# 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 futher evaluation of the design elements to support the request such as,**

- Curent 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** | **136185.11** |
| **Federal Project No.** | **N/A** |
| **State Project No.** | **R4SVAR-S1-049 (DB 2506)** |
| **Project Limits** | **SR 87 Bridge over Branch, L.M. 11.75** |
| **Local Program Project**<br><br>**State Let**<br>**Local Let** | Yes☐ No ☒<br>If yes, then<br>Yes☒ No ☐<br>Yes☐ No ☒ |
| **Project Type** | New Alignment ☐<br>Reconstruction ☐<br>Resurfacing ☐<br>Road Diet/Road Reconfiguration ☐ (Note: Road Diet Evaluation form may be required)<br>Maintenance ☐<br>Road Safety Audit ☐<br>Bridge Repair ☐<br>Bridge Rehabilitation ☒<br>Signilization ☐<br>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 Branch |
| **Project Commitments** | N/A |

| | |
|---|---|
| | |

| ROADWAY GEOMETRIC DESIGN DATA | |
|---|---|
| **Highway Functional Classification:**<br><br>**(See Green Book 2011 Section 1.3)** | Freeway ☐<br>Arterial ☐<br>Collector ☒<br>Local Road/Street ☐ |
| **Rural or Urban Context** | Rural ☒<br>Rural Town (city limits) ☐<br>Suburban (initially designed as rural but currently in city limits) ☐<br>Urban (city limits) ☐<br>Urban Core (in the metropolitan government jurisdiction) ☐ |
| **Roadway Typical Section Standard Drawing:** | RD11-TS-2 |
| **Existing Design Speed:** | 60 |
| **Existing Posted Speed:** | 55 |
| **Proposed Design Speed:** | 45 (vertical only) |
| **Proposed Posted Speed:** | 55 |
| **Type of Terrain:** | Level ☒ Rolling ☐ Mountainous ☐ |
| **Traffic Data:** | ADT (2029): 780 D: 65-35<br>ADT (2049): 860 T: 2%<br>DHV: 103 |
| **Access Control** | None☒ Partial ☐ Full☐ |
| **Multimodal Design Elements Included in the scope of the Project** | Pedestrian ☐<br>Pedestrian Signals ☐<br>Curb Ramps ☐<br>Shared-Use Paths ☐<br>New sidewalks ☐<br>Non-motorized Enhancement ☐<br>Bicycle ☐ (including bike route/lane, tract addition to existing roadway facility) |
| **Bus Route** | Yes ☐ No ☒ |

| GEOMETRIC DESIGN NON-CONTROLLING ELEMENT CRITERIA<br>All applicable non-controlling elements must be completed for Design Waiver requests | | | |
|---|---|---|---|
| | **Existing** | **Proposed** | **Waiver** |
| Passing Sight Distance: | 45 MPH - 79 "K" | 45 MPH - 91 "K" | 60 MPH 136 - "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 in an existing sag vertical curve. The existing sag curve only meets a 45 MPH – 79 "K" value design speed. In order to meet the 60 MPH – 136 "K" value design speed the roadway grade would need to be raised 8.5' or more. This will incur significant property and utility impacts that cause delays and increase construction cost.

**DESCRIBE THE ALTERNATIVES CONSIDERED**
Multiple vertical alignments were analyzed. The proposed vertical alignment was selected to minimize the property and utility impacts within the studied environmental boundary while also improving the vertical curve from existing.

**DESIGN WAIVER APPROVED BY:**

Gary Scruggs

**Regional Preconstruction Director**

Sep 17, 2025

**Date**

☐ Reviewer Comments Attached
☐ Additional Design Waiver Information Attached

## Index Of Sheets

**LINE AND GRADE INDEX OF SHEETS**



# STATE OF TENNESSEE
# DEPARTMENT OF TRANSPORTATION
# BUREAU OF ENGINEERING

# LAUDERDALE COUNTY

STATE ROUTE 87
BRIDGE OVER
BRANCH L.M. 11.75

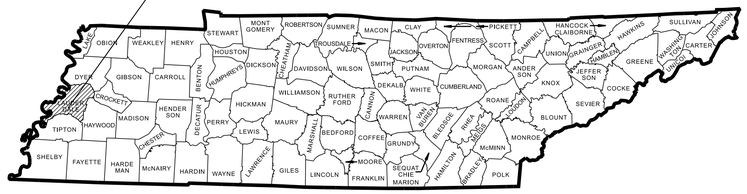
LINE AND GRADE
BRIDGE REPLACEMENT

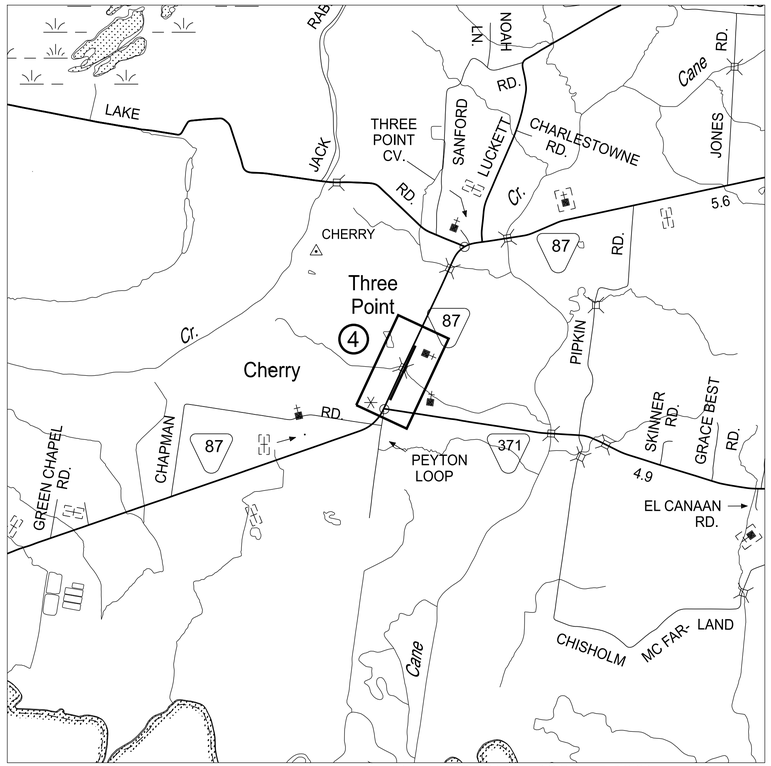
STATE HIGHWAY NO. 87 F.A.H.S. NO.

| DOES THIS PROJECT QUALIFY FOR UTILITY CHAPTER 86 | YES | NO |
|---|---|---|

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

PROJECT LOCATION
BRIDGE ID. # 49SR0870025




SCALE: 1"= 1/2 MILE

0 2640 5280 7920

N

NO EXCLUSIONS

CAUTION ! PRELIMINARY PLANS SUBJECT TO CHANGE

DESIGN EXCEPTION APPROVED - -

1) DESIGN SPEED EXCEPTION FOR VERTICAL CURVES. DESIGN SPEED OF 45 MPH USED. (PENDING)

SEALED BY

APPROVED:

DEPUTY COMMISSIONER / CHIEF ENGINEER

DATE:

APPROVED:

DEPUTY GOVERNOR & COMMISSIONER

## 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 JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT PROJECT MANAGER: STEVE SELLERS

DESIGN FIRM : AMERICAN STRUCTUREPOINT INC

DESIGNER : _____ CHECKED BY _____

P.E. NO. _____

PIN NO. 136185.11

| | |
|---|---|
| R.O.W. LENGTH | MILES |
| ROADWAY LENGTH | MILES |
| BRIDGE LENGTH | MILES |
| BOX BRIDGE LENGTH | MILES |
| BOX BRIDGE LENGTH | MILES ▲ |
| PROJECT LENGTH | MILES |

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

| SURVEY - - | TRAFFIC DATA | |
|---|---|---|
| | ADT (2029) | 860 |
| | ADT (2049) | |
| | DHV (2029) | 103 |
| | D | - |
| | T (ADT) | 2.0% |
| | T (DHV) | % |
| | V | 45 MPH |

