

# **TRANSPORTATION PLANNING REPORT**

**STATE ROUTE 128  
FROM STATE ROUTE 57 TO STATE ROUTE 226 (Airport Road)  
PICKWICK DAM, HARDIN COUNTY  
PIN# 101885.00**



**PREPARED BY  
TENNESSEE DEPARTMENT OF TRANSPORTATION  
PROJECT PLANNING DIVISION**

Approved by:	Signature	DATE
CHIEF OF ENVIRONMENT AND PLANNING	<i>E. Cole</i>	2/28/08
TRANSPORTATION DIRECTOR PROJECT PLANNING DIVISION	<i>Steve Allen</i>	2-28-08
TRANSPORTATION MANAGER 2 PROJECT PLANNING DIVISION	<i>Bill Hart</i>	2/22/08

*This document is covered by 23 USC § 409 and its production pursuant to fulfilling public planning requirements does not waive the provisions of § 409.*

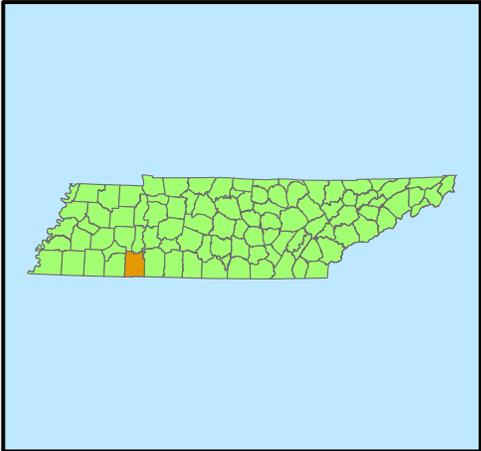
# PICKWICK DAM, HARDIN COUNTY



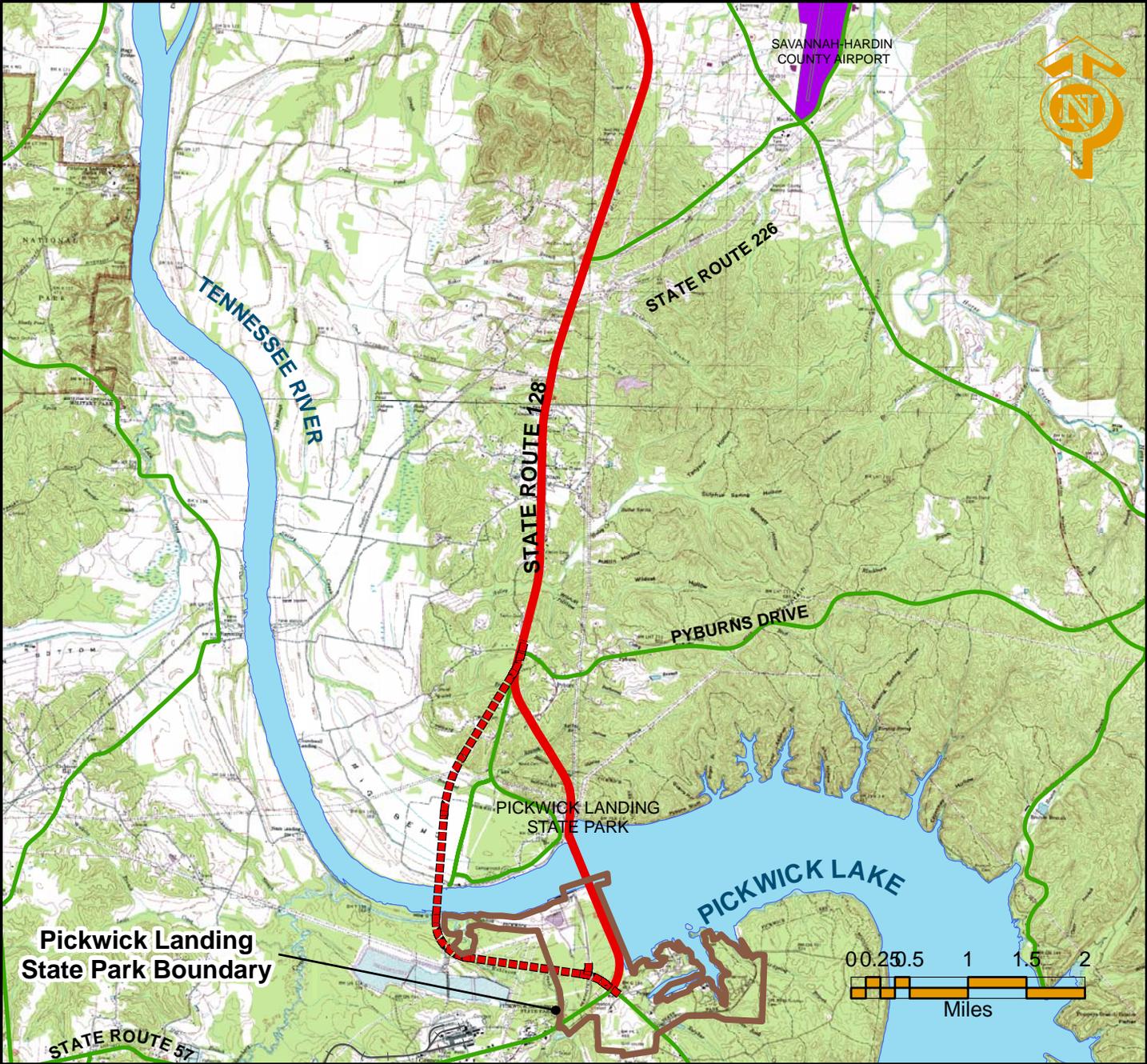
**Legend**

- PROPOSED SR128
- +— RAILROAD
- EXISTING SR128
- OTHER ROUTES
- AIRPORT
- CITY LIMITS
- COUNTY BOUNDARY

**PROJECT AREA**  
**STATE ROUTE 128**  
**BEGIN: STATE ROUTE 57**  
**END: STATE ROUTE 226**  
**APPROXIMATELY 6.54 MILES**



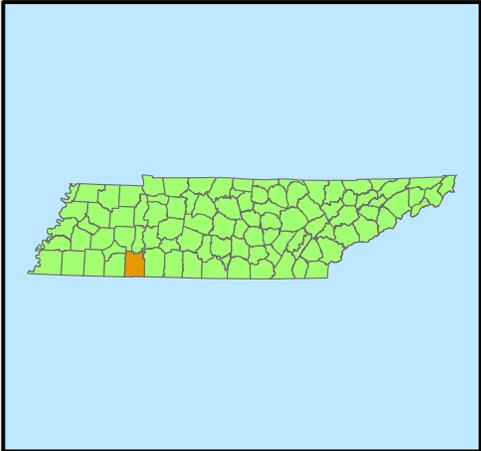
# PICKWICK DAM, HARDIN COUNTY



**Legend**

- PROPOSED SR128
- RAILROAD
- EXISTING SR128
- OTHER ROUTES
- AIRPORT

**PROJECT AREA TOPOGRAPHY**  
**STATE ROUTE 128**  
**APPROXIMATELY 6.54 MILES**



## **EXISTING CONDITIONS**

State Route 128 in Hardin County is functionally classified as a Rural Minor Arterial on the State Highway system. The study area is approximately 6.54 miles beginning at State Route 57 and extending to State Route 226. The existing route is two-lanes which are a minimum of 11' and a maximum of 12' with a minimum 2' and maximum 10' outside shoulders and 100' right-of-way. Existing State Route 128 crosses the Tennessee River over Pickwick Dam. The bridge at Pickwick Dam is .69± miles in length and consists of two 12' lanes, 2' shoulders, and 5' sidewalks on either side.

The projected base year (2011) annual average daily traffic (AADT) along this route is 7,060. The projected design year (2031) AADT traffic is 10,250.

## **COMMUNITY PROFILE**

According to a 2006 Census estimate, Savannah has a population of 7,284 and is the county seat of Hardin County. In 2006, the annual average unemployment rate for Savannah was 6.2%, which is higher than the statewide average of 5.2% for Tennessee. Agricultural products that come from this area of West Tennessee include corn, cotton, soybeans, and small grains. Savannah is also home to companies such as Packaging Corporation of American, Clayton Homes Inc., and American Food Service Company.

