TRANSPORTATION PLANNING REPORT

STATE ROUTE 64
FROM US 31A (SR11/271) NEAR LEWISBURG
TO SR 10 (US 231) IN SHELBYVILLE,
MARSHALL / BEDFORD COUNTIES
PIN 112890.00

PREPARED BY PALMER ENGINEERING
FOR THE SOUTH CENTRAL EAST RURAL PLANNING ORGANIZATION
AND THE
TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION

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

EXECUTIVE SUMMARY

This Transportation Planning Report (TPR) studied approximately 15.19 miles of State Route (SR) 64 from US 31A (SR 11/SR 271) in the Lewisburg area of Marshall County to SR 10 (US 231) in Shelbyville, Bedford County. The South Central East Rural Planning Organization (RPO) requested this study be performed for the 15.19 mile segment as part of a major east-west arterial that extends from Interstate 65 in Maury County, along SR 50, US 31A (SR 11), and SR 64 to US 231 (SR 10) in Shelbyville in Bedford County.

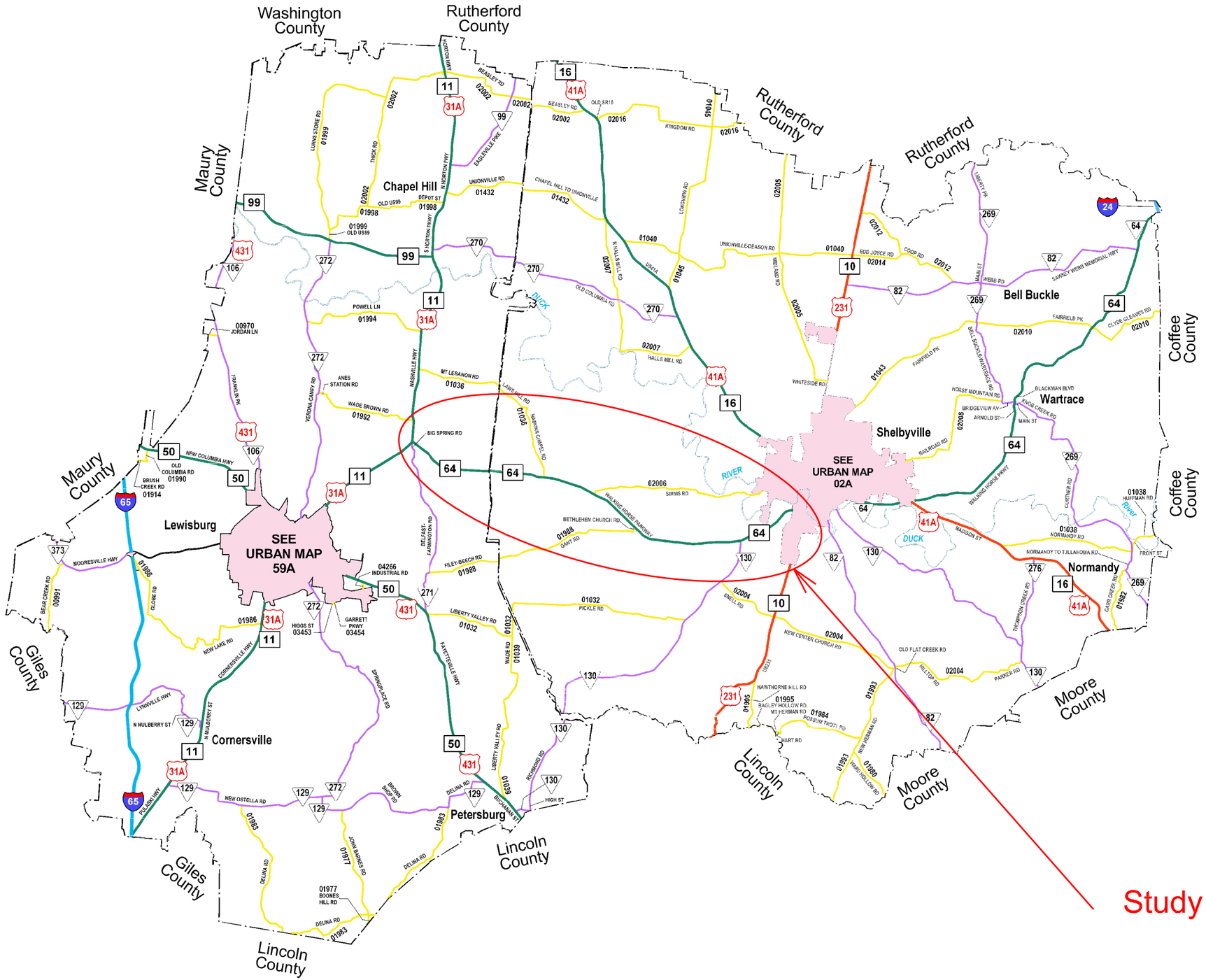
Purpose and Need

The purpose of the proposed improvements for this study corridor is to provide a transportation facility that enhances mobility within the region, supports economic development, improves safety, better provides for alternative modes of transportation. This section would also provide these counties with an improved highway connection between Interstate 65 and Interstate 24. Information provided in the Preliminary Purpose and Needs Statement identified deficiencies within a twenty five (25) year planning horizon, which is expects the roadway to have a capacity deficiency within the years 2018-2022.

Four (4) options for improvement were developed. These options and their estimated costs are listed below:

Options Studied	**Estimated Cost**
Option 1 – No-Build	$ 0
Option 2 – Four (4) Lane Divided and Five (5) Lane Section for the entire Study Area with a North Bypass at the Wheel Community	$97,132,000
Option 3 – Shoulder Widening With Three (3) Lane Section Through the Wheel Community	$27,289,000
Option 4 - Spot Improvements	
4.1 – Left Turn Lane at Highway 40 Intersection	$ 578,000
4.2 – Center Turn Lane from Haskins Chapel Road To Whitaker Road	$ 1,935,000
4.3 – Left Turn Lane at Bethlehem Church Road Intersection	$ 621,000
4.4 – Left Turn Lane at SR 130 Intersection	$ 753,000
Total Option 4	$ 3,887,000

SR 64, From US 31A (SR 11) in Lewisburg, Marshall County
To SR 10 in Shelbyville, Bedford County



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APPENDIX

1.0 PROJECT HISTORY AND BACKGROUND INFORMATION

1.1 Project History

This Transportation Planning Report (TPR) will evaluate various options for improving State Route (SR) 64, from US 31A (SR 11/SR 271) in the Lewisburg area of Marshall County to SR 10 (US 231) in Shelbyville, Bedford County. The South Central East Rural Planning Organization (RPO) requested the study of this 15.19 mile segment as part of a major east-west arterial that extends from Interstate 65 in Maury County, along SR 50, US 31A (SR 11), and SR 64 to US 231 (SR 10) in Shelbyville in Bedford County.

This segment of SR 64 under review is designated as the "Tennessee Walking Horse Parkway" and has several horse and agricultural facilities located along the route. In addition, this serves as the major east-west transportation corridor for Marshall and Bedford Counties and is utilized by a large amount of truck traffic as evidenced by the percent of trucks. The design year (2034) overall average annual daily traffic (AADT) is 13,000 and the percentage of trucks is approximately twelve (12) percent on SR 64 within the study area. Improvements to this facility are supported by officials of both Marshall and Bedford Counties.

The Long Range Planning Division conducted a Needs Assessment Study for SR 50/US 31A (SR 11)/SR 64, from I-65 in Maury County to SR 10, Shelbyville in Bedford County, a distance of 28.43 miles. SR 64, from US 31A (SR 11) in Marshall County to SR 130 in Bedford County, a distance of 12.67 miles, is a portion of the extended corridor.

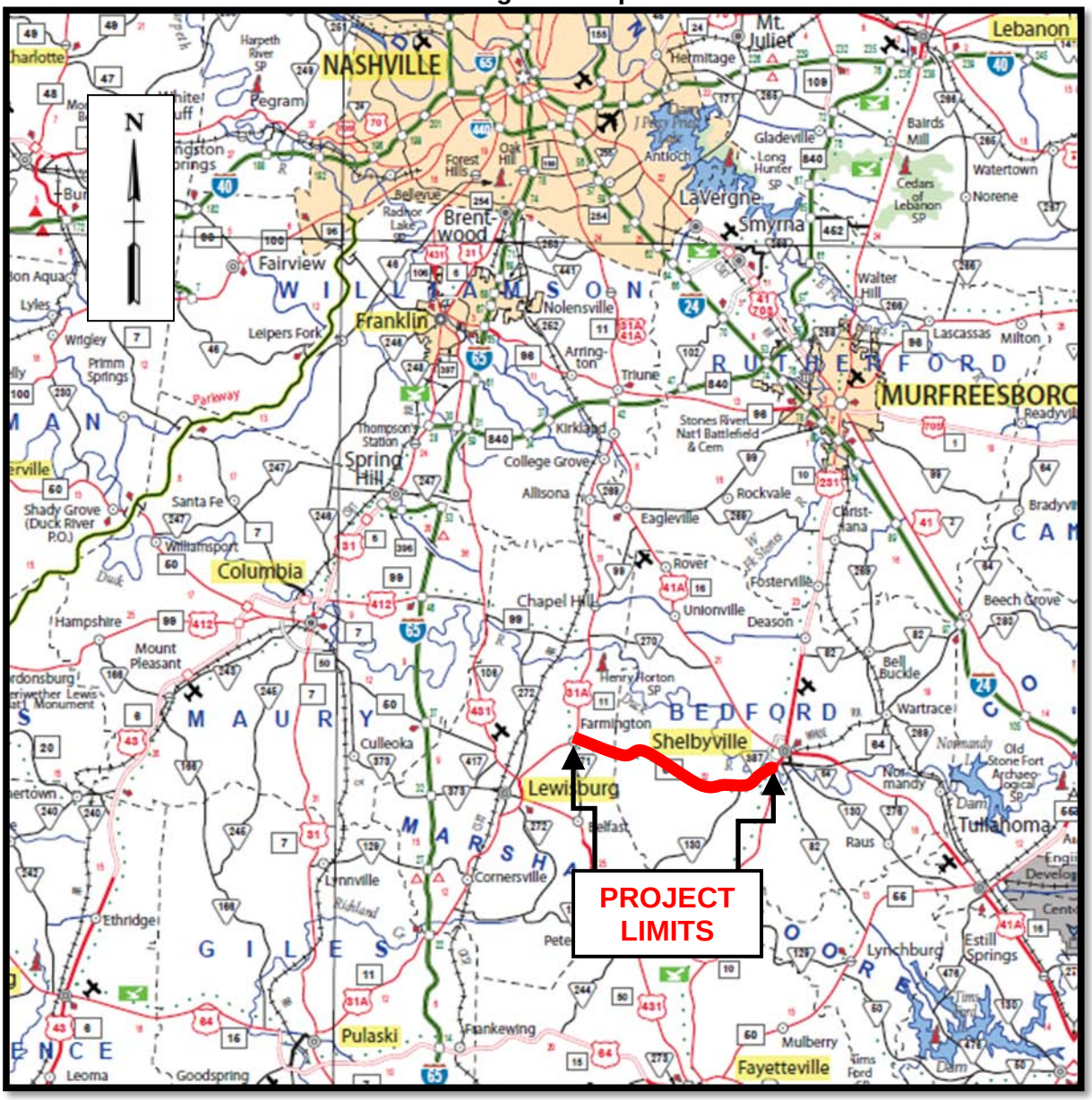
A feasibility study completed in 2005 analyzed the feasibility and the estimated cost of reconstructing SR 50, SR 11, SR 64, and SR 10 to provide a four (4) lane highway connection between Columbia and Shelbyville. The study examined the use of both existing and new alignments, including a bypass connecting SR 50 and SR 64 north of Lewisburg.

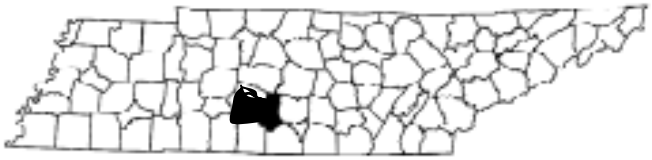
1.2 Description of Study Area

The limits of this TPR cover a distance of approximately 15.19 miles and extends from US 31A (SR 11) in Lewisburg, Marshall County to SR 10 (US 231) in Shelbyville, Bedford County. **Exhibit 1.2.1** presents a larger, regional view of the study area, while **Exhibit 1.2.2** presents a more localized view of the study area (in red).

During the study, it was determined that a portion of the proposed Shelbyville By-Pass (SR 437) could potentially connect to SR 64 on the eastern end of this study area. The connection potentially exists to the north of the existing connection with SR 130. Funding for a SR 437 project is not proposed in the 2008-2011 State Transportation Improvement Program (STIP). Included in the Appendix are maps and layouts that depict the proposed location of the Shelbyville By-Pass (SR 437). This information was provided by TDOT Project Planning Division personnel and is being provided as a part of this report to ensure that users are aware of this potential improvement that would have a direct impact to the proposed corridor improvements that are included in this study. Currently, SR 64 from US 31A (SR 11) in Lewisburg, Marshall County to SR 10 (US 231) in Shelbyville, Bedford County is not scheduled for any improvements.

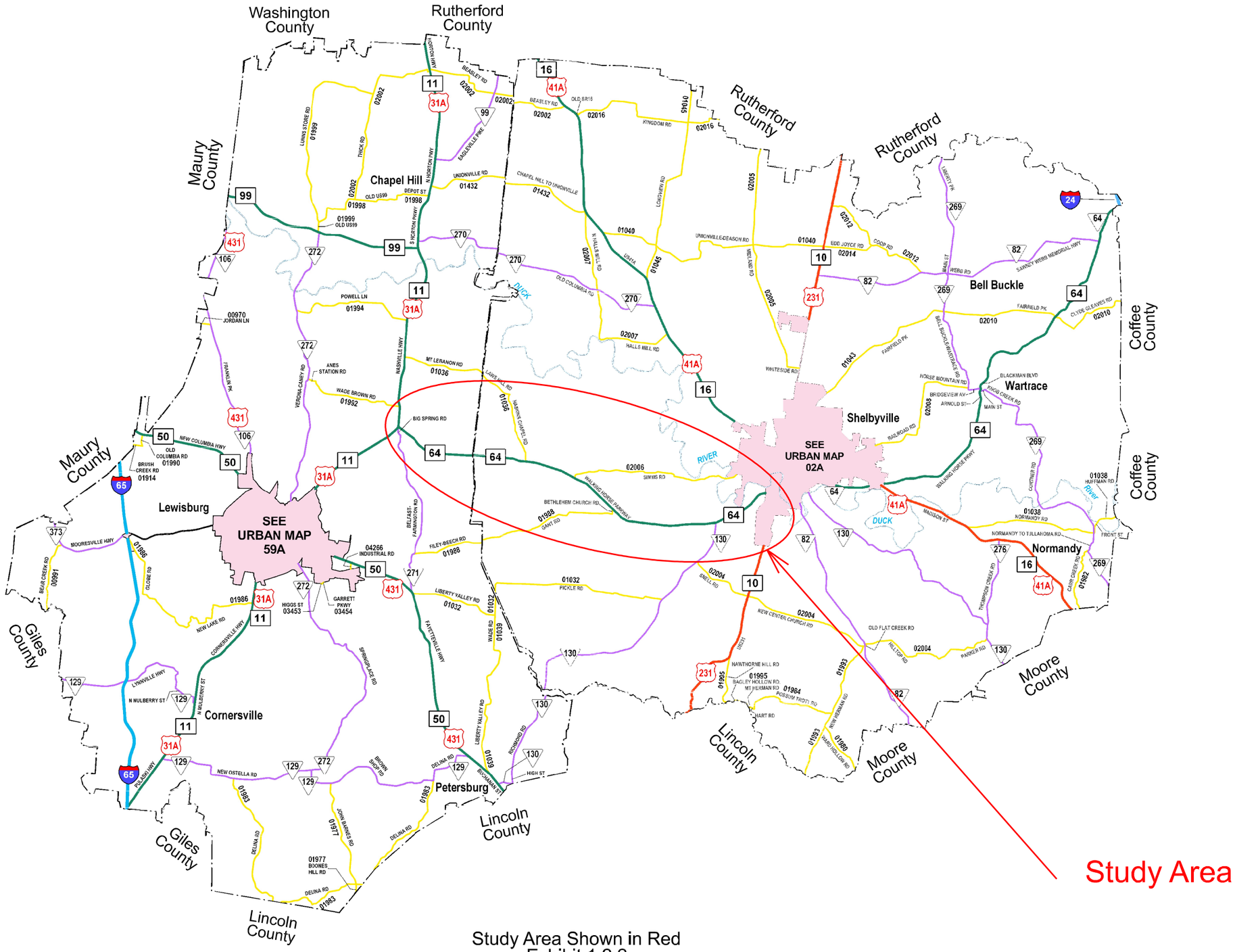
Regional Map





Marshall and Bedford Counties (shaded)

SR 64, From US 31A (SR 11) in Lewisburg, Marshall County
To SR 10 in Shelbyville, Bedford County



Study Area Shown in Red
Exhibit 1.2.2

1.3 Traffic

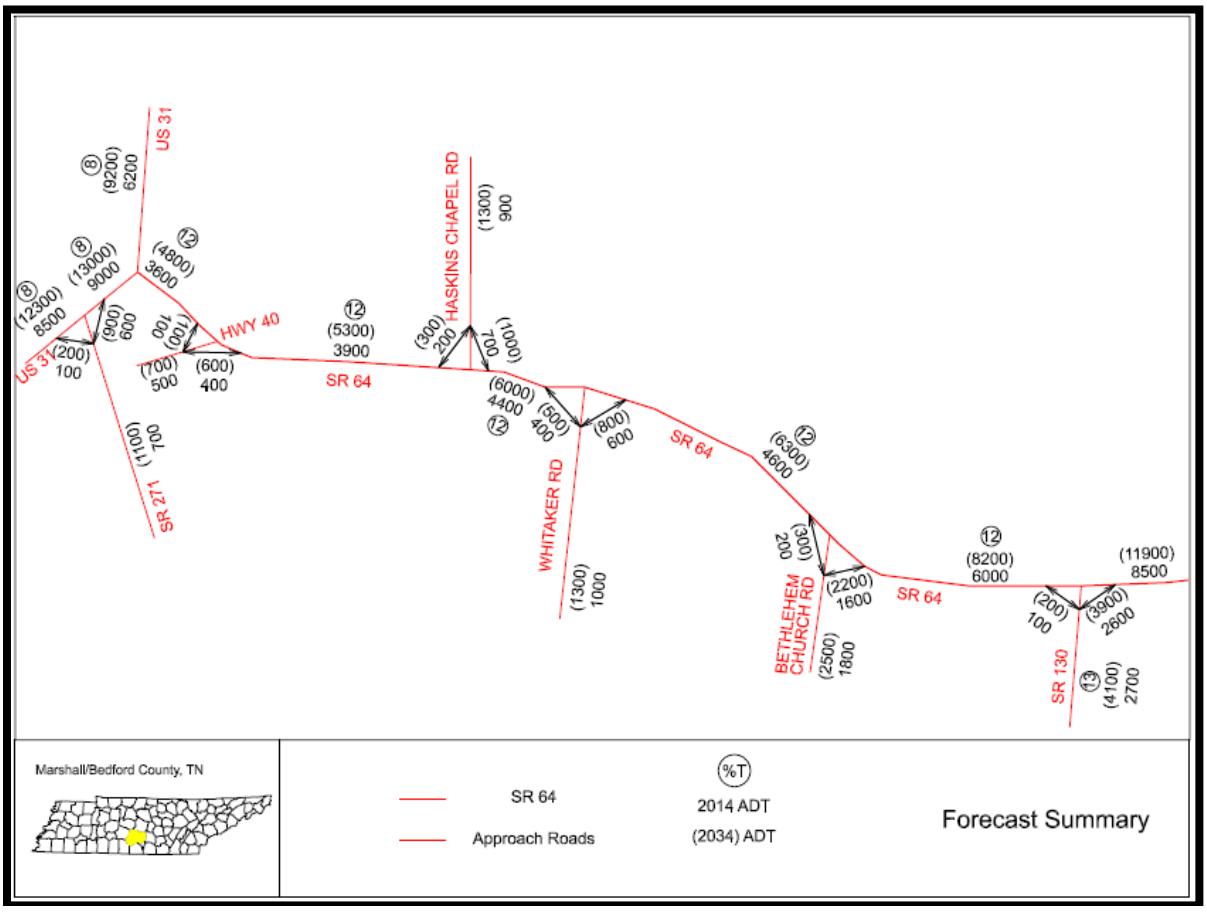
The original traffic counts and forecasts were conducted at two (2) locations on Wednesday, July 22 and Thursday, July 23, 2009 between 6:00 – 9:00 AM, 11:00AM – 1:00 PM, and 3:00 – 6:00 PM. Location 1 was the intersection of SR 64 and US 31A in Marshall County. Location 2 was the intersection of SR 64 and SR 130 in Bedford County. As a result of comments received at the stakeholders meeting and field review, an additional count was requested and performed on Wednesday, February 10 and Thursday, February 18, 2010 between 6:00 – 9:00 AM, 11:00AM – 1:00 PM, and 3:00 – 6:00 PM for the following intersections:

- SR 64 and Highway 40
- SR 64 and Haskins Chapel Road
- SR 64 and Whitaker Road
- SR 64 and Bethlehem Church Road

After these counts were performed, the limits of the study corridor were extended to include a logical eastern termini of SR 10 (US 231) in Shelbyville. No additional counts were conducted in this approximate 2.52 mile section.

The annual average daily traffic (AADT) volumes are expressed in vehicles per day (VPD) and were forecast for the years 2014 and 2034. A summary of the traffic forecast for this study area is shown in **Exhibit 1.3.1**.

Exhibit 1.3.1 Traffic Forecasts



Level of Service (LOS) was used as the measure of effectiveness for each roadway segment. According to the Highway Capacity Manual, the level of service is defined in terms of delay. Delay results in driver discomfort, frustration, fuel consumption, and lost travel time. Delay is caused by a number of factors including traffic signal timing, geometrics, traffic congestion, and crashes at an intersection. Level of Service is based on a grade scale from A to F with A being excellent and F being failure. A Level of Service C is desirable, and D is acceptable in an urban setting. Table 1.3.1 describes the conditions at each level of service per the Highway Capacity Manual (HCM).

Table 1.3.1 Level of Service Descriptions

LOS A	Free flow conditions. Vehicle operations are virtually unaffected by other vehicles. Easy to maneuver through traffic stream. Minor disruptions do not create a change in travel speed.
LOS B	Free flow conditions but other vehicles become noticeable. Travel speeds are similar to LOS A but driver has less maneuverability. Minor disruptions are easily absorbed.
LOS C	Driver maneuverability through traffic stream is affected by other vehicles. Minor disruptions can result in serious service deterioration and queues.
LOS D	Traffic congestion severely restricts driver maneuverability. Increasing volume results in a reduced travel speed.
LOS E	Operations at or near capacity. Disruptions often create queues and cause service to deteriorate to LOS F.
LOS F	Traffic flow becomes forced or breaks down. Vehicles arrive at a greater rate than which they are discharged or the demand exceeds the capacity. Queues form from the breakdowns, with vehicles experiencing brief periods of movement followed by stoppages.

Traffic volumes from the approved SR 64 Traffic Forecast Report were used to analyze each roadway segment. Analysis was completed using HCS+, a standard analysis tool, which uses HCM methodologies to evaluate roadway corridors. Table 1.3.2 summarizes the LOS results for the No Build conditions, the improvements to the existing two (2) lane corridor, and for the four (4) lane highway conditions. The analysis files can be found in the appendix of this report.

Table 1.3.2 LOS Analysis

Segment	Level of Service (LOS)					
	No Build		2 Lane		4 Lane	
	2014	2034	2014	2034	2014	2034
US 31 to Hwy 40	B	B	B	B	A	A
Hwy 40 to Bedford County Line	B	B	B	B	A	A
Bedford County Line to Haskins Chapel Road	B	B	B	B	A	A
Haskins Chapel Road to Whitaker Road	B	B	B	B	A	A
Whitaker Road to Bethlehem Church Road	B	B	B	B	A	A
Bethlehem Church Road to SR 130	B	C	B	C	A	A

Based on the LOS analyses for SR 64, all roadway segments between US 31 and SR 130 are currently operating at an acceptable LOS with no capacity deficiencies, as well as into the design year (2034).

1.4 Existing Roadway Conditions

The State Route 64 study corridor begins in Marshall County at the intersection with US 31A (SR 11) which has a corresponding county log mile (LM) of 0.00 and continues to the Bedford County line at LM 3.03. From the Bedford County line at LM 0.00, the study corridor continues to the intersection with SR 10 (US 2331) at LM 12.16. The total length of the two (2) segments of the study corridor is 15.19 miles. Existing SR 64, within the study corridor, is a two (2) lane, two (2) way, non-access controlled roadway and is classified as a rural minor arterial. The posted speed limit throughout the corridor is 55 MPH.

The entire study corridor is classified as a two (2) lane rural minor arterial road with rolling terrain. Within Marshall County there are two (2) twelve (12) foot travel lanes with eight (8) foot paved shoulders and one hundred (100) foot of right of way. The segment of the corridor within Bedford County consists of two (2) twelve (12) foot travel lanes with five (5) foot or less paved shoulders and sixty (60) foot of right of way. The surrounding land use along the entire study corridor is primarily rural.

The following discussion includes the approximate LM location as well as a general description of the area. By including the LM, it provides a quick reference to TDOT information, such as the Tennessee Roadway Information System (TRIMS), to review additional information such as roadway features or crash data.

<u>SR 64/US 31A (SR 11) Intersection Area (LM 0.00 to LM 0.03)</u>

State Route 64 terminates at the junction with US 31A (SR 11) with a “T” intersection at approximate ninety (90) degree angles. During the discussion with county officials concerning this location, they indicated there have been numerous vehicles, including trucks, traveling west

on SR 64 which have failed to stop. These vehicles leave the roadway and end up in the field adjacent to US 31A (SR 11). Based on crash data for 2005 through 2007, there were only four (4) crashes reported within a half mile radius of this intersection. These are only the reported crashes and do not reflect other crashes that may not have been serious enough to report. At the minimum, advanced warning and intersection termination signing needs improvement at this intersection. There was agreement between those in attendance during the stakeholders field review that lane and shoulder width was sufficient.

Exhibit 1.4.1 – SR 64 at the Intersection with US 31A (SR 11)

View is westbound at the US 31A (SR 11) intersection.

Exhibit 1.4.2 - SR 64 at the Intersection with US 31A (SR 11)

View is eastbound from the US 31A (SR 11) intersection.

Highway 40 Intersection Area (LM 0.93)

Highway 40 intersects State Route 64 at a severe skew (angle). According to local officials, this is a popular shortcut to reach SR 247 traveling to Belfast. There is a sight distance issue for SR 64 westbound traffic approaching this intersection area. Due to the sight distance and the horizontal and vertical curves, there is potential for vehicles turning west from Highway 40 and entering SR 64 westbound traffic to not have sufficient room to merge.

Exhibit 1.4.3 – Highway 40 Intersection with SR 64

View from Highway 40 looking east on SR 64.

SR 64 at the Marshall/Bedford County Line (LM 3.03/LM 0.00)

The entire corridor has twelve (12) foot lane widths. The roadway in Marshall County has eight (8) foot shoulders with approximately one hundred (100) feet of right of way. The roadway in Bedford County has five (5) foot shoulders with approximately sixty (60) feet of right of way. The shoulder width transition begins at the county line and there a few areas where the narrower shoulders do present some safety issues, such as not providing for disabled vehicles to clear the travel lanes. These areas will be identified in section 3.0, Options Analyzed.

Exhibit 1.4.4 – SR 64 at Marshall/Bedford County Line

View of shoulder transition at county line

Wheel Cemetery Area (LM 1.9)

At this location, the roadway is constrained with the Wheel Cemetery on the north and residences on the south. Grave markers indicate that graves are extremely close to the existing slopes and the residences are close to the travel lanes as well. This is another area where roadside safety is reduced due to the shoulder widths not providing sufficient clear zones for disabled vehicles to clear the travel lanes.

Exhibit 1.4.5 – Wheel Cemetery

View of Wheel Cemetery proximity to SR 64.

Haskins Chapel Road to Whitaker Road Area (Bedford County LM 1.96 to LM 2.10)

According to local officials, these two (2) roads in the Wheel Community provide access from neighboring communities to SR 64. In this area, SR 64 is comprised of two (2) twelve (12) foot travel lanes and three (3) to five (5) foot shoulders. Traffic entering SR 64 from either of these roads does not have an area to accelerate and enter the traffic flow on SR 64. In addition, the narrower roadway width through the Wheel Community indicates that consideration should be given to looking at improvements on new location.

Exhibit 1.4.6 – SR 64 at Whitaker Road

View from Whitaker Road to Haskins Chapel Road.

1.5 Crash History

The Tennessee Roadway Information Management System (TRIMS) provides data for locations of crashes, for geometric deficiencies such as narrow lanes (less than eleven (11) feet) and shoulder width (less than six (6) feet for arterials), and for excessive curves and grades, as defined by current design standards. The segment of SR 64 located in Marshall County has sufficient lane width, shoulder width and right of way of one hundred (100) feet. The segment of SR 64 in Bedford County has twelve (12) foot travel lanes, shoulder width of approximately five (5) feet, as well as sixty (60) feet of right of way in a rural land use environment. The narrow shoulders do not provide sufficient clear zones.

Records of vehicle crashes for the three (3) year period 2006 through 2008, were reviewed. The following data is for the entire corridor and is not broken down by county. There were a total of eighty one (81) crashes reported in the three (3) year period. Of these crashes, thirty one (31) involved more than one (1) vehicle. In addition, it is noted that thirty six (36) of these crashes were from vehicles departing the roadway and twenty eight (28) were reported at various intersections along the study area. The actual crash rate for the entire study area in Marshall and Bedford Counties is 1.739 in comparison with the state wide average of 0.190. There was two (2) incapacitating crashes and one (1) fatal crash during the same period.

The review of the crash data and frequency of certain types of crashes enforces some of the observations that have been noted. The number of lane departure crashes suggests that

shoulder width does not provide adequate recovery room for correcting lane departure errors. In addition, edge of pavement indicators, such as rumble striping, provide improvements to these types of roadways. The frequency of crashes that occurred at intersections indicates that spot improvements are a consideration, such as the addition of a third (center) turn lane at various locations along the study area.

1.6 Environmental Considerations

This section of the report discusses various items that should be considered if further planning and development of the study area moves forward in the National Environmental Policy Act (NEPA) planning process. The Tennessee Department of Transportation (TDOT) has introduced an Early Environmental Screening (EES) process for the report study area. By screening the latest available Geographic Information Systems (GIS) environmental data during the early stages of planning, TDOT resource and permitting agencies will be better prepared to anticipate potential environmental issues and mitigation requirements. Additional study and in depth review will be necessary in subsequent phases of the project's development to determine the significance of the impacts to the environment. The EES and Project Scoring for this corridor are shown in the Appendix.

The screening process involves using GIS to assess data as it relates geographically to the study area. There are several layers of data that is screened and these individual layers are reviewed below:

- Archeological/Historical Architecture – A preliminary review of the National Register of Historic Places (NRHP) indicated there were three (3) listed properties within the study area. One (1) of these properties is the Confederate Cemetery Monument in the Farmington Community and is located at approximate county LM 0.95 in Marshall County. **Exhibit 1.6.1** is a photograph of the monument. In addition to the monument there is a small building with a covered area and a parking lot in front that connects to SR 64.

Exhibit 1.6.1 – Confederate Cemetery Monument Property

View of Confederate Cemetery Monument

View of adjacent building from parking lot

The Thomas Montgomery House (**Exhibit 1.6.2**) is located just east of the Marshall/Bedford county line. This home and surrounding property is commonly known as Palmetto Farms. This home and property is listed on the National Register of Historic Places (NRHP) as well as the Brame-Reed House. The Brame-Reed House is found in Bedford County at approximate county LM 7.43. In addition to these homes, there are other structures along the study area that could be eligible for listing on the NRHP. A more detailed investigation will need to be conducted later in the project development process to determine eligibility for the register.

Exhibit 1.6.2 – Thomas Montgomery House

View of Thomas Montgomery House located at the county line.

In addition, there are seven (7) cemeteries noted within the study area. It should be possible to avoid most if not all potential impacts through improvements to the existing roadway. An environmental impact may result and necessitate further review as part of the NEPA process.

Ecology – No impacts are expected to any Scenic Waterway or Conservation Site as designated by the Tennessee Department of Environment and Conservation (TDEC). There are several wetland areas identified within Marshall and Bedford Counties. Those within the study area will need further study as the work progresses. Avoidance and mitigation will be factors to consider.

Hazardous Substance/Geology – Throughout the 15.19 mile study corridor, there are several active petroleum operations, such as convenience stores. In addition, there are locations that may have abandoned underground gasoline storage tanks. It should be noted that any proposed widening of the corridor would need to assess these locations and determine any potential removal of underground storage tanks (UST's).

Exhibit 1.6.3 – Abandoned Market (LM 2.3)

View of potential abandoned UST's

During the stakeholders site visits and other field reviews, there were other potential areas of impact noted that should be considered. At approximate LM 5.00, the WBTS Volunteer Fire Department operates a garage to house their firefighting equipment. Closer to the highway there are several picnic tables. These are very reminiscent of the roadside parks that were popular in past years. The drive that is currently being used to access this property could possibly be a portion of an older highway. Should these be tables that remain from an old roadside park, the area could be protected by Section 4(f) and encroachment would need to be avoided in future road widening. Further study will need to be performed as this project moves forward.

Exhibit 1.6.4 – WBTS Volunteer Fire Department and Picnic Area (LM 5.00)

View of the fire department garage and adjoining area with picnic tables

In addition to the above mentioned issues, there are other potential environmental impacts along the study corridor. During the field reconnaissance, several churches were noted. At approximate LM 3.7, there is a predominately Hispanic church, which could indicate a linguistically isolated population. These will need to be identified and studied further to determine the potential impacts and any mitigation factors.

2.0 PURPOSE AND NEED

The purpose of the proposed improvements for this study corridor is to provide a transportation facility that enhances mobility within the region, supports economic development, improves safety, better provides for alternative modes of transportation. The Preliminary Purpose and Needs Statement recommended a TPR performed for the section of SR 64 from US 31A to SR 130. This section would also provide these counties with an improved highway connection between Interstate 65 and Interstate 24. Information provided in the Preliminary Purpose and Needs Statement identified deficiencies within a twenty five (25) year planning horizon, which expects the roadway to have a capacity deficiency within the years 2018-2022. To include a logical eastern termini, the study corridor was lengthened to SR 10 (US 231) in Shelbyville.

Bedford County has a primary focus on the movement of trucks and material along this highway section, due to the large industrial/manufacturing base. In addition, the corridor provides access to industrial, manufacturing and commercial property that is a source of growth for Bedford and Marshall Counties. Bedford County is home to manufacturing and distribution businesses such as Sanford (pencils and markers), Josten's (graduation announcements and diplomas and Walmart (food distribution). Marshall County is home to industrial and manufacturing businesses such as Teledyne, Incorporated (electronics), Calsonic-Kansei (auto parts) Nichirin-Lewisburg (rubber products, auto belts and hoses). The projected volume percentage of truck traffic along SR 64 will be approximately 12% of the total volume of traffic. In the area is the Tennessee Technology Center at Shelbyville which provides education resources for numerous individuals within the region.

This study was requested by the South Central East Rural Planning Organization (RPO). Marshall and Bedford Counties are in support of the development of this regional east-west

corridor and recognize the positive impacts such an improvement would have on all the counties within the region. Based on the needs of the study area as outlined by the South Central East RPO and TDOT, the major factors for improving SR 64 within the study area are:

- Correct geometric deficiencies and excessive grades to improve safety and ensure the roadway is in compliance with accepted design standards.
- Enhance economic development within the region by providing better access to employment and business opportunities in the Marshall and Bedford County area.
- Improve the efficiency and traffic flow along the study area by minimizing traffic delays for the motoring public and ensuring that capacity is sufficient for future traffic demands.

3.0 OPTIONS STUDIED

On Tuesday, December 22, 2009, a field review was performed with concerned stakeholders for this corridor. The review began with a brief overview of the project and related information. The purpose for roadway improvements was discussed and input was solicited from all participants. Local officials were given the opportunity to provide input on any known growth or developments in the area that could have an impact on any future roadway improvements. There was very little discussion among the group concerning any particular proposed development for the area. There was several comments concerning the need for this corridor to be improved for safety as well as enhancing the potential growth for the counties within the South Central East RPO.

During the drive through of the study area, participants were asked for their input to assist in identifying and discussing potential improvement options. In addition, they were able to provide input as to areas where safety is of concern along the roadway. The section under review is considered to be a portion of a corridor improvement from I-65 near Lewisburg to I-24 near Shelbyville. The typical sections under review were supported by attendees of the stakeholder meeting and by the factors listed in the purpose and need.

Shown below is a listing of all attendees at the stakeholders meeting:

Joe Boyd Liggett	Marshall County Mayor
Don Nelson	Marshall County Zoning
Mike Wiles	Marshall County Highways
Eugene Ray	Bedford County Mayor
Stanley Smotherman	Bedford County Road Superintendent
Wallace Cartwright	City of Shelbyville Mayor
Mark Clanton	City of Shelbyville Public Works
Lisa Cross	SCTDD – Rural Planning Organization
Gary Fotrell	FHWA
Bob Allen	TDOT – Environmental
Paul Lane	TDOT – Planning
Gena Gilliam	TDOT – Planning
Terrance Hill	TDOT – Long Range Planning
Todd Kemp	Palmer Engineering
Terry York	Palmer Engineering

This report examines operational and safety improvement options along the corridor. These options evaluate opportunities for meeting the transportation and economic development needs

of Marshall and Bedford Counties, as well as the RPO. The options examined are summarized in the following sections of this report.

3.1 Option 1 - No Build

The No Build option assumes no modifications or improvements will be made over the planning horizon to add capacity. Analysis of projected traffic volumes supports this assumption. Routine maintenance related activities as well as scheduled resurfacing, signing, and possible safety projects may occur. This option, however, does not support the project's stated Purpose and Need for providing a transportation facility to enhance mobility, support economic development and improve safety.

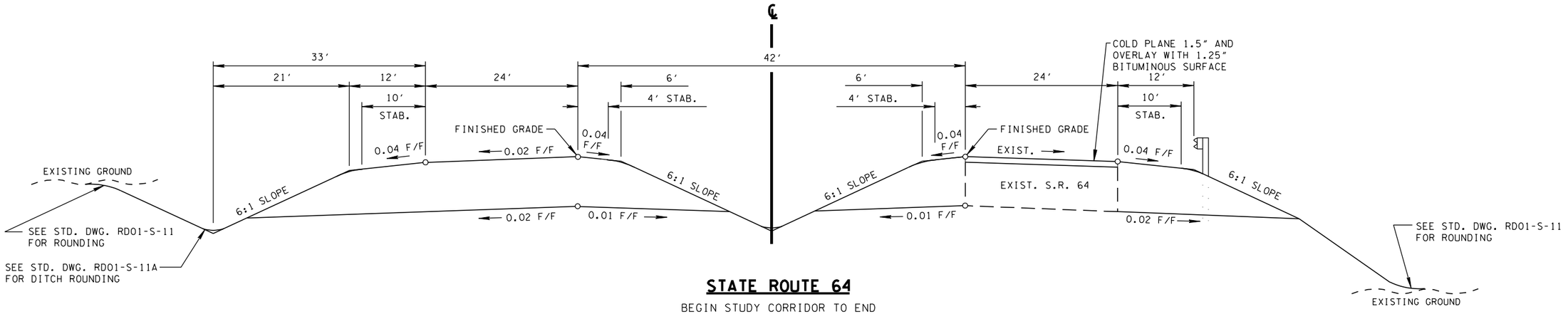
3.2 Option 2 – Four (4) Lane Divided and Five (5) Lane Section for the entire Study Area with a North Bypass at the Wheel Community

This option involves widening the existing SR 64 corridor to provide four (4) twelve (12) foot wide travel lanes with ten (10) foot paved shoulders that will also serve as bicycle and pedestrian accommodations. This option includes fifty two (52) feet wide grass median and requires approximately two hundred (250) feet minimum of right of way. The four (4) lane section will begin at US 31A and extend to approximate LM 11.14, near Redbud Drive, where the roadway will transition to a five (5) lane rural section. The five (5) lane rural section will provide five (5) twelve (12) foot wide travel lanes with ten (10) foot paved shoulders and will transition to a three (3) lane curb and gutter section at approximate LM 11.48, west of Linda Drive. This section will continue to the end of the study area at approximate LM 12.16.

