



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
PROJECT PLANNING DIVISION**

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Gerald F. Nicely  
COMMISSIONER

Phil Bredesen  
GOVERNOR

MEMORANDUM

TO: Don Ellis, Manager 2  
Program Development and Scheduling Office

FROM:  Steve Allen, Director  
Project Planning Division

DATE: February 4, 2008

SUBJECT: Transportation Planning Report: **PIN # 107351.00**, State Route 52 (Corridor J),  
from State Route 136 to State Route 111 in Overton County.

I am enclosing a copy of the subject Transportation Planning Report. In addition, a PDF file of the study is available via the TRANSPORTAL / Business Applications / Transportation Planning Reports / PROJS W/PDF'S.

This report is being provided for your use in determining priorities, establishing future scheduling, and initiating further development of the project.

If you need further information, please contact me.

SLA/pwl

Enclosure

Cc/enc: State Senator Charlotte Burks, State Representative John Mark Windle,  
Overton County Mayor Kenneth Copeland, Livingston Mayor Curtis Hayes, RPO  
Representative Fran Davis, Leigh Ann Tribble (FHWA), FILE

Ec: Ed Cole, Paul Degges, Doug Delaney, Bob Brown, Chris Christianson, Jeff  
Jones, Gary King, Jeanne Stevens, Ralph Comer, Teresa Estes, Paula Strauss,  
Ed Wasserman, Kelly Henshaw, Nancy Sartor, Jim Moore, Gary Chapman,  
Suzanne Herron, Harold Jackson, Charles Bush, Tom Love, David Thompson,  
Rusty Staggs, Bill Hart, Terry Gladden

# **TRANSPORTATION PLANNING REPORT**

**STATE ROUTE 52 (CORRIDOR J)  
FROM STATE ROUTE 136 TO STATE ROUTE 111  
OVERTON COUNTY  
PIN# 107351.00**

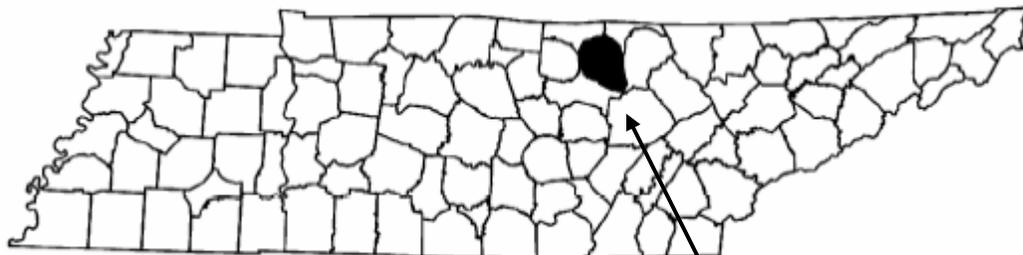
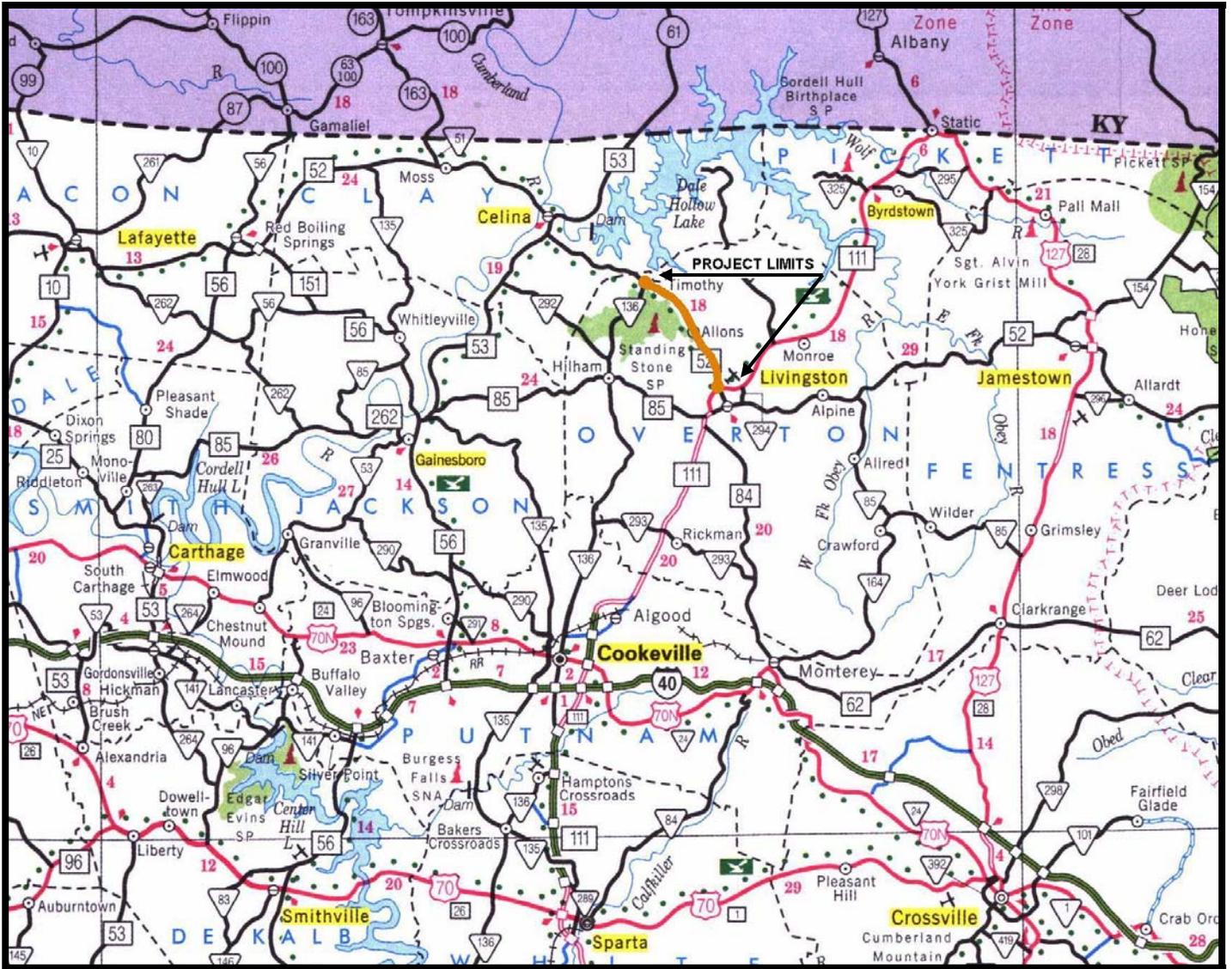


**PREPARED BY  
TENNESSEE DEPARTMENT OF TRANSPORTATION  
PROJECT PLANNING DIVISION**

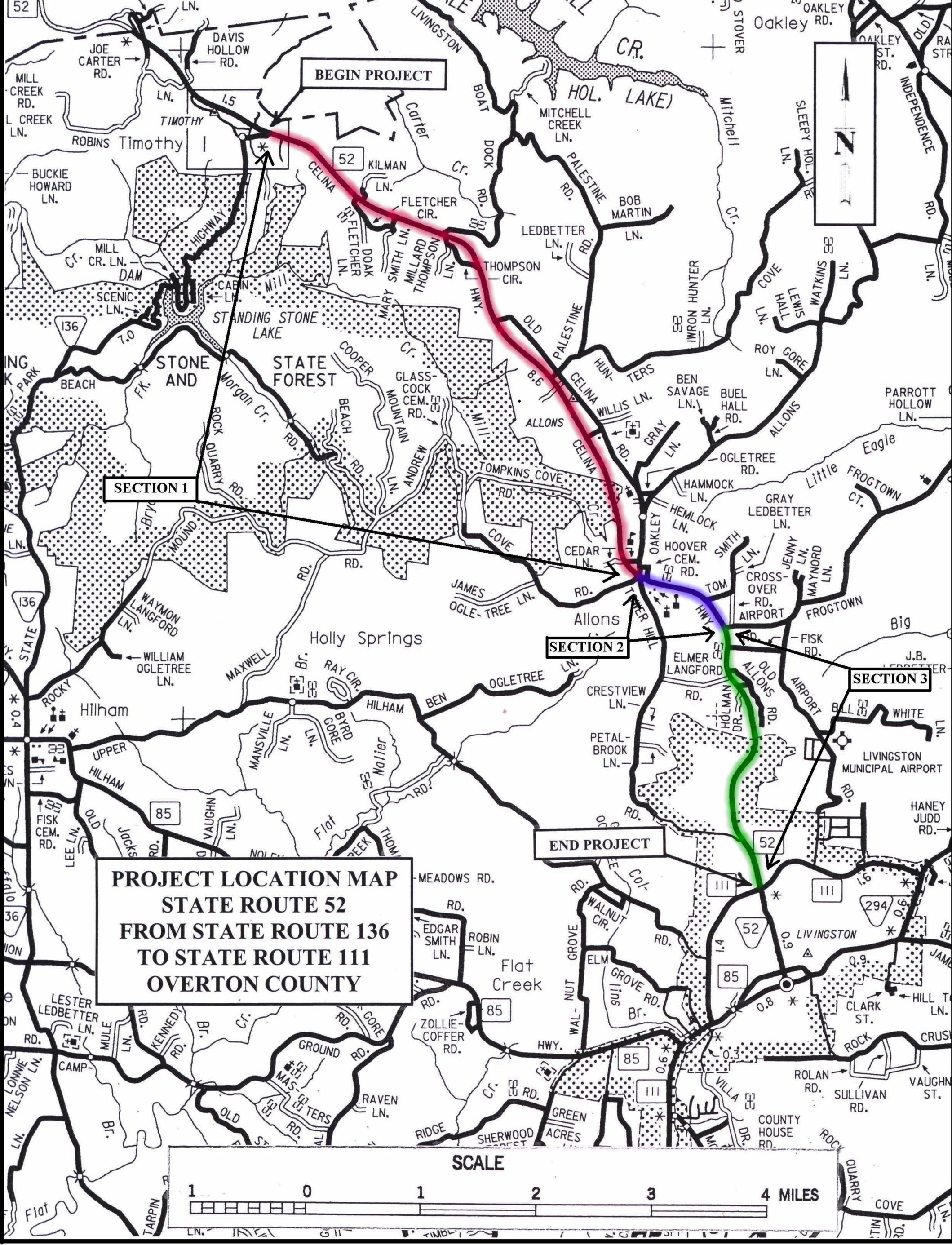
Recommended by:	Signature	DATE
CHIEF OF ENVIRONMENT AND PLANNING		1/31/08
TRANSPORTATION DIRECTOR PROJECT PLANNING DIVISION		1-15-08
TRANSPORTATION MANAGER 2 PROJECT PLANNING DIVISION		1/14/08

