

TN

TDOT

Department of
Transportation

STATE ROUTE (SR)-170 WIDENING FROM THE SR-62 (OAK RIDGE HIGHWAY) INTERCHANGE TO SR-9 (US-25W, CLINTON HIGHWAY)

ANDERSON COUNTY, TN
PIN 124121.00



PUBLIC HEARING HANDOUT

October 28, 2025

Claxton Elementary School

2218 Clinton Highway

Powell, TN 37849

October 30, 2025

Oak Ridge Baptist Church

1451 Bethel Valley Rd

Oak Ridge, TN 37830

NOTICE OF AVAILABILITY OF THE ENVIRONMENTAL ASSESSMENT

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to widen State Route (SR) 170 from the SR-62 (Oak Ridge Highway) interchange (L.M. 0.00) to SR-9 (US-25W, Clinton Highway) (L.M. 6.18) in Anderson County, Tennessee (see Project Location Map) for approximately 6.18 miles.

Because the proposed project is being designed and constructed utilizing federal transportation dollars, the project is subject to the requirements of the National Environmental Policy Act (NEPA). TDOT and FHWA have prepared an Environmental Assessment (EA) in accordance with the NEPA to identify and evaluate the environmental effects of the proposed project and to identify measures to minimize harm. The EA was approved by FHWA on October 10, 2025.

Hard copies of the EA and associated technical appendices are available for public inspection at the following locations:

● **TDOT Region 1 Office**
7345 Region Lane
Knoxville, TN 37914

● **Clinton Public Library**
118 S Hicks Street
Clinton, TN 37716

● **Oak Ridge Public Library**
1401 Oak Ridge Turnpike
Oak Ridge, TN 37830

● **Tennessee Centennial Golf Course**
101 Centennial Boulevard
Oak Ridge, TN 37830

Additionally, hard copies of the EA and associated technical appendices is available for the public to review tonight, and electronic copies are available for review on the project website.



SR-170 PUBLIC HEARING

Purpose of this Hearing:

The purpose of this Public Hearing is to present to the public the findings of the approved EA including TDOT's identification and recommendation for the Preferred Alternative, any anticipated social, economic, and environmental impacts of the Preferred Alternative, and preliminary plans to mitigate those impacts. Information on relocation services and payments, as well as the land acquisition process, will also be provided and discussed.



Tonight's Public Hearing will have a formal presentation followed by a formal Question-and-Answer (Q&A) session, allowing attendees and the project team to discuss the proposed project and the recommended Preferred Alternative, and its environmental impacts.

The project team will also be available following the formal presentation and Q&A session to speak with attendees directly about the project, the current design, and the EA. A court reporter will be present throughout the Public Hearing and will provide a complete transcription of the presentation and Q&A session to be included in the project record.

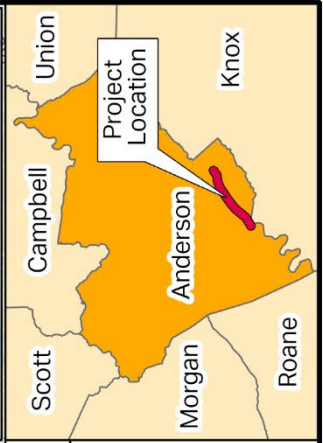
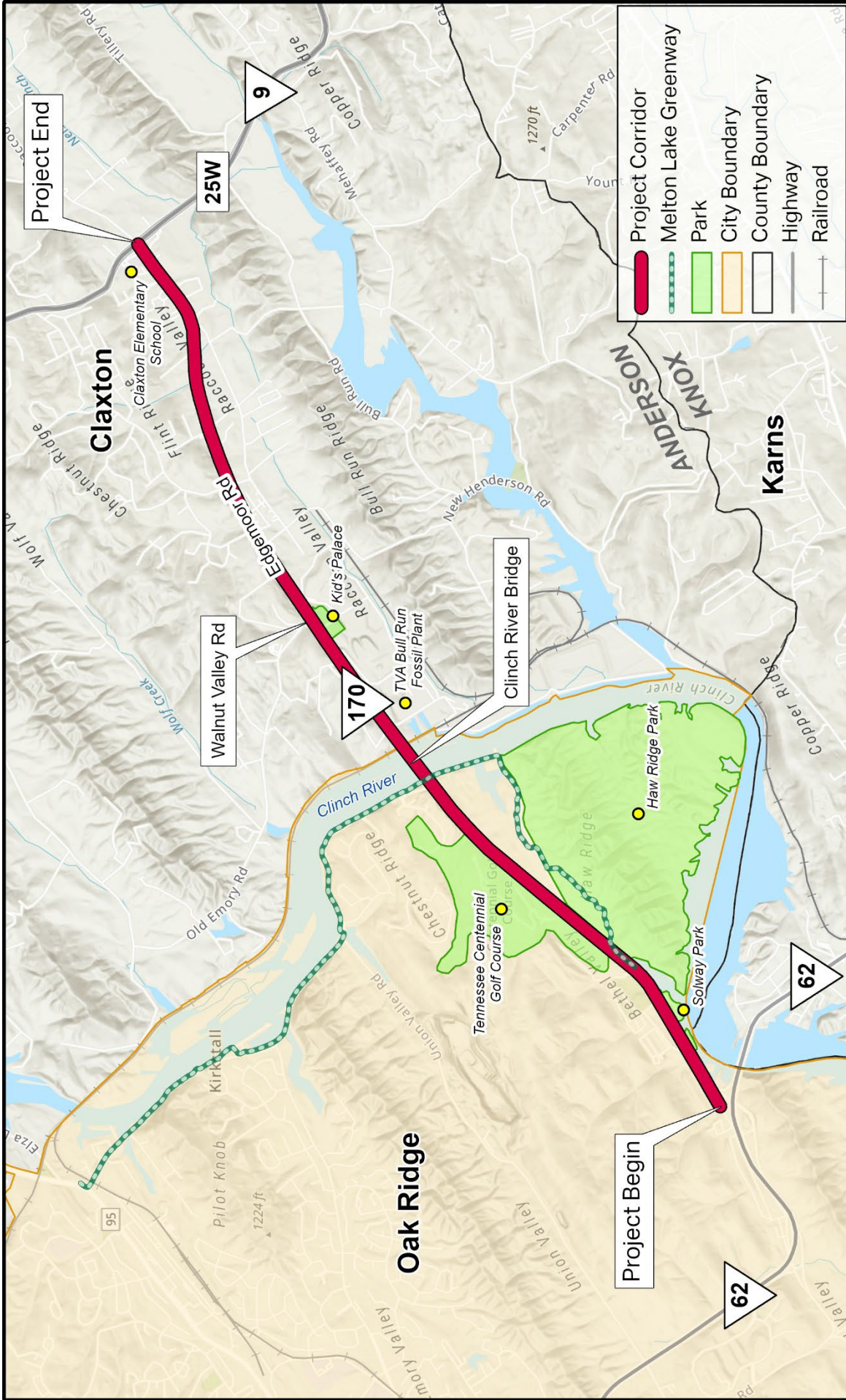
In this handout, please find a description of the purpose and need for the project, a location map, a summary of environmental impacts, project status, FAQs, and information on how you can provide feedback to the project team.

The project design displays, Environmental Assessment, and all the hearing materials presented tonight will be available for review on the project website:

<https://www.tn.gov/tdot/projects/projects-region-1/sr-170-widening.html>.

Scan the QR code below to go to the project website.



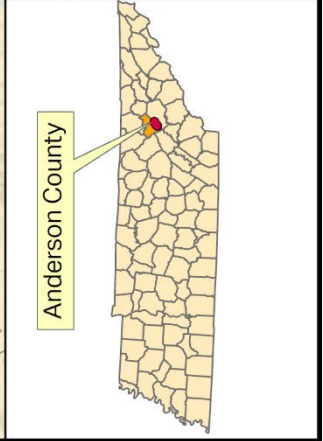


Project Location Map

State Route (SR) 170 from SR 62 to SR 9/US Highway (US) 25 West
 PIN 124121.00
 Anderson County, TN

0 0.5 1 2 Miles

Esri, NASA, NGA, USGS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, MET/INASA, USGS, EPA, NPS, USDA, USFWS



PROJECT HISTORY

2004

FEASIBILITY



In August 2004, TDOT completed a feasibility study for the SR-170 (Edgemoor Road) corridor to evaluate the possibility of widening the roadway from two lanes to four. The study was initiated in response to public concerns about increasing traffic volumes along Edgemoor Road.

In addition to assessing a four-lane option, the study recommended consideration of a five-lane section with a center two-way left-turn lane, and replacing the Clinch River Bridge. Based on the study's findings, the Regional Planning Organization (RPO) designated the SR-170 corridor as a high-priority corridor to advance the planning process.

2011



A Transportation Planning Report (TPR) was developed to evaluate the needs and possible improvement options for the SR-170 corridor, from SR-62 to SR-9. Three preliminary design options: were considered:

- **Option A (No-Build):** No modifications or improvements except for other programmed improvements,, routine maintenance and safety upgrades.
- **Option B (Widening):** Improvement to a five-lane roadway section and a new structure over the Clinch River Bridge.
- **Option C:** Intersection improvements along SR-170 at Melton Lake Drive, Walnut Valley Road, Old Emory Road, and New Henderson Road.

2022



A Technical Report Update was developed focused on Option A (No-Build) and an updated version of Option B (Widening) that would consist of widening SR-170 to a four-lane facility with raised median west of Walnut Valley Road and a five-lane facility with a center two-way left-turn lane east of Walnut Valley Road.

Options A and C were dismissed from further consideration because they failed to meet the proposed project's Purpose and Need (see next page).

2024/
2025

TDOT developed Line and Grade Plans and an Environmental Technical Study Area (ETSA) for the currently proposed Build Alternative and initiated NEPA:

- Technical studies
- NEPA Public Meeting (March 6, 2025)
- EA (approved by FHWA October 10, 2025)



PURPOSE & NEED

→ Need for the Project:

The proposed project is needed to address:

- Existing geometric deficiencies
- Insufficient mobility/connectivity
- Traffic congestion
- Consistency with the Legislative Intent of the “Improving Manufacturing, Public Roads, and Opportunities for a Vibrant Economy” (IMPROVE) Act and the “Transportation Modernization Act” (TMA)

→ Purpose of the Project:

The purpose of the proposed project is to:

- Correct geometric deficiencies to be consistent with design standards
- Improve connectivity for efficient movement of people and freight
- Provide additional capacity with operational and intersection improvements to address travel delays
- Meet the Legislative Intent of the IMPROVE Act and the TMA

Additional goals and objectives of an improved SR-170 facility include promoting safer operations for commuters and accommodating efficient movement of people and freight.

→ Existing Conditions along the Project Corridor

The existing roadway along SR-170 between SR-62 and SR-9 (US-25W) consists primarily of two 12-foot lanes (one in each direction) with intermittent 12-foot paved turn lanes and variable shoulders. Traffic forecast for 2029-2049 anticipate increasing congestion and longer traffic delays on many segments of SR-170 unless capacity is added.



SR-170 ALTERNATIVES

Alternatives Evaluated in the Environmental Assessment:

In accordance with the implementing regulations of NEPA (Title 42 of the U.S. Code (USC) 4332(2)(C)), the No-Build Alternative has been retained for detailed study and serves as a benchmark for comparison with the Build Alternative.

→ No-Build Alternative:

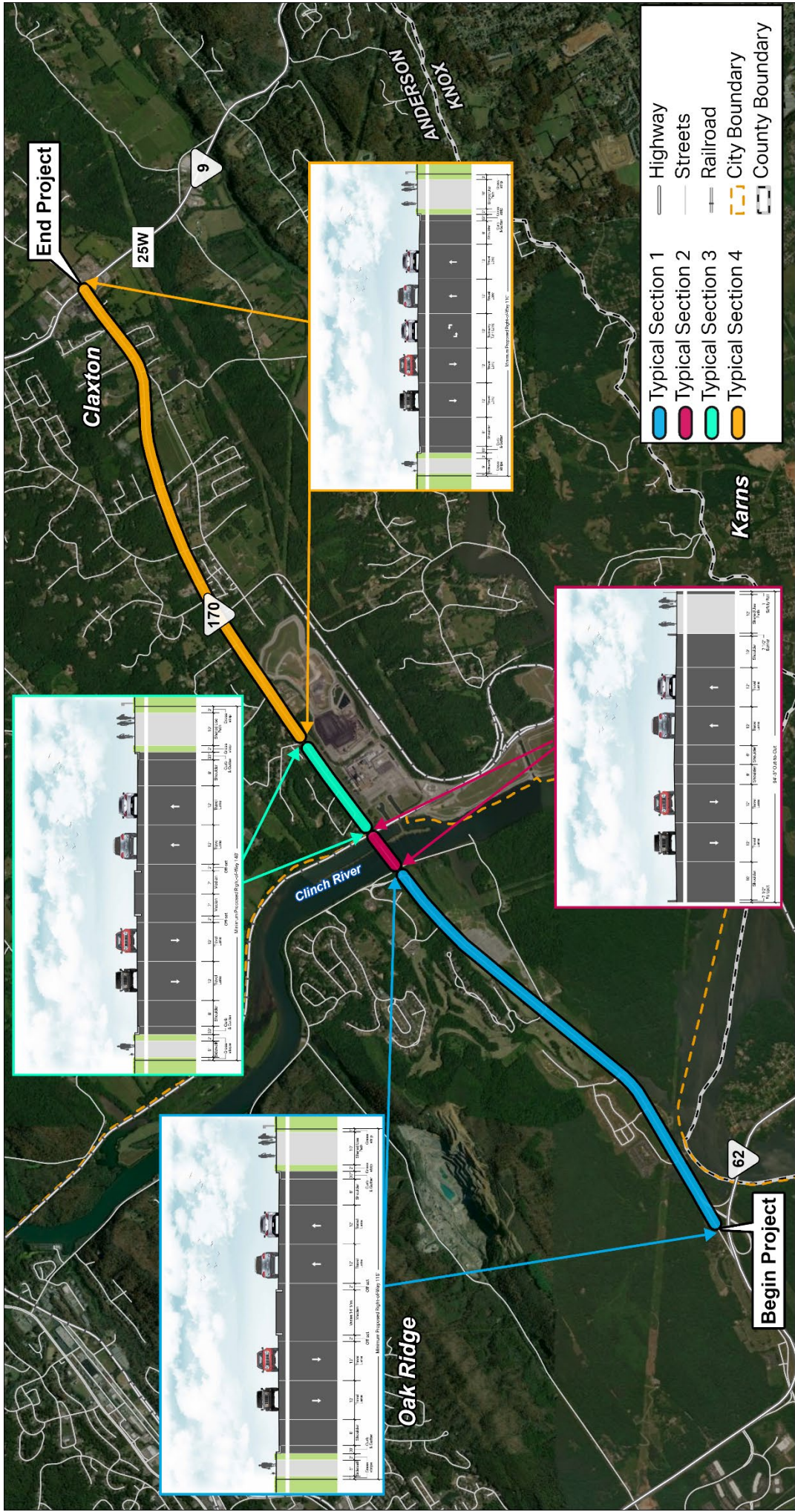
The No-Build Alternative would retain the existing state route and roadway configuration throughout the project area except for those modifications to the roadway network that have been programmed and approved for implementation, as identified in TDOT's 25-Year Long Range Transportation Policy Plan, State Transportation Improvement Program (STIP), and the TDOT 10-Year Project Plan and would allow for routine maintenance and safety upgrades.

→ Build Alternative:

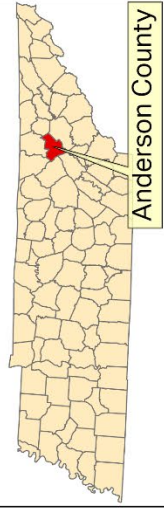
The Build Alternative would include the following improvements:

- **West of Walnut Valley Road:** Widening the existing two-lane typical section to a four-lane typical section (two 12-foot travel lanes in each direction) with a variable median and eight-foot shoulders.
- **East of Walnut Valley Road:** Widening the existing two to three-lane typical section to a five-lane section (two 12-foot travel lanes in each direction and a center 12-foot two-way left-turn lane) with eight-foot shoulders.
- **Additional Improvements:** The project would also include curb and gutter, a five-foot sidewalk to the north, a 10-foot shared-use path to the south, and guardrails as needed. Proposed improvements would also include adding turn lanes at strategic intersections, realigning and reconfiguring several intersections along the corridor, and widening the existing two-lane bridge over the Clinch River to a four-lane bridge with a painted median.





Typical Section Map



State Route 170
From SR 62 to SR 9/US 25W
Anderson County, TN, PIN 124121.00

Project

ENVIRONMENTAL ASSESSMENT

Environmental Impacts:

In accordance with NEPA, TDOT evaluated potential environmental impacts to natural, human, and cultural resources related to the proposed Build Alternative and the No-Build Alternative. Environmental technical studies and associated agency coordination were completed during the development of the EA that addressed various areas of study. The key findings from those studies are summarized in the next pages.



Traffic and Safety Analysis



Recreational Resources
(Section 4(f) & 6(f) Resources)



Land Use, Farmland, and
Transportation Infrastructure



Natural Resources



Community Impact Assessment,
Relocations, and Economic
Resources



Visual Impacts



Air Quality and Noise



Hazardous Materials



Cultural Resources
*(Historic Architecture [including
Section 4(f) Resources], Archaeology
and Native American Consultation)*

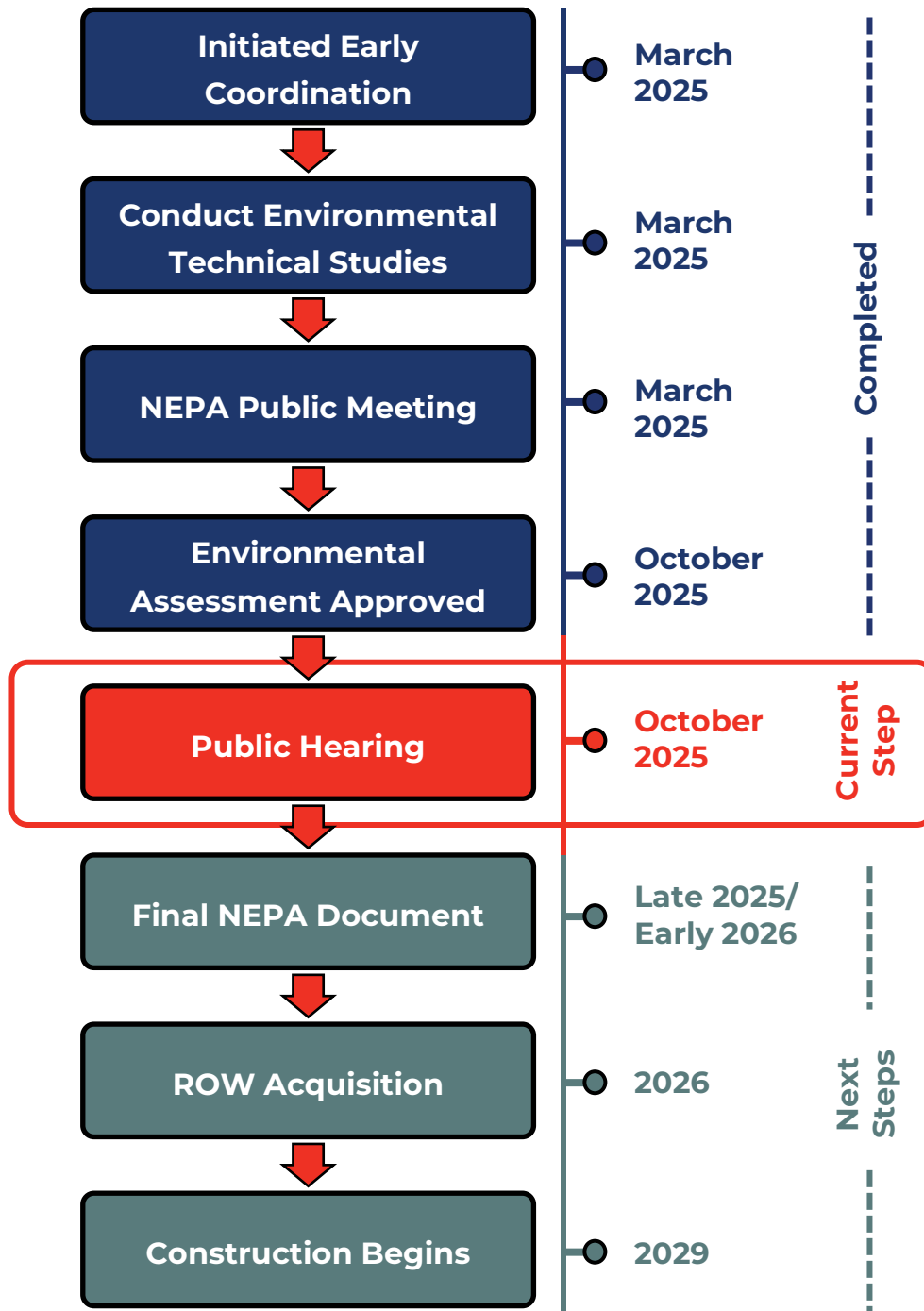


Impact Category		No-Build Alternative	Build Alternative
Land Use	Transportation Use	No Effect	- Approximately 94.84 acres to be converted to transportation use.
	Existing Land Use	No Effect	- Overall existing land uses of the corridor would not be altered.
	Zoning	No Effect	- Inconsistent with the low-density residential and business zoning districts - Build Alternative to be located along existing SR-170 alignment minimizing impacts to zoning.
	Future Land Use	No Effect	- Improvements would not conflict with municipal recommendations.
Farmland	Planned Development	No Effect	ROW to be required from the following locally planned projects: - Planned Centennial Bluff at Centennial Village residential developments. - Four parcels north of SR-170 have permits issued by the City of Oak Ridge for duplex homes; other subdivided parcels are intended for future duplex homes. - Area identified for future apartments (potentially containing up to five building structures)
	Legislation	No Effect	- Consistent with legislation, executive orders, plans, policies, and TMA and IMPROVE Act.
	Farmland	No Effect	- Approximately 0.03 percent available farmland in county to be converted to transportation use. - Approximately 4.9 acres of prime and unique farmland to be converted to transportation use. - Impacts assessed according to FPPA (7 CFR 658), scoring 109 points on NRCS-CPA-106 form.
Social and Community Impacts, Relocations, and Economic Resources	Relocations	No Effect	- 69 residential and 18 business potential relocations. As per TDOT Right-of-Way Division, 13 of 18 commercial storefronts appear to be occupied by active businesses.
	Community Services and Facilities	No Effect	Five of 16 community facilities to be impacted, including partial acquisition of parks and recreational facilities, including: <ul style="list-style-type: none"> • Solway Park (0.99 acre) • Haw Ridge Park (1.77 acres) • Tennessee Centennial Golf Course (3.58 acres) <ul style="list-style-type: none"> • Melton Lake Greenway (713 linear feet of trail) • Woodhaven Memorial Gardens cemetery (0.4 acre)
	Community Stability and Cohesion	No Effect	Build Alternative would impact residents and businesses. Due to the availability of housing and commercial spaces, the project would not be anticipated to affect local economy. Of potential commercial impacts, 25 percent of storefronts are vacant and Build Alternative would not affect active businesses. Approximately 40 percent of anticipated residential

Impact Category	No-Build Alternative	Build Alternative
<p>Social and Community Impacts, Relocations, and Economic Resources <i>(continued)</i></p>	<p>No Effect</p>	<p>displacements would be from two buildings. Therefore, the project would not adversely destabilize the community. Maintaining existing community facilities and multimodal improvements would retain community cohesion.</p> <ul style="list-style-type: none"> - 18 businesses potentially to be relocated. 13 commercial storefronts appear as active business. - Improved system linkage between communities of Oak Ridge and Claxton. - Improved commutes for employees living and working in the area.
<p>Economic Conditions</p>	<p>No Effect</p>	<ul style="list-style-type: none"> - Project expected to improve mobility, average travel speeds, and reduce delays and congestion at intersections and near the bridge over the Clinch River compared to No-Build Alternative.
<p>Road Network</p>	<p>No Effect</p>	<ul style="list-style-type: none"> - 5-foot sidewalk and 10-foot shared use path along portions of SR-170 to improve access, connectivity, and safety for bicyclists and pedestrians. - Provide safe connections from neighborhoods to the various parks and recreation facilities.
<p>Bicycle/ Pedestrian Facilities</p>	<p>No Effect</p>	<ul style="list-style-type: none"> - No permanent impacts to the railroad (CSX) or airports.
<p>Rail and Airport</p>	<p>No Effect</p>	<ul style="list-style-type: none"> - Not a project of air quality concern. Intermittent and temporary construction-related pollutant emissions and dust would be generated.
<p>Air Quality</p>	<p>No Effect</p>	<ul style="list-style-type: none"> - 22 noise analysis areas (NAA) identified. - 12 Activity Category C (Recreational Facilities) receptors predicted to be impacted by proposed project with design year noise levels of 66 dBA (Decibels A-weighted) or greater - No substantial increase in existing noise levels or level exceeding Noise Abatement Criteria.
<p>Noise</p>	<p>No Effect</p>	<ul style="list-style-type: none"> - Four (4) National Register of Historic Places (NRHP)-eligible architectural resources identified. <ul style="list-style-type: none"> • "No effect": J.B. Jones House and UT Arboretum, and • "No adverse effect": Bull Run Fossil Plant Historic District and Guy M. Jones House.
<p>Historic Resources</p>	<p>No Effect</p>	<ul style="list-style-type: none"> - No NRHP-eligible archaeological sites identified.
<p>Archaeological Resources</p>	<p>No Effect</p>	<ul style="list-style-type: none"> - Section 106 Native American Consultation Coordination sent to 11 Tribes: Cherokee Nation, Eastern Band of Cherokee Indians, Muscogee (Creek) Nation, Shawnee Tribe, Eastern Shawnee Tribe of Oklahoma, United Keetoowah Band of Cherokee Indians in Oklahoma, Thlopthlocco Tribal Town, Absentee-Shawnee Tribe of Indians in Oklahoma, Kialegee Tribal Town, Alabama-Coushatta Tribe of Texas, and Coushatta Tribe of Louisiana.
<p>Native American Consultation</p>	<p>No Effect</p>	

Impact Category	No-Build Alternative	Build Alternative
Section 4(f) Resources – Cultural	No Effect	- TN SHPO, as official with jurisdiction (OWJ), concurred with <i>de minimis</i> use on May 22, 2025, for two NRHP-eligible or listed resources: Bull Run Fossil Plant Historic District and Guy M. Jones House
Section 4(f) Resources – Recreational and Wildlife and Waterfowl Refuges	No Effect	A Section 4(f) <i>De Minimis</i> Use determination is proposed for anticipated impacts to the following recreational resources: <ul style="list-style-type: none"> • Solway Park: 0.99 acre, • Haw Ridge Park: 1.77 acres, • Melton Lake Greenway: 713 linear feet (0.14 mile), • Tennessee Centennial Golf Course: 3.58 acres, • TVA Melton Hill Reservoir: 12.21 acres Concurrence with TDOT <i>De Minimis</i> determinations provided by OWJs on: <ul style="list-style-type: none"> • City of Oak Ridge: August 19, 2025, • TVA: August 22, 2025, and • TWRA: June 27, 2025. FHWA approved <i>De Minimis</i> Determination Evaluations on October 10, 2025.
Section 6(f) LWCF	No Effect	- No Effect
Water Resources	No Effect	- Seven perennial streams (4,189 linear ft) - Seven intermittent streams (707 linear ft) - Four wet weather conveyances (2, 785 linear ft)
Water Quality	No Effect	- One 303(d) listed lake, Melton Hill Reservoir, listed as having a non-supporting water quality.
Threatened and Endangered Species	No Effect	- US Fish and Wildlife Service (USFWS) concurred with: "Not Likely to Adversely Affect" (July 30, 2025) for federally listed: <ul style="list-style-type: none"> - Spectaclecase mussel (<i>Margaritifera monodonta</i>), - Indiana bat (<i>Myotis sodalis</i>) or tricolored bat (<i>Perimyotis subflavus</i>). - No state-listed animal species are located within a one-mile radius of the project area.
Floodplains	No Effect	- Approximately 2.20 acres of the 100-year floodplain associated with Clinch River
Soils and Geology Impacts	No Effect	- Construction may impact geology, such as impacts to drainage, ground, and slope instability
Hazardous Materials	No Effect	- Four potential hazardous material sites identified - Two sites to be impacted by the proposed project: <ul style="list-style-type: none"> • Tract 51 (1060 Edgemoor Road) and Tract 121 (601 Edgemoor Road). - Confirmed asbestos on Bridge over Clinch River
Visual Impacts	No Effect	- Minimal visual impact proposed; transportation and industrial facilities are part of existing viewshed.

PROJECT SCHEDULE



Note: Proposed project to be phased for Right-of-Way and Construction. Dates are subject to change.

Next steps:

TDOT will prepare the final NEPA document based on the public input from this Public Hearing.



RIGHT OF WAY AND RELOCATIONS



TDOT will make relocation assistance available to all eligible persons impacted by this project, including residences, businesses, farm operations, non-profit organizations, and those requiring special services or assistance. The Regional Relocation Staff will administer the relocation program under the rules, policies, and procedures set forth in the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, the Uniform Relocation Assistance Act of 1972, implementing federal regulations, TCA 13-11-101 through 119, the State of Tennessee Relocation Assistance Brochure and Chapter IX of the State of Tennessee Department of Transportation Right-of-Way Manual.

Information pamphlets below, outline the available residential and non-residential relocation programs available and provide information on services offered and any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants. The pamphlet also outlines the eligibility requirements for receiving these payments. The pamphlet is available for download from the TDOT Relocation Office website*:

- **For residential relocations:** <https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/brochures/ROW%20Res.%20Relocation%202024.pdf>
- **For non-residential relocations:** <https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/brochures/ROW%20Non-Res.%20Relocation%202024.pdf>



TDOT will provide advance notification of proposed right-of-way acquisition. The TDOT Right-of-Way Division 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 surrounding areas. The value will be established by using independent real estate appraisers who will prepare, for TDOT's use, written appraisals using the 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 TDOT Right-of-Way Appraisal staff will review the findings for accuracy to ensure 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 it is TDOT's desire to pay fair market value for the necessary property.



If you have a question regarding the TDOT Relocation process, please call **1-865-396-4714** and leave a voicemail message with your name, phone number and question. A TDOT representative will respond to questions within seven business days.

*<https://www.tn.gov/tdot/right-of-way-division/relocation-office.html>





1. WHAT IS THE PURPOSE OF THIS HEARING?

Present the findings of the approved Environmental Assessment to the public, that includes TDOT's identification and recommendation for the Preferred Alternative, any anticipated social, economic, and environmental impacts of the Preferred Alternative, and preliminary plans to mitigate those impacts.

2. HOW CAN YOU ASSIST?

Please provide feedback about the proposed improvements as well as information about any resources important to you or to your community. Are there events that future construction may affect once it begins?

3. WHAT BENEFITS WILL THIS PROPOSED PROJECT BRING?

Project benefits and goals would include increased capacity and congestion relief along the corridor, enhanced mobility that promotes safer operations for commuters, and efficient movement of people and freight.

4. WHY DOES THE BRIDGE NEED TO BE WIDENED?

The proposed widening is necessary to meet current design standards and to serve the projected traffic volumes.

5. WILL TRAFFIC ON SR-170 BE DETOURED TO OTHER ROUTES DURING CONSTRUCTION?

No. The existing SR-170 traffic will be maintained through construction.

6. WILL TRAFFIC ON THE EXISTING CLINCH RIVER BRIDGE BE DETOURED TO OTHER ROUTES DURING CONSTRUCTION?

No. TDOT proposes phased construction, and the existing bridge would be maintained without a full detour while the bridge is under construction. More detailed information will be in the future.

7. HOW WILL THIS PROJECT MITIGATE ENVIRONMENTAL IMPACTS?

Every effort is made to avoid and/or minimize environmental impacts. Where avoidance is not possible, mitigation would be evaluated. See Section 4 of the Environmental Assessment for additional details.

8. HOW WILL THE PROJECT BE FUNDED?

TDOT anticipates that the proposed project would be funded in part through the Transportation Modernization Fund.





9. WHAT IS THE CURRENT PHASE OF THE PROJECT IN THE PROCESS?

The project is currently in the preliminary engineering phase. The project team is working on finalizing the Functional Design and Environmental Assessment for the proposed project. Once the final NEPA document is approved by FHWA, the preliminary engineering phase will be completed, and the ROW acquisition phase will begin.

10. WHAT ARE THE NEXT STEPS?

TDOT intends to address public and stakeholder comments and concerns shortly after the Public Hearing. TDOT will evaluate the proposed improvements with regards to comments received and will prepare the final NEPA document, a Finding of No Significant Impact (FONSI), for FHWA's review.

11. WHEN WOULD CONSTRUCTION BEGIN?

Construction of the proposed corridor would be carried out in two phases and is currently scheduled to begin in 2029 (for both phases). Dates are subject to change.

12. HOW WILL THE PROJECT IMPACT THE NOISE RECEPTORS?

The proposed Build Alternative is not predicted to cause a substantial increase in existing noise levels or exceed the FHWA Noise Abatement Criteria.

13. WILL THE PROJECT INCLUDE ANY CROSSWALKS?

Crosswalks will be included as part of the proposed improvements for the Melton Lake Drive signalized intersection. Two SR-170 crossings would be provided (at each end of the SR-170 bridge over the Clinch River). In the event that traffic signals are added at strategic locations, at-grade provisions for non-motorized users will be included at those intersections.



PROCEDURE FOR SUBMITTING PUBLIC COMMENTS

You are encouraged to provide comments and input on the proposed project.
Your input will become part of the official public record for this project.

Questions:



Please call **1-865-396-4714** and leave a voicemail message with your name, phone number, and question. If you have a question or information request that needs to be answered before providing your official comment on the project, please make sure to call the number above by November 11, 2025. A TDOT representative will respond to questions within seven business days.

Comments:



TDOT will be soliciting comments for 21 days following the Public Hearing, ending on **November 20, 2025**. Public Comments received or postmarked by **November 20, 2025**, will be included in the official summary of the Public Hearing.



You can submit your comments in person during the Public Hearing as well as using other available options below. Please reach out to any TDOT representative for more information.



Record a verbal comment with the Court Report or by calling **1-865-396-4714** and leave a voicemail message with your name, phone number, and comment.



Complete an online comment form available on the SR-170 project website at <https://www.tn.gov/tdot/projects/projects-region-1/sr-170-widening.html> or by scanning the QR code.



Send an email to **TDOT.comments@tn.gov** using the subject line: **"SR-170 Project"**.



Mail a comment card or letter to the following address:

State Route-170
C/O Marlana Gore, Project Manager
Tennessee Department of Transportation - Region 1
7345 Region Lane, Knoxville, TN 37914

For additional information, please contact the following TDOT representative:

Marlana Gore

TDOT Region 1 Project Management

Email: Marlana.Gore@tn.gov | Phone: 1-865-396-4714