The area now known as Pickwick Landing State Park once served as homes for the Tennessee Valley Authority (TVA) construction crews and their families. The Tennessee States Park system acquired the property from the TVA in the 1970's. Today the park includes cabins, camp sites, a conference center, golf course, lodging, a restaurant and picnic areas. In 2005, the park had over 1.3 million visitors.

## **PURPOSE OF STUDY**

The purpose of this study is to analyze existing and projected future traffic operations to develop options for improvement for State Route 128 from between State Route 57 and State Route 226 (Airport Road). This study is the second part of an overall improvement for the 12.27 mile long State Route 128 corridor that begins just south of the Pickwick Dam and ends in Savannah, Hardin County. Improvement options for State Route 128 would promote improved traffic operations to the city of Savannah from southern and western Hardin County and result in enhanced access to Pickwick Landing State Park.

An Advance Planning Report for State Route 128, from State Route 57 to US 64 (State Route 15) in Savannah, Hardin County was prepared and submitted on June 6, 2001. The report was inconclusive on establishing a proposed location for the Tennessee River crossing (either above or below Pickwick Dam). On June 26, 2002, representatives from the TVA, Federal Highway Administration (FHWA), Coast Guard, Corps of Engineers, and TDOT met to determine the best location for a new river crossing. In arriving at the proposed location for the new Tennessee River crossing, several key

elements of the project were discussed. Among the key elements were the shape and placement of structure piers, speeds of the hydraulic discharges, river currents, the horizontal curvature of the Tennessee River, and the navigational requirements for large commercial barge traffic. In addition, the TVA expressed a desire to eliminate the traffic over Pickwick Dam in order to secure the dam for normal operations and maintenance. This study reflects the meeting's preliminary consensus for the structure location downstream of the existing dam.

The original termini for this study began at State Route 57 and continued to Pyburns Drive. At the request of the FHWA, a more logical termini was selected that extends this study to State Route 226. The improvements of SR-128 for the section beginning at SR-226 to US 64 (SR-15) is scheduled for letting on or after October 2008.

The study for this section of State Route 128 was initiated by a request from local officials. The objective of this report is to define the preliminary purpose and need for improvement and provide guidance for the implementation of options to meet the purpose and need.

## **PURPOSE AND NEED**

The primary purpose and need of the proposed project is to provide an improved arterial highway connection between the city of Savannah and southwest Hardin County. State Route 128 is used by the local community, commercial business, tourism, and through traffic. Trucks account for approximately 10 percent of the traffic volumes on State Route 128 in the study area.

The primary need on State Route 128 in Hardin County is for improved local and regional mobility in the future. Several specific needs are encompassed in this broad goal:

1. Promote the potential for economic growth in the City of Savannah and Hardin County by providing improvement to the transportation system.
2. Provide an improved north/south route to serve demand for regional accessibility to the national highway system (US 64) and protect that provision in the future.
3. Increase the capacity on existing State Route 128 in order to improve safety and mobility.
4. Widening needed to handle increased traffic demand spurred by commercial and residential development.

## **LEVEL OF SERVICE**

The character of operating conditions can be quantified by a "Level of Service" (LOS) analysis. The proficiency of roads is described by their LOS. The criteria are defined as shown in the "Level of Service" section of this report and reflect the ability of roads to accommodate motor vehicle traffic and subsequent physical and psychological comfort levels of drivers. The LOS analysis incorporates several factors including traffic

volumes, number of lanes, terrain, percent of no passing zones, directional split, heavy vehicles, and shoulder widths.

LOS is a qualitative measure that describes the character of traffic conditions related to speed and travel time, freedom to maneuver, traffic interruptions, etc. There are six levels ranging from “A” to “F” with “F” being the worst. Each level represents a range of operating conditions. General descriptions of operating conditions for each of the levels of service related to this report are as follows:

LOS   Traffic Flow Conditions

- A   Free flow operations. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The general level of physical and psychological comfort provided to the driver is high.
- B   Reasonably free flow operations. The ability to maneuver within the traffic stream is only slightly restricted and the general level of physical and psychological comfort provided to the driver is still high.
- C   Flow with speeds at or near free flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more vigilance on the part of the driver. The driver notices an increase in tension because of the additional vigilance required for safe operation.
- D   Speeds decline with increasing traffic. Freedom to maneuver within the traffic stream is more noticeably limited. The driver experiences reduced physical and psychological comfort levels.
- E   At lower boundary, the facility is at capacity. Operations are volatile because there are virtually no gaps in the traffic stream. There is little room or no room to maneuver. The driver experiences poor levels of physical and psychological comfort.
- F   Breakdowns in traffic flow. The number of vehicles entering the highway section exceeds the capacity or ability of the highway to accommodate that number of vehicles. There is little or no room to maneuver. The driver experiences poor levels of physical and psychological comfort.

The projected design year (2031) AADT traffic ranges from a low of 8,200 to a high of 10,260. The improvements proposed in this report would allow traffic flow to operate at a projected LOS “A”. The “no-build” option for the base year 2011 will be a projected LOS “C”, and would allow operating conditions to deteriorate to a projected LOS “D” by the design year 2031.

## **PROPOSED IMPROVEMENT**

This report will focus on an option to realign the southern section of State Route 128 to the west, creating a new crossing of the Tennessee River. This section would begin at State Route 57, cross the Tennessee River west of the existing Pickwick Dam crossing, and continue to near Pyburns Drive. The remaining section of State Route 128 considered in the scope of this study will run along the existing route and will be improved to meet the purpose and need. The total length of the study is 6.54± miles.



**Existing State Route 128  
Approaching Pickwick Dam**

For planning purposes, the proposed project was divided into two sections:

Section one will begin at State Route 57 and continue on a new location for a distance of 3.11± miles (near Pyburns Drive). The new location is necessary due to floodplains near the existing route. It will consist of four 12' travel lanes, a 12' continuous left turn lane, and 12' outside shoulders, 7' inside shoulders on 200' of right-of-way. This section would cross the Tennessee River. The river structure would require a 2' center barrier. Due to the existence of flood plains on each side of the river, the structure will be approximately 9,640' or 1.83 miles in length.

Section two will begin near Pyburns Drive and continue along the existing location for a distance of 3.43± miles to State Route 226. It will consist of four 12' travel lanes and 12' outside shoulders, with a 48' depressed center median, on 250 feet of right-of-way.

A no-build option was also analyzed for this report. The no-build option as the name implies, denotes that only minor improvements (such as safety improvements and normal maintenance) would be made to the existing road and/or intersection areas. The no-build does not meet the purpose and need of the study, and it will not provide the needed capacity to handle future traffic demands.

## **PEDESTRIANS AND BICYCLES**

The 12' shoulders in the proposed typical section can be signed and marked for use as bicycle lanes and will be sufficient to accommodate pedestrians.

## **DISPOSITION OF EXISTING ROUTE**

Upon completion of the proposed project any portion of existing State Route 128 not utilized in the construction of the proposed improvements will be removed from the state highway system and become the responsibility of the Tennessee Valley Authority and/or local government.

## **ASSESSMENT OF OPTIONS**

The Tennessee Department of Transportation has adopted seven guiding principles against which all transportation projects are to be evaluated. These guiding principles address concerns for system management, mobility, economic growth, safety, community, environmental stewardship, and fiscal responsibility. These guiding principles are discussed in the following paragraphs as they relate to the option for improving State Route 128 in Hardin County.

### ***Guiding Principle 1: Preserve and Manage the Existing Transportation System***

The proposed improvements for State Route 128 are consistent with TDOT's goal of preserving and managing the existing transportation system. The increased lane and shoulder width will allow the conditions of the entire route to meet current design standards.

### ***Guiding Principle 2: Move a Growing, Diverse, and Active Population***

The option considered in this report will provide needed capacity to address Hardin County's and regional travel demands. Existing transportation resources, including the Interstate 40, approximately 49 miles west of Savannah, is the nearest interstate access for residents of Hardin County. Improvements to State Route 128 would enhance the southern approach to State Route 15 (US 64), which connects Hardin County with Interstate 40.