The existing roadway will be utilized where possible and the alignment will shift north or south dependent on vertical curves, potential right of way acquisitions and other constructability factors. The structure over Sugar Creek will need to be improved and another structure will need to be constructed. In addition, there are several locations where box culverts will need to be widened and constructed to accommodate the new highway.

In addition, this option includes a bypass, on new location, to the North around the Wheel Community beginning at LM 4.17, crosses over existing SR 64 at LM 5.84 and ties back in to the existing SR 64 at LM 7.13. Just west of Mt. Lebanon Church Road, the bypass crosses SR 64 and continues on new location to just west of the Bedford County Convenience Center where the new location transitions back to the existing SR 64. This alignment is necessary to avoid impacts to a wetland area and a large pond. In addition, this alignment avoids relocations of a church, several commercial, agricultural businesses and up to twelve (12) residences.

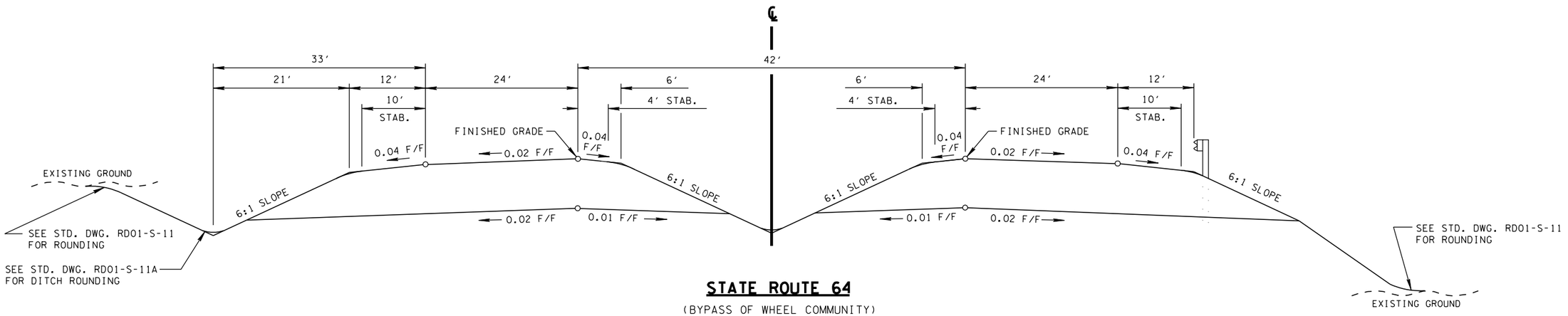
This bypass includes four (4) twelve (12) feet wide travel lanes with ten (10) feet paved shoulders that will also serve as bicycle and pedestrian accommodations. The existing SR 64 alignment through the Wheel Community would need to remain as it accesses a number of residences and businesses within the community. Maintenance responsibility for the existing route would revert to Bedford County. The proposed improvement layout for Option 2 is located in the Appendix as the "Option 2 Corridor Map" display**.** The four (4) lane divided typical section is included in this report. The overall roadway length of this option is approximately 13.06 miles. The estimated total cost of this option is $ 97,132,000.



STATE ROUTE 64

BEGIN STUDY CORRIDOR TO END
(SEE BYPASS OF WHEEL COMMUNITY SHOWN BELOW)
(BASED ON STD. DWG. RD01-TS-2A)

Exihibit 3.2.1 - Four (4) Lane Divided Typical Section

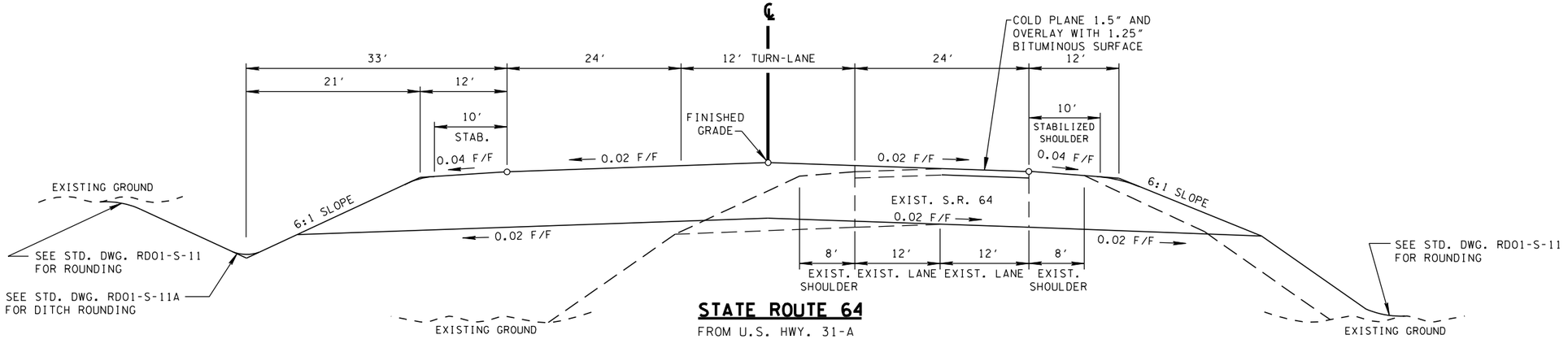


STATE ROUTE 64

(BYPASS OF WHEEL COMMUNITY)
(BASED ON STD. DWG. RD01-TS-2A)

Exihibit 3.2.2 - Four (4) Lane Divided Typical Section at the Wheel Community

TYPICAL SECTIONS

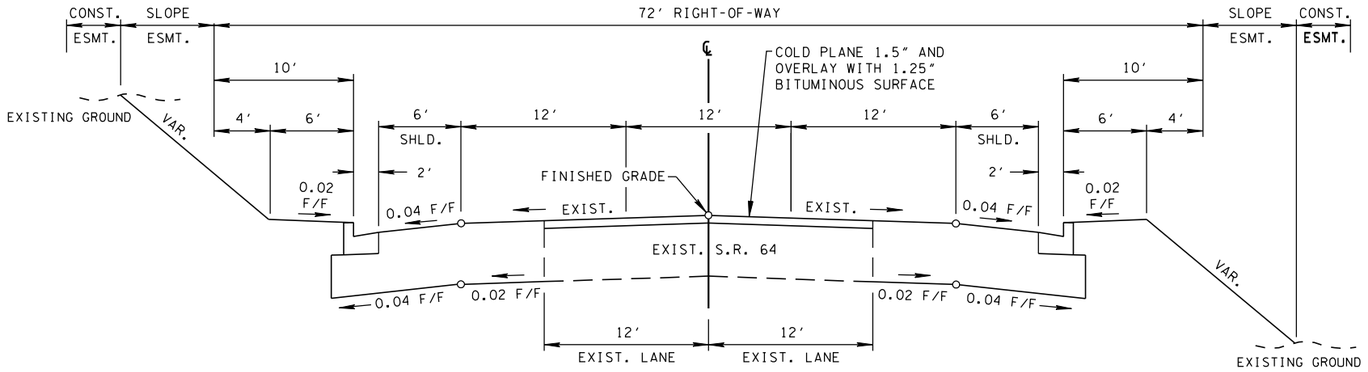


STATE ROUTE 64

FROM U.S. HWY. 31-A
TO MARSHALL/BEDFORD COUNTY LINE
(BASED ON STD. DWG. RD01-TS-3)

Exihibit 3.2.3 - Five (5) Lane Rural Typical Section

TYPICAL SECTIONS



STATE ROUTE 64

THOUGH WHEEL COMMUNITY

(BASED ON STD. DWG. RD01-TS-7A)

Exihibit 3.3.4 - Three (3) Lane Curb & Gutter Typical Section

TYPICAL SECTIONS

3.3 Option 3 – Shoulder Widening / Improvements with a Three (3) Lane Section Through the Wheel Community

This option involves widening and improving the shoulders along the existing SR 64 corridor to provide two (2) twelve (12) foot travel lanes with ten (10) foot paved shoulders. The travel lanes are to receive an overlay and new pavement markings are to be installed. These widened and improved shoulders will serve as bicycle and pedestrian accommodations. The improvements will be made within a proposed eighty (80) feet right of way width and the overall roadway length is 15.19 miles.

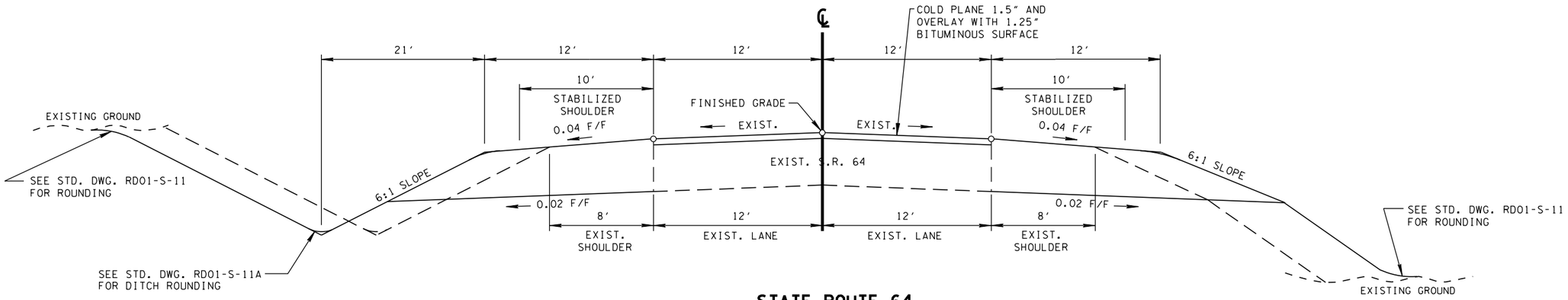
The existing roadway in Marshall County has a right of way width of one hundred (100) feet with two (2) twelve (12) foot travel lanes and eight (8) foot paved shoulders. There is sufficient right of way to widen and improve the shoulders in Marshall County. The approximate roadway length in Marshall County is 3.03 miles.

In Bedford County the existing roadway consists of two (2) twelve (12) foot travel lanes and five (5) foot shoulders or less with sixty (60) feet of right of way. Additional right of way, slope or construction easements will be required for this improvement. The overall length of the two (2) lane improvement in Bedford County is 12.16 miles.

Included in this option are roadway improvements through the Wheel Community to allow for improved left turn movements, minimize community impacts and improve safety. In the Wheel Community, a three (3) twelve (12) foot lane urban section with six (6) foot shoulders and five (5) foot sidewalks, will be utilized. The center lane will be a continuous left turn lane. The overall length of the three (3) lane section in Bedford County is 1.00 mile beginning the transition at LM 4.68, just west of Montgomery Road and ending at LM 5.68, just east of Mt. Lebanon Church Road and Perryman Lane. The current speed limit for the entire section under review is 55 miles per hour (MPH). For this section of roadway, the speed limit will need to be reduced to 45 MPH, due to the urban section that is being used. The estimated total cost for this option is $ 27,289,000.

Listed below are the typical sections and plan view layouts for Option 3 which are included in the following pages:

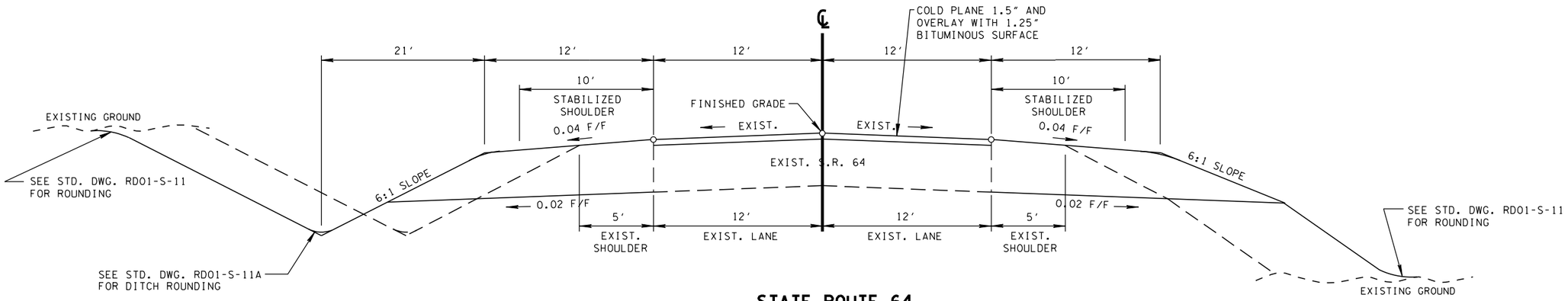
- Two (2) Lane typical sections with shoulder widening for Marshall and Bedford County
- Three (3) Lane typical section with curb and gutter and sidewalk through the Wheel Community
- Plan View layout for the three (3) lane section with curb and gutter and sidewalk through the Wheel Community



STATE ROUTE 64

FROM U.S. HWY. 31-A
TO MARSHALL/BEDFORD COUNTY LINE
(BASED ON STD. DWG. RD01-TS-3)

Exihibit 3.3.1 - Existing Two (2) Lane Typical Section with Shoulder Widening for Marshall County



STATE ROUTE 64

FROM MARSHALL/BEDFORD COUNTY LINE
TO S.R. 130
(BASED ON STD. DWG. RD01-TS-3)

Exihibit 3.3.2 - Existing Two (2) Lane Typical Section with Shoulder Widening for Bedford County

TYPICAL SECTIONS

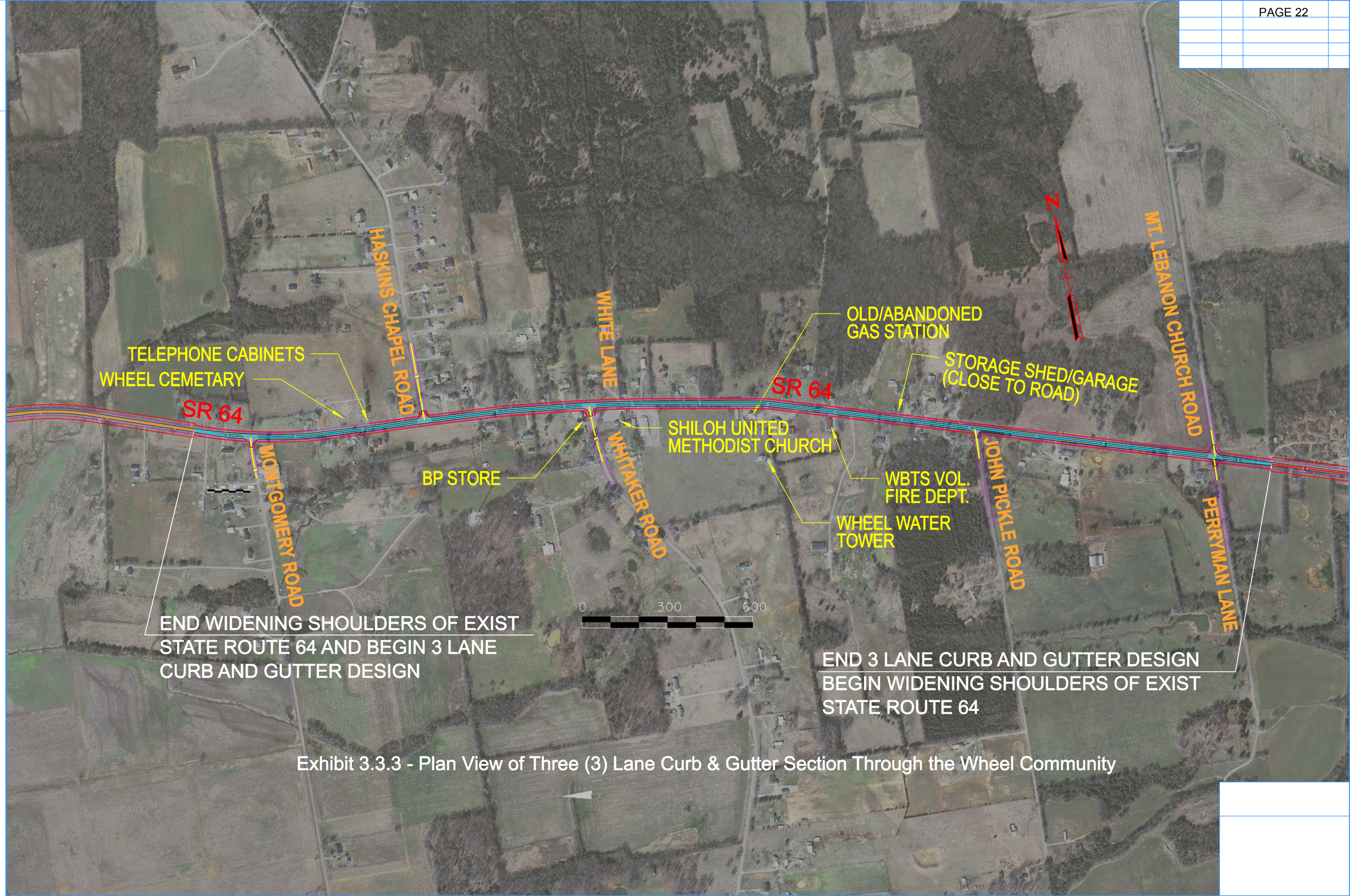
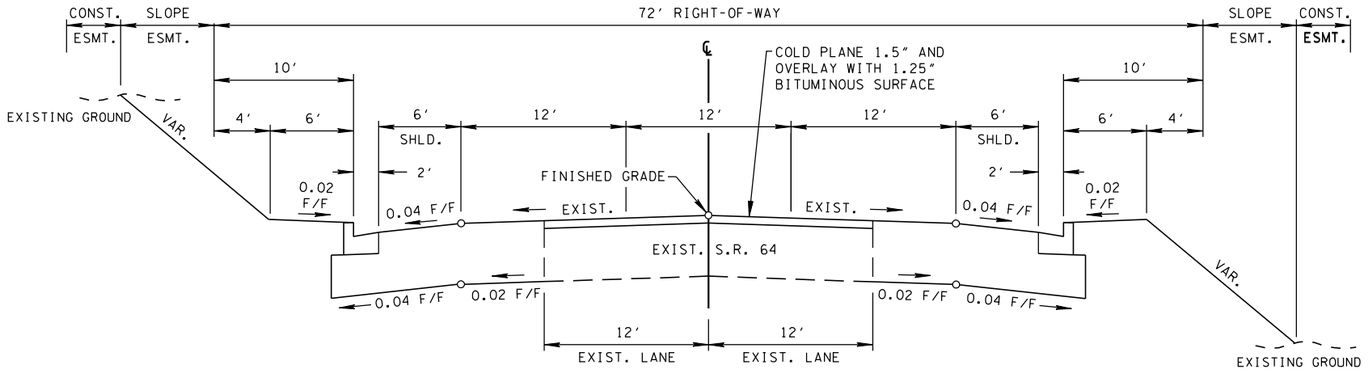


Exhibit 3.3.3 - Plan View of Three (3) Lane Curb & Gutter Section Through the Wheel Community



STATE ROUTE 64
THOUGH WHEEL COMMUNITY
(BASED ON STD. DWG. RD01-TS-7A)

Exihibit 3.3.4 - Three (3) Lane Curb & Gutter Typical Section

TYPICAL SECTIONS

3.4 Option 4 - Spot Improvements

During the field review with TDOT, FHWA and Marshall and Bedford County officials, several areas along the corridor were identified as locations in need of safety improvements. There were four (4) locations identified where SR 64 was intersected by local roadways. It was noted that these local roads provided access from recently developed residential growth areas to SR 64. Another identified improvement provides advanced warning of the intersection of SR 64 with US 31A. These options can be implemented independently or in combination as an overall improvement strategy along the corridor. These spot safety improvements are discussed in more detail in the following sections of this report.

3.4.1 – Option 4.1 - Three (3) Lane Section (Left Turn Lane) at the SR 64 and Highway 40 Intersection

This option recommends the addition of a left turn lane be added at the intersection of SR 64 and Highway 40. This option will allow for westbound traffic on SR 64 turning at Highway 40 to not interfere with through traffic. Due to the vertical curve just east of this intersection, the left turn lane will provide improved safety for vehicles making this movement. The improvement in this area will need additional right of way to allow for the proper alignment of Highway 40 intersecting with SR 64. Proper alignment of Highway 40 can be accomplished without requiring a residential relocation of the property in the northwest quadrant. The estimated cost of this improvement option is $ 578,000.

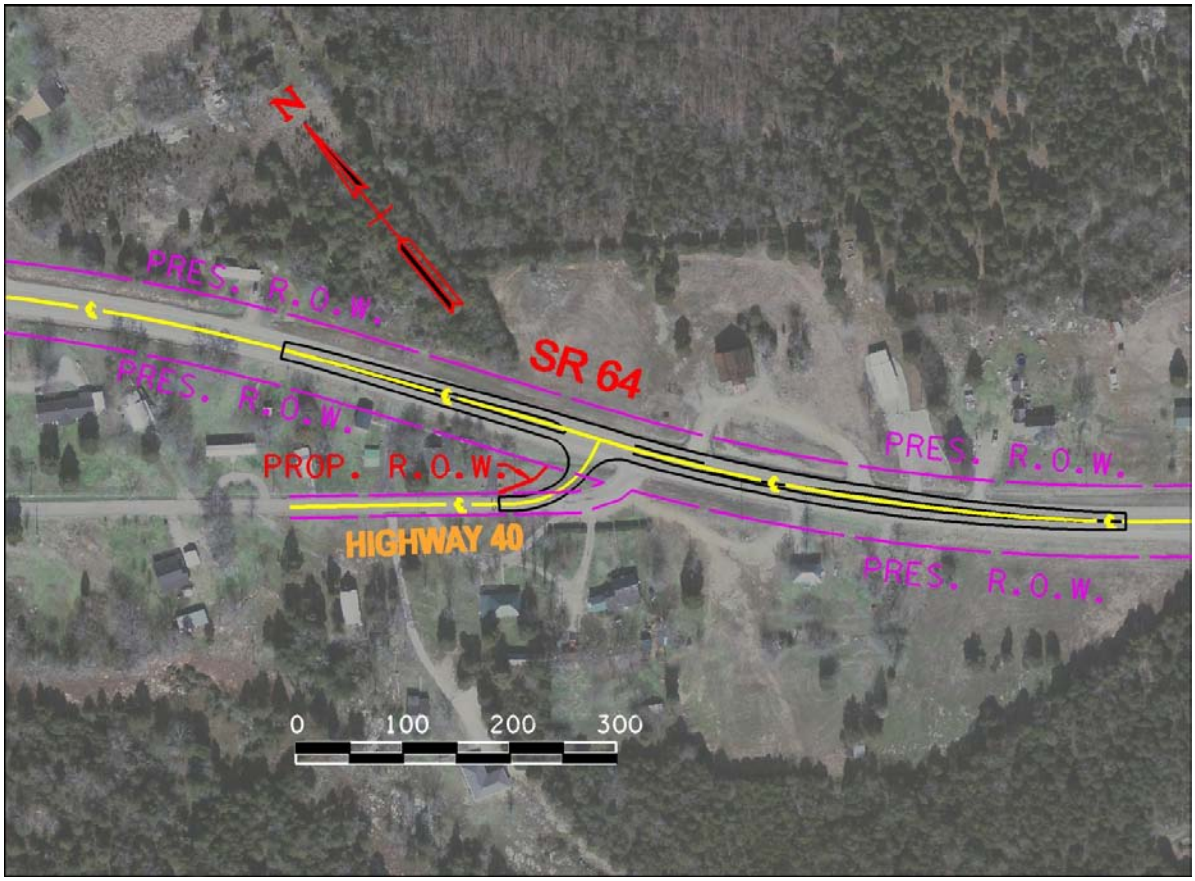


Exhibit 3.4.1 – Plan View of Center Turn Lane at Highway 40 Intersection

3.4.2 – Option 4.2 – Three (3) Lane Section (Center Turn Lane) in Wheel Community from Haskins Chapel Road Intersection to Whitaker Road Intersection on SR 64

This option recommends a center turn lane be added to this area by widening equally to both sides of SR 64 for approximately 1800 linear feet. Haskins Chapel Road and Whitaker Road are frequently traveled in the Wheel Community. Haskins Chapel Road intersects SR 64 to the north and Whitaker Road intersects SR 64 to the south and located approximately 700 feet apart.

Due to the close proximity of the Wheel Cemetery on the north side of the roadway, the two (2) local roadways, and several residences located close to the roadway, a three (3) lane typical section is recommended to be used in this community. This typical section will require approximately seventy two (72) feet of right of way and will necessitate acquiring additional property. The estimated total cost for this option is $ 1,935,000.

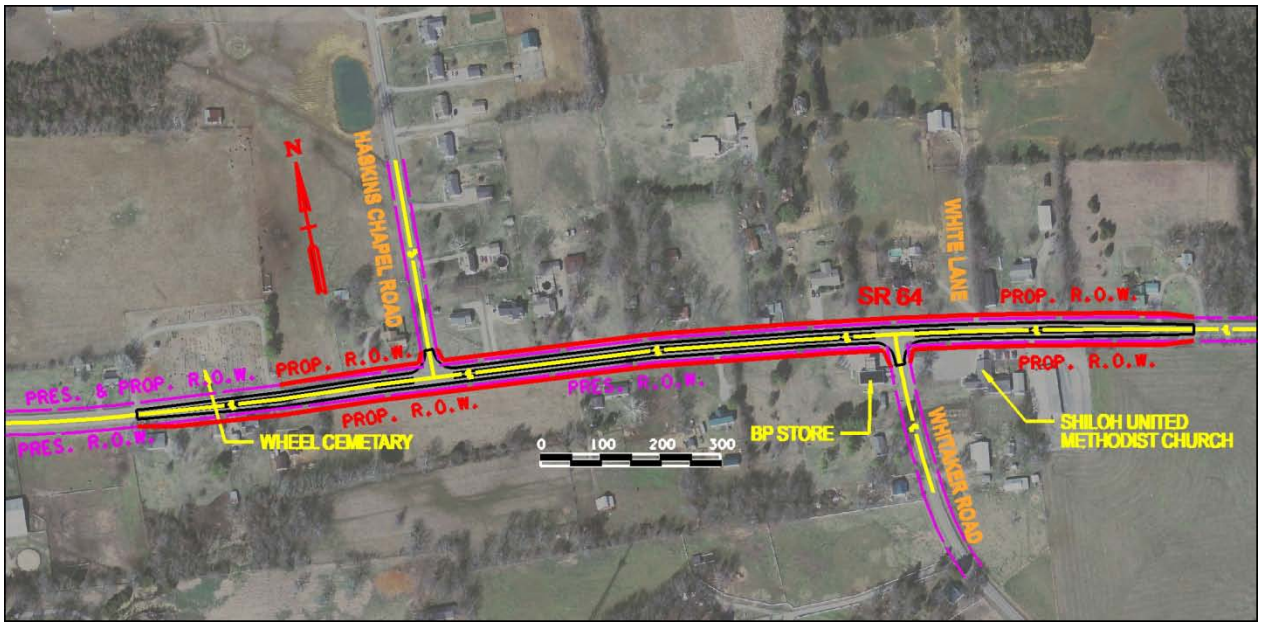


Exhibit 3.4.2 – Plan View of Center Turn Lane From Haskins Chapel Road to Whitaker Road

3.4.3 – Option 4.3 – Three (3) Lane Section (Left Turn Lane) at SR 64 and Bethlehem Church Road Intersection

This option recommends the addition of a left turn lane at the intersection of SR 64 and Bethlehem Church Road. This option will allow for westbound traffic on SR 64 turning at Bethlehem Church Road to not interfere with through traffic. In addition, Bethlehem Church Road provides access from recently developed residential growth areas to SR 64. The improvement in this area will need additional right of way to allow for the proper alignment of Bethlehem Church Road intersecting with SR 64. The estimated cost of this improvement option is $ 621,000.

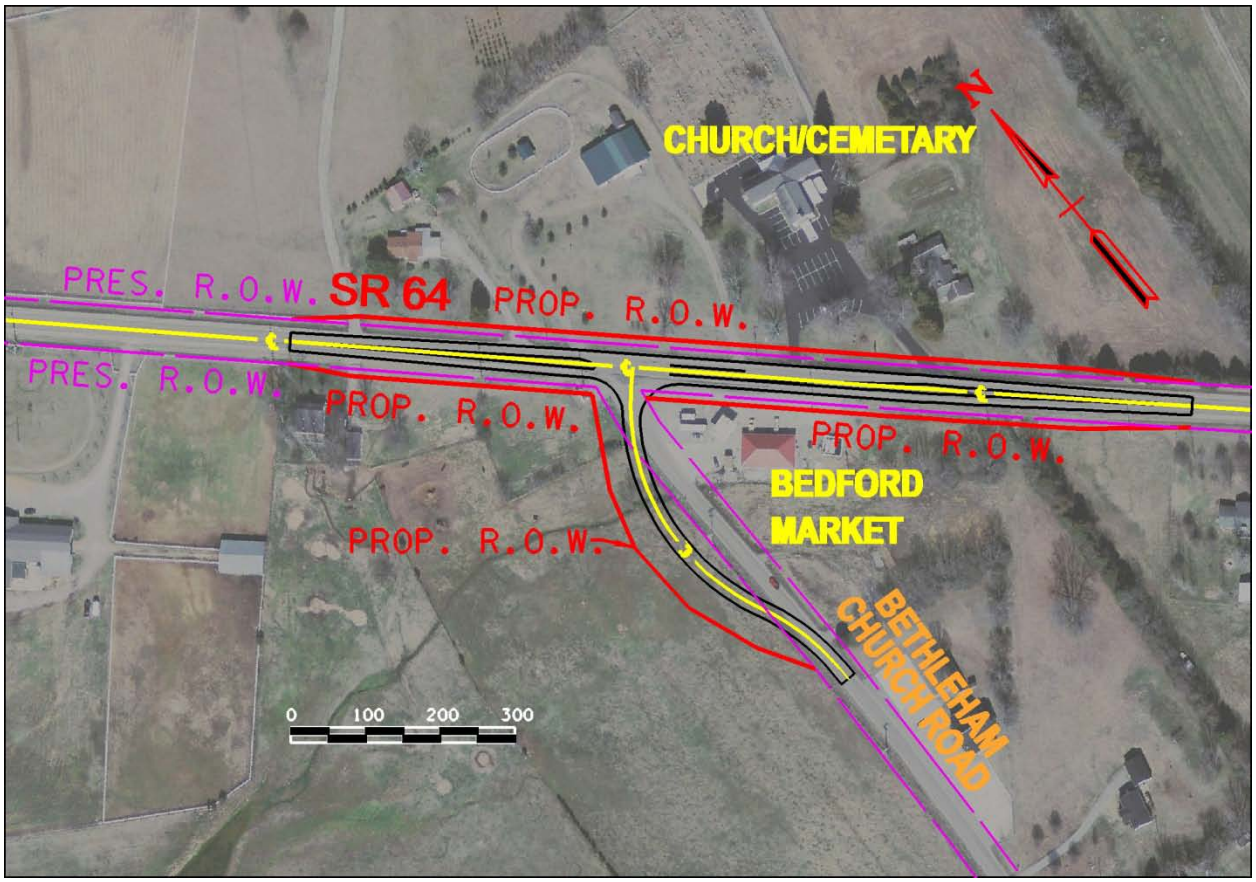


Exhibit 3.4.3 – Plan View of Left Turn Lane at Bethlehem Church Road

3.4.4 – Option 4.4 – Three (3) Lane Section (Left Turn Lane) at SR 64 and SR 130 Intersection

This option recommends that a left turn lane be added to the intersection of SR 64 and SR 130. This option allows for SR 64 westbound traffic turning at SR 130 to not interfere with through traffic. In addition, SR 130 provides access to truck traffic from several agribusinesses in the area. The improvement in this area will need additional right of way to allow for SR 130 to intersect SR 64 at a right angle. The estimated cost of this improvement option is $ 753,000.

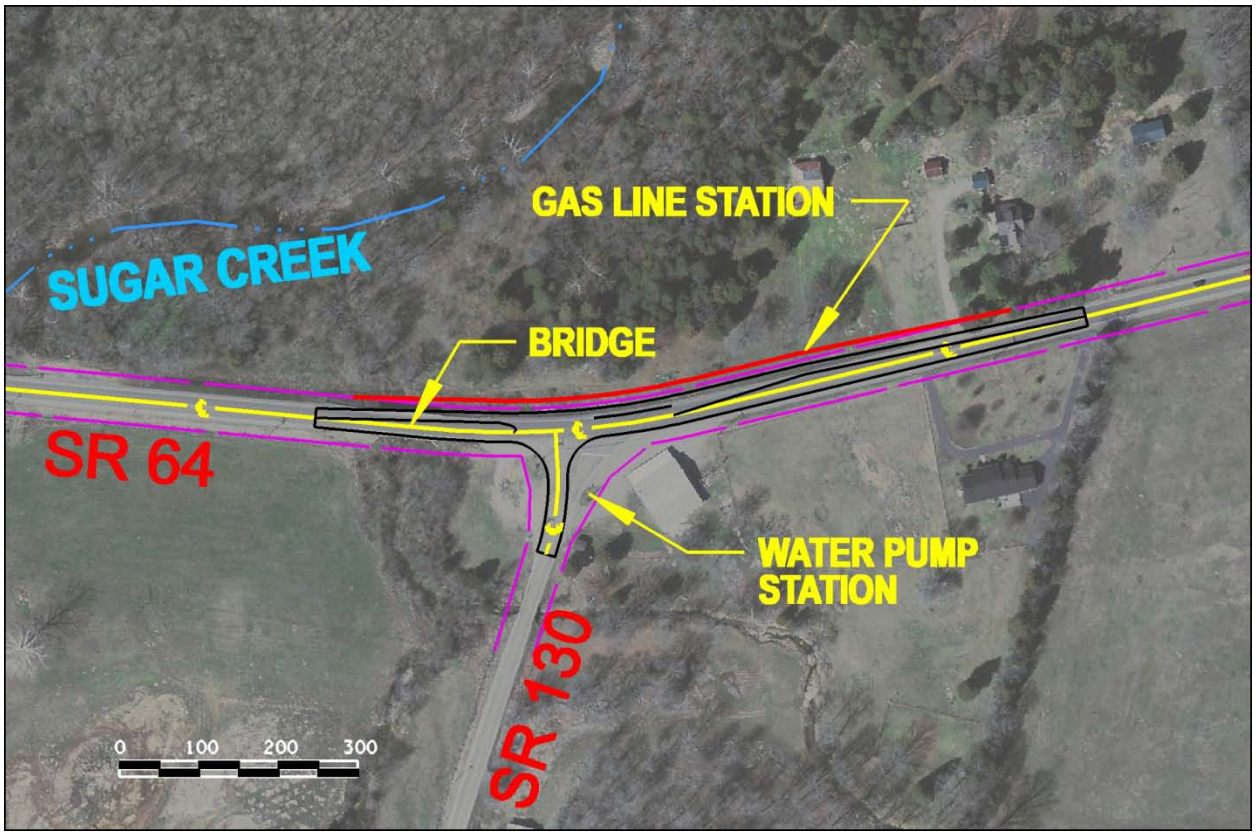


Exhibit 3.4.4 – Plan view of Left Turn Lane at SR 130

4.0 ASSESSMENT OF OPTIONS

The Tennessee Department of Transportation (TDOT) 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 options discussed in this report.

4.1 - Guiding Principle #1 - Preserve and Manage the Existing Transportation System

Option 2 involves the construction of a four (4) lane divided highway with a bypass around the Wheel Community for the entire length of the study area. Option 1, 3 and 4 preserve the existing corridor either through a No-Build option (Option 1), through shoulder widening improvements (Option 3), or through spot improvements to the existing roadway (Option 4). Each of these options preserves the existing corridor with optimal changes or no changes at all.

4.2 - Guiding Principle #2 - Move a Growing, Diverse, and Active Population

The options in this study will improve service and operational efficiency as well as enhance the east-west corridor from Interstate 65 to Interstate 24 in South Central Tennessee. Even though the study area is in Marshall and Bedford Counties, the entire South Central region will benefit from these corridor improvements.

The existing SR 64 study area does not easily accommodate pedestrian and bicycle movements. However, the proposed improvement options provide additional safety measures for these alternative modes of transportation, such as improved shoulders and sight distance.

4.3 - Guiding Principle #3 - Support the State's Economy

Marshall and Bedford County's industrial and commercial businesses require adequate transportation facilities to operate efficiently. These businesses include medical facilities such as Maury Medical Center, a Walmart Distribution Center in Shelbyville, Sanford has writing instrument facilties along the corridor and numerous agribusinesses raising chickens and horses. Without improvements to the transportation infrastructure, these counties will find it difficult to compete in attracting industry to the area or in keeping the current industries from looking elsewhere to relocate. Enhancing the corridor with the options discussed in this study will ultimately enhance the corridor for all users.

4.4 - Guiding Principle #4 - Maximize Safety and Security

From 2006 to 2008, eighty one (81) crashes were reported on SR 64 within the study area, including thirty four (34) injury crashes, six (6) with incapacitating injury crashes and one (1) fatality crash. Approximately 38% of the thirty one (31) crashes involved more than one (1) vehicle and approximately 44% of the thirty six (36) crashes were from vehicles departing the roadway. The actual crash rate for SR 64 within the study area was 1.739, which slightly exceeds the statewide average for rural minor arterials of 1.652.

All the options considered, other than the No-Build, may improve some aspect of safety along this study corridor. One of the primary goals of each build option is to improve the system and address deficiencies or safety related issues. Creating a safer transportation system is aligned with this guiding principle.

4.5 - Guiding Principle #5 - Build Partnerships for Livable Communities

TDOT's Long Range Transportation Plan promotes projects that are supported by the local community. The South Central East Rural Planning Organization requested this TPR because of the need for an improved east-west corridor connecting these two counties. Officials of Shelbyville and Lewisburg, as well as representatives of Bedford and Marshall Counties are in support of the corridor improvements. As this project advances to the environmental documentation phase, the public involvement process will continue as required by provisions of the National Environmental Policy Act (NEPA).

4.6 - Guiding Principle #6 - Promote Stewardship of the Environment

All of the options take stewardship of the environment into consideration. Further environmental studies will be required when decisions are made to improve the corridor and funding is secured for the selected improvement option. Several areas within the study area will be studied for avoidance or minimizing the impacts such improvements may have. These areas include churches, wetlands, potential Section 4(f) properties, historic properties and monuments.

4.7 - Guiding Principle #7 - Emphasize Financial Responsibility

This Transportation Planning Report (TPR) is prepared in accordance with the Goals and Objectives set forth in Tennessee's Long Range Transportation Plan (LRTP).

In achieving the LRTP's goal of providing responsibility, accountability, and sustainability in the expenditure of transportation funds, this planning document includes the estimated cost for roadway improvements. These cost estimates are important decision making tools when evaluating and maximizing the use of available resources.

