



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PLANNING DIVISION
SUITE 900, JAMES K. POLK BLDG.
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-0334

April 27, 1998

Mr. John Tidwell, Manager 2
Program Development and Scheduling Office
Suite 600, James K. Polk Building
Nashville, TN 37243-0341

SUBJECT: Advance Planning Report, State Route 18, From
Bolivar to Jackson, Hardeman and Madison Counties

Dear Mr. Tidwell:

Enclosed is a copy of the subject report which has been signed by the appropriate Department Personnel. This report is being forwarded for your use in determining priorities, establishing future scheduling and initiating further development of the project.

If you have any questions, please contact me.

Sincerely,

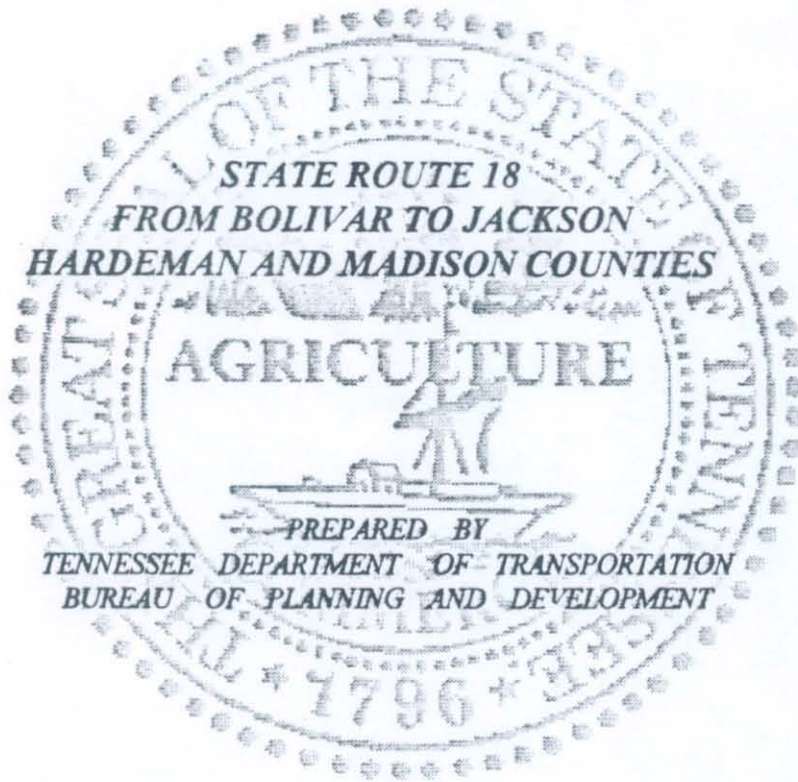
A handwritten signature in black ink that reads "William R. Jacobs".

William R. Jacobs, Manager 1
Transportation Planning Office

copies: Ed Wasserman, Bob Ammons, Charles Bush, Noel Evans, Marty Kennedy,
Pete Falkenberg, Erwin White (1 half size), James Sumler (2 full size),
James A. Graham, Jim Waters, Ray Brisson (4), Harold Jackson, David
Horne

letters: William L. Moore, William C. Wallace, Harris N. Scott, III, Winston
Gaffron, Jim Zeigler, Chris Christianson, Jim Moore, Glenn Beckwith,
Jim Akin, Jerry Moorhead, Harold Clawson