*Guiding Principle 3: Support the State's Economy*

The proposed improvements for State Route 128 will provide enhanced opportunity for residential and commercial developments in the future for Hardin County and its residents.

*Guiding Principle 4: Maximize Safety and Security*

A crash analysis of this portion of State Route 128 indicates a crash rate of 0.89 crashes per million vehicle miles, which is lower than the statewide average crash rate of 1.70 crashes per million vehicle miles. The safety of State Route 128 will be improved by increasing lane to meet current design standards. Full shoulders will provide a safer area for disabled vehicles. The proposed improvements will provide improved safety for all motorists.

*Guiding Principle 5: Build Partnerships for Livable Communities*

This study was initiated in response to requests by state and local officials. Improvements to State Route 128 would improve safety and provide for economic development opportunities. A public meeting held at Pickwick Landing State Park on July 8, 2003 gave residents in the area an opportunity to share their opinions and concerns for the project. These included, but were not limited to concerns surrounding cost, traffic law enforcement, environmental issues, compensation for loss of private property, as well as those in support of and opposed to the project. The public involvement process will continue as mandated by the provisions of the National Environmental Policy Act (NEPA).

*Guiding Principle 6: Promote Stewardship of the Environment*

An appropriate environmental document will be prepared in order to fully address the impact of the considered option with the Area of Potential Effects (APE). The APE is the geographic area in which an undertaking may directly or indirectly impact the environment. A more comprehensive analysis of the impacts will be completed at a later date to comply with the NEPA. This analysis will require the consideration of environmental values in the decision making processes by taking into account the environmental impacts of proposed actions and reasonable alternatives to those actions. Additional environmental disciplines such as social, economic, farmland, displacements, and land use impacts will be evaluated in the NEPA document.

*Guiding Principle 7: Promote Financial Responsibility*

Cost estimates for this report are based on the per mile expenses of roadways with similar typical sections. The cost estimates depicted in this report are offered for comparison purposes and will fluctuate with inflation and any unforeseen circumstances. It is the Department's goal to follow a comprehensive transportation planning process, promote coordination among public and private operators of transportation systems, and support efforts to provide stable funding for the public component of the transportation system. This entails exercising financial responsibility in the development and implementation of roadway projects and minimizing costs to taxpayers.

## **PRELIMINARY HISTORIC SURVEY**

TDOT historians conducted a records search at the Tennessee State Historic Preservation Office (TN-SHPO) in February 2003. Currently the TVA Pickwick Dam, which also serves as the State Route 128 bridge over Pickwick Lake, was identified as being potentially eligible for the National Register of Historic Places (NRHP). Any new alignments will need to be assessed for historic resources.

Measures should be taken to avoid the National Register property and to minimize the projects adverse effects or potential 4(f) takes. If properties are identified later as being eligible for the National Register, they may also need to be avoided to prevent adverse effects or potential 4(f) impacts.

## **SUMMARY**

The proposed improvements in this report will realign State Route 128, between State Route 57 and Pyburns Drive, to the west of its current location creating a new crossing of the Tennessee River. The remaining section of State Route 128 discussed will run along the existing route. Each section will be improved to meet current arterial design standards and increase the number of travel lanes.

Improvements of State Route 128 are needed to address the following needs:

1. Provides a north/south route to serve demand for regional accessibility to the national highway system (US 64) and protect that provision in the future.
2. Provides economic growth potential for the City of Savannah and Hardin County by improving the highway system to attract new industry.
3. Increase the capacity on existing State Route 128 in order to meet future traffic demand.
4. Provides a higher LOS for motorist comfort levels.
5. Provides a secure dam site for improved operation and maintenance.

Option 1 will be further evaluated under future studies for horizontal and vertical alignment, right-of-way, utility adjustments, environmental mitigations, and structures. The proposed project is approximately 6.54 miles in length.

The option will improve deficiencies throughout the route. The improved roadway will also enhance access to both future commercial and residential sites along the route. Other primary benefits include: (1) improved local and regional accessibility; (2) improved operating conditions along the proposed project route; (3) increased traffic capacity; and (4) enhancement of future planned growth by local and/or regional land use planning agencies.

The primary adverse effects of the proposed build option include (1) the loss of land for right-of-way; (2) temporary construction impacts (dust, siltation, equipment noise, etc.) during the construction phase; (3) traffic noise.

The Conceptual and NEPA Planning office prepared a cost estimate of the proposed option. The estimated cost for Section 1 is \$262,740,600.00. This section begins at State Route 57 near Pickwick Landing State Park and continues to Pyburns Drive. A structure crossing the Tennessee River is included in this section. The estimated cost for Section 2 is \$37,735,000.00. This section begins at Pyburns Drive and continues to State Route 226 (Airport Road).

As depicted in the Project Data Table, the design year 2031 LOS for the option is “C” throughout the entire proposed route. The comparable LOS for the no-build option is a deficient LOS of “E”. In addition, the disadvantages of the no-build option include continued inadequate operating conditions inherent with the increased traffic volumes. Some advantages of the no-build option include no disruption of the area due to construction and measures to mitigate environmental impacts would not be necessary.

Other options for Section I were initially considered. These included the no-build option and alignments on and above the dam. These options were not studied further because the no-build option would not fulfill the purpose and need of the project, and the alignment options for the Tennessee River crossing had major issues with constructability, maintenance of traffic, and exorbitant construction cost. These initial options would not (1) serve future demand for regional accessibility to the interstate highway system; (2) would not provide economic growth potential for the city of Savannah and Hardin County by improving the highway system; (3) the no-build option would not increase the capacity on existing State Route 128 in order to meet future traffic demands; (4) the four lane option would handle the increase traffic demands, would cause access issues and require more right-of-way to be acquired increasing the cost of the project. The four lane option would also have a greater impact on environmental and historic resources.

In conclusion, this report identifies the option to address the purpose and need. The no-build option does meet the purpose and need. Therefore, the widening option should be advanced as a solution for further development under the NEPA planning process.

# Preliminary Environmental Evaluation

If preliminary field reviews indicate the presence of any of the following facilities or Economic, Social and Environmental categories (ESE), place the number of facilities in the blank opposite the item. Where more than one location option is to be considered, place its letter designation in the blank.

## Option Section

### Numbers

1.) Hazardous Material Site or Underground Storage Tanks.....	_____
	X
2.) Floodplains.....	_____
3.) Historical, archaeological, cultural, or natural landmark, or cemeteries.....	X
	_____
4.) Airport.....	X
	_____
5.) Residential establishment.....	X
	_____
6.) Urban area, city, town, or community.....	_____
7.) Commercial area, shopping center.....	_____
8.) Institutional usages:	
a. School or other educational institution.....	X
b. Hospital or other medical facility.....	_____
c. Church or other religious institution.....	X
d. Public Building, e.g., fire station.....	_____
e. Defense installation.....	_____
9.) Agricultural land usage.....	_____
10.) Forested land.....	_____
11.) Industrial park, factory.....	_____
12.) Recreational usages:	X
a. Park or recreational area, State Natural Area.....	_____
b. Wildlife refuge or wildlife management area.....	_____
13.) Waterway:	
a. Lake.....	_____
b. Pond.....	_____
c. River.....	X
d. Stream.....	_____
e. Spring.....	_____
14.) Railroad Crossings.....	X
	_____
15.) Location coordinated with local officials.....	_____
16.) Other.....	_____

# TENNESSEE DEPARTMENT OF TRANSPORTATION

## DESIGN CRITERIA FOR LOCATION AND DESIGN PHASE

ROUTE:	State Route 128	OPTION:	A	SECTION:	1/2
REGION:	4	COUNTY:	HARDIN		
LOCATION:	From: State Route 57				
	To: State Route 226				

	20	11	ADT	7,030-7,060
	20	31	ADT	10,220-10,260
PERCENT TRUCKS	10%			
DHV (10%)	1,016			
FUNCTIONAL CLASSIFICATION	arterial			
MINIMUM DESIGN SPEED	45 MPH			
ACCESS CONTROL	none			
MAXIMUM CURVE	7° 45'(S.E.=0.04)			
MAXIMUM GRADE	6%			
MINIMUM STOPPING SIGHT DISTANCE	360'			
SURFACE WIDTH	2 @ 24'			
NUMBER OF LANES	4			
USEABLE SHOULDER WIDTH	2 @ 12'			
MEDIAN WIDTH	14'/48'			
MINIMUM RIGHT-OF-WAY	200'/250'			
SIGNALIZATION	none			

REMARKS: \* Easements will be required outside of right-of-way.

