

Welcome to the Interstate 65/State Route 109 Interchange Public Hearing

April 27, 2010 – Portland High School - Portland, Tennessee

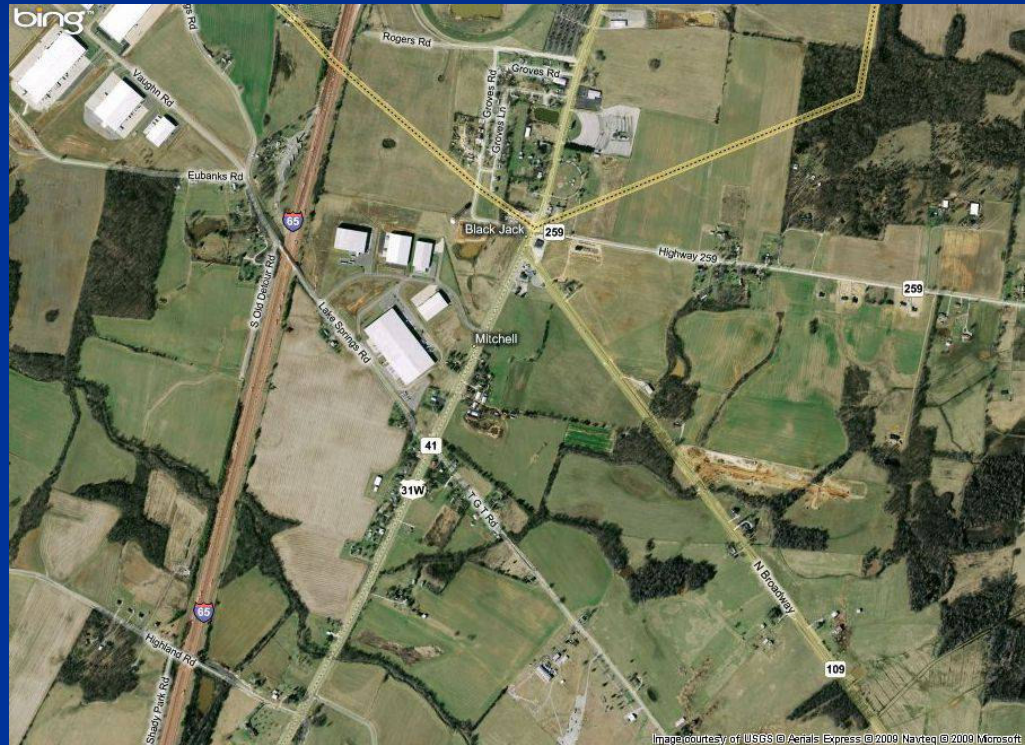


U.S. Department of Transportation
Federal Highway Administration



ENVIRONMENTAL ASSESSMENT INTERSTATE 65 INTERCHANGE

at PROPOSED RELOCATED STATE ROUTE 109 in
ROBERTSON and SUMNER COUNTIES, TENNESSEE



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



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Public Hearing Agenda

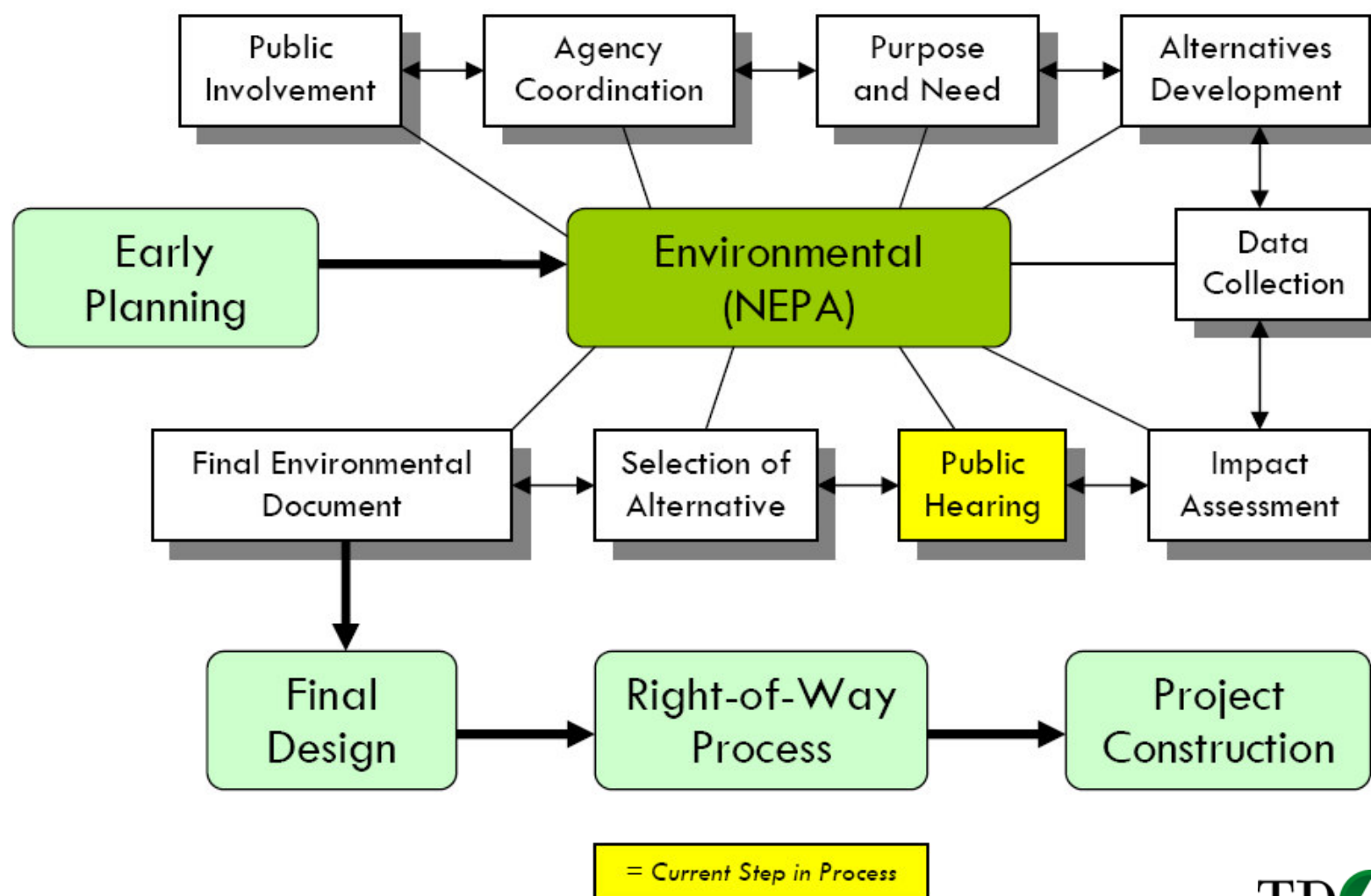
- Welcome and Introductions.
- Slide Presentation.
- Question and Answer Session.
- Detailed Review of Maps/Displays and Interact with TDOT Representatives.
- Complete Comment Cards and see the Court Reporter for Verbal Statements (optional).
- Adjourn

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

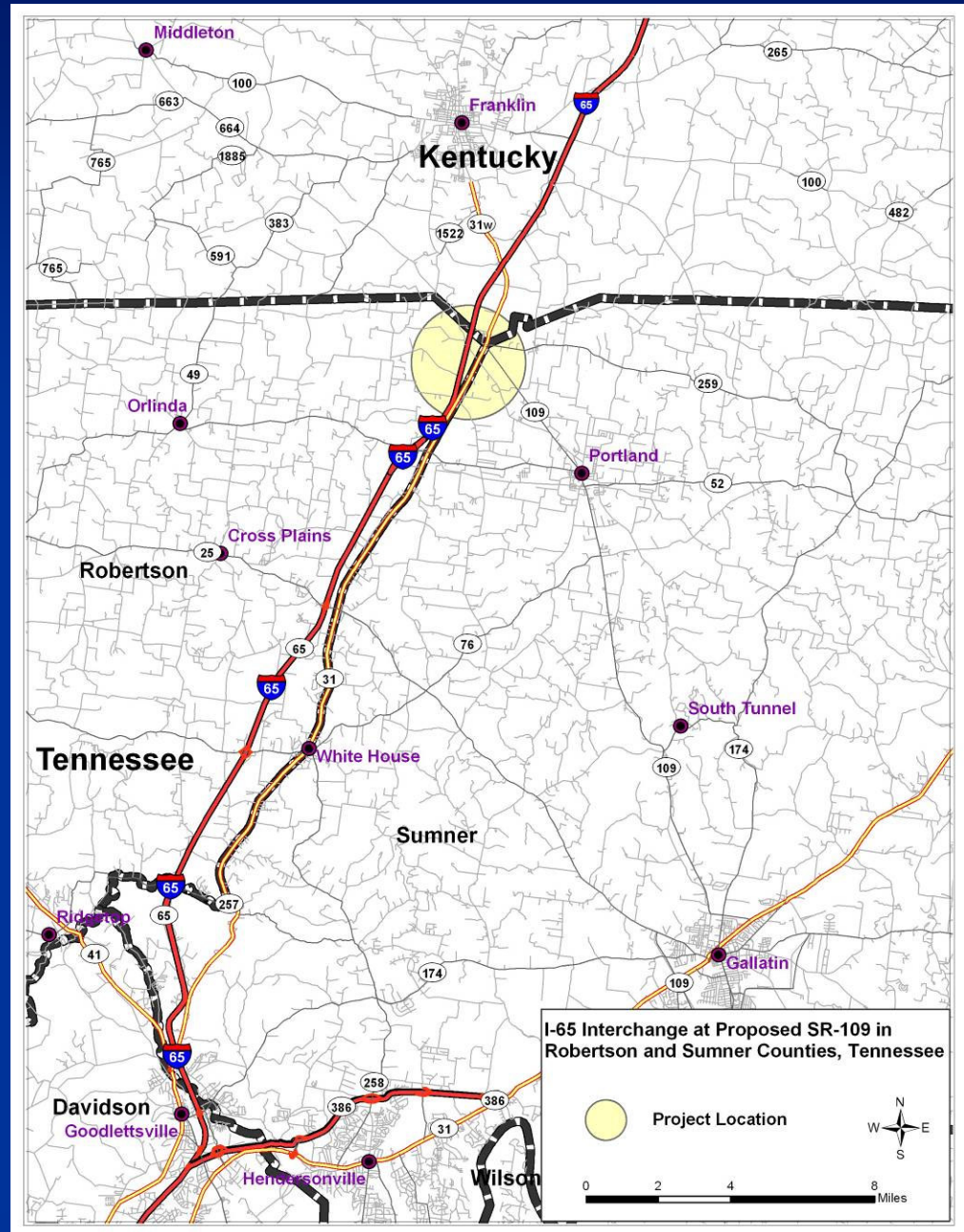
Socio-economic Resources



- 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) November 2006.
- The IJS evaluated four alternatives and identified a preferred build alternative.
- The NEPA process began in July 2007 when TDOT notified FHWA of their intent to prepare an Environmental Assessment.
- Interchange construction is consistent with the Long Range Transportation Plan and Transportation Improvement Program of the Nashville Metropolitan Planning Organization (MPO).

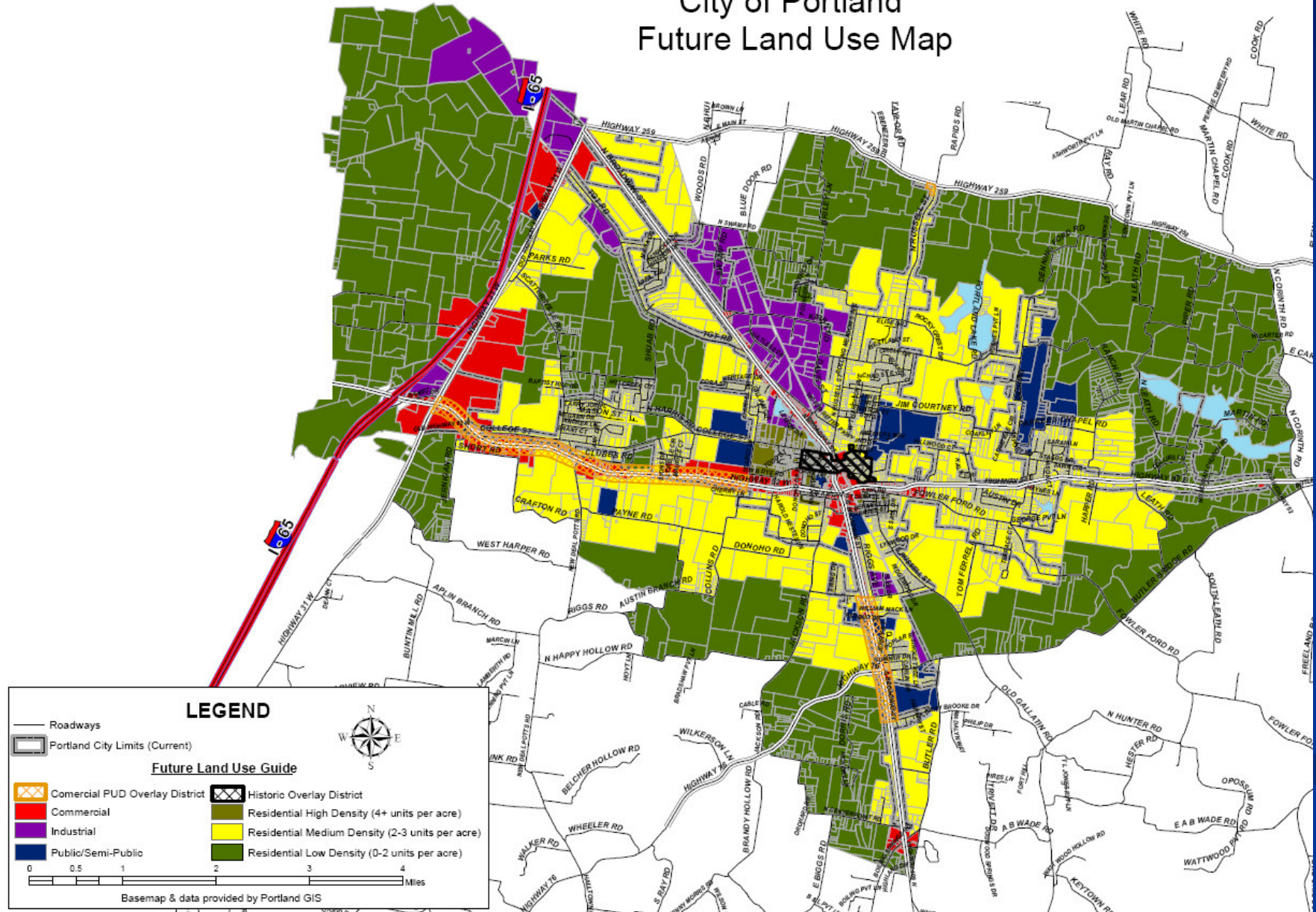
The NEPA Process Completed to Date

- A Public Meeting was held in January 2008.
- Purpose and Need Studies finalized June 2008.
- Alternatives Development finalized January 2009.
- Technical Studies/EA completed during 2009.
- FHWA approved the Environmental Assessment on January 6, 2010.

Project Purpose and Need

- Purpose of project is improve interstate access in the area that is compatible with local and regional plans.
- Project would remove traffic, especially large trucks, from existing secondary routes used to access industrial/warehousing sites in the vicinity.
- Much of the land in the study area is within the Urban Growth Boundary (UGB) of Portland or Planned Growth Area (PGA) of Sumner County.
- Project would support increased traffic due to continued growth. The project area is within 40 minutes of downtown Nashville.
- SR-109 is listed as a regional strategic corridor in the State's Long Range Transportation Plan. This project would connect the northern terminus of SR-109 directly to I-65.

City of Portland Future Land Use Map



Project Alternatives

- No Build Alternative and one Build Alternative.
- Build Alternative includes construction of a modified diamond interchange with a collector-distributor road to eliminate all weaving movements on I-65.
- Build Alternative provides for an optional future fly-over ramp for northbound I-65 traffic heading west to the industrial area along Vaughn Road west of I-65.

Additional Components of the Build Alternative

- Widening of I-65 to six lanes from near Highland Road to the Kentucky state line (approximately 1.5 miles);
- Construction of the proposed Relocated SR-109 from existing SR-109 westward to directly connect SR-109 to I-65;
- Extension of Vaughn Road to directly connect it to I-65 and the Relocated SR-109 alignment at the new interchange;
- Widening of SR-41 (US-31W) to five lanes from Relocated SR-109 north to near SR-259 (approximately 0.5 miles); and
- Addition of turn lanes on SR-41 (US-31W) at the proposed Relocated SR-109.

Build Alternative Layout



Summary of EA

Affected Environment

- Existing land uses include industrial sites, agriculture, pasture, highway ROW, low-density residential areas, and forest fragments.
- Immediate study area contains three streams and one small pond. One wetland located at the edge of the study area.
- Several single-family residences and a few businesses within the study area primarily along SR-109, SR-41, TGT Road, and Lake Springs Road.
- Large industrial/warehousing development west of I-65 along Vaughn Road and new residential developments along SR-109 and other surrounding areas.

Existing Conditions



Existing Conditions



Existing Conditions



Environmental Consequences under No-Build Alternative

- Traffic volumes would continue to increase on existing secondary routes used to access I-65;
- LOS and safety reduced on existing routes;
- Poor interstate access would result in slower economic growth and increases in property values;
- Farmland will be converted with future growth;
- Noise levels would increase due to increased traffic, but no substantial increases expected; and
- Streams in project area may be impacted by new developments in the area due to increased runoff.

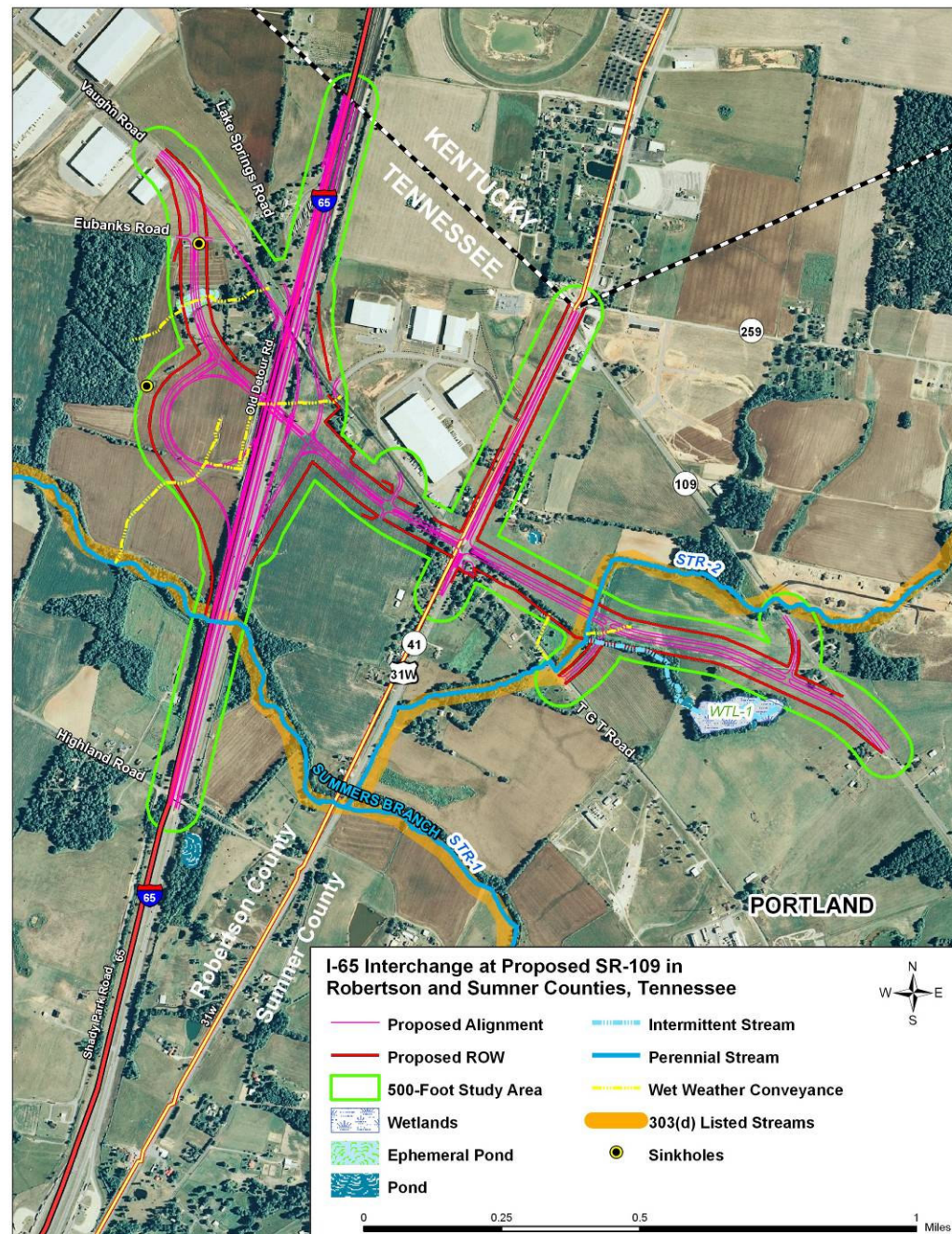
Environmental Consequences under the Build Alternative (Beneficial)

- Improved access to I-65;
- Improved safety and traffic conditions in the area, especially on existing routes used to access I-65;
- Enhanced economic development opportunities within the project vicinity;
- Improved circulation among the cities and communities in the project vicinity;
- Improved regional accessibility to the project area;
- Reduced travel times; and
- Increased property values for adjacent properties.

Environmental Consequences under the Build Alternative (Adverse)

- Long-term increases in noise for some residences;
- Temporary construction impacts (dust, siltation, noise, detours);
- Impacts to surface waters, including three streams;
- Conversion of undeveloped areas to highway ROW;
- New interchange may promote highway oriented businesses including gas stations/truck stops, fast-food restaurants, and hotels; and
- Improved access would promote faster urban growth of surrounding areas including industrial, residential, and commercial/retail developments, which could impact additional resources in the area.

Map of Ecological Resources



Environmental Consequences

Resource	Build Alternative
Total Size of Study Area (acres)*	297
Land Uses/Wildlife Habitat Present	
Forest (acres)	15
Old Field (acres)	3
Agriculture (acres)	97
Pasture	41
Developed/Disturbed (acres)	140
Open Water (acres)	1
Residential Displacements	2
Business Displacement	1

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

Environmental Consequences

Resource	Build Alternative
Noise Receptors Impacted (number)	14
Aquatic Resources Present	
Streams Present/Impacted (number)	3
Stream Channel in Corridor (feet)	3,137
Length of Stream Channel Impacts in ROW (feet)	511
Ponds Present (acres)	1
Wetlands Present (acres)	0.12
100-year Floodplains (acres)	0.9
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 65 Interchange Public Hearing.

Be sure to leave your comment cards with us here
tonight or return them postmarked by
May 18, 2010.

Have a nice evening, and drive home safely!

