

AGENDA

- 5:00-5:30 pm Sign in/Review Handout/
View Displays
- 5:30-5:45 pm PowerPoint Presentation
- 5:45-6:15 pm Question and Answer Session
- 6:15-7:00 pm Visit displays, ask questions of
project team, and/or speak
with court reporter

TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC INFORMATION MEETING

August 9, 2018
5:00 – 7:00 p.m.
National Guard Armory Building

STATE ROUTE 32 (US 321)

From State Route 73 in Cosby
to Wilton Springs Road
Cocke County, TN

WELCOME

The Tennessee Department of Transportation (TDOT) welcomes you to this public meeting and thanks you for your participation. TDOT is currently proceeding with the development of an Environmental Assessment (EA) for this project. The purpose of tonight's meeting is to provide an update regarding the project and gather public input on the proposed project alternatives currently being studied.

You will have an opportunity to ask questions and comment on the proposed alternatives and their impacts.

The meeting will include a short presentation, followed by an opportunity to ask questions. TDOT representatives will be present throughout the evening to discuss the proposed State Route (SR) 32 project with you and answer any questions that you may have. They can be identified by their name tags.

This handout provides information on the public meeting format as well as a description of the project's design features, potential environmental impacts of the project, and the next steps in the project development process. It also explains how to provide your comments to TDOT.

PROJECT DESCRIPTION

TDOT proposes to widen SR 32 from SR 73 in Cosby to Wilton Springs Road in Cocke County, Tennessee. The total project length is approximately seven miles.

PROJECT HISTORY

Studies for the SR 32 project were initiated in 1998. The following summarizes the historical timeline in the development of alternatives for this project:

- 1998 – Western Alternative proposed.
- 1998-2005 – In response to public input and coordination with the National Park Service (NPS), minor shifts in alignment of Western Alternative.
- 2009 – Environmental technical studies updated.
- 2010 – Eastern Alternative proposed in response to public and agency input.
- 2012 - Expedited Project Delivery (EPD) review initiated to identify feasible, cost effective improvement options that would provide improved safety and mobility.
- 2016 – EPD Technical Report recommended developing an alternative generally following existing SR 32 from southern to northern terminus, and suggested Phased construction.
- 2018 – TDOT is holding a meeting August 9th to solicit public input, and requesting concurrence from resource agencies on alternatives to move forward into the EA.

PROJECT ALTERNATIVES

Since the initial discussions regarding this project began in 1998, several alternatives and configurations have been considered. From SR 73 to the Foothills Parkway, alternatives have been studied to the west of existing SR 32, to the east of SR 32, and most recently along SR 32.

Western Alternative – The Western Alternative is the original alternative that was proposed in 1998 when the project began. The Western Alternative started on SR 73 west of the SR 73/SR 32 intersection and traveled on new location west of existing SR 32 to near the Foothills Parkway, where it then generally followed existing SR 32 to the project end at Wilton Springs Road. From 1998 to 2005, based on input received from the public and coordination with the National Park Service (NPS), minor shifts in the alignment of the proposed alternative were made. In 2009, the environmental technical studies were updated.

Eastern Alternative – In 2010, a public meeting was held and resource agency coordination took place. Based on input received from the public and the resource agencies, TDOT proposed an additional build alternative, the Eastern Alternative, which traveled on new location to the east of existing SR 32 from SR 73 to just south of the Foothills Parkway. From the Foothills Parkway north to Wilton Springs Road, the Eastern Alternative followed the same path as the Western Alternative.

The proposed typical section for both the Western and the Eastern Alternatives consisted of two travel lanes in each direction with a 48-foot median from the project beginning to near Orchard Road where the typical section transitioned to two travel lanes in each direction with a two-way center turn lane, which continued to Wilton Springs Road.

Alternative Following Existing SR 32 – In 2012, TDOT initiated an EPD review of the project to identify feasible, cost effective improvement options that would provide improved safety and mobility. Based on recommendations in the EPD Technical Report, resource agency coordination, and public input from previous public meetings, TDOT developed an additional build alternative that would generally follow existing SR 32 throughout the project area.

No-Build Alternative - The No-Build Alternative, which would entail no improvements being made to SR 32, will be included in the environmental studies to serve as a basis for comparison of the impacts of the build alternatives.

TDOT is currently proposing to move three alternatives forward to the EA phase:

- **Western Alternative** – Renamed **Alternative A**
- **Alternative Following Existing SR 32** – Renamed **Alternative B**
- **No-Build Alternative**

TDOT is proposing to dismiss the Eastern Alternative from further consideration due to its potential impacts to Cosby Creek, public concern expressed at the 2012 Public Meeting, and resource agency concerns.

Construction Phasing

In addition to developing an additional build alternative along existing SR 32, the EPD Technical Report proposed constructing the project in two separate construction phases, as described below:

Phase I Construction (Interim Build) - Phase I Construction (Interim Build) applies to the portion of the project from the southern terminus at SR 73 to Penland Road. The Interim Build involves constructing a two-lane roadway with a two-way center turn lane or passing lane, as appropriate, within the five-lane right-of-way needed for Phase 2 Construction (Full Build). Phase I Construction (Interim Build) consists of one 12-foot travel lane in each direction with a 12-foot two-way center turn lane or passing lane (as appropriate). Shoulder widths would vary from four to ten feet.

Phase 2 Construction (Full Build) - Phase 2 Construction (Full Build) includes construction of two additional travel lanes, resulting in two travel lanes in each direction with a two-way center turn lane from SR 73 to Penland Road.

Phased construction is not proposed for the section of the project from Penland Road to Wilton Springs Road. Construction in this section of the project would include full build of two 12-foot lanes in each direction with a 12-foot two-way center turn lane and four-foot shoulders.

PROJECT PURPOSE AND NEED

The project transportation **needs** include:

- Improve existing system linkages
- Improve roadway deficiencies
- Improve efficiency of traffic operations
- Increase vehicle safety
- Meet the intent of the IMPROVE Act

Additionally, the following objectives are part of the proposed project:

- Support economic development
- Enhance the route as a gateway to the Great Smokey Mountain National Park

The **purpose of the proposed project** is to provide a safe and efficient corridor that enhances the opportunity for economic development and provides sufficient capacity as a gateway to Great Smokey Mountains National Park.

ABOUT THE NEPA PROCESS

The National Environmental Policy Act (NEPA) requires that projects receiving federal funding or requiring federal actions (e.g. permits) undergo an assessment of their effects on the natural, cultural and socioeconomic environment prior to the federal agency making a decision on the project (e.g. alternative selection, permit issuance).

The project cannot proceed until this requirement has been successfully completed.

This meeting is part of the NEPA environmental review process. TDOT is preparing an EA for the project. The purpose of the EA is to:

- Fulfill NEPA requirements;
- Disclose effects of the project at a stage in the development process where decision making can still be shaped by the environmental analysis and by the comments of resource agency and public reviewers.

FOR ADDITIONAL INFORMATION, PLEASE CONTACT:

HOLLY CANTRELL, MANAGER

TDOT MAJOR PROJECTS OFFICE

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NEXT STEPS



YOUR COMMENTS ARE IMPORTANT

You are encouraged to provide comments and input on the project. Your input will become part of the project's official public record. Please use the comment card to make a written statement, and leave it with a representative from TDOT at the registration desk. If you do not wish to make a statement at this time, you may submit written comments, postmarked no later than **August 30, 2018** (21 days from the date of this public meeting) to:

Public Meeting Comments
Attn: State Route 32 Project
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

Public comments concerning this project can also be submitted to: TDOT.Comments@tn.gov. Be sure to include the project name - SR 32.

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