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**DATA TABLE  
State Route 128  
Hardin County**

**No Build**  
From: SR-57  
To: SR-226

**EXISTING CONDITIONS**

**Item**

<b>Functional Class</b>	<b>Rural Minor Arterial</b>
<b>System Class</b>	<b>STP</b>
<b>Length – Miles/Feet</b>	<b>6.54 ± / 34,531±</b>
<b>Cross Section Feet</b>	<b>22/26/100</b>
<b>Present AADT ( 2011 )</b>	<b>7,060</b>
<b>Projected Future AADT ( 2031 )</b>	<b>10,260</b>
<b>Percent Trucks</b>	<b>10 %</b>



**Existing State Route 128**

**DATA TABLE  
State Route 128  
Hardin County**

**OPTION 1**

**From: SR-57**

**To: SR-226**

**PROPOSED**

**section 1**

**section 2**

**Item**

<b>Functional Class</b>	<b>Rural Minor Arterial</b>	<b>Rural Minor Arterial</b>
<b>System Class</b>	<b>STP</b>	<b>STP</b>
<b>Length – Miles/Feet</b>	<b>4.32± / 22,809</b>	<b>3.44 ± / 18,163±</b>
<b>Cross Section Feet</b>	<b>48/72/200</b>	<b>48/120/250</b>
<b>Present AADT ( 2011 )</b>	<b>10,140</b>	<b>6,720</b>
<b>Projected Future AADT ( 2031 )</b>	<b>14,200</b>	<b>9,900</b>
<b>Percent Trucks</b>	<b>10%</b>	<b>10%</b>
<b>*Estimated Right-of-Way Acquisition (Acres)</b>	<b>85.3±</b>	<b>89.3 ±</b>
<b>Estimated Business Displacements</b>		
<b>Estimated Right-of-Way Cost</b>	<b>\$2,476,000</b>	<b>\$13,143,000</b>
<b>Estimated Utility Cost Reimbursable</b>		
<b>Estimated Utility Cost Non-Reimbursable</b>	<b>\$6,769,600</b>	<b>\$2,857,000</b>
<b>Estimated Construction Cost</b>	<b>\$237,245,000</b>	<b>\$20,340,000</b>
<b>Estimated Preliminary Engineering Cost</b>	<b>\$16,250,000</b>	<b>\$1,395,000</b>
<b>Total Estimated Cost</b>	<b>\$262,740,600</b>	<b>\$37,735,300</b>

\*Slope or construction easements may be required outside of R.O.W.

<b>EST. COST DATA SHEET</b> <b>SR-128, Hardin County</b>		
PROJECT: From State Route 57 to Pyburn Road LENGTH: 4.32± CROSS SECTION: 48/72/200		
<b><u>Right-of-Way</u></b>	<b>EST. RIGHT-OF-WAY COST</b>	2,476,000
		<b>\$2,476,000</b>
<b><u>Utility Relocation</u></b>	Reimbursable Non-Reimbursable	\$6,769,600
	<b>EST. ADJUSTMENT COST</b>	<b>\$6,769,600</b>
<b><u>Construction</u></b>		
Clearing and Grubbing		\$380,000
Earthwork		\$23,795,000
Pavement Removal		\$0
Drainage		\$2,070,000
Structures		\$107,775,000
Railroad Crossing or Separation		\$0
Paving		\$2,760,000
Retaining Walls		\$0
Maintenance of Traffic		\$40,000
Topsoil		\$35,000
Seeding		\$25,000
Sodding		\$10,000
Signing		\$20,000
Lighting		\$0
Signalization		\$0
Fence		\$0
Guardrail		\$110,000
Rip Rap or Slop Protection		\$10,000
Other Construction Items (15%)		\$20,555,000
Mobilization		\$4,910,000
10% Engineering and Contingencies		\$16,250,000
6% X 5 years = 30%		\$58,500,000
	<b>EST. CONSTRUCTION COST</b>	<b>\$237,245,000</b>
Preliminary Engineering (10%)		\$16,250,000
	<b>EST. SECTION COST</b>	<b>\$262,740,600</b>

<b>EST. COST DATA SHEET</b> <b>SR-128, Hardin County</b>		
PROJECT: from Pyburn Road to SR226 (Airport Road) LENGTH: 3.44± CROSS SECTION: 48/120/250		
<b>Right-of-Way</b>	<b>EST. RIGHT-OF-WAY COST</b>	13,143,000
		<b>\$13,143,000</b>
<b>Utility Relocation</b>	Reimbursable Non-Reimbursable	\$2,857,300
	<b>EST. ADJUSTMENT COST</b>	<b>\$2,857,300</b>
<b>Construction</b>		
Clearing and Grubbing		\$315,000
Earthwork		\$4,230,000
Pavement Removal		\$145,000
Drainage		\$1,450,000
Structures		\$795,000
Railroad Crossing or Separation		\$0
Paving		\$4,105,000
Retaining Walls		\$0
Maintenance of Traffic		\$170,000
Topsoil		\$50,000
Seeding		\$35,000
Sodding		\$15,000
Signing		\$15,000
Lighting		\$0
Signalization		\$0
Fence		\$0
Guardrail		\$240,000
Rip Rap or Slop Protection		\$70,000
Other Construction Items (15%)		\$1,745,000
Mobilization		\$550,000
10% Engineering and Contingencies		\$1,395,000
6% X 5 years = 30%		\$5,015,000
	<b>EST. CONSTRUCTION COST</b>	<b>\$20,340,000</b>
Preliminary Engineering (10%)		\$1,395,000
	<b>EST. SECTION COST</b>	<b>\$37,735,300</b>

