

Welcome to the Interstate 40/State Route 196 Interchange Public Hearing

March 25, 2010 – Oakland Elementary School - Oakland, Tennessee

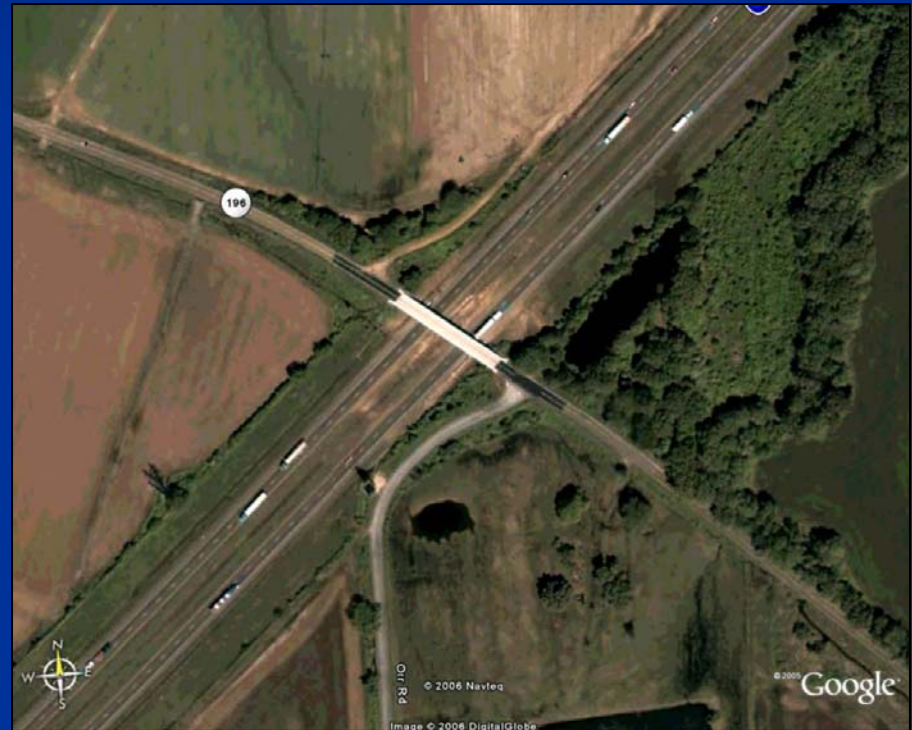


U.S. Department of Transportation
Federal Highway Administration



ENVIRONMENTAL ASSESSMENT INTERSTATE 40 INTERCHANGE

at STATE ROUTE 196 (HICKORY WITHE ROAD) in
FAYETTE COUNTY, TENNESSEE



Submitted Pursuant to the National Environmental Policy Act of 1969 42 U.S.C. 4332(2)(c)



U.S. Department of Transportation
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Public Hearing Agenda

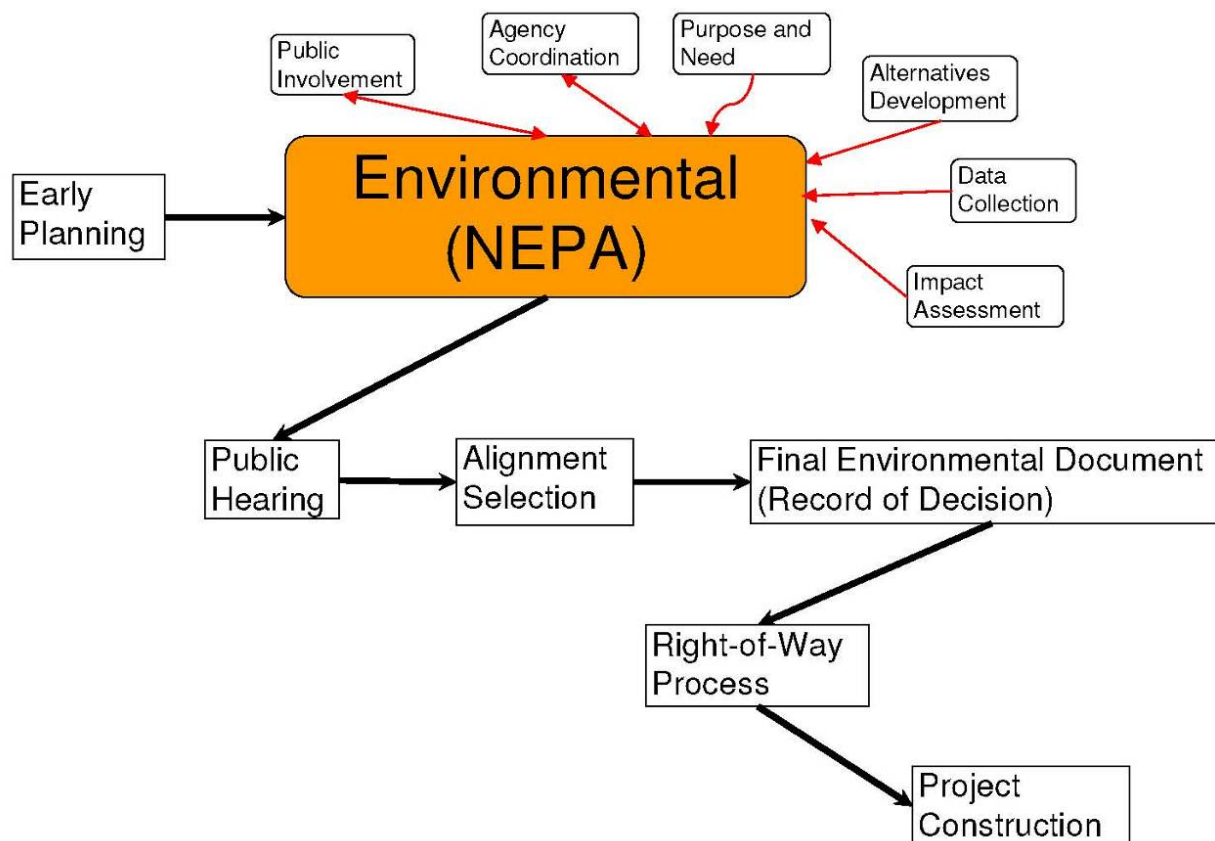
- Welcome and Introductions.
- Slide Presentation.
- Question and Answer Session.
- Detailed Review of Maps/Displays and Interact with TDOT Representatives.
- Complete Comment Cards and see the Court Reporter for Verbal Statements (optional).
- Adjourn