5.0 SUMMARY

The Tennessee Department of Transportation's (TDOT) Long Range Planning Division conducted a Preliminary Needs Assessment for State Route 64 from State Route 50 in Maury County State Route 10 in Bedford County. The study recommended further review be performed for the segment of SR 64 from SR 11 to SR 130, which is the segment being reviewed under this TPR. This study was prepared at the request of the South Central East Rural Planning Organization. The RPO considers this segment to be the major east-west corridor between Marshall and Bedford Counties.

A stakeholders meeting and field review was held on December 22, 2009 to identify safety concerns and identify some options to address such concerns. Existing operational and geometric conditions have been reviewed and capacity analyses for future traffic projections have been conducted which led to the development of several conceptual improvements which independently or in combination, may improve safety and operational conditions. These improvements address the purpose, need and goals which have been set to improve the SR 64 corridor.

Criteria for selecting route options should incorporate the purpose, need, goals and guiding principles listed within various sections of this report. The route options are summarized as follows:

- **Option 1 - No Build:** This option assumes no modifications or improvements are made to the existing roadway over the planning horizon.

- **Option 2 - Four (4) Lane Divided:** This option would utilize the existing roadway where possible, along with the addition of a fifty two (52) foot grass median and an additional two (2) twelve (12) foot lanes. Additional right of way would be necessary as the existing right of way widths vary from sixty (60) to one hundred (100) feet. The proposed improvement would require approximately two hundred fifty (250) feet of right of way. The location of the additional lanes would shift from the north to south to minimize relocations as well as minimize environmental impacts.

  In addition, this option recommends a bypass to the north of the Wheel Community in Bedford County. This bypass will be on new location and would require additional right of way and relocations. In these areas, additional evaluation would be necessary to minimize impacts. The bypass starts on new location to the North at the Wheel Community beginning at LM 4.17, crosses over existing SR 64 at LM 5.84 and ties back in to the existing SR 64 at LM 7.13 for an approximate length of three (3) miles. The bypass is being considered due to the close proximity of residences, businesses and a cemetery in the Wheel Community.

- **Option 3 - Shoulder Widening / Improvements:** This option seeks to improve existing shoulder widths and address clear zone issues where appropriate. Existing right of way widths in Marshall County are one hundred (100) feet and right of way widths in Bedford County are sixty (60) feet along the majority of the corridor. In Marshall County, all improvements or modifications could be accomplished within existing right of way. In Bedford County, there will be areas where additional right of way will be required. Through the Wheel Community, this option proposes a three (3) lane curb and gutter section due to the close proximity of residences, businesses and a cemetery.

- **Option 4 - Spot Improvements:** There are four (4) potential locations for localized improvements. Three (3) of these improvements consist of adding a left turn lane. Another improvement is adding a center lane in the Wheel Community between Haskins Chapel Road and Whitaker Road, due to the close proximity of the Wheel Cemetery on the north side of the roadway, the two (2) local roadways, and several residences located close to the roadway. These improvements can be implemented independently or in combination as an overall improvement option.

  The recommended priority of these spot improvements, based on safety are:

  a. Left turn lane at SR 64 and Highway 40 Intersection
  b. Center turn lane at Haskins Chapel Road Intersection and Whitaker Road Intersection
  c. Left turn lane at SR 64 and Bethlehem Church Road Intersection
  d. Left turn lane at SR 64 and SR 130

In conclusion, future improvements to the existing State Route 64 corridor are necessary to address the purpose and need. The “No Build” option does not address the purpose and need discussed in this report. Some combination of these proposed improvements are recommended to provide safer operations and enhance the mobility for the roadway users, as well as to encourage economic development within Marshall and Bedford Counties. Although it may not be feasible at this time to construct all of proposed improvements, they could be built in increments or phases to produce the desired benefits.

APPENDIX

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
TPR	2010	MARSHALL/BEDFORD	1

2000' STUDY CORRIDOR

U.S. HWY. 31-A

SR 64

HUNTER ROAD

SR 64

BEGIN STATE ROUTE 64
STUDY CORRIDOR

SR 271

FARMINGTON
CHURCH OF
CHRIST

HIGHWAY 40

FARMINGTON
METHODIST
CHURCH

HIGHWAY 40

EAST ROCK CREEK

U.S. HWY. 31-A

EAST ROCK CREEK

SR 271

HIGHWAY 40

MATCH LINE SEE SHEET 2

N

0 200 400 600

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION
PLANNING
REPORT
SR 64

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING REPORT
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DESIGN DIVISION
FILE NO.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING REPORT
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING REPORT
SR 64

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
TPR	2010	MARSHALL/BEDFORD	6

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING REPORT
SR 64

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

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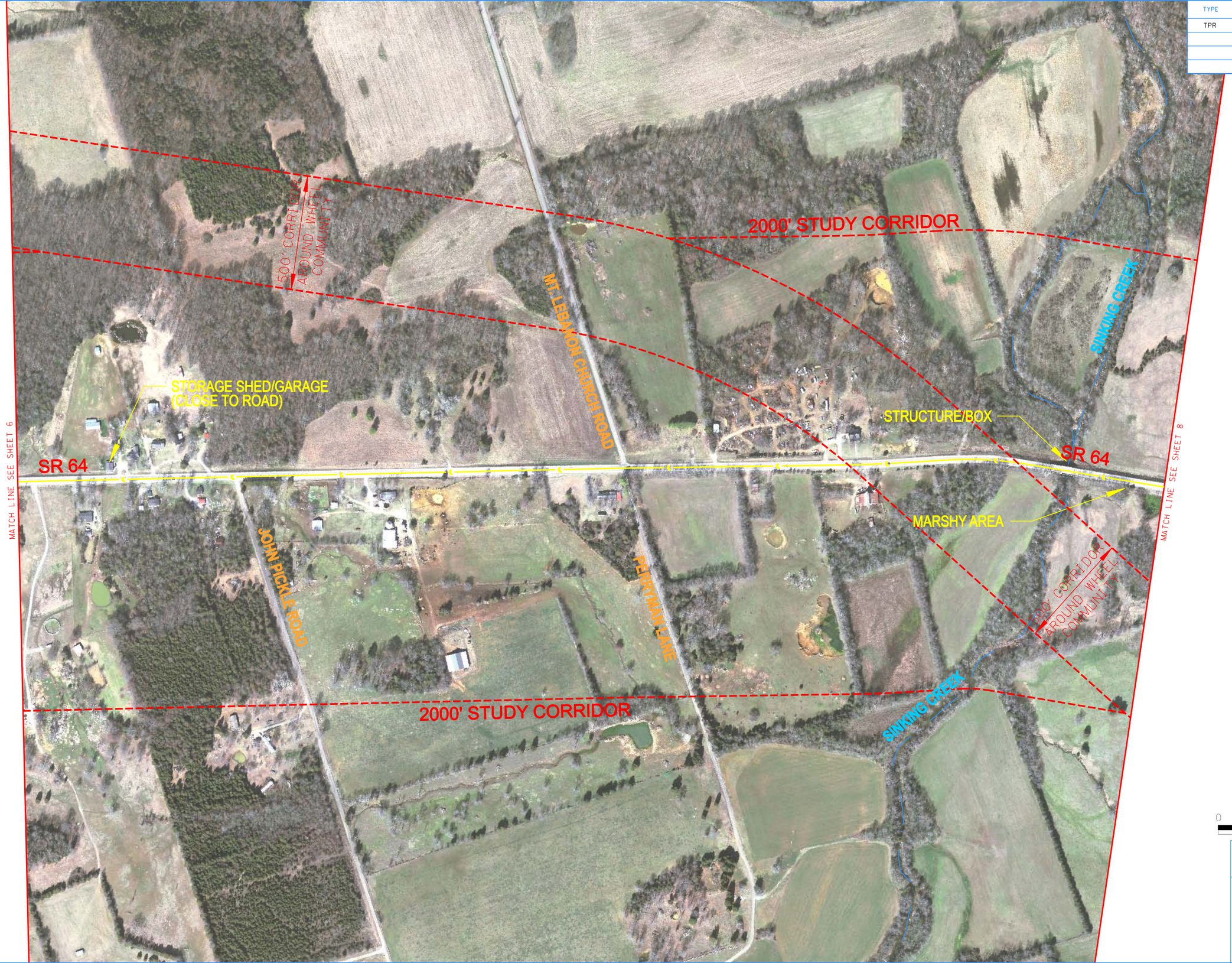

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
TPR	2010	MARSHALL/BEDFORD	8

2000' STUDY CORRIDOR

SIMMS ROAD

PURE CONVENIENCE STORE

HISPANIC CHURCH

TRUCK REPAIR BUSINESS

SR 64

SR 64

MATCH LINE SEE SHEET 7

MATCH LINE SEE SHEET 9

ABOVE GROUND FUEL TANKS

LARGE POND

HENDERSON ROAD

500' CORRIDOR AROUND WHEEL COMMUNITY

500' CORRIDOR AROUND WHEEL COMMUNITY

N

0 200 400 600

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING REPORT
SR 64

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FILE NO.

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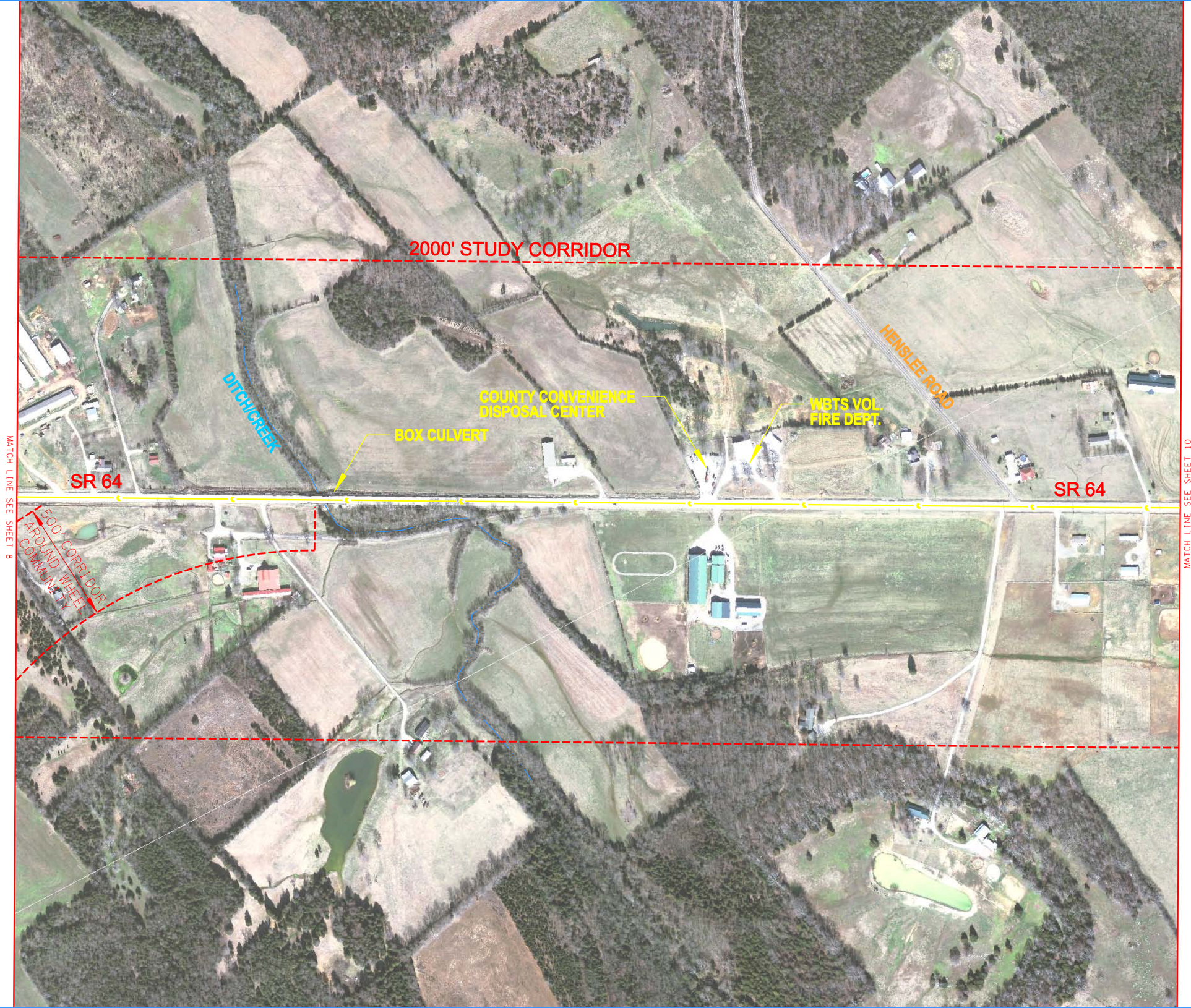

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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DESIGN DIVISION
FILE NO.

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TPR	2010	MARSHALL/BEDFORD	10

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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SR 64

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
TPR	2010	MARSHALL/BEDFORD	11

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING REPORT
SR 64

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
TPR	2010	MARSHALL/BEDFORD	12

N

2000' STUDY CORRIDOR

OLD HOUSE

PIPE

HARRISON ROAD

MATCH LINE SEE SHEET 11

SR 64

SR 64

MATCH LINE SEE SHEET 13

CAMPGROUND ROAD

0 200 400 600

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION
PLANNING
REPORT
SR 64

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

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SR 64

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TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
TPR	2010	MARSHALL/BEDFORD	14

N

2000' STUDY CORRIDOR

FUTURE SHELBYVILLE BYPASS (S.R. 437)

500' STUDY CORRIDOR

SR 64

MATCH LINE SEE SHEET 13

MATCH LINE SEE SHEET 15

BRIDGE

SUGAR CREEK

BRIDGE
BOX CULVERT

SUGAR CREEK

SR 130

WATER PUMP STATION

GAS LINE STATION

0 200 400 600

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING REPORT
SR 64

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DESIGN DIVISION
FILE NO.

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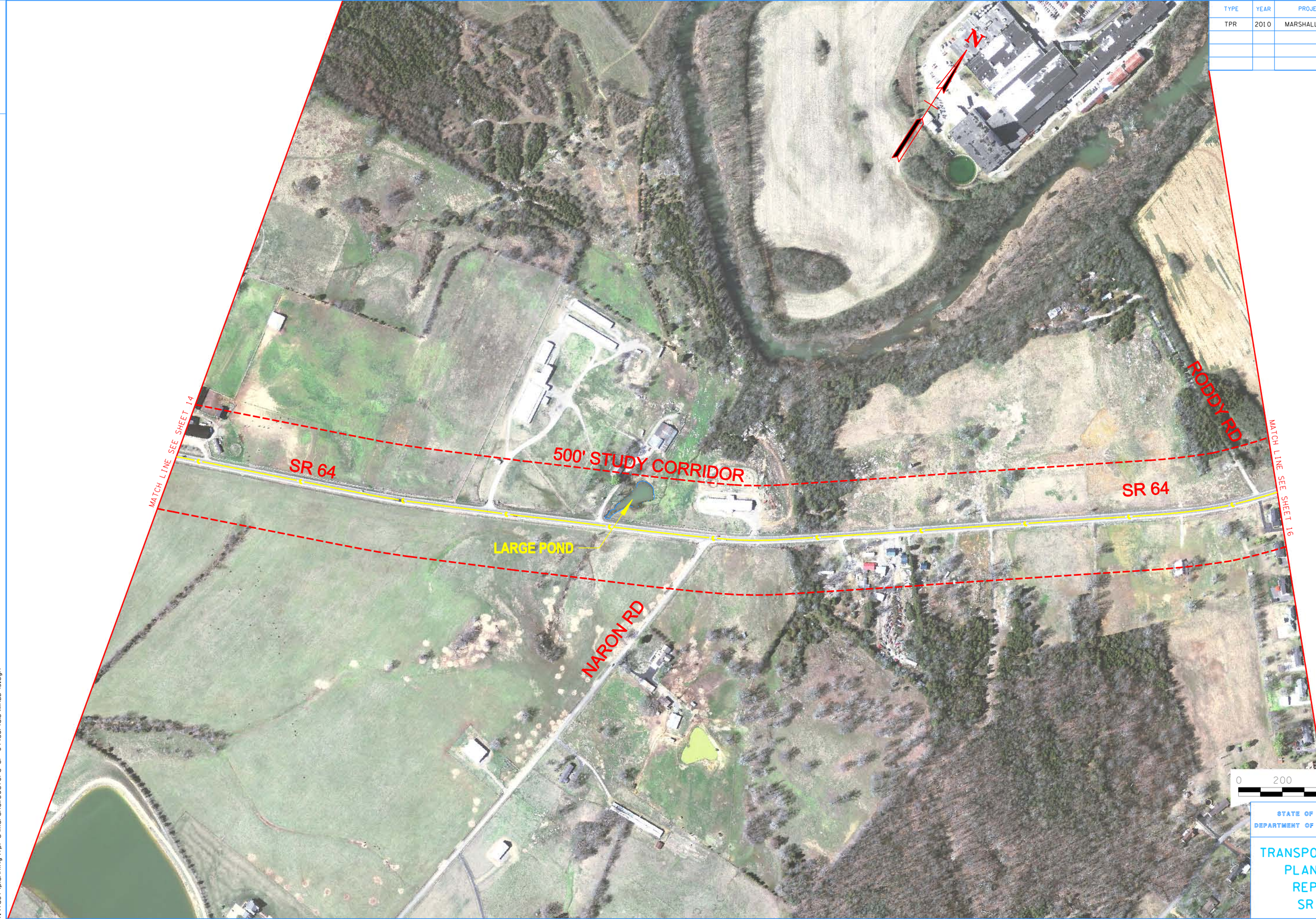
TPR	2010	MARSHALL/BEDFORD	15



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DEPARTMENT OF TRANSPORTATION

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DESIGN DIVISION
FILE NO.

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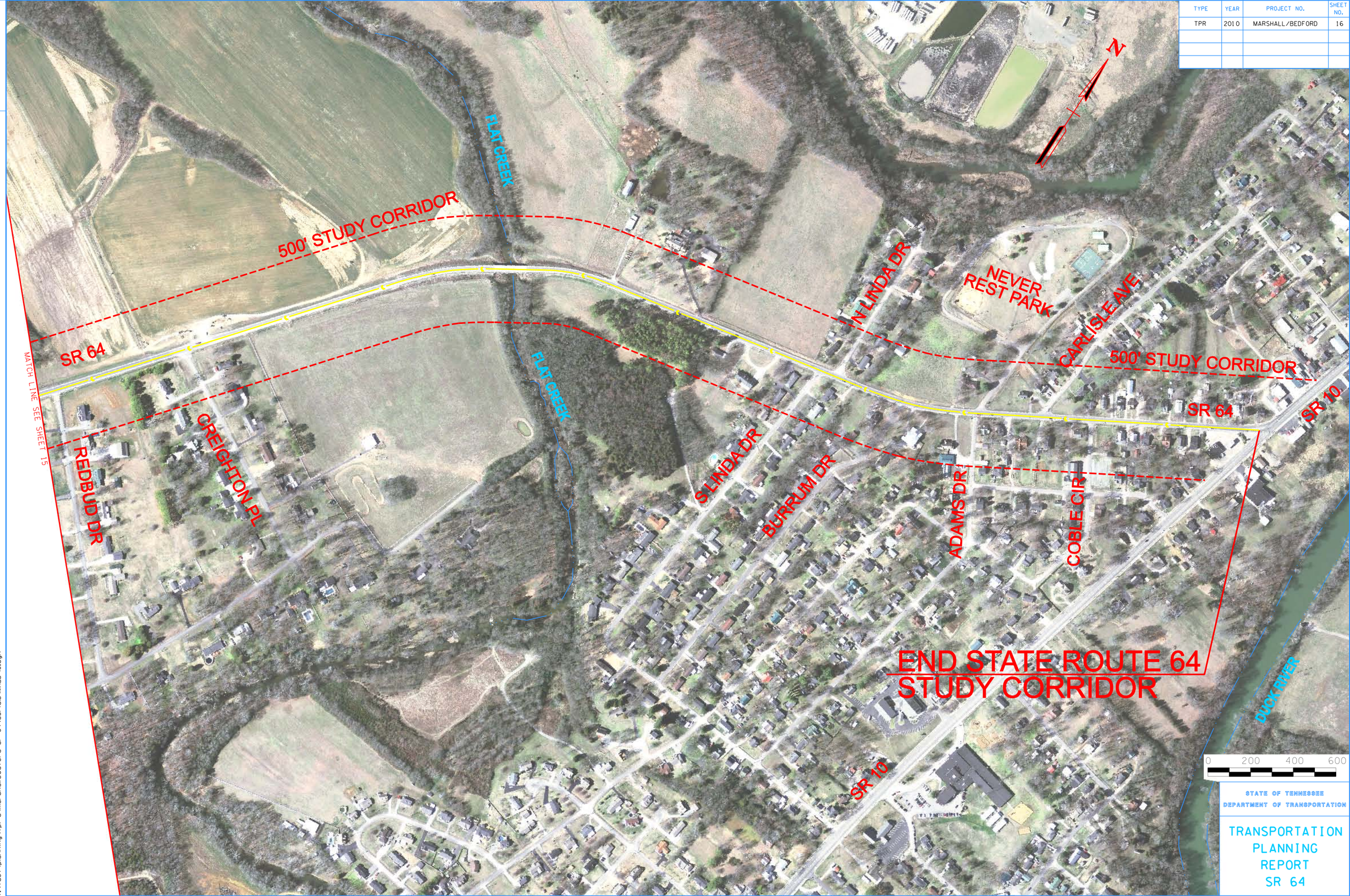

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PLANNING REPORT
SR 64

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Option 2

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 10 in Shelbyville**
	4 Lane Divided Hwy., 5 Lane Rural, 3 Lane Curb and Gutter
County:	**Marshall / Bedford**
Length:	**15.58 Miles**
Date:	**10/20/2010**

RIGHT OF WAY

Land	**450**	**Acres**	**x**	**$15,000**	**= $**	**6,750,000**
Incidentals	**207**	**Tracts**	**x**	**$4,000**	**= $**	**828,000**
Relocations	**74**	**Residences**	**x**	**$250,000**	**= $**	**18,500,000**
	3	**Businesses**	**x**	**$500,000**	**= $**	**1,500,000**
		Non-Profits	**x**		**= $**	**0**
	RIGHT OF WAY COST				**$**	**27,578,000**

UTILITY RELOCATION

Reimbursable	**$**	**7,595,000**
Non-reimbursable	**$**	**0**
UTILITY COST	**$**	**7,595,000**
TOTAL CONSTRUCTION COST	**$**	**61,959,000**
TOTAL PROJECT COST *	**$**	**97,132,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 2

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 10 in Shelbyville**
	4 Lane Divided Hwy, 5 Lane Rural, 3 Lane Curb and Gutter
County:	**Marshall / Bedford**
Length:	**15.58 Miles**
Date:	**10/20/2010**

CLEAR AND GRUBBING	**$**	**1,350,000**
EARTHWORK	**$**	**6,782,000**
PAVEMENT REMOVAL	**$**	**106,000**
DRAINAGE	**$**	**4,561,000**
STRUCTURES	**$**	**2,258,000**
RAILROAD CROSSING OR SEPARATION	**$**	
PAVING	**$**	**20,742,000**
RETAINING WALLS	**$**	
MAINTENANCE OF TRAFFIC	**$**	**3,456,000**
TOPSOIL	**$**	**2,135,000**
SEEDING	**$**	**209,700**
SODDING	**$**	**88,200**
SIGNING	**$**	**38,300**
LIGHTING	**$**	
SIGNALIZATION	**$**	
FENCE	**$**	**601,900**
GUARDRAIL	**$**	**79,000**
RIP RAP OR SLOPE PROTECTION	**$**	
OTHER CONST. ITEMS (15%)	**$**	**6,361,000**
MOBILIZATION	**$**	**2,438,000**
CONSTRUCTION COST	**$**	**51,206,000**
10% ENG. & CONT.	**$**	**5,121,000**
TOTAL CONSTRUCTION COST	**$**	**56,327,000**
10% PRELIMINARY ENGINEERING	**$**	**5,633,000**
TOTAL COST *	**$**	**61,960,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 3

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 10 in Shelbyville**
	Widen shdr to 12' 3 C&G in Wheel Comm. & Shelbyville
County:	**Marshall / Bedford**
Length:	**15.19 Miles**
Date:	**10/20/2010**

RIGHT OF WAY

Land	**51**	**Acres**	**x**	**$15,000**	**= $**	**765,000**
Incidentals	**227**	**Tracts**	**x**	**$4,000**	**= $**	**908,000**
Relocations	**10**	**Residences**	**x**	**$250,000**	**= $**	**2,500,000**
	1	**Businesses**	**x**	**$500,000**	**= $**	**500,000**
		Non-Profits	**x**		**= $**	**0**
	RIGHT OF WAY COST				**$**	**4,673,000**

UTILITY RELOCATION

Reimbursable	**$**	**6,086,000**
Non-reimbursable	**$**	**0**
UTILITY COST	**$**	**6,086,000**
TOTAL CONSTRUCTION COST	**$**	**16,530,000**
TOTAL PROJECT COST *	**$**	**27,289,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 3

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 130 in Shelbyville**
	Widen shdr to 12' 3 C&G in Wheel and Shelbyville
County:	**Marshall / Bedford**
Length:	**66,898 LF = 12.67 Miles**
Date:	**10/20/2010**

CLEAR AND GRUBBING	**$**	**122,500**
EARTHWORK	**$**	**907,500**
PAVEMENT REMOVAL	**$**	**363,900**
DRAINAGE	**$**	**2,273,100**
STRUCTURES	**$**	**560,000**
RAILROAD CROSSING OR SEPARATION	**$**	
PAVING	**$**	**2,616,500**
RETAINING WALLS	**$**	
MAINTENANCE OF TRAFFIC	**$**	**3,455,800**
TOPSOIL	**$**	**299,700**
SEEDING	**$**	**129,400**
SODDING	**$**	**41,800**
SIGNING	**$**	**38,300**
LIGHTING	**$**	
SIGNALIZATION	**$**	
FENCE	**$**	**397,900**
GUARDRAIL	**$**	**107,400**
RIP RAP OR SLOPE PROTECTION	**$**	
OTHER CONST. ITEMS (15%)	**$**	**1,697,000**
MOBILIZATION	**$**	**651,000**
CONSTRUCTION COST	**$**	**13,662,000**
10% ENG. & CONT.	**$**	**1,366,000**
TOTAL CONSTRUCTION COST	**$**	**15,028,000**
10% PRELIMINARY ENGINEERING	**$**	**1,503,000**
TOTAL COST *	**$**	**16,531,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 4.1

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 130 in Shelbyville**
	Const left turn lane on SR 64 and relocate Hwy 40
County:	**Marshall / Bedford**
Length:	**0.23 Miles**
Date:	**7/29/2010**

RIGHT OF WAY

Land	**0.06**	**Acres**	**x**	**$15,000**	**= $**	**1,000**
Incidentals	**1**	**Tracts**	**x**	**$4,000**	**= $**	**4,000**
Relocations		**Residences**	**x**	**$250,000**	**= $**	**0**
		Businesses	**x**	**$500,000**	**= $**	**0**
		Non-Profits	**x**		**= $**	**0**
	RIGHT OF WAY COST				**$**	**5,000**

UTILITY RELOCATION

Reimbursable	**$**	**115,000**
Non-reimbursable	**$**	**0**
UTILITY COST	**$**	**115,000**
TOTAL CONSTRUCTION COST	**$**	**458,000**
TOTAL PROJECT COST *	**$**	**578,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 4.1

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 130 in Shelbyville**
	Const left turn lane on SR 64 and relocate Hwy 40
County:	**Marshall / Bedford**
Length:	**1,200 LF = 0.23 Miles**
Date:	**7/29/2010**

CLEAR AND GRUBBING	**$**	**3,000**
EARTHWORK	**$**	**13,000**
PAVEMENT REMOVAL	**$**	**15,000**
DRAINAGE	**$**	**8,000**
STRUCTURES	**$**	
RAILROAD CROSSING OR SEPARATION	**$**	
PAVING	**$**	**249,000**
RETAINING WALLS	**$**	
MAINTENANCE OF TRAFFIC	**$**	**1,000**
TOPSOIL	**$**	**18,000**
SEEDING	**$**	**5,000**
SODDING	**$**	
SIGNING	**$**	**1,000**
LIGHTING	**$**	
SIGNALIZATION	**$**	
FENCE	**$**	
GUARDRAIL	**$**	
RIP RAP OR SLOPE PROTECTION	**$**	
OTHER CONST. ITEMS (15%)	**$**	**47,000**
MOBILIZATION	**$**	**18,000**
CONSTRUCTION COST	**$**	**378,000**
10% ENG. & CONT.	**$**	**38,000**
TOTAL CONSTRUCTION COST	**$**	**416,000**
10% PRELIMINARY ENGINEERING	**$**	**42,000**
TOTAL COST *	**$**	**458,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 4.2

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 130 in Shelbyville**
	Const left turn lane on SR 64 to Haskins Chapel Road and
	Whittaker Road
County:	**Marshall / Bedford**
Length:	**0.50 Miles**
Date:	**7/29/2010**

RIGHT OF WAY

Land	**1.12**	**Acres**	**x**	**$4,000**	**= $**	**4,000**
Incidentals	**28**	**Tracts**	**x**	**$4,000**	**= $**	**112,000**
Relocations	**2**	**Residences**	**x**	**$250,000**	**= $**	**500,000**
		Businesses	**x**	**$500,000**	**= $**	**0**
		Non-Profits	**x**		**= $**	**0**
	RIGHT OF WAY COST				**$**	**616,000**

UTILITY RELOCATION

Reimbursable	**$**	**250,000**
Non-reimbursable	**$**	**0**
UTILITY COST	**$**	**250,000**

TOTAL CONSTRUCTION COST	**$**	**1,069,000**
TOTAL PROJECT COST *	**$**	**1,935,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 4.2

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 130 in Shelbyville**
	Const left turn lane on SR 64 to Haskins Chapel Road and
	Whittaker Road
County:	**Marshall / Bedford**
Length:	**2,662 LF = 0.50 Miles**
Date:	**7/29/2010**

CLEAR AND GRUBBING	**$**	**7,000**
EARTHWORK	**$**	**28,000**
PAVEMENT REMOVAL	**$**	**31,000**
DRAINAGE	**$**	**20,000**
STRUCTURES	**$**	
RAILROAD CROSSING OR SEPARATION	**$**	
PAVING	**$**	**588,000**
RETAINING WALLS	**$**	
MAINTENANCE OF TRAFFIC	**$**	**2,000**
TOPSOIL	**$**	**29,000**
SEEDING	**$**	**8,000**
SODDING	**$**	
SIGNING	**$**	**2,000**
LIGHTING	**$**	
SIGNALIZATION	**$**	
FENCE	**$**	**17,000**
GUARDRAIL	**$**	
RIP RAP OR SLOPE PROTECTION	**$**	
OTHER CONST. ITEMS (15%)	**$**	**110,000**
MOBILIZATION	**$**	**42,000**
CONSTRUCTION COST	**$**	**884,000**
10% ENG. & CONT.	**$**	**88,000**
TOTAL CONSTRUCTION COST	**$**	**972,000**
10% PRELIMINARY ENGINEERING	**$**	**97,000**
TOTAL COST *	**$**	**1,069,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 4.3

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 130 in Shelbyville**
	Adding left turn onto Bethleham Road
County:	**Marshall / Bedford**
Length:	**0.33 Miles**
Date:	**7/29/2010**

RIGHT OF WAY

Land	**1.08**	**Acres**	**x**	**$15,000**	**= $**	**16,000**
Incidentals	**5**	**Tracts**	**x**	**$4,000**	**= $**	**20,000**
Relocations		**Residences**	**x**	**$250,000**	**= $**	**0**
		Businesses	**x**	**$500,000**	**= $**	**0**
		Non-Profits	**x**		**= $**	**0**
	RIGHT OF WAY COST				**$**	**36,000**

UTILITY RELOCATION

Reimbursable	**$**	**165,000**
Non-reimbursable	**$**	**0**
UTILITY COST	**$**	**165,000**
TOTAL CONSTRUCTION COST	**$**	**420,000**
TOTAL PROJECT COST *	**$**	**621,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 4.3

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 130 in Shelbyville**
	Adding left turn onto Bethleham Road
County:	**Marshall / Bedford**
Length:	**1,753.2 LF = 0.33 Miles**
Date:	**7/29/2010**

CLEAR AND GRUBBING	**$**	**2,600**
EARTHWORK	**$**	**10,000**
PAVEMENT REMOVAL	**$**	**22,000**
DRAINAGE	**$**	
STRUCTURES	**$**	
RAILROAD CROSSING OR SEPARATION	**$**	
PAVING	**$**	**183,000**
RETAINING WALLS	**$**	
MAINTENANCE OF TRAFFIC	**$**	**29,000**
TOPSOIL	**$**	**20,000**
SEEDING	**$**	**600**
SODDING	**$**	
SIGNING	**$**	**900**
LIGHTING	**$**	
SIGNALIZATION	**$**	
FENCE	**$**	**19,000**
GUARDRAIL	**$**	
RIP RAP OR SLOPE PROTECTION	**$**	
OTHER CONST. ITEMS (15%)	**$**	**43,000**
MOBILIZATION	**$**	**17,000**
CONSTRUCTION COST	**$**	**347,000**
10% ENG. & CONT.	**$**	**35,000**
TOTAL CONSTRUCTION COST	**$**	**382,000**
10% PRELIMINARY ENGINEERING	**$**	**38,000**
TOTAL COST *	**$**	**420,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 4.4

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 130 in Shelbyville**
	Adding left turn onto SR 130
County:	**Marshall / Bedford**
Length:	**0.22 Miles**
Date:	**7/29/2010**

RIGHT OF WAY

Land	**0.13**	**Acres**	**x**	**$15,000**	**= $**	**2,000**
Incidentals	**1**	**Tracts**	**x**	**$4,000**	**= $**	**4,000**
Relocations		**Residences**	**x**	**$250,000**	**= $**	**0**
		Businesses	**x**	**$500,000**	**= $**	**0**
		Non-Profits	**x**		**= $**	**0**
	RIGHT OF WAY COST				**$**	**6,000**

UTILITY RELOCATION

Reimbursable	**$**	**65,000**
Non-reimbursable	**$**	**0**
UTILITY COST	**$**	**65,000**

TOTAL CONSTRUCTION COST	**$**	**682,000**
TOTAL PROJECT COST *	**$**	**753,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

Option 4.4

Route:	**SR 64**
Description:	**From US 31A (SR 11)/SR 271 to SR 130 in Shelbyville**
	Adding left turn onto SR 130
County:	**Marshall / Bedford**
Length:	**1,143.79 LF = 0.22 Miles**
Date:	**7/29/2010**

CLEAR AND GRUBBING	**$**	**310**
EARTHWORK	**$**	**9,600**
PAVEMENT REMOVAL	**$**	**14,100**
DRAINAGE	**$**	
STRUCTURES	**$**	**57,600**
RAILROAD CROSSING OR SEPARATION	**$**	
PAVING	**$**	**139,000**
RETAINING WALLS	**$**	
MAINTENANCE OF TRAFFIC	**$**	**22,000**
TOPSOIL	**$**	**179,000**
SEEDING	**$**	**450**
SODDING	**$**	
SIGNING	**$**	**550**
LIGHTING	**$**	
SIGNALIZATION	**$**	
FENCE	**$**	**17,200**
GUARDRAIL	**$**	**27,000**
RIP RAP OR SLOPE PROTECTION	**$**	
OTHER CONST. ITEMS (15%)	**$**	**70,000**
MOBILIZATION	**$**	**27,000**
CONSTRUCTION COST	**$**	**564,000**
10% ENG. & CONT.	**$**	**56,000**
TOTAL CONSTRUCTION COST	**$**	**620,000**
10% PRELIMINARY ENGINEERING	**$**	**62,000**
TOTAL COST *	**$**	**682,000**

**** For estimating future project costs, a compounded inflation rate of 10% per year will be applied from the date of this estimate.***

TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION

PROJECT NO.: _____ ROUTE: SR 64
COUNTY: MARSHALL/BEDFORD CITY: _____
PROJECT PIN NUMBER: _____
PROJECT DESCRIPTION: From: US 31 at SR 64 intersection to the east (Marshall County)
To : SR 64 at SR 130 intersection to the south (Bedford County)
(1) SR 64
(2) SR 130 (3) US 31

DIVISION REQUESTING:

		PAVEMENT DESIGN	☐
MAINTENANCE	☐	STRUCTURES	☐
PLANNING	☐	SURVEY & DESIGN	☐
PROG. DEVELOPMENT & ADM.	☐	TRAFFIC SIGNAL DESIGN	☐
PUBLIC TRANS. & AERO.	☐	OTHER _____	☐

YEAR PROJECT PROGRAMMED FOR CONSTRUCTION: _____
PROJECTED LETTING DATE: _____

TRAFFIC ASSIGNMENT:

	BASE YEAR		DESIGN YEAR					DESIGN ROADWAY % TRUCKS		DESIGN AVERAGE DAILY LOADS	
	AADT	YEAR	AADT	DHV	%	YEAR	DIR.DIST.	DHV	AADT	FLEX	RIGID
1	6000	2014	8,200	656	8	2034	60-40	8	12		
2	2,700	2014	4,100	369	9	2034	65-35	9	13		
3	9,000	2014	13,000	1,300	10	2034	55-45	5	8		

REQUESTED BY: NAME _____ DATE _____
DIVISION _____
ADDRESS _____
_____

REVIEWED BY: TONY ARMSTRONG _____ DATE _____
TRANSPORTATION MANAGER 1
SUITE 1000, JAMES K. POLK BUILDING

APPROVED BY: BILL HART _____ DATE _____
TRANSPORTATION MANAGER 2
SUITE 1000, JAMES K. POLK BUILDING

COMMENTS:

Traffic based on count stations 23, 24, 84, 47,48, 52, and 53 and growth trends within the limits of the project.

DHV'S ARE NOT REQUIRED FOR SIDE ROADS LESS THAN 1000 AADT.

NOTE: FOR BRIDGE REPLACEMENT PROJECTS, ADLs ARE NOT REQUIRED FOR AADT's OF 1000 OR LESS AND PERCENTAGE OF TRUCKS OF 7% OR LESS.
SEE ATTACHMENTS FOR TURNING MOVEMENTS AND/OR OTHER DETAILS. (REV. 9/20/07)

Amended Traffic Forecast
SR 64
Marshall/Bedford County, Tennessee

Prepared for:

Tennessee Department of Transportation (TDOT)

Prepared by:

Palmer Engineering

March 2010

Introduction

The purpose of this document is to summarize the steps taken by Palmer Engineering to prepare the traffic forecast for the SR 64/US 31, SR 271/US 31, and SR 64/Hwy 40 intersections in Marshall County, Tennessee and the SR 64/Haskins Chapel Rd, SR 64/Whitaker Rd, SR 64/Bethlehem Church Rd and SR 64/SR 130 intersections in Bedford County, Tennessee for the Tennessee Department of Transportation (TDOT). The study area begins on US 31 where SR 64 intersects to the east and extends approximately 12.5 miles to SR 64 where SR 130 intersects to the South. Figure 1 shows the study corridor.

This report includes the Average Annual Daily Traffic (AADT) and Design Hourly Volumes (DHV) forecast for the base year 2014 and future year 2034.

