

APPENDIX G
CONCEPTUAL STAGE RELOCATION PLAN

ENVIRONMENTAL ASSESSMENT

STATE ROUTE 32 (US-321)
From State Route 73 to North of Wilton Springs Road
Cocke County, Tennessee
TDOT PIN 101422.00



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

RIGHT OF WAY DIVISION
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CONCEPTUAL STAGE RELOCATION PLAN

County **Cocke County**
Route **SR-32**
PIN **101422.00**
State Project No. 15005-1234-04 **Federal Project No.** **STP-32(23)**

Termini: Alternative A & Alternative B of SR-32 from SR-73 at Cosby to Wilton Springs Road.

PROJECT INFORMATION: The Tennessee Department of Transportation (TDOT) is proposing to widen, improve and realign a portion of SR-32 in Cocke County. The functional plans provided show two proposed Build Alternatives, Alternative A & Alternative B.

Alternative A would begin on SR-73 just south of Stonebrook Drive and continue north on new location west of Stonebrook Drive for approximately 1.4 miles before crossing existing SR-32. After crossing existing SR-32, the alternative continues north on new location to just north of SR-339 (Jones Cove Road), where it then follows the existing SR-32 alignment, except where it straightens out several curves, to north of Middle Creek Road where it again travels on new location to align with existing SR-32 at the SR-32/Wilton Springs Road intersection. The alternative continues through the intersection to connect with the existing 4-lane divided section of SR-32 north of the bridge over Cosby Creek. The replacement of the bridge is an IMPROVE Act project.

Alternative B would begin just west of the SR-73/SR-32 intersection and reconfigure the existing intersection. Currently, vehicles accessing SR-32 from SR-73 have to stop at the intersection and turn left to go north on SR-32. The T-intersection would be reconfigured so that traffic travelling from SR-73 to SR-32 northbound, or from SR-32 to SR-73 southbound, would become the through traffic, and traffic travelling to or from SR-32 south of the original intersections would have a stop condition.

Just north of the reconfigured intersection, Alternative B would follow existing SR-32 to just north of Caney Creek Road where it would diverge slightly to straighten out the curve, cross existing SR-32 and Cosby Creek, and continue in a northwesterly direction on new location. Approximately 1,000 feet north of where it crosses existing SR-32, Alternative B would follow the same alignment as Alternative A.

Maps showing both alternate routes for the proposed project are provided on Page 6 & 7 of this report.

TYPICAL SECTIONS:

Both Build Alternatives are proposed to be constructed in two separate construction phases from the southern terminus to Penland Road. TDOT is proposing to acquire enough right-of-way for Phase 1 Construction (Interim Build) to accommodate the construction of Phase 2 (Full Build). Phased construction is not proposed for the section of these potential alternatives from Penland Road to the project terminus at the 4-lane divided section of SR-32 north of Wilton Springs Road. The proposed typical sections for both potential alternatives for Phase 1 Construction (Interim Build) and Phase 2 Construction (Full Build) are described in the Table below. The proposed typical sections for Phase 2 Construction (Full Build) describe the completed typical section, which includes the improvements from Phase 1 Construction (Interim Build).

Proposed Typical Roadway Sections: Build Alternatives A and B

Alternative	Location	Phase 1 Construction (Interim Build)	Phase 2 Construction (Full Build)
Alternative A	<ul style="list-style-type: none"> SR-73 to North of Existing SR-32 (near Huff Road) 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction 10-foot shoulders 150-foot minimum right-of-way (ROW) (to accommodate Phase 2 Construction) 	<ul style="list-style-type: none"> Two 12-foot travel lanes in each direction 12-foot two-way center turn lane 12-foot shoulders 150-foot minimum ROW (acquired in Phase 1)
Alternative B	<ul style="list-style-type: none"> SR-73 to South of Stonebrook Drive 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction 12-foot two-way center turn lane 8-foot shoulders 104-foot minimum ROW (to accommodate Phase 2 Construction) 	<ul style="list-style-type: none"> Two 12-foot travel lanes in each direction 12-foot two-way center turn lane Curb and gutter 104-foot minimum ROW (acquired in Phase 1)
	<ul style="list-style-type: none"> South of Stonebrook Drive to North of Caney Creek Road 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction 12-foot two-way center turn lane 8-foot shoulders Retaining wall on west side of road 106 – 128-foot minimum ROW (to accommodate Phase 2 Construction) 	<ul style="list-style-type: none"> Two 12-foot travel lanes in each direction 12-foot two-way center turn lane Curb and gutter Retaining wall on west side of road 106 – 128-foot minimum ROW (acquired in Phase 1)
	<ul style="list-style-type: none"> North of Caney Creek Road to North of Existing SR-32 (near Huff Road) 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction 10-foot shoulders 150-foot minimum ROW (to accommodate Phase 2 Construction) 	<ul style="list-style-type: none"> Two 12-foot travel lanes in each direction 12-foot two-way center turn lane 12-foot shoulders 150-foot minimum ROW (acquired in Phase 1)

Proposed Typical Roadway Sections: Build Alternatives A and B (continued)

Alternative	Location	Phase 1 Construction (Interim Build)	Phase 2 Construction (Full Build)
Alternatives A and B	<ul style="list-style-type: none"> North of Existing SR-32 (near Huff Road) to South of Foothills Parkway 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction One 12-foot passing lane 8-foot shoulders 150-foot minimum ROW (to accommodate Phase 2 Construction) 	<ul style="list-style-type: none"> Two 12-foot travel lanes in each direction 12-foot two-way center turn lane 12-foot shoulders 150-foot minimum ROW (acquired in Phase 1)
	<ul style="list-style-type: none"> South of Foothills Parkway to SR-339 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction 12-foot two-way center turn lane 8-foot shoulders 150-foot minimum ROW (to accommodate Phase 2 Construction) 	
	<ul style="list-style-type: none"> SR-339 to North of Hopkins Road 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction 10-foot shoulders 150-foot minimum ROW (to accommodate Phase 2 Construction) 	
	<ul style="list-style-type: none"> North of Hopkins Road South to Wilderness Trail 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction One 12-foot passing lane 8-foot shoulders 150-foot minimum ROW (to accommodate Phase 2 Construction) 	
	<ul style="list-style-type: none"> Wilderness Trail to Roy Road 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction 10-foot shoulders 150-foot minimum ROW (to accommodate Phase 2 Construction) 	
	<ul style="list-style-type: none"> Roy Road to Penland Road 	<ul style="list-style-type: none"> One 12-foot travel lane in each direction 12-foot two-way center turn lane 8-foot shoulders 104-foot minimum ROW (to accommodate Phase 2 Construction) 	<ul style="list-style-type: none"> Two 12-foot travel lanes in each direction 12-foot two-way center turn lane 5-foot sidewalks on both sides of the roadway Curb and gutter 104-foot minimum ROW (acquired in Phase 1)
	<ul style="list-style-type: none"> Penland Road to North of Wilton Springs Road 	<ul style="list-style-type: none"> No phased construction proposed for this section Two 12-foot travel lanes in each direction 12-foot two-way center turn lane 12-foot shoulders 150-foot minimum ROW 	

AREA INFORMATION: The subject area is located in the South West portion of Cocke County. Current land use in the project area is commercial and residential.

According to the U. S. Census Bureau, the population for Cocke County in 2017 was estimated to be 35,556. This reflects a 0.2% decrease since the 2010 census.

ENVIRONMENTAL TECHNICAL STUDY AREA: For the purpose of this study, the project study area limits extend beyond the immediate area of the proposed improvements described in Project Information Section. The project study area limits are bounded by the limits of the Environmental Technical Study Area (ETSA). The ETSA for the project is based on conceptual level plans and encompasses an area that is generally 250 feet on either side of the proposed centerline, extends 300 feet from the project termini, and extends 150 feet from intersections with side roads.

Potential impacts of both Build Alternatives were based on impacts occurring within the ETSA. As such, the impacts presented are a worst-case scenario since the ETSA encompasses an area greater than the proposed right-of-way necessary for the project. As design for the project progresses, the design will be further refined to avoid and/or minimize impacts to the extent practicable.

DISPLACEMENTS:

IDENTIFIED STRUCTURES WITHIN THE ENVIRONMENTAL TECHNICAL STUDY AREA*		
IDENTIFIED STRUCTURES	BUILD ALTERNATIVE A	BUILD ALTERNATIVE B
SINGLE-FAMILY	79	89
MOBILE HOMES	35	37
BUSINESS RELOCATIONS	32	44
NON-PROFIT ORGANIZATIONS	1	1
TOTAL	147	171

*Totals represent identified structures within the ETSA boundary only and are not actual relocation types/numbers. All information was obtained via a desktop review of aerial imagery only.

ANTICIPATED RELOCATIONS WITHIN PROPOSED RIGHT-OF-WAY LIMITS		
RELOCATIONS	BUILD ALTERNATIVE A	BUILD ALTERNATIVE B
SINGLE-FAMILY	15	16
MOBILE HOMES	6	8
BUSINESS RELOCATIONS	7	11
NON-PROFIT ORGANIZATIONS	1	1
TOTAL	29	36

DISPLACEMENT EFFECTS AND ANALYSIS

ETSA Limits:

- Alternative A: Within the ETSA boundary 79 (seventy-nine) single-family residences were identified, 35 (thirty-five) mobile home residences, 32 (thirty-two) businesses and 1 (one) non-profit.
- Alternative B: Within the ETSA boundary 89 (eighty-nine) single-family residences were identified, 37 (thirty-seven) mobile home residences, 44 (forty-four) businesses and 1 (one) non-profit.

Right-of-Way Limits:

- Alternative A: This project has the potential to displace a maximum of 15 (fifteen) single-family residences, 6 (six) mobile home residences, 7 (seven) businesses and 1 (one) non-profit.
- Alternative B: This project has the potential to displace a maximum of 16 (sixteen) single-family residences, 8 (eight) mobile home residences, 11 (eleven) businesses and 1 (one) non-profit.

Single-Family

ETSA Limits:

- Alternative A: Within the ETSA boundary 79 (seventy-nine) single-family residences were identified through a desktop review of aerial imagery only.
- Alternative B: Within the ETSA boundary 89 (eighty-nine) single-family residences were identified through a desktop review of aerial imagery only.

Right-of-Way Limits:

- Alternative A is expected to displace a total of 15 (fifteen) single-family residences within the right-of-way limits. Based on exterior inspection, these residences appear typical for the area in terms of size and style.
- Alternative B is expected to displace a total of 16 (sixteen) single-family residences within the right-of-way limits. Based on exterior inspection, these residences appear typical for the area in terms of size and style.

Mobile Home

ETSA Limits:

- Alternative A: Within the ETSA boundary 35 (thirty-five) mobile homes were identified through a desktop review of aerial imagery only.
- Alternative B: Within the ETSA boundary 37 (thirty-seven) mobile homes were identified through a desktop review of aerial imagery only.

Right-of-Way Limits:

- Alternative A: Construction of Alternative A will result in the displacement of 6 (six) mobile homes. All six mobile homes are single wide, and most are expected to be tenant occupied.
- Alternative B: Construction of Alternative B will result in the displacement of 8 (eight) mobile homes. All eight mobile homes are single wide, and most are expected to be tenant occupied

Businesses

ETSA Limits:

- Alternative A: Within the ETSA boundary 32 (thirty-two) single-family residences were identified through a desktop review of aerial imagery only.
- Alternative B: Within the ETSA boundary 44 (forty-four) single-family residences were identified through a desktop review of aerial imagery only.

Right-of-Way Limits:

- Alternative A: According to the plans provided, Alternative A is expected to cause 7 (seven) business relocations. One of the seven businesses is currently vacant but appears suitable for use and occupancy. The remaining six businesses include a camp ground, restaurant/ general store, waste disposal facility, convenience market/ gas station, kennel and a wood working business.
- Alternative B: Alternative B is expected to cause 11 (eleven) business relocations. One of the eleven businesses is currently vacant but appears suitable for use and occupancy.

The remaining ten businesses include two convenience markets/ gas stations, fireworks retailer, bar, antiques dealer, camp ground, restaurant/ general store, waste disposal facility, kennel and a wood working business. Except for the vacant business, none of the affected businesses are expected to have more than ten onsite employees each.

Non-profit

ETSA Limits:

Within the ETSA boundary, 1 (one) church was identified.

Right-of-Way Limits:

Both Alternative A and Alternative B would result in the relocation of 1 (one) church.

Other

ETSA Limits:

No multi-family residences or farms were identified through a desktop review of aerial imagery.

Right-of-Way Limits:

No multi-family residences or farms are expected to be displaced by this project.

Availability of Replacement Housing

An examination of the Cocke County housing market in the project area shows a sufficient amount of homes and for sale and/or rent to accommodate the anticipated residential relocations.

Based on a survey of the commercial real estate market, the supply of available commercial property in the immediate project area appears to be inadequate to satisfy the relocation requirements for business relocations.

ASSURANCES: The Tennessee Department of Transportation 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. TDOT's relocation program is practical and will allow for the efficient relocation of all eligible displaced persons in accordance with State and Federal Guidelines.

Prepared By:

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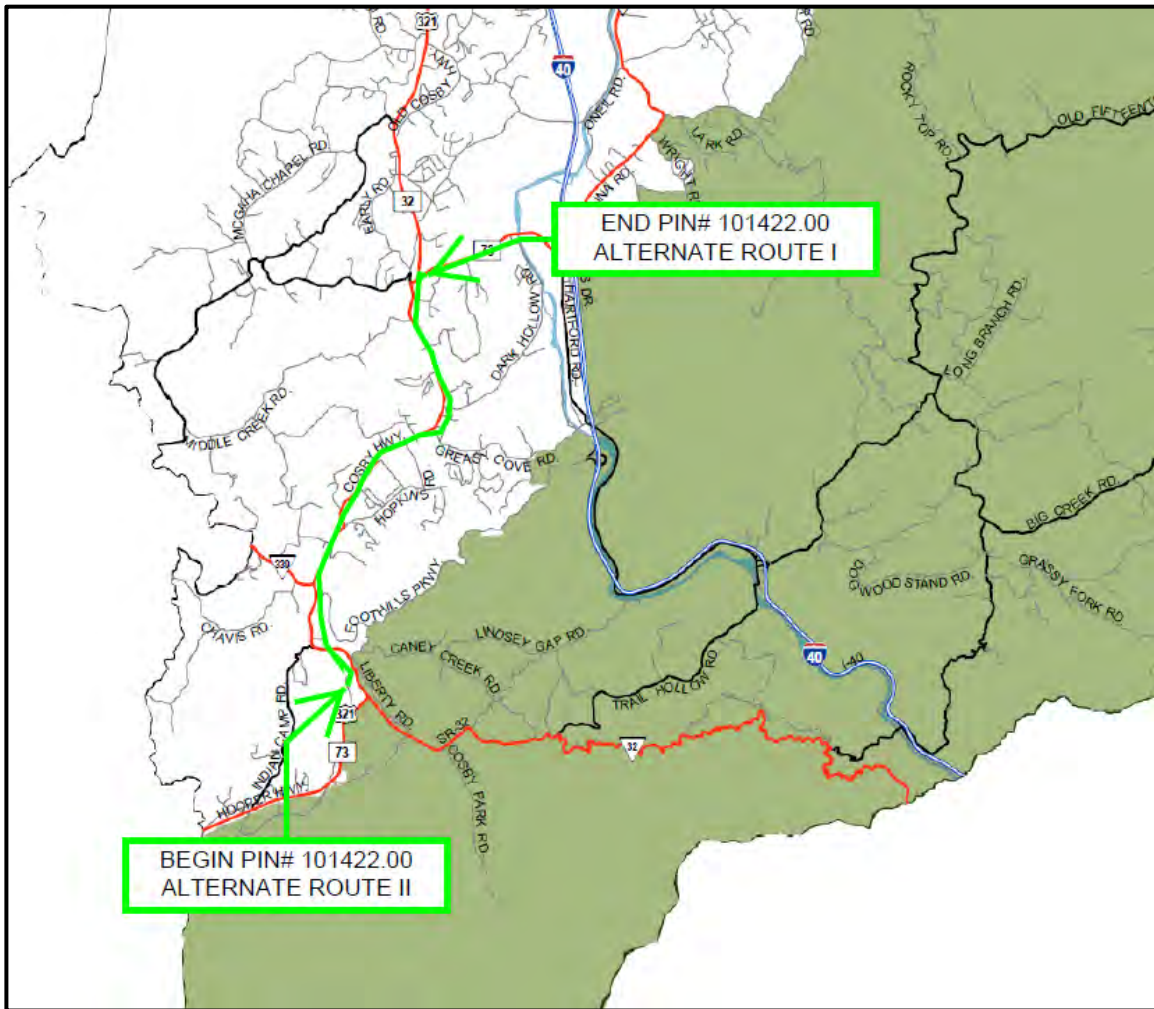
Approved by:

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Assistant Director
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Project Location Map

(For Illustration Only)

ALTERNATIVE A



ALTERNATIVE B