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 ___

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

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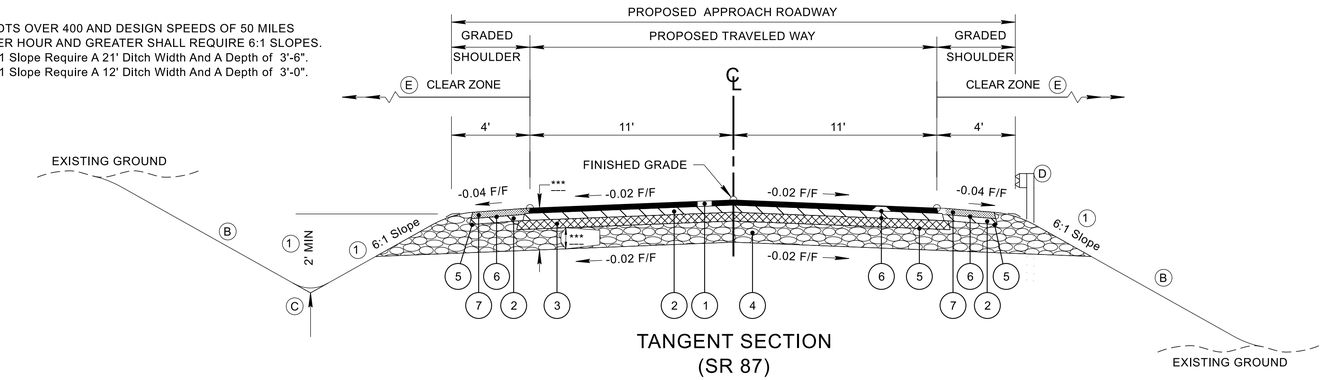
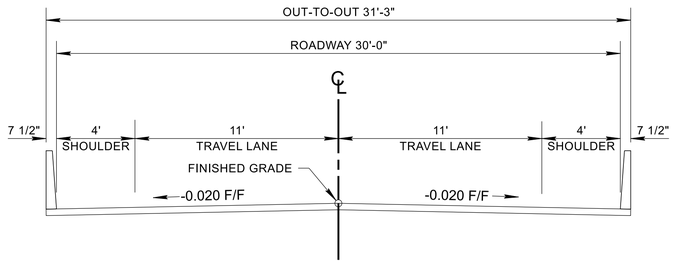
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| L&G | 2025 | | 2B |
| | | | |
| | | | |
| | | | |

(1) ADTS OVER 400 AND DESIGN SPEEDS OF 50 MILES PER HOUR AND GREATER SHALL REQUIRE 6:1 SLOPES.
6:1 Slope Require A 21' Ditch Width And A Depth of 3'-6".
4:1 Slope Require A 12' Ditch Width And A Depth of 3'-0".




## TANGENT SECTION
## (SR 87)

(BASED ON STD. DWG. RD11-TS-2)
FROM STA. 107+30.00 TO STA. 113+27.00
FROM STA. 113+67.00 TO STA. 116+60.00




## BRIDGE SECTION
## (SR 87)

BRIDGE 49 FROM STA. 113+27.00 TO STA. 113+67.00

(A) THE SLOPE OF THE SHOULDER AND THE ROADWAY PAVEMENT SHALL NOT EXCEED AN ALGEBRAIC DIFFERENCE OF 7%.

(B) SEE STANDARD DRAWINGS RD11-S-11 AND RD11-S-11B FOR FILL AND CUT SLOPE TABLES, ROUNDING ON TOP OF CUT SLOPES AND TOE OF FILL SLOPES, SPECIAL ROCK TREATMENT AND SUB GRADE ROUNDING IF APPLICABLE.

(C) SEE STANDARD DRAWING RD11-S-11A FOR ROUNDING OF ROADSIDE DITCH SLOPES.

(D) SEE STANDARD DRAWING S-PL-6 FOR TYPICAL GUARDRAIL PLACEMENT.

(E) SEE STANDARD DRAWING S-CZ-1 FOR CLEAR ZONE CRITERIA. SEE THE "ROADSIDE DESIGN GUIDE", AASHTO, 2011, FOR FURTHER INFORMATION REGARDING CLEAR ZONES.