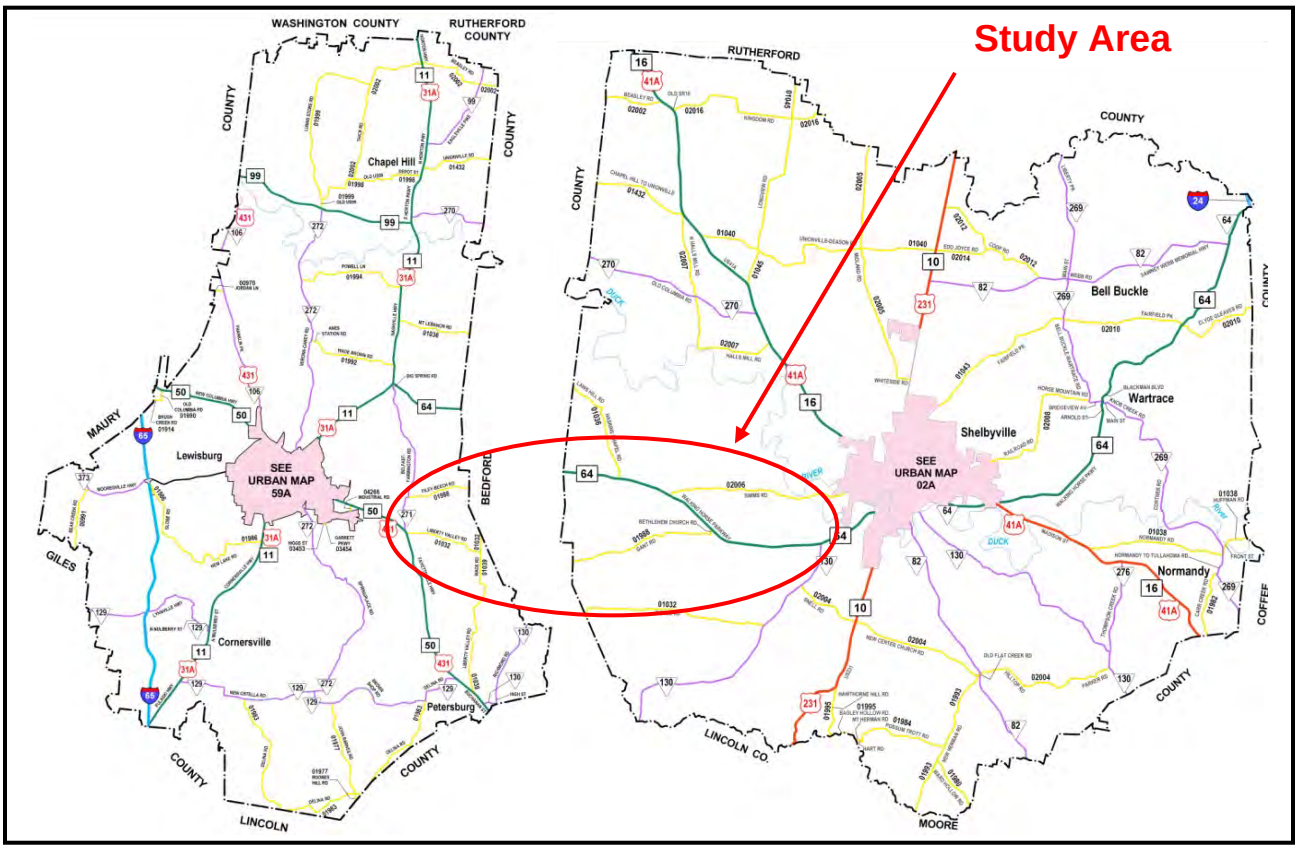


Figure 1: Vicinity Map

Intersection Turning Movement Volumes

Turning movement counts were performed by Palmer Engineering on Wednesday, July 22 and Thursday, July 23, 2009 between 6:00-9:00 AM, 11:00 AM – 1:00 PM, and 3:00-6:00 PM for the following intersections:

- SR 64 and US 31
- SR 271 and US 31
- SR 64 and SR 130

An additional count was requested and performed by Palmer Engineering on Wednesday, February 10 and Thursday, February 18, 2010 between 6:00-9:00 AM, 11:00 AM – 1:00 PM, and 3:00-6:00 PM for the following intersections:

- SR 64 and Highway 40
- SR 64 and Haskins Chapel Road
- SR 64 and Whitaker Road
- SR 64 and Bethlehem Church Road

Methodology

The turning movement counts collected by Palmer Engineering were adjusted based on the Average Monthly Variation Factors provided by TDOT. The variation factor of 1.00 was used for counts collected on Wednesday's in July on Rural Other roadways while an adjustment factor of 0.95 was used for counts collected on Thursday's in July on Rural Other roadways. For counts on Wednesday's in February on Rural Other roadways, variation factors of 1.02 were applied, while variation factors of 1.01 were applied to Rural Other roadways on counts taken on Thursday's in February. Volumes were then increased by 20% at the direction of TDOT to get from peak hour to design hour volumes.

Historical ADAM data for count stations 23, 24, 84, 47, 48, 52, and 53 were compared to 2009 and 2010 field counts and determined to be consistent.

Raw volume data from the count stations for the same timeframe as the field count were used to determine an expansion factor of 1.80 for the SR 64 and US 31 intersection. An expansion factor of 1.85 was used for the SR 271 and US 31 intersection as well as the SR 64 and SR 130 intersection, the SR 64 and Haskins Chapel Road intersection, the SR 64 and Whitaker Road intersection, and the SR 64 and Bethlehem Church Road intersection. The 8 hour field counts were then expanded to 24 hr counts based on these factors. The 2009 and 2010 ADT volumes were forecasted to 2014 and 2034 using historical growth rates (ranging from 1.22% to 1.87%) since model data was not available.

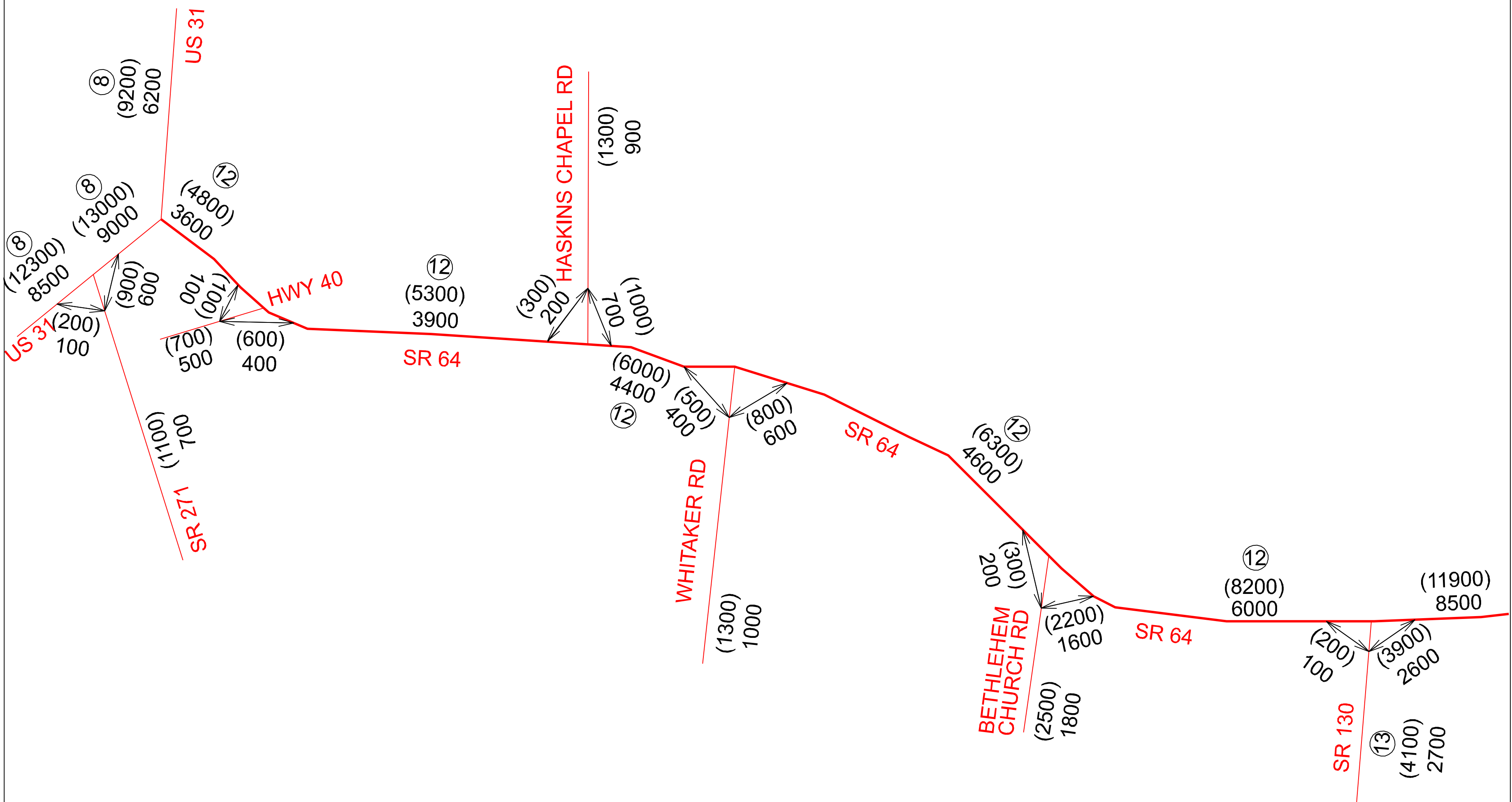
ADT turning movements were proportioned based on the 8 hour field counts. The AM and PM Design Hour turning movements were based on their respective peak hour from the field counts.

K Factors

K Factors were calculated based on the turning movement counts conducted by Palmer Engineering and historical trends. A K Factor between 4.3% and 11.1% was used for the AM peak hour. A K Factor between 8.0% and 13.8% was used for the PM peak hour.

Truck Percentages

Counts conducted by Palmer Engineering categorized traffic by Cars, Pick-Ups, & Panels; Other Single Units; and Combinations. The percent of Other Single Units by approach ranged from 0.8% to 5.9%. The percent of Combinations by approach ranged from 0.6% to 5.4%.



Marshall/Bedford County, TN

SR 64	%T
Approach Roads	2014 ADT
	(2034) ADT

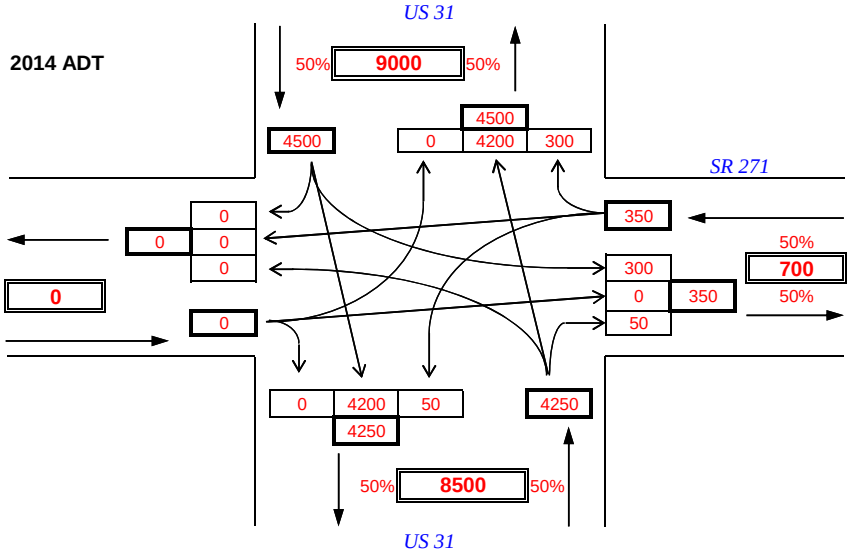
Forecast Summary

Turning Movement Counts

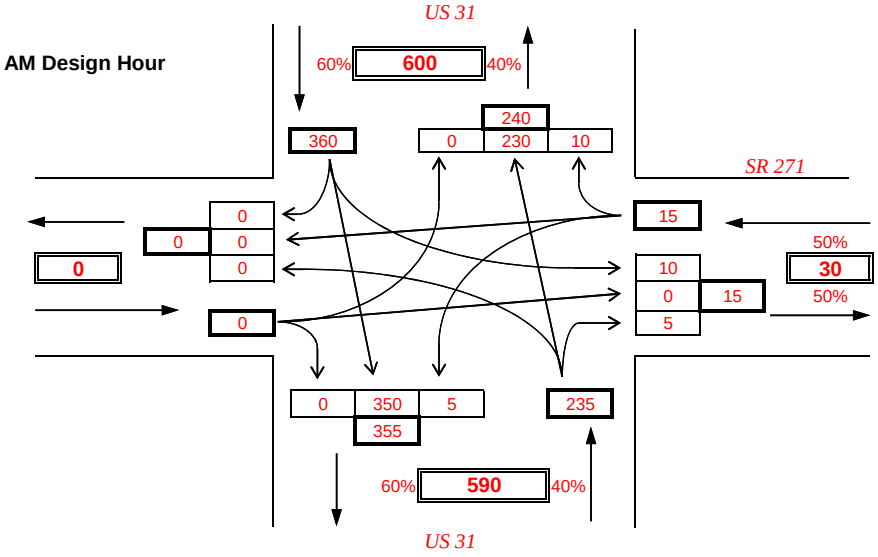
PROJECT: SR 64
ITEM NUMBER:
ACCOUNT NUMBER:
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2014 ADT and Design Hour Volumes
INTERSECTION: SR 271 and US 31

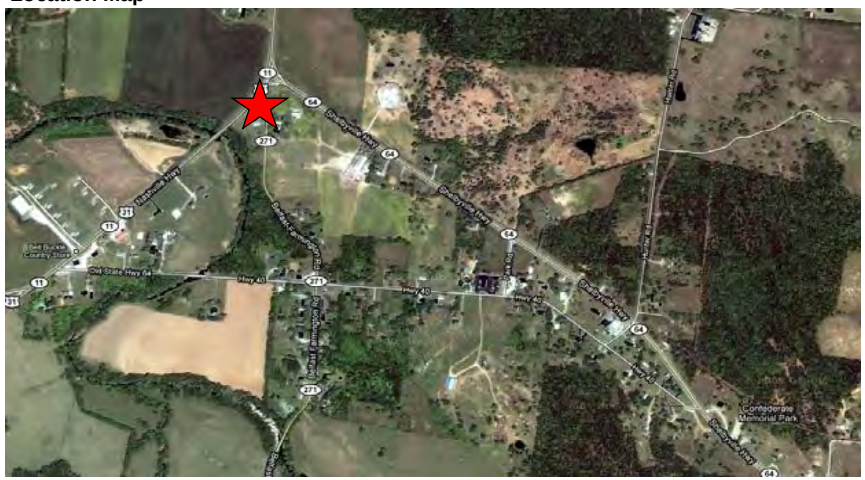
2014 ADT



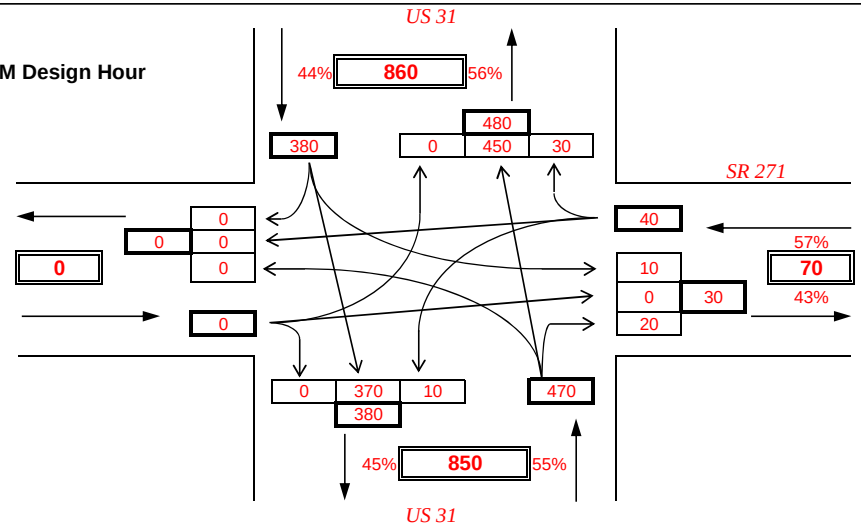
2014 AM Design Hour



Location Map



2014 PM Design Hour

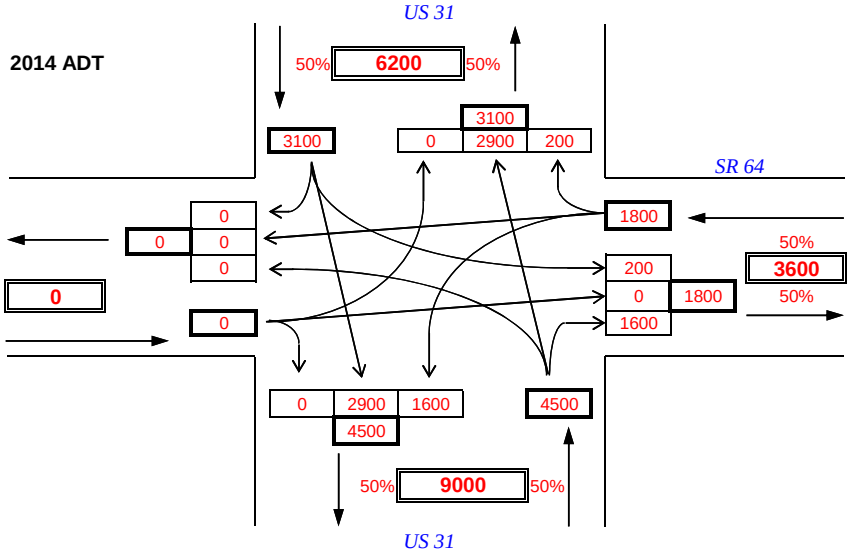


PROJECT: SR 64
ITEM NUMBER:
ACCOUNT NUMBER:
REQUEST DATE:
ANALYST: PALMER ENGINEERING

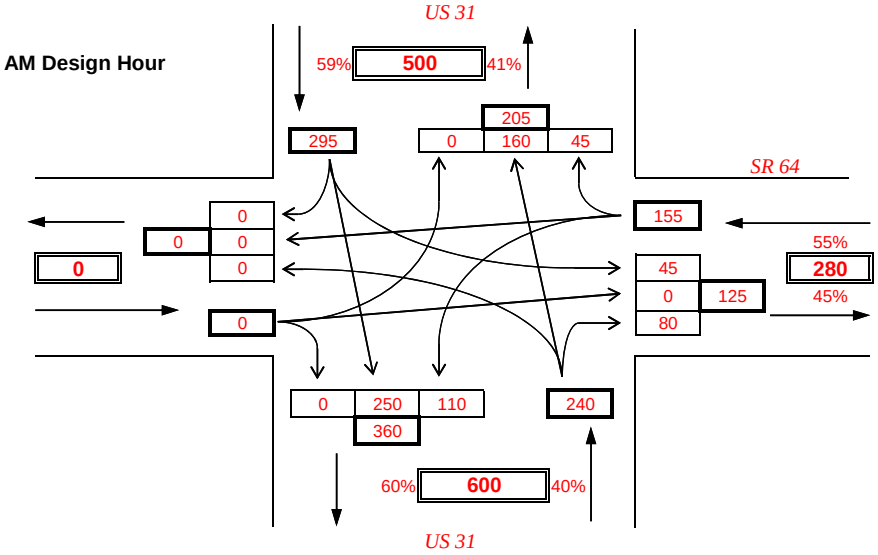
SCENARIO: 2014 ADT and Design Hour Volumes

INTERSECTION: SR 64 and US 31

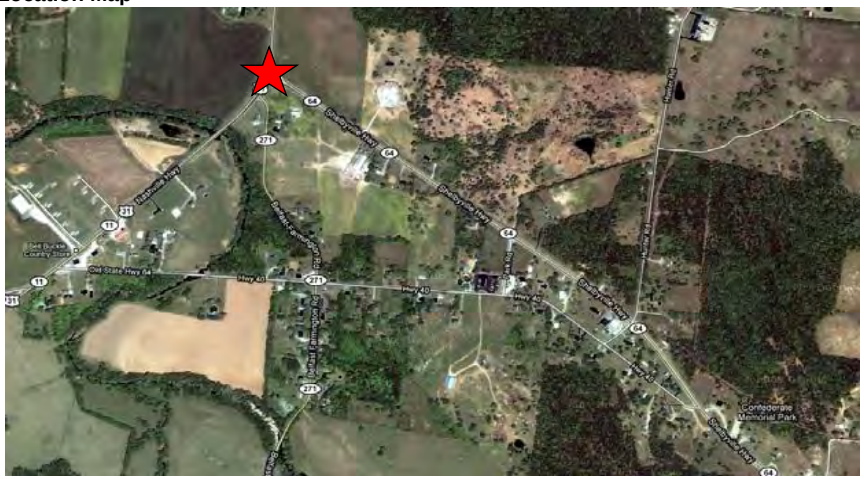
2014 ADT



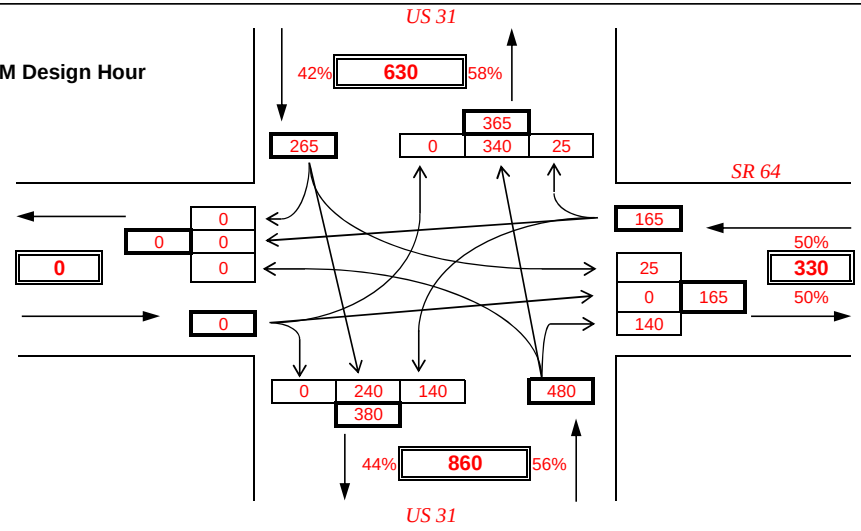
2014 AM Design Hour



Location Map



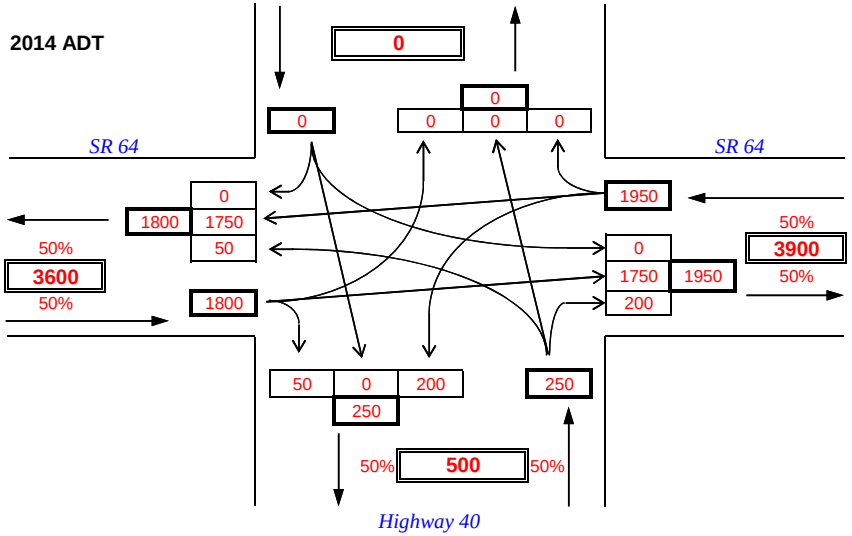
2014 PM Design Hour



PROJECT: SR 64
ITEM NUMBER:
ACCOUNT NUMBER:
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2014 ADT and Design Hour Volumes
INTERSECTION: SR 64 and Hwy 40

2014 ADT



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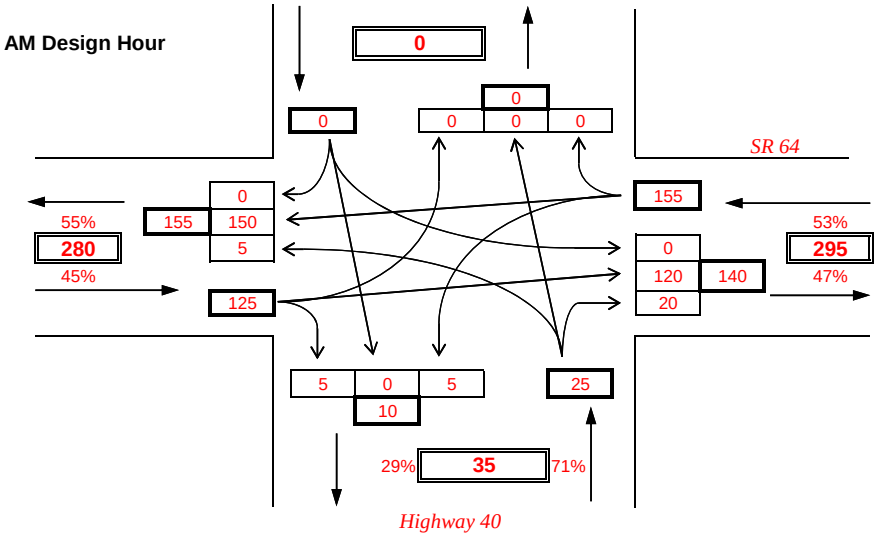
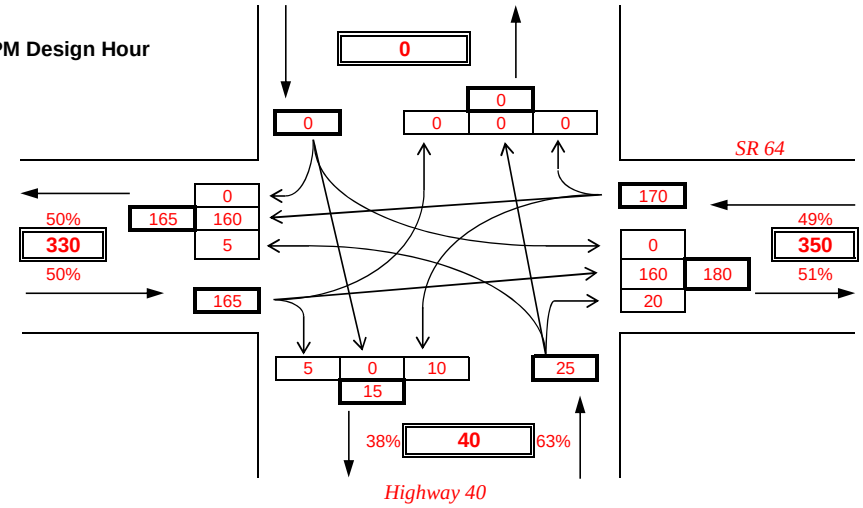


Location Map

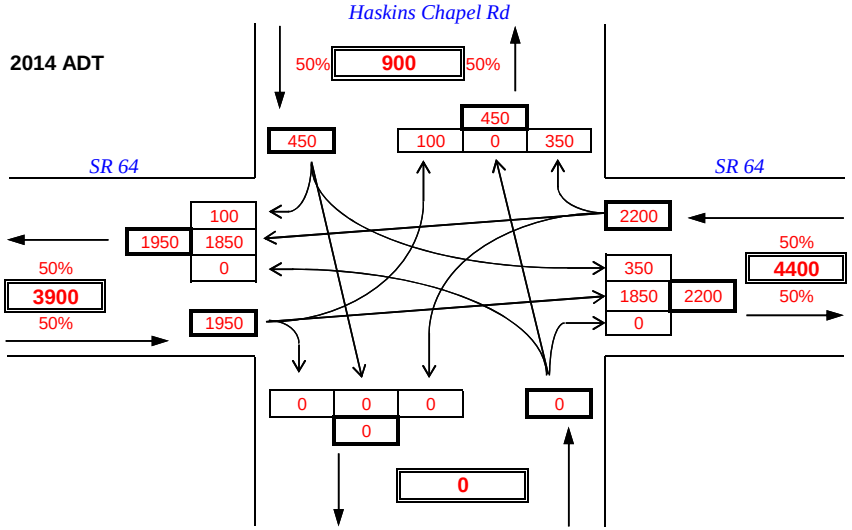
2014 PM Design Hour



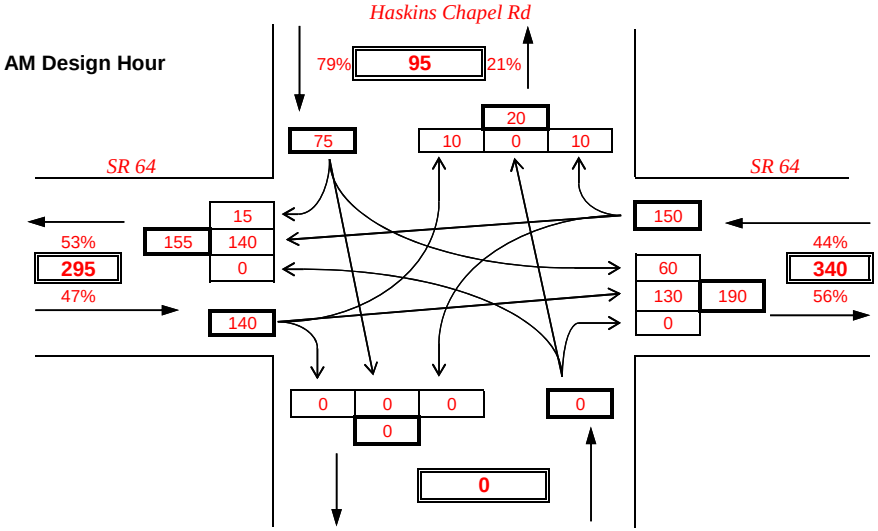
PROJECT: SR 64
ITEM NUMBER:
ACCOUNT NUMBER:
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2014 ADT and Design Hour Volumes
INTERSECTION: SR 64 and Haskins Chapel Rd

2014 ADT

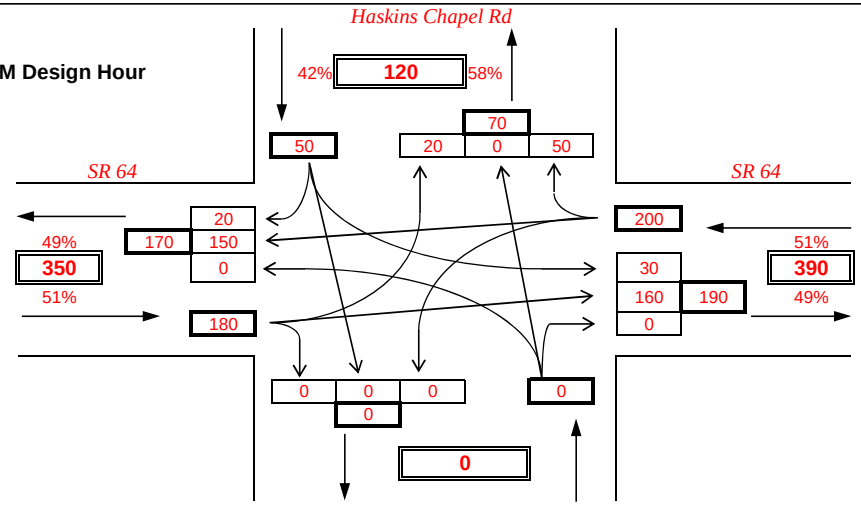


2014 AM Design Hour



Location Map

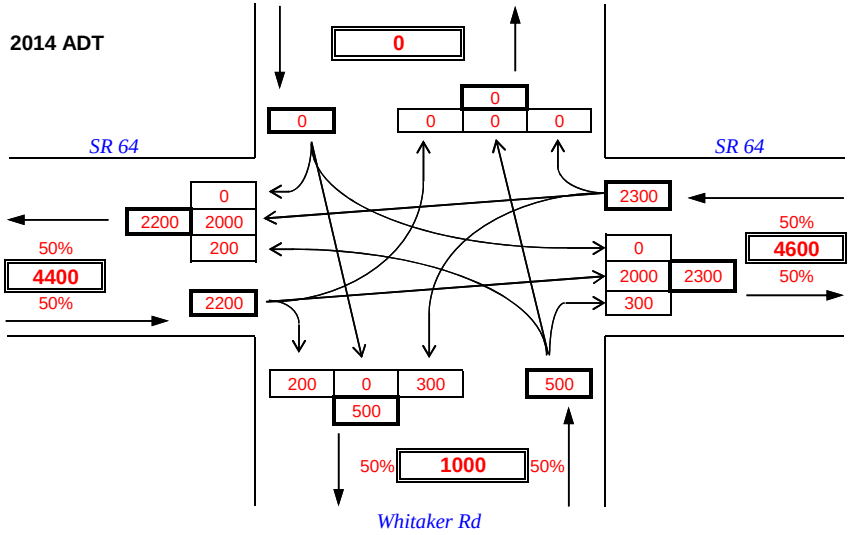
2014 PM Design Hour



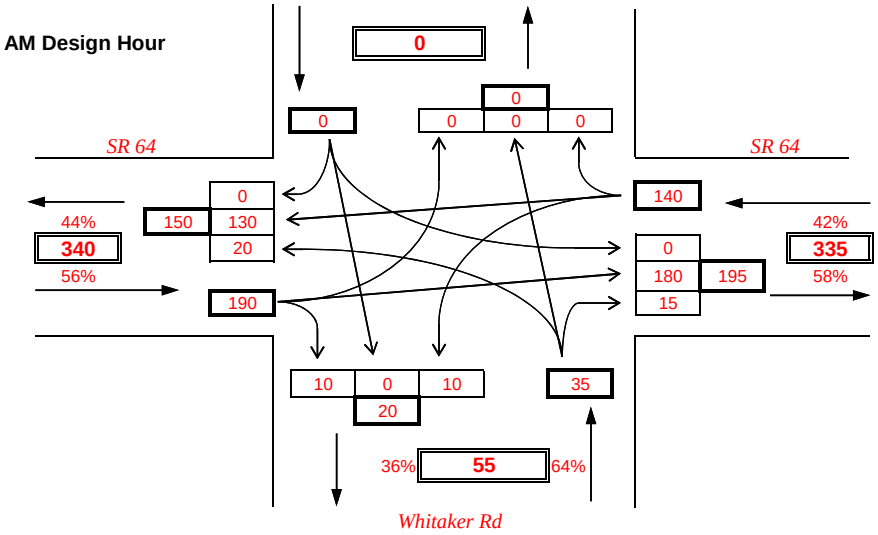
PROJECT: SR 64
ITEM NUMBER:
ACCOUNT NUMBER:
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2014 ADT and Design Hour Volumes
INTERSECTION: SR 64 and Whitaker Rd

2014 ADT

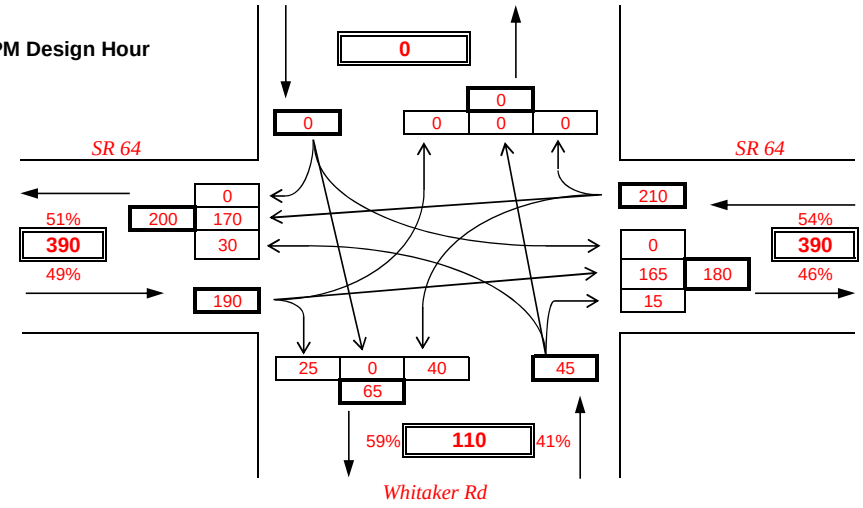


2014 AM Design Hour



Location Map

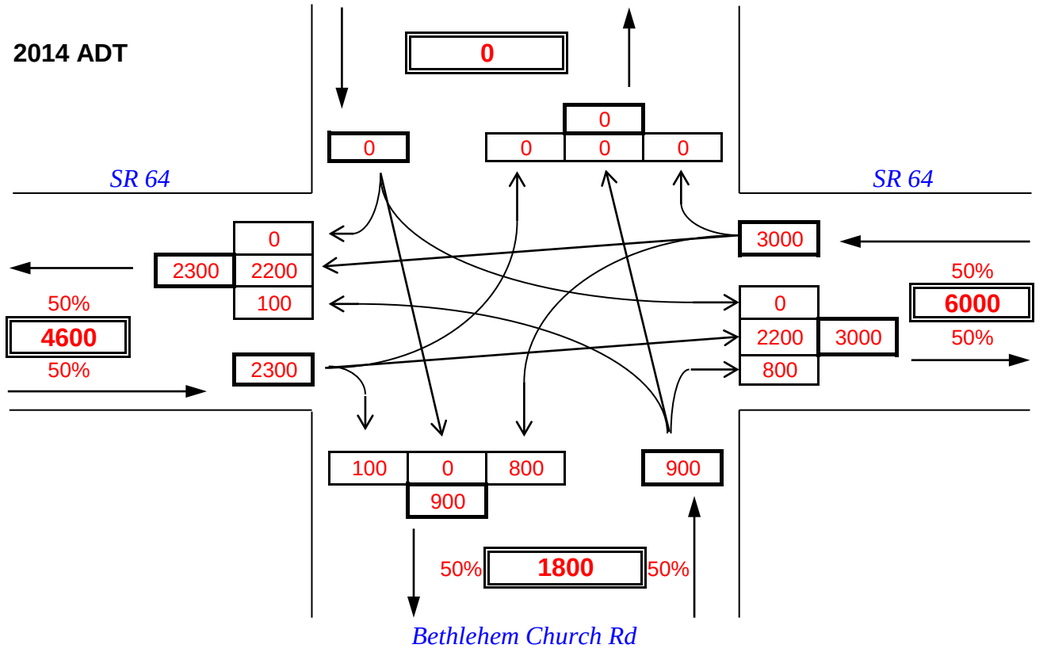
2014 PM Design Hour



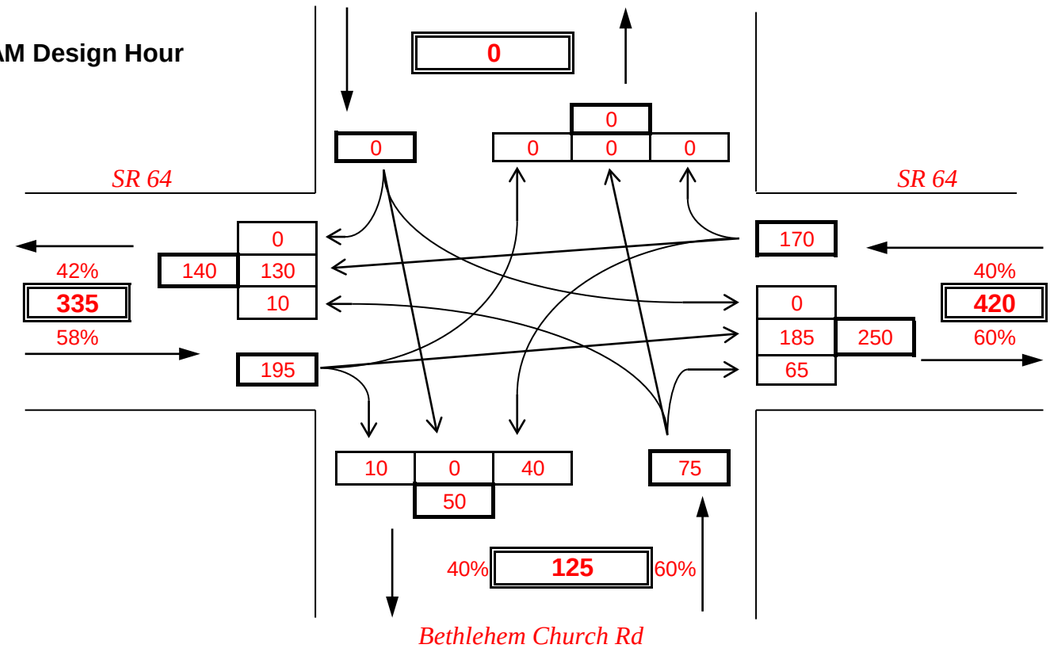
PROJECT: SR 64
ITEM NUMBER:
ACCOUNT NUMBER:
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2014 ADT and Design Hour Volumes
INTERSECTION: SR 64 and Bethlehem Church Rd