ADVANCE PLANNING REPORT



Approved by: *Will Dooye*

4-23-98

Director, Bureau of Planning and Development

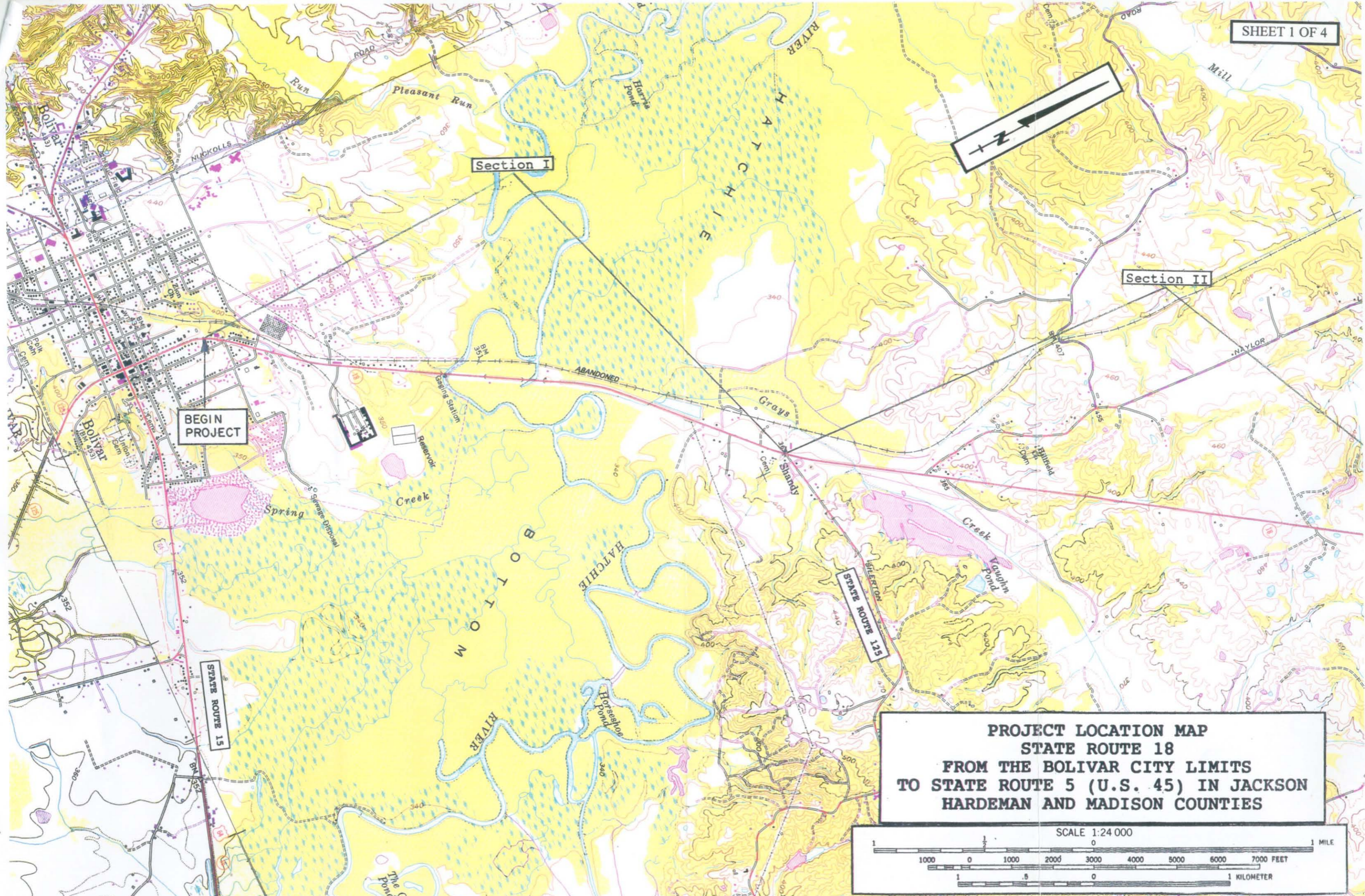
Date

REVISION

Recommended by:	INITIALS	DATE	Recommended by:	INITIALS	DATE
TRANS. DIRECTOR PLANNING DIVISION	<i>GAB</i>	<i>3/17/98</i>	TRANS. DIRECTOR PLANNING DIVISION		
ENG. DIRECTOR DESIGN DIVISION	<i>JH2</i>	<i>3/20/98</i>	ENG. DIRECTOR DESIGN DIVISION		
ENG. DIRECTOR STRUCTURES DIVISION	<i>ED</i>	<i>3/27/98</i>	ENG. DIRECTOR STRUCTURES DIVISION		
TRANS. DIRECTOR PROG. DEV. DIVISION	<i>AEC</i>	<i>4-20-98</i>	ENG. DIRECTOR PROG. DEV. DIVISION		
ASST. EXEC. DIRECTOR PLN. AND DEV.	<i>Hub</i>	<i>4/21/98</i>	ASST. EXEC. DIRECTOR PLN. AND DEV.		
ASST. EXEC. DIRECTOR PLAN. AND DEV.	<i>UCW</i>	<i>4/22/98</i>	ASST. EXEC. DIRECTOR PLAN. AND DEV.		



NOTE: THIS REPORT GIVES BOTH METRIC AND ENGLISH MEASUREMENTS.
THE ENGLISH UNITS ARE PROVIDED FOR INFORMATION PURPOSES ONLY.