What is the purpose of this Public Hearing?



- Update the public on the project.
- Provide general information on the National Environmental Policy Act (NEPA) and EA.
- Get public input for the project, especially in relation to alternatives evaluated in the EA.
- Explain where we are in the environmental process and what the next steps will be.

Tennessee Department of Transportation Project Planning Flowchart



National Environmental Policy Act of 1969 (NEPA)

- National policy to encourage productive and enjoyable harmony between people and their environment and promote efforts to better understand and prevent damage to ecological systems and natural resources important to the nation.
- NEPA requires meaningful evaluation of alternatives and the potential impacts to social, economic, natural, and cultural resources.
- NEPA studies typically result in decisions that are in the best overall public interest while minimizing harm to the environment.

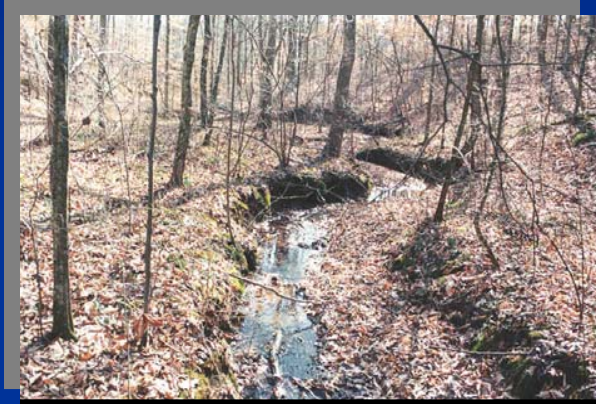


The EA Process

- Develop the **Purpose and Need** for the project.
- Develop a range of **Reasonable Alternatives**.
- Document current conditions in the **Affected Environment** for each alternative.
- Conduct an **Impact Assessment** to determine the consequences of the proposed alternatives.
- Identify potential ways to **Avoid, Minimize, and/or Mitigate** identified project impacts.
- Provide the opportunity for agency and **Public Involvement** throughout the NEPA process.

What are some of the resources considered in the Affected Environment?

Natural Resources



- Jurisdictional Wetlands
- Threatened and Endangered Species
- Streams and Water Quality
- Natural Communities/Habitats
- Prime Farmland
- Floodplains

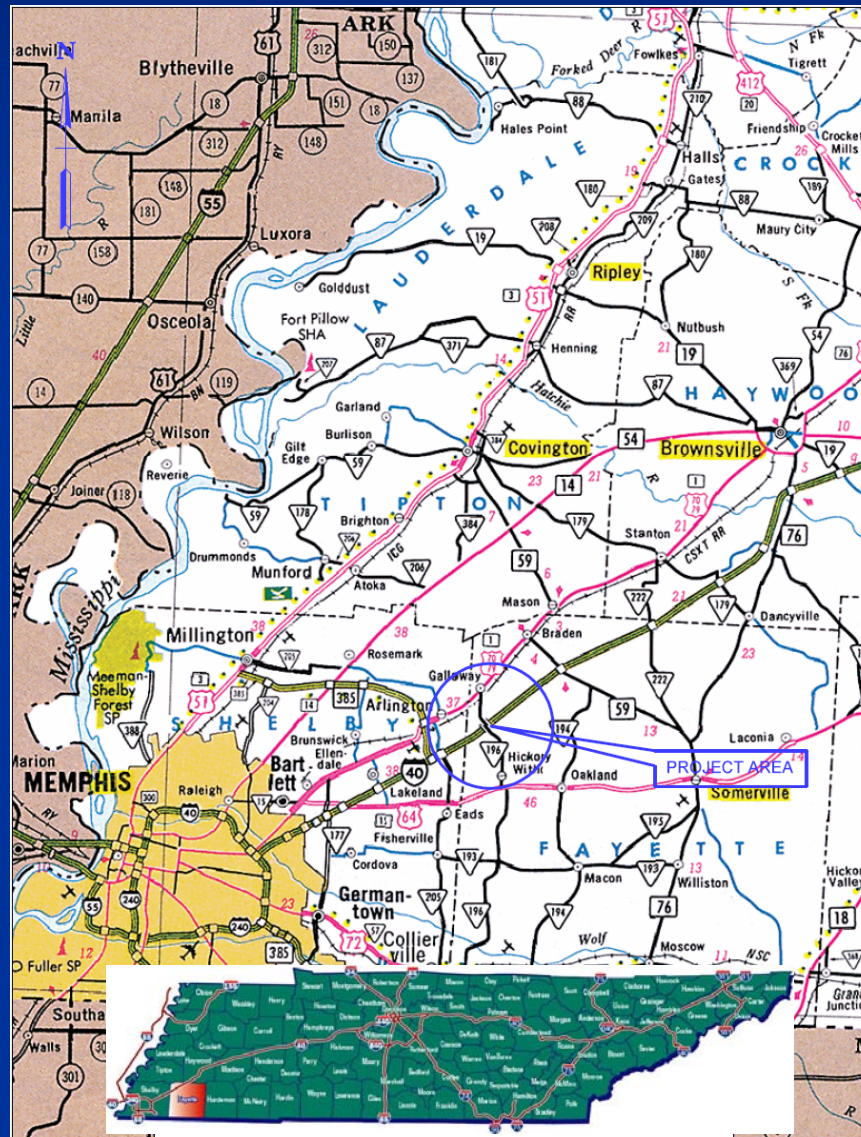
Socio-economic Resources



- Economic Trends/Demographics
- Displacements/Relocations
- Land use
- Community Facilities/Recreation Areas
- Environmental Justice

Other Resources include Air Quality, Noise, Hazardous Materials, and Cultural Resources

Project Vicinity



Project History

- Interchange Justification Study (IJS) was approved by the Federal Highway Administration (FHWA) on January 4, 2005.
- The IJS evaluated two alternatives and identified a preferred build alternative.
- The NEPA process began in October 2007 when TDOT notified the FHWA that it intended to prepare an Environmental Assessment (EA).

Project Purpose and Need

- Purpose of project is to provide safe and efficient transportation facilities and improved access to support existing and future growth in Fayette County.
- Fayette County Growth Plan adopted in August 2003.
- The area surrounding the proposed interchange is contained in the Fayette County Planned Growth Area (PGA) and Urban Growth Boundary (UGB) of nearby communities like Oakland and Gallaway.
- Interchange construction is consistent with the Transportation Improvement Program (TIP) and Long Range Transportation Plan (LRTP) of the Memphis Metropolitan Planning Organization (MPO).

City & County Growth Plan



Fayette County Tennessee

KEY

- County
- Planned Growth Area
- Urban Growth Area
- City Limit
- Parcel
- Road
- Interstate 40

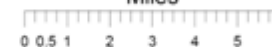
Flood Zone

- 500 year
- 100 year A
- 100 year AE



1 inch = 5,000 feet

Miles



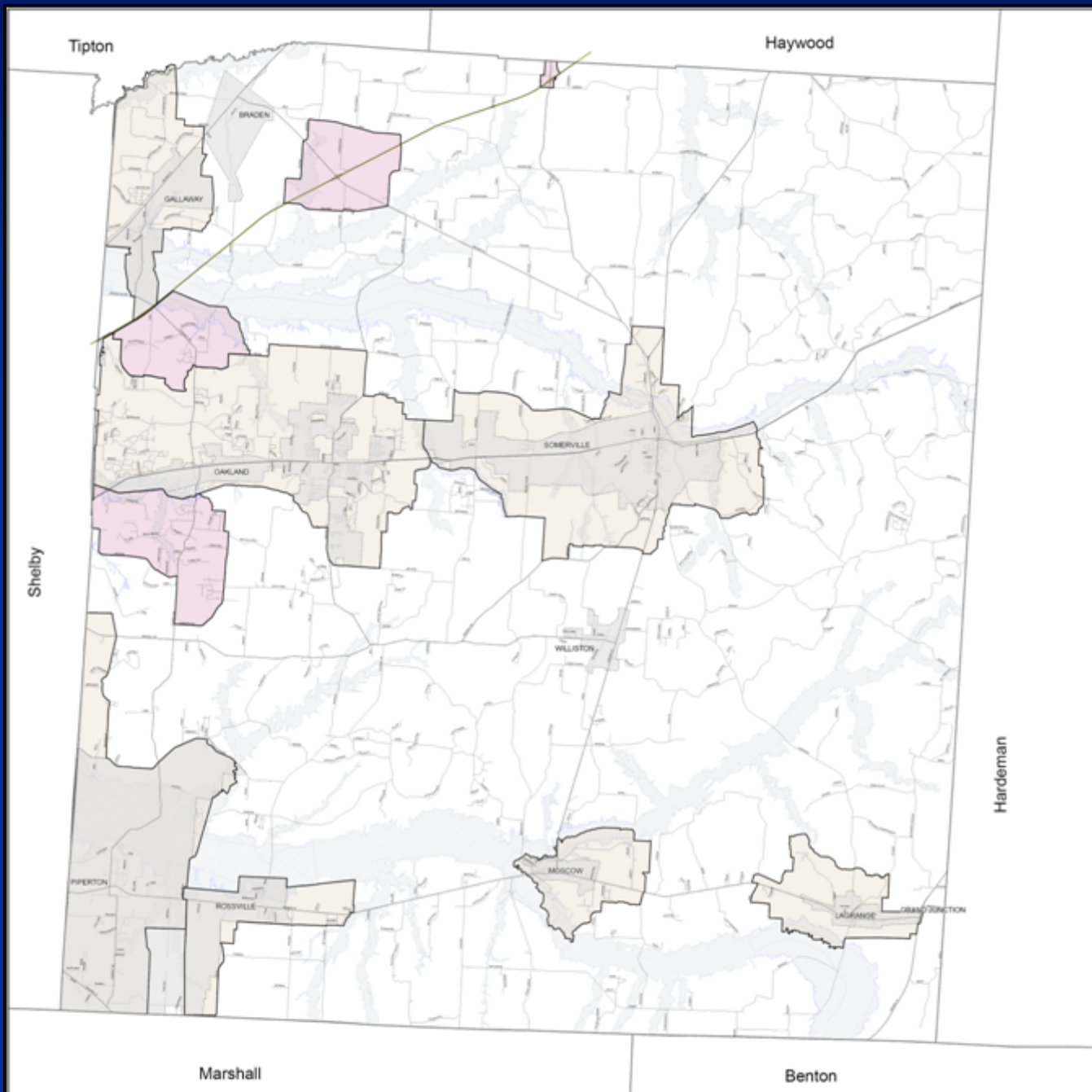
This is NOT the official Fayette County Growth Plan adopted in August 2003. A record of the official map is recorded in the Fayette County Register's Office.

This map was prepared by the Fayette County Planning and Development Office.

September 2009

Data at time of preparation believed to be accurate.
For Mapping Purposes only.

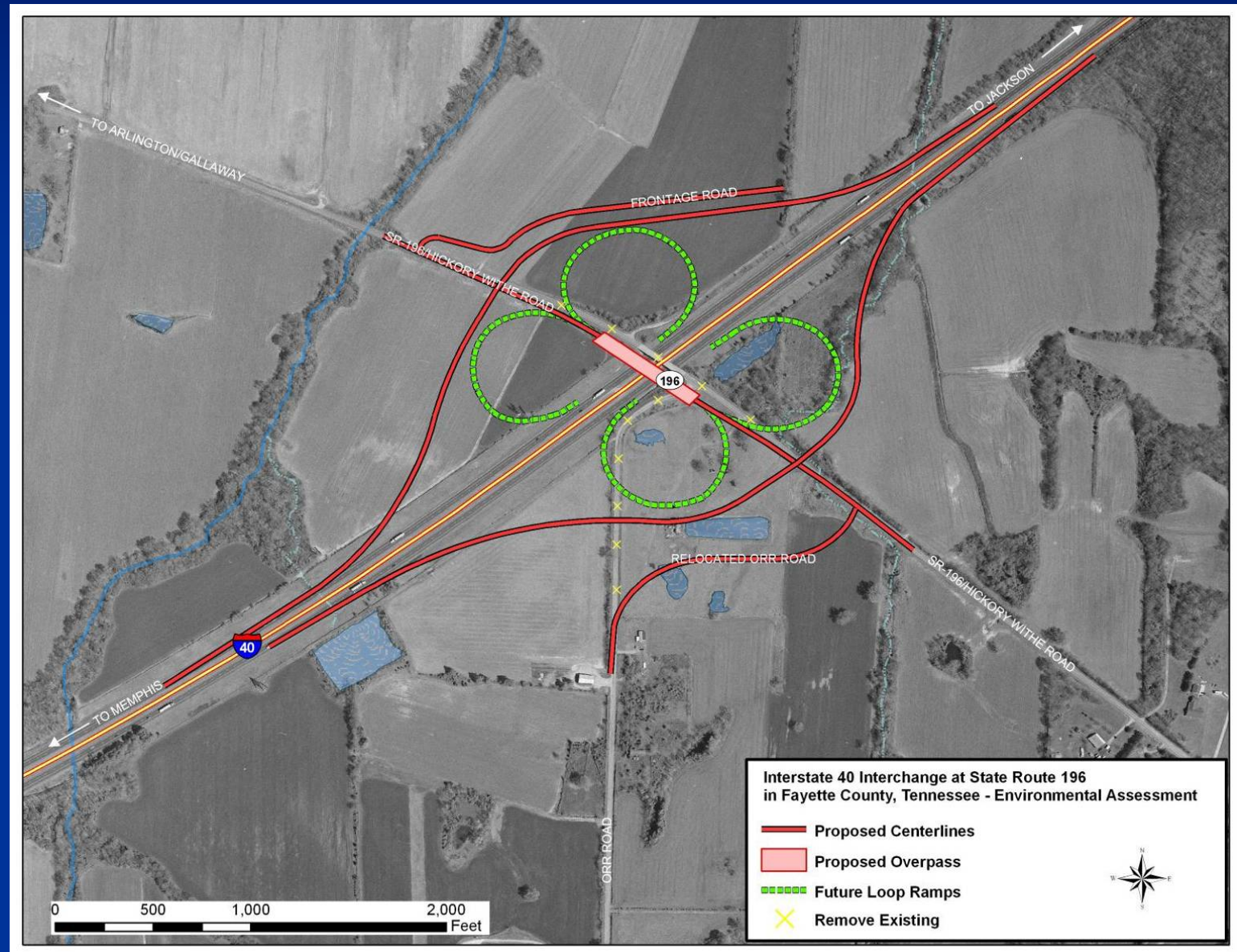
Projected in Lambert Conformal Conic.



Project Alternatives

- No Build Alternative and one Build Alternative.
- Build Alternative includes construction of a full diamond type interchange that would allow enough space for construction of loop ramps in all four quadrants in the future.
- Relocation of Orr Road to accommodate the new interchange ramps.

Build Alternative Layout



The NEPA/TESA Process Completed to Date

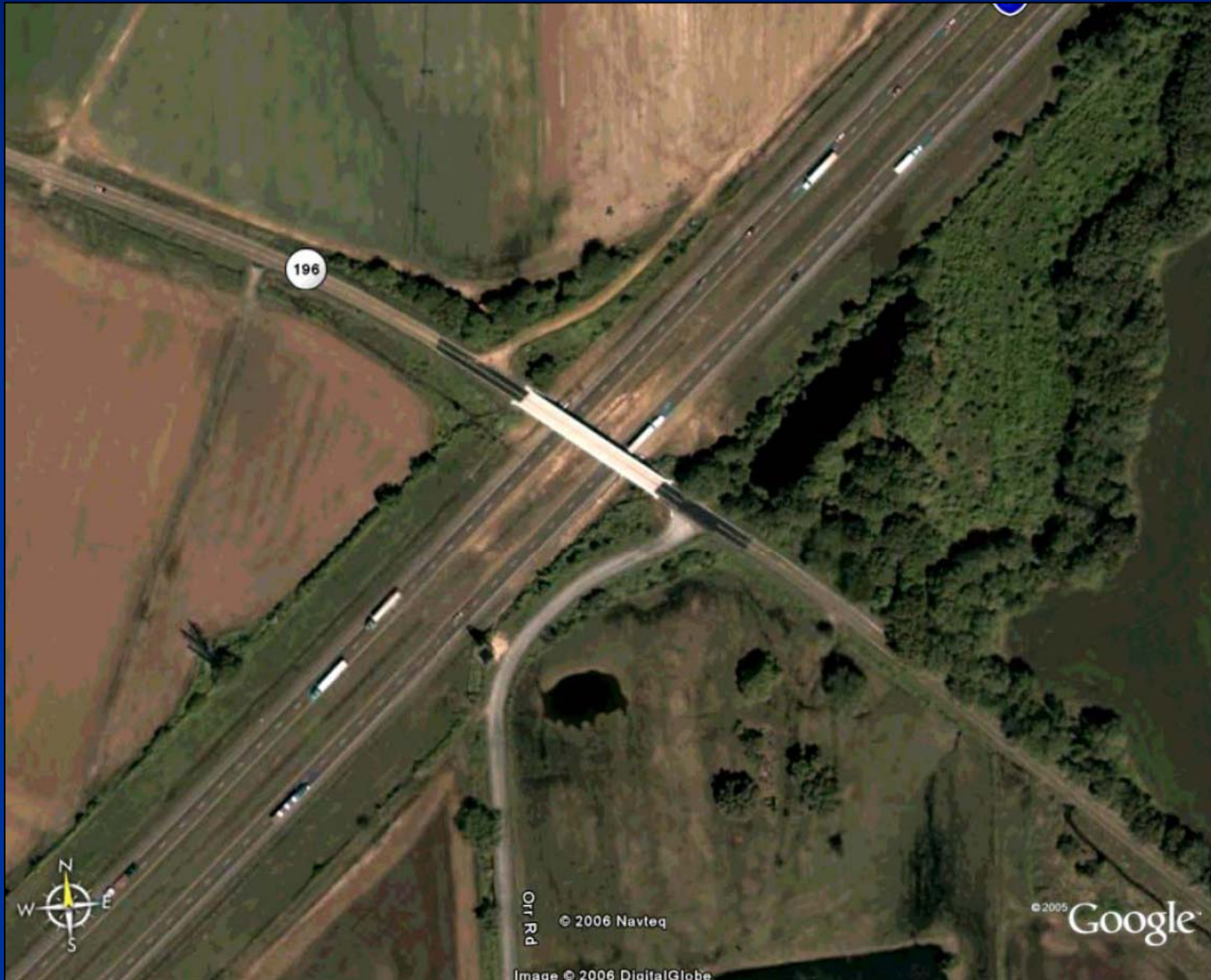
- A Public Meeting was held in December 2007.
- Purpose and Need Studies finalized May 2008.
- Alternatives Development finalized July 2008.
- Technical Studies/EA completed 2008-2009.
- FHWA approved the Environmental Assessment on January 25, 2010.

Summary of EA

Affected Environment

- Existing SR-196 is a rural two-lane, non-access controlled roadway.
- Existing land uses include agriculture (primary use), pasture, highway ROW, old field, and forest fragments.
- Study area contains three streams and six small ponds.
- One single-family residence in immediate project vicinity, with additional residences located along SR-196.

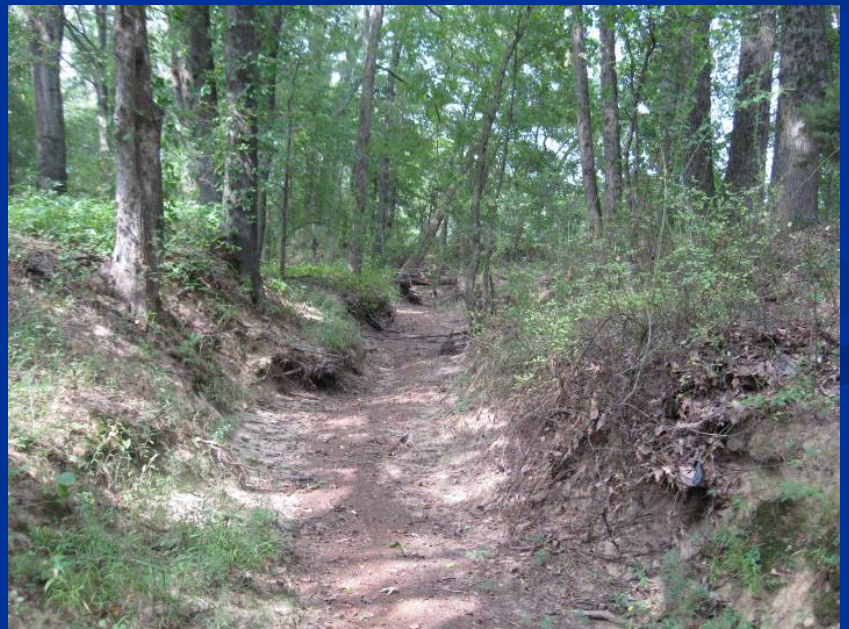
Existing Conditions



Existing Conditions



Existing Conditions



Summary of EA cont.

Environmental Consequences under **No-Build Alternative**

- Traffic volumes would continue to increase on existing secondary routes used to gain access to I-40;
- LOS and safety may be reduced on existing routes;
- Poor interstate access would result in slower economic growth and slower increases in property values;
- Farmland may be converted within PGA and UGB areas;
- Noise levels would increase due to increased traffic, but no substantial increases expected in immediate area; and
- Streams in project area may be impacted by new developments in the area due to increased runoff.

Summary of EA cont.

Environmental Consequences under the **Build Alternative**

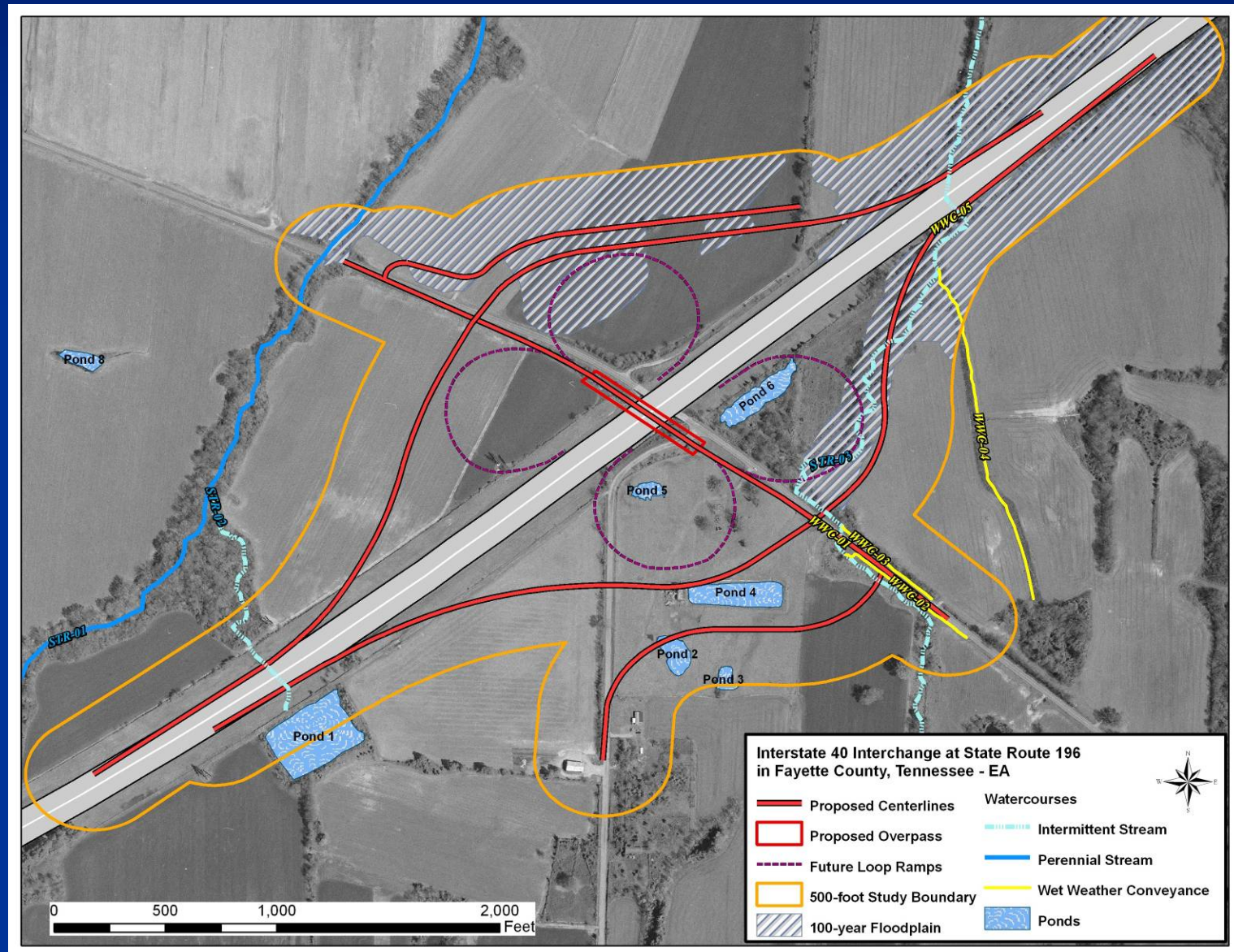
- Improved access to I-40;
- Improved safety and traffic conditions in the local area and region, especially on existing routes used to access I-40;
- Enhanced economic development opportunities within the project area;
- Improved circulation among the cities and communities in the project area;
- Improved regional accessibility to the project area;
- Reduced travel times; and
- Increased property values for adjacent properties.

Summary of EA cont.

Environmental Consequences under Build Alternative

- Moderate increase in noise levels for residences along SR-196;
- Noise impacts not substantial due to long driveways for receptors;
- Temporary construction impacts (dust, siltation, noise, detours);
- Impacts to surface waters, including channel modifications to one stream and draining of two small ponds;
- Conversion of undeveloped areas to transportation uses resulting in loss of agricultural land, wildlife habitat, and open space;
- New interchange would promote highway oriented developments including gas stations/truck stops, fast-food restaurants, and hotels; and
- Improved access would promote faster urban growth of surrounding areas including residential, commercial/retail, and industrial developments, which could impact additional resources.

Ecological Resources Map



Environmental Consequences

Resource	Build Alternative
Total Size of Study Area (acres)*	160
Land Uses/Wildlife Habitat Present	
Forest (acres)	18
Old Field (acres)	10
Agriculture (acres)	75
Pasture (acres)	15
Developed/Disturbed (acres)	40
Open Water (acres)	3
Residential/Business/ Non-Profit Displacements (number)	0
Farmland Conversion Impact Rating Score (out of 260 points possible)	159

* Note: This data reflects resources within the 500-foot study boundary unless otherwise noted.

Environmental Consequences

Resource	Build Alternative
Noise Receptors Impacted (number)	1
Aquatic Resources Present	
Streams Present/Impacted (number)	3
Stream Channel in Study Area (feet)	3,377
Streams Channelized (number of feet modified)	1 (2,414)
Ponds Present (acres)	6
Wetlands Present (acres)	0
100-year Floodplain in Study Area (acres)	36
Archaeological Sites Impacted (number)	0
Historic Sites Impacted (number)	0
Hazardous Materials Sites Impacted (number)	0

* Note: This data reflects resources within the 500-foot study boundary unless otherwise noted.

What are the next steps in the process?

- Selection of the Preferred Alternative based on Public and Agency Input and Findings of EA.
- Prepare Final Environmental Document/Finding of No Significant Impact (FONSI).

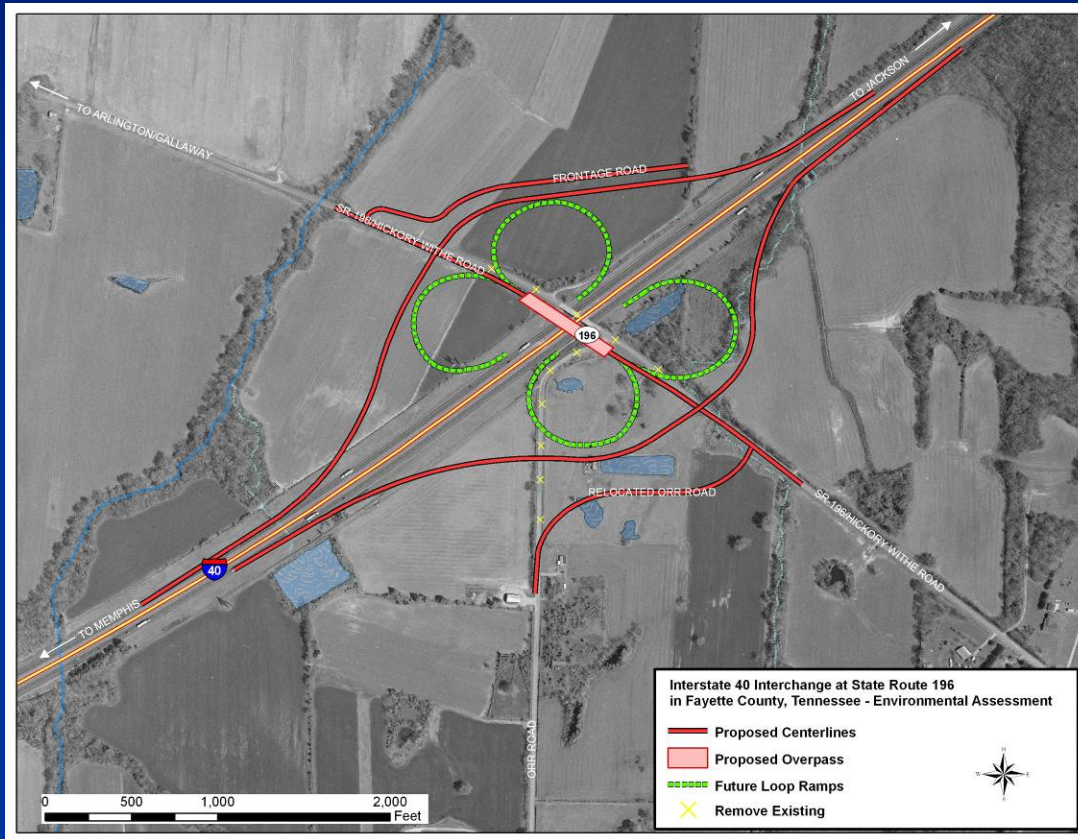
If the Build Alternative is selected:

- Prepare Final Design.
- Obtain Environmental Permits/Finalize Mitigation Plans where appropriate.
- Right-of-Way Acquisition.
- Construction.

Review of Maps and Displays

- Following this presentation and the Question and Answer Session, please review the project displays.
- Feel free to discuss the project with the TDOT representatives.
- If you would like to make a verbal statement, please see the court reporter.
- Complete the comment card and return at the sign-in table or mail it to the address listed.

Question and Answer Session



For the public record and the benefit of the court reporter, please state your name and address prior to making your comment or asking your question.

Thank you.

Thank you for participating in the Interstate 40 Interchange Public Hearing.

Be sure to leave your comment cards with us here
tonight or return them postmarked by
April 15, 2010.

Have a nice evening, and drive home safely!