2014 ADT

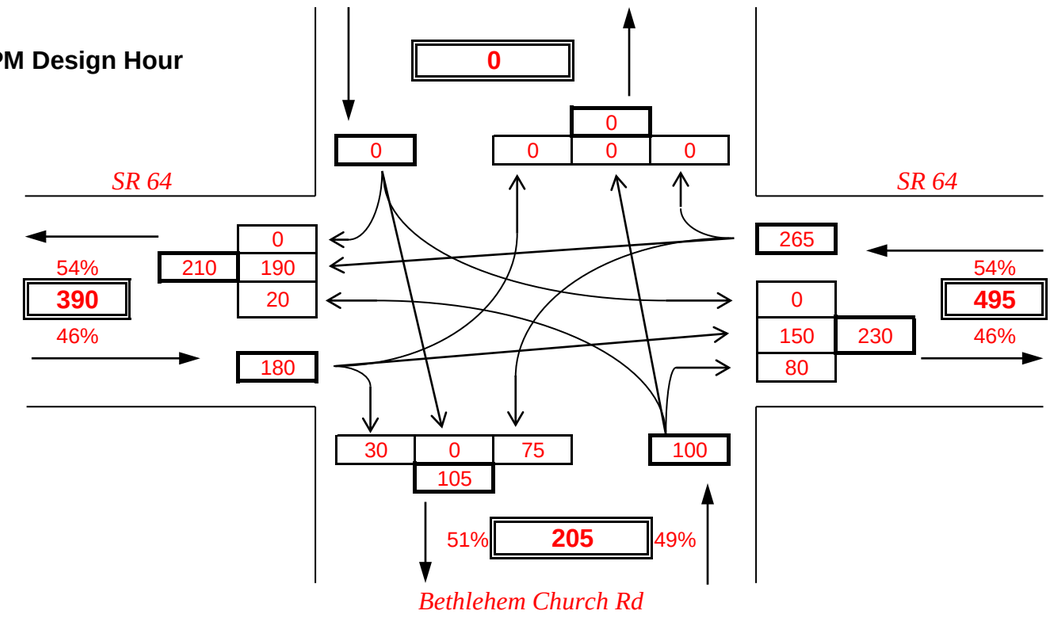


2014 AM Design Hour



Location Map

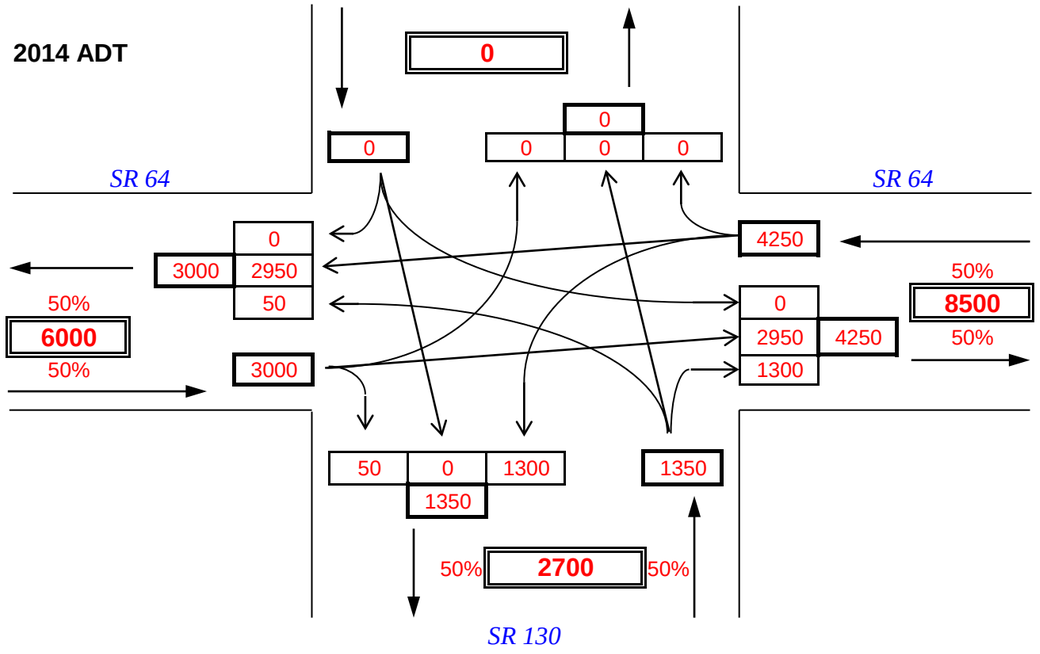
2014 PM Design Hour



PROJECT: SR 64
ITEM NUMBER:
ACCOUNT NUMBER:
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2014 ADT and Design Hour Volumes
INTERSECTION: SR 64 and SR 130

2014 ADT



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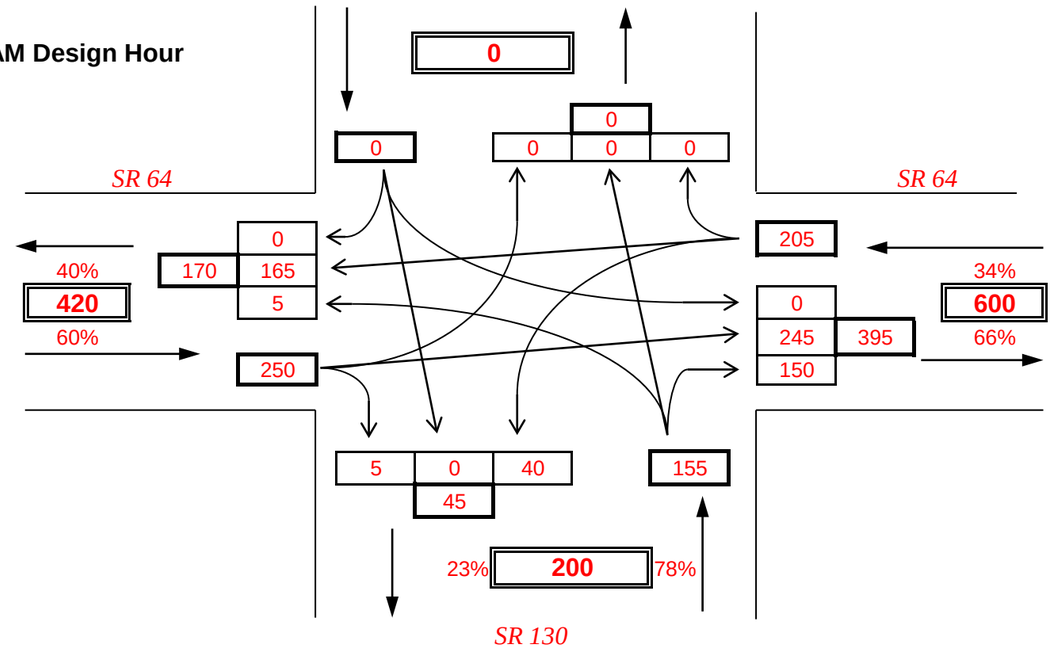
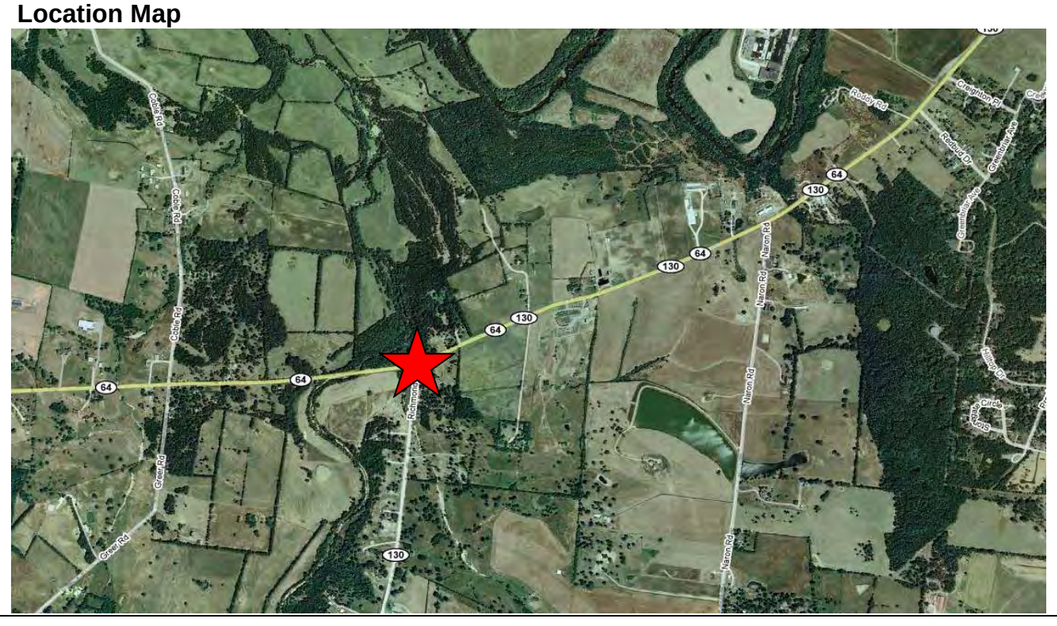
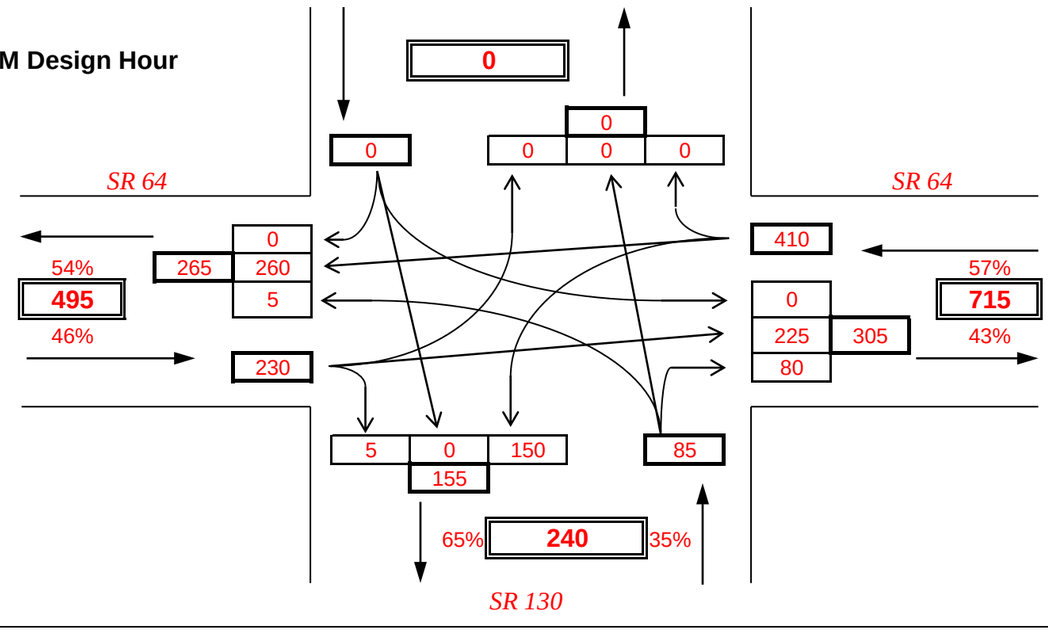


Location Map



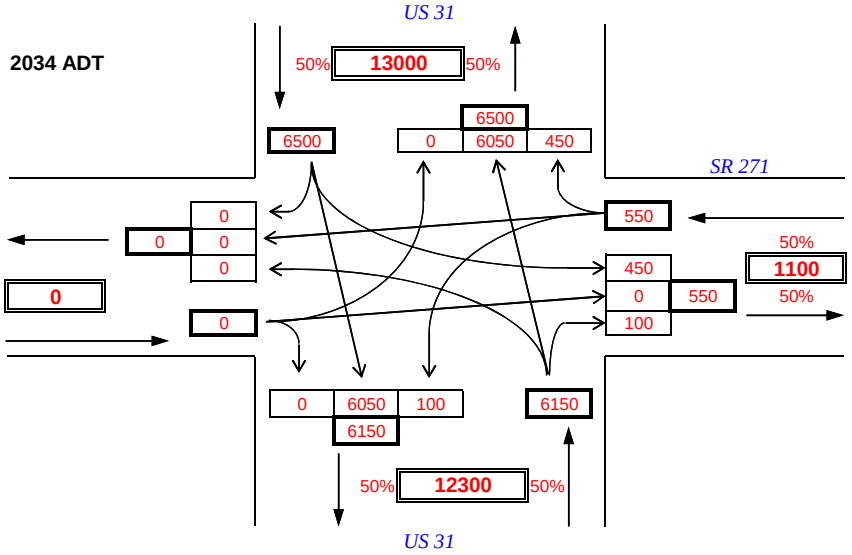
2014 PM Design Hour



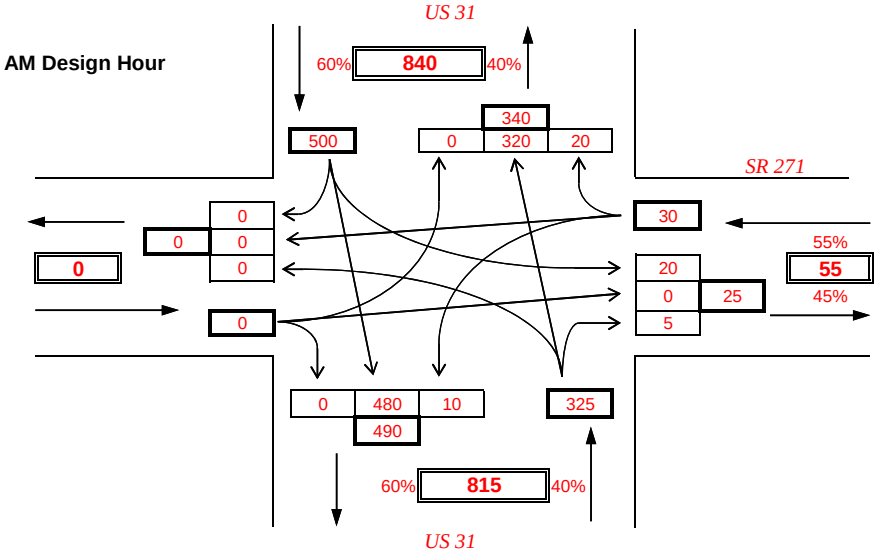
PROJECT: SR 64
ITEM NUMBER:
ACCOUNT NUMBER:
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2034 ADT and Design Hour Volumes
INTERSECTION: SR 271 and US 31

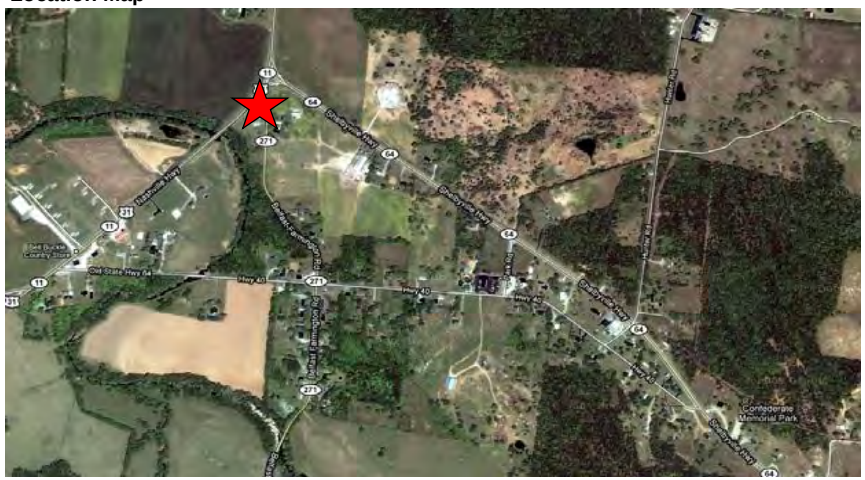
2034 ADT



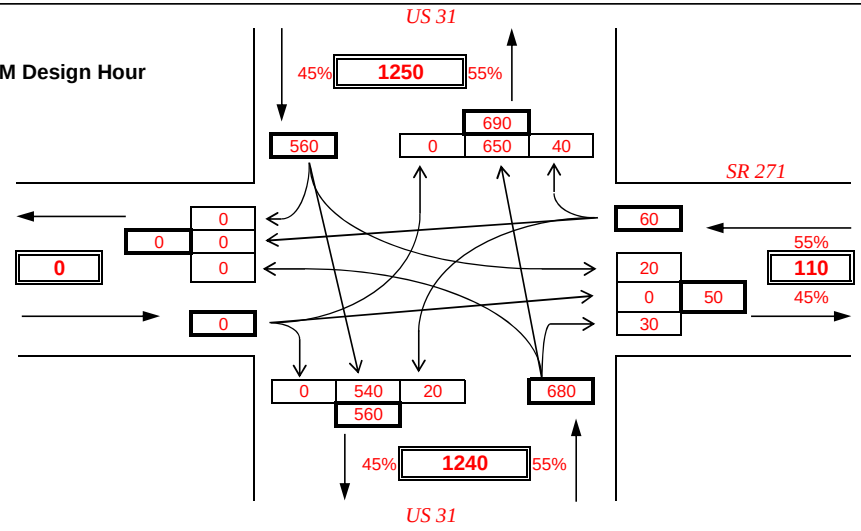
2034 AM Design Hour



Location Map



2034 PM Design Hour



PROJECT: SR 64
ITEM NUMBER:
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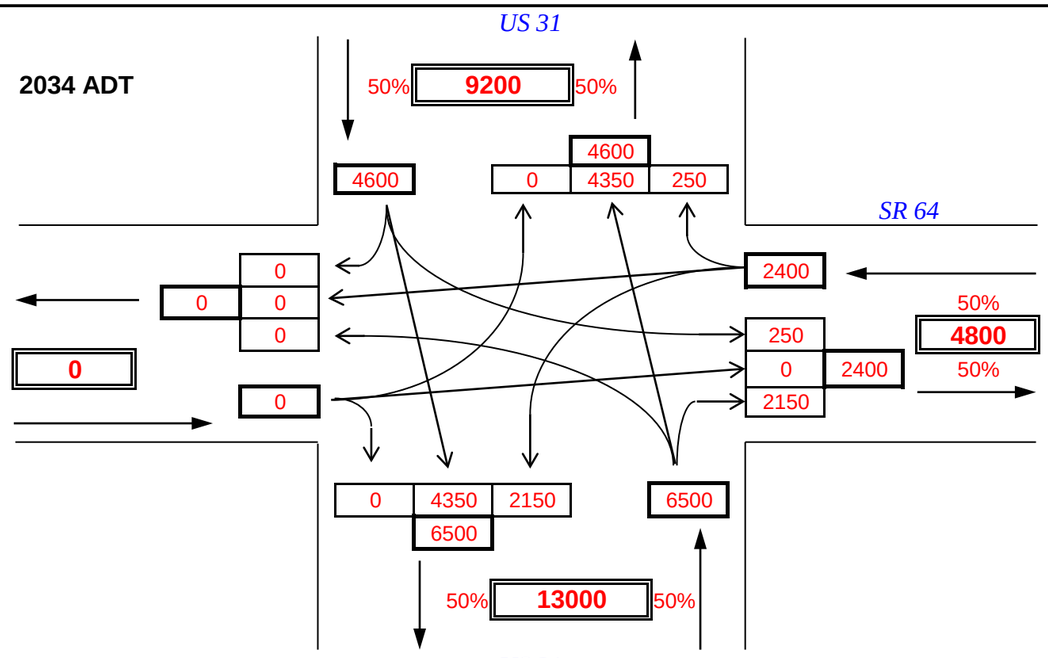
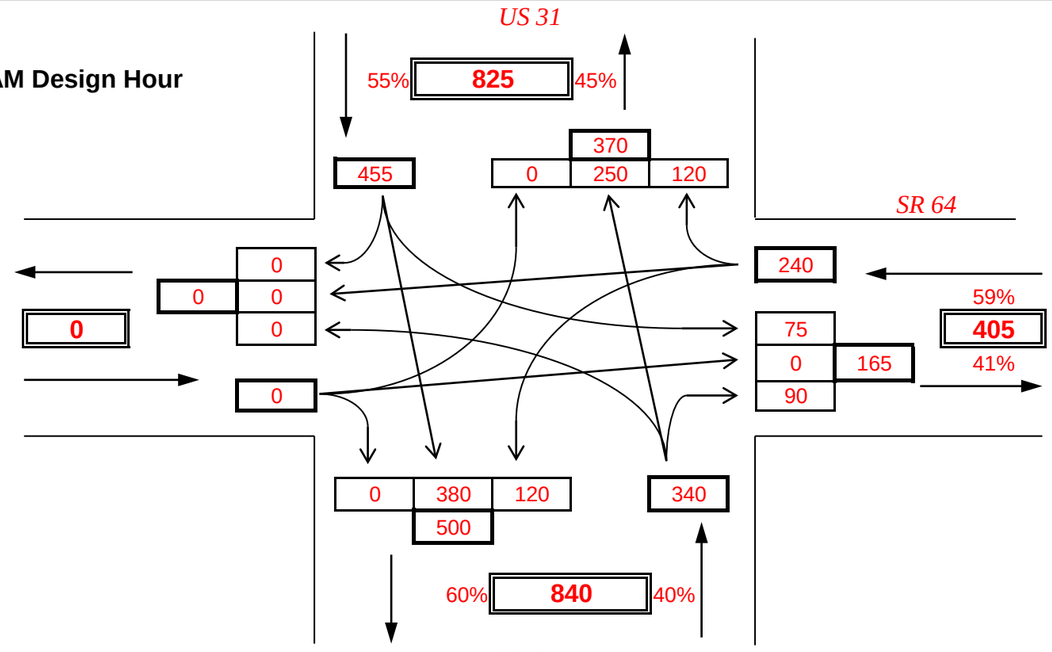
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2034 ADT and Design Hour Volumes
INTERSECTION: SR 64 and US 31

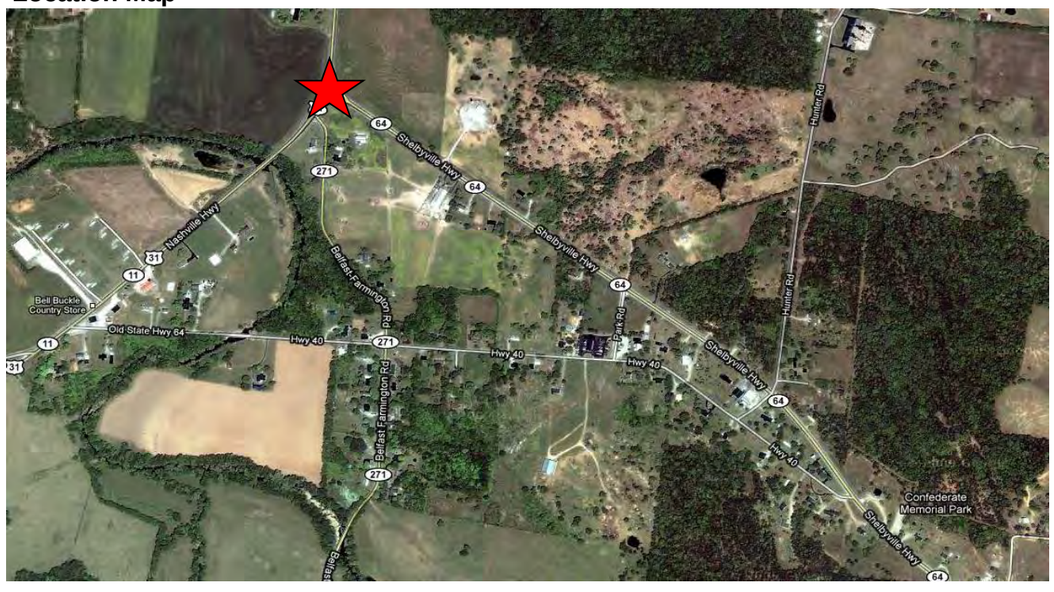
2034 ADT



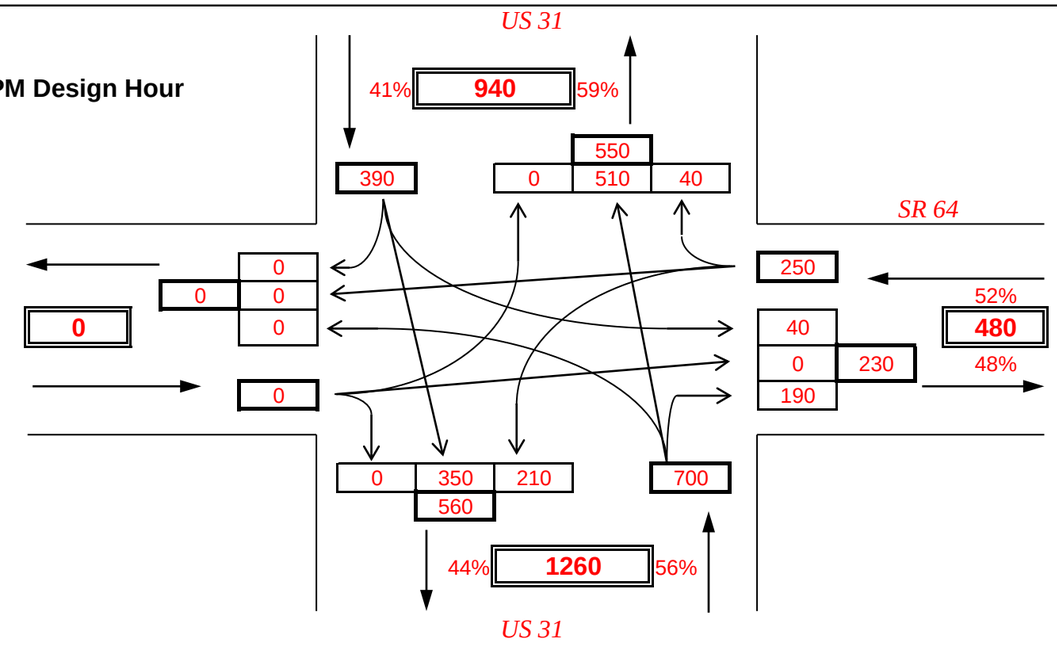
2034 AM Design Hour



Location Map



2034 PM Design Hour



PROJECT: SR 64
ITEM NUMBER:
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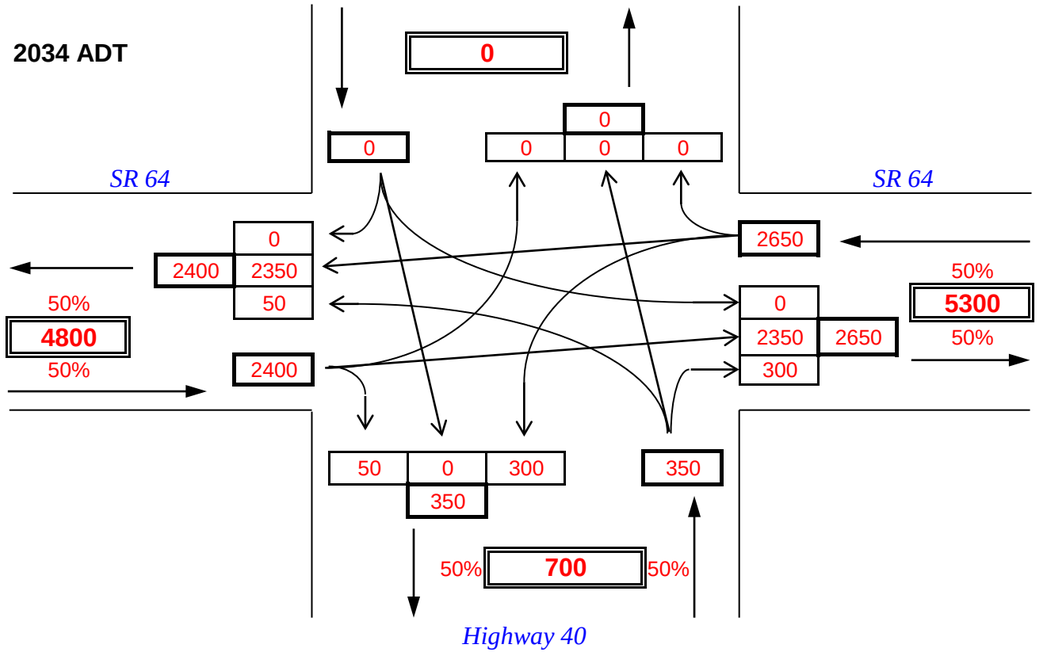
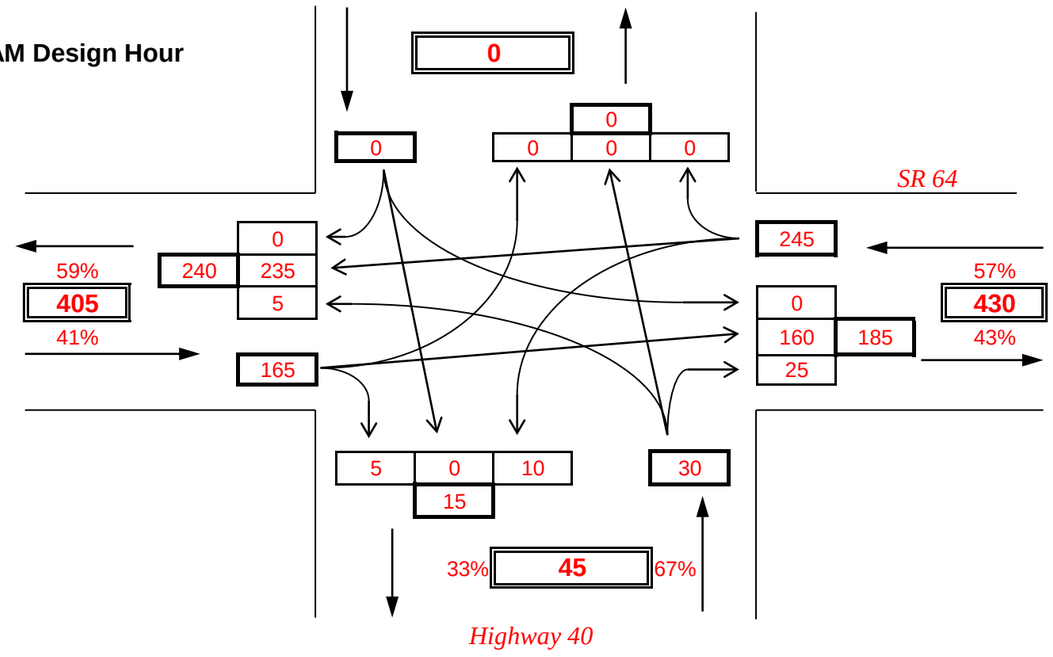
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2034 ADT and Design Hour Volumes
INTERSECTION: SR 64 and Hwy 40

2034 ADT

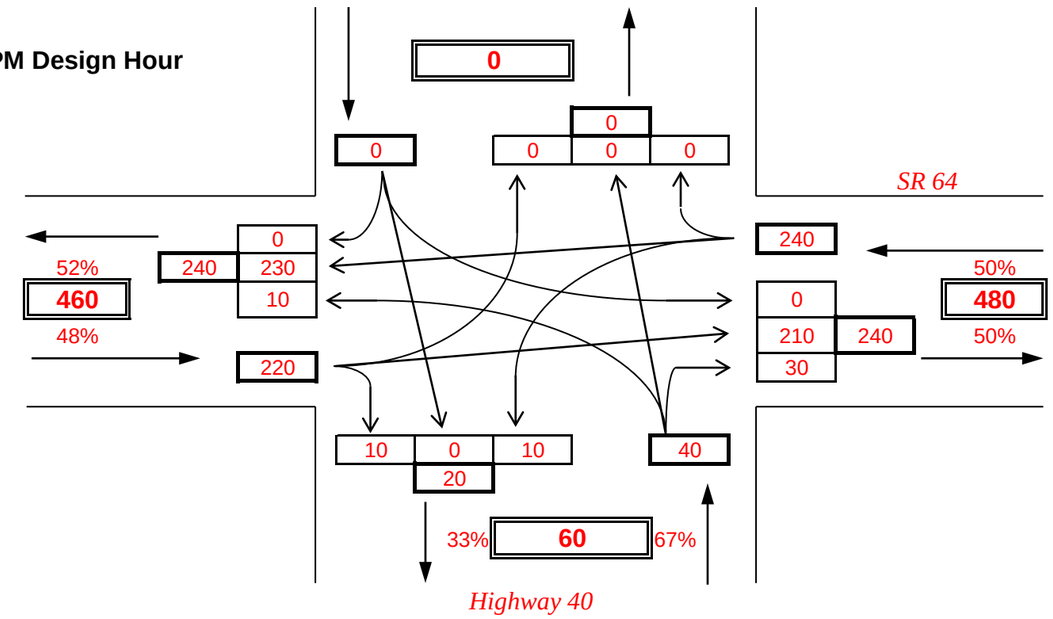


2034 AM Design Hour



Location Map

2034 PM Design Hour



PROJECT: SR 64
ITEM NUMBER:
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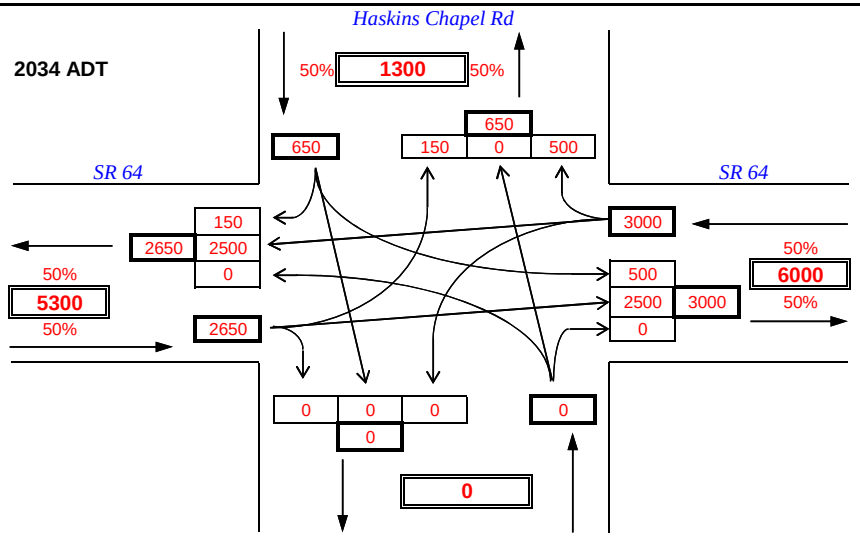
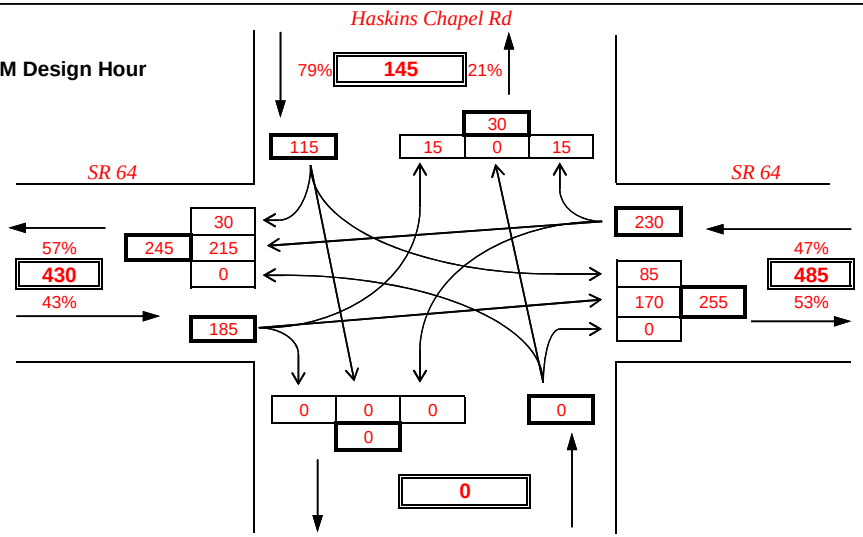
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2034 ADT and Design Hour Volumes
INTERSECTION: SR 64 and Haskins Chapel Rd

2034 ADT

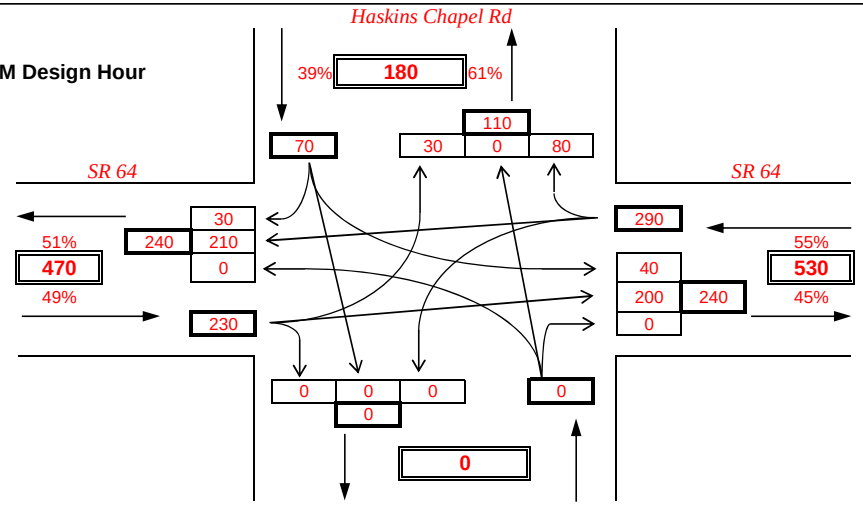


2034 AM Design Hour



Location Map

2034 PM Design Hour



PROJECT: SR 64
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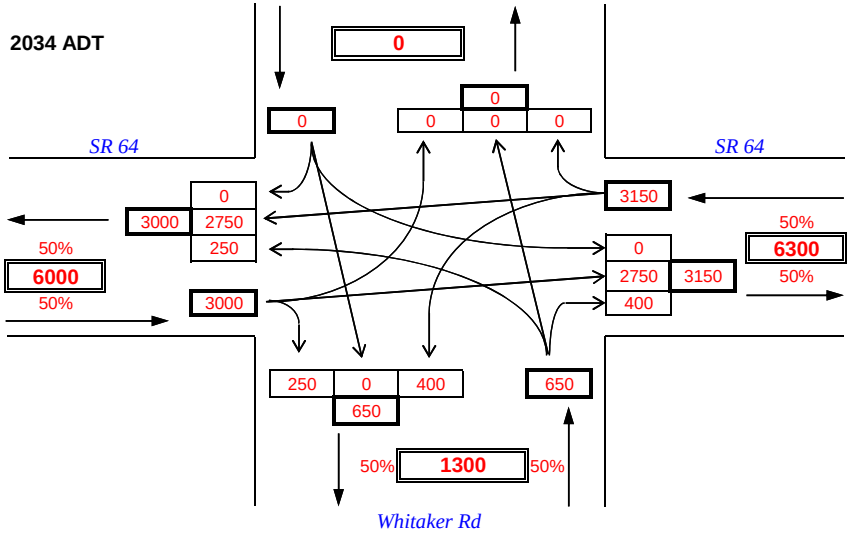
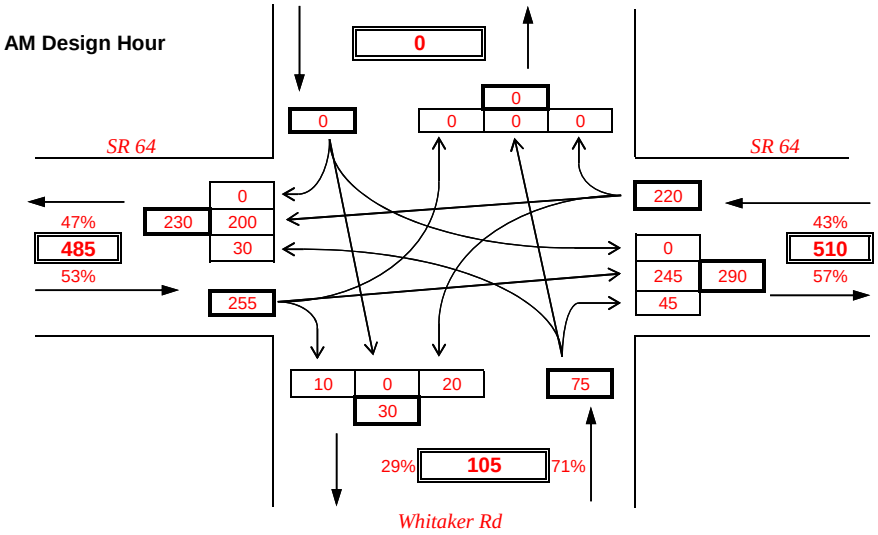
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2034 ADT and Design Hour Volumes
INTERSECTION: SR 64 and Whitaker Rd

