

TDOT
DESIGN
PUBLIC MEETING

LAKE COUNTY
STATE ROUTE 22

FROM: STATE ROUTE 21/ STATE ROUTE 78
INTERSECTION IN TIPTONVILLE
TO: CATES LANDING ROAD

Project # HPP-22(54)
Project P.E. # 48003-1210-14

May 28, 2008

Thank you for attending this Design Public Meeting for the proposed improvement of State Route 22. This highway is proposed to be improved from State Route 21/ State Route 78 intersection in Tiptonville and extending to Cates Landing Road. Contained in this handout package is a description of the related design features; information about the project purpose and need; a summary of the cultural and environmental issues concerning the State Route 22 corridor; and an explanation of the relocation assistance procedures and right-of-way process. Please take this opportunity to read this information and become better acquainted with the proposed improvement.

As you enter the room you will notice displays depicting the preliminary plans of the proposed project. Representatives of the Department of Transportation are located at the displays to discuss the project with you and to answer any questions that you may have concerning any phase of the project. These representatives can be identified by a name tag they are wearing. Please take the time to discuss the project with them. A "question and answer session" will also be conducted tonight when a sufficiently large crowd of citizens has gathered.

A court reporter is available for those persons who desire to make a statement about the project and to have that statement included in the official transcript of this hearing. If you wish to make a statement, please see the representative at the court reporter's table.

If you do not wish to make a statement at this time, or if you arrive home and think of something that you wish you had told to the court reporter, then you have twenty-one (21) days from the date of this hearing to submit written comments to "Project Comments", Tennessee Department of Transportation, Suite 700, James K. Polk Building, 505 Deaderick Street, Nashville, Tennessee, 37243-0332. Included at the end of this package is a comment sheet for this purpose. You may want to complete the comment sheet here today. These may be deposited in the box near the door where you signed in today.

A copy of the complete transcript and all written comments received will be available for viewing at the office of Ms. Jane Jones, Civil Engineering Manager 1, 300 Benchmark Place, Jackson, Tennessee 38301, approximately 30 days after the hearing date.

DESCRIPTION OF PROJECT

State Route 22 in Lake County is functionally classified as a Rural Major Collector on the State Highway system, which begins at State Route 21 and terminates at the Tennessee-Kentucky state line, a total distance of approximately 10.49 miles. The proposed project length is approximately 4.65 miles beginning at State Route 21/ State Route 78 intersection in Tiptonville and extending to Cates Landing Road. The existing route is two-lanes, composed of two 10' travel lanes, with two 4' shoulders and side ditches. These travel lanes are deficient in width and do not meet current design standards.

The proposed improvement will realign State Route 22 to the east in order to connect to State Route 78 at the intersection of existing State Route 21 and State Route 78 in Tiptonville and provide a grade separation at the railroad crossing. The route improvement will address safety concerns and accommodate the projected increase in traffic volumes and heavy trucks associated with industrial development. The remaining portion of this State Route 22 improvement will run along the existing State Route 22, which will be improved to meet the purpose and need, and will terminate with a new intersection at Cates Landing Road. The total length of the proposed project is 4.65 miles.

The proposed project was divided into two sections:

Section one will begin at the intersection of State Route 21 and State Route 78 and continue for a distance of 0.30± miles. It will consist of two 12' travel lanes, a 12' continuous left turn lane, 4' shoulders with curb and gutter, and a closed drainage system, all on 68' of right-of-way. This minimizes the impact on local businesses and historic sites located in Tiptonville.

Section two will begin at 0.30± miles from the intersection of State Route 21 and State Route 78 and continue to Cates Landing Road, bridging over the TennKen Railroad north of Compactor Road and west of State Route 78. It will consist of two 12' travel lanes, 12' shoulders, and side ditches on 250 feet of right-of-way.

The proposed right-of-way in Section 2 will accommodate the future addition of two 12' lanes and a 52' median when traffic volumes indicate the need.

PURPOSE AND NEED

The primary purpose and need of this project is to provide an adequate highway connection to the Port of Cates Landing Intermodal Regional Industrial Park for improved regional and local mobility. Cates Landing Slack Water Port and the Port of Cates Landing Intermodal Regional Industrial Park has the potential to greatly increase the employee and commercial traffic on State Route 22. Trucks will account for approximately 9 percent of the traffic on State Route 22 in the project area.