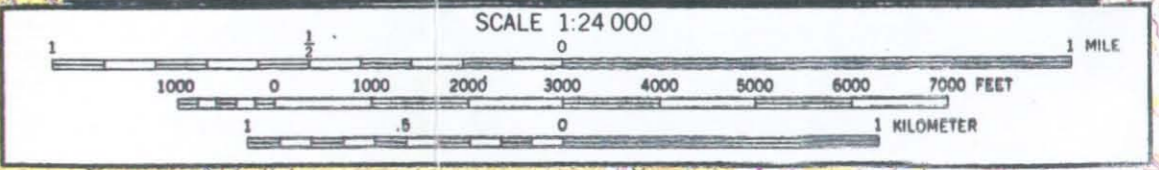


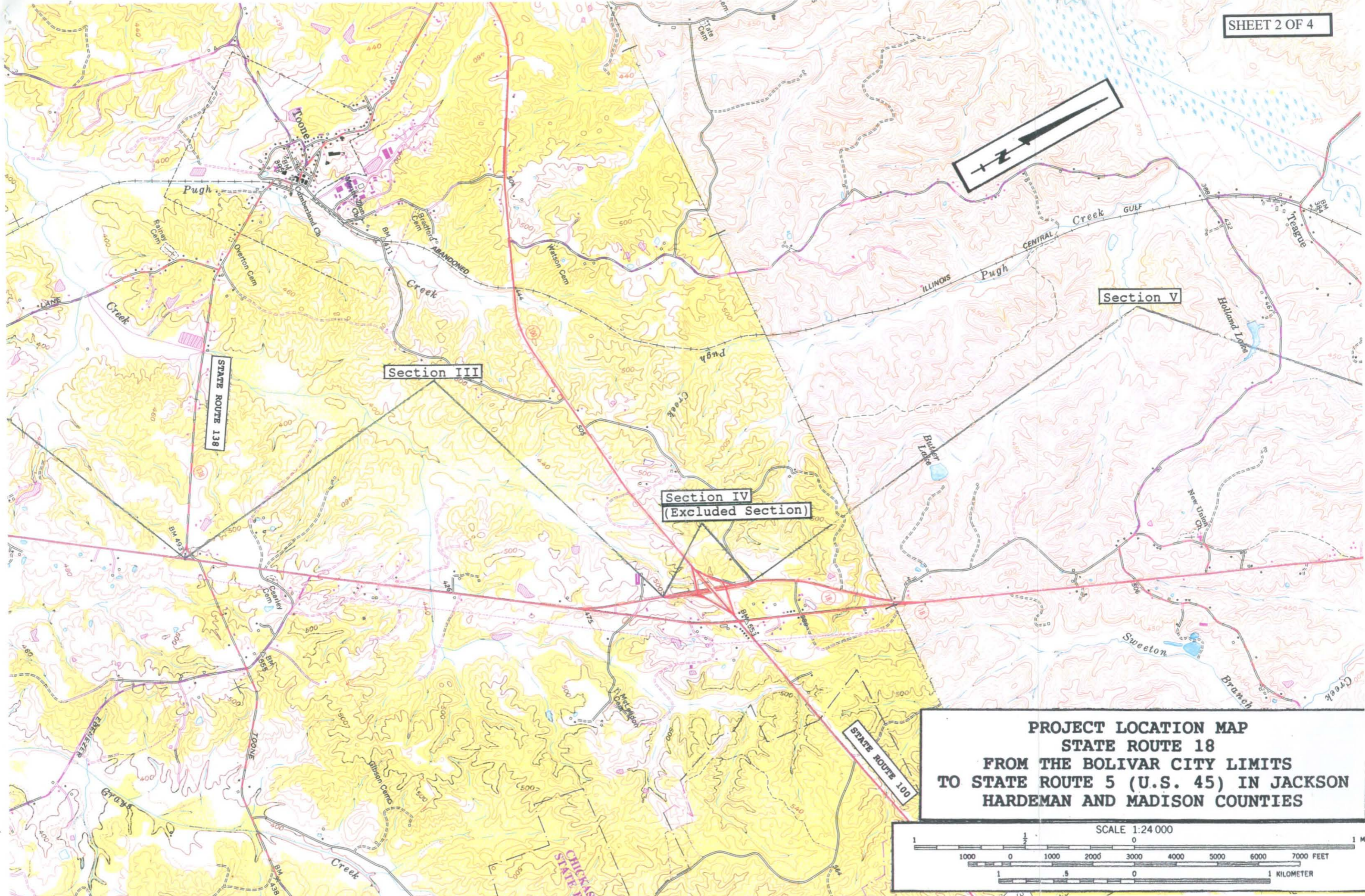
BEGIN PROJECT

Section I

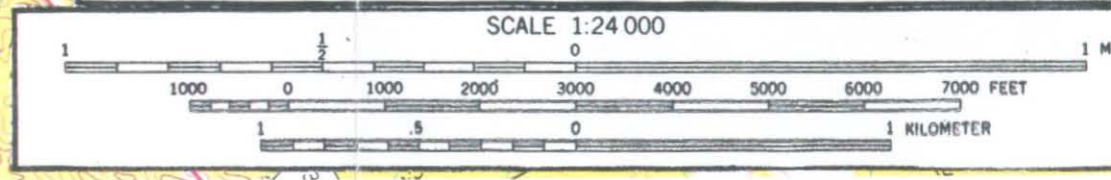
Section II

PROJECT LOCATION MAP
STATE ROUTE 18
FROM THE BOLIVAR CITY LIMITS
TO STATE ROUTE 5 (U.S. 45) IN JACKSON
HARDEMAN AND MADISON COUNTIES





**PROJECT LOCATION MAP
STATE ROUTE 18
FROM THE BOLIVAR CITY LIMITS
TO STATE ROUTE 5 (U.S. 45) IN JACKSON
HARDEMAN AND MADISON COUNTIES**

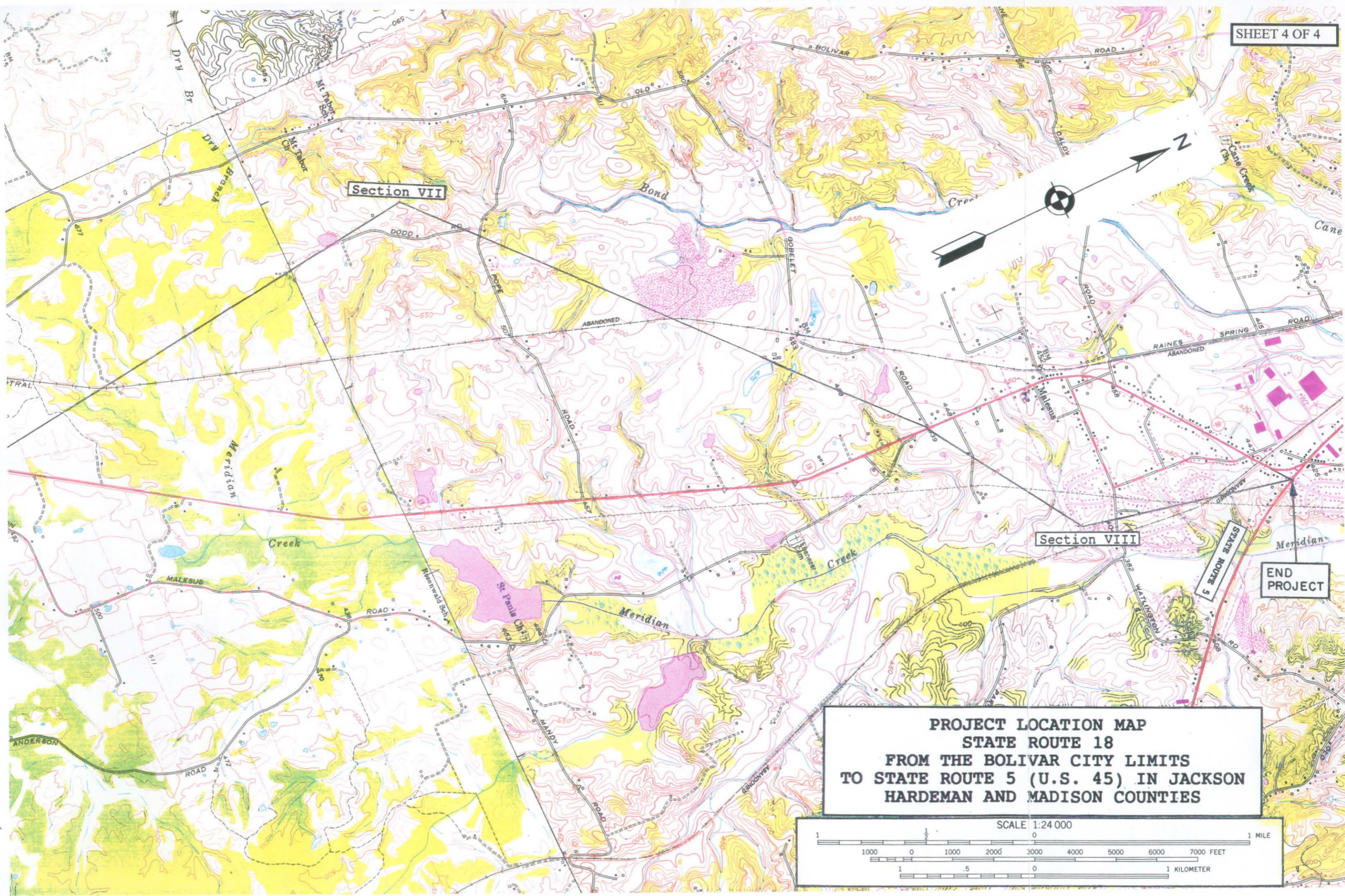
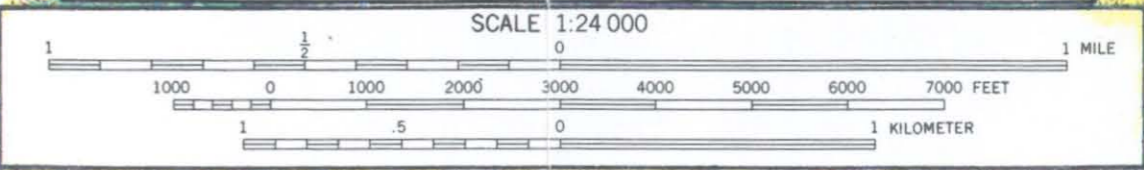


Section VII

Section VIII

END PROJECT

PROJECT LOCATION MAP
STATE ROUTE 18
FROM THE BOLIVAR CITY LIMITS
TO STATE ROUTE 5 (U.S. 45) IN JACKSON
HARDEMAN AND MADISON COUNTIES



DATA TABLE
STATE ROUTE 18

<u>Item</u>	<u>Existing</u>	<u>Section I Proposed</u>
<u>Functional Class</u>	<u>Minor Arterial</u>	
<u>System Class</u>	<u>Surface Transportation Program</u>	
<u>Length (Kilometers/Miles)</u>	41.7± km/25.9± miles	4.5± km/2.8± miles
<u>Cross Section - Meters (Feet)</u>	19.2m/26m, 64'/84' 14.4m/26m/45m, 48'/84'/150'	
<u>Present ADT (1995)</u>	<i>2003</i>	6,400 - 8,500
<u>Future ADT (2015)</u>	<i>2023</i>	9,060 - 12,000
<u>DHV</u>		997 - 1,320
<u>% Trucks</u>		7% - 10%
<u>Estimated Right-of-Way Acquisition (Hectares/Acres)</u>		6.96ha/17.2 Ac
<u>Estimated Right-of-Way Tracts Affected</u>		33
<u>Estimated Family Displacements</u>		2
<u>Estimated Business Displacements</u>		3
<u>Estimated Non-Profit Displacements</u>		0
<u>Estimated Right-of-Way Cost</u>		\$ 430,000
<u>Estimated Utility Cost Reimbursable</u>		\$ 155,000
<u>Estimated Utility Cost Non-Reimbursable</u>		\$ 245,000
<u>Estimated Construction Cost</u>		\$ 8,080,000
<u>Estimated Preliminary Engineering Cost</u>		\$ 370,000
<u>Total Estimated Section Cost</u>		\$ 9,280,000

DATA TABLE
STATE ROUTE 18

<u>Item</u>	<u>Section II Proposed</u>	<u>Section III Proposed</u>
<u>Functional Class</u>	<u>Minor Arterial</u>	
<u>System Class</u>	<u>Surface Transportation Program</u>	
<u>Length (Kilometers/Miles)</u>	5.3± km/3.3± miles	3.7± km /2.3± miles
<u>Cross Section - Meters (Feet)</u>	14.4m/36.6m/75m 48'/120'/250'	14.4m/36.6m/75m 48'/120'/250'
<u>Present ADT (1995)</u>	5,000 - 6,600	4,500
<u>Future ADT (2015)</u>	7,000 - 9,280	6,300
<u>DHV</u>	770 - 1,021	693
<u>% Trucks</u>	10% - 11%	13%
<u>Estimated Right-of-Way Acquisition (Hectares/Acres)</u>	31.6ha/78.1 Ac	22.3ha/55.1 Ac
<u>Estimated Right-of-Way Tracts Affected</u>	26	11
<u>Estimated Family Displacements</u>	6	0
<u>Estimated Business Displacements</u>	2	2
<u>Estimated Non-Profit Displacements</u>	0	0
<u>Estimated Right-of-Way Cost</u>	\$ 590,000	\$ 265,000
<u>Estimated Utility Cost Reimbursable</u>	\$ 50,000	\$ 25,000
<u>Estimated Utility Cost Non-Reimbursable</u>	\$ 215,000	\$ 135,000
<u>Estimated Construction Cost</u>	\$ 6,620,000	\$ 4,555,000
<u>Estimated Preliminary Engineering Cost</u>	\$ 300,000	\$ 210,000
<u>Total Estimated Section Cost</u>	\$ 7,775,000	\$ 5,190,000

DATA TABLE
STATE ROUTE 18

<u>Item</u>	<u>Section IV Excluded</u>	<u>Section V Proposed</u>
<u>Functional Class</u>	<u>Minor Arterial</u>	
<u>System Class</u>	<u>Surface Transportation Program</u>	
<u>Length (Kilometers/Miles)</u>	<u>7.2± km/4.5± miles</u>	
<u>Cross Section - Meters (Feet)</u>	<u>14.4m/36.6m/74m 48'/120'/250'</u>	
<u>Present ADT (1995)</u>	<u>5,000</u>	
<u>Future ADT (2015)</u>	<u>7,000</u>	
<u>DHV</u>	<u>770</u>	
<u>% Trucks</u>	<u>13%</u>	
<u>Estimated Right-of-Way Acquisition (Hectares/Acres)</u>	<u>56.1ha/38.6 Ac</u>	
<u>Estimated Right-of-Way Tracts Affected</u>	<u>30</u>	
<u>Estimated Family Displacements</u>	<u>9</u>	
<u>Estimated Business Displacements</u>	<u>1</u>	
<u>Estimated Non-Profit Displacements</u>	<u>0</u>	
<u>Estimated Right-of-Way Cost</u>	<u>\$ 725,000</u>	
<u>Estimated Utility Cost Reimbursable</u>	<u>\$ 60,000</u>	
<u>Estimated Utility Cost Non-Reimbursable</u>	<u>\$ 240,000</u>	
<u>Estimated Construction Cost</u>	<u>\$ 9,830,000</u>	
<u>Estimated Preliminary Engineering Cost</u>	<u>\$ 445,000</u>	
<u>Total Estimated Section Cost</u>	<u>\$11,300,000</u>	

DATA TABLE

STATE ROUTE 18

<u>Item</u>	<u>Section VI A Proposed</u>	<u>Section VI B Proposed</u>
<u>Functional Class</u>	<u>Minor Arterial</u>	
<u>System Class</u>	<u>Surface Transportation Program</u>	
<u>Length (Kilometers/Miles)</u>	5.5± km/3.43± miles	5.4± km/3.35± miles
<u>Cross Section - Meters (Feet)</u>	19.2m/26m & 14.4m/36.6m/75m 64'/84' & 48'/120'/250'	14.4m/36.6m/75m 48'/120'/250'
<u>Present ADT (1995)</u>	6,000 - 6,270	4,850 - 4,860
<u>Future ADT (2015)</u>	8,400 - 8,770	6,700 - 6,780
<u>DHV</u>	924 - 965	737 - 746
<u>% Trucks</u>	11%	11%
<u>Estimated Right-of-Way Acquisition (Hectares/Acres)</u>	17ha/42.1 Ac	38.1ha/94.1 Ac
<u>Estimated Right-of-Way Tracts Affected</u>	43	26
<u>Estimated Family Displacements</u>	1	2
<u>Estimated Business Displacements</u>	1	0
<u>Estimated Non-Profit Displacements</u>	0	0
<u>Estimated Right-of-Way Cost</u>	\$ 355,000	\$ 530,000
<u>Estimated Utility Cost Reimbursable</u>	\$ 25,000	\$ 5,000
<u>Estimated Utility Cost Non-Reimbursable</u>	\$ 215,000	\$ 25,000
<u>Estimated Construction Cost</u>	\$ 5,680,000	\$ 5,320,000
<u>Estimated Preliminary Engineering Cost</u>	\$ 260,000	\$ 240,000
<u>Total Estimated Section Cost</u>	\$ 6,535,000	\$ 6,120,000

DATA TABLE
STATE ROUTE 18

<u>Item</u>	<u>Section VII Proposed</u>	<u>Section VIII Proposed</u>
<u>Functional Class</u>	<u>Minor Arterial</u>	
<u>System Class</u>	<u>Surface Transportation Program</u>	
<u>Length (Kilometers/Miles)</u>	7.2± km/4.5 miles	2.9± km/1.8± miles
<u>Cross Section - Meters (Feet)</u>	14.4m/36.6m/75m 48'/120'/250'	19.2m/32m & 19.2m/26m 64'/104' & 64'/84'
<u>Present ADT (1995)</u>	7,900	7,900
<u>Future ADT (2015)</u>	11,100	11,100
<u>DHV</u>	1,221	1,221
<u>% Trucks</u>	9%	9%
<u>Estimated Right-of-Way Acquisition (Hectares/Acres)</u>	41.8ha/103.3 Ac	5.0ha/12.5 Ac
<u>Estimated Right-of-Way Tracts Affected</u>	29	85
<u>Estimated Family Displacements</u>	14	5
<u>Estimated Business Displacements</u>	1	2
<u>Estimated Non-Profit Displacements</u>	0	0
<u>Estimated Right-of-Way Cost</u>	\$ 1,340,000	\$ 780,000
<u>Estimated Utility Cost Reimbursable</u>	\$ 40,000	\$ 40,000
<u>Estimated Utility Cost Non-Reimbursable</u>	\$ 385,000	\$ 350,000
<u>Estimated Construction Cost</u>	\$ 9,195,000	\$ 3,425,000
<u>Estimated Preliminary Engineering Cost</u>	\$ 420,000	\$ 155,000
<u>Total Estimated Section Cost</u>	\$ 11,380,000	\$ 4,750,000

DATA TABLE
STATE ROUTE 18

<u>Item</u>	<u>Total with Alt A Proposed</u>	<u>Total with Alt B Proposed</u>
<u>Functional Class</u>	<u>Minor Arterial</u>	
<u>System Class</u>	<u>Surface Transportation Program</u>	
<u>Length (Kilometers/Miles)</u>	<u>36.3± km/22.63± miles</u>	<u>36.2 km/22.55 miles</u>
<u>Cross Section - Meters (Feet)</u>		
<u>Present ADT (1995)</u>	<u>4,500 - 8,500</u>	<u>4,500 - 8,500</u>
<u>Future ADT (2015)</u>	<u>6,300 - 12,000</u>	<u>6,300 - 12,000</u>
<u>DHV</u>	<u>693 - 1,320</u>	<u>693 - 1,320</u>
<u>% Trucks</u>	<u>7% - 13%</u>	<u>7% - 13%</u>
<u>Estimated Right-of-Way Acquisition (Hectares/Acres)</u>	<u>180.76ha/446.9 Ac</u>	<u>201.86ha/498.6 Ac</u>
<u>Estimated Right-of-Way Tracts Affected</u>	<u>257</u>	<u>240</u>
<u>Estimated Family Displacements</u>	<u>37</u>	<u>38</u>
<u>Estimated Business Displacements</u>	<u>12</u>	<u>11</u>
<u>Estimated Non-Profit Displacements</u>	<u>0</u>	<u>0</u>
<u>Estimated Right-of-Way Cost</u>	<u>\$ 4,485,000</u>	<u>\$ 4,660,000</u>
<u>Estimated Utility Cost Reimbursable</u>	<u>\$ 485,000</u>	<u>\$ 465,000</u>
<u>Estimated Utility Cost Non-Reimbursable</u>	<u>\$ 1,695,000</u>	<u>\$ 1,505,000</u>
<u>Estimated Construction Cost</u>	<u>\$ 47,385,000</u>	<u>\$ 47,025,000</u>
<u>Estimated Preliminary Engineering Cost</u>	<u>\$ 2,160,000</u>	<u>\$ 2,140,000</u>
<u>Total Estimated Project Cost</u>	<u>\$ 56,210,000</u>	<u>\$ 55,795,000</u>

PURPOSE OF STUDY

The purpose of this study is to determine the feasibility of widening State Route 18 between Bolivar and Jackson. This report is a result of House Joint Resolution No. 16 of the 98th General Assembly of the State of Tennessee. The evaluation of this proposed project includes estimated costs, a preliminary checklist of environmental impacts, and other pertinent data which are reflected on the attached tables. A Project Location Map and proposed functional and design plans are also included with this report.

DEFICIENCIES

Geometrics X Structures X Operational X R/R Crossing

Accident Rate 1.41 Statewide Average Rate 1.83

PROPOSED IMPROVEMENT

It is proposed to improve the existing route with the exception of an alternate plan that would by-pass the Medon Community. For the most part the existing horizontal alignment is satisfactory. The vertical alignment is deficient in a number of places and will require modification in order to meet the proposed design speed. Due to the deficient vertical alignment, it is proposed to construct the new roadway parallel to and independent of the existing roadway. This will assist in the maintenance of traffic during construction and will avoid any significant right-of-way take on the opposite side of the existing road. The exception of this will be from the beginning of the project to State Route 125, through Medon on Alternate "A" and from Gobelett Road to the end of the project. Through these areas, the existing roadway will be widened to provide for the desired typical section. For study and funding purposes, the project was divided into eight sections. A brief description of each are as follows:

? → Section I (Length: 4.5± km or 2.8± miles) From 0.16± km (0.1± miles) south of Waters Street in Bolivar to State Route 125. The typical section from south of Waters Street to 0.16± km (0.1± miles) north of Rubye Lane will consist of four (4) traffic lanes, a center turn lane, curbs and gutters and utility strips within a 26m (84') right-of-way. This section will widen the existing road symmetrically and tie in to the existing four-lane undivided roadway at the beginning of the study section. From 0.16± km (0.1± miles) north of Rubye Lane to State Route 125, the typical section will consist of four (4) traffic lanes, a center turn lane, and shoulders within a 45m (150') right-of-way. The widening will be on the right or east side of the existing roadway. This section of the project is across the Hatchie River and bottom land associated with the river and therefore utilizes a reduced typical section as compared to much of the remainder of the project. No work is proposed outside of the existing toe of slope on the left (west) side of existing State Route 18. The existing structures over Hatchie River and its over flows will be utilized. These structures are new and will need to be widened to accommodate the proposed roadway. Utilizing the reduced typical section (150' right-of-way and no median) through the Hatchie River drainage area will displace

approximately 6.9± acres of wetland as compared to the typical rural cross section (250' right-of-way and 48' median) which would fill about 20.7± acres. The Hatchie River is listed in the Nationwide Inventory for Wild and Scenic Rivers and contains Riverine and Palustrine wetland habitat systems within its bottomland. *State Scenic Riv.*

Section II (Length: 5.3± km or 3.3± miles) From State Route 125 to State Route 138. The proposed typical section will consist of four (4) traffic lanes, a 15m (48') median and shoulders within a 75m (250') right-of-way. The widening or improvement will be on the left (west) side of the existing route. A major structure and widening of an existing structure over Grays Creek will be necessary. The existing structure over Grays Creek is new and will be widened to accommodate the proposed roadway.

Section III (Length: 3.7± km or 2.3± miles) From State Route 138 to the south interchange limits of State Route 100. The proposed typical section will consist of four (4) traffic lanes, a 15m (48') median and shoulders within a 75m (250') right-of-way. The widening will be to the left (west) of the existing roadway. A major structure will be required over Mill Creek.

Section IV This section is through the State Route 100 interchange and is presently four (4) lanes, therefore it is excluded from the study.

Section V (Length: 7.2± km or 4.5± miles) From the north limits of the State Route 100 interchange to the Hardeman-Madison County Line. The proposed typical section will consist of four (4) traffic lanes, a 15m (48') median and shoulders within a 75m (250') right-of-way. The widening will be to the left (west) of the existing route. Major structures will be required over Cypress Creek and Clover Creek.

Section VIA (Length: 5.5± km or 3.43± miles) From Hardeman-Madison County Line to 0.6± km (0.4± miles) north of Medon Malesus Road. This section is an alternate through the Medon Community. A number of historical properties exist through this section and are affected by the project. The typical section from the county line to near the Medon South City Limits will consist of four (4) traffic lanes, a 15m (48') median, and 2 @ 3.6m (12') shoulders within a 75m (250') right-of-way. From this point to the end of the section the typical section will consist of four (4) traffic lanes, a center turn lane, curbs and gutters and utility strips within a 26m (84') right-of-way. The widening will be symmetrically about the present roadway. There will be no grade or alignment changes through this section.

Section VIB (Length: 5.4± km or 3.35± miles) From the Hardeman-Madison County Line to 0.6± km (0.4± miles) north of Medon Malesus Road. This alternate section will by-pass the Medon Community to the right or east side and is approximately 0.48± km (0.3± miles) at its maximum departure from existing State Route 18. The proposed typical section will consist of four (4) traffic lanes, a 15m (48') median and shoulders within a 75m (250') right-of-way.

Section VII (Length: 7.2± km or 4.5± miles) From 0.6± km (0.4± miles) north of Medon Malesus Road to Gobelet Road. The proposed typical section will consist of four (4) traffic lanes, a 15m (48') median and shoulders within a 75m (250') right-of-way. The proposed widening will be to the left (west) of its existing route. Major structures will be required over Meridian Creek.

Section VIII (Length: 2.9± km or 1.8± miles) From Gobelet Road to State Route 5 (U.S. 45). The proposed typical section from Gobelet Road to Caldwell Road will consist of four (4) traffic lanes, a center turn lane, curbs and gutters, paved shoulders, and utility strips within a 32m (104') right-of-way. The widening will be symmetrically about the existing roadway. The exception will be between Hudson Drive and Caldwell Road. Through this area the alignment will be shifted to the left (west) in order to avoid Malesus Civic Center, a public park. The proposed typical section from Caldwell Road to State Route 5 (U.S. 45) will consist of four (4) traffic lanes, a center turn lane, curbs and gutters, and utility strips within a 26m (84') right-of-way. The intersection with State Route 5 (U.S. 45) will be re-aligned to provide a 90 degree connection and to remove private access from the turning roadways.

FIELD REVIEW PERSONNEL

Johnnie Daniel	Dudley Daniel
Charles Ragan	Harold Clawson
Mike Flatt	

CHECK LIST OF DETERMINANTS FOR LOCATION STUDY - STATE ROUTE 18

If any of the following facilities or ESE categories are located within the project area or corridor, place an "X" in the blank opposite the item. Where more than one alternate is to be considered, place it's letter designation in the blank.

- 1. Agricultural land usage..... X
- 2. Airport (existing or proposed).....
- 3. Commercial area, shopping center..... X
- 4. Floodplains..... X
- 5. Forested land.....
- 6. Historical, cultural, or natural landmark..... X
- 7. Industrial park, factory..... X
- 8. Institutional usages
 - a. School or other educational institution..... X
 - b. Church or other religious institution..... X
 - c. Hospital or other medical facility..... X
 - d. Public building, e.g., fire station..... X
 - e. Defense installation.....
- 9. Recreational usages
 - a. Park or recreational area..... X
 - b. Game preserve or wildlife area.....
- 10. Residential establishment..... X
- 11. Urban area, town, city, or community..... X
- 12. Waterway, lake, pond, river, stream, spring..... X
 Permit required: Coast Guard Section 404 X
 TVA Section 26a review X NPDES X
 Aquatic Resource Alteration Permit X
- 13. Other
- 14. Location coordinated with local officials..... X
- 15. Railroad Crossings.....
- 16. Hazardous Material Site..... X
 (see U.G.T. - Underground Tanks - on pages 3, 4, and 18
 of Functional plans)

COST DATA SHEET

SECTION I

PROJECT: From 0.16± km (0.1± miles) South of Waters Street
in Bolivar to State Route 125.

LENGTH: 4.5± km (2.8± miles) CROSS SECTION: 19.2m/26m, 64'/84'
14.4m/26m/45m, 48'/84'/150'

Right-of-Way

Land, Improvements, and Damages (6.96 ha/17.2 Acres).....	\$	288,000
Incidentals (33 Tracts).....	\$	95,000
Relocation Payments (2 Residences).....	\$	47,000
(3 Businesses)		
(0 Non-Profits)		
 Total Right-Of-Way Cost.....	\$	430,000

Utility Relocation

Reimbursable.....	\$	155,000
Non-Reimbursable.....	\$	245,000
 Total Adjustment Cost.....	\$	400,000

Construction

Clear and Grubbing.....	\$	25,000
Earthwork.....	\$	605,000
Pavement Removal.....	\$	30,000
Drainage (Includes Erosion Control).....	\$	485,000
Structures.....	\$	2,840,000
Railroad Crossing.....	\$	N/A
Paving.....	\$	2,065,000
Retaining Walls.....	\$	75,000
Maintenance of Traffic.....	\$	80,000
Topsoil.....	\$	12,000
Seeding.....	\$	8,000
Sodding.....	\$	40,000
Signing.....	\$	5,000
Signalization.....	\$	N/A
Fence.....	\$	N/A
Guardrail.....	\$	85,000
Rip Rap or Slope Protection.....	\$	125,000
Other Const. Items (8.5%).....	\$	575,000
Mobilization.....	\$	290,000
10% Eng. & Cont.	\$	735,000
 Total Construction Cost.....	\$	8,080,000

Preliminary Engineering (5%).....\$ 370,000

TOTAL SECTION COST.....\$ 9,280,000

COST DATA SHEET

SECTION II

PROJECT: From State Route 125 to State Route 138

LENGTH: 5.3± km (3.3± miles) CROSS SECTION: (48'/120'/250')
14.4m/36.6m/75m

Right-of-Way

Land, Improvements, and Damages (31.6ha/78.1 Acres).....	\$ 441,000
Incidentals (26 Tracts).....	\$ 75,000
Relocation Payments (6 Residences).....	\$ 74,000
(2 Businesses)	
(0 Non-Profits)	
 Total Right-Of-Way Cost.....	 \$ 590,000

Utility Relocation

Reimbursable.....	\$ 50,000
Non-Reimbursable.....	\$ 215,000
 Total Adjustment Cost.....	 \$ 265,000

Construction

Clear and Grubbing.....	\$ 60,000
Earthwork.....	\$ 1,065,000
Pavement Removal.....	\$ 50,000
Drainage (Includes Erosion Control).....	\$ 445,000
Structures.....	\$ 550,000
Railroad Crossing.....	\$ N/A
Paving.....	\$ 2,885,000
Retaining Walls.....	\$ N/A
Maintenance of Traffic.....	\$ 50,000
Topsoil.....	\$ 50,000
Seeding.....	\$ 35,000
Sodding.....	\$ 10,000
Signing.....	\$ 5,000
Signalization.....	\$ N/A
Fence.....	\$ N/A
Guardrail.....	\$ 75,000
Rip Rap or Slope Protection.....	\$ 25,000
Other Const. Items (8.5%).....	\$ 470,000
Mobilization.....	\$ 245,000
10% Eng. & Cont.	\$ 600,000
 Total Construction Cost.....	 \$ 6,620,000

Preliminary Engineering (5%).....\$ 300,000

TOTAL SECTION COST.....\$ 7,775,000

COST DATA SHEET

SECTION VI A

PROJECT: From the Hardeman-Madison County Line to 0.6 km
(0.4± miles) North of Medon-Malesus Road

LENGTH: 5.5± km (3.43± miles) CROSS SECTION: (64'/84'), 48'/120'/250'
19.2m/26m, 14.4m/36.6m/75m

Right-of-Way

Land, Improvements, and Damages (17ha/42.1 Acres).....	\$ 218,000
Incidentals (43 Tracts).....	\$ 118,000
Relocation Payments (1 Residences).....	\$ 19,000
(1 Businesses)	
(0 Non-Profits)	

Total Right-Of-Way Cost.....\$ 355,000

Utility Relocation

Reimbursable.....	\$ 25,000
Non-Reimbursable.....	\$ 215,000

Total Adjustment Cost.....\$ 240,000

Construction

Clear and Grubbing.....	\$ 15,000
Earthwork.....	\$ 245,000
Pavement Removal.....	\$ 65,000
Drainage (Includes Erosion Control).....	\$ 695,000
Structures.....	\$ N/A
Railroad Crossing.....	\$ N/A
Paving.....	\$ 3,360,000
Retaining Walls.....	\$ N/A
Maintenance of Traffic.....	\$ 65,000
Topsoil.....	\$ 3,000
Seeding.....	\$ 2,000
Sodding.....	\$ 95,000
Signing.....	\$ 5,000
Signalization.....	\$ N/A
Fence.....	\$ N/A
Guardrail.....	\$ N/A
Rip Rap or Slope Protection.....	\$ N/A
Other Const. Items (8.5%).....	\$ 405,000
Mobilization.....	\$ 210,000
10% Eng. & Cont.	\$ 515,000

Total Construction Cost.....\$ 5,680,000

Preliminary Engineering (5%).....\$ 260,000

TOTAL SECTION COST.....\$ 6,535,000

COST DATA SHEET

SECTION VII

PROJECT: From 0.6± km (0.4± miles) North of Medon-Malesus
Road to Gobelett Road

LENGTH: 7.2± km (4.5± miles) CROSS SECTION: (48'/120'/250')
14.4m/36.6m/75m

Right-of-Way

Land, Improvements, and Damages (41.8ha/103.3 Acres).....	\$ 1,131,000
Incidentals (29 Tracts).....	\$ 80,000
Relocation Payments (14 Residences).....	\$ 129,000
(1 Businesses)	
(0 Non-Profits)	
 Total Right-Of-Way Cost.....	 \$ 1,340,000

Utility Relocation

Reimbursable.....	\$ 40,000
Non-Reimbursable.....	\$ 385,000
 Total Adjustment Cost.....	 \$ 425,000

Construction

Clear and Grubbing.....	\$ 90,000
Earthwork.....	\$ 1,670,000
Pavement Removal.....	\$ 70,000
Drainage (Includes Erosion Control).....	\$ 935,000
Structures.....	\$ 270,000
Railroad Crossing.....	\$ N/A
Paving.....	\$ 3,990,000
Retaining Walls.....	\$ N/A
Maintenance of Traffic.....	\$ 75,000
Topsoil.....	\$ 65,000
Seeding.....	\$ 45,000
Sodding.....	\$ 10,000
Signing.....	\$ 5,000
Signalization.....	\$ N/A
Fence.....	\$ N/A
Guardrail.....	\$ 105,000
Rip Rap or Slope Protection.....	\$ 50,000
Other Const. Items (8.5%).....	\$ 655,000
Mobilization.....	\$ 325,000
10% Eng. & Cont.	\$ 835,000
 Total Construction Cost.....	 \$ 9,195,000

Preliminary Engineering (5%).....\$ 420,000

TOTAL SECTION COST.....\$11,380,000

COST DATA SHEET

SECTION VIII

PROJECT: From Gobelett Road to State Route 5 (U.S. 45)
in Jackson

LENGTH: 2.9± km (1.8± miles) CROSS SECTION: (64'/84')
19.2m/26m

Right-of-Way

Land, Improvements, and Damages (5.0ha/12.5 Acres).....	\$ 484,000
Incidentals (85 Tracts).....	\$ 233,000
Relocation Payments (5 Residences).....	\$ 63,000
(2 Businesses)	
(0 Non-Profits)	

Total Right-Of-Way Cost.....\$ 780,000

Utility Relocation

Reimbursable.....	\$ 40,000
Non-Reimbursable.....	\$ 350,000

Total Adjustment Cost.....\$ 390,000

Construction

Clear and Grubbing.....	\$ 10,000
Earthwork.....	\$ 130,000
Pavement Removal.....	\$ 40,000
Drainage (Includes Erosion Control).....	\$ 440,000
Structures.....	\$ 25,000
Railroad Crossing.....	\$ N/A
Paving.....	\$ 1,875,000
Retaining Walls.....	\$ 45,000
Maintenance of Traffic.....	\$ 60,000
Topsoil.....	\$ 3,000
Seeding.....	\$ 2,000
Sodding.....	\$ 65,000
Signing.....	\$ 5,000
Signalization.....	\$ 40,000
Fence.....	\$ N/A
Guardrail.....	\$ N/A
Rip Rap or Slope Protection.....	\$ N/A
Other Const. Items (8.5%).....	\$ 245,000
Mobilization.....	\$ 130,000
10% Eng. & Cont.	\$ 310,000

Total Construction Cost.....\$ 3,425,000

Preliminary Engineering (5%).....\$ 155,000

TOTAL SECTION COST.....\$ 4,750,000



State of Tennessee

HOUSE JOINT RESOLUTION NO. 16

By Representatives Walley, McDaniel, Kisber

and

Senator McKnight and Mr. Speaker Wilder

A RESOLUTION to urge a study relative to the feasibility and need for expanding a certain portion of State Route 18 in Hardeman County to four lanes.

WHEREAS, Hardeman County is inadequately served by the state transportation system as evidenced by the fact that there are presently no four-lane highways in the county; and

WHEREAS, this lack of an adequate and functional system of transportation adversely affects the quality of life of the citizens of Hardeman County, and finally results in a severely depressed economy and one of the lowest per capita incomes of any county in the western grand division of the state; and

WHEREAS, the most important purpose of state government is to serve our citizens by enhancing the quality of their lives and their children's lives; and

WHEREAS, the lack of an adequate state system of transportation in Hardeman County is of grave concern to this General Assembly and the matter should be comprehensively studied; now, therefore,

BE IT RESOLVED BY THE HOUSE OF REPRESENTATIVES OF THE NINETY-EIGHTH GENERAL ASSEMBLY OF THE STATE OF TENNESSEE, THE SENATE CONCURRING, That the Department of Transportation is hereby urged to conduct a comprehensive study of the feasibility and need for the expansion to four lanes of State Route 18 from the corporate limits of the City of Bolivar in Hardeman County to its intersection with U.S. Highway 45 in Jackson, Madison County.

BE IT FURTHER RESOLVED, That the Department of Transportation shall report its findings and recommendations relative to such study, including any proposed legislation and funding proposals to the House and Senate Transportation Committees no later than February 1, 1994.

BE IT FURTHER RESOLVED, That a copy of this resolution be transmitted to the Commissioner of Transportation.