2034 ADT

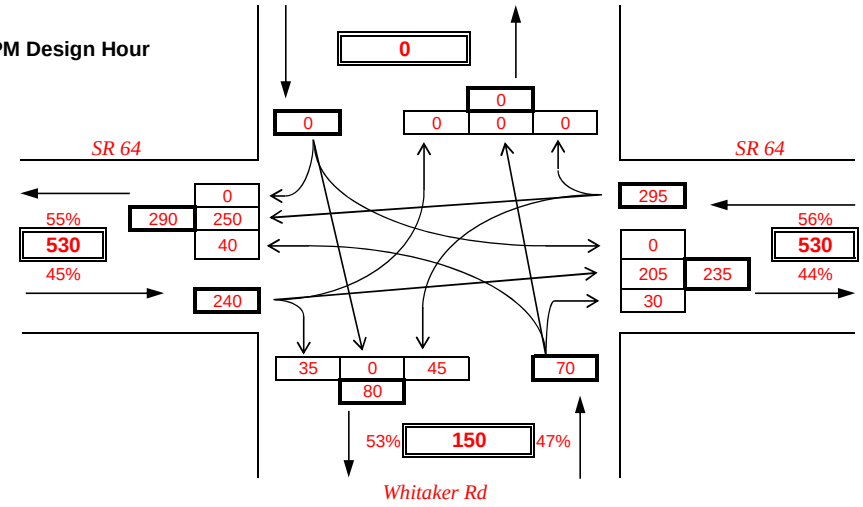


2034 AM Design Hour



Location Map

2034 PM Design Hour



PROJECT: SR 64
ITEM NUMBER:
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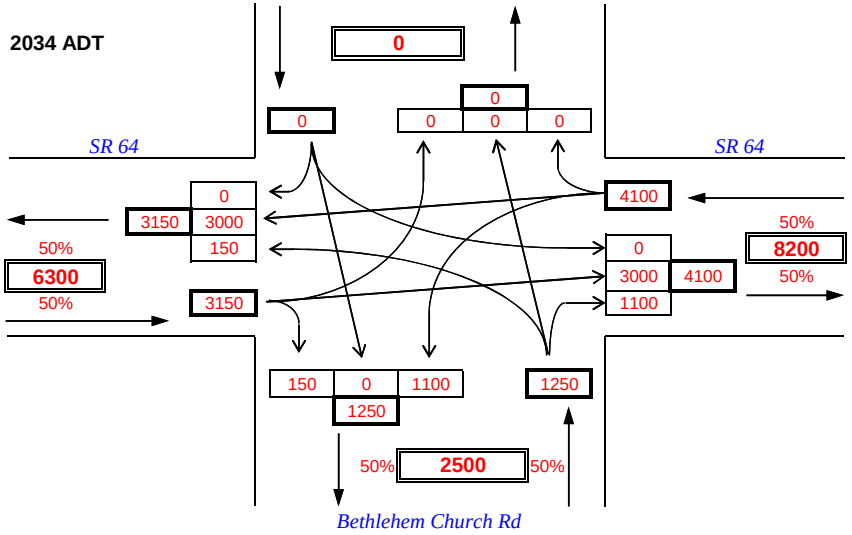
ANALYST: PALMER ENGINEERING

SCENARIO: 2034 ADT and Design Hour Volumes
INTERSECTION: SR 64 and Bethlehem Church Rd

2034 ADT



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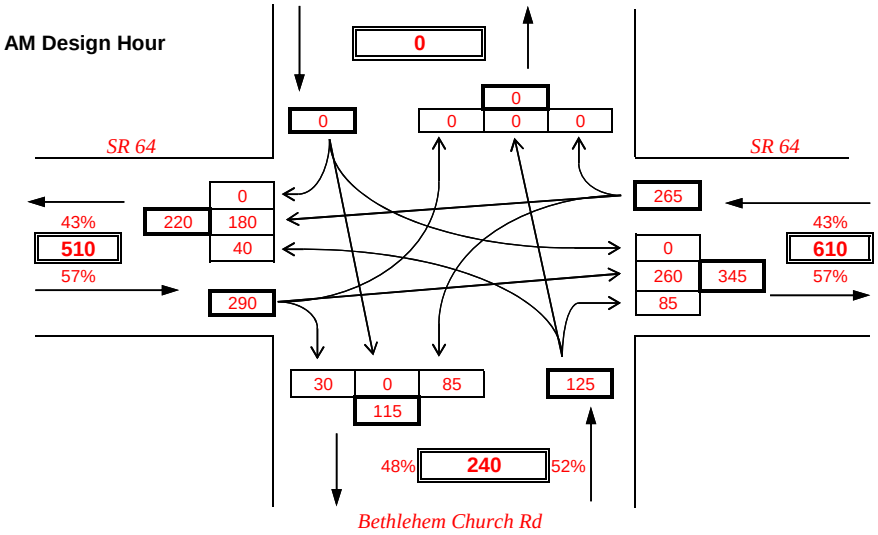

Location Map

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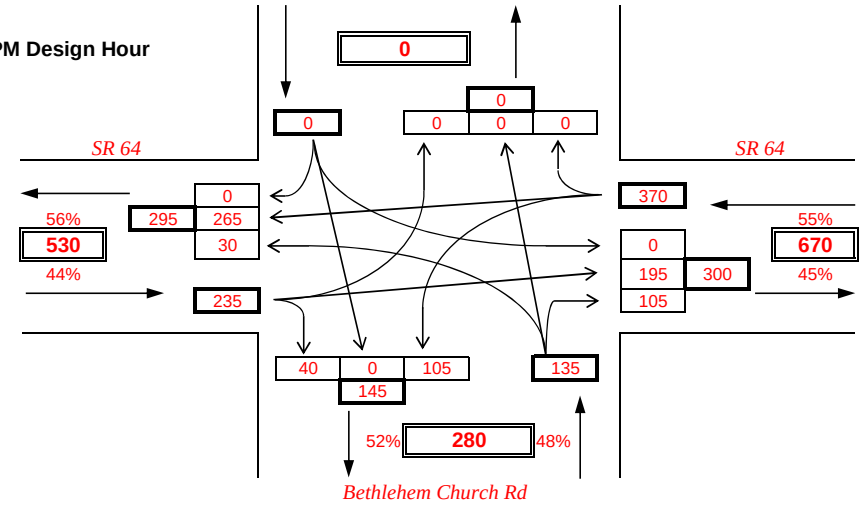
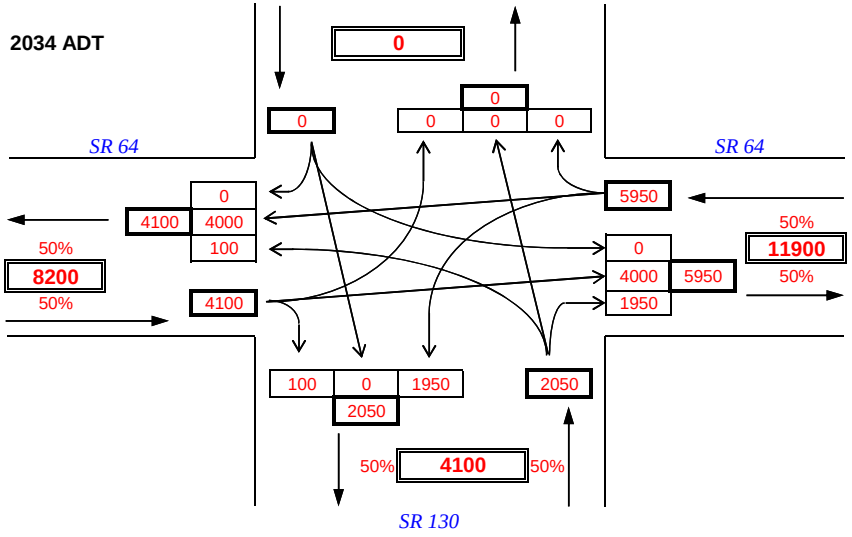


PROJECT: SR 64
ITEM NUMBER:
ACCOUNT NUMBER:
REQUEST DATE:
ANALYST: PALMER ENGINEERING

SCENARIO: 2034 ADT and Design Hour Volumes
INTERSECTION: SR 64 and SR 130

2034 ADT



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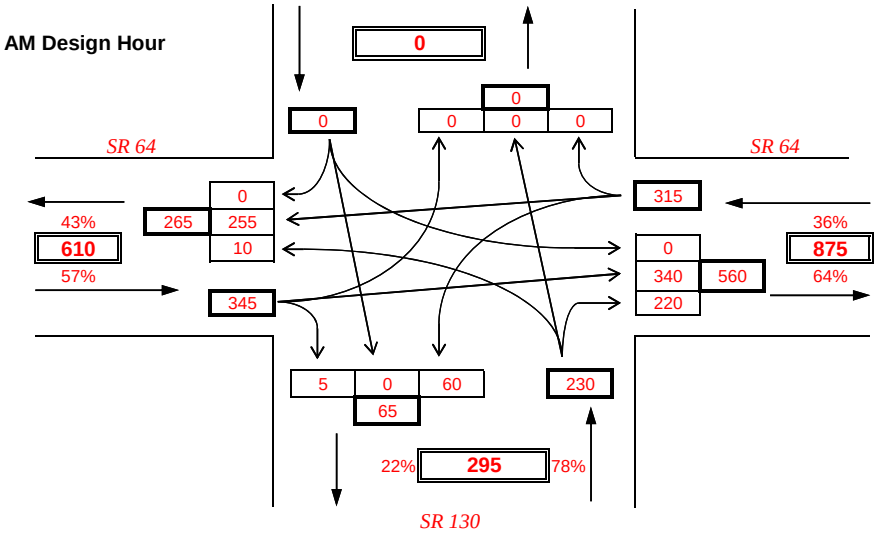
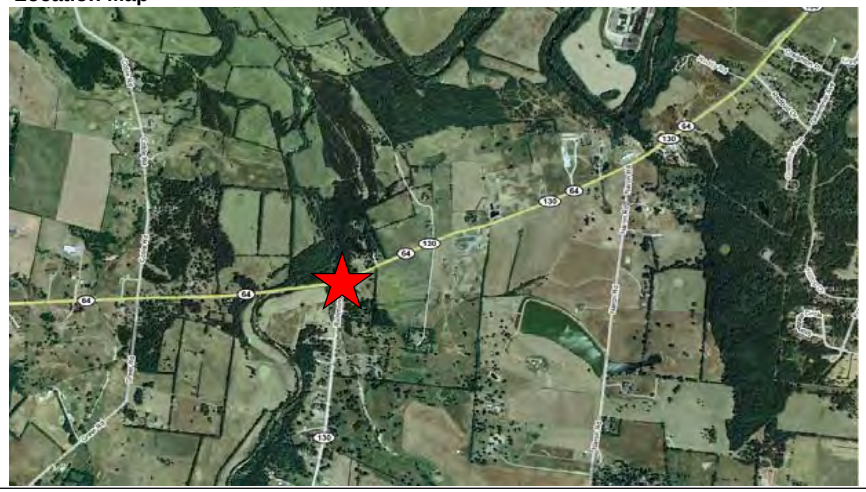


Location Map



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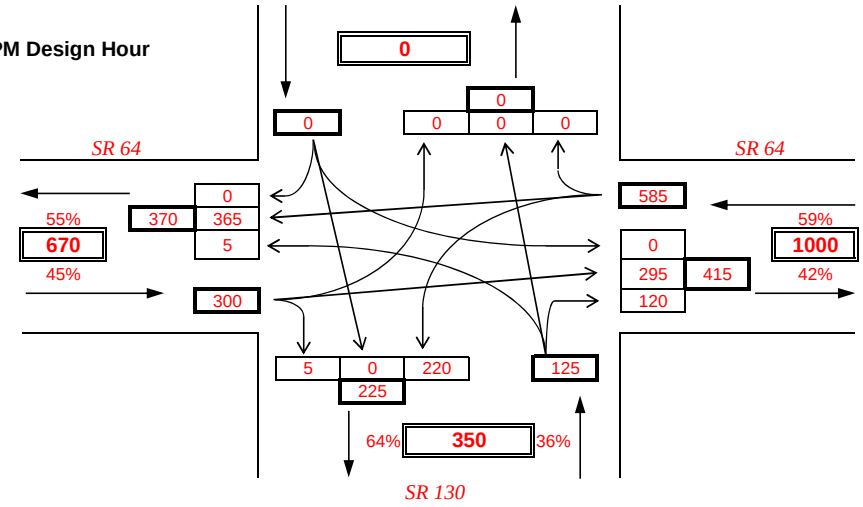


TPR Stakeholders Meeting
SR 64, From US 31A in Marshall County
to SR 130 in Bedford County
Tuesday, December 22, 2009

TDOT

Sign-in Sheet

Name	Representing	Email / Phone
1. TERRY YORK	PALMER ENGINEERING Co.	tyork@palmernet.com 615-297-8957
2. TODD KEMP	PALMER ENGINEERING Co.	tkemp@palmernet.com 615-297-8957
3. Bob Allen	TDOT - ENV. DIV.	Bob.Allen@tn.gov 615-253-2468
4. PAUL LANE	TDOT - PLANNING	Paul.Lane@tn.gov 615-253-2432
5. Gena Gilliam	TDOT- planning	gena.gilliam@tn.gov (615) 253-7692
6. Terrance Hill	TDOT- Long Range Planning	terrance.hill@tn.gov (615) 532-5824
7. Gary Fottrell	FHWA	gary.fottrell@dot.gov
8. MIKE WILES	MARSHALL COUNTY	MIKE.WILES@MARSHALLCOUNTYTN.COM
9. JOE BOYD LIGGETT	MARSHALL COUNTY MAYOR	JBL@MARSHALLCOUNTYTN.COM
10. DON NELSON	MARSHALL COUNTY ZONING	DON.NELSON@MARSHALLCOUNTYTN.COM
11. Eugene Ray	Bedford County Mayor	E.RAYCountyMayor@BellSouth.Net
12. Stanley Smotherman	Bedford Co. Road Supt.	Highway2@catv.net
13. Lisa Cross	SCTDD-RPO	lcross@sctdd.org / 931-490-5890
14. WALLACE CARTWRIGHT	CITY OF SHELBYVILLE - MAYOR	WALLACE.CARTWRIGHT@SHELBYVILLETN.ORG
15. MARK Clanton	City of Shelbyville Public Works	mark.clanton@shelbyvilletn.org

Stakeholder Meeting Notes

- The meeting was held on Tuesday, December 22, 2009 beginning at 9:00 AM at the TDOT Construction Office in Belfast Tennessee. Attached is the sign in sheet of those present for the meeting.
- The meeting began with introductions of those present. Following was a brief description of the study corridor and a brief history of events that have taken place up to the beginning of this TPR. Provided for all attendees was a layout out map showing the study corridor. In addition, they were provided an aerial display of the route with environmental features and landmarks noted.
- We began by asking the group for input concerning current and future land use information that would be useful in preparing this report. There was no solid input concerning future developments along the corridor.
- We discussed environmental issues and concerns and asked for any further features we should be aware of. None were mentioned.
- We discussed the crash history along the corridor. The group indicated that run offs, rear ends and side swipes were there major concerns.
- There was a period of open discussion prior to the group gathering for the drive through of the corridor.
- The meeting and drive through concluded at approximately noon.

Tennessee Department of Transportation
EARLY ENVIRONMENTAL SCREENING PROCESS (EES)
PROJECT SCORING

Project Score Factors

	Total Impacts Evaluated	Total Impacts to Evaluate	EES Evaluation
Project Impact Areas:	**15**	**15**	**Complete**
Date of Evaluation:	June 26, 2009		
Evaluation done by:	Gena Gilliam		
	Transportation Planner 3		
County:	Marshall/ Bedford		
Route:	State Route 64		
PIN:	112890.00		
Termini:	From State Route 11/ 271 to State Route 130		

Impact Ranking of Features Evaluated:	**Total by Rank**
Features with No Impact	**9**
Bat	
TDEC Conservation Sites & TDEC Scenic Waterways	
Superfund Sites	
Caves	
Pyritic Rock	
Railroads	
Tennessee Natural Areas Program	
Wildlife Management Areas	
TWRA Lakes & Other Public Lands	
Features with Low Impact	**0**
Features with Moderate Impact	**4**
Cemetery Sites & Cemetery Properties	
National Register Sites	

Terrestrial Species

Aquatic Species

Features with Substantial Impact **1**

Large Wetland Impacts

Community Impacts Present:

Institutions:

Church

Populations:

No population present

Linguistically isolated populations

Populations below poverty - State average- 13%

EES Project Impact: **Complete**

Impacts Evaluated Within 1,000 Ft of Study Area

CEMETERY SITES & CEMETERY PROPERTIES

Impact

Project Impact (Environmental, Time, Cost, Design, and Maintenance)	☑ **Moderate** – Medium impact on environment is anticipated as there is a cemetery within the project study area or corridor. It is possible to avoid impacts to the cemetery. Although the cemetery site is present in the study area or corridor, it is possible to avoid impacts to the cemetery. An environmental impact may still result and necessitate an archaeological review as part of NEPA. A moderate level of environmental documentation and time will be required to proceed with development of the project, including steps reach 'no adverse effect' and/or *de minimus* impact determination on the impacts to the cemetery.

INSTITUTIONS & SENSITIVE COMMUNITY POPULATIONS

Sensitive Populations Project Impact:	Present	Not Present
Institutions:		
Hospital	☐	☑
School	☐	☑
Church	☑	☐
Public Building	☐	☑
Populations:		
No population present	☑	☐
65 and older populations	☐	☑
Disability populations	☐	☑
Households without a vehicle	☐	☑
Minority populations 24%	☐	☑
Linguistically isolated populations	☑	☐

Populations below poverty - State average - 13%	☑	☐
Populations below poverty - State average - 27%	☐	☑

BAT

Impact

Project Impact (Environment, Time, Cost, Design, and Maintenance)	☑ **None** – No project impact is anticipated. There is no occurrence of Indiana or gray bats within 4 miles of the proposed project study area or corridor.

RAILROADS

Impact

Project Impact (Environment, Time, Cost, Design, and Maintenance)	☑ **None** – No impact on the project is anticipated. There are no railroads located within the project study area or corridor.

Impacts Evaluated Within 2,000 Ft of Study Area

NATIONAL REGISTER SITES

Impact

Project Impact (Environmental, Time, Cost, Design, and Maintenance)	☑ **Moderate** – Medium impact on the project is anticipated as there is a National Register historic property within the project study area or corridor. It is possible to avoid a taking of the historic property. There may be visual or audible effects upon the survey site and/or historic property that need to be considered and minimized. An environmental impact may still result and necessitate coordination with State Historic Preservation Office as part of NEPA. With more precise project location and design, direct impacts of the tract can be avoid and not require any taking of the surveyed sites or listed properties. Indirect effects (visual and audible) upon the surveyed sites or listed properties need to be reviewed.

SUPERFUND SITES

Impact

Project Impact (Environment, Time, Cost, Design, and Maintenance)	☑ **None** – No project impact is anticipated as there are no known contaminated land tracts abutting or within the project study area or corridor.

PYRITIC ROCK

Impact

Project Impact (Environment, Time, Cost, Design, and Maintenance)	☑ **None** – No project impact is anticipated. Pyritic rock is not known to occur in the study area/corridor or project does not involve excavation. Limestone (symbolized as dark green) and dolomite (symbolized as light green) are present.

TWRA LAKES & OTHER PUBLIC LANDS

Impact

Project Impact (Environment, Time, Cost, Design, and Maintenance)	☑ **None** – No impact on the project is anticipated as there area no parks located within or abutting the project study area or corridor.

Impacts Evaluated Within 4,000 Ft of Study Area

TERRESTRIAL SPECIES

Impact

Project Impact (Environment, Time, Cost, Design, and Maintenance)	☑ **Moderate** – Medium impact on the project is likely as there is a known federally-protected terrestrial species or a state protected species with a status of threatened or endangered located within the project study area or corridor, and it is possible to avoid any impacts to the species with additional design. Additional alternatives will likely eliminate impacts to the species. Additional design alternatives and minimizations may be required if additional populations are found during required field surveys.

TDEC CONSERVATION SITES & TDEC SCENIC WATERWAYS

Impact

Project Impact (Environment, Time, Cost, Design, Maintenance)	☑ **None** – No project impact is expected as there are no scenic waterways or TDEC Conservation Sites within project study area or corridor.

LARGE WETLAND IMPACTS

Impact

Project Impact (Environment, Time, Cost, Design, Maintenance)	☑ **Substantial** – Regions 1, 2, and 3: A substantial impact to the project is probable as there is greater than 2 acres of wetlands within the project study area or corridor. Compensatory mitigation will be required. Design effort will be needed to avoid and minimize impacts to wetlands to the maximum extent practicable. If a floodplain is crossed by the project, floodplain culverts may be necessary.

TENNESSEE NATURAL AREAS PROGRAM

Impact

Project Impact	☑ **None** – No impact on the project is anticipated as the project study area or corridor does not

(Environment, Time, Cost, Design, and Maintenance)	include a Natural Area.

WILDLIFE MANAGEMENT AREAS

Impact

Project Impact (Environment, Time, Cost, Design, and Maintenance)	☑ **None** – No project impact is anticipated as a WMA does not abut nor is located within the project study area or corridor.

Impacts Evaluated Within 10,000 Ft of Study Area

AQUATIC SPECIES

Impact

Project Impact (Environment, Time, Cost, Design, and Maintenance)	☑ **Moderate** – Medium impact on the project is expected as there is a known occurrence of federally-protected aquatic species or a state protected species with a status of threatened or endangered located within the project study area or corridor. Additional alternatives could likely reduce species impacts. Consultation with the US Fish and Wildlife Service and/or the Tennessee Wildlife Resources Agency will be required possibly resulting in a survey for the species. Special construction considerations may be required.

CAVES

Impact

Project Impact (Environment, Time, Cost, Design, and Maintenance)	☑ **None** – No project impact is anticipated as there are no caves in the project study area or corridor.

EES Report

PIN 112890.00

1,000 Foot Corridor

Study Line ID: 112890_0201V01
Version Date: June 23, 2009
Created by: CHARLES GILLIHAN

Cemetery Sites & Cemetery Properties

Cemetery Sites		Total= 7
	Confederate Memorial Park	
	Wheel Cemetery	
	Marsh Cemetery	
	Doughan Cemetery	
	New Bethel Cemetery	
	Brame Cemetery	
	Muse Cemetery	
Cemetery Property		None were found

Institutions & Sensitive Community Populations

Institutions:		Total= 1
Church	New Bethel Church	
Populations:		
No population present		Present
65 & older populations		None were found
Disability populations		None were found
Households without a vehicle		None were found
Minority populuations 24%		None were found
Linguistically isolated populations		Present
Populations below poverty-State average-13%		Present
Populations below poverty-State average-27%		None were found
Bat		None were found
Railroads		None were found

EES Report

PIN 112890.00

2,000 Foot Corridor

Study Line ID: 112890_0201V01

Version Date: June 23, 2009

Created by: CHARLES GILLIHAN

National Register Sites — Total= 4

- Confederate Cemetery Monument
- Brame--Reed House
- Palmetto Farm
- Palmetto Farm

Superfund Sites — None were found

Pyritic Rock — None were found

TWRA Lakes & Other Public Lands

- TWRA Lakes — None were found
- Other Public Lands — None were found

Palmetto Farms is listed twice on this report due to it being located in both Marshall and Bedford Counties

EES Report

PIN 112890.00

4,000 Foot Corridor

Study Line ID: 112890_0201V01

Version Date: June 23, 2009

Created by: CHARLES GILLIHAN

Terrestrial Species

Total= 3

	USESA	SPROT
Leavenworthia exigua var. exigua		S
Leavenworthia exigua var. exigua		S
Leavenworthia exigua var. exigua		S

TDEC Conservation Sites & TDEC Scenic Waterways

TDEC Conservation Sites: None were found

TDEC Scenic Waterways: None were found

Large Wetland Impacts

Total Acerage= 65.02

PEM1A	0.27	acres
PEM1C	0.40	acres
PEM1C	0.55	acres
PEM1Cx	0.26	acres
PEM1Cx	0.16	acres
PEM1Cx	0.27	acres
PEM1Cx	0.29	acres
PEM1Cx	0.26	acres
PEM1F	0.74	acres
PFO1A	2.33	acres
POWF	0.17	acres
POWFx	0.29	acres
POWH	0.22	acres
POWH	0.21	acres
POWH	0.51	acres
POWHh	0.35	acres
POWHh	1.18	acres
POWHh	0.31	acres
POWHh	1.03	acres
POWHh	0.83	acres
POWHh	0.38	acres
POWHh	0.47	acres
POWHh	0.75	acres
POWHh	0.26	acres
POWHh	0.27	acres
POWHh	0.30	acres
POWHh	0.30	acres
POWHh	0.36	acres
POWHh	0.31	acres

POWHh	0.32	acres
POWHh	0.32	acres
POWHh	0.24	acres
POWHh	0.20	acres
POWHh	1.03	acres
POWHh	0.39	acres
POWHh	0.68	acres
POWHh	0.29	acres
POWHx	0.28	acres
POWHx	0.51	acres
POWHx	0.57	acres
POWHx	0.26	acres
POWHx	0.23	acres
POWHx	0.32	acres
POWHx	0.50	acres
POWHx	0.21	acres
POWHx	0.29	acres
POWHx	0.62	acres
POWHx	0.23	acres
POWHx	0.70	acres
POWHx	0.29	acres
POWHx	0.17	acres
POWHx	0.25	acres
POWHx	0.17	acres
POWHx	0.23	acres
POWHx	0.51	acres
POWHx	0.17	acres
POWHx	0.38	acres
POWHx	0.35	acres
POWHx	0.27	acres
POWHx	0.34	acres
POWHx	0.19	acres
POWHx	0.30	acres
POWHx	0.35	acres
POWHx	0.41	acres
POWHx	0.17	acres
POWHx	0.16	acres
POWHx	0.21	acres
POWHx	0.23	acres
POWHx	0.61	acres
POWHx	0.44	acres

POWHx	0.27	acres
POWHx	0.29	acres
POWHx	0.33	acres
POWHx	0.33	acres
POWHx	0.16	acres
POWHx	0.28	acres
POWHx	0.38	acres
POWHx	0.21	acres
POWHx	0.81	acres
POWHx	0.30	acres
POWHx	0.16	acres
POWHx	0.38	acres
POWHx	0.18	acres
POWHx	9.72	acres
POWHx	0.22	acres
POWHx	0.24	acres
POWHx	0.26	acres
POWHx	0.40	acres
POWHx	0.24	acres
POWHx	0.37	acres
POWHx	0.14	acres
POWHx	0.33	acres
POWHx	0.37	acres
POWHx	0.17	acres
POWHx	0.39	acres
POWHx	0.65	acres
POWHx	0.22	acres
POWHx	0.41	acres
POWHx	0.23	acres
POWHx	0.35	acres
POWHx	0.39	acres
POWHx	0.19	acres
POWHx	0.61	acres
POWHx	0.24	acres
POWHx	0.24	acres
POWHx	0.34	acres
POWHx	0.15	acres
POWHx	0.16	acres
POWHx	0.24	acres
POWHx	0.27	acres
POWHx	0.19	acres

POWHx	0.32	acres
POWHx	0.33	acres
POWHx	0.21	acres
POWHx	0.48	acres
POWHx	0.34	acres
POWHx	0.58	acres
POWHx	0.55	acres
POWHx	0.42	acres
POWHx	0.44	acres
POWHx	0.53	acres
POWHx	0.32	acres
POWHx	0.37	acres
POWHx	0.31	acres
POWHx	0.27	acres
POWHx	0.35	acres
POWHx	0.37	acres
POWHx	0.27	acres
POWHx	0.33	acres
POWHx	0.39	acres
POWHx	0.45	acres
POWHx	0.44	acres
POWHx	0.31	acres
POWHx	0.54	acres
PUSA	0.42	acres
PUSA	0.21	acres
PUSC	0.26	acres
PUSC	0.32	acres
PUSC	0.28	acres
PUSC	0.15	acres
PUSCh	1.48	acres
PUSCx	0.13	acres
PUSCx	0.34	acres
PUSCx	0.24	acres
PUSCx	0.38	acres
PUSCx	0.31	acres
PUSCx	0.20	acres
PUSCx	0.49	acres
PUSCx	0.30	acres
PUSCx	0.34	acres

Tennessee Natural Areas Program — None were found

Wildlife Management Areas — None were found

EES Report

PIN 112890.00

10,000 Foot Corridor

Study Line ID: 112890_0201V01

Version Date: June 23, 2009

Created by: CHARLES GILLIHAN

Aquatic Species

Total= 4

	USESA	SPROT
Etheostoma striatulum		T
Toxolasma lividus		
Etheostoma luteovinctum		D
Etheostoma luteovinctum		D

Caves

None were found

TRIMS TRAFFIC REPORT

MARSHALL County - SR064

COUNTY: MARSHALL

ROUTE	SC	CO	SQ	BEG LOG MILE	END LOG MILE	YR OF TRAFFIC	ANNUAL AVERAGE DAILY TRAFFIC	PEAK HOUR %	DESIGN HOUR VOLUME	DIRECT DIST %	% PASS CARS	% SINGLE UNIT TRUCKS	% MULTI UNIT TRUCKS	CYCLE COUNTS STATION NBR	CYCLE COUNTS STATION COUNTY	CLASS COUNTS STATION NBR	CLASS COUNTS STATION COUNTY	IS CLASS COUNT?
SR064	0	1		0.000	3.030	2008	3370	8	10	65	90	4	6	23	59	023C	59	YES

TRIMS TRAFFIC REPORT

BEDFORD County - SR064

COUNTY: BEDFORD

ROUTE	SC	CO	SQ	BEG LOG MILE	END LOG MILE	YR OF TRAFFIC	ANNUAL AVERAGE DAILY TRAFFIC	PEAK HOUR %	DESIGN HOUR VOLUME	DIRECT DIST %	% PASS CARS	% SINGLE UNIT TRUCKS	% MULTI UNIT TRUCKS	CYCLE COUNTS STATION NBR	CYCLE COUNTS STATION COUNTY	CLASS COUNTS STATION NBR	CLASS COUNTS STATION COUNTY	IS CLASS COUNT?
SR064	0	1		0.000	1.960	2008	3270	8	10	65	90	4	6	48	2	023C	59	NO
SR064	0	1		1.960	9.640	2008	4970	8	10	65	93	3	4	52	2	023C	59	NO
SR064	0	1		9.640	12.260	2008	8310	8	10	65	96	2	2	54	2	023C	59	NO

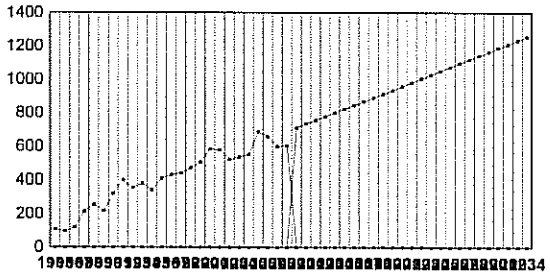
County: Bedford **Station Number:** 000101

Route: 1988 **Station Type:** Other Rural **Station Out:** NO

Location: NEAR MARSHALL CO LINE

Month	Year	Average Weekday Traffic	Average Daily Traffic	Annual Average Daily	Axle Adjustment Factor	Remarks
02	1985	98	108	105	0.98	
02	1986	83	95	93	0.98	
02	1987	105	120	117	0.98	
02	1988	190		214	0.98	
06	1989	260		255	0.98	
03	1990	209		217	0.98	
09	1991	331	328	321	0.98	
09	1992	406	406	398	0.98	
07	1993	370	362	354	0.98	
05	1994	396	388	380	0.98	
03	1995	338	348	341	0.98	
04	1996	428	415	407	0.98	
03	1997	426	439	430	0.98	
06	1998			440	0.98	EST
06	1999	496	481	471	0.98	
07	2000			506	0.98	EST
02	2001	567	595	583	0.98	
07	2002	0	0	580	0.98	EST
08	2003	554	531	521	0.98	
10	2004	0	0	536	0.98	EST
06	2005	179	172	552	0.98	ACTUAL = 168
10	2006	725	703	689	0.98	
06	2007	707	672	658	0.98	
07	2008	632	613	601	0.98	
11	2009	636	617	605	0.98	
01	2010	0	0	711	0.00	
01	2011	0	0	734	0.00	
01	2012	0	0	756	0.00	
01	2013	0	0	779	0.00	
01	2014	0	0	802	0.00	
01	2015	0	0	825	0.00	
01	2016	0	0	847	0.00	
01	2017	0	0	870	0.00	
01	2018	0	0	893	0.00	
01	2019	0	0	916	0.00	
01	2020	0	0	938	0.00	
01	2021	0	0	961	0.00	
01	2022	0	0	984	0.00	
01	2023	0	0	1,007	0.00	
01	2024	0	0	1,029	0.00	
01	2025	0	0	1,052	0.00	
01	2026	0	0	1,075	0.00	
01	2027	0	0	1,098	0.00	

01	2028	0	0	1,120	0.00
01	2029	0	0	1,143	0.00
01	2030	0	0	1,166	0.00
01	2031	0	0	1,189	0.00
01	2032	0	0	1,211	0.00
01	2033	0	0	1,234	0.00
01	2034	0	0	1,257	0.00



Forecast Line based on years 2010 - 2034 and is calculated based on years 1985 - 2009 Growth Factor: 3.307

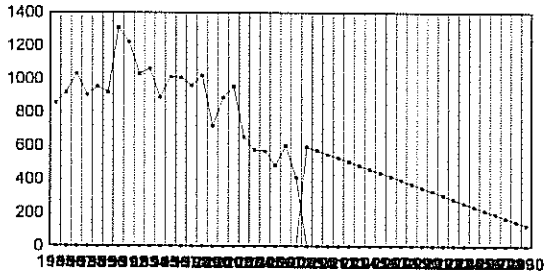
County: Marshall **Station Number:** 000084

Route: 483 **Station Type:** Other Rural **Station Out:** NO

Location: NE OF LEWISBURG

Month	Year	Average Weekday Traffic	Average Daily Traffic	Annual Average Daily	Axle Adjustment Factor	Remarks
02	1985	780	866	857	0.99	
02	1986	816	930	920	0.99	
02	1987	877	1,044	1,034	0.99	
03	1988	862		905	0.99	
02	1989	811		955	0.99	
03	1990	481	0	920	0.99	ACTUAL = 514
02	1991	1,122	1,324	1,311	0.99	
01	1992	1,006	1,237	1,225	0.99	
04	1993	1,075	1,043	1,033	0.99	
04	1994	1,109	1,076	1,065	0.99	
02	1995	857	900	891	0.99	
04	1996	1,067	1,024	1,014	0.99	
03	1997			1,010	0.99	EST
02	1998	917	972	962	0.99	
06	1999			1,022	0.99	EST
07	2000	748	726	719	0.99	
03	2001	0	0	889	0.99	EST
07	2002	0	0	956	0.99	EST
07	2003	688	660	653	0.99	
03	2004	562	584	578	0.99	
04	2005	605	575	569	0.99	
08	2006	520	489	484	0.99	
07	2007	625	606	600	0.99	
05	2008	424	416	411	0.99	
01	2009	0	0	595	0.00	
01	2010	0	0	573	0.00	
01	2011	0	0	550	0.00	
01	2012	0	0	528	0.00	
01	2013	0	0	506	0.00	
01	2014	0	0	483	0.00	
01	2015	0	0	461	0.00	
01	2016	0	0	439	0.00	
01	2017	0	0	416	0.00	
01	2018	0	0	394	0.00	
01	2019	0	0	371	0.00	
01	2020	0	0	349	0.00	
01	2021	0	0	327	0.00	
01	2022	0	0	304	0.00	
01	2023	0	0	282	0.00	
01	2024	0	0	260	0.00	
01	2025	0	0	237	0.00	
01	2026	0	0	215	0.00	
01	2027	0	0	193	0.00	

01	2028	0	0	170	0.00
01	2029	0	0	148	0.00
01	2030	0	0	126	0.00



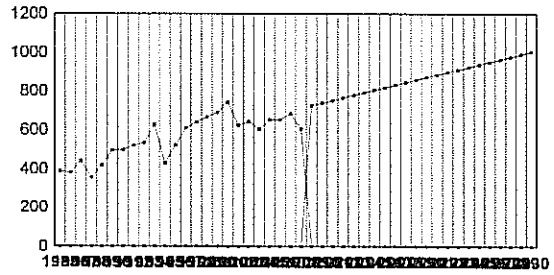
County: Marshall **Station Number:** 000024

Route: SR-271 **Station Type:** Other Rural **Station Out:** NO

Location: NEAR BEDFORD CO LINE

Month	Year	Average Weekday Traffic	Average Daily Traffic	Annual Average Daily	Axle Adjustment Factor	Remarks
03	1985	353	392	388	0.99	
02	1986	338	385	381	0.99	
02	1987	372	443	439	0.99	
03	1988	340		356	0.99	
02	1989	355		418	0.99	
03	1990	464		496	0.99	
02	1991	425	502	497	0.99	
01	1992	426	524	519	0.99	
04	1993	556	539	534	0.99	
04	1994	654	634	628	0.99	
02	1995	433	433	429	0.99	
04	1996	548	526	521	0.99	
03	1997	599	617	611	0.99	
02	1998	610	647	640	0.99	
05	1999	716	673	666	0.99	
07	2000	719	697	690	0.99	
03	2001	723	752	744	0.99	
05	2002	671	631	624	0.99	
07	2003	678	650	644	0.99	
09	2004	644	611	605	0.99	
04	2005	694	659	653	0.99	
08	2006	702	660	653	0.99	
07	2007	711	690	683	0.99	
05	2008	624	612	605	0.99	
01	2009	0	0	726	0.00	
01	2010	0	0	739	0.00	
01	2011	0	0	752	0.00	
01	2012	0	0	766	0.00	
01	2013	0	0	779	0.00	
01	2014	0	0	792	0.00	
01	2015	0	0	805	0.00	
01	2016	0	0	819	0.00	
01	2017	0	0	832	0.00	
01	2018	0	0	845	0.00	
01	2019	0	0	859	0.00	
01	2020	0	0	872	0.00	
01	2021	0	0	885	0.00	
01	2022	0	0	899	0.00	
01	2023	0	0	912	0.00	
01	2024	0	0	925	0.00	
01	2025	0	0	939	0.00	
01	2026	0	0	952	0.00	
01	2027	0	0	965	0.00	
01	2028	0	0	978	0.00	

