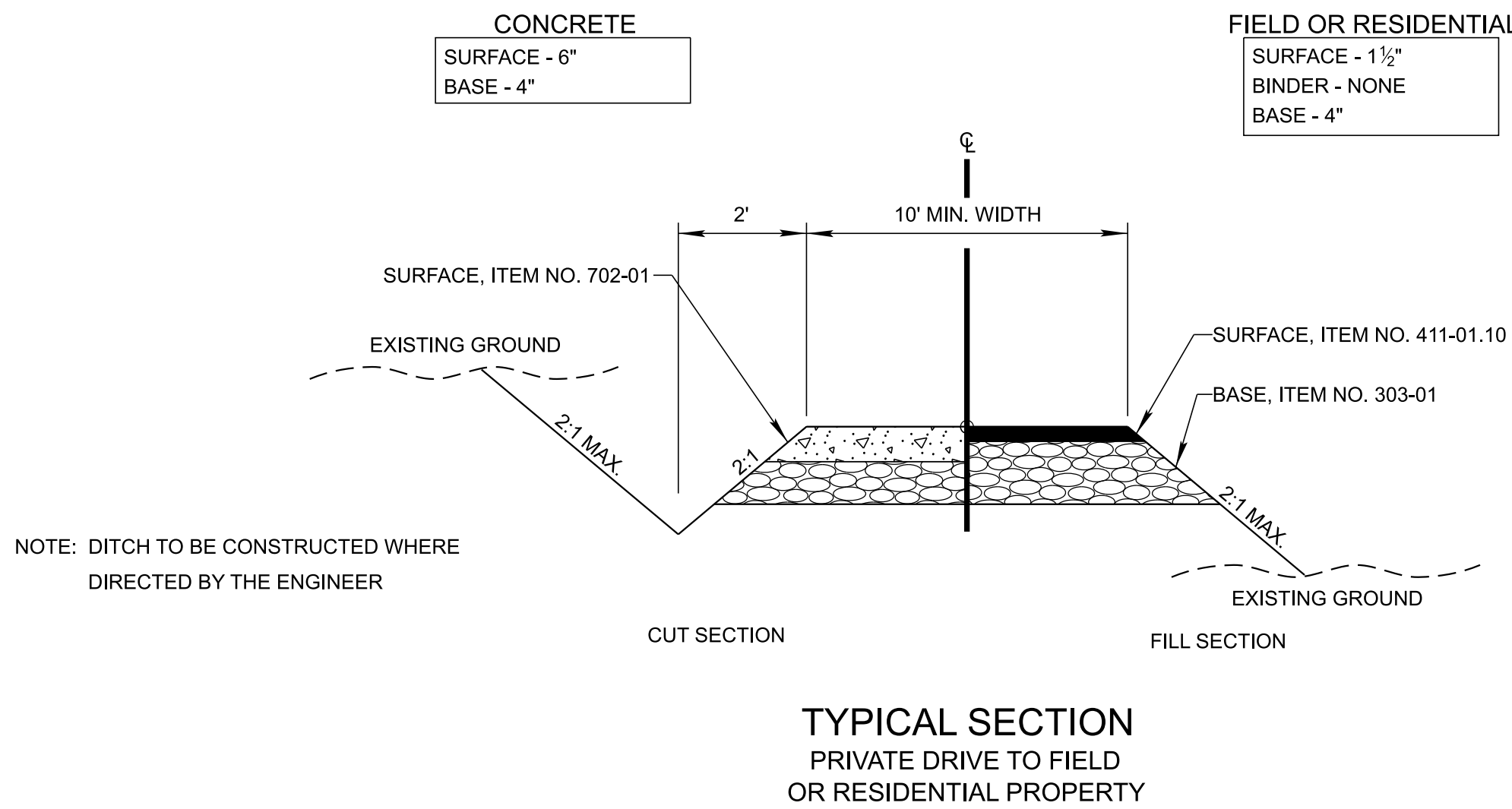
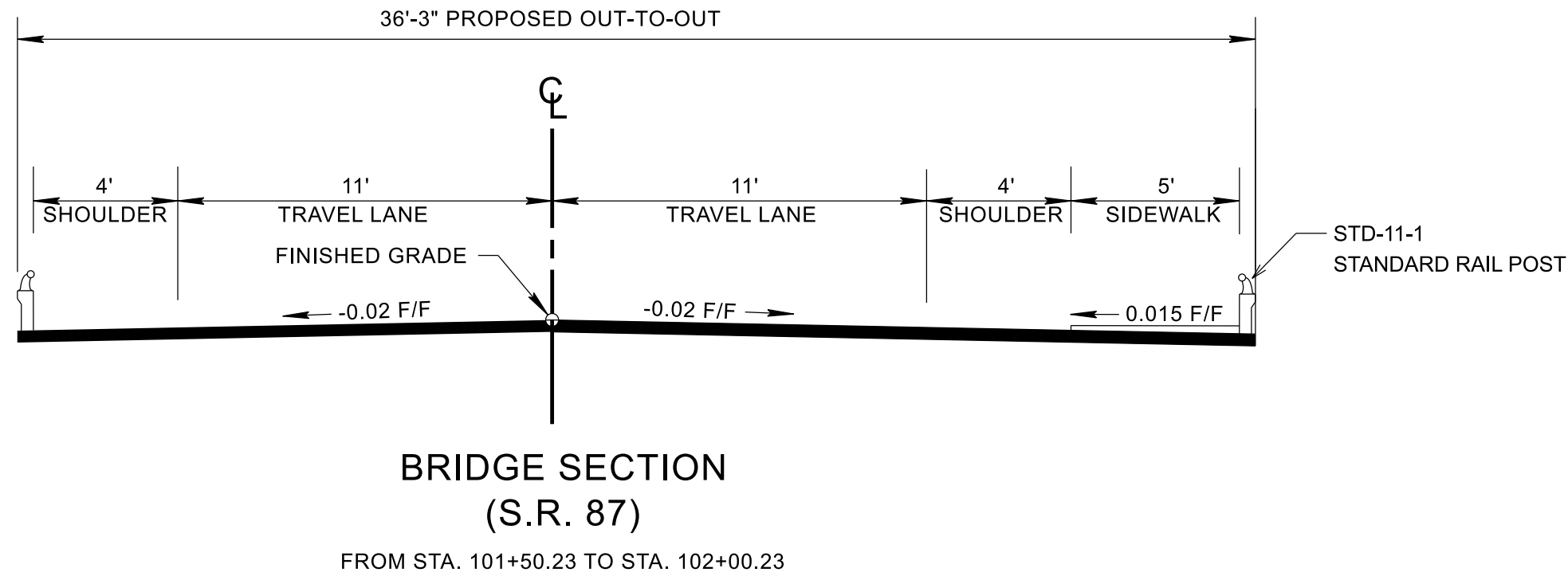
Not included in the project length (Non Riding Surface).




WILL REID, COMMISSIONER

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025		2B1



PROPOSED PAVEMENT SCHEDULE (PENDING PAVEMENT DESIGN)	
① ASPHALTIC CONCRETE SURFACE (HOT MIX) PGXX-XX GRADING "D" SURFACE @ X.XX" THICK (APPROX. 132.5 LB./S.Y.) 411-XX.XX ACS MIX (PGXX-XX) GRADING "D"	⑤ PRIME COAT 402-01 BITUMINOUS MATERIAL FOR PRIME COAT (PC) AT 0.30-0.35 GALLONS/S.Y. 402-02 AGGREGATE FOR COVER MATERIAL (PC) AT 8-12 LB./S.Y.
② BITUMINOUS PLANT MIX BASE (HOT MIX) PGXX-XX GRADING "B-M2" @ 2.00" THICK (APPROX. 226 LB./S.Y.) 307-XX.XX ASPHALT CONCRETE MIX (PGXX-XX) (BPMB-HM) GRADING "B-M2"	⑥ TACK COAT 403-01 BITUMINOUS MATERIAL FOR TACK COAT (TC) AT 0.07 GALLONS/S.Y. SEE 403.05 FOR DETERMINING APPLICATION RATE IN THE FIELD
③ BITUMINOUS PLANT MIX BASE (HOT MIX) PGXX-XX GRADING "A" @ X.XX" THICK (APPROX. 345 LB./S.Y.) 307-XX.XX XXXXASPHALT CONCRETE MIX (PGXX-XX) (BPMB-HM) GRADING "A"	⑦ ASPHALTIC CONCRETE SURFACE (HOT MIX) PGXX-XX GRADING "E" SHOULDERS @ X.XX" THICK (APPROX. LB./S.Y.) 411-XX.XX ACS MIX (PGXX-XX) GRADING "E" SHOULDER
④ MINERAL AGGREGATE XX" THICK 303-01 MINERAL AGGREGATE, TYPE "A" BASE, GRADING "D"	

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

RIGHT-OF-WAY

- (1) 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 THERE FROM 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, __ (A) __ TO BE NOTIFIED IN SUFFICIENT TIME TO PERMIT HAVING SUCH REMOVALS DESIGNATED AS A PART OF THE CONSTRUCTION CONTRACT.
- (2) 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.
- (3) EXISTING PAVED DRIVEWAY PER TRACT REMAINDER WILL BE REPLACED IN KIND TO A TOUCHDOWN POINT.
- (4) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY EXCEEDS 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED TO A TOUCHDOWN POINT OR UNTIL THE GRADE IS LESS THAN 7 PERCENT.
- (5) WHERE THE EXISTING DRIVEWAY IS UNPAVED AND THE PROPOSED DRIVEWAY IS LESS THAN 7 PERCENT IN GRADE, EACH DRIVEWAY WILL BE PAVED A SHOULDER WIDTH FROM THE EDGE OF PAVEMENT AND THE REMAINDER OF THAT DRIVEWAY REPLACED IN KIND TO A TOUCHDOWN POINT.
- (6) ANY NECESSARY PAVING OF DRIVEWAYS WILL BE DONE DURING PAVING OPERATIONS ON THE MAIN ROADWAY.
- (7) TRACT REMAINDERS NOT HAVING AN EXISTING DRIVEWAY WILL BE PROVIDED ONE 50-FOOT OPENING IN THE ACCESS CONTROL FENCE AND A DRIVEWAY WILL BE CONSTRUCTED UNLESS ACCESS IS PROVIDED FROM AN INTERSECTING ROAD OR BASED ON PHYSICAL CONDITIONS AND/OR CONFLICTS WITH OTHER DESIGN CONSIDERATIONS WHICH PREVENT AN ACCESS OPENING. PAVING OF THESE NEW DRIVEWAYS WILL BE IN ACCORDANCE TO THE 7 PERCENT CRITERIA PREVIOUSLY MENTIONED FOR EXISTING DRIVEWAYS.
- (8) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
- (9) ON PROJECTS WITHOUT CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT AND TO CONSTRUCT ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (10) ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (11) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.
- (12) EASEMENT REQUIRED FOR THE RAILROAD CROSSING IS TO BE OBTAINED BY THE UTILITIES ENGINEER BY PROVISIONS CONTAINED IN THE CROSSING AGREEMENT NEGOTIATED WITH THE RAILROAD.

UTILITY

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS, NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD 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.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.
- (5) 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 IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.
- (6) NO WORK SHALL OCCUR IN THE AREA MARKED ON THE PLANS AS STREAM/WETLAND MITIGATION RIGHT-OF-WAY OR MITIGATION AREA. NO UTILITY RELOCATION OR OTHER LAND DISTURBANCE IS AUTHORIZED. ONLY ACTIVITIES PERTAINING TO THE CONSTRUCTION OR MANAGEMENT OF THE STREAM/WETLAND MITIGATION SITE MAY OCCUR, WHICH WILL BE INDICATED ON THE STREAM MITIGATION PLANS (ADD PLAN SHEET NUMBERS HERE). ANY VIOLATIONS OF THE ABOVE MENTIONED WILL RESULT IN NON-COMPLIANCE WITH THE ENVIRONMENTAL PERMIT REQUIREMENTS.

UTILITY OWNERS

ELECTRIC:
RIPLEY POWER & LIGHT COMPANY

Address
City, State Zip
CONTACT: Name
OFFICE PHONE: ____ ____ ____
CELL PHONE: ____ ____ ____
Email: Address

CABLE:
CHARTER
Address
City, State Zip
CONTACT: Name
OFFICE PHONE: ____ ____ ____
CELL PHONE: ____ ____ ____
Email: Address

CABLE:
AT&T

Address
City, State Zip
CONTACT: Name
OFFICE PHONE: ____ ____ ____
CELL PHONE: ____ ____ ____
Email: Address

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025		3

SEALED BY

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025		3A

R.O.W. ACQUISITION TABLE PIN 136185.08

TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (SQUARE FEET)				
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM DRAINAGE	SLOPE	CONST	AIR RIGHTS	PERM RAILROAD
				BOOK	PAGE													
1	BILLY BRANDON REVOCABLE LIVING TRUST	123H D	006.01	RB 776	299	0.170		0.170				0.170						
2	CITY OF HENNING	123H D	005.00				0.210	0.210					0.210					
3	EVERETT E. CULVER	123H D	015.01	RB 244	119	0.390		0.390				0.390						
4	ILLINOIS CENTRAL GULF RAILROAD COMPANY	123H D	004.02						0.258	0.145	0.403					812 S.F.		
5	JEFFERSON CARTER COUGHLAN AND JEFFERY SCOTT COUGHLAN	123H E	001.00	RB 715	655	5.490		5.490	1931 S.F.		1931 S.F.	5.446						
6	LAGENIA J. KNOX AND CHRISTAN LEE	123H E	008.01	RB 814	795		0.160	0.160		575 S.F.	575 S.F.		0.147			322 S.F.		
7	DANNY HUTCHERSON	123H E	009.00	RB 769	642		0.720	0.720		362 S.F.	362 S.F.		0.712					
8	B & B HOMES, LLC	123H E	010.00	RB 671	21		0.500	0.500					0.500					
9	RICHARD D. SANDERS	123H E	007.00	RB 693	339	0.370		0.370				0.370						
ACQUISITION TOTALS (ACRES)									0.469							1134 S.F.		

DISTURBED AREA

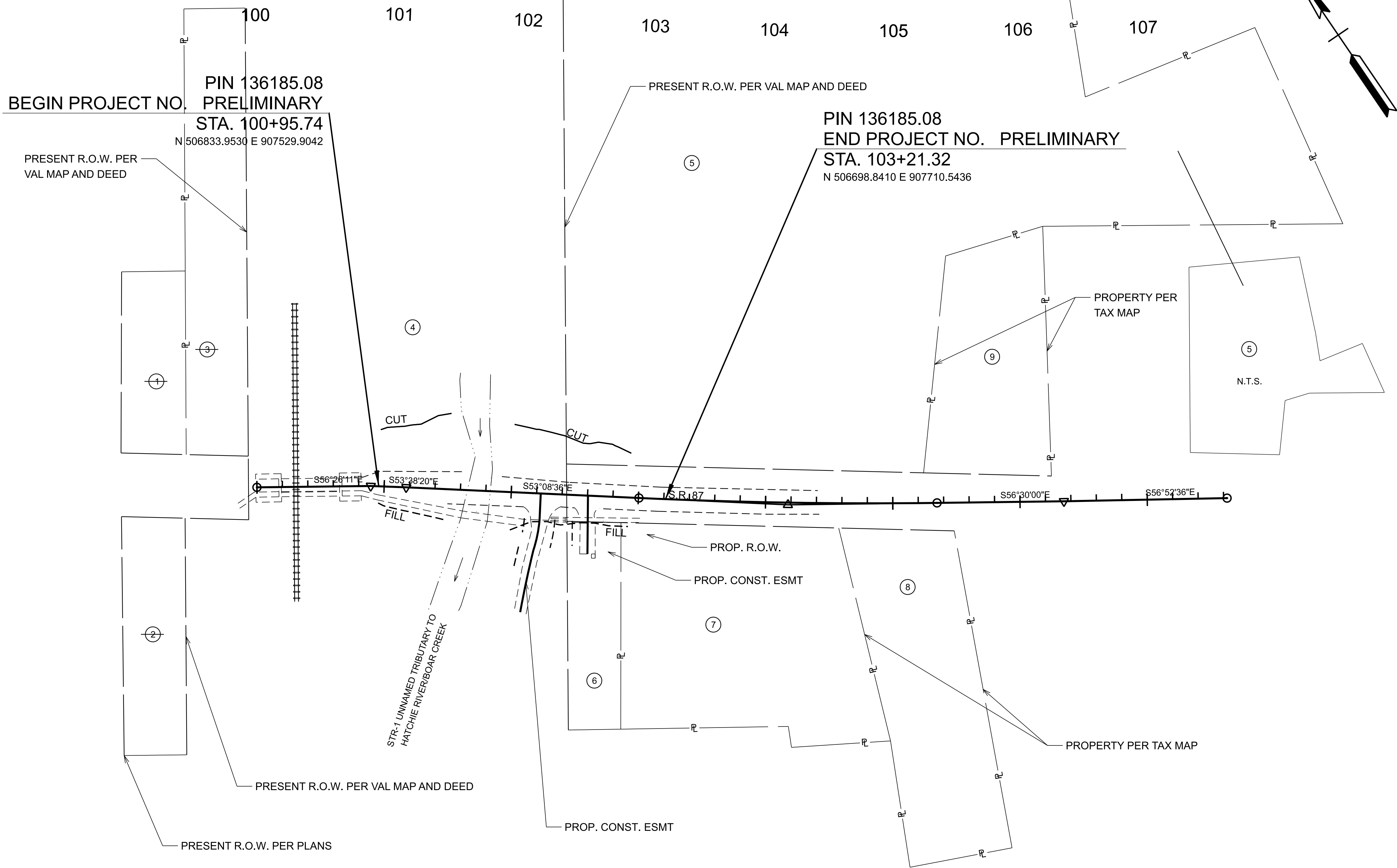
IN BETWEEN SLOPE LINES		0.251	(AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)		0.165	(AC)
TOTAL DISTURBED AREA		0.416	(AC)
TOTAL PROJECT AREA		2.090	(AC)

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025		3B



SEALED BY

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

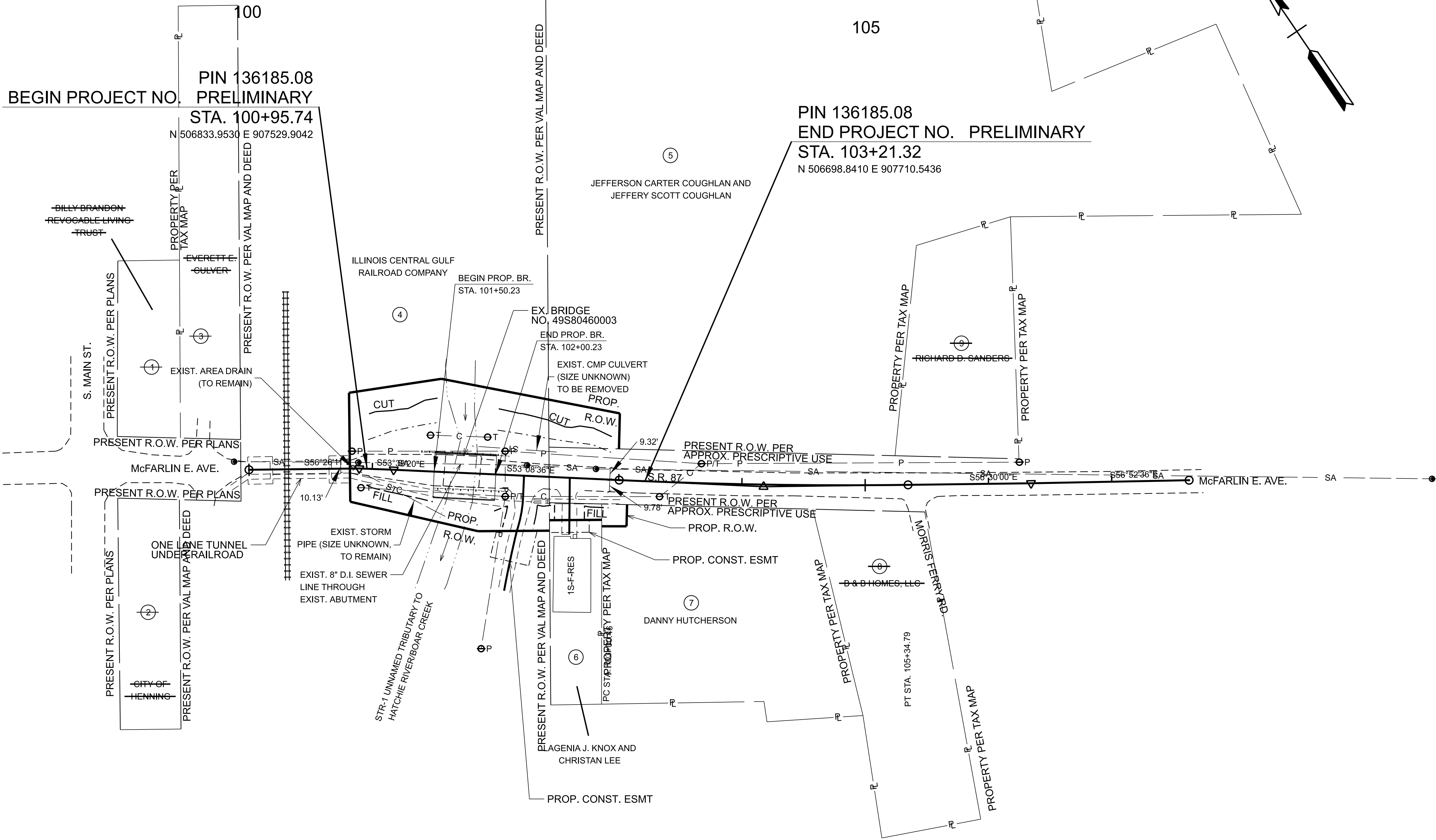
**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**PROPERTY
MAP**

STA. 100+00.00 TO STA. 112+00.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025		4

REV. ***DATE***
TEXT



SR87
CURVE 1
PI 104+17.65
N 506641.0149
E 907787.5916
Δ 03°21'24" LT.
D 01°25'57"
R 4000.00'
L 234.33'
T 117.20'
LC 234.30'
BC S84°49'18.0"E
SE 0.02 FT/FT
TRANS. LENGTH N/A
DESIGN SPEED 20 MPH

NOTE:
SURVEY FEATURES SHOWN ARE BASED OFF OF TENNESSEE
STATE LIDAR AND AERIAL MAPPING.

SEALED BY

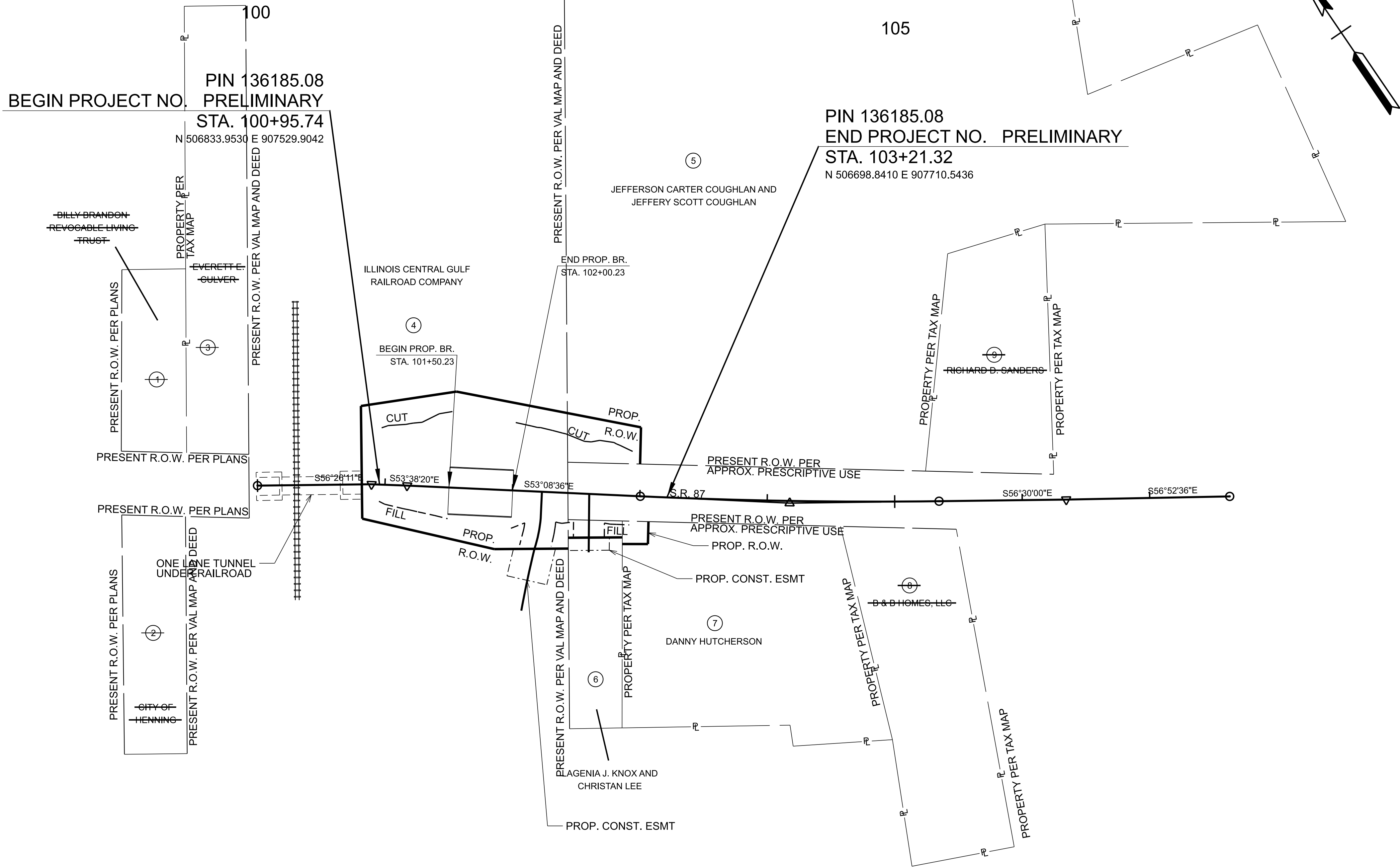
COORDINATES ARE NAD 83(), ARE
DATUM ADJUSTED BY THE FACTOR
OF AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID .

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT

STA. 100+00.00 TO STA. 107+62.76
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
L&G	2025		4A



SEALED BY

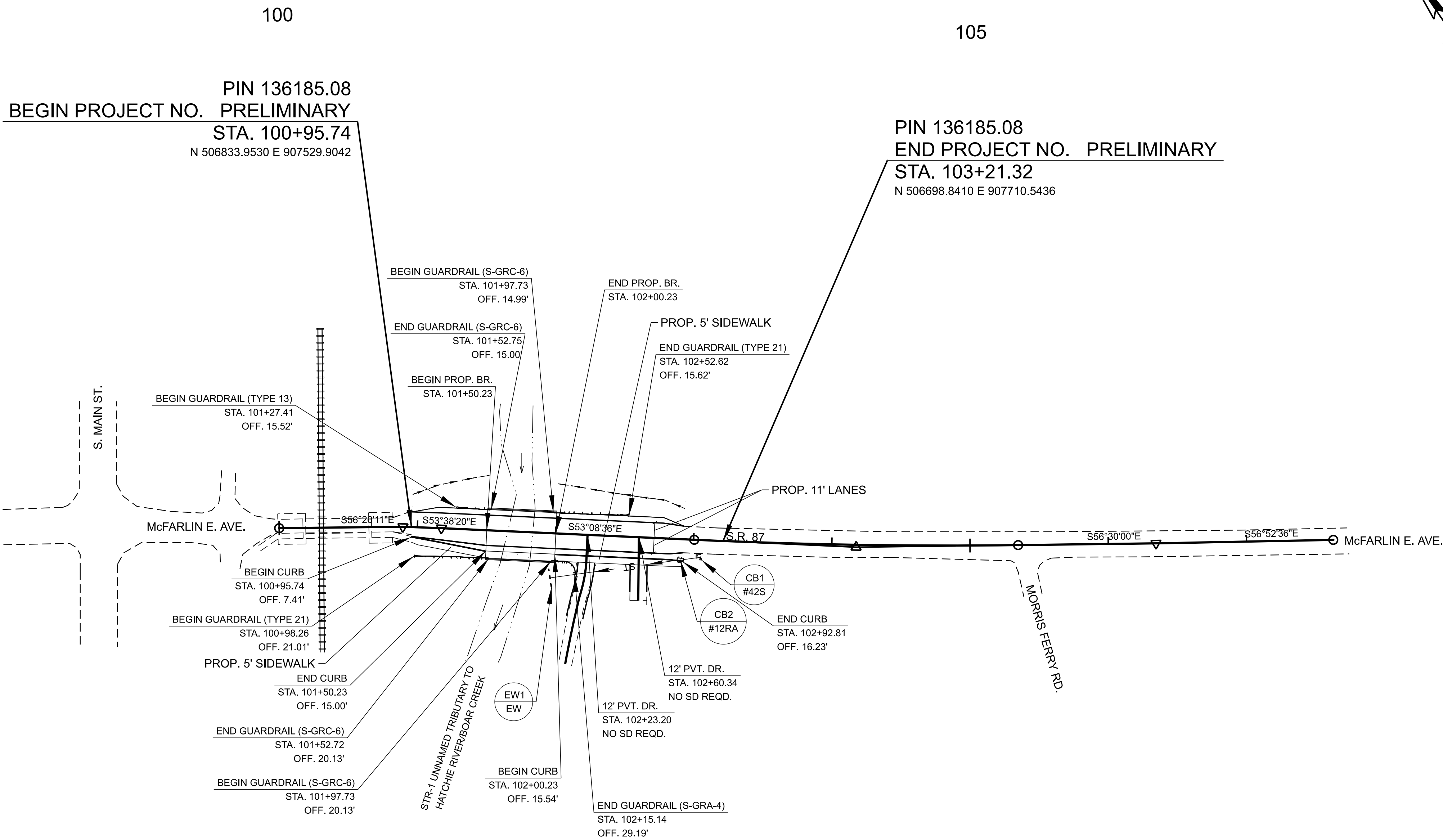
COORDINATES ARE NAD 83(), ARE DATUM ADJUSTED BY THE FACTOR OF AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .

**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY
DETAILS**

STA. 100+00.00 TO STA. 112+00.00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
2025	L&G		4B



SEALED BY	
COORDINATES ARE NAD 83(), ARE DATUM ADJUSTED BY THE FACTOR OF AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID .	
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION	
PROPOSED LAYOUT	
STA. 100+00.00 TO STA. 107+62.76 SCALE: 1" = 50'	