Index Of Sheets

SHEET NO.	DESCRIPTION
1	..... TITLE SHEET
2	..... TYPICAL SECTION
3-19	..... PROPOSED LAYOUT

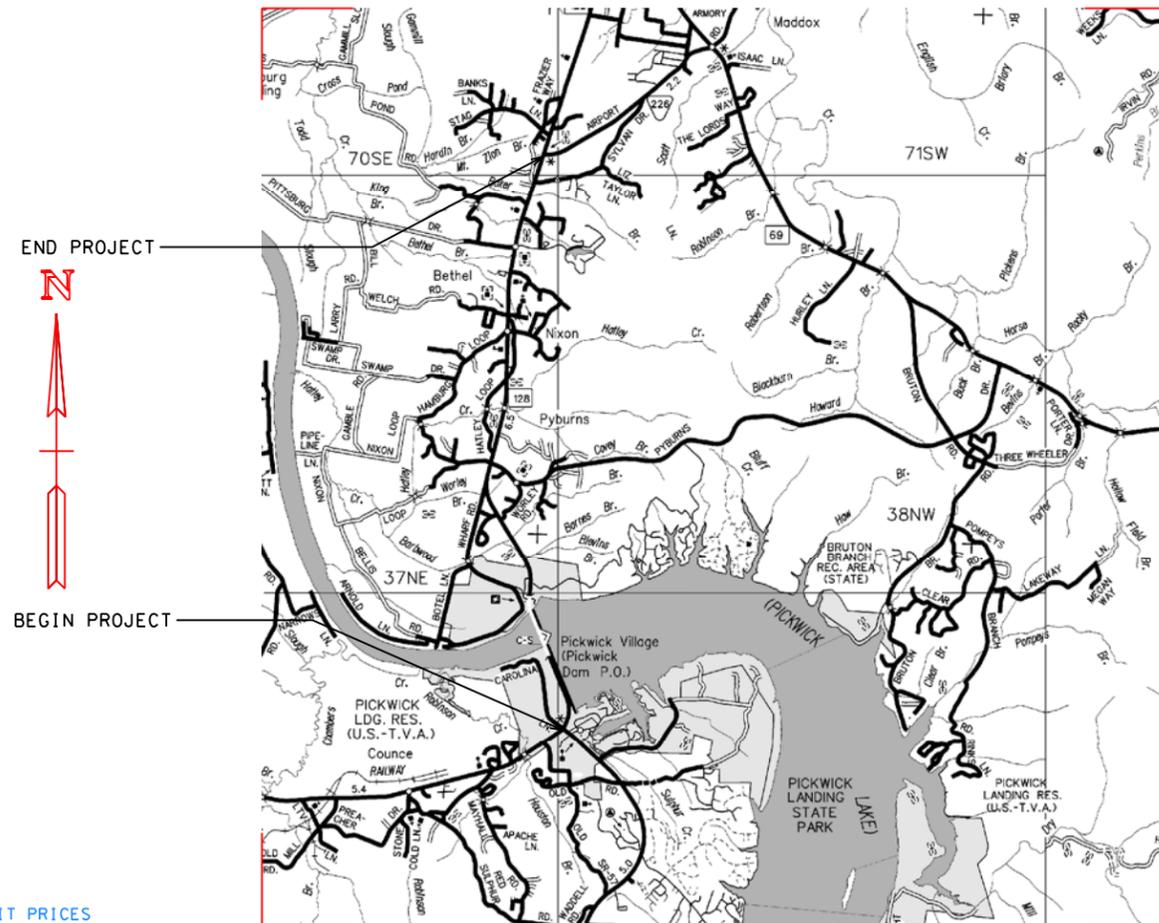
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENGINEERING

HARDIN COUNTY

FROM S.R. 57 TO S.R. 226

STATE HIGHWAY NO. 128 F.A.H.S. NO.

TENN.	YEAR	SHEET NO.
	2007	1
FED. AID PROJ. NO.		
STATE PROJ. NO.		



SCALE: 1" = 1 MILE

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 MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

DESIGNER C.L. TILLEY CHECKED BY DUDLEY DANIEL

APPROVED: \_\_\_\_\_  
CHIEF ENGINEER

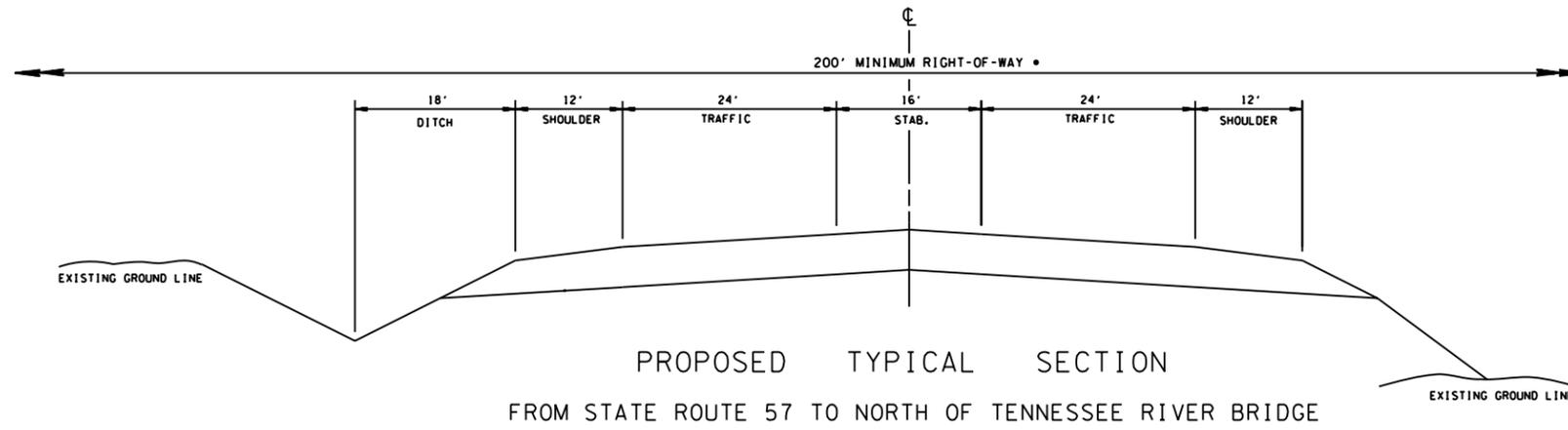
DATE: \_\_\_\_\_

APPROVED: \_\_\_\_\_  
COMMISSIONER

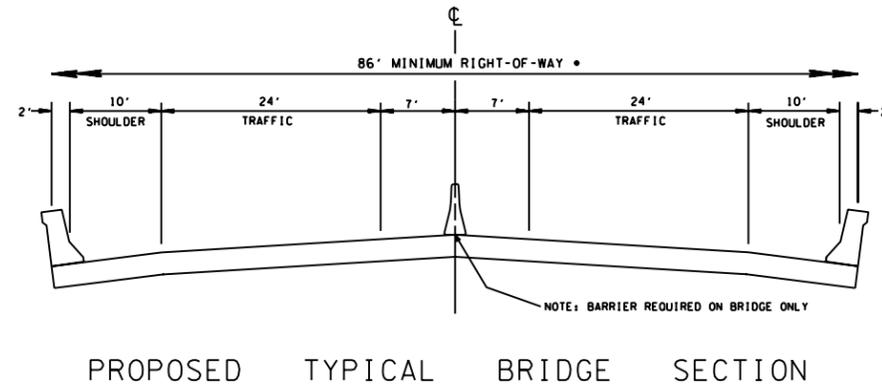
U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: \_\_\_\_\_  
DIVISION ADMINISTRATOR DATE

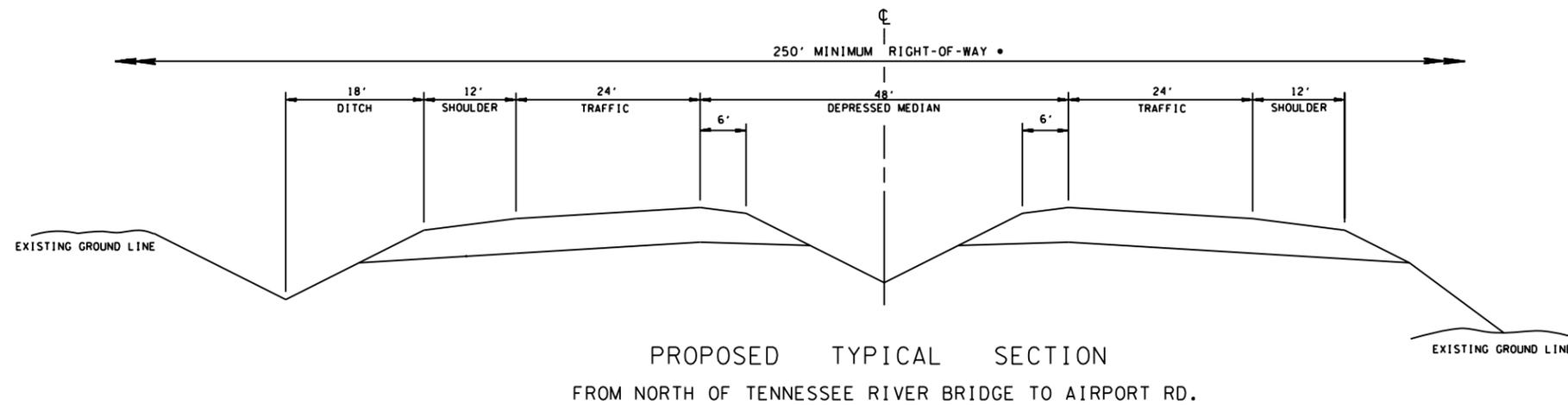
TYPE	YEAR	PROJECT NO.	SHEET NO.
			2



\* FOR ESTIMATING PURPOSES ONLY.  
 ACTUAL RIGHT-OF-WAY WILL BE  
 THAT WHICH IS REQUIRED FOR  
 CONSTRUCTION OF PROJECT.