01	2029	0	0	992	0.00
01	2030	0	0	1,005	0.00



Forecast Line based on years 2009 - 2030 and is calculated based on years 1985 - 2008 Growth Factor: 1.868

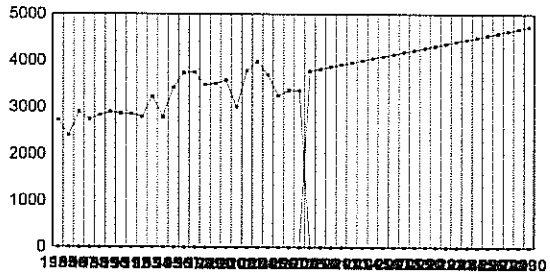
County: Marshall **Station Number:** 000023

Route: SR-64 **Station Type:** Other Rural **Station Out:** NO

Location: NEAR BEDFORD CO LINE

Month	Year	Average Weekday Traffic	Average Daily Traffic	Annual Average Daily	Axle Adjustment Factor	Remarks
03	1985	2,616	2,904	2,730	0.94	LOOKS HIGH
02	1986	2,234	2,547	2,394	0.94	
02	1987	2,590	3,082	2,897	0.94	
03	1988	2,701		2,742	0.94	
02	1989	2,531		2,831	0.94	
03	1990	3,594	0	2,900	0.94	ACTUAL = 3649
02	1991	2,655	3,053	2,870	0.94	
01	1992	1,830	2,251	2,860	0.94	ACTUAL = 2116
05	1993	3,043	2,982	2,803	0.94	
04	1994	3,543	3,437	3,231	0.94	
02	1995	2,981	2,981	2,802	0.94	
04	1996	3,763	3,650	3,431	0.94	
03	1997	3,863	3,979	3,740	0.94	
02	1998	3,769	3,995	3,755	0.94	
05	1999	3,905	3,710	3,487	0.94	
07	2000	3,136	3,042	3,518	0.94	ACTUAL = 2859
03	2001	4,772	4,963	3,587	0.94	ACTUAL = 4665
09	2002	3,235	3,203	3,011	0.94	
07	2003	4,195	4,027	3,785	0.94	
09	2004	4,456	4,233	3,979	0.94	
04	2005	4,146	3,939	3,702	0.94	
08	2006	3,683	3,462	3,254	0.94	
07	2007	3,700	3,589	3,374	0.94	
05	2008	3,654	3,581	3,366	0.94	
01	2009	0	0	3,779	0.00	
01	2010	0	0	3,824	0.00	
01	2011	0	0	3,870	0.00	
01	2012	0	0	3,915	0.00	
01	2013	0	0	3,961	0.00	
01	2014	0	0	4,006	0.00	
01	2015	0	0	4,052	0.00	
01	2016	0	0	4,097	0.00	
01	2017	0	0	4,143	0.00	
01	2018	0	0	4,188	0.00	
01	2019	0	0	4,233	0.00	
01	2020	0	0	4,279	0.00	
01	2021	0	0	4,324	0.00	
01	2022	0	0	4,370	0.00	
01	2023	0	0	4,415	0.00	
01	2024	0	0	4,461	0.00	
01	2025	0	0	4,506	0.00	
01	2026	0	0	4,552	0.00	
01	2027	0	0	4,597	0.00	

01	2028	0	0	4,643	0.00
01	2029	0	0	4,688	0.00
01	2030	0	0	4,734	0.00



Forecast Line based on years 2009 - 2030 and is calculated based on years 1985 - 2008 Growth Factor: 1.218

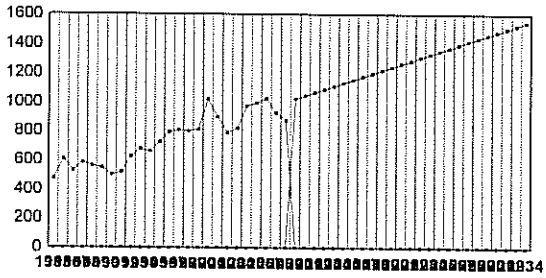
County: Bedford **Station Number:** 000047

Route: 1036 **Station Type:** Other Rural **Station Out:** NO

Location: HASKINS CH - NEAR MARSHALL CO LINE

Month	Year	Average Weekday Traffic	Average Daily Traffic	Annual Average Daily	Axle Adjustment Factor	Remarks
02	1985	433	480	475	0.99	
02	1986	538	613	607	0.99	
02	1987	470	536	530	0.99	
02	1988	514		585	0.99	
06	1989	569		563	0.99	
03	1990	523		549	0.99	
09	1991	511	506	501	0.99	
09	1992	708	708	520	0.99	ACTAL = 701
07	1993	646	633	626	0.99	
05	1994	700	686	679	0.99	
05	1995	650	670	663	0.99	
04	1996	758	735	728	0.99	
03	1997	780	803	795	0.99	
06	1998			810	0.99	EST
06	1999	833	808	800	0.99	
07	2000			814	0.99	EST
02	2001	984	1,033	1,023	0.99	
06	2002	0	0	902	0.99	EST
08	2003	833	799	791	0.99	
10	2004	416	391	822	0.99	ACTUAL = 387
06	2005	1,027	986	976	0.99	AADT GREATER THAN EXPECTED VALUE BASED ON PREVIOUS YEARS DATA
10	2006	1,037	1,006	996	0.99	
06	2007	1,276	1,212	1,026	0.99	ACTUAL = 1200
07	2008	474	460	929	0.99	ACTUAL = 455
11	2009	912	885	876	0.99	
01	2010	0	0	1,026	0.00	
01	2011	0	0	1,047	0.00	
01	2012	0	0	1,069	0.00	
01	2013	0	0	1,091	0.00	
01	2014	0	0	1,113	0.00	
01	2015	0	0	1,134	0.00	
01	2016	0	0	1,156	0.00	
01	2017	0	0	1,178	0.00	
01	2018	0	0	1,199	0.00	
01	2019	0	0	1,221	0.00	
01	2020	0	0	1,243	0.00	
01	2021	0	0	1,265	0.00	
01	2022	0	0	1,286	0.00	
01	2023	0	0	1,308	0.00	
01	2024	0	0	1,330	0.00	

01	2025	0	0	1,351	0.00
01	2026	0	0	1,373	0.00
01	2027	0	0	1,395	0.00
01	2028	0	0	1,417	0.00
01	2029	0	0	1,438	0.00
01	2030	0	0	1,460	0.00
01	2031	0	0	1,482	0.00
01	2032	0	0	1,503	0.00
01	2033	0	0	1,525	0.00
01	2034	0	0	1,547	0.00



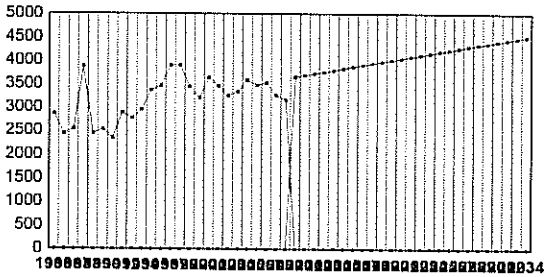
County: Bedford **Station Number:** 000048

Route: SR-64 **Station Type:** Other Rural **Station Out:** NO

Location: NEAR MARSHALL CO LINE

Month	Year	Average Weekday Traffic	Average Daily Traffic	Annual Average Daily	Axle Adjustment Factor	Remarks
02	1985	2,662	2,955	2,866	0.97	LOOKS HIGH
02	1986	2,203	2,511	2,436	0.97	
02	1987	2,298	2,620	2,541	0.97	
02	1988	2,477		3,879	0.97	NEW MRKT
06	1989	2,521		2,445	0.97	
03	1990	2,467		2,537	0.97	
09	1991	2,442	2,418	2,345	0.97	
09	1992	2,980	2,980	2,891	0.97	
07	1993	2,919	2,860	2,774	0.97	
05	1994	3,114	3,052	2,960	0.97	
04	1995	3,405	3,473	3,369	0.97	
04	1996	3,684	3,573	3,466	0.97	
03	1997	3,902	4,019	3,898	0.97	
05	1998	4,274	4,018	3,897	0.97	
06	1999	3,668	3,558	3,451	0.97	2ND COUNT
07	2000	3,370	3,303	3,204	0.97	
02	2001	4,166	4,374	3,640	0.97	ACTUAL = 4243
05	2002	3,798	3,570	3,463	0.97	
08	2003	3,494	3,354	3,253	0.97	
05	2004	3,552	3,445	3,342	0.97	
06	2005	3,854	3,700	3,589	0.97	
10	2006	3,700	3,589	3,481	0.97	
06	2007	3,831	3,639	3,530	0.97	
07	2008	3,470	3,366	3,265	0.97	
11	2009	3,367	3,266	3,168	0.97	
01	2010	0	0	3,657	0.00	
01	2011	0	0	3,693	0.00	
01	2012	0	0	3,729	0.00	
01	2013	0	0	3,765	0.00	
01	2014	0	0	3,801	0.00	
01	2015	0	0	3,837	0.00	
01	2016	0	0	3,874	0.00	
01	2017	0	0	3,910	0.00	
01	2018	0	0	3,946	0.00	
01	2019	0	0	3,982	0.00	
01	2020	0	0	4,018	0.00	
01	2021	0	0	4,054	0.00	
01	2022	0	0	4,090	0.00	
01	2023	0	0	4,126	0.00	
01	2024	0	0	4,162	0.00	
01	2025	0	0	4,199	0.00	
01	2026	0	0	4,235	0.00	
01	2027	0	0	4,271	0.00	

01	2028	0	0	4,307	0.00
01	2029	0	0	4,343	0.00
01	2030	0	0	4,379	0.00
01	2031	0	0	4,415	0.00
01	2032	0	0	4,451	0.00
01	2033	0	0	4,487	0.00
01	2034	0	0	4,523	0.00



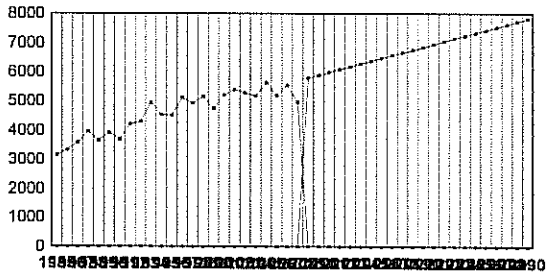
County: Bedford **Station Number:** 000052

Route: SR-64 **Station Type:** Other Rural **Station Out:** NO

Location: W. OF JCT SR- 64 & SR-130

Month	Year	Average Weekday Traffic	Average Daily Traffic	Annual Average Daily	Axle Adjustment Factor	Remarks
02	1985	2,936	3,258	3,160	0.98	
02	1986	2,984	3,402	3,334	0.98	
02	1987	3,206	3,655	3,582	0.98	
02	1988	3,743		3,960	0.98	
06	1989	3,733		3,658	0.98	
03	1990	3,765		3,911	0.98	
09	1991	3,802	3,764	3,689	0.98	
09	1992	4,298	4,298	4,212	0.98	
07	1993	4,482	4,392	4,304	0.98	
05	1994	5,144	5,041	4,940	0.98	
04	1995	4,498	4,633	4,540	0.98	
04	1996	4,745	4,603	4,511	0.98	
04	1997	5,429	5,212	5,108	0.98	
05	1998	5,346	5,025	4,925	0.98	
06	1999	5,424	5,262	5,157	0.98	
07	2000	4,938	4,839	4,742	0.98	
02	2001	5,053	5,306	5,200	0.98	
05	2002	5,867	5,515	5,405	0.98	
08	2003	5,616	5,391	5,283	0.98	
10	2004	5,744	5,284	5,179	0.98	
06	2005	0	0	5,636	0.98	EST
10	2006	5,457	5,293	5,187	0.98	
06	2007	5,955	5,657	5,544	0.98	
07	2008	5,226	5,069	4,968	0.98	
01	2009	0	0	5,792	0.00	
01	2010	0	0	5,888	0.00	
01	2011	0	0	5,984	0.00	
01	2012	0	0	6,080	0.00	
01	2013	0	0	6,177	0.00	
01	2014	0	0	6,273	0.00	
01	2015	0	0	6,369	0.00	
01	2016	0	0	6,465	0.00	
01	2017	0	0	6,561	0.00	
01	2018	0	0	6,658	0.00	
01	2019	0	0	6,754	0.00	
01	2020	0	0	6,850	0.00	
01	2021	0	0	6,946	0.00	
01	2022	0	0	7,043	0.00	
01	2023	0	0	7,139	0.00	
01	2024	0	0	7,235	0.00	
01	2025	0	0	7,331	0.00	
01	2026	0	0	7,427	0.00	
01	2027	0	0	7,524	0.00	
01	2028	0	0	7,620	0.00	

01	2029	0	0	7,716	0.00
01	2030	0	0	7,812	0.00



Forecast Line based on years 2009 - 2030 and is calculated based on years 1985 - 2008 Growth Factor: 1.689

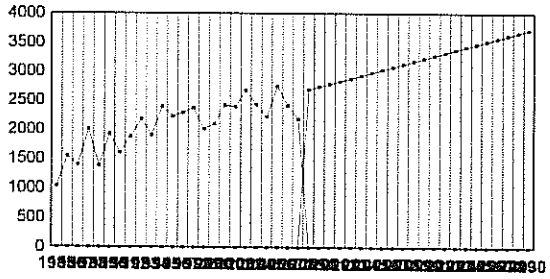
County: Bedford **Station Number:** 000053

Route: SR-130 **Station Type:** Other Rural **Station Out:** NO

Location: S. OF JCT SR-64 & SR-130

Month	Year	Average Weekday Traffic	Average Daily Traffic	Annual Average Daily	Axle Adjustment Factor	Remarks
02	1985	951	1,055	1,034	0.98	
02	1986	1,378	1,571	1,540	0.98	
02	1987	1,251	1,426	1,397	0.98	
02	1988	1,777		2,003	0.98	STA 72 UP
06	1989	1,403		1,375	0.98	
03	1990	1,850		1,922	0.98	
09	1991	1,650	1,634	1,601	0.98	
09	1992	1,910	1,910	1,872	0.98	
07	1993	2,270	2,224	2,179	0.98	STA 72 UP
05	1994	1,975	1,936	1,897	0.98	
04	1995	2,394	2,442	2,393	0.98	
04	1996	2,340	2,270	2,225	0.98	
03	1997	2,266	2,334	2,287	0.98	
05	1998	2,573	2,419	2,371	0.98	
06	1999	2,111	2,048	2,007	0.98	2ND COUNT
07	2000	2,187	2,143	2,100	0.98	
02	2001	2,352	2,470	2,421	0.98	
05	2002	2,596	2,440	2,391	0.98	
08	2003	2,843	2,729	2,674	0.98	
10	2004	2,694	2,478	2,429	0.98	
06	2005	2,360	2,266	2,220	0.98	
10	2006	2,889	2,802	2,746	0.98	
06	2007	2,591	2,461	2,412	0.98	
07	2008	2,294	2,225	2,181	0.98	
01	2009	0	0	2,685	0.00	
01	2010	0	0	2,734	0.00	
01	2011	0	0	2,784	0.00	
01	2012	0	0	2,833	0.00	
01	2013	0	0	2,882	0.00	
01	2014	0	0	2,931	0.00	
01	2015	0	0	2,981	0.00	
01	2016	0	0	3,030	0.00	
01	2017	0	0	3,079	0.00	
01	2018	0	0	3,128	0.00	
01	2019	0	0	3,177	0.00	
01	2020	0	0	3,227	0.00	
01	2021	0	0	3,276	0.00	
01	2022	0	0	3,325	0.00	
01	2023	0	0	3,374	0.00	
01	2024	0	0	3,424	0.00	
01	2025	0	0	3,473	0.00	
01	2026	0	0	3,522	0.00	
01	2027	0	0	3,571	0.00	

01	2028	0	0	3,621	0.00
01	2029	0	0	3,670	0.00
01	2030	0	0	3,719	0.00



HIGHWAY LOG REPORT

County : (59) MARSHALL **Route No:** SR064 **Special Case:** 0-NONE **Cnty Seq:** 1

FUNCTIONAL CLASSIFICATION	PROJECT NUMBER	LETTING DATE	DATE COMP	SURFACE WIDTH AND TYPE	RDWY WIDTH	ROW WIDTH	CO LOG MILE	STRUCTURES, X-ROADS, ETC	YEAR	ADT
R / MIN ART	SP 59008 4205 04 (0-3.020)	03/15/1996	12/31/1996	24 ASPHALT CONCRETE	40	100	0.00	SR-11 NASHVILLE HWY. RT. & LT. BEGIN HWY.64	2008	3,370
							0.02	RAMP TO SR-11 NASHVILLE HWY. LT.		
							0.03	RAMP FROM SR-11 NASHVILLE HWY. RT.		
							3.03	MARSHALL-BEDFORD COUNTY LINE		

HIGHWAY LOG REPORT

County : (2) BEDFORD **Route No:** SR064 **Special Case:** 0-NONE **Cnty Seq:** 1

FUNCTIONAL CLASSIFICATION	PROJECT NUMBER	LETTING DATE	DATE COMP	SURFACE WIDTH	SURFACE TYPE	RDWY WIDTH	ROW WIDTH	CO LOG MILE	STRUCTURES, X-ROADS, ETC	YEAR	ADT
R / MIN ART	SP 2103 A (0-6.072)		12/31/1964	24	ASPHALT CONCRETE	34	60	0.00	MARSHALL-BEDFORD COUNTY LINE BEGIN WALKING HORSE PKWY.	2008	3,270
R / MIN ART	SP 02007 4210 04 (0-6.072)	03/15/1996	12/31/1996	24	ASPHALT CONCRETE	34	60	0.00	MARSHALL-BEDFORD COUNTY LINE BEGIN WALKING HORSE PKWY.	2008	3,270
								1.96	1036 HASKINS CHAPEL RD. LT.	2008	4,970
								3.37	BRIDGE [02SR0640001]: SINKING CREEK 9.9 M. RDWY, 31.1 M. LGN		
								3.87	2006 SIMMS RD. LT.		
								4.65	BRIDGE [02SR0640003]: LITTLE SINKING CREEK 9.2 M. RDWY, 19.8 M. LGN		
								5.67	1988 BETHLEHEM CHURCH RD. RT.		
	SP2013 A (6.072-12.270)		12/31/1964					6.07			
	SP 02007 4206 04 (6.072-12.270)		12/31/1989					6.07			
R / MIN ART								6.60	BRIDGE [02SR0640005]: POWELL CREEK 8.6 M. RDWY, 11.9 M. LGN		
								8.85	BRIDGE [02SR0640007]: SNAKE CREEK 8.5 M. RDWY, 8.2 M. LGN		
								9.45	BRIDGE [02SR0640009]: SUGAR CREEK 8.6 M. RDWY, 77.4 M. LGN		
								9.59	BRIDGE [02SR0640011]: DAVIS BRANCH 8.6 M. RDWY, 19.5 M. LGN		
								9.64	PICK UP SR-130 STATE HWY. 130	2008	8,310
R / MIN ART				22	ASPHALT CONCRETE	32	50	11.56	BRIDGE [02SR0640013]: FLAT CREEK 9.9 M. RDWY, 45.7 M. LGN		
								11.80	ENTER SHELBYVILLE URBAN BOUNDARY		
U OTH PRIN ART							50	11.81	BEGIN LEWIS AVE.		
U OTH PRIN ART								11.81	ENTER SHELBYVILLE CITY LIMITS RT. BEGIN CENTERLINE OF RD. AS SHELBYVILLE CITY LIMITS		

TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION
SAFETY PLANNING SECTION

CRASH DATA REQUEST

Requested by: Name: Gena Gilliam Date: 6/1/09
Division: Project Planning
Address: TDOT HQ Telephone No.: 253-7692
Project No.:
Location: Region: 3 County: Marshall/ Bedford City: Shelbyville
Route: SR 64
Location on Route: From US 31A (SR 11/271) to SR 130 in Shelbyville Marshall Co. LM 0.02 to 3.03; Bedford Co. LM 0.00 to 9.64 SR130

Beginning Log Mile: 0.02 Ending Log Mile: 3.03

MAP SHOWING LOCATION MUST BE ATTACHED

TYPE OF CRASH DATA REQUESTED

	CHECK Yes	CHECK No	TIME PERIOD OR YEARS REQUESTED (3 Years or Specify)			
Crash Listing:	☒	☐	2006	2007	2008	
Collision Diagram:	☐	☐				
Crash Rates:	☐	☐	2006	2007	2008	
High Hazard Rank:	☐	☐				
Update Previous Request:	☐	☐				
Special Request:	☐	☐	Describe Specifics:			

Request Analyzed By: D Hay Date: 8/25/09

Reviewed By: David Lollar Date: 8/31/09
David Lollar, Transportation Specialist 2

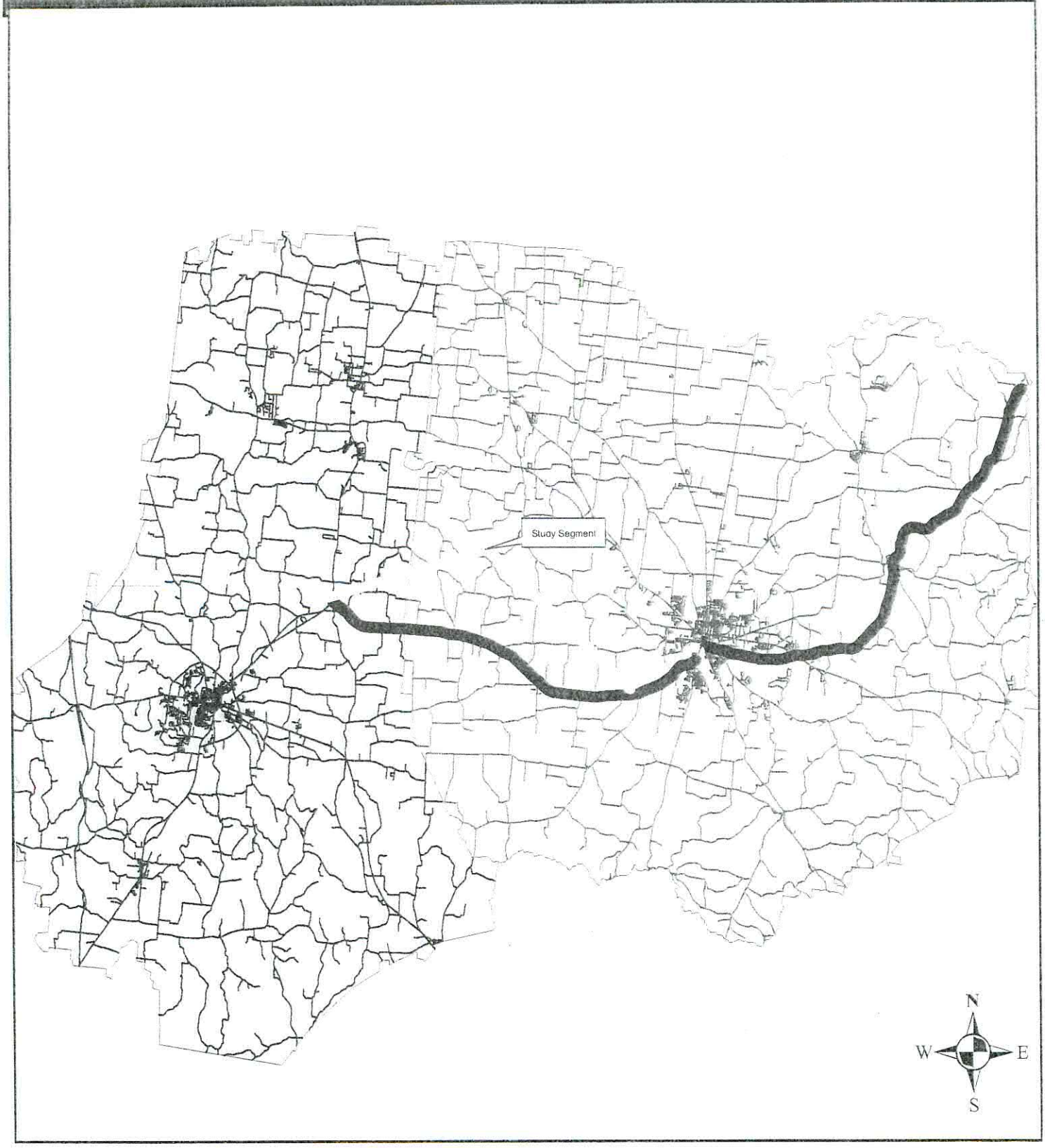
Harold Dilmore Date: 8/31/09
Harold Dilmore, Transportation Manager 1

Bill Anderson Date: 8/31/09
Bill Anderson, Transportation Manager 2

Comments:

(REV. 09/05/06)

SR 64 from US 31A (SR 11/ SR 27) to SR 130, L.M. 0.02 to 3.03; 0.00 to 9.64



State Route 64
Major Roads/ Bedford County
Major Roads/ Marshall County
Bedford County
Marshall County

0 1.5 3 6 9 12
Miles

Crash Summary Report

Date: 08/21/2009

County: MARSHALL | Route: SR064 | Spcl Cse: 0-NONE | Cnty Seq: 1

Begin LogMile: 0.02 | End LogMile: 3.03 | Begin Date: 01/01/2005 | End Date: 12/31/2007

Statistics

Fatal Crashes:	0
Total Killed:	0
Incap Injury Crashes:	1
Total Incap Injuries:	1
Other Injury Crashes:	3
Total Other Injuries:	5
Prop Damage Crashes:	6
Total Crashes:	10

Weather Conditions

No Adverse Conditions:	9	Sleet and Fog:	0
Rain:	0	Smog, Smoke:	0
Sleet and Hail:	1	Severe Crosswind:	0
Snow:	0	Other:	0
Foggy:	0	Unknown:	0
Rain and Fog:	0	Blowing Sand, Soil, Dirt, or Snow:	0

Crashes Involving

Pedestrians:	0
Hazardous Cargo:	0
Construction Zones:	0
Fixed Objects:	5
Heavy Trucks:	1
Bicycles:	0

Manner of Collision

Rear End:	0
Head On:	1
Rear-to-Rear:	0
Angle:	1
Sideswipe Same Dir:	0
Sideswipe Opp. Dir:	0
Unknown:	0

Road Conditions

Ice:	0
Snow or Slush:	0
Sand, Mud, Dirt or Oil:	0
Wet:	0
Dry:	0
Other:	0
Unknown:	0

Crash Location

Along Roadway:	7
At Intersection:	3
Railroad Crossing:	0
Bridge:	0
Underpass:	0
Ramp:	0
Private Property:	0
Other:	0

First Harmful Event

Pedestrian:	0
Pedalcycle:	0
Railway Train:	0
Deer (Animal):	3
Other Animal:	0
Motor Vehicle in Transport:	2
Motor Vehicle in Transport in Other Rdway:	0
Parked Motor Vehicle:	0
Other Type Non-Motorist:	0
Fixed Object:	5
Other Object (not fixed):	0
Non Collision:	0

Lighting Conditions

Dawn:	1
Daylight:	4
Dusk:	0
Dark/Lighted:	0
Dark/Not Lighted:	5
Not Indicated:	0

Crash Summary Report

Date: 08/21/2009

County: BEDFORD | Route: SR064 | Spcl Cse: 0-NONE | Cnty Seq: 1

Begin LogMile: 0 | End LogMile: 9.64 | Begin Date: 01/01/2005 | End Date: 12/31/2007

Statistics

Fatal Crashes:	1
Total Killed:	1
Incap Injury Crashes:	1
Total Incap Injuries:	1
Other Injury Crashes:	27
Total Other Injuries:	34
Prop Damage Crashes:	42
Total Crashes:	71

Weather Conditions

No Adverse Conditions:	67	Sleet and Fog:	0
Rain:	3	Smog, Smoke:	0
Sleet and Hail:	0	Severe Crosswind:	0
Snow:	0	Other:	0
Foggy:	1	Unknown:	0
Rain and Fog:	0	Blowing Sand, Soil, Dirt, or Snow:	0

Crashes Involving

Pedestrians:	0
Hazardous Cargo:	4
Construction Zones:	0
Fixed Objects:	23
Heavy Trucks:	4
Bicycles:	0

Manner of Collision

Rear End:	12
Head On:	2
Rear-to-Rear:	0
Angle:	11
Sideswipe Same Dir:	4
Sideswipe Opp. Dir:	1
Unknown:	1

Road Conditions

Ice:	0
Snow or Slush:	0
Sand, Mud, Dirt or Oil:	0
Wet:	0
Dry:	0
Other:	0
Unknown:	0

Crash Location

Along Roadway:	45
At Intersection:	25
Railroad Crossing:	0
Bridge:	1
Underpass:	0
Ramp:	0
Private Property:	0
Other:	0

First Harmful Event

Pedestrian:	0
Pedalcycle:	0
Railway Train:	0
Deer (Animal):	2
Other Animal:	2
Motor Vehicle in Transport:	23
Motor Vehicle in Transport in Other Rdway:	0
Parked Motor Vehicle:	0
Other Type Non-Motorist:	0
Fixed Object:	23
Other Object (not fixed):	0
Non Collision:	4

Lighting Conditions

Dawn:	1
Daylight:	45
Dusk:	0
Dark/Lighted:	1
Dark/Not Lighted:	24
Not Indicated:	0

ROUTE FEATURE DESCRIPTION LISTING

MARSHALL County - SR064

COUNTY: MARSHALL COUNTY NO. 59

ROUTE: SR064 SPECIAL CASE: None CTY SEQ: 1

LOG MILE	ITEM CODE	ROUTE FEATURE	DESC CODE
0.000	3	SR-11 NASHVILLE HWY. RT. & LT.	310
0.000	0	BEGIN HWY.64	920
0.000	9	1-WAY STOP / FLASHING RED LIGHT	901
0.000	9	BEGIN 55 MPH	932
0.020	7	RAMP TO SR-11 NASHVILLE HWY. LT.	712
0.030	7	RAMP FROM SR-11 NASHVILLE HWY. RT.	714
0.473	5	A146 PARK RD. RT.	520
0.711	5	A119 HUNTER RD. RT. & LT.	510
0.893	5	A004 HWY. 40 RT.	520
0.970	9	CONFEDERATE MEMORIAL CEM. LT.	913
2.246	5	A139 PHILLIPS RD. RT.	520
2.540	5	A122 PALMETTO CEMETERY RD. LT.	530
2.989	5	A140 GOLD RD. RT.	520
3.030	1	MARSHALL-BEDFORD COUNTY LINE	125

ROUTE FEATURE DESCRIPTION LISTING

BEDFORD County - SR064

COUNTY: BEDFORD COUNTY NO. 2

ROUTE: SR064 SPECIAL CASE: None CTY SEQ: 1

LOG MILE	ITEM CODE	ROUTE FEATURE	DESC CODE
0.000	1	MARSHALL-BEDFORD COUNTY LINE	120
0.000	0	BEGIN WALKING HORSE PKWY.	920
0.000	9	BEGIN 55 MPH	932
0.290	9	CULVERT: BRANCH	980
0.473	5	A124 JACK PICKLE LN. LT.	530
0.890	9	CULVERT: BRANCH	980
1.510	9	CULVERT: BRANCH	980
1.727	5	A246 MONTGOMERY RD. RT.	520
1.850	9	WHEEL CEMETERY LT.	913
1.960	4	1036 HASKINS CHAPEL RD. LT.	430
2.129	5	A667 WHITE LN. LT.	530
2.181	5	A351 WHITAKER RD. RT.	520
2.220	9	SHILOH UNITED METHODIST CHURCH RT.	912
2.698	5	A249 JOHN PICKLE RD. RT.	520
3.019	5	A256 PERRYMAN LN. RT. & A256 MT. LEBANON RD. LT.	510
3.370	2	BRIDGE [02SR0640001]: SINKING CREEK	241
3.870	5	A238 HENDERSON RD. RT.	520
3.870	4	2006 SIMMS RD. LT.	430
4.650	2	BRIDGE [02SR0640003]: LITTLE SINKING CREEK	231
4.990	9	W. B. T. S. COMMUNITY PARK LT.	999
5.208	5	A252 HENSLEE RD. LT.	530
5.670	4	1988 BETHLEHEM CHURCH RD. RT.	420
5.730	9	NEW BETHEL BAPTIST CHURCH & CEMETERY LT.	914
6.072	5	A236 THOMPSON LN. LT.	530
6.600	2	BRIDGE [02SR0640005]: POWELL CREEK	221
6.758	5	A137 COMSTOCK RD. LT.	530

ROUTE FEATURE DESCRIPTION LISTING

BEDFORD County - SR064

COUNTY: BEDFORD COUNTY NO. 2

ROUTE: SR064 SPECIAL CASE: None CTY SEQ: 1

LOG MILE	ITEM CODE	ROUTE FEATURE	DESC CODE
6.900	9	CULVERT: BRANCH	980
7.260	9	CULVERT: BRANCH	980
7.416	5	A355 CAMPGROUND RD. RT.	520
7.600	9	CULVERT: BRANCH	980
7.927	5	A234 HARRISON RD. LT.	530
8.850	2	BRIDGE [02SR0640007]: SNAKE CREEK	221
8.978	5	A325 GREER RD. RT. & A325 COBLE RD. LT.	510
9.450	2	BRIDGE [02SR0640009]: SUGAR CREEK	231
9.590	2	BRIDGE [02SR0640011]: DAVIS BRANCH	241
9.640	3	PICK UP SR-130 STATE HWY. 130	399

County	Route	Log Mile	Date of Crash	Time of Crash	Total Killed	Total Inj	Type of Crash	Location	Total Veh	Driver Actions	Most Harmful Event	Manner of First Collision	Vehicle Going	Weather Cond	Case Number
MARSHALL	SR064	0.100	07/19/2007	1500	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Wall	No Collision w/ Vehicle	4	No Adverse Cond.	50068871
MARSHALL	SR064	0.610	01/04/2006	1730	0	0	Prop Damage (over)	Along Roadway	1	No Contributing Actions	Deer (Animal)	No Collision w/ Vehicle	WEST	No Adverse Cond.	9627050
MARSHALL	SR064	0.711	09/14/2005	815	0	0	Prop Damage (over)	At an Intersection	2	No Contributing Actions	Vehicle in Transport	Angle	WEST	No Adverse Cond.	9626394
MARSHALL	SR064	0.711	10/03/2006	155	0	3	Incap Injury	At an Intersection	1	Failure to Obey Traffic Controls	Utility Pole	No Collision w/ Vehicle	SOUTH	No Adverse Cond.	9405383
MARSHALL	SR064	0.920	05/16/2007	2010	0	0	Prop Damage (under)	Along Roadway	1		Ditch	No Collision w/ Vehicle	2	No Adverse Cond.	50078843
MARSHALL	SR064	1.540	08/30/2006	2130	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Building	No Collision w/ Vehicle	WEST	No Adverse Cond.	9405380
MARSHALL	SR064	2.070	02/11/2007	1100	0	0	Prop Damage (over)	Along Roadway	1	Lane Departure	Other Post, Pole, Supports	No Collision w/ Vehicle	4	No Adverse Cond.	50047990
MARSHALL	SR064	2.200	11/10/2006	615	0	0	Prop Damage (over)	Along Roadway	1	No Contributing Actions	Deer (Animal)	No Collision w/ Vehicle	WEST	No Adverse Cond.	9405399
MARSHALL	SR064	2.450	12/06/2005	1750	0	0	Prop Damage (over)	Along Roadway	1	No Contributing Actions	Deer (Animal)	No Collision w/ Vehicle	WEST	No Adverse Cond.	9627124
MARSHALL	SR064	2.989	02/18/2006	950	0	1	Non-Incap Injury	At an Intersection	2	No Contributing Actions	Vehicle in Transport	Head-On	WEST	Sleet, Hail	9627069

County	Route	Log Mile	Date of Crash	Time of	Total Killed	Total Inj	Type of Crash	Location	Total Veh	Driver Actions	Most Harmful Event	Manner of First Collision	Vehicle Going	Weather Cond	Case Number
BEDFORD	SR064	0.030	02/10/2007	1205	0	0	Prop Damage (over)	Along Roadway	1	Unknown Action	Other Type Non-Motorist	Unknown	WEST	No Adverse Cond.	9060783
BEDFORD	SR064	0.090	11/05/2007	510	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Deer (Animal)	No Collision w/ Vehicle	2	No Adverse Cond.	50081338
BEDFORD	SR064	0.580	03/23/2006	1920	0	1	Non-Incap Injury	Along Roadway	1	No Contributing Actions	Other Animal	No Collision w/ Vehicle	WEST	No Adverse Cond.	9029673
BEDFORD	SR064	0.580	09/30/2006	2015	0	0	Prop Damage (over)	Along Roadway	1	No Contributing Actions	Other Animal	No Collision w/ Vehicle	WEST	No Adverse Cond.	9405505
BEDFORD	SR064	0.600	04/12/2006	2300	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Embankment	No Collision w/ Vehicle	EAST	No Adverse Cond.	9311353
BEDFORD	SR064	0.970	06/14/2005	9999	0	0	Prop Damage (over)	At an Intersection	1	Unknown Action	Fence	No Collision w/ Vehicle	WEST	No Adverse Cond.	9626637
BEDFORD	SR064	1.000	06/03/2007	2036	0	0	Prop Damage (over)	Along Roadway	2	Lane Departure	Vehicle in Transport	Sideswipe, Opposite Dir	2	No Adverse Cond.	50078136
BEDFORD	SR064	1.280	07/02/2005	345	0	0	Prop Damage (over)	Along Roadway	1	Other (Narrative)	Utility Pole	No Collision w/ Vehicle	WEST	No Adverse Cond.	8247490
BEDFORD	SR064	1.560	04/07/2006	54	0	0	Prop Damage (over)	Along Roadway	1	No Contributing Actions	Other Animal	No Collision w/ Vehicle	EAST	No Adverse Cond.	9029695
BEDFORD	SR064	1.930	10/31/2006	936	0	1	Non-Incap Injury	Along Roadway	1	ntive (Eating, Reading, Talking	Overturn	No Collision w/ Vehicle	EAST	No Adverse Cond.	9061322
BEDFORD	SR064	1.960	03/02/2005	1700	0	1	Non-Incap Injury	At an Intersection	2	Failure to Yield Right of Way	Vehicle in Transport	Rear-End	EAST	No Adverse Cond.	8623312
BEDFORD	SR064	2.380	08/20/2005	2134	0	1	Non-Incap Injury	Along Roadway	1	Driving Left of Center	Ditch	No Collision w/ Vehicle	EAST	No Adverse Cond.	8623461
BEDFORD	SR064	2.580	10/06/2006	1820	0	0	Prop Damage (over)	Along Roadway	1	No Contributing Actions	Deer (Animal)	No Collision w/ Vehicle	WEST	No Adverse Cond.	9311882
BEDFORD	SR064	2.650	05/12/2005	1440	0	0	Prop Damage (over)	Along Roadway	2	No Contributing Actions	Vehicle in Transport	Rear-End	WEST	No Adverse Cond.	8624148
BEDFORD	SR064	2.920	05/04/2005	125	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Utility Pole	No Collision w/ Vehicle	WEST	No Adverse Cond.	8623415
BEDFORD	SR064	3.019	02/01/2006	1750	0	0	Prop Damage (over)	At an Intersection	2	Lane Departure	Vehicle in Transport	Angle	EAST	No Adverse Cond.	8623182
BEDFORD	SR064	3.570	12/20/2005	715	0	0	Prop Damage (over)	Along Roadway	2	Other (Narrative)	Vehicle in Transport	Angle	WEST	No Adverse Cond.	9029510
BEDFORD	SR064	3.870	08/26/2005	2000	0	0	Prop Damage (over)	At an Intersection	1	Lane Departure	Tree	No Collision w/ Vehicle	SOUTH	No Adverse Cond.	8623668
BEDFORD	SR064	3.870	01/31/2006	1820	0	0	Prop Damage (over)	At an Intersection	1	Lane Departure	Overturn	No Collision w/ Vehicle	WEST	No Adverse Cond.	9029651
BEDFORD	SR064	3.870	05/31/2006	2347	0	1	Non-Incap Injury	At an Intersection	2	Other (Narrative)	Vehicle in Transport	Angle	EAST	Fog	9311739
BEDFORD	SR064	3.870	11/02/2006	750	0	0	Prop Damage (over)	At an Intersection	2	Failure to Yield Right of Way	Vehicle in Transport	Angle	SOUTH	No Adverse Cond.	9410972
BEDFORD	SR064	4.000	11/23/2007	1832	0	0	Prop Damage (over)	Along Roadway	1	No Contributing Actions	Deer (Animal)	No Collision w/ Vehicle	2	No Adverse Cond.	50133767
BEDFORD	SR064	4.070	06/18/2006	847	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Tree	No Collision w/ Vehicle	WEST	No Adverse Cond.	9311746
BEDFORD	SR064	4.140	04/15/2007	1411	0	0	Prop Damage (over)	Along Roadway	1	Lane Departure	Ditch	No Collision w/ Vehicle	4	No Adverse Cond.	50058601
BEDFORD	SR064	4.170	08/02/2005	1320	0	0	Prop Damage (under)	Along Roadway	1	Other (Narrative)	Ditch	No Collision w/ Vehicle	WEST	No Adverse Cond.	8623456
BEDFORD	SR064	4.400	03/18/2006	530	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Overturn	No Collision w/ Vehicle	EAST	No Adverse Cond.	9029728
BEDFORD	SR064	4.570	11/25/2005	9999	0	0	Prop Damage (over)	Along Roadway	1	Lane Departure	Utility Pole	No Collision w/ Vehicle	WEST	No Adverse Cond.	9029438
BEDFORD	SR064	4.670	09/25/2005	220	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Fence	No Collision w/ Vehicle	WEST	No Adverse Cond.	9029284
BEDFORD	SR064	4.770	04/27/2007	655	0	0	Prop Damage (over)	Along Roadway	2	No Contributing Actions	Vehicle in Transport	Rear-End	2	No Adverse Cond.	50060503
BEDFORD	SR064	4.870	12/09/2006	1955	0	2	Non-Incap Injury	Along Roadway	1	Lane Departure	Overturn	No Collision w/ Vehicle	WEST	No Adverse Cond.	9312079
BEDFORD	SR064	4.970	03/18/2006	1450	0	1	Non-Incap Injury	Along Roadway	2	Following Improperly	Vehicle in Transport	Rear-End	WEST	No Adverse Cond.	9029477
BEDFORD	SR064	5.010	04/03/2005	700	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Overturn	No Collision w/ Vehicle	WEST	No Adverse Cond.	8623438
BEDFORD	SR064	5.208	12/06/2006	1845	0	1	Non-Incap Injury	At an Intersection	2	Improper Passing	Vehicle in Transport	Angle	WEST	No Adverse Cond.	9312017
BEDFORD	SR064	5.300	06/20/2005	30	0	0	Prop Damage (over)	Along Roadway	1	Other (Narrative)	Utility Pole	No Collision w/ Vehicle	EAST	No Adverse Cond.	9653315
BEDFORD	SR064	5.640	11/11/2005	640	0	2	Non-Incap Injury	At an Intersection	2	Improper Turn	Vehicle in Transport	Angle	SOUTH	No Adverse Cond.	9029372
BEDFORD	SR064	5.670	03/19/2005	1300	0	0	Prop Damage (over)	At an Intersection	2	No Contributing Actions	Vehicle in Transport	Rear-End	WEST	No Adverse Cond.	8623119