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

# PROJECT VICINITY



**OVERTON COUNTY**



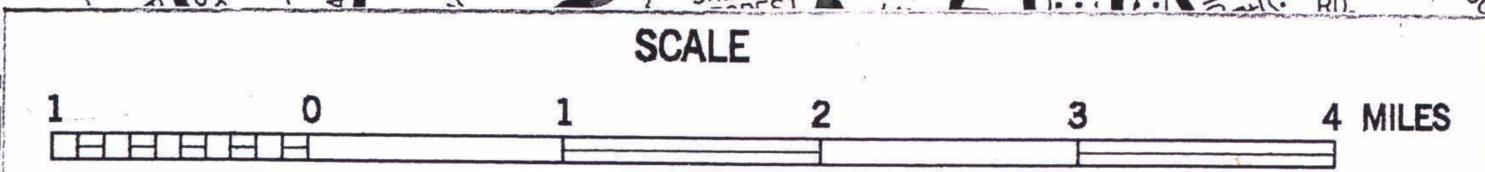
**PROJECT LOCATION MAP  
STATE ROUTE 52  
FROM STATE ROUTE 136  
TO STATE ROUTE 111  
OVERTON COUNTY**

**BEGIN PROJECT**

**SECTION 2**

**SECTION 3**

**END PROJECT**



## BACKGROUND INFORMATION

### *Project History*

This Transportation Planning Report will evaluate various options for improving the State Route 52 corridor from State Route 136 to State Route 111 in Overton County. The corridor alignment of this project was one of many options included in the planning of the Corridor J alignment study completed in 2005. Corridor J is one of six Appalachian Development Highway System (ADHS) corridors in Tennessee and extends from Chattanooga to Interstate 75 in Kentucky. The ADHS was authorized by the Appalachian Regional Development Act of 1965 to assist in the construction of highways to “open up an area or areas with a development potential where commerce and communication have been inhibited by lack of access”. Although rural highway systems have considerably improved since the ADHS corridors were planned, there are still missing links on the system which would benefit from completion. One of these missing links is the segment of Corridor J between State Route 111 and State Routes 53/56. The original alignment located this link between State Route 111 near Algood and State Route 56 in Jackson County. This project was presented to the public as proposed State Route 451 in 1999. Due to public opposition and environmental concerns, the project was cancelled in 2003 and the decision was made to utilize Context Sensitive Solutions (CSS) in the further development of the project. A resource team comprised of citizens from six area counties as well as a committee of local officials from the same six counties were created to work with TDOT on the project. As a result of this process, three viable corridors were identified from an original fifteen which were proposed. Upon careful consideration, it was decided that Corridor J will follow State Route 111 from Algood to State Route 52 in Livingston. That section is currently a four-lane facility and needs no improvement. From that point, Corridor J will follow State Route 52 from Livingston to State Route 53 in Celina. The segment between State Route 53 in Celina and State Route 136 is further along in project development. This alignment for Corridor J fulfills the mission of the Appalachian Regional Commission (ARC) as well as the Department’s goal of connecting the county seat of Celina to Interstate 40 with a four-lane highway.

### *Community Profile*

Named in honor of Nashville judge John Overton, Overton County was established in 1806. With an area of 433 square miles, the county is situated on the escarpment of the Highland Rim to the west and the Cumberland Plateau to the east. Livingston was named the county seat in 1835 as a logical choice due to accessibility and rapidly increasing commercial activity. The extractive industries of logging and coal mining and the opening of the area to railroad traffic

fueled an economic boon after the Civil War and into the 20<sup>th</sup> Century. More recently tourism has become a major part of the local economy. Standing Stone State Park and nearby Dale Hollow Lake provide visitors with varied recreational opportunities. Overton County recorded 20,118 people in the 2000 census. According to the U.S. Census Bureau, the population was estimated to have grown to 20,523 in 2005.

### PRELIMINARY PURPOSE AND NEED

The primary purpose of the proposed project is to develop an improved route that has been designated as a segment of Corridor J of the Appalachian Development Highway System (ADHS) and therefore fulfill the mission of the Appalachian Regional Commission (ARC) in the completion of this corridor. The project will tie into a planned improved highway between the Clay County seat of Celina to State Route 136 on one end and State Route 111 in the Overton County seat of Livingston on the other end. In addition to providing an improved link in the Corridor J ADHS route, the completion of this project will comply with the intent of legislation passed by the General Assembly to connect all county seats by a four-lane highway to the interstate system (TCA § 54- 5-102). It is expected the project will also improve safety for vehicles, bicyclists, and pedestrians, reduce travel delays, and enhance regional and local economic development opportunities. In addition, a segment of the project between Allons Road and State Route 111 is included in TDOT's three-year Multi-modal Work Program which provides initial funding to begin the planning, environmental, and preliminary engineering processes. Both State Senator Charlotte Burks and State Representative John Mark Windle, the elected representatives of the region, have gone on record to support the improvement of State Route 52 in Overton County. According to Commissioner Gerald Nicely of the Department of Transportation, "completion of Appalachian Corridor J is a major initiative of the Department; Corridor J will provide transportation infrastructure to support and enhance the economic opportunities of the region".

### EXISTING CONDITIONS

The majority of this 8.6± mile project presently consists of two 12' lanes with 10' to 12' shoulders. The base year (2011) Annual Average Daily Traffic (AADT) is calculated to range from 4,400 near State Route 136 to 9,210 at State Route 111 in Livingston. This AADT range is expected to increase to 6,670 and 12,090 respectively by the design year of 2031. The percentage of trucks of the total AADT ranges from 5 to 8 in both the base and design years. A traffic schematic depicting this information is included with this report. For planning purposes, the proposed project has been divided into three sections. As shown on the Project Location Map,

Section 1 extends from the beginning of the study corridor at State Route 136 to Allons Road (5.3± miles). Section 2 picks up at Allons Road and ends at Airport Road (0.9± miles). Section 3 proceeds from Airport Road to the end of the proposed project at State Route 111 (2.4± miles). Due to deficient vertical and horizontal alignments, much of the existing route has inadequate sight distance. No-passing zones comprise 55 percent of Section 1, 100 percent of Section 2 and 76 percent of Section 3. A short segment of Section 1 transverses Standing Stone State Park and Forest. A nature park with a walking trail and wetland area were noted adjacent to the existing route near State Route 111 in Section 3. Utilizing the annual average daily traffic acquired from TDOT's Tennessee Roadway Information Management System (TRIMS) database for years 2003 through 2005 and the calculated vehicle miles of travel, a crash rate (crashes per one million vehicle miles) was determined by TDOT's Safety Planning Office for the existing route. The analysis calculated the crash rate to be 1.44. This can be compared to the statewide average rate of 1.70 for a rural two-lane highway. There were a total of 66 crashes recorded in this three year period, none of which involved fatalities. 16 of the crashes involved injuries and 50 reported property damage. 30 percent of the crashes occurred at the intersection of State Route 52 and State Route 111. The remainder of the crashes were randomly distributed throughout the corridor.

The base year (2011) and design year (2031) "Level of Service" (LOS) for each section of the proposed corridor was analyzed for this report. The proficiency of roads are described by their LOS, a measure of the ability of roads to accommodate motor vehicle traffic and the subsequent physical and psychological comfort levels of drivers. The LOS analysis incorporates several factors including traffic volumes, number and width of lanes, terrain, percent no passing zones, directional split, heavy vehicles, and shoulder widths. The LOS is a qualitative measure that describes traffic conditions related to speed and travel time, freedom to maneuver, traffic interruptions, etc. There are six levels ranging from "A" to "F" with "F" being the worst. Each level represents a range of operating conditions. General descriptions of operating conditions for each of the levels of service are as follows:

LOS    Traffic Flow Conditions

- A    Free flow operations. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The general level of physical and psychological comfort provided to the driver is high.
- B    Reasonably free flow operations. The ability to maneuver within the traffic stream is only slightly restricted and the general level of physical and psychological comfort provided to the driver is still high.
- C    Flow with speeds at or near free flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more vigilance on

the part of the driver. The driver notices an increase in tension because of the additional vigilance required for safe operation.

