



State Route 66

From State Route 34 in Bulls Gap to Near Speedwell Road/Old Highway 66, Hawkins County, Tennessee

Tonight's Agenda



5:00 PM - Public Hearing Starts

5:00-5:30 PM - Sign-In/Review Hearing Handout/View Project Displays

5:30-5:45 PM - Project PowerPoint Presentation

5:45-6:00 PM - Question and Answer Session with TDOT Representatives

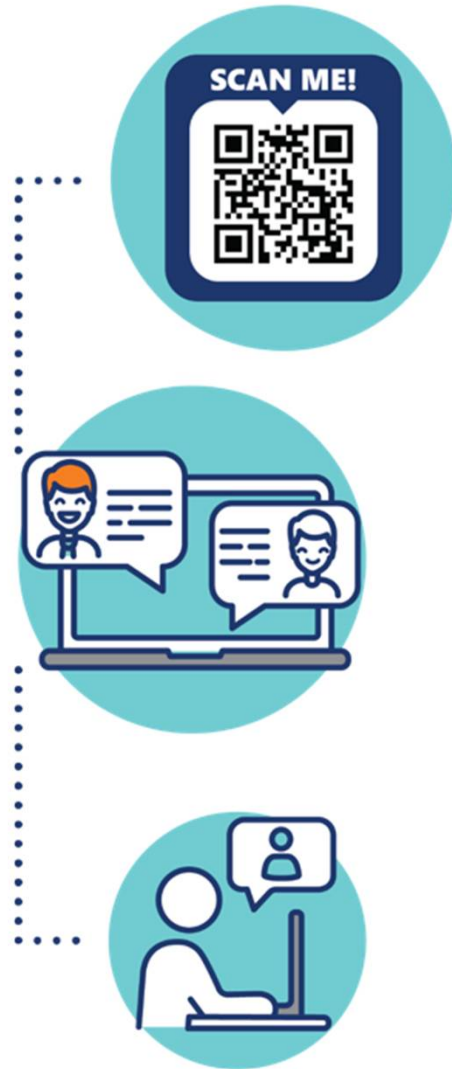
6:00-7:00 PM - Visit Project Displays, Speak with TDOT Project Team, and Provide Feedback and Comments

Purpose of Tonight's Public Hearing



- ❖ To provide information on:
 - The proposed project
 - The expected project impacts on the social, cultural, or natural environment
- ❖ To answer your questions and gather your feedback on the Environmental Assessment prior to completion of the final environmental document

Your Comments are Important!



- Ask questions after this presentation
- Fill out a comment card and submit it tonight or by email, mail, or via the project website
- Record a verbal comment with the videographer or using the project toll-free phone line
- Speak with a TDOT representative after this presentation

Comments received by June 26, 2025, will be included in the official summary for this public hearing.

Project Background

- **2006** – The Tennessee Department of Transportation (TDOT) completed a Transportation Planning Report, which analyzed existing and projected traffic data and determined the feasibility of improving a portion of State Route 66.
- **2020** – A D-List Categorical Exclusion was initiated for the proposed improvements.
- **2024** – Activities have included:
 - Right-of-Way Plans developed for the Build Alternative.
 - It was determined by the Federal Highway Administration (FHWA) and TDOT to move with the preparation of an Environmental Assessment based on the anticipated number of relocations.
 - Environmental Assessment and environmental technical studies prepared.
- **2025** – Environmental Assessment approved by FHWA on April 15, 2025.

Locations Where the Environmental Assessment Can Be Reviewed

Copies on the SR-66 Environmental Assessment are available on the tables here tonight.

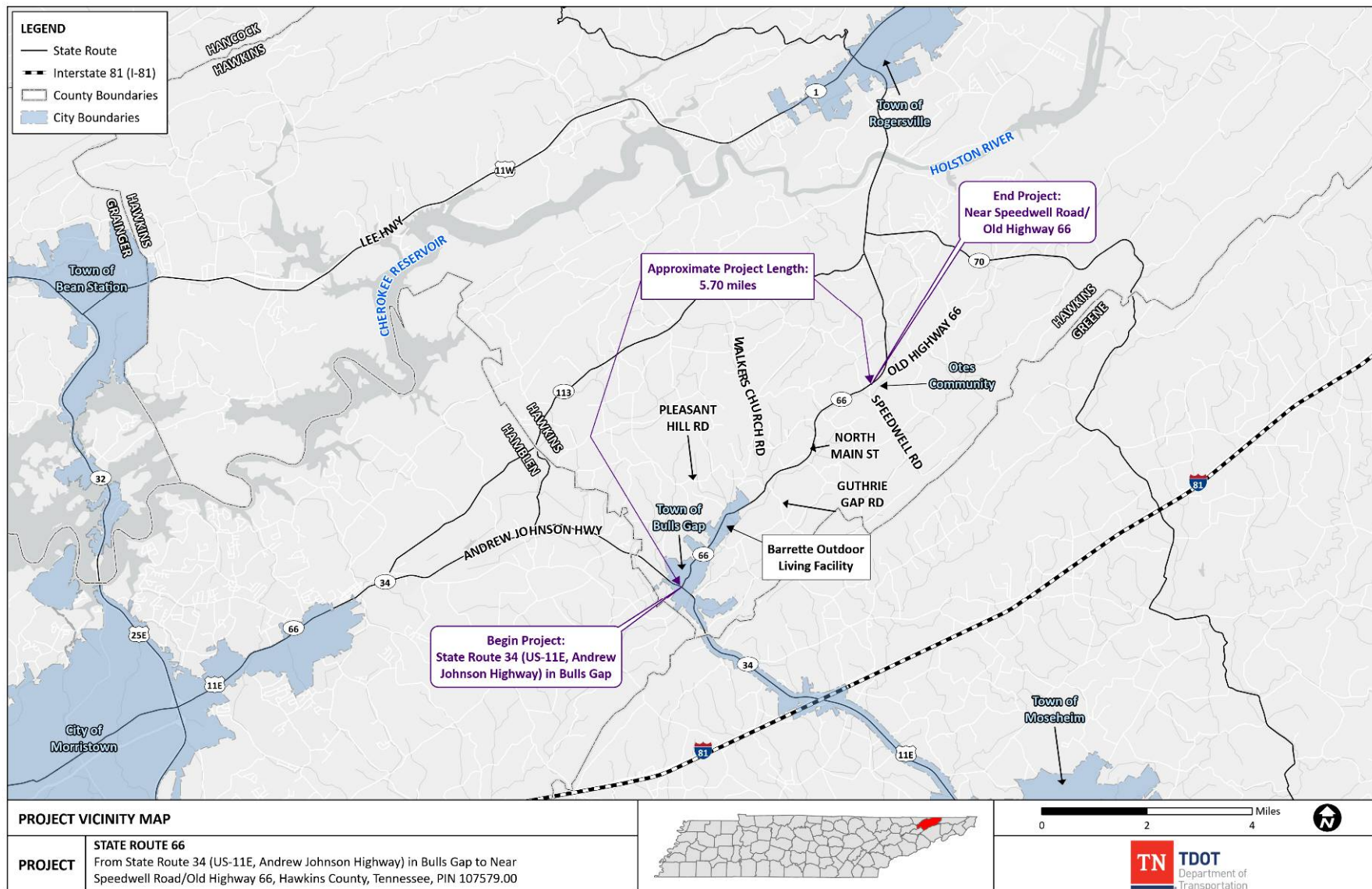
Additionally, the SR-66 Environmental Assessment and technical appendices can be viewed at the following locations:

- **Hawkins County Courthouse**
150 East Washington Street
Rogersville, TN 37857
- **H.B. Stamps Memorial Library**
407 East Main Street, Suite 1
Rogersville, TN 37857
- **Bulls Gap Town Hall**
139 South Main Street
Bulls Gap, TN 37711
- **TDOT District 17 Morristown Office**
1825 State Street
Morristown, TN 37814



The Environmental Assessment and associated technical appendices are also available electronically for download via the SR-66 project website: <https://tinyurl.com/SR-66Hawkins>

Project Location



Purpose and Need

Need for Project:

The need for the proposed SR-66 project has been identified as the following:

- Existing Roadway Geometric Deficiencies
- Insufficient System Linkage
- Need for Route Redundancy
- Meet the Legislative Intent of the “Improving Manufacturing, Public Roads, and Opportunities for a Vibrant Economy” (IMPROVE) Act”

Purpose of Project:

The purpose of the proposed SR-66 project has been identified as the following:

- Improve Roadway Geometric Deficiencies
- Improve System Linkage
- Support Route Redundancy
- Meet the Legislative Intent of the IMPROVE Act

Alternatives Evaluated in the Environmental Assessment

Two Alternatives are being evaluated in the EA:

- No-Build Alternative and one Build Alternative

No-Build Alternative:

- In accordance with regulations, the No-Build Alternative has been retained for detailed study and also serves as a benchmark for comparison with the Build Alternative.
- Would retain the existing roadway configuration except for any modifications identified in TDOT's 25-Year Long Range Transportation Policy Plan, State Transportation Improvement Program (STIP), and the TDOT 10-Year Project Plan.
- Would allow for routine maintenance and safety upgrades.

Alternatives Evaluated in the Environmental Assessment

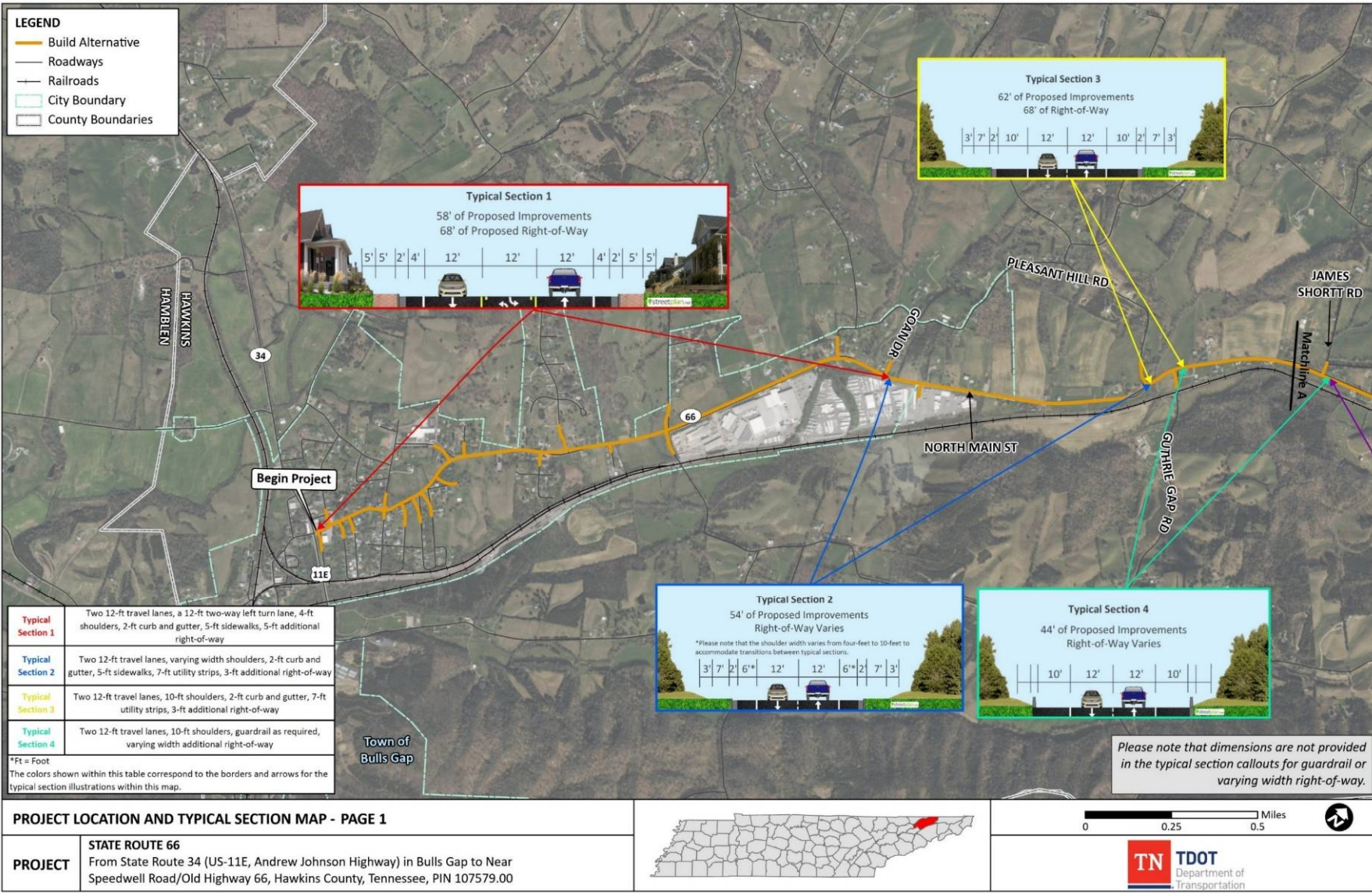
Build Alternative:

The Build Alternative would generally follow the existing SR-66 roadway alignment, except in locations where minor alignment shifts are needed to correct roadway geometric deficiencies. The Build Alternative would also widen the existing two-lane roadway configuration (which currently consists of one 10-foot-wide lane in each direction) to include the following:

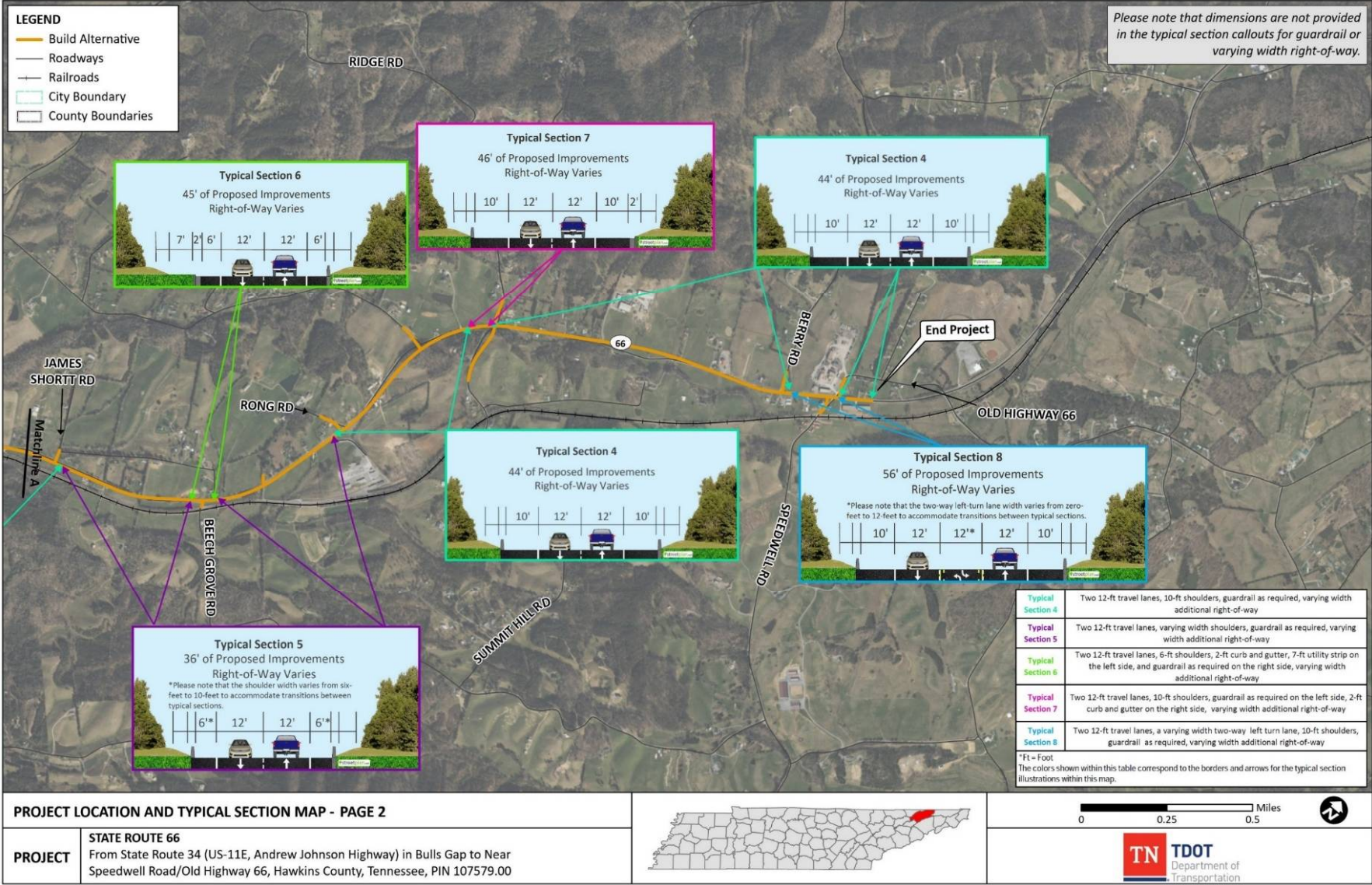
- Two 12-foot travel lanes (one travel lane in each direction) and paved shoulders four- to ten-feet in width.
- An intermittent 12-foot-wide two-way left-turn lane from SR-34 (US-11E, Andrew Johnson Highway) to north of Goan Drive and from north of Berry Road to near Speedwell Road/Old Highway 66.
- Five-foot wide sidewalks from SR-34 (US-11E, Andrew Johnson Highway) to north of Goan Drive.
- Intermittent curb and gutter.
- Guardrail, as required.

Once completed, the Build Alternative would provide a consistent typical section along SR-66 from SR-34 (US-11E, Andrew Johnson Highway) to the county seat of Rogersville, as well as provide a link from Rogersville to I-81. The total proposed project length is approximately 5.70 miles.

Build Alternative



Build Alternative (Continued)



Environmental Technical Studies Completed

For the environmental document, the following technical studies were completed:

- Traffic and Safety Analysis
- Land Use, Farmland, and Transportation Infrastructure
- Community Impact Assessment, Relocations, and Economic Resources
- Air Quality and Noise
- Cultural Resources (Historic Architecture and Archaeology)
- Recreational Resources
- Natural Resources
- Visual Impacts
- Hazardous Materials

What are the Findings From the Environmental Technical Studies?

Impact Category (Resource)		No-Build Alternative	Build Alternative
Land Use	Direct Conversion of Land to a Transportation Use	No Effect	Approximately 102.52 acres of land would be converted to a transportation use. This amount may be reduced as the proposed project moves through the project development process.
	Existing Land Use	No Effect	The Build Alternative would be inconsistent with existing land uses; however, impacts are anticipated to be minimal since this conversion would occur predominantly along existing SR-66.
	Zoning	No Effect	The Build Alternative would be inconsistent with existing zoning in the Town of Bulls Gap; however, impacts are anticipated to be minimal since this conversion would occur predominantly along existing SR-66. Zoning data is not available for Hawkins County.
	Future Land Use	No Effect	The limits of the Town of Bulls Gap Urban Growth Area are unknown; therefore, impacts from the Build Alternative cannot be determined. Future land use data is not available for Hawkins County.
	Planned Development	No Effect	Two planned developments were identified within the vicinity of the Build Alternative: an industrial facility for Southern Waste Services and a 4.8-megawatt Holston Electric power generation plant under development at the Natural Gas Liquids Supply Company fractionation facility. Right-of-way and/or easements may be acquired from the parcels on which these developments are located; however, no impacts are anticipated to any structures, and access would be maintained during construction.
	Legislation, Plans, and Policies	No Effect	The Build Alternative would be consistent with stated infrastructure and economic development goals.
Farmland	Farm Size and Agricultural Employment	No Effect	The Build Alternative could reduce the overall amount of available farmland and reduce the need for agricultural industry employees. However, the amount of farmland to be converted may be reduced, and agriculture is not a predominant source of employment in Hawkins County. Therefore, impacts are anticipated to be minimal.
	Century Farms	No Effect	There is one recognized Century Farm that would be impacted by the Build Alternative.
	Prime Farmland	No Effect	Approximately 27.1 acres of prime, unique, and/or statewide or locally important farmland would be converted to a transportation use, which is approximately 0.52 percent of the total amount of prime, unique, and/or statewide or locally important farmland acreage found within Hawkins County.
	Impacts under the Farmland Policy Protection Act	No Effect	The Build Alternative received a Farmland Conversion Impact Rating of 109.7 points. Sites receiving a rating of less than 160 points are not given further consideration for protection and no additional sites need to be evaluated. The requirements of the Farmland Policy Protection Act have been fulfilled for the Build Alternative.
Transportation	Road Network	No Effect	The Build Alternative would widen the existing road and include minor horizontal and vertical alignment changes, primarily located in the Town of Bulls Gap, intended to meet current design standards.
	Bicycle and Pedestrian Facilities	The No-Build Alternative would not support the infrastructure goals of the legislation, plans, and policies.	The Build Alternative would include five-foot sidewalks in the Town of Bulls Gap and paved shoulders four- to ten-feet in width, which would provide additional accommodations for bicyclists on SR-66.
	Freight Rail	No Effect	No Effect
	Planned Roadway Projects in the Vicinity of the Build Alternative	No Effect	No Effect
Community Impact, Relocations, and Economic Resources	Relocations of Residents or Businesses	No Effect	There are 58 potential residential relocations. There are also seven business relocations. In the event of relocations, there may be issues finding suitable replacement housing for any potential residential relocations. An examination of the Hawkins County residential real estate market near the SR-66 project area indicates an inadequate supply of available residential property to satisfy the relocation requirements of the 58 potential residential relocations. There is a larger inventory of homes in the Town of Rogersville (13 miles to the north), the City of Morristown (13 miles to the southwest), and the Town of Greeneville (17 miles to the southeast).
	Community Services and Facilities	No Effect	The Build Alternative would require partial acquisition from five community facilities (three churches, the East Tennessee Health Center, and Bulls Gap School) and the relocation of the East Tennessee Health Center. Due to the proximity of other medical facilities in the area, it is not anticipated that this relocation would have an adverse impact on the community. Access to all other community facilities would be maintained during construction.
	Community Stability and Cohesion	No Effect	Under the Build Alternative, impacts related to community cohesion have been determined to be moderate. The density and rural nature of the community following the relocation of residences and businesses would be consistent with the current density and rural nature of the existing community. Access to community facilities and services would be consistent with the current dispersed and rural nature of the existing community. It is unlikely that the Build Alternative would introduce a perceived barrier that discourages interaction across the roadway.
	Economic Conditions	No Effect	The Build Alternative is not anticipated to impact employment or unemployment rates in Hawkins County. The Build Alternative would support commuter/truck traffic on SR-66 and may encourage economic development.

What are the Findings From the Environmental Technical Studies?

Impact Category (Resource)		No-Build Alternative	Build Alternative
Air Quality	Transportation Conformity	No Effect	The Build Alternative is located within Hawkins County, which is in attainment for all regulated criteria pollutants. Therefore, the Build Alternative is not subject to conformity.
	Mobile Source Air Toxics	No Effect	The Build Alternative qualifies as a "Project with Low Potential Mobile Source Air Toxic (MSAT) Effects" and is not predicted to create adverse Mobile Source Air Toxic effects.
	Construction Air Quality	No Effect	The Build Alternative may cause temporary generation of construction-related pollutant emissions.
Noise	Noise	No Effect	The Build Alternative is anticipated to impact five residential noise receivers. However, the Build Alternative is not predicted to cause a substantial increase in existing noise levels or exceed the FHWA Noise Abatement Criteria.
	Construction Noise	No Effect	Construction activities associated with the Build Alternative may generate intermittent and temporary noise above existing noise levels. The generated noise levels would depend on the types of equipment utilized, the duration of the activities, and the distances between construction activities and nearby land uses.
Historic Resources		No Effect	Two National Register of Historic Places eligible historic resources were identified within the limits of the Build Alternative (Shadowland Farm and Berry Farm). The Build Alternative would have no adverse effect to these resources.
Archaeological Resources		No Effect	The Build Alternative would have no effect to National Register of Historic Places listed/eligible archaeological resources.
Native American Consultation		No Effect	Native American Consultation was completed for the proposed project. None of the tribes indicated that the Build Alternative would result in adverse impacts; however, they did request to be contacted in the event of an inadvertent archaeological finding. Additionally, the Cherokee Nation requested to be a consulting party.
Section 4(f) Resources	Section 4(f) Resources – Historic Architecture	No Effect	Two historic architecture sites within the Area of Potential Effects of the Build Alternative were found eligible for the National Register of Historic Places, Shadowland Farm and Berry Farm. A Final Section 4(f) <i>De Minimis</i> Evaluation for impacts to these sites was signed by FHWA on March 12, 2025.
	Section 4(f) Resources – Archaeological	No Effect	No Effect
	Section 4(f) Resources – Recreational	No Effect	No Effect
	Section 4(f) Resources – Wildlife and Waterfowl Refuges	No Effect	No Effect
Natural Resources	Perennial Streams	No Effect	Twenty-two perennial streams (approximately 2,340 linear feet) are located within the limits of the Build Alternative.
	Intermittent Streams	No Effect	Six intermittent streams (approximately 1,235 linear feet) are located within the limits of the Build Alternative.
	Wet Weather Conveyances	No Effect	Four wet weather conveyances (approximately 185 linear feet) are located within the limits of the Build Alternative.
	Ponds	No Effect	Nine ponds (approximately 0.33 acres) are located within the limits of the Build Alternative.
	Wetlands	No Effect	Sixteen wetlands (approximately 0.539 acres) are located within the limits of the Build Alternative.
	Water Quality	No Effect	One 303(d) listed stream, Whitehorn Creek, was found within the limits of the Build Alternative. Water quality may be impacted as a result of the Build Alternative.
	Threatened and Endangered Species	No Effect	Coordination with the U.S. Fish and Wildlife Service (USFWS) was completed, and there would be "No Effect" to any federally protected species. The USFWS and TWRA (Tennessee Wildlife Resources Agency (TWRA) requested the implementation of best management practices. TWRA requested that a site visit should be conducted by qualified TDOT personnel to ensure erosion control measures are followed. The Build Alternative is covered under the 2023 Memorandum of Agreement between TDOT, FHWA, and Tennessee Department of Environment and Conservation Division of Natural Areas (TDEC DNA); therefore, coordination with the TDEC DNA was not completed.
	Geology	No Effect	Construction of the Build Alternative may result in impacts to geology, such as impacts to drainage and ground and slope instability.
	Floodplains	No Effect	Portions of the Build Alternative (approximately 2.36 acres) are located in or near a Federal Emergency Management Agency defined floodplain; however, there is no detailed study.
	Visual Impacts	No Effect	The Build Alternative would not impact visually sensitive resources. The Build Alternative would have a neutral effect on overall visual quality, and areas where roads were not previously visible but would be visible under the Build Alternative are minimal.
Hazardous Materials		No Effect	In 2012, four hazardous material sites with a "low" potential for encountering hazardous materials were identified within the limits of the Build Alternative. An updated 2024 hazardous materials desktop review identified 10 potential hazardous materials sites within the limits of the Build Alternative (two of which had been previously identified in the 2012 review).
Construction and Operations		No Effect	Potential construction-related impacts are anticipated to be temporary and would not exceed the timeframe during which active construction of the Build Alternative would take place.

Right-of-Way Acquisition

TDOT follows a federally mandated process to acquire property, which includes:

- Notice to property owners
- Independent Third-Party Conducted Appraisals
- Fair Market Value offered for proposed acquisitions
- *Relocation Assistance Program* for eligible affected property owners

Full details of TDOT's Right-of-Way Acquisition process can be found in the TDOT ROW Manual at: www.tn.gov/content/dam/tn/tdot/right-of-way-division/ROW_Procedures_Manual.pdf

If you have a question regarding the TDOT Right-of-Way Acquisition and Relocation process, speak to a TDOT ROW Representative tonight or please call **1-800-546-0949 (toll-free)** and leave a voicemail message with your name, phone number and question. A TDOT representative will respond to questions within 7 business days.

Next Steps

- Review feedback from the public hearing
- Selection of the Preferred Alternative
- Approval of final environmental document
- Right-of-Way Acquisition
- Construction Phase



Project Schedule

Initiate Early Coordination with Federal, State and Local Officials	Quarter 3 of 2024
Conduct Environmental Technical Studies	Quarter 4 of 2024
Public Meeting	November 12, 2024
Notice of Availability / Environmental Assessment Approval	Quarter 2 of 2025
Hold NEPA Public Hearing	June 5, 2025
Approval of Final Environmental Document / Selection of Preferred Alternative:	Quarter 3 of 2025
Right-of-Way Acquisition Phase	2026
Construction Phase	2030

We are here!

**Quarter 1 – January through March, Quarter 2 – April through June, Quarter 3 – July through September, Quarter 4 – October through December*

***Forecasted dates are subject to change.*

****Once the final environmental document is approved by the Federal Highway Administration, the Planning and Environmental Phase is complete.*

Procedures for Submitting Comments

Public Comments received or postmarked by June 26, 2025, will be included in the official summary of the public hearing.

Written Comments:

- Send a **Comment card** or **Letter** by mail to:
State Route 66
C/O Kimley-Horn and Associates
10 Lea Avenue, Ste 400
Nashville, TN 37210
- **Email TDOT.comments@tn.gov** using the subject line *State Route 66 Project*.
- Complete an **Online comment form** available on the SR-66 project website at <https://tinyurl.com/SR-66Hawkins> or by scanning the QR code.



Verbal Comments and Questions:

- Record a verbal comment with the videographer tonight.
- **(800) 546-0949 (toll-free)** - Leave a voicemail message with your name, phone number and question and/or comment. For questions - Please make sure to call the number above by **June 19, 2025**, and a TDOT representative will respond to questions within 7 business days.

Project Contact



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