County	Route	Log Mile	Date of Crash	Time of	Total Killed	Total Inj	Type of Crash	Location	Total Veh	Driver Actions	Most Harmful Event	Manner of First Collision	Vehicle Going	Weather Cond	Case Number
BEDFORD	SR064	5.670	08/24/2005	1805	0	2	Non-Incap Injury	At an Intersection	2	No Contributing Actions	Vehicle in Transport	Head-On	EAST	No Adverse Cond.	8623666
BEDFORD	SR064	5.670	08/17/2007	1634	0	2	Non-Incap Injury	At an Intersection	1	ntive (Eating, Reading, Talking	Overturn	No Collision w/ Vehicle	4	No Adverse Cond.	50099689
BEDFORD	SR064	5.670	08/25/2007	1800	0	0	Prop Damage (over)	At an Intersection	3	No Contributing Actions	Vehicle in Transport	Rear-End	4	No Adverse Cond.	50096737
BEDFORD	SR064	5.870	09/04/2006	710	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Utility Pole	No Collision w/ Vehicle	WEST	No Adverse Cond.	9311795
BEDFORD	SR064	6.072	08/02/2005	1535	0	0	Prop Damage (under)	At an Intersection	2	to Observe Warnings or Instr	Vehicle in Transport	Rear-End	EAST	No Adverse Cond.	8623457
BEDFORD	SR064	6.072	04/07/2006	1248	0	0	Prop Damage (over)	At an Intersection	2	No Contributing Actions	Vehicle in Transport	Angle	SOUTH	No Adverse Cond.	9492304
BEDFORD	SR064	6.270	06/17/2006	1820	0	0	Prop Damage (over)	Along Roadway	2	ntive (Eating, Reading, Talking	Vehicle in Transport	Sideswipe, Same Dir	WEST	No Adverse Cond.	9029497
BEDFORD	SR064	6.660	07/20/2005	640	1	1	Fatal	Along Roadway	2	No Contributing Actions	Vehicle in Transport	Head-On	WEST	No Adverse Cond.	8623521
BEDFORD	SR064	6.660	11/30/2006	1900	0	0	Prop Damage (over)	Along Roadway	1	No Contributing Actions	Deer (Animal)	No Collision w/ Vehicle	WEST	No Adverse Cond.	9312057
BEDFORD	SR064	6.660	12/20/2006	1726	0	0	Prop Damage (over)	Along Roadway	2	Failure to Yield Right of Way	Vehicle in Transport	Angle	WEST	No Adverse Cond.	9312066
BEDFORD	SR064	6.758	04/01/2005	1410	0	1	Non-Incap Injury	At an Intersection	1	Lane Departure	Mail Box	No Collision w/ Vehicle	WEST	Rain	8623435
BEDFORD	SR064	6.758	08/18/2007	1615	0	0	Prop Damage (over)	At an Intersection	2	No Contributing Actions	Vehicle in Transport	Sideswipe, Same Dir	2	No Adverse Cond.	50099671
BEDFORD	SR064	7.120	10/14/2006	1655	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Overturn	No Collision w/ Vehicle	WEST	No Adverse Cond.	9311885
BEDFORD	SR064	7.416	09/27/2005	1615	0	1	Non-Incap Injury	At an Intersection	2	No Contributing Actions	Vehicle in Transport	Angle	EAST	No Adverse Cond.	9029287
BEDFORD	SR064	7.416	07/19/2006	1540	0	0	Prop Damage (over)	At an Intersection	2	Following Improperly	Vehicle in Transport	Sideswipe, Same Dir	WEST	No Adverse Cond.	9311807
BEDFORD	SR064	7.520	12/24/2006	907	0	3	Incap Injury	Along Roadway	1	Other (Narrative)	Overturn	No Collision w/ Vehicle	WEST	No Adverse Cond.	9312072
BEDFORD	SR064	7.600	12/03/2006	350	0	0	Prop Damage (over)	Bridge	1	Lane Departure	Bridge Rail	No Collision w/ Vehicle	EAST	No Adverse Cond.	9411130
BEDFORD	SR064	7.620	08/19/2005	150	0	0	Prop Damage (over)	Along Roadway	1	Lane Departure	Utility Pole	No Collision w/ Vehicle	EAST	No Adverse Cond.	8622960
BEDFORD	SR064	7.720	04/26/2006	9999	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Culvert	No Collision w/ Vehicle	WEST	No Adverse Cond.	9311427
BEDFORD	SR064	7.880	05/19/2006	1509	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Fence	No Collision w/ Vehicle	WEST	No Adverse Cond.	9311729
BEDFORD	SR064	7.927	06/17/2005	1820	0	1	Non-Incap Injury	At an Intersection	2	Following Improperly	Vehicle in Transport	Rear-End	EAST	No Adverse Cond.	8623641
BEDFORD	SR064	7.927	10/03/2006	1612	0	0	Prop Damage (over)	At an Intersection	3	No Contributing Actions	Vehicle in Transport	Rear-End	EAST	No Adverse Cond.	9311869
BEDFORD	SR064	8.040	04/11/2005	920	0	0	Prop Damage (over)	Along Roadway	2	No Contributing Actions	Vehicle in Transport	Sideswipe, Same Dir	EAST	No Adverse Cond.	8623345
BEDFORD	SR064	8.040	05/06/2005	820	0	1	Non-Incap Injury	Along Roadway	1	Following Improperly	Utility Pole	No Collision w/ Vehicle	EAST	No Adverse Cond.	8623023
BEDFORD	SR064	8.470	03/13/2007	658	0	0	Prop Damage (over)	Along Roadway	1	No Contributing Actions	Deer (Animal)	Angle	WEST	No Adverse Cond.	9061220
BEDFORD	SR064	8.670	06/02/2007	1040	0	1	Non-Incap Injury	Along Roadway	1	Lane Departure	Fence	No Collision w/ Vehicle	2	No Adverse Cond.	50078466
BEDFORD	SR064	8.740	12/16/2005	800	0	0	Prop Damage (over)	Along Roadway	2	Failure to Yield Right of Way	Vehicle in Transport	Angle	WEST	No Adverse Cond.	9029578
BEDFORD	SR064	9.200	05/16/2006	1040	0	0	Prop Damage (over)	Along Roadway	1	Lane Departure	Overturn	No Collision w/ Vehicle	WEST	No Adverse Cond.	9029848
BEDFORD	SR064	9.400	04/21/2006	1745	0	0	Prop Damage (over)	Along Roadway	1	Lane Departure	Tree	No Collision w/ Vehicle	EAST	Rain	9029748
BEDFORD	SR064	9.400	08/09/2007	1630	0	0	Prop Damage (over)	Along Roadway	1	Lane Departure	Ditch	No Collision w/ Vehicle	4	No Adverse Cond.	50102465
BEDFORD	SR064	9.530	04/26/2007	5	0	0	Prop Damage (over)	Along Roadway	1	Lane Departure	Utility Pole	No Collision w/ Vehicle	4	No Adverse Cond.	50060515
BEDFORD	SR064	9.640	05/07/2005	330	0	0	Prop Damage (over)	At an Intersection	1	Lane Departure	Ditch	No Collision w/ Vehicle	WEST	No Adverse Cond.	8622929
BEDFORD	SR064	9.640	02/06/2006	1245	0	0	Prop Damage (over)	At an Intersection	2	Other (Narrative)	Vehicle in Transport	Rear-End	WEST	Rain	9029655
BEDFORD	SR064	9.640	04/27/2006	720	0	0	Prop Damage (over)	At an Intersection	2	Other (Narrative)	Vehicle in Transport	Rear-End	EAST	No Adverse Cond.	9029674
BEDFORD	SR064	9.640	04/23/2007	712	0	0	Prop Damage (under)	At an Intersection	2	ntive (Eating, Reading, Talking	Vehicle in Transport	Rear-End	EAST	No Adverse Cond.	9558502

TRIMS ROAD SEGMENT REPORT

MARSHALL County - SR064

COUNTY: MARSHALL

COUNTY NO: 59

ROUTE NBR	SPEC CASE	CTY SEQ	BEG LOG MILE	END LOG MILE	SP SY	SP SY2	SP SY3	US RTE	US RTE2	FUNCTIONAL CLASS	ADM SYS	URB AREA	INC AREA	GOV CON	ROAD NAME	HPMS SEC_ID
SR064	0	1	0.000	3.030	13					R / MIN ART	STP STATE RURAL			STATE HWAY	HWY.64	

TRIMS ROAD SEGMENT REPORT

BEDFORD County - SR064

COUNTY: BEDFORD

COUNTY NO: 2

ROUTE NBR	SPEC CASE	CTY SEQ	BEG LOG MILE	END LOG MILE	SP SY	SP SY2	SP SY3	US RTE	US RTE2	FUNCTIONAL CLASS	ADM SYS	URB AREA	INC AREA	GOV CON	ROAD NAME	HPMS SEC_ID
SR064	0	1	0.000	6.600	23	13				R / MIN ART	STP STATE RURAL			STATE HWAY	WALKING HORSE PKWY	
SR064	0	1	6.600	11.114	13					R / MIN ART	STP STATE RURAL			STATE HWAY	WALKING HORSE PKWY	
SR064	0	1	11.114	11.560	13					R / MIN ART	STP STATE RURAL			STATE HWAY	WALKING HORSE PKWY	0201S0641111
SR064	0	1	11.560	11.810	13					R / MIN ART	STP STATE RURAL			STATE HWAY	WALKING HORSE PKWY	
SR064	0	1	11.810	11.811	13					U OTH PRIN ART	STP STATE URBAN	265		STATE HWAY	LEWIS AVE.	0201S0641184
SR064	0	1	11.811	12.260	13					U OTH PRIN ART	STP STATE URBAN	265	265	STATE HWAY	LEWIS AVE.	0201S0641184
SR064	0	1	12.260	12.440	01					U / MIN ART	STP STATE URBAN	265	265	STATE HWAY	LANE PARKWAY	
SR064	0	1	12.440	12.560	23					U / MIN ART	STP STATE URBAN	265	265	STATE HWAY	E. DEPOT ST	
SR064	0	1	12.560	13.334	23					U / MIN ART	STP STATE URBAN	265	265	STATE HWAY	E. DEPOT ST	0201S0641272
SR064	0	1	13.334	13.590	23					U / MIN ART	STP STATE URBAN	265	265	STATE HWAY	E. DEPOT ST	
SR064	0	1	13.590	14.244	01					U / MIN ART	STP STATE URBAN	265	265	STATE HWAY	E. DEPOT ST	
SR064	0	1	14.244	15.440	01					R / MIN ART	STP STATE RURAL			STATE HWAY	STATE HWY. 64	
SR064	0	1	15.440	15.800	01					U / MIN ART	STP STATE URBAN	265	265	STATE HWAY	STATE HWY. 64	
SR064	0	1	15.800	15.940	23					U / MIN ART	STP STATE URBAN	265	265	STATE HWAY	RICE-COFFEE HWY.	0201S0641600
SR064	0	1	15.940	16.021	23					U / MIN ART	STP STATE URBAN	265	265	STATE HWAY	WALKING HORSE PKWY	
SR064	0	1	16.021	16.030	23					U / MIN ART	STP STATE URBAN	265		STATE HWAY	WALKING HORSE PKWY	
SR064	0	1	16.030	21.300	23					R / MIN ART	STP STATE RURAL			STATE HWAY	WALKING HORSE PKWY	
SR064	0	1	21.300	21.307	23					R / MIN ART	STP STATE RURAL			STATE HWAY	WALKING HORSE PKWY	
SR064	0	1	21.307	21.690	01					R / MIN ART	STP STATE RURAL		304	STATE HWAY	ARNOLD ST.	
SR064	0	1	21.690	22.260	01					R / MIN ART	STP STATE RURAL		304	STATE HWAY	BLACKMAN BLVD.	0201S0642197
SR064	0	1	22.260	30.760	01					R / MIN ART	STP STATE RURAL			STATE HWAY	HIGHWAY 64 EAST	

MARSHALL County - SR064

County: MARSHALL (59) ***Route No.*** SR064 ***Special Case*** 0-NONE ***County Sequence*** 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
													Seq. #	Type	Width	Composition
0.000	3.030	100	0-NONE	2-TWO WAY			55		2-ROLLING	0-RURAL	2	2	8	DRAINAGE		DITCH
		100									2	2	9	SHOULDER (OUTSIDE)	8.0	ASPHALT CONCRETE
		100									2	2	10	PAVEMENT	24.0	ASPHALT CONCRETE
		100									2	2	12	SHOULDER (OUTSIDE)	8.0	ASPHALT CONCRETE
		100									2	2	13	DRAINAGE		DITCH

BEDFORD County - SR064

County: BEDFORD (2) *Route No.* SR064 *Special Case* 0-NONE *County Sequence* 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information Seq. #	Type	Width	Composition
0.000	11.300	60	0-NONE	2-TWO WAY	NO		55	2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60								2	2	2	SHOULDER (OUTSIDE)	5.0	ASPHALT CONCRETE
		60								2	2	3	PAVEMENT	24.0	ASPHALT CONCRETE
		60								2	2	4	SHOULDER (OUTSIDE)	5.0	ASPHALT CONCRETE
		60								2	2	5	DRAINAGE		DITCH
11.300	11.560	60	0-NONE	2-TWO WAY	NO		40	2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60								2	2	2	SHOULDER (OUTSIDE)	5.0	ASPHALT CONCRETE
		60								2	2	3	PAVEMENT	24.0	ASPHALT CONCRETE
		60								2	2	4	SHOULDER (OUTSIDE)	5.0	ASPHALT CONCRETE
		60								2	2	5	DRAINAGE		DITCH
11.560	11.810	50	0-NONE	2-TWO WAY	NO		40	2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		50								2	2	2	SHOULDER (OUTSIDE)	5.0	ASPHALT CONCRETE
		50								2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE
		50								2	2	4	SHOULDER (OUTSIDE)	5.0	ASPHALT CONCRETE
		50								2	2	5	DRAINAGE		DITCH
11.810	12.260	50	0-NONE	2-TWO WAY	NO		30	2-ROLLING	7-RESIDENTIAL	2	2	1	DRAINAGE		DITCH
		50								2	2	2	SHOULDER (OUTSIDE)	5.0	ASPHALT CONCRETE
		50								2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE
		50								2	2	4	SHOULDER (OUTSIDE)	5.0	ASPHALT CONCRETE
		50								2	2	5	DRAINAGE		DITCH

BEDFORD County - SR064

County: BEDFORD (2) *Route No.* SR064 *Special Case* 0-NONE *County Sequence* 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
												Seq. #	Type	Width	Composition
12.260	12.270	50	0-NONE	2-TWO WAY	NO		30	2-ROLLING	7-RESIDENTIAL	2	2	1	DRAINAGE		DITCH
		50								2	2	1	DRAINAGE		CURB, GUTTER & SIDEWALK
		50								2	2	2	SHOULDER (OUTSIDE)	5.0	BITUMINOUS SURFACE TREATED
		50								2	2	3	PARKING LANE	10.0	PORTLAND CEMENT CONCRETE
		50								2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE
		50								2	2	4	SHOULDER (OUTSIDE)	5.0	BITUMINOUS SURFACE TREATED
		50								2	2	5	PAVEMENT	24.0	ASPHALT CONCRETE
		50								2	2	5	DRAINAGE		DITCH
		50								2	2	7	DRAINAGE		CURB ONLY
		50								2	2	9	MEDIAN	18.0	OTHER MOUNTABLE
		50								2	2	11	DRAINAGE		CURB ONLY
		50								2	2	13	PAVEMENT	24.0	ASPHALT CONCRETE
		50								2	2	15	PARKING LANE	10.0	PORTLAND CEMENT CONCRETE
		50								2	2	17	DRAINAGE		CURB, GUTTER & SIDEWALK
12.270	12.310	102	0-NONE	2-TWO WAY	YES		30	2-ROLLING	2-COMMERCIAL	4	4	1	DRAINAGE		CURB, GUTTER & SIDEWALK
		102								4	4	3	SHOULDER (OUTSIDE)	10.0	PORTLAND CEMENT CONCRETE
		102								4	4	5	PAVEMENT	24.0	ASPHALT CONCRETE
		102								4	4	7	LEFT TURN LANE	12.0	ASPHALT CONCRETE
		102								4	4	9	DRAINAGE		CURB ONLY
		102								4	4	11	MEDIAN	6.0	MOUNTABLE (CONCRETE)

BEDFORD County - SR064

County: BEDFORD (2) *Route No.* SR064 *Special Case* 0-NONE *County Sequence* 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
													Seq. #	Type	Width	Composition
12.270	12.310	102	0-NONE	2-TWO WAY	YES		30		2-ROLLING	2-COMMERCIAL	4	4	13	DRAINAGE		CURB ONLY
		102									4	4	17	PAVEMENT	24.0	ASPHALT CONCRETE
		102									4	4	19	SHOULDER (OUTSIDE)	10.0	PORTLAND CEMENT CONCRETE
		102									4	4	21	DRAINAGE		CURB, GUTTER & SIDEWALK
12.310	12.370	102	0-NONE	2-TWO WAY	YES		30		2-ROLLING	2-COMMERCIAL	4	4	1	DRAINAGE		CURB, GUTTER & SIDEWALK
		102									4	4	3	SHOULDER (OUTSIDE)	10.0	PORTLAND CEMENT CONCRETE
		102									4	4	5	PAVEMENT	24.0	ASPHALT CONCRETE
		102									4	4	9	DRAINAGE		CURB ONLY
		102									4	4	11	MEDIAN	18.0	GRASS PLOT
		102									4	4	13	DRAINAGE		CURB ONLY
		102									4	4	17	PAVEMENT	24.0	ASPHALT CONCRETE
		102									4	4	19	SHOULDER (OUTSIDE)	10.0	PORTLAND CEMENT CONCRETE
		102									4	4	21	DRAINAGE		CURB, GUTTER & SIDEWALK
12.370	12.440	102	0-NONE	2-TWO WAY	YES		30		2-ROLLING	2-COMMERCIAL	4	4	1	DRAINAGE		CURB, GUTTER & SIDEWALK
		102									4	4	3	SHOULDER (OUTSIDE)	10.0	PORTLAND CEMENT CONCRETE
		102									4	4	5	PAVEMENT	24.0	ASPHALT CONCRETE
		102									4	4	9	DRAINAGE		CURB ONLY
		102									4	4	11	MEDIAN	6.0	MOUNTABLE (CONCRETE)
		102									4	4	13	DRAINAGE		CURB ONLY
		102									4	4	15	LEFT TURN LANE	12.0	ASPHALT CONCRETE

BEDFORD County - SR064

County: BEDFORD (2) ***Route No.*** SR064 ***Special Case*** 0-NONE ***County Sequence*** 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
												Seq. #	Type	Width	Composition
12.370	12.440	102	0-NONE	2-TWO WAY	YES	30		2-ROLLING	2-COMMERCIAL	4	4	17	PAVEMENT	24.0	ASPHALT CONCRETE
		102								4	4	19	SHOULDER (OUTSIDE)	10.0	PORTLAND CEMENT CONCRETE
		102								4	4	21	DRAINAGE		CURB, GUTTER & SIDEWALK
12.440	12.560	53	0-NONE	2-TWO WAY	YES	30		2-ROLLING	4-FRINGE (MIX RES. COMM.)	3	3	1	DRAINAGE		CURB & SIDEWALK
		53								3	3	2	SHOULDER (OUTSIDE)	3.0	ASPHALT CONCRETE
		53								3	3	3	PAVEMENT	12.0	ASPHALT CONCRETE
		53								3	3	4	2-WAY LT. TURN LN.	12.0	ASPHALT CONCRETE
		53								3	3	5	PAVEMENT	12.0	ASPHALT CONCRETE
		53								3	3	6	SHOULDER (OUTSIDE)	3.0	ASPHALT CONCRETE
		53								3	3	7	DRAINAGE		CURB & SIDEWALK
12.560	13.327	60	0-NONE	2-TWO WAY	YES	30		2-ROLLING	4-FRINGE (MIX RES. COMM.)	4	4	1	DRAINAGE		CURB, GUTTER & SIDEWALK
		60								4	4	2	SHOULDER (OUTSIDE)	2.0	PORTLAND CEMENT CONCRETE
		60								4	4	3	PAVEMENT	44.0	ASPHALT CONCRETE
		60								4	4	4	SHOULDER (OUTSIDE)	2.0	PORTLAND CEMENT CONCRETE
		60								4	4	5	DRAINAGE		CURB, GUTTER & SIDEWALK
13.327	13.420	100	0-NONE	2-TWO WAY	YES	30		2-ROLLING	4-FRINGE (MIX RES. COMM.)	2	2	1	DRAINAGE		DITCH
		100								2	2	2	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		100								2	2	3	PAVEMENT	24.0	ASPHALT CONCRETE
		100								2	2	4	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		100								2	2	5	DRAINAGE		DITCH

BEDFORD County - SR064

County: BEDFORD (2) *Route No.* SR064 *Special Case* 0-NONE *County Sequence* 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
												Seq. #	Type	Width	Composition
13.420	13.520	100	0-NONE	2-TWO WAY	YES	45		2-ROLLING	4-FRINGE (MIX RES. COMM.)	2	2	1	DRAINAGE		DITCH
		100								2	2	2	SHOULDER (OUTSIDE)	3.0	ASPHALT CONCRETE
		100								2	2	3	PAVEMENT	12.0	ASPHALT CONCRETE
		100								2	2	4	MEDIAN	12.0	PAINTED
		100								2	2	5	PAVEMENT	12.0	ASPHALT CONCRETE
		100								2	2	6	SHOULDER (OUTSIDE)	3.0	PORTLAND CEMENT CONCRETE
		100								2	2	7	DRAINAGE		CURB, GUTTER & SIDEWALK
13.520	14.570	100	0-NONE	2-TWO WAY	YES	45		2-ROLLING	4-FRINGE (MIX RES. COMM.)	2	2	1	DRAINAGE		DITCH
		100								2	2	2	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		100								2	2	3	PAVEMENT	24.0	ASPHALT CONCRETE
		100								2	2	4	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		100								2	2	5	DRAINAGE		DITCH
14.570	15.940	100	0-NONE	2-TWO WAY	NO	55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		100								2	2	2	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		100								2	2	3	PAVEMENT	24.0	ASPHALT CONCRETE
		100								2	2	4	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		100								2	2	5	DRAINAGE		DITCH
15.940	21.300	150	0-NONE	2-TWO WAY	NO	55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		150								2	2	2	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		150								2	2	3	PAVEMENT	24.0	ASPHALT CONCRETE

BEDFORD County - SR064

County: BEDFORD (2) *Route No.* SR064 *Special Case* 0-NONE *County Sequence* 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
												Seq. #	Type	Width	Composition
15.940	21.300	150	0-NONE	2-TWO WAY	NO	55		2-ROLLING	0-RURAL	2	2	4	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		150								2	2	5	DRAINAGE		DITCH
21.300	21.540	150	0-NONE	2-TWO WAY	YES	30		2-ROLLING	4-FRINGE (MIX RES. COMM.)	2	2	1	DRAINAGE		DITCH
		150								2	2	2	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		150								2	2	3	PAVEMENT	24.0	ASPHALT CONCRETE
		150								2	2	4	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		150								2	2	5	DRAINAGE		DITCH
21.540	22.470	60	0-NONE	2-TWO WAY	YES	30		2-ROLLING	4-FRINGE (MIX RES. COMM.)	2	2	1	DRAINAGE		CURB, GUTTER & SIDEWALK
		60								2	2	2	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		60								2	2	3	PAVEMENT	24.0	ASPHALT CONCRETE
		60								2	2	4	SHOULDER (OUTSIDE)	10.0	ASPHALT CONCRETE
		60								2	2	5	DRAINAGE		CURB, GUTTER & SIDEWALK
22.470	22.920	60	0-NONE	2-TWO WAY	NO	40		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60								2	2	2	SHOULDER (OUTSIDE)	2.0	GRAVEL
		60								2	2	3	PAVEMENT	20.0	ASPHALT CONCRETE
		60								2	2	4	SHOULDER (OUTSIDE)	2.0	GRAVEL
		60								2	2	5	DRAINAGE		DITCH
22.920	24.780	60	0-NONE	2-TWO WAY	NO	40		2-ROLLING	0-RURAL	2	2	9	DRAINAGE		DITCH
		60								2	2	11	SHOULDER (OUTSIDE)	2.0	ASPHALT CONCRETE
		60								2	2	13	PAVEMENT	20.0	ASPHALT CONCRETE

BEDFORD County - SR064

County: BEDFORD (2) ***Route No.*** SR064 ***Special Case*** 0-NONE ***County Sequence*** 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Truck Spd Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
													Seq. #	Type	Width	Composition
22.920	24.780	60	0-NONE	2-TWO WAY	NO		40		2-ROLLING	0-RURAL	2	2	15	SHOULDER (OUTSIDE)	2.0	ASPHALT CONCRETE
		60									2	2	17	DRAINAGE		DITCH
24.780	24.930	60	0-NONE	2-TWO WAY	NO		40		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60									2	2	2	SHOULDER (OUTSIDE)	7.0	ASPHALT CONCRETE
		60									2	2	3	PAVEMENT	20.0	ASPHALT CONCRETE
		60									2	2	4	SHOULDER (OUTSIDE)	7.0	ASPHALT CONCRETE
		60									2	2	5	DRAINAGE		DITCH
24.930	25.820	60	0-NONE	2-TWO WAY	NO		40		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60									2	2	2	SHOULDER (OUTSIDE)	2.0	ASPHALT CONCRETE
		60									2	2	3	PAVEMENT	20.0	ASPHALT CONCRETE
		60									2	2	4	SHOULDER (OUTSIDE)	2.0	ASPHALT CONCRETE
		60									2	2	5	DRAINAGE		DITCH
25.820	26.000	120	0-NONE	2-TWO WAY	NO		40		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		120									2	2	2	SHOULDER (OUTSIDE)	7.0	ASPHALT CONCRETE
		120									2	2	3	PAVEMENT	20.0	ASPHALT CONCRETE
		120									2	2	4	SHOULDER (OUTSIDE)	7.0	ASPHALT CONCRETE
		120									2	2	5	DRAINAGE		DITCH
26.000	26.010	120	0-NONE	2-TWO WAY	NO		40		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		CURB AND GUTTER
		120									2	2	2	SHOULDER (OUTSIDE)	8.0	ASPHALT CONCRETE
		120									2	2	3	PAVEMENT	20.0	ASPHALT CONCRETE

BEDFORD County - SR064

County: BEDFORD (2) ***Route No.*** SR064 ***Special Case*** 0-NONE ***County Sequence*** 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
													Seq. #	Type	Width	Composition
26.000	26.010	120	0-NONE	2-TWO WAY	NO		40		2-ROLLING	0-RURAL	2	2	4	SHOULDER (OUTSIDE)	8.0	ASPHALT CONCRETE
		120									2	2	5	DRAINAGE		CURB AND GUTTER
26.010	26.100	60	0-NONE	2-TWO WAY	NO		40		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		CURB AND GUTTER
		60									2	2	2	SHOULDER (OUTSIDE)	8.0	ASPHALT CONCRETE
		60									2	2	3	PAVEMENT	20.0	ASPHALT CONCRETE
		60									2	2	4	SHOULDER (OUTSIDE)	8.0	ASPHALT CONCRETE
		60									2	2	5	DRAINAGE		CURB AND GUTTER
26.100	27.070	60	0-NONE	2-TWO WAY	NO		40		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60									2	2	2	SHOULDER (OUTSIDE)	2.0	ASPHALT CONCRETE
		60									2	2	3	PAVEMENT	20.0	ASPHALT CONCRETE
		60									2	2	4	SHOULDER (OUTSIDE)	2.0	ASPHALT CONCRETE
		60									2	2	5	DRAINAGE		DITCH
27.070	27.190	60	0-NONE	2-TWO WAY	NO		40		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60									2	2	2	SHOULDER (OUTSIDE)	7.0	GRAVEL
		60									2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE
		60									2	2	4	SHOULDER (OUTSIDE)	7.0	GRAVEL
		60									2	2	5	DRAINAGE		DITCH
27.190	28.450	120	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		120									2	2	2	SHOULDER (OUTSIDE)	7.0	GRAVEL
		120									2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE

BEDFORD County - SR064

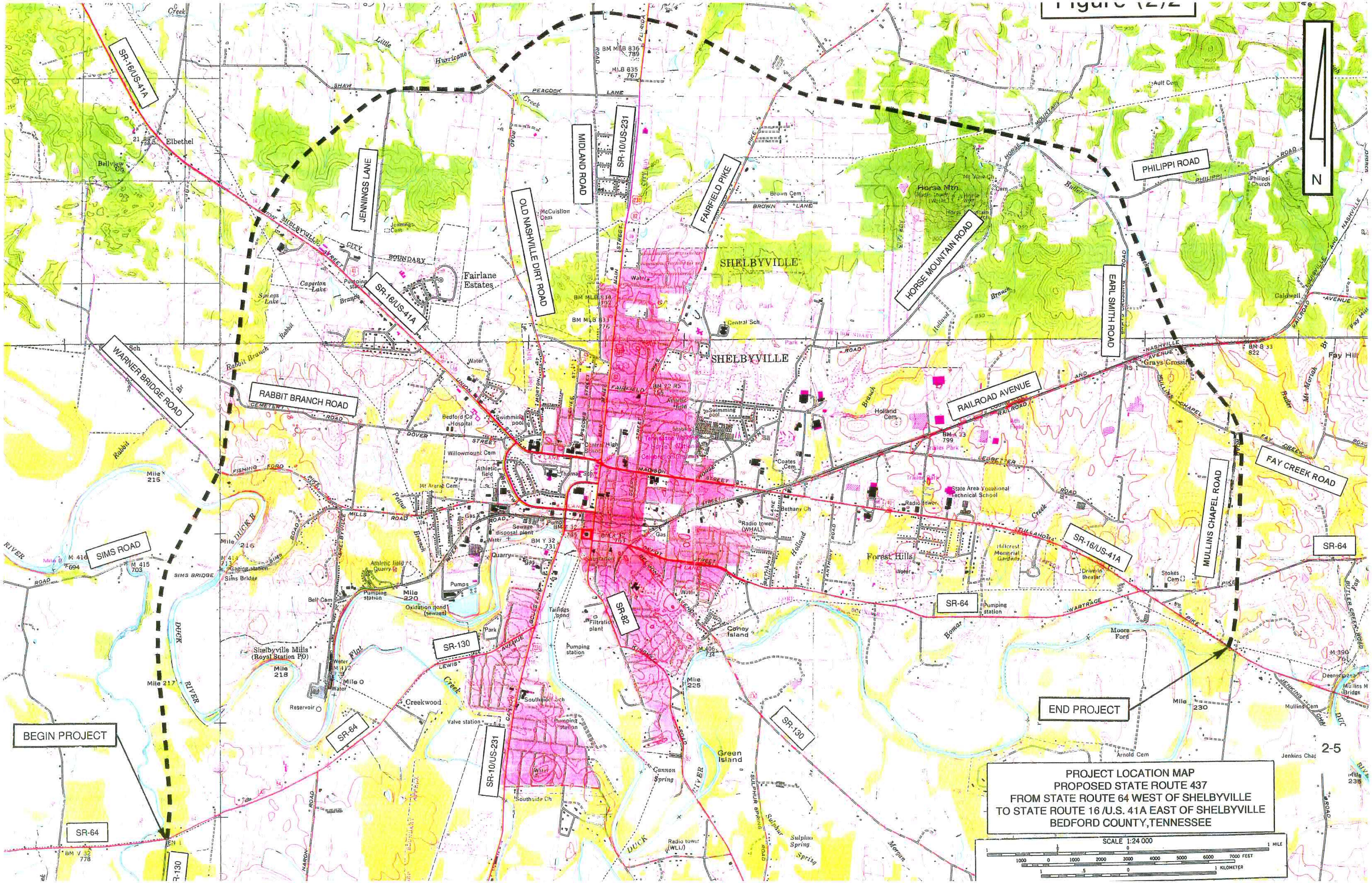
County: BEDFORD (2) *Route No.* SR064 *Special Case* 0-NONE *County Sequence* 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
													Seq. #	Type	Width	Composition
27.190	28.450	120	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	4	SHOULDER (OUTSIDE)	7.0	GRAVEL
		120									2	2	5	DRAINAGE		DITCH
28.450	28.700	60	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60									2	2	2	SHOULDER (OUTSIDE)	2.0	GRAVEL
		60									2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE
		60									2	2	4	SHOULDER (OUTSIDE)	2.0	GRAVEL
		60									2	2	5	DRAINAGE		DITCH
28.700	29.090	100	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		100									2	2	2	SHOULDER (OUTSIDE)	8.0	GRAVEL
		100									2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE
		100									2	2	4	SHOULDER (OUTSIDE)	8.0	GRAVEL
		100									2	2	5	DRAINAGE		DITCH
29.090	29.840	60	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60									2	2	2	SHOULDER (OUTSIDE)	2.0	GRAVEL
		60									2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE
		60									2	2	4	SHOULDER (OUTSIDE)	2.0	GRAVEL
		60									2	2	5	DRAINAGE		DITCH
29.840	30.160	120	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		120									2	2	2	SHOULDER (OUTSIDE)	7.0	GRAVEL
		120									2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE

BEDFORD County - SR064

County: BEDFORD (2) ***Route No.*** SR064 ***Special Case*** 0-NONE ***County Sequence*** 1

Beg Log Mile	End Log Mile	ROW	Access Control	Operation	Illum-ination	School Spd Lmt	Spd Lmt	Truck Spd Lmt	Terrain	Land Use	Thru Lanes	Nbr Lanes	Feature Information			
													Seq. #	Type	Width	Composition
29.840	30.160	120	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	4	SHOULDER (OUTSIDE)	7.0	GRAVEL
		120									2	2	5	DRAINAGE		DITCH
30.160	30.420	60	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		60									2	2	2	SHOULDER (OUTSIDE)	2.0	GRAVEL
		60									2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE
		60									2	2	4	SHOULDER (OUTSIDE)	2.0	GRAVEL
		60									2	2	5	DRAINAGE		DITCH
30.420	30.660	120	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		120									2	2	2	SHOULDER (OUTSIDE)	7.0	BITUMINOUS SURFACE TREATED
		120									2	2	3	PAVEMENT	22.0	ASPHALT CONCRETE
		120									2	2	4	SHOULDER (OUTSIDE)	7.0	BITUMINOUS SURFACE TREATED
		120									2	2	5	DRAINAGE		DITCH
30.660	30.760	120	0-NONE	2-TWO WAY	NO		55		2-ROLLING	0-RURAL	2	2	1	DRAINAGE		DITCH
		120									2	2	2	SHOULDER (OUTSIDE)	10.0	BITUMINOUS SURFACE TREATED
		120									2	2	3	PAVEMENT	24.0	ASPHALT CONCRETE
		120									2	2	4	SHOULDER (OUTSIDE)	10.0	BITUMINOUS SURFACE TREATED
		120									2	2	5	DRAINAGE		DITCH



PROJECT LOCATION MAP
PROPOSED STATE ROUTE 437
FROM STATE ROUTE 64 WEST OF SHELBYVILLE
TO STATE ROUTE 16 /U.S. 41A EAST OF SHELBYVILLE
BEDFORD COUNTY,TENNESSEE

TYPE	YEAR	PROJECT NO.	SHT NO.
			3

TO STATE HWY. II

PROP. R.O.W.

PRES. R.O.W.

S.R.-64

SUGAR CREEK

TO PETERSBURG

S.R.-130

PRES. R.O.W.

PRES. R.O.W.

DAVIS BRANCH

N

BEGIN PROJECT
BEGIN SECTION I

SUGAR CREEK

PROP R.O.W.

150' ROW

PROP R.O.W.

SHEET NO. 4

MATCH LINE

PROP. R.O.W.

PROP. R.O.W.

PRES. R.O.W.

PRES. R.O.W.

S.R.-64

SHELBYVILLE

wet Weather Conveyance

Perennial Stream

Residential Area

Road Outcrop Culvert

0 200' 400'
SCALE

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION