

DESIGN EXCEPTION REQUEST FORM



TO: TDOT Region 4 Preconstruction Director

FROM: Design Manager, Preconstruction, TDOT

DATE: 9/18/2025

This form is to be used on projects requesting a Design Exception where roadway projects do not meet the 10 controlling elements of the geometric design criteria.

Design Exception:

Type I Exception to Controlling Criteria

- Design Speed
- Design Loading Structural Capacity

For exceptions based on Type I Criteria, all roadways on the **NHS** may require FHWA's review. The Design Director and the Regional Preconstruction Director (PD) provide final approvals. Exceptions to Type I criteria are rare and additional information shall be provided.

Type II Exception to Controlling Criteria

- | | |
|---------------------------|-----------------------|
| • Lane Width | • Cross Slopes |
| • Horizontal Curve Radius | • Vertical Clearance |
| • Stopping Sight Distance | • Superelevation Rate |
| • Shoulder Width | • Maximum Grade |

For exceptions based on Type II Criteria, all roadways on the **NHS** with design speeds $\geq$ 50 mph may require FHWA's review. The regional PD provides final approval.

All other roadways (non-NHS) exceptions to controlling criteria do not require FHWA's review; the regional PD provides final approval.

Note:

Roadways on the Appalachian Development Highway System, or FHWA Risk Based Involvement (RBI) may require FHWA's review for design exceptions regardless of the controlling criteria.

DOCUMENTATION

A design **exception** is a variance based on one or more of the controlling criteria (either Type I or Type II). 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 exception requests 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.

Type I Exception to Controlling Criteria requires additional documentation:

- Design Speed exceptions. Length of section with reduced design speed compared to overall length of project. Measures used in transitions to adjacent sections with higher or lower design or operating speeds.
- Design Loading Structural Capacity exceptions. Verification of safe load-carrying capacity (load rating) for all State unrestricted legal loads or routine permit loads, and in the case of bridges and tunnels on the Interstate, all Federal legal loads.

Type II Exception to Controlling Criteria requires additional documentation:

- Specific design criteria that will 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 Exception Requests located within the city limits require a letter from the local agency approving the request.

All other geometric design variances on facilities outside the category I and II criteria shall be documented on a Design Waiver Request form.

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	136185.12
Federal Project No.	N/A
State Project No.	R4SVAR-S1-049 (DB 2506)
Project Limits	SR 87 Bridge over Branch, L.M. 19.11
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 ☒ Signalization ☐ 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: (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:	<u>RD11-TS-2</u>
Existing Design Speed:	<u>55</u>
Existing Posted Speed:	<u>55</u>
Proposed Design Speed:	<u>55</u>
Proposed Posted Speed:	<u>55</u>
Type of Terrain:	Level ☒ Rolling ☐ Mountainous ☐
Traffic Data:	ADT (2029): <u>1910</u> D: <u>65-35</u> ADT (2049): <u>2100</u> T: <u>1%</u> DHV: <u>231</u>
Access Control	None ☒ Partial ☐ Full ☐
Multimodal Design Elements Included in the scope of the Project	Pedestrian ☐ Curb Ramps ☐ Pedestrian Signals ☐ Shared-Use Path ☐ New sidewalks ☐ Non-motorized Enhancement ☐ Bicycle ☐ (including bike route/lane, tract addition to existing roadway facility)
Bus Route	Yes ☐ No ☒

GEOMETRIC DESIGN CONTROLLING CRITERIA			
Design Exception Requests			
Controlling elements must be completed for items where an exception is requested.			
	Existing	Proposed	Exception
Design Speed:			
Design Loading structural capacity:			
Lane width:	<= 11'	11'	12'
Shoulder width (inside/outside):	<= 1'	4'	8'
Cross Slope:			
Superelevation Rate:			
Horizontal Curve Radius:			
Stopping Sight Distance:			
Maximum Grade:			
Vertical Clearance:			
Navigational			
Waterway:			
Grade separation:			
Railroad crossing:			

BRIDGE DESIGN FEATURES				
Complete if the bridge feature values differ from those listed in the Geometric Design Controlling Criteria Section.				
	Existing	Proposed	Exception	REQ
Traffic Lane Widths:				☐
Outside Shoulder Widths:				☐
Inside Shoulder Widths:				☐
Sufficiency Rating:				☐

CRASH HISTORY SUMMARY REPORT			
Years Reviewed	Total Crashes	Fatal Crashes	Injury Crashes

TDOT DIRECTIVES TO BE CONSIDERED FOR THE EXCEPTION 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 exception.	☐	☒	☐
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 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 design standards.	☒	☐	☐
The proposed design results in a significant cost savings compared to the design based on minimum design standards.	☒	☐	☐
ENVIRONMENTAL (Consult TDOT Environmental Division, if needed)			
Does the request affect the NEPA environmental boundary?	☒	☐	☐
Does the request affect environmental permit requirements? (TDEC/TVA/CORPs/TWRA, etc.)	☒	☐	☐
Does the request affect Historical Section 106?	☐	☒	☐
WORK ZONE			
Will the proposed variation affect the TMP?	☐	☐	☒

DESCRIBE THE REASONING AND JUSTIFICATION OF THE DESIGN EXCEPTION REQUEST:

The purpose of this project is to replace existing timber bridges. A Bridge Concept Report was completed and approved. The Bridge Concept Reports provided a recommended typical section utilizing two 11' travel lanes and 4' shoulders. The existing roadway approaches along SR 87 have lane widths of less than 11' (<10' in a few locations) and less than 1' existing shoulders. Note that the proposed condition improves upon the existing condition. The 11' lanes and 4' shoulders do meet criteria up to 1,500 for the design ADT. There are environmental commitments to the north side of the project to not impact the Choctaw property. 12' lanes with 8' shoulders would extend the limits beyond the existing right-of-way on the north side and therefore impact the Choctaw property and require a lengthy environmental and right-of-way acquisition process that would significantly affect the schedule of the project. The NEPA process for impacting the Choctaw property could be upwards to two years long and would require this bridge to be removed from the Region 4 Timber Bridge Bundle 1 Project. The extended impacts to the north would require an Individual ARAP permit because of impacts to a stream. Additional efforts, including natural stream design, and right-of-way would be required to relocate and mitigate that stream.

DESIGN EXCEPTION 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	☒	☐	☐	☐	RD11-TS-2 for design ADT 400 - 1500
Guidance from other states	☐	☒	☐	☐	
Other					Approved Bridge Concept Report

DESCRIBE THE ALTERNATIVES CONSIDERED

Two 12' travel lanes with 8' shoulders were considered; however, since this project is intended to only be a bridge replacement project, the proposed typical section ties in better to the existing conditions. Also, wider lanes and shoulders will create additional ROW, environmental, and utility impacts causing delays and increase in construction costs. 12' lanes with 8' shoulders on the current alignment would impact the Choctaw property and a stream to the north. This stream impact would require mitigation or credits purchased.

To avoid impacts to the Choctaw property and maintain 12' lanes with 8' shoulders, the current alignment would need to be shifted to the south. This shift not only extends the project limits but adds unnecessary curves to the roadway. That horizontal alignment would have 45mph reverse curves that would not meet the proposed 55mph design speed.

DESIGN EXCEPTION APPROVED BY:

Gary Scruggs

Regional Preconstruction Director

Sep 25, 2025

Date

Katherine Jennifer Lloyd

Design Director

Sep 25, 2025

Date

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

From: [Steve Sellers](#)
To: [K.Brandon Chance](#)
Cc: [Tammy Sellers](#); [Derek Link](#); [Liptak, Gabe](#); [Shawn Wurst](#); [Erick Hunt-Hawkins](#); [Jeremiah Johnston](#); [Kimberly Vasut-Shelby](#)
Subject: RE: Environmental for Emergency SR180 and DB2506
Date: Thursday, June 19, 2025 1:10:39 PM
Attachments: [image003.png](#)
[50 - 134860.00 Lauderdale SR-87 Bridge over Branch, LM 19.11 \(TMA\)-ETSA - Edited.pdf](#)

Brandon,

Gabe stated the ETSA limits in yellow that you provided will work. The only thing being that the Team will need to look into the tie in points more on either end.

The team will make a note to make sure we stay within the ROW on the north side and out of the Choctaw property and make sure to address this in the RFP.

Thank you.



Steve Sellers | Manager of Region 4 Alternative Delivery
Blue Oval City Program Manager
Alternative Delivery Division
300 Benchmark Place
Jackson, Tennessee 38301
731-935-0344
steve.sellers@tn.gov
tn.gov/tdot

From: K.Brandon Chance <K.Brandon.Chance@tn.gov>
Sent: Tuesday, June 17, 2025 1:35 PM
To: Steve Sellers <Steve.Sellers@tn.gov>
Cc: Tammy Sellers <Tammy.Sellers@tn.gov>; Derek Link <Derek.Link@tn.gov>; Liptak, Gabe <gliptak@structurepoint.com>; Shawn Wurst <Shawn.Wurst@tn.gov>; Erick Hunt-Hawkins <Erick.Hunt-Hawkins@tn.gov>; Jeremiah Johnston <jjohnston@avenueconsultants.com>; Kimberly Vasut-Shelby <Kimberly.Vasut-Shelby@tn.gov>
Subject: RE: Environmental for Emergency SR180 and DB2506

Steve,

Any word on the ETSA shift for Bridge #50 on SR-87? We need to update our consultant if this shift is possible, if not to possible we would need to start the ARPA permit process.

Thanks,



K. Brandon Chance | Manager
Environmental Division / Technical Studies Section
James K. Polk Building, 9th Floor
505 Deaderick Street, Nashville, TN 37243
p. 615-741-7179 m. 615-218-0497
k.brandon.chance@tn.gov
tn.gov/tdot
Follow TDOT: [Facebook](#) | [X](#) | [Instagram](#) | [LinkedIn](#)

From: K.Brandon Chance
Sent: Wednesday, June 11, 2025 9:09 AM
To: Steve Sellers <Steve.Sellers@tn.gov>
Cc: Tammy Sellers <Tammy.Sellers@tn.gov>; Derek Link <Derek.Link@tn.gov>; Liptak, Gabe <gliptak@structurepoint.com>; Shawn Wurst <Shawn.Wurst@tn.gov>; Erick Hunt-Hawkins <Erick.Hunt-Hawkins@tn.gov>; Jeremiah Johnston <jjohnston@avenueconsultants.com>; Kimberly Vasut-Shelby <Kimberly.Vasut-Shelby@tn.gov>
Subject: RE: Environmental for Emergency SR180 and DB2506

Steve,

I have added my updates for Tech Studies in blue below:

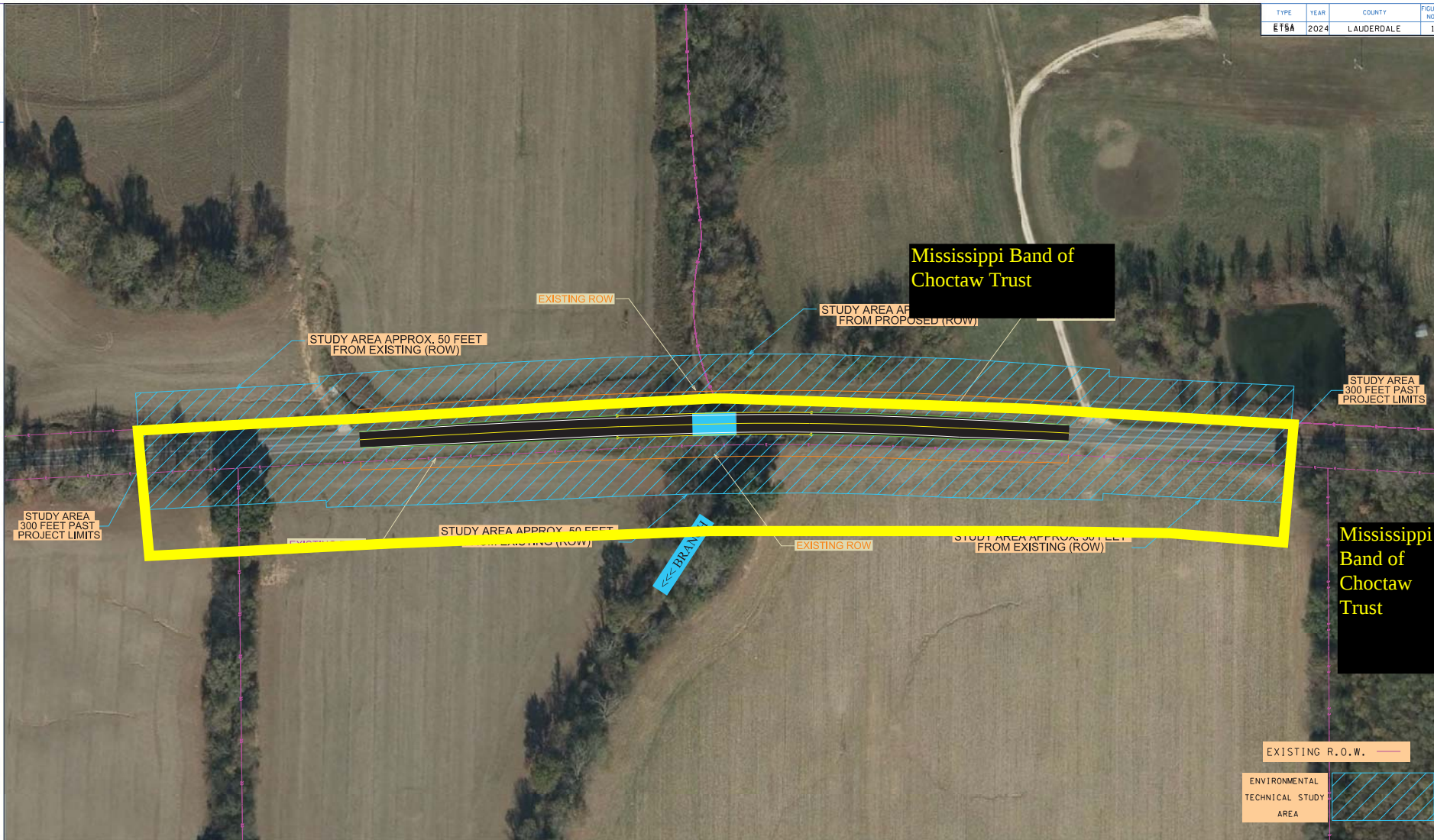
I also need to discuss the need for an ETSA revision at Bridge #50 on SR-087 in Lauderdale Co. One of the adjacent properties is owned by the Choctaw Nation and held in trust by US Department of Interior, Bureau of Indian Affairs. To do Archaeology work on this site would require a Federal ARPA permit. The person doing those permits has recently retired and the workload has been transferred to a new person. We have not worked with the Bureau of Indian Affairs on this permit type before, but with other federal agencies (US Army Corps, Park Service, Forest Service, etc.) the process has take 10 months to 2 years. It does appear that we have an opportunity to shift the ETSA off the property and keep the project in the bundle, we just need to discuss this option. I have attached a proposed shift that would avoid the property in question. Let me know your thoughts.

Thanks,



K. Brandon Chance | Manager
Environmental Division / Technical Studies Section
James K. Polk Building, 9th Floor
505 Deaderick Street, Nashville, TN 37243

FIGURE 1d
S.R. 87
L.M. 19.11



0' 125' 250' 375'



ENVIRONMENTAL TECHNICAL STUDY AREA

STATE ROUTE 87
BRIDGE OVER BRANCH, L.M. 19.11
LAUDERDALE COUNTY

CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

Index Of Sheets

LINE AND GRADE INDEX OF SHEETS

TITLE SHEET	1
TYPICAL SECTIONS	2B
RIGHT OF WAY ACQUISITION TABLE.....	3A
PROPERTY MAP	3B
PRESENT LAYOUTS	4
RIGHT OF WAY DETAILS	4A
PROPOSED LAYOUTS	4B
PROPOSED PROFILES	4C
ROADWAY CROSS SECTIONS	5-12

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

LAUDERDALE COUNTY

STATE ROUTE 87

BRIDGE OVER

BRANCH L.M. 19.11

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

2025

SHEET NO.

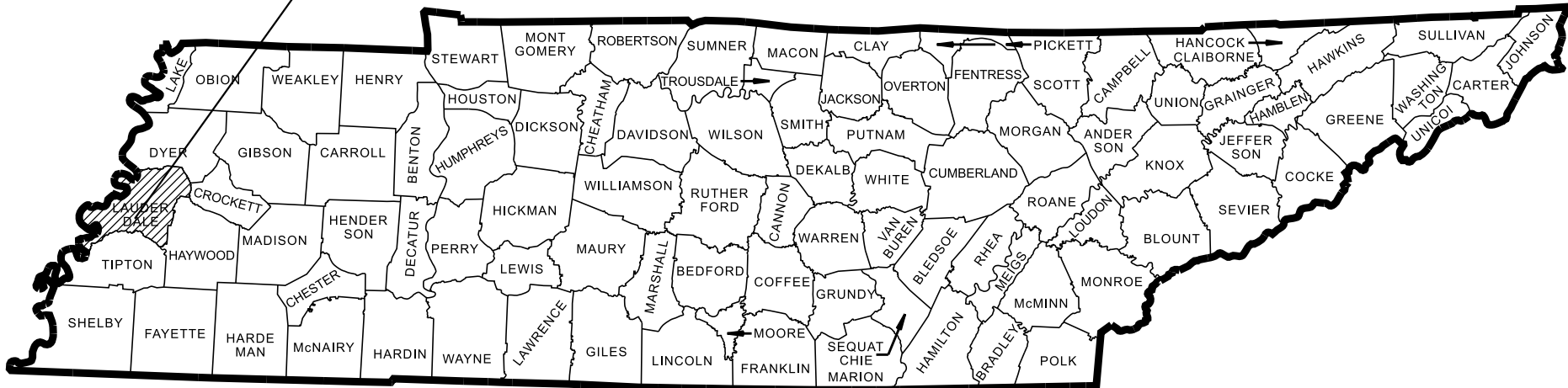
1

FED. AID PROJ. NO.

STATE PROJ. NO.

PROJECT LOCATION

BRIDGE ID. # 49SR0870033



NO EXCLUSIONS

CAUTION!
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

SEALED BY

APPROVED:

DEPUTY COMMISSIONER /
CHIEF ENGINEER

DATE:

APPROVED:

DEPUTY GOVERNOR &
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

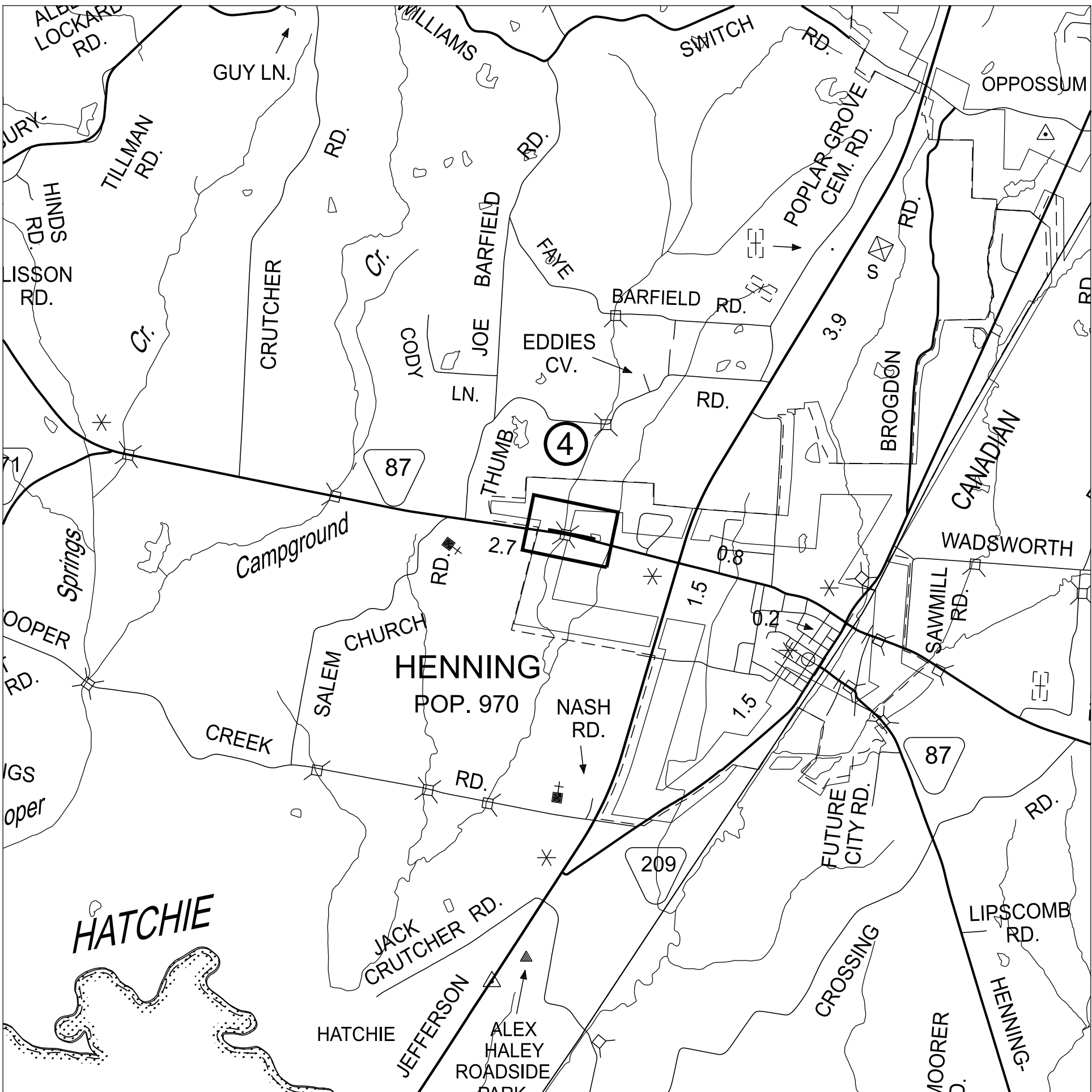
APPROVED:

DIVISION ADMINISTRATOR

DATE

SURVEY	TRAFFIC DATA
	ADT (2029) 2100
	ADT (2049)
	DHV (2029) 231
	D -
	T (ADT) 1.0%
	T (DHV) %
	V 40 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 ____



SCALE: 1"= 1/2 MILE

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).

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

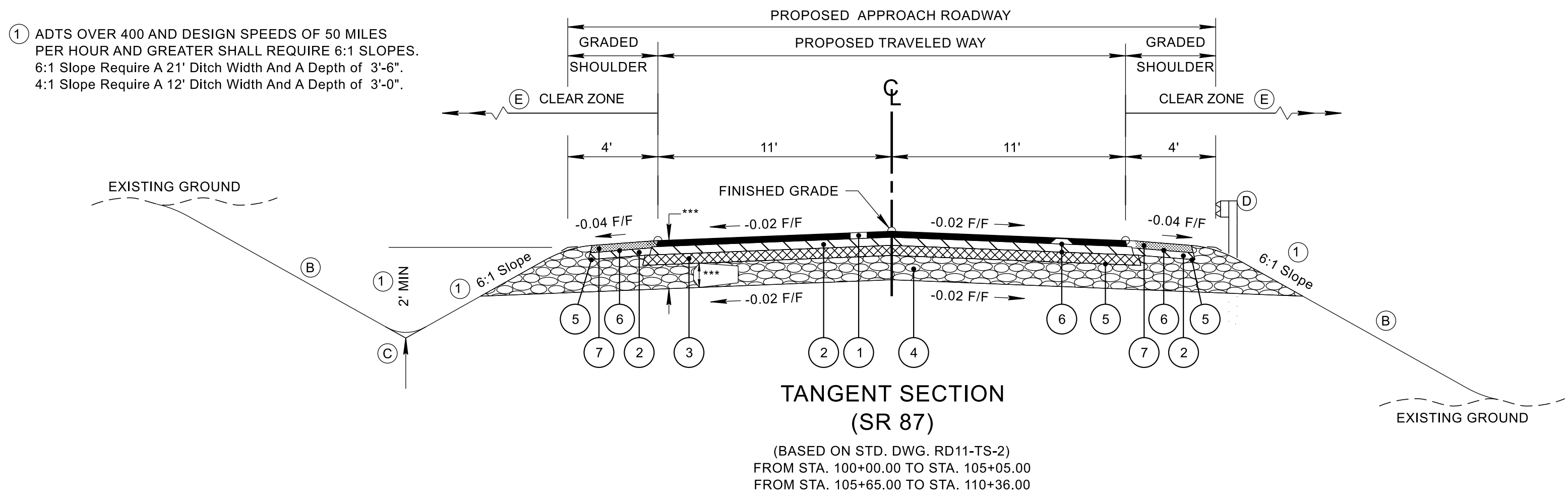
DESIGN FIRM : AMERICAN STRUCTUREPOINT INC

DESIGNER : CHECKED BY

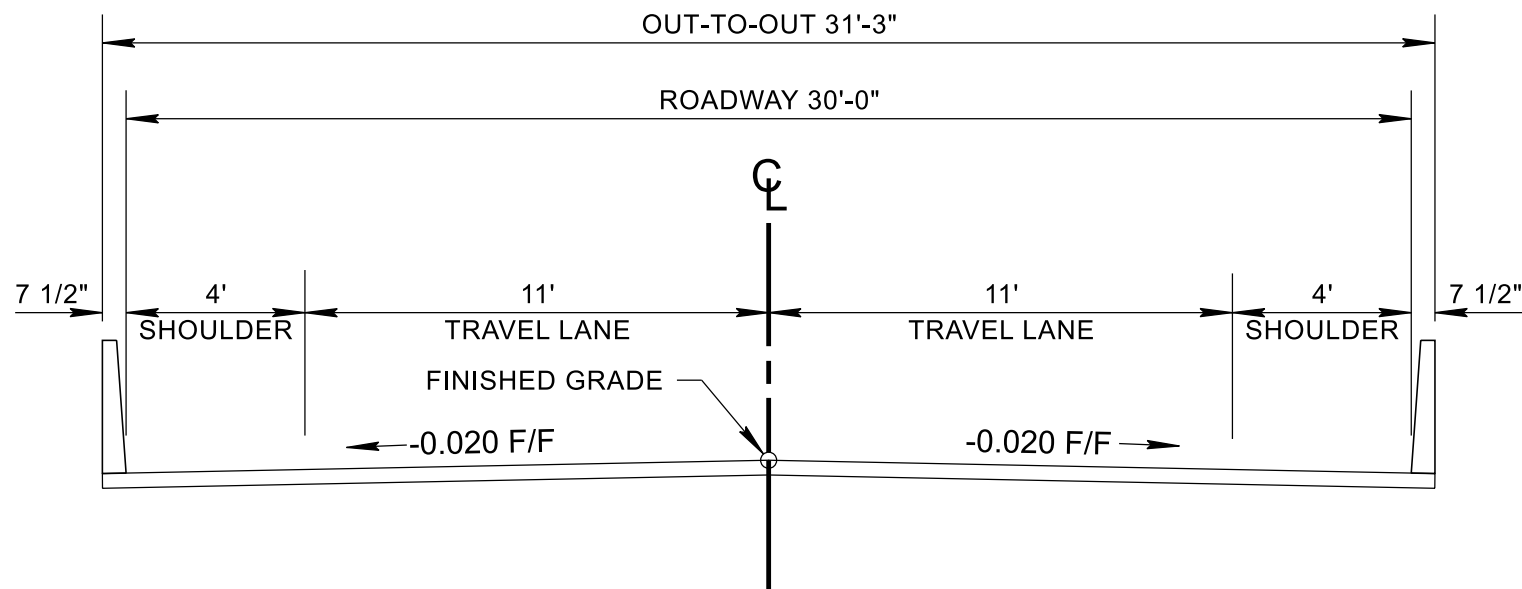
P.E. NO.

PIN NO. 136185.12

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



- 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 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" SURFACE @ 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
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 TYPICAL

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

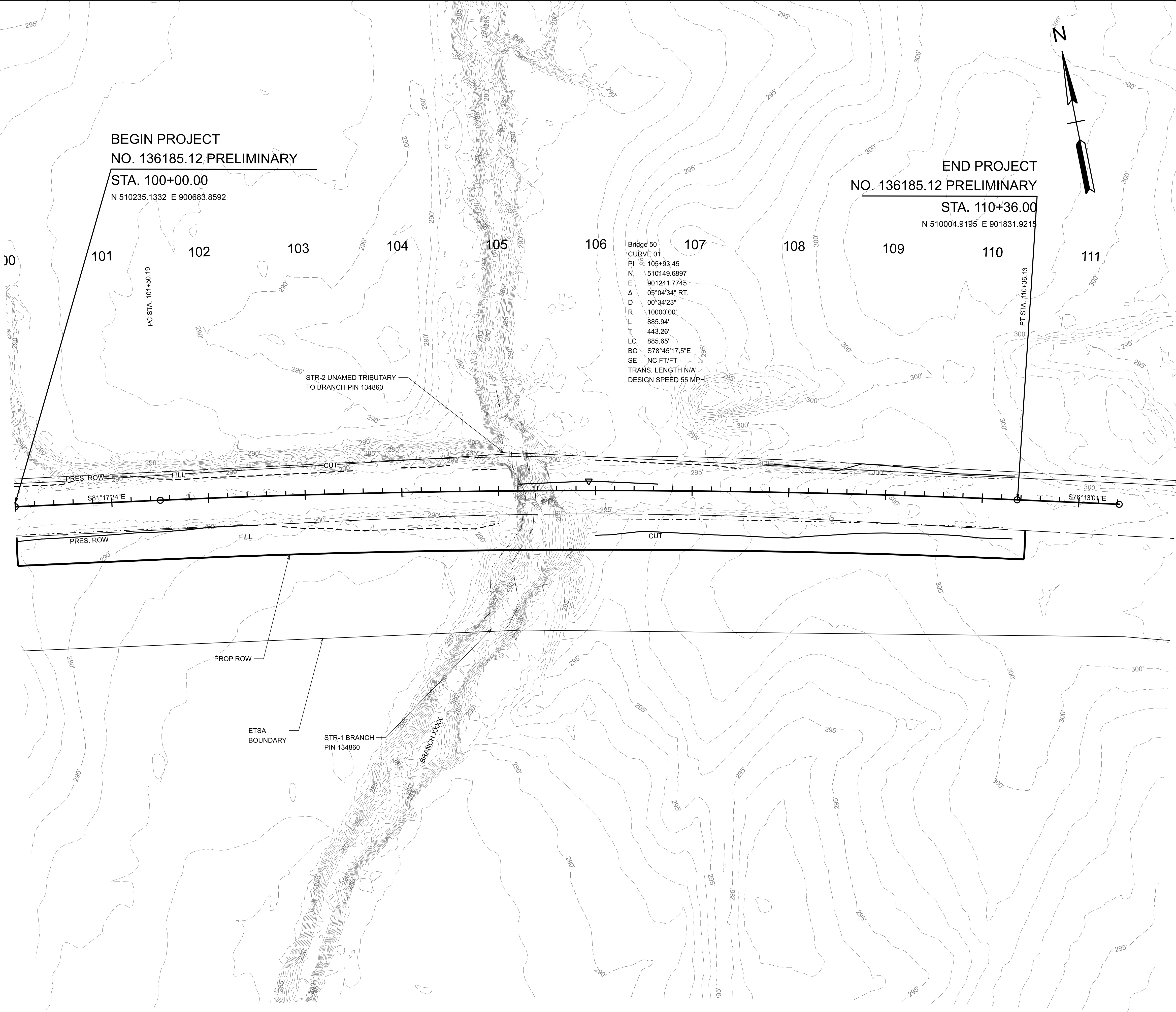
R.O.W. ACQUISITION TABLE						R.O.W. ACQUISITION TABLE												
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA (ACRES)			AREA TO BE ACQUIRED (ACRES)			AREA REMAINING (ACRES)		EASEMENT (SQUARE FEET)				
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM DRAINAGE	SLOPE	CONST	AIR RIGHTS	PERM RAILROAD
				BOOK	PAGE													
1	H. FRANK KELLER, II AND PATRICIA R. KELLER	117	018.00	RB 399	448		75.500	75.500					75.500					
2	WILLIAM C. WINTERS AND DONNA J. WINTERS	117	019.00	RB 817	727	36.390		36.390				36.390						
3	WILLIAM C. WINTERS AND DONNA J. WINTERS	117	019.00	RB 817	727		84.350	84.350		0.793	0.793		83.557					
4	UNITED STATES OF AMERICA	117	020.02	RB 645	187	89.460		89.460				89.460						
ACQUISITION TOTALS (ACRES)									0.793									

DISTURBED AREA	
IN BETWEEN SLOPE LINES	1.363 (AC)
15 FOOT WIDE STRIP (OUT SIDE SLOPE LINES)	0.497 (AC)
TOTAL DISTURBED AREA	1.860 (AC)
TOTAL PROJECT AREA	2.061 (AC)

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION
RIGHT-OF-WAY ACQUISITION TABLE

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



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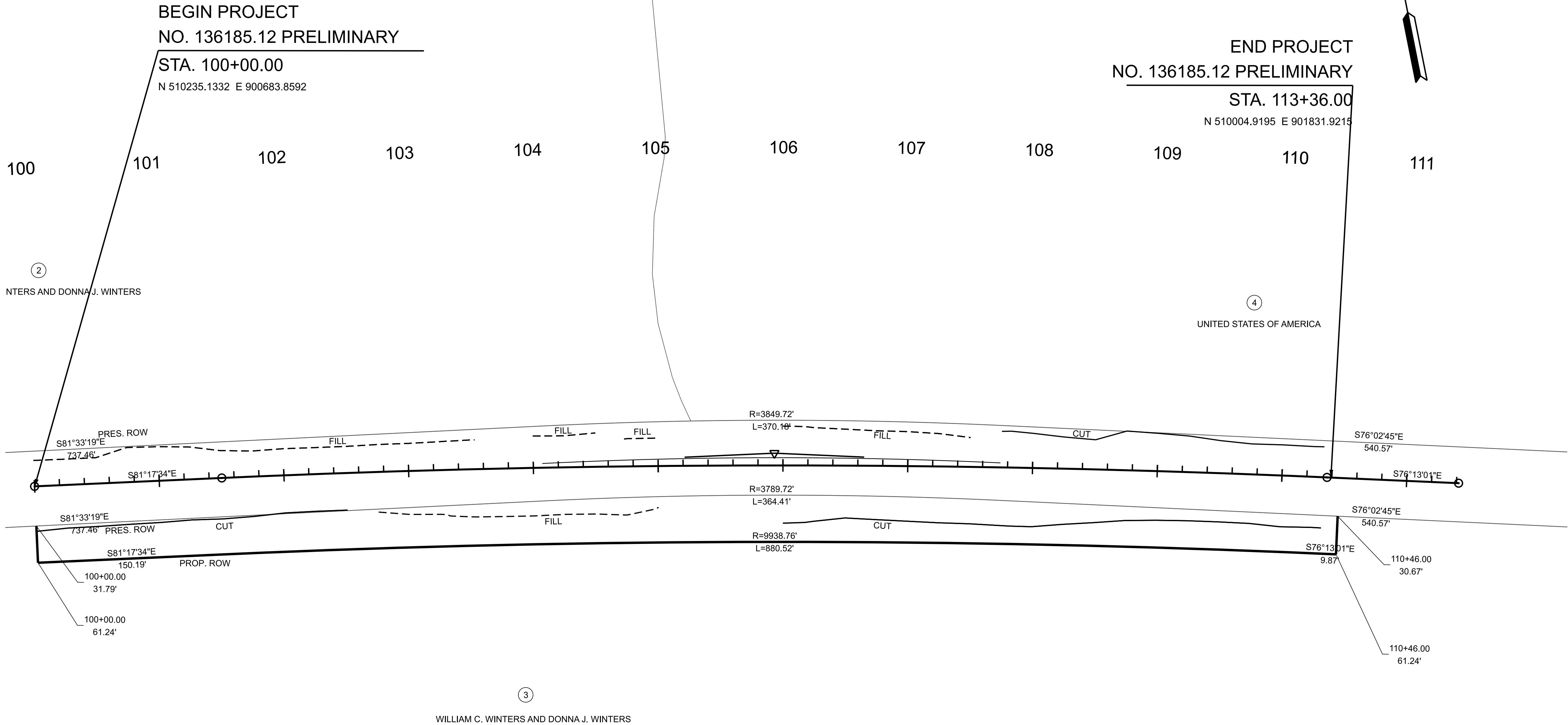
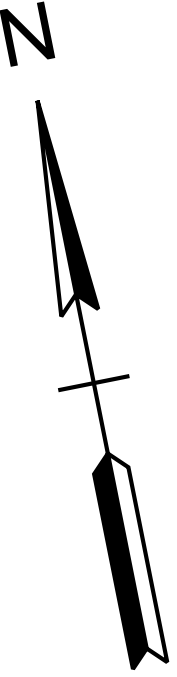
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

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

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



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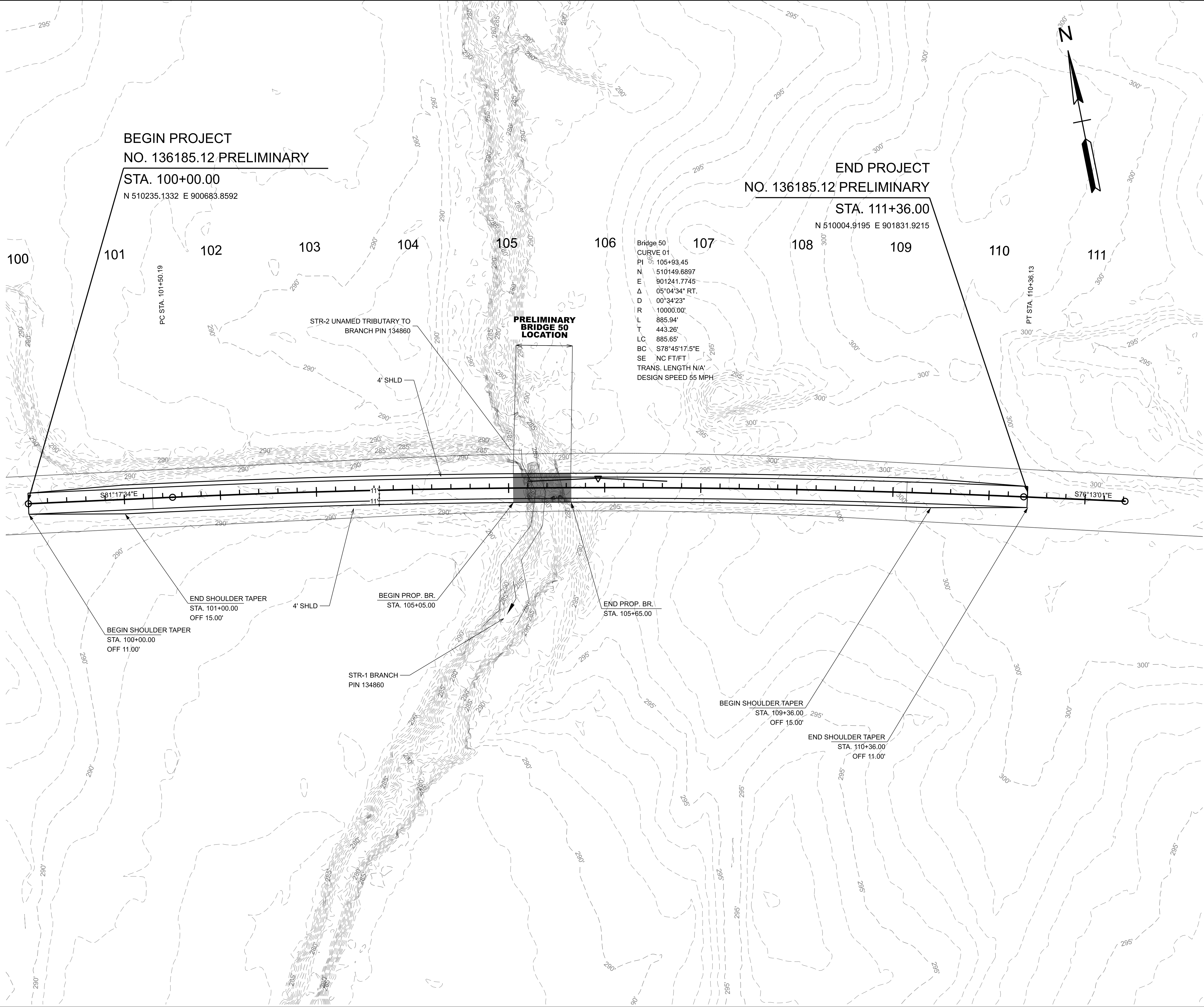
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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

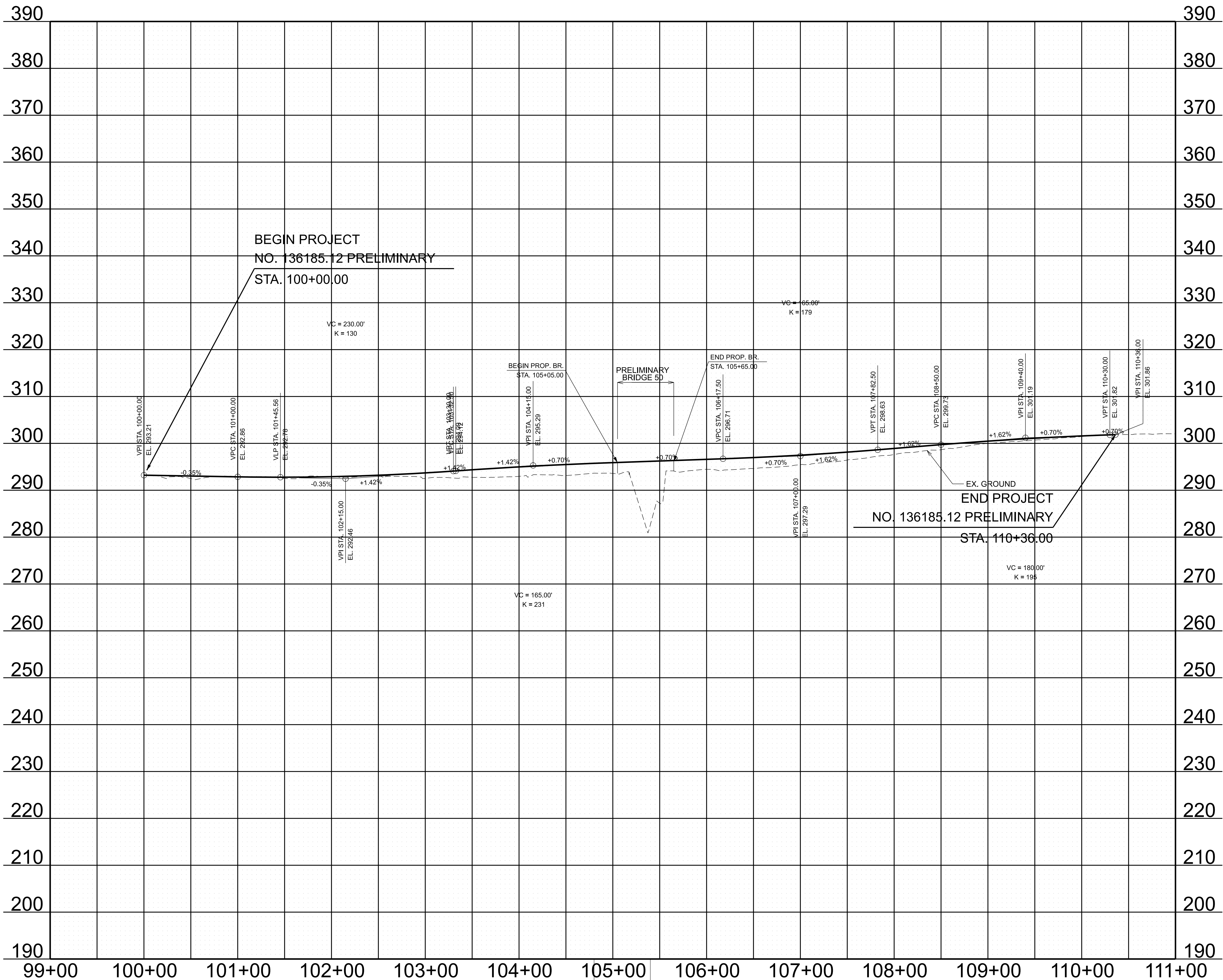
**ROW
DETAILS**

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

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



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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



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

REV. ***DATE***
TEXT

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED
PROFILE

STA. 99+00.00 TO STA. 111+00.00

SCALE: 1" = 50' HORIZ.
1" = 10' VERT.