The economic impact of the Port Project has been analyzed by the local Port Authority as well as by the U.S. Army Corps of Engineers and the Tennessee Department of Economic and Community Development. All agree the Port will have substantial economic impact on Northwest Tennessee, Lake County, and the City of Tiptonville.

Due to the anticipated economic impact of the Port Project, the primary need on State Route 22 in Lake County will be for improved local and regional mobility in the future. Several specific needs are encompassed in this broad goal:

1. Existing transportation resources, including the Interstate 55 Mississippi River Bridge at Dyersburg, the North-South State Route 3 (U.S. Highway 51) corridor from Fulton, Kentucky to Memphis and the Mid-Continent location of the Canadian National Railroad at Dyersburg, all contribute to Cates Landing viability as a major transportation hub. With the construction of Interstate 69 along the U.S. Highway 51 corridor, the port will be accessible for interstate intermodal operation in all directions. Lake County has entered into an agreement with the Northwest Port Authority to construct additional rail lines that will provide direct access to the industrial park and port from the existing TENNKENN railroad (see appendix for a site layout map provided by Forcum Lannom).
2. Allow additional economic growth in the City of Tiptonville and Lake County by providing improvement to the transportation system. Provide a north/south route to serve demand for regional accessibility to the interstate highway system and protect that provision in the future.
3. Increase the capacity on existing State Route 22 in order to improve safety and mobility.
4. Widening needed to handle increased traffic demand spurred by Cates Landing Industrial Park, any other commercial development, and construction of new access road connecting to the existing route.
5. Addressing transportation needs through corridor planning offers many benefits and represents a new way of identifying transportation improvements throughout the state. Rather than planning on a project-by-project basis and in a piecemeal fashion, corridor planning allows TDOT to look at a larger area and develop creative, collaborative and long-term solutions to problems. Projects developed through corridor planning offer more transportation choices and are more financially responsible in a time of limited resources at all government levels.

The Tennessee Department of Transportation (TDOT) in conjunction with the Federal Highway Administration (FHWA) is proposing to make improvements to State Route 22 from State Route 21 to Cates Landing Road in Tiptonville, Lake County, Tennessee.

This project has been initiated at the request of the local government and area state representatives. Lake County officials, The Army Corps of Engineers, The Northwest Port Authority, and the Tennessee Department of Transportation have collaborated throughout the development process to ensure that the transportation needs envisioned by the local community are effectively and efficiently coordinated.

ENDANGERED SPECIES ACT OF 1973

No protected species records were shown within the likely direct impact zone of the project. A letter from the U.S. Fish and Wildlife Service (July 5, 2007) listed no species for consideration. A search of the TDEC Division of Natural Heritage's Endangered species database was done on January 3, 2007.

There is a potential for habitat reduction for the state-listed meadow jumping mouse, impacts to the jumping meadow mouse have been coordinated with the Tennessee Wildlife Resource Agency (January 24, 2008), and all requirements will be complied with.

FISH AND WILDLIFE COORDINATION ACT OF 1958

The proposed project will result in the loss of 9 acres of forested and old-field habitat. There will be direct long-term adverse impacts when productive forests and old-field areas are converted to roadway. However, in a rural area such as State Route 22 north of Tiptonville, the amount of forest and old-field habitat is already very limited due to agricultural activities. Especially in the northern section of the project almost all of the area around the project corridor has already been converted to row crops. After project construction, areas that remain undisturbed within the right-of-way, will, over time, provide refuge for local wildlife.

Aquatic Ecology

The project will affect thirty wet weather conveyances and five streams. It appears that twenty two of the wet weather conveyances will be eliminated, and eight may be crossed. One of the streams may have a section eliminated because the crossing is within its headwaters.

CLEAN WATER ACT OF 1987

No Tier 2 high quality streams exist within the proposed corridor or will be indirectly affected by the proposed project. Strict adherence to standard sediment and erosion control measures will be implemented during and post construction to eliminate any potential sediment or other pollutant loadings. The complete study is on file with TDOT and a summary report is in Ecology Appendix.

EXECUTIVE ORDER 11988 – FLOODPLAIN MANAGEMENT

No significant floodplains are impacted by this project.

EXECUTIVE ORDER 11990 - PROTECTION OF WETLANDS

No wetlands were reported by the U.S. Fish and Wildlife Service based on National Wetland Inventory Maps (July 5, 2007). Despite the fact that the project is located within the Mississippi River floodplain, and therefore has hydric soils, much of the surrounding area has been extensively disturbed for agricultural and industrial development. The proposed alignment has been located to avoid wetlands.

BICYCLE AND PEDESTRIAN USEAGE

While specific facilities for bicyclists and pedestrians are not proposed for this project, the shoulders are of adequate width to accommodate them.

RIGHT OF WAY ACQUISITION

In order to minimize the unavoidable effects of right-of-way acquisition and displacement of people, the Tennessee Department of Transportation will carry out a right-of-way and relocation program in accordance with the Tennessee Uniform Relocation Assistance Act of 1972 and the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646). The Tennessee Department of Transportation provides advance notification of impending right-of-way acquisition and before acquiring right-of-way, all properties are appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property rights. Relocation resources are available to all residential, individual, and business relocatees without discrimination. Pursuant to TCA 13-1-101 through 117, it is mandated that every person displaced be offered a comparable decent, safe and sanitary dwelling to move into upon being required to vacate.

ENVIRONMENTAL JUSTICE

Environmental and civil rights statutes provide opportunities to address the environmental effects on minority populations and low-income populations. Under Title VI, each Federal agency is required to ensure that no person on grounds of race, color, or national origin is excluded from participation in, denied the benefits of, or in any other way subjected to discrimination under any program or activity receiving Federal assistance. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, requires federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low income populations in the United States. It is TDOT's opinion that the proposed project will be in compliance with Executive Order 12898 on Environmental Justice, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898), dated February 11, 1994.

PERMITS

General or individual Aquatic Resource Alteration Permits (ARAP) from the State of Tennessee will be required. Almost all require either Nationwide or individual permits from the US Army Corps of Engineers pursuant to Section 404 of the Clean Water Act. Other agencies such as the US Fish and Wildlife Service and the Environmental Protection Agency may be involved in the permitting process.

SECTION 4 (f) OF THE DEPARTMENT OF TRANSPORTATION ACT OF 1966

In accordance with Section 4 (f) of the 1966 Department of Transportation Act, no historical sites or publicly owned parks, recreation areas, or refuges will be affected by the project. The land

use along the proposed corridor is primarily agricultural in nature and there are no scenic rivers or state managed lands located within the proposed project corridor.

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT OF 1966

Historical / Architectural Impacts

Pursuant to Section 106 of the National Historic Preservation Act, several parties were contacted to determine the potential presence of historic resources in the project area. Additionally, a cultural resources survey was conducted along the project corridor to identify any historic sites.

TDOT wrote to ten Native American tribes or representatives asking each for information regarding the project and whether or not they would like to participate in the Section 106 review process as a consulting party. To date, TDOT has received no responses from the tribes.

Historians from TDOT performed a search of files of the TN – SHPO to find that there is one cultural resource eligible for listing in the National Register of Historic Places, the Capture of Island No. 10 Monument. However, the project as proposed will not adversely affect this resource. This opinion has been concurred with by the TN –SHPO by letter dated May 1, 2008.

Archaeological Impacts

It is the opinion of TDOT that there are no archaeological resources within the project area eligible for listing on the National Register of Historic Places, this opinion concurred with by the TN –SHPO by letter dated April 8, 2008. The complete study is on file with TDOT and a summary report is in the Archaeology Appendix of this document.

AIR QUALITY

Based upon the analyses of highway projects with similar meteorological conditions and traffic volumes, the carbon monoxide levels of the subject project will be well below the National Ambient Air Quality Standards (NAAQS). This project will have no substantial impact on the air quality of the area.

As the proposed project is not located in a nonattainment or maintenance area, conformity does not apply to this project.

This project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing-facility, or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As such, FHWA has determined that this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special Mobile Source Air Toxic's (MSAT) concerns. Consequently, this effort is exempt from analysis for MSATs. Moreover, EPA regulations for vehicle engines and fuels will cause overall MSATs to decline significantly over the next 20 years. Even after accounting for a 64 percent increase in Vehicle Miles Traveled (VMT), FHWA predicts MSATs will decline in the range of 57 percent to 87 percent, from 2000 to 2020, based on regulations now in effect. This will both reduce

the background level of MSATs as well as the possibility of even minor MSAT emissions from this project.

NOISE

The future year 2032 noise analysis includes projected traffic volumes for the project as well as forecasted background traffic growth and planned and programmed projects in the area. As a result, the noise impacts predicted for the noise analysis represent both direct and cumulative noise impacts.

There is a residential community located on the north side of Cates Landing Road west of SR 22.

These residences are beyond the project limits. However, the access to the terminal is planned to be located near these residences. Sound levels at these residences are predicted to increase between 3 and 13 dB due to the construction of this road although sound levels are predicted to be below 57 dB. As a result, the residences would not be impacted by a substantial increase in accordance with TDOT noise policy. Therefore, no mitigation is proposed for noise effects.

HAZARDOUS MATERIAL IMPACTS

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 accidents involving hazardous materials. The TEMA has demonstrated its ability to effectively manage such incidents.

There is one known UST site along the proposed project. There are no known hazardous substance sites. The project will be reevaluated when preliminary right-of-way plans are completed to determine the impacts on the UST sites. TDOT has demonstrated its ability to deal with UST site 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.

RIGHT-OF-WAY ACQUISITION AND RELOCATION

The Tennessee Department of Transportation provides advance notification of impending right-of-way acquisition. The Right-of-Way Office has the responsibility, once a project is approved, of appraising, purchasing, and if required, assisting individuals, families or businesses in relocating.

Before acquiring property, all properties are appraised on the basis of comparable sales and land use values in the area. In some instances, of \$10,000 or less, a formal appraisal may not be prepared. The value will be established by using real estate appraisers who will prepare, for the Department's use, written appraisals using actual sales data in the surrounding community.

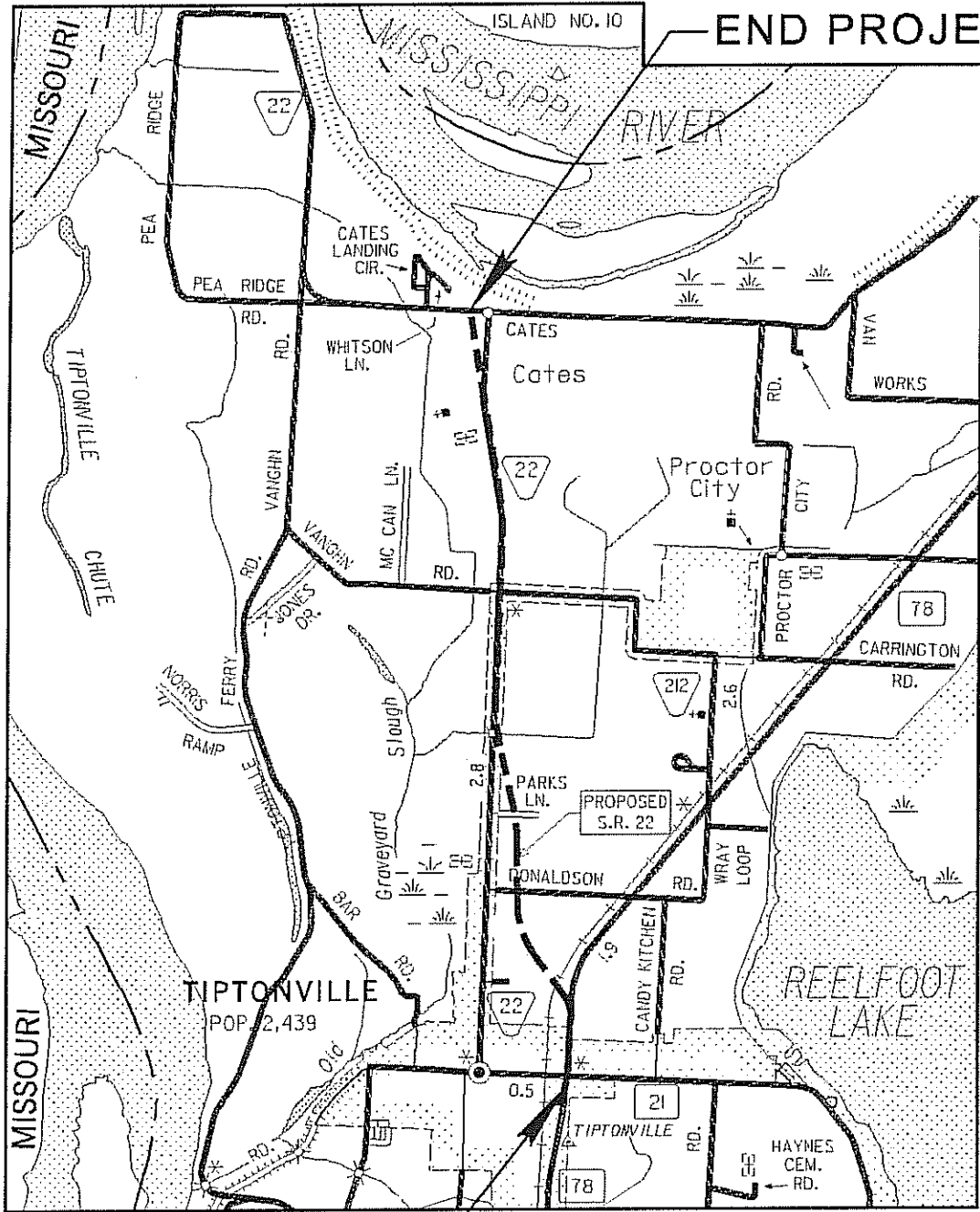
When an appraisal is necessary, the appraiser will contact each property owner and offer the owner the opportunity to accompany him/her on an inspection of the property. After the appraisal is complete, the Right-of-Way Appraisal staff will review and field check all findings for accuracy to insure that everything relating to value has been considered in establishing the amount to be offered.

Owners of property will be offered fair market value for their property rights as required by law.

In order to minimize unavoidable effects of right-of-way acquisition and the displacement of people, the Tennessee Department of Transportation will carry out a right-of-way relocation program in accordance with Tennessee's Uniform Relocation Assistance Act of 1972, and the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (P. L. 91646).

An information booklet "Relocation Assistance Program" is available and outlines the services offered and any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants. The brochure also outlines the eligibility requirements for receiving these payments.

LAKE COUNTY
STATE ROUTE 22
FROM: TIPTONVILLE
TO: THE LAKE COUNTY PORT



END PROJECT

BEGIN PROJECT

PROJ. NO. HPP-22(54)
P.E. NO. 48003-1210-14



Project Description:
STATE ROUTE 22
FROM: TIPTONVILLE
TO: THE LAKE COUNTY PORT

Date: MAY 28, 2009
Project #: 48003-1210-14
County: LAKE

PLEASE PRINT

Name _____ E-mail: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone (include area code): _____

Which describes your primary interest in the project?	Concerned Citizen _____	Affected Resident _____
Affected Landowner _____	Affected Business _____	Name of Business _____

Do you have issues and/or concerns with the plan as proposed? If so, please explain.

Comments: _____

Please give us your assessment of our public involvement process. Rate us from 1 to 5, with 1 the worst and 5 the best.

Meeting Process Criteria:

	<u>Best</u>					<u>Worst</u>					
Organization of Materials	5	4	3	2	1	Information Presented	5	4	3	2	1
Length of Meeting	5	4	3	2	1	People Presenting	5	4	3	2	1
Time of Meeting	5	4	3	2	1	Knowledge of Staff	5	4	3	2	1
Convenience of Location	5	4	3	2	1	Courtesy of Staff	5	4	3	2	1
Facility Accommodations	5	4	3	2	1	Visual Aids	5	4	3	2	1

For any score lower than three (3), please provide an explanation. _____