## PROPOSED PAVEMENT SCHEDULE

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

**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**

# TYPICAL SECTION

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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| | | | 3A |
| | | | |
| | | | |
| | | | |

## R.O.W. ACQUISITION TABLE

R.O.W. ACQUISITION TABLE

| 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 | RICHARD D. LAMBIRTH | 115 | 036.00 | DB 696 | 427 | 9.560 | | 9.560 | 0.415 | | 0.415 | 9.145 | | | | | | |
| 2 | CHRIS PEYTON AND SCOTT MATHIS | 115 | 033.07 | RB 642 | 503 | | 30.020 | 30.020 | | 0.184 | 0.184 | | 29.836 | | | | | |
| 3 | BRITTANY D. CROWDER | 115 | 036.02 | RB 742 | 741 | 0.990 | | 0.990 | | | | 0.990 | | | | | | |
| 4 | LISA PEYTON PIPKIN AND CHRIS PEYTON | 115 | 033.13 | RB 777 | 172 | | 25.580 | 25.580 | | 3421 S.F. | 3421 S.F. | | 25.501 | | | | | |
| 5 | BRENDA JOYNER AND MORRIS LEE JOYNER, JR. | 115 | 037.01 | RB 702 | 36 | 0.980 | | 0.980 | 2558 S.F. | | 2558 S.F. | 0.921 | | | | | | |
| 6 | TRUSTEES OF FAITH COMMUNITY CHURCH | 115 | 033.04 | RB 793 | 836 | | 2.850 | 2.850 | | | | | 2.850 | | | | | |
| 7 | WAYNE G. MCGOWAN, III, AND CHARLOTTE M. MCCRAW | 115 | 037.00 | RB 654 | 259 | 566.700 | | 566.700 | | | | 566.700 | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| ACQUISITION TOTALS (ACRES) | | | | | | | | | | 0.736 | | | | | | | | |

## DISTURBED AREA

| | | |
|---|---|---|
| IN BETWEEN SLOPE LINES | 1.349 | (AC) |
| 15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES) | 0.556 | (AC) |
| TOTAL DISTURBED AREA | 1.905 | (AC) |
| TOTAL PROJECT AREA | 1.998 | (AC) |

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

RIGHT-OF-WAY
ACQUISITION
TABLE

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

107 108 109 110 111 112 113 114 115 116 117 118 119 12

PROPERTY PER TAX MAP

PROPERTY PER TAX MAP

PROPERTY PER TAX MAP

PROPERTY PER TAX MAP

PROPERTY PER TAX MAP

3 BRITTANY D. CROWDER

1 RICHARD D. LAMBIRTH

5 BRENDA JOYNER AND MORRIS LEE JOYNER, JR.

7 WAYNE G. MCGOWAN, III, AND CHARLOTTE M. MCCRAW

ETSA BOUNDARY

WWC-1\UDF-1

PRES ROW

PROP ROW

CUT

FILL

N24°58'44"E

SR 87

FILL

PRES ROW

PROP ROW

CUT

STR-1 EXISTING WATERCOURSE PIN 134859

BEGIN PROJECT
NO. 136185.11 PRELIMINARY
STA. 107+30.00
N 510813.4909 E 867637.5235

END PROJECT
NO. 136185.11 PRELIMINARY
STA. 116+60.00
N 511656.5024 E 868030.2470

2 CHRIS PEYTON AND SCOTT MATHIS

4 LISA PEYTON PIPKIN AND CHRIS PEYTON

6 TRUSTEES OF FAITH COMMUNITY CHURCH

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TO THE NAVD 1988 WITH GEOID .

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# PRESENT LAYOUT

STA. 105+65.00 TO STA. 117+65.00
SCALE: 1" = 50'

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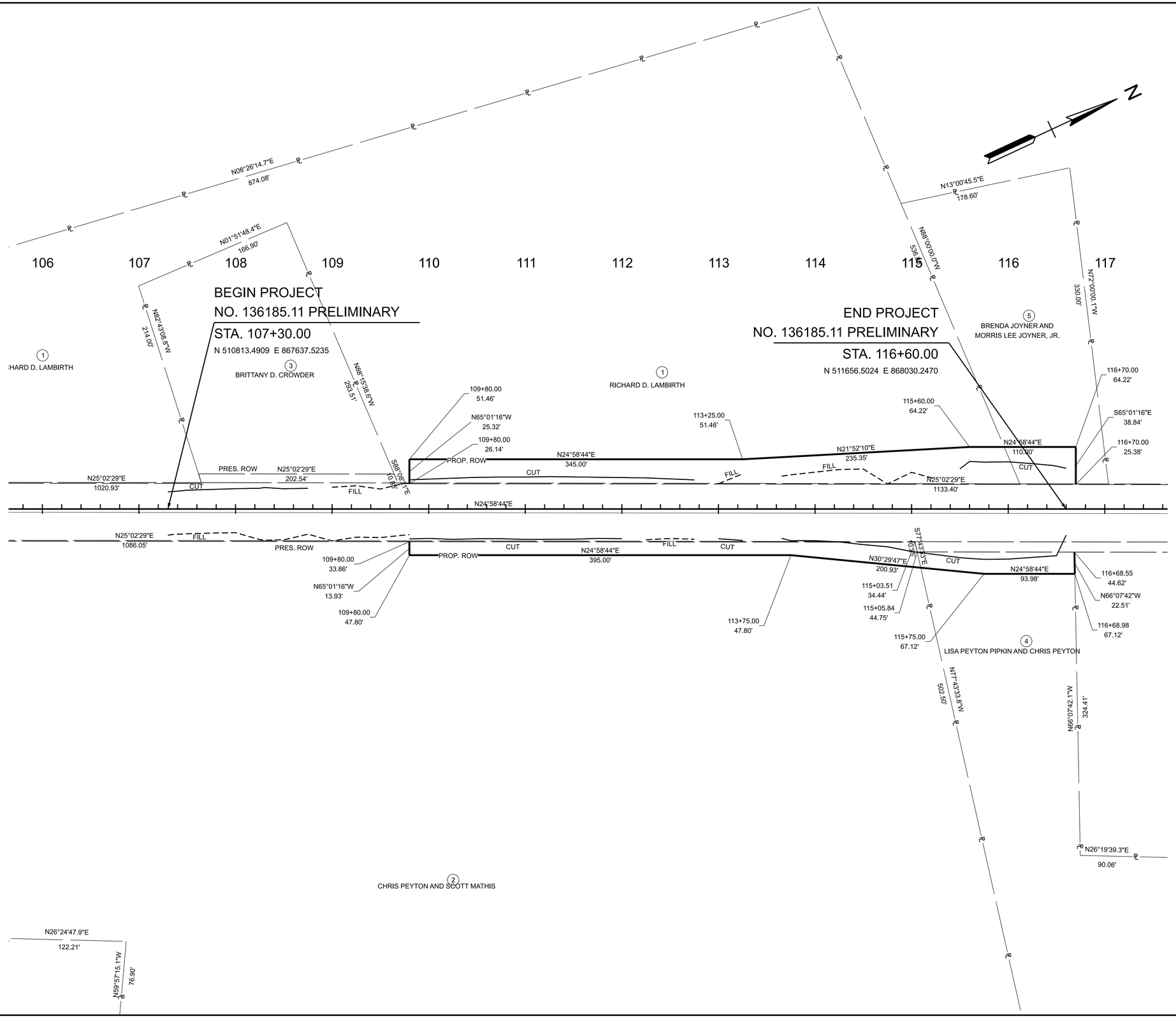
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| L&G | 2025 | | 4A |
| | | | |
| | | | |
| | | | |

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# ROW DETAILS

STA. 105+65.00 TO STA. 117+65.00
SCALE: 1" = 50'

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

107 108 109 110 111 112 113 114 115 116 117 118 119 12

BEGIN PROJECT
NO. 136185.11 PRELIMINARY
STA. 107+30.00
N 510813.4909 E 867637.5235

END PROJECT
NO. 136185.11 PRELIMINARY
STA. 116+60.00
N 511656.5024 E 868030.2470

WWC-1/UDF-1

BEGIN PROP. BR.
STA. 113+27.00

END PROP. BR.
STA. 113+67.00

4' SHLD

11'
11'
N24°58'44"E

4' SHLD

END SHOULDER TAPER
STA. 108+30.00
OFF 15.00'

BEGIN SHOULDER TAPER
STA. 107+30.00
OFF 11.00'

STR-1 EXISTING
WATERCOURSE
PIN 134859

ETSA
BOUNDARY

PRELIMINARY
BRIDGE 49
LOCATION
BRIDGE ID:
49SR0870025

BEGIN SHOULDER TAPER
STA. 115+60.00
OFF 15.00'

END SHOULDER TAPER
STA. 116+60.00
OFF 11.00'

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**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

# PROPOSED LAYOUT

STA. 105+65.00 TO STA. 117+65.00
SCALE: 1" = 50'

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|---|---|---|---|
| L&G | 2025 | | 4C |
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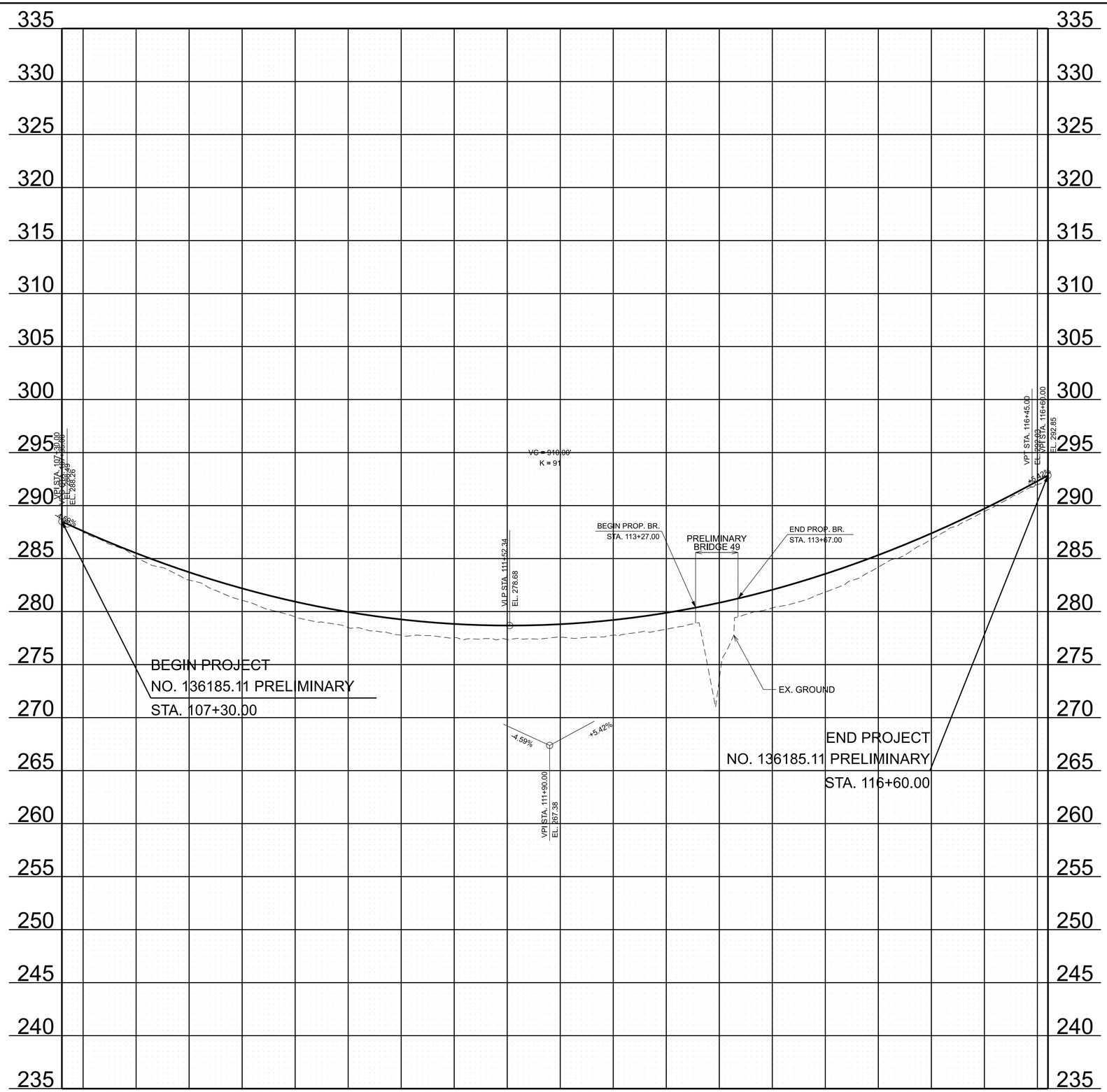


**SEALED BY**

**STATE OF TENNESSEE**
**DEPARTMENT OF TRANSPORTATION**

PROPOSED
PROFILE

STA. 107+30.00 TO STA. 116+60.00

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

8/18/2025 1:05:01 PM
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