

It is anticipated that the NEPA process for this project will be completed late 2016.

PROJECT DESCRIPTION and HISTORY

The project involves improving existing SR 30 from SR 29 (US 27) to just west of the Tennessee River. SR 30 is within Dayton's city limits for the first 1.5 miles and in unincorporated Rhea County for the remaining 6.5 miles of the approximate 8-mile long project.

The Highway 30 Economic Development Coalition and the Southeast Tennessee Development District Rural Planning Organization (RPO) began planning for the proposed project in 2006. Early planning included numerous meetings of the Highway 30 Coalition, the RPO, TDOT and other stakeholders.

The following year (2007), work began on a Transportation Planning Report (TPR), which TDOT approved in February of 2008. The TPR identified the subject area of SR 30 and sections to the east of the Tennessee River as the primary east-west route for travel between the cities of Dayton and Athens and for travel to and from I-75. (SR 30 extends from McMinnville, Tennessee to Polk County, Tennessee).

STUDY CORRIDOR OPTIONS

In the TPR, a No-Build option and five (5) study corridors were developed. Four (4) of the corridors were on new locations and the fifth followed the existing SR 30 route.

After initial public meetings, an additional study corridor was developed as a result of public support. After preliminary environmental review and agency coordination, the two alternatives below were selected to move forward in the NEPA process:

Build Alternative 1 – Improvements to Existing SR 30: Build Alternative 1 follows existing SR 30 for the length of

the project, from SR 29 to west of the Tennessee River. Improving existing SR 30 from SR 29 to New Union Road to meet current TDOT design standards.

Build Alternative 2 – White Oak Road: Build Alternative 2 described from west to east. The alternative begins on the eastern side of the intersection of SR 29 (US 27) and existing White Oak Road. The proposed alignment roughly follows the existing alignments with several slight deviations to account for horizontal deficiencies.

Approximately 0.32 mile east of the intersection of White Oak Road and Wilkey Road, the project deviates from the existing White Oak Road alignment and continues in a southeasterly direction on new location. The project rejoins the existing SR 30 alignment approximately 0.1 mile west of the intersection existing SR 30 and Cottonport Road.

No Build Alternative – A No-Build Alternative will also be considered during the NEPA process. This involves making no improvements to existing of SR 30 beyond routine maintenance and repairs.

PROJECT NEED and PURPOSE

The preliminary need identified in the TPR is to:

- Support economic development (and to become an east-west regional economic corridor);
- Improve regional mobility (also to better serve as an evacuation route in the event of a disaster at either Watts Bar Dam and Nuclear Plant or Sequoyah Nuclear Plant); and
- Improve safety/correct geometric deficiencies (for example, sharp curves, poor sight distance, lack of shoulders).

The public and local government representatives will be asked to confirm and supplement the preliminary project need.

ENVIRONMENTAL IMPACTS

Some preliminary environmental database reviews were conducted during the TPR process and for the White Oak Alternative. The following "environmentally sensitive locations" were identified during the environmental screening phase of the TPR:

- Residences;
- Schools, churches, hospital, cemeteries, other institutional uses;
- Blue line streams;
- Historical sites;
- Old Washington Park; and
- Hazardous materials sites.

Environmental studies will be undertaken to develop the EA. These studies will be coordinated, as required, with state and federal agencies.

The alternatives developed and the potential impacts will be presented to the public at a public hearing anticipated to be held in fall 2016.

WHAT ARE THE NEXT STEPS?

- Summarize public and agency comments following the public meeting;
- Conduct technical studies to identify impacts;
- Develop the NEPA EA;
- Hold a public hearing to present alternatives and potential impacts;
- Select a Preferred Alternative; and
- Complete the final NEPA environmental document.

FOR MORE INFORMATION, PLEASE CONTACT:

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AGENDA

- 5:00 p.m. Staff available to answer questions
- 5:30 p.m. Public presentation followed by Questions & Answers
- 6:15 p.m. Staff available at displays to answer questions; court reporter available to take verbal comments
- 7:00 p.m. Meeting ends

WELCOME

The Tennessee Department of Transportation (TDOT) welcomes you to this public meeting. The goal of this meeting is to update you on the status of the study to improve State Route (SR) 30. The public meeting is being held to provide local residents and officials with an opportunity to participate in the environmental study process. A brief presentation explaining previous, current and future phases of project development is being given at 5:30 pm, followed by a question-and-answer period with TDOT officials.

YOUR COMMENTS ARE IMPORTANT TO US

Public comments are an important part of the planning process. Should you wish to make comments today, please complete the Comment Card and deposit it in the comment box, which is designated by a large sign. If you do not wish to fill out a Comment Card at this time, you have twenty-one (21) days from the date of this meeting (April 23, 2015) to submit written comments to the address provided on the comment card.

Before and after the presentation, TDOT staff and representatives are available to answer questions.

Maps of the project area and other pertinent information will be displayed throughout the room.

TDOT representatives can discuss the proposed SR 30 project with you and answer any questions that you may have. They can be identified by their name tags.

A court reporter is also available for those persons who desire to make a verbal statement about the project before or after the presentation and have that statement included in the official transcript of this meeting.

Thank you for attending and participating in this meeting. This study is on-going and your continued involvement and suggestions will be most appreciated.

PROPOSED IMPROVEMENTS TO STATE ROUTE 30

between State Route 29 (US 27) and west of the Tennessee River, Dayton and Rhea County, TN

Public Informational Meeting

April 2, 2015, 5:00 - 7:00 p.m.
Dayton Chamber of Commerce
107 Main Street, Dayton, TN

ABOUT THE NEPA PROCESS

This meeting is being held as part of the National Environmental Policy Act (NEPA) process. It is a process required by the federal government on projects or undertakings that use federal funds. Since the proposed SR 30 improvements are being assisted with federal funds, the project is subject to the requirements of NEPA. A NEPA Environmental Assessment (EA) is being prepared in the current project phase.

The NEPA process requires the evaluation of potential social and environmental impacts as part of the development of alternatives for the proposed project. The alternatives for improving SR 30 will be developed by engineers and planners after having discussions with the public, local officials, State and Federal Agencies and any others who might have information to add to the process and by close examination of the conditions in the project area.

A public hearing will be held in the future to present to the public the findings of the NEPA Environmental Assessment. Following that hearing, a preferred alternative will be selected.

BUILD ALTERNATIVES