- D Speeds decline with increasing traffic. Freedom to maneuver within the traffic stream is more noticeably limited. The driver experiences reduced physical and psychological comfort levels.
- E At lower boundary, the facility is at capacity. Operations are volatile because there are virtually no gaps in the traffic stream. There is little room to maneuver. The driver experiences poor levels of physical and psychological comfort.
- F Breakdowns in traffic flow. The number of vehicles entering the highway section exceed the capacity or ability of the highway to accommodate that number of vehicles. There is little or no room to maneuver. The driver experiences poor levels of physical and psychological comfort.

The following LOS table represents the results of the calculations for each section:

	<u>LEVEL OF SERVICE</u>		
	<u>Section 1</u>	<u>Section 2</u>	<u>Section 3</u>
Base Year (2011) Traffic on Existing 2 Lane	C	C	D
Design Year (2031) Traffic on Existing (No Build)	C	D	D
Base Year (2011) Traffic on Proposed 4 Lane	A	A	A
Design Year (2031) Traffic on Proposed 4 Lane	A	A	A

### PROPOSED IMPROVEMENT

It is proposed to upgrade the existing two-lane roadway to a four-lane facility. This will provide continuity of width between the completed segment of Corridor J along State Route 111 and the proposed segment of Corridor J from Celina to State Route 136. At this stage in the planning process there will not be a recommended typical cross section proposed, although the various optional four lane typicals which may be applicable for this route will be compared on a per mile cost basis. Potential environmental impacts as well as other factors such as topography and existing land use will determine roadway geometrics prior to the right-of-way phase. In addition, the No-Build Option should be considered along with the Build Option. The No-Build Option, which, as the name implies, denotes that only minor improvements (safety improvements and normal maintenance) would be made to the existing road and/or intersection areas. As depicted on the aerial plan sheets, a 5000' wide corridor symmetrically aligned along the existing

route provides flexibility in planning an acceptable roadway placement. A topographic map is attached at the end of the aerial photographs which also illustrates the corridor limits. Due to the mountainous terrain, it was decided the excavation costs and environmental impacts would preclude any route on new alignment. Therefore, it has been determined that widening of the existing route relative to its existing location within the corridor limits would provide for system linkage with the least negative impact while promoting fiscal responsibility. The necessary right-of-way to build the project will depend on various factors such as typical section, terrain, land use, and environmental considerations. It is proposed to improve the highway generally within the 5000' corridor along the existing alignment, shifting from side to side in some areas and possibly aligning on new location for short segments to minimize impacts to homes, businesses, and/or environmental resources. Optional typical cross sections which may be utilized include the following: an urban cross section which has 4 @ 12' travel lanes, a 12' continuous center turn lane, varied shoulders, and curbs and gutters; a five lane rural section which eliminates the curbs and gutters and incorporates shoulders and ditches; a 4 lane divided rural section with 12' shoulders and a 52' median with inside and outside shoulders. The urban typical cross section should include sidewalks and at least 4' shoulders for pedestrian and bicycle use. The 12' shoulders along the rural typical cross sections provide for both pedestrians and bicyclists. It should be noted a divided typical cross section allows for a higher design speed and has a lower statewide average crash rate than an undivided highway.

A comparison of the estimated construction and right-of-way costs to construct each of these typical sections is provided in the following table. Two options are provided for a four lane typical section, in consideration of the possibility of short segments on new alignment within rural areas of the proposed project.

ESTIMATED COSTS PER MILE\*

Reconstruct 2 to 5 Lane with Shoulders and Curbs and Gutters	\$ 11,100,000
Reconstruct 2 to 5 Lane with Shoulders and Ditches	\$ 10,500,000
Reconstruct 2 to 4 Lane (Divided Highway)	\$ 9,200,000
Construct New 4 Lane (Divided Highway)	\$ 8,600,000

\*Average estimated calculated costs with right-of-way, terrain, and construction factors applied. Utility relocation costs are not included and may significantly increase the costs of a reconstructed roadway. Inflation will increase the cost of the project approximately 10% per year from the calculated base year of 2007.

These per mile cost estimates when applied to this 8.6± segment would calculate to an overall project cost ranging from \$73,960,000 to \$95,460,000 if built in 2007. The cost broken down by sections calculates into the following ranges:

ESTIMATED COST PER SECTION

<u>Section 1 (5.3± Miles)</u>	<u>Section 2 (0.9± miles)</u>	<u>Section 3 (2.4± miles)</u>
\$45,580,000 to \$58,830,000	\$7,740,000 to \$9,990,000	\$20,640,000 to \$26,640,000

The widening of State Route 52 will improve the sight distance throughout the route by correcting the deficient horizontal and vertical alignments. A four lane roadway will also improve access to Interstate 40 from all points along the route as well as provide the county seat of Celina a four-lane connection to the Interstate. Enhanced access to commercial, industrial, and agricultural sites along the route will also benefit the Overton/Clay County region. Besides providing for improved local and regional accessibility, other primary beneficial effects of the build options include: (1) improved safety and operating conditions along the project corridor; (2) increased traffic capacity; and (3) enhancement of future planned growth by local and/or regional land use planning agencies.

As depicted on the Level of Service (LOS) Table, the base year (2011) and design year (2031) proposed traffic on the No-Build Option (existing two lane) results in LOS of C's and D's. This will improve to LOS A in both the base year and the design year throughout the route with a proposed four lane highway. In addition, the disadvantages of the No-Build Option include continued inadequate operating conditions and safety concerns inherent with increased traffic volumes, inadequate roadway geometrics, and deficient roadway elevation and curvature.

The primary adverse effects of the proposed build option include: (1) the loss of land for right-of-way; (2) the possible displacement of residences and businesses; (3) temporary construction impacts (dust, siltation, equipment noise, etc.); and (4) impacts to the environment to be determined in detail during the environmental phase of the project.

Advantages of the No-Build Option include less disruption of the existing land use patterns and no disruption of the area due to construction. Also, measures to mitigate environmental impacts would not be necessary.

A review of the advantages and adverse effects of both the Build and No-Build Options indicates the implementation of the Build Option would insure the continuity of Corridor J and fulfill the mission of the Appalachian Regional Commission (ARC) as well as the Department's goal of connecting the county seat of Celina to Interstate 40 with a four lane highway. The exact roadway

placement within the corridor will be decided at a later date with the involvement of the community and upon further review of environmental and design data.

A Context Sensitive Solutions (CSS) approach to select an alignment for Corridor J was utilized in the development of this proposed project prior to this Transportation Planning Report. In cooperation with both a Citizens Resource Team (CRT) and a committee of local officials, TDOT conducted public meetings and workshops to identify public support and concerns regarding several optional alignments for the route. As a result of this extensive public involvement, the final alignment was chosen and the planning and environmental studies begun. A map depicting the agreed upon alignment for Corridor J throughout Putnam, Overton, and Clay Counties accompanies this report. Further public involvement will be initiated in the early phase of the environmental process.

## PRELIMINARY ENVIRONMENTAL ANALYSES

A preliminary investigation into this project's possible environment impacts within the "Area of Potential Effects" (APE) is reflected on the attached "Preliminary Environmental Evaluation" checklist. The APE is the geographic area in which an undertaking may directly or indirectly impact the environment. In addition, a "Project Area Enviro-Map" is attached which was generated from the Environmental Protection Agency's Web-based mapping tool for viewing environmental information. A more comprehensive analysis of the impacts will be completed at a later date to comply with the National Environmental Policy Act (NEPA).

An internet search of records maintained by the National Register of Historic Places revealed only one resource within the project area on the Register. This is the Standing Stone Rustic Park Historical District. However, the field survey may identify heretofore additional unrecorded or undocumented resources.

Hazardous Materials spills on highways are a potential source of water quality degradation and a possible public health hazard. The Tennessee Emergency Management Agency (TEMA) has the responsibility and authority for coordination of all state and local agencies during crashes involving hazardous materials. The TEMA has demonstrated its ability to effectively manage such incidents. The project will be evaluated when preliminary right-of-way plans are completed to determine the impacts on any possible underground storage tank (UST) sites. TDOT has demonstrated its ability to deal with UST sites to minimize impacts on the environment. In the event hazardous substances/wastes are encountered within the proposed right-of-way, their disposition shall be subject to the applicable sections of the Federal Resource Conservation and Recovery Act, as amended; and the Comprehensive Environmental Response, Compensation, and Liability Act, as amended; and the Tennessee Hazardous Waste Management Act of 1983.

Alterations to streams or other aquatic sites designated as waters of the State or waters of the United States require either individual or general Aquatic Resource Alteration Permits (ARAP) from the State of Tennessee, individual or Nationwide 404 U.S. Army Corps of Engineers permits, and, where applicable, a TVA 26a permit or letter of no objection. Construction projects disturbing one or more acres of land require storm water control permits issued by the State of Tennessee pursuant to the National Pollutant Discharge Elimination System. For any project that affects water flowing into a sinkhole or cave, or for any impact that may affect the ground water via a sinkhole, a Class B Injection Well permit may be required. This process involves obtaining a permit before the project is let if sinkholes are known to exist. If other sinkholes are encountered after construction has begun, the appropriate TDOT offices will be notified and the appropriate steps taken to comply with laws, regulations, and permits. Permit requirements will be complied with for these or any others identified in the project development process.

All wetland impacts require confirmation by, and coordination with, permitting agencies. All require either general or individual Aquatic Resource Alteration Permits (ARAP) from the State of Tennessee. Almost all require either nationwide or individual permits from the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean water Act. Other agencies such as the U.S. Fish and Wildlife Service and the Environmental Protection Agency (EPA) may be involved in the permitting process. Wetland impacts which are subject to either State or Federal jurisdiction, and which do not meet criteria for either general or nationwide permits require individual permits; these typically require compensatory mitigation for impacts. In general, isolated wetlands with less than 0.25 acre impacts may come under the guidelines of a general permit issued by the State of Tennessee; no mitigation is required. This permit cannot be used, however, for a cumulative series of small impacts. Some wetland impacts of less than 0.5 acres qualify for Corps of Engineers nationwide permits. TDOT should carry out further coordination with the regulatory agencies before preparing mitigation plans and submitting permit applications. Permit requirements and mitigation plans will be based on these discussions.

## SEVEN GUIDING PRINCIPLES

The Tennessee Department of Transportation has adopted seven guiding principles against which all transportation projects are to be evaluated. These guiding principles address concerns for system management, mobility, economic growth, safety, community, environmental stewardship, and fiscal responsibility.

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

The Build Option would provide continuity of width, upgrade the deficient horizontal and vertical alignments, and will provide the county seat of Celina a link to Interstate 40 that meets highway design and safety standards. The corridor was designed to be reasonably wide enough to encompass a feasible roadway placement which will meet the purpose and need of the project with the concurrence of the community. In addition, the proposed alignment and design will provide the continuity intended for the entire length of Corridor J and enhance the existing area transportation network.

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

The No-Build Option does not address the need of the region for improved connectivity for the movement of both passenger and commercial vehicles. The Build Option provides for this connectivity and improves access throughout Overton and surrounding counties. An improved roadway is needed to serve the Celina area and allow for economic expansion along the State Route 52 corridor. Agricultural resources will also benefit in conjunction with industrial and commercial enterprises in consideration of the farm vehicles which utilize the highway. Improved access for the residential population along the route will also enhance the quality of life for area residents.

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

Overton and Clay County's industries and commercial businesses require adequate transportation facilities to operate at their potential. As of October of 2007 the unemployment rate in Overton County was 6.8% and Clay County 7.4%. This is compared to a rate of 4.4% average for the state as a whole. The only transportation link between the county seats of Celina and Livingston is State Route 52. Corridor J from Livingston follows State Route 111 to Interstate 40 at Cookeville and is a four lane divided highway. Typically, adequate transportation facilities are directly correlated to the economic viability and vitality of any region in the state. Therefore, in order to compete with other areas of the state and the southeast, accommodate future transportation demands, and expand the economic base to compliment the state's economy, the improvement of the State Route 52 corridor is central to these goals.

### **Guiding Principle 4: Maximize Safety and Security**

During the three year period from 2003 through 2005, 66 crashes were reported along the project corridor. Of this 66, 16 involved injuries and 50 reported property damage. A crash rate for these three years was determined by TDOT's Safety Planning Office. The analysis calculated the

crash rate to be 1.44. This can be compared to the statewide average rate of 1.70 for a rural two-lane highway. The statewide average rate for a rural four-lane divided highway and a four-lane highway with a continuous turn lane are both lower at 0.80 and 1.11 respectively. As traffic volumes continue to increase, it is expected that without any improvements the crash rate will also continue to increase. In addition to an expected lower crash rate with the implementation of the Build Option, an improved roadway should facilitate quicker and safer travel for emergency vehicles, both fire and ambulance.

### **Guiding Principle 5: Build Partnerships for Livable Communities**

Early in the Context Sensitive Solutions process, TDOT coordinated with the Citizens Resource Team and interested stakeholders to receive their input into the planning and route selection process. As mentioned, meetings and workshops were conducted at intervals during the planning process to discuss proposed corridor options and their respective advantages and disadvantages to the community. In addition, legislative representatives for the region have gone on record to support the completion of Corridor J and the improvement of State Route 52. The public involvement process will continue after the planning document is completed. Public meetings and hearings will be scheduled during the National Environmental Policy Act (NEPA) process and during the design phase of the project. Every effort will be made to mitigate any negative impacts to the local citizenry during the implementation of the Build Option. An improved transportation corridor that benefits the community with as few disruptions as possible is essential in providing for future regional growth and quality of life.

### **Guiding Principle 6: Promote Stewardship of the Environment**

The United States Congress enacted the National Environmental Policy Act of 1969 (NEPA) to establish a national policy to protect the environment. NEPA requires federal agencies to consider environmental issues prior to making any major decisions on projects that have federal involvement (e.g., funding or permitting). To determine a project's potential benefit or harm to the environment, NEPA requires an assessment of environmental impacts and an evaluation of options to avoid any identified adverse impacts to the environment. The Council on Environmental Quality (CEQ) was created by NEPA to oversee the federal implementation of NEPA, by interpreting the law and developing regulations and guidance. NEPA procedures must ensure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The regulations also spell out the three categories of actions (Categorical Exclusions, Environmental Assessments, and Environmental Impact Statements), as well as documentation requirements and format, the commenting process and public involvement

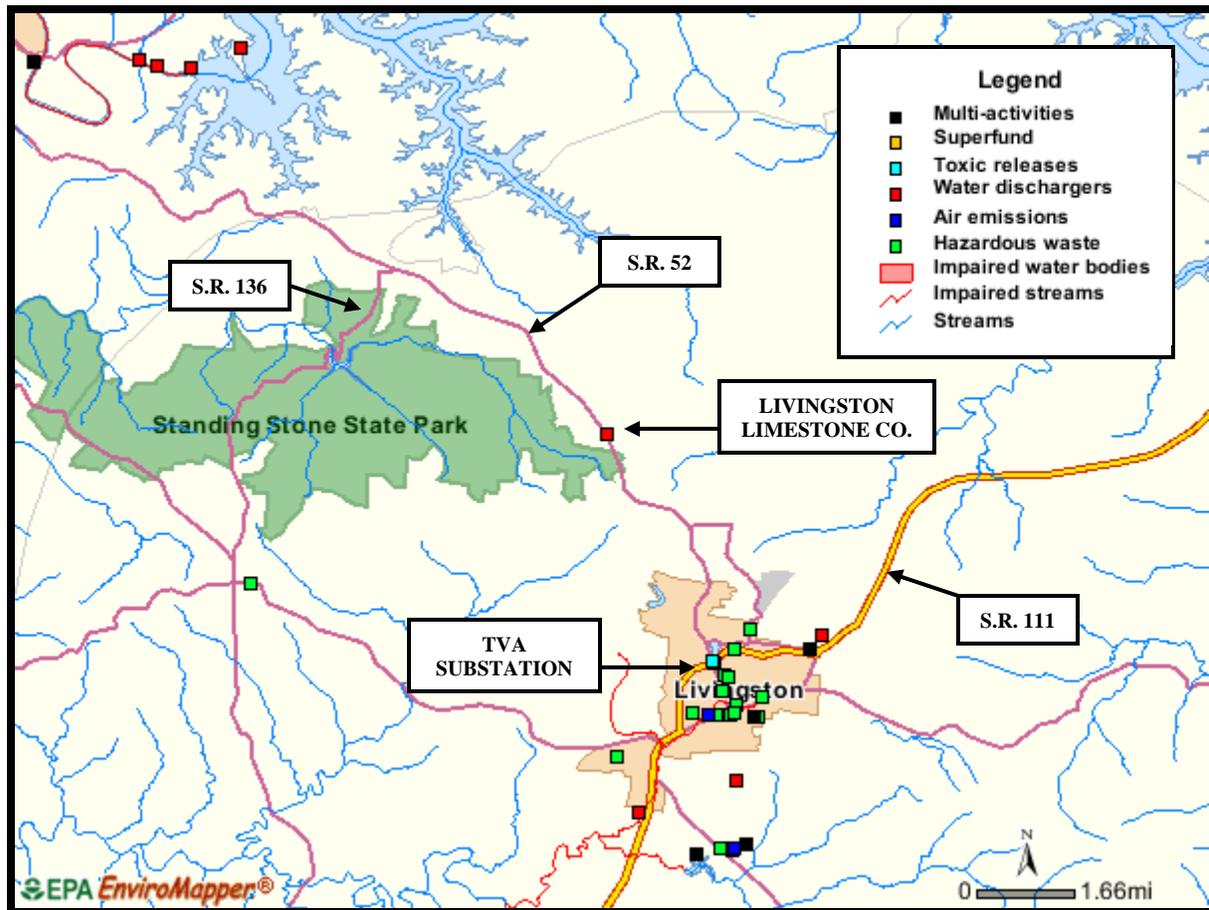
requirements, and document filing requirements. This project is subject to all of these regulations and the NEPA process will be enacted accordingly.

**Guiding Principle 7: Promote Financial Responsibility**

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



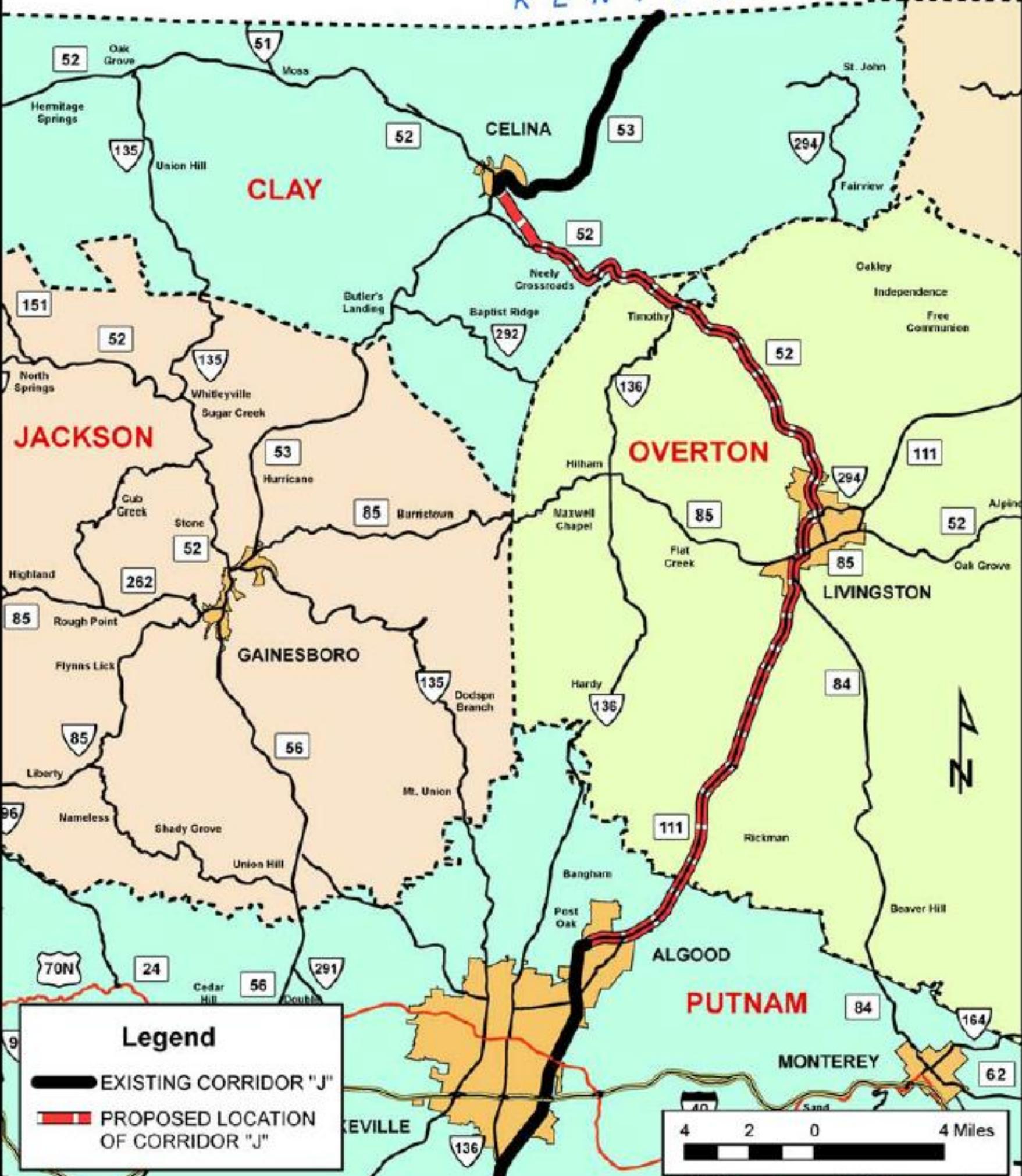
# PROJECT AREA EPA ENVIRO-MAP



\*\*EnviroMapper is a Web-based interactive mapping tool for viewing and querying environmental information. EnviroMapper generates maps of your geographic area that contain environmental information stored in EPA's Envirofacts Warehouse. The type of environmental information includes: Superfund sites, drinking water, toxic and air releases, hazardous waste, and water discharge permits.

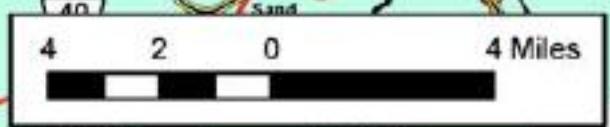
# APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM CORRIDOR "J"

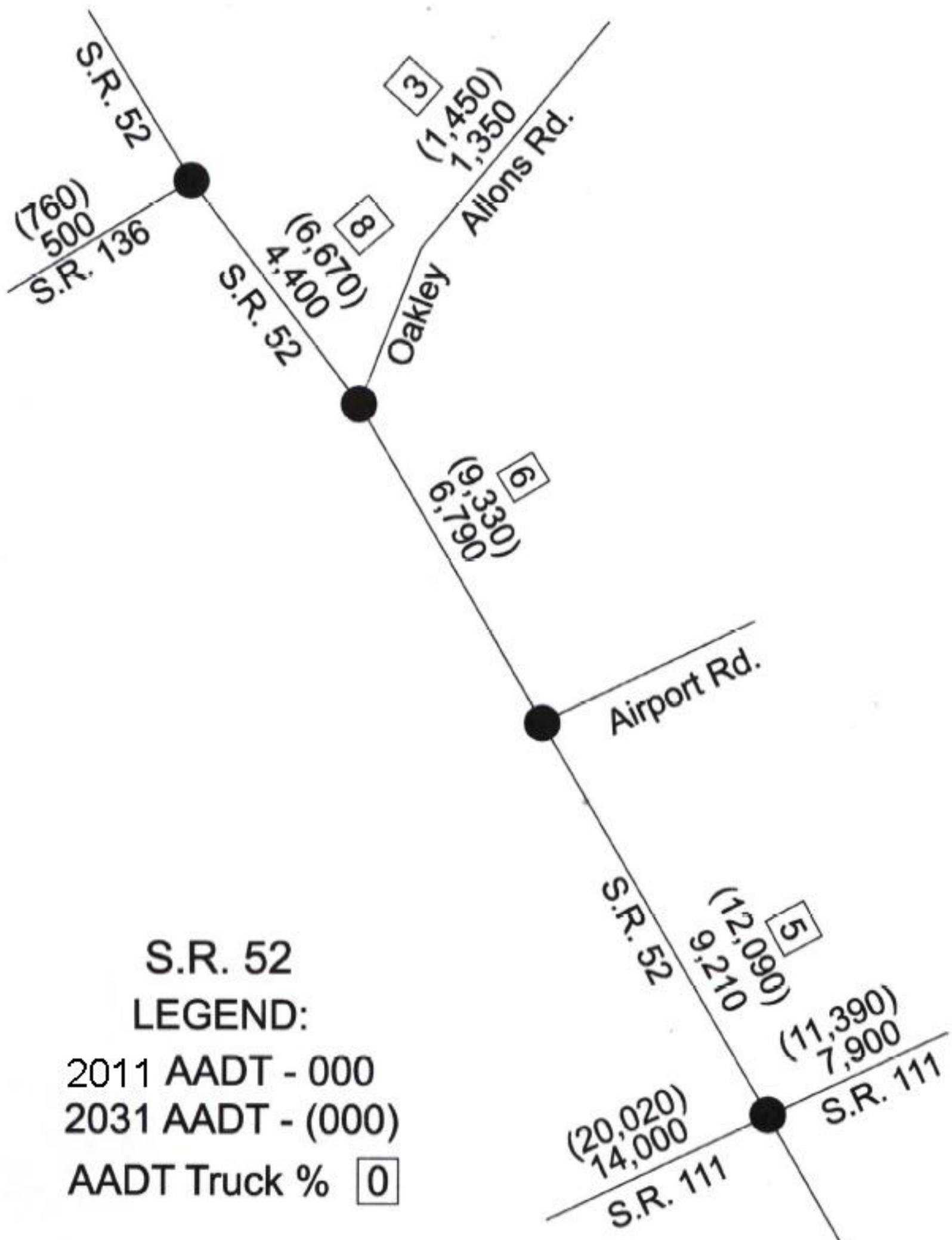
KENTUCKY



## Legend

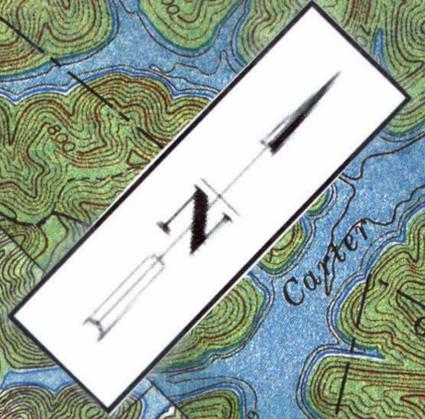
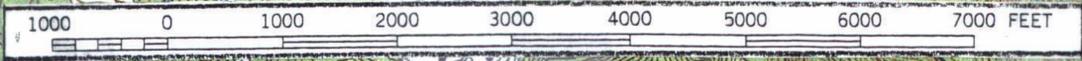
-  EXISTING CORRIDOR "J"
-  PROPOSED LOCATION OF CORRIDOR "J"





**S.R. 52**  
**LEGEND:**  
2011 AADT - 000  
2031 AADT - (000)  
AADT Truck % 0

**Livingston**



S.R. 136

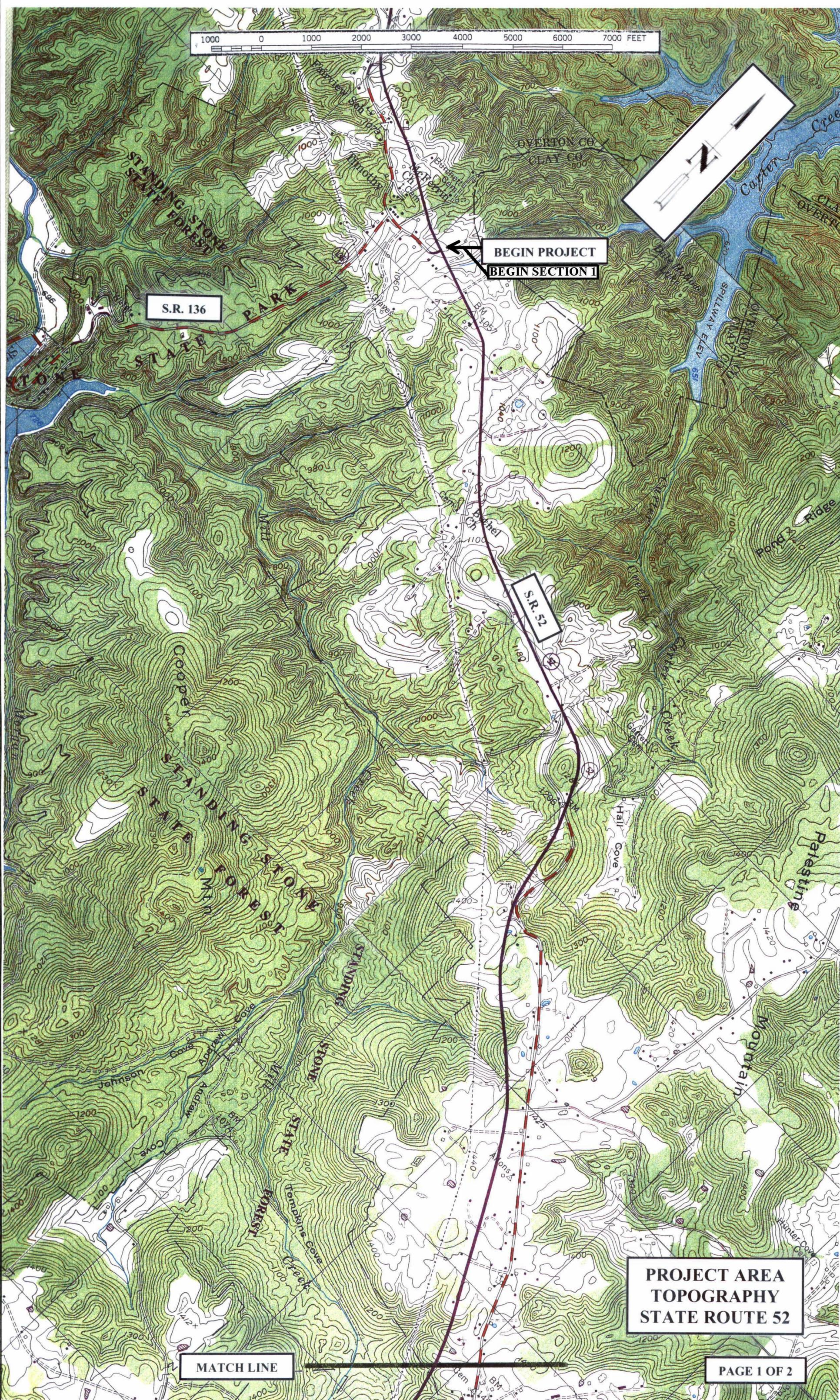
BEGIN PROJECT  
BEGIN SECTION 1

S.R. 52

PROJECT AREA  
TOPOGRAPHY  
STATE ROUTE 52

MATCH LINE

PAGE 1 OF 2





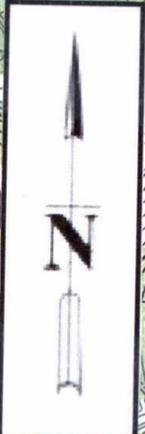
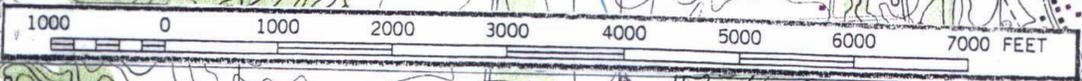
**MATCH LINE**

**END SECTION 1  
BEGIN SECTION 2**

**END SECTION 2  
BEGIN SECTION 3**

**END PROJECT  
END SECTION 3**

**PROJECT AREA  
TOPOGRAPHY  
STATE ROUTE 52**



# Index Of Sheets

SHEET NO.	DESCRIPTION
1	..... TITLE SHEET
3-8	..... PRESENT & PROPOSED LAYOUTS
9	..... GENERAL LOCATION MAP

# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

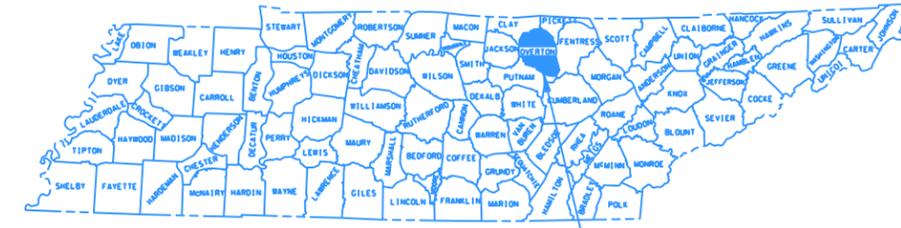
## OVERTON COUNTY

### STATE ROUTE 52

FROM STATE ROUTE 136 (STANDING STONE PARK ROAD)  
TO S.R.111 (BRADFORD HICKS DR.)

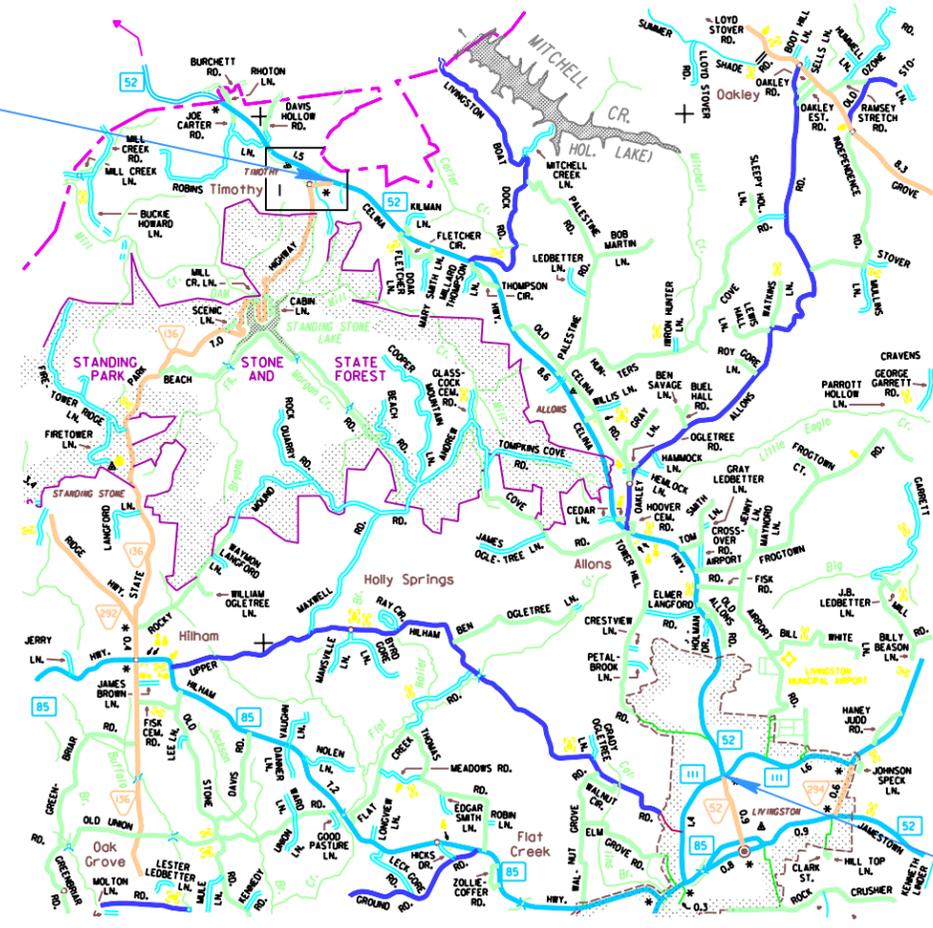
STATE HIGHWAY NO. 52 F.A.H.S. NO.

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



PROJECT LOCATION

BEGIN PROJECT



END PROJECT

SCALE: 1" = 1 MILE

### SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 1995 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

TRANSPORTATION MANAGER 1 DUDLEY DANIEL

CADD TECH 4 FRANK FULGHAM

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

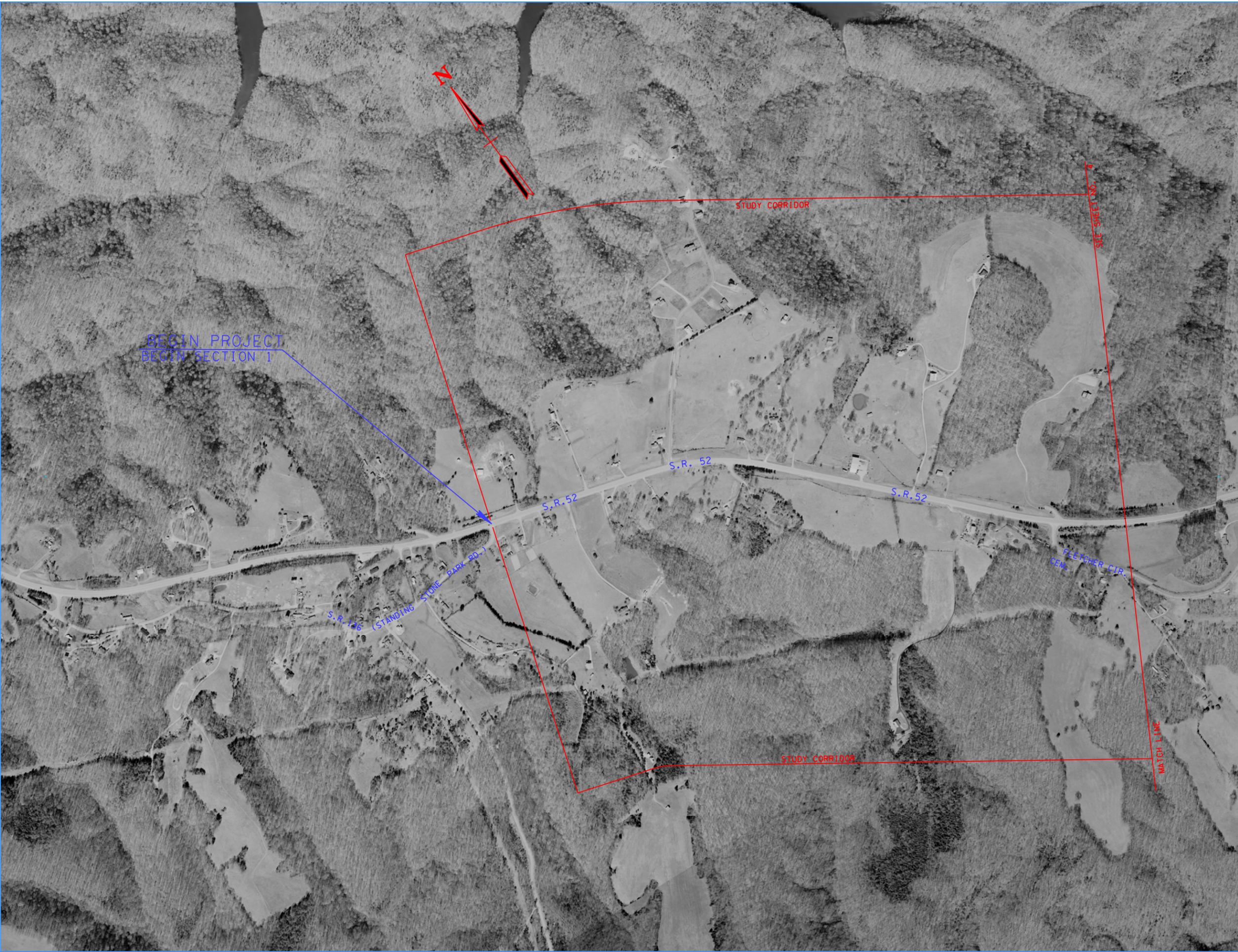
DATE: \_\_\_\_\_

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

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

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

TYPE	YEAR	PROJECT NO.	SHEET NO.
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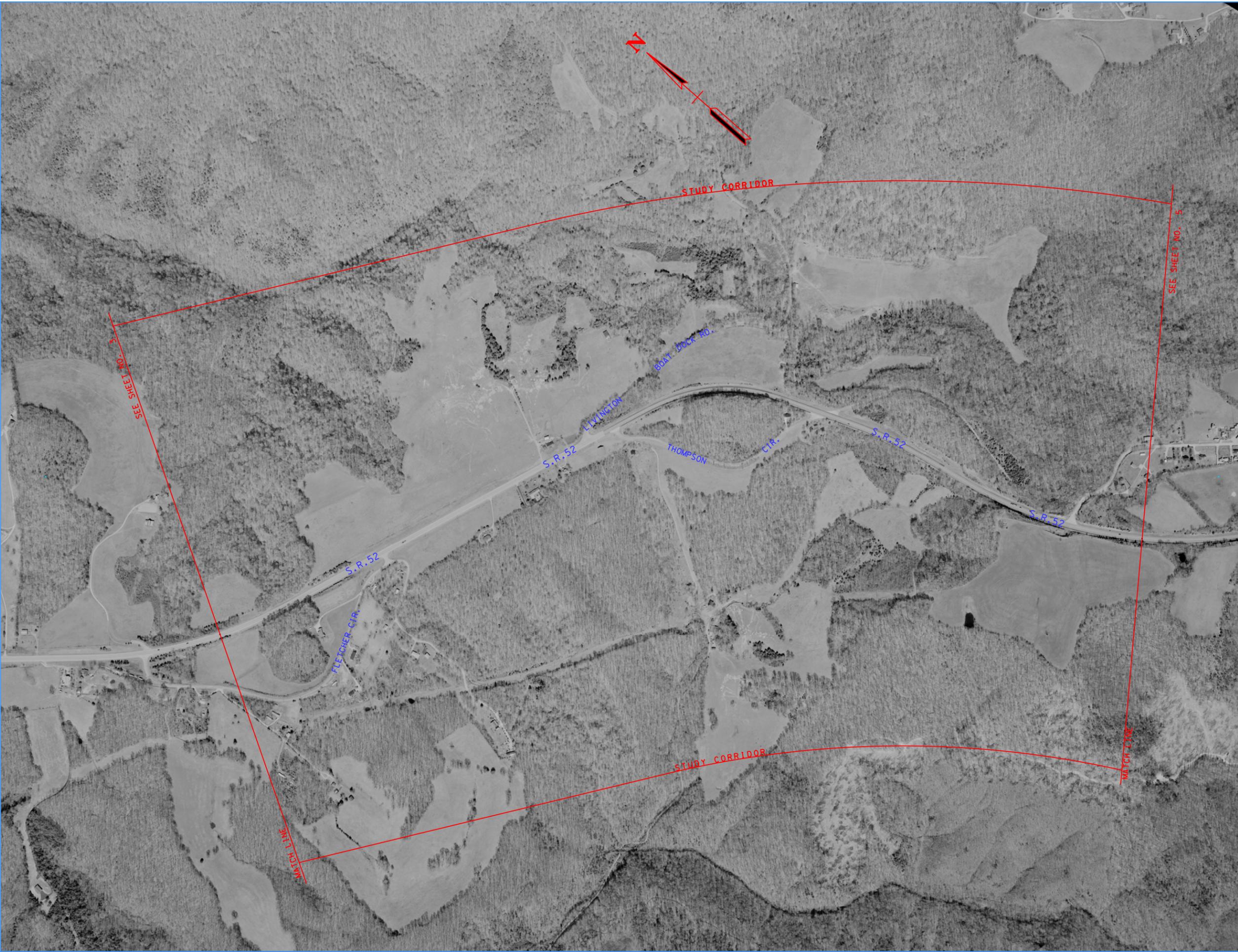
1/3/2008  
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

OVERTON COUNTY  
STATE ROUTE 52

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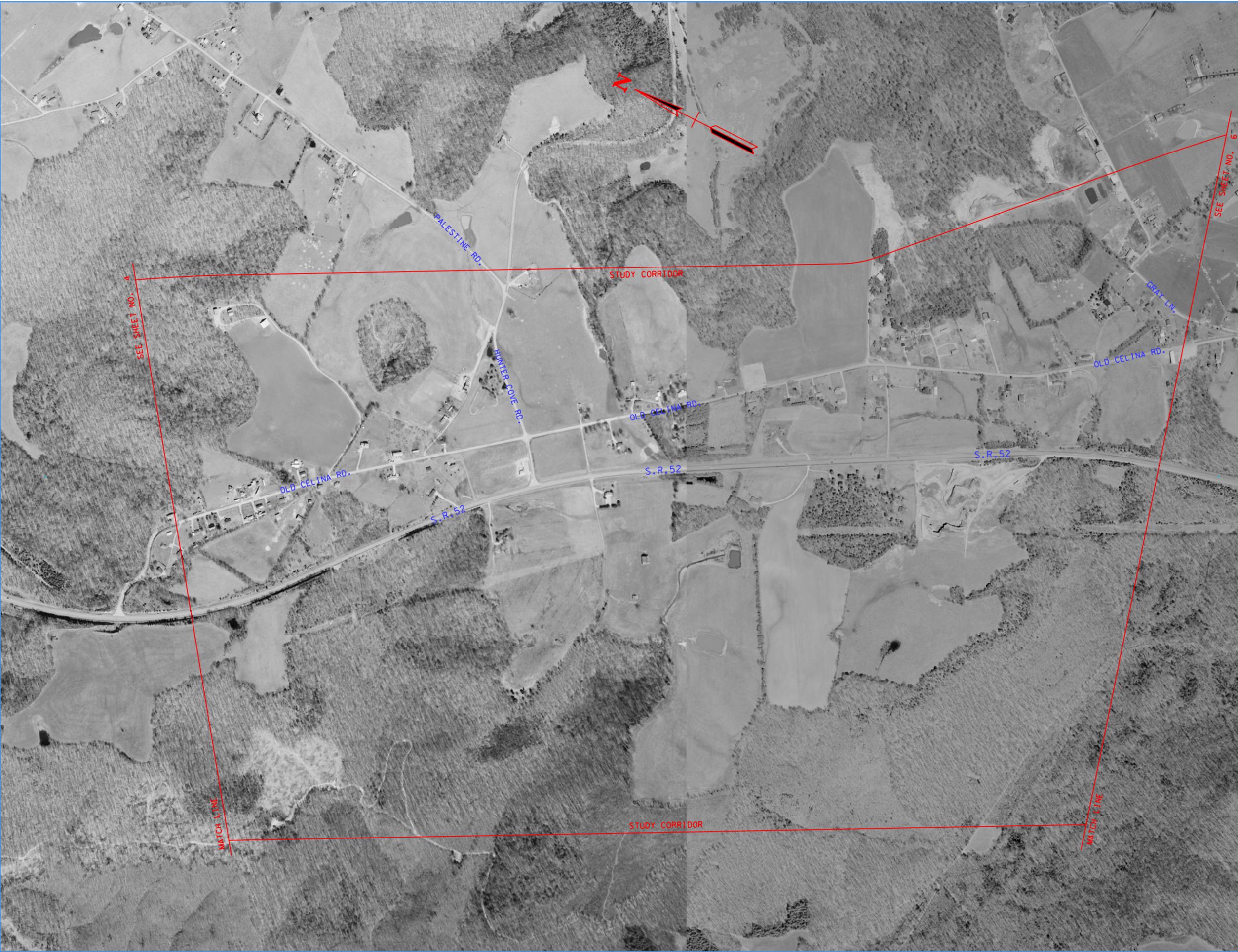
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STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

OVERTON COUNTY  
 STATE ROUTE 52

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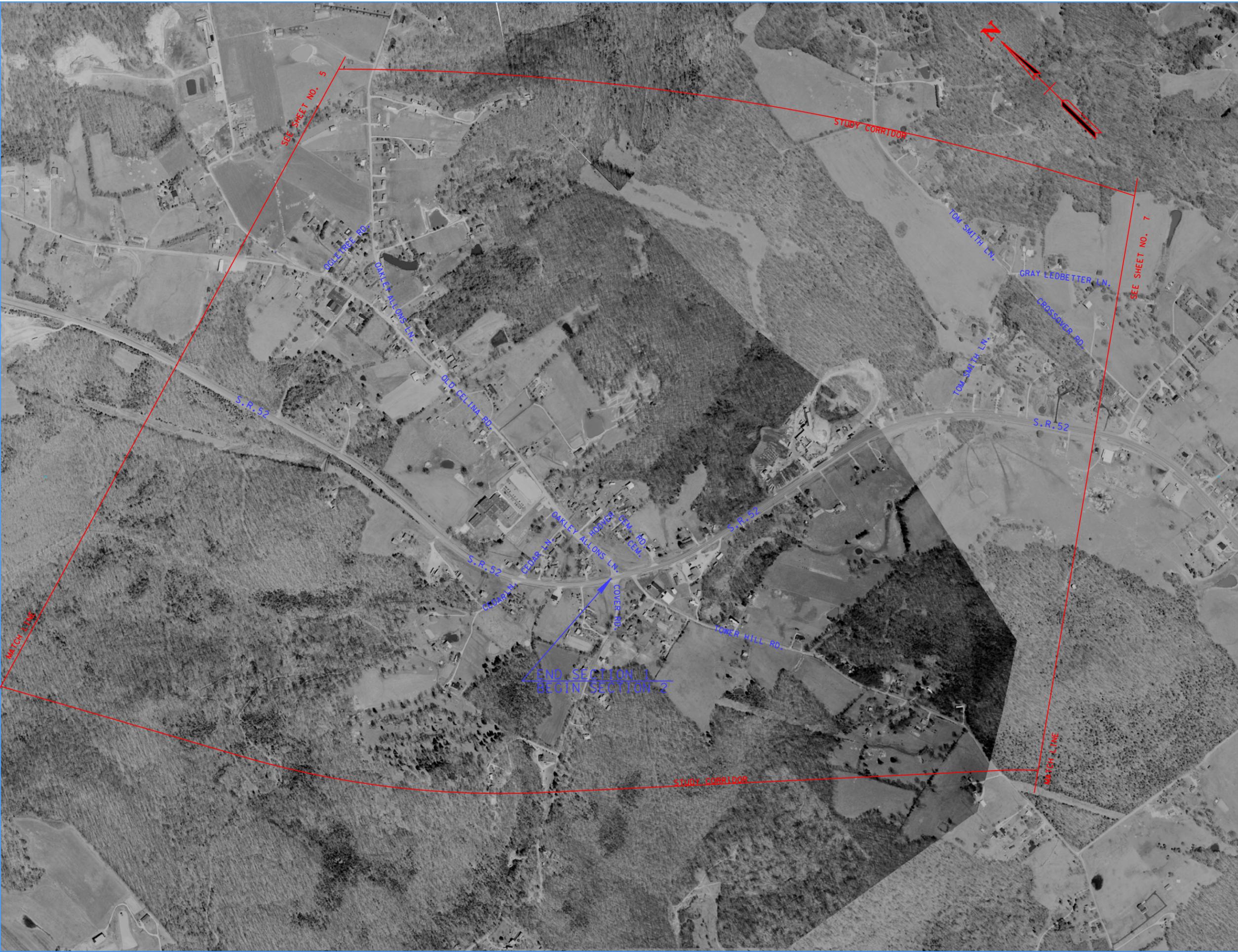
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

OVERTON COUNTY  
STATE ROUTE 52

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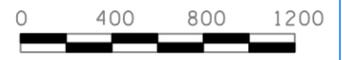
STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

OVERTON COUNTY  
STATE ROUTE 52

TYPE	YEAR	PROJECT NO.	SHEET NO.
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1/3/2008  
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STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

OVERTON COUNTY  
 STATE ROUTE 52

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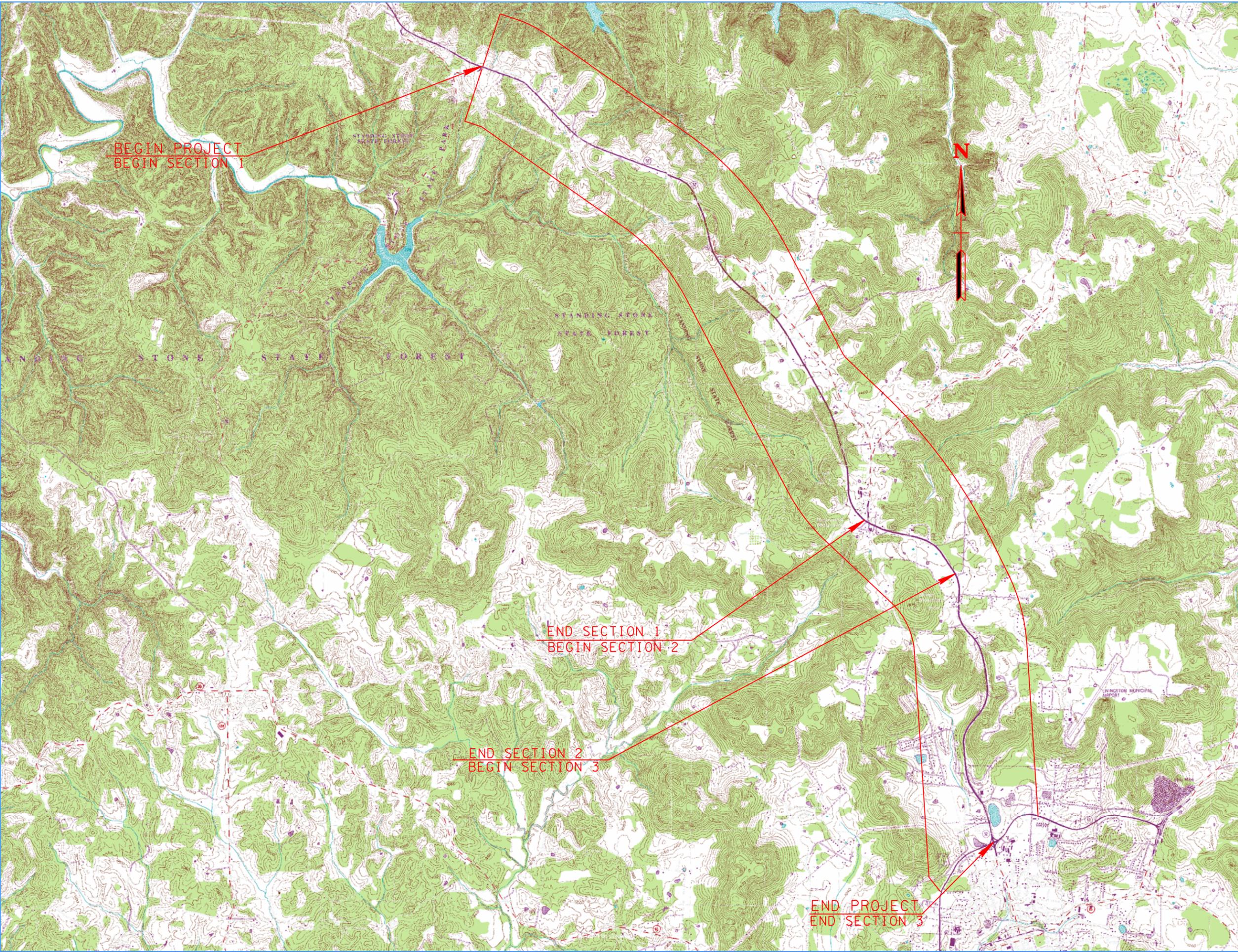
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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

OVERTON COUNTY  
STATE ROUTE 52

TYPE	YEAR	PROJECT NO.	SHEET NO.
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1/3/2008  
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STATE OF TENNESSEE  
 DEPARTMENT OF TRANSPORTATION

OVERTON COUNTY  
 STATE ROUTE 52