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 CONSTRUCTION OF PROJECT.

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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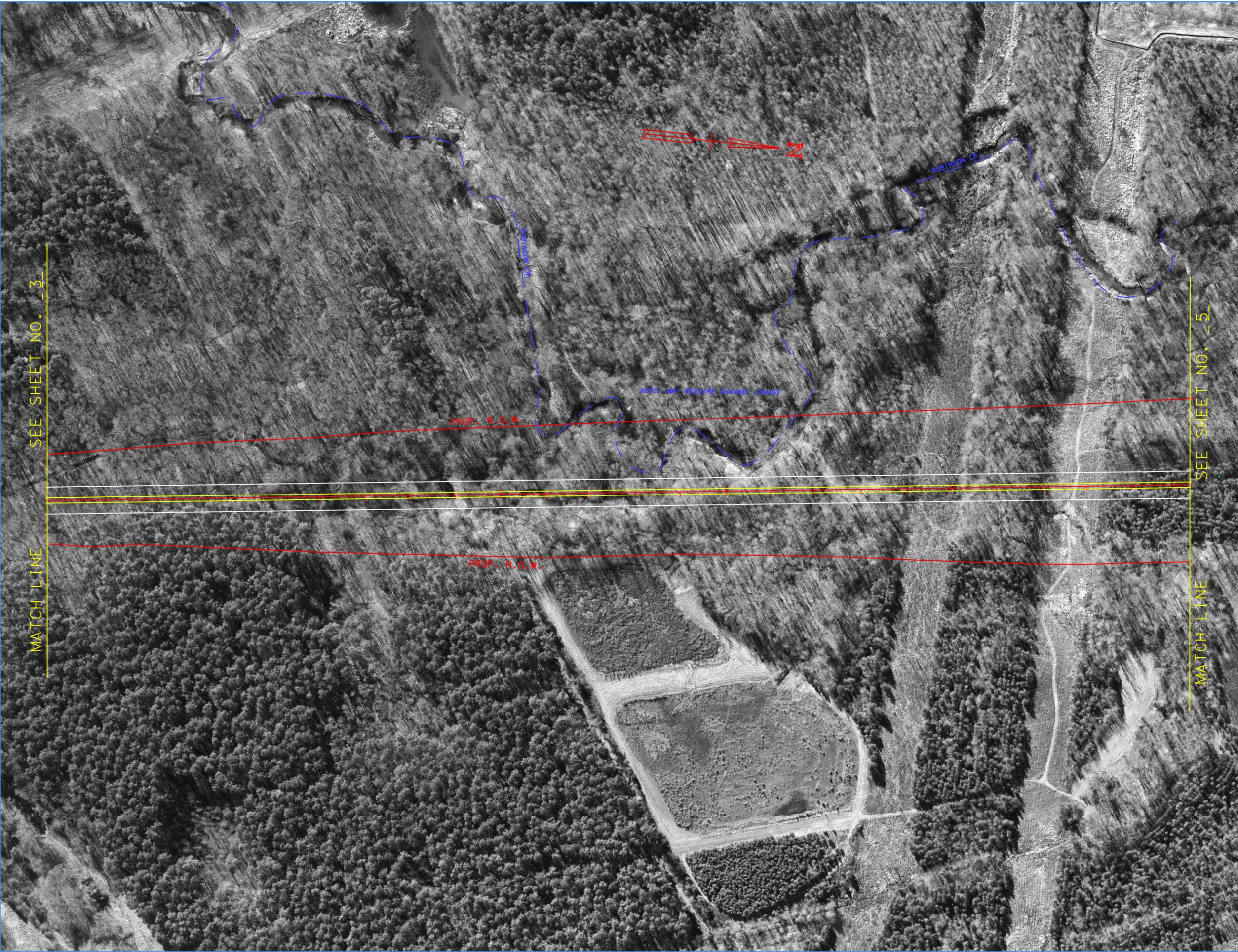


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TYPE	YEAR	PROJECT NO.	SHEET NO.
			4

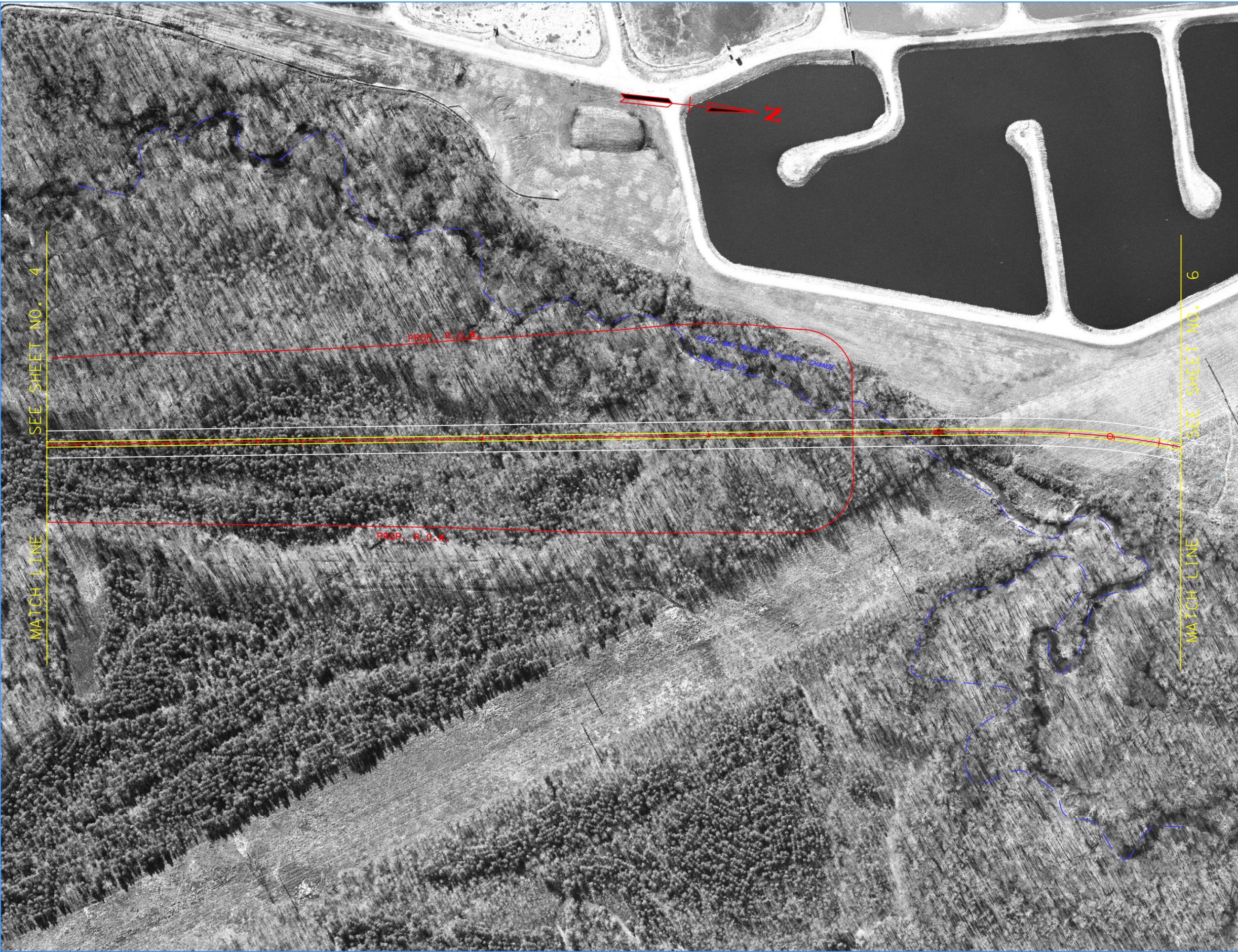
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TYPE	YEAR	PROJECT NO.	SHEET NO.
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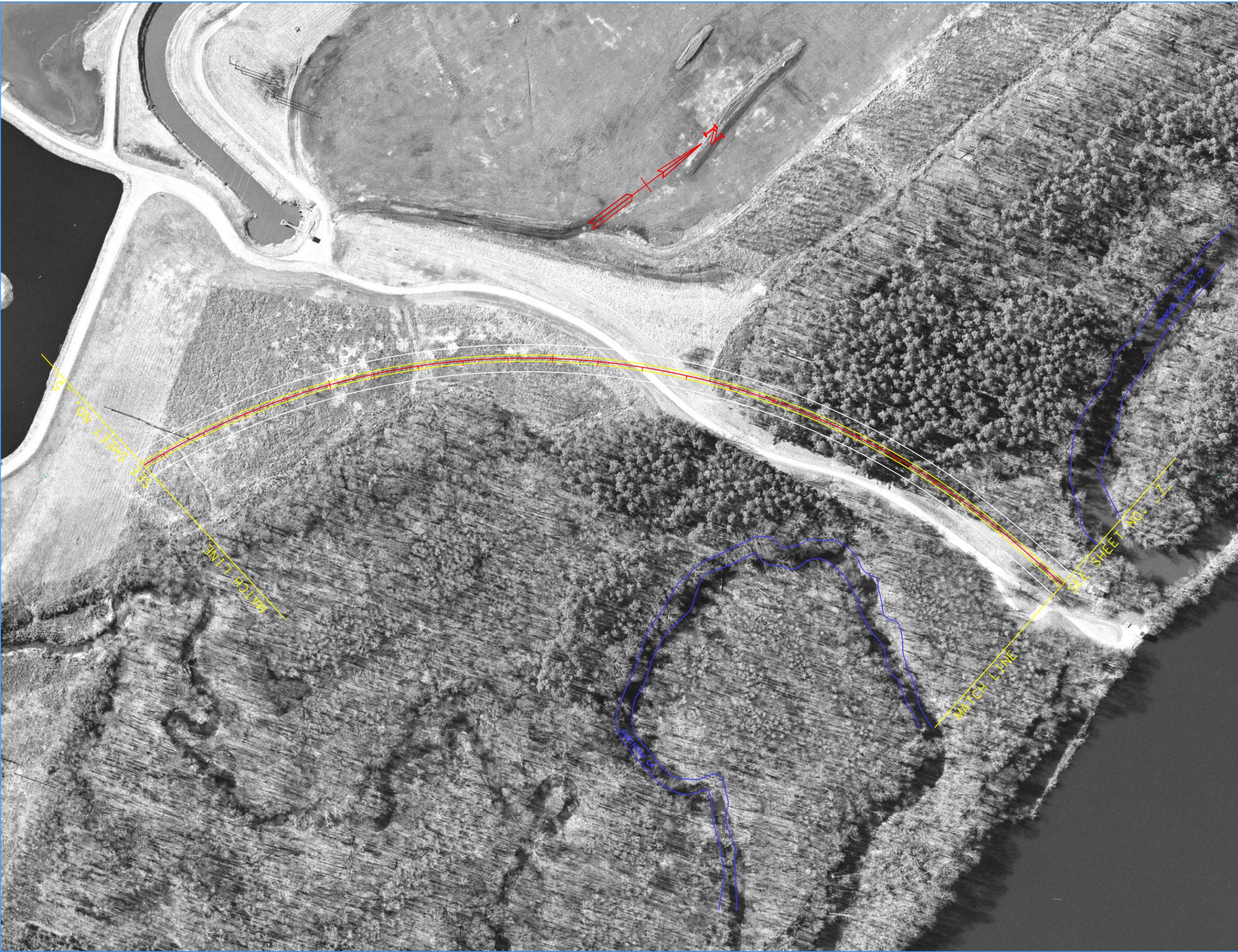
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TYPE	YEAR	PROJECT NO.	SHEET NO.
			6

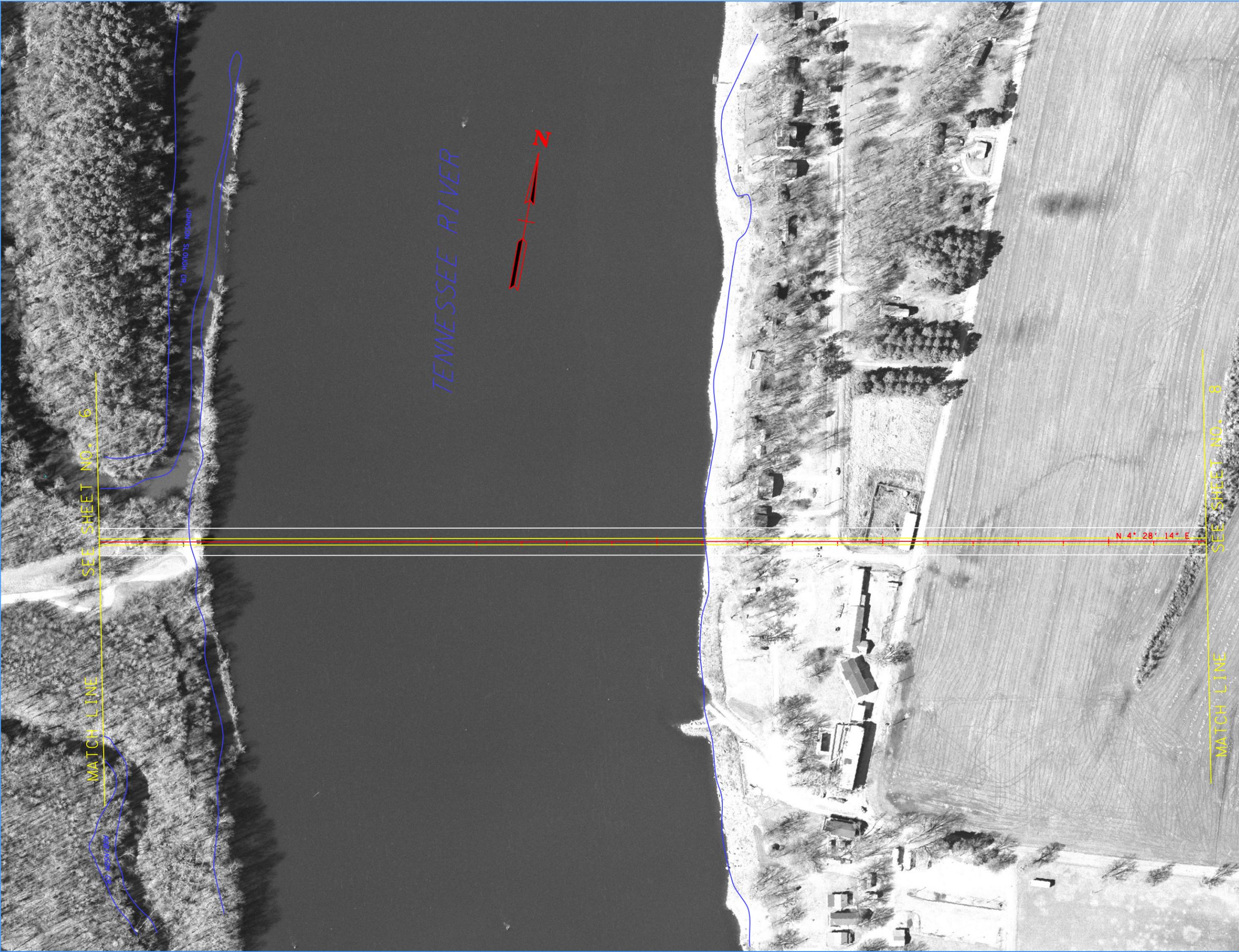


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TYPE	YEAR	PROJECT NO.	SHEET NO.
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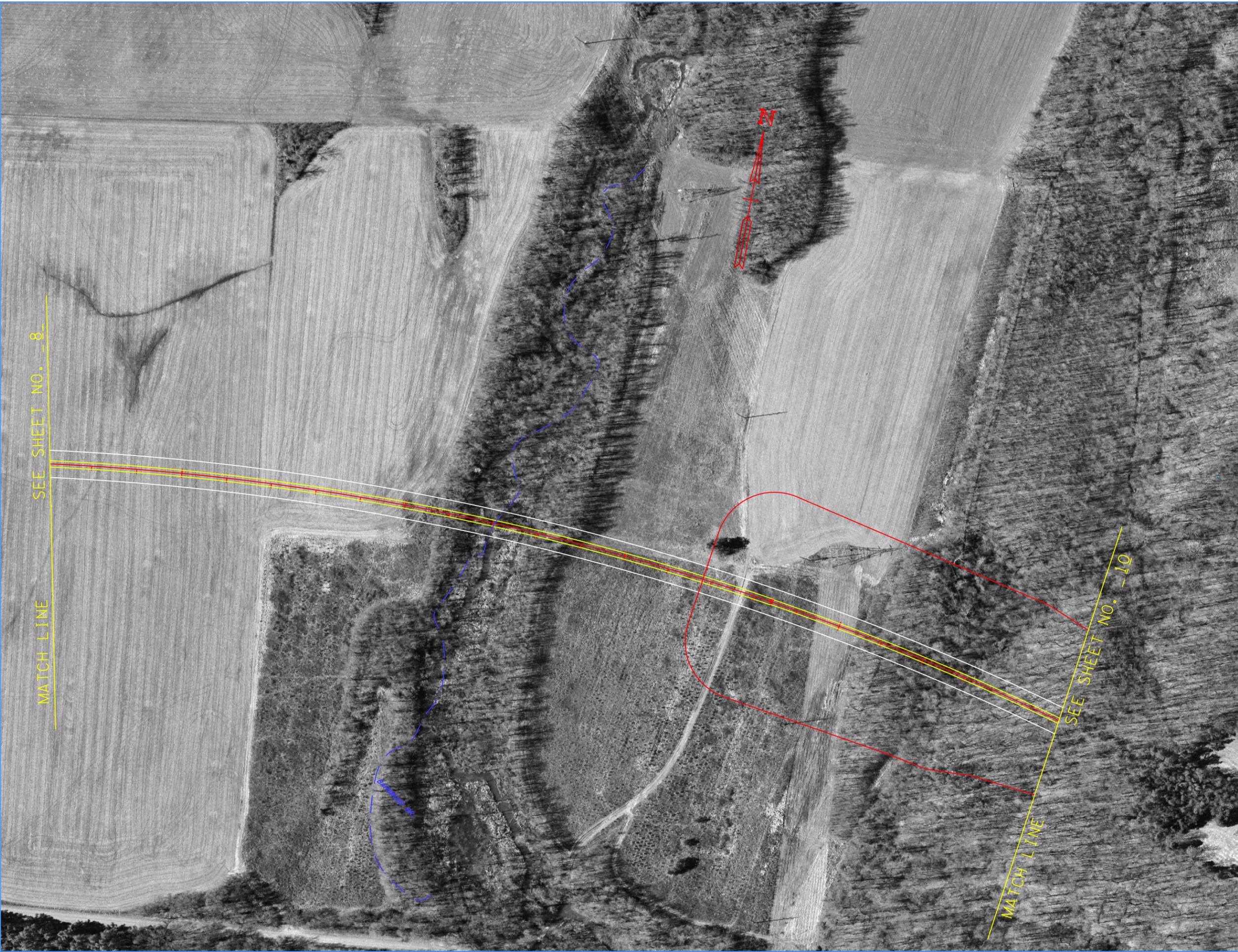


TYPE	YEAR	PROJECT NO.	SHEET NO.
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TYPE	YEAR	PROJECT NO.	SHEET NO.
			9

MATCH LINE SEE SHEET NO. -- 8

SEE SHEET NO. -- 10

MATCH LINE



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TYPE	YEAR	PROJECT NO.	SHEET NO.
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TYPE	YEAR	PROJECT NO.	SHEET NO.
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TYPE	YEAR	PROJECT NO.	SHEET NO.
			12



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TYPE	YEAR	PROJECT NO.	SHEET NO.
			13

0 100 200

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TYPE	YEAR	PROJECT NO.	SHEET NO.
			14

0 100 200

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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TYPE	YEAR	PROJECT NO.	SHEET NO.
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TYPE	YEAR	PROJECT NO.	SHEET NO.
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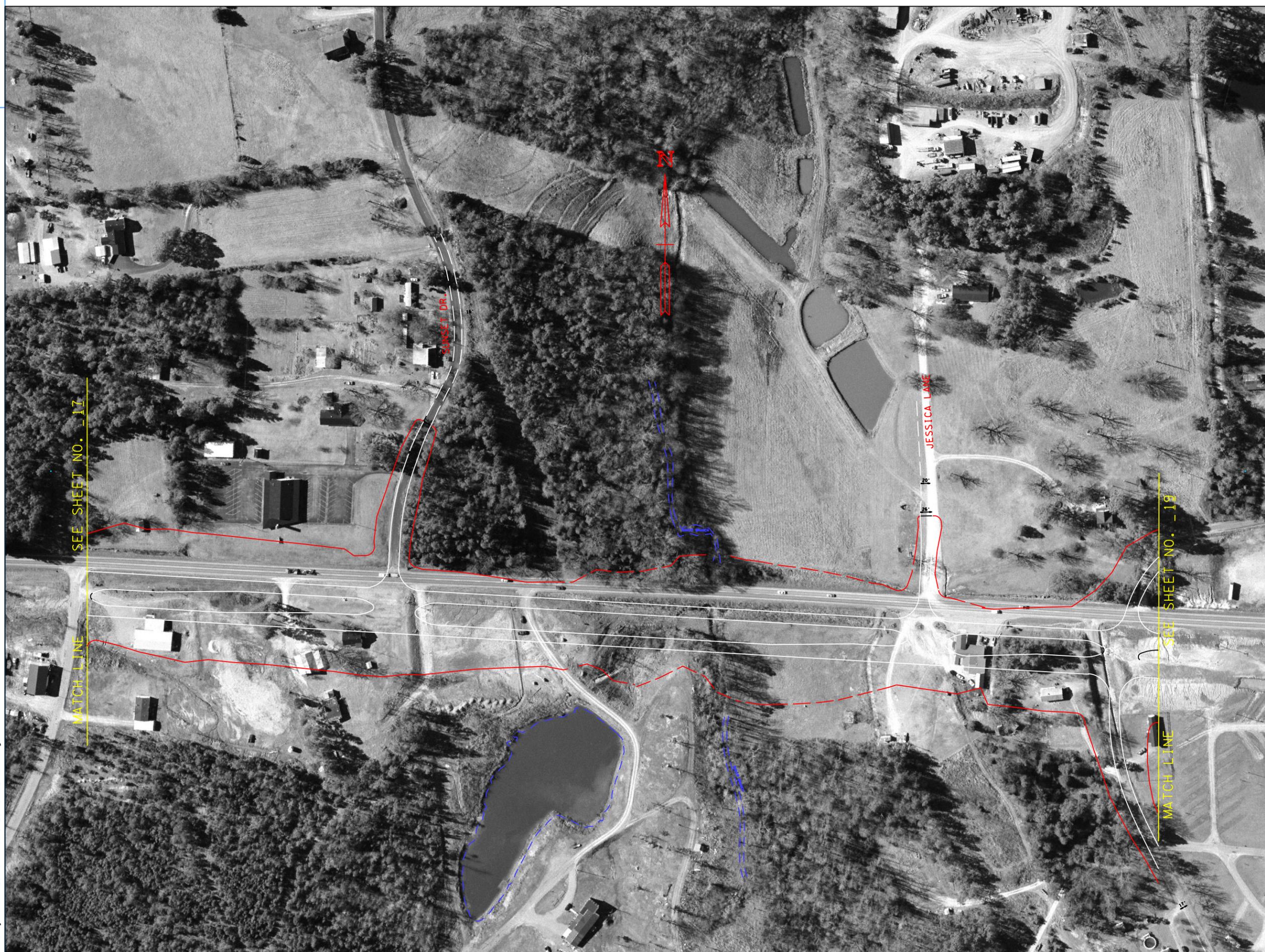
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TYPE	YEAR	PROJECT NO.	SHEET NO.
			18



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TYPE	YEAR	PROJECT NO.	SHEET NO.